

AD HOC PARKING DEVELOPMENT COMMITTEE
WEDNESDAY, OCTOBER 21, 2015
8:00 A.M.
ROOM 205
151 MARTIN ST., BIRMINGHAM, MI

- A. Roll Call
- B. Introductions
- C. Review of Agenda
- D. Approval of Minutes, October 7, 2015
- E. Consultant Interviews
 - a. Kahn/Walker
 - b. Saroki/Carl Walker/LSL Planning
- F. Consultant Recommendation
- G. Adjournment

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**CITY OF BIRMINGHAM
AD HOC PARKING DEVELOPMENT COMMITTEE
8:00 A.M., WEDNESDAY, OCTOBER 7, 2015
Conference Room 205
151 Martin Street, Birmingham, Michigan**

Minutes of the meeting of the City of Birmingham Ad Hoc Parking Development Committee held October 7, 2015.

A. ROLL CALL

Present: Ad Hoc Committee Members:

Richard Astrein (PSD)
Rackeline Hoff (City Commissioner)
Mike Kennedy (Developer Representative)
Terry Lang (Finance Representative)
Mark Nickita (City Commissioner)
Judy Paskiewicz (Advisory Parking Committee)

Absent: Scott Clein (Planning Board)

Administration: Joe Valentine, City Manager
Paul O'Meara, City Engineer
Austin Fletcher, Assistant City Engineer
Jana Ecker, Planning Director
Lauren Chapman, Assistant City Planner
Bruce Johnson, Building Official
John Heiney, PSD

Guests: Jay O'Dell, SP+
Joshua Gunn, SP+

B. INTRODUCTIONS

Members and guests introduced themselves.

C. REVIEW AGENDA

There were no proposed modifications to the meeting agenda as presented.

D. APPROVAL OF MINUTES

Motion by Mr. Astrein
Seconded by Mr. Kennedy to approve the Minutes of the Regular Meeting of August 5, 2015 as presented

Motion carried, 6-0

E. ARCHITECTURAL SERVICES – REVIEW OF PROPOSALS

Mr. O'Meara explained that Mr. Clein would be abstaining due to a conflict of interest. He has been hired by one of the firms that submitted a proposal for another project. He decided not to attend today since he would not be able to take part in the discussion.

Mr. Valentine summarized the process to this point:

- The City included conflict of interest language in the original RFP and received no responses.
- In order to allow the City to move forward with the process, the conflict of interest language was removed and a revised RFP was issued to which the City received three (3) responses.

There was some confusion in reference to the parking consultants listed in the RFP's (i.e. similar names - Carl Walker, Inc. and Walker Parking Consultants). Mr. O'Meara provided clarification.

The Committee took a short recess to allow staff to tabulate the scores from the Committee's evaluation of the submitted RFP's.

Based on the Committee's evaluations the RFP's were rated as follows:

- 1) Kahn - 90
- 2) Saroki - 83
- 3) SNP - 68

Mr. Nickita asked what the budget for this project was.

Mr. Valentine indicated that a budget was not set and that a budget amendment would be needed.

It was agreed that SNP did not provide a complete package (did not include all of the requested information, specific team members, timeline, etc.).

The Committee agreed to schedule interviews with the top two (2) rated firms.

F. SCHEDULING OF MEETING FOR INTERVIEWS

After reviewing everyone's schedule, it was agreed to conduct the interviews on October 20, 2015 between 8:00 am and 10:00 am.

G. ADJOURNMENT

No further business being evident, committee members motioned to adjourn at 9:00 a.m.

NEXT REGULARLY SCHEDULED MEETINGS

October 20, 2015
November 4, 2015
December 2, 2015

Sincerely,

Paul T. O'Meara,
City Engineer



MEMORANDUM

Engineering Dept.

DATE: October 16, 2015

TO: Ad Hoc Parking Development Committee (AHPDC)

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Consultant Interviews

On Wednesday, October 21, the AHPDC will convene to interview the two consultant teams that have been invited to appear. The interviews will be held in alphabetical order:

8:00 AM Kahn/Walker Parking Consultants
8:30 AM Saroki/Carl Walker/LSL Planning

I have informed the consultants that if they wish to have a presentation, they should limit it to 15 minutes, so that there is about 15 minutes available for questions from the Committee. Both consultants indicated an interest in having a presentation.

At the last meeting, it was suggested that committee members forward questions to staff in advance of the interviews, so that they can be listed and available for all the members in advance. To date, I have received questions from just one member, Rackeline Hoff. They are provided below:

1. Have you had any experience expanding an existing parking structure as opposed to building a new structure?
2. Has your team worked together previously? If so, identify projects.
3. We realize that whatever we end up doing will be a costly project, but we've had previous experience with a specialized library consultant that came up with a proposal that was so costly that it was overwhelmingly opposed by our public. What can you tell us to give us some confidence that you will have both cost and quality in mind?

If other members have other questions they think should be included, please forward them to me by Monday, so we have time to get a final list together and back to you by early Tuesday, giving all of you time to read them as well.

Also attached is the suggested evaluation sheet that each member of the committee should fill out immediately after the interview. The evaluation sheets are important to provide a basis that each firm was judged on the same criteria. After the second interview, staff can collect the evaluations, and provide the committee with a final result between the two candidates.

After review of the results and discussion amongst the Committee, it is hoped that a favored candidate will emerge. A suggested recommendation is provided below, which would then be forwarded to the City Commission for their consideration at the meeting of October 26.

SUGGESTED RECOMMENDATION:

The Ad Hoc Parking Development Committee recommends that the City Commission authorize the agreement between the City of Birmingham and _____ to assist the committee in their task of studying the redevelopment of the Pierce St. and N. Old Woodward Ave. Parking Structure properties.

EVALUATION FORM (October 12, 2015)
ARCHITECT/PAARKING CONSULTANT FIRM INTERVIEW

Name of Firm _____ **BIRMINGHAM PARKING SYSTEM
EXPANSION/RENOVATION PROJECTS**

CRITERIA	SCORE
1. Architect's experience with similar projects, particularly those that involved a parking structure and/or those that involved urban environments. <i>How well does Architect's work reflect the issues that were key on the projects that they illustrate for THOSE projects? How well do they adapt to their clients? (Project examples are valuable even though they may or may not work well in context for Birmingham.)</i>	_____ (0-15)
2. Experience of project principals that will be assigned to the project, including architect, urban design professional, and parking consultant engineer. <i>Do the Principals that will guide your project have the background that will be required to do this project? (Consider design experience, community relations, budget control and scope creep.)</i>	_____ (0-20)
3. The Architect's approach to these projects, or other principles that will guide the Architect in the project. <i>What is important to the designer in their work, how will they implement the project? Are they adaptable or rigid?</i>	_____ (0-15)
4. Approach to community input and demonstrated ability of the Architect's staff to work with diverse groups on similar projects. <i>How do they organize these? How do they approach conflicting demands? Do you like them???</i>	_____ (0-10)
5. Criteria specific to this assignment. <i>Does the Architect understand the goal of helping direct the Committee to better determine the scope of the two projects, and how best to organize the next step to see those goals realized?</i>	_____ (0-20)
6. Professional Fees <i>Is the total level of effort appropriate? Is their fee quote generally consistent with the other? (The fee breakdown by task is not important and was requested primarily to indicate general understanding of where the major tasks will be.)</i>	_____ (0-20)
TOTAL	_____ (0-100)



**REQUEST FOR PROPOSALS
Downtown Parking System Expansion Projects –
Parking Development Consultant Services**

Sealed proposals endorsed **“Downtown Parking System Expansion Projects – Parking Development Consultant Services”**, will be received at the Office of the City Clerk, 151 Martin Street, PO Box 3001, Birmingham, Michigan, 48012; until September 30, 2015 at 2:00 p.m. after which time bids will be publicly opened and read.

No pre-bid meeting is being scheduled for this request.

The City of Birmingham, Michigan is accepting sealed bid proposals from qualified professional firms to integrate established parking development needs with conceptual architectural design services for two parking structure expansion projects located in downtown Birmingham. The scope of this project includes attending committee meetings, preparing conceptual plans and elevations, and preliminary cost estimating services. Submitting firms are expected to include the necessary services and associated fees for all consultants as required for a complete design proposal.

The RFP, including the Specifications, may be obtained online from the Michigan Inter-governmental Trade Network at <http://www.mitn.info> or at the City of Birmingham Engineering Dept., 151 Martin St., Birmingham, Michigan.

The acceptance of any proposal made pursuant to this invitation shall not be binding upon the City until an agreement has been executed.

Submitted to MITN:	September 9, 2015
Deadline for Submissions:	Wednesday, September 30, 2015, at 2:00 p.m.
Contact Person:	Paul T. O'Meara, City Engineer P.O. Box 3001, Birmingham, MI 48012 Email: pomeara@bhamgov.org Phone: 248-530-1836



REQUEST FOR PROPOSALS

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INTRODUCTION

For purposes of this request for proposals the City of Birmingham will hereby be referred to as “City” and the private firm will hereby be referred to as “Contractor.”

The City of Birmingham, Michigan is accepting sealed bid proposals from qualified professional firms to provide architectural conceptual design services addressing existing parking demands for two parking system expansion projects located in downtown Birmingham. The scope of this project includes attending committee meetings, preparing conceptual plans and elevations, and preliminary cost estimating services. Submitting firms are expected to include the necessary services and associated fees for all consultants as required for a complete design proposal. No proposal will be accepted unless there are the following professionals on the team, either working with the same firm, or as several consultants working together as a team:

- State of Michigan Licensed Architect
- Urban Design Professional
- Parking Structure Consultant

This work must be performed as specified in accordance with the specifications contained in the Request For Proposals (RFP). The two projects can be summarized as follows (with additional detail found further within this document):

333 Pierce St. – A five level 720 parking space structure constructed in 1968 occupies the majority of the parcel. The existing building was built to accommodate the loading from two additional levels that could be installed in the future. The City is studying the feasibility of adding two floors to the existing structure, adding 280 parking spaces in the process. In addition, the City is desirous of studying the feasibility of selling or leasing the existing open space areas of the parcel at its north (Merrill St. frontage) and south (Brown St. frontage) ends. The currently open areas could potentially be used for private mixed use buildings. As an alternative, the City would also like to explore the feasibility of removing the existing parking structure and reconstructing a structure that provides additional parking capacity based on planned future capacity needs while also providing an improved urban street presence that offers privately occupied square footage as a component of the building.

333 N. Old Woodward Ave. – A five level 560 parking space structure constructed in 1966 occupies the easterly section of a large parcel that has frontage on N. Old Woodward Ave., Willits St., and Bates St. The remainder of the parcel contains an open municipal parking lot as well as a sloped natural area fronting the adjacent Rouge River. A recent survey of the existing conditions is attached in **Attachment E**. The City is studying the feasibility of either renovating and adding on to the existing parking structure to provide additional parking capacity, or to demolish the existing structure and reconstruct an improved facility. A preliminary vision for the property includes extending Bates St. as a public road to the north, connecting it with N. Old Woodward Ave. Extending the street would allow the creation of new private parcels on the property that would be of either residential or mixed use character. However, alternate feasible ideas from the consultant will be encouraged.

During the evaluation process, the City reserves the right where it may serve the City's best interest to request additional information or clarification from proposers, or to allow corrections of errors or omissions. At the discretion of the City, firms submitting proposals may be requested to make oral presentations as part of the evaluation.

It is anticipated the selection of a firm will be completed by October 26, 2015. An Agreement for services will be required with the selected Contractor. A copy of the Agreement is contained herein for reference. Contract services will commence upon execution of the service agreement by the City.

REQUEST FOR PROPOSALS (RFP)

The purpose of this RFP is to request sealed bid proposals from qualified parties presenting their qualifications, capabilities and costs to provide the herein described parking and design services for the Birmingham Auto Parking System, as described above.

INVITATION TO SUBMIT A PROPOSAL

Proposals shall be submitted no later than Wednesday, September 30, 2015 at 2:00 p.m. to:

City of Birmingham
Attn: City Clerk
151 Martin Street
Birmingham, Michigan 48009

One (1) original paper and one (1) PDF copy of the proposal shall be submitted. The proposal should be firmly sealed in an envelope, which shall be clearly marked on the outside "Downtown Parking System Expansion Projects – Parking Development Consultant Services." Any proposal received after the due date cannot be accepted and will be rejected and returned, unopened, to the proposer. Proposer may submit more than one proposal provided each proposal meets the functional requirements.

INSTRUCTIONS TO BIDDERS

1. Any and all forms requesting information from the bidder must be completed on the attached forms contained herein (see Contractor's Responsibilities). If more than one bid is submitted, a separate bid proposal form must be used for each.
2. Any request for clarification of this RFP shall be made in writing and delivered to: Paul O'Meara, City Engineer, 151 Martin St., Birmingham MI 48009 (pomeara@bhamgov.org, 248-530-1836). Such request for clarification shall be delivered, in writing, no later than 4 days prior to the deadline for submissions.
3. All proposals must be submitted following the RFP format as stated in this document and shall be subject to all requirements of this document including the instruction to respondents and general information sections. All proposals

must be regular in every respect and no interlineations, excisions, or special conditions shall be made or included in the RFP format by the respondent.

4. The contract will be awarded by the City of Birmingham to the most responsive and responsible bidder with the lowest price and the contract will require the completion of the work pursuant to these documents.
5. Each respondent shall include in his or her proposal, in the format requested, the cost of performing the work. Municipalities are exempt from Michigan State Sales and Federal Excise taxes. The City will furnish the successful company with tax exemption information when requested. Proposals should continue to include costs for taxable supplies that the Contractor will have to purchase during the execution of this project.
6. Each respondent shall include in their proposal the following information: Firm name, address, city, state, zip code, and telephone number. The company shall also provide the name, address, telephone number and e-mail address of an individual in their organization to whom notices and inquiries by the City should be directed as part of their proposal.

EVALUATION PROCEDURE AND CRITERIA

The evaluation panel will consist of City staff and a Parking Development Committee designated by the City Commission who will evaluate the proposals based on, but not limited to, the following criteria:

1. Ability to provide services as outlined.
2. Prior experience with designing and construction of parking structures, both public and private
3. Prior experience designing and constructing mixed use and residential buildings in an urban walkable downtown environment.
4. Prior experience with cost estimating for parking facilities.
5. Overall costs.
6. References.
7. Ability to meet schedule
8. Innovative and/or creative approaches to providing the services that provide additional efficiencies or increased performance capabilities.
9. Qualifications of personnel assigned to the project.
10. Quality and completeness of proposal.

TERMS AND CONDITIONS

These guidelines are provided to assist participating firms in formulating a thorough response. The successful firm shall ensure/understand that:

1. The design team will work closely with City of Birmingham designated staff during all phases of the work. The successful firm will be considered a key part of the project team. A strong, positive working relationship must be maintained.
2. All licenses required for a discipline by the State of Michigan shall be maintained during the course of the contract.
3. The design team will provide a single point of contact for the duration of the contract and perform with a consistent team.
4. The design team will ensure a timely completion of conceptual plans and estimates.
5. The design team will comply with administrative procedures related to the project such as submittal deadlines, contract pay requests, etc. and work with the City regarding these items.
6. The design team will meet with applicable City of Birmingham committees, boards and commissions to review project status, project budget and project planning, as outlined above. If additional meetings are needed beyond those listed, the design team shall be available at additional cost.
8. All required insurances are to be maintained by the design team during (and beyond for the guarantee bond) the course of the contract.
9. The design team will provide regular status reports to the City of Birmingham during all phases of project design and construction.
10. The City reserves the right to reject any or all proposals received, waive informalities, or accept any proposal, in whole or in part, it deems best. The City reserves the right to award the contract to the next most qualified Contractor if the successful Contractor does not execute a contract within ten (10) days after the award of the proposal.

11. The City reserves the right to request clarification of information submitted and to request additional information of one or more Contractors.
12. The City reserves the right to terminate the contract at its discretion should it be determined that the services provided do not meet the specifications contained herein. The City may terminate this Agreement at any point in the process upon notice to Contractor sufficient to indicate the City's desire to do so. In the case of such a stoppage, the City agrees to pay Contractor for services rendered to the time of notice, subject to the contract maximum amount.
13. Any proposal may be withdrawn up until the date and time set above for the opening of the proposals. Any proposals not so withdrawn shall constitute an irrevocable offer, for a period of ninety (90) days, to provide the services set forth in the proposal.
14. The cost of preparing and submitting a proposal is the responsibility of the Contractor and shall not be chargeable in any manner to the City.
15. Payment will be made within thirty (30) days after invoice. Acceptance by the City is defined as authorization by the designated City representative to this project that all the criteria requested under the Scope of Work contained herein have been provided. Invoices are to be rendered each month following the date of execution of an Agreement with the City.
16. The Contractor will not exceed the timelines established for the completion of this project.
17. The successful bidder shall enter into and will execute the contract as set forth and attached as Attachment A.
18. The City of Birmingham desires a single contract with Design firm rather than separate contracts with each company represented by the proposed team.

CONTRACTOR'S RESPONSIBILITIES

Each bidder shall provide the following as part of their proposal:

1. Complete and sign all forms requested for completion within this RFP.
 - a. Bidder's Agreement (Attachment B - p. 16)
 - b. Cost Proposal (Attachment C - p. 17)
 - c. Iran Sanctions Act Vendor Certification Form (Attachment D - p. 18)
 - d. Agreement (p. 10 – **only if selected by the City**).
2. Provide a description of completed projects that demonstrate the firm's ability to complete projects of similar scope, size, and purpose, and in a timely manner, and within budget.
3. Provide a description of the firm, including resumes and professional qualifications of the principals involved in administering the project.

4. Provide a list of sub-contractors and their qualifications, if applicable.
5. Provide three (3) client references from past projects, include current phone numbers. At least two (2) of the client references should be for projects utilizing the same materials included in the Contractor's proposal.
6. Provide a project timeline addressing each section within the Scope of Work and a description of the overall project approach. Include a statement that the Contractor will be available according to the proposed timeline.
7. During the design phase, the Design team will meet frequently with the City of Birmingham for approval of the design as it progresses.
8. The Contractor will be responsible for any changes necessary for the plans to be considered finalized by the City of Birmingham.

CITY RESPONSIBILITY

1. The City will provide a designated representative to work with the Contractor to coordinate both the City's and Contractor's efforts and to inspect and verify any work performed by the Contractor.

SETTLEMENT OF DISPUTES

The successful bidder agrees to certain dispute resolution avenues/limitations. Please refer to paragraph 17 of the Agreement attached as Attachment A for the details and what is required of the successful bidder.

INSURANCE

The successful bidder is required to procure and maintain certain types of insurances. Please refer to paragraph 12 of the Agreement attached as Attachment A for the details and what is required of the successful bidder.

CONTINUATION OF COVERAGE

The Contractor also agrees to provide all insurance coverages as specified. Upon failure of the Contractor to obtain or maintain such insurance coverage for the term of the agreement, the City may, at its option, purchase such coverage and subtract the cost of obtaining such coverage from the contract amount. In obtaining such coverage, Birmingham shall have no obligation to procure the most cost effective coverage but may contract with any insurer for such coverage.

EXECUTION OF CONTRACT

The bidder whose proposal is accepted shall be required to execute the contract and to furnish all insurance coverages as specified within ten (10) days after receiving notice of

such acceptance. Any contract awarded pursuant to any bid shall not be binding upon the City until a written contract has been executed by both parties. Failure or refusal to execute the contract shall be considered an abandoned all rights and interest in the award and the contract may be awarded to another. The successful bidder agrees to enter into and will execute the contract as set forth and attached as Attachment A.

INDEMNIFICATION

The successful bidder agrees to indemnify the City and various associated persons. Please refer to paragraph 13 of the Agreement attached as Attachment A for the details and what is required of the successful bidder.

CONFLICT OF INTEREST

The successful bidder is subject to certain conflict of interest requirements/restrictions. Please refer to paragraph 14 of the Agreement attached as **Attachment A** for the details and what is required of the successful bidder.

Due to the lack of interest in the previously issued RFP, the conflict of interest clause automatically disqualifying any person or firm participating in this current study in future related work has been removed.

EXAMINATION OF PROPOSAL MATERIALS

The submission of a proposal shall be deemed a representation and warranty by the Contractor that it has investigated all aspects of the RFP, that it is aware of the applicable facts pertaining to the RFP process and its procedures and requirements, and that it has read and understands the RFP. Statistical information which may be contained in the RFP or any addendum thereto is for informational purposes only.

PROJECT TIMELINE

Award Architectural Service Agreement:	Oct. 26, 2015
Project Kickoff Meeting	November, 2015
Working Committee Meetings	Dec. 2, 2015
	Jan. 6, 2016
	Feb. 3, 2016
Presentation to City Commission	February, 2016
Issuance of RFPs to Developers	March, 2016

BACKGROUND INFORMATION

Various items of information pertaining to the two development parcels are included in this RFP package. The final plans are intended to follow the conceptual ideas contained within the Master Plan, as much as practical. The other documents are intended to be for the consultant team's background information, but is not meant to constrain or influence the direction of the ultimate designs.

SCOPE OF WORK

Overview

The City of Birmingham is seeking licensed professional architectural design and parking consulting services for the purpose of providing conceptual drawings and cost estimating services related to the expansion of two municipal parking facilities owned and operated by the City of Birmingham.

The project's defined goals include:

- To satisfy future parking demand, the City is interested in constructing at a minimum an additional 278 parking spaces for the north half of the central business district, and 427 parking spaces for the south half of the central business district. The City is not interested in purchasing new properties to achieve this goal.
- Explore the feasibility and costs involved in better utilizing the City's parking facilities located at 333 Pierce St. (south side) and 333 N. Old Woodward Ave. (north side), modeled after the goals set forth in the Downtown Birmingham 2016 Master Plan (as described in **Attachment F**). The selected contractor will work with an Ad Hoc Parking Development Committee to help create design parameters that could then be issued in a separate Request for Proposals to potential developers that may be interested in partnering with the City to redevelop these properties.
- Review previously completed cost analysis and feasibility of expanding the Pierce St. Parking Structure with two additional floors (**Attachment G**) and study further. Consider the feasibility and opportunities present to potentially sell or lease parts of the Pierce St. Structure parcel that are currently open green space or air space that could be sold or leased to a private owner for the purpose of creating mixed use private buildings (primarily retail, office, and/or residential). Study feasibility of the complete removal and replacement of the parking structure to allow for new design alternatives that could otherwise not be achieved. Include recommendations for addressing parking demand during construction.
- Review previous drawings and cost estimating services for the redevelopment of the property now occupied by the N. Old Woodward Ave. Parking Structure and its adjacent open parking lot (**Attachment H**).
- Conduct further cost analysis and discussion to determine the advisability of renovating and expanding the existing structure, versus demolishing and replacing the N. Old Woodward Ave. Parking Structure. Include recommendations for satisfying parking demand during construction for either option.

- Production of accurate cost estimating services for all listed alternatives for both parking system parcels, to be used in a future bond sale proposal that would go before the electorate of the City of Birmingham.
- Production of accurate cost estimates for temporary parking needs during future reconstruction of both parking system parcels.

Deliverable for this project shall include:

- A. A total of four generic, preliminary massing studies, two each for both parcels, consisting for each a study where the existing parking structure is expanded, and where the existing parking structure is removed and replaced in its entirety. The massing study is intended to be a discussion tool for the Committee to better understand the possibilities and limitations of each site.
- B. Conceptual cost estimates for all four options referenced above. Note that a cost estimate for simple expansion of the Pierce St. Structure was completed by others in 1999, and updated in 2013. Those studies are attached, and can be used as a starting point to refine and finalize the estimate for expansion on the Pierce St. Structure site.
- C. Appearance of the consultant team wherein all three above referenced professional disciplines are represented and present for up to three Ad Hoc Parking Development Committee meetings, and one City Commission meeting.
- D. Provide information as needed to assist City staff in preparing the relevant Requests for Proposals (RFP) to be solicited from developer/consultant design teams for both parcels, wherein drawings, cost estimates, suggested land divisions, and costs (in present dollars) will be prepared for both parcels, to be judged on creativity, costs, public parking capacity, and feasibility.

ATTACHMENT A – AGREEMENT

Downtown Parking System Expansion Projects – Parking Development Consultant Services

This AGREEMENT, made this _____ day of _____, 2015, by and between CITY OF BIRMINGHAM, having its principal municipal office at 151 Martin Street, Birmingham, MI (hereinafter sometimes called "City"), and _____, Inc., having its principal office at _____ (hereinafter called "Contractor"), provides as follows:

WITNESSETH:

WHEREAS, the City of Birmingham, through its Engineering Department, is desirous of securing parking and architectural services for conceptual level design on two parking structure expansion projects in the central business district in the City of Birmingham.

WHEREAS, the Contractor has professional qualifications that meet the project requirements and has made a bid in accordance with such request for conceptual design services on parking structure expansion projects,

NOW, THEREFORE, for and in consideration of the respective agreements and undertakings herein contained, the parties agree as follows:

1. It is mutually agreed by and between the parties that the documents consisting of the Request for Proposal to perform parking and architectural services for the downtown parking system expansion projects, and the Contractor's cost proposal dated _____, 2015 shall be incorporated herein by reference and shall become a part of this Agreement, and shall be binding upon both parties hereto. If any of the documents are in conflict with one another, this Agreement shall take precedence, then the RFP.
2. The City shall pay the Contractor for the performance of this Agreement in an amount not to exceed _____, as set forth in the Contractor's _____, 2015 cost proposal.
3. This Agreement shall commence upon execution by both parties, unless the City exercises its option to terminate the Agreement in accordance with the Request for Proposals.
4. The Contractor shall employ personnel of good moral character and fitness in performing all services under this Agreement.
5. The Contractor and the City agree that the Contractor is acting as an independent Contractor with respect to the Contractor's role in providing services to the City pursuant to this Agreement, and as such, shall be liable for its own actions and neither the Contractor nor its employees shall be construed as employees of the City. Nothing contained in this Agreement shall be construed to imply a joint venture or

partnership and neither party, by virtue of this Agreement, shall have any right, power or authority to act or create any obligation, express or implied, on behalf of the other party, except as specifically outlined herein. Neither the City nor the Contractor shall be considered or construed to be the agent of the other, nor shall either have the right to bind the other in any manner whatsoever, except as specifically provided in this Agreement, and this Agreement shall not be construed as a contract of agency. The Contractor shall not be entitled or eligible to participate in any benefits or privileges given or extended by the City, or be deemed an employee of the City for purposes of federal or state withholding taxes, FICA taxes, unemployment, workers' compensation or any other employer contributions on behalf of the City.

6. The Contractor acknowledges that in performing services pursuant to this Agreement, certain confidential and/or proprietary information (including, but not limited to, internal organization, methodology, personnel and financial information, etc.) may become involved. The Contractor recognizes that unauthorized exposure of such confidential or proprietary information could irreparably damage the City. Therefore, the Contractor agrees to use reasonable care to safeguard the confidential and proprietary information and to prevent the unauthorized use or disclosure thereof. The Contractor shall inform its employees of the confidential or proprietary nature of such information and shall limit access thereto to employees rendering services pursuant to this Agreement. The Contractor further agrees to use such confidential or proprietary information only for the purpose of performing services pursuant to this Agreement.

7. This Agreement shall be governed by and performed, interpreted and enforced in accordance with the laws of the State of Michigan. The Contractor agrees to perform all services provided for in this Agreement in accordance with and in full compliance with all local, state and federal laws and regulations.

8. If any provision of this Agreement is declared invalid, illegal or unenforceable, such provision shall be severed from this Agreement and all other provisions shall remain in full force and effect.

9. This Agreement shall be binding upon the successors and assigns of the parties hereto, but no such assignment shall be made by the Contractor without the prior written consent of the City. Any attempt at assignment without prior written consent shall be void and of no effect.

10. The Contractor agrees that neither it nor its subcontractors will discriminate against any employee or applicant for employment with respect to hire, tenure, terms, conditions or privileges of employment, or a matter directly or indirectly related to employment because of race, color, religion, national origin, age, sex, height, weight or marital status. The Contractor shall inform the City of all claims or suits asserted against it by the Contractor's employees who work pursuant to this Agreement. The Contractor shall provide the City with periodic status reports concerning all such claims or suits, at intervals established by the City.

11. The Contractor shall not commence work under this Agreement until it has, at its sole expense, obtained the insurance required under this paragraph. All coverages shall

be with insurance companies licensed and admitted to do business in the State of Michigan. All coverages shall be with carriers acceptable to the City of Birmingham.

12. The Contractor shall maintain during the life of this Agreement the types of insurance coverage and minimum limits as set forth below:

- A. Workers' Compensation Insurance: Contractor shall procure and maintain during the life of this Agreement, Workers' Compensation Insurance, including Employers Liability Coverage, in accordance with all applicable statutes of the State of Michigan.
- B. Commercial General Liability Insurance: Contractor shall procure and maintain during the life of this Agreement, Commercial General Liability Insurance on an "Occurrence Basis" with limits of liability not less than **\$1,000,000** per occurrence combined single limit, Personal Injury, Bodily Injury and Property Damage. Coverage shall include the following extensions: (A) Contractual Liability; (B) Products and Completed Operations; (C) Independent Contractors Coverage; (D) Broad Form General Liability Extensions or equivalent; (E) Deletion of all Explosion, Collapse and Underground (XCU) Exclusions, if applicable.
- C. Motor Vehicle Liability: Contractor shall procure and maintain during the life of this Agreement Motor Vehicle Liability Insurance, including all applicable no-fault coverages, with limits of liability of not less than \$1,000,000 per occurrence combined single limit Bodily Injury and Property Damage. Coverage shall include all owned vehicles, all non-owned vehicles, and all hired vehicles.
- D. Additional Insured: Commercial General Liability and Motor Vehicle Liability Insurance, as described above, shall include an endorsement stating the following shall be *Additional Insureds*: The City of Birmingham, including all elected and appointed officials, all employee and volunteers, all boards, commissions and/or authorities and board members, including employees and volunteers thereof. This coverage shall be primary to any other coverage that may be available to the additional insured, whether any other available coverage by primary, contributing or excess.
- E. Professional Liability: Professional liability insurance with limits of not less than \$1,000,000 per claim if Contractor will provide service that are customarily subject to this type of coverage.
- F. Owners Contractors Protective Liability: The Contractor shall procure and maintain during the life of this contract, an Owners Contractors Protective Liability Policy with limits of liability not less than \$3,000,000 per occurrence, combined single limit, Personal Injury, Bodily Injury and Property Damage. The City of Birmingham shall be "Name Insured" on said coverage. Thirty (30) days Notice of Cancellation shall apply to this policy.
- G. Cancellation Notice: Workers' Compensation Insurance, Commercial General Liability Insurance and Motor Vehicle Liability Insurance (and Professional Liability Insurance, if applicable), as described above, shall include an

endorsement stating the following: "Thirty (30) days Advance Written Notice of Cancellation or Non-Renewal, shall be sent to: Finance Director, City of Birmingham, PO Box 3001, 151 Martin Street, Birmingham, MI 48012-3001.

H. Proof of Insurance Coverage: Contractor shall provide the City of Birmingham at the time the Agreement is returned for execution, Certificates of Insurance and/or policies, acceptable to the City of Birmingham, as listed below.

- 1) Two (2) copies of Certificate of Insurance for Workers' Compensation Insurance;
- 2) Two (2) copies of Certificate of Insurance for Commercial General Liability Insurance;
- 3) Two (2) copies of Certificate of Insurance for Vehicle Liability Insurance;
- 4) Two (2) copies of Certificate of Insurance for Professional Liability Insurance;
- 5) If so requested, Certified Copies of all policies mentioned above will be furnished.

I. Coverage Expiration: If any of the above coverages expire during the term of this Agreement, Contractor shall deliver renewal certificates and/or policies to the City of Birmingham at least (10) days prior to the expiration date.

J. Maintaining Insurance: Upon failure of the Contractor to obtain or maintain such insurance coverage for the term of the Agreement, the City of Birmingham may, at its option, purchase such coverage and subtract the cost of obtaining such coverage from the Agreement amount. In obtaining such coverage, the City of Birmingham shall have no obligation to procure the most cost-effective coverage but may contract with any insurer for such coverage.

13. To the fullest extent permitted by law, the Contractor and any entity or person for whom the Contractor is legally liable, agrees to be responsible for any liability, defend, pay on behalf of, indemnify, and hold harmless the City of Birmingham, its elected and appointed officials, employees and volunteers and others working on behalf of the City of Birmingham against any and all claims, demands, suits, or loss, including all costs and reasonable attorney fees connected therewith, and for any damages which may be asserted, claimed or recovered against or from and the City of Birmingham, its elected and appointed officials, employees, volunteers or others working on behalf of the City of Birmingham, by reason of personal injury, including bodily injury and death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with this Agreement. Such responsibility shall not be construed as liability for damage caused by or resulting from the sole act or omission of its elected or appointed officials, employees, volunteers or others working on behalf of the City of Birmingham.

14. If, after the effective date of this Agreement, any official of the City, or spouse, child, parent or in-law of such official or employee shall become directly or indirectly interested in this Agreement or the affairs of the Contractor, the City shall have the right to terminate this Agreement without further liability to the Contractor if the

disqualification has not been removed within thirty (30) days after the City has given the Contractor notice of the disqualifying interest. Ownership of less than one percent (1%) of the stock or other equity interest in a corporation or partnership shall not be a disqualifying interest. Employment shall be a disqualifying interest.

15. If Contractor fails to perform its obligations hereunder, the City may take any and all remedial actions provided by the general specifications or otherwise permitted by law.

16. All notices required to be sent pursuant to this Agreement shall be mailed to the following addresses:

City of Birmingham
Attn: Laura Pierce
151 Martin Street
Birmingham, MI 48009
248-530-1880

CONTRACTOR
(Insert Contractor Information)

17. Any controversy or claim arising out of or relating to this Agreement, or the breach thereof, shall be settled either by commencement of a suit in Oakland County Circuit Court, the 48th District Court or by arbitration. If both parties elect to have the dispute resolved by arbitration, it shall be settled pursuant to Chapter 50 of the Revised Judicature Act for the State of Michigan and administered by the American Arbitration Association with one arbitrator being used, or three arbitrators in the event any party's claim exceeds \$1,000,000. Each party shall bear its own costs and expenses and an equal share of the arbitrator's and administrative fees of arbitration. Such arbitration shall qualify as statutory arbitration pursuant to MCL§600.5001 et. seq., and the Oakland County Circuit Court or any court having jurisdiction shall render judgment upon the award of the arbitrator made pursuant to this Agreement. The laws of the State of Michigan shall govern this Agreement, and the arbitration shall take place in Oakland County, Michigan. In the event that the parties elect not to have the matter in dispute arbitrated, any dispute between the parties may be resolved by the filing of a suit in the Oakland County Circuit Court or the 48th District Court.

18. FAIR PROCUREMENT OPPORTUNITY: Procurement for the City of Birmingham will be handled in a manner providing fair opportunity for all businesses. This will be accomplished without abrogation or sacrifice of quality and as determined to be in the best interest of the City of Birmingham.

IN WITNESS WHEREOF, the said parties have caused this Agreement to be executed as of the date and year above written.

WITNESSES:

CONTRACTOR

By: _____

Its:

CITY OF BIRMINGHAM

By: _____

Its: Mayor

By: _____

Laura Pierce

Its: City Clerk

Approved:

Paul T. O'Meara, City Engineer
(Approved as to substance)

Mark Gerber, Director of Finance
(Approved as to financial obligation)

Timothy J. Currier, City Attorney
(Approved as to form)

Joseph A. Valentine, City Manager
(Approved as to substance)

ATTACHMENT B - BIDDER'S AGREEMENT
For Downtown Parking System Expansion Projects –
Parking Development Consultant Services

In submitting this proposal, as herein described, the Contractor agrees that:

1. They have carefully examined the specifications, terms and Agreement of the Request for Proposal and all other provisions of this document and understand the meaning, intent, and requirement of it.
2. They will enter into a written contract and furnish the item or items in the time specified in conformance with the specifications and conditions contained therein for the price quoted by the proponent on this proposal.

PREPARED BY
(Print Name)

DATE

TITLE

DATE

AUTHORIZED SIGNATURE

E-MAIL ADDRESS

COMPANY

ADDRESS

PHONE

NAME OF PARENT COMPANY

PHONE

ADDRESS

ATTACHMENT C - COST PROPOSAL
For Downtown Parking System Expansion Projects –
Parking Development Consultant Services

In order for the bid to be considered valid, this form must be completed in its entirety. The cost for the Scope of Work as stated in the Request for Proposal documents shall be a lump sum, as follows:

Attach technical specifications for all proposed materials as outlined in the Contractor's Responsibilities section of the RFP (p. 6)

COST PROPOSAL	
ITEM	BID AMOUNT
Labor	\$
Reimbursable Expenses	\$
TOTAL BID AMOUNT	\$
ADDITIONAL BID ITEMS	
	\$
	\$
GRANDTOTAL AMOUNT	\$

UNIT COST BID ITEMS	
	\$ per

Firm Name_____

Authorized signature_____ Date_____

ATTACHMENT D - IRAN SANCTIONS ACT VENDOR CERTIFICATION FORM
For Downtown Parking System Expansion Projects –
Parking Development Consultant Services

Pursuant to Michigan Law and the Iran Economic Sanction Act, 2012 PA 517 (“Act”), prior to the City accepting any bid or proposal, or entering into any contract for goods or services with any prospective Vendor, the Vendor must certify that it is not an “Iran Linked Business”, as defined by the Act.

By completing this form, the Vendor certifies that it is not an “Iran Linked Business”, as defined by the Act and is in full compliance with all provisions of the Act and is legally eligible to submit a bid for consideration by the City.

PREPARED BY
(Print Name)

DATE

TITLE

DATE

AUTHORIZED SIGNATURE

E-MAIL ADDRESS

COMPANY

ADDRESS

PHONE

NAME OF PARENT COMPANY

PHONE

ADDRESS

TAXPAYER I.D.#

DOWNTOWN BIRMINGHAM 2016

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- Appendices G – 1 and G – 6.
- Illus. 54 and 55.

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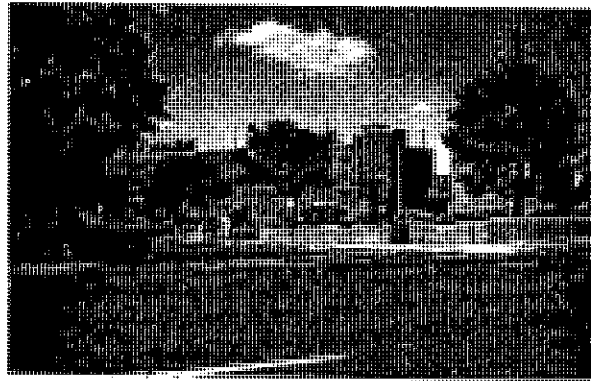
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Recommendation: Sell the edges of the Willits site, perhaps no deeper than 30 feet, to a housing developer, and retain the rest for the parking deck expansion. When sold for development, this special project has the potential of raising a substantial one-time revenue for the City.

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Illus. 56. The City-owned parking lot at Willits is an excellent site for housing and for additional parking as an extension to the existing parking deck.

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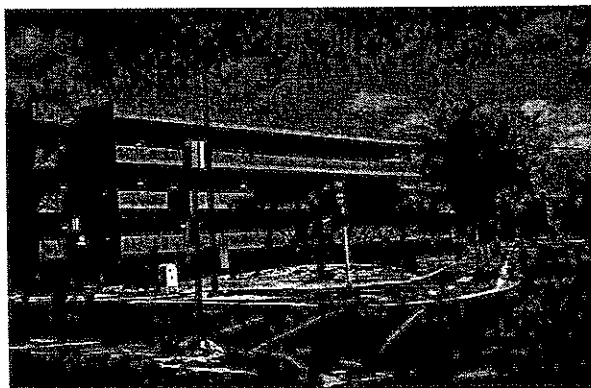
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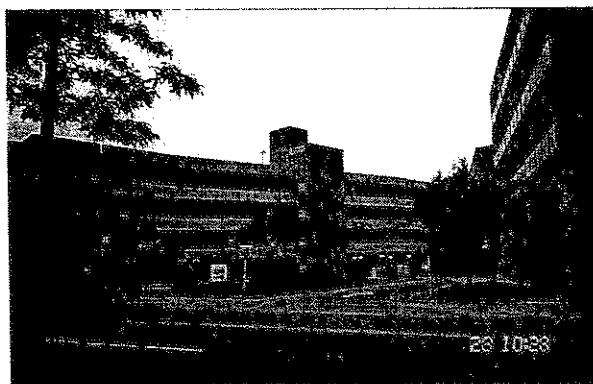
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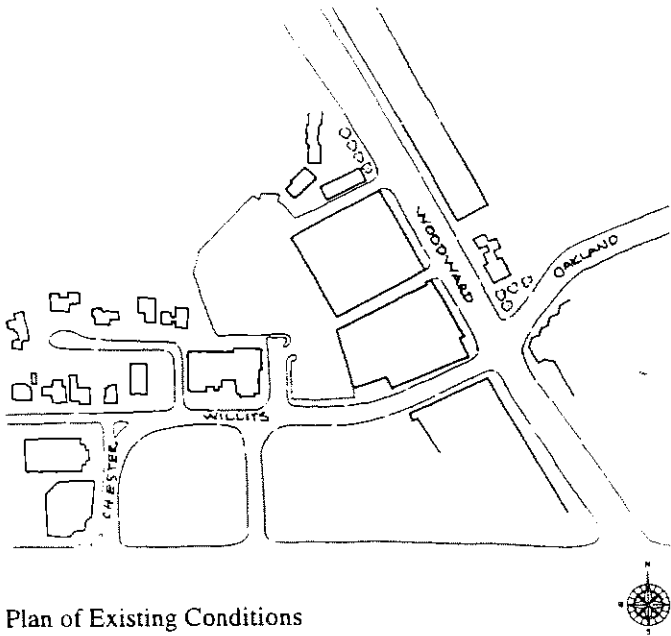


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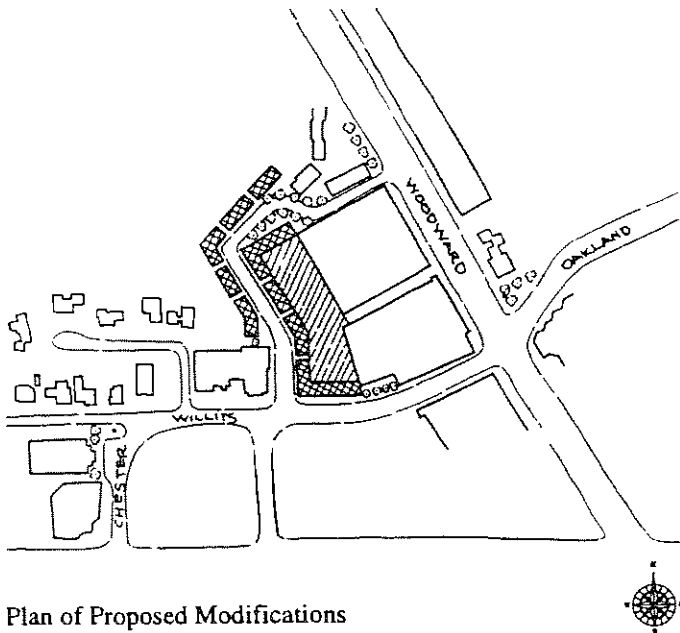


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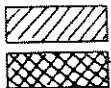
SPECIFIC PROJECT 6: WILLITS BLOCK



Plan of Existing Conditions



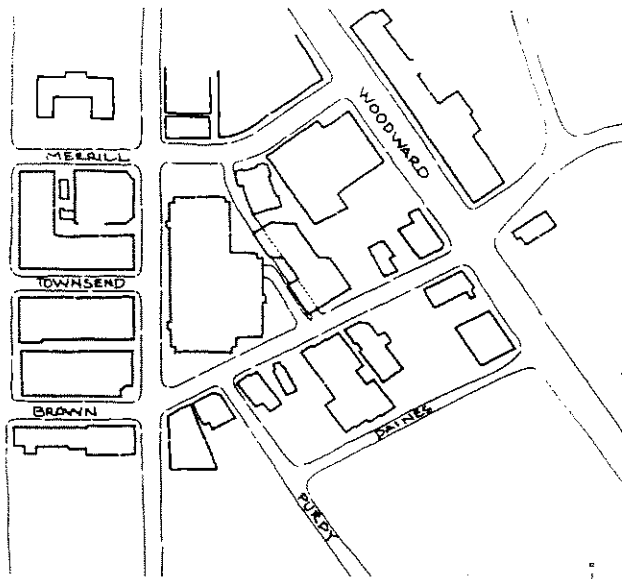
Plan of Proposed Modifications



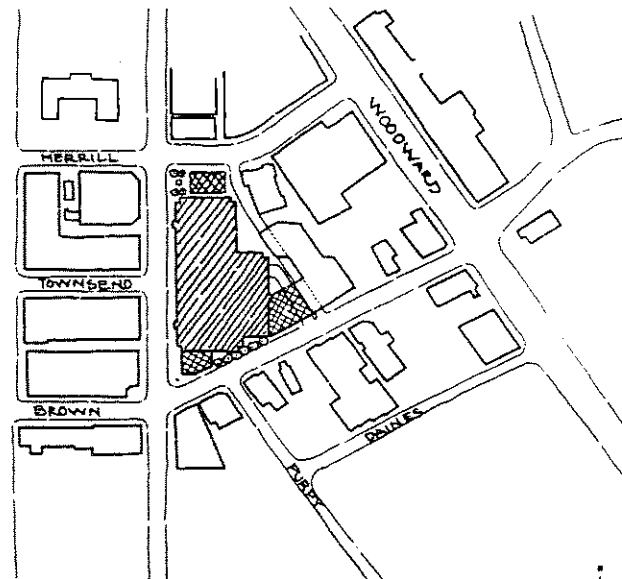
Parking Deck

Residential Liner Building

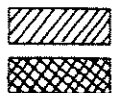
SPECIFIC PROJECT 7: PIERCE STREET PARKING DECK



Plan of Existing Conditions

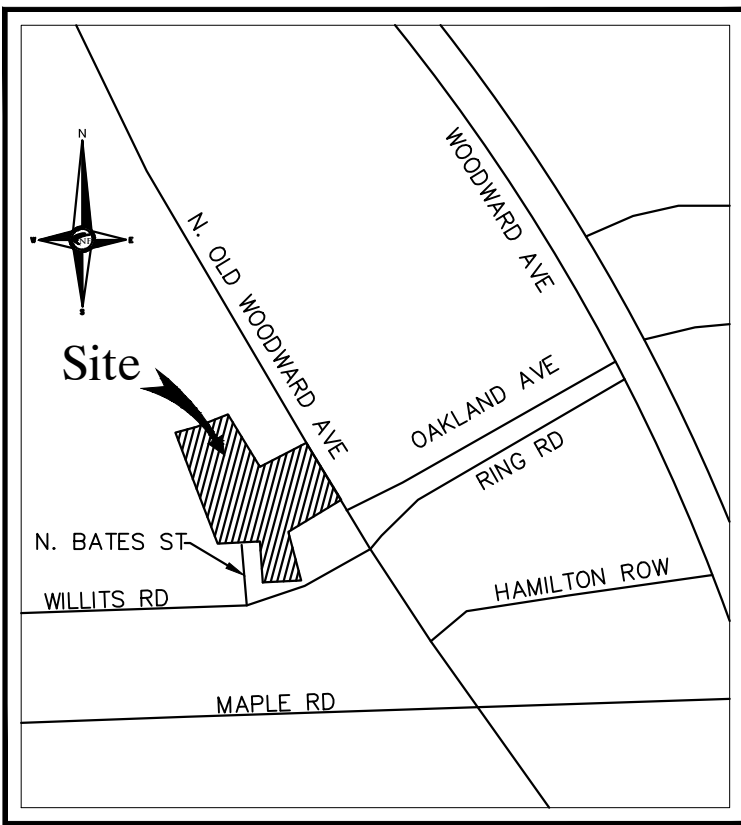


Plan of Proposed Modifications



Parking Deck

Mixed-Use Liner Building



NF
ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEER
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257

SEAL



PROJECT
Redevelopment of Parking
Structure No. 5

CLIENT

City of Birmingham
151 Martin Street
P.O. Box 3001
Birmingham, MI 48012-3001
(248)530-1800
Contact:
Mr. Paul O'Meara, P.E.,

PROJECT LOCATION

Part of the Southwest $\frac{1}{4}$
of Section 25
T. 2N, R. 10E
City of Birmingham,
Oakland County, Michigan

SHEET

Topographic / Boundary
Survey

Know what's **below**
Call before you dig.

LEGAL DESCRIPTION

LEGAL DESCRIPTION (TAX DESCRIPTION)

[illegible]

LEGAL DESCRIPTION (AS SURVEYED)

[illegible]

EXISTING PARKING SPACES

PARKING LOT	173
GARAGE	572
TOTAL	745

FLOOD HAZARD NOTE

BY GRAPHIC PLOTTING ONLY, A PORTION OF THE PROPERTY DESCRIBED ON THIS SURVEY LIES WITHIN A SPECIAL FLOOD HAZARD AREA AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY; THE PROPERTY LIES WITHIN ZONE(S) AE & X OF THE FLOOD INSURANCE RATE MAP IDENTIFIED AS MAP NO. 26125C0537F BEARING AN EFFECTIVE DATE OF 9-28-2006.

REVISIONS

06/11/2015 ISSUED PRELIMINARY SURVEY
07/02/2015 ISSUED FINAL SURVEY

[illegible]

R. Peery

100% 90% 80% 70% 60% 50% 40% 30% 20% 10% 0%

APPROVED BY: _____

DATE: _____

07-02-15

20 10 0

NEE JOB NO.

1565

UTILITY NOTE

THE LOCATIONS AND ELEVATIONS OF SOME OF THE EXISTING UNDERGROUND UTILITIES AS SHOWN ON THE SURVEY DRAWING WERE OBTAINED FROM MUNICIPAL AND UTILITY COMPANY RECORDS AND MAPS. THEREFORE, NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

01-02-15

SCALE: 1" = 20'



20 10 0 10 20

NEE JOB NO. SHEET NO. 1

CERTIFICATE OF SURVEY

WE HEREBY CERTIFY THAT WE HAVE SURVEYED THE
PROPERTY HEREIN DESCRIBED AND THAT WE HAVE
PLACED MARKER IRONS AT THE CORNERS OF THE PARCEL
OR AS INDICATED IN THE ABOVE SKETCH.

KEVIN NAVAROU, PLS
NO.: 53503

LEGEND

[illegible]

DOWNTOWN BIRMINGHAM 2016

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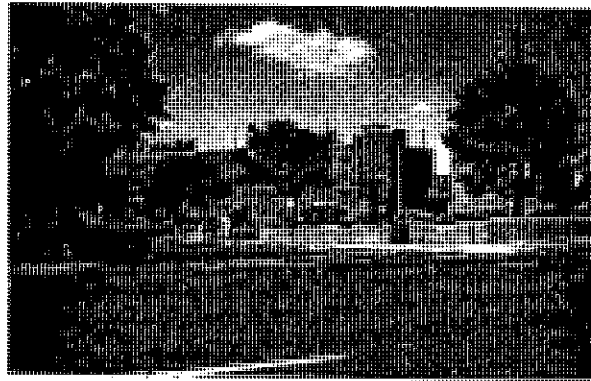
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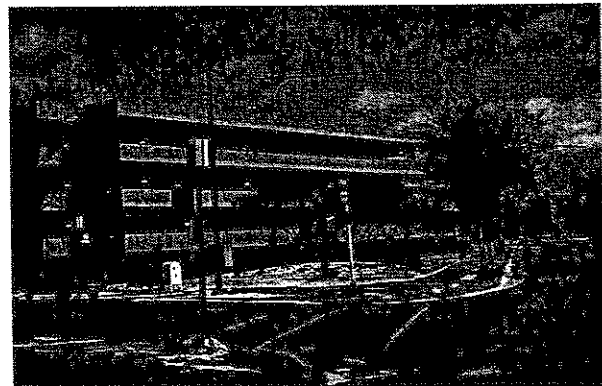
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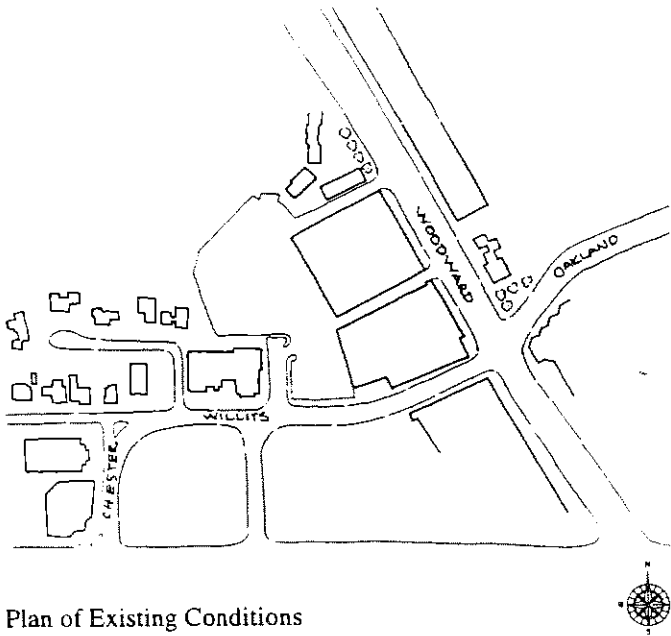


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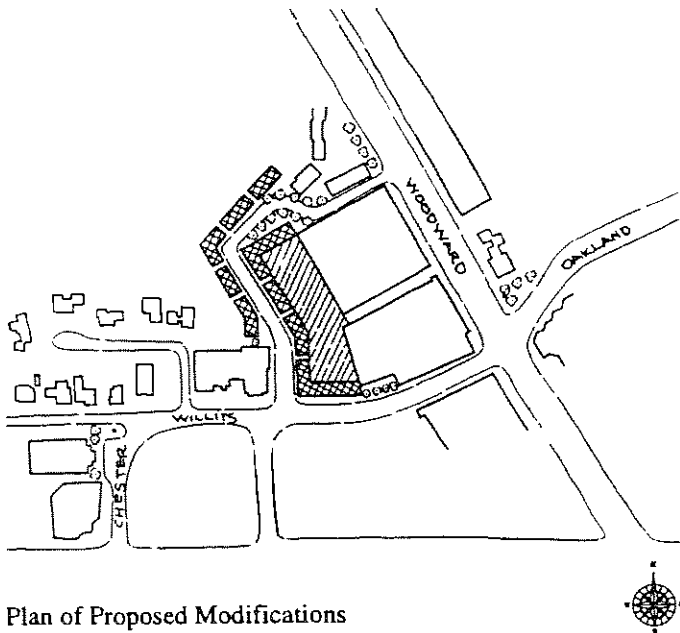


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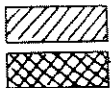
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Plan of Existing Conditions



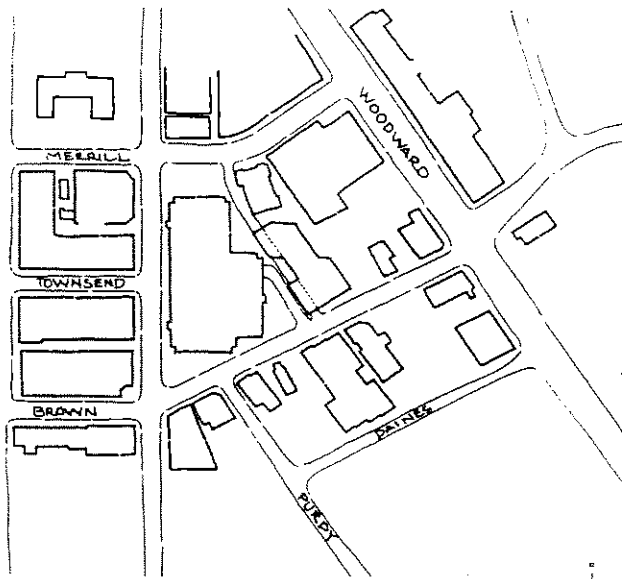
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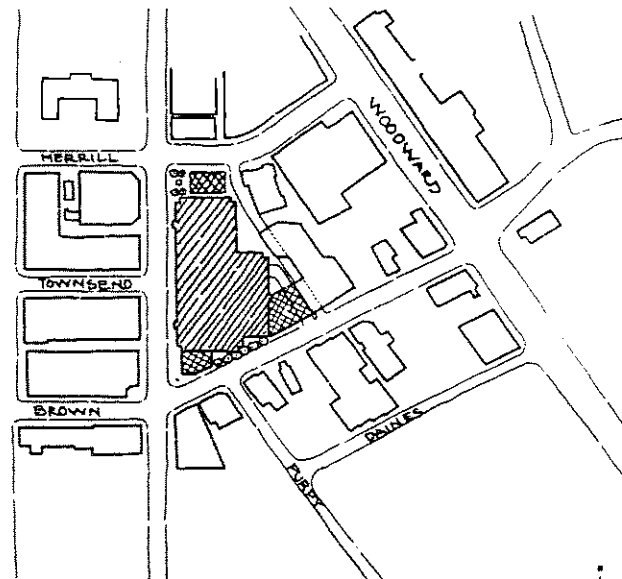
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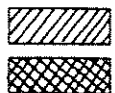
SPECIFIC PROJECT 7: PIERCE STREET PARKING DECK



Plan of Existing Conditions



Plan of Proposed Modifications



Parking Deck

Mixed-Use Liner Building

MEMORANDUM

SUBJECT



PAGE 1

525 Avis Drive, Suite 1
Ann Arbor, MI 48108

DATE: October 4, 2013
TO: Paul O'Meara
COMPANY: City of Birmingham
ADDRESS:
CITY/STATE:
CC:

Office: 734.663.1070
Fax: 734.663.1717
www.walkerparking.com

HARD COPY TO FOLLOW: No

FROM: Mike Johnson
PROJECT NAME: Pierce St. Vertical Expansion Feasibility Study
PROJECT NUMBER: 20-1405.00
SUBJECT: Summary of Results

Overview

The City of Birmingham has requested that Walker provide a concept level feasibility study of the possibility of adding two (2) floors to the Pierce Street Parking Structure. This would increase the parking capacity of the structure from approximately 720 spaces today to approximately 1000 spaces, for a net gain of approximately 280 spaces. Walker had reviewed this question for the City in 1999 and, as construction costs, condition of the structure and building design codes have all changed significantly in the intervening 14 years, we have provided this brief summary to provide more current information.

The proposed expansion would add two (2) floors to the structure. Pierce Street was originally designed for this loading, and we have reviewed the current codes to obtain an indication of how they might affect the feasibility of the project. We see no reason that the project would incur any major costs for structural upgrades or reinforcing under current codes. This conclusion is based on a similar review that Walker did for this structure in 1999, with updates related to current design codes. This is not a substitute for a thorough analysis of the structure that would be required if the project moves forward, but is a good general indicator that structural remediation (if any) will not be extensive or costly. We are able to offer this due to our previous experience with this structure and suggest it may remove some uncertainty from your review process.

Construction Cost

We have attached an opinion of probable cost for the project based on experience with recent bids for new construction projects supplemented by our judgment regarding the project conditions. We expect the base construction cost for the project to be on the order of \$7.2 million, or approximately \$26,000 per parking space. After allowing what we consider to be conservative allowances for contingency, design, testing and other soft costs, we suggest that a total project budget of \$9.0 million, or \$32,000 per space, is reasonable.

MEMORANDUM

SUBJECT



PAGE 2

Life Cycle Costs – Repair & Maintenance

Due to the age of the structure, there will be some concern that the City is investing in a project that will have a shortened life and a shorter payback period. This concern is realistic considering the existing structure is 45 years of age. On the other hand, Birmingham has always made an effort to maintain facilities in good condition and has been more aggressive in maintenance work than many owners. We have suggested a 30 - 35 year life cycle as reasonable to evaluate this project.

We have provided projections for future maintenance of the original portion of the structure as part of this study for your consideration. This projection is based on our experience with this facility in major repair projects in 2002/2003 and 2011/2012, and assumptions regarding the acceleration of maintenance costs with age. Overall, our assumption for future maintenance is that with the continuation of regular repair and preventative maintenance projects on a 7 year cycle, the general template of patching repairs can be continued over the next 28 years, with the total life of the facility extending 30 – 35 years.

The projections of future costs assume that select system replacement and upgrade work will be done to the original structure at the same time the vertical expansion is constructed, including replacement of the original drainage pipes and installation of an upgraded (current code compliant) vehicle barrier/pedestrian guard at the edges of the interior ramped bays. We have also assumed that light fixture replacement will be required in both the original structure and the vertical expansion structure approximately 20 years in the future. Beyond this, we have not accounted for discretionary system replacement such as elevator replacement or Parking Access and Revenue Control (PARCs) system replacement.

Opinion of Probable Cost

Pierce Street Parking Structure Vertical Expansion

Birmingham, Michigan

3-Oct-13

20-1405.00.00

Horizontal Dimensions: 340 ft x 210 f			
Standard Stall Dimensions: Per existing	GROSS AREA		CARS (#)
	GRADE (sf)	SUPPORTED (sf)	
VERTICAL ADDITION 1		51,000	140
VERTICAL ADDITION NEW ROOF		51,000	140
	0		
TOTALS	ON GRADE SUPPORTED COMBINED	102,000	280
SQUARE FEET PER CAR: GROSS sf/car			364
SUPPORTED CARS=			280

TOTAL SQUARE FEET (GROSS) 102,000

ITEM	DESCRIPTION	UNIT	TYPICAL COST/UNIT	QUANTITY	COST	\$/SF	REMARKS
1	DEMOLITION & PREP - Stair & elevator tops	EA	\$35,000.00	3	\$ 105,000	\$1.03	
2	COLUMN CONNECTIONS AT ROOF	EA	\$500.00	56	\$ 28,000	\$0.27	
3	COULMNS - FORM & PLACE	EA	\$3,200.00	56	\$ 179,200	\$1.76	\$1000/cy
4	FLOOR SLAB	SF	\$35.00	102,000	\$ 3,570,000	\$35.00	Note 5
5	EXTEND STAIR/ELEV TOWERS	SF	\$300.00	2,200	\$ 660,000	\$6.47	Note 1
6	SPANDREL / BUMPER WALL	LF	\$300.00	2,100	\$ 630,000	\$6.18	Note 3
7	EXPANSION JOINTS	LF	\$100.00	450	\$ 45,000	\$0.44	
8	SEALANTS AND CAULK	SF	\$0.50	102,000	\$ 51,000	\$0.50	
9	STRIPING	SF	\$0.10	102,000	\$ 10,200	\$0.10	
10	ELECTRICAL	SF	\$3.00	102,000	\$ 306,000	\$3.00	
11	PLUMBING	SF	\$1.00	102,000	\$ 102,000	\$1.00	Note 2
12	STANDPIPES	SF	\$0.75	102,000	\$ 76,500	\$0.75	
13	REINFORCE STAIR FOOTINGS	EA	\$35,000.00	3	\$ 105,000	\$1.03	
14	INTERIOR METAL GUARDRAILS	LF	\$100.00	600	\$ 60,000	\$0.59	
15	ELEV. EQUIP. RELOCATION	EA	\$75,000.00	2	\$ 150,000	\$1.47	
16	Subtotal Trades				\$ 6,077,900		
17							
18	GENERAL CONDITONS & SITE CONTROLS		10.00%		\$ 607,790		
19	OVERHEAD AND PROFIT		8.00%		\$ 486,232		
	TOTAL CONST.				\$ 7,171,922	\$70.31	
	CONTINGENCY		10%		\$ 717,192	\$7.03	
	ENG & TESTING		15%		\$ 1,075,788		Note 4
	BUDGET				\$ 8,964,903	\$87.89	
CONST. COST PER CAR				280	\$ 25,614	\$/CAR	
TOTAL W/ CONT. & ENG				280	\$ 32,018	\$/CAR	

NOTES

- 1 Extend stair/elev 2 floors, plus roof
- 2 Drain replacments for existing deck included in maintenance estimate
- 3 Allowance - Existing exterior is complicated to replicate.
- 4 Allowance used for budgeting only. Includes construction phase testing & inspection.
- 5 This unit cost has been validated by two major SE Michigan Contractors

Pierce Street Parking Structure - Expansion and Maintenance Costs						
	Year 1	Year 7	Year 14	Year 21	Year 28	Year 35
		New Addition Construction				
Construction of New 2 Level Vertical Addition	\$ 9,000,000					
		Addition Repair and Maintenance				
Concrete and Waterproofing Maintenance	\$ -	\$ 107,000	\$ 160,000	\$ 214,000	\$ 321,000	\$ -
Lighting Fixture Replacement (2 addition levels)				\$ 102,000		
		Original Structure Repair and Maintenance				
Concrete and Waterproofing Maintenance	\$ 2,710,000	\$ 2,981,000	\$ 3,388,000	\$ 3,930,000	\$ 4,336,000	\$ -
Drainage System Replacement (original structure)	\$ 186,000					
Interior Ramp Bays - Barrier/Guard Upgrade	\$ 288,000					
Lighting Fixture Replacement (original structure)				\$ 307,000		
Demolition and New Deck Construction						
Subtotal	\$ 3,184,000	\$ 2,981,000	\$ 3,388,000	\$ 4,237,000	\$ 4,336,000	\$ -
GRAND TOTAL	\$ 12,184,000	\$ 3,088,000	\$ 3,548,000	\$ 4,553,000	\$ 4,657,000	\$ -

ALL COSTS ARE IN 2013 DOLLARS

FEASIBILITY STUDY

PIERCE STREET PARKING FACILITY EXPANSION

BIRMINGHAM, MICHIGAN

Prepared for:
CITY OF BIRMINGHAM

February 1, 1999

Mr. Dennis Dembiec, P.E.
Director of Public Works
City of Birmingham
151 Martin St.
Birmingham, MI 48009

Re: Pierce Street Parking Facility Expansion.
Project No: 4412.00

Dear Dennis:

Thank you for the opportunity to assist you with the review and evaluation of a possible expansion of the Park Street Parking Facility. We have included our structural evaluation as well as the cost and financial comparisons you requested. We would be pleased to discuss any of the issues raised in this report further if you require. Please call if you have any questions.

We are pleased to be of service to the City of Birmingham and look forward to assisting you in the future.

Sincerely,
Walker Parking Consultants/Engineers Inc.

Michael E. Johnson, P.E.
Manager

CITY OF BIRMINGHAM

PIERCE STREET PARKING FACILITY EXPANSION – FEASIBILITY STUDY
Project No. 12-4412.00

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CITY OF BIRMINGHAM

PIERCE STREET PARKING FACILITY EXPANSION – FEASIBILITY STUDY

Project No. 12-4412.00

ATTACHMENTS

- Expansion Cost
- Projected Maintenance Expenses
- Financial Analysis
- Brown Street Exit Plan

CITY OF BIRMINGHAM

PIERCE STREET PARKING FACILITY EXPANSION – FEASIBILITY STUDY

Project No. 12-4412.00

SUMMARY

The City of Birmingham has requested that Walker Parking Consultants evaluate the structural design and cost issues related to the addition of two levels of additional parking to the Pierce Street Parking Facility. We have completed this review and present our findings in this report. The discussion and financial estimates address three basic issues:

- The structural feasibility of expanding the parking facility with similar construction. This would increase the parking capacity from 720 spaces to approximately 1000 spaces.
- The expected construction costs of the expansion and the expected maintenance costs for the entire facility.
- A financial comparison of the alternatives including maintaining the structure at it's current capacity, expanding as noted above and, as a point of reference, a comparison to replacement costs for a new structure.

Any decision regarding the future of this facility will depend on the cost information provided as well as many planning issues that are not addressed in this review. This report is provided to assess the financial aspects of the expansion. The City of Birmingham will need to address the parking demand, traffic and target service areas for this expansion independently.

An increase of this size will affect the required entry/exit capacity for the facility. As it will be difficult to add capacity at the Pierce St. entry/exit, we have suggested a conceptual plan for an increase in the number of entry and exit lanes for the Brown St. side of the facility. Actual needs for this location may vary, but the suggested layout demonstrates the feasibility of adding two (2) equipment lanes to the three (3) that are present now. This will be sufficient for the proposed project.

In general, we find that the facility is in good condition for it's age and that the Pierce Street Parking Structure will continue to provide cost effective parking for a 25 to 30 year period. We have assumed a 25 year planning period for this analysis. The financial analysis indicates that the expansion option will require a considerably higher annual expected expense due the need to amortize the construction costs over a fairly short time frame, but this is still favorable when compared to the replacement costs of the same amount of parking. The City may explore other alternatives but, if the parking demand in this location should increase or otherwise justify the project, we suggest that the expansion option does provide a realistic development alternative.

STRUCTURAL SUMMARY

The purpose of this analysis was to assess the feasibility of a vertical expansion of the structure based on the structural capacity of the original design. In order to assess the overall feasibility without the need for an exhaustive analysis of every component, we performed a computerized structural analysis of selected representative frames and column lines. In our judgement and experience, these will be the controlling factors in design. Due to the amount of repetition and similarity in the original design, we have a high level of confidence that this approach provides a good review of the overall feasibility. While there may be some issues that become apparent if the project proceeds, we find that the expansion is feasible from a structural point of view. There do not appear to be any major non-compliant items that will significantly increase the cost of the proposed project. We do find selected items where some structural reinforcing may be required and have allowed for those modifications in the cost estimate.

The facility is a five level cast in place concrete structure with a 12.5 inch thick “two way flat slab” concrete floor slab. The floor design supports gravity loads, and concentrated “strips” of reinforcing along the column lines also act as part of the lateral loads (wind) resisting frames. The original design code required that wind be considered in design but recent versions of the BOCA code also require that basic seismic loads also be addressed. Our analysis considered the current seismic loads required by BOCA 1996.

For efficiency, Walker analyzed a typical east/west frame of the parking structure consisting of two columns and the affected portion of the floor. As there are six columns in each north/south frame line and the loads are similar, we did not conduct an analysis of this frame direction for the parking structure. We also performed analysis of the stair/elevator tower in both the east/west and north/south direction. Since the framing in the two other stair towers is similar, we have used our analysis of the stair/elevator as representative.

Some specific observations follow:

For the parking structure, the currently required seismic loadings are 2 to 2.5 times greater than the original wind loads. Despite this increase, we find that the typical columns and floor strips are only loaded to approximately 60% to 70% of their theoretical capacity.

We suspect that the additional capacity is due to the use of conservative design methods that were in practice at the time the structure was built. This result does not consider the effects of corrosion or deterioration of the reinforcing for the last 30 years. Since the structure has been maintained fairly well and there is adequate margin in the results, we do not see the need for the expense of a physical inspection of the reinforcing for a more exact evaluation at this time. Some inspections may be prudent if and when the design of the expansion takes place.

The results for the stair/elevator tower are similar. The columns have considerable additional capacity and the beams that participate in the lateral load system have 10% to 20% more strength than required for current load requirements. Because of the lighter floor system in the stair, the seismic loads are proportionately smaller and the wind condition still controls the design.

CITY OF BIRMINGHAM

PIERCE STREET PARKING FACILITY EXPANSION – FEASIBILITY STUDY

Project No. 12-4412.00

We have identified certain portions of the foundations where calculated loads exceed the design capacity by some amount. For the typical footing under gravity loads only (self weight plus live loads), the soil pressure is approximately 95% of the capacity stated on the original drawings. This is adequate and complies with the code requirements.

For the wind load condition, we find that the typical footing soil pressure is 3% over allowable and consider this negligible.

For the seismic loads, we find that the soil pressure is approximately 12% over allowable based on a linear analysis of the soil pressure at the extreme edge of the footing. We consider this an acceptable situation for the extreme, short-term earthquake loading. Factors of safety for actual soil capacity are typically in the range of 2 to 2.5. As a result, the 12% excess is a small portion of the actual capacity of the soil. In addition, the original design specifications required test drilling every foundation location before construction, and there are no signs of settlement or movement of the structure after 30 years. This gives added credibility to the soil capacity listed in the specifications and reduces any concern about the slight overstress for this extreme condition.

We did identify one area of concern where calculated loads are above acceptable levels by approximately 25%. There are several footings near the stairs that support both parking deck columns and stair columns. This condition produces loads that are offset from the center of the footing and produces pressures at one edge of the footing that are much higher than desired. In this case, we recommend that the situation be corrected as part of the expansion project. This can be done by excavating and extending the footing, or tying it to an adjacent footing to distribute the load. We have not identified a specific repair, but have allowed for this effort in the cost estimate.

For reference, our review of code requirements included a check for strength as well as selected detailing requirements for main members per the standards in effect for new construction. BOCA 1996 (p. 1614.2) requires that an existing structure comply with the current design code if an addition will increase the loads on the structure by more than 5%. We conducted our review according to loads specified in the BOCA 1996 standard and evaluated structural capacity in accordance with the American Concrete Institute ACI 318/95, the structural design code in effect at this time. As this structure is in an area of low seismic risk, the special seismic detailing requirements of ACI 318/95 (Chapter 21) do not apply. With minor exceptions, the column and slab details meet the standard provisions of ACI. These issues relate to detailing and construction practice and are not expected to affect the strength of the structure.

CITY OF BIRMINGHAM

PIERCE STREET PARKING FACILITY EXPANSION – FEASIBILITY STUDY

Project No. 12-4412.00

COST ESTIMATES

Construction Cost

Walker's opinion of probable construction cost is included with the attachments. Our approach has been to use typical industry expenses for major items and adjust the expected prices for factors that will affect the project. Some of these include the level of difficulty working near existing facilities and the relatively small size of the project compared to the fixed contractor costs for mobilization and management of the project. Our assumptions are as follows:

Costs are in 1998 dollars. The City may apply escalation factors depending on the year the work is proposed.

We do not have design specifications or details for the three elevators, nor have we conducted an inspection of their condition. These are the sheave type with hoists located in a penthouse at the top of the towers. They will need to be removed, stored and reinstalled at the new top level. We have included an allowance for equipment relocation but we suggest the City of Birmingham independently check this allowance with the elevator service contractor you currently employ. We have provided an estimate for the costs of the physical extension of the shaft and stairs.

Costs are based on expansion of the facility with architectural details and type of construction similar to the existing.

We have not allowed for any other improvements to the structure, graphics, lighting or other features that the City may consider in the future. The proposed expansion will probably require that the City increase the capacity of the Brown St. entry/exit area and we have attached a plan of one possible approach.

Maintenance Costs

We have provided maintenance cost estimates based on industry norms and our experience with this structure. The existing structure is 30 years old and will have higher maintenance costs than a new facility. We have attempted to provide a comparison that will allow the City to evaluate the investment for the proposed vertical expansion.

The City of Birmingham typically maintains its parking system in better condition than industry average but we suggest that, even with an aggressive maintenance program, the economic life span of the existing structure cannot be expected to be more than an additional 25 to 30 years. We have used 25 years in this analysis and have assumed that the structure will be abandoned at the end of that period.

The average repair cycle (time between significant restoration projects) for the industry is approximately 7 years depending on the type of client and age and use of the facility. Since the City maintains a high standard for the condition of its facilities, maintenance cycles are more on the order of 4 to 5 years. Our cost estimates are based more on the industry average period and are meant only to provide a general indicator over time. Actual work at the structure may occur more or less frequently, as conditions require.

CITY OF BIRMINGHAM

PIERCE STREET PARKING FACILITY EXPANSION – FEASIBILITY STUDY

Project No. 12-4412.00

FINANCIAL ANALYSIS

The attached table summarizes several alternatives according to both net present value of the investment and an equivalent annual expense over the expected life of the structure. To help review this information, we have provided these estimates both in terms of total costs and on a “per parking space” basis. The options included are:

Status Quo: Maintain the structure at its current capacity. This provides approximately 720 parking spaces for an assumed service life of 25 years.

Expansion: Add two levels to the existing facility. This will increase the capacity to approximately 1000 spaces. The expected service life of this option is also approximately 25 years based on the condition of the existing portion of the structure.

Replacement: For comparison, we have also listed the expected costs to replace the existing structure with a new facility. We do not suggest that this is a realistic possibility in the short term, but the annual costs for this option may be an interesting benchmark for the proposed expansion. With current practices, the expected life of a new facility will be on the order of 50 years, and the annual maintenance costs will be significantly lower than for the proposed expansion. For this option to be meaningful, the City of Birmingham must either demolish the existing structure or replace it in a different location. Since we have little information regarding land costs in Birmingham, we have presented the option as if the existing structure were to be demolished. We have allowed for \$350,000 for this item and shown it as part of the initial cost. If the City prefers to consider replacement at a different location, this cost item can be factored based on the expected cost of the land required.

Assumptions

Most significantly, we have assumed the economic life span of the structure can be extended for an additional 25 years. This time period is somewhat longer than industry averages for a facility of this period and would result in a 55 year total life span. We have taken this approach for several reasons. The structure is in generally good condition, having been maintained well for the last 10 to 12 years. In addition, the City of Birmingham has adopted a regular and thorough maintenance program for all of the existing parking facilities.

We feel that this policy will allow repair of the inevitable problems before maintenance costs become extreme. We have also assumed that, if the City pursues this option, the level of regular maintenance will be increased to protect the investment in the new portion of the structure. This would entail traffic coating for the entire structure and an increased level of repair and maintenance. We have allowed for the probable costs of this effort in our analysis.

We have also considered a difference in the escalation rate of construction costs and the rate of return used to evaluate the present value of different options. The rate of escalation of construction costs for restoration and maintenance has been significantly lower than the general rate of inflation for the last 5 to 10 years. This is due to increased competition and changes in the technology of producing and installing the materials used for this industry. In addition, the discount rate for alternative investments or use of City funds may be significantly higher than the change in the Consumer Price Index. We have attempted to allow for this difference in the

CITY OF BIRMINGHAM

PIERCE STREET PARKING FACILITY EXPANSION – FEASIBILITY STUDY

Project No. 12-4412.00

attached table. Any estimate will be subject to discussion on these issues, and we have provided the specific factors for your information. The City's experience may indicate that slight adjustments are reasonable. For the purposes of this analysis, we have assumed the escalation rate for construction repairs to be 3.0% annually. We have assumed the discount rate, or cost of financing, to be on the order of 7%. For your reference, we have also provided a similar analysis assuming a discount rate of 5%.

Our review is intended to provide cost information related to construction and repair options for the facility and an overall financial comparison of these options as they appear at this time. While we cannot anticipate every eventuality, change in usage, or level of maintenance in the future, these estimates do provide reasonable comparisons for your use in the decision process at this time.

We have included initial construction costs and maintenance/repair costs in this analysis. Operating costs and expected revenue will also differ slightly and should be considered in the evaluation.

City of Birmingham
Pierce Street Parking Facility Vertical Expansion

Probable Construction Cost

30-Jan-99

				TOTAL SQUARE FOOTAGE		102,000
ITEM	DESCRIPTION	UNIT	TYPICAL COST/UNIT	QUANTITY	COST	REMARKS
1	DEMOLITION & PREP	EA	\$40,000.00	1	\$40,000.00	Stair & wall
1	COLUMN CONNECTIONS AT ROOF	EA	\$300.00	56	\$16,800.00	
2	COULMNS - FORM & PLACE	EA	\$1,200.00	56	\$67,200.00	\$400/cy
3	FLOOR SLAB	SF	\$20.00	102,000	\$2,040,000.00	
4	SPANDREL / BUMPER WALL	LF	\$80.00	2,100	\$168,000.00	
5	EXPANSION JOINTS	LF	\$100.00	450	\$45,000.00	
6	SEALANTS AND CAULK	SF	\$0.50	102,000	\$51,000.00	
7	STRIPING	SF	\$0.04	102,000	\$4,080.00	
8	SIGNAGE	SF	\$0.20	306,000	\$61,200.00	Note 1
9	ELECTRICAL	SF	\$1.75	102,000	\$178,500.00	
10	PLUMBING	SF	\$0.50	102,000	\$51,000.00	
11	REINFORCE STAIR FOOTINGS	EA	\$10,000.00	3	\$30,000.00	
12	INTERIOR METAL GUARDRAILS	LF	\$60.00	600	\$36,000.00	
13	STAIR/ELEVATOR TOWERS	SF	\$150.00	1,575	\$236,250.00	Note 2
14	ELEV. EQUIP. RELOCATION	EA	\$20,000.00	3	\$60,000.00	Note 3
15	PARKING & REVENUE CONTROL	LS	\$200,000.00	1	\$200,000.00	Note 4
	GENERAL CONDITIONS	LS	10%	1	\$328,503.00	
						SQ. FT. Costs
Construction Cost / Space		\$12,905.48	SUBTOTAL		\$3,613,533.00	\$35.43
			CONTINGENCY	10%	\$361,353.30	
			ENG & TESTING	15%	\$542,029.95	
			TOTAL		\$4,516,916.25	\$44.28
CARS =				280	\$16,132	\$/CAR

NOTES

1. Allownce for industry typical graphics for entire structure. Owner may elect more elaborate signage.
2. Includes 2 floors plus penthouse at each of 3 stairs for total of 1575 sf.
3. Estimated cost for removal, temporary storage and reinstallation of elevator hoist equipment. Does not allow for upgrades. Elevator allowance assumes equipment is originally designed for vertical expansion similar to the parking structure.
4. See report. We have included an allowance for additional exit lanes
5. Unless specifically noted, costs represent the cost related to the additional floors. It is assumed that capacity of electrical, and plumbing is adequate for the expansion

City of Birmingham Pierce Street Parking Facility Maintenance Projections

30-Jan-99

CURRENT CAPACITY

720 SPACES

Year				96/97	2003	2010	2017
Description	Units	Base Quantity	Unit Price	Quantity/ Cost	Quantity/ Cost	Quantity/ Cost	Quantity/ Cost
Concrete Overlay Repair	SF	85000		7700 \$77,000	15000 \$150,000	30000 \$300,000	30000 \$300,000
Structural Floor	SF	204000	\$25.00	500 \$12,500	1500 \$37,500	3000 \$75,000	6000 \$150,000
Ceiling & Overhead	SF	204000	\$60.00	1350 \$81,000	2000 \$120,000	2500 \$150,000	3000 \$180,000
Columns, walls, other structural concrete	N/A	N/A	N/A				
				\$13,600	\$15,000	\$20,000	\$25,000
Masonry and Stairs	N/A	N/A	N/A				
				25,950	\$10,000	\$10,000	\$10,000
Expansion Joints	LF	900	N/A				
				\$47,100	\$50,000	\$60,000	\$70,000
Cracks & Sealant	LF	N/A		8,434 \$25,302	5000 \$15,000	5000 \$15,000	5000 \$15,000
New Deck Coating	SF	N/A	\$3.00	26200 \$78,600	52000 \$156,000	0 \$0	0 \$0
Repair Deck Coating	SF	N/A	\$4.00	4975 \$19,900	6000 \$24,000	7500 \$30,000	9000 \$36,000
Recoat Deck Coating	SF	N/A	\$1.50	117,200 \$175,800	117,200 \$175,800	204,000 \$306,000	204,000 \$306,000
Penetrating Sealer	SF	N/A	\$0.40	52000 \$20,800	0 \$0	0 \$0	0 \$0
Miscellaneous	N/A	N/A					
				\$13,397	\$15,000	\$20,000	\$25,000
Totals Per Repair Cycle				\$577,552	\$753,300	\$966,000	\$1,092,000
Annual Total				\$82,507	\$107,614	\$138,000	\$156,000
Annual Total per Parking Space				\$115	\$149	\$192	\$217
Annual Total per Square Foot				0.40	0.53	0.68	0.76

Proposed Addition Maintenance Costs

Number of Spaces	280	Total Area	102000
Annual Total per Square Foot			
		\$0.10	\$0.15
Annual Total per Parking Space			
		\$36	\$55
Annual Total			
		\$10,200	\$15,300

Grand Average Maintenance Costs

Number of Spaces	1000	Total Area	306000
Annual Total per Square Foot			
		\$0.39	\$0.50
Annual Total per Parking Space			
		\$118	\$153
Annual Total			
		\$117,814	\$153,300

Notes

1. Equipment costs (elevator maintenance, revenue control obsolescence) not included
2. All costs in 1998 dollars
3. 96/97 year prices are industry averages and do not match actual bids for the work. Included for reference only
4. Maintenance costs for slab on grade level assumed to be negligible. Floor areas only include supported floors.
Resulting total represents entire parking facility within the limits of the accuracy of the estimate.

City of Birmingham Pierce Street Parking Facility - Financial Analysis

DISCOUNT RATE

7%

30-Jan-99

EXPANSION OPTION		1-Jan-99	1-Jan-03	1-Jan-10	1-Jan-17	1-Jan-25
Initial Costs (2 levels)		\$4,517,000	\$0	\$0	\$0	\$0
Expected Maintenance		\$0	\$929,990	\$1,480,740	\$2,162,400	\$0
Subtotal		\$4,517,000	\$929,990	\$1,480,740	\$2,162,400	\$0
Financial Summary			TOTAL COST		COST PER SPACE	
Net Present Value	SPACES	1,000	\$6,568,635		\$6,569	
Annulaized Costs	YEARS	25	\$563,658		\$564	

STATUS QUO		1-Jan-99	1-Jan-03	1-Jan-10	1-Jan-17	1-Jan-25
Initial Costs		\$0	\$0	\$0	\$0	\$0
Expected Maintenance		\$0	\$929,990	\$1,480,740	\$2,162,400	\$0
Subtotal		\$0	\$929,990	\$1,480,740	\$2,162,400	\$0
Financial Summary			TOTAL COST		COST PER SPACE	
Net Present Value	SPACES	720	\$2,051,635		\$2,849	
Annulaized Costs	YEARS	25	\$176,052		\$245	

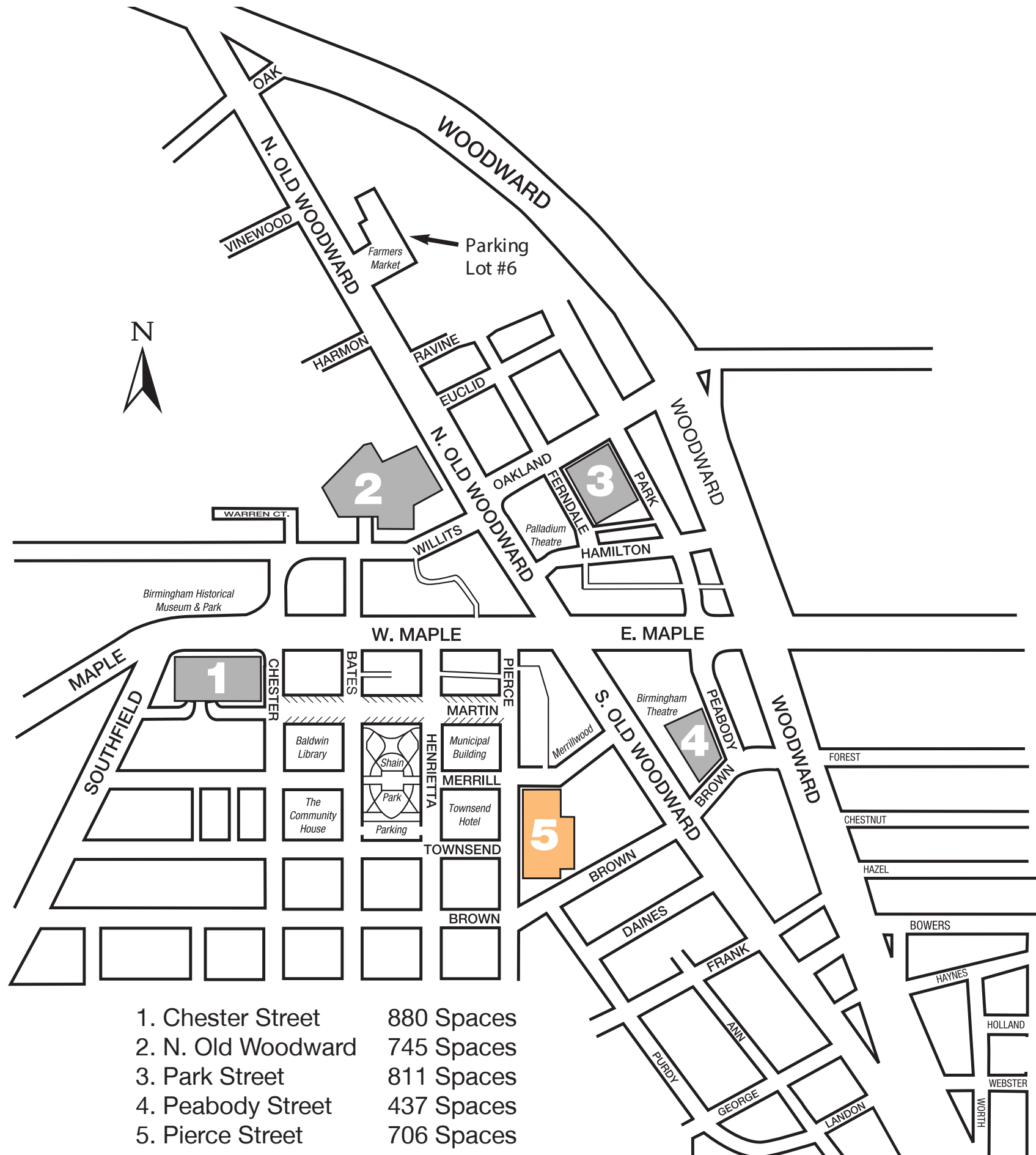
REPLACEMENT FACILITY		1-Jan-99	1-Jan-03	1-Jan-10	1-Jan-17	1-Jan-25
Initial Costs		\$7,350,000	\$0	\$0	\$0	\$0
Expected Maintenance		\$0	\$27,685	\$50,715	\$83,300	\$0
Subtotal		\$7,350,000	\$27,685	\$50,715	\$83,300	\$0
Financial Summary			TOTAL COST		COST PER SPACE	
Net Present Value	SPACES	700	\$7,419,820		\$10,600	
	COST/CAR *	\$10,500				
Annulaized Costs	YEARS	50	\$537,639		\$768	

* Includes \$350,000 allowance for demolition of existing structure



PIERCE PARKING DECK EXPANSION STUDY

JANUARY 12, 2015

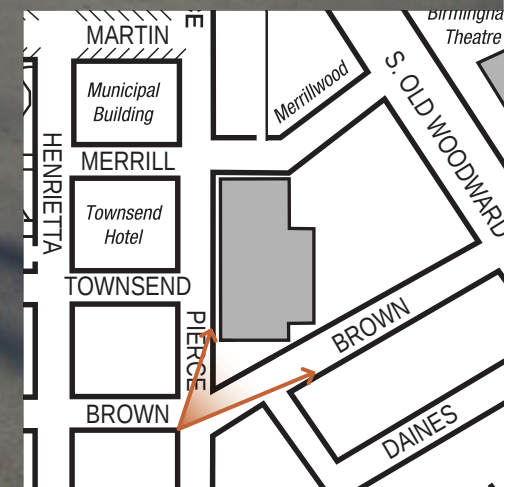


- | | |
|--------------------|------------|
| 1. Chester Street | 880 Spaces |
| 2. N. Old Woodward | 745 Spaces |
| 3. Park Street | 811 Spaces |
| 4. Peabody Street | 437 Spaces |
| 5. Pierce Street | 706 Spaces |

Site Context Plan
Scale: NTS



PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015

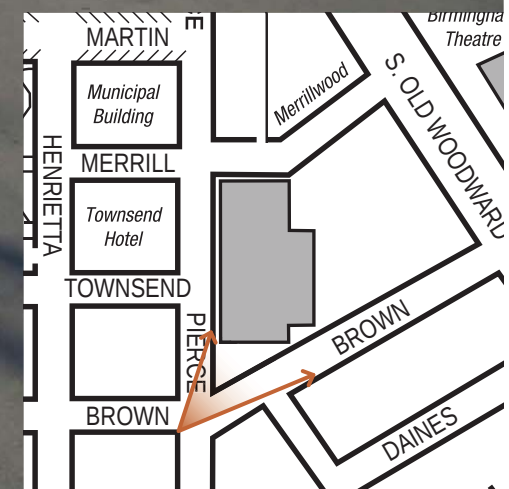


Existing View: East at Pierce & Brown

PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015



Proposed View: East at Pierce & Brown

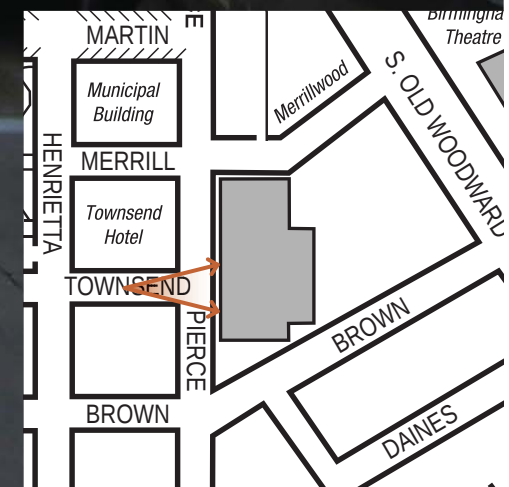


PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015



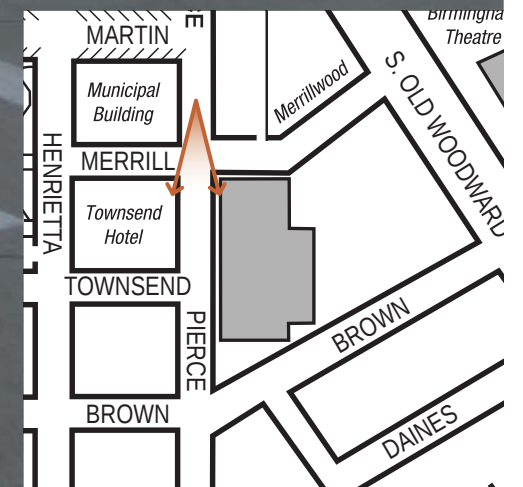
Existing View: East at Townsend Street

PIERCE PARKING DECK EXPANSION
 BIRMINGHAM, MICHIGAN
 JANUARY 12, 2015



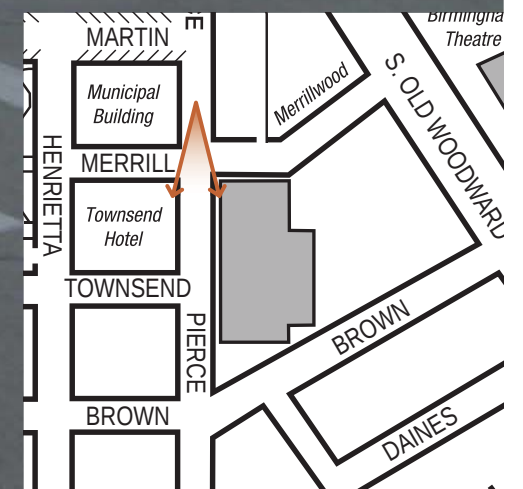
Proposed View: East at Townsend Street

PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015



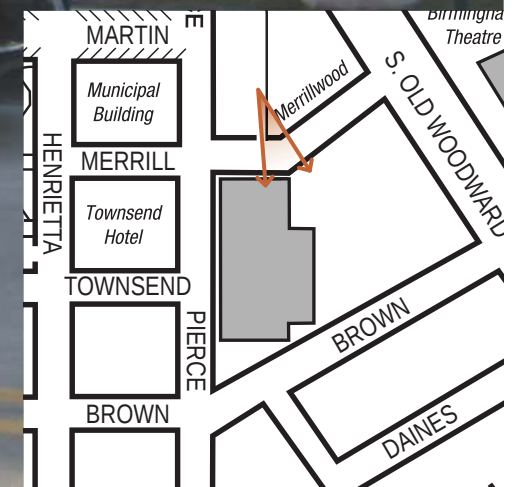
Existing View: South at Pierce Street

PIERCE PARKING DECK EXPANSION
 BIRMINGHAM, MICHIGAN
 JANUARY 12, 2015



Proposed View: South at Pierce Street

PIERCE PARKING DECK EXPANSION
 BIRMINGHAM, MICHIGAN
 JANUARY 12, 2015



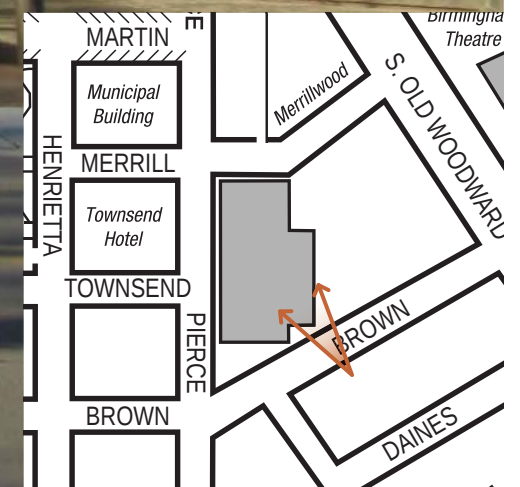
Existing View: South at Merrill Street

PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015



Proposed View: South at Merrill Street

PIERCE PARKING DECK EXPANSION
 BIRMINGHAM, MICHIGAN
 JANUARY 12, 2015



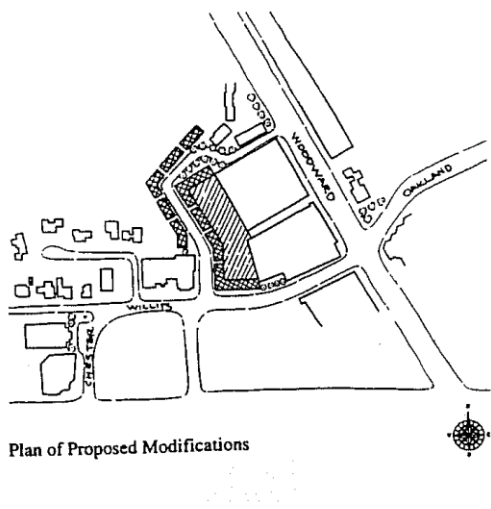
Existing View: South Entry at Brown Street

PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015



Proposed View: South Entry at Brown Street

PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015



Planned Future Use

Plan Recommendation: Sell the edges of the Willits site, perhaps no deeper than 30 feet, to a housing developer, and retain the rest for the parking deck expansion. When sold for development, this special project has the potential of raising a substantial one-time revenue for the City. Source: Downtown Birmingham 2016



Alternative 1- Deck expansion with through road access under level one and two, new townhomes and mixed use development.

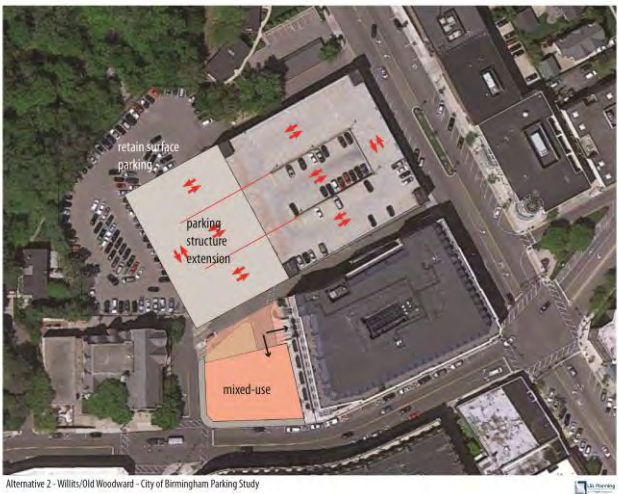
Additional Parking: Approximately **230** additional deck spaces, totaling **786** spaces (compared to 556 deck spaces today) **42** surface lot spaces (compared to 154).

Residential Development: Townhomes and a mixed use development are shown.

Commercial Development: Commercial development to be located in new mixed use building

Estimated Cost*: \$8,550,000 (including full façade renovation for existing structure)

Through Road Access: Yes



Alternative 2- Deck expansion, mixed use construction

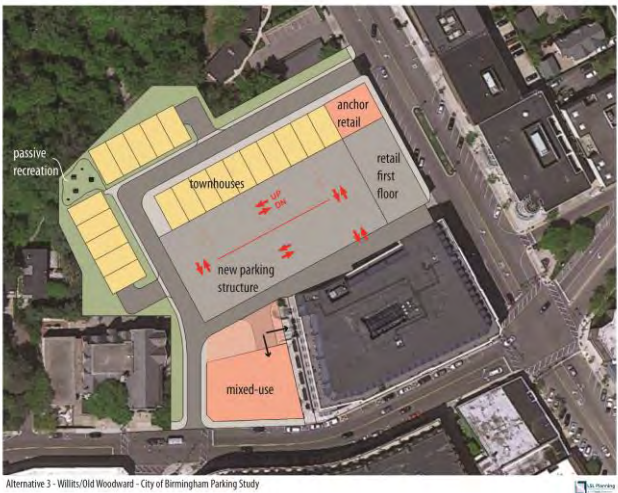
Additional Parking: Approximately **325** additional deck spaces, totaling **881** in the garage, plus **99** surface lot.

Residential Development: Limited. In the mixed use development only.

Commercial Development: in the mixed use development.

Estimated Cost*: \$9,600,000 (including full façade renovation for existing structure)

Through Road Access: No



Alternative 3- New deck, retail and max residential.

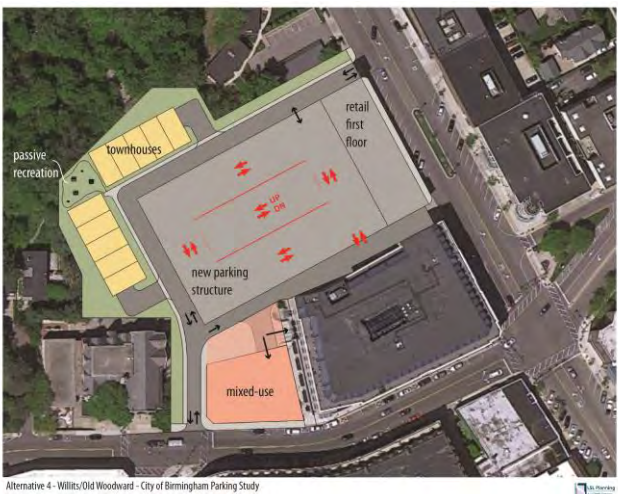
Additional Parking: Approximately **58** additional deck spaces, totaling **608** in the garage. No Surface parking.

Residential Development: Townhomes and a mixed use development are shown.

Commercial Development: First level retail in the deck along Old Woodward and within the mixed use building.

Estimated Cost*: \$13,475,000 (incl. demolition of existing structure)

Through Road Access: Yes



Alternative 4- New deck, first floor retail, limited housing

Additional Parking: Approximately **361** additional spaces, totaling **911** in the garage. No Surface parking.

Residential Development: Limited. Townhomes and a mixed use development are shown.

Commercial Development: First level retail in the deck along Old Woodward and within the mixed use building

Estimated Cost*: \$19,625,000 (incl. demolition of existing structure)

Through Road Access: Yes

*Cost estimates provided by Carl Walker Inc. are in 2015 dollars and Based on a general evaluation and comparison to costs for similar structures.

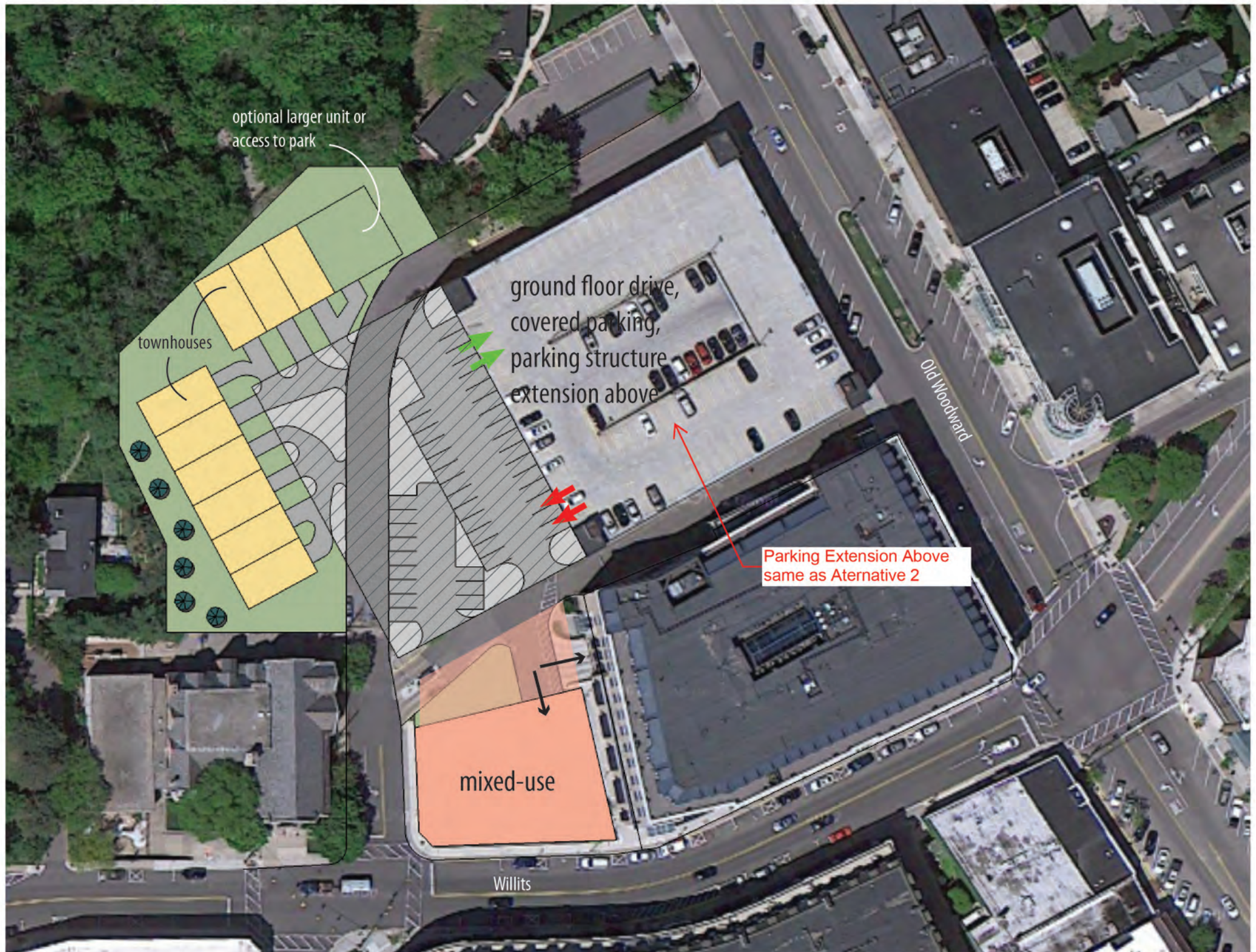
N. OLD WOODWARD AVE. PARKING STRUCTURE & LOT
(PARKING LOT #5)

PRELIMINARY USAGE STUDY (JANUARY, 2015)
SUMMARY OF OPTIONS

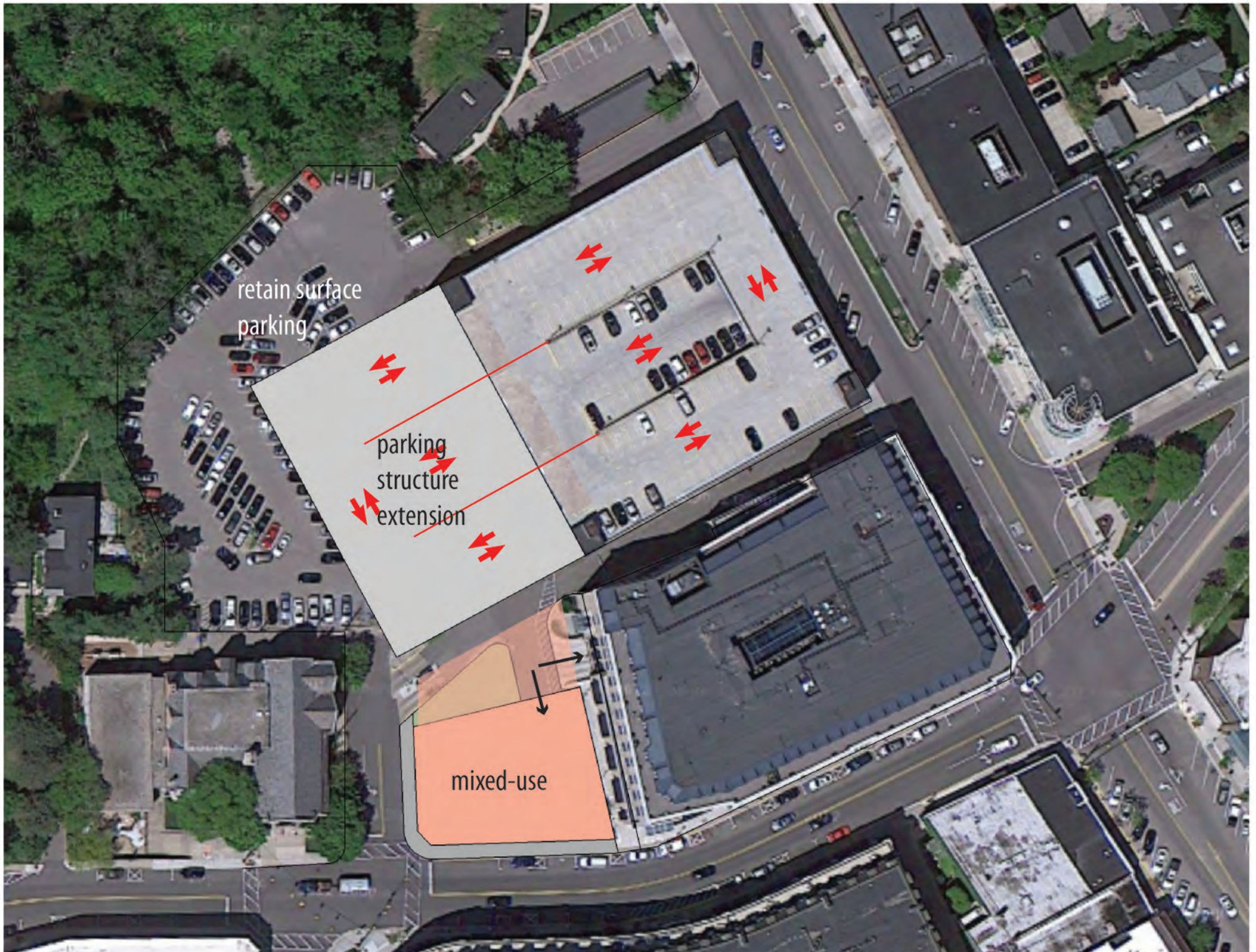
ALT. #	DESCRIPTION	PARKING SPACE NET GAIN	CONSTR. COST (PARKING ONLY) (millions)	COST PER NEW SPACE	COST PER TOTAL SPACE	COMM. SPACE WILLITS (SOLD) (GROSS SQ.FT.)	RETAIL SPACE OLD WWD. (LEASE) (GROSS SQ.FT.)	COMM. SPACE OLD WWD. (SOLD) (GROSS SQ.FT.)	TOWN- HOUSES (SOLD) (UNITS)
1	Expand three levels of parking over new Bates St.	48	\$6.85	\$143,000	\$8,700	39,000	0	0	8 – 10
2	Expand five levels of parking over existing parking lot #5.	242	\$8.00	\$33,000	\$8,200	39,000	0	0	0
3	New parking structure, new Bates St. adjacent, commercial and residential adjacent.	-130	\$13.5	N.A.	\$22,200	39,000	7,500	14,400	20
4	New parking structure (larger), new Bates St. adjacent, retail adjacent.	173	\$19.6	\$113,000	\$21,500	39,000	12,400	0	8 - 10

NOTES:

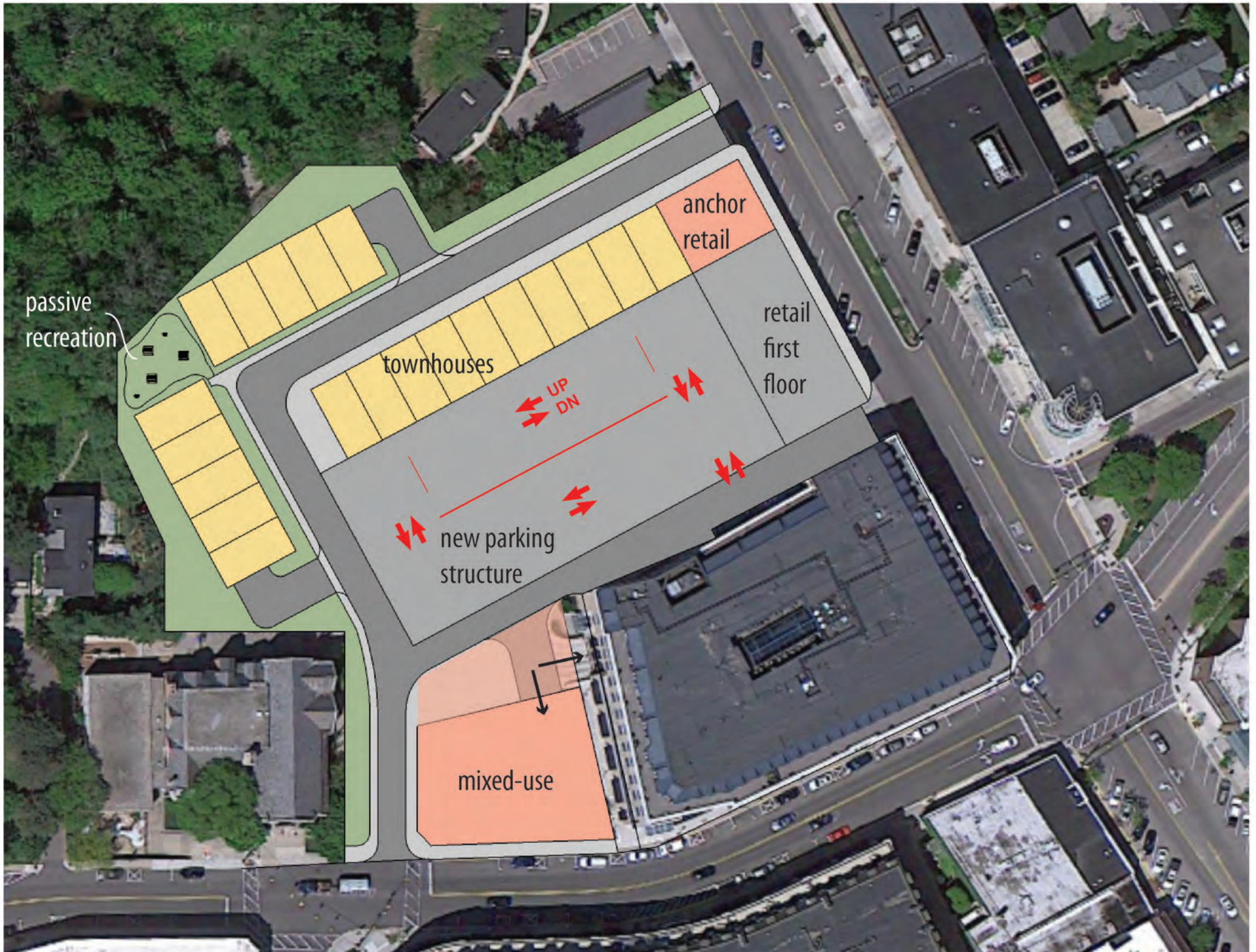
- Existing facility has 738 parking spaces total, including 556 in the structure, and 182 in the parking lot).
- All Bates St. extension alternates require acquisition of some additional right-of-way from property to north.
- Alley south of parking structure (all alternates) would remain a service area for the adjacent existing building and new building. Public access to or out of parking structure is likely not practical.
- Sharp 90° turn of new Bates St. (Alts. 3 & 4) may not be appropriate for full service City street. The bend could be softened by extending the road under the building for a short section.
- Costs include new parking, aesthetic upgrade and relamping of existing (where applicable), demolition (where applicable). Contingencies, design, legal, road construction not included.
- Square footage for Willits St. building assumes one floor retail, two floors office (fourth floor residential use not included). Space in basement also available for limited number of private parking spaces.
- The City cannot currently sell this land. The references to selling property assumes that a ballot question allowing this possibility is passed.



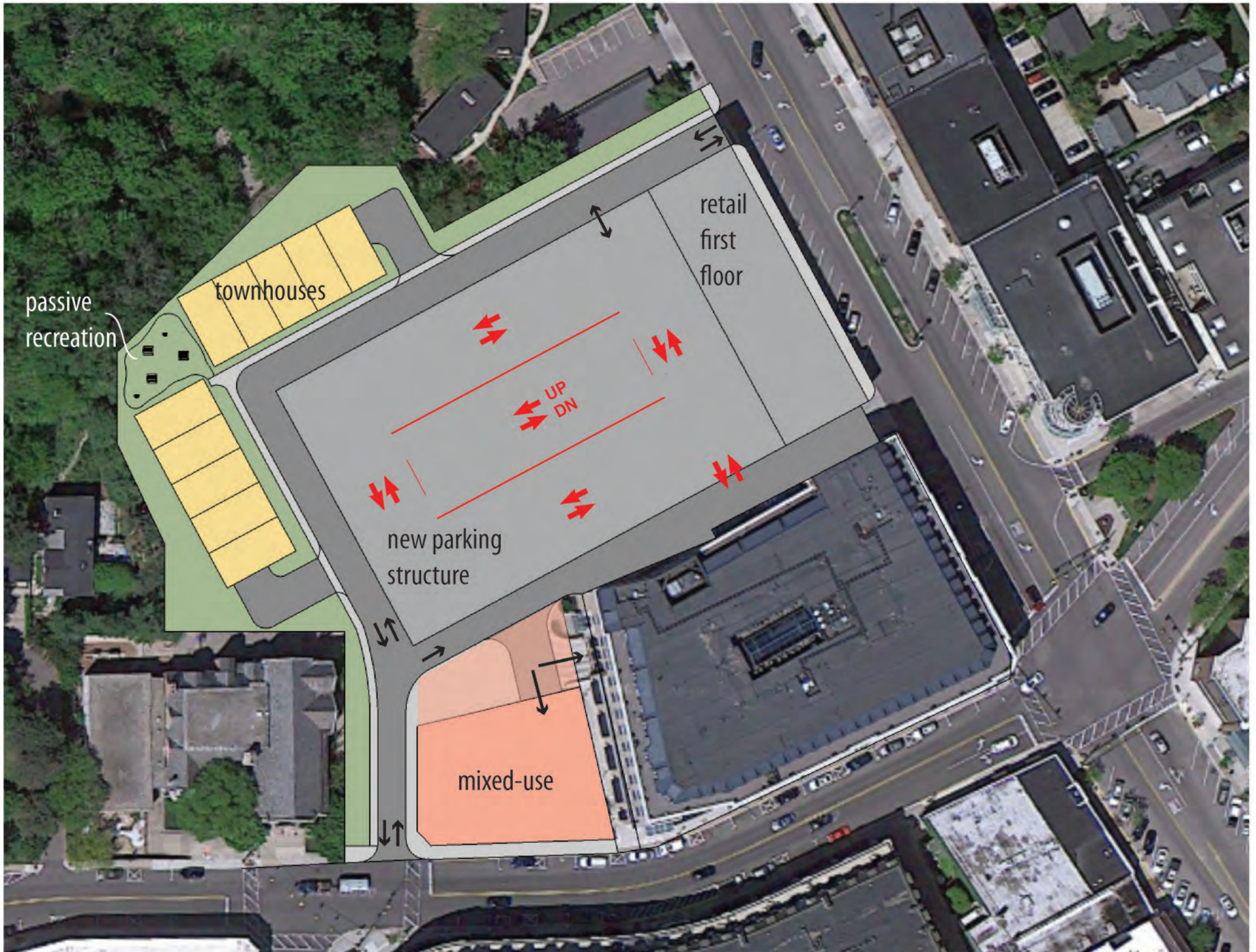
Alternative 1 - Willits/Old Woodward - City of Birmingham Parking Study



Alternative 2 - Willits/Old Woodward - City of Birmingham Parking Study

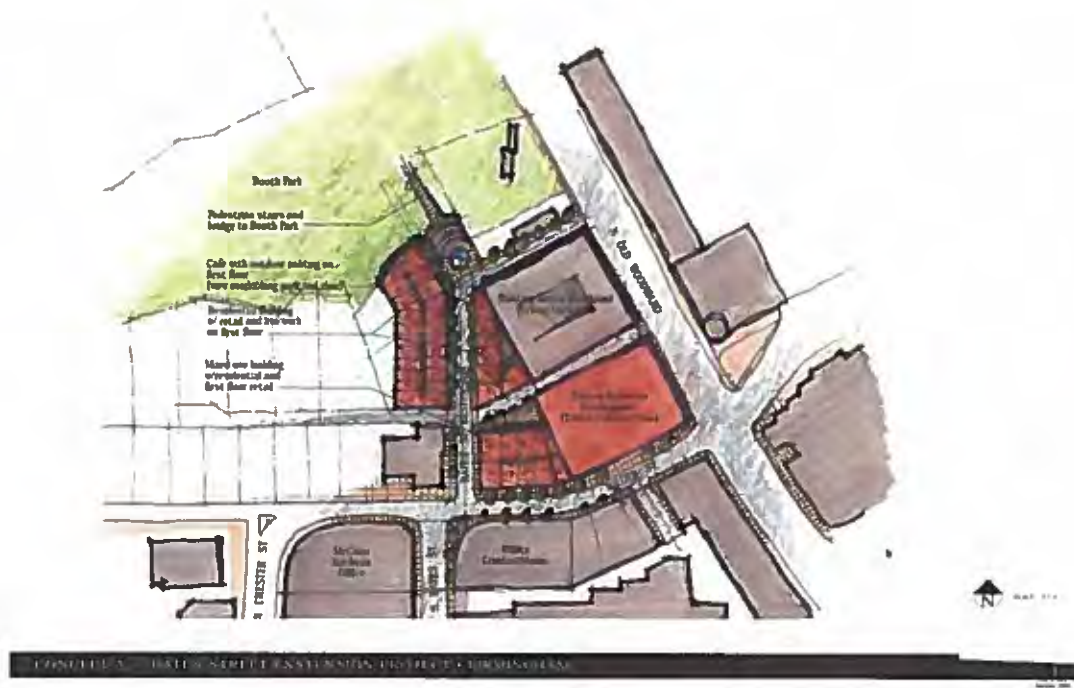


Alternative 3 - Willits/Old Woodward - City of Birmingham Parking Study

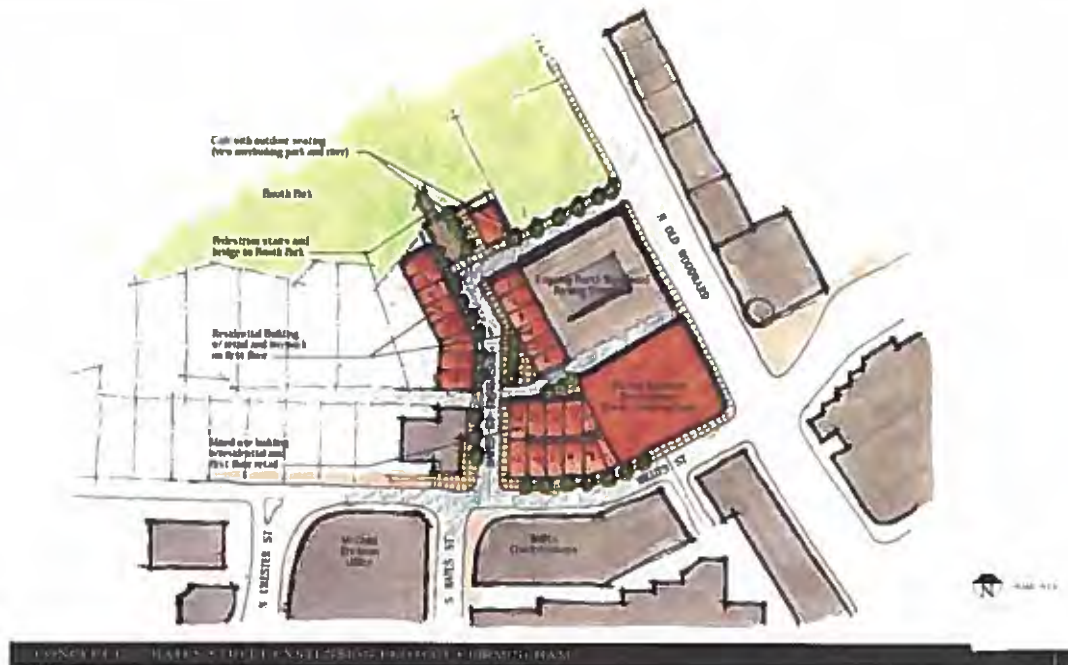


Alternative 4 - Willits/Old Woodward - City of Birmingham Parking Study

ATTACHMENT D
Additional Conceptual Illustrations of Development Area



Additional Conceptual Illustrations of Development Area (cont.)





**PROFESSIONAL DESIGN SERVICES
CITY OF BIRMINGHAM PARKING EXPANSION
REQUEST FOR PROPOSALS (RFP)**

For

City of Birmingham

P.O. Box 3001

Birmingham, Michigan 48012

Attn: Paul T. O'Meara, City Engineer

Prepared By

SAROKI
ARCHITECTURE

430 N. Old Woodward Ave

Birmingham, Michigan 48009

p 248.258.5707

SarokiArchitecture.com

September 30, 2015

Mr. Paul T. O'Meara
City Engineer
151 Martin Street
Birmingham, MI 48009

RE: RFP for Design and Consulting Services for:
City of Birmingham Downtown Parking System Expansion Projects

Dear Mr. O'Meara

Within the enclosed package you will find a hardcopy of our RFP. We are also providing you one digital copy (PDF format) stored on an included USB flash drive.

Saroki Architecture, Carl Walker parking consultants, and LSL Planning have partnered together to offer a well-rounded team of seasoned professionals able to bring both innovative design solutions and carefully tabulated cost-estimating services.

Saroki Architecture will lead the team and work closely with Carl Walker to build upon the previous parking studies and further develop refined urban solutions as outlined in the Request for Proposals. LSL Planning will contribute in an advisory role and will act as a valuable resource for developing cohesive urban planning strategies.

The contact name for your project will be Victor Saroki, FAIA. Our telephone number is 248-258-5707. His personal email is: vsaroki@sarokiarchitecture.com
We look forward to working with you.

Sincerely,

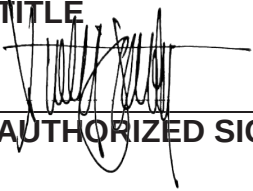
A handwritten signature in black ink, appearing to read 'Victor Saroki', written over a horizontal line.

Victor Saroki, FAIA
President
Saroki Architecture

ATTACHMENT B - BIDDER'S AGREEMENT
For Downtown Parking System Expansion Projects –
Parking Development Consultant Services

In submitting this proposal, as herein described, the Contractor agrees that:

1. They have carefully examined the specifications, terms and Agreement of the Request for Proposal and all other provisions of this document and understand the meaning, intent, and requirement of it.
2. They will enter into a written contract and furnish the item or items in the time specified in conformance with the specifications and conditions contained therein for the price quoted by the proponent on this proposal.

Victor Saroki	9/29/2015
PREPARED BY (Print Name)	DATE
Owner/President	9/29/2015
TITLE	DATE
	vsaroki@sarokiarchitecture.com
AUTHORIZED SIGNATURE	E-MAIL ADDRESS
Saroki Architecture	
COMPANY	
430 N. Old Woodward, Birmingham, MI 48009	248-258-5707
ADDRESS	PHONE
N/A	
NAME OF PARENT COMPANY	PHONE
N/A	
ADDRESS	

ATTACHMENT C - COST PROPOSAL
For Downtown Parking System Expansion Projects –
Parking Development Consultant Services

In order for the bid to be considered valid, this form must be completed in its entirety. The cost for the Scope of Work as stated in the Request for Proposal documents shall be a lump sum, as follows:

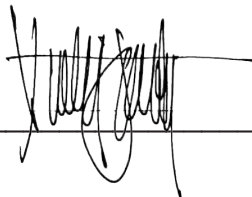
Attach technical specifications for all proposed materials as outlined in the Contractor's Responsibilities section of the RFP (p. 6)

COST PROPOSAL	
ITEM	BID AMOUNT
Labor	\$ 55,000.00
Reimbursable Expenses	\$
TOTAL BID AMOUNT	\$ 55,000.00
ADDITIONAL BID ITEMS	
	\$ N/A
	\$ N/A
GRANDTOTAL AMOUNT	\$ 55,000.00

UNIT COST BID ITEMS
**NOTE: Refer to "Additional Services" document on the following page regarding services rendered outside of the Scope of Work as stated in the RFP

Firm Name Saroki Architecture

Authorized signature



Date 9/29/2015

ADDITIONAL SERVICES

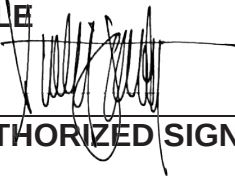
Changes requested by the Owner after final design approval or other work shall be considered additional services of the Architect. Additional services shall be requested and approved only by the Owner. These additional services of the Architect shall be computed based on the following fixed hourly rates:

Classification	Fixed Hourly Rate	
Owner	Three Hundred Dollars	(\$300.00) per hour
Senior Associate	One Hundred Seventy-Five Dollars	(\$175.00) per hour
Associate	One Hundred Fifty Dollars	(\$150.00) per hour
Architect/Engineer	One Hundred Dollars	(\$100.00) per hour
Clerical	Fifty Dollars	(\$ 50.00) per hour

ATTACHMENT D - IRAN SANCTIONS ACT VENDOR CERTIFICATION FORM
For Downtown Parking System Expansion Projects –
Parking Development Consultant Services

Pursuant to Michigan Law and the Iran Economic Sanction Act, 2012 PA 517 ("Act"), prior to the City accepting any bid or proposal, or entering into any contract for goods or services with any prospective Vendor, the Vendor must certify that it is not an "Iran Linked Business", as defined by the Act.

By completing this form, the Vendor certifies that it is not an "Iran Linked Business", as defined by the Act and is in full compliance with all provisions of the Act and is legally eligible to submit a bid for consideration by the City.

Victor Saroki	9/29/2015
PREPARED BY (Print Name)	DATE
Owner/President	9/29/2015
TITLE	DATE
	vsaroki@sarokiarchitecture.com
AUTHORIZED SIGNATURE	E-MAIL ADDRESS
Saroki Architecture	
COMPANY	
430 N. Old Woodward, Birmingham, MI 48009	248-258-5707
ADDRESS	PHONE
N/A	
NAME OF PARENT COMPANY	PHONE
N/A	
ADDRESS	
38-2688473	
TAXPAYER I.D.#	

SAROKI

ARCHITECTURE



FIRM DESCRIPTION

Saroki Architecture is a thriving 18-person architecture design firm located in Downtown Birmingham, Michigan. The firm has developed an exemplary reputation for understanding urban contexts, mixed-use developments, and complex project development scenarios.

The work of the firm has been recognized with more than 75 awards and over 80 articles on design, including many in national publications. In 2007, AIA-Michigan conferred on Saroki Architecture the prestigious Firm of the Year award, an award that recognizes the firm's commitment to the highest standards of architectural design and practice for 32 years.

Our team has designed offices, theaters, restaurants, retail spaces, galleries, country clubs, hotels, custom residences, townhomes, and mixed-use lofts/condominiums. Our work has rejuvenated the social and cultural atmosphere of the communities the firm has worked within. Using the best principles of urban design and sustainable architecture, Saroki Architecture has created spaces with synergy and resonance. We have created places and attractions that have evolved the social, cultural, and financial well-being of many communities.

Saroki Architecture's body of work demonstrates abundant experience working within downtown Birmingham while helping to develop its landscape. With a unique history and close connection with the City of Birmingham, Saroki Architecture is uniquely positioned to bring added value and appropriate design to Birmingham's parking expansion initiative.



VICTOR SAROKI, FAIA

PROFESSIONAL EXPERIENCE

Registered Architect in the States of Michigan, Illinois and Maryland
 Saroki Architecture, Birmingham, Michigan
 Member, College of Fellows, American Institute of Architects

1983 - Present
 2000

EDUCATION

Honorary Doctorate of Architecture, Lawrence Technological University
 Bachelor of Architecture, Lawrence Technological University
 Bachelor of Science in Architecture, Lawrence Technological University

2008
 1980
 1979

HONORS

AIA Detroit Gold Medal
 AIA Michigan Architectural Firm of the Year
 College of Fellows, American Institute of Architects
 Birmingham-Bloomfield Chamber Business Person of the Year
 Distinguished Architecture Alumni Award, Lawrence Technological University
 Young Architect of the Year, AIA Detroit
 One of 20 Outstanding Graduates in the 50 years of Lawrence Technological University

2010
 2007
 2000
 2000
 1998
 1994
 1982

PROFESSIONAL DESIGN AWARDS

Over 70 Design Awards

BOARD MEMBERSHIPS

Lawrence Technological University – Board of Trustees
 AIA Michigan – President
 AIA Michigan – Board of Directors
 Chaldean Community Cultural Center - Board of Directors

2008 - Present
 2012
 2007 - Present
 2005 - Present

MEMBERSHIPS

American Institute of Architects
 ICSC - International Council of Shopping Centers
 ULI - Urban Land Institute
 Chaldean Chamber of Commerce
 Birmingham Bloomfield Chamber of Commerce
 430 N. OLD WOODWARD, BIRMINGHAM, MI 48009

P 248 258 5707 **F** 248 258 5515

SarokiArchitecture.com

VICTOR SAROKI, continued

MEMBERSHIPS

Chaldean Chamber of Commerce
Birmingham Bloomfield Chamber of Commerce

ACTIVITIES

Invited Speaker

Lawrence Technological University Commencement Speaker 2008
Lawrence Technological University
University of Michigan
University of Detroit-Mercy
Cranbrook Academy of the Arts
Birmingham-Bloomfield Art Association
Michigan Design Center

Invited Juror

Lawrence Technological University - School of Architecture
University of Michigan - School of Architecture
University of Detroit Mercy - School of Architecture

Participant

AIA Detroit Chairperson AIA-150: Communities by Design
AIA National Interiors Jury
AIA Design Jury, Ohio Chapter
AIA Design Camp Retreats
AIA Detroit House Tours
AIA National and State Conventions
Lawrence Technological University Alumni Award Committee
AIA Professional Practice Committee

Community Service/Past Board Member

Committee Member and Past Board Member, Birmingham Historical Museum
Hosted Fundraiser for Birmingham Historical Museum
Hosted Committee Event for Birmingham Fall Fashion Show
Committee Member, St. Vincent & Sarah Fisher Home Garden Party
Fund raising committee, St. Thomas Chaldean Catholic Church
Co-Chair, Hob Nobble Gobble, Thanksgiving Day Parade
Board Member, America's Thanksgiving Day Parade, The Parade Company
Board Member, Community House
Board Member, Birmingham YMCA
Lawrence Technological University Architectural Alumni Cabinet
Past President, AIA Detroit



JEFFREY M. RYNTZ, Assoc. AIA
SENIOR ASSOCIATE

PROFESSIONAL EXPERIENCE

Saroki Architecture, Birmingham, Michigan

1995 - Present

Project Architect for commercial and residential projects including: hospitality, retail, office, specialty markets, custom residential, mixed-use and large scale commercial projects.

Full design and management of projects from pre-design to closeout, conducting client meetings, municipal approvals, coordinating and delegating tasks to consultants, communication with state and local permitting agencies, and composing presentations for project proposals, lectures, and municipalities.

Technical skills include: rendering/sketching, electronic presentations, programming, space planning, site design, construction systems, construction documents, finish material selections, project specifications, and construction administration.

EDUCATION

Bachelor of Science in Architecture, Lawrence Technological University
Michigan State University

1992
1987-1988

COMPUTER / DESIGN SKILLS

AutoCAD
Adobe: Photoshop, Illustrator, Acrobat
Microsoft: Word, Excel, PowerPoint, Publisher
Digital color rendering and Electronic presentations

AWARDS / HONORS

AIA Michigan Architectural Firm of the Year	2007
AIA Detroit Design Award – “Windows on Detroit”	2006
Masonry Institute of Michigan – Royal Park Hotel	2006
Masonry Institute of Michigan – Private Residence	2006
AIA Detroit Building Design Award – 430 N. Old Woodward	2003
Masonry Institute of Michigan – 430 N. Old Woodward	2003
AIA Michigan Building Design Honor Award – 430 N. Old Woodward	2002
MIDEA Creative Use of Architectural Details – Berkowitz Gallery	1998

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P 248 258 5707 F 248 258 5515

SarokiArchitecture.com



JAMES S. DIMERCURIO, AIA, NCARB, LEED AP

PROFESSIONAL EXPERIENCE

Saroki Architecture, Birmingham, Michigan	2010 - present
Florian Architects, Chicago, Illinois	2008 - 2009
Valerio Dewalt Train Associates; Chicago, Illinois	2007 - 2008

EDUCATION

Master of Architecture, Taubman College of Architecture and Urban Planning, University of Michigan	2007
Bachelor of Science in Architecture, Lawrence Technological University	2003
Bachelor of Science in Psychology, Michigan State University	1996

HONORS

Eliel Saarinen Scholar, full tuition scholarship	2005
William Lebaron Jenney Scholar, full tuition scholarship	2006
First Prize - Perimeter Studio Award, Taubman College of Architecture and Urban Planning, University of Michigan	2005

PROFESSIONAL DESIGN AWARDS

AIA Chicago Chapter Citation of Merit, CH3 Data Center	2008
--	------

MEMBERSHIPS

American Institute of Architects
National Council of Architectural Registration Boards
United States Green Building Council

INVITED JUROR

University of Illinois, Urbana Champaign - School of Architecture

430 N. OLD WOODWARD, BIRMINGHAM, MI 48009

P 248 258 5707 **F** 248 258 5515

SarokiArchitecture.com



EAVAN YALDO, LEED AP

PROFESSIONAL EXPERIENCE

Saroki Architecture, Birmingham, Michigan

1995 - Present

Project Architect for commercial and residential projects including: retail, office, specialty markets, custom residential, mixed-use and large scale commercial projects.

Full design and management of projects from pre-design to closeout, conducting client meetings, municipal approvals, coordinating and delegating tasks to consultants, communication with state and local permitting agencies, and composing presentations for project proposals, lectures, and municipalities.

Technical skills include: rendering/sketching, electronic presentations, programming, space planning, site design, construction systems, construction documents, finish material selections, project specifications, and construction administration.

EDUCATION

Master of Architecture, Lawrence Technological University

2005

Bachelor of Science in Architecture, Lawrence Technological University

2002

COMPUTER / DESIGN SKILLS

AutoCAD

Adobe: Photoshop, Illustrator, Acrobat

Microsoft: Word, Excel, PowerPoint, Publisher

Digital color rendering

Electronic presentations

AWARDS / HONORS

AIA Michigan Architectural Firm of the Year

2007

AIA Detroit Design Award – “Windows on Detroit”

2006

IFDA Student Design Competition – Second Place Winner

2002

LTU Honors Exhibition Award Recipient

2000

LTU Trustee Scholarship – 4 years

1998

Chaldean Federation of America Scholarship

1998

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P 248 258 5707 F 248 258 5515

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Forest Avenue Development Birmingham, Michigan

*Three-story, mixed-use building
with covered ground-level parking*

Located in Birmingham's emerging Triangle District is Forest Avenue Development -- a three-story mixed-use building that includes on-site covered parking, ground floor bistro (Forest Grill), second floor office spaces, and third floor lofts. The building obtained LEED certification.

Clad in gun-metal wall panels and a buff-colored brick veneer with stone accents, this complex building utilizes plenty of ecologically sensitive materials and practices including sustainably harvested woods and tile high in recycled content. It also promotes in-town residential and therefore energizes the streetscape and promotes the best practices of urban design.

SAROKI
ARCHITECTURE



Royal Park Hotel

Rochester, Michigan

Luxury hotel with basement level parking and detached two-level parking deck

A happy marriage between timeless design and a modern building program is apparent in the Royal Park Hotel, the town's crown jewel. This contextual design solution cooperates with the historical fabric of Rochester and is responsive to the Paint Creek meandering along the edge of the property.

The five-story, U-shaped building maximizes views of the river by arranging significant guest rooms, restaurant spaces, and patio space parallel to the river. The plan also creates a courtyard space boasting a conservatory with gardens affording the interior rooms a special delight.

Detailed in the durable palette of brick, stone, and slate, the design reflects the commitment that design excellence can be both modern and sensitive to our communities.

SAROKI
ARCHITECTURE



The District Lofts

Birmingham, Michigan

Two, four-story mixed-use buildings with a four-story (5 level) parking structure

Located on the site adjacent to The Big Rock Chop House within the emerging Rail District is The District Lofts. Two, four-story brick and stone veneer buildings with metal panel details recall the midrise warehouse precedent found in this industrial area.

On-site parking for the residents is located in a basement level. The ground floor of the Villa Building offers work/live units and the Eton Building has two large retail spaces available.

By offering in-town residential with work/live units and at-grade retail, The District Lofts easily captures the desires of the discerning buyer.

SAROKI
ARCHITECTURE



Main North Lofts

Royal Oak, Michigan

Nine-story mixed-use building with two levels of interior parking above ground-level retail

The Main North development occupies a one-block site in downtown Royal Oak and features a nine-story mixed-use, high-rise building carefully planned to accommodate several residential floors over office, interior parking, and retail spaces on the street.



Evoking the character of the 19C factory, this building is updated to include the modern necessities required of urban living today.

This handsome and durable landmark building advocates the livability of our communities by affording public and private spaces where people can live, work, and shop, not only within the boundaries of the development itself but beyond, strengthening the urban fabric.



SAROKI
ARCHITECTURE



The Willits

Birmingham, Michigan

Nine-story mixed-use development with underground parking facilities

This 57-unit, five-story, mixed-use building features parking for the residents on two levels below grad and a first floor offering several retail spaces. Studying precedents from northern Europe, Saroki Architecture sculpted the building's mass to respond to the street curves, adjacent buildings, and a decidedly Birmingham aesthetic. Proud cornices convey the building's order, producing historically inspired details.

Repeating pilasters create the effect of regular bays. The limestone-colored veneer boasts elegant surface detailing and is fenestrated with operable French windows.

A continuous, gently curving penthouse terrace enjoys dramatic views of the Rouge River. The Willits provides in-town residential living, enhancing Birmingham's reputation as a walkable city.

SAROKI
ARCHITECTURE



Merrill Park Townhomes Birmingham, Michigan

Evoking the stately charm of Boston and Philadelphia's brownstone-lined streets, these elegant Townhomes embrace and enhance their thriving Midwestern town setting.

With traditional cues such as unculating bay windows and front-stepped entryway porches, these Townhomes are updated with improvements including wider facades and generous living spaces.

From design and construction to interior finishing, these in-town residences represent a classic form reinterpreted to meet the expectations of today's luxury home buyer.

SAROKI
ARCHITECTURE

SAROKI

ARCHITECTURE



CLIENT REFERENCES

Project Name: Forest Avenue Development *(Three-story, mixed-use building with covered ground-level parking)*

Contact Name: Doyle Mosher

Contact #: 248-320-1177

Project Name: Royal Park Hotel *(Luxury hotel with basement level parking and detached two-level parking deck)*

Contact Name: Frank Rewold

Contact #: 248-651-7242

Project Name: The District Lofts *(Two, four-story mixed-use buildings with a four-story (5 level) parking structure)*

Contact Name: JC Cataldo

Contact #: 248-496-9096

Project Name: Main North Lofts *(Nine-story mixed-use building with two levels of interior parking above ground-level retail)*

Contact Name: Charles FioRito

Contact #: 847-215-5282

Project Name: The Willits *(Nine-story mixed-use development with underground parking facilities)*

Contact Name: Paul Robertson

Contact #: 248-644-3460



FIRM DESCRIPTION

Carl Walker, Inc. is an engineering and parking consulting firm specializing in parking projects - Planning; Design; Reconstruction; and Operations and Management Consulting. We bring the experience of a nationally-recognized, award-winning consulting firm to clients throughout the country.

Since our inception in 1983, this has been our only focus and is reflected in our mission statement: "Providing Creative Parking and Engineering Solutions of Superior Value."

At **Carl Walker**, parking is as much an art as it is a science. It is a structural challenge that skillfully blends parking and engineering concepts with innovative solutions designed to streamline and simplify a world in motion.

Parking structures have unique characteristics that distinguish them from other buildings. As parking consultants, one of our strengths is an extensive background in planning and designing parking structures for virtually every use and for every type of client and in each case intelligently balancing aesthetics, functionality, durability, and cost for maximum benefit to the owner, the user, and the environment.

Over the years, our parking professionals and structural engineers have been responsible for more than 5,500 successful projects.

We are "All Things Parking" and provide the entire range of parking design capabilities.



**MICHAEL ORTLIEB, P.E.
PRINCIPAL-IN-CHARGE**

PROFESSIONAL SUMMARY

Mr. Ortlieb oversees production and business development associated with new parking structure design. With 26 years of experience in parking structure design, he has served as principal-in-charge, project manager and lead structural engineer for a variety of clients. He has performed all aspects of parking structure planning, structural design and functional design.

Mr. Ortlieb previously served as Director of Restoration in which he evaluated existing parking structures, conducted economic and life-cycle cost analyses of various repair options, prepared construction documents, performed construction administration, and developed parking structure maintenance programs.

EDUCATION

Master of Science in Civil Engineering (Structural), University of Illinois	1985
Bachelor of Science in Civil Engineering (Structural), University of Michigan	1981

PROFESSIONAL REGISTRATIONS

Registered Structural Engineer the States of Michigan, Kentucky, Indiana, Maryland, North Carolina and New Jersey

PROJECT EXPERIENCE

Roosevelt Parking Structure	Lansing, MI
Detroit Arsenal Parking Structure	Warren, MI
Parking Authority of River City (PARC) Parking Consulting	Louisville, KY
4th & William Parking Structure Expansion	Ann Arbor, MI
Ann Ashley Parking Structure Expansion	Ann Arbor, MI
Larry C. Hardy Parking Structure	Traverse City, MI
Library Lane Garage	Ann Arbor, MI
Weston Commerce Parking Structure	Grand Rapids, MI
Miller Canfield Building Parking Structure	Kalamazoo, MI
University of Kentucky Parking Structures #2, #5, #6 & #7	Lexington, KY
Forest Avenue Parking Structure	Ann Arbor, MI
Western Kentucky University Parking Structure	Bowling Green, KY
Purdue University Parking Structure	Hammond, IN
Western Michigan University Parking Structure	Kalamazoo, MI

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RUSS RANDALL, P.E.
PROJECT MANAGER

PROFESSIONAL SUMMARY

Mr. Randall has 15+ years of parking structure design, restoration and project management experience, encompassing all aspects of the project from start to finish, including schematic design concepts, construction cost estimates, structural system selection, building code review, construction document preparation, and construction administration services.

He has extensive experience with owner representation services, providing design criteria information, design/construction document review, oversight and construction administration assistance. His functional designs maximize parking efficiency and accessibility while maintaining vehicular and pedestrian comfort and safety.

EDUCATION

Bachelor of Science in Civil Engineering (with Honors), University of Illinois	1985
Bachelor of Arts in Physics (Cum Laude), North Central College	1981

PROFESSIONAL REGISTRATIONS

Registered Structural Engineer the States of Michigan

PROJECT EXPERIENCE

Atlanta-Hartsfield International Airport Parking Structure	Grand Rapids, MI
Western Michigan University Parking Structure	Atlanta, GA
University of Kentucky Parking Structure #2	Kalamazoo, MI
Purdue North Central Parking Structure	Lexington, KY
University of Michigan/City of Ann Arbor Forest Avenue Parking Structure	Westville, IN
University of Michigan Thompson Street Parking Structure	Ann Arbor, MI
Detroit Arsenal Parking Structure	Ann Arbor, MI
Roosevelt Parking Structure	Warren, MI
Monroe Center Parking Structure #2	Lansing, MI
Lower Town Parking Structure	Grand Rapids, MI
Davis Brown Tower Parking Structure	Ann Arbor, MI
Two North Riverside Parking Retrofit	Des Moines, IA
Regents Park Apartments Parking Garage	Chicago, IL
Monarch Landing Parking Deck	Chicago, IL
	Naperville, IL

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DOUG GANNON, P.E.
STRUCTURAL ENGINEER

PROFESSIONAL SUMMARY

Mr. Gannon has 15 years of experience in parking structure design and construction. He is responsible for assigning structural work to appropriate staff, coordinating with the project manager, scheduling staffing, and coordinating QA/QC review.

He has served as project manager and/or lead engineer in the design of new parking structures for a variety of airport, university, municipal, developer, health care, commercial and governmental clients. He has completed precast and cast-in-place post-tensioned concrete designs for parking structures and bridges. His knowledge of state-of-the-art technology allows him to provide the client with cost-effective, durable, and low-maintenance parking facilities.

EDUCATION

Master of Science in Civil Engineering (Structural), Purdue University	1999
Bachelor of Science in Civil Engineering, Rose-Hulman Institute of Technology	1996

PROFESSIONAL REGISTRATIONS

Registered Structural Engineer the States of Arizona, Illinois, Indiana, Iowa, Massachusetts, Minnesota, Missouri, Nevada, Pennsylvania, South Dakota and West Virginia

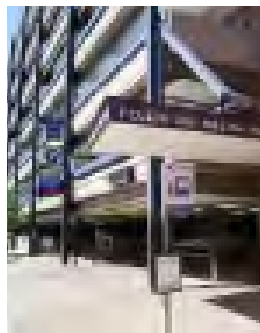
PROJECT EXPERIENCE

Library Lane Garage	Ann Arbor, MI
TCOB West Parking Garage Addition	Frankfort, KY
Dayton International Airport Parking Structure	Dayton, OH
Gerald R. Ford International Airport Parking Structure	Grand Rapids, MI
Neighborhood Health Clinic Parking Structure	Fort Wayne, IN
Children's Medical Center Parking Structure	Dallas, TX
University of Iowa Hospitals & Clinics	Iowa City, IA
Johnson City Medical Center Pedestrian Bridge	Johnson City, TN
University of Kentucky #5, #6 & #7	Lexington, KY
Missouri State University Intermodal Garage	Springfield, MO
Western Kentucky University Parking Structure	Bowling Green, KY
Purdue University Calumet Parking Structure	Hammond, IN
Montgomery College North Parking Structure	Rockville, MD
Monarch Landing Parking Deck	Naperville, IL

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4th & William Street Expansion Ann Arbor, Michigan

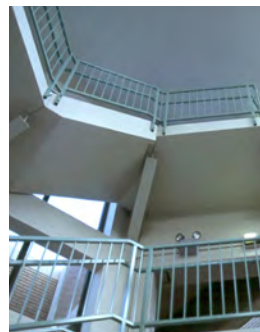
1,100 space, 7 level parking structure

The Fourth & William Street Parking Structure is the largest parking structure in downtown Ann Arbor. When it was built in 1966, the parking structure consisted of four full levels of parking.

Given the demands placed on the structure by the successful growth downtown, the Ann Arbor DDA retained Carl Walker, Inc. to increase downtown's parking capacity by vertically expanding the parking structure. Five years prior to the expansion, Carl Walker, Inc. was instrumental in restoring and upgrading the structure's architecture.

Renovations included new canopies at pedestrian openings, pedestrian walkways, bicycle parking areas, accent painting, new lighting, functional improvements, a new parking office, restroom, signage and an expansion of the stair tower window openings. The parking structure's expansion included 135 additional parking spaces for a total capacity of 1,100 spaces.

Carl Walker



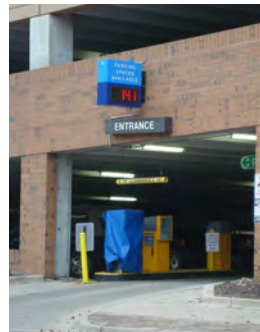
Munson Medical Center Traverse City, Michigan

435 space expansion with 1,037 total spaces

Because this was the first parking structure within the Grand Traverse Bay region, architecture and user-friendliness were critical. The Grand Traverse Commons Commission worked closely with the design team to develop an aesthetically compatible architectural façade on the garage.

The vertical expansion added another 435 spaces to the original 602-space structure.

Carl Walker



Ann/Ashley Expansion Ann Arbor, Michigan

1,225 space, 10 level parking structure

In an effort to increase parking in the northeast corner of Ann Arbor's downtown TIF district where a variety of restaurants, shopping, office and nightlife are located, Ann Arbor DDA retained Carl Walker, Inc. to vertically expand the Ann/Ashley Parking Structure.

The original parking structure was designed and constructed in the late 1980s. It provided parking for 824 vehicles on six levels. A three-level vertical expansion will add approximately 129,200 square feet of supported parking area and 400 additional parking spaces. The total expanded capacity will be approximately 1,225 spaces.

Carl Walker



UNC Chapel Hill Craige

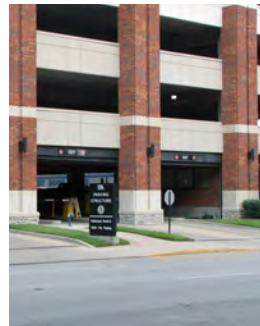
Chapel Hill, North Carolina

2,403 spaces, 9 level parking garage

The vertical expansion added four levels of parking, totaling 926 new spaces, to a building that was not originally designed for vertical expansion. The existing structure was significantly upgraded to accommodate the additional loading and was brought to current seismic design standards. Column strengthening, foundation underpinning, and seismic lateral bracing were required using a variety of engineering retrofit technologies. Comprehensive concrete restoration and new waterproofing systems were implemented throughout the existing structure.

In addition to serving as the structural engineer, restoration engineer, and parking designer, Carl Walker assisted with the preparation of a comprehensive phasing plan, with evolving traffic circulation, to enable the garage to remain open for parking throughout the entire two-year construction process.

Carl Walker



University of Kentucky #5 Lexington, Kentucky

425 space, 2 level parking structure addition

This project was a two-level vertical expansion to the existing parking structure on the campus of the University of Kentucky. The brick-clad parking structure blends well with the surrounding campus buildings. Constructed in a busy portion of the campus, the parking structure provides ample parking for commuting students as well as faculty and staff. Parking fees are made using three ATM-style central cashier stations, located in the stairwells.

One design goal was to make entering and exiting the structure as convenient and fast as possible. The structure's parking management system significantly reduces traffic congestion at the exit lanes during peak hours because there are no attendants at the exits to collect fees, validate passes or check permits.

Carl Walker



Memorial Hospital Expansion South Bend, Indiana

*3 level, 582 space expanded
parking garage*

The low-profile structure has an attractive brick façade that complements the adjacent buildings in the nationally-registered historic district. To accommodate hospital growth, the 462-space parking structure was recently vertically expanded to provide for an additional 120 spaces. The expansion also included a helipad at roof level with an embedded snow melt system.

Although the structure was designed for vertical expansion, modifications were required to accommodate new building code seismic requirements.

Carl Walker



LaCrosse Center Expansion

LaCrosse, Wisconsin

*895 space parking structure,
expanded to 5 levels*

The most recent change to the LaCrosse Center was a parking structure expansion and a 50-foot skywalk spanning over Second Street—both designed by Carl Walker, Inc. The two-level vertical expansion provided 370 additional parking spaces for the adjacent LaCrosse Center, hotel patrons and area retailers. In addition, a brick façade at the stair/elevator towers substantially improved the appearance of the structure.

The three-bay-wide parking structure features a double-threaded helix with one-way traffic. Signage and lighting were upgraded and snow chutes added. Construction techniques and corrosion inhibitors maximize long-term durability. A standard elevator was replaced with a glass-backed elevator, and a new glass-backed elevator was added to the southwest stair tower.

**Carl
Walker**



UM Thompson Street Expansion Ann Arbor, Michigan

400 space, 8 level parking structure

The addition expands the capacity of the existing structure to 1,060 vehicles. The design was compatible with the architecture of the existing Thompson Street Parking Structure and blends into the surrounding neighborhood.



An indoor bicycle storage facility with capacity for 50 bikes helps enhance alternative transportation options. Interior parking spaces for motorcycles provide a safe entry/exit land that doesn't currently exist in older structures. The apparent height of the parking structure is reduced because of the large set-back distance from South Division Street, and the perceived mass is further reduced by the two-story office building constructed in front of the structure.



Carl Walker



University of Kentucky #2 Lexington, Kentucky

350 space, 4 level parking structure

Functional improvements incorporated into the design allowed for the development of a beautifully-landscaped pedestrian plaza immediately west of the parking structure.

The main entry/exit was relocated to improve traffic flow and provide better pedestrian access. New lighting was added to brighten the existing parking structure and provide uniform lighting consistent with the new addition. Restoration of the existing structure and relocation of utilities were completed while maintaining parking and service to the university's central communications center below the existing parking structure.

The International Parking Institute awarded this project Honorable Mention.

Carl Walker



Pfizer

Ann Arbor, Michigan

495 space, 3 level parking structure

This three-level parking structure, designed by Carl Walker, Inc., is located on the rolling terrain of the Pfizer campus (formerly Parke-Davis) in Ann Arbor. To make it virtually invisible from the front property line, the 495-space parking structure was constructed on the side of a hill. Provisions were made for a two-bay horizontal expansion, which was added several years after the original construction.

It features a two-bay single helix with two-way traffic. Entrance/exit lanes and two glass-enclosed stair towers are secured with closed-circuit television, card-activated locking doors and a roll-down grill.

Carl Walker



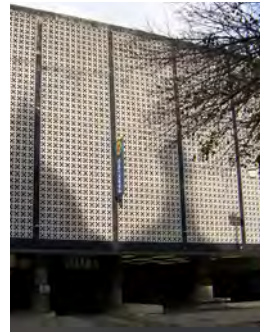
Maynard Street Parking Ann Arbor, Michigan

8 Level, 811 space parking garage

Carl Walker has been working with the City of Ann Arbor since the mid-1990s on all aspects of its parking system. To enhance user comfort and security and improve the structure's appearance, renovations to the Maynard Street parking structure included a new stair/elevator tower, new brick façade, pedestrian walkways, bicycle parking areas, accented painting, new lighting, new parking office and police substation, new restrooms, and new signage.

Functional improvements included a new speed ramp to eliminate traffic congestion at the Maynard Street entrance/exit. The addition of the express ramp provided many advantages, including a Level 2 to Level 1 express exit and an ability to bypass the cashier's booth.

Carl Walker



Market Street Garage

York, Pennsylvania

7 Level, 450 space parking garage

The Market Street Garage is located within downtown York. A previous consultant had recommended demolition of the structure; the current review did not support demolition and various options for restoration were developed. The renovation included functional, structural, and waterproofing design elements, a new building façade and occupied spaces, and mechanical, electrical, and plumbing upgrades.

Structural repairs and preventive measures:

- Concrete/structural repairs to the floor surfaces
- Sealing/waterproofing of all parking surfaces

Carl Walker



151 West Ohio Parking Indianapolis, Indiana

6 level, 571 space parking garage

Carl Walker conducted a condition assessment to determine the level of deterioration and make repair recommendations. The restoration included concrete beam, column and slab repairs as well as waterproofing repairs such as sealant/expansion joint replacement and waterproofing above the occupied space.

In addition to typical structural restoration work, the project included numerous renovation items such as new parking equipment and revenue control system, elevator renovation, exterior signage, façade coatings, new rollup security door and new building exterior at the new office space.

Carl Walker

CARL WALKER REFERENCES

SUSAN POLLAY

Executive Director
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spollay@a2dda.org

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MAYNARD STREET IMPROVEMENT
ANN/ASHLEY EXPANSION

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CHAPEL HILL EXPANSION

LARRY LIES

Memorial Hospital of South Bend
Director of Projects
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llies@memorialsb.org

SOUTH BEND EXPANSION

CHARLES WITHERINGTON

City of Arlington
Director of Planning and Community Development
Arlington Heights, IL
847-368-5210
cperkins@vah.com

CURRENT VERTICAL EXPANSION STUDY



LSL Planning

a SAFEbuilt LLC Company

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Community Planning

Zoning and Form-Based Codes

Transportation Planning

*Public Involvement and
Visioning*

Ongoing Planning Support



Since 1996, LSL Planning has become well known and highly respected for innovation in community planning, zoning, transportation, and placemaking. LSL takes pride in working in collaboration with community leaders throughout the entire planning and implementation process.

Before diving in we get to know the community— its history, culture, leaders and aspirations. Then we customize an approach, inspired by national best practices, to meet the unique needs of each community. Community engagement is a vital part of the process. We effectively apply a wide range of techniques to build consensus and enthusiasm.

Our portfolio includes projects from coast to coast, in 15 states. In addition to projects we have a role as implementors too, serving as ongoing advisors to over 50 municipalities.

The LSL team has earned a reputation for advancing the science and art of community and transportation planning. We are frequently sought to speak at regional, state and national conferences, webinars, seminars and workshops. What we provide:

- Customized best-practice plans that meet the unique needs and culture of each community.
- Expertise in a wide range of planning including land use, comprehensive plans, subarea and corridor plans, downtown revitalization and catalytic projects.
- Multi-modal complete streets, corridor management plans, transit and TOD strategies, along with integration of transportation design with a land use context and street vitality
- We craft and administer form-based codes and development regulations along with ongoing consulting to review development proposals, negotiate better development, and keep codes updated.
- Enticing community engagement through workshops, interactive websites, presentations, and social media.

We measure success by the continued satisfaction of our many clients. Nearly 95% of our clients have engaged us for multiple projects, and several have been with us since the year we opened. Professional and personal service are always quoted as highlights when clients explain why they work with LSL Planning.

Principals:

Bradley K. Strader, Leader,
Transportation and Placemaking
Studio
Paul M. LeBlanc, Planning Manager

Corporate Status:

LSL Planning is a SAFEbuilt
company organized as an LLC in the
State of Delaware.
Federal ID: 27-131473

LSL became a SAFEbuilt company
in 2013.

Metro Detroit

306 S. Washington Ave.
Suite 400
Royal Oak, MI 48067
248.586.0505

Grand Rapids

15 Ionia Avenue SW
Suite 450
Grand Rapids, MI 49503
616.336.7750



Brad Strader, AICP, PTP

Manager, Transportation Planning and Placemaking Studio



EXPERIENCE

Since 1983

LSL EXPERIENCE

Since 1997

EDUCATION

Bachelor of Science Degree, with Honors, in
Urban Planning,
Michigan State University

PROFESSIONAL ASSOCIATIONS

Fellow, Institute of Transportation
Engineers (ITE)

ITE Certified Professional Transportation
Planner (PTP)

Transportation Research Board (TRB)
Access Management Committee

ITE Transportation Planning Council
Executive Committee

ITE Complete Streets Council

American Institute of Certified Planners

American Planning Association

PUBLICATIONS

Editor, ITE Recommended Practice
Planning Urban Road Networks

Task Force Member, "The Access
Management Guidebook", MI-DOT

Co-Author, "Evaluating Traffic Impact
Studies," MI-DOT

Editor, ITE Recommended Practice
Planning for Casinos

Since co-founding LSL, Brad has been involved in a wide variety of projects, but specializes in comprehensive planning, downtowns, and multi-modal transportation. His transportation projects include over 50 corridor, access management, thoroughfare plans, and other studies for metropolitan planning organizations (MPO), municipalities and road agencies. Brad has also prepared numerous comprehensive plans and development regulations.

Brad is a frequent lecturer on planning and transportation and placemaking topics at state, regional and national conferences and training webinars. He has presented several national seminars on innovative approaches for ITE and AICP. He is a member of the TRB Access Management Committee and the ITE Planning Council. He is a designated seminar instructor for the MI-DOT access management training programs and the Michigan Complete Streets Coalition.

Partial Listing of Experience

Campus Planning

Providence Hospital Parking/Circulation Plan, Southfield (MI) | Oakwood Hospital - new healthcare campus in Canton Twp (MI) | Medical Mile Corridor Plan (including Spectrum Health) Grand Rapids (MI) | Blodgett (Spectrum) Hospital campus master plan and overlay zoning, East Grand Rapids (MI) | Bronson Hospital campus plan, Kalamazoo (MI) | St. Mary's Medical Office campus design and approval, Kentwood (MI) | Saginaw General Hospital campus plan and later transit service plan for a "Med Line" for STARS, the transit agency, Saginaw (MI) | Genesys new campus plan and health care overlay zoning district, Grand Blanc Twp (MI) | Crittenton Hospital campus plan and approval, Rochester Hills (MI)

Circulation and Parking Plans

Parking and access plan, Veterans Administration Hospital, Ann Arbor (MI) | Downtown Parking and Circulation Plan, Crown Point (IN) | Parking Study, Berkley DDA (MI) | Downtown Parking Strategy, Grand Blanc (MI) | Central Circle District Redevelopment Plan, Midland (MI) | Circulation Studies, Fenton (MI) Public Schools

Redevelopment

Redevelopment plan for Eastbrook Mall, Grand Rapids (MI) | Plan and approval for redevelopment of the former K-Mart HQ site in Troy (MI) | Several Meijer store design and approval projects | Numerous downtown and business district plans

Transit Plans

Woodward Avenue Transit-Oriented Development Study, Oakland County (MI) | STARS Transit Master Plan, Saginaw (MI) | The Rapid Transit Master Plan, Grand Rapids (MI) | CATA Michigan/Grand River Avenue Transportation Study, Lansing (MI) | Park and Ride Study, Ann Arbor Transit Authority (MI)

Street Redesign, Traffic Calming and Non-Motorized Complete Streets Plans

Marathon Campus Plan including parking structure, circulation and street redesign, Findlay (OH) | Shelby Town Center Street Redesign, Shelby Twp (MI) | ReImagine Washtenaw Avenue, Ann Arbor area (MI) | Greenways Plan, Macomb County (MI) | Kanawha "Capitol City" Boulevard redesign and cycle track, Charleston (WV) | Lyon Street Redesign, Grand Rapids (MI) | Complete Streets Plan, Richmond (IN) | Thoroughfare Plan and Non-Motorized Plan, Lansing (MI) | Transportation Plan, Ann Arbor (MI) | Thoroughfare Plan, Macomb County (MI) | Transportation Plan, Western Wayne County (MI) | Pathways Plan, Grand Blanc City and Township (MI) | Thoroughfare Plan, Ypsilanti Township (MI)

PROJECT APPROACH

Saroki Architecture, Carl Walker, and LSL Planning will work together to find the most fiscally responsible, functional, and contextually appropriate solutions for Birmingham's Parking Deck Expansions. The strengths of each company will be utilized to ensure an appropriate balance between financial feasibility and aesthetically desirable urban design solutions.

Carl Walker will bring highly-specialized parking expertise and innovation to the parking and traffic flow aspects of the studies. Saroki Architecture will bring an intimate knowledge of Birmingham's real estate market and development potential to the studies. LSL Planning will serve as a valuable resource in validating that the proposed strategies align with Birmingham's existing planning initiatives. The synergy between economics and quality design is critical to achieving long-lasting, quality solutions that improve the already desirable Birmingham experience. In order to achieve these goals, it will be essential for our team to work closely with the City of Birmingham while maintaining constant communication throughout the process.

SCOPE OF SERVICES

Saroki Architecture, Carl Walker, and LSL Planning will provide the following scope of work:

1.0 Coordination

- A. Conduct an introductory meeting with City staff:
 - 1. Establish communication channels for the project.
 - 2. Review the goals of the project to assure that the necessary aspects of the project are included.
 - 3. Establish project schedule with specific target dates for each task.
- B. Progress Communication--Our Project Manager will speak with or meet with the City representatives regularly to review progress, issues, and project work.
- C. Chair and document coordination meetings with the parking committee.
- D. Arrange and chair various meetings, prepare presentation materials, and prepare meeting minutes.
- E. Meet with Building Officials to determine specific code requirements and their impact on the expansion project, including impacts on the existing structures.
- F. Meet with City planning staff to discuss zoning and design guidelines, and their impact on the expansion and/or infill construction.

2.0 Study

- A. Review original design drawings, previous studies, and other available documentation.
- B. Review vehicular entry/exiting volume data at each parking facility.
- C. Review and utilize City provided AutoCAD survey files for each site.
- D. Field Verification to include:
 - 1. Review current pedestrian and vehicle traffic circulation within and adjacent to the parking structures.
 - 2. Complete a visual review in representative areas to identify existing conditions of architectural, structural, and MEP systems.
 - 3. Walk each of the sites and surrounding area to understand property boundaries, and to review site conditions, adjacent properties/buildings, traffic flow/patterns on adjacent streets, parker destinations, probable pedestrian flow, accessibility, functional layouts, and other features important to the project.
 - 4. Complete a visual review of the structure to identify existing conditions in representative areas, including column dimensions, column/wall placement, and vertical clearances.
- E. Review building code issues that may affect construction (structures designed under earlier editions of the building code) and cost. We will prepare a preliminary written summary of code requirements and our interpretation of items impacting this project.

SCOPE OF SERVICES CONT.

F. Architectural

1. Develop preliminary site plans for each site, incorporating expansion concepts, infill concepts, and demolition and reuse concepts. The site plans will utilize existing surveys or aerial photographs.
2. Develop preliminary massing studies for each site showing the expanded structures (with infill development), and the sites with replacement developments.

G. Architectural elevations studies and renderings will be prepared as part of the Schematic Phase.

H. Structural--333 Pierce Street Structure

1. Complete a preliminary analysis of structural loading based on previous vertical expansion studies.
2. Confirm structural system capacity based on current building code requirements.

I. Parking Circulation & Pedestrian Circulation

1. Expansion Concepts

- Review the impact of the expansion on parking circulation, parking operations, and pedestrian circulation.
- Review pedestrian circulation and provide recommendations for improvements, if appropriate.
- Prepare expansion concept plans and isometric drawings.

2. New Site Development

- Develop parking concepts for each site to integrate with the mixed-use development concepts.
- Prepare expansion concept plans and isometric drawings.

J. Prepare a preliminary estimate of probable construction cost for each of the four concepts developed. Construction costs will be prepared on a "cost per square foot" basis utilizing historical information available to our team.

K. Provide relevant information to the City to assist the City in preparing Requests for Proposals (RFPs) to solicit developer proposals.

3.0 Feasibility Study Submittal

A. Prepare the Feasibility Study report that includes:

- a. Summary of City goals and objectives
- b. Written narrative of each expansion and development concept
- c. Conceptual site plans, parking floor plans, and massing studies
- d. Opinion of probable construction costs

B. Present concepts and report to the City Commission.

PROJECT TIMELINE

Saroki Architecture and Carl Walker are committed to meeting the project schedule as outlined in the RFP and as follows:

Authorization-to-Proceed: October 26, 2015

Meeting #1 - Project Kick-Off Meeting: November 2, 2015

- City Goals & Programming
- Schedule/Milestone Dates
- Data Sources & Retrieval Plan
- Confirm Site to be Considered
- Confirm Project Scope
- Key Issues Regarding Each Site

Meeting #2 - Coordination: December 2, 2015

- Data Summary
- Review Available Site Information
- Review Parking & Site Parameters
- Review Preliminary Code & Zoning Requirements
- Review Temporary Parking Options During Construction
- Key Issues Related to Parking
- Confirm City Goals

Meeting #3 - Coordination: January 6, 2016

- Present Preliminary Parking Concepts & Site Issues
- Review Delivery Methods & Schedule
- Present Preliminary Construction Costs
- Present Temporary Parking Options During Construction

Meeting #4 - Present Draft Report: February 3, 2016

Meeting #5 - February, 2016 (TBD)

- Presentation to Three Ad Hoc Parking Development Committee Meeting

Meeting #6 - Presentation to City Commissioner: February, 2016 (TBD)