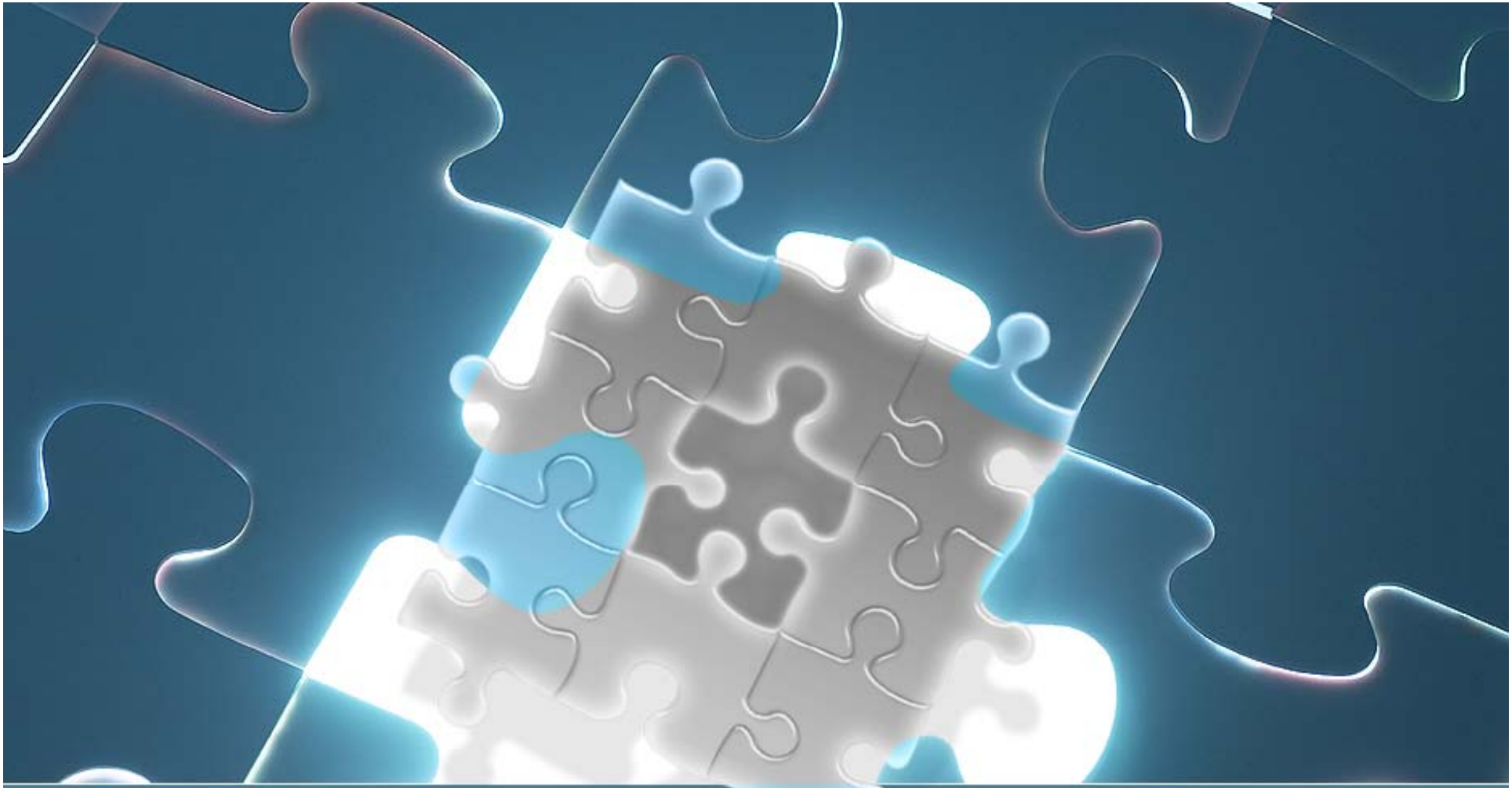


Downtown Dover Parking Facility and Management Study

City Council

Wednesday, November 7, 2007

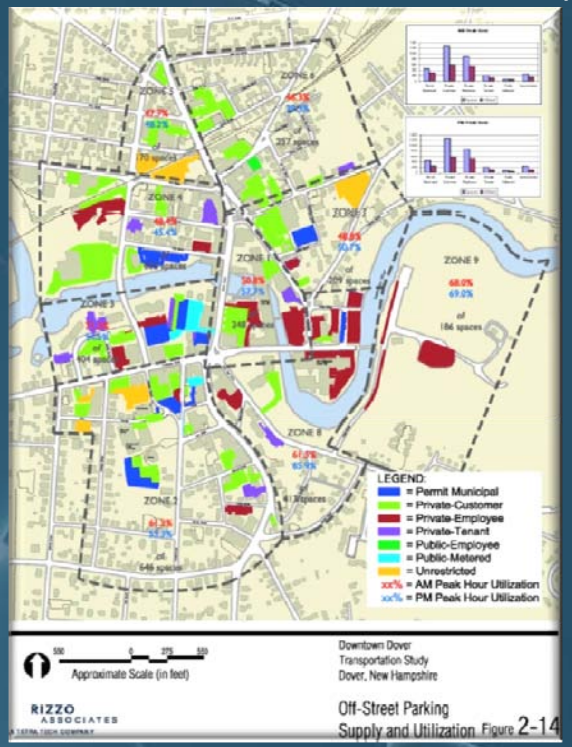
Presentation Agenda

1. Parking Study Overview	5 min
2. Critical Recommendations	10 min
3. Overview of Site Studies	10 min
4. Orchard Street Site	15 min
5. Financial Feasibility	10 min
6. Next Steps - Implementation	

Parking Study Overview

1. Purpose and Need
   - Validation and implementation of 2005 Rizzo study
   - Pro-active approach to supporting economic development
2. Comprehensive Program of Recommendations
3. Implementation Plan

Rizzo Study



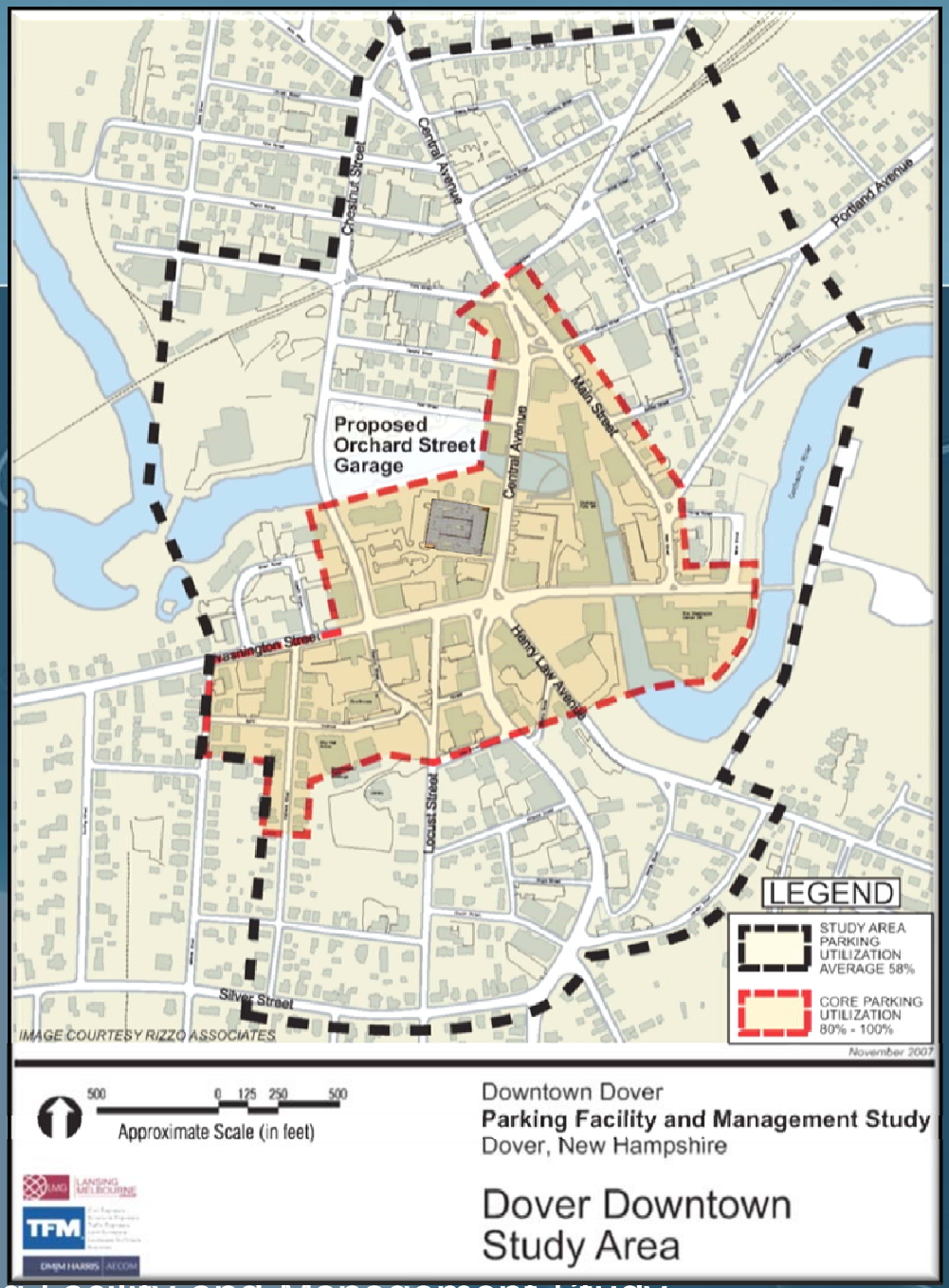
Comparison of Observed Off-Street Parking Utilization

Data Source	Parking Occupancy Rate			
	8-9 am	9-11 am	1-2 pm	2-4 pm
Rizzo Study	NA	68%	NA	58%
LMG Verification Study	58%	62%	56%	60%

agement Study

Parking Study Overview

- Study Area Utilization averages 58% throughout the study area
- Core Area Parking Utilization exceeds 80% during peak periods



Status / Process

Started first week in February

- Stakeholder meetings – Mar and Jun ‘07
- Public Participation
  - ✓ Posted documents on website after each meeting
  - ✓ Thousands of notices mailed and distributed
  - ✓ Over 40 individual face-to-face meetings
- Present garage concept and supporting recommendations

  Council Presentation – Nov ‘07
- Draft Engineering Report – Nov ‘07


Downtown Dover Parking Facility and Management Study

Critical Recommendations

- Construct the Orchard Street garage
- On-street parking management
- Reorganize parking organization
- Adopt flexible financing for parking
  - Public Private Partnerships
  - Tax Increment Financing
  - Lease agreements

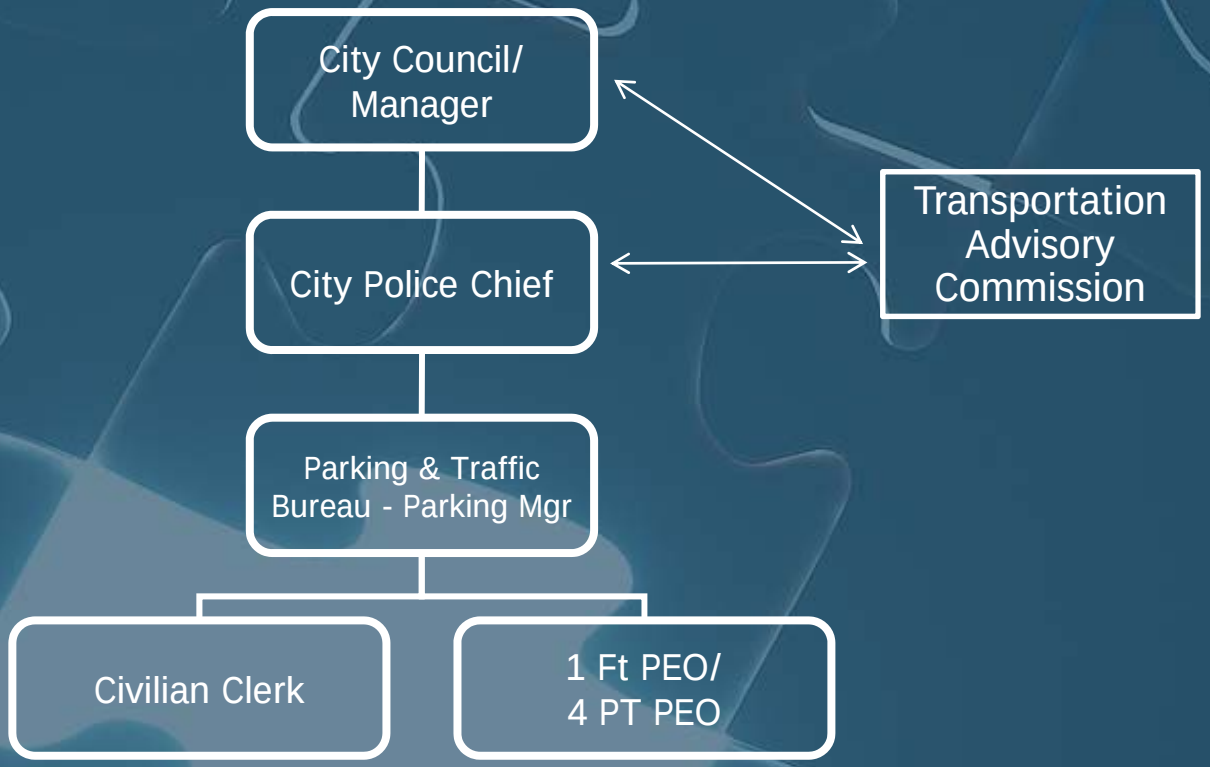
Parking Administration Organization

Philosophy

1. Parking is an economic development tool
2. Should be linked closely to downtown businesses and merchants
3. Policy driven goals drive the technical aspects
4. Costs should be borne by the users and those who benefit

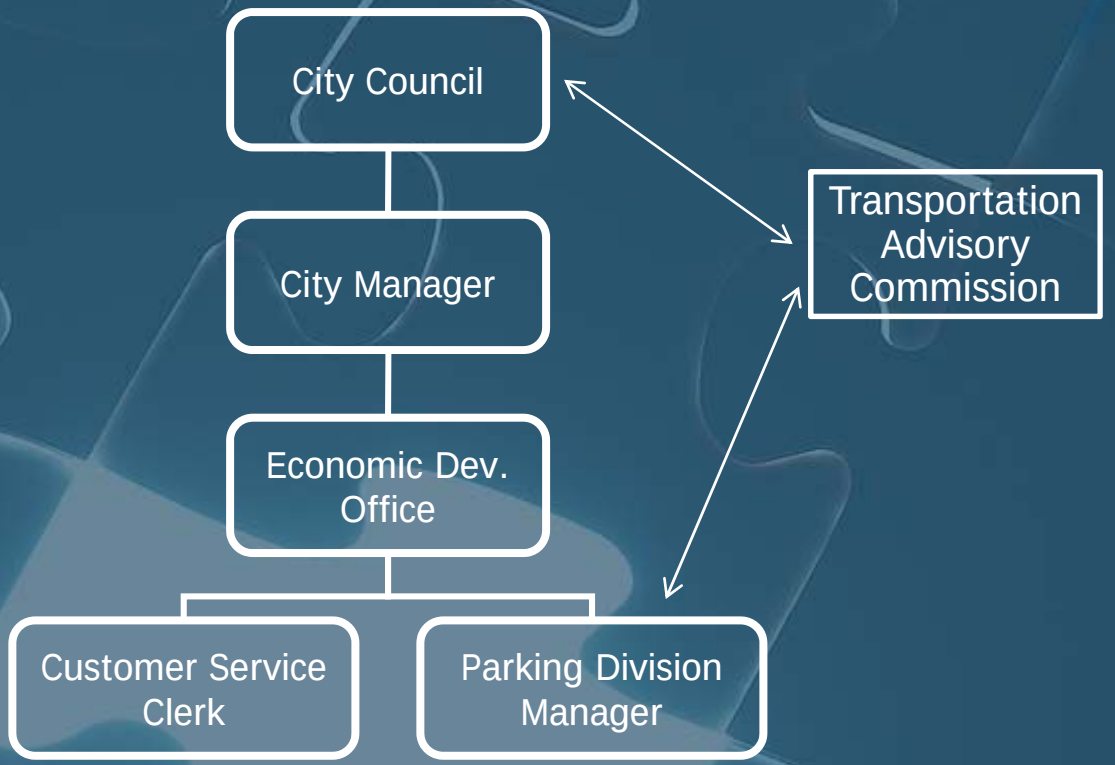
Parking Administration Organization

Current Organization and Management



Parking Administration Organization

Recommended Organization and Management



Parking Administration Organization

Key components of this organization are:

1. Enterprise or Special Assessment Fund
2. City Finance Department provides oversight
3. Guided by Master Plan
4. Parking Manager is on City's management team

On-Street Parking Management

- Most effective management of on-street parking is paid parking:
  - Pay stations/kiosks
  - Tokens, vouchers, Dover script
  - Businesses buy at discounted rates

- On-street paid parking
  - Generates the highest percentage of revenue for financing
  - Provides the most effective means to manage parking behavior
- As a results, the City
  - Has to find other revenue
  - Maintain vigilant enforcement

On-Street Parking Management

- Make abuse inconvenient & costly while providing alternatives:
  - Amend Traffic Code
  - Create a Special Enforcement Zone
  - Standardize enforcement hours 8:30 to 6:00 pm
  - Create on-street daytime permit parking
  - Create on-street residential permit parking
  - Consider: Orchard Street lot all permits/First Street lot meters
  - City lease parking from private sector
  - Test “AutoVu” technology

Overview of Site Studies

Twelve Sites Evaluated:

A. Orchard Street
B. Steam Plant
C. School Street
D. Dover Trans. Center
E. First Street
F. Fosters
G. Library
H. Riverfront Parcel
I. Robbins Auto
J. TD BankNorth
K. Third Street
L. Water Street

Overview of Site Studies

	Location	Highest Use	Ownership	Capacity	Expandability	Complexity	Access	Total
A. Orchard Street	1	-	1	-	-	-	1	3
B. Steam Plant	1	1	-	-	(1)	(1)	-	-
C. School Street	1	-	1	(1)	1	-	1	3
D. Dover Trans Center	(2)	-	-	1	1	(1)	-	(1)
E. First Street	1	(1)	1	(1)	(1)	(1)	-	(2)
F. Foster's	-	(1)	-	(2)	(1)	(1)	1	(4)
G. Library Lot	(2)	1	1	-	-	-	(1)	(1)
H. Riverfront Parcel	(1)	(2)	-	-	-	-	(1)	(4)
I. Robbins Auto Parts	-	(1)	-	(1)	(1)	(1)	1	(3)
J. TDBanknorth	1	(1)	-	(1)	(1)	(1)	-	(3)
K. Third Street	-	(1)	1	(1)	(1)	(1)	-	(3)
L. Water Street	-	(2)	-	-	-	(1)	-	(3)

A. Good central location, well-suited for parking use.
B. Very good location, difficult access, irregular shape.
C. Good location, small site but excellent opportunity for PPP expansion with Janeto's site.
D. Too remote from lower square, potential for large mixed-use redevelopment with tranportation hub.
E. Good location but small, irregular shape; best use would include residential and commercial development.
F. Small site with complex layout. Best use would include retail/commercial uses on two street levels.
G. Too remote from upper square, poor access for high traffic volumes.
H. Edge of downtown core. Dense development with no room for large parking structure. Single point of access.
I. Small, complex site, requiring assembly of adjacent streets and other parcels. Good potential for PPP.
J. Small, complex site. Very good location. Good potential for PPP.
K. Small irregular site, remote from lower square. Good potential for PPP.
L. Best use is multi-story mixed-use development. Needs assembly with Water Street itself. Excellent PPP site.

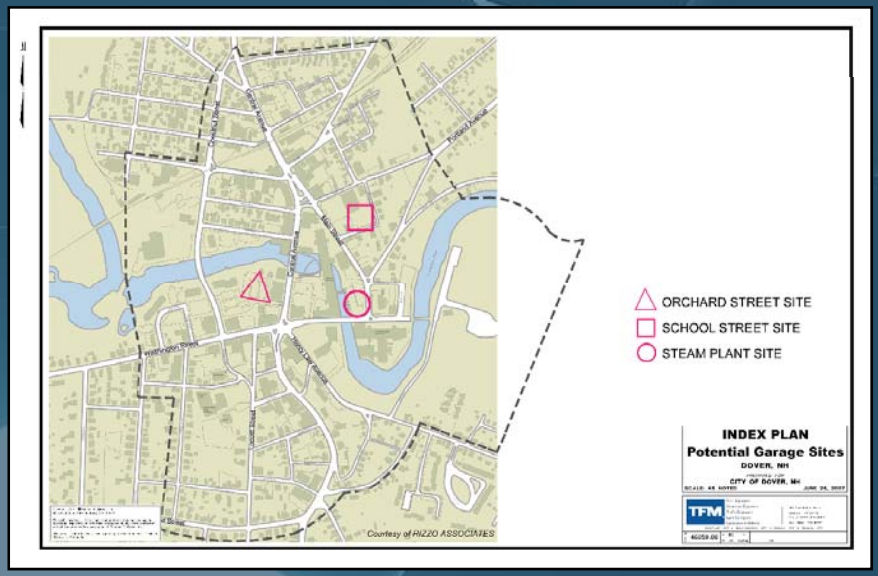
Overview of Site Studies

Three sites emerged:

A. Orchard Street

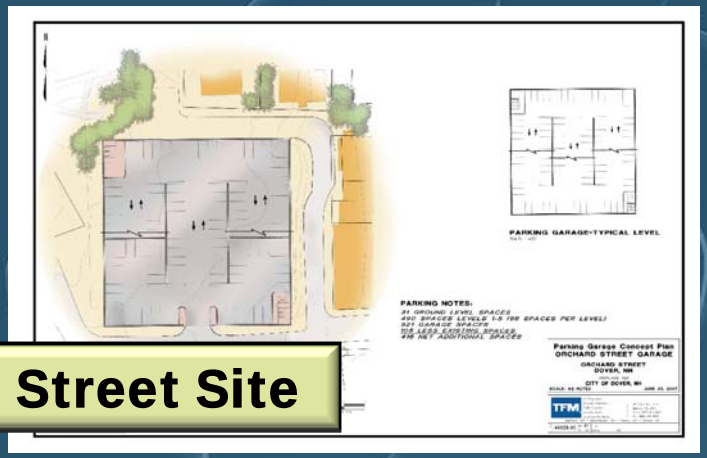
B. Steam Plant

C. School Street



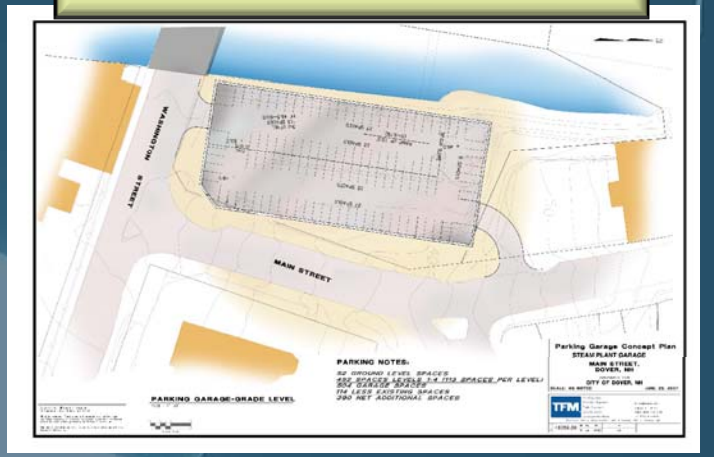
However, no one site solves all the challenges....
...more than one site is necessary....

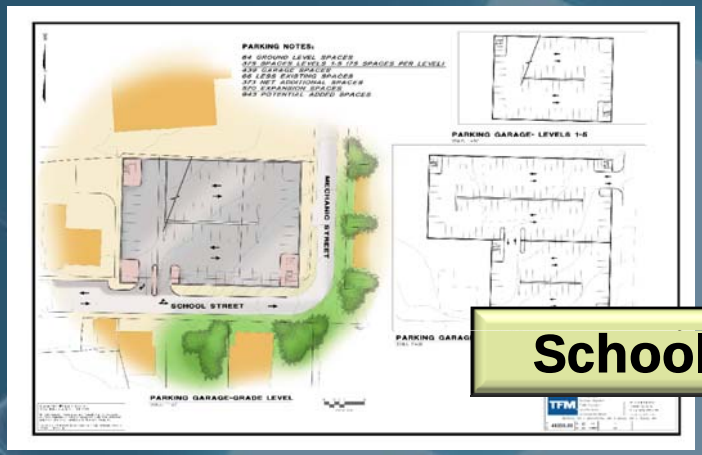
Overview of Site Studies



Orchard Street Site

Steam Plant Site



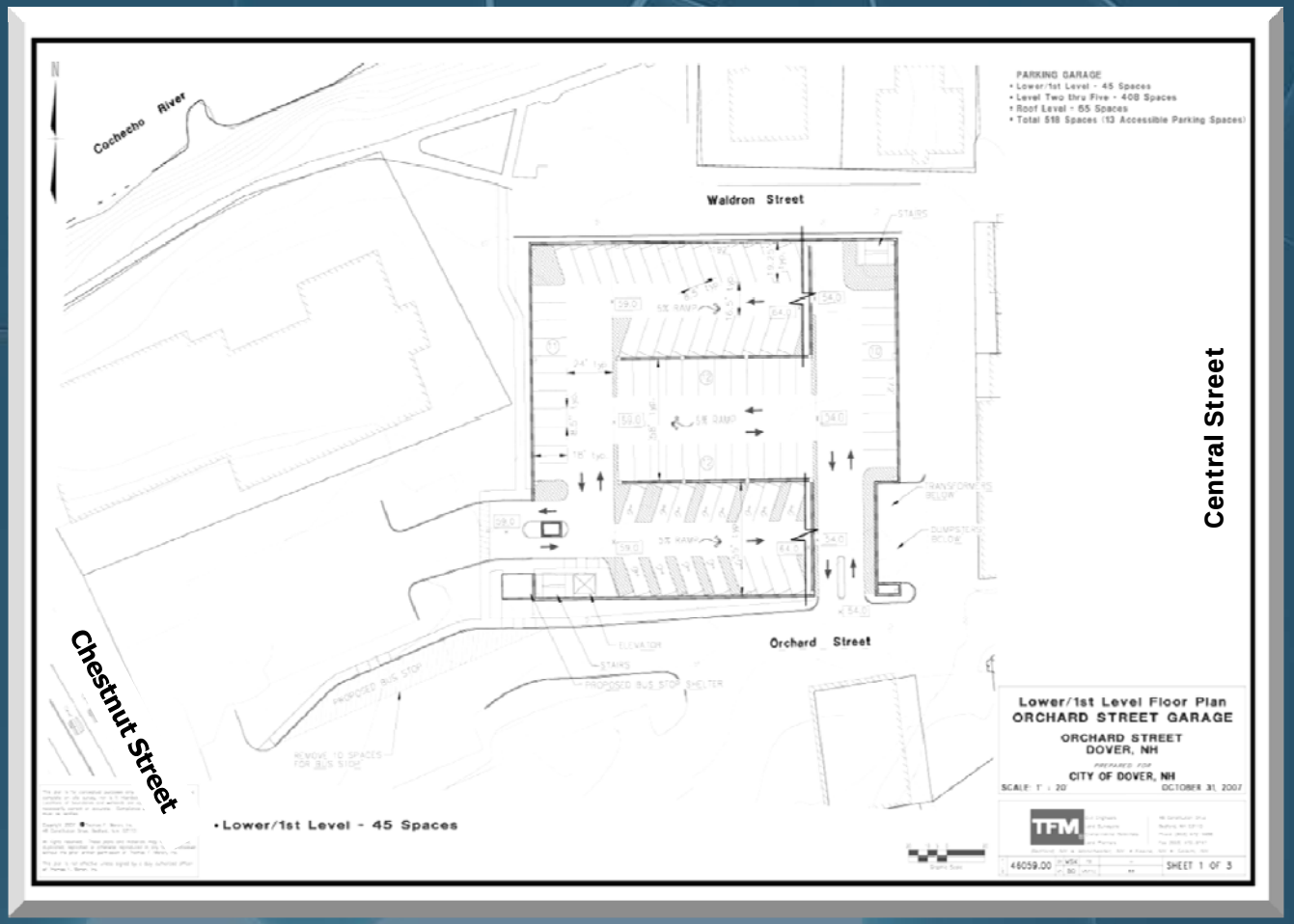


School Street Site

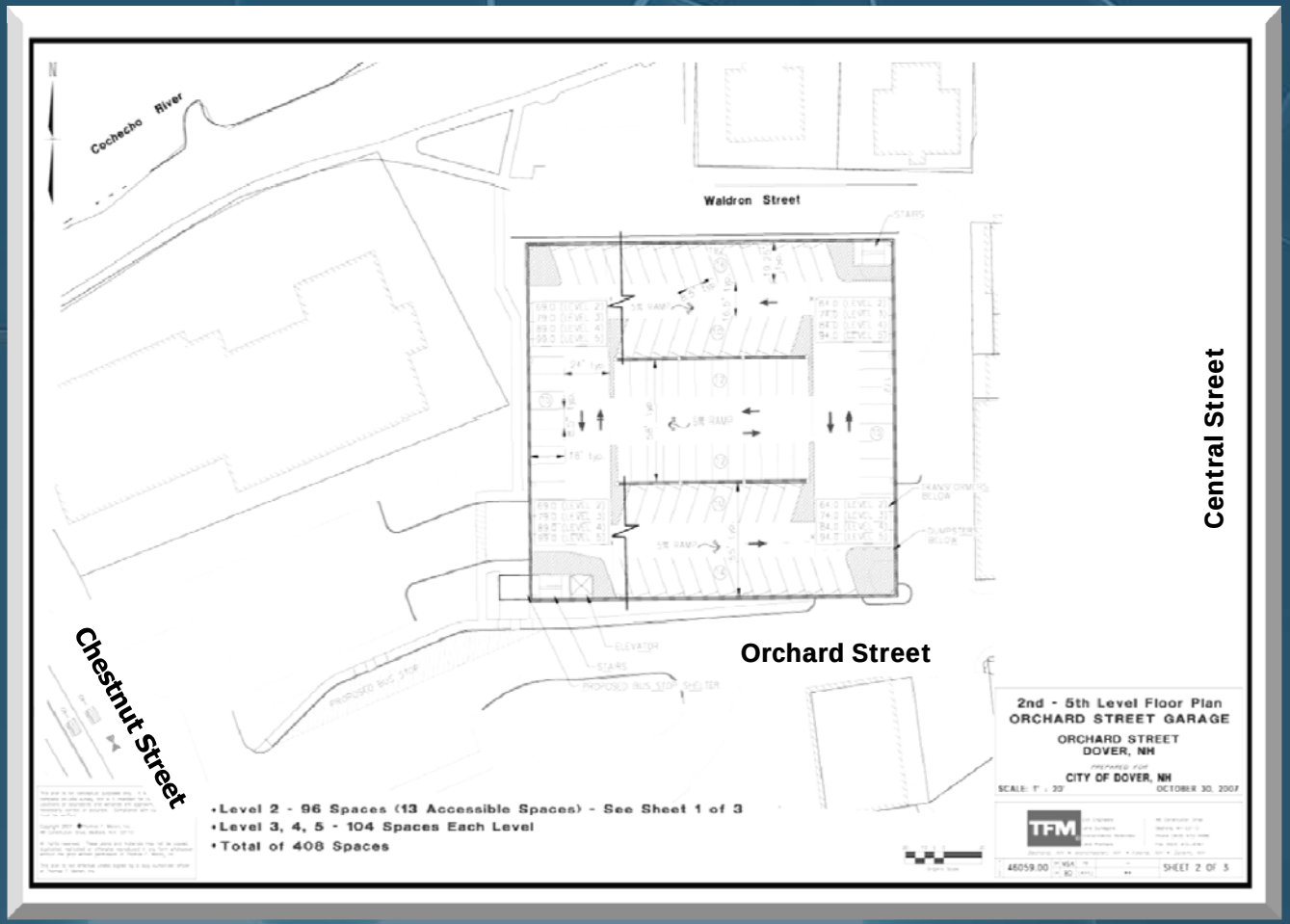
Overview of Site Studies

	Location	Highest Use	Ownership	Capacity	Expandability	Complexity	Access	Total
Orchard Street	1	-	1	-	-	-	1	3
Steam Plant	1	1	-	-	(1)	(1)	-	-
School Street	1	-	1	(1)	1	-	1	3

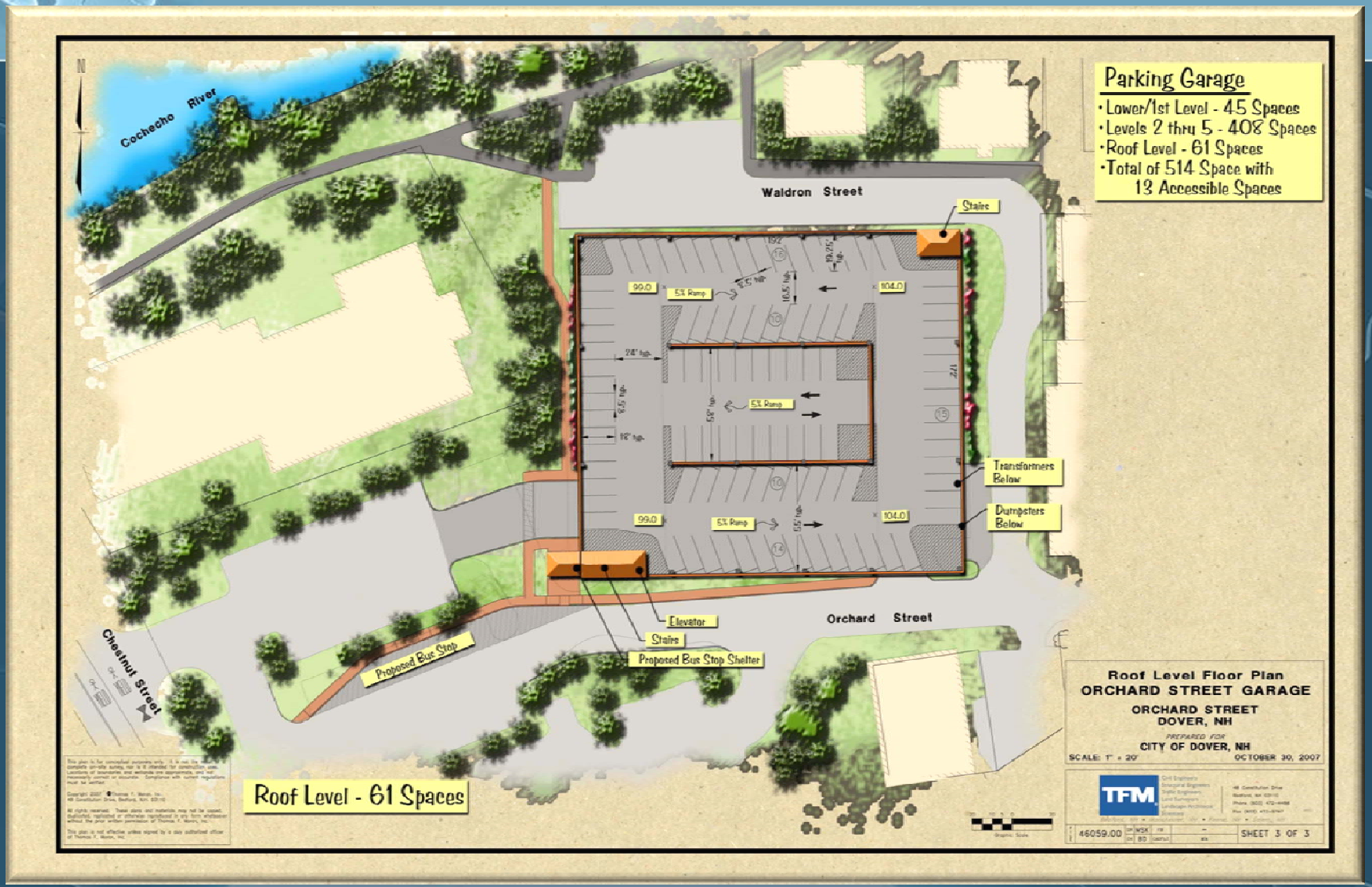
Orchard Street Site



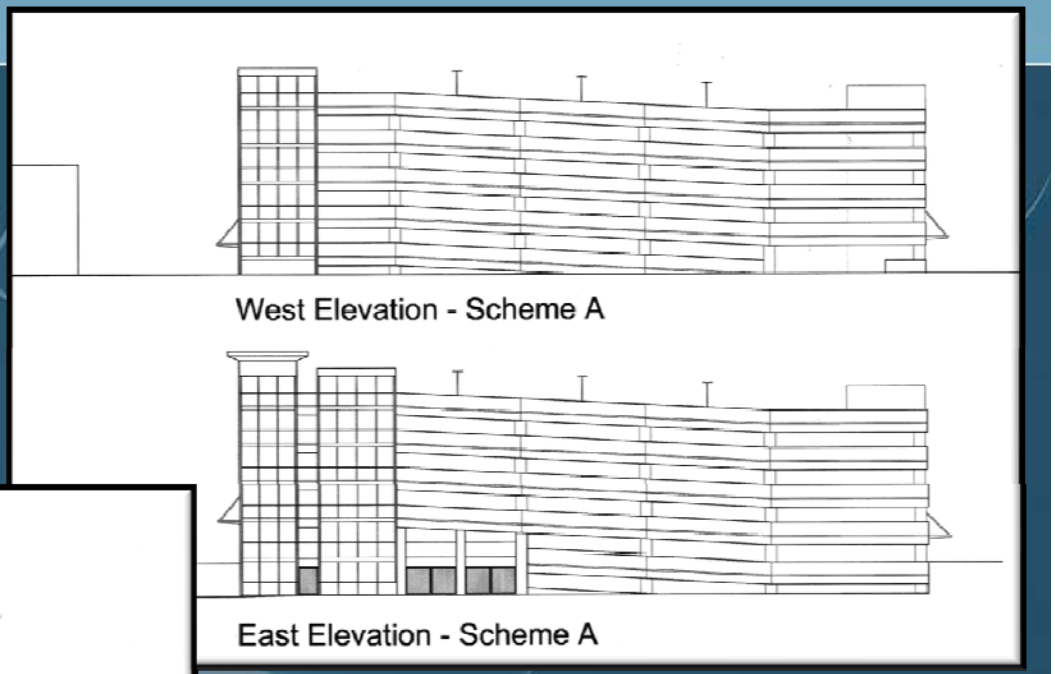
Orchard Street Site



Orchard Street Site

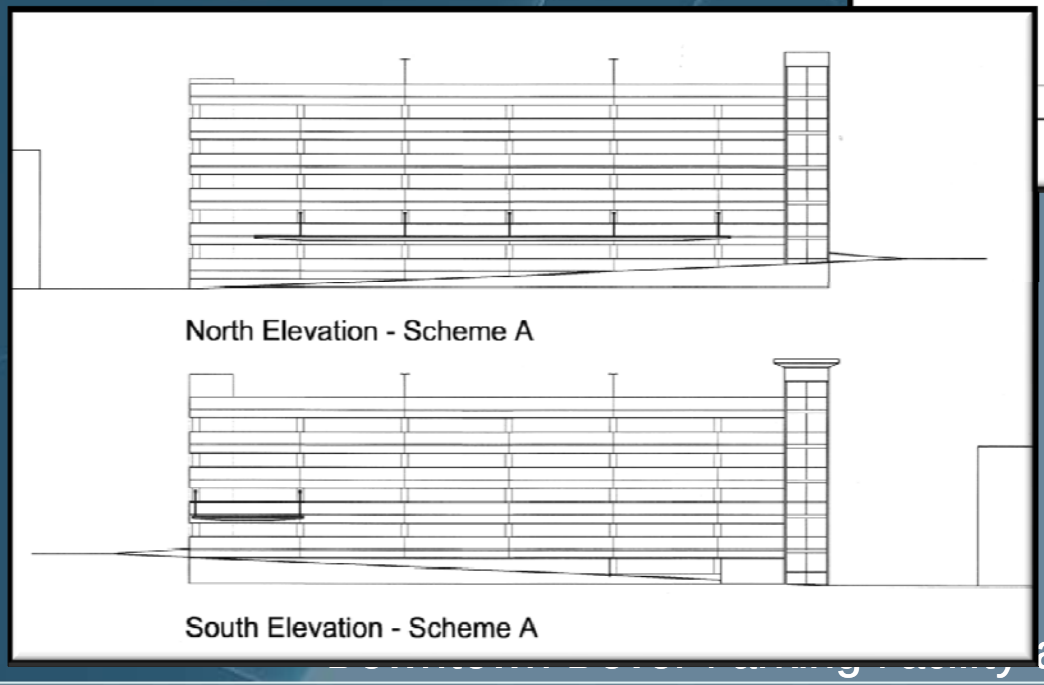


Orchard Street Site



West Elevation - Scheme A

East Elevation - Scheme A



North Elevation - Scheme A

South Elevation - Scheme A

Opinion of Probable Costs

Parking garage construction cost variables

1. Cast-in-place versus pre-cast concrete
2. Design/build versus design/bid/build
3. Durability and life span materials
4. Above-grade versus below-grade
5. Architectural façade treatments and finishes
   - Could argue that items 1 thru 4 have benefit/cost analyses that drive decisions
   - Decisions on architecture treatments are different and include a wide range of quality, pros and cons and associated costs

Opinion of Probable Costs

Lower Cost Façades









Higher Cost Façades

Opinion of Probable Costs

Construction Division (Categories)		
01 General requirements	11.0%	$ 792,000
03 Concrete	72.0%	$ 5,184,000
03 Deep foundation	5.0%	$ 360,000
05 Metals	2.5%	$ 180,000
07 Thermal/Waterproofing	2.0%	$ 144,000
09 Interior construction	1.5%	$ 108,000
14 Elevator	1.5%	$ 108,000
15 Mechanical systems	0.5%	$ 36,000
16 Electrical systems	4.0%	$ 288,000
Subtotal	100.0%	$ 7,200,000

Other Costs		
Site work and Bus Shelter	5%	$ 360,000
Exterior arch treatment	14%	$ 1,000,000
Engineering	5%	$ 360,000
Contingency	10%	$ 720,000
Subtotal	34%	$ 2,440,000

Total square feet of building	170,000 sf
Parking space efficiency	331 sf/space
Garage occupancy	514 spaces
Approximate cost per space	$ 14,000

Total Costs	$ 9,640,000
Approximate cost per space	$ 18,750

Financial Feasibility

Development Costs	
No. of spaces constructed	514
Costs per space	$ 18,750
Total costs	$ 9,640,000
GO Bonds – annual debt service (i=5%, n=30)	630,000
Annual maintenance, operating expense	200,000
Total annual costs	$ 830,000
Estimated Revenue	
Reserve Permits - 220 @ $125 per month	$ 330,000
Regular Permits - 160 @ $65 per month	124,800
150 meters at $1.50 per hr	200,000
Total annual revenue	$ 654,800
Anticipated Net Annual Shortfall	($ 175,200)

Financial Feasibility

The following is a list of the financing approaches

- Tax Increment Finance districts
- Parking Assessment district
- General Obligation bonds
- Public/Private partnerships
- Increase rates
- Payment-in-lieu

Financial Feasibility – Tax Increment Finance

2006 Base level - Annual	
Downtown assessed value	$ 220,000,000
Tax generated	$ 4,000,000
Average increase in assessment at 5.5%	$ 12,100,000
Tax increment generated	$ 220,000
Parking garage shortfall	($175,200)

Financial Feasibility – Parking Assessment District

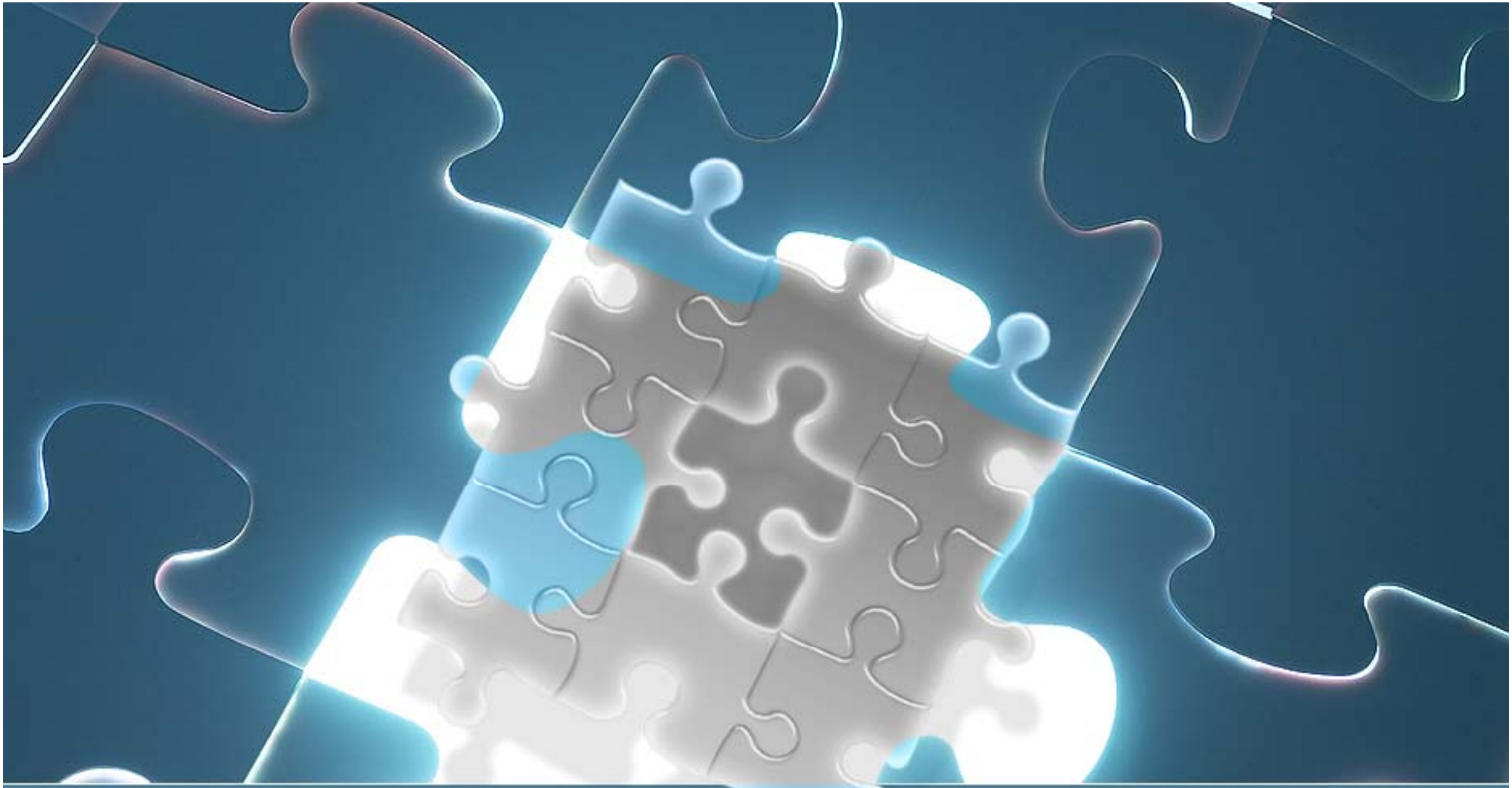
2006 Buildings - Annual	
Downtown Inventory (sq ft)	2,500,000
Annual garage shortfall (per yr)	($175,200)
Parking assessment (per sq ft)	$ 0.08
• a 1,500 sq ft building (per yr)	$ 120
• a 5,000 sq ft building (per year)	$ 400
• a 25,000 sq ft building (per year)	$ 2,000
• a 100,000 sq ft building (per year)	$ 8,000

Financial Feasibility – Public Private Partnership

- Janeto's and School Street Lot – 3P
  - Opportunity to redevelop to Highest and Best Use
  - Increases density, mixed-use potential
  - Centrally located
  - Co-develop parking supply in a garage
  - Reduced/shared costs for both Janeto's and City
  - Increased land value, appraisals, and tax base

Recommended Next Steps

1. Submit Engineering Report
2. Procure design consultant by Feb ‘08
   - Complete 30% plans
   - Include design alternates
   - Prequalify design/builders
3. Select design/builder by Jun ‘08
4. Project complete by Summer ‘09.



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