



CITY OF CONCORD
New Hampshire's Main Street™
Community Development Department

PARKING COMMITTEE
Approved Meeting Minutes
March 23, 2026 @ 5:00PM
City Council Chambers
37 Green Street, Concord, NH 03301

Committee Members in Attendance:

Brent Todd, City Councilor, Parking Committee Chair
Mark Davie, City Councilor
Aislinn Kalob, City Councilor (*participated remotely, left meeting at 6:25 p.m.*)
Judith Kurtz, City Councilor (*left meeting at 6:33 p.m.*)
Ali Sekou, City Councilor (*arrived at 5:10 p.m.*)

Absent:

None

Staff:

Tim Thompson, AICP, Assistant Director of Community Development
David Florence, Parking Supervisor

State St. Garage Study Consultants:

Greg Ehmke, PE, Project Manager – Fishbeck
Bill Schwartz, AICP, Policy Advisor – Nelson/Nygaard
Kelsey Tustin, Project Planner – Nelson/Nygaard

Public:

Ian McGregor
Alan Clay
CJ Hilty

Chair Todd called the meeting to order at 5:05 p.m.

1. Welcome by Chair Todd: Chair Todd welcomed those in attendance.

Councilor Sekou arrived at 5:10 p.m.

2. Adoption of February 23, 2026 Minutes: A motion was made by Councilor Kurtz and duly seconded by Councilor Davie to adopt the minutes. The motion passed unanimously.
3. State Street Parking Garage Study / Downtown Parking Supply and Occupancy Presentation

Mr. Thompson gave an overview of the State Street Garage Study project, and introduced the consultant team of Mr. Ehmke, Mr. Schwartz, and Ms. Tustin.

The consultant team provided a presentation of the project and gave an overview of future options for the garage facility and the parking system in the study area. (see attached)

The Parking Committee members and members of the public discussed the study process, recommendations, and raised questions about the various options, and asked the consultant team for some additional material relative to “right-sizing” the third garage replacement option.

The Committee determined a meeting in April would be scheduled to make recommendations to the City Council on a preferred option regarding the future of the garage.

Councilor Kalob left the meeting at 6:25 p.m.

4. Citizen Requests and City Council Referrals

- a) Citizen Request: request for a comprehensive traffic study of Knoll and Wyman Streets to implement a No-Parking designation on both streets (Robert Murdoch, 6 Knoll St)

Mr. Thompson summarized the request from Mr. Murdoch, which requests requesting that the City perform “a comprehensive traffic study of Knoll and Wyman to implement a No-Parking designation on both Streets.” Both Knoll and Wyman Streets currently have no parking restrictions codified in the ordinance.

Councilor Kurtz left the meeting at 6:33 p.m.

Mr. Thompson stated that Mr. Murdoch’s request asks for analysis that would require coordination with multiple departments and private delivery entities. Staff requests the committee provide guidance on:

- Direction to staff regarding the underlying No Parking requests, and if further action is desired; and
- If further action and research/study is desired by the committee, staff asks that the level of detail necessary is determined; and
- If other departments are determined necessary, that the committee determine which departments and applicable boards / committees should be involved, and that a report be made to the City Council requesting formal referral to any applicable departments or boards/commissions.

The committee discussed the request, and remarked that the request, as presented, would result in a significant use of staff time and resources. Councilor Todd suggested that staff reach out to Mr. Murdoch, and request that he reach out to other neighbors and residents in the area, as the Committee typically does not make ordinance changes in response to a single person requesting it. The Committee traditionally needs to see that a request is supported by a larger group or neighborhood to consider changes. Mr. Thompson stated he would follow up and bring the item back at a future meeting.

5. Financials

Mr. Thompson noted the February report was not yet available, and would update the Committee at the next meeting.

6. Other Business

None

7. **Review Future Meetings**

The Committee reconsidered their plan to not meet in April, such that the State Street Garage Study could be discussed further before budget deliberations begin in May. Mr. Thompson stated he would provide options for the April meeting date and the committee agreed that the next meetings following April would be scheduled for June 22 and July, 27, 2026. No meeting will be scheduled in May due to both City Council budget deliberations and the regularly scheduled meeting date falling on Memorial Day.

8. **Adjourn:** Meeting adjourned at 7:12 PM, following a unanimous vote on a motion by Councilor Davie and seconded by Councilor Sekou.

Respectfully Submitted,

Timothy J. Thompson, AICP
Assistant Director of Community Development

Concord Parking Report

Project Update to Parking Committee
March 23, 2026



Who is here today?



Greg Ehmke, PE
Project Manager



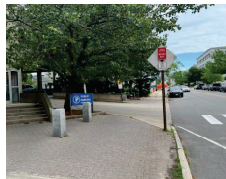
Kelsey Tustin
Project Planner



Bill Schwartz, AICP
Policy Advisor

Concord Parking - Agenda

- Project Introduction
- Parking Supply-Demand Study
- State Street Structure
 - Existing Conditions
 - Replacement Options
 - Cost Estimate
 - Spillover Analysis
- Parking Policy Recommendations
- Summary



Project Purpose

Evaluate the future of the State Street Garage and its role in Concord's downtown parking system.

Parking Study:

- Establish a baseline of **current parking supply, demand, and utilization** in the downtown core.
- Estimate impacts of different **replacement options** for the State Street Garage.
- Identify **management strategies** to optimize capacity.

State Street Structure:

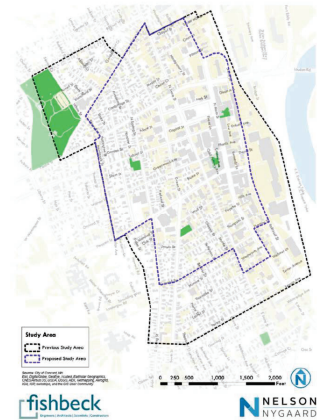
- Update facility needs assessment; **cost to repair**.
- Conceptual design for **replacement structures, surface parking lots, or other non-parking use**.



Parking Supply and Demand Study

Study Area and Observations

- The prior parking study encompassed the central business district and adjacent neighborhood
 - The 2025 analysis focuses on the more commercial core surrounding the State Street Garage and legislative office buildings
 - For the State Street Garage analysis, the focus is on roughly two blocks on each side of the garage plus a little further south
- Field observations
 - June 5 and June 7, 2025
 - 10 a.m. – 7 p.m.
 - Heavy rain on Saturday, June 7th may have affected activity patterns in the downtown areas – especially related to the farmer’s market



Parking Supply

Table 1 - Downtown Study Area Parking Inventory

Regulation	Number of Spaces	% of Overall Total
On-Street	4,908	79%
20 Min Free	12	0.7%
1 Hour Free	84	0%
2 Hour Free	129	0%
3 Hour Free	108	7%
10 Hour Free	24	1.5%
3 Hour Meter	379	23%
10 Hour Meter	472	29%
Government Parking	13	0.8%
Hazardous Parking Zone	6	0.4%
Parking Prohibited During Certain Hours	25	1.5%
Resident Permit Only	10	0.6%
Unregulated	344	21%
ADA	20	1%
Off-Street	634	10%
County	17	0.3%
City	1,510	31%
State	594	12%
Private	2,787	57%
Total	6,534	100%



Parking Demand (June 2025)

- On-street utilization was higher than off-street utilization (same as prior study)
- Both on- and off- street parking peaks were well below the functional capacity threshold of 85-90%
- Total utilization peaked at 1 p.m. for both Thursday and Saturday, at 55% and 31%, respectively
- Off-street occupancy declined more steeply in the evening than on-street occupancy, after remaining at similar levels throughout the day

Category	Average Weekday Utilization	Peak Weekday Utilization (Time)	Average Weekend Utilization	Peak Weekend Utilization (Time)
On-street	54%	10am	47%	10am
Off-street (total)	43%	10am	20%	1pm
Public Off-street	56%	1pm	21%	1pm
Private Off-street	33%	10am	18%	1pm
State Street Garage	50%	10am	36%	1pm

Weekday Utilization

- Demand peaked Thursday at 1 p.m.
- Weekday utilization stayed around 50% during the day before dropping to a low of 29% at 7 p.m.
- The State Legislative garage exceeded its functional capacity on Thursday, while other off-street facilities around the State House maintained ideal utilization levels

ALL PARKING - THURSDAY, JUNE 4

	Occupied	Empty	Total	% Occupied	% Vacant
10:00 AM	3,296	2,880	6,176	53%	47%
1:00 PM	3,369	2,807	6,176	55%	45%
4:00 PM	2,775	3,401	6,176	45%	55%
7:00 PM	1,799	4,377	6,176	29%	71%
AVERAGE	2,810	3,366	6,176	45%	55%

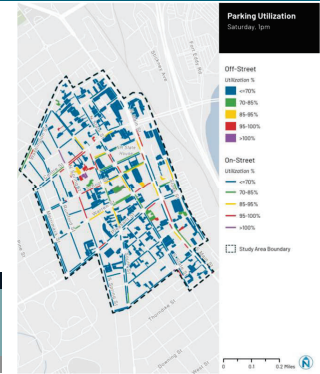


Saturday Utilization

- Demand peaked Saturday at 1 p.m.
- Higher demand for on-street parking on Saturday, more consistent with weekday levels than off-street parking
- The State Legislative garage and other nearby facilities were underutilized on weekends, in part because of reserved spaces

ALL PARKING - SATURDAY, JUNE 6

	Occupied	Empty	Total	% Occupied	% Vacant
10:00 AM	1,746	4,430	6,176	28%	72%
1:00 PM	1,913	4,263	6,176	31%	69%
4:00 PM	1,418	4,758	6,176	23%	77%
7:00 PM	1,512	4,664	6,176	24%	76%
AVERAGE	1,647	4,529	6,176	27%	73%



State Street Garage Occupancy

- The State Street Garage experienced an increase in weekday peak utilization since 2015: 54% (127 spaces occupied) to 2025's 67% (157 spaces occupied)
 - On-street parking near the Garage saw higher levels of utilization than off-street parking but still remained at capacity or lower.
- While off-street parking occupancy was generally higher on Thursday, the State Street Garage saw an increase in occupancy on weekends.
 - However, on both recent observation days, the garage was underutilized, with a 7 p.m. utilization of 31% (73 spaces occupied) on Thursday and 14% (34 spaces occupied) on Saturday.



Parking Study Key Findings

We observed minor changes to Concord's parking ecosystem since 2015

- Little change noted in peak utilization, with slight increase in Saturday utilization peaks (25% to 29%)
- On-street utilization remained stable, while the State Street Garage saw increased utilization (54% to 67% weekday peak)

A preference for on-street parking remains

- Blocks near the State House and Legislative Office Building consistently saw the highest occupancy rates
- Off-street parking occupancy was generally higher on weekdays, when utilization is more distributed between all facilities
 - However, the State Street Garage saw increased utilization on Saturday consistent with adjacent on-street occupancy

Options include:

- Optimize existing capacity by redistributing demand
- Expand capacity
- Policy changes to help reduce demand

State Street Garage Facility Needs Assessment

State Street Structure – Evaluation Structure Information

- Constructed 1981 (45-years old)
- Stand-alone parking structure
- Cast-in-place concrete
 - Conventional reinforcement
 - Pan-joist system
- 4 levels
 - Basement + 3 supported
 - Natural ventilation throughout
- Spread footing foundations



State Street Structure – Evaluation Functional Use Information

- 238 spaces
- Vehicular entry/exits:
 - State St and Green St
 - Warren St (service alley)
- 90-degree parking plus 2-way traffic
- Single helix circulation
 - Dead end at east
- Permit plus pay-by-space parking
 - No in-lane PARCS
 - 3 pay-on-foot kiosks
- Two stairs, no elevators



State Street Structure - Structural System



State Street Structure - Structural System



Shoring at one column (all levels)



Previous slab repairs, cracking, delaminations

State Street Structure - Structural Systems Concrete Stairs

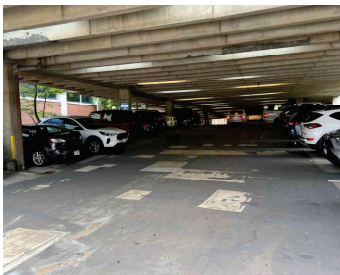


Shoring and plywood shields in stairs



Concrete splitting, original guardrail

State Street Structure - Waterproofing



Existing deck coating on all supported levels; worn

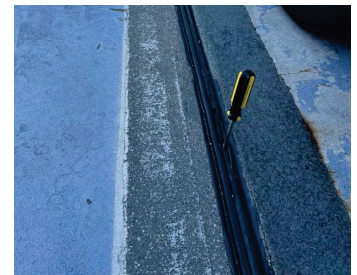


Deck coating debonded at previous patch

State Street Structure - Waterproofing



Expansion joint at roof level



Expansion joint split gland

State Street Structure – Electrical Systems



Basic electrical distribution, no lighting controls, no emergency power



Linear fluorescent fixtures, embedded conduit

State Street Structure – Electrical Systems

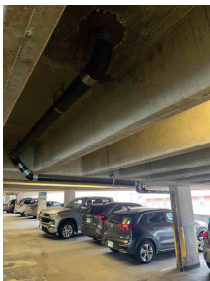


Lighted exit sign, original fire alarm devices

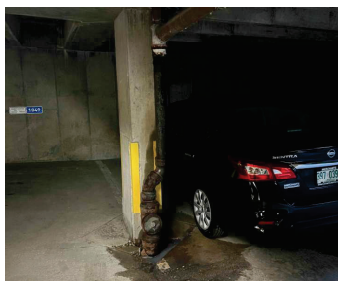


Security cameras

State Street Structure - Plumbing Systems

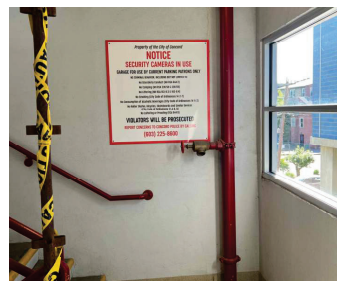


Partial replacement has occurred

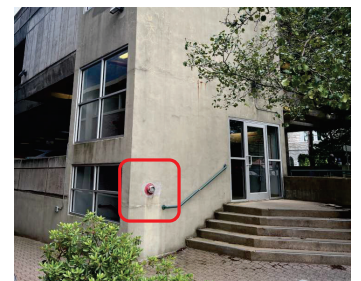


Original drains and piping corroded, Level 1 SW issues

State Street Structure – Fire Protection



Manual dry standpipes in stairs, no interconnection



Fire department connection (FDC) at State Street

State Street Structure – Cost to Repair

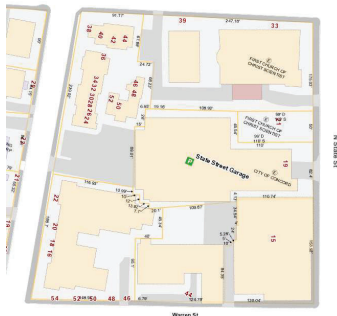
- Goal: Perform repairs for safety and efficient operation over remaining service life (~15-years)
- Can not address some existing conditions:
 - Poor parking geometrics
 - Lack of elevator
- Hard cost = \$1.92M
- Budget = \$2.85M



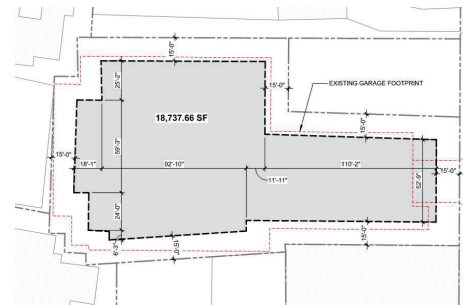
State Street Garage Replacement Options

State Street Structure – Replacement Options

- Site Characteristics
- Surface Lot Options
 - Option A on City Property
 - Option B Integrated with West Lot
- Structure Replacement Options
 - Option 1 “Replacement”
 - Option 2 “Rapid Ramps”
 - Option 3 “Rectangle”



Site Characteristics & Buildable Area



- Zoning District
 - Civil Performance District (CVP)
- Setbacks (all)
 - 15'-0"
- Maximum Lot Coverage
 - 80%
- Maximum Height
 - 45'-0"

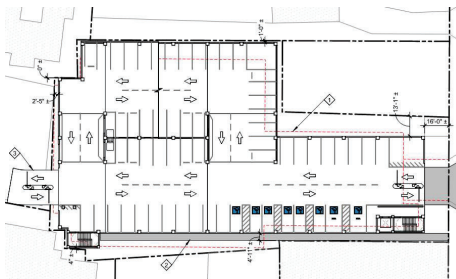
Surface Lot Replacement Option A 60-spaces on City Property



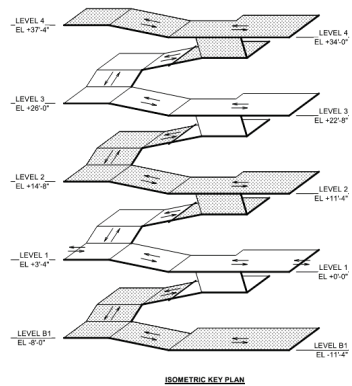
Surface Lot Replacement Option B 81-spaces Integrated with West Lot



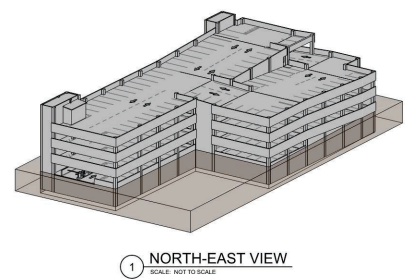
Structure Replacement Option 1 "Replacement"



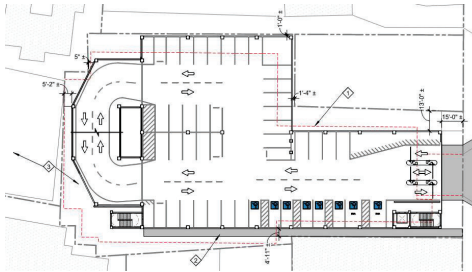
- Essentially an in-kind replacement structure
- Improved parking geometrics and ramping
- Within City property
- 292-spaces
- 5-levels



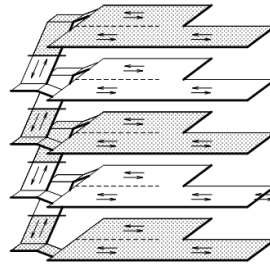
Option 1 "Replacement"



Structure Replacement Option 2 "Rapid Ramps"



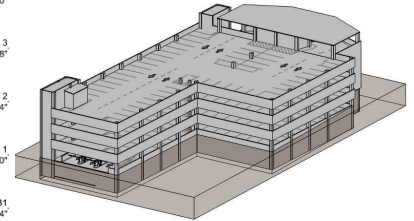
- Speed ramps at west end allow all parking on flat floors
- No access to Green Street
- Within City property
- 248-spaces
- 5-levels



ISOMETRIC KEY PLAN

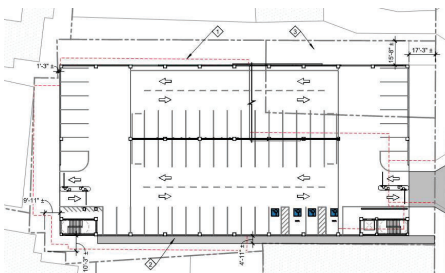
- LEVEL 4
EL +34'-0"
- LEVEL 3
EL +22'-8"
- LEVEL 2
EL +11'-4"
- LEVEL 1
EL +0'-0"
- LEVEL B1
EL -11'-4"

Option 2 "Rapid Ramps"

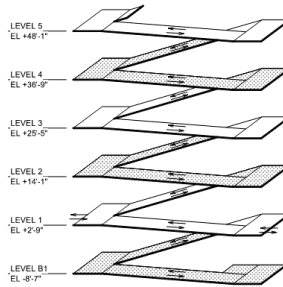


1 NORTH-EAST VIEW
SCALE: NOT TO SCALE

Structure Replacement Option 3 "Rectangle"



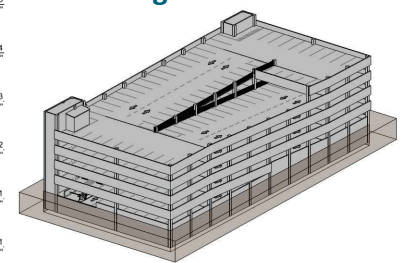
- More traditional layout
- 1-full plus 1-single loaded parking bays
- Property acquisition required
- 392-spaces
- 6-levels



ISOMETRIC KEY PLAN

- LEVEL 5
EL +48'-1"
- LEVEL 4
EL +36'-9"
- LEVEL 3
EL +25'-5"
- LEVEL 2
EL +14'-1"
- LEVEL 1
EL +2'-9"
- LEVEL B1
EL -8'-7"
- LEVEL 5
EL +48'-4"
- LEVEL 4
EL +34'-0"
- LEVEL 3
EL +22'-8"
- LEVEL 2
EL +11'-4"
- LEVEL 1
EL +0'-0"
- LEVEL B1
EL -11'-4"

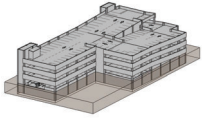
Option 3 "Rectangle"



1 NORTH-EAST VIEW
SCALE: NOT TO SCALE

State Street Structure – Replacement Options

1. Replacement



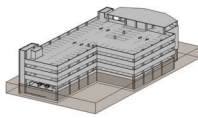
1 NORTH-EAST VIEW

Similarity to existing structure with improved parking geometrics

Preserves access to the west lot

Height less than neighboring buildings

2. Rapid Ramps



1 NORTH-EAST VIEW

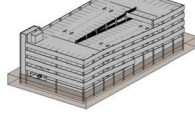
All parking on flat floors

Open sight lines

Speed ramps allow nominally faster, safer vehicular circulation

Height less than neighboring buildings

3. Rectangle



1 NORTH-EAST VIEW

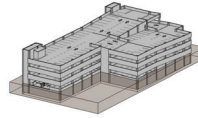
Intuitive ramping

Best efficiently (SF/space)

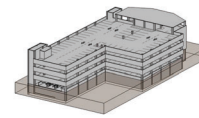
Narrower width; best fit on site (with property acquisition)

Preserves access to the west lot

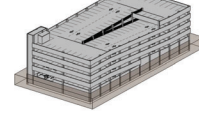
State Street Structure – Replacement Options



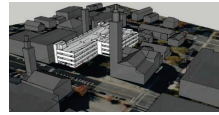
1 NORTH-EAST VIEW



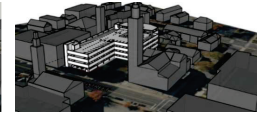
1 NORTH-EAST VIEW



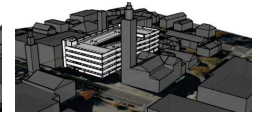
1 NORTH-EAST VIEW



1. Replacement



2. Rapid Ramps



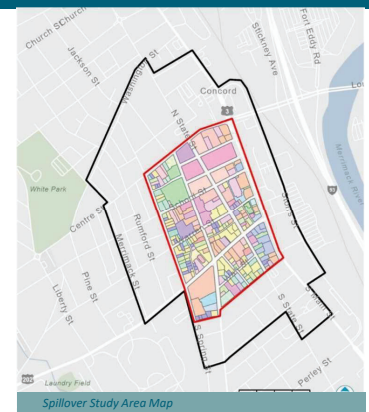
3. Rectangle

Replacement Option:	Surface Lots		Structures		
	City	Integrated	Replacement	Rapid	Rectangle
Footprint (SF)	N/A	N/A	24,400	22,800	24,500
Parking Area (SF)	21,270	28,400	114,000	111,000	143,800
No. Spaces (#)	60	81	292	248	392
Parking Efficiency (SF/space)	355	351	390	448	367
Construction Subtotal (New Parking Facility)	\$ 795,000	\$ 1,073,000	\$ 15,120,000	\$ 15,375,000	\$ 18,230,000
Construction Subtotal (Demolition of Existing Structure)	\$ 1,665,000	\$ 1,665,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000
Construction Subtotal (Demolition + New Facility)	\$ 2,460,000	\$ 2,738,000	\$ 16,380,000	\$ 16,635,000	\$ 19,490,000
Construction Cost per Space (New Facility Cost Only)	\$ 13,300	\$ 13,200	\$ 51,800	\$ 62,000	\$ 46,500
Construction Cost per Square Foot (New Facility Cost Only)	\$ 37.38	\$ 37.78	\$ 132.63	\$ 138.51	\$ 126.77
Project Budget (Includes Contingency, Escalation, and Soft Costs)	\$ 3,644,251	\$ 4,056,081	\$ 24,300,000	\$ 24,700,000	\$ 28,900,000

Summary and Replacement Costs

Spillover Assessment Results

- Observed peak demand for the State Street Garage is 157 spaces
 - Applying 15% planning buffer, adjusted peak demand is 181
- The surrounding spillover study area contains 903 parking spaces and currently experiences 703 spaces of peak demand, or approximately 78% occupancy
- At an 85% 'ideal' utilization threshold, the surrounding system could absorb approximately 65 additional vehicles before becoming constrained.
- If those 65 vehicles spill over from the garage, the garage would need to accommodate the remaining 116 peak vehicles.
- To maintain the ideal 85% occupancy target for the garage, this implies a garage size of approximately **137 spaces**
- Both surface lot replacement options would therefore generate substantial spillover into surrounding streets and lots.
- The garage replacement scenarios can accommodate peak demand without placing additional pressure on the surrounding area



Infrastructure Recommendations

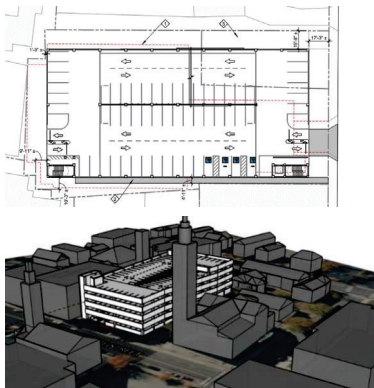
Recommendations

- It is feasible to repair and enhance building systems in the existing State Street Structure
 - Budget ~\$3M
 - Approx 15-years service life
 - No elevator, tight parking
- Spillover analysis indicates that replacement surface parking lots do not achieve needed supply



Recommendations

- Recommended budgets for replacement structures range \$24.3-28.9M.
 - BUT not apples-to-apples in terms of space count and building square footage
- Structure Option 3 is the highest efficiency, intuitive ramping, and best site fit
 - Property acquisition required
 - 392-spaces on 6-levels exceeds needed supply
 - Tall massing
- Opportunity to “right size” this or any of the structure options.



Parking Demand Management Recommendations

Prepare for Construction

- Proactively communicate timeline and impacts
 - Engage external partners to reach broader audiences
- Identify and advertise alternative parking locations; transition permit holders
 - School Street Garage
 - Storrs Street Garage
- Update wayfinding and online resources
- Designate a transition point of contact



Image Source: Fishbeck

Manage Changing Parking Demand

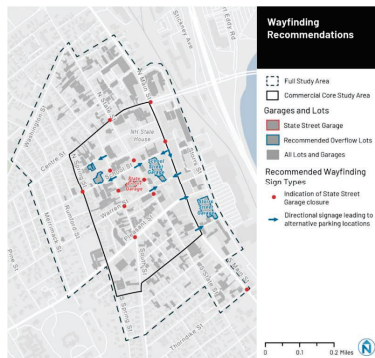
- Engage with external partners on TDM strategies
 - Chamber of Commerce
 - Larger Employers
- Encourage alternative modes of transportation
 - Promote Concord Area Transit (CAT)
- Establish metrics for monitoring utilization and enforcement patterns during construction



Image Source: City of Concord

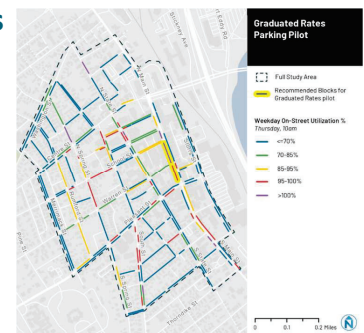
Improve Wayfinding

- Driving directionality signage to key facilities
- Highly visible facility signage
- Improved pedestrian wayfinding to downtown destinations and back to parking facilities



Pricing and Regulations

- Performance-based parking management to keep utilization near 85%
 - Change regulation or pricing
- Graduated rates
 - Progressively higher rates for longer stays to encourage turnover
- Evaluate adjusting Saturday enforcement practices
- Invest any increased revenue in capital reserve fund



Permit Program Improvements

- Evaluate impacts on permit parking during and after construction and increase permit parking in nearby garages as needed
- Assess permit pricing to reflect demand across facilities
 - Encourage redistribution to underutilized garages



Image Source: Fishbeck

Transportation Demand Management

- Establish a formal framework
 - Coordination and Target Audiences
 - Monitor Metrics and Report Progress
- Employer-Based Programs
 - Commuter and transit benefits
 - Carpool/vanpool
 - Bicycle Commute Incentives
 - Remote work policies
- Promote shared parking
- Market exiting CAT service; support transit improvements



Image Source: MOOver

Southeast Vermont: Southeast Vermont Transit (SEVT) provides an example of a smaller transit system known as MOOver. SEVT offers fixed route service in addition to microtransit and rides for specific groups (older individuals, persons with disabilities, Medicaid riders).

Multimodal Improvements

- Close sidewalk gaps and make streets more comfortable to cross
- Improve lighting
- Prioritize sidewalk snow clearance in high foot traffic areas
- Expand bike infrastructure
 - Bicycle lanes
 - Shared use paths
 - Bicycle parking
 - Bicycle repair stations



Image Sources: @PACO_Corridor

Governance & Organizational Structure

- Assess the impact of changes on the Parking Fund
- Identify coordination gaps and adjust structure as needed
- Evaluate a Transportation Management Association (TMA) model
 - Example: Upper Valley TMA (Lebanon and Hanover); association of employers, municipalities, transit providers, and regional planning agencies



Image Source: Vital Communities

Thank you!

