



Department of Planning & Community & Economic Development

Planning Division

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March 22, 2021

To: Finance Committee

From: Planning Division Staff

RE: **Comments received on the State Street Campus Garage Mixed-Use Project RFP**

The State Street Campus Garage Mixed-Use Project RFP was introduced at the February 16, 2021 Common Council meeting. The Common Council referred the RFP to the Transportation Policy and Planning Board, Transportation Commission, Downtown Coordinating Committee and Finance Committee (lead) for review. Below are the results of the first three meetings.

Transportation Policy and Planning Board – March 1, 2021

There was no discussion regarding the RFP.

The Transportation Policy and Planning Board offered the following motion:

Furman moved to Return to Lead with the Recommendation for Approval to the FINANCE COMMITTEE; McCahill seconded.

The motion passed by voice vote/other.

Transportation Commission – March 10, 2021

The Transportation commission discussed having flexibility in the RFP to allow the prospective developer to propose an alternative of fewer parking stalls in the public parking structure, defining the minimum bus capacity at the intercity bus terminal, and changing the resolution to refer the decision to Transportation Commission and Finance on which proposal to recommend to the Common Council.

The Transportation Commission offered the following motion:

Foster moved to Return to Lead with the Recommendation for Approval to the FINANCE COMMITTEE with three additional recommendations:

- 1. Add language to the RFP that allows for flexibility for a quantity of public parking spaces below 510 stalls.*
- 2. Define the minimum bus capacity for the intercity bus terminal as determined by MDOT staff.*
- 3. Update the resolution so RFP responses and staff recommendation be referred to Transportation Commission and Finance before heading to Common Council.*

Streit seconded.

The motion passed by voice vote/other.

Staff response: *Staff agrees with adding flexibility in the RFP to allow the prospective developer to propose an alternate of fewer parking stalls in the public parking ramp and will update the RFP. Staff agrees with defining the minimum bus capacity at the intercity bus terminal and will update the RFP.*

Staff disagrees with the request to change the resolution to include the Transportation Commission as a reviewing body of the staff report recommending a preferred developer. As was the case with the Judge Doyle Square project, staff will likely require several closed session discussions with the Mayor and Alders throughout the developer negotiation phase of the project. The Finance Committee is a more appropriate body to complete this work. To the extent that the Finance Committee desires to consult the Transportation Commission throughout this process, they would be able to do so. Further, the resolution approving the final development agreement would likely be referred to several City committees, including Transportation Commission.

Downtown Coordinating Committee – March 18, 2021

The Downtown Coordinating Committee discussed the need for affordable student housing in the downtown/campus area, the importance of constructing the intercity bus terminal, and the need for public restrooms to be part of the City portion of the project. The committee also discussed the three additional recommendations made by the Transportation Commission.

The Downtown Coordinating Committee offered the following motion:

Verveer moved to Return to Lead with the Recommendation for Approval to the FINANCE COMMITTEE including the three additional recommendations made by the Transportation Commission.

Crabb seconded.

The motion passed by voice vote/other.

Staff response: *Staff agrees with adding flexibility in the RFP to allow the prospective developer to propose an alternate of fewer parking stalls in the public parking ramp and will update the RFP. Staff agrees with defining the minimum bus capacity at the intercity bus terminal and will update the RFP.*

Staff disagrees with the request to change the resolution to include the Transportation Commission as a reviewing body of the staff report recommending a preferred developer. As was the case with the Judge Doyle Square project, staff will likely require several closed session discussions with the Mayor and Alders throughout the developer negotiation phase of the project. The Finance Committee is a more appropriate body to complete this work. To the extent that the Finance Committee desires to consult the Transportation Commission throughout this process, they would be able to do so. Further, the resolution approving the final development agreement would likely be referred to several City committees, including Transportation Commission.