

## 10.0 TOTAL VALUE ANALYSIS:

For the true value that a U-PARKIT system leverages consider the example below to provide actual figures. All dimensions for Fig. 1.5 come from an actual parking structure in Hamilton, New Zealand. These two levels of parking provide 168 parks, with all ramps, stairwells, entry and exit points etc. The U-PARKIT system (Fig. 1.6) uses two row's of twelve parks, over seven levels to also provide 168 spaces.

Figure 1.5 – Conventional above Ground Multilevel Parking Structure

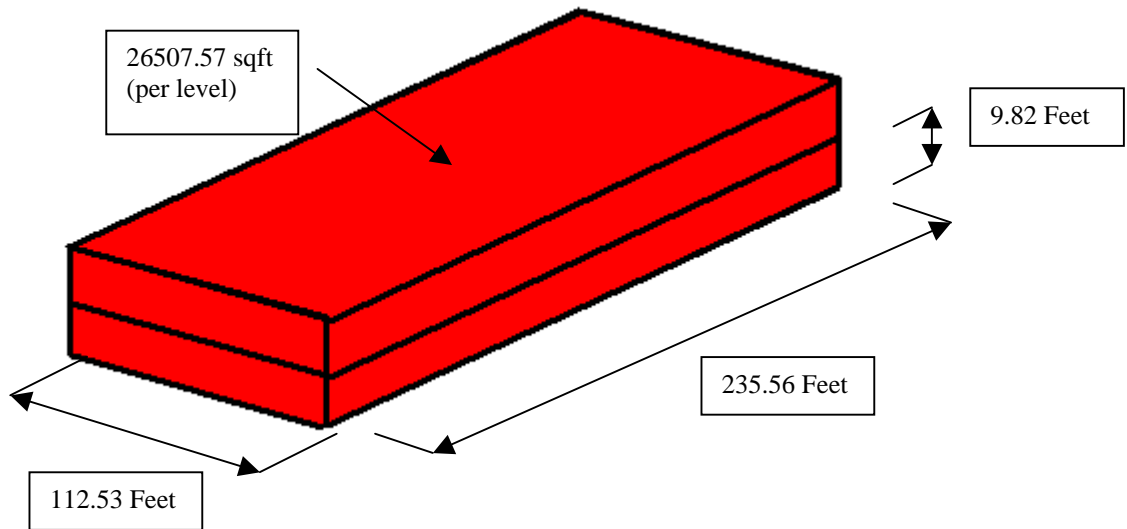
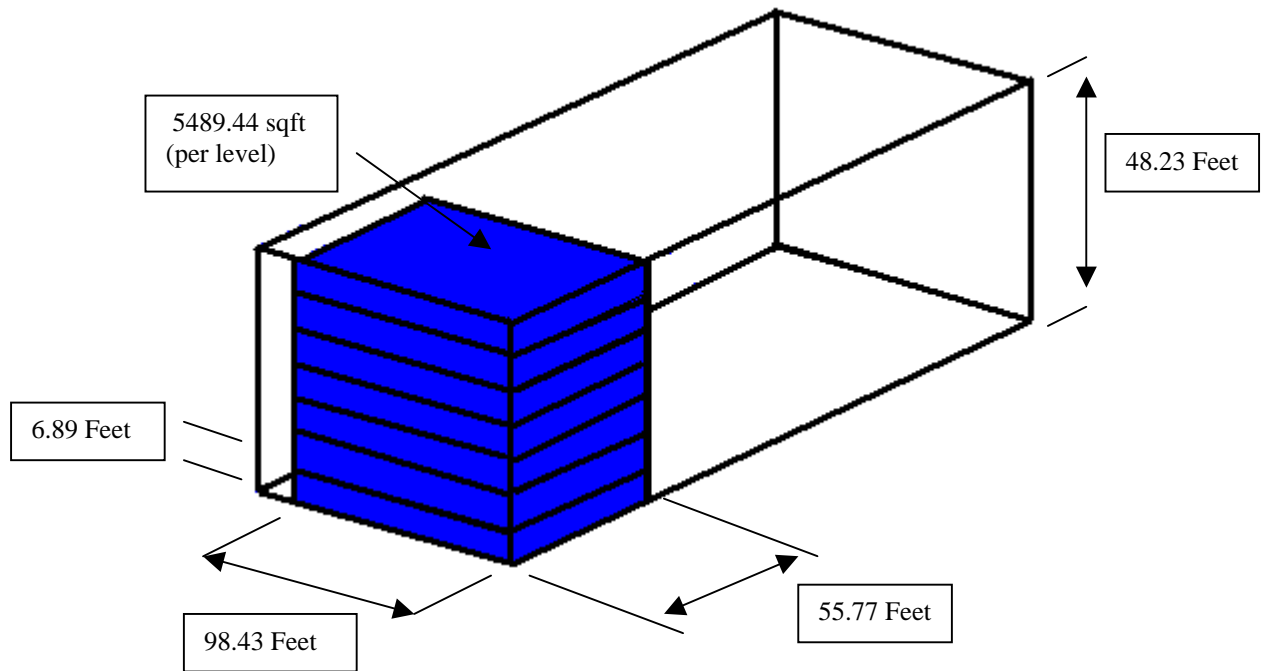


Figure 1.6 – U-PARKIT Above Ground System



In Figure 1.5 the conventional parking structure uses 26507.57 sqft (per level) to park 168 vehicles. Using these figures each car space requires **315.57** sqft (refer Appendix 2.0). The U-PARKIT system (Fig. 1.6) only requires 229 sqft per space and utilises 5489.44 sqft to park the same amount of vehicles, translating to only 20.71% of the space. Continuing this example Figure 1.7 below showcases a Total Value Analysis for the five above Cities in the United States when the above theoretical U-PARKIT system is implemented. Assumptions are that the developer owns the land, and sells the attained land it at the averaged market value for each of the above Cities.

Fig. 1.7<sup>1</sup>

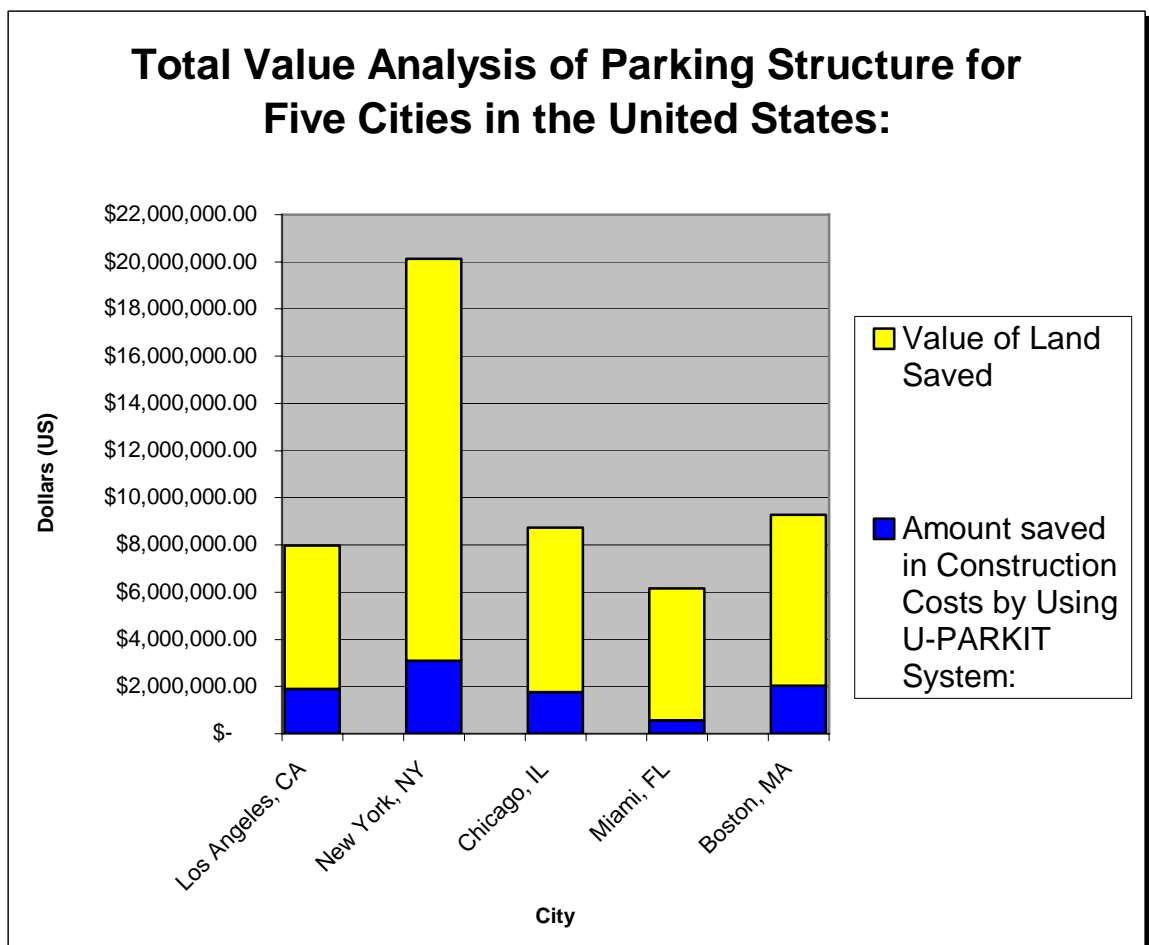
City	Amount saved in Construction Costs by Using U-PARKIT System:	Value of Land Saved (Square Feet)	Value of Land Saved (USD)	Total Value Realised:
Los Angeles, CA	\$ 1,889,739.60	21018.13sqft	\$ 6,090,423.53	<b>\$ 7,980,163.13</b>
New York, NY	\$ 3,082,594.20	21018.13sqft	\$ 17,057,473.58	<b>\$ 20,140,067.78</b>
Chicago, IL	\$ 1,757,200.20	21018.13sqft	\$ 6,984,955.14	<b>\$ 8,742,155.34</b>
Miami, FL	\$ 564,345.60	21018.13sqft	\$ 5,606,586.18	<b>\$ 6,170,931.78</b>
Boston, MA	\$ 2,022,279.00	21018.13sqft	\$ 7,254,407.57	<b>\$ 9,276,686.57</b>

<sup>1</sup> For a full breakdown of all data, refer appendix 2.1

As Figure 1.7 shows, along with the startling savings on construction costs, the compact, space saving nature of the U-PARKIT system has a substantial impact on regaining the potential of land that a conventional parking structure would occupy. U-PARKIT has the ability to convert a considerable return, upon sale of 'realised' land in central business districts in the United States. This vividly displays U-PARKIT's ability to save space, anywhere up to 80% of conventional above ground multilevel parking structures and in certain cases even more.

Figure 1.8 shows a visual representation of these combined values to form the 'Total Value' that the U-PARKIT system offers.

Figure 1.8



## **11.0 CONCLUSION:**

The U-PARKIT system is clearly advantageous when comparing measures for the same operating capacity. The growing, dense nature of Cities in the United States has escalated construction costs to build conventional parking structures, and the impressive technology that U-PARKIT employs, utilises land to its utmost capacity, with construction costs far below conventional parking structures. The potential to ‘unlock’ land that a parking structure may occupy is of vast importance when considering the market value of the land in developing Cities on a global scale. With relevant air and construction rights the U-PARKIT system is not only a more cost-effective approach to building a car park, it actually invites an opportunity to create revenue.

## **DISCLAIMER:**

Every effort has been undertaken to provide relevant, structured and accurate information in this report. Any Cost, Benefit, Price or Size comparisons undertaken are provided in good faith and based on the same circumstances. All land value averages in the four-mile radius are developed on prime real estate figures and are not accurate in all parts of the four mile area. All information contained in this report is intended for the use of Ahu Developments and its selected readers only. Any information disclosed in this report is provided by all current and available material at the time of publication. The author and Ahu Developments accept no liability for any financial or otherwise loss as a result of this document.

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