

Parking Advisory Committee

Meeting Notes: June 22, 2010

Members Present: Angela Bennink, Tammy Mattson, Tony DeCarlo, Bill Austin, Craig Hammond, Linda Berry-Maraist, Dale Rudolph, Jeff Bauman (Chair)

Members Absent: Julie Krucek, Sally Kvam, Judy Eagleson, Rick Cadwell

Staff Present: Alyse Nelson, Michael Bateman

Others Present: Becky Erickson, Adele Heinrich, Janetmarie Valeja, Dan Hudson, Wayne LaMont, Doug Maraist, Bob Loveland, Rob Gelder, Loretta Sluys, Jennifer Morris

Note: There were a few others in the audience who did not sign the attendance sheet

Update Since Prior Meeting:

Per the Committee's request, Jeff Bauman made contact with the Sons of Norway and with Martha and Mary, inviting them to become involved in the Committee's deliberations regarding a downtown parking garage. Both organizations indicated an interest in this topic. Jeff distributed an email from Chad Solvie of Martha and Mary addressing this issue.

Mayor Becky Erickson gave an update regarding the proposed on-street parking along the west side of Jensen adjacent to the Bank of America. Coordination is continuing with Kitsap Transit to relocate a bus stop so that striping can occur for the new parking stalls. Becky also showed draft sketches of signage being developed to better inform motorists where downtown parking is located.

Discussion of Downtown Parking Garage:

Jeff asked the Committee to consider three aspects of this topic. Comparing it to a 3-legged stool, the concept of a parking garage will gain the necessary support only if all three legs are sturdy. What follows is a summary of how the Committee (and comments from citizens) addressed of each leg of this stool.

1) Is a Downtown Parking Garage Desirable/Needed?

Some people noted the 2008 parking management report concluded there is adequate parking capacity except during peak midday hours during the week. Since 2008 steps have been taken to reduce parking congestion. Additional on-street parking has been provided on Front Street immediately north of the downtown area. The new City Hall will be adding 75 parking stalls to the "inventory" of downtown parking spaces. And some number of additional on-street parking stalls will be added on Jensen Way. According to this line of reasoning, perhaps there is not a compelling need (at least not at this time) for a downtown parking garage.

Yet some business owners noted potential customers have said they are choosing to stay away from downtown Poulsbo because it's too much trouble to find parking. These business owners assert that inadequate parking is not a concern for the future; it's a problem now. Likewise, other people said current parking is inadequate for patrons and visitors of the Port.

Still other people spoke of the need for a more "proactive" approach to downtown Poulsbo's future. There could be significant benefits to Poulsbo residents, to visitors, to downtown businesses/property owners, to the City's economic development, and to the Port and its customers if provisions for a future parking garage are made now, rather than wait until the problem becomes even more acute and the solutions become even more difficult/expensive. Furthermore, it might be possible to someday redevelop Anderson Parkway (in whole or in part) for higher public and economic use if there were somewhere else to park cars. Thus a parking garage could help shape a desirable future for the downtown, whereas the lack of a parking garage could limit or preclude desirable development in downtown Poulsbo. The longer we wait, the more difficult and costly it becomes to develop a parking garage as the best sites are committed to other uses.

With all this in mind, there was consensus by the Committee (and the public in attendance) that a downtown parking garage is desirable at some point in the future . . . even though there are differences of opinion regarding the immediate need for such a structure.

2) Is There a Feasible Location and Design for a Downtown Parking Garage?

Numerous sites have been suggested as possibilities for a downtown garage. Such sites include the current City Hall property in combination with the existing King Olav parking lot; the Post Office site on the corner of Jensen and Iverson (if/when the Post Office relocates); and the Parks & Recreation Center on Front Street north of downtown (if/when that facility relocates). Rather than discuss site plans for these and other locations, with limited time on this agenda Wayne LaMont was asked to present a conceptual design he had prepared for the old City Hall/King Olav site. There are several advantages to this location. It's size and shape make it efficient for parking as many as 220 (or potentially 330) vehicles; the topography enables vehicles to enter a lower level from Jensen Way and an upper level from Front Street; it is a convenient walk to downtown; retail or other development could occur on both Jensen Way and Front Street with the multi-level parking structure "hidden" in the middle of the street-oriented uses (thus avoiding the potential eyesore of a large-scale parking structure); the cost per parking stall would be significantly less than the cost of parking structures at other downtown locations; and the land is currently in public ownership. Wayne distributed a series of architectural sketches illustrating what this configuration might look like from different elevations and angles.

There was consensus by the Committee (and the public in attendance) that if a parking garage were located in downtown Poulsbo, the old City Hall/King Olav site would be an excellent place for such a facility.

3) Where Might the Funding Come From for a Downtown Parking Garage?

This was a “brainstorming” activity to generate a list of conceivable funding options. The goal of this meeting was not to address the pros or cons of each option, nor was the goal to select any preferred option(s). We simply identified as many pieces of the funding puzzle as possible, recognizing that follow-up work will be needed to identify the most promising options and fit them together. Attached to these meeting notes is the list of funding possibilities that were identified.

Next Steps:

The next Committee meeting will be on Tuesday, July 13th, at 5:00 p.m. in the City Hall Council Chambers. There was Committee consensus that the July 13th meeting should be devoted to continued discussion of a downtown parking garage. There was agreement that for the sake of discussion we will imagine that 10 years from now a parking garage has been successfully designed, funded and built. At the July 13th meeting we will “look back” from that future vantage point and ask: What steps should be taken in Year 1 to enable such a parking structure to be on line by Year 10?

POTENTIAL FUNDING SOURCES/METHODS

Note: These ideas are not in any order of priority. Successful funding requires collaboration among the parties to “mix and match” the best of these ideas to spread costs broadly and equitably.

- City funds
- Port funds
- Grants for parking garage
- “Brownfield” grant for pollution abatement at Anderson Parkway
- Local Improvement District
- Assess downtown properties that haven’t yet been assessed for Anderson/Olav lots
- Business/Parking Improvement District
- Martha & Mary involvement (funds; easements; other support)
- Sons of Norway involvement
- Kitsap Transit involvement
- Charge for garage parking
- Fee for on-street parking
- Event surcharges
- Parking enforcement fines
- Public/Private partnership
- Regulatory incentives (e.g., height or density bonus for public parking)
- “Fee in lieu” program (i.e., developers pay into parking garage fund in lieu of on-site parking)
- General obligation bond
- Revenue bond
- Refinance existing bonds
- Public Facilities District
- Establish a reserve fund dedicated to future parking
- Use/sale of City-owned properties
- Sell a portion of Anderson Parkway (perhaps to the Port and/or private developers)
- Dedicate/reallocate a portion of HDPa association fees toward parking
- Private parking lot
- Develop a parking garage in phases to ease the financial burden
- Adjust lot line at old City Hall site (to assure suitable configuration for future parking garage)
- Fee for an all-day parking pass (to allow parking beyond the 3-hour time limit) *

* This suggestion arose after the meeting had adjourned.

Alyse S. Nelson

From: Jeff Bauman
Sent: Wednesday, June 30, 2010 12:40 PM
To: Alyse S. Nelson
Cc: Linda Berry-Maraist; Dale C. Rudolph
Subject: FW: Parking Committee June 22 meeting notes

Alyse, Please insert the following two emails as addenda to the June 22 meeting notes (and include these addenda in the website posting). Thanks, Jeff

From: Linda Berry-Maraist
Sent: Wed 6/30/2010 12:10 AM
To: Jeff Bauman; Bill Austin; Rick Cadwell; Judy Eagleson; Craig Hammond; Craig/Sally Kvam; Julie Krucek; Alyse S. Nelson; Dale C. Rudolph; Angela Bennink; Tony DeCarlo; Tammy Mattson
Cc: Becky Erickson; Michael J. Bateman
Subject: RE: Parking Committee June 22 meeting notes

I highlighted two areas in the notes that I think need clarification .

I think there is room for confusion in the notes on the 75 stalls and when/how many are available for public use. Wasn't it clarified that the upper level will never be open to the public, and that the lower level will be available on nights and weekends? This is a question that comes up pretty frequently.

Also, I think like many of the other opinions expressed; the statement that there isn't a compelling need for a parking garage was the conclusion of some members of the group, but certainly not all and probably not the majority. It might be better if the words were added, "some members stated"...there is not a compelling need.

Also to clarify for all, the Kitsap Public Facilities District cannot fund a downtown parking garage. I know someone mentioned that as a possibility, but I believe they may have meant to say something else.
Linda

Linda Berry-Maraist, City Council Position 1, City of Poulsbo lberrymaraist@cityofpoulsbo.com

From: Dale C. Rudolph
Sent: Wed 6/30/2010 10:15 AM
To: Linda Berry-Maraist; Jeff Bauman; Bill Austin; Rick Cadwell; Judy Eagleson; Craig Hammond; Craig/Sally Kvam; Julie Krucek; Alyse S. Nelson; Angela Bennink; Tony DeCarlo; Tammy Mattson
Cc: Becky Erickson; Michael J. Bateman
Subject: RE: Parking Committee June 22 meeting notes

The upper parking garage is for senior staff, government vehicles and handicapped vans, only. The lower garage has some 60 parking spaces, however, most staff will park here. There will be about 40 public parking spaces available on a first come, first serve basis, for City Hall customers, as well as, downtown business customers and employees. There will be a surplus of parking spaces, except during "court days/hours" and Council meeting evenings. The entire lower garage will be available nights and weekends, except overnight (this is the likely decision of Council, but has not actually been made yet). It was noted that the City Hall project is adding 75 new parking spaces to the downtown inventory, as that is what the parking garage adds, and the purchaser/developer of the Old City Hall will have to meet their full parking requirement and cannot reduce the number of current spaces. It was also noted that many City Hall employees park in King Olaf, and will now park in the City Hall parking garage.

I think no one has made a "compelling" argument for or against the need for more parking, since the "requirement" has never been studied/calculated. I would agree that there was no consensus reached, although undoubtedly, the majority of the committee would agree more parking is needed, especially in the future. Also, in the brief discussion of financing, the point was made that no one would finance a grant or loan without a true calculation of the future requirement.

V/R
Dale Rudolph
Council Position #6
City of Poulsbo