



RECEIVED

EXECUTIVE

March 5, 2008

SSH LLC

c/o

Tom Haggar, Managing Member

3091 Point White Drive NE

Bainbridge Island, WA 98110

Re: Technical Assistance Services Agreement dated April 16, 2007

Dear Mr. Haggar,

Per your request, attached please find a report which compiles the planning team work product milestones related to the Winslow parking structure feasibility study to date. The milestone reports and analyses are arranged in chronological order, with the most recent reports at the back.

As you are aware, the final recommendations were developed following a thorough exploration of the many alternatives identified and refined with input by the City, SSH, a number of adjacent landowners, the Winslow Tomorrow staff, and others.

The final recommendations included:

1. Site Access

- a. Madison Avenue access via Henshaw Way should be retained and improved.
- b. Winslow Way access will be achieved through the development of the new Harbor Way which will developed with the cooperation of adjacent landowners near the Virginia Mason Clinic.
- c. Madrone Lane access may be retained and enhanced through cooperation with the landowners who now allow access across private properties.
- d. A Service Alley should be developed along the southern border of the site in cooperation with adjacent landowners.
- e. Ericksen access (with connection to Madison) can be improved as a part of the new parking structure project.

2. Site Configuration

The planning team recommends the "City South" alternative, which requires acquisition of minor slivers of properties along the Southern edge to facilitate the alignment of the public parking structure with the private parking structure to be developed to the East.

3. Parking Structure Configuration

The "Deck Ramp" alternative is recommended as the most efficient and cost-effective layout. It also is likely to provide the most "user-friendly" experience for the various user groups.

4. Estimated Development Cost

Cost estimates were developed based on October 2007 area costs. Development Costs were estimated as follows:

Development Costs (excluding land value)	Spaces	Dev Cost (millions)	Cost/space
City-Only Options			
Rooftop Parking	436	\$15.98	\$36,654
Rooftop Plaza	327	\$11.99	\$36,654
City + Clinic Option			
Rooftop Parking	588	\$20.39	\$34,682
Rooftop Plaza	477	\$16.44	\$34,471

Depending on scheme variations, City land value was roughly estimated to range from \$1.03 million to \$1.3 million. If added to the development cost, the land cost would add between \$2,000 and \$3,000 per stall.

5. Financing

The City's financial advisors have recommended that the development costs for the City-sponsored component of the structure be financed through public bonds which would be underwritten by revenues from a variety of potential sources, including parking revenues, fee-in lieu payments, private funding, and budget line-items contained in other City capital budgets.

As you are aware, the City has elected to suspend the parking structure feasibility study before the financing alternatives could be fully evaluated and vetted with potential users. Nonetheless, it should be noted that early meetings with potential users and area property owners manifested considerable interest in participating in the financing for the project.

6. Next Steps were identified in the final presentation, including:

- a. Selecting a public/private partner to continue on planning details and permitting activities.
- b. Creating a petition process for establishing a special assessment district.
- c. Work with the City Attorney to establish a petition process to form a taxing district to fund a portion of the annual debt and operating expenses.
- d. Direct a team to enter negotiations with relevant neighboring property owners.
- e. Finalize the development planning and obtain approvals from Council

While the City has suspended planning activities for now, the feasibility work performed to date has accomplished the original goal to identify achievable parking development options that can be readily pursued at a future date.

Sincerely,

Don Audleman
Partner

Winslow Core Parking Feasibility Study

COMPILED REPORTS AND PRESENTATIONS



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

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

Purpose of Feasibility Study

The Winslow Tomorrow Planning process concluded that downtown Winslow is deficient in parking supply. The study recommended that the City of Bainbridge Island should consider an investment in parking, in partnership with businesses, property owners, and the community.

Specific recommendations included improving downtown parking supply by developing planning for underground parking, revising the fee-in-lieu program, and creating a parking district authority with responsibility to manage key elements of downtown parking.

In response to the recommendations of Winslow Tomorrow studies, two property owners with downtown properties adjacent to the City-owned land have joined together with the City to undertake a feasibility study that will evaluate the potential for developing underground parking on their properties. Because of the adjacency, the City and the private property owners are interested in exploring how their respective parking might be coordinated or combined to increase efficiency, lower development costs, and provide better access and traffic flow in the core area.

The Feasibility Study is Limited to Parking

It should be noted that this feasibility study was commissioned to explore how parking might be configured within and among the sponsoring properties. This study is not intended to explore future development or uses of the sponsoring properties. Where relevant, this study will attempt to identify design issues and costs associated with enabling the parking structures to accommodate future development. It will then be a future decision of the respective property owners whether to include such features when they implement plans to build parking on their sites.

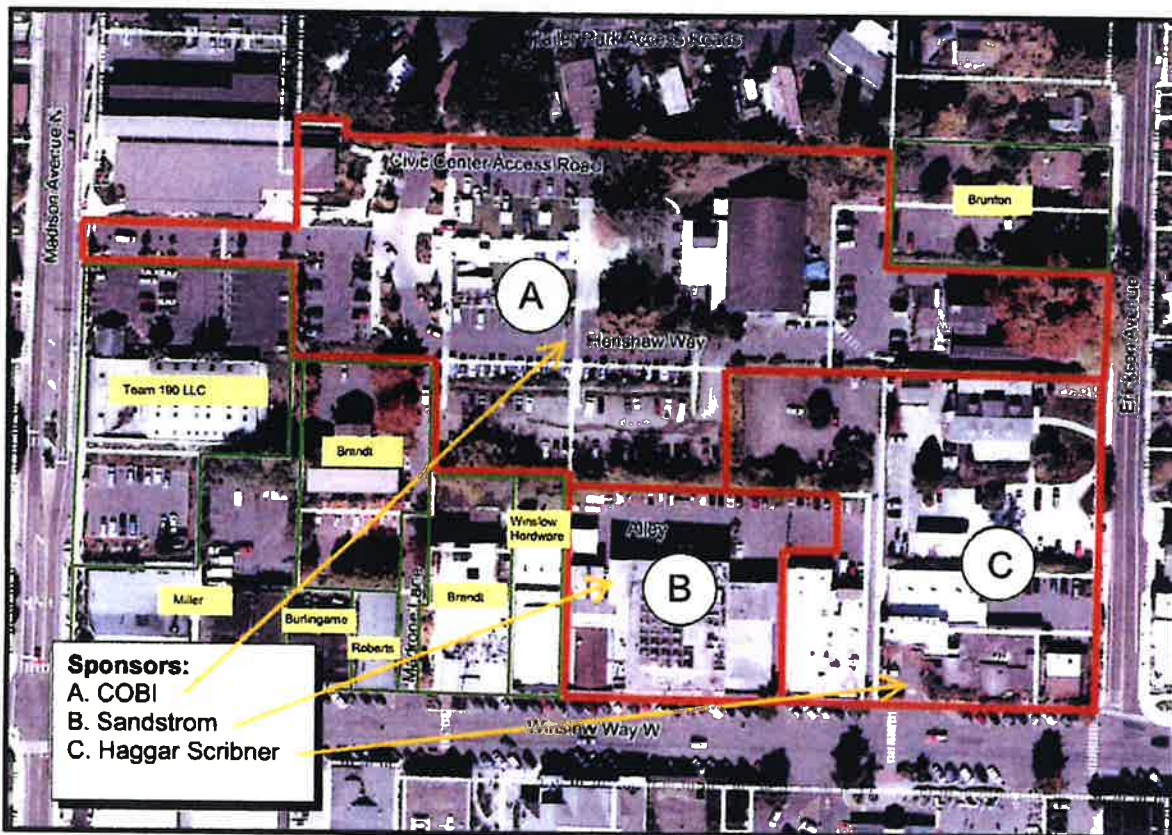
Feasibility Study Stakeholders

The primary sponsors of this study are Haggar-Scribner Properties, Sandstrom Properties, and the City of Bainbridge Island.

A number of other property owners have expressed an interest in the study and have shown some willingness to participate in exploring how their properties might fit into some mutually viable scheme. They include:

- Larry Nakata
- Michael and Alexa Rosenthal (Island Fitness)
- Bruce Brunton (buildings North of Historical Museum)
- Ken Schuricht and Mary Hall (former Winslow Hardware)
- Jim and Linda Brandt (Blackbird Bakery)
- Earl and Linda Miller (Corner of Winslow Way and Madison)
- Frank Burlingame (Winslow Way Art Galleries)
- Roberts Jewelry

Affected Properties



The properties that are directly affected by the potential parking supply include those more fully described in table 1 on the following page.

Table 1: Study Sponsors and Interested Parties

Winslow Core Parking Feasibility Study

Participating Properties

Tax Account	Taxpayer	Use	2007 tax rolls					
			Land Value	Impvmt Value	Total Value	Impvmt size in SF	Lot size in acres	Current Parking
Haggar Scribner Properties								
2626 023 047 2004	Haggar Scribner Prop	Antique Store	\$685,190	\$279,560	\$964,750	5436	0.8	48
2625 023 048 2003	Virginia Mason	Clinic	\$273,960	\$496,790	\$770,750	3540	0.24	12
2625 023 049 2002	Virginia Mason	Clinic	\$102,240	\$166,470	\$268,710	1102	0.09	0
2625 023 050 2008	Virginia Mason	Clinic	\$273,960	\$1,799,730	\$2,073,690	9614	0.24	3
2625 023 053 2005	Virginia Mason	Clinic	\$342,120	\$0	\$342,120	0	0.4	27
2625 023 054 2004	Magnano Properties	Retail	\$319,840	\$1,462,850	\$1,782,690	7266	0.28	5
Sandstrom Properties								
2625 023 146 2004	Sandstrom Properties	Retail	\$1,039,460	\$1,546,740	\$2,586,200	6229	0.91	34
City of Bainbridge Island								
2625 023 046 2005	COBI	Museum	\$257,380	\$101,390	\$358,770	3643	0.59	16
2625 023 057 2001	COBI	Parking	\$144,710	\$0	\$144,710	0	0.29	26
2625 023 133 2009	COBI	Parking	\$179,080	\$0	\$179,080	0	0.36	26
2625 023 143 2007	COBI	Parking/BPA	\$2,706,800	\$0	\$2,706,800	0	2.37	68
Other Interested Properties								
2625 023 056 2002	Winslow Hardware	Retail	\$262,160	\$926,740	\$1,188,900	6,350	0.23	3
2625 023 062 2004	Roberts Jewelry	Retail	\$137,630	\$356,540	\$494,170	2,639	0.12	4
2625 023 058 2000	James Brandt	Office	\$239,880	\$129,770	\$369,650	1,774	0.36	33
2625 023 059 2009	James Brandt	Office	\$85,200	\$494,170	\$579,370	5,178	0.1	0
2625 023 060 2006	James Brandt	Retail	\$125,840	\$1,093,210	\$1,219,050	4,969	0.11	0
2625 023 127 2007	James Brandt	Office	\$334,250	\$1,077,480	\$1,411,730	8,331	0.39	18
2625 023 063 2003	Frank Burlingame	Retail	\$148,120	\$474,510	\$622,630	3,328	0.13	4
2625 023 069 2007	Earl & Linda Miller	Retail	\$502,040	\$981,790	\$1,483,830	6,480	0.44	17
2625 023 072 2002	Earl & Linda Miller	Retail	\$365,710	\$1,250,500	\$1,616,210	8,632	0.32	0
2625 023 068 2008	Team 190 LLC	Parking	\$297,550	\$0	\$297,550	0	0.26	20
2625 023 145 2005	Team 190 LLC	Fitness Center	\$867,380	\$1,083,940	\$1,951,320	12,046	0.76	42
2625 023 157 2000	Bruce Brunton	Office	\$394,550	\$94,370	\$488,920	775	0.54	24

Site Conditions

1. Topography

Topographic maps showing the area of the feasibility study properties were provided to the design team by the City of Bainbridge Island. The topographic maps were likely derived using aerial photography techniques, and should be confirmed by on-ground survey prior to undertaking actual detailed design studies. However, the data is suitable for this preliminary feasibility study.

The overall study area varies in elevation from approximately 70' above sea level at the alley to the North of the retail shops on Winslow Way to a height of approximately 130 feet at the Northern edge of the study area

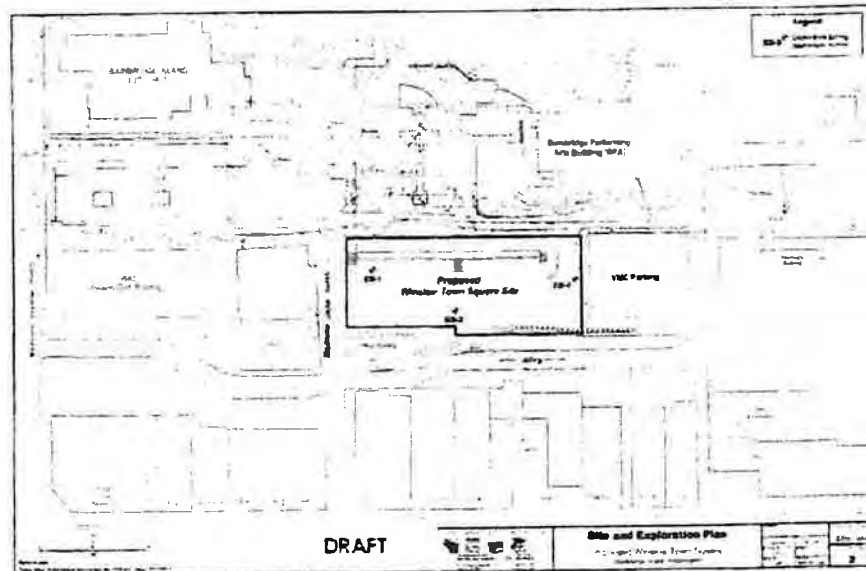
It is apparent that significant cutting was done at the time of the development of the retail buildings facing Winslow Way, leaving an embankment along the Southern edge of the adjacent City-owned property. This embankment provides the opportunity for providing underground parking on the City property.

It is likely that the future redevelopment of the study properties will include provision for underground parking, as well. As this parking will be even lower than the current lowest site elevations, the design challenge will be to provide smooth and convenient street access and vertical transportation among the various parking levels.

A larger topographic map is included as Exhibit B in the Appendices.

2. Geotechnical Subsurface Conditions

The study team has been provided a geotechnical report prepared by Associated Earth Sciences, Inc. ("AESI") for the Kitsap County Consolidated Housing Authority, dated September 14, 2001. The study reported subsurface geotechnical conditions based on three test borings made on the .6-acre site owned by the City, abutting the alley behind the retail stores facing Winslow Way. The test holes varied from 33.5 feet to 45 feet in depth. The location is shown on a site map included in the study.



The tests found competent soils, consisting primarily of natural Vashon glacial lodgment till overlaid by a thin layer of very dense, gravelly sand with silt.

Minor seasonal "perched" ground water was found at depths of from 20 feet to 32 feet. The regional ground water "horizon" is estimated to be on the order of 200 feet deep.

The study proposes a number of design recommendations to direct structural and civil engineering for an underground parking structure.

The report provided to the design team was stamped "DRAFT", and should be confirmed or updated before actual detailed design engineering is undertaken.

A larger Site and Exploration Plan is included as Exhibit C in the Appendices.

General Study Goals

Based on interviews of property owners, City officials and Councilpersons, and interested community stakeholders, the following goals and objectives have been distilled to guide the planning team in developing options for providing new downtown core parking configurations.

1. Identify and Evaluate Configuration Alternatives

The study will explore potential physical configurations for parking on the subject properties and will examine how these individual configurations could be coordinated or combined to improve parking efficiency, lower overall development costs, and facilitate long-term parking management.

In addition to the impetus for more downtown parking from the Winslow Tomorrow planning process, the City of Bainbridge Island is currently in the process of modifying the development codes in the downtown area to provide increased development capacity on the properties involved in this study. While not intended to identify the amount or nature of future development that might occur on the subject properties, the feasibility study will attempt to provide a sufficient quantity of parking to allow the property owners development flexibility to achieve the new development capacity, and will attempt to identify the parking design implications that might be required to accommodate a reasonable range of development types in the future.

2. Parking should respond to the needs of users

The new parking will be targeted for three primary user groups:

- Employees of downtown businesses and the City, including Bainbridge Performing Arts Center and the Historical Museum
- Customers and visitors of downtown businesses
- Users from downtown developments who have purchased off-site parking through participation in the City's fee-in-lieu program.

The configuration of the new parking should be attractive to and convenient for the user groups. The study will evaluate whether the parking should provide for segregation of users or not.

In addition to these users, the parking design should respond to the need for service parking and off-loading for the immediately adjacent downtown businesses.

3. Provide Flexibility for Development Sequencing

It is likely that each involved property will be developed at a different time. Further, each property may be developed in phases that are difficult to identify at this time. One of the challenges of the study will be to examine how the benefits of coordinated parking can be achieved given the likelihood of disjointed development schedules.

4. Explore Access and Circulation

The study will also examine options for access to surrounding streets to the new parking and will identify the need for obtaining permission or control of access across various properties in the vicinity.



5. Explore Long-term operational opportunities

The study will evaluate how the involved properties might cooperate to manage the parking and potentially support the generation of revenues to help defer the costs of the new parking.

6. Coordinate the new parking with the Winslow Way rebuilding project

The project team will coordinate the feasibility options with new Winslow Way rebuilding project planning to insure coordination of access points, utility connections, and any other issues requiring attention.

Property-Specific Goals

1. City of Bainbridge Island

- A. Replace and potentially increase existing employee parking
- B. Provide additional parking in support of Winslow Tomorrow
 - i. Fee in lieu program
 - ii. Downtown employees and customers
- C. Explore options, costs, and benefits for providing design and structural flexibility to allow development of portions of the top level of the garage
 - i. "Town square" vs. parking
 - ii. Future buildings (Note, this study will not attempt to identify the type of future buildings or the kinds of uses.)
- D. Explore improvement of overall traffic circulation in downtown area
- E. Service circulation and delivery parking
- F. Explore opportunities to improve downtown pedestrian circulation
- G. Explore organizational and financing options for the development of the public component of the new parking
- H. Determine whether to participate in the purchase of the Magnano Property, on which new access road from Winslow Way could be located. Resolve acquisition and development financial structure among study participants.

2. Haggar-Scribner Properties

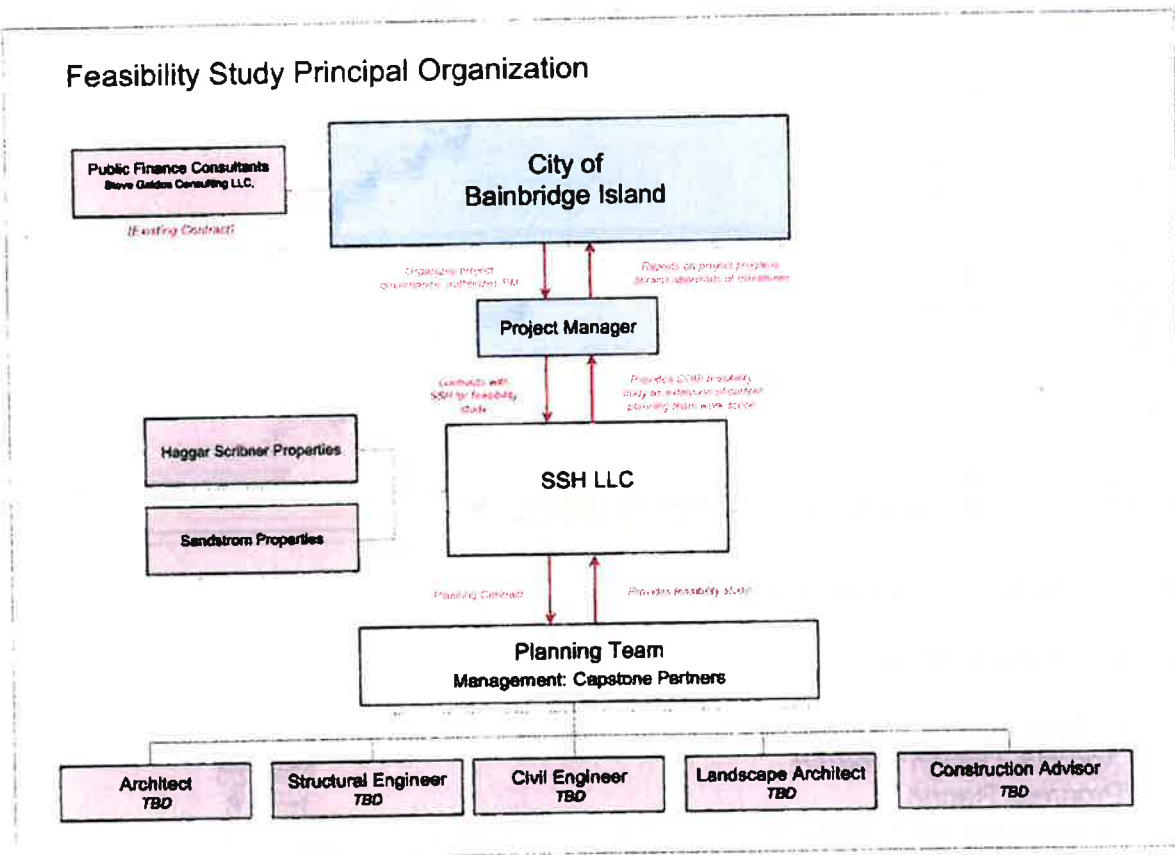
- A. Recognize likelihood of need for medical clinic parking for a future 30,000-50,000 sf clinic redevelopment
- B. Provide for phasing to allow development of new clinic while the existing facility remains in operation
- C. Replace existing parking
- D. Determine whether to exercise the option to purchase the Magnano Property, on which new access road from Winslow Way could be located. Resolve acquisition and development financial structure among study participants.

3. Sandstrom Properties

- A. Provide parking to allow development flexibility for the site under the new zoning allowances
- B. Recognize that redevelopment is not likely to occur for some time.
- C. Explore multi-level connections to parking to facilitate multi-level retail, as well as other uses.
- D. Determine whether to participate in the purchase of the Magnano Property, on which new access road from Winslow Way could be located. Resolve acquisition and development financial structure among study participants.

Organizational Structure

The organization of parties for the feasibility study is shown below. The City and its financial advisors have selected a Project Manager and have contracted with SSH LLC, a joint venture between Haggar Scribner Properties and Sandstrom Properties, to assemble and manage a planning team to perform the feasibility study. SSH, in turn, has contracted with Capstone Partners, a Northwest real estate services firm, to serve as their project manager.

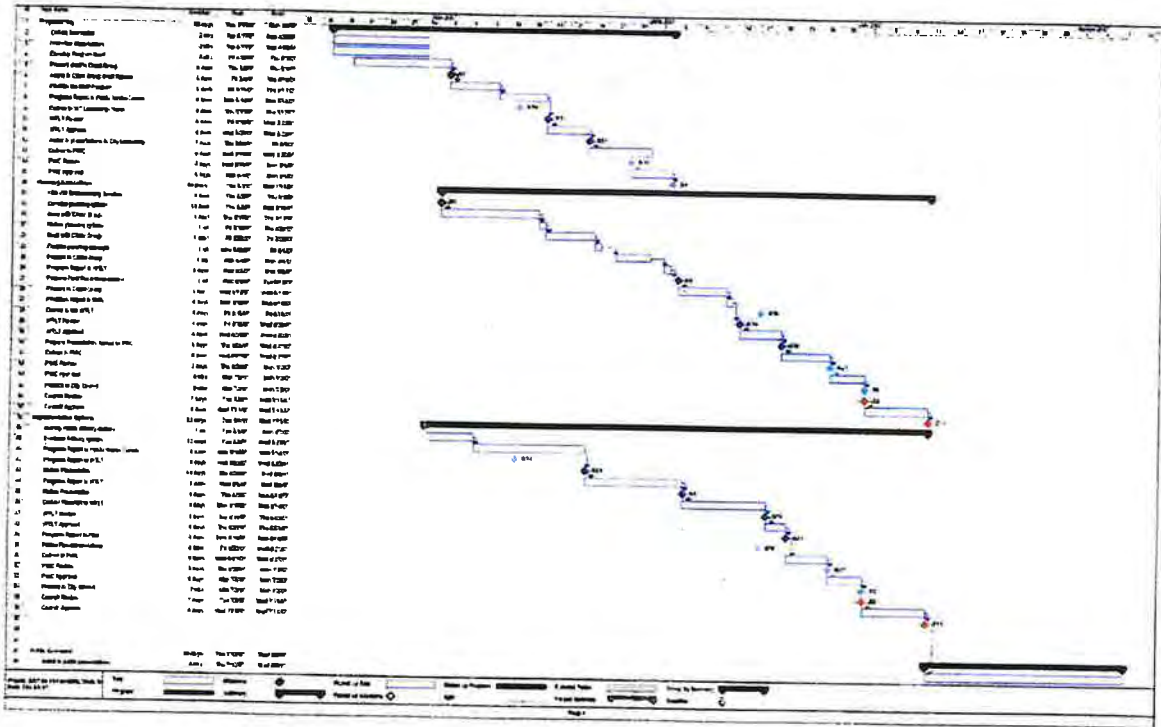


The planning team has been selected through a public process and consists of:

- | | | |
|-------------------------|--------------------|-------------------|
| • Architect/Planners: | LMN Architects | Seattle |
| • Associated Architect: | Wenzlau Architects | Bainbridge Island |
| • Structural Engineer: | DCI Engineers | Seattle |
| • Civil Engineer: | Browne Engineering | Bainbridge Island |
| • Landscape Architect: | Siteworks | Seattle |
| • Associate Planner: | Bill Johnson | Bainbridge Island |
| • Construction Advisor: | JTM Construction | Seattle |

Workplan

The Feasibility Study Planning Team and the City's Project Manager have worked with their respective parties in developing a schedule for the feasibility planning process.



A larger schedule is included as Exhibit D.

Highlights of the workplan:

Winslow Tomorrow Leadership Team

Approve Design Program	May 23
Progress Report	June 6
Approve Design & Implementation Recommendations	June 20

Public Works Committee

Progress Reports	May 14, June 18
Approve Design Program	June 4
Approve Design and Implementation Recommendations	July 2

City Council Approval

July 11

Public Presentations

July, August

Appendices

Exhibit A: Background Information

Exhibit B: Topographic and Boundary Map

Exhibit C: Site and Exploration Plan prepared by AESI

Exhibit D: Feasibility Study Work Plan Schedule

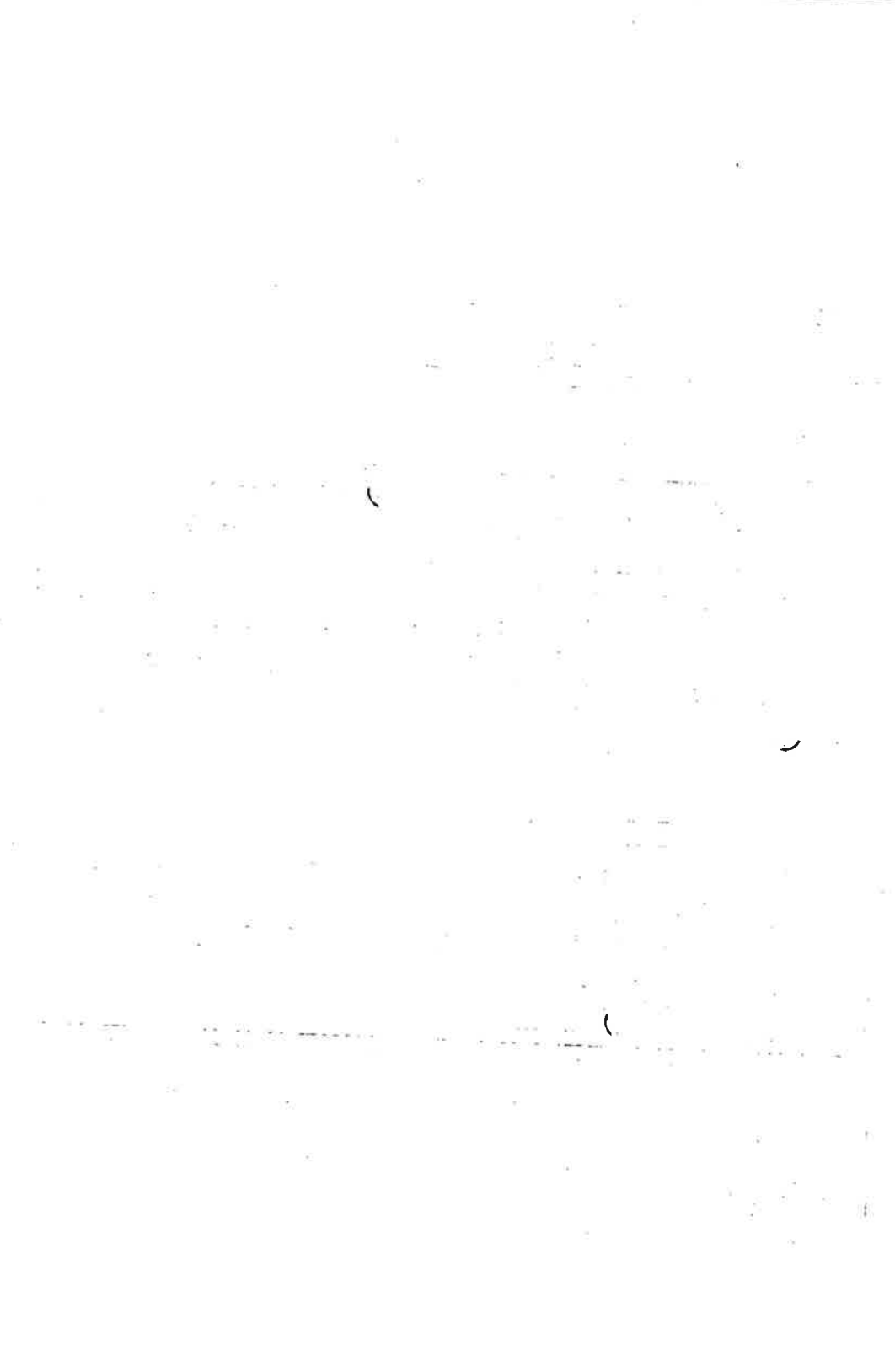
Exhibit A: Background Information and Data

The following information has been collected from the City of Bainbridge Island to facilitate the feasibility study:

1. A Winslow Town Square Traffic Study dated October 21, 2001 prepared by Johnson, Davies and Lathrop
2. Preliminary Subsurface Exploration and Geotechnical Report dated September 14, 2001 prepared by Associated Earth Sciences
3. A summary Report on the Bainbridge Cultural Center on Town Square dated October 18, 2000, prepared by William Isley and Wini Jones
4. AutoCAD base map with existing topography, building footprint and parcel line information
5. AutoCAD cross sections of existing streets and project site
6. GIS parcel information
7. AutoCAD parcel information August 2006
8. 3d sketch-up model of Winslow Tomorrow vision from Mithun
9. Parking Ordinance 2006-17
10. Memorandum from Sandy Fisher to Chuck DePew regarding programmatic considerations for the new parking structure.
11. Wenzlau and Isley parking analysis sketches from Winslow Tomorrow
12. Access and Circulation study by Charlier Associates dated January 2006
13. Analysis of Parking, Density, and Redevelopment Potential date February 1, 2005
14. Winslow Tomorrow FAR Summary for year 2025 dated March 28, 2007
15. Property Parking Status Map for Winslow Central Area
16. Geotechnical Boring Map

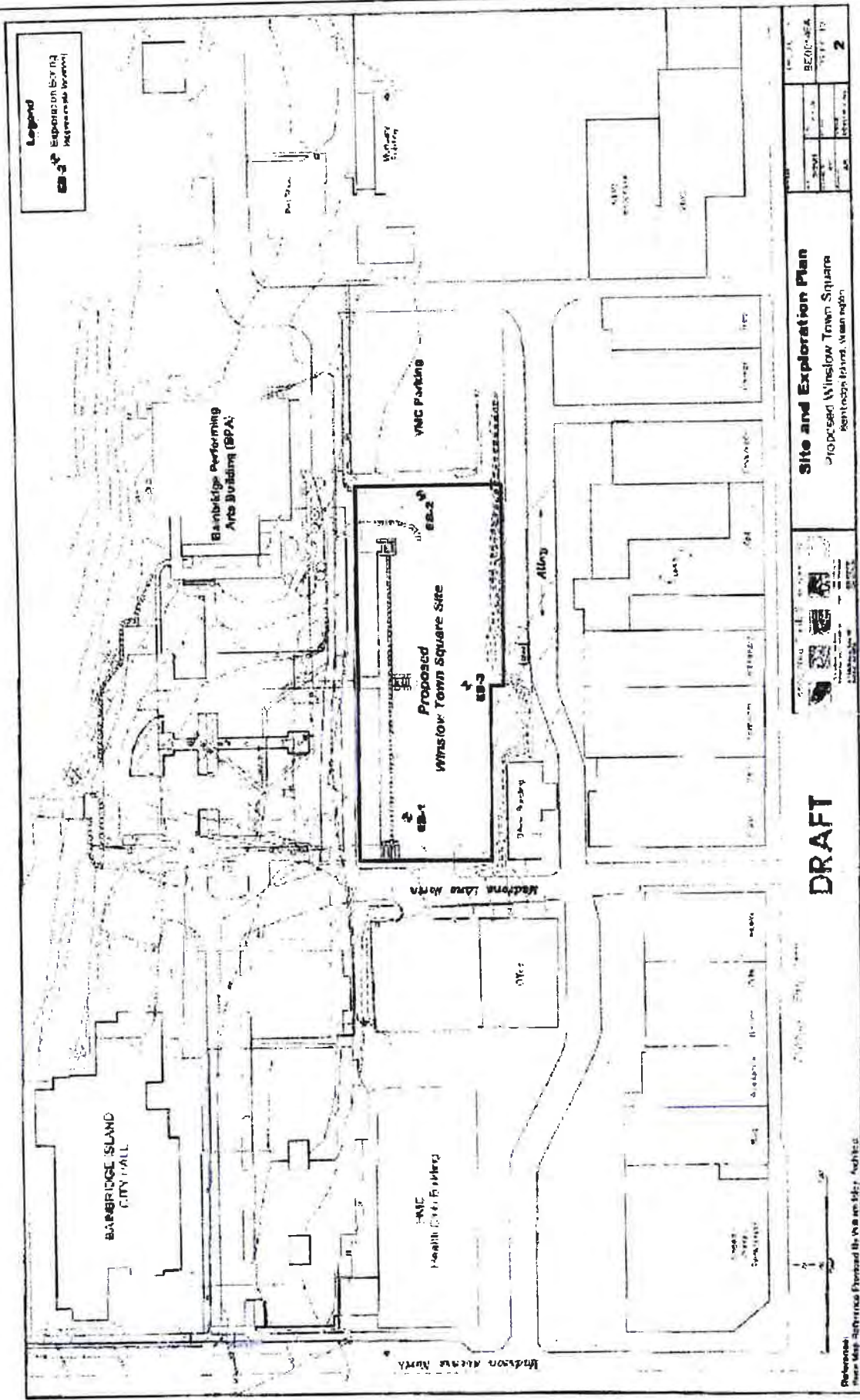


Exhibit B: Winslow Core Area Boundary and Topographic GIS Map

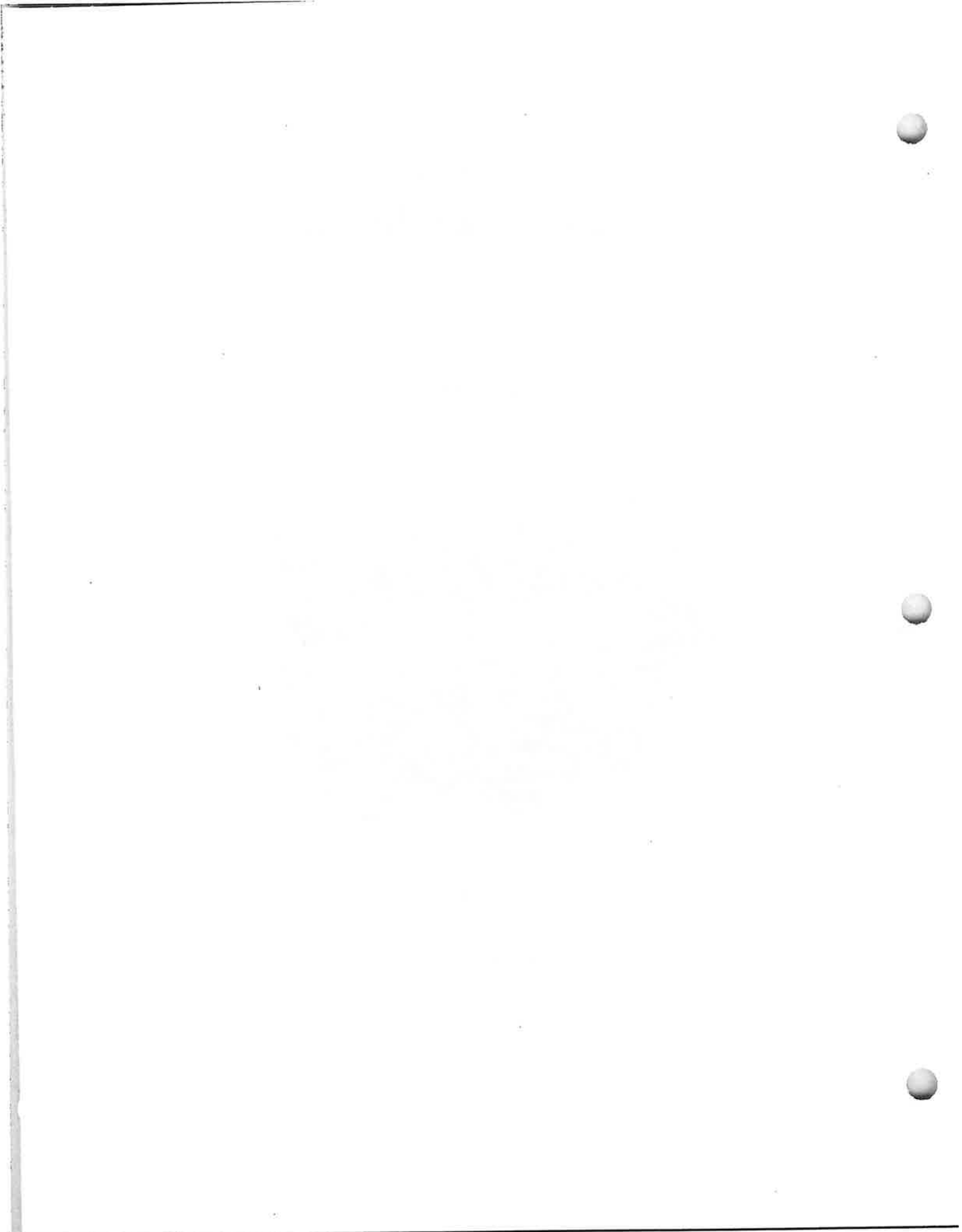


Source: COBI

Exhibit C: Site and Exploration Plan prepared by AESI



Source: COBI



Winslow Core Parking Feasibility Study

Progress Report
July, 5, 2007



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

Progress Report

The purpose of this Progress Report is to review the ongoing progress in the development of the Feasibility Study which will be presented in the Fall of 2007.

No final conclusions or recommendations are presented in this progress report, and no decisions are requested from the City of Bainbridge Island at this time.

The Feasibility Study involves a large number of people working interactively, and is evolving rapidly as concepts are beginning to achieve consensus. Accordingly, these written materials, submitted almost a week before the scheduled July 11 Council Workshop presentation, will be supplemented in that presentation with more information developed during the intervening period.

The Planning Team is continuing to work with City Staff on a number of key decisions, such as the quantity of parking desired by the City.

Council comments and suggestions in response to the content of this Progress Report are welcome.





Context for the Feasibility Study

A. Purpose of Feasibility Study

The Winslow Tomorrow Planning process concluded that downtown Winslow is deficient in parking supply. The study recommended that the City of Bainbridge Island should consider an investment in parking, in partnership with businesses, property owners, and the community. Many of these recommendations have been codified in the City's Master Plan which was updated in November of 2006.

Overall Land Use Goal WMP 2-1

Strengthen Winslow—the Island's commercial, cultural and commuter hub—as a sustainable, affordable, diverse, livable and economically vital community, by:

- *Encouraging downtown living;*
- *Providing an enhanced pedestrian experience, with linked access to retail shopping, the ferry, major public facilities, open space and residential areas, and promoting and retaining visual access to Eagle Harbor;*
- *Promoting the efficient use of land;*
- *Encouraging the retention and expansion of retail that serves the needs of community members and visitors;*
- *Providing opportunities for business expansion and private reinvestment;*
- *Promoting development that is sustainable and supports community values; and*
- *Developing strategies that result in the creation of less expensive housing and retail space, thereby increasing diversity while minimizing dependence on the automobile.*

Policy WMP 2-6.3: Increase the vitality of the civic plaza — currently comprised of the Farmers' Market, BPA and City Hall — by developing better circulation and enhanced pedestrian amenities, providing opportunities for future civic and cultural buildings; and encouraging a greater variety of activities.

WMP Chapter 5: Public Facilities

Goal WMP 5-1: Enhance Downtown Winslow as the Civic, Commercial, and Cultural center for Bainbridge Island.

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 build on top of underground parking at the south edge of the existing park.

Goal WMP 5-4: Seek Opportunities for and Encourage the Development of Public Buildings and Public Spaces

WMP 5-4.1 As the population increases, additional multipurpose public meeting spaces could be built, either by expanding existing facilities, such as in the Commons, City Hall, BPA or the library, or building new ones. Incentives should be developed to encourage developers to incorporate multipurpose meeting space into the design of new residential or mixed-use development.



- *Creating a pedestrian environment*
- *Providing pedestrian facilities and amenities;*
- *Creating a streetscape that provides pedestrian amenities;*
- *Providing pedestrian connections to Eagle Harbor, the Ravine and Ferry Terminal and between neighborhoods;*
- *Preserving, expanding and promoting the existing network of social/informal trails;*
- *Recognizing and developing Winslow Way as the centerpiece of downtown Winslow; and*
- *Managing public parking and encouraging a “park-once district” that provides accessible parking for downtown users.*

Winslow Tomorrow Executive Summary-Parking Recommendations

Challenge 5 – Park Once

Encourage a “park-once district” by providing parking that is plentiful and accessible.

Strategy - *Invest in parking in partnership with businesses, property owners and the community.*

Implement effective policies, programs and projects to improve the downtown parking supply.

Actions

- *Improve parking management and enforcement in the downtown core.*
- *Increase the amount and effectiveness of on-street parking by adding at least 30 on-street spaces, signing for varying time limits, adopting a policy of “no net loss” and planning for future paid parking.*
- *In partnership with property and business owners, improve downtown parking supply by developing employee parking opportunities outside the core business area, revising the fee-in-lieu program and planning for underground parking.*
- *Create a parking district authority (possibly subsumed into a larger downtown public/private authority) with responsibilities to manage key elements of downtown parking.*



Priority parking projects include:

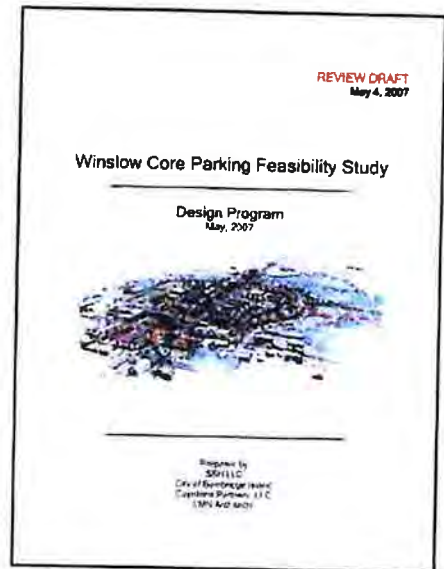
- *Provide adequate parking on-street, underground and in mixed-use buildings.*
- *Add on-street parking on new lanes and existing streets: Bjune, Winslow Way and Madison.*
- *Build structured (preferably underground) public parking in the vicinity of Winslow Way.*

Possible sites on public land are:

- 1) *City land south of the civic green/farmers' market site and*
 - 2) *the existing post office site if the city can successfully negotiate retaining a post office downtown with distribution functions located elsewhere.*
- *Explore the opportunity to develop parking in partnership with private developers.*
 - *Relocate or develop convenient employee parking off Winslow Way.*

B. Public-Private Partnership Performing Feasibility Study

Two property owners with downtown properties adjacent to the City-owned land have joined together with the City to undertake a feasibility study that will evaluate the potential for developing underground parking on their properties. Because of the adjacency, the City and the private property owners are interested in exploring how their respective parking might be coordinated or combined to increase efficiency, lower development costs, and provide better access and traffic flow in the core area.



C. The Feasibility Study is Limited to Parking

It should be noted that this feasibility study was commissioned to explore how parking might be configured within and among the sponsoring properties. This study is not intended to explore future development or uses of the sponsoring properties. Where relevant, this study will attempt to identify design issues and costs associated with enabling the parking structures to accommodate future development. It will then be a future decision of the respective property owners whether to include such features when they implement plans to build parking on their sites.

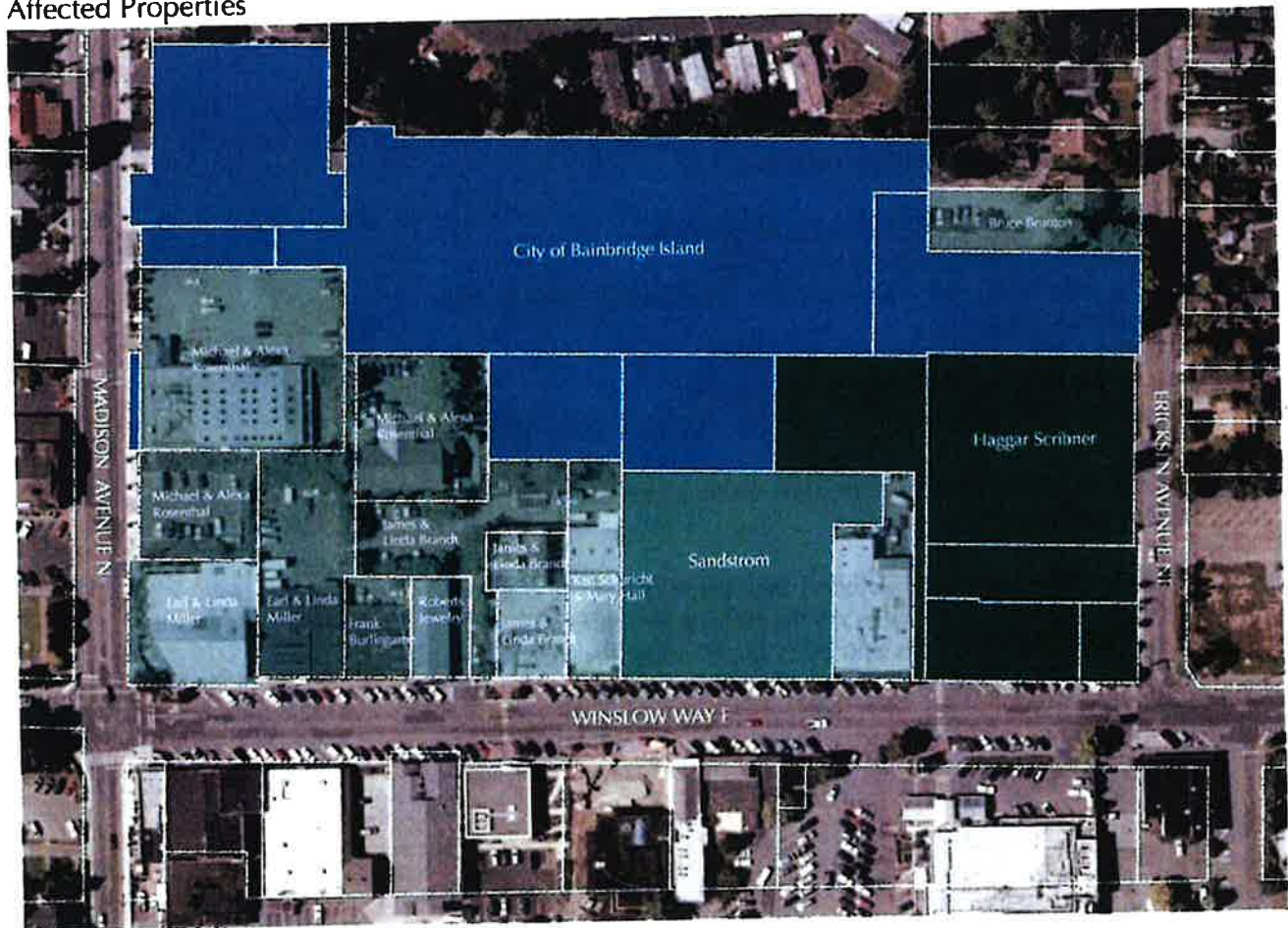
Feasibility Study Participants

The primary sponsors of this study are Haggar-Scribner Properties, Sandstrom Properties, and the City of Bainbridge Island, working as a public-private partnership. Haggar-Scribner and Sandstrom have formed SSH LLC to manage their interests in the public-private partnership.

At the invitation of SSH's Tom Haggar and Dave Azose, A number of other property owners have become involved in the study and have shown willingness to participate in exploring how their properties might fit into some mutually viable scheme. They include:

- Michael and Alexa Rosenthal (Island Fitness)
- Bruce Brunton (buildings North of Historical Museum)
- Ken Schuricht and Mary Hall (former Winslow Hardware)
- Jim and Linda Brandt (Blackbird Bakery)
- Earl and Linda Miller (Corner of Winslow Way and Madison)
- Frank Burlingame (Winslow Way Art Galleries)
- Roberts Jewelry

Affected Properties



Feasibility Study Schedule

The Feasibility Study Schedule was set forth in the agreement between SSH LLC and the City of Bainbridge Island dated March 28, 2007.

The major work plan elements are as follows:

- | | |
|---|-----------------------|
| 1. Establish Work Plan | Completed in March |
| 2. Select and Organize the Feasibility Study Team | Completed in April |
| 3. Establish a Program of Requirements | Approved by CC in May |
| 4. Identify and Evaluate Design Options | Due Fall 2007 |
| 5. Evaluate Development Implementation Options | Due Fall 2007 |
| 6. Final Recommendations – Implementation Options | Due Fall 2007 |



This Progress Report will deal primarily with a review of the work-in-progress under Item #4. The remaining two work items will be developed between now and the fall presentations.

Design Program

For reference, the Design Program for the Feasibility Study, which was approved by the City Council in May of 2007, is attached as an Exhibit.

Major Goals of the Design Program included:

1. Identify and Evaluate Configuration Alternatives
2. Respond to the Need of the Parking Users
3. Provide Flexibility for Development Sequencing Among the Involved Properties
4. Explore Access and Area Traffic Circulation
5. Explore Long-Term Operational Opportunities
6. Coordinate the New Parking with the Winslow Way Rebuild Project
7. Explore "Town Square" Opportunities on the Upper Surface of the Parking Structure

Note: This study specifically excluded the identification or study of land uses or buildings to be located on the parking structure, except to identify the design requirements and costs of providing for such future flexibility.

Targeted Parking User Groups



The new parking will be targeted for three primary user groups:

- City Hall employees and visitors, including Bainbridge Performing Arts Center and the Historical Museum
- Customers and visitors of downtown businesses
- Users from downtown developments who have purchased off-site parking through participation in the City's fee-in-lieu program.

The configuration of the new parking should be attractive to and convenient for the user groups. The study will evaluate whether the parking should provide for segregation of users or not.

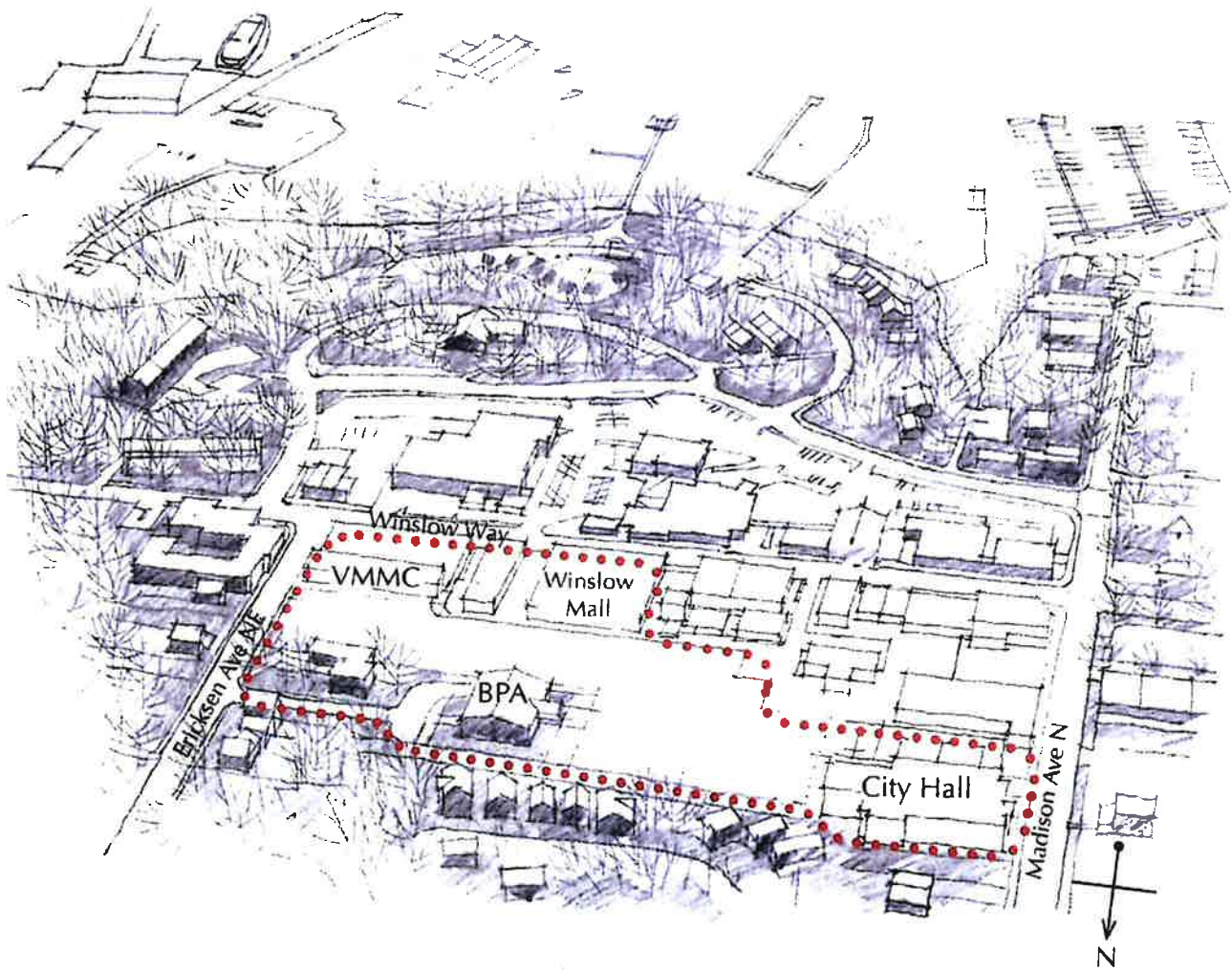
In addition to these users, the parking design should respond to the need for service parking and off-loading for the immediately adjacent downtown businesses.

The Planning Team is working with the City to identify the number of parking spaces it wants to provide for its targeted user groups.

Chuck DePew is working with area businesses to identify demand for parking for downtown business employees and customers.

Feasibility Study Area

The study area is bounded by Madison Ave on the west, Ericksen on the east and Winslow Way on the south and encompasses properties owned by the City of Bainbridge Island, Haggar-Scribner, and Sandstrom. The general character of the properties are one and two story buildings with surface parking.



Urban Planning Issues Under Evaluation



1. Access

- Traffic impacts to the street system will be minimized (maintain LOS at key intersections);
- Access will be compatible with pedestrian and bicycle systems and patterns;
- Vehicle ingress and egress will be compatible with existing adjacent land uses; and
- Pedestrian ingress and egress will be convenient to retail and government/public facilities.

2. Circulation

- Traffic impacts to the street system will be minimized (maintain LOS at key intersections);
- Circulation will be compatible with pedestrian and bicycle systems and patterns;
- At-grade (or other non-garage) route will be maintained between Ericksen and Madison; and
- Emergency access will be maintained to, through and around the garage

3. Connectivity

Pedestrian and bicycle connectivity to and through the study area are being planned. Adjacent property owners are considering how their redevelopment plans can provide access to the study area and promote good circulation patterns throughout the core area.

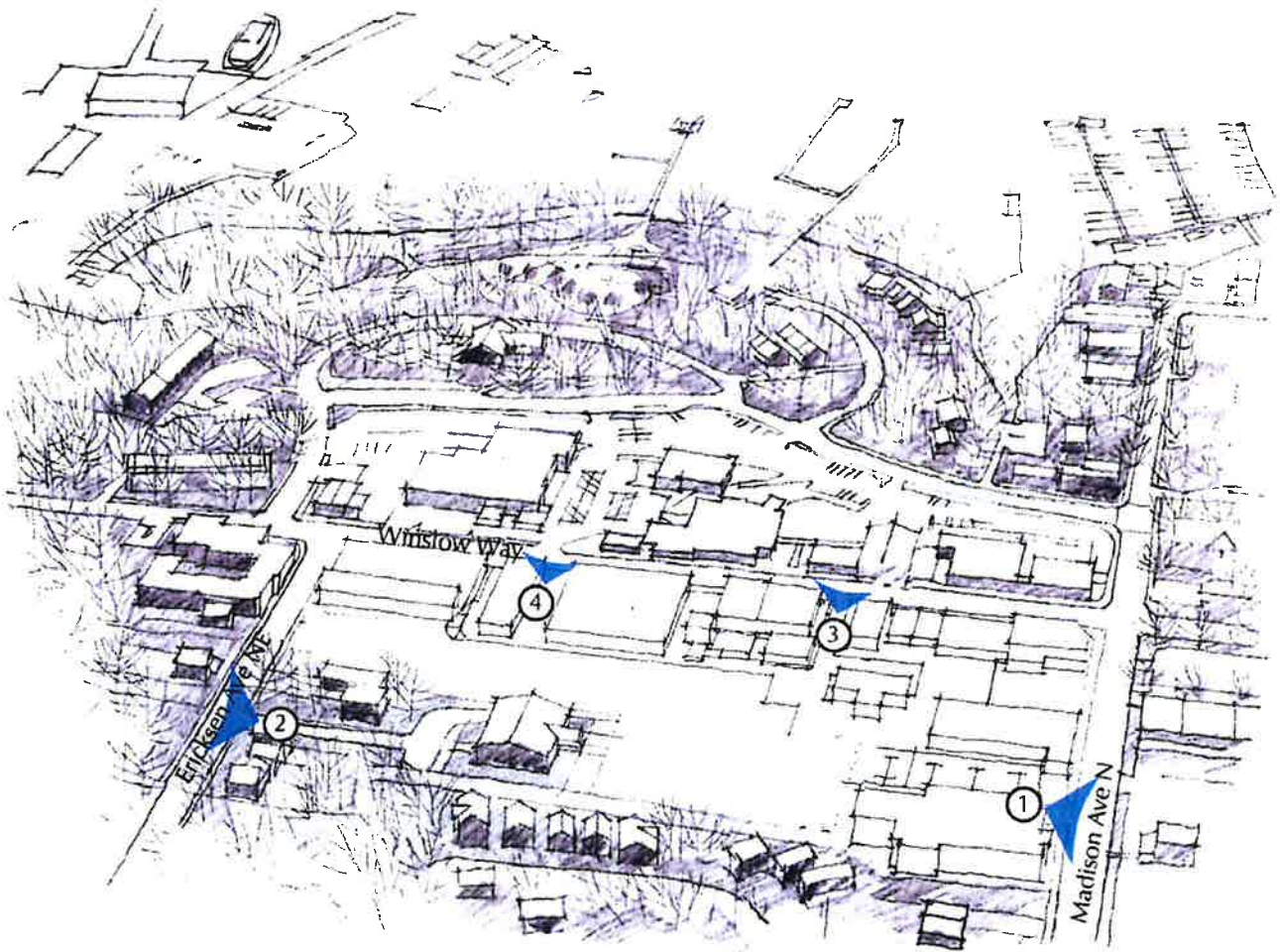
4. Opportunities for Public Amenities

While this study specifically excludes identification of future uses atop the new parking, it is obvious that some consideration should be given to the opportunities for public amenities resulting from the new parking development. The planning team will offer some ideas for future consideration.

Study Area Access

The study area is currently accessed from:

1. Madison Ave via Henshaw Way
2. Ericksen Ave
3. Madrone Lane (future access may be restricted)
4. Harbor Way (new access)





Configuration Options

The following configuration options are emerging as solutions meeting the complex requirements set forth in the Design Program.

These configuration alternatives are conceptual and should not be considered as building design recommendations. Architectural design is not a part of this feasibility study, and will be undertaken as a separate project once the general parking concepts are approved by the City.

All options pursue the City's policy goals for Access, Circulation, Connectivity, and Public Amenities.

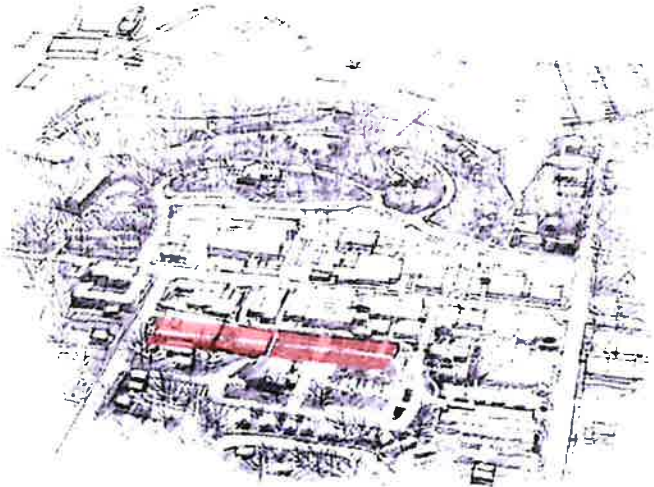
Option 1: City

The City option is a modest underground garage that seeks to maximize use of the current surface parking area south of the civic plaza.



Option 2: City + Clinic

The City + Clinic option is a public/private partnership option with the same layout as the first option which potentially connects to and through a private garage on the east to Ericksen.



Option 3: City Expanded

The City Expanded option is an alternative for either option one or two, building north underneath the civic plaza.

note: this option requires additional relocation of utilities from the south side of the BPA to the north edge of the site. These utilities further restrict the expansion of the garage to only two corridors.





Urban Planning and the Configuration Options

All options:

1. Access

- Allow principal access from both Madison Ave and Ericksen Ave
- Allow potential access from Winslow Way from a new lane (Harbor Way) and a new alley along the south side of the garage
- May have restricted access on Madrone Lane

2. Circulation

- Minimize impacts to key intersections by focusing access on to Madison and Ericksen as opposed to Winslow Way
- Provide the opportunity to make a surface vehicular connection from Madison to Ericksen

3. Connectivity

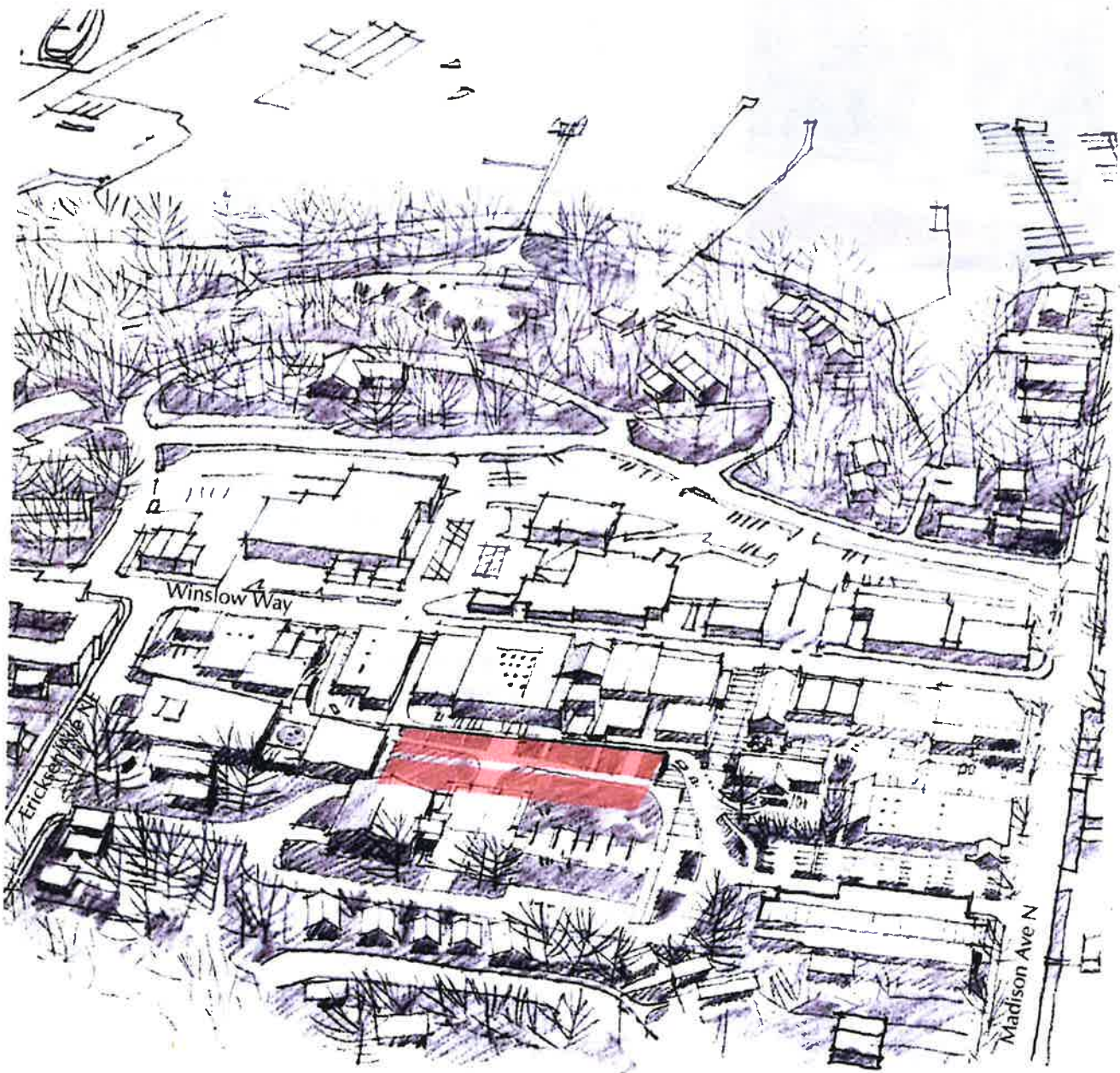
- Provide vertical circulation for bikes and pedestrians up and down the hill from the grade of Winslow Way to that of the City Hall and BPA
- Provide the opportunity to make a formalized bike and pedestrian connection from Madison to Ericksen

4. Opportunities for Public Amenities

- Provide the opportunity to expand the civic plaza and provide more public open space and the opportunity for additional civic structures

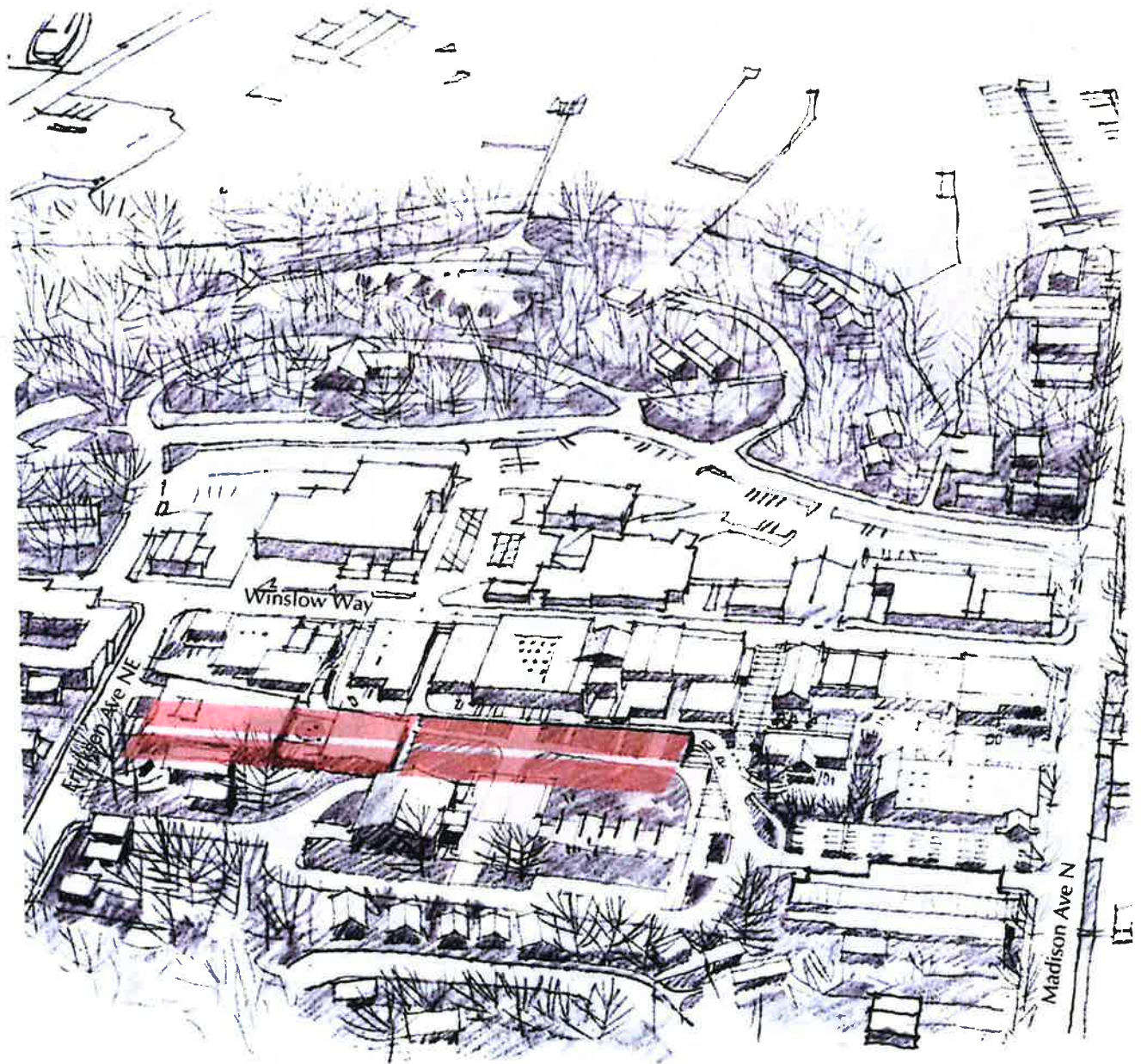
City

This option focuses the garage in the surface parking area south of the civic plaza. This option offers good opportunities for access to the garage. It also minimizes impacts to future development around it, especially the civic plaza area. This option keeps the current civic plaza intact but allows for future expansion into that area as demand arises as well as future expansion onto private property as those properties redevelop.



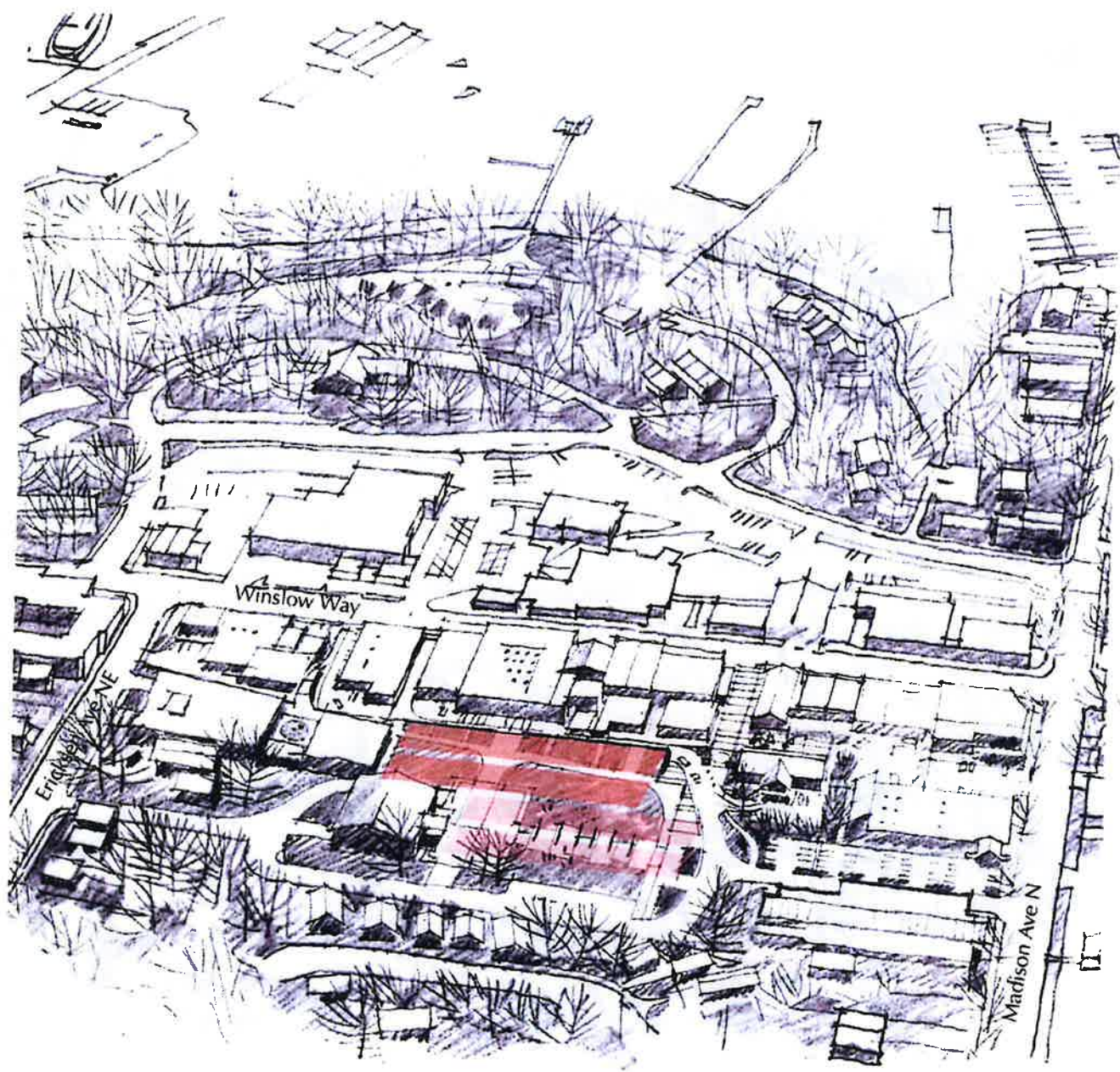
City + Clinic

This option offers reduced costs through private partnership and efficient use of resources by constructing all at once. This option may assist the "park once" policy goal by creating a central shared parking facility that allows visitors and others to park once to patronize several businesses and services. This option also offers a more visible access point on Ericksen that may help with wayfinding.



City Expanded

This option offers the opportunity to effectively hide a bigger structure under the current civic plaza. Though the plaza area would need to be redeveloped, this option would provide the opportunity to include additional space and/or structures associated with the farmer's market or other civic uses.





Evaluation of Options

1. Maximum Parking Capacity Achievable by City

While no decision has been reached, nor recommendation developed, for the amount of parking the City may wish to develop for its targeted user groups, the planning team has identified the approximate capacity of various portions of City-owned property to accommodate parking.

The following tables show the approximate number of spaces achieved for a variety of combinations of underground and surface parking levels. The tables are segregated into estimates wherein a surface-level plaza EXCLUDES any parking being provided on that level vs. estimates where the surface level includes full parking.

The range of spaces that could be accommodated in these study areas and levels range from 92 with one underground level under a plaza that excludes parking, to 552 with three underground levels under a plaza that excludes parking.

If parking is developed on the surface to the same extent as on the underground levels, the range is from 184 with one underground level, to 736 with three underground levels.

Evaluation of Options

Core Parking Feasibility Study

Estimated Number of Parking
Stalls by Design Scheme

Plaza On Surface	City Property			
	Surface	1 Underground	2 Underground	3 Underground
City Properties				
Current South Parking Area	0	92	184	276
Expansion into N Area				
(1 Bay to N)	0	138	276	414
(2 Bays to N)	0	184	368	552

Parking On Surface	City Property			
	Surface	1 Underground	2 Underground	3 Underground
City Properties				
Current South Parking Area	92	184	276	368
Expansion into N Area				
(1 Bay to N)	138	276	414	552
(2 Bays to N)	184	368	552	736

Note: Current Existing Parking

City Properties

South City Staff Lot	52
North BPA Plaza Area	84

Evaluation of Options

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 +

Estimate of Order-of-Magnitude Costs

Because of the conceptual character of the planning effort to date, estimated costs are equally conceptual and preliminary. Further architectural and engineering detail would need to be done before generating final development costs.

However, the planning team is working to develop rough order-of-magnitude cost estimates based on the actual site conditions and planning concepts.

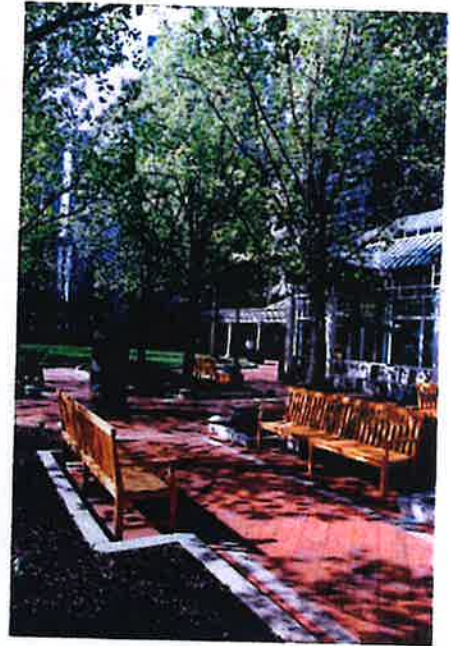
These estimates are still under development and further information will be presented at the July 11 workshop briefing.

It is possible to say at this time that no unusual costs are being generated by site considerations or design concepts developed to date. The cost of this parking should compare favorably with other parking structures being developed in the Puget Sound Area at this time.

Further, the cost estimating work to date indicates a roughly 10%-15% reduction in development costs if the City garage and the Winslow Clinic Phase I garage are built together.

By far the biggest cost impact apparent at this time is the decision regarding the development of the surface level of the garage. Excluding parking on this level simply means the cost of this level of structure and surface improvements must be funded by the revenue from the remaining parking spaces, or funded through other capital sources.

More detail on this issue will be presented on July 11.





Early Conclusions

1. The City has the flexibility to develop a wide range of parking quantity on its own property
2. Combining the Public parking structure with adjacent private structures provides several benefits:
 - Improved Access and Area Traffic Circulation
 - Reduced Development Costs
 - Opportunities for private development delivery
 - Development resources
 - Additional Capital Sourcing
 - Opportunities for coordinated operational management
3. The parking project can provide an excellent foundation for achieving many of the urban design goals delineated in the Master Plan

Next Steps

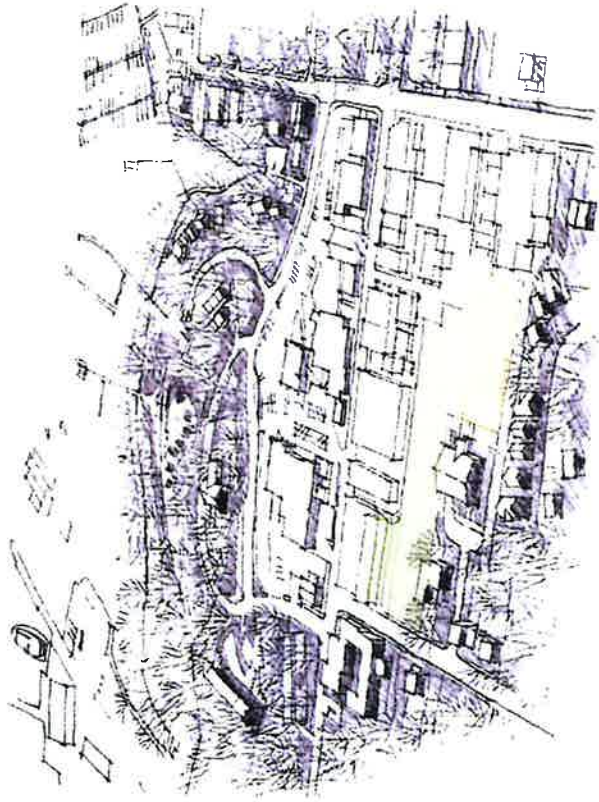
- Work with City and Community to clarify parking demand
- Work with adjacent property owners to refine design and identify desirable urban design opportunities
- Refine design options and cost estimates
- Identify and evaluate financing options
- Identify and evaluate delivery options
- Present recommendations in Fall





Winslow Core Parking Feasibility Study

Progress Report
July 11, 2007



Winslow underground Parking

Team Roster

Capstone

Don Audleman

The National Development Council

Chuck Depew

SSH, LLC

Tom Haggart

LMN Architects

Walt Niehoff

Randal Bennett

Darby Watson

Brianna Holan

Associate Planner

Bill Johnson

Wenzlau Architects

Charlie Wenzlau

DCI Engineers

John Tessam

Guy Conversano

Swenson Say Fagét

Paul Fagét

Browne Engineering

David Browne

Adam Wheeler

SiteWorkshop

Bill Bernstein

Bob Shrosbree

JTM Construction

John Hayduk

Tom Titus

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:

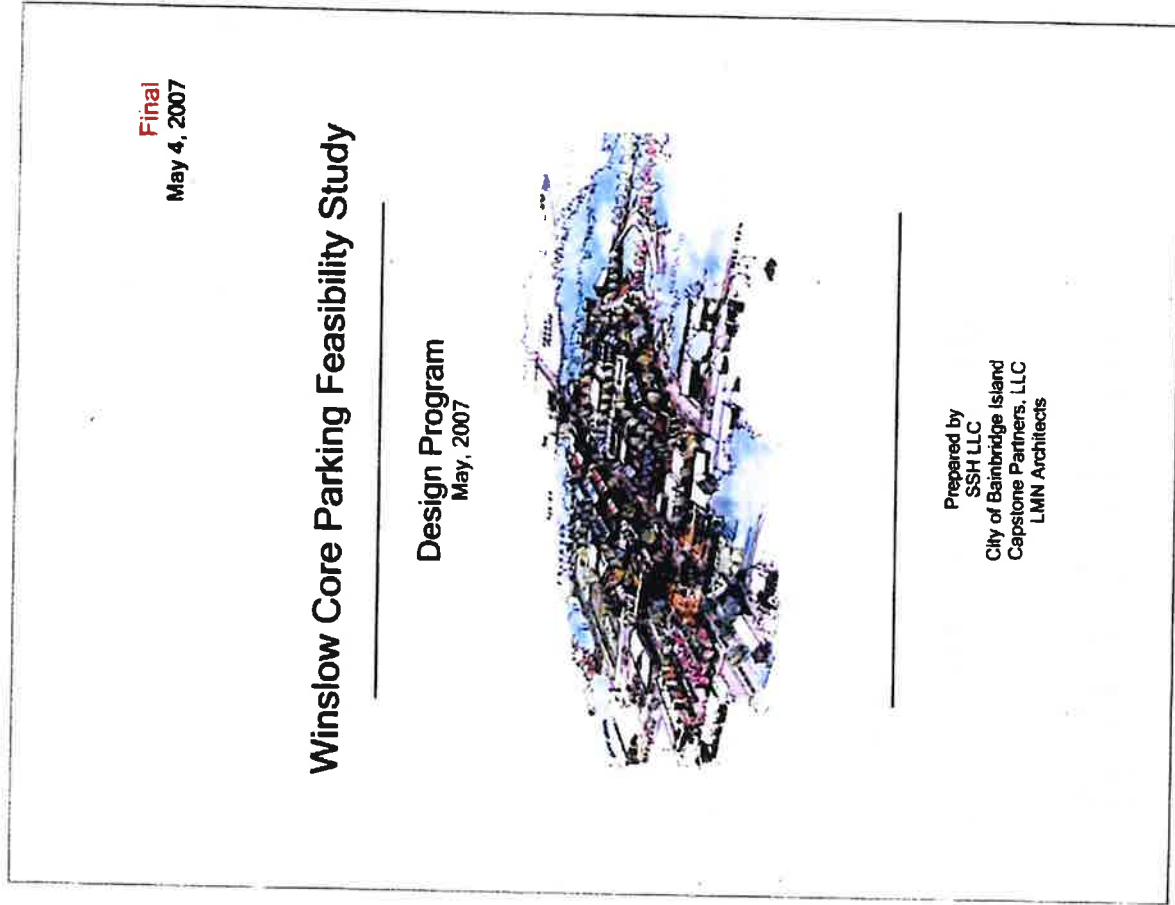
(adopted Nov 2006)

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:



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

July 11, 2007

Winslow underground parking

Targeted Parking Users

- COBI
 - Employees
 - City, BPA, Museum Visitors, Special Events
 - General Public
 - Inventory for Fee-in-lieu Program
- Winslow Businesses
 - Employees
 - Customers/visitors

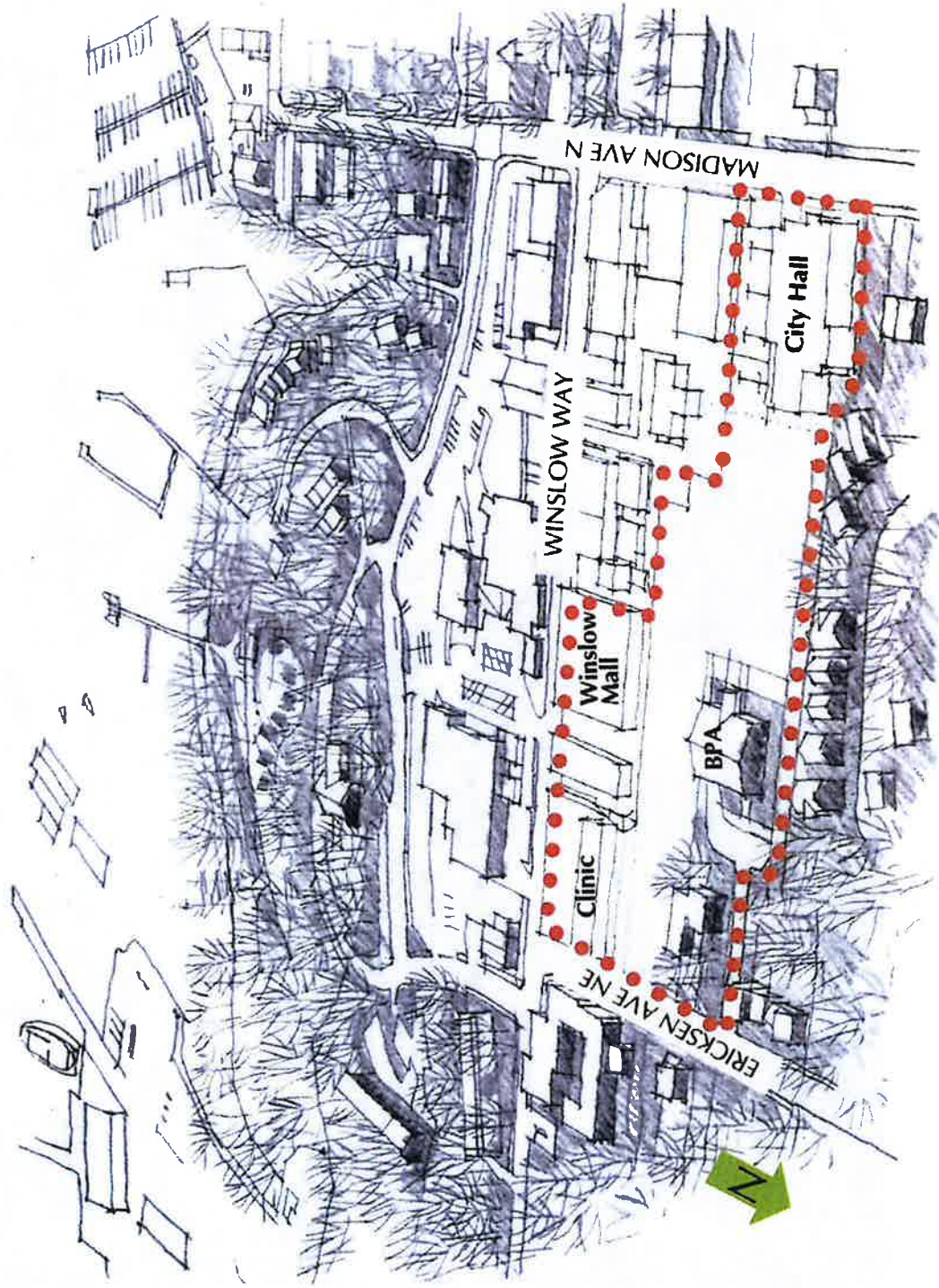
Design Studies to Date:

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 underground parking

Expanded Study Area



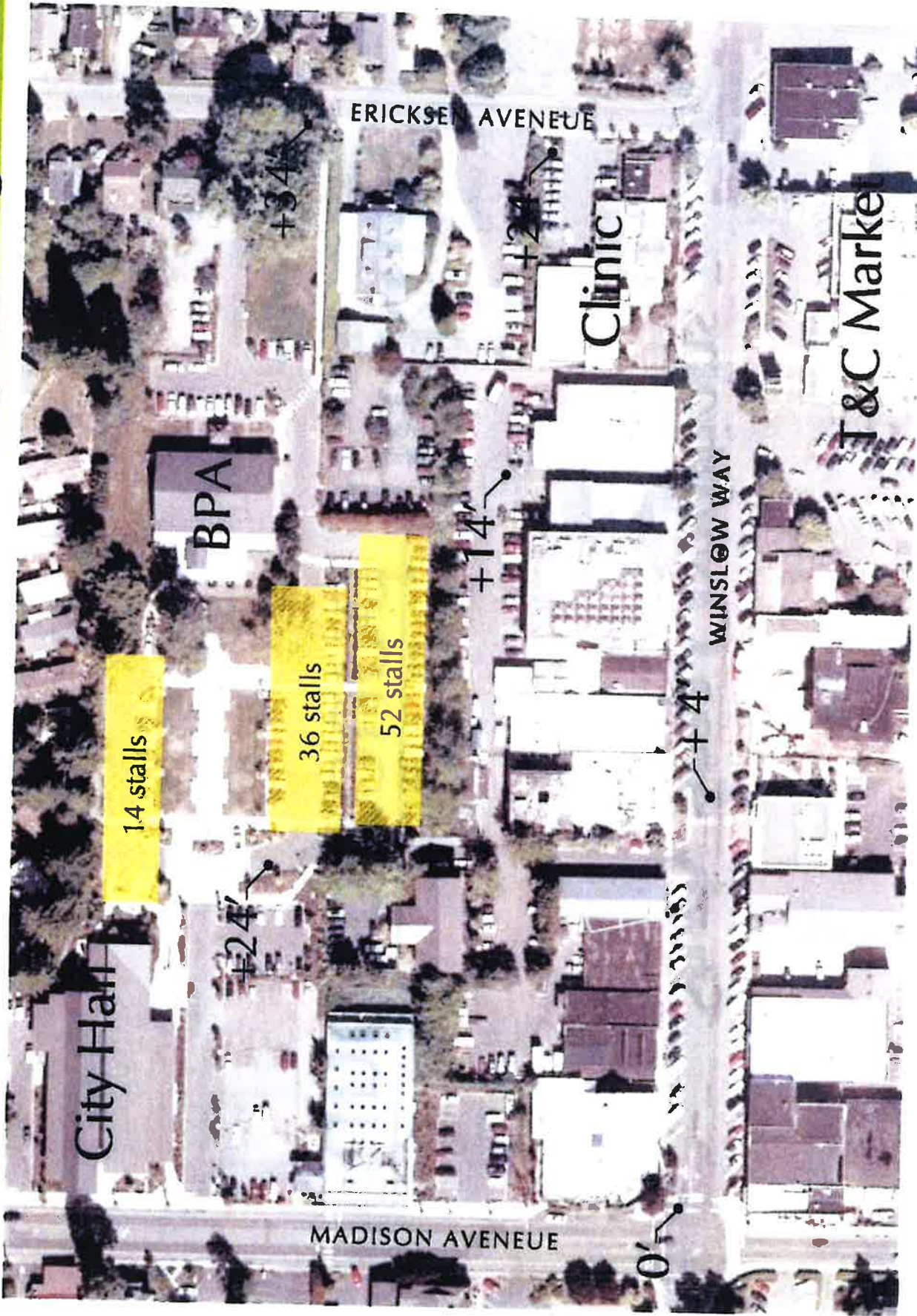
July 11, 2007

Winslow underground parking

Study Area Conditions

underground parking

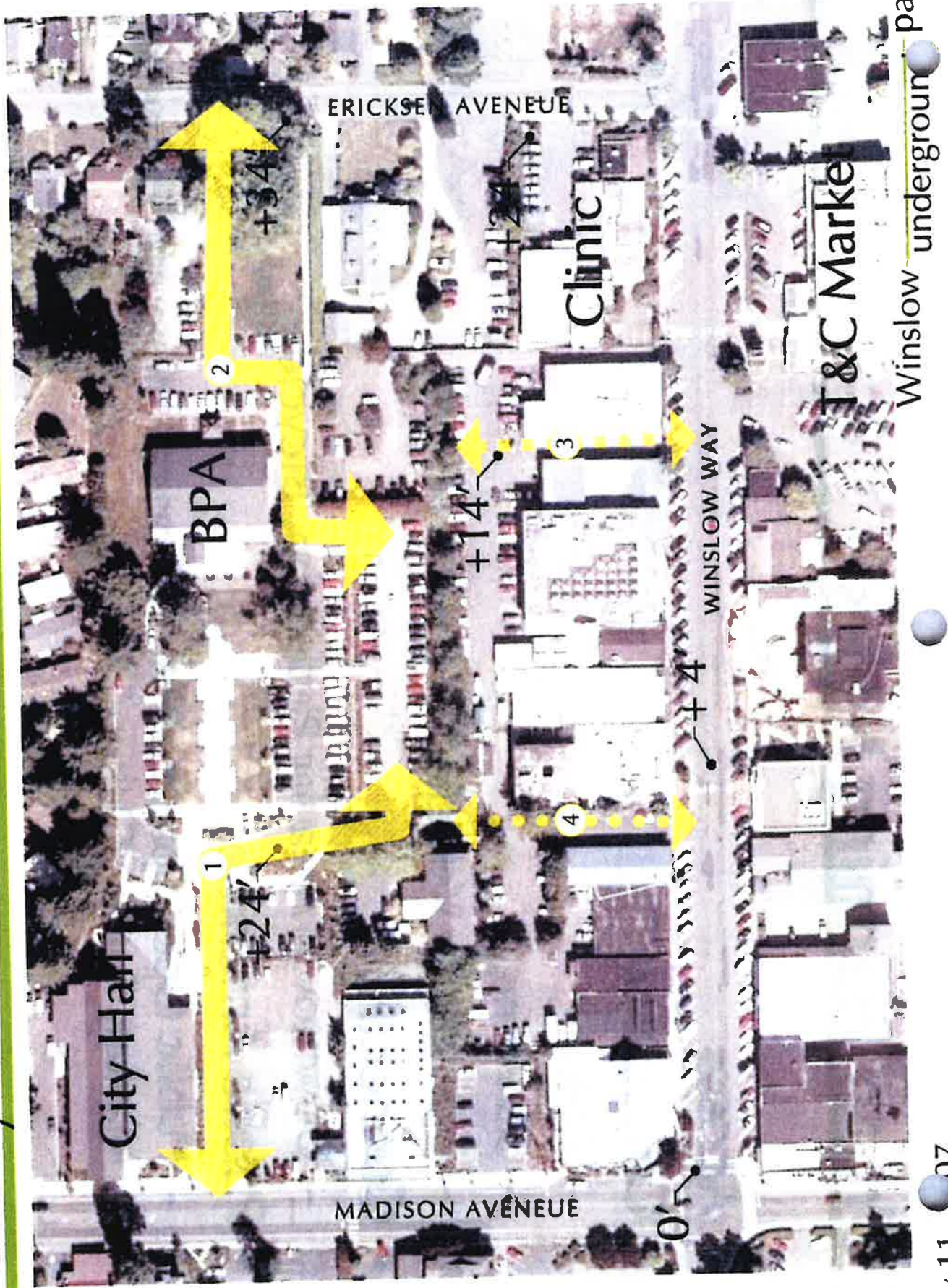
Existing Conditions: surface parking



July 11, 2007

Winslow underground parking

Study Area Access



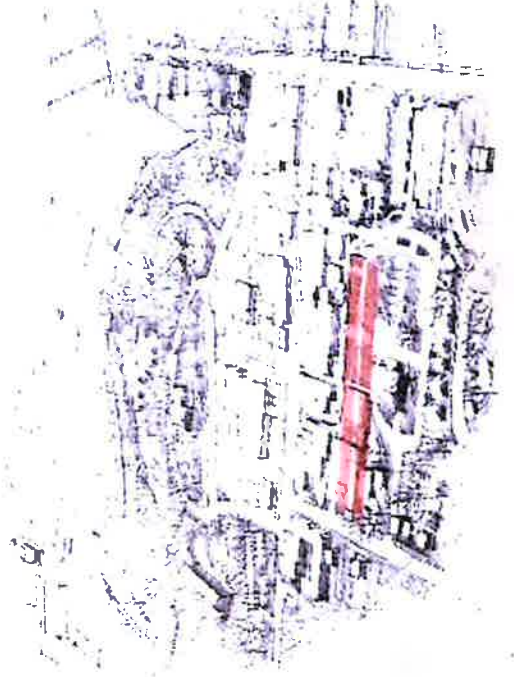
Urban Planning Issues

- 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)

Winslow underground parking

Configuration Options

CITY



Up to 368 stalls

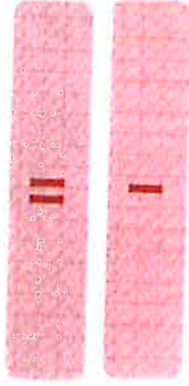
CITY + CLINIC



Up to 368 stalls + 400 stalls

CITY

EXPANDED



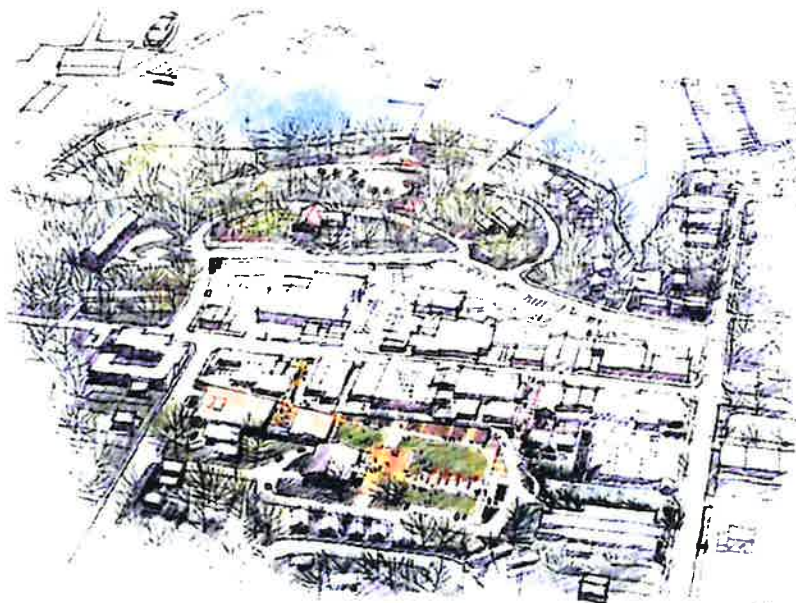
Up to 736 stalls



Winslow Core Parking Feasibility Study

WORKING DRAFT

September 6, 2007



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

Parking Structure Feasibility Study

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2. Purpose of Study
3. Design Program Requirements
4. Demand Estimates
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 2. Potential future civic building
 - B. Fee-in-lieu program
 - C. Core area businesses
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1. Executive Summary



Background

In March of 2007, the City of Bainbridge Island commissioned a feasibility study to be performed by a Public-Private Partnership to investigate possibilities for development of parking in the Winslow Core:

The key elements of the feasibility study were identified as:

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

The primary sponsors of this study are Haggar-Scribner Properties, Sandstrom Properties, and the City of Bainbridge Island, working as a public-private partnership. Haggar-Scribner and Sandstrom have formed SSH LLC to manage their interests in the public-private partnership.

At the invitation of SSH's Tom Haggar and Dave Azose, A number of other property owners have become involved in the study and have shown willingness to participate in exploring how their properties might fit into some mutually viable scheme.

In May of 2007, the City Council approved a Design Program for the parking feasibility study which itemized detailed study goals for the public and private sponsors. The complete design program is included in the appendix to this report

An interim progress report was delivered to the City Council in July of 2007 and is also included in the appendix to this report.

Demand Estimates

A number of user audiences are expected for the new parking structure. Included are:

- A. Civic Campus employees and visitors, including.
 1. City Hall, Bainbridge Performing Arts, and the Historical Museum
 2. Potential future civic building occupants and visitorsCurrent estimates for the Civic Campus indicate a need for 204 parking spaces. Assuming 35 spaces within the current supply are retained, a net of 169 spaces would be moved to the new parking facility.

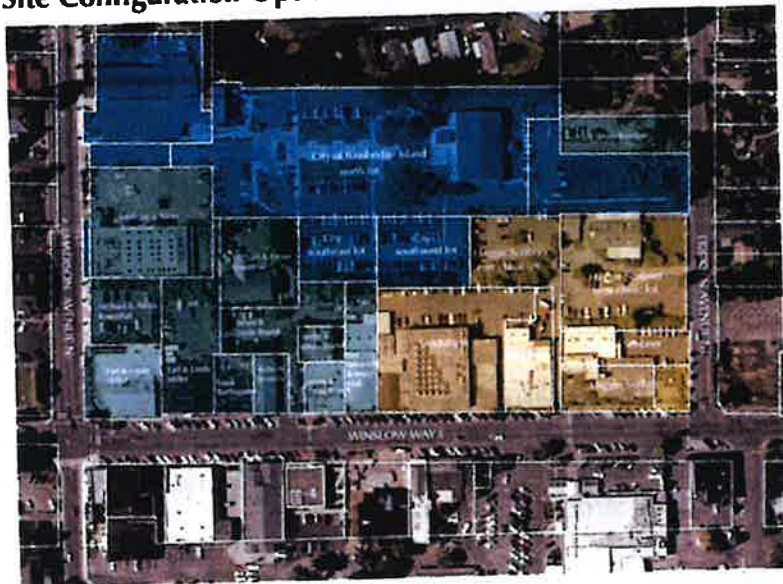
- B. Core area business employees, customers, and visitors.

The business community has organizing to determine the commitment it is interested in making as soon as the City establishes a formal proposal for space availability, as well as the cost, and timing for spaces.

C. Participants in the City Fee-in-lieu program.
The City has yet to identify a goal for developing inventory for the Fee-in-lieu program it has already established.

D. Commuter Parking.
At least as a short-term revenue strategy, allowing this user group might help alleviate the carrying costs for excess inventory

Site Configuration Options



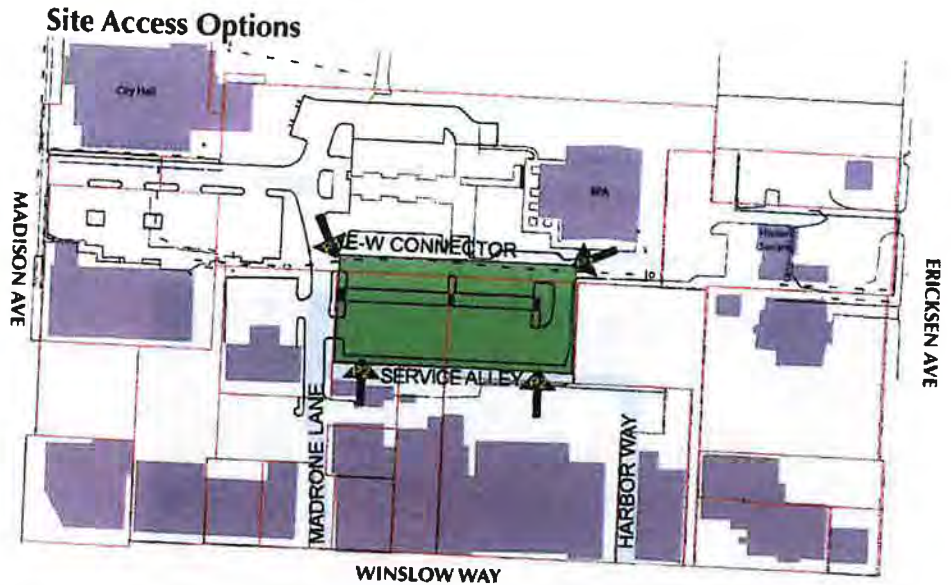
Property ownership within the study area is identified in the accompanying figure.

Initial design studies have focused on locating the City portion of the parking structure primarily on the two lots identified as the City Southeast lot and the City Southwest lot.

The design studies have also suggested that the coordination between the public and private parking structures could be enhanced if the City can acquire a small strip of private land along the South border of the two city parcels. This acquisition will significantly enhance the alignment of the parking structures and will reduce development costs.

The private owners are willing to discuss the acquisition by the City for this purpose and are working together to explore the improvement of the current east-west service alley abutting the city lots.

The planning team recommends that the City attempt to acquire the private land to facilitate the development of the parking structure. If satisfactory terms cannot be reached with the private owners, the design team recommends that the City consider allowing the Clinic property owner to acquire a small strip of city land just South of the BPA and Historical Museum properties to accomplish the parking structure alignment.



Madison Avenue

The current access from Madison via Henshaw Way should be retained. Consideration could be given to working with the Island Fitness owners to improve the configuration of their parking area and improve the access to the parking structure and/or civic plaza.

Winslow Way

Winslow Way access could be improved through the development of the new Harbor Way, which was recommended by the Winslow Tomorrow studies. This would require working with private owners to acquire property and dedicate the new street.

Madrone Way

Madrone Way access is privately owned. The property owners have developed plans for their property that would eliminate or limit public access to this lane. The planning team recommends that the City engage in discussions with these property owners to develop a long-term plan for use of this corridor.

Service Alley

Similarly, the multiple property owners of the private service alley abutting the city parcels along the South are working together to explore enhancement of this area for improved east-west traffic and service circulation. The planning team recommends that the City engage with these owners to explore how this circulation corridor could improve access to the parking structure and provide improved traffic flow around the structure.

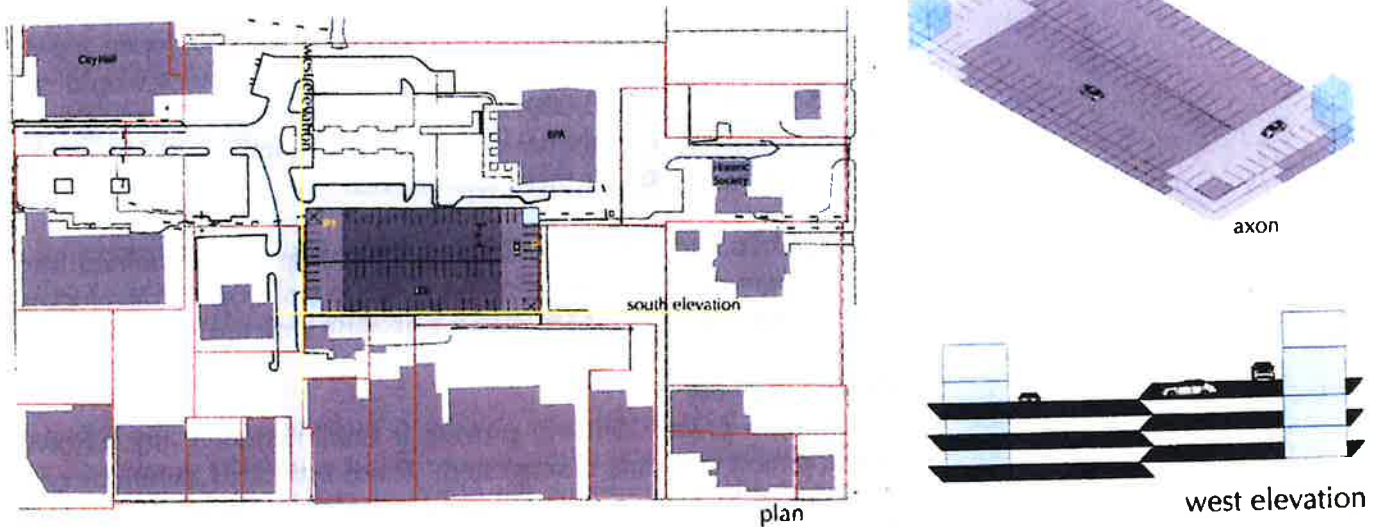
Madison to Ericksen Connector

The City staff has identified the need to improve the east-west access through the Civic Plaza area. The planning team recommends that the City should plan this new corridor in conjunction with the new parking structure.

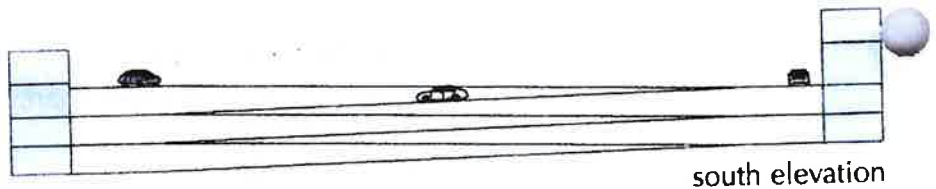
Parking Structure Configuration

After evaluating a wide range of site constraints and building configuration options, the planning team recommends a parking structure with dimensions on the City-property of 120 feet in width and 256 feet in length. If the Clinic parking structure is added, an additional approximately 335 feet of length can be realized.

DECK RAMP



Four levels of parking, three of which are underground, will provide a maximum capacity of approximately 436 parking spaces. Should the top level be used for other purposes, the maximum capacity is reduced to approximately 327 spaces. Of course, it is possible that the top level could be some combination of parking and other uses.



The planning team recommends a Deck Ramp configuration to provide the most efficient and cost-effective parking layout and to provide the most "user-friendly" circulation within the structure.

Preliminary cost estimates indicate a range in construction costs for a Deck Ramp from approximately \$24,500 to \$29,500 per stall. After adding administrative costs and fees, the costs ranges from approximately \$32,000 to \$39,500 per stall. These cost estimates assume some form of privately-commissioned project delivery.

Cost estimates assume that alternative uses located on the top level of the garage would have their own budget and would reimburse the parking structure for the pro-rata share of the structure development.

Preliminary Financing Analysis

Using current public debt interest rates and terms, annual debt service would be approximately \$1,050,000 for the 436-space city structure, or approximately \$800,000 for the 327 space version where the surface level is used for (and paid for by) other purposes.

In either case, the annual debt service per stall is estimated to be approximately \$2,420.

In the event the public and private portions are developed together and financed under the same terms, the city debt service would range from \$640,000 to \$900,000, depending on the site and configuration option selected. The annual debt service per stall would range from \$1,960 to \$2,070 under these alternatives.

If the public and private portions of the garage are combined into a single larger project, cost estimates indicate a savings in development costs of approximately 15% over a City-only structure.

Project Delivery

Assuming a private delivery process is commissioned, the following development schedule is suggested. These estimated durations could be reduced by streamlining the public decision process incorporated for the project.

City decision to proceed	6 months?
Selection of development partner	2 months
Project Scoping	2 months
Project Design	6 months
Permitting	2 months
Construction	12-14 months
Commissioning and Opening	1 month
	31-33 months

Next Steps

1. Continue development of user demand commitments
 - Develop city policy for providing sufficient fee-in lieu inventory
 - Work with core area owners and businesses to identify commitment
 - Identify demand resulting from potential additional civic plaza building(s)
2. Work with adjacent property owners to explore joint development organization and timing options
3. Determine City commitment to develop parking structure
4. Select a delivery approach (public vs. private)
 - Establish delivery management structure, or
 - Select a private delivery partner
5. Determine preferred project financing approach
6. Authorize project implementation

2. Purpose of Study

In March, the City of Bainbridge Island 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

A Public-Private Partnership is performing the study

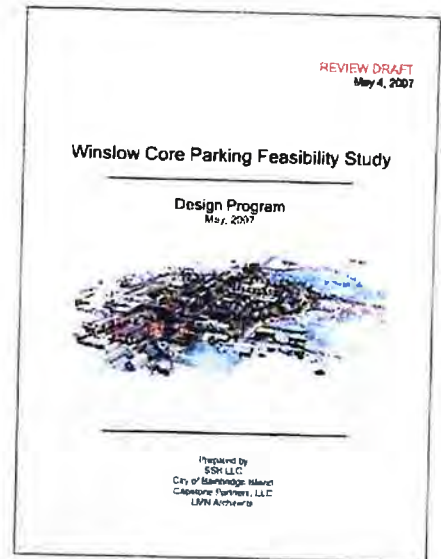
Two property owners with downtown properties adjacent to the City-owned land have joined together with the City to undertake a feasibility study that will evaluate the potential for developing underground parking on their properties. Because of the adjacency, the City and the private property owners are interested in exploring how their respective parking might be coordinated or combined to increase efficiency, lower development costs, and provide better access and traffic flow in the core area.

The Feasibility Study is Limited to Parking

It should be noted that this feasibility study was commissioned to explore how parking might be configured within and among the sponsoring properties. This study is not intended to explore future development or uses of the sponsoring properties. Where relevant, this study will attempt to identify design issues and costs associated with enabling the parking structures to accommodate future development. It will then be a future decision of the respective property owners whether to include such features when they implement plans to build parking on their sites.

Purpose of Feasibility Study

The Winslow Tomorrow Planning process concluded that downtown Winslow is deficient in parking supply. The study recommended that the City of Bainbridge Island should consider an investment in parking, in partnership with businesses, property owners, and the community. Many of these recommendations have been codified in the City's Master Plan which was updated in November of 2006.





Overall Land Use Goal WMP 2-1

Strengthen Winslow—the Island’s commercial, cultural and commuter hub—as a sustainable, affordable, diverse, livable and economically vital community, by:

- Encouraging downtown living;
- Providing an enhanced pedestrian experience, with linked access to retail shopping, the ferry, major public facilities, open space and residential areas, and promoting and retaining visual access to Eagle Harbor;
- Promoting the efficient use of land;
- Encouraging the retention and expansion of retail that serves the needs of community members and visitors;
- **Providing opportunities for business expansion and private reinvestment;**
- Promoting development that is sustainable and supports community values; and
- Developing strategies that result in the creation of less expensive housing and retail space, thereby increasing diversity while minimizing dependence on the automobile.

Policy WMP 2-6.3: Increase the vitality of the civic plaza — currently comprised of the Farmers’ Market, BPA and City Hall — by developing better circulation and enhanced pedestrian amenities, providing opportunities for future civic and cultural buildings; and encouraging a greater variety of activities.

WMP Chapter 5: Public Facilities

Goal WMP 5-1: Enhance Downtown Winslow as the Civic, Commercial, and Cultural center for Bainbridge Island.

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.

Goal WMP 5-4: Seek Opportunities for and Encourage the Development of Public Buildings and Public Spaces

WMP 5-4.1 As the population increases, additional multipurpose public meeting spaces could be built, either by expanding existing facilities, such as in the Commons, City Hall, BPA or the library, or building new ones. Incentives should be developed to encourage developers to incorporate multipurpose meeting space into the design of new residential or mixed-use development.

- Creating a pedestrian environment
- Providing pedestrian facilities and amenities;
- Creating a streetscape that provides pedestrian amenities;
- Providing pedestrian connections to Eagle Harbor, the Ravine and Ferry Terminal and between neighborhoods;
- Preserving, expanding and promoting the existing network of social/informal trails;
- Recognizing and developing Winslow Way as the centerpiece of downtown Winslow; and
- Managing public parking and encouraging a “park-once district” that provides accessible parking for downtown users.

Winslow Tomorrow Executive Summary-Parking Recommendations

Challenge 5 – Park Once Encourage a “park-once district” by providing parking that is plentiful and accessible.

Strategy - Invest in parking in partnership with businesses, property owners and the community. Implement effective policies, programs and projects to improve the downtown parking supply.

Actions

- Improve parking management and enforcement in the downtown core.
- Increase the amount and effectiveness of on-street parking by adding at least 30 on-street spaces, signing for varying time limits, adopting a policy of “no net loss” and planning for future paid parking.
- In partnership with property and business owners, improve downtown parking supply by developing employee parking opportunities outside the core business area, revising the fee-in- lieu program and planning for underground parking.
- Create a parking district authority (possibly subsumed into a larger downtown public/private authority) with responsibilities to manage key elements of downtown parking.

Priority parking projects include:

- Provide adequate parking on-street, underground and in mixed-use buildings.
- Add on-street parking on new lanes and existing streets: Bjune, Winslow Way and Madison.
- Build structured (preferably underground) public parking in the vicinity of Winslow Way.

Possible sites on public land are:

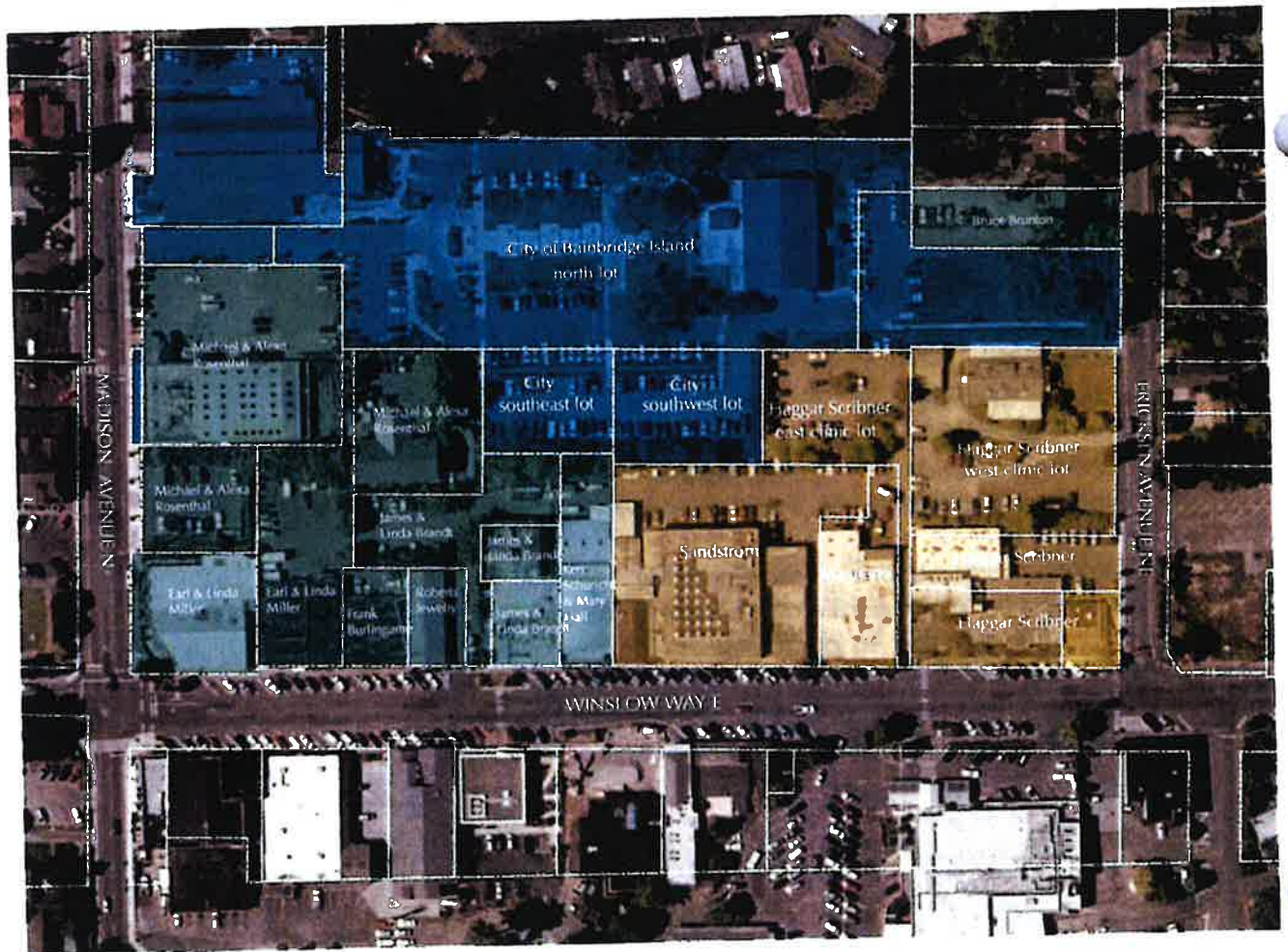
- 1) City land south of the civic green/farmers’ market site and
 - 2) the existing post office site if the city can successfully negotiate retaining a post office downtown with distribution functions located elsewhere.
- Explore the opportunity to develop parking in partnership with private developers.
 - Relocate or develop convenient employee parking off Winslow Way.



Feasibility Study Participants

The primary sponsors of this study are Haggar-Scribner Properties, Sandstrom Properties, and the City of Bainbridge Island, working as a public-private partnership. Haggar-Scribner and Sandstrom have formed SSH LLC to manage their interests in the public-private partnership. At the invitation of SSH's Tom Haggar and Dave Azose, A number of other property owners have become involved in the study and have shown willingness to participate in exploring how their properties might fit into some mutually viable scheme. They include:

- Michael and Alexa Rosenthal (Island Fitness)
- Bruce Brunton (buildings North of Historical Museum)
- Ken Schuricht and Mary Hall (former Winslow Hardware)
- Jim and Linda Brandt (Blackbird Bakery)
- Earl and Linda Miller (Corner of Winslow Way and Madison)
- Frank Burlingame (Winslow Way Art Galleries)
- Roberts Jewelry



3. Design Program Requirements

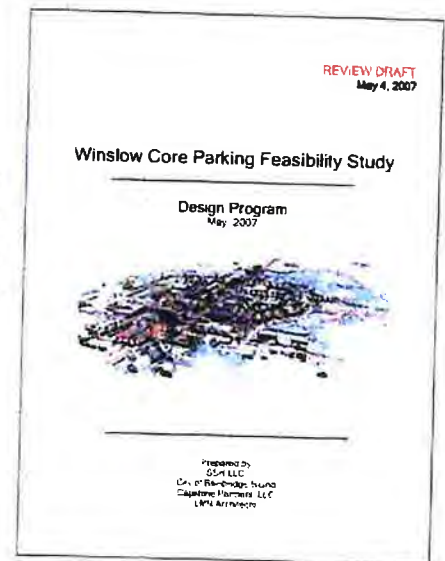
General Study Goals

Based on interviews of property owners, City officials and Councilpersons, and interested community stakeholders, the following goals and objectives have been distilled to guide the planning team in developing options for providing new downtown core parking configurations.

1. Identify and Evaluate Configuration Alternatives
2. Identify parking needs of different user groups
3. Provide Flexibility for Development Sequencing
4. Explore Access and Circulation
5. Explore Long-term operational opportunities
6. Coordinate the new parking with the Winslow Way rebuilding project

Property-Specific Goals

1. City of Bainbridge Island
 - A. Replace and potentially increase existing employee parking
 - B. Provide additional parking in support of Winslow Tomorrow
 - i. Fee in lieu program
 - ii. Downtown employees and customers
 - C. Explore options, costs, and benefits for providing design and structural flexibility to allow development of portions of the top level of the garage
 - i. "Town square" vs. parking
 - ii. Future buildings (Note, this study will not attempt to identify the type of future buildings or the kinds of uses.)
 - D. Explore improvement of overall traffic circulation in downtown area
 - E. Service circulation and delivery parking
 - F. Explore opportunities to improve downtown pedestrian circulation
 - G. Explore organizational and financing options for the development of the public component of the new parking
 - H. Determine whether to participate in the purchase of the Magnano Property, on which new access road from Winslow Way could be located. Resolve acquisition and development financial structure among study participants.



The complete Design Program was approved by the City council in May of 2007 and is included in the Appendices.

2. Haggar-Scribner Properties

- A. Recognize likelihood of need for medical clinic parking for a future 30,000-50,000 sf clinic redevelopment
- B. Provide for phasing to allow development of new clinic while the existing facility remains in operation
- C. Replace existing parking
- D. Determine whether to exercise the option to purchase the Magnano Property, on which new access road from Winslow Way could be located. Resolve acquisition and development financial structure among study participants.

3. Sandstrom Properties

- A. Provide parking to allow development flexibility for the site under the new zoning allowances
- B. Recognize that redevelopment is not likely to occur for some time.
- C. Explore multi-level connections to parking to facilitate multi-level retail, as well as other uses.
- D. Determine whether to participate in the purchase of the Magnano Property, on which new access road from Winslow Way could be located. Resolve acquisition and development financial structure among study participants.

The complete Design Program was approved by the City council in May of 2007 and is included in the Appendices.

4. Demand Estimates

A number of user audiences are expected for the new parking structure. Included are:

- A. Civic Campus employees and visitors**, including:
 1. City Hall, Bainbridge Performing Arts, and the Historical Museum
 2. Potential future civic building occupants and visitors
- B. Core area business employees, customers, and visitors**
- C. Participants in the City Fee-in-lieu program**
- D. Commuter Parking:** At least as a short-term revenue strategy, allowing this user group might help alleviate the carrying costs for excess inventory

Current estimates for these user groups are discussed in more detail in the following:

A. Civic Campus

WINSLOW PARKING STRUCTURE - FEASIBILITY STUDY	
PROJECTED CIVIC CAMPUS DEMAND - PARKING FACILITY	

PARKING STALLS PROJECTED - 1998 CITY HALL PERMIT	150
CURRENT SUPPLY	129

FEASIBILITY STUDY - PROJECTED CIVIC CAMPUS NEED	
16	VISITOR SPACES
6	HANDICAPPED SPACES
2	SPACES FOR BRANDTS
95	CITY EMPLOYEE SPACES
119	CITY HALL NEED

30	BPA SPACES 1
31	Additional BPA Need 2
61	BPA NEED

24	CHAMBER DOWNTOWN EMPLOYEE SPACES
-----------	---

204	TOTAL NEED - DEMAND
35	SPACES RETAINED - CURRENT SUPPLY
169	NET MOVED TO PARKING FACILITY

1 - 30 spaces required per the COBI 1998 Permit
 2 - Revised Parking Code - Theaters require 1 stall per 4 seats. BPA advertises 245 seats which would trigger a 61 stall requirement. This leaves the facility underparked by 31 spaces.

B. Core area business employees, customers, and visitors

A number of core area businesses have expressed interest in acquiring parking rights in the new parking structure. Until this feasibility study could identify the quantity and cost for parking in the new structure, it has been difficult to obtain commitment from candidate business owners.

The Chamber of Commerce and core area property owners are now organized to pursue commitments. It should be noted that before meaningful commitments can be obtained from business and property owners, it will be incumbent on the City in turn commit to a parking structure development program that establishes the terms and conditions upon which parking rights are based, as well as a specific development time schedule.

C. Fee-in-lieu program

Some city-provided parking has already been subscribed under the fee-in-lieu program established by the City.

In addition, many core area properties will be difficult to redevelop if on-site parking is required.

- Surface parking could result in a significant portion of downtown becoming asphalt lots.
- Underground parking will be expensive and ingress/egress ramps will create significant obstacles to storefront continuity.

5. Site Options

The following options will be discussed:

- A. City alone
 - 1. City Property only
 - 2. City Property with additional site acquisition
- B. Public/private partnerships

A. City Only:

Site alternatives for a City-only parking structure have been identified. These include limiting the parking structure to property currently controlled by the City and an alternative to acquire minor additional property rights to the South to accomplish specific goals discussed below.

1. Current City-owned Property:

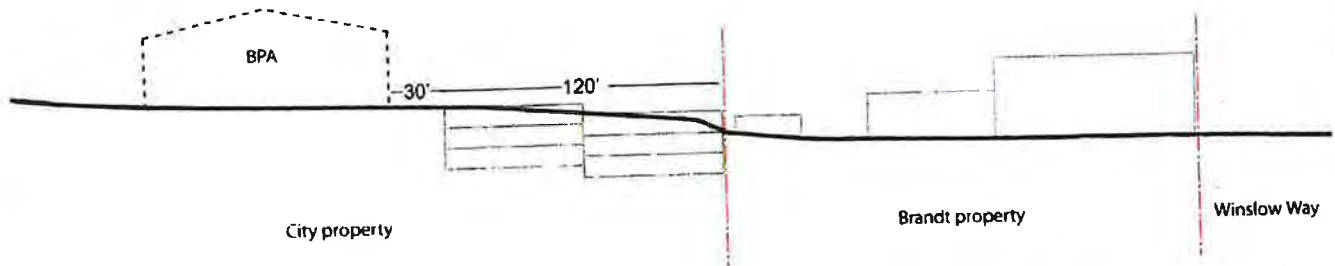
The first design studies began by utilizing property already owned by the City and now used for parking. The design studies began by assuming the structure would be located at or near the South property line for the parcels identified in the previous section as the City Southeast lot and the City Southwest lot. It should be noted that the South property lines for the City Southwest lot is offset by about 10 feet further South than the City Southeast lot, resulting in a 10 foot unused strip of land for the width of the East-most parcel.

Initial design studies concluded that the greatest efficiency in parking layout would be achieved by orienting the parking bays on an East-West axis, responding to the rectangular shape of the available land.

CITY NORTH: PLAN



CITY NORTH: section



Parking bays (parking space, drive lane, parking space) require a 60-foot width. Thus, two bays of parking represent a width of 120 feet. The initial design studies concluded that two bays were required for smooth traffic circulation within the parking structure.

The accompanying diagram shows the result of a 120 foot wide structure spanning the East-West length of the two subject parcels.

Rough estimates indicated that this size of structure might be sufficient to provide the capacity of parking currently being contemplated. More detailed studies for this site configuration were developed and will be discussed below.

With this site configuration, the structure protrudes approximately 20 feet northward into the civic space and the drive serving the BPA parking area.

This protrusion creates two issues.

- First, a number of utilities are located under the drive and may require relocation or replacement, adding to development costs.
- Second, the new structure encroaches to within about 25 feet of the BPA building, which may affect the BPA loading area and which leaves little breathing room in the final layout if the drive is to meet the requirements for fire lane access.

Because of these two issues, and because discussions with adjacent property owners were underway contemplating the redevelopment of the alley serving the rear of the properties immediately South of the City property (see access and circulation section, below), an alternative site configuration was identified for analysis.

2. Southward Expansion of City-controlled Property

In this alternative site configuration, the 120-foot width of the parking is aligned to the North property line of the two subject parcels and is allowed to protrude South into the private alley area abutting the South property line.

CITY SOUTH: plan and section



This solution allows the City portion of the garage to align directly with the private portions of the garage to the East. This results in slightly lower construction costs and higher parking count, thus reducing the cost per stall.

This solution also minimizes utility relocations and disruption in the civic area North of the structure. It does, however, require acquisition or property control in areas now owned by private interests.

While these private parties are interested in cooperating, negotiations will be required with at least three separate private owners, which could complicate the development process. Cost estimates for these schemes do not make assumptions about acquisition values for the needed properties, pending the discussions.

In addition to the acquisition of the land rights, the parking structure development will require that a small building on the rear of the Brandt property will need to be demolished.

It should be pointed out that this building may be targeted for demolition as a result of the alley redevelopment discussion now underway among the property owners' group. Thus, the parking structure development might not have to reimburse for this building.

3. Future Northward Expansion of the City parking

While the amount of parking supply in the basic site configuration is contemplated to be adequate for some time, it is possible at a future date to expand the garage Northward under the Farmer's Market Plaza located in the City North lot.

B. Partnership with Adjacent Private Properties: City + Clinic

In this site configuration alternative, it is assumed the parking structure is expanded eastward from the city property to Ericksen, creating parking for the redevelopment of the Virginia Mason Clinic and other potential development of the adjacent private property. This expansion adds about 335 linear feet of parking structure length to the approximately 265-foot long City structure.

CITY + CLINIC NORTH



CITY + CLINIC SOUTH



Depending on the site configuration option selected for the City structure, the development of the private portion of the garage may require a slight mid-structure "jog" in the actual parking layout. However, as discussed below, design configuration studies have been developed to accommodate either outcome.

Other combinations of private owners are also possible, such as the Sandstrom property. However, the Clinic property appears most likely to be developed next and serves as a good example of the impacts of any public/private partnership.

	CITY NORTH	CITY SOUTH
Indications		
integration with clinic	requires shift in alignment, resulting in loss of stalls and slightly higher construction cost	aligns straight with clinic parking addition
flexibility of circulation	restricts (but does not prevent) access around the south side of BPA	does not impact circulation around BPA
utility relocation	requires major utility relocation	requires minor utility relocation
loss of existing surface parking	impacts all existing surface parking on civic center south lot	impacts some existing surface parking on civic center south lot
property easement/aquisition	can be developed entirely on City property	does require acquisition or easement onto private property

6. Access and Circulation

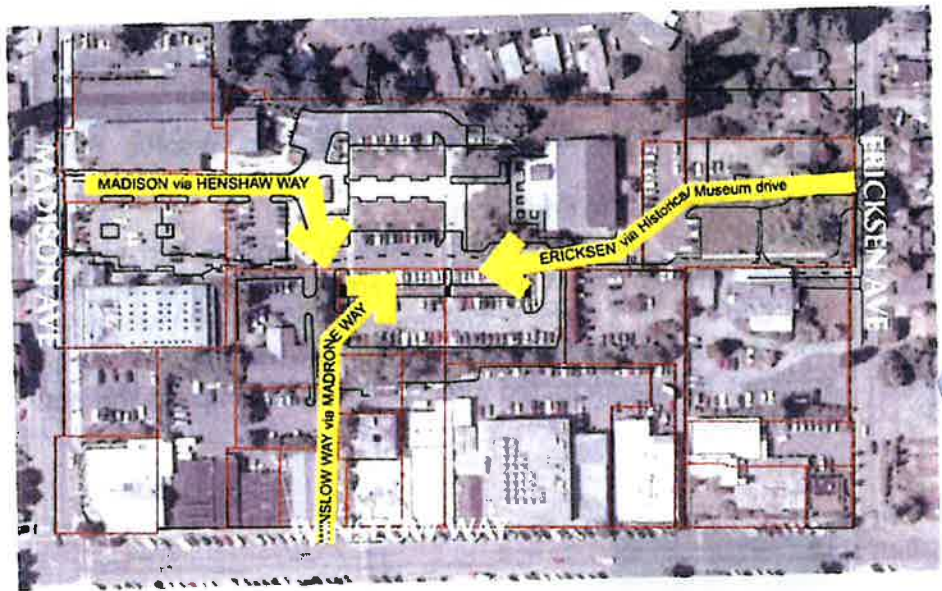
A. Core Area Circulation

Traffic impacts of the parking structure were included in previous studies undertaken as a part of the Winslow Tomorrow planning process. The parking structure impacts are manageable and a series of incremental traffic improvement measures were identified in the Winslow Tomorrow studies.

B. Site Ingress and Egress

1. Existing Site access is provided

- from Madison via Henshaw Way
- from Winslow Way via Madrone Lane
- from Ericksen via the access drive for the Historic Museum



2. Parking Structure Access Options

Options for improving access to the new parking structure include:

a. Madison Access

Retain the existing access via Henshaw Way along the South side of City Hall. Consider whether to work with the Island Fitness owners to reconfigure access to their parking area to facilitate traffic flow.

b. Winslow Way Access via Harbor Way (new access)

In cooperation with adjacent property owners, acquire the Magnano property and reconfigure property lines to provide a North-South connection to the East-West alley serving the properties along the South of the new parking structure.

c. Alley

While not absolutely essential to the development of the parking structure, the alley does provide an opportunity to improve area circulation, provide service and emergency vehicle access, and provide additional access flexibility for the parking.

It would seem prudent for the City to cooperate with the adjacent property owners to assist in redeveloping the alley as an East-West connector between the existing Madrone Lane and the new Harbor Way. This connection is also important to the Winslow Way redevelopment project, which assumed its availability for off-street services to the businesses fronting Winslow Way.

d. Madrone Lane

This access lane is actually located on private property owned whose owners have indicated that they are not willing to allow an increase in traffic as a result of the parking structure development. In addition, they are contemplating additional development on their property that could further complicate the availability of Madrone Lane and the redevelopment of the Alley as discussed above.

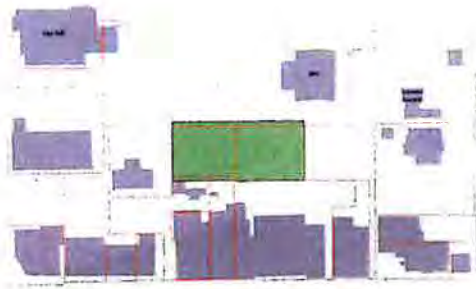
The City should develop a strategy for what it needs to accomplish in the Madrone Way corridor and engage in discussions with the property owners to resolve future direction.

e. E-W Connection to Ericksen

The City staff has indicated a desire to improve East to West access through the Civic Plaza area, connecting Madison and Ericksen in a more straightforward manner. While this is not considered a part of the parking structure project, design schemes have anticipated alternatives to accomplish the new connector.

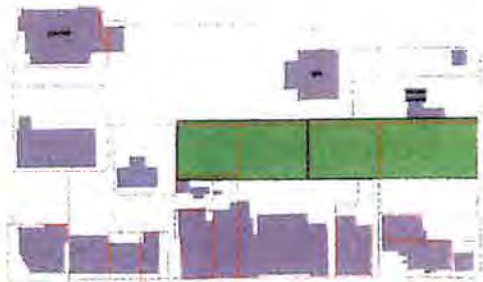


C. Access Alternatives for the new parking structure



1. City-only parking structure

- The most direct access can be accomplished at the Northwest most corner of the new parking structure from Madison via Henshaw Way.
- Depending on the route selected by the City for the new East-West connector through the Civic Plaza, additional access points could be located at appropriate points along the Northern side of the new structure. These access points could be reached from Madison and Ericksen (as well as Madrone Lane).
- Depending on the outcome of discussions with the Madone Way property owners, access could be achieved from Madrone Lane along the Western side of the new structure
- Depending on the outcome of the discussions with the affected property owners regarding the redevelopment of the alley along the South of the new structure, access could be provided at appropriate points along the South side of the new structure.
- If the new Clinic parking structure is not developed concurrent with the City structure, access to Ericksen might be achieved through the prospective new Clinic site by negotiations with the property owner.
- Additional access from Winslow Way can be accomplished through a joint venture with adjacent property owners who currently control the Magnano property. Until such time as the development of the private parking structure for the new Clinic, this access would likely be accomplished through the development of the new Harbor Way (contemplated in Winslow Tomorrow plans) and connection to the Alley along the south of the new structure.



2. City + Clinic parking structures

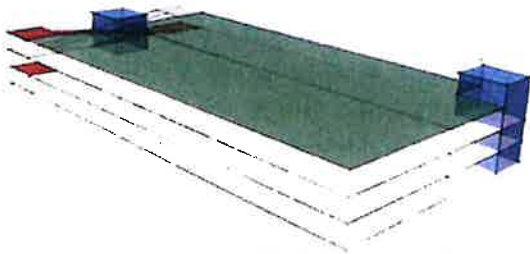
- If the Clinic parking structure is developed concurrent with the City parking structure, direct access to Ericksen to the new parking structure could be achieved.
- Access from Winslow Way, directly into the joint parking structure is achievable via development of the new Harbor Way. Additionally, the Alley could be connected to the new Harbor Way to achieve additional access along the south side of the joint structure.

7. Configuration Alternatives

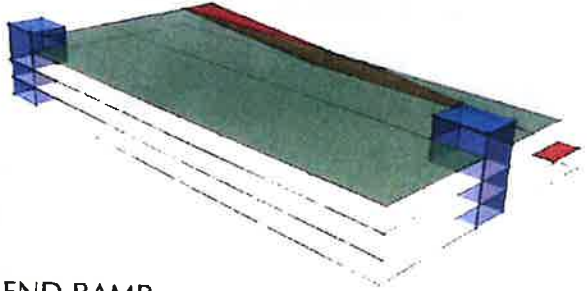
A. Options Reviewed

The planning team explored a large number of potential configurations for the new parking structure.

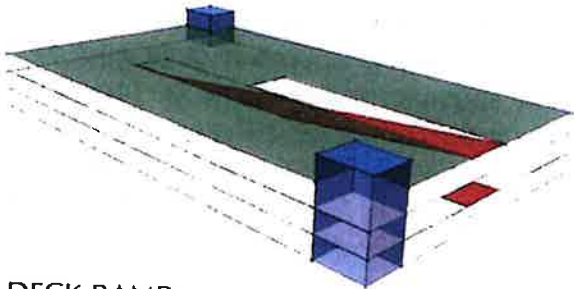
END SPLIT RAMP



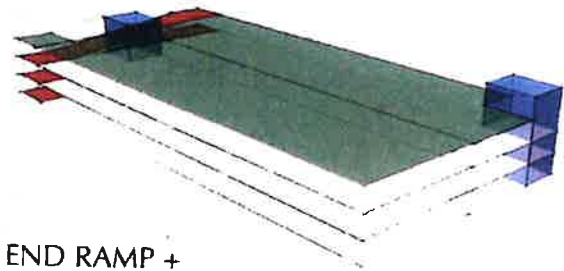
SIDE RAMP



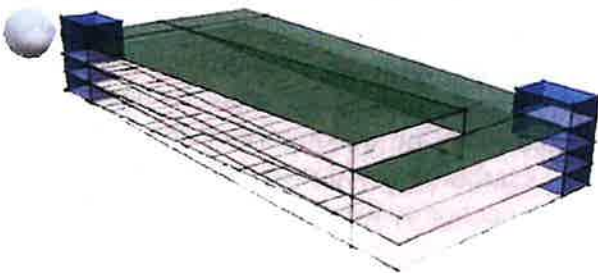
MID RAMP



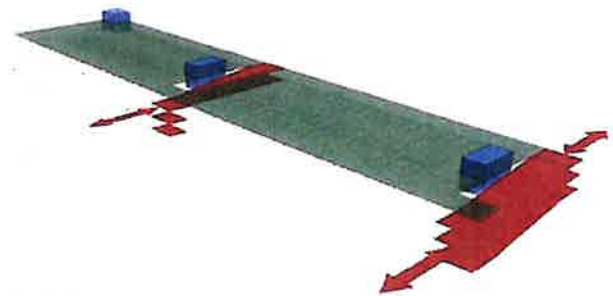
END RAMP



DECK RAMP



END RAMP +



The options were reviewed and evaluated against a number of key criteria, including:

- Site implications (i.e., width, length, height)
- Achievable parking space quantities
- Construction costs
- Efficiency (cost/parking space)
- Urban planning possibilities and connections
- User convenience and "friendliness"

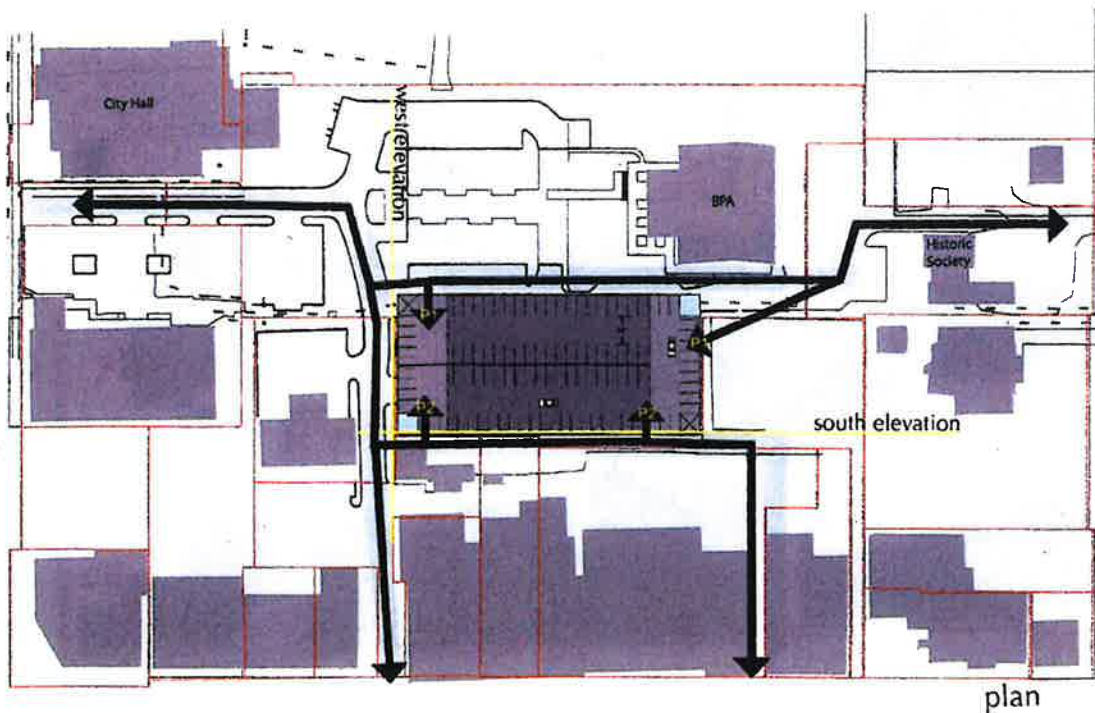
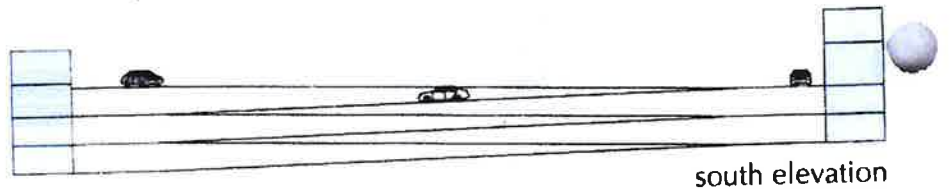
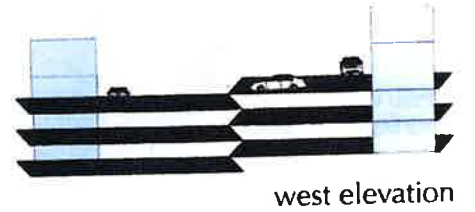
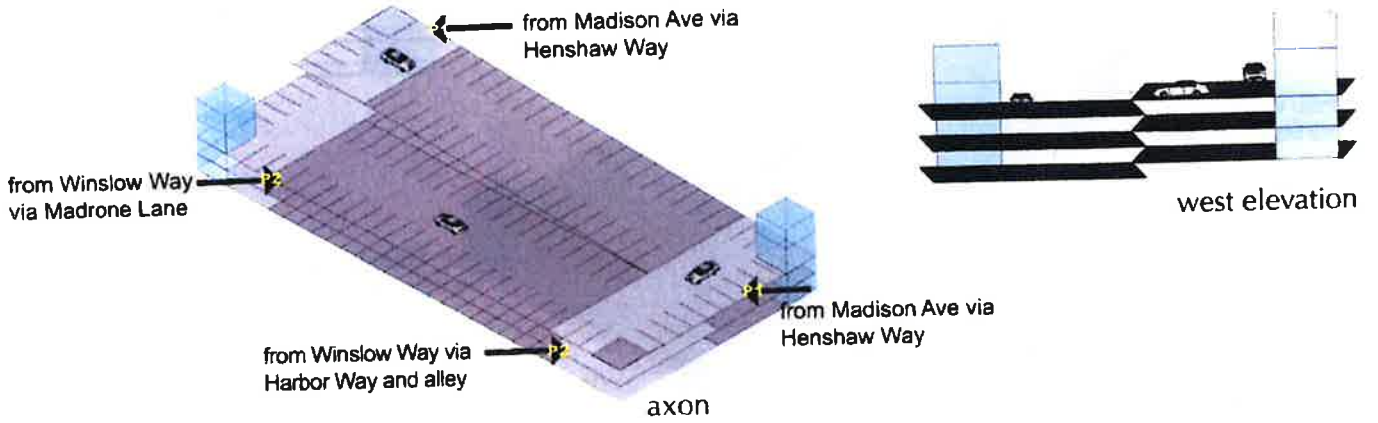
Based on a comparative evaluation of the multiple alternatives, a number of options were rejected and two configuration options were selected for more detailed exploration:

1. Deck Ramp
2. Split Ramp

1. Deck Ramp

This alternative provides a continuous spiral ramp with parking provided on the sloping ramps. It is the most efficient configuration in terms of the number of spaces achievable and the cost per space. This option can be sloped at the surface level, or can be developed with a flat surface level at a small additional cost.

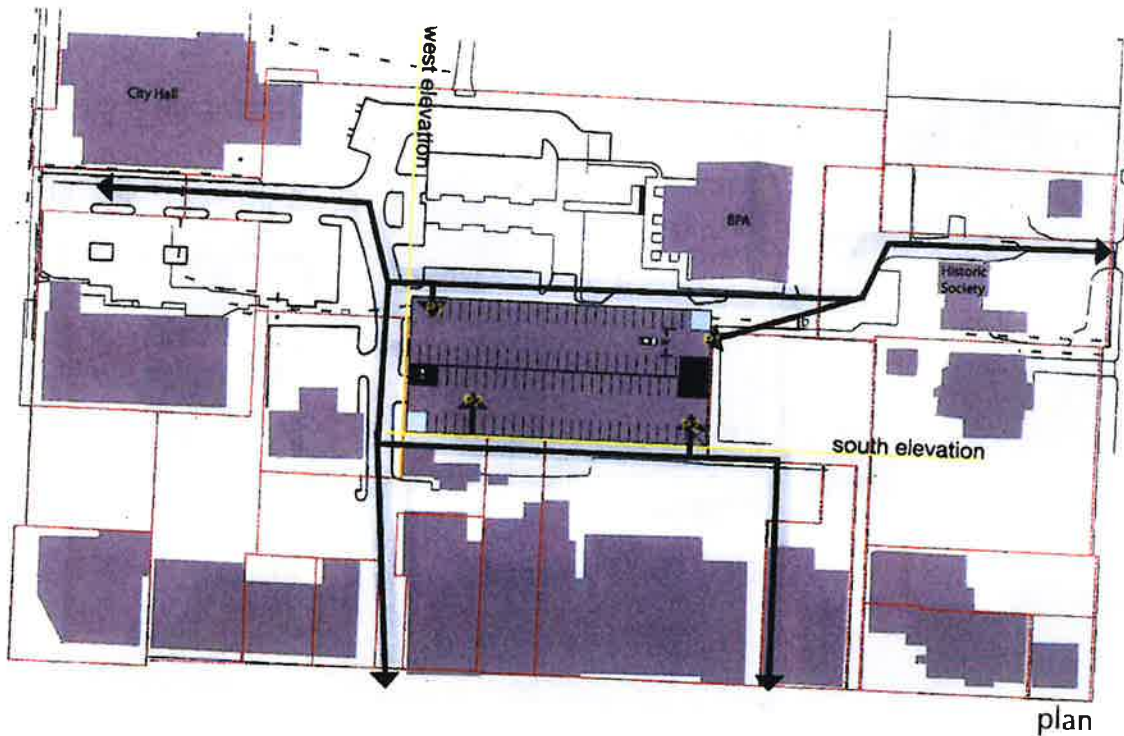
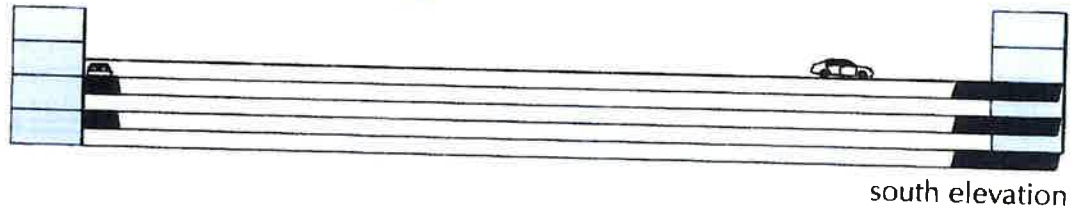
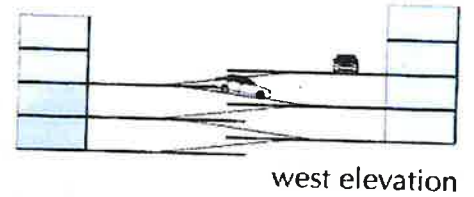
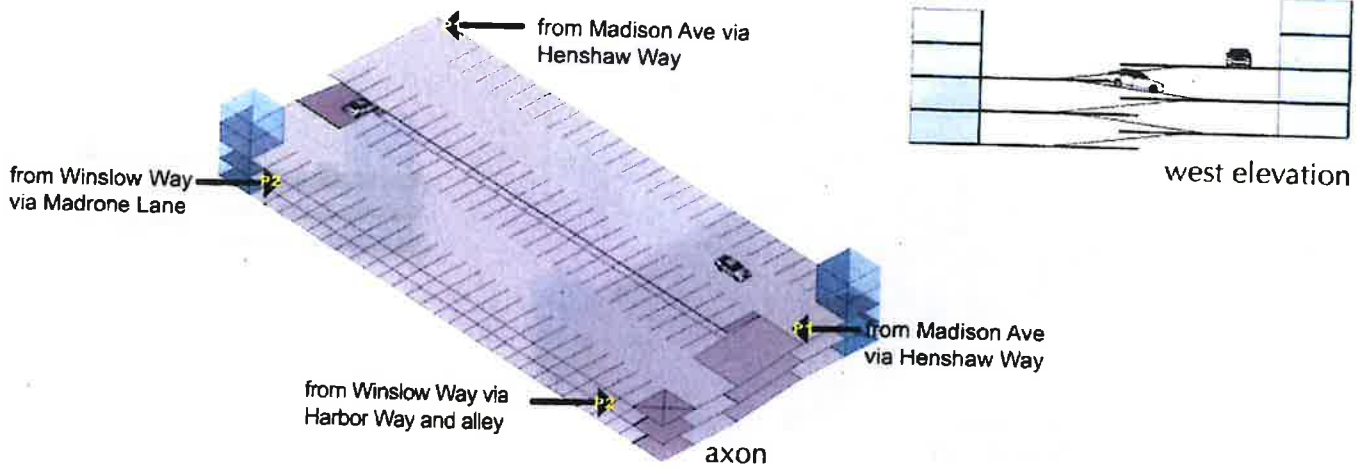
DECK RAMP (rooftop not shown)



2. Split Ramp

This alternative locates the parking on flat parking levels that are connected by ramps at the end of the structure. The South half of the garage is offset vertically by one-half level from the North half to minimize the length of the ramps connecting the levels.

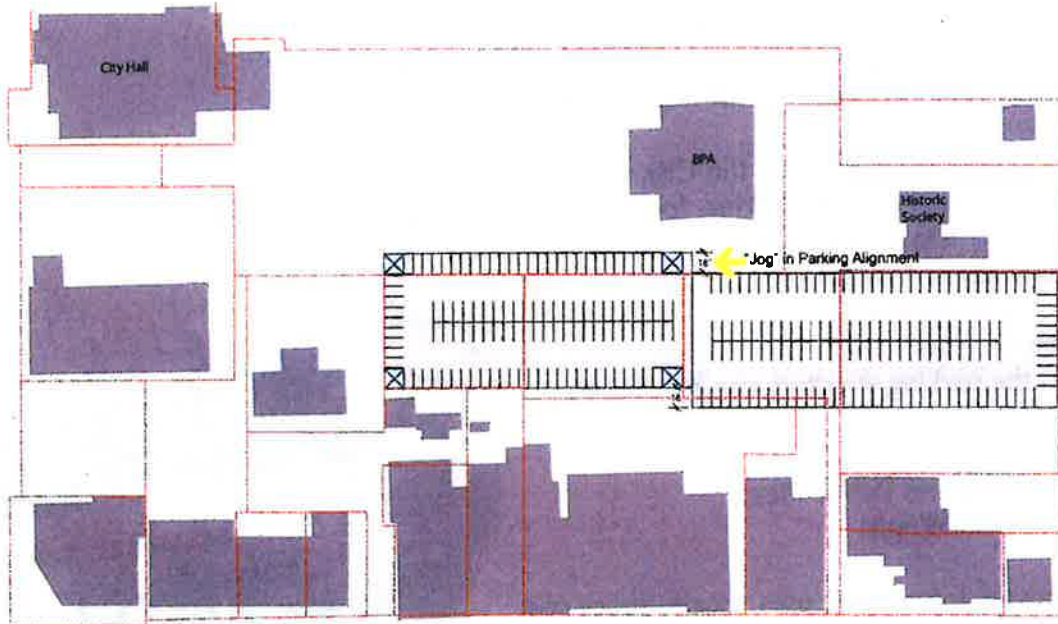
SPLIT RAMP (rooftop not shown)



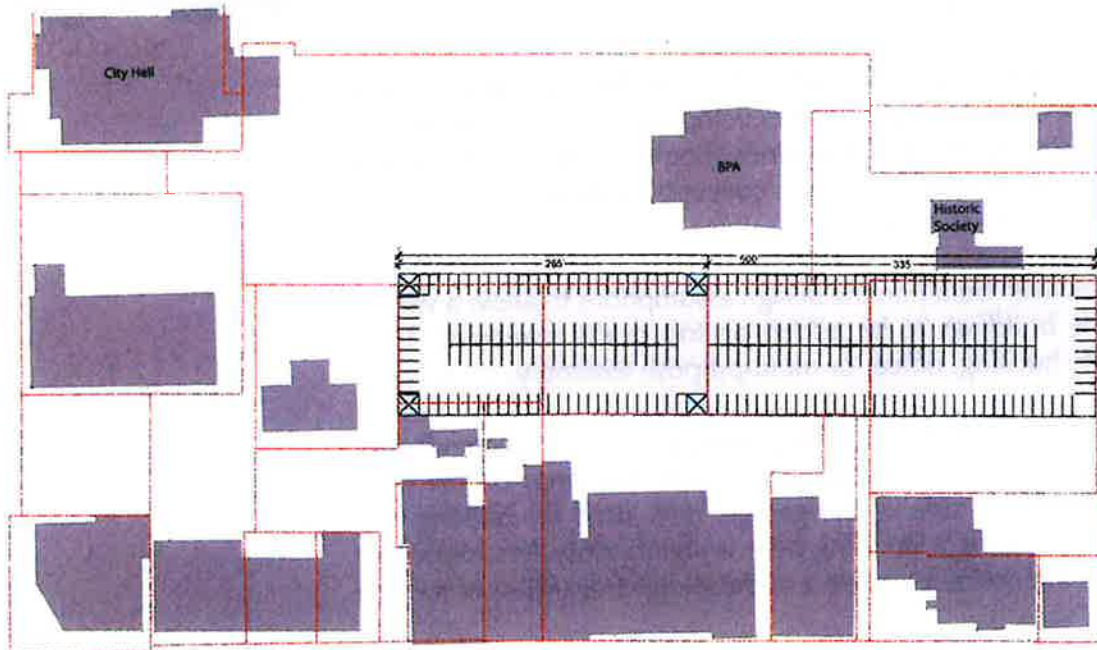
B. Site Implications affecting configuration
As discussed in the Site Options section, above, the City portion of the garage can be located entirely on City property, or can be located by acquiring use of some of the privately owned land to the South.

These site choices affect how the City portion of the parking structure will align with the private Clinic parking structure.

CITY + CLINIC NORTH



CITY + CLINIC SOUTH



If the Northern option is selected by the City, keeping the City portion entirely on property currently owned by the City, one of two alternatives occur:

1. The Clinic structure will be slightly offset to the South to keep within the private property boundaries. This offset will cause a slight "jog" in the drive aisles and will slightly increase construction costs while reducing the number of parking spaces achievable, and increasing the cost per space.
2. The Clinic development will need to acquire some City-owned property along the City's southern property line to keep the garage bays aligned. If this option is selected, some parking in the private portion of the new structure will be lost as the structure nears the Historical Museum, thus slightly lowering the efficiency metric.

If the Southern option is selected by the City, the public and private structures can be aligned and parking located continuously East to Ericksen with no loss in efficiency. Internal circulation can be configured with aligned drive aisles.

C. Rooftop Use

The top level of the parking structure can be used as:

1. Parking
2. Public Plaza
3. Combined Parking and Public Plaza
4. Potential future building(s)

As parking spaces are lost to other uses, the per-space cost of the remaining spaces increases rapidly. In addition, the cost of developing the alternative uses becomes an additional financial burden.

Because the Public Plaza alternative has not been programmed or designed, cost estimates have been developed using an allowance for potential improvements. This allowance should not be considered as a budget, as it does not reflect specific concepts or ideas for what might be developed on the surface.

Flexibility has been built into the design assumptions to allow a variety of light-frame buildings to be added on top of the structure. Uses could include housing, office, or multi-purpose assembly.

Notwithstanding this flexibility, the planning team recommends that consideration be given to locating any future buildings on the land located on the north side of the garage, now used for parking and landscaping. Locating a building here is significantly less expensive and preserves a sense of open space at the garage (regardless of rooftop uses).



D. Configuration Alternatives Under current analysis

Given the variables discussed in the preceding sections, the following configuration permutations have been identified and evaluated:

1. Deck Ramp

1. City-only structure
 - a. With rooftop parking
 - b. With rooftop plaza (allowance)
2. City structure + Clinic structure
 - a. With rooftop parking
 - b. With rooftop plaza (allowance)
 - c. With Site Offset and With rooftop parking
 - d. With Site Offset and With rooftop plaza (allowance)

2. Split Ramp

1. City-only structure
 - a. With rooftop parking
 - b. With rooftop plaza (allowance)
2. City structure + Clinic structure
 - a. With rooftop parking
 - b. With rooftop plaza (allowance)
 - c. With Site Offset and With rooftop parking
 - d. With Site Offset and With rooftop plaza (allowance)

The parking capacity achievable in each of these alternatives is summarized below. It should be noted that these parking counts represent achievable parking capacities, given site constraints and construction assumptions. However, no decision has been made to build any option to its maximum capacity.

Scheme	Spaces
Deck Ramp	
<i>City-only</i>	
Rooftop parking	436
Rooftop plaza	327
<i>City + Clinic</i>	
Rooftop parking	1,016
Rooftop plaza	909
Offset rooftop parking	988
Offset rooftop plaza	878
Split Ramp	
<i>City-only</i>	
Rooftop parking	416
Rooftop plaza	312
<i>City + Clinic</i>	
Rooftop parking	1,000
Rooftop plaza	894
Offset rooftop parking	960
Offset rooftop plaza	856

Note: numbers are based on preliminary design and may change as design is further refined.

E. Construction Specification Assumptions

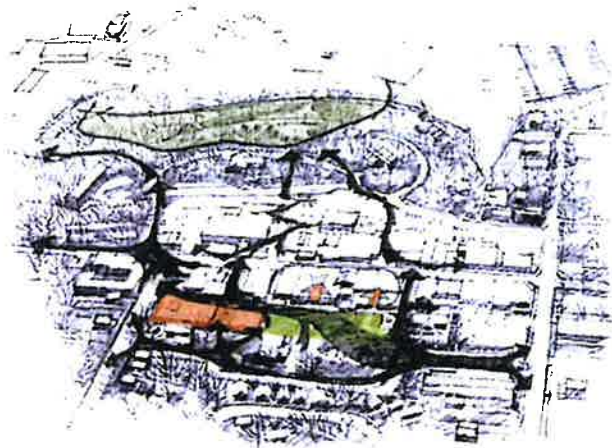
Both steel and concrete structural systems were evaluated. An intermediate-span concrete structural system is recommended as the most responsive to the requirements of the Design Program.

Floor-to-floor heights are 8'-9", which supports the maintenance of reasonable ramp slopes within the structure.

Parking space widths vary slightly to accommodate columns, but are held at a minimum of 8'6" for purposes of this feasibility study. It should be noted that narrower parking spaces might be provided, which would slightly increase the achievable parking within the structure. However, the planning team felt that the wider spaces would be more user-friendly, which seems appropriate in such a public structure.

Based on these general specifications, preliminary Rough-order-of-magnitude cost estimates were developed for each of the configuration alternatives and will be discussed in more detail below.

8. Urban Planning Considerations



As highlighted in Section 2: Purpose of this Study, the implementation of this project is in line with the adopted goals and objectives of the community, (Winslow Master Plan and COBI Comprehensive Plan). To further ensure the project fulfills these goals and is appropriately integrated with the site and surrounding environment, special consideration has been and should continue to be given to the following subjects:

1. Access

Current and potential vehicular and pedestrian access to the study area is under evaluation to insure access to the new parking is adequate, convenient, and supportive of area traffic design goals.

2. Circulation

In concert with 1, above, area traffic circulation impacts resulting from the new parking are being evaluated. It should be noted that the traffic studies undertaken for the Winslow Tomorrow environmental impact studies already anticipated the contemplated parking structure.

The current configurations options also support City traffic engineering preferences for inclusion of an East-West circulator through the study area, providing connection to Ericksen.

3. Connectivity

Pedestrian and bicycle connectivity to and through the study area are being planned. Adjacent property owners are considering how their redevelopment plans can provide access to the study area and promote good circulation patterns throughout the core area.

4. Opportunities for Public Amenities

While this study specifically excludes identification of future uses atop the new parking, it is obvious that some consideration should be given to the opportunities for public amenities resulting from the new parking development.



9. Development Cost Estimates

Rough Order-of-Magnitude Estimate of Costs

The conceptual nature of feasibility planning makes it difficult to estimate development costs with precision. However, rough-order-of-magnitude ("ROM") cost estimates have been developed for each configuration permutation.

It is possible to say at this time that no unusual costs are being generated by site considerations or design concepts developed to date. The cost of this parking should compare favorably with other parking structures being developed in the Puget Sound Area at this time.

Further, the cost estimating work to date indicates a roughly 15% reduction in development costs if the City garage and the Clinic Phase I garage are built together.

By far the biggest cost impact apparent at this time is the decision regarding the development of the surface level of the garage. Excluding parking on this level simply means the cost of this level of structure and surface improvements must be funded by the revenue from the remaining parking spaces, or funded through other capital sources.

Cost estimates have been developed for direct construction costs and administrative costs associated with developing the projects. Finance costs will be discussed in a separate section.

A. Construction costs

Construction costs include the costs associated directly in building the structure. These include site preparation, materials and labor, on-site overhead and general conditions, including liability insurance and excise tax, and contractor fees. At this preliminary stage of planning, a 10% design contingency is included. A 5% escalation contingency is also added anticipating the project would start construction in about one year. A number of items are excluded, particularly hazardous materials abatement, fuel tank removal, and other items which, based on the information we have at this time, we do not expect to be at issue.

B. Administrative costs

Administrative costs include Washington State Sales Tax, Architectural and Engineering Fees, Surveys and geotechnical analysis, building and utility fees, and other costs associated with managing the project. In addition to the contingency included in the construction estimate, a 5% contingency is included in the administrative cost estimate.

As indicated in the following exhibit, the administrative costs are estimated at approximately 34% of construction costs.

Winslow Parking Feasibility Study
 Estimate of Administrative Costs

1. Hard Cost

Based on City only, rooftop parking scheme

\$12,843,000

Exclusions from contractor estimate

- Washington State Sales Tax
- Asbestos, Lead, or other hazardous material abatement or removal
- Bonds and subcontractor bonds on all scopes of work
- Contaminated material handling and disposal
- Fuel Tank removal
- Building Permit and Plan Check Fees
- Engineering and/or design fees
- Major Document printin or reproduction
- Property corners and engineered as-built survey
- Testing and inspections
- Soils investigation and testing
- Builders Risk Insurance Policy and deductible
- Professional videotaping of existing structures and site conditions
- Utility company connections, charges, fees, and assessments
- Water meter costs
- Building signage beyond code required signage
- Site signage
- FF&E items
- Storm detention system
- Extended warranties
- City Landscape bond

2. Schematic Estimate of Administrative Costs

Architect/Structural Engineer	6.00%	\$770,580
Civil Engineering	1.00%	\$128,430
Landscaped/Plaza Architect	1.00%	\$128,430
Surveying		\$25,000
Geotechnical Engineering		\$25,000
Graphic/Signage Design		\$20,000
Project Management	4.00%	\$513,720
Plan Check/Building Permits	2.00%	\$256,860
Utility Connection Fees		\$20,000
Electric Service connection		\$15,000
Concurrency requirements		\$100,000
Legal/Title Fees (incl demising agreements)		\$50,000
Taxes and Insurance	2.00%	\$256,860.00
Reproduction, mail, delivery		\$20,000
Contingency	5.00%	\$642,150
Signage		\$50,000
Bonds	1.50%	\$192,645
Washington State Sales Tax	8.90%	\$1,143,027
Total		\$4,357,702

Note: does not include construction period financing

3. Soft Costs as a percentage of hard cost

33.93%

C. Project Development Costs

The construction costs, combined with the associated administrative cost allowance of 34%, results in project development cost estimates for each configuration alternative as follows:

<i>Scheme</i>	<i>Spaces</i>	<i>Development cost</i>	<i>Cost per space</i>
Deck Ramp			
<i>City-only</i>			
Rooftop parking	436	\$17,208,707	\$39,470
Rooftop plaza	327	\$12,906,531	\$39,470
<i>City + Clinic</i>			
Rooftop parking	1,016	\$33,178,412	\$32,656
Rooftop plaza ¹	909	\$29,048,534	\$31,957
Offset rooftop parking	988	\$33,331,819	\$33,737
Offset rooftop plaza ¹	878	\$29,283,387	\$33,352
Split Ramp			
<i>City-only</i>			
Rooftop parking	416	\$17,006,673	\$40,881
Rooftop plaza	312	\$12,755,005	\$40,881
<i>City + Clinic</i>			
Rooftop parking	1,000	\$32,673,240	\$32,673
Rooftop plaza ¹	894	\$28,708,708	\$32,113
Offset rooftop parking	960	\$32,862,579	\$34,232
Offset rooftop plaza ¹	856	\$28,864,182	\$33,720

¹The rooftop plaza is assumed to be located on the public portion of the parking structure only. The private portion is assumed to be rooftop parking. Development costs are reduced by allocating \$4,598,261 to the rooftop plaza as a separate budget. This comprises the allowances included in the cost estimates for the rooftop plaza improvements plus 25% of the cost of the City-only portion of the structure (assuming no parking is included on the roof of the City structure).

D. Rooftop Plaza assumptions

As no decisions have been reached regarding the design of a rooftop plaza or park, the allowance of \$4,598,261 is an assumption based on probable costs for a modest plaza and the associated costs of one level of the basic parking structure. However, no decision has been made regarding the scope or design of the plaza, and the allowance provided herein should not be considered as a target budget until more work is done to define this project.

E. Ancillary project costs

The following are potential related improvements that may be considered at the time the decision is made to build the garage. However, these projects are not yet designed or committed, and are not included in the parking structure development cost estimates

- The new Harbor Way access road improvements
- An East-West connector road crossing the civic plaza and connecting Madison with Ericksen.
- Improvements to the Alley serving the private property to the South of the Southeast and Southwest City sites
- Improvements to Madrone Way

It should be noted that cost estimates do include some budget for resolving direct impacts to adjacent roads and alleys that result from excavation and construction activities for the new parking structure.

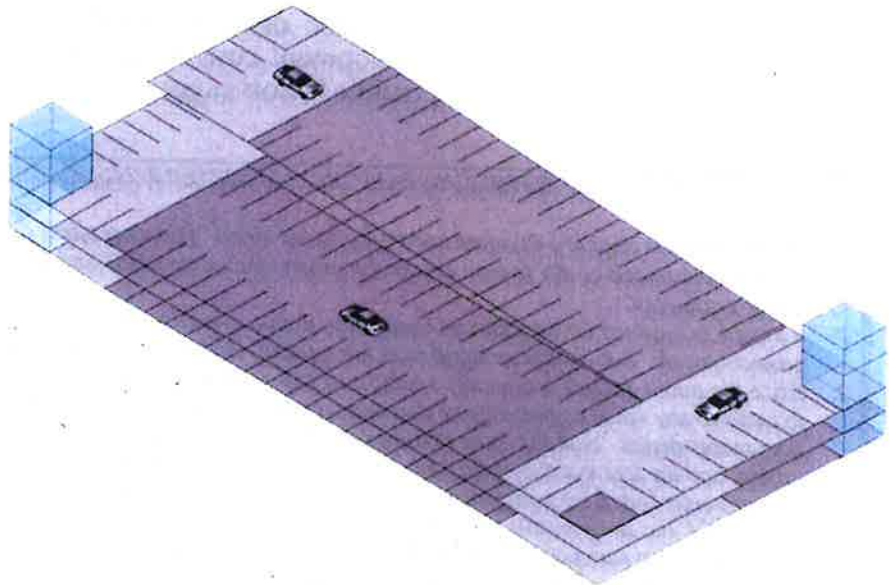
Estimates are based on Privately-commissioned delivery
It should be noted that these cost estimates are based on a privately contracted development delivery. Public delivery may add to the development costs for a number of reasons, including the following possible factors suggested by JTM construction:

JTM's cost estimator suggests the following factors that can add cost to projects delivered through traditional public process

1. "Public projects require a Payment and Performance Bond. Private projects do not typically require it. The cost of the bond is determined on the overall cost of the project including WSST and will run between .7% and 1.25% depending on the contractor.
2. If a bond is required on the General Contractor, then a smart General will require a bond on all of his subcontractors to protect himself. Subcontractor bond rates are typically higher than a general and can range between 1% and 1.5%.
3. Since the public project is typically a lump sum bid, with a very short window to prepare the estimate, there is no time to perform any value engineering or do constructability reviews. The number turned in represents only what the contract documents depict. Nothing more nothing less. The GC is taking on a bit more risk because of his unfamiliarity with the project and the fact that they take subcontractor quotes from anyone willing to turn in a number. Many times you get subcontractor bids from companies you have never worked with or even heard of. All of these things add risk. The only way the GC has to cover this risk is to increase their fee on the project. Public-bid contractors often never put less than 7.5% on a lump sum public project. In some cases they put as much as 12% depending on the risk. In a private arena, the GC may perform 3-6 estimates as the documents progress. The Owner knows exactly what the GC has included. Detail problems are worked out, constructability issues are worked through and good value engineering is performed during the design phases. It is less expensive for the design team to revise drawings during the design process rather than after the documents are 100% completed. All of these things reduce the risk to the GC. That is why you see fees in the 3-6% range.
4. The schedule on public projects is at a minimum, 5 - 10% longer. This is typically caused by the administrative paperwork. Submittal review time on public projects is typically 30 days, RFI turnaround can be 1-2 weeks, just due to bureaucracy. In private projects, the team works as one to get these processes expedited. In my experience private projects turn around RFI's in 1-5 days, submittals in 1-2 weeks. In some cases things can be approved verbally to avoid delays. This will never occur in public projects. No one is willing to put themselves on the line for a single project.
5. Private projects typically have fewer change orders. Because of the time the GC has spent familiarizing themselves during the design process and notifying the design team in advance of potential issues, it reduces conflicts and delays to the project. In the public arena, the GC's are obligated only to price what is shown on the documents. If they make assumptions and carry allowances for work not shown, they may not get the job. However, they WILL get reimbursed for that work in the form of a change order. Change order fees on public work are typically 10 - 18% as allowed by public contracts. In private work, the fee % would be the same as the contract fee. If the Contract fee was 5%, then the GC would get 5% on change orders.
6. In Public work the GC will realize 100% of any savings on the project. On private work, the Owner has the option of keeping all of the savings or splitting the savings with the GC as an incentive."

Cost Conclusions

1. Cost estimates are in line with current regional underground parking costs
2. The City could realize cost savings estimated at 17% through a development partnership with the adjacent properties
3. Except for utility relocations precipitated by the Northerly site option, no unusual costs are being generated by site conditions
4. In each configuration alternative, the Deck Ramp provides more parking and a lower cost per space than the Split Ramp.
5. Private project development delivery may be more economical than traditional public delivery.



10. Financing

Financing costs for each of the development alternatives is estimated in the first of the following two tables.

These estimates assume that financing will be done with tax-exempt public debt instruments. An interest rate of 4.75% is used, with an amortization period of 30 years.

The analysis identifies a range of annual debt service per stall between approximately \$2,000 per stall and \$2,500 per stall, depending upon the site and configuration options selected.

The second table summarizes the proposed allocation of the City portion of the proposed parking and proposes financing allocations between the civic center and other uses. Potential sources of funds are also identified to precipitate discussion.

This analysis indicates surplus supply available to non-current City uses to range from 158 spaces to 267 spaces. Potential future users of these surplus spaces include the Core-area business users, the Fee-in-lieu program, the potential additional civic campus building, and possible commuter users.

**WINSLOW PARKING STRUCTURE - FEASIBILITY STUDY
PROJECTED CIVIC CAMPUS DEMAND - PARKING FACILITY**

PARKING STALLS PROVIDED	436	327
CURRENT DEMAND MOVED TO FACILITY	169	169
SUPLUS PROVIDED FOR OTHER USERS	267	158
		52%
		48%
FACILITY FINANCING COSTS	\$14,451,550	\$10,606,550
ANNUAL DEBT SERVICE EXPENSE	\$872,052	\$640,033
CURRENT CIVIC CENTER DEMAND PORTION	\$338,020	\$330,781
OTHER USER PORTION	\$534,032	\$309,251
		52%
		48%

POTENTIAL SOURCES OF FUNDS

FEE IN-LIEU	\$33,146	PER STALL - DEPENDING ON FACILITY TYPE CONSTRUCTED
SPECIAL ASSESSMENT	\$2,000	PER STALL / YEAR FROM AN ANNUAL ASSESSMENT
FUTURE FACILITY	SAME AS ABOVE	- SHOULD PAY TO REPLACE ANY DISPLACED PARKING
OPEN TO COMMUTER USAGE	TBD	
PARKING CHARGES		
CHARGE - ONLY ON-STREET SPACES (\$1 / HR)	\$258,524	40%
CHARGE - ALL SPACES (ON-STREET AND GARAGE) (\$1 / HR ON-STREET -- \$0.50 / HR - GARAGE)	\$316,550	46%

11. Conclusions and Recommendations

A. Conclusions

1. The City has the flexibility to develop a wide range of parking quantity on its own property.
2. Combining the Public parking structure with adjacent private structures provides several benefits:
 - Improved Access and Area Traffic Circulation
 - Reduced Development Costs
 - Opportunities for private development delivery
 - Development resources
 - Additional Capital Sourcing
 - Opportunities for coordinated operational management
3. The parking project can provide an excellent foundation for achieving many of the urban design goals delineated in the Master Plan

B. Feasibility Team Recommendations

1. Recommended Site Option

The City should engage the property owners South of the City lots to explore acquisition of rights that would enable the City portion of the parking structure to align with the potential private portion of the structure to the East.

This South configuration will also mitigate utility relocation at the North of the parking structure and will impinge less on BPA operations.

Failing success in acquiring the needed access, the North option could be carried forward with:

- An offset "shift" between the public and private portions of the parking structure, which could add approximately \$800 per parking stall, or
- Allow the Clinic development to acquire approximately 20 feet along the South edge of the City property to provide alignment of the structures.

If a future civic building is to be located on the plaza level, consideration should be given to locating it along the northern end of the plaza to help frame the civic space contained on the surface of the parking structure.

2. Recommended Configuration Option

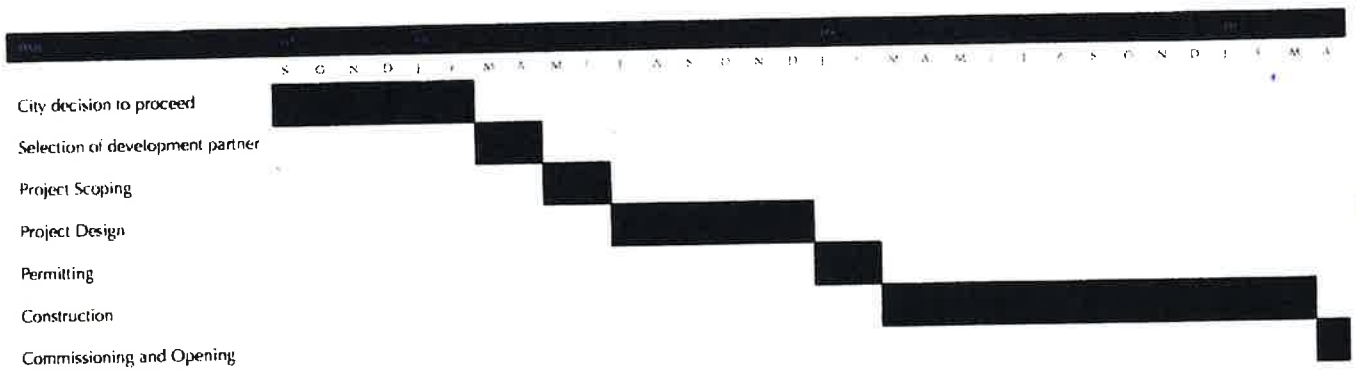
The Planning team recommends the Deck Ramp configuration alternative for the following reasons:

- Provides the largest number of spaces in each site alternative
- Produces the most cost-effective configuration and results in the lowest cost per parking space
- Produces the most "user-friendly" configuration with a continuous circulation through the structure.

C. Proposed Project Delivery Schedule

Assuming a private delivery process is commissioned, the following development schedule is suggested. These estimated durations could be reduced by streamlining the public decision process incorporated for the project.

City decision to proceed	6 months?
Selection of development partner	2 months
Project Scoping	2 months
Project Design	6 months
Permitting	2 months
Construction	12-14 months
Commissioning and Opening	1 month
	31-33 months



12. Next Steps

The following activities are suggested if the study participants are interested in advancing the project:

1. Continue development of user demand commitments
 - Develop city policy for providing sufficient fee-in lieu inventory
 - Work with core area owners and businesses to identify commitment
 - Identify demand resulting from potential additional civic plaza building(s)
2. Work with adjacent property owners to explore joint development organization and timing options
3. Determine City commitment to develop parking structure
4. Select a delivery approach (public vs. private)
 - Establish delivery management structure, or
 - Select a private delivery partner
5. Determine preferred project financing approach
6. Authorize project implementation

Appendices

- A. Design Program
- B. Interim Report

Study Participants

The National Development Council
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Associate Planner
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Wenzlau Architects
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Adam Wheeler

SiteWorkshop
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Bob Shrosbree

JTM Construction
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City of Bainbridge Island
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Chris Wierzbicki
Kathy Cook

Bainbridge Island Fire Department
Jared Moravec

EDAW
Sandy Fischer

Heery International
Michael Romero

Winslow Core Parking Feasibility Study

September 12, 2007



Winslow underground Parking

W E L C O M E T O BAINBRIDGE ISLAND

- ➔ INFORMATION ⓘ
- ➔ DOWNTOWN SHOPS ➔
- ➔ RESTAURANTS
- ➔ GALLERIES

PARKING RESERVED FOR
INN
AT WINSLOW CORNER
SPACE 7

POLICE VEHICLES ONLY

CUSTOMERS ONLY
2 HOUR PARKING
VIOLATORS WILL BE TOWED

2 HR CUSTOMER PARKING
FOR THESE BUILDINGS ONLY
NO RESTAURANT PARKING ANYTIME
STRICTLY ENFORCED
VIOLATORS WILL BE TOWED
CALL (202) 690-0226

CALL **Chico** TOWING
24 HOUR
13601 479-7900

UNAUTHORIZED VEHICLES TOWED AT OWNERS EXPENSE

WATERFRONT BUILDING CUSTOMER/TENANT PARKING ONLY

American Marine Bank Employer Parking Only

LOOK GATEWAY TOWING

NOTICE
Parking for Island Flavors members only

CHAMBER OF COMMERCE PERMIT PARKING ONLY

GOOD NEIGHBOR PHARMACY
WINSLOW DRUG
No Parking in Loading Zone
10:00am to 4:30pm
Thank You.

PARKING PERMIT REQUIRED

LOOK GATEWAY TOWING

PLAYHOUSE PARKING ONLY

Winslow Clinic Patient Parking ONLY

POLICE VEHICLES ONLY

Bank Customer Parking Only

LOOK GATEWAY TOWING

ASPECT CONSULTING PARKING ONLY
7:00AM TO 6:00PM
MON-FRI
VIOLATORS WILL BE TOWED

CUSTOMER PARKING
SAN CARLOS
ASTMAN BLDG.
ONLY

CUSTOMER PARKING ONLY
6:00am - 6:00pm
PAVILLION PARKING
6:00pm - 8:00am ONLY

2 HOUR PARKING ONLY WHILE SHOPPING AT THE GREEN

CITY STAFF ONLY
7:00 AM TO 5:00 PM
PERMIT REQUIRED

PARKING PERMIT REQUIRED

PRIVATE CUSTOMER PARKING ONLY

LOOK GATEWAY TOWING

PRIVATE PARKING PERMIT PARKING

PRIVATE PARKING LOT
PARKING FOR OUR TENANTS AND THEIR GUESTS ONLY

Town & Country Market CUSTOMER PARKING ONLY

Washington Mutual Customer Parking While Banking
Monday - Friday 9:00 - 6:00
Saturday 9:00 - 1:00

PRIVATE WINSLOW MALL Customer Parking Only

NO TRESPASSING POSTAL EMPLOYEES ONLY DO NOT ENTER

RESERVED PARKING FOR BUSINESS

PARKING FOR Bugatti ONLY

NO PARKING ANYTIME

PLAYHOUSE PARKING ONLY

PERMIT PARKING ONLY

UNAUTHORIZED VEHICLES WILL BE TOWED AWAY AT OWNER'S EXPENSE

RESERVED FOR WINSLOW MALL MAINTENANCE
LOOK GATEWAY TOWING

Parking for Seabreeze tenants and visitors only

ABSOLUTELY NO COMPUTER PARKING
2 HOUR CUSTOMER PARKING ONLY

LOOK GATEWAY TOWING

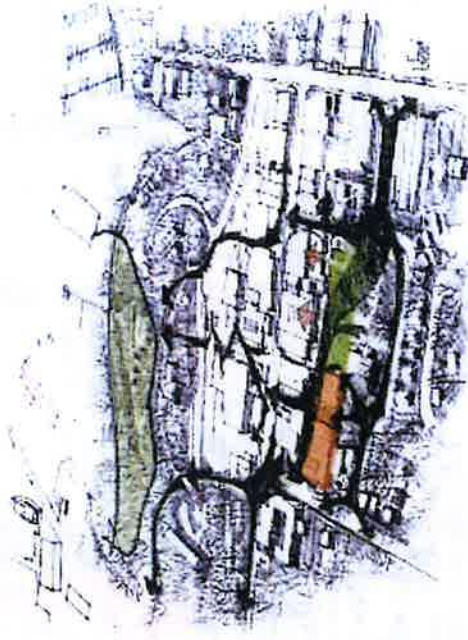
Winslow underground parking

Background

In March of 2007, you commissioned a feasibility study to be performed by a Public-Private Partnership to investigate possibilities for development of parking in the Winslow Core:

The key elements of the feasibility study were identified as:

- 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**



Demand Estimates

A number of user audiences are expected for the new parking structure. Including:

- A. Civic Campus Employees and Visitors**
City Hall, Bainbridge Performing Arts, and the Historical Museum
Potential future civic building occupants and visitors
Current estimates for the Civic Campus indicate a need for 204 parking spaces. Assuming 35 spaces within the current supply are retained, a net of 169 spaces would be moved to the new parking facility.
- B. Core Area Business Employees, Customers, and Visitors**
The business community has organizing to determine the commitment it is interested in making as soon as the City establishes a formal proposal for space availability, as well as the cost, and timing for spaces.
- C. Participants in the City Fee-in-lieu Program**
The City has yet to identify a goal for developing inventory for the Fee-in-lieu program it has already established.
- D. Commuter Parking**
At least as a short-term revenue strategy, allowing this user group might help alleviate the carrying costs for excess inventory

Access Recommendations

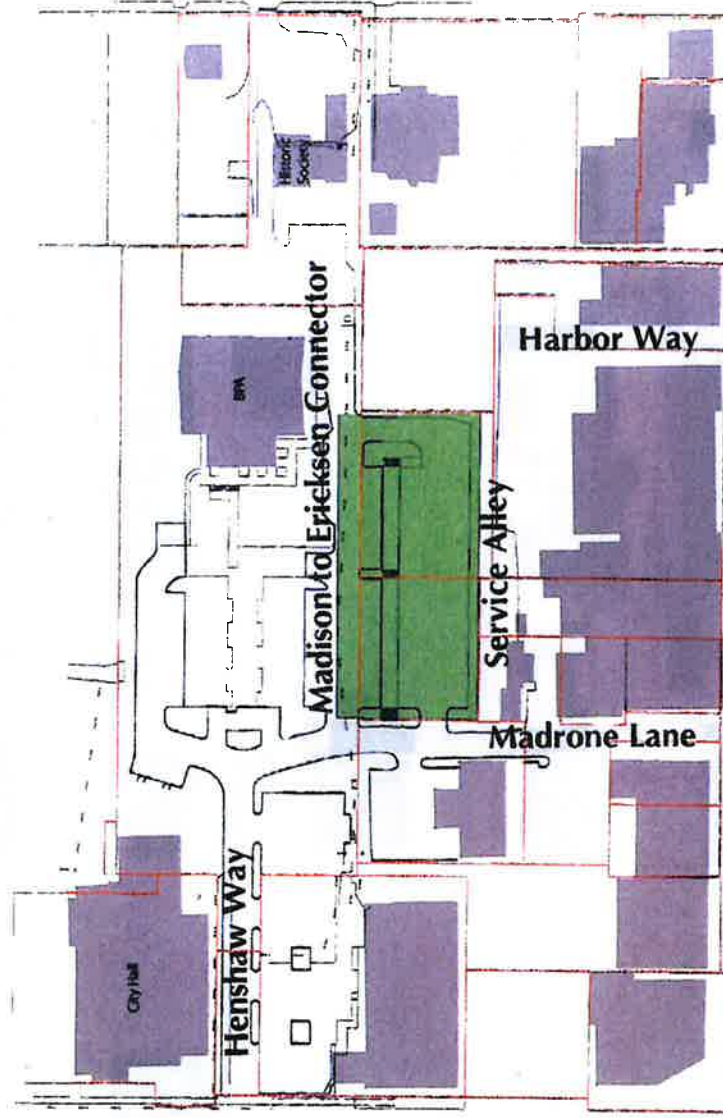
Madison Avenue via Henshaw Way
Should be retained and improved

Winslow Way
Improved through the development of the new Harbor Way

Madrone Lane
Engage in discussions with these property owners to develop a long-term plan for use of this corridor

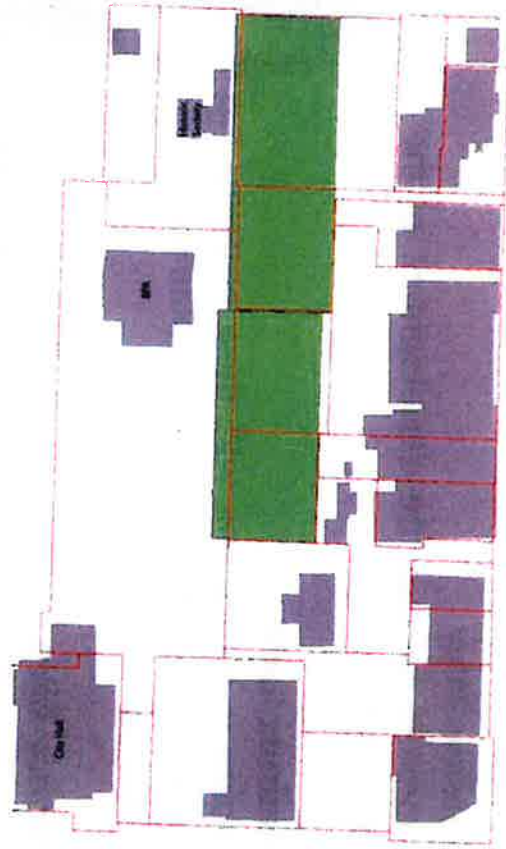
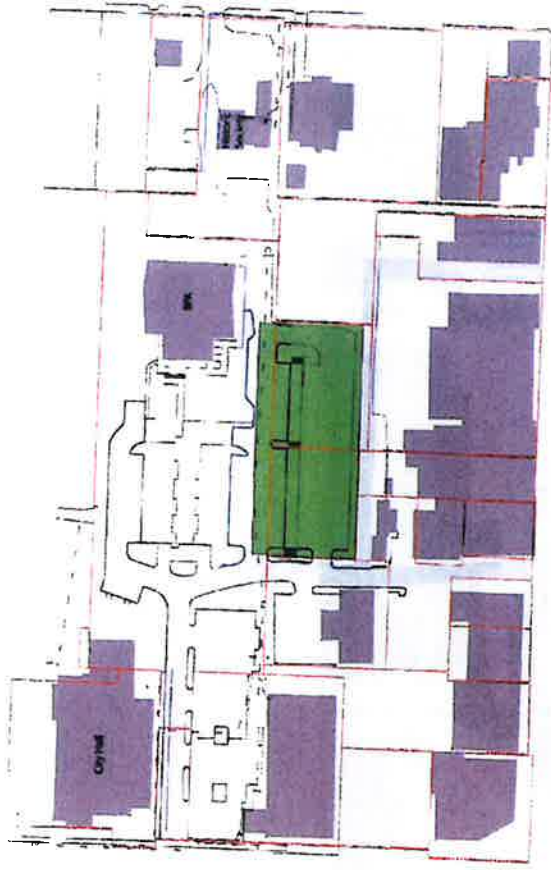
Service Alley
Engage with the property owners to explore how this alley could improve access to the parking structure and provide improved traffic flow around the structure

Madison to Ericksen Connector
Plan this new connector in conjunction with the new parking structure



Site Configuration Options & Recommendation

The planning team recommends that the City attempt to acquire private land to facilitate the development of the parking structure.



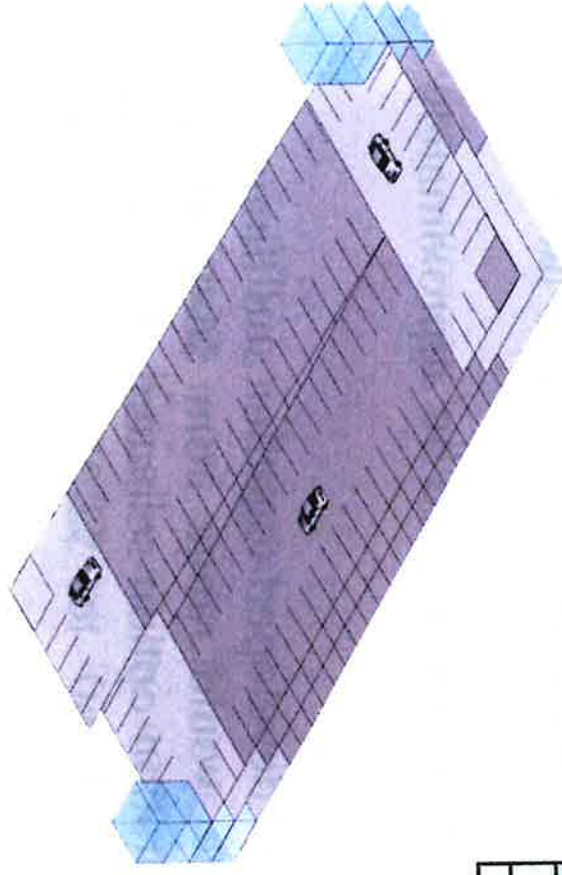
September 12, 2007

Winslow underground parking

Parking Structure Configuration Recommendation

The planning team recommends a **Deck Ramp** configuration to provide the most efficient and cost-effective parking layout and to provide the most “user-friendly” circulation within the structure.

This structure will allow up to 327 stalls without parking on the top deck and up to 436 stalls with parking.



Preliminary Financing Analysis

Using current public debt interest rates and terms, annual debt service would be approximately \$1,050,000 for the 436-space city structure, or approximately \$800,000 for the 327 space version where the surface level is used for (and paid for by) other purposes.

In either case, the annual debt service per stall is estimated to be approximately \$2,420.

In the event the public and private portions are developed together and financed under the same terms, the city debt service would range from \$640,000 to \$900,000, depending on the site and configuration option selected. The annual debt service per stall would range from \$1,960 to \$2,070 under these alternatives.

If the public and private portions of the garage are combined into a single larger project, cost estimates indicate a savings in development costs of approximately 15% over a City-only structure.

WINSLOW PARKING STRUCTURE - FEASIBILITY STUDY
PROJECTED CIVIC CAMPUS DEMAND - PARKING FACILITY

PARKING STALLS PROVIDED	436		327
CURRENT DEMAND MOVED TO FACILITY	169	39%	169
SUPPLUS PROVIDED FOR OTHER USERS	267	61%	150
FACILITY FINANCING COSTS	\$14,451,550		\$10,606,550
ANNUAL DRBT SERVICE EXPENSE	\$872,052		\$640,033
CURRENT CIVIC CENTER DEMAND PORTION	\$338,020	39%	\$330,781
OTHER USER PORTION	\$534,032	61%	\$309,251

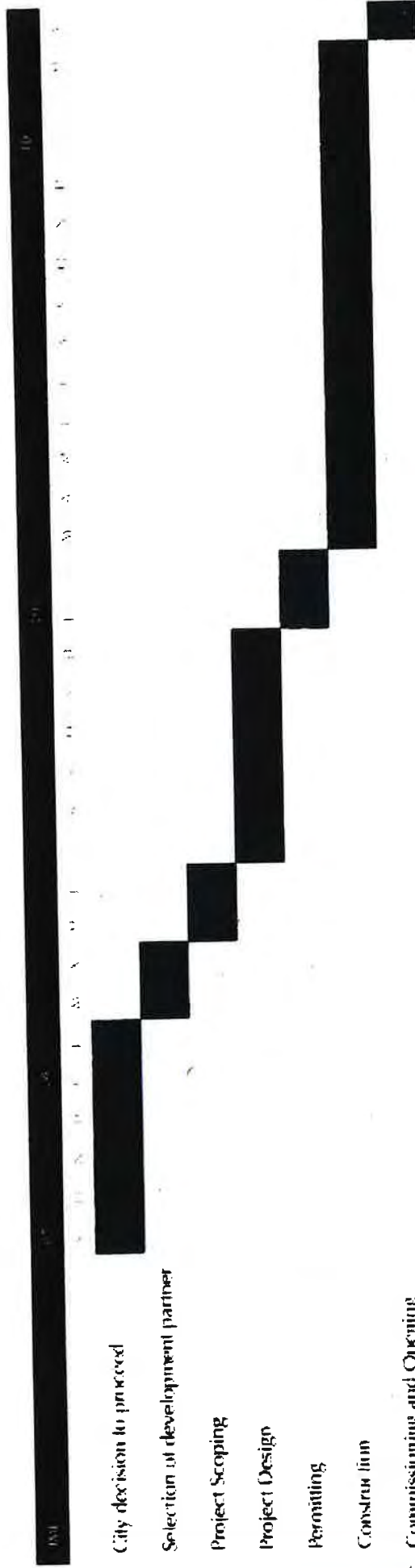
POTENTIAL SOURCES OF FUNDS

FEE IN-LIEU	\$33,146	PER STALL - DEPENDING ON FACILITY TYPE CONSTRUCTED	
SPECIAL ASSESSMENT	\$2,000	PER STALL / YEAR FROM AN ANNUAL ASSESSMENT	
FUTURE FACILITY		SAME AS ABOVE - SHOULD PAY TO REPLACE ANY DISPLACED PARKING	
OPEN TO COMMUTER USAGE	TBD		
PARKING CHARGES			
CHARGE - ONLY ON-STREET SPACES (\$1 / HR)	\$258,524	30%	\$258,524
CHARGE - ALL SPACES (ON-STREET AND GARAGE) (\$1 / HR ON-STREET -- \$0.50 / HR - GARAGE)	\$316,550	36%	\$292,862

Project Delivery

Assuming a private delivery process is commissioned, the following development schedule is suggested.

These estimated durations could be reduced by streamlining the public decision process incorporated for the project.



Commissioning and Opening

The following activities are suggested if the study participants are interested in advancing the project:

1. Continue development of user demand commitments
 - Develop city policy for providing sufficient fee-in lieu inventory
 - Work with core area owners and businesses to identify commitment
 - Identify demand resulting from potential additional civic plaza building(s)
2. Work with adjacent property owners to explore joint development organization and timing options
3. Determine City commitment to develop parking structure
4. Select a delivery approach (public vs. private)
 - Establish delivery management structure, or
 - Select a private delivery partner
5. Determine preferred project financing approach
6. Authorize project implementation



CITY LOT ONLY (Clinic not included)

PROJECT SUMMARY - SOURCES AND USES

GARAGE FACILITY DEVELOPMENT COSTS				
ROAD / ALLEY IMPROVEMENTS		\$18,037,601		\$12,499,340
LAND ACQUISITION		\$1,227,630		\$1,227,630
HARBOR STREET - 1		\$2,208,800		\$2,208,800
ALLEY WAY	9744 SF	\$1,250,000		
POSSIBLE BUILDING ACQUISITION		\$75	\$730,800	
			\$228,000	
TOTAL PROJECT USES		\$21,474,031		\$15,935,770
SOURCES OF FUNDS				
CURRENT CITY CIP				
ROAD ACQUISITION / IMPROVEMENTS		\$2,000,000		\$2,000,000
GARAGE ALLOCATION		\$5,000,000		\$5,000,000
SUB - TOTAL CURRENT CIP		\$7,000,000	33%	\$7,000,000
PROJECTED PRIVATE FUNDING				
ROAD CONTRIBUTION		\$730,800		\$730,800
GARAGE CONTRIBUTION -- ASSESSMENT PROCESS		\$5,522,981		\$3,019,718
SUB - TOTAL PRIVATE SOURCES		\$6,253,781	29%	\$3,750,518
BALANCE REQUIRED				
REMAINING CITY CIVIC NEED - GARAGE / STREET IMPROVEMENT COSTS		\$8,220,250	38%	\$5,185,251
FUTURE GARAGE USE - NEW FACILITY / FEE IN-LIEU		\$2,697,269	33%	\$2,165,533
		\$5,522,981	67%	\$3,019,718
		\$8,220,250	100%	\$5,185,251
COBI FUNDING				
PRIVATE FUNDING		\$9,697,269	45%	\$9,165,533
FUTURE USERS / LATECOMER CHARGES		\$6,253,781	29%	\$3,750,518
		\$5,522,981	26%	\$3,019,718
		\$21,474,031	100%	\$15,935,770



WINSLOW PARKING STRUCTURE - FEASIBILITY STUDY
 PROJECTED FINANCING SOURCES
 CITY LOT ONLY (Clinic not included)

PARKING STALLS PROVIDED	WITHOUT PLAZA		WITH PLAZA			
	436		327			
CURRENT CIVIC PARKING MOVED TO FACILITY	169	39%	169	52%		
SUPLUS PROVIDED FOR OTHER USERS	267	61%	158	48%		
<hr/>						
FACILITY FINANCING COSTS	HIGH		LOW			
TOTAL DEVELOPMENT COSTS - PER STALL	\$18,037,601		\$12,499,340			
	\$41,371		\$38,224			
<hr/>						
DISTRIBUTION - CAPITAL SOURCES						
CURRENT CIVIC CENTER DEMAND PORTION	169	\$6,991,639	39%	\$6,459,903	52%	169
FEE IN-LIEU SPACES -- FUTURE USES	134	\$5,522,981	31%	\$3,019,718	24%	79
FEE IN-LIEU - DT SPECIAL ASSESSMENT	134	\$5,522,981	31%	\$3,019,718	24%	79
	436	\$18,037,601	100%	\$12,499,340	100%	327
<hr/>						
ANNUAL DEBT SERVICE EXPENSE		\$1,088,446		\$754,250		
ANNUAL OPERATING EXPENSES						
OPERATING AND MAINTENANCE	\$481 stall	\$209,575		\$157,182		
TOTAL - ANNUAL EXPENSES		\$209,575		\$157,182		
<hr/>						
ANNUAL EXPENSE		\$1,088,446		\$754,250		
ANNUAL DEBT SERVICE		\$1,088,446		\$754,250		
ANNUAL OPERATING AND MAINTENANCE EXPENSES		\$209,575		\$157,182		
TOTAL - ANNUAL EXPENSES		\$1,298,021		\$911,431		
<hr/>						
DISTRIBUTION -- ANNUAL REVENUES SOURCES						
CURRENT CIVIC CENTER DEMAND PORTION	169	\$503,132	39%	\$471,045	52%	169
FEE IN-LIEU SPACES -- FUTURE USES	134	\$397,445	31%	\$220,193	24%	79
FEE IN-LIEU - DT SPECIAL ASSESSMENT	134	\$397,445	31%	\$220,193	24%	79
	436	\$1,298,021	100%	\$911,431	100%	327
<hr/>						
POTENTIAL SOURCES OF FUNDS						
FEE IN-LIEU -- LUMP SUM PAYMENT		\$41,371		\$38,224		
FEE IN-LIEU -- FINANCED		\$2,977		\$2,787		
<hr/>						
SPECIAL ASSESSMENT - SUMMARY						
ANNUAL REVENUE NEEDED		\$397,445 (for 134 stalls)		\$220,193 (for 79 stalls)		
ANNUAL REVENUE NEEDED - PER STALL		\$2,977		\$2,787		
LAND AREA INCLUDED	438,448					
ANNUAL REVENUE COLLECTED - PER SF LAND		\$0.91		\$0.50		

CITY OF EAINBRIDGE ISLAND - SSH PARTNERSHIP
CIVIC CAMPUS PARKING FACILITY - JOINT FEASIBILITY STUDY
DEVELOPMENT SUMMARY

DEVELOPMENT BUDGET	CITY LOT		COMBINED SITE	
	W/ROOFTOP PARKING	W/ROOFTOP PLAZA	+W/ROOFTOP PARKING	+W/ROOFTOP PLAZA
TOTAL STALLS	436	327	588	477
TOTAL PUBLIC STALLS	436	327	436	327
TOTAL PRIVATE SPACES	0	0	152	150

CITY LOT - LAND VALUE - \$75/SF	\$2,123,550	\$2,123,580	\$2,123,550	\$2,123,550
CIVIC PORTION RETAINED	39%	52%	39%	52%
PORTION ADDED TO DEVELOPMENT BUDGET	61%	48%	61%	48%
LAND VALUE - ADDED TO DEVELOPMENT BUDGET	\$1,300,431	\$1,026,058	\$1,300,431	\$1,026,058
HARD COST ESTIMATE - ENTIRE FACILITY	\$12,842,319	\$14,230,000	\$16,135,000	\$17,556,000
REDUCTION FOR ROAD COSTS IN COST ESTIMATE	(\$916,123)	(\$916,123)	(\$916,123)	(\$916,123)
SUB - TOTAL - HARD COST ESTIMATE	\$11,926,196	\$13,313,877	\$15,218,877	\$16,639,877
REDUCTION - CIVIC PLAZA PORTION - COSTS		(\$1,387,661)		(\$1,387,661)
SURFACE LEVEL IMPROVEMENTS		(\$2,981,549)		(\$2,981,549)
25% OF SHELL STRUCTURING EXPENSE -		(\$4,369,230)		(\$4,369,230)
CIVIC PLAZA SHARE OF COSTS				
ADJUSTED HARD COST TOTAL	\$11,926,196	\$6,944,647	\$15,218,877	\$12,270,647
HARD COST - PER STALL	\$28,455	\$27,354	\$25,882	\$25,725
SOFT COSTS (34%)	\$4,054,907	\$3,041,180	\$5,174,416	\$4,172,020
(Sales Tax, Architecture, Engineering, Permits, Project Management, etc.)				
SUB - TOTAL - DEVELOPMENT COSTS	\$17,281,533	\$13,011,885	\$21,693,726	\$17,468,725
DEVELOPMENT COSTS - PER STALL	\$39,637	\$39,792	\$36,894	\$36,622

PUBLIC PORTION - CONSTRUCTION COSTS	100%	100%	74%	68%
	\$17,281,533	\$13,011,885	\$16,085,624	\$11,975,415
FINANCING COSTS				
CAPITALIZED INTEREST	\$410,436	\$309,032	\$382,036	\$284,416
ADDITIONAL FEES (1.0%)	\$172,815	\$130,119	\$160,858	\$119,754
BOND ISSUANCE COSTS (1.0%)	\$172,815	\$130,119	\$160,858	\$119,754
TOTAL PUBLIC FINANCED AMOUNT	\$18,037,601	\$13,581,155	\$16,788,579	\$12,499,340
TOTAL DEVELOPMENT COSTS - PER STALL	\$41,371	\$41,533	\$38,508	\$38,224
ANNUAL DEBT SERVICE	\$1,088,446	\$819,530	\$1,013,136	\$754,250
ANNUAL DIS - PER STALL	\$2,496	\$2,506	\$2,324	\$2,307

FINANCING TERMS	
AMORTIZATION SCHEDULE	30 YEARS
RATE	4.75%

Cost of Parking Structure Has Been Increased In Order to Support Weight of Plaza

**WINSLOW PARKING STRUCTURE - FEASIBILITY STUDY
PROJECTED CIVIC CAMPUS DEMAND - PARKING FACILITY**

**PARKING STALLS PROJECTED - 1998 CITY HALL PERMIT
CURRENT SUPPLY**

**150
129**

FEASIBILITY STUDY - PROJECTED CIVIC CAMPUS NEED

**16 VISITOR SPACES
6 HANDICAPPED SPACES
2 SPACES FOR BRANDTS
95 CITY EMPLOYEE SPACES**

119 CITY HALL NEED

**30 BPA SPACES - ₁
31 Additional BPA Need - ₂**

61 BPA NEED

24 CHAMBER DOWNTOWN EMPLOYEE SPACES

204 TOTAL NEED - DEMAND

35 SPACES RETAINED - CURRENT SUPPLY

169 NET MOVED TO PARKING FACILITY

₁ - 30 spaces required per the COBI 1998 Permit

₂ - Revised Parking Code - Theaters require 1 stall per 4 seats. BPA advertises 245 seats which would trigger a 61 stall requirement. This leaves the facility underparked by 31 spaces.

Winslow Parking Feasibility Study

Estimate of Soft Costs

1. Hard Cost (from JTM)	
Based on City only, no plaza parking scheme	\$ 13,100,000
Exclusions from estimate	
Washington State Sales Tax	
Asbestos, Lead, or other hazardous material abatement or removal	
Bonds and subcontractor bonds on all scopes of work	
Contaminated material handling and disposal	
Fuel Tank removal	
Building Permit and Plan Check Fees	
Engineering and/or design fees	
Major Document printin or reproduction	
Property corners and engineered as-built survey	
Testing and inspections	
Soils investigation and testing	
Builders Risk insurance Policy and deductible	
Professional videotaping of existing structures and site conditions	
Utility company connections, charges, fees, and assessments	
Water meter costs	
Building signage beyond code required signage	
Site signage	
FF&E items	
Storm detention system	
Extended warranties	
City Landscape bond	

2. Schematic Estimate of Soft Costs			
Architect/Structural Engineer	6.00%	\$	786,000
Civil Engineering	1.00%	\$	131,000
Landscaped/Plaza Architect	1.00%	\$	131,000
Surveying		\$	25,000
Geotechnical Engineering		\$	25,000
Graphic/Signage Design		\$	20,000
Project Management	4.00%	\$	524,000
Plan Check/Building Permits	2.00%	\$	262,000
Utility Connection Fees		\$	20,000
Electric Service connection		\$	15,000
Concurrency requirements		\$	100,000
Legal/Title Fees (incl demising agreements)		\$	50,000
Taxes and Insurance	2.00%	\$	262,000.00
Reproduction, mail, delivery		\$	20,000
Contingency	5.00%	\$	655,000
Signage		\$	50,000
Bonds	1.50%	\$	196,500
Washington State Sales Tax	8.60%	\$	1,126,600
Total		\$	4,399,100
Note: does not include construction period financing			

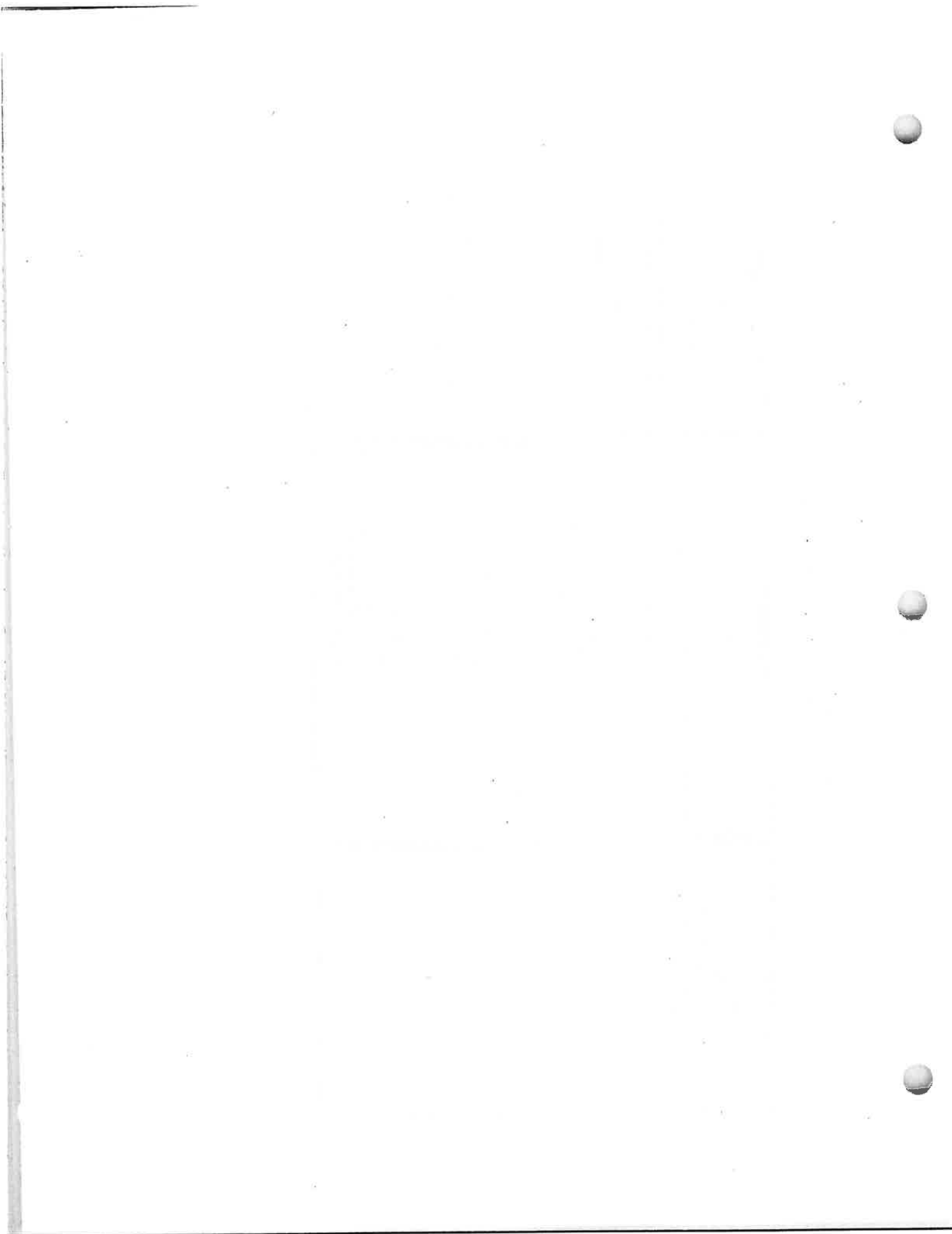
3. Soft Costs as a percentage of hard cost **33.58%**

Estimated Operating Budget	477 Self Park
Parking Garage	0 Valet
<i>Bainbridge Island, Washington</i>	477 Total

Attended, Self-Park, Permits

Financing Entity - Asset Management Fee	\$	54,422	\$	114
<i>(5% of annual debt service)</i>				

Operating Expense	2008 Budget	Per Space
Salaries & Wages (2.0 FTE @ \$45,000)	\$ 90,000	\$ 189
Payroll Taxes & Benefits (@ 35%)	\$ 27,000	\$ 57
Business & Occupation Tax	\$ -	\$ -
Repair & Maintenance	\$ 11,448	\$ 24
Supplies	\$ 500	\$ 1
Auto Damages	\$ -	\$ -
Insurance	\$ 19,080	\$ 40
Licenss & Permits	\$ -	\$ -
Utilities	\$ 13,833	\$ 29
Telephone	\$ 500	\$ 1
Credit Card Fees		\$ -
Banking Fees		\$ -
Accounting & Data Processing	\$ 12,500	\$ 26
Total Operating Expenses	\$ 174,861	\$ 367
Total Expenses	\$ 229,283	\$ 481



WINSLOW PARKING STRUCTURE - FEASIBILITY STUDY
 PARKING DEMAND - CIVIC CAMPUS

1998 CITY HALL PERMIT	CURRENT PARKING SUPPLY	PARKING DEMAND - CIVIC CAMPUS
30 BPA SPACES	CITY HALL 16 Visitor Space	30 BPA SPACES - 1
16 VISITOR SPACES	6 Fleet Spaces - North Side	16 VISITOR SPACES
6 HANDICAPPED SPACES	CIVIC CENTER - NORTH 6 Handicapped Spaces	6 HANDICAPPED SPACES
74 CHAMBER EMPLOYEE SPACES	1 BPA space	2 BRANDTS
74 CITY EMPLOYEE SPACES	12 City Employee Spaces	24 CHAMBER EMPLOYEE SPACES
150 TOTAL PERMITTED	19 Sub-Total	95 CITY EMPLOYEE SPACES
129 TOTAL SUPPLIED	CIVIC CENTER - SOUTH 11 BPA	173 TOTAL
LOT SIZE	25 City Employee Spaces	31 Additional BPA Need
12,632	36 Sub-Total	204 TOTAL NEED - DEMAND
15,682	CITY PARCEL 2 Brandts	
	28 Chamber Employee Spaces	
	22 City Employee Spaces	
	52 Sub-Total	
	129 TOTAL SPACES	
	12 BPA SPACES	
	16 VISITOR SPACES	
	6 HANDICAPPED SPACES	
	28 CHAMBER EMPLOYEE SPACES	
	65 CITY EMPLOYEE SPACES	
	127 TOTAL	

- Revised Parking Code - Theaters require 1 stall per 4 seats. BPA advertises 245 seats which would trigger a 61 stall requirement. This leaves the facility underparked by 31 spaces.

Bainbridge Island - Downtown Winslow Parking Revenue Model - ON-STREET SPACES

(data entry cells)

Quarter 1 (Jan - Mar)

First Quarter Assumptions									
WEEKDAYS					WEEKENDS				
Surface Structure	Meter Hours	8am - 6pm	10	hours	Surface Structure	Meter Hours	9am - 5pm	8	hours
	% Occupied	40%	25%	4		% Occupied	65%	5.2	hours
	% of holidays	2		2.5		% of holidays	0	1.2	hours
	Hourly Rate	\$1.00				Hourly Rate	\$1.00		
	Hourly Rate	\$0.00				Hourly Rate	\$0.75		
	% of parkers with passes			5%		% of parkers with passes		0%	
	% of parkers with passes			35%		% of parkers with passes		20%	

First Quarter Gross Revenues									
Weekday Revenue					Weekend Revenue				
Program Spaces	# of Days	Revenue Hours	Hourly Rate	Cash %	Revenue Hours	Hourly Rate	Cash %	Revenue	Gross Revenue
Surface	150	62	\$7,200	0.95	26	\$2,535	100%	\$2,535	\$2,535
Structure	267	62	\$41,385	0.65	26	\$1,041	80%	\$625	\$625
								\$35,340	\$3,160
									\$38,500

Quarter 2 (Apr - Jun)

Second Quarter Assumptions									
WEEKDAYS					WEEKENDS				
Surface Structure	Meter Hours	8am - 6pm	10	hours	Surface Structure	Meter Hours	9am - 5pm	8	hours
	% Occupied	50%	35%	5		% Occupied	70%	5.6	hours
	% of holidays	1		3.5		% of holidays	0	1.6	hours
	Hourly Rate	\$1.00				Hourly Rate	\$1.00		
	Hourly Rate	\$0.75				Hourly Rate	\$0.75		
	% of parkers with passes			0%		% of parkers with passes		0%	
	% of parkers with passes			35%		% of parkers with passes		20%	

Second Quarter Gross Revenues									
Weekday Revenue					Weekend Revenue				
Program Spaces	# of Days	Revenue Hours	Hourly Rate	Cash %	Revenue Hours	Hourly Rate	Cash %	Revenue	Gross Revenue
Surface	150	64	\$48,000	1	26	\$2,730	100%	\$2,730	\$2,730
Structure	267	64	\$9,808	0.65	26	\$1,388	80%	\$833	\$833
								\$77,156	\$3,563
									\$80,719

Rough Draft Bainbridge Island - Downtown Winslow Parking Revenue Model

p.2

(data entry cells)

Quarter 3 (Jul - Sep)

Third Quarter Assumptions		WEEKDAYS			WEEKENDS				
Surface Structure	Meter Hours: % Occupied % Occupied # of holidays Hourly Rate % of parkers with passes % of parkers with passes	8am - 6pm 65% 45% 1 \$1.00 0% 35%	12 7.8 5.4	hours hours hours	Surface Structure	Meter Hours: % Occupied % Occupied # of holidays Hourly Rate % of parkers with passes % of parkers with passes	9am - 5pm 75% 25% 0 \$1.00 0% 20%	8 6 2	hours hours hours
Surface Structure					Surface Structure				
Surface Structure					Surface Structure				
Surface Structure					Surface Structure				

Third Quarter Gross Revenues

Program Spaces	Weekday Revenue			Weekend Revenue			Gross Revenue
	# of Days	Revenue Hours	Hourly Rate	# of Days	Revenue Hours	Hourly Rate	
Surface Structure	150	74,880	\$1.00	26	2,925	\$1.00	\$2,925
Surface Structure	267	92,275	\$0.00	26	1,736	\$0.00	\$0
							\$2,925
							\$0
							\$74,880
							\$77,805

Quarter 4 (Oct - Dec)

Fourth Quarter Assumptions		WEEKDAYS			WEEKENDS				
Surface Structure	Meter Hours: % Occupied % Occupied # of holidays Hourly Rate % of parkers with passes % of parkers with passes	8am - 6pm 65% 45% 3 \$1.00 0% 35%	10 6.5 4.5	hours hours hours	Surface Structure	Meter Hours: % Occupied % Occupied # of holidays Hourly Rate % of parkers with passes % of parkers with passes	9am - 5pm 80% 25% 2 \$1.00 0% 20%	8 6.4 2	hours hours hours
Surface Structure					Surface Structure				
Surface Structure					Surface Structure				
Surface Structure					Surface Structure				

Fourth Quarter Gross Revenues

Program Spaces	Weekday Revenue			Weekend Revenue			Gross Revenue
	# of Days	Revenue Hours	Hourly Rate	# of Days	Revenue Hours	Hourly Rate	
Surface Structure	150	58,500	\$1.00	25	3,000	\$1.00	\$3,000
Surface Structure	267	72,090	\$0.00	25	1,669	\$0.00	\$0
							\$3,000
							\$0
							\$58,500
							\$61,500

Rough Draft Bainbridge Island - Downtown Winslow Parking Revenue Model

p.2

(data entry cells)

Quarter 3 (Jul - Sep)

Third Quarter Assumptions		WEEKDAYS			WEEKENDS		
Surface Structure	Meter Hours: % Occupied % of holidays Hourly Rate % of parkers with passes	8am - 6pm 65% 45% \$1.00 \$0.50	12 7.8 5.4 0% 35%	hours hours hours	9am - 5pm 75% 25% 0 \$1.00 \$0.50	8 6 2 0% 20%	hours hours hours
Surface Structure							
Surface Structure							
Surface Structure							

Third Quarter Gross Revenues

Program Spaces	Weekday Revenue			Weekend Revenue			Gross Revenue
	# of Days	Revenue Hours	Hourly Rate	Revenue Hours	Hourly Rate	Cash %	
Surface	150	74,880	\$1.00	26	2,925	100%	\$2,925
Structure	267	92,275	\$0.50	26	1,736	80%	\$694
							\$3,619
							\$103,489
							TOTAL

Quarter 4 (Oct - Dec)

Fourth Quarter Assumptions		WEEKDAYS			WEEKENDS		
Surface Structure	Meter Hours: % Occupied % of holidays Hourly Rate % of parkers with passes	8am - 6pm 65% 45% \$1.00 \$0.50	10 6.5 4.5 0% 35%	hours hours hours	9am - 5pm 80% 25% 2 \$1.00 \$0.50	8 6.4 2 0% 20%	hours hours hours
Surface Structure							
Surface Structure							
Surface Structure							

Fourth Quarter Gross Revenues

Program Spaces	Weekday Revenue			Weekend Revenue			Gross Revenue
	# of Days	Revenue Hours	Hourly Rate	Revenue Hours	Hourly Rate	Cash %	
Surface	150	58,500	\$1.00	25	3,000	100%	\$3,000
Structure	267	72,090	\$0.50	25	1,669	80%	\$568
							\$3,668
							\$81,929
							TOTAL



Winslow Core Parking Feasibility Study

FINAL RECOMMENDATIONS

Revised October 10, 2007



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





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

with assistance from

Site Workshop
Bill Johnson
Wenzlau Architects
Browne Engineering
DCI Engineering
JTM Construction
Heery International
City of Bainbridge Island
Bainbridge Island Fire Department
EDAW
Swenson Say Faget
The National Development Council

Final Recommendations

The feasibility team presented a set of draft recommendations to the Council on September 6, 2007. This draft report is attached in the appendix, and is incorporated herein by reference.

Based on Council input, the team has continued to develop the alternatives for the parking facility and now recommends the following:

A. Site Configuration

The "South" site option should continue to be explored. Adjacent property owners are now engaged in encouraging discussions to facilitate this option. The negotiations will require some additional time to resolve, and appraisals will likely be needed to establish values.

CITY SOUTH

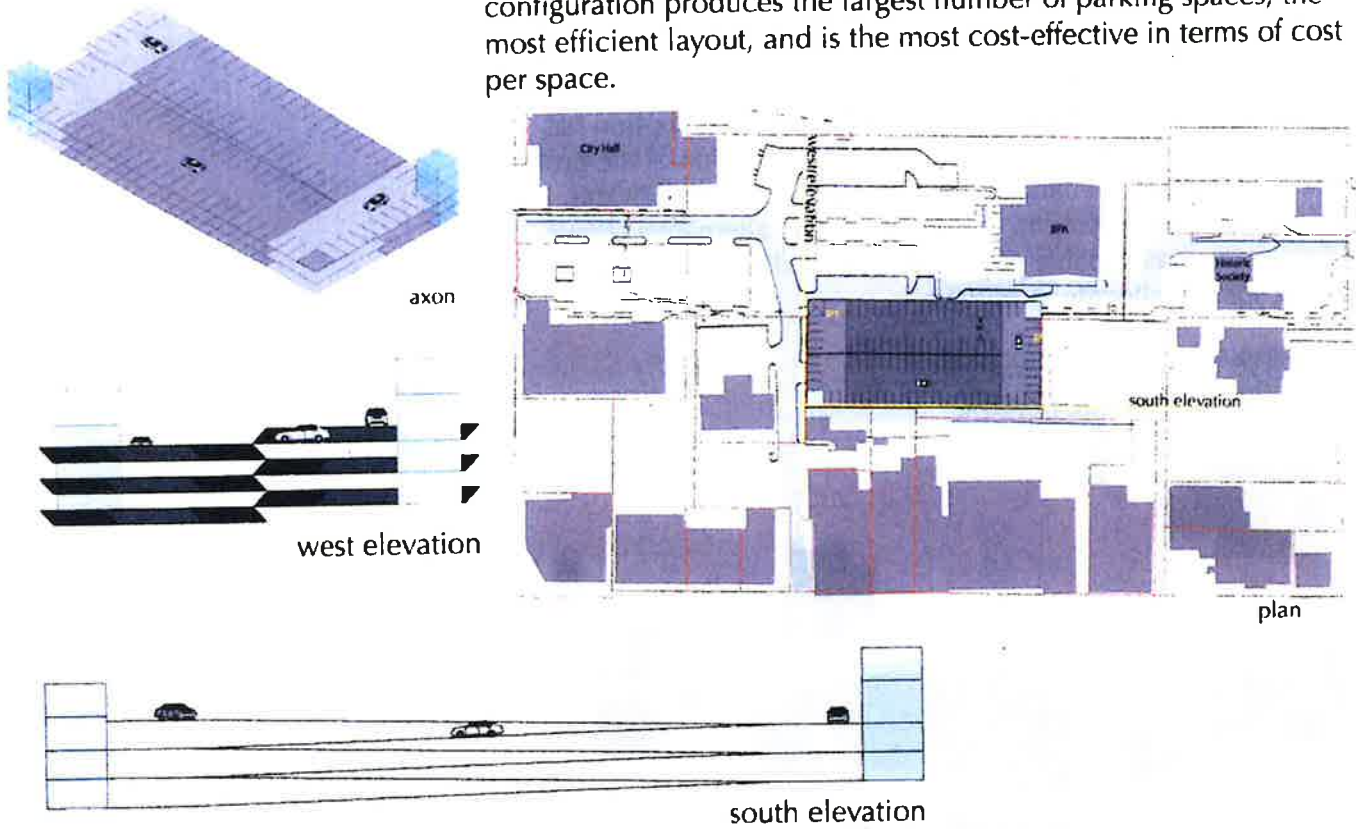


The principal advantages of this alternative are to minimize utility relocation at the Northern end of the parking facility and to avoid an offset between the city portion of the parking structure and the Clinic extension to the East. This offset adds expense to the structure and results in a loss of some parking as the internal circulation is adjusted at the offset.

Should the negotiations with adjacent property owners fail, the City portion of the structure can be located entirely on City property. If this is necessary, the structure can be designed with the offset described above, or some City property along the Southern boundary could be incorporated into the Clinic portion of the structure near the BPA and History Museum areas.

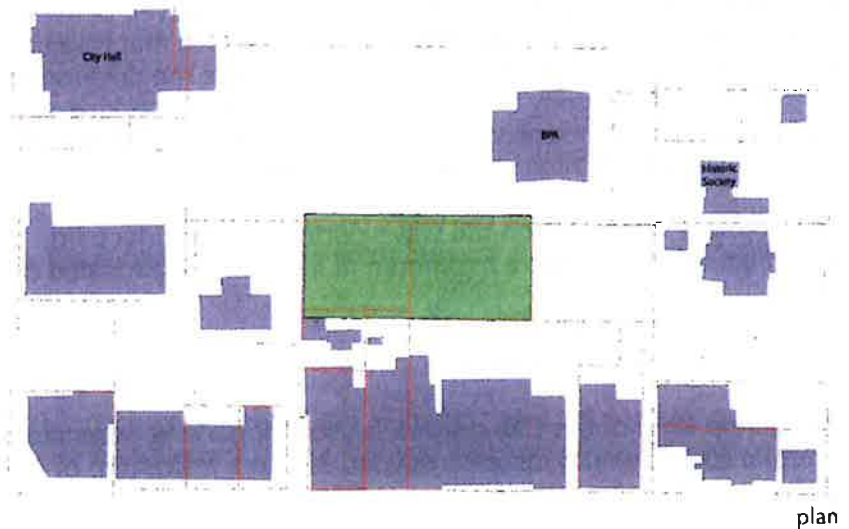
B. Parking Structure Configuration

The Deck Ramp configuration continues to be recommended. This configuration produces the largest number of parking spaces, the most efficient layout, and is the most cost-effective in terms of cost per space.



City-Only Alternative

The recommended configuration for the City-only structure remains as presented in September. This configuration provides 327 spaces, assuming NO parking on the lid. Of these spaces, 169 are required to continue to meet the parking needs of City Hall, Bainbridge Performing Arts Theater, and the current Chamber Employee Parking Program.

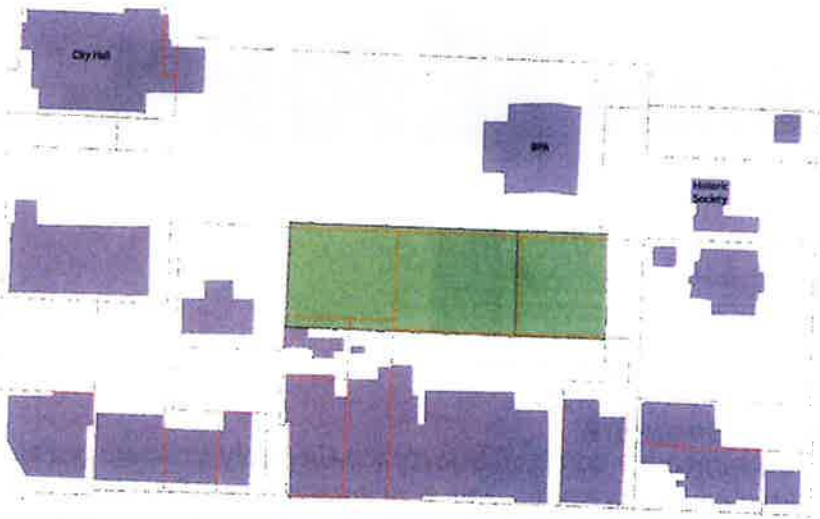


If parked, the surface lid could accommodate an additional 109 spaces, bringing the total to 436.

City + Clinic Alternative

The recommended configuration for the City + Clinic option has been reduced somewhat in overall size in recognition of the probable immediate parking demand in the initial phases of the private portion of the development. The City + Clinic alternative shown in September was capable of providing a maximum of up to 1,016 parking spaces, allocate as follows:

- 436 in the City portion and
- 580 in the Clinic portion.

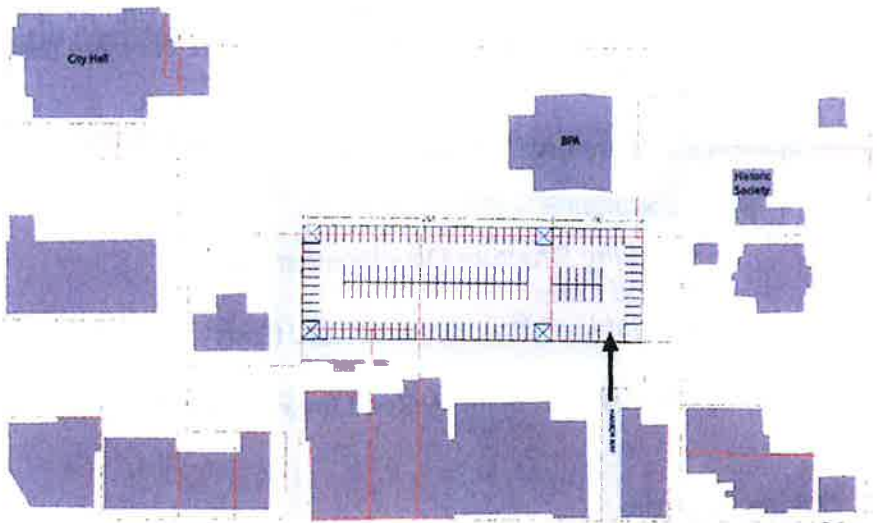


A review of the demand for the private portion identified a need for fewer private spaces in the immediate future. Thus, the Eastward extension of the parking structure from the City-only component was limited to the length required to align with the proposed new Harbor Way access road from Wing Point Way. However, between now and the time construction begins it is anticipated that Haggar/Scribner Properties will have time to further analyze the development potential for their property and the need for additional parking above the 152 spaces now proposed for clinic needs. This may increase the number of stalls to be built on the H/S property.

If no parking is contained on the City's portion of the surface lid, this configuration provides a maximum of 477 spaces, allocated as follows:

- 327 in the City portion, and
- 150 in the Clinic portion

If the rooftop level of the City portion is used for parking purposes, the public supply would increase beyond 327 to a maximum of 436 spaces.



Summary of Parking Supply Capacities

The following table summarizes the parking achievable in both options:

<i>Scheme</i>	<i>Spaces</i>
<i>City-only</i>	
Rooftop parking	436
Rooftop plaza	327
<i>City + Clinic</i>	
Rooftop parking	588
Rooftop plaza (at City Portion Only)	477

C. Development Cost Estimates

Development Costs have been further refined since the September draft. The estimates for the parking structure have been tightened, and estimates for potential adjacent road improvement projects have been roughly estimated for purposes of developing separate budgeting from appropriate other sources.

Configuration options described below continue to present the "bookends" related to rooftop parking. That is, rooftop parking is assumed to either be the primary use of the top level or excluded entirely in favor of other uses. It is entirely possible that both parking and other uses could co-exist on the surface level of the structure. For example, the Northern half of the new structure could contain

the civic plaza, while the Southern half contains parking. This would provide approximately 100 additional parking spaces and reduce the cost of the plaza by about 50% (depending on actual design for the plaza). Thus, development costs could be somewhere between these "bookend" cost estimates.

Development Costs are organized as follows:

1. Parking Structure
 - *Parking Structure Development Costs*
 - *Land Costs*
 - *Combined Structure and Land Costs*

2. Potential Related Ancillary Road Improvement Projects

1. Parking Structure

Parking Structure Development Costs

The development cost estimates for the alternatives are comprised of construction costs ("hard costs") and estimated administrative costs ("soft costs") as follows: Financing costs are not included, but will be discussed in a later section of this study.

<i>Scheme</i>	<i>Spaces</i>	<i>Development Cost</i>	<i>Cost Per Space</i>
City-only			
Rooftop parking	436	\$15,981,103	\$36,654
Rooftop plaza	327	\$11,985,180	\$36,654
City + Clinic			
Rooftop parking	588	\$20,393,295	\$34,682
Rooftop plaza	477	\$16,442,667	\$34,471

In the alternatives including a rooftop plaza in lieu of parking, development cost estimates assume that an estimated civic plaza cost of \$4,369,230 will be funded from budgets that are separate from the parking structure. It should be noted that this is a very rough estimate for a civic plaza and its share of the supporting structure, as the plaza has not yet been designed. As mentioned earlier, it is also possible that some parking could be incorporated into the plaza design to reduce the plaza cost.

Land Costs

In addition to the development costs, it has been suggested by some members of the Council that a value be included in the project for the City land. While no appraisal is currently available, an estimated value of \$75 per square foot would result in a project value of \$2,123,550.

Because the City will be the user for a number of the spaces (see demand estimates in the September report), the portion of the City land value allocable to non-city uses has been identified as follows:

<i>Scheme</i>	<i>Civic Portion Retained</i>	<i>Portion Added to Budget</i>	<i>Land Value Added</i>
<i>City-only</i>			
Rooftop parking	39%	61%	\$1,300,431
Rooftop plaza	52%	48%	\$1,300,431
<i>City + Clinic</i>			
Rooftop parking	39%	61%	\$1,300,431
Rooftop plaza	52%	48%	\$1,026,058

It should be noted, however, that regardless of revenue source for the balance of the facility, ALL parking is expected to be managed as public parking for financing purposes. As such, State "Lending of Credit" prohibitions and State Accountancy Act requirements may not require inclusion of land and, thus, reduce the project's development costs further.

Combined Development and Land Costs

Combining Development Costs and the pro-rata land cost allocation results in the following estimated development cost:

<i>Scheme</i>	<i>Spaces</i>	<i>Development cost</i>	<i>Cost per space</i>
<i>City-only</i>			
Rooftop parking	436	\$17,281,533	\$39,637
Rooftop plaza	327	\$13,011,885	\$39,792
<i>City + Clinic</i>			
Rooftop parking	588	\$21,693,726	\$36,894
Rooftop plaza	477	\$17,468,725	\$36,622

It should be noted that the COBI CIP currently contains \$5 million budgeted for the garage development.

2. Potential Ancillary Road Development Budgets

A number of nearby ancillary road improvements related to the development of the parking structure are under consideration.



The following is a preliminary estimate for minimal road specifications likely in each circumstance. It should be emphasized that none of these roads or alleys have been designed. These estimates should be considered as very preliminary until further specifications are available.

Cost estimates include direct construction costs plus administrative costs. Land acquisition costs are not included.

Project	Rough Scope of Improvements	Est. Cost
Harbor Way	176' new road, walks, landscaping	\$172,525
New Alley at South	336' road, walk, landscaping	\$292,060
East-West Connector	1,023' road, walk, no landscaping	\$620,490
Madrone Way	221' demo, asphalt repaving	\$142,555
Total		\$1,227,630

It is assumed that any of these projects, if selected, would be funded from sources other than the parking structure budget.

The COBI CIP budget currently contains \$2 million for the Harbor Way land acquisition and paving.

D. Financing

Financing cost for each of the development alternatives is estimated in the first of the following tables.

- Table 1 –Development Summary
- Table 2 –Annual Operating Budget
- Table 3 –Financing Sources

Table 1 identifies the development and financing costs for each alternative parking scheme. These estimates assume that financing will be done with tax-exempt public debt instruments. An interest rate of 4.75% is used, with an amortization period of 30 years.

The analysis identifies a range of annual debt service per stall between approximately \$2,300 and \$2,500 per stall, depending on the site and configuration options selected.

Table 2 estimates annual operating expenses for the facility. This estimate contains reasonable assumptions, but a number of operating policy decisions will be required before these estimates can be finalized.

Table 3 proposes allocation of the parking development costs to three capital sources:

- Civic Center Demand
- Fee in-lieu Program
- Special Downtown Property Assessment

This table also evaluates allocation of annual operating and maintenance costs and proposes lump sum payments or annual finance payments required.

Finally, this table suggests a special assessment rate for land in the immediate downtown core.

TABLE 1 – DEVELOPMENT SUMMARY

CITY OF BAINBRIDGE ISLAND - SSH PARTNERSHIP
 CIVIC CAMPUS PARKING FACILITY - JOINT FEASIBILITY STUDY

DEVELOPMENT SUMMARY

DEVELOPMENT BUDGET	CITY LOT		COMBINED SITE	
	W/ROOFTOP PARKING	W/ROOFTOP PLAZA	+W/ROOFTOP PARKING	+W/ROOFTOP PLAZA
TOTAL STALLS	436	327	588	477
TOTAL PUBLIC STALLS	436	327	436	327
TOTAL PRIVATE SPACFS	0	0	152	150
CITY LOT - LAND VALUE - \$75/SF	\$2,123,550	\$2,123,550	\$2,123,550	\$2,123,550
CIVIC PORTION RETAINED	39%	52%	39%	52%
PORTION ADDED TO DEVELOPMENT BUDGET	61%	48%	61%	48%
LAND VALUE - ADDED TO DEVELOPMENT BUDGET	\$1,300,431	\$1,026,058	\$1,300,431	\$1,026,058
HARD COST ESTIMATE - ENTIRE FACILITY	\$12,842,319	\$14,230,000	\$16,135,000	\$17,556,000
REDUCTION FOR ROAD COSTS IN COST ESTIMATE	(\$916,123)	(\$916,123)	(\$916,123)	(\$916,123)
SUB - TOTAL - HARD COST ESTIMATE	\$11,926,196	\$13,313,877	\$15,218,877	\$16,639,877
REDUCTION - CIVIC PLAZA PORTION - COSTS				
SURFACE LEVEL IMPROVEMENTS		(\$1,387,681)		(\$1,387,681)
25% OF SHELL STRUCTURING EXPENSE - 1		(\$2,981,549)		(\$2,981,549)
CIVIC PLAZA SHARE OF COSTS		(\$4,369,230)		(\$4,369,230)
ADJUSTED HARD COST TOTAL	\$11,926,196	\$8,944,647	\$15,218,877	\$12,270,647
HARD COST - PER STALL	\$29,455	\$27,354	\$25,882	\$25,725
SOFT COSTS (34%) (Sales Tax, Architecture, Engineering, Permits, Project Management, etc.)	\$4,054,907	\$3,041,180	\$5,174,418	\$4,172,020
SUB - TOTAL - DEVELOPMENT COSTS	\$17,281,533	\$13,011,885	\$21,693,726	\$17,468,725
DEVELOPMENT COSTS - PER STALL	\$39,637	\$39,792	\$36,894	\$36,622
PUBLIC PORTION - CONSTRUCTION COSTS	100%	100%	74%	69%
	\$17,281,533	\$13,011,885	\$16,085,824	\$11,975,415
FINANCING COSTS				
CAPITALIZED INTEREST	\$410,436	\$309,032	\$382,038	\$284,416
ADDITIONAL FEES (1.0%)	\$172,815	\$130,119	\$160,858	\$119,754
BOND ISSUANCE COSTS (1.0%)	\$172,815	\$130,119	\$160,858	\$119,754
TOTAL PUBLIC FINANCED AMOUNT	\$18,037,601	\$13,581,155	\$16,789,579	\$12,499,340
TOTAL DEVELOPMENT COSTS - PER STALL	\$41,371	\$41,533	\$38,508	\$38,224
ANNUAL DEBT SERVICE	\$1,088,446	\$819,530	\$1,013,136	\$754,250
ANNUAL D/S - PER STALL	\$2,496	\$2,506	\$2,324	\$2,307
FINANCING TERMS				
AMORTIZATION SCHEDULE	30	YEARS		
RATE	4.75%			

1 - Cost of Parking Structure Has Been Increased In Order to Support Weight of Plaza

TABLE 2 – OPERATING BUDGET

Estimated Operating Budget Parking Garage Bainbridge Island, Washington	477 Self Park 0 Valet 477 Total	
Attended, Self-Park, Permits		
Financing Entity - Asset Management Fee (5% of annual debt service)	\$54,422	\$114
Operating Expense	2008 Budget	Per Space
Salaries & Wages (2.0 FTE @ \$45,000)	\$90,000	\$189
Payroll Taxes & Benefits (@ 35%)	\$27,000	\$57
Business & Occupation Tax	\$-	\$-
Repair & Maintenance	\$11,448	\$24
Supplies	\$500	\$1
Auto Damages	\$-	\$-
Insurance	\$19,080	\$40
Licenses & Permits	\$-	\$-
Utilities	\$13,833	\$29
Telephone	\$500	\$1
Credit Card Fees		\$-
Banking Fees		\$-
Accounting & Data Processing	\$12,500	\$26
Total Operating Expenses	\$174,861	\$367
Total Expenses	\$229,283	\$481

TABLE 3 – FINANCING SOURCES

*WINSLOW PARKING STRUCTURE - FEASIBILITY STUDY
PROJECTED FINANCING SOURCES*

PARKING STALLS PROVIDED			436		327			
CURRENT CIVIC PARKING MOVED TO FACILITY			169	39%	169	52%		
SUPLUS PROVIDED FOR OTHER USERS			267	61%	158	48%		
FACILITY FINANCING COSTS								
TOTAL DEVELOPMENT COSTS - PER STALL								
			HIGH		LOW			
			\$18,037,601		\$12,499,340			
			\$41,371		\$38,224			
DISTRIBUTION -- CAPITAL SOURCES								
CURRENT CIVIC CENTER DEMAND PORTION			169	\$6,991,639	39%	\$6,459,903	52%	169
FEE IN-LIEU SPACES -- FUTURE USES			134	\$5,522,981	31%	\$3,019,718	24%	79
FEE IN-LIEU - DT SPECIAL ASSESSMENT			134	\$5,522,981	31%	\$3,019,718	24%	79
			436	\$18,037,601	100%	\$12,499,340	100%	327
ANNUAL DEBT SERVICE EXPENSE				\$1,088,446		\$754,250		
ANNUAL OPERATING EXPENSES								
		OPERATING AND MAINTENANCE	\$481	stall	\$209,575		\$157,182	
TOTAL - ANNUAL EXPENSES					\$209,575		\$157,182	
ANNUAL EXPENSE					\$1,088,446		\$754,250	
		ANNUAL DEBT SERVICE			\$1,088,446		\$754,250	
		ANNUAL OPERATING & MAINTENANCE EXPENSES			\$209,575		\$157,182	
TOTAL - ANNUAL EXPENSES					\$1,298,021		\$911,431	
DISTRIBUTION -- ANNUAL REVENUES SOURCES								

WINSLOW PARKING STRUCTURE - FEASIBILITY STUDY
PROJECTED FINANCING SOURCES
CITY LOT ONLY (Clinic not included)

PROJECT SUMMARY - SOURCES AND USES

GARAGE FACILITY DEVELOPMENT COSTS		\$18,037,601	\$12,499,340
ROAD / ALLEY IMPROVEMENTS		\$1,227,630	\$1,227,630
LAND ACQUISITION		\$2,208,800	\$2,208,800
HARBOR STREET		\$1,250,000	
ALLEY WAY	9744 SF	\$75 \$730,800	
POSSIBLE BUILDING ACQUISITION		\$228,000	
TOTAL PROJECT USES		\$21,474,031	\$15,935,770

SOURCES OF FUNDS

CURRENT CITY CIP					
	ROAD ACQUISITION / IMPROVEMENTS	\$2,000,000	\$2,000,000		
	GARAGE ALLOCATION	\$5,000,000	\$5,000,000		
SUB - TOTAL CURRENT CIP		\$7,000,000	33%	\$7,000,000	44%
PROJECTED PRIVATE FUNDING					
	ROAD CONTRIBUTION	\$730,800	\$730,800		
	GARAGE CONTRIBUTION -- ASSESSMENT PROCESS	\$5,522,981	\$3,019,718		
SUB - TOTAL PRIVATE SOURCES		\$6,253,781	29%	\$3,750,518	24%
BALANCE REQUIRED		\$8,220,250	38%	\$5,185,251	33%
	REMAINING CITY CIVIC NEED - GARAGE / STREET IMPROVEMENT COSTS	\$2,697,269	33%	\$2,165,533	42%
	FUTURE GARAGE USE - NEW FACILITY / FEE IN-LIEU	\$5,522,981	67%	\$3,019,718	58%
		\$8,220,250	100%	\$5,185,251	100%
COBI FUNDING		\$9,697,269	45%	\$9,165,533	58%
PRIVATE FUNDING		\$6,253,781	29%	\$3,750,518	24%
FUTURE USERS / LATECOMER CHARGES		\$5,522,981	26%	\$3,019,718	19%
		\$21,474,031	100%	\$15,935,770	100%

E. Next Steps

This feasibility report has been a high-level analysis of the issues related to the development of the downtown core parking structure. The findings of this feasibility study should be sufficient to enable the Council to determine whether to proceed with the project.

Should the Council decide to proceed, the next stage of development would be to develop more detailed design and cost estimates and to elicit the appropriate commitments from the targeted capital sources and/or user groups.

Immediate Next Steps include:

Approve the project in principal, establish funding parameters, and direct a work program that includes:

- Select a public/private partner to continue work including more detailed schematics, environmental reviews, permits and cost estimating.
- State Law allows cities to utilize a public solicitation process to seek a design-build/lease-to-own process for developing the facility. This process allows a private approach to development while establishing the project as an alternative public work. Prevailing wages for construction are required but other private delivery systems are allowed to create construction efficiencies and transfer development/construction risks from the public to the private party.
- Concurrently the City can seek the involvement of the non-profit organization to facilitate access to tax-exempt financing for the project.
- The combination of the above steps allows for the combining of private development efficiencies with lower cost tax exempt financing.
- Create petition process for establishing the special assessment district.

- Work with the City Attorney to establish a legally required petition process to be used with area property owners to establish a self-taxing district as a means for funding a portion of the annual debt and operating expenses for the facility. The funds would be collected by the City based on a formula agreed upon by property owners.
- Direct the selected team to negotiate final right-of-way needs with adjacent owners
- Finalize development budget, approve sources of funding and approve necessary agreements in 2008.
- Commence Construction.



Winslow Core Parking Feasibility Study Final Recommendations

October 10, 2007



Winslow underground Parking

W E L C O M E T O
BAINBRIDGE ISLAND

INFORMATION ⓘ

← **DOWNTOWN SHOPS** →

← **RESTAURANTS**

← **GALLERIES**

PARKING RESERVED FOR INN AT WINSLOW CORNER SPACE 7

POLICE VEHICLES ONLY

CUSTOMERS ONLY 2 HOUR PARKING VIOLATORS WILL BE TOWED

2 HR CUSTOMER PARKING FOR THESE BUILDINGS ONLY NO RESTAURANT PARKING ANYTIME STRICTLY ENFORCED VIOLATORS WILL BE TOWED CALL (208) 680-0226

CALL 24 HOUR TOWING
Chico
1318 N. WYCKOFF, BIRMINGHAM, WA (360) 479-7500

UNAUTHORIZED VEHICLES TOWED AT OWNERS EXPENSE

WATERFRONT BUILDING CUSTOMER / TENANT PARKING ONLY

GOOD NEIGHBOR PHARMACY WINSLOW DRUG
No Parking in Loading Zone 10:00am To 4:30pm Thank You.

CITY STAFF ONLY
7:00 AM TO 5:00 PM MON-FRI

PARKING PERMIT REQUIRED

2 HOUR PARKING ONLY WHILE SHOPPING AT THE GREEN

CUSTOMER PARKING ONLY
8:00 AM - 6:00 PM
PAVILLION PARKING
6:00 PM - 6:00 AM

CUSTOMER PARKING SAN CARLOS EASTMAN BLDG. ONLY

ASPECT CONSULTING PARKING ONLY
7:00AM TO 6:00PM MON-FRI
VIOLATORS WILL BE TOWED

Winslow Clinic
Patient Parking ONLY

POLICE VEHICLES ONLY

Bank Customer Parking Only

LOOK GATEWAY TOWING

LOOK GATEWAY TOWING

LOOK GATEWAY TOWING

American Machine Bank Employee Parking Only

CHAMBER PERM PARKING ONLY

LOOK GATEWAY TOWING

NOTICE
Parking for Island Fleet members only

PLAYHOUSE PARKING ONLY

PRIVATE CUSTOMER PARKING ONLY

LOOK GATEWAY TOWING

PRIVATE PARKING PERMIT PARKING

PRIVATE LOT PARKING FOR OUR TENANTS AND THEIR GUESTS ONLY

PARKING FOR Bregazzelle ONLY

RESERVED PARKING FOR BUSINESS

NO TRESPASSING POSTAL EMPLOYEES ONLY DO NOT ENTER

PRIVATE WINSLOW MALL Customer Parking Only

Washington Mutual Customer Parking While Banking
Monday - Friday 9:00 - 6:00
Saturday 9:00 - 1:00

NO PARKING ANYTIME

PERMIT PARKING ONLY

PLAYHOUSE PARKING ONLY

UNAUTHORIZED VEHICLES WILL BE TOWED AWAY AT OWNER'S EXPENSE

RESERVED FOR WINSLOW MALL MAINTENANCE
LOOK GATEWAY TOWING

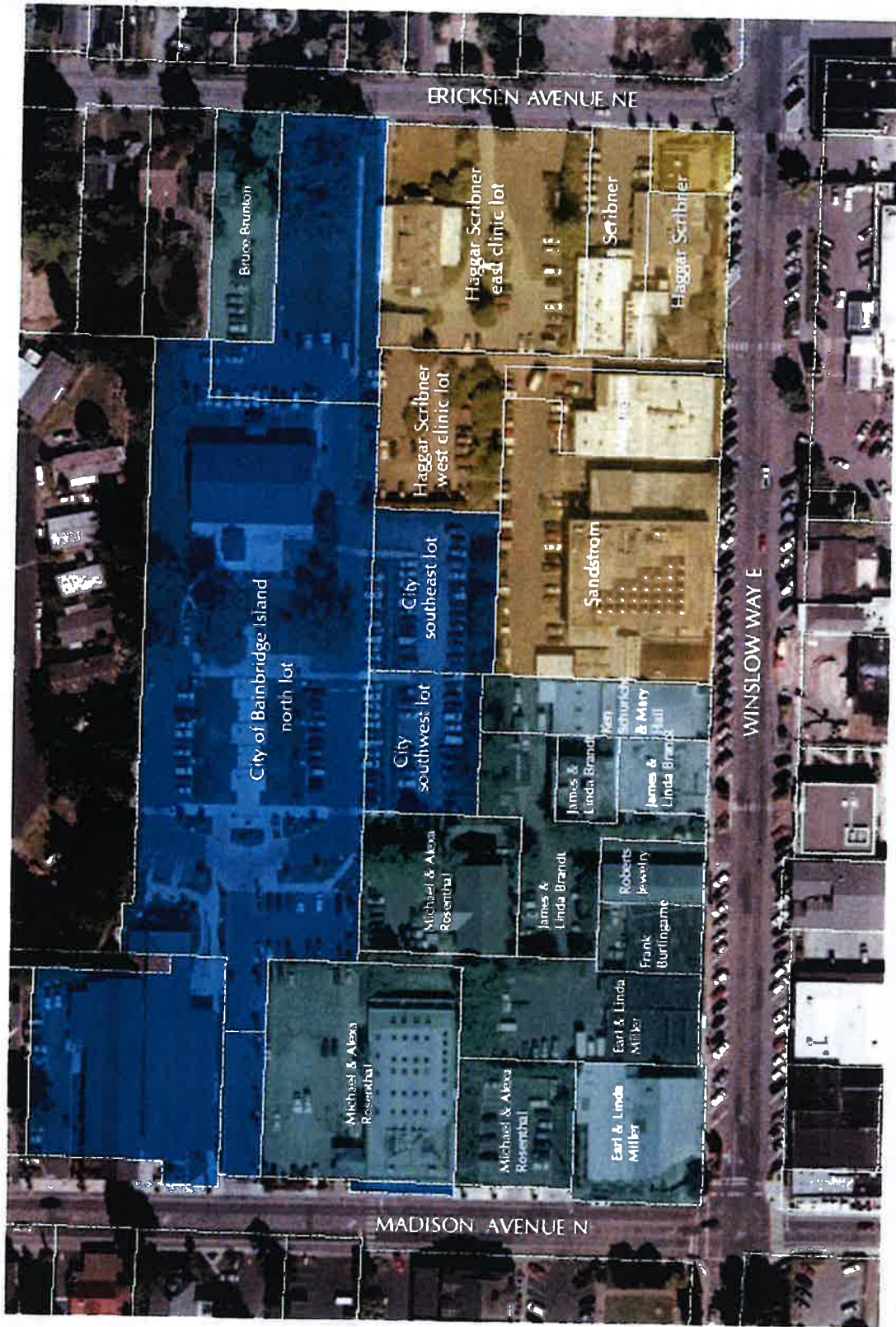
Parking for Seabreeze tenants and visitors only

ABSOLUTELY NO COMPUTER PARKING 2 HOUR CUSTOMER PARKING ONLY

LOOK GATEWAY TOWING

Winslow underground parking

Study Area



(All property owners in the shaded areas have been involved in feasibility discussions)

October 10, 2007

Winslow underground parking

Access Recommendations

Madison Avenue via Henshaw Way

Should be retained and improved

Winslow Way

Improved through the development of the new Harbor Way

Approx. Cost Estimate: \$172,525

Madrone Lane

Engage in discussions with these property owners to develop a long-term plan for use of this corridor

Approx. Cost Estimate: \$142,555

Service Alley

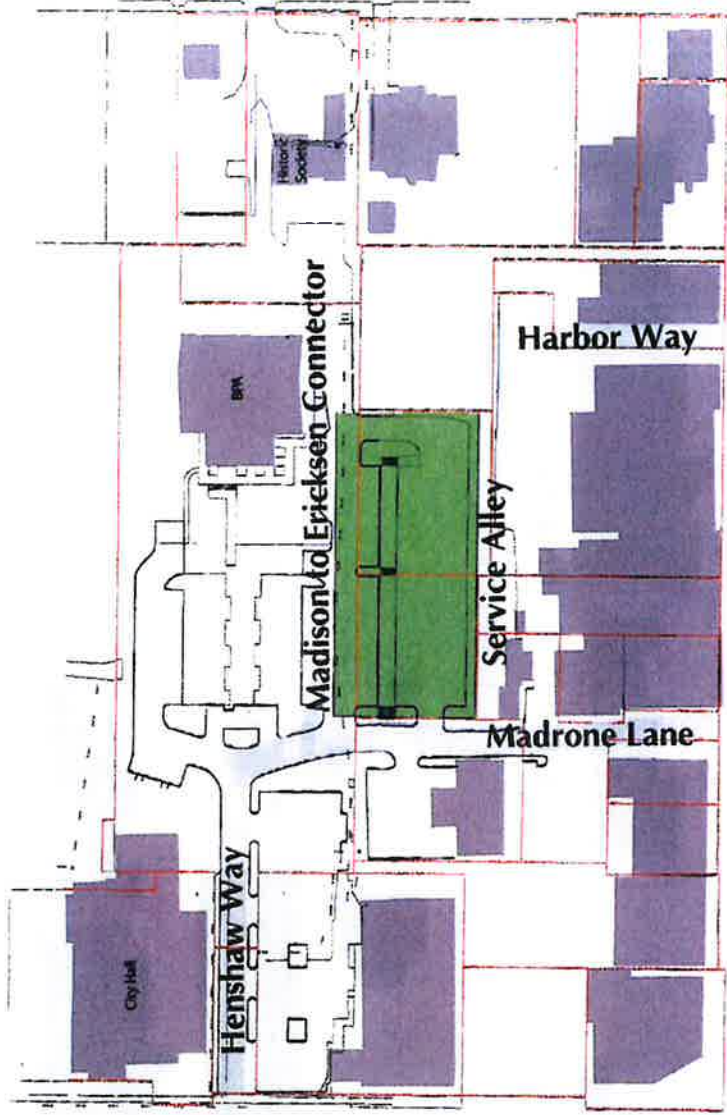
Engage with the property owners to explore how this alley could improve access to the parking structure and provide improved traffic flow around the structure

Approx. Cost Estimate: \$292,060

Madison to Ericksen Connector

Plan this new connector in conjunction with the new parking structure

Approx. Cost Estimate: \$620,490

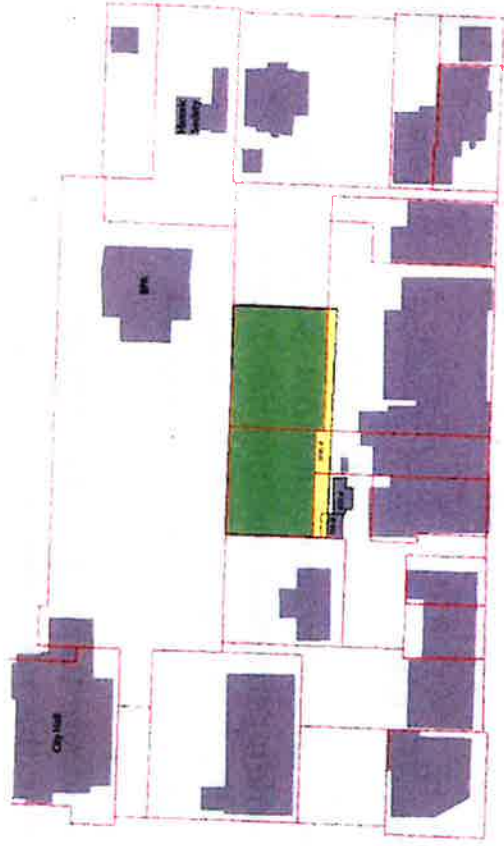


**Total Approx. Cost Estimate
(land acquisition not included): \$1,227,630**

**COBI CIP budget currently contains \$2,000,000 for
Harbor Way land acquisition and paving**

Site Configuration Options & Recommendation

The planning team recommends that the City attempt to acquire private land to facilitate the development of the parking structure.



City South



City Only (City Property)

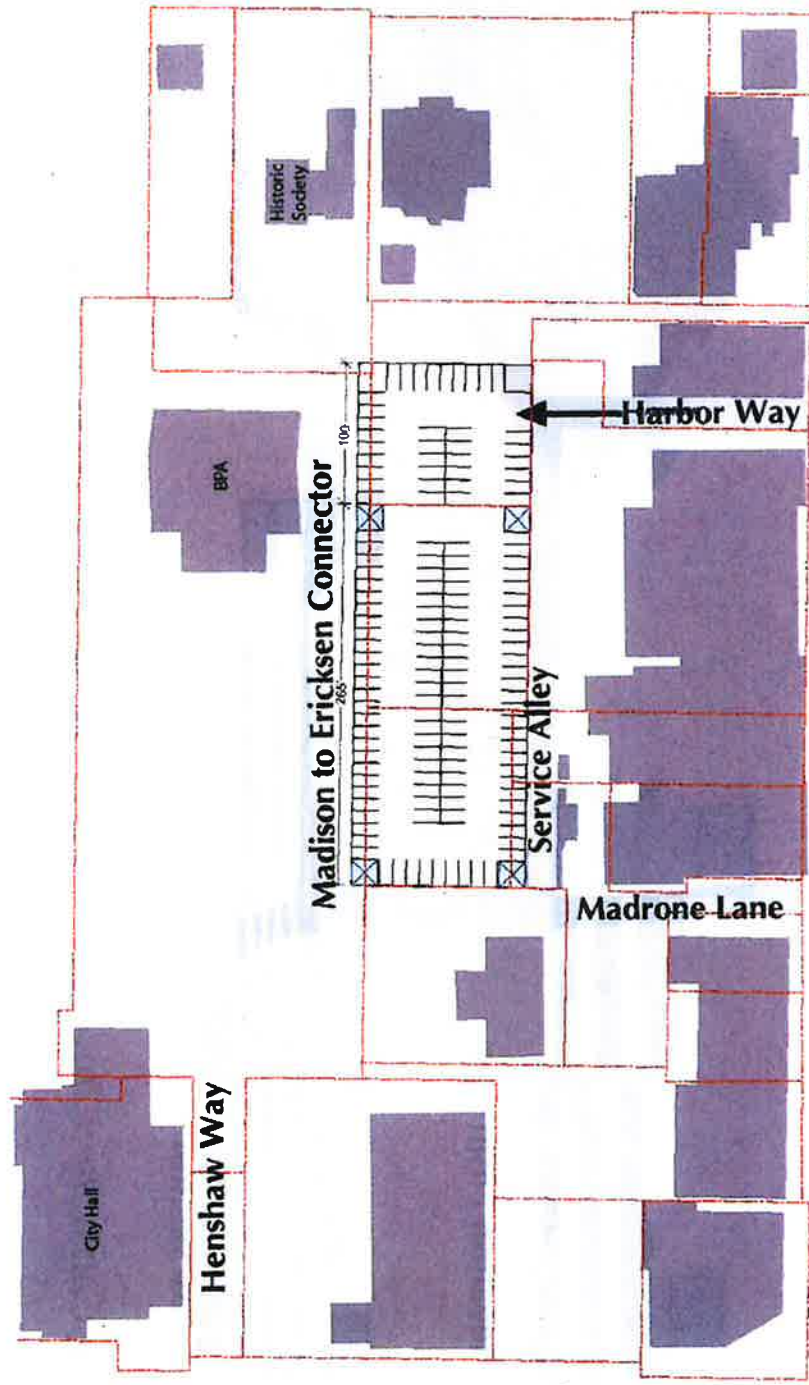


City + Clinic

Winslow underground parking

October 10, 2007

Site Configuration & Recommendation Access and Layout



City + Clinic

Winslow underground parking

October 30, 2007

Parking Structure Configuration Recommendation

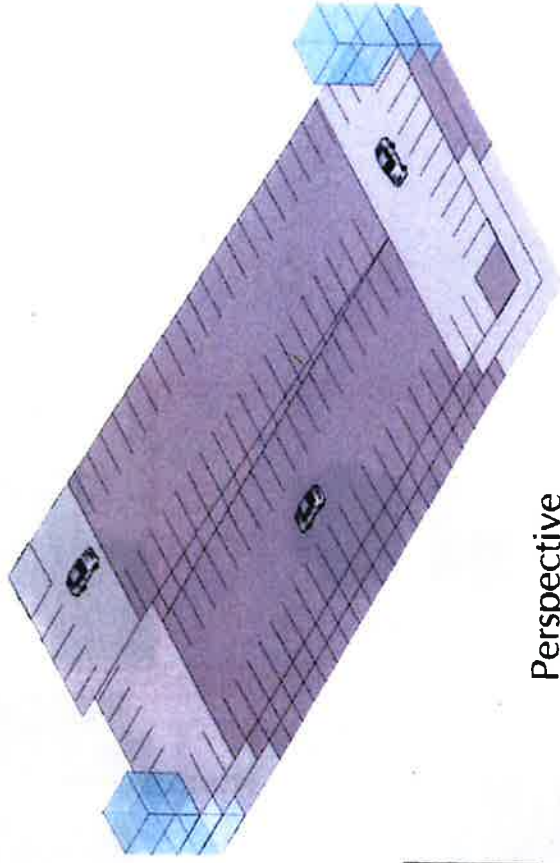
The planning team recommends a **Deck Ramp** configuration to provide the most efficient and cost-effective parking layout and to provide the most “user-friendly” circulation within the structure.



Elevation From East



Cross Section



Perspective

Parking Capacity (City-only):

*327 with no surface parking
436 with surface parking*

Construction Cost/Space:

\$27,354 to \$29,455, depending on site scheme

Construction +Soft Cost/Space:

\$39,637 to \$39,792, depending on site scheme

October 10, 2007

Winslow underground parking

Parking Structure Development Cost

Scheme	Spaces	Development Cost	Cost/Space
<i>City-Only</i>			
Rooftop Parking	436	\$15,981,103	\$36,654
Rooftop Plaza	327	\$11,985,827	\$36,654
<i>City + Clinic</i>			
Rooftop Parking	588	\$20,393,295	\$34,682
Rooftop Plaza	477	\$16,442,667	\$34,471

Parking Structure Development Cost

Including Estimated Land Value

Land Value = \$1,300,431 with rooftop parking, \$1,026,058 with rooftop plaza

Scheme	Spaces	Development Cost	Cost/Space
City-Only			
Rooftop Parking	436	\$17,281,533	\$39,637
Rooftop Plaza	327	\$13,011,885	\$39,792
City + Clinic			
Rooftop Parking	588	\$21,693,726	\$36,894
Rooftop Plaza	477	\$17,468,725	\$36,622

TABLE 1 – DEVELOPMENT SUMMARY

Hard Costs

CITY OF BAINBRIDGE ISLAND - SSH PARTNERSHIP
CIVIC CAMPUS PARKING FACILITY - JOINT FEASIBILITY STUDY

DEVELOPMENT SUMMARY

DEVELOPMENT BUDGET	CITY LOT		COMBINED SITE	
	W/ROOF TOP PARKING PLAZA	W/ROOF TOP PLAZA	+W/ROOF TOP PARKING	+W/ROOF TOP PLAZA
TOTAL STALLS	436	327	588	477
TOTAL PUBLIC STALLS	436	327	436	327
TOTAL PRIVATE SPACES	0	0	152	150
CITY LOT - LAND VALUE - \$75/SF	\$2,123,550	\$2,123,550	\$2,123,550	\$2,123,550
CIVIC PORTION RETAINED	39%	52%	39%	52%
PORTION ADDED TO DEVELOPMENT BUDGET	61%	48%	61%	48%
LAND VALUE - ADDED TO DEVELOPMENT BUDGET	\$1,300,431	\$1,026,058	\$1,300,431	\$1,026,058
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SUB - TOTAL - HARD COST ESTIMATE	\$11,926,196	\$13,313,877	\$15,218,877	\$16,639,877
REDUCTION - CIVIC PLAZA PORTION - COSTS		(\$1,387,681)		(\$1,387,681)
SURFACE LEVEL IMPROVEMENTS		(\$2,981,549)		(\$2,981,549)
25% OF SHELL STRUCTURING EXPENSE - 1		(\$4,369,230)		(\$4,369,230)
CIVIC PLAZA SHARE OF COSTS				
ADJUSTED HARD COST TOTAL	\$11,926,196	\$8,944,647	\$15,218,877	\$12,270,647
HARD COST - PER STALL	\$29,455	\$27,354	\$25,882	\$25,725

TABLE 1 DEVELOPMENT SUMMARY



CITY OF BAINBRIDGE ISLAND - SSH PARTNERSHIP
 CIVIC CAMPUS PARKING FACILITY - JOINT FEASIBILITY STUDY

DEVELOPMENT SUMMARY

DEVELOPMENT BUDGET	CITY LOT W/ROOF TOP PARKING PLAZA	W/ROOF TOP PARKING PLAZA	COMBINED SITE +W/ROOF TOP PARKING	+W/ROOF TOP PLAZA
SOFT COSTS (34%) (Sales Tax, Architecture, Engineering, Permits, Project Management, etc.)	\$4,054,907	\$3,041,180	\$5,174,418	\$4,172,020
SUB - TOTAL - DEVELOPMENT COSTS	\$17,281,533	\$13,011,885	\$21,693,726	\$17,468,725
DEVELOPMENT COSTS - PER STALL	\$39,637	\$39,792	\$36,894	\$36,622
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	\$17,281,533	\$13,011,885	\$16,085,824	\$11,975,415

October 10, 2007

Winslow underground parking

TABLE 1 – DEVELOPMENT SUMMARY

Financing Costs

CITY OF BAINBRIDGE ISLAND - SSH PARTNERSHIP
 CIVIC CAMPUS PARKING FACILITY - JOINT FEASIBILITY STUDY

DEVELOPMENT SUMMARY

DEVELOPMENT BUDGET	CITY LOT W/ROOF IOP PARKING PLAZA	W/ROOF IOP PARKING PLAZA	COMBINED SITE +W/ROOF IOP PARKING	+W/ROOF IOP PLAZA
FINANCING COSTS				
CAPITALIZED INTEREST	\$410,436	\$309,032	\$382,038	\$284,416
ADDITIONAL FEES (1.0%)	\$172,815	\$130,119	\$160,858	\$119,754
BOND ISSUANCE COSTS (1.0%)	\$172,815	\$130,119	\$160,858	\$119,754
TOTAL PUBLIC FINANCED AMOUNT	\$18,037,601	\$13,581,155	\$16,789,579	\$12,499,340
TOTAL DEVELOPMENT COSTS - PER STALL	\$41,371	\$41,533	\$38,508	\$38,224
ANNUAL DEBT SERVICE	\$1,088,446	\$819,530	\$1,013,136	\$754,250
ANNUAL D/S - PER STALL	\$2,496	\$2,506	\$2,324	\$2,307
FINANCING TERMS		YEARS		
AMORTIZATION SCHEDULE	30			
RATE	4.75%			

1 - Cost of Parking Structure Has Been Increased In Order to Support Weight of Plaza

TABLE 3 FINANCING SOURCES

City Lot Only (Clinic not included)

**WINSLOW PARKING STRUCTURE - FEASIBILITY STUDY
PROJECTED FINANCING SOURCES**

Without plaza With plaza

PARKING STALLS PROVIDED

436 327

CURRENT CIVIC PARKING MOVED TO FACILITY

169 39% 169 52%

SUPPLUS PROVIDED FOR OTHER USERS

267 61% 158 48%

FACILITY FINANCING COSTS

HIGH LOW

\$18,037,601 \$12,499,340

TOTAL DEVELOPMENT COSTS - PER STALL

\$41,371 \$38,224

DISTRIBUTION -- CAPITAL SOURCES

CURRENT CIVIC CENTER DEMAND PORTION

169 \$6,991,639 39% \$6,459,903 52% 169

FEE IN-LIEU SPACES -- FUTURE USES

134 \$5,522,981 31% \$3,019,718 24% 79

FEE IN-LIEU - DT SPECIAL ASSESSMENT

134 \$5,522,981 31% \$3,019,718 24% 79

ANNUAL DEBT SERVICE EXPENSE

436 \$18,037,601 100% \$12,499,340 100% 327

\$1,088,446 \$754,250

October 10, 2007

Winslow underground parking

TABLE 3 – FINANCING SOURCES

City Lot Only (Clinic not included)

**WINSLOW PARKING STRUCTURE - FEASIBILITY STUDY
PROJECTED FINANCING SOURCES**

	Without plaza	With plaza
PARKING STALLS PROVIDED	436	327
ANNUAL OPERATING EXPENSES		
OPERATING AND MAINTENANCE	\$209,575	\$157,182
TOTAL - ANNUAL EXPENSES	\$209,575	\$157,182
ANNUAL EXPENSE		
ANNUAL DEBT SERVICE	\$1,088,446	\$754,250
ANNUAL OPERATING & MAINTENANCE EXPENSES	\$209,575	\$157,182
TOTAL - ANNUAL EXPENSES	\$1,298,021	\$911,431
DISTRIBUTION -- ANNUAL REVENUES SOURCES		

WINSLOW PARKING STRUCTURE - FEASIBILITY STUDY
PROJECTED FINANCING SOURCES
CITY LOT ONLY (Clinic not included)

PROJECT SUMMARY - SOURCES AND USES

	Without plaza	With plaza
GARAGE FACILITY DEVELOPMENT COSTS	\$18,037,601	\$12,499,340
ROAD / ALLEY IMPROVEMENTS	\$1,227,630	\$1,227,630
LAND ACQUISITION	\$2,208,800	\$2,208,800
HARBOR STREET ALLEY WAY	\$1,250,000	
POSSIBLE BUILDING ACQUISITION	9744 SF \$75 \$730,800	
	\$228,000	
TOTAL PROJECT USES	\$21,474,031	\$15,935,770

SOURCES OF FUNDS

CURRENT CITY CIP		
ROAD ACQUISITION / IMPROVEMENTS	\$2,000,000	\$2,000,000
GARAGE ALLOCATION	\$5,000,000	\$5,000,000
SUB - TOTAL CURRENT CIP	\$7,000,000	\$7,000,000
	33%	44%
PROJECTED PRIVATE FUNDING		
ROAD CONTRIBUTION	\$730,800	\$730,800
GARAGE CONTRIBUTION -- ASSESSMENT PROCTSS	\$5,522,981	\$3,019,718
SUB - TOTAL PRIVATE SOURCES	\$6,253,781	\$3,750,518
	29%	24%

October 10, 2007

Winslow underground parking

WINSLOW PARKING STRUCTURE - FEASIBILITY STUDY
PROJECTED FINANCING SOURCES
CITY LOT ONLY (Clinic not included)

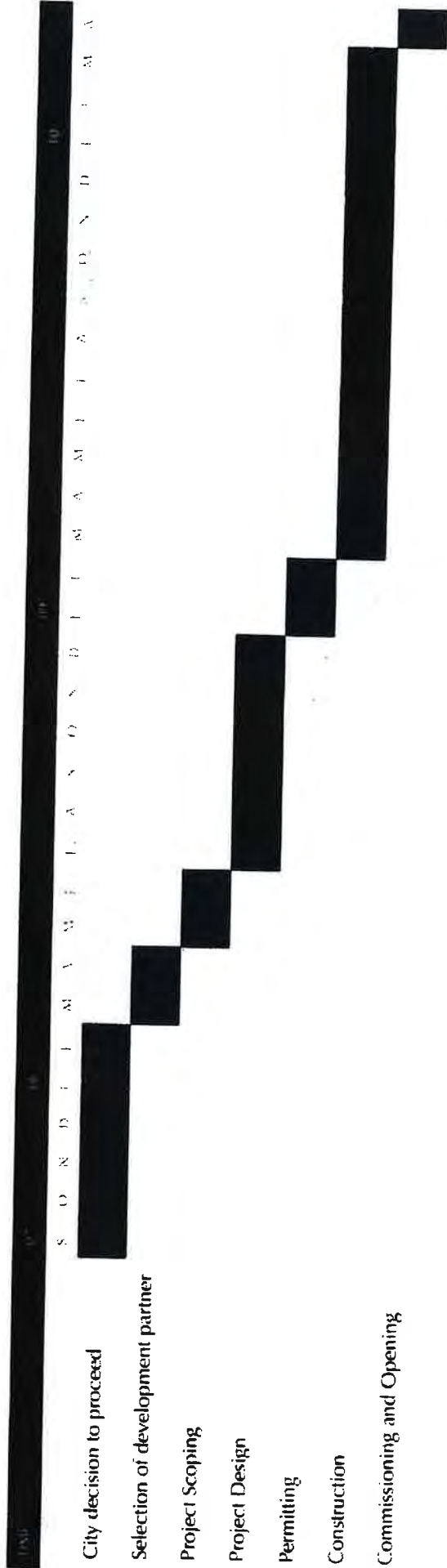
PROJECT SUMMARY - SOURCES AND USES

	Without plaza	With plaza	
BALANCE REQUIRED	\$8,220,250	\$5,185,251	33%
REMAINING CITY CIVIC NEED - GARAGE / STREET IMPROVEMENT COSTS	\$2,697,269	\$2,165,533	33%
FUTURE GARAGE USE - NEW FACILITY / FFF IN-FFU	\$5,522,981	\$3,019,718	67%
	\$8,220,250	\$5,185,251	100%
COBI FUNDING	\$9,697,269	\$9,165,533	45%
PRIVATE FUNDING	\$6,253,781	\$3,750,518	29%
FUTURE USERS / LATECOMER CHARGES	\$5,522,981	\$3,019,718	26%
	\$21,474,031	\$15,935,770	100%

Project Delivery

Assuming a private delivery process is commissioned, the following development schedule is suggested.

These estimated durations could be reduced by streamlining the public decision process incorporated for the project.



Immediate Next Steps include:

Approve the project in principal, establish funding parameters, and direct a work program that includes:

1. Select a public/private partner to continue work including more detailed schematics, environmental reviews, permits and cost estimating.
 - *State Law allows cities to utilize a public solicitation process to seek a design-build/lease-to-own process*
 - *Concurrently the City can seek the involvement of the non-profit organization to facilitate access to tax-exempt financing*
 - *The combination of the above steps allows for the combining of private development efficiencies with lower cost tax exempt financing*
2. Create petition process for establishing the special assessment district.
3. Work with the City Attorney to establish a legally required petition process to be used with area property owners to establish a self-taxing district as a means for funding a portion of the annual debt and operating expenses for the facility. The funds would be collected by the City based on a formula agreed upon by property owners.
4. Direct the selected team to negotiate final right-of-way needs with adjacent owners
5. Finalize development budget, approve sources of funding and approve necessary agreements in 2008.
6. Commence Construction.

