Who is GuernseyTingle?

- 35-year Architectural/Planning/Interiors firm based in Eastern Virginia
- Orchestrate larger teams of structural engineers, civil engineers, mechanical/electrical engineers
- Staff of 25 – average professional staff experience over 15 years
- Annual A/E contracts with:
  - Petersburg (since 2015), Chesterfield County, James City County, Newport News, Hampton, Virginia DCR, SeaWorld, Joint Base Langley Eustis and US Army Corps of Engineers
- Thomas G. Tingle, AIA, President
  - 40 years of experience
  - Focus on pre-planning, group engagement and community consensus building
Parking & Urban Context

- GuernseyTingle and Speight Marshall Francis (structural engineer) combined experience on over 20 parking structures over last two decades.
- Designs for municipal, state, federal and private clients
- Currently working together on 450-space deck for federal government client in Charlottesville
- Understand the special needs of design within urban and historic context
Petersburg Park & Ride Committee

- Lionel Lyons, Deputy City Manager, Operations
- Charles Koonce, Jr., Transit General Manager
- Tangela Innis, Director of Public Works & Utilities
- Michelle Peters, Director of Planning & Community Development
- Reginald Tabor, Economic Development Manager
- Stephanie Harris, Deputy Director of Mass Transit
- J. Howard Hines, Building Official
- Bill Riggleman, Engineer Construction Mgr.
- Temidire Okeowo, CIP Manager
VDOT Smart Scale (formerly HB2)

- City of Petersburg won competitive grant in 2016
- Need identified by VDOT in 2013’s *Park & Ride Lot Inventory Study*
- Conditions include 200 parking spaces minimum
- Must be located near Transit Station
- VDOT will cover 100% of $8 million budget
- No City Match is required
In 2017, the General Assembly adopted HB2241/SB1331 (as defined in § 33.2-214.2) updating several items related to SMART SCALE.

**SMART SCALE** legislation requires that the measures be quantifiable and objective, that the analysis of a project’s benefits is relative to its cost (essentially a benefit-cost analysis using the SMART SCALE factors), and that the Commonwealth Transportation Board (CTB) consider all modes of transportation.
The SMART SCALE law requires that measures fall into 6 factor areas:

- Safety
- Congestion Mitigation
- Accessibility
- Environmental Quality
- Economic Development
- Land Use Coordination (for areas over 200,000 populations)
## Petersburg Park & Ride Scorecard

<table>
<thead>
<tr>
<th>Category C</th>
<th>Congestion Mitigation</th>
<th>Safety</th>
<th>Accessibility</th>
<th>Environment</th>
<th>Economic Development</th>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase in Daily Person Hours Delays</td>
<td>Decrease in Person Hours Delays</td>
<td>Reduction in Fatal and Severe Injuries</td>
<td>Reduction in Fatal and Severe Injury Rate</td>
<td>Increase in Access to Jobs</td>
<td>Increase in Access to Jobs for Disadvantaged Populations</td>
<td>Increase in Access to Multimodal Transportation</td>
</tr>
<tr>
<td>Measure Score</td>
<td>3.4</td>
<td>1.9</td>
<td>2.2</td>
<td>0.0</td>
<td>3.8</td>
<td>6.6</td>
</tr>
<tr>
<td>Measure Weight</td>
<td>60%</td>
<td>63%</td>
<td>100%</td>
<td>0%</td>
<td>60%</td>
<td>20%</td>
</tr>
<tr>
<td>Weighted Measure Score</td>
<td>3.2</td>
<td>0.9</td>
<td>2.2</td>
<td>0.0</td>
<td>2.1</td>
<td>1.1</td>
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<tr>
<td>Raw Factor Score</td>
<td>1.1</td>
<td>2.2</td>
<td>2.4</td>
<td>0.2</td>
<td>6.8</td>
<td></td>
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<tr>
<td>Factor Weighting</td>
<td>15%</td>
<td>25%</td>
<td>25%</td>
<td>10%</td>
<td>25%</td>
<td>0%</td>
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<tr>
<td>Weighted Factor Score</td>
<td>0.2</td>
<td>0.5</td>
<td>0.6</td>
<td>0.0</td>
<td>1.4</td>
<td></td>
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</table>
Goals for Park & Ride Feasibility Study

- Study 2 Potential Sites
- High-level Site Evaluations
- Conceptual Parking Deck Design Options
- Budget Project Cost Estimates
- Project Schedule
- Recommended Design
Project Sites

Transit Parking Lot
38 and 42 South Union St

29 and 41 South Union St
38 and 42 South Union St.

- Originally purchased by City for Transit Center Parking Garage
- Appraisal Report in 2015
- Built c1910 and 1912
- #42 not accessible due to 2nd floor collapse
- Approx. 7,800 SF and 11,760 SF
- Fair to Poor Condition
- Valued at $120,000 and $190,000
- Wood framed structures with brick bearing walls
- Both buildings open to the elements
Site Evaluation Results

<table>
<thead>
<tr>
<th>Description</th>
<th>Risk Analysis</th>
<th>Comment</th>
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</thead>
<tbody>
<tr>
<td>Topography, Flood Plain &amp; Wetlands</td>
<td>Very Low</td>
<td></td>
</tr>
<tr>
<td>Comprehensive Plan</td>
<td>Very Low</td>
<td></td>
</tr>
<tr>
<td>Building Code</td>
<td>Very Low</td>
<td></td>
</tr>
<tr>
<td>Zoning</td>
<td>Very Low</td>
<td></td>
</tr>
<tr>
<td>Stormwater Management</td>
<td>Low</td>
<td>On-site Water Quality Needed</td>
</tr>
<tr>
<td>Soils &amp; Geotechnical</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>Easements, Restrictions, Covenants</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>Property Line Adjustments</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>Environmental &amp; Hazardous Materials</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>Utilities</td>
<td>Medium</td>
<td>Dominion Overhead Powerline</td>
</tr>
<tr>
<td>Historic District</td>
<td>Medium High</td>
<td>Section 106 Requirements</td>
</tr>
</tbody>
</table>
First Round Concepts
**Advantages:**
- Simple, Efficient Layout
- Access close to Transit Center
- 2nd Stair on Union Street

**Disadvantages:**
- Sloping decks challenging for traditional architecture
- Footprint encroaches on historic structures

257 spaces + 90,030 SF
Advantages:
- Simple, Efficient Layout
- Access close to Transit Center
- 2nd Stair on Union Street

Disadvantages:
- Sloping decks challenging for traditional architecture
- Footprint encroaches on historic structures
- 3rd floor parking remote from elevator

215 spaces + 76,500 SF
Design Option C
Advantages:
- All construction on east side of Union Street
- Allows existing 35-space commuter lot to remain

Disadvantages:
- Inefficient layout – only 37 spaces per floor
- 2-way spiral ramp
- Pedestrian easements needed on private properties

187 spaces + 104,000 SF
35 existing spaces (222 total)
Design Option D
Advantages:
- Building Footprint avoids historic buildings
- No parking on sloped ramps
- Access close to Transit Center

Disadvantages:
- Expensive 2-way elliptical ramp
- Long distance from entry to bulk of parking on 3rd and 4th floors

223 spaces + 106,600 SF
Parking Deck Security

**Discourage/Deterrence**
- Bright LED lighting
- Sense of openness
- Cleanliness
- Natural Surveillance (users, street visibility)

**Active Security**
- Access control (pedestrian/vehicular)
- Surveillance (Conspicuous CCTV)
- Security patrols
- Emergency stations
Options for Additional Study
B

76,500 SF
3 1/2 Stories
215 Spaces

Ground Floor

Second Floor
76,500 SF
3 1/2 Stories
215 Spaces
Ground Floor
Second Floor
Budget & Schedule
<table>
<thead>
<tr>
<th>Option</th>
<th>Project Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>$9,035,000</td>
</tr>
<tr>
<td>B</td>
<td>$9,400,000</td>
</tr>
<tr>
<td>C</td>
<td>$10,270,000</td>
</tr>
<tr>
<td>D</td>
<td>$10,545,000</td>
</tr>
<tr>
<td>E</td>
<td>$7,828,000</td>
</tr>
</tbody>
</table>
# Petersburg Park & Ride

## Budget Project Cost Summary

<table>
<thead>
<tr>
<th></th>
<th>Option B</th>
<th>Option E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land &amp; Site Analysis</td>
<td>$86,500</td>
<td>$86,500</td>
</tr>
<tr>
<td>Site Development</td>
<td>$678,060</td>
<td>$678,060</td>
</tr>
<tr>
<td>Building Construction</td>
<td>$6,680,564</td>
<td>$5,473,187</td>
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<tr>
<td>Furnishings &amp; Equipment</td>
<td>$30,000</td>
<td>$30,000</td>
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<tr>
<td>Architectural Engineering Fees</td>
<td>$662,639</td>
<td>$503,123</td>
</tr>
<tr>
<td>Other Fees &amp; Soft Costs</td>
<td>$36,000</td>
<td>$36,000</td>
</tr>
<tr>
<td>Subtotal Project Costs</td>
<td>$8,173,763</td>
<td>$6,806,870</td>
</tr>
<tr>
<td>Contingency</td>
<td>$1,226,064</td>
<td>$1,021,031</td>
</tr>
<tr>
<td>Total Project Budget</td>
<td>$9,400,000</td>
<td>$7,828,000</td>
</tr>
<tr>
<td>Parking Spaces</td>
<td>215</td>
<td>215</td>
</tr>
<tr>
<td>Cost per Parking Space</td>
<td>$43,721</td>
<td>$36,409</td>
</tr>
</tbody>
</table>
## Petersburg Park & Ride

### Preliminary Schedule

<table>
<thead>
<tr>
<th></th>
<th>VDOT HB2 Schedule</th>
<th>Proposed Schedule</th>
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<tbody>
<tr>
<td>Project City/State Agreement</td>
<td>January 2, 2018</td>
<td>April 1, 2019</td>
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<tr>
<td>Environmental Review Process</td>
<td>July 17, 2018</td>
<td>July 1, 2019</td>
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<tr>
<td>Design/Engineering</td>
<td>July 18, 2019</td>
<td>October 1, 2019</td>
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<tr>
<td>Plan Submission</td>
<td>July 29, 2020</td>
<td>July 29, 2020</td>
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<tr>
<td>Advertise for Bids</td>
<td>August 13, 2020</td>
<td>August 13, 2020</td>
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<tr>
<td>Award Construction Contract</td>
<td>September 11, 2020</td>
<td>September 11, 2020</td>
</tr>
<tr>
<td>Construction Completion</td>
<td>November 17, 2022</td>
<td>November 7, 2022</td>
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</tbody>
</table>
Other Considerations

- If funding is not used, the $8 million will be reprogrammed and **reallocating to other approved Smart Scale projects outside of Petersburg**

- The project is funded 100% by VDOT with no-match, which is a special exception not afforded to other Smart Scale projects
Other Considerations

- A Performance Agreement will be developed and executed prior to project funding allocation, final design and construction activities.

- The Performance Agreement will include the information from the feasibility study, including the Scope, Cost Estimate, and projected Construction Schedule.

- The Performance Agreement will define administration of the project (Local or VDOT).
Next Steps

- Recommend **Option E** to City Council for Approval
  - 215 spaces - 3 ½ Stories - $7.83 Million
- City/VDOT Performance Agreement in April 2019
- Critical Path Analyses:
  - Utilities (Dominion)
  - Department of Historic Resources
  - Environmental
- Hire Architect/Engineer in October 2019
- Provide Monthly Budget Updates to Council starting January 2020
Discussion