



WILLIAM PATERSON UNIVERSITY

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Project Description
Parking Garage

December 2, 2013

I. Executive Summary

The New Parking Garage will be a 260,000 square foot structure with 5 levels, with the uppermost being on the roof. The garage will be adjacent to a new surface lot on the north side. The location was selected as a result of the conclusions of a 2011 Feasibility Study. In total the facility will provide over 950 parking spaces after accounting for losses in Lot 2 that were required to accommodate the construction. A large retaining wall is also required on two sides to make the garage function properly with existing grades and roadways. The Garage will have two pedestrian bridges that terminate in new plazas on the east side of the Science Complex.

Many existing utilities, structures and site features had to be removed and relocated to make room for the Garage. The Storerooms, which contained campus electrical distribution equipment, were demolished and were provided with space in the former Chiller Plant. The former Boiler Plant, attached to the Facilities Building, was demolished and a new Salt Shed will be provided. In addition to the above items nearly every utility system in the area, primarily installed between 1955 and 1975 was upgraded to meet current and future need.

The total estimated cost of the project is \$26.7 million dollars, with occupancy scheduled in 2014.

II. Introduction

This project description contains information for the development, design and construction of the Parking Garage Project. The Project consists of a parking garage facility, site preparation, reconstructing or demolishing existing facilities, utility infrastructure, site access and circulation.

The proposed parking garage project is necessary to meet the present and developing needs of the University. This Program Statement resulted from a focus on the parking needs with support and inputs from the following units of the University:

- Facility Advisory Committee
- Parking Subcommittee
- Student Government Association
- Police and Public Safety

- Capital Planning, Design, and Construction
- Office of the President and University Cabinet
- Trustee Finance, Audit and Advancement Committee

III. Background of the Project

As part of the long range goals of the 2003 Master Facilities Plan, the need for structured Parking Facility was identified. Until recently other priorities in the Master Plan have been the focus, which included new residence halls, renovated student center, expanded Science Hall and, and the acquisition of 1600 Valley Road.

In 2004, advised by University stakeholders, Desman Associates produced a Parking and Transportation Master Plan. In 2010, Desman was asked to update the study and perform a feasibility analysis for a new facility. This process included an analysis of parking supply/demand, site selection, and financial considerations. The University's advisory and governance committees have provided review, oversight and approval of the conceptual project that includes the site, budget, schedule, ancillary requirements, and the need to minimize disruption to existing operations.

IV. Site Considerations

Six (6) different sites were proposed for consideration and evaluated for a parking garage location. Three (3) sites were not deemed to be the best options for development. The three (3) remaining sites were subjected to a more critical evaluation of associated costs and benefits. This resulted in an ultimate recommendation to pursue the Lot 1/2 location for development. This site was preferred because of its topography, central location, access to campus roadways, aesthetics, and ability to meet program requirements, and impact on interim parking capacity.

The proposed site was currently occupied by several structures that needed to be addressed as part of the design process. Environmental investigation and remediation requirements were independently investigated by the University in parallel with the design process. Preserving access and maintaining continuous

operation at adjacent structures and existing utility infrastructure needed to be accounted for in the architectural and engineering design.

Structures within Project Site and Boundary:

1. Switchgear (in Warehouse #2) is fed exterior transformers and switch (#11). These services need to be maintained and reestablished since they lie within the garage footprint. While most of the switchgear loads are within the project boundaries, Wightman **Gymnasium** and Athletic Lockers are not. While not within the project boundary, the design for refeeding these loads is within the architect's scope of work.
2. Warehouse – two connected structures to be removed or relocated within the project boundaries. Not fully determined at this time.
3. Salt shed - services to be relocated with project boundaries.
4. Boiler Plant – part of Physical Plant Operations structure which is obsolete and to be removed. It includes exterior above ground oil tanks also to be removed. An emergency generator and boilers for the Physical Plant Operations Building (#8 below) must be relocated prior to demolition.
5. Chiller Plant and Cooling Towers (obsolete, to be removed)
6. Temporary Trailer (to remain in current location)
7. Police Headquarters (to remain in current location)
8. Physical Plant Operations Building (attached to Boiler Plant – to remain in current location). Interior load bearing wall exposed in the demolition of the boiler plant will need to be refinished as an exterior wall.
9. Physical Plant Operations Building (to remain in current location)
10. Transformers and Switch (feed switchgear – Item 1, services need to be maintained and reestablished)
11. Print Shop (to remain in current location)
12. Chiller Farm (to remain in current location)

V. Design Criteria and Project Requirements

The design criteria, established between November 2010 and March 2011, was the result of the Desman feasibility study and stakeholder meetings. The criteria below, along with other strategies recommended by the design team, was employed to develop the garage and advance the project.

1. The architect is to lead a team of design professionals and University representatives to design a parking facility that meets the design criteria within the specified budget, schedule and program requirements.
2. The architect is to perform life cycle analysis of major building components and systems. Quantify alternatives in terms of life-cycle cost, annual operating cost, and initial construction cost for evaluation and decision making. This will include an analysis of LEED goals for interior/exterior lighting, energy consumption, mechanical equipment, storm water management, and construction materials.
3. Access to the garage is anticipated to be via existing vehicle Lots 1 and **Lot 2** from Mills Drive (East Road). The design will create efficient traffic flow that minimize pedestrian vehicle conflicts and promote a pedestrian friendly environment. Preserving existing parking and safety both during and after construction are important considerations. The architect is to provide traffic control recommendations through the use of traffic sub-consultant and reflect access to and from Mills Drive as part of the construction documents.
4. Provide at least two sheltered and illuminated elevated pedestrian connections from garage to adjacent sites. Provide appropriate exterior walkways, ramps and stairs to adjacent walkways at grade. Provide site improvements and appropriate exterior lighting at the garage exterior and surrounding site.
5. Provide and preserve utility infrastructure that serves current and future needs. The existing switchgear and associated transformers are within the garage footprint and serve the following facilities: Physical Plant Operations structures and site, Wightman **Gymnasium**, Chiller Plant, Locker Facility, Print Shop, and Warehouse. The electric service for these structures need to be maintained for continuing operation and reestablished with the new garage.