

Garage V Locations

Location:

- Three locations per the Master Plan Update are being considered for Parking Garage V
- Each of these sites will impact existing parking
 - Parking Lot 32 (479 displaced spaces – GZ, S, Reserved)
 - Parking Lot 33 (485 displaced spaces – GZ, S, Reserved)
 - Parking Lot 38F (135 displaced spaces – E, S, HE, Reserved)
- Each of these sites will result in traffic issues that need further study
 - Parking Lot 32 – enter/exit access to BBD (additional expense) and MCD
 - Parking Lot 33 – enter/exit access only on West Holly
 - Parking Lot 38F – enter/exit access on W. Holly, possibly through lot to BBD
- Each of these sites may have some degree of utility relocations (to be determined)

Design and configuration:

- The footprints per the Master Plan are indicated to be a 3-bay design, similar in size and configuration to Crescent Hill Parking Facility.
- The 3-bay design has a two-way sloped ramp as the middle bay, and one-way level outer bays.
- For the 3-bay design, 6 levels is the maximum number of stories to provide efficient exiting. Walker Parking Consultants has indicated we may be able to stretch it to 7 levels, but they do not recommend going over 7 levels on a 3-bay design.
- A 4-bay design similar to garages 2, 3, and 4 may be considered, however additional land would be consumed, and this would impact the available land for other facilities, especially on Lots 32 and 33.

Number of parking spaces:

- 3-bay garage at an average of 150 spaces per level
- 6 levels = 900 spaces
- 7 levels = 1050 spaces
- 4-bay garage at an average of 250 spaces per level

Cost:

- 6 levels, 900 spaces at approximately \$10M to \$11M
- 7 levels, 1050 spaces at approximately \$12M to \$13M
- 1,500 spaces at approximately \$18M
- 2,000 spaces at approximately \$24M

Mixed Use Facilities:

- Walker has indicated they have seen classrooms at a Community College in Miami; a 3-story dormitory on top of a garage at a school in West Palm Beach; and other uses in parking facilities such as retail, bus terminal, and physical plant facilities.
Pros: first level provides more versatility, allows more functions on same foot print. Perimeter placement on campus with bus pull offs or terminals would allow drivers to park and access a space sooner, link up with the shuttle system for intercampus access, reducing street traffic. Retail would provide an additional revenue stream.

Funding – to provide needed funding levels for bonding and resulting positive ratings

- Permit Increase for system 20%- to maintain an acceptable debt coverage ratio and encourage continued positive ratings from the rating agencies
- Garage spaces set at Reserved rate- to pay for the annual debt service and annual operating expenses

System cannot subsidize the total annual debt service and annual operating expenses without a significant permit increase (in addition to the 20% annual increase)