



| CONCEPT 1A | GENERAL INFORMATION | STRENGTHS & OPPORTUNITIES | WEAKNESSES & CONSTRAINTS |
|------------|--|--|--|
| | <p>5 Levels Above Grade: 337 parking spaces 352 SF/space efficiency \$24,777/space conceptual estimate \$8,349,743 construction estimate</p> | <ul style="list-style-type: none"> - Concept does not require closure of Church Street - Entry from Louisiana St and Virginia St - Two exit lanes to Church St (flexibility to go north/south to the one-way couplet streets) - No vehicular conflict on entry or exit - Easy wayfinding for entry to parking - East corner stair/elevator locations provide good pedestrian access to/from the Square | <ul style="list-style-type: none"> - Not the most efficient concept (See Concept 1B) - Speed ramps (no parking) required at Level 1 to overcome short length of site - Architectural façade treatment required to hide sloping floors and cars (as possible) - Drivers from eastbound Louisiana who turn northbound on Church have no option for entry |
| | <p>6 Levels Above Grade: 413 parking spaces 346 SF/space efficiency for 6 levels \$24,245/space conceptual estimate \$10,013,053 construction estimate</p> | <ul style="list-style-type: none"> - Opportunity for covered bicycle parking (lockers or racks) at NW corner of Level 1 - Opportunity for uncovered bicycle parking (racks) along east setback - Opportunity for general storage room at Level 1 - Notched northwest & southwest corners for improved visibility at street intersections - Structure could be designed for future vertical expansion - Opportunity for landscaping or art features at NW and SW notched corners - Opportunity for landscape or hardscape features along the east setback | |
| CONCEPT 1B | GENERAL INFORMATION | STRENGTHS & OPPORTUNITIES | WEAKNESSES & CONSTRAINTS |
| | <p>5 Levels Above Grade + Basement: 413 parking spaces 346 SF/space efficiency \$24,948/space conceptual estimate \$10,303,453 construction estimate</p> | <ul style="list-style-type: none"> - Includes Basement Level (more parking spaces w/o increasing structure height) - Parking efficiency ranking: #1 - Concept does not require closure of Church Street - Entry from Louisiana St and Virginia St - Two exit lanes to Church St (flexibility to go north/south to the one-way couplet streets) - No vehicular conflict on entry or exit | <ul style="list-style-type: none"> - Speed ramps (no parking) required at Level 1 to overcome short length of site - Architectural façade treatment required to hide sloping floors and cars (as possible) - Drivers from eastbound Louisiana who turn northbound on Church have no option for entry |
| | <p>6 Levels Above Grade + Basement: 489 parking spaces 343 SF/space efficiency for 6 levels \$24,472/space conceptual estimate \$11,966,763 construction estimate</p> | <ul style="list-style-type: none"> - Easy wayfinding for entry to parking - East corner stair/elevator locations provide good pedestrian access to/from the Square - Opportunity for covered bicycle parking (lockers or racks) at NW corner of Level 1 - Opportunity for uncovered bicycle parking (racks) along east setback - Opportunity for general storage room at Basement Level - Notched northwest & southwest corners for improved visibility at street intersections - Structure could be designed for future vertical expansion - Opportunity for landscaping or art features at NW and SW notched corners - Opportunity for landscape or hardscape features along the east setback | |

| CONCEPT 2A | GENERAL INFORMATION | STRENGTHS & OPPORTUNITIES | WEAKNESSES & CONSTRAINTS |
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| | <p>5 Levels Above Grade: 397 parking spaces 380 SF/space efficiency \$25,711/space conceptual estimate \$10,207,285 construction estimate</p> | <ul style="list-style-type: none"> - Entry/exit from Louisiana St and Virginia St, the major one-way couplet streets - Flat floors at outer parking bays could simplify façade treatment - Easy wayfinding for entry to parking - Vehicle exit volumes divided between the two couplet streets - East corner stair/elevator locations provide good pedestrian access to/from the Square - Opportunity for covered bicycle parking (lockers or racks) at NW corner of Level 1 | <ul style="list-style-type: none"> - Parking efficiency: Less efficient compared to Concept 1 - Higher cost per parking space compared to Concept 1 - Speed ramps (no parking) required at all levels to achieve flat perimeter - Requires more circulation to find a parking space (compared to Concept 1) - Large building mass is not compatible with adjacent existing buildings - Requires closure of Church Street (street is removed from Downtown street grid) |
| | <p>6 Levels Above Grade: 476 parking spaces 382 SF/space efficiency for 6 levels \$25,766/space conceptual estimate \$12,264,450 construction estimate</p> | <ul style="list-style-type: none"> - Opportunity for uncovered bicycle parking (racks) along east setback - Structure could be designed for future vertical expansion - Opportunity for landscape or hardscape features along the east setback | <ul style="list-style-type: none"> - Closing Church Street is a negative for the area - Exiting directly to Louisiana and Virginia could increase queuing within the structure - Drivers may choose to travel through the garage to replicate previous connection - Two access points along the same frontage interrupt the historic façade treatment |
| CONCEPT 2B | GENERAL INFORMATION | STRENGTHS & OPPORTUNITIES | WEAKNESSES & CONSTRAINTS |
| | <p>5 Levels Above Grade + Basement: 476 parking spaces 384 SF/space efficiency \$26,689/space conceptual estimate \$12,704,175 construction estimate</p> | <ul style="list-style-type: none"> - Includes Basement Level (more parking spaces w/o increasing structure height) - Concept with the most parking spaces - Entry/exit from Louisiana St and Virginia St, the major one-way couplet streets - Flat floors at outer parking bays could simplify façade treatment - Easy wayfinding for entry to parking - Vehicle exit volumes divided between the two couplet streets | <ul style="list-style-type: none"> - Parking efficiency: Least efficient concept (highest cost/space) - Speed ramps (no parking) required at all levels to achieve flat perimeter - Requires more circulation to find a parking space (compared to Concept 1) - Large building mass is not compatible with adjacent existing buildings - Requires closure of Church Street (street is removed from Downtown street grid) - Closing Church Street is a negative for the area |
| | <p>6 Levels Above Grade + Basement: 555 parking spaces 385 SF/space efficiency for 6 levels \$26,597/space conceptual estimate \$14,761,340 construction estimate</p> | <ul style="list-style-type: none"> - East corner stair/elevator locations provide good pedestrian access to/from the Square - Opportunity for covered bicycle parking (lockers or racks) at NW corner of Level 1 - Opportunity for uncovered bicycle parking (racks) along east setback - Opportunity for general storage room at Basement Level - Structure could be designed for future vertical expansion - Opportunity for landscape or hardscape features along the east setback | <ul style="list-style-type: none"> - Exiting directly to Louisiana and Virginia could increase queuing within the structure - Drivers may choose to travel through the garage to replicate previous connection - Two access points along the same frontage interrupt the historic façade treatment |