McKinney Downtown Parking Structure - Site 1 Concepts - Summary of Strengths & Weaknesses City of McKinney Project #: FC1203 Carl Walker, Inc. Project #: N1-2015-143

May 4, 2015







CONCEPT 1A	GENERAL INFORMATION	STRENGTHS & OPPORTUNITIES	WEAKNESSES & CONSTRAINTS
VIRGINIA STREET 10'-0" FROM PROPERTY LINE	5 Levels Above Grade:	- Concept does not require closure of Church Street	- Not the most efficent concept (See Concept 1B)
REET SEET	337 parking spaces	- Entry from Louisiana St and Virginia St	- Speed ramps (no parking) required at Level 1 to overcome short length of site
	352 SF/space efficiency	- Two exit lanes to Church St (flexibility to go north/south to the one-way couplet streets)	- Architectural façade treatment required to hide sloping floors and cars (as possible)
	\$24,777/space conceptual estimate	- No vehicular conflict on entry or exit	- Drivers from eastbound Louisiana who turn northbound on Church have no option for entry
# # # # # # # # # # # # # # # # # # #	\$8,349,743 construction estimate	- Easy wayfinding for entry to parking	
(H) H) 19.9%		- East corner stair/elevator locations provide good pedestrian access to/from the Square	
3.7%	6 Levels Above Grade:	- Opportunity for covered bicycle parking (lockers or racks) at NW corner of Level 1	
24'-0" 5'-9" DN UP DN UP	413 parking spaces	- Opportunity for uncovered bicycle parking (racks) along east setback	
	346 SF/space efficiency for 6 levels	- Opportunity for general storage room at Level 1	
PROPERTY LINE	\$24,245/space conceptual estimate	- Notched northwest & southwest corners for improved visibility at street intersections	
	\$10,013,053 construction estimate	- Structure could be designed for future vertical expansion	
98		- Opportunity for landscaping or art features at NW and SW notched corners	
LOUISIANA STREET		- Opportunity for landscape or hardscape features along the east setback	
CONCEPT 1B	GENERAL INFORMATION	STRENGTHS & OPPORTUNITIES	WEAKNESSES & CONSTRAINTS
VIRGINIA STREET 10'-0" FROM PROPERTY UNE	5 Levels Above Grade + Basement:	- Includes Basement Level (more parking spaces w/o increasing structure height)	- Speed ramps (no parking) required at Level 1 to overcome short length of site
	413 parking spaces	- Parking efficiency ranking: #1	- Architectural façade treatment required to hide sloping floors and cars (as possible)
	346 SF/space efficiency	- Concept does not require closure of Church Street	- Drivers from eastbound Louisiana who turn northbound on Church have no option for entry
	\$24,948/space conceptual estimate	- Entry from Louisiana St and Virginia St	
LE LE	\$10,303,453 construction estimate	- Two exit lanes to Church St (flexibility to go north/south to the one-way couplet streets)	
The property of the property o		- No vehicular conflict on entry or exit	
(Ly	6 Levels Above Grade + Basement:	- Easy wayfinding for entry to parking	
5,9%	489 parking spaces	- East corner stair/elevator locations provide good pedestrian access to/from the Square	
24'-0" \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	343 SF/space efficiency for 6 levels	- Opportunity for covered bicycle parking (lockers or racks) at NW corner of Level 1	
	\$24,472/space conceptual estimate	- Opportunity for uncovered bicycle parking (racks) along east setback	
	\$11,966,763 construction estimate	- Opportunity for general storage room at Basement Level	
PROPERTY LINE		- 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	
LOUISIANA STREET		- Opportunity for landscape or hardscape features along the east setback	

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CONCEPT 2A	GENERAL INFORMATION	STRENGTHS & OPPORTUNITIES	WEAKNESSES & CONSTRAINTS
VIRGINIA STREET	<u> 5 Levels Above Grade:</u>	- Entry/exit from Louisiana St and Virginia St, the major one-way couplet streets	- Parking efficiency: Less efficient compared to Concept 1
	397 parking spaces	- Flat floors at outer parking bays could simplify façade treatment	- Higher cost per parking space compared to Concept 1
	380 SF/space efficiency	- Easy wayfinding for entry to parking	- Speed ramps (no parking) required at all levels to achieve flat perimeter
	\$25,711/space conceptual estimate	- Vehicle exit volumes divided between the two couplet streets	- Requires more circulation to find a parking space (compared to Concept 1)
	\$10,207,285 construction estimate	- East corner stair/elevator locations provide good pedestrian access to/from the Square	- Large building mass is not compatible with adjacent existing buildings
STORAGE - MEP		- Opportunity for covered bicycle parking (lockers or racks) at NW corner of Level 1	- Requires closure of Church Street (street is removed from Downtown street grid)
12.5%	6 Levels Above Grade:	- Opportunity for uncovered bicycle parking (racks) along east setback	- Closing Church Street is a negative for the area
	476 parking spaces	- Structure could be designed for future vertical expansion	- Exiting directly to Louisiana and Virginia could increase queuing within the structure
No I up	382 SF/space efficiency for 6 levels	- Opportunity for landscape or hardscape features along the east setback	- Drivers may choose to travel through the garage to replicate previous connection
g → property → →	\$25,766/space conceptual estimate		- Two access points along the same frontage interrupt the historic façade treatment
	\$12,264,450 construction estimate		
LOUISIANA STREET			
CONCEPT 2B	GENERAL INFORMATION	STRENGTHS & OPPORTUNITIES	WEAKNESSES & CONSTRAINTS
VIRGINIA STREET	El avala Abava Ovada i Basavanti	- Includes Basement Level (more parking spaces w/o increasing structure height)	- Parking efficiency: Least efficient concept (highest cost/space)
	5 Levels Above Grade + Basement:	mode basement Level (more parking spaces we more desire height)	ranking emolency. Education to emolet (mghost documents)
	476 parking spaces	- Concept with the most parking spaces	- Speed ramps (no parking) required at all levels to achieve flat perimeter
	476 parking spaces	- Concept with the most parking spaces	- Speed ramps (no parking) required at all levels to achieve flat perimeter
	476 parking spaces 384 SF/space efficiency	- Concept with the most parking spaces - Entry/exit from Louisiana St and Virginia St, the major one-way couplet streets	- Speed ramps (no parking) required at all levels to achieve flat perimeter - Requires more circulation to find a parking space (compared to Concept 1)
	476 parking spaces 384 SF/space efficiency \$26,689/space conceptual estimate	- 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	- 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
DN UP B B S3%	476 parking spaces 384 SF/space efficiency \$26,689/space conceptual estimate	- 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	- 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)
DN UP B B S 33%	476 parking spaces 384 SF/space efficiency \$26,689/space conceptual estimate \$12,704,175 construction estimate	- 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	- 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
B DN UF DN U	476 parking spaces 384 SF/space efficiency \$26,689/space conceptual estimate \$12,704,175 construction estimate 6 Levels Above Grade + Basement:	- 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 - East corner stair/elevator locations provide good pedestrian access to/from the Square	- 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 - Exiting directly to Louisiana and Virginia could increase queuing within the structure
DN UP B B S S S S S S S S S S S S S S S S S	476 parking spaces 384 SF/space efficiency \$26,689/space conceptual estimate \$12,704,175 construction estimate 6 Levels Above Grade + Basement: 555 parking spaces	- 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 - 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	- 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 - Exiting directly to Louisiana and Virginia could increase queuing within the structure - Drivers may choose to travel through the garage to replicate previous connection
B B B B B B B B B B B B B B B B B B B	476 parking spaces 384 SF/space efficiency \$26,689/space conceptual estimate \$12,704,175 construction estimate 6 Levels Above Grade + Basement: 555 parking spaces 385 SF/space efficiency for 6 levels	- 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 - 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	- 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 - Exiting directly to Louisiana and Virginia could increase queuing within the structure - Drivers may choose to travel through the garage to replicate previous connection
DN UP 12.5%	476 parking spaces 384 SF/space efficiency \$26,689/space conceptual estimate \$12,704,175 construction estimate 6 Levels Above Grade + Basement: 555 parking spaces 385 SF/space efficiency for 6 levels \$26,597/space conceptual estimate	- 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 - 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	- 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 - Exiting directly to Louisiana and Virginia could increase queuing within the structure - Drivers may choose to travel through the garage to replicate previous connection