

international parking awards

In the parking profession, world class performance is recognized as the ability to transform obstacles into opportunities, and visions into notable achievement. This takes dedication and consummate professionals who can skillfully combine cutting-edge technology with traditional craftsmanship. The parking profession is built on merit and IPI proudly salutes and encourages that spirit and determination with its awards. Each year the awards program recognizes world-class examples of parking design and program innovation. This year, the 19th Annual International Parking Awards special luncheon, which took place on June 6 at the International Parking Conference and Exposition in Las Vegas, recognized 17 entries. The President's Award, a newly instituted category, which specifically recognizes aesthetics in facility design, was also honored. Thirty-six excellent entries were considered this year and all of these facilities and programs are contributing to advances in the parking profession. Michael P. Lujan, CAPP, chaired the 2001 Awards Committee and presided at the luncheon.

Created in 1982, the International Parking Awards program has recognized excellence in hundreds of facilities and programs. The awards:

- Recognize and commend trends toward parking facilities that are aesthetically appealing as well as functional; and
- Encourage excellence in parking design and innovation in parking programs and operations.

Each year, awards are considered in four categories. Criteria for the parking facilities awards encompass various credentials, including:

- Exterior appearance;
- Continuity with surrounding environment;
- Economy of construction;
- Security;
- Lighting; and
- Ease of use.

For parking operations and programs, the criterion is program efficiency. That is:

- Is the productivity improved or the problem solved?
- Is the result beneficial in terms of time and safety?
- Have operational labor costs been reduced and additional revenue generated?
- Is the operational program easily applied or adapted?

The competition for 2001 was for parking facilities completed since January 1, 1998, or for parking programs initiated since that date.

THE 2001 AWARDS PANEL:

Dorothy L. M. Harris
Assistant Deputy Manager of
Aviation/Parking
Denver International Airport
Denver, Colorado

James B. Eversmann, CAPP
Executive Director
Wilmington Parking Authority
Wilmington, Delaware

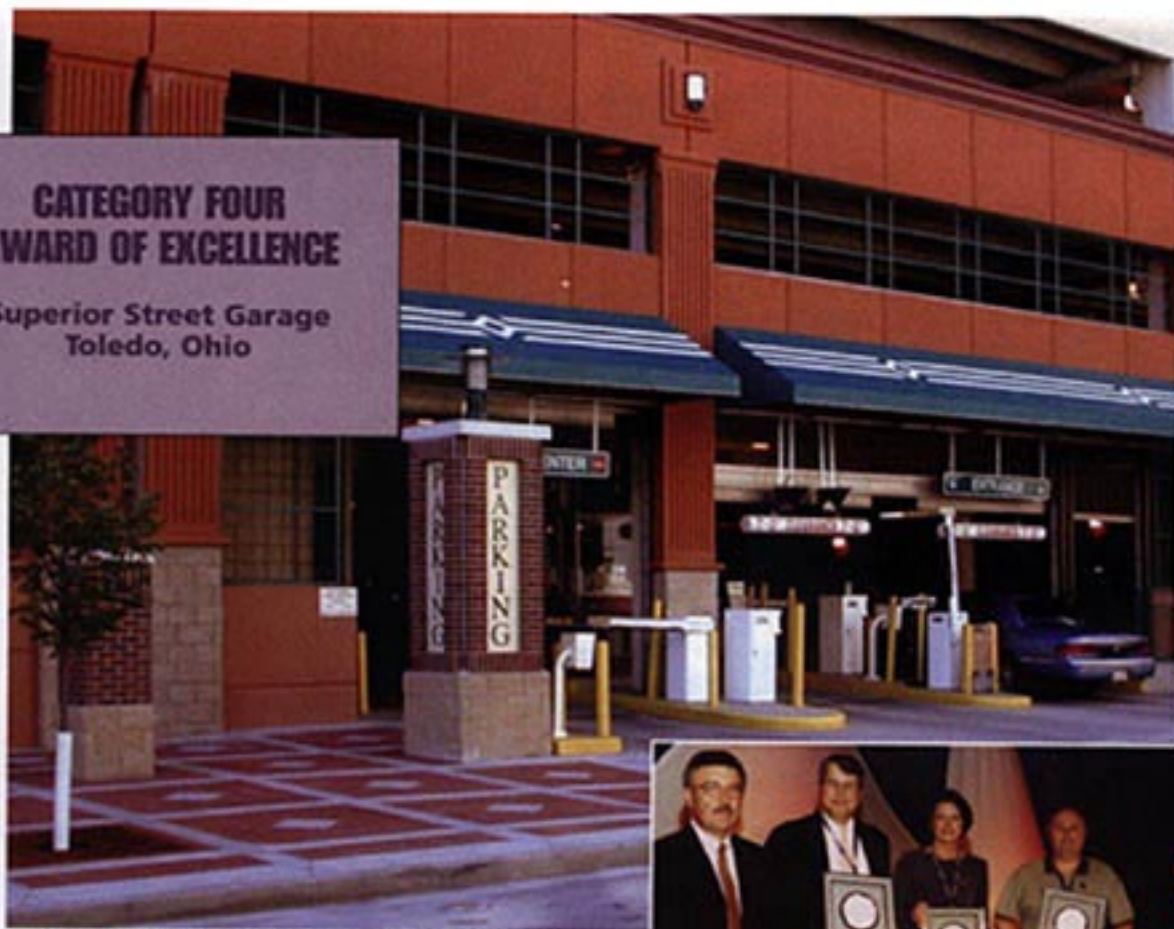
Rick Decker, CAPP
Parking Systems Manager
City of Bellingham
Bellingham, Washington

Peter Popovic, P.E., S.E.
Principal and Vice President
Wiss, Janney, Elstner Associates, Inc.
Northbrook, Illinois

Michael P. Lujan, CAPP
Parking Division Director
City of Santa Fe
Santa Fe, New Mexico

CATEGORY FOUR AWARD OF EXCELLENCE

Superior Street Garage
Toledo, Ohio



Left to right: Lujan; Clayton Johnston, CAPP, and Joanne Smith, Downtown Toledo Parking Authority; Richard A. Rich, Rich and Associates, Inc; and Kauffman



Category Four is for best parking facility rehabilitation or restoration

CATEGORY FOUR AWARD OF EXCELLENCE

Superior Street Garage
Toledo, Ohio

Downtown Toledo Parking Authority, Owner;
Rich and Associates, Parking Consultant and
Parking Structures Engineering,
Architect and Engineer

The nine-year old Superior Street Parking Garage is one of Toledo's busiest and most successful facilities. Due to its high utilization, the city decided to more than double the garage, expanding from 516 parking spaces to 1,045. The project presented many challenges, most notable was that the original garage was designed to accommodate vertical, not horizontal, expansion. The planned expansion was horizontal and had to be built on a limited footprint in a busy downtown business district without disrupting local businesses. The renovation was an enormous success, as the horizontal expansion was completed without closing the existing structure and with virtually no disruption to the other business in the area.

Work associated with the existing structure was

done outside of normal business hours with minimal disruptions to the garage's operations. Critical tie-in work between the existing structure and the expansion was done in the evenings and on weekends when the structure was closed. Climate-related delays were avoided by enveloping the exterior of the building to keep out the elements. This also minimized noise pollution and kept dust and debris within the structure, aiding in the clean-up process.

The building's exterior had to be retrofitted to accommodate the change from vertical expansion to horizontal, as well as structurally retrofitting the existing structure. The garage was very plain with limited architecture. The development team designed the addition to fit into the surrounding area while bringing the existing structure up-to-date. Lightweight extruded aluminum cornices were used on the existing structure because it could not hold heavy materials. Architectural features were incorporated outside both structures making them fit better into the neighborhood. These included the addition of canopies matching neighboring buildings, stamped colored concrete for sidewalks, planters, benches and decorative light features.

Final cost for the renovation project was \$4,771.00.