

KENT MILLER

INDUSTRIAL
ECONOMIST

December 9, 2009

Ketchikan Gateway Borough
Office of the Borough Clerk
1900 First Avenue, Suite 115
Ketchikan, Alaska 99901

Subject: Proposal – Downtown Parking: Analysis and Restriping

Ladies and Gentlemen:

Following is my proposal to provide services outlined in the Request for Proposal:
Downtown Parking Analysis and Restriping, released November 14, 2009.

I propose to prepare a practical and economical analysis and planning recommendation for Downtown parking, consulting with Borough staff, public interest groups, business owners, public agencies, and individuals concerned with Downtown parking and related issues.

The proposed work will be based on my prior experience in planning and developing parking solutions in Ketchikan, including recent conceptual parking plans for the Newtown and Stedman-Thomas neighborhoods, and prior projects, including the Spruce Mill Development, Cape Fox Lodge/Ted Ferry Civic Center, the Berth II Parking Project and L.I.D., and a prior Comprehensive Parking Plan. I have also participated in planning of parking areas in Klawock, Hollis, Coffman Cove, Mitkof Island, and Bainbridge Island, Washington as part of either comprehensive planning, ferry transportation, and waterfront development projects in those communities.

This proposal is further described in the Table of Contents which follows.

I am authorized to bind the firm and fulfill the commitments made in this proposal.

Yours truly,



Kent Miller

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1. Methodology

Because this is a relatively small project, Kent Miller will provide all professional services, assisted by one subcontractor, Ms. Patricia Rose of P3 Graphic Communications, who will provide computer services, including drafting and illustration, and word processing.

Kent Miller will personally conduct all interviews and public meetings, locate and designate source materials, prepare all analyses and draft all recommendations. This work will utilize National Parking Association and Institute of Transportation Engineers reference materials and standards, and will solicit, compile, and carefully consider comments and information furnished by borough staff and citizens.

Project reports will include tabulations, maps, and layouts, including formats and data similar to those illustrated in the Appendix hereto.

2. Scope of Services

- **Parking Inventory**

Area maps will be prepared showing existing on-street and off-street parking in the project area.

- **Future Parking Demand**

Future parking demand will be estimated based on the current Borough Zoning Ordinance, with reference to selected other municipalities' parking ordinances and standards. For this purpose, existing building areas will be compiled and future changes in building density, use and occupancy, will be estimated.

- **Parking Resources**

Potential of existing and new on-street and off-street parking areas will be estimated and illustrated applying optimal parking designs and striping plans.

Compliance of existing and potential on-street and off-street parking locations and layouts will be confirmed in consultation with the City of Ketchikan Public Works, Police, and Fire Departments.

Capacity of recommended parking areas will be computed and compared with estimated future parking demand. Assessed values of off-street properties recommended as parking locations will be compiled from Borough Assessor's records. Cost of improvements to require and develop new parking areas will be estimated based on cost, of recent municipal surface parking improvements in Ketchikan and other selected locations in Southeast Alaska.

- **Traffic**

Proposed parking areas, their capacities and layouts, will be recommended with reference to safe and efficient circulation of pedestrian and vehicle traffic.

- **Parking Regulation and Enforcement**

Current parking regulations and enforcement methods will be reviewed and improvements recommended as necessary.

- **Urban Design**

This project will be coordinated with recent and concurrent work by Borough staff and other consultants, including internal analyses of parking use and the proposed landscape architecture project.

3. Personnel, Education, Experience and Capacity

KENT MILLER

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Qualifications

CONSULTING PROJECTS

2008

MARINE SCIENCE CENTER

Oceans Alaska, Ketchikan, Alaska

With James A. Van Altvorst & Associates prepared an application for U.S. Economic Development Administration (EDA) grant of \$1 million for a Development and Demonstration Farm and Training Facility in Ketchikan. Included were estimates of employment and income for construction and operation of the project and for new aquaculture ventures to result from its programs. This grant application was approved by EDA.

2007-2008

WATERFRONT SHUTTLE TRANSIT SYSTEM

City of Ketchikan

Prepared a project feasibility study, formatted as a business plan, for waterfront shuttle bus and "seabus" transit systems in Ketchikan. Included were estimates of ridership, operations plan, capital and operating cost estimates, and review of potential financing sources for proposed systems. Funding sources evaluated included Federal Transit Administration (FTA) grants, and Ketchikan Gateway Borough Commercial Passenger Vessel Excise Tax (CPV Tax) receipts, and tax-exempt debt.

1999-2008

CONSULTING SERVICES

Alaska Ship & Drydock, Inc., Ketchikan, Alaska

Participated in the Ketchikan Shipyard Completion project, to add a second drydock, with shoreside transfer and other related shiprepair facilities and systems, including shiprepair and newbuilding market estimates, and regional economic impacts.

Analyzed alternative main engine, propeller and rudder types for Ketchikan International Airport ferry.

Estimated shipyard-related indirect employment and income in Ketchikan's economy, and value of Alaska Marine Highway System maintenance and repair time loss.

- 2006-2007** **STRATEGIC PLAN**
Organized Village of Saxman, Alaska
- With RAI Development Solutions prepared a strategic plan for the Saxman tribal council, including portions of the plan recommending a village charter school, marina, and value added manufacturing of local seafoods and forest products.
- 2006-2007** **COMPREHENSIVE PLAN**
City of Klawock, Alaska
- With RAI Development Solutions prepared a comprehensive plan for the City of Klawock, including overall land use in the City and adjacent lands, development of commercial and industrial waterfront, an expanded health services campus and adjacent residential area, a civic and cultural center central to Prince of Wales Island communities, commercial and industrial areas, port development, and preservation of riverfront and heritage lands.
- 2006-2007** **NEWTOWN AREA PLANNING, AND NEWTOWN AND
STEDMAN-THOMAS STREET PARKING PLANS**
Ketchikan Gateway Borough
- Participated in conceptual planning for Ketchikan's historic Newtown area, including land use planning, and recommendation of a local tax incentive program for preservation and improvement of historic buildings.
- Prepared conceptual parking plans for the Newtown and Stedman-Thomas Street areas, recommending sites and layouts for 100-150 net additional off-street parking spaces in each area. This planning was coordinated with and approved by a Newtown Steering Committee and the Stedman-Thomas Street Association.
- 2006** **SELDOVIA PORT AUTHORITY**
City of Seldovia, Alaska
- With James A. VanAltvorst & Associates, prepared an organization plan for a Title 29 Municipal Port Authority, to develop and operate a passenger/vehicle ferry and other public services.
- 2003-2006** **FOREST PRODUCTS TASK FORCE**
Prince of Wales Chamber of Commerce
- Participated in organization, and program development, and estimated economic benefits for this initiative to improve local value added to Southeast Alaska's timber harvests.

- 2004-2005 KACHEMAK BAY FERRY PROJECT**
Seldovia Native Association, Inc.
- Consulted on preliminary organization and planning of a public passenger/vehicle ferry between the Kachemak Bay communities of Homer, Halibut Cove, Seldovia, Port Graham, and Nanwalek, including initial coordination with the City of Seldovia in respect to operation and management of the ferry by a Title 29 Municipal Port Authority.
- 2004-2005 GRAVINA ISLAND AREA PLANS**
Ketchikan Gateway Borough, Alaska
- Provided economic development planning services for the North Gravina and Central Gravina/Airport Reserve Plans, including a preliminary site plan and facilities layout for a 100 acre Fisheries Industrial Park and related infrastructure.
- 2005 LYNN CANAL TRANSPORTATION PROJECT**
Haines and Skagway, Alaska
- For a citizens' organization in Haines and Skagway, Alaska, prepared a conceptual plan and operations analysis for year-around twice-daily passenger/vehicle ferry services between Juneau, Haines and Skagway, including 32-knot and 14-knot vessels of 150-200 passenger, 30-35 vehicle capacity.
- 1999-2002-2005 ECONOMIC INDICATORS, 2000, 2002, 2004**
Ketchikan Gateway Borough
- Compiled local economic indicators, including population, employment and income, and other data for a periodic statistical publication.
- 2004 BUDGET REVIEW: ALASKA MARINE HIGHWAY SYSTEM (AMHS)**
Alaska Department of Transportation and Public Facilities, Juneau, Alaska
- Prepared a review of the AMHS FY 2004 Operating Budget, including summaries of annual revenues and costs by vessel and region, with allocation by vessel department, overhaul/lay-up, leave and other functions. Recommended procedures for routine reporting, management reports, and analytical chart of accounts.
- 1994-2004 PRINCE OF WALES ISLAND FERRY PROJECT**
Inter-island Ferry Authority (IFA), Craig, Alaska

- 2002-2004 *Continuing Operations and Planning*
- Planned implementation of the Northern Route Project, to extend IFA service to Wrangell and Petersburg. Consulted on other capital projects, traffic analysis, financial planning, including defeasance plan for bonded debt, and vessel maintenance program.
- 1996-2002 *Project Development Coordinator*
- As project development coordinator, oversaw construction of the 150 passenger, 30 car M/V Prince of Wales, by Dakota Creek Industries, Inc. This \$12.7 million vessel was constructed in 13 months, completed January 2002, cost growth was limited to 2 ½ % of original contract price. Previously oversaw contract design, by Elliott Bay Design Group, Ltd., of two identical ferries to operate between Ketchikan, Wrangell, Petersburg and Prince of Wales Island. Prepared traffic and revenue forecasts, operations analyses and capital and operating budgets for new ferry services. Participated in grant applications to Federal Highway and Federal Transit Administration (FTA) and the State of Alaska. Negotiated grant financing and terminal leases with Alaska Department of Transportation and Public Facilities. Negotiated long-term revenue bond financings, with participation by Alaska Municipal Bond Bank, Ketchikan Gateway Borough, and U.S. Department of Agriculture-Rural Development. Arranged interim financing with Southeast Alaska Revolving Loan Fund and City of Wrangell. Participated in establishing municipal operating authority, the first application of the Alaska Municipal Port Authority Act (§27 SLA 1992, Sec. 29.35.600-730).
- 1995-1996 *Reconnaissance Design: Prince of Wales Island Ferry Project
City of Craig, Alaska*
- Managed preparation of preliminary designs for two 149 passenger 28 vehicle ferries for routes between Prince of Wales Island and Ketchikan, Wrangell and Mitkof Island. Coordinated project team including Elliott Bay Design Group, naval architects and marine engineers, and Peratrovich, Nottingham and Drage, civil and structural engineers. Prepared traffic forecasts, operations analysis, financial evaluation and development plans. This work was the basis for a \$6.4 million Federal Transit Administration grant to the City of Craig.
- 1994-1995 *Project Plan: Kasaan Bay and Whale Pass Ferries
City of Craig, Alaska*
- With C.L. Cheshire, DePue and Associates, and James A. Van Altvorst prepared a project plan for new ferry services between Prince of Wales Island and Ketchikan, Wrangell and Petersburg. Coordinated consulting team, prepared traffic forecast, operations analysis, financial evaluation and development plan. The plan recommended construction

or conversion of two vessels, with project organization by a new operating authority, created by six small municipalities.

1998

**MARINE COMMERCIAL/INDUSTRIAL COMPLEX
FEASIBILITY STUDY**

City of Coffman Cove, Alaska

With Stephen Peters & Associates Architects, prepared a waterfront redevelopment plan, including terminals for bulk fuel, general cargo, local ferries, float planes, and small craft, with staging, parking, commercial and industrial areas, park and boardwalk.

1987-1991

CAPE FOX LODGE AND FUNICULAR PROJECTS

Cape Fox Corporation, Ketchikan, Alaska

Project Management – Managed construction of the Cape Fox Lodge, a 72 room hotel with restaurant, banquet/conference facilities and 200 foot funicular. Administered \$8 million in contracts and supervised \$2 million in construction by Cape Fox.

Consulting Services – Prepared economic forecast, market analysis and financial evaluation for lodge project. Recommended wilderness lodge marketing concept and funicular to Ketchikan's business district. Participated in site planning and facilities design development.

1975-1987

KETCHIKAN SHIPYARD PROJECT

Consulting Services – City of Ketchikan. Consulted on City of Ketchikan lease and administration of the Ketchikan Shipyard, a 10,000 ton floating drydock facility constructed by the State of Alaska. Prepared feasibility data, including analysis of Alaskan shiprepair markets, cost analysis of major potential customers, such as the Alaska Marine Highway, and community employment and earnings forecasts.

Alaska Marine Maintenance Project – Alaska Department of Transportation and Public Facilities, Juneau, Alaska. With CH2M-Hill and Nickum and Spaulding Associates, Inc., participated in facilities siting and preliminary planning for a shiprepair yard at Ketchikan.

Alaska Marine Maintenance Feasibility Study: Economics and Facilities Siting – Alaska Division of Legislative Finance, Juneau. Prepared market analysis and facilities siting study for marine maintenance facilities in Alaska, including the ports of Ketchikan, Sitka, Juneau, Seward and Kodiak. Recommended Ketchikan facilities.

1974-1991

OTHER CONSULTING PROJECTS

In association with the University of Alaska--Anchorage, Institute of Social & Economic Research (ISER) and others, prepared regional economic analyses, market forecasts, operations analyses, and project financing plans for other projects in shipping, ports and harbors, public utilities and primary manufacturing.

DEVELOPMENT PROJECTS

2008

As a member of Main Street Center Development Group, LLC, participated in proposals to design and construct new and remodeled commercial and public buildings in Ketchikan.

1991-2001

As president of Salmon Capital Corporation, general partner of Spruce Mill Development Co., organized a redevelopment project for the 6½ acre former site of Ketchikan Spruce Mills. Negotiated site acquisition and environmental clean-up with City of Ketchikan and regulatory agencies, prepared development plan and managed permitting and development. The project includes a 60 berth marina, and 180,000 square feet of retail space and offices.

To date, 110,000 square feet of retail and office space has been constructed; project investment is approximately \$27 million.

Supervised three full-time employees.

1973-1987

As president of Winslow Wharf Co., Inc., managed site acquisition, development planning, project financing, and construction and operation of a 240-berth marina and waterfront commercial area on Bainbridge Island, near Seattle, including a restaurant and adaptive reuse of three commercial buildings.

Supervised eight full-time and six part-time employees.

PREVIOUS EXPERIENCE

1968-1974

As industrial economist for Kaiser Engineers, Oakland, California, 1968-1974, prepared feasibility studies and operations analyses for projects in shipping, ports, energy resources and primary manufacturing, in the U.S. and overseas.

1965-1968

As assistant to the general manager of Alaska Steamship Co., planned the first Southeast Alaska roll-on/roll-off container-barge system.

Patricia M. Rose

6791 Springwood Court, Ketchikan, Alaska 99901
Tel/Fax. (907) 247-9008 Email. pcrose97@yahoo.com

Work Experience:

January 1998 - Present

P3 Graphic Communications, Ketchikan, Alaska

Own and operate a part-time business providing graphic design (logo design, stationery, brochures, posters, signage) and secretarial services (data processing, tabulations, reports) for local businesses in and around Ketchikan, and teaching art to home school students.

Current clients include: Kent Miller, Industrial Economist, Community Connections, Ketchikan Area Arts and Humanities Council, Island Tile & Marble, Exploration Gallery, Carolina Vascular Wellness PLLC (Raleigh, NC).

January 1998 - Present

Kent Miller, Industrial Economist

Contract work with Kent Miller, providing data processing services (reports, proposals, tables, graphs/charts, graphics) for clients including Inter-island Ferry Authority, Spruce Mill Development Co., Ketchikan Ship & Drydock Inc., Ketchikan Gateway Borough.

September 1988 - May 1997

Graphic Artist

Graphic Workshop Studios Ltd., Mississauga, Ontario (Canada)

1992 - May 1997	Graphic Artist
1992 (September - November)	Project/Traffic Coordination Manager
1990 - 1992	Studio Department Manager
1988 - 1990	Studio staff

1987 - 1988

Graphic Artist

Fair Havens Ministries, Beaverton, Ontario (Canada)

1984 - 1987

Graphic Artist, Freelance

Montreal, Quebec (Canada)

1979 - 1983

Bank Teller (working summers and part-time while attending university)

C.I.B.C., Head Office Montreal, Quebec (Canada)

Education:

Web Scripting, University of Alaska
Southeast Alaska, September-December 2009

Web Design, University of Alaska
Southeast Alaska, January-April 2009

Graduated with:

B.A. in Fine Arts, Major in Graphic Design, Concordia University
Montreal, Quebec, (Canada) 1983

C.E.G.E.P. Studies Diploma, Fine Arts Program, Champlain College
St. Lambert, Quebec, (Canada) 1979

High School Diploma, Centennial Regional High School
Greenfield Park, Quebec, (Canada) 1977

4. Clients and References

Stephen M. Reeve
RAI Development Solutions
P.O. Box 23154
Ketchikan, Alaska 99901
Telephone: (907) 247-0810
(360) 434-2459

David Martin
Assistant City Manager
City of Ketchikan
334 Front Street
Ketchikan, Alaska 99901
Telephone: (907) 228-5603

Douglas B. Ward
Director of Shipyard Development
Alaska Ship & Drydock, Inc.
P.O. Box 9470
Ketchikan, Alaska 99901
Telephone: (907) 228-5302

5. Proposal Documentation

PROPOSAL DOCUMENTATION

(Must be included with all submitted proposals)

TO: The Ketchikan Gateway Borough, herein called the Borough:

Pursuant to and in compliance with the Request for Proposals, the undersigned respondent, being fully familiarized with all the terms of the specifications hereby proposes and agrees to deliver, within the time and in the manner stipulated in the proposal for the following:

Downtown Parking: Analysis and Restriping

1. Award of Project. The Borough shall have the right to reject this proposal and such proposal shall remain open and may not be withdrawn for a period of sixty (60) days after the date prescribed for its closing.
2. Notice of Acceptance. Notice of acceptance and award of the project or requests for additional information may be addressed to the undersigned Respondent at the business address set forth in this proposal.
3. Minimum Standards. The required work and/or specifications attached herein shall be considered as the minimum standards acceptable to the Borough. Any deviations, modifications, or alternatives proposed shall be specified and clarified by the respondent on the provided from as an EXCEPTION SUMMARY. Insufficient information pertaining to exceptions shall be at the respondent's risk and may result in rejection of the proposal.
4. Acknowledgment of Insurance Requirements.
I, Kent Miller, Industrial Economist, acknowledge the insurance requirements as stipulated in the RFP.
5. Respondent certification.
By signature on this proposal documentation, respondent does certify that he/they comply with:
 - a. all applicable local, state, and federal laws, including but not limited to, wage and hour laws and non-discrimination laws;
 - b. all terms and conditions set out in this RFP;
 - c. a condition that the proposal submitted was independently arrived at, without collusion, under penalty of perjury; and
 - d. that the offer will remain open and valid for at least 60 days from the closing date of the RFP.

Respondent further certifies that he/she/they is/are authorized to sign on behalf of the corporation, partnership or LLC.

Prior to award of a contract, the Borough reserves the right to investigate the authority of the signer to bind the entity and to confirm the authority of the signer to bond the entity prior to award of a contract.

SUBCONTRACTORS: The respondent may not subcontract greater than thirty-five percent (35%) of this project without written approval of the Borough. List all subcontractors who will be providing greater than five percent (5) of the project work and an approximate percentage of their individual participation by discipline.

SUBCONTRACTORS:

Company/Firm Name Ms. Patricia Rose, dba P3 Graphic Communications

Telephone (907) 247-9008

Fax No. (907) 247-9008

Business Address 6791 Springwood Court, Ketchikan, Alaska 99901

Company/Firm Name _____

Telephone _____

Fax No. _____

Business Address _____

Company/Firm Name _____

Telephone _____

Fax No. _____

Business Address _____

Appendix

Project Example

KENT MILLER

INDUSTRIAL
ECONOMIST

August 14, 2007

Mr. David Taylor
Principal Planner
Department of Planning & Community Development
Ketchikan Gateway Borough
344 Front Street
Ketchikan, Alaska 99901

Subject: Newtown Parking Proposal

Dear David:

Kyan Reeve, Assistant Planner, and I have drafted layouts for eight parking areas in Newtown. As shown in Table 1, attached, these areas have total capacity of 215 public parking spaces; they either incorporate or replace 39 current parking spaces, for a net gain of 176 spaces.

Development of these eight parking areas would require acquisition of all or part of 19 privately-owned properties, including eight buildings. As shown in Table 2, the total assessed value of the affected portions of these properties is \$1,512,200, an average value of \$9,277 for each public parking space added. Three City-owned properties are also affected; one of these, Dock 13, has an assessed value of \$186,600, the others are portions of City-owned right-of-way for which no assessed value is indicated.

It is recognized that assessed value of these affected properties is an extremely tentative and rough estimate of the cost of acquiring the properties for use as public parking. In one case, an affected property is listed for sale for approximately its assessed value. In another case an affected property is listed for sale for approximately \$1 million more than assessed value. In other cases the affected properties are not listed for sale.

The parking area layouts indicated are conceptual and diagrammatic, representing the approximate number of parking spaces each area can accommodate with reasonable access and provision for landscaping.

The number of parking spaces indicated herein, at 215, is consistent with the estimate prepared for Newtown parking, presented to the Steering Committee in September 2006. That estimate indicated a tot of 289 spaces were necessary to support Newtown's current commercial and residential building area, with provision for up to 25% new development.

445 B FRONT STREET
POST OFFICE BOX 6002

KETCHIKAN,
ALASKA 99901

TELEPHONE
(907) 225-3992

TELEFAX
(907) 225-3994

Of the total number of spaces indicated it was estimated that 113 spaces could be provided on Water Street, leaving a net 176 spaces to be provided by off-street parking. An important assumption in this estimate is that the Ketchikan Packing Co. development's parking requirement is satisfied off-street, within that development.

Of the eight parking areas included in Tables 1 and 2, and in the layout diagrams, four are as presented to the Newtown Steering Committee at its July 19 meeting. Of the other four, the Nordby lot was suggested by an Historic Ketchikan board member at its July 25 meeting; it has not previously been presented to the Steering Committee. The Upper Bayview lot was briefly discussed with some Steering Committee members at the July 19 meeting, but the layout herein was not previously presented. The Lund lot was presented July 19 with 30 spaces; it is now shown at 57 spaces, incorporating additional property as requested by the Steering Committee. Finally, three alternates are shown for Schoenbar East area, one of these, the "Swath", was presented July 19, a second, the "Split" layout is shown as requested by the Steering Committee; this alternate avoids the need to acquire occupied residential properties; a third layout, the "Schoenbar East Offset" is shown to suggest an optimal layout for this area.

A summary of the eight layouts is as follows:

1) Bayview:

This area could be developed for approximately 16 parking spaces, laid out at 90° on a two-way single-loaded aisle. This parking area would be located on a natural bench approximately 18 feet above the elevation of Water Street, accessible via a 100 foot long two-way driveway with an average grade of about 26%. Constructing the driveway would require a significant excavation of rock.

This parking area is located in the south end of Newtown, where there are few other parking resources. This parking would support neighboring residences and commercial premises.

This parking area would be adjacent to Keene & Currall's parking lot, which has a similar configuration. The two lots possibly could be integrated, enabling the present extremely steep access to the Keene & Currall lot to be replaced by the less steep driveway accessing the proposed Bayview parking area.

2) Upper Bayview:

This area could be developed for approximately seven spaces, laid out at 90° on a two-way single-loaded aisle. This parking area would be located on a post-and-beam supported platform, either at the elevation of Bayview Street, or up to eight feet lower than street grade, with a 40 foot access ramp parallel to Bayview Street. Reducing the height of the post-and-beam structure may reduce its cost and mitigate its appearance to adjacent residences.

This area is located in a residential part of Newtown where there are few parking resources. It would support neighboring residences.

3) Nordby:

This area could be developed for approximately 31 parking spaces, laid out at 90° on two-one way doubled-loaded aisles, leaving an adjacent 24 ft. x 80 ft. area on the south side at the property available for other use. It is possible this layout can be improved by using a 75/15° angle for the parking spaces, narrowing the one-way aisles and enlarging the area on the south side available for other uses.

This parking area would be located on a pile-supported platform, over water, adjacent to the north approach ramp for Casey Moran Harbor, the Waterfront Promenade and the Ketchikan Packing Co. development to the north. This parking would support all of these uses.

4) Warren:

This area could be developed for approximately seven parking spaces, located on grade on a single aisle with parallel parking on one side and 90° parking on the other.

Developing this area would require acquisition of a deteriorated residential property; it has by far the highest cost per added parking space of the Newtown areas considered.

Development of this area could support the adjacent residential neighborhood.

5) Schoenbar East Offset:

This layout indicates 45 parking spaces laid out at 90° on a two-way double-loaded aisle. This parking area would be located on grade below Warren Street. This layout is approximately equivalent in capacity to the "Swath" layout previously presented, but dividing the parking area into three offset segments helps to minimize its apparent size, it also increases the area available for landscaping adjacent to Warren Street. The "Offset" layout, like the Swath, requires acquisition of several private properties, including two occupied residences, however it provides for expansion of commercial properties neighboring the parking area.

The "Offset" layout creates a median between Warren Street residences and commercial premises toward Water Street.

This layout would support neighboring residences and commercial premises, providing for substantial growth of commercial building areas.

A "Split" layout for parking in this area is also shown, as requested by the Steering Committee. This layout indicates 42 parking spaces, and avoids occupied residential properties. This layout reduces the area available for expansion of commercial premises to a small area fronting Schoenbar Road.

This "Split" layout, would support neighboring residences and existing commercial premises.

6) Schoenbar West:

This area has a capacity of 39 parking spaces laid out at 90° on a two-way double-loaded aisle. This parking area would be located on grade. The north boundary of this area follows the property lines of adjacent residences, resulting in an offset layout that minimizes the area's apparent size. This area incorporates an existing City parking area with 27 spaces located on part of the site, but it improves the layout of the present area, and should be more user-friendly and attractive. This layout removes parking adjacent to the historic house at the corner of Schoenbar Road and Dunton Street, replacing it with a landscaped area; the purpose of this is to reinforce the residential character of this important entry point to the "Captain's Hill" residential neighborhood.

This layout requires acquisition of one occupied residence, in a transitional area adjacent to Water Street commercial premises.

Like the Schoenbar East Offset layout, this parking area creates a median between Water Street commercial land uses and Dunton Street residences.

7) Lund:

This area can be developed for 57 parking spaces, laid out at 75/15° on three double-loaded aisles. This parking area would be located on grade, gently sloping higher north of Water Street. This area would require acquisition of one vacant private lot and two lots occupied by commercial buildings.

This area would support neighboring residential, institutional, and commercial uses.

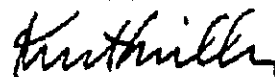
Availability of this parking could enable the rough parking lot at the northwest corner of Water and Lund streets to be redeveloped in a manner more compatible with the adjacent residential neighborhoods.

8) Dock 13:

This parking area could be developed for approximately 13 parking spaces, laid out at 45° on a one-way double-loaded aisle. This parking area would be located on a pile-supported platform over water, adjacent to Harborview Park and the Waterfront Promenade.

This parking area is located in the south end of Newtown, where there are few other parking resources. This parking would support neighboring commercial premises, Harborview Park, and the Casey Moran Harbor.

Sincerely yours,



Kent Miller

Table 1
Newtown Parking Proposal
Public Parking Spaces, Added, by Area

<u>Lot</u>	<u>Improved</u>	<u>(Less) Current</u>	<u>Net</u>
1. Bayview	16	-0-	16
2. Upper Bayview	7	-0-	7
3. Nordby	31	-0-	31
4. Warren	7	-0-	7
5. Schoenbar East Offset	45	12	33
6. Schoenbar West	39	27	12
7. Lund	57	-0-	57
8. Dock 13	13	-0-	13
Total	<u>215</u>	<u>39</u>	<u>176</u>

Table 2
Newtown Parking Proposal
Estimated Land Area and Assessed Value of Affected Land and Improvements

Area/ Customer No.	Owner's Name	Land Area (sf)	Assessed Value		Portion Affected	
			Land	Improvements	Area (sf)	Value (\$)
1. Bayview:						
607057	Dial, R.L. & L.A.	6,228	63,600	65,700	2,625	26,800
607053	Thomas, J.R.	6,032	56,500	83,900	2,575	24,100
607054	Trudeau, B.C. (Tr.)	6,949	95,600	-0-	6,949	95,600
	Total	19,209	215,700	149,600	12,149	146,500
	Value per Public Parking Space Added @ 16					9,156
2. Upper Bayview:						
607033	Busch, D. & L.	2,934	19,900	-0-	2,934	19,900
607034	Showalter, C.M & J.P.	2,209	50,600	115,100	350	5,400
	Total	5,143	70,500	115,100	3,284	25,300
	Value per Public Parking Space Added @ 7					3,614
3. Nordby:						
607070	Karuza, J.A. & M.A.	10,150	226,100	-0-	10,150	226,100
	Value per Public Parking Space Added @ 31					7,294
4. Warren:						
600305	Liddicoat, J.G.	5,676	55,400	70,100	5,676	125,500
	Value per Public Parking Space Added @ 7					17,829
5. Schoenbar East Offset:						
600312	First City Saloon	5,351	21,800	-0-	5,351	21,800
600312	First City Saloon	4,873	24,200	-0-	437	2,200
600314	Johansen, M.L. & K.B.	4,092	28,100	83,000	4,092	111,100
600311	Smith, R.W. & Statter, A.L.	3,480	12,400	-0-	3,480	12,400
600317	Hendricks, R & J	1,126	13,500	38,300	1,126	52,100
600316	First City Electric	2,048	19,100	-0-	260	2,100
600318	First City Electric	3,402	17,600	-0-	550	2,800
600319	First City Electric	2,822	17,200	-0-	430	2,600
	Total	27,194	153,900	121,300	15,726	207,100
	Value per Public Parking Space Added @ 33					6,276
6. Schoenbar West:						
600352	Tidewater Inv.	60,905	90,400	137,800	6,905	144,700
	Value per Public Parking Space Added @ 12					12,058
7. Lund:						
600347	Svenson, A.C.	6,577	51,600	-0-	6,577	51,600
600348	Svenson, A.C.	7,870	132,800	151,700	7,870	284,500
600349	Rader, R.R. or H.L.	6,076	123,000	177,900	6,076	300,900
	Total	20,523	307,400	329,600	20,523	637,000
	Value per Public Parking Space Added @ 57					11,175
	Subtotal: Private Properties					1,512,200
	Value per Public Parking Space Added @ 163					9,277
8. Dock: 13						
607067	City of Ketchikan	8,371	186,600	-0-	8,371	186,600
	Value per Public Parking Space Added @ 13					14,357
	Grand Total					1,698,800
	Value per Public Parking Space Added @ 176					9,652

KENT MILLER

INDUSTRIAL
ECONOMIST

CONFIDENTIAL

December 9, 2009

Ketchikan Gateway Borough
Office of the Borough Clerk
1900 First Avenue, Suite 115
Ketchikan, Alaska 99901

Subject: Cost Data – Downtown Parking: Analysis and Restriping

Ladies and Gentlemen:

Cost Data for the above-referenced proposal is as follows:

Consulting Services:	
Kent Miller	\$4,000.00
Subcontractor's Services:	
P3 Graphic Communications	2,400.00
Expenses, including report production	<u>600.00</u>
Total	\$7,000.00

It is proposed that these fixed fees for the proposed services be remitted following the Borough's acceptance of project reports, as follows:

Initial Progress Report	
January 1, 2010	\$2,000.00
Second Progress Report	
January 15, 2010	2,000.00
Draft Final Report	
February 1, 2010	2,000.000
Final Report	
February 15, 2010	<u>1,000.00</u>
Total	\$7,000.00

Thank you.

Yours truly,



Kent Miller