Development Scenarios
Steering Committee Meeting, April 17, 2020
Progress Thus Far: TOD Plan Themes

- **Desire for walkability** throughout all areas of the study area, downtown, and surrounding neighborhoods

- Excitement about the **short-term opportunity for transit**: not waiting for rail to make a move

- Acknowledging the **long-term opportunity of rail**: Manchester’s role in the region

- Concern about the **cost and availability of suitable housing** for a variety of current and future Manchester residents
Development Typologies
Residential with Ground Floor Retail/Workplace

25 High St, Portland
Development Typologies

Residential with Ground Floor Housing Units

Portland, OR

Cambridge, MA
Development Typologies
Office/Workplace/Service
Common Assumptions: Rail Station

- Consistent size rail platform
- Adequate space for “mini-hub” bus transfers: at least 6 bus bays, includes inter-city bus service
- Plan for “kiss and ride” drop-off and pick-ups
- Commuter parking is district parking – shared with larger uses, not always immediately adjacent to the station but within an easy walk
Infrastructure Improvements Across All Scenarios

- New north-south street connection paralleling rail right-of-way
- Investment in transit/shuttle service linking study area, Millyard, downtown, parking, and other destinations
Infrastructure Improvements Across All Scenarios: BUILD Grant

- Rail-trail improvements and two-way road
- New at-grade crossing near Market Basket
Infrastructure Improvements Across All Scenarios: Streetscape Improvements

- Parking-buffered bike lanes to account for winter maintenance
- 6 to 8 foot sidewalks (and repair existing)
- Street furniture and street trees
Three Development Scenarios: North, Central, South

Vary in the station location, infrastructure improvements, positioning, and overall development potential

- **North (Near WMUR):** Strong connections to Millyard and downtown, best positioning for office development and entertainment, walkable station area
- **Central (Near Market Basket):** focus on Elm Street corridor as extension of downtown, additional importance of Willow Street
- **South (MTA):** Move school bus facility off-site, joint development possibilities, more focus on residential development
Positioning

- Best for office/hospitality/entertainment in addition to residential development
- Direct connection to further Millyard development
- Intensification of Gaslight District
- Merrill Street becomes the new border of downtown
Transportation

- Major focus of streetscape improvements on Commercial Street, including bike lane
- Immediate opportunity with shuttle service
- Best opportunity for Transportation Demand Management
Placemaking

- Improvements to public space on Granite Street
- Intensification of Millyard, cohesive entertainment district
- Streetscape improvements to existing pedestrian passageway
Development

- 809 units residential
- 150 rooms hotel
- 528,000 SF office
- Accessory retail/dining and intensification of current space
- 1,300 shared parking spaces

**Total: 1.9 million SF**
Long-Term Development at Market Basket
Positioning

- TOD focused on Elm St and Willow St near station and rail-trail
- Focus on rail trail and bike access to station – potential to reach further into neighborhoods to east
- Development near the hospital less directly enabled by train station
Transportation

- Major node where BUILD grant infrastructure comes together - gateway connection at the stadium
- Multimodal station: bike access, shuttle routing, bus transfers, parking all very closely linked
Placemaking

- Opportunity to create multimodal station “trailhead” and gateway
- Reuse historic signal tower
Development

- 1,100 units residential
- 100 rooms hotel
- 300,000 SF office
- Accessory retail and dining
- 1,000 shared parking spaces
- **Total: 1.9 million SF**
Positioning

- Major shift of focus: Southern area as a new district and neighborhood
- Possibility to connect to new development south of Queen City Ave
- Further infill could occur to north, but not tied to station
Transportation

- Reliant on mini-hub system for transfers, given distance from current routing
- More than one crossing of tracks: formalize southern crossing, possible riverfront access above-grade
- New street grid
- Shuttle service essential to linking to downtown
Placemaking

- Importance of riverfront system and network
- Complete streets approach within new district
- New buildings incorporate amenity spaces
Development

- 1,050 units residential
- No hotel
- 470,000 SF office
- Limited accessory retail/dining
- 550 shared parking spaces
- **Total: 1.8 million SF**
Feedback

- What scenario is most compelling to you from a positioning standpoint, in terms of long-term development?
- What scenario seems most do-able to you in the short-term?
- What scenario has the greatest benefit to your organization/interest? The larger city?
- What scenario do you think will be most successful?
- What should be the preferred scenario?