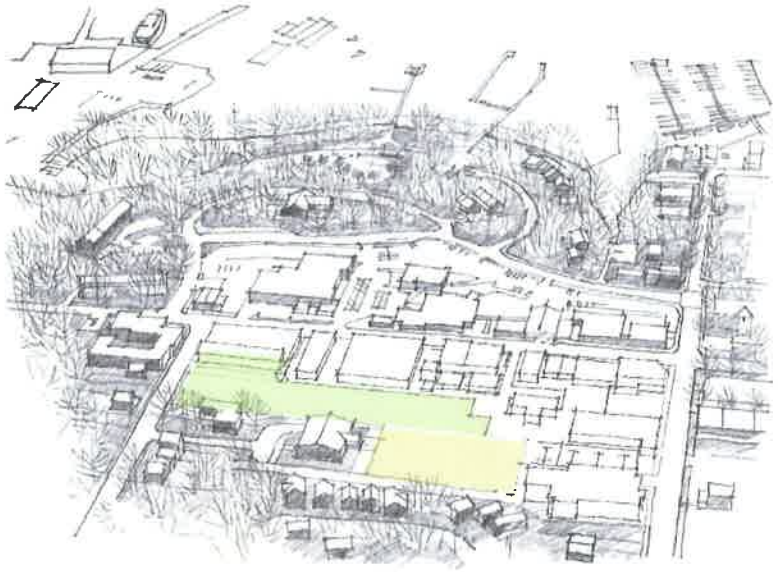
Winslow Core Parking Feasibility Study

Progress Report
July 11, 2007



Winslow underground Parking

Team Roster

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Adam Wheeler

SiteWorkshop
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Bob Shrosbree

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City of Bainbridge Island
Molly Johnson
Chris Wierzbicki

Bainbridge Island Fire Department
Jared Moravec

EDAW
Sandy Fischer

Heery International
Michael Romero

Feasibility Study Progress Report

Progress Report today

→ Final Recommendations in the Fall

Agenda

1. Background and context
2. Schematic Parking Configuration Options
3. Civic Design Opportunities
4. Rough Order-of-Magnitude Cost Estimates
5. Next Steps
6. Discussion

Background

In March, you commissioned a feasibility study to be performed by a Public-Private Partnership with SSH to look at possibilities for parking in the Winslow Core:

1. **Explore Parking Development Options**
   - **City Alone**
   - **City and Adjacent Property Owners**
2. **Identify Development Costs**
3. Explore how to pay for it
4. Explore options for commissioning delivery

Background

Winslow Master Plan:

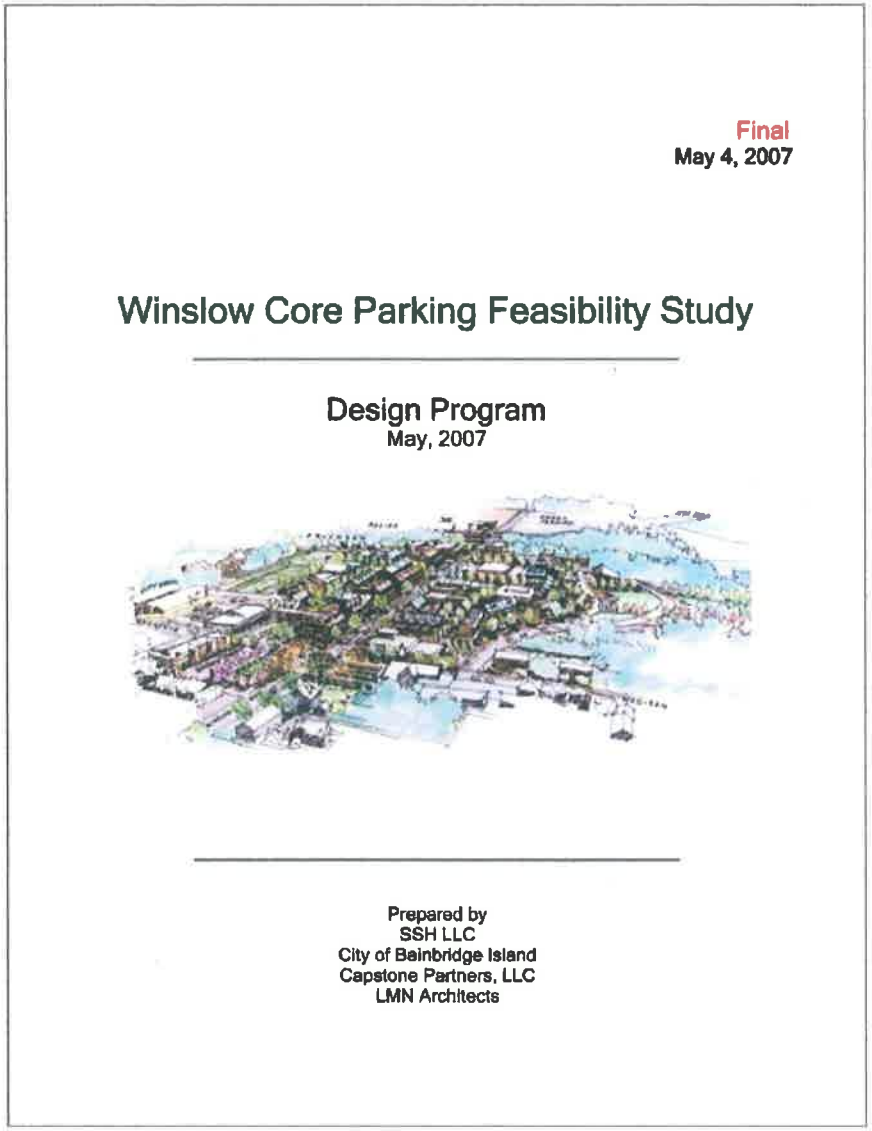
(adopted Nov 2006)

WMP 5-1.5: *Consider building a public parking structure or other public parking facility to serve the Winslow retail core.*

WMP 5-1.8: *Increase the public space in market square, including covered space for artists and farmers market built on top of underground parking at the south edge of the existing park.*

(* See Pages 2-4 in your packet)

An Approved Design Program:



Final
May 4, 2007

Winslow Core Parking Feasibility Study

Design Program
May, 2007

Prepared by
SSH LLC
City of Bainbridge Island
Capstone Partners, LLC
LMN Architects

Major Goals

- Identify and Evaluate Alternatives
- Respond to the User Needs
- Provide Flexibility for Sequencing
- Explore Access and Circulation
- Explore Long-term Operational Opportunities
- Coordinate new parking with Winslow Way Project
- Explore "town square" opportunities on surface

Targeted Parking Users

- COBI
  - Employees
  - City, BPA, Museum Visitors, Special Events
  - General Public
  - Inventory for Fee-in-lieu Program

- Winslow Businesses
  - Employees
  - Customers/visitors

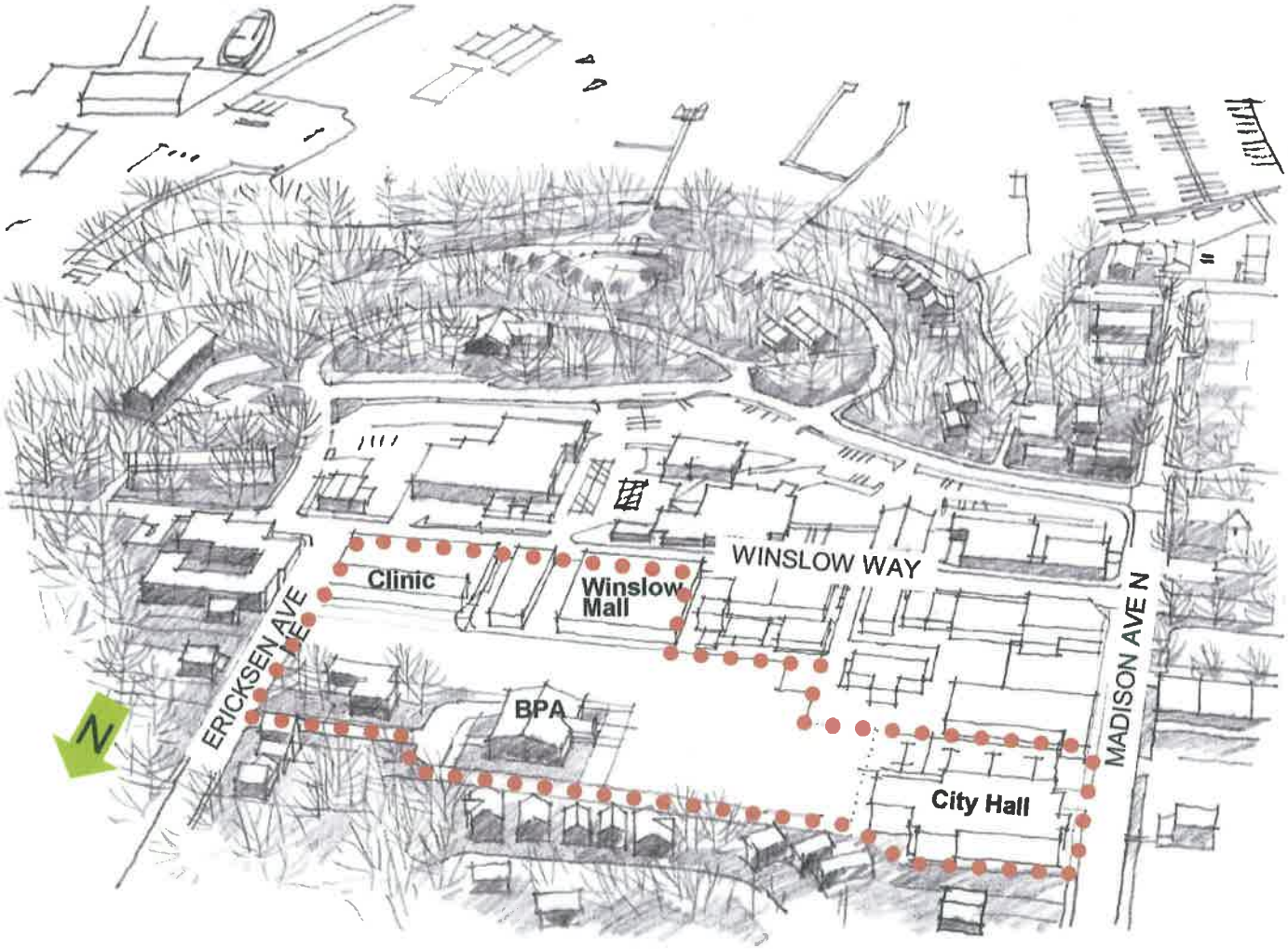
Design Studies to Date:

1. Identify the parking capacity of the study area

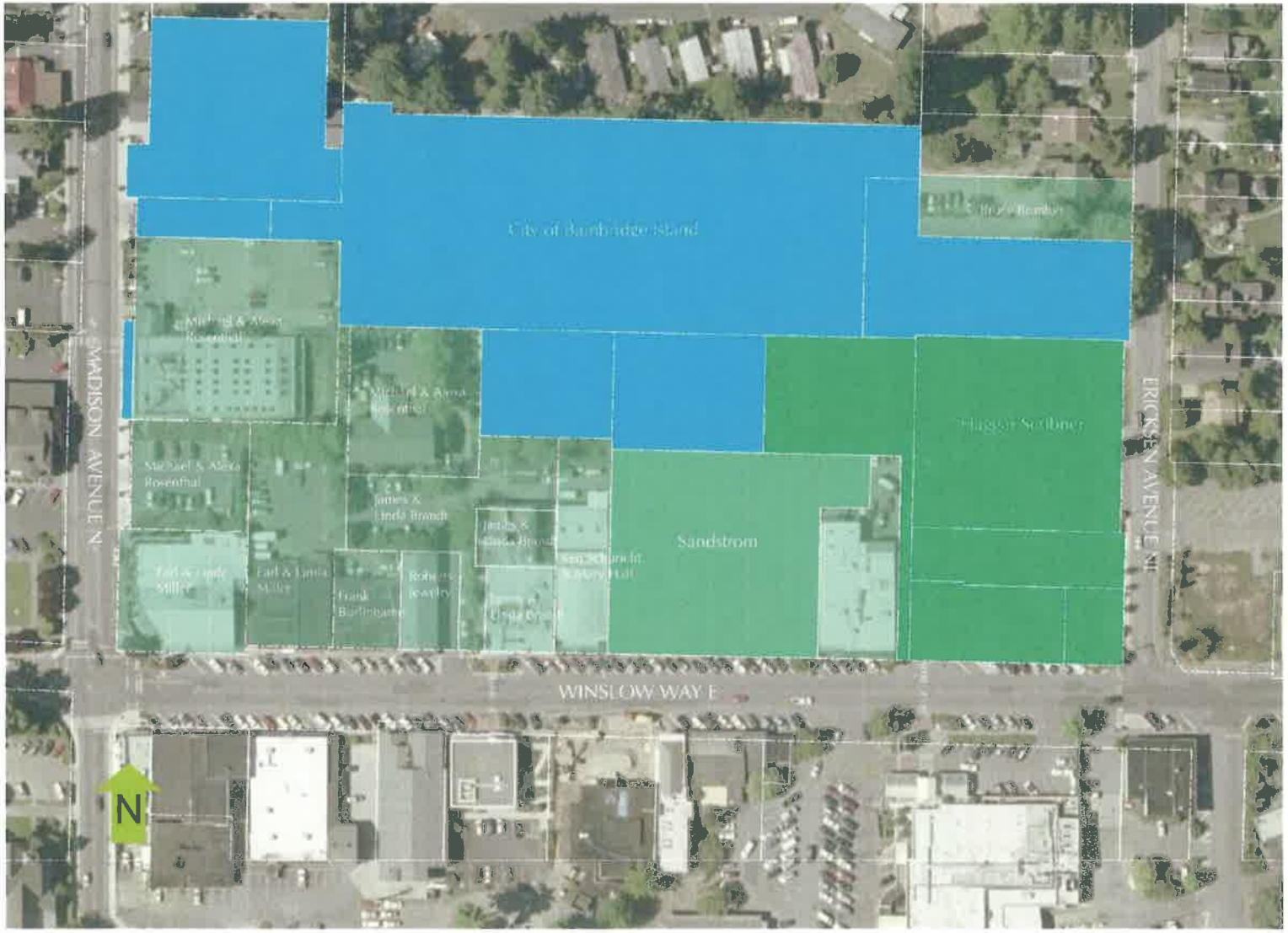
   We are not recommending building all of the parking capacity at this time

2. Next identifying actual parking need and selecting appropriate development phasing

Study Area


WINSLOW WAY
Clinic
Winslow Mall
ERICKSEN AVE
BPA
City Hall
MADISON AVE N
N

Expanded Study Area



Winslow underground parking

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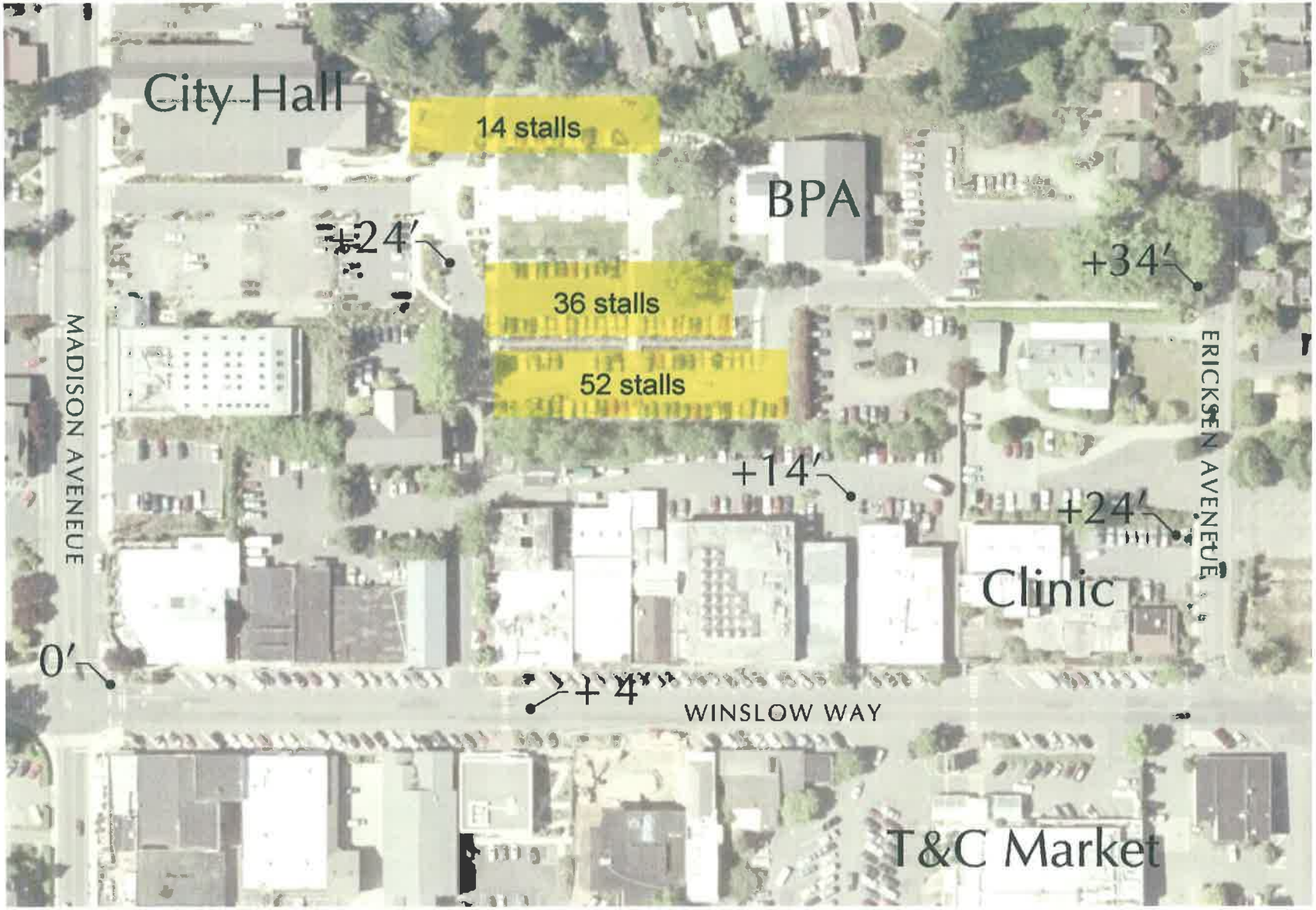
Study Area Conditions

underground parking

Existing Conditions: surface parking



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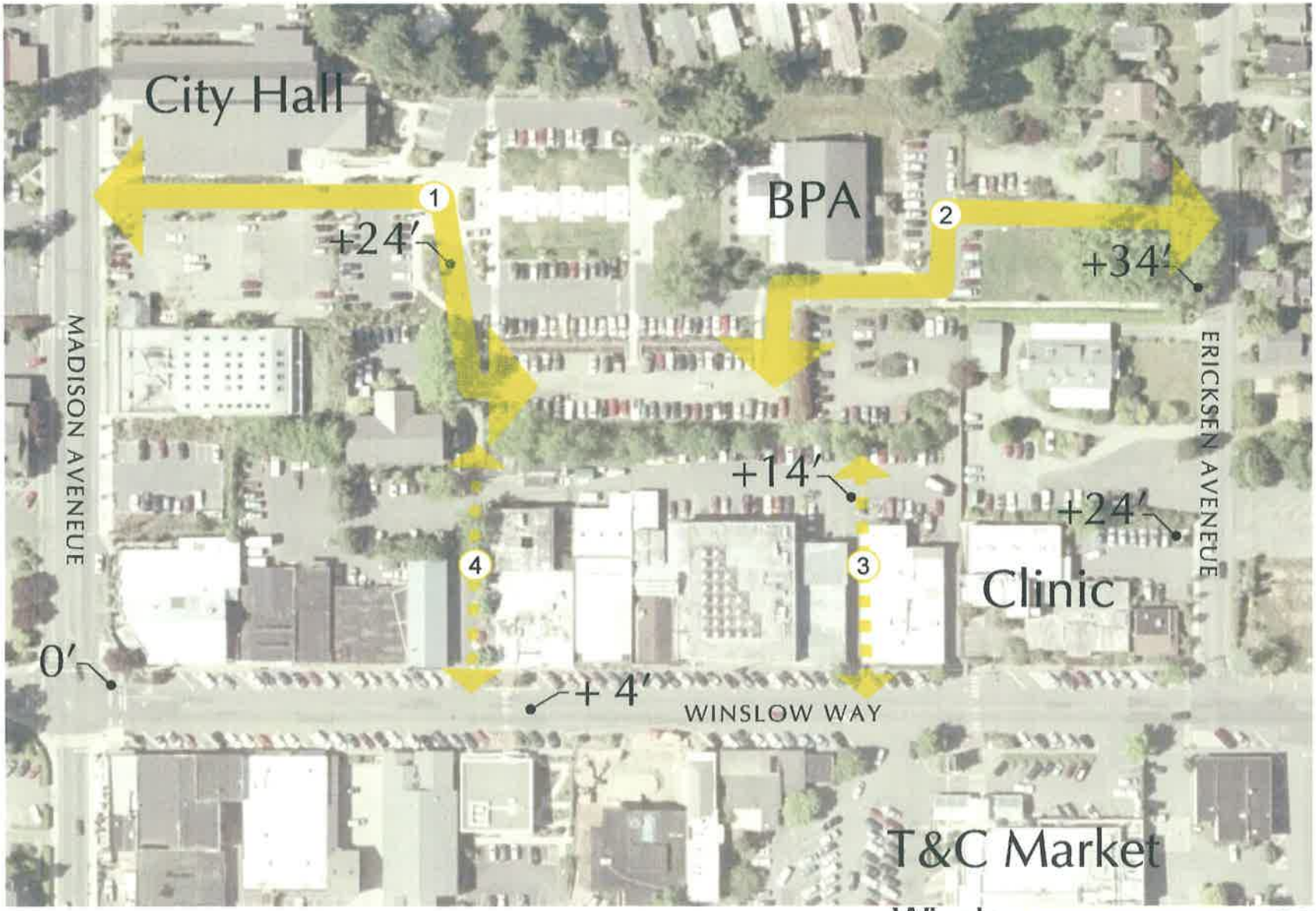
Study Area Access

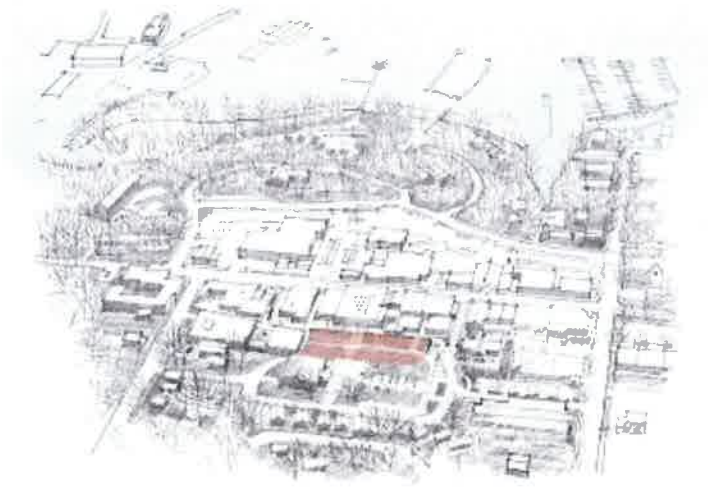


Winslow underground parking

Urban Planning Issues

- Access
- Circulation
  - Parking
  - Servicing
  - Emergency Vehicles
- Connectivity
  - Downtown Area for Pedestrian, Bicycle
- Public Amenities
  - Public Open Space, BPA, Historical Museum, Farmers Market, Future Cultural Facilities

Alternatives



Alternative A: City parking

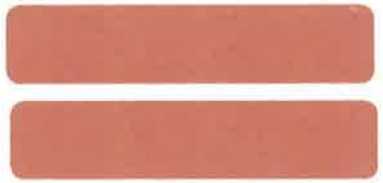
Alternative B: City + Clinic

Alternative C-1: City extended (one bay)

Alternative C-2: City extended (two bay)

Configuration Options

CITY

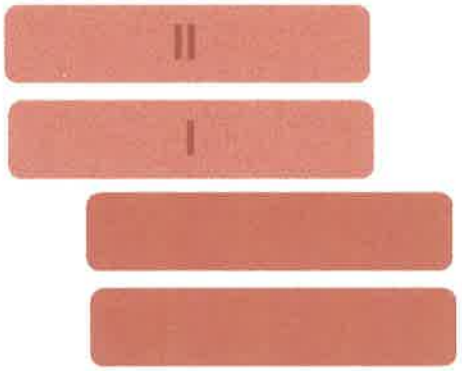


Up to 368 stalls

CITY + CLINIC

Up to 368 stalls + 400 stalls

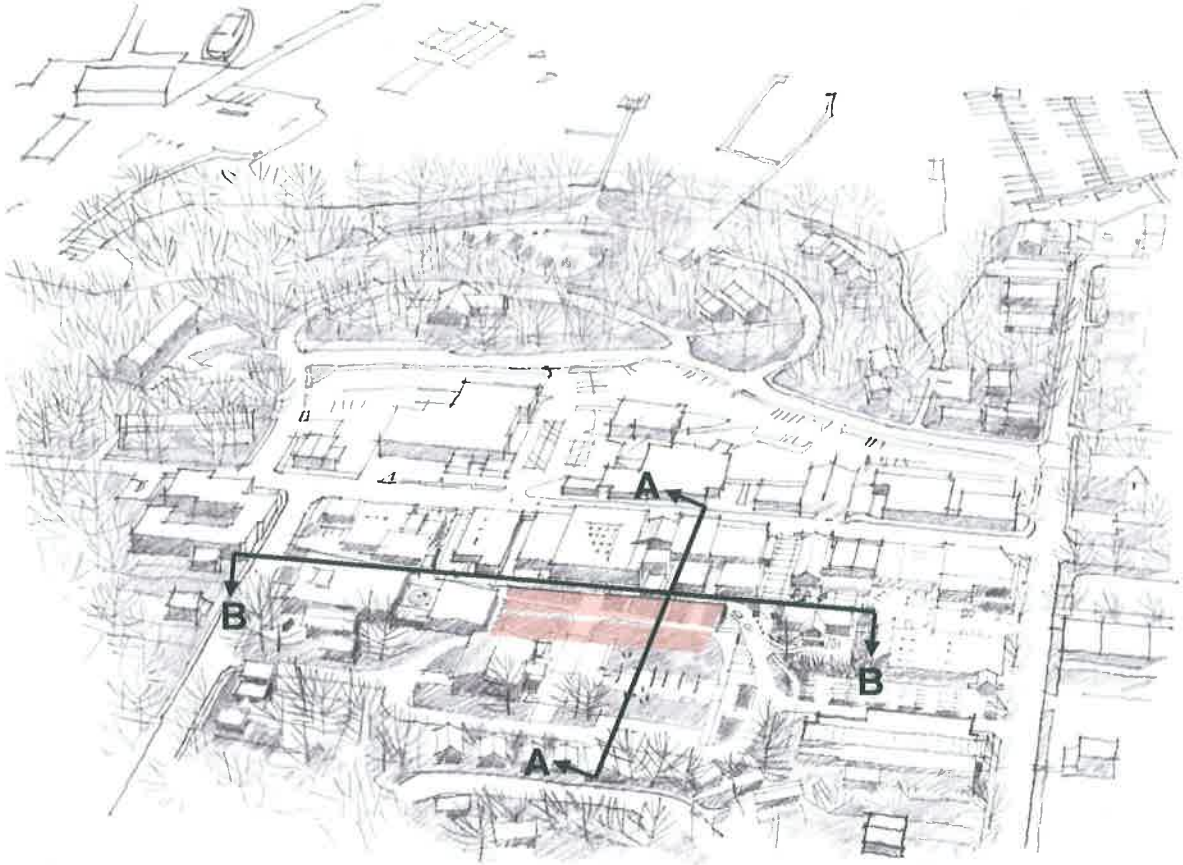
CITY EXPANDED

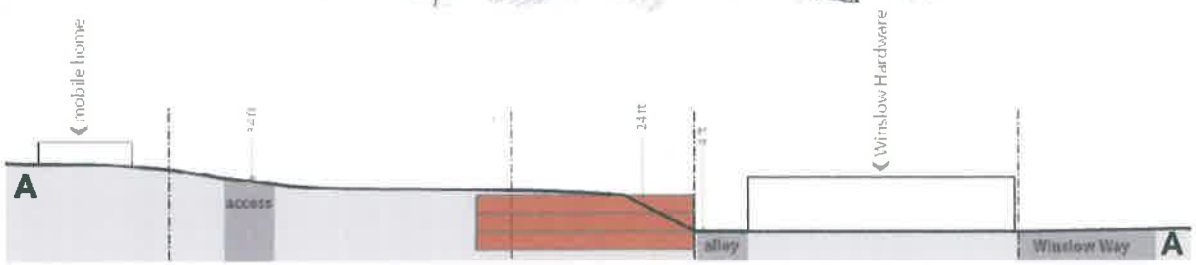


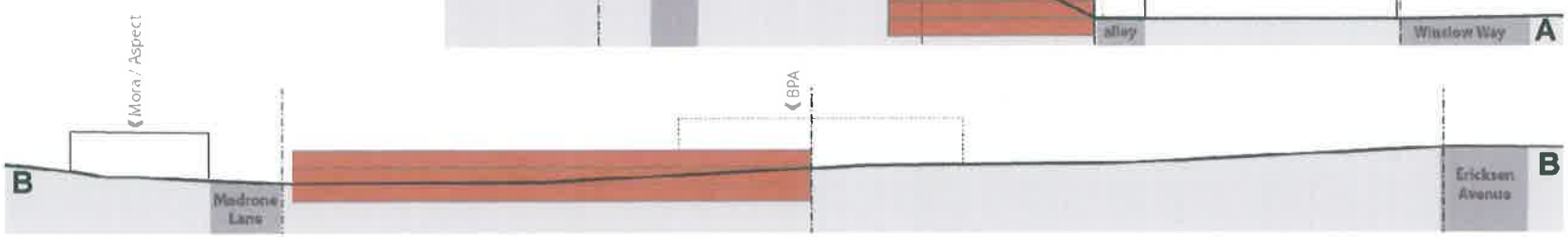
Up to 736 stalls

City

- Located at parking area south of the civic plaza
- Good opportunities for access
- Minimizes impacts to future development around it
- Keeps the current civic plaza intact but allows for future expansion
- Future expansion onto private property







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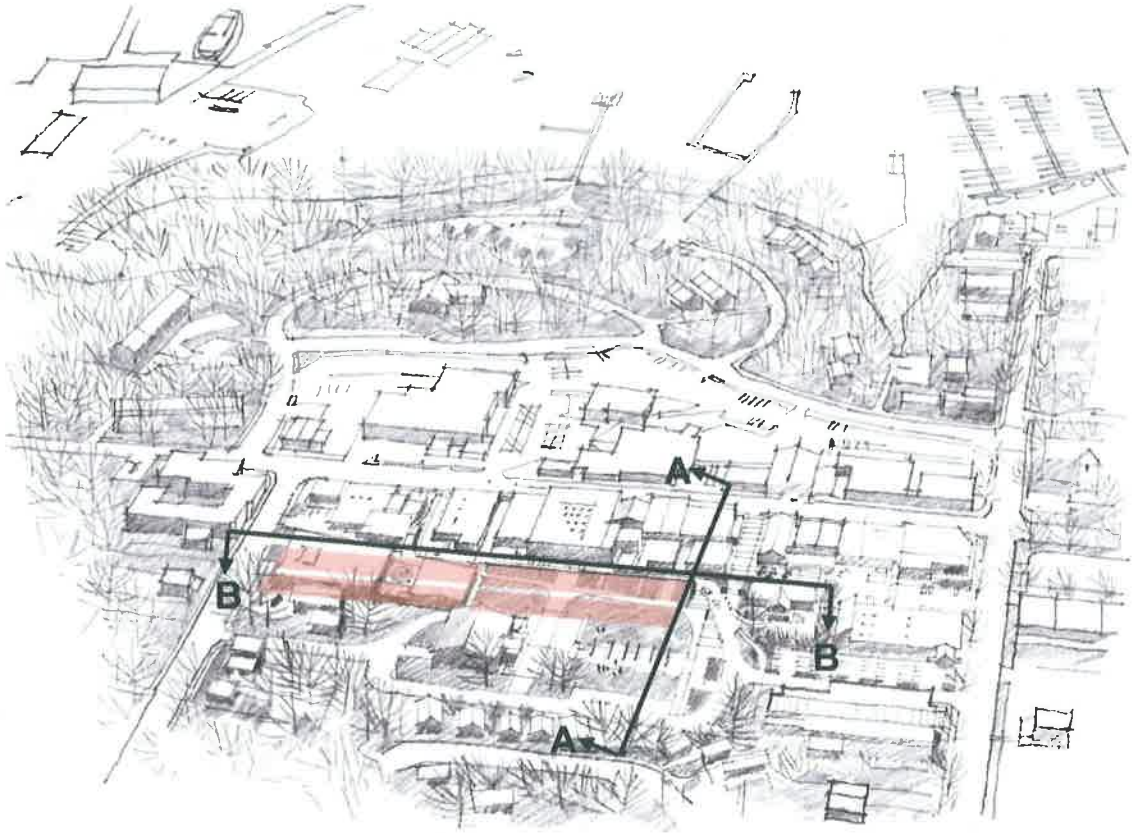
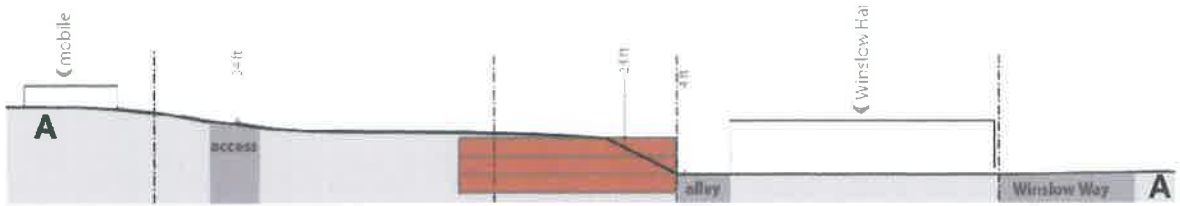
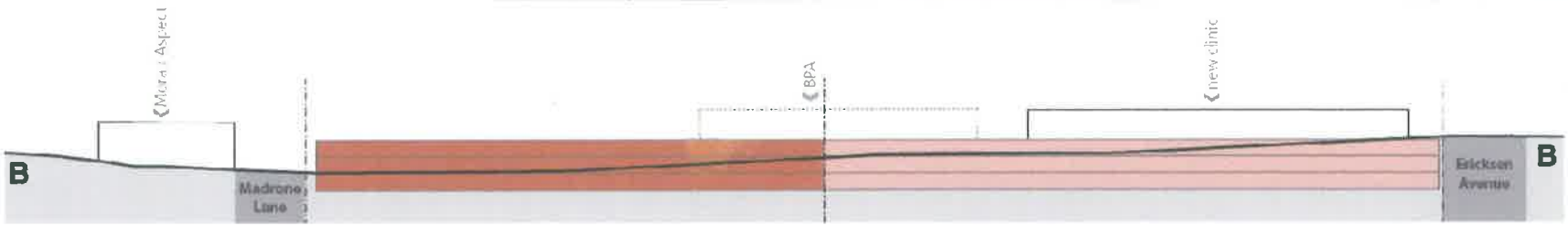
City + Clinic

- Reduced costs through private partnership
- Efficient use of resources by constructing all at once
- "Park once" policy goal
- More visible access point from Ericksen Ave







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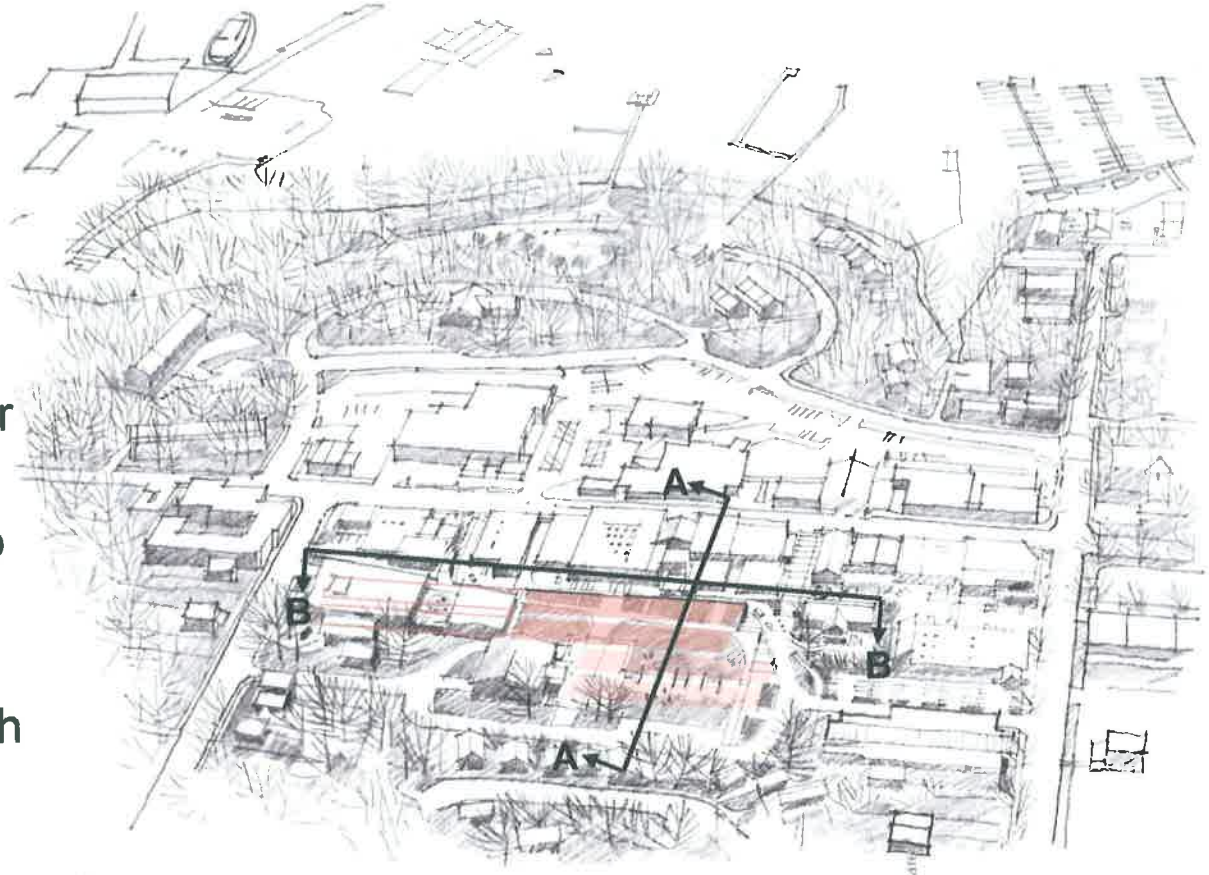
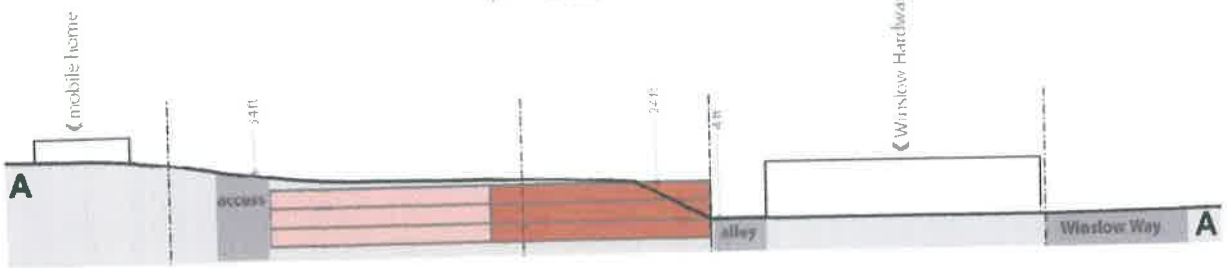
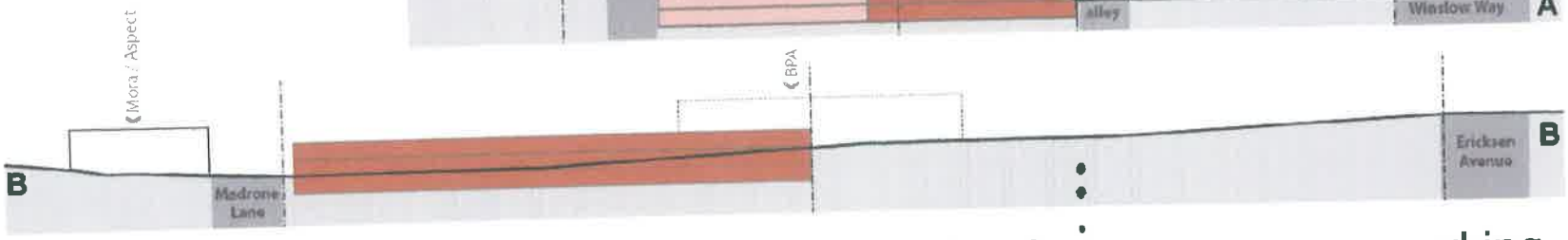
City Expanded

- Expanded structure under the current civic plaza
- Plaza area would need to be redeveloped
- Additional space and/or structures associated with the farmer's market or other civic uses
- Utility relocation







Winslow underground parking

July 11, 2007

Analysis of Alternatives

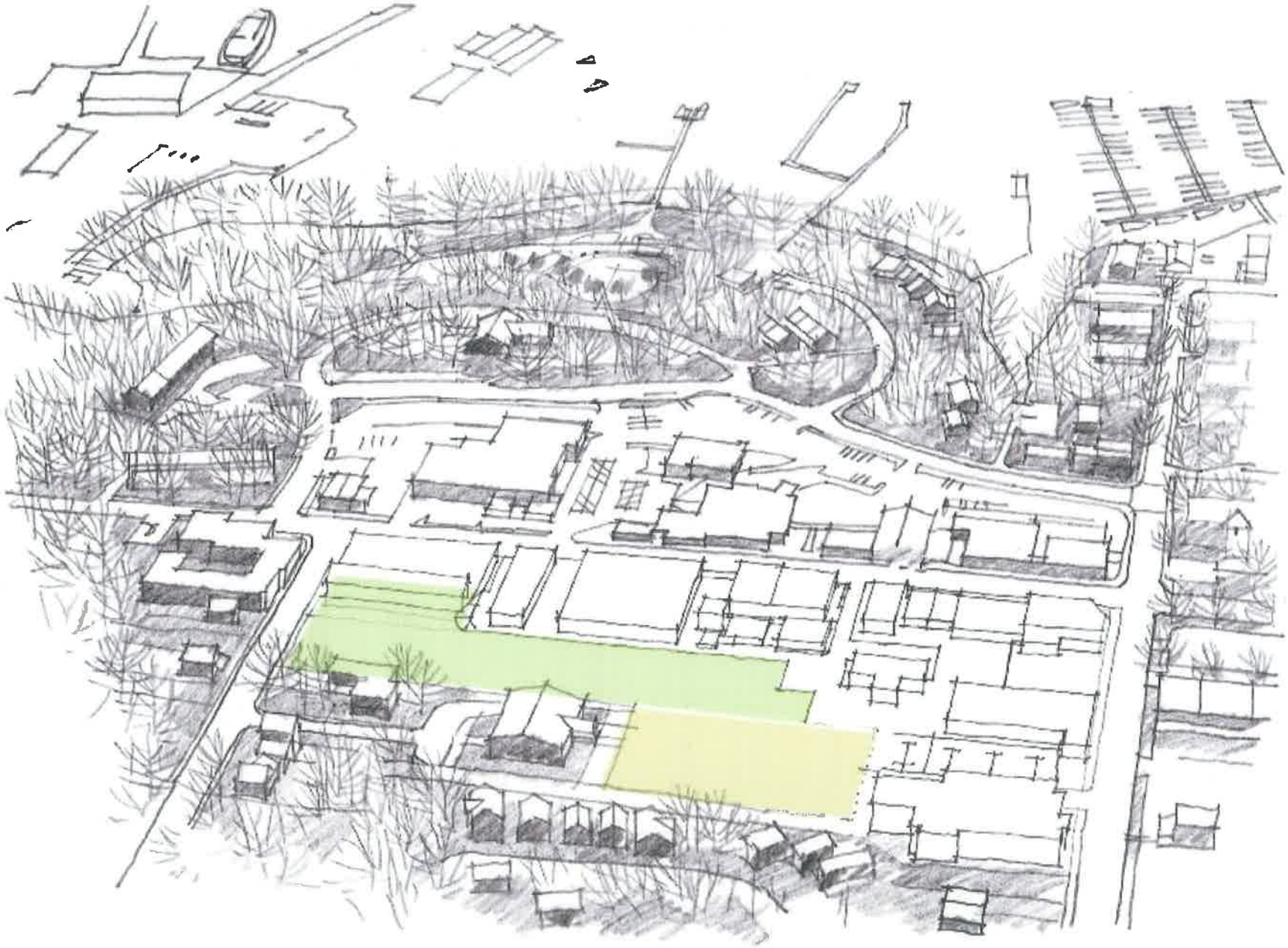
CONCEPT	City	City + Clinic	City Expanded I and II
Concept Description	Structure on two City-owned parcels with smallest impact possible using property currently used as surface parking.	Structure includes City structure, plus private property to the east doubling the structure size and capacity.	Structure includes City structure, plus City owned property under current open space one or two parking bays north
Property	Structure entirely on City property, does not preclude development on other parcels, some access across private property	Structure on both public and private land. Private development to the east will need to coordinate with the historical museum	Structure mostly on City property, does not preclude development on other parcels, some access across private property
Phasing	May be expanded to the north and SE	May be expanded to the SE	May be expanded to include private structures on private property
Access to Garage	Access from Madison and Ericksen and potential access from Winslow Way	Access from Madison and Ericksen and potential access from Winslow Way	Access from Madison and Ericksen and potential access from Winslow Way
Through Access	Existing through access	Access from Madison to Ericksen across north perimeter and potential access from Harbour Way through to Madison	Access from Madison to Ericksen across north perimeter and potential access from Harbour Way through to Madison
Emergency Vehicle Access	Yes	Yes	Yes
Non-motorized Connections	Existing connections maintained	Existing connections maintained including farmer's market/town center area, new connections to Winslow Way.	New connections to Winslow Way: along Harbor Way and improved access Madrone Lane.
Parking Needs	Most likely too low a stall count to meet the needs of parking demand for the short-term	May meet short-term parking demand with a small buffer	Closest to meeting long-term parking demand for City goals
City Policies	WMP 5-1.5, WMP 5-1.8, WMP 6-1	WMP 2-1, WMP 5-1.5, WMP 5-1.8, WMP 6-1	WMP 2-1,WMP 2-6.3, WMP 5-1.5, WMP 5-1.8, WMP 5-4, WMP 6-1
Traffic	Minimal impact on surrounding traffic	Moderate impact	Moderate impact
Cost	Least efficient	More efficient	More efficient

KEY: | – | 0 | + |

Civic Design Opportunities

for

underground parking



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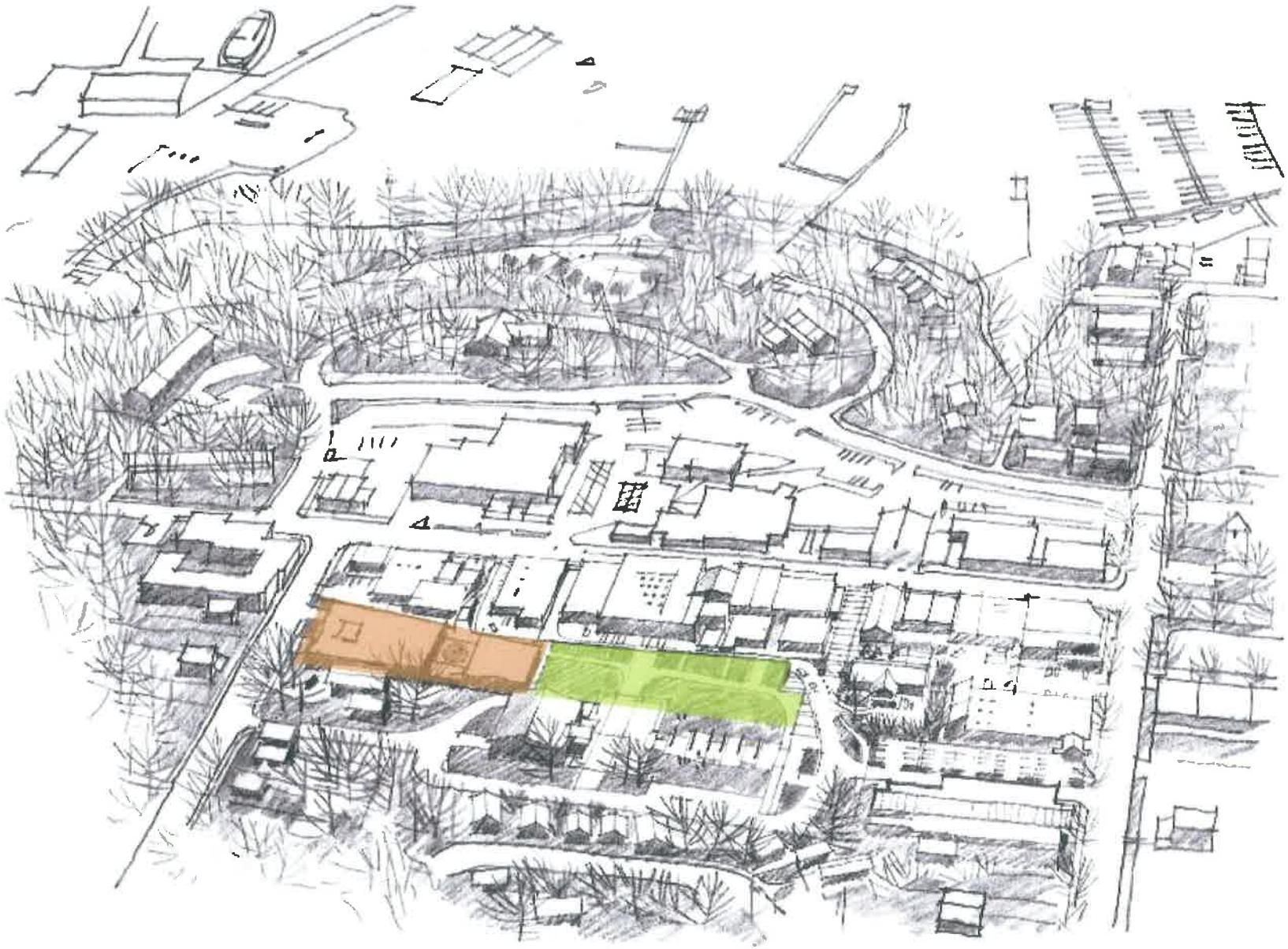

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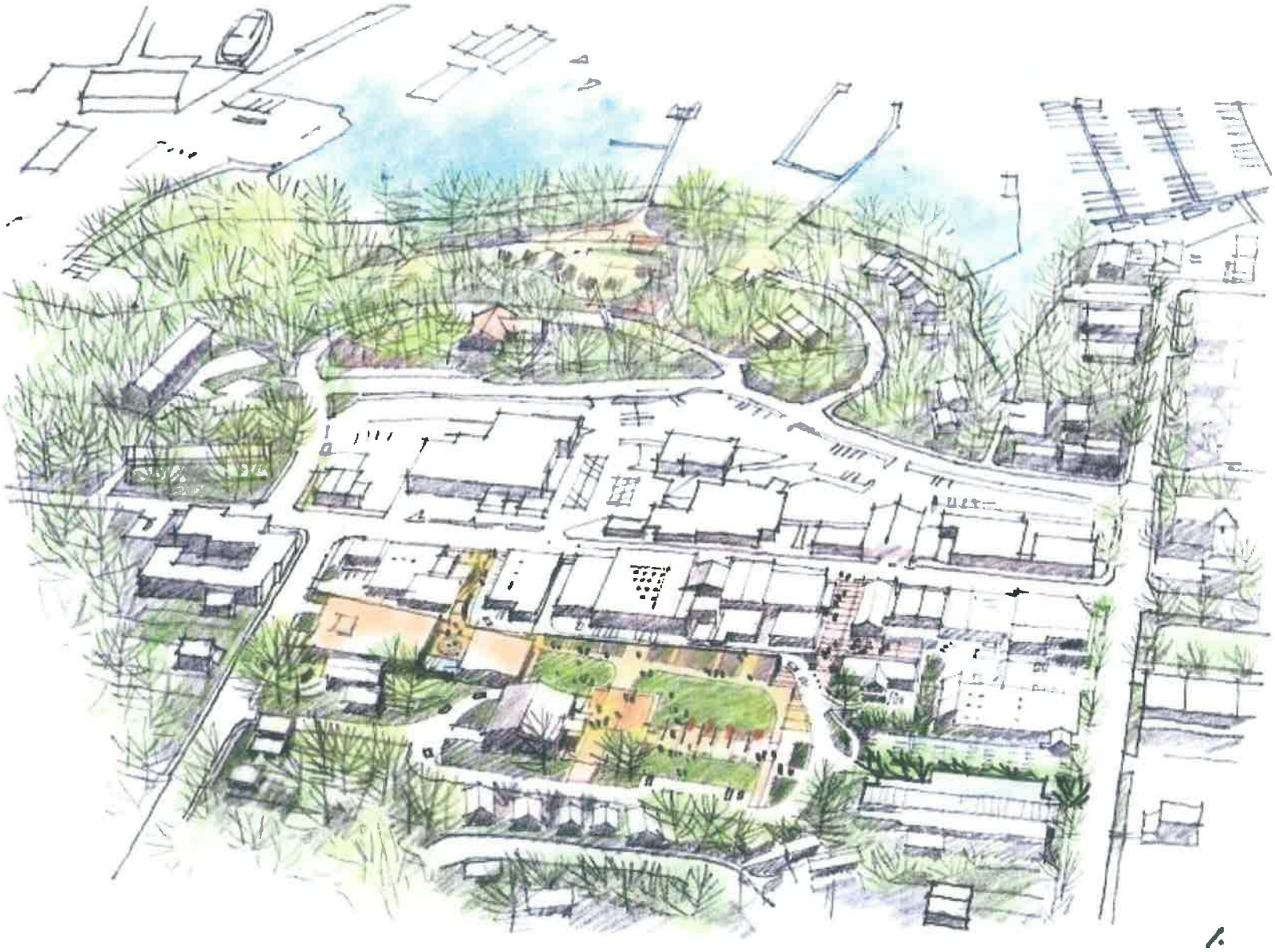

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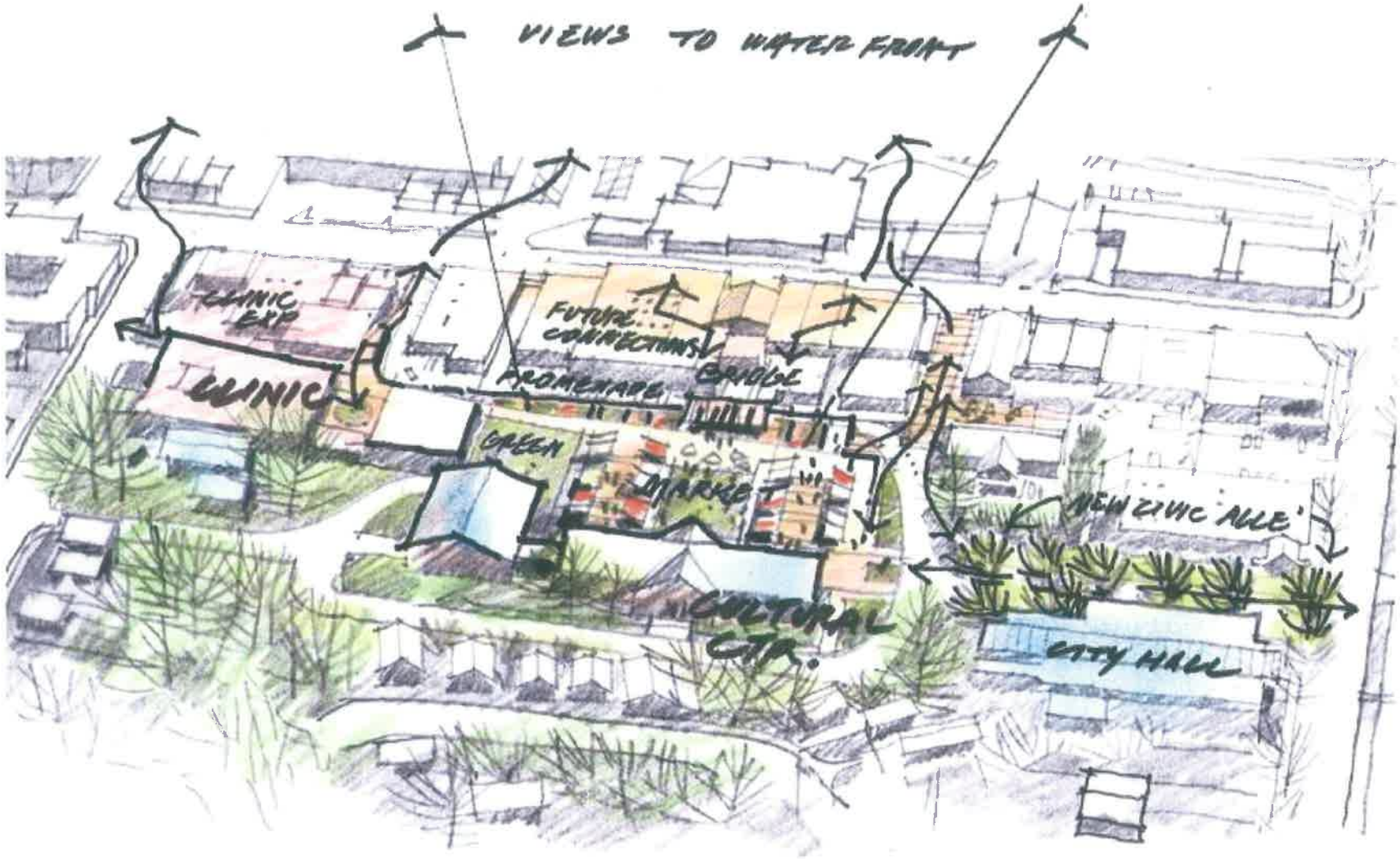

SOME POSSIBILITIES.

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Winslow underground parking

Exemplary Projects

Bremerton Government Center

Snohomish County Campus

Benaroya Hall

Benaroya Hall

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Winslow underground parking

How much will it cost

for

underground parking?

Progress Report:

Preliminary Cost Estimates

- Costs presented are Conceptual Level, Rough Order of Magnitude (ROM)
- Estimates are provided for:
  - City
  - City + Clinic

  (City Expanded depends on size decisions, but is similar to City + Clinic in providing economies of scale)

- Estimates will be refined as more decisions are made between now and the Fall recommendations

Baseline ROM Cost Estimate*

Parking on All Levels, Approx. 368 City Parking Spaces

Note: Approximately 400 additional spaces assumed in the Clinic garage in the City+ Clinic alternative.

City Share of Estimated Costs

Configuration Option	City	City + Clinic (City share at Approx. 48%)
Estimated Construction Cost	$11,700,000	$10,725,000 8%-12% Savings Likely
Est. Cost per Stall	$31,800	$29,150

* *Conservative Estimate of Construction Cost, does not include "soft" costs*
Does Not include Henshaw Way Connector Street Improvements

Cost Impact: surface parking vs. civic use

1. Allocate to the surface plaza the cost of the base structure for one level

2. Add plaza improvements (waterproofing, surfacing, landscaping, lighting, etc.)

Allocate the Cost of One Level of Baseline Structure

Parking Levels	Structure Allocation	Share of Base Structure Cost*
Surface Level	25%	$2,925,000
Lower Level 1 Lower Level 2 Lower Level 3	75%	$8,775,000
	Total	$11,700,000

**Includes Foundations, Structure, Elevators/Stairs, Site work*

ROM Cost Estimate

No Parking on Plaza, Approx. 276 Parking Spaces

1. One Level of Base Structure	$2,925,000
2. Plaza Improvements(*example only)	*$1,400,000
Subtotal: Plaza Construction Costs	$4,325,000

Note: Plaza construction cost can be reduced by including some parking at the plaza level.

3. 276 Parking Spaces in Three Underground Parking Levels	$8,775,000
Total Estimated Construction Cost	***$13,100,000**

- *Conservative Estimate of Construction Cost, does not include "soft" costs*
- *Does Not include Henshaw Way Connector Street Improvements*

Cost Conclusions

1. Cost estimates are in line with current regional underground parking costs
2. The City will realize cost savings estimated at 8-12% through a development partnership with the adjacent properties
3. Except for utility relocations in a City Expanded alternative, no unusual costs are being generated by site conditions

Early Feasibility Conclusions

1. City can develop range of spaces on its own (Future Harbor Way connection to Winslow Way is needed)

2. There are many benefits to combining public and private garages
   - Access and circulation
   - Lower development cost
   - Opportunities for private sector delivery

SOME POSSIBILITIES.

3. Parking can prove a good foundation for achieving many urban design goal

4. The planning team would appreciate Council direction regarding surface level uses: parking vs no parking

5. If a building is to be located on the plaza, consider locating it along the northern end of the plaza to help frame the civic space

Next Steps

1. Work with City and community to clarify parking demand
2. Work with adjacent property owners to refine design and identify desirable urban design opportunities
3. Refine design options and cost estimates
4. Identify and evaluate financing options
5. Identify and evaluate delivery options
6. Present recommendations in Fall