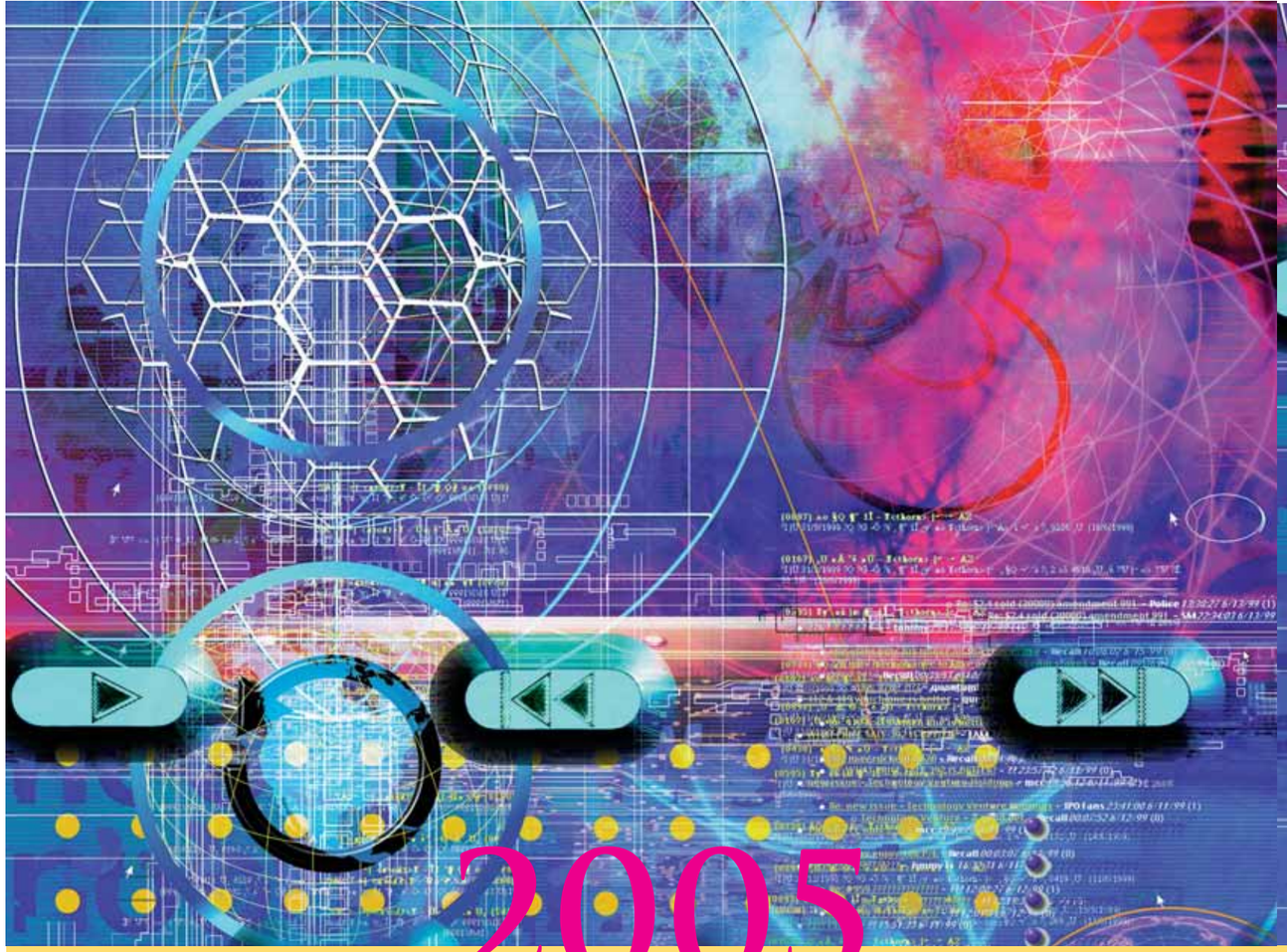


2005 international parking awards

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 Annual International Parking Awards luncheon, which took place on May 24th at the International Parking Conference and Exposition in Fort Lauderdale, and recognized 21 winners. Forty-six excellent entries were considered this year and all of these facilities and programs are contributing to advances in the parking profession. Rick Decker, CAPP, chaired the 2005 Awards Committee and presided over 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?

For rehabilitation and restoration, the criterion addresses existing shortcomings. That is:

- Increased efficiency
- Ease of facility operations
- Improved lighting and graphics
- Compliance with ADA

Lastly, all parking facility entries are eligible for a special award recognizing aesthetics. That is:

- Architectural treatment/aesthetic elements
- Landscaping
- Graphic and art elements

The competition for 2005 was for parking facilities completed since January 1, 2002, or for parking programs initiated since that date.

THE 2005 AWARDS PANEL

Michael T. Klein
Executive Director
Albany Parking Authority
Albany, New York

Eugene J. Ornes
Director, Traffic & Parking
Vanderbilt University
Medical Center
Nashville, Tennessee

C. Michael Penny, CAPP
Airport Parking Manager
Charlotte/Douglas
International Airport
Charlotte, North Carolina

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

CATEGORY ONE AWARD OF EXCELLENCE

One Western Avenue Garage
Allston, Massachusetts

Left to right: Rick Decker, CAPP, Award Committee Chair, Minneapolis/St. Paul International Airport; Bob Murray, Bond Brothers; John Nolan, CAPP, Harvard University; Art Stadig, Walker Parking Consultants; and Melinda Anderson, CAPP, IPI Chairman.

category **one**

CATEGORY ONE is for best design of a parking facility with fewer than 800 spaces

AWARD OF EXCELLENCE

One Western Avenue Garage,
Harvard University Business School, Owner;
Walker Parking Consultants,
Parking Consultant/Project Designer;
Machado and Silvetti Associates, Inc., Architect,
and Bond Brothers, Inc., Contractor

One Western Avenue Garage is located on the edge of the Harvard Business School campus in Allston, Massachusetts. Adjacent to the Charles River, the site is a gateway to the growing Harvard campus presence, marking the arrival to Harvard from downtown Boston and areas south.

The 625 space, three level underground parking facility is directly beneath new graduate student housing and provides functional, safe, and secure parking for students and guests. One of the main architectural features was to bring this edge of the campus and the housing project back to the Charles River.

One of the very bold features is the large housing bridge above the pedestrian plaza area above the parking facility that gently slopes towards the river. This type of feature and effect could only be provided with the use of an underground parking facility.

A new parking office and location for visitor payment provides new facilities and restrooms for the employees as well as easy visual access to both entry/exit points. A police sub station is located inside the garage as well.

In addition to the extensive access control, the normal complement of security features was provided, including emergency aid stations at all stairs and elevators, high lighting levels, and the illumination of the perimeter walls. A bright metal halide light source was used to help create a greater sense of openness.

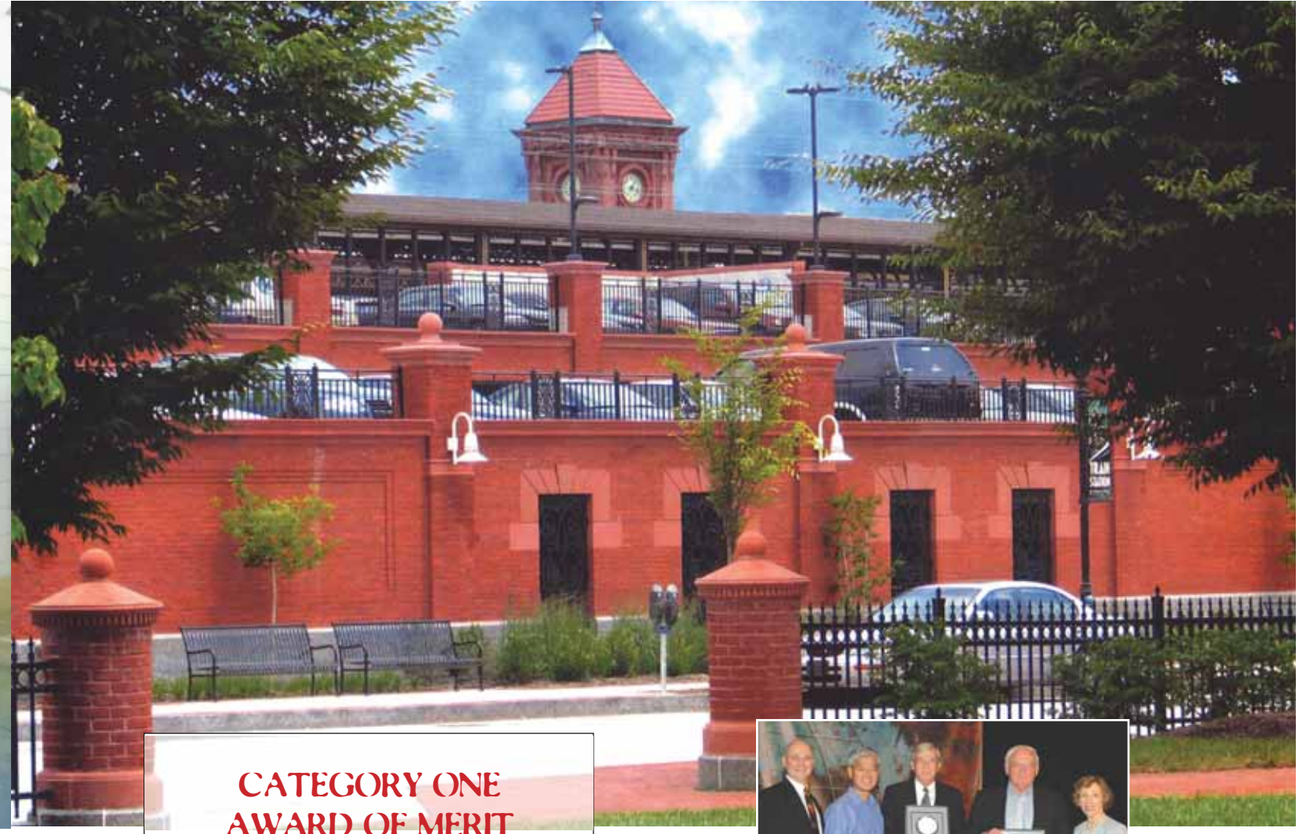
A T-grid hung ceiling with fluorescent lights was used at the top parking level to hide piping from the building above. The facility also incorporates a unique plenum based air distribution system that provides ventilation throughout the parking facility without the use of unsightly ductwork.

Wayfinding is provided by the use of colors and illuminated signage throughout the facility and is further enhanced by the labeling of the exterior walls with street names to give the pedestrian better orientation.

Designed for a one hundred year service life, durability features include a post-tensioned structural floor system to reduce cracking, increased concrete cover over reinforcement, the use of corrosion inhibitors in the concrete, traffic topping detail over concrete pour strips and a comprehensive drainage system.

The lowest level of the garage was provided with extra high headroom to allow for future expansion through installation of vehicle stacking units. The facility is also capable of accommodating all electric vehicles via charging stations.

Inset photos on pages 22-41: John Kreis Photography



CATEGORY ONE AWARD OF MERIT

Riverfront Parking Deck,
Wilmington, Delaware

Left to right: Decker; Timothy Haahs and Jim Ebert Timothy Haahs & Associates, Inc.; Jim Tevebaugh, Tevebaugh and Associates; and Anderson.

AWARD OF MERIT

Riverfront Parking Deck,
Delaware Department of Transportation, Owner;
Timothy Haahs & Associates, Inc.,
Parking and Design Consultant/Structural Engineer;
Tevebaugh and Associates, Architect,
and Colonial Parking, Parking Vendor

From its inception, the Riverfront Deck was no ordinary parking garage. The design team sought to create a functional, efficient parking structure that would serve the increasing transportation demands of the City of Wilmington. The originality of the design draws on the exceptional influences of architect Frank Furness. Best known for his highly ornamented landmarks in Philadelphia, Furness fashioned railroad architecture in the Victorian style.

The Riverfront deck is located adjacent to AMTRAK'S ninth busiest station. During business hours the deck accommodates both short-term and long-term rail commuters, office employees, and the public offering 425 spaces.

The low profile design and openness of the deck provide ventilation, natural light, and safety with no need for interior shear walls.

Passive security measures include a glass backed elevator, well lit glass backed stairwells, and ornamental grillwork on the apertures that prevents access to unauthorized individuals. This column free facility enhances safety for drivers and pedestrians, allowing clear lines of sight and eliminating hiding places and obstructions. Because this facility is open to the public 24/7, no pull down grille was installed, and the Owner chose to install continuously monitored closed circuit television throughout the facility.

The site was adjacent to the elevated AMTRAK stone viaduct that carries the heavily traveled Northeast Corridor rail lines. The requirement of unobstructed views from the elevated rail lines to the Christina River reduced the floor to floor height from typical standards. Rather than reduce clearance within the structure, the design team reduced the depth of the structural members.

As such, a 9'-0" floor-to-floor height had to be met in a in a long-span, column-free parking module. This required a structural system of post tensioned concrete that could span the typical modules of a parking structure at the given shallow depth, while maintaining structural integrity, serviceability, and durability.

The intent of the façade was to conceal cars while providing a rich exterior surface related to its Victorian neighbors. The façade design incorporates red brick with grapevine joints, flame finish granite, cast stone keystones, cornices, column caps, slate roofs and Victorian scrollwork grills.

CATEGORY ONE AWARD OF MERIT

Government Center Self Park, Chicago, Illinois

Left to Right: Decker: Michael Swartz, Standard Parking; and Anderson.

AWARD OF MERIT

Government Center Self Park,
181 North Clark, LLC, Owner;
Standard Parking Corporation,
Parking Consultant & Parking Vendor,
Friedman Properties, Project Developer

The Government Center Self Park is a mixed-use, multi-story parking facility located in the heart of downtown Chicago, providing convenient access to governmental buildings and the Chicago financial district. The facility provides parking for approximately 639 cars on seven structured levels and a basement, with retail/commercial uses at grade and a lower level mezzanine. The structure was designed to support a future 10-story tower of 100,000 square feet for either residential, hotel or office usage.

The roof level was constructed to enclose the parking facility, ensuring that all spaces are weather protected. The level has a self-maintaining "green" roof, with landscaping environmentally sensitive to a City of Chicago directive to lower the ambient temperature of its urban community.

The architectural design of the parking deck meshes with the world-famous Goodman Theater to the east and the landmark Chicago Title and Trust Building to the south. The design achieves a unity of scale, materials and details that complement the adjacent buildings, contextual with the Chicago Style of Architecture.

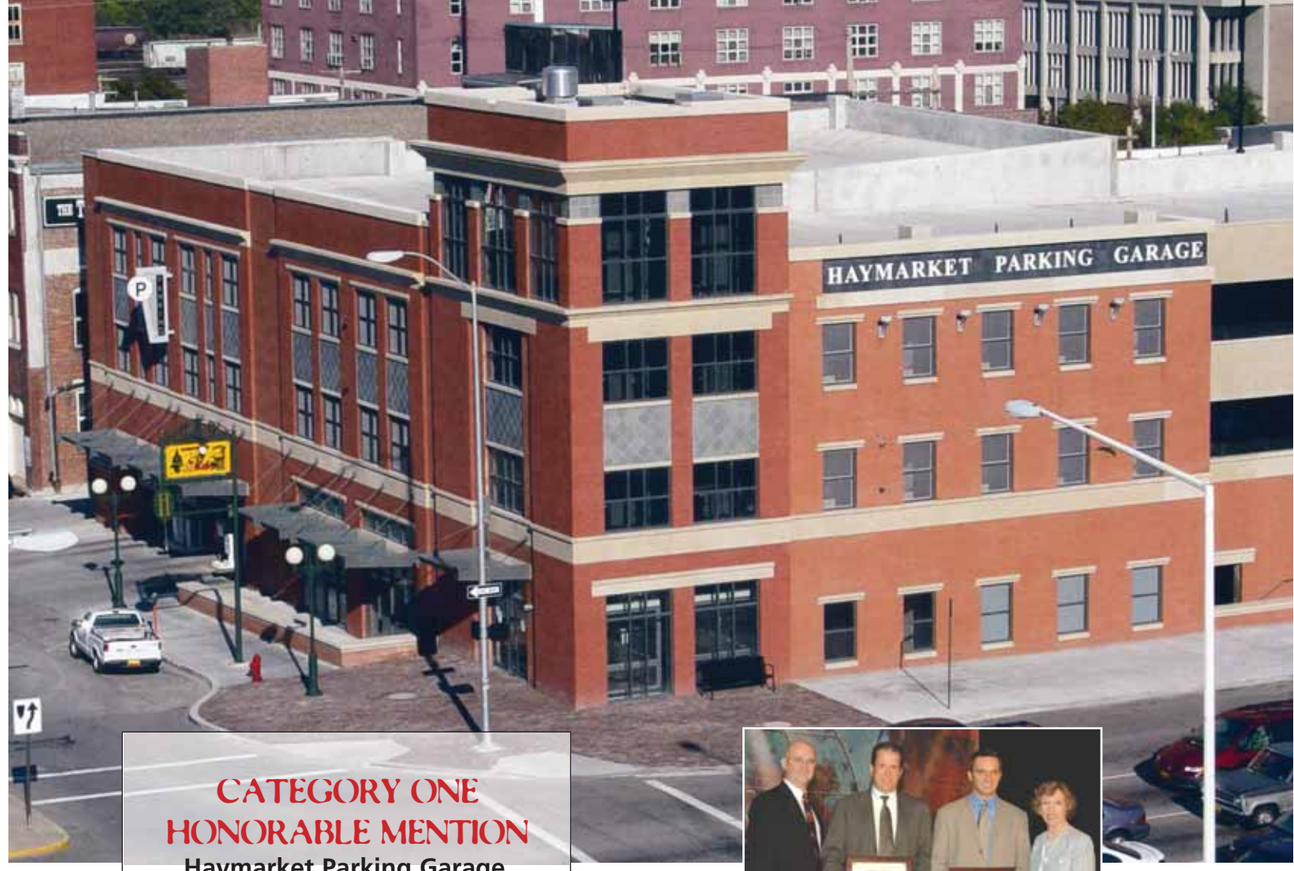
The facility's name reflects its close proximity to the State of Illinois's Thompson Center, the Cook County Building, City Hall and the Daley Center Courthouse. The site also offers ready access to Chicago's commuter rail stations, rapid-transit lines and area expressways.

The parking facility incorporates a musical theme: The Great American Song Book. Each floor is identified by a composer, a CD title and color. In the elevator vestibule there are two signs that display the CD for that floor and the music from that CD.

The lighting within the facility is metal halide. Lighting levels approximate an average of 10 foot-candles in the drive aisles, 5 foot-candles over parking spaces and 50 foot-candles at elevator lobbies. Illuminated exterior wall sconces provide exterior aesthetic lighting. The southwest elevator lobby at ground level has a terrazzo floor and marble walls.

State-of-the-art parking automation and technology provides customers with numerous options to pay for their parking. Credit card parkers have ticketless access to the facility upon entry and exit.

The Government Center Self Park serves as a bridge to the downtown area's diverse mix of corporate offices, financial institutions, government buildings and the entertainment district.



CATEGORY ONE HONORABLE MENTION

Haymarket Parking Garage, Lincoln, Nebraska

Left to right: Decker; Bill Gmiterko, AGA Consulting, Inc.; Kenneth Smith, City of Lincoln; and Anderson.

HONORABLE MENTION AWARD

Haymarket Parking Garage,
City of Lincoln, Nebraska, Owner;
AGA Consulting, Inc., Parking Consultant,
and Sinclair Hille Architects, Architect

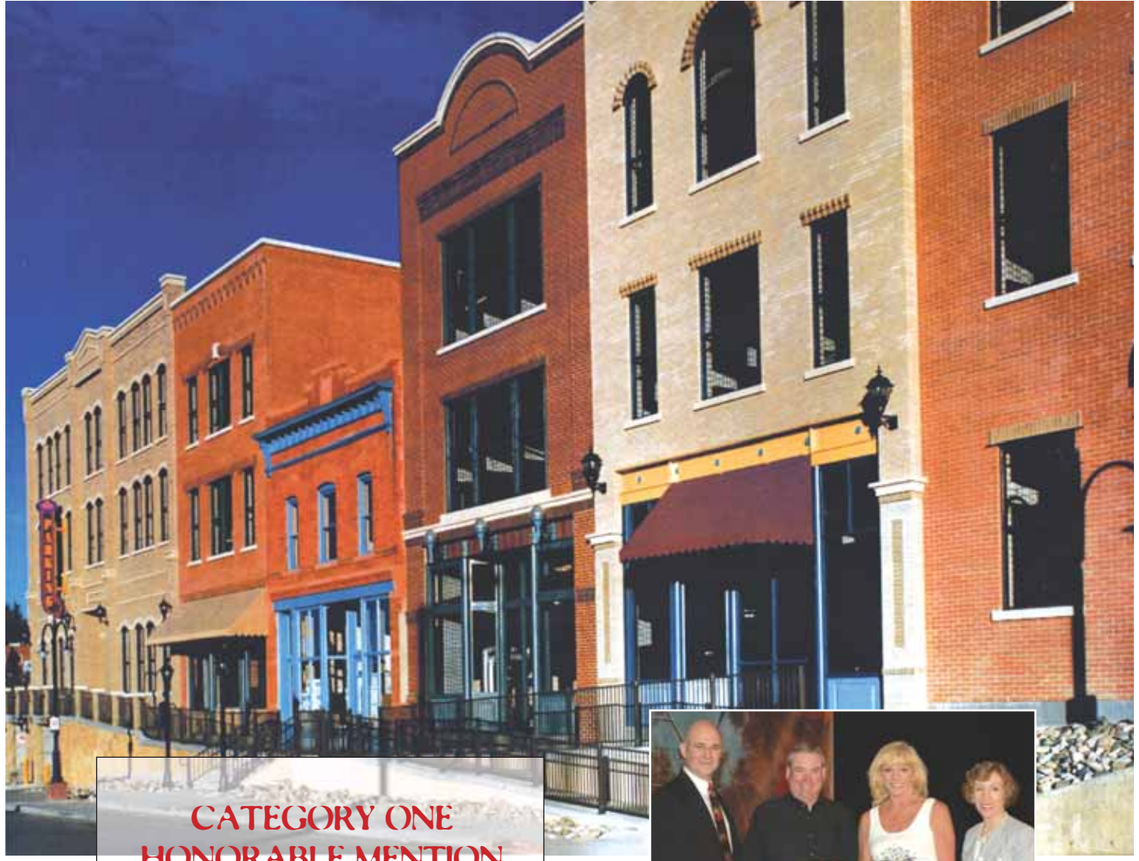
The Haymarket Parking Garage is located on the edge of downtown Lincoln and serves 3 different user groups: Monthly parkers for the Central Business District, visitors to the shops and restaurants in the historic Haymarket Warehouse District and event parkers for the Haymarket Baseball and University of Nebraska football stadiums just to the north.

The facility contains 411 spaces on 4 levels. Since many of the facilities patrons are visitors, a single thread function provided the best circulation solution. Visitors pass all available spaces while circulating up through the facility and return back down the same path to exit at the same location where they entered. Monthly parkers with reserved spaces have a separate parking area on the Ground Level off of the main circulation system.

The facility's exterior was designed to respond to 2 major elements. The Q Street side of the structure was designed to relate to the pedestrian scale, red brick and stone, and storefront character of the historic Haymarket District while the 9th Street façade was designed to relate to the larger building scale of downtown Lincoln and the 9th Street vehicular entry corridor. The main stair/elevator tower anchors the corner of 9th and Q Streets marking an entrance to the Haymarket District. The Q Street and Pedestrian Walkway sides of the garage have old fashioned type light fixtures in the theme of the Haymarket. Screened windows on the Q Street façade give the garage a Haymarket building appearance while keeping bright interior lighting from spilling out and mixing with the street lighting. Old fashioned metal and glass canopies with tension tie rods mark the vehicular entry/exit locations.

The City of Lincoln experiences very little crime in its parking facilities. In an effort to continue keeping crime in check, a combination of passive and active security measures were incorporated into the project. Stainless steel grilles secure all grade level façade openings, limiting pedestrian access to stair towers. Stair towers have windows on all exterior sides at lobbies and landings. Elevator cabs are glass backed and face busy 9th Street. CCTV cameras are located at vehicular entry/exits, inside elevator cabs and at all tower lobbies. Cameras are monitored on a continuous basis via fiber optic cabling at the Market Place Garage located just 1 ? blocks away. Emergency intercom stations are located inside and outside elevator and stair lobbies at each level. In the 2 years the facility has been open, there have been no incidents of vandalism, theft from a vehicle, or crimes against patrons.

Construction was accomplished in just 10 months. Security and parking and revenue control equipment were bid separately by the owner as part of system wide equipment upgrades. Total construction cost came to $5,220,000, or $12,700 per space.



CATEGORY ONE
HONORABLE MENTION

Midnight Rose Parking Structure
Cripple Creek, Colorado

Left to right: Decker: Don Monahan and Marilyn Etheridge, Walker Parking Consultants; and Anderson.

HONORABLE MENTION

Midnight Rose Parking Structure,
Midnight Rose Casino, Owner;
Walker Parking Consultants, Parking Consultant,
Engineer and Designer, and
Thurston Design Group, Architect

The Midnight Rose Parking Structure required solutions to design a six-level, 456-car parking structure that looks like a series of three-story historic buildings reminiscent of the main street in an historic mining town in the Rocky Mountains of Colorado, and integrate a 100-year old building into the structure.

The design team met with the City's Historic Preservation Officer and Commission many times and the final solution was to save the façade and front portion of the existing Katinka Building and literally build the garage around it. The rest of the façade of the parking structure suggests a series of individual brick buildings that could have been constructed over time. The design of the facade incorporates historic scale, detailing and materials relating to the existing identity of the area.

Exterior lighting consists of recessed lighting at exterior steps, pedestrian-scale, pole-mounted ornamental fixtures along pedestrian walkways, and decorative antique lighting along the building façade at the storefronts. Roof lighting consists of antique fixtures with metal halide lamps designed to meet the requirements of the historic preservation ordinance.

Built into a 20-foot sloping site, the vehicle entry/exit was designed to look like a livery stable entrance through a simulated rock foundation at the low end of the garage. The entry/exit is easily identifiable by curb cuts, brass lettered signage and outdoor light fixtures.

Rehabilitation of the Katinka Building was a challenge. An extensive investigation and in-place testing of the strength of the existing brick walls and mortar revealed that the structure was in a delicate state of equilibrium. Steel beams and wall anchors were added to strengthen the walls.

Except for the middle crossover, all internal floors were sloped. Detailing the connections of the orthogonal historic building façade with the sloped floors was a challenge. Floors often cut through window openings and false storefronts. This fact required special consideration of guardrail and handrail requirements to facilitate the building code.

CATEGORY TWO
AWARD OF EXCELLENCE

Pike Parking Structure
Long Beach, California

Left to right: Decker; Ron Saxton and Gina Webster, International Parking Design; and Anderson.

category **two**

CATEGORY TWO is for best design of a parking facility with more than 800 spaces

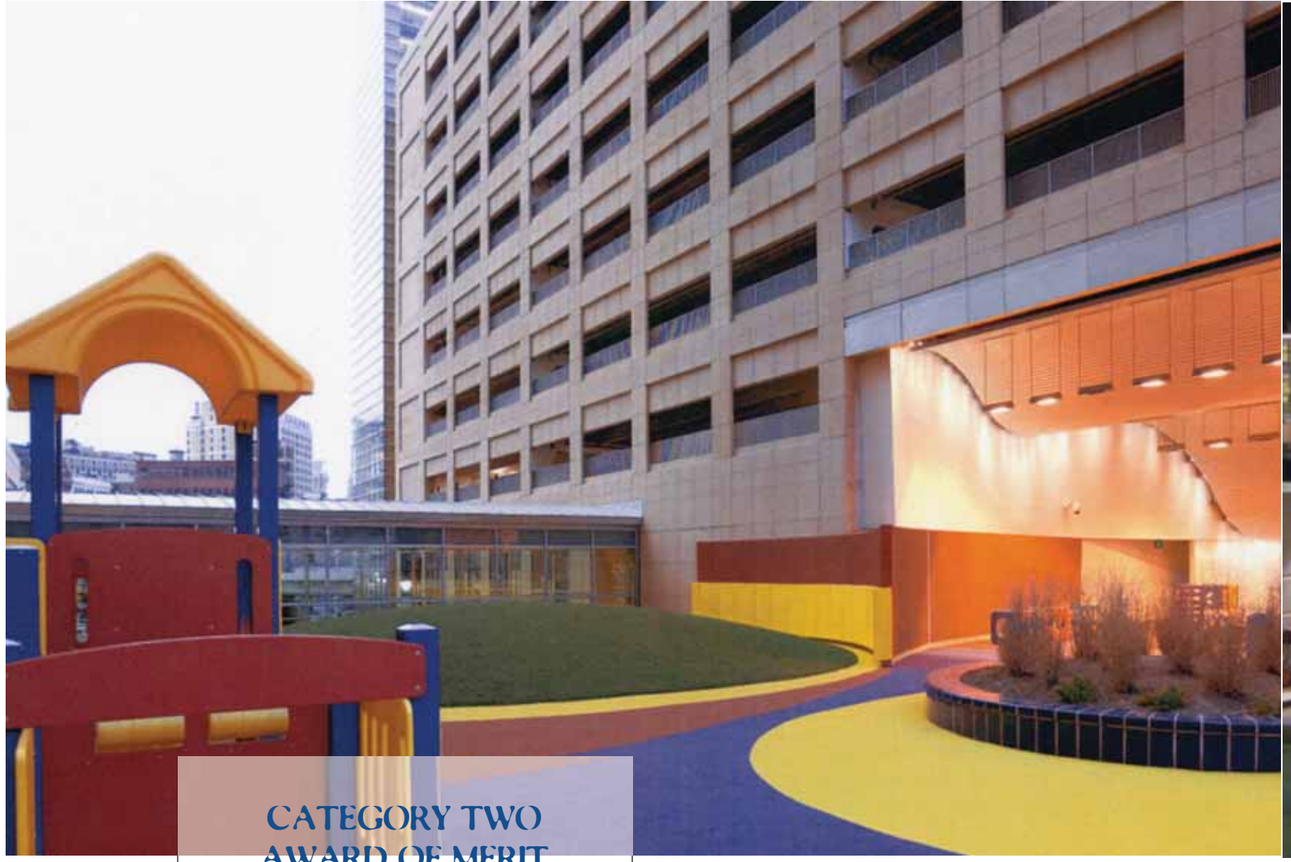
AWARD OF EXCELLENCE

Pike Parking Structure,
City of Long Beach, California, Owner;
International Parking Design,
Architect of Record & Parking Consultant;
Frame Design Group, a division of
International Parking Design, Inc., Structural Engineer;
Benson and Bohl Architect, Facade Design Architect,
and Bomel Construction Co., Inc., Contractor

The Pike Parking Structure is part of an exciting new retail/entertainment center between the Long Beach Convention Center and the Aquarium of the Pacific. The first view of the amusement park-themed complex is the spiral ramp at the west end of the parking structure, with its elaborate streamlined moderne tower, highlighted by neon spotlights. At the east end of the parking structure, a massive tower with six elevators also evokes the streamlined moderne style, crowned with a 32' sunburst, patterned on the light fixtures that once lined the "Walk of a Thousand Lights" at the original Pike Amusement Park.

Between these two unique features, the seven-level, 2211-space structure is highlighted by curved metal screens, trellises with climbing vines, and semicircular metal column covers. The structure itself is cast-in-place, post-tensioned concrete with special moment frames to enable it to span Chestnut Place, which runs through the ground level. The four bays feature 70-degree angle parking with one-way traffic flow.

To avoid lines, users will find 10 entry and exit lanes, and traffic within the structure is expedited by the double-helix parking ramp and circular ramp exit. A complete parking management office is provided in the palm-tree-lined exit plaza between Shoreline Drive and Seaside Way.



CATEGORY TWO
AWARD OF MERIT
Compuware Headquarters Garage
Detroit, Michigan

AWARD OF MERIT

Compuware Headquarters Garage,
Compuware Corporation, Owner;
Rich and Associates, Inc., Architect and Parking Consultant;
Paragon Structural Design, Engineer,
and Walbridge Aldinger, Other

The Compuware World Headquarters Parking Structure is a massive 12 level, 2,189 space mixed-use structure located in the heart of downtown Detroit. The structure provides parking for employees and visitors to the software company's new headquarters, and features a combination of popular restaurants and retail businesses on the ground level.

While the majority of the structure serves Compuware employees, the structure does offer 250 spaces for transient parkers, including visitors to the company and patrons of the restaurants and retail companies located in both the office building and parking structure.

An automatic vehicle identification (AVI) system regulates parking for Compuware employees, who are assigned both vehicle transponders and swipe cards. Given this setting, in a major urban area and the nature of the owner's business, security was paramount. All elevator and stair towers feature glazed glass backing to enhance visibility within and from outside the structure. Security cameras are located throughout the facility and a City of Detroit Police Department mini station is located on the ground level further enhancing security.

A comprehensive signage package directs parkers to stairs, elevators and other destinations. In addition to numeric designations, the signage package includes thematic artwork, with each floor differentiated by a mural of a unique animal. The artwork was created by students of a local art school.

Among its many features is an upper level plaza that connects to Compuware's corporate daycare center. This elevated plaza level extends over an existing street and 40 feet into the parking structure. This plaza level is a dynamic play area for the children in the daycare center.

Because of the significance of Compuware's headquarters, and its prominent location in the heart of downtown Detroit, it was essential that the parking structure compliment the headquarters architecturally. The structure's exterior features acid-washed precast that replicates the Mankato Stone finish of the office building and decorative metal grillwork. The structure's retail locations along Monroe Street feature architectural elements designed to match retail sections of the office building, including granite highlights and glass canopies over windows and doorways.

CATEGORY TWO
HONORABLE MENTION
General Mitchell International Airport
Milwaukee, Wisconsin

Left to right: Decker; Ron Stehman, HNTB; Dewey Hemba, Graef, Anhalt, Schloemer & Associates, Inc.; and Anderson.

HONORABLE MENTION

General Mitchell International Airport
Second Parking Structure,
Milwaukee County Department of Public Works, Owner;
HNTB Corporation, Architect;
Pujara Wirth Torke, Inc., Associate Design Firm/Engineer,
and Graef, Anhalt, Schloemer & Associates, Inc., Lead Design Firm

The General Mitchell International Airport in Milwaukee, Wisconsin is a busy airport that provides travel services for Wisconsin and northern Illinois. Although the original parking garage and the 1990 addition provided approximately 6,000 parking spaces convenient to the terminal, the airport needed to expand its parking facilities to support its growing customer base.

The new parking structure expansion provides 3,000 additional spaces with the provisions for another 2,000 spaces to be built in the future. The airport wanted to give the garage an updated, modern look, while making the new addition and the existing garage seem as if they are all one integrated facility, both visually and functionally. They wanted to improve the user-friendliness of the facility and make it seem that the terminal had been extended out into the garage.

White perforated metal screens and other architectural features were provided on the exterior of both the new and the existing garage to provide a more uniform, modern appearance to the entire facility. The new atrium roof, entry and exit canopies were built of space frame construction to match the roof of the terminal.

Moving walkways were provided to allow convenient access to the terminal for users parked on the north and west side of the facility. The glass-enclosed and climate-controlled space, with terminal-quality finishes, effectively extends the terminal out into the garage.

The walkways travel along the atrium built between the existing garage and the new addition. The roof over the atrium allows free air flow into the garage, while keeping out most of the rain and snow.

Glass-backed elevators provide a sense of openness and security while allowing easy pedestrian access to walkways on the third floor. The stairways were enclosed in clear glass block for the same reason.

The rental car center, which had formerly been located in the baggage area of the terminal, was relocated to the east side of the existing garage, near the terminal. This provided a larger, more open and visually appealing space for this vital function.

category three

CATEGORY THREE of the competition, innovation in a parking program or operation, was open to programs or operations that expressed or experienced innovation and consequently gained positive economic results.

AWARD OF EXCELLENCE

SmartMeter Program, City of Portland, Oregon, Owner, and Parkeon, Parking Vendor

In the City of Portland, Oregon, single-space parking meters have been a part of the downtown streetscape for over 60 years, but after the most recent rate increase they began filling up quickly and jamming, losing revenue and increasing repair costs. We tested the concept of pay station technology as a pilot project with three different vendors, and discovered that solar power, wireless communication and card payment options would be key components of our program. Portland currently has over 1,100 SmartMeters in place, each governing about 6-7 spaces.

We chose the pay-and-display mode of operation, requiring the receipt to be displayed inside the curbside window for ease of enforcement. We worked intensively with city stakeholders on public acceptance, choosing to "brand" our pay stations as intelligent, naming them SmartMeters. We wished to educate the public to ease them into this big change, so we crafted brochures and hired "Meter Greeters", stationing them at new installation sites to assist users.

To enhance customer service during the transition, we included Code Enforcement Officers in the SmartMeter operations training, who also provided education and customer assistance.

Customers can park as early as 5AM, purchase their receipt with the time starting at 8AM, and not come back to their car until the time limit is up. They can also move their car within the meter district, using the same receipt until the time is expired. Having a proof of payment (tear-off stub) with the expiration time is a convenient reminder.

Right now, card use amounts to 55 percent of our revenue and total revenue is up over 15 percent. Compliance is up and the time on the receipt increases citation accuracy for court adjudication.

Wireless communication saves money because we can be pro-active rather than reactive, enjoying just-in-time coin collecting, paper replacement, and maintenance checks. Where we formerly had over 4.2 service calls per space per year, we now have less than one; pay stations are 99 percent trouble-free. All our reporting is electronic and instantly available.

Our SmartMeter Parking Card is a pre-paid smart card with a reloadable chip. We have approximately 5,000 cards in circulation and our customers tell us they enjoy being able to budget their parking costs. The City anticipates public and private partnerships for smart cards such as transit and downtown attractions, as well as other City services.

CATEGORY THREE AWARD OF EXCELLENCE

SmartMeter Program
Portland, Oregon

Left to right: Decker; Robert Barnes, Parkeon; Ellis McCoy, City of Portland; and Anderson.

CATEGORY THREE AWARD OF EXCELLENCE

ePark, Minneapolis/St. Paul International Airport
Minneapolis, Minnesota

Left to right: Decker; Matthew Bauer, Ampco; Michael Swartz, Standard Parking; Mark Read, Zeag; Jeff Courteau and Arlie Johnson, Minneapolis/St. Paul International Airport; and Anderson.

AWARD OF EXCELLENCE

ePark, Metropolitan Airports Commission, Minneapolis/St. Paul International Airport, Owner; Zeag North America, Inc., Software Developer; Standard Parking Corporation & AMPCO System Parking, Parking Operators, and Business Technology Solutions, Inc., Systems Integrator

epark is an innovative new credit/debit card entry and exit parking system implemented at the Minneapolis-St. Paul International Airport in September of 2003. Since its inception, epark has successfully improved the customer experience by offering new ease and speed at both parking entry and exit. The traditional ticket system is still in place, and customers have an opportunity to choose whether to use the traditional ticket system or use the faster epark self-pay method and save $1 per day. However, most airport parking customers choose the convenience of epark. In February of 2005, 66 percent of airport parkers used epark as opposed to taking a traditional ticket and paying a cashier.

Parking sales increased by 23 percent in the last year. The efficiency of epark also reduced 2003 parking expenses by 24 percent ($1.5 million). Due to epark, the airport has been able to reduce the number of exit plaza cashiers. Reduced parking staff by one third from 117 full time equivalents (FTEs) to 78 FTEs.

The switch from cash payments processed by cashiers to more credit card epark transitions reduced traditional back office bookkeeping time.

73 percent of all parking sales transactions and 88 percent of the sales value were conducted using credit cards in February 2005. This is equivalent to 133,000 credit card transactions during a one month period totaling a sales value of $4.3 million.

Front line supervisors now spend less time supervising cashiers and have more time for customer contact and improving overall customer service.

In addition to eliminating the exit queue time, epark has reduced the processing time it takes to exit airport parking from an average of 40 seconds using a cashier to less than 15 seconds.

Thanks to redundancies in the system, the software has not failed in its first 1.5 years.

CATEGORY THREE
AWARD OF MERIT
East Village Commons, Athens, Georgia

Left to right: Decker; Michael Sproston and J. Diane Hale, University of Georgia; and Anderson.

AWARD OF MERIT

East Village Commons, The University of Georgia, Owner;
Danny Sniff, Associate Vice President of Finance and Administration,
and UGA Real Estate Foundation, Other

Beginning in 2002, the Facility Planning Office, and the Real Estate Foundation along with Parking Services, University Housing and Food Services wanted to create a vehicular free-pedestrian friendly corridor connecting the campus. Funding, and construction management was developed at a cost of $102 million by the Real Estate Foundation in cooperation with our University Facility Planning Office.

The vision for our campus included creating an optimal student environment that provided comprehensive solutions to traffic and parking. With these guiding principles in mind, the East Campus Village emerged from an area of underutilized parking lots to a village for students that would combine parking, transit, living, dining, recreation and academic classroom space for students.

The first phase of construction begins with the East Village Parking Deck, a five level 850 space pre-cast structure. The structural design complimented the traditional architecture of the University of Georgia highlighted with brick cladding and architectural moldings to reflect the "Georgian" style prevalent on the campus.

The next phase of construction included demolishing the old Parking Services utility office to give way to the East Campus Village Residential Complex relocating 1,200 residents to the east sector of campus. This would provide campus residents a more suite-style living in four high-rise apartment buildings adjacent to the East Village Parking Deck where residents have the highest priority to park.

Adjacent to the East Campus Residential Complex is the Transit Hub for residents and commuters parking in the two decks. The Transit Hub provides daily service involving 20 buses connecting five routes throughout the campus. Beside the East Campus Deck is the Ramsey Center Intramural Recreational Facility with classrooms, gymnasiums, workout area, swimming and diving area, indoor track and racquetball courts.

The final phase of construction included the East Village Commons Building. This building was designed to serve the dining service needs on east campus and provide access to a new Parking Services Office.

Combining services such as living, dining, and transit, the University promotes that it is unnecessary to bring a vehicle to campus which has helped to reduce traffic throughout the campus and provides quicker bus service for Campus Transit and the local Athens Transit.

CATEGORY THREE
AWARD OF MERIT
On-Street Parking Pay Stations Seattle, Washington

Left to right: Decker; Michael Kavur, Parkeon; Tracy Krawczyk, City of Seattle; and Anderson

AWARD OF MERIT

On-Street Parking Pay Stations,
Seattle Department of Transportation, Owner;
Parkeon, Parking Vendor,
and Blueware Project Management Services, LLC, Other

Seattle has entered the 21st Century as North America's first city with solar-powered parking pay stations that instantly verify and authorize credit cards by securing data over an encrypted wireless system. The now familiar green parking kiosks are no further than thirty-five steps from any space and are easy to use. Insert a credit card and push the blue button to add time. Or use coins if you prefer. Instructions are available in Spanish or Chinese with the push of a button. Print a receipt, return to your car and display it on the curb side window interior.

The Parkeon system uses encoded Mobiltex wireless communications technology, combined with an encryption scheme between the card readers and clearing house, eliminating the need to store personal information at parking stations or in city systems, thus insuring no loss on either side of the transaction through credit card fraud or misuse.

Removing meters has created more sidewalk space for other uses, like sidewalk cafes. Some former meter poles have been retrofitted for bike parking.

Over the next three years, the Seattle Department of Transportation will replace 9,000 obsolete, single space parking meters with the new pay-and-display technology.

And users prefer it. Cards now generate about sixty percent (60 percent) of the pay station revenue because they're more convenient to use than coins at single-space meters. Parking Enforcement statistics indicate fewer violations. Seattle now has a system friendly to the user and beneficial to the city.

CATEGORY THREE
HONORABLE MENTION
U.T. Southwestern Medical Center Dallas, Texas

EXCELLENCE

The IPI Award for Excellence was created in 1982. The program's initial aim was to recognize and commend the trend toward parking facilities that are aesthetically appealing as well as functional, and to encourage excellence in future parking design. In 1985, the program was modified and expanded to encourage innovation in parking programs and operations.

In 1995 IMPC became the International Parking Institute (IPI). At the same time the awards program was updated and selection criteria were refined and modernized.

Hundreds of parking facilities and programs have been submitted during competitions since 1983. Facilities and operations from Anchorage to Miami and from Hawaii to Canada have been recognized as outstanding examples of parking design and operational creativity.

You Are Cordially Invited to Enter the 2005

International Parking Awards Competition

MAIN STREET PARKING STRUCTURE, SAN MATEO, CALIFORNIA

P.O. Box 7167 ■ 701 Kenmore Avenue, Suite 200 ■ Fredericksburg, VA 22404-7167

INTERNATIONAL PARKING INSTITUTE

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YOU ARE CORDIALLY INVITED TO ENTER THE

2005 International Parking Awards Competition

ENTRY PAVILION PARKING STRUCTURE
MONTEREY, CALIFORNIA

ENTER YOUR PROJECT IN ANY OF THESE CATEGORIES:

- Design
- Program/Operations
- Rehabilitation
- Aesthetics

EXCELLENCE

A PROGRAM OF THE
INTERNATIONAL PARKING INSTITUTE

MARTIN LUTHER KING JR. TRANSPORTATION CENTER SIOUX CITY, IOWA

WEST CAMPUS PARKING GARAGE & WELLBORN ROAD PEDESTRIAN PASSAGEWAY, COLLEGE STATION, TEXAS

AWARD PROGRAM

To recognize and commend trends in parking facility design that are aesthetically pleasing as well as functional, and to recognize innovation in parking programs and operations, the International Parking Institute is holding its 23nd annual open competition for public agencies, jurisdictions, institutions, organizations or corporations which own parking facilities completed or renovated since January 1, 2002, or which conduct parking programs/operations initiated since that date.

Entries must be received by December 3, 2005. Entry fee is $300 per submission for IPI members and $350 for non-members.

CATEGORIES

Awards of Excellence, Awards of Merit and Honorable Mention are given to submitted projects/operations determined by the Awards Panel to be deserving of recognition in each category.

Awards may be made in four categories:
I. Best design of a parking facility with fewer than 800 spaces;
II. Best design of a parking facility with 800 or more spaces;
III. Innovation in a parking operation or program.
IV. Best parking facility rehabilitation or restoration
V. Award for Architectural Achievement
(All submissions from categories I, II and IV will be automatically entered into category V).

Awards of recognition are given in each winning category only to: the owner; the parking consultant; the architect/engineer on the project; and the parking vendor.

In certain cases, one or more of the above may not be involved in an award. Awards will be presented during the 2005 Fort Lauderdale Conference and Exposition.

CRITERIA

Category I and Category II

Parking Facilities

Category I and Category II competition is for design and operation of parking facilities.

The Awards Panel's rating of each entry will be based on pre-determined selection criteria plus photos, slides, architectural drawings, and narratives as described in the official Entry Packet.

Category III

Parking Operations/Programs

Category III competition is open to programs or operations that express or experience innovation, economic results, benefits to the agency or others, and new developments that may be an advantage or value to others, all of which may represent new ideas or concepts, projects or programs that benefit the parking profession. Commercial products and/or services are not eligible.

Category IV

Rehabilitation/Restoration

Category IV competition is for parking facility rehabilitation/restoration. The Award Panel's rating of each entry will be based on pre-determined selection criteria including planning, operational/architectural improvements, technical innovation and costs. Photos, slides, and architectural drawings will be requested as described in the official Entry Packet.

Category V

Architectural Achievement

Category V includes all submissions from categories I, II & IV and is open to other parking facilities for recognition of the architectural treatment/aesthetic elements of a facility as a "building" in its natural context. Each entry will be based on pre-determined criteria plus photos, slides and a narrative as described in the official Entry Packet.

TOYOTA TUNDRA GARAGE, HOUSTON, TEXAS

MILLBRAE MULTI-MODAL STATION PARKING STRUCTURE, SAN FRANCISCO, CALIFORNIA

ENTRY PACKET

To receive complete details on this competition, or to submit an entry, contact IPI and request an official Entry Form/ Packet or download the form and packet from our web site www.parking.org under Awards of Excellence 2004. This packet will include full criteria definitions, required entry information, and requirements for photos, orientation map, circulation plan, and narrative. The requirements included with the Entry Packet must be met before the entry will be considered.

REGULATIONS

To be considered, entries must be *submitted by the owning agency*, jurisdiction, institution, organization or corporation and must include all items listed in the Entry Packet. Although parking consultants, architects, engineers and others may initiate and/or participate in entry preparation, entries submitted by other than those specified will not be judged. Entries must be received by December 5, 2003. When entering more than one program or parking facility for consideration, an additional entry fee and complete set of entry materials will be required for each submission.

All submitted materials become the property of the International Parking Institute and, by submission of entry materials, permission is granted for the use of such materials to the International Parking Institute.

To receive an Official Entry Form/ Packet, write:
IPI P.O. Box 7167 Fredericksburg, VA 22404-7167
Call: 540.371.7535 Fax: 540.371.8022
or web site: www.parking.org to download forms