

**SPECIAL COMMITTEE ON THE CIVIC CENTER**

**November 24, 1998  
PM**

**7:30**

Chairman Wihby called the meeting to order.

The Clerk called the roll.

**Present:** Aldermen Wihby, Cashin, Hirschmann, O'Neil

**Absent:** Alderman Rivard

**Messrs:** K. Clougherty, S. Ashooh, B. Brensinger, J. Taylor, R. Pinard

Chairman Wihby addressed Item 3 of the agenda:

Discussion relative to the proposed civic center site location.

Chairman Wihby asked Mr. Clougherty to give them the number of total debt for the City.

Mr. Clougherty answered it is roughly \$185 million not including the Airport.

Alderman Cashin asked what is the Airport.

Mr. Clougherty answered the Airport would be \$24 million roughly. It is about \$300 million total. I will prepare a breakdown and get it out to the Aldermen.

Mr. Ashooh stated just to review, you called this meeting about 10 days or so ago in order to give the Board of Mayor and Aldermen an opportunity to review the sites that were in process and to see if, indeed, our recommendation was the best site. I know a number of Aldermen had brought to your attention, to the Board's attention that they had been hearing that there might have been some sites that might work out better for a project like a civic center so in the intervening period of time we were made aware that the Aldermen put seven of the original twelve sites on the table for reconsideration. I asked Barry Brensinger, Jay Taylor and my committee to sit down and review those and prepare the information we

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needed for tonight to answer the questions that this Committee may have or any of the other Aldermen. Barry is going to take a few minutes to review each of the seven sites

that the Aldermen put on the table and try to present as clearly the pros and cons of each of the sites and I will tell you that after we have gone through this exercise again that the Staples site, for a number of reasons, our committee feels is still the best site selected and I think we will try to make that clear to you tonight and after we get done with this presentation I am hoping you will agree. After Barry does his presentation, I would like to furnish some additional information on Staples and the other sites we have and then answer questions from the Committee as you see fit. Let me turn it over to Barry.

Mr. Brensinger stated it is nice to be back before you and we are pleased to get into some more detail about site selection. Before I begin, I want to do two things. First of all, I want to introduce Karen O'Dare and Gary Goudreau from my office. Karen is our graphic designer and graphic computer wizard and Gary is a project architect manager who has been working with me on this process. I also want to compliment one of the comments Skip made regarding the site selection process and its importance to schedule. I think all of you, ladies and gentlemen, already know that but I will tell you from the designer's perspective why it is important. Following your selection of a site and I don't want to be presumptuous and also certainly following your approval of a civic center should that take place, before we can actually begin design work on the site we need topography, we need soils investigation, we need environmental assessments, things which will take several months to acquire. So even though it appears as though there is an ample amount of time in the schedule, as Skip noted the site issue is really a crucial one to moving forward in any reasonably expeditious way with the project. There is some urgency and having said that I will also acknowledge the important of this decision. It is crucial to the success of the project, so we do want to be thorough. I am going to spend just a few minutes recapping the process that we have gone through as a design team and working with Skip and his committee in coming to you with the recommendation of the Staples site. I am going to go back to a little bit of history so that everything is clear to everyone, at least our process is clear. First of all a reminder, I think everybody knows at this point that the proposal for the civic center is about a 10,000 fixed seat building which is approximately 230,000 square feet in size so it is a fairly substantial building. This cover slide is actually a very conceptual drawing of the center on the Staples site and we will come back to that in just a few minutes. We began the process, and this is the bit of history as I think all of you know, with nine sites when we were initially selected in conjunction with our partners H.O.K. Sport to work with the City on this project. There were nine sites and during the course of that initial evaluation of sites there were three additional sites that came forward principally from members of the Board requesting that we consider them for a total of 12. The little colored blocks represent their locations in downtown Manchester. All 12 sites are in generally what would be considered the inner City and I think that is an

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important note because throughout this process we have heard comments well why

don't we simply move it out to the perimeter of City on a big open piece of land. It has always been our understanding that one of the, if not the primary reason for doing this project is to promote redevelopment downtown so it is essential that the building be on a key site that is a catalyst for that redevelopment. Selecting a site is a little bit of art and a little bit of science, frankly. We try to make the process as objective as we possibly could and we wanted to take all the subjectivity out of it that was possible to do so. However, I think it is important for everyone to understand that some of the decisions related to site are subjective. Some of them are just judgment as to what is the best thing to do. It can't be verified with numbers in all cases. So to begin the process we met with the committee from MDC and prepared a list of what we thought were all of the possible site criteria and you can see them all outlined in the white box up above. Physical characteristics are the site's adequate size, what is their topography, there is construction costs related to sites as you can imagine that aren't flat or have poor soil conditions, accessibility to parking, an issue that continues to come up in the process and you can read on for yourselves, impact on downtown, as I said being a very important one. Once we came up with that master list of criteria we said well that is great but not all criteria should necessarily be equal. Perhaps some of them are more important than others. So we again, working with the MDC committee, assigned weighted values to some of the criteria. So in other words if a particular item on the list was scored 1-3, some of the criteria were weighted so that their scores were multiplied by these numbers to give them additional influence in the decision and as you can see, consistent with my earlier comment, impact on downtown meaning the redevelopment issue, was given the greatest amount of influence. We then took the criteria and the weighting factors and reviewed all of the sites for all of the criteria and assigned values to them. Now the way this was done is every representative of the design team, we had urban planners, landscape designers, civil engineers, architects and everyone who had been working in the process review each site individually and we individually and privately, without revealing our scores, scored each of the sites and then we pooled all of that criteria. Again, trying to be as fair as we could be without influencing the decision one way or the other and then if we go to the next slide I think you have already seen the scores as we tallied them. I think it is also fair to say certainly at least in the upper half of the chart some of the scores were relatively tight. So even though we recommend the Staples site and we think it is the best site, we wouldn't stand before you and say that there are no other sites that could possibly be considered. That really isn't the case. After we went through this process and we arrived at what we thought were the preferred sites, we did a few more things. We said lets not just rely on the numbers and the statistical analysis we did, lets actually pick what appeared to be really strong candidates to do some conceptual design work. So actually work with the site, place a building on it, place parking on it and see how all of that works and we chose two sites. We chose the Staples

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site and we chose Pandora. Now you might ask why did we chose Pandora. The logic was

very simple. We felt, having gone through the process, that the sites along the Granite Street corridor, for a number of reasons which I will discuss in more detail, were the preferred sites and we wanted to explore a site that was on Elm Street and right in the heart of downtown and a site that was in the Millyard because if you go back to a year ago as we were into the thick of this process, there was a lot of discussion about should the civic center be in the Millyard so in order to do justice to that option we wanted to look at it. It was at that time that we did four workshops around the City and had that model building process, if you recall. What I would like to do now is jump forward to the past few weeks and the requests that you had made that we look at seven of the original twelve candidates. What we have done is we have taken those seven sites and I am going to review them with you in a little bit more detail on what some of our thought process was in ascending order. So in other words of the seven sites we are going to start first with the one with the lowest score of the seven in our analysis and then we will move up and ultimately discuss our recommendation of the Staples site. The first of the seven sites is the Armory site. I know everyone knows where it is, up at the northern end of Elm Street at the Amoskeag Bridge. We all know the site. The site scored quite well from the standpoint of its physical characteristics. It is just under 10 acres in size. The civic center would fit comfortably on the site. It scored less well from the perspective of parking. It tends to be more remote from the currently developed parking in the City. With regards to vehicular systems, pedestrian systems and utilities, I am not going to talk about those on each site because all of the sites are in the downtown as I said. They are all reasonably accessible and they are all served by adequate public utilities so those don't tend to be deciding factors. Two other areas where this particular site scored less well than some others is on the score related to impact on downtown and what we considered to be its probable influence on redevelopment. It is further removed than most of the other sites from the core of the City and also when you stop and think about this site, we have been saying all along that part of the potential of the project is to promote spin-off development. Some of that will take place over the long-term. Some presumably hopefully will take place in the short-term. The short-term stuff is likely to be very proximate to the project. We have, on each of the sites, these two circles. One is 1,000 foot radius and the other is 2,000 feet. The 1,000 foot radius is what we would in urban planning terms generally define as a neighborhood. This is about a neighborhood size that we think is likely to be, in the short-term, influenced by the presence of a project the nature of the civic center. Well if you think about this site, it is bounded by the Bridge, Salmon Street and across the street is the former NH Insurance Building, a property that is already, I think most people would agree, reasonably well developed. There is little potential along the west side. The off ramp from the bridge is there. To the south, a substantial part of that property is controlled by Public Service and has expensive infrastructure on it that

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is not likely to change. Then you go to the east and while you could argue, I suppose, that these blocks could be cleared and

redeveloped, from our perspective, they are not properties that are in most urgent need of redevelopment in the inner City so it just doesn't seem to be a site that is likely, in the short-term, to promote a lot of peripheral development. It also has an above average acquisition cost. I want to point out to the Committee that the acquisition costs we are using are assessed values. They are current. We updated them as recently as a few days ago to make sure we are talking about the correct numbers. They are not purchase prices. They are, again for the sake of comparing all sites equally, simply assessed values. What we have done in each of the seven sites is take the concept development for Staples which you should recognize from the very first slide and simply placed it on the site. So the little red dotted line is the bounds of the Armory site if you were to take the whole property, including the office buildings along Elm Street, one of which is a comparatively new facility. The second of which has recently been improved, but you can see clearly that you can put the project on the site if you repositioned parking and reconfigured a few things, everything would fit on the site. The next site moving up our group of seven sites is Wall Street. It is approximately half the size of the Staples site, a little bit more than half the size and for the purposes of our study we assumed that the entire block would be taken with the exception of the high rise so that the former Bank East building and the Wall Street buildings themselves, as well as the parking spaces behind them would be taken for the project. This site didn't score well on physical characteristics because of the site size constraints. It is comparably small. It also has about 20 feet, roughly, change in elevations from Elm Street moving down the site. That does not make it undevelopable. You could develop the site. There are some cost implications to that. It did score very well on parking as you would expect. It is a prominent site right in the core of the City. Impact on downtown, it did just fine. The acquisition cost was again above average and this is one place where I want to again point out that this is assessed value. In this particular case, although we have not had the time or the dollars to do specific appraisals, we do know that several of the businesses here have invested significant dollars in infrastructure so it is likely that the acquisition cost would be well above that figure. The reason why this site was not at the very top of our list was, again, if you look at this little red box which is the totality of the site you can see how it compares to the Staples property. You could technically fit the civic center building on the site if you build out the site from property line to property line. It would be challenging from the perspective of having adequate service areas and there would, unless you built structured parking which is not in any of our current budgets, there would not be room for any parking on site. The third of the seven sites is the Allen Bradley site. Again, I know that all of you know very well where it is, kind of diagonally across from Staples just south of the Hermsdorf block. It is an appropriately sized site. It is actually slightly larger than Staples, although not dramatically larger and as you will see in a minute, the civic center would fit on it fairly well. Parking is comparable to Staples as you

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would imagine because it is nearby, although using our 2,000 foot parking radius,  
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were some facilities, including the Victory garage, that kind of dropped out of the picture as the building moves farther south. It scored less well in our thinking on impact on downtown and this is one of those I mentioned at the beginning, some of the criteria are subjective and you simply have to apply your individual judgment. From the viewpoint of our team, we felt that even though it is only a few block further removed from what we considered to be the current core of downtown, those few blocks and the fact that it is kind of depressed into its site and around the back of the Hermsdorf lot were enough to have us conclude that it is a little bit too detached from downtown to have as much impact as some of the other sites might have on the redevelopment of the core. We also had some concerns and perhaps Jay Taylor can add a few comments at the end of our presentation, that we would be displacing a viable business that has invested a fair amount in this property. So while this site scored fairly high, it was not, as you all know a top choice. We have heard questions or proponents say that if we put the civic center here we could develop substantial parking on site and that really isn't the case. It is a few acres larger in size but given topography and all of those issues you might get another 100 to 200 cars on this site over and above what you would get on the Staples site. That is helpful, but in the overall scheme of things related to parking, in our estimation it wasn't enough of a benefit to move it to the recommended site. Next is an overlay of the project on the site. You can see that it fits fairly well within the configuration of the site and this is that dome that I was referring to you where you might develop some additional parking. This little block of parking here is approximately 100 cars and you can see that you could add perhaps another 200 parking spaces. Next is Bridge and Elm. I will be comparatively brief on this one in the interest of time but at any point I would be happy to answer any questions. The site is fine from the standpoint of parking, acquisition costs, all of those things but really the limiting of this site from our perspective was its size. The property in and of itself is only about two acres. The determining factor for us was this box which represents both the vacant lot and the sole remaining corporate housing building to the west of it. You can see that you get just the building. You would have to at least double the size of that property for parking, etc. That would require taking the adjacent corporate housing and that was something that we didn't feel we could recommend. Obviously you folks have the ability to use your own judgment. Our concern was there is relatively little housing left and it continues to be very viable housing in downtown and if anything we would like to see more of it so we could not recommend taking it. The next site is Pearl Street, another site which is right across the street, as you call know, from Bridge and Elm. It is favorable in many respects. The difficulty is the size. It is a comparatively small site. If we deal with an essential core that is currently the parking lot an surrounding streets, it is simply not adequate in size to place the civic center on. It is about as simple as that. The red block in the middle is what we commonly refer to as the Pearl Street lot. You can see how the

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building and parking would require essentially taking all of the surrounding property. That is

certainly possible. Again, in our judgment we know that there have been some investments in these properties. Recently Child Health Services revamped or recently renovated their property. We were also concerned of the issue and I know it has come up with the Staples site, of impact on residential neighborhoods. Our feeling was that this site would even more dramatically impact a greater number of neighborhoods than other sites might. With those thoughts in mind, again, it didn't quite make the top of our list. Hermsdorf was a very strong candidate in our estimation. It is along that Granite Street corridor which we view as a gateway to the City. It is also kind of in a core of existing and potential hospitality or related uses. There is a substantial amount of parking within that 2,000 foot radius so it has a lot of things going for it. It is adequate in size, certainly, as you will see in a minute and rated nearly as highly. In our scoring 82 as opposed to 87 points for the Staples site so it was quite a good site from our point of view. Where it felt a little bit short of our ultimate recommendation is for two reasons. One is, and perhaps Skip or Jay would like to comment on this, but while we are using the assessed value as an acquisition price, during the course of considering all of these sites we got the specific proposal from these landowners collectively and their asking price was somewhere in the order of three times that amount so our understanding is that the probably acquisition cost would be dramatically more so that was an issue. Then there was another issue. I think you almost have to start to think of Staples and Hermsdorf at the same time. Consider them jointly as you view the civic center and there are a couple of possibilities. Our thought was that if the civic center ends up on the Staples site, this lot next door is a prime candidate for short-term redevelopment. I know as you drive by you can dismiss that little block of buildings, but if you actually take the time to park your car and walk over there, you will find that their buildings have a fair amount of character and not all of them, but some of them are in reasonably good repair and they are of the scale of building that is easily redeveloped and is likely to accommodate the kinds of uses that would spin-off from the development of a civic center, hospitality, small retail shops, restaurants, that kind of thing. We could readily envision this neighborhood developing along those lines if the civic center were at Staples. For that reason, we were inclined, in our recommendation, to keep this block intact and place the civic center across the street. You can see, as I said, that if we were to take all of the buildings, the project would fit on the site. I guess I should add that in addition to whatever the acquisition price would be and I think it is fair to assume that it would be more than the Staples site, there are relatively substantially higher demolition and other development costs related to this project. We, on the Staples site, actually went and got preliminary demolition estimates. Demolition and the clearing of the building is estimated at around \$200,000. I won't tell you that we scientifically estimated all of the buildings on the Hermsdorf site, but it very clear that it would be multiples of that \$200,000 to clear that lot. Finally, the Staples site, our recommendation. It is

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appropriately sized. It is just in excess of 8 acres in size. We had, earlier in the process, discussed the

potential of including these buildings in the project and rounding out the block. In our final conclusion and in discussions with MDC, we did not do that because the project fits on the site without them and very candidly we were budget sensitive. We deliberately excluded that Lowell block for that reason. Parking. Staples scored average of all the sites and above the more distant sites as you would imagine and not quite as well in some of the real core sites, but I want to touch on the parking issue because I know that it keeps coming up. We talked about this a little bit in our earlier meetings. There are several schools of thought on parking. Our conclusion, and we had lengthy discussions with our parking consultants and with H.O.K. who has done projects in cities across the country about what is the best way to approach parking. The conclusion was that we didn't want to propose a substantial amount of newly constructed, structured parking at the site both for the reasons of cost and also because if you come back to that impact on downtown issue as you have heard us say before, our feeling was it is actually better, as long as the parking walking distances are not unreasonable, to have people walk through the City to get to and from the civic center. That is part of the activity that we hope and expect the civic center will generate. We, according to our parking consultants, just to put this in some context and this was in a report that we issued to you, on a typical event it is expected that approximately 1,500 parking spaces will be needed. On a sell out event, if you look at cars versus walking versus public transportation, how many people typically arrive per car, do all that number crunching, approximately 3,300 spaces are required for a sell out event. So, within this 2,000 foot radius, there are, as I noted, approximately 3,000 public and private spaces available. One can certainly argue that the City is increasingly busy and sometimes it is hard to find a parking space during the day now. Keep in mind that this is a compatible use from the standpoint of most of this parking requirement being off peak, in the evening or on weekends when downtown is otherwise comparatively quiet. Vehicular systems and stuff I mentioned that all the sites had that. We gave the site a high score on the impact to downtown. There is no question about that from our point of view. I made the comment about the Granite Street corridor. It is really kind of right on that cusp of the most intensively developed portion of Elm Street. It seemed likely to us and if you go back to the comments I made on the Armory, you start to look at this property with buildings immediately to the north which are readily redevelopable. Similarly to the west and as we move farther south on Elm Street, our hope would be that this would be the catalyst that would cause development that would leapfrog the next block as you move southward into the City. The acquisition cost in comparison to other sites is about average. Again, it is the assessed value. One of the other, I think benefits, of this site when you think about moving forward with the project, it is a single owner of the property and our belief is that, and Skip will comment on this more, we may be fortunate enough to also have a willing seller so those are considerations. You can see how the project in this very

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conceptual diagram fits on the site. Before I just briefly touch on a few other issues as well, there has been

a fair amount of discussion about our important and valued neighbors to the east and that was not without consideration. We had meetings with Neighborhood Housing, the Police Department, we have discussed those issues and we feel that with the right design and focusing the intensive activity, the plaza, the entrances to the civic center on Elm Street and by exploring with the neighborhoods and the Police Department other options for pedestrian and vehicular traffic control, that we can deal with that issue reasonably well. I guess candidly as we looked at sites up and down Elm Street, there were very few sites that you could argue had not impact on residential neighborhoods so even if we were to displace this, there will be that influence somewhere. It is the nature of a city where you have mixed uses in the inner city. They will influence each other and I think it is really our responsibility as your designers and collectively working together to deal with those issues. Final selection. Knowing that the parking issue comes up from time to time, we thought it might be instructive and I have to give credit to Jay and Skip to this, if we were to overlay on top of the Staples site a parking experience that many of us have had so you have a sense of what the real distance is. Sometimes when you are in a city, perceptions are different in terms of walking distance then they might otherwise be. So what we did is we took the Staples property and this red box represents the footprint of the civic center building and we overlaid on top of it at exactly the same scale a footprint of the Mall of New Hampshire as it exists today, the expanded version and its gray parking areas which surround the Mall of New Hampshire. If you were to park your car today in one of the more remote areas of the Mall as you may have to do on a busy weekend and walk to the center of the Mall, not walk across the property or through the building, but simply go from your car to the center of gravity, the Mall, as you can see that is comparable in distance to walking from the Victory Parking Garage to the proposed civic center site at Staples. Again, we only do this to give everybody a frame of reference that in our view by reasonable walking standards adequate parking for this site is within an acceptable distance. That is really our presentation and Skip and Jay may have some comments following which we would be happy to answer any questions.

Mr. Ashooh stated, Chairman, with your permission I have asked both Jay Taylor and Ray Pinard to discuss some additional information as it pertains to these seven sites so if you don't mind, I would like to ask Jay to come up and give us a little bit of information about Allen Bradley. Jay interviewed the Plant Manager at Allen Bradley and talked to him about that site.

Mr. Taylor stated with the anticipation that the Allen Bradley site was going to come up as one of the considerations, I took the liberty of last week talking with a representative of the company because I was uncertain as to what their requirements might be and what their total employment was. I have seen directory

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estimates, but I wanted to get some first hand knowledge. The company occupies

129,000 square foot building on one floor. Their particular site is about 10 acres. They employ currently 350 people on two shifts and they are engaged in a manufacturing operation, a fairly technical type. They make boiler control equipment. They are a division of Rockwell International which is an International company. Their particular interest in the building and the reason they ended up there in the first place is mainly the building had a one story configuration and secondly it is relatively high post and I think the ceiling height in there is about 18 feet and they needed this in order to manufacture the equipment that they produce. They do have a substantial amount of truck traffic going in and out of there on a daily basis and, in fact, the individual that I spoke with indicated that they had looked for additional space and did look at one of the Mill buildings and willed it out of hand due to the truck traffic that was involved and they couldn't get the kind of ceiling height that they needed to make their process work. Essentially, what he was telling me was that this particular operation would not work in the Millyard even if we had a building that had 129,000 square feet on one floor, which we don't, mainly because of the ceiling height limitations that the Mill buildings bring forward. He also indicated that they have recently put quite a bit of money into the building and I think it is obvious, if you have looked at it recently, they have done some landscaping and they have redone the entire parking area. He indicated that they have another half a million or so budgeted for the next fiscal year to do some further improvements in the building and that they are intending to bring some additional equipment which will eventually add additional jobs from another plant. All in all, this is the type of operation that I think the City has gone out of its way to try to attract over time and in my own opinion, it is the kind of thing we wouldn't want to displace and not have a place to put.

Mr. Ashooh stated one other thing for those of you who have been here for any period of time also know that that site is the site of a salvage yard that operated for a long, long time and was basically buried there and I am not one who is going to want to recommend that we go and dig it up and see what percolates to the surface. We have a good corporate citizen at that location. We also have the potential there of a parking lot that may very well provide a source of private parking if Allen Bradley were not open on Sunday and Saturday nights, but with the prospect of a business that is doing well and growing and investing in itself and taking care of its property, we gain very little by moving the building from Staples to Allen Bradley. We gain very little parking. We lose distance from downtown so it is kind of a wash and I appreciate Jay speaking to that. In regards to the three sites to the north, Pandora, Wall Street Towers and Bridge and Elm Street, I asked Ray Pinard who is Chairman of the MDC to come and talk to us because he is also the chair of a sub-committee of the MDC that is dealing with plans for Bridge and Elm Street.



Mr. Pinard stated at this time, as you know we have been marketing that property for close to 12 months now and developing interest in the beginning was a bit difficult, but we are currently in discussion with two parties that total approximately 100,000 square feet of Class A office space which would either take an entire building if it was a two building project or half of the building if it was a one building project. We have also received interest from three separate entities in the hospitality industry, one of whom we are attempting to negotiate a preliminary proposal with who is looking at putting up an over 100,000 square foot hotel unit on one of the pads if it was going to be a two pad site. That doesn't mean that if it is one building that hotel, retail and commercial office space could not use the property simultaneously, but both options are available to us. We have some interested parties. The hospitality industry has stepped forward since the civic center issue has come to the forefront. The person who wants to present a preliminary proposal got active after the vote and we are hoping that after the bond resolution is passed that we will have some people who will be very serious about signing up ideal for the site and negotiating seriously very soon. So I think we have a very good opportunity there to get that lot back on the tax rolls fairly quickly.

Chairman Wihby asked are we still considering a big development there, not just a small restaurant.

Mr. Pinard answered as you know, we reserve the right to place requirements on what somebody wants to put up there and we are willing to deal with somebody who wants to do a phase development because of the cost that will be involved, but we do reserve the right to stipulate what type of use and what size of building from a minimum sized standpoint and to a maximum, obviously, that will go there.

Mr. Ashooh stated the point of this is to illustrate to this Committee and to the Board that there are concerns about where we site this building as far as investment in downtown. The restaurant district, as Alderman O'Neil has pointed out, or whether Staples would best...the point we really want to make here is the MDC is working on development at really both ends of Elm Street and the Central Business District that we are really looking to improve is being bracketed by both of these efforts so that if you take a look then at the best use of particular sites for a particular project, the end of Elm Street where Bridge and Elm is, in that lot, that type of development may best be used for a hotel or some sort of expansion of the hospitality business here in town and a civic center, in our opinion, would be the best use of the Staples site simply because of what is suitable there and I don't know if Sean O'Kane would really be happy if we put a Host Marriott across the street but the whole of Elm Street is really what we are looking at as far as

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developing downtown and building the tax base. I have one last piece that I would like to add in there. During this whole process, we have to emphasize that we have

not talked to the property owners. The reason for that is that we were doing a feasibility study and we didn't have the authority to discuss price or an ability to conduct business with them, but during this period of time we know we were being watched and last week I got a phone call from a gentleman named David Altschuyler. He is the Trustee and I understand partial beneficial owner of the Trust, the Largo Realty Trust that owns the Staples property that encompasses all of the property we are talking about. He called to find out where we stood in the process and wanted to understand how this was going to go forward and we had a long conversation regarding that and I also emphasized to him that there were steps along the way of measuring and checking with this Board on how we would go forward. We would have to do ground water and geotechnical testing and at the end of our conversation he said to me you have told me all the right things, now I would like to tell you that we have a great interest in a civic center in Manchester. I said does that mean that you would like to speak with us if we get the authorization and he said absolutely we would like to speak with you about this. He also said we want you to know that whether you take our property for this project or any other property in the City, that we are major supporters of a civic center, we think it is a smart project and we will support it wherever you decide to put it. Question number two that I gave to Mr. Altschuyler was besides being interested in talking to us would you be interested in talking to us and reinvesting the dollars that the City pays you for your property into property in downtown Manchester and he said absolutely. Mr. Altschuyler has a long history of investment here in the City of Manchester and we would hope that that would be, whatever property owner we deal with, that that would be the end result. That the proceeds we spend on whatever property would come back to the City in additional investment. So we have what we think is the best site. We think we have at least an interested party if not a willing party to enter negotiations which minimizes, I think, the risk of any adverse taking at this point. I can't say for sure because we haven't started dealing but we think this is the best site for this particular use given the needs of the City at this time. Recognize that we have other projects going in other parts of the downtown that we think will have great benefit as well and that everything seems to work for the Staples site, including our ability to have this be a keystone on Elm Street. So at this time, Chairman, we have no further presentation and we would be happy to answer questions.

Chairman Wihby stated I would like to speak for the whole Aldermanic Board that we know how hard the MDC Committee and everybody associated with it has worked to pick a location and I don't think anybody is trying to say that we know better than the Committee. I think there were some concerns, I know that I had the Hermsdorf property and you explained that to me. Looking at that site, I thought it was three times the size of Staples and you could have all the parking on site. I understand that know that it is not true and I welcome the selection of Staples and

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I think probably after going through all of this I have no problem with endorsing

Staples but I know that some of the Aldermen have some questions and concerns. I am only going to take questions on the site. I am not going to take questions on anything but the site.

Alderman Pariseau stated I have a question for Barry relative to the Armory site. Why isn't the access to our turnpike system one of the considerations in selecting the Armory? The other question relative to that, Mr. Chairman, is that price tag of \$8,714,000. Do you really think the State would charge us that amount because I look at it if that was selected, the State wouldn't have to do anything with the Granite Street off ramp situation if they gave us that property?

Mr. Brensinger replied I can't speak for the State. I really honestly don't know or have an opinion on what the State would charge for that property. I know from looking at that site in the past for other projects that one of the issues that came out was the replacement of the Armory from the standpoint of its use by the National Guard but perhaps Jay has some comments on that. I will comment on the access issue, however. It, in some respects, is similar to the parking issue in my mind. Certainly there is a benefit to some convenience from the Interstate to the site. On the other hand, I don't think it is necessarily in the best interest of downtown to have the civic center right at the highway so that people literally get off the highway, go to the civic center and get right back on the highway. I think, again, there is the potential to strategically position the project in downtown so that you bring people through the City to get to the site. That has to be managed in a reasonable way, but that was part of our thinking.

Mr. Ashooh stated can I add that this afternoon I had the pleasure of addressing of the Southern NH Regional Planning Commission and they asked a lot of similar questions on traffic and access from the highways. Obviously they are charged with administrating that plan and I asked them a question that is asked to me a lot about the on and off ramps at Granite Street and it is part of the 10 year plan and they are in the conceptual design phase of it at this point. Funding seems to be the question, but not the desire. I will say that the Armory site represents a unique opportunity for us to build something in a part of town that allows people to drive by Manchester, go to a facility, leave it and wave good-bye as they leave and never have to come downtown and I think that is the way you need to view that facility.

Alderman Pariseau stated relative to the Hermsdorf site, Barry mentioned about Staples versus the Hermsdorf property being better situated in the downtown area and the Board was requested back four or five months ago to extend the downtown area to West Auburn Street so that would take in that site and I don't see why that would be any worse than Staples.

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Chairman Wihby replied I think the cost of that was one of the deterrents. The demolition costs and the acquisition costs.

Mr. Brensinger stated from the standpoint of its location, Alderman, we have no problem with the Hermsdorf site. I think it is equally proximate to downtown. It is equally, if not candidly, more prominent. We would have added visibility in some respects. All of those issues were favorable. I think in our mind, the deciding factor in the end was the cost issue and the belief that the Hermsdorf, the block, all of the properties there have the potential to be redeveloped as a neighborhood that would complement the civic center were it on the Staples site.

Mr. Ashooh stated that is one of the last few areas that has cobblestone streets in Manchester that I think would add a certain ambiance to a private development down there.

Alderman Thibault stated Alderman you said you only wanted questions pertaining to the site but I wondered if I could just go away from that just a little bit.

Chairman Wihby responded we are going to talk about the site. If we have time, we will get back to other questions.

Alderman O'Neil asked, Barry, the importance of on-site parking and plaza space, you seemed to address that but yet when I think about various civic centers around New England, specifically plaza space is not an issue. I can't really say on-site and I don't know if there is parking garages below them or not but generally speaking, Worcester, which is considered one of the most successful, comes within six feet of the sidewalk on all four sides. Would you just address the on-site parking and plaza space?

Mr. Brensinger answered sure. The plaza, I think it is fair to say, Alderman, as you suggested, is not essential. In our view, it is a very desirable compliment to the civic center. It provides an outdoor gathering space, activity space at relatively low cost and also presents an appropriate platform if you will, a setting for the building. It is our intent to make this a very prominent building in downtown Manchester that, you know, we can be proud of architecturally and otherwise and the plaza compliments that well but I would be the first to admit it is not absolutely essential to building a civic center. The parking issue, as I said we had a lot of discussions as we were conceptually designing the sites about parking. We spoke in detail with H.O.K. about what is the minimum reasonable parking requirement, where do you draw the line and say you absolutely have to have at least this much parking on site and the answer was there are two groups that really

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need parking. One is kind of general administration and management of the building. Those folks just need a place to park their cars and secondly, teams. When you have

professional teams as we expect to have in the building, they pretty much require parking proximate to the building for their own reasons of convenience and security so that is how we set the amount of parking, the quantity that we proposed on the Staples site.

Alderman O'Neil asked do you happen to know how some of the others, like Worcester, Portland, Providence, addressed those particular issues.

Mr. Brensinger answered I don't know the answer to that. I don't know specifically how they dealt with that.

Mr. Ashooh stated if I can add one thing on this particular building, I think it is important for people to recognize that we are not trying to create a Fleet Center that is dropped in within six feet of the street. This is a building that has to be part of the neighborhood that it is put into it. People also don't recognize the fact that this is a building that is going to operate for events 135 days of the year that is going to leave about 220 days out of the year. This building is going to be quiet so if we build a large, brick monolith that goes out to the street you are really going to have something that is a quiet eyesore most of the time. By creating the plaza and open space around it and having this building become part of the City, you are really talking about an attractive place that gives rise to additional uses in the 220 days that the building is not hosting an event. So at those quiet times you have an asset that you can generally appreciate.

Alderman O'Neil asked but would you agree, Skip, that it doesn't make or break the success of a civic center.

Mr. Ashooh asked to have plaza space.

Alderman O'Neil answered right.

Mr. Ashooh replied absolutely not, but it is also cheaper than building parking.

Alderman Hirschmann asked on the Staples site is it just because of acquisition costs that the small parcel to the south that has Michael's Hair Salon and all of those little buildings...why aren't those being gotten rid of.

Mr. Ashooh answered I will take the blame for it. First of all, I understand that Mr. Theodosopoulos was really unhappy if we took Granite State Fruit out of there, but actually the design or the purpose of this whole project is to create and increase the tax base downtown and so one of the conscious decisions we made was to take the least amount of property off the tax roll as possible so by just

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taking the Staples site itself we left that corner there and that becomes a very

developable corner on that site so the Michael's School of Hair Design and Meineke Muffler and the gas station and the like and Granite Street Fruit, those properties, we hope, would then rise in value and would create a certain amount of development potential. Same thing if you go right across the street to where Willow Street is. There is a strip of green cinderblock buildings. I have already spoken with owners in those buildings who are very, very enthusiastic about a civic center because of the potential it will have for their properties. That is really why we left it.

Alderman O'Neil stated I want to thank my colleague for bringing that up because that was one of my questions. To me, it makes sense if we are going to do that whole block and bring it to Auburn Street at least partially, we might as well take the whole thing. It makes sense to square the project off.

Alderman Hirschmann commented make it look right.

Mr. Ashooh replied I know that our architects would be happy because that would give us the opportunity to create some on-site plaza or parking. I am not sure which but the idea of squaring the project off, that is really why the Board has oversight on this. If the Board of Mayor and Aldermen feels that this is a better approach to it, just keep in mind that the changes that we contemplate on this may change our construction budget as well and we are mindful of that budget.

Alderman Hirschmann stated my thought was that if you took those four or five buildings or whatever is there and you got rid of them even if you didn't develop that corner you could market it like you are doing at Bridge and Elm to a hotel or some other venture.

Mr. Ashooh replied well where it is not essential for this project, for it to take place and if that would be the end, I think I would like to give the current property owners the opportunity to do that themselves without the City having to take the property and say do demolition.

Alderman Hirschmann responded I looked at one of the buildings and there is no windows and you can look right through the building. It is real great.

Mr. Ashooh stated it is definitely symptomatic of what is taking place in downtown Manchester in that we have a lot of property in Manchester that is underutilized and we are hoping that this project is going to trigger some of that investment but my guess would be that I would like to let the private guys see if they can do something first.

Alderman Cashin stated, Skip, my problem has been and will continue to be I don't think we have addressed parking properly. That is just my opinion. I walked in here tonight and I received a letter from the Clerk from the Holiday Inn. I don't know whether you have a copy or not.

Mr. Ashooh replied I was shown a copy of it five minutes before hand.

Alderman Cashin stated well they are very concerned about the parking and I will just quote "Over the past year and a half, we have received numerous complaints from groups that we have brought into the City complaining about parking. Some groups have indicated that they would not return to Manchester or have not selected Manchester as a site because of the lack of parking. A great deal of our larger functions both occur on evenings, as well as weekends." They host between 1,500 and 4,000 and on some weekends between 4,000 and 5,000. They go on to state "our concern is rather simple, where are the people going to park when competing for spaces with an event at the civic center? The second question is where are the people attending an event at the civic center going to park when the Center of New Hampshire has..." and they go on to state that they generate in excess of \$650,000 in Rooms & Meals taxes. This is the same thing that is going to be paying for this. I think we are going to have to address this.

Mr. Ashooh replied let me address it right now and I will address it very clearly. First of all, I am very disappointed in you getting that letter because we have been in detailed discussion with Mr. O'Kane at the Holiday Inn about his parking concerns. We brought in the MTA, Neighborhood Housing Services, the Chamber of Commerce, all with the idea of trying to work out a management program for parking and the MTA is very enthusiastic about being able to provide some of these services so I am disappointed that you got that letter when we think that we do have solutions in the hopper to deal with that. The other thing is I am hearing that there is no place to park, no place to park. Last time I knew, we had about 25,000 people that went to Riverfest and I don't think anybody told me that they couldn't park in Manchester and that was a weekend event and I don't know when the last time we had a concert, well Alabama was probably the last one, we had 5,000 attendees and no one had a problem parking. Parking, as far as I am concerned, is not the problem with this facility. I think it is people's lack of understanding of how this building would fit into the City and when parking is being used and when it isn't, but I also know, in talking to the Police Department, in talking to Mr. Lolicata in Traffic and knowing what the inventory is of parking downtown that it is a management problem, it is not an inventory problem. I really think that is where the answer is.

Alderman O'Neil stated, Skip, I don't disagree that the numbers are there. It is just that the numbers are not there in the Granite and Elm area unfortunately and I strongly disagree with you that they are. Here is, and we can make copies of this. This is the inventory of parking in downtown Manchester and it is not strong on the southern part of Elm Street which I call Granite and Elm. It is strong in the Bridge and Elm section of the City. I agree with Alderman Cashin. It is a problem. I am aware of a situation where the Hospitality Association held an event at the Center on a weekday and they had to park people at South Commercial Street, walk up there, that is not great for business or they took a chance and parked on the streets and got ticketed. There is a pretty good chance that the Hospitality Association will not be coming back to the Center of NH any time soon.

Chairman Wihby stated well they gave buses from the lot to the Center.

Alderman O'Neil stated this is what I have heard. Parking is an issue and we cannot say it is not an issue.

Mr. Ashooh replied, Alderman O'Neil, let me also add that the NH Hospitality Association has endorsed this project.

Alderman O'Neil responded I can tell you what happened and I heard from a number of people on it.

Chairman Wihby stated I was there and I parked in the other lot and the bus brought me up.

Alderman Sysyn stated when I was on the Board for the Hospitality Association, we have been doing that there for years at the Center of NH with no problems.

Alderman O'Neil responded all I am telling you is I heard from several people about it and they were very disappointed in what went on.

Mr. Taylor stated can I just make a point about the parking issue. It appears that the Center of NH is generating probably more business than there is parking in that facility. That is a 1,014 car facility. It is a public garage. They don't lease the entire facility and I find it difficult to rectify the situation because if there is public parking in that garage and there are events, we can't preclude the public from parking in there and that is a symptomatic problem of the facility itself and it is occurring with or without the civic center so it is a systemic problem which says that maybe that facility doesn't have enough parking with it and that is a separate

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issue. Now let me address the entire parking situation. If you take a look up and

down Elm Street on your map there, you will see that virtually all of the City parking facilities in the downtown are within one block of Elm Street so it seems to me a relatively simple matter of the MTA running a shuttle bus from the Staples site to Bridge Street and back again. If that did that before the events and after the events, all of those public parking facilities, including Hartnett, Pearl Street, Victory, Canal and Wall Street Towers could all be used and nobody would have to walk more than a block. I don't think that is an unreasonable solution.

Alderman Cashin stated the letter goes on to state that the Center of NH also uses overflow parking at the City compound lot and the WMUR lot so they are spreading out too. We have a problem, Jay and we have to address it.

Mr. Taylor replied we have a problem. We have a problem in the Millyard too.

Alderman Cashin responded but this is going to compound that problem.

Mr. Ashooh stated, Alderman, if what we have is a situation where the success of this project mandates the construction of parking then I think that is a great problem to have because for the first time in a long time we are going to be managing the growth of downtown rather than some sort of crisis management and I think that our plan as it is currently structured, trying to take advantage of off hours parking, is a viable solution first and then if we are that successful that we need to build parking to address the additional issues of parking then we can do that perhaps out of the profits that we generate for the City in the tax base.

Alderman Cashin stated so what you are saying, I guess, is that it is going to generate a parking garage. Is that what you are saying, Skip?

Mr. Ashooh answered I am saying if it is successful and we have that many people in downtown Manchester and we can demonstrate the need for it, then I think your Board would probably consider that at that time. At this point, I know that if you go downtown tonight and you want to park in a City garage, go ahead. They are empty. If you want to park on the street, it is empty and this is a building that will operate in a four or five hour time frame, mostly during the week and on weekends when things are not happening. If we have heads up conflicts with the Center of NH, those are limited in number. They are really limited in number and not unmanageable. I think that is the key and we have been in those management talks.

Alderman Cashin stated I don't want to debate the issue with you, I am not in the business but I am sure that Mr. O'Kane is in the business and I am just referring to his letter. He is saying that there is going to be a problem. I know that the

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Holiday Inn has had a hard time over the years to try to get going. It appears that

they are starting to move now and be successful and I don't want to do anything to hinder that and I don't think you do either.

Mr. Ashooh replied but we also think that this is a building that will make them more successful.

Chairman Wihby stated I don't take this as a negative letter, Alderman. I see him saying he is enthused and excited and wants to be able to be part of the decision and try to solve the problem of parking.

Alderman Cashin replied he wants the parking problem solved. That is what he is saying.

Chairman Wihby responded well we all want that.

Alderman Cashin replied we are not doing it.

Mr. Ashooh stated I was handed the letter five minutes before this meeting started so I didn't really have a chance to review it.

Alderman O'Neil stated, Skip, I guess my concern is it is great to talk about if things go well we will worry about building a parking garage. I think we need to lay that on the table now. If we are going to need a parking facility to support it, put it on the table now. This is very similar to what has happened at the Airport. We have seen great growth at the Airport and we are reacting now to problems. Lets try to be proactive and put it on the table now. There is a parking problem in the Granite and Elm Street area today. The civic center is going to only compound that. Lets lay that on the table. Lets come up with some game plan on how to address it. I, unfortunately, have to disagree with Jay about buses. People don't ride buses now in Manchester and nothing makes me believe they are going to ride them to go to the civic center. It is unfortunate, but it is the real world.

Mr. Ashooh replied it was not part of our feasibility study to include in our budget the construction of any kind of structured parking and I think if the Board of Mayor and Aldermen wants to consider that, you are more than welcome to do it. I am sure we could take advantage of the parking.

Alderman O'Neil stated it may not have been your cast. You folks were asked to do a very specific job. This is something over and above the civic center and it is maybe people like Bob MacKenzie, Kevin Clougherty and Tom Lolicata who need to be involved in those discussions but I would like to at some point put it on the table and say what is our game plan to address parking.



Mr. Ashooh replied well I think you need to do that in terms of the whole City.

Alderman O'Neil responded, Skip, I am not disagreeing with you. There is a problem today and we need to be talking about it today even if the civic center is not built. There is a problem on that end of Elm Street.

Alderman Thibault stated I would have to go against Skip here in saying, well not against Skip, but not saying that the parking area behind the Allen Bradley site is a health type hazard or you people have talked about there is some stuff there that you wouldn't want to get into if I heard you right a few minutes ago.

Mr. Ashooh replied only that it had been the site, it was the site a long time ago of the salvage yard that has been covered over.

Alderman Thibault responded let me just say that I have checked with the Board of Health and with other people that have been in contact with that area for years and they see no problem why, if ever we wanted a parking area built there that we could do that. This is very close to proximity of what we are talking about here so that maybe this could lend to that and also I would have to agree with Alderman Cashin and Alderman O'Neil that parking definitely is a problem in that area and that we have to address that. It is something that I believe we should address now like Alderman O'Neil is saying before we even get going with this project. I just want everyone to know and I wasn't here for the presentation of the Allen Bradley site which I was hoping I would be but I wasn't because I had something else to do but that still looks to me like a site that is as good if not preferable to this one, especially when the cost is over \$1 million less than the Staples site.

Mr. Ashooh replied no, we don't know that to be a fact. As a matter of fact we believe that it will be substantially more expensive to acquire that property because of the investments that were made there, but I also, since you weren't here for the Allen Bradley presentation, maintaining the parking lot there does not create any type of a health problem but the building would have to be built on that parking lot and to dig up...

Alderman Thibault asked why couldn't it be built where the building is now.

Mr. Ashooh answered we would take up a lot more...the building itself is about twice the size of the building that is there now. We will give you the graphics and show you how it lays out.

Alderman Thibault stated I wasn't here and it is not your fault. I have to agree with Alderman Cashin and Alderman O'Neil that parking is a major problem that should be addressed before we go into this and then I just wanted to bring up the fact that with the Board of Health and with all of the people who have done research on the site behind the Allen Bradley site that there are no major problems out there to be worried about. That is all I wanted to say.

Alderman Girard stated I just wanted to add a note on parking. For a number of years I was on the Riverfest Board of Directors and my primary responsibility was to set-up satellite parking lots, the shuttle bus system that Riverfest now uses and to work with Police and Traffic on developing the traffic patterns and even back when Riverfest was down now where Riverfront Park is now, the shuttle system that Riverfest used which used not only the satellite parking lots and garages in downtown Manchester, but also areas on the west side up as far as the NH Fire Building, the Armory and other lots around the City, that shuttle bus system worked very, very well so the idea that people in Manchester won't take buses for an event does not hold true for Riverfest experience. Riverfest, in fact, moves an enormous number of people through the buses and the shuttle system they set-up connecting the parking lots and I don't think that parking is that critical an issue. This whole thing being event driven, I personally have experienced, through Riverfest with this and I would caution anybody against the idea that if we don't have thousands of new spaces downtown this thing can't work. Riverfest moves over 100,000 people every weekend it opens and it does it very well through that shuttle system.

Alderman O'Neil stated I would just like to make a point. I am the Alderman that pushed the Wall Street site and I based it on my experience in traveling to various civic centers over the years and attending sporting events and different shows. When I looked at Wall Street, we had two parking garages, actually three, within a block and two major parking lots within a block so parking would never be an issue. We would never have to be talking about building a parking facility no matter how successful the civic center is going to be. Secondly, that is, Lowell and Elm, in my opinion is the restaurant center of the downtown. You can go from Cafe Pavone to the west to Richard's Bistro and the Wild Rover to the east plus the various restaurants on Elm Street. Certainly, I was pleased to hear from Ray Pinard about the fact that there is some movement or possible movement on Bridge and Elm. That was a third consideration I had on why I thought the Wall Street site would be an excellent choice. I certainly can envision a connecting ramp of some sort which is very common in northern cities tying various buildings together, maybe going over Bridge Street and tying a hotel to the civic center. That is why I pushed Wall Street. The number one reason being parking would

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never be an issue and we would never have to talk about building parking facilities for the civic center.

Alderman Hirschmann stated I don't want to confuse things anymore than they already are. The question we sent out to the voters had the price tag of \$57 million and in the presentation that was given, you stressed the acquisition costs of every site that might convolute the project to the point of affordability. I think that what you have to stress to Alderman O'Neil is the cost of acquiring Wall Street and knocking it all down and what we would have left to build a civic center.

Mr. Ashooh replied the three properties that would be taken in the acquisition of the Wall Street site, the Lamonte Handley building, 2 Wall Street and the old Bank East building are three occupied and productive properties that are on Elm Street and they are very attractive properties, but more so we had a major investment in this City a little over a year and a half ago by Worldcom Brooks Fiber. If you can recall, when the City was doing over Elm Street there was an extra trench being dug down Elm Street and that was a fiber optic cable for Brooks who installed their central switching office in the Bank East building. So besides displacing a superior office building, an older building which probably has the last piece of the State theater attached to it and the old Bank East building, we would be taking tenants and an investment in the City out of this. I think it would probably take our cost of acquiring that site to a level that would put it beyond what our budget would call for.

Alderman Hirschmann asked many millions over.

Mr. Ashooh answered I am not sure what it would cost to move those businesses. I can assure you that it would be more to acquire and to move those businesses than the Staples site.

Alderman O'Neil stated so what we are saying is you put a civic center where it is the cheapest place to put it.

Mr. Ashooh replied no, Sir.

Alderman O'Neil responded that is what you just said, Skip.

Mr. Ashooh replied no, Sir, we are talking about the cost of the acquisition of a particular site. What I am telling you is that the civic center recommendation that we made is on the best site overall and as you recall there was a chart up there that had about a dozen different criteria with cost being one of them.

Alderman O'Neil stated and a lot of the criteria was very subjective. I think if the citizens of this City want us to do anything, they want us to do this right and this City has a history of doing things wrong and if the right site means it costs an extra million dollars, in my opinion it costs an extra million dollars if it is the right site.

Alderman Hirschmann stated I think that we need to come back, I think that the architects and the professionals have to tell us a reasonable cost for every site so that we can rule sites out. We are not going to spend...

Chairman Wihby replied you already have that cost.

Alderman Hirschmann responded we don't really.

Chairman Wihby replied well what are you going to do, ask every owner of a building what they want to sell the properties for.

Alderman Hirschmann stated we have assessed costs but we don't have...

Mr. Ashooh stated in order for us to do that, we would probably have to go to appraisals. We, frankly, don't have the budget or the time for appraisals on this. What we really need is the ability to act and start talking to the owners on behalf of the City and see what it is going to take to acquire a site. Our recommendation is Staples. If it doesn't work out and you chose to go with another site then I think it needs to be an expeditious decision so that we can get this project underway. If we take an inordinate amount of time on site issues without actually being able to make any progress, this project will simply be delayed until death.

Chairman Wihby asked, Skip, for the next meeting when you make your presentation to the Aldermen, will you have sat down with the Center of NH and come up with something that they are happy with.

Mr. Ashooh asked regarding what.

Chairman Wihby answered parking.

Mr. Ashooh replied I don't think it is within our ability to do that. I can tell you that over the last four months we have had a number of meetings with Mr. O'Kane and a number of the other interested parties who are all working on a parking solution. That is a solution that we are in hot pursuit of, but to make that a condition of our presentation on December 1, I don't think is particularly fair, especially when you consider that the building itself, the completion date is two years off. We have a two year window there to address those problems.

Alderman O'Neil stated I just want to make it clear. They have done their job. The parking issue is the City's problem, not the Civic Center Committee's problem as far as I am concerned. There is a problem there now even if the civic center never gets built. There is a problem and I think we have to address the parking.

Chairman Wihby asked well doesn't Amoskeag Industries have that study being done and there are people working on the parking issue.

Mr. Taylor answered the Amoskeag Study focuses on the Millyard which is another issue all together. Everybody knows that we have a problem there but that is what that will be and that will be coming in, I believe, sometime after the first of the year.

Mr. Brensinger stated, Mr. Chairman, I don't want to protract this discussion unnecessarily, but I chaired the Committee that worked on the Amoskeag report that is not before the Traffic Committee for consideration and it occurred to me as I was listening to this conversation that if you do step back and look at the parking in a broader perspective as I think the Aldermen are inclined to do, I would look at that report and consider it coincidentally with the civic center and I think Alderman O'Neil is correct that this is an issue that goes beyond the civic center and it may be possible at some point in the future, distant or otherwise, to find a location for some additional structured parking that could serve the civic center, the Center of NH and the southern end of the Millyard, again, knowing that given the times of use of such a structure it could be used for business purposes in the Millyard during the day and for these other purposes during the evening and you would get a lot more mileage out of it and it might help solve both of those problems.

Alderman O'Neil stated I just throw this out because I think Barry is right, but Jay you may remember that back in the mid-80's when the civic center was talked about then wasn't there some talk about building a garage at the federal lot.

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Mr. Taylor replied yes, somewhere floating around and I believe maybe at the Planning Department we had some preliminary plans done for structured parking both on the federal building lot and I believe on the Pearl Street lot and I think those studies are around somewhere.

Chairman Wihby stated I would like to thank the MDC Committee. Since I don't count votes, we will not be taking a vote tonight and maybe at the presentation at the first Tuesday in December when you come we can take some sort of a vote then.

There being no further business to come before the Committee, on motion of Alderman Cashin, duly seconded by Alderman Hirschmann, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee