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INTERNATIONAL PARKING DESIGN

International Parking Design, Inc.
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Architecture / Engineering / Consulting

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January 14, 2011

Mr. Hal Simmons
City of Boise
Planning and Development Services
150 N. Capitol Blvd.
Boise, ID 83702

Re: *JUMP Garage Evaluation*

Dear Mr. Simmons,

As a professional parking consultant with International Parking Design (IPD), and a representative of the JUMP team, I would like to update you on the most recent parking garage situation. Please see my attached letter to Mark Bowen, dated August 31, 2010 along with Carl Walker's Preliminary Review and Assessment - JUMP Garage Evaluation, dated August 19, 2010.

Several of the recommendations and conditions proposed by Boise City Staff were based on a report prepared by Carl Walker, Inc. for Capital City Development Corporation (CCDC). Carl Walker's review and assessment was only preliminary and conducted during JUMP's earlier design stage. Since then JUMP has addressed the concerns and incorporated the majority of the suggestions. As far as I know, no final assessment by Carl Walker, Inc. has been performed.

As previously stated in my August correspondence, we agreed with most of Carl Walker's recommendations and Boise City's conditions in regards to the parking garage. Following is a list of changes made to the project based on Carl Walker's recommendations (Preliminary JUMP Garage Evaluation), accepted Boise City Staff recommendations and conditions, and modifications of the project design. The appropriate accepted Recommendation or Condition is noted where relevant.

- The total number of parking spaces has been reduced from 657 to 536 spaces.
- Two motorcycle spaces and one standard parking space at the base of the ramp from the ground level have been deleted. (Condition II)
- Parking stalls near walls have been located a minimum of 1'-6" away from the wall to provide space for people to enter and exit their vehicle. (Recommendation i)
- Columns at the rear (near the drive aisle) of the parking spaces have been located a minimum of 2'-6" away from the end of the stall for improved access turning in to and out of the parking stalls. (Recommendation h)

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- The building columns that were in conflict with the widths of the parking stalls have been adjusted with the new layout per the City Parking code.
- The development includes tandem parking, which is functional and efficient for the intended use of the Owner.
- The parallel parking at the end bay located in the middle portion of the structure has been eliminated. (Condition e)
- The garage is in compliance with the minimum ADA headroom clearance for van accessible parking.
- The majority of the motorcycle parking is located in the basement of the structure in one area. (Recommendation a)
- Eastbound cross traffic in front of the circular helix ramp has been eliminated by doing away with the ingress point that was west of the main entry. (Condition k)
- Pavement markings/graphics (e.g., "STOP", "YIELD", etc.) signs, mirrors, and warning lights will be used to mitigate onsite cross traffic conditions. (Operational plans will incorporate signage and state-of-the-art way-finding devices to resolve or address onsite traffic conditions.)
- A blind "line-of-sight" condition did occur at the base of the ramp where the upper and lower egress traffic merges to exit the structure. However, JUMP recognized this and has worked on a solution to address the situation.
- The traffic flow from Myrtle Street into the parking structure was not ideal and the "S" turns have been mitigated through the redesign of the entry. (Condition k)
- Parallel parking around the circular helix ramp at grade level has been eliminated and is designed as a drop-off zone. (Recommendation b)
- An entry/exit drive located near the intersection of Ninth Street and Myrtle Street has been incorporated per the City's recommendation. (Condition n)
- Some of the congestion created by parkers that exit onto Myrtle Street and desire to head south on Ninth Street has been mitigated with the addition of the egress point on Ninth Street. (Condition n)
- An additional vehicle exit route onto Eleventh Street or Front Street has been investigated. (An additional entry/exit route onto Ninth Street has been added, and the Owner is interested in providing an additional exit onto Front Street at a later date to coincide with and support future site development on Front Street.)
- Parallel parking located on the southeast side of the development has been eliminated. (Condition l)
- Two van accessible spaces are provided at grade level. (Condition s)
- The majority of the circular drive aisle along the ramp is 15'-0" for one-way traffic. (This is being reviewed and will be considered in the final design).

- Lines of sight have been addressed at the ramp by eliminating the tractors placed between the various ramps and maintaining clear site triangles. (Condition c)
- Dead-ends are inevitable and parking spaces have been removed to allow sufficient space for turning movements without requiring vehicles to use pedestrian areas. (Condition f)
- Barriers (e.g. bollards) have been added to secure and segregate the parking and pedestrian areas. (Condition b)
- Tractor exhibits located in the parking areas and at the crossover area of the structure now have bumper guard protection. (Condition b)
- Wheel stops have been removed from the below grade structure as a vehicular barrier. (Recommendation m)
- There are no van accessible parking spaces on levels 3 and 4. Van accessible parking spaces are located in one of the visitor parking areas for transient use. (Condition s)
- Control of the lower level has been discussed and the parking management plan will be implemented to maintain a safe and efficient garage. (Recommendation j)
- The tandem spaces closest to the perimeter wall could be physically blocked off using barricades during public events.

JUMP plans to incorporate the following additions to the proposed management plan: Utilization of a variable message signs and a counting system to inform parkers whether a level is "Full"; inclusion of parking permits; adequate enforcement; and fee collection options.

As indicated previously, the Level of Service for this garage is an A+, which reflects a more than acceptable level of functionality and dependability. By incorporating the City's conditions and revising the design as stated, we believe that the City Staff and Carl Walker's stated safety concerns have been addressed.

Thanks for your review of these updates.

Sincerely,



Shahin Azmoudeh
Vice President

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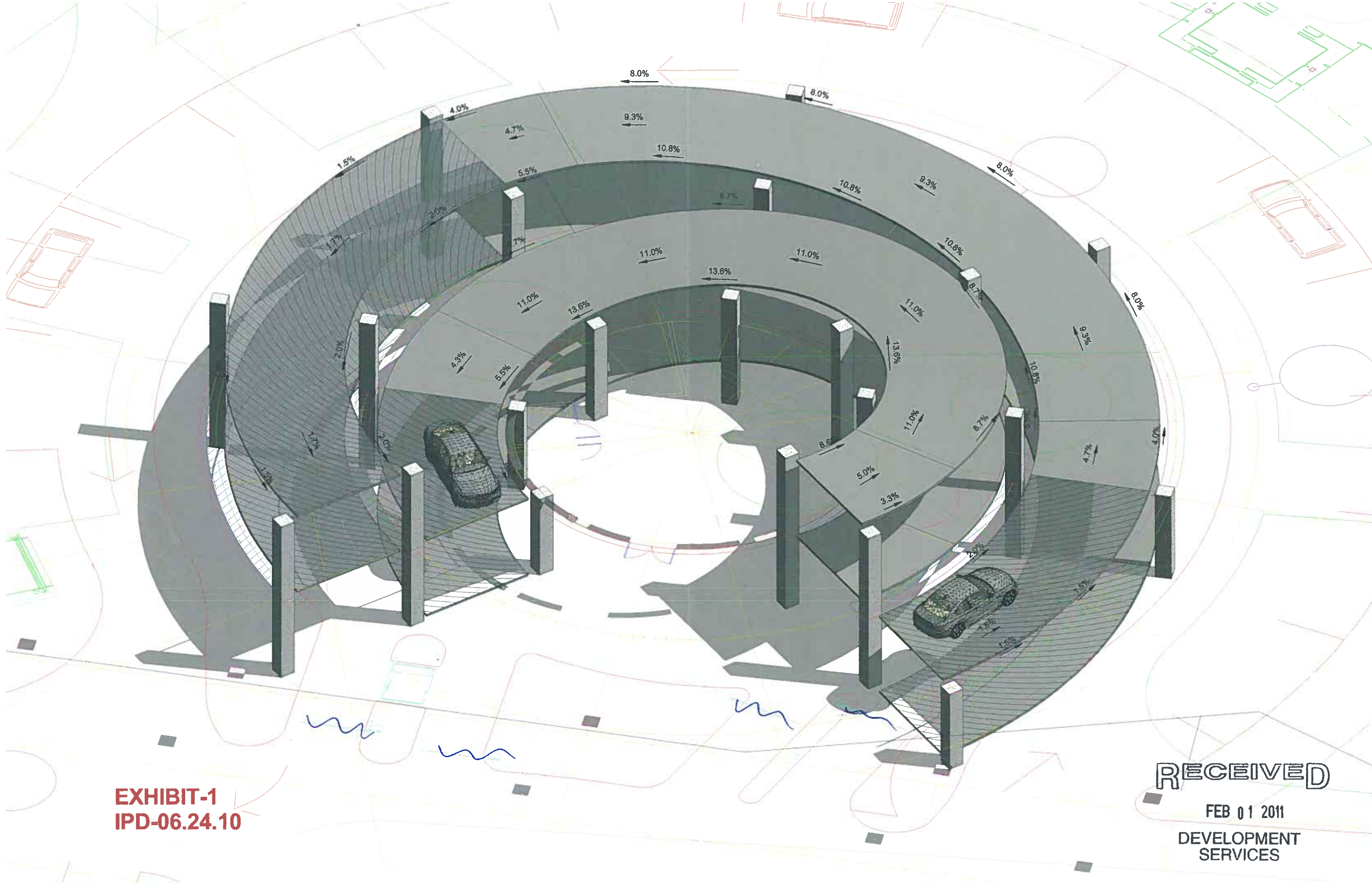


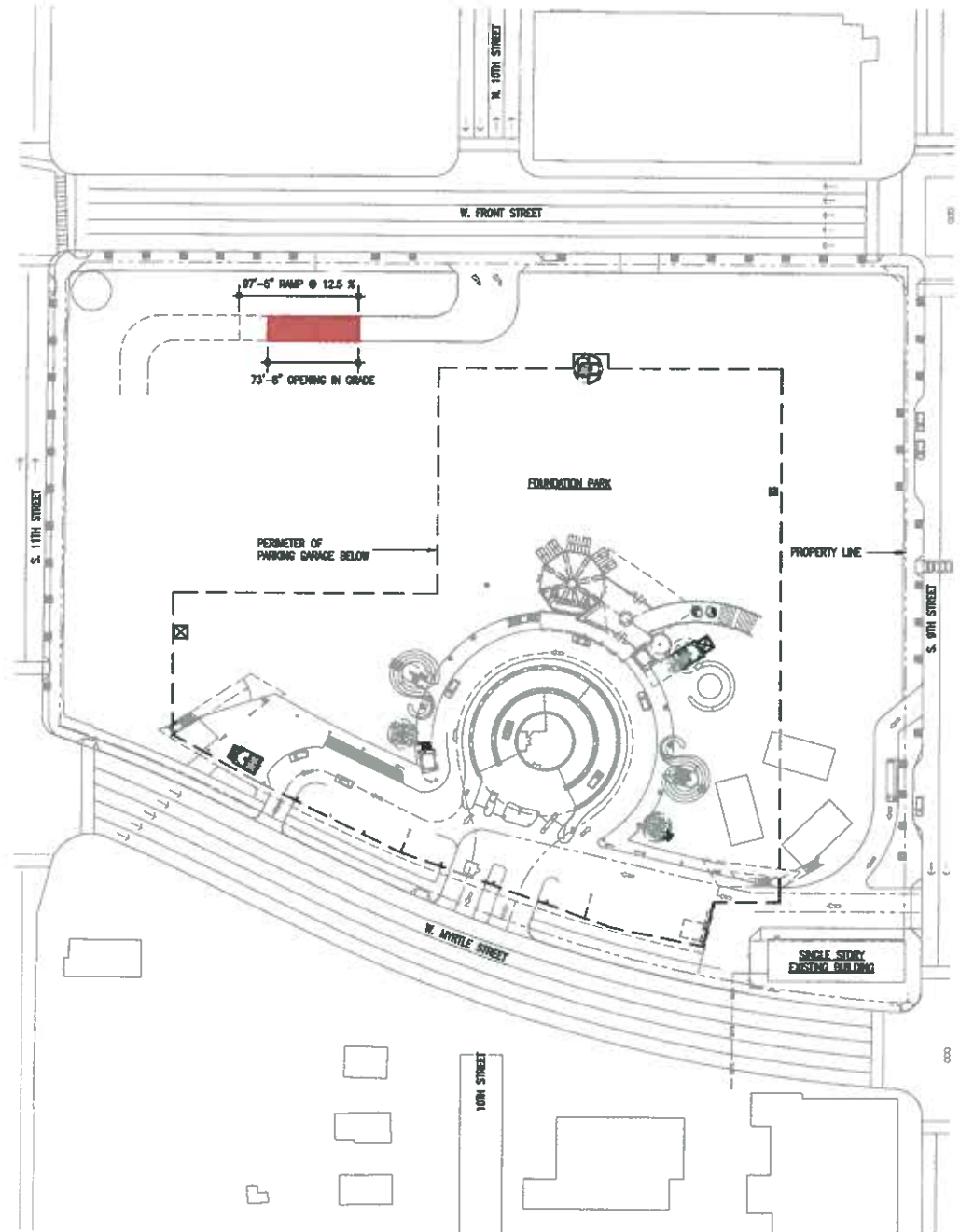
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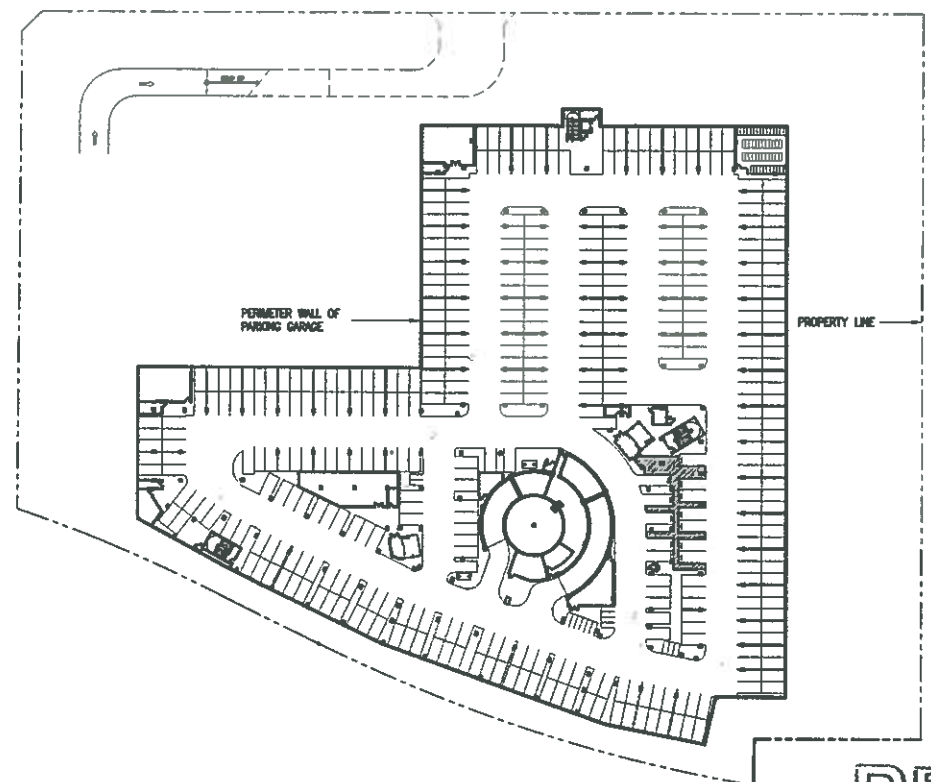
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ORIGINAL SHEET SIZE: 22" x 34"

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GRADE LEVEL PLAN
1/8" = 1'-0" (10-10-11)



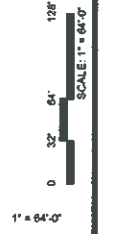
BASEMENT LEVEL PLAN
1/8" = 1'-0" (10-10-11)

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BELOW GRADE PARKING GARAGE FOR SBP, LLLP

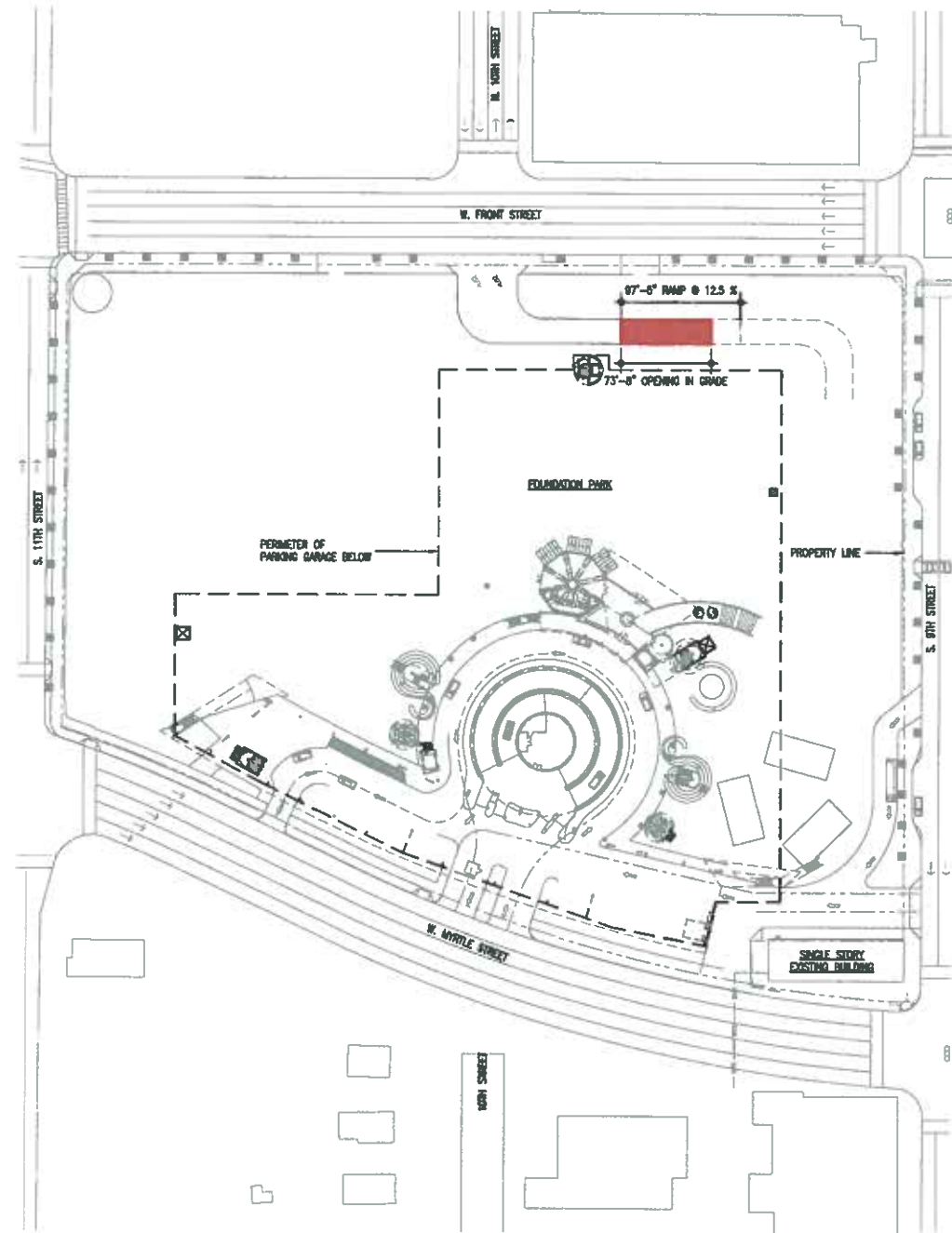


POTENTIAL FUTURE
RAMP DIAGRAM 1: WEST END

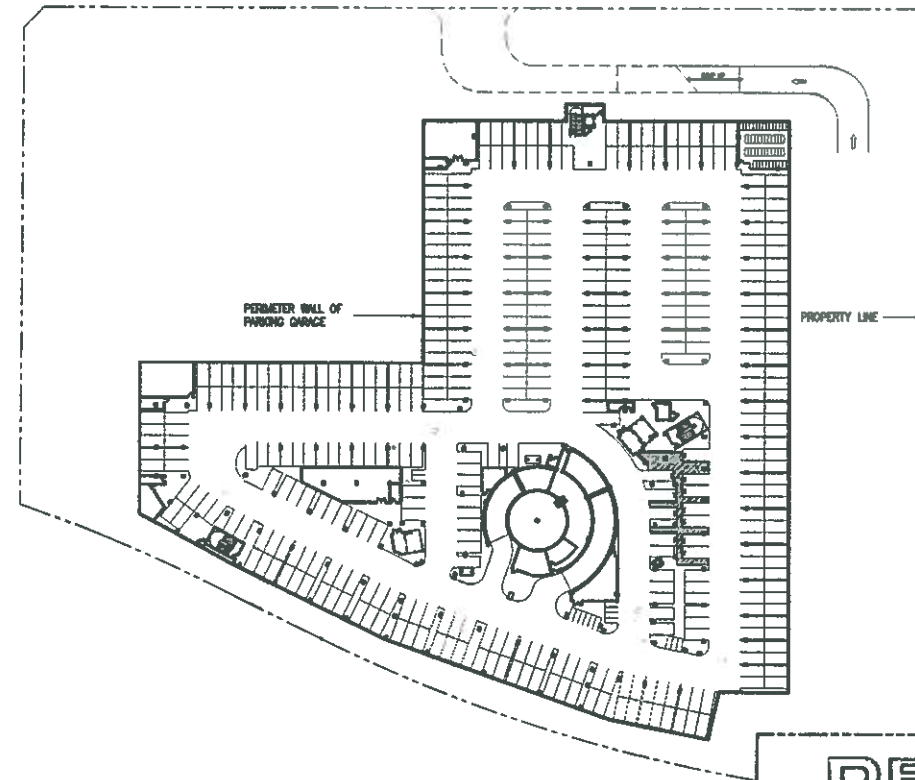
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ORIGINAL SHEET SIZE: 22" x 34"



GRADE LEVEL PLAN
1/8" = 1'-0" (10-10-12)



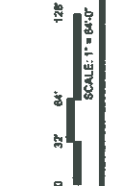
BASEMENT LEVEL PLAN
1/8" = 1'-0" (10-10-12)

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BELOW GRADE PARKING GARAGE

FOR
SBP, LLLP



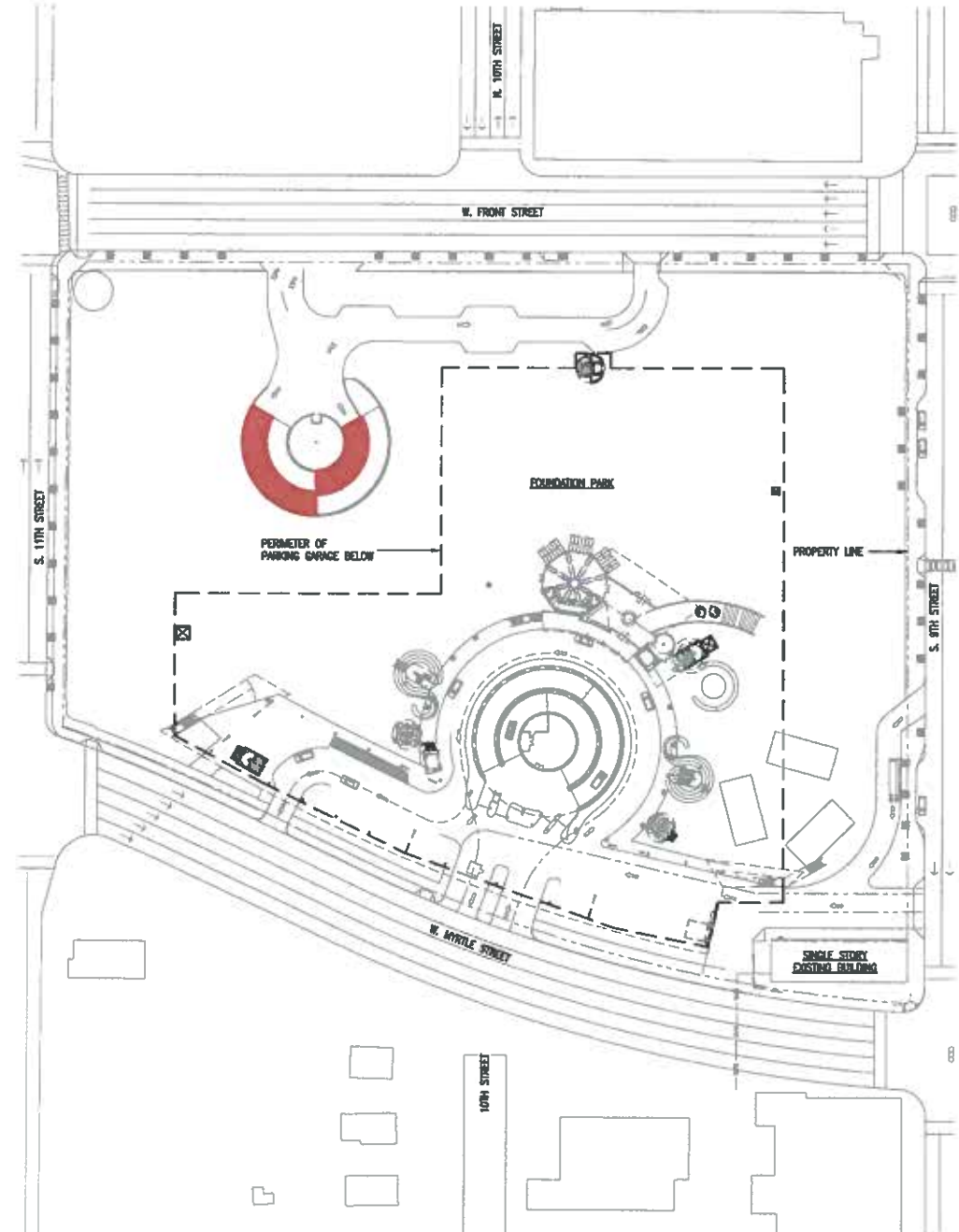
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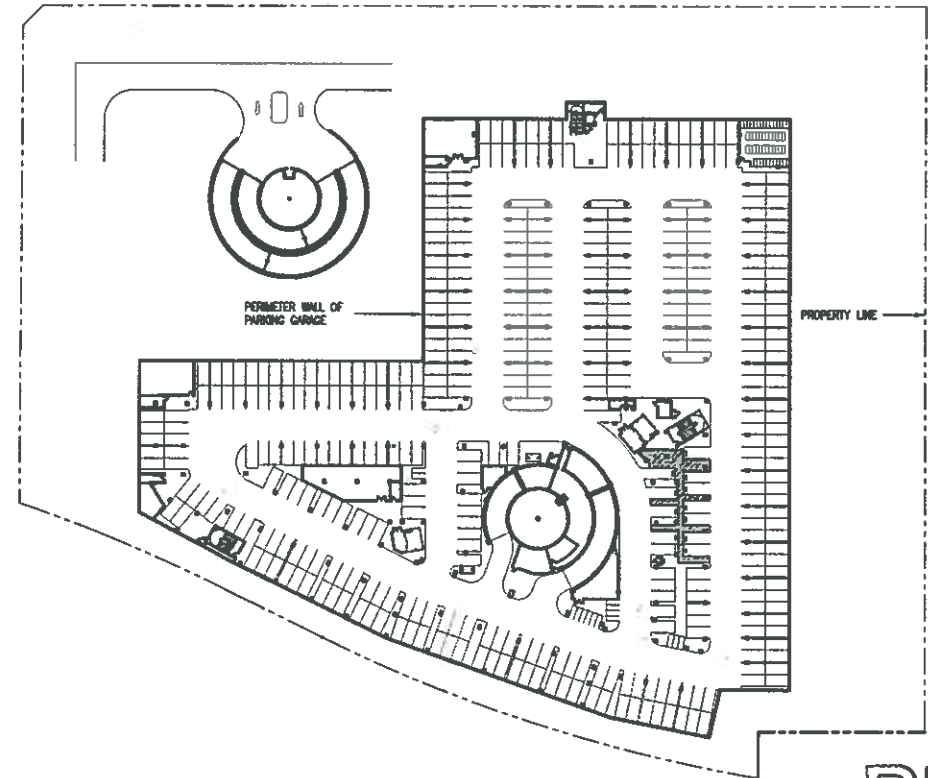
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ORIGINAL SHEET SIZE: 22" x 34"



GRADE LEVEL PLAN
1/64" = 1'-0"
1
09-10-13



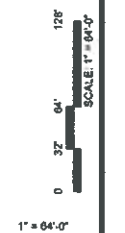
BASEMENT LEVEL PLAN
1/64" = 1'-0"
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09-10-13

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BELOW GRADE PARKING GARAGE

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POTENTIAL FUTURE
RAMP DIAGRAM 4: HELIX

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R2

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