



McIntyre Project Public Input Process - ESSENTIAL FRAMEWORK -

A. PUBLIC REALM

- Include easily adaptable public realm spaces that accommodate modestly-sized indoor and outdoor gathering space and a variety of activities and programming options for all ages. The public realm of the McIntyre should complement existing and planned Portsmouth assets (e.g. Market Square, Prescott Park, Vaughn-Bridge-Worth, etc.).
- Establish a highly walkable project buildout that creates interesting and varied pedestrian experiences (including public art and views) along all property edges and throughout/within the property. Make edges active and inviting.
- Offer an opportunity for the public to access to the expansive elevated views of the downtown and waterfront. Preserve critical viewsheds from the street level experience.

B. DESIGN

- New architecture should reflect current design and sustainable construction technologies while respecting the historic characteristics and integrity of the site's varying surroundings. Do not overshadow the McIntyre building.
- Provide multiple points of access along all sides of the parcel to ensure permeability through the site (especially at/through the existing McIntyre Building).
- Design the site for maximum adaptability to future changes in markets and public benefit needs. For example, ground-floors of existing and proposed buildings shall be designed to ensure adaptability and evolution of use such that street life in and around the McIntyre site continues to be vibrant and brimming with activity.
- Advocate for interpretation of the Secretary of the Interior's Standards that will allow for appropriate modification to character-defining features to invite public use and connect the building and site with its surroundings.

C. TRANSPORTATION & PARKING

- Reduce the need for on-site parking. Provide transportation and parking options, both external and internal to the site, designed to reduce reliance on personal cars.
- Define the types of on-site, practical accommodations for arrival/departure integrated into the site development in support of alternative modes of transportation and new consumption and distribution patterns, planning for future trends in transportation.
- Minimize/eliminate surface (vs. covered) parking.
- Minimize vehicular traffic into the site – limit to deliveries, public safety, and very slow travel.
- Consider important nearby transportation connections when designing public walk and path alignments through the property.

D. PUBLIC/PRIVATE PARTNERSHIP

- Establish and maintain a market-based mix of uses/activities of interest to Portsmouth residents. Consider existing and planned amenities and uses located within walking distance.
- The City's ability to achieve desired public amenities and benefits (including ground rent and surplus income) depends on its private partners also achieving financial goals. Fairly balance this relationship to result in long-term success. For example, consider design options that create increased density if increased public benefit results.
- Explore tax credit programs and other financing tools (e.g. tax increment financing), to leverage private and public capital and enhance project viability.
- Establish the proper scale, mass, density and building configuration to allow economic viability for public benefits and quality development.
- Establish a public/private oversight entities to document and monitor the project and to ensure that public benefits are being met and that the project is proceeding in accordance with partnership terms. Revisit the framework when changes are proposed.