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# **TOWN OF BAR HARBOR**

## **BACKYARD PARKING STUDY**

### **Phase 1 and 2 Findings - Summary Report**

January 7, 2014

Prepared for:

**Parking Committee**  
**Town Of Bar Harbor**

Prepared by:



Bermello Ajamil & Partners, Inc.

**DESMAN**  
A S S O C I A T E S

## **SUMMARY OF PHASE 1 AND 2 FINDINGS**

The Parking Committee through the Town of Bar Harbor retained Bermello Ajamil & Partners, Inc. (B&A) and its sub consultant Desman Associates to study the overall town wide parking demand and the potential development of the Backyard lot for the accommodation of a new multi-level parking garage. A four phase proposal was presented, and B&A was authorized to proceed with phases 1 and 2.

The following summarizes the phase 1 and 2 findings presented to the Bar Harbor parking committee on January 7<sup>th</sup> 2014. More detailed information has been provided supporting these findings.

### **KICK-OFF MEETING FINDINGS**

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Phase 1 and 2 began with an initial kick-off meeting in Bar Harbor in August 2013 with the Bar Harbor parking committee. During this meeting the following was achieved:

- The committee reviewed prior work, discussions and goals. In addition the committee reviewed a document that was developed that created a framework for measuring success.
- The files of the existing site were collected as a means to compile an existing condition base plan to be utilized for the backyard parking garage study.
- A site visit took place to understand the existing conditions of the backyard property and understand the existing constraints and existing businesses surrounding the Backyard property.
- A meeting with the fire department occurred to understand the requirements for access around a proposed multi-level parking garage at the backyard property.
- The kick-off meeting also provided observations of the overall impact of the height of the tourist "season" in August and the dynamics of on and off-street parking.
- The team reviewed the limits of the "study area" for approval.

The team communicated with a number of property owners who provided initial feedback. Among the items raised:

- Many were concerned with the growth of Bar Harbor and the impact of the peak of the season and the accommodation of parking.
- Some were concerned with on-street versus off-street parking demands.
- Others expressed the need for more area dedicated to pedestrians, sidewalks, etc.
- Most expressed there is a parking deficit; and expressed concern with how a new parking garage will pay for itself.

### **PARKING ASSESSMENT**

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The kick-off was followed with on-site surveys to record peak period conditions which included observations intended to inform target design capacity.

A parking inventory and utilization study within the defined study area was performed on August 22 and 24, 2013. The study was divided between public off-street facilities, private off-street facilities and on-street (curbside) parking areas. Weekday counts were performed hourly from 10:00 AM to 8:00 PM. Weekend counts were performed hourly from 11:00 AM to 8:00 PM

## **PARKING INVENTORY**

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It was determined that there are a total of 1,388 parking spaces in the study area. These spaces are divided as follows: 56% (779 spaces) are public spaces located within 7 lots (392 spaces) and 387 curbside spaces (with a 2 hour limit); 44% (609 spaces) are private spaces within 29 lots used by patron or employee parking, retailers, restaurants, hotels, institutions, offices.

## **OCCUPANCY**

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**Weekday** - During weekdays, peak total occupancy totaled 1,231 cars @ 7:00 PM (89% utilization). There were 157 empty spaces at peak. Peak private occupancy totaled 490 cars @ 6:00 PM (80% utilization), peak public off-street occupancy totaled 388 cars @ 7:00 PM (99% utilization) and peak public on-street occupancy totaled 368 cars @ 12:00 PM (95% utilization).

**Weekend** - During the weekend, peak total occupancy totaled 1,217 cars @ 8:00 PM (88% utilization). There were 171 empty spaces at peak. Peak private occupancy totaled 497 cars @ 8:00 PM (82% utilization), peak public off-street occupancy totaled 371 cars @ 6:00 PM (95% utilization) and peak public on-street occupancy totaled 360 cars @ 8:00 PM (93% utilization).

## **LENGTH OF STAY / TURNOVER OBSERVATIONS**

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Sample turnover surveys were performed to understand the vehicle duration of stay and vehicle turnover per space at the Backyard lot and along certain critical streets. Over the course of a nine hour weekday, the average total length of stay per vehicle was 2.7 hours and an average turnover per space was 3.2 times per day. This length of stay and turnover rate is consistent with use by transient parkers (i.e. customers) in a retail-oriented, mixed-use environment and suggests the facility is primarily used by visitors, with little or no patronage by longer-term parkers (i.e. residents, area employees, etc.). Over the course of a nine hour weekday, the average total length of stay per vehicle was 1.8 hours and an average turnover per space was 4.4 times per day.

## **CAPACITY (ADEQUACY) CONCLUSIONS**

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Adequacy is measured against practical capacity at the peak hour. The following are initial conclusions:

- In private facilities, 58 spaces were available @ 6:00 PM on a weekday, 51 spaces available @ 8:00 PM on a weekend.
- In public off-street parking, there was a shortfall of 35 spaces @ 7:00 PM on a weekday and a shortfall of 18 spaces @ 6:00 PM on a weekend.
- In public on-street parking, there was a shortfall of 39 spaces @ 12:00 PM on a weekday and a shortfall of 31 spaces @ 8:00 PM on a weekend.
- There are no localized lots or areas (reservoir) of available surplus parking capacity; and therefore there is an immediate need for additional spaces across.

## **GENERAL CONCLUSIONS**

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The following are the conclusions of the study:

- 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 PARKING OPTIONS**

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The initial objective of this study was focused on determining how many parking spaces can be accommodated within the existing backyard study area in a manner that is compatible with existing urban density of the surrounding buildings. It should be noted that the options explored at this stage should not be considered as final in size, quantity of parking spaces, budget, etc.

### **Site conditions**

The Backyard site comprises a number of existing properties totaling approximately 53,922 square feet. It is bounded on the west side by Rodick Street and on the north, south and east by an existing hotel, retail, food and beverage establishments, theater and commercial buildings.

All of the functions for the existing buildings which includes service areas, alternate entrances, back of house, etc. were preserved and not altered or adversely impacted by the options explored.

The entire block from West Street to Cottage Street ranges in elevation from +25' to +50' or a 25' rise.

Two options were explored for a multi-leveled garage. The options take advantage of the elevation difference to maximize the site while keeping the overall massing and building height compatible with the existing buildings.

**Option One** - Option 1 used the area to maximize the overall parking potential. The parking structure would have a direct façade and edge condition along Rodick Street. This façade should have to be carefully developed; both from a massing and architectural style perspective as well as incorporating commercial program to activate the pedestrian experience along Rodick Street. Option One generates a capacity of 317 parking spaces in (4) four levels.

**Option Two** - Option 2 used only the east or central area of the study site. Option Two totals 248 parking spaces in (4) four levels.

The following summarizes the (2) two options explored. It should be noted that these options should not be considered as final in size, quantity of parking spaces, budget, etc. Rather, these options simply illustrate the site potential.

	<b>OPTION ONE</b>	<b>OPTION TWO</b>
Total number of spaces:	371	248
Total number of floors:	4	4
Total square footage:	153,080 s.f.	105,350 s.f.
Square foot per stall:	413 s.f.	425 s.f.
Budget per stall:	\$20,000	\$20,000
Estimated hard cost:	\$7,420,000	\$4,690,000

Both of these options provide a viable mechanism to meet the parking shortfall of the Town.

## **NEXT STEPS**

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Next steps are for the Town of Bar Harbor to authorize Phases 3 and 4 of this work. Phase 3 will include developing a vision for overall parking activity in Bar Harbor, modeling future demands, determining parking capacity and alternate off-season uses for facilities.

Phase 4 will include determining the role of on-street parking in the town and potential charges for parking lots / garages. This includes the preparation of alternative parking solutions and an "action plan" to assess future operating / financial conditions.

Key strategies that need to be explored will be to analyze and agree on a target parking garage size, capacity and budget. A further study will have to 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. Additionally, 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.

End of summary