

BIRMINGHAM CITY COMMISSION MINUTES
MARCH 26, 2019
WORKSHOP
MUNICIPAL BUILDING, 151 MARTIN
5:00 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Mayor Patty Bordman called the meeting to order at 5:00 PM.

II. ROLL CALL

ROLL CALL:	Present:	Mayor Bordman Mayor Pro Tem Boutros Commissioner Hoff Commissioner Nickita Commissioner Sherman
	Absent:	Commissioner DeWeese Commissioner Harris

Administration: City Manager Valentine, Assistant City Manager Gunter, City Attorney Currier, City Attorney Ballard, Communications Director Byrnes, Police Chief Clemence, Senior Planner Cowan, City Planner Ecker, Building Official Johnson, City Clerk Mynsberge

III. DISCUSSION

**03-078-19 REVIEW OF THE NEW NORTH OLD WOODWARD PARKING
STRUCTURE AND RELATED BATES STREET DEVELOPMENT
PROJECT**

Following opening remarks from City Manager Valentine, Planner Director Ecker and Assistant City Manager Gunter provided an in-depth presentation on the origins and the process of the project thus far, which is appended to these minutes as Attachment A and is also available on the City's website.

The parking structure will be funded with \$7 million from parking system revenues, \$3 million from a parking structure special assessment district (SAD), and the remainder from bonding. No public funds will be spent on the parking structure project.

City Manager Valentine explained general obligation bonds have been chosen over revenue bonds for this project. General obligation bonds have to be voted on by community members. With general obligation bonds, the funding on the debt would come from the parking system and not from taxpayers.

Planning Director Ecker explained that the minimum of 1,150 new public parking spaces planning is enough to replace the current number of spaces and add about 350 more. In addition, private development that may be incorporated in the project would provide additional parking of their own.

City Attorney Currier summarized the pending lawsuit filed by Ara Darakjian and TIR Equities LLC. He noted the City will not answer questions regarding the litigation at this time.

Victor Saroki of Saroki Architecture introduced himself, his son Alexander Saroki, Rob Boji and John Hindo from the Boji Group, Jim Clark of Robertson Brothers Homes, and Andrew Wozniak of Walbridge as representatives of all the firms comprising Walbridge Woodward Bates Partners.

Mr. Saroki continued:

- The current site plan is almost identical to the site plan submitted as part of the bid.
- Walbridge Woodward Bates Partners was recently given approval to move forward with schematic designs for the project. The public components of the project are 1A - the parking structure design; 1B - the road extension of Bates Street; 1C - the design of the public plaza and the bridge connection to Booth Park. Those components would be owned by the City. Private components are Building 2, with frontage on N. Old Woodward, Building 3, which will be the liner building with retail, Building 4, a mixed-use, five-story building, and Building 5, a mixed-use, five-story building.
- Walbridge Woodward Bates Partners has been working with Rich & Associates, a well-known parking engineering firm, on the parking structure. Walbridge will be the general contractor, Michael Dul is the landscape architect, and the team has also been working with other consultants, civil engineers, and specialty engineers. The team is also working closely with City staff from the Manager's Office, Engineering, Planning and Building.
- Walbridge is in the process of determining the guaranteed maximum prices for both the parking structure and the Bates Street extension.
- The proposed structure will be a cast in place structural system, leading to increased longevity and lower maintenance costs. The stair and elevator towers will be on the facade and will be all-glass for increased comfort, safety and security.
- As currently designed the structure has room for 1,260 cars with three below-ground levels. Each level is flat-floored with the ramping occurring in the last bay of each level. Flat floors are being used because they are both more aesthetically pleasing and could allow for easier reuse should the parking garage ever be repurposed.
- Provisions will be made for electric car charging. The lights will be smart LED and will use daylight harvesting, a technique that allows for dimmer or no lights when ambient daylight is sufficient. The lights will be on timers to turn on in the evening, and will be motion activated during times when there is otherwise not usually regular activity in the garage.
- The ground floor will have bicycle racks, and the lowest level will have a restroom for staff use.
- Control arms at the north entrance of the deck are set back substantially within the structure in order to prevent the queuing of vehicles on N. Old Woodward. There will be three lanes at the main entrance. One lane will be for inbound traffic, one lane for outbound traffic, and a middle lane that can switch throughout the day depending on the predominant flow of traffic during a given period of time. The secondary entrance has two lanes, one for inbound traffic and one for outbound traffic.
- The Bates Street extension follows the 2016 Plan. The planned design of the street follows Birmingham's streetscape requirements for features such as paving, trees, lights, and street furniture. There will be parking adjacent to Building 4 on the west side of the street. The street width is about 33'.

- Landscape architect Michael Dul is working with Walbridge Woodward Bates Partners on the public plaza which will be located between Brookside Terrace and Building 4.
- Building 2 will have retail on the first floor, followed by two floors of office and two floors of residential. This building in particular has received a lot of interest from premier national businesses. At this time it is proposed that Building 2 will have a depth of 70'.
- Building 3 will have a depth of 20', which is necessary to allow the correct dimensions for the parking structure. It has substantial frontage, so coffee shops, boutiques, restaurants and other such businesses would be appropriate tenants for the building.
- Building 4 already is yielding discussion with some potential office tenants for its upper floors. The floor plates are about 13,000 square feet, which is desirable and hard to come by in downtown Birmingham. It is projected that the second and third floors will be office space and the fourth and fifth floors will be residential. There will also be a ramp leading to underground parking for Building 4, which will be about 70 spaces.
- Building 5 will also likely have office on floors two and three and residential on floors four and five. The residential is set back ten feet, which is typical. The alley behind this building will give access to both the below ground public parking and the below ground private parking for 325 Willits.
- The majority of the housing built in downtown Birmingham within the last fifteen years has been condominiums. The residential stock of this project will be, in contrast, entirely rental units. The unit sizes will range between 1,200 square feet to 2,000 square feet. The estimated price per square foot will be \$3 per month, resulting in a price range of \$3,000 - \$4,500 per month for a unit. The intent is that these units will increase the affordability of living in downtown Birmingham.
- Next steps include formulating the guaranteed maximum price, producing the schematics, working with the project's neighbors which include the First Baptist Church, Gateway Montessori, 325 Willits, and Brookside Terrace.
- The Bates Street extension can be developed to accommodate Gateway Montessori in a number of different ways, including blocking off parking spaces in the morning for drop-offs, creating a curb cut for drop-offs and pick-ups, or other potential solutions. Walbridge Woodward Bates Partners will be meeting with the administration of the school to determine the best option.
- The City's request for proposals on this project required a minimum of 1,150 parking spaces and additional spaces equal to one parking space for every 564 square feet of new building added to the site. These numbers total the anticipated 1,260 new public parking spaces, 9 on-street spaces, with additional parking spaces planned under Buildings 4 and 5. In total, there will likely be 1,364 - 1,370 parking spaces.

Commissioner Hoff commended City staff and Walbridge Woodward Bates Partners for the presentation. She added that there should be more presentations on this project to the general public, and the project as a whole must be better publicized.

Mayor Bordman advised that this presentation would be posted to both the City's website and to the Birmingham neighborhood group on the social media platform Nextdoor. Mayor Bordman encouraged Birmingham residents to share the information with other residents.

Kathy Frank spoke as a resident of Warren Court, which she said would be negatively and dramatically impacted by the construction of Building 4. She asked that the City reconsider its plans for Building 4. She asserted that none of the residents of Warren Court had been involved

in the project until this meeting, and that the planned building will significantly reduce her property value because Building 4 will face her property. She added that visual access to green space from the street will be reduced as a result of this construction as well.

Peggy Peterson asked for the net gain in public parking spaces.

Mr. Saroki said the net gain is about 400 - 500 parking spaces.

City Manager Valentine explained for Paul Reagan that the genesis of the project was the 2016 Plan, adopted in 1996 by the City. This N. Old Woodward parking structure and Bates Street extension is an effort to bring the parking goals of the 2016 Plan to fruition. The 2016 Plan, the Triangle District Master Plan, and the Rail District Master Plan all remain in effect. The Citywide Master Plan process will focus on areas outside the business districts in order to collaboratively determine the appropriate direction of development for the next thirty years.

Mr. Reagan said the City's description of public-private partnerships was incomplete because it only listed advantages. He said the principal disadvantage of the process is that it leases public land to a private user for 100 years, without permitting citizens to weigh in on the matter. He contrasted this method with selling the land to a private user, which would necessitate a positive vote by the residents. He asserted the only concrete influence the public will have on the project is through the vote on the bonding process planned for August 2019. He also stated the public will lose access to much of the public land in the project area, as well as access to large amounts of Birmingham's portion of the Rouge River. Mr. Reagan concluded that the interests of the residents of Birmingham go entirely unrepresented by this plan.

Linda Taubman asked for more information on the bonding vote in August 2019, and for more information on the project's planned Special Assessment District (SAD).

City Manager Valentine explained:

- The bonding would fund the building of the parking structure and the Bates Street extension. If the bond does not pass, the project will not move forward. That will leave Birmingham with an aging parking structure that requires increasing maintenance and a continued deficit of available parking.
- The planned SAD for the project would only be assessed to commercial properties adjacent to the parking structure.
- Residents will have an opportunity to express their opinions as the ground leases for Buildings 2, 3, 4 and 5 go before the Planning Board and the City Commission for consideration and approval.

In reply to Ms. Taubman's question on the most effective way for residents to exert influence on the process, Mayor Bordman said the City's Boards and Committees and the City Commission take resident input very seriously. Mayor Bordman added:

- She has changed her vote in past issues in response to resident feedback.
- Every step of the approval process for this project will be considered on its merits, and that will include consideration of citizen perspectives.
- Each Commissioner brings various perspectives, concerns, and areas of expertise to these decisions. When the Commission makes their decisions, they bring all the available

information to bear in order to have an outcome that represents the best interests of the City as a whole.

- The Commissioners care deeply about their obligations to the Birmingham community.
- Each Commissioner has likely stayed up nights considering various aspects of this project and the most beneficial ways to move forward.
- She will be taking Ms. Taubman's concerns, and all other concerns voiced by residents, into account.

Ms. Taubman thanked Mayor Bordman.

Erica Ahmed thanked Mr. Saroki for being willing to meet to talk about the parking needs of Gateway Montessori, which is housed in the First Baptist Church. She explained 89 students attend the school, there is a long waitlist, and approximately 90% of the families of these students live in Birmingham. She noted that Gateway Montessori is the only school in Birmingham that accepts children as young as three months, described concern at the likelihood that parents will be crossing Bates, which is likely to be busier with the new construction, trying to get their infants into the school in the mornings. In addition, she noted that the transformers for the N. Old Woodward structure are planned to be right outside the playground for Gateway Montessori, which she found disconcerting. Ms. Ahmed concluded by saying she would like to stay involved in the process, and said that Assistant City Manager Gunter has been incredibly helpful to the community of Gateway Montessori so far.

Ms. Frank spoke again, saying it would be helpful to know when each building planned will be discussed. She said the residents are likely largely supportive of more parking but have varied concerns about the other aspects of the plan. Ms. Frank reiterated Building 4 would decrease access to green space from the street, would have no added benefit for the residents, and would only be a boon to commercial interests.

Bill Lathers, operating partner of Fleming's Steakhouse, asked for details about the parking mitigation plan that will be in place during the construction project.

Assistant City Manager Gunter said the project will not move forward until there is a plan for the displaced parking spaces. The City's parking operator is conducting an origin and demand study to determine where an off-site lot should be located. In anticipation of their findings the City is scouting different lots across the City, including 350 parking spots already allocated north of the project location. SMART will be providing the City with six shuttles, which would likely operate 6 a.m. to 7 p.m., Monday through Friday. The City is currently pricing out operational costs for the shuttles. The City is also working on a smart phone application that will inform individuals when a shuttle will be arriving or departing from the pick-up and drop-off locations. The parking mitigation plan will be layered, with additional possibilities for a bus pass program or partnerships with ridesharing services being considered. The City Commission will have to approve all aspects of the plan, and public input is welcome at all Commission meetings.

Paul Taros asked what the financial loss to Birmingham would be if the bond is not passed in August 2019.

City Manager Valentine said the taxpayers would incur no financial loss if the bond vote is defeated because the parking system is funding all work up to that point.

Mr. Reagan asked the City to be more transparent about the pending litigation against the City from Ara Darakjian/TIR Equities.

City Manager Valentine reiterated the City's policy of not commenting on pending litigation beyond what City Attorney Currier had already shared.

Mayor Bordman thanked the public for their engagement.

XI. ADJOURN

Mayor Bordman adjourned the meeting at 7:20 p.m.

J. Cherilynn Mynsberge, City Clerk

North Old Woodward/ Bates Street Parking and Redevelopment Project

March 26, 2019

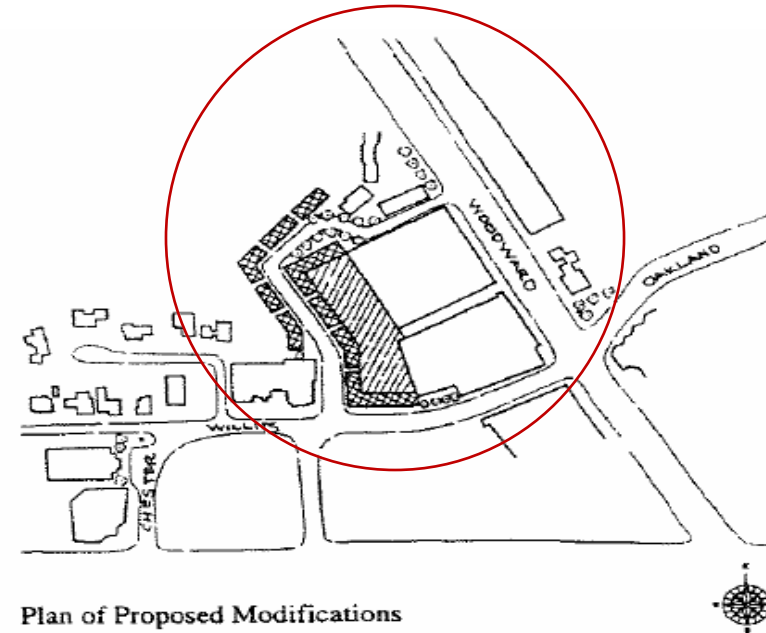
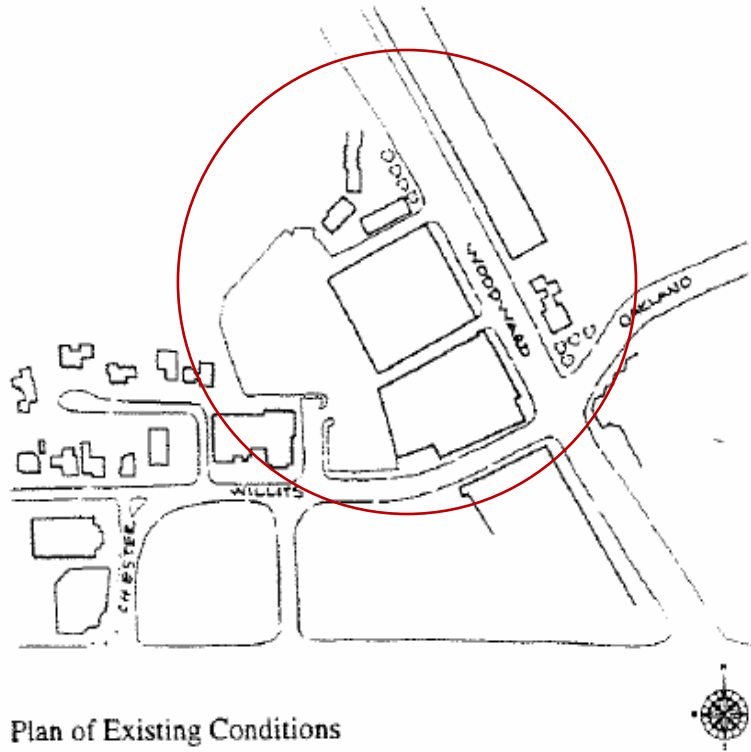
ATTACHMENT A



Project History

- December 1996 **Downtown Birmingham 2016** Master Plan Recommendation: Willits Block
- May 2013 **Daytime Parking** Demands Increase Significantly
- November 2013 APC Survey: Business Operators and Building Owners
- March 2014 Ad Hoc Parking Study Committee (**AHPSC**) Creation
- August 2014 **Parking Demand** Study Conducted (Current and Future)
- January 2015 Potential Redevelopment Plan **Concept Alternatives**: Willits/Old Woodward
- March 2015 **AHPSC Findings and Recommendations** - Accepted by City Commission
- March 2015 Ad Hoc Parking Development Committee (**AHPDC**) Creation
- September 2015 Concept Plan for Downtown Parking System Expansion RFP Issued
- February 2016 Concept Plan for Downtown Parking System Expansion Recommendation
- April 2016 AHPDC **Parking Assessment** Sub-Committee Established— Funding Considerations
- May 2016 N. Old Woodward / Bates St. Parking and Site Redevelopment: **RFQ Issued**
- September 2017 N. Old Woodward / Bates St. Parking and Site Redevelopment: **RFP Issued**
- January 2018 Evaluation of Proposals: **WBP Process Commences**

Downtown Birmingham 2016 Plan, Adopted 1996



Parking Deck

Residential Liner Building

Daytime Parking Demand Increase



- Conducted Survey of Business Owners and Property Owners

Ad Hoc Parking Study Committee (AHPSC)

COMMITTEE MEMBERS

- Richard Astrein, BSD
- JC Cataldo, Corridor Improvement Authority
- Gilian Lazar– Planning Board
- Susan Peabody – Advisory Parking Committee
- Johanna Slanga – Multi Modal Transportation Board

CITY STAFF

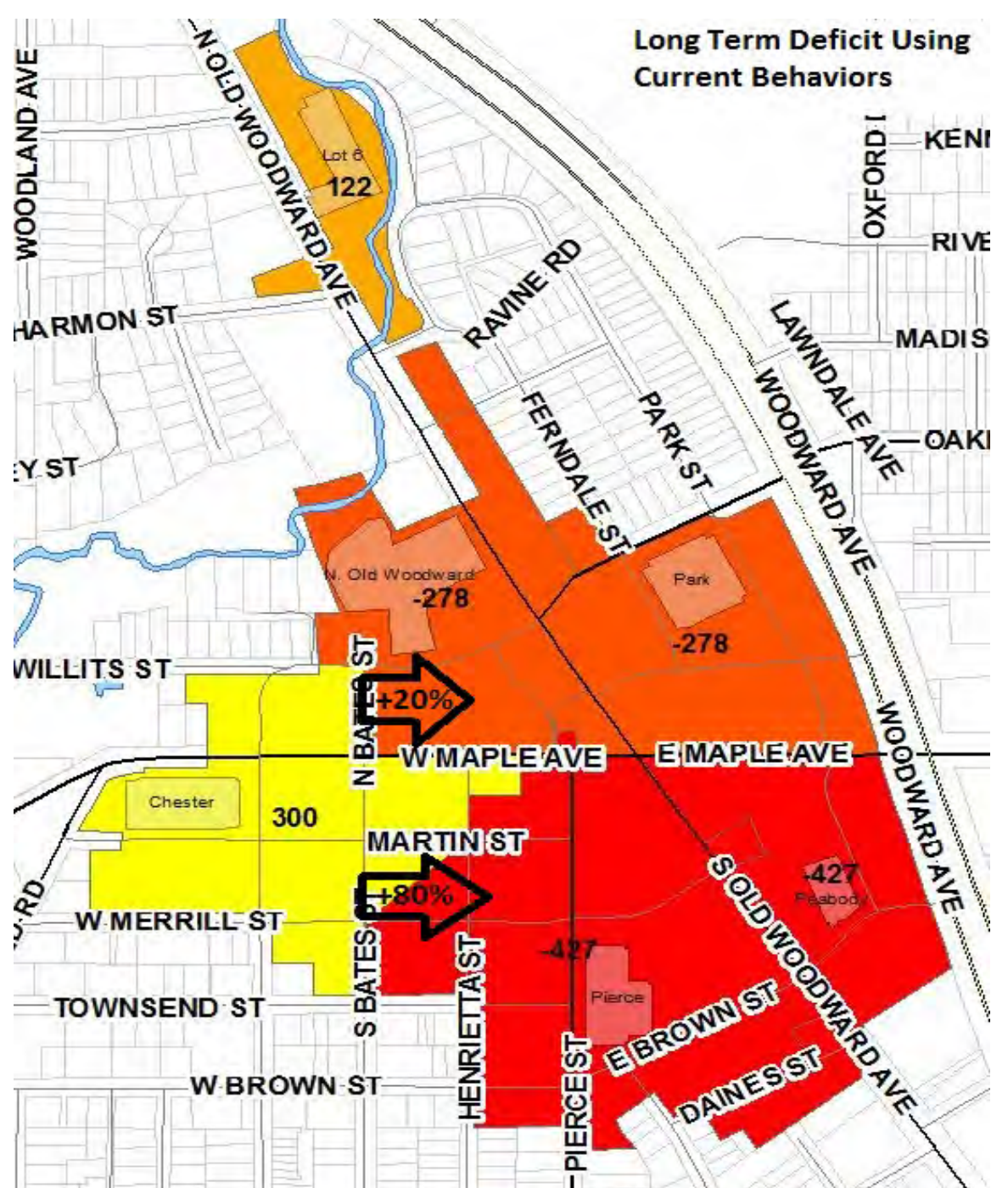
- Paul O’Meara, City Engineer
- Jana Ecker, Planning Director
- John Heiney, BSD Exec. Director

(Then) Current and Future Demand Study

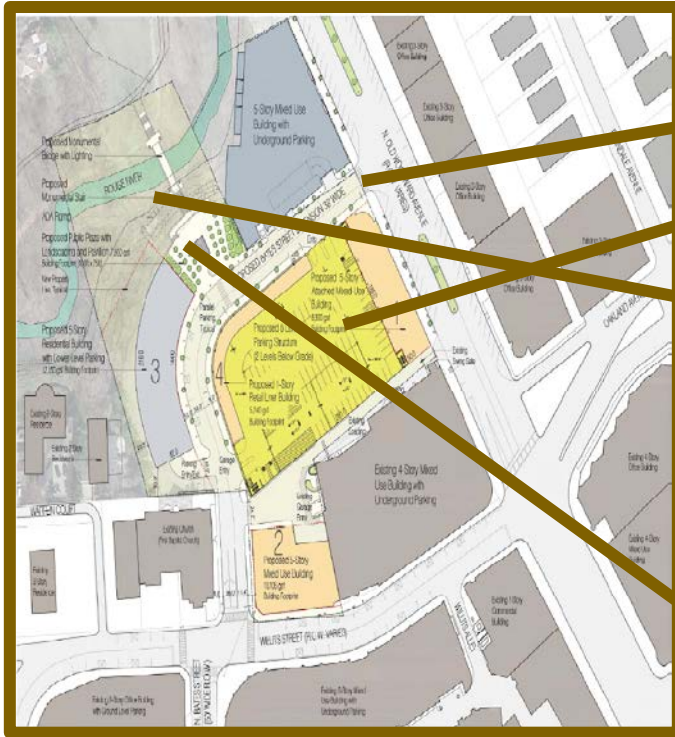
- 278 parking spaces short in north end of City
- 427 parking spaces short in south end of City

Priorities:

1. Address north end shortfall & implement 2016 Plan
2. Address south end shortfall



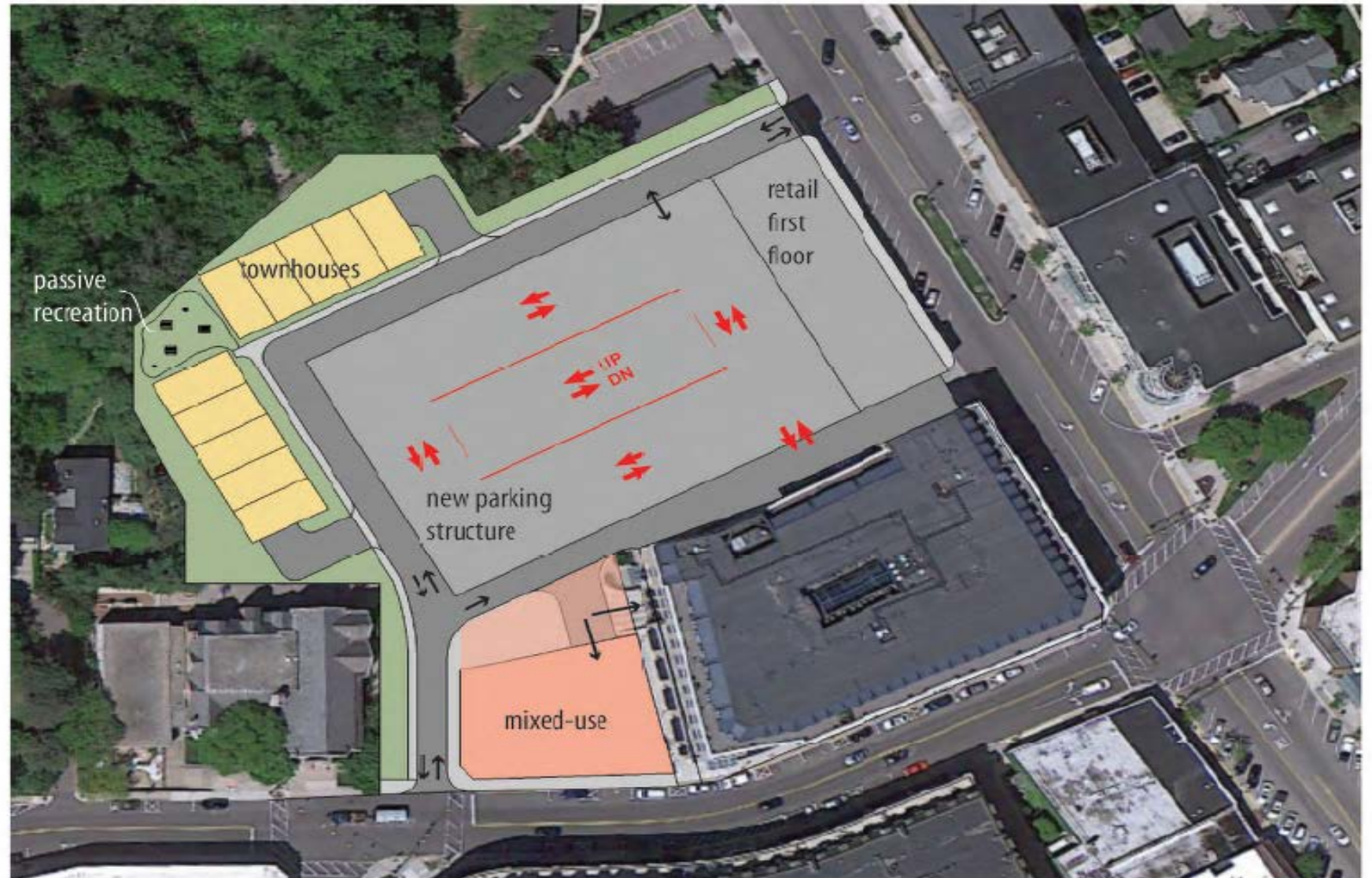
AHPSC Considerations for Concept Planning:



- Pedestrian Circulation
- Vehicular Connection
- Parking
- Topography and Redevelopment
- Storm Water Management
- Infrastructure
- Utilities
- Financial
- Required Easements
- Booth Park Trail

Redevelopment Plan Concepts, January 2015

- New parking structure(s) with a minimum of 1150 parking spaces.
- New mixed use building adjacent to parking structure facing N. Old Woodward Ave.
- Service drive access to the adjacent buildings both north and south of the parking structure.
- New mixed use building facing Willits St.
- Public park property and connection between a new City street and the existing Rouge River to the north.
- Residential building on the north end of the site taking advantage of the existing views present in this area.



Alternative 4 - Willits/Old Woodward - City of Birmingham Parking Study

Ad Hoc Parking Development Committee (AHPDC)

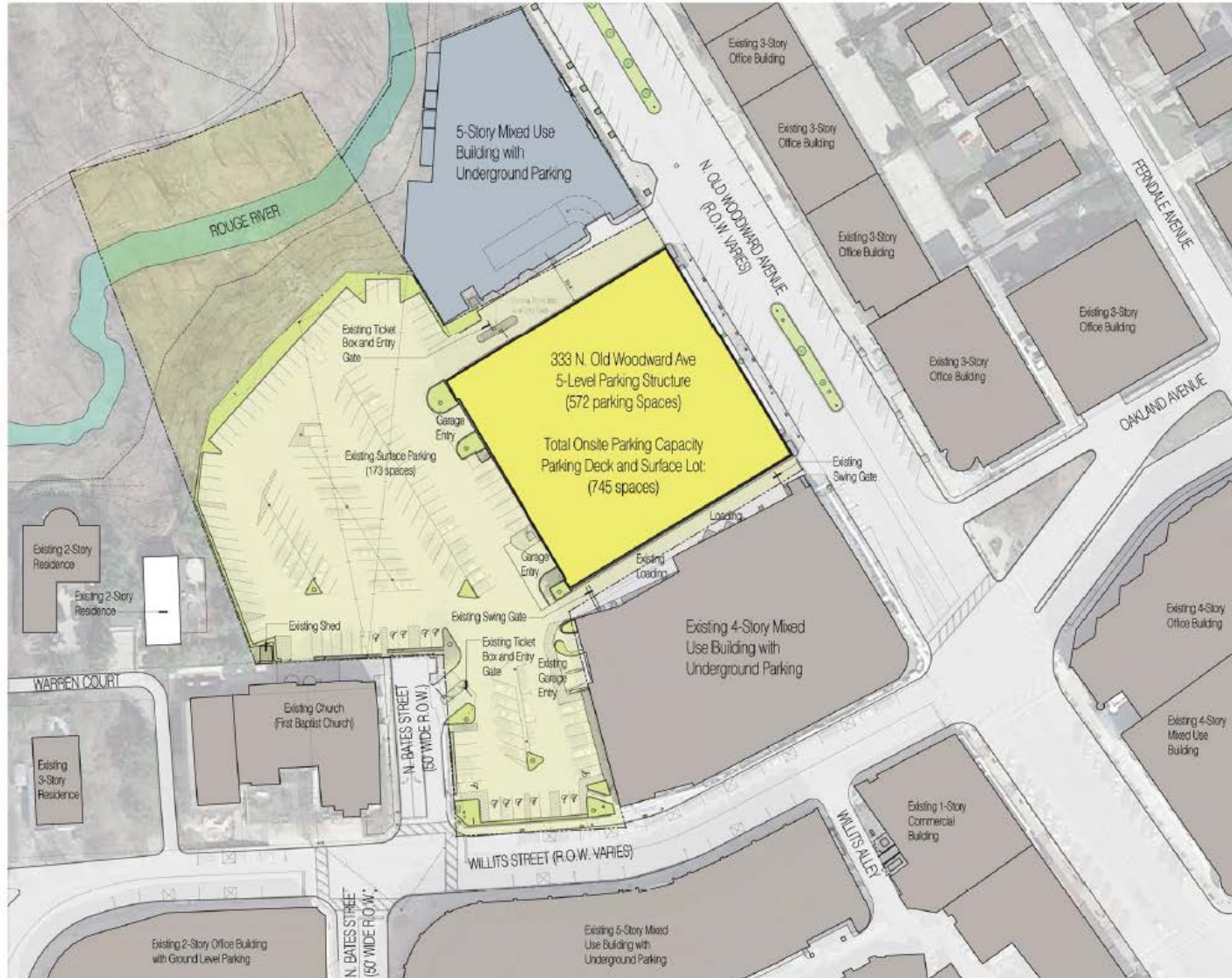
COMMITTEE MEMBERS

- Rackeline Hoff, City Commission
- Mark Nickita, City Commission
- Scott Clein, Planning Department
- Judith Pasckewicz, APC
- Terry Lang, Financial Rep.
- Gordon Rinschler, Development Rep.
 - (Mike Kennedy, initial Dev. Rep)
- Richard Astrein, BSD

CITY STAFF

- Joe Valentine, City Manager
- Paul O'Meara, City Engineer
- Austin Fletcher, Ass't Engineer
- Jana Ecker, Planning Director
- Bruce Johnson, Building Official
- Mark Gerber, Finance Director
- John Heiney, BSD Exec. Director

RFP Issued: Concept Plans for Downtown Parking System Expansion

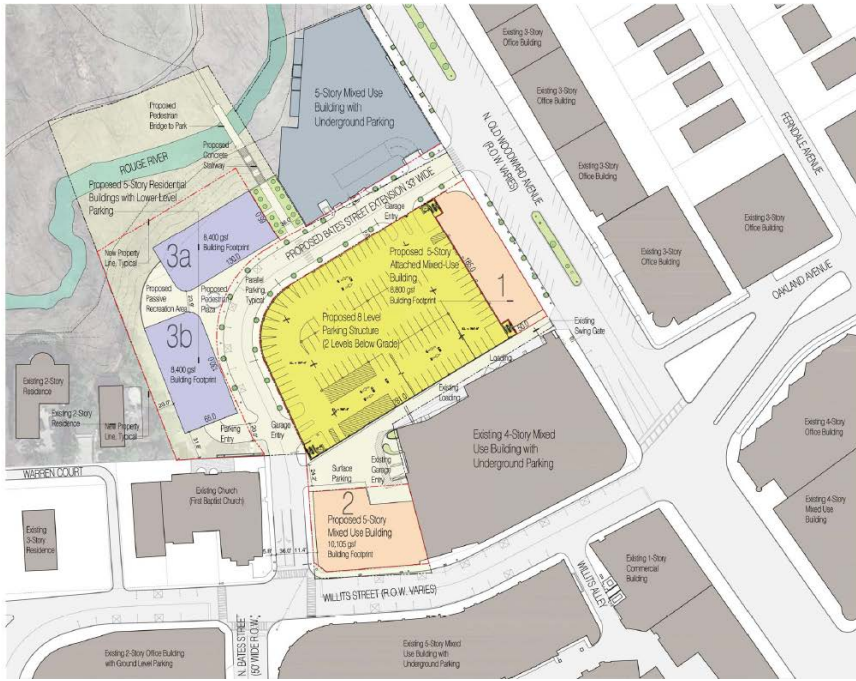


Existing Parking Summary:

Surface Total Spaces: 173 spaces

5 Level Structure
Total Spaces: 572 spaces

Existing Combined
Total Spaces: 745 spaces

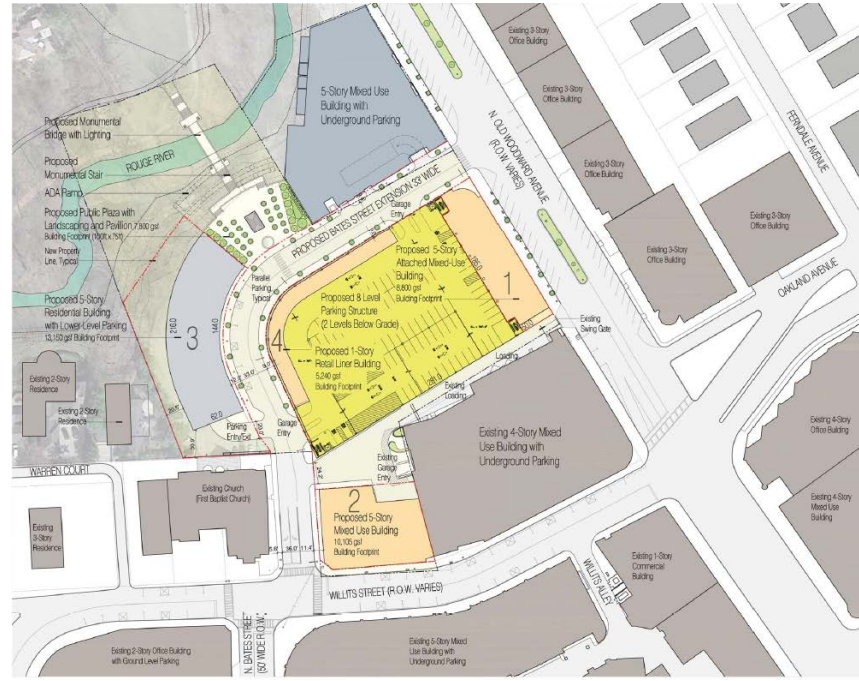


Key Site Elements:
 Bates Street Extension Road - 33' Wide Road
 New Parking Structure
 New Mixed Use Building at Woodward
 New Mixed Use Building at Willits

(2) New Residential Buildings
 New Public Space with Stair and Bridge

Proposed Parking Summary:

Current Total Parking at Existing Site:	745 spaces
Desired Total Site Parking: (278 desired total site net gain)	1,023 spaces
Surface Total Spaces:	10 spaces
8 Level Structure Total Spaces:	1,172 spaces
Total Spaces:	1,182 spaces
Net gain of spaces:	437 Spaces
New Development Parking Demand:	160 Spaces
Net gain of spaces with new demand:	277 Spaces

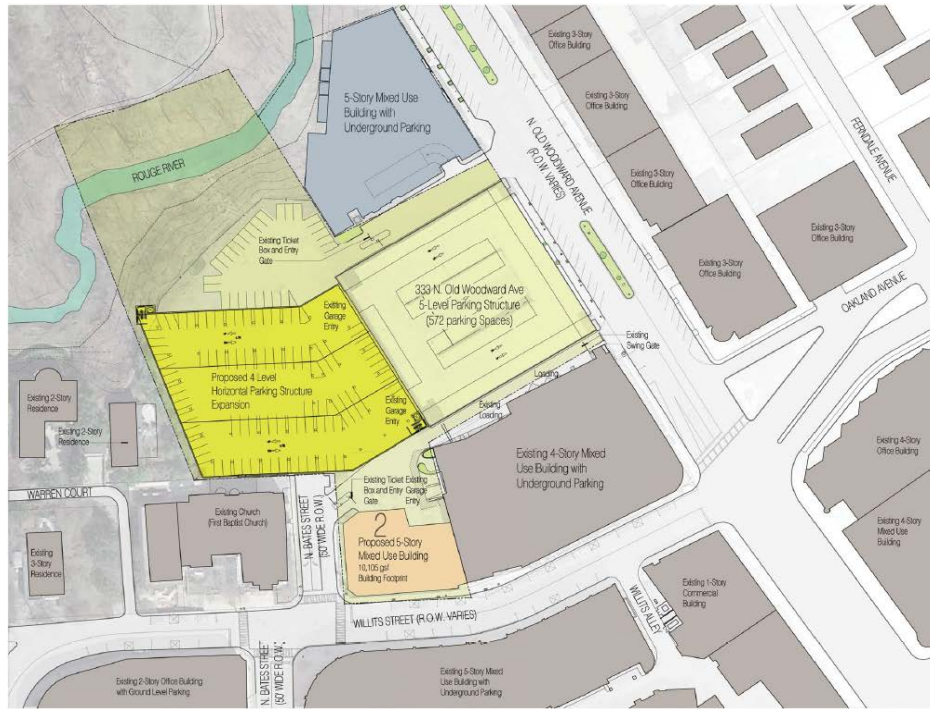


Key Site Elements:
 Bates Street Extension Road - 33' Wide Road
 New Parking Structure
 New Mixed Use Building at Woodward
 New Mixed Use Building at Willits
 New Retail Liner Building in Parking Structure

(1) New Residential Building
 New Public Plaza with Stair and Bridge

Proposed Parking Summary:

Current Total Parking at Existing Site:	745 spaces
Desired Total Site Parking: (278 desired total site net gain)	1,023 spaces
Surface Total Spaces:	10 spaces
8 Level Structure Total Spaces:	1,184 spaces
Total Spaces:	1,194 spaces
Net gain of spaces:	445 Spaces
New Development Parking Demand:	170 Spaces
Net gain of spaces with new demand:	275 Spaces
Scheme 1B (Deletes Ramp Extension) Reduces Car Count by:	42 spaces



Key Site Elements:
 New Horizontal Parking Structure Expansion at Existing Garage
 New Mixed Use Building at Willits

Note:
 New expansion structure and existing structure connect at grade level (Level 1) and roof level (Level 4 of New Structure).

Proposed Parking Summary:

Current Total Parking at Existing Site:	745 spaces
Desired Total Site Parking: (278 desired total site net gain)	1,023 spaces
Surface Total Spaces:	27 spaces
5 Level Existing Structure Total Spaces: (6 spaces lost at tie-in with new structure)	566 spaces
4 Level Horizontal Expansion Spaces:	495 Spaces
Proposed Combined Total Spaces:	1,088 Spaces
Net gain of spaces:	343 Spaces
New Development Parking Demand:	86 Spaces
Net gain of spaces with new demand:	257 Spaces

Parking Assessment Sub Committee of the Ad Hoc Parking Development Committee (AHPDC)

COMMITTEE MEMBERS

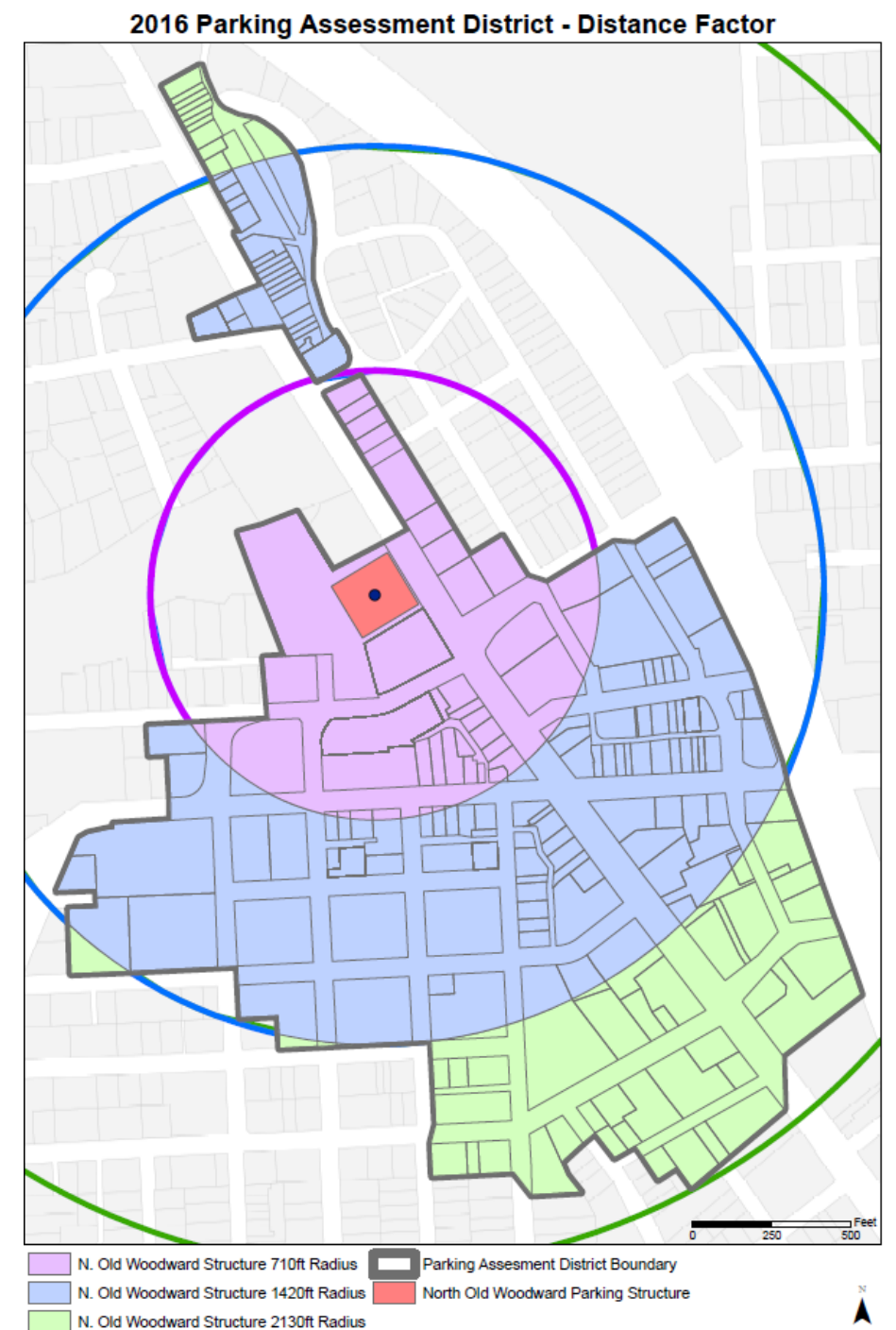
- Geoff Hockman, former Mayor
- Bob Kenning, former City Manager
- Kelly Sweeney, former City Treasurer
- Terry Lang, AHPDC
- Gordon Rinschler, AHPDC
- Richard Astrein, AHPDC

CITY STAFF

- Joe Valentine, City Manager
- Paul O'Meara, City Engineer
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- John Heiney, BSD Exec. Director

Structure Funding Recommendations:

- \$7 million from Parking System reserves
- \$3 million from Parking Structure Special Assessment
- Balance from Bonding
- No public funds to be spent on the parking structure project



Existing Age and Condition: Off-Street Infrastructure

- N. Old Woodward: Built 1966 (53 Years)
- Infrastructure Age Range: 31-53 Years

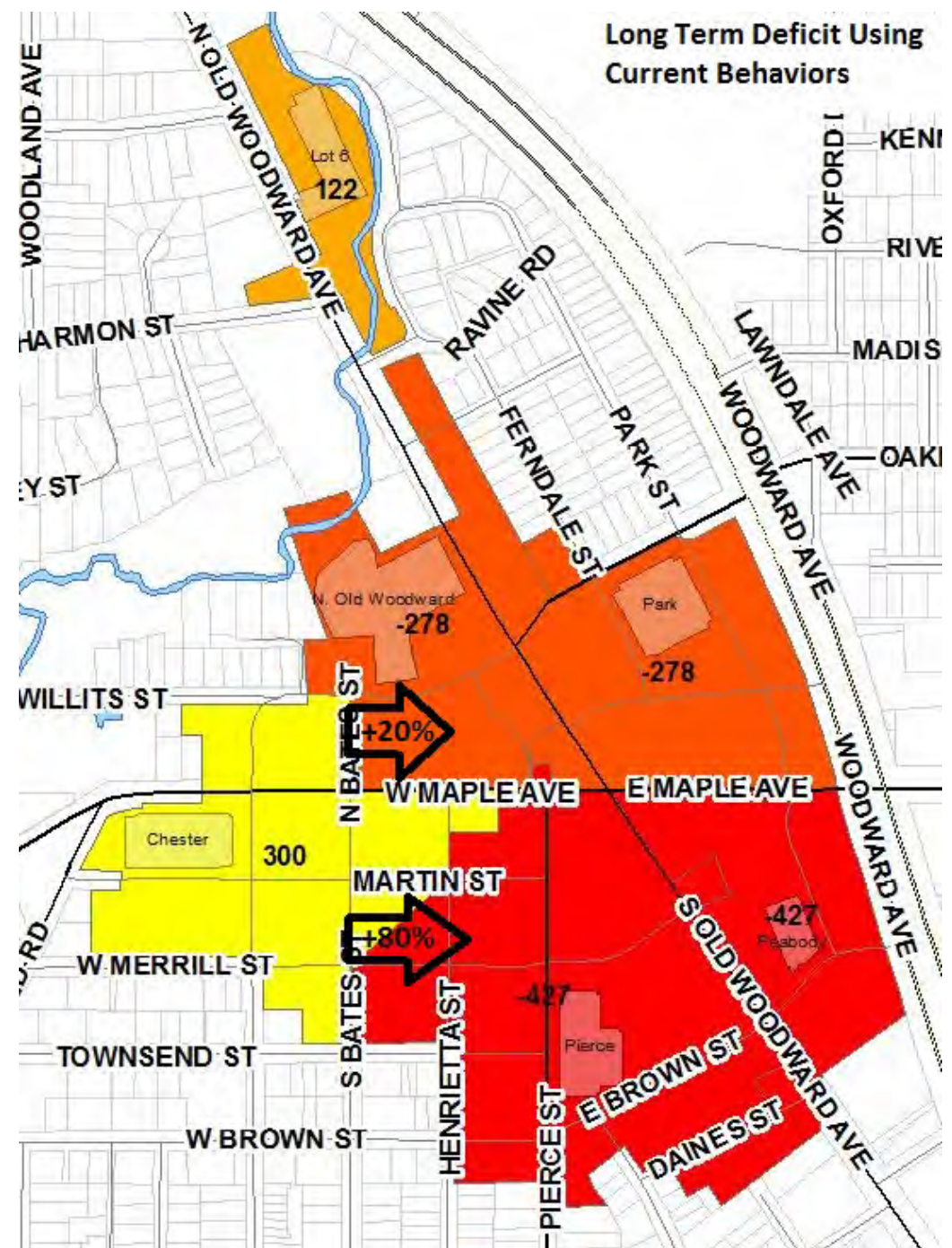


Existing Age and Condition: Off-Street Infrastructure



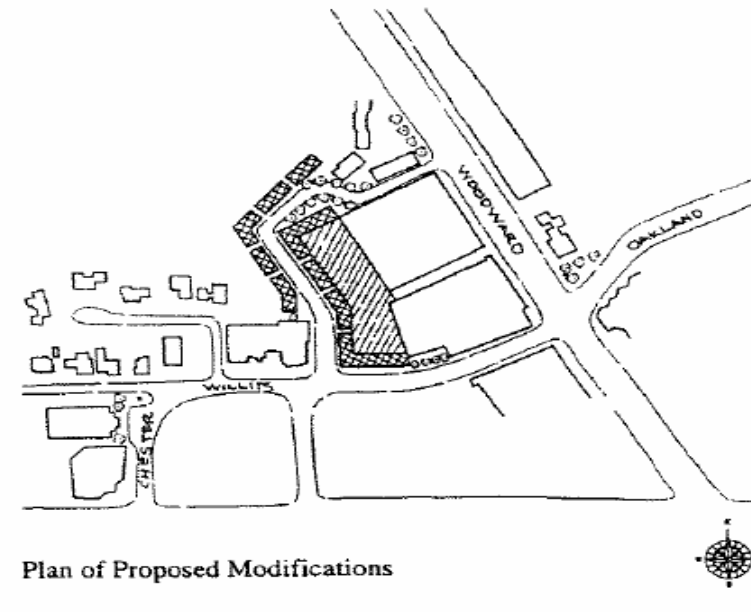
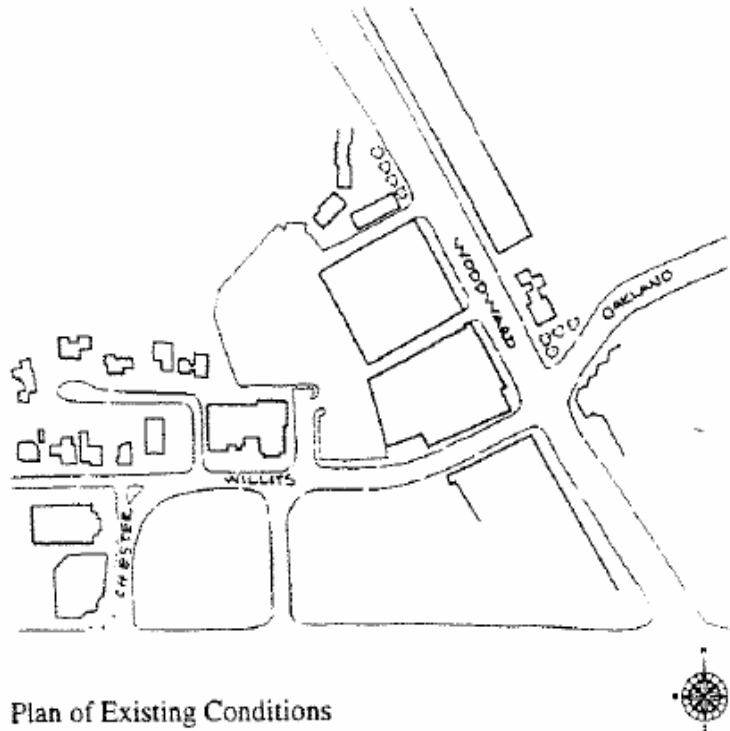
Project Objectives

1. Meet demand study findings



Project Objectives

1. Meet demand study findings
2. Comply with Downtown Birmingham 2016 Plan



Parking Deck

Residential Liner Building

RFP Project Objectives

- To extend Bates Street from Willits and provide access to a location on North Old Woodward as envisioned in the Downtown Birmingham 2016 Plan.
- To accommodate current and future public parking needs with consideration for transient, employee permit parking, shoppers and faith-based community uses.
- To provide a form of residential, commercial and/or mixed use development along the extension to Bates Street to create an **activated urban streetscape**.
- To contribute to the improvement of the downtown as an active, pedestrian- oriented retail, residential and community environment.
- Enhance the N. Old Woodward / Bates Street site as a safe, convenient and hospitable pedestrian environment, while linking Willits to North Old Woodward.
- To ensure that new construction is compatible with the existing building fabric and is sensitive to the existing light and air provided to adjacent structures.
- The improvement of public gathering space for people, as well as a pedestrian connection to the Rouge River and Booth Park to the north.
- To ensure that the needs of the existing Church are met through the provision of nearby accessible parking, and a loading/unloading zone for the frequent drop off and pick up of young children.
- Assurance of full uninterrupted access to surrounding buildings during construction and/or demolition.
- Ability for creative adaptive re-use of the parking structure in the future, as well as options for multiple uses of the parking structure in the present.

Process Overview

- **May 2016** **Requests for Qualifications (RFQ) Issued**
- September 2017 Request for Proposals (**RFP**) Issued
- January 2018 Proposals Received, **Evaluation Matrix** Developed
- January 2018 Initial Request for Clarification Issued: All Proposals
- February 2018 **AHPDC Review** of Project Proposals
- February 2018 Second Request for Clarifications Issued
- March 2018 **AHPDC Interviews** with Project Teams
- March 2018 Request to Extend Proposal Expiration 60 Days
- April 2018 City Administration **Meetings with Project Teams**
- May 2018 **AHPDC Recommendation** to City Commission
- June 2018 **City Commission Adopts** AHPDC Recommendation
- June 2018 **Staff Directed** to Negotiate with the Walbridge / Woodward Bates Partners and Engage Professional Services

Request for Qualifications

- Developer Team Submittals Received:
 - Morningside Group
 - Walbridge / Woodward Bates Partners
 - Redico/McIntosh Poris
 - TIR Equities



REQUEST FOR QUALIFICATIONS

North Old Woodward / Bates Street
Parking and Site Development



Issued by:

City of Birmingham,
151 Martin Street
P.O. Box 3001
Birmingham, MI 48012
(248) 530-1850
www.bhamgov.org

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Request for Proposals

- Developer Team Submittals Received from:
 - TIR Equities
 - Redico/McIntosh Poris
 - Walbridge /Woodward Bates Partners



REQUEST FOR PROPOSALS

North Old Woodward / Bates Street
Parking and Site Development



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North Old Woodward/Bates Street Development Proposals

Preliminary Evaluation

PROPOSALS RECEIVED BY DEADLINE: JANUARY 3, 2018				
Submission Requirements/Guidelines:		Redico/McIntosh Poris	Saroki/Walbridge/Boji/Robertson	Tir Equities LLC
A) Cover Sheet (Attachment A))		✓	✓	x
B) Transmittal Letter		✓	✓	✓
C) Detailed Site Plan		✓	✓	✓
C1) Proposed Buildings		3 Proposed - 5 Story Mixed Use Buildings + Parking Structure	3 Proposed - 5 Story Mixed Use Buildings + Parking Structure (w/ retail liner)	6 Proposed - Varying heights from 6 to 15 Story Mixed Use Buildings + Parking Structure
Parking Structure		8 Level structure (3 Levels Below Grade)	9 Level Structure (3 Levels Below Grade)	4 Level Structure (All Levels Below Grade)
Retail/Office Space (SF)		13,425 SF	66,675 SF	104,051 SF
Residential Square Footage Units		115,600 SF	112,326 SF	377,446 SF
Residential Units		124	76	321
Square Footage of Amount to be leased/purchased		Not provided	40,765 SF	71,914 SF
Parking (Net Gain)		400	592	3 (?)
C2) Cost estimate for Open Space(s)		Not provided	\$6.8 million	\$3.6 million
C3) Proposed Uses/Connections and Relationships with Adjacent Properties		✓	✓	✓
D) Description - Proposal meets development goals/objectives?		Reiterated the design objectives as defined by the RFP.	Provided a matrix illustrating how all elements of the proposed design would meet the stated goals and objectives as outlined in the RFP.	Conducted an independent study to establish goals and objectives.
E) Private vs. Public Investment		Not provided	Private Investment \$73million, Public investment \$54million	Private Investment \$211 million, Public Investment \$71 million
E1) Terms: Purchase or Lease of City Land?		Purchase	Purchase/Lease Options	Lease
E2) Terms of Ownership, operations and maintenance:				
E2.1) of public parking structures		Developer would pay the prorata share of annual maintenance for the required pkg spaces within the public deck (94 spaces).	City will own/operate public components of project (parking structure and plaza)	City would finance the parking structure development with parking revenues.
E2.2) any proposed private assets integrated into the public parking structure building(s)		Yes, developer would pay for rights to develop privately owned assets within the structure, which include 6,425sq ft of retail and 4,225sf of retail and 18 condo/apt. units in a building attached to the parking structure	Yes, parking structure mixed use liner at \$0 lease (vibration/noise in deck viewed as sub optimal by proposer). Private assets integrated into the parking structure owned and operated by developer under a condominium arrangement	No
E3) Construction proposal for public infrastructure (roads, sidewalks, plazas, etc)		Developer would act as construction manager for the entire project. City would work directly with a general contractor for all public improvements.	City would be responsible for all infrastructure improvemetns necessary to service the public and private components of the master development. Developer responsibility from the building structures drip line in.	Developer would build all public infrastructure that will become the property of the City.
E4) Financing methods		Developer would finance through traditional construction debt lending and a combination of private and institutional equity.	Developer-conventional financing methods, expected the City will seek Bond financing (Developer anticipates that bond obligation will be supported by increased parking revenie, property taxes, and land lease revenue.	TIF Increment Financing for the public project components. (Note: City does not currently have a TIF district). Construction and permanent financing along with equity investment to support construction.
E5) Proposed contractual terms		Purchase of land and/or air rights.	100 year lease agreement with City.	Lease agreement with City, 20 year lease payback (?)
E6) Anticipated role/obligations of the City		Work with Redico throughout the entitlement approval process and securing funds to fund public improvements	Re-zoning the property to PUD, ownership, operation, and maintenance of any public structure, passing bond measure to finance project.	Assist with planning, plan review, and approval process, coordination of temporary parking operation and support public engagement.
Fa) Overall Total Budget Estimate (Purchase/Land Acquisition)		\$115,595,145	\$126,530,000	N/A
Fb) Overall Total Budget Estimate (Lease)		N/A	\$132,430,000	\$312,830,504
F1) Subtotals for (Purchase/Land acquisition)		8,390,000	7,400,000	N/A
F2) Subtotals for lease cost		N/A	13,300,000	9,400,000
F2) Subtotals for construction cost		107,205,145	119,130,000	303,430,504
G) Proposed Timeline with details on each phase through project completion*		January 2019 - November 2020	March 2019 - March 2021	January 2019 -February 2023 (Phase I)
I) Additional Information		Developer will work with City to develop parking mitigation plan.	Developer offer to create and manage parking mitigation during development of project with considerations for stormwatermanagement and conducted an independent economic analysis of the project impact.	Please note the Overhead and Profit calculation of \$18 million for construction.
		Per letter submitted on February 7, Redico requested to withdraw their interest in the RFP.	The proposal indicated an increase in assessed value of \$12 million.	The proposal indicated an increase in taxable value of \$220 million

*Timeline representation condensed to illustrate developer activity from date of their anticipated Commission approval

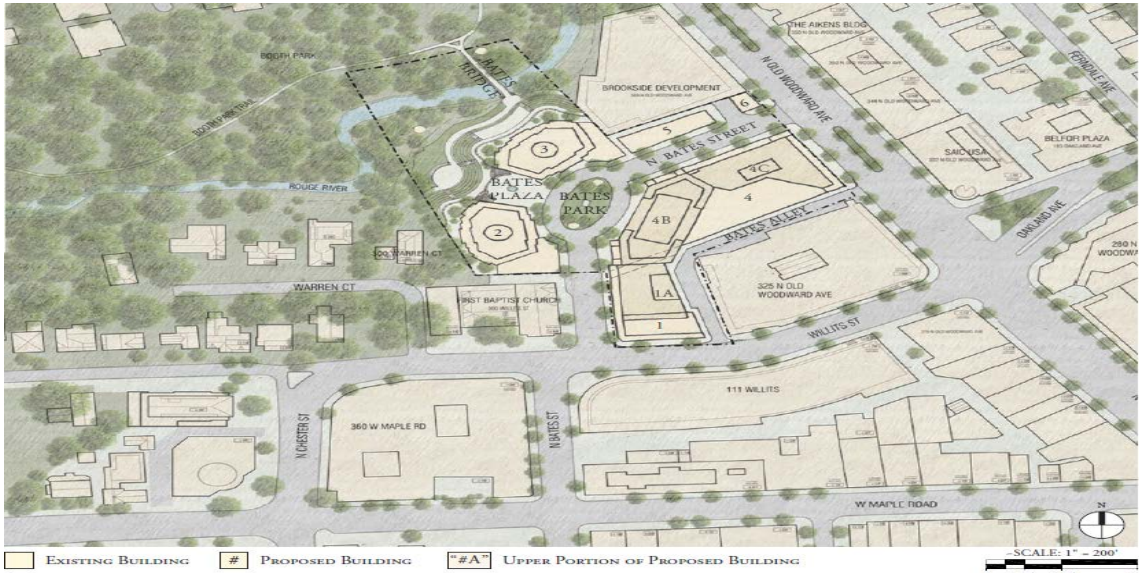
Walbridge/ Woodward Bates Partners Proposal



TIR Equities Proposal



BUILDING PROGRAM	
1a	Parking Garage – 1,276 Parking Spaces
1b	Bates Street Road Extension
1c	Plaza & Booth Park Connection with Pedestrian Bridge
2	5-story Mixed-Use Building – Retail, Office & Residential
3	3-story Mixed-Use Building – Retail & Optional Residential
4	5-story Mixed-Use Residential Building – Retail & Residential with Parking
5	5-story Mixed-Use Building – Retail, Office & Residential with Parking



Process Overview

- May 2016 Requests for Qualifications (**RFQ**) Issued
- September 2017 Request for Proposals (**RFP**) Issued
- January 2018 Proposals Received, **Evaluation Matrix** Developed
- January 2018 Initial Request for Clarification Issued: All Proposals
- February 2018 **AHPDC Review** of Project Proposals
- February 2018 Second Request for Clarifications Issued
- March 2018 **AHPDC Interviews** with Project Teams
- March 2018 Request to Extend Proposal Expiration 60 Days
- April 2018 City Administration **Meetings with Project Teams**
- May 2018 **AHPDC Recommendation** to City Commission
- June 2018 **City Commission Adopts** AHPDC Recommendation
- June 2018 **Staff Directed** to Negotiate with the Walbridge / Woodward Bates Partners and Engage Professional Services

Walbridge / Woodward Bates Proposal



Proposed Site Plan

**N. Old Woodward / Bates St.
Parking and Site Development**
City of Birmingham
Site Plan
Scale 1" = 30'
March 26, 2019












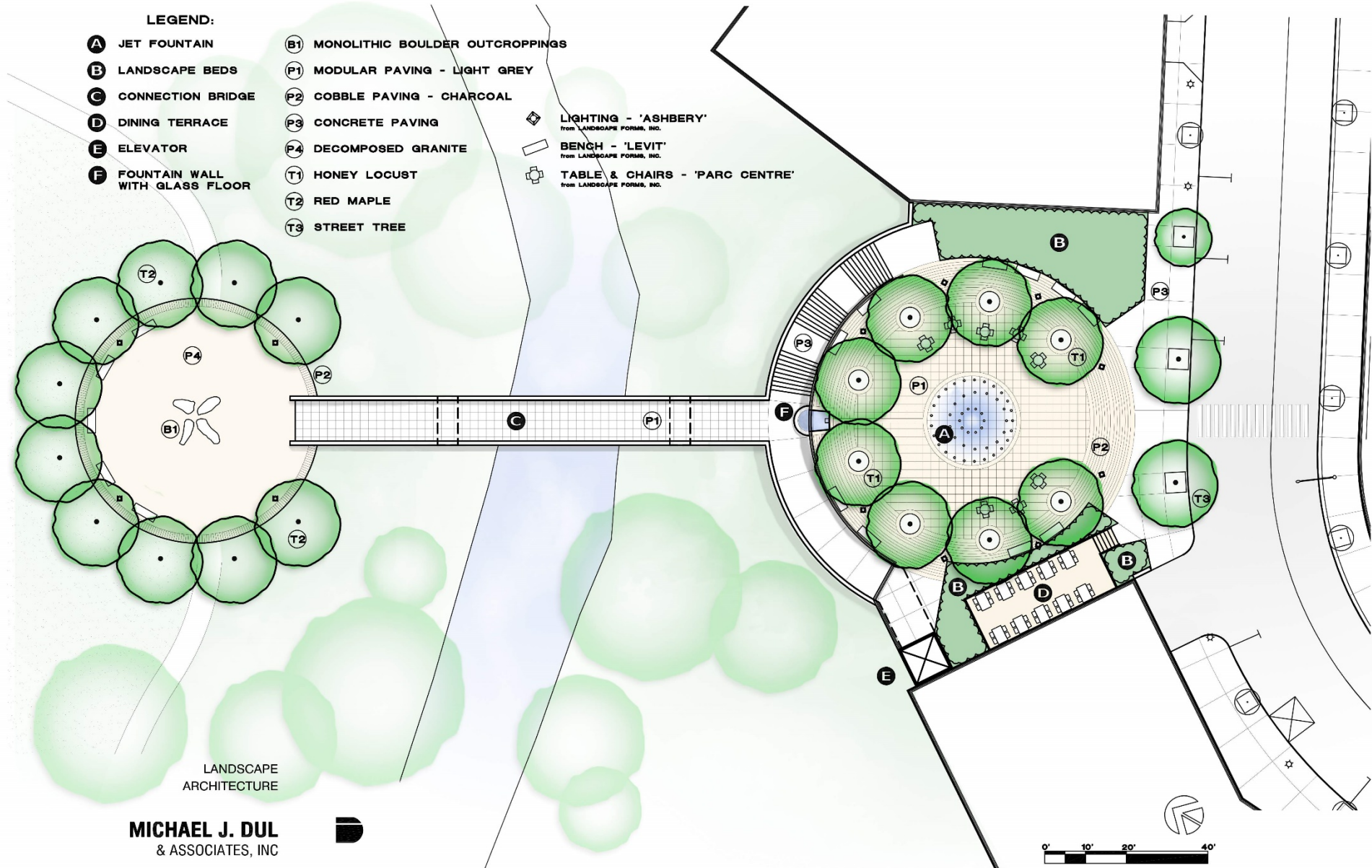
Proposed Site Plan

**N. Old Woodward / Bates St.
Parking and Site Development**
City of Birmingham
Site Plan
Scale 1" = 30'
March 26, 2019



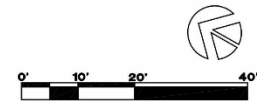
LEGEND:

- | | | |
|---|---|---|
| (A) JET FOUNTAIN | (B1) MONOLITHIC BOULDER OUTCROPPINGS |  LIGHTING - 'ASHBERY'
from LANDSCAPE FORMS, INC. |
| (B) LANDSCAPE BEDS | (P1) MODULAR PAVING - LIGHT GREY |  BENCH - 'LEVIT'
from LANDSCAPE FORMS, INC. |
| (C) CONNECTION BRIDGE | (P2) COBBLE PAVING - CHARCOAL |  TABLE & CHAIRS - 'PARC CENTRE'
from LANDSCAPE FORMS, INC. |
| (D) DINING TERRACE | (P3) CONCRETE PAVING | |
| (E) ELEVATOR | (P4) DECOMPOSED GRANITE | |
| (F) FOUNTAIN WALL WITH GLASS FLOOR | (T1) HONEY LOCUST | |
| | (T2) RED MAPLE | |
| | (T3) STREET TREE | |



LANDSCAPE
ARCHITECTURE

MICHAEL J. DUL
& ASSOCIATES, INC







Building Height Study





P3 Professional Team – City of Birmingham

- **Development Consultant** – Jones
Lang Lasalle/Kirco Manix

City Manager, Joseph A. Valentine

Ass't. City Manager, Tiffany Gunter

- **Development Counsel** – Miller
Canfield

Planning Director, Jana Ecker

City Engineer, Paul O'Meara

- **Bond Counsel** – Miller Canfield

Ass't. City Engineer, Austin Fletcher

Building Official – Bruce Johnson

Finance Director – Mark Gerber

Public Private Partnership Advantages

	Traditional Approach	P3 Approach	Birmingham Specific
Project Management	City Administration/Staff often have limited expertise in large scale development projects.	Available expertise and resources to support City Administration and Staff.	WBP has extended resources to City to assist in parking mitigation plan and communications support.
Turnkey Development/Added Transparency	Limited efficiencies to be gained from a turnkey without a private partner.	While all public documents are available for public inspection, additional insight is gained by the General Contractor’s open book bid process.	City gains additional project insight, efficiencies and other economies of scale.
Research and Development Costs	All publicly funded	Private funding allocated to support planning and engineering for project.	WBP contribution to planning and design work for public elements of project.
Risk Mitigation/Sharing	Public Sector takes on all project risks.	Delivers a guaranteed maximum price (GMP) with a maximum exposure for public entity	City to receive a GMP with an associated cost not to exceed for public elements of project significantly limiting financial risks.
Project Timeline Accountability	City is solely accountable and must work with contractor to penalize for project delays.	Developer has incentive for meeting timelines.	Occupancy and use are goals of both the private and public partner
Private Contributions	N/A	Developer absorbs costs to add project elements on behalf of City (i.e., retail liners, public plazas).	City expedites processes to move private elements along with public elements. In turn, developer donates public amenities.

What's Next?

- April 15 – Commission Workshop (tentative meeting date)
 - Proposed Development Agreement Review
 - Proposed Ground Lease(s)
 - Preliminary Parking Mitigation Plan Discussion
- April 22 – Commission Meeting (tentative meeting date)
 - Project Budget / Guaranteed Maximum Price (GMP) Delivery
 - Requested Approval of Development Agreement, Ground Lease, and GMP
- Dates TBD on the following:
 - Draft Construction Agreement delivered to City for review
 - **Bond Resolution** Approval
 - Preliminary Site Plan submitted to City
 - Preliminary Project Phasing Plan submitted to City
 - Preliminary Project Construction Schedule submitted to City
 - **Parking Mitigation Plan** Approval

Q & A