



## Section 3 – Parking Structure Alternatives

## Section 3 - Parking Structure Alternatives

### Introduction

Rich and Associates has evaluated the parking needs for the Town of Surfside. As the previous section has shown, the overall downtown study area is projected to have an existing parking deficit of 276± spaces based on the Town's zoning ordinance applied to the quantified land use existing at this time. The projections of additional development anticipated to occur within the downtown study area over the next four to five years result in the "net" deficit increasing to as many as 303± space that in reality could be as great as 375± spaces if seventy-two (72) Harding Avenue on-street spaces are eliminated as part of a streetscape project.

The actual deficit could be even worse than 375± spaces because the 303± net deficit figure includes some spaces in new buildings that artificially reduce the deficit to this 303± space value. The total parking demand (4,017 spaces) was determined by factoring the zoning ordinance requirements applied to commercial, religious and residential properties<sup>5</sup>. The parking demand was then compared to the total public and private parking supply (3,714 spaces) available to the same commercial, religious and residential<sup>5</sup> properties downtown which gives a net shortage of 303± spaces. Factored into this net 303± space shortage are 71± spaces that (per the plans provided to Rich and Associates) would be built with the Grand Beach Hotel, 92<sup>nd</sup> Street Hotel and Chateau Condominium in excess of the total these three developments require based on the zoning ordinance<sup>6</sup>. Because these 71± spaces are not available to the public they artificially reduce the parking deficit. By adding these 71± spaces to the calculated 375± space deficit, the parking deficit increases from 375± spaces to 446± spaces.

The RFP issued by the Town requested not only an assessment of the parking demand versus the parking supply but also asked for an analysis of the adequacy of three sites for development of a potential parking structure(s).

The following section will discuss and demonstrate the potential parking capacities of the three alternative sites, the additional public benefit uses that may be developed with them and how well they may satisfy the parking shortage. Graphics which show the layout of the parking portion of each of the parking facilities, additional public benefits possible with the alternatives, as well as potential elevations and possible exterior façade treatments have been provided in this section. Following this design review, Section 4 will evaluate the economic considerations

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<sup>5</sup> Not Including Single Family Homes

<sup>6</sup> See Table 2 on page 2-4 for requirements and parking provided for these developments.

in developing a structure on each site and evaluate the downtown parking rates that may have to be charged to amortize the facility and cover operating expenses and how this may impact downtown parking rates and the Parking Enterprise Fund. Alternatives for public/private partnerships will also be investigated.

## **Alternatives**

Three sites for a possible parking structure have been suggested by the Town. These include:

1. The Abbott Avenue Lot
2. The Post Office Lot (and Post Office building)
3. The 94<sup>th</sup> Street Lot




All three sites encompass existing parking lots which means that any parking developed to satisfy the parking shortage must include replacing any surface spaces lost to the parking structure footprint. A further consideration is that all three sites have an existing 40 foot height limit in the Town's zoning code. **Map 8**, on the following page, shows the alternative structure sites.

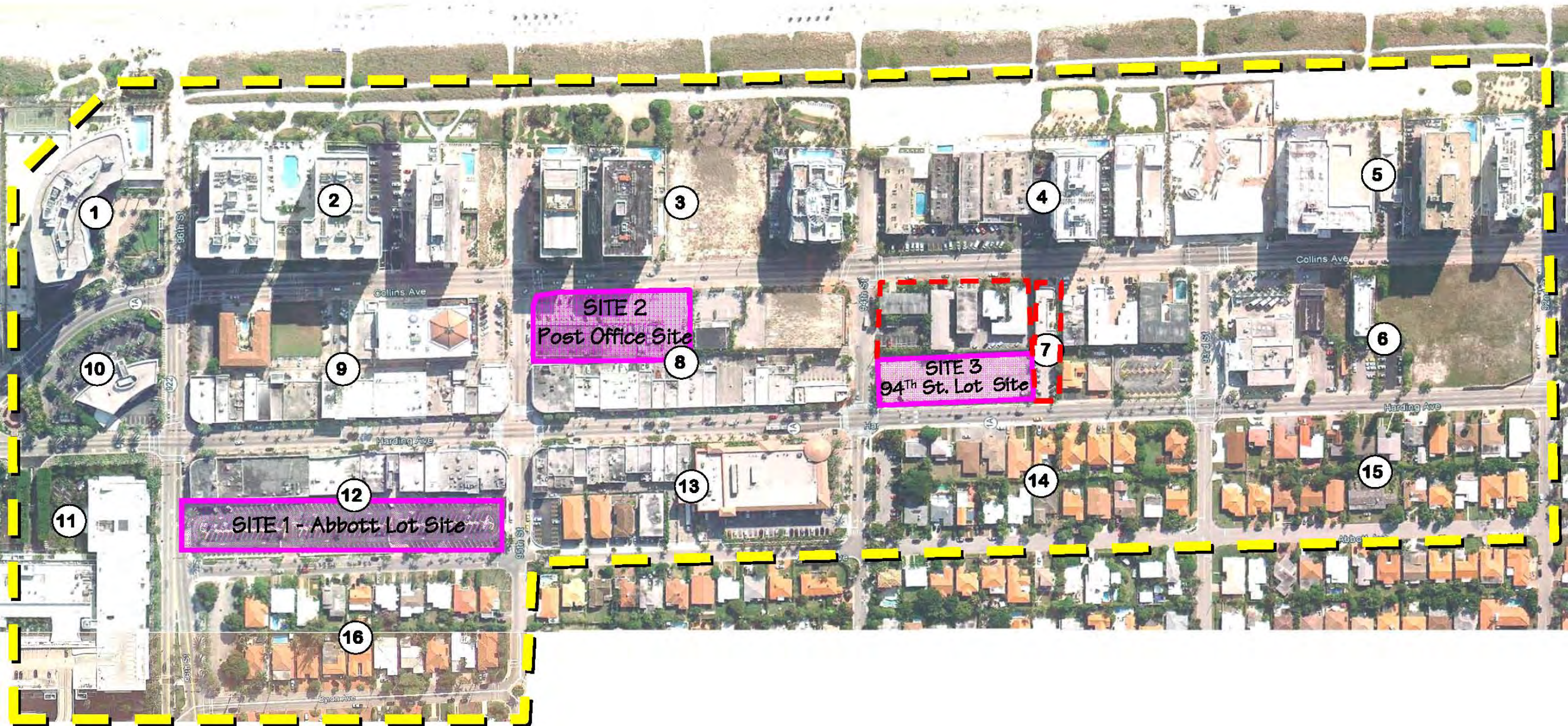
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FOR  
**TOWN OF SURFSIDE**

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**LEGEND:**

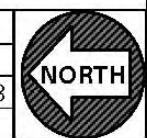
-  BLOCK NUMBER
-  STUDY AREA
-  POTENTIAL PUBLIC/PRIVATE DEVELOPMENT OPTION



Sheet Title:

**PARKING STRUCTURE  
ALTERNATIVE SITES**

File No.	1234
Scale	NTS
Date	1-10-13
Checked by	dwb



MAP Number:

**MAP 8**

## Site 1: Abbott Lot Site

One site being considered is the current Abbott Avenue parking lot. This existing Town lot extends from 95<sup>th</sup> street to 96<sup>th</sup> Street and serves all the businesses on the Harding Avenue face of the block separated by a narrow alley. The Abbott lot site is the largest of the three potential sites at approximately 660 feet by 110 feet. The east side of the site is the back of the businesses along Harding Avenue with a narrow alley containing trash dumpsters and overhead utilities. At this time, the Town is considering a project that would bury all overhead utilities.



To the west of the existing parking lot (across Abbott Avenue) are ten single family homes plus the approved Young Israel project which currently face the existing parking lot.

Three alternatives have been investigated for a parking facility using the existing Abbott Lot site. The three options developed (and to be discussed below) have considered not only the net additional parking that could be provided on the site, but also how a parking structure developed here could provide additional public benefit to the Surfside

community. Therefore, these choices include not just changing one form of parking such as the existing surface lot for another such as a parking structure, but how such a facility could become an attractive focal point while providing community benefit beyond the added parking developed for the downtown.

The three alternatives developed for the Abbott Lot site include one completely underground parking facility and two above grade parking structures.

- **Alternative 1** – Underground Parking Structure beneath the existing Abbott Lot. The existing surface parking lot would be converted to a public park.
- **Alternative 2** – Above Grade Parking Structure using the north end of the Abbott lot. The southern portion would have a smaller version of the public park noted above. The west face of the parking facility along Abbott could be developed as Townhomes.

- **Alternative 3** – An above Grade Parking Structure encompassing the full length of the Abbott lot. This would not have the public park but could also have the west face of the facility developed as Townhomes.

### **Abbott Lot Site Alternative 1 – Underground Parking Structure with Public Park above**

Alternative 1 is a two-level completely underground parking facility. This structure would have a capacity of 448± spaces. After factoring for the conversion of the existing surface parking lot spaces to a public park for the benefit of the community, this structure would produce a net addition of 241± spaces for the downtown. While producing much needed additional parking, the major benefit of this facility to the community would be the Public Park providing shaded green space together with a possible amphitheatre. The construction cost<sup>7</sup> of the parking structure is projected at \$26,283,000 due both to the costs of constructing an underground building in a high water table environment but also due partly to the cost of the slab supporting the park above. The park would cost an estimated \$2.2 million in addition to this. Because of the undetermined nature of the extent of plantings, the cost projected for the slab supporting the park is relatively high when compared to the cost of the first floor slab when parking is constructed beneath a building. This is a result of the higher loads that the concrete slab supporting the park **may** have to carry which are supported entirely by the slab. The loads that the first floor slab which forms the roof of the parking beneath a building must carry are much lower and are supported by columns.

This differential contributes to the higher costs of the underground parking structure which must be considered in the context of the added community benefit to be realized with a public park developed downtown above the underground parking facility while at the same time replacing an unattractive surface parking lot. It is expected that with more definitive information on the ultimate park design that value engineering could reduce the final cost of the parking structure. More detailed graphics and descriptions of this alternative are on the following seven pages while more detail on the economics of the underground structure will be shown in **Section 4 – Economics**.

The renderings on pages 3-8 and 3-9 do not show the potential to extend the parking floor to the west underneath Abbott Avenue. This possibility was just recently considered and should be feasible which would allow the structure to provide 128± additional spaces. This potential however is reflected in the 448± space parking space capacity and structure costs noted above.

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<sup>7</sup> In addition to the construction costs are additional costs of financing etc. which will vary depending on the financing. This information will be discussed in more detail in Section 4 – Economics.

**SURFSIDE PARKING STUDY**  
SITE 1 - ABBOTT AVE LOT

**ALTERNATIVE 1**  
PARK  
UNDERGROUND STRUCTURE

**EXISTING CONDITIONS**

The existing surface lot creates a disconnect between residential properties west of Abbott Ave. and downtown Surfside and Harding Ave. There is little to no shade for pedestrians.

**EXISTING PARKING: 207 spaces**



SITE 1 AERIAL



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**SURFSIDE PARKING STUDY**  
SITE 1 - ABBOTT AVE LOT

**ALTERNATIVE 1**  
PARK  
UNDERGROUND STRUCTURE

**PROPOSAL**

This alternative proposes the redevelopment of the Abbott Ave. site into a public park with two levels of underground parking. The entire park would slope upwards towards the SE corner of the site, allowing for minimum clearance into the parking entrance from 95th Street.

A mid-block paseo through the Harding commercial properties allows for direct access to the park from both Harding Ave. and Abbott Ave. Improvements to Abbott Ave. and the eastern alley create safer pedestrian connections and enhance the area for both residents and visitors.



GROUND LEVEL PLAN



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SURFSIDE PARKING STUDY  
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 1  
PARK  
UNDERGROUND STRUCTURE

PARKING COUNT

Two levels of **underground**  
parking:

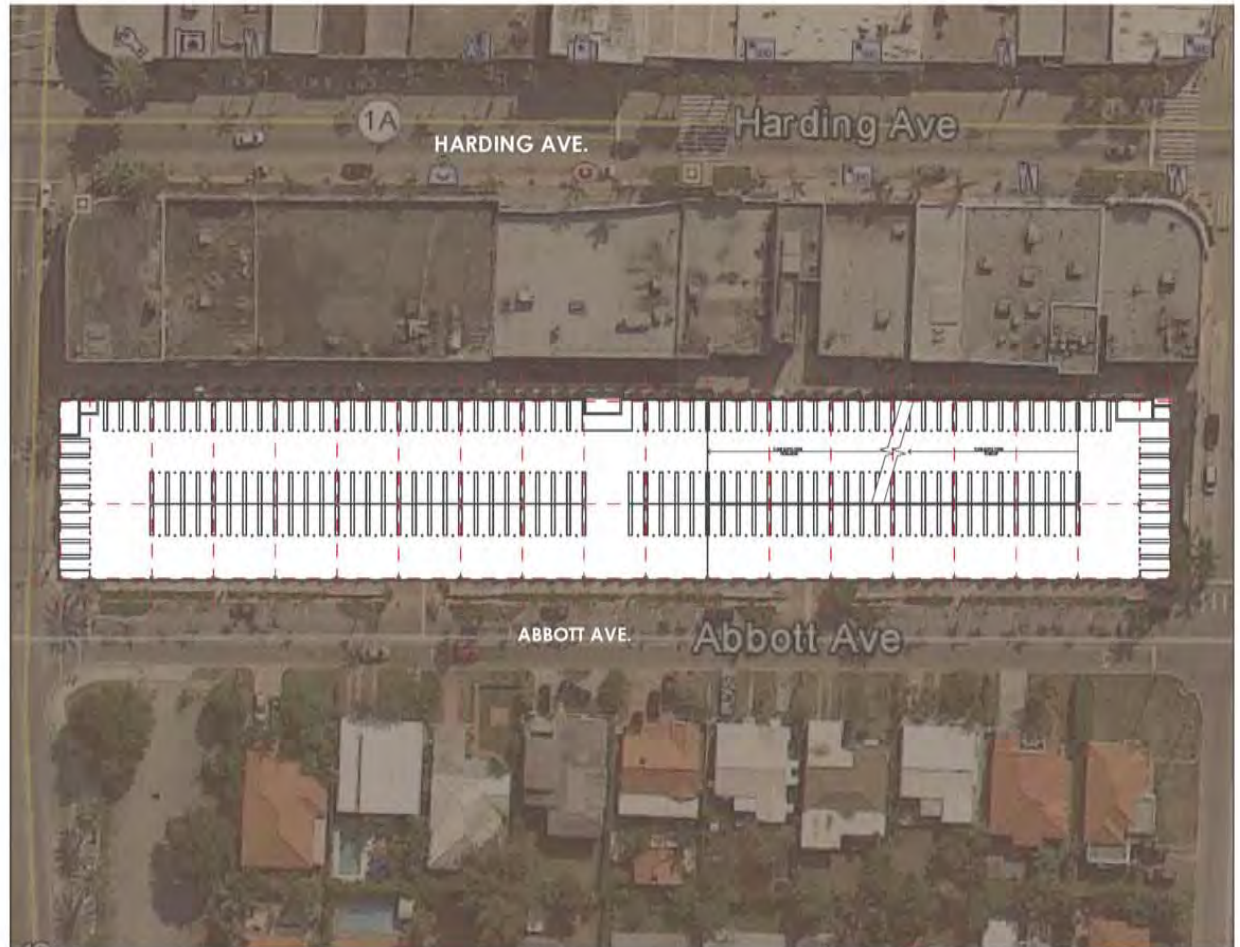
LEVEL 1: 180 spaces

LEVEL 2: 140 spaces

**TOTAL: 320 spaces**

**EXISTING PARKING: 207 spaces**

**NEW SPACES: 113 spaces**



BELOW GROUND PLAN (TYPICAL) 



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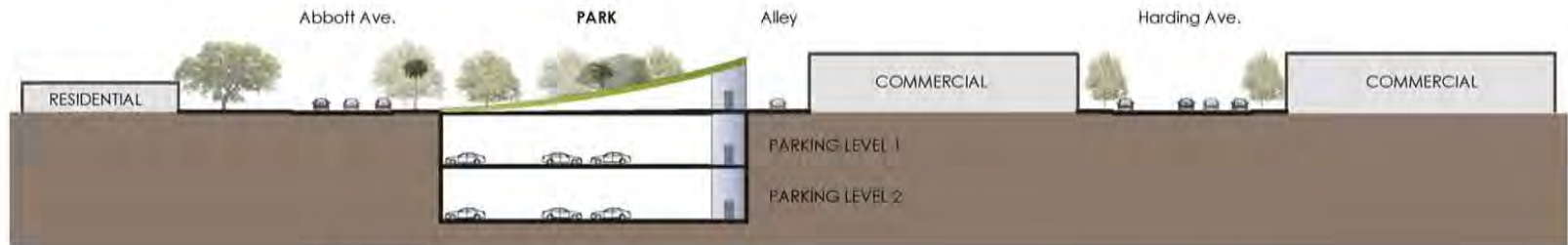
SURFSIDE PARKING STUDY  
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 1  
PARK  
UNDERGROUND STRUCTURE



NORTH-SOUTH SECTION: ON ABBOTT AVE. LOOKING EAST

This section shows two levels of underground parking, with the sloped areas of the park above, as well as circulation towers accessing all levels.



EAST-WEST SECTION: ON 95th ST LOOKING NORTH

This section shows the entry into the parking structure, which is located below a sloped roof that supports the park above.

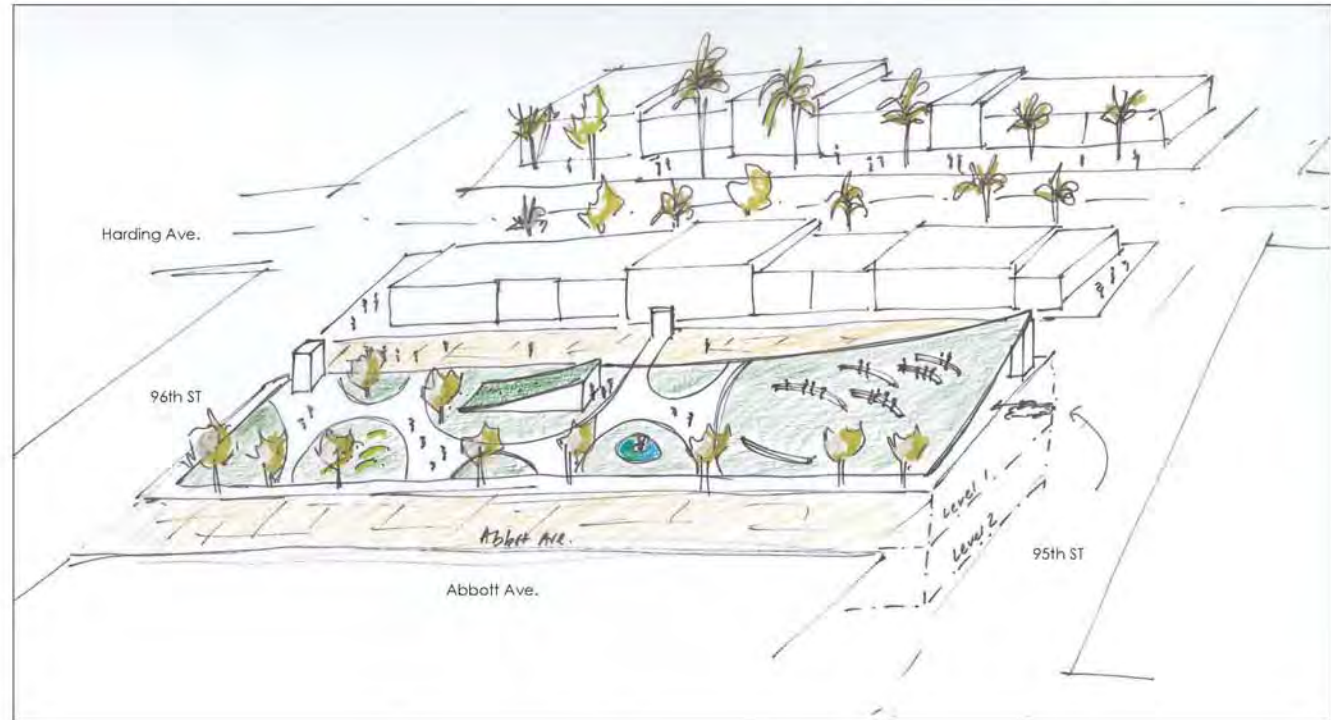


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SURFSIDE PARKING STUDY  
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 1  
PARK  
UNDERGROUND STRUCTURE



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SURFSIDE PARKING STUDY  
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 1  
PARK  
UNDERGROUND STRUCTURE



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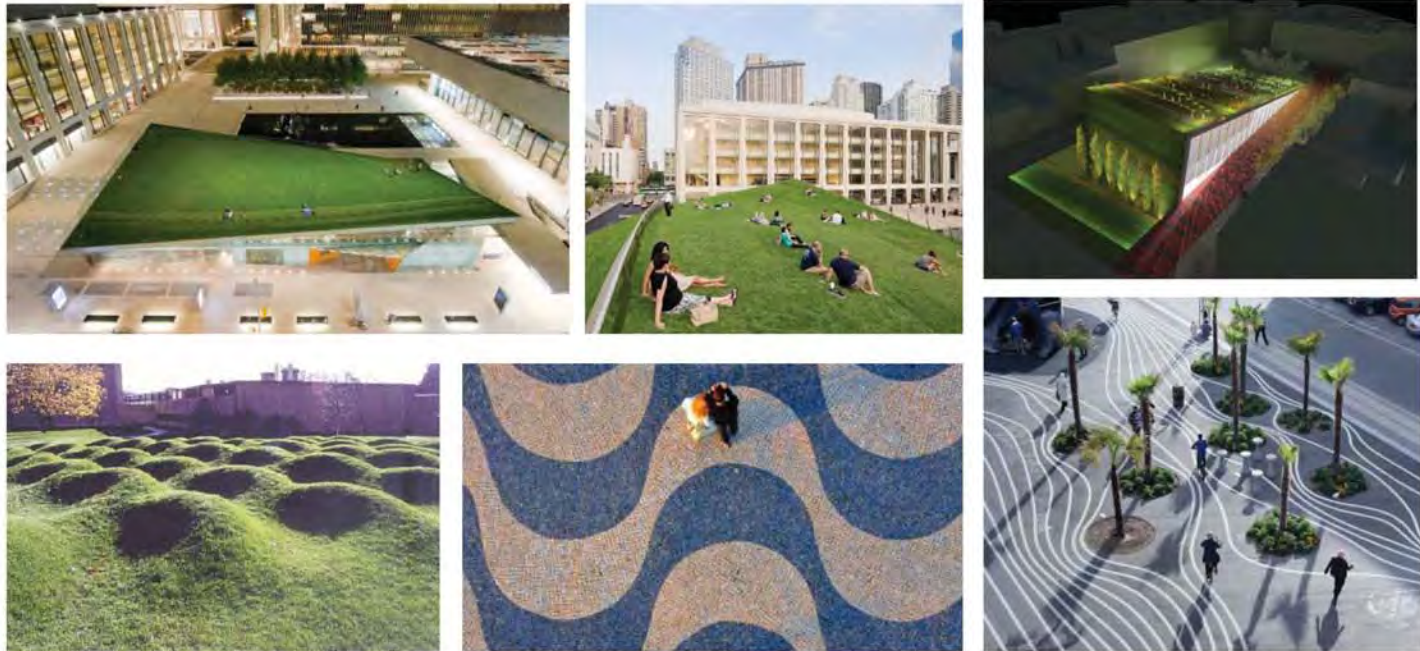
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SURFSIDE PARKING STUDY  
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 1  
PARK  
UNDERGROUND STRUCTURE

IMAGE BOARD



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## **Abbott Lot Site Alternative 2 – Above Grade Parking Structure with Townhomes & Public Park**

A second alternative being considered for the Abbott Lot site would be an above grade parking facility that would run approximately one-half the length of the existing Abbott lot. This alternative (as shown) would have the parking structure at the northern half of the site, closest to 96<sup>th</sup> Street but would still permit the conversion of the remaining surface parking as a community park using the southern half of the property. This building would have the first level underground and then four supported levels developing a total capacity of 414± spaces.

To provide an additional buffer between the residential properties on Abbott Avenue facing the parking facility, a liner building that could be residential townhomes could be developed on the west side of the parking structure. While the narrow site dimensions, height restrictions and community park limit the amount of parking that can be developed with this option, it does provide 207± net additional parking spaces to the downtown as well as benefit to the community with the added housing that could be developed and the small community park near the center of the existing downtown. The parking structure (not including the cost of the townhomes or community park) would have a project cost to be financed of just over \$13 million. As with Alternative 1, the additional costs associated with developing this parking facility is a function of some financing choice options.

The following seven pages show the layouts and alternative façade treatments and how this facility could fit with the Surfside community.

**SURFSIDE PARKING STUDY**  
SITE 1 - ABBOTT AVE LOT

**ALTERNATIVE 2**  
1/2 LENGTH ABOVE GROUND  
STRUCTURE WITH LINER BUILDING  
(TOWNHOMES)

**PROPOSAL**

This alternative proposes the redevelopment of the Abbott Ave. site into a mixed use parking structure with 2-story townhouses along Abbott Ave. on the NW corner of the site.

The townhouses create a transitional buffer between existing residential properties and the 4-level parking structure. A community park on the south third of the site creates an open gathering space for local residents and shoppers, while encouraging activation of the alley.



GROUND LEVEL PLAN   
■ TOWNHOUSES  
■ RETAIL

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**SURFSIDE PARKING STUDY**  
SITE 1 - ABBOTT AVE LOT

**ALTERNATIVE 2**  
1/2 LENGTH ABOVE GROUND  
STRUCTURE WITH LINER BUILDING  
(TOWNHOMES)

**PARKING COUNT**

Two levels of parking with  
townhouse development:

LEVEL 1: 70 spaces

LEVEL 2: 70 spaces



SECOND LEVEL PLAN  
● TOWNHOUSES



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**SURFSIDE PARKING STUDY**  
SITE 1 - ABBOTT AVE LOT

**ALTERNATIVE 2**  
1/2 LENGTH ABOVE GROUND  
STRUCTURE WITH LINER BUILDING  
(TOWNHOMES)

**PARKING COUNT**  
LEVEL 3: 110 spaces



THIRD LEVEL PLAN



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SURFSIDE PARKING STUDY  
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 2  
1/2 LENGTH ABOVE GROUND  
STRUCTURE WITH LINER BUILDING  
(TOWNHOMES)

PARKING COUNT

LEVEL 4: 102 spaces



FOURTH LEVEL PLAN



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**SURFSIDE PARKING STUDY**  
SITE 1 - ABBOTT AVE LOT

**ALTERNATIVE 2**  
1/2 LENGTH ABOVE GROUND  
STRUCTURE WITH LINER BUILDING  
(TOWNHOMES)

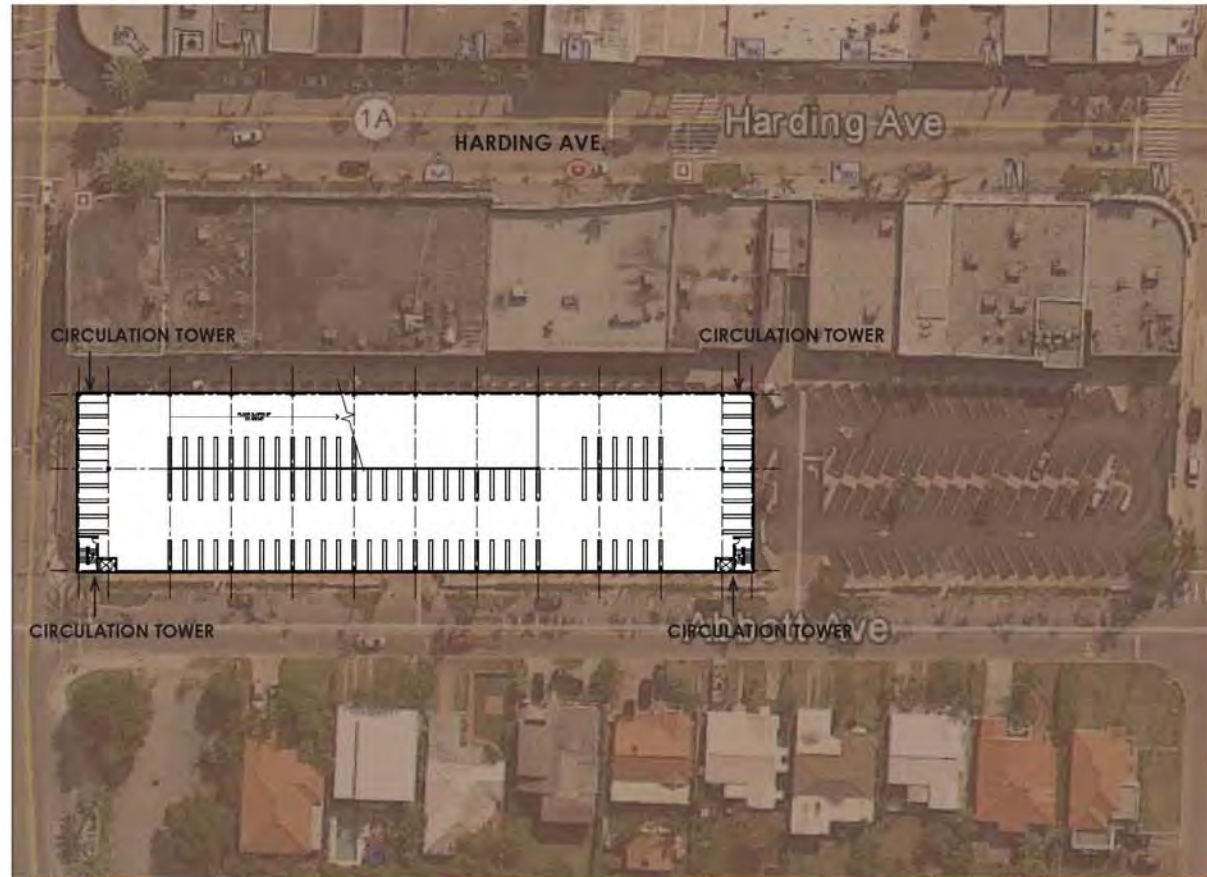
**PARKING COUNT**

LOWER LEVEL: 62 spaces

**TOTAL PARKING: 414 spaces**

**EXISTING PARKING: 207 spaces**

**NEW SPACES: 207 spaces**



LOWER LEVEL PLAN



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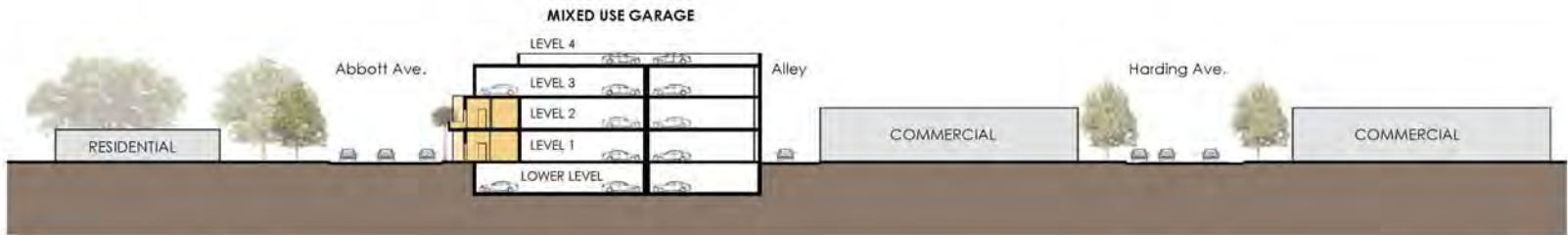


SURFSIDE PARKING STUDY  
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 2  
1/2 LENGTH ABOVE GROUND  
STRUCTURE WITH LINER BUILDING  
(TOWNHOMES)



NORTH-SOUTH SECTION: ON ABBOTT AVE. LOOKING EAST  
*This section shows four levels of parking, with a residential liner to face existing residential properties across Abbott Ave.*



EAST-WEST SECTION: BETWEEN 95th ST AND 96th ST LOOKING NORTH  
*This section shows the lining of residential townhouses on the west end of the garage, with parking behind and above.*



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SURFSIDE PARKING STUDY  
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 2  
1/2 LENGTH ABOVE GROUND  
STRUCTURE WITH LINER BUILDING  
(TOWNHOMES)

IMAGE BOARD



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### **Abbott Lot Site Alternative 3 – Above Grade Parking Structure with Townhomes**

Alternative 3 developed for the Abbott Lot site would be a derivative of Alternative 2. Although this would also be an above grade parking structure, the difference is that this parking facility would utilize the entire length of the existing parking lot in order to provide additional parking capacity beyond that which could be provided by Alternative 2. This option would therefore eliminate the possibility of the community park at the southern end of the property but could still add community benefit with the provision of the liner building (townhomes) along the west side of the site to maintain a buffer between the parking and the existing private residences across Abbott. This building would seek to provide a mid-block access through to Harding so that patrons do not have to walk the length of the block to access the businesses. Within the 40 foot height limitation of the downtown, this facility could consist of one level at grade plus three supported levels which would develop a total parking capacity of 514± spaces which would provide 307± net additional spaces for the downtown. This facility would have an estimated project cost to be financed of \$7.2 million. It should be noted that this structure would be quite long and that articulation of the building to “break the plane” could lose some spaces. The following two pages demonstrate the appearance of this alternative.

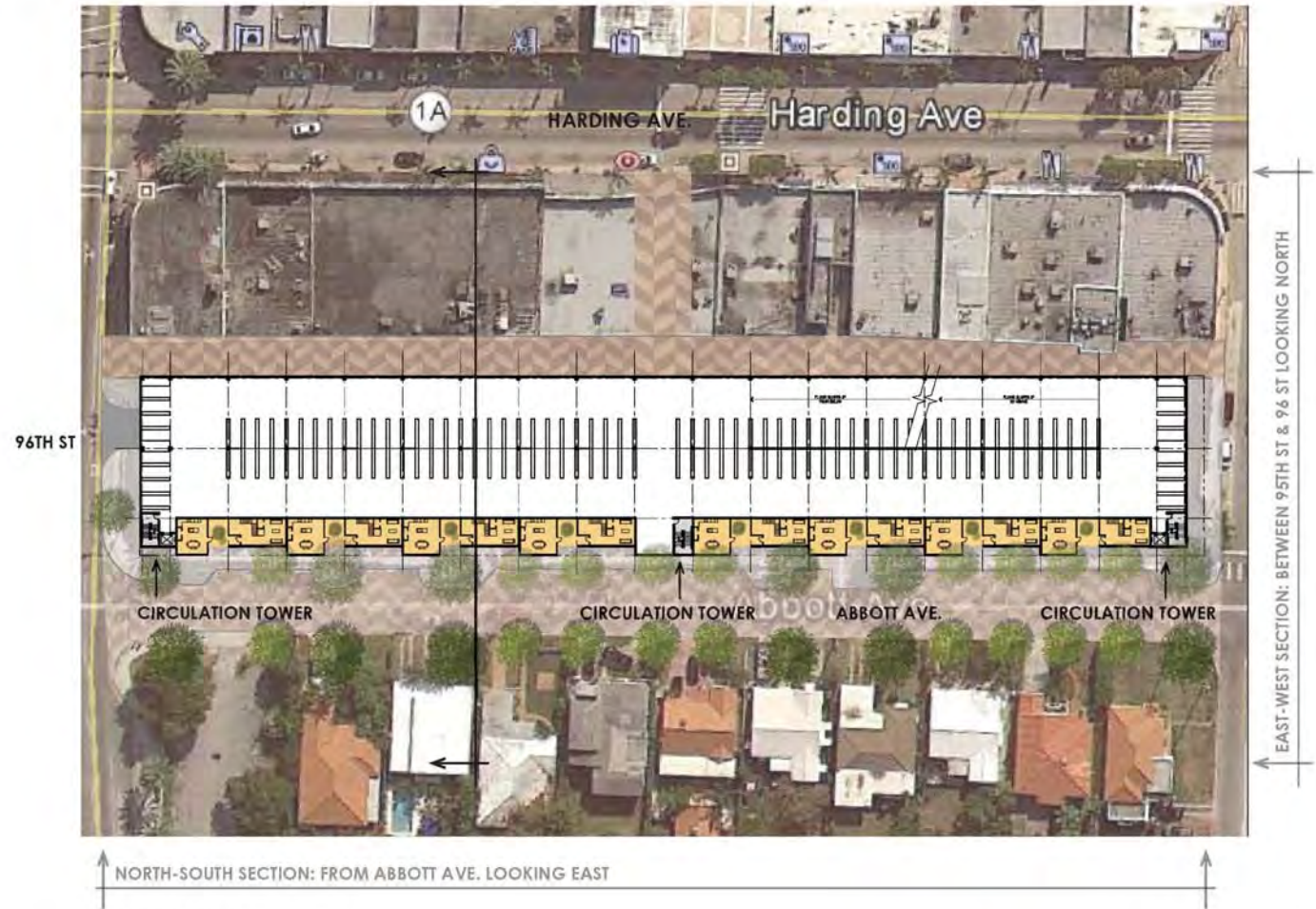
**SURFSIDE PARKING STUDY**  
SITE 1 - ABBOTT AVE LOT

**ALTERNATIVE 3**  
FULL LENGTH ABOVE GROUND  
STRUCTURE WITH LINER BUILDING  
(TOWNHOMES)

**EXISTING CONDITIONS**

The existing surface lot creates a disconnect between residential properties west of Abbott Ave. and downtown Surfside and Harding Ave. There is little to no shade for pedestrians.

**EXISTING PARKING: 207 spaces**



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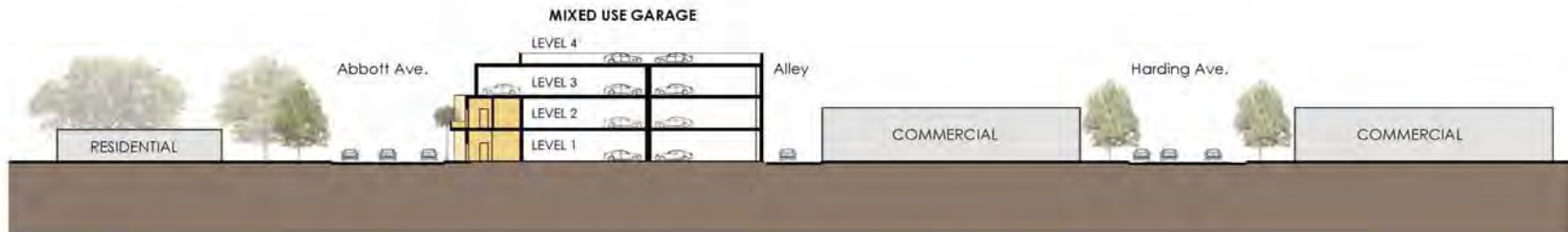


SURFSIDE PARKING STUDY  
SITE 1 - ABBOTT AVE LOT

ALTERNATIVE 3  
FULL LENGTH ABOVE GROUND  
STRUCTURE WITH LINER BUILDING  
(TOWNHOMES)



NORTH-SOUTH SECTION: ON ABBOTT AVE. LOOKING EAST  
*This section shows four levels of parking, with a residential liner to face existing residential properties across Abbott Ave.*



EAST-WEST SECTION: BETWEEN 95th ST AND 96th ST LOOKING NORTH  
*This section shows the lining of residential townhouses on the west end of the garage, with parking behind and above.*



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## Site 2: Post Office Lot Site

An alternative site for a parking structure to service the downtown Surfside community is the existing municipal lot and existing post office building at 95<sup>th</sup> Street and Collins Avenue. Because the size of the lot alone would be insufficient to develop a parking structure, this option would require the adjacent building with the Post Office replaced inside the newly developed facility.



## Alternative 1 – Post Office + Parking Garage

The existing surface lot adjacent the Post Office has a current capacity of 61± spaces. This alternative proposes that in addition to providing additional parking for the downtown that this parking facility replace the Post Office in the ground floor of the new parking structure. This option also has the possibility of adding some retail frontage south of 95<sup>th</sup> Street along Collins Avenue. A parking structure on this site would have a capacity of 280± spaces which would produce 219± net additional spaces for the downtown.



Because the building adjacent to the municipal lot is owned by a private individual and not by the Postal Service, this option could require a public / private partnership in which the Town and the property owner cooperate to build the facility. As shown, this garage would have an anticipated project cost to be financed of \$5.3 million.

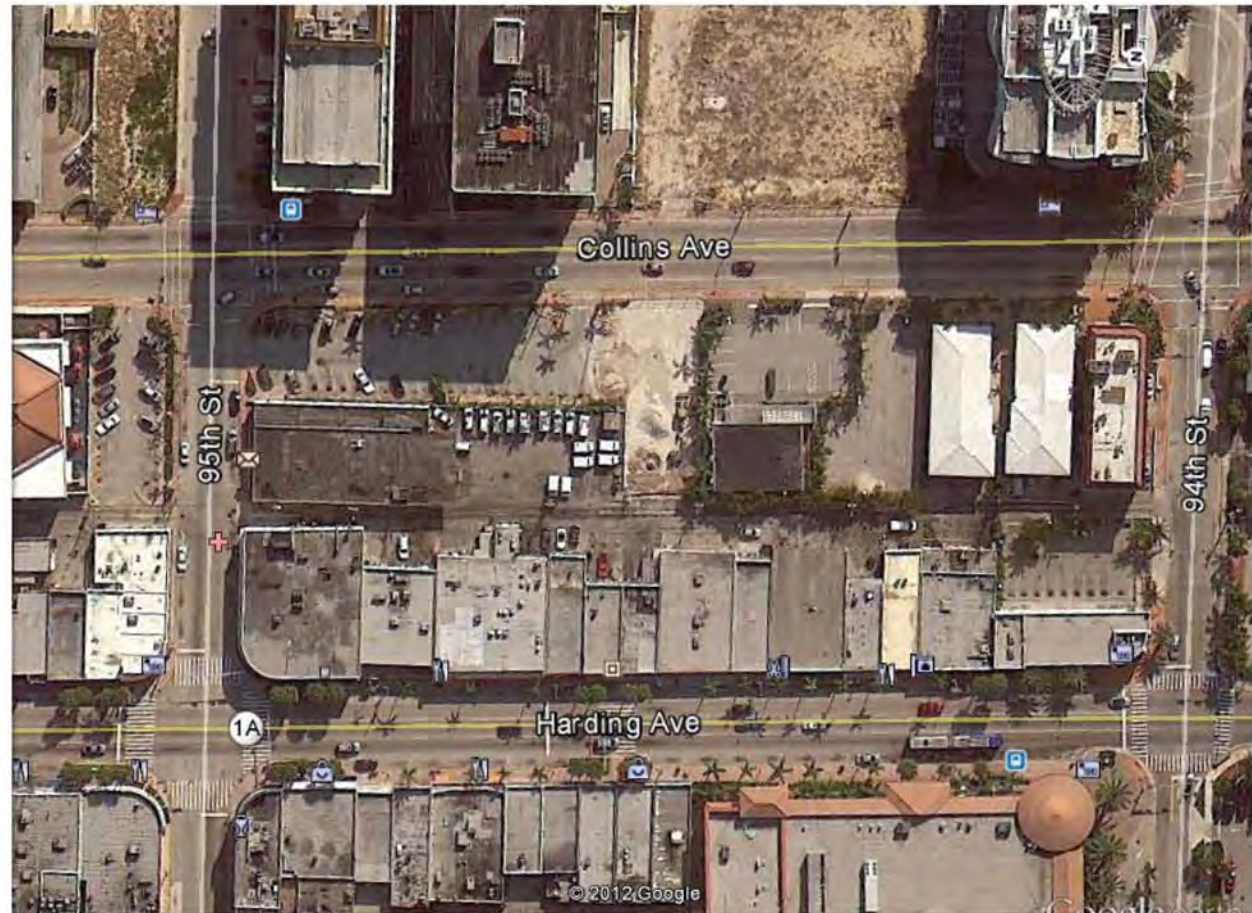
**SURFSIDE PARKING STUDY**  
SITE 2 - POST OFFICE

**ALTERNATIVE 1**  
POST OFFICE +  
PARKING STRUCTURE

**EXISTING CONDITIONS**

The existing post office site is underutilized and could be redeveloped to accommodate a new post office on the ground floor and an integrated parking structure.

**EXISTING PARKING: 61 spaces**



**SITE 3 AERIAL** 



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SURFSIDE PARKING STUDY  
SITE 2 - POST OFFICE

ALTERNATIVE 1  
POST OFFICE +  
PARKING STRUCTURE

PROPOSAL

This alternative proposes the redevelopment of the post office lot into a 4-level parking structure with a new post office on the ground level along 95th Street and Collins Ave.



GROUND LEVEL PLAN

- POST OFFICE ~4,500 SQ.FT.
- POTENTIAL RETAIL ~4,400 SQ.FT.



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**SURFSIDE PARKING STUDY**  
SITE 2 - POST OFFICE

**ALTERNATIVE 1**  
POST OFFICE +  
PARKING STRUCTURE

**PARKING COUNT**

Four levels of parking:

LEVEL 1: 50 spaces

LEVEL 2: 95 spaces

LEVEL 3: 95 spaces

LEVEL 4: 40 spaces

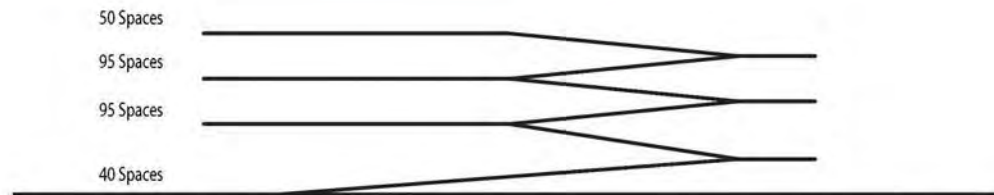
**TOTAL: 280 spaces**

**EXISTING PARKING: 61 spaces**

**NEW SPACES: 219 spaces**



TYPICAL UPPER LEVEL PLAN



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### Site 3: 94<sup>th</sup> Street Lot Site

The third site being considered centers on the 99 parking space municipal lot at 94<sup>th</sup> Street and Harding. In addition to the municipal lot, the properties to the east are all owned or controlled by one entity that has approached the Town about cooperating to develop a parking facility and additional uses that would provide added public benefit.



The existing municipal parking lot is diagonally across from Publix. The surface parking Lot, in addition to backing up to some older multi-family properties which front Collins Avenue, sits across from some existing single family homes on the opposite side of Harding. The 94<sup>th</sup> Street lot is at the southern end of the downtown and therefore sits between the commercial district and Town Hall further to the south.

Two alternatives have been developed for the 94<sup>th</sup> Street Lot site. One choice develops a parking facility in conjunction with added commercial and green space. The second option uses just the existing municipal lot to develop only added parking needed by the downtown.

- **Alternative 1** – Parking facility plus commercial space development.
- **Alternative 2** – Parking facility alone on existing surface lot.

#### 94<sup>th</sup> Street Lot Site Alternative 1 – Commercial Development + Parking Structure

Alternative 1 recognizes an opportunity to help expand the downtown commercial district further to the south and bring it closer to Town Hall and the Community Center. In addition to providing additional parking; this choice, if implemented, would replace older multi-family residential properties with additional more upscale commercial space developed in conjunction with the parking structure. The alternative developed would have a capacity of approximately 370± spaces contained in one below grade level and four supported levels. After deducting the existing capacity of the site and the parking needed by the commercial space developed as part of this project, this alternative would provide 88 net additional spaces to the downtown. This option is a prime example of a public / private partnership opportunity with the property owned or controlled by the private developer and the municipally owned parking lot. This could permit a cooperative effort for the developer to proceed with their project with the Town being able to provide additional parking at little to no cost to the Town.

**SURFSIDE PARKING STUDY**  
SITE 3 - 94TH STREET LOT

**ALTERNATIVE 1**  
COMMERCIAL DEVELOPMENT +  
PARKING STRUCTURE

**EXISTING CONDITIONS**

The existing surface lot and adjacent properties are not effectively serving the Surfside community and could easily be redeveloped to accommodate the lack of parking downtown.

**EXISTING PARKING: 99 spaces**



SITE 3 AERIAL



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**SURFSIDE PARKING STUDY**  
SITE 3 - 94TH STREET LOT

**ALTERNATIVE 1**  
COMMERCIAL DEVELOPMENT +  
PARKING STRUCTURE

**PROPOSAL**

This alternative proposes the redevelopment of the 94th Street lot and adjacent properties into a 4-level parking structure (with one underground level) and commercial development along 94th Street, Harding Ave., and Collins Ave.



**GROUND LEVEL PLAN**   
■ RETAIL ~50,000 SQ.FT.



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SURFSIDE PARKING STUDY  
SITE 3 - 94TH STREET LOT

ALTERNATIVE 1  
COMMERCIAL DEVELOPMENT +  
PARKING STRUCTURE

PARKING COUNT

LEVEL 2: 55 spaces



SECOND LEVEL PLAN



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SURFSIDE PARKING STUDY  
SITE 3 - 94TH STREET LOT

ALTERNATIVE 1  
COMMERCIAL DEVELOPMENT +  
PARKING STRUCTURE

PARKING COUNT

LEVEL 3: 82 spaces

LEVEL 4: 82 spaces



UPPER LEVEL PLAN (TYPICAL) 



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SURFSIDE PARKING STUDY  
SITE 3 - 94TH STREET LOT

ALTERNATIVE 1  
COMMERCIAL DEVELOPMENT +  
PARKING STRUCTURE

PARKING COUNT

ROOF: 35 spaces



ROOF LEVEL PLAN



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**SURFSIDE PARKING STUDY**  
SITE 3 - 94TH STREET LOT

**ALTERNATIVE 1**  
COMMERCIAL DEVELOPMENT +  
PARKING STRUCTURE

**PARKING COUNT**

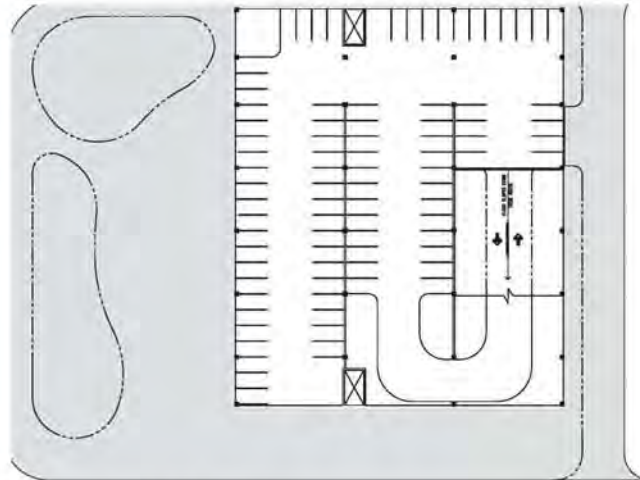
UNDERGROUND: 116 spaces

EXISTING SPACES: 99 spaces

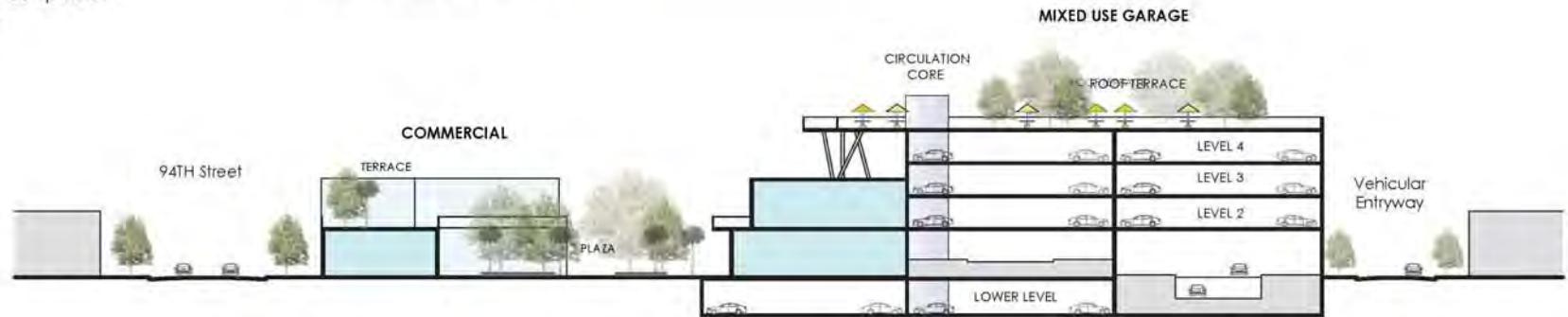
REQ. COMM. SPACES: 163 spaces

**TOTAL SPACES: 370 spaces**

NEW SPACES: 88 spaces  
(not comm.)



**UNDERGOURND PLAN**



**NORTH-SOUTH SECTION: ON HARDING AVE. LOOKING EAST**  
*This section shows the commercial spaces and adjacent parking garage.*



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SURFSIDE PARKING STUDY  
SITE 3 - 94TH STREET LOT

ALTERNATIVE 1  
COMMERCIAL DEVELOPMENT +  
PARKING STRUCTURE

IMAGE BOARD



FEBRUARY 5, 2012



### **94<sup>th</sup> Street Lot Site Alternative 2 – Parking Structure on existing Lot**

The second alternative developed for this site would build an above grade level parking structure on the existing surface parking lot. This facility would provide 223± spaces on a total of three levels producing a net addition 124± spaces for the Town. Because of the site constraints, this alternative would be simply a parking structure without the potential added community benefit of the other sites and alternatives. Although this alternative would simply be a parking structure it is important that it not have the preconceived notion that it would be a boxy unattractive facility. On the contrary, appropriate façade treatments could be incorporated to make for an attractive facility that would fit within the community. It would provide (as the study has demonstrated) much needed parking but would lack the added benefit potential of some of the other options. It would however likely be the least cost alternative with a project cost to be financed of \$3.5 million.

**SURFSIDE PARKING STUDY**  
SITE 3 - 94TH STREET LOT

**ALTERNATIVE 2**  
PARKING STRUCTURE ON  
EXISTING LOT

**PROPOSAL**

This alternative proposes the redevelopment of the 94th Street lot (without acquisition of adjacent buildings) into a 3-level parking garage with minimal commercial space on the ground floor.



**GROUND LEVEL PLAN** 

■ RETAIL ~8,000 SQ.FT.



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**SURFSIDE PARKING STUDY**  
SITE 3 - 94TH STREET LOT

**ALTERNATIVE 2**  
PARKING STRUCTURE ON  
EXISTING LOT

**PARKING COUNT**

LEVEL 1: 89 spaces

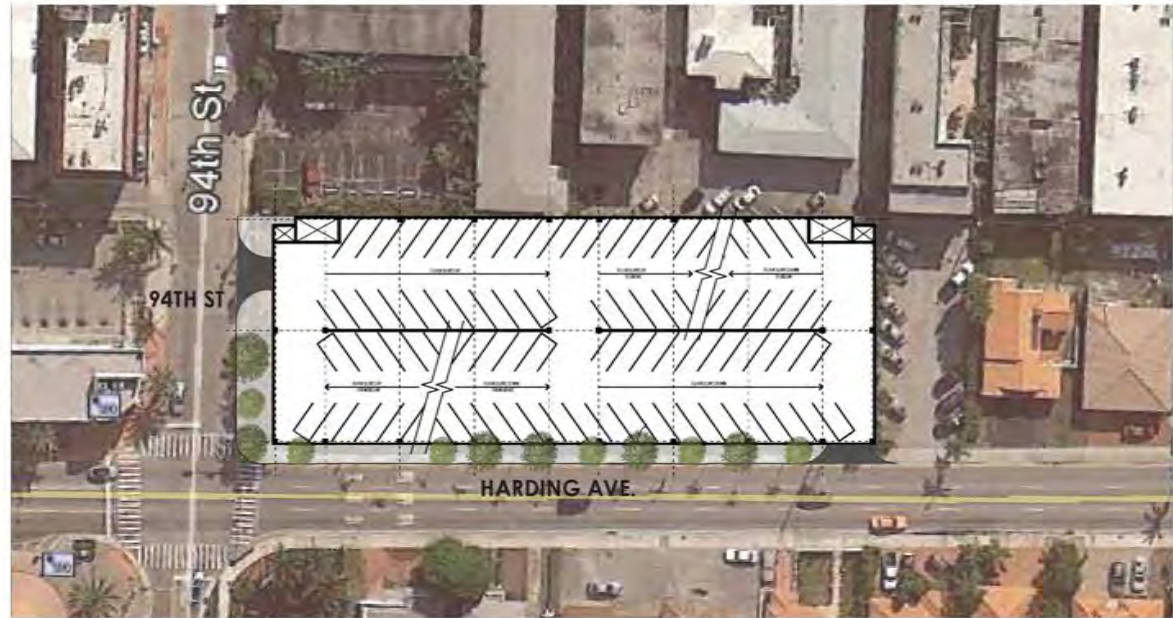
LEVEL 2: 89 spaces

LEVEL 3: 45 spaces

**TOTAL: 223 spaces**

**EXISTING PARKING: 99 spaces**

**NEW SPACES: 124 spaces**

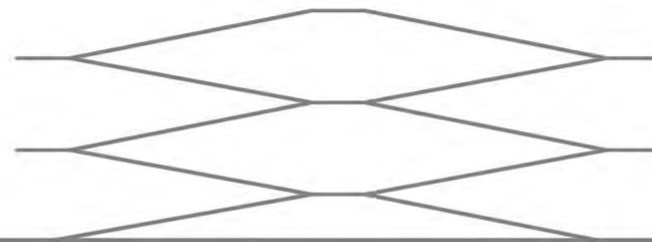


TYPICAL UPPER LEVEL PLAN

45 Spaces

89 Spaces

89 Spaces



FEBRUARY 5, 2012



## Summary – Garage Alternatives

The six alternatives developed on the three different sites have varying advantages and disadvantages in their ability to provide the amount of additional public parking that is needed by the downtown and to enhance the needed upgrades to downtown. Section 2 of this study has shown a calculated parking deficit of 303± spaces that could be as many as 375± additional public spaces needed, if the community chooses to eliminate 72 on-street parking spaces along Harding as part of a streetscape project. Adjustments in the net deficit calculation that eliminate surplus privately provided spaces not available to the public as part of several development projects have shown that the actual shortage that would need to be accommodated could be as high as 446± parking spaces to be added in a parking structure or structures.

While these are the only existing viable sites within the downtown for development of additional parking that have sufficient dimension to accommodate a new parking facility, the fact that they are already existing parking lots reduces the net added parking spaces that can be developed on each site. The disadvantage of the net capacity that may be available on a given site is offset however by potential opportunities on each site that can provide added public benefit and enhance the downtown with the addition of a public park or additional commercial or residential space which enhance the use of each site from simply a parking facility. These advantages include an extension of the downtown commercial district further south and a closer nexus to the Community Center and Town Hall as would be possible with one of the alternatives on the 94<sup>th</sup> Street lot site. In fact with the acquisition of two single family homes, the nexus would be complete.

At least two of the project sites and perhaps all three sites present opportunities for a public / private partnership opportunity. This is where the Town and adjacent land owners can cooperate to develop the parking needed by both and provide additional commercial development or other public benefit options. It must also be recognized that these sites are not mutually exclusive meaning development of parking on one site precludes a future development of parking (and other uses) on one of the other sites at a later time which may help the Town eventually provide all the necessary parking required by the downtown community. A summary of the alternatives is on the following page.



**Table 11 – Summary of the Alternatives**

Site	Alternative	Description	Capacity	Net Added Spaces	Parking Structure Project Cost to be Financed	Added Features
Abbott Lot	1	Two Level Underground Structure with Public Park Above	448	241	\$27,400,000 as shown in Table 12, Line 10	Public Park Replacing existing Surface Lot. Park to cost estimated \$2,240,000 in addition to Parking Structure
	2	Parking Structure stretching along approximately one-half length of existing Abbott Lot. Parking replaced with Public Park at south end + Townhomes along western face	414	207	\$13,019,000 as shown in Table 14, Line 10	Townhomes along western face of facility. Small Public Park at south end of site. Park to cost estimated \$1,120,000 in addition to Parking Structure
	3	Above Grade Parking Structure replacing existing surface parking lot. Townhomes along western face	514	307	\$7,198,000 as shown in Table 16, Line 10	Townhomes along western face
Post Office Site	1	Grade + 3 Supported Level Parking Structure. Post Office replaced in new parking structure + added commercial space along Collins Avenue	280	219	\$5,301,000 as shown in Table 18, Line 10	Post Office replaced in 1st floor of Parking Structure + potential to create added commercial along east face (Collins Avenue)
94th Street Lot Site	1	Parking Structure constructed as part of Mixed Use Development	370	88	\$9,160,000 as shown in Table 20, Line 10	Developed in conjunction with mixed use opportunity with developer constructing approximately 50,000 square feet of commercial space could be opportunity for public/private partnership with parking developed at little to no costs to Town.
	2	Parking Structure Only on Town's existing surface Lot	223	124	\$3,528,000 as shown in Table 22, Line 10	Facade Treatments could be added to disguise appearance of parking structure from Harding Avenue properties