Portsmouth Parking Utilization Advisory Committee

Project Update #2

11:00 AM, 7/6/2023

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Agenda

1. Introductions
2. Review of Guiding Principles
3. Update on Existing Conditions Analysis
4. Update on Zoning Review
5. Description of Future Conditions Analysis Methodology and Progress
6. Discussion of Recommendations Process

Guiding Parking Principles for Central Business Districts

- Approved 3/9/2012 by City Council
- Included as part of the 2013 Blue Ribbon Committee on Transportation Policy report
- Informed by 2012 *Parking Supply and Demand Analysis* report (Nelson/Nygaard) and 2012 *Parking and Demand Strategies* report (John M. Burke)
- 21 statements of strategy informed by these studies

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Guiding Parking Principles (paraphrased)

1. The City "*insures*" adequate supply for daytime (office) ***mandatory*** parkers and ***discretionary*** parkers (i.e., shoppers, diners, etc.)
2. Private developers address demand from new residential projects.
3. Plans should address reuse, redevelopment, and full occupancy of existing buildings.
4. City should lead in parking facility development and management.
   a. Public parking supply and policy development should be strategic and interconnected under a unifying philosophy.
   b. Private parking facilities should be recognized as a resource where possible.

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Guiding Principles (continued)

5. Solutions should be designed against peak periods of demand (Friday/Saturday nights) by trying to balance utilization of existing assets*, then expanding the physical supply as needed.
6. Parking should be used as an economic development support.
7. Parking pricing should be used as a management tool to balance utilization across downtown (*public*) facilities.
8. Parking revenues should be reinvested into the public parking system to ensure a robust network of *safe* (clean/attractive/well-lit) and well located assets. Pricing should be simple and easy to understand.

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Guiding Principles (continued)

9. Management strategies should seek to keep the most proximate spaces open for discretionary parkers while offering affordable options for mandatory parkers.
10. The City should provide an easily accessible central resource for information on parking and transportation options for all users.
11. Parking plan and policy development should include a comprehensive assessment of costs, benefits, and sustainability from fiscal, development, and strategic perspectives.
12. All public parking assets should be aesthetically pleasing, secure, accessible to all users, and easy to understand and navigate.

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Guiding Principles (continued)

13. Where possible, remote park and shuttle options should be promoted.
14. Parking lots should be located on the periphery of downtown to ensure a denser, more walkable urban environment.
15. Parking policies and programs should address the unique needs of hospitality workers.
16. Programs for residents to park in public off-street assets should be developed and promoted where utilization and capacity allows.
17. Parking strategies should be revenue neutral.

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Guiding Principles (concluded)

18. Parking program development should incorporate “Complete Streets” principals which include:
    a. Parking facility design and location which enhances downtown walkability and local aesthetics.
    b. Parking facility design which includes elements to support alternative transportation modes.
    c. Parking facility and policy development which recognizes the needs of individuals with ambulatory challenges.
    d. Parking program design which prioritizes curb management techniques to address loading, commercial, and parking needs equitably.
19. Where ever possible, the use of alternative transportation modes should be encouraged and incentivized while still recognizing the preference for private auto use.

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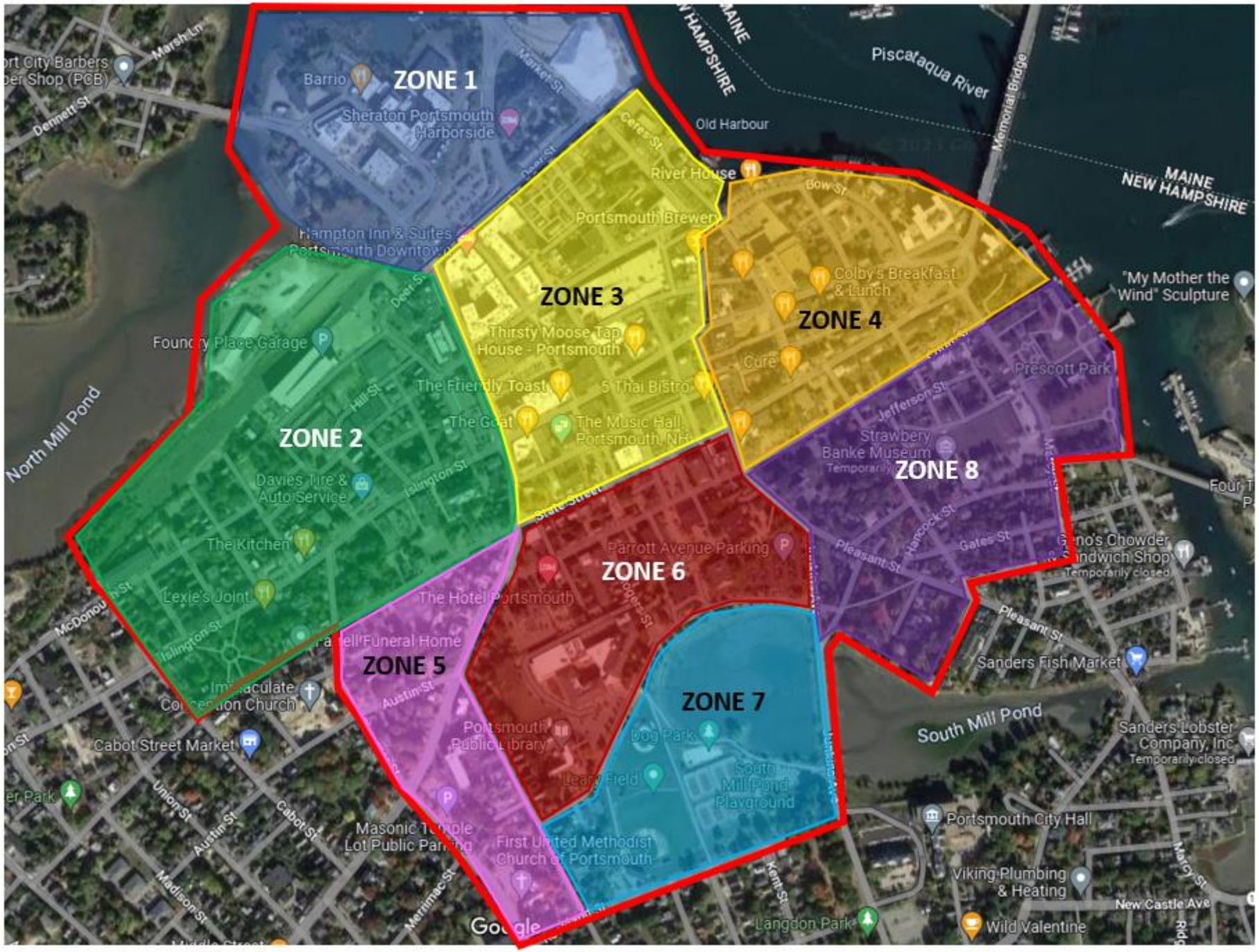
Study Area



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Supply Inventory

- 6,606 spaces in total
  - +943 spaces from 2012 study
  - 21% (1,356 spaces) are On-Street
  - 38% (2,512 space) are Public Off-Street
  - 41% (2,738 spaces) are Private Off-Street
- Points of Comparison
  - Nashua, NH: ~ 30% of total downtown supply is public
  - Manchester, NH: ~ 20% of total downtown supply is public
  - Concord, NH: ~ 33% of total downtown supply is public*
  - Portland, ME: ~ 30% of total downtown supply is public*
  - Salem, MA: ~ 40% of total downtown supply is public*

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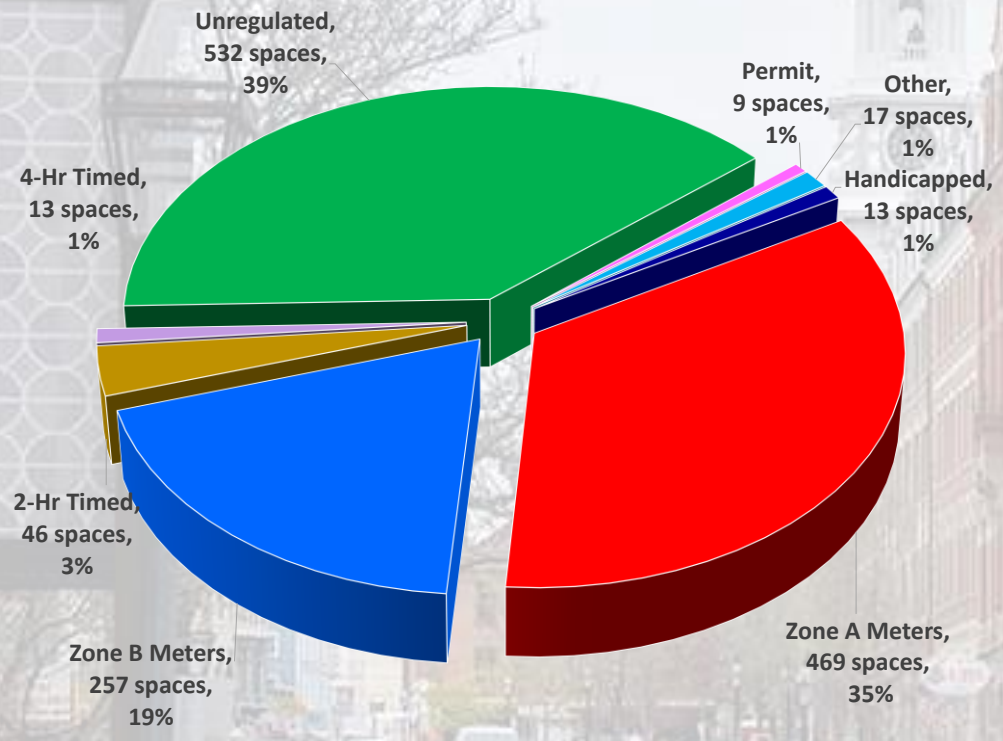
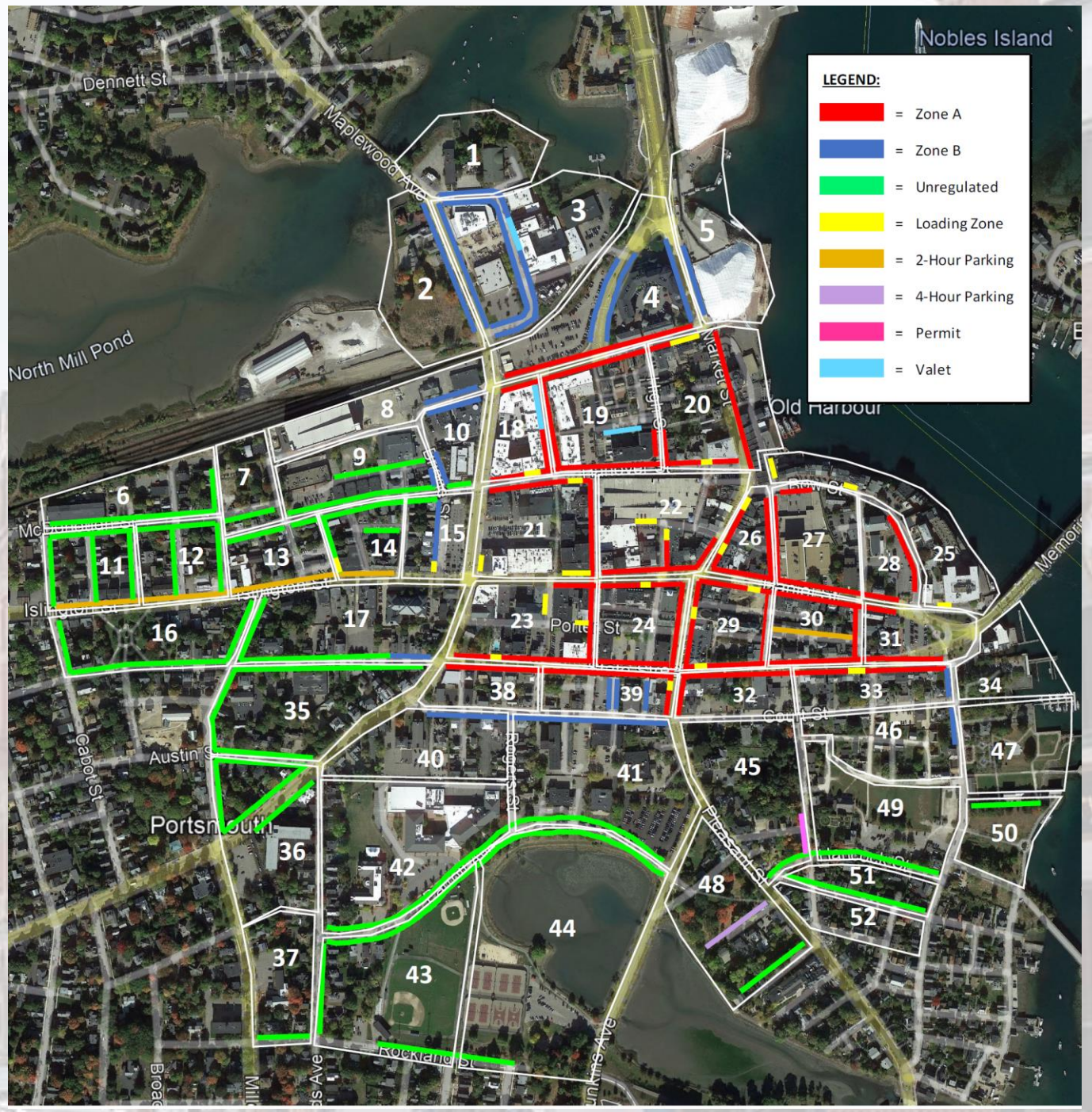
On-Street

- 1,356 spaces
  - +148 spaces from 2012 Study





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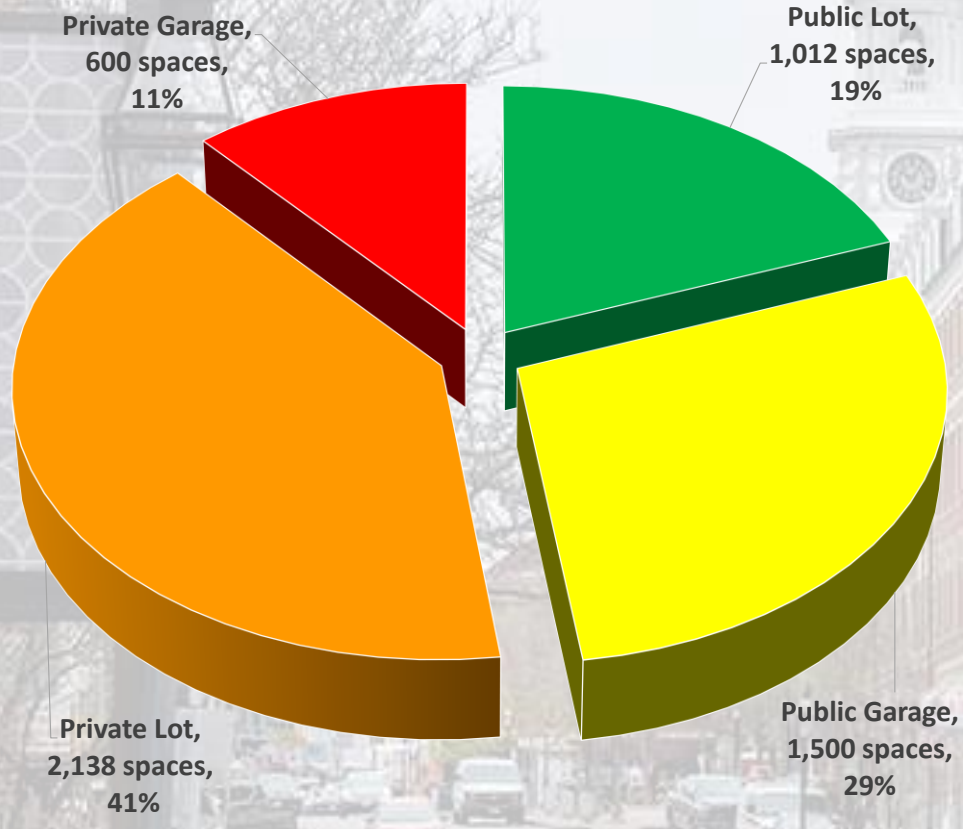
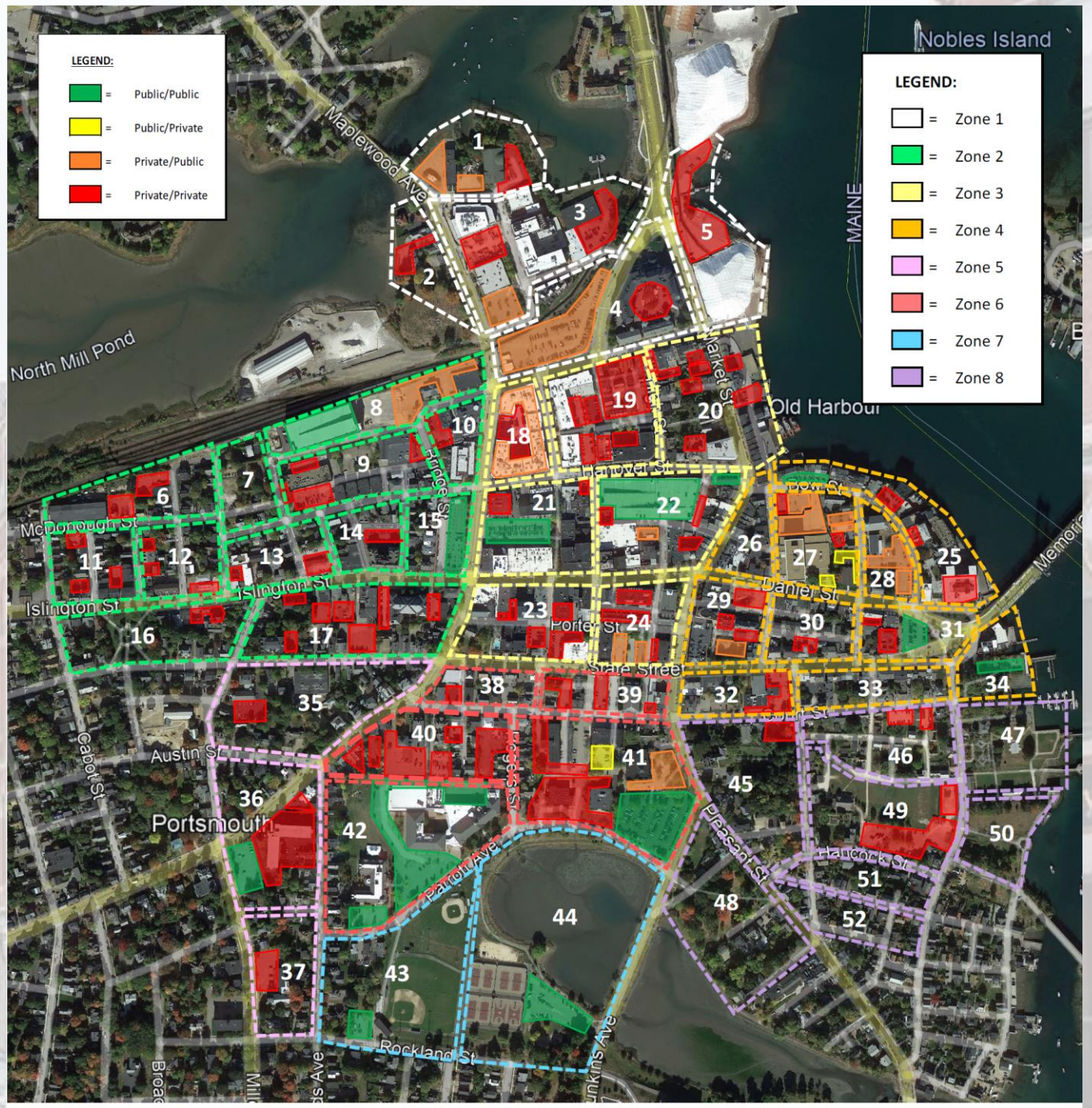
Off-Street

- 5,250 spaces
  - +795 spaces from 2012 Study





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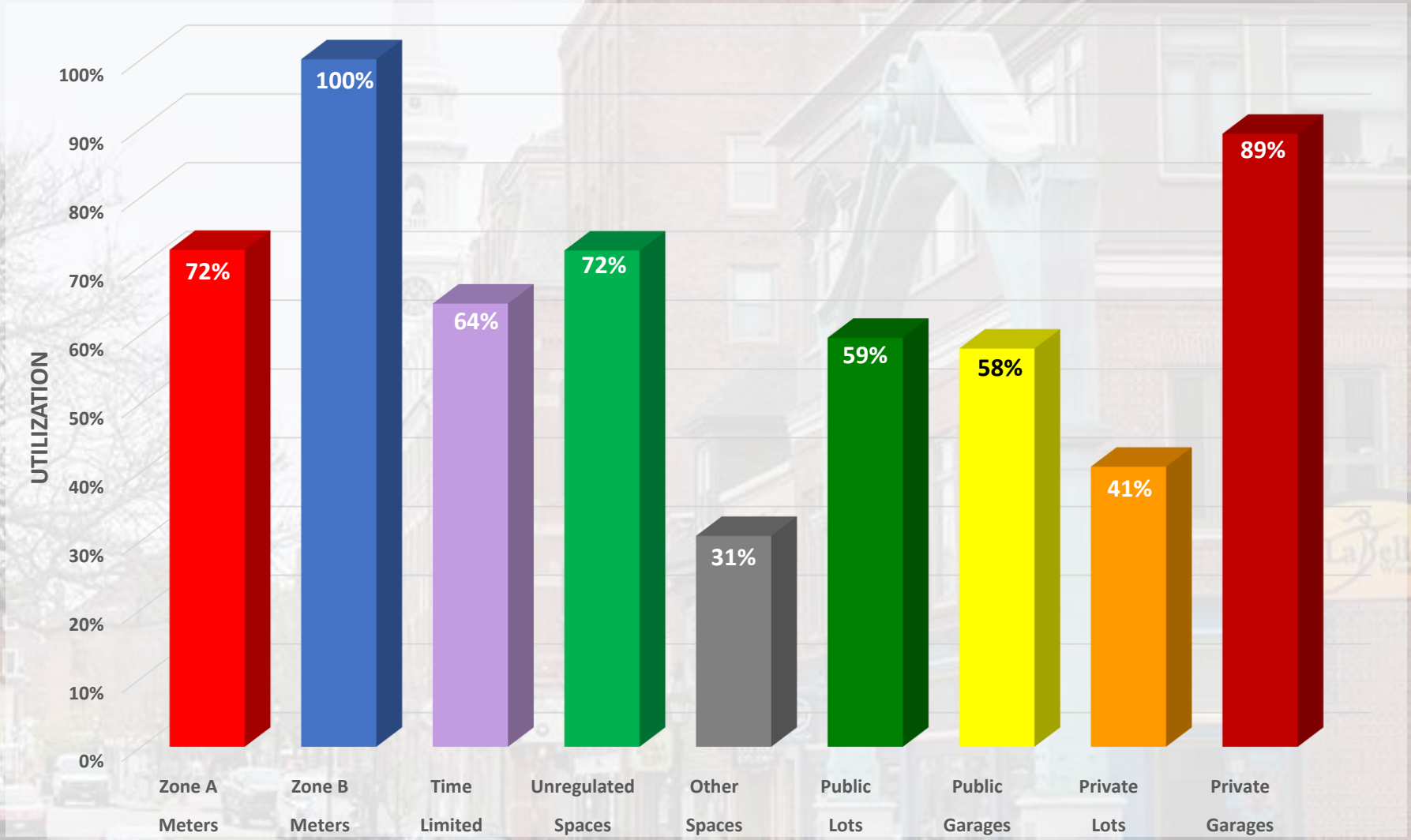
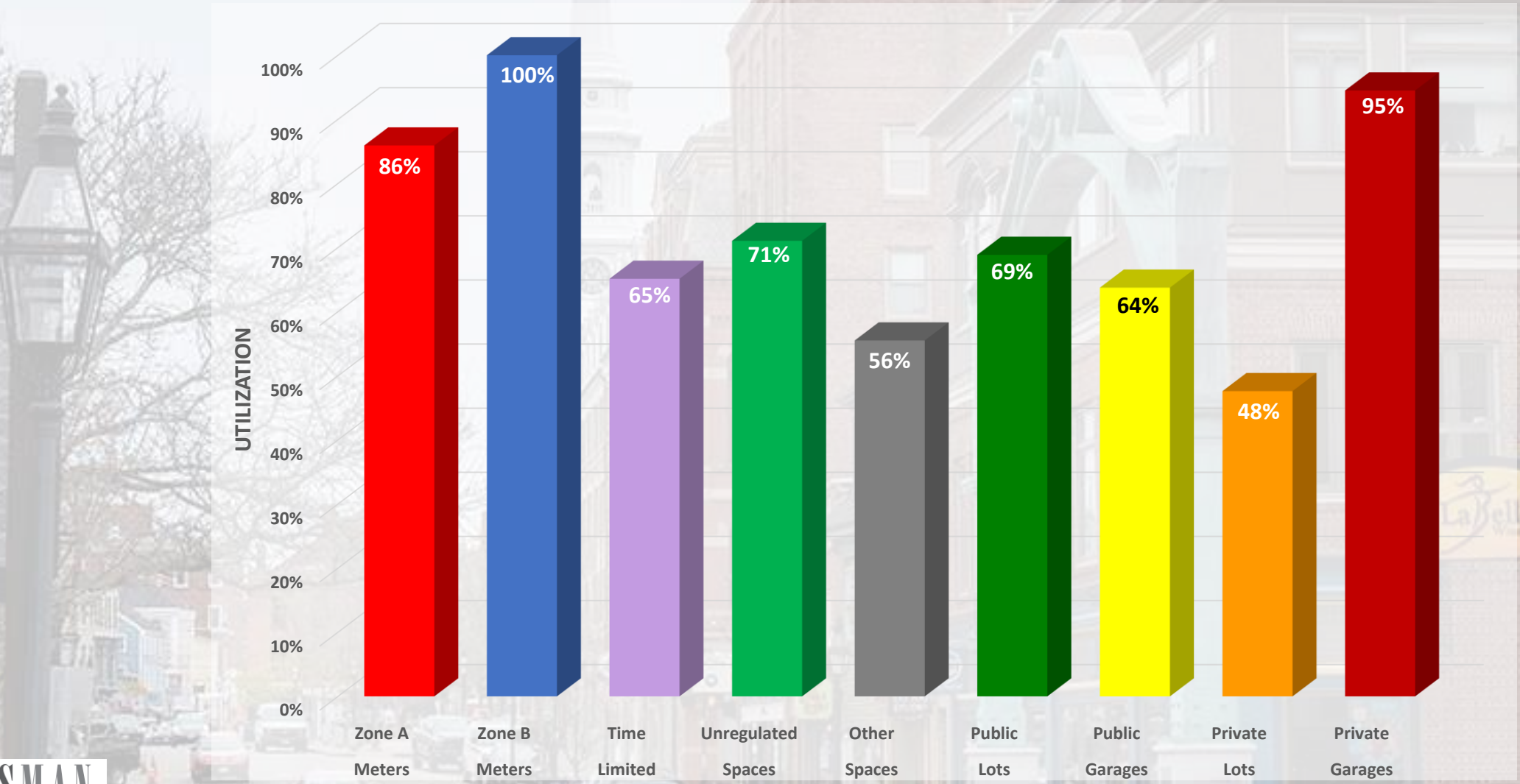
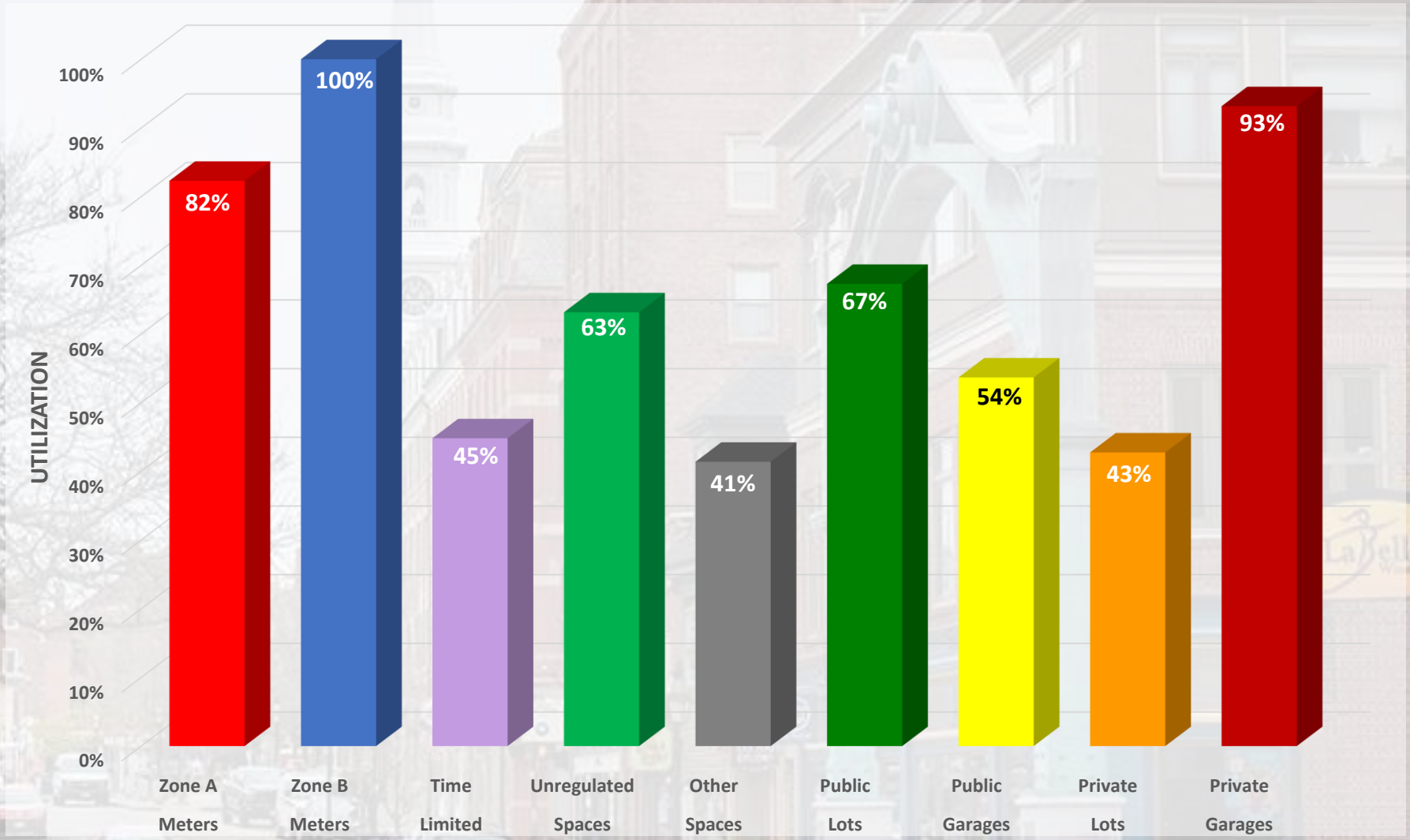
Friday Mid-Day (5/5/2023) Utilization



Friday Evening (5/5/2023) Utilization



Saturday Mid-Day (5/6/2023) Utilization



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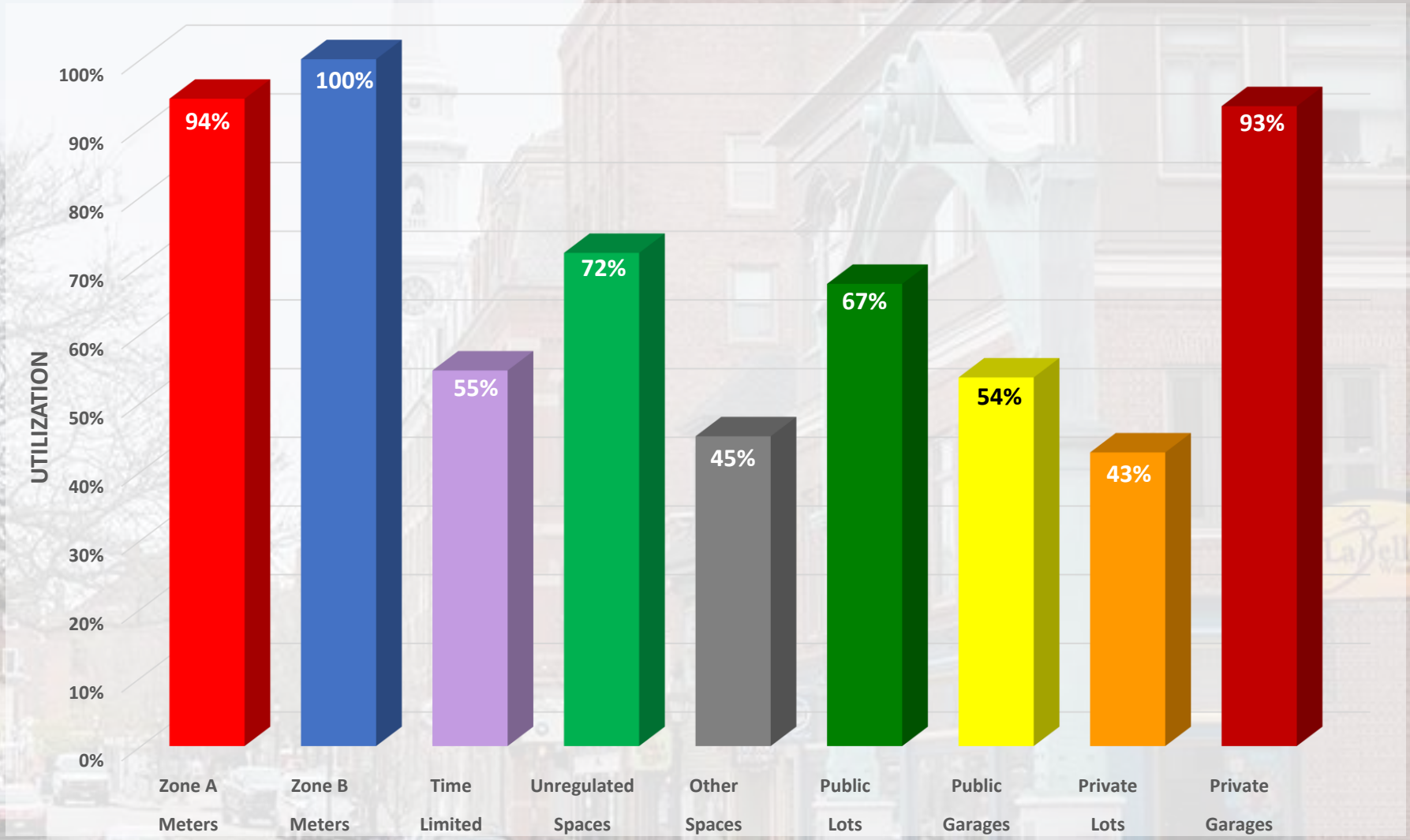
Saturday Evening (5/6/2023) Utilization



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Preliminary Conclusions

- Pricing for Zone A and B meters may need adjustment to maintain 85% utilization (15% vacancy) at peak hours
- Public lots have potential to be overwhelmed by future development
- Where public garages show availability it was primarily in the Foundry Garage as the Hanover Garage had ~ 300 spaces out of service and filled to reduced capacity multiple times
- Private lots could sustain higher utilization if incented
- Private garage are almost all residential and we assumed to be 100% full if not open to public access

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Zoning Review – Comparable Communities

Town	Population	Land Area (mi^2)	Population Density (ppl/mi^2)	Walk Score	Bike Score	Transit Score	Median Household Income	Public Paid Off-Street Parking	Public Paid On-Street Parking	Private Paid Parking Options	Parking Reforms
Portsmouth, NH	**21,987**	**15.7**	**1,400**	**47**	**46**	**n/a**	**$ 91,915**	**Y**	**Y**	**Y**	
Hampton, NH	9,900	5.4	1,833	60	50	n/a	$ 87,418	Y	N	Y	
Mystic, CT	4,354	3.6	1,209	74	49	n/a	$ 112,246	Y	N	N	
Gloucester, MA	29,814	26.2	1,138	42	29	30	$ 82,984	Y	Y	N	
Newport, RI	25,322	7.7	3,289	59	53	32	$ 90,435	Y	Y	Y	
Provincetown, MA	3,273	1.8	1,818	57	78	n/a	$ 72,904	Y	Y	Y	Y
Marblehead, MA	20,441	4.5	4,542	49	36	26	$ 154,049	Y	N	N	
Newburyport, MA	18,282	8.4	2,176	52	44	n/a	$ 110,740	Y	N	N	
Old Orchard Beach, ME	8,954	7.4	1,210	81	72	n/a	$ 55,766	Y	Y	Y	
Portland ME	**68,313**	**21.31**	**3,206**	**62**	**68**	**4**	**$ 66,109**	**Y**	**Y**	**Y**	**Y**
Salem MA	**44,819**	**18.3**	**2,449**	**70**	**54**	**32**	**$ 72,884**	**Y**	**Y**	**Y**	
Dover NH	**33,171**	**26.7**	**1,242**	**33**	**34**	**n/a**	**$ 82,387**	**Y**	**Y**	**N**	**Y**
Plymouth MA	60,803	96.5	630	94	33	n/a	$ 97,956	Y	Y	N	
Aspen CO	6,949	3.8	1,829	90	95	n/a	$ 89,625	Y	Y	N	
Burlington VT	**44,781**	**15.49**	**2,891**	**59**	**81**	**39**	**$ 59,331**	**Y**	**Y**	**Y**	**Y**
Ithaca, NY	**31,710**	**6.07**	**5,224**	**72**	**58**	**n/a**	**$ 76,209**	**Y**	**Y**	**N**	**Y**

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Zoning Analysis: Benchmarked Communities

Compared Portsmouth's Parking Requirements in Zoning to:

Portsmouth, NH
- Portland, ME
- Dover, NH
- Burlington, VT *
- Ithaca, NY
- Salem, MA

Parking demand study may be required

Parking Maximums

Neighborhood Code or Overlay District

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Zoning Analysis: Metrics for Benchmarking

The factors considered for comparison of parking requirements between the communities chosen are:

- Residential Off-Street Parking Requirements;
- Non-Residential Off-Street Parking Requirements;
- Conditional Use Permit Waiver Conditions;
- Reserve Parking Area Concept;
- Maximum and Minimum # of Spaces Requirement;
- Shared Parking on Separate Lots;
- Shared Parking;
- Bicycle Parking Requirements; and
- Off-Street Parking in Downtown District/transit-proximate development & uses

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Zoning Analysis: Metrics for Benchmarking

Downtown District Parking

- Portsmouth: Parking standards modified due to availability of municipal parking, private shared parking, transit, and the pedestrian orientation
- Dover: parking may be required for employees only
- Burlington: lower parking requirement in multi-modal, mixed use districts
- Ithaca: no off-street parking requirements in the Central Business District

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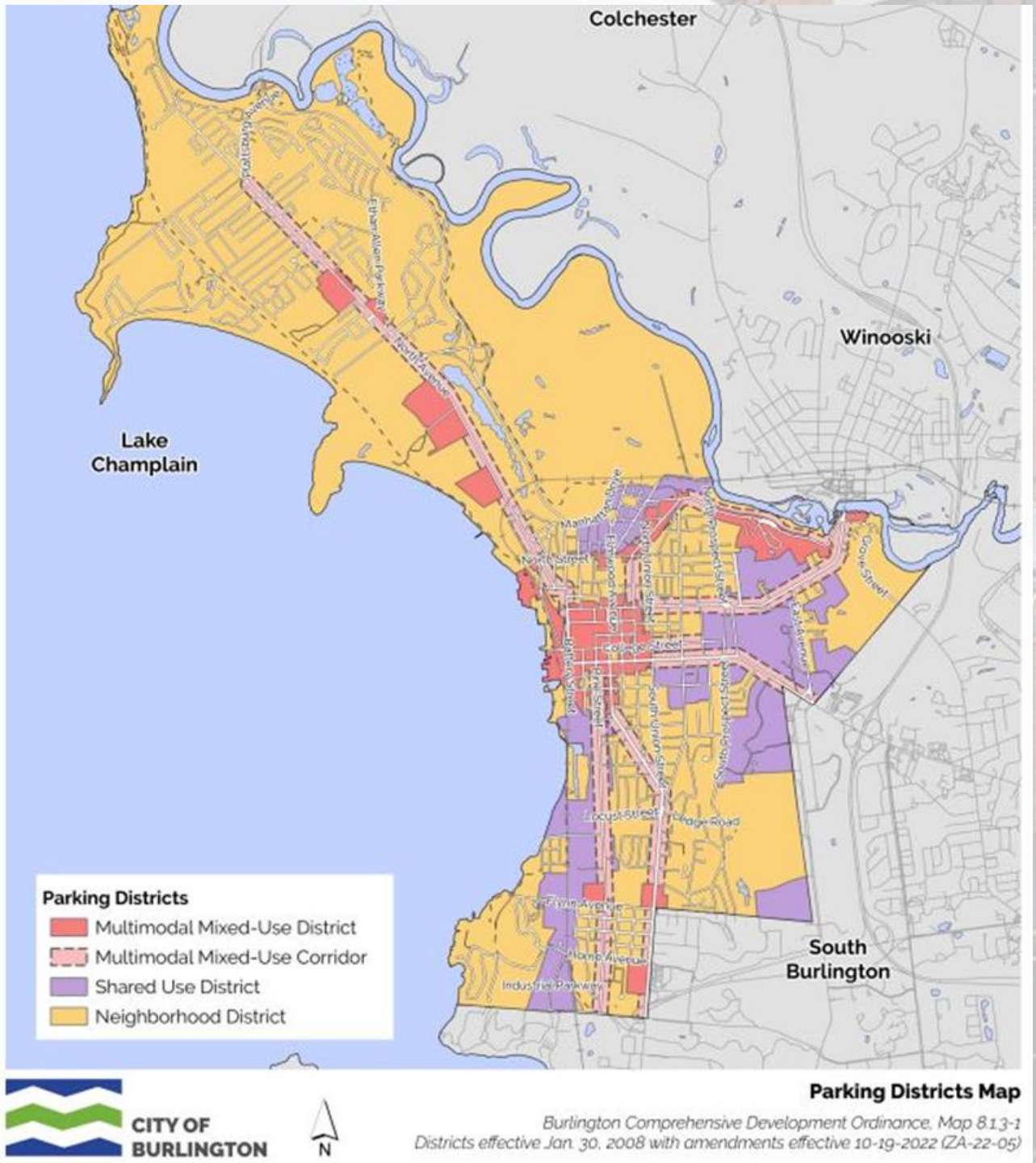
Downtown District Parking

- Portsmouth: Parking standards modified due to availability of municipal parking, private shared parking, transit, and the pedestrian orientation
- **Burlington: lower parking requirement in Multimodal Mixed-Use District & Shared Use District**



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Future Demand Modelling Methodology

- Compile land use inventory from tax card information
- Confirm current occupancy and land uses via field work
- Develop an ITE/ULI model
- Calibrate to match existing conditions
- Adjust to design day conditions
- Overlay future development
- Project future conditions

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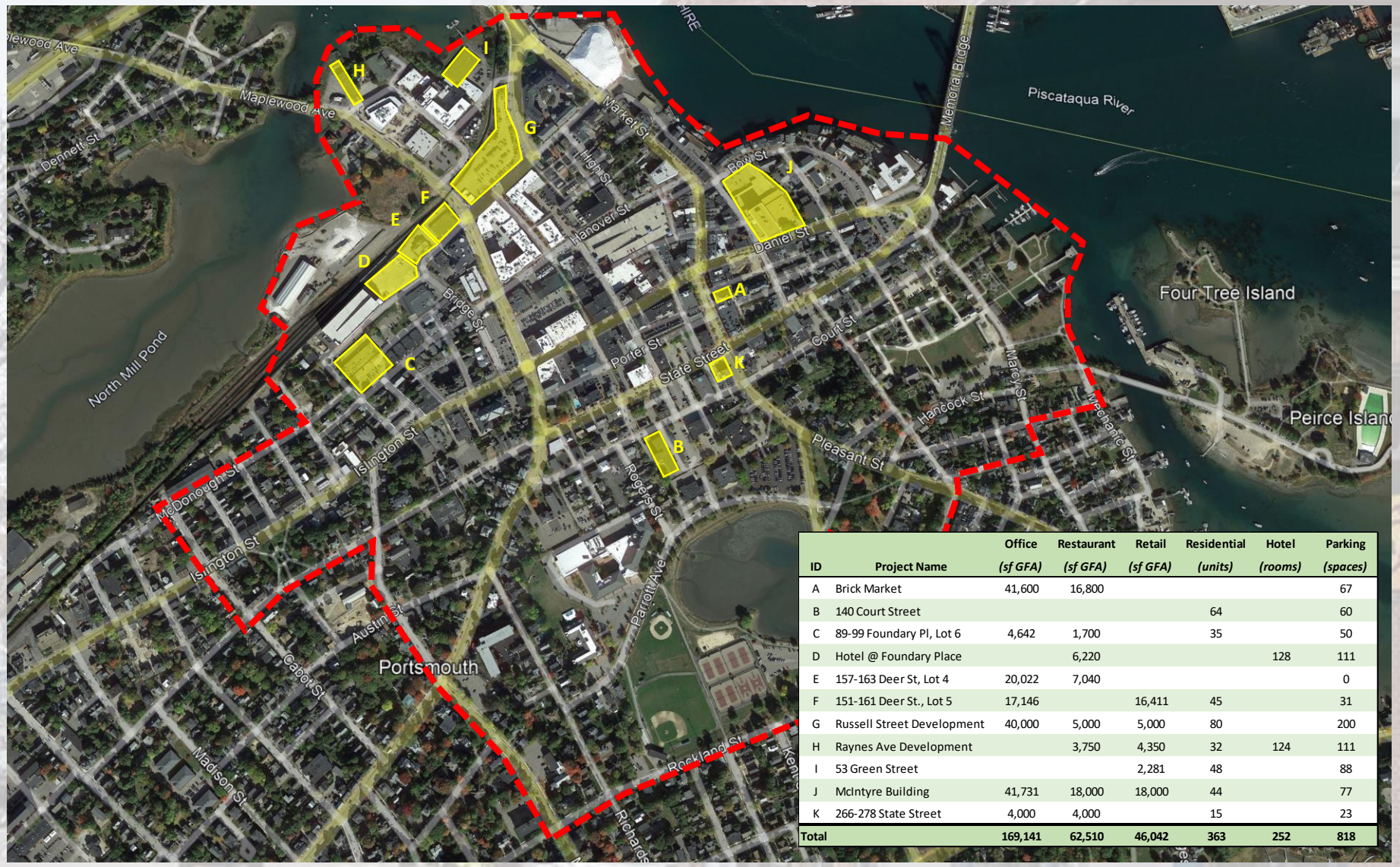
Emerging Developments



ID	Project Name	Office (sf GFA)	Restaurant (sf GFA)	Retail (sf GFA)	Residential (units)	Hotel (rooms)	Parking (spaces)
A	Brick Market	41,600	16,800				67
B	140 Court Street				64		60
C	89-99 Foundary Pl, Lot 6	4,642	1,700		35		50
D	Hotel @ Foundary Place		6,220			128	111
E	157-163 Deer St, Lot 4	20,022	7,040				0
F	151-161 Deer St., Lot 5	17,146		16,411	45		31
G	Russell Street Development	40,000	5,000	5,000	80		200
H	Raynes Ave Development		3,750	4,350	32	124	111
I	53 Green Street			2,281	48		88
J	McIntyre Building	41,731	18,000	18,000	44		77
K	266-278 State Street	4,000	4,000		15		23
Total		**169,141**	**62,510**	**46,042**	**363**	**252**	**818**

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