

**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

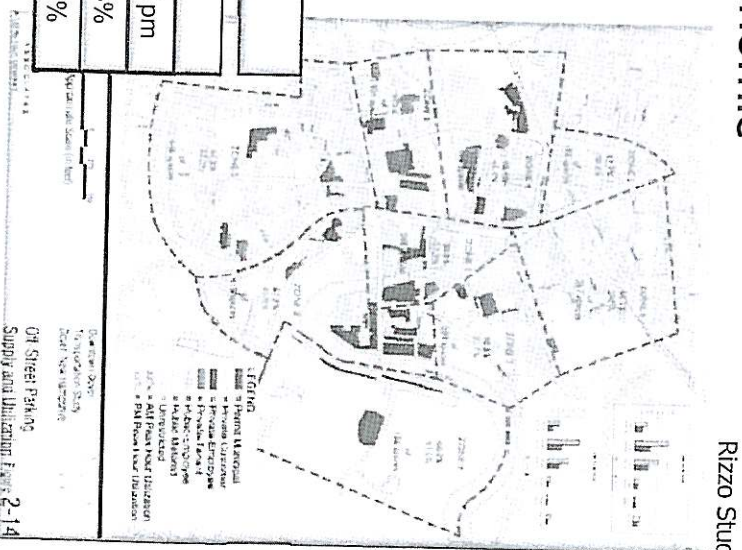
1. Purpose and Need

- 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%

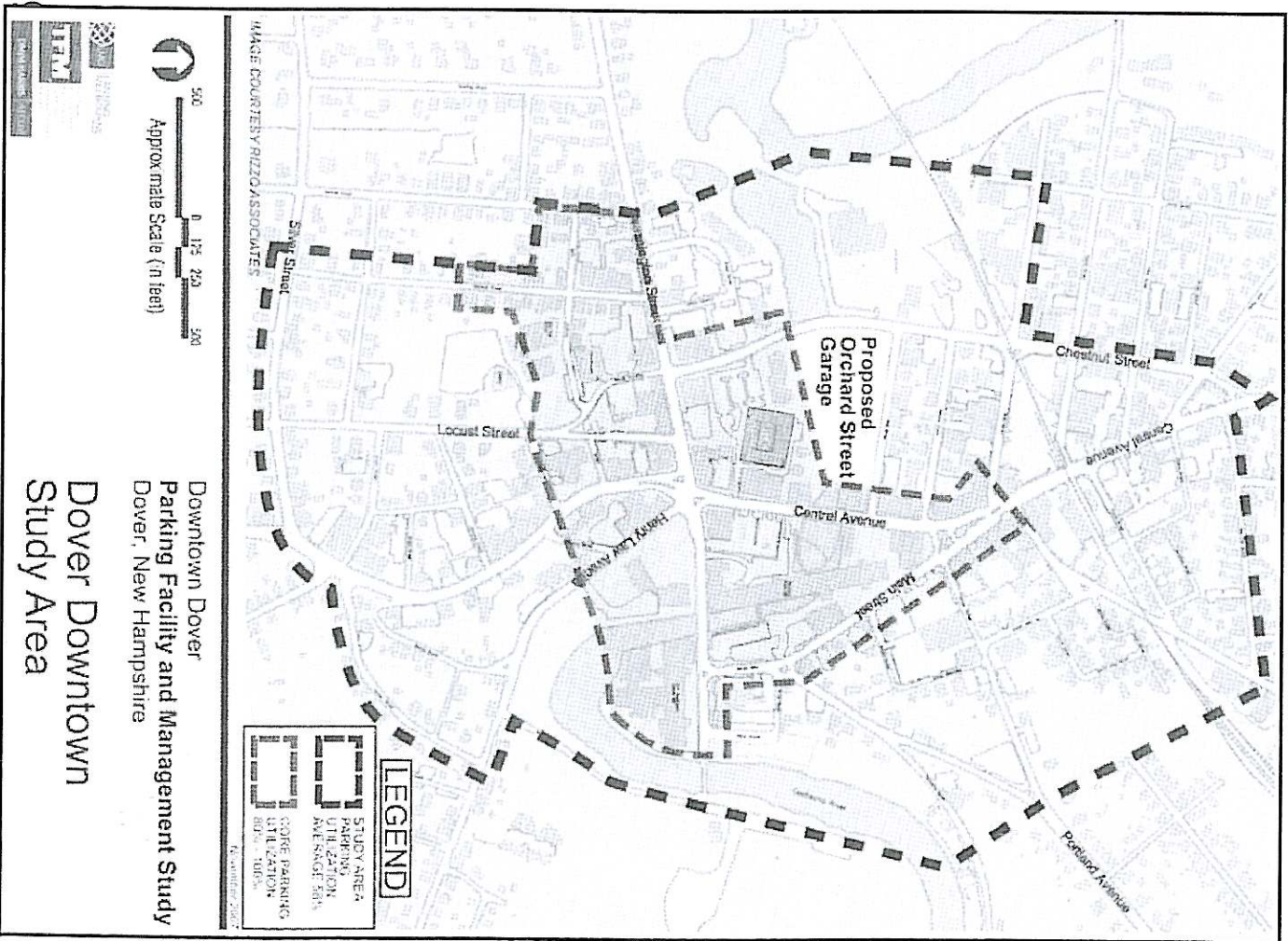


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Parking Study Overview

Study Area Utilization averages 58% throughout the study area

Core Area Parking Utilization exceeds 80% during peak periods

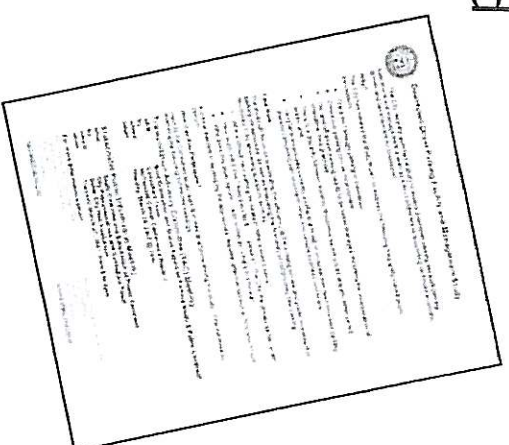


Downtown Dover Parking

Status / Process

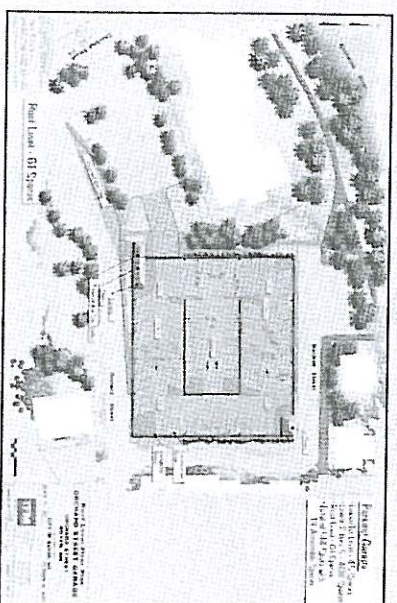
Started first week in February

- 1st 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



Critical Recommendations

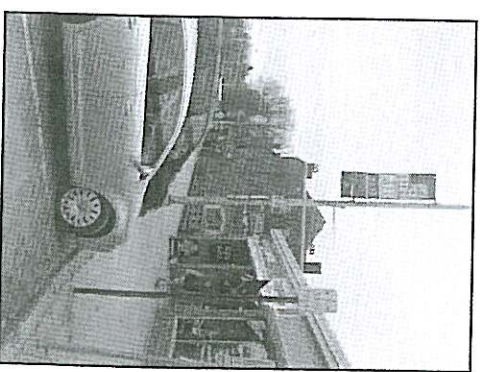
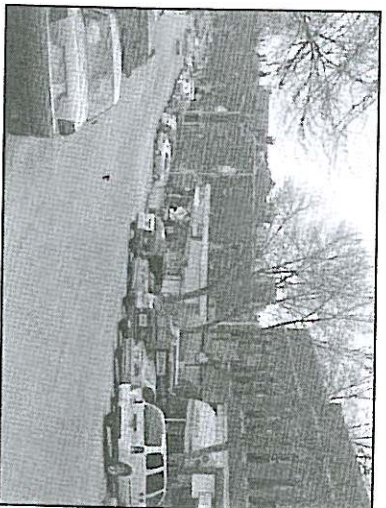
- Construct the Orchard Street garage
- On-street parking management
- Reorganize parking organization
- Adopt flexible financing for parking
 - Public Private Partnerships
 - Tax Increment Financing
 - Lease agreements



Parking Administration Organization

Philosophy

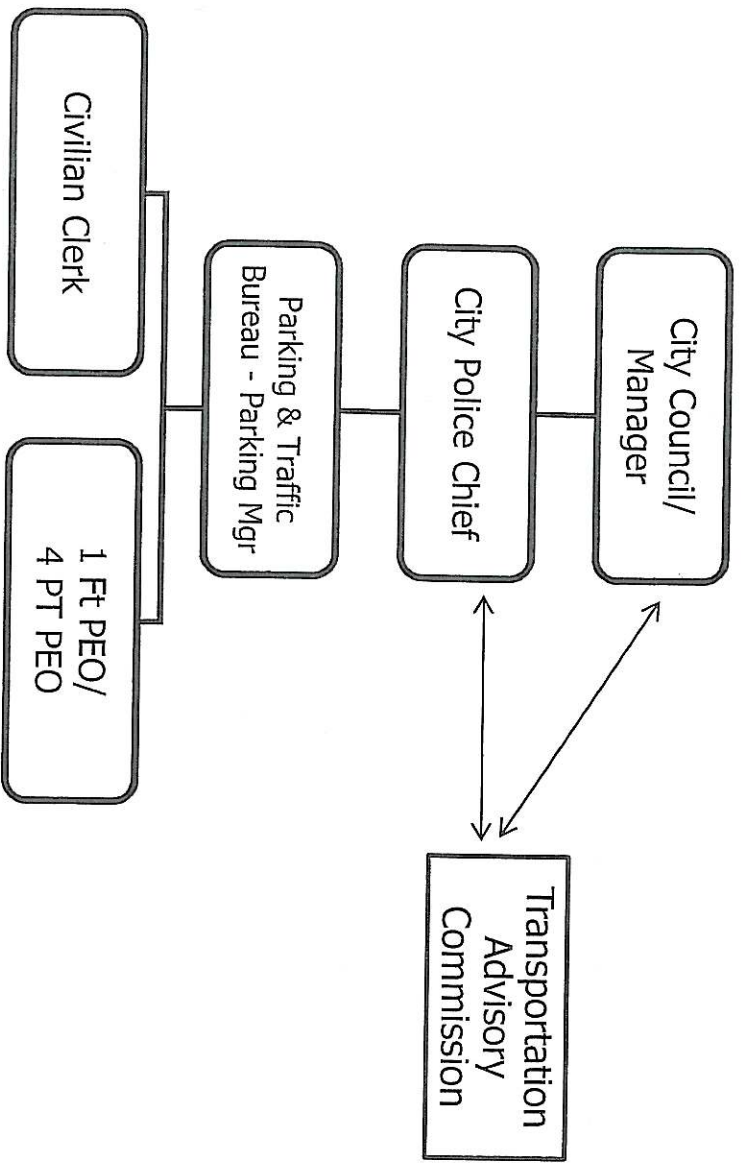
1. Parking is an economic development tool
2. Should be linked closely to downtown businesses and merchants
3. Policy driven/goals drive the technical aspects
4. Costs should be borne by the users



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Parking Administration Organization

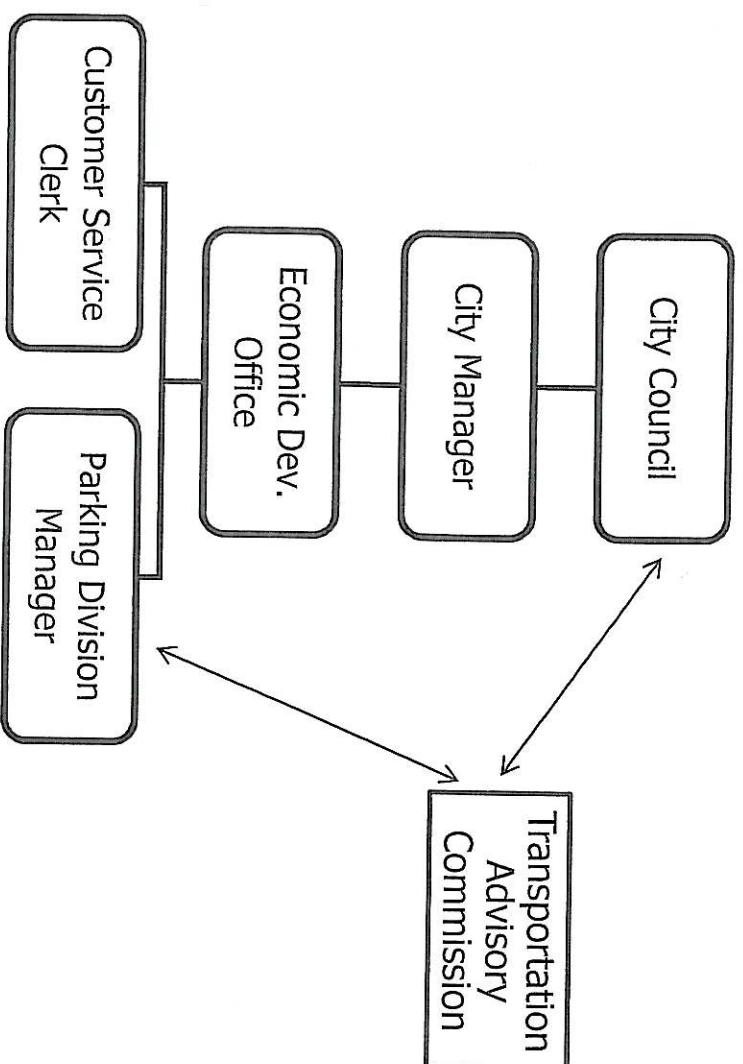
Current Organization and Management



Downtown Dover Parking Facility and Management Study

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

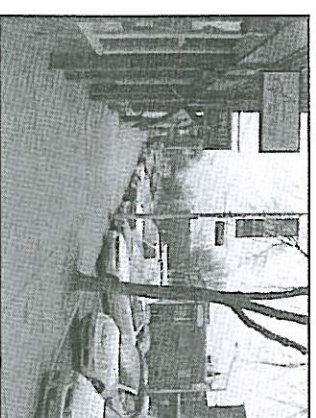
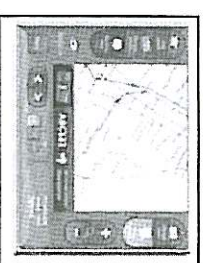
Parking Administration Organization

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

	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)

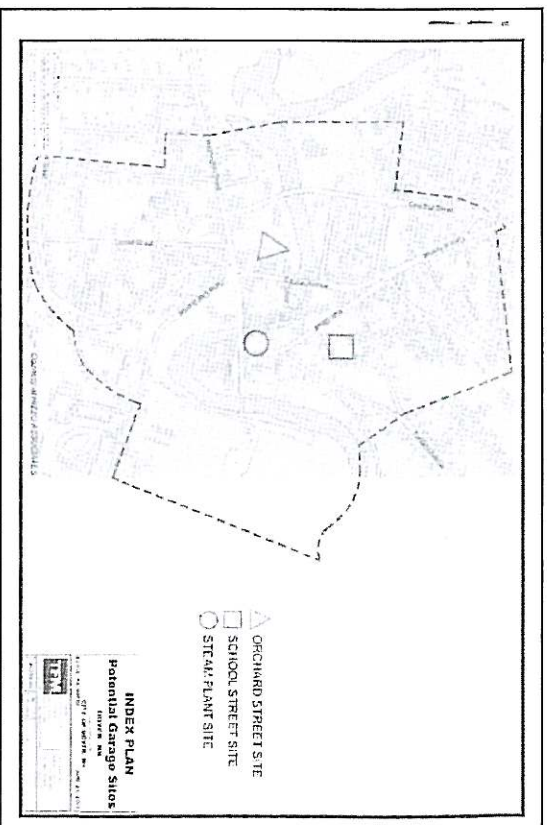
- A. Good central location, well-suited for parking use.
- B. Very good location, difficult access, irregular shape.
- C. Good location, small site but excellent opportunity for PPP expansion with Janelo's site.
- D. Too remote from lower square, potential for large mixed-use redevelopment with transportation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

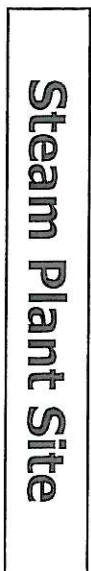
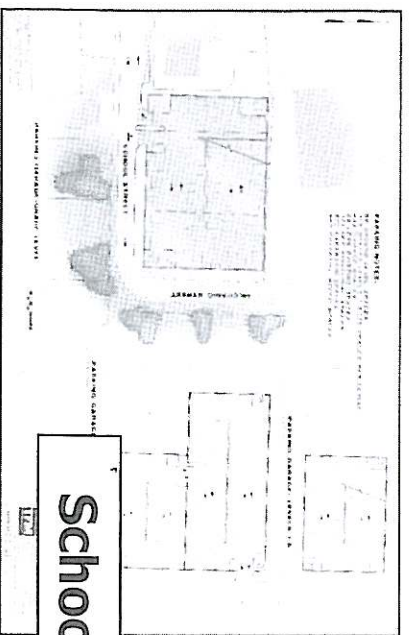
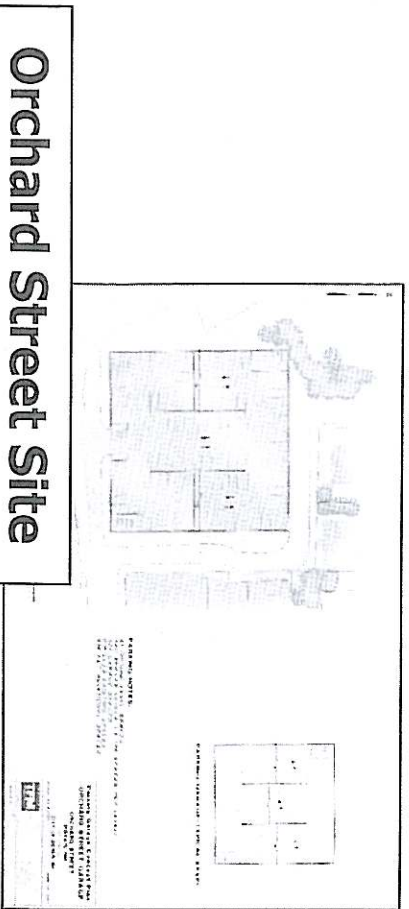
- A. Orchard Street
- B. Steam Plant
- C. School Street



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

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Overview of Site Studies



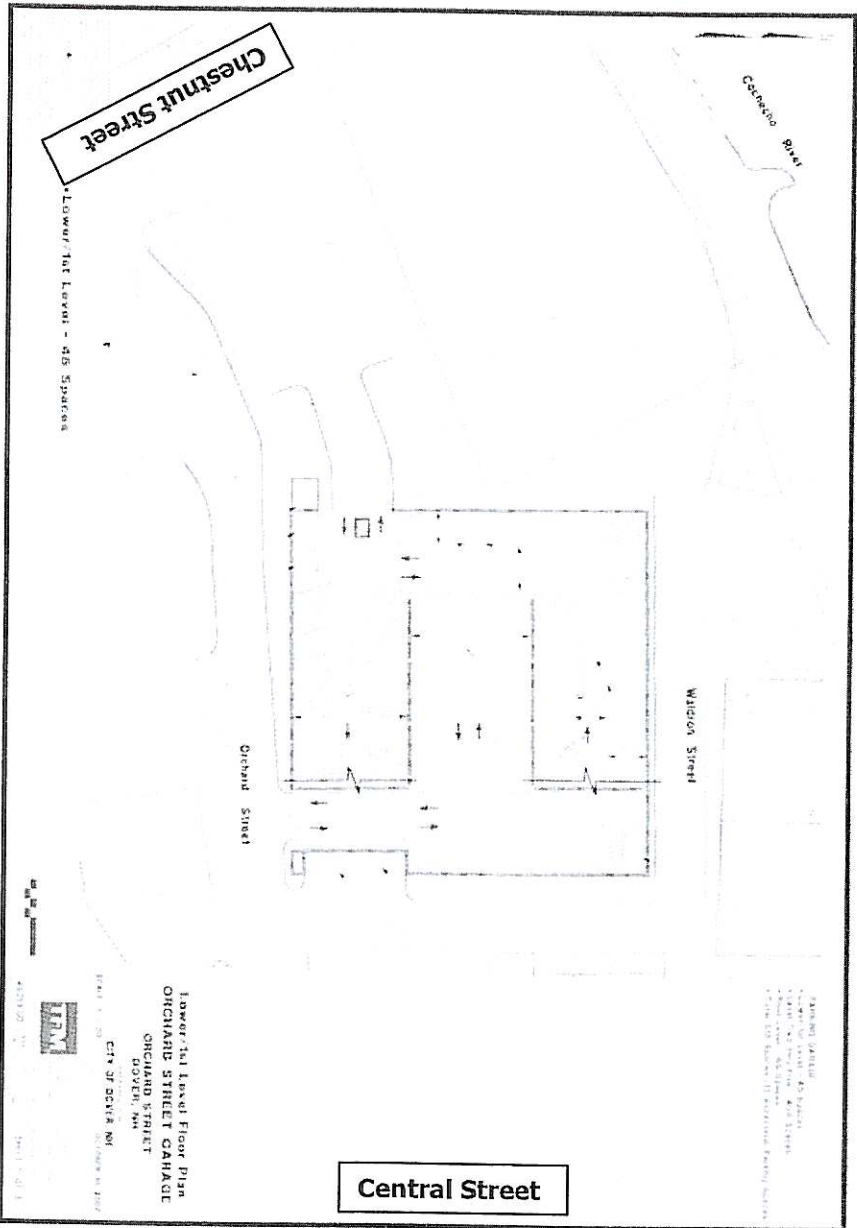
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Overview of Site Studies

	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

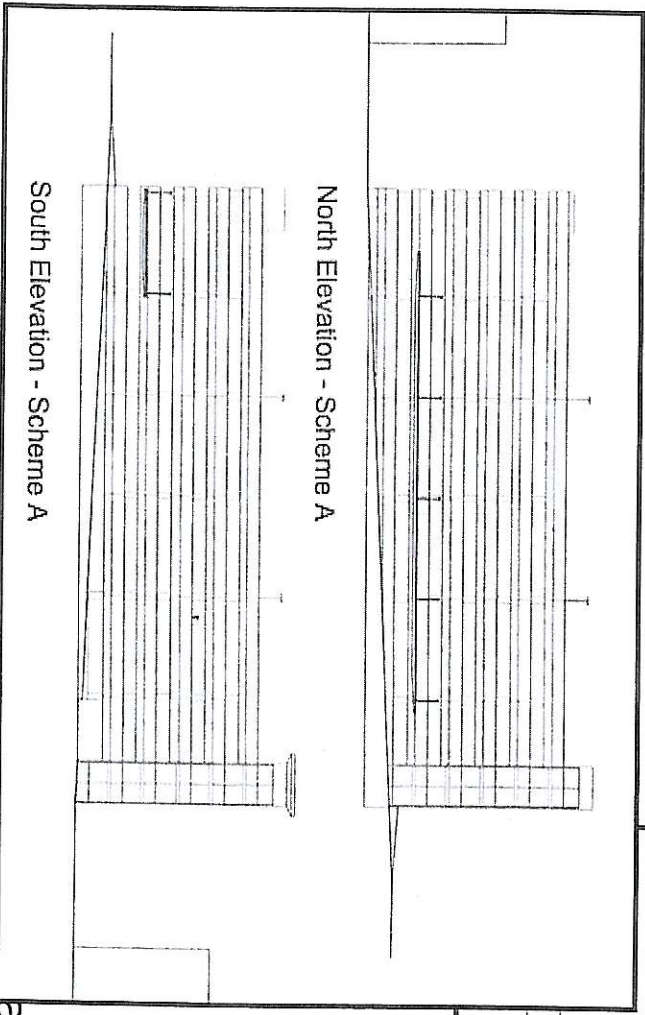
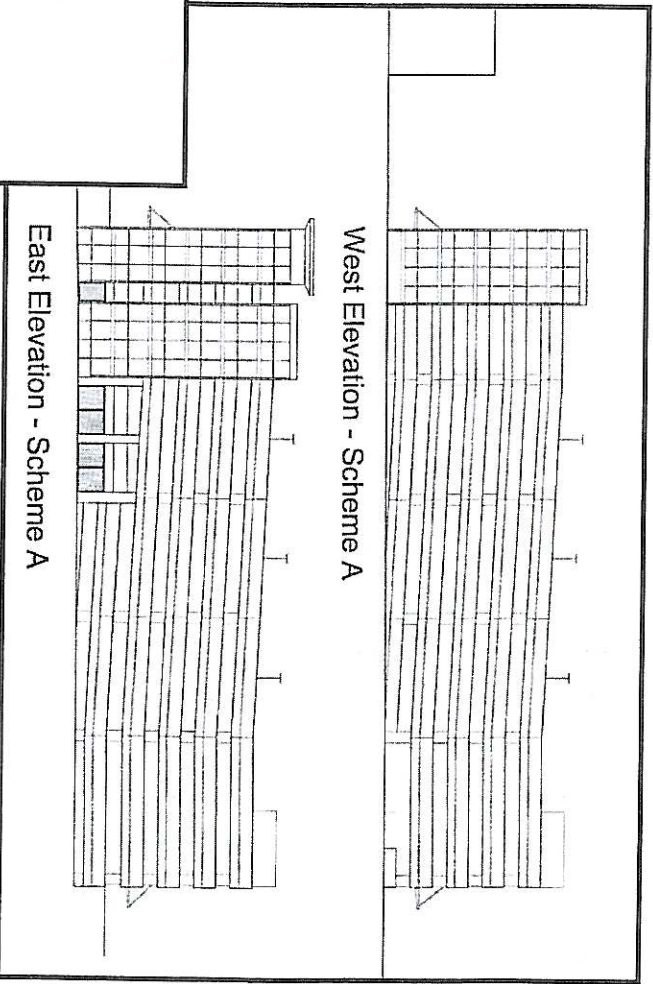
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Orchard Street Site



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Orchard Street Site



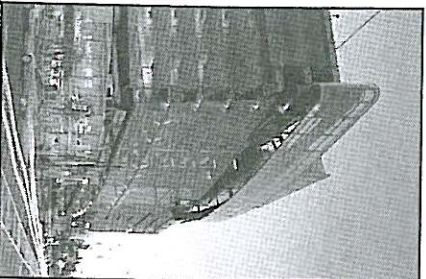
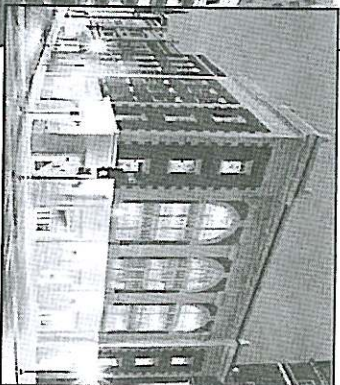
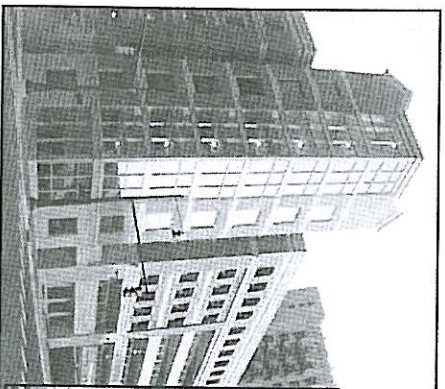
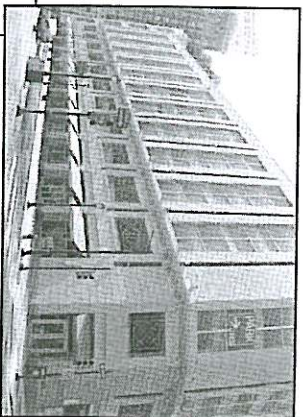
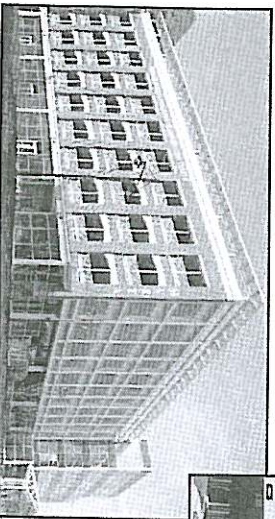
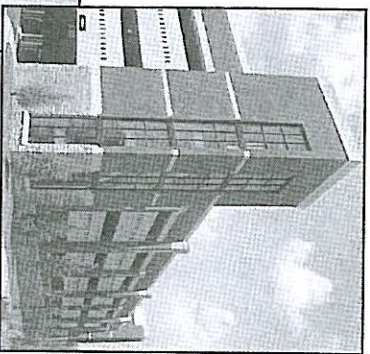
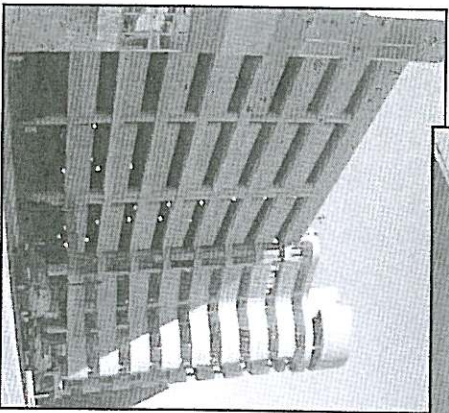
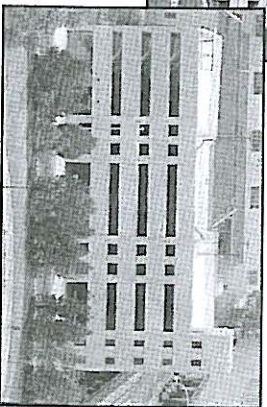
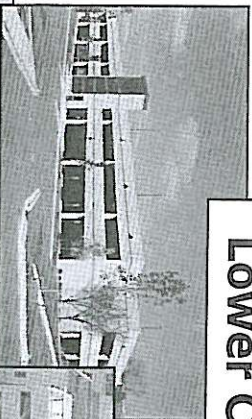
Opinion of Probable Costs

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

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Opinion of Probable Costs

Construction Division (Categories)		Other Costs			
01 General requirements	11.0%	\$ 792,000	Site work and Bus Shelter	5%	\$ 360,000
03 Concrete	72.0%	\$ 5,184,000	Exterior arch treatment	14%	\$ 1,000,000
03 Deep foundation	5.0%	\$ 360,000	Engineering	5%	\$ 360,000
05 Metals	2.5%	\$ 180,000	Contingency	10%	<u>\$ 720,000</u>
07 Thermal/Waterproofing	2.0%	\$ 144,000	Subtotal	34%	\$ 2,440,000
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			
Total square feet of building		170,000 sf	Total Costs		\$ 9,640,000
Parking space efficiency		331 sf/space	Approximate cost per space		\$ 18,750
Garage occupancy		514 spaces			
Approximate cost per space		\$ 14,000			

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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)

Downtown Dover Parking Facility and Management Study

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 ₃₀ – TIF and RE property taxes	\$10,000,000
NPV ₃₀ – TIF only	\$7,000,000

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.