

46. Parking Area under Rivera Navarrete Avenue, San Isidro, Peru



Photo Credit⁹⁹

Background

San Isidro, Peru's financial center, faced an estimated deficit of 10,600 parking spaces, which contributed to widespread illegal parking and high levels of congestion. Accordingly, the municipality was willing to consider an unsolicited proposal from a private developer that sought to build an underground parking facility beneath a major thoroughfare.

Project Structure

The unsolicited proposal was structured as a 30-year concession for the design, financing, construction, operation, and maintenance of a three-story underground parking area that could accommodate 822 vehicles. The facility would be built along four blocks of Rivera Navarrete Avenue,

the main corridor of the San Isidro area, and had an investment value of approximately USD 25 million. The project company would take on all the technical and financial risks and recoup its investment from parking fees collected over the concession period.

The project was planned with four main access points, two of which were specially prepared to be accessible by people with disabilities. In addition, the parking facility would include ATMs, bicycle docks, carbon dioxide detectors, a guidance system to help drivers find available parking spots, automatic entrance and exit gates, and security cameras. In parallel, the main avenue was renovated with eight-meter wide sidewalks, state-of-the-art street lighting, and additional urban furnishings, such as benches and traffic signals.

Lessons Learned

The project was inaugurated in September 2016 and the parking tariff is charged by the minute, rather than by the hour. The municipality is entitled to receive 10 percent of the monthly gross revenue generated by the parking area.¹⁰⁰

This project highlights the possibility of optimizing limited space in dense, urban areas by considering projects that utilize space belowground.

⁹⁹ Miguel Angel Chong (https://commons.wikimedia.org/wiki/File:Rivera_Navarrete_Ave_Lima_PE.jpg), „Rivera Navarrete Ave Lima PE“, <https://creativecommons.org/licenses/by/3.0/legalcode>

¹⁰⁰ MSI. n.d. “To the Neighbors of San Isidro and Public Opinion in General.” Municipalidad de San Isidro. Accessed January 15, 2019. <http://msi.gob.pe/portal/>.

¹⁰¹ Ché Lydia Xyang (https://commons.wikimedia.org/wiki/File:Queen_Elizabeth_II_Medical_Centre_helipad_-_panoramio.jpg), „Queen Elizabeth II Medical Centre helipad - panoramio“, cropped by AT, <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

47. Challenging Case: Queen Elizabeth II Medical Center Car Parking Project, Western Australia, Australia



Photo Credit¹⁰¹

Background

In 2009 the Queen Elizabeth II Medical Centre Trust (the Trust) and the State of Western Australia (the State) began detailed planning to improve the parking facilities at the Queen Elizabeth II Medical

Centre (the Site). The improvements were aimed at providing existing and future users (patients, visitors, and staff) with good, efficient, and secure access to health services. The new car park would consolidate the parking infrastructure and so free up other parts of the Site for other important, health-related projects and initiatives, including the New Children's Hospital Project (NCH).

Project Structure

The Trust made land within the Site available to enable the State to enter into a PPP agreement with a private developer. Following a competitive and transparent tendering process, the project was awarded to Capella Parking Pty Ltd. (Capella). The contract term was fixed at 26 years, and the estimated project cost totaled AUD 140 million (USD 100 million). Under the contract, Capella is accountable for designing, financing, constructing,