



Kimley-Horn and Associates, Inc.

East 54 is a mixed-use development in Chapel Hill, NC and will contain 500,000 square feet of space that includes a mix of hotel, office, retail, and residential spaces between six buildings. Another 350,000 square feet of parking will be contained within the site. LEED certifications are being pursued for this project: LEED ND Gold Certification for the project as a whole and LEED NC Silver Certification for each building on site.

As a subconsultant, **Kimley-Horn** is designing a six-story, mixed-use structure with four levels of parking beneath two levels of residential condominiums. Over the structured parking, 43,000 square feet of residential space is provided for one- and two-bedroom condominiums. The parking facility will serve office workers, hotel visitors, condominium owners, and retail patrons. The first level is below grade, connecting it to other buildings onsite via the basement level.

Kimley-Horn's services include structural engineering, parking/functional layout design, access control and signage design, and construction phase support.



Reigstad & Associates, Inc.

Island View Resort West Parking Garage Gulfport, Mississippi

Reigstad & Associates served as the prime professional for the Island View Casino West Parking Garage located in Gulfport, MS. As the prime professional, Reigstad created and managed a team of consultants to complete the 4-level, 650-car parking garage. Reigstad & Associates also provided structural engineering services for the Island View hotel and casino expansion.

Founded in 1979, Reigstad & Associates is a structural engineering firm providing comprehensive structural engineering design, parking consulting and construction inspection services to architects, developers, contractors and owners throughout the United States. Our projects include parking structures, hotels, corporate headquarters as well as casino/gaming venues.

Reigstad & Associates is headquartered in downtown St. Paul, Minnesota with an office in Gulfport, Mississippi.



CHANCE Management Advisors, Inc. (CMA) provides management and operations consulting to government, the private sector, universities, hospitals, and special event centers in the areas of parking, transportation, and

access management. Since its creation in 1984, CMA has helped clients around the country improve operations through reorganization, better budgeting and cost/revenue controls, quantifying supply and demand, strategic planning, financing facilities, enhancing alternative transportation, installing state-of-the-art technology, improving signs and wayfinding, and outsourcing.

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Celebrating 10 Years



"Designing from the inside out"

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DESMAN Associates is a national parking and transportation planning, architectural and structural

engineering firm and one of the leaders in the parking industry for the past 35 years. Services include: functional design; architecture; structural; waterproofing and concrete restoration engineering; traffic, parking demand, master planning and financial feasibility studies; parking operations and access/revenue control consulting. New York 212.686.5360, Chicago 312.263.8400, Washington DC 703.448.1190, Hartford 860.563.1117, Boston 617.778.9882, Cleveland 216.736.7110, Denver 303.740.1700, Las Vegas 877.337.6260

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The Graelic, LLC team is a unique association of experienced commercial parking industry veterans. On average, each team member possesses over 19 years of experience in his/her individual area of expertise in parking design and consulting. We bring the parking facility planning and design experience of over 3,000 locations across the world. Whether you are planning a new parking facility, or evaluating an existing one, Graelic offers comprehensive parking consulting services to aid you in your decision making process. Graelic's host of parking planning services include parking master planning, functional planning and design, access and revenue control, operations consulting, parking studies, signage programming, design/build services.

**GRAELIC, LLC
www.graelic.com**

East Coast: 216-335-9910

West Coast: 253-225-7610



Next® Parking, LLC

The Next perspective – the ability to analyze properties with the viewpoint of experienced parking facility owners – enables us to maximize profitability in parking operations.



The Harman Group

Medallion Parking Facility, Scranton, PA

The Harman Group teamed with architect Burkavage Design Associates to design the 510-car Medallion Parking Facility, an eight-level, 186,000 square foot, state-of-the-art precast concrete structure. The Medallion Parking Facility is designed to bring relief to drivers in downtown Scranton by providing much needed parking spaces for those conducting business, shopping, dining in or just visiting the City. The structure also includes space for four retail shops at the ground level.

The Harman Group understands that a parking structure is more than just a building, but becomes a part of the community. The original Medallion Garage, built in the 1920s, provided parking for the Hotel Casey, which was at the time, the centerpiece of downtown Scranton. The façade of the former garage featured historically significant glazed architectural terra cotta medallions depicting modes of transportation from the early 20th century. Due to its deteriorating condition, the older garage was closed and torn down. City officials decided to construct a new garage that would incorporate the original medallions. This new garage, also known as the Medallion, features sparkling new, red-brick façade, along with the terra cotta medallions which have been restored and placed on the façade of the facility.

More information about the Harman Group can be found at www.HarmanGroup.com.



Rich and Associates, Inc.

**Detroit Opera Theater Garage
Detroit, Michigan**

Rich and Associates earned widespread praise for this stunning architecture. This precast structure garnered local attention when it opened in 2006 as part of a growing revitalization to the urban landscape of downtown Detroit. The structure provides 783 parking spaces on seven levels and serves patrons of the local Opera House and other downtown entertainment venues and businesses. Precast panels at the ground floor mimic quarried stone, and the horizontal wall panels above have integral cast fluted pilasters with openings that render a “window” look of a more traditional building. These architectural features, along with the use of decorative precast medallions that duplicate the visage of a “theatrical character”, help identify the parking structure as a component of the Opera House. The trapezoidal shaped site presented a design challenge for a functional garage layout with the additional requirement for a retail/office space component.



**TimHaahs’ Rahway Town Center Master Plan Wins
NJ Future Smart Growth Award**

TimHaahs is pleased to announce that the Rahway Town Center Master Plan has received a New Jersey Future Smart Growth Award.



The Parking Network, Inc.

Founded in 1997, **The Parking Network, Inc.** (TPN) is a parking consulting firm, specializing in the financial and operational aspects of parking. TPN's main focus is increasing and protecting parking revenue for our clients, while being a solid proponent and catalyst for the implementation of efficient and effective operational procedures and standards.

TPN is an industry pioneer in the quality of its operational and financial reviews and its municipal tax program services. The Company's extensive operational and financial reviews are unparalleled in the industry providing clients with in-depth analysis of their parking operation while educating clients on the industry and offering useful and innovative solutions.

With over 50 years of combined parking industry experience, TPN is able to provide clients in industries including: commercial property owners, self operators, colleges & universities, municipalities, hospitals and medical centers, transportation and airports with standards of excellence and benchmarks appropriate to any type of operation.



Walker Parking Consultants

Denver International Airport

Denver International Airport, Denver, CO: Planning studies for DIA projected parking demand, recommended rate structure changes, and projected parking revenues. Subsequent services included garage design.



Before



After

Wiss, Janney, Elstner Associates, Inc.

Montgomery County Garage Renovation

These are before and after pictures of **WJE's** award-winning Garage 11 renovation project in Montgomery County, Maryland.



Our designs are distinctive. Our award-winning projects are nationally recognized. Our philosophy is always to think outside of the box.

We are **IPD**.

With nearly 40 years experience as parking specialists, we have been involved as prime architect on over 300 projects and as design consultants on over 3,000 projects.

Our reputation for creativity, integrity and innovation has made us into one of the largest architectural firms specializing in parking structures in the western United States.

Sherman Oaks **Alameda** **Irvine** **Sacramento**
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Kimley-Horn and Associates, Inc.

Your parking project involves much more than parking—traffic impacts, revenue control, financing, feasibility, functional and structural design, signage, wayfinding, maintenance, repairs. Any number of these elements can—and will—impact you and your customers. As a full service engineering and design firm, we bring over 40 years of experience to our clients. From concept through design and completion, let us help you make your project a success and keep you and your parking patrons happy.

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Next® Parking, LLC

Acquisitions

We buy parking properties nationwide. Whether you own an old, new or proposed garage, self-park or valet, surface lot or structured garage, urban or off-airport site, contact us today if you are looking for an exit.

Solutions

Our consultants offer flexible solutions to private owners and public institutions seeking to increase revenue and decrease NOI. With expertise in ownership, management, leasing, automation, and government relations, we provide unparalleled service to our clients.

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For over 44 years, **Rich and Associates** has been providing parking consulting, master planning, design and engineering around the world. We know that when it comes to parking one size does not fit all. That's why we carefully listen to you, your needs and plan our solutions specific to your needs. The end result is a safe, attractive, durable and functional facility that creates a positive experience for your customers. Also available development and management services.

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Walker Restoration Consultants

Denver Place Plaza Restoration

Denver Place Plaza: Renovation of an entire city block surrounding one high rise commercial building located in Denver, Colorado.



WALTER P MOORE

Texas Medical Center Garage 19

Texas Children's Hospital and the Texas Medical Center teamed up to develop a multi-modal parking facility. The 1,839-space parking garage and 157-space parking lot are now open just south of Texas Children's Hospital's Meyer Building in the Texas Medical Center, Houston, Texas. The facility serves Texas Children's Hospital employees via their bus shuttle system that operates between various medical buildings. Patron-friendly design elements include fabric and metal canopy systems, air-conditioned waiting areas, restrooms, and space for amenities. The waiting area, just north of the garage, provides additional air-conditioned space for employees. The garage is designed for future vertical expansion. Texas Medical Center provided project management and design/operational standards. As the prime consultant for this project, **WALTER P MOORE** provided structural engineering, civil engineering and parking consulting services.



Watry Design, Inc.

California State University, San Bernardino Parking Structures 101 & 102, San Bernardino, California

Set against the beautiful, unimpeded backdrop of the San Bernardino Mountains, the campus faces seismic and weather concerns. Not only is the area in close proximity to the San Andreas Fault, it also endures hurricane-level wind. Taking all of these parameters into consideration, the **Watry** team studied different parking structure configurations before arriving at two 3-level structures. Although similar, each parking structure was individually designed to maximize the use of each site. Parking Structure 101 holds 739 stalls in 314 square feet while Parking Structure 102 holds 752 stalls in 308 square feet. To minimize the disruption of the view, Watry nestled both structures in to the hill. This was accomplished by regrading both sites and designing level 1 partially below grade. The design team also used rich earth tone colors to blend the structures into the background. In January 2008, the project was completed on time and within budget.

Wiss, Janney, Elstner Associates, Inc.



Research Laboratory At WJE Named For Jack Janney

Named after the firm's founder, the Janney Technical Center (JTC) supports extensive research in areas such as corrosion assessment and mitigation, supplemental cementitious materials, high performance concrete, penetrating sealers, coatings, epoxy coating for conventional and prestressed reinforcement, admixtures, cathodic protection, etc. Recognized as one of America's most influential 20th century engineers, Jack Janney (1924-2006) was a leader in the field of forensic engineering for concrete structures.

The resources of the Janney Technical Center have positioned WJE at the forefront of the concrete repair and rehabilitation field. Through a better understanding of the causes of concrete deterioration in post-tensioned, cast-in-place, and prestressed parking structures, WJE has developed repair and rehabilitation solutions that range from sealers and surface treatments that inhibit the ingress of corrosion chemicals, such as chlorides; partial and full depth patching using specialized mortars to improve long-term durability; passive and active cathodic protection to counter the effects of corrosion; corrosion protection coatings of embedded reinforcing to limit future interactions between the metal and a corrosive environment; and others.

BA Group



*Ralph Bond
Senior Vice President*

Ralph Bond, Senior Vice President of BA Group, has 34 years of experience in the planning, design and management of public and private parking systems and facilities.

He regularly advises clients on how to optimize the utilization of parking facilities and has conducted demand, financial feasibility, operational planning and functional design studies for over 300 parking projects ranging in size from a few hundred stalls to more than six thousand stalls. In addition to his transportation and parking planning expertise, Ralph also holds a diploma in Urban Land Economics (Appraisal), which has provided him with an in-depth understanding of the financial

elements associated with real estate development, including parking facilities.

Ralph co-authored a chapter regarding municipal zoning regulations in the International Parking Institute (IPI) 2004 publication entitled "Parking Management – The Next Level", and was the sole author of the chapter regarding the Link between Parking and Transportation Demand Management.

Carl Walker, Inc.

Carl Walker, Inc. is pleased to announce the promotion of several executives throughout the company:



*Michael C. Ortlieb, P.E.
Executive Vice President*



*David Kent CPA,
Senior Vice President*



*Tim D. Christle, P.E.
Senior Vice President/New
Parking Structures Sector Leader*



*Jim Van Husen, P.E.
Senior Vice President,
Marketing & Sales*



*L. Dennis Burns, CAPP,
Senior Vice President, Studies
& Operations Consulting*



*Mark A. Postma, P.E.
Senior Vice President,
Restoration*

These promotions reflect each executive's significant contribution to the company's impressive growth, and their experience and professionalism will play a vital role in maintaining Carl Walker's current reputation as a leader in the parking consulting industry.

www.parkingtoday.com
Receives over 16,000
visits per month



The Parking Garage Division of **Reigstad & Associates, Inc.** provides full service parking consulting to our clients nationwide. Our services include, site planning, functional and conceptual design and wayfinding/signage design. Reigstad & Associates can also serve as the prime professional. We will create and manage a team to design your project and bring it to reality. We believe this approach provides a 'turn-key' solution to produce a project in a timely manner and within budget. Above and beyond all this, we make sure that a solid client relationship is the cornerstone of any project that we work on. We work closely with our clients to complete projects to their satisfaction.

Reigstad & Associates, Inc.
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We Listen. We Respond. We Deliver.

The Harman Group offers a full range of parking consulting services from feasibility studies to full service planning and design of new facilities; from operational analysis to restoration.

Located in Philadelphia, Pittsburgh, and Las Vegas, our team of professionals includes a roster of over 60 people and growing. We design structures for all building types, including high-rise, with a particular expertise in parking structures including complex integrated parking constructed below, above or integral with other building uses.

The Harman Group
Philadelphia Office Pittsburgh Office Las Vegas Office
Tel: 610-337-3360 Tel: 412-221-7850 Tel: 702-367-3020
Web: www.harmandgroup.com



Founded by former commercial parking operators, **TPN** is a full-service parking consulting firm. TPN's extensive parking reviews are unparalleled in the industry, providing clients with an in-depth analysis of their parking operation and financial health and offering innovative solutions to parking challenges. In addition, TPN's financial administration, performance monitoring, and quality assurance programs have set a new standard of merit, earning a reputation for unsurpassed professionalism as they continue to "drive the industry toward excellence."

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Creating Vibrant "People Places"

TimHaahs plans and designs active, vibrant "People Places". We understand how to leverage parking to create dynamic mixed-use spaces that enhance communities and neighborhoods. TimHaahs plans, designs, and restores mixed-use and parking structures. We bring new ideas, innovative design, and a collaborative creative process to each of our projects. TimHaahs' clients include corporations, developers, educational institutions, municipalities, as well as the transit and healthcare industries.

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CHANCE Management Advisors, Inc.



Scott Spencer

Robert Furniss

With over 25 years of experience in U.S. and global bus and rail transportation system operations, Scott Spencer is CMA's Senior Transportation Planner. His unique expertise with transit systems is concentrated on sustainable solutions to improve access management, reduce traffic congestion and create optimal use of parking resources for universities and medical centers. Recent work includes specifying bus routes and service levels for service provider contracts and coordinating links between clients and public transit agencies.

Robert Furniss joined CMA this year as a Senior Operations Consultant. With 22 years of experience as director of the parking and transportation systems at the University of Pennsylvania and the Georgia Institute of Technology, Bob is one of the most experienced individuals in university operations that is consulting to the parking industry. He is now focusing on revenue control for new automated parking facilities, parking design reviews, development of parking organizations, and campus access and delivery logistics issues.

Choate Parking Consultants, Inc.

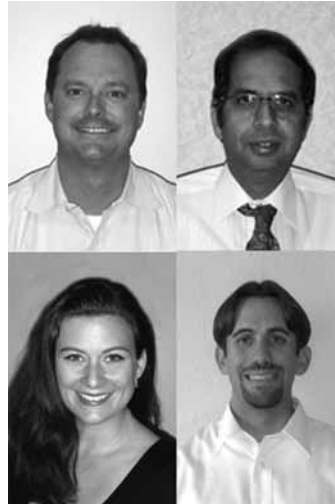


Choate Parking Consultants, Inc. is lead by a group of seasoned parking professionals dedicated to providing quality parking design to meet our client's needs and exceed their expectations.

Our extensive experience in having designed directly for both the Owner and the Contractor, provides our clients with the diverse understanding of what can be achieved without having to reinvent the wheel.

Parking Today

DESMAN Associates



To solidify DESMAN's position as one of the leaders in the parking industry and to meet the needs of our growing client base, we have been expanding our workforce and opening new office locations. In February of this year, DESMAN opened an office in Denver, Colorado due to our continued success in the Rocky Mountain Region and the West Coast.

DESMAN's Denver office is located in the southeast side of town in the Denver Tech Center. Hoshi Engineer, S.E., P.E., an Associate Vice President heads up the Denver office with his 20 years of parking garage design and restoration experience.

In addition to our existing parking projects in the Rocky Mountain and West Coast regions, we are proud to announce that the Denver office was recently awarded structural engineering and parking consulting services for a 1,000-car garage at the University of Nevada Las Vegas.

International Parking Design (IPD)



Raju Nandwana
AIA

As Project Manager in the Alameda office, Raju Nandwana is responsible for design, project management and construction administration of several on going and completed projects. Having spent the last ten years on the IPD team, Raju excels in understanding project needs and developing effective, workable solutions for all project types.

Receiving his degree from the University of California, Davis, Raju has worked on such notable projects as Downtown Redwood City Mixed-Use Development, Palo Alto Medical Foundation parking structure and the Dublin/Pleasanton Station parking structure for BART.

Kimley-Horn and Associates, Inc.



Karl Sutter

Just like Kimley-Horn itself, Karl Sutter has been there and done that. With 17 years of experience in structural engineering, structural and civil design, inspection, and construction observation, Karl's knowledge of a variety of practice areas gives him a broad range of skills to put to use in solving his client's needs. He has a thorough understanding of parking facility design, repair planning, feasibility studies, and construction phase services. Karl is a leading figure in Kimley-Horn's parking facility practice and works from the firm's Downtown Raleigh office. He has played key roles in several Downtown Raleigh projects

that have served to revitalize the area. During his career, Karl has assisted in preparing designs, construction documents, and specifications for many projects, including below-grade and above grade parking structures, retaining walls, and commercial and residential buildings. In addition, he has performed building condition assessments and building code compliance reviews. If you need a consultant who knows parking...and so much more, call on Karl Sutter and Kimley-Horn.

Next® Parking, LLC



Michael J. Nichols
Vice President

Next Parking, LLC, has successfully managed its portfolio of 11 parking assets in four states through careful revenue management and technology implementation. The company recently spawned a consultancy division to assist public and private parking owners in identifying areas of inefficiency and realizing full revenue potential. Spearheading the effort is 17-year parking industry veteran and Vice President Michael J. Nichols. Nichols has worked for leading national and regional parking management firms over the course of his career, and joined Next Parking in 2008 to facilitate parking acquisitions, manage Next's parking portfolio and perform fee-based parking

consulting for clients. "Owners and facility managers who recognize the potential for savings and revenue generation can ensure the continued vitality of their parking operation," he says. Nichols specializes in applying cash-control procedures, audit systems and new technology to existing parking locations to enhance financial returns and customer service measures.

Reigstad & Associates, Inc.



Gordon H. Reigstad
Principal

Gordon H. Reigstad received his Ph.D. from the University of Minnesota and gained experience at a design/build company and pre-engineered concrete building company before Reigstad & Associates, Inc. Gordon's experience in the building industry includes cost estimating, project management, and a corporate officer responsible for engineering design and construction of major projects. As Principal, Gordon is responsible for all Reigstad projects.

Professionally, he has provided structural engineering designs for numerous major projects in Minnesota and throughout the United States. Gordon's experience with construction materials and methods has led to

special studies and research of a variety of problems in the construction industries. He developed and patented a method to replace post-tension tendons and a method for nondestructively detecting tendon failures in concrete parking structures.

Gordon is a past member of the Parking Ramp Subcommittee formed to study parking ramps and their design, construction, inspection, licensing, needs, uses, maintenance, changes, and regulations.



Wiss, Janney, Elstner Associates, Inc.

WJE is a firm of structural engineers, architects, and materials scientists dedicated to providing practical, innovative, and technically sound solutions to problems in existing structures. WJE is uniquely qualified to provide solutions for parking structures impaired by defects, deterioration, or damage. Our knowledge of structural behavior and construction materials is supported by technical expertise in testing - and instrumentation. Clients rely on our more than 50 years of parking structure investigation and repair experience to solve problems that arise during and after construction.

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WALKER
RESTORATION CONSULTANTS

EXTENDING THE LIFE OF THE BUILT ENVIRONMENT

We provide consulting and engineering services to help owners extend the life of their built assets using state-of-the-art restoration and preservation strategies. Whether it's a visual inspection or an in-depth sophisticated investigation and evaluation, our rapid-response teams have extensive experience and mobilize quickly to solve structural problems. We embrace a corporate culture of responsiveness and the objective to be on site within 24 hours to consult on urgent restoration-related challenges.

Walker Restoration Consultants
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WALTER P MOORE

WALTER P MOORE provides parking consulting services including parking planning, functional and graphic design, operation consulting, parking equipment consulting, ingress/egress studies, and restoration/repair engineering. The firm combines an in-depth understanding of parking with its core structural, civil and traffic engineering services to improve planning, design and operations of parking facilities. For over 50 years, WALTER P MOORE has designed parking garages that are efficient, attractive, durable, safe and economical. Contact Jerry Marcus.

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WALKER
PARKING CONSULTANTS

ALWAYS AHEAD OF THE CURVE

Tired of parking complaints? As the leader in parking consulting, Walker Parking Consultants provides solutions to all type of parking problems. Whether you need to solve an operational issue, develop a financial model, create an award winning garage design or breathe new life into a tired facility, our staff will deliver a creative solution that is truly ahead of the curve and the best in the industry.

Walker Parking Consultants
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Architects • Engineers • Parking Planners



WATRY DESIGN, INC.

Using a unique, collaborative process, developed over the firm's thirty-three year legacy, **Watry Design, Inc.** is redefining parking. Within one integrated process, our highly skilled architects, engineers, and parking planners create solutions specifically tailored to your parking needs. Infused with a passion for parking, the Watry Design team produces cost effective, award winning designs for satisfied clients.

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Rich and Associates, Inc.



*Dick Rich
President*

With over 50 years of parking design and consulting experience, Dick Rich is considered one of the world's most experienced and knowledgeable parking consultants. As president of Rich and Associates, he has been involved in the design of more than 2,500 parking facilities worldwide, including some of the world's largest and most complex parking facilities. His recognized expertise in the functional design of parking is sought by designers, public and private owners around the globe. His experience includes multi projects in the Middle East, Central and South America, throughout Canada and two current projects in Russia.

Dick also founded MEDPark, Inc, the parking development and management affiliate of Rich and Associates, Inc. As president of MEDPark, Inc., he has managed the development and financing of over \$70 million in parking and the management and operation of more than 10,000 parking spaces.

Timothy Haahs & Associates, Inc.



*Jim Zullo, CAPP, Vice President,
New Brunswick Office*

Jim Zullo, CAPP, joined TimHaahs as Vice President of our New Brunswick, New Jersey office. As leader of our newest office, Jim's presence will help us to further our vision of promoting new urbanism in design with a parking perspective.

Prior to joining TimHaahs, Jim served as Senior Director of Real Estate and Economic Development for NJ TRANSIT. Jim managed the agency's real estate assets, including commuter parking, station and retail leasing, and the development of transit properties for mixed-use, transit oriented development. Jim has also served as Vice President of the New Brunswick Development Corporation, and Executive

Director of the New Brunswick Parking Authority.

TimHaahs is excited about the many opportunities our new office will bring to serve New Jersey and the northeast. Jim's experience will help us to continue to serve our clients in the planning and design of parking and mixed-use structures.

WALTER P MOORE



*Rob Maroney
Senior Parking Consultant*

Rob Maroney recently joined Walter P Moore's Parking Consulting group in the firm's Washington, D.C. office. His career includes more than 14 years of diverse experience in public administration and local government. He has served as the parking director for one of the largest municipally owned systems in the United States (Norfolk, VA), in which he was responsible for the management and development of 28 parking facilities throughout Downtown Norfolk. Rob was charged with the administration of over \$154 million in assets with annual revenues in excess of \$22 million. His parking systems expertise comes from many years in public administration and local

government. Throughout his career, Rob has developed a hands-on practical knowledge of parking operations and development that have given him a solid foundation for his work at Walter P Moore.

Walker Parking Consultants



*Carolyn Krasnow
Director of Study Services*

As Director of Study Services, Carolyn leads Walker's planning and financial consulting division. The planning group has consultants throughout the country who help clients right-size parking systems for construction efficiency, prepare pro formas for financing documents, and institute management procedures that allow large parking systems to run smoothly.

In her eleven years at Walker, Carolyn has worked with hundreds of cities, corporations, hospitals, airports and colleges to maximize the efficiency of their valuable resources and minimize environment impacts. Some of her clients have included Universal Studios, The Scripps Hospitals, McCarran

Airport, Denver Airport, The City of San Francisco and The City of Los Angeles. She has presented at NPA, ITE, and AIA and served on a ULI Development Advisory Panel.

Walker Restoration Consultants



*Randy Beard
Principal*

Randy Beard is a Principal as well as West Regional Restoration Engineer in Walker Restoration Consultants' Denver office. Randy joined Walker in 1998 and has over 30 years of construction, engineering, and management experience in the restoration and construction industry. His experience includes restoration and waterproofing consulting, evaluation, design, and construction administration of restoration projects of concrete structures, plaza and waterproofing systems, underground concrete structures, and masonry structures in both industrial and commercial settings.

Specifically, his experience has focused on coordination of restoration appraisals, coordination of field and laboratory materials testing programs, design of repairs to precast and cast-in-place concrete structures, including conventional and post-tensioned parking structures, master specification writing, and construction administration. His responsibilities include business development, workload coordination of restoration design, quality control, project management; restoration analysis of concrete, waterproofing systems, and restoration engineering.

Watry Design, Inc.

Architects • Engineers • Parking Planners



WATRY DESIGN, INC.

In support of the firm's expansion plan, Janis Rhodes has joined Watry Design, Inc. as a Principal and the Director of Parking Operations and Management. Rhodes will lead the firm's new office located in Newport Beach, California.

When asked what precipitated the expansion, Watry Design's CEO John Purinton responded "We had not only been looking for the right person to lead our Southern California office, but also for the right expert to lead our Parking Operations & Management Services group. Janis' depth of experience in parking and roots in the Southern California community made her a great candidate for both roles. Her commitment to understanding a client's parking problems and developing solutions specifically tailored to their needs sealed the deal!"

ADA Compliance Reviews and Upgrades

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JVH comments on Parking News every day at PT Blog – log on at www.parkingtoday.com. Each month, there are at least 40 other comments like these, posted daily.

Ah, a disagreement with Peter ... It's about time

A few weeks ago I wrote this:

The Brits are trained from birth that the “nanny state” will take care of them. Period. If they need health care, it's provided. If they lose their job, their mortgage is paid by the government. Hungry? Call the local welfare office and dinner will be delivered, kosher or Muslim, if they like so the Brits expect parking to be free.

PT European reporter Peter Guest responded with this broadside:

Bite the Hand that Feeds You (not much)

In a recent blog, JVH fired a fairly broad and I think rather ill-informed blast at the UK and our so called “nanny” state. Just because it's in the Daily Mail, John, doesn't make it true. Like most of Europe, we have a welfare state, which means that we pay taxes and everyone who needs medical treatment gets it – not most people, everyone, even you, John, if you get hit by a bus. Meals? Where did this come from, John? We do have a system where elderly and sick people who can't look after themselves can pay to get a hot meal delivered. And, yes, we do respect their religious and cultural sensitivities; are you suggesting that we shouldn't?

My response to Peter:

The Nanny State. Sorry, Peter, but the UK is the poster child for the nanny state. It's not just health care; it's everything. The average Brit feels that there is no problem the government can't solve. I have run companies located in the UK. I have fought the battles to hire and fire. I have seen how your fabled health care system makes folks wait months or even years for surgery.

I have seen people who simply stopped working and had their mortgages paid by the government. I didn't make this up. Ever try to get a squatter evicted from a piece of property you own? I have; it's virtually impossible. They are protected by the “nanny state.”

The result is that there is an expectation level ingrained in the populace that certain things will happen and that if all else fails, they will be taken care of. This, I think, creates a problem. It means that if someone loses a job as a millwright in Northampton and likes Northampton, where's the motivation to move to Cardiff, where there are millwright jobs a plenty? Just sit on your nanny-protected butt and wait it out.

My fear is that this creeping “nannyness” is happening here in the U.S. We must fight it at all costs. The thing that makes you who you are is individual responsibility and being able to succeed or fail on your own. That should be treasured above all else.

PS: No, Peter, I don't get free medical service in the UK. Last time I got sick and went to a clinic, they took my American Express card to cover the costs. My company may pay taxes there, and I may



Robert Lu (L), Director General of the Taiwan Parking Association and Jae-Han Lee, from Seoul, Korea, the president of the International Parking Association share a moment with Daniel Ho, of the University of British Columbia and Treasurer of the Canadian Parking Association and Sandra Smith of the City of Whistler, BC and a director of the CPA. The group met at a luncheon sponsored by **Parking Today** and its sister publication, **Parking World** during the Canadian Parking Association's annual conference in Victoria, BC in October. The IPA is planning to hold its next annual meeting in the USA in April.

have 10 people that I have hired and pay their salaries, but if I get sick, and I'm not a Brit or signed up on the health care plan, I pay. And rightly so, I think ...

Political courage

The City Council of Broomfield, CO, showed political courage by first voting against the expansion of a parking area at a local church, then abandoning the vote and giving the two warring sides, the church and its neighbors, more time to come to some sort of understanding. At its next meeting, the council will vote to either (a) turn down the plan or (b) give it to the local planning commission for more study.

From what I can see, the church has grown in recent years and, horror of horrors, they are having four services on Sunday and there is congestion around the church. The Methodists want to build a new parking lot to clean up the streets, but the neighbors think it won't look nice. The church has agreed to landscape, but it seems the locals may have another issue. It's a 12-pound church in a 4-pound neighborhood, they say.

I'm sorry, I thought churches were supposed to be in neighborhoods. I thought they were great as next-door neighbors. Guess I'm wrong. All those Wednesday evening pot lucks must just drive the neighbors crazy. And, of course, Methodists are a bit raucous – all that singing and organ music. And cars, traffic and worshipping God. Right here in the neighborhood.

I get the feeling the neighbor groups would like the church to move somewhere else, and a more “desirable” group take over. I suggest that the Methodists take a lesson from their brethren in the military. There are chapels built throughout bases. They are ecumenical. The Jews use them Friday night, the Adventists on Saturday, the Catholics and Protestants tag-team on Sunday, and during the week, they are filled with denominations singing and praying, all using the same building.

The Methodists could invite the local churches and temples that are just getting started in storefronts and offer their unused time for their services. Seems like a good use of the property to me. These neighbors are nuts. They want life like it was back when they didn't live in a city but in a small country town. They don't live there anymore. Get used to it, and let the church build their parking lot. I have never heard of having a church in your neighborhood driving down property values.

These neighbors must be the ones who moved to Colorado from California to get clean air, and freedom.

You could have read these entries when they were originally posted at Parking Today's Blog – and commented, if you liked – by logging on to www.parkingtoday.com and clicking on “blog.” JVH updates the blog almost every day.

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A new generation of parking structures is taking on a more important role in urban development. Today, above-ground parking facilities must not only encourage visitors to return, but respond more sensitively to their surroundings. An upcoming project to expand a San Jose, CA, parking structure from three to six levels will introduce drivers there to the new architectural approach. Federal Realty Investment Trust held a design/build competition and selected the team of Overaa Construction, Walker Parking and Stantec Architecture to deliver the Santana Row project. The design team created an architectural expression and selected materials that would announce the commercial development to pedestrians and drivers on Winchester Avenue, the parking structure's main entrance. The expansion project broke ground in July; completion is scheduled for June 2009.



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Transit as a Parking Tool

BY SCOTT R. SPENCER AND BARBARA J. CHANCE

Parking provides an important asset for a variety of residential, commercial, educational, medical and recreational facilities. The ability to generate the activity that buildings are designed for depends largely on the accessibility of those who use automobiles for transportation.

Growth in automobile alternatives such as biking, walking and transit will continue to see substantial gains with various sustainability initiatives. However, automobile access and parking capacity will continue to be the major driving force in the feasibility, design and configuration of buildings and related parking facilities – even for transit-oriented developments (TODs).

But various constraints related to preservation of green space, maximizing development opportunities for master plans, transportation demand management (TDM) goals, reducing traffic effects of new developments and the cost of new parking garages have resulted in the significant

growth in the demand for parking capacity alternative strategies. A good alternative strategy includes a balance of improving parking utilization, allocation and policies, and integrating transit alternatives.

Transit Links for Parking Alternatives

Transit provides a tool for importing parking capacity to the buildings or campus locations where needed by linking off-site, lower-cost, existing or new surface parking lots to the locations with inadequate on-site parking supply. In fact, unlike an expensive parking garage, a transit shuttle from a park-and-ride lot can provide a more accessible way to distribute parking capacity among several buildings that were intended to share one garage that can be

Automobile parking capacity will be the major driving force in the feasibility, design and configuration of buildings...

proximate to only one building.

The distribution of parking capacity among several buildings and facilities linked by transit also provides a cost-effective parking alternative to those who need to reserve spaces in multiple parking facilities because they sometimes park in more than one location during the day. Instead, they can park at one location and use transit to access multiple locations.

As a parking capacity strategy, transit also can provide an important link when existing parking capacity is displaced by new construction. During construction, parking shuttles remove automobile traffic from the congested construction zone and create new opportunities to relocate parking capacity to less expensive locations as an alternative to building a parking garage.

As an alternative to building more parking spaces, environmentally friendly transit links also can provide important inducements for the tax incentives and approvals of TOD projects.

Technology Options

Transit as a parking tool includes a number of technology options to make this alternative attractive, reliable and effective for providing access to alternative parking capacity. The key to using transit successfully as a parking tool is to operate service with “headways” (waiting time between buses) with a waiting time less than the driving time from the park-and-ride lot to the destination.

The technology of the buses should include comfortable seating areas, wheelchair spaces, and low-floor design (to eliminate steps) for easy on/off access for all passengers. This allows the use of wheelchair ramps instead of maintenance-intensive wheelchair lifts. Wheelchair ramps are faster to operate than lifts and have an easy to use manual backup to deploy the ramp.

Another important technology enhancement is to include GPS tracking that provides live updates of next bus arrivals on computers, PDAs and cellphones. Passengers can see the “real time” location of the next bus so they can conveniently

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time the walk from their cars in the parking lot or their building locations to the shuttle stop without wasting time or waiting in adverse weather.

Bus engine technology offers alternative-fuel options that allow the use of bio-diesel, natural gas or hybrid powered vehicles and greatly reduce engine emissions. Reliable heating and air conditioning, lighting and parking lot security systems are important technologies to ensure that transit as a parking tool provides an effective, safe and attractive alternative to the preference of on-site parking.

Sustainability Benefits

The emergence of sustainability goals for many institutions has resulted in the development of master plans and design guidelines to improve the sustainability benefits of buildings and parking facilities. Transit as a parking tool can provide a visible and tangible commitment to sustainable goals in a number of areas, such as reduced traffic congestion, pollution and energy consumption.

Unlike the “behind the scenes” sustainability commitment of LEED-certified buildings and energy systems, transit vehicles carry a tangible, high-profile commitment to sustainability that is seen every day by users, visitors, civic leaders and the communities in which the buildings and parking facilities are located.

These sustainability benefits are enjoyed even by non-users of the parking and transit system because better utilization of resources, including green spaces or developments that occur on sites that formerly were parking spaces or proposed parking garages, benefit all.

Transit as a parking tool can generate these sustainability benefits both as an internal transit system and with the use of the park-and-ride facilities of local and regional transit systems.

Strategic Opportunities for TODs

Transit-oriented developments can utilize the attributes of transit to reduce the parking capacity requirements for various development types. Whereas most zoning requirements stipulate the required parking space ratio based on building use and size, lower ratios can be achieved by utilizing existing transit capacity or a dedicated bus to off-site parking

TOD projects that use transit as a parking tool also increase eligibility for various tax incentives and government financing. Many local governments want to reduce the traffic impact on communities, and the combination of using existing transit service on-site and a dedicated transit system to off-site parking is important to minimize the site footprint for parking.

For mixed-use TOD projects, minimizing parking spaces preserves the site to enhance green space or development densities for retail, residential or commercial use. Strategically, transit as a parking tool also increases the prospects for government approvals, because TOD projects are being encouraged as land-use strategies of many municipalities.

Making parking and buildings more accessible to transit links also provides an important strategic advantage to attract tenants and employees to buildings and facilities that offer this alternative to growing traffic congestion and rising fuel prices.

Parking and transit are not adversaries in the strategies for new development or improvements to existing communities. With good planning, transit as a parking tool can help support many goals of new facility or institutional development.

Scott R. Spencer (scott.spencer@chancemanagement.com) and Barbara J. Chance, Ph.D., (barbara.chance@chancemanagement.com) are with Chance Management Advisors in Philadelphia.

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Hospitals and Parking – Blood

BY PETER GUEST

Some time ago I told you that the Scottish Parliament and the Welsh Assembly had separately decided to meddle in parking charges at public hospitals in their empires. These democratically elected bodies have powers devolved from the real parliament at Westminster to run some local affairs.

Both bodies have been taken over by Nationalist parties, which seem to make populist decisions that sometimes are just plain daft and often bankrolled by English tax money. Wales opted to abolish parking charges at hospitals and now has a big hole in its health service budget since (a) parking is not a no-cost operation and (b) parking revenues were recycled to buy more medical services. Scotland decided to cap parking charges at \$6 a day and now has gone the



Welsh route and announced everything will be free.

Surprise, surprise – the Welsh now have to deal with the “abuse” of their free parking. How are they doing this? By imposing a two-hour limit and fines if a driver overstays. Of course, since medical treatment is unpredictable, the Welsh have had to put in place a backstop for genuine patients whose treatment overruns, thus adding several more layers of bureaucracy and cost.

Here’s a thought: Why not simplify the process? Charge a reasonable amount for the short stay but escalate the charge for all-day parkers.

Many years ago, I implemented charging at one of the first hospitals in Britain to use payment to manage their parking. The hospital sat between a college and a prison, and the prison visitors and the students regularly filled the car park before the clinics started. The few spaces that were left were taken by staff too lazy to walk 50 yards

from the staff parking area.

On day one, the media turned out to hear the sick and the lame condemn this “act of Satan” to camera. It didn’t quite work out like that. To a man and woman, the patients and hospital visitors praised the fact that they could finally park at the hospital and make their appointments on time. So far, the madness has not reached England.

Parking and the British

The issue with parking here is complex and quite subtle. Historically, councils were given a duty to provide parking as an amenity, not as a business. Charging was allowed only under sufferance. This creates a dichotomy between people who run parking as a business and charge, and the town hall that tries to provide a service. When charges are introduced, the public cries foul because what was unrealistically free suddenly has a cost. It’s the fact of the cost for what was historically perceived to be a free amenity that’s the problem, not whether it’s fair or reasonable.

Parking Tickets also are a Problem

The police used to enforce street parking in a pretty poor way (two-thirds of all warden time in London used to be diverted to other tasks). Thus, drivers didn’t see much chance of getting a ticket, and even if they did, it had only a six-month life and then it would go away. There was no escalation, so if you ignored the ticket, there was no clamping, no towing and no one got arrested for unpaid tickets. It was a sport: Break the law and the penalties were low and seldom applied. The Romans used decimation where 1 legionnaire in 10 was executed to set an example. Here, 1 driver in 10 was slapped with a feather.

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