



City of Palo Alto

City Council Staff Report

(ID # 9484)

Report Type: Informational Report

Meeting Date: 8/27/2018

Summary Title: Mechanical Parking Studies For Downtown Surface Parking Lots

Title: Informational Report on Mechanical Parking Studies for Lot D and Other Surface Parking Lots in Downtown Business District

From: City Manager

Lead Department: Public Works

Recommendation

This is an informational report and no Council action is required.

Background

In December 2016, Council authorized a contract with Watry Design, Inc. ("Watry") to provide design and environmental review services for the Downtown Parking Garage Capital Improvement Program (CIP) project (PE-15007).

Following the award of a contract to Watry, several conceptual options were developed for the downtown garage. In April 2017, conceptual designs were presented to Council which included a base option with five above-ground levels, a retail option with five above-ground levels with retail space, and a basement option with five above-ground levels and one basement level (no retail space) (CMR [7942](#)). Council directed staff to proceed with the full preliminary design of a new parking garage with five levels of above-ground parking, one level of basement parking, and retail space on the Waverley Street frontage. Council also directed staff to analyze additional mechanical parking options without causing a delay in this project.

Discussion

In May 2017, a mechanical parking study was completed by Watry that analyzed mechanical parking options in the Downtown Parking Garage, adding additional

parking spaces, using a puzzle lift system and a stacker system. Options 1 through 5 below were defined and, for feasible options, compared to the self-park option:

- Self-Park Option: Five levels of above-ground parking with retail and one basement level (331 spaces);
- Option 1: Five levels of above-ground parking with retail and one basement level with a two-level puzzle system (basement level and pit) (388 spaces);
- Option 2: Five levels of above-ground parking with retail and one basement level with a two-level stacker system (415 spaces);
- Option 3: Five levels of above-ground parking with retail and a three-level puzzle system (ground level and pit) (364 spaces);
- Option 4: Puzzle system tower with more than a three-level puzzle system;
- Option 5: Mechanical system under the basement ramp.

Options 4 and 5 were deemed nonviable due to the structural impact of an extended story height and lack of available head room under the basement ramp area, respectively.

The project cost-per-stall includes the mechanical parking equipment, and soft and hard costs. The costs do not account for the annual operating maintenance (\$40,000 to \$50,000), mechanical parking equipment replacement at end of life, and annual attendant costs (\$102,000). The operating maintenance cost is a \$30 per stall monthly cost for maintenance by the vendor. In staff's discussions with vendors, they stated that they are not aware of any instances in which mechanical parking is being used for public parking without attendant operation of the equipment, and they recommended that one or more attendants be on site depending on the number of mechanical parking spaces. Including these additional operating and maintenance costs over the lifetime of the garage raises the cost per stall for mechanical parking options higher than the cost of a traditional parking space.

	Self-Park	Option 1	Option 2	Option 3
Total project cost per stall*	\$84,942	\$82,231	\$76,546	\$87,746

*does not include ongoing annual operating maintenance, equipment replacement and annual attendant costs

Following the analysis of mechanical parking options for the Downtown Parking Garage project, staff believed that costs might be lower in a dedicated mechanical parking garage that did not have the inefficiencies of the proposed Downtown Parking Garage layout. In April 2018, a Request for Information (RFI) for qualified partners interested in developing mechanical parking projects on City-owned parking lots in the University Avenue – Downtown Business District was posted on the City's eProcurement system. One response to the RFI was received from Griffin| Swinerton Team in association with CityLift ("Griffin Swinerton").

In the conceptual design included as part of the RFI response (Attachment A), Griffin Swinerton chose Lot A at the corner of Lytton Avenue and Emerson Street to illustrate the design philosophy, space count, cost, project delivery, and operation of a public mechanical parking lift system. The conceptual designs in the RFI included three separate parking structures and drive aisles, parking platform widths of 9'-6" to accommodate nearly all vehicles, and building heights that vary from three to five levels (20 feet for the 3-level, 26 feet for the 4-level, and 32 feet for the 5-level). Each parking structure is 96-feet wide and fits 10 parking platforms. CityLift's Puzzle Lift System (PLS) was chosen by Griffin Swinerton for this approach.

Design Alternative	Number of Spaces	Height
3-Level Parking Structure	124 - 140	20 feet
4-Level Parking Structure	148 - 170	26 feet
5-Level Parking Structure	180 - 210	32 feet

Griffin Swinerton developed a preliminary cost model for a prevailing wage, public-private-partnership (P3) project delivery which reflects current figures as of April 2018 from both CityLift and Swinerton Builders. The project cost per stall includes the mechanical parking equipment, foundation, an allowance for building skin per square foot, roofing, electrical, plumbing, fire sprinklers, site work, and signage. It also factors in general contractor's costs. The costs do not account for contingency, cost escalation, operating maintenance, equipment replacement or attendant costs.

	3 Level Puzzle Lift	4 Level Puzzle Lift	5 Level Puzzle Lift
Total Project Costs	\$52,576 - \$54,950	\$54,585 - \$57,126	\$55,968 - \$58,499

Similar to the mechanical parking options reviewed for the Downtown Parking Garage project, Griffin Swinerton recommended attendants to operate the parking equipment, and specified the number of attendants at different hours of the day based on the number of garage spaces. Assuming the number of recommended attendants for 200 stalls and using the pricing in the City's current valet contract, the attendant annual cost would be approximately \$360,000.

Overall, staff determined that while the initial installation cost of mechanical parking may be equal to or less than traditional parking garages per stall, on-going maintenance costs and the requirement of attendants make the overall cost more expensive. Mechanical parking also lends itself to residential and commercial applications where users are familiar with the systems and use them frequently, which could include future projects providing parking for City staff.

Attachments:

- Attachment A: Griffin Swinerton Palo Alto Mechanical Parking RFI Response

1. Statement of Interest

April 25, 2018

Cecilia Magana

Contract Administrator
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

Dear Ms. Magana:

Griffin|Swinerton in association with CityLift (the Griffin|Swinerton Team) is pleased to submit to the City of Palo Alto its response to the Request for Information (RFI) for Mechanical Parking ("Project").

This response is an expression of interest in participating in a resulting procurement process and to provide relevant information to be used in developing governmental policy and structuring a formal Request for Proposals as well as Project-related agreements.

With several decades of collective public-sector project experience, the Team has proven experience in the delivery of innovative projects of this significance.

Experience in Public, Private Partnership (P3) Project Delivery: Griffin|Swinerton, established in 2009, is a fully integrated, highly experienced organization that combines the best of the development and construction industries. Griffin Structures and Swinerton Builders have a long and successful track record working with counties and cities utilizing multiple alternative forms of project delivery.

Excellence in Automated, Mechanical Lift Parking: CityLift Parking designs, installs, and services semi-automated to fully automated parking lift systems that reduce the footprint needed for parking and can typically be done at a lower cost per space than conventional parking. CityLift is the exclusive U.S. partner of a 26-year old automated parking system manufacturer whose technology has been proven with 60,000 spaces installed in over 13 countries. Domestically, in a few short years CityLift has assembled a pipeline of installed and in-progress projects totaling over 50 projects and 2,200 parking spaces in eight States, with its largest number of projects in California.

We would welcome the opportunity to engage in further dialogue as desired. Please find attached to this letter our response to the RFI.

Sincerely,

GRIFFIN|SWINERTON



Roger Torriero
Principal
ratorriero@griffinswinerton.com



Dave Callis
Principal
dcallis@swinerton.com

2. Statement of Experience

The City of Palo Alto is seeking information from qualified development partners to explore ways to increase the supply of off-street parking for downtown employees and visitors in the most cost-effective manner possible. In our response to this RFI, Griffin|Swinerton has assembled a team that represents the best in their respective fields, with a particularly deep expertise and successful track record in public-private partnerships and construction/delivery of parking structures – both conventional parking and the installation and maintenance of mechanical automated parking lift systems.

The Griffin|Swinerton Team possesses industry leading expertise in the three most crucial aspects of delivering best-in-class mechanical parking solutions to the City of Palo Alto:

- **Expertise in public-private partnerships (P3)** – leveraging decades of experience as a trusted partner government clients, since 2009 Griffin|Swinerton has been successfully delivering P3 projects for public assets throughout California
- **Mechanical Parking Lift Systems** – CityLift is the domestic leader in mechanical parking lift system and the exclusive U.S. partner of a 26-year old automated parking system manufacturer whose technology has been proven with 60,000 spaces installed in over 13 countries.
- **California Construction Leadership & Parking Structure Expertise** – with a 130-year history, over 3,000 employees in 17 U.S. offices and headquartered in San Francisco, Swinerton Builders has an unmatched track record in the construction industry for buildings and renewable energy facilities of all kinds. Swinerton's dedicated Parking Structure team has a vast array of expertise from building over 45 parking structures.

Each Team member's expertise is more fully described below:



Griffin|Swinerton, A Joint Venture (Project Developer). The Griffin|Swinerton joint-venture team was established in 2009. It is a fully integrated, highly experienced organization that combines the best of the development and construction industries. Griffin Structures and Swinerton Builders both have a long and successful track record working with cities in an open book, fully transparent process utilizing multiple alternative forms of project delivery, including Public Private Partnerships (P3). Griffin|Swinerton has internally established the protocols necessary to mitigate price and performance risk, thus ensuring success within the P3 delivery method. We have formulated a P3 delivery process so that financial risk is mitigated in a clear and open manner. Furthermore, with the guarantees for price and schedule, assurance of user engagement, and a clear program for community input and dialogue, we will be able to meet the requirements and expectations of all project stakeholders.

Griffin|Swinerton projects delivered as P3s in California are more fully described in this proposal and range from the P3 delivery of Orange County's \$188 million Building 16 within its civic administration center to the \$12 million turn-key P3 delivery of the Quartz Hill Library for Los Angeles County.



CityLift designs, installs, and services semi-automated to fully automated parking lift systems that reduce the footprint needed for parking and can typically be done at a lower cost per space than conventional parking. CityLift is headquartered in Oakland, CA and has offices in Los Angeles, Chicago, Miami, and Boston. CityLift is the exclusive U.S. partner of a 26-year old automated parking system manufacturer whose technology has been proven with 60,000 spaces installed in over 13 countries. Domestically, in a few short years CityLift has assembled a pipeline of installed and in-progress projects totaling over 50 projects and 2,200 parking spaces in eight States, with its largest number of projects in California.

CityLift's expert engineering and design team works with both preferred and local architects and project managers from conception to design and delivery of the best car parking solution for a given situation. Stacked parking maximizes the space and value of a given site by allocating land to better uses.



Griffin Structures, Inc. Established in 1981 as a California corporation, Griffin Structures (Griffin) is a diversified program and construction management Corporation serving the public and private sectors for 36 years. Griffin offers a wide portfolio of services for projects of all sizes and complexities—both new construction and renovations. Griffin's in-house construction management services specialize in oversight of multiple forms of project delivery, including service both as an extension of staff, and as Owner's Representatives.

More than 90 percent of Griffin's last five years' construction value was for public sector entities. The scope of these projects range from \$1.5 million to almost \$200 million. Griffin's mission has been to manage clients' risk and streamline project delivery. During its long history, Griffin has never missed a completion deadline or exceeded a Project budget.



Swinerton Builders (Design-Builder) Headquartered in San Francisco since 1888, the Swinerton Family of Companies has provided commercial construction and construction management services throughout the Western United States for over 130 years. Today, with over 3,000 employees and over \$4 billion in annual revenue, Swinerton is achieving remarkable success in the industry across a wide range of markets including: Renewable Energy, Healthcare, Federal, Education, Corporate Interior Services, Retail, Multi-family Residential, and Hospitality. In addition to these markets, Swinerton also has a robust self-perform parking structure group that specializes in parking structures of varying sizes, types, configurations, and delivery methods. Swinerton's self-perform operations also encompass self-perform concrete, drywall, and demolition.

Since Swinerton's inception in 1888, it has been a forward-thinking company that strategically seizes opportunities and executes every project with passion and relentless accountability. As a 100% employee-owned company with construction excellence spanning three centuries, we are recognized as one of the top general contractors in the nation and have built a reputation for delivering added value to our clients. Swinerton's General Contracting License #92 is the longest-held license number in California history. Throughout the 129 years of construction excellence, Swinerton has held several former names—but the reputation has always remained the same. These names include: Swinerton and Walberg (1942-2000); Lindgren and Swinerton (1923-1942); The Lindgren Company (1908-1942); Lindgren Hicks (1900-1908); and Boyd, Shaples, and Lindgren (1888-1900). From our chairman to our frontline project teams, we work diligently and passionately every day to be the best builders, and partners for our clients.

Swinerton Parking Structures

Swinerton Builders has extensive Design-Build and Parking Structure project experience and is ranked as the #1 Construction Service Provider in California by the Engineering News Record for the last three years consecutively. Swinerton's experience includes over 45 parking structures of varying size and complexity for private and public clients.

Swinerton team members are well respected in the industry for their design-build and parking structure experience. Through past Design-Build projects, team members have learned how to work collaboratively with clients to align project goals and values with the client's mission.

Swinerton is currently the Design-Builder on San Diego County's largest two parking structures; UCSD Osler Parking Structure and the San Diego Airport Parking Plaza. Additionally, this team is working on or has recently completed parking structures for, Community Memorial Hospital, Children's Hospital of Orange County, St. Jude Medical Office Building, Jet Propulsion Laboratory, and Sunroad Centrum.

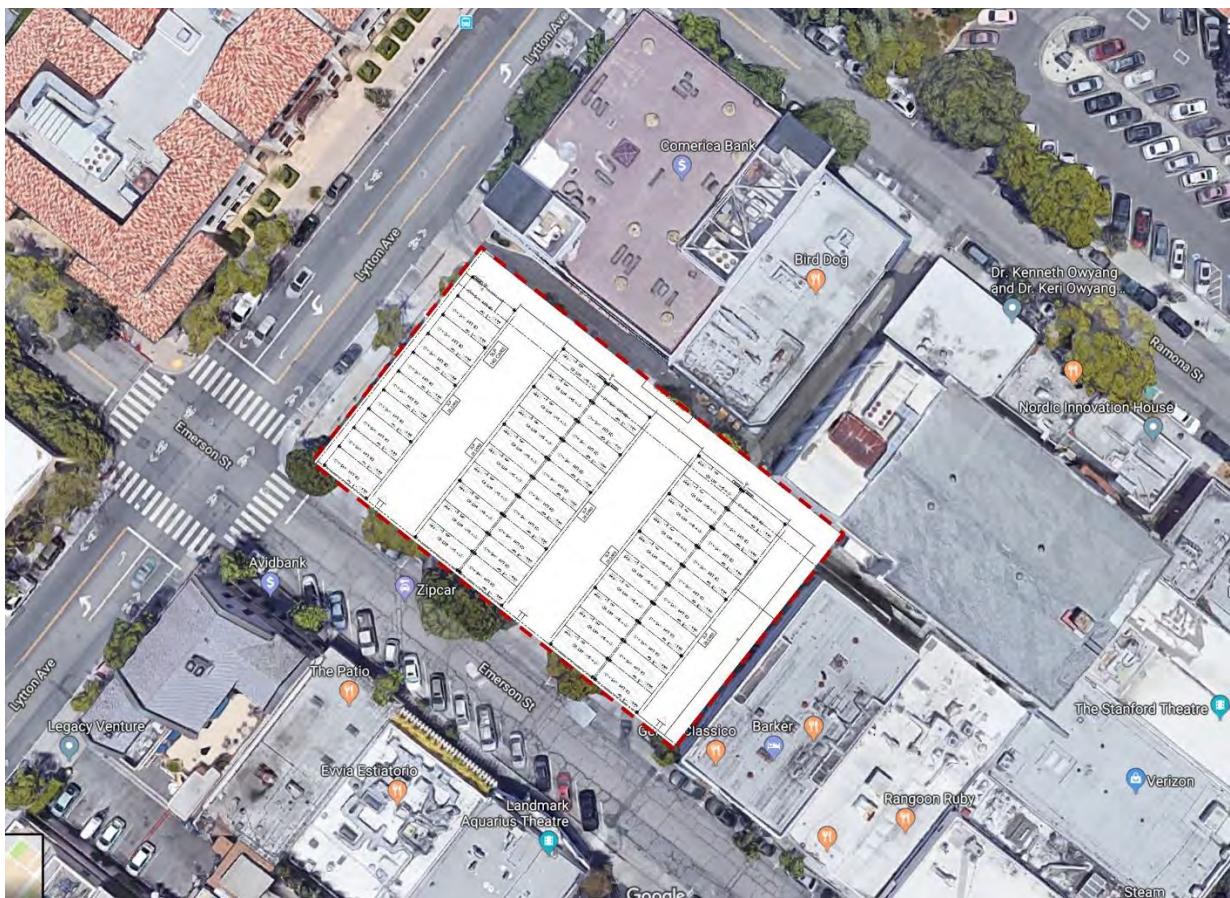
Swinerton combines its industry-leading design-build construction services with self-perform capabilities. By utilizing the know-how of a specialty subcontractor with the resources and knowledge of a full-service general contractor, this approach helps Swinerton efficiently control the project's schedule, quality, and costs. From in-house BIM detailing to self-fabrication all the way to forming and placing concrete, we can efficiently design and build parking structures that can scale to the needs of any project.

3. Approach

Griffin|Swinerton in association with CityLift is prepared to design, permit, finance, and construct the mechanical parking project in close collaboration with the City of Palo Alto. The Project would be delivered using a public-private partnership (P3) model and structured as a turnkey, build-to-suit transaction. The following describes the integrated approach of the Griffin|Swinerton Team in association with CityLift in designing a project that meets the City of Palo Alto's requirements; processing project approvals at the State and local level; and project financing and delivery using Griffin|Swinerton's open book, customizable, and fully transparent guaranteed maximum price (GMP) P3 structure.

3.1. Proof of Concept Design Approach

In the conceptual design included as part of this response, the Griffin|Swinerton Team led by CityLift chose Lot A at the corner of Lytton Avenue and Emerson Street to illustrate the design philosophy, space count, cost, project delivery, and operation of a public mechanical parking lift system. Lot A is in a busy node of activity for downtown employees and retail patrons, so offers a good case study to analyze a high-density parking solution that would serve a variety of users. Also, to directly address the City's need for more public parking in the downtown core, the design concept provides a parking-only solution as opposed to incorporating a mix of uses such as ground floor retail or other commercial space, a design choice that is aligned with comments made by City staff during the Pre-RFI Teleconference on April 11, 2018.



Conceptual design plan – Lot A, corner of Lytton Avenue and Emerson Street

City of Palo Alto Planning and Zoning Guidelines

In preparing the response to this RFI, a member of the Griffin|Swinerton Team met in person with the Planning Manager of the Development Services Center within the City of Palo Alto to discuss the Project concept, the architectural review process, planning fees, the zoning designation, and the process overall. The following is a brief discussion of the planning and zoning guidelines that materially impact architectural site planning and layout for mechanical parking within Palo Alto.

Lot A is in a Public Facilities District (PF) zone and is adjacent to the Downtown Commercial District (CD) zone. The conceptual site plan provided as part of this RFI response is consistent with the height, floor area ratio, setbacks, and site coverage requirements under this zone. The PF zone restricts height to 50 feet and in the case of parking facilities in a PF zone, sets floor area ratio, setbacks, site coverage requirements by the most restrict adjacent zone, in this case the CD zone which permits buildings conforming to a more urban, dense design paradigm.

The recent March 2017 amendment to the Palo Alto Planning Code (Section 18.54.020) includes provisions for mechanical lift parking. Section 18.54.020 permits the use of mechanical lift parking for off-street parking, and among the planning code requirements are provisions for:

- parking serving permitting building types (multifamily, hotel, industrial, institutional, etc.) or other uses approved by the Planning Director
- required enclosures that screen parking from public view and shall be architecturally compatible with site conditions
- parking spaces that shall accommodate mid-size sport utility vehicles and full-size cars (without going so far as to accommodate large sport utility vehicles)
- submission requirements for analysis and reports of the mechanical parking solution (e.g. effectiveness, operational details, drawings, maintenance schedules, and potential impacts, etc.)
- a requirement that 10% of parking spaces should be standard, non-mechanical spaces for all non-residential uses, which would apply to public parking solution.

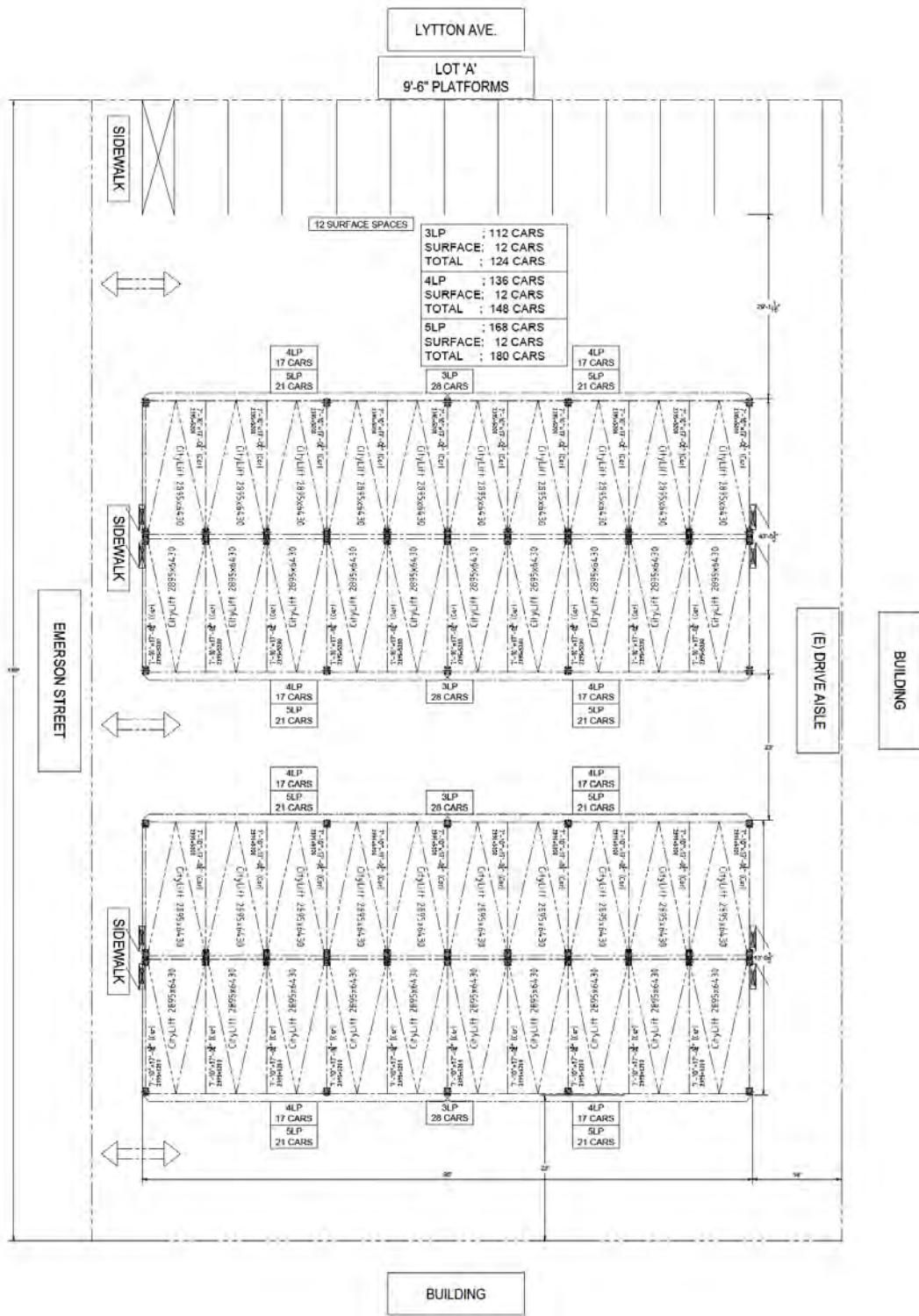
The Planning staff representative that our Team consulted with also verbally indicated that City Planners will require that ground floor exterior cladding be permeable and pleasing to pedestrians, rather than a solid, opaque exterior. All of the aforementioned was taken into account in devising the conceptual site plans as part of this RFI response, in addition to assumptions on site coverage of improvements, and the various quality levels of building skin/exterior cladding that were input into the cost estimate within this response.

Parking Dimensions and Space Counts

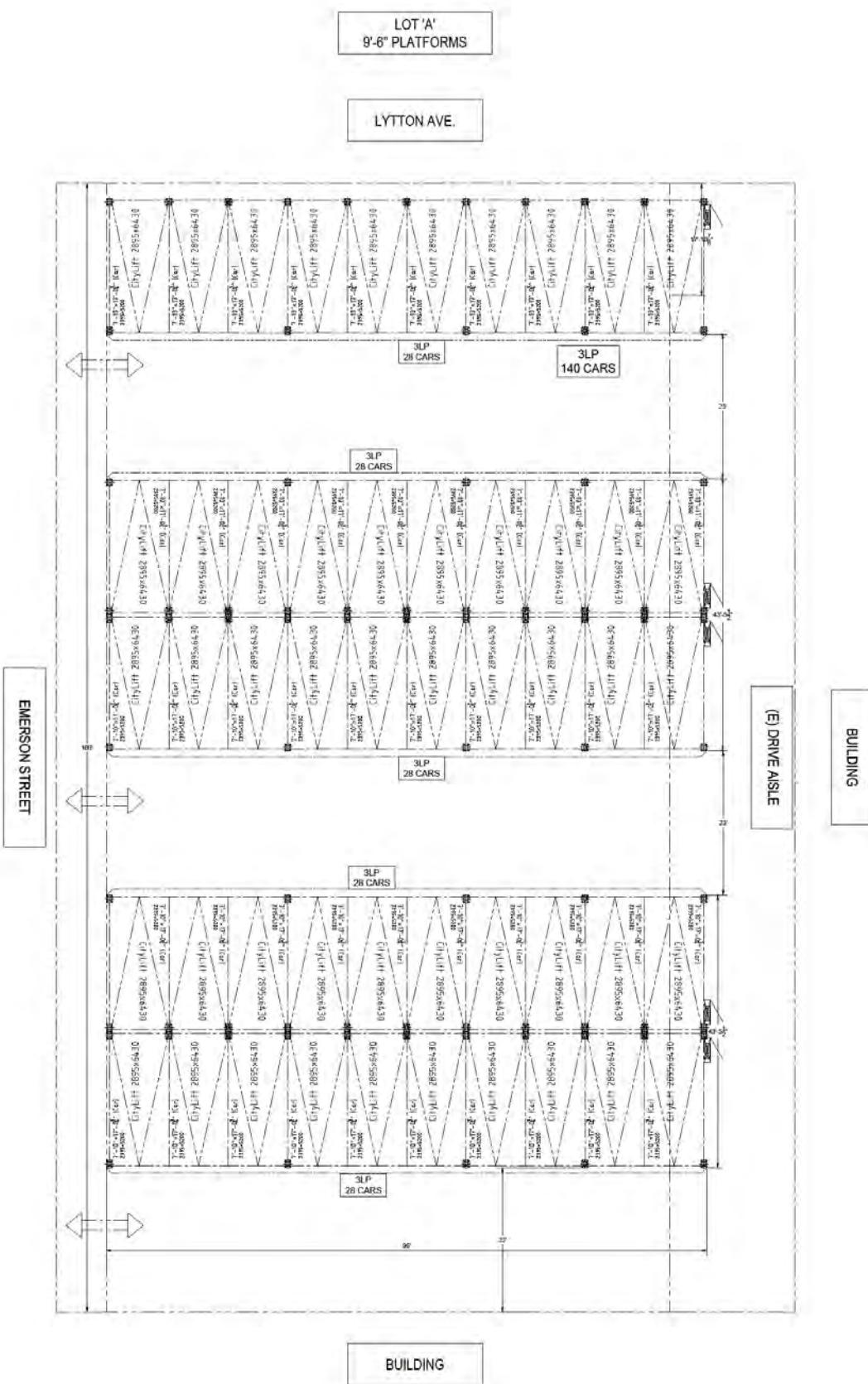
The conceptual designs shown below included three separate parking structures and drive aisles, parking platform widths of 9'6" to accommodate nearly all vehicles, and building heights that vary from three to five levels (20 feet for the 3-level, 26 feet for the 4-level, and 32 feet for the 5-level). Each parking structure is 96-feet wide and fits 10 parking platforms.

Design Alternative	Number of Spaces	Height
3-Level Parking Structure	124 - 140	20 feet
4-Level Parking Structure	148 - 170	26 feet
5-Level Parking Structure	180 - 210	32 feet

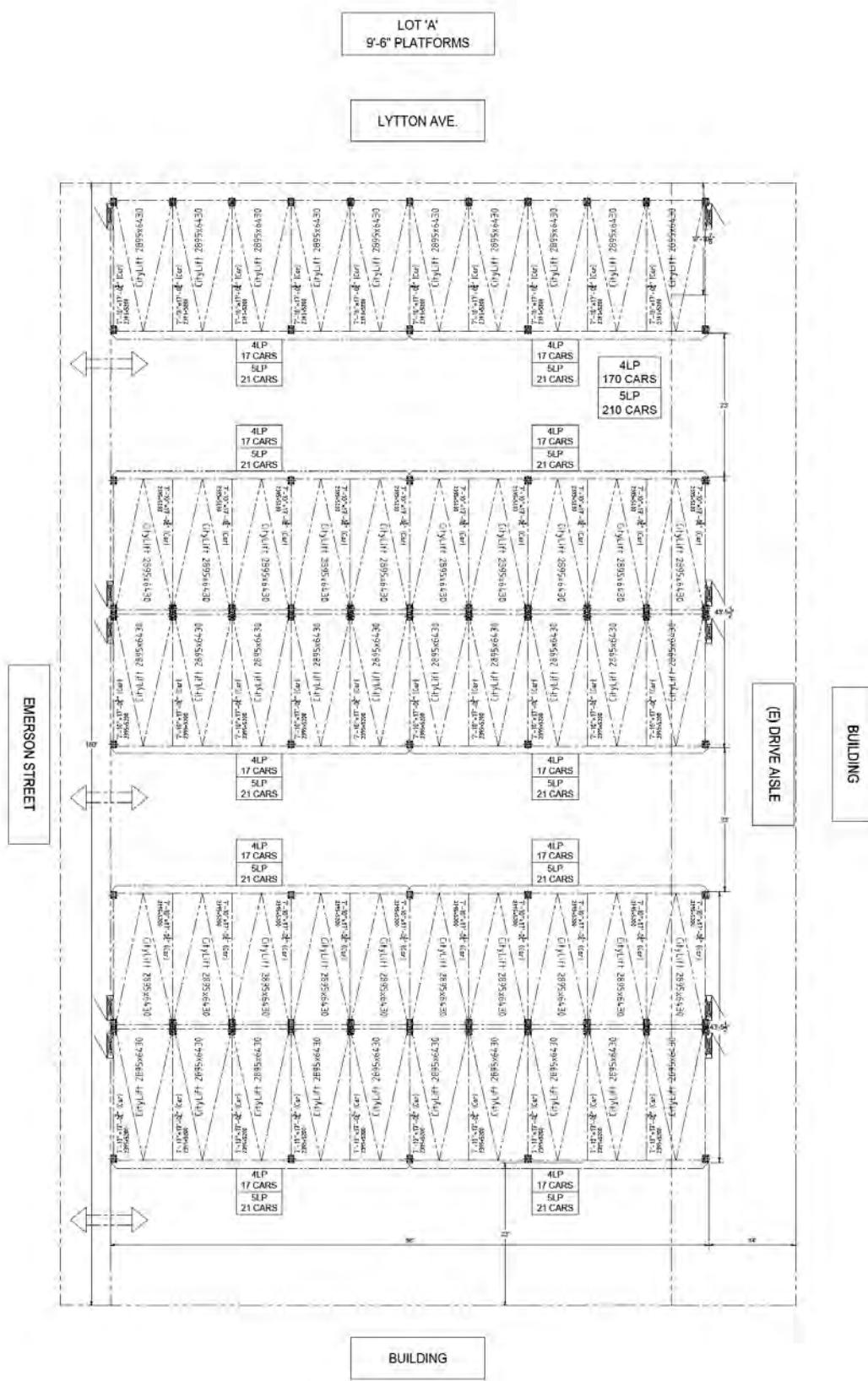
Scenario A – Mix of Mechanical and Non-Mechanical Parking



Scenario B1 – High Density Mechanical Parking (3-Level)



Scenario B2 - High Density Mechanical Parking (4- and 5-Level)



Puzzle Lift System

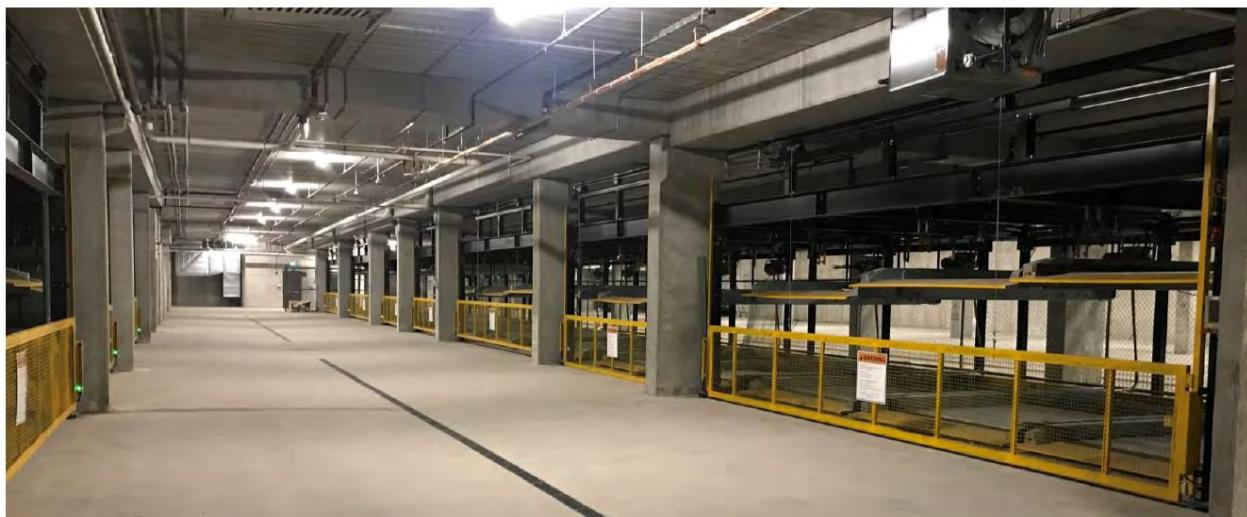
CityLift's Puzzle Lift System (PLS) was chosen for this approach as it is the most versatile mechanical parking offering and is ideal for new construction. These systems are widely used in residential, mixed-use, and public parking structures in both garages and free-standing parking towers. The PLS is a semi-automated parking solution, where mechanical systems move a car to its parking space, however putting the car into the systems as well as operating the system requires a key fob and some action by an attendant (or a trained driver) which is well suited for a public parking solution where individual safety and liability protection are of critical concerns. The PLS comes in 2, 3, 4, 5, 6, and 7-level configurations, the steel frame doubles as the building structure, and Electric Vehicle (EV) charging can be accommodated in the parking stalls.

Other key features of the PSL include:

Project Type	New construction or retrofit
Building Application	Free-standing or garage
Independent Access	Yes
EV Charging	Yes
Security Gates	Yes
Remote Monitoring	Yes
Maximum # Levels	7
Retrieval Speed	Avg 36 seconds
Benefits	Price and operating costs



5-level Puzzle Lift System



Middleton Center, 2-level puzzle



Customized for exterior, free-standing use

Seismic Considerations

When introducing the mechanical parking system to the U.S. market, CityLift's structural engineering team designed the steel members specifically to be free-standing structures that would withstand a 200-year California seismic event.

A Resilient Parking Solution

Understanding that with the rapid advancement of transportation technologies and service offerings underway, particularly with ride-sharing networks and autonomous vehicle (AV) technologies, we are entering a period of great uncertainty with respect to parking demand levels over the next several decades. Therefore, all new parking solutions which require significant upfront investment that would be repaid over a 20- to 30-year timeframe should be able to address how the system will avoid potential obsolescence.

Rather than thinking about how CityLift's PLS can be retrofitted to an alternate building use type should parking demand be dramatically reduced in the coming years, the structural frame of the PLS can be deconstructed and recycled in a manner that is far cheaper and easier than retrofitting the structure to a commercial building, for example. After the bolts are removed from the steel members of the parking structure and materials are reused elsewhere or recycled, a slab will remain which can be repurposed in any manner that the City prefers.

3.2 Entitlements and Permits

As the Griffin | Swinerton Team progresses through Schematic Design (SD), Design Development (DD), and Construction Documents (CD) during Predevelopment, we will also need to secure a variety of project approvals as described in this subsection.

Planning Approvals

In terms of the City's planning approvals process, it is anticipated that the Project will go through an Architectural Review Board process including community meetings, be reviewed by the Planning & Transportation Commission and City Council review due to the newness of this mechanical parking as a public facility. It does not appear that the Project will require a zoning change as the proposed use fits within current PF zoning regulations and planning code requirements for mechanical parking.

Customary planning fees are anticipated, but it is still an open question as to whether or not the City will require payment of development impact fees for the Project. Given that the Project contemplated is a public facility delivered through a public private partnership (P3), the City would be effectively "charging itself" by levying impact fees.

CEQA Clearance

The City will be the lead Agency on processing the required CEQA documents with Griffin | Swinerton being the primary responsible party to provide the necessary documentation for approvals. The scope, expense, and duration of the CEQA process will be determined by whether the proposed mechanical parking project will be governed by a Mitigated Negative Declaration (MND) or full Environmental Impact Report (EIR) to comply with the CEQA requirements for the project. In embarking on this Project, Griffin | Swinerton would retain an Environmental Consultant experienced in the CEQA guidelines and mandatory items to be included in an MND or EIR.

Technical studies that would be key in determining the scope of CEQA process include Traffic Study, Air Quality Study, and Noise Impact Study, among others. Based on the technical reports and other data assembled, our Team would collaborate with the City to expeditiously prepare an Initial Study for the project using the most recent version of Appendix G of the State CEQA Guidelines. Once the Initial Study has been prepared, the CEQA documentation team will have a better understanding of the type of CEQA document necessary to analyze fully project impacts in compliance

with City and State CEQA guidelines. An MND or EIR would be prepared in accordance with the requirements of CEQA Guidelines in the State Public Resource Code.

In consultation with the City, our Team can assist the process by compiling of list of agencies and organizations who will receive copies of all notices and environmental documents. This list will include the local jurisdictions, the State Clearinghouse, agencies with known permitting responsibilities, and public agencies which may be affected by the proposed project. Once the controlling CEQA report has been reviewed and accepted by the City, the appropriate processing steps for approval will be initiated including the public review comment period.

Community Outreach

The main goals of effective community and stakeholder outreach address improving public awareness; minimizing impacts to residents, businesses, and commuters; and ensuring a safe construction work zone. Griffin|Swinerton has found that early and frequent involvement and input creates community connections to a project, provides a greater understanding of project realities, and identifies potential issues before they become problems. Griffin|Swinerton outreach activities occur pre-, during, and post-construction, including Outreach Plans, holding community meetings, regular email updates to stakeholders and subscribers, and a dedicated project website/hotline/information channel to solicit feedback.

Building and Other Permits

This Project will require extensive review by the various departments and divisions involved in both public and private development projects throughout the City. After the Planning Division has approved the Project and the Project proceeds through Design Development and Construction Documents, at least the following City review requirements will apply:

- Building Division – with overarching responsibility, review of complete building plans
- Public Works Department – as the project involves site work in the public right-of-way
- Fire Department – life safety and fire protection/sprinkler system are critical project components
- Water Quality Control Division – sand oil interceptors will be required for this parking use
- Water/Wastewater Utilities Division – primarily for fire protection/sprinkler service added
- Electrical Utilities Division – for bringing electrical disconnects and service meters to the parking lifts

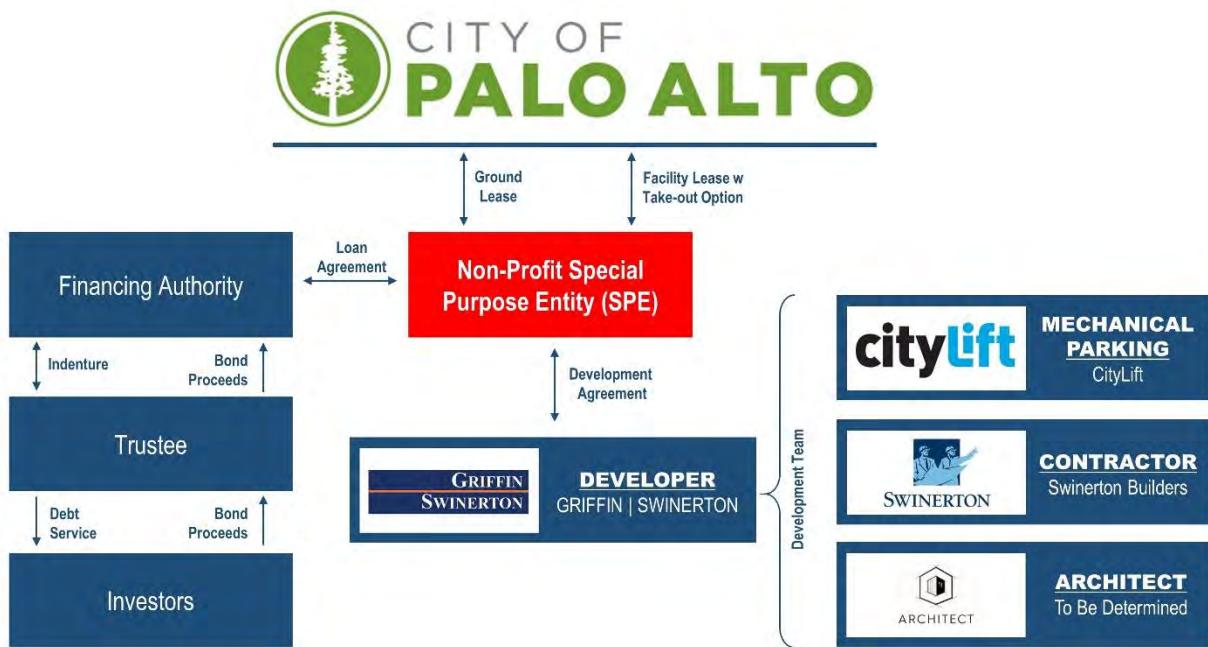
3.3. Public-Private Partnership (P3): Project Financing and Delivery

Griffin|Swinerton is pleased to provide a description of our approach to public-private partnerships (P3) that is perfectly aligned with the City's preferred transaction structure that was discussed with the City during the Pre-RFI Teleconference on April 11. Our P3 structure enables the design, permitting, and construction of the Project as a turnkey, built-to-suit transaction utilizing privately-financed tax-exempt bonds for 100% of project costs to match the lowest cost financing available to municipalities.

The Project would be delivered using a public-private partnership (P3) model and structured as a turnkey, build-to-suit transaction. The P3 legal structure involves a "lease/leaseback" arrangement with the City, where execution of a Ground Lease (i.e. site lease) and Facility Lease Agreement (i.e. parking facility leaseback) occur simultaneously. As is typical in our collaborative P3 projects, the Agreements will be jointly produced by the Griffin|Swinerton Team and the City. The Griffin|Swinerton Team will undertake the financing and development of the parking facilities via a project-specific not-for-profit company, or Single Purpose Entity (SPE), where City representatives may be designated as board members of the SPE, should the City so desire, so that the City retains control and oversight of the Project at all times. When the Project reaches substantial completion of construction and commissioning, Griffin|Swinerton's role would end. The City could elect to refinance the outstanding debt or keep the SPE structure in place to avoid additional

transaction costs. When the parking facilities are placed in service, the City would enter into separate contracts with CityLift for servicing and maintenance of the mechanical lift system and a parking operator.

The diagram below illustrates the relationship of the Griffin|Swinerton Team with the City and the mechanics of our project-specific financing structure.



By design, the onus of the financing is on the Griffin|Swinerton team to efficiently shift the risk of project execution to the development team and accelerate project completion. The security for the private financing will be a leasehold deed of trust (by way of the Ground Lease) supported by the Project's lease revenue in the Parking Lease with the City, where lease payments are equal to the debt service payments. Provisions in the Ground Lease and Parking Lease allow the City, at any time, to take-out the financing, enabling the City's preferred turn-key project delivery approach.

3.4. Operations and Maintenance

Following the organization in the RFI document, the approach to operations and maintenance is included in the following Section 4.2.

4. Cost

4.1 Total Project Costs

The Griffin|Swinerton Team developed a preliminary cost model for a prevailing wage, P3 project delivery which reflect current figures as of April 2018 from both CityLift and Swinerton Builders. Costs are preliminary, based on conceptual designs and will be subject to change over time due to inflation and design refinements. The cost model estimates total project costs, including the mechanical parking equipment, foundation, a range for building skin (\$65 to \$80 per square foot), roofing, electrical, plumbing, fire sprinklers, sitework, and signage. It also factors in general contractor's costs and project soft costs.

Cost Range Per Space

	3 Level Puzzle Lift	4 Level Puzzle Lift	5 Level Puzzle Lift
Mechanical Parking System	\$17,544	\$19,475	\$22,424
Direct Construction Costs	\$42,702 - \$44,655	\$44,453 - \$46,544	\$45,678 - \$47,762
Total Project Costs	\$52,576 - \$54,950	\$54,585 - \$57,126	\$55,968 - \$58,499

CITY OF PALO ALTO - REQUEST FOR INFORMATION

CONCEPTUAL COST ESTIMATE - LOT A
MECHANICAL PARKING - 3 LEVELS
PALO ALTO, CA

3-LEVELS



**GRiffin
SWINERTON**

Direct Costs	Unit Qty	Cost/Unit	Total	\$/Space	\$/GSF	\$/Site SF
Foundation - Slab-on-grade	20,265 SF	\$30 /SF	\$ 607,950	\$ 4,343	\$ 60.41	\$ 30.00
Mechanical Parking System & Superstructure	140 Spaces	\$17,544 /Sp	\$ 2,456,160	\$ 17,544	\$ 244.08	\$ 121.20
Exterior Enclosure	15,713 SF	\$65 /SF	\$ 1,021,340	\$ 7,295	\$ 101.49	\$ 50.40
Roofing	10,063 SF	\$15 /SF	\$ 150,945	\$ 1,078	\$ 15.00	\$ 7.45
Electrical	10,063 SF	\$40 /SF	\$ 400,000	\$ 2,857	\$ 39.75	\$ 19.74
Plumbing	10,063 SF	\$23 /SF	\$ 230,000	\$ 1,643	\$ 22.86	\$ 11.35
Fire Protection	10,063 SF	\$22 /SF	\$ 225,000	\$ 1,607	\$ 22.36	\$ 11.10
Sitework	20,265 SF	\$2 /SF	\$ 42,300	\$ 302	\$ 4.20	\$ 2.09
Signage	Allowance	Allowance	\$ 20,000	\$ 143	\$ 1.99	\$ 0.99
Subtotal - Direct Costs			\$ 5,153,695	\$ 36,812	\$ 512.14	\$ 254.32

Indirect Costs	Unit Qty	Total	\$/Space	\$/GSF	\$/Site SF
Contractor Gen Conditions, Insurance, OH/Fee	16%	\$ 824,591	\$ 5,890	\$ 81.94	\$ 40.69

TOTAL - Direct & Indirect Costs		\$ 5,978,286	\$ 42,702	\$ 594.09	\$ 295.01
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Soft Costs	Unit Qty	Total	\$/Space	\$/GSF	\$/Site SF
Architecture & Engineering	6.0%	\$ 358,697	\$ 2,562	\$ 35.65	\$ 17.70
Planning Fees & Building Permits	4.5%	\$ 269,023	\$ 1,922	\$ 26.73	\$ 13.28
Utility Connection Fees	1.0%	\$ 59,783	\$ 427	\$ 5.94	\$ 2.95
Legal	Allowance	\$ 35,000	\$ 250	\$ 3.48	\$ 1.73
Insurance	Allowance	\$ 60,000	\$ 429	\$ 5.96	\$ 2.96
Property Taxes	NIC	\$ -	\$ -	\$ -	\$ -
Developer Overhead/Fee	4.5%	\$ 299,960	\$ 2,143	\$ 29.81	\$ 14.80
Project Contingency	4.5%	\$ 299,960	\$ 2,143	\$ 29.81	\$ 14.80
Subtotal - Soft Costs		\$ 1,382,424	\$ 9,874	\$ 137.38	\$ 68.22

Total Project Costs		\$ 7,360,710	\$ 52,576	\$ 731.46	\$ 363.22
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4.2 Operations and Maintenance



CityLift's Service Program – below is a summary of the term, cost, and services included in CityLift's Service Program. The following should not be construed as a full, detailed description of services, an offer, or a proposed agreement. These items are subject to change and reflect the maintenance package offered by CityLift as of the time of this RFI response.

1. **Term** – the Service Program is offered for a period of up to sixty months following installation of mechanical parking equipment.
2. **Cost** – For the first 12 months following the completion of installation, the CityLift Service Program will be provided to the City without additional cost. Thereafter, the annual cost for the Service Program would be priced at \$25 per space per month.
3. **Training** – on-site operational training for designated City staff and/or their hired daily parking operator/property manager, operational training materials are provided, and property manager training for key fob programming and ongoing fob set up or replacement, which is the responsibility of the property manager.
4. **Response to Service Calls** – CityLift will respond to calls for on-site service/repairs within 1 hour with notification at CityLift's designated customer service number.
5. **Remote Monitoring** – CityLift performs 24x7 remote monitoring of operating system.
6. **Equipment Maintenance** – a detailed repair and maintenance check is performed monthly with additional checks performed quarterly and annually.
7. **Substitute Transportation** – If a malfunction in the equipment, for which CityLift is responsible for, prevents access to a user's car, CityLift will reimburse the user for the cost of using alternative transportation (e.g. taxi, Lyft, or Uber) up to a maximum of \$50 per occurrence.
8. **Parts Replacement** – CityLift provides a 1 year product warranty. During the warranty period, CityLift will replace all worn or defective parts that are not damaged by a third party.
9. **City Lift Quarterly Maintenance** – includes verification that the following are in proper working order: cycling all spaces through rotation, perimeter fence, safety signage, platform cleanliness and integrity, tire guides, ground surface tracks, lift chains, control box, all columns and beams, and frame tolerances.

Property Management/Operations

Ace Parking was consulted for property management, operations, and staffing details. Ace Parking has worked with CityLift to manage select installations of its mechanical parking systems and is well versed in providing property management services to public parking lots and garages for municipal clients.

- **Varied Levels of Parking Service** – The increased density of parking spaces offers the City a variety of options for differentiated levels of parking service and parking space designations.
 - **For Downtown Employees:** Some parking aisles or space blocks could be dedicated to downtown employees on a first come, first service basis whose access is permissible via a special permit from the City (for a fee or free, depending). There could be assigned monthly spaces for an additional specialized permit.
 - **For Downtown Patrons & Visitors:** All or the non-employee remainder of the spaces could be first come, first serve for the general public (assuming a 2 to 4 hour time restriction). There is also an option for daily parking spaces for a fee.

- **Hours of Operation and Attendant Staffing** – operations of parking facilities in downtowns like that of Palo Alto generally have peak hours in the morning commute, lunch rush, and evening commute hours. These hours would require greater staffing than in non-peak hours in the early morning and late night. The following is based on Ace Parking's general guidelines for staffing peak and non-peak hours for parking facilities in busy suburban downtowns. The following theoretical attendant staffing plan assumes a lot has 150 to 200 cars.

Hours of Operation	Peak	Non-Peak	Attendants	Comments
12am to 5am* After Hours-Closed		x	0	Gates are closed; after hours auto access can be provided by an on-call employee for a fee
5am to 7am		x	1 (entire facility)	Parking operation for early morning employees
7am to 10am	x		1 per 50 cars	Morning commuters
11am to 1pm	x		1 per 50 cars	Lunch rush for employees, patrons, and other visitors
1pm to 4pm		x	2 (entire facility)	
5pm to 8pm	x		1 per 50 cars	Evening commuters
8pm to 12am*		x	1-2 (entire facility)	Primarily to service evening patrons of nightlife (restaurants, cafes, bars)

* Weekdays – the parking facility may close earlier at 10pm or 11pm;
Weekends or special events – the parking facility may close later than 12am

5. Development Team



Griffin|Swinerton, A Joint Venture

Northern California Office
1850 Warburton Avenue, Suite 120
Santa Clara, CA 95050

Southern California Office
2 Technology Drive, Suite 150
Irvine, CA 92618

Description

The Griffin|Swinerton joint-venture team was established in 2009. It is a fully integrated, highly experienced organization that combines the best of the development and construction industries. Griffin Structures and Swinerton Builders both have a long and successful track record working with cities in an open book, fully transparent process utilizing multiple alternative forms of project delivery, including Public Private Partnerships (P3). Griffin|Swinerton projects delivered as P3s in California are more fully described in this proposal and range from the P3 delivery of Orange County's \$188 million Building 16 within its civic administration center to the \$12 million turn-key P3 delivery of the Quartz Hill Library for Los Angeles County.



Griffin Structures, Inc. Established in 1981 as a California corporation, Griffin Structures (Griffin) is a diversified program and construction management Corporation serving the public and private sectors for 36 years. Griffin offers a wide portfolio of services for projects of all sizes and complexities—both new construction and renovations. Griffin's in-house construction management services specialize in oversight of multiple forms of project delivery, including service both as an extension of staff, and as Owner's Representatives.



Swinerton Builders (Design-Builder) Headquartered in San Francisco since 1888, the Swinerton Family of Companies has provided commercial construction and construction management services throughout the Western United States for over 130 years. Today, with over 3,000 employees and over \$4 billion in annual revenue, Swinerton is achieving remarkable success in the industry across a wide range of markets including: Renewable Energy, Healthcare, Federal, Education, Corporate Interior Services, Retail, Multi-family Residential, and Hospitality. In addition to these markets, Swinerton also has a robust self-perform parking structure group that specializes in parking structures of varying sizes, types, configurations, and delivery methods. Swinerton's self-perform operations also encompass self-perform concrete, drywall, and demolition.

Primary Contact

Roger Torriero
Principal, Griffin|Swinerton
CEO, Griffin Structures, Inc.
(408) 955-0431
rtorriero@griffinswinerton.com

Dave Callis
Principal, Griffin|Swinerton
Senior Vice President, Swinerton Builders
(415) 421-2980
dcallis@swinerton.com

Website

www.griffinstructures.com / www.swinerton.com

Size of Firm

Griffin Structures, Inc. (25) / Swinerton Builders (over 3,000)

Role

Project Developer, Construction Management, Construction



CityLift
2335 Broadway Suite 100
Oakland CA 94612

Description	<p>CityLift Parking designs, installs, and services semi-automated to fully automated parking lift systems that reduce the footprint needed for parking and can typically be done at a lower cost per space than conventional parking. CityLift is headquartered in Oakland, CA and has offices in Los Angeles, Chicago, Miami, and Boston. CityLift is the exclusive U.S. partner of a 26-year old automated parking system manufacturer whose technology has been proven with 60,000 spaces installed in over 13 countries. Domestically, in a few short years CityLift has assembled a pipeline of installed and in-progress projects totaling over 50 projects and 2,200 parking spaces in eight States, with its largest number of projects in California.</p>
Primary Contact	Scott Gable CEO (844) 388-0424 sgable@cityliftparking.com
Website	www.cityliftparking.com
Size of Firm	32
Role	Mechanical Lift Parking Provider – Installer and Service Provider



Roger Torriero Principal-in-Charge

EDUCATION

Master of Architecture,
Accademia di Belli Arti a Firenze
Italia

Bachelor of Architecture,
Syracuse University, New York

REGISTRATION

California Contractor License
#793600, Classes A & B

AFFILIATIONS

U.S. Green Building Council,
Member

Urban Land Institute, Member

American Public Works Association
National Association of Industrial &
Office Parks, Member

Associated General Contractors of
America, Member

Construction Management
Association of America, Member

Design-Build Institute, Member

YEARS OF EXPERIENCE

40

QUALIFICATIONS

Roger Torriero is a nationally-recognized leader in the implementation of Public / Private Partnership (P3) projects. He has successfully led the team efforts for five public sector P3 projects in California, two of which are library projects.

Roger's extensive involvement in virtually all aspects of both public and private sector real estate development, finance, design, and construction provides Griffin|Swinerton with specialized expertise in the conceptualization and realization of challenging projects. He is an expert in forward planning, finance, entitlements, project delivery methodologies, and community-based participatory planning.

REPRESENTATIVE EXPERIENCE

- County of Los Angeles, Quartz Hill Library (P3), Quartz Hill, CA
- El Gabilan Branch Library (P3), Salinas, CA
- County of Orange, Building 16 Administration Building (P3), Santa Ana, CA
- Salinas Police Service Headquarters (P3), Salinas, CA
- West Hollywood City Hall (P3), West Hollywood, CA
- Yorba Linda Library and Arts Center, Yorba Linda, CA
- Tustin Library, Tustin, CA
- Half Moon Bay Library, Half Moon Bay, CA Visalia
- Fullerton Library, Fullerton, CA
- El Centro Library, El Centro, CA
- Hesperia Library, Hesperia, CA
- Mariners Library, Newport Beach, CA
- Bloomington Library, Bloomington, CA
- Willowbrook Library, Los Angeles, CA
- Watsonville Main Library, Watsonville, CA
- Hermosa Beach Library Needs Assessment, Hermosa Beach, CA
- Lawndale Community Center, Lawndale, CA
- County of Riverside Family Law Court, Riverside, CA
- Huntington Beach Senior Center, Huntington Beach, CA
- Buena Park Community Center, Buena Park, CA
- Quail Hill Community Center, Irvine, CA
- Laguna Beach Community Center/Senior Center, Laguna Beach, CA
- San Dimas Community Center Expansion, San Dimas, CA
- Pine Avenue Community Center and Gardens, Carlsbad, CA
- Delhi Community Center, Santa Ana, CA
- Lake Forest Community Center, Lake Forest, CA



Dave Callis
Principal-in-Charge

EDUCATION

Bachelor of Science, Construction
Management California State
University, Long Beach

AFFILIATIONS

NAIOP, Member

ACRE-IE, Member

YEARS OF EXPERIENCE

28

QUALIFICATIONS

Dave has 25 years of experience in construction, ranging from managing all aspects of preconstruction and construction. Dave is particularly skilled in his thorough knowledge of construction practices, codes, scheduling, estimating, budget preparation, value engineering and constructability reviews. Other responsibilities include: business development and maintaining client relationships, interviews, presentations and final contract negotiations. Dave has experience in managing all aspects of division personnel, including hiring, project assignment, training and development.

REPRESENTATIVE EXPERIENCE

- County of Los Angeles, Quartz Hill Library (P3), Quartz Hill, CA
- El Gabilan Branch Library (P3), Salinas, CA
- County of Orange, Building 16 Administration Building (P3), Santa Ana, CA
- Salinas Police Service Headquarters (P3), Salinas, CA
- Fullerton Library Renovation & Expansion, Fullerton, CA
- Turner Riverwalk, Riverside, CA
- Fullerton Community Center, Fullerton, CA
- Laguna Beach Community Center, Laguna Beach, CA
- Laguna Hills Community Center, Laguna Hills, CA
- San Bernardino Valley College Gymnasium, San Bernardino, CA
- John Wayne Airport Tenant Improvement, Santa Ana, CA
- San Dimas City Hall & Community Center, San Dimas, CA
- Burbank Community Services Center, Burbank, CA
- Cypress Community Center, Cypress, CA
- Kaiser Permanente Foothill Ranch Medical Office Building (MOB), Foothill Ranch, CA
- John Wayne Airport Parking Structure, Santa Ana, CA
- Broadcom Corporate Complex, Irvine, CA
- CHOC Parking Structure, Orange, CA
- Scholle Office Complex, Irvine, CA
- Ontario Airport Towers, Ontario, CA
- Ladera Ranch Corporate Terrace Medical Office Building, Ladera Ranch, CA



Korin Crawford Project Principal

EDUCATION

Master of Science in Management,
Stanford Graduate School of Business

Master of Science, Electrical
Engineering, Stanford University

Bachelor of Science, Electrical
Engineering, Duke University

PROFESSIONAL AFFILIATIONS

National Renewable Energy
Laboratory, Energy Execs

Urban Land Institute,
Member

Cleantech Institute, Certified
Cleantech Professional

YEARS OF EXPERIENCE

18

QUALIFICATIONS

Korin Crawford is responsible for originating, evaluating, structuring, and closing public-private partnerships (P3s) for the Griffin|Swinerton business unit. Korin leverages 18 years of experience in infrastructure, real estate, and M&A of property-backed operating businesses with an emphasis on P3s and real estate transactions in complex regulatory environments.

Prior to joining Griffin Structures, Korin was an Executive Advisor to the Los Angeles City Administrative Officer (CAO) as a subject matter expert on infrastructure delivered through a variety of alternative financing methods including P3s. In this role, Korin spearheaded \$3.5 billion of investment opportunities spanning municipal facilities, transit, renewable energy, and habitat restoration projects.

From 2006 to 2015, Korin led his own consulting and investment practice, offering advisory services to for-profit and non-profit real estate investors, developers, and public agencies (including utilities, ports, city/county, redevelopment, and school districts) to finance and develop land, real estate, renewable energy, and energy efficiency.

REPRESENTATIVE EXPERIENCE

- Los Angeles Convention Center Expansion and Modernization (P3), Los Angeles, CA
- Los Angeles Civic Center Master Plan (P3), Los Angeles, CA
- Downtown Los Angeles Streetcar (P3), Los Angeles, CA
- Mission Rock / SWL 337 - Port of San Francisco (P3), San Francisco, CA
- Pier 70 Redevelopment - Port of San Francisco (P3), San Francisco, CA
- Mission Bay Redevelopment - Port of San Francisco (P3), San Francisco, CA
- Bayview Hunters Point Shipyard Redevelopment (P3), San Francisco, CA
- Oakland Army Base Disposition and Reuse (P3) - Port of Oakland, Oakland, CA
- Fillmore Renaissance and Jazz Heritage Museum (P3), San Francisco, CA
- Oakland Uptown Redevelopment (P3), Oakland, CA
- Pinole Vista and Pinole Valley Shopping Center Ground Lease and DDA Audit (P3), Pinole, CA



2335 BROADWAY, SUITE 100, OAKLAND, CA 94612

DEVELOPMENT TEAM

SCOTT GABLE - CEO

Over 28 years of real estate and business operations experience, Scott serves as CityLift's CEO. Prior to creating CityLift, Scott served as CFO for Starwood Waypoint Residential and Trust where he played a key role in establishing the single family rental industry as an institutional asset class-eventually taking the company public in 2014. Previous to this, Mr. Gable was with Wells Fargo Bank where he helped create the home equity lending business and ultimately served as its EVP of Operations across the US. Scott began his career with Booz Allen Hamilton where he consulted on operations and strategy for consumer products, entertainment, and retail companies-eventually becoming a principal. He holds an MBA from Harvard Business School and an AB in International Relations from Stanford University.

TERENCE CHEN - CHIEF ENGINEER

Terence comes to CityLift with 17 years of engineering expertise. He is an expert in manufacturing and field installation and currently serves as Chief Engineer for CityLift Parking. Prior to CityLift, Terence was Technical and Quality Director of Snap-on's Asia Pacific Region where he created robust quality and warranty systems to support fast growth in the vehicle lift, tire changer, wheel balancer, and aligner verticals. Terence began his career with FCI as a process engineer leader setting up a new automotive harness manufacturing facility. Terence holds a Master Degree in Engineering from Suzhou University and a Bachelor Degree in Mechanical and Lift Engineering from Shanghai Maritime University.

BRANDON RICHARDSON - CIO/CTO

Brandon oversees all technical aspects of the company from product integration to supply chain digitization. Prior to CityLift, Brandon served as the Alaska Regional IT Manager for ConocoPhillips where he played a key role in technologically transforming the region through advanced analytics and modernization initiatives. Prior to ConocoPhillips, Brandon served in numerous leadership roles within Chevron developing enterprise strategies, driving control system integration and overseeing global ERP deployments. Brandon began his career 21 years ago, as an officer in the US Army implementing innovative solutions in some of the most hazardous environments in the world. He holds an MBA from Norwich University and a BA in Political Science from Texas State University, San Marcos.

MIKE BRINCK - VP OF SALES

Mike has a 25-year proven record in direct sales, channel sales, and executive management and joined CityLift full time in June as the Vice President of Sales. Previous to joining CityLift, Mike spent 16 months consulting for Digital Realty Trust (DLR) - a world leader in the data center space, and prior to that co-founded a data center infrastructure monitoring business focused on UPS and battery backup power systems where he helped build a profitable global business over 6 years and then successfully sold it to a private equity firm in June of 2012. Prior to Canara, Mike was responsible for growing several successful enterprise software/hardware startups such as Data Power Monitoring Corporation, Alternative Systems, Vastera (successful IPO in 2000), and Qiva by building direct and channel sales efforts.

6. Recent Projects

The attached project profiles and case studies include the following:

Griffin|Swinerton – Recent public facilities delivered using a public-private partnership (P3) structure

CityLift – Case studies of mechanical lift parking projects.

Swinerton Builders – Project history of conventional parking structures.

County of Los Angeles Quartz Hill Library

County of Los Angeles, CA



Awards

- American Public Works Association (APWA), Southern California Chapter
- Construction Management Association of America, Southern California Chapter Award

Cost:

\$12MM

Size:

12,000 SF

Start / Completion Date

2015 / 2016

Client:

County of Los Angeles

Contact:

Bradley Bolger, Sr. Manager, Office of CEO

(213) 974-1360 |
bbolger@CEO.lacounty.gov

Griffin Structures partnered with Swinerton Builders to deliver a turn-key library for the County of Los Angeles. The Griffin|Swinerton comprehensive proposal to replace the County's existing branch library in the unincorporated Antelope Valley community of Quartz Hill, was structured around a lease with an option to purchase the project during the lease term. The lease structure gives the County flexibility, while the design-finance-build P3 model guarantees an occupancy cost to the County.

The Quartz Hill Library began with a County-issued RFP

outlining parameters for the location—a one- to two-acre site with sole ingress/egress rights, zoning and entitlements allowing for public uses, and access to utilities that met its public library specifications. The team secured a 1.7 acre site and developed conceptual designs before submitting its proposal. The team designed the LEED Gold facility, secured entitlements and all development approvals, and financed the entire project. In 2016, Griffin|Swinerton delivered a move-in ready library, outfitted with County-specified furniture, fixtures and equipment.

El Gabilian Branch Library

Salinas, California



Relevancy

- P3 Library

Start Date / Completion Date

2018 / TBD

Client

City of Salinas

Contact:

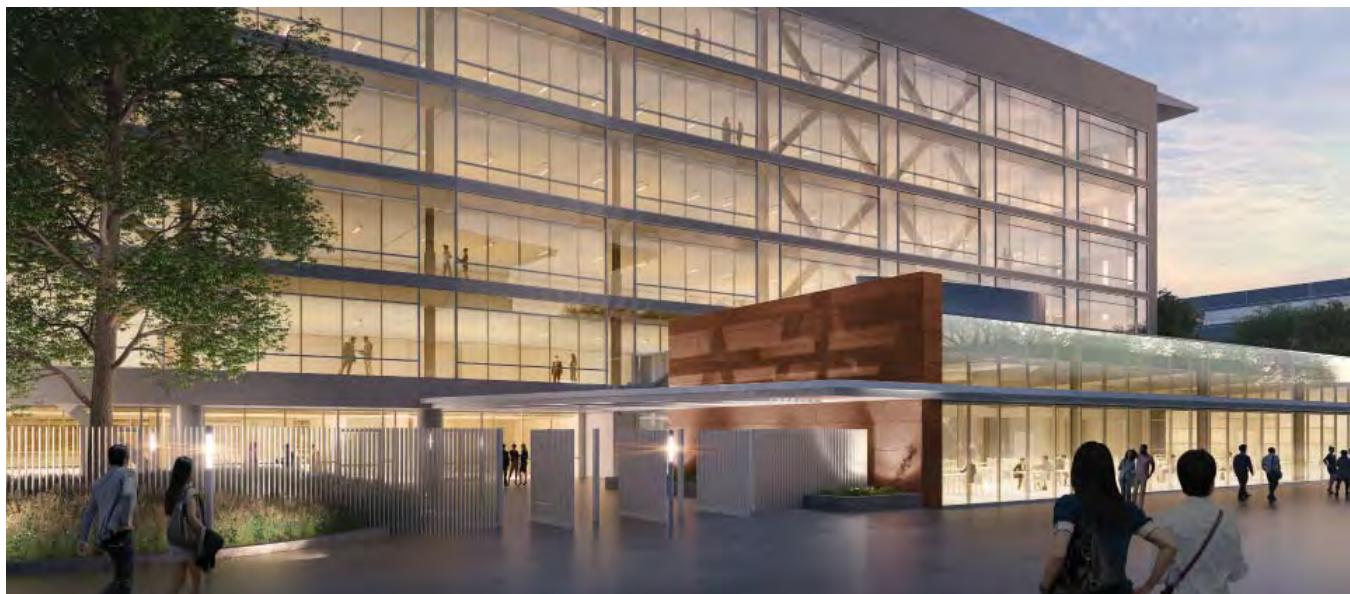
Donald Reynolds
Assistant Public Works Director
(831) 758-7241
donaldr@ci.salinas.ca.us

Griffin|Swinerton is serving as the Development Team for the new El Gabilian Branch Library in the City of Salinas. This facility will be delivered utilizing a Public-Private Partnership (P3) which will provide for the design, financing, construction, and delivery of the new library. The building will be delivered completely finished and furnished as a turnkey project.

Working with the City's selected Architect, the Griffin|Swinerton Team will provide the services necessary to move the El Gabilian Library project from a final schematic design to the design of a fully constructed and equipped building with associated parking and site development.

County of Orange, Administration Building (Bldg. 16)

Santa Ana, CA



Cost
\$166M (estimated)

Size:
250,000 SF

Start / Completion
2017 / est. 2020

Client
County of Orange

Contact:
Scott Mayer, Chief Real Estate Officer
(714) 834-3046 |
scott.mayer@ocgov.com

Griffin|Swinerton is heading the development team for the County of Orange's new administrative office building. The LEED Silver project known as Building 16 is the first phase of a multiphase master plan. This phase is comprised of a 250,000 SF, six-story office building over two levels of subterranean parking. The tenants will be Public Works, Waste Management, Treasurer/Tax Collector, as well as a One Stop Shop, providing 'walk up service' to all departments for the County's constituents. The project is estimated to be complete in 2020.

The project is bordered by a future OC Street Car transit stop to the south, service and pedestrian paseo to the east, a central courtyard to the north and a rejuvenated pedestrian-friendly street to the west. Likewise, the project's elevations change with the solar orientation which allows filtered sunlight to enter the east and west facades while the southern exposure shields the interiors from the harsh southern sunlight.

Salinas Police Service Headquarters

Salinas, CA



Cost:
\$49MM

Size:
74,000 SF

Start | Completion
2018 | est. 2020

Client:
City of Salinas

Contact:
Donald Reynolds
Assistant Public Works Director
(831) 758-7241
donaldr@ci.salinas.ca.us



Griffin|Swinerton is a member of the development team that is providing services for the design, financing, construction and delivery of this new \$49 facility.

The new 74,000 square foot building will replace the City's existing police department headquarters, built in 1958. The Police Headquarters will address the space needs identified in the City's 2014 needs assessment study for the Police Department.

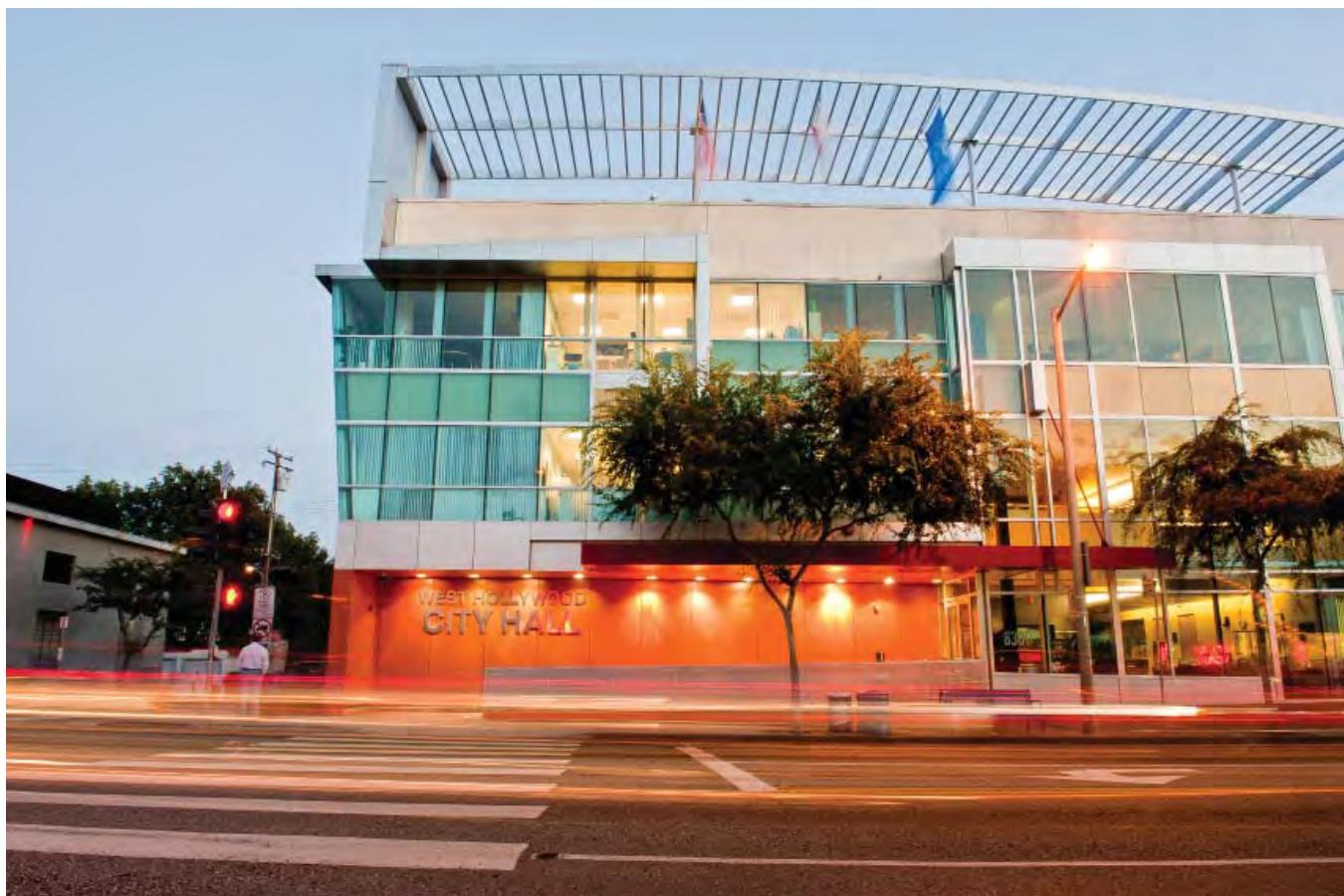
Planning and development includes a comprehensive community outreach component to engage residents and businesses.

"The reference check is what really tilted the scale toward [selecting] the Griffin|Swinerton team."

—City of Salinas Council Staff Report (April 18, 2017)

West Hollywood City Hall

West Hollywood, California



Relevancy

- One of the first public P3 projects in California

Start Date / Completion Date

1990 / 1991

Client:

City of West Hollywood

Contactt

Joan English
Retired Director of Transportation
(310) 413-3302

Steve Campbell
Manager of Facilities & Field Services
(323) 848-6850
scampbell@weho.org

Griffin Structures worked with the City of West Hollywood to redevelop an aging commercial building into a new City Hall and state-of-the-art Emergency Operations Center. The turn-key project was delivered move-in ready to serve West Hollywood residents and businesses, through a Public Private Partnership (P3). This project, completed in 1991, was one of the very first municipal P3 projects undertaken in the United States.

The comprehensive turn-key project converted a dilapidated 1950s office building into a striking new City Hall and Emergency Operations Center. The building was stripped down to its structural steel frame to accommodate a complete interior and exterior reconstruction to meet the City's needs and specifications. This also provided for the installation of technologies to support the Emergency Operations Center.

Delivery of the project was structured around a P3 lease-leaseback agreement with an option to purchase. The agreement provided the City with guaranteed "up front" annual occupancy costs, while also offering flexibility with the option to purchase feature..

city**lift**

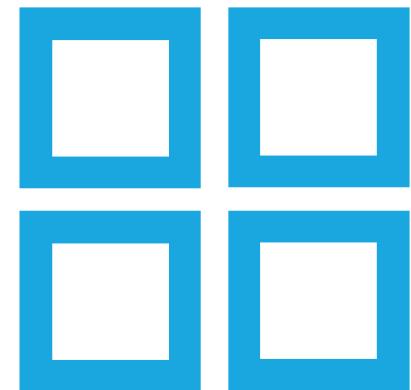
CUSTOMIZED PARKING SOLUTIONS

TAKE THE
SPACE
OUT OF
PARKING.

CASE STUDIES



PUZZLE



BROADWAY/GRAND PUBLIC GARAGE OAKLAND, CA

438 WEST GRAND AVE., OAKLAND, CA

Building Type: Mixed Use

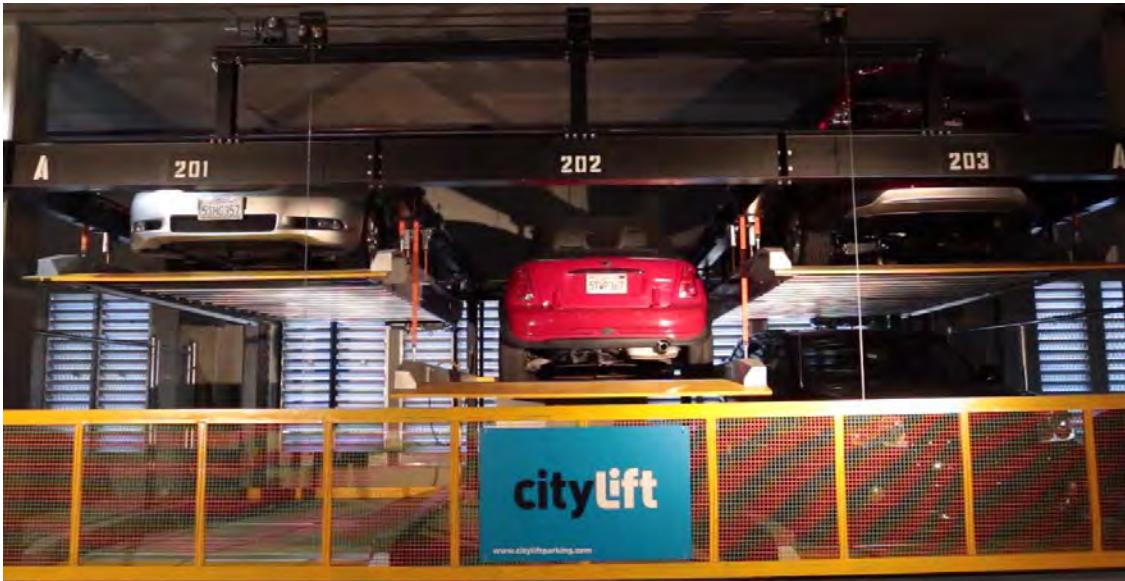
Solution: 2-Level Puzzle

Parking Levels: 2

Number of Spaces: 30

Developer: Signature Development Group

Completed Date: 2015



**SIGNATURE
DEVELOPMENT
GROUP**

citylift

IDORA APARTMENTS OAKLAND, CA

**5239 CLAREMONT AVE.,
OAKLAND, CA**

Building Type: Residential

Solution: Puzzle with Pit

Parking Levels: 3

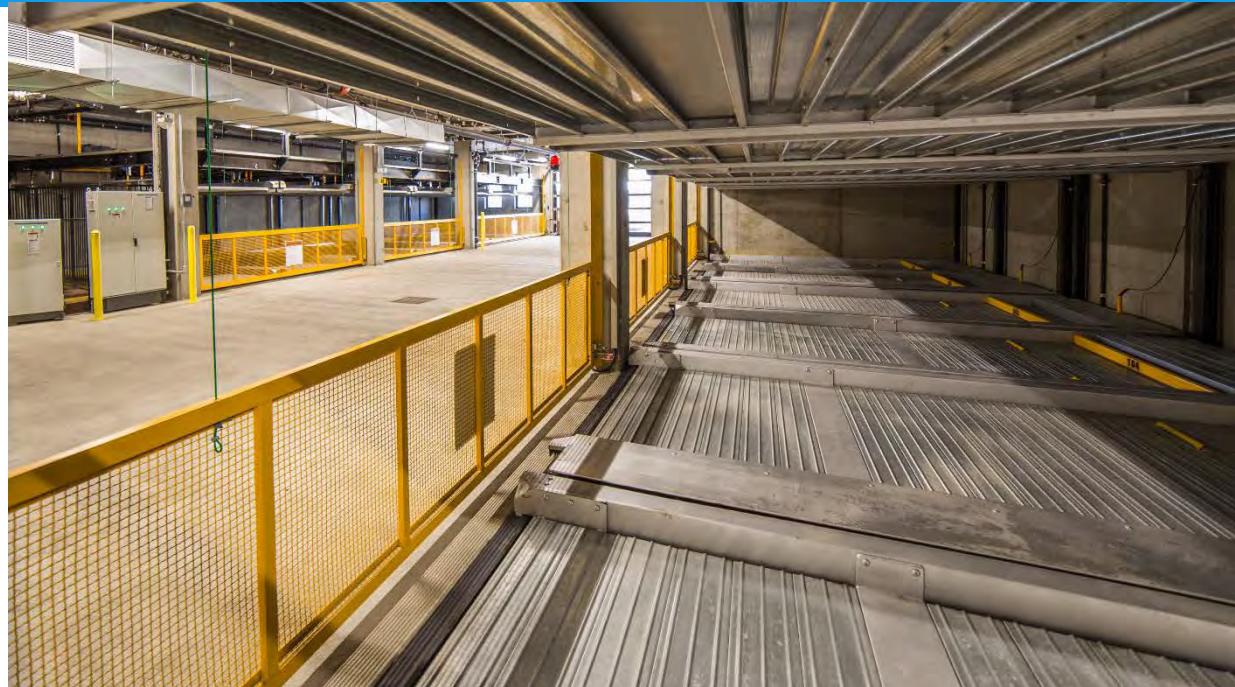
Number of Spaces: 42

Developer: Temescal Investors, LLC

Architect: KTGY Architects

Contractor: Hawk Developments

Completion Date: October 2016



THOMAS BERKLEY

OAKLAND, CA



**528 THOMAS BERKLEY,
OAKLAND, CA**

Building Type: Residential
Solution: [Puzzle](#)
Parking Levels: 2
Number of Spaces: 22
Developer: [CRC Development](#)
Completion Date: 2017

CRC
development

citylift

MAXWELL APARTMENTS

OAKLAND, CA



**1801 JEFFERSON ST.,
OAKLAND, CA**

Building Type: Residential
Solution: 3 Level Puzzle with Pit
Parking Levels: 3
Number of Spaces: 75
Architect: BDE Architecture
Developer: Bay West Development
General Contractor: West Builders
Completion Date: 2017



W E S T B u i l d e r s

citylift

STONEFIRE APARTMENTS BERKELEY, CA



**2010 MILVIA ST.,
BERKELEY, CA**

Building Type: [Mixed Use](#)

Solution: [Puzzle](#)

Parking Levels: [3](#)

Number of Spaces: [61](#)

Developer: [The Austin Group](#)

Completion Date: [2017](#)

240 PACIFIC SAN FRANCISCO, CA

**240 PACIFIC AVE.,
SAN FRANCISCO, CA**

Building Type: [Residential](#)

Solution: [Puzzle](#)

Parking Levels: 3

Number of Spaces: 37

Developer: [Grosvenor](#)

Completion Date: 2017



THE AUSTIN SAN FRANCISCO, CA

**1545 PINE,
SAN FRANCISCO, CA**

Building Type: Residential

Solution: Puzzle

Parking Levels: 3

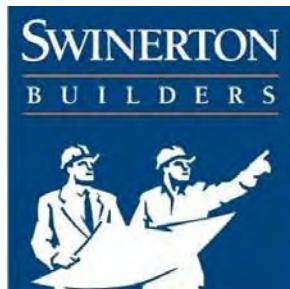
Number of Spaces: 78

Developer: Pacific Pine LLC

Architect: BDE Architects

Contractor: Swinerton Builders

Completion Date: 2017



H3 HOTEL HEALDSBURG, CA



HEALDSBURG AVE., HEALDSBURG, CA

Building Type: Residential

Solution: Puzzle

Parking Levels: 3

Number of Spaces: 43

Developer: Hotel Healdsburg

Completion Date: Q3 2017

DOGPATCH SAN FRANCISCO, CA



800 INDIANA, SAN FRANCISCO, CA

Building Type: Residential

Solution: [Puzzle with pit](#)

Parking Levels: 3

Number of Spaces: 50

Developer: [Avalon Bay Opera Warehouse](#)

Architect: [Pyatok Architects](#)

Contractor: [Avalon Bay](#)

Completion Date: Q3 2017

AvalonBay
COMMUNITIES, INC.

citylift

AVALON BAY PUBLIC MARKET EMERYVILLE, CA



**6701 SHELLMOUND ST.,
EMERYVILLE, CA**

Building Type: Residential
Solution: 2 and 3-Level Puzzle
Parking Levels: 1
Number of Spaces: 155
Developer: [Avalon Bay](#)
Architect: [TCA Architects](#)
Completion Date: 2018



ELMWOOD LOS ANGELES, CA



**4807 ELMWOOD,
LOS ANGELES, CA**

Building Type: Residential

Solution: 2 Level Puzzle with Tandem

Parking Levels: 2

Number of Spaces: 14

Architect: R&A

Developer: Markwood Enterprises

General Contractor: Pacific West Builders

Completion Date: 2018



R&A

citylift

DUNSMUIR LOS ANGELES, CA



**1233 DUNSMUIR,
LOS ANGELES, CA**

Building Type: [Residential](#)
Solution: [2 Level Puzzle with Tandem](#)
Parking Levels: [2](#)
Number of Spaces: [14](#)
Architect: [R&A](#)
Developer: [Markwood Enterprises](#)
General Contractor: [Pacific West Builders](#)
Completion Date: [2018](#)



R&A

citylift

39 A STREET SOUTH BOSTON, MA



39 A STREET SOUTH BOSTON, MA

Building Type: Residential

Solution: [2 Level Puzzle](#)

Parking Levels: [2](#)

Number of Spaces: [24](#)

Architect: [Tim Johnson](#)

Developer: [East Way Development](#)

Completion Date: [2018](#)



citylift

100 A STREET SOUTH BOSTON, MA



100 A STREET SOUTH BOSTON, MA

Building Type: Residential

Solution: 3 Level Puzzle with Pit

Parking Levels: 3

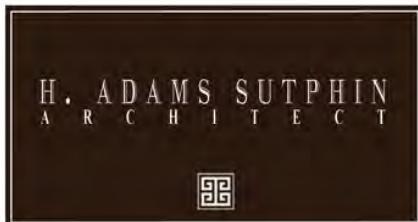
Number of Spaces: 12

Architect: Sutphin Architects

Developer: Oranmore

General Contractor: Breenco Construction

Completion Date: 2018



citylift

93 W BROADWAY SOUTH BOSTON, MA



93 W BROADWAY SOUTH BOSTON, MA

Building Type: Residential
Solution: 3 Level Puzzle Tandem with Pit
Parking Levels: 3
Number of Spaces: 80
Architect: Stefanov Architects
Developer: Oranmore
General Contractor: Brenco Construction
Completion Date: 2018

STEFANOV ARCHITECTS



citylift

EXPRESSIVE LIGHTING BROOKLYN, NY



**245 48TH STREET
BROOKLYN, NY**

Building Type: Residential
Solution: 3 Level Puzzle
Parking Levels: 3
Number of Spaces: 10
Architect: KPW
Developer: Expressive Lighting
Completion Date: 2018

1542 KENNEDY JERSEY CITY, NJ



1542 KENNEDY BLVD JERSEY CITY, NJ

Building Type: [Mixed Use](#)
Solution: [3 Level Puzzle with Pit](#)
Parking Levels: 3
Number of Spaces: 48
Architect: [RCA Design](#)
Developer: [Myneni Towers LLC](#)
General Contractor: [Myneni Inc.](#)
Completion Date: 2017

STONEGATE BUILDINGS

BAYONNE, NJ



172 AVENUE F BAYONNE, NJ

Building Type: [Mixed Use](#)
Solution: [3 Level Puzzle with Pit](#)
Parking Levels: [3](#)
Number of Spaces: [20](#)
Architect: [DAL Design Group](#)
Developer: [Stonegate Buildings](#)
Completion Date: [2018](#)



STONEGATE



citylift

89 BRIGHTON AVE ALLSTON, MA



89 BRIGHTON AVE ALLSTON, MA

Building Type: Residential

Solution: [2 Level Puzzle](#)

Parking Levels: 2

Number of Spaces: 26

Architect: [PCA](#)

Developer: [Eden Properties](#)

General Contractor: [Cranshaw Construction](#)

Completion Date: 2018



BENTO NASHVILLE, TN



**1267 THIRD AVE S.
NASHVILLE, TN**

Building Type: [Residential](#)
Solution: [5 Level Puzzle](#)
Parking Levels: [5](#)
Number of Spaces: [83](#)
Architect: [EOA Architects](#)
Developer: [Bento Box](#)
General Contractor: [BL Harbert](#)
Completion Date: [2018](#)



BENTO BOX

citylift

MIDDLETON TOWN CENTER MIDDLETON, WI



**7551 HUBBARD AVE
MIDDLETON, WI**

Building Type: Residential
Solution: 2 Level Puzzle
Parking Levels: 2
Number of Spaces: 85
Architect: Angus-Young Associates
Developer: T. Wall Enterprises
General Contractor: Miron Construction
Completion Date: 2017

 **T. Wall Enterprises^{LLC}**
Creating Places Where People Interact


Miron
Building Excellence.

Angus Young
Balance in Creativity

citylift

SOUTH FLORIDA SHOWCASE

MIAMI, FL



**7430 NE 4TH CT
MIAMI, FL**

Building Type: Residential
Solution: 2 Level Puzzle
Parking Levels: 2
Number of Spaces: 9
Architect: Urbanica
Developer: Amicon Development
Completion Date: 2018



citylift

ALTO POTRERO HILL SAN FRANCISCO, CA



**1301 16TH STREET
SAN FRANCISCO, CA**

Building Type: [Residential](#)

Solution: [2 Level Puzzle](#)

Parking Levels: [2](#)

Number of Spaces: [48](#)

Developer: [Wood Partners](#)

Completion Date: [2018](#)



WOOD
PARTNERS

citylift

BROADWAY VALDEZ OAKLAND, CA



2800 Broadway Oakland, CA

Building Type: [Mixed - Use](#)

Solution: [2 Level Puzzle](#)

Parking Levels: [2](#)

Number of Spaces: [120](#)

Developer: [Alliance Residential](#)

Completion Date: [2018](#)



1726 RIDGE AVE EVANSTON, IL



**1726 RIDGE AVE
EVANSTON, IL**

Building Type: [Mixed – Use](#)
Solution: [2 Level Puzzle](#)
Parking Levels: [2](#)
Number of Spaces: [22](#)
Developer: [Paveway](#)
Completion Date: [2018](#)

684 GRAND STREET JERSEY CITY, NJ



684 GRAND STREET JERSEY CITY, NJ

Building Type: [Residential](#)

Solution: [3 Level Puzzle with Pit](#)

Parking Levels: [3](#)

Number of Spaces: [57](#)

Architect: [RA Design & Consultants](#)

Developer: [Myneni Towers](#)

Completion Date: [2018](#)



MYNENI & SONS LLC

citylift

1532 HARRISON STREET SAN FRANCISCO, CA



1532 HARRISON STREET SAN FRANCISCO, CA

Building Type: Residential

Solution: 2 Level Puzzle

Parking Levels: 2

Number of Spaces: 66

Architect: BAR Architects

Developer: Build Inc.

General Contractor: Cannon Constructors

Completion Date: 2018

M A C Y
A R C H
I T E C
T U R E

BUILD:

BAR architects

citylift

221 S. HUNTINGTON AVE BOSTON, MA



**221 S. HUNTINGTON AVE
BOSTON, MA**

Building Type: [Residential](#)

Solution: [2 Level Puzzle](#)

Parking Levels: [2](#)

Number of Spaces: [19](#)

Architect: [PCA](#)

Developer: [Samuels & Associates](#)

General Contractor: [Cranshaw](#)

Completion Date: [2018](#)



**Samuels
Associates &**

PCA

citylift

42111 OSGOOD RD FREMONT, CA



**42111 OSGOOD RD
FREMONT, CA**

Building Type: [Residential](#)
Solution: [2 Level Puzzle](#)
Parking Levels: [2](#)
Number of Spaces: [136](#)
Developer: [Silicon Sage Builders](#)
Completion Date: [2018](#)

TELEGRAPH ARTS OAKLAND, CA



**471 26TH STREET
OAKLAND, CA**

Building Type: Residential

Solution: 3 Level Puzzle

Parking Levels: 3

Number of Spaces: 92

Architect: SB Architects

Developer: Square Foot Ventures

General Contractor: Brown Construction

Completion Date: 2018



citylift

3205 PICO BLVD SANTA MONICA, CA



3205 PICO BLVD SANTA MONICA, CA

Building Type: [Residential](#)

Solution: [3 Level Puzzle](#)

Parking Levels: [3](#)

Number of Spaces: [14](#)

Architect: [Belzberg Architects](#)

Developer: [Tyler Development Corp.](#)

Completion Date: [2018](#)

214 DE LA GUERRA SANTA BARBARA, CA



214 DE LA GUERRA SANTA BARBARA, CA

Building Type: Residential

Solution: [3 Level Puzzle](#)

Parking Levels: [3](#)

Number of Spaces: [32](#)

Architect: [Cearnal Collective Arch](#)

Developer: [Kibo Group](#)

Completion Date: [2018](#)



CEARNAL COLLECTIVE
ARCHITECTURE • INTERIOR DESIGN

citylift

ALTA 601 OAKLAND, CA



**625 16th STREET
OAKLAND, CA**

Building Type: Residential
Solution: 3 Level Puzzle with Pit
Parking Levels: 3
Number of Spaces: 68
Architect: SB Architects
Developer: Wood Partners
General Contractor: Brown Construction
Completion Date: 2018



WOOD
PARTNERS

citylift

19th & J SACRAMENTO, CA



1827 J STREET SACRAMENTO, CA

Building Type: [Residential](#)

Solution: [3 Level Puzzle with Pit](#)

Parking Levels: [3](#)

Number of Spaces: [23](#)

Architect: [HRGA Architects](#)

Developer: [Mohanna Development](#)

General Contractor: [Davis Reed Construction](#)

Completion Date: [2018](#)



214 MARKET STREET BOSTON, MA



214 MARKET STREET BOSTON, MA

Building Type: Residential
Solution: 3 Level Puzzle with Pit
Parking Levels: 3
Number of Spaces: 22
Architect: Embarc Studio
Developer: City Realty Group
Completion Date: 2018



EMBARC
ARCHITECTURE + DESIGN
EMBARCSTUDIO.COM | 60 K STREET - 3RD FLOOR - BOSTON MA 02127

citylift

1433 BUSH STREET SAN FRANCISCO, CA



1433 BUSH STREET SAN FRANCISCO, CA

Building Type: Residential

Solution: [4 Level Puzzle with Pit](#)

Parking Levels: 4

Number of Spaces: 15

Architect: [RG Architecture](#)

Developer: [JG Sullivan Construction](#)

Completion Date: 2018



CHICAGO SHOWCASE

CHICAGO, IL



**1718 W. JULIAN
CHICAGO, IL**

Building Type: Residential
Solution: 2 Level Puzzle
Parking Levels: 2
Number of Spaces: 5
Developer: DCR BUILDERS
Completion Date: 2018



citylift

TEMESCAL MUSE OAKLAND, CA



**364 40th STREET
OAKLAND, CA**

Building Type: Residential
Solution: 2 Level Puzzle
Parking Levels: 2
Number of Spaces: 7
Developer: John Malick & Associates
General Contractor: Camello Inc.
Completion Date: 2018

JOHN MALICK & ASSOCIATES

CAMELLO
GENERAL CONTRACTOR

citylift

SUMMIT PUBLIC SCHOOLS REDWOOD CITY, CA



**890 BROADWAY
REDWOOD CITY, CA**

Building Type: Residential
Solution: [2 Level Puzzle](#)
Parking Levels: 2
Number of Spaces: 15
Architect: [Studio Bondy Architecture](#)
Developer: [Summit Public Schools](#)
General Contractor: [GLR Builders](#)
Completion Date: [2018](#)

Studio Bondy Architecture



citylift

511 E 5TH STREET SOUTH BOSTON, MA



511 E 5TH STREET SOUTH BOSTON, MA

Building Type: Residential

Solution: [2 Level Puzzle](#)

Parking Levels: [2](#)

Number of Spaces: [15](#)

Developer: [Ahern Construction](#)

Completion Date: [2018](#)



240 LORTON AVE BURLINGAME, CA



240 LORTON AVE BURLINGAME, CA

Building Type: Residential

Solution: 3 Level Puzzle with Pit

Parking Levels: 3

Number of Spaces: 14

Architect: MBH Architects

Developer: Dewey Land Co

General Contractor: OPI Builders

Completion Date: 2018



citylift

GIRARD PLAZA LA JOLLA, CA



**7824 GIRARD PLAZA
LA JOLLA, CA**

Building Type: [Residential](#)
Solution: [Premium Stacker](#)
Parking Levels: 1
Number of Spaces: 4
Architect: [Alcorn & Benton Architects](#)
Developer: [Arco Mexico](#)
General Contractor: [GJR Builders](#)
Completion Date: 2018

Alcorn & Benton
A R C H I T E C T S

citylift

JUNIPER LOFTS OAKLAND, CA



Baran Studio Architecture

**950 63RD STREET
OAKLAND, CA**

Building Type: Residential
Solution: 2 Level Puzzle
Parking Levels: 2
Number of Spaces: 19
Architect: Baran Studio Architecture
Developer: Proforma Construction
Completion Date: 2018

PROFORMA
CONSTRUCTION

citylift

1689 ALICE STREET OAKLAND, CA



1689 ALICE STREET OAKLAND, CA

Building Type: Residential

Solution: [3 Level Puzzle](#)

Parking Levels: [3](#)

Number of Spaces: [67](#)

Architect: [Kotas Pantaleoni Architects](#)

Developer: [Simeon Properties](#)

General Contractor: [Barry Swenson Builder, James Shydłowski, J Hawk Construction](#)

Completion Date: [2018](#)

459 8TH STREET OAKLAND, CA



459 8TH STREET OAKLAND, CA

Building Type: Residential

Solution: 4 Level Puzzle with Pit

Parking Levels: 4

Number of Spaces: 44

Architect: YHLA Architects

Developer: St. Regis Properties

General Contractor: Hawk Development

Completion Date: 2018



citylift

CASE STUDY: AC TRANSIT PARK AND RIDE AT ARDENWOOD, FREMONT

Team: AC Transit, MTC, CityLift, City of Fremont

Goal: Increase the Ardenwood Park and Ride by 70 spaces for monthly reserved users

Design: 4-Level Puzzle Lift with exterior skin

Funding: Initial proposal was MTC would fund installation; AC Transit monthly parking fee set to break even on operating expense. In discussion with tech companies for private buses use park & ride and help fund

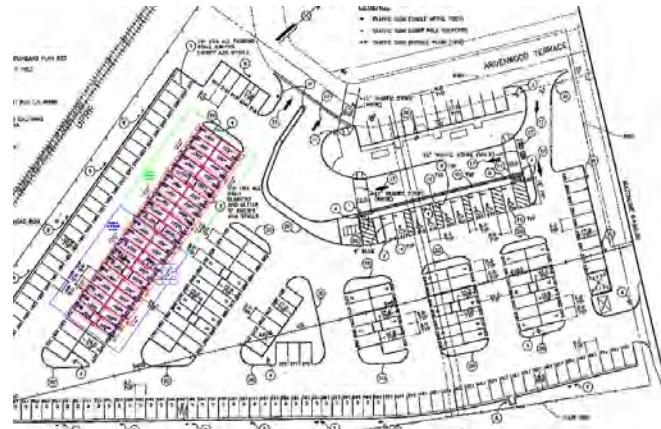
Est. installation cost (union): \$21K per space

Est. monthly operating cost: \$36 per space (servicing, utilities, cap reserve for motors) + \$28 prorated share of 24-hour guard/attendant

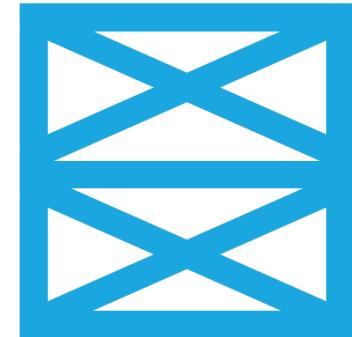
Breakeven: \$64 per month (\$3.20 per business day)

Training:

- 90 day initial training period
- 1x month ongoing
- One on-site attendant cross trained to assist
- Access technology (e.g. fobs, app) options available



TOWER



HIVE PARKING STRUCTURE OAKLAND, CA



**2335 BROADWAY ST.,
OAKLAND, CA**

Building Type: [Mixed Use](#)
Solution: [Fully Automated Tower](#)
Parking Levels: [7](#)
Number of Spaces: [39](#)
Developer: [Signature Development Group](#)
Architect: [Flynn and Associates](#)
Completion Date: [2017](#)



**SIGNATURE
DEVELOPMENT
GROUP**

citylift

STAR TOWER LONG ISLAND CITY, NY



**27-17 42nd RD
LONG ISLAND CITY, NY**

Building Type: Residential

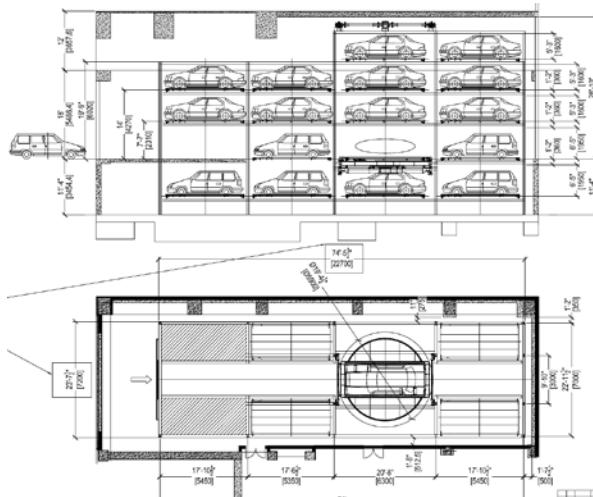
Solution: Aisle

Parking Levels: 5

Number of Spaces: 32

Developer: Wang

Completion Date: 2017

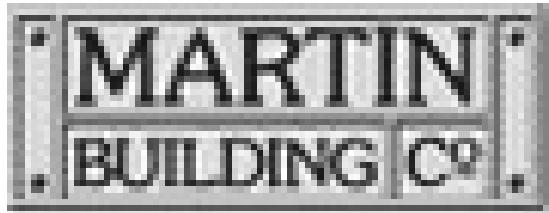


THE MINT PARKING TOWER SAN FRANCISCO, CA



**418 JESSIE STREET
SAN FRANCISCO, CA**

Building Type: [Residential](#)
Solution: [Tower](#)
Parking Levels: [12](#)
Number of Spaces: [24](#)
Developer: [Martin Building Company](#)
Completion Date: [2018](#)



14 WHITE ST NEW YORK, NY



19 E 16TH NO. 1 NEW YORK, NY

Building Type: [Residential](#)

Solution: [Tower](#)

Parking Levels: [9](#)

Number of Spaces: [9](#)

Developer: [NAVA Architecture & DXA Studio](#)

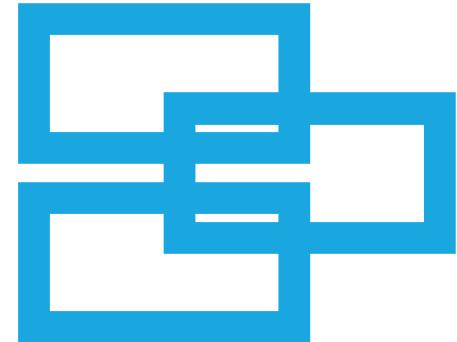
Completion Date: [2018](#)

NAVA
ARCHITECTURE | DEVELOPMENT



citylift

AISLE



11701 SANTA MONICA BLVD. LOS ANGELES, CA



**11701 SANTA MONICA BLVD.,
LOS ANGELES, CA**

Building Type: [Residential](#)
Solution: [Underground Aisle System](#)
Parking Levels: [3](#)
Number of Spaces: [88](#)
Architect: [R&A](#)
Developer: [Markwood Enterprises](#)
General Contractor: [Pacific West Builders](#)
Completion Date: [2018](#)



R&A

citylift

865 ROGERS AVE BROOKLYN, NY



865 ROGERS AVE BROOKLYN, NY

Building Type: Residential

Solution: Aisle System

Parking Levels: 2

Number of Spaces: 18

Developer: 865 Rogers Ave Realty

Completion Date: 2018

2335 BROADWAY, SUITE 100
OAKLAND, CA 94612

WWW.CITYLIFTPARKING.COM
844.388.0424

LOS ANGELES | MIAMI | CHICAGO | BOSTON

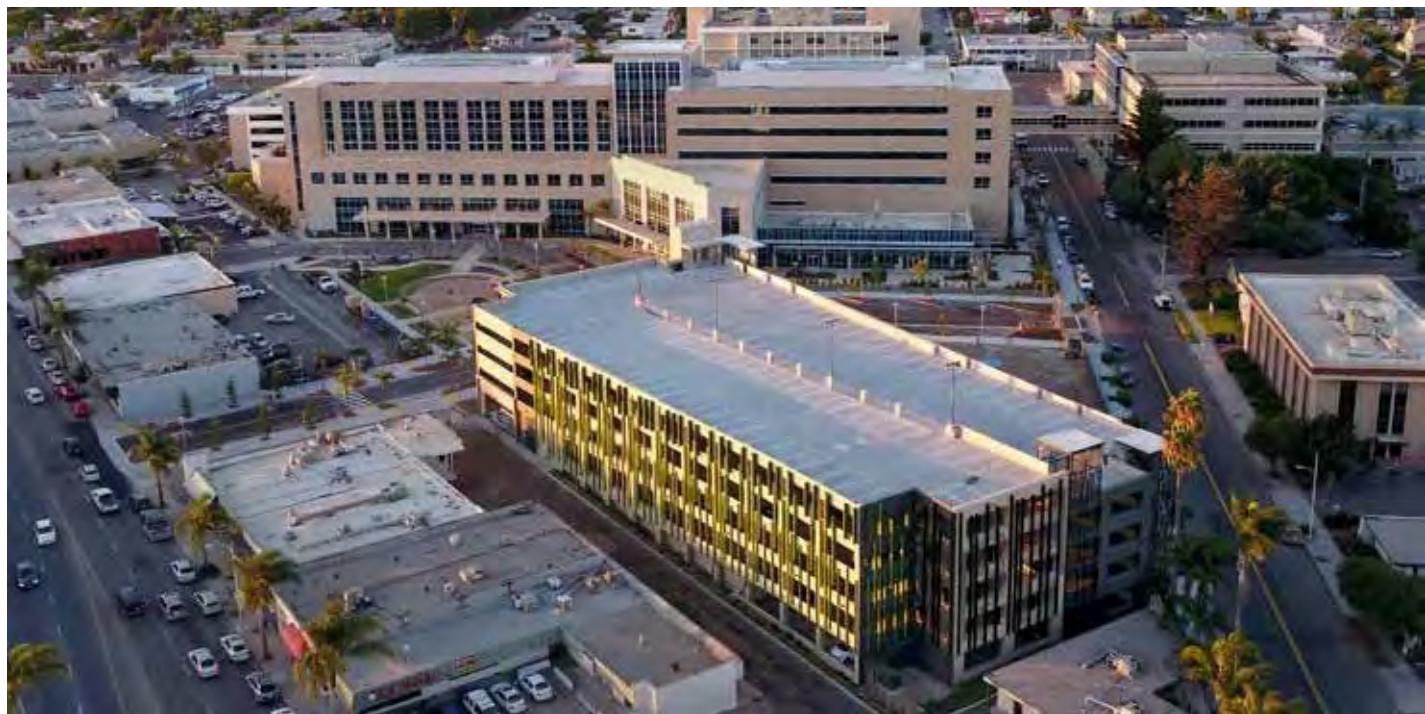
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**REPRESENTATIVE EXPERIENCE OF THE
GRIFFIN | SWINERTON TEAM**

**PARKING STRUCTURES
FOR MEDICAL CENTERS**

COMMUNITY MEMORIAL HOSPITAL PARKING STRUCTURE

VENTURA, CA



CLIENT PROJECT MANAGER

Adam Thunell
805.652.5005

ARCHITECT

IDG Parkitects, Inc.

NUMBER OF PARKING STALLS

571

DATE COMPLETED

July 2016

DATE AWARDED

Nov 2014

CONSTRUCTION COST

\$9,982,065

SUBCONSULTANTS

Construction Manager: Stahl Companies

- Provided project management services; established in 2000

PROJECT HIGHLIGHTS

- Design-Build
- Self-Perform Concrete
- Medical Campus
- Retail Space
- Sustainable, Green Features

Swinerton provided full design-build services on the 571-stall Community Memorial Hospital Parking Structure.

The 5 ½ -level, 184,000-square-foot Community Memorial Hospital Parking Structure serves patients and visitors of the new hospital and existing medical office buildings. A cast-in-place concrete long span post tension structure, Swinerton's Orange County-based Concrete Group self-performed all the concrete work on the project. The exterior façade of the structure has a unique combination of architectural treatments, including: pre-finished metal fins, framed perforated metal mesh, framed glass panels, and a metal panel system on the elevator tower. The parking structure includes roughly 1,400 square feet of retail storefront space on the lower level, creating a community space in front of the new hospital and the new adjacent park.

Swinerton performed full design-build services on the Community Memorial Hospital Parking Structure project, assisting with the entitlement process, design, and permitting. The parking structure will be submitted as part of the new hospital tower project under the LEED Certified level. It features many sustainable elements, including: electric vehicle charging stations, excess bike storage, and infrastructure for possible future photovoltaic rooftop panels. The project has an aggressive schedule, with completion needed before the opening of the new hospital.

CHILDREN'S HOSPITAL OF ORANGE COUNTY PARKING STRUCTURE & BRIDGE

ORANGE, CA



CLIENT PROJECT MANAGER

John Torres
714.532.8553

ARCHITECT

IDG Parkitects, Inc.

NUMBER OF STALLS

1,662

DATE COMPLETED

Aug 2006

DATE AWARDED

2005

CONSTRUCTION COST

\$22,156,000

SUBCONSULTANTS

Architect: IDG Parking Consultants

- Founded in 1985; provided parking structure planning, design and architectural services

PROJECT HIGHLIGHTS

- Design-build
- Medical Campus

This new CHOC parking structure is connected to the main Children's Hospital of Orange County by a 500-foot-long elevated pedestrian bridge crossing a major six-lane street.

Swinerton provided design-build services for this parking structure that provides 1,662 parking stalls on 9 above grade levels, for the employees of Children's Hospital Orange County. The parking project also includes direct and secure access to the hospital campus via pedestrian bridge over LaVeta Avenue.

The parking project was developed using the Design-Build delivery method for the client and was completed on time and under budget. The project is a three-bay, cast-in-place long-span structure. It is designed to weave into the architecture of the medical campus and to reinforce human scale. Specific details to enhance security and circulation add to client satisfaction. The 522,000 square foot parking structure includes a security and service office. The structure has integral colored brick spandrels with burnished brick accents.

ST. JUDE MEDICAL CENTER MOB PARKING STRUCTURE

FULLERTON, CALIFORNIA



CLIENT PROJECT MANAGER

Jim Bostic

714.347.7667

ARCHITECT

IDG Parkitects, Inc.

NUMBER OF PARKING STALLS

389

DATE COMPLETED

2004

DATE AWARDED

2002

CONSTRUCTION COST

\$ 15 million

SUBCONSULTANTS

Contech Engineered Solutions

- Structure, stormwater solutions management

PROJECT HIGHLIGHTS

- Parking Structure
- Self-perform Concrete

This parking structure is five stories with half of a level below-grade and a capacity for 389 vehicles.

Phase II of Swinerton's work on St. Jude's Medical Office Building included the demolition of an existing one-story building and the construction of a new five-level parking structure and two linear accelerator treatment rooms.

The parking structure, which includes one traction elevator, is constructed of one half levels below grade, one level on grade and four elevated decks. Totaling at five stories, the parking structure contains 389 stalls to ensure ease of parking access for patients and employees.

KAISER SAN RAFAEL PARKING STRUCTURE

SAN RAFAEL, CALIFORNIA



PROJECT NAME

Kaiser Permanente – San Rafael
Parking Structure Expansion

CLIENT

Kaiser Foundation Hospitals

DESIGN -BUILDER

Swinerton Builders

SQUARE FOOTAGE

236,115 sq. ft. total

132,692 sq. ft. new

NUMBER OF CARS

716 car structure
421 new spaces

DATE COMPLETED

September 2012

CONSTRUCTION COST

\$10,334,828

The design and construction of a four level horizontal expansion to an existing free standing parking garage. A seismic retrofit and code compliance retrofit were also done to the existing garage.

SUTTER HEALTH ROSEVILLE PARKING STRUCTURE

ROSEVILLE, CALIFORNIA



CLIENT PROJECT MANAGER

David Long
916.781.1203

ARCHITECT

Stantec Consulting

NUMBER OF PARKING STALLS

540

DATE COMPLETED

April 2005

DATE AWARDED

Aug 2004

CONSTRUCTION COST

\$10.6 million

This three level parking structure houses 540 parking stalls.

Included in the project was the relocation of the existing hospital helipad to a new helipad on the parking structure and an oversized elevator capable of gurney travel that extends to the helipad level.

Completed as a design-build project, the structure utilizes a hybrid combination of precast and cast-in-place concrete elements that provides an open feeling to the structure and is also economical.

VA PUGET SOUND HEALTHCARE SYSTEM PHASE 1 PARKING STRUCTURE AND MAIN ENTRY DRIVE

SEATTLE, WA



CLIENT PROJECT MANAGER

Department of Veteran Affairs

ARCHITECT

Stantec | Design Partnership

NUMBER OF PARKING STALLS

1,300

DATE COMPLETED

March 2016

DATE AWARDED

2015

CONSTRUCTION COST

\$44,374,390

SUBCONSULTANTS

Joint Venture: Absher Construction

- 77 years in the industry; provided self-perform work including concrete

PROJECT HIGHLIGHTS

- Active Campus
- Tight Urban Environment
- Self-Perform Concrete
- Phased Construction

The Seattle station was constructed between 1941 and 1951 to accommodate many of the returning war Veterans from World War II. Today the VA Puget Sound Health Care System serves the health care needs of more than 80,000 Veterans living in the Pacific Northwest. In order to continue to provide extraordinary care for our Nation's heroes, the campus is undergoing an unprecedented phase of remodeling and expansion. Many of these changes are long overdue, including the Parking Structure and Main Entry Drive project.

The project is a design-bid-build, four-story, 1,300-stall, cast-in-place parking structure with 343,000 square feet above ground and 66,000 square feet underground, plus the main entry drive. Work also includes relocation of major underground utility systems, extensive civil grading and retaining wall work, and construction of an emergency power duct bank.

Swinerton formed a joint venture with Absher Construction for this project. The JV self-performed the concrete scope of work which enabled the team to control and manage the project more tightly and ultimately deliver the parking structure and main entry drive three months ahead of schedule.

VETERANS AFFAIRS PARKING STRUCTURE

DENVER, CO



CLIENT

General Services Administration

ARCHITECT

Tomas Lang Architecture

SQUARE FOOTAGE

245,250

CONSTRUCTION COST

\$9,544,238

DATE COMPLETED

1998

PROJECT HIGHLIGHTS

- Design-build
- Parking Structure
- Construction Excellence Award for Design-Build Under \$10 Million from the AGC of Colorado

Swinerton constructed this new 245,250-square-foot parking structure for the Veteran Affairs building in Denver.

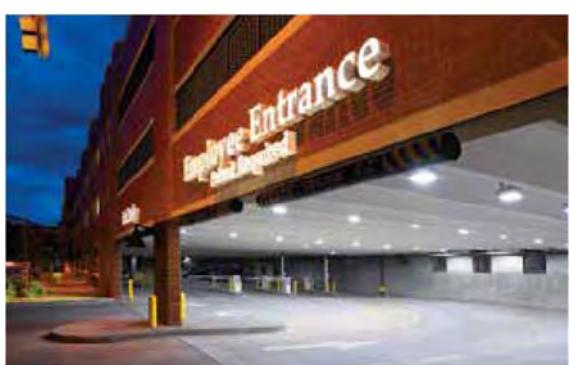
This new 700-vehicle precast structure has seven and one-half stories above-grade and one-half story below-grade. The parking structure serves employees, patients, and visitors to the Veteran's Affairs Medical Center and contains a high percentage of ADA parking spaces to serve disabled veterans. In addition, parking stalls in the flat bays are oversized to provide access aisles for wheelchairs.

The structure contains two glass-backed elevators on the east side and two glass-enclosed stairwells. The project also included a covered pedestrian corridor connecting the structure to the existing hospital.

This design-build project required relocation of existing and installation of new utilities and demolition of existing buildings without impacting ongoing hospital services.

PVHS PARKING STRUCTURE & PEDESTRIAN WALKWAY

FORT COLLINS, CO



CLIENT PROJECT MANAGER

Brian Hood

ARCHITECT

Davis Partnership

NUMBER OF PARKING STALLS

540

DATE COMPLETED

2009

DATE AWARDED

2008

CONSTRUCTION COST

\$11.2 million

SUBCONSULTANTS

Stresscon, Gerrard, Pierson's Concrete,
Boulder Steel, Douglass-Colony Group, Air
Comfort, Interstates, Trinity Mechanical

PROJECT HIGHLIGHTS

- Repeat Client
- Pedestrian Bridge
- Parking Structure

Swinerton constructed a new parking structure and three pedestrian walkways for repeat client PVHS.

This project consisted of a four-story, 711 vehicle parking structure and three bridge sections linking the parking structure to a newly construction medical office building (also built by Swinerton) and the existing Poudre Valley Hospital.

Building construction consisted of brick façade precast concrete structure on drilled concrete piers with double tee deck supports, structural steel bridges with decorative/architectural grilles and panels, state-of-the-art securing and monitoring systems, elevators, and flat TPO roofing.

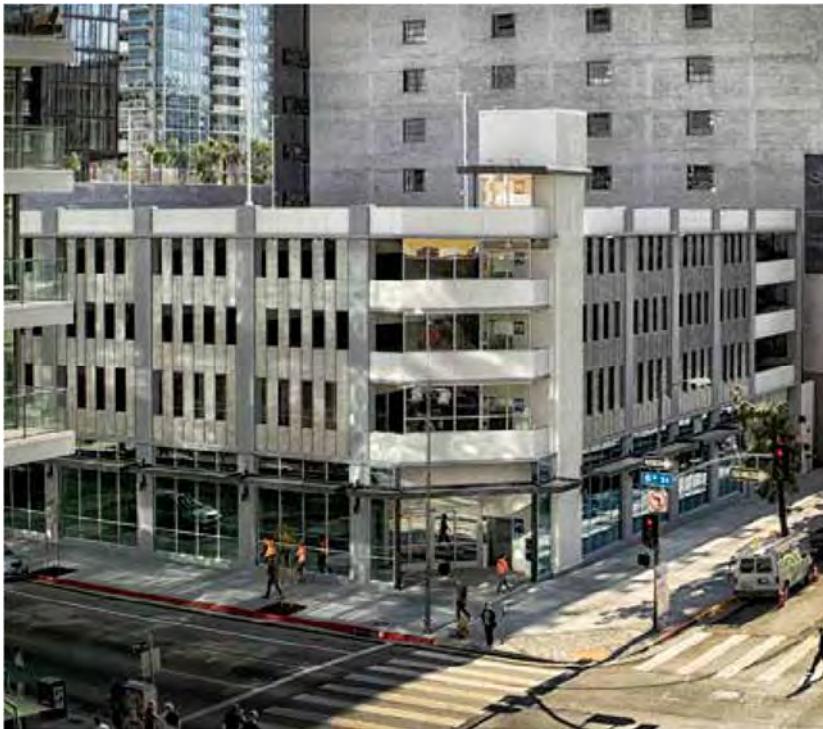
Site improvements included demolition of surface parking, hard and soft landscaping, and transplantation and protection of the majority of existing site trees.

**REPRESENTATIVE EXPERIENCE OF THE
GRIFFIN | SWINERTON TEAM**

OTHER PARKING STRUCTURES

8TH & GRAND PARKING STRUCTURE

LOS ANGELES, CA



CLIENT PROJECT MANAGER

Mike Alarcon
213.784.3007

ARCHITECT

IDG Parkitects, Inc.

NUMBER OF STALLS

174

DATE COMPLETED

2016

DATE AWARDED

2015

CONSTRUCTION COST

\$8,200,000

SUBCONSULTANTS

Architect: IDG Parking Consultants

- Founded in 1985; provided parking structure planning, design and architectural services

PROJECT HIGHLIGHTS

- Tight Urban Site
- Ground-Level Retail Space
- Self-Performed Concrete
- 4,500 CYs of Concrete

Concrete post-tension parking structure. The new 100,000-square-foot parking structure stands four stories high with five levels; Levels 2–5 have 174 total parking stalls and Level 1/ground floor has 19,000 square feet of shell retail space.

Set on a complex site, the project sits adjacent to property lines on all sides. Busy streets border two sides, an existing building is on one side, while another active construction site is on the other side. As a result, it took close coordination with all parties to ensure no disruption to others.

The parking structure has EV stations on every level. Primarily open, it features decorative screening that provides plenty of natural light. For sustainability, the structure has a lighting control system equipped with daylight sensors. As it gets darker outside, the lighting sensors will gradually increase lighting throughout the evening. There is also motion sensors that recognize vehicles as they pull in, lighting the pathway only when necessary.

SAN DIEGO INTERNATIONAL AIRPORT TERMINAL 2 PARKING PLAZA

SAN DIEGO, CA



CLIENT PROJECT MANAGER

Brian Lahr / Ajay Babla
619.400.2400

ARCHITECT

Watry Design and Gensler

NUMBER OF STALLS

2,909

DATE COMPLETED

In progress

DATE AWARDED

Sep 2015

CONSTRUCTION COST

\$98 Million

SUBCONSULTANTS

Architect: Gensler

- Provided parking and structural design services; founded in 1965

Design and Structural: Watry Design

- Provided parking and structural design services; founded in 1975

The new Terminal 2 Parking Plaza will serve as one of the gateways to the airport becoming the front door from Harbor Drive, and provide a high-end user experience for a lot of travelers. The project is customized to reflect the widely appreciated San Diegan culture, and helps to create a unique travel experience for visitors. A Collaborative Design-Build process is under way with the full Design-Build Team including, Watry Design, Gensler, and Spurlock, co-located at the airport with the Airport Authority under the leadership of Swinerton's Design-Build Parking Structure Experts. The team participates in regular bi-weekly meetings, and maintains the Design Decision Logs for transparency, accuracy, and communication with the Owner.

The project site is over 9 acres in size, and the Parking Plaza will be over 920,000 sf in total parking structure area, containing over 2,909 parking spaces across three levels. The Parking Plaza project includes off-site improvements consisting of parking lot re-configurations, utility relocations connection into the existing campus, and a Parking Guidance System that will direct incoming patrons to an open space and help them find their car upon return. The project has gone through extensive environmental review through the California Coastal Commission and the Design-Build team is mitigating the environmental concerns through the design. To validate the extensive programming document, the team met with each stakeholder on a regular basis over the course of three months. By examining multiple foundation solutions, the Design Build team was able to save over \$2 million in construction costs.

UCSD OSLER PARKING STRUCTURE & VISITOR'S CENTER

LA JOLLA, CA



CLIENT PROJECT MANAGER

Mark Rowland
858.822.0725

ARCHITECT

Watry Design Inc. & Gensler

NUMBER OF PARKING STALLS

1,303

DATE COMPLETED

In Progress

DATE AWARDED

May 2016

CONSTRUCTION COST

\$32,165,000

SUBCONSULTANTS

Design and Structural: Watry Design

- Provided parking and structural design services; founded in 1975

PROJECT HIGHLIGHTS

- Parking Structure
- Self-performed Concrete
- Tight Site on Occupied Campus
- Goals of the project include Parksmart Silver equivalent sustainable best practices.

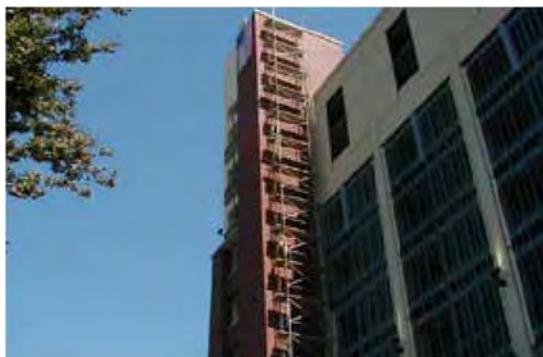
UCSD envisioned a new gateway at the entrance to the campus, featuring a parking structure and a reimagined visitor's center. However, they were looking for a design that went far beyond the number of stalls, structural efficiency and gross square footage associated with a parking structure to enrich the campus experience. The Swinerton/Watry Design/Gensler team's design build solution was selected to deliver the University's vision.

The design not only enhances the route to the School of Medicine, but also provides a platform to enhance connectivity to the surrounding community, buildings and campus. Lobby "portals" announce visitor's arrival into the structure and the campus through glass-backed elevator towers and projecting canopies while a new pedestrian plaza provides a welcoming porch. A reimagined Visitor Center provides an all-inclusive transportation hub and information center.

The architectural design establishes connections to the campus and enhance the visitors experience. The Western and Southern facades dissolve the bulk of the building into the Eucalyptus grove along Gilman Drive through the use of a multilayered facade system that captures and transforms the shadows of the adjacent trees onto a modulated, curving concrete mass. Over that, a panel system comprised of angled, perforated metal planks provides an additional level of abstraction, physically screening the structure and casting varied shadows onto the concrete. The Northern and Eastern faces of the building present a refined and more formal and orderly character to respond to the discrete characteristics of the School of Medicine. Generous light wells at the perimeter and center of the structure emulate the canyon landscape south of the site and bring light and air into the center of the building.

THE CITY OF SACRAMENTO MEMORIAL PARKING GARAGE

SACRAMENTO, CA



CLIENT PROJECT MANAGER

Kirk Thompson
916.264.8431

ARCHITECT

Gordon H. Chang & Partners, Inc

NUMBER OF PARKING STALLS

1,085

DATE COMPLETED

2013

DATE AWARDED

2011

CONSTRUCTION COST

\$21 million

SUBCONSULTANTS

Architect: Harbison-Mahony-Higgins Builders, Inc., a wholly-owned subsidiary of Swinerton.

- Provided parking structure planning, design and architectural services

PROJECT HIGHLIGHTS

- Parking Structure
- Pre-cast Panels and Brick Veneer

This 10-story, 1,085-stall parking garage includes 20,000 square feet of restaurant and office/retail space on the ground floor.

The design includes long-span post-tension, a cast-in-place structure with architectural precast panels and brick veneer.

The stair towers at each end of the building are accentuated with buttressed forms. A rotunda at the corner indicates the pedestrian access and acts as a transition from the large, vertical scale of the parking garage to the residential scale of the adjacent neighborhood and its nearby performing arts center.

JOHN WAYNE AIRPORT TERMINAL C PARKING STRUCTURE

SANTA ANA, CALIFORNIA

CLIENT PROJECT MANAGER

Larry Serafini

949.252.5171

ARCHITECT

Walker Parking Consultants

NUMBER OF PARKING STALLS

2,018

DATE COMPLETED

Dec 2010

DATE AWARDED

2008

CONSTRUCTION COST

\$36.5 million

SUBCONSULTANTS

Design Architect: ROSSETTI

- Delivered architectural design expertise; 48 years of experience

Structural Engineer: Integrated Design Services (IDS)

- Over 50 years of experience; provided design of terminal structure, mechanical and electrical systems, seismic upgrades, renovation, and value engineering services

MEP Engineer: Syska Hennessy Group

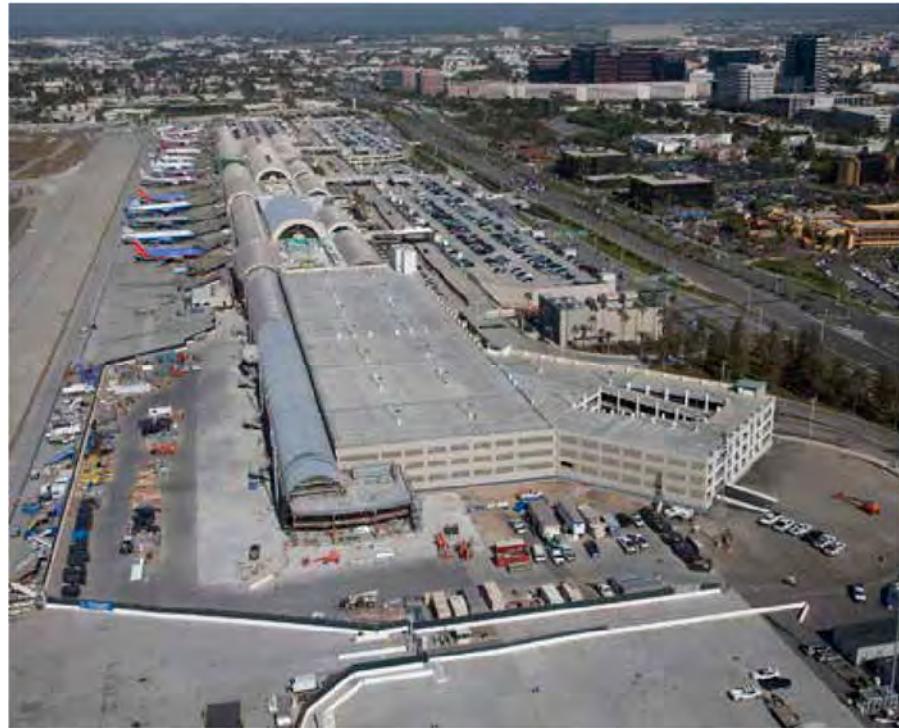
- Founded in 1928; Syska provided full-service MEP services.

Landscape Architect: Lynn Capouya Landscape Architects

- Provided landscape architecture expertise; 38 years in the industry

PROJECT HIGHLIGHTS

- Tight site on an occupied campus
- Completed in virtual design & construction software
- Self performed concrete
- 4 elevator shafts
- Pedestrian bridge



New parking structure to accomodate 2,000 cars with four passenger elevators. This parking structure will be the parking structure to accomodate the additional traffic from the new terminal.

It is completely clad in Precast Concrete panels. This new strucuture will be one of the first parking structures built in California utilizing a Buckling Restrained Brace (BRB) structural system.

The new Parking Structure C is a post-tensioned concrete structure housing 2,018 parking spaces and is located at the south end of the John Wayne Airport in the heart of Orange County, California. The 725,000-square-foot structure is clad in precast concrete panels, matching the other parking structures at the airport and uses a diagonal parking, double helix circulation layout. A bridge forms the pedestrian link between the parking structure and Terminal C. Four passenger elevators in CMU elevator shafts adjacent to the terminal link and accommodate vertical pedestrian circulation. The main vehicular entrance to the parking structure connects to an elevated roadway via a concrete bridge; a second entrance ties into a lower road. Express ramping is utilized for internal vehicular vertical circulation.

JPL WEST ARROYO PARKING STRUCTURE

PASADENA, CA



CLIENT PROJECT MANAGER

Randy Wager
818.354.7259

ARCHITECT

IDG Parkitects

NUMBER OF STALLS

1,436

DATE COMPLETED

2014

DATE AWARDED

2012

CONSTRUCTION COST

\$18,911,000

SUBCONSULTANTS

Structural Engineer: Jessen-Wright

- Founded in 1996; provided structural design expertise

Civil Engineer: Land Design Consultants

- Over 100 years of experience; provided land planning, civil engineering, and surveying expertise

Traffic Consultants: LSA Associates

- 46 years of experience; provided land use, transportation and mobility consulting

PROJECT HIGHLIGHTS

- New Construction
- Design-Build
- Self-Perform Concrete



The project consists of a 5-story, cast-in-place and post-tensioned concrete parking structure, both on and above grade. The 1,436-stall structure provided JPL with a net 1,211 new parking stalls. The Class A structure has a Level of Service (LOS) A due to convenient vehicular access and exit design, parking geometrics that include wide drive aisles and all standard stalls, increased floor to floor heights for accessibility access throughout, ramps that slope to a maximum of 5%, way finding provided with signage for pedestrian travel and vehicular flow, pedestrian stair and elevator nodes located at the appropriate locations for user convenience and reduced travel distance, natural light on all sides as well as accessible stalls provided at the ground level and directly adjacent to elevator nodes on other levels.

Scope also included significant ancillary roadway work, including widening of approximately 1,000 feet of private road. Improvements to surrounding hardscape were made as well as the demolition of existing buildings and the City of Pasadena-owned East Arroyo parking lot.

To reduce the energy consumption of the structure, the design incorporated time clock and photocell overrides for the lighting systems to reduce energy consumption by using natural light. The design also provided for future Photovoltaic roof system pre-designed for net zero operation costs.

OLD TOWN NEWHALL PARKING STRUCTURE

SANTA CLARITA, CA



CLIENT PROJECT MANAGER

Hoon Hahn
661.259.2489

ARCHITECT

Watry Design, Inc.

NUMBER OF PARKING STALLS

376

DATE COMPLETED

In progress

DATE AWARDED

July 2016

SQUARE FOOTAGE

152,000

CONSTRUCTION COST

\$14,184,856

SUBCONSULTANTS

Design and Structural: Watry Design

- Provided parking and structural design services; founded in 1975

PROJECT HIGHLIGHTS

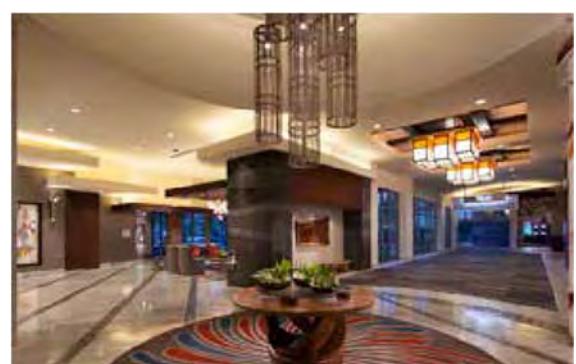
- Design-Build
- Public Property
- Historic Neighborhood

The parking structure is part of a larger development consisting of both a mixed-use residential project and a new theatre as a part of the district's revitalization plan.

Swinertons is self-performing all of the structural concrete on the new seven-level parking structure, with one level below-grade and six levels above-grade. Totaling roughly 152,000 square feet, the structure will hold 376 vehicles. It will feature extensive architecture on the exterior, which will consist of precast stone bases, storefront mullions, fabric and metal awnings, steel-stud framed elements with integral-colored plaster, architectural foam cornices, and decorative fin elements. This will allow it to seamlessly blend into the Old Town Newhall neighborhood and the adjacent mixed-use developments, creating an upscale impression on residents and guests. The structure will also feature a gated entry for resident's convenience and safety. Additionally, the structure is being designed with energy efficiency standards in mind that will equate to a LEED Silver Certification level.

VIEJAS HOTEL AND PARKING STRUCTURE

ALPINE, CALIFORNIA



CLIENT

Viejas Enterprises

ARCHITECT

Hotel - JCJ Architecture

Parking - Stricker Cato Murphy Architects

SQUARE FOOTAGE

Hotel - 96,436

Parking Structure - 264,000

CONSTRUCTION COST

\$56,600,000

DATE COMPLETED

2013

PROJECT HIGHLIGHTS

- Design-Build
- Self-Perform Concrete
- Utility Relocations
- Parking Structure
- Pedestrian Bridges

REFERENCE

Jim Wild

Viejas Enterprises

619.312.5810

jwild@viejas.com

Swinerton provided design-build construction services for this 150-key, five-story, three-star finish hotel casino, and associated parking structure.

This project construction included the hotel, lobby area, swimming pool and spa amenities, an expansion into the buffet seating area to coordinate with a new casino entry/porte cochere, site utility relocations, 4-story parking structure, 2-pedestrian bridges, and 2 elevator towers.

The parking structure accommodates 850 cars with two pedestrian bridges connecting to the hotel and casino. The bridges consist of a full conditioned steel truss structure 13' wide with carpeting and stone flooring. The two elevator towers housing three elevators consisted of a mix of stucco and stone veneer skin where the elevators fronts are stainless steel.

Specific challenges included a fast-tracked schedule and budget constraints, as well as work being completed in an operating casino.

CACHE CREEK CASINO RESORT, NORTH PARKING

BROOKS, CALIFORNIA



CLIENT

Rumsey Band of Wintun Indians

ARCHITECT

HNA/Pacific

SQUARE FOOTAGE

647,335

CONSTRUCTION COST

\$37,000,000

DATE COMPLETED

2010

PROJECT HIGHLIGHTS

- Design-Build
- Parking Structure

This four-story, 2,000-car parking garage uses a structural system of precast moment frame columns with poured-in-place, post-tensioned slabs and beams.

The height for each level is designed to accommodate handicapped vans. Separate levels for valet parking and gated parking sections accommodate the casino's special clients.

Designed to complement the adjoining casino, the parking structure features pedestrian bridges at each level which connect to the casino's elevator tower. Patrons are then delivered directly onto the casino floor, providing them a positive entry experience.

IRVINE METROLINK TRANSPORTATION PARKING STRUCTURE

IRVINE, CALIFORNIA



CLIENT PROJECT MANAGER

Manuel Gomez, PE, Public Works Director
(949) 724-7509

The Irvine Transportation Center Parking Structure, located in the Spectrum area of Irvine, is a three-story structure providing 1,500 parking spaces on four levels encompassing 490,000 square feet. The \$26.8 million project was funded by the OCTA, Caltrans, and the Federal Transit Administration.

SQUARE FOOTAGE

490,000

STALLS

1,500

CONSTRUCTION COST

\$26,800,000

It is currently served by Amtrak and Metrolink passenger rail services, as well as being a hub for express, local and rail-feeder bus services operated by the Orange County Transportation Authority (OCTA). The parking facility brought much needed relief to South Orange County, where 675,000 passengers come and go each year - making it the busiest of any station in the county.

Griffin Structures served as Construction Manager for this project which was designed, built within budget, and completed five weeks ahead of schedule. The project received an award from the American Public Works Association as well as a CalTrans Excellence in Transportation award.

ORANGE METROLINK TRANSPORTATION CENTER & PARKING STRUCTURE

ORANGE, CALIFORNIA



CLIENT PROJECT MANAGER

Ms. Lora Cross, Project Manager
(714) 560-5788

STALLS

375

Griffin Structures has been selected as Project Manager to provide preconstruction and construction management services for the new Orange Transportation Center and Parking Structure. The project consists of two, multi-level parking structures of approximately 900 combined spaces and Transit Oriented Development in the heart of the City's historic Old Town. The facility is anticipated to include mixed-use development consisting of both retail and residential uses. The structure arises from the 2005 OCTA authorization of Metrolink system expansion, including commuter rail service at the Orange Transportation Center (OTC). Current capacity is 375 stalls and the projected requirement is 900 stalls. This future demand requires an upgrade to a multi-level parking structure, including significant below-grade construction.

CITY OF TUSTIN / OCTA TUSTIN METROLINK PARKING STRUCTURE

TUSTIN, CALIFORNIA



CLIENT PROJECT MANAGER

Mr. Doug Stack, Public Works Director
(714) 573-3150

SQUARE FEET

247,600

STALLS

825

Griffin Structures, Inc. provided construction management for the 247,600-square-foot, 825 stall, five-level Metrolink Parking Structure that features a unique, segregated drive aisle, which expedites entering and exiting the site, as well as a distinct “kiss & ride” area; ample bus dock section; and designated pedestrian paths. The on-grade parking on the backside of the structure provides valuable parking stalls while at the same time preventing the necessity and cost of relocating utilities. Additionally, on-grade parking is located next to the track, which doubles as a fire lane. To provide way finding for transit riders accessing the station from Jamboree Road, the site includes a second tower, which also provides a grounding sense of symmetry.

Embracing sustainability, the design incorporates LED lighting, drought resistant landscaping and a solar option that provides enough energy to power the structure’s lighting and elevators. Each of these measures also substantially reduces maintenance costs. The design team also evaluated cost offsetting measures, such as outdoor advertising space, leasing coffee and snack kiosks and providing a location for a cell phone tower.

This project is also the recipient of the 2011 American Concrete Institute Award.

BREA SUPERBLOCK 1 PARKING STRUCTURE

IRVINE, CALIFORNIA



CLIENT PROJECT MANAGER

Steve Kooyman, City Engineer
(714) 990-7657

STALLS

476

CONSTRUCTION COST

\$8,900,000

Currently under construction at the corner of Birch Street and South Orange Avenue, the new, cast-in-place concrete, post-tension structure will feature 476 stalls on three and a half levels. The east façade of the parking structure is designed to create a reduced presence towards the senior housing along South Orange Avenue. The ground level will house various support areas such as bicycle parking, trash compactor, wash area, storage room, an office, electrical room, and future photovoltaic room. Additional components of the project include LED lighting, elevators, signage, landscaping, 15 electrical vehicle parking stalls on the fourth level, and a speed ramp. The \$8.9 million structure is scheduled to open in January 2018 to serve Brea's downtown entertainment district. Griffin Structures is providing construction management services for this new design-build parking structure.

FULLERTON TRANSPORTATION CENTER PARKING STRUCTURE

FULLERTON, CALIFORNIA



CLIENT PROJECT MANAGER

Mr. Donald Hoppe, PE, Director of Engineering
(714) 738-6864

STALLS

813

Griffin Structures served as the Construction Manager for the expansion of the Fullerton Transportation Center Parking Facility project. The multi-level, 813-stall facility adds much needed capacity to the heavily used Metrolink/Amtrak station. The project, located at the southwest corner of Harbor Boulevard and Santa Fe Avenue addresses the a parking shortage and provides additional spaces to serve the growing parking demand at Fullerton Station.

The project also includes a video surveillance system; ticket kiosks; car-counting systems; bio-filtration and photo voltaic systems; installation of a new traffic signal at the intersection of Harbor Boulevard and Santa Fe Avenue and pedestrian crosswalk on Harbor Boulevard; undergrounding of existing overhead utilities along the project's frontage on Santa Fe; and on- and off-site grading, landscaping, signage, lighting, and street improvements. The project was honored with an award from the Southern California Chapter of the American Public Works Association.

WESTMINSTER POLICE DEPARTMENT PARKING STRUCTURE

WESTMINSTER, CALIFORNIA



CLIENT PROJECT MANAGER

Chief Kevin Baker, Westminster
Police Department
(714) 548-3200

STALLS

632

Griffin Structures served as Program and Construction Manager for the Westminster Police Department Parking Structure project. The new 590 stall Parking Structure facility provides parking to the Westminster Police Department and the City for community parking. Additionally, this parking structure serves as support for a 410KW photo-voltaic (PV) system installed on it's top level, which provides enough power to support the parking structure and nearly all of the Police Department Headquarters electric needs. This installation helped the Police Department Headquarters reduce its carbon footprint and achieve a LEED Platinum rating.

WATSONVILLE CIVIC CENTER PARKING STRUCTURE

WATSONVILLE, CALIFORNIA



CLIENT PROJECT MANAGER

Carlos Palacios, former City Manager
of Watsonville, Deputy County
Administrator, Santa Cruz County
(831) 454-3402

STALLS

500

The Watsonville Civic Plaza Parking Structure is a 500 stall parking facility with access from various corresponding levels of the adjacent City Courthouse, Library, and City Hall building. The entire \$48 million complex is being delivered by Griffin Structures as an Integrated Project Delivery. The project was financed by a combination of EDA grants, City general funds, County Court capital allocation of fee revenue, and Redevelopment Bonds.

LAGUNA BEACH COMMUNITY / SENIOR CENTR & SUBTERRANEAN PARKING

LAGUNA BEACH, CALIFORNIA



CLIENT PROJECT MANAGER

Mr. Ken Frank, former City Manager
(949) 497-1815

STALLS

71

CONSTRUCTION COST

\$12,000,000 including community center

This \$12 million project began with detailed programming and planning for the Laguna Beach Senior Center under contract to the Laguna Beach Seniors, Inc., a private not-for-profit corporation. The project evolved into turn-key program management for the Laguna Beach Senior Center, the City of Laguna Beach Community Center, and an associated underground common parking garage.

The entire project sits above a 71-space garage, which includes handicap spaces as well as room for small buses to enter and discharge passengers next to a wheelchair-accessible elevator. This lower lobby area also can be reached via a walkway from the street.

This project is the recipient of a Gold Nugget Award of Merit and an APWA Project of the Year award.

GRiffin TOWERS

SANTA ANA, CALIFORNIA



CLIENT PROJECT MANAGER

Name

Phone Number

STALLS

1,800

This project is a Class 'A' office property comprised of twin 12-story towers connected by a three-story glass atrium pavilion located near the intersection of the 405 and 55 freeways with direct proximity to John Wayne Airport. The project also includes ancillary retail space and an 1,800 space six-level parking structure. Total square footage is approximately 550,000 square feet

CITY OF WEST HOLLYWOOD KINGS ROAD PARKING STRUCTURE

WEST HOLLYWOOD, CALIFORNIA



CLIENT PROJECT MANAGER

Name

Phone Number

STALLS

250

This mixed-use project consists of a 250-space above-grade parking structure with 5,000 g.s.f. ground floor retail fronting on Santa Monica Boulevard in the City of West Hollywood. This project was subject of considerable public scrutiny. In addition to managing the planning, design, budget, and schedule, Griffin Structures, Inc., instituted a stakeholders participatory program with the Community at Large to ensure project acceptance. The parking structure was conventionally and publicly bid, and the low awarded bid was within two percent (2%) of Griffin Structure's project budget estimate.

RELEVANT PARKING PROJECTS - SMITH GROUP

CACHE CREEK CASINO RESORT, NORTH PARKING BROOKS, CALIFORNIA



CLIENT

Rumsey Band of Wintun Indians

ARCHITECT

HNA/Pacific

SQUARE FOOTAGE

647,335

CONSTRUCTION COST

\$37,000,000

DATE COMPLETED

2010

PROJECT HIGHLIGHTS

- Design-Build
- Parking Structure

This four-story, 2,000-car parking garage uses a structural system of precast moment frame columns with poured-in-place, post-tensioned slabs and beams.

The height for each level is designed to accommodate handicapped vans. Separate levels for valet parking and gated parking sections accommodate the casino's special clients.

Designed to complement the adjoining casino, the parking structure features pedestrian bridges at each level which connect to the casino's elevator tower. Patrons are then delivered directly onto the casino floor, providing them a positive entry experience.