

Manchester TOD Plan

Steering Committee Meeting #2 | November 22, 2019



GOODYCLANCY

AGENDA

Multi-Modal Transportation Analysis

Economics, Land Use, and Development Analysis

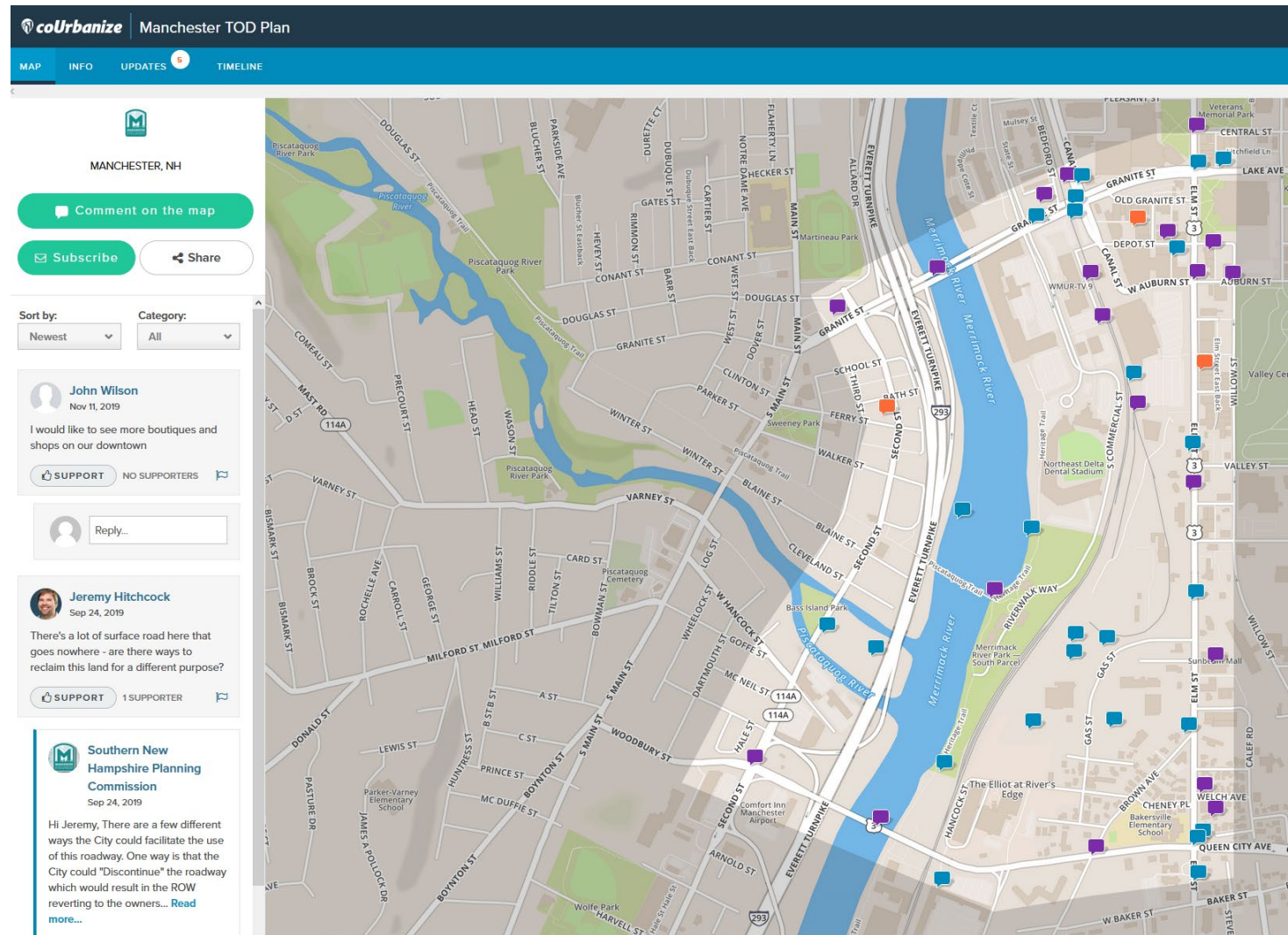
Steering Committee Discussion and Feedback



Project Website

courb.com/manchester

- Lots of **detailed comments** and recommendations for transportation and infrastructure
- **Other big picture ideas and concerns:** connections to surrounding neighborhoods, Gaslight District, need for community development activities, excitement about existing bus system

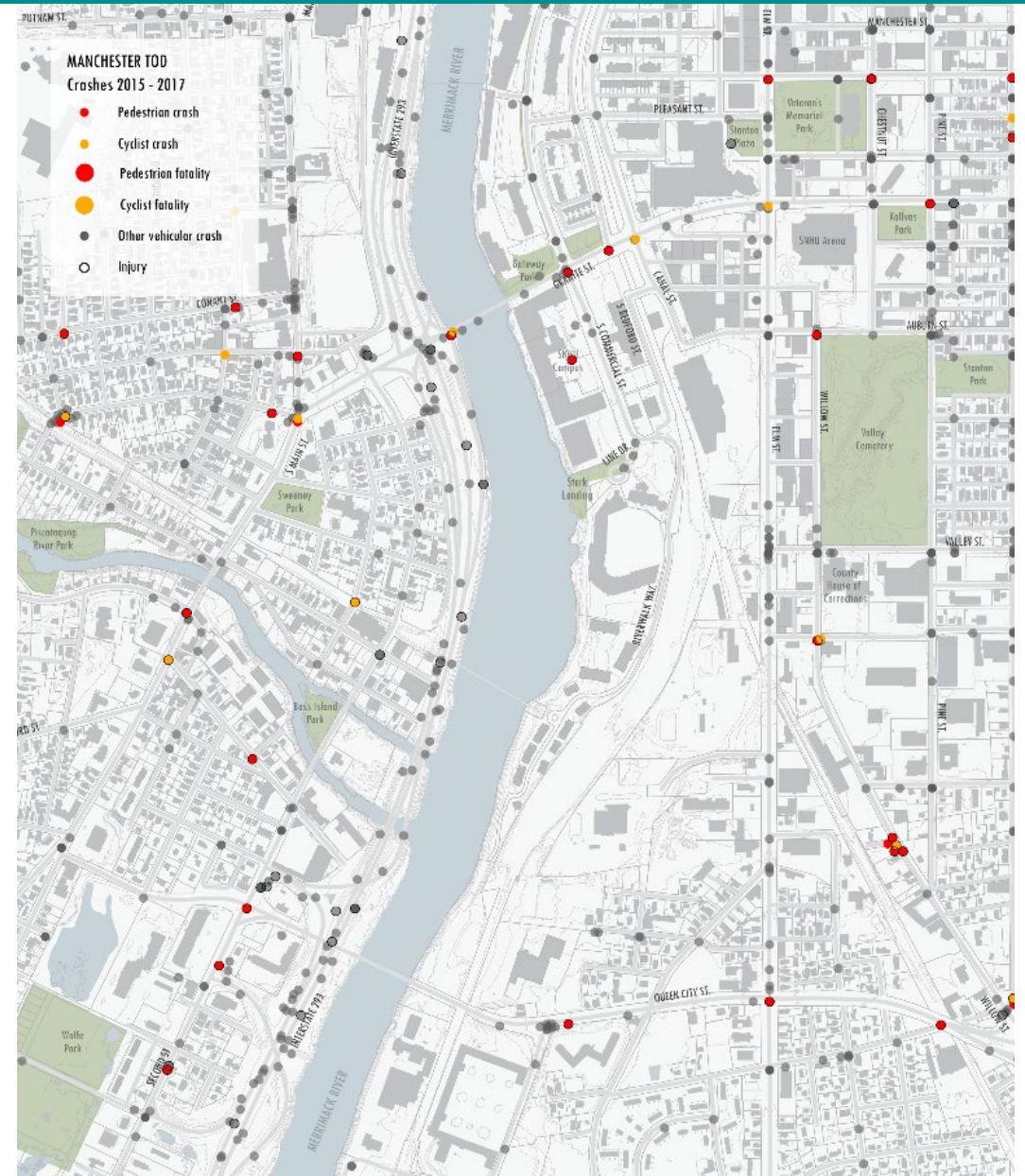
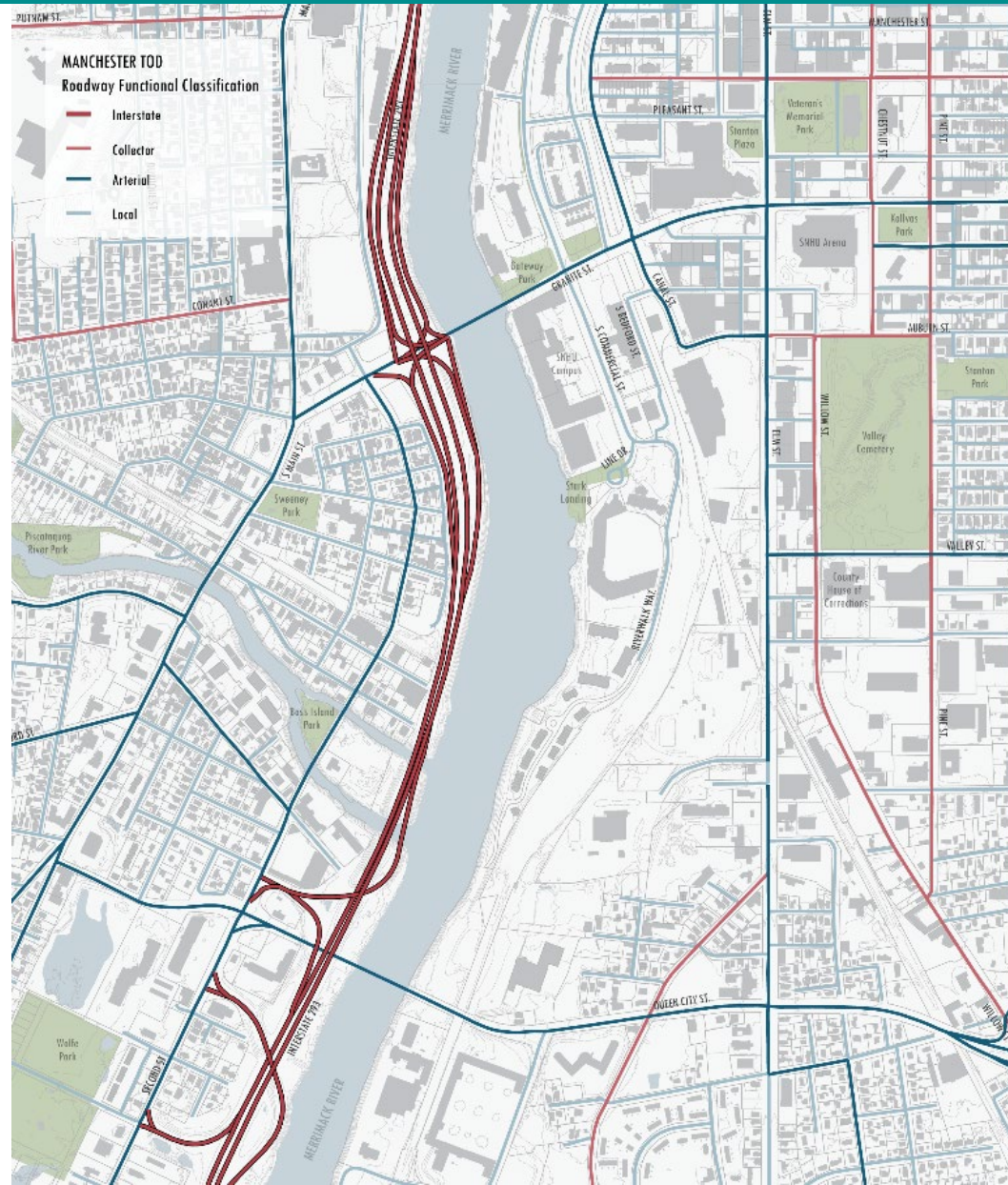


Stakeholder Interviews

- In-depth conversations with property owners, developers, employers, city staff, and others
- Agree with opportunity in **Willow Street** corridor
- Concern about **feasibility of redevelopment**: high cost of land, high cost of construction
- Need to invest in **access and connectivity**—BUILD Grant, Millyard parking



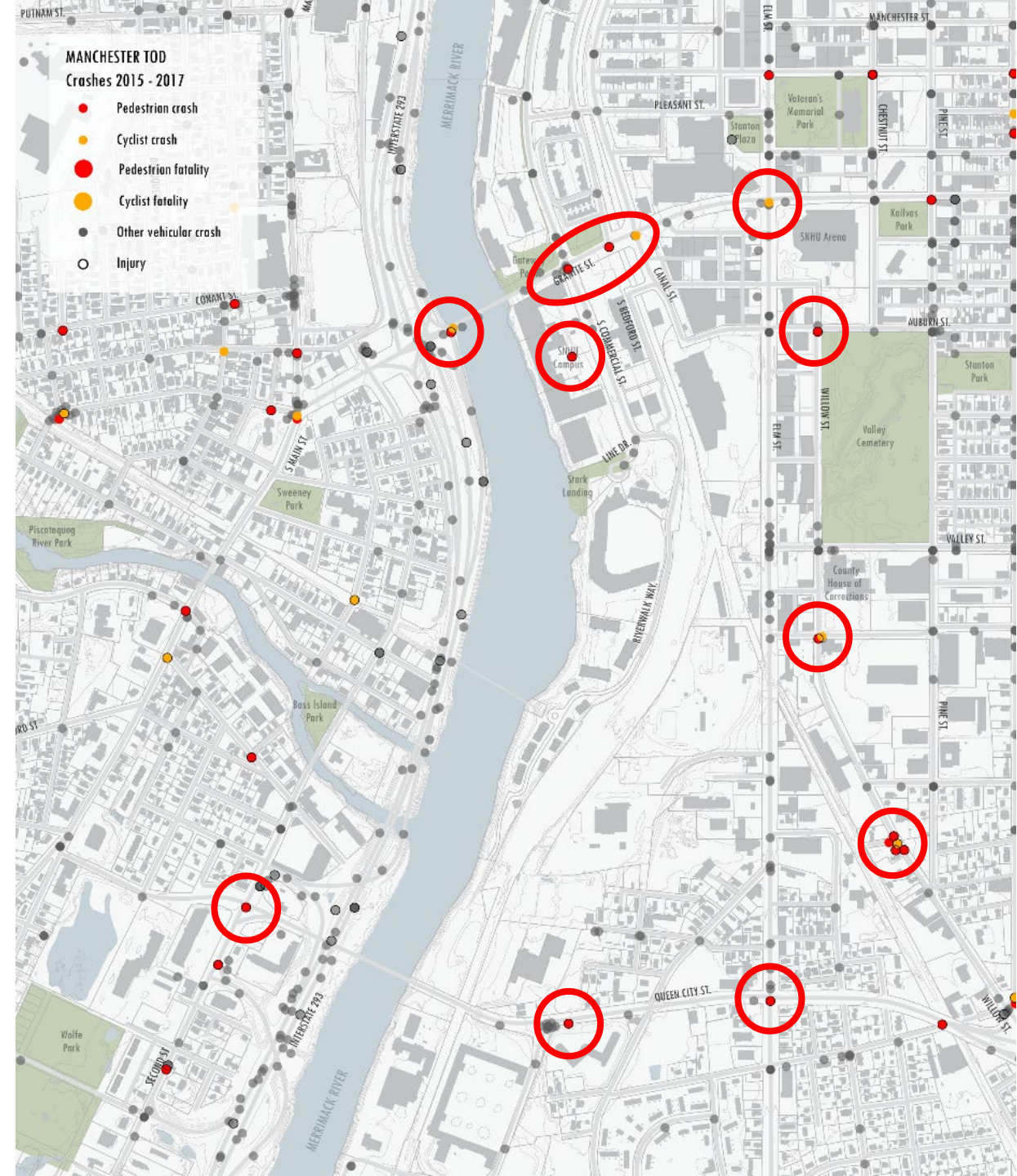
ROADWAY NETWORK: Regionally focused, locally hazardous



Bicycle and Pedestrian Traffic Crashes: 2015–2017

Key intersections surrounding the study area have clusters of pedestrian and bicycle crashes

- Queen City Street and Granite Street are built to highway scale and barriers crossing the river
- Willow Street



Granite Street: Existing Conditions

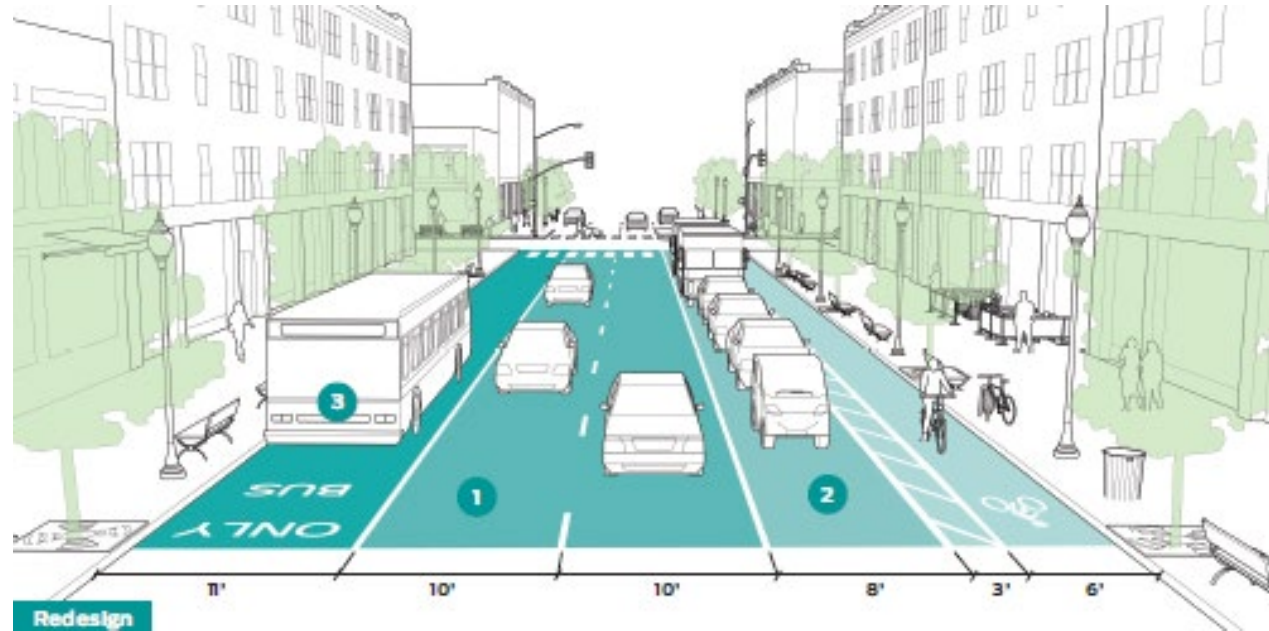
Granite Street



- 100 feet roadway / 120 ft ROW
- 6-8 lanes (with turning)
- Heavy peak period commuter traffic, light midday and evening traffic
- No bicycle facilities
- Wide sidewalks
- No pedestrian refuge at crossings
- Reduced crosswalks



Redesign for Multimodal Use



Road Diets / Bike Lane



Road Diets

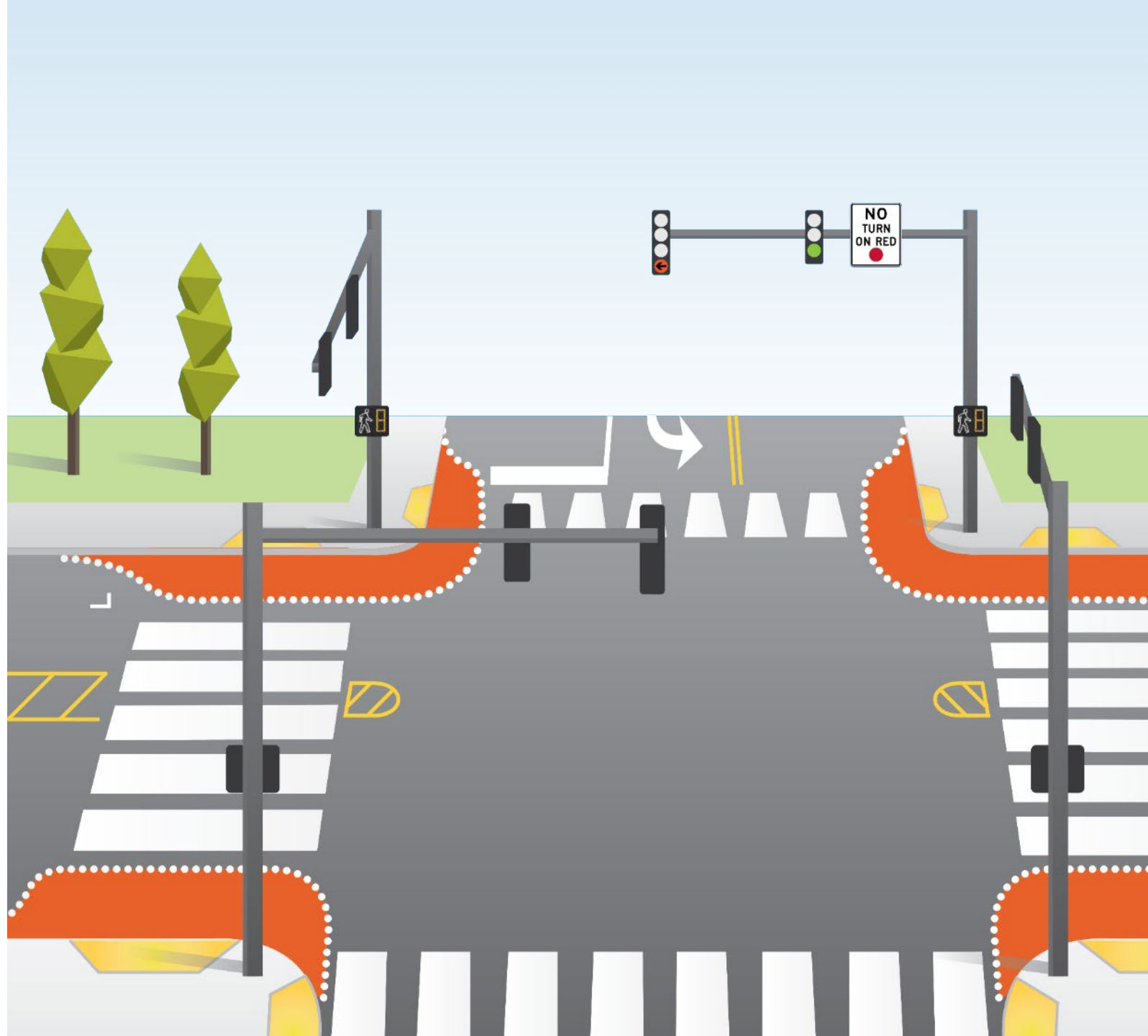


Road Diets



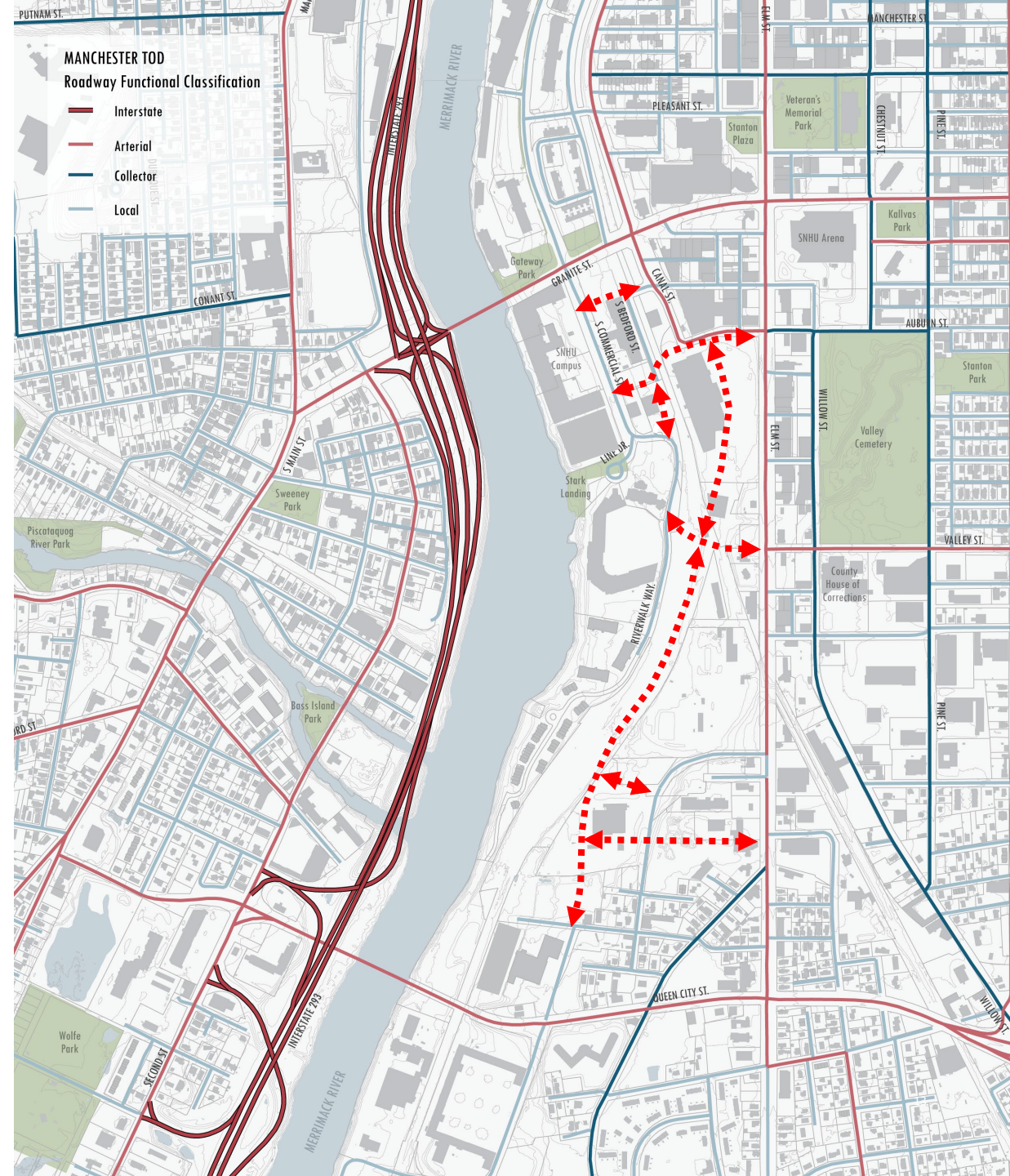
Granite Street Potential Strategies

- Curb extensions
- Replaced crosswalk at eastern leg of Granite Street at Commercial Street



Enhance Roadway Connectivity

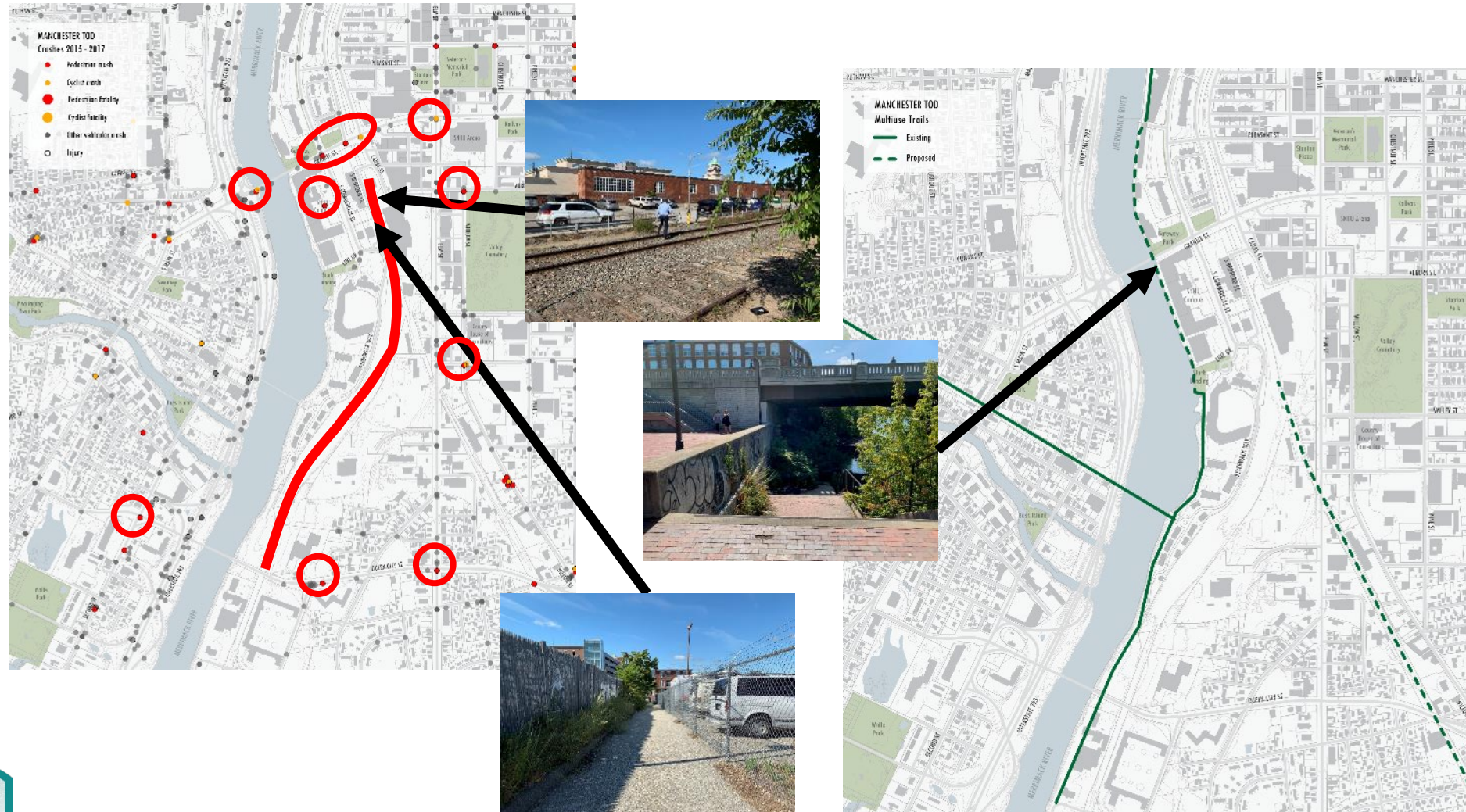
- New connections across the tracks
- New connections within the redevelopment area to open up parcels



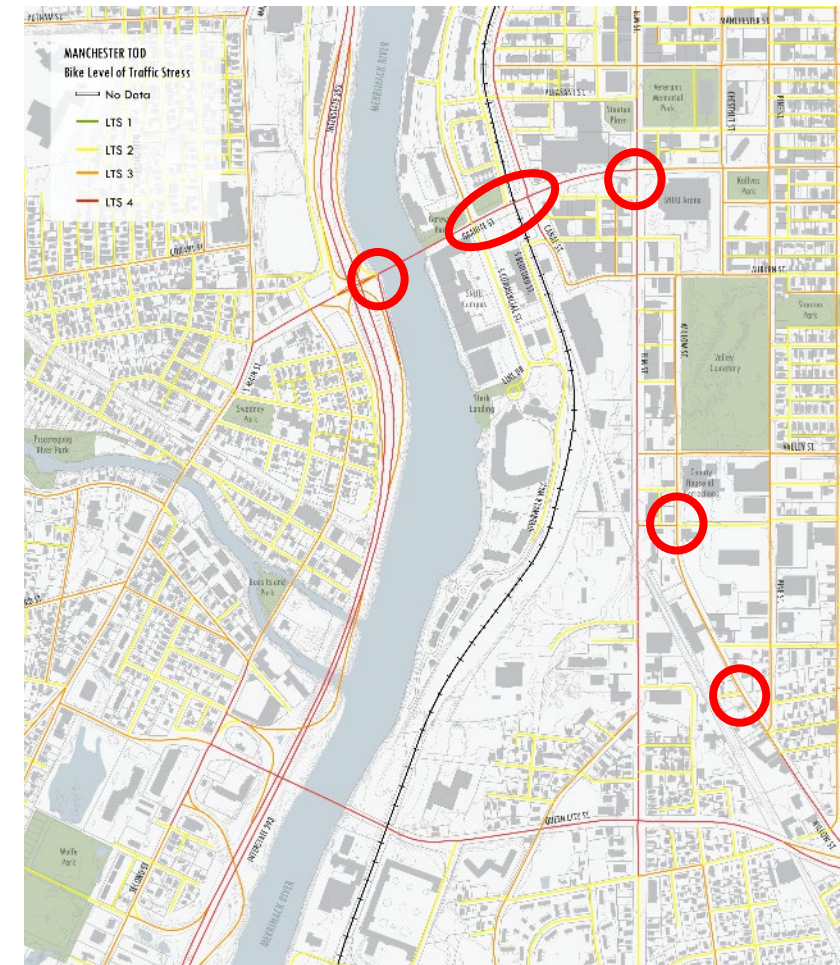
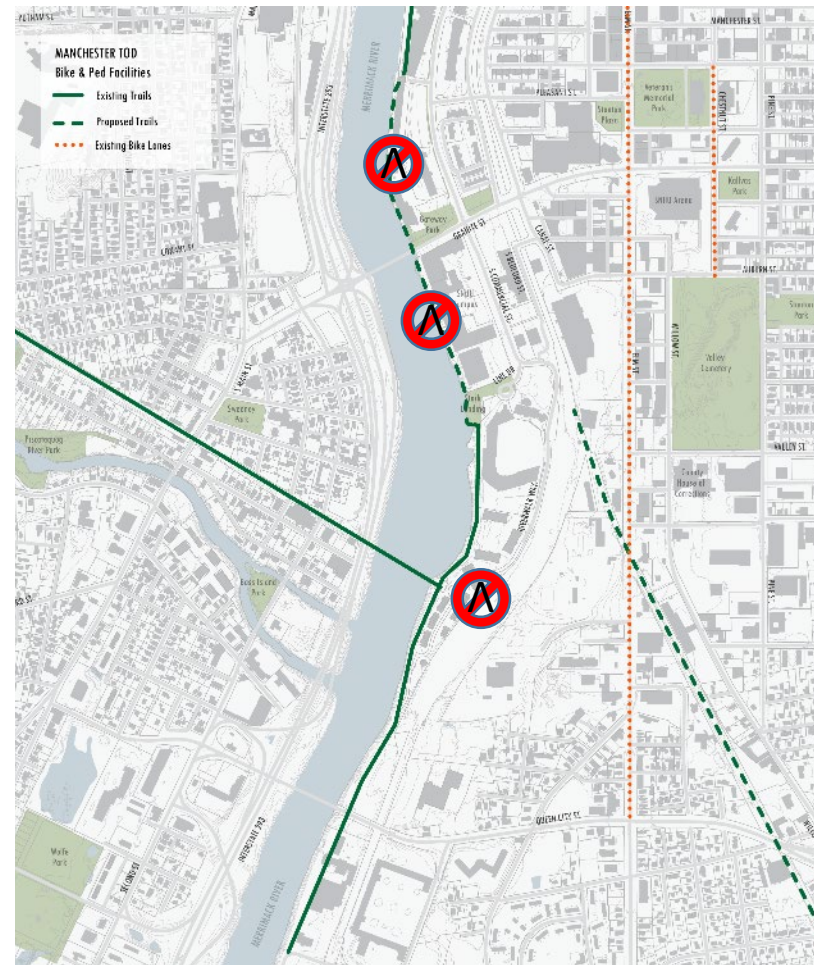
PEDESTRIAN NETWORK: Disconnected Challenging, Unattractive



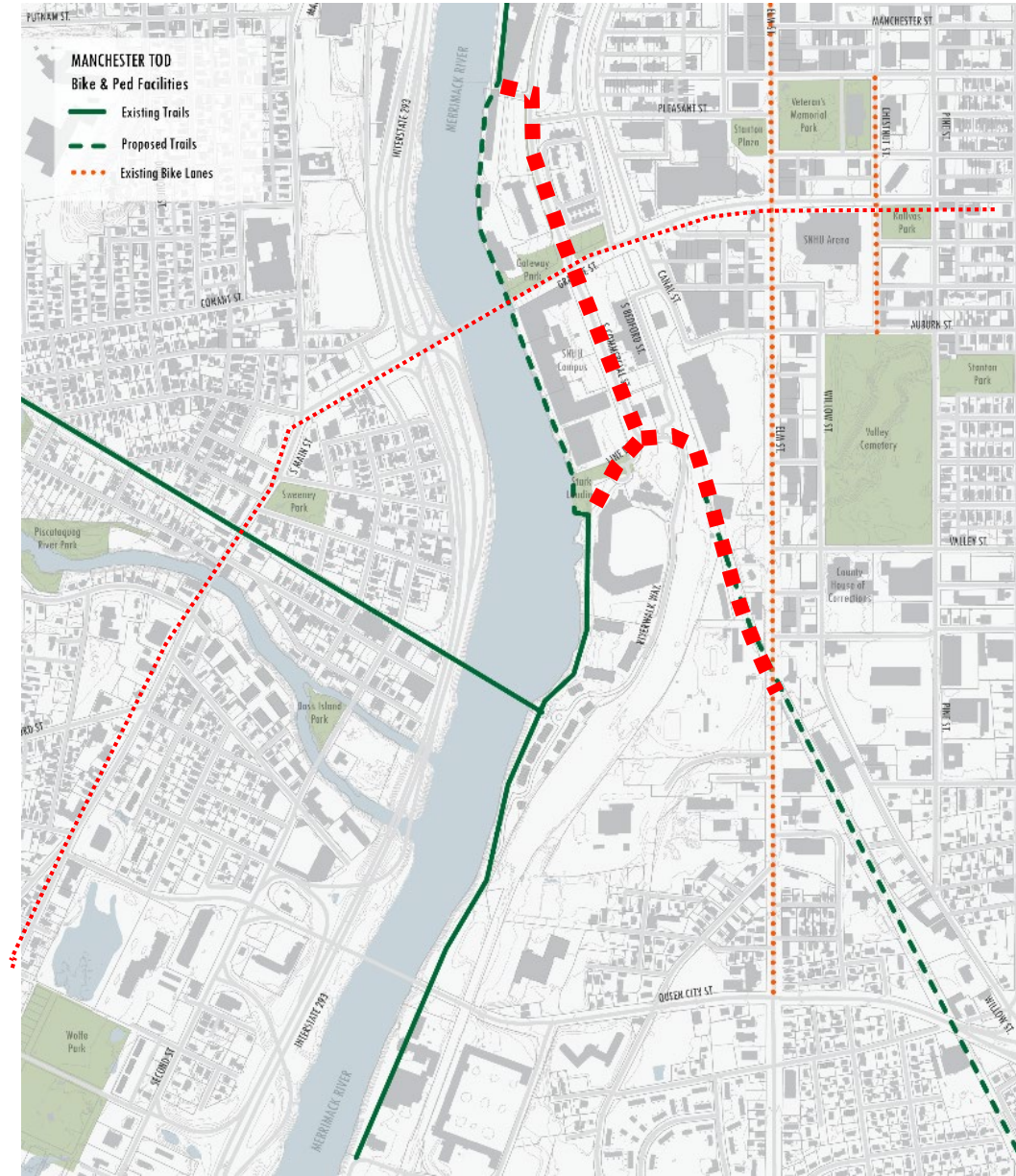
PEDESTRIAN NETWORK: Disconnected Challenging, Unattractive



BICYCLE FACILITIES: Limited Network Connectivity, High Stress

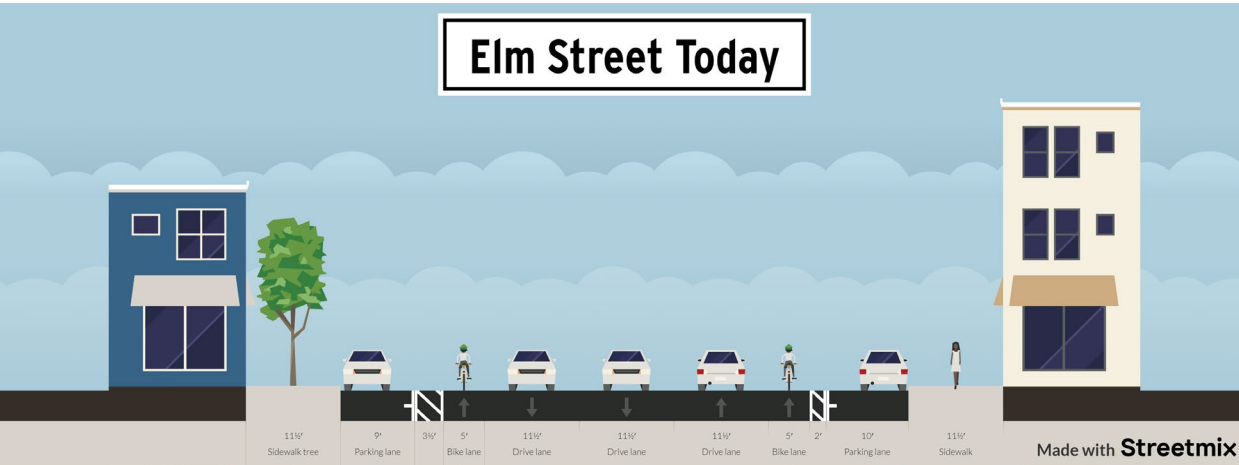


Opportunities to enhance connectivity, safety and comfort

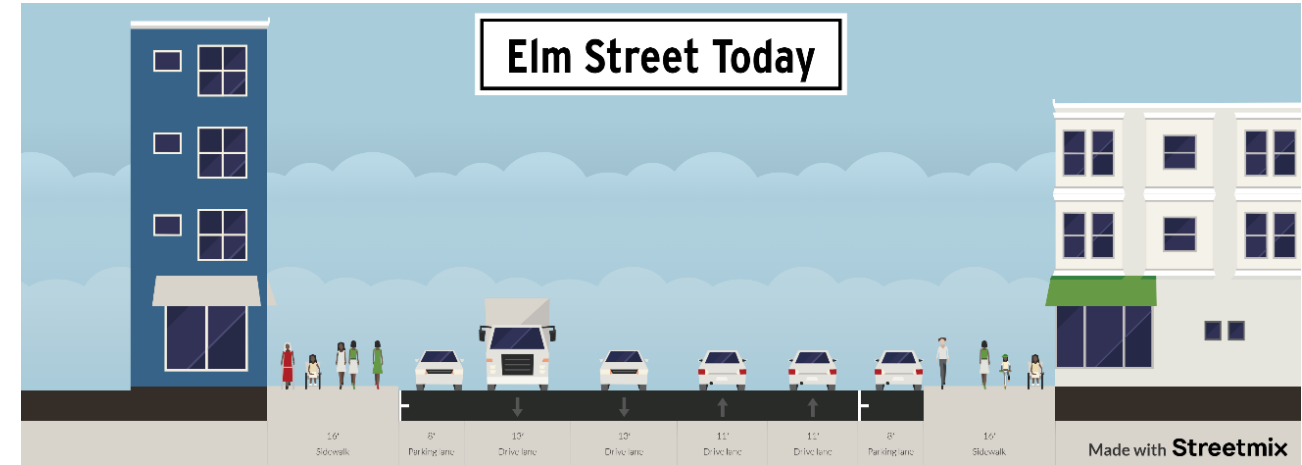


Elm Street: Add protected bike lanes

South of West Auburn Street



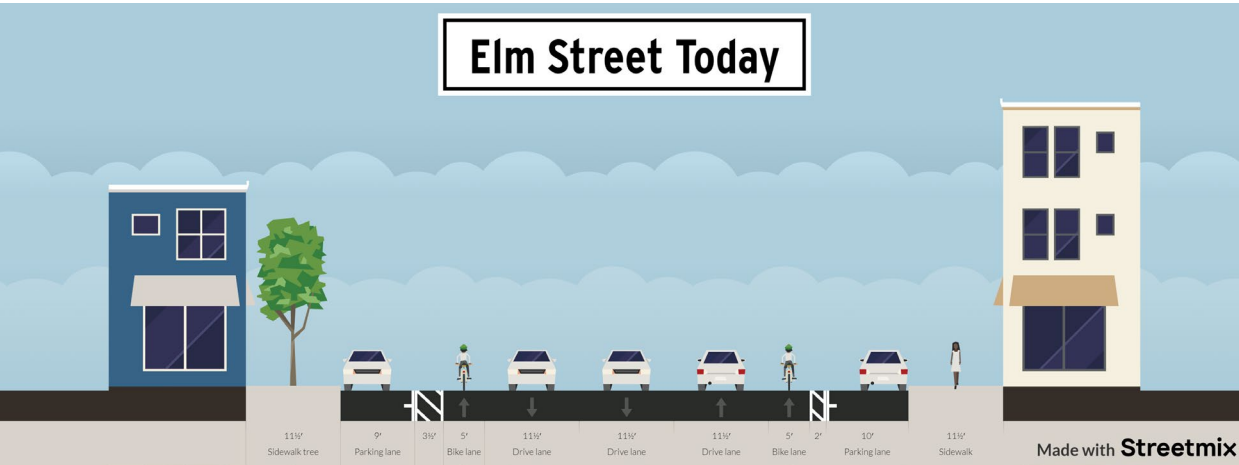
North of West Auburn Street



Elm Street: Add protected bike lanes

South of West Auburn Street

Elm Street Today

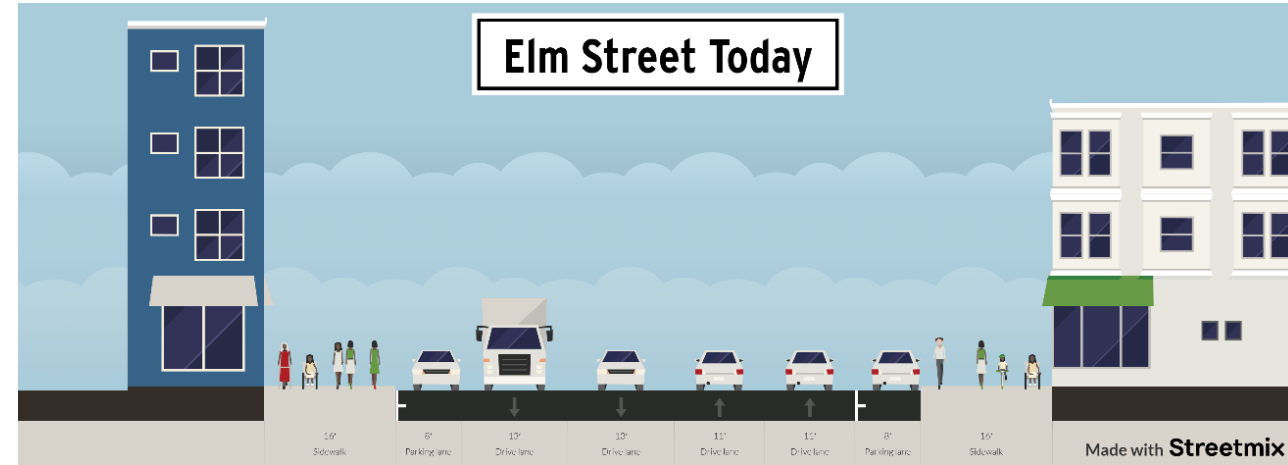


Elm Street Tomorrow



North of West Auburn Street

Elm Street Today

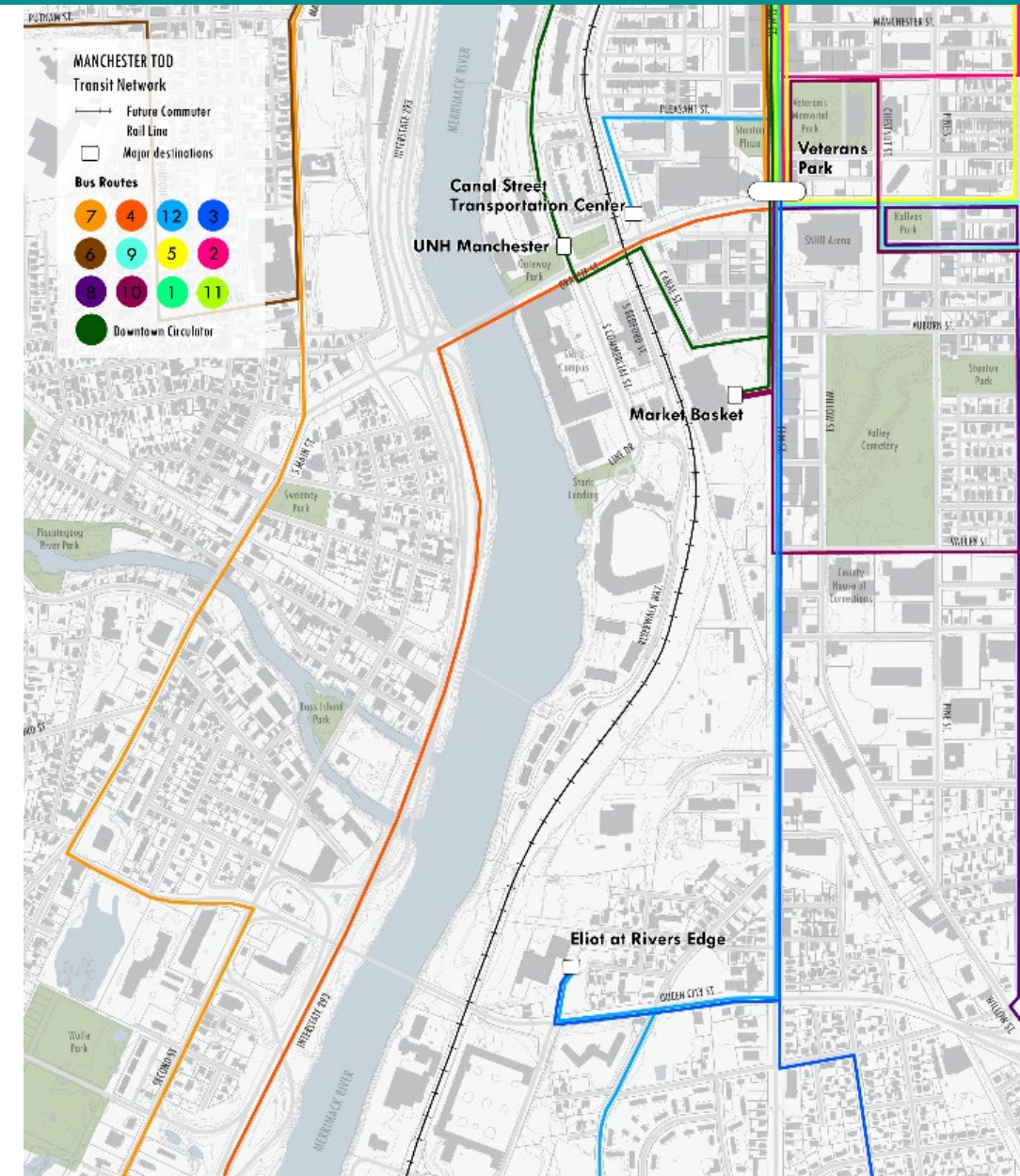


Elm Street Tomorrow

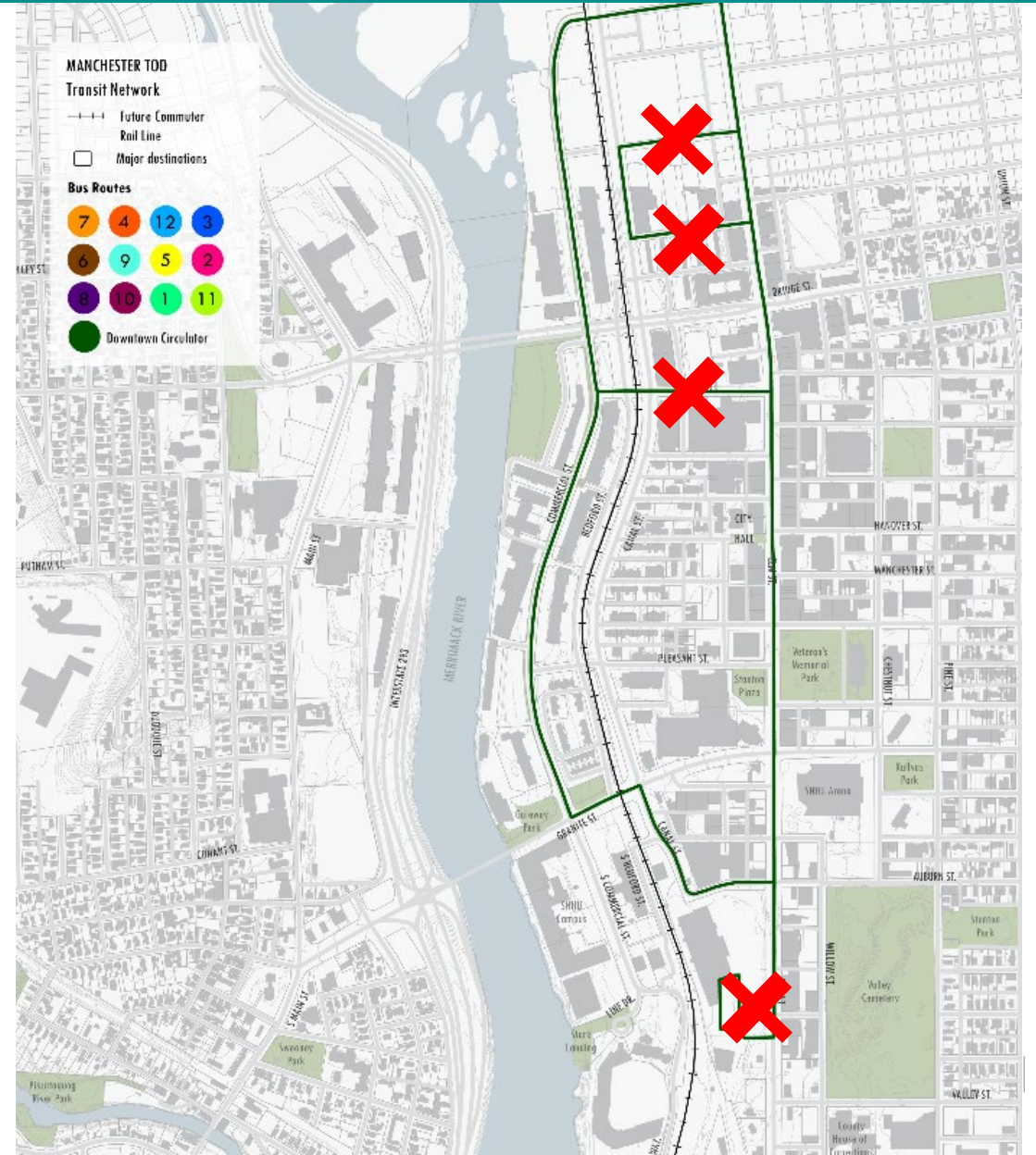
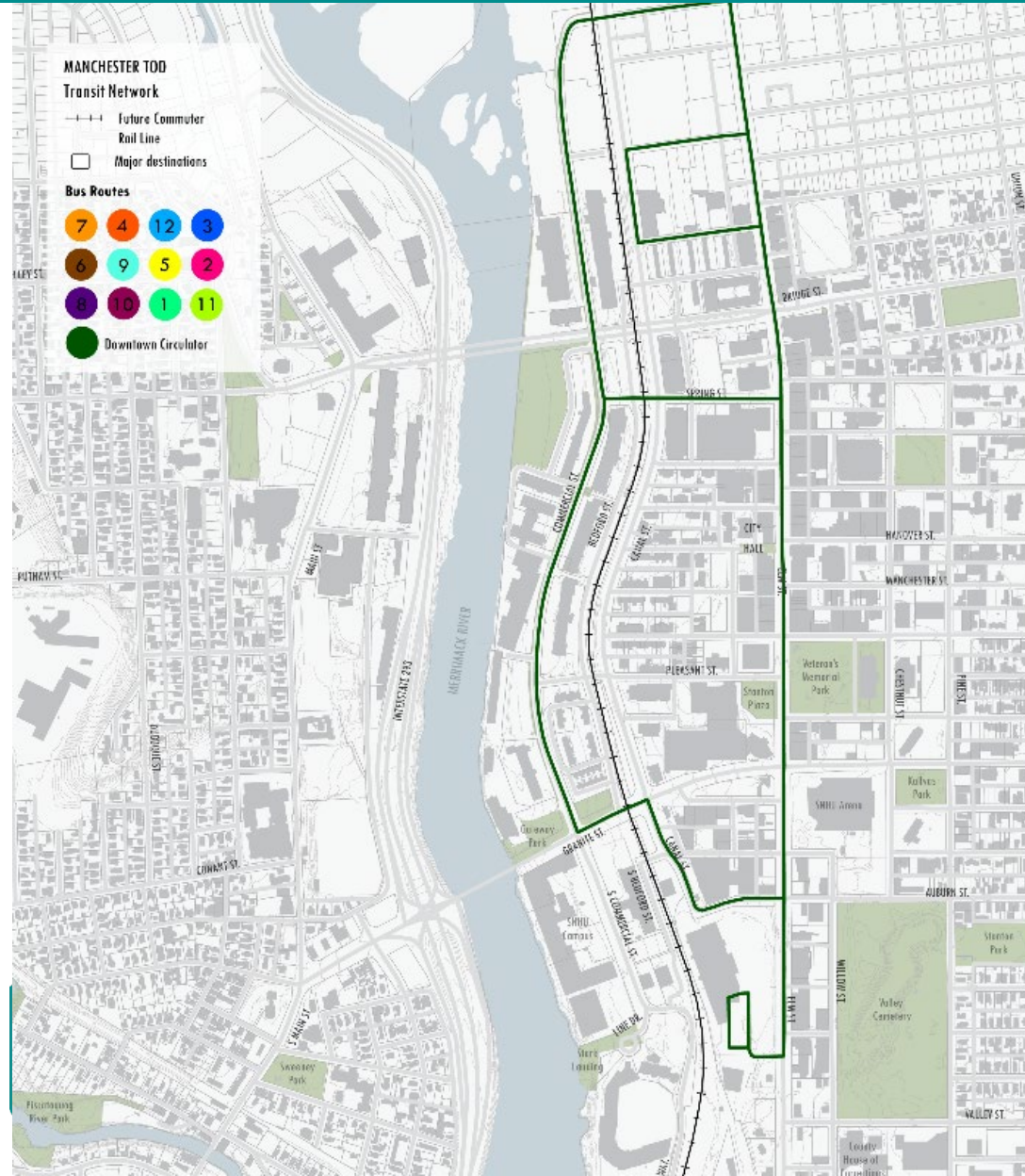


TRANSIT NETWORK: Study Area @ Center of System

Route #	Route Description	Wkdy Peak Frequency	Wkdy Off-Peak Frequency	Weekday Span	Weekend Span
1	Dartmouth / VA Hospital	45 min	45 min	7:15am–5:55pm	10:30am–5:55pm
2	Hanover Street / East Industrial Park	60 min	60 min	5:30am–6:25pm	9:30am–4:55pm
3	Brown Ave / Manchester-Boston Regional Airport	60 min	60 min	5:25am–6:25pm	n/a
4	Commerce Drive / Target	120 min	45 min	7:45am–5:55pm	n/a
5	River Road / SNHU	45min, 75min	45min, 75min	7:00am–9:35pm	9:45am–5:40pm
6	Bremer Street / Mast Road	60 min	60 min	5:30am–6:25pm	9:30am–5:25pm
7	Bedford Grove Plaza / Second St	45min, 75min	45min, 75min	7:00am–5:55pm	9:40am–4:25pm
8	South Willow Street / Mall of New Hampshire	60 min	60 min	5:30am–6:25pm	9:30am–5:25pm
9	Elliot Hospital / E. Side Plaza	120 min	120 min	8:00am–4:30pm	n/a
10	Valley Street / Mall of New Hampshire	60 min	60 min	6:30am–6:25pm	9:30am–5:25pm
11	Front Street / Hackett Hill Road	60 min	60 min	6:30am–9:25pm	10:30am–5:25pm
12	South Beech Street / Mall of New Hampshire	60 min	60 min	6:00am–5:55pm	10:00am–5:55pm
21	Concord Express–Zipline	120 min	120 min	6:30am–6:25pm	10:00am–4:55pm
22	Nashua Express–Zipline	120 min	120 min	7:30am–5:25pm	9:30am–4:25pm
41	The Green DASH	30 min	30 min	8:20am–9:50pm	n/a



TRANSIT NETWORK: Small Changes / Big Impacts



Small Changes / Big Impact: Enhancing Sidewalks on South Commercial Street



Quick Wins



Streets that encourage slower speeds



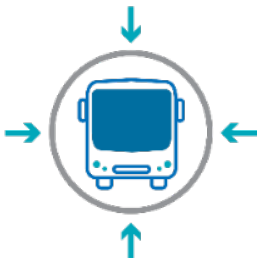
Streets that are easier to cross, including to access transit stops



Increased walking and bicycling to and within downtown



A connected network of comfortable bicycle facilities



Improved access to transit and fewer detours for transit riders



Streets that support access to retail and increased sales



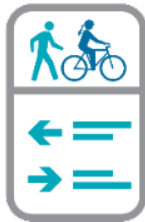
A walkable downtown that attracts new workers and residents



Streets that are interesting and comfortable to walk along



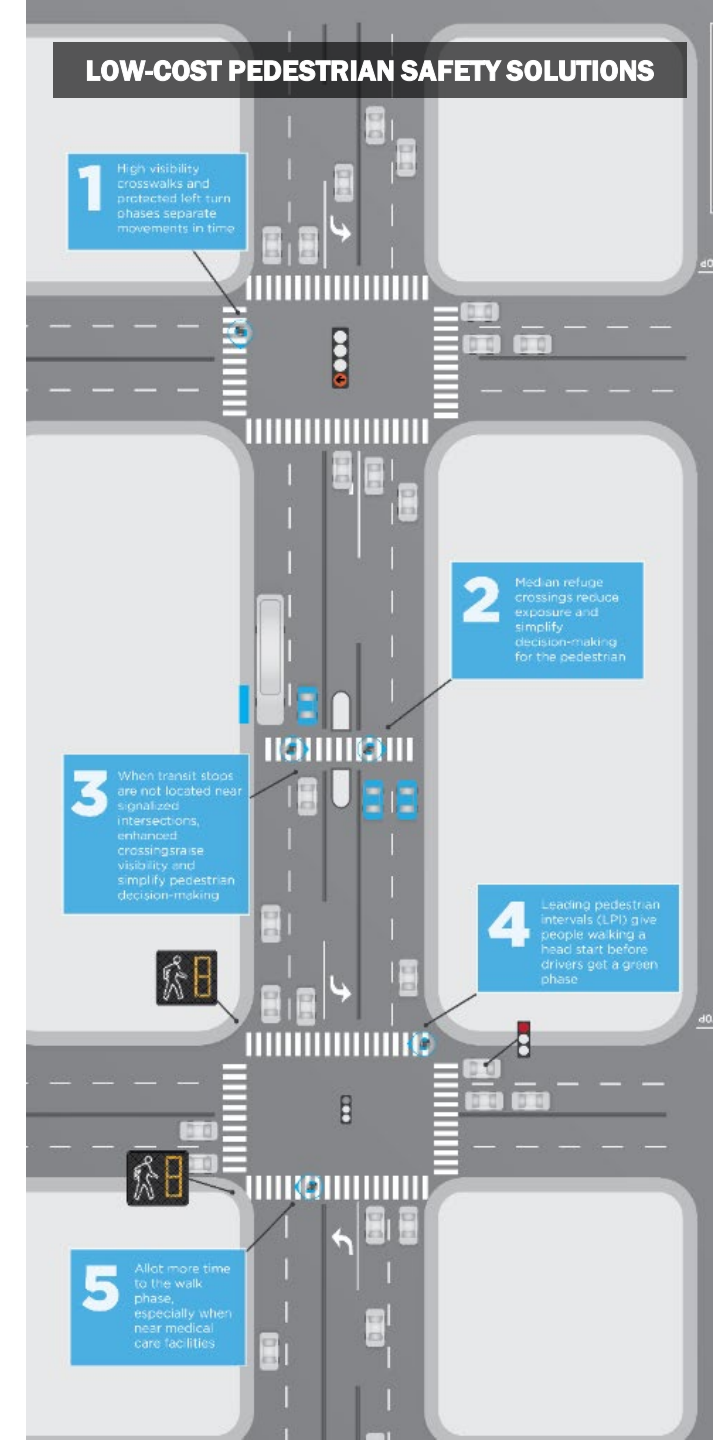
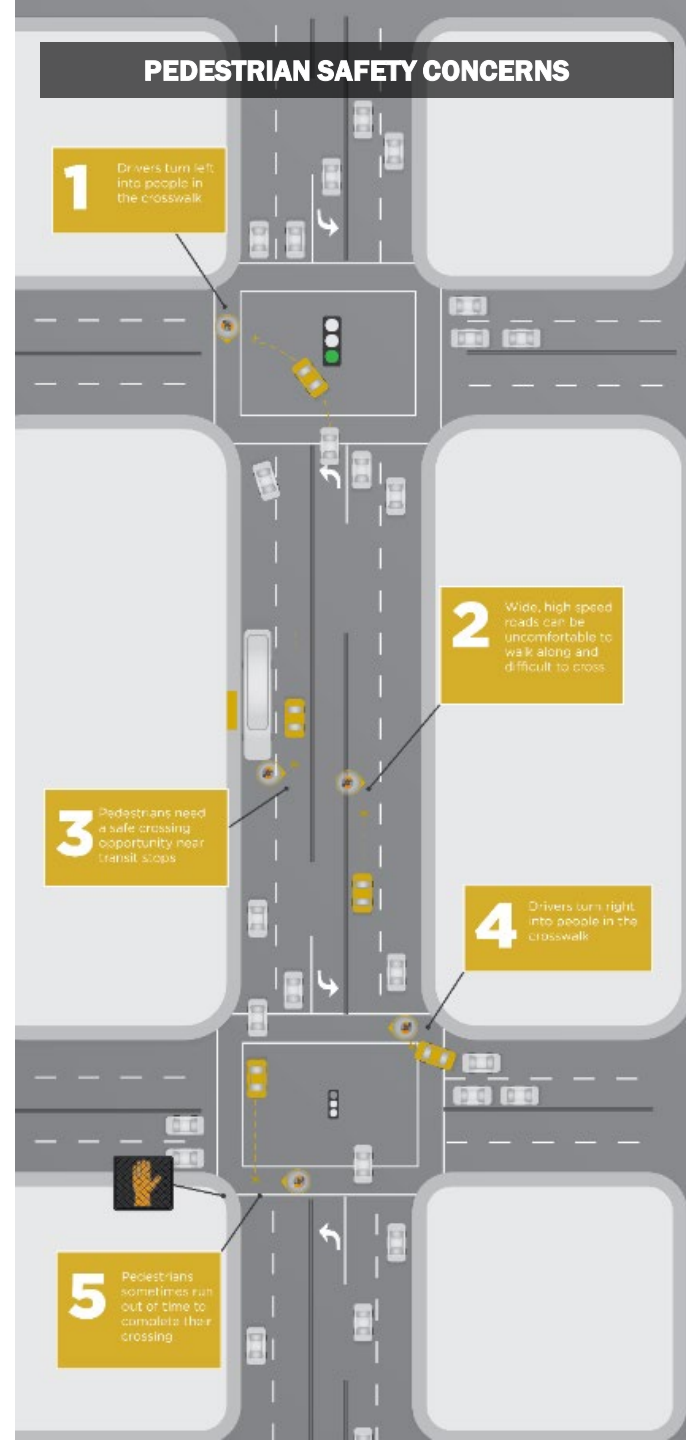
Enhanced mobility for downtown neighborhoods



Connections to the regional trail system



Pedestrian Safety Concerns



THE EFFECT OF VEHICLE SPEED ON PEDESTRIAN INJURIES AND FATALITIES



15% chance of pedestrian fatality or severe injury



50% chance of pedestrian fatality or severe injury



80% chance of pedestrian fatality or severe injury

Distance from crosswalk

0'

20
MPH

115'
TO REACT
AND STOP

100'

30
MPH

200'
TO REACT
AND STOP

200'

40
MPH

305'
TO REACT
AND STOP

300'



Risk of Severe Injury or Death

20
mph

5%

30
mph

40%

40
mph

50%

vehicle travel speed

Source: Table 3-3
AASHTO Greenbook,
2011) and Impact
Speed on a Pedestrian's
Risk of Severe Injury or
Death, AAA Foundation
for Traffic Safety,
September 2011, pg 12

AGENDA

Multi-Modal Transportation Analysis

Economics, Land Use, and Development Analysis

Steering Committee Discussion and Feedback



Significant Assets in the Study Area

- A downtown grocery store!
- Range of housing types—riverfront condos, downtown one-beds, micro-units!
- Recognition of the need to invest in access and connectivity (BUILD Grant)
- Major employment base in walking distance
- Energy and momentum around downtown and placemaking



Development Projects in Pipeline

- **252 Willow St renovation:** 60 residential units, live-work capacity, commercial first floor
- **379-409 Elm Street redevelopment:** retail/office space, 90 market rate residential
- **1195-125 Elm St renovation:** café/diner on first floor, 33 units, public storage facility in basement, includes 24 parking spaces, adjacent to Pearl Street parking lot
- **S Elm St renovation:** 23 units one beds and studios to serve as workforce housing, bus service as asset



Varied scale of parcels, difficult access, and topography requires an improved urban framework of walkable streets and blocks.



PARCEL AREA

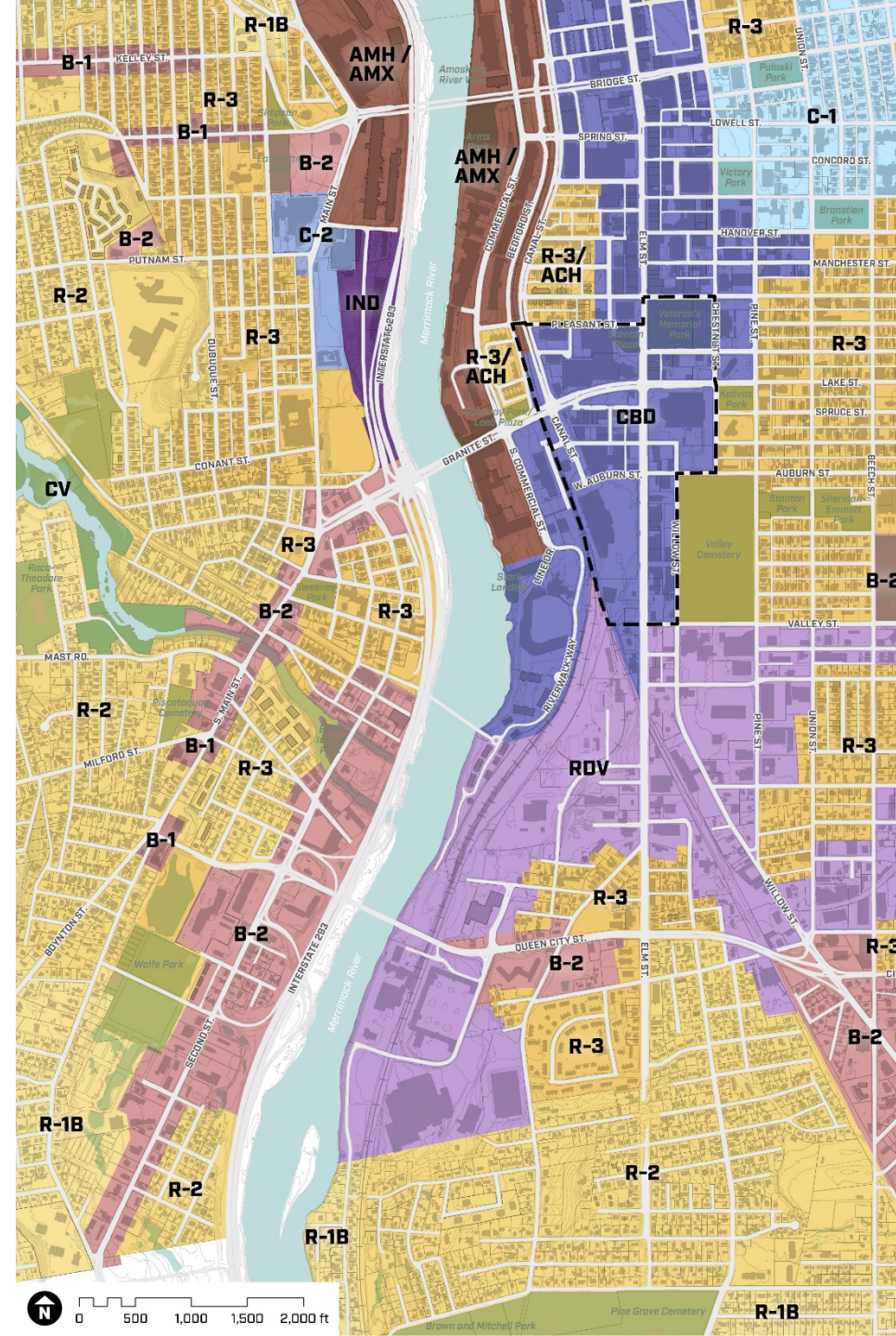
- < 20,000 sq. ft.
- 20,001 sq. ft. - 1 acre
- 1 acre - 2 acres
- 2 acres - 5 acres
- 5 acres - 10 acres
- < 10 acres

OPPORTUNITY #1: Continued Redevelopment Along Elm Street Corridor

- Occurring to north and south of study area as part of legible corridor, CBD zoning
- Possibly limited by high land acquisition costs
- Opportunity to leverage complete streets improvements to Elm St



Zoning is largely appropriate, but refinements to the site plan regulations may help achieve redevelopment goals.



ZONING

- R-1B** | Residential One Family District—High Density
- R-2** | Residential Two Family District
- R-3** | Urban Multifamily District
- B-1** | Neighborhood Business District
- B-2** | General Business District
- AMH** | Amoskeag Millyard Historic District
- AMX** | Amoskeag Millyard Mixed-Use District
- IND** | General Industrial / Industrial Park
- RDV** | Redevelopment District—Mixed-Use
- CBD** | Central Business District
- C-2** | Civic—Hospital District
- C-1** | Civic—Institutional District
- CV** | Conservation District
- ARENA** | Arena Overlay District
- ACH** | Amoskeag Corporation Housing Historic District Overlay

OPPORTUNITY #2: Trail-Oriented Development and the Willow Street Area

- Legacy industrial parcels with less grade change
- Catalytic development at 252 Willow
- Need for access to Elm Street and trail corridor, accommodate a range of housing types and scales
- Site plan regulations to set standards for trail-oriented development: orientation to trail, circulation

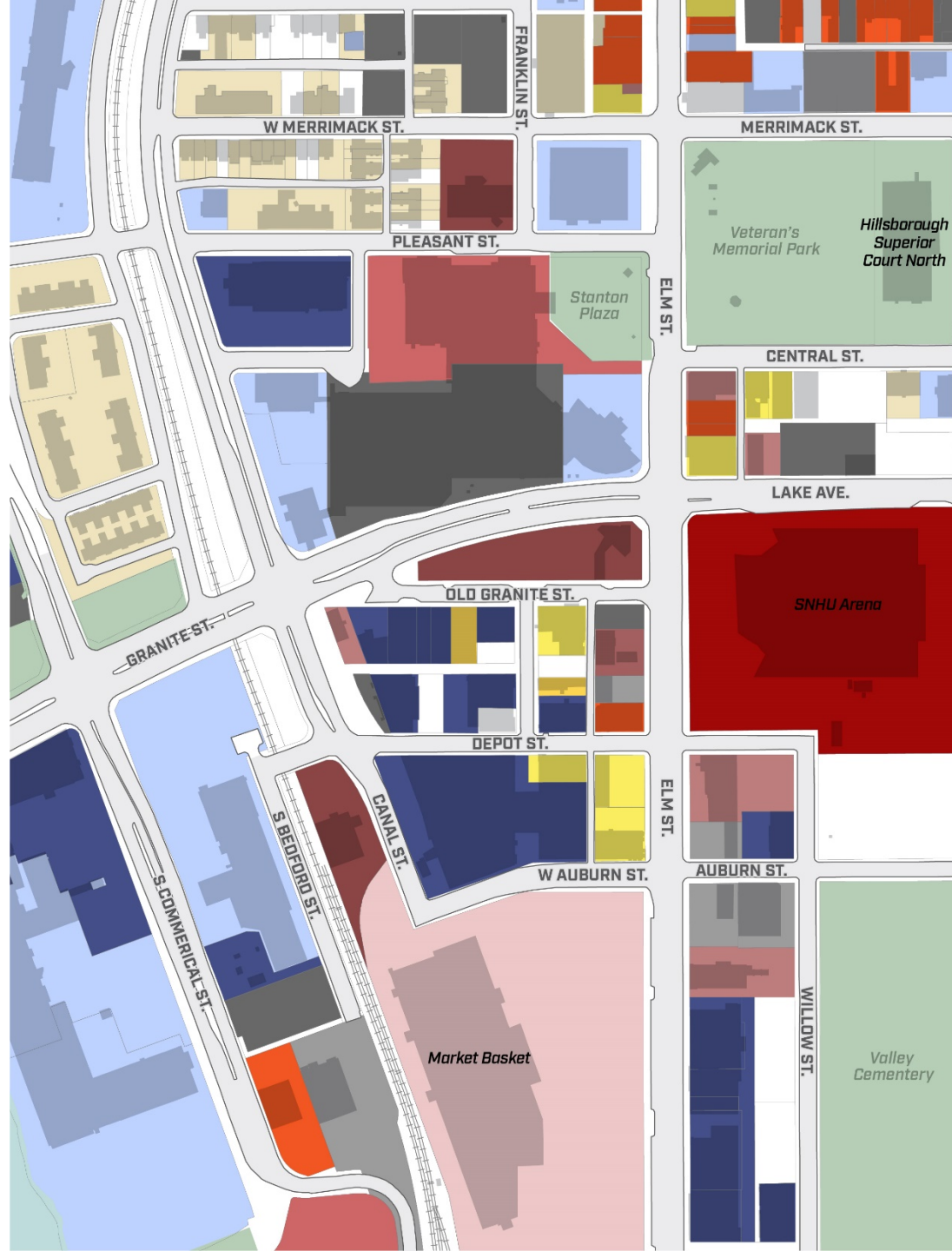


Desire Lines for Connections, Residential Amenity, Connections



Gaslight District is still light industrial, but emergent entertainment area.

- Dining, night clubs, artist studios
- Bank parcel and Granite and Elm as key opportunity—also identified by Master Plan



LAND USE

- Residential
- Restaurant
- Night club
- Supermarket
- Store
- Recreation
- Bank
- Store/apartment
- Hotel
- Office
- Industrial
- Parking
- Auto-oriented service

OPPORTUNITY #3: Place-making in Gaslight District to Support Reinvestment

- Work with owners to restore historic details, develop signage
- Lighting, sidewalk repair
- More walkable connections across Granite and Elm Street; district-wide improvements



OPPORTUNITY #3: Place-making in Gaslight District to Support Reinvestment

- Opportunities for renovation that takes advantage of upper floors and rooftops—great scale for views and entertainment
- Interim location for street festivals and block parties



District-scale
parking and
transit are
prerequisite for
higher-value
development.



PARKING AREAS

Off-street parking

OPPORTUNITY #4: Office and Innovation Uses

- Extending character and branding of the Millyard through Gaslight and up to S. Elm
- Enabling higher-intensity use of Millyard spaces



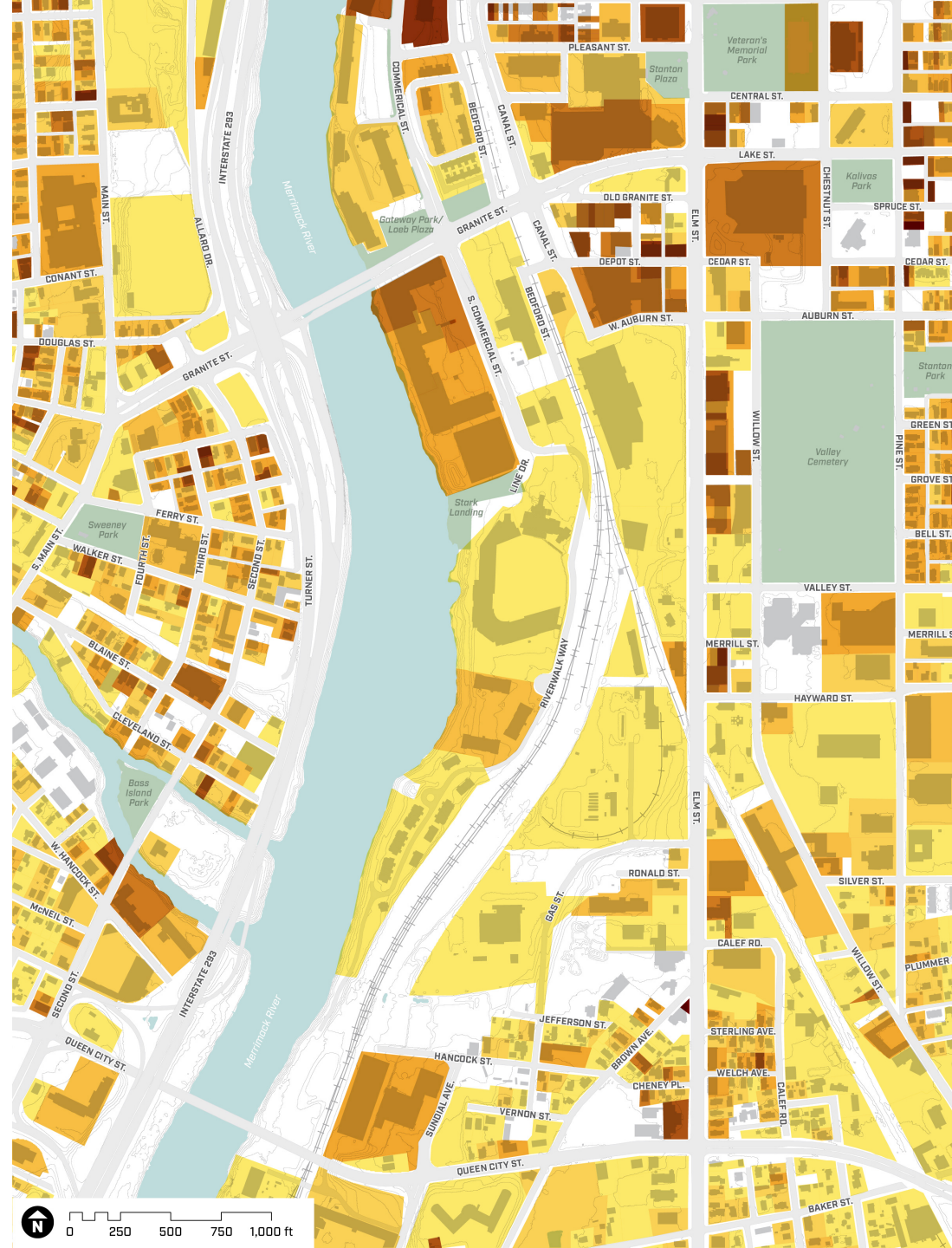
Scenario Study: Considerations

- Where is revitalization conceivable & desirable?
- What are our infrastructure priorities?
- What are our rail station options?
- What are the development density and land use mix possibilities?

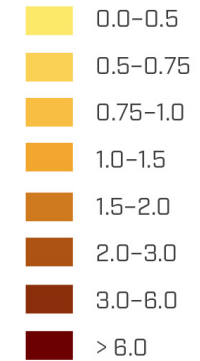


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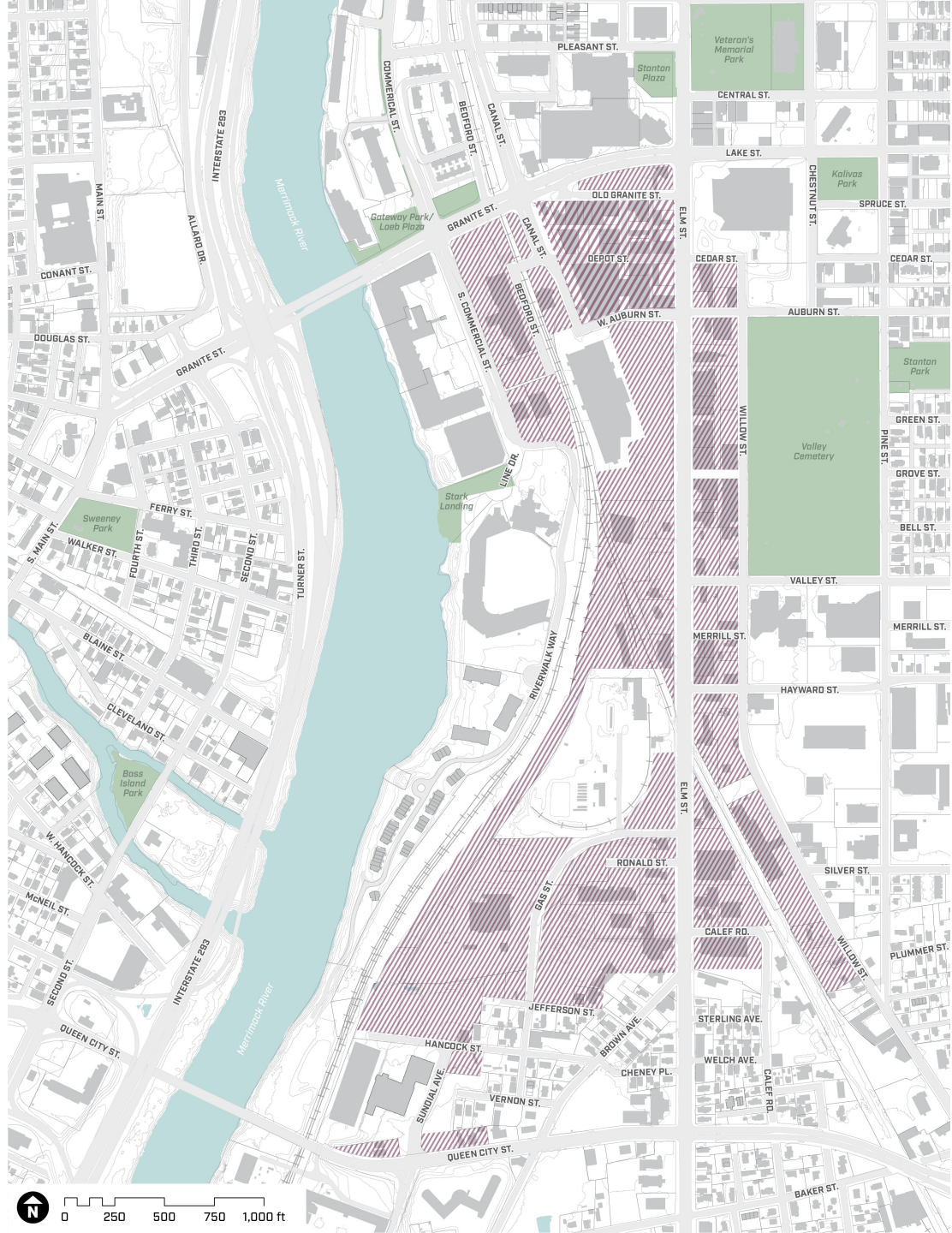
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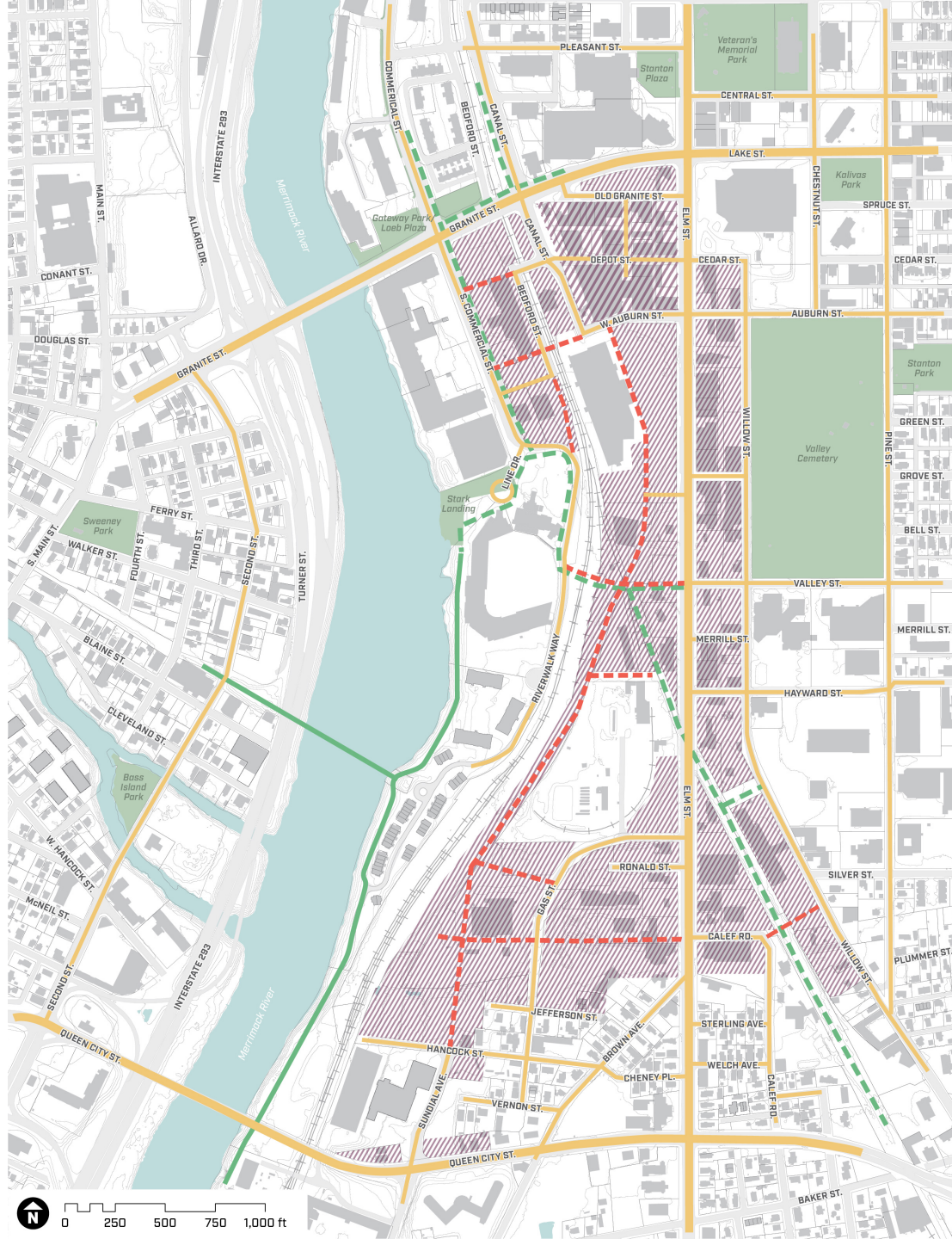
FAR



Potential Areas of Revitalization



Potential Transportation Network Priorities



TRANSPORTATION NETWORK

- Streets
- Potential Streets Connections
- Trails
- Potential Trails

Potential

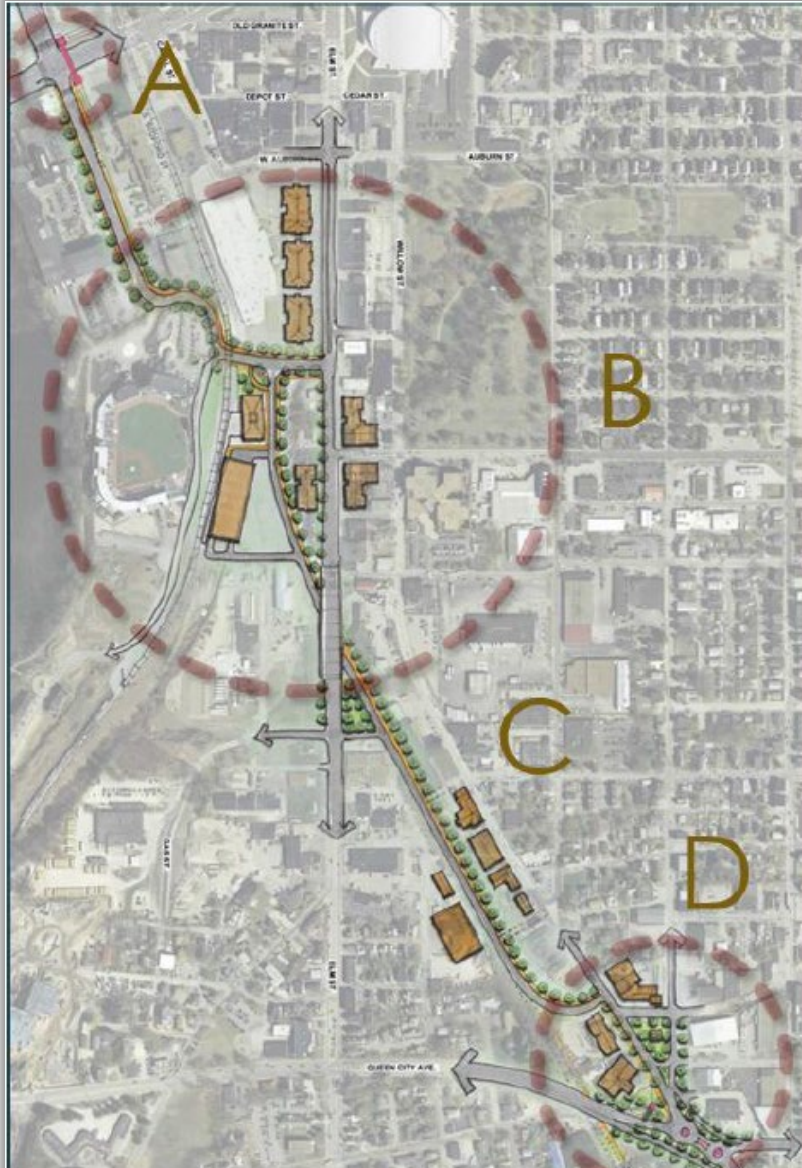
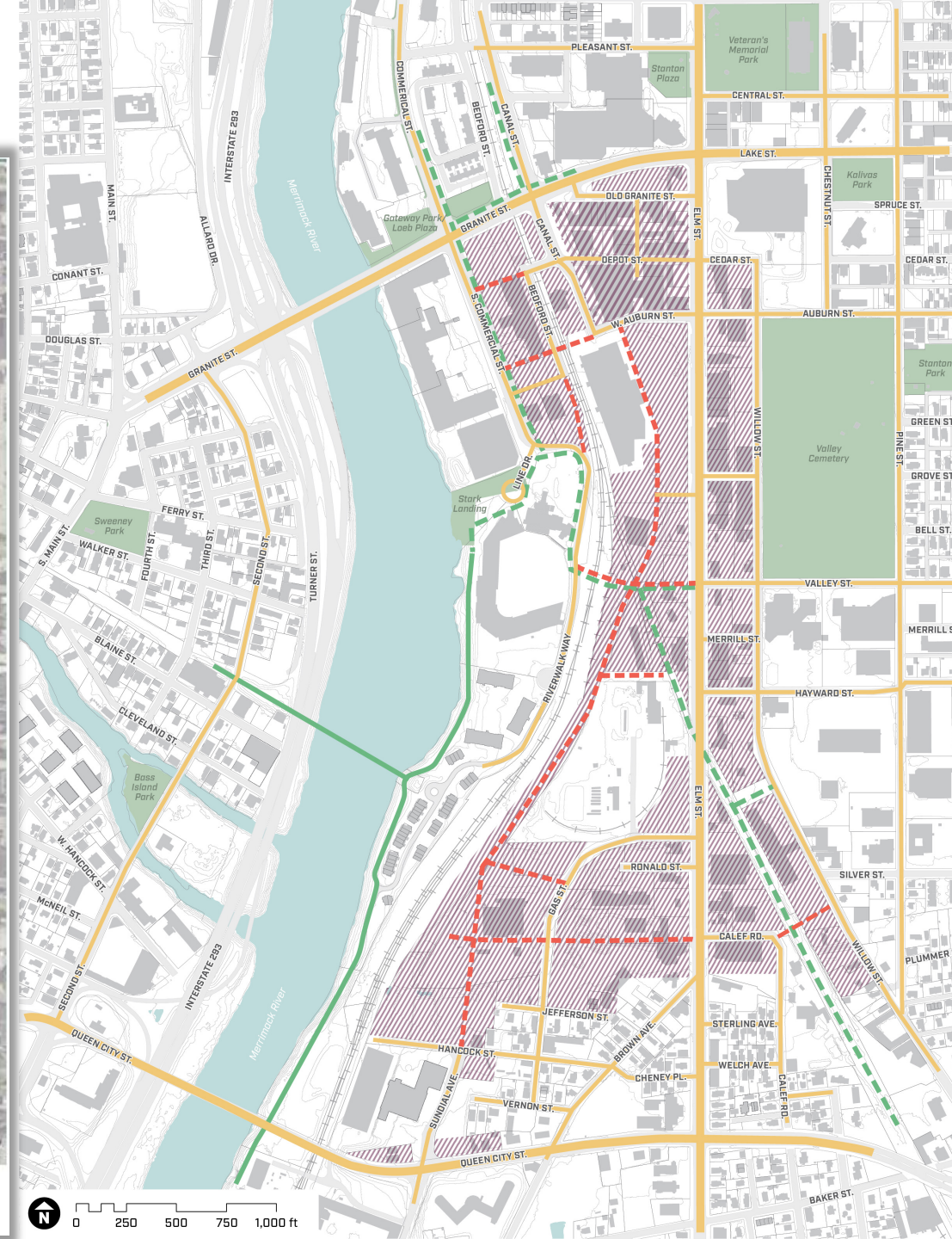


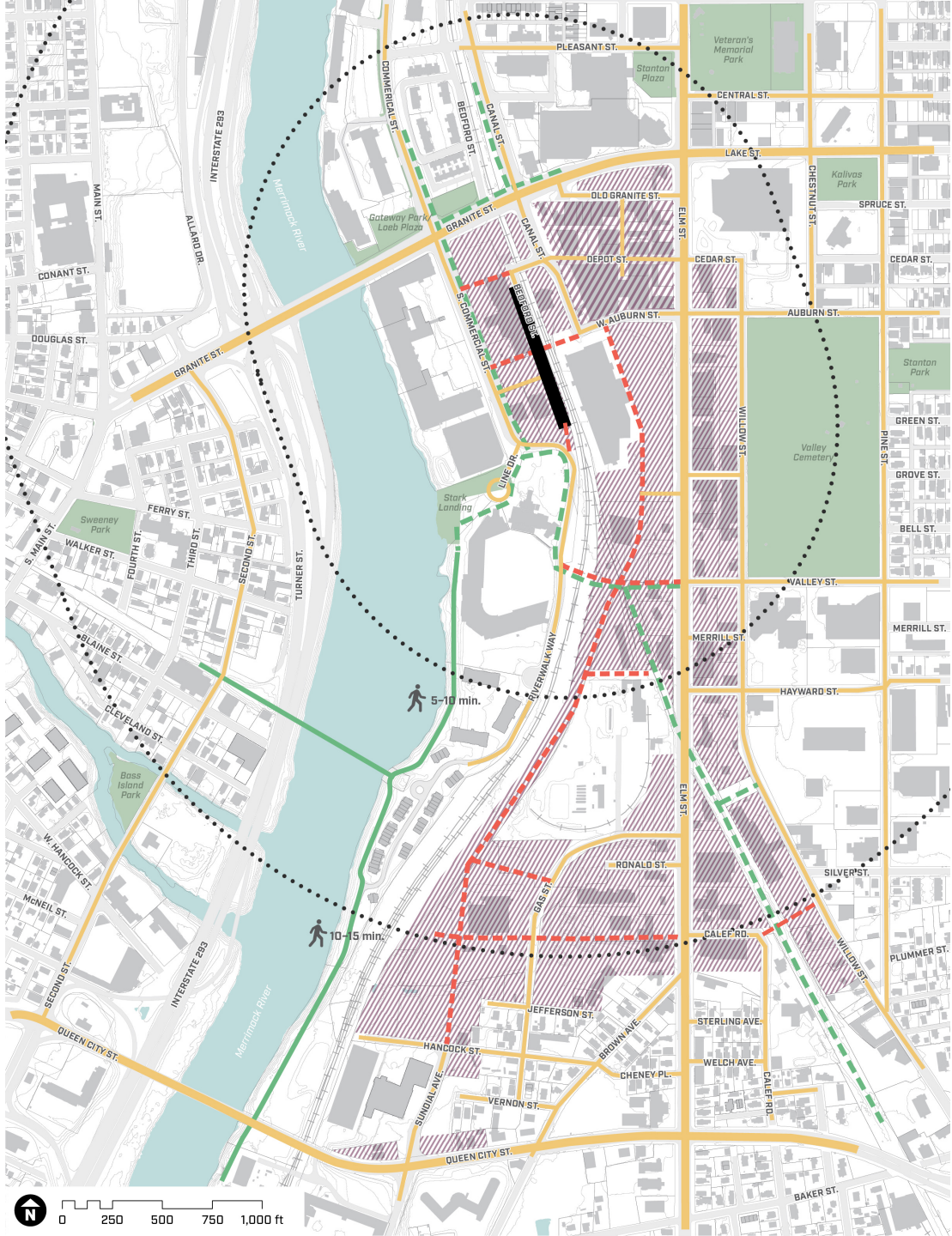
Figure 7: Manchester, NH BUILD Grant Application Project Components



TRANSPORTATION NETWORK

- Streets
- Potential Streets Connections
- Trails
- Potential Trails

Rail Station Possibility: North

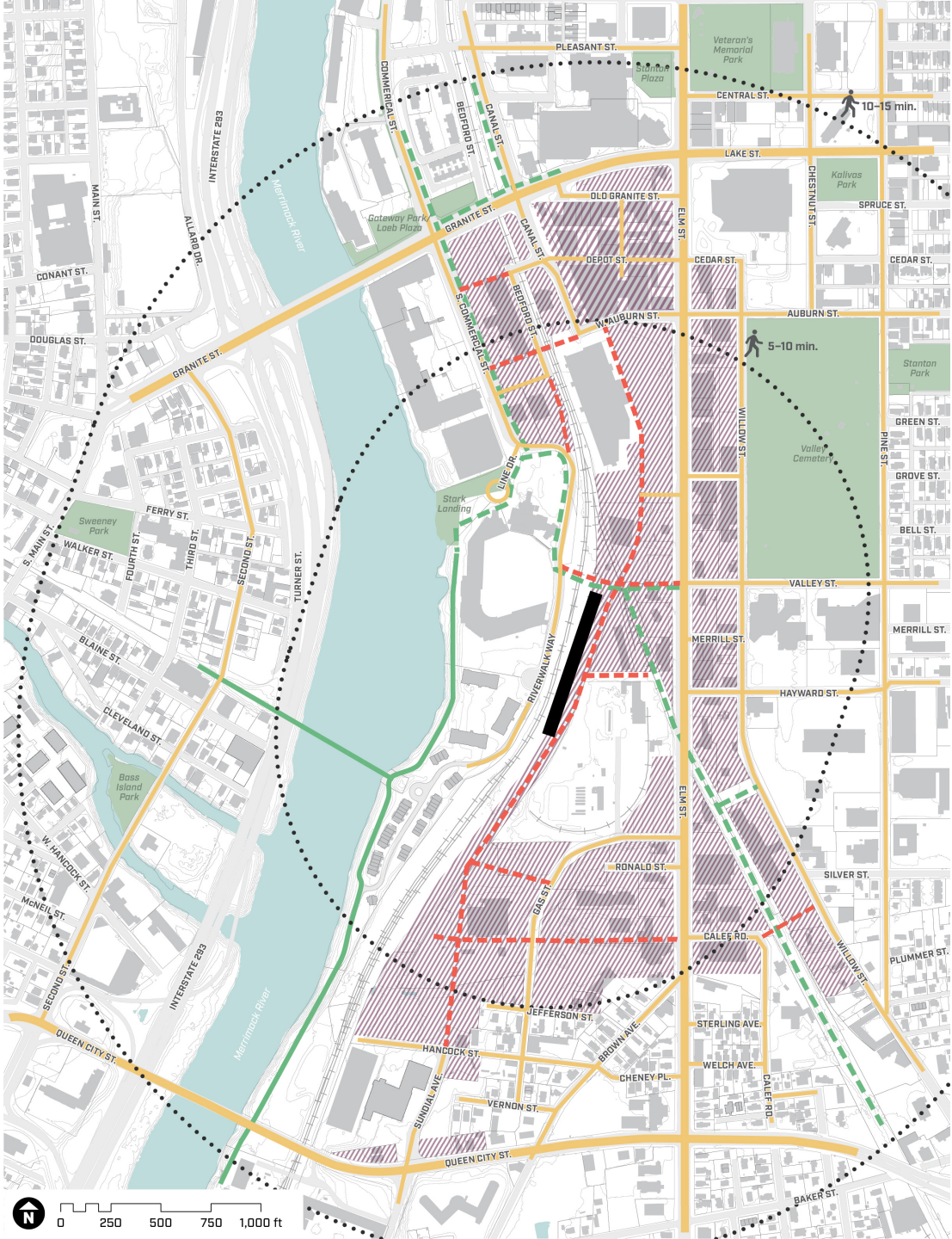


TRANSPORTATION NETWORK

- Streets
- Potential Streets Connections
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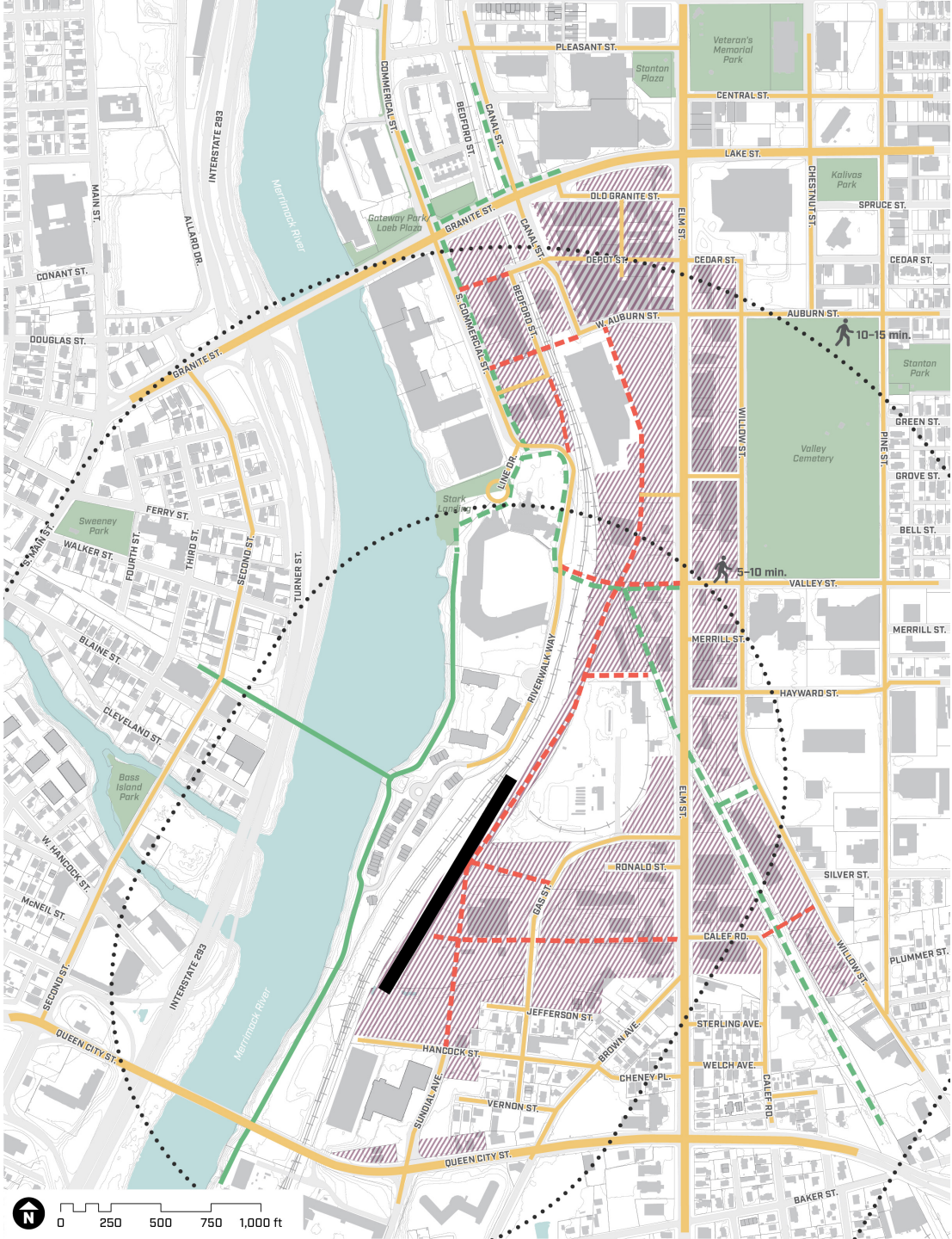


Rail Station Possibility: Center



- ### TRANSPORTATION NETWORK
- Streets
 - Potential Streets Connections
 - Trails
 - Potential Trails

Rail Station Possibility: South



TRANSPORTATION NETWORK

- Streets
- Potential Streets Connections
- Trails
- Potential Trails

Public Charette

Discussion of location, date, time

- Make this YOUR plan
- Evaluate alternatives



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Reference Slides



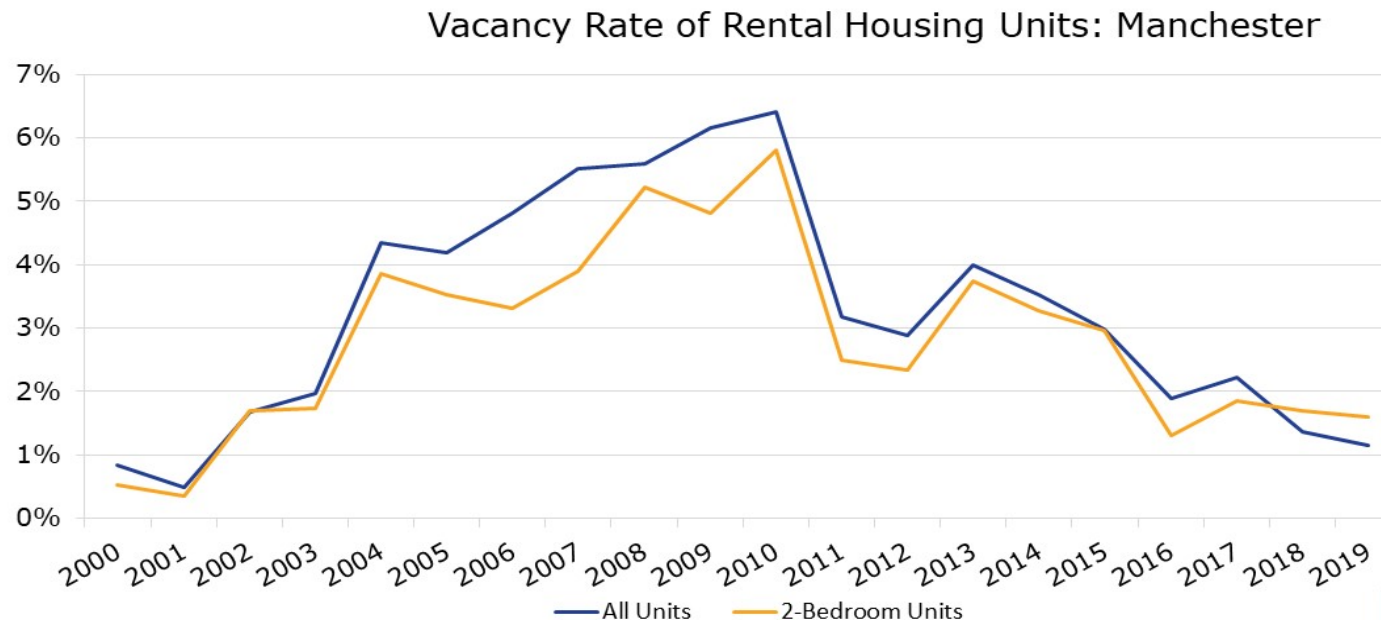
The Economic Environment is Favorable

- City and regional unemployment rate under 3%
- Hillsborough county has added 20,000 jobs since 2010
 - Strong sector growth in health care, professional and business services, wholesale and retail trade, information technology
 - Manufacturing employment has been stable
- Manchester has been a player in Hillsborough's employment growth
 - Added 7,500 jobs 2010-2018
- Region is expected to continue economic growth
 - SNHRC area will add 15,000 jobs in the decade
- Proximity to City's major employment centers in downtown and Millyard
 - 1,700 diverse businesses in Millyard and downtown
 - 19,000 employees in Millyard and downtown

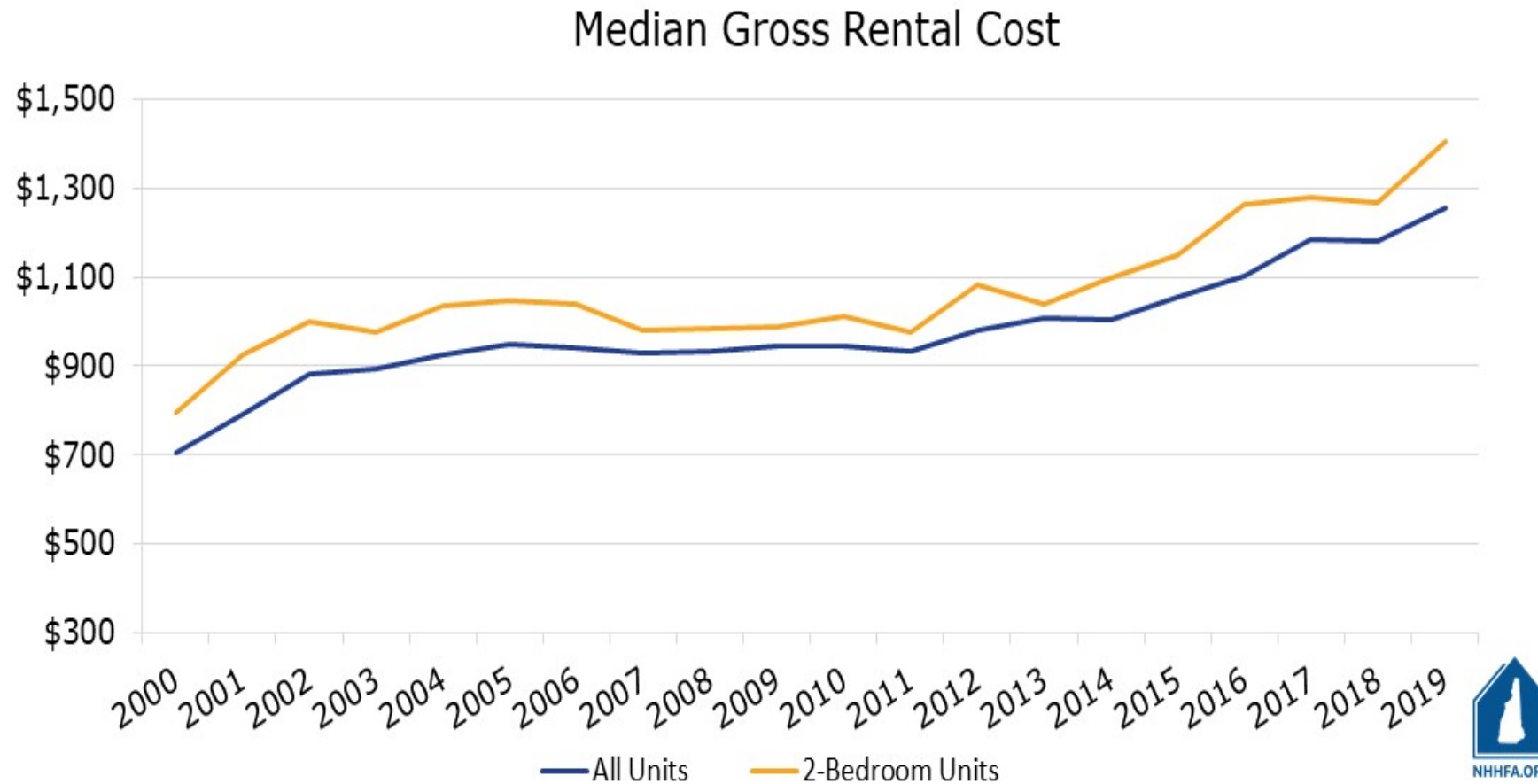


Housing is An Immediate Opportunity

- Downtown, Millyard+TOD study area have added over 500 units this decade (ESRI estimate) including rehab
- Nashua proposed station site has several hundred units in the pipeline
- Manchester has extremely low vacancy rate of 1 %—would take 1000 units City-wide to bring vacancy rate to a normal 5%. Even in absence of growth;



Manchester Rents are Rising—there is sufficient demand to support market rate units



Downtown is a unique neighborhood demographically.

- ACS 2017 estimates downtown population is 2,542 – with significantly more male residents than female.
- 65.9% of households live alone; 25% are 60+.
- Renter-occupied units are almost 90% of housing.



Demonstrated Support For Market Rate Units

- Over 500 units in pipeline in Bedford;
- Downtown and Millyard rehab projects performing well;
- Market demand is well established
 - In Millyard
 - Within study area
- Largest variables are:
 - Will large sites become available—Elliot holdings, MTA, WMUR
 - Will infrastructure improvements be realized
- Preliminary estimated range of units supportable is 500-750 units in next five years provided sites are available and infrastructure is upgraded

