

# 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
  - Administration and management
  - On-street, time limited parking
3. Overview of Site Studies 10 min
4. Orchard Street Site 15 min
  - Site/Access and Circulation/Architecture
  - Construction Costs
5. Financial Feasibility 10 min
6. Next Steps - Implementation

Downtown Dover Parking Facility and Management Study

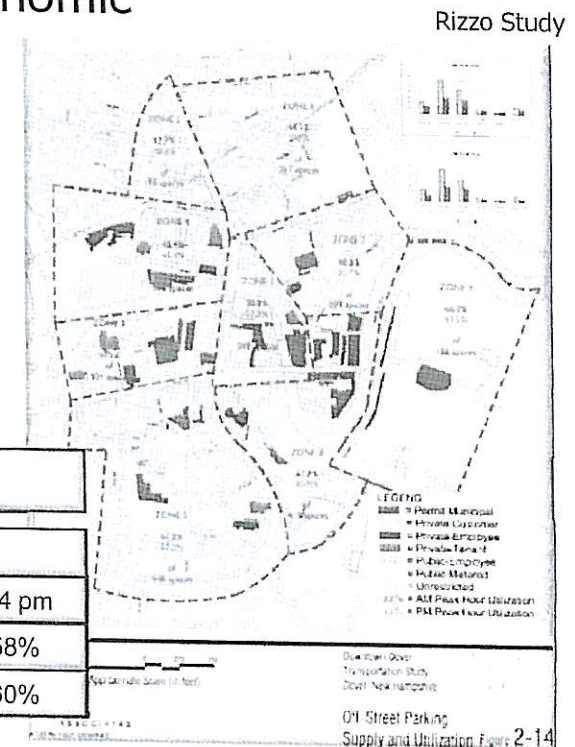
# Parking Study Overview

## 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



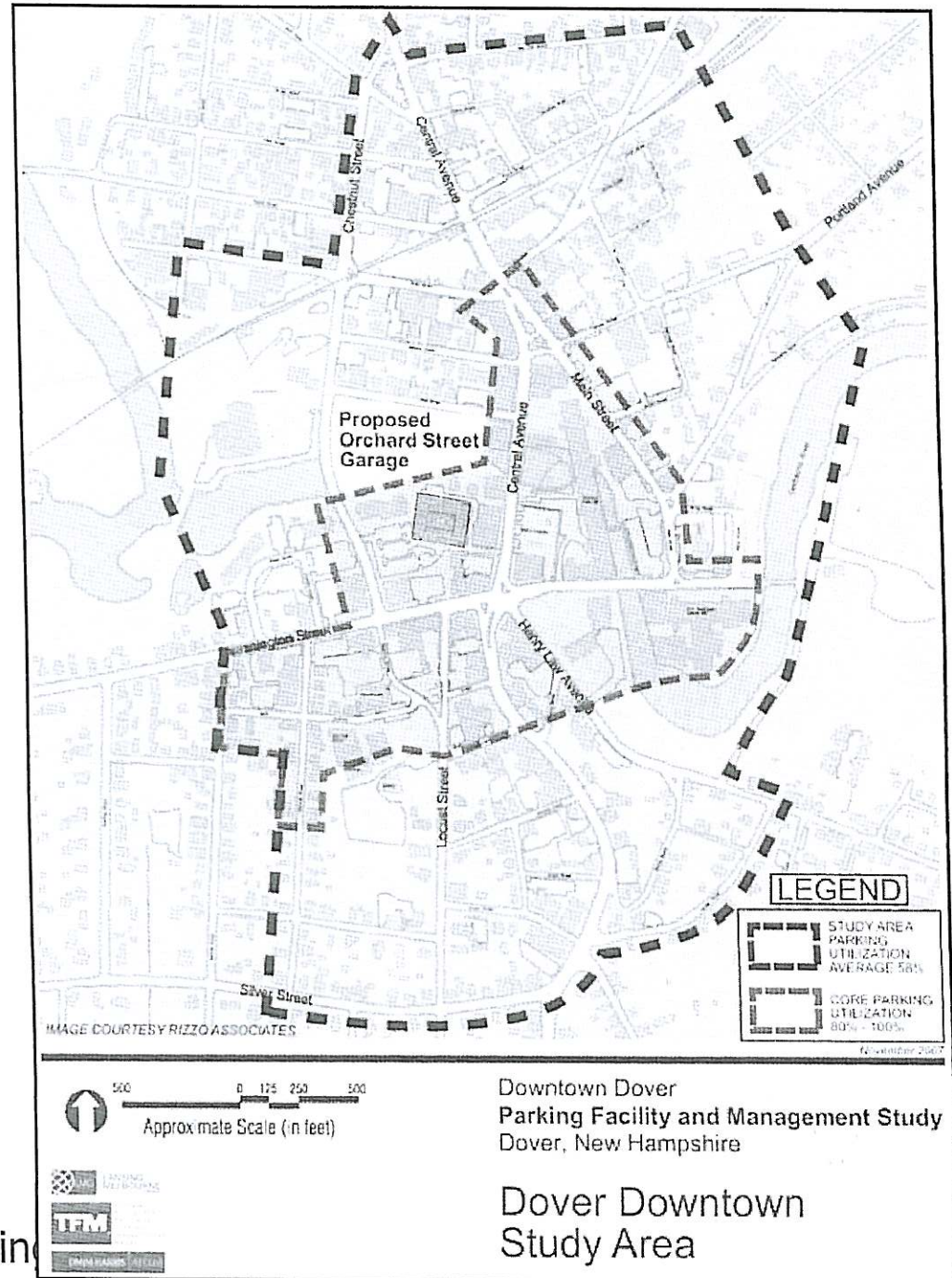
Comparison of Observed Off-Street Parking Utilization				
Data Source	Parking Occupancy Rate			
	8-9 am	9-11 am	1-2 pm	2-4 pm
Rizzo Study	NA	68%	NA	58%
LMG Verification Study	58%	62%	56%	60%

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# Parking Study Overview

Study Area Utilization averages 58% throughout the study area

Core Area Parking Utilization exceeds 80% during peak periods

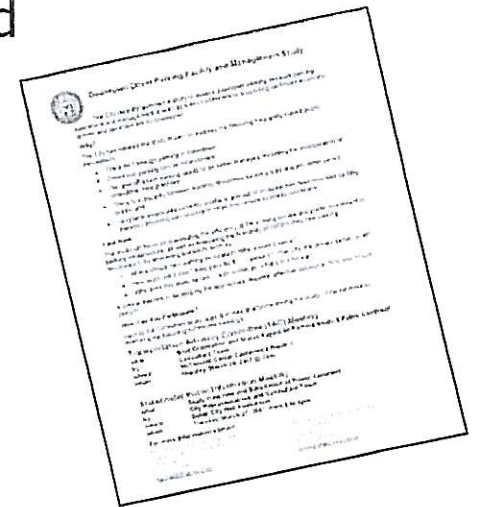


Downtown Dover Parking

# Status / Process

## Started first week in February

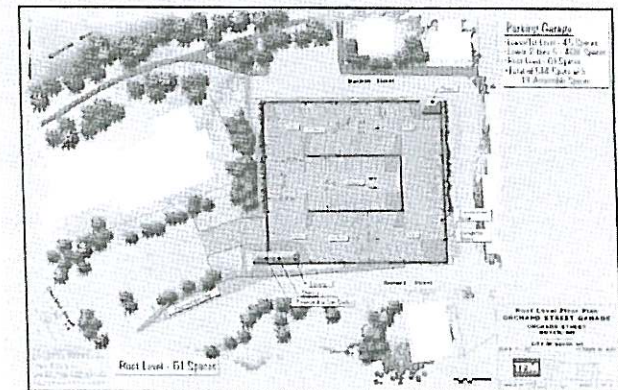
- 1<sup>st</sup> Stakeholder meetings – Mar and Jun '07
- Public Participation
  - ✓ Posted documents on website after each meeting
  - ✓ Thousands of notices mailed and distributed
  - ✓ Over 40 individual face-to-face meetings
- Present garage concept and supporting recommendations
- Council Presentation – Nov '07
- Draft Engineering Report – Nov '07



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# Critical Recommendations

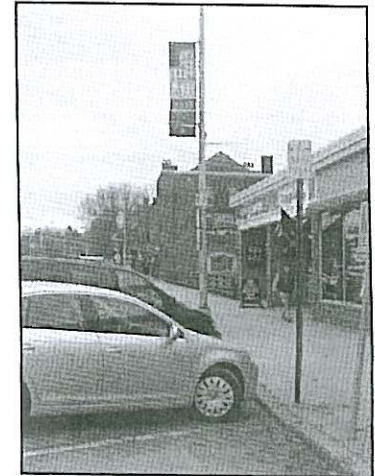
- Construct the Orchard Street garage
- On-street parking management
- Reorganize parking organization
- Adopt flexible financing for parking
  - Public Private Partnerships
  - Tax Increment Financing
  - Lease agreements



# Parking Administration Organization

## Philosophy

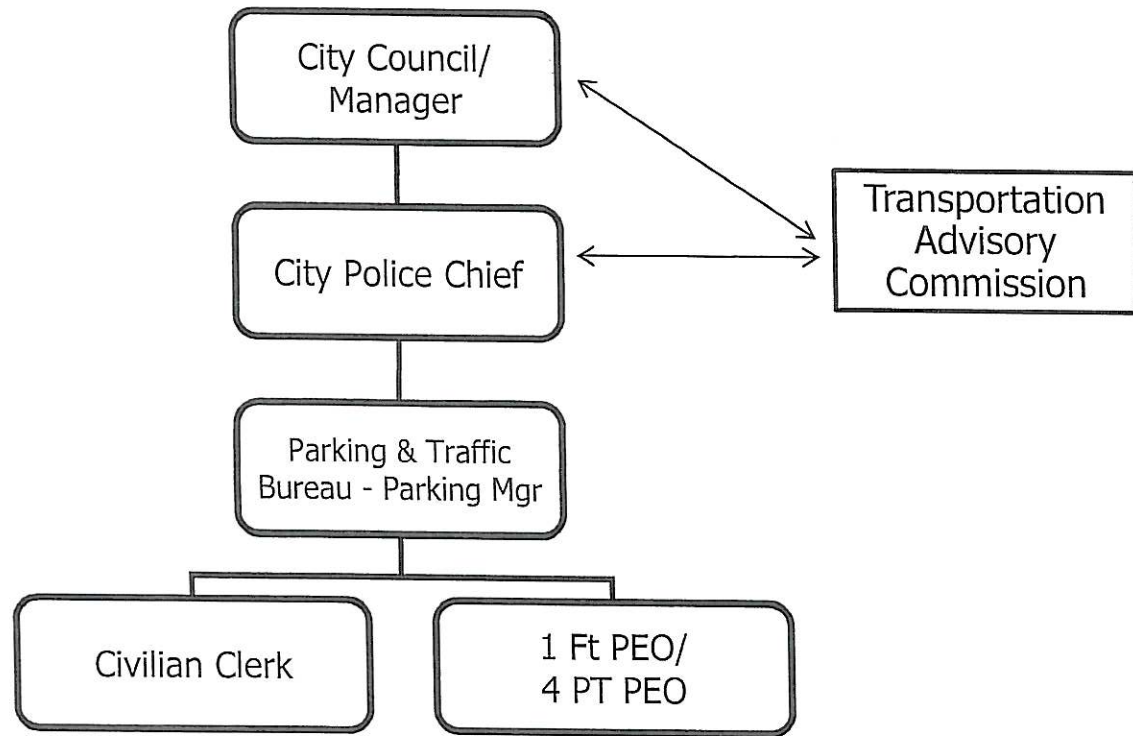
1. Parking is an economic development tool
2. Should be linked closely to downtown businesses and merchants
3. Policy driven/goals drive the technical aspects
4. Costs should be borne by the users



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# Parking Administration Organization

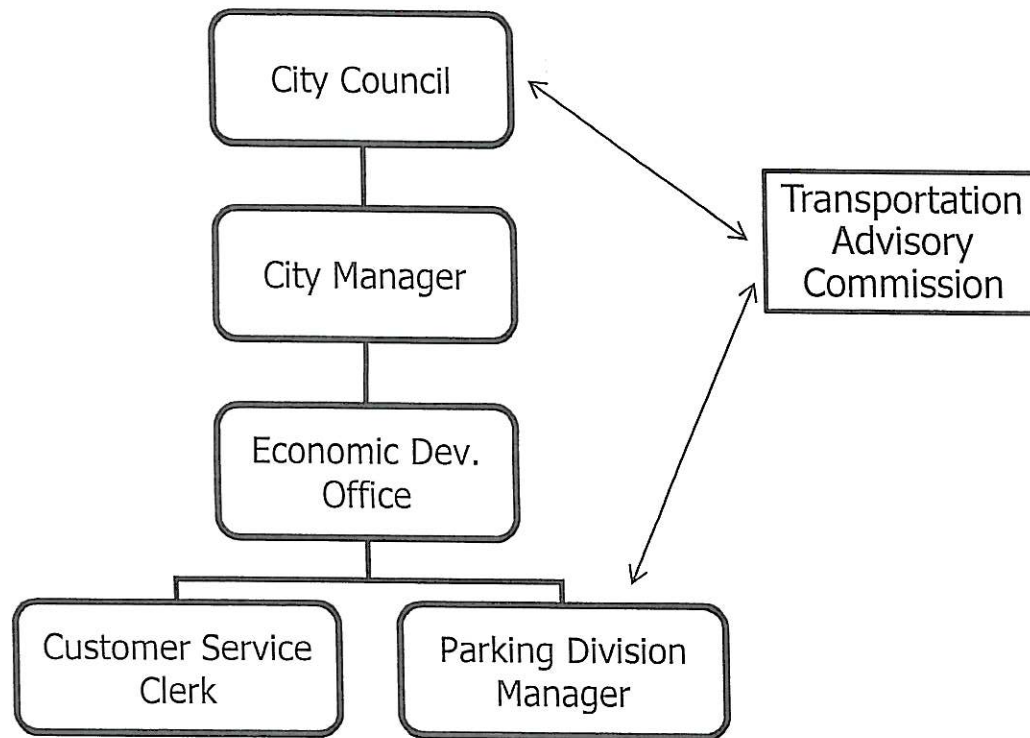
Current  
Organization  
and  
Management



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# Parking Administration Organization

Recommended  
Organization  
and  
Management



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# Parking Administration Organization

Key components of this organization are:

1. Enterprise Fund / Issue revenue bonds;
2. City Finance Department provides oversight;
3. Guided by Master Plan;
4. Parking Manager is on City's mgmt team

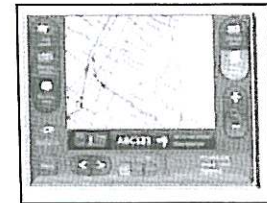
# Parking Administration Organization

Success for the City is dependent on several key decisions:

1. Commitment to develop and manage it's first parking structure
2. Commitment to comprehensive approach
3. Implementation of funding mechanisms
4. Hire a Parking Manager

# On-Street Parking Management

1. Most effective management of on-street parking is to charge user fees.
2. Make abuse inconvenient & costly but provide alts:
  - Amend Traffic Code to create a special zone
  - Create on-street daytime permit parking
  - Create on-street residential permit parking
  - City lease parking from private sector
  - Test "AutoVu" technology
  - Standardize enforcement hours 8:30 to 6:00 pm



# Overview of Site Studies

## Twelve Sites Evaluated:

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

# Overview of Site Studies

	<i>Location</i>	<i>Highest Use</i>	<i>Ownership</i>	<i>Capacity</i>	<i>Expandability</i>	<i>Complexity</i>	<i>Access</i>	<i>Total</i>
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)

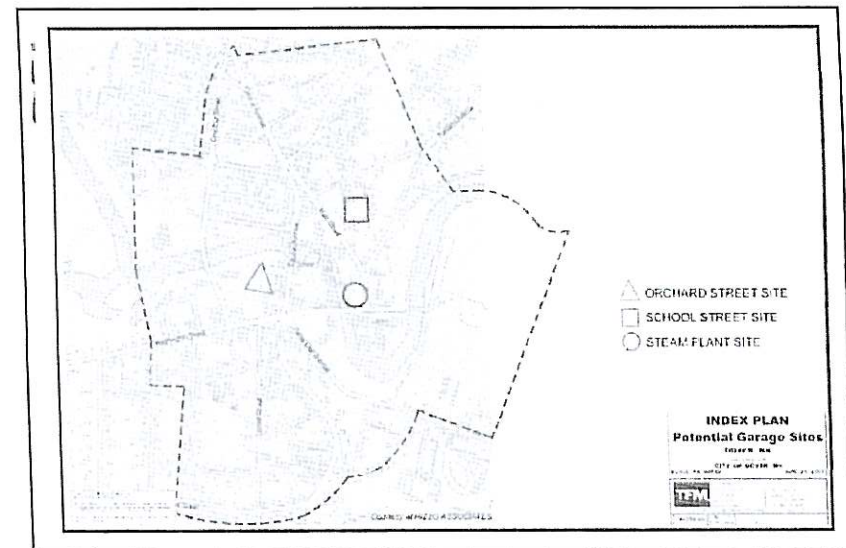
A. Good central location, well-suited for parking use.  
 B. Very good location, difficult access, irregular shape.  
 C. Good location, small site but excellent opportunity for PPP expansion-with Janeto's site.  
 D. Too remote from lower square, potential for large mixed-use redevelopment with transportation 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.

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# Overview of Site Studies

Three sites emerged:

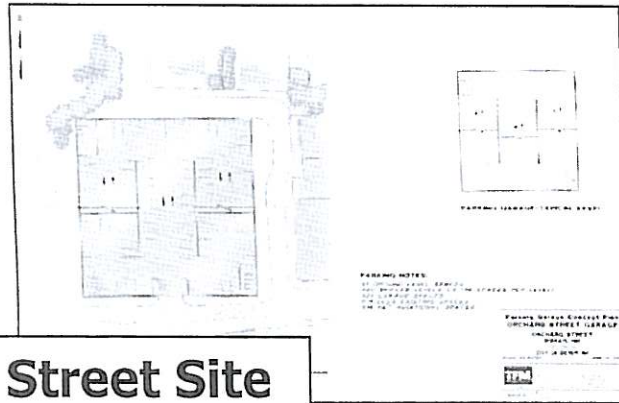
- A. Orchard Street
- B. Steam Plant
- C. School Street



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

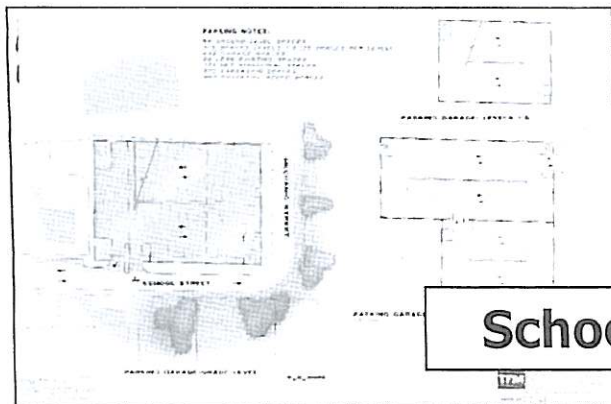
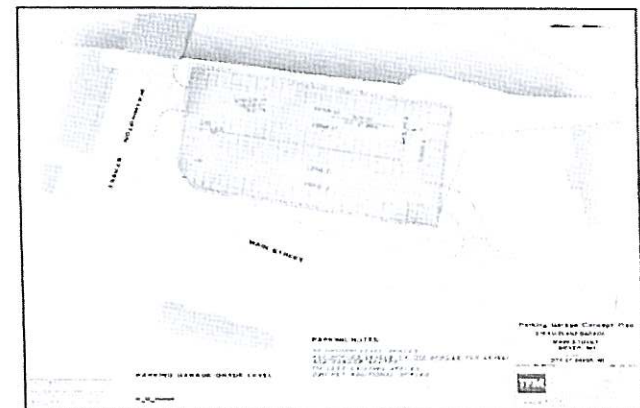
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# Overview of Site Studies



**Orchard Street Site**

**Steam Plant Site**



**School Street Site**

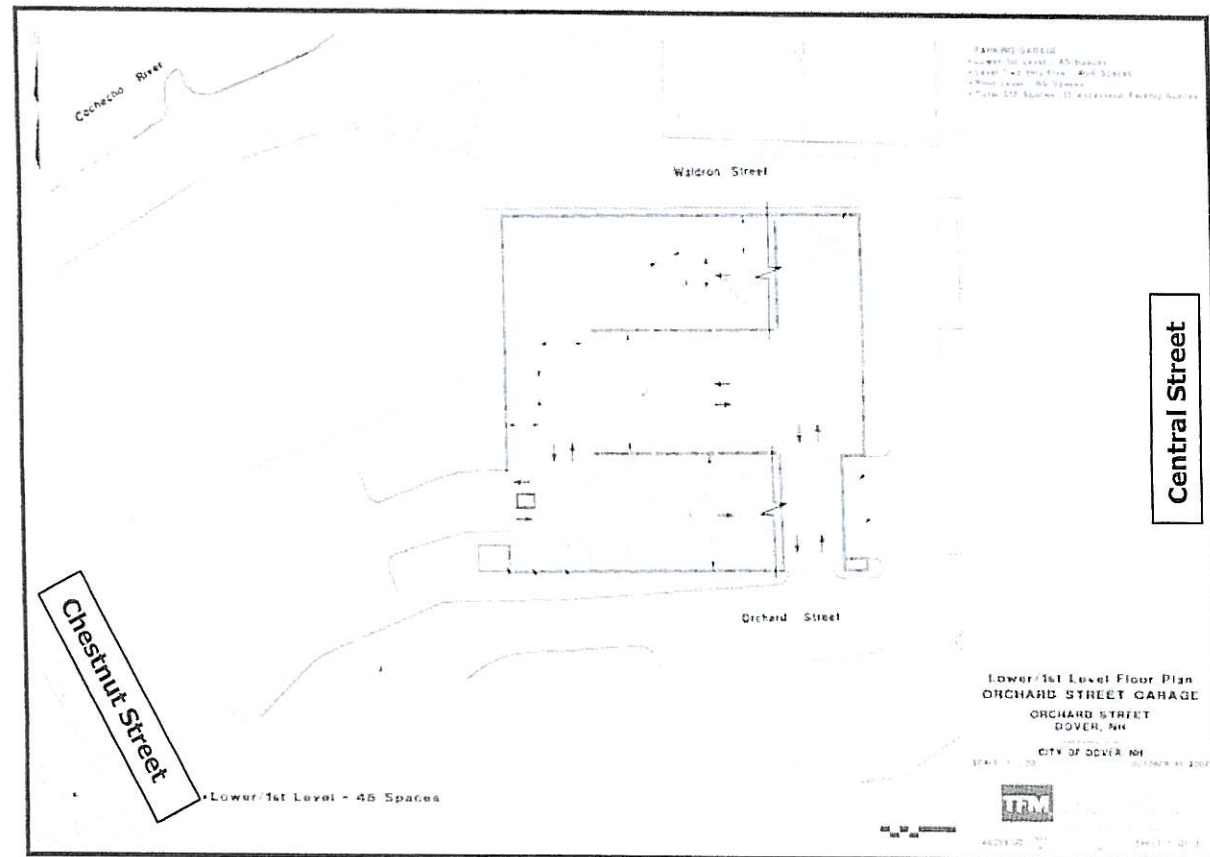
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# Overview of Site Studies

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

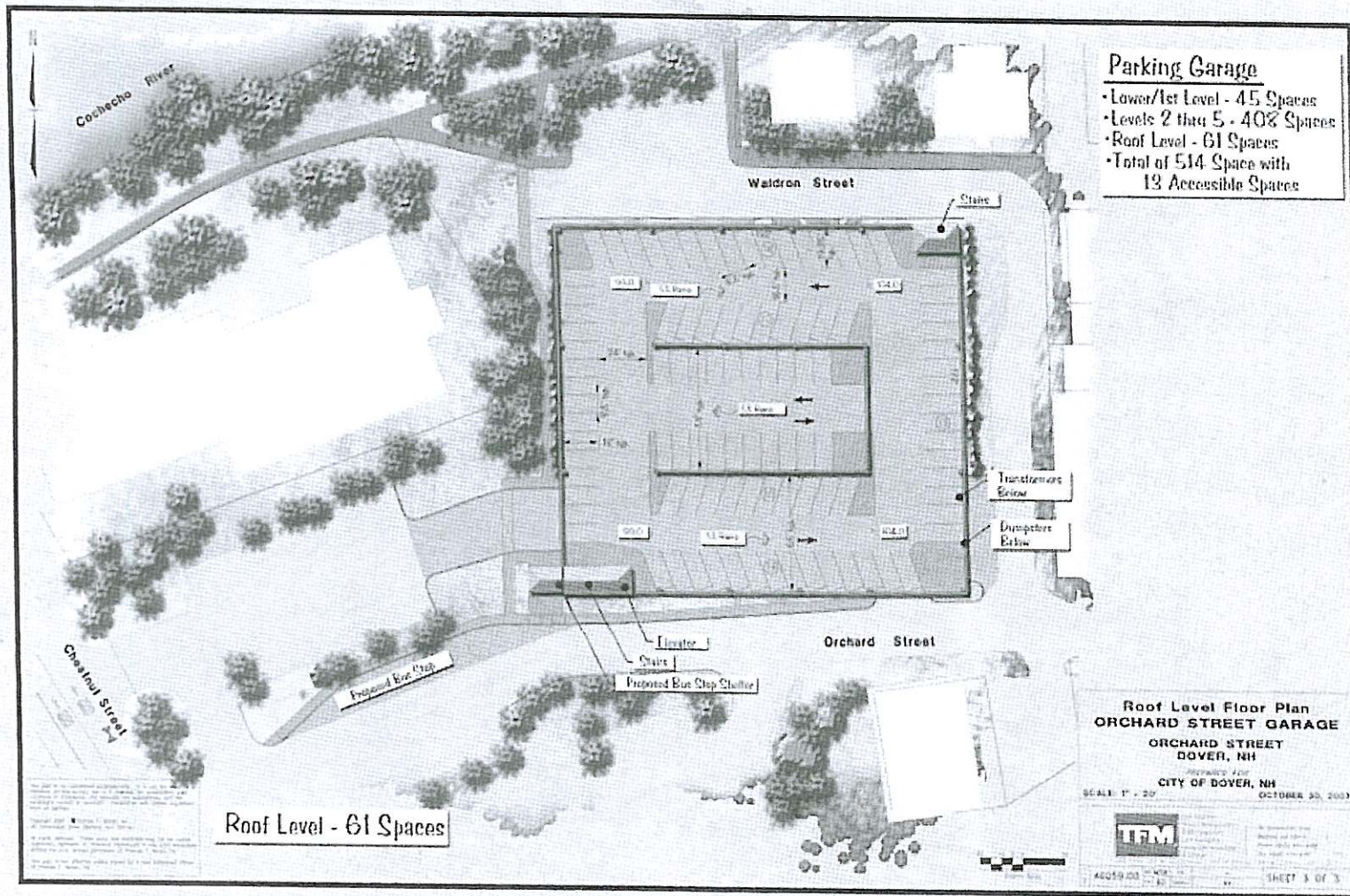
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# Orchard Street Site



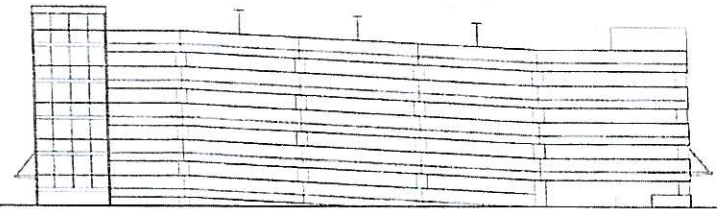
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# Orchard Street Site

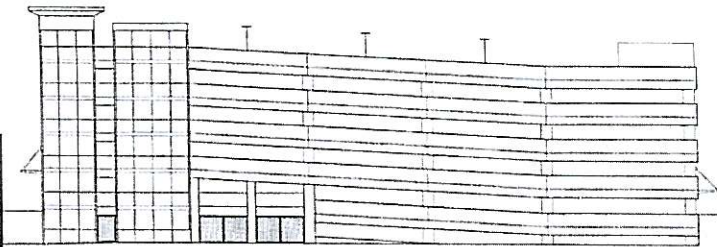


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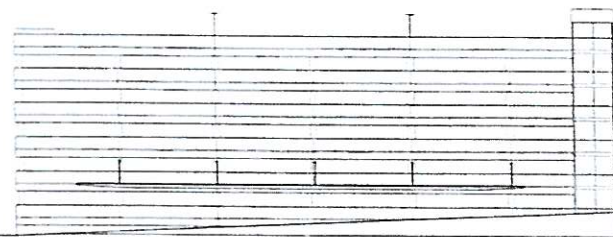
# Orchard Street Site



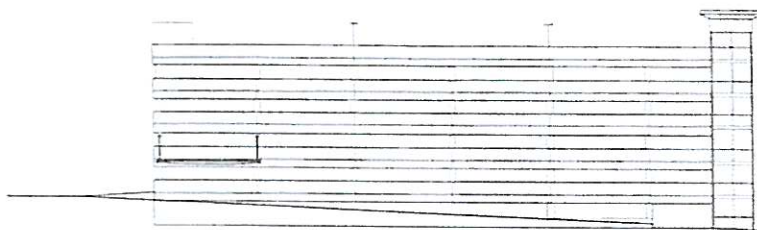
West Elevation - Scheme A



East Elevation - Scheme A



North Elevation - Scheme A



South Elevation - Scheme A

and Management Study

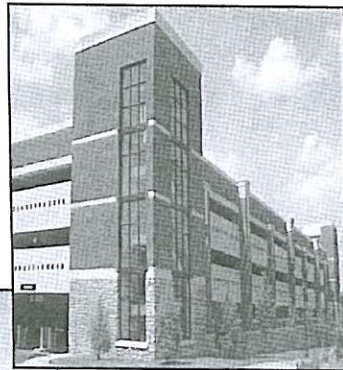
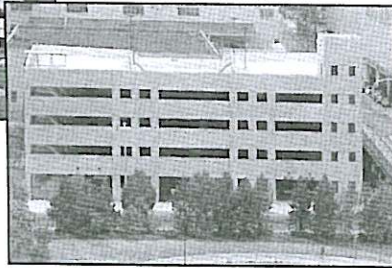
# Opinion of Probable Costs

## Parking garage construction cost variables

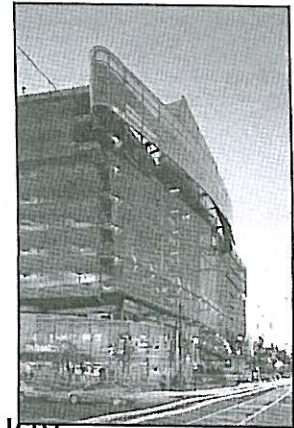
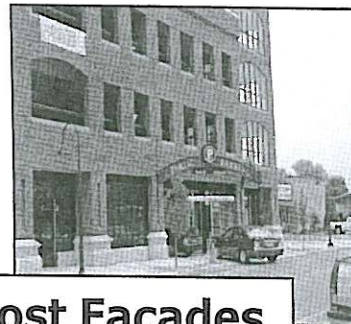
1. Cast-in-place versus pre-cast concrete
2. Design/build versus design/bid/build
3. Durability and life span materials
4. Above-grade versus below-grade
5. Architectural façade treatments and finishes
  - Could argue that items 1 thru 4 have benefit/cost analyses that drive decisions
  - Decisions on 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%	<u>\$ 288,000</u>
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%	<u>\$ 720,000</u>
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

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# 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	<u>200,000</u>
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	<u>200,000</u>
Total annual revenue	\$ 654,800

Anticipated Net Annual Shortfall (\$ 175,200)

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# 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)

Annual tax increment available for other uses - \$ 44,800

# 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

50,000 sq ft commercial	
50,000 sq ft residential (40 units)	
Taxable construction value	\$18,500,000
Garage costs	\$6,000,000
New spaces required	200
New public spaces	100
Net operating revenue	\$285,000
New RE taxes	\$345,000
New taxes supported by parking	<u>\$100,000</u>
Total new revenue	\$730,000
Garage debt service	<u>(\$400,000)</u>
Net Operating Income	\$330,000
NPV <sub>30</sub> – TIF and RE property taxes	\$10,000,000
NPV <sub>30</sub> – TIF only	\$7,000,000

Downtown Dover Parking Facility and Management Study

# 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.