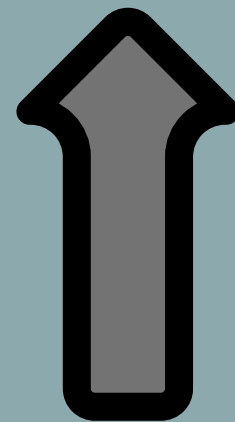


Where did we come from and where are we in 2024?



What does the next 50 years of our parking system require?



2025 New Walnut Street Garage



What does the next 50 years of our downtown require?



WHAT ARE WE GOING TO COVER?

- Our Administration follows forward-thinking urban planning principles that support a sustainable community for the 21st century.
- We have an overbuilt garage parking system for the 21st century.
- The overbuilt Walnut Street Garage has cost our city opportunities for compatible parking and vibrancy for over 50 years.
- We don't need anywhere close to 770 parking spaces in the new Walnut Street Garage.

WHAT ARE WE GOING TO COVER?

- The financial implications of overbuilding parking are severe for the entire city now and for generations in the future.
- Review the misguided planning of the 1970s Walnut Street Garage/pedestrian mall.
- Review the extensive 2015-2024 public planning history of the current project.
- Discuss how data is used to capture the comprehensive collection of experiences.

WHAT ARE WE GOING TO COVER?

- Review Walnut Street Garage HARB Submissions (Mr. Fernstrom and THA)
- Review benefits of a mixed-use development concept (Ms. Heller)
- Review what has been done, what has not been done, and what will be done on development piece in 2024 and 2025 (Ms. Collins)

What is the purpose of the parking authority?

- To regulate parking where the demand outpaces the supply.
- Support the growth and development of the city to contribute to a safe, accessible, and sustainable community.

What do we need to regulate parking?

- We have 272 on-street spots in our northside downtown core.
- We have an average of 813 downtown parkers throughout the day (on-street plus off-street).
- We need on-street parking turnover.

How do we solve our parking supply problem?

- Build parking capacity - on- and off-street parking
- Incentivize and strategize on where people should park depending on their length of stay (short vs. long term)

What have been our goals for the parking authority?

- 1) View the parking system as an integrated system rather than individual parking spots.
- 2) Modernize to create a more efficient parking system.
- 3) Invest more parking authority revenues back into our community (DBA, SSAD, infrastructure).
- 4) Understand long-term parking usage trends to make smart financial decisions and maximize community investments.

History of Parking Authority Community Investments

- 2022 - \$90,000
- 2023 - \$130,000
- 2024 - \$162,500

Walnut Street Garage Timeline

- **1974** - Downtown Bethlehem businesses and homes removed to make way for pedestrian mall that was built to compete with suburban malls.
- **1976** - Walnut Street Garage opens.
- 25 years of stagnation in the downtown.
- **2000** - W Broad Street reopened by Mayor Cunningham
- “It was a mistake — a failed experiment,” Cunningham said. Morning Call January 8th, 2000
- “The project that was hoped to be Bethlehem’s savior is now considered nothing more than a mistake that has choked growth” - Morning Call July 10th, 2000

Walnut Street Redevelopment Timeline

- **January 2015** - BPA starts spending emergency repair dollars to keep Walnut Street Garage open.
- **February 2018** - BPA completes city-wide facility study - recommends WSG is demolished and replaced. Also further recommended to study the right size of the new garage and explore development opportunities.
- **November 2019** - BPA seeks out comprehensive condition report on current facility status of Walnut Street Garage (necessary short term repairs to keep open and long term options).
- **June 2020** - BPA receives comprehensive condition report. Estimated cost over \$20 million to keep open for 20 years.
- **September 2020** - BPA starts site feasibility study on New Walnut Street Garage.

Walnut Street Garage Timeline

- **March 2021** - BPA seeks out second comprehensive condition report on status of Walnut Street Garage.
- **April 2021**- Second comprehensive condition is completed (estimated \$18 million over 20 years) and Parking Authority Board votes to accept recommendation to demo and rebuild with development opportunities.
- **December 2021** - BPA votes to approve Walnut Street Feasibility Study for overall vision of the site which included parking demand study, temporary displacement plan, and to assist development RFP process.
- **January 2022** - Our Administration meets with the BPA to discuss options. Mr. Fernstrom presents that the Parking Authority Board feels strongly that the next Walnut Street Garage should avoid the mistakes of the past. The Administration tells him that we need to see historical and current demand data.

Why do we need to get the demand number right?

- 1) Failing to accurately quantify demand in the past has been a big problem.
- 2) **\$45,000 cost of a spot in a garage**
- 3) The question will determine and dictate the future of tens of millions of dollars in spending by the Parking Authority (and possibly the City of Bethlehem).
- 4) It influences the ability of Parking Authority to fund the Downtown Bethlehem Association, the South Side Arts District, infrastructure improvements, etc.

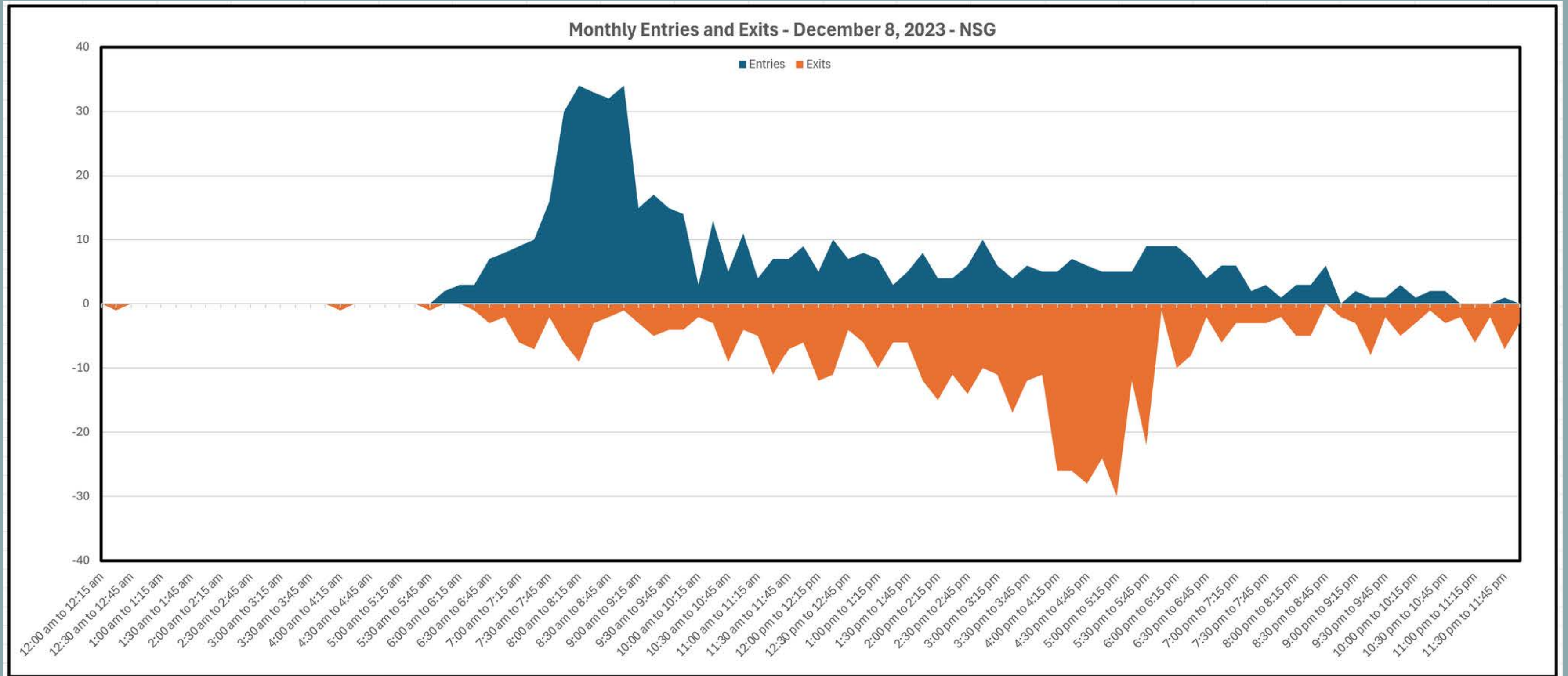
Why do we need to get the demand number right?

- 5) City of Bethlehem taxpayers carry financial liability if we get it wrong.
- 6) Current and future parking rate payers have to pay the debt off.
- 7) It influences Parking Authority capacity to pay for capital improvements throughout the parking system in a timely and responsible manner.
- 8) There is an enormous land use and vibrancy opportunity cost to overbuilding parking facilities.

How will we talk about demand?

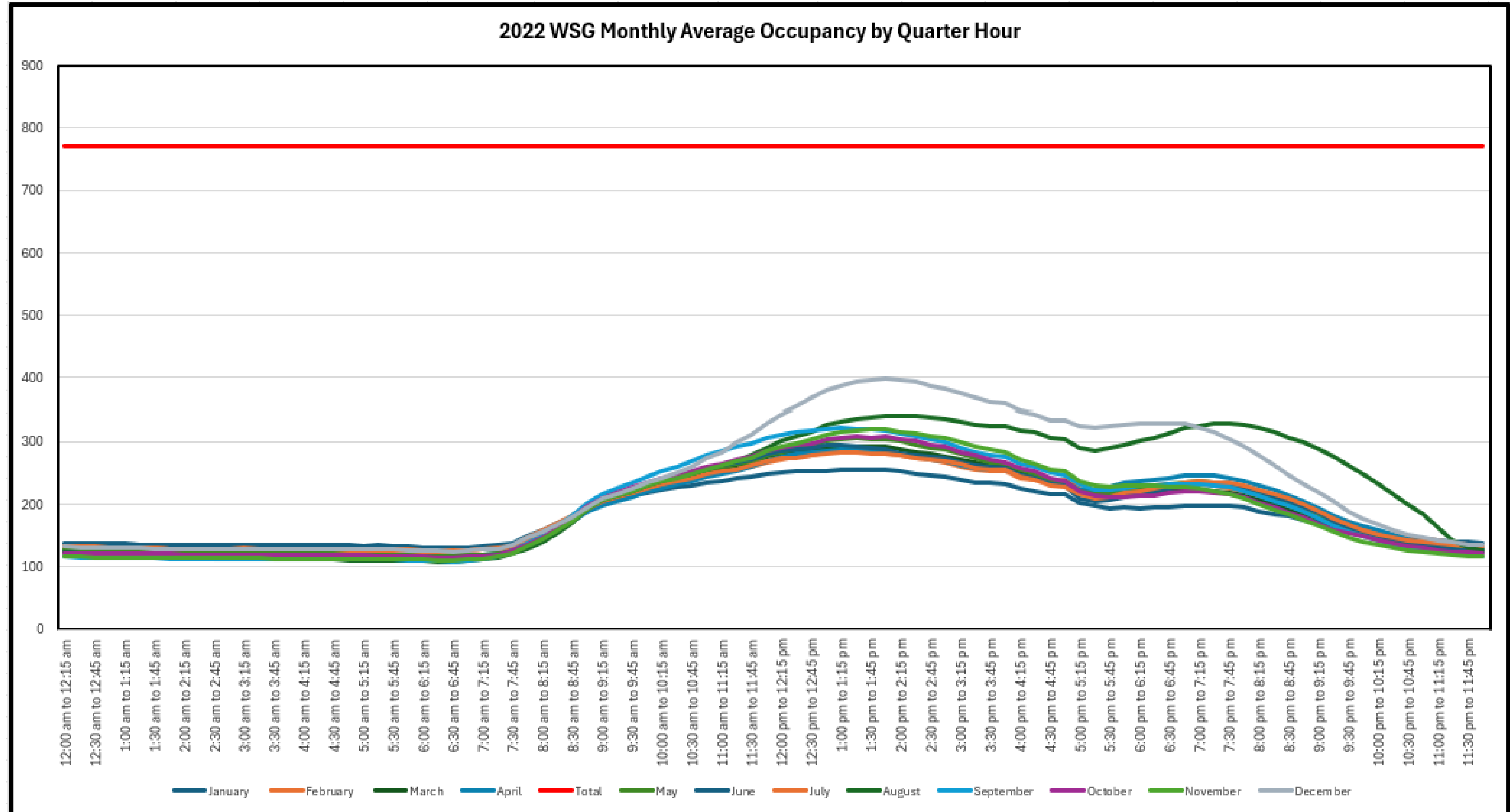
- #1) The two shifts of parking creates two garages (and a lot more than 770 spots)
- #2) Overall Garage Usage
- #3) Peak Times on Peak Days Usage (The 99.9% examples)
- #4) North Street Garage in 2024

#1 - The Two Shifts of Parking*

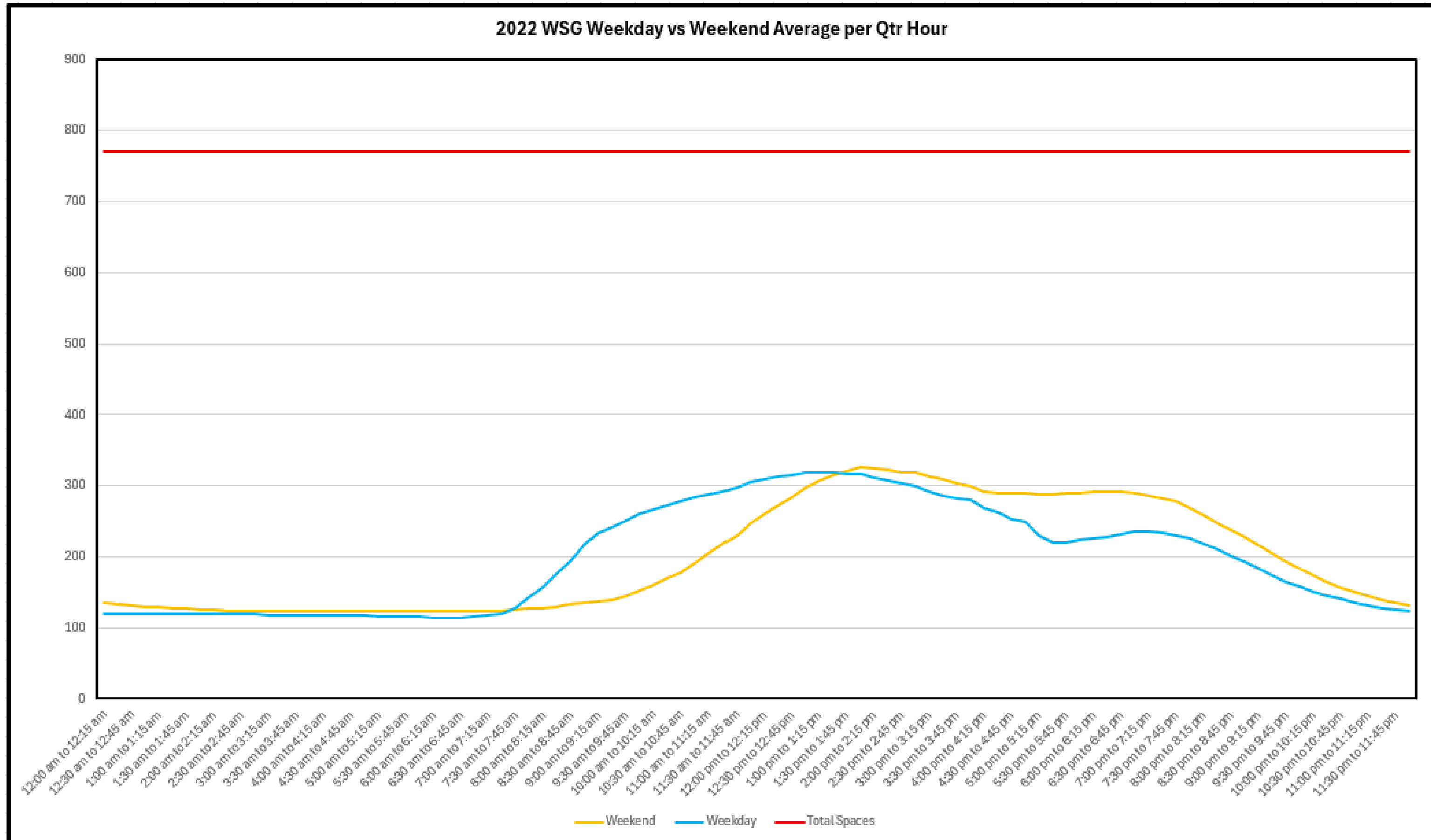


(*There is only one shift here.)

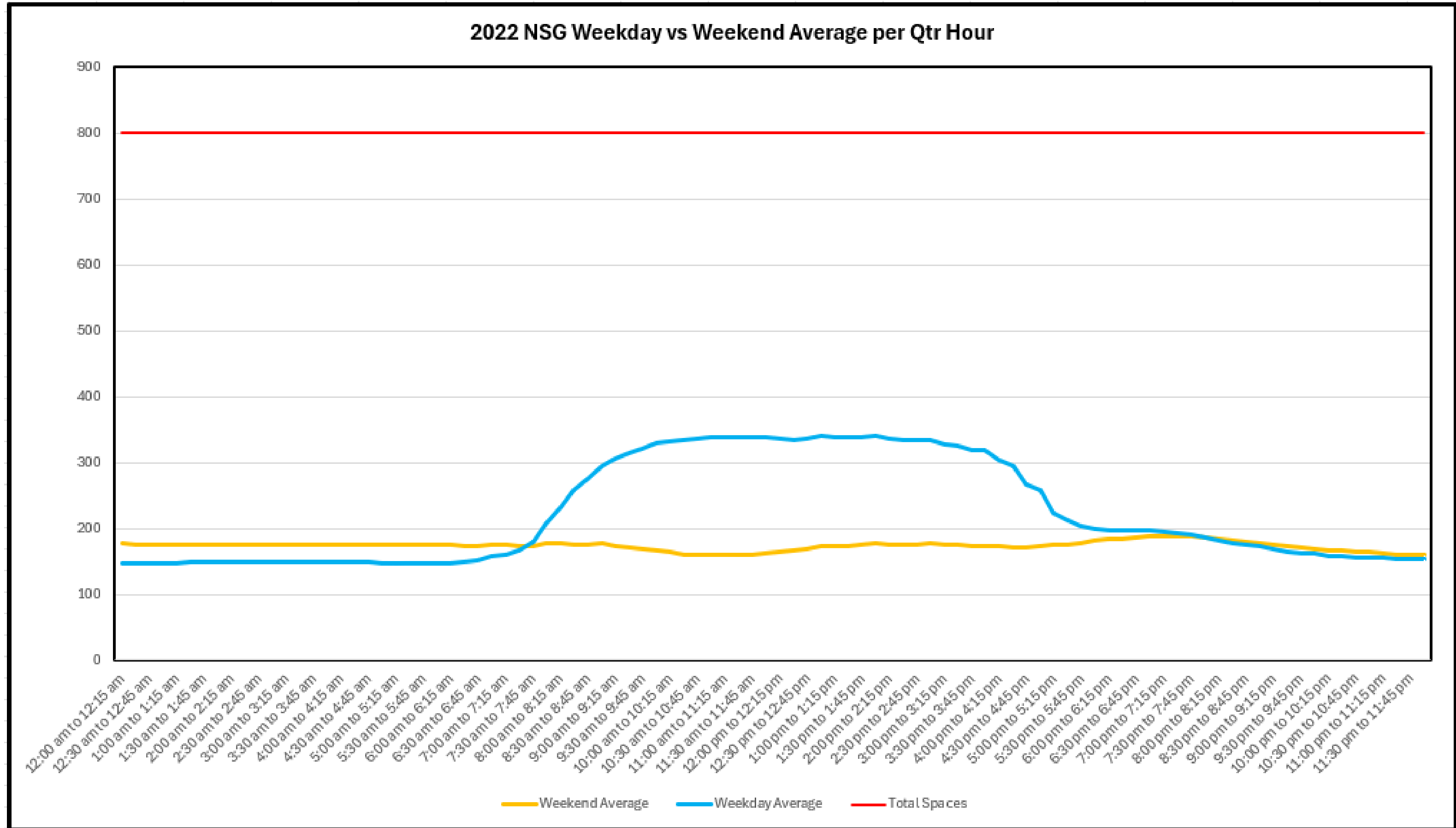
#2 - 2022 Walnut Street Garage Usage



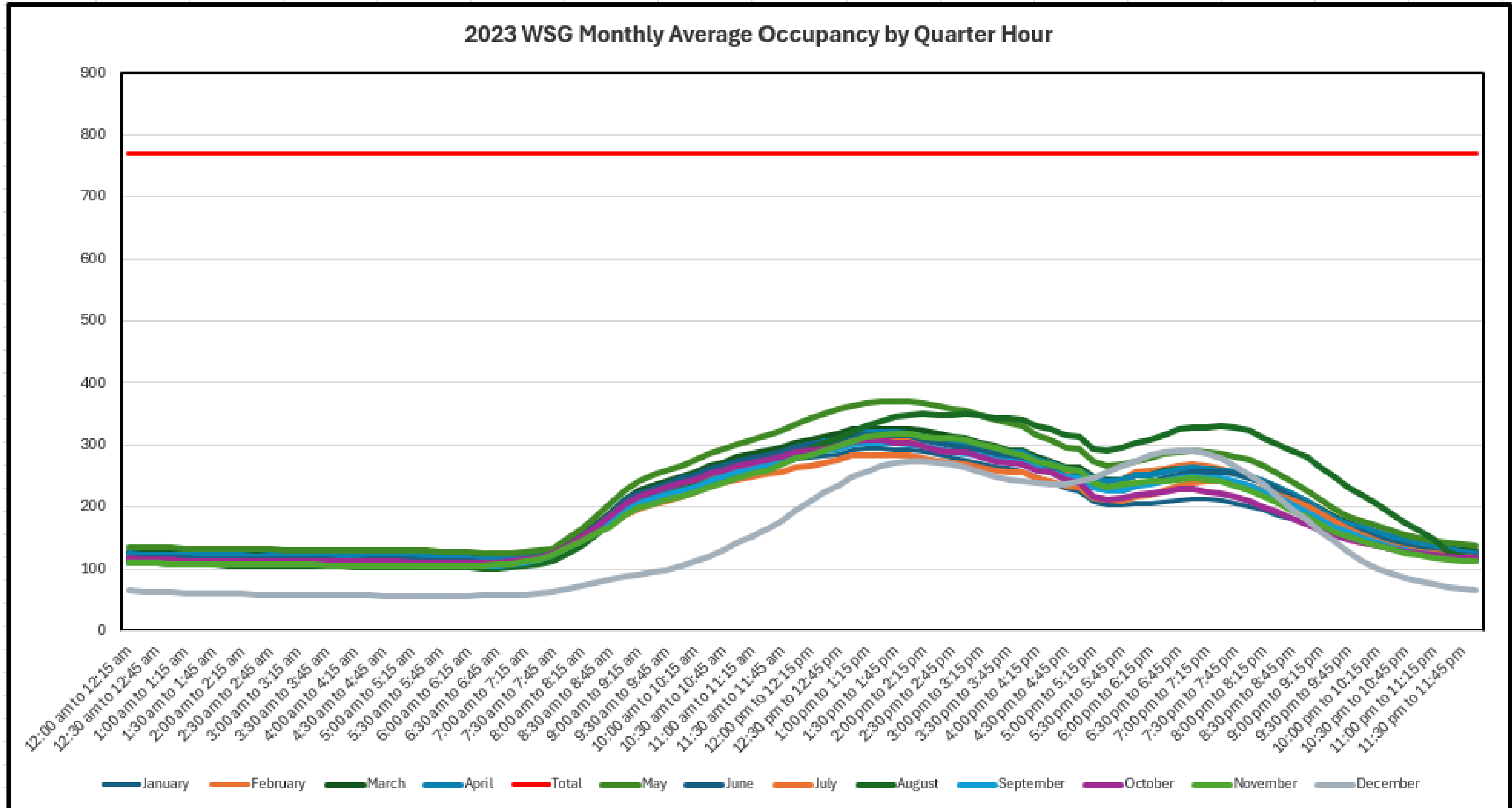
#2 - 2022 Walnut Street Garage Usage



#2 - 2022 North Street Garage Usage

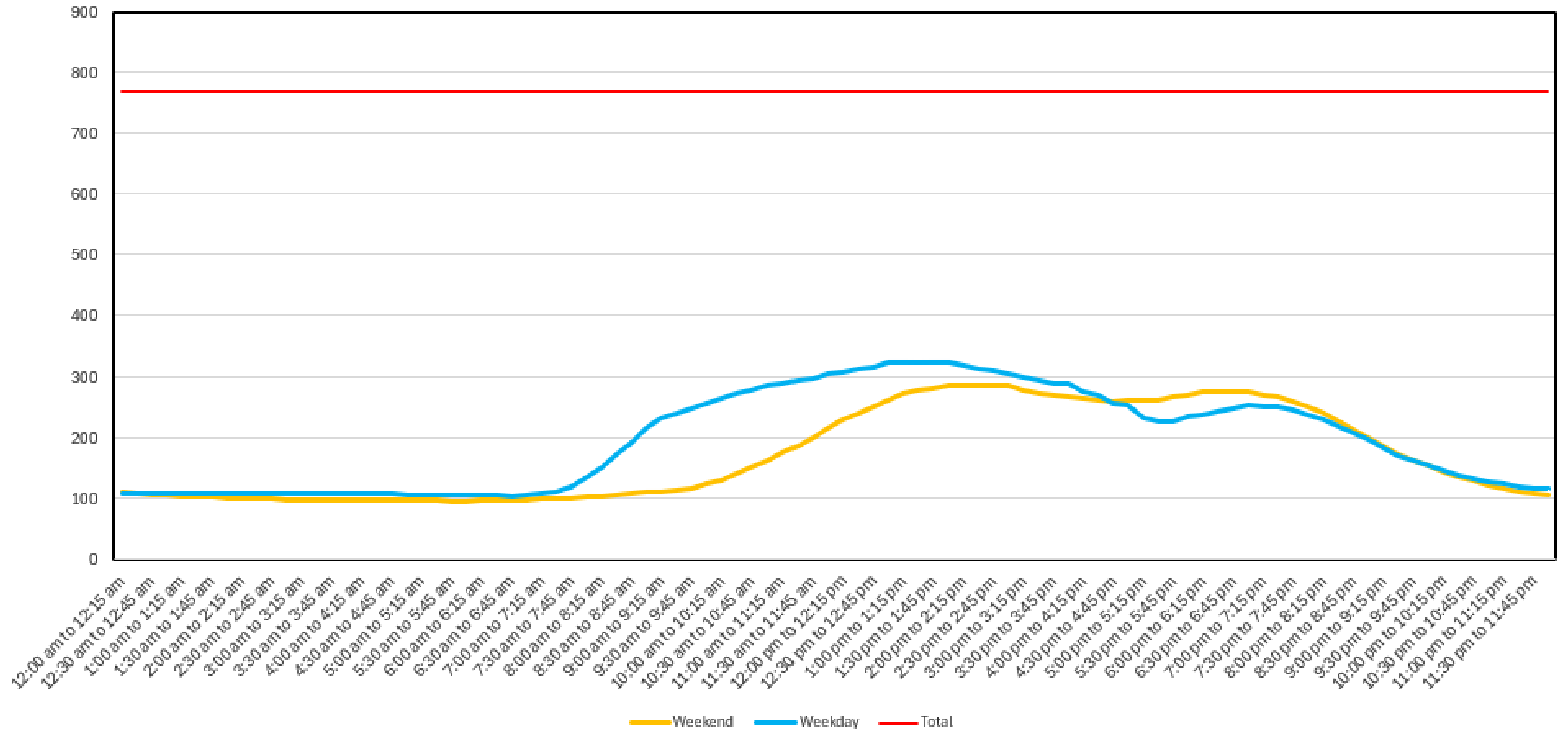


#2 - 2023 Walnut Street Garage Usage



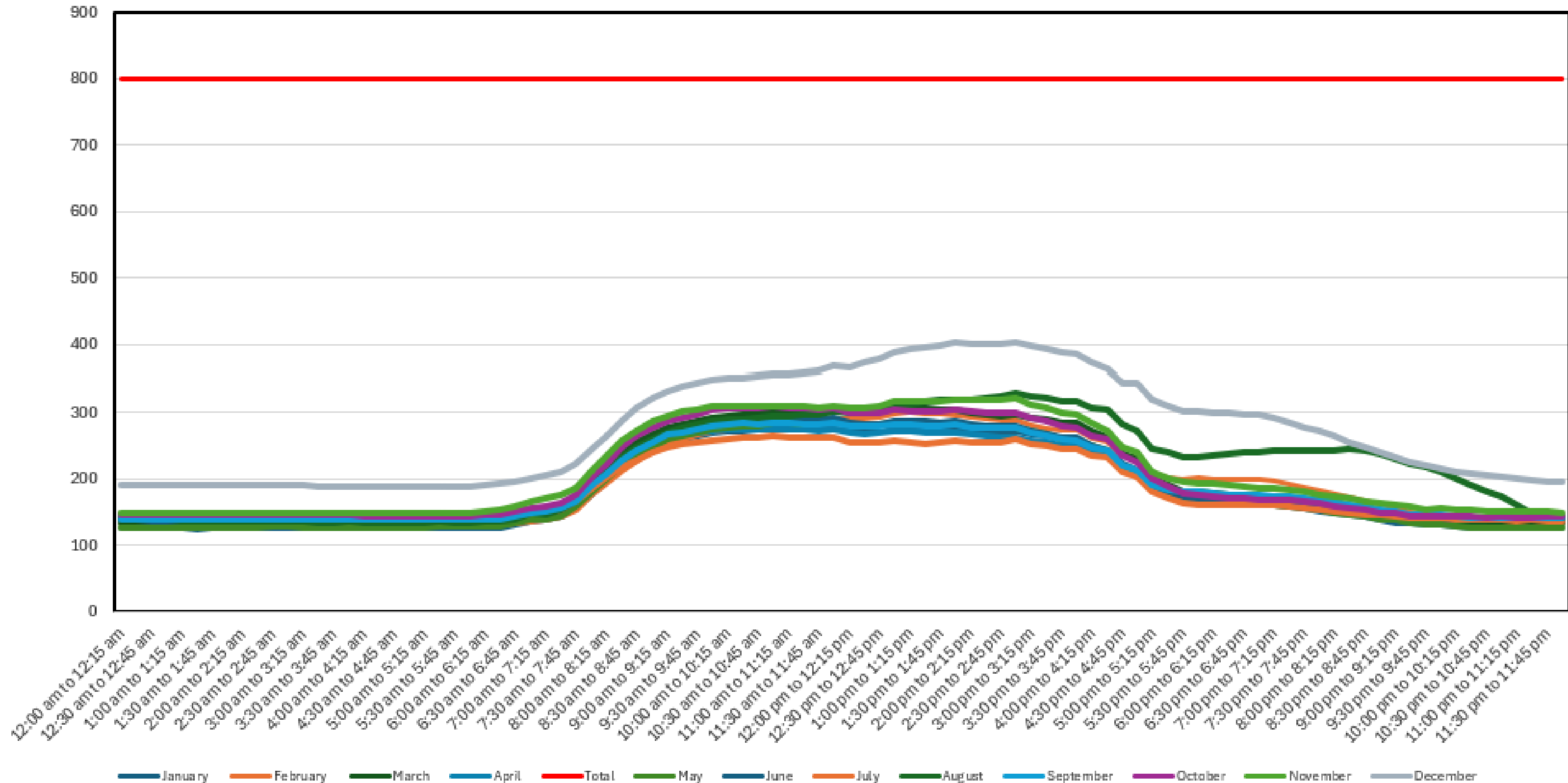
#2 - 2023 Walnut Street Garage Usage

2023 WSG Weekday vs Weekend Average per Qtr Hour

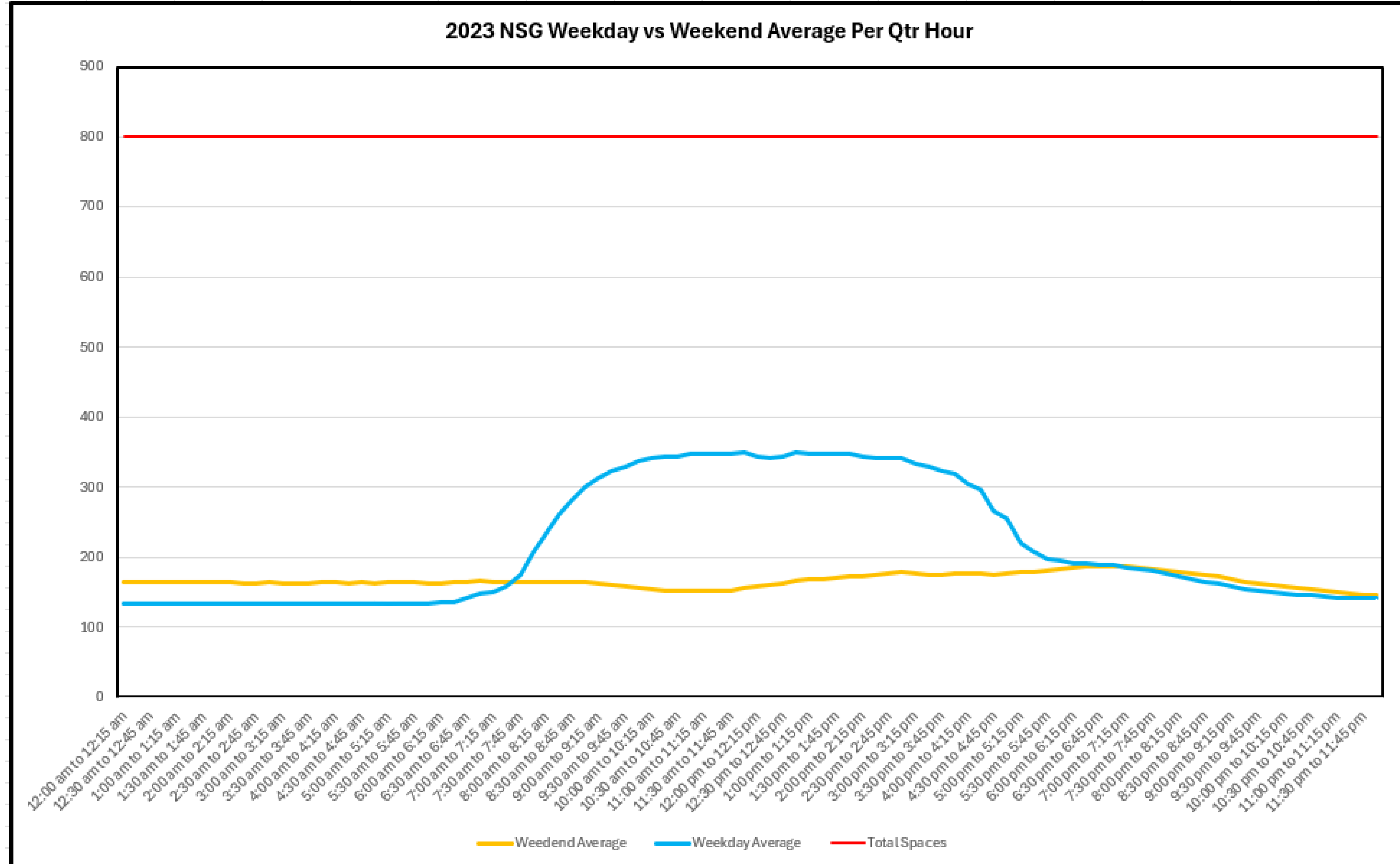


#2 - North Street Garage Usage 2023

2023 NSG Monthly Average Occupancy by Quarter Hour



#2 - North Street Garage Usage 2023



#3 - 2022 and 2023 'Fest Walnut Street Peak Times On Peak Days (500+ occupancy cars)

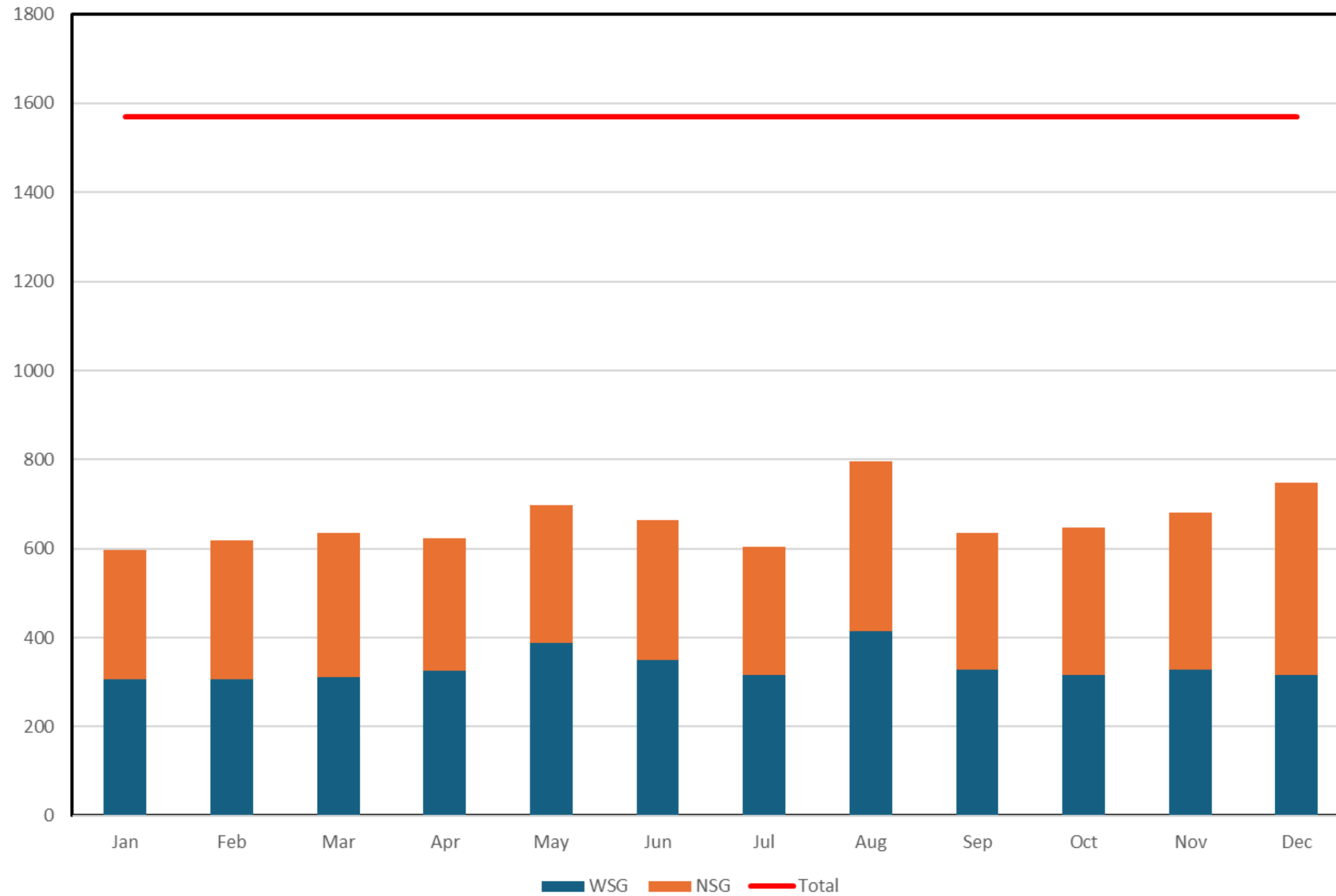
Date	WSG Occupied	% Full	NSG Open	% Full
1) August 5th, 2022 (8:15-8:30 PM)	636	83%	389	51%
2) August 6th, 2022	682	89%	156	80%
3) August 7th, 2022	504	65%	540	33%
4) August 9th, 2022	609	79%	439	45%
5) August 11th, 2022	695	90%	336	58%
6) August 12th, 2022	693	90%	148	81%
7) August 13th, 2022	658	85%	155	81%
8) August 14th, 2022	517	67%	563	30%
9) August 4th, 2023	703	91%	257	32%
10) August 5th, 2023	625	81%	188	24%
11) August 6th, 2023	643	84%	346	43%
12) August 8th, 2023	694	90%	257	32%
13) August 9th, 2023	678	88%	224	28%
14) August 10th, 2023	632	82%	425	53%
15) August 11th, 2023	765	99%	129	16%
16) August 12th, 2023	583	76%	576	72%
17) August 13th, 2023	576	75%	421	53%

#3 - 2022 and 2023 Walnut Street Peak Times on Peak Days (500+ occupancy cars)

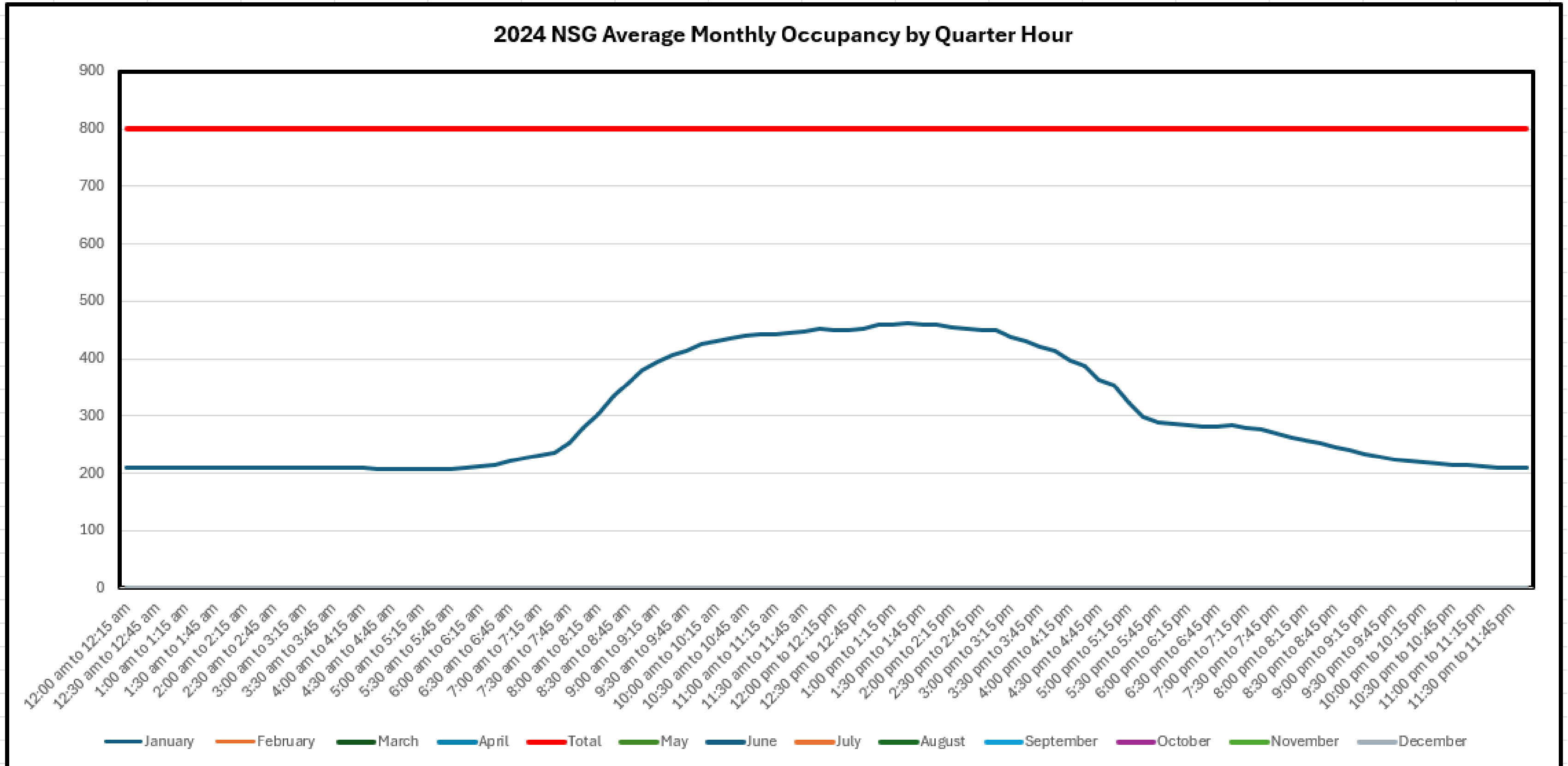
Date	WSG Occupied	% Full	NSG Open	% Full
1) September 23rd, 2022 (7:00-715p)	527	68%	494	38%
2) September 24th, 2022	658	85%	106	87%
3) November 26th, 2022	548	71%	517	35%
4) December 2nd, 2022	530	69%	413	48%
5) December 3rd, 2022	534	69%	422	47%
6) December 9th, 2022	617	80%	317	60%
7) December 10th, 2022	721	94%	307	61%
8) December 16th, 2022	511	66%	406	49%
9) December 17th, 2022	666	86%	387	52%
10) May 13th, 2023	583	76%	576	72%
11) May 14th, 2023	576	75%	421	53%
12) September 22nd, 2023	630	82%	369	46%

#3 - 2023 Walnut Street and North Street Peak Time Usage

2023 Monthly Average Peak Occupied Spaces



#4 2024 North Street Occupancy

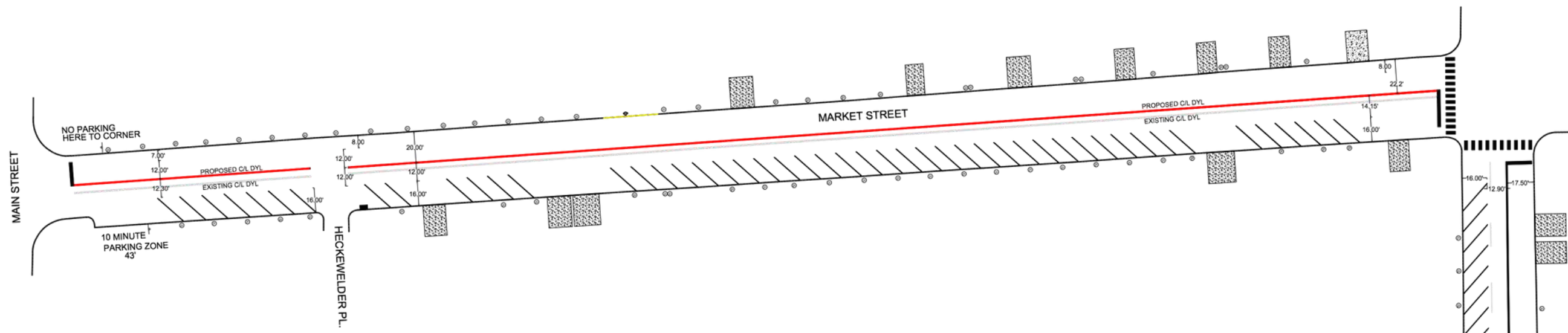


What does the data show about our north side parking system?

- On-street parking continues to dominate - Occupancy = 80-85%
- Off-Street Occupancy = 45%
- Office workers provide most of the garage parkers.
- Garage usage plummets after the work day completes. (We don't have two shifts of parking)

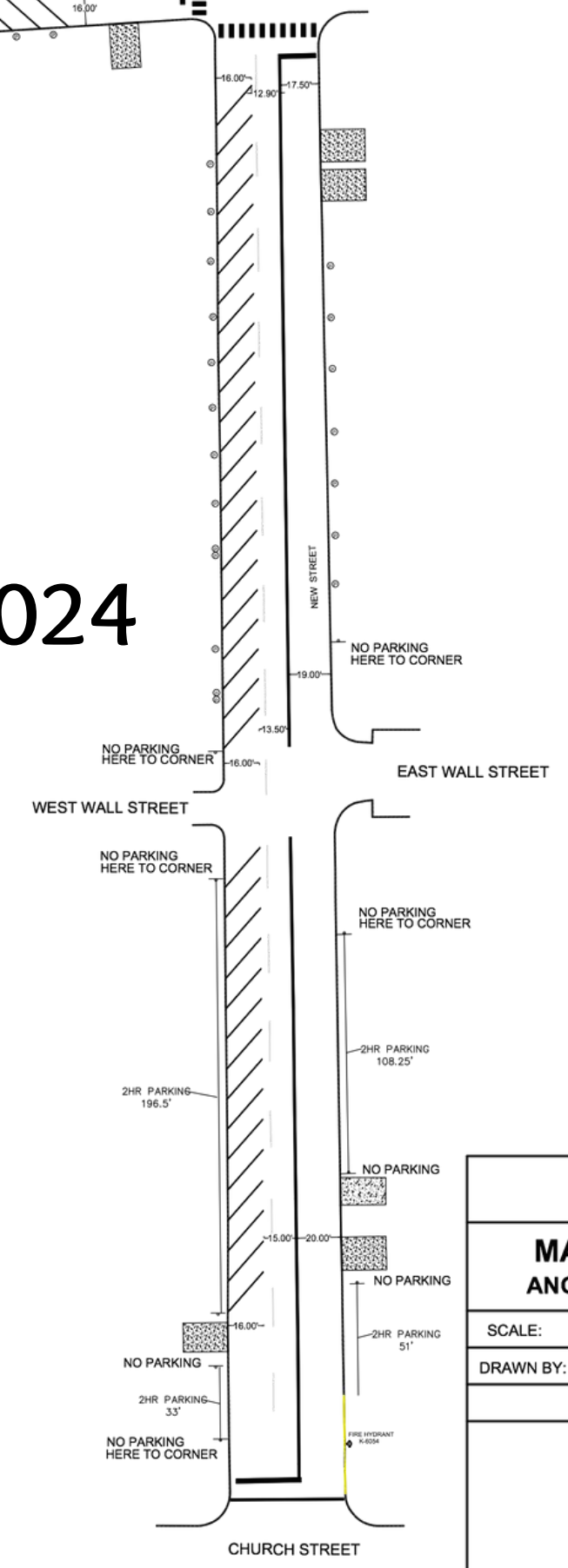
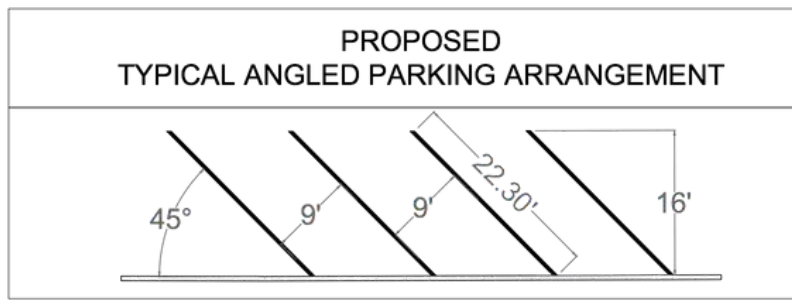
Can we increase on-street parking?

- Based on 2022 and 2023 data, 1 on street spot for visitors equals the occupancy of approximately 3.5 garage spots for visitors.
- Are there are any spots where we can increase on street parking?



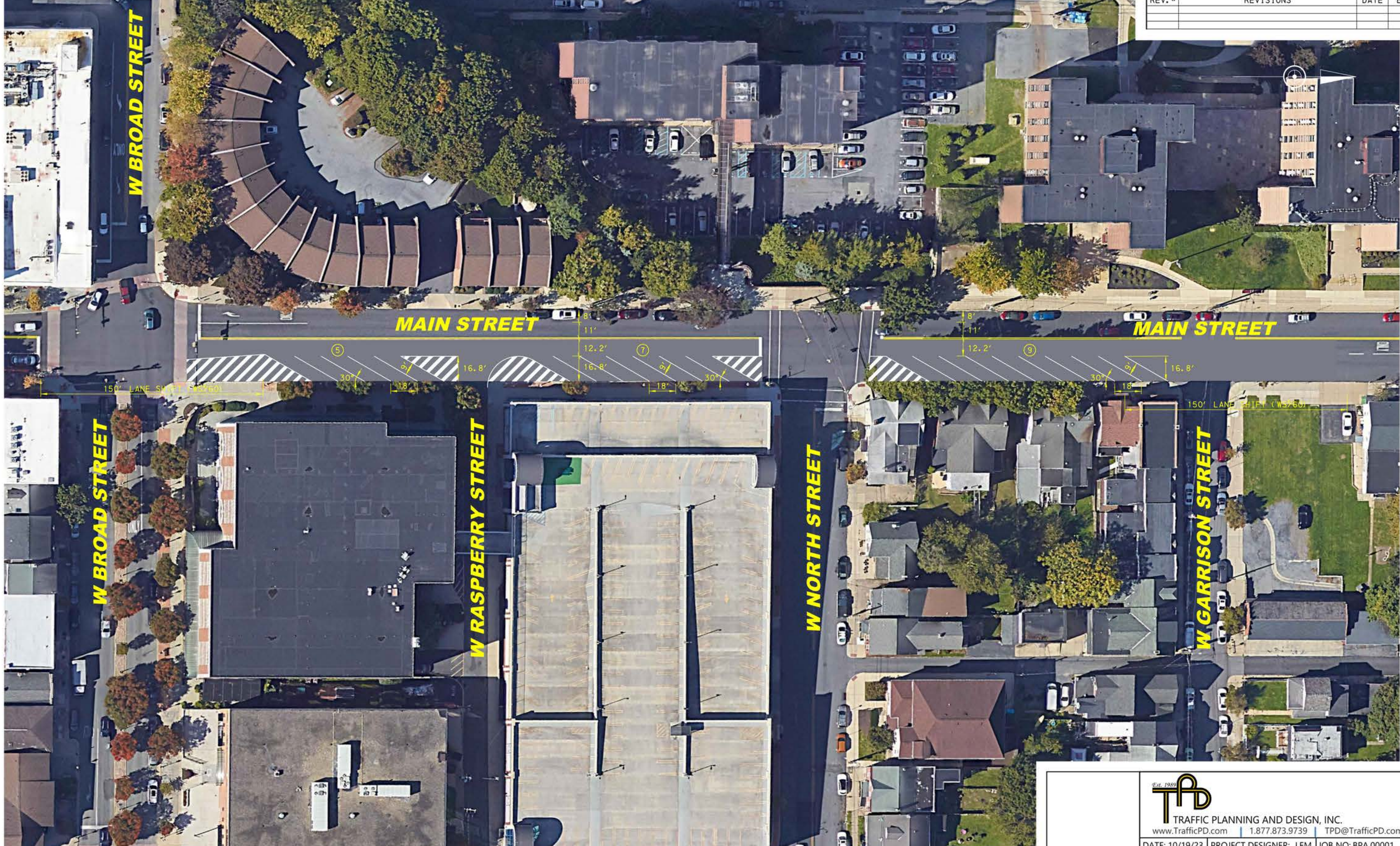
Addition of 14 angled parking spaces to Market Street - Spring 2024

LEGEND	
	PROPOSED ROADWAY CENTER LINE
	EXISTING ROADWAY CENTERLINE
	EXISTING LANE LINE
	CROSSWALK
	STOP BAR
	PROPOSED ANGLE PARKING
	FIRE HYDRANT
	PARKING METER
	DOUBLE PARKING METER
	PARKING REGULATION SIGN
	PRIVATE DRIVEWAY



REVISIONS			
REV	DESCRIPTION	DATE	APPROVED

CITY OF BETHLEHEM DEPARTMENT OF PUBLIC WORKS BUREAU OF ENGINEERING	
MARKET ST. & NEW ST. ANGLED PARKING CONVERSION	
SCALE: 1:40	DATE: OCTOBER 11, 2023
DRAWN BY: B.N.K	REVIEWED BY: A.M.
SHEET 1 OF 1	
Approved By: _____ Date: _____	
Director of Public Works/City Engineer	
Approved By: _____ Date: _____	
Chief of Engineering	



REV.	REVISIONS	DATE	BY

Est. 1989
TPD
TRAFFIC PLANNING AND DESIGN, INC.
www.TrafficPD.com | 1.877.873.9739 | TPD@TrafficPD.com
DATE: 10/19/23 | PROJECT DESIGNER: LEM | JOB NO: BPA 00001

72,686

Downtown Bethlehem Opportunities with Walnut Street Project

- Fix 1970s planning mistakes and avoid financially irresponsible decisions for taxpayers and parkers
- Build new Walnut Street Garage that improves safety and historical appropriateness
- Increase downtown vibrancy and sustainability with mixed-use retail and residential development

Why are the garage and development portion on different timelines?

- In 2021, study lays out cost options on Walnut Street Garage.
- Emergency repairs will keep it open but at some point more intense repairs are needed.
- After spending \$2 million in emergency repairs over several years, 2024 is the year intense repairs are needed.
- 0-5 years - \$9.4 million
5-10 years - \$3.1 million
10-20 years - \$5.6 million

Why are the garage and development portion on different timelines?

- The best time for garage demo will always be in January if the goal is to minimize holiday season disruption to one season.
- January 2022 or January 2023 - Not ready or feasible

Why not wait till January 2025?

- January 2024 - Per repair schedule (2021 study), WSG would have needed several million dollars (new debt) to keep garage open in 2024 (also obviously throwing good money after bad money if WSG was about to be demolished in January 2025).
- Development portion has different questions to answer, cannot and should not be rushed.
- No guarantee that development conversation is done by even January 2025.

An Incomplete Collection of Interests (in alphabetical order)

- City system parkers in all areas of the city
- Diverse and varied business interests
- Future Bethlehem residents and businesses who aren't present yet
- Housing Advocates
- People who pay taxes
- Physical architecture interests (HARB)
- Residents abutting property
- Sustainability advocates (Climate Action Plan, LV Planning Commission)

How does the business community have diverse and varied interests? Different opinions on.....

- How long should parkers be able to stay at meters?
- When should the authority stop charging for meters?
- How much parking turnover should we encourage?
- How should we create parking fine structures?
- How do we feel about closing Main Street?
- How do we feel about Musikfest?
- How do we feel about parklets?
- How do we feel about loading zones?

Different opinions on Walnut Street Garage and Mixed Use Development reflect those diverse opinions.

What are the financial implications of the proposed Walnut Street submissions?

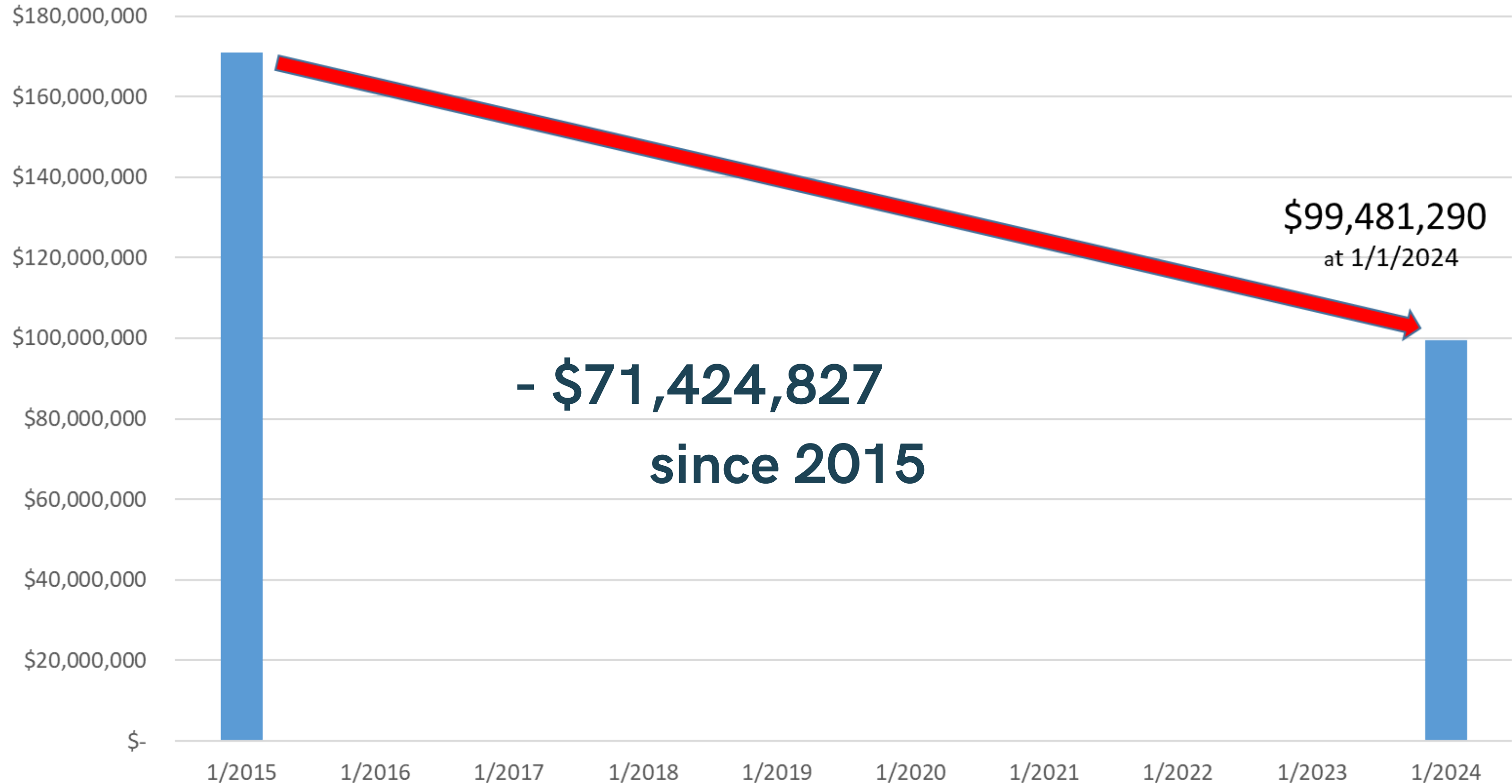
- Submission #1 (278 feet long) - 590 spots - \$27 million
- Submission #2 (278 feet long) - 527 spots - \$24.1 million

- Hypothetical 1976 Walnut Rebuild (500 feet long)- 770 spots - \$35 million (and would need City of Bethlehem to back debt)

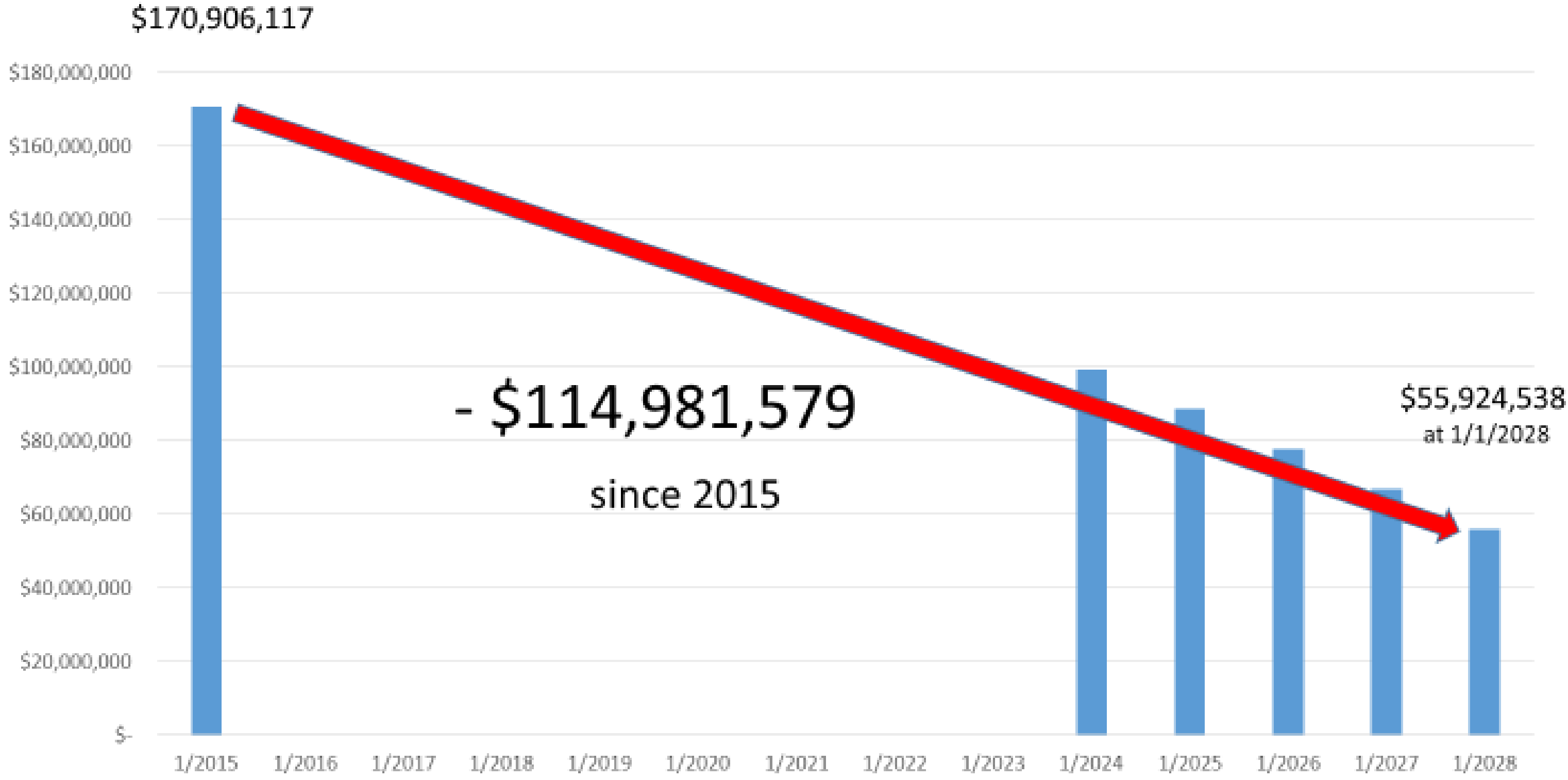
How do garages get financed?

- Parking Authority borrows \$27 million (Submission #1) , essentially gets a mortgage.
- Pays back principal plus interest for 30 years
- Debt payments start with \$1.5 million (and rise to \$2.4 million)
- No parking deck is self sustaining that has debt
- 2023 WSG permits plus transient revenues = 900k
- Garage debt requires 600k that isn't from Walnut Street Garage.
- Cost of 770 deck = \$21 million over life of debt - \$700k additional a year
- That parking revenue doesn't exist thereby leading the city to have to guarantee the debt. The city taxpayers are responsible for the revenue if the parking system doesn't cover the debt.

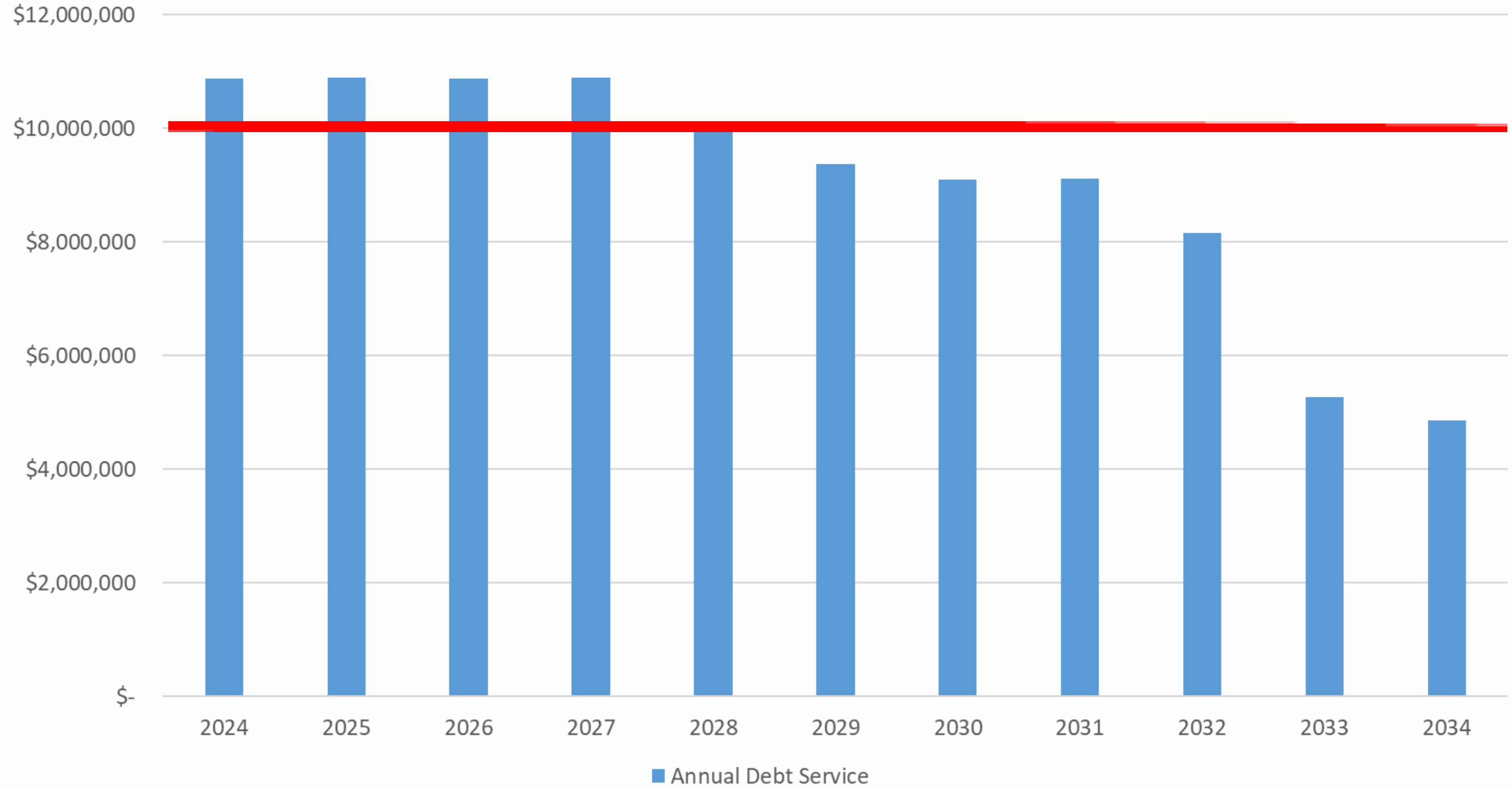
Bethlehem Paying Debt Off Aggressively 2015-2024



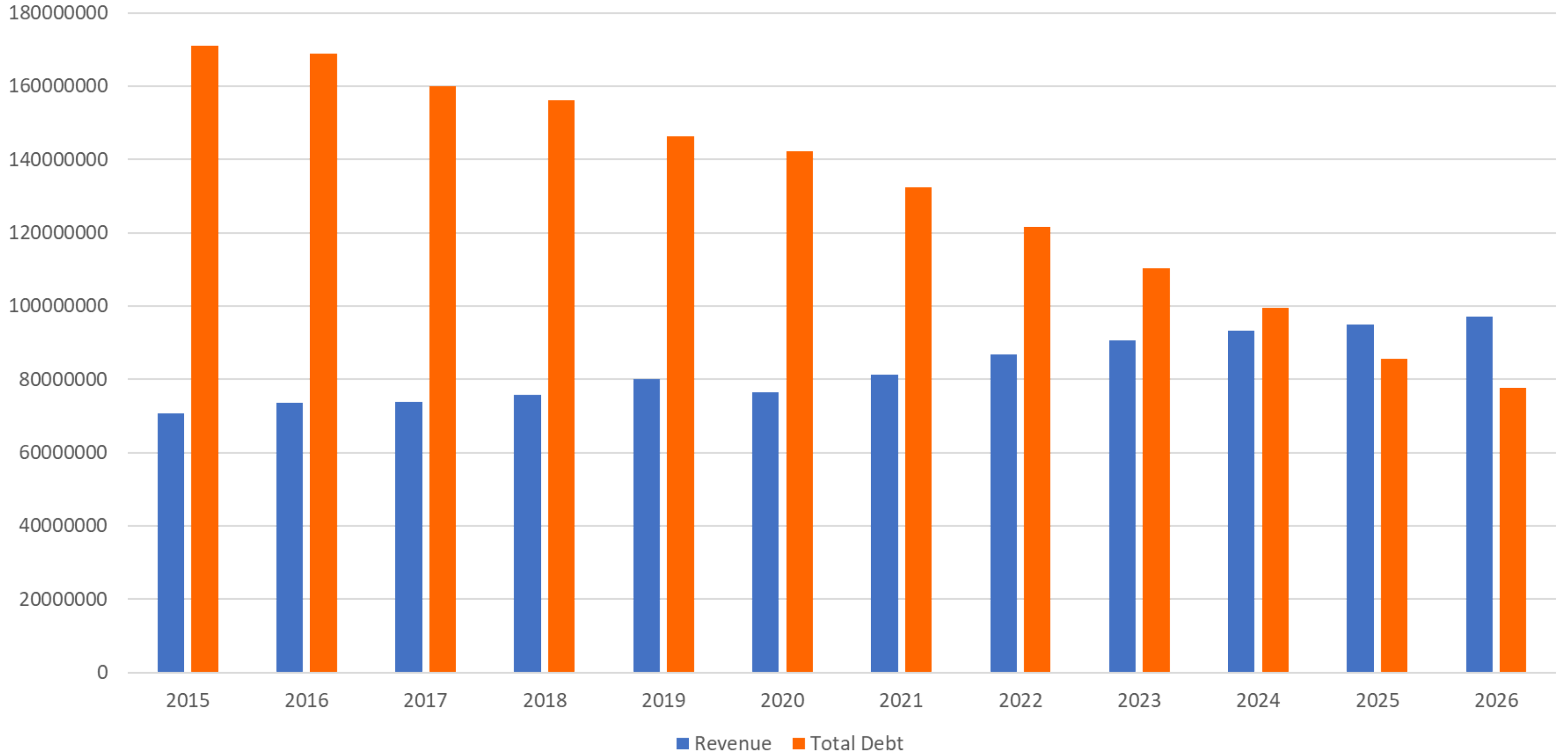
Bethlehem Paying Debt Off Aggressively 2015-2028



Current Annual Debt Service



The Tide is Turning



Principles In Review

- Our parking system has a lot of expensive unused parking.
- Unused parking creates dead space in a vibrant downtown.
- Overbuilding the new Walnut Street Garage would have a negative affect on the finances of the City taxpayers, the BPA, our DBA, SSAD, and likely the City taxpayers a second time (debt default)
- We have an opportunity to fix the mistakes of urban renewal with sustainable and historically appropriate urban development that will enhance our downtown for the next 50 years.



Bethlehem Parking Authority 33 Walnut Street Parking Garage Replacement

Submission 1

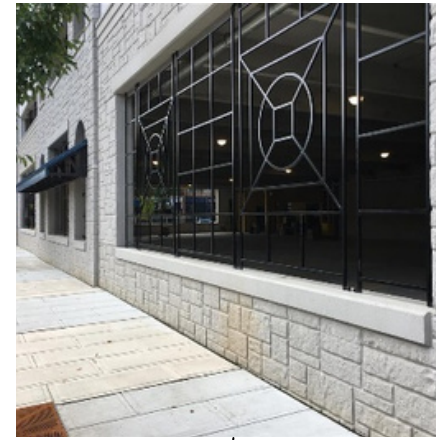
*January 29, 2024
City Council Committee Meeting*

ELEVATION CONCEPT - NORTH

PRECAST THIN BRICK



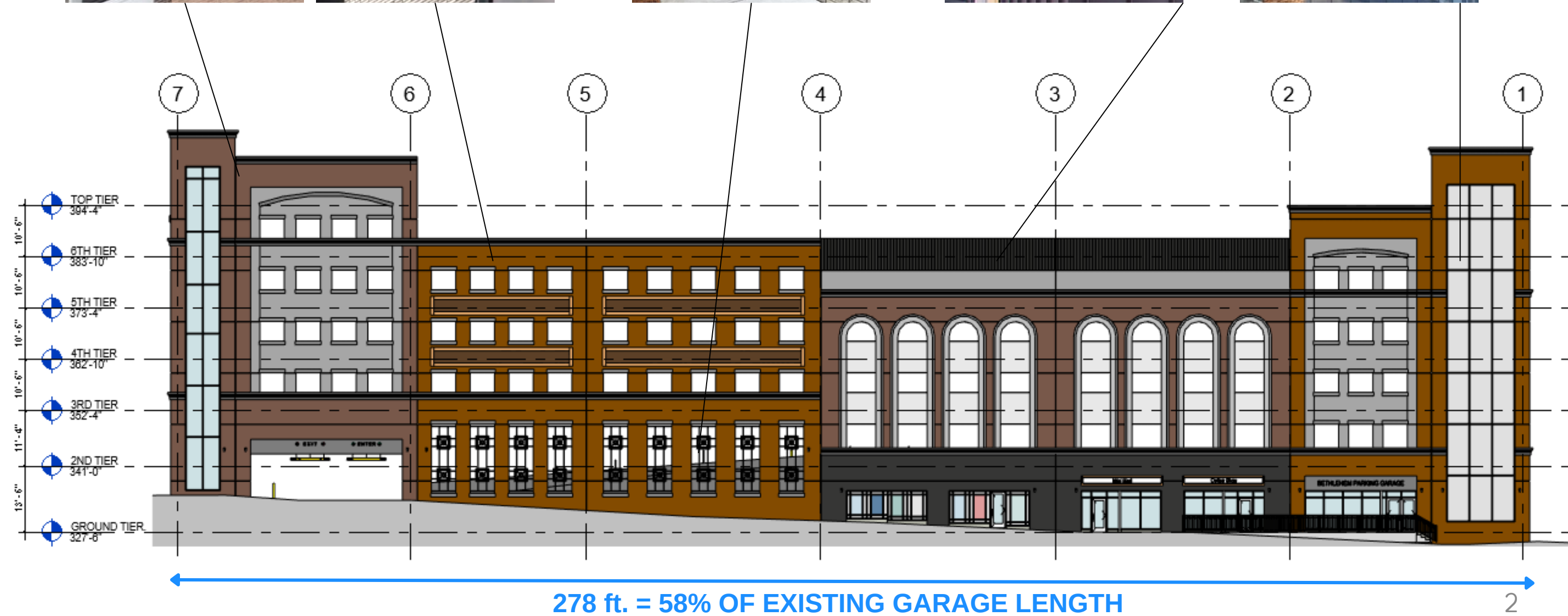
ORNAMENTAL SCREENING



VERTICAL STANDING SEAM



CURTAIN WALL

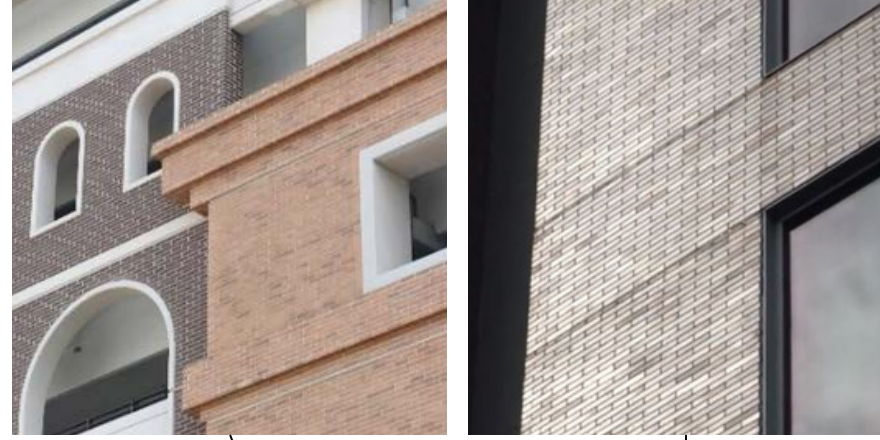


ELEVATION CONCEPT - EAST

PRECAST WITH REVEALS



PRECAST THIN BRICK

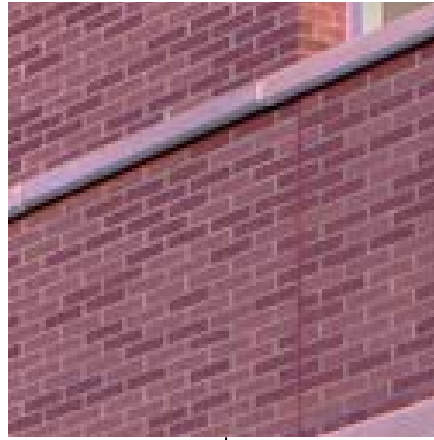


STAIN PRECAST CONCRETE
(to make artificial openings)



ELEVATION CONCEPT – SOUTH

PRECAST THIN BRICK



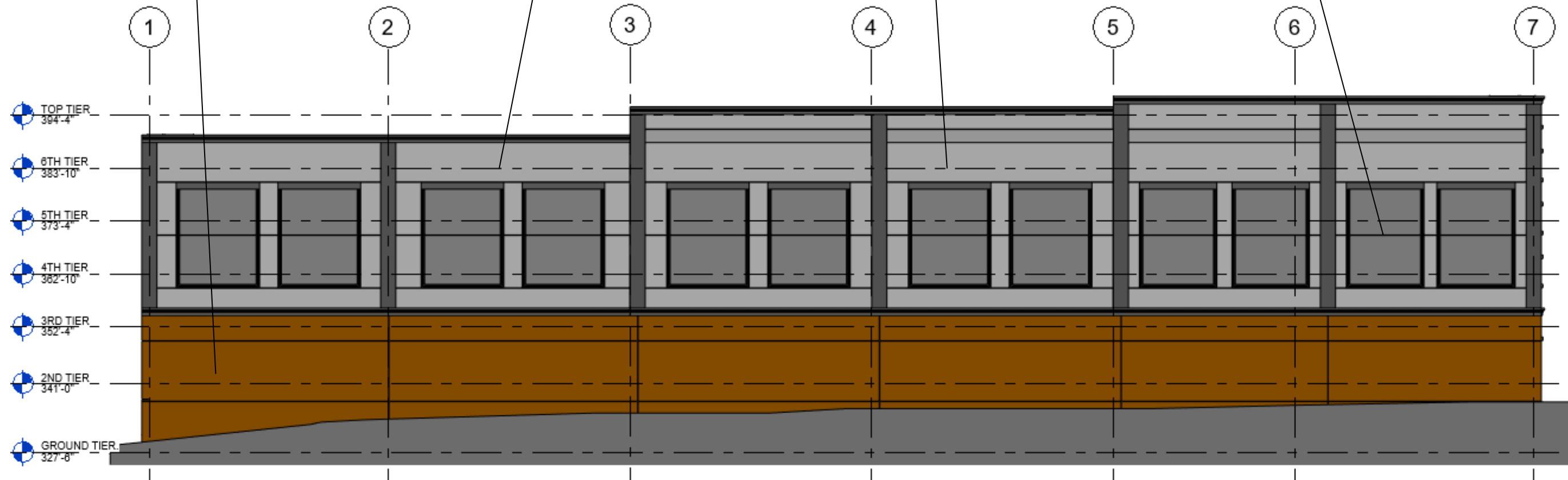
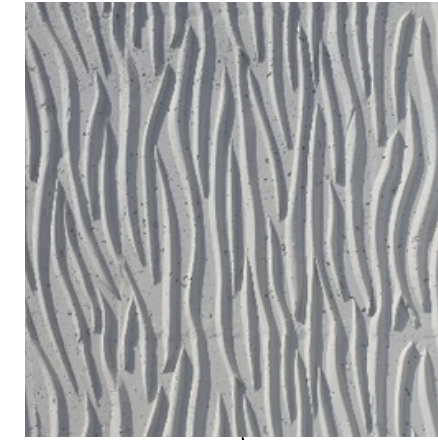
PRECAST CONCEPT



PRECAST WITH REVEALS



PRECAST WITH FORM LINERS



SITE PLAN: SIZING OF GARAGE AND DEVELOPMENT SITE

Garage Footprint Optimized with Consideration of:

- Provides an efficient parking layout maximizing the quantity of parking spaces
- Provides an appropriate Level of Service rating for the anticipated type, volume, and turnover of vehicles
- Garage length is maxed out, avoiding the need for a through-building expansion joint
 - Avoids internal shear walls that reduce internal visibility and create hiding spots
 - Reduces initial construction cost and long-term maintenance cost
- Provides appropriately sized development site with a great potential to increase downtown vibrancy



THA GARAGE DIMENSIONS



Intrepid
238'L x 174'W



New Brunswick Performing Arts Center
167'L x 123'W



Green Street Mixed-Use Facility
236'L x 182'W



Fort Lee Guntzer Lot
277'L x 127'W



First and Essex
230'L x 123'W



Allentown Waterfront 545
227'L x 180'W

THA GARAGE DIMENSIONS



Miami Design District
365'L x 153'W



Penn Presbyterian Medical Center
339'L x 198'W



Hudson Street Garage
293'L x 95'W

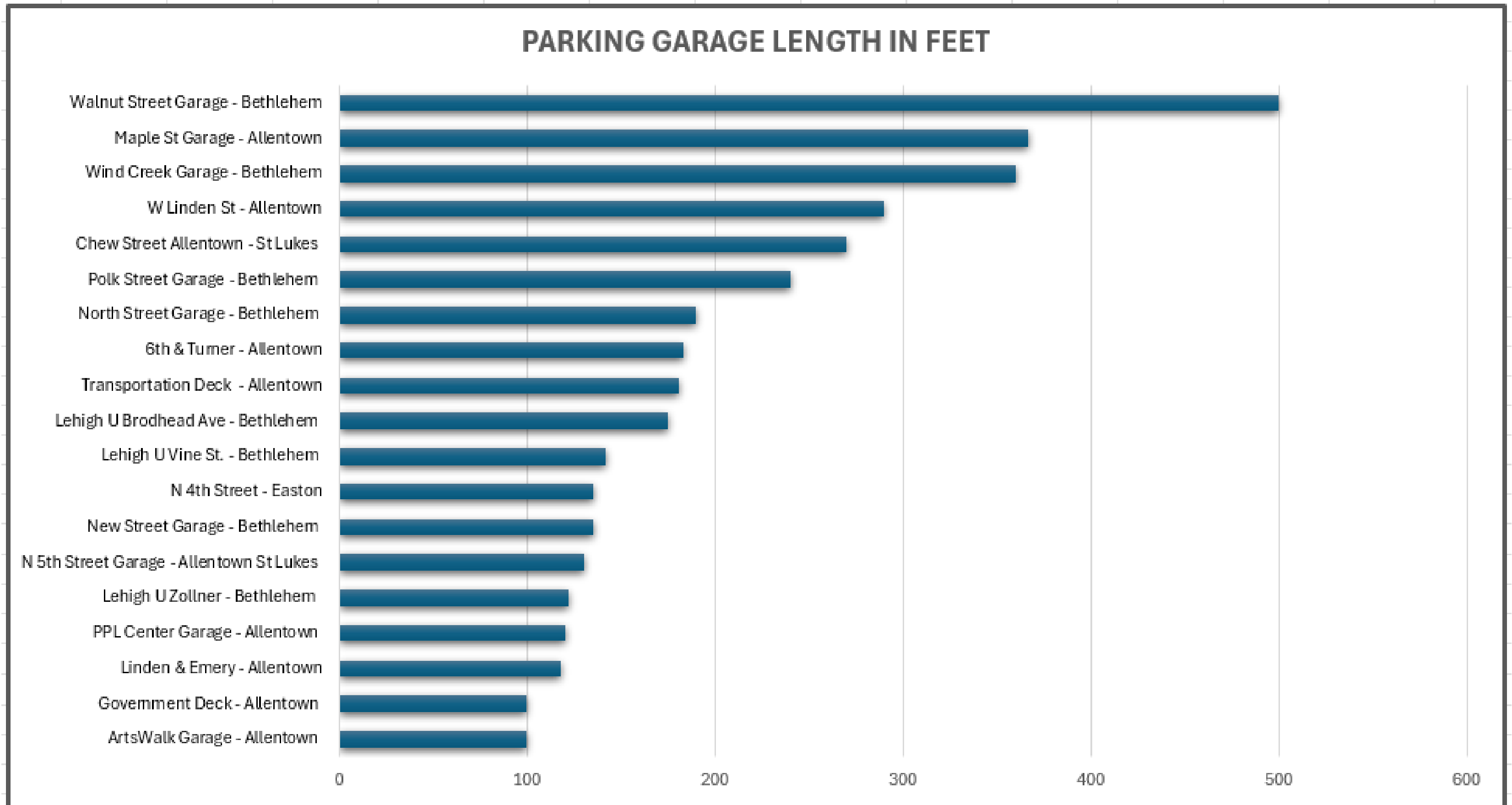


Princeton University East Campus
342'L x 246'W

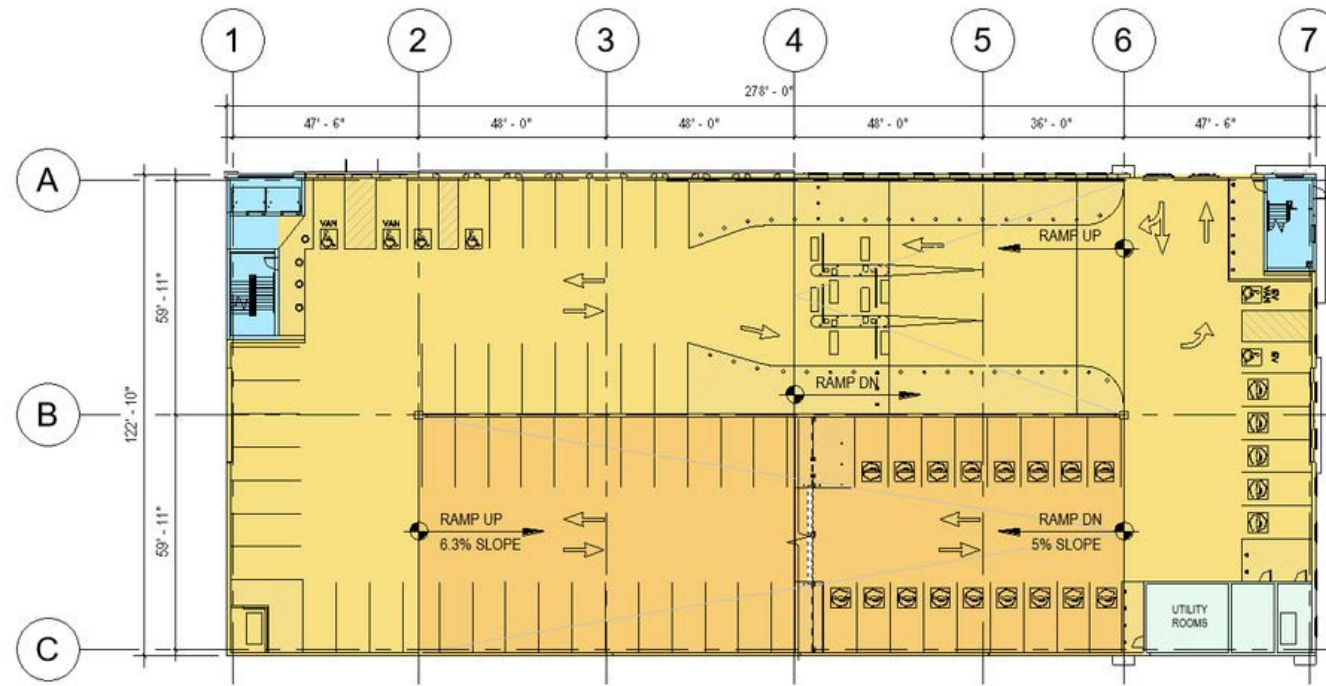


Crossing at Brick Church Station
302'L x 183'W

Block Face Lengths of Local Parking Garages



GROUND & SECOND TIER PLANS



SECOND TIER PLAN



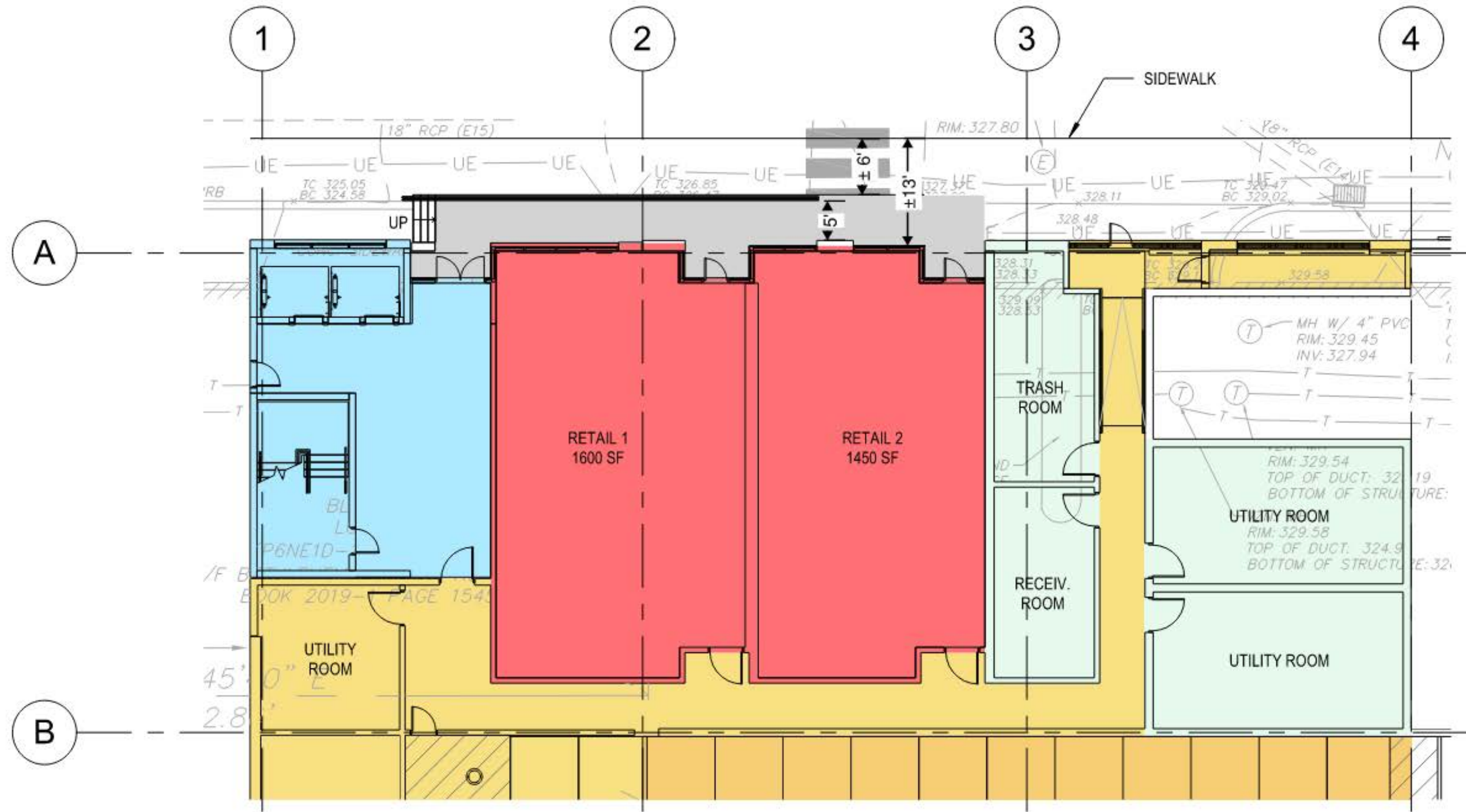
GROUND TIER PLAN

PARKING SPACE TABULATION					
LEVEL	STANDARD	E.V.	ACCESSIBLE	VAN ACCESSIBLE	TOTAL
Top	32	0	0	0	32
6th	111	0	2	0	113
5th	111	0	2	0	113
4th	111	0	2	0	113
3rd	111	0	2	0	113
2nd	47	24	2	2	75
Ground	0	26	0	0	26
TOTAL	523	50	10	2	585

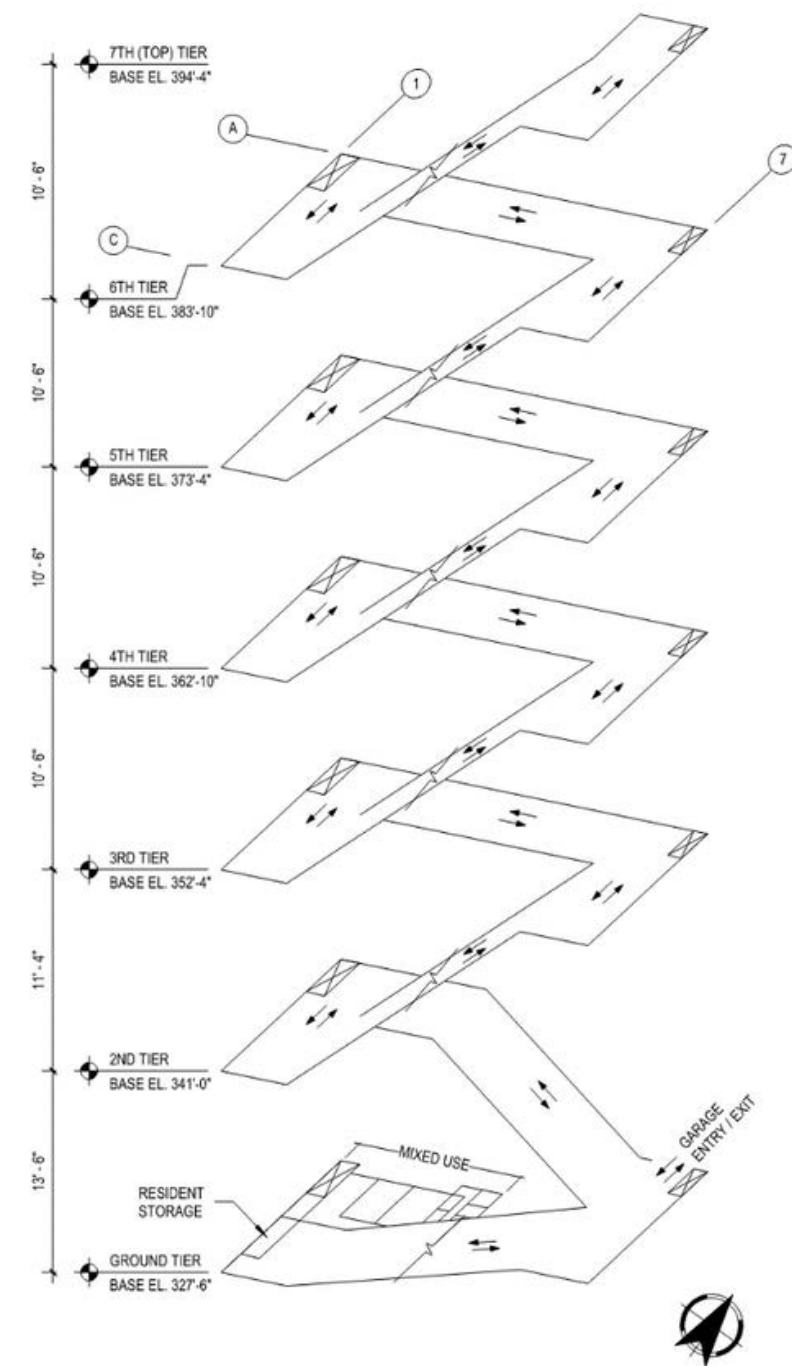
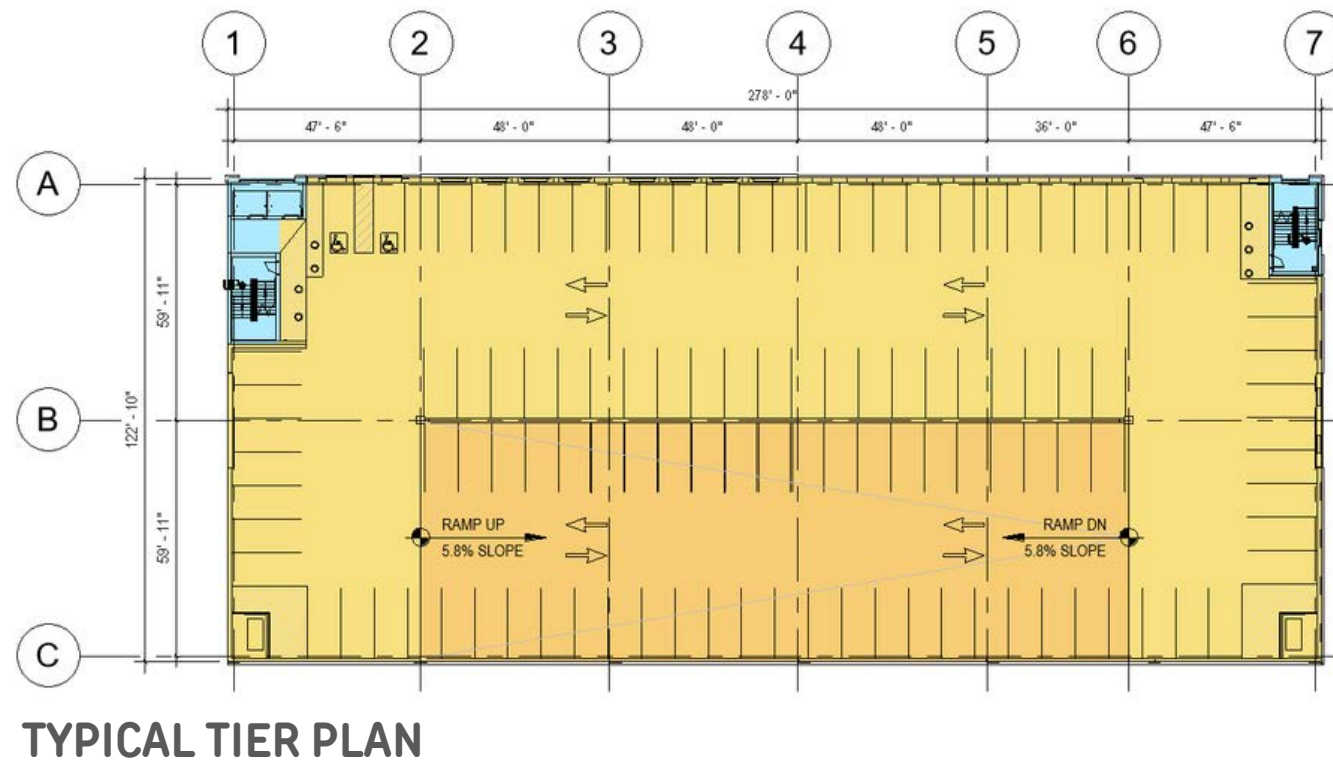
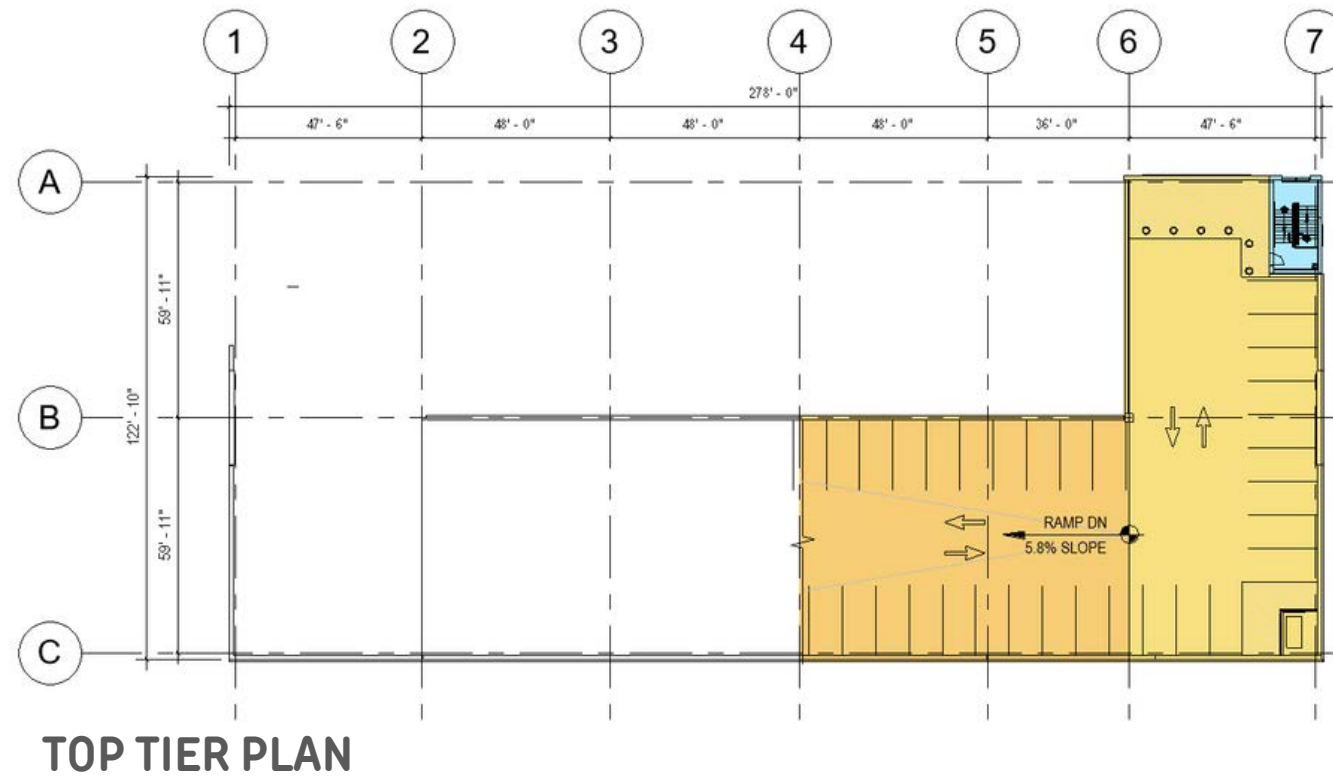
GARAGE PARAMETERS

- 278'-10" L. X 122'-10" W. GARAGE FOOTPRINT
- 90' PARKING SPACES, 8'-6" X 18'-0" STALLS

ENLARGED RETAIL PLAN

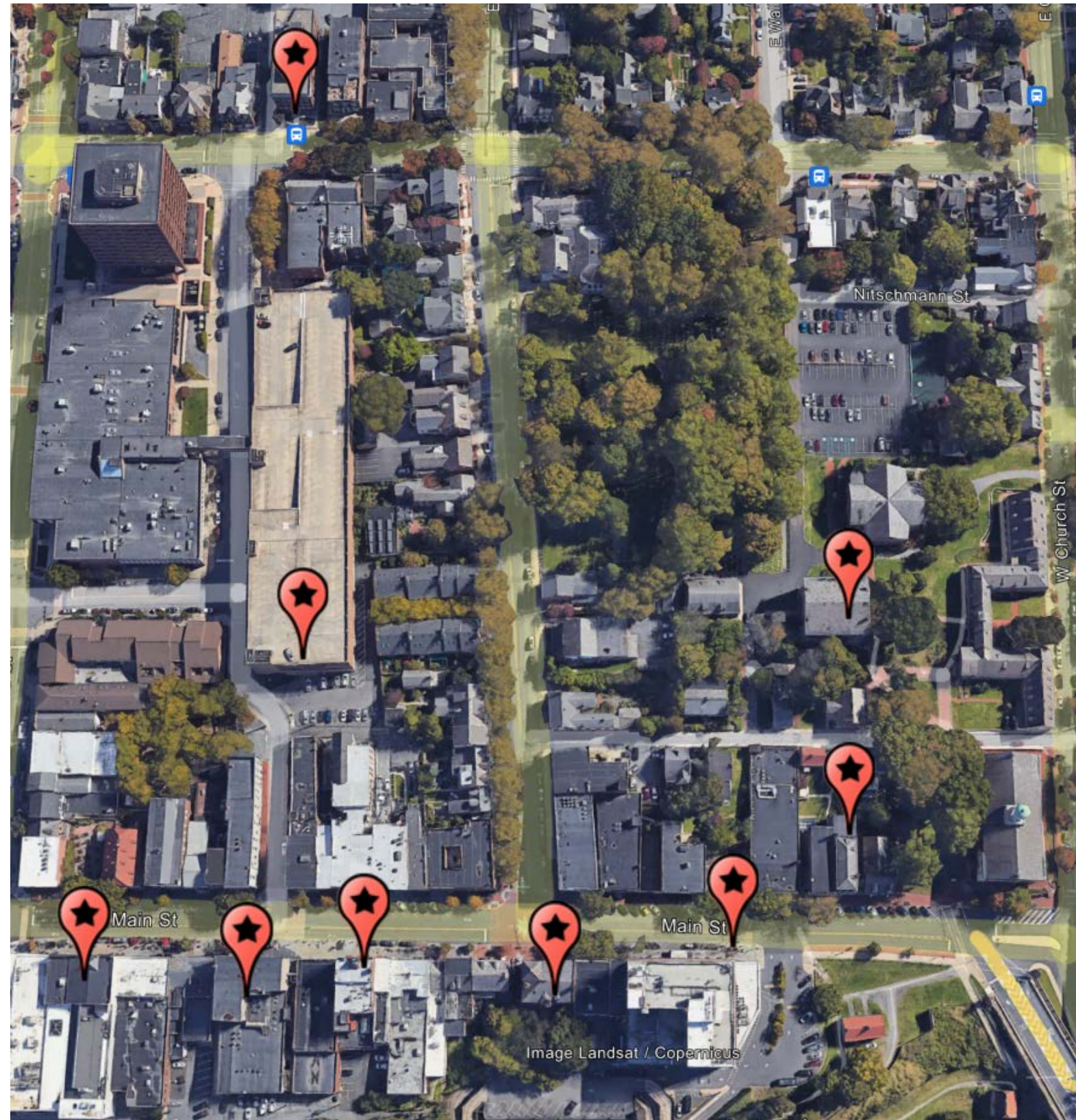


TYPICAL & TOP TIER PLANS



SITE PLAN: SIZING OF GARAGE AND DEVELOPMENT SITE

Properties that are 60 ft
+ in height



SITE PLAN: SIZING OF GARAGE AND DEVELOPMENT SITE



428 Main Street



437 Main Street



459 Main Street

SITE PLAN: SIZING OF GARAGE AND DEVELOPMENT SITE



521 Main Street



535 Main Street



559 Main Street

SITE PLAN: SIZING OF GARAGE AND DEVELOPMENT SITE



422 Heckewelder
Place

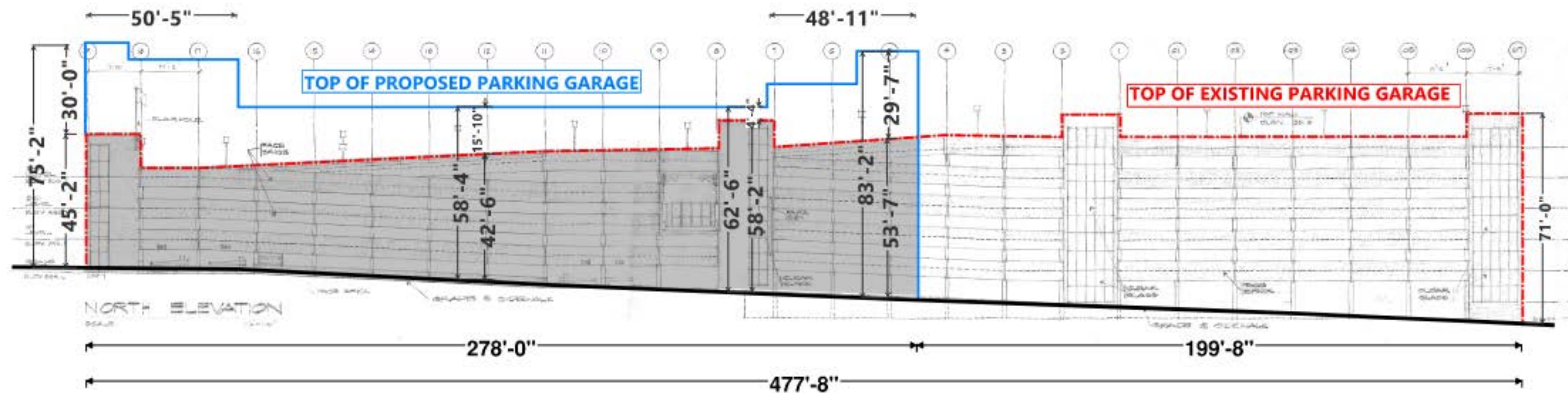


33 W Walnut
Street

COMPARATIVE HEIGHT OF STRUCTURE – PROPOSED vs EXISTING GARAGE

North Elevation Overlay – Commercial Side Along Walnut St

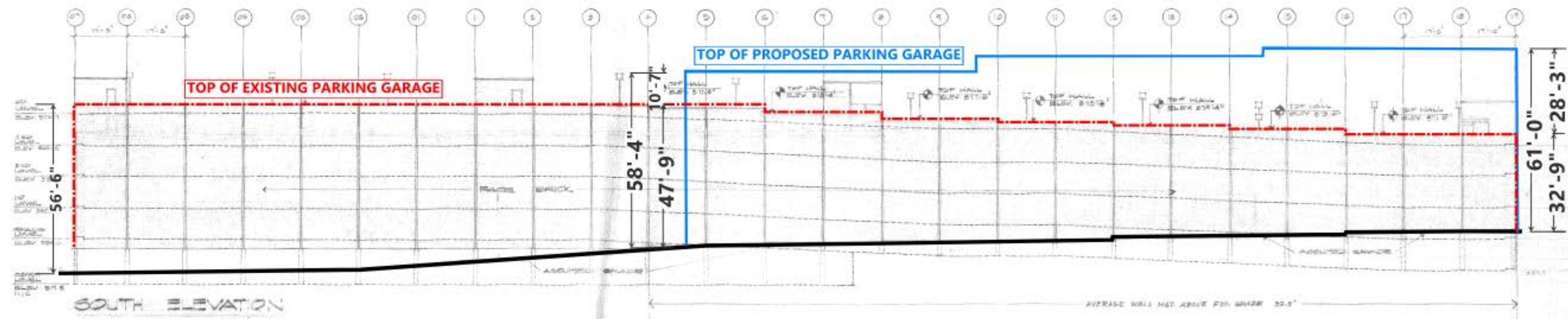
- Refer to elevation diagram below for overall heights, and height differentials
- Maximum permitted “Height of Structure” in Central Business District: 150 feet
- “Height of Structure” (1302.53 of Zoning Ordinance): vertical distance between average grade and average top of parapet
- Calculated “**Height of Existing Structure**” Along Walnut Street: 50.8 feet
- Calculated “**Height of Proposed Structure**” Along Walnut Street: 64 feet (~13 feet increase)



COMPARATIVE HEIGHT OF STRUCTURE – PROPOSED vs EXISTING GARAGE

South Elevation Overlay – Bordering Residential Zone

- Refer to elevation diagram below for overall heights, and height differentials
- Maximum permitted “Height of Structure” in Central Business District *within 60 feet of residential zone* – 75 feet
- Calculated “**Height of Existing Structure**” Along South Elevation: 46 feet
- Calculated “**Height of Proposed Structure**” Along South Elevation: 59.67 feet (~13.67 feet increase)



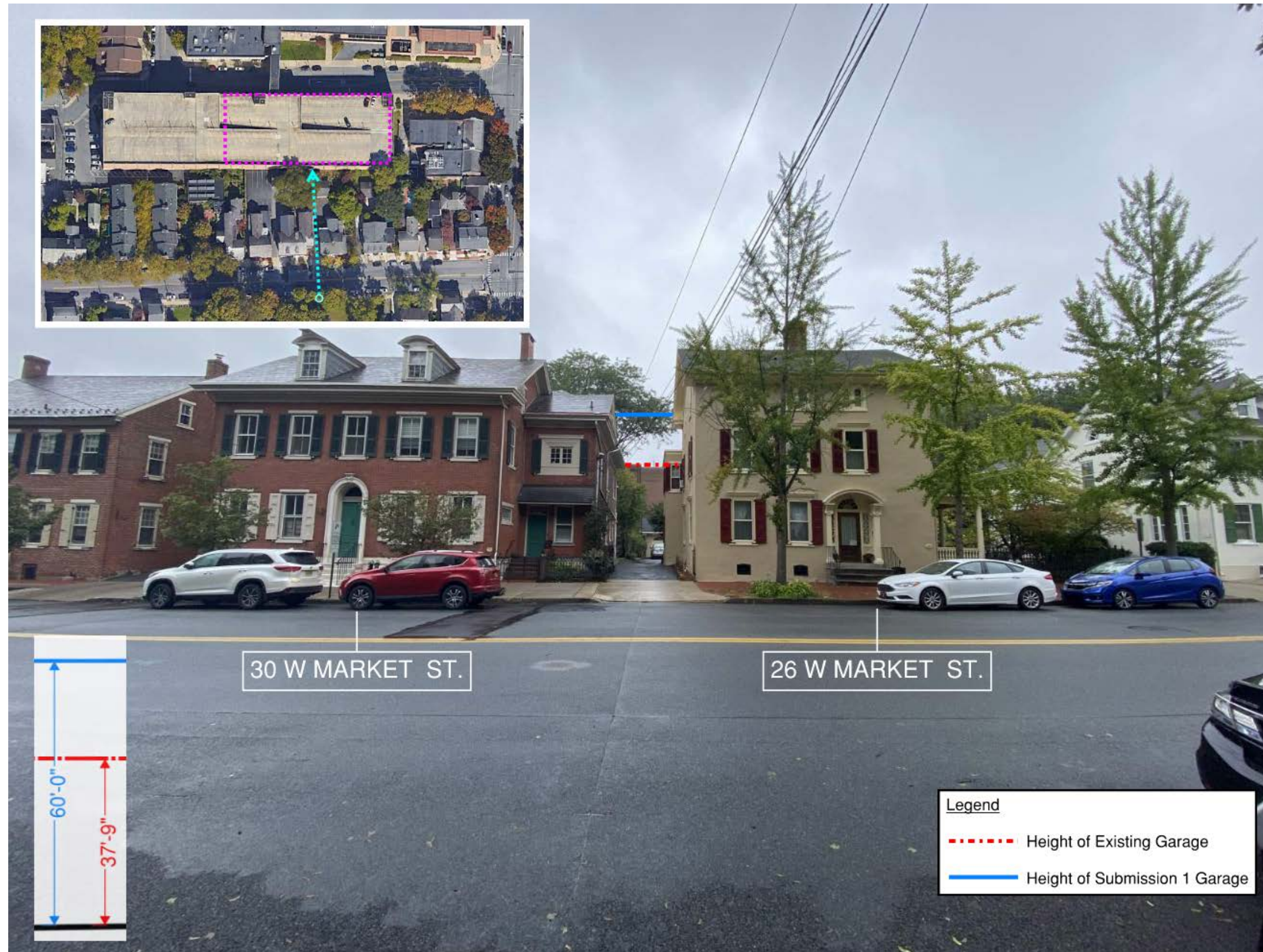
ELEVATION CONCEPT – SOUTH



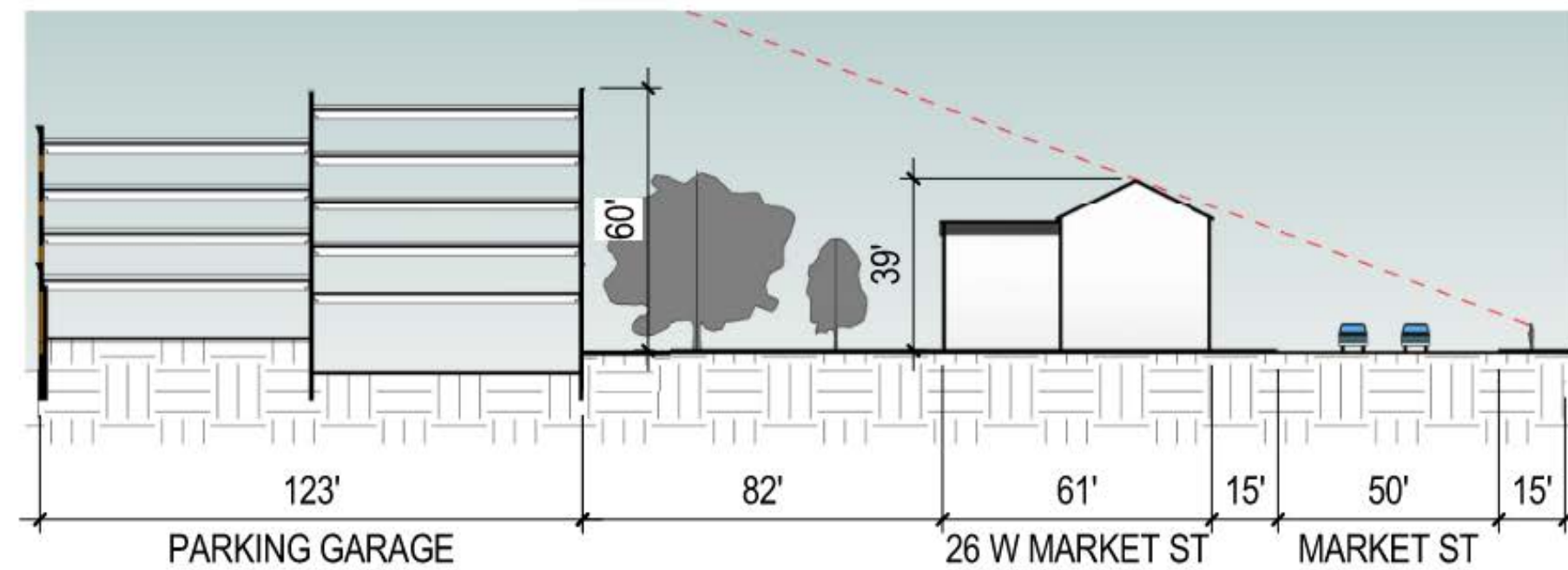
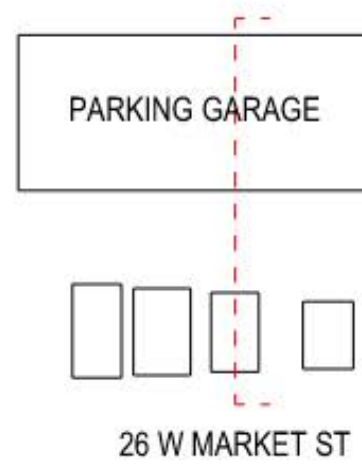
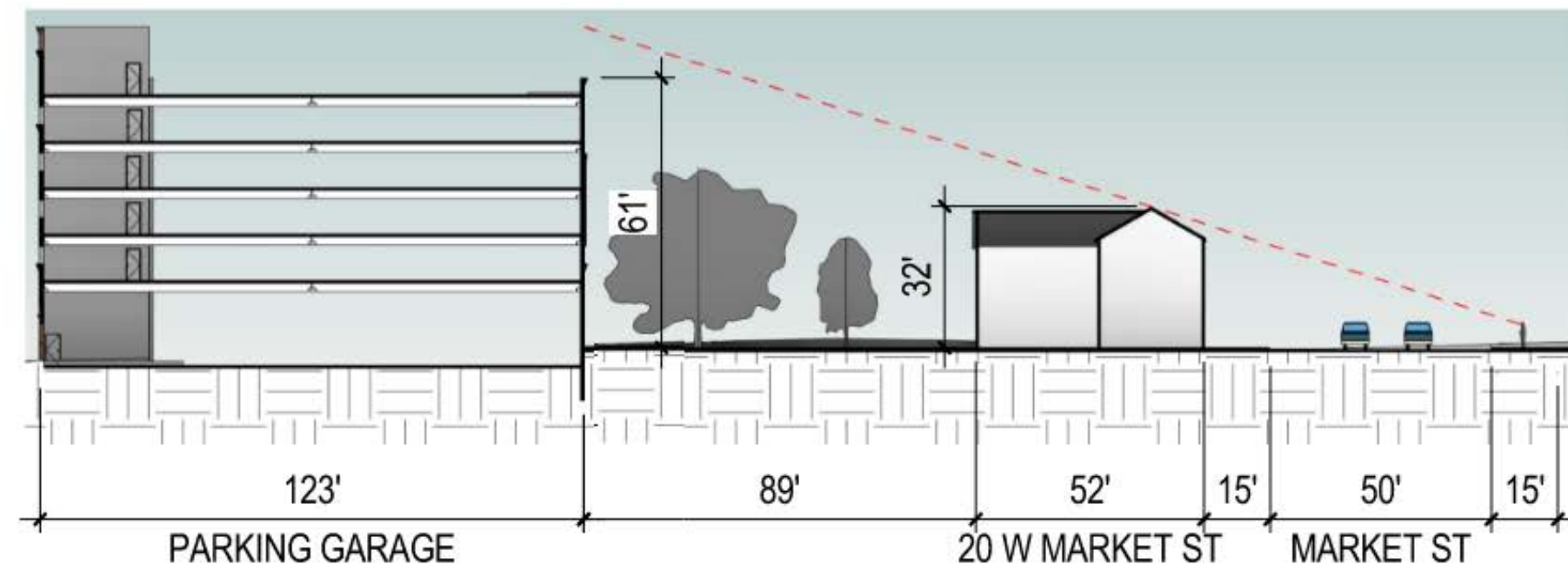
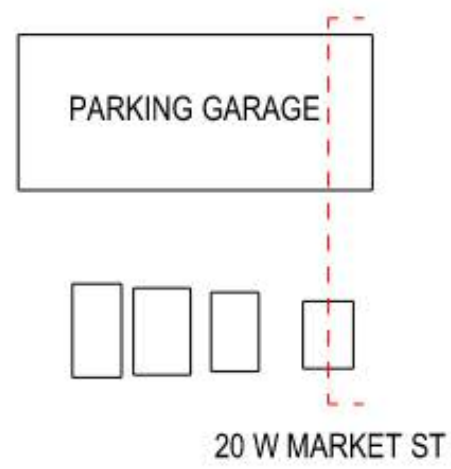
MARKET STREET VIEW - GARAGE HEIGHT COMPARISON



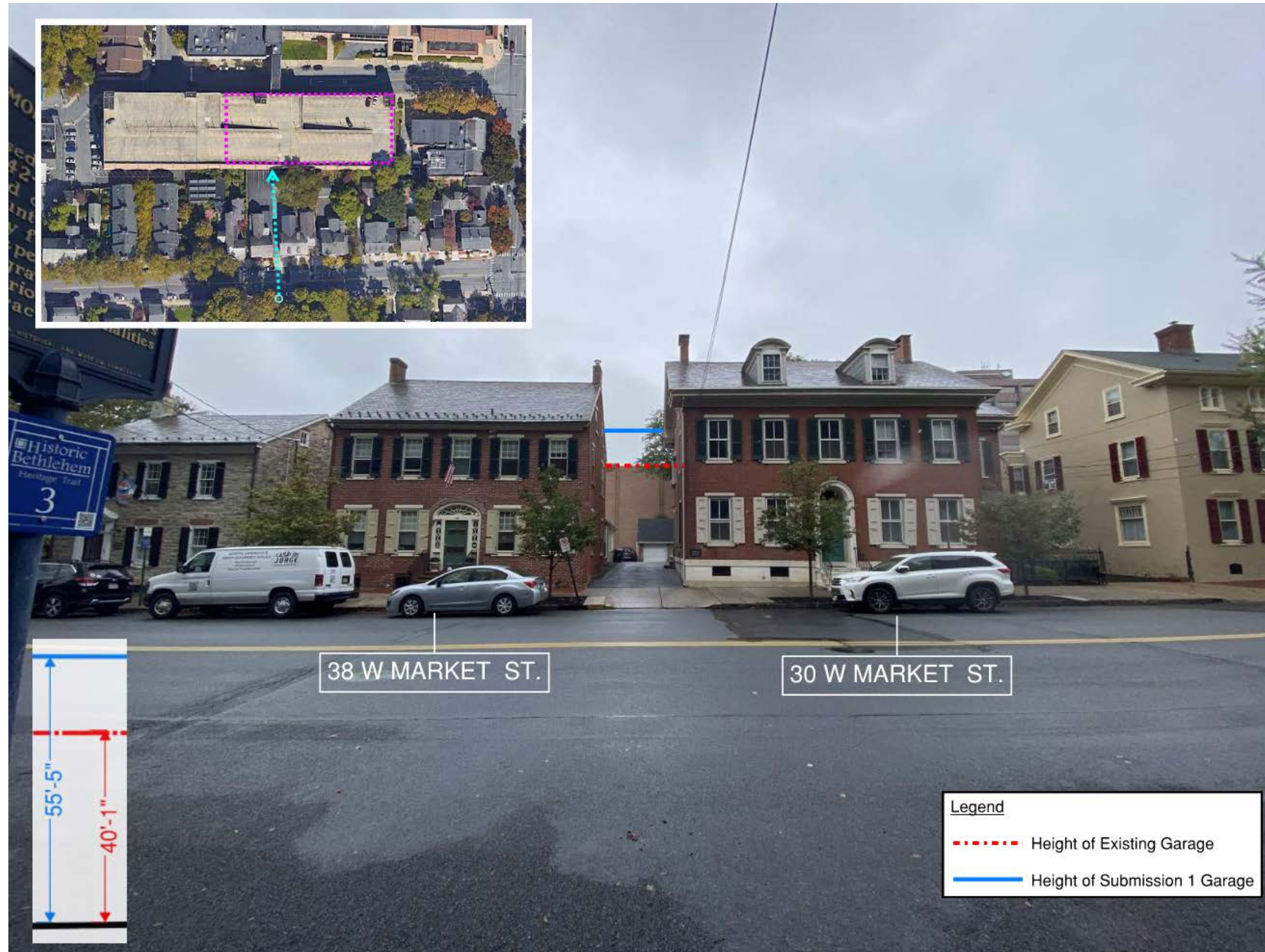
MARKET STREET VIEW - GARAGE HEIGHT COMPARISON



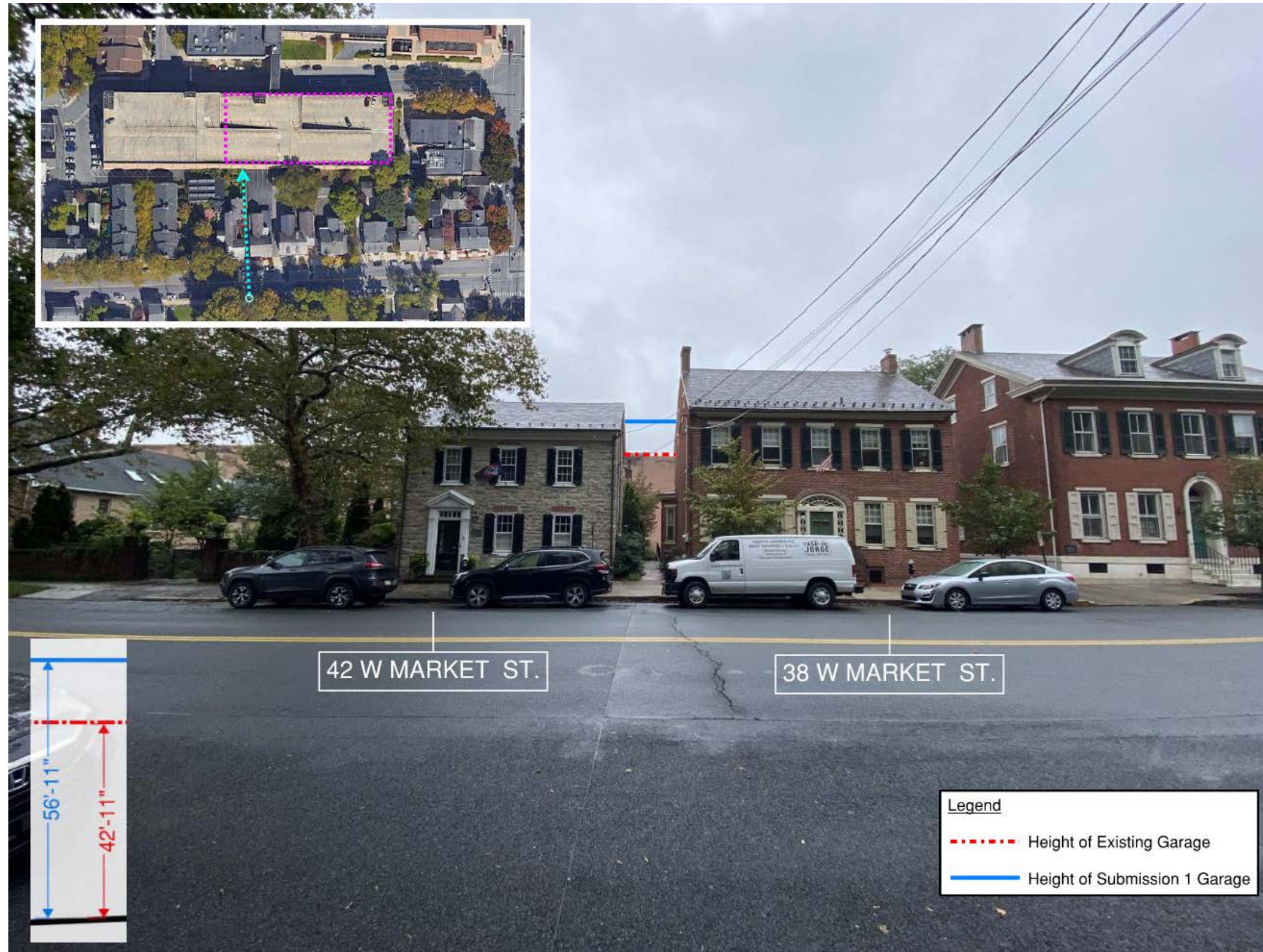
BUILDING HEIGHT AND SIGHT LINE



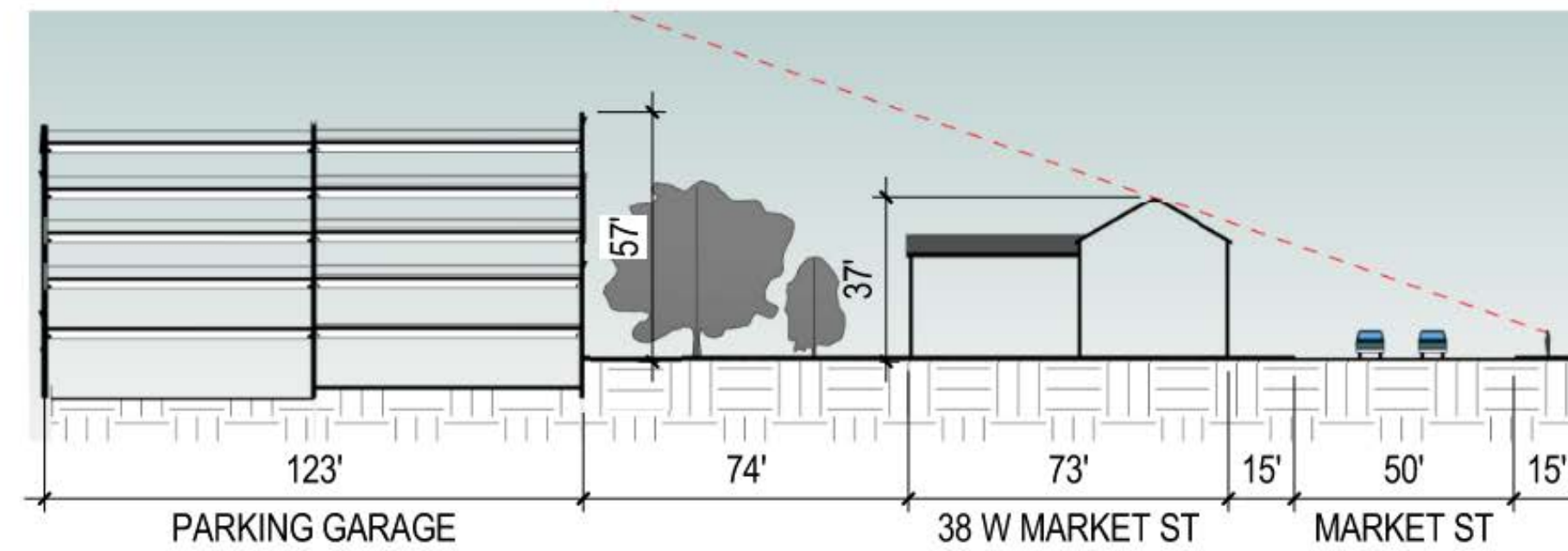
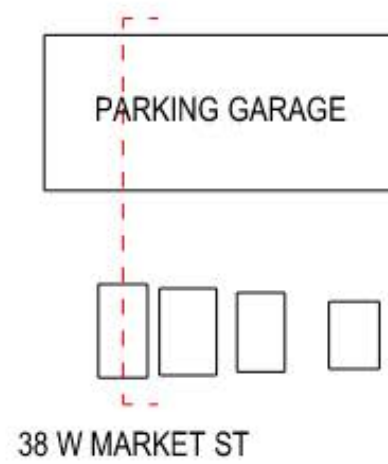
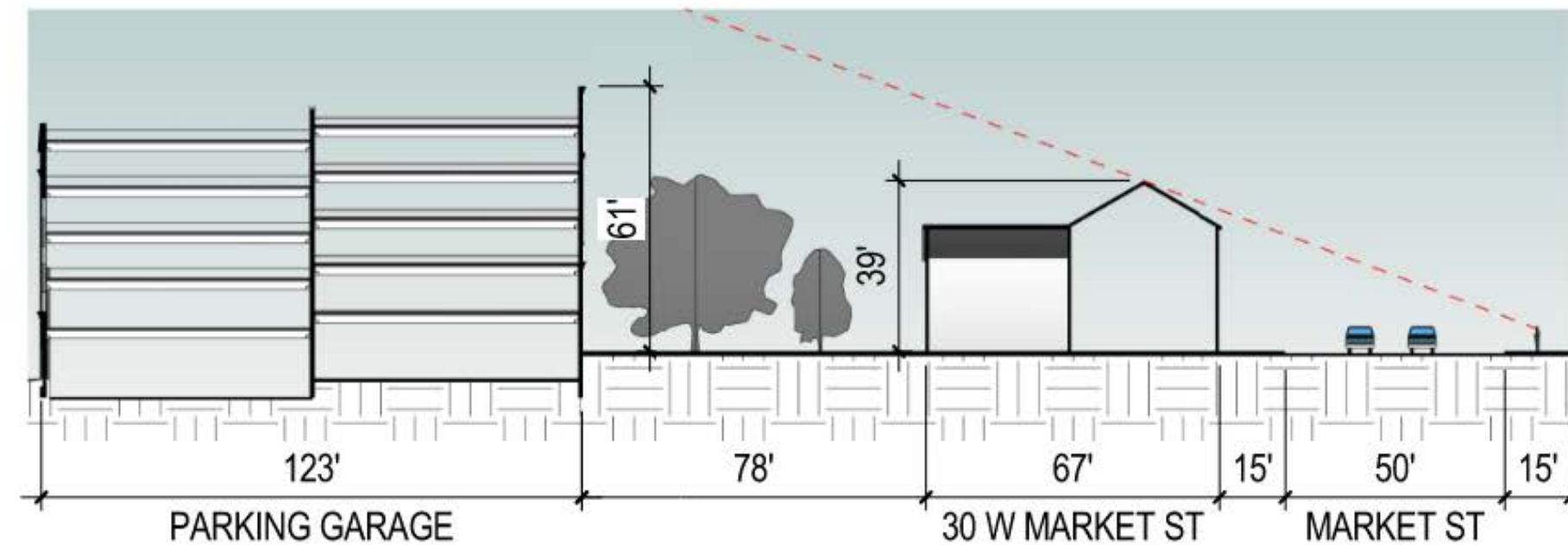
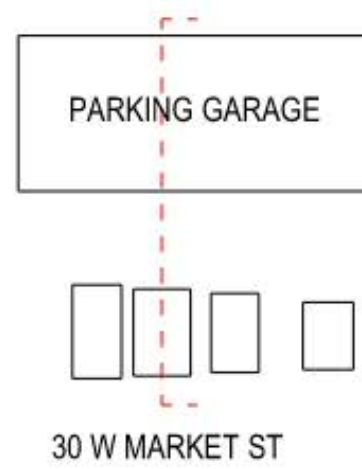
MARKET STREET VIEW - GARAGE HEIGHT COMPARISON



MARKET STREET VIEW - GARAGE HEIGHT COMPARISON



BUILDING HEIGHT AND SIGHT LINE



GARAGE RENDERING / MASSING MODEL



ELEVATION CONCEPT - NORTH



ELEVATION CONCEPT - NORTH



ELEVATION CONCEPT - NORTH



ELEVATION CONCEPT - NORTH





Bethlehem Parking Authority 33 Walnut Street Parking Garage Replacement

Submission 2

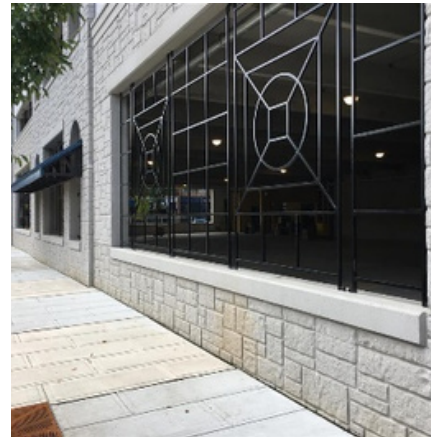
*January 29, 2024
City Council Committee Meeting*

ELEVATION CONCEPT - NORTH

PRECAST THIN BRICK



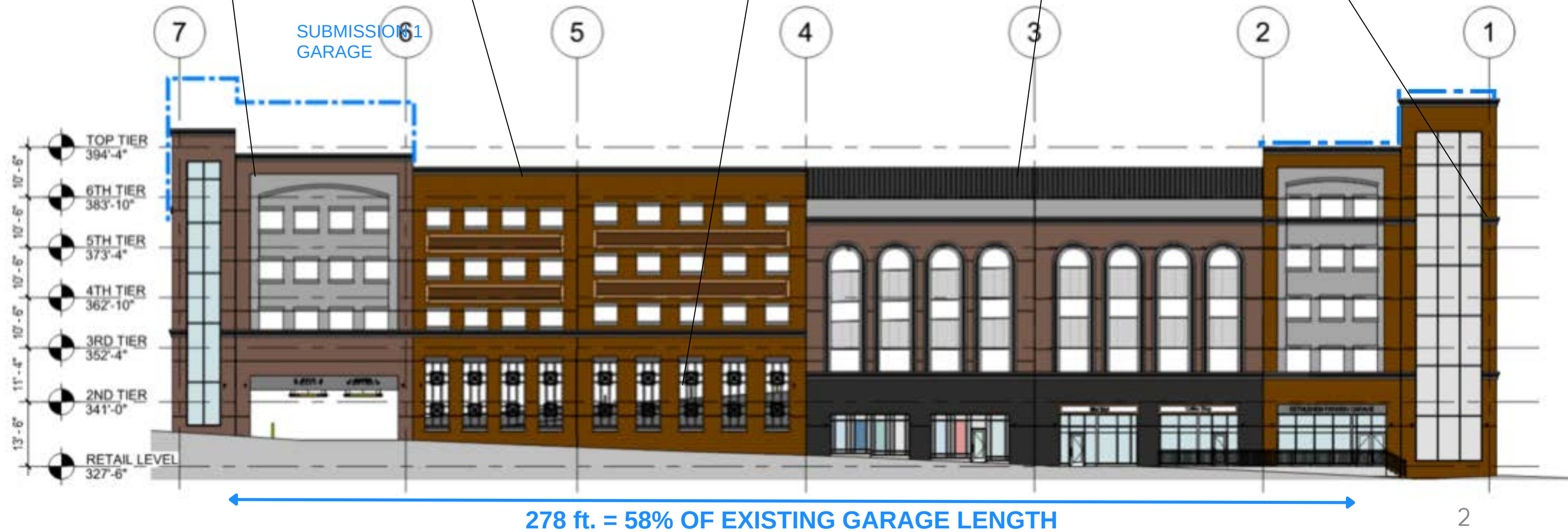
ORNAMENTAL SCREENING



VERTICAL STANDING SEAM



CURTAIN WALL



ELEVATION CONCEPT - EAST

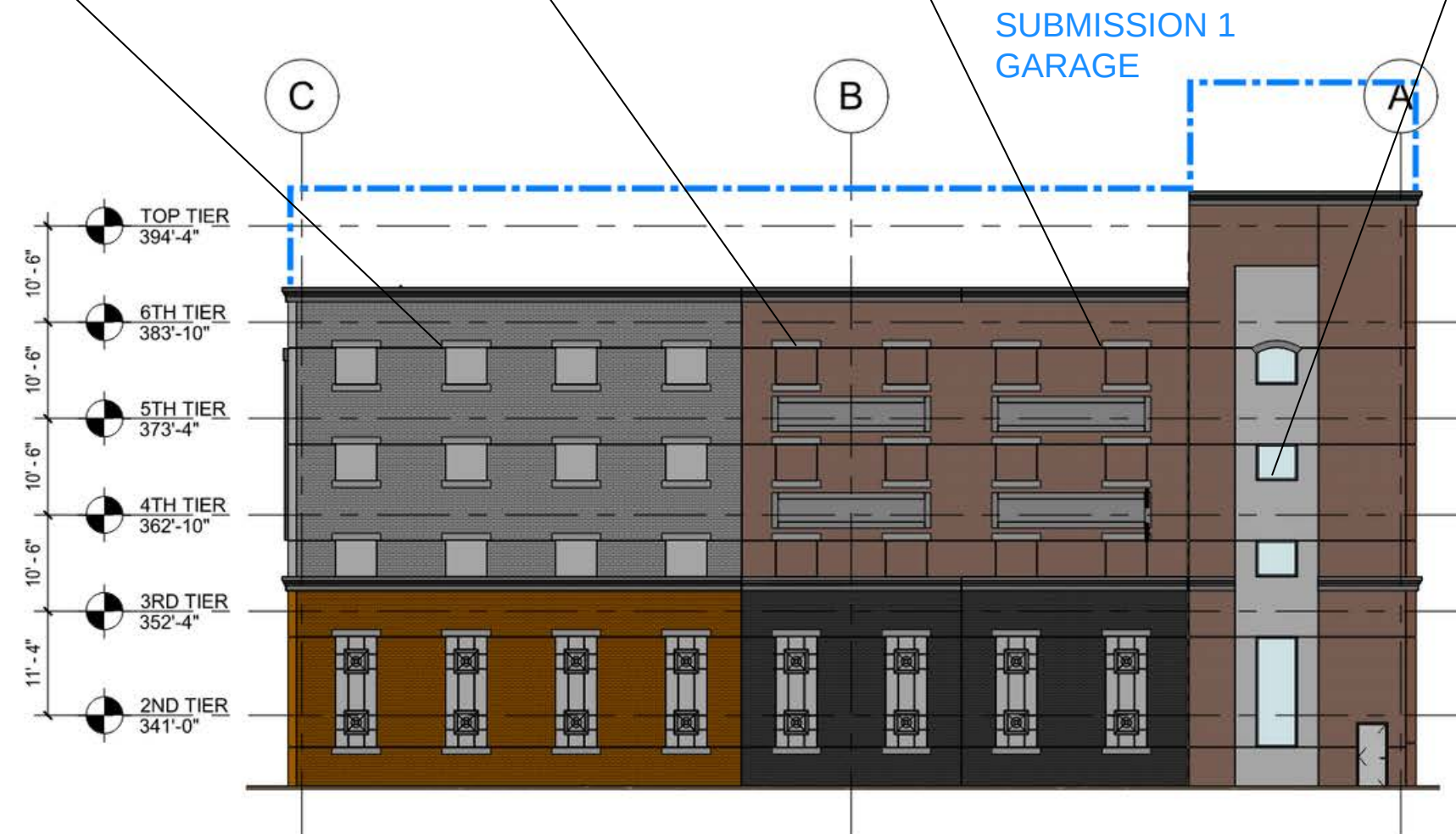
PRECAST WITH REVEALS



PRECAST THIN BRICK

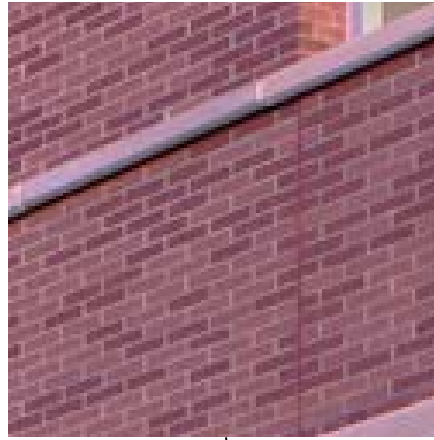


STAIN PRECAST CONCRETE
(to make artificial openings)



ELEVATION CONCEPT - SOUTH

PRECAST THIN BRICK



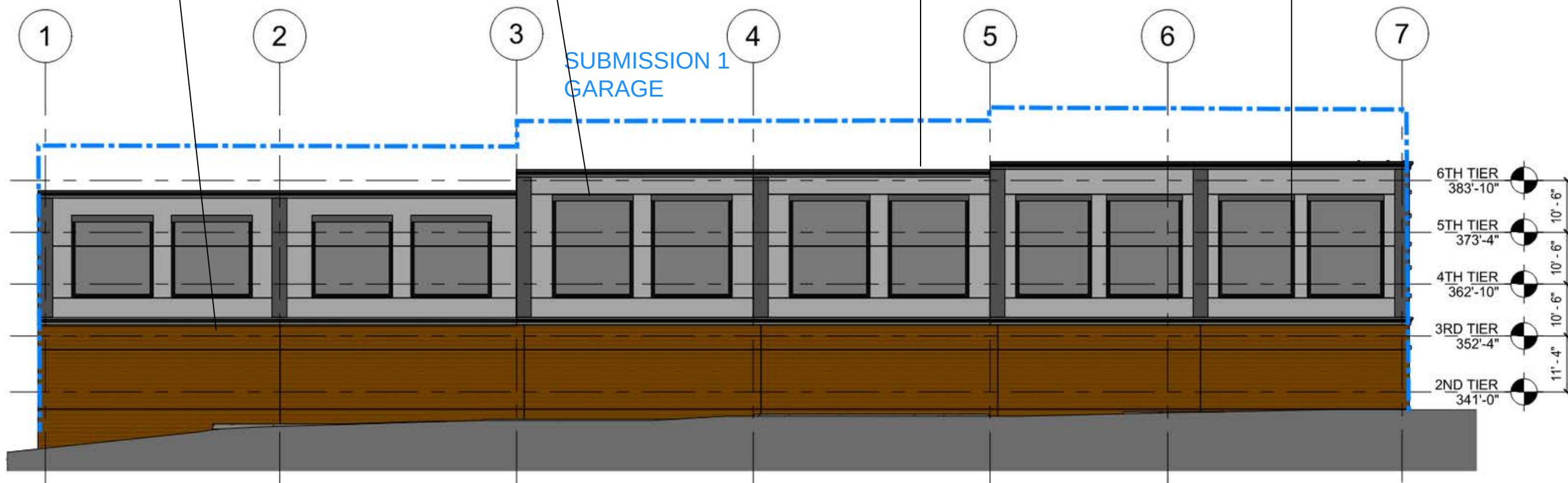
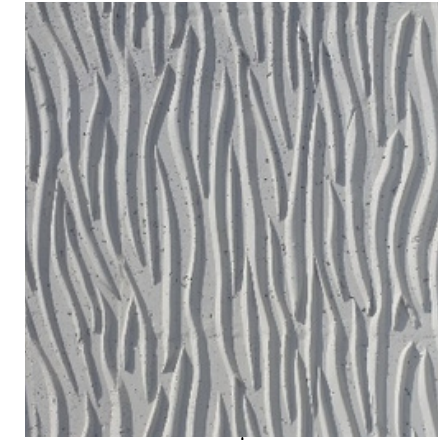
PRECAST CONCEPT



PRECAST WITH REVEALS



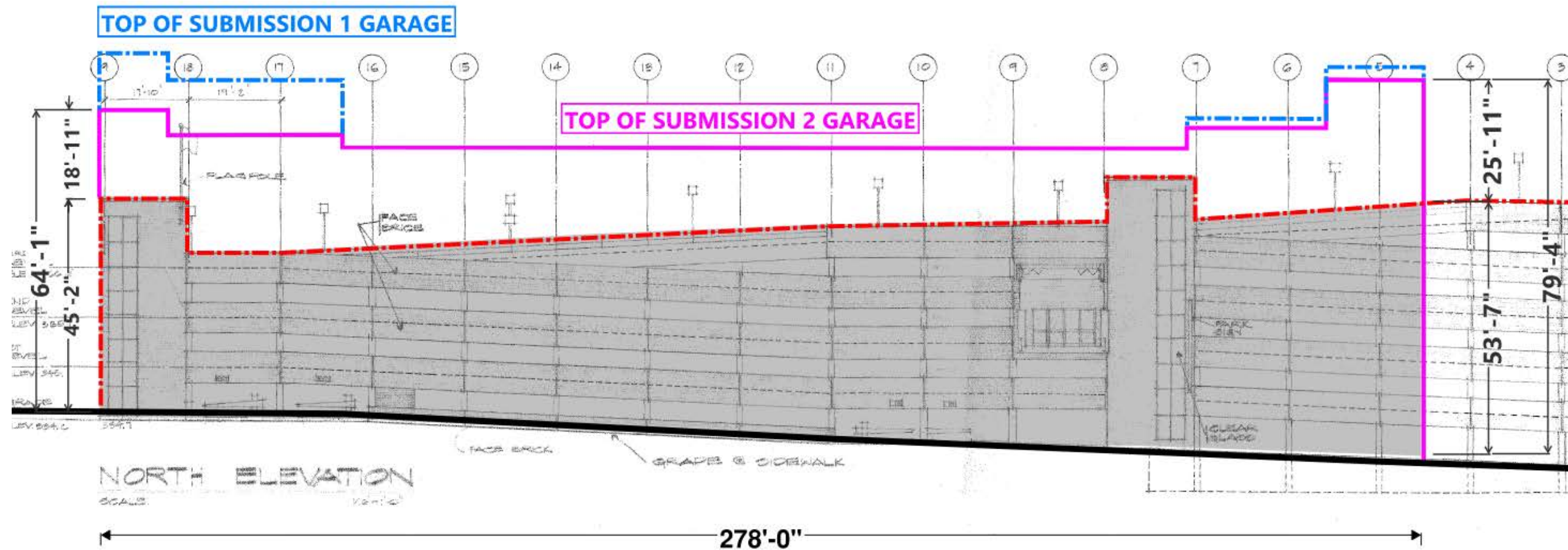
PRECAST WITH FORM LINERS



COMPARATIVE HEIGHT OF STRUCTURE – PROPOSED vs EXISTING GARAGE

North Elevation Overlay – Commercial Side Along Walnut St

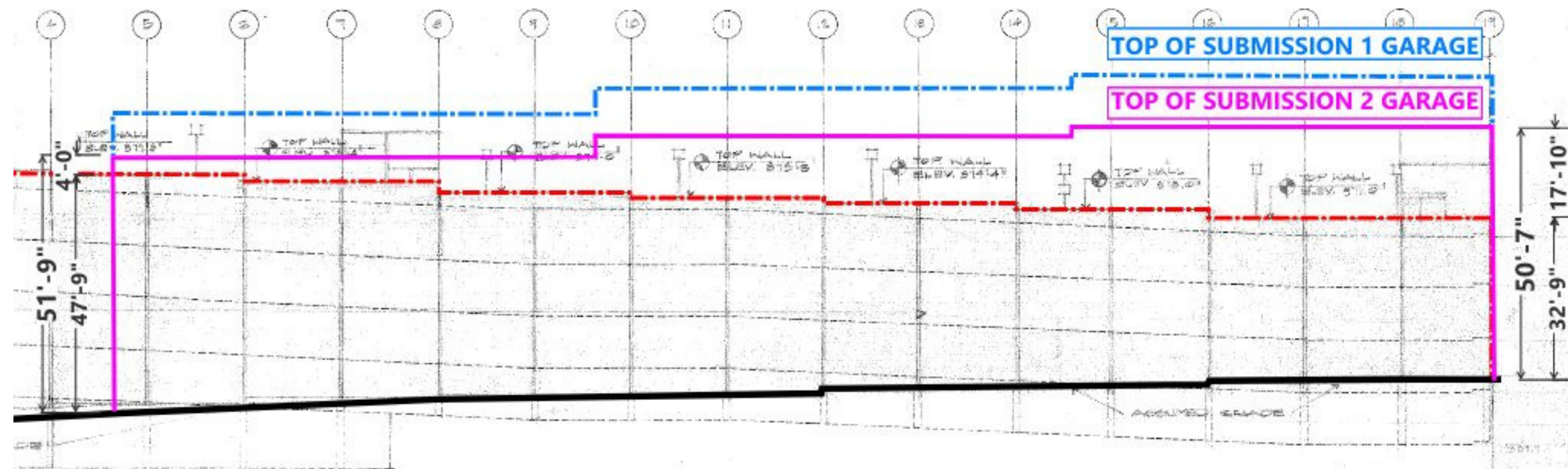
- Refer to elevation diagram below for overall heights, and height differentials
- Maximum permitted “Height of Structure” in Central Business District: 150 feet
- “Height of Structure” (1302.53 of Zoning Ordinance): vertical distance between average grade and average top of parapet
- Calculated “**Height of Existing Structure**” Along Walnut Street: 50.8 feet
- Calculated “**Height of Proposed Structure**” Along Walnut Street: 62.7 feet (~12 feet increase)



COMPARATIVE HEIGHT OF STRUCTURE – PROPOSED vs EXISTING GARAGE

South Elevation Overlay – Bordering Residential Zone

- Refer to elevation diagram below for overall heights, and height differentials
- Maximum permitted “Height of Structure” in Central Business District *within 60 feet of residential zone* – 75 feet
- Calculated “**Height of Existing Structure**” Along South Elevation: 46 feet
- Calculated “**Height of Proposed Structure**” Along South Elevation: 50.25 feet (~4.25 feet increase)



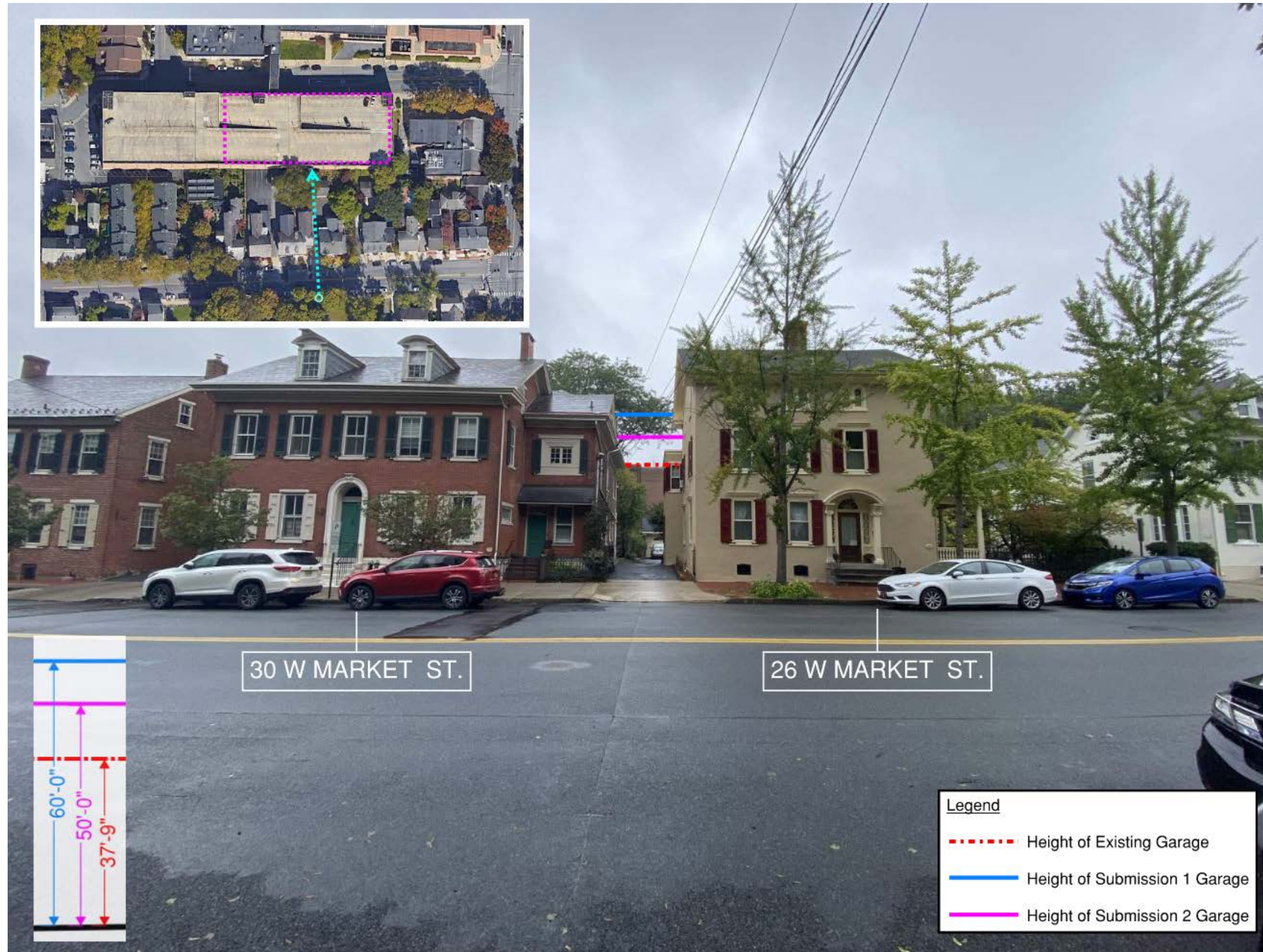
ELEVATION CONCEPT – SOUTH



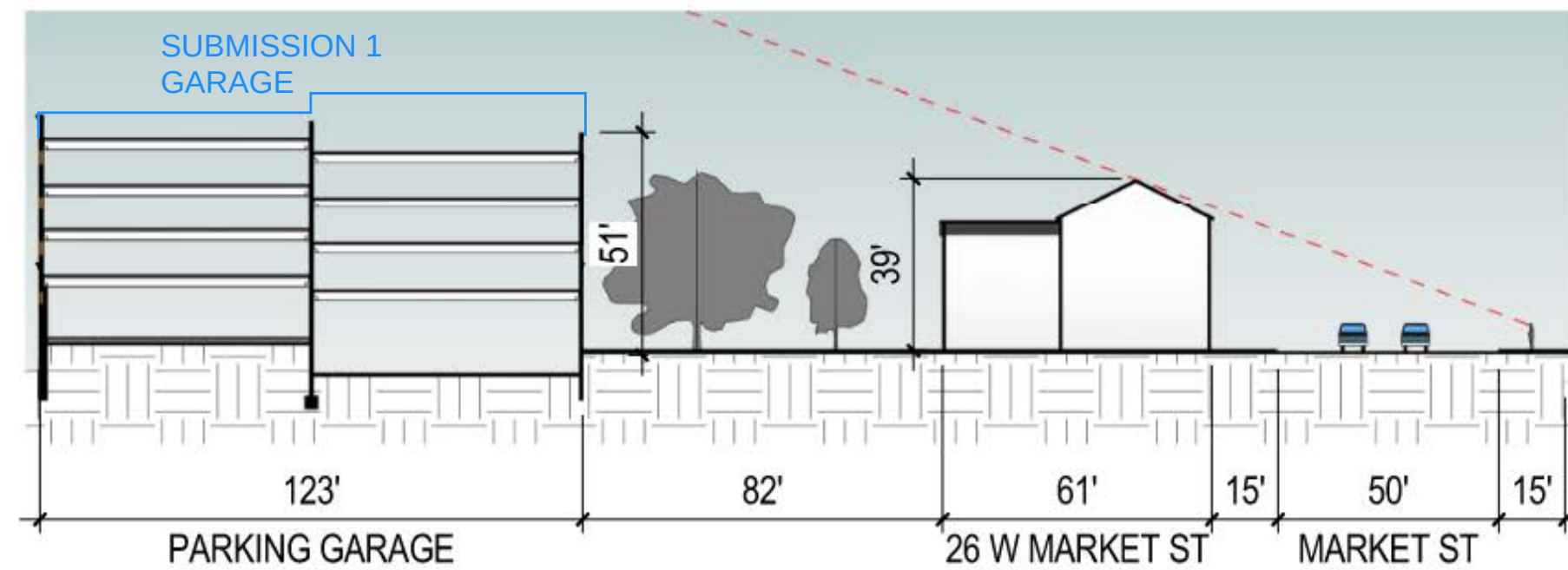
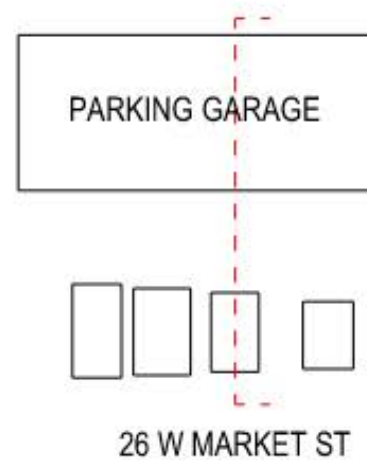
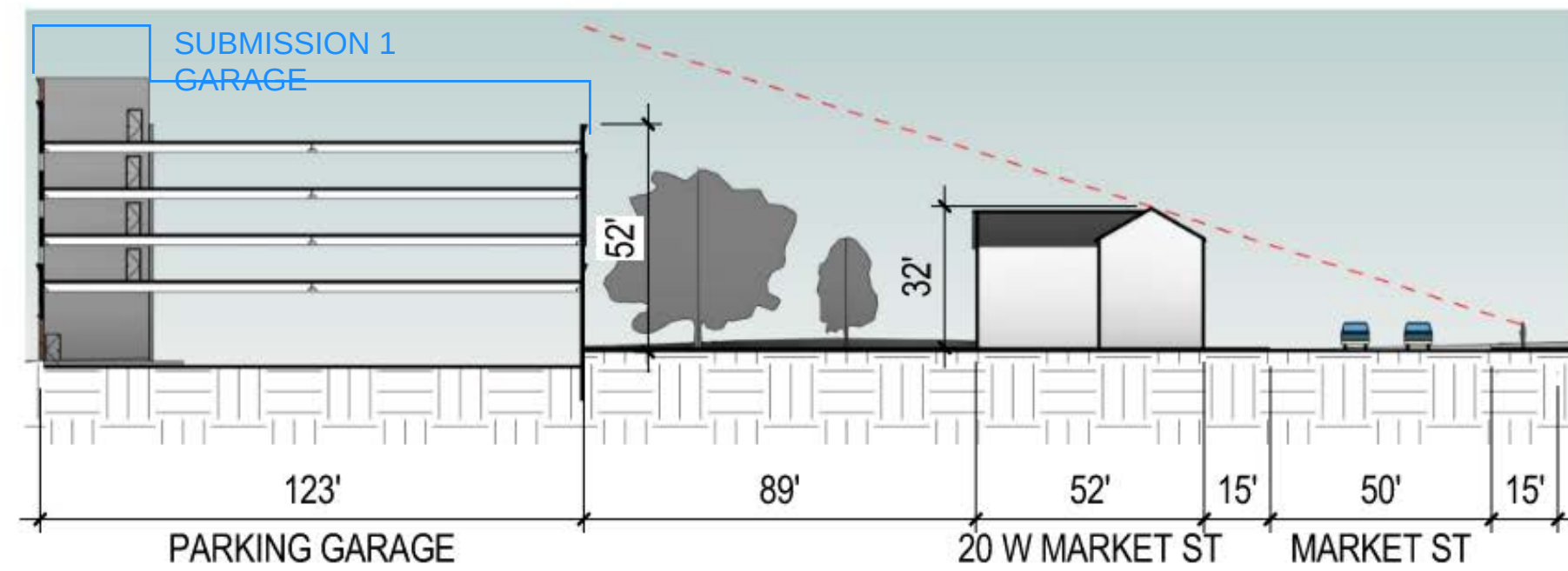
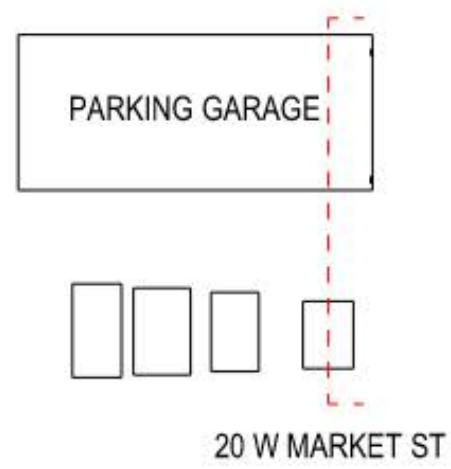
MARKET STREET VIEW - GARAGE HEIGHT COMPARISON



MARKET STREET VIEW - GARAGE HEIGHT COMPARISON



BUILDING HEIGHT AND SIGHT LINE



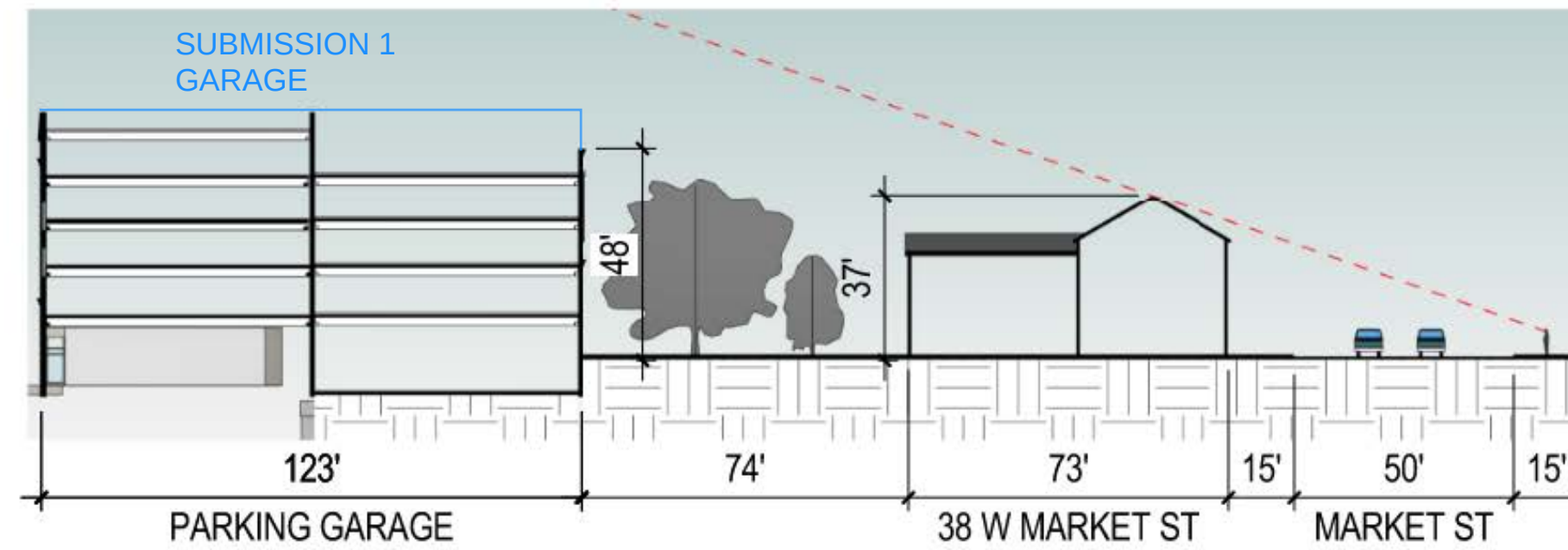
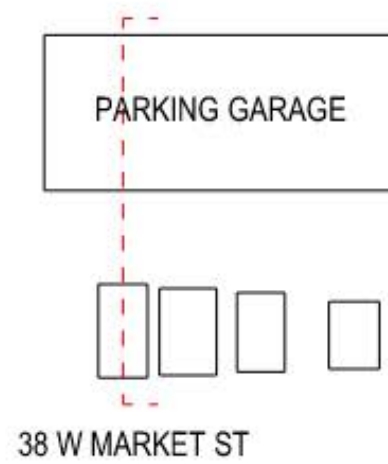
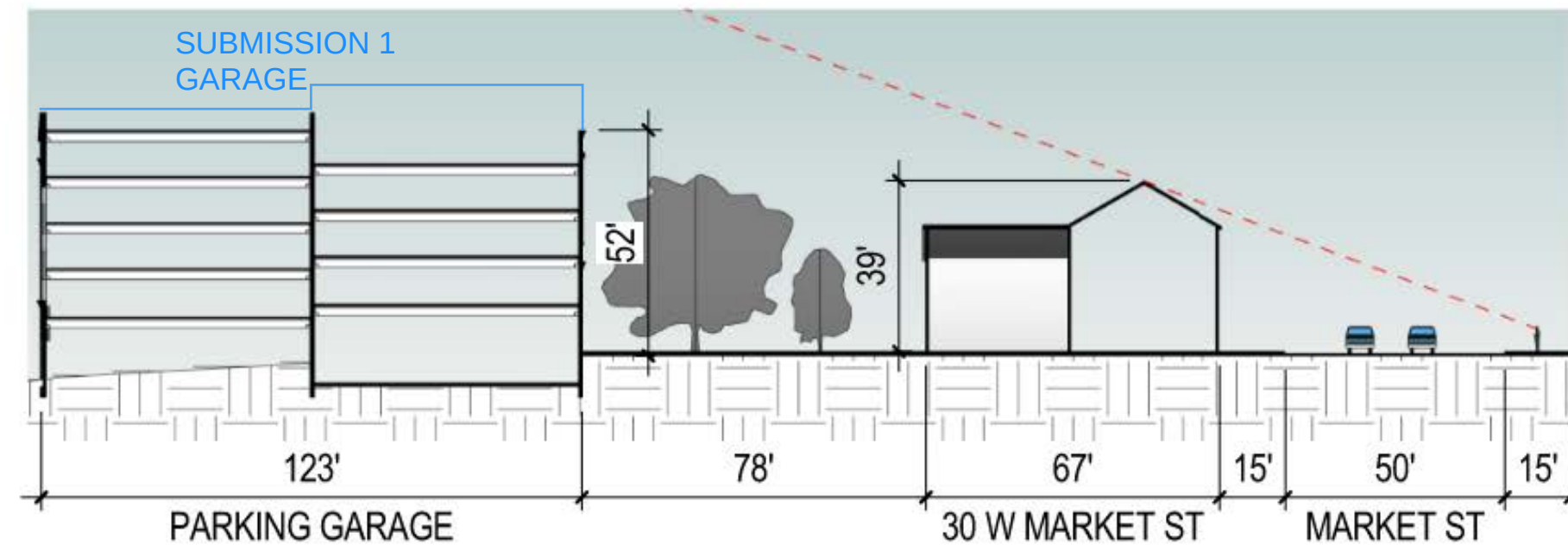
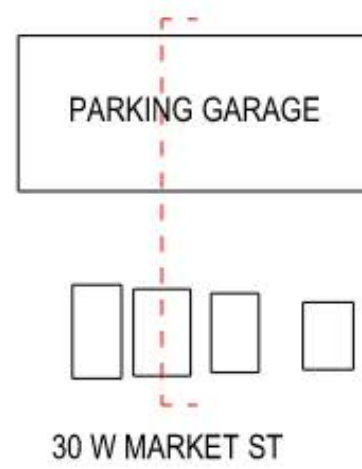
MARKET STREET VIEW - GARAGE HEIGHT COMPARISON



MARKET STREET VIEW - GARAGE HEIGHT COMPARISON



BUILDING HEIGHT AND SIGHT LINE



NORTH FAÇADE HEIGHTS

East Staircase - Existing Height : 45' 2"

East Staircase - New
Submission 1: 75' 2"
Submission 2: 64' 1"

% of Building facade: **04%**

East Stepdown
Submission 1: 70' 7"
Submission 2: 58' 6"

% of Building Façade: **13%**

West Staircase - Existing Height : 71'

West Elevators - New
Submission 1: 83' 2"
Submission 2: 79' 4"

% of Building facade: **07%**

West Stepdown
Submission 1: 71' 1"
Submission 2: 69' 1"

% of Building Façade: **10%**

Middle - Existing
Height : 44'

Middle - New
Submission 1: 58' 6"
Submission 2: 58' 6"

% of Building facade: **63%**

Nearby Building Heights

Verizon: **55'**
520 N New Street: **65'**
Bank of America **165'**
1 W Broad: **80'**
Farr Building: **65'**

SOUTH FAÇADE HEIGHTS

Eastern Point Existing

Height : 32' 9"

Eastern Point

Submission 1: 61'

Submission 2: 50' 7"

Western Point Existing

Height : 47' 9"

Western Point

Submission 1: 58' 4"

Submission 2: 51' 9"

Nearby Building Heights

- Verizon: **55'**
- 520 N New Street: **65'**
- Bank of America: **165'**
- 1 W Broad: **80'**
- Farr Building: **65'**
- Residential Property 1: **35'**
- Residential Property 2: **43'**
- Rental Property: **42'**
- Private Business: **43'**

GARAGE RENDERING / MASSING MODEL



ELEVATION CONCEPT - NORTH



ELEVATION CONCEPT - NORTH



ELEVATION CONCEPT - NORTH




ELEVATION CONCEPT - NORTH



What are our overall goals from a planning perspective?

- 1) Right-size parking footprint
- 2) Create a more interesting corridor to complement Main and Broad Streets
- 3) Increase foot traffic, business opportunity, and overall vibrancy of the block
- 4) Improve pedestrian safety and calm traffic in the corridor
- 5) Add much-needed residential opportunity in the downtown core
- 6) Improve facade aesthetic on the block for historic district relevance

What has been done so far as it relates to the unprogrammed space on the western portion of the site?

- City and BPA jointly issued a Request for Proposals (January 2023) 
 - seeking a qualified development partner
 - gathering examples, ideas, and concepts for a mixed-use project
 - not a bid; not about picking a final project/design
 - it is about finding the right partner and concepts for a development on the site
- Four responses were received (March 2023)
 - building ideas and concepts: between 5 and 7 stories (could estimate that to be anywhere from 50 to 85 feet, current west existing height of WSG is 71 feet); between 42-177 residential units; between 2,500 and 25,000 first-floor commercial space.

What has been done so far as it relates to the unprogrammed space on the western portion of the site?

- Toured example development projects completed by each developer
- Interviewed respondents
- Engaged in follow-up discussions to address outstanding questions and issues about such things as site challenges, easements, financial feasibility

What has not been done yet as it relates to the unprogrammed space on the western portion of the site?

- No agreement has been entered with any developer
- Full plans and designs have not been started
 - thus no plans or designs have been prepared for HARB, City Council, or Planning Bureau and Planning Commission review yet
- Restaurant/retail options have not been fully explored or discussed with merchants

What will happen in the future as it relates to the unprogrammed space on the western portion of the site?

- The City and BPA will select a preferred developer and enter into an MOU (first quarter 2024)
- Selected preferred developer will fully design and engineer plans with input from the City and BPA (predicting first half of 2024)
- Selected preferred developer will submit plans for review by the HARB and City Council, Planning Bureau and Planning Commission through the standard land development process (predicting second half of 2024)
- If approvals are secured and all other conditions are met, the project would move forward and an agreement would be finalized with the BPA

Two different projects with different objectives

1) New garage

- make it the right size for demand
- make its aesthetic complementary and appropriate for the charm and appeal of the historic district
- make responsible financial decisions with public dollars
- get it built! minimize the length of disruption for downtown

2) New development space

- add vibrancy and appeal to a critical corner
- promote “feet on the street” for our downtown merchants
- complement the existing charm and appeal of Main Street in design and aesthetic
- do it right! be deliberative to select the right partner and develop the right project