The Florida State University
Facility Program

for

Parking Garage Number Six

FS-227

April 2010

Prepared by:

The Facilities Department
Facilities Planning Section

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III. Signature Sheet

In accordance with the provisions of the standard practice, the following signatures have been obtained as evidence of the required University approvals.

1. _____
Paul Strouts
Associate Vice President for Administrative Affairs

Signature signifies recommendation of the Department for the submittal of this facility program.

2. _____
Michael Barrett
Associate Vice President and Chief Information Officer for Information Technology Services (ITS)

Signature signifies that all ITS program requirements have been met.

3. _____ 4/19/10
Dennis Bailey
Associate Vice President for Facilities

Signature verifies that this planning document has been developed in accordance with the standard practice for the development of facilities programs.

4. _____
Eric J. Barron, Ph.D.
President

Signature signifies the President's approval of this facility program

IV. Introduction

This introduction provides a general overview of this project, Parking Garage No. 6, including descriptive information about it and the site location, the proposed project delivery system and the designer's scope of work. Additional information about each of these topics can be found elsewhere in this program.

Project Background:

Since becoming a university more than one hundred and sixty years ago, Florida State University has developed into a major comprehensive institution with a national reputation in a variety of academic, research, and student programs. During this evolution, the growth of these programs and student enrollment has been steady, though during the past 20 years, the University has witnessed occasional surges in both. More recently, the student enrollment has leveled off as budget constraints have forced the University to limit its enrollment. This situation, however, is not likely to remain and there will come a time when enrollment will again increase. In most instances, the University has maintained an appropriate infrastructure to accommodate its population and its operations. Continuous improvements in basic systems such as utilities, transportation, telecommunications and stormwater systems have generally been able to sustain a functional, though not always optimal, level of operations.

One system however that had lagged far behind the others in terms of its development and functionality was parking. For many years, parking had not been given a sufficiently high enough priority to keep pace with increases in the number of students, faculty and staff. As a result, the parking system at Florida State University had become disjointed and inefficient. Instead of serving the campus population, the issue of parking had become the rallying cry for those who would criticize the University. That situation is no longer the case. Over the past ten years and beyond, significant improvements in parking and transportation systems have been completed and more enhancements are planned. Suffice to say that the parking and transportation systems currently in place at Florida State have significantly improved efficiency and access to campus. What was once a common complaint that seemed to galvanize the University community is now a reason for well-justified pride.

Since the University began its current program to develop and maintain its Campus Master Plan nearly 25 years ago, considerable analysis has been undertaken to study the parking situation on the Main Campus. As a result of this process, the University has gained a much better understanding on how to solve existing parking problems and, at the same time, plan for future growth. Generally speaking, the Campus Master Plan calls for the select removal of existing surface lots in the campus core due to the development of new buildings and the relocation of the lost parking to the campus perimeter in the form of new parking garages. This concept is further fortified by the notion that large parking decks, strategically placed in prime campus areas, will

store vehicles more efficiently than large surface parking lots, while providing optimum accessibility to important areas of the campus.

Of course, as with all planning initiatives, the "devil is in the details." Implementation strategies are often compromised by funding deficiencies. While no one assumed that the parking situation at Florida State University would be corrected overnight, the University implemented a program of parking garage construction that, to date, has resulted in the development of five parking garages. This facility program outlines the requirements for the construction of Parking Garage Number Six.

Project Description:

The project described in this facilities program represents another step in the implementation of the parking strategies outlined in the Campus Master Plan. This project seeks to develop the University's sixth parking garage, an approximately 1,000 car facility to be constructed on the southwest quadrant of campus on the current location of the surface parking area surrounded by Dunwoody Street on the west, Walker Street on the east and West St. Augustine Street on the south. Unlike two of the University's preceding garages, this one is not expected to include any complimentary retail, administrative or instructional space. As it is currently envisioned, Parking Garage No. 6 will only house cars. Its operation will not employ attendants for payments, instead, the privilege of parking in it will be granted to those users who pay the necessary access fee or similar endorsements. However, parking attendants may become a desirable option in the future and should be discussed with University Parking Services. The Program Area section of this document provides a more detailed description of its intended features.

Project Delivery:

At the present time, the University proposes that this project will be completed using a design/build (D/B) project delivery method. Currently, there are no compelling reasons to employ an alternative delivery method such as construction management or the competitive bid delivery method. References to the D/B team throughout this document shall apply to a D/B team where appropriate. As with all capital projects, the University reserves the right to reconsider the use of this delivery method if it is determined that an alternate system is more suitable or advantageous.

D/B team's Scope of Work:

The Design-Build (D/B) team shall be responsible for providing all architectural and engineering services required for this project. Any additional consulting services, which may be necessary, will be provided by the D/B team.

The D/B team's scope of work is well defined in the D/B agreement, which includes a complete list of requirements and responsibilities. The D/B team shall be required to provide all services listed in the D/B contract for this project. The following is a brief summary of this anticipated scope of services.

1. Program Review:

The D/B team shall be responsible for reviewing this facility program and becoming thoroughly familiar with its content. Following the review of this program and prior to the commencement of the design phase, the D/B team shall be invited to meet with representatives of the Facilities Department as well as the Building Committee to discuss program requirements, project schedule, design constraints, and other considerations.

2. Site Analysis and Design

The D/B team shall be responsible for becoming thoroughly familiar with the specific project site and the campus around it. This understanding shall include a thorough appreciation and comprehension of the project site including but not limited to, all natural features, vegetation, surrounding facilities, utility systems, vehicular/pedestrian/bicycle/transit circulation patterns, and so on. It is expected that the D/B team shall be responsible for preparing and submitting a detailed site analysis of the existing conditions. Recommendations for mitigating any adverse effects created by this project are also expected.

Prior to the commencement of the design phase, the D/B team shall consult with the Facilities Department to review specific site requirements and issues.

3. Design Reviews

The D/B team shall advise the project team on issues relating to construction feasibility and cost effectiveness. These issues include, but are not limited to site use and improvements, construction staging, selection of materials, building systems, availability of materials, material procurement times, the relative feasibility of construction methods, cost factors for design and material alternatives, preliminary budgets and possible cost saving measures.

4. Architectural Design

The D/B team shall be responsible for the preparation of all phases of architectural design, commencing with schematic design and continuing through the development and submittal of completed construction documents. As with the design of all major capital projects, the University desires to utilize the services of D/B teams who are knowledgeable and proficient in the design and construction of similar facilities. In the case of this particular project, this type of experience should include the design of parking structures, preferably those located in a University environment. In this regard, the selected D/B team shall be expected to provide all architectural and specialty consulting services necessary for this type of project.

The current version of the Florida State University Design Guidelines and Specifications will be adhered to for this project. (They may be viewed at http://www.fpc.fsu.edu/guidelines.html) Any variance from these guidelines must be approved by the Facilities Department.

5. Engineering Design:

The D/B team shall be responsible for the preparation of all engineering design, commencing with schematic design and continuing through the development and submittal of completed construction documents. In general, engineering design shall include all civil, structural, mechanical, electrical, plumbing, and telecommunication/data disciplines necessary to complete the project. At this time it does not appear that any extraordinary engineering consulting services are required in order to complete this project; however, should they be deemed necessary the D/B team shall be responsible for obtaining such assistance.

6. Specialty Consultant:

The D/B team shall provide all design services necessary to plan this project, including design capacity suitable for parking garages. To this extent, the D/B team may choose to augment their design capabilities with a specialty consultant knowledgeable and proficient in the design of parking garages, though this is not a specific project requirement. Because the scope of this project also includes adjoining roadways and intersections, it is likely that the services of a professional transportation consultant will be required. This will be especially important in dealing with local government and State agencies that may have jurisdiction over these roadways. Contracting for such services shall be done in accordance with accepted University procedures and directives. It is essential that all

specialty consultants have demonstrated experience in the consultation and design of similar projects.

7. Project Delivery and Construction Administration:

The D/B team shall provide all required construction administration and inspection services in accordance with all University and State requirements, including the following:

a) Provide quality control of work in progress to the extent that the D/B team can certify the work is being accomplished in strict compliance with the contract documents. Due to the nature of this project, it is expected that the services of a qualified threshold inspector and if necessary a roofing inspector shall be engaged.

b) Provide for the inspection of completed work and certify without qualification that the work has been completed in accordance with the contract documents.

c) Recommend an acceptable construction schedule that minimizes the impact of related construction noise, disruptions, and inconveniences on the occupants of adjacent facilities. Work schedules shall be closely developed and coordinated with the Facilities Department.

8. Construction Services

The following is a detailed list of services that shall be provided by the D/B team during the construction phase:

a) Construction

In accordance with University policy, the D/B team shall not self-perform work without written permission from the Facilities Department. The D/B team shall manage, schedule and coordinate the work of trade contractors, and coordinate them with the activities and responsibilities of the University and the D/B team. The D/B team shall provide and maintain a competent, full-time staff to direct the work and assure quality control of the construction. The composition of this staff shall be consistent with that presented at the oral interview phase of the selection process. The University must approve all changes in the staffing of the D/B team.

The D/B team shall conduct on-going reviews of the adequacy of trade contractors' personnel, equipment and materials and act promptly when

these are found to be inadequate. In addition, the D/B team shall provide cost control reports that revise and refine the approved construction budget. The University shall be promptly notified of any deviation between actual and budgeted costs.

The D/B team shall initiate, maintain and supervise effective safety programs in accordance with Occupational Safety and Health Administration (OSHA) requirements. In addition, the D/B team shall conduct weekly progress meetings with the construction team to review and coordinate progress. In order to ensure a safe jobsite, the D/B team shall provide for adequate project security.

b) Construction Administration

The D/B team shall administer the construction phase in accordance with the requirements outlined in the University Conditions of the Contract. On-site organization, lines of authority, paperwork procedures and procedures for monitoring progress of the work shall be established in accordance with the D/B agreement, University rules and regulations, and good construction practice. To report these activities, the D/B team shall provide monthly progress reports.

During the construction phase, the University will contract with a separate architect to review the D/B team's pay requests change orders, and selected submittals as well as determine that the work is being completed in accordance with the approved plans and specifications.

9. Project Schedule

The D/B Team should submit a detailed project schedule and provide frequent/periodic updates and identify critical dates, material deliveries, etc. The D/B team shall advise the project team on issues relating to construction feasibility and cost effectiveness. These issues include, but are not limited to site use and improvements, construction staging, selection of materials, building systems, availability of materials, material procurement times, the relative feasibility of construction methods, cost factors for design and material alternatives, preliminary budgets and possible cost control measures.

10. Other Services

A number of other services shall be provided by the D/B team. These services include the separation of work into subcontracts, materials

purchasing schedules, analysis of labor required, and development of bidding packages, assistance with Minority Business Enterprise (MBE) goals, bidder pre-qualifications and monthly construction team meetings.

11. Cost Control:

During the design of this project, it is essential that the University be continuously informed of construction costs. The D/B team is strongly encouraged to provide recommendations for reasonable cost savings whenever possible.

The D/B team shall provide continuing support to the project team during the design process confirming that the project can be constructed within the budget. Detailed cost information will be submitted with reports at each design phase.

The D/B team shall consider the option of packaging the work into multiple phases (e.g., site work, demolition, and new construction phases) if it is jointly determined that the interest of the project are better served through this approach.

12. Governmental Interaction:

The recent Campus Development Agreement executed by the City of Tallahassee and the FSU Board of Trustees covers projects developed on the Main Campus. The Board of Trustees approved the update to the Campus Master Plan on June, 2008 and was amended on September 2009. The University executed an update of the development agreement with the City of Tallahassee on February 6th, 2009. The amount of local inspection and jurisdiction is therefore expected to be minimal. The D/B team shall be responsible for assisting the University in reporting the impacts of the project to the City of Tallahassee. Additionally, this project may require an environmental review by the Florida Department of Environmental Protection (FDEP), especially for compliance with State statutes and regulations involving the handling and treatment of stormwater during the construction process.

V. Academic Plan

1. Include a statement that the proposed academic program is consistent with the current adopted State University System of Florida Master Plan.

This project involves solely the construction of a parking garage. There are no academic programs to be housed or operated in this facility; therefore, this item is not considered applicable to this project.

2. Include the date and program numbers of all relevant academic program reviews. Explain how the proposed facilities program meets the recommendations of the most recent academic program review.

This item is not considered relevant to this project.

3. List the recommendations of the review consultant.

This item is not considered relevant to this project.

4. If the proposed academic program is inconsistent with the current adopted SUS Master Plan explain how the program meets the recommendations of the review consultant or justify any inconsistency.

This item is not considered relevant to this project.

VI. Space Needs Assessment

1. <u>Describe the space needs in terms of present or projected deficiencies and the proposed solution, as well as alternative solutions that were considered, such as rescheduling of classes, remodeling of existing space, jointly using facilities on or off campus, and leasing of space</u>.

Though originally conceived as a residential college for women, Florida State University has since developed into a major academic and research institution. As expected, one hundred and fifty-nine years of growth has witnessed a remarkable evolution of its academic mission, research and teaching capabilities, and, perhaps most significantly, its tremendous increase in student enrollment and the facilities which comprise the physical plant.

The Main Campus of the Florida State University has evolved and expanded over the years and today is comprised of 451 acres. However, the size of the Main Campus is considerably smaller than peer institutions.

During the University's history, modest enrollments and research functions were sufficiently housed in available space on available land. The last fifteen years, however have served to highlight the problems associated with dramatic increases in enrollments, research functions, residential housing occupancies, athletic and recreational programs, and administrative functions - increases which have been accommodated on the same relatively small campus. Competitions for open space have had one common consequence: the reduction of space available for parking. This reduction is significant since automobiles continue to be a preferred means of circulation for students, faculty and staff.

The University community is presently comprised of over 40,000 students, over 5,500 full and part-time faculty and staff, and an incalculable number of daily visitors. Despite the addition of parking garages No. 4 and No. 5, drivers of the 29,120 currently permitted student vehicles and 4,790 currently permitted employee vehicles (this figure does not include visitors) vigorously compete on a daily basis to park in one of the available parking spaces; spaces which are either directly controlled by the University or located immediately adjacent to the campus. Simply stated, there exists a shortage of properly designed and maintained parking spaces on and near the Main Campus in comparison to the daily demand.

Over the past 15 years, the University's administration and the Office of Parking and Transportation Services have dramatically improved the parking situation. In response to the issues facing the parking program, this Office implemented a number of effective improvement and transportation alternatives. A number of off-campus parking lots have been developed, additional parking garages have been built, and a number of surface

parking lots have been significantly improved both in terms of aesthetics, function, and size. Regarding transportation alternatives, the once mainly on-campus transit system now transports students to the off-campus student housing, negating the need to bring a car to campus. Students ride these buses as well as any City of Tallahassee's Star Metro bus "Fare Free" any day and any time the buses run. Faculty and staff also may ride any of the campus buses or Star Metro buses "Fare Free".

Most of these improvements have been made possible by the adoption of a parking and transportation access fee which has provided a dependable revenue stream. A decision was made to extend the duration of this fee and the amount charged in order to provide further improvements. What used to be a pretty grim parking situation has dramatically improved and there is reason to believe that further improvements are possible. This project is testament to that prediction.

There are few other alternatives to this project. The concept of constructing another 1,000 car parking garage was the byproduct of the planning process that resulted in the Campus Master Plan, last updated on June 2008 and amended on September 2009. The currently selected site is one block south from the location indicated in the Master Plan. Alternatives such rescheduling classes, jointly using facilities on or off campus, and the leasing of space are either inadequate or unreasonable and do not meet the University's needs.

2. <u>If a new facility is proposed, provide reasons why other alternatives were not chosen and why a new facility is the best solution</u>.

This project proposes what is generally considered to be the best alternative to improve the parking situation on the Main Campus. The fact remains that the University needs to increase its parking inventory and likewise provide more parking that is organized, efficiently laid out, safe and convenient to students, faculty and staff. Though recently improved, the array of existing surface parking lots that are spread throughout the Main Campus range in size, quality and number. Because parking is so diffused across campus, drivers are sometimes encouraged to search for parking, sometimes with great futility during peak hours. This "hunting" process adds significantly to already congested roadway conditions. It is expected that the completion of this project will result in the eventual closing of smaller, less efficient parking lots. This is a fundamental concept proposed in the Campus Master Plan.

The University contends that this project is part of the eventual solution to solving its parking problems. That is not to say, however, that this project is the only solution; rather, it should be considered as one of several steps the University is currently undertaking to improve parking and access to and within Campus.

Again, there are few if any reasonable alternatives to this project. The University could

indefinitely postpone the construction of this facility and attempt to solve its problems with the existing inventory. Unfortunately, this approach is not entirely effective. Besides being contrary to the Campus Master Plan, it forces the University to continue the operation of the existing parking lots in the core area of campus. Eventually, development pressures will force the University to construct facilities on these lots as depicted in the Plan. Without replacement spaces, the parking inventory would shrink to totally unacceptable levels thus further aggravating perceived and real parking problems. Providing an additional 1,000 parking spaces places the University's parking program ahead of these problems in a proactive manner.

3. Provide quantitative analysis indicating how the proposed amounts and types of space were arrived at using requirements of programs to be housed.

The size of the facility has been based primarily on three factors: the available project budget, the size of the site, and industry standards for this type of facility. In undertaking this project, the Office of Parking and Transportation Services acknowledges the fact that the budget for this project is $14,500,000. This amount was derived from recent experience on building parking garages on the Main Campus.

Using industry standards, the garage was then sized to determine its programmed square footage. Administrative code requirements such as the State Requirements for Educational Facilities (SREF) are not applicable to this type of project. Furthermore, the University did not seek a recommendation for this project during its most recent educational plant survey.

4. Describe any difference between the project and survey recommendations for the project.

As mentioned above, this project has not been surveyed by the any Educational Plant Survey team; therefore, this particular item is not considered applicable.

VII. Consistency with Adopted Campus Master Plan and Associated Campus Development Agreement

On June 13, 2008, the Florida State University Board of Trustees adopted the updated University Campus Master Plan which was then amended on September 2009. The process leading up to this adoption validated a previous series of long range planning goals that include provisions for land expansion, future facility development, major vehicular and pedestrian circulation improvements, and expansion of the University's central utility/infrastructure systems, just to name a few.

Following master planning guidelines originally promulgated by the former Board of Regents, the University has incorporated several key elements in the Campus Master Plan that speak to the need to provide suitable facilities that will enable The Florida State University to better fulfill its mission. These elements contain specific descriptive goal, objective, and policy language that speaks to the intent of this project. The following is a brief recitation of this language.

VII. Element 11 Transportation

"<u>Introduction</u> **Parking**

The Master Plan calls for a shift in parking philosophy at FSU away from the historic model of providing surface parking adjacent to the building it serves to a garage and an *outboard* concept."

"While currently there are small parking areas scattered throughout the campus core, the Plan establishes a pedestrian-oriented core encircled by the *inner loop*. Parking within the *inner loop* would be limited primarily to larger central parking facilities, service, and handicapped vehicles. Several small lots in the core campus would be removed from service and either returned to green space or reserved for building expansion.

The main campus will be served in the 10 year planning horizon by two (2) new parking garages; garage #5 is located along Macomb at Pensacola Street; and garage #6 is located south of Wildwood Halls, near the intersection of Jefferson and Pensacola Street. The Southwest Campus will be served by surface lots, including a combination of formal parking, gravel lots, and grassed areas for overflow parking." (Campus Master Plan, June, 2008; Amended September 2009, Page 11-4)

"<u>Goal 3</u> To provide and support safe, sufficient, cost-effective and accessible parking facilities that meet the future needs of the University." (Campus Master Plan, June 2008; Amended September 2009, Page 11-14)

"Objective 3A The University shall through the duration of the master plan, strategically place parking facilities on campus to improve mobility and safety." (Campus Master Plan, June 2008; Amended September 2009, Page 11-14)

"Policy 3A-2 Identify and establish a phasing program for removing parking from the campus core and relocating to the perimeter or parking garages. The adopted Campus Master Plan will be amended as needed to establish the timing and phasing requirements and priorities for the relocation of parking to the perimeter of the campus or parking garages." (Campus Master Plan, June 2008; Amended September 2009, Page 11-14)

"Policy 3A-3 The campus shall be served by two (2) new parking garages in addition to the four (4) existing garages, for a total of six (6) parking garages through the Master planning period. The new garages are located – on the eastern edge of campus along Macomb Street; and – along south Wildwood Residence Hall near Jefferson and Pensacola Streets. " (Campus Master Plan, June 2008; Amended September 2009, Page 11-14)

"Policy 3A-4 The University shall provide adequate transit service, auto, bicycle and pedestrian facilities needed to support the parking concurrent with the construction of new parking facilities." (Campus Master Plan, June 2008; Amended September 2009, Page 11-15)

The placement and size of Parking Garage No. 6 has already been considered, to a limited extent, in the context of the overall campus. The site ultimately selected for this project is one block south of the location indicated in the master plan. This project will clearly impact the performance of local roadway network that immediately surrounds the site and maybe even on more distant segments. The extent of those impacts however is not completely understood but will be as the design of this project evolves.

While these various goals, objectives, and policies help validate the fact that this project is included in the Campus Master Plan and provide the notion that there has been some thought given to the effect of this project on future campus development, they do not address in sufficient detail the number of issues that the design of this project will have to solve. For instance, what type of on-site and off-site improvements may be necessary to accommodate the potentially higher number of vehicles that will use West St. Augustine Street to access/leave the garage? Will dedicated turn lanes, deceleration and/or acceleration lanes be required? Better yet, how will pedestrians be led from the parking garage inward towards the center of campus? Will additional sidewalks be necessary along the east side of Dunwoody Street and along Walker Street? What about the sidewalk system north of West Pensacola Street?

This project involves more than just the design of the parking garage. The D/B team must extend the design problem to look beyond the edges of this site and assist the University in fully understanding the impacts of this project on this area of the Main Campus, including pedestrian

and vehicular circulation, stormwater management, utility systems, and any other system that is affected by this project.

VIII. Site Analysis

The project site is an area located in the southwest quadrant of the Main Campus as depicted in the Campus Master Plan**. See Appendix Exhibit 1-A.** The site presently consists of one parcel of land owned by the Florida State University. It is an area of approximate 81,170 SQ. FT. or 1.86 acres. It is currently occupied for surface parking and is listed on the current parking inventory as Walker parking lot No. 340 with 175 standard parking spaces and 6 handicapped parking spaces.

The project site is bounded on the north by Stadium View Condos, a residential development and by Garnet and Gold, a commercial retail store. The roadways bounding the project site are: West St. Augustine Street, a prominent one-way roadway, to the south; Walker Street, a two-way short street, to the east and Dunwoody Street, a two-way short street parallel to Walker Street to the west of the site.

Immediately south of the site are the University's four intramural baseball fields. To the east, across Walker Street is Windsor parking lot No. 342 and Stadium View Apartments, a residential complex. To the north of the site's city block is Pensacola Street which is a prominent one way roadway. To the west, across Dunwoody St. are Tribal Bar and Grill (currently not operating) and FSU Bldg. CPE A, Bldg. No. 211 and FSU building CPE B, Bldg. No. 213. **See Appendix Exhibit 1-B**

The project site is located near Gaines Street, which is an area of the city that may potentially undergo significant changes in land use in the near future.

Curb cuts serving the proposed site are in place along West St. Augustine Street and Walker Street. The D/B team shall be responsible for determining the appropriate location of any new curb cuts, and coordinating with the City of Tallahassee for the necessary approvals.

The information that follows is a summary outline of the known physical conditions of the proposed site. The D/B team shall be expected to provide as part of basic services a more detailed site analysis.

1. **<u>Site topography and soil conditions:</u>**

   According to the contours indicated on the Tallahassee-Leon County GIS map, the project site realizes a difference in elevation of 16 ft. The elevation in the northeast corner of the site is 78 ft Above Mean Sea Level (AMSL) and it slopes uniformly down towards the southwest portion of the site to an elevation of 62 ft AMSL. **See Appendix Exhibit 2-A.**

   According to University documentation, the proposed site contains only one prominent

soil type, "49 - Urban Land", which is primarily characterized by being covered by buildings, streets, parking lots, etc.

At the time of this programming effort there has been no sub-surface soil testing performed in conjunction with this project. Because this project involves the construction of a new facility, the D/B team shall be responsible for the completion of all necessary surveys and soil tests.

2. Site water table, flood hazard and storm water drainage requirements:

The existing site conditions provide a large percentage of impervious surface area and minimal pervious area. The construction of a new parking garage on this site is expected to maintain this ratio. The southwest corner of the site lies within the limits of the 100 year-flood prone area. The Central Drainage Ditch downstream of Varsity Drive is a currently FEMA mapped floodway. The Parking Garage No. 6 site is immediately to the east of the floodway. Construction of the garage is expected to raise this area above this flood prone area.

Stormwater mitigation is another major design criterion and compensatory calculations may be required for development within the boundaries of the 100 year flood prone area and for conveying the stormwater off-site. This requirement will be discussed in greater detail in the following section; however, one of the most basic issues that must be solved in the design of this project involves stormwater considerations.

The D/B team shall become sufficiently familiar with the components of the stormwater drainage system that serve this area of the Main Campus so that the design and construction of the parking garage does not adversely impact this system. In order to assist this understanding, all existing University information on this system shall be made available.

The D/B team shall be responsible for the design and permitting of all stormwater drainage requirements associated with this project. Additionally, the D/B team shall be responsible for any testing or analysis which might be required to better understand any existing deficiencies. The D/B team shall contact the appropriate state and local agencies to ensure that any proposed improvements comply with applicable regulations or plans, especially with regards to the quantity and quality of storm water runoff.

3. Vehicular/pedestrian/bicycle/transit circulation and parking:

There are a number of vehicular/pedestrian/bicycle circulation issues that must be addressed in this project. The following is a brief recap of the existing conditions. **See Appendix Exhibit 2-B.**

Further discussion of these issues is contained in the Program Area section.

Vehicular Access:

Vehicular access to the site will be mainly by two one-way roadways. West Pensacola Street, a major roadway with vehicles heading west and West St. Augustine Street, a major road with vehicles heading east. Walker Street is a short, north/south, two-way minor road; and Dunwoody Street is a two-way local street which acts more like an internal roadway. Existing traffic volumes on West Pensacola Street and West St. Augustine Street is significant, though no University data exists on the volumes of traffic that they currently carry.

All these four roads are public (non-FSU owned roads); West Pensacola Street and West St. Augustine Street are important components of the local transportation network that serve the periphery of the campus at the south west boundaries and to points beyond.

It is anticipated that the D/B team will closely examine the impact of not only this project, but the impacts of the adjacent planned developments of Gaines Street.

Transit Access:

The University Bus Route Osceola (OS), serving campus and off-campus destinations, travels along West St. Augustine Street, just south of the proposed Parking Garage 6 site. Star Metro City bus routes: 20, 23, 24 and 31 also travel along this stretch of West St. Augustine Street. There is a bus stop to accommodate the OS route on the north side of the Intramural fields, but it is not clear whether it also stops for the city bus routes also.

Pedestrian and Bicycle Circulation:

Any discussion about non-vehicular circulation must begin with the recognition of the fact that a growing number of students, faculty and staff will utilize either their feet, bicycles or other alternative means of transport to travel to, from and within the University. This area of the Main Campus is not immune from these phenomena. The University, as part of an evolving planning concept, is attempting to shift emphasis away from automobiles to alternative methods of transport such as buses, bicycles and walking. Despite being a parking garage, the design of this project must thoroughly and sensitively consider these alternative forms of transportation in order to promote this concept.

Once a motorist parks a car in the garage, his or her mode of travel shifts primarily into either a pedestrian or bicycle mode (though consideration should be given for those who travel in a wheelchair or some other mode, such as

skateboards). Pedestrian access to and from the new parking garage is therefore an equally important consideration. Because of its prime location at the southwest area of campus, this garage is expected to be heavily used and foot traffic to and from other campus locations could be significant. It is likely that a majority of this foot/bike traffic will head north to West Pensacola Street and then disperse further north or east towards various campus destinations as well as towards the west to the University Center Building. The design of this project therefore should be sensitive to these conditions and shall comfortably accommodate pedestrian, bike and other modes of travel. Under no circumstances shall any sidewalk emanating or leading to this garage be terminated prior to a connection to an existing sidewalk.

While the proposed private developments to the north and east of the garage will have to meet minimum standards for providing their own parking, there has been some discussion on similar situations as to the likelihood that the actual need, will be met on-site. It would be negligent to assume that no attempts will be made by the residents of those buildings to utilize this garage for overflow. To the extent that some of these residential units are occupied by students or staff, it is conceivable that they will have a legitimate right to use the garage. The extent to which the University wishes to addresses pedestrian or vehicle access points aligning with the proposed developments will be subject for discussion by the D/B team**.**

4. <u>Site vegetation:</u>

The proposed site does not feature any heritage trees or significant vegetation other than one Live Oak on the west perimeter side. There are Chinese Elms along the south perimeter and also in the center of the site. There are a couple of Crape Myrtles on the east perimeter side. **See Appendix Exhibit 2-C.** This vegetation will likely be removed/relocated for the purpose of developing a suitable, efficient, and, most importantly, a safe parking garage. While it is the University's general intent to preserve trees and plants, the D/B team shall develop a project design that is appropriate for the facility and determine what permanent impacts, if any, this project has on the existing vegetation. These impacts shall be presented, evaluated and approved by the Grounds Section of the Facilities Department.

Such preservation also extends to the construction phase. The D/B team shall consider the impacts that construction activity may have on existing vegetation and incorporate whatever reasonable methods of protection are necessary.

During the construction phase, it is expected that the D/B team shall assist the University in protecting any on-site or adjacent vegetation that is desired to be preserved. During the design phase, the D/B team shall work with the Facilities Department to determine the optimum location for the staging of construction activities. Vegetation in these areas

shall also be adequately protected.

5. Archaeological history:

The University does not have any documentation of archaeological sites located in the vicinity of the project site. Per the University's "Professional Services Guide," the D/B team shall be responsible for petitioning, on behalf of the University, The Florida Department of State, and Division of Historical Resources for an assessment of the proposed site to verify this determination of historical or cultural resources.

6. Location of existing utilities and proximity of utilities to site:

It is important to gain an understanding of the existing network of utilities in order to determine availability of services for the proposed. The most recent utility survey plans for the Main Campus will be made available to the D/B team and the design team. The D/B team shall be responsible for examining the condition and capacity of the various utility systems that currently serve this site and make recommendations for all necessary improvements to these systems. Generally speaking, these recommendations shall focus on two primary areas of concern; first, the condition of the existing distribution system and second, the capacity of the distribution system and its ability to serve this project. In addition the D/B team shall be responsible for acquiring and verifying the locations and capacities of all city maintained utilities which serve the project site.

This portion of the campus has never been developed by the University, other than surface parking, and therefore does not have University maintained utilities in the immediate vicinity. The only known active utilities are storm sewer inlets, pipes and related structures, and power poles serving lighting for the parking lots.

Partial utility maps are included in the **Appendix Exhibits 3-A through 3-I** of this document. These drawings provided in these Appendix sections are included for reference purposes only. The D/B team shall ultimately be responsible for identifying the location and size of all utility systems that serve the facility. This information should be analyzed to determine any negative impacts created by the construction of this garage. Since utility consumption is not considered to be a significant project issue, the focus of this analysis should be on system delivery and transmission issues. The D/B team shall make recommendations for any improvements necessary to mitigate any adverse impacts of this project on these utility systems and for coordinating all mitigation work with the appropriate utility provider. The D/B team shall ensure that this project adequately addresses the necessary relocation of all utility lines and, in doing so, limits the interruption of service to an absolute minimum.

7. Architectural significance of any structure on site and the proximity and significance of structures on adjacent sites which will have an impact of the

project:

There are no architecturally significant buildings located on the proposed building site. At a certain distance to the west of the site is the University Center Building. This is a very prominent building on the Main Campus that conforms well to the current design model of collegiate gothic adopted by the University.

8. Any unusual site condition which may impact the cost or design of the project.

At the present time, there are no known site conditions which may impact the cost or design of the project that have not already been discussed. As previously mentioned, there have been no investigations of the soils in this area. In the event that unforeseen subsurface soil conditions are encountered, the D/B team shall make recommendations to mitigate any subsurface deficiencies.

9. Direction of prevailing winds:

In the summer, the prevailing winds are from the south/southeast. In the winter, the prevailing winds are from the north and south. It is not expected that prevailing winds shall have a significant impact on the design of this project.

IX. Program Area

Simply stated, this project involves the construction of a new approximately 1,000 car parking garage. As with most University projects however, simple definitions do not describe the full intent and scope of a project. This section of the facilities program outlines the program needs of this project as well as the subtle but significant program requirements whose execution are necessary to make this a successful project.

The information contained in this particular section describes this project's program requirements. This section contains a summary of specific spatial and design requirements for the garage. Because of its relative simplicity in function, the Space Summary for this project is rather straightforward. The need to provide detailed information about space types does not really exist; this is simply a parking garage and the need does not exist to provide significant spatial information. However, this project does involve several very important building design problems and there are several site and master plan issues which must also be addressed in the design phase.

These issues cover a wide range of topics and are presented to assist the D/B team in understanding the obvious and not-so-obvious problems that must be solved with this project. These concerns are described below in this section.

1. Parking Garage Program Requirements:

General Description:

This project entails the design and construction of a permanent, multi-level, open type parking structure which shall accommodate approximately 1,000 automobiles. It is expected that this structure shall be built utilizing concrete construction with a slab on grade, or above grade depending upon the design solution, and supported subsequent slabs with the top floor open to the sky. The design shall also include appropriate circulation ramps as well as necessary improvements to provide safe, convenient ingress and egress to the facility. Given the size of the site and program need for this many spaces, the design will also more than likely contain at least six floors of parking.

A cursory study of the site reveals that the site can support roughly 1,000 cars provided that the entire available footprint is utilized for the entire six (6) stories. But, there are other factors, such as aesthetics (scale), the capacity of the surrounding roadway network, budget, and even the psychology of space that will affect the number of floors and therefore the total number of spaces to be built. Additionally, the site may need to accommodate queuing space for entering and exiting traffic, prior to discharge onto already busy roadway. This can be accomplished by shifting the entrance/exit as needed to provide the necessary clearance and setbacks.

As mentioned previously, the half of this block sized parcel devoted to garage development is roughly 1.8 acres. This means the site chosen for Parking Garage No. 6 is smaller than the sites of the University's previous two parking garages, Parking Garage No. 5 and Parking Garage No. 4, each 5 stories high. That fact alone suggests that in order to provide the target figure of 1,000 parking spaces, Parking Garage No. 6 will have six stories. Again, there are other limiting factors that may play into this, including the project budget which may prove to be a limiting factor. The D/B team shall explore all reasonable design alternatives to ensure that this number of spaces can be provided in this project.

It is expected that the project design shall utilize precast concrete construction with a brick and stone exterior to match the campus's existing architectural vocabulary. The structure shall be complete with pedestrian stairs, elevator, guard rails, drainage, striping and markings, waterproofing, exterior treatment, utility service and interior/exterior lighting.

The D/B team shall strive to produce a design that is aesthetically pleasing, secure for all users, provides for minimal maintenance, and is compatible within the architectural context of the Main Campus.

Facility Usage:

The primary use of this facility will be as an "unattended" parking area for permitted drivers and visitors. At this time, the University does not envision that this facility will be converted to an "attendant" type of operation in the future; therefore, at this time, there is no need to provide for the future installation of parking control equipment. However, as discussed previously, with the advent of new, private developments to the south and east, more thought may be required on this topic.

The D/B team shall implement Information/Communication Resources as described in Chapter XI of this document including but not limited to Blue Light Telephones, Communication Demarcation Point and Telecom Rooms.

Discussions should also take place with the Public Safety (FSU Police Department) regarding security needs for this facility.

In addition, the Office of Parking and Transportation Services will need a small amount of enclosed space in the garage to house basic maintenance equipment. It is believed that the location and size of this space shall best be determined during the design phase.

Traffic Flow:

The following guidelines are provided to assist in the design of traffic flow in and around the structure.

* Entrance and exit lanes shall be designed to facilitate traffic flow with minimum congestion and interference with the existing traffic flow around the site. At a minimum, this project should provide for two separate entrance/exits, preferably at opposite sides of the structure. Ideally, these opposing entrance/exits points would be installed at varying levels in order to maximize convenience and opportunity and to reduce stacking length and congestion.

* It is anticipated 90 degree angle parking with two-way circulation. The D/B team shall make recommendations for alternative designs if deemed to be appropriate.

* Sloping ramps shall be held to a minimum with smooth transitions at either end.

* Dead-end runs and corner spacing should be avoided if possible.

* Minimum height clearance shall not be less than 7' - 0". In general, floor to floor heights shall be kept to a minimum according to standards common for this type of facility.

* Coordinate with FSUPD for proper access of emergency vehicles to this parking garage.

Architectural Design:

It is essential that this structure, because of its size and location, be designed to fit the context of the Main Campus and provide as architecturally significant image befitting this site. This garage will be visible to westbound traffic on Pensacola, eastbound leaving University Center and visible from Gaines street as a permanent fixture on the south perimeter of campus. This visibility shall be reflected in the project's choice of materials, architectural vocabulary, and sensitivity to the University community as described in the University's Architectural Design Guidelines. Landscaping shall be provided which assists in reducing the scale of the structure's mass and provides visual interest. Existing landscaping, where possible, should be used but only if it can be incorporated into the design of the project without adversely impacting the project cost, schedule or design.

This structure shall provide an adequate means of vertical circulation, including stair towers and one elevator. These elements may be expressed as architectural features,

however, they should also be functional and satisfy all circulation pattern requirements. Stairs shall be open to the exterior, where possible with the exception of the first floor, to improve security while providing an exterior view. Pedestrian circulation in and around the garage is likewise a critical element of this project.

Ideally, the garage shall be designed as an open air structure which requires no mechanical ventilation; relying instead on natural ventilation to exhaust noxious fumes.

Trees, bushes and other landscape and hardscape materials shall be incorporated in the project design to buffer and soften the overall facade of the structure, to screen service areas, and to provide a more human scale along the major pedestrian routes.

The D/B team shall investigate all applicable code requirements relating to life safety including stairs, standpipes, emergency exit requirements, ramp slopes, turning radii, crosswalk aisles, module width, and the like.

The facility shall be equipped with vehicle loop detectors at entrances and exits and "Lot Full" signs at all entrances.

Lighting, both interior and exterior, shall be provided to a sufficient level to promote the safety of all user groups. Lighting fixtures shall be of a type similar to those used in other recently developed sections of the campus, and shall feature vandal resistant fixtures. Lighting levels in the driving aisles shall be a minimum of ten footcandles and a minimum of three footcandles at the bumper walls (unless otherwise required by code or recommended by the D/B team). The top level, shall be illuminated with pole mounted fixtures which allow for easy maintenance. Fluorescent lighting shall be utilized in stairwells. Any light fixture mounted on poles should allow for a convenient method of replacement, such as lighting sets or poles that can be lowered.

For security reasons, components of the campus "Blue Light" Trail shall be provided on each level of the structure, perhaps at each end and at intermittent locations where deemed to be necessary. At the present time, there are no requirements for either the installation of a security surveillance system, however, the project will consider the installation of empty conduit for a future implementation of such a system. In general, the FSU Police Department shall be consulted throughout the entire design process to insure that user safety is maximized.

Another security device that should be included are roll-down gates at all entrances/exits to the facility. Representatives from the Parking and Transportation Services Department shall give the D/B team additional information about this requirement during the outset of the design phase.

A discussion of this project's Space Summary is presented at the conclusion of this section which describes the spatial needs for this project. Simply stated, this project is

expected to provide approximately 303,000 gross square feet of space, all categorized as Support Service space (particularly usage code 740, Vehicle Storage).

Typically, a Space Summary presents only half of this project's spatial needs. While it is critical to know the number, size and types of space, it is equally important to understand the environmental and relationship needs of the spaces and their organization. In the case of a parking garage however, the need to provide this type of information is less critical. This project will exist to perform one simple task: park cars. Therefore, information typically found in Data Collection Forms is not deemed to be necessary.

The D/B team shall become thoroughly familiar with these program requirements and descriptions and, prior to the commencement of the design phase, shall discuss any questions/issues with the Facilities Planning and Parking and Transportation Services staff.

2. Design Issues and Opportunities

In addition to the space needs mentioned above, there are several major design issues that must be addressed in this project. These issues are briefly explained below. It is expected that the D/B team shall take into serious consideration each of these issues and assist in the development and incorporation of solutions into the project design.

a. Traffic Issues / Pedestrian, Bicycle and Transit Improvements

The University is actively engaging in design activities aimed at improving the pedestrian / bicycle pathways throughout campus. It is not unreasonable to assume that, since this is a commuter garage, students and staff will frequently park their cars at the edge of campus and resume transportation by bicycle to other parts of campus. In recent years the University has encouraged this, if somewhat indirectly, by increasingly limiting the available parking within the core of the campus.

There are a number of safety issues, for motorists, bicyclists, and pedestrians, at the intersection of the two one-way major streets, West Pensacola Street and West St. Augustine Street and Walker Street that will be exacerbated by the construction of this facility. Conservatively, there will be at least 2,000 vehicle trips, and 2,000 pedestrian/bicycle trips, to and from the garage daily. Many of these will be conflict with one another, as the vast majority of people exiting the garage will turn east on West St. Augustine Street from Walker Street or west on West Pensacola Street from Walker Street.

Improvements to the bus stop located across West St. Augustine Street (South Side) should be discussed, possibly including a shelter. This bus stop currently accommodates

one campus route at this time. To accommodate safe access to this bus stop, a mid-block lighted crosswalk system shall be provided. The crosswalk shall be MUTCD approved and have passively activated lights emitting a rapidly flashing yellow light visible in direction of vehicular traffic.

Special consideration and investigation should be given to West Pensacola Street its one-way west bound vehicular traffic. Pedestrians and cyclists who may park at Garage 6 are likely to traverse this street on the way to most of the Main Campus facilities.

The D/B team shall engage specialty consultants as necessary to investigate the impact the garage will have on the surrounding roadways, intersections, sidewalks, and other conveyances, both on and off the immediate site.

The cost of any roadway improvement not specifically related to the development of Parking Garage No. 6 may be funded from other University resources. Clearly, any improvement that is a direct result or benefit to the garage will be paid for by this project. Funds necessary to complete other improvements, such as enhanced pedestrian pathways off-site may be derived from other sources.

b. Security

As with all construction projects undertaken by the University, security, both in terms of personal safety and the protection of private and state property, is a very important issue. What complicates the notion of security in this project is the very nature of the operations that will occur in this facility as well as the "openness" of the project site. Additionally, the proximity of this facility at the perimeter of campus makes it more susceptible to outside influences. The urban nature of the adjacent businesses and community resources must be taken into account by the D/B team in order to provide the safest possible parking venue for its users. Clearly the greatest design challenge will be safeguarding the users of the facility while providing an aesthetically pleasing structure.

The University has two options concerning the operation of this garage. On one hand, it may choose to classify this facility as a "24-hour" garage which would keep the garage open all day and night for an entire semester. Previous experience proves that these hours of operation almost guarantee that the garage will be used primarily by students who live on campus. Commuting students will have a difficult time finding an open parking space under this arrangement. On the other hand, this classification would significantly reduce traffic going into and out of the garage.

The other option is to classify this as a garage with limited hours of operation, say approximately 18 hours per day, at least 6 days of the week. Under this scenario, the use of the garage would be more heavily favored by students who live off campus.

In either case, the facility itself will offer little in the way of valuable assets (cash or

equipment, for example), though the cars that will be housed within it are often looked at as ripe targets containing easily removed possessions. Keeping track of personal safety and personal property is never an easy task given these parameters. In addition, the project site as it presently exists is relatively open to its surroundings and offers little in the way of protection.

While preparing the design for this project, the D/B team shall keep in mind the need to provide as much protection for persons and property as reasonably possible. The question of security around the perimeter of the facility however is another issue that is more difficult to solve.

It goes without saying that the success of this garage will greatly depend upon how the users experience and perceive a safe environment. Therefore, concepts that promote security, both in actual terms and perception, are critical design elements. Users must be made to feel secure and to be protected. The D/B team shall therefore consider a range of design strategies that promote the safety of the users and protect both personal and State property. Such strategies should consider, at a minimum, enhanced exterior lighting, security phones, and a facility design that minimizes areas where crime can be committed. The issue of safety in the design of this facility shall be given considerable weight.

Because of threats to personal safety, the University has installed a "Blue Light" security phone system throughout the Main Campus. It is assumed that components of this system will be installed at various locations around the site and within the garage itself. For instance, locations where pedestrians walk in and out of the garage are likely places to install higher levels of lighting and "Blue-Light" security phones. Also, certain locations within the garage should also have convenient, well recognized "Blue-Light" security phone installations. The need and location of these instruments shall be discussed with representatives of the University Police Department (FSUPD) and the Technology Service and Support (TSS) office during the early stages of the design phase.

Screens which could achieve some level of protection have the drawback of blocking ventilation or light. The D/B team is once again strongly encouraged to examine these and other types of suitable solutions.

c. Proposed Site

The proposed site offers many advantages for the operation of a parking garage. Its location on the periphery of the campus allows a place for vehicle storage before entering the already congested roads of campus. In conjunction with other current and planned developments in the area, the development of Parking Garage No. 6 on the proposed site will likewise have the benefit of transforming the appearance of the general area.

There are drawbacks to this site as well that will have to be addressed. While the adjacent roads offer convenience, they also present challenges for providing safe entrances and exits. The West Pensacola / Dunnwoody St. and the West St. Augustine Street / Walker Street intersections can become very busy, especially during peak hours which could present a challenge for motorists trying to exit the garage. It is not believed that these or any other site challenges are insurmountable.

d. Related and Future Campus Development

The proposed site is located in the southwest quadrant of the Main Campus and is surrounded by a mixture of University-owned properties and private development. The entire southwest quadrant of the Main Campus has however been portrayed in the University's adopted Campus Master Plan as an area that will either one day be under the full control of the University or will be comprised of University facilities and private development that supports the University's mission.

More recently, there has been a significant increase in the interest of this general area as opportunities for both University and private development. For example, the Seminole Boosters, Inc. have proposed the redevelopment of nearby properties located along Madison Street. To facilitate that development, the University is likewise considering the relocation of several operations that exist in the general area. It has been suggested by some that the University Housing Department and Business Services Department should look at nearby sites for residence hall and commercial development. At the same time, the University is constantly looking for opportunities to relocate or expand other academic, research, and administrative functions. Adding to the interest in the area are other municipal initiatives, such as the Gaines Street redevelopment and related transportation improvements, such as the extension of FAMU Way and improvements proposed for the Gaines Street / Lake Bradford Road expansion.

In addition to the projects listed above, there are always a number of minor projects that are seemingly always underway in areas of campus, though the impacts of these projects are not considered as significant.

In some cases, it is not possible to predict precisely when these projects may be initiated since most of them are still in the planning phase. However, they are included here for the benefit of the design build team to better understand the nature of future improvements and programs planned for this area of the Main Campus and surrounding environment.

All available information concerning these projects shall be provided to the design/build team prior to the commencement of the design phase. The team shall ensure that the design of the parking garage does not prohibit or complicate the development of future projects. The team shall also recommend reasonable accommodations where applicable for design features in the current project that will facilitate the future execution of these

other projects.

e. Stormwater Mitigation

In order sufficiently understand this site condition, the D/B team shall become thoroughly familiar with the improvements made to the stormwater systems that serve the University; improvements made both on campus and off campus. Given the fact that most of the existing site is comprised of either paved or semi-paved areas, this project is not expected to significantly increase the amount of stormwater runoff that is generated during storm events. What is likely to become affected by this project is the means by which this stormwater runoff will now be collected, stored, and eventually transferred off-site.

Several years ago, the University entered into an agreement with the City of Tallahassee to build, operate, and maintain a large regional stormwater facility (also known as the "RSF") south of campus, along Lake Bradford Road. Most of the stormwater runoff that is generated on-campus (and elsewhere within the drainage basin) flows eventually to this location. Runoff created on the site for Parking Garage No. 6 will be no exception. The D/B team shall investigate all means of accommodating the runoff generated by this project and those of future University projects that will be developed in the area.

For further analysis see Section X – Utilities Impact Analysis.

f. Approach/Entrance and Exit/Departure

A parking garage of this size on this site has the potential to become an important visual anchor on this side of campus. It is important therefore that consideration be given as to how a motorist approaches, enters and exits the facility. One lesson that the University has learned through the operation of its existing garages is the importance of a secondary means of entering and exiting. Therefore, a minimum of two such points is a critical design requirement.

One reason why this site was chosen for this project is the topography of the area and the potential of providing entrance/exits. It is not known yet exactly where these entrances and exits shall be placed, just that the two adjacent roadways can offer opportunities for separate entrances and exits, perhaps at different levels. There are some clues however that might dictate how and where motorists will enter/exit the garage.

As mentioned earlier, this facility might be operated during a limited schedule each day, or possibly evenings for special events. As it is intended to primarily serve commuter students, it can be predicted fairly well when they will arrive (prior to 8:00 a.m.) and the route they will use to get to campus (from the east off campus via West Pensacola Street / Walker Street or from the west off campus via West St. Augustine Street / Dunnwoody Street primarily). Traffic will be prohibited from entering the garage directly from West

St. Augustine Street, and therefore users will be forced to enter from along Walker Street or Dunwoody Street. Since class schedules differ, it can be fairly assumed that times of departure could be scattered throughout the day, though one could expect a significant exodus to coincide with the afternoon peak period. The numbers of motorists that will arrive at or near the same time each day draws the conclusion that there could be a significant line of cars attempting to enter the garage. For obvious reasons, this queue should not occur along either Walker Street or Dunnwoody Street if it will have the effect of blocking through traffic on either roadway. One goal of this project therefore is to facilitate entering and exiting the garage while not impacting the traffic movements of the surrounding roadways.

The D/B team shall analyze the vehicular circulation as well as future conditions and make recommendations where at least two entrances and exits for the garage should be placed. The placement of these features should allow for a smooth, quick rate of travel and should not, to the greatest extent possible, negatively impact traffic movements on the adjacent roadways. The D/B team is encouraged to look more closely at the situation and make recommendations on other conveniences/improvements that will facilitate the use of this garage.

The same level of design attention should be given to pedestrian travel to and from the parking garage. Without a doubt, pedestrians that travel to and from the garage will be primarily those that park in it. The garage will be targeted for use by commuters which will generate the most volume of pedestrian traffic at the beginning and end of each day. .

Since the garage will have no other amenities, it is doubtful that it will attract many non-parking pedestrians, unless some other use is eventually incorporated within it.

As a result of this cursory analysis, it is recommended that the primary pedestrian entrances/exits from this garage be located on the north east and north west corners of the site and to a lesser extent on the southeast and south west corners of the site. These locations appear to offer considerable advantages of convenience and control, a fact that should be verified by the D/B team during the design phase.

g. **Outdoor Spaces**

Because of their primary function, parking garages often become unintentional hubs of activity. By the very fact that 1,000 cars will be congregating in one central location for the majority of the day means that there will be a significant amount of pedestrian activity in and around the garage. Therefore, some level of accommodation should be provided that will allow users to congregate or to meet for short periods of time.

This fact does not necessitate the development of huge plazas with full amenities. Instead, the D/B team shall consider the creation of areas where people can meet or wait for short periods of time; places other than stairwells or building entrances. The size of

these areas will be dictated by the size of the site. In fact, any such area will more than likely have to be developed along the very edge of the site.

Since most of the pedestrian traffic to and from the garage is expected to occur on the north east and north west sides of the garage, these locations are thought to be ideal for both the placement of stairwells and plaza areas. Again, these areas are not envisioned to be anything more than a place where people can stop to talk or wait. Therefore, amenities are not expected to include much more than simple benches and landscaping. Appropriate ambient lighting and the University's "Blue Light" security system however, are important.

h. **Maintenance of Existing Operations**

Ideally, this project would be developed in such a manner that impacts to existing University operations, adjacent property owners, and surrounding traffic flow would be negligible. Though the University recognizes the near impossibility of this ideal, it is not unrealistic to assume that such impacts can be kept to a minimum. The University fulfills a critical educational, research and public service mission on a continuing daily basis; anything that unnecessarily detracts from this mission is unacceptable.

Another goal of this project therefore is to minimize disruptions that could impact these functions. To accomplish this goal, it is important that the D/B team work carefully with the University to execute this project's scope of work. It is expected that all parties will carefully coordinate construction activities so as to minimize any distractions, interruptions, and threats to the safety of the campus population that operate in this area of the Main Campus. Most impacts are expected to result in disruptions to daily vehicular and pedestrian traffic flow around the site and noise experienced in surrounding facilities. All reasonable steps should be undertaken to minimize these and other impacts. All project phasing plans and construction activities must be approved by the Facilities Department prior to the commencement of the construction phase.

i. **Visual Clutter**

As with many construction projects, there are a certain number of building system components that are typically visible on the exterior of a building or elsewhere on a project site. These components, which include devices such as backflow preventers, transformers, switchgear, condenser units, and waste dumpsters, usually detract from a building's design if not appropriately handled. The D/B team therefore shall exercise special care to ensure that these types of devices do not impact or detract from the project's appearance.

There are several means by which this can be achieved. Ideally, the offending device can be incorporated into a project's design in such a manner that it is not conspicuous. Other types of concealment, such as screening walls or landscaping, should be utilized where

appropriate. It is essential however that all methods of concealment comply with all applicable codes.

j. **Practical Maintenance Provisions**

Many projects often overlook provisions for practical maintenance items and, if not carefully considered, the design of this garage will most likely fall within this category. While it may be easy to think of this project as nothing more than a parking garage, it is foolish to suggest that it does not have its own unique set of maintenance issues. For instance, given the fact that there will likely be light poles on the top floor of the garage, a means should be provided that will facilitate the replacement of light bulbs. This was not contemplated in the design of the University's first garage and, as a result, replacing burned out bulbs has become a difficult task. Alternatives that should be considered include either a light cluster that can be lowered or a pole that can be tilted.

Other items that follow this example and should be considered include the installation of irrigation systems in landscape areas, signage, security phones, access for maintenance and emergency vehicles, provisions for the handicapped, site lines, and adequate lighting. This is not an exhaustive list and this program requirement is mentioned primarily to illustrate to the D/B team that care should be exercised in the design and specification of even the most mundane (and often overlooked) items.

k. **Aesthetics / Architectural Design Guidelines / Landscape Design Guidelines**

It may be hard to categorize a parking garage as an aesthetic improvement, but this is exactly how this project is envisioned. Though not described in such terms in the Campus Master Plan, the aesthetic considerations of this and other nearby projects contemplated for development will have a profound effect on the appearances of this area of the Main Campus.

In recognition of the positive aesthetic impacts that these types of projects generate, the University adopted as part of the Campus Master Plan a series of architectural and landscape design guidelines to promote and encourage good design. These guidelines are applicable to all projects, even those perceived to be "uninteresting" like a parking garage.

In fact, the size and prominence that this garage offers places a premium on good design. Therefore, the application of the University's Architectural Design Guidelines and Landscape Design Guidelines should be closely followed. At every submittal, fundamental questions as to whether the project design appears attractive, orderly and well detailed should be answered.

Because project funding levels are often in conflict with design features, the Project Budget Summary incorporates an allowance to allow for these design guidelines. While

this allowance is not overly generous, it should be sufficient to provide a good quality design.

Finally, the University has developed programs to promote the appreciation of public artwork on campus. This project should be considered as a possible location for the installation of some type of artistic expression, such as outdoor sculpture, student artwork or products of the University's in-house craftsman program. The incorporation of such artistic elements will only be considered if they are deemed to be appropriate for this type of project. This item shall be discussed in greater detail with the D/B team at the commencement of the design phase. Due to the source of funds, this project is not subject to statutory requirements for public art.

l. **Facility Space Summary**

In terms of space categories, this facility will only have one primary type of space and that is for parking cars. With the exception of perhaps small equipment rooms, there are no other types of spaces programmed for this facility than those that relate to housing vehicles or those that support their storage. Consequently, there is only one primary category that applies to this type of space utilization and that is "740, Vehicle Storage." The design of this project may eventually yield some ancillary support spaces such as storage rooms, janitorial closets, mechanical rooms or communication rooms. These spaces will fall in other categories, such as category "745, Vehicle Storage Support." This category applies to those spaces or areas within the building that do not house vehicles *per se* (like parking stalls themselves), but rather support the vehicle storage function.

It is worth noting that, though the 700 series of space falls within the Support Services category, none of the space programmed in this facility is considered eligible since it is not formula generated; therefore, this space should not be counted against the University's allowance for Support Services.

At an allowance of 320 square feet per space, it is estimated that the garage will provide 320,000 gross square feet of space. This figure will be monitored during the actual design phase and amended on the Capital Outlay Implementation Plan as the project evolves. That document will also report any additional spaces whose need becomes evident during the design phase; spaces such as those that would fall within the Vehicle Storage Support category (or other appropriate categories).

m. LEED Certification

The Florida State University Design Guidelines require LEED (Leadership in Energy and Environmental Design) certification on all new buildings and major remodeling projects. Although a parking garage on this campus has not been certified LEED, there is no

reason to believe that is not achievable for this proposed project. The Design Guidelines ask the D/B team strive toward "Silver" level where practical while allowing the "Certified" level as the bare minimum. Commissioning is a prerequisite to LEED certification and is a line item in this project's budget.

X. Utilities Impact Analysis

In terms of connected loads, utility service to Parking Garage No. 6 is not expected to be a problem simply because the facility itself will have such minimal utility demands. For example, there are no program requirements for chilled water, steam, or natural gas service. Potable water demand shall be limited primarily to irrigation, general maintenance, and fire water needs. Sanitary sewer is not required, since this garage is not expected to offer any restroom facilities. Finally, connection to the University's telecommunication infrastructure is limited to the "Blue Light" security phone system.

The following is a description of the Mechanical, Electrical and Plumbing requirements for a new 6 story, 320,000 sq. ft. parking garage for The Florida State University. The new parking garage is to be located on the northeast corner of West St. Augustine Street and Dunnwoody Street.

1. Mechanical:

Ventilation shall be provided for the electrical room and air conditioning shall be provided for the elevator equipment room. Ventilation for the electrical room shall be thermostatically controlled; air conditioning for the elevator equipment room shall operate continuously. The elevator equipment room shall be cooled to maintain environmental conditions for elevator controls.

Unitary or split system DX equipment is suggested.

It is anticipated that the exterior walls will be designed to satisfy the requirements of an open structure as defined in NFPA 88A so as to eliminate the requirement for mechanical ventilation.

There is no expected need for chilled water or steam service to the structure.

2. Plumbing:

Potable water shall be provided by the City of Tallahassee water distribution system; by connecting to an existing 6" water main running along West Pensacola Street or a 12" main running along West St. Augustine Street.

A City approved meter and reduced pressure backflow preventer shall be provided in the domestic supply to the structure. Domestic water will be provided to hose bibs located throughout the structure for maintenance purposes. A separate backflow preventer shall be provided for the landscape irrigation system. All exterior, exposed water supply

piping shall be freeze protected with an electric resistance tracing system.

There is no anticipated need for a sanitary sewer connection to the structure.

3. Fire Protection:

A manual, dry standpipe system shall be provided for the structure with standpipes located at each stair tower and throughout the facility as required by NFPA 14. An exposed fire department connection will be provided on the fire department access side of the structure, sized to serve the entire system. Exposed fire department hose valves will be provided at each standpipe for every level or as required by NFPA 14.

Exposed piping shall be painted red.

4. Electrical (Power):

The parking garage electrical service can be supplied by the university's underground 12.47 KV distribution system. Circuit 20 routes through manhole W28. Manhole W28 is located near Wildwood Halls and West Jefferson Street. This is the nearest location to FSU's 15KV system. Circuit 20 has the capacity to adequately serve the electrical load for this parking garage. A four way electrical duct bank will be required to be extended from W28 south along Varsity Drive to West Pensacola Street, then east to Dunwoody Street, then south to the parking garage site.

The estimated connected load for this parking garage structure is 220 KVA. A pad mount transformer shall be provided on the site to provide the needed 480/277 volt, 3-phase, 4 wire service. The meter shall be installed at the building and connected to FSU's Siemens automation system. Step down transformers shall be provided within the building to provide 208/120 volt, 3 phase service as needed.

The installation of the duct bank is extensive work for extend the University's electrical service to the parking garage facility, therefore, the D/B team should evaluate alternatives to provide necessary service that would possibly be more economically feasible.

A diesel powered emergency generator and an automatic transfer switch shall be provided for emergency lighting, elevator power and life safety requirements. The estimated generator capacity shall be 100 KW. Emergency power circuits shall be installed to all Blue Light locations within and around the parking garage.

A microprocessor based addressable fire alarm system shall be provided to transmit general alarm, trouble and supervisory conditions to the FSUPD station via a Keltron Transmitter.

A Master Label lightning protection system shall be provided for the structure.

5. Electrical (Lighting):

Site lighting shall be provided around the facility by campus standard fixtures with high pressure sodium lamps. The D/B team shall consult with FSUPD to determine the most appropriate locations and light levels required.

The parking decks shall be provided with high pressure sodium fixtures as required to provide a minimum lighting level of 10 foot-candles. Fixtures located around the perimeter of the deck (where the deck is open to the exterior) shall be circuited independently from those in the interior and controlled by to building automation system.

The exterior fixtures shall be controlled by a building automation system time of day schedule. Equipment rooms and stairwells shall be provided with fluorescent fixtures, with T8 lamps and electronic ballasts, to achieve a minimum light level of 20 foot-candles. Emergency egress lighting shall be provided as required by code.

A photocell shall be incorporated with the lighting automation system to insure optimum lighting efficiency of exterior and deck perimeter fixtures and controlled.

The exterior fixtures shall be controlled by a building automation system time of day schedule. A photocell shall be incorporated with the automation system to insure optimum lighting efficiency of operation. Equipment rooms and stairwells shall be provided with fluorescent fixtures, with T8 lamps and electronic ballasts, to achieve a minimum light level of 20 foot-candles. Emergency egress lighting shall be provided as required by code.

6. Telecommunications:

See Section XI: Information/Communication Requirements of this program.

At this point telecommunication requirements shall be limited to the blue-light system. Blue light locations shall be coordinated with campus police. This requires shall be discussed further with the D/B team prior to the commencement of design.

At this point the telecommunications infrastructure does not extend all the way to the proposed parking garage site. A certain expense will be necessary to extend the telecommunications pathway and conduit from the vicinity of Tanner Hall (Building 76) to the proposed site. This project will not necessarily be expected to bear this cost.

7. Building Automation System:

A building automation system (manufactured by Siemens) shall be designed to provide time-of-day scheduling of the lighting controls from the Central Utility Plant. The system will also monitor the A/C system in the elevator equipment room as well as collect the data from the building electric meter. The system shall be connected to the existing wide area network serving the campus via a fiber optic cable to be provided as part of the Telecommunications work.

8. Stormwater:

Stormwater runoff shall be collected by a series of area and trench drains, piped via vertical rain leaders to a horizontal collection system at the ground level where it shall be directed to a new storm water collection facility. Trench drains shall be used at the bottom of the top level ramps and at garage entrances. Area drains shall be used elsewhere.

XI. Information/Communication Resource Requirement

The construction of this parking garage is not expected to have any significant impact on any existing information or communication resource system in this area of campus. Currently, there is no such service to the site nor are there any existing lines on site which will be disturbed by this project.

Programmatic requirements for new information or communication systems for the parking garage itself are limited at this time primarily to the Emergency "Blue Light" security phones (and perhaps pay phones); possible Closed Circuit Television (CCTV) applications; possible Data/Wireless for garage users and fiber optic cabling for any Facilities control equipment.

The Emergency Blue Light Telephones (EBLT) which shall be installed throughout the garage and the site will require the extension of telephone service to and around the site. Since this is a proven technology used elsewhere on the Main Campus, its use on this project is not expected to be problem.

Unlike other University projects, Parking Garage No. 6 is not expected to have the need for any "Information Technology Resources," which typically includes the hardware, software, services supplies, personnel, facility resources, maintenance, and training involved in the function of data processing. However the following infrastructure will be required to serve the limited services as discussed above, as well as future anticipated needs:

- Currently there are no underground communication conduits servicing the general area. New Out Side Plant (OSP) infrastructure need to be installed from near The Florida State University Police Department (FSUPD) to the site, running south on South Woodward Avenue and west on West Pensacola Street.

- An 8'x8' main communications demark room on the first floor with 4 @ 4" conduit from outside plant infrastructure is needed.

- Smaller 6' x 6' telecom rooms and/or properly sized wall boxes are needed on each of the subsequent floors, directly above the demark room, with 4" sleeves vertically from each. These rooms will serve as distribution points for any data/wireless, CCTV and EBLT service.

Other examples of Information Technology Resources are computer hardware, and peripheral equipment, such as personal computers, mini-computers, file servers, printers, scanners, front-end processors, etc. The standard specifications for data networking equipment is not

considered applicable to this project. If it becomes evident that there is the need for such installations, then the D/B team shall follow guidelines promulgated by Information Technology Services campus wide policies and best practices. This office is responsible for the installation, operation and maintenance of these networks and shall be consulted with during the design and construction phases.

With regard to any impacts on any University information/communication system, the D/B team shall work closely with the Technology Service and Support (TSS) to discuss and plan for any improvements necessary to mitigate any unanticipated or adverse impacts caused by this project. A standard specification for building premise wiring for voice, data, and video has will prepared by ITS to assist the D/B team with the design of such improvements.

XII. Codes and Standards

Over the past few years, there have been substantial changes to the regulatory system that controls University development. The restructuring of the higher education governance system, the adoption of a statewide building code, the evolution of a University Board of Trustees, the advent of a University-wide permitting office are just a few examples of such changes. Because many of these changes are very recent, it is difficult to fully predict or evaluate how campus construction and the systems that oversee it will be impacted.

The vast majority of all capital construction projects completed at Florida State University, regardless of whether they fall within the category of either a major or minor project, are administered by the Facilities Department; specifically within the Facilities Design and Construction Section. All construction activities that occur on the Florida State University campus are tightly regulated by a series of existing and new statutes, standard practices, and policies. The responsibility for ensuring that the completion of this project meets these requirements has been assigned to the Facilities Department; that portion of the process remains unchanged.

The following is a general enumeration of the statutes, standard practices and policies that the D/B team shall follow in developing this project. This list may not be entirely complete nor does it absolve the D/B team from any legal or contractual responsibilities. It should also be noted that the D/B team shall ensure that the design documents comply with all codes until the date the project is permitted for construction as part of the basic service requirements. The D/B team shall also insure that all codes utilized during the design process shall be the most currently adopted.

Florida Statutes

The D/B team shall ensure that the design and construction of this project meets all of the appropriate and applicable sections of the following Statutes:

Chapter 163 Intergovernmental Programs
Chapter 255 Public Property & Publicly Owned Buildings
Chapter 287 Procurement of Personal Property and Services
Chapter 553 Building Construction Standards
Chapter 663 Fire Prevention and Control
Chapter 1000- 1013 K-20 Education Code

Codes and Standards

The D/B team shall also ensure that the design and construction of this project meets all of the appropriate and applicable sections of the following codes and standards:

- Florida Building Code 2007 with 2009 Supplements.
- Florida Department of Environmental Protection.
- Department of Education Space Standards, State Requirements for Educational Facilities.
- Florida Elevator Safety Code, Department of Business Regulation.
- Rules of the Department of Business Regulation.
- Rules and Regulations of the Division of Health, Department of Health and Rehabilitative Services.
- Rules of the Florida Department of Labor and Employment Security.
- Florida Lifestyles Energy Evaluation Technique .
- Rules of the Area Water Management District.
- Environmental Protection Agency.
- Federal "Americans with Disabilities Act" (ADAAG Guidelines).
- Florida Fire Prevention Code.
- ASHRAE Standard 62-1989.
- Appropriate ANSI regulations.
- Appropriate OSHA standards during construction.
- State University System "Professional Services Guide", the "SUS Cost Containment Guidelines", and the "Florida State University Design Guidelines and Specifications".
- Florida State University "Architectural Design Guidelines" and "Landscape Design
- Guidelines".
- Any other regulatory codes or standards that apply to this type of project.

The D/B team shall also be responsible for following the requirements of the development agreement between the City of Tallahassee and the former Board of Regents concerning growth management issues.

It is worth noting again that The Florida State University Building Code Administration Section, a unit of the University's Environmental Health and Safety Department, ensures that all building erections, additions, alterations, repairs, remodeling or demolitions and all installations of building systems meet Florida Building Code requirements including all electrical, plumbing, mechanical, gas, gas fuel, fire prevention, energy conservation, accessibility, stormwater and flood plain management requirements. This office supervises, directs and enforces the permitting, plans examination and inspection program in all University buildings, including parking garages. When the Building Code Administrator is satisfied that all code requirements have been met, a certificate will be issued that allows completed buildings to be occupied.

It is the responsibility of the D/B team and the University's construction project administrator to ensure that all plans review and construction inspection requirements are met. It is highly recommended that at the commencement of this project, the D/B team and the construction manager meet with the University's Building Code Administrator to discuss the project and any possible code issues, schedules for plans review, and other administrative procedures.

XIII. Project Schedule

The proposed schedule for the completion of this project is listed below in tabular form and highlights the more important milestone events expected to be achieved during the course of this project.

The date of completion is a very important milestone. First of all, if it is not reached, it could compromise the University's commitment for use of this new parking facility. Secondly the simple reality is that the passage of time reduces the value of money. In order to maximize the effective use of funds that are committed to this project, their timely expenditure is critical.

The schedule that is listed below is conservative and assumes a rather straightforward approach to both the design and construction phases. It does not necessarily reflect the potential savings in time that can be realized by using strategies such as the implementation of early bid packages (especially with regards to the development of the site), the purchase of long-lead items, accelerated design schedules, and the like. It is recognized however that there are practical limitations to the use of these and similar strategies and that the risk and rewards of each must be analyzed. It is not unreasonable to assume that, at a minimum, the D/B team should be able to meet the schedule indicated. The D/B team is encouraged to make reasonable recommendations to meet the project schedule or to accelerate the completion date.

PROJECT SCHEDULE

2010	April	Facilities program completed and approved; Design/Build team selection process expected to begin.
	June	University Trustee approval sought to design/construct Parking Garage No. 6.
	June	Begin authorization process to issue bonds.
	July	D/B team selection process expected to be completed; D/B contract negotiated and executed; Notice to Proceed with design issued.
2011	Jan.	Existing Parking Lot (building site) permanently closed and available for construction.
	Nov.	Substantial completion expected.
	Dec.	Final completion expected.
2012	Jan.	Garage open and ready for use.

XIV. Program Funds

This project shall be accomplished utilizing $14,500,000 in proceeds that will be derived from a bond sale that the University's Business Services Department will soon initiate. This Spring, approval is expected from the Florida Board of Governors to issue approval for the issuance of these bonds.

In anticipation of the receipt and use of these proceeds, the Business Services Department will utilize existing auxiliary funds for the Planning phase of this project. This will enable the project to move forward that much sooner.

The proposed breakdown of this funding into the major project categories is as follows:

Planning	$ 1,235,000
Construction	$13,165,000
Furnishings/Equipment	$ 100,000
TOTAL	**$14,500,000**

The breakdown of costs within each specific project category can be found in the Project Budget Summary.

XV. Project Budget Summary

This project's estimated Project Budget Summary can be found on the following page and includes a breakdown of all project costs necessary for the design and construction phases. The D/B team shall be responsible for verifying this estimate and making recommendations for adjustments, where necessary.

All costs outlined in the Project Budget Summary are based upon the dollar value of next fiscal year. No other inflationary factors have been utilized in developing either construction or administrative costs. The following is a brief explanation of the various budgetary components that were considered in the development of this Summary.

1. Building Construction Costs:

The scope of this project constitutes the construction of a new 1,000 car parking garage. The square footage as well as the cost per square foot was derived from recent past experience with parking garages.

No significant roadway improvements are expected.

There are no known Additional/Extraordinary cost items that have been identified to date. There is obviously some amount of the existing site that will be affected by this project, so normal construction activities, such as site work (grading, excavation), site utilities (relocating existing or extending new service), and site improvements (entry/exit roads, turn lanes, sidewalks) are expected.

2. Construction Related Costs:

Like most major capital projects, the cost of completing this project contains a variety of construction related costs. These are briefly described as follows:

Bond Issuance costs:	These fees are expected to cover the costs involved with the issuance of the bonds.
Professional fees:	These fees are expected to cover all design costs, including a small amount identified as a design. An allowance has been reserved for any specialty consultants, such as those professionals that may be involved in the design contingency of the roadway improvements.
Fire Marshall fees:	Funds have been reserved for plans review by the Office of the State Fire Marshall.
Inspection services:	An allowance has been provided to cover the costs of resident supervision. Because of the size and scope of this project, these

	inspections are expected to include the services of a part-time, on-site clerk of the works and for the necessary threshold inspection services. Additionally, funds have been reserved for the completion of all plans review and construction inspections by the University's Building Code Administration.
Insurance Consultant:	Funds have been reserved for the required insurance consultant.
Surveys and tests:	Funds have been reserved primarily for the preparation of a boundary/topographic survey and for the accomplishment of necessary soil and materials testing.
Infrastructure Assessment:	Funds have been reserved to cover this project's contribution to meet the University's infrastructure needs.
Artwork:	The requirement for artwork is not applicable since non-appropriated funds are being used to construction this project.
Furnishings / Equipment:	While there are no programmatic requirements for tradional furnishings/equipment, there are a few items that may be necessary to be purchased for the operation of the garage.
Tele-communications:	The telecommunication system requirements for this project are merely the extension of the University's "Blue Light" trail to the project site and throughout the garage. The cost of extending and installing these units are included in the construction cost figures.
Project Contingency:	A project contingency has been established at approximately 5.8% of the construction costs to cover unforeseen conditions and impacts to the project.

Budget Summary

PROJECT DESCRIPTION:

Facility/Space Type	# of Parking Spaces	SF per Parking Space	Gross Area (GSF)	Unit Cost (Cost/GSF)	Total Cost
920 Spaces in Structured Parking (Garage)	920	320.0	294,400	35	10,304,000
27 Surface Spaces	27	320.0	8,640	15	129,600
TOTALS	**947**		**303,040**		**10,433,600**

	Planning	Construction	Equipment	**Total**
SCHEDULE OF PROJECT COMPONENTS				
1. Construction Components (Basic Construction Cost)				
a. Construction Cost (from above)		10,433,600		10,433,600
b. Site Development and Improvements		1,043,360		1,043,360
c. Transit Stop Improvements		300,000		300,000
d. Telecommunications - Outside Plant (OSP)				0
OSP Pathway (300' to edge of property + 1 Manhole)		31,000		31,000
OSP Content (Fiber Optics and CATV)		25,000		25,000
(1) Total Basic Construction Costs		**11,832,960**		**11,832,960**
2. Other Project Components (Other Project Costs)				
a. Bond Issuance Cost	180,000			180,000
b. Professional Fees (D/B)				
Basic Services (Group D)	650,000			650,000
Design Contingency (10% Bas.Serv.)	65,000			65,000
c.Preconstruction Services (1%)	119,000			119,000
d.Fire Marshal Fees (.0025)	30,000			30,000
e.Inspection Services				
Commissioning + LEED	75,000			75,000
Construction Review Architect		100,000		100,000
Threshold Inspection		85,000		85,000
Roof Inspection		20,000		20,000
Plans Review/Inspection	38,000			38,000
f.Insurance Consultant (.0006)	8,000			8,000
g.Surveys & Tests				0
Surveys: Topography	30,000			30,000
Geotechnical Investigation	35,000			35,000
Stormwater Compliance	5,000			5,000
Testing and Lab Analysis during Construction		100,000		100,000
h.Permit/Impact/Environmental Fees		0		0
i.Artwork (.005)		0		0
j.Furnishings, Equipment, Signage, Keyshop			100,000	100,000
l.Telecommunications				0
EBLT's (20± @ $ 3,000 ea)		60,000		60,000
CCTV Cameras/Security Equipment		20,000		20,000
Networking Equipment		20,000		20,000
Core Networking Equipment		6,500		6,500
m. Infrastructure Assessment (2%)		237,000		237,000
n. Project Contingency 5.8%		683,540		683,540
(2) Total - Other Project Costs	**1,235,000**	**1,332,040**	**100,000**	**2,667,040**
ALL COSTS (1) + (2)	**1,235,000**	**13,165,000**	**100,000**	**$14,500,000**

XVI. Appendix

The following Exhibits represent additional information relating to the programming and design of this project. They are included for information purposes only; questions relating to their content should be addressed to the construction project manager. The following is a brief description of each Exhibit.

Exhibit 1: Project Site Location

Main Campus Map – Site Location
This exhibit illustrates the location of the proposed site and its relationship to the other Parking Garages on the Main Campus and its relationship to the surroundings sites.

Exhibit 2: Site Natural Features

This exhibit illustrates the sites topographic and vegetation features. It also illustrates the current vehicular and pedestrian circulation patterns on the site.

Exhibit 3: Site Utilities

This exhibit contains illustrations that identify the locations of existing site utilities.

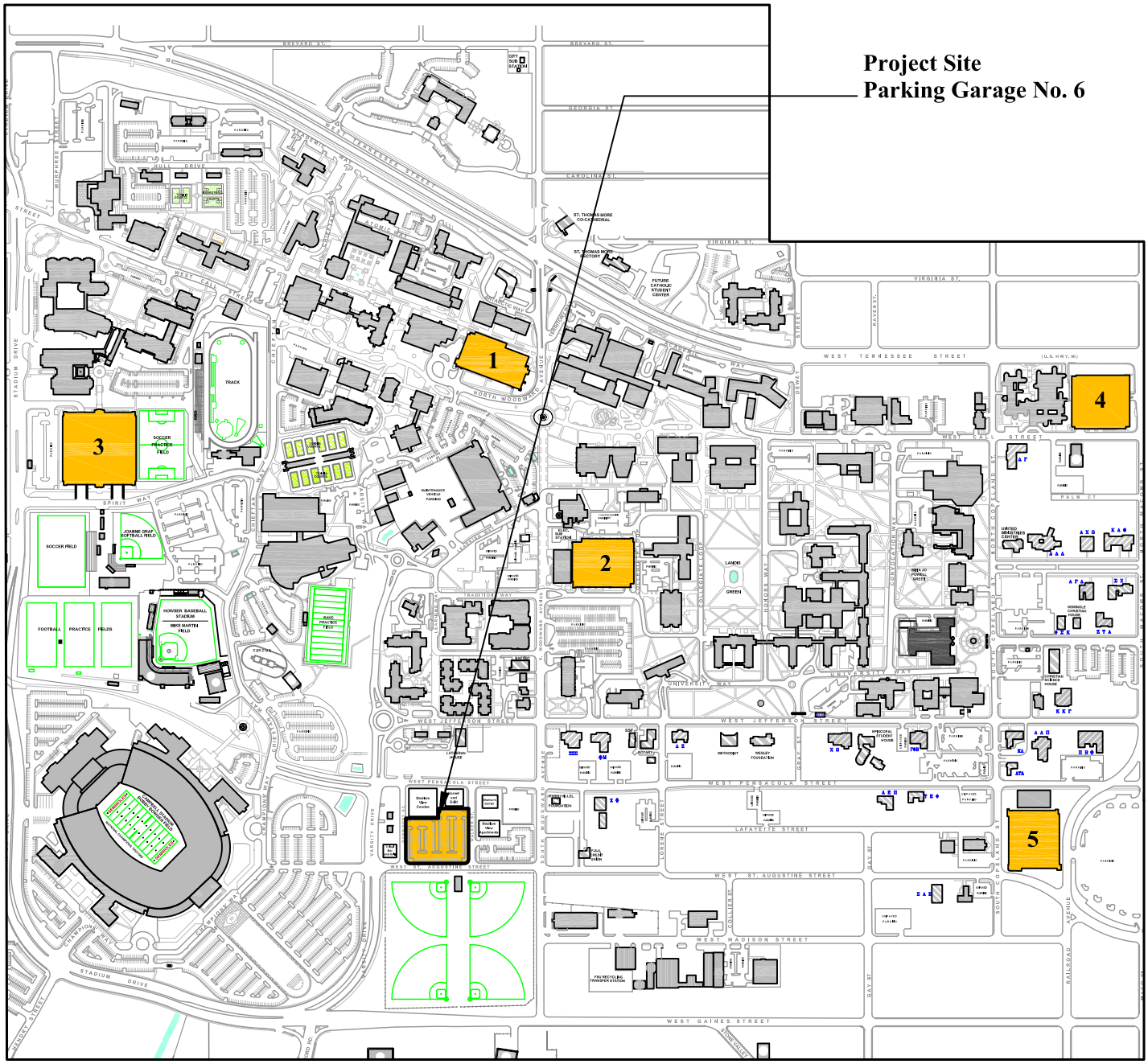
Exhibit 4: Site Photographs

This exhibit contains photographs of the proposed site.

Exhibit 1

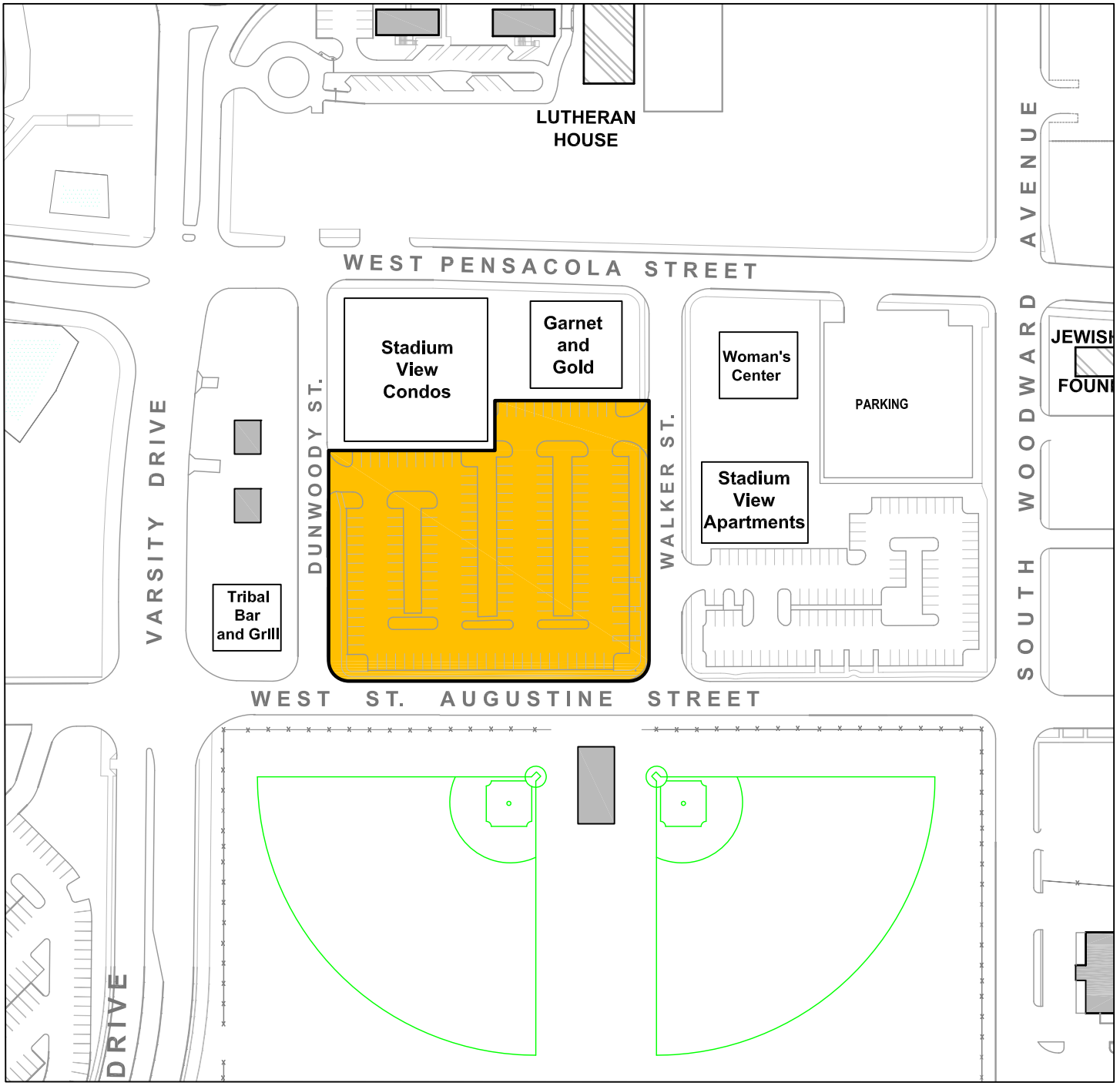
Project Location Map

This exhibit illustrates the location of the proposed site and its relationship to the other Parking Garages on the Main Campus and its relationship to the surroundings sites.



Main Campus Map
Site Location

Exhibit 1-A



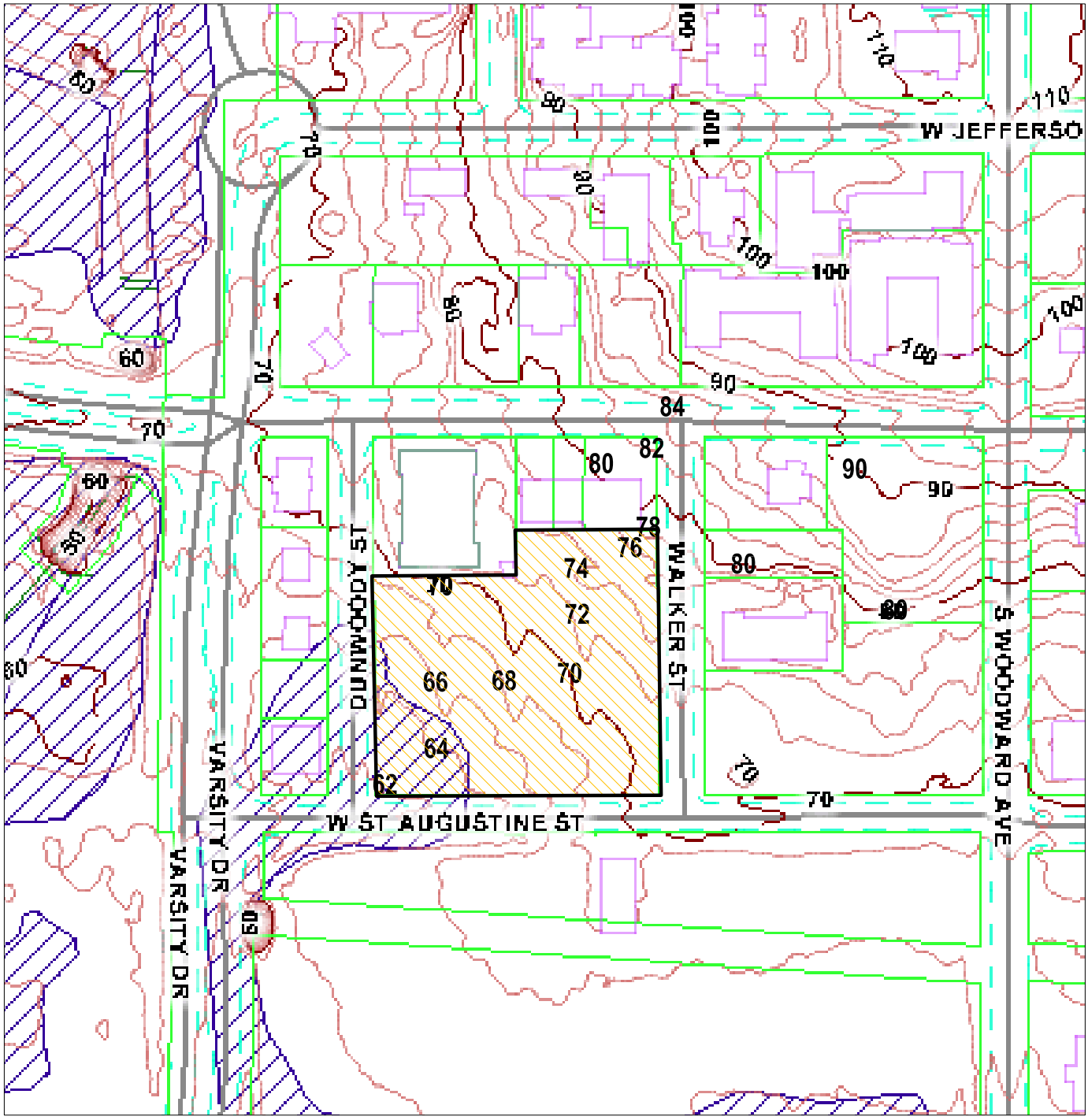
Project Site Location

Exhibit 1-B

Exhibit 2

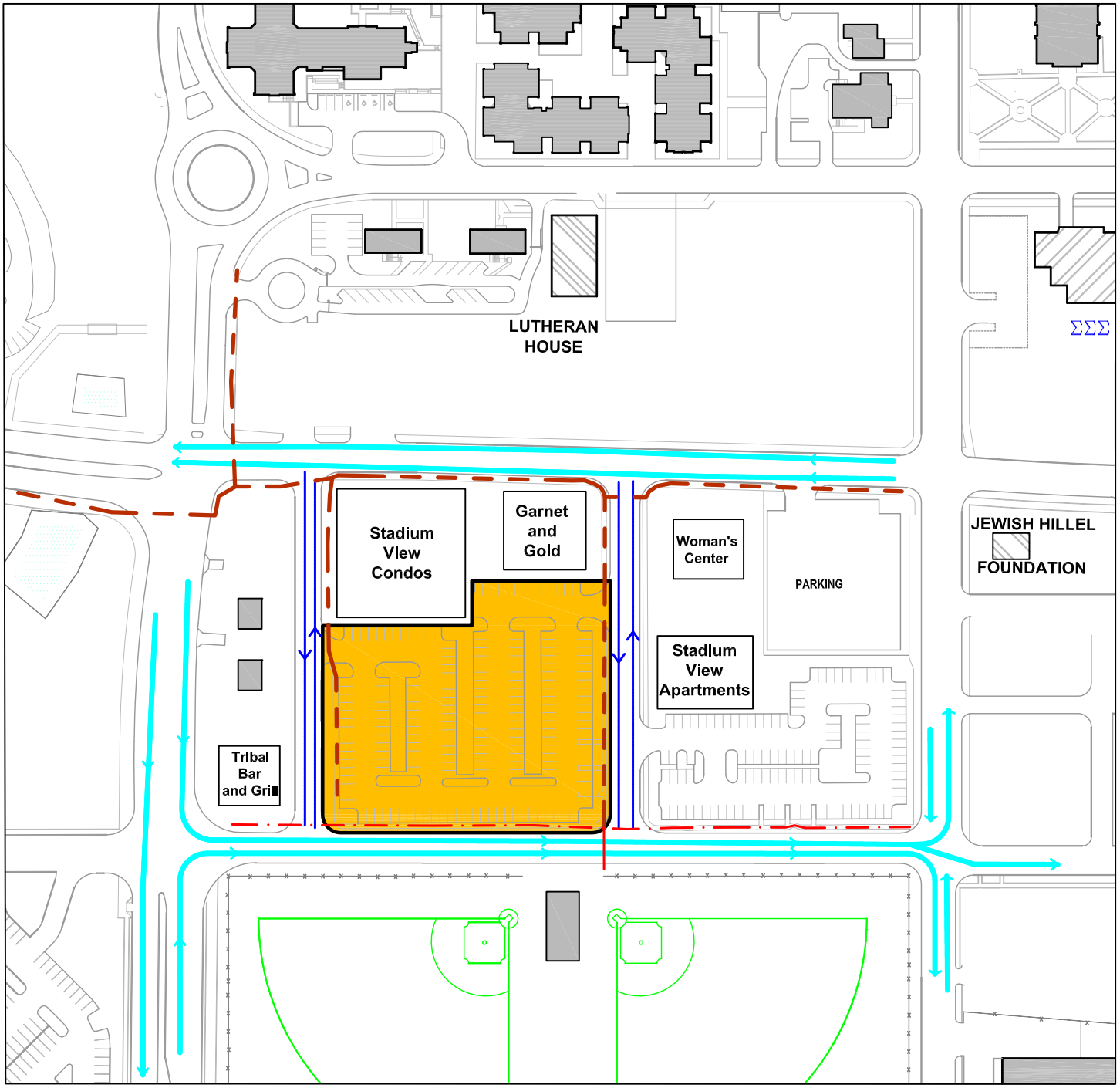
Site Natural Features

This exhibit illustrates the sites topographic and vegetation features. It also illustrates the current vehicular and pedestrian circulation patterns on the site.



Site Topographic Map

Exhibit 2-A



Vehicular and Pedestrian Circulation

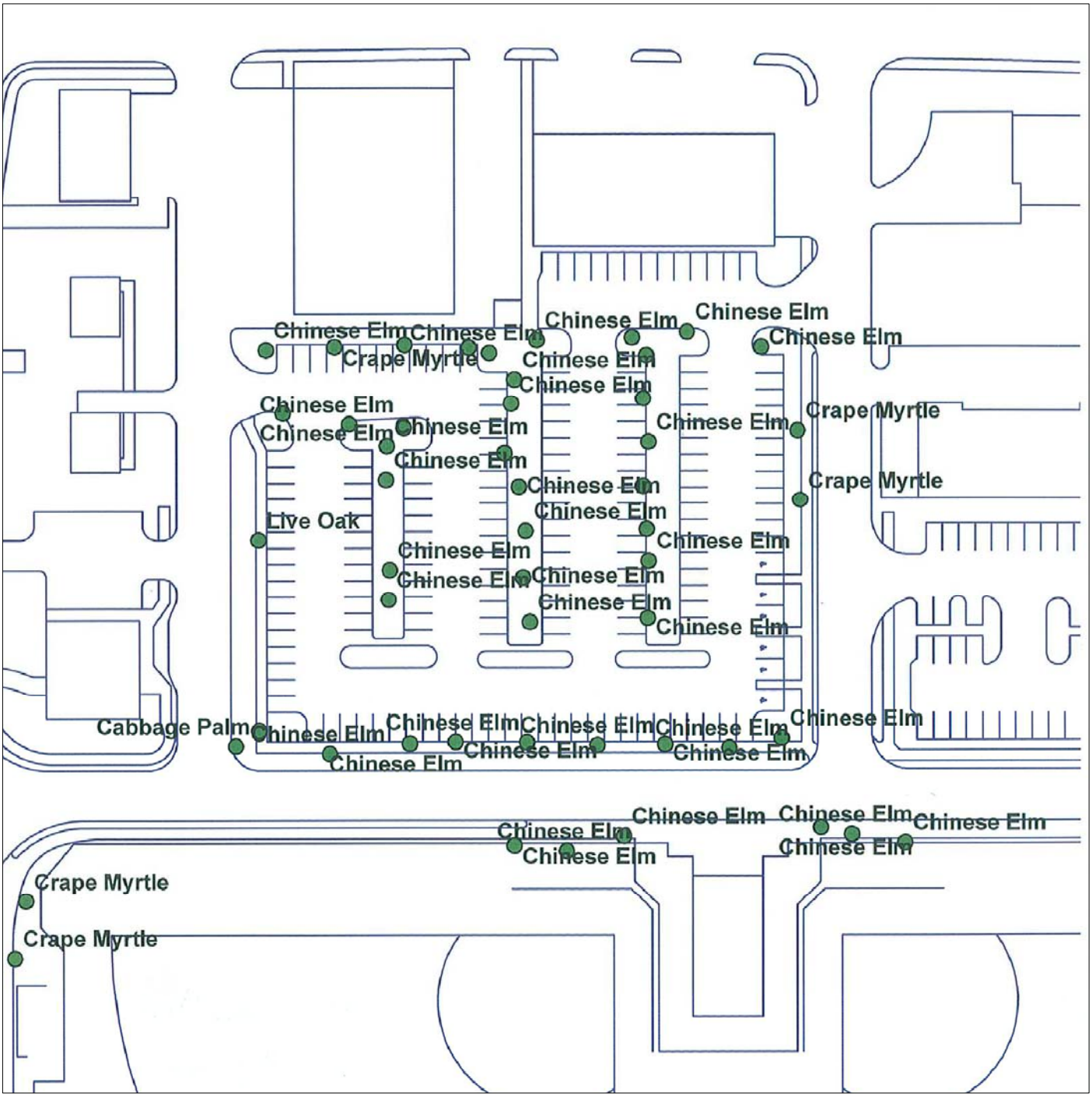
Vehicular Major

Vehicular Minor

Pedestrian Major

Pedestrian Minor

Exhibit 2-B



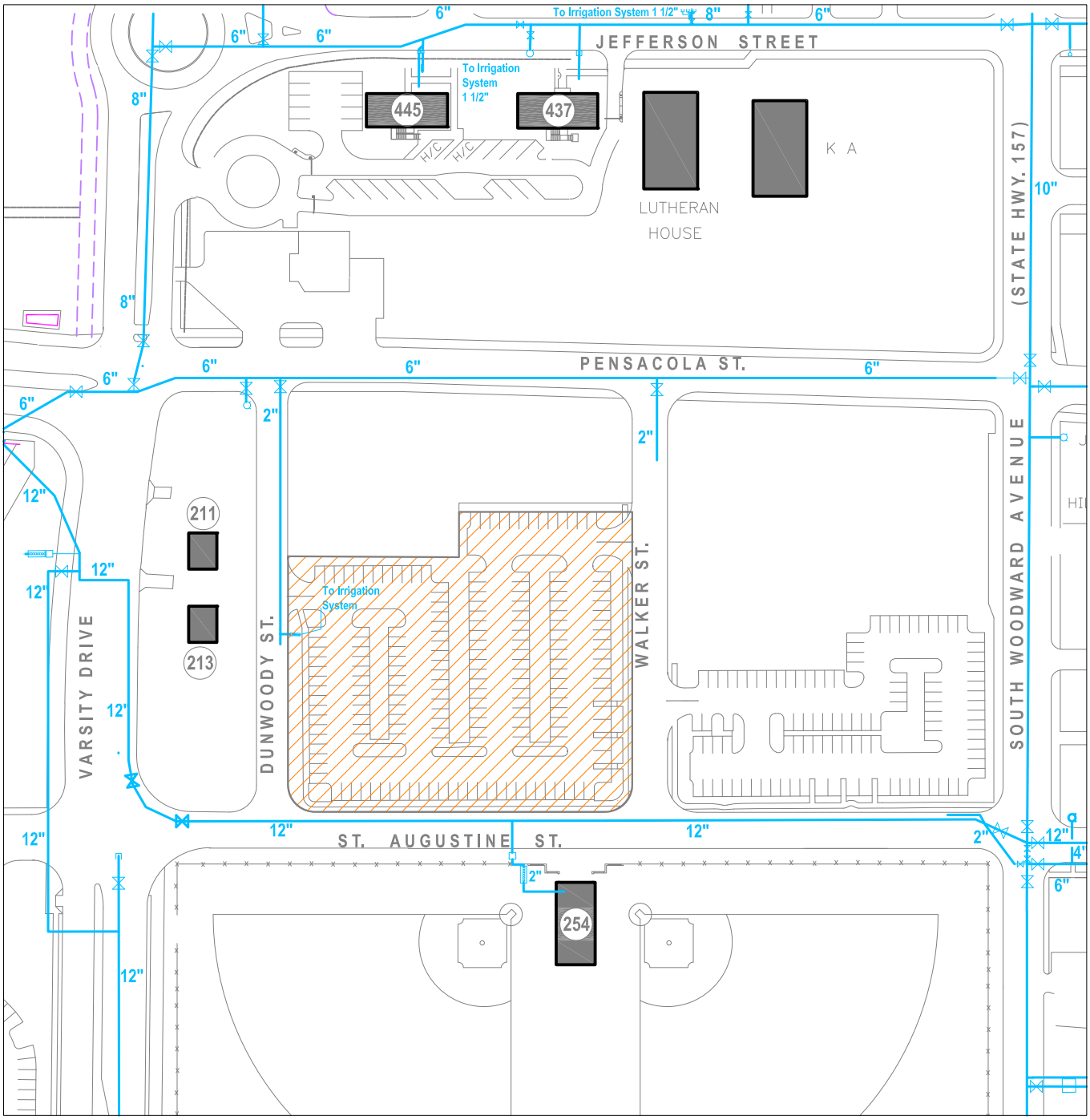
Site Vegetation Map

Exhibit 2-C

Exhibit 3

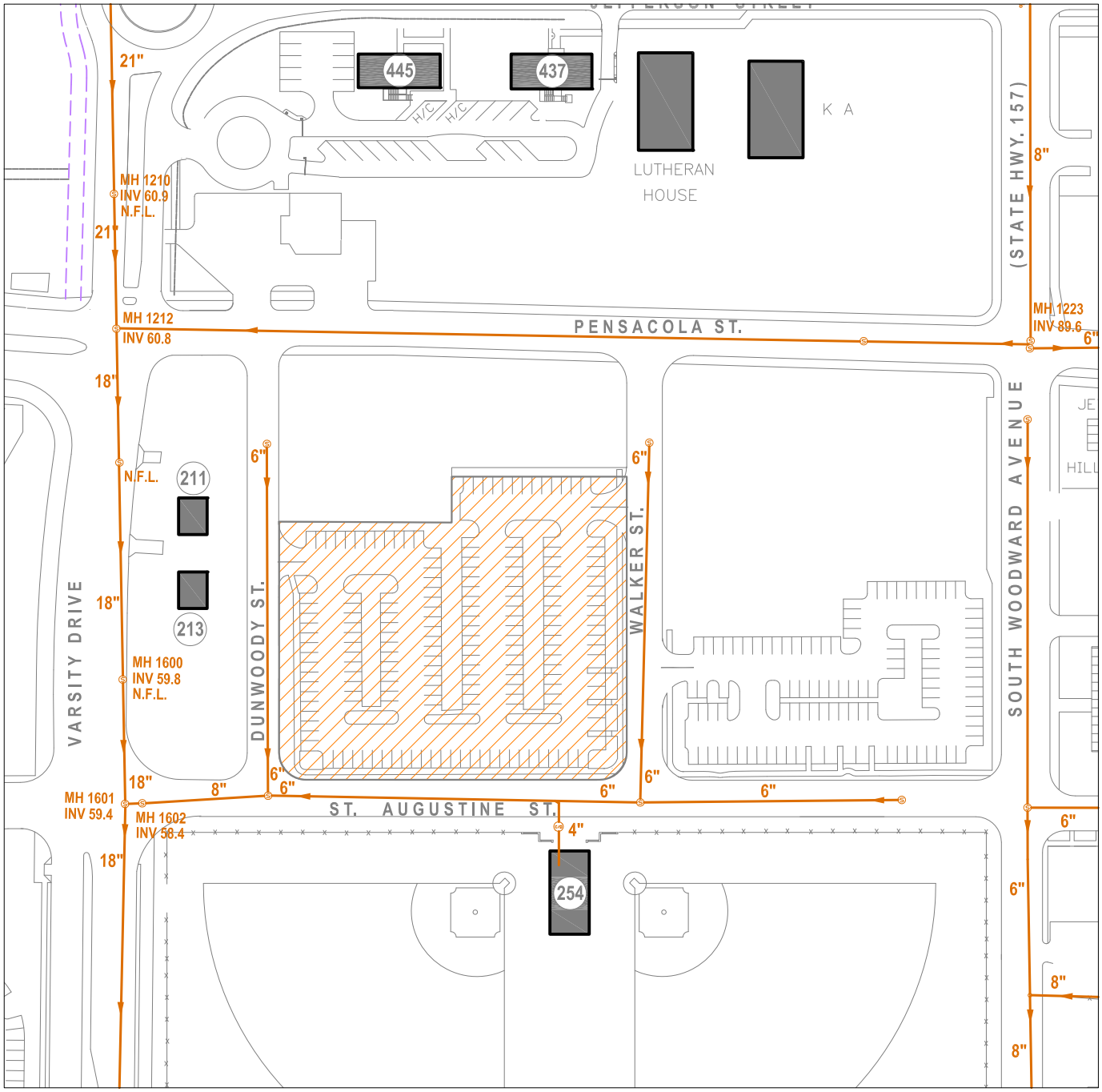
Site Utilities

This exhibit contains illustrations that identify the location of known utilities in the general area of the site. It is worth noting that this utility information is not necessarily complete, accurate or current and that the D/B team shall be responsible for identifying the location of all utilities in the area of the site.



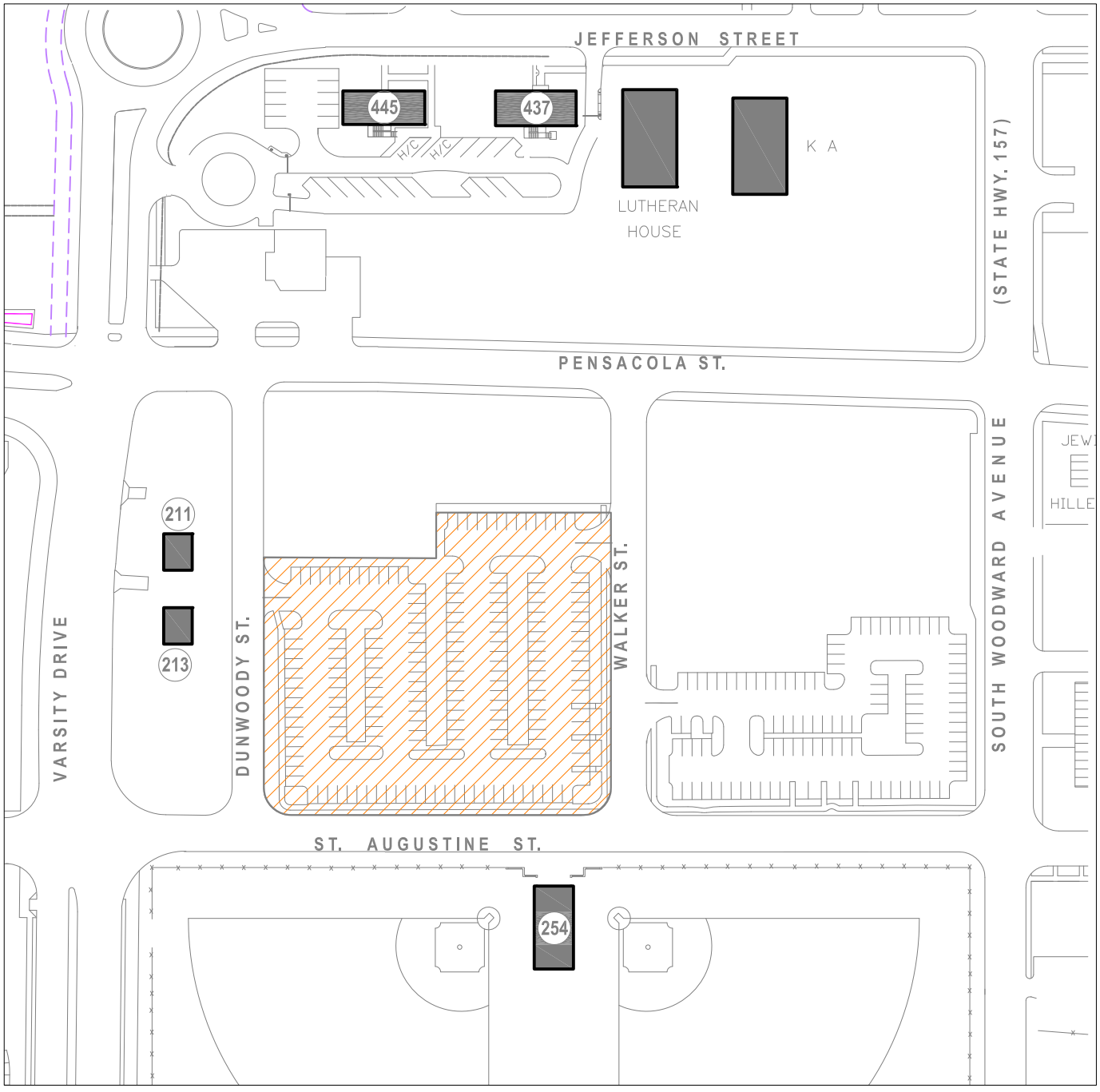
Domestic Water

Exhibit 3-A



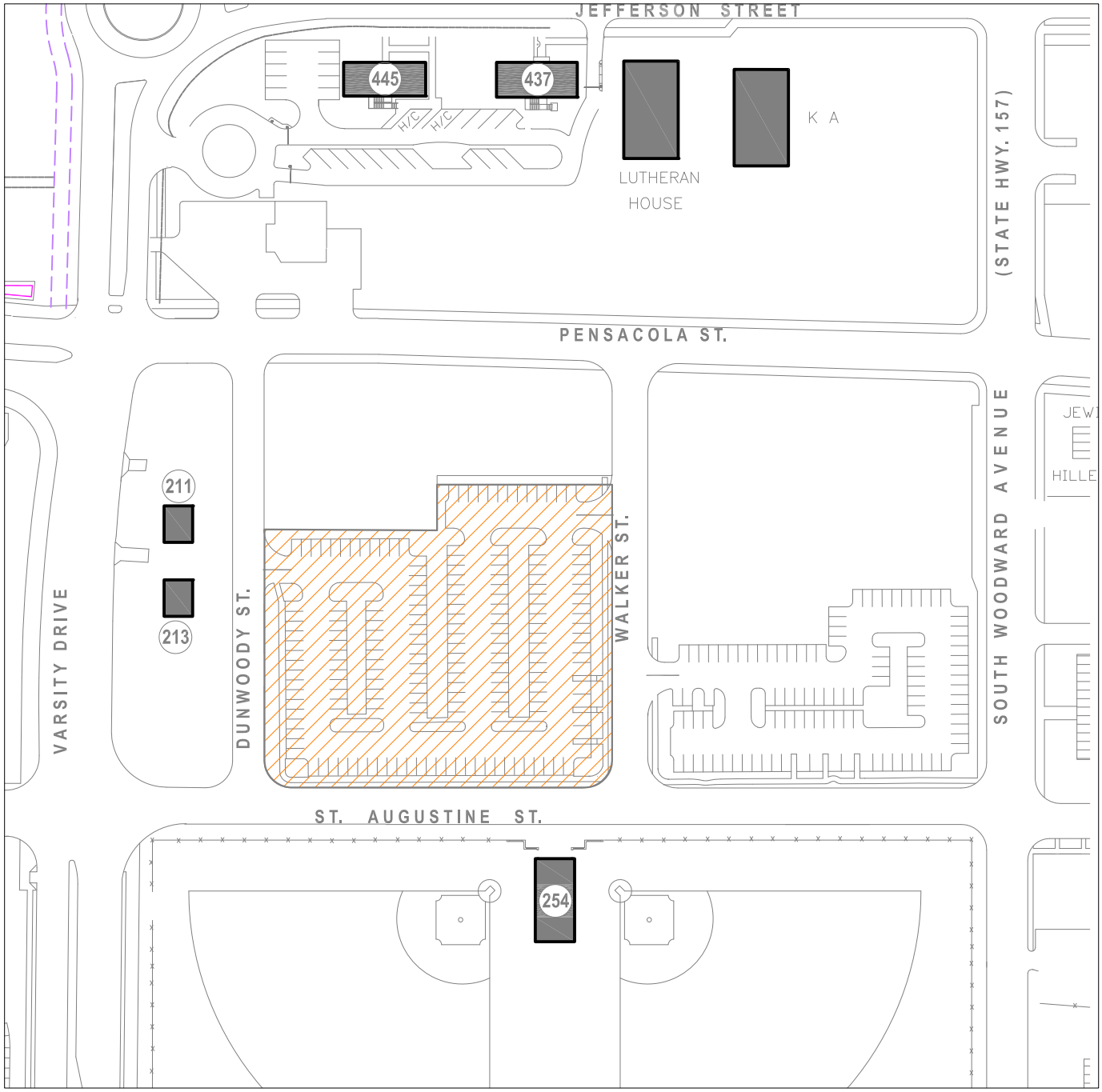
Sanitary Sewer

Exhibit 3-B



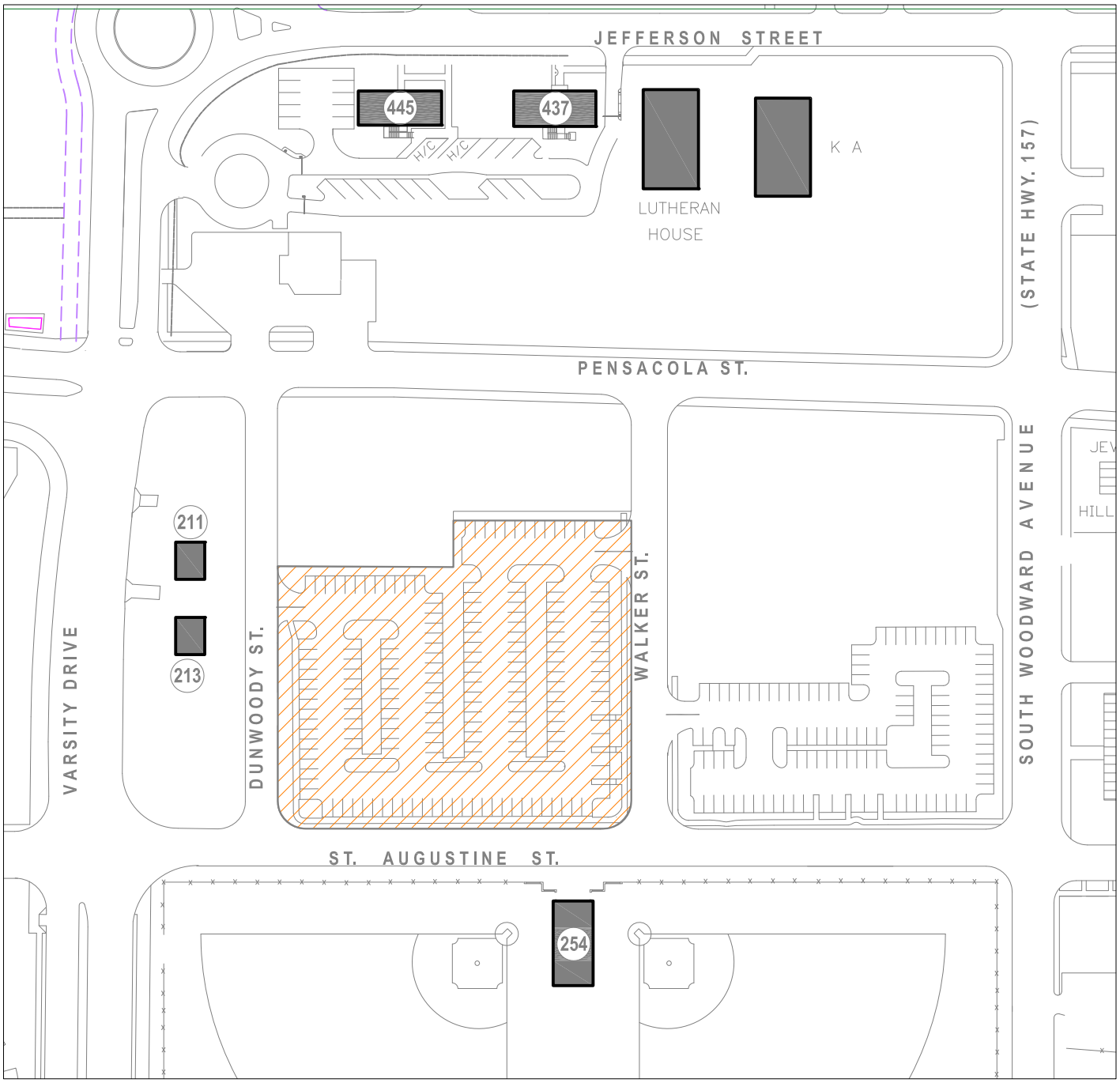
Chilled Water

Exhibit 3-C



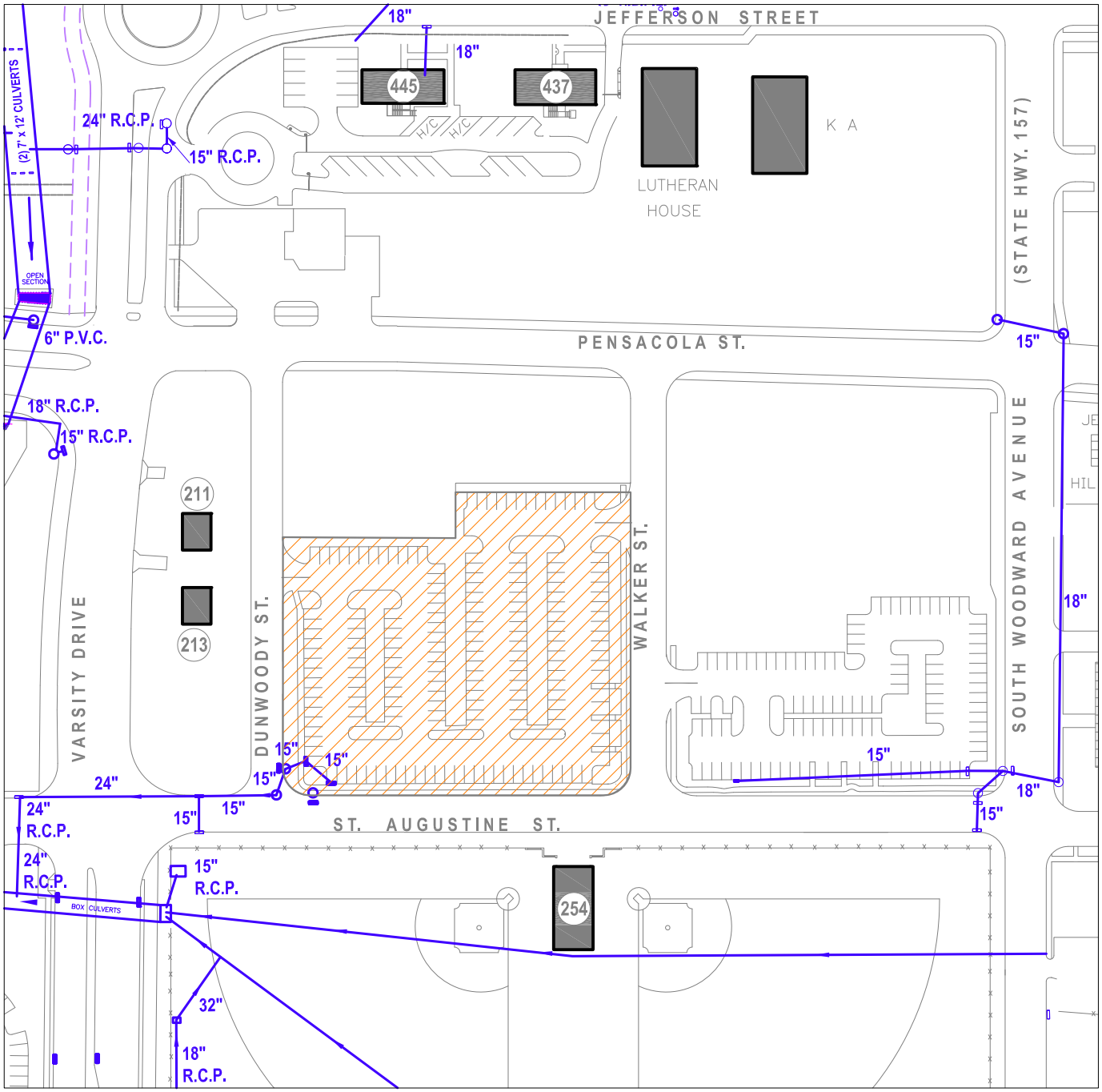
Steam

Exhibit 3-D



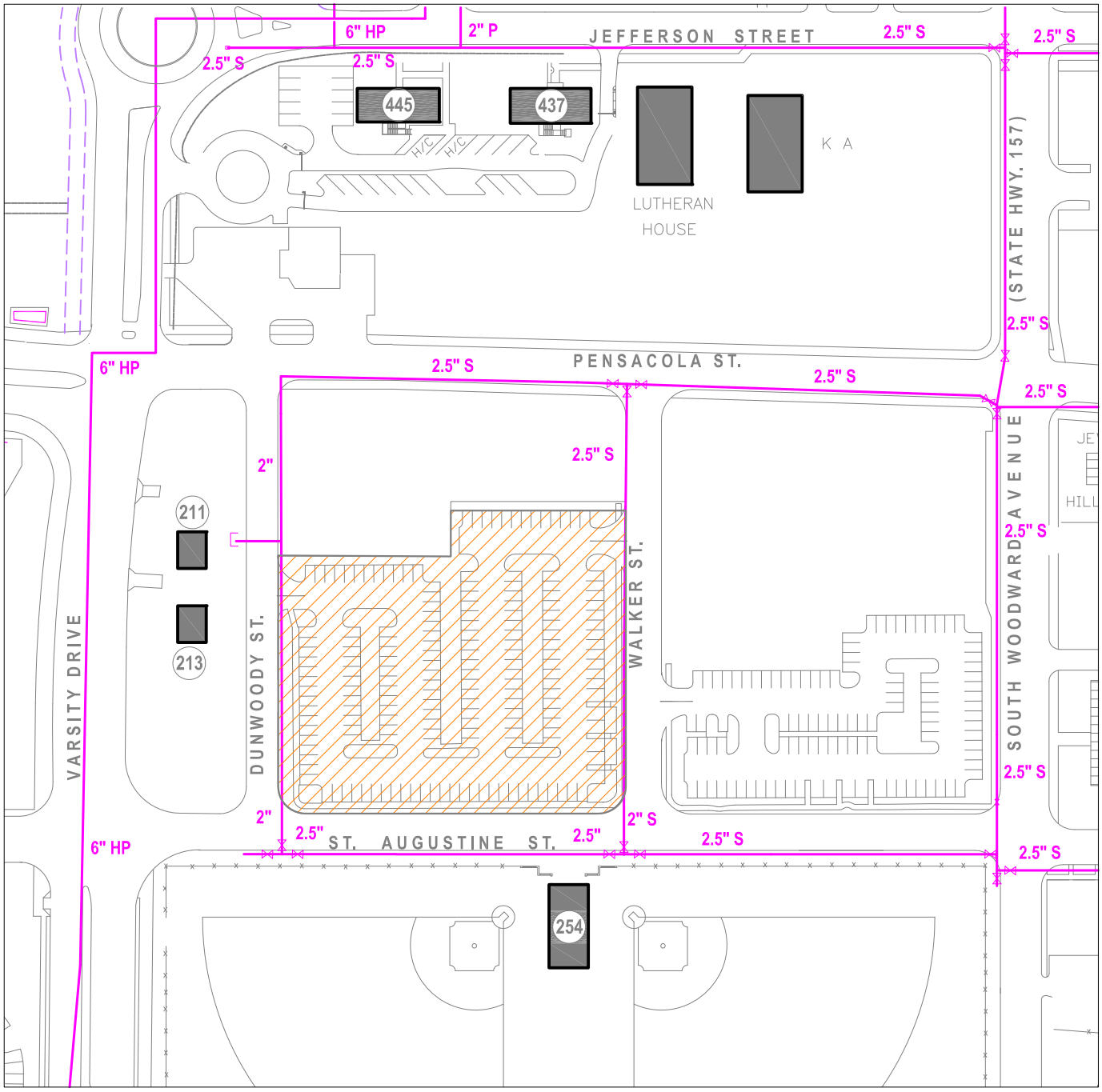
Electric

Exhibit 3-E



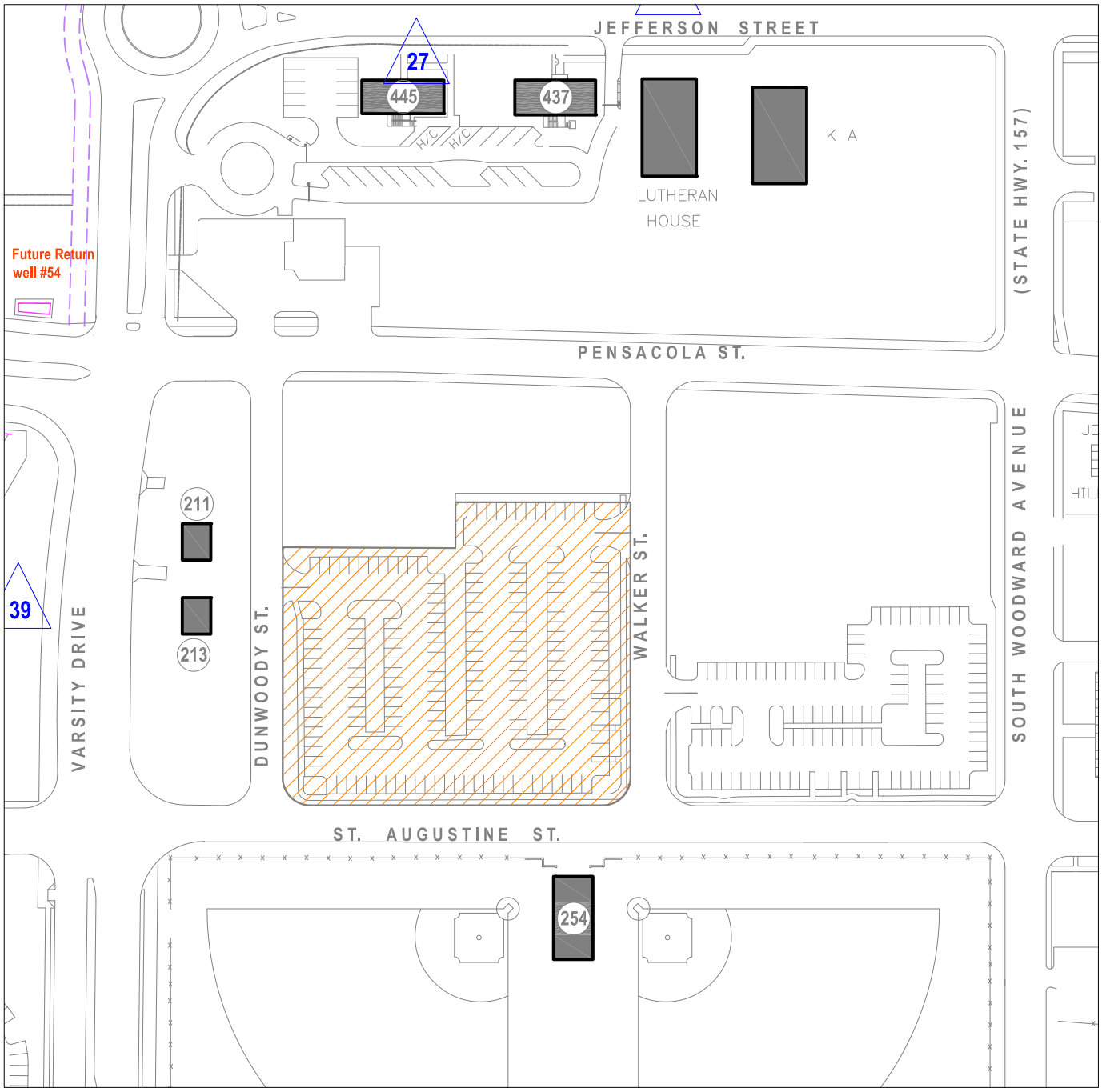
Storm Water

Exhibit 3-F



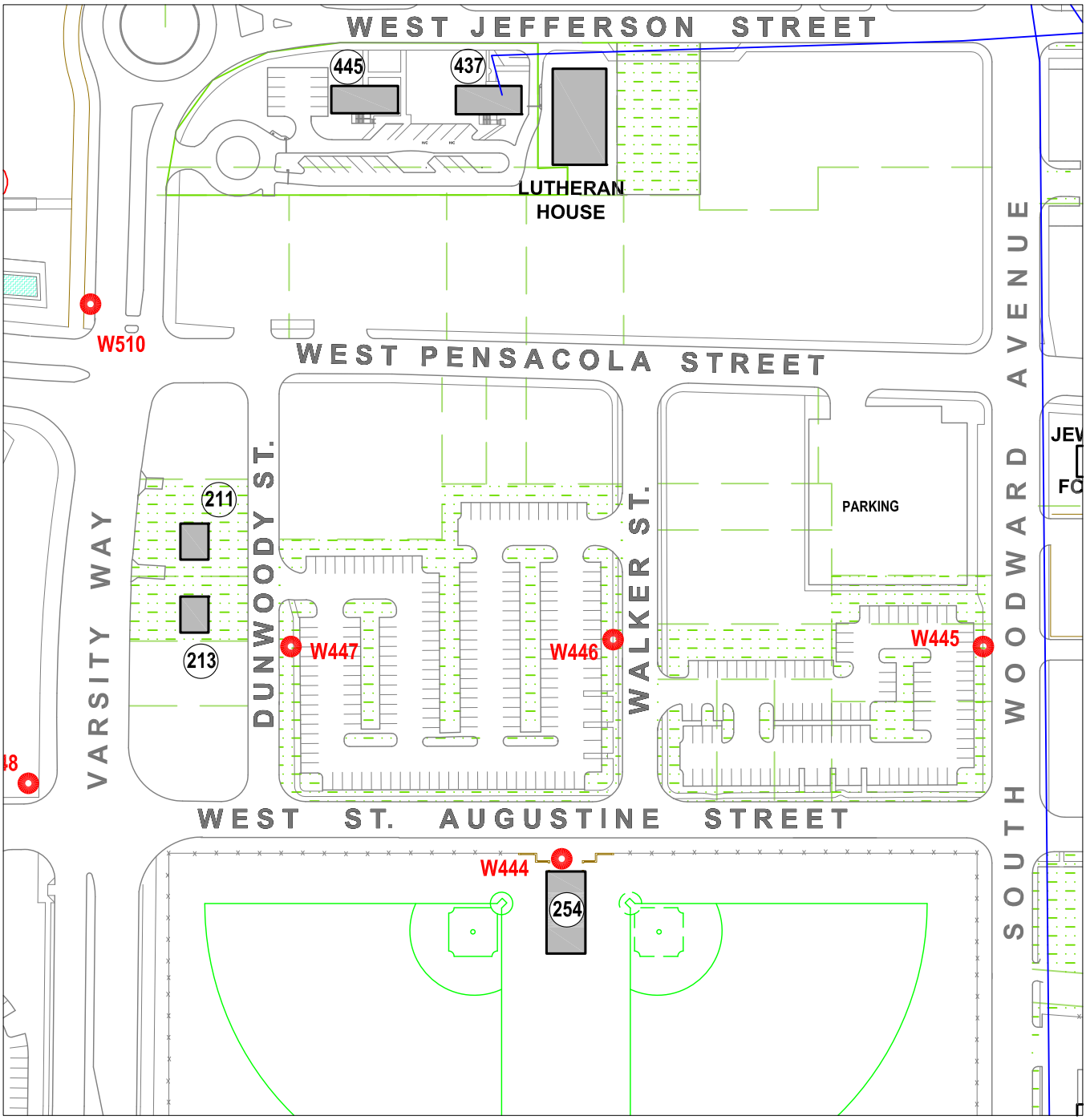
Natural Gas

Exhibit 3-G



Irrigation / AC Wells

Exhibit 3-H



Telecommunications

Exhibit 4-A

Exhibit 4

Site Photographs

This exhibit contains photos of the proposed site.

Photo looking south on Dunnwoody Street. Intramural fields are in the distance.

Photo looking to the proposed project site Street. The Stadium View Condos building is on the left.

Photo from the corner of West St. Augustine Street and Dunnwoody Street looking toward the proposed project site.

Photo looking toward the proposed project site from West St. Augustine Street. The Stadium View Condos building is in the distance.

Photo looking east on one-way West St. Augustine Street with bus stop on the south side of the street. Proposed garage site is on the north side of the street.

Looking north on Walker Street. Stadium View Condo Building is in the distance.

Photo of proposed garage site looking to the west. The University Center is in the distance. Intramural fields Control Building is on the left . The Stadium View Condo Building is to the right.

Looking southwest from the proposed garage site, currently providing surface parking. The Intramural fields are in the distance.

Looking toward University View Condos. Dunnwoody Street is in the foreground.

Looking toward Tribal Bar and Grill. Dunnwoody Street is in the foreground. The University Center parking lot is in the background.