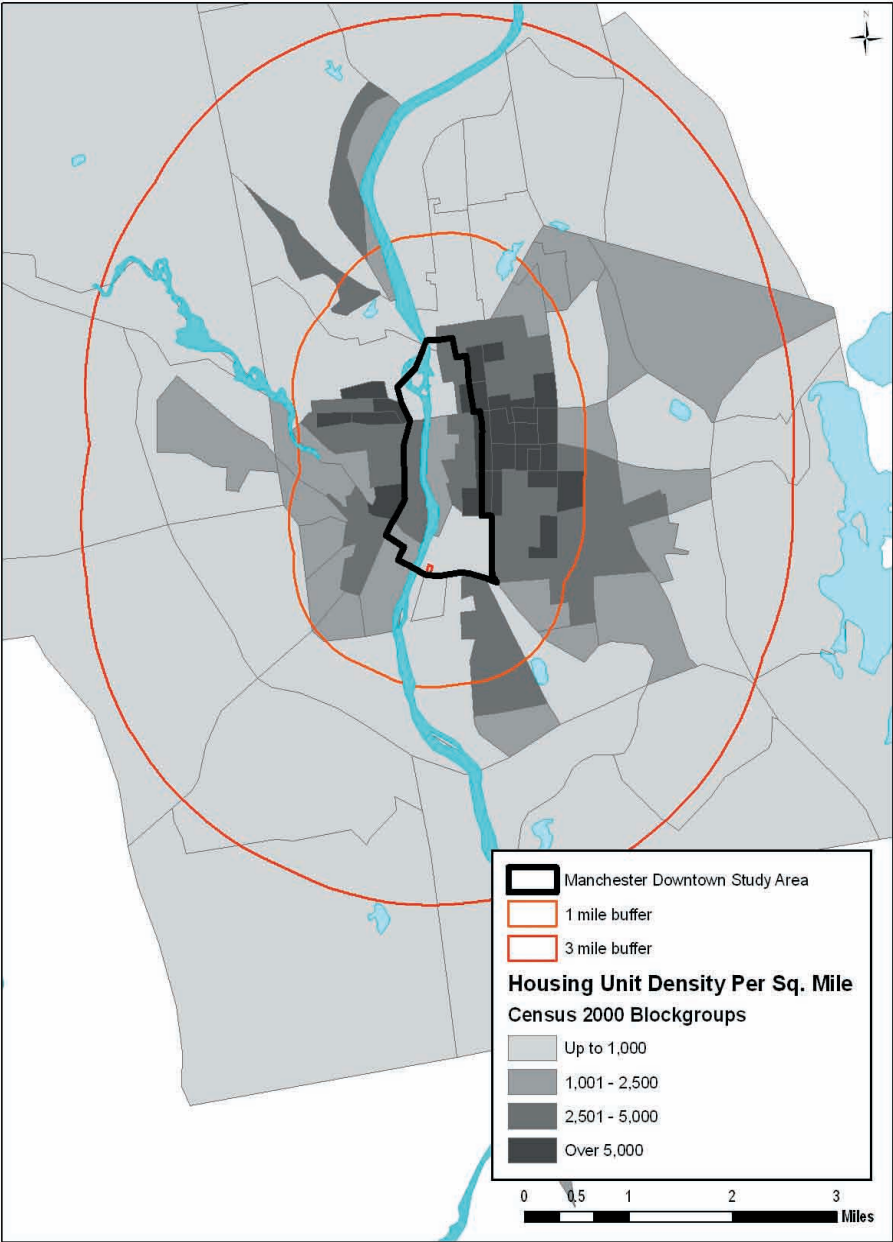
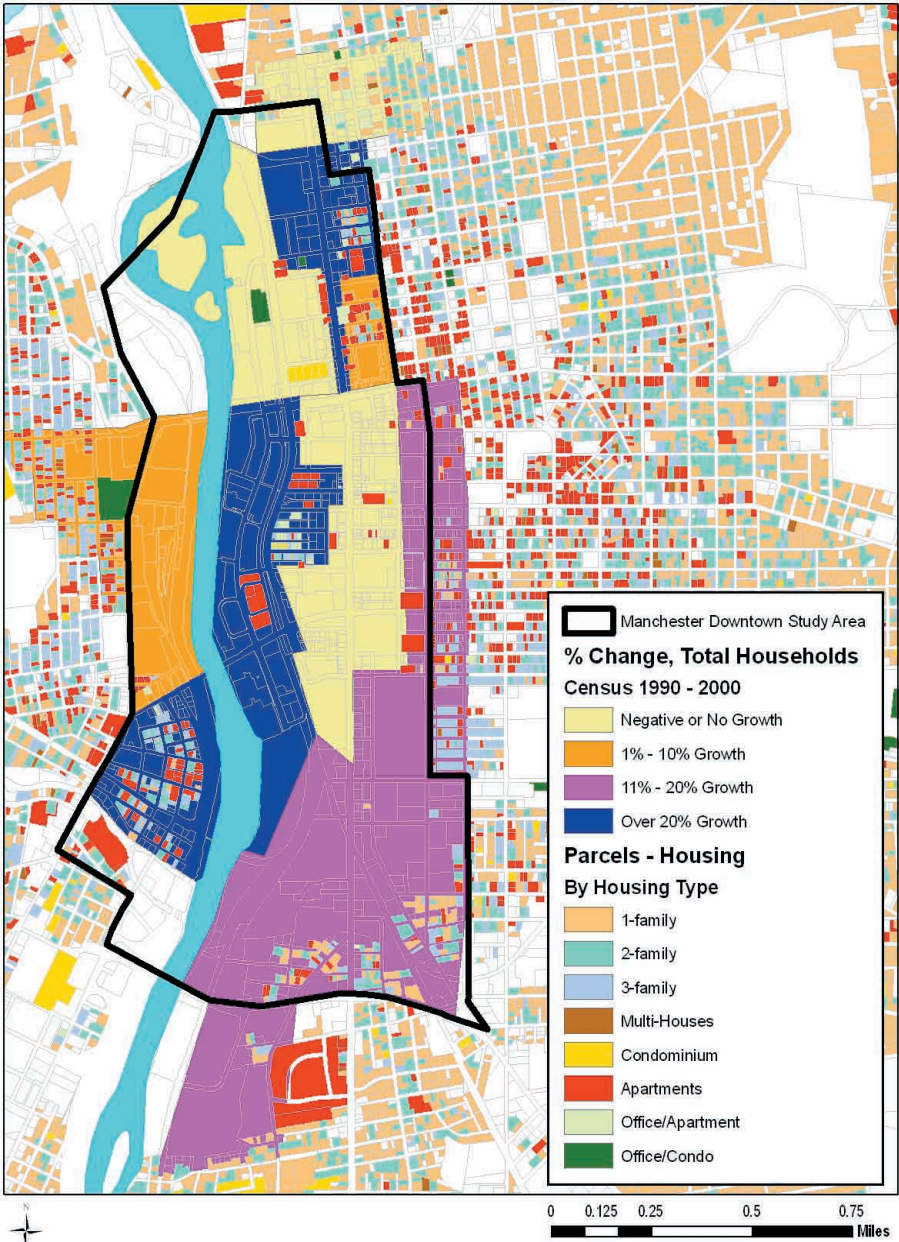


APPENDIX A

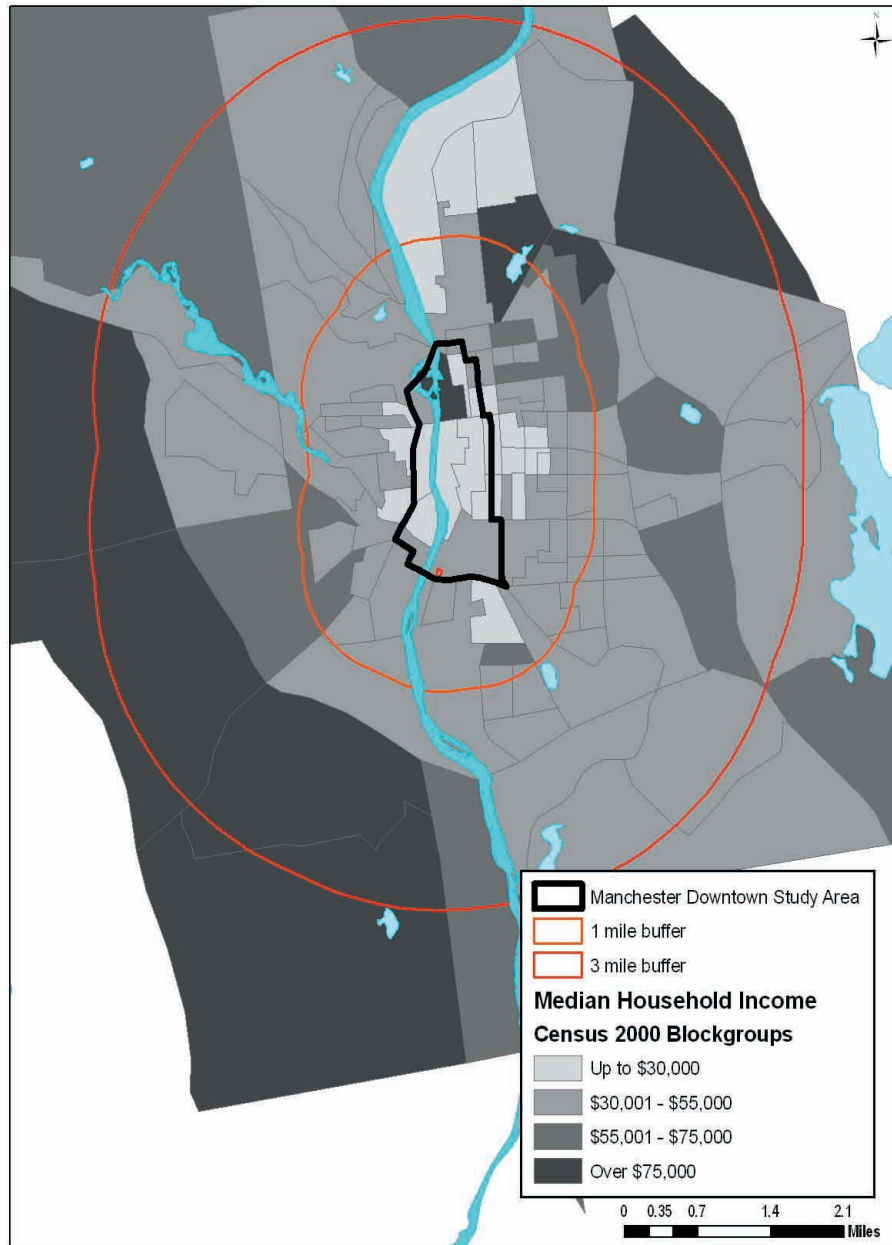
Demographic Maps



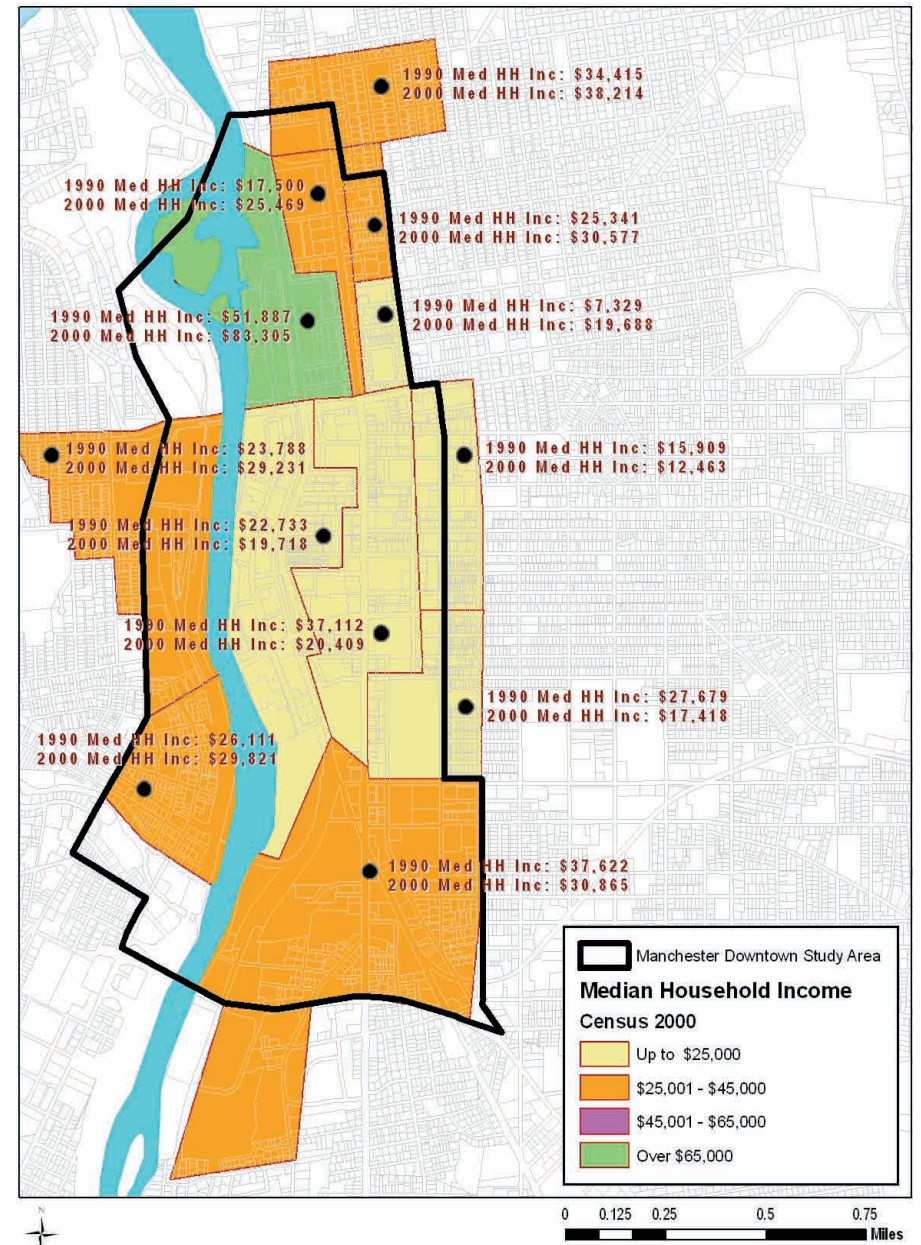
Housing Density Map



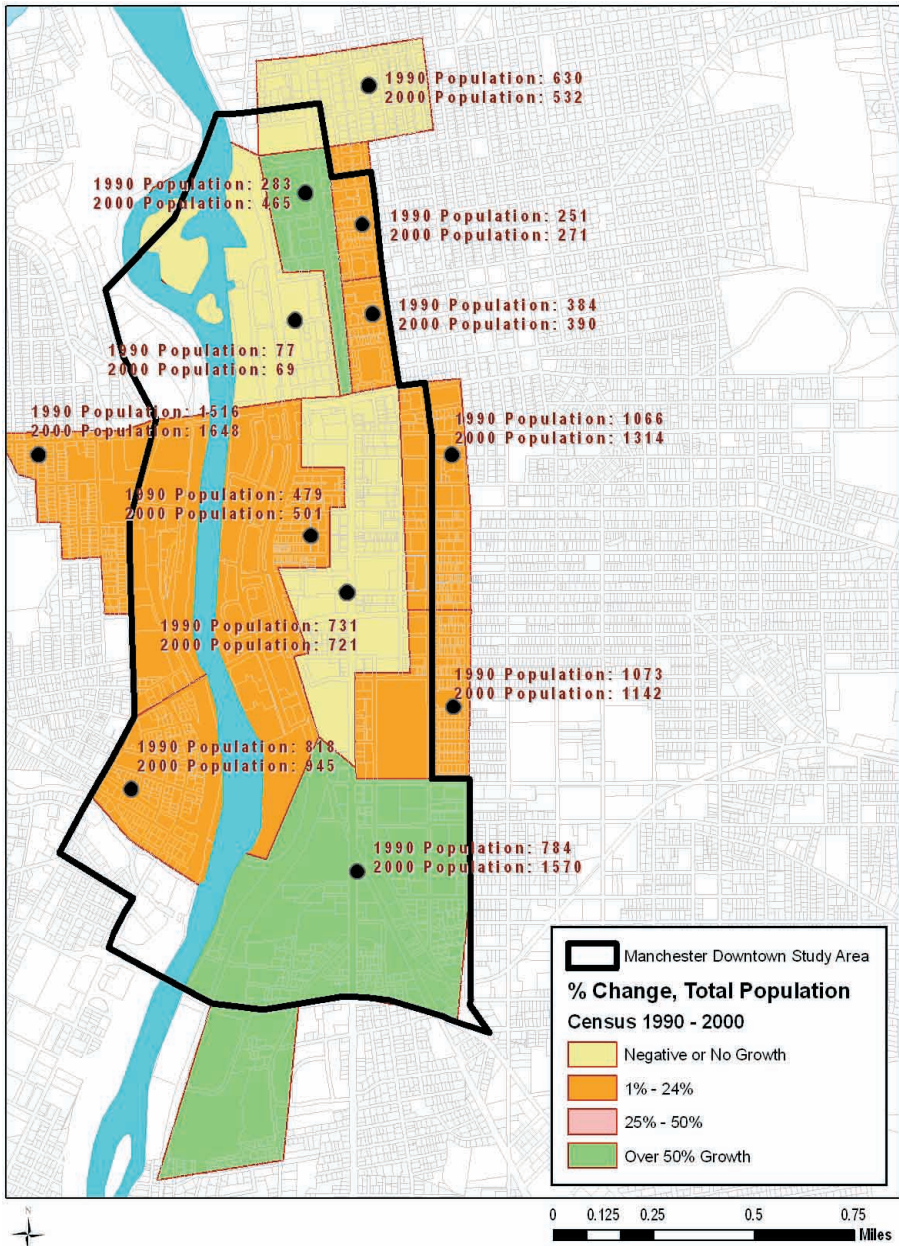
Household Map



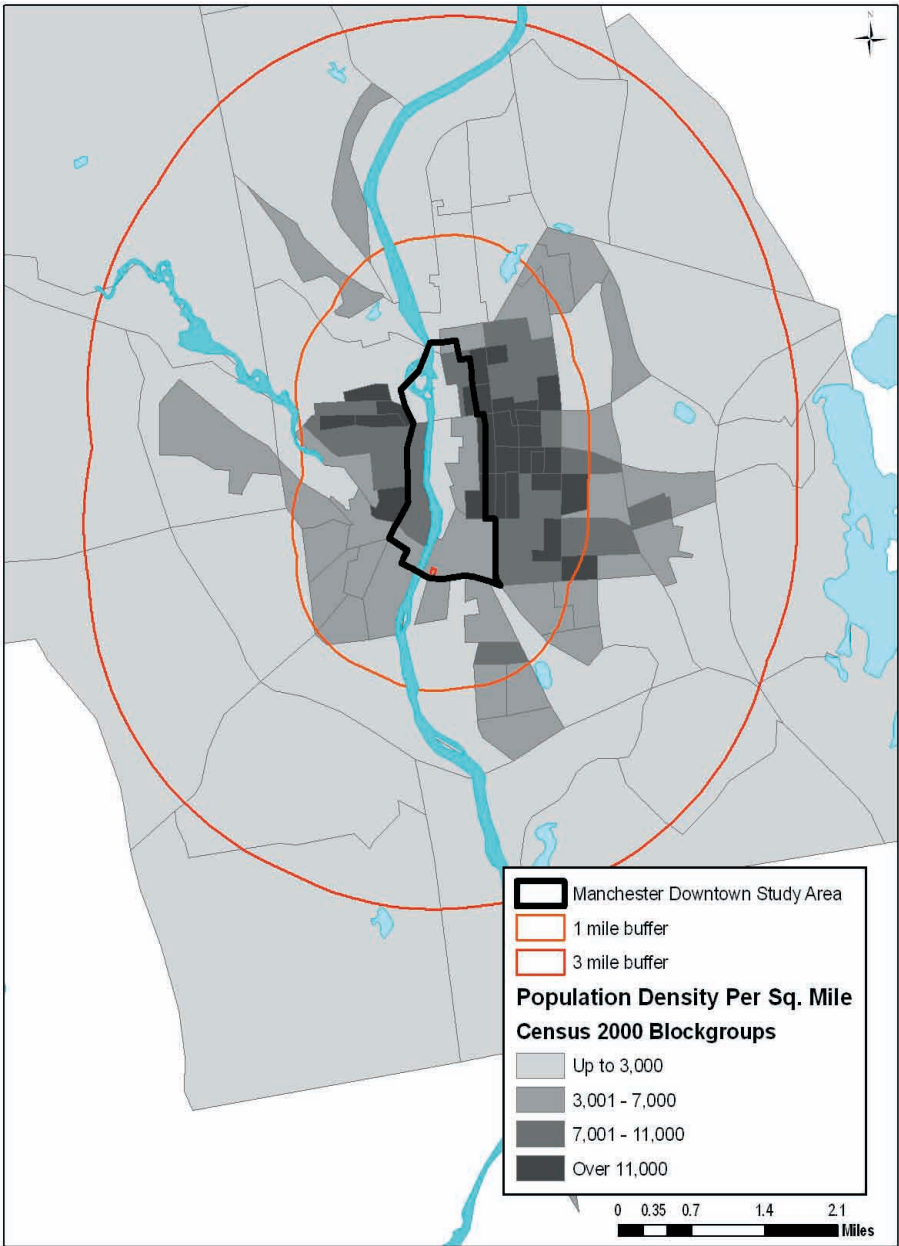
Median Household Income Map 1



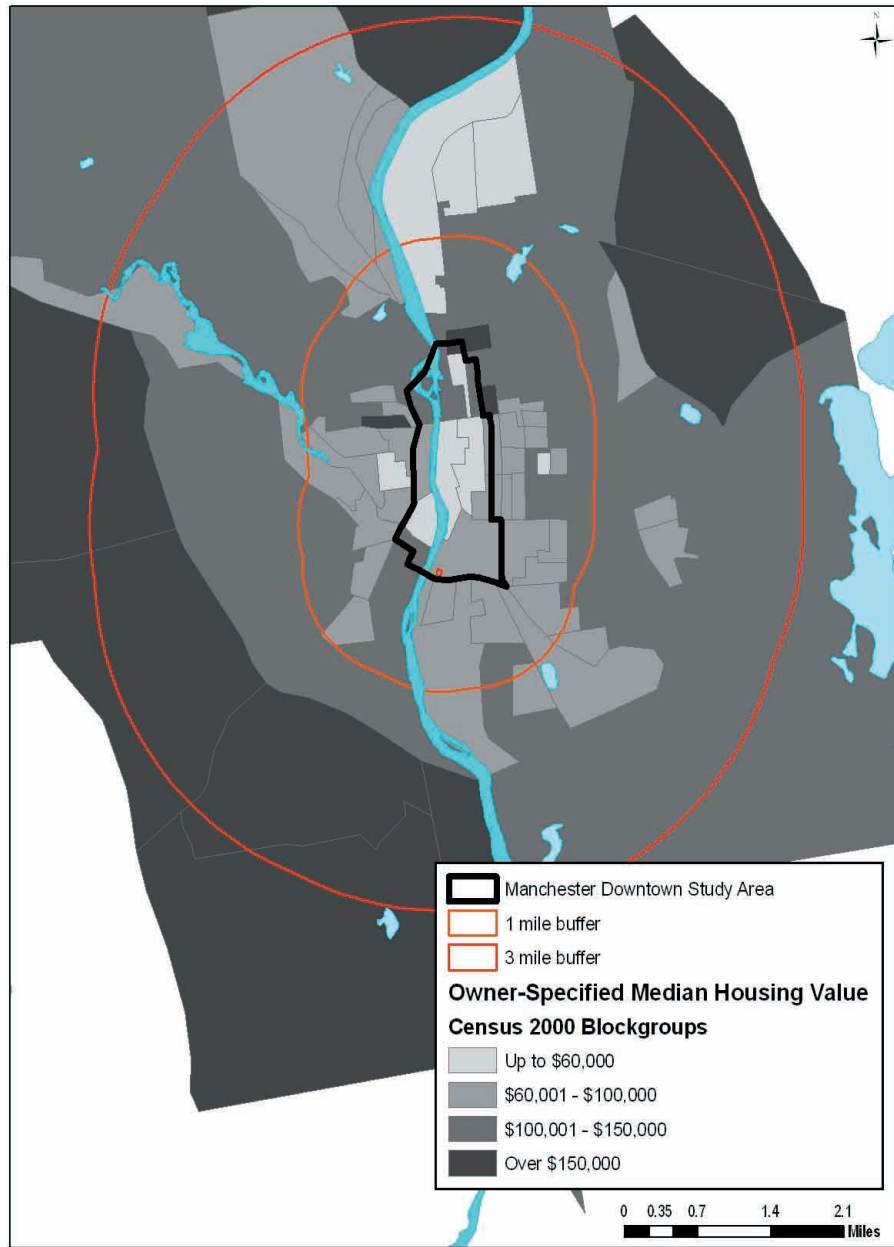
Median Household Income Map 2



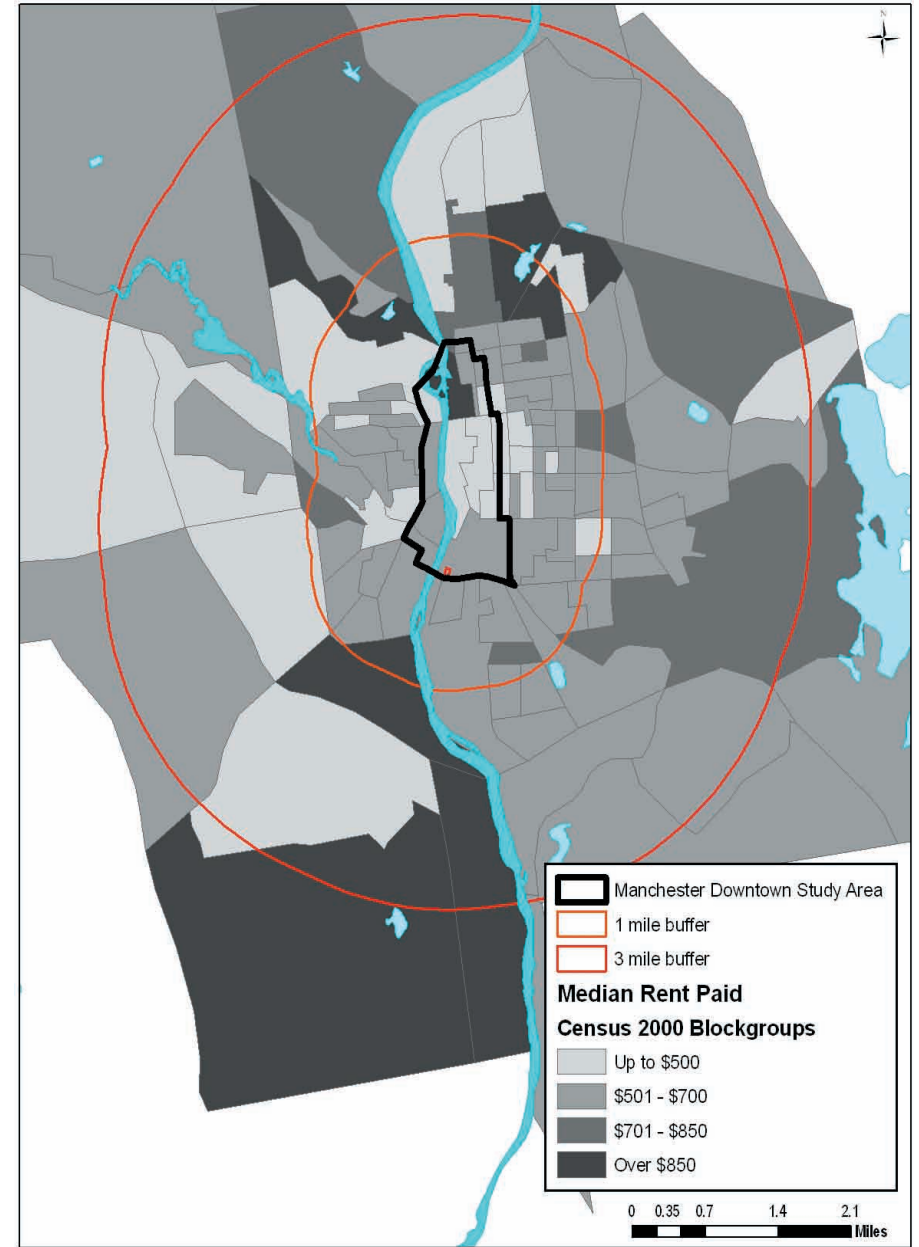
Population Change Map



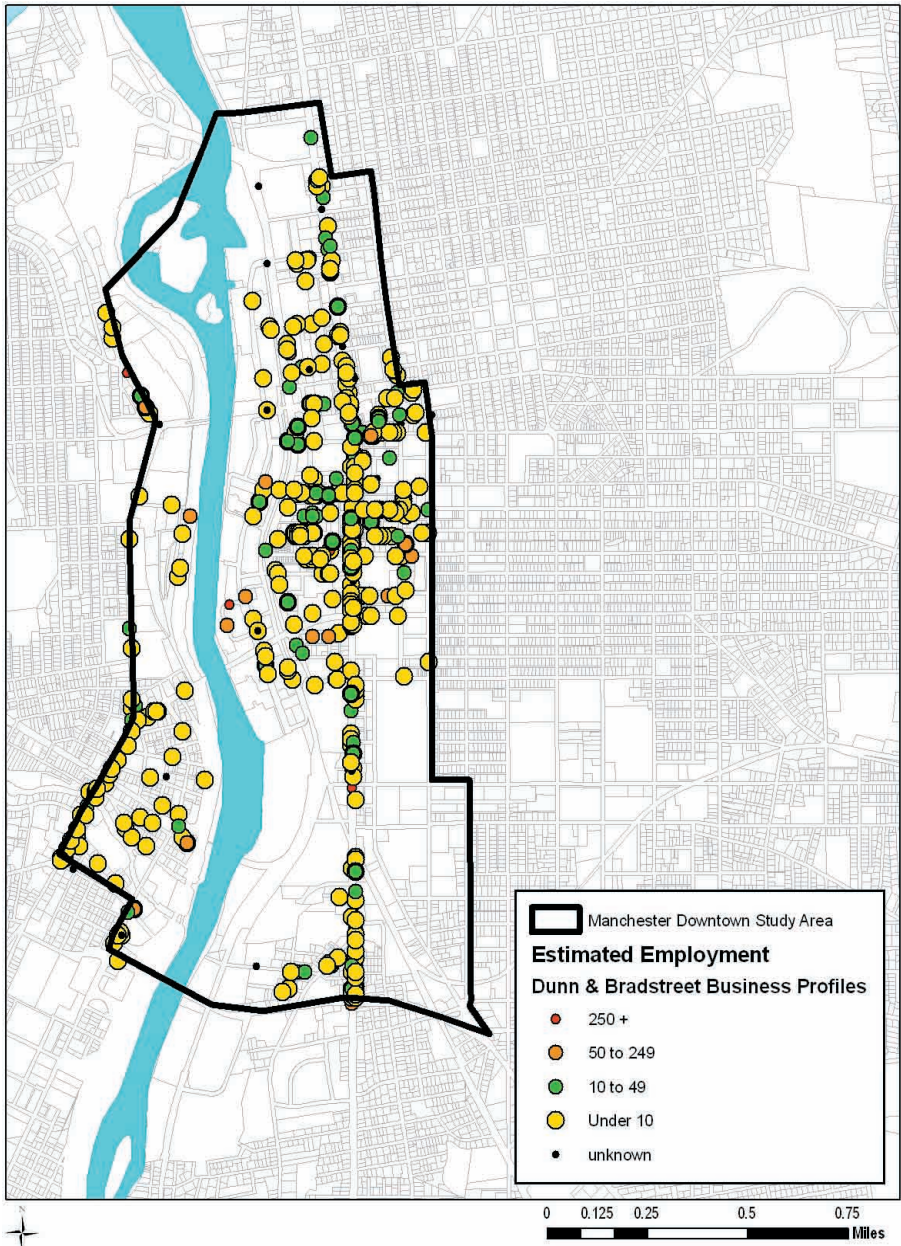
Population Density Map



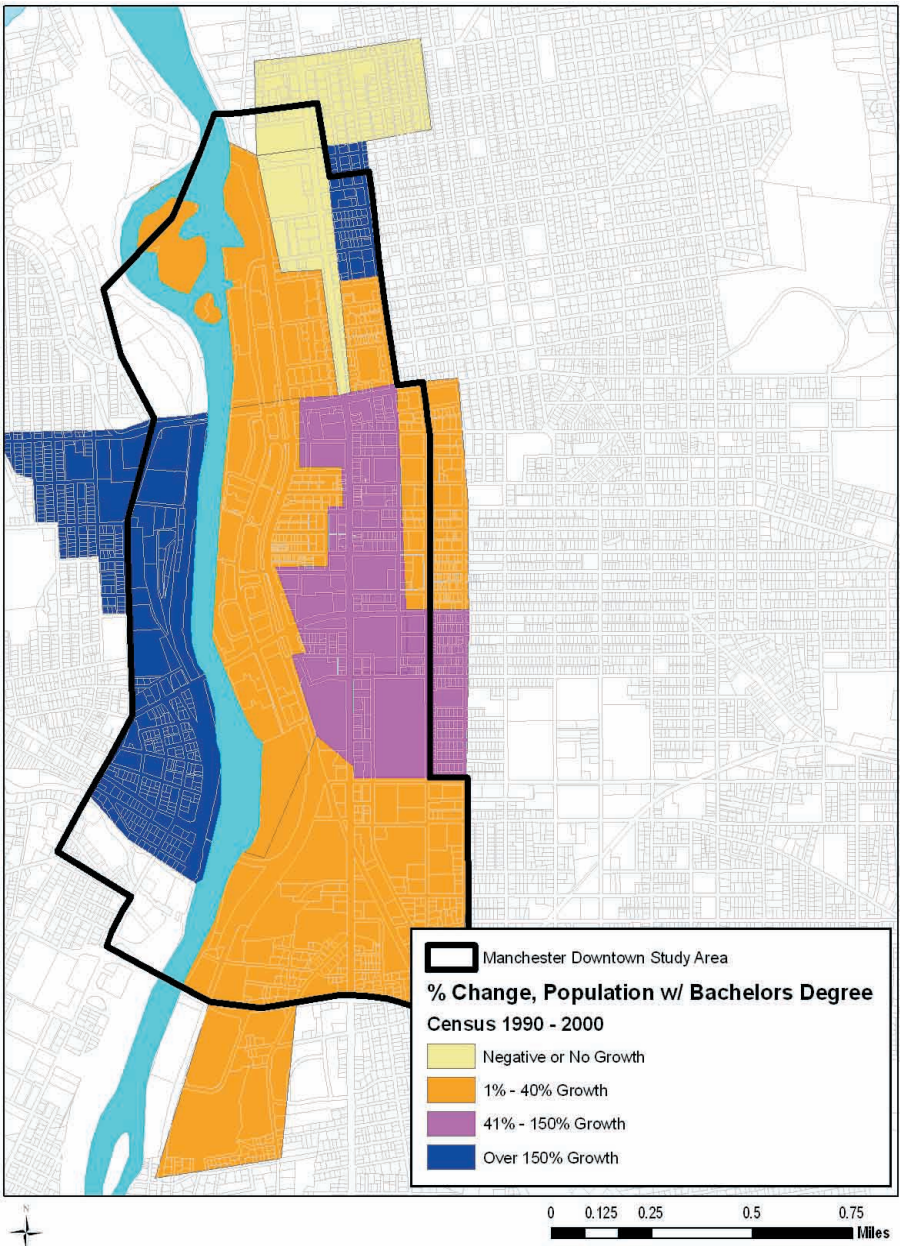
Median Housing Value Map



Rental Income Map



Number of People Employed by Individual Businesses Map



Population with Bachelor's Degree Map

APPENDIX B

Previous Projects / Plans

The following plans and studies were reviewed as part of the planning process and summarized below in reverse chronological order:

Arena District Urban Design Guidelines, Department of Planning & Community Development, May 2004

The Arena District Urban Design Guidelines lay out specific streetscape requirements for the Arena District that aim to make the area pedestrian friendly, create a mixed-use environment with activities and services that are complimentary to the Arena and Stadium, and upgrade the visual appeal and design quality of the adjacent neighborhoods.

Manchester Millyard Landscape Revitalization: Conceptual Master Plan, Manchester Millyard Revitalization Committee and CLD Consulting Engineers, December 2002

Five areas, Lower Stark Street, UNH Campus, Arms Park, Spring Street/Commercial Street, and Bedford Lot, were focused on in the plan and recommendations relating to connections, placemaking, art/history/culture, natural resources, and maintenance were made for each of the areas. Significant streetscape improvements were recommended for the Lower Stark Street area including upgrading the railroad crossing and the intersection of Stark and Commercial Streets. Around the UNH Campus the focus was on increasing the green space within and establishing a sense of place at the entrances to the campus. Arms Park, currently paved for surface parking, was identified as a valuable resource on the Merrimack River and a multi-phased strategy was recommended to convert the large areas of surface parking into green space with pedestrian amenities. More streetscape improvements were recommended for Spring and Commercial Streets, with particular attention to be paid to pedestrian crossings and safety. Finally, the Bedford Lot was identified as a potential site for structured parking.

Civic Center Area & Gateway Corridor: Opportunities & Strategies, Department of Planning & Community Development September 2002

This report focuses on strategies to revitalize the intersection of Bridge and Elm Streets and the area around the Verizon Wireless Center. It defines three districts, the Gaslight District, the Commons District, and the Warehouse District. Ultimately, the Gaslight District is envisioned as a place for night life in Manchester, home to clubs, restaurants, and an eclectic mix of retail stores. The Commons District, encompassing the block between the Verizon Wireless Arena and Veterans Park, has been targeted for mixed-use residential development and the location of a “gateway building” to signalize one’s entrance into the downtown core. The Warehouse District, located along south Elm Street, has the potential to house larger retail stores mixed with smaller shops, creating a pedestrian friendly commercial corridor.

Action Strategy for Housing, Manchester Task Force on Housing, Summer 2002

The Action Strategy for Housing recognizes the current housing crisis in Manchester, particularly in the downtown core, and recommends that the City take an active role in increasing the amount of available housing, including affordable units, through its policy, planning and coordination, regulation, education, and advocacy.

I-93 Salem to Concord Bikeway Feasibility Study: Corridor Towns, NH Dept. of Transportation, 2002

This feasibility study evaluated ways to provide a continuous non-motorized traffic route along the I-93 corridor from Salem to Concord. Eleven different towns, including Manchester, are located along the proposed corridor and stand to benefit from improvements to local trails included in this larger network.

Cultural Plan for Manchester, New Hampshire: Weaving the Cultural Fabric of our Future, Art Builds Community, April 2001.

Enhancing Manchester’s cultural resources through its strong historic traditions and arts community is the focus of the Cultural Plan. The plan presents strategies to create economic opportunities, honor cultural expressions, coordinate activities and forge alliances, and establish the City’s commitment to culture.

City of Manchester Zoning Ordinance, City of Manchester, February 2001

Manchester’s Zoning Ordinance establishes zoning districts and maps as well as regulations governing use, dimensions, special districts, signs, and parking. It governs the appeals process to the Zoning Board of Adjustment and the enforcement of its regulations. Specific provisions of the zoning districts contained within the Study Area are detailed in the Zoning section of this report.

New Hampshire State Bicycle and Pedestrian Plan, NH Dept. of Transportation and Bureau of Transportation Planning, May 2000

The State of New Hampshire has recognized the importance of non-motorized transportation and the need to direct funding to establish and maintain a system connecting the State's major destinations with each other and supporting the smaller regional systems providing safe travel routes to local destinations. This plan is part of the overall Transportation Plan for the State.

Riverfront Development Plan: Manchester New Hampshire, CLD Consulting Engineers, LDR International, Basile Baumann Prost & Associates, Berard Martel Architecture, August 1999

The Merrimack River is one of Manchester's most important assets and the Riverfront Development Plan seeks to capitalize on it through development of amenities designed to enhance the riverfront experience while encouraging economic spillover into the downtown core. The plan established five districts and recommended a number of specific projects within them. In the West Side District, improvements are recommended primarily for linkages between trails and open space areas, such as the Hands Across the Merrimack Bridge and Bass Island Park. In the South District (the area that is now home to the new Riverfront Stadium, Hilton Hotel, and future residential towers), the proposed improvements were recreational and planned for a large family park and community recreation facilities. The Granite Street Widening Project, currently in the preliminary stages of construction, was planned for the Granite Street Gateway District and it was recommended that a potential transportation center be located within the District as well. The Arms Park Campus District's primary focus was on parking and recommends reconfiguration of parking areas throughout the area in order to enhance the pedestrian environment and the quality of the open space along the waterfront. The plan recommends that structured parking be located in this District. Within the Amoskeag Falls District a residential focus is recommended along with improvements to public spaces such as the falls overlook and the boat ramp. In addition, the Amoskeag Falls District could support structured parking. Finally, to connect all of the Districts and direct the area's focus towards the River, a structured Riverwalk will be constructed along the east side of the Merrimack.

Master Plan for the City of Manchester New Hampshire, Manchester City Planning Board, November 1993

The basis for Manchester's zoning ordinance, the Master Plan guides land use decisions in a manner intended to preserve the area's natural and man-made resources while upgrading the quality of life for Manchester's residents. To accomplish this, the Master Plan sets goals for housing and the economy.

Intown Manchester Development Plan, LDR International and Hunter Interests, October 1993

The Intown Manchester Development Plan identified strategies for revitalizing Manchester's downtown core based on the following objectives:

- Promote a diverse mix of uses.
- Reconnect the traditional downtown and the millyard.
- Create an appealing pedestrian environment.
- Develop a distinctive image and identity.
- Strengthen Intown Manchester's residential function.
- Foster a positive development climate.

To accomplish these objectives, the plan established districts and designated development projects within each district. Upgrades to Hampshire Plaza, Veteran's Park, and the intersection of Elm and Bridge Streets were recommended within the Business and Retail Core area along with miscellaneous infill development. The Millyard District, envisioned as an urban campus, was targeted for residential development, museums and attractions, retail and restaurant locations. A transit center and civic center were suggested for the Gateway District to be coordinated with improvements to the intersection of Elm and Bridge Streets. Commercial rehabilitation was planned for the Arts District which was also a target area for improved pedestrian linkages and artist loft housing. The Cultural District was targeted for a new arts complex and architectural upgrades to several large older buildings.

Positive development patterns were established by the Intown Plan; however, many of its recommendations have not been implemented. As a result, this current plan seeks to build upon the development foundation laid by the Intown Plan.