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Robotic Parking Systems, Inc.



CASE STUDIES

- New York City Metro
- Office & Mall Dubai
- Office DIFC Dubai
- Court Complex Kuwait



CASE STUDY # 1 : Residential Garage 312 Spaces / New York City Metro



Built in 2001

Proposition: available land 100 x 100 ft (30.5 x 30.5 m) with a maximum height of 56 ft (17 m).

Due to the small footprint a concrete garage with ramps would have yielded a maximum of 120 spaces at a cost of \$33,500 / space with most of the floor area consumed by ramps and driveways.

Because the residential area urgently needed the maximum number of parking, and the cost / space was drastically lower than a concrete garage - it was not even a choice.



CASE STUDY # 2 : Office & Mall Usage at Ibn Battuta Gate Complex Dubai



Built in 2009

Proposition: a conventional garage would have yielded only 400 spaces, and the office building would be only able to yield 21,125 m² rentable space. By utilizing a Robotic Parking System, the developer gained 19,275 m² office space plus a 360 m² office in the garage. The sum total is 19,635 m² with an effective land cost of 0 (zero).

The additional generated office rent at USD \$95 / m² results in an annual rental cash flow of \$1,865,325. With a cap rate of 5%, this results in an additional capitalized value of USD \$37,306,500.

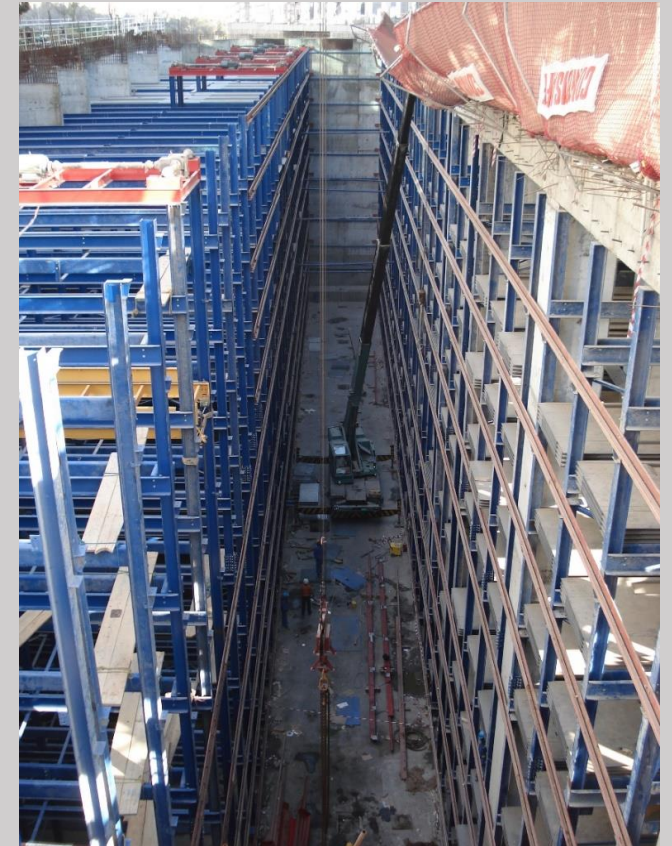
The turnkey cost for the Robotic Parking garage was USD \$14,817,400.00 or USD \$19,369 / parking space.

A concrete garage would have cost USD \$16,250 / space. With 400 spaces the cost would be USD \$6.5 million.

The additional garage cost for the developer was: \$14,817,400 - \$6,500,000 = USD \$8,317,400. For the additional \$ 8.3 million, the developer gained in exchange a capitalized value of \$37 million.



CASE STUDY # 3 : Office Towers in DIFC Dubai International Financial Center



Built 2010

Proposition: The two towers required 1,200 parking spaces. The lot size was very limited leaving only a 20 m strip outside the perimeter of the tower.

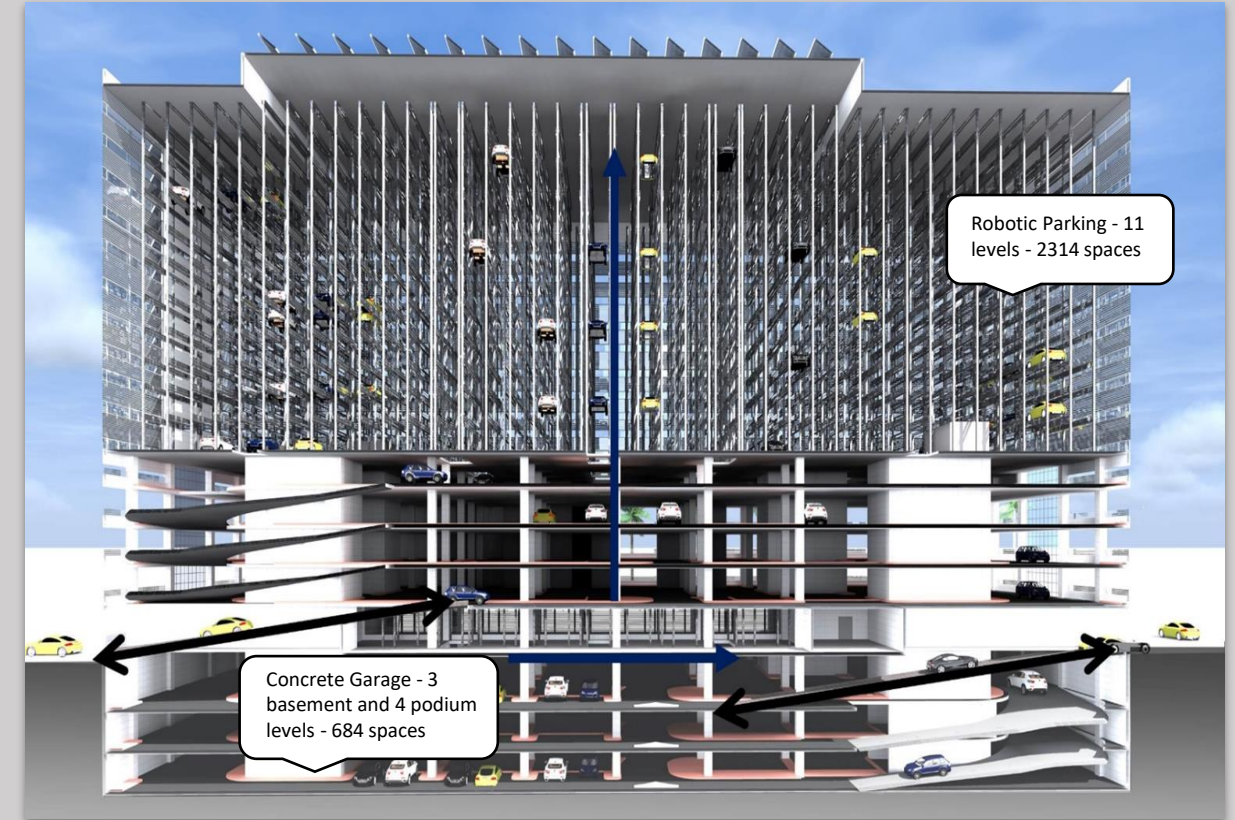
To achieve the required parking, Robotic Parking was installed with 9 levels underground to a depth of 20 m below grade.

With a concrete garage, a depth of about 38 m would have been required which was not only cost prohibitive, but also technically impossible due to watertables and growing pressure with depth. Building a concrete garage with a depth of 20 meters would have reduced the GFA of the development by about 40 % due to less parking.

The overall cost per parking space for Robotic Parking - including excavation and concrete works for retaining walls and foundation - was USD \$28,500 / space. A concrete garage would have cost \$39,850 / space.



CASE STUDY # 4 : Court Complex Parking in Kuwait



Built 2017

Proposition: The court required 3,000 parking spaces. Land available was 50 m x 80 m with no height limitation.

If built in concrete, it would have required 23 levels of parking (3 underground and 20 above). This situation was not feasible as no driver would circle ramps up 20 levels. The solution was to build 7 levels concrete and 11 levels Robotic Parking on top with the Robotic Parking entry terminals located at grade as well as the ramps for the concrete levels.

In reality there is no comparison possible, and we present the actual turnkey cost as follows:

The turnkey cost for the Robotic Parking 2,314 spaces was USD \$20,225 / space. The cost for the 684 concrete ramp was USD \$19,475 / space.