Executive Summary

Recommend a Short-List of Sites for Further Review:

1. Explore the Possibility of a Private/ Public Partnership
2. Identify and Address Issues of Opportunity and Concern with Stakeholder Groups
Overview

1. Parking Supply and Demand
2. Methodology and Approach
3. Goals and Objectives
4. Sites Selected for Evaluation
5. Site Evaluation Criteria
6. Recommendations
1. Parking Supply and Demand

- **Previous Parking Studies:**
  - Downtown Parking Study (1998)
  - Downtown Parking Focus Group Report (2010)
  - Parking Supply & Demand Report, Nelson/Nygaard (2011)

- **Recent Development Activity:**
  - Portwalk Project – Phase 1 & 2
  - 51 Islington Street – Phase 1
  - 319 Vaughan Street
  - ...

- **Pending Development Activity:**
  - Portwalk Project – Phase 3
  - 30 Maplewood Ave.
  - 233 Vaughan Street
  - ...

- **Future Development Activity:**
  - Connie Bean Center
  - McIntyre Building
  - 111 Maplewood Ave.
  - ...

2. Methodology and Approach

1. Refine Key Goals & Objectives
2. Review Past Parking Garage Studies
3. Site Visits
4. Conceptual Site Plans & Renderings
5. Site Evaluation Criteria
6. Assess Pros and Cons
7. Rank and Score Sites
8. Recommend Site(s) for Further Study
3. Key Goals and Objectives

- Walkability
- Visual Impact
- Active Street-Level Uses
- Leverage into Larger Revitalization Effort
- Flexibility for Multiple Sites
- Multi-Modal Facility
- Public-Private Partnerships
- Minimize Construction Cost
4. Sites Selected for Evaluation

- Bridge Street
- Masonic Lot
- Deer Street
- Parrott Ave.
- McIntyre Lot
- Worth Lot
- Court Street Lot
Site
- 30,000 +/- SF
- 60+/- Spaces

Pros
- City-owned
- Proximity to Market Square

Cons
- Soil conditions
- Narrow shape and small size
- High visual impacts
- Potential need to use Bridge Street ROW

Bridge Street Lot
Masonic Lot

- Site
  - 32,000 +/- SF
  - 80+/- Spaces

- Pros
  - City has current use agreement
  - Size and shape of lot
  - Potential for street-level uses

- Cons
  - Scale and volume structure
  - Removal of large shade tree
  - High visual impacts
  - Proximity to Market Square
Deer Street Lot

- **Site**
  - 50,000 +/- SF
  - 75 +/- Spaces

- **Pros**
  - Size and shape of lot
  - Potential for economic development
  - Less visual impact as outside core area of the Historic District
  - Capture traffic prior to entering downtown business district
  - Potential for street-level uses

- **Cons**
  - Private ownership
  - Proximity to Market Square
**Site**
- 75,000 +/- SF
- 215 +/- Spaces (175 public)

**Pros**
- Size and shape of lot (expanded)
- Potential leverage for economic development
- Reduced visual impact with adjacent buildings
- Potential for street-level uses
- Proximity to Market Square

**Cons**
- Private ownership (Citizen’s Bank)
- Potential for high-ground water
- Potential concerns for traffic safety
McIntyre Lot

Site
- 100,000 +/- SF
- 80+/- Spaces

Pros
- Size and shape of lot
- Potential leverage for economic development
- Reduced visual impact with adjacent buildings
- Potential for street-level uses
- Proximity to Market Square

Cons
- Ownership (GSA)
- Traffic access & circulation
Worth Lot

- Site
  - 60,000 +/- SF
  - 135+/- Spaces (110 public)

- Pros
  - Size and shape of lot
  - Potential leverage for economic development
  - Traffic access & circulation
  - Reduced visual impact
  - Potential for street-level uses
  - Potential to revitalize the Vaughan Mall
  - Proximity to Market Square

- Cons
  - Private ownership of abutting lots
  - Temporary loss of spaces during construction
Site
- 32,000 +/- SF
- 75 +/- Spaces

Pros
- Size and shape of lot
- Proximity to Market Square

Cons
- Private ownership
- Traffic access & circulation
- Proximity to abutting buildings and uses
- Potential for high ground-water
- Visual impacts
5. Site Evaluation Criteria

1. Proximity to Market Square
2. Proximity to current/future development
3. Ability to support multi-modal transportation
4. Ability to leverage economic development
5. Responsiveness to pedestrian & vehicular traffic
6. Availability
7. Level of complexity
8. Visual impacts
9. Net new public parking spaces
10. Efficiency of the site as it relates to cost
1. Proximity to Market Square
2. Proximity to Current & Future Development

- Recent Development
- Pending Development
- Future Development

Traffic counts from NH DOT are for two-way traffic at point specified.
3. Support Multi-Modal Transportation Users

- Passenger Vehicles
- Public Transit
- Bicycles
- Mopeds
- Segways
- Electric Cars
- Pedestrians
4. Leverage New Economic Development

- New Buildings
- New Uses
- New / Reinvigorated Public Spaces
- Spillover to Abutting Properties
5. Pedestrian and Vehicular Traffic Access

- Traffic Flows
- Circulation Patterns
- Walkability
6. Availability

- Private Ownership
- Non-Profit
- Governmental Agencies
7. Level of Complexity

- Ownership
- Design
- Permitting
- Construction
8. Visual Impacts

- Downtown Historic District
- Height, Volume & Massing
- Façade Treatment
# 9. New Net Public Parking Spaces

<table>
<thead>
<tr>
<th></th>
<th>Existing Public Parking</th>
<th>Potential Parking Spaces</th>
<th>Potential Net New Spaces*</th>
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<tbody>
<tr>
<td>Bridge Street</td>
<td>60</td>
<td>200</td>
<td>140±/-</td>
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<tr>
<td>Masonic Lot</td>
<td>80</td>
<td>300</td>
<td>200±/-</td>
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<tr>
<td>Deer Street</td>
<td>0</td>
<td>600</td>
<td>550±/-</td>
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<tr>
<td>Parrott Ave.</td>
<td>175</td>
<td>500</td>
<td>225±/-</td>
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<tr>
<td>McIntyre Lot</td>
<td>0</td>
<td>600</td>
<td>400±/-</td>
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<tr>
<td>Worth Lot</td>
<td>110</td>
<td>600</td>
<td>400±/-</td>
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<tr>
<td>Court Street</td>
<td>75</td>
<td>375</td>
<td>300±/-</td>
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</tbody>
</table>

* Potential spaces minus existing and potential new demand
10. Efficiency for Construction

- 60’ x 200’+ Parking Bays
- Rectangular Site
- Open Design
- Minimize Façade Costs
- Below-Level Parking Option
- Staging Areas
## Site Evaluation Criteria – Summary Table

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Points</th>
<th>Bridge Street</th>
<th>Masonic Lot</th>
<th>Deer Street</th>
<th>Parrott Ave.</th>
<th>McIntyre Lot</th>
<th>Worth Lot</th>
<th>Court Street</th>
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<tbody>
<tr>
<td>1 Proximity to Market Square</td>
<td>0 - 5</td>
<td>3.50</td>
<td>1.50</td>
<td>3.00</td>
<td>3.00</td>
<td>4.75</td>
<td>4.50</td>
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<td>2 Proximity to recent or proposed economic development</td>
<td>0 - 5</td>
<td>4.25</td>
<td>1.50</td>
<td>5.00</td>
<td>1.50</td>
<td>3.75</td>
<td>4.50</td>
<td>2.50</td>
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<tr>
<td>3 Potential for multi-modal transportation facilities</td>
<td>0 - 5</td>
<td>3.50</td>
<td>3.00</td>
<td>4.25</td>
<td>2.50</td>
<td>3.25</td>
<td>4.50</td>
<td>3.50</td>
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<tr>
<td>4 Potential to meet multiple objectives</td>
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<td>4.00</td>
<td>3.00</td>
<td>5.00</td>
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<td>2.25</td>
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<tr>
<td>5 Pedestrian and vehicular traffic Impacts, access and circulation</td>
<td>0 - 10</td>
<td>1.50</td>
<td>5.25</td>
<td>8.25</td>
<td>6.00</td>
<td>7.50</td>
<td>9.50</td>
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<tr>
<td>6 Availability of site</td>
<td>0 - 10</td>
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<td>3.00</td>
<td>3.67</td>
<td>3.00</td>
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<td>7 Level of complexity</td>
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<td>3.75</td>
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<td>8.75</td>
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<td>8 Visual impacts and need/ability to screen garage with buildings</td>
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<td>6.25</td>
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<td>12.25</td>
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<td>9 Estimated net gain of public parking spaces</td>
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<td>4.00</td>
<td>6.00</td>
<td>15.00</td>
<td>10.25</td>
<td>14.50</td>
<td>12.75</td>
<td>9.00</td>
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<td>10 Estimated construction cost per new parking space</td>
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<td>11.25</td>
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<td>10.00</td>
<td>18.75</td>
<td>16.00</td>
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<td>TOTAL SCORE</td>
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<td><strong>42.25</strong></td>
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<td><strong>51.00</strong></td>
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<td>5</td>
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<td>2</td>
<td>4</td>
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</table>
6. Recommendations

- Focus on 3 top-ranked sites concurrently
  - Short-Term – Worth Lot
  - Long-Term – McIntyre and Deer Street Lots
Next Steps

- Explore public-private partnerships
- Identify issues, concerns, and opportunities with stakeholder groups