

Backyard Parking Study Bar Harbor Maine

Public Meeting



Bermello Ajamil & Partners



April 28th 2014

Today's Agenda

PART 1

- Introductions
- Objectives and scope of phase 1 and 2
- Parking analysis
- Backyard lot options
- Discussions of strategies

PART 2

- Next steps / authorization of phases 3 and 4
- Questions and Answers

Part 1

Phase 1 – Backyard Parking Garage Study

- Prepare base plan of the Backyard Parking Properties
 - East & west properties
 - Adjacent Streets
 - Existing buildings
- Test parking capacity of the lot
 - Total number of parking spaces
 - Total number of levels
 - Location of vehicular access, ingress & egress
 - Accommodation of fire access around garage
- Develop concept options
- Develop an order of magnitude cost

Phase 2 – Existing and future parking demand

- Develop existing town parking inventory
- Determine existing parking occupancy
- Determine current parking turnover
- Determine current & future parking surplus / deficit
- Conclusions

Decisions made during the last meeting

Kick-Off meeting take away

- **Data Collection and site visit**
 - Understand the existing conditions of the backyard Property
 - Understand the existing constraints & surrounding existing businesses and buildings
 - Understand the tourist "season"
 - Understand the concern of employees using on-street parking
 - Understand the Fire Department requirements for access
- **Communicated with a number of property owners**
 - **Variety of initial feedback**
 - Mostly concerned with growth of Bar Harbor, the impact of the height of the season and accommodation of parking
 - On-street versus off-street, size of pedestrian access, sidewalks, etc.
 - Most expressed there is a big parking deficit
 - Some concerned with how a parking garage pay for itself

Parking Analysis

Parking Assessment - Overview

- *DESMAN was engaged to record peak period conditions*
- Observations intended to inform site selection process
 - Observations would also inform target design capacity
- Parking inventory
 - Conducted within defined study area boundaries
 - Performed on Wednesday, August 22, 2013
 - Divided between public off-street facilities, private off-street facilities and on-street (curbside) parking areas
- Parking Occupancy Observations
 - Weekday observations performed Thursday, August 22, 2013
 - Weekday counts performed hourly from 10:00 AM to 8:00 PM
 - Weekend observations performed Saturday, August 24, 2013
 - Weekend counts performed hourly from 11:00 AM to 8:00 PM

Study Area



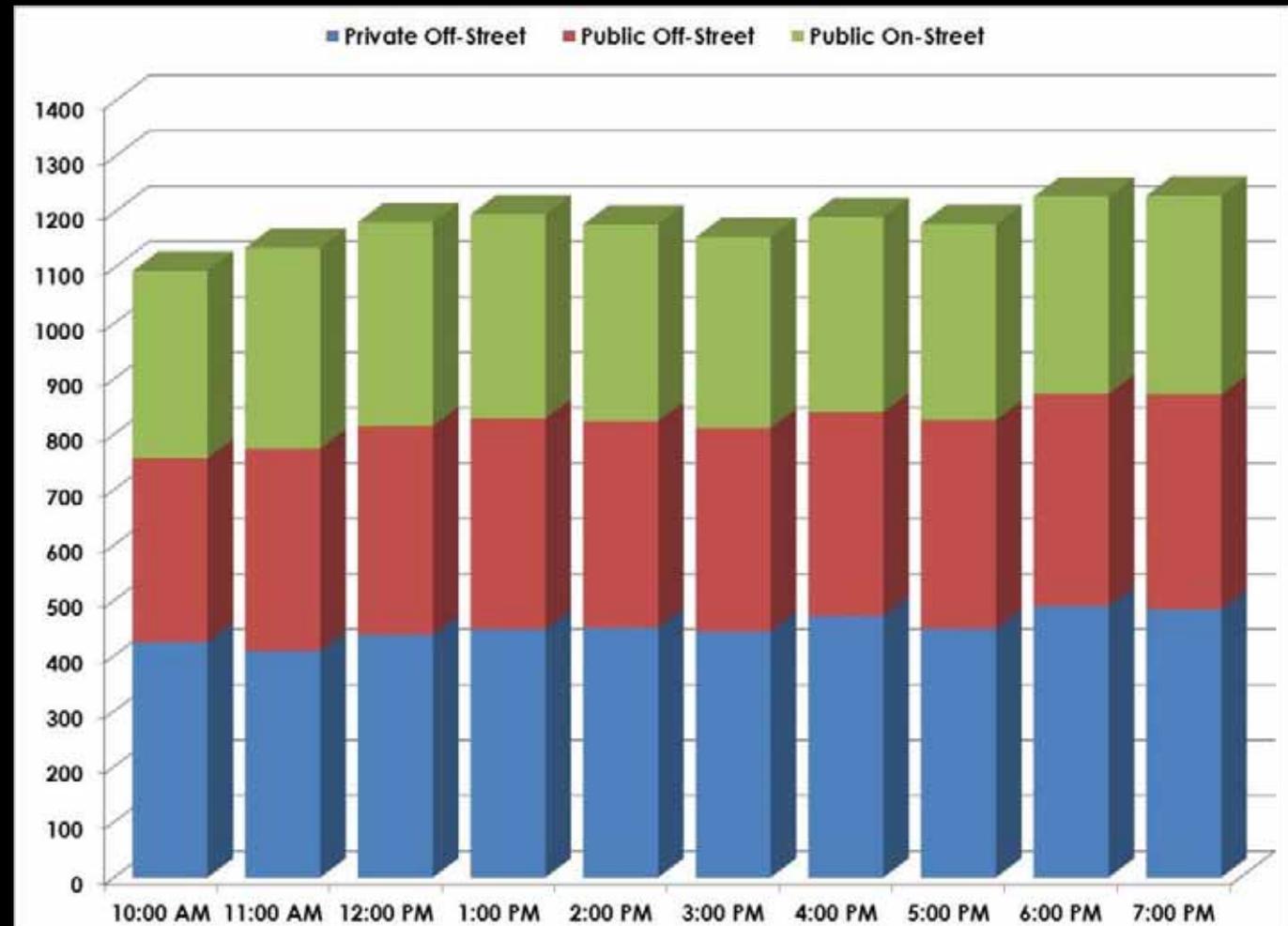
Parking Inventory



- 1,388 total spaces
- 56% (779) public spaces
 - 7 lots (392 spaces)
 - ~ 387 curbside spaces (2 hours)
- 44% (609) private spaces
 - 29 lots
 - Patron or employee parking
 - Retailers, restaurants, hotels, institutions, offices

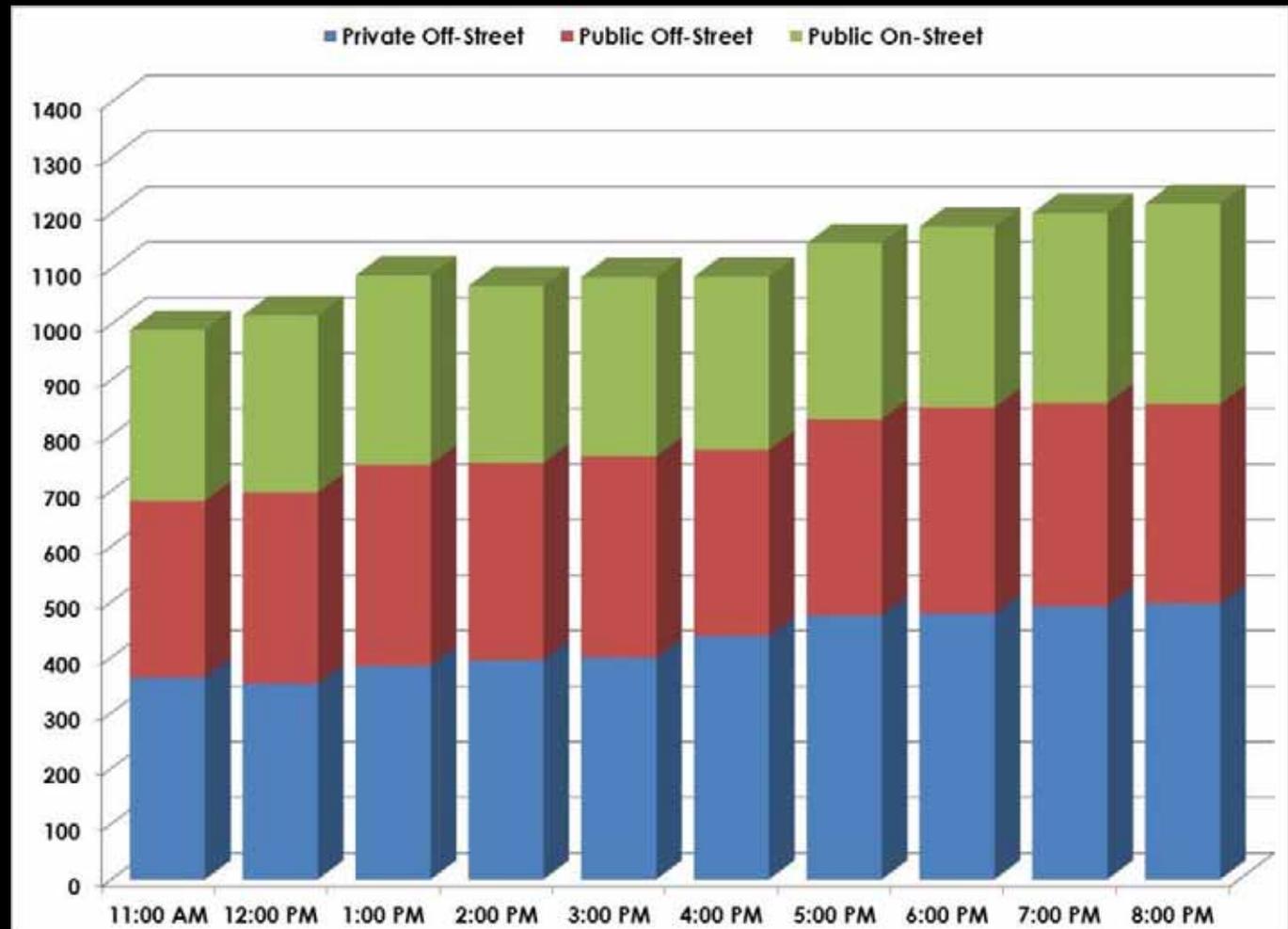
Weekday Occupancy

- Peak total occupancy = 1,231 cars @ 7:00 PM (89% utilization)
- 157 empty spaces at peak
- Peak Private Occupancy = 490 cars @ 6:00 PM (80% utilization)
- Peak Public Off-Street Occupancy = 388 cars @ 7:00 PM (99% utilization)
- Peak Public On-Street Occupancy = 368 cars @ 12:00 PM (95% utilization)



Weekend Occupancy

- Peak total occupancy = 1,217 cars @ 8:00 PM (88% utilization)
- 171 empty spaces at peak
- Peak Private Occupancy = 497 cars @ 8:00 PM (82% utilization)
- Peak Public Off-Street Occupancy = 371 cars @ 6:00 PM (95% utilization)
- Peak Public On-Street Occupancy = 360 cars @ 8:00 PM (93% utilization)



Length of Stay/Turnover Observations

Facility	Location	Inventory	1Hr	2 Hrs	3 Hrs	4 Hrs	5 Hrs	6 Hrs	7 Hrs	8 Hrs	9 Hrs	Vehicle Utilization	Total Length Of Stay (Hrs)	Avg. Vehicle per Space Turnover
P3	Backyard lot	20	17	22	8	7	2	4	1	2	0	63	2.7	3.2

Street Segment	Block	Inventory	1Hr	2 Hrs	3 Hrs	4 Hrs	5 Hrs	6 Hrs	7 Hrs	8 Hrs	9 Hrs	Vehicle Utilization	Total Length Of Stay (Hrs)	Avg. Vehicle per Space Turnover
West St.	Main St. & Rodick St.	10	18	13	3	2	2	0	0	0	0	38	1.9	3.8
Main St.	Cottage St. & West St.	16	29	30	9	3	0	0	0	1	0	72	1.9	4.5
Cottage St.	Main st. & Rodick Pl.	16	44	20	8	2	0	0	0	0	0	74	1.6	4.6
On-street Turnover		42	91	63	20	7	2	0	0	1	0	184	1.8	4.4

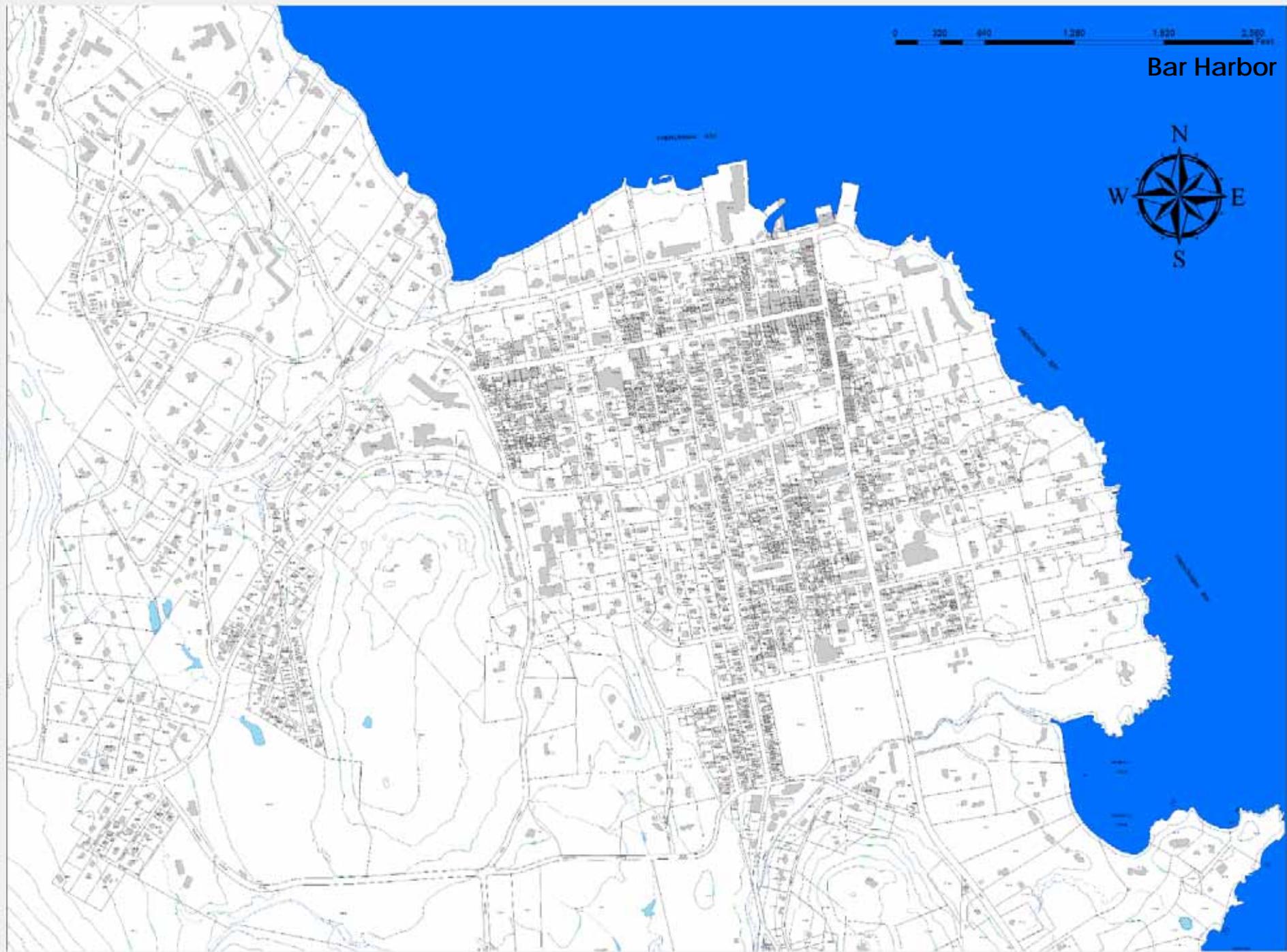
Adequacy Conclusions

- *Adequacy* is measured against *Practical Capacity* at the *Peak Hour* for each segment
- Private facilities: 58 spaces available @ 6:00 PM on a weekday, 51 spaces available @ 8:00 PM on a weekend
- Public Off- Street: Shortfall of 35 spaces @ 7:00 PM on a weekday, Shortfall of 18 spaces @ 6:00 PM on a weekend
- Public On-Street: Shortfall of 39 spaces @ 12:00 PM on a weekday, Shortfall of 31 spaces @ 8:00 PM on a weekend
- No localized reservoir of available capacity
- Immediate need for additional spaces across downtown

General Conclusions

- Occupancy during the summer season runs at “full” perceptive capacity. Curbside utilization is high, but turnover is good.
- The existing private facilities may have availability, but are subject to prescription (meaning they are limited to patrons of that owner).
- There is no reservoir of unused capacity for conversion.
- There is a shortfall of parking as follows:
 - *At least additional 75 spaces in a centralized location.*
 - *An additional 85 spaces to meet shortfall generated from existing developments.*
 - *Additional parking will also be consumed if provided.*
 - *Additional parking for future growth.*
 - *In addition, if built on the Backyard lot, any new construction must take into account the 81 existing parking spaces currently on site which will be removed for a future multi-level parking garage.*
- In total a new garage at the backyard lot should have capacity in excess of 300 spaces

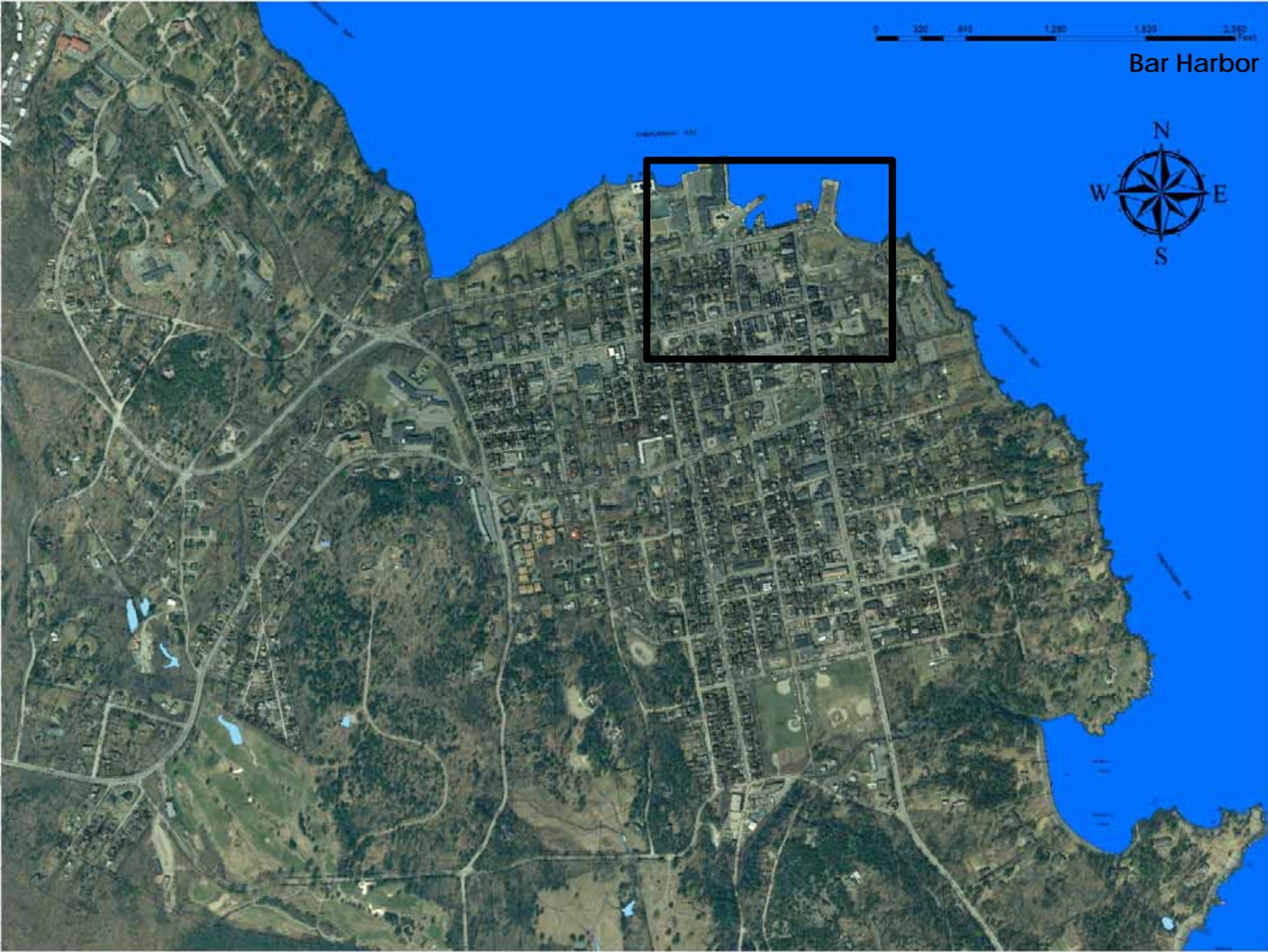
Backyard Lot Options



Bar Harbor

0 320 640 1280 1920 2560 Feet

Bar Harbor



Downtown
Bar Harbor



West Street

Main Street

Rodick Street

Parking
study site

Cottage Street



Adjacent Properties

West Street

Hotel, Retail & F&B

Retail

Retail / F&B

Residential

Parking study site
53,922 s.f.
1.23 Acres

Main Street

Rodick Street

Retail / F&B

Theater & Commercial

Office

Cottage Street



Adjacent Properties

West Street

Hotel, Retail & F&B

Retail

Retail / F&B

Residential

Main Street

Rodrick Street

Residential

Retail / F&B

Office

Theater & Commercial

Cottage Street



West Street

Option 1 -
east & west
properties

Main Street

Rodrick Street

Cottage Street



West Street

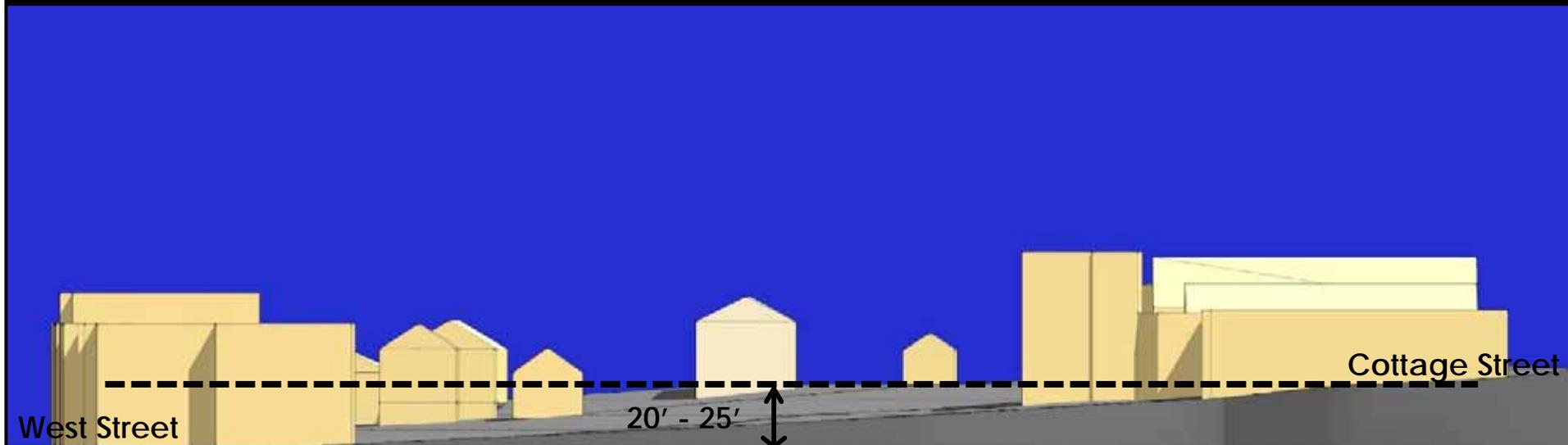
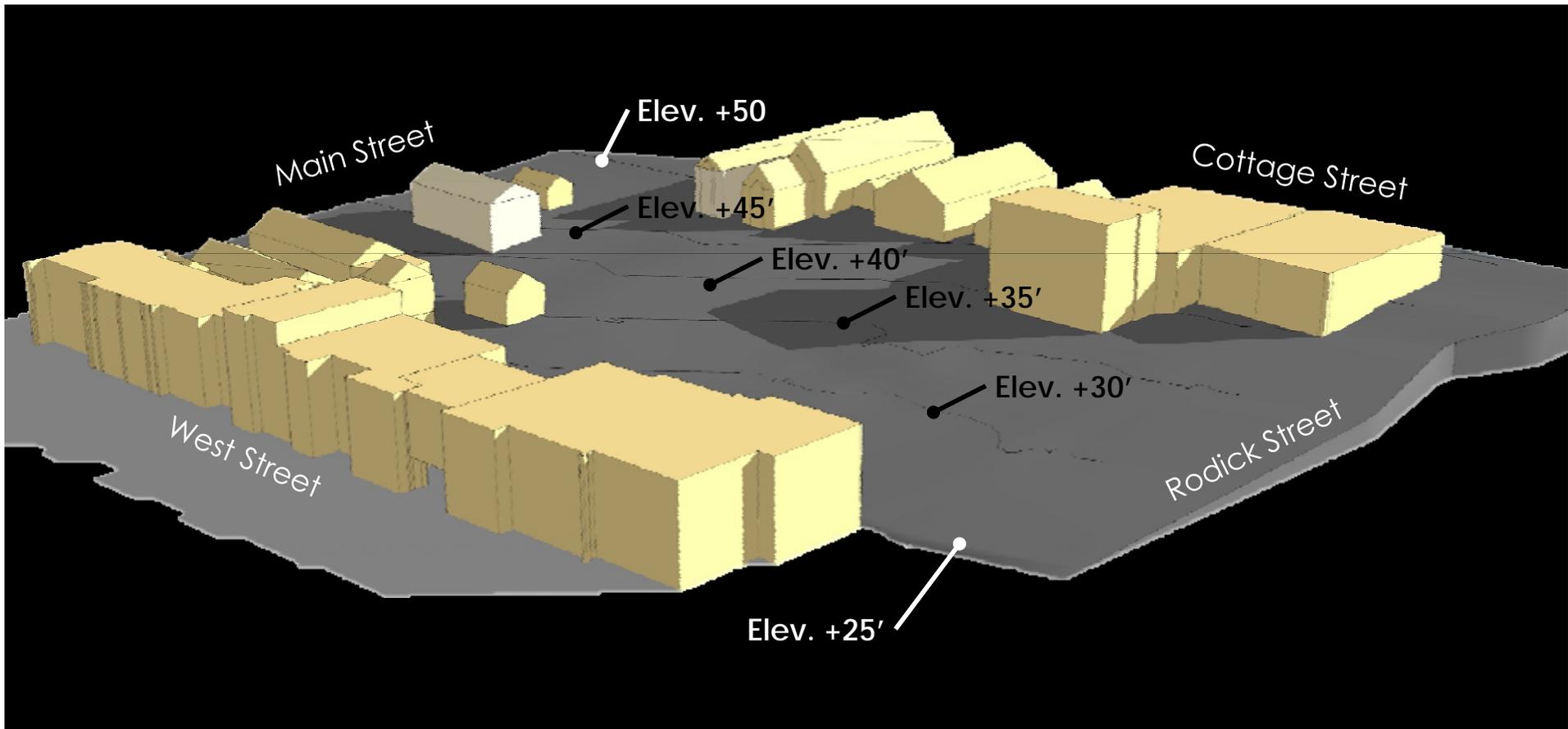
Main Street

Rodick Street

Cottage Street

Option 2 -
east property
only







West Street

Site Access From Rodick Street

Elev. +26'



Main Street

Rodick Street

Elev. +38'



Cottage Street



West Street

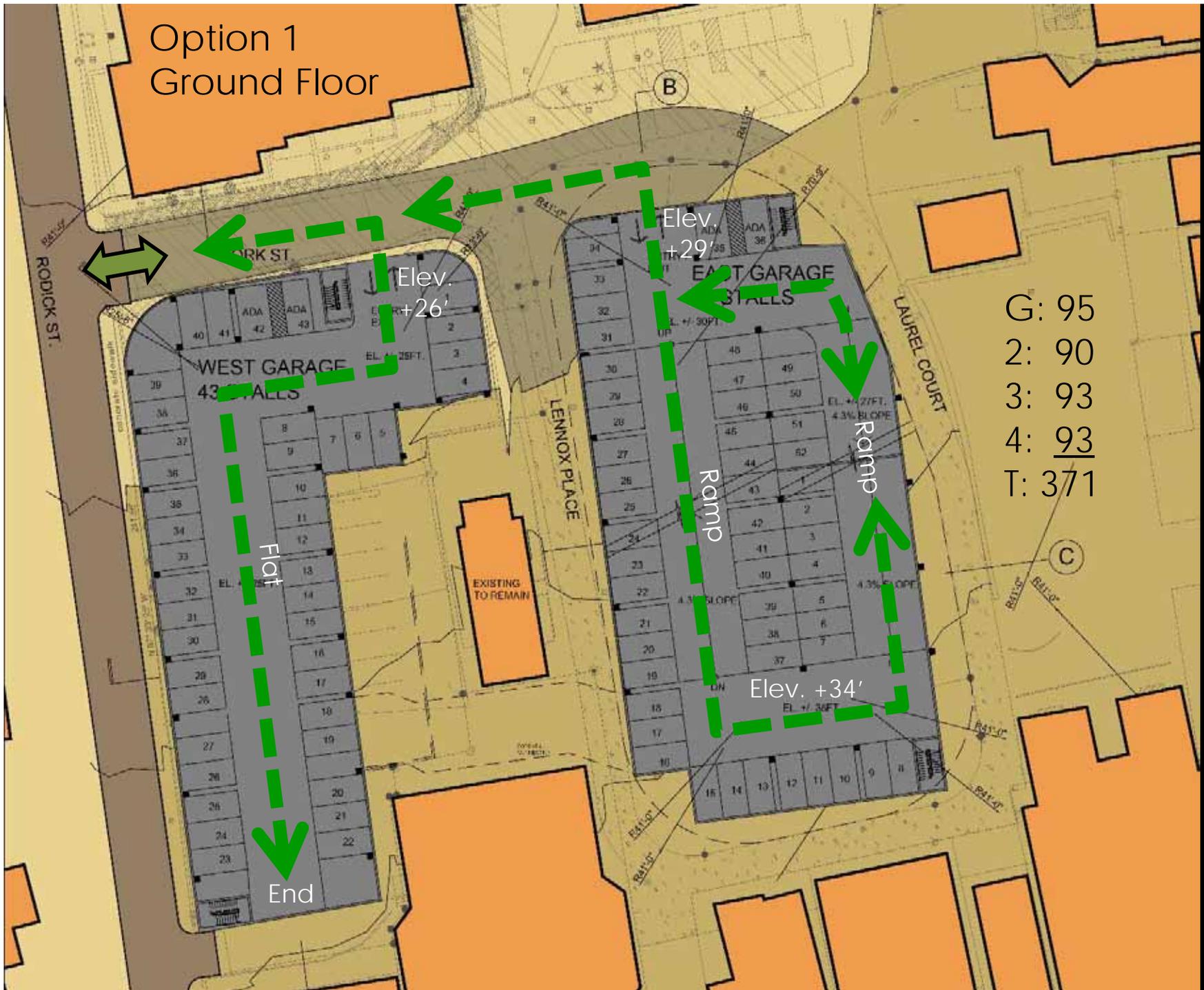
Existing service and access needs to be respected

Main Street

Cottage Street

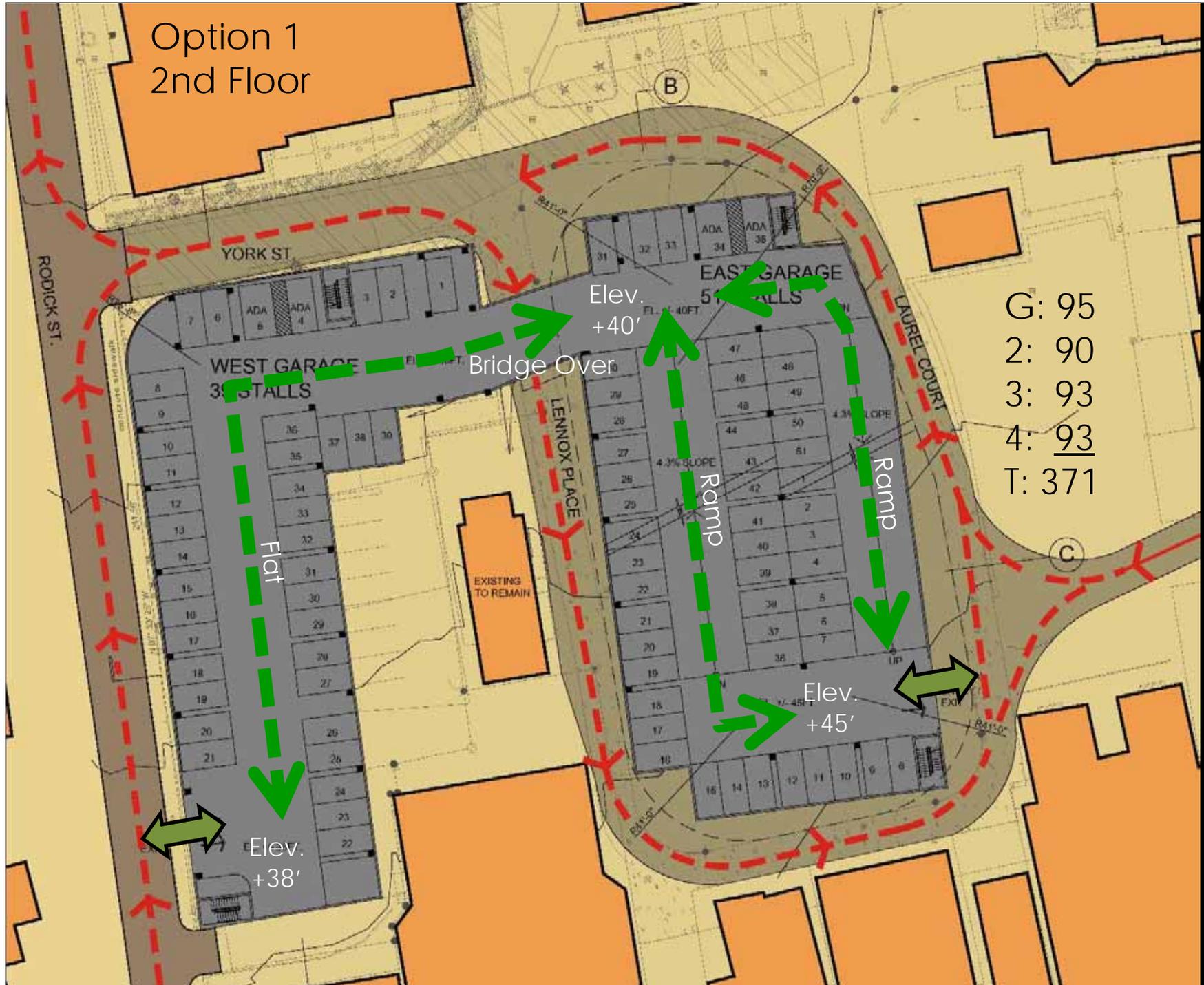
Option 1

Option 1 Ground Floor



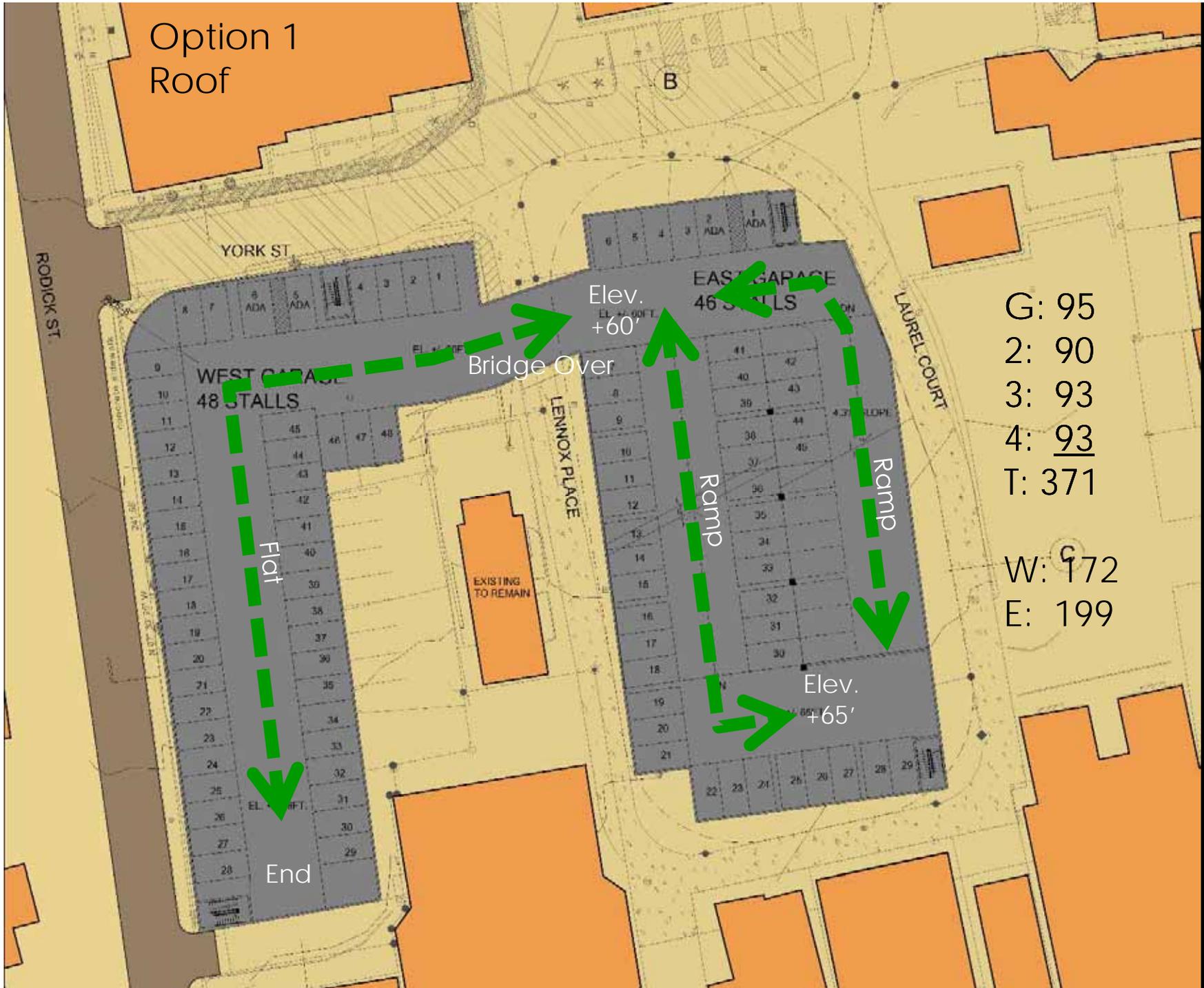
G:	95
2:	90
3:	93
4:	<u>93</u>
T:	371

Option 1 2nd Floor



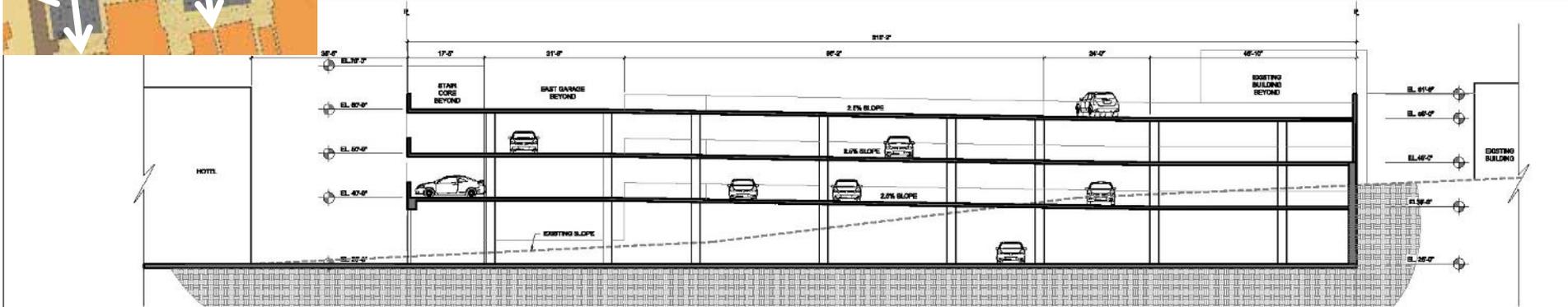
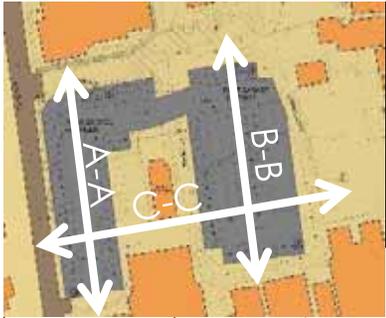
- G: 95
- 2: 90
- 3: 93
- 4: 93
- T: 371

Option 1 Roof

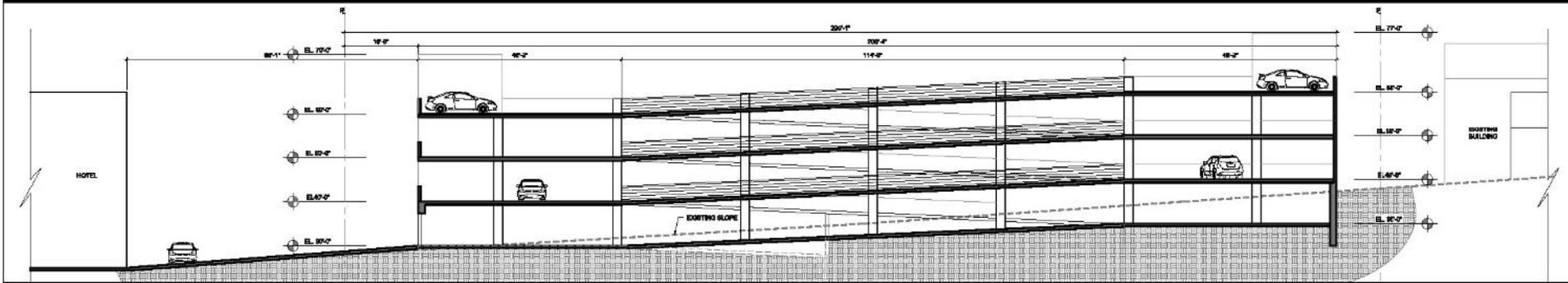


G: 95
2: 90
3: 93
4: 93
T: 371

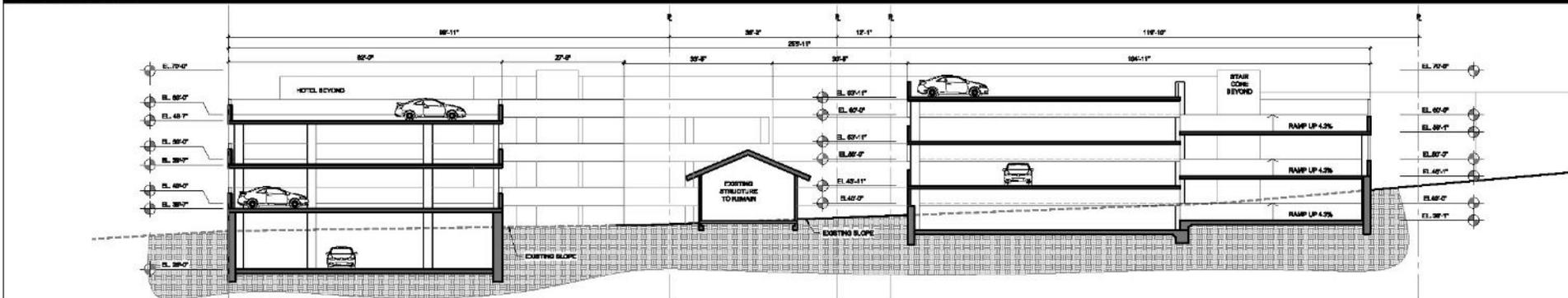
W: 172
E: 199

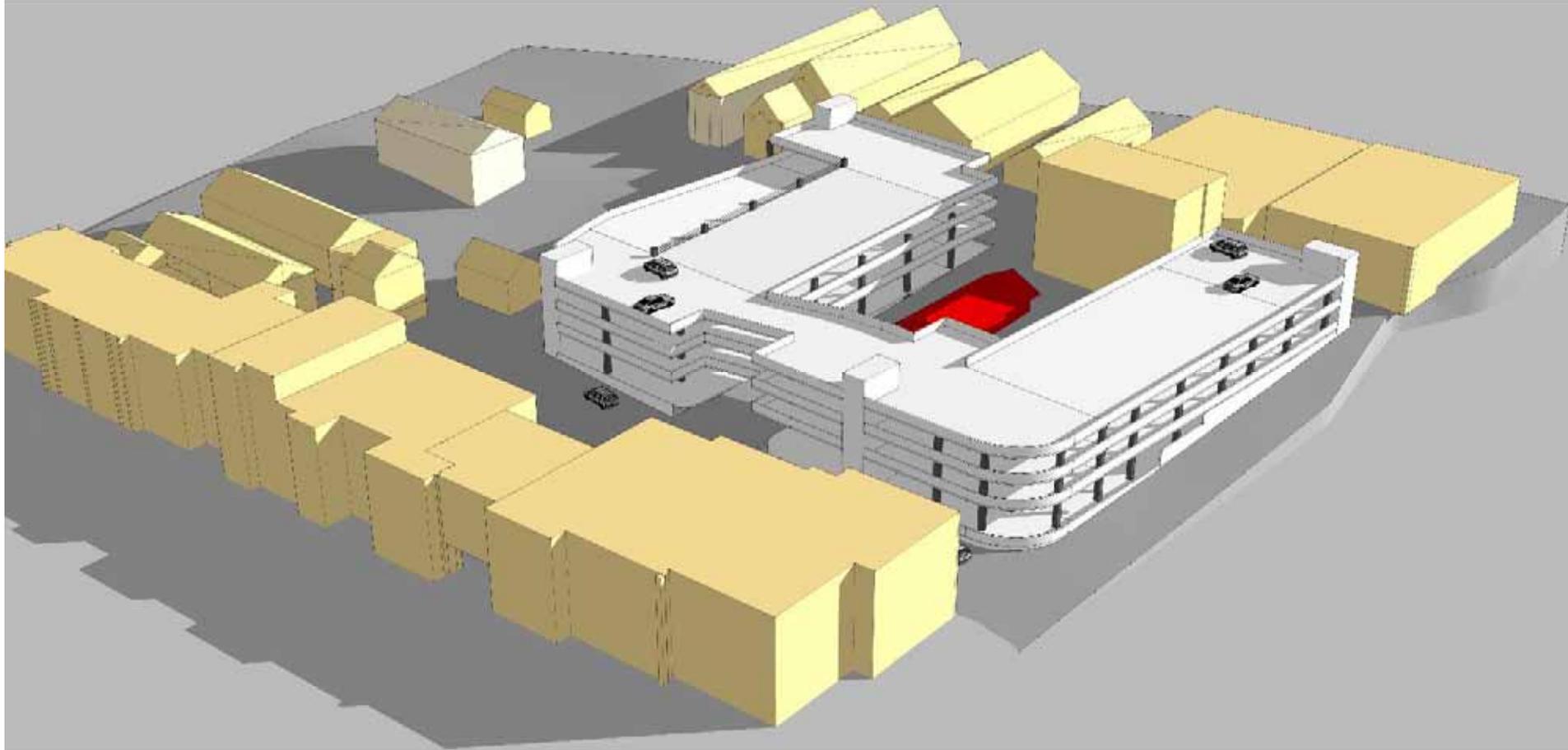


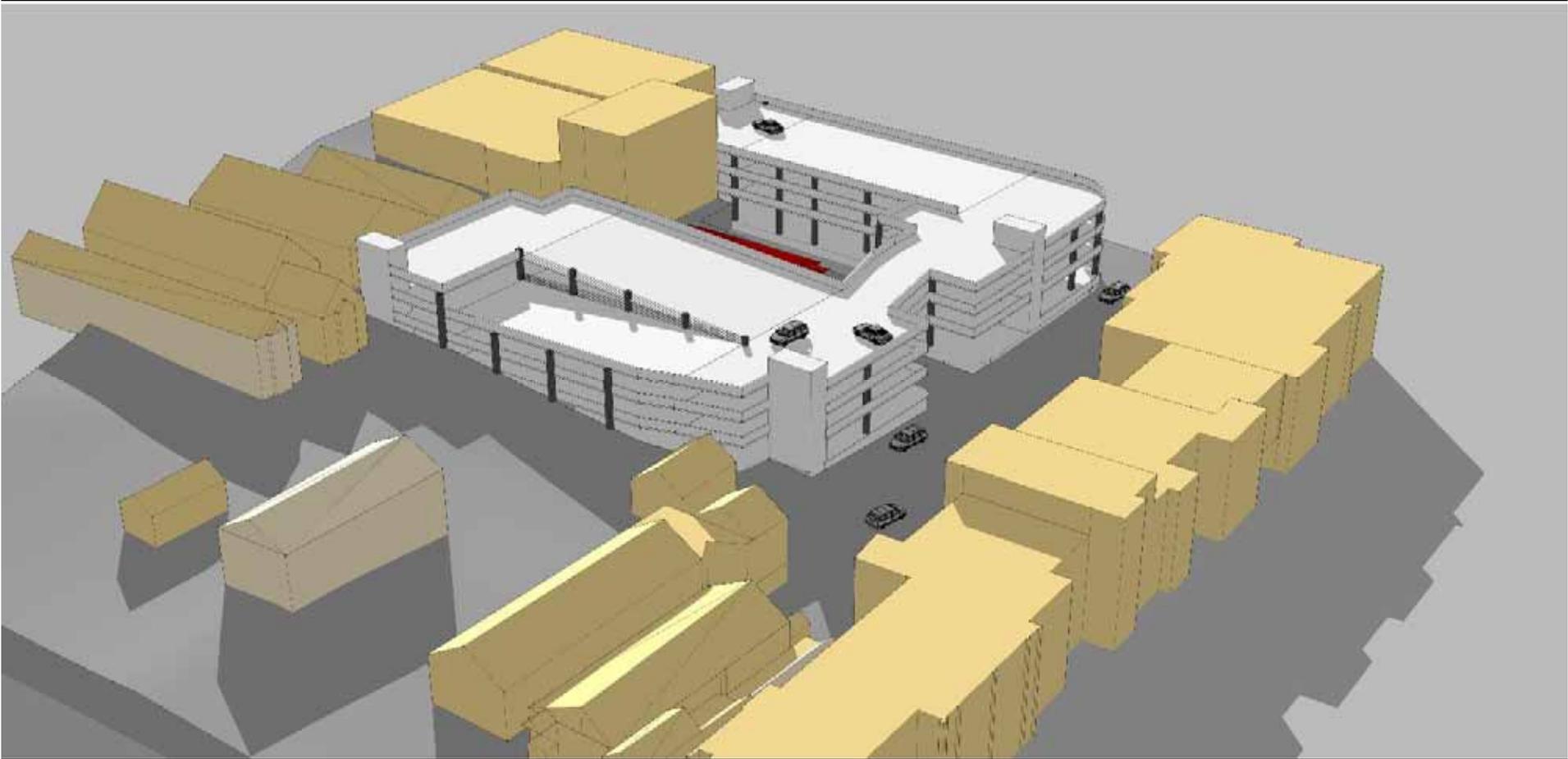
SECTION A

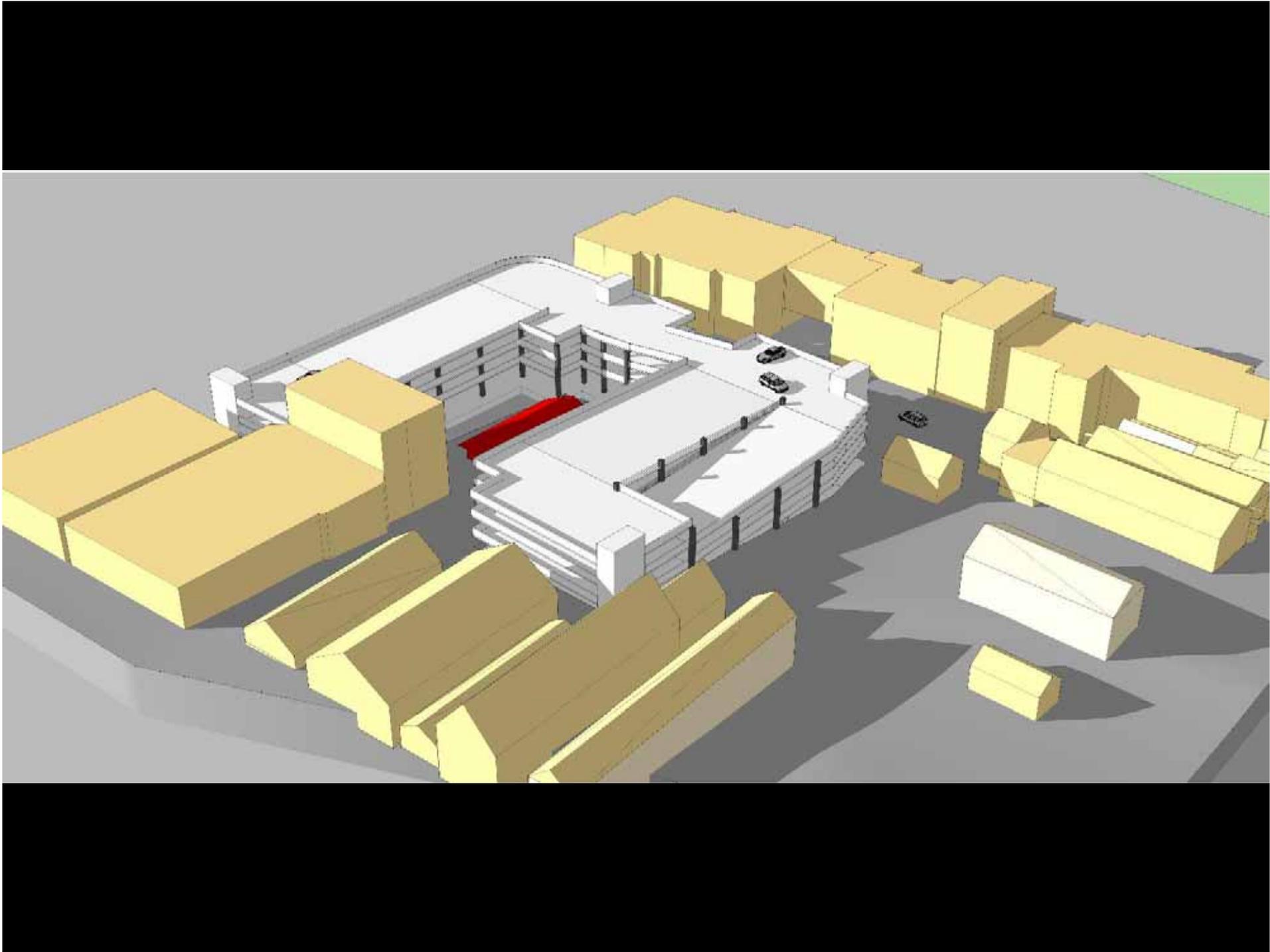


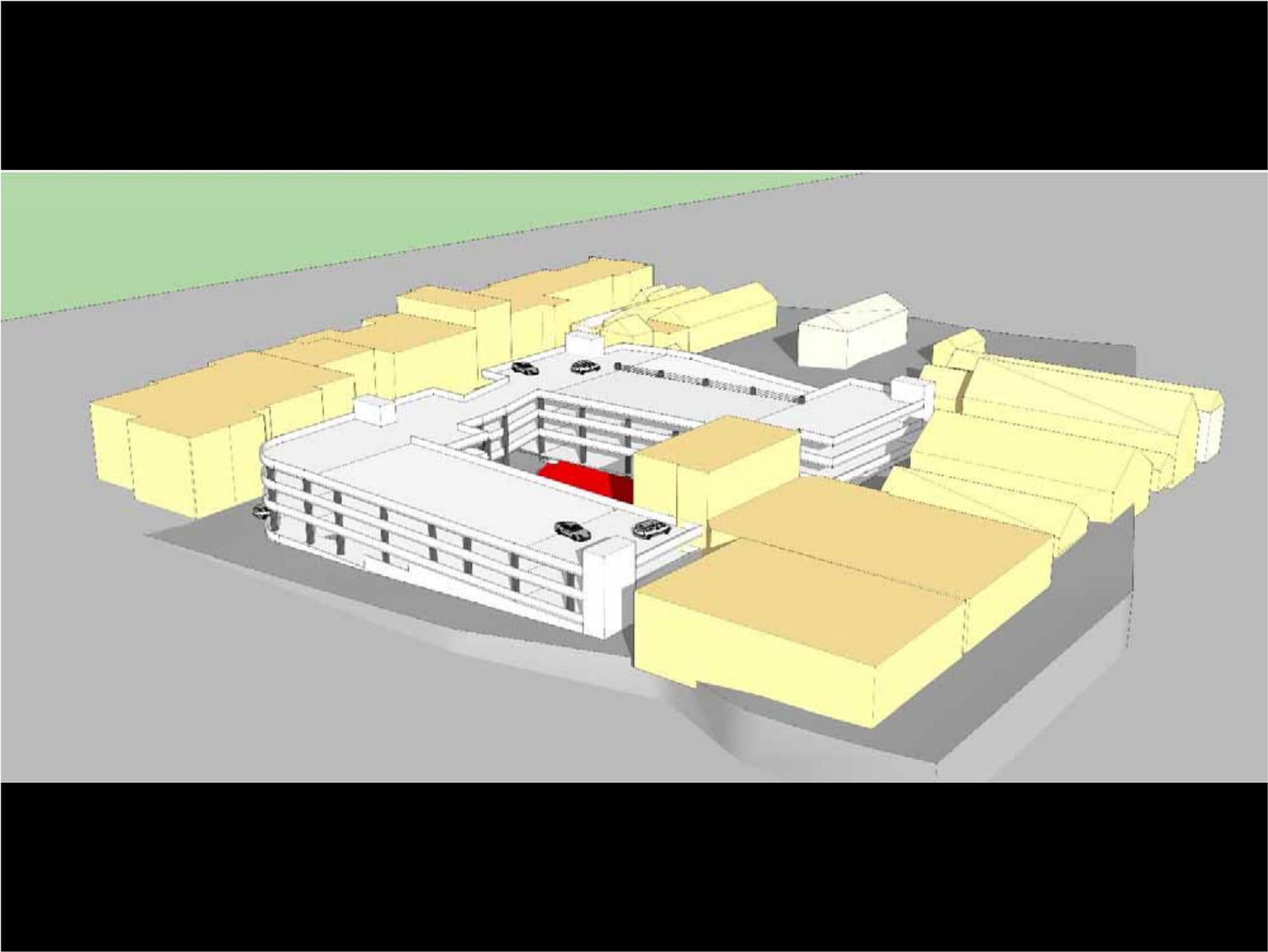
SECTION B





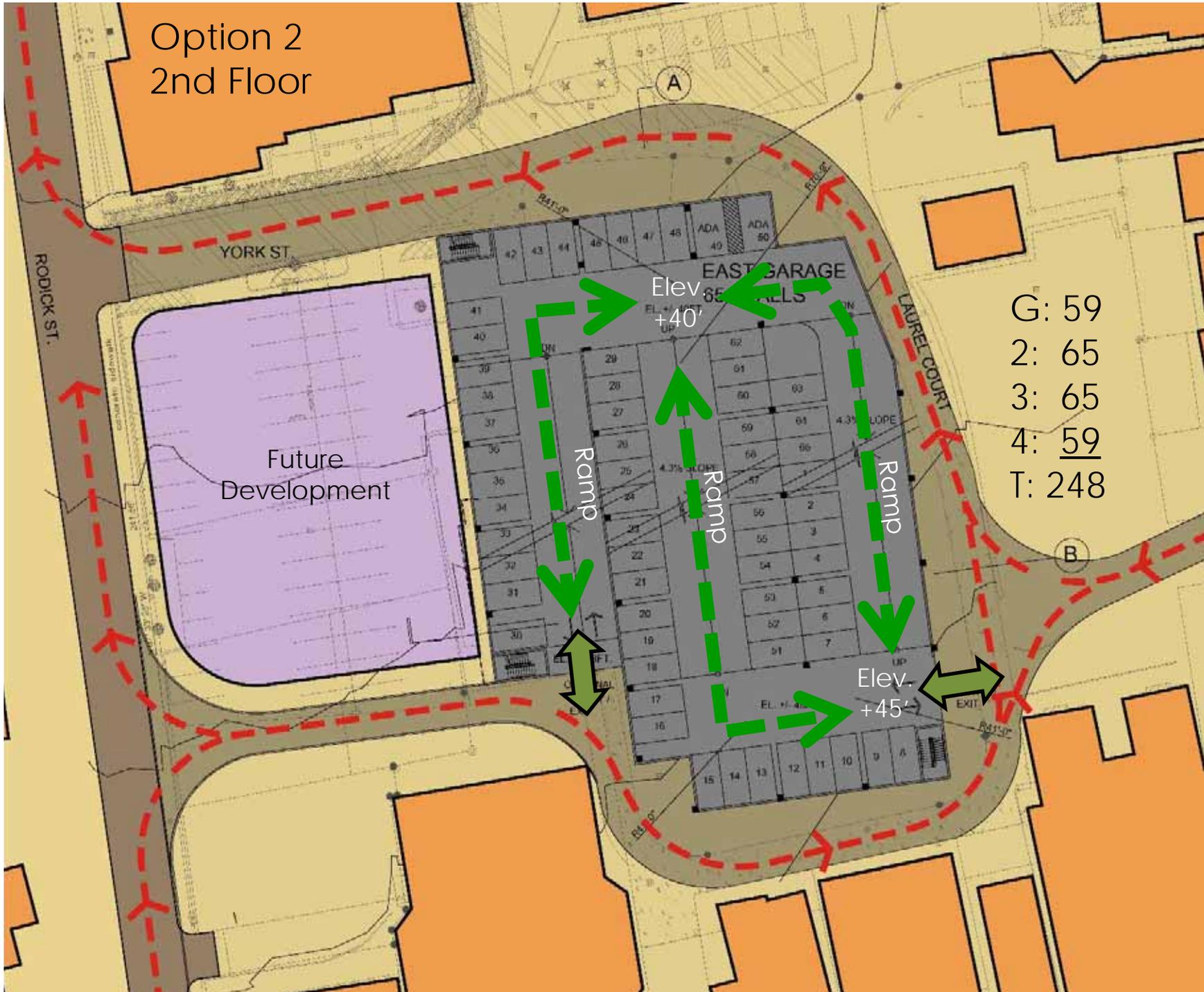






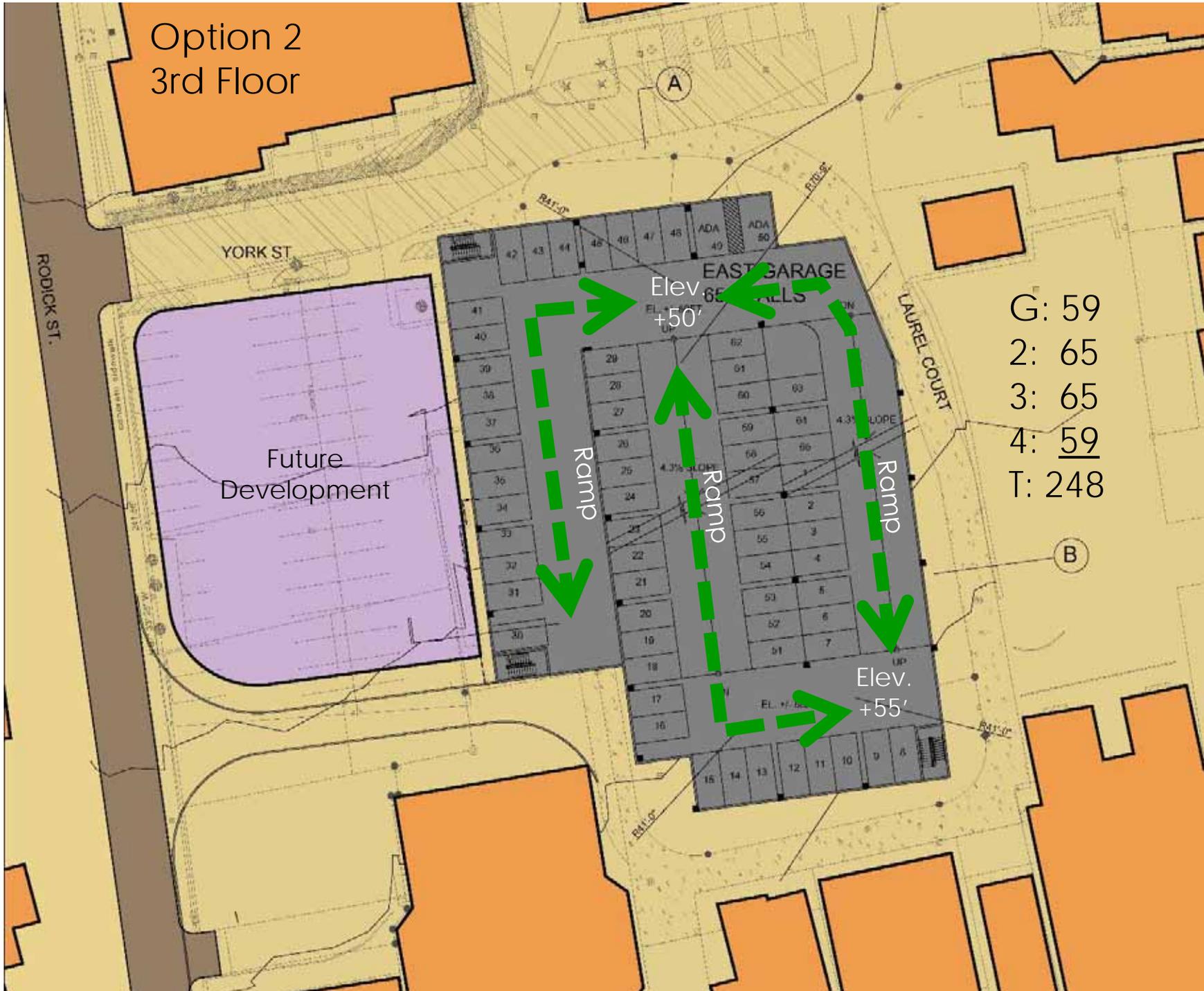
Option 2

Option 2
2nd Floor



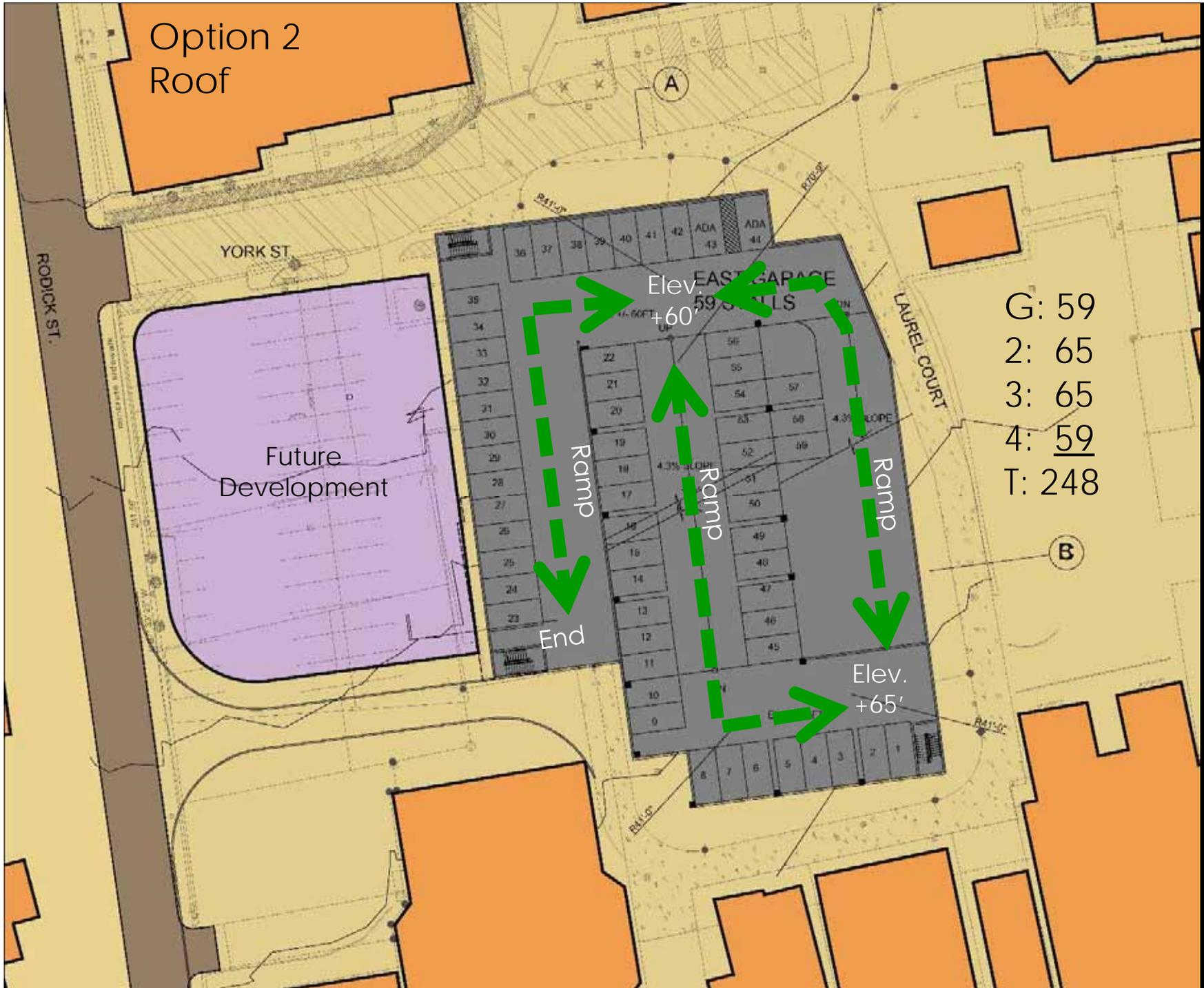
G:	59
2:	65
3:	65
4:	<u>59</u>
T:	248

Option 2
3rd Floor

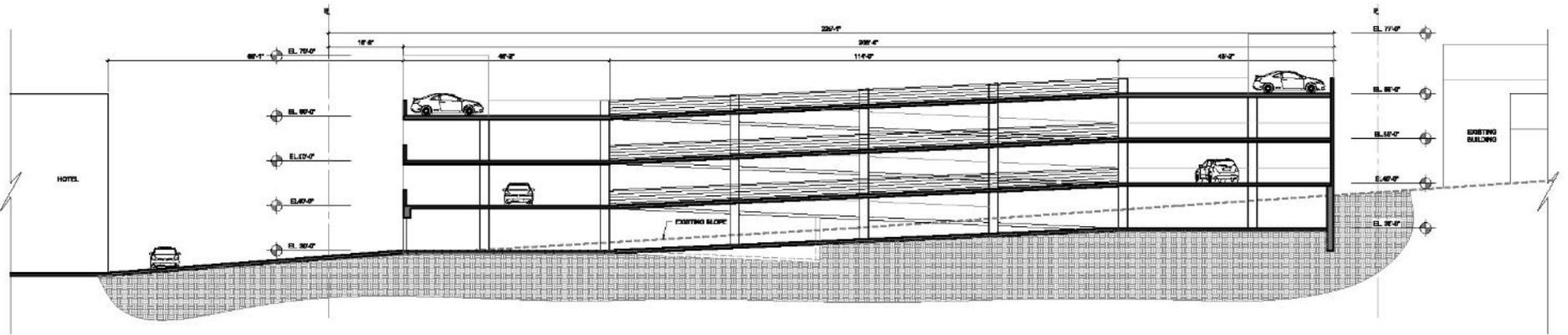


- G: 59
- 2: 65
- 3: 65
- 4: 59
- T: 248

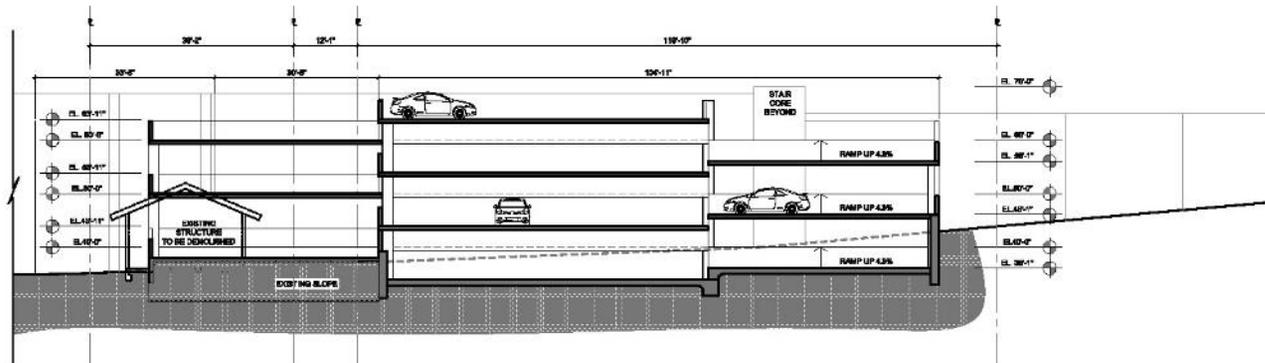
Option 2
Roof

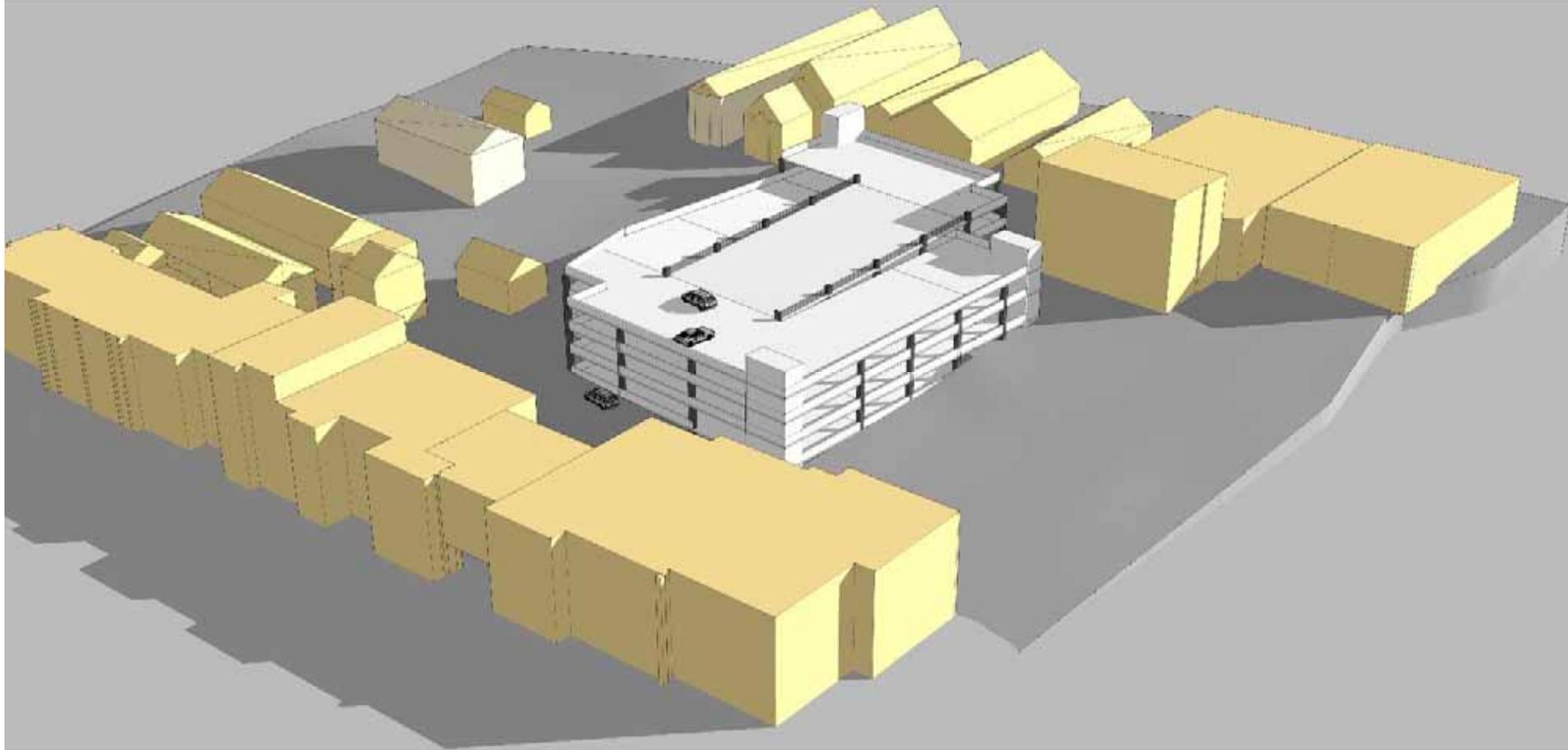


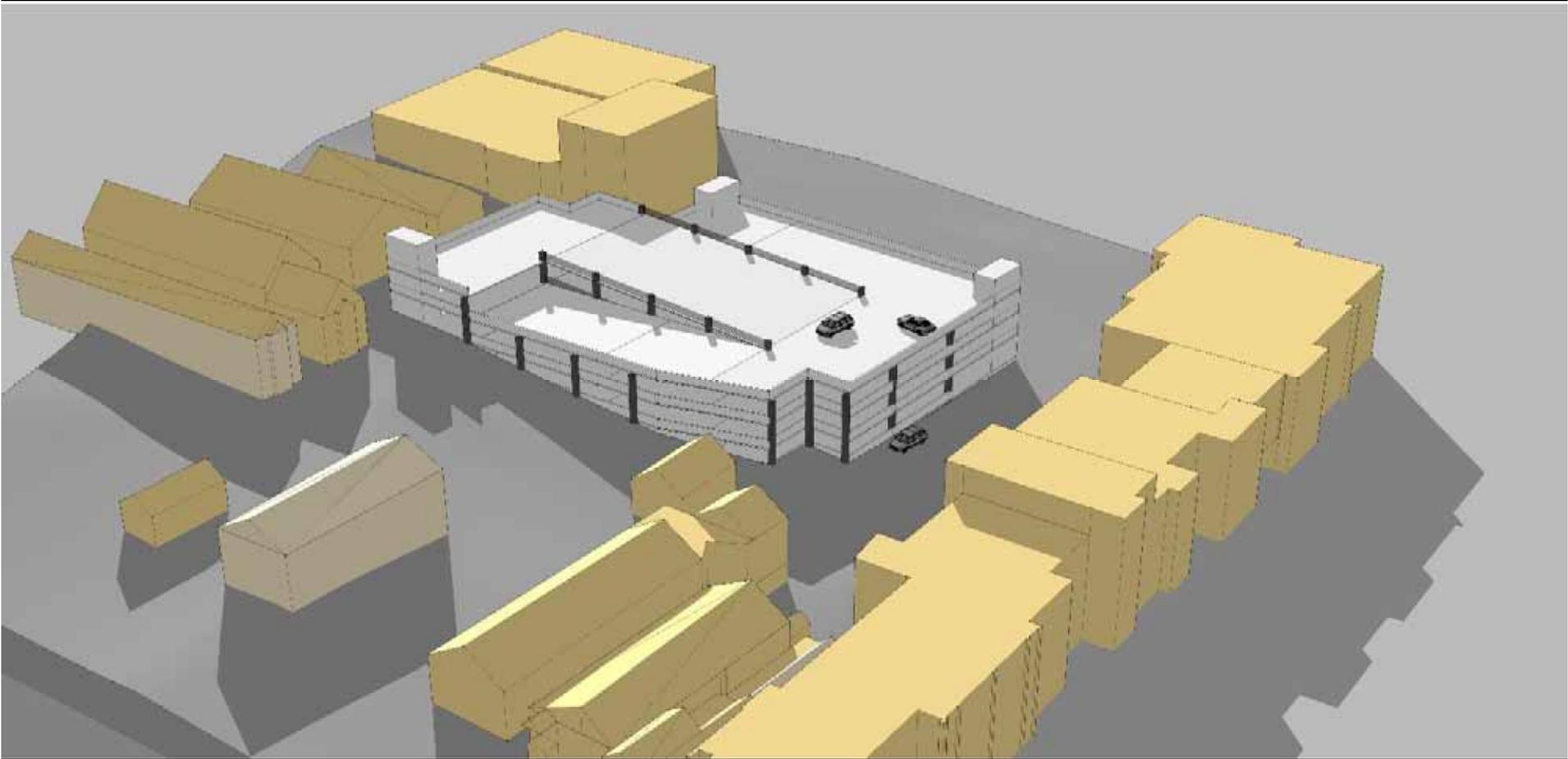
G: 59
2: 65
3: 65
4: 59
T: 248

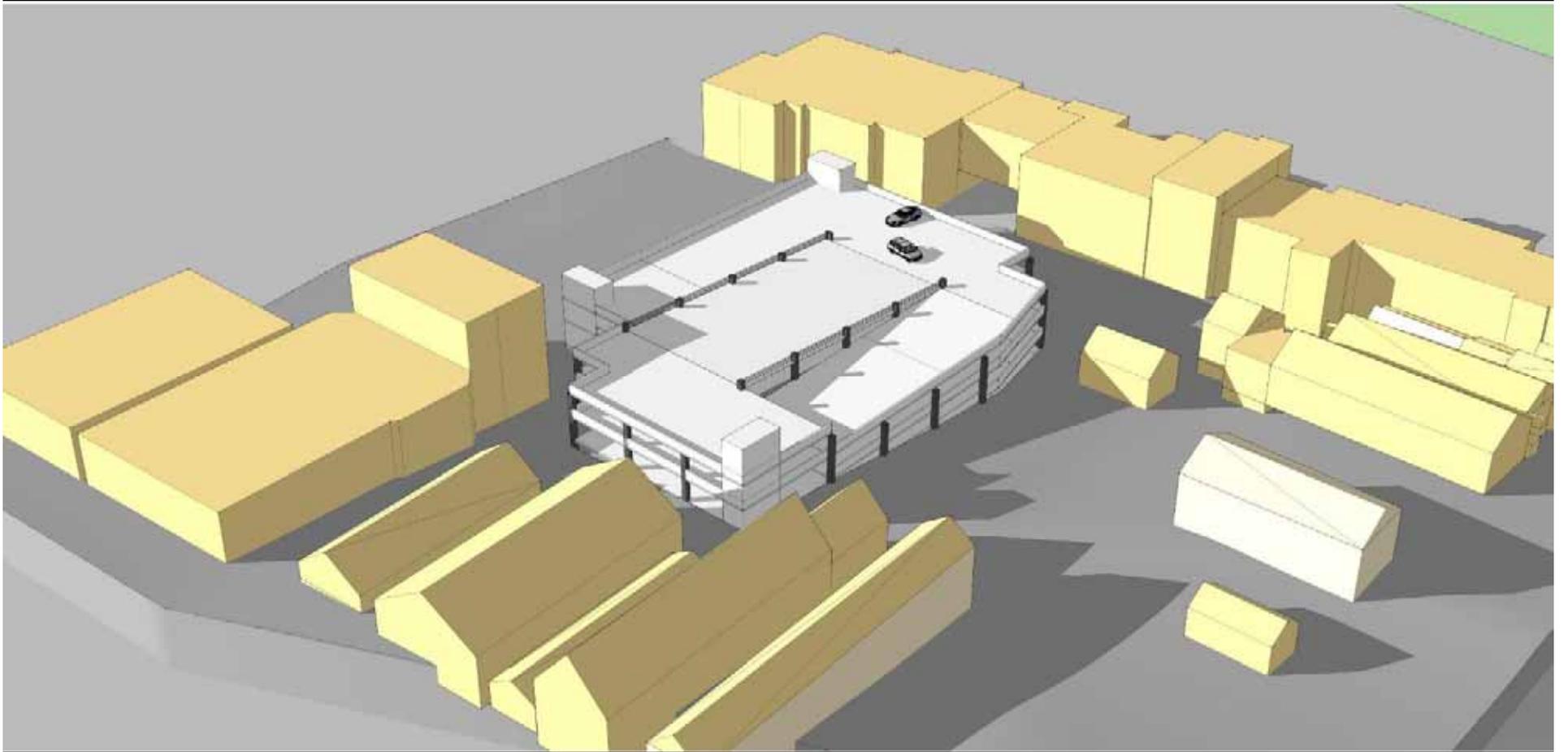


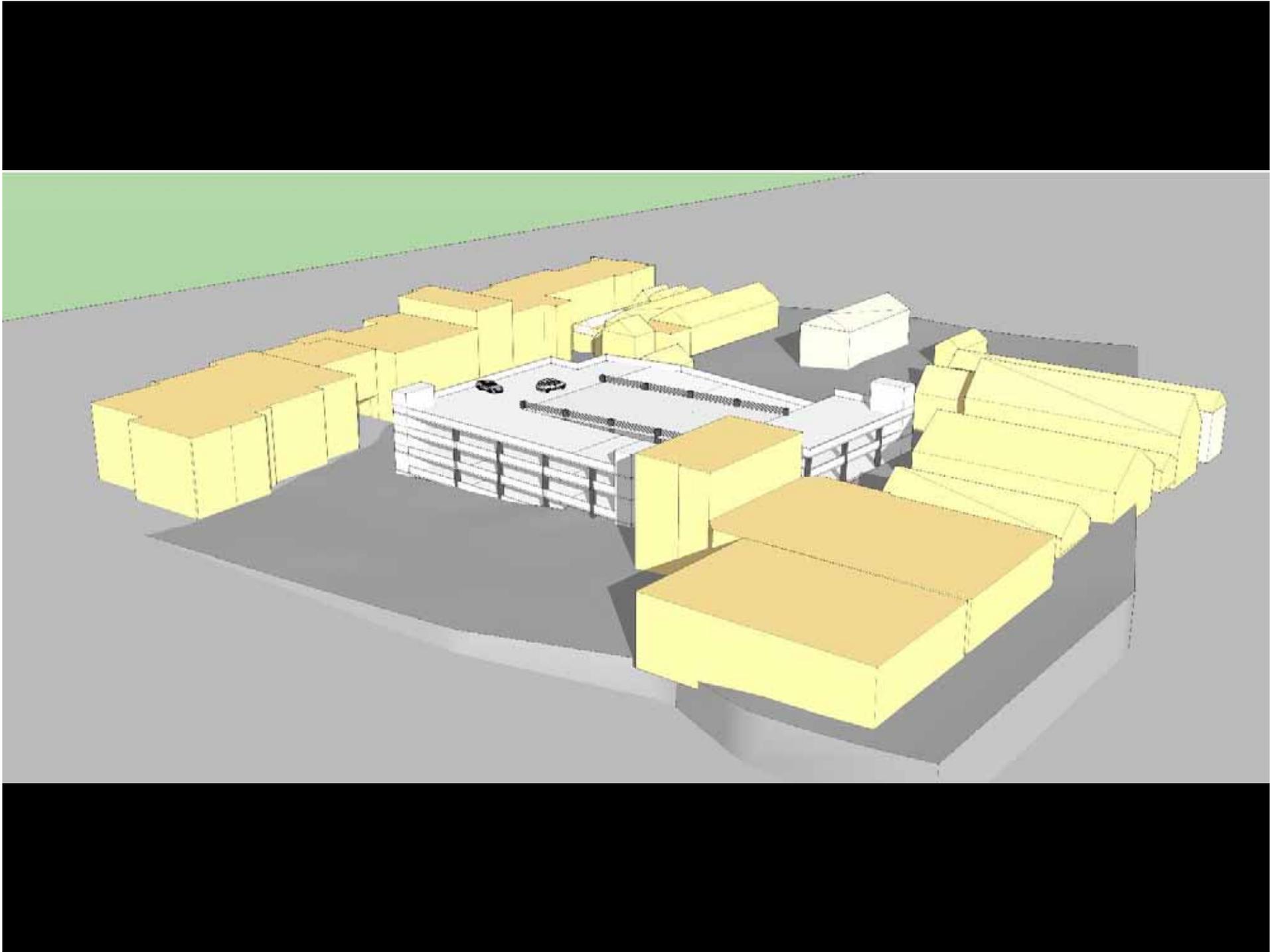
SECTION A



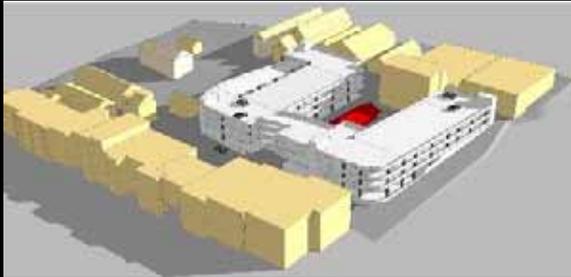








Design Data



Option 1



Option 2

Total Number of Spaces: 371

Total Number of Spaces: 248

Total Number of Floors 4

Total Number of Floors 4

Total Square Footage: 153,080

Total Square Footage: 105,350

Square foot / space 413

Square foot / space 425

Budget / Space: \$ 20,000

Budget / Space: \$ 20,000

Est. Hard Costs: \$7,420,000

Est. Hard Cost: \$4,960,000

Strategies

Strategies

- Agree on target parking garage size, capacity and budget
 - Target number of spaces to build versus needed
 - What is the optimal number?
 - Ability of remove some on-street parking to open pedestrian circulation
- Revenue options
 - Parking revenue from existing parking (system) – enterprise fund
 - Revenue from garage once opened
 - District revenue
 - In lieu fee
- Bar Harbor's overall policy of free spaces versus paid

Part 2

Authorization of Phases 3 and 4

- Phase 3
- Develop a vision for overall parking activity
- Model future demands
- Determine parking capacity
- Determine alternate off-season uses for facilities

- Phase 4
- Determine role of on-street parking in the town
- Determine potential charges for parking lots / garages
- Prepare alternative parking solutions
- Prepare "action plan" and assess future operating / financial conditions

Key Strategies

- Analyze and agree on a target parking garage size, capacity and budget.
- Confirm the optimal number of spaces to build versus what is actually needed. This will include studying the viability of removing some on-street parking to open pedestrian circulation.
- Revenue options will need to be explored such as potential parking revenue from existing parking (system)
 - Enterprise fund
 - Revenue from the new garage once opened
 - District revenue and or
 - In lieu fee.
- This ties directly into Bar Harbor's overall policy of free spaces versus paid.

Financial Feasibility Challenges

OPTION 1

- 371 spaces @ \$20,000/space = \$7,420,000 (hard costs)
- Plus \$1,484,000 in soft costs (20%)
- Total Project Cost = \$8,904,000
- Amortized at 4.5% over 25 years
- \$593,896/ year
- \$49,492/ month
- ~ \$15.00/space/day (@ 110 day operating season)
assuming 100% occupancy

OPTION 2

- 248 spaces @ \$20,000/space = \$4,960,000 (hard costs)
- Plus \$992,000 in soft costs (20%)
- Total Project Cost = \$5,952,000
- Amortized at 4.5% over 25 years
- \$396,998/ year
- \$33,083/ month
- ~ \$15.00/space/day (@ 110 day operating season)
assuming 100% occupancy

Financial Options

- Direct Fees: Garage collects enough to meet debt service & operating overhead ± 20-25%
 - ~ \$25.00/ day/ space assuming 100% occupancy
- Enterprise Fund: All parking revenues (meters, tickets, garage revenue) go to a fund that pays for debt service, operating expense and improvements
 - Distributes overhead and debt over 779 existing spaces + garage capacity
 - Could reduce cost to ~\$6.00/space/day on a 110-day operating season
- District Assessment: Could mean anything from Tax Incremental Financing to Ad Valorem Assessments
- In Lieu Fees: New/existing development pays for parking requirement waivers directly into a fund used to develop parking
- General Obligation Bond: The Town's full faith and credit is pledged against the debt; payment via tax revenues

Policy Issues

- Instituting 'fee for use' in the garage will require adjustments to current policy to prevent '*migration*'
- Residential Parking Permit program generates administrative and enforcement costs
- Metering program creates capital expense, maintenance overhead, and enforcement costs
- Any change in environment will require private property owners to react appropriately
- Creation of an enterprise fund may require the creation of a centralized (parking) department
- Just keeping time limited parking on adjacent streets may require increased enforcement

Backyard Parking Study Bar Harbor Maine

Thank you!



Bermello Ajamil & Partners



April 28th 2014