

Project Information Session

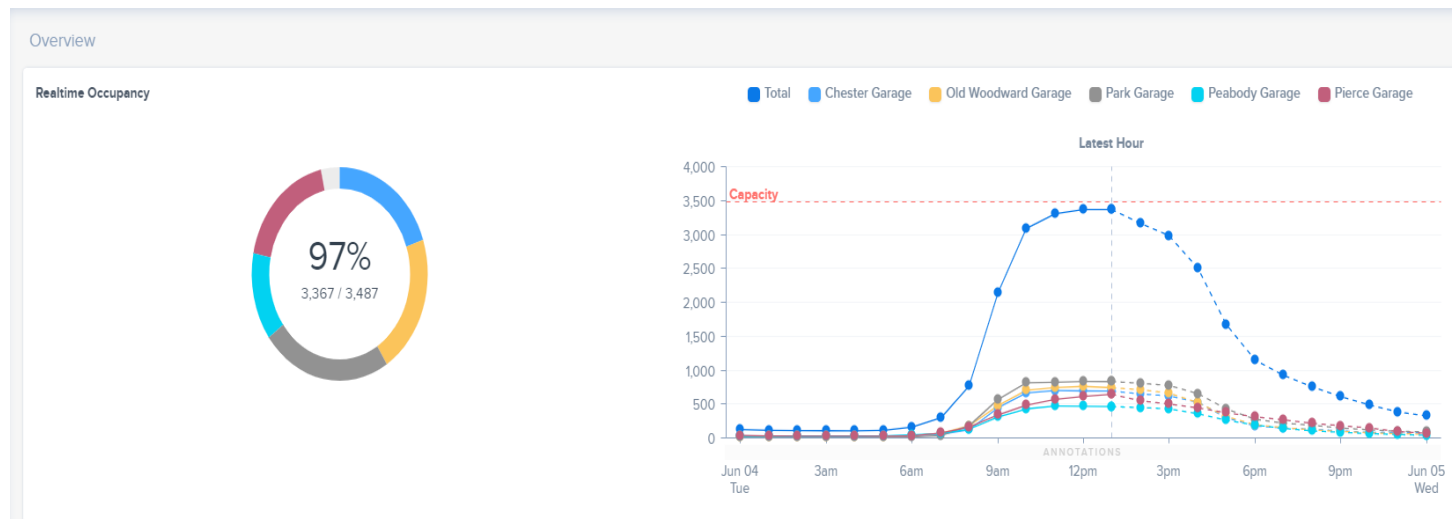
N. Old Woodward Parking Structure



July 16, 2019

Parking Demand and Supply

- Current Environment for Downtown Parking
 - Significant increases in demand beginning in 2013
 - Current system average daily occupancy at 95%
- Solution Considerations
 - Availability for additional supply
 - Condition of existing facilities



System Maintenance Cycles

YEAR	STRUCTURE	WORK PERFORMED	NOTES				
2010	N. Old Woodward	Maintenance on all Levels					
2011	Pierce	Maintenance on Levels 4 & 5					
2012	Pierce	Maintenance on Levels 1 - 3					
2013	Park Street	Maintenance on Levels 4 & 5					
2014	Park Street	Maintenance on Levels 1 - 3					
2015	Peabody	Maintenance on all Levels					
2015	Chester	Maintenance on all Levels					
2016	Park Street	Structure Painting					
2016	N. Old Woodward *	Maintenance & Façade Repairs					
2017	Pierce	Routine Maintenance	Postponed due to reconstruction of Old Woodward				
2018	Pierce	Routine Maintenance	Postponed due to reconstruction of Old Woodward				
2019	Lot #6	Expanded and Resurfaced					
2019	Pierce	Structural Evaluation					
* Amended 2015 maintenance contract to add scope							

Project Explanation

- Public Elements

- New Expanded Parking Structure with First Floor Retail Liner
- New Street Connection

- Private Elements

- New Building Abutting New Structure Along N. Old Woodward



Current Condition



Proposed Site Plan



Building Height Study

PROJECT SITES & PHASING



PHASE 1

Public

- Site 1A** | Parking Garage
- Site 1B** | Bates Street Extension
- Site 3** | 1st Floor Retail in Garage

Private

- Site 2** | 5-Story Mixed-Use Building

PHASE 2

Public

- Site 1C** | Plaza and Connection to Booth Park

Private

- Site 4** | 4-Story Retail/Residential Building
- Site 5** | 4-Story Mixed-Use Building

TOTAL ACRES

PHASE 1

Public Elements

Sites 1A, 1B, and 3 | 1.831 acres

Private Elements

Site 2 | 0.295 acres

Public

PARKING DEMAND STUDY FINDINGS

CURRENT PARKING AT N.O.W. (DECK AND SURFACE LOT)	745
PARKING DEMAND STUDY FINDINGS (2015-CURRENT AND FUTURE DEMAND)	+ 278
TOTAL PARKING SPACES NEEDED	= 1,023
TOTAL PARKING SPACES PROPOSED	1,159

NET GAIN IN PARKING

PROPOSED PARKING SPACES FOR PROJECT	1,159
EXISTING PARKING SPACES ON SITE	-745
TOTAL PARKING SPACES ADDED	414
PARKING NEEDS FOR SITE 2: RESTORATION HARDWARE	-97
PHASE 2 SITE 4 & 5: If approved, will provide required parking on site	+/- 0
NET PARKING GAIN	317

**GUARANTEED MAXIMUM PRICE- PARKING
STRUCTURE AND STREET EXTENSION**

DIRECT CONSTRUCTION COSTS

DESCRIPTION	PRICE
General Requirements	\$2,425,663
Existing Conditions	\$740,000
Concrete	\$19,599,948
Precast	\$3,907,186
Masonry	\$882,312
Metals	\$776,883
Wood, Plastics, and Composites	\$509,040
Thermal and Moisture Protection	\$658,000
Openings	\$785,000
Finishes	\$253,147
Specialties	\$313,482
Equipment	\$175,000
Furnishings	N/A
Special Construction	N/A
Conveying Equipment	\$769,900
Fire Protection	\$465,900
Plumbing	\$840,000
HVAC	Included Above
Integrated Automation	N/A
Electrical	\$2,258,000
Communications	N/A
Electronic Safety and Security	N/A
Earthwork (street extension)	\$3,629,951
Earth Retention System (ERS), Tiebacks, and Auger cast piles	\$3,968,000
Exterior Improvements	\$138,000
Site and Under Ground Utilities	See Allowances
DIRECT CONSTRUCTION COSTS	\$43,095,412
Construction Contingency	\$1,446,092
TOTAL DIRECT CONSTRUCTION COST	\$44,541,504

INDIRECT CONSTRUCTION COSTS

Design and Engineering

Budget and Construction Planning	\$225,000
Development Administrative Coordination	\$40,000
Architectural, Master Planning	\$700,000
Parking Structure Design and Engineering	\$950,000
ERS Design	\$50,500
MEP Engineering	\$175,000
Civil Engineering	\$206,000
Reproduction	\$5,000
Miscellaneous	\$20,000
Contingency	\$58,000

Minus WBP Contribution to City -\$201,600

TOTAL DESIGN AND ENGINEERING COSTS \$2,227,900

Insurances and Direct Project Overhead

Subcontractor Default Insurance (SDI)	\$295,437
Design Build Management, Personnel and General Conditions	\$2,837,282
Builders Risk Insurance	\$73,398
General Liability Insurance	\$222,985
Performance and Payment Bonds	\$360,000
Total Insurances and Direct Project Overhead	\$3,789,102

INDIRECT CONSTRUCTION COSTS \$6,017,002

TOTAL CONSTRUCTION COST \$50,558,506

Allowances

DTE, Utility, and Temporary Site Allowance	\$1,600,000
Plan Review and Building Permit	\$864,476
Total Allowances	\$2,464,476

TOTAL COST INCLUDING ALLOWANCES \$53,022,982

Fees And Costs

Walbridge Design Build Fee (5%)	\$2,651,149
WBP Administration Cost (3%)	\$1,670,224

TOTAL FEES AND COST \$4,321,373

Legal Fees, Public Education, Plaza Design \$300,000

TOTAL PROJECT GUARANTEED MAXIMUM PRICE \$57,644,355

Private



Project Program

- Phase 1

- * 1A Parking Structure
- * 1B Bates Street Road Extension
- 2 5 Story Retail Building (RH)
- * 3 Retail Storefront

Note: Courtesy Review Items (*)

- Phase 2 (Upon City Approval)

- 1C Plaza & Booth Park Connection
- 4 4 Story Retail / Residential Building
- 5 4 Story Mixed-Use Building

- Parking Provided

Project-1A (Parking Structure)	1,142
Street Parking	9
Surface Lot Parking	8
Total Parking Provided	1,159



Land Summary

Parcel ID	Gross Land Area (Acres)	Gross Land Area (Sq Ft)	Topography	Shape
Portion of 19-25-376-097	0.295	12,850	Level	Rectangular

Public/Private Partnership

THE RATIONALE FOR PURSUING A P3 STRUCTURE to build this project is to minimize the City's exposure to risk, reduce overall project costs, and engage in a more efficient project delivery model. A P3 delivery model is a globally recognized model that consists of three key partners: 1) Government Entity, 2) Developer, and 3) Design-Builder. Each partner in a P3 has a distinct and separate role.

Public Benefits

- Cost risk reduced with Guaranteed Maximum Price.
- Cost savings from a turnkey development.
- Direct contribution of \$201,600 for design drawings of public elements.
- Direct contribution of costs associated with August ballot election.
- Extended Warranty of Structure from Design Builder.
- Return of all excess funds under GMP to the City (Industry standard 50/50 split)
- Lease payments and property taxes from private site paid to the City.

P3 Professional Team – City of Birmingham

- **Development Consultant** – Jones Lang Lasalle/Kirco Manix
- **Development Counsel** – Miller Canfield
- **Bond Counsel** – Miller Canfield

City Manager, Joseph A. Valentine
Ass't. City Manager, Tiffany Gunter
City Attorney, Tim Currier
Planning Director, Jana Ecker
City Engineer, Paul O'Meara
Ass't. City Engineer, Austin Fletcher
Building Official – Bruce Johnson
Finance Director – Mark Gerber

Recent Commission and Committee Activity

- Predevelopment Agreement
- Development Agreement
 - Contingencies
 - Construction Agreement
 - Ground Lease
- Site Plan Review Process

Process and Proposed Solution

Project History

- December 1996 **Downtown Birmingham 2016** Master Plan Recommendation: Willits Block
- April 2006 Initial Drafts of RFQ/P Drafted for Bates Street Extension and Site Development
- May 2013 **Daytime Parking** Demands Increase Significantly
- November 2013 APC Survey: Business Operators and Building Owners
- March 2014 Ad Hoc Parking Study Committee (**AHPSC**) Creation
- August 2014 **Parking Demand** Study Conducted (Current and Future Demand)
- January 2015 Potential Redevelopment Plan **Concept Alternatives**: Willits/Old Woodward
- March 2015 **AHPSC Findings and Recommendations** - Accepted by City Commission
- March 2015 Ad Hoc Parking Development Committee (**AHPDC**) Creation
- September 2015 Concept Plan for Downtown Parking System Expansion RFP Issued
- February 2016 Concept Plan for Downtown Parking System Expansion Recommendation, **Option 2A**
- April 2016 AHPDC **Parking Assessment** Sub-Committee Established– Funding Considerations
- May 2016 N. Old Woodward / Bates St. Parking and Site Redevelopment: **RFQ Issued**
- September 2017 N. Old Woodward / Bates St. Parking and Site Redevelopment: **RFP Issued**
- January 2018 Evaluation of Proposals: **WBP Process Commences**

Bidding Process Overview

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

Structure of Deal

\$50,145,000
 CITY OF BIRMINGHAM
 COUNTY OF OAKLAND, STATE OF MICHIGAN
 PARKING DECK BONDS, SERIES 2019
 (UNLIMITED TAX GENERAL OBLIGATION)

ESTIMATE OF COST - June 26, 2019 GMP

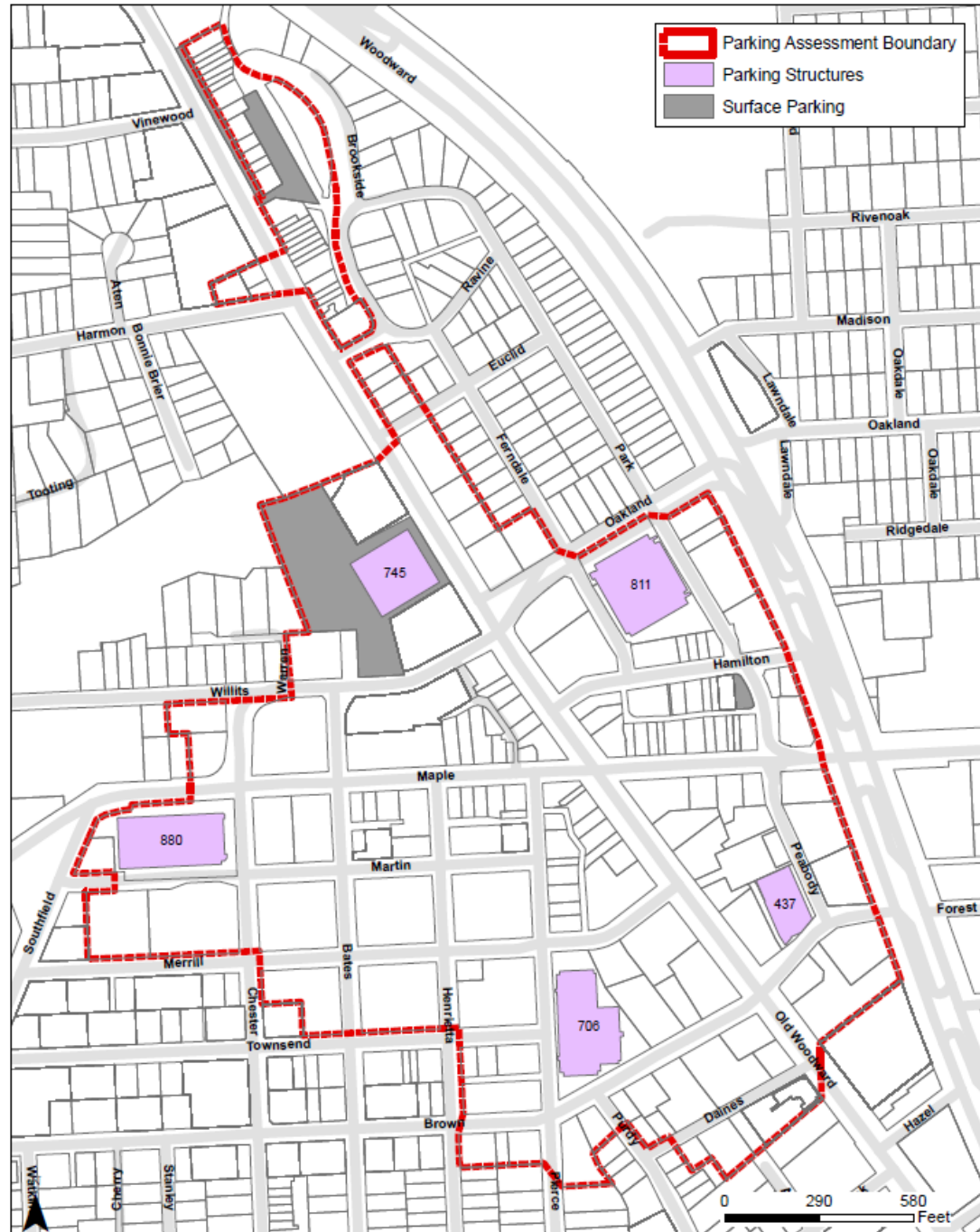
	<u>Amount</u>
CONSTRUCTION, ENGINEERING, AND CONTINGENCIES	\$ 57,644,355
MISCELLANEOUS PRELIMINARY COSTS	\$ 148,000
OWNER REPRESENTATIVE	\$ 1,900,000
COST OF ISSUANCE	
Bond Counsel	\$ 76,883
Registered Municipal Advisor	75,425
Official Statement	4,000
Rating Fees	40,000
MAC Fee	400
Bond Discount (0.5%)	250,725
Printing and Publishing	2,500
Michigan Treasury Fee (.02% of par \$1,000 max)	1,000
Rounding Amount	1,712
TOTAL COST OF ISSUANCE	<u>\$ 452,645</u>
TOTAL PROJECT COST	\$ 60,145,000
LESS:	
City Contribution	\$ 7,000,000
Parking Special Assessment (Paid upfront by the City)	3,000,000
	<u>\$ 10,000,000</u>
AMOUNT OF BOND ISSUE	<u><u>\$ 50,145,000</u></u>

Financial Forecast FY 19-20 through 22-23

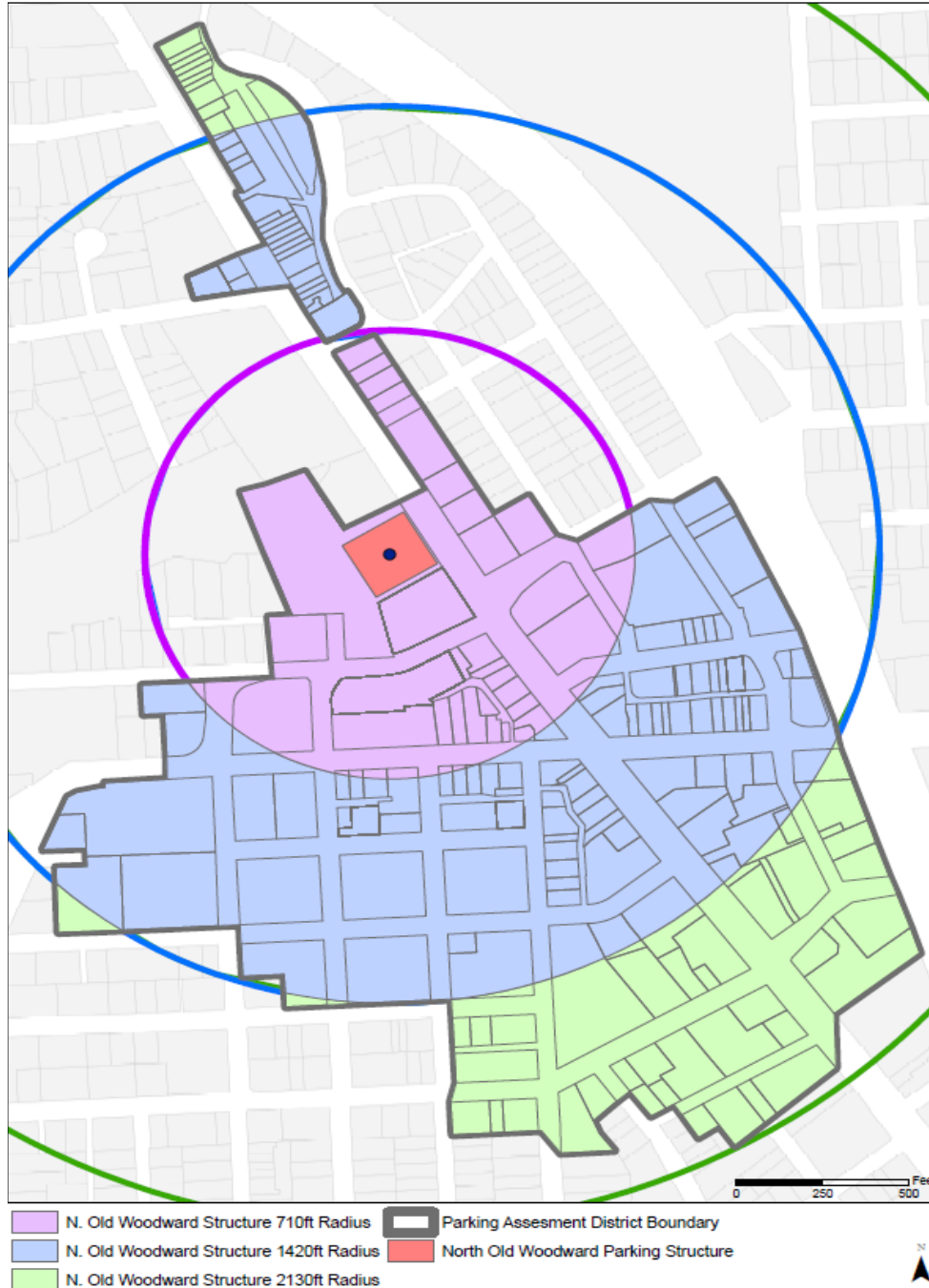
	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023
Beginning Reserves	\$17,500,000	\$9,107,900	\$10,186,700	\$12,118,650
Revenues:				
Monthly Parking	3,417,400	3,713,800	3,932,800	4,151,800
Transient Parking	2,689,000	2,518,000	2,833,000	3,148,000
Meter Parking	2,020,000	2,020,000	2,020,000	2,020,000
Other (Special Assess., Interest, Other)	<u>335,000</u>	<u>557,500</u>	<u>605,000</u>	<u>630,000</u>
Total Revenues	8,461,400	8,809,300	9,390,800	9,949,800
Expenditures:				
Operating	3,209,100	3,124,700	3,353,050	3,589,500
Capital	2,141,500	1,600,000	1,600,000	1,600,000
Debt *	1,002,900	2,005,800	2,005,800	3,348,400
Parking Mitigation	500,000	1,000,000	500,000	-0-
Portion of Deck Paid from Reserves	<u>10,000,000</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
Total Expenditures	16,853,500	7,730,500	7,458,850	8,537,900
Change in Reserves	<u>(8,392,100)</u>	<u>1,078,800</u>	<u>1,931,950</u>	<u>1,411,900</u>
Ending Reserves	\$9,107,900	\$10,186,700	\$12,118,650	\$13,530,550

*-Debt service consists of interest-only payments through 2022 and principal and interest payments of approximately \$3,348,400 through 2045

City of Birmingham Parking Assessment District



2016 Parking Assessment District - Distance Factor



\$3,000,000 total assessment (10 year payback period)

20% (\$600,000) based on distance from the structure

80% (\$2,400,000) based on square footage within the parking assessment district

	Average Blended Rate per Sq. Ft.
Purple Radius (within 710')	\$1.15/sq. ft.
Blue Radius (within 1420')	\$1.05/sq. ft.
Green Radius (within 2130')	\$. 95/sq. ft.

Parking Mitigation Plan

Parking Mitigation Plan

- Off Site Parking and Shuttle Services
- City Sponsored Valet Services
- Drop and Go Valet Services
- Custom Ridesharing Services
- Luxury Zip Car
- Daytime Trolley
- Discounted Public Transit Passes
- Mobile Parking Application

Off-Site and Shuttle Services

- What: Leased Parking Lots and Shuttle Services (Real Time Availability), Available throughout the day.
- Audience: Daily Employees / Commuters to Downtown
- Goal: Replace / Increase Current Parking Capacity

City Sponsored Valet Services

- What: Additional Valet Stand(s)
- Audience: Residents and Guests for shopping, dining, etc. (maximum 4 hours)
- Goal: To provide a convenient option for parking that does not require the motorist to find a parking space.

Avg. Weekly Utilization - Current City Sponsored Valet Services:

Old Woodward:	230 Vehicles
Hamilton:	192 Vehicles

Drop & Go Valet Services

- What: Drop Vehicle at City Lot, Valet to move vehicle to off-site lot
- Audience: Employees / Commuters In A Hurry (4+ Hours)
- Goal: Provide a premium option for commuters that want to have more direct access to downtown.

Custom Rideshare Services

- What: City Operated Rideshare Vehicles within 3-5 mile radius of City
- Audience: All residents and visitors in neighboring communities
- Goal: Reduce the number of vehicles entering into the downtown during peak hours.

Why not use an existing Rideshare service?

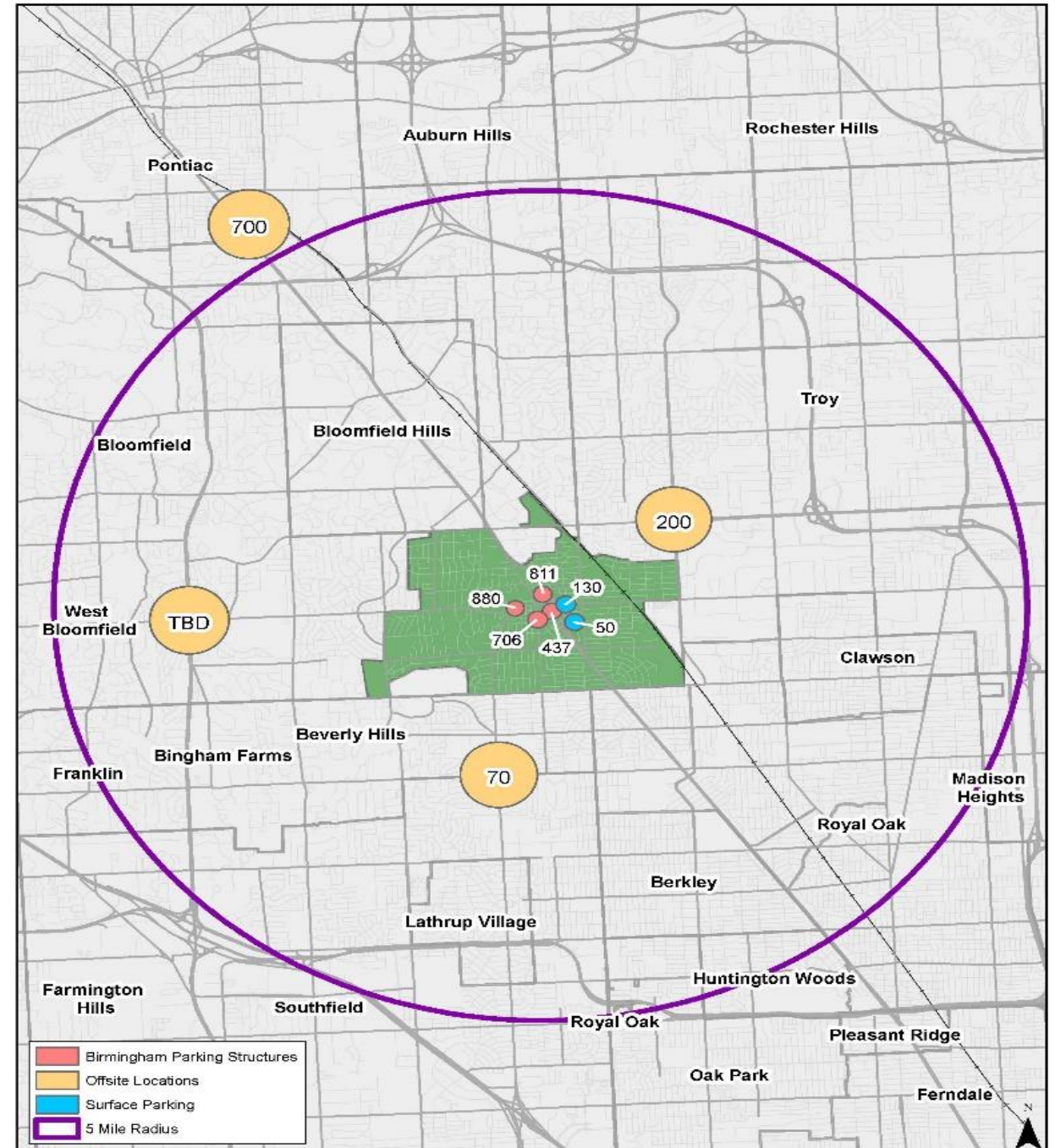
The cost and availability of drivers would be quite unpredictable. The City can hire and manage pricing for each ride ensuring the services remain at a low cost to the end-user.

Parking Mitigation Mapping

Current Parking Inventory = 4,851 spaces

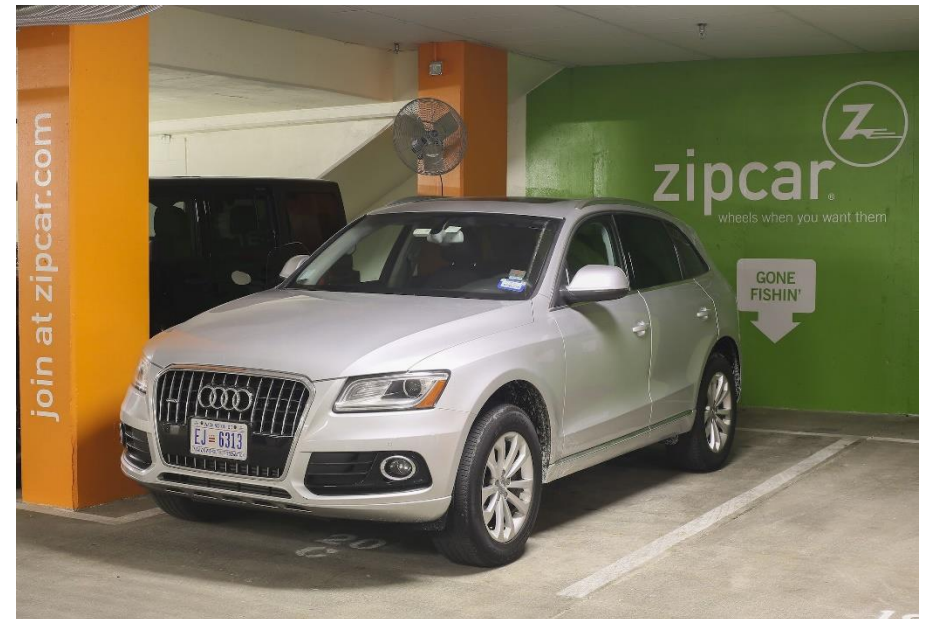
Parking Inventory During Construction

On Street Parking =	1,272
Off Street Parking =	2,833
Surface Lot Leases =	180
Off Site Parking =	<u>1,020</u>
Total Parking Available =	5,305



Luxury Zip Car

- What: Vehicles available for use parked in downtown Birmingham garages.
- Audience: Employees that need or want to run a mid-day errand.
- Goal: To provide additional options for individuals parked in off site lots to have greater flexibility throughout the day.



Daytime Trolley

- What: Shuttle Service Vehicles used during off-peak hours for short distance trips in downtown Birmingham.
- Audience: Everyone
- Goal: To make getting around the downtown more convenient for all users of the system.

Discounted Public Transit Passes

- What: Discounted Monthly Public Transit Passes
- Audience: Everyone
- Goal: To reduce the number of vehicles coming to the downtown area.



Mobile Parking Application

- What: Communication Tool
- Audience: Everyone
- Goal: To effectively communicate all of the available options for parking to users in a real time mobile application.
 - On Street and Off Street Parking
 - Shuttle Locations and Hours of Availability
 - Locations of Valet Services
 - Rideshare Options (Including Links to Uber and Lyft)
 - Zip Car Availability
 - Public Transit Route and Schedule Information



Questions?