



RFQ – Downtown Memphis Mobility Center

Request for Qualifications
Construction Manager at Risk (CMAR)
Downtown Memphis Mobility Center
60 Beale St., Memphis, TN 38103

Date Issued: October 29, 2020
Proposal Submission Deadline: November 13, 2020 by 1:00 PM

Issued by:
Downtown Memphis Commission
114 N. Main St.
Memphis, TN 38103

I. BACKGROUND

A. Introduction

The Downtown Memphis Commission (DMC) is soliciting proposals for qualified companies to provide Construction Manager-at-Risk (CMAR) services in connection with the design and construction of the Downtown Memphis Mobility Center at 60 Beale St. The selected CMAR will assist the DMC with routine and customary CMAR services described below. Procurement of the CMAR will be based on their qualifications and experience on similar projects, qualifications of personnel to be assigned to the project, approach for establishing the fee, and the additional criteria set forth in this RFQ.

B. About the DMC

The Downtown Memphis Commission (DMC) is the organization charged with advancing Memphis and Shelby County by making Downtown Memphis a better place to live, work, learn, invest, and visit. DMC's purpose is to advance Downtown for the betterment of all of Memphis and Shelby County. A strong, vibrant Downtown serves as a vital economic engine that ultimately helps all communities throughout the region prosper and grow.

As such, the City of Memphis and Shelby County governments established the Downtown Memphis Commission to capitalize on Downtown's role as the economic, cultural, and civic heart of the city and county. The DMC is the official partnership between local government and the private business community in Downtown's development.

DMC's two primary metrics for success are 1) an increase in the number of people living, working and engaging in Downtown, and 2) an increase in Downtown commercial property values. To do this, DMC implements a variety of programs to foster development and investment, and to make Downtown fun, walkable, clean, safe, active, and interesting.

C. About the DMA

Commonly referred to as the Downtown Mobility Authority (DMA), the Mobility Authority of the City of Memphis and County of Shelby, Tennessee, is a seven-member board chartered by the State of Tennessee. The mission of the Downtown Mobility Authority is to be the convener of key stakeholders and advocate for mobility and parking improvements in Downtown Memphis while maintaining attention to ensuring adequate parking for current use and to support a growing Downtown.

II. PROJECT OVERVIEW

The DMC has issued this Request for Qualifications (RFQ) to define the minimum service requirements; solicit qualifications and proposals; detail response requirements; and outline the DMC's process for evaluating submissions and selecting the CMAR which shall assist in the final design process and construction of the Downtown Mobility Center.

The DMC has contracted LRK Architects to create and complete the design of the Mobility Center. Schematic design drawings have been completed and are attached as Appendix A.

The CMAR shall provide consulting, pre-evaluation, construction administration services, scheduling, and estimating/cost control services at the end of each design milestone and as requested by the DMC and Architect during the design phases, and, as the CMAR during construction, shall hold the trade contracts and provide the management, administration and construction services during the construction phase.

It is desired that the CMAR also function as the general contractor on the project. The CMAR shall competitively procure and contract with the trade contractors and assume the responsibility and the risk of construction delivery within the specified cost and schedule terms, after providing a Guaranteed Maximum Price (“GMP”) for the construction of the Mobility Center. The City of Memphis owns the property and shall own all completed structures and improvements.

A. Location & Existing Conditions

The subject property is located in the center of Downtown on the southwest corner of Peabody Place and S. Main St. The 1.333-acre site provides approximately 206 off-street spaces, the majority of which are under contract with nearby office users during the typical workday. The site provides parking for visitors to explore Downtown entertainment, sports, commercial, and residential amenities such as the Orpheum Theatre, the Riverfront, Beale St., the Main St. Mall, and One Beale.

B. Intent

The DMC and the DMA’s shared investment in diverse parking strategies Downtown has been vital to the success of key Downtown projects. The DMA prioritizes utilizing existing parking first and building new parking strategically. New public parking can unlock potential for development and will spur further investment. The DMC’s mobility focus is about adding new tools and researching additional ways to meet parking demand through Transportation Demand Management (TDM) strategies and higher utilization of our existing parking garages.

The intent of this project is to reimagine the existing site at 60 Beale St. as a center for mobility that supports continued growth in the Downtown Core. The site offers an opportunity to provide a central hub for parking, ride sharing services, micro-mobility, bike commuting and trolley access. The proposal activates the ground floor along Main St., Beale St., and Front St. and creates a new Downtown landmark with monumental stair and rooftop event space.

The DMC has selected LRK Architects (“Architect”) to provide A/E services. The selected CMAR will coordinate with the project design team for the duration of the project. The intent is to engage the CMAR as early as possible in the ongoing design process.

C. Project Summary

Downtown Mobility Center:

- 8-9 floors of parking (115-190 spaces per floor)
- Potential for +/- 1,400 parking spaces & 40 motorcycle or scooter spaces
- 12,000 sq. ft. ground floor commercial space

- Easy access to the trolley and bike share station
- Option to include a bike commuter station with showers and lockers (approximately 1,600 sq. ft.)
- Rooftop event space for around 490 people

Total estimated budget: **\$40,000,000.**

III. CMAR SCOPE OF SERVICES

The selected firm will work with the DMC to help ensure reasonable and practical design, quality construction management and contract administration, to include feasibility and analysis, cost estimation, project management, coordination, communications, claims mitigation, and construction oversight.

The CMAR will perform management services under a professional service agreement. All services provided in connection with Contract Administration and Construction Management must be coordinated with the DMC's staff representative charged with providing customary construction administration services under the DMC professional services agreement.

The primary activities to be performed include but are not limited to the following:

PRE-CONSTRUCTION PHASE:

- 1. Project Development:** The CMAR will schedule and attend regular meetings with LRK Architects and DMC Staff during the development of design to advise on site use and improvements, selection of materials, building systems and equipment. The CMAR will be responsible for providing recommendations on construction feasibility, availability of materials and labor, time requirements for installation and construction, and factors related to cost including costs of alternative designs or materials, preliminary budgets, and value engineering alternatives. Any material or system proposed by the CMAR shall, upon acceptance by the DMC and LRK, become a part of the Contract Documents.
- 2. Establishment of the Guaranteed Maximum Price (GMP):** The CMAR will establish the GMP within the timeframes established in the DMC/CMAR agreement.
- 3. Review of Contract Documents:** Without assuming any of the design responsibility, the CMAR will review the Drawings and Specifications as they are prepared, recommending alternative solutions whenever design details affect construction feasibility or schedules. The CMAR shall concentrate on ways to reduce both the construction costs and schedule while maintaining the quality of the design.
- 4. Construction Planning:** The CMAR will recommend for purchase and expedite, with the DMC's approval, the procurement of long-lead items to ensure their delivery by the required dates. The CMAR scope of work in the construction planning will include making recommendations regarding the division of work in the drawings and specifications to facilitate bidding and awarding of subcontracts, allowing for phased construction taking into consideration such factors as time of performance, availability of labor, overlapping trade

jurisdictions, and provisions for temporary facilities. The CMAR will review the drawings and specifications with LRK to eliminate areas of conflict and overlapping in the work to be performed by various subcontractors and prepare pre-qualification criteria for bidders for DMC's approval.

5. **Bidding:** It is the intent of the DMA that the selected CMAR will also act as the general contractor. The CMAR will develop subcontractor interest in the project and as working drawings and specifications are completed, take competitive bids on the work of the various subcontractors. After analyzing the bids, the CMAR will award trade contracts with the DMC's approval of such contracts being awarded. The CMAR will prepare and distribute all bidding documents or bid packages, conduct pre-award and post-award conferences with successful bidders as necessary to protect the interests of the DMC.

CONSTRUCTION PHASE:

1. **Project Control and Supervision of the Work:** The CMAR will monitor and coordinate the work of the subcontractors so as to complete the project for the Guaranteed Maximum Price in full accordance with the plans and specifications and no later than the substantial completion date as established in the terms of the DMC/CMAR agreement.
2. **Coordination with Partners:** The CMAR shall manage coordination with the City of Memphis, MATA, MLGW, and other relevant agencies having jurisdiction over the project.
3. **Project and Site Management.** The CMAR will supervise and ensure that the work and progress of the subcontractors is in full compliance with the Plans and Specifications and Substantial Completion Date. The CMAR is expected to be available to visit the site as needed.
4. **Permits, Licenses, Laws & Regulations:** CMAR shall ensure that all fees, licenses, and permits required to lawfully perform the work are obtained and paid for. The CMAR must comply with all laws, ordinances, rules, regulations, and orders of any public authority having jurisdiction over the work.
5. **Physical Construction:** The CMAR will ensure supervision and provision of labor, materials, construction equipment, tools and supplies which are necessary to complete the work in accordance with the Contract Documents.
6. **Cost Control & Change Orders:** The DMC expects minimal to no change orders once the GMP has been submitted. The CMAR will be responsible for developing and monitoring an effective system of project cost control. If a circumstance arises where a Change Order is necessary, the CMAR will develop and implement a system for the preparation, review and processing of the necessary Change Order and/or Construction Changes and recommend changes to the DMC for final approval.
7. **Subcontractor Agreements:** The CMAR shall enter into direct contracts with subcontractors and shall be fully responsible for their work, including the timeliness, quality, and price of the work. The CMAR will review and process all applications for payment by subcontractors in accordance with the DMC's payment process. The CMAR shall pay all subcontractors directly.

The CMAR shall require that the subcontractors furnish an acknowledgment of payment/waiver of lien with each application for payment certifying that money has been received for performance of their subcontract during the previous payment period and waiving any right to file or assert a mechanic's and materialmen's lien. All CMAR responsibilities related to the contracting and oversight of subcontractors will be conducted as specified in the DMC/CMAR Agreement.

8. **Start-up:** The CMAR shall be responsible for obtaining building permits. The CMAR will direct the checkout of utilities, operations systems and equipment for readiness and assist in their initial start-up and testing by the subcontractors.
9. **Order and Safety:** The CMAR shall be responsible at all times for enforcing strict discipline and good order among its employees and/or the subcontractors. The CMAR shall provide and oversee all safety orders, precautions and programs necessary for the safety of the work.
10. **Project Closeout:** The CMAR shall coordinate post-construction activities including systems training and the assembly of guarantees, manuals, and other closeout documents; the resolution of all punch-list items to the DMC's satisfaction; systems commissioning activities; supervise with furniture and equipment deliveries and installation; and submit record drawings.

IV. PROJECT TIMELINE

It is anticipated that construction will begin by the end of Q1, 2021, and should be complete by the end of Q2, 2022. The final project timeline and schedule will be developed in collaboration with the selected CMAR, LRK and the DMC. The complete anticipated project schedule is as follows:

RFQ Release Date	October 29, 2020
Required Pre-Submittal Conference	November 4, 2020, from 9:00 – 10:00 AM (Zoom virtual meeting)
Questions Due	November 6, 2020, by 3:00 PM
Responses to Questions Posted	November 9, 2020
RFQ Submittals Due	November 13, 2020, by 1:00 PM
Interviews (shortlist)	November 17–18, 2020, (Zoom virtual meeting)
CMAR Identification & Negotiation	By November 25, 2020
CMAR Joins Project Team	By December 7, 2020
Start of Construction	End of March, 2021
Construction Completed	End of June, 2022

V. EBO PROGRAM

The DMC and the DMA are firmly committed to the principles of diversity and inclusion. Increasing contracting opportunities for minority and women-owned businesses is a high priority. To achieve this goal, the DMC's Equal Business Opportunity (EBO) program requires that a best-faith effort is made to avail any potential contracting or subcontracting opportunities to qualified minority and women-owned businesses.

Joint Venture & Creative Partnerships: It is strongly suggested that larger firms consider collaborating with MWBE companies to allow more participation in the general contracting and CMAR scope of work. Joint ventures and similar value-added partnerships are encouraged.

Outreach & Inclusion Plan: The specific steps required for each project to be compliant with the DMC's EBO Program takes into consideration the size, scope of work, and development costs associated with the project. The CMAR must have a clear understanding of the EBO Program and work with DMC staff to create an Outreach & Inclusion Plan including the following key steps:

- The CMAR will look for opportunities to collaborate with qualified MWBE companies in a joint venture or similar creative partnership.
- The CMAR will use the City of Memphis Business Diversity & Compliance Registry and the resources at the Shelby County Office of Equal Opportunity Compliance to identify qualified subcontractors to perform the needed work.
- The CMAR will contact a minimum of 3 certified MWBE businesses for each trade or type of subcontractor needed, and provide each a fair opportunity to submit a bid and be considered for the work.
- Once the service providers have been identified, the CMAR will submit EBO documentation to DMC staff for review and approval. The CMAR will also be asked to provide a full record of the outreach steps taken and the results. This documentation can include items such as a phone call log, copies of emails, meeting notes, etc.
- After construction has started, the CMAR will provide monthly updates to DMC staff detailing the project status and level of MWBE involvement.

All projects of the DMC shall include a best faith effort to reach no less than 25% participation by minority and/or women-owned businesses (MWBE) in the project's development cost (design and construction hard costs). **It is the intent of the DMC to exceed this minimum requirement for this project.**

VI. EVALUATION CRITERIA

The DMC shall review each submitted proposal to determine whether it is a complying proposal. A complying proposal is a proposal that was submitted, in the form and format required, by the due date and conforms to the requirements of the RFQ. The DMC reserves the right to reject any or all submittals, or to make modifications to the RFQ, if needed. The following criteria will be used in evaluating qualifications:

- Responsiveness to the RFQ and compliance with instructions
- Relevant experience & references
- Experience and qualifications of key personnel
- Demonstrated experience meeting project budgets and schedules
- Construction administration capabilities
- Experience in sustainable construction methods and procedures
- Demonstrated understanding of the DMC's EBO Program requirements
- Schedule and availability
- Approach to setting the CMAR fee and total compensation

VII. RFQ SUBMISSION REQUIREMENTS

Please follow the outline below and include the following information when submitting a response to this RFQ.

A. Letter of Intent

State the full name(s) and address(es) of the organization(s) and the branch office(s) or other subordinate element(s) that will perform or assist in performing the services described herein.

Identify the firm contact name, phone numbers, and email addresses. Indicate type of firm ownership (individual, partnership or corporation) and explain any proposed team or joint venture or partnership relationships. Include the state in which the firm is incorporated or licensed.

B. Statement of Experience

Provide a straightforward, complete and concise description of the consultant's capabilities to satisfy the requirements outlined in this RFQ. Describe the experience, detailing a minimum of three relevant projects with similar size and/or scope. Summaries should include a narrative on the projects, work product examples, the associated fees, and client references.

C. Team Qualifications

Provide the names and resumes of the project manager and key staff members who will work on the project during the pre-construction and construction phases. Include a team organization statement defining their anticipated roles on the team. Indicate the percent of involvement of each team member and identify who will be the daily point of contact for the DMC and Architect.

D. Statement of Project Understanding & Approach

Demonstrate project understanding, including details of the team's familiarity and experience with providing CMAR services in urban downtown contexts. Provide any additional information that demonstrates the firm's understanding and insights related to the project.

E. Diversity & Inclusion

Please describe your firm's approach to meeting the DMC's EBO Program and our goals for diversity and inclusion for this project. Provide examples where you successfully met diversity and inclusion goals for other relevant projects. **Please indicate if you propose to enter into a joint venture or similar creative partnership.**

F. Fee Structure

Please summarize your expected approach to setting the fee for this type of project.

VIII. RFQ SUBMISSION PROCESS

A. Questions

Please direct any questions in writing to Christine Taylor via email at taylor@downtownmemphis.com by November 6, 2020 at 3:00 PM using the subject line "Mobility Center RFQ Questions."

B. Required Pre-Submittal Conference (Zoom Virtual Meeting)

A required pre-submittal conference will be held on **November 4, 2020, from 9:00 – 10:00 AM**. This meeting will provide an opportunity to hear directly from the project team and ask questions.

The call-in information for the Pre-Submittal Conference is listed below:

STEP 1: Click the link below to join the Zoom meeting on your computer:

<https://us02web.zoom.us/j/82044163426>

Meeting ID: 820 4416 3426

STEP 2: Connect to audio. Use your computer audio or call any of the numbers below:

+1 929 436 2866

+1 301 715 8592

+1 312 626 6799

C. Submission Due Date

All statements of qualifications must be submitted to the **DMC by 1:00 PM on November 13, 2020**. Respondents must submit a digital PDF of the entire submission via email to taylor@downtownmemphis.com prior to the deadline described above. **Please limit submissions to a maximum of 30 pages.**

IX. OTHER REQUIREMENTS

A. Equal Opportunity Statement

The DMC is an equal opportunity employer and will select a consultant without regard to age, disability, religion, creed or belief, political affiliation, race, sex, or ethnicity.

B. DMC's Equal Business Opportunity Program (EBO)

The DMC's Equal Business Opportunity (EBO) program requires that a best-faith effort is made to proactively avail any potential contracting or subcontracting opportunities to qualified minority and women-owned businesses. Our minimum goal for MWBE participation in the project is 25%.

C. Contract Negotiations

The DMC will negotiate the terms of a contract with the consultant(s) submitting the top-ranked response(s) or another ranked choice, should negotiations with the top-ranked firm fail. DMC will not reimburse any costs incurred prior to a formal notice to proceed should a contract award result from this solicitation. All submittal costs in conjunction with this RFQ shall be borne by the submitting firm.

APPENDIX A:

Schematic Design Documents

MOBILITY CENTER

CONCEPT PACKAGE - 7.22.2020



LRK



DOWNTOWN MEMPHIS MOBILITY CENTER

A PLACE OF ARRIVAL WELCOMING VISITORS AND RESIDENTS IN THE CENTER OF DOWNTOWN MEMPHIS

MEMPHIANS AND VISITORS TO OUR CITY CONVERGE ONTO THIS UNIQUE INTERSECTION IN DOWNTOWN MEMPHIS; LINKING THE CITY'S ENTERTAINMENT, SPORTS, COMMERCIAL, AND RESIDENTIAL AMENITIES. WHETHER EXPLORING BY FOOT, BY CAR, BY SCOOTER, BY BIKE, BY SHUTTLE OR BY TROLLEY, THE NEW MOBILITY CENTER SEEKS TO CREATE A MULTIMODAL TRANSIT DESTINATION PROVIDING A POSITIVE EXPERIENCE FOR INDIVIDUALS AND FAMILIES LIVING, WORKING, AND PLAYING DOWNTOWN.

MORE THAN A TRANSPORTATION HUB FOR DOWNTOWN MEMPHIS, THE PROJECT ACCOMMODATES THE USER FRIENDLY STORAGE OF VEHICLES, BICYCLES, MOTORCYCLES AND SCOOTERS AND PROVIDES ACCESS TO THE TROLLEY AND RIDE SHARING, ALLOWING INDIVIDUALS TO EXPLORE DOWNTOWN'S MANY AMENITIES WHICH GENERATE THE ENERGY FOR THE AREA.

THE PROJECT LOCATION PROVIDES OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTION EXTENDING FROM ICONIC BEALE STREET TO THE HISTORIC RIVERFRONT AND FROM THE SOUTH MAIN ARTS DISTRICT TO THE NEWLY TRANSFORMED RENASANT CONVENTION CENTER AND PINCH DISTRICT.

THE ARCHITECTURE RESPONDS TO THE RESIDENTIAL, RETAIL AND COMMERCIAL CONTEXT, OLD AND NEW, WHILE PROVIDING ACTIVATED BUILDING FAÇADES, RETAIL FRONTS, GATHERING SPACES, AND NEW VIEWS TO THE CITY.

DOWNTOWN MEMPHIS HAS BECOME A GLOBAL DESTINATION TO EXPERIENCE MUSIC, ART, HISTORY, AND CULTURE. THE ARCHITECTURE OF DOWNTOWN IS A SOURCE OF PRIDE FOR MEMPHIANS; THROUGH THOUGHTFUL DESIGN, THE MOBILITY CENTER WILL TIE TOGETHER THE VIBRANT FABRIC OF DOWNTOWN.



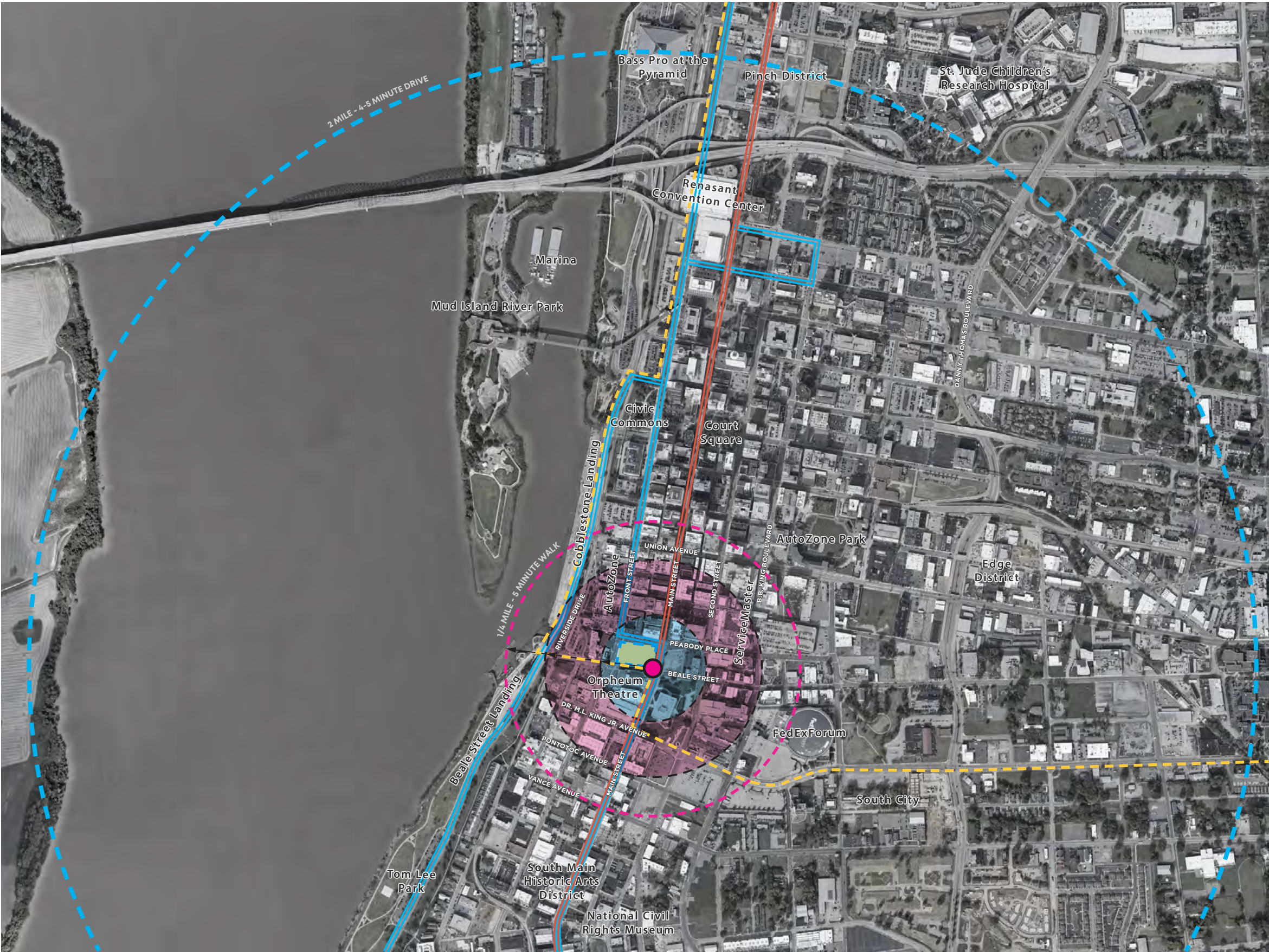
DMC Downtown Mobility Center

Memphis, TN | 01.20014.00 | 07.22.20

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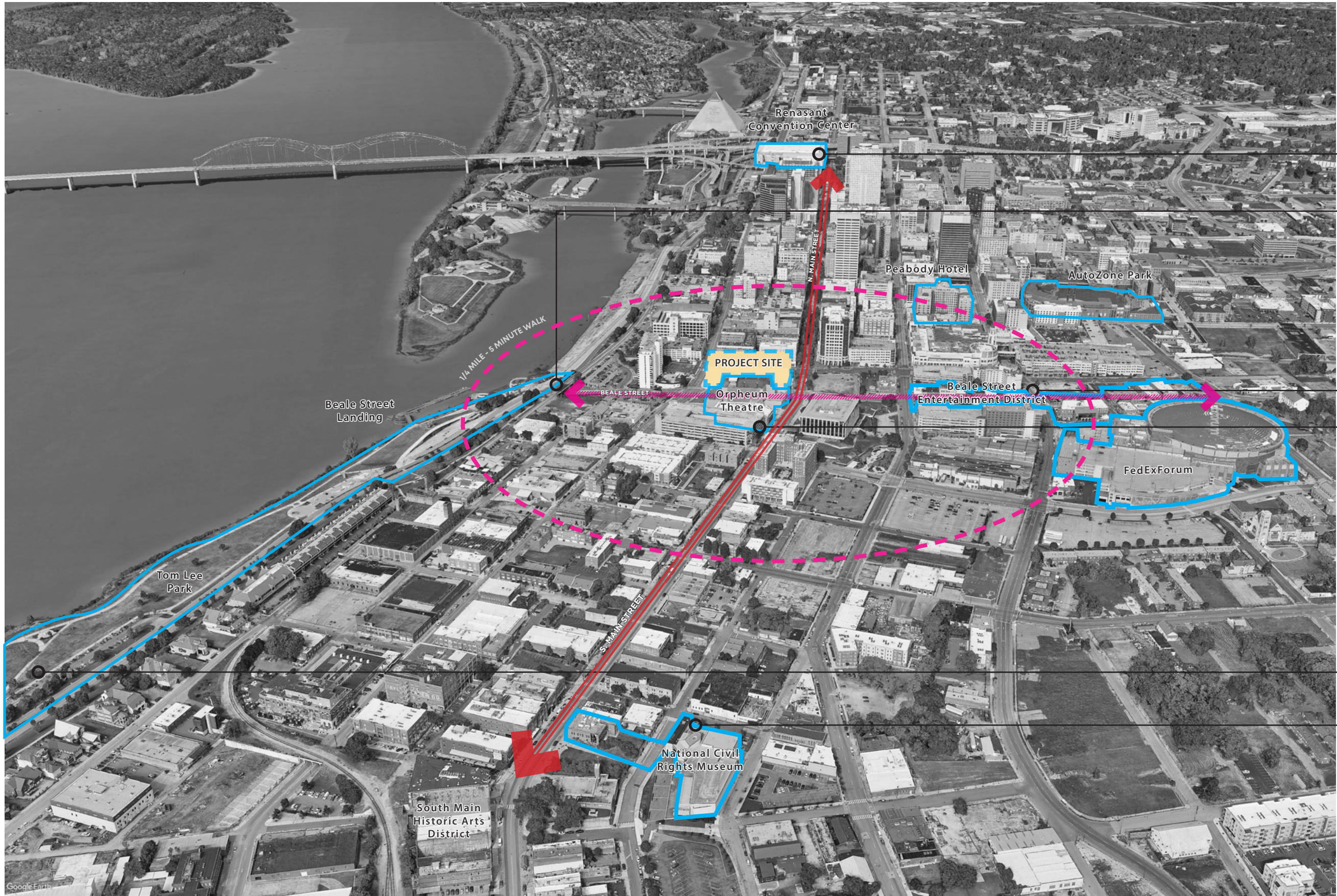
Program and Project Goals

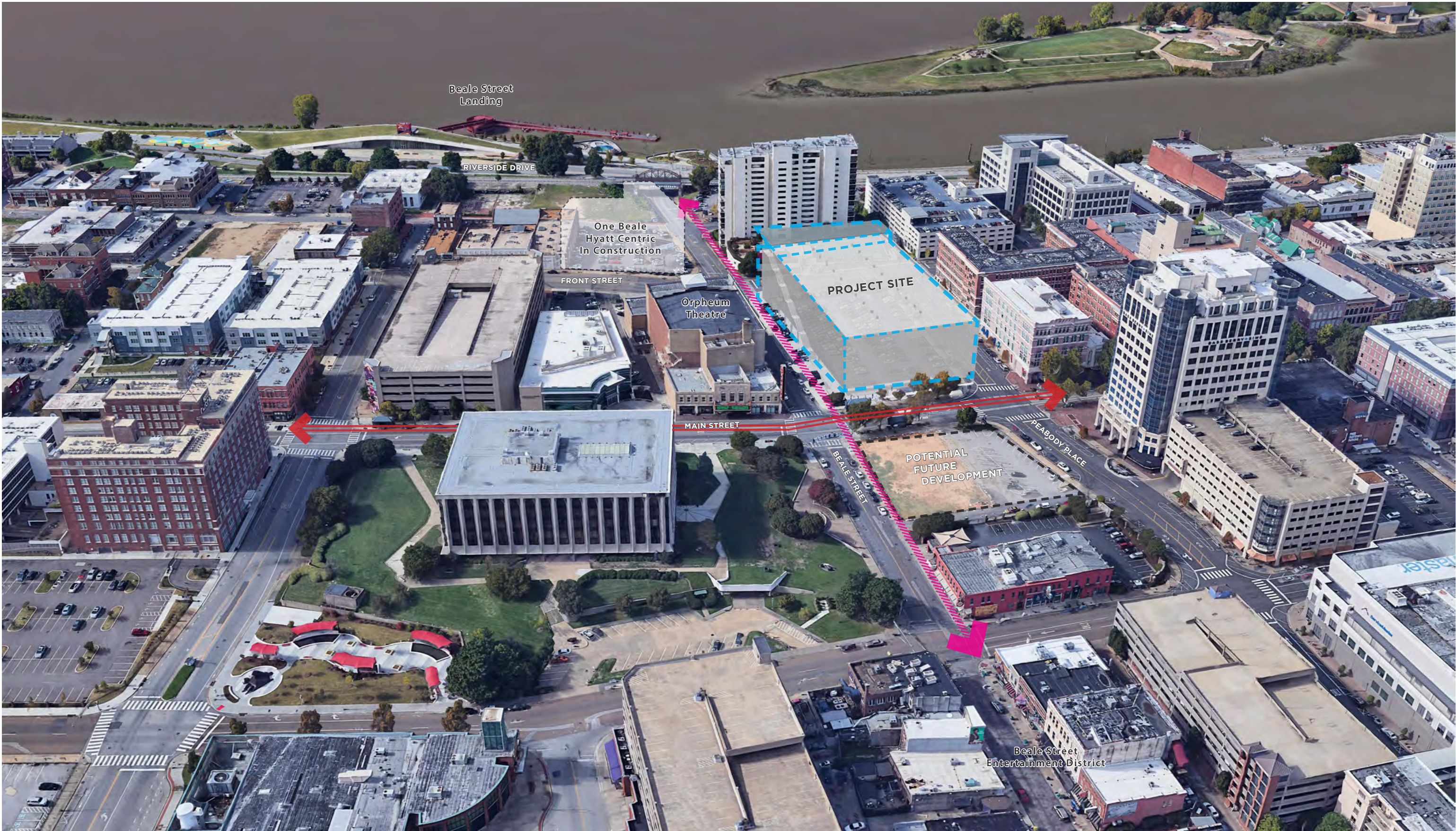




LEGEND

- 500' WALKING RADIUS
1.5 MINUTE WALK
- 1000' WALKING RADIUS
3 MINUTE WALK
- 1/4 MILE WALKING RADIUS
5 MINUTE WALK
- 2 MILE DRIVING RADIUS
4-5 MINUTE DRIVE
- DOWNTOWN BIKE TOUR ROUTE
- MAIN STREET TROLLEY LINE
- RIVERFRONT SHUTTLE LINE







**ONE BEALE
HYATT CENTRIC**
8 STORIES, 100'-120' TALL



ORPHEUM THEATRE
2 STORIES, 30'-40' TALL - MAIN ST
70' TALL - BEALE ST



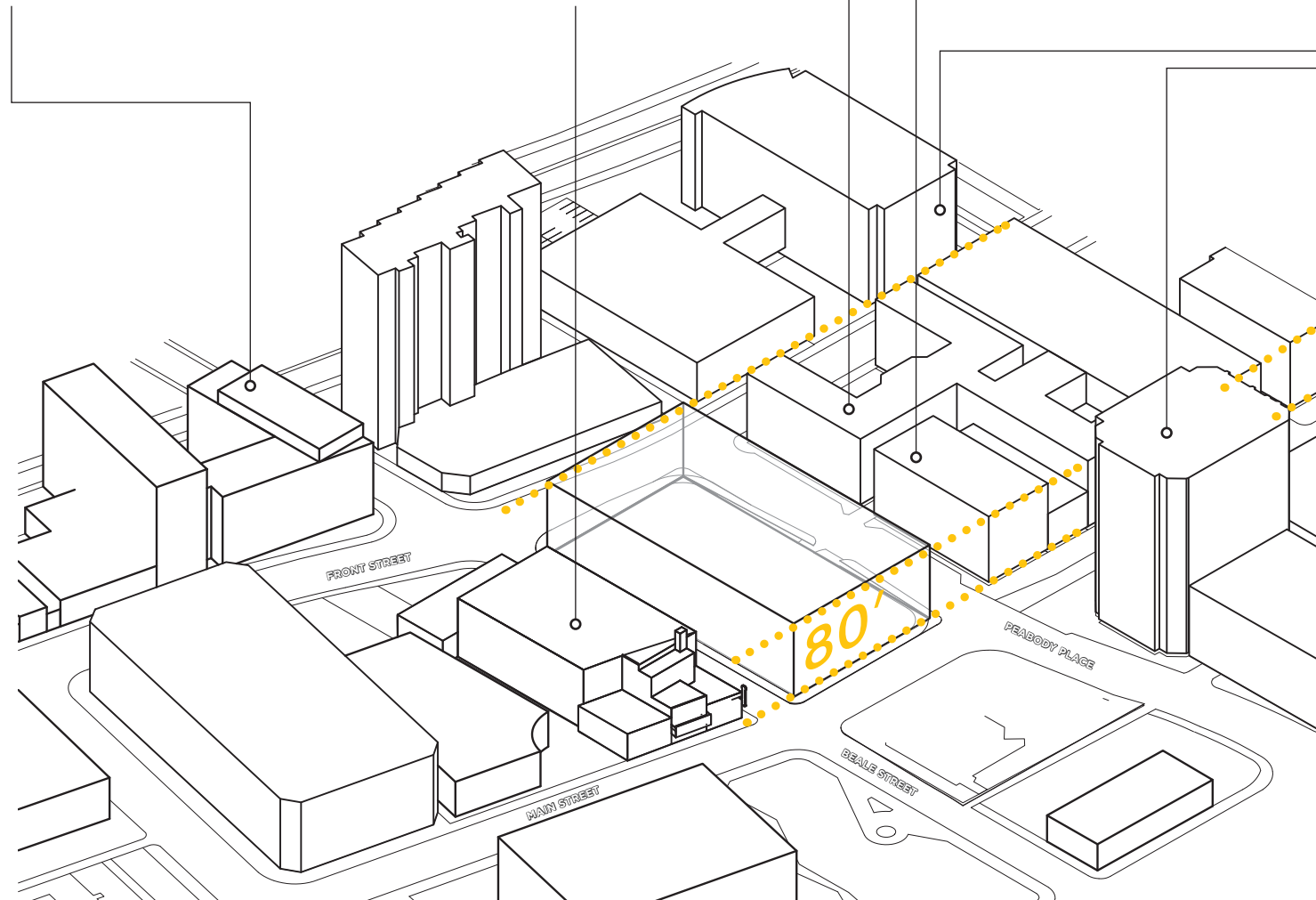
GAYOSO HOUSE, PEMBROKE SQUARE
5-6 STORIES, 70'-80' TALL



AUTOZONE HEADQUARTERS
8 STORIES, 100' TALL



PEABODY PLACE TOWER
16 STORIES, 200' TALL



CONTEXT-BASED HEIGHT

GAYOSO-PEABODY AND COTTON ROW DISTRICT GUIDELINES

HEIGHT

"NEW BUILDINGS SHOULD BE CONSTRUCTED TO THE SAME NUMBER OF STORIES AND TO A HEIGHT WHICH IS COMPATIBLE WITH THE HEIGHT OF ADJACENT BUILDINGS."

SCALE

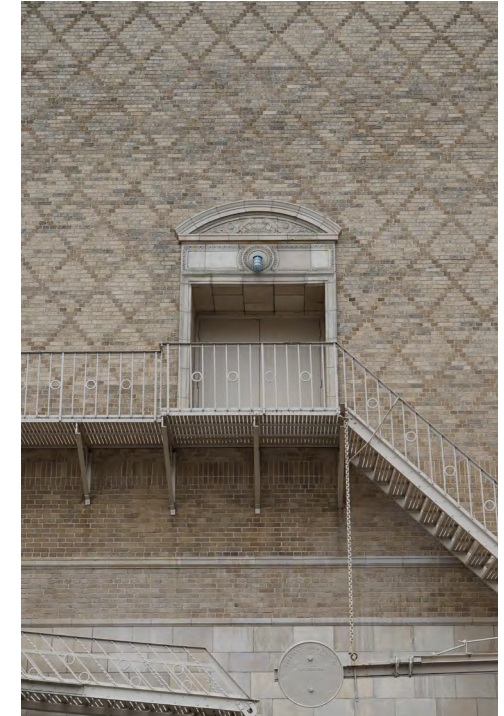
"THE SIZE OF A NEW BUILDING, ITS MASS IN RELATION TO OPEN SPACES, AND ITS WINDOWS, DOORS, AND PORCHES SHOULD BE VISUALLY COMPATIBLE WITH THE SURROUNDING BUILDINGS"

DOWNTOWN MEMPHIS DESIGN GUIDELINES AND PRINCIPLES

"THE MASSING OF A PARKING STRUCTURE SHOULD APPEAR SIMILAR IN SCALE TO OTHER BUILDINGS IN THE AREA."



ORPHEUM THEATRE - BEALE ST. FAÇADE



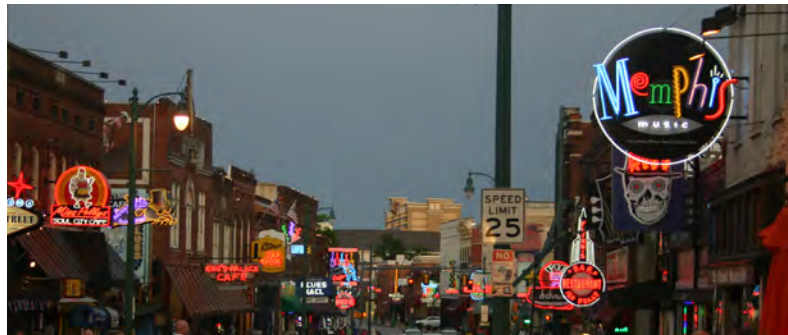
ORPHEUM THEATRE - MARQUEE CANOPY AND BRICK DETAILS AT BEALE ST. FAÇADE

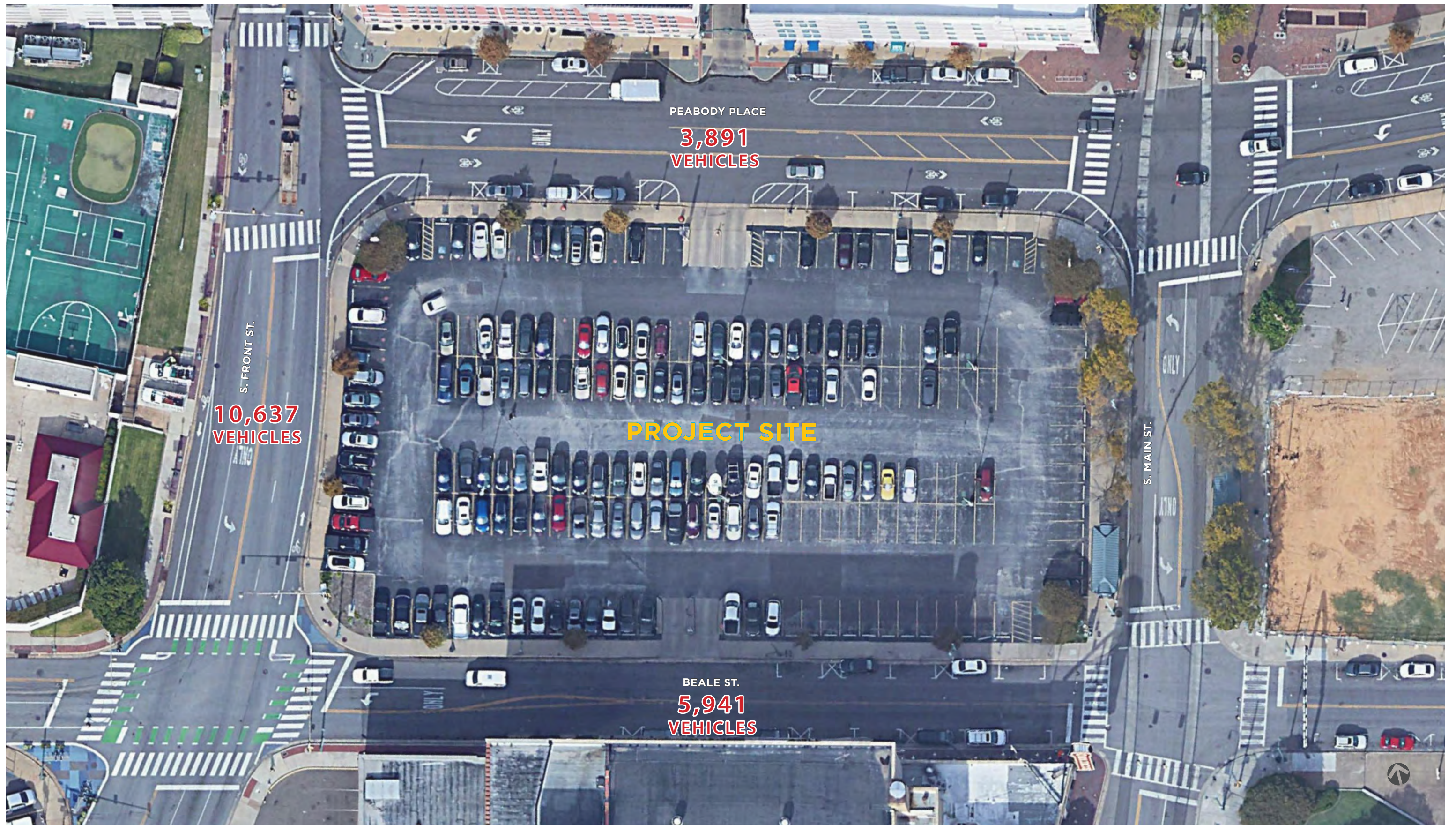


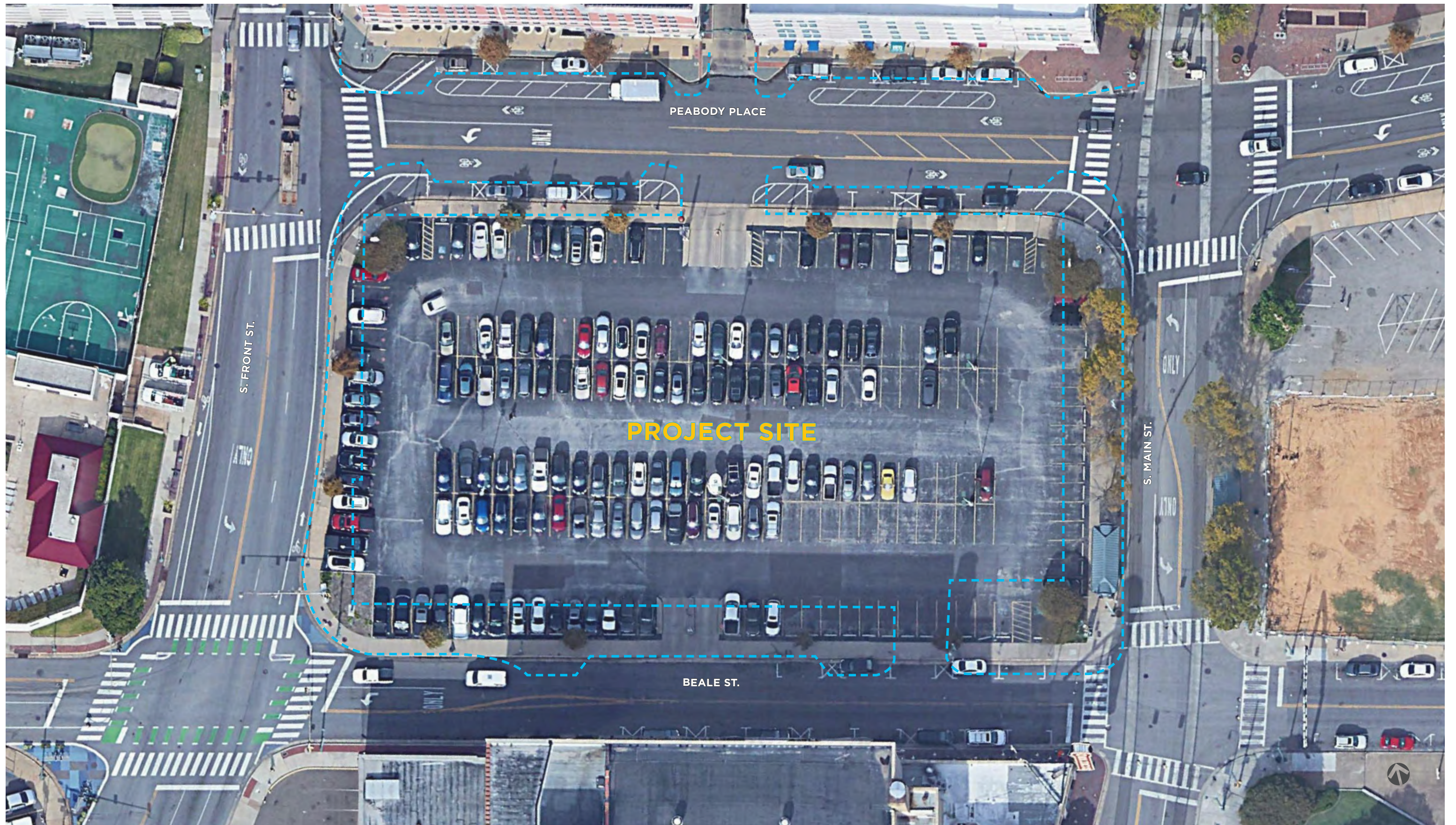
GAYOSO HOUSE, PEMBROKE SQUARE - PEABODY PLACE FAÇADE

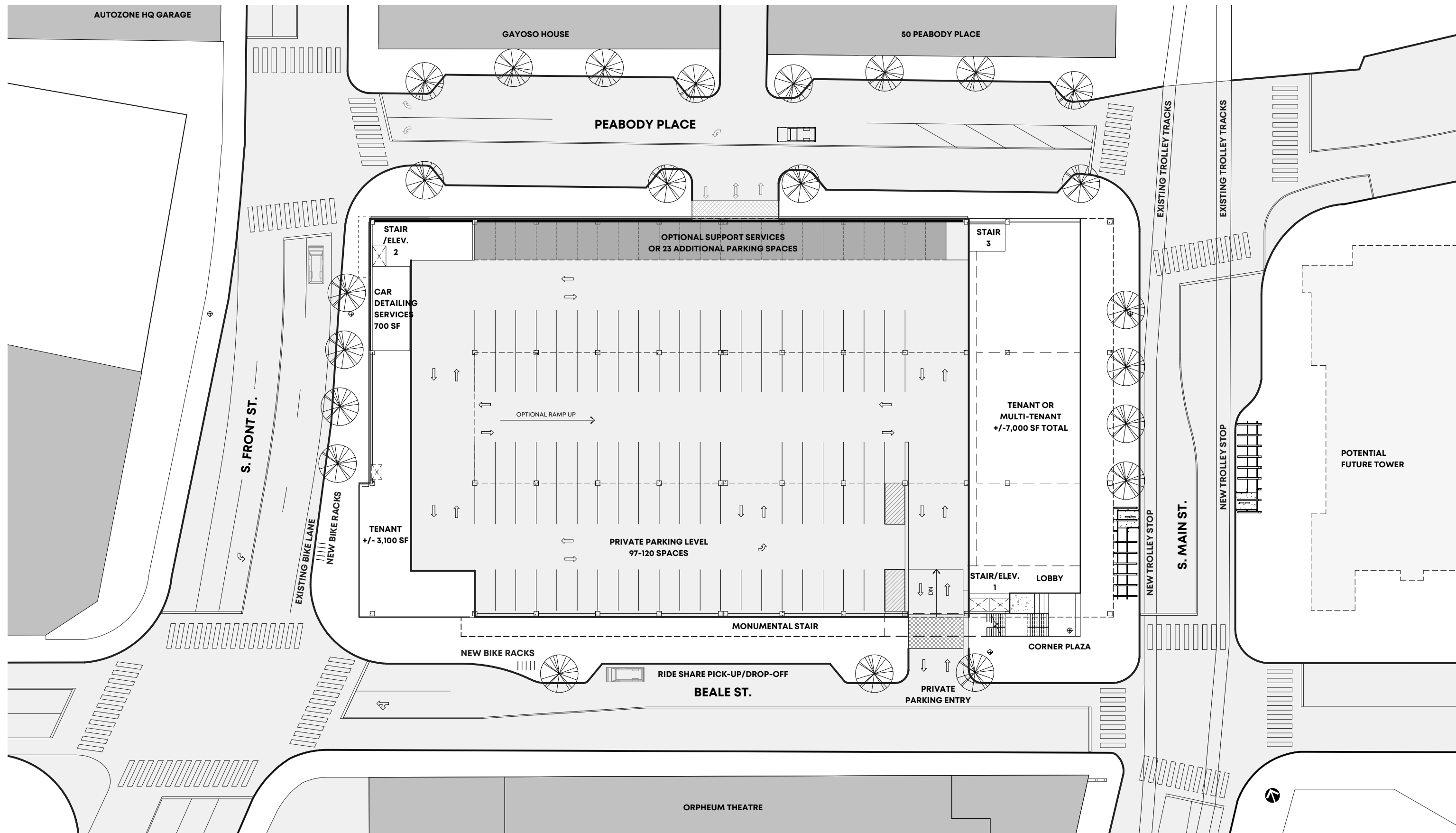


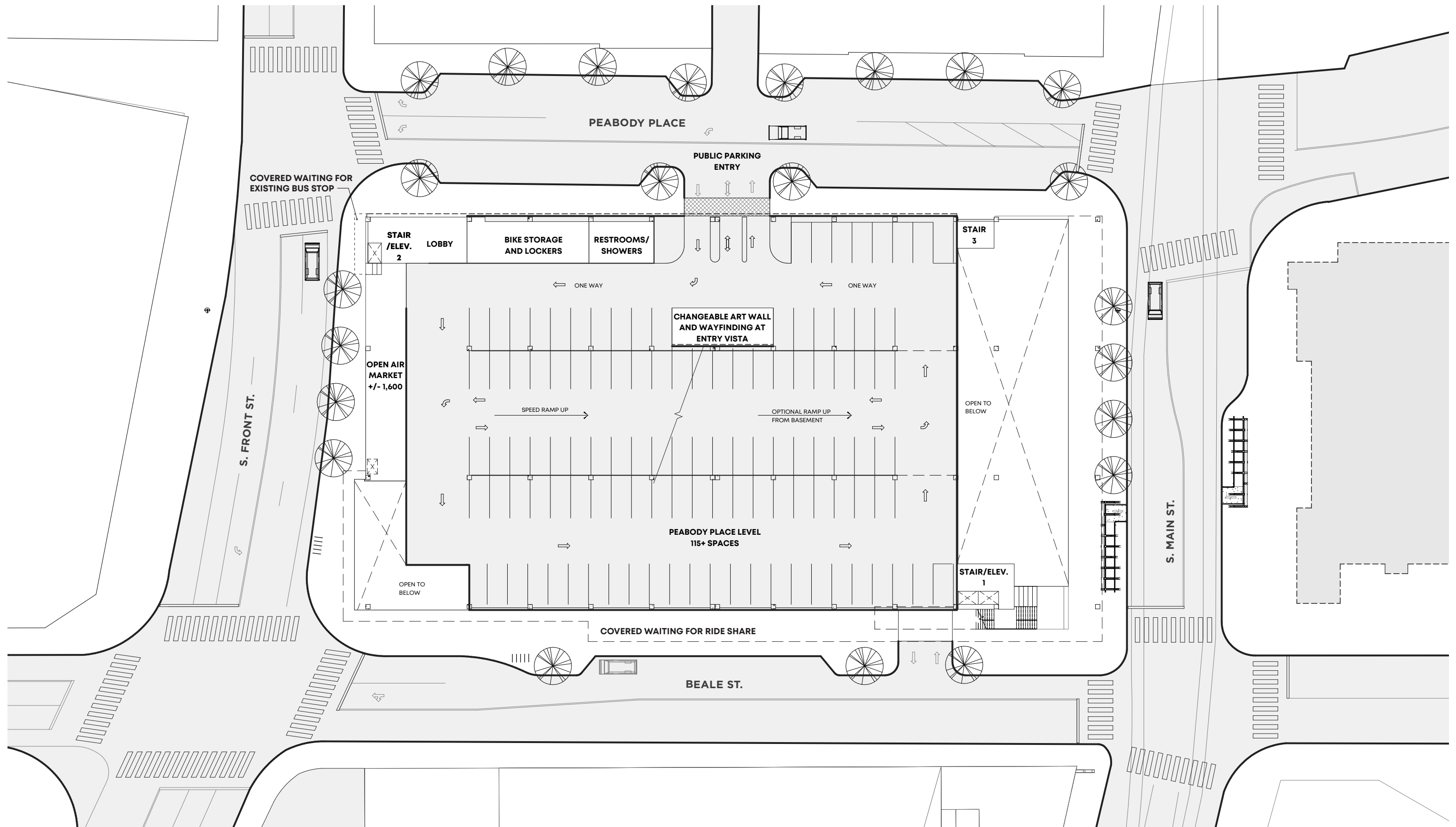
ONE BEALE - HYATT CENTRIC - IN CONSTRUCTION - BEALE ST. FAÇADE

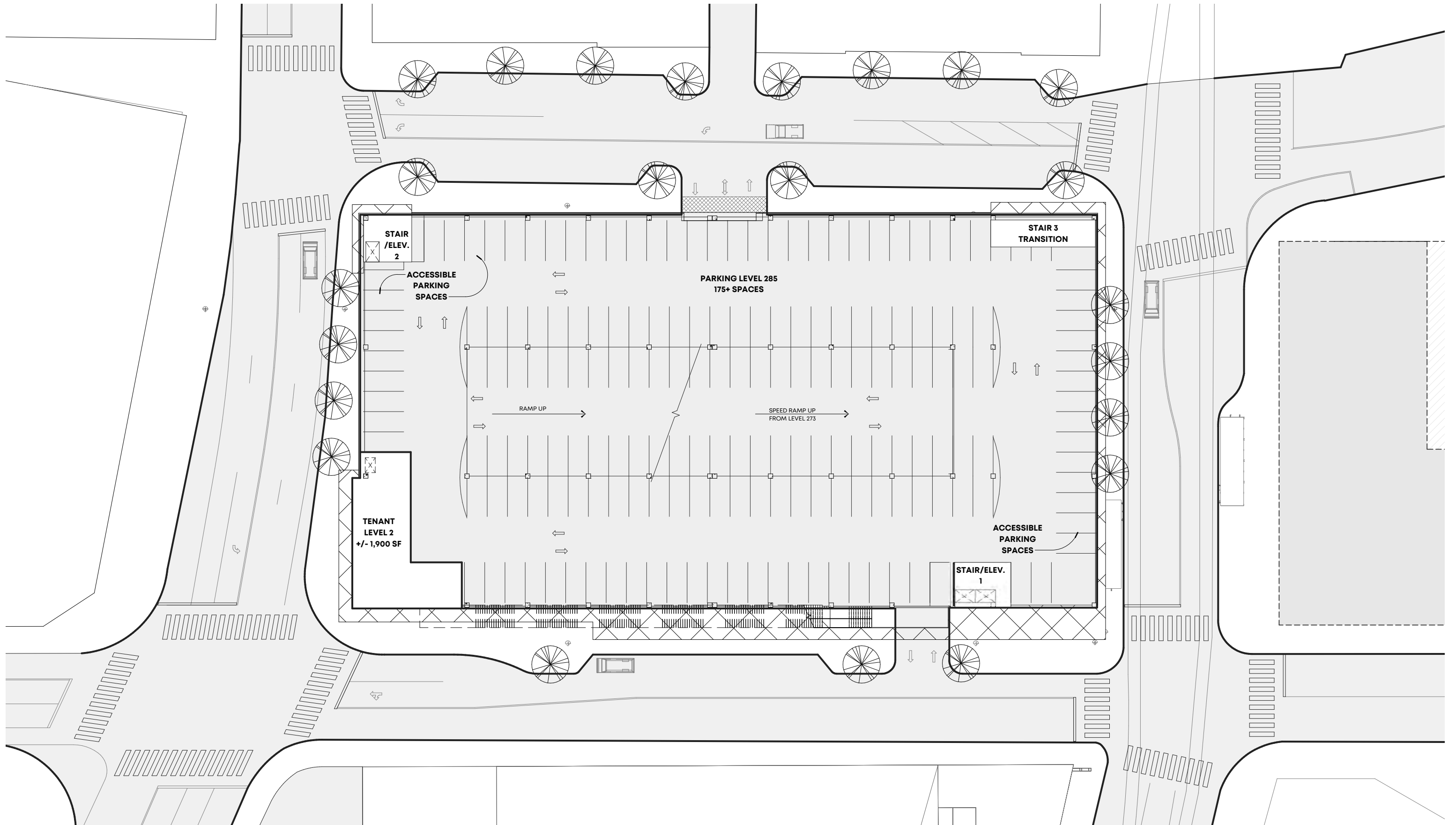


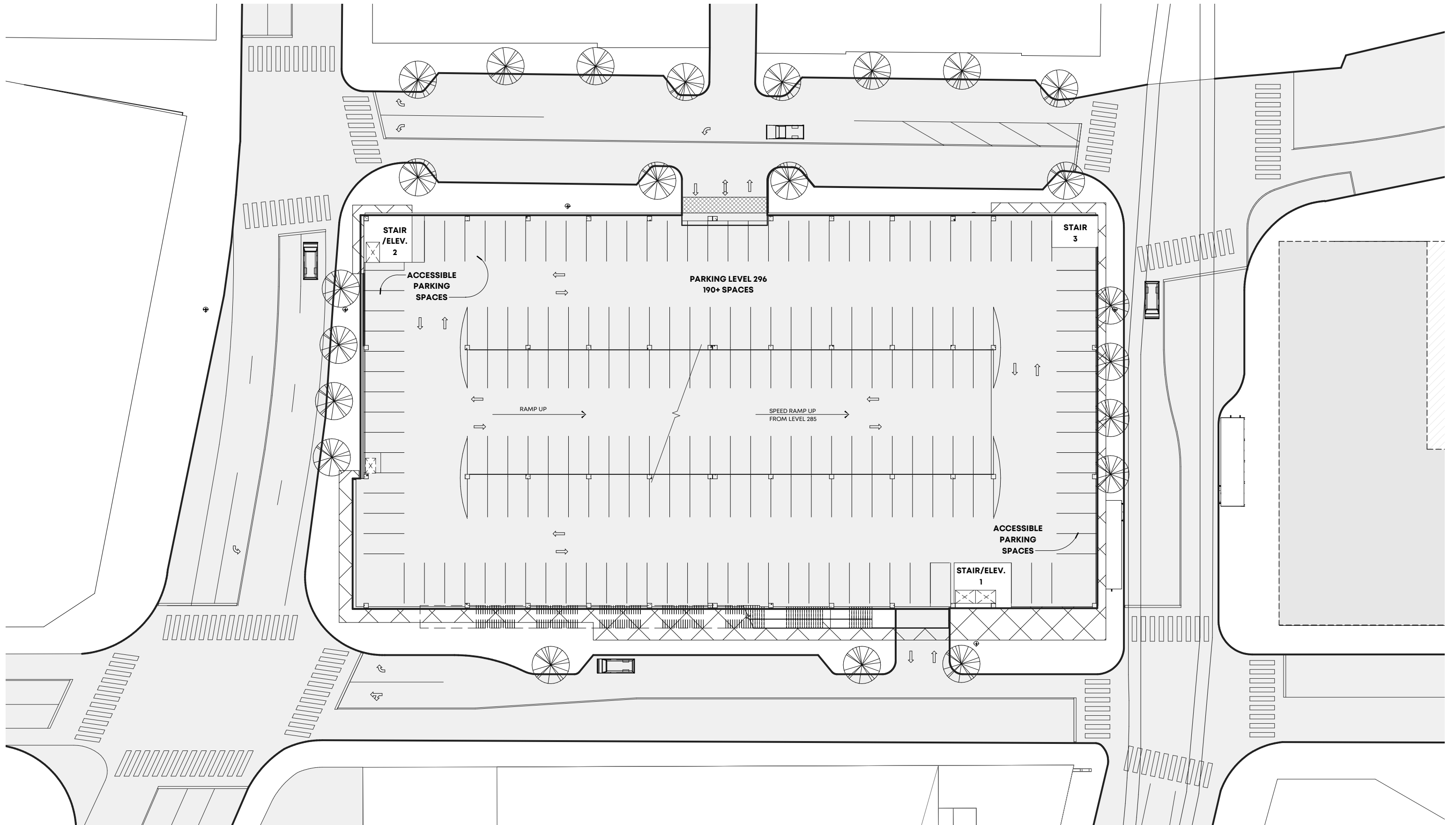


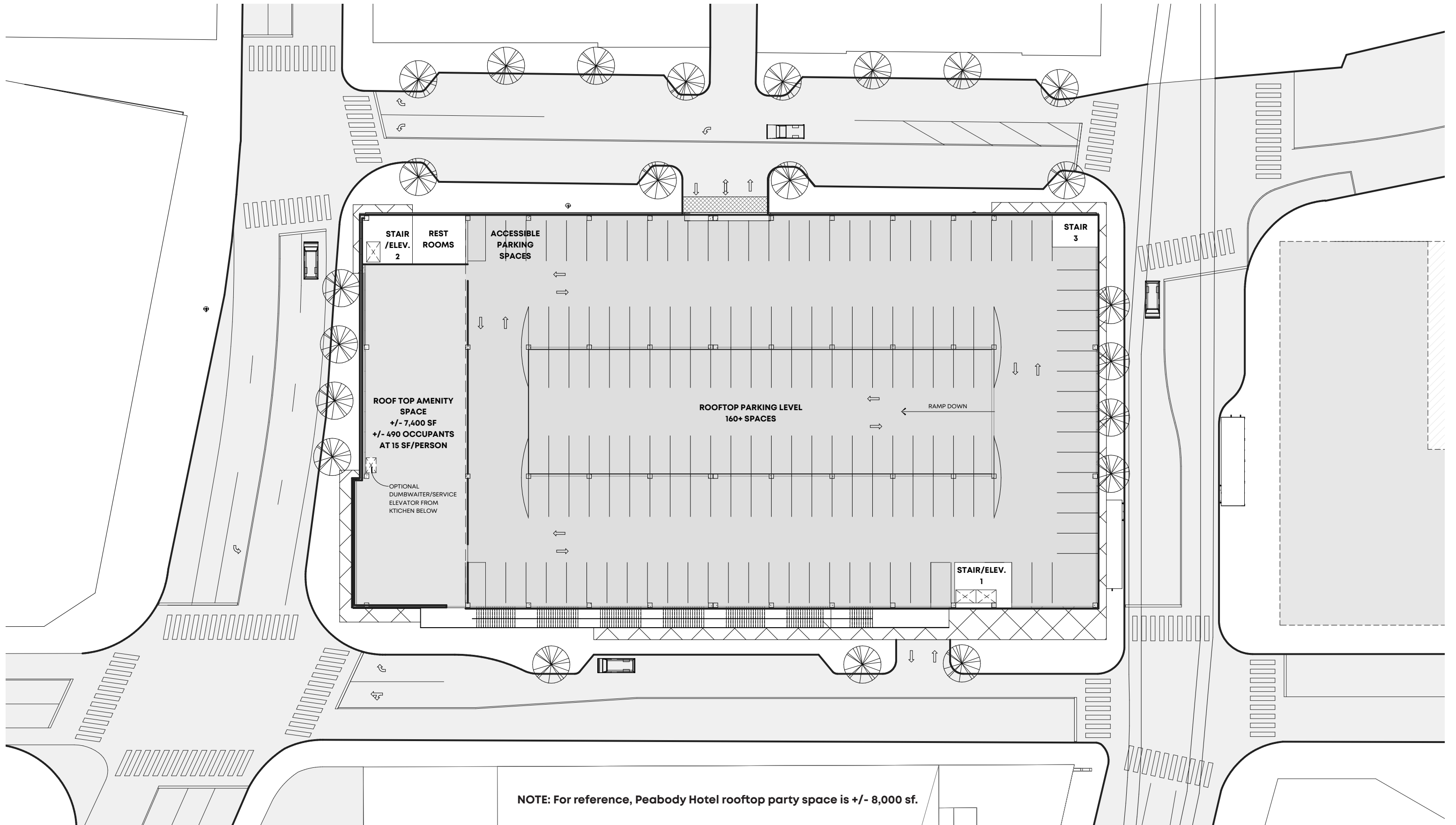


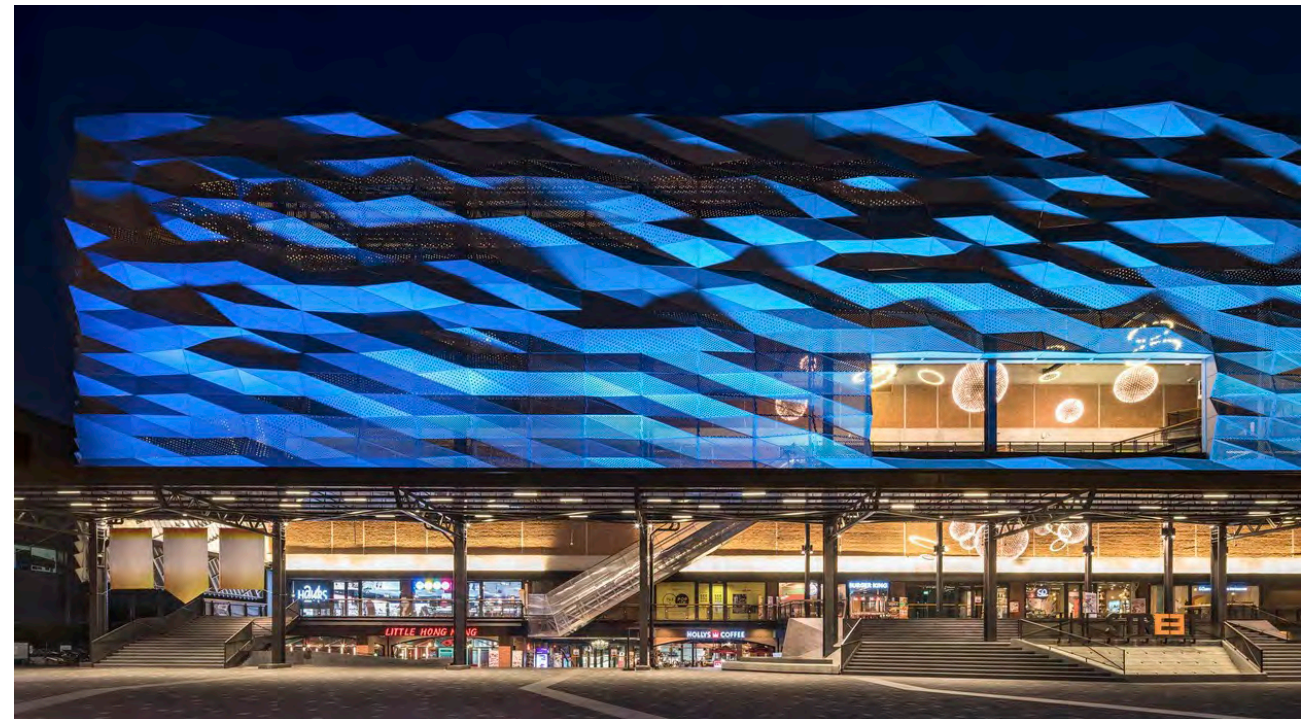
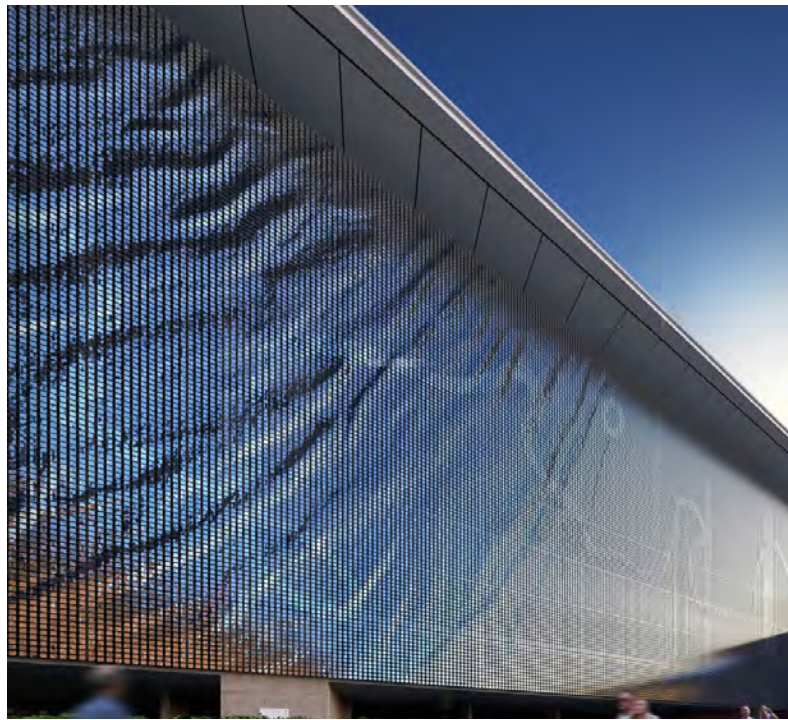












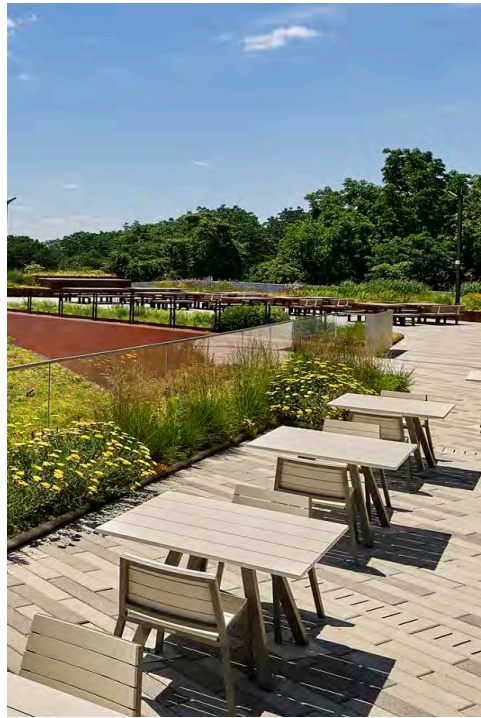
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Spirit Imagery





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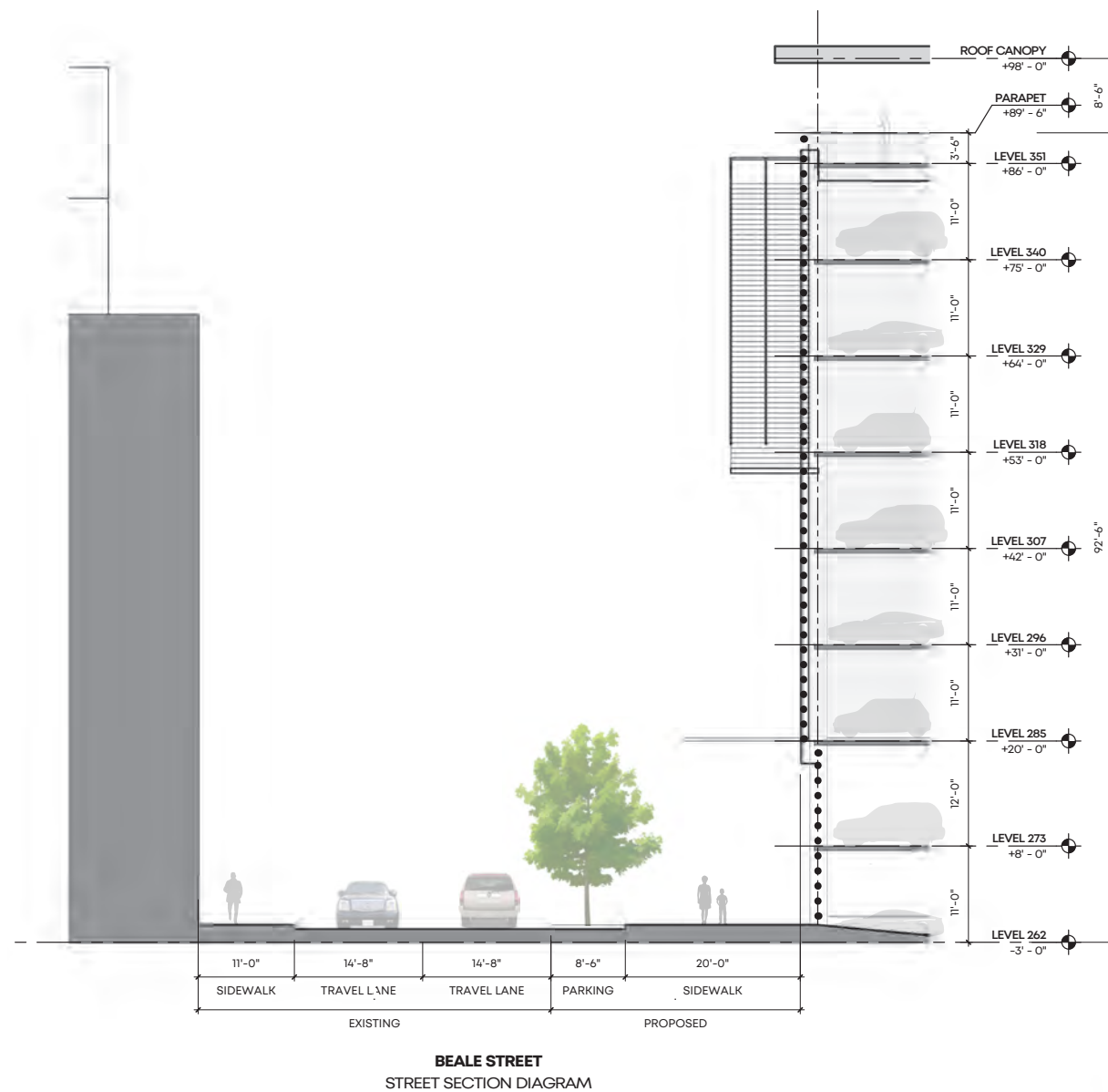
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Spirit Imagery



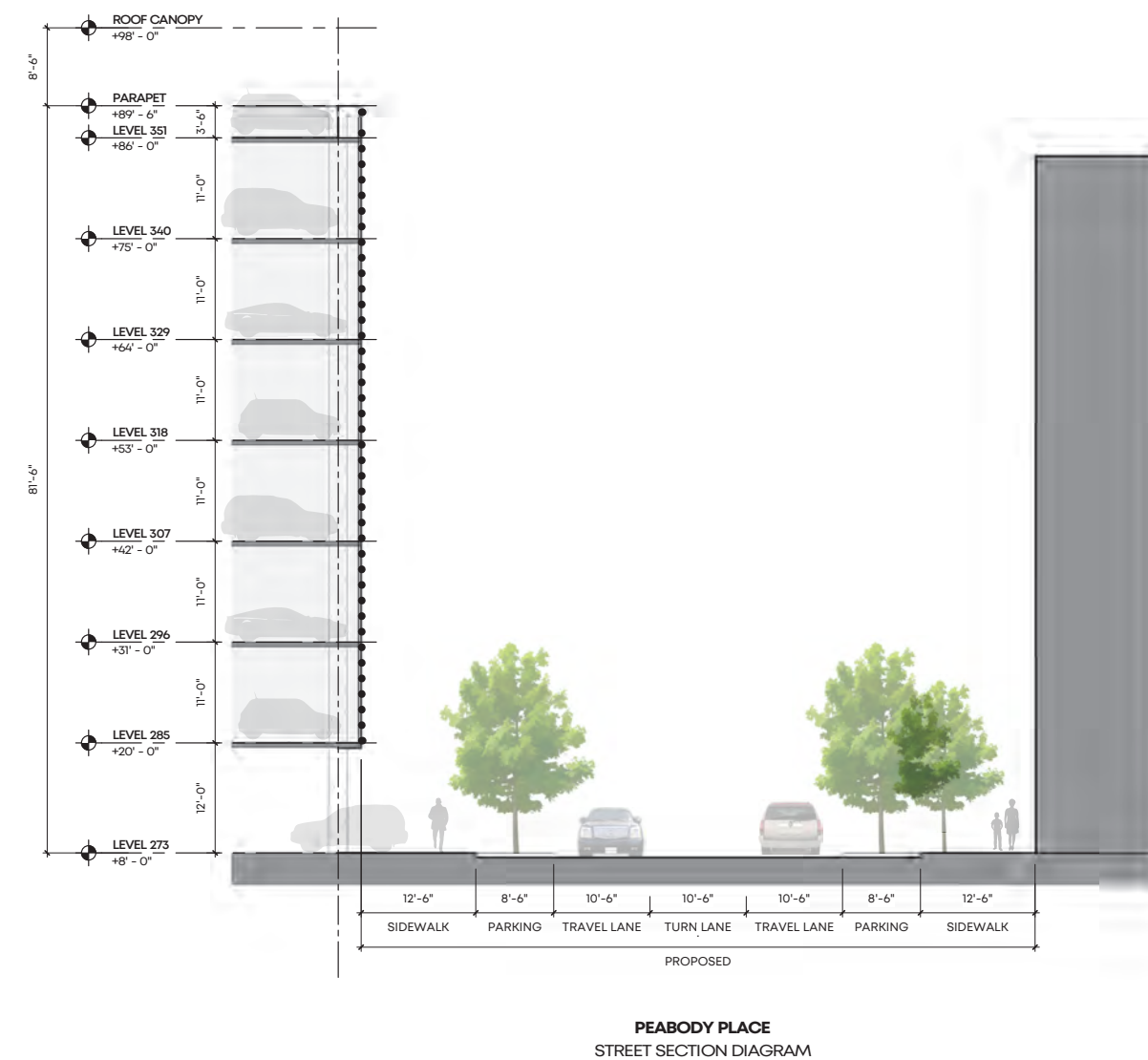
PROPOSED CHANGES AT BEALE STREET

- WIDEN SIDEWALKS FROM 12 FT TO 20 FT
- ADD NEW TREES AND LANDSCAPING
- PROVIDE DROP-OFF AND PICK-UP PARKING AREA FOR RIDESHARE
- PROVIDE BIKE RACKS



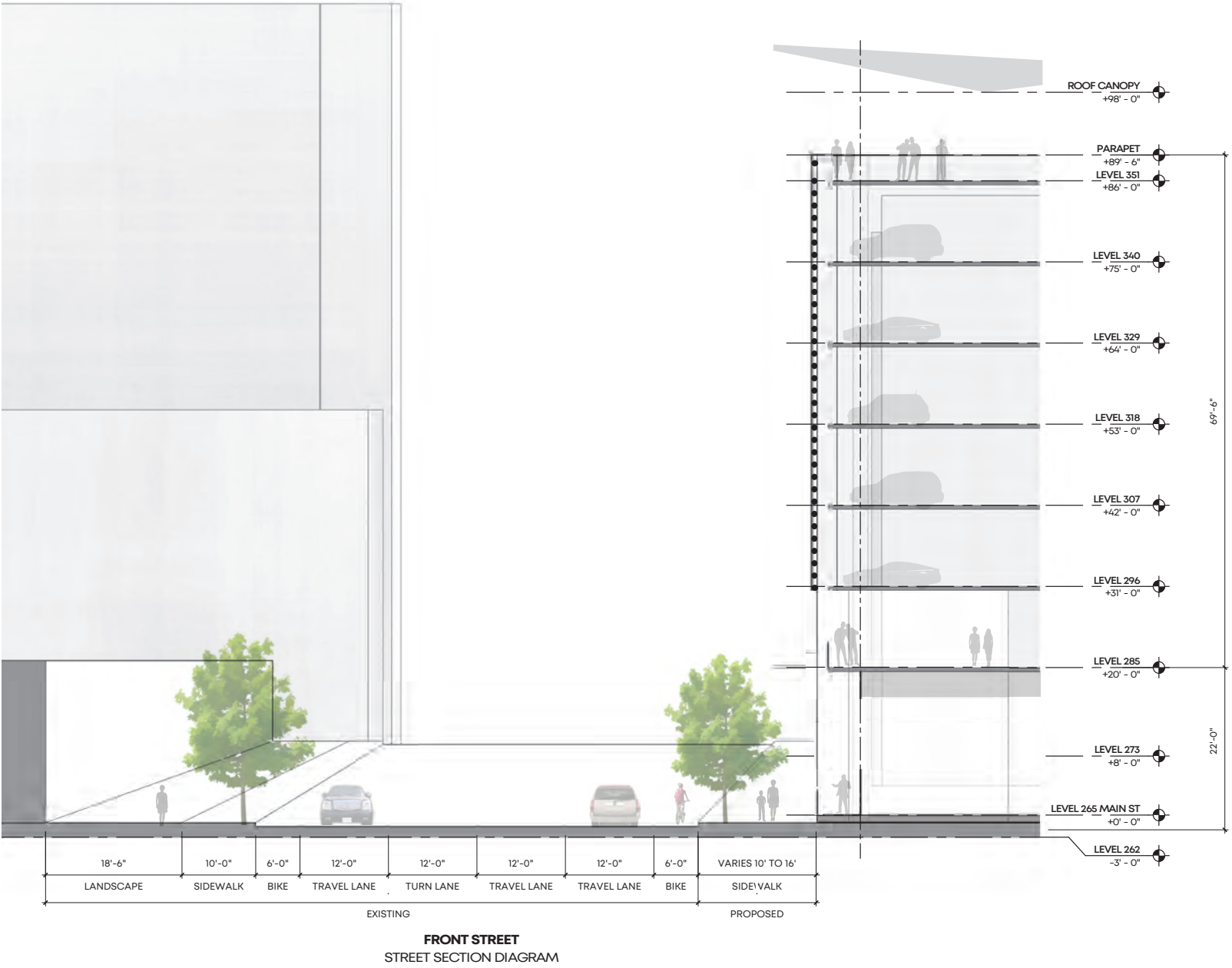
PROPOSED CHANGES AT PEABODY PLACE

- WIDEN SIDEWALKS
- ADD NEW TREES AND LANDSCAPING ON BOTH SIDES OF THE STREET
- ON STREET PARKING MAINTAINED
- TRAVEL LANES AT MINIMUM WIDTHS



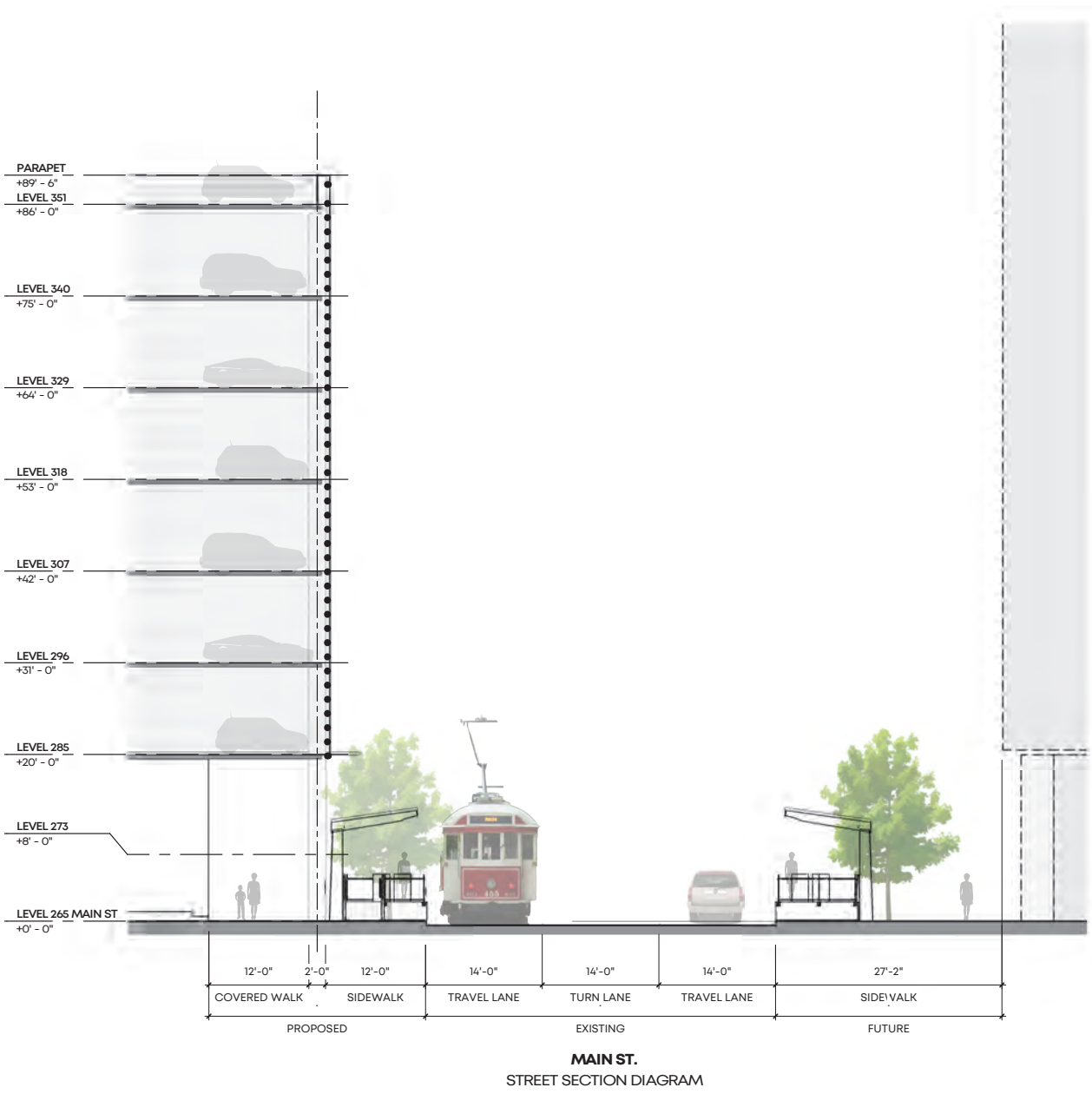
PROPOSED CHANGES AT FRONT STREET

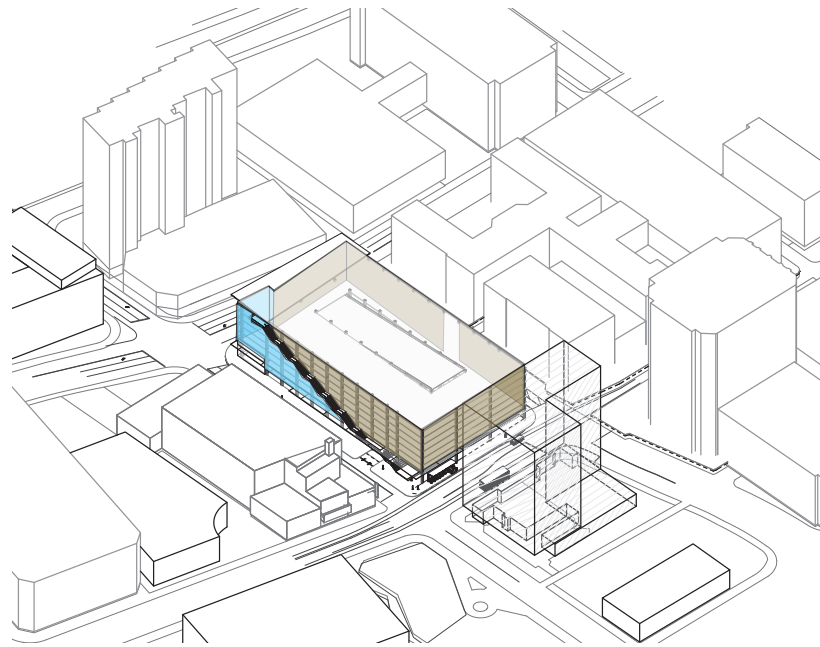
- WIDEN SIDEWALKS AS IT REACHES THE BEALE ST. CORNER
- ADD NEW TREES AND LANDSCAPING
- MAIN STREET WIDTHS AND BIKE LANE
- PROVIDE BIKE RACKS



PROPOSED CHANGES AT MAIN ST.

- NEW TROLLEY STOPS IN EXISTING LOCATIONS
- DOUBLE SIDEWALK WIDTH
- PART OF NEW SIDEWALK IS PARTIALLY COVERED





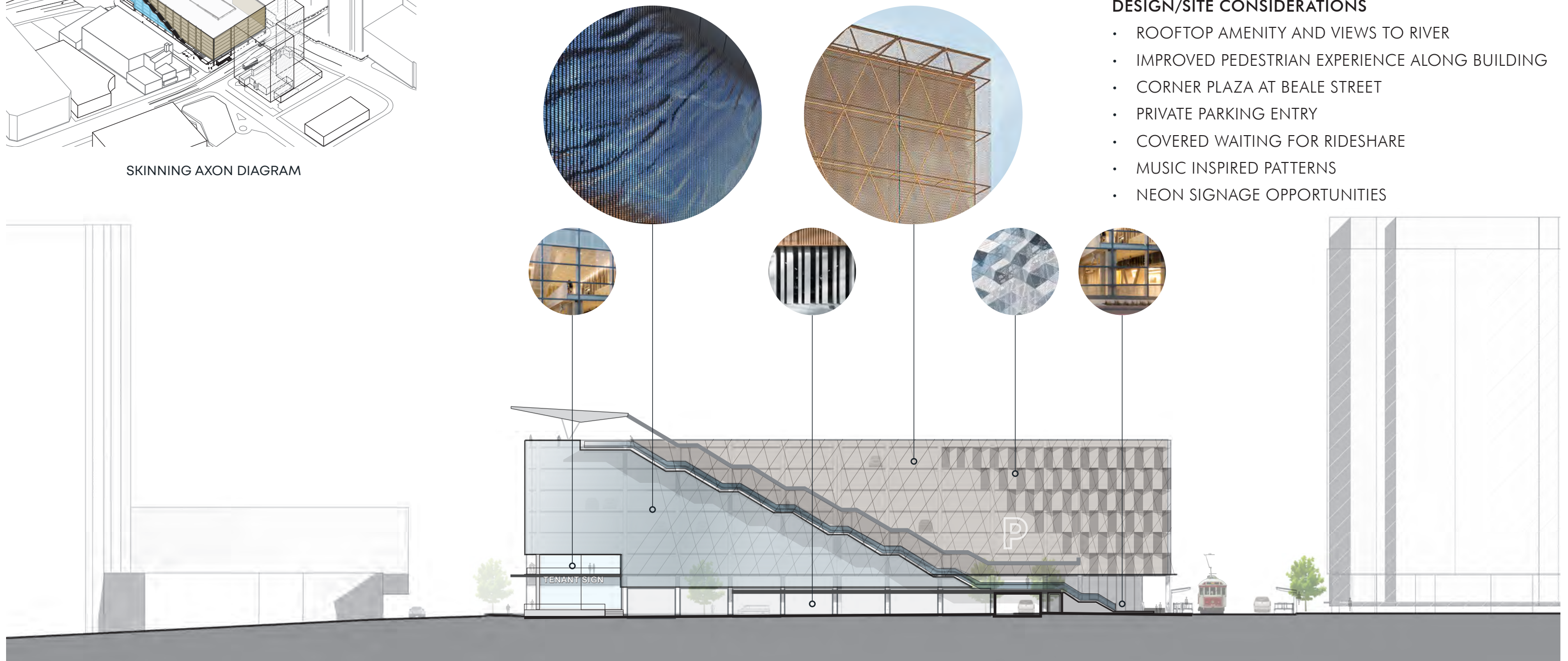
SKINNING AXON DIAGRAM

CONCEPT SUMMARY

THE EXTERIOR MONUMENTAL STAIR IS THE MAIN DESIGN FEATURE THAT SERVES THE PEDESTRIAN MOVEMENT ALONG BEALE STREET. TRAVELING UP THE STAIR, ONE CAN EXPERIENCE A CONTINUOUS VIEW TOWARDS THE RIVERFRONT. THE STAIR CONNECTS TO ALL LEVELS OF THE BUILDING, INCLUDING THE ROOFTOP AMENITY SPACE. IN THIS CONCEPT, THE STAIR IS ALSO USED AS THE ELEMENT THAT CONNECTS AND STITCHES TWO MATERIALS TOGETHER - A FLUID MATERIAL THAT CAN MOVE WITH THE WIND AND EVOKES IMAGERY OF WATER AND A MORE TRANSPARENT MATERIAL AGAINST A GRIDDED FRAME.

DESIGN/SITE CONSIDERATIONS

- ROOFTOP AMENITY AND VIEWS TO RIVER
- IMPROVED PEDESTRIAN EXPERIENCE ALONG BUILDING
- CORNER PLAZA AT BEALE STREET
- PRIVATE PARKING ENTRY
- COVERED WAITING FOR RIDESHARE
- MUSIC INSPIRED PATTERNS
- NEON SIGNAGE OPPORTUNITIES



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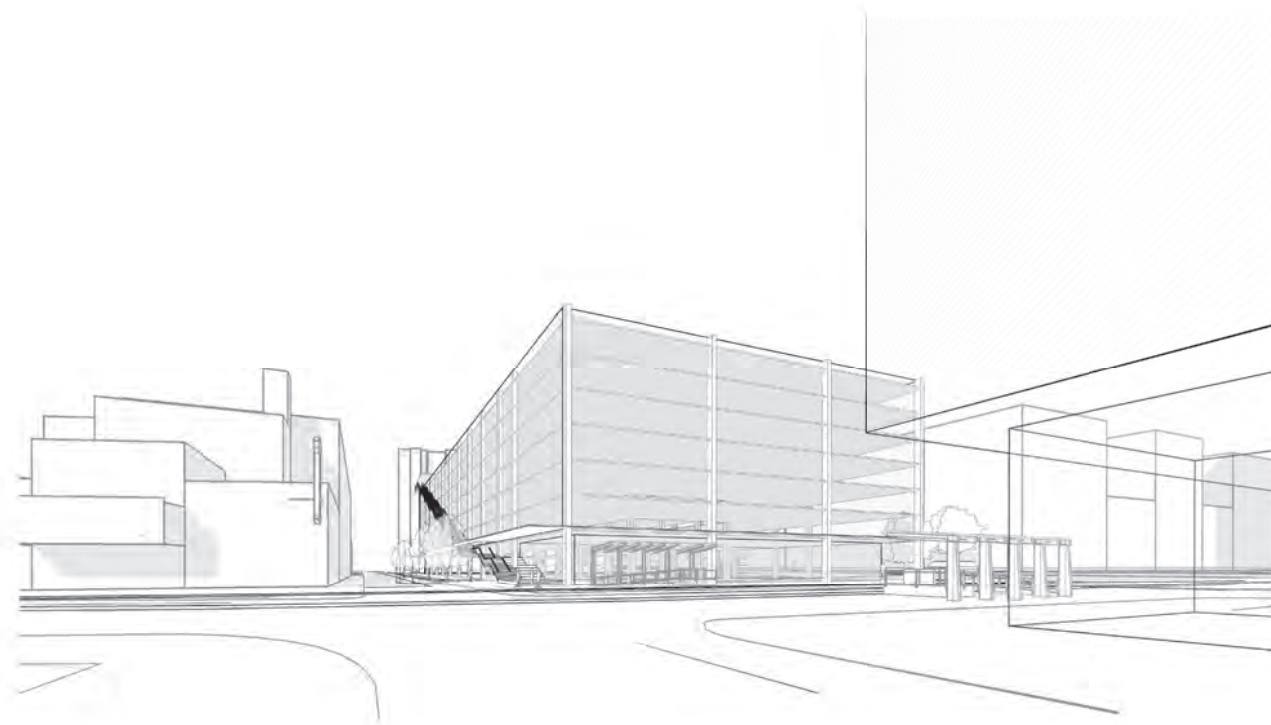
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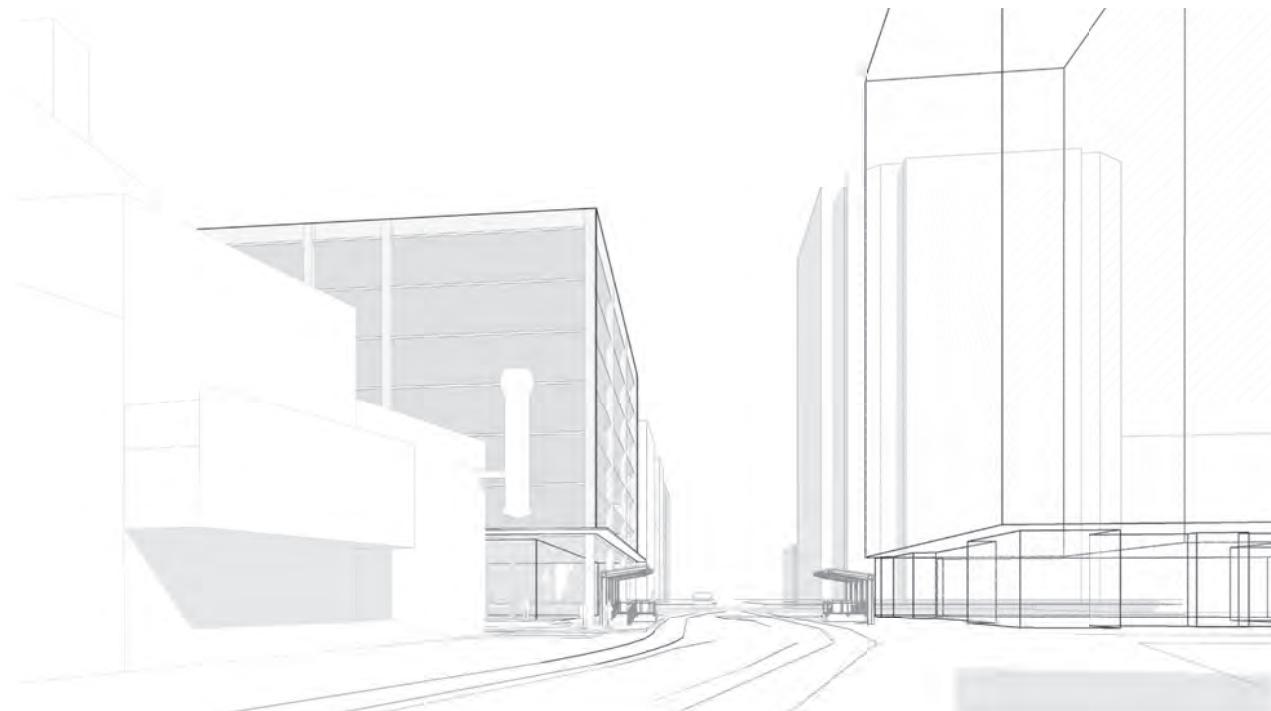
South Elevation - Beale St. - Concept 1

Scale: 1" = 50'





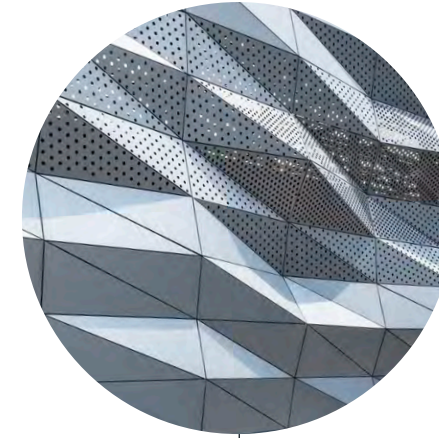
Massing View at Main and Beale - Looking West



Massing View at Main and Beale - Looking North

DESIGN/SITE CONSIDERATIONS

- CORNER PLAZA AT BEALE STREET
- MAIN STREET TENANT FRONTAGE
- PEDESTRIAN EXPERIENCE
- COVERED WAITING FOR TROLLEY STOP
- PEDESTRIAN SCALE NEON TENANT SIGN PROJECTING ON BEALE STREET CORNER
- PARKING SIGN PROJECTING SIGN ABOVE PEABODY PLACE ENTRY SCALED FOR DRIVING VANTAGE POINTS



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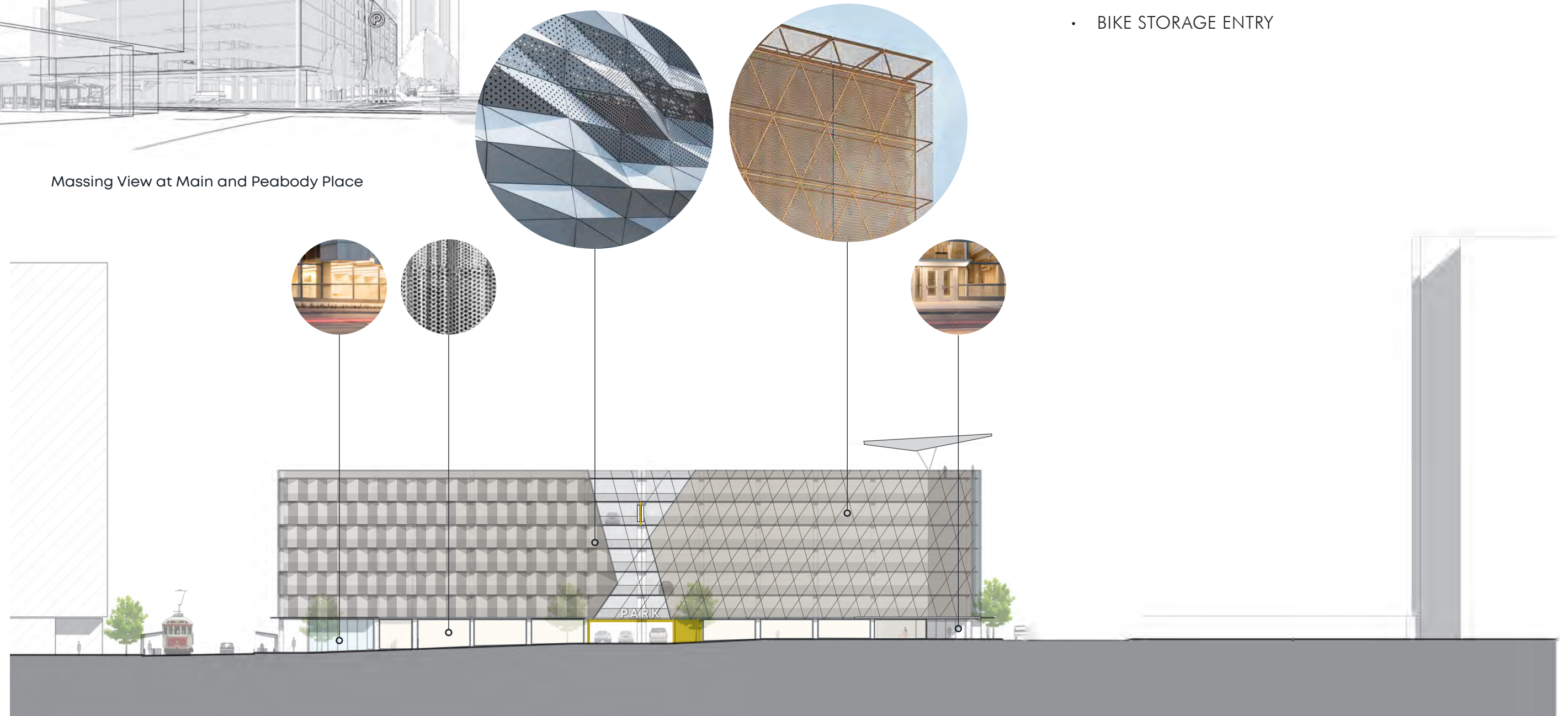
East Elevation - Main St - Concept 1

Scale: 1" = 50'





Massing View at Main and Peabody Place



DESIGN/SITE CONSIDERATIONS

- SEPARATION IN MATERIAL MARKS PUBLIC PARKING ENTRY
- SHIELD CAR LIGHTS FROM RESIDENCES ACROSS
- PEDESTRIAN EXPERIENCE
- LOBBY AT FRONT STREET CORNER CONVENIENT TO AUTOZONE EMPLOYEES AND DOWNTOWN RESIDENTS
- BIKE STORAGE ENTRY

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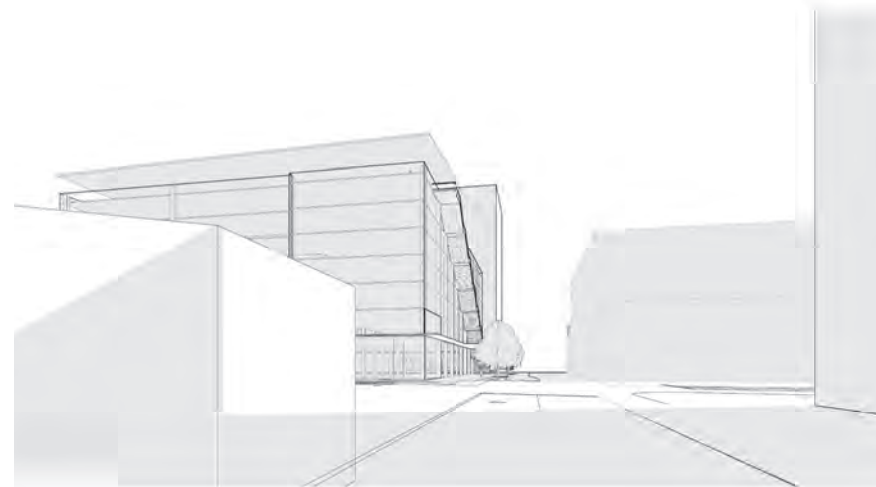
North Elevation - Peabody Place - Concept 1

Scale: 1" = 50'





Massing View at Front and Peabody Place - Looking South



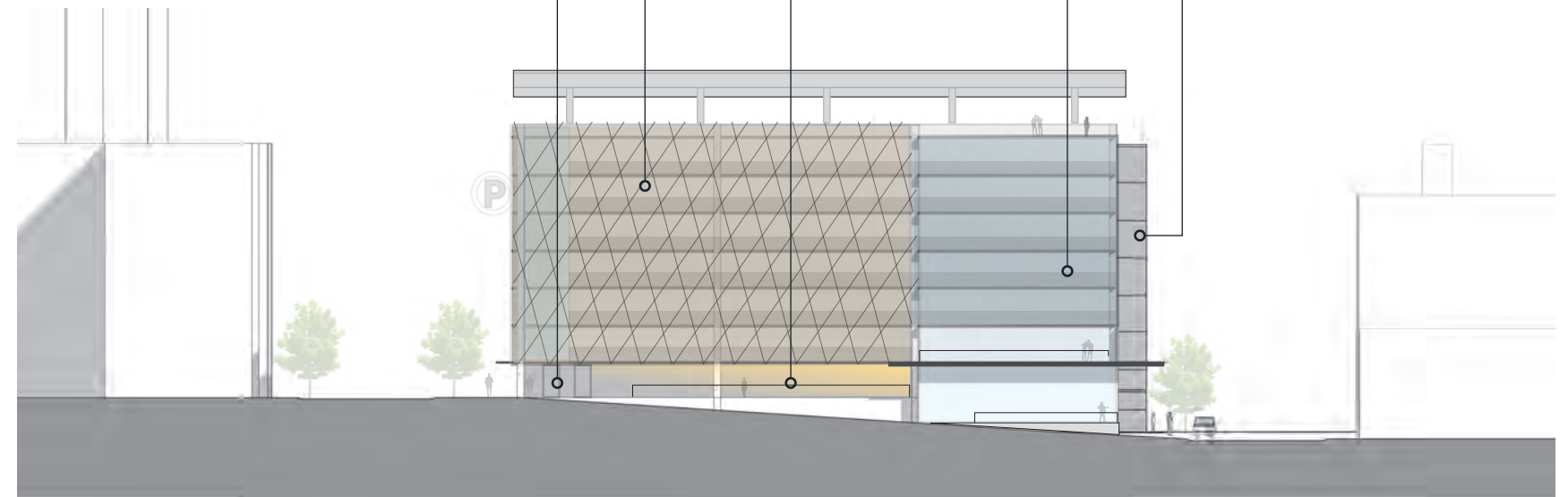
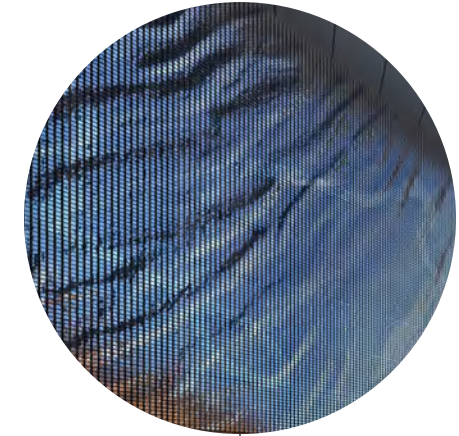
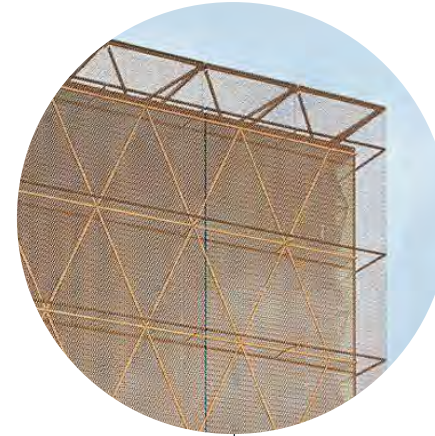
Massing View at Front and Beale - Looking East



Massing View at Front St Looking North

DESIGN/SITE CONSIDERATIONS

- EMPHASIZE BEALE STREET AND FRONT STREET CORNER MOST VISIBLE FROM RIVER FRONT VIEW
- OPEN AIR MARKET FOR ROTATING TENANTS OR EVENTS
- DOUBLE HEIGHT TENANT SPACE AT BEALE ST. CORNER
- COMMISSIONED ART AT UNDERSIDE OF STAIR



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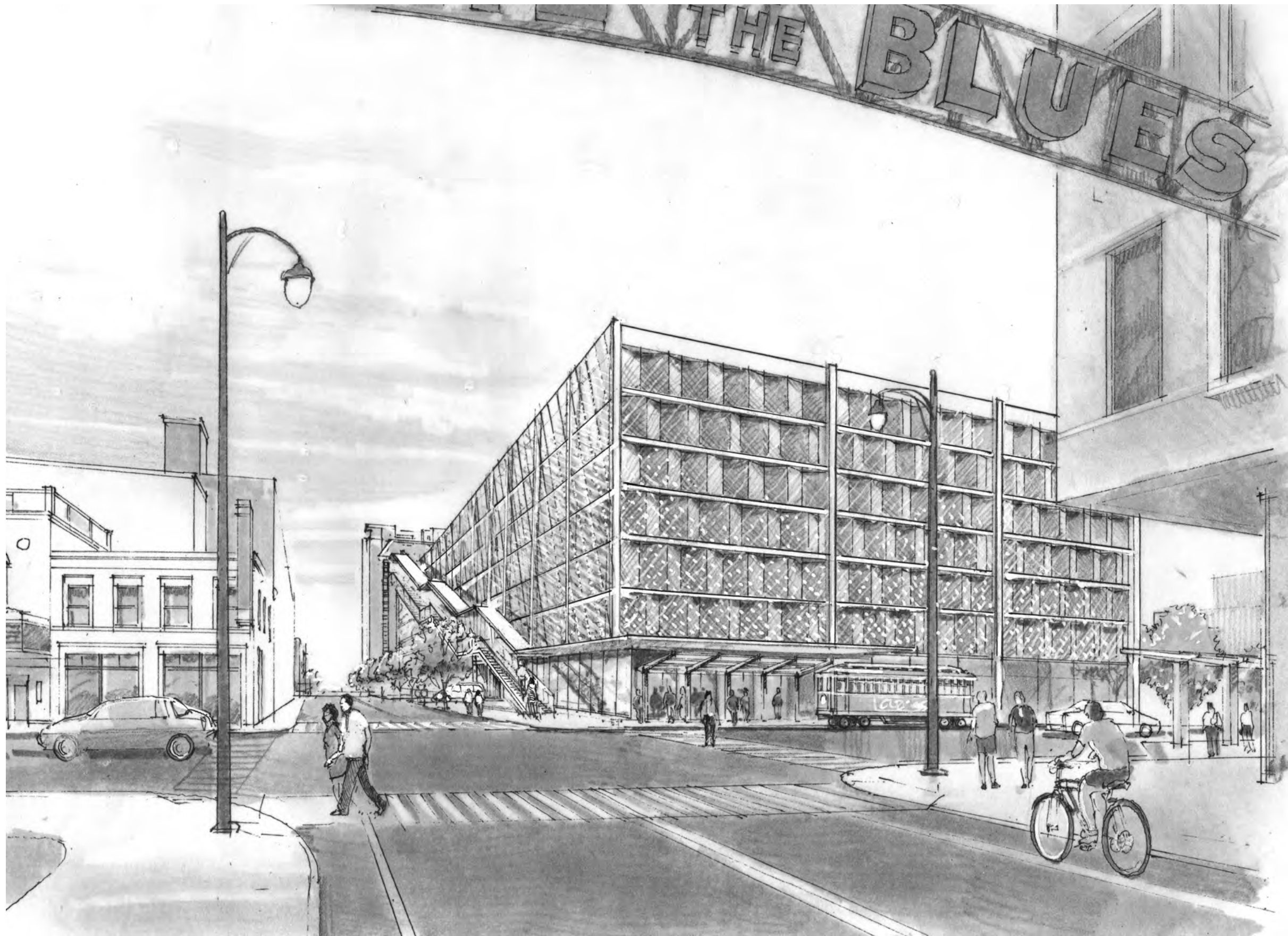
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West Elevation - Front St - Concept 1

Scale: 1" = 50'







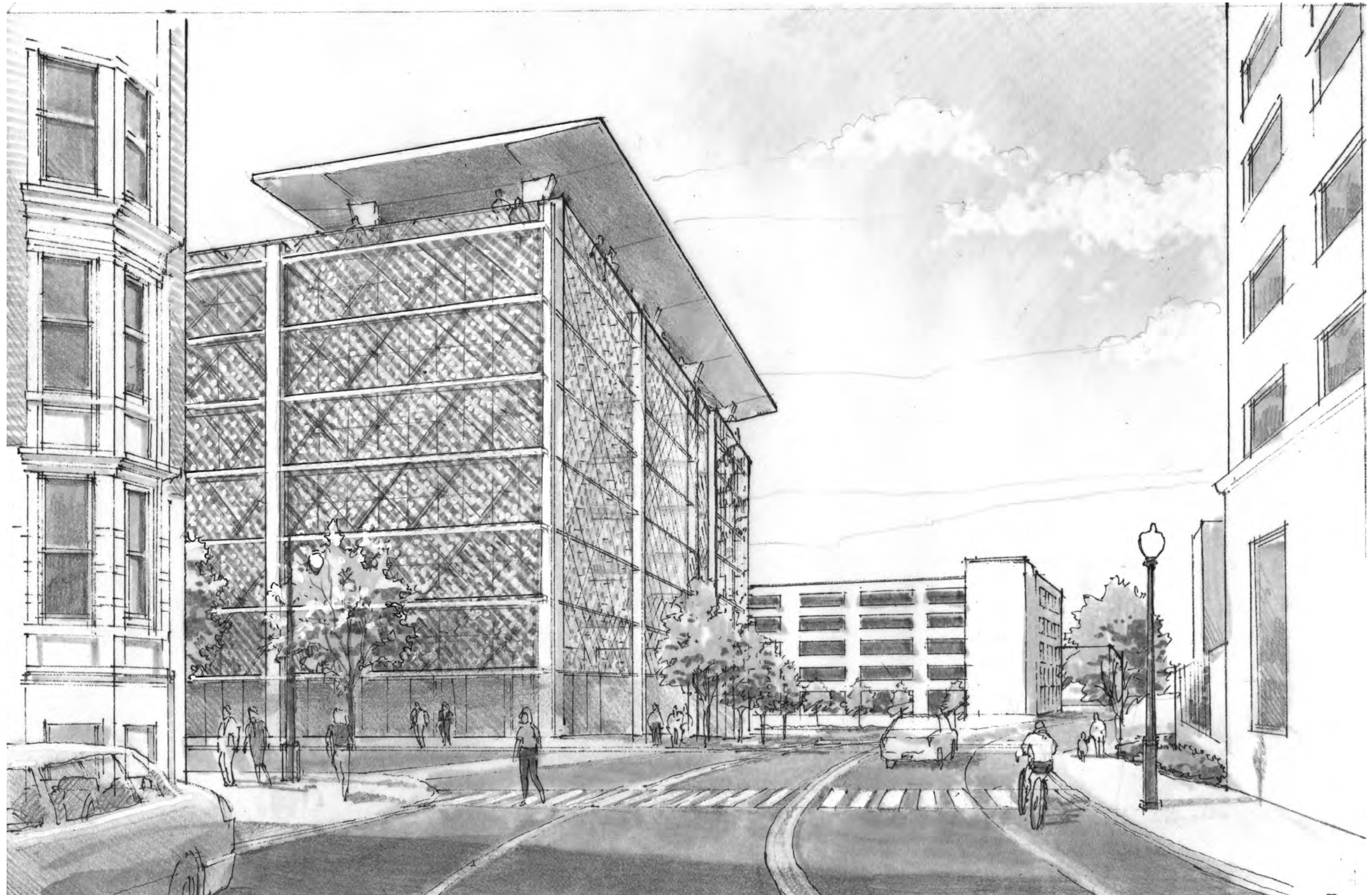


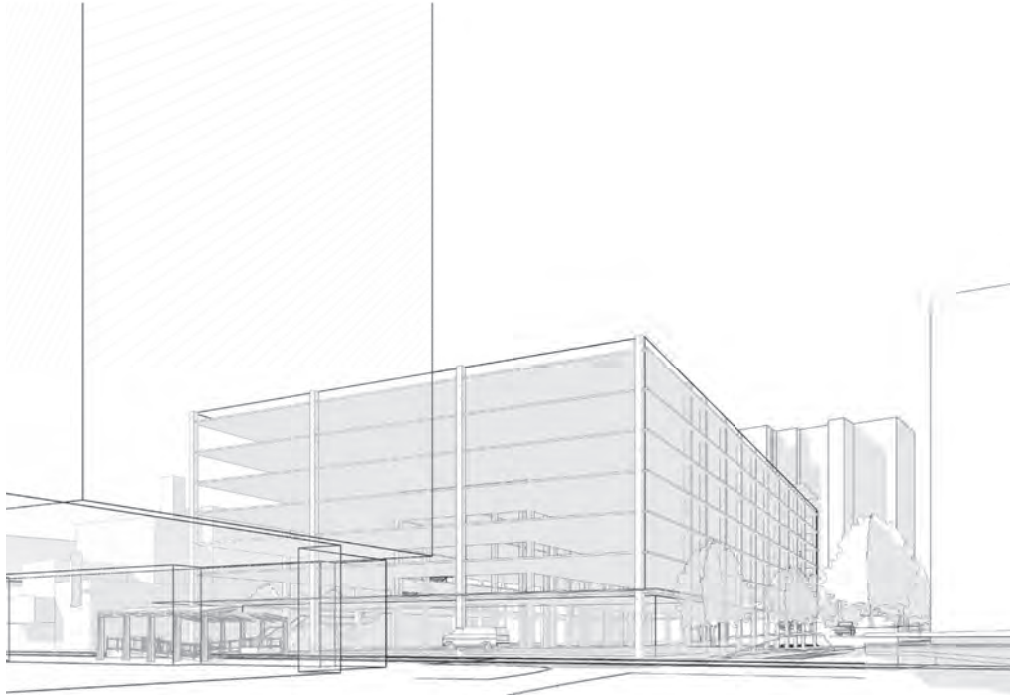




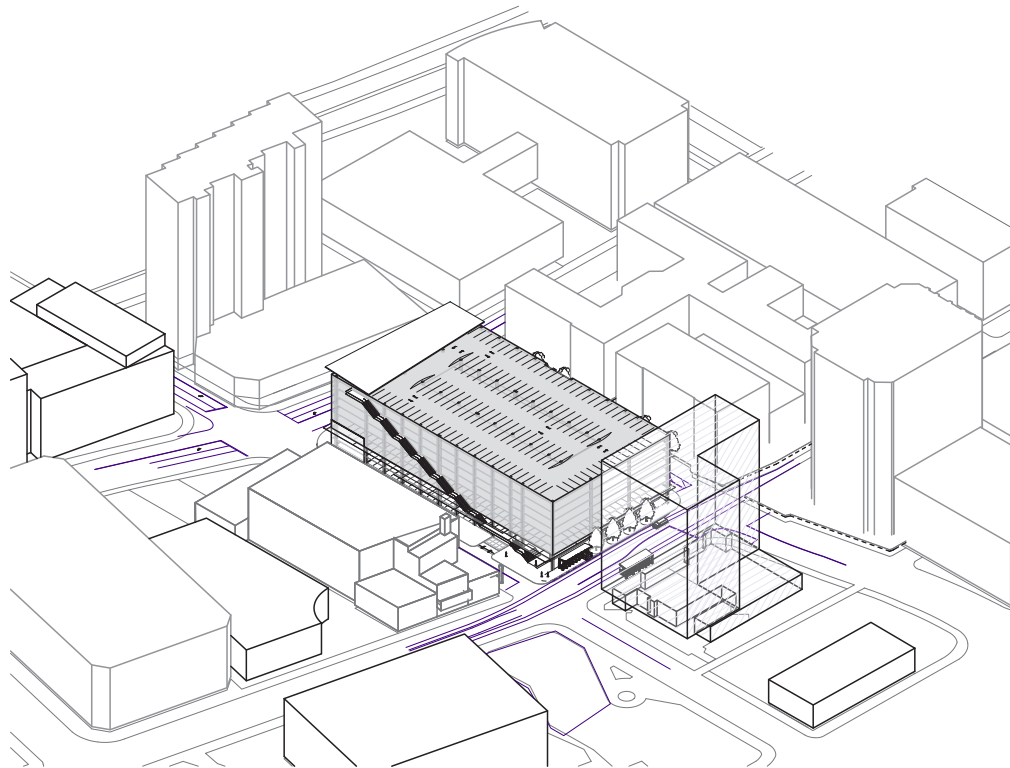








Massing View at Main and Peabody Place



Axon View Looking Northwest

PROGRAM SUMMARY

Parking - 8 or 9 Levels

97-120 Spaces - Grade level at Beale
 115 Spaces - Grade Level at Peabody Place
 175 Spaces - Level 285
 190 Spaces - Level 296-340 (5 Typ. Levels)
 Optional 160 Spaces - Level Roof
 Total Spaces $\pm 1,400$
 Plus Motorcycle/Scooter Spaces ± 40

Tenant Space

1 Story (Main) and 2 Stories (Front)
 Total GSF $\pm 12,000$ sf

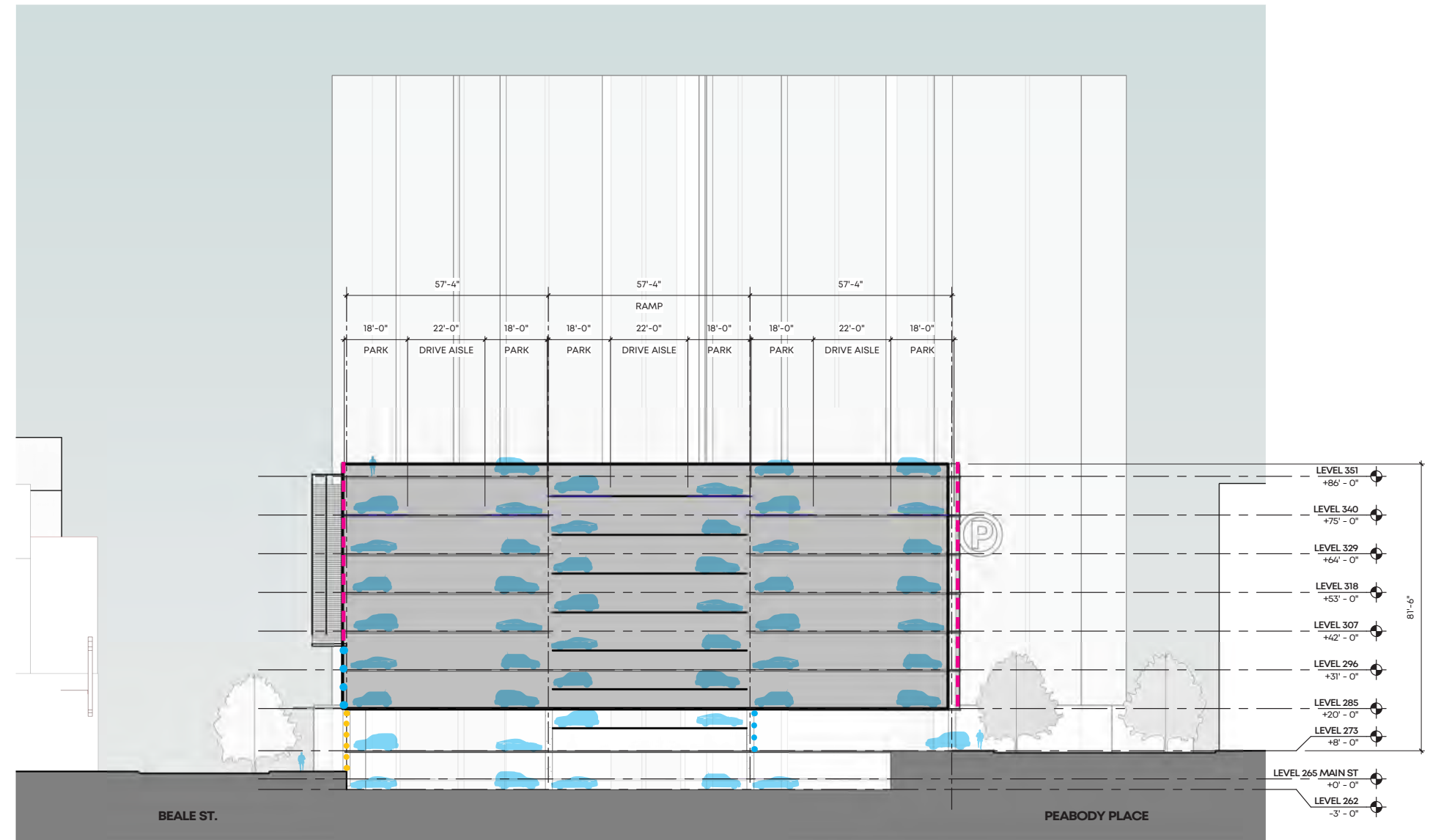
Bike Storage Amenity

Bikes Single Tier Storage ± 65
 Lockers ± 30
 Total GSF $\pm 1,600$ sf
 Includes 2 Restrooms with Showers

Rooftop Amenity

Total Occupants at 15sf/person ± 490
 Total GSF $\pm 7,400$ sf

Total Project GSF $\pm 504,000$ sf



Building Section and Summary

Scale: 1" = 40'