



# WILLIAM PATERSON UNIVERSITY

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## Parking Sub-Committee Meeting Summary:

January 22, 2011

### **Committee Members in Attendance:**

Steve Bolyai, Administration and Finance  
Bob Fulleman, Police and Public Safety  
Rosemarie Genco, Finance and Administration  
Richard Stomber, Administration  
Tim Tracy, Desman Associates

### **Distribution:**

Rajender Kaur, English Department  
John Urinyi, Capital Planning, Design and Construction  
Allen Williams, Commuter Student Services  
Facility Advisory Committee

The summary of our meeting on January 6<sup>th</sup> is below. The summary is intended to include all major points of discussion. Please recommend any additions or modifications. The next meeting is scheduled for January 14<sup>th</sup> at 10am in College Hall 2<sup>nd</sup> Floor Board Room with the Facility Advisory Committee.

### **Garage Site Selection:**

1. The Committee had no further comments on Desman's feasibility report.
2. Desman reviewed the refinements of the three remaining sites for discussion with the Committee. Baseline costs, efficiencies, siteplan, base floor, typical floor, and top floor were presented by Tim Tracy. It was decided to have Desman present the three alternatives to the Facility Advisory Committee at the next meeting. Cost estimates and benchmarks, which currently are conservative and do not reflect the unique features of each sited, will be further refined by Desman for the next meeting.

#### A. Lot 5, Upper Tier

This is the largest alternative with at 329,000 gross square feet (GSF) and 1025 spaces. The lot would cause the loss of about 110 surface parking spaces. Proximity to the

Residence Halls is a concern, but privacy issues can be addressed. The Speert Hall loading dock will not be affected. Entries on both sides will help provide access from multiple entries, however increasing traffic and pedestrian conflicts with vehicles are concerns from Entry 4 (consider other road improvements concurrently). NJ Transit buses will have to bypass the upper tier of Lot 5. Lot 5 would best accommodate future residence hall development.

B. Lot 1 (access from Lots 1 and 2)

Access road to Student Center is maintained. Includes 10,000 square feet (one floor) of office space (could be two floors). Lose sections of PPO operations: storeroom, salt shed, switchgear, old boiler plant, and "boneyard". Has the least impact on existing parking capacity. Access to Lot 1 and/or Lot 2 would need to be improved. Would require pedestrian bridges. An additional level can be added. Cost estimate did not include retaining wall or pedestrian bridges. Cost of \$1.5M for office space, only includes building core, not FF&E and fit-out. A level can be added.

C. Lot 2

Would serve athletic functions well. Would need to add two levels to equal Lot 5 capacity and this would require an additional ramp and access point. Interim loss of 130 spaces during construction. Lot seems to be the furthest from most campus destinations.

Summary:

Parameter	Lot 5	Lot 1	Lot 2
Capacity	1025	850	900
Square feet	329000	276900	279999
Efficiency: gsf/space	320	325	310
Cost at \$55 psf	\$18,000,000	\$17,700,000	\$15,300,000
Cost per space	\$17500	\$19000	\$17000
Cost per space (net new spaces)	\$19700	\$19000	\$20400
Spaces lost during construction	110	0	130

Cost for Lot 1 includes 10,000 gsf office shell plus \$1 million demolition premium. Costs and benchmarks will change with further refinement.

2. General Comments:

- A. Desman advised that traffic services for campus roads leading to the garage could be handled by the garage architect if included in the RFP.
- B. Required egress points for vehicles are determined by flow and not overall capacity.
- C. Future horizontal expansion is often more practical to vertical expansion, which often prevents the use of the entire facility during the expansion. All three alternatives offer possibilities for future horizontal expansion.
- D. Solar Panels on the top level do not affect car counts and are possible for each alternative.
- E. Design fees usually represent about 7% of construction costs. Other soft costs can add about another 10%. \$55 per square foot construction cost is an approximate value, which includes low to mid level of exterior finishes and site conditions.
- F. Committee believed it would be easier to compare garages of either the same number of new spaces or net spaces provided.
- G. An evaluation matrix was handed out to committee members. Matrix should be completed by attending members by Wednesday. Members not present will be mailed all materials from the meeting and can fill out the matrix after the next meeting.

### 3. Other Required Services:

Prior to making a final site recommendation and pending decision, it was recommended to begin preparation of request for proposals for services related to geotechnical engineering, surveying (topography, utility, and later boundary), and design services.