



UNDERGROUND MULTILEVEL PARKING CONSTRUCTION IN L'VIV

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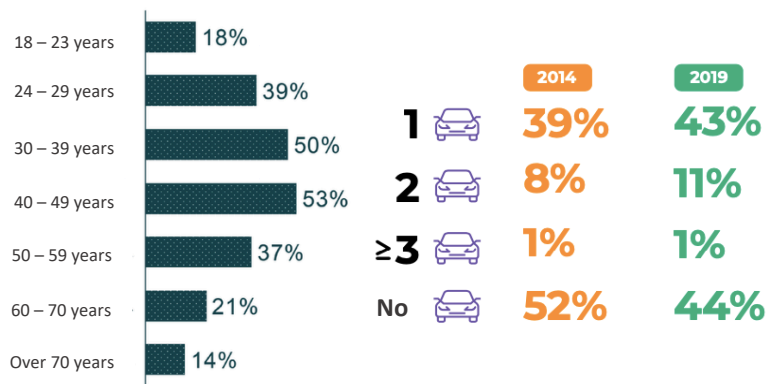
Purpose of this Document

The purpose of this document is to inform perspective investors about and to test their interest with respect to potential concession of the Underground Multilevel Parking Construction in L`viv (new construction) considered by L`viv City Council.

In this process L`viv City Council are supported by PPP Agency.

Authorized recipients of these information materials might be invited for preliminary discussions aimed to help L`viv City Council evaluate a degree of their interest in a potential concession of the Underground Multilevel Parking Construction in L`viv (new construction) and identify appropriate concession structure.

Transport load on the central part of the city



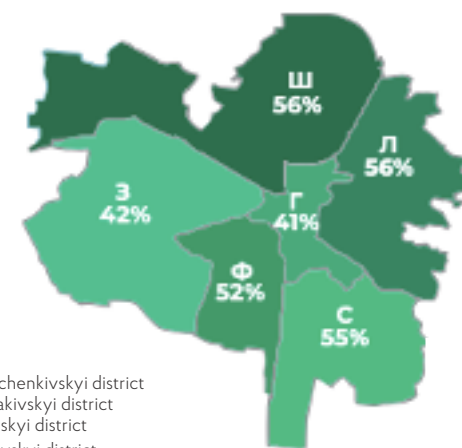
Car ownership growth and cars number in one registration holder ownership dynamics compared to L`viv city 2014 year



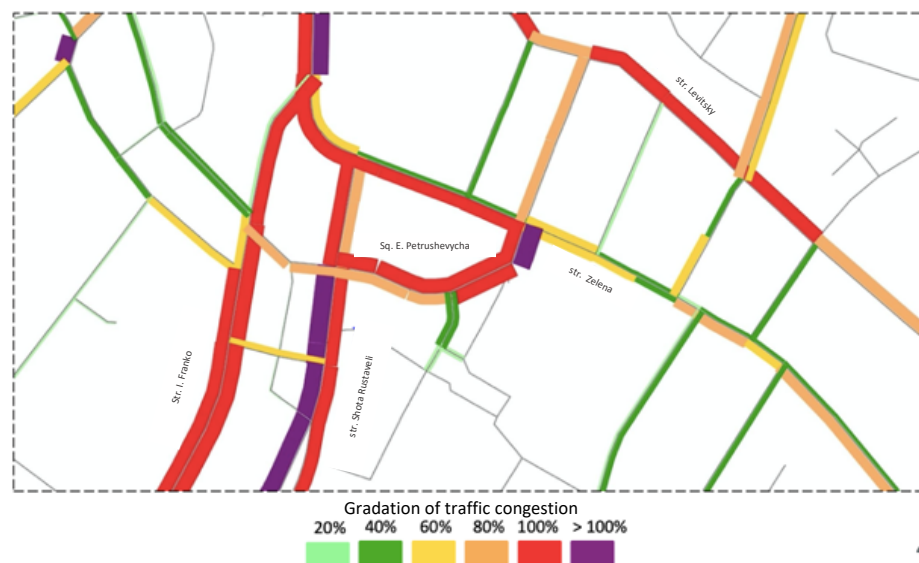
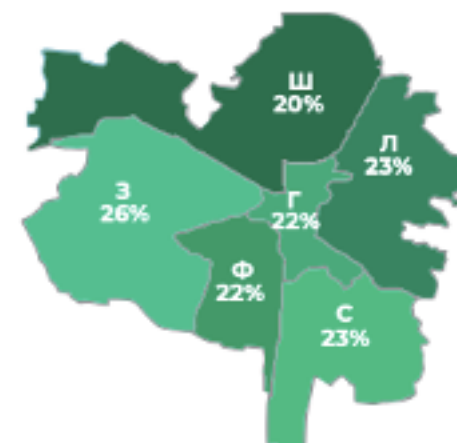
Percentage of vehicle owners by districts of L`viv

Use of public transport and private cars by residents of different districts of L`viv

PUBLIC TRANSPORT









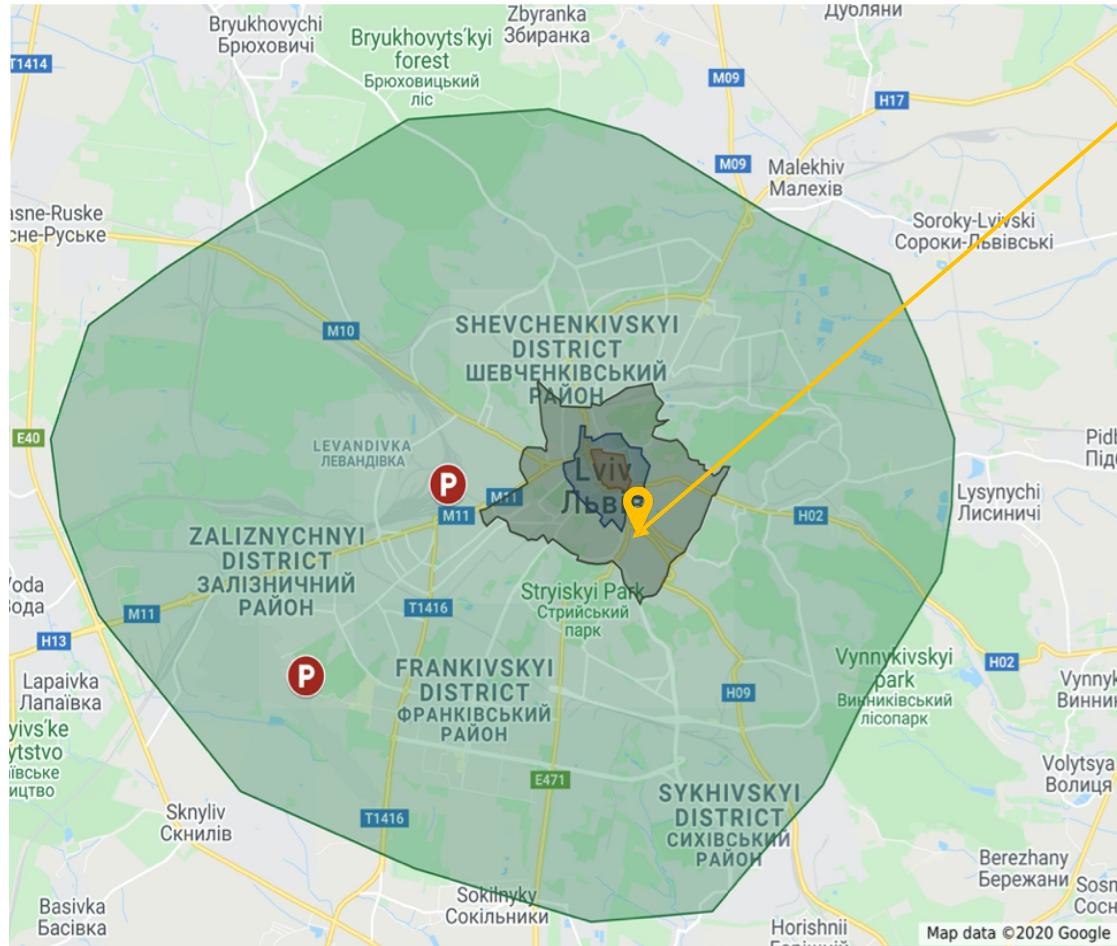
OWN CAR



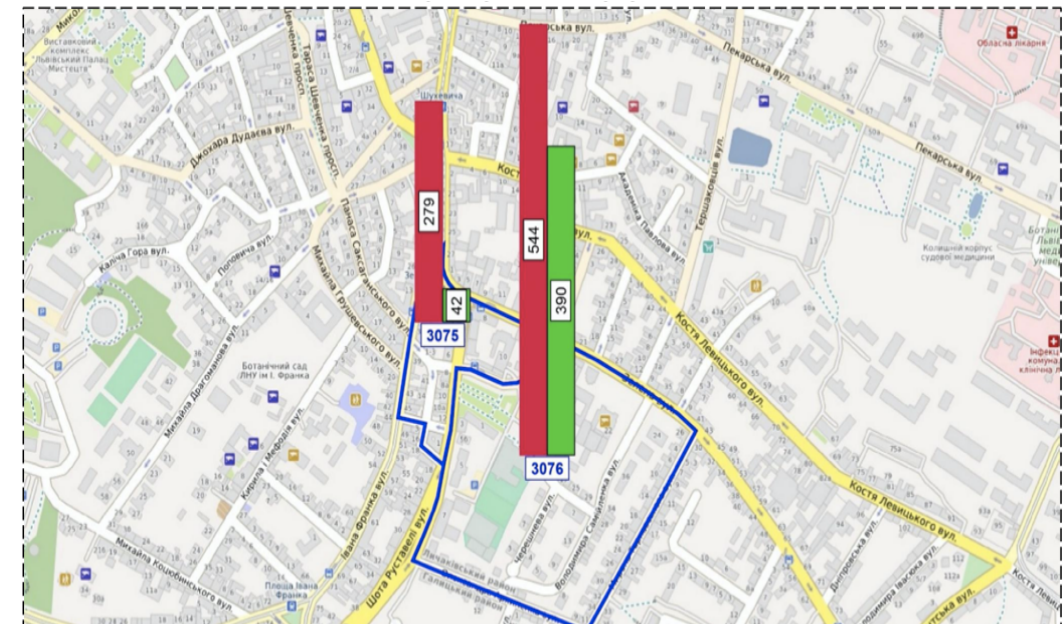
Traffic congestion str. Shota Rustaveli, str. Zelena, Sq. E. Petrushevycha in Lviv (current state)

L'viv territory parking zones

-  5th parking zone
-  5th parking zone
-  4th parking zone
-  3rd parking zone
-  2nd parking zone
-  1st parking zone



The need for parking spaces in the area bounded by Shota Rustaveli Street, Zelena Street, Sq. E. Petrushevych in L'viv



 - minimum number  - maximum number

District №3075: minimum number of parking spaces – 42, maximum - 279

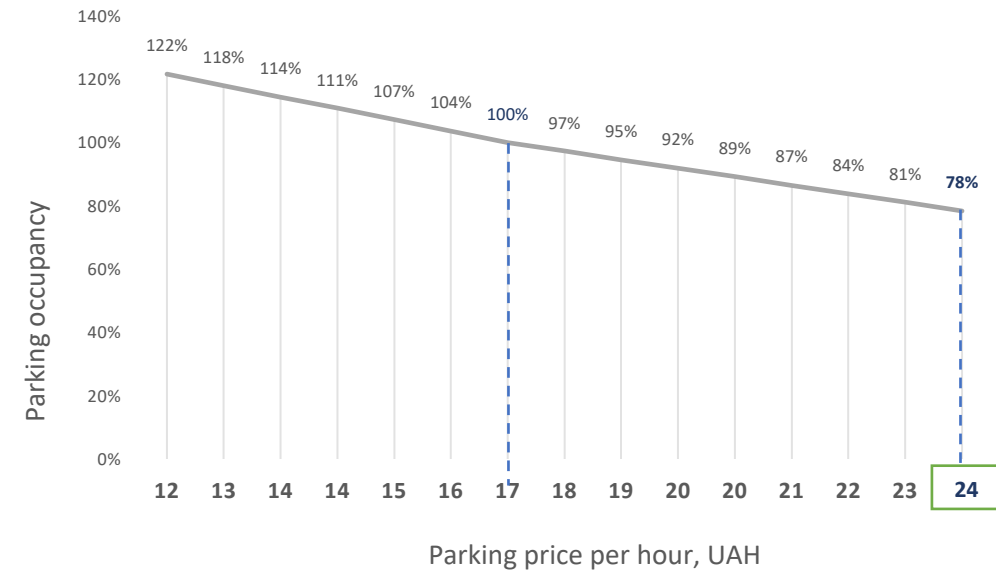
District №3076: minimum number of parking spaces – 390, maximum - 544

Demand and Price

- A preliminary study of demand and price elasticity evaluation was carried out, transport modeling in the area of construction was carried out, potential demand was estimated.
- The need for parking spaces in the area bounded by Shota Rustaveli Street, Zelena Street, Sq. E. Petrushevych in L'viv:

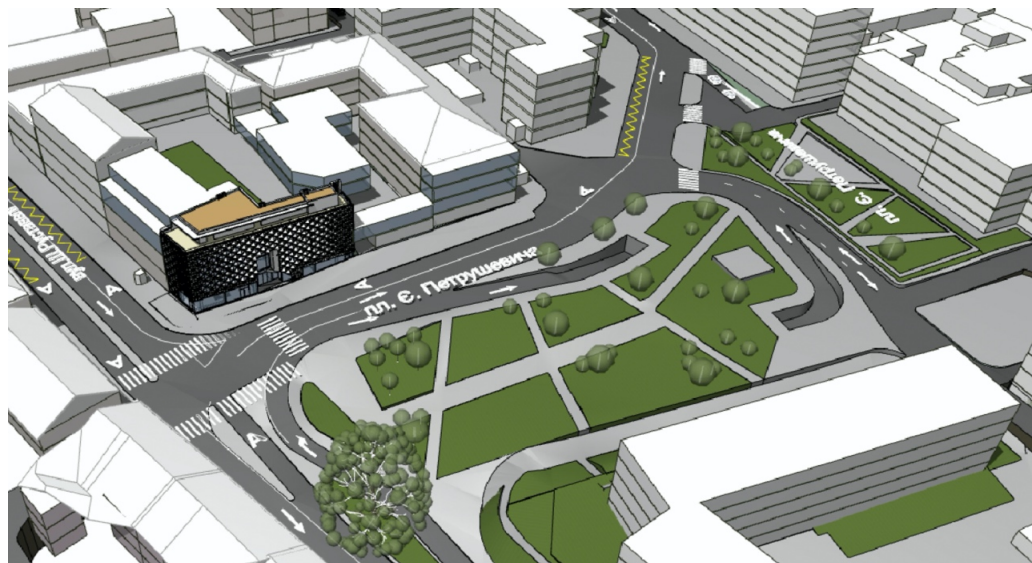
min 432
max 823

- The parking **tariff is set / regulated** by the L'viv City Council.
- In underground parking regardless to location Parking fee amount is **no more than 40 UAH per hour**.
- Sq. E. Petrushevych is in the 3^d zone and borders on the 2nd. The **weighted average parking service price** within the nearest adjacent to Sq. E. Petrushevycha parking zones – **17 UAH per hour**.
- The analysis results indicate **the possibility of achieving 78% occupancy at a set price of 24 UAH per hour**.

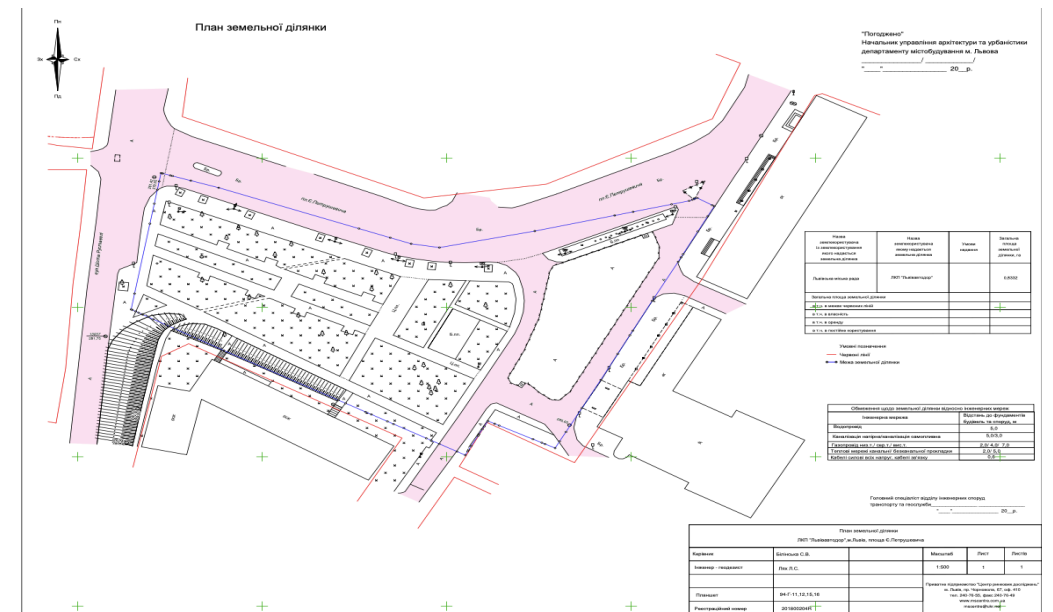


Land plots

#	Square	Ownership	Land Use
1	0.7015 ha	Municipal	For construction and maintenance of underground multilevel parking
2	0.1317 ha		



The territory of two land plots 3D visualization with a total area 0.8332 ha



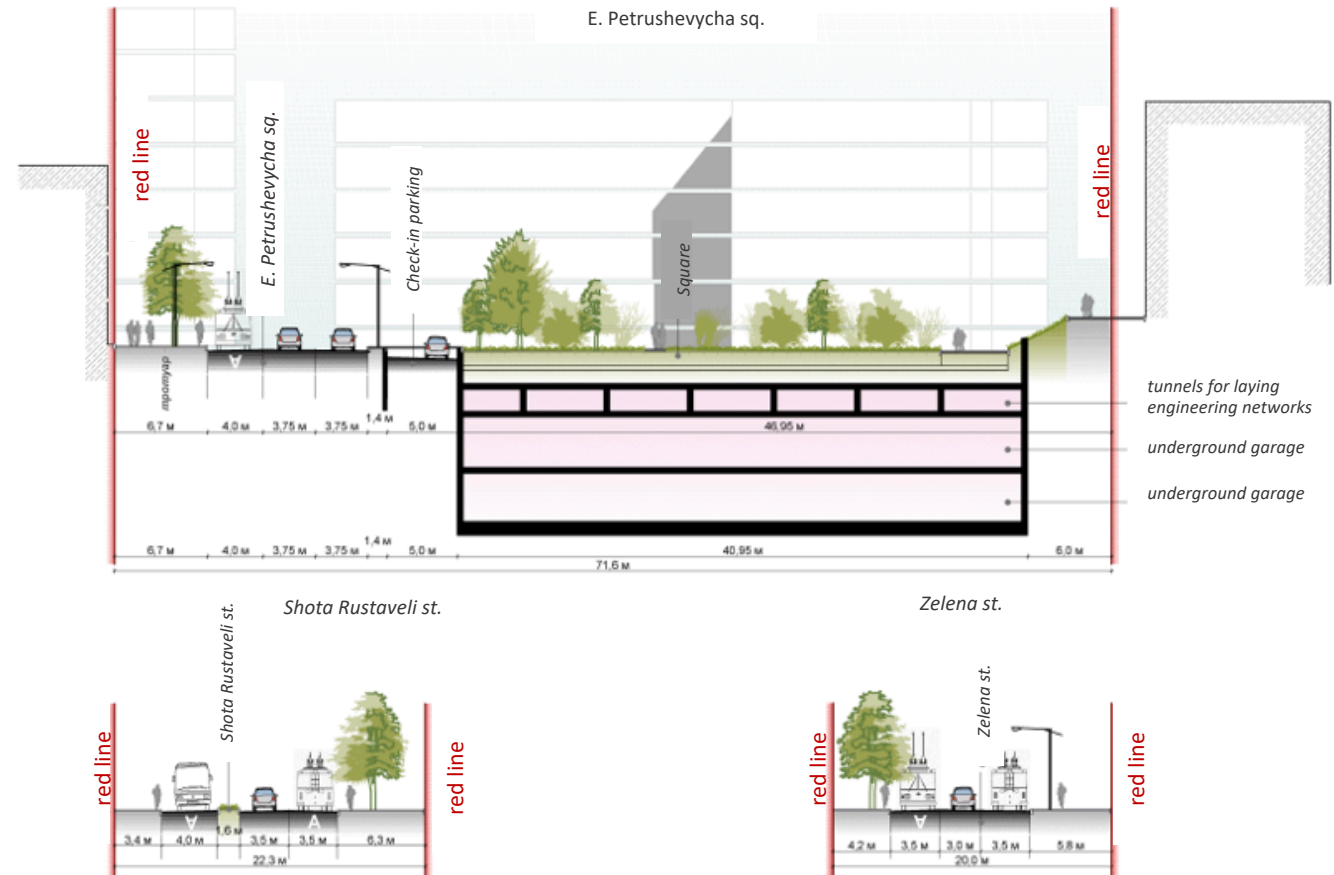
Plan of the territory of two land plots with a total area of 0.8332 ha

Underground Multilevel Parking Construction in L'viv

TOTAL CAPEX

USD 10 MM

- ✓ **Underground multilevel parking construction** under E. Petrushevycha sq. (construction area 7015 sq. m) for **350 car parking spaces**:
 - 332 car parking spaces;
 - 18 parking spaces equipped by electric vehicles charger.
- ✓ **Engineering facilities relocation**
- ✓ **City square renovation** (total sq. 0.5381 ha) (possible to install commercial facility)
with the subsequent regulation of traffic.



Sq. E. Petrushevych is located **near the historic city center** with architectural monuments nearby ⇒ the option of **underground parking** was chosen

Underground Multilevel Parking Construction in L'viv

Indicative Terms of Concession

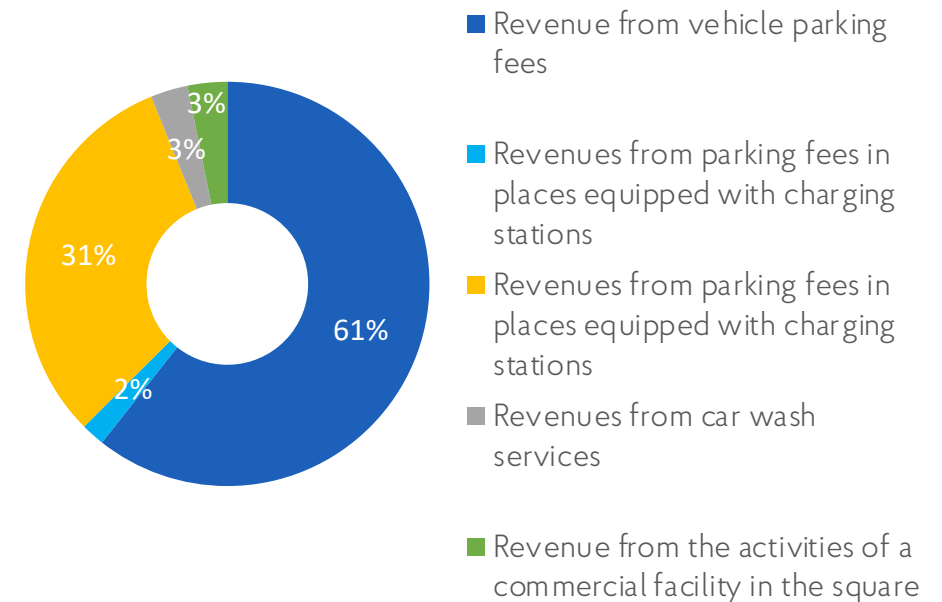
Financing and provision by a Private Partner:

- ➔ design and construction of new and reconstruction or relocation of existing facilities:
 - underground parking construction,
 - engineering facilities relocation,
 - square reconstruction on E. Petrushevycha sq.,
 - commercial facility installation on the square territory
- ➔ all objects and facilities management during the term of the PPP contract:
 - utilization/operation,
 - maintenance.

The private partner can choose from two commercial facility management options:

- (a) leasing a commercial facility to other business entities,
- (b) personal entrepreneurial activity in a commercial facility.

Revenue structure (indicative)



Term of the Concession – not less than 11 years

Concession fee amount will be determined during the competitive tender process.

Underground Multilevel Parking Construction in L'viv

Risk Allocation

Public Partner:

In order **to meet demand**, the public partner undertakes:

- Terminate contracts with operators of ground parking lots on Sq. E. Petrushevych.
- Exclude from the list of parking areas parking areas on the square. E. Petrushevych.
- Reconstruct the streets adjacent to Sq. E. Petrushevych (if necessary), in order to regulate ground parking and create conditions for the effective functioning of the underground multi-level parking.

Public partner will provide assistance in obtaining **permits** (for the construction and relocation of utilities)

Indicative Allocation of Risks:

Type of Risk	Public	Private
Financing		
Design & Construction		
User Demand		
Operations, Maintenance, Commercial facility		
Social & Political		
Staffing		
Performance		
Regulatory		

Indicative Timeline

