



HART-ALBIN GARAGE TIFD IMPROVEMENT PLAN

BILLINGS, MONTANA

March 9, 2016



TABLE OF CONTENTS

- PROJECT INFORMATION
- NARRATIVE
- PRESENTATION
 - GROUND LEVEL FLOOR PLAN
 - LEVEL 5/6 FLOOR PLAN
 - LEVEL 10/11 FLOOR PLAN
 - WEST EXTERIOR ELEVATION
 - PUBLIC ART CONCEPT IMAGES
 - EAST EXTERIOR ELEVATIONS
 - NORTH/SOUTH BUILDING SECTION
 - EAST/WEST BUILDING SECTION
 - GROUND LEVEL REFLECTED CEILING PLAN
 - LIGHT FIXTURES
 - TRAFFIC CONTROL
- STATEMENT OF PROBABLE COST
- PROJECT TIMELINE
- PROJECTED INCOME / OPERATIONAL EXPENSES
- CONCLUSION



PROJECT INFORMATION

- **PROPERTY ADDRESS:**

213 North 29th Street
Billings, Montana, 59101

- **OWNER**

Zoot Property, LLC
555 Zoot Enterprise Lane
Bozeman, MT 59718
Chris Nelson

- **PROPERTY MANAGEMENT**

Broadway Property Management, Inc
2721 2nd Avenue North
Billings, MT 59101
Annette Stone

- **ARCHITECT**

2north
128 Clark Avenue
Billings, MT 59101
Dennis Lynn Deppmeier, AIA

- **GENERAL CONTRACTOR**

Langlas & Associates, Inc.
2270 Grant Road
Billings, MT 59102
Ed George

- **CITY OF BILLINGS**

Downtown Billings Alliance
2815 2nd Avenue North
Billings, MT 59101
Lisa Harmon, Greg Krueger



NARRATIVE

The Hart-Albin Garage is a private parking structure, located at 213 North 29th Street in Billings, Montana, owned fully by Chris Nelson through Zoot Property, LLC (Zoot). Originally designed and constructed in 1960 from reinforced precast and poured-in-place concrete, the structure has a full basement with eleven split levels, providing 229 parking spaces which are accessible by sloped interior ramps located at the east and west ends of the parking levels. There are also 5 parking spaces at the ground level accessible from the alley, directly in front of the loading dock. Vertical access is provided by an elevator and a single stair tower located at the southwest corner of the building. There is also an exterior stair to the west, adjacent to North 29th Street, which provides pedestrian access between levels. The garage is connected east to the Hart-Albin Building, through a sky bridge that incorporates levels 5, 7, and 9. It also connects west, to the City of Billings Park One Parking Garage through a sky bridge at level 5. The garage parking spaces are utilized by a variety of downtown business tenants between the hours of 6:00am to 6:00pm on Mondays through Fridays. There is a very strong demand in Downtown Billings to make all of the parking spaces available to the public during weekends and after normal business hours.

The economic viability associated with any private building improvements to the garage are limited in part to standard (income basis) appraisal processes and the limited income generated by the competitive parking rates established in Downtown Billings. As such, Zoot will never see tangible financial benefit from capital improvements at the current public parking rate structure. On the other hand, Zoot would likely experience tangible benefits to the garage with improved functionality and a safer building environment, and the ability to attract better tenants to the core of downtown Billings. There is also tangible benefit to downtown Billings when blight is eliminated, and private buildings can contribute to a greater public good, and the Hart-Albin Garage can/does provide public access for additional parking during non-business hours. The end result is a strong need for a public/private partnership to contribute momentum to downtown Billings.

Deferred maintenance over the years has left the building needing repairs. The building is poorly lighted and access is unattended, so transient activity has led to many public problems, extensive graffiti, and an intimidating garage environment where the occupants do not feel safe. The building is also lacking adequate means of emergency egress signage and lighting, as well as conventional traffic controls and signage and graphics. There is a critical need to separate automobile and pedestrian circulation away from the sloped ramps on each level, instead leading pedestrians toward the west exterior stair and existing southwest stair tower. Over the years, water has infiltrated through cold joints and seams in the concrete structure causing spalling to occur. There are many areas where the steel reinforcing is exposed and rusted. Numerous structural connections are close to failure. The elevator hydraulic hoist way has failed, and the elevator is not operable. Aesthetically speaking, both the building exterior and interior surfaces are in poor condition and need a new paint.

The improvements identified with this plan are intended for both private and public benefit, and will be completed in two phases.

Phase I was completed on March 3, 2016 at a cost of \$250,000.00. The work focused on repairs only to Level 10/11, which added a new steel roof canopy at Levels 10/11 to collect snow and rain above the existing sloped ramps at each side. New lighting was incorporated into the canopy, and new traffic coat membranes were placed over the existing sloped ramps between Level 9/10. Emergency lighting was added to the stair tower at Level 10/11, and direction egress signage was added to Level 10.

Phase II will repair precast concrete structural connection deficiencies, control water infiltration through cracks and seams at various locations throughout the building by adding new traffic coat membranes and elastomeric sealants, and patch and repair all existing spalled concrete surfaces.

The main entrance into the garage from North 29th Street will be improved by demolishing the abandoned attendant station, patching and repairing the concrete deck, and adding new traffic control equipment, curbs, bollards and railings configured into one entry point, with one designated ingress lane and one egress lane. New signage and graphics will reinforce public way finding at the entrance and through the building. The elevator will be replaced with all new equipment and will become operable again, and new finishes and aluminum storefront systems would be added to the stair tower entrance points at each level. Access through the garage to the alley on the east side will also be restricted by adding a coiling gate assembly and removable bollards.

New LED lighting will be retrofitted throughout the building, with additional bays of lighting added to each level to increase the overall lighting illumination level. Individual garage lighting fixtures will have motion and photoptic controls for energy conservation. New architectural lighting will be added throughout the building to reinforce building massing and add visual interest, as well as lead pedestrian movement to egress points within the building. Emergency directional signage and illumination are also added for life/safety benefit. New lighting has also been added on the east facade of the garage, to bring a higher illumination level to the alley in an attempt to combat transient activity and mischievous behavior.

Both the garage interior and exterior wall and ceilings surfaces will be prepared to receive new paint. This will require a tremendous amount of effort. The new paint will have a high elastomeric quality that can cover the porous surfaces of the existing concrete. The west facade will be prepared to receive a public art mural covering the full west facade of the garage, which will be commissioned through a public process to engage the community.



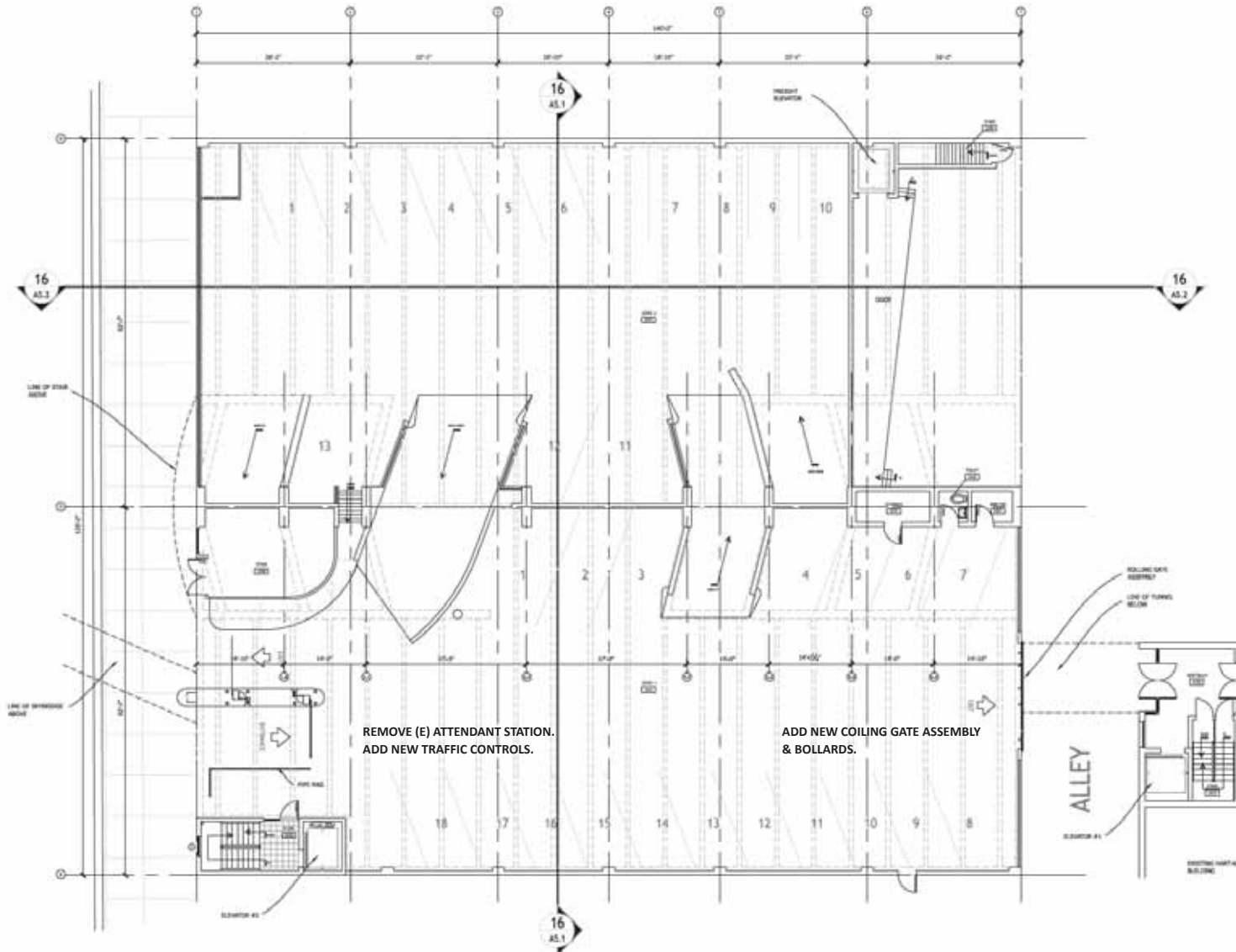
The garage is currently fully occupied. Work to the building will displace parking in the garage for a minimum of three months during construction. There is an operational expense for Broadway Property Management, Inc. to relocate the 229 parking spaces to other downtown parking areas. This effort will require cooperation from the City to minimize problems with the dislocated parkers.

It is anticipated that construction will take five months to complete. Architectural/Engineering drawings and specifications will require 45 days to complete and permit. The Design/Contractor team is prepared for a late spring construction start, with hopes that the building can be made available to the public by November, 2016.

We respectfully submit the Hart-Albin Garage TIFD Improvement Plan for your review.



NORTH 29TH STREET



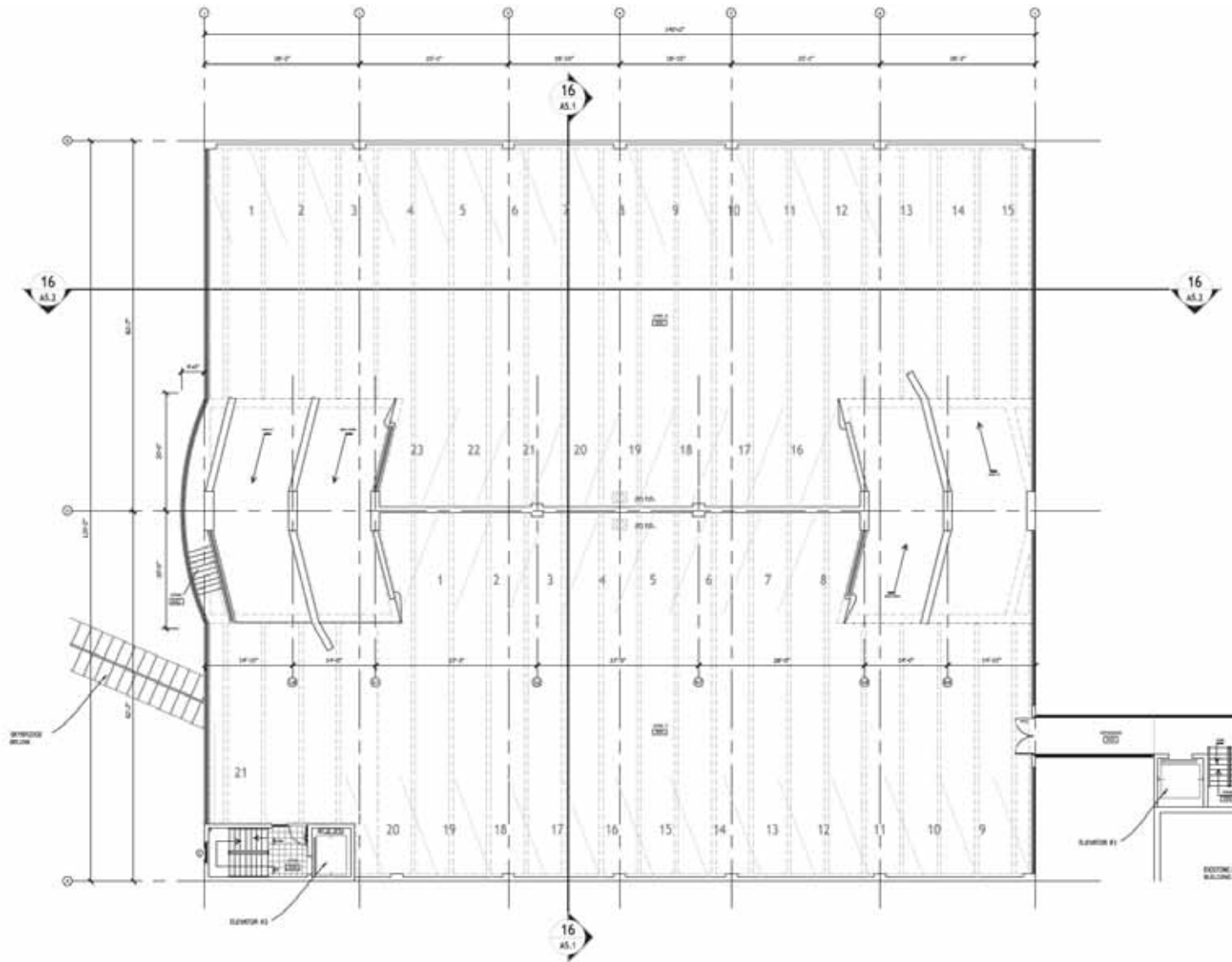
REMOVE (E) ATTENDANT STATION.
ADD NEW TRAFFIC CONTROLS.

ADD NEW COILING GATE ASSEMBLY
& BOLLARDS.

ALLEY

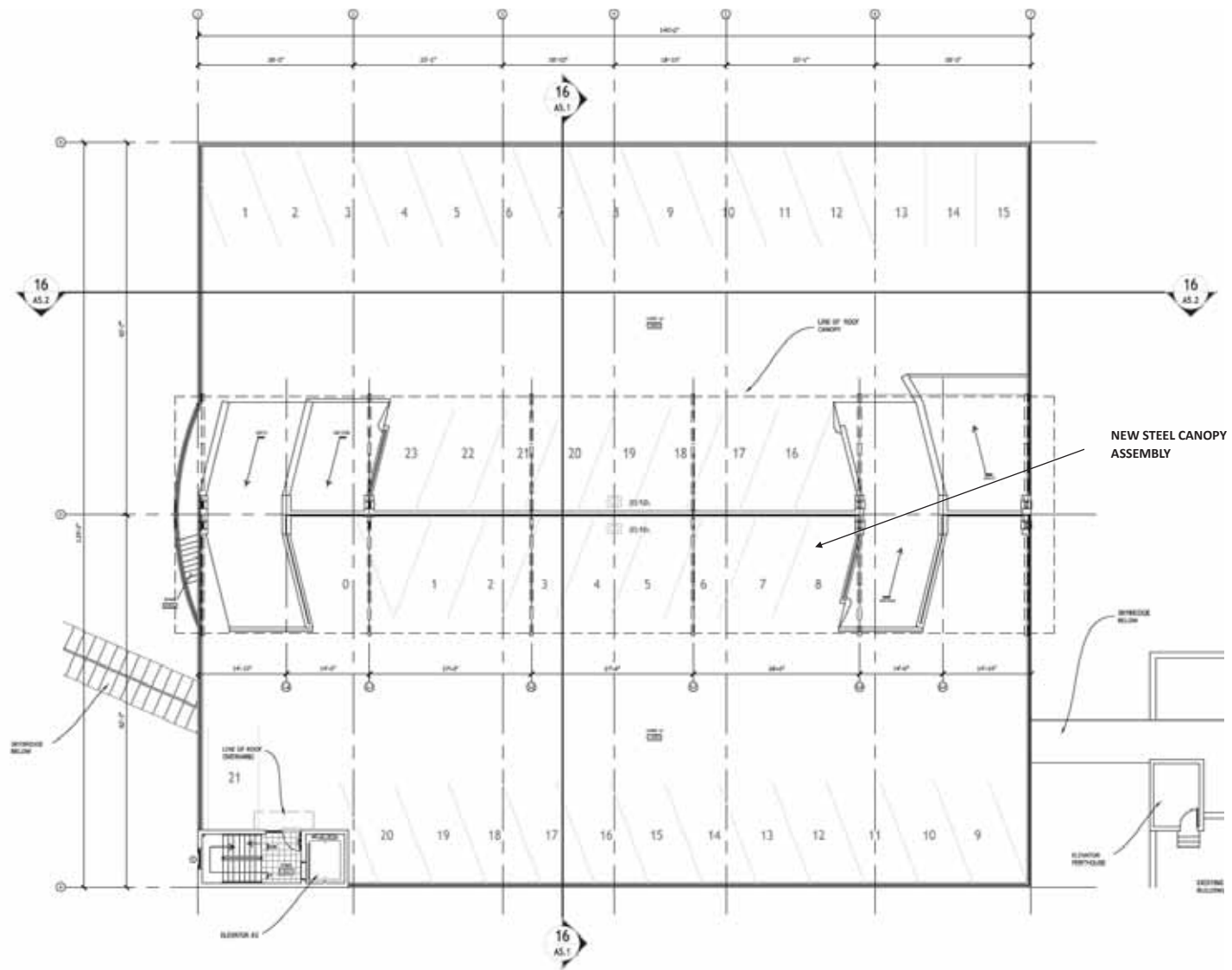
GROUND LEVEL FLOOR PLAN





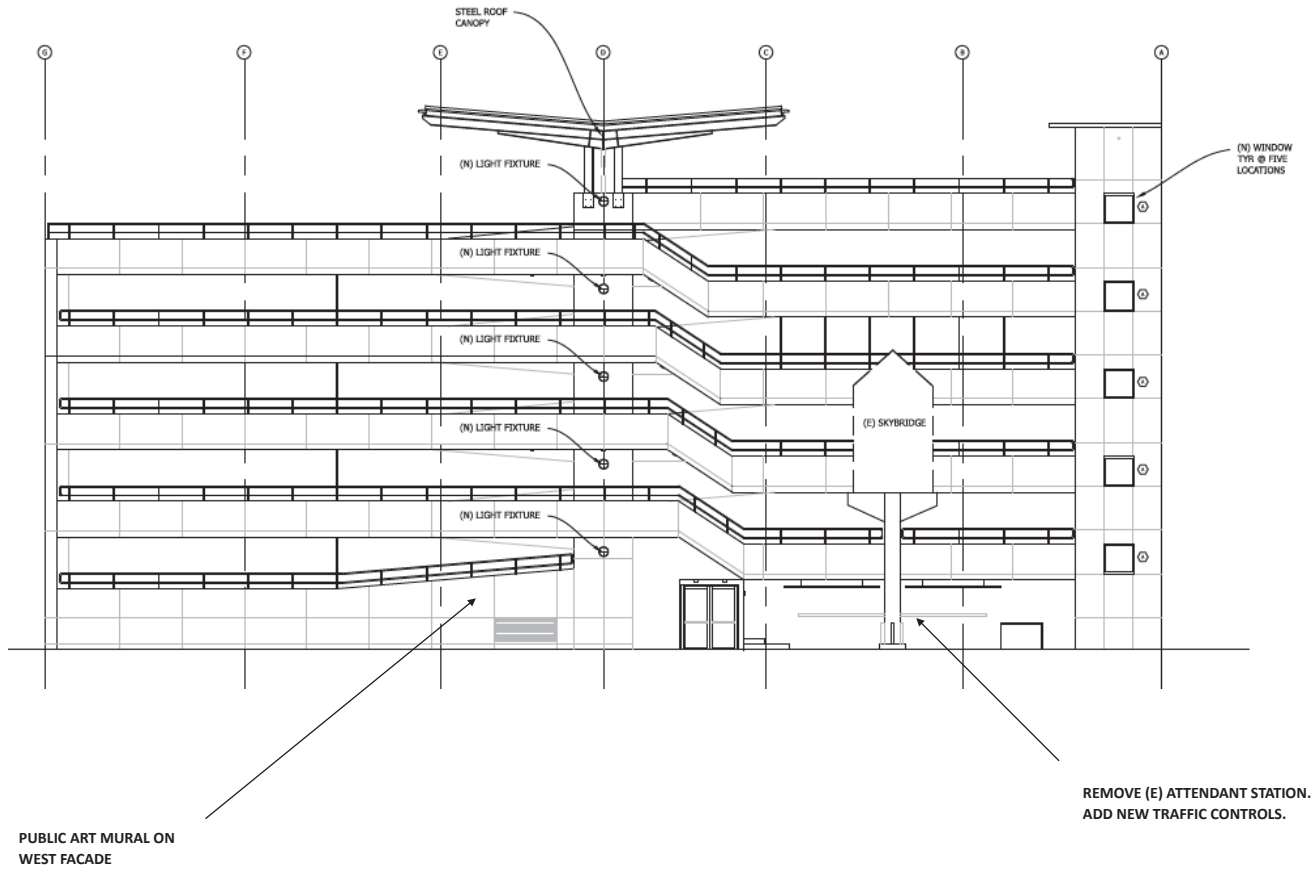
LEVEL 5/6 FLOOR PLAN





LEVEL 10/11 FLOOR PLAN





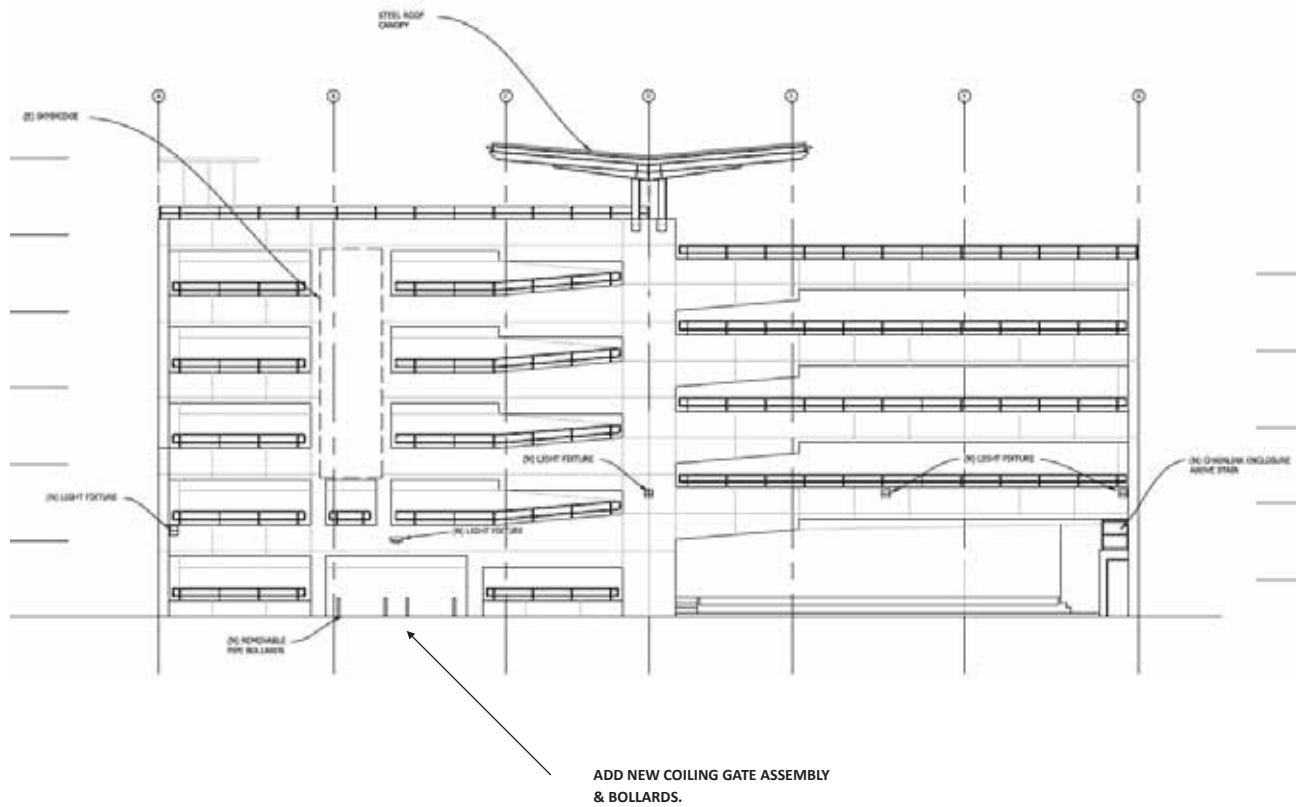
WEST EXTERIOR ELEVATION





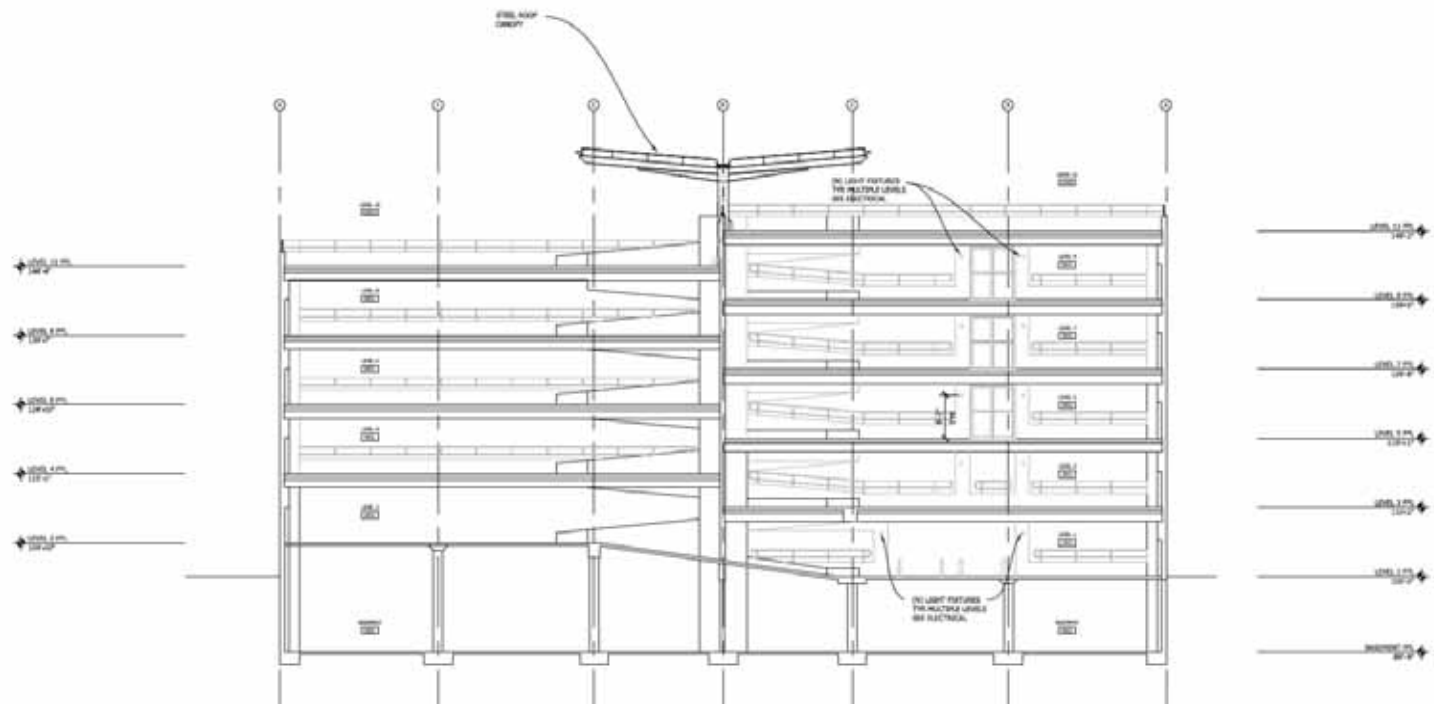
PUBLIC ART CONCEPT IMAGES





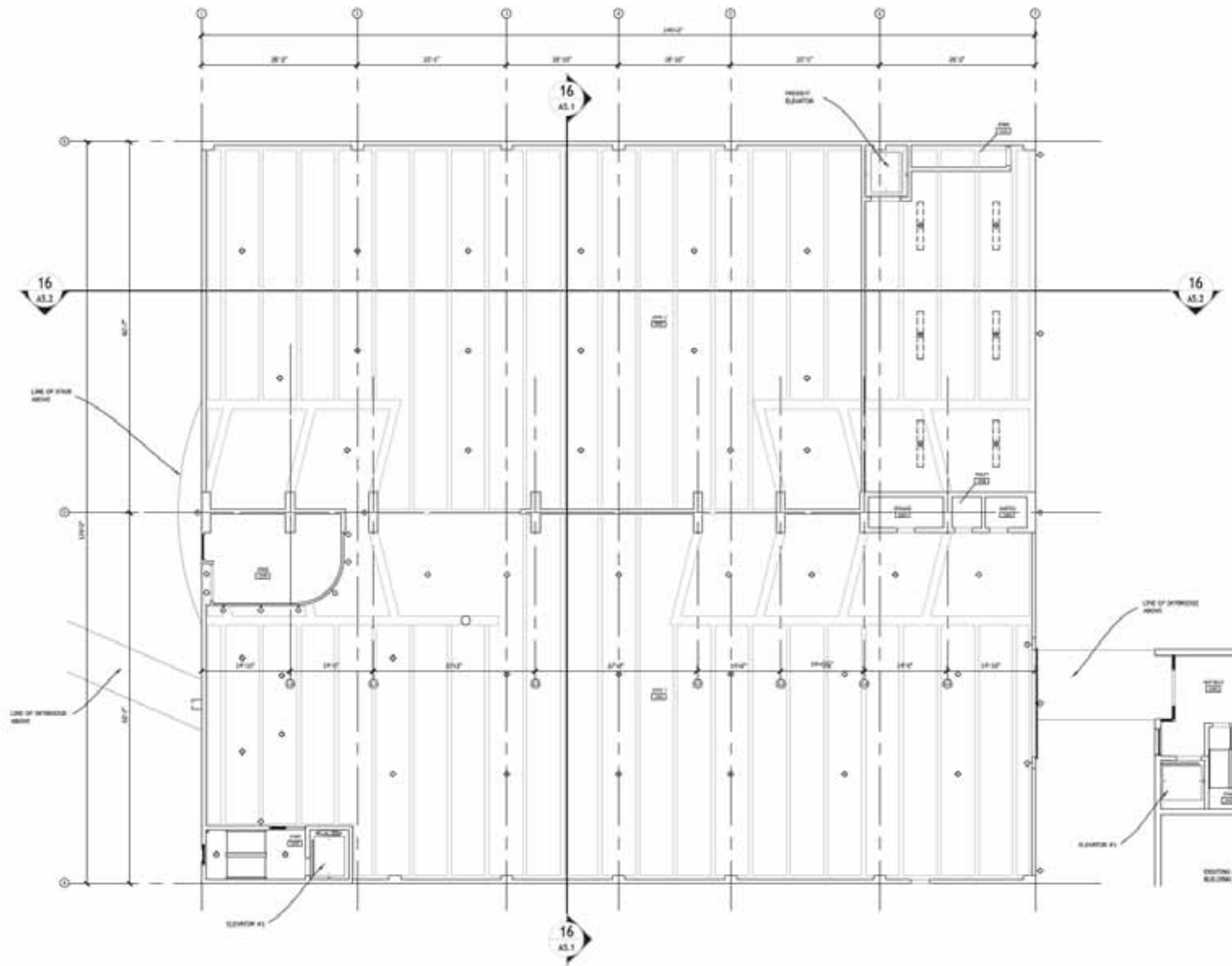
EAST EXTERIOR ELEVATION





NORTH/SOUTH BUILDING SECTION





GROUND LEVEL REFLECTED CEILING PLAN



EXTERIOR STAIR
LIGHTING



FRONT CANOPY
LIGHTING



ACCENT LIGHTING



PARKING LIGHTING



INTERIOR STAIRWELL
LIGHTING



LED LIGHT FIXTURES





PARKING GATE



COILING GATE

PIPE BOLLARD



TRAFFIC CONTROL



STATEMENT OF PROBABLE COST

BASELINE TIFD CONSTRUCTION IMPROVEMENTS	QTY/UNITS	COST/UNIT	SUBTOTAL	TOTALS
Demolition of Attendant Station & Misc. Lighting	1 LS		\$2,600.00	
Concrete Repairs & Deck Membranes	1 LS		\$330,147.00	
Power Wash, Prep & Paint	1 LS		\$242,868.00	
Repair/Replace Storefront Systems, New Windows	1 LS		\$111,679.00	
Repair Existing Precast Steel Buckets	1 LS		\$24,610.00	
New Steel Roof Canopy	1 LS		\$186,978.00	
New Interior Floor Finishes at Stair Tower	1 LS		\$3,659.00	
Lighting Retrofit, Egress Lighting, & Controls	1 LS		\$239,194.00	
New Elevator	1 LS		\$200,000.00	
Misc. Steel Railing Repairs	1 LS		\$2,073.00	
Traffic Controls, Coiling Gate & Removable Bollards	1 LS		\$91,170.00	
Signage & Graphics Allowance	1 LS		\$60,000.00	
Misc. Fencing Repairs / Replacement	1 LS		\$33,445.00	
TOTAL BASELINE PROBABLE COST				\$1,528,423.00



MISC. OTHER COSTS

BASELINE TIFD CONSTRUCTION IMPROVEMENTS	QTY	UNITS	COST/UNIT	SUBTOTAL	TOTALS
Architectural & Engineering Design Fees	1	LS		\$122,274.00	
Relocated Tenant Parking Cost	1	LS		\$20,000.00	
Public Art Concept Painting Allowance	1	LS		\$40,000.00	
OTHER COSTS					\$182,274.00



PROJECT TIMELINE 2016

PHASE II ACTIVITY	MAR	APR	MAY	JUNE	JULY	AUG	SEP	OCT	NOV
Complete Drawings, Bidding & Permitting	○-----	★							
TIFD Approval & Development Agreement	○-----	○							
Stagging, Limited Demolition, Shop Drawings			○-----	○					
Concrete Repairs & Deck Membranes				○-----		○			
Repair Existing Precast Steel Buckets				○-----		○			
Prep & Paint				○-----				○	
Repair/Replace Storefront Systems, New Windows					○-----		○		
New Interior Floor Finishes at Stair Tower						○-----	○		
Lighting Retrofit, Egress Lighting, & Controls				○-----				○	
New Elevator					○-----			○	
Misc. Steel Railing Repairs						○-----		○	
Traffic Controls, Coiling Gate & Removable Bollards				○-----				○	
Stripping, Signage & Graphics						○-----		○	
Misc. Fencing Repairs / Replacement							○-----		○
SUBSTANTIAL COMPLETION									★

Note: Phase I Construction completed February, 2016.



PROJECT TIMELINE 2016 BASELINE ASSUMPTIONS

Phase I was completed on March 3, 2016, prior to this TIFD submittal.

Phase II will be completed as a single phase.

The garage will need to be temporarily closed for a (3) three month period during construction, to facilitate unobstructed access for concrete repairs & traffic membranes, structural repairs, and electrical rough-in.

Demolition will begin at Level 11 and will work its way down to Level 1.

New construction will begin at Level 1 and work its way to Level 11, in an effort to open lower levels to parking in advance of reaching Substantial Completion.



PROJECTED HART-ALBIN GARAGE INCOME

INCOME SOURCES @ OCCUPANCY	QTY/UNITS		COST/UNIT		SUBTOTAL	*ADJUSTED	TOTALS
Interior Covered Parking Rental	184	EA	\$50.00	Space	\$9,200.00 / Month	\$9,016.00 / Month	\$108,192.00
Exterior Non-Covered Parking Rental	28	EA	\$25.00	Space	\$700.00 / Month	\$490.00 / Month	\$5,880.00
Exterior Covered Parking Rental	17	EA	\$45.00	Space	\$765.00 / Month	\$688.50 / Month	\$8,262.00
TOTAL INCOME							\$122,334.00

Average vacancy factor for interior covered parking: 2%
 Average vacancy factor for exterior non-covered parking: 30%
 Anticipated vacancy for exterior covered parking: 10%

Baseline Assumption: No income will be generated from public parking.



PROJECTED HART-ALBIN GARAGE OPERATIONAL EXPENSES

SEGREGATED EXPENSES	QTY/UNITS		COST/UNIT		SUBTOTAL	TOTALS
Janitorial & Trash	1	LS			\$4,500.00	
Utilities (Electricity / Internet / Water)	1	LS			\$18,000.00	
Elevator Maintenance & Repairs	1	LS			\$6,000.00	
Window Cleaning	1	LS			\$4,000.00	
Snow Removal	1	LS			\$4,000.00	
Security	1	LS			\$4,200.00	
Parking Control Equipment Maintenance	1	LS			\$5,000.00	
General Repairs & Maintenance	1	LS			\$8,000.00	
Management / Administration	1	LS			\$4,000.00	
Insurance	1	LS			\$8,800.00	
Taxes	1	LS			\$32,000.00	
Debt Burden	1	LS			\$28,800.00	
Building Maintenance Reserve	1	LS			\$8,000.00	
Signage Maintenance & Repairs	1	LS			\$2,000.00	
TOTAL OPERATIONAL EXPENSES						\$137,300.00



CONCLUSION

Parking is critical to the success of downtown Billings. The availability of spaces is constantly being challenged by business enterprises that reserve blocks of spaces for future use and leave them vacant, creating the illusion that the existing parking garages are full when in fact they aren't. Curbside parking provides good options for those more patient to search out an open space, but this can be very challenging during normal business hours or when special events are taking place downtown.

The Hart-Albin Garage does provide public benefit to this problem. The 229 parking spaces are 90% occupied during normal business hours with tenants from downtown Billings businesses. If the Hart-Albin Garage parking was ever lost, that parking would be displaced to other public locations downtown, and would place additional pressure on remaining parking spaces in the surrounding area. The garage is wonderfully centrally located, and provides close proximity to Sky Point and the downtown business vibe.

The existing garage is in moderate condition and needs repairs. It is reasonable to assume that the building could have a service life into 2050, if future improvements target deferred maintenance problems now. It is also important to create a safer public environment in and around the garage. As we witnessed with the transformation of Montana Avenue, social change occurs when properties are energetic and present a thriving outward public appearance. Good lighting also serves as a good deterrent.

Our Statement of Probable Cost has demonstrated that it will be less expensive to maintain the current Hart-Albin Garage for private/public use and contribute towards a higher overall aesthetic downtown, then it would be to replace those spaces in-kind. The return on the investment would be "high." Zoot has contributed \$250,000.00 towards Phase 1 improvements, and was working toward an additional five year, \$50,000.00/ year capital improvement plan, for a total investment of \$500,000.00. Without TIFD support, the improvements were limited to structural and concrete repairs, targeted painting, and minor lighting retrofits, working from a top down, back your way out to the street improvement strategy. With your support, we can completely paint the entire building, add natural daylight to the southwest stair tower, provide a functioning elevator, add egress lighting, improve signage & graphics and way finding, add traffic control at ingress/egress points, protect against transient activity into the building, and improve the overall lighting quality to current illumination standards and energy conservation. All of this work could be completed in a single phase, and in place by fall, 2016.

Our team is prepared to play our part. We sincerely hope that the City of Billings will be willing to partner with us to help bring the Hart-Albin Garage back to life.





Thank You