

Group with Annapolis, Baltimore ties tapped for Hillman Garage, City Dock redevelopment that could cost \$56-62 million

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Preliminary concept renderings for the Hillman Garage-City Dock redevelopment project. Annapolis Mobility and Resilience Partners, or AMRP, a consortium of 10 companies, will oversee the redevelopment, the city confirmed Tuesday. (Courtesy Photo)

1 / 21

A group of companies, some with Anne Arundel and Baltimore ties, has been chosen to complete the largest infrastructure project in Annapolis history, the tearing down and rebuilding of Hillman Garage and redevelopment of City Dock for a price tag that could surpass \$60 million, the city confirmed Tuesday in an exclusive interview with The Capital.

Annapolis Mobility and Resilience Partners is a consortium of 10 companies that will oversee the redevelopment. City officials hope the effort will revitalize an aging parking structure at the end of its functional life and protect the city's prime downtown waterfront

from flooding and rising sea levels. The plan is expected to cost between \$56 million to \$62.3 million with completion by spring 2024.

Mayor Gavin Buckley said Tuesday the city doesn't have a choice in initiating a major infrastructure project during a pandemic, adding that the endeavor will not be completed at taxpayer expense.

"The garage is decaying and is at the end of its useful life. We've propped it up for long enough," he said. "The water is warming; the water is rising. So, we have to confront those things."

The announcement comes more than a year after the city requested proposals for the massive redevelopment project. AMRP was selected as the "pretty clear choice" over the other finalist, [Preston Hollow Capital](#), City Manager David Jarrell said. AMRP had more capital and involved Bryce Turner, the former co-chair of the Urban Land Institute and a member of the City Dock Action Committee, he said.

City officials and AMRP representatives agreed to a \$6.4 million predevelopment agreement last week to begin planning the project in earnest. Under its terms, AMRP agreed to design, build, finance, operate and maintain a new garage. It will also design, build and finance resiliency infrastructure at City Dock. The consortium will pay for the predevelopment costs unless the city chooses to terminate the project.

Eivind N. Dueland, regional senior vice president of development at Hunt Cos., one of the project leads, said the group is looking forward to redeveloping both the garage and the downtown area in partnership with the city.

In a prepared statement, Dueland called it a "true pathfinder project for how local governments can address needed flood resiliency improvements and how public-private partnerships can be utilized as part of governments' resiliency toolkit."



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A City Council work session is set for Thursday to meet with Dueland and other development team members. The City Dock Action Committee, which developed a set of recommendations for revitalizing City Dock and improving its climate resiliency, is also set to meet Thursday.

The city has hired Coldwell Banker Richard Ellis, a commercial real estate and investment firm, for \$300,000 to be its representative on the project. The firm will assist in negotiating the final project agreements.

Among AMRP's 10 companies, four are based in Maryland. Turner is CEO and President of BCT Architects, a Baltimore firm that will oversee master planning and public engagement for the project. The firm is one of several with experience in major projects in Annapolis and Anne Arundel County.

El Paso-based Hunt Cos. owns Pennrose, which operates Obery Court and College Creek Terrace Apartments. It's also in charge of redeveloping the public housing property, Newtowne 20. The company, one of its subsidiaries Amber Infrastructure Group, along with Treadwell Franklin Infrastructure, will lead the project.

Whiting-Turner Contracting will handle the construction of the garage. The Baltimore-based company was involved in the modernization of Bancroft Hall, the large Naval Academy dormitory, nearly two decades ago.

Walker Consultants, which has a Washington, D.C. office, has proposed a four-story, five-level structure that would accommodate 575 spaces — 150 more than current garage capacity — at a cost of \$21.8 million. A second slightly larger garage design — estimated at

\$28.1 million — that would hold 702 parking spaces has also been proposed. The garage is expected to take about 15 months to complete, with construction set to begin January 2022 and finish in April 2023.

The city will decide which design to go with following the completion of a major parking study on the site, Jarrell said.

After Hillman construction is underway, the consortium will turn to redevelop City Dock at an estimated cost of \$34.2 million. The initial construction would ideally not impact existing parking spaces on City Dock, a major concern of business owners around the harbor, Jarrell said. Construction would begin in January 2023, spanning 14 months and finishing March 2024.

WSP Global, Inc., based in Montreal, will handle the City Dock resilience efforts, including a raised park on Dock Street, a mix of heightened sea walls, hydraulic and flip-up flood gates and a pump station similar to [one the city is planning to install](#) at the intersection of Compromise and Newman streets.

Another Baltimore company, Mahan Rykiel, a landscape architecture firm, will provide landscape design. The company did the masterplan for the redevelopment of Main Street. Buckley, who announced [plans to run for a second term as mayor earlier this month](#), said the project would go forward regardless of the 2021 general election outcome.



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“It’s going to get done because the community wants it — the community that put the council into office,” Buckley said. “They’re part of the team that we put together to make sure that we came up with a great end product.”

Alderwoman Elly Tierney, who represents the downtown area, said she was excited about the project, but she also wanted to reassure residents that the project will not come at taxpayer’s expense.

The project is set to be financed by the newly-created Resilience Financing Authority established through a bill passed by the Maryland General Assembly this year. The city is also identifying state and federal grants to help pay for the resiliency efforts.

“We need to be clear to constituents that this is self-financed,” said Tierney, D-Ward 1.

“This will keep us alive. It will employ people, and that part is really exciting.”

Here is the full list of the AMRP development group:

- Hunt Cos., El Paso, Texas
- James W. Sewall Cos., Maine
- Treadwell Franklin Infrastructure, Maine
- Walker Consultants, Washington, D.C.
- Whiting-Turner Contracting, Baltimore
- Premium Parking, Baltimore
- BCT Architects, Baltimore
- Via Transportation, Inc. New York
- WSP Global, Inc., Montreal
- Mahan Rykiel, Baltimore