

Re: Square Footage Question

Archer, Cliff (NYSHCR)

Sent: Friday, September 28, 2018 1:02 PM

To: Rick Manzardo

No objections here

Sent from my iPhone

On Sep 28, 2018, at 12:51 PM, Rick Manzardo wrote: _____

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hi Cliff,

I hope this email finds you well. Vecino is looking at a possible HFA new-build project in Ithaca. Within the proposed development, we have under 10% of the units as small studios, approximately 300 sf each. From HFA standpoint, do you see an issue with this as long as they hit other HFA guidelines? I spoke to Mike DeBonis at NYSAFAH, he did not see an issue, but suggested I reach out to you for verification.

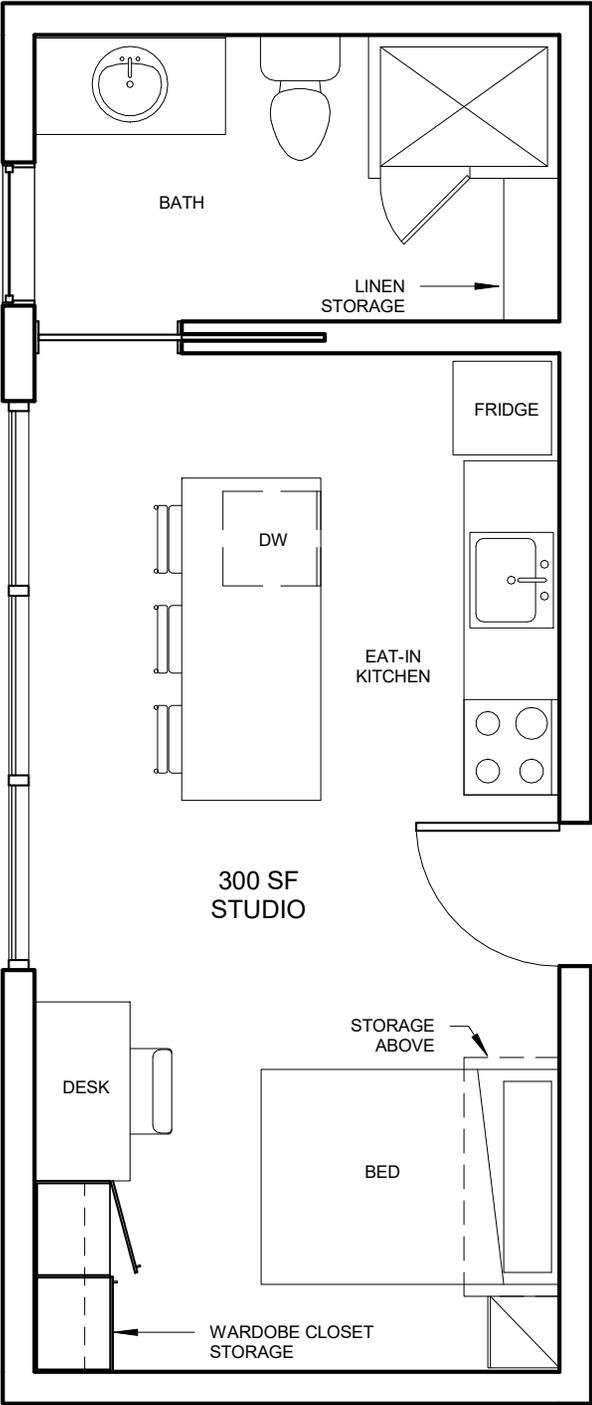
Thank you,

Rick Manzardo, *President*

(o) 417-720-1577

The Vecino Group | Springfield, MO

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RE: Green Street Garage Redevelopment - schedule and questions (more)

Rick Manzardo

Sent: Monday, October 08, 2018 10:54 PM

To: Nels Bohn; Molly Chiang

Cc: JoAnn Cornish; Thomas Knipe; Jennifer Kuszniir

Attachments: 300 SF Studio.pdf (21 KB) ; EP Ithaca Asteri Structura~1.pdf (136 KB) ; Re: Square Footage Question (6 KB)

Hi Nels,

Please see feedback on Vecino Questions. Please verify we only need to address the 2 for Vecino, and not address the City/IURA Staff or Tourism Sector Representatives questions. I think that was a stupid question, just wanted to play it safe.

Constructability – Please verify affordable constructability of housing above the existing center parking decks.

Please see attached letter from Elwyn & Palmer addressing this concern. We have also confirmed there will be no additional costs associated with any of the E&P suggestions. Their input also will have no adverse impact on conference center, enabling us to keep minimal obstructions within the conference center.

I believe we had the highest construction cost psf of the proposals, we have incorporated extra costs into the development to offset any extra engineering costs.

We must rely on our third party professionals, if it is proven we cannot build over the center section, we can modify the design which may reduce HFA subsidy request as well. We prefer to keep the design similar to what was submitted, but also want to get comments and buy in from the community on this development.

I have not spoken with Lenny since Friday, I believe he was going to follow up with you. From the feedback last week, HFA had no concerns with our level of subsidy request.

Studio Unit Size - 14 of the 209 housing units proposed to be constructed are studios. The studios are programmed to be 300 SF in size, which is smaller than the studios proposed by other proposers. Please verify that this unit size is acceptable to your funders and provide a typical floor plan with essential furnishings.

Please see attached schematic plan of 300 sf unit. While I was at NYSAFAH I spoke with Mike DeBonis, Assistant Director with A&E for HCR. He had no concerns regarding unit sizes which were proposed, contrary to HCR, HFA has no set guidelines on unit sizes. HFA cares about meeting the necessary Green Standards, but not about unit sizes. To verify this, he suggested we reach out to Cliff Archer, VP of Construction Services and Regional Director for NYSHCR Technical Services. Cliff's email is attached which he says he has no objections to the unit sizes.

Please let us know if there is any other info we can provide.

Rick Manzardo, *President*

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From: Nels Bohn <NBohn@cityofithaca.org>

Sent: Friday, October 5, 2018 3:38 PM

To: Nels Bohn <NBohn@cityofithaca.org>

Cc: JoAnn Cornish <JCornish@cityofithaca.org>; Thomas Knipe <TKnipe@cityofithaca.org>; Jennifer Kuszniir <JKuszniir@cityofithaca.org>

Subject: Green Street Garage Redevelopment - schedule and questions (more)

Proposers:

Thanks for sticking with us on this project. I appreciate your patience. The IURA met on Sept. 27th and discussed the project following a public hearing with 22 speakers. The IURA decided they will rank the proposals themselves using the IURA Economic Development Committee's methodology to identify the top two projects recommended for further consideration. The IURA will then meet with the Common Council to discuss the proposals.

Prior to conducting their ranking, the IURA members identified several questions/issues they would like clarified. Please see the attached list of questions. Please respond to your questions by October 19th, unless otherwise specified.

We are still finalizing the IURA/Common Council meeting, but it appears it may be scheduled for 6 pm, November 13th.

Thank you,
Nels

Nels Bohn, Director of Community Development
Ithaca Urban Renewal Agency
108 E Green Street
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NBohn@cityofithaca.org
607-274-6547

RE: Questions --- pertaining to the conference center and economic impact

Rick Manzardo [Rick@vecinogroup.com]

Sent: Monday, October 15, 2018 2:44 PM

To: Nels Bohn

Hi Nels,

Our current proposed terms for the conference center assume 33,000 sf at \$20 psf. This \$20 will be fixed over the 30 years, but it assumes the renting entity is leased the space and will pay all costs associated with it. These include staffing, insurance, taxes, maintenance, utility, etc.

To help offset this, \$190,000 annually from Vecino is placed into a reserve account. This \$190,000 is to go towards expenses for the conference center and the parking garage. You are correct, this assumes \$10 million in NMTC and URI funding. It may be feasible to look at an annual rental increase as a means to start at a lower lease rate, but I wanted to keep this as simple as possible at this point.

Our main objective is to get a bank to a comfort level, providing a 1.15 DSCR. If we incorporate the eastern portion of garage, more spaces are fit into center and middle section, or construction comes in lower than underwritten, the rents proposed will be decreased to show this 1.15. Conversely, if construction is higher or fewer spaces are available, the rent will be increased to hit the 1.15 DSCR. We feel we were conservative on both construction costs and parking space efficiency.

Depending on the leasing entity and their financial strength, there is a chance the required DSCR could be decreased from 1.15, which would also help lower the rent.

Please let me know if I can clarify any of above.

Regarding Cherry Street, we did get environmental tests back with no major concerns, we are awaiting impact of geotech/pier system which will be necessary.

Good luck on tomorrow's call and I will let you know as we get news on Cherry Street.

Thanks,

Rick Manzardo, *President*

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From: Nels Bohn <NBohn@cityofithaca.org>

Sent: Monday, October 15, 2018 12:53 PM

To: Rick Manzardo <Rick@vecinogroup.com>

Subject: FW: Questions --- pertaining to the conference center and economic impact

Rick,

Please see Gary Ferguson's question below and my response. When you get an opportunity, could you please clarify the proposed lease terms for the conf. center in your proposal.

On a separate related topic, the conference call with Lennie and Leora is set for 1 pm, Tuesday.

Nels

Nels Bohn, Director of Community Development

Ithaca Urban Renewal Agency
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Ithaca, NY 14850
NBohn@cityofithaca.org
607-274-6547

From: Gary Ferguson [gary@downtownithaca.com]
Sent: Monday, October 15, 2018 1:44 PM
To: Nels Bohn; Peggy Coleman; Thomas Knipe
Subject: Re: Questions --- pertaining to the conference center and economic impact

Thanks. I should have remembered the State share!! Given your narrative, I will at this point suggest folks use a net figure... utilities not included.

Gary

On Mon, Oct 15, 2018 at 12:14 PM, Nels Bohn <NBohn@cityofithaca.org> wrote:

Gary,
See comments embedded below in [blue text](#).
Nels

Nels Bohn, Director of Community Development
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From: Gary Ferguson [gary@downtownithaca.com]
Sent: Monday, October 15, 2018 11:57 AM
To: Nels Bohn
Subject: Questions --- pertaining to the conference center and economic impact

Two random questions..... can you provide some insight?

Can you confirm the sales tax split for the City (I believe it is 4% to the City, 2% to the County; and 2% to the State).

[No. I confirmed the following split of sales tax with City Controller Steve Thayer:](#)

[4% - State](#)

[2% - County](#)

[2% - City](#)

2. The \$20/SF rental rates in the applications (particularly the Vecino one).... Is the \$20/SF net, NNN, or gross?

I will double check with Vecino on this issue.

My understanding is the rent rate is a constant \$20/SF lease for finished space, with the following assumptions, PILOT eliminates all property tax liability for the conference center & \$10 million grant funding (URI and/or NMTC) reduces capital cost for parking and conference center. If split evenly between parking/conf. center, for each \$1 million not obtained, the rent increases by \$80,000/year, or \$2.67/SF.

This does not fully address the issue of whether there are any CAM or other pass-throughs to the conference center lessee, such as: utilities, liability/casualty insurance, BID assessments, sidewalk assessments, stormwater assessments, fire inspection fees, etc.... though Vecino will establish a \$190K reserve fund in year #1 with annual \$190K installments to cover repairs and expenses associated with parking and the conference center.

Gary

October 4, 2018

Mr. Nels Bohn, Director of Community Development
Ithaca Urban Renewal Agency
108 E Green Street
Ithaca, NY 14850

Re: Preliminary Structural Design
Vecino Green Street Development Proposal

Dear Nels:

We are writing to review structural aspects of the Vecino proposal for redevelopment of the Green Street Parking Structure; Asteri at Ithaca.

Asteri at Ithaca will be constructed at the location of the existing Green Street Parking Structure on Green Street in Ithaca. The existing parking structure consists of three sections. The eastern-most section, constructed in 1974, is not included in the Vecino proposal at this time and is therefore excluded from this review. The middle section of the Green Street parking structure, which includes the parking access ramp and two parking levels over the Cinemopolis theater, will remain and will be reused. This portion of the structure, fully reconstructed in 2006, is designed to support a future expansion of four added parking levels. The Vecino proposal includes the addition of two parking levels and two residential levels over the existing structure. The western section, also constructed in 1974, is also included in the Vecino project. This section would be demolished and replaced with a new 13 story building that would include two parking levels aligned with the two parking levels added over the existing middle section and accessible from the existing ramp.

Support of an apartment or office building over one or more parking levels is very common in urban construction, as I'm sure you know. Several of our recent projects are fully or partially constructed over parking levels, including Coal Yard Apartments on Maple Ave, 210 Hancock Street Apartments, the new Tompkins Financial building on Seneca Street, and the DeWitt Apartments building (replacing the existing Tompkins County Library) which is currently in design. Support of parking levels over occupied/conditioned building space is not as common but also not unusual. There are two areas within the existing Green Street parking garage where parking levels exist over conditioned building areas. The Cinemopolis Theatre is located under the reconstructed middle section of the current garage, and a portion of the existing Rothchild Building formerly occupied by Tompkins Financial is located under the eastern-most portion of the garage. At the Cayuga Street garage, the ground floor level conditioned space under elevated parking levels includes the Coltivare Restaurant.

The existing Green Street parking structure to be reused is a concrete frame structure with reinforced concrete columns, girders, and parking decks. Concrete girders and

slabs are post-tensioned reinforced concrete commonly used in parking structure construction. The lateral load-resisting system (wind and seismic/earthquake loads) is concrete moment-frame, also typical of concrete frame structures. The existing foundations, columns and lateral system were designed to support future expansion of the structure of up to four future parking levels (7 total). The configuration of the existing structure to be reused consists of three rows of concrete columns located at the north and south sides of the structure and in the approximate center. The columns are spaced at approximately 22' on-center in the east/west direction, with center columns omitted at the ramp and at a turning lane. The center row of columns is 48' from the north row, and 58' from the south.

Design for vertical expansion of the existing middle section will be done working within the following design constraints:

- The existing structure, consisting of two levels of above grade parking, the parking access ramp, and the Cinemopolis Theater below are to remain without reconfiguration and with minimal disturbance.
- The additional loads imparted by the new vertical expansion to the existing structure (columns and foundation) at completion cannot exceed the originally anticipated design loads.

The Vecino Team has reviewed the loads to be imparted by the proposed vertical expansion over the existing middle section of the garage to remain. This was addressed in a previous response to a question from the IURA. Original plans for 2006 reconstruction of the middle section indicate that the garage was designed for 50 psf live load for passenger car parking. This maximum allowable live load of 50 psf would have been used for the two levels constructed at that time, and for column and foundation design to support the four future parking levels. The columns and foundation would also have been designed to support the design dead loads of four additional levels of concrete parking structure similar to the two existing levels.

Design live loads for residential occupancy are 40 psf for occupied apartments and the corridors serving them, and 100 psf for public assembly areas and the corridors serving them. In addition, the code requires a 15 psf live load allowance for partitions within apartments unless wall locations are fixed and the partition dead load is calculated and included with other building dead loads. The Vecino proposal anticipates that approximately 6% of the two upper residential floors would be public space (1500 SF/floor) with the remainder residential. Average design live loads for the two occupied upper floors would therefore be less than 45 psf neglecting partition loads to be included with dead load, which is less than the 50 psf live load anticipated when the garage was originally designed.

In addition, design live loads for passenger parking have been reduced in the building code currently in effect from 50 psf used in 2006 to 40 psf currently. This results in additional available capacity of 10 psf for the two existing parking levels and the two future parking levels, or a total of 40 psf of available additional live load capacity from the four levels of parking.

Dead loads (weight of building materials) for the original design included four future parking levels of reinforced concrete parking decks and supporting columns and girders. The Vecino proposal would consist of two levels of concrete parking decks and two levels of residential building construction. Vecino has estimated the average dead load of a concrete parking structure to be 84 psf. While details of construction are still to be determined, as further discussed below, the dead load associated with two levels of residential building construction will be less than two levels of parking structure. In our experience, residential building construction typically averages less than 30 psf.

As can be seen from above, the total dead load (DL) and live load (LL) of the proposed Vecino expansion will be much less than the original design loads anticipated for four levels of parking, as previously correctly stated in the Vecino response.

The approach for expansion for the two added levels of parking would be to repeat the current concrete structure and configuration vertically. For the two residential floors and roof over the parking levels, we have evaluated possible options which are further discussed below.

Option 1. Continue a reinforced concrete structure for all levels to the roof deck.

This approach would require architectural design of the residential floor levels to accommodate the existing concrete column locations and sizes, and floor-to-floor heights for the added levels to accommodate the 32" deep concrete girders. Design live loads (people, movable equipment and furnishings) for residential occupancy are approximately equal to parking structure design live loads as discussed above. As a residential occupancy includes walls, partitions, ceilings, floor coverings and a roof (design dead loads) not anticipated in the allowance for four future parking levels, design dead loads would need to be managed so that maximum allowable loads are not exceeded. This is not expected to be an issue, as discussed above. If a reduction in dead loads is required, one option would be to use lightweight concrete for the structure above the parking levels, which is approximately 25% lighter than normal weight concrete.

This option is included as a technically viable approach, but we anticipate that it would be the least attractive due to the large structure to be accommodated within the residential floors. It also would likely be the most costly approach.

Option 2. Continue framing above the added parking levels using steel frame design with columns aligned at existing column locations.

This approach would be similar to option 1, using steel columns, beams and girders in lieu of reinforced concrete for the top two floors. This approach would also require architectural design of the residential floor levels to accommodate existing extended column locations. This approach has the advantage that steel frame construction is lighter than reinforced concrete design, therefore added dead loads for walls, partitions, ceilings, etc would be offset by reduced

structure weight. Our preliminary design is that steel girder depth would be no deeper than the existing 32" deep concrete girders. The deep girders would be required at each of the two residential floor levels.

- Option 3. Support the two upper residential floor levels on a podium level over the top parking level.

As column and/or bearing wall locations in an apartment building layout are typically more closely spaced than in a parking structure, a podium level would incorporate transfer girders which transfer the vertical and horizontal loads from the building area above out to the parking structure columns. This approach would require deeper/heavier steel or concrete girders at the podium level immediately above the top parking level, but would allow for reduced beam and column sizes above the podium due to the shorter spans at these levels. A podium level would also allow for a change in structural approach above the podium. As an example, economical cold formed framing (metal stud) bearing wall construction could be used for the apartments above the podium. This is the approach currently being used at both the new Hilton Canopy Hotel under construction on Seneca Street, and the City Centre project under construction on State and Aurora.

- Option 4. Support the two upper residential floor levels using full story height transfer girder trusses incorporated into the floor level immediately over the top parking level.

The advantage of story height girder trusses in lieu of conventional below-the-floor transfer girders would be reduced floor-to-floor height at the transfer level, and reduced structural weight for the transfer girders. Construction above the transfer level floor could proceed with steel framing or could change to cold formed stud framing. This approach would require architectural design at the transfer floor level to either conceal the truss vertical and diagonal members within walls, or to expose them as an architectural feature (with required fire-proof protection). An example of full story height exposed steel trusses as an architectural feature is the portion of Cornell's Milstein Hall which cantilevers over University Ave.

Structural options for the new 13 story building, which will incorporate two levels of parking at the third and fourth floor levels aligned with the two added parking levels over the existing parking structure to be reused, will be similar to the options discussed above. The design team, however, will have control over the parking area layout and the location of the columns within the new building parking level, which could allow us to reduce the required spans of the transfer girders at the podium level.

Final decision on the option to be selected will be made by the project team during design considering program, apartment layout, construction cost and constructability.

Please contact us if additional information is required or if we can be of further assistance at this time.

Sincerely
Elwyn & Palmer Consulting Engineers PLLC



David L. Elwyn, PE
Partner



Michael Palmer, Ph.D., PE
Partner

Cc: Molly Chiang AIA, Vecino Design