



WILLIAM PATERSON UNIVERSITY

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Parking Sub-Committee Meeting Summary:

February 23, 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
Rajender Kaur, English Department
John Urinyi, Capital Planning, Design and Construction
Allen Williams, Commuter Student Services

Distribution:

Facility Advisory Committee

The summary of our meeting on February 10th 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 March 11th at 10am in College Hall 305 with the Facility Advisory Committee.

Garage Site Selection:

1. The matrix was filled out by committee members and the results were presented by Desman. Lot 1 was ranked highest, followed closely by Lot 5. Lot 2 was significantly lower. While Lot 5 presented some opportunities and potentially cost savings, the committee reached a consensus on recommending Lot 1 for advantages in vehicle access, aesthetics, and minimizing campus disruption during construction.
2. Steve Bolyai summarized the feedback of other stakeholder groups including Student Government Association Leadership, Finance, Audit and Institutional Advancement Committee, and University Cabinet. A consensus for Lot 1 was voiced by all three groups. One outcome of the meetings will be to increase the capacity of Lot 1 by one level, adding approximately 215 cars. The total capacity of each alternative will be between 1000 and 1100 cars. Keeping these groups, in addition to the overall student and faculty/staff communities, engaged during the process will be required.

3. Desman was asked to complete its feasibility study for Lot 1. The financial modeling will utilize the Lot 1 project budget. The Board will be asked to validate and confirm this decision at its March meeting. Desman's feasibility study will not be complete until after the March board meeting. The draft will be made available to committee members.

4. It was noted that the site plan used for Lot 5 was not the most current. It will be provided to Desman and incorporated into the feasibility study.

Garage Financial Analysis:

1. Soft costs and operating costs will also be included in the budget analysis. The garage operation will probably require two FTE's, with one being at the managerial level. The specific method of operation and responsible department needs further discussion. Soft costs should include a CM or owner's rep. A high degree of automation is desired in the new facility. Desman feels that a 3rd party operator is not effective for a single facility. A general estimate is \$300 per space annually for O & M costs. Shuttle service improvements during construction would be considered as soft costs.

2. There are two financial models being investigated: University funded, and a public private partnership (P3). Neither model will be self-funding and the debt service required, in shortfall of revenue, will come from operating sources. There was discussion about benchmarks and funding models of MSU's recently completed garage. Steve and Rick have been meeting with potential P3 partners to try to get a better understanding of how it compares to the self-funding model.

3. CPDC will analyze the construction budgets to determine if site specific features are accurately represented. The University will provide the cost of insurance. LEED standards will add about \$3 psf to the garage if pursued. Parking structures can meet LEED criteria but cannot be certified unless included in a larger project. Sprinkler and ventilation are not required in the current design for Lot 1. A traffic light at Entry 1 would be considered a development cost.

4. Desman will finish the feasibility study on or around March 15th. The most recent draft will be forwarded to the Committee.

Garage RFP Status:

1. The boundaries for topographical survey should include Lot 1, Lot 2, Facilities area, Mills drive between lots one and two, garage footprint, rear of science hall, upper campus access road, and potential pedestrian bridge landing point. RFP is close to being issued.

2. Geotechnical services will utilize a grid of the footprint overlaid on the site plan for the

Lot 1 option. Per unit costs for additional borings will be included. Underground utilities and sandy soil are believed to be present within the garage footprint.

3. John advised that an Environmental Assessment (EA) is required, not an Environmental Impact Statement. Rosemarie advised that the Education Financing Authority does not require a Phase I Environmental Assessment and would accept the EA.

4. The goals and objectives of the design included in the RFP program statement were reviewed with the Committee. No additions or deletions were suggested. Some clarifying points to the required design services were made:

- a. A distinct excavation and foundation package is not anticipated to save time.
- b. Solar panels will be provided via another agreement.
- c. Fitting out potential office space on the south end will not be included in the RFP.
- d. An office for garage operations should be included.
- e. A "make ready" package to provide a clean site will expedite delivery.
- f. Design responsibility in a P3 would switch from university to developer at approximately 30% documents.
- g. Canopied bridges will be illuminated but not conditioned.

5. Traffic design services from Mills Drive to the garage will be provided by the garage architect. Additionally it is believed that traffic study for the campus is required, which would require a separate traffic study.

Visitor's Lot Update:

1. Short term provisions, through September 2011, will include only a temporary access road to Lot 1, which can be done as a change order with the Morrison Raubinger contractor or some other means. Additionally temporary spaces will not be provided.

2. The longer term expansion to increase the size of the lot to 65 spaces was reviewed and approved by the Committee. It will include an additional access gate for exit and additional lighting. Artwork needs to be relocated. Estimated cost is \$130K and work should not be performed as a change order to the contractor. Access to the Hobart Manor Lot is not affected by this improvement.

Child Development Center Request:

Police will meet with CDC staff to determine location of desired parking spaces in Lot 3.