

# Parking Structure Update

March 7, 2017



## Parking Structure Schematic Design

- On November 15, 2016 the City Council approved a development agreement with the owners of the property on the northeast corner of Chestnut Street and Virginia Street for the design, construction and lease of a parking garage.
- The first phase of the agreement was for schematic design services for the purpose of obtaining preliminary cost estimates.
- Four options have been prepared, with estimated construction costs, for the City Council's review.
- Should the Council choose to proceed with any of the four options, staff will finalize the lease documents for Council consideration at an upcoming City Council regular meeting.

## Parking Structure Options

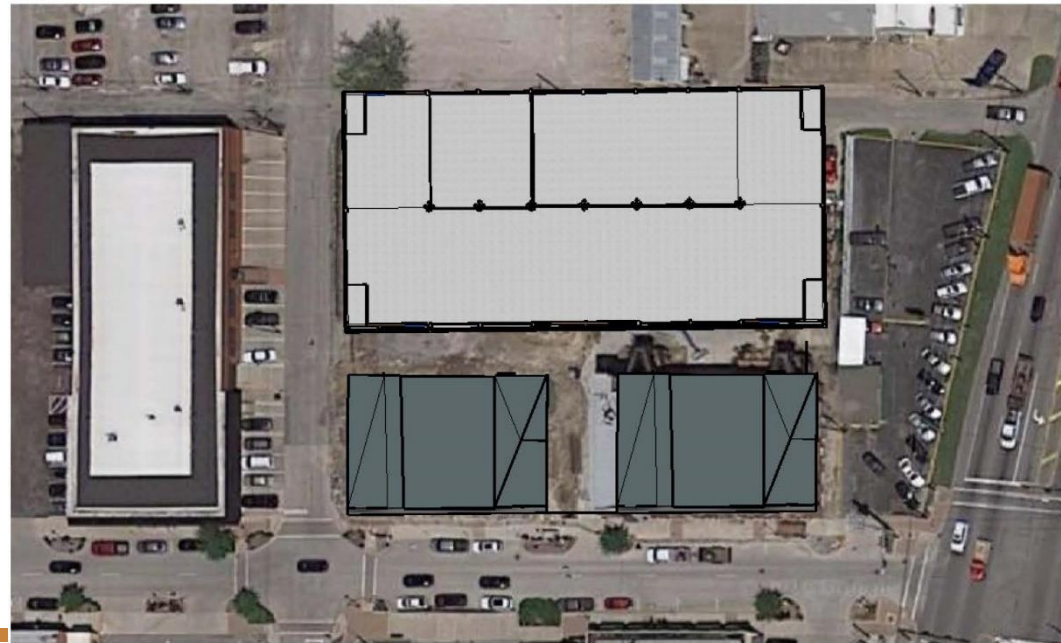
- The following options are of conceptual design. The costs and parking counts are, at this stage of the project, early estimations. The computer generated models are very general in nature and are not meant to convey final design. The layout and design could change as the project further develops.

## Option A - Summary

- Requires Closure of Herndon Street
- 4 story garage
- 36.5' in height
- 340 spaces
- Most efficient option
- Setback from Chestnut Commons Buildings allows for green space.

- **Estimated Costs**

- Construction Cost - \$6,897,855
- Cost per space - \$20,288
- Cost per space after finance costs - \$23,027

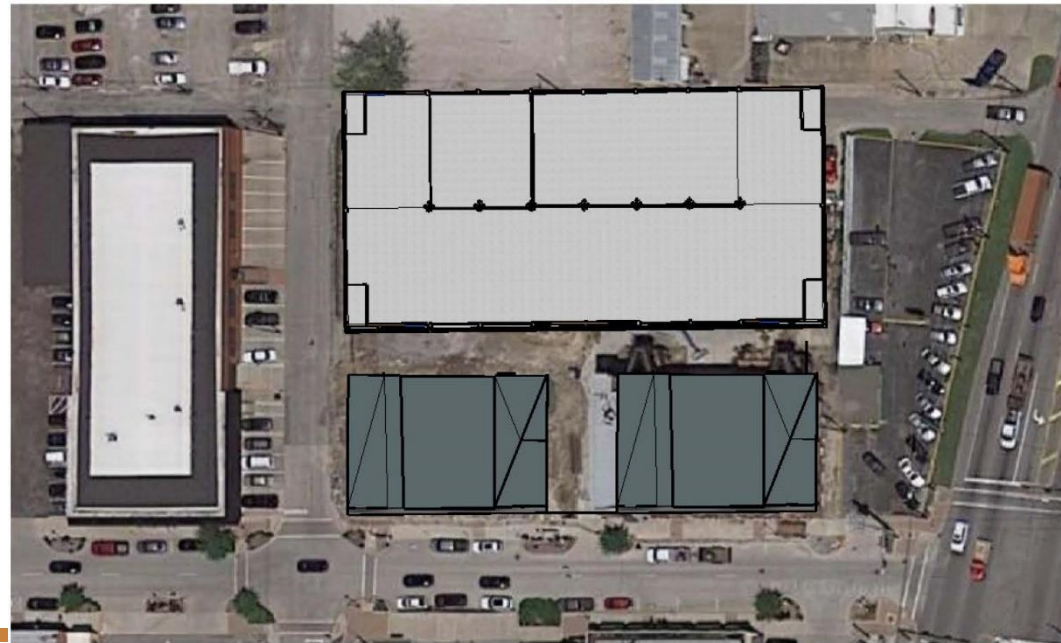


## Option A1 - Summary

- Requires Closure of Herndon Street
- 5 story garage
- 47' in height
- 410 spaces
- Most efficient option
- Setback from Chestnut Commons Buildings allows for green space.

- **Estimated Costs**

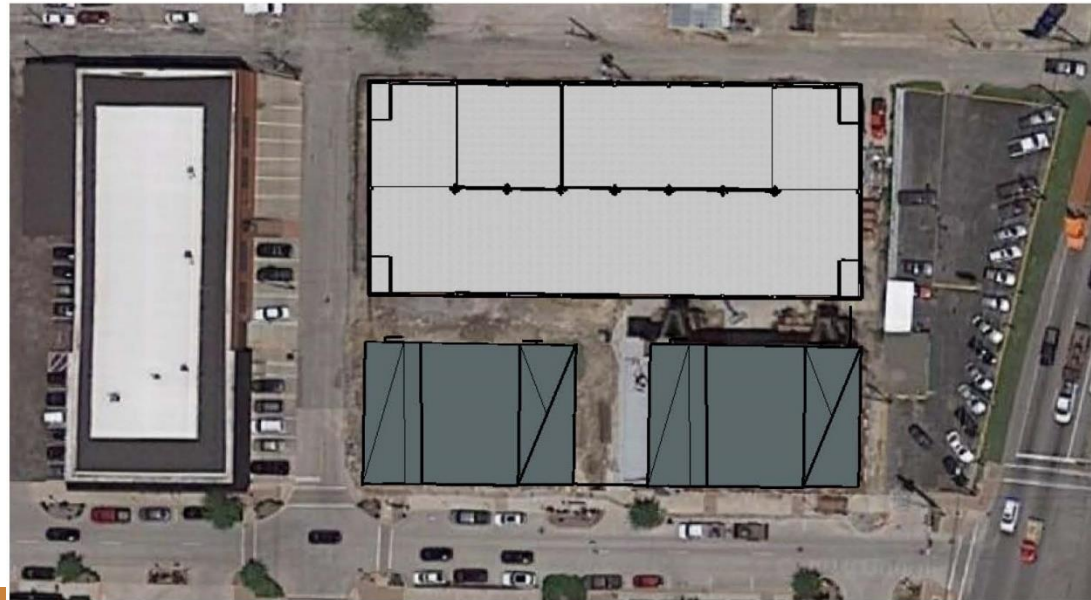
- Construction Cost - \$7,820,750
- Cost per space - \$19,075
- Cost per space after finance costs - \$21,650





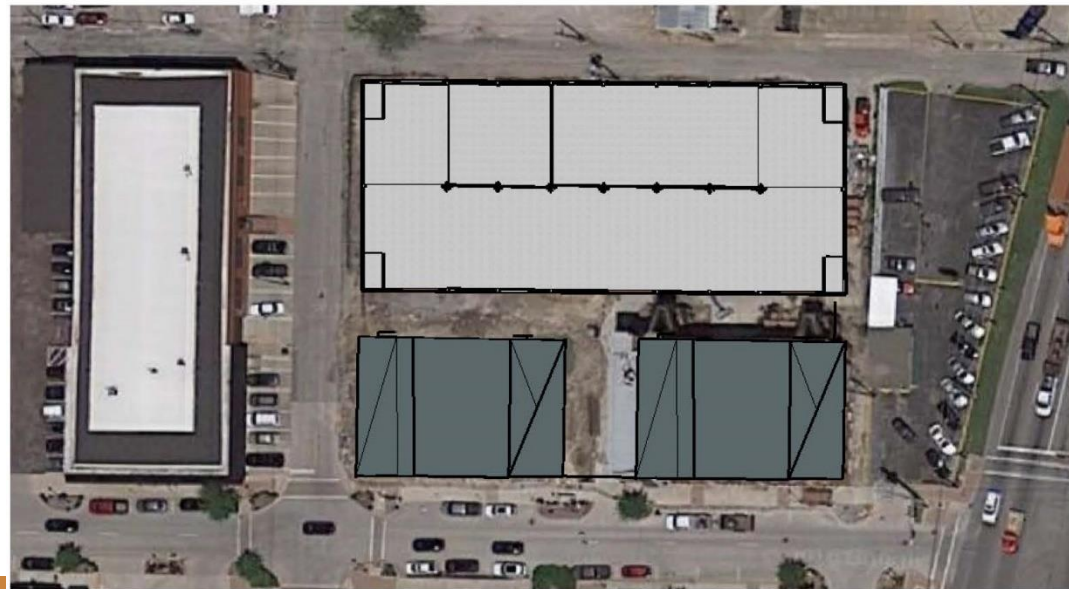
## Option B - Summary

- No Closure of Herndon Street
  - 4 story garage
  - 36.5' in height
  - 250 spaces
  - Less efficient than Option A
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- **Estimated Costs**
    - Construction Cost - \$6,501,886
    - Cost per space - \$26,008
    - Cost per space after finance costs - \$29,519



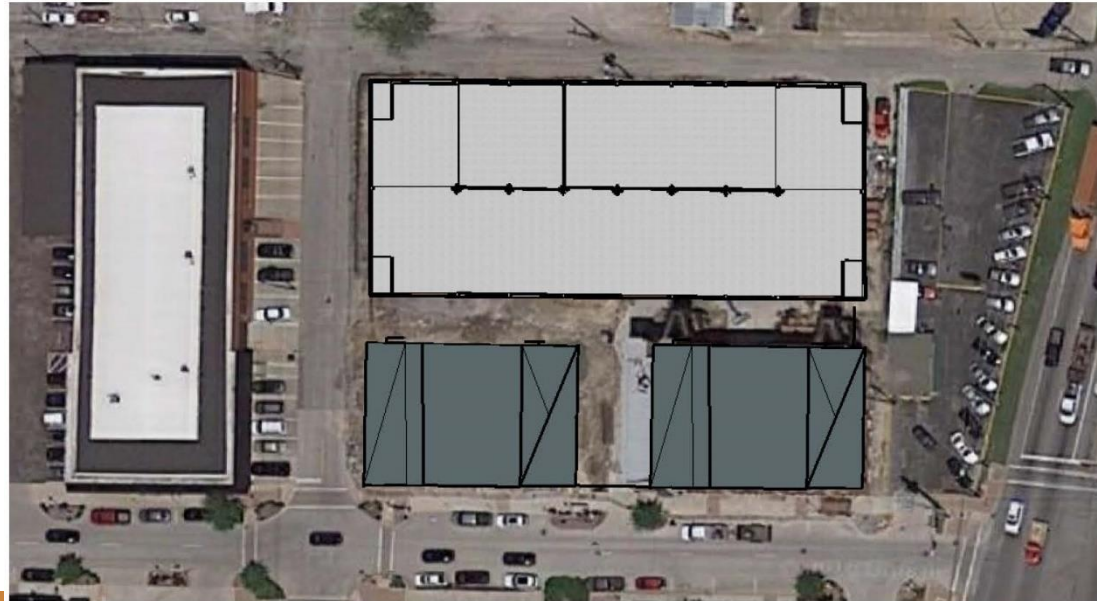
## Option C - Summary

- No Closure of Herndon Street
  - 5 story garage
  - 47' in height
  - 310 spaces
  - Less efficient than Option A
- 
- **Estimated Costs**
    - Construction Cost - \$7,543,250
    - Cost per space - \$24,333
    - Cost per space after finance costs - \$27,618



## Option D - Summary

- No Closure of Herndon Street
  - 4 story garage + 1 Basement Level
  - 36.5' in height
  - 295 spaces
  - Least efficient Option
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- **Estimated Costs**
  - Construction Cost - \$8,458,250
  - Cost per space - \$28,672
  - Cost per space after finance costs - \$32,543

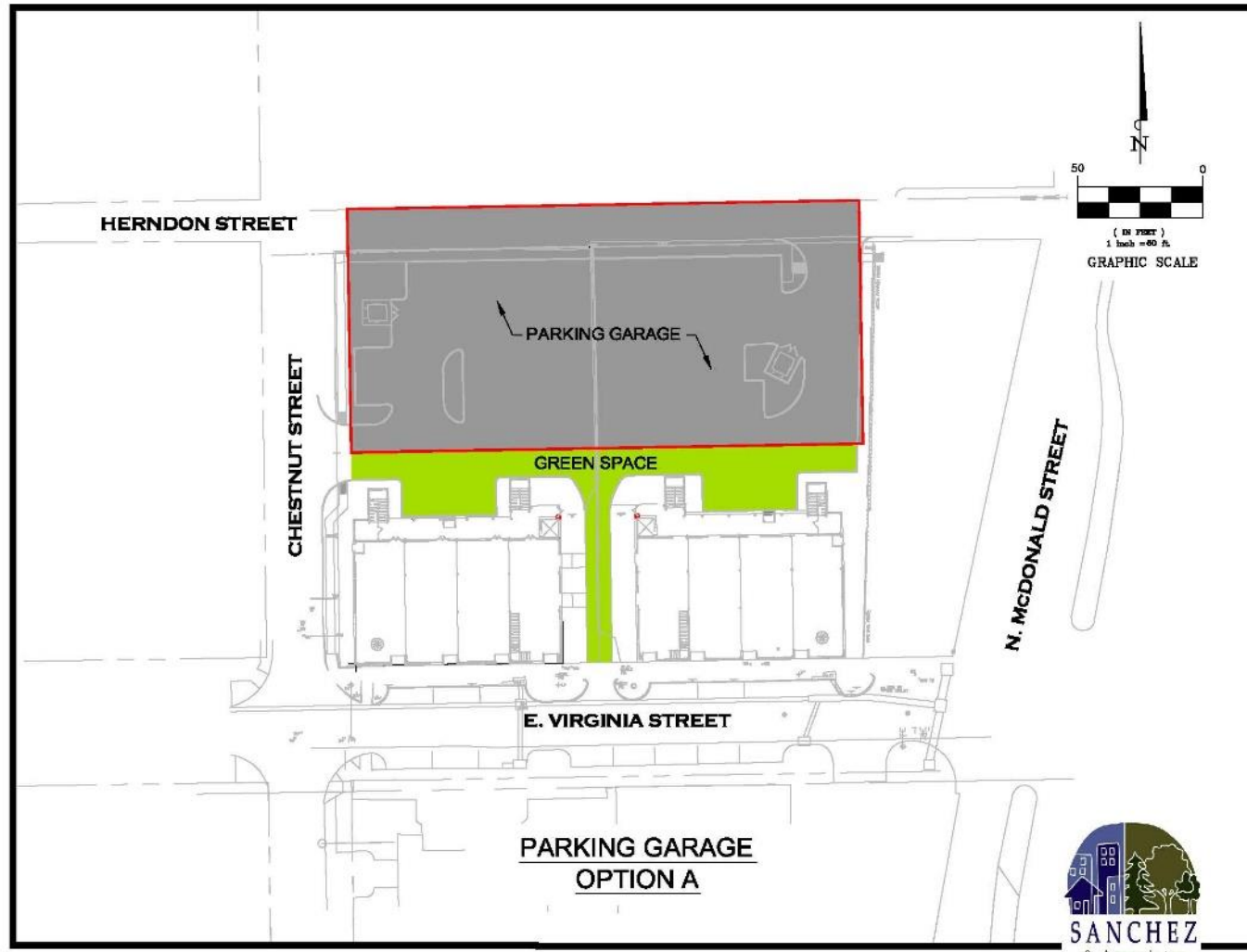




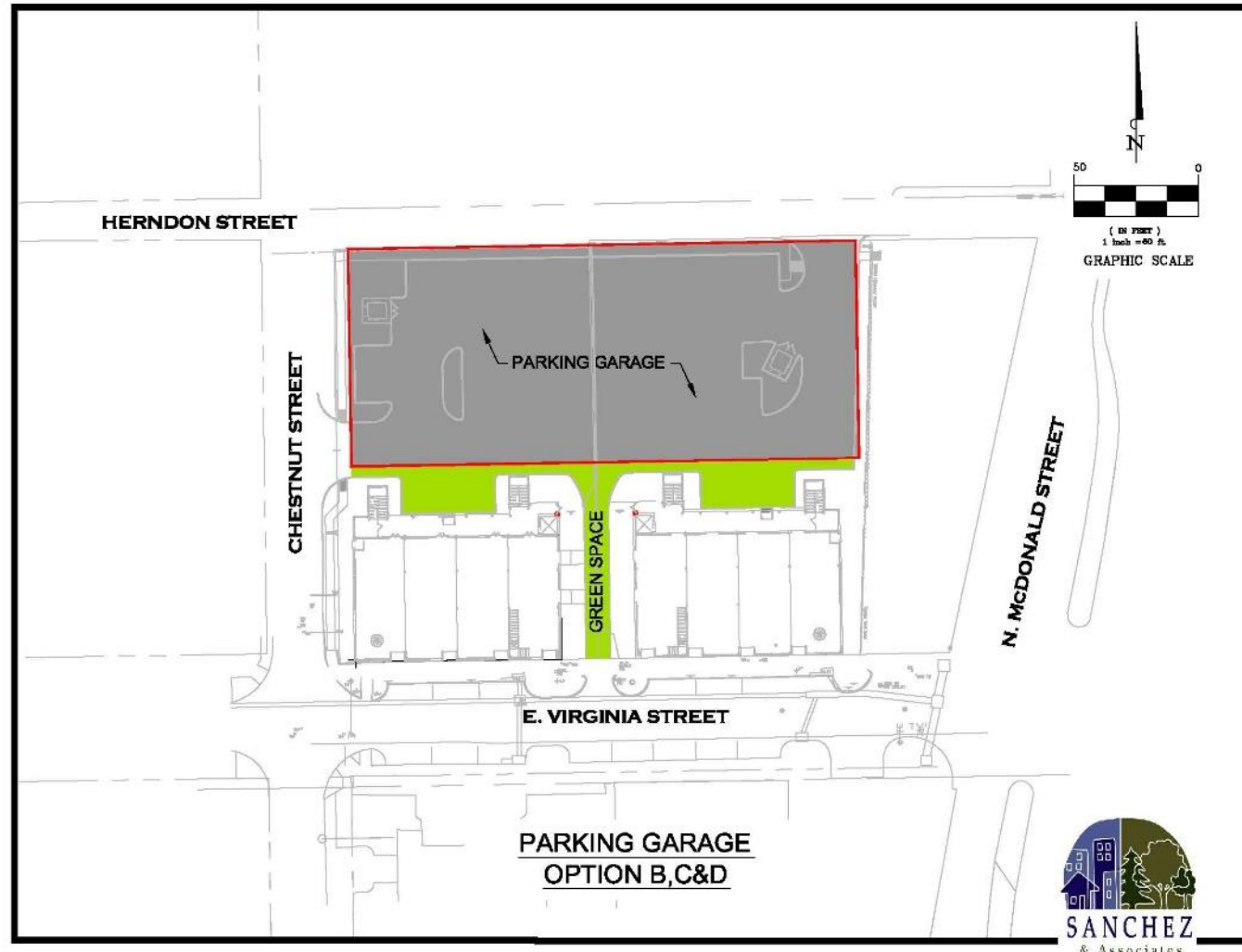
## Summary of Options

	Option A	Option A1	Option B	Option C	Option D
Number of Spaces	340	410	250	310	295
Construction Cost	\$6,897,855	\$7,820,750	\$6,501,886	\$7,543,250	\$8,458,250
Construction Cost per Space	\$20,288	\$19,075	\$26,008	\$24,333	\$28,672
Total Cost	\$7,829,065	\$8,876,551	\$7,379,641	\$8,561,589	\$9,600,114
Total Cost per Space	\$23,027	\$21,650	\$29,519	\$27,618	\$32,543

## Option A – Herndon Street Closure



## Options B-D – No Herndon Street Closure



## Herndon Street Closure

- Option A is clearly the most efficient layout as measured by the cost per parking space.
- In order to construct Option A, Herndon Street would need to be closed, and the right-of-way would be incorporated into the garage property.
- Staff has met with Thomason Tire to discuss the possibility of closing Herndon and the impact the closure would have on their business.
- Thomason Tire has indicated they are opposed to any plan to close Herndon as it would be detrimental to their business operations.



# Turning Movement Study

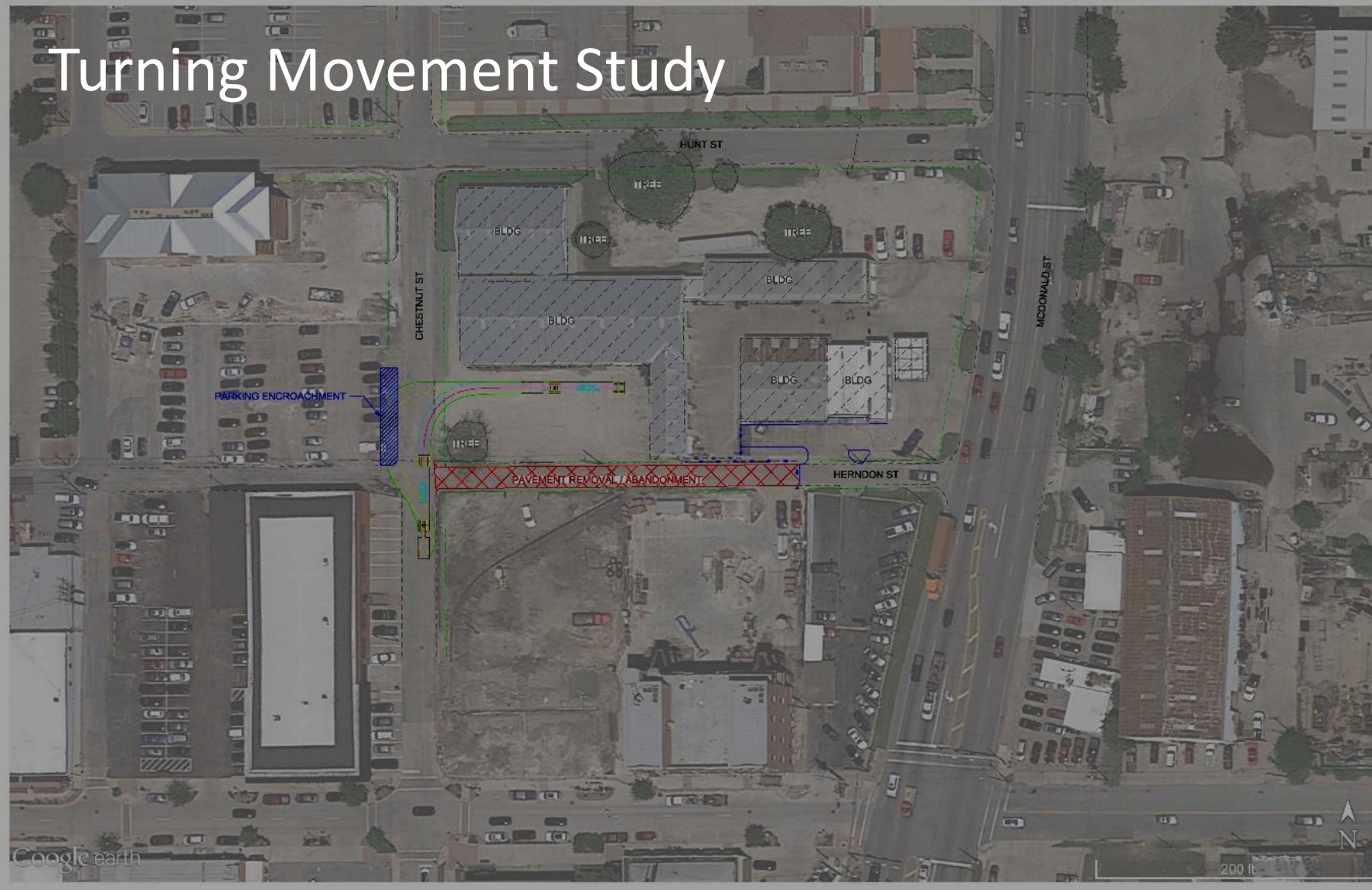


# Turning Movement Study





# Turning Movement Study









# Letter from Thomason Tire

Herndon Street is used by many vehicles each day. Thomason Tire and our customers use it to access our west lot and west bays. Large truck and trailers in excess of 60 feet or larger come off McDonald St and use Herndon to get service and use Herndon to return back to McDonald St.

Deliveries to our main warehouse is also accessed from Herndon Street.

The closing of our south gate on Herndon Street and using our east gate next to building would make it impossible to get vehicles in and out of our bays. The corner would be impossible to get a truck and trailer in for service. Using the east gate would eliminate our customer parking and we would have to relocate our dumpster.

Herndon Street would only give any access except to the parking garage. People DO NOT read road signs in Historical Downtown McKinney and would use our driveway as drive thru as an exit and it would endanger our customers and employees.

The widening of the corner of Hunt Street and Chestnut Street would not benefit Thomason Tire. Our loading and unloading door on Chestnut Street would be compromised and would not be able to unload without blocking Chestnut Street, when would cause traffic issues on Chestnut Street and Hunt Street.

With Herndon Street being closed large tractors and trailers would have a hard time exiting our place of business. Backing out onto Chestnut Street or backing onto our west side lot is impossible because of blind spots on the trailers and traffic on Chestnut Street.

Thomason Tire is not in favor of closing Herndon Street.



## Staff Request

- Staff asks that Council take action to provide direction on the following items –
  - Does the City Council want to proceed with a parking structure at this location?
  - If so, what option does the City Council want to build?