

Backyard Parking Study

Bar Harbor Maine

Overview



Open House
November 9, 2015



Bermello Ajamil & Partners



Overview of Previous Efforts

- Increase from current 50+ town parking spaces in current “backyard” lot
- Provision in new parking facility for any on-street spaces lost
- Provision in parking facility of all parking spaces required by Ocean Properties for “full occupancy” of West Street Hotel
- Continued/improved access to all current easement holders /abutters with land adjacent to existing town ways at Lenox Place and Laurel Court
- Improved pedestrian access to Main Street, Cottage Street and Rodick Street
- Advancement of the Town’s long term interests (social, economic, environmental—including reduced automobile congestion and increased pedestrian amenities)

Overview of Previous Efforts

- Acceptable/Mutually Beneficial framework for public-private partnership ***for construction*** of parking facility and related amenities, including sharing costs
- Acceptable/Mutually Beneficial framework for public-private partnership ***to own and operate/maintain*** parking facility, including sharing costs and revenues
- Broad public support for project in preparation for Town Meeting to approve any land transfers (gifts, purchases or conveyances) or other necessary actions
- Project construction, operation and maintenance will not add to the property tax burden for businesses and residents

Overview of the Backyard Parking Study

- Phase 1 – Site Feasibility
- Phase 2 – Existing Conditions Assessment
- Phase 3 – Future Conditions and Alternatives Analysis
 - Update from 2013 to 2014
- Phase 4 – Financial Feasibility

Phase 1 and 2 Findings

- Occupancy during the summer season runs at "full" (perceptive) capacity
 - Curbside utilization high, but turnover is good
- Existing private facilities may have availability
 - Subject to prescription (meaning they are limited to patrons of that owner)
- No existing unused capacity for conversion.

Phase 1 and 2 Conclusions

- **Parking shortfall**
 - Approximately 75 spaces needed in a centralized location
 - If garage is built on the Backyard lot, 81 spaces will need to be replaced
 - Additional 85 spaces needed to meet demand from future developments
- Total of 300 spaces + needed to be provided in proposed garage (2013 numbers)

Phase 3

- Review peak hour occupancy 2014 versus 2013 results
- Model future demands
- Determine parking capacity
- Study alternate off-season uses for garage
- Report on typical length of stay & turnover of Main, West and Rodick Street
- Report on vehicles parked on-street south of Mount Desert Street
- Analyze future demand from potential new development
- Develop a vision for overall parking activity

Peak Demand updated in 2014

- Demand grown between 1% and 4% over 2013
- Resulted in combined parking deficits on-street and off-street parking locations of:
 - 79 Spaces on the Weekdays
 - 69 Spaces on Weekends
- Changes to on-street parking policies and future development could have an additional impact on the future supply

Phase 4

- Determine what to build and policies to facilitate it
- Calculate project cost
- Establish parking management and financing plan
- Develop strategies to cover cost of development/operation of garage without property taxes
- Recommend parking rates
- Recommend a staffing/operating program
- Demonstrate how the financing plan can be fiscally feasible
- Recommend a structure for the public private partnership

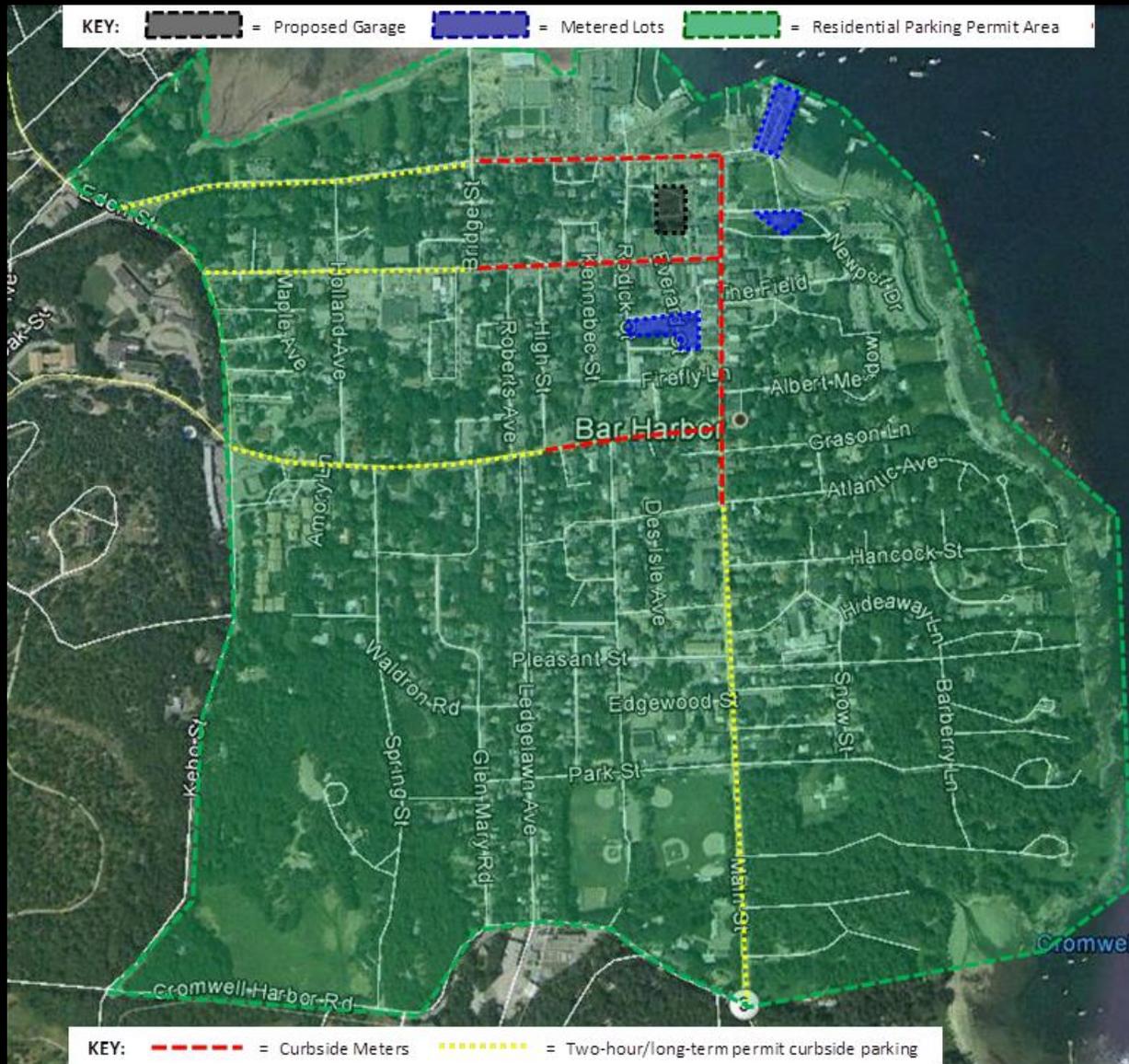
Summary of Design Demands

Public spaces lost to garage construction	66
Spaces needed to address current shortfalls.....	79
Spaces needed to address growth of existing demand (2015-2020).....	10
Spaces to support future development.....	48
Spaces needed for vehicles parked in residential areas.....	60
Spaces needed for West Street reductions for bikes.....	49
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Sub total Spaces needed	312
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Grade level spaces for Ocean Properties	100
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TOTAL FACILITY CAPACITY TARGET	412
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Action Steps

- Establish a parking fund.
- Purchase and install parking meters
 - **West Street** between Main and Bridge Street
 - **Main Street** between West Street and Atlantic Avenue/Newton Way
 - **Mt. Desert Street** between Main Street and High and School Streets
 - **Cottage Street** between Main Street and Bridge Street
- Maintain or extend 2-hour free parking, with the option to buy an all-day pass along:
 - **West Street** between Bridge Street and Route 3
 - **Main Street** between Atlantic Avenue/Newton Way and Cromwell Harbor Road
 - **Mt. Desert Street** between High and School Streets to Route 3
 - **Cottage Street** between Bridge/School Streets and Eden/Kebo Street
- Purchase and install multi-space meters in Town Pier, West Street, Newport Drive and Rodick Place lots.
- Institute Residential Parking Permit zones between
 - West Street to the north
 - Cromwell Harbor Road to the south
 - Eden/Kebo Streets to the west
 - The water's edge to the east

Proposed Parking Zones/Districts



Cities/Towns With Healthy Parking Systems

- Require a dedicated funding mechanism of some type
- Adopt 'fee-for-use- practices to support fiscal/social goals
- Implement residential parking permit program
- Establish parking fund to collect revenues from different functions and facilities to support new development
- Consolidate parking and related functions in a sole source department or agency to improve efficiency and customer service
- Apply demand-responsive pricing strategies to set rates and manage behaviors
- Use automation to retain a high level of service/low labor cost

Public/Private Partnership Structure

- Town to provide public land for development of garage
- Ocean Properties to fund, develop, operate and maintain the grade level (~100 spaces) of the garage and retain sole rights of this portion
- Town responsible for the above grade portion of the garage, including debt service and operating costs
- Town to address other privately held parking spaces or land associated with the project on case-by-case
- Town to use revenue generated by the garage, and other municipal parking operations, to retire the garage's debt service
- West Street hotel patrons and employees parking in the public portion of the garage will pay market rates/revenues due to the Town
- Development and maintenance costs for shared facilities to be allocated on a pro-rata basis
- Zoning codes and ADA requirements will be met by both parties

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Debt Service Assumptions

- Total project cost would be amortized over 20 years at 4.0% APR
- Monthly debt payment would be \$37,337-39,270 (\$448,043-\$471,235 annually)
- Analysis assumes Ocean Properties will finance their portion independently
- Debt translates into: \$2,067-\$2,196/space/year OR \$172.33-\$183.02/space/month OR \$8.61-\$9.15/space/business day.

Operating Program and Expenses

Operating Format

- Pay-on-Foot with Central Cashier (8a-10p)
- Automated pay stations in elevator lobby for off-hours processing
- Facility Supervisor on site, 8a-5p, M-F
- Attendants and custodian on site on a part-time basis
- Assumes high efficiency lighting and no HVAC

Operating Expenses

- \$38,000/year in labor
- \$29,000/year in fixed costs (i.e. utilities, R&M, supplies, insurance, etc.)
- \$17,000/year Sinking Fund contribution
- Annual cost of operation ranges from ~ \$381.00-\$496.00/space
- Assumes high efficiency lighting and no HVAC

Garage Revenues and Debt Service Coverage

Gross Revenues

- Option A/B Garages will support ~ 35,000 parkers/year or ~ 162,600 parked hours
- Option C Garage will support ~ 31,600 parkers/year or ~ 147,000 parked hours
- Assumed rate per transient was \$5.00, based on a 3-4 hour typical length of stay
- Both garage designs assume capture of 30 lease holders @ \$75.00/month x 6 months/year (i.e. off-season)
- Option A/B Garages gross revenues were ~ \$231,000-\$307,400/year
- Option C Garage gross revenues were ~ \$171,500-\$228,200/year
- All options had positive NOI, but lost ~ \$321,500-\$358,000/year after debt service