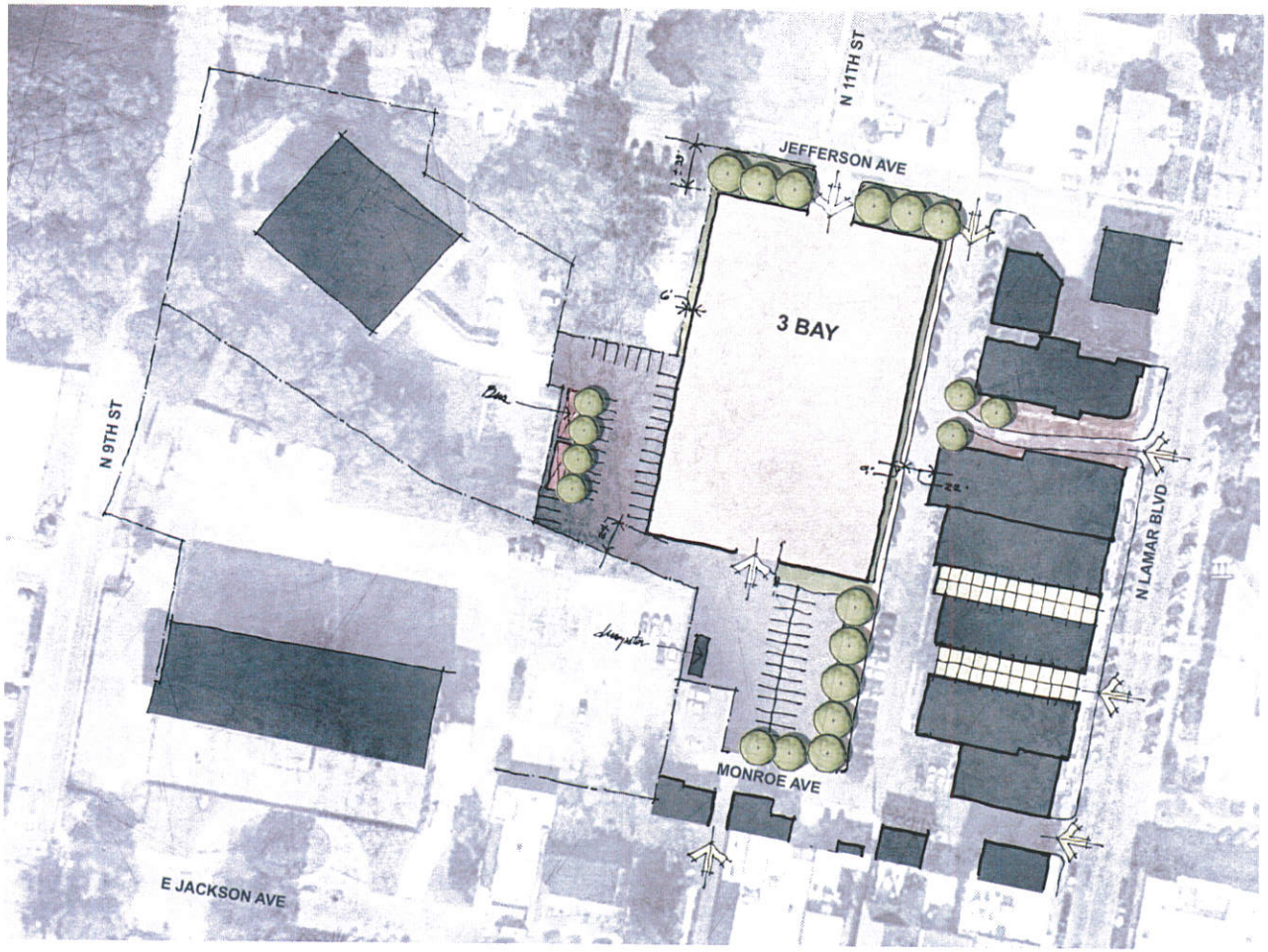
SCHEMATIC DESIGN PROGRESS MEETING

OXFORD

DOWNTOWN PARKING GARAGE

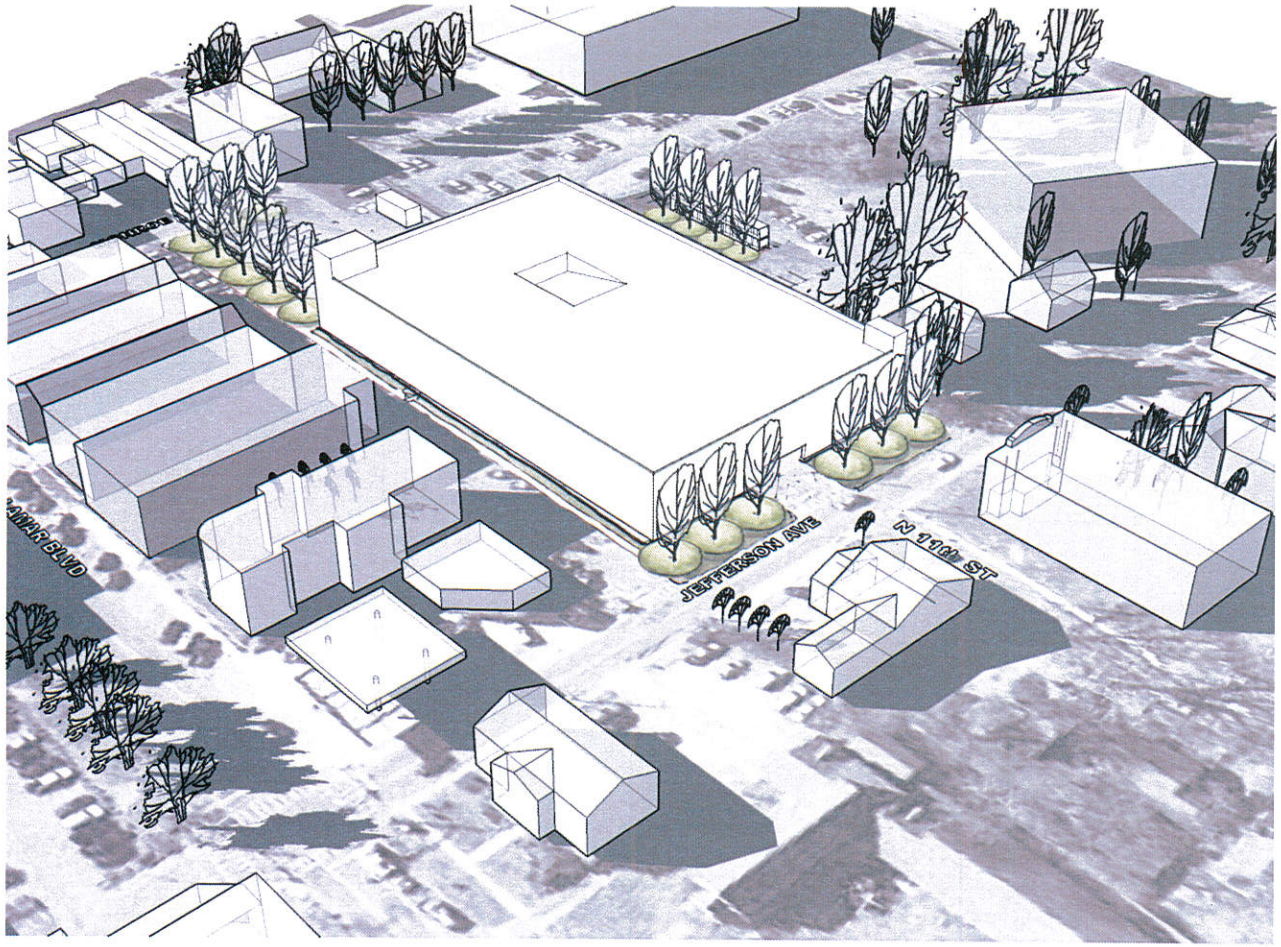
ELEY GUILD HARDY ARCHITECTS

JUNE 13, 2017



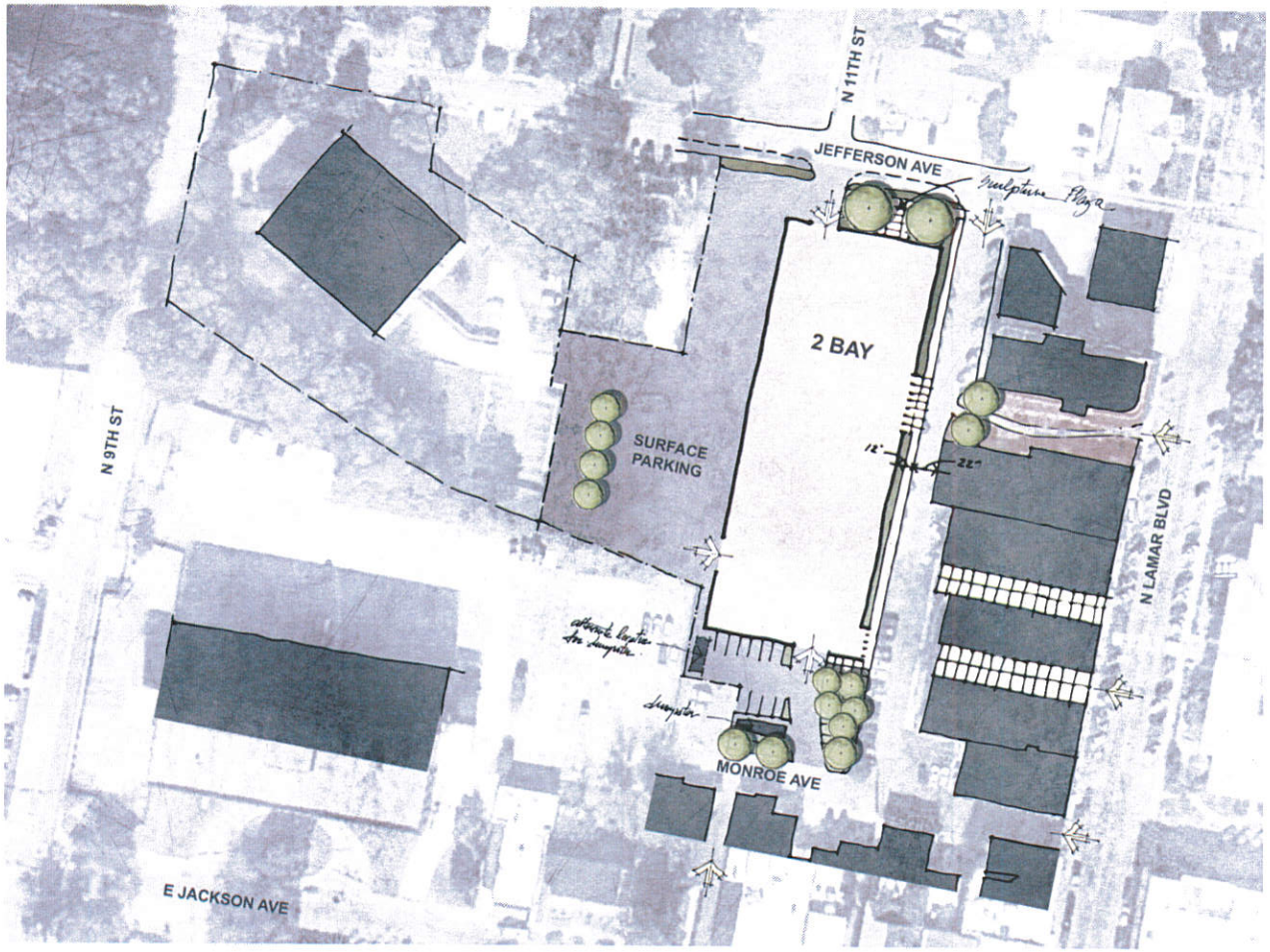
OPTION 1

3 BAY
SITE PLAN



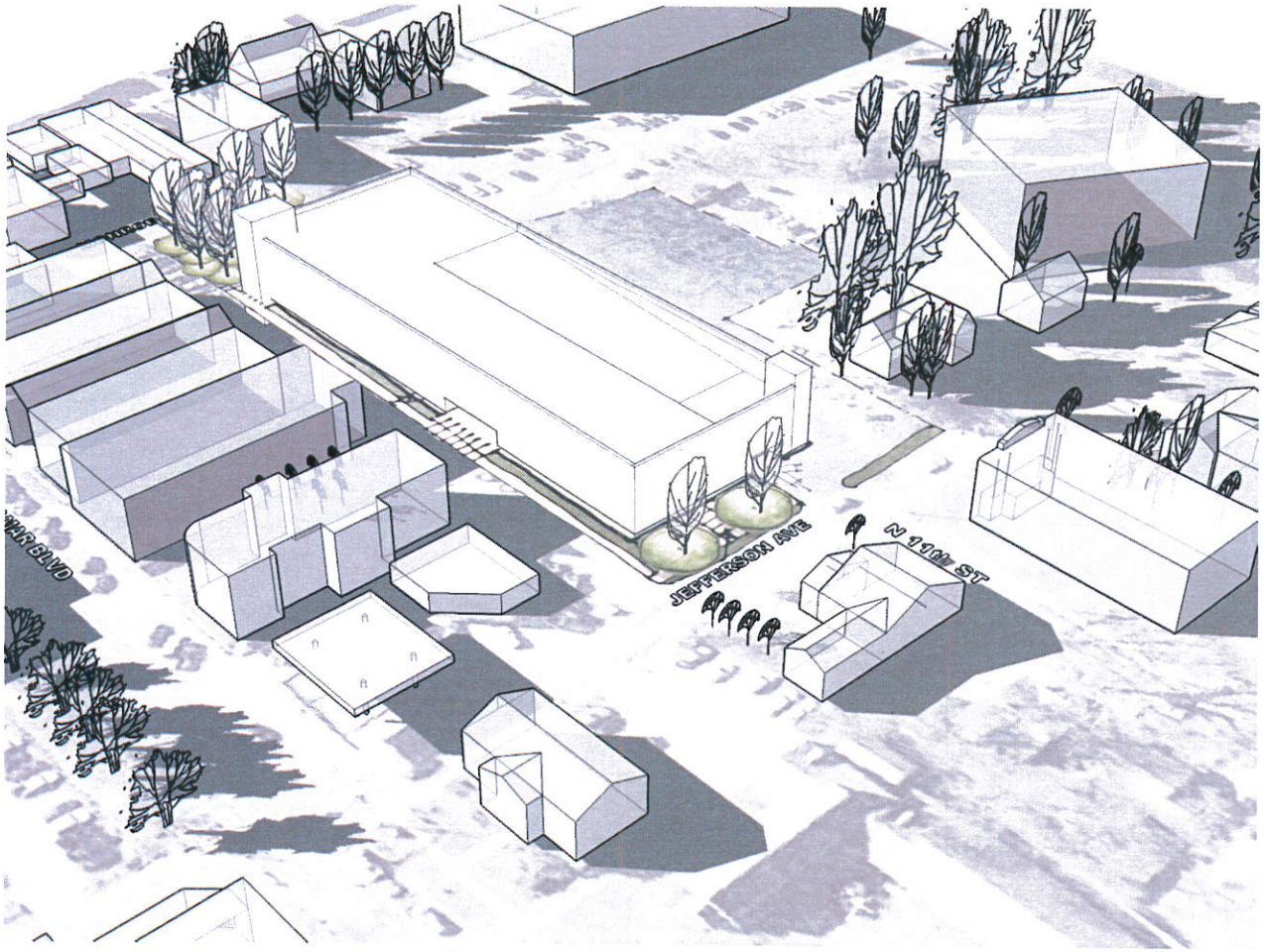
OPTION 1

3 BAY
SITE PLAN



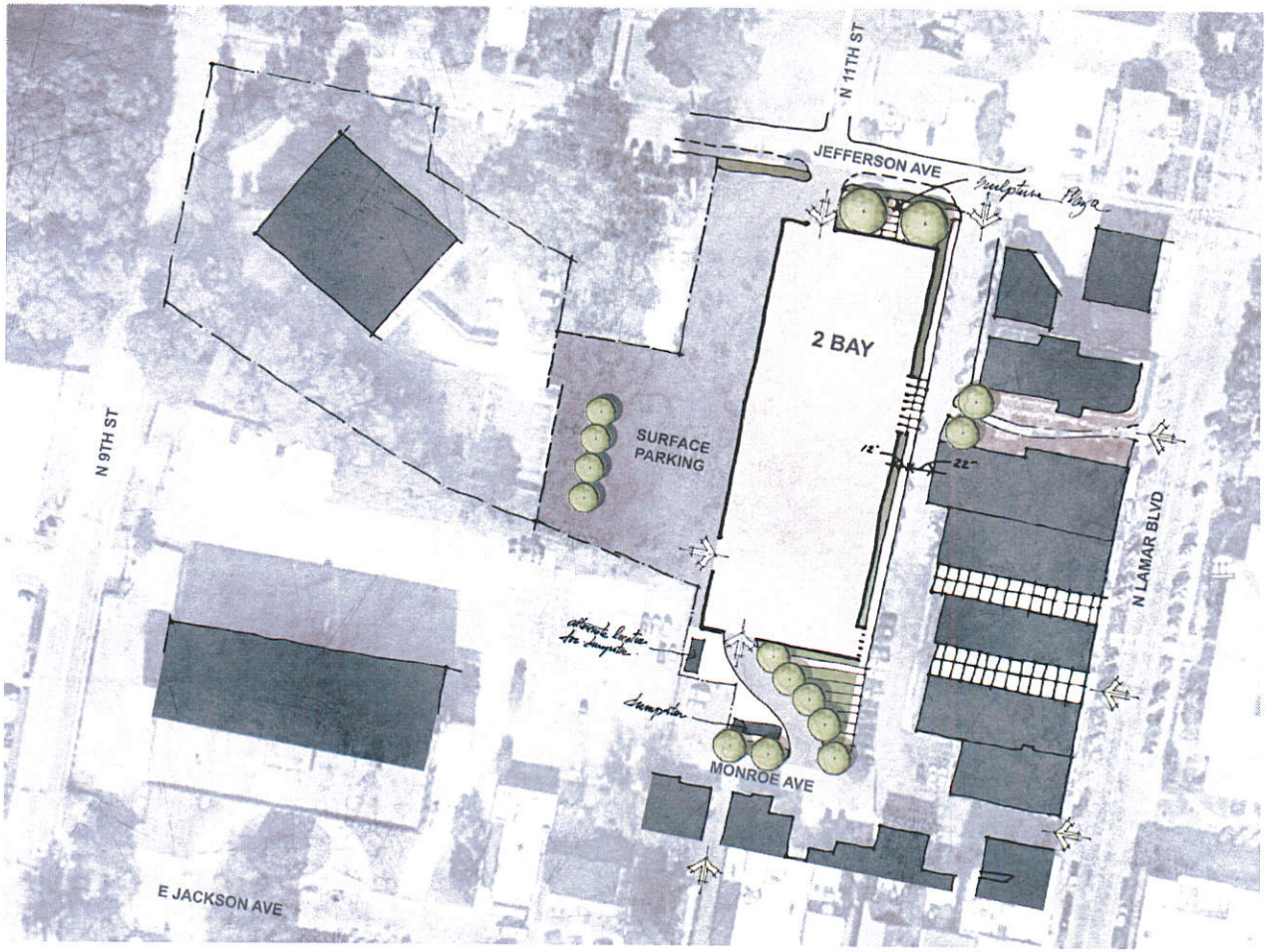
OPTION 2

2 BAY
SITE PLAN



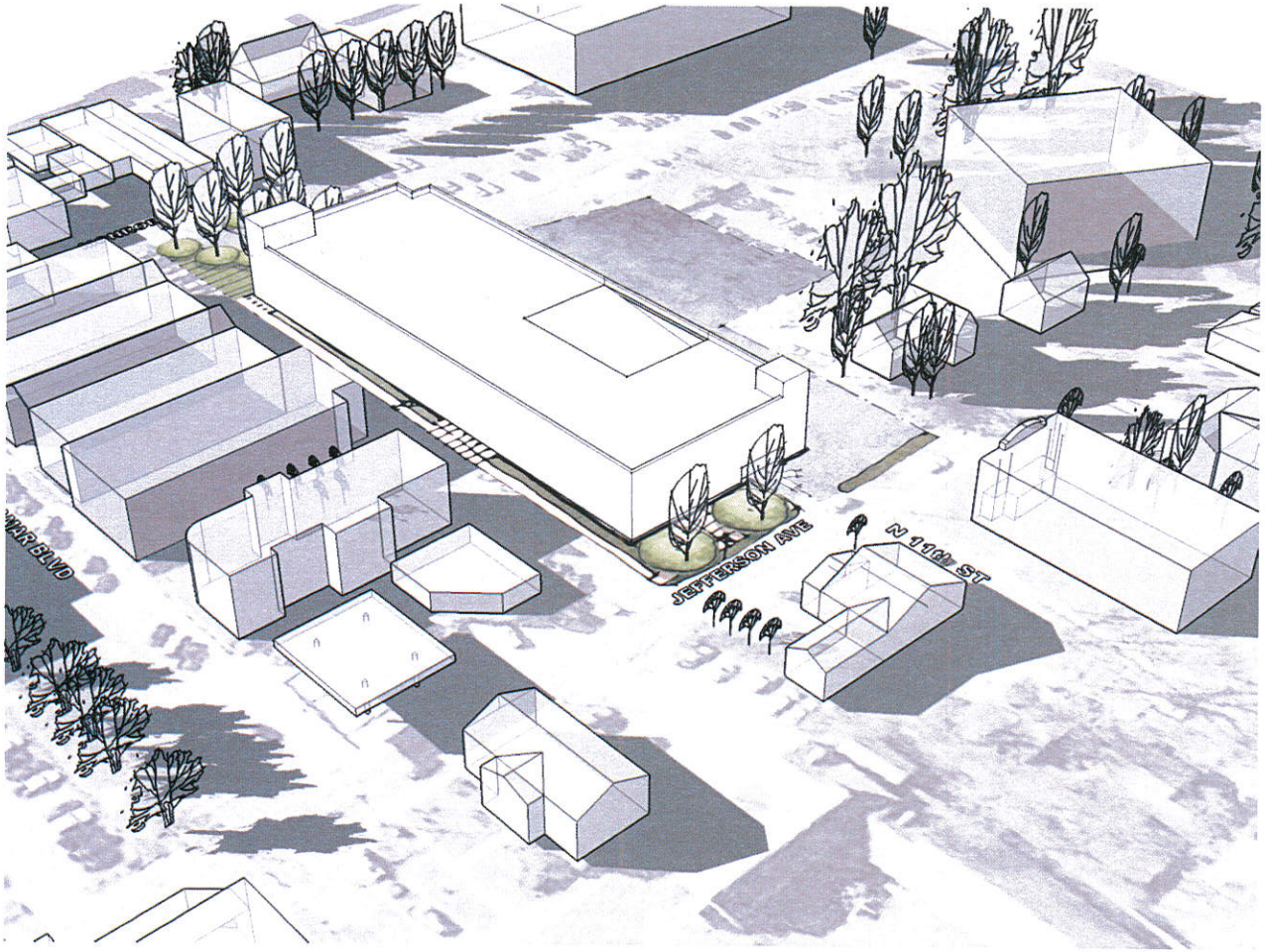
OPTION 2

2 BAY
SITE PLAN



OPTION 3

2 BAY
SITE PLAN



OPTION 3
ALTERNATE 1

2 BAY
SITE PLAN

OPTION 1:

GARAGE:
151,500 SF * $50/SF = $7,575,000
COST PER CAR:
$16,000

NET REMAINING AREA OF LOT:
62,500 SF * $10/SF = $625,000

TOTAL COST:
$8,200,000

COST PER CAR (GARAGE & SURFACE):
$15,000

OPTION 2:

GARAGE:
159,400 SF * $50/SF = $7,970,000
COST PER CAR:
$15,700

NET REMAINING AREA OF LOT:
67,500 SF * $10/SF = $675,000

TOTAL COST:
$8,645,000

COST PER CAR (GARAGE & SURFACE):
$14,400

OPTION 3:

GARAGE:
155,500 SF * $50/SF = $7,775,000
COST PER CAR:
$16,200

NET REMAINING AREA OF LOT:
73,600 SF * $10/SF = $736,000

TOTAL COST:
$8,511,000

COST PER CAR (GARAGE & SURFACE):
$14,300

Rationale for Recommending Short 2-Bay Footprint Option for Parking Garage

Advantages of 2-Bay Compared to 3-Bay Option (all resulting from narrower footprint)

- Allows for 3 points of ingress/egress, compared to 2 points for 3-Bay
- Allows wider roadway between east side of garage and buildings facing N Lamar Blvd
- Results in less potential impact on Federal Bldg retaining wall (west side of garage farther from the wall

Advantages of Short 2-Bay Compared to Long 2-Bay and 3-Bay (all resulting from smallest footprint)

- North edge of footprint is furthest south from Jefferson Avenue—least impact on streetscape
- Maximizes number and flexibility of surface parking spaces
- Allows for most landscaping
- Results in smaller excavation area, and therefore least cost for excavation
- Provides most flexibility for future uses of the site