

PROPOSED AGENDA
PUBLIC TRANSPORTATION & PARKING COMMISSION
January 16, 2013
(9:15 a.m.)

Public Works Department
Conference Room

- | | | |
|-------|--------------------------------------------------|--------------------------------|
| I. | Call to Order/Welcome | Marsha Wyly |
| II. | Roll Call/Establish Quorum | Marsha Wyly |
| III. | Additions/Deletions to the Agenda | Marsha Wyly |
| IV. | Approval of October Minutes (Attachment A) | Marsha Wyly |
| V. | Greenville Transportation Activity Center Update | Chris Padgett |
| VI. | Public Comments | Marsha Wyly |
| VII. | New Business | Marsha Wyly |
| | 1. Introduction of New Public Works Director | Stephen Mancuso |
| | 2. Election of Officers | Marsha Wyly |
| | 3. Short Range Transit Plan Appointees (2) | StephenMancuso/
Marsha Wyly |
| VIII. | Old Business | |
| | 1. Parking Deck Update | Scott Eaton |
| | 2. 1 st St. Parking Conversion Update | Scott Eaton |
| | 3. Annual Presentation to City Council | Marsha Wyly |
| IX. | Great Monthly Report (Attachment B) | Stephen Mancuso |
| X. | Adjourn Meeting | |

ATTACHMENT A

Minutes – October 17, 2012

PUBLIC TRANSPORTATION & PARKING COMMISSION
MINUTES
October 17, 2012

The Public Transportation and Parking Commission met on the above date at 9:15 a.m. in the Conference Room at the Public Works Department.

Members Present: Ms. Marsha Wyly, Mr. Ronald Dunbar, Mr. Bob Thompson, and Mr. Warren Daniels.

Members Absent: Mr. Eric Foushee and Mr. Neil Edwards.

Staff Present: Mr. Thom Moton, Assistant City Manager; Mr. Chris Padgett, Interim Assistant City Manager; Mr. Scott Godefroy, Interim Public Works Director; Mr. Kenneth Jackson, Operations Manager; Mr. Stephen Mancuso, Transit Manager; and Geraldine Teel, Secretary.
Council Liaison: Calvin Mercer

WELCOME: A quorum was established. Ms. Marsha Wyly welcomed everyone and called the meeting to order.

AGENDA: The agenda for the October 17, 2012 meeting was approved with one addition by Ms. Marsha Wyly under New Business: Annual Presentation to City Council.

MINUTES: Mr. Bob Thompson made a motion to approve the minutes of the September 19, 2012 meeting. This was seconded by Mr. Warren Daniels. The motion carried unanimously.

GREENVILLE TRANSPORTATION ACTIVITY CENTER: Mr. Thom Moton gave a brief updated on the Greenville Transportation Activity Center (GTAC). He stated this is his last meeting as liaison to the Commission. He has accepted a position as City Manager in the city of Broken Arrow, Arizona. He said he has enjoyed working with the board and staff. He stated this board is one of the most engaged citizen boards with a passion for its mission and the issues presented to it. Mr. Bob Thompson along with other members thanked Mr. Moton for serving as liaison/professional and appreciates his efforts over the years of working with ITC/GTAC project. Mr. Thompson added Mr. Moton's presence, abilities and capabilities will truly be missed by the Commission and the City of Greenville. Mr. Thompson also commended Ms. Marsha Wyly on an outstanding job with the City Scene on presenting her perspective on GTAC. Mr. Moton stated that Mr. Chris Padgett, Interim Assistant City Manager will continue to go forward with this project and will bring updates monthly to the Commission as well. Mr. Moton noted Mr. Padgett has experience in the metro community and has a strong understanding of the ultimate goal for the City of Greenville. He stated that the name has been changed to Greenville Transportation Activity Center (GTAC). Emphasizing a much broader vision than simply just a bus station he noted it would be a modernized multipurpose transportation facility. He stated that two sites have been selected thus far. One is the Pugh's property located across from City Hall bordered by Green, Fifth, Fourth and Pitt Streets. The second location is just to the north of Dickenson Avenue on Bonners Lane. Mr. Moton said there are strong merits for both sites. A meeting is scheduled for November 5, 2012 for the Stakeholders Steering committee and the Technical Steering committee to meet with the consultant. He noted that the consultant will have a partial 3-D modeling for viewing. More than a concept layout he added. It will have vertical

structure to show what the area could look like. The meeting will be held at City Hall 3rd floor gallery. Mr. Moton stated council is aware of the sites and they are eager to get feedback. He noted that perhaps a representative from the Public Transportation and Parking Commission along with a representative from the Stakeholders Steering Committee and the Technical Steering Committee will present the merits of both sites and a recommendation to the City Council at the December meeting. Mr. Chris Padgett added to the comments. He stated that Mr. Moton has done an excellent job to get the project where it is today. He stated that he is looking forward to working with the Commission. He noted this is going to be a long process, but we will get through it. He noted that he will be unveiling things on GTV related to transit and will try to get the word out about what the GTAC project entails. He noted the project website is being updated giving the background on the project and what our vision is for the future. He stated that we are not building this project for today; we are building it for the next forty years. Ms. Wyly asked if this information will be advertised by the public media. Mr. Padgett said it will be advertised by the public media as well.

PUBLIC COMMENTS: There were no public comments at this time.

MEETING DATES FOR 2013: A discussion was held to establish the meeting dates for the year 2013. Mr. Ronald Dunbar had concerns about meeting monthly. It seems to affect some of the working schedules he noted. He stated that it's becoming an issue establishing a quorum; so he suggested meeting quarterly and extend the length of the meeting. Ms. Marsha Wyly stated that due to being advocates for the Greenville Transportation Activity Center (GTAC) she feels the Commission should continue to meet monthly to stay up-to-date on issues for now. Mr. Chris Padgett suggested meeting every other month but also forming an ad hoc committee to meet monthly to discuss current issues. Maybe this will alleviate some of the scheduling difficulties for others he noted. Ms. Wyly liked that idea and stated if there are any issues that need to be addressed; it would be put on the agenda for the next meeting. Mr. Thompson suggested utilizing e-mailing information from the ad hoc committee and the minutes as well. Mr. Bob Thompson stated that he feels the meeting should remain monthly with the exception of July and December due to other transportation issue coming about as well. The meeting dates for 2013 were tabled until the next meeting. The By-Laws will be reviewed at that time as well.

ANNUAL PRESENTATION TO CITY COUNCIL: Ms. Marsha Wyly stated the presentation to City Council will be held in November or December. She noted the time limit is 10 minutes. She is planning a power point presentation. She stated she will be giving a summary of events for the past year. Ms. Wyly said if any member had anything to include in the presentation to e-mail the information to her. Ms. Wyly asked Mr. Stephen Mancuso to check on the date of the presentation to council.

SIDEWALK PROJECT: Mr. Scott Godefroy gave an update on the sidewalk project. He stated the sidewalk in question on Arlington at the railroad crossing has been an issue. The sidewalk at the crossing could not be utilized throughout the track. Mr. Godefroy stated that fourteen different crossings were schedule for review. Four were eliminated and the remaining ten were scheduled for improvements he noted. Mr. Godefroy said the projects have not been completed because the rail division has run out of funds. Staff along with Mr. Thompson has prioritized a list of crossings waiting for availability of funds for improvements. He noted that six out of ten have sidewalk improvements required. Mr. Godefroy said the list has been presented to NCDOT rail division. He noted the first priority on the list is the crossing on Memorial Drive.

GREAT DATA & RGP SERVICE REPORT: Mr. Stephen Mancuso gave a brief report on GREAT. He stated the ridership for the month of September is significantly higher due to the ridership from Pitt Community College and across the board as well. He noted that expenses are lower and revenues are higher for the month. Mr. Ronald Dunbar asked if more shelters are scheduled to be installed at more bus stops. Mr. Mancuso stated 14 shelters are currently out on bid. He noted bids are due in November. Mr. Mancuso added the shelters will be installed after the first of the year. Mr. Chris Padgett informed the commission that the street scape project on Dickenson Avenue will be completed in three years. He advised the commission to be thinking about the parking component as well as a bus stop near with a shelter. He also mentioned phase II of West Fifth Street scape improvements as well.

ADJOURNMENT: There being no further business, the meeting was adjourned. The next meeting is scheduled for November 21, 2012 at 9:15 a.m. in Public Works Conference Room.

Respectfully submitted,

Geraldine Teel, Secretary
Public Transportation & Parking Commission

SUMMARY

NOVEMBER MEETING

NO QUORUM

SUMMARY

PUBLIC TRANSPORTATION & PARKING COMMISSION

November 21, 2012

(Not an Official Meeting Due to Lack of Quorum)

Members Present: Ms. Marsha Wyly, Mr. Warren Daniels and Mr. Bob Thompson
Staff: Mr. Chris Padgett, Interim Assistant City Manager; Mr. Stephen Mancuso, Transit Manager; Mr. Scott Godefroy, Interim Public Works Director; Ms. Stacey Pigford, Engineer I; Mr. Carl Rees, Economic Development Officer and Ms. Geraldine Teel, Secretary.
Guest: Mr. Bill Barlow

At the November 21, 2012 Public Transportation & Parking Commission meeting no business was conducted due to lack of a quorum. Members present held a brief discussion.

Mr. Chris Padgett gave a brief update on the Greenville Transportation Activity Center. Ms. Marsha Wyly made comments on Annual Presentation to City Council. Mr. Bob Thompson commended Ms. Wyly on a job well done. Members present talked briefly about meeting dates for 2013. Mr. Stephen Mancuso gave brief comments about GREAT.

The next meeting is scheduled for January 16, 2013. Please make every effort to attend.

ATTACHMENT B

GREAT Monthly Report
November 2012

**GREENVILLE AREA TRANSIT
NOVEMBER 2012 DATA REPORT**

PASSENGERS

	November 2012	November 2011	YTD FY 2013	YTD FY 2012
GREAT Trips	45,008	43,555	231,401	207,843
Paratransit Trips	1,106	1,163	5,864	5,509
Subtotal	46,114	44,718	237,265	213,352
Tour Bus Trips	38	57	501	249
Total	46,152	44,775	237,766	213,601
PATS/GREAT Connector	361	456	1,857	2,329
DAYS OF SERVICE	25	25	128	128
Passengers Per Day	1,845	1,789	1,854	1,667
HOURS OF SERVICE	1,755	1,854	9,072	9,456
Passengers Per Hour	26.3	24.1	26.2	22.6
MILES OF SERVICE	23,820	25,027	123,139	128,907
Passengers Per Mile	1.9	1.8	1.9	1.7

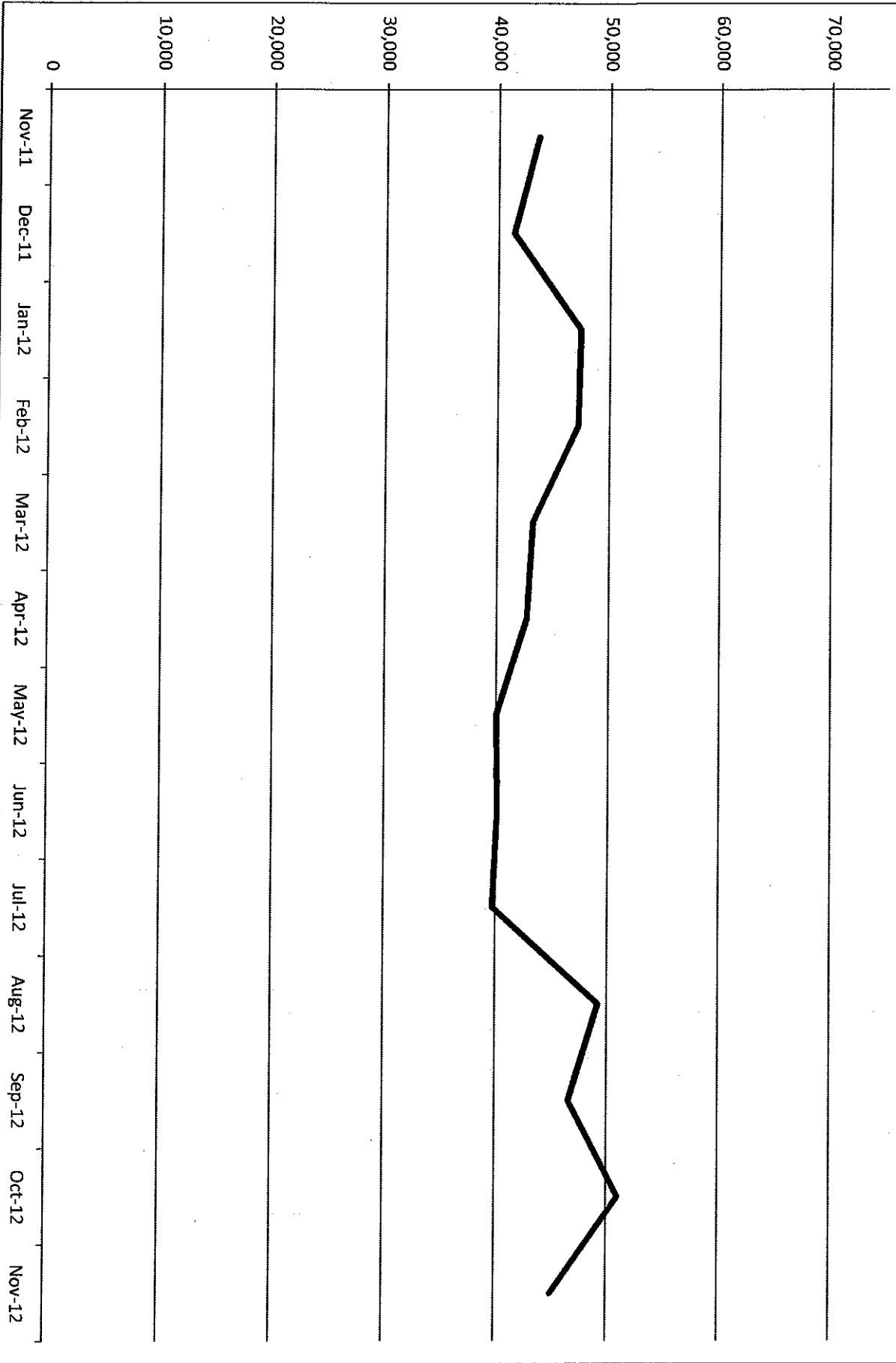
FIXED ROUTE SERVICE ONLY

	Month 2013	Month 2013	YTD 2013	YTD 2013	YTD \$	YTD %
	Actual	Budget	Actual	Budget	Variance	Actual vs Budget
TOTAL EXPENSES	\$ 139,720.92	\$ 170,895.75	\$ 707,948.08	\$ 854,478.75	\$ (146,530.67)	34.5%
TOTAL REVENUE	\$ 27,383.48	\$ 23,083.83	\$ 138,192.68	\$ 115,419.17	\$ 22,773.51	49.9%
NET COST	\$ 112,337.44	\$ 147,811.92	\$ 569,755.40	\$ 739,059.58	\$ (169,304.18)	32.1%
						41.7%

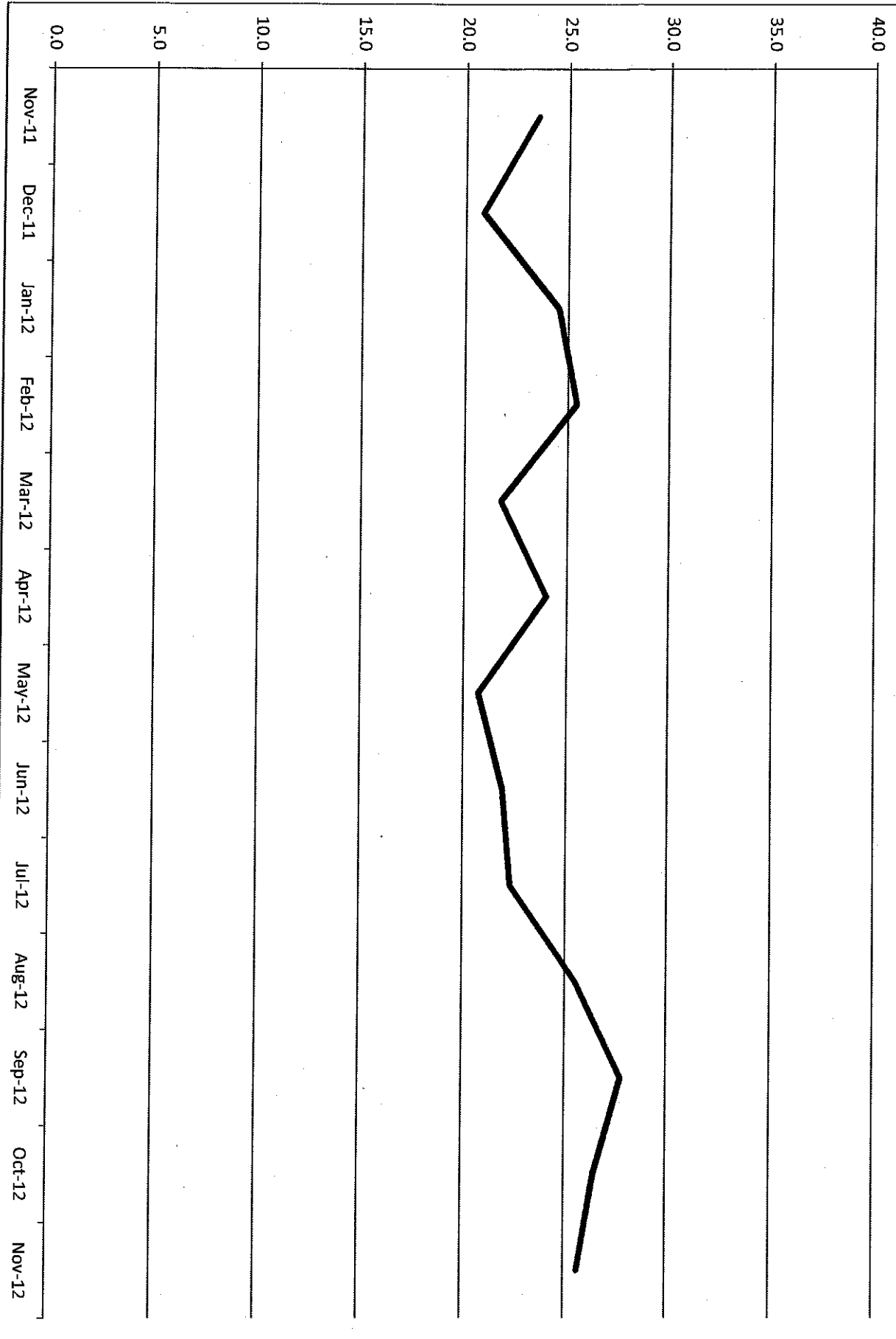
Net Cost Per Passenger
Net Cost Per Hour
Net Cost Per Mile

\$ 2.50	\$ 3.28	\$ 2.46	\$ 3.19	\$ (0.73)
\$ 64.01	\$ 84.22	\$ 62.80	\$ 81.47	\$ (18.66)
\$ 4.72	\$ 6.21	\$ 4.63	\$ 6.00	\$ (1.37)

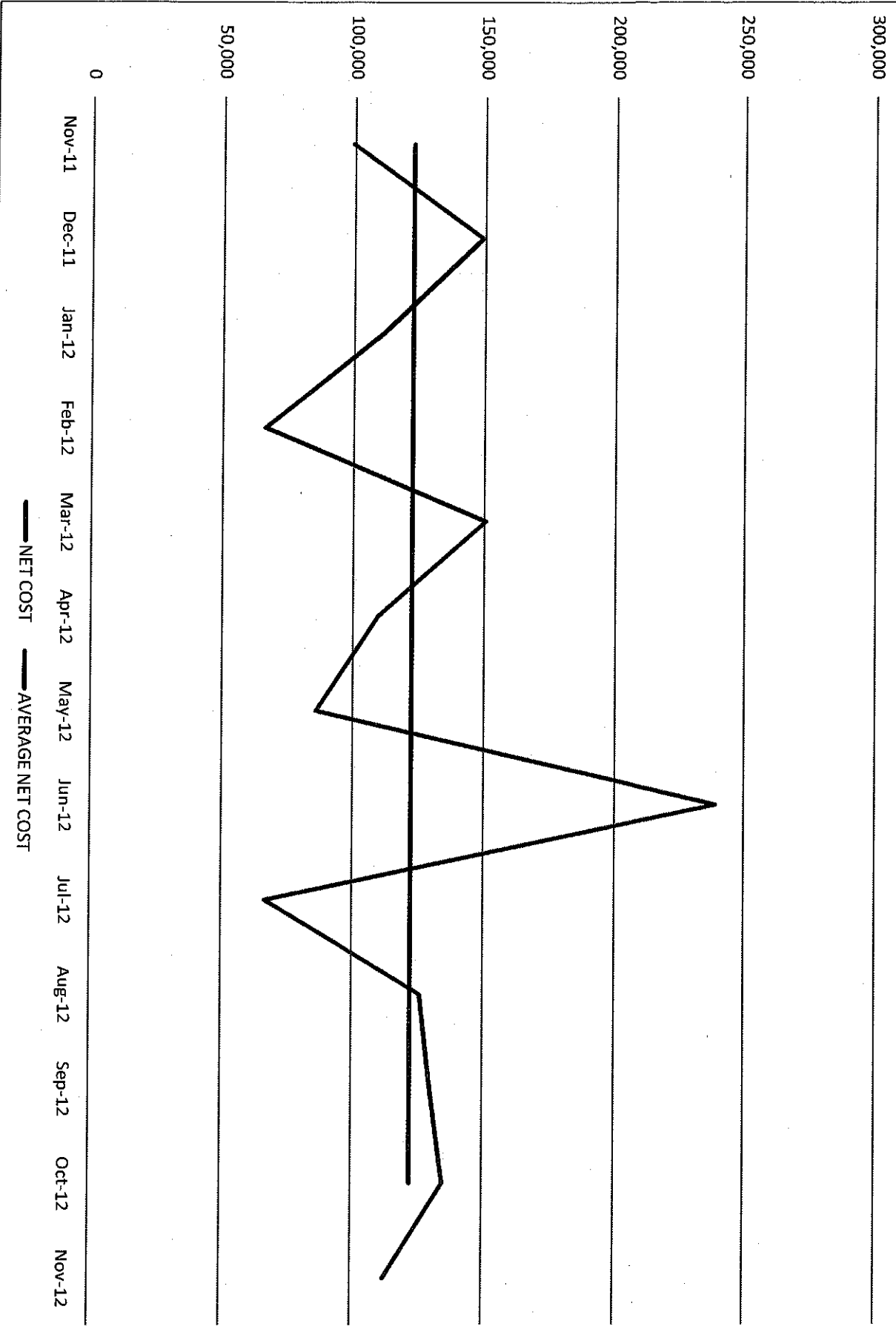
Total Ridership



Passengers / Hour



Net Cost



GREAT
SUGGESTIONS, COMMENDATIONS, COMPLAINTS
Nov-12

	CODE	QUANTITY
SUGGESTIONS:		
Route	S1	2
Schedule	S2	0
Bus Stop	S3	0
Shelter	S4	0
		<hr/>
		2

COMMENDATIONS:		
Driver	P1	1
Other	P2	0
		<hr/>
		1

COMPLAINTS:		
Route	C1	0
Schedule	C2	0
Bus Stop	C3	0
Shelter	C4	0
Driver	C5	4
Other	C6	0
		<hr/>
		4

GREAT Monthly Report
December 2012

**GREENVILLE AREA TRANSIT
DECEMBER 2012 DATA REPORT**

PASSENGERS

	December 2012	December 2011	YTD FY 2013	YTD FY 2012
GREAT Trips	40,355	41,344	271,756	249,187
Paratransit Trips	961	1,114	6,825	6,623
Subtotal	41,316	42,458	278,581	255,810
Tour Bus Trips	42	61	543	310
Total	41,358	42,519	279,124	256,120

PATS/GREAT Connector

	309	397	2,166	2,726
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DAYS OF SERVICE

Passengers Per Day

	25	27	153	155
	1,653	1,573	1,821	1,650

HOURS OF SERVICE

Passengers Per Hour

	1,731	1,986	10,803	11,442
	23.9	21.4	25.8	22.4

MILES OF SERVICE

Passengers Per Mile

	23,492	28,091	146,631	156,998
	1.8	1.5	1.9	1.6

FIXED ROUTE SERVICE ONLY

	Month 2013	Month 2013	YTD 2013	YTD 2013	YTD \$	YTD %
	Actual	Budget	Actual	Budget	Variance	Actual vs Budget

TOTAL EXPENSES

	\$ 128,906.50	\$ 170,895.75	\$ 836,854.58	\$ 1,025,374.50	\$ (188,519.92)	40.8%
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TOTAL REVENUE

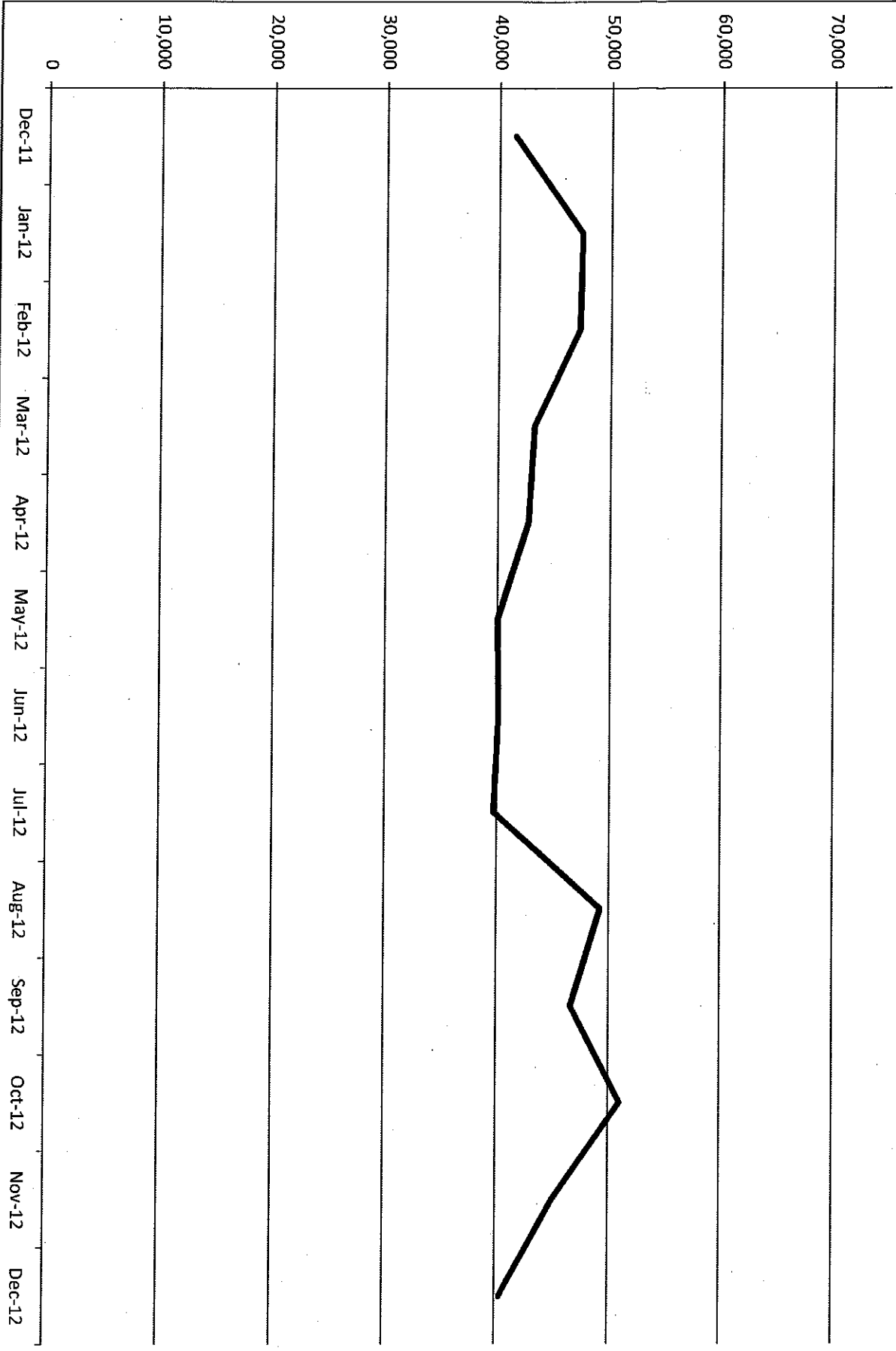
	\$ 21,788.34	\$ 23,083.83	\$ 159,981.02	\$ 138,503.00	\$ 21,478.02	57.8%
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NET COST

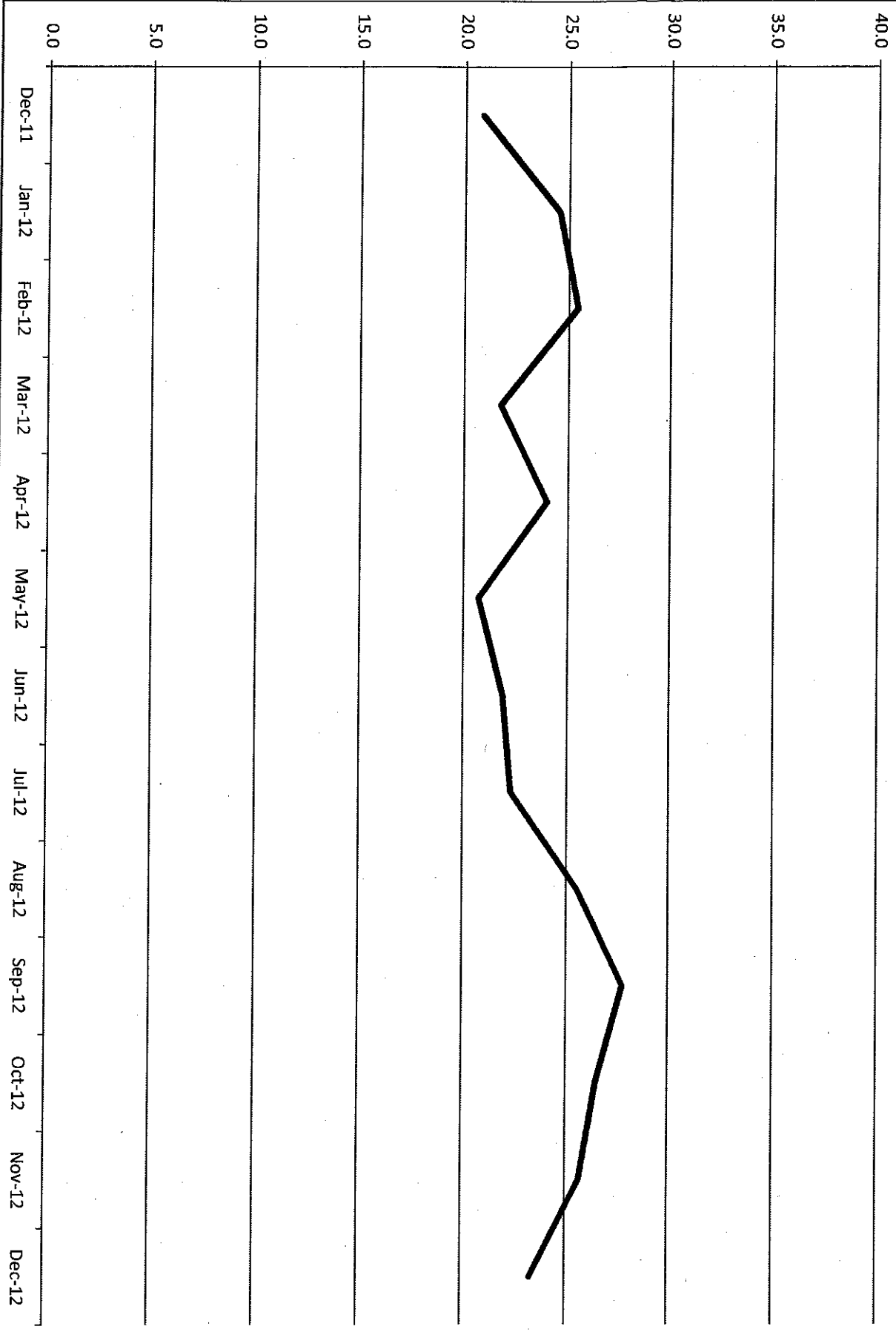
	\$ 107,118.16	\$ 147,811.92	\$ 676,873.56	\$ 886,871.50	\$ (209,997.94)	38.2%
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Net Cost Per Passenger	\$ 2.65	\$ 3.66	\$ 2.49	\$ 3.26	\$ (0.77)	
Net Cost Per Hour	\$ 61.88	\$ 85.39	\$ 62.66	\$ 82.09	\$ (19.44)	
Net Cost Per Mile	\$ 4.56	\$ 6.29	\$ 4.62	\$ 6.05	\$ (1.43)	

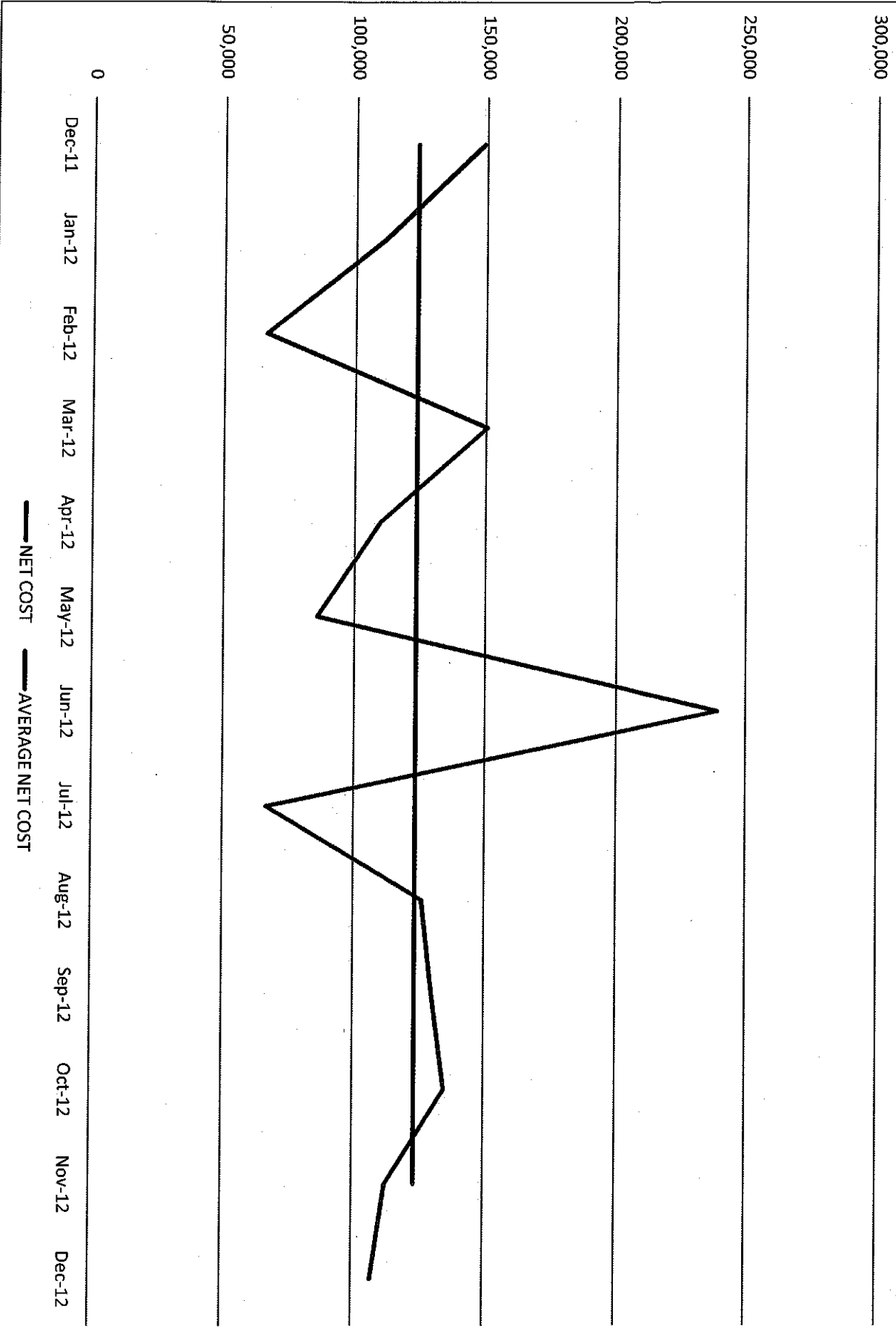
Total Ridership



Passengers / Hour



Net Cost



GREAT
SUGGESTIONS, COMMENDATIONS, COMPLAINTS
Dec-12

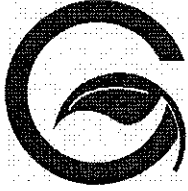
	CODE	QUANTITY
SUGGESTIONS:		
Route	S1	0
Schedule	S2	0
Bus Stop	S3	1
Shelter	S4	0
		<hr/>
		1

COMMENDATIONS:		
Driver	P1	0
Other	P2	0
		<hr/>
		0

COMPLAINTS:		
Route	C1	0
Schedule	C2	0
Bus Stop	C3	0
Shelter	C4	0
Driver	C5	7
Other	C6	0
		<hr/>
		7

**HAND OUT ON
PARKING DECK**

GREENVILLE, NC



ECONOMIC
DEVELOPMENT

MEMO

To: Barbara Lipscomb, City Manager
From: Carl Rees, Economic Development Manager
Date: November 28, 2012
SUBJECT: Uptown Parking Deck Feasibility Report

As requested by the Greenville City Council and Redevelopment Commission, this memorandum provides detailed information regarding the feasibility of constructing a parking deck in the City's Uptown Commercial District.

Background:

Review of opportunities for construction of a parking deck in Greenville's Uptown Commercial District was identified as a goal by the City Council for the current year. Based on this goal, City staff completed due diligence work on a total of six (6) potential sites, then delivered a report to City Council in August of 2012. The site research included evaluations of surrounding traffic patterns, density analysis of existing business activity, identification of issues that might impact development costs and rankings of the ability of a potential site location to influence new development. The report is attached and marked as "Appendix A".

Based on the findings in the report, City Council directed staff to further evaluate two (2) sites, a City-owned parking lot at the corner of Fourth and Cotanche Streets, as well as a property across the same intersection owned by East Carolina University (ECU). City Council gave preference to the City-owned site but directed staff to investigate the willingness of the administration at ECU to collaborate with the City on a parking deck on the ECU property. Based on discussions with several members of the ECU administration, it appears that the university is not interested in partnering on a parking deck at their Fourth and Cotanche Street property. University administration members did voice support however for the City's downtown revitalization efforts and noted that further conversations should not be ruled out about other collaborations in the Uptown District including for parking. With the understanding that the ECU site was not available, this review is entirely focused on the City-owned property at Fourth and Cotanche Streets.

Site Considerations:

The site is currently used as a municipal parking lot with a total parking capacity of 77 spaces. There is a common-use refuse facility in the central portion of the parking lot. The dimensions of the site are approximately 200 feet along Cotanche Street and 120 feet along Fourth Street. A survey of the property is included and marked as "Appendix B". The site is served by one-way south traffic on

Cotanche Street and two-way traffic along Fourth Street. Removal of nine (9) angled parking spaces along Cotanche Street will be required in order to appropriately site the parking deck. There are currently two (2) service alleys that border the parking lot, one on the back side of businesses fronting on Fifth Street and one on the back side of businesses fronting on Evans Street. Although design work for the parking deck has not been completed, it is expected that these two pedestrian access areas will be maintained and that an additional pedestrian access will be created that will tie the parking deck site to Evans Street.

There are two (2) municipal parking lots across Fourth Street from the proposed deck site. The Harris Lot has 32 spaces with a mix of lease and 2-Hour time limited parking while the Roses Lot has a total of 24, 2-Hour parking spaces. With construction of a parking deck across Fourth Street, it is recommended that both the Harris and Roses Lots be classified as entirely 2-Hour time limited parking with all lease spaces moved to the parking deck. The City may consider metering these parking lots in the future as parking demand increases in the Uptown District.

In order to assess the geological capacity of the site to host a heavy structure such as a parking deck, the local office of Terracon was engaged to complete soil borings and analysis that included encountered soil conditions, seismic site classification, design values for deep foundation systems and earthwork recommendations. The geotechnical analysis completed by Terracon indicates that the soil conditions at the site are not substantially different than most other sites in Greenville's Uptown Commercial District and thus foundation enhancements and/or a pier system will be required for a structure of the magnitude of a parking deck. A copy of the report from Terracon is included and marked as "Appendix C".

Construction Considerations:

There are two primary options for construction of parking decks which include poured in place and pre-cast. The first method is the oldest and is often used in sites with limited access as well as in sites where the parking deck is an integral part of a larger, complex construction project. Pre-cast parking decks are a great option for sites such as Fourth and Cotanche where there is adequate room for a crane to erect structural members and panels that have been transported to the site. Pre-cast construction is often a less expensive option and can match the durability of poured in place structures provided that routine maintenance tasks are completed by the owner. Pre cast decks can usually be erected much more quickly as all the pieces of the parking deck have been formed off-site in factory conditions and are transported to the construction site on a "just in time" basis.

For the Fourth and Cotanche street site, it appears that a four level parking deck could be erected that would provide vehicular access from both Fourth and Cotanche Streets. The height of such a structure would be approximately 36' feet above grade. This height would be similar to several adjacent buildings. A two-bay deck on this site would allow for approximately 64 parking spaces on each level with a total parking space yield of some 256 spaces. A model lay-out of a parking deck configured for the selected site is provided as "Appendix D". It is expected that the parking deck would include required handicap accessibility features, stair and elevator access, energy efficient lighting, emergency call stations and security cameras wired into the existing City of Greenville network. Although attended parking might not be offered initially, staff recommends that the parking deck be constructed in such a manner that an attendant booth could be added at a later date. A variety of exterior up-fit options can be considered during the design phase but it is expected that the exterior would be treated in such a manner that the parking deck is compatible with the surrounding structures. Based on consultations with a regional pre-cast parking deck construction firm it appears that a parking deck could be erected and finished within a six-month window.

Construction Cost

Construction costs for parking structures can range from close to \$10,000 per space for a precast parking deck with no exterior architectural finish to close to \$20,000 for a poured in place parking deck with high end architectural features. Parking decks at the extreme low end of the range are typically those that are wrapped entirely by a primary structure. For the 256 space parking deck under consideration for the Fourth and Cotanche Street site, staff has secured preliminary estimates prepared by a regional contractor and pre-cast parking deck construction firm that place the cost at \$13,500 per parking space. This per space construction cost would equate to a total of \$3,464,000 for the finished four level parking structure. This preliminary estimate may be adjusted up or down based on the final design process to include variations in finish levels desired by the City. In order to provide a level of flexibility in the cost estimate as well as to account for any unknown variables that might emerge during the design process, a 10% contingency is recommended for the project resulting in a final construction estimate of \$3,810,400.

Operating and Maintenance Cost

Industry estimates place operating costs in a range of \$250 to \$500 per space per year. Some factors that drive up operating costs include parking management that relies on human resources as well as environmental factors such as snow and ice removal and/or frequent cleaning related to the removal of road or sea salt. Typical operating expenses include utilities, elevator service contracts, routine cleaning, communication fees, and insurance premiums. For a parking deck in Uptown Greenville, it is expected that annual maintenance costs would likely fall in a range between \$300 per space for an unattended parking deck to \$350 per space for a deck that employs part-time parking attendants. It is recommended that approximately \$50 per space per year be reserved for significant maintenance of the parking deck that must take place every 10 years.

Revenue Estimates

While there are many parking revenue models that might be developed for a 256 space parking deck in Uptown Greenville, staff is recommending a simple parking management and revenue plan for initial implementation. With additional office projects expected to come on-line in the next 12-18 months in the blocks surrounding the Fourth and Cotanche Street site, the demand for daytime lease parking will continue to grow. A common strategy for management of parking spaces in a parking deck is to make lower floor spaces available for lease patrons who pay a higher rate than those parking patrons utilizing spaces on an hourly basis. It is recommended that an initial lease/hourly split of the 256 available spaces include the lower three floors of lease parking with the top floor made available for hourly parking patrons. Lease spaces would be reserved for patrons Monday Through Friday from 7:00 a.m. until 5:00 p.m. but would convert to free parking during evening and weekend hours. The metered spaces on the top level would also convert to free parking during evening and weekend hours. Staff recommends that management of the hourly spaces be conducted via the Duncan parking pay stations that have been successfully deployed in other Uptown District locations with existing municipal parking enforcement resources utilized to enforce hourly limits.

The table below depicts a preliminary revenue forecast for the parking management strategy described above. It should be noted that parking management strategies for the deck can be adjusted over time to include parking fees for evening parking. It is important to note that should such a strategy be implemented, other parking lots within the Uptown District would need to be

converted to evening fee parking as well. Although a full study of such a strategy has not been conducted, staff estimates that a three (3) evening per week parking program management by an outside vendor could generate revenues of approximately \$90,000 per year after expenses.

Parking Type	Total Spaces	Monthly/Hourly Fee	Notes	Annual Revenue
Monthly lease	192	\$52 per month	Escalates \$2 annually and assumes 80% occupancy	\$119,808
Unlimited hourly	64	\$.75 per hour	Current rate and assumes 60% occupancy	\$48,000
First year revenue total:				\$167,808
Average 20-year revenue:				\$177,360

Financial Summary

The construction cost and revenue estimates described in previous sections of this memorandum are intended to represent an approximate, but not final projection of revenues and expenses required to construct a 256 space parking deck at the City-owned site at the corner of Reade and Cotanche Streets. Final projections can only be completed once a construction contract is in hand and debt agreements have been structured and approved by the Local Government Commission. Construction of a parking deck in Uptown Greenville has been under consideration since as early as 2003 with previous City Councils even taking the proactive step to set aside funds in reserve for construction of a parking deck in the Uptown District. While that reserve fund has previously reached levels of as much as \$3.8 million, the fund currently stands at \$1,779,565. Previous expenditures from the account have been utilized to increase parking at Shepard Library and in the Five Points area. None-the-less, the availability of this reserve fund makes construction of the City's first parking deck much more attainable.

The table at right depicts sources and uses of funds required to construct the parking deck described in this memorandum. With interest rates at or near historic lows, it is expected that the City could realize rates of as little as 3% on twenty-year debt for this project. While a variety of debt instruments may be considered, an installment purchase agreement securitized by the parking deck is the most probable financing method. This method of financing does not require voter approval.

Procurement Considerations

While construction of parking decks in downtown settings is quite common in urban areas across the United States, this will be the first municipal parking deck constructed in Greenville. Consequently it is

Parking Deck Budget	
Total Revenue	\$177,360
Operating Costs/yr. w/o attendant	\$76,800
Avail. for debt serv.	\$100,560
Available Bond Debt	\$1,446,209
Total Deck Cost	\$3,810,400
GAP	\$2,364,191
Deck reserve fund	\$1,779,565
GAP less reserves	\$584,626
Annual budget impact	\$29,232

important to recognize that construction of the parking deck will have ramifications throughout Greenville's urban core to include impacts on current parking policy, citizen perspectives regarding the Uptown District, and most importantly on businesses throughout the Uptown District.

Perhaps the project that will be most immediately impacted is the planned four-story office building slated for construction at 423 Evans Street. The office building will be home to the City's visitor center, and will also host three floors of class "A" office space above that use. The building is being constructed on property owned by the Redevelopment Commission and will be procured as a public/public/private partnership between the Redevelopment Commission, East Carolina University and a private developer. Office tenants within the building will create demand for as many as 40 parking spaces during daytime hours. Due to site constraints associated with adjacent buildings, it is expected that portions of the City's parking lot at the corner of Fourth and Cotanche Street would be used as a staging and construction equipment access area during the majority of the construction project. As such alignment of construction schedules and mobilization for the office project and the parking deck project will be critical. Staff also believes that there could be considerable economies of scale created by linking the office building and parking deck projects.

With a goal of aligning the 423 Evans office project and the parking deck project, staff is exploring a blended procurement process in which a "call for developers" is issued concurrently with a "request for qualifications". The blended process will seek to deliver a development team that will build and own a portion of the office building at 423 Evans Street with the City able to select that project's contractor to serve as a "construction manager at risk" (CM) for the parking deck project. The City would also have the ability to select the same design team being used for the office project to provide design services for the parking deck. The CM process was recently used by the City for construction of the Drew Steele Center and provides a streamlined process for completing construction projects while still maintaining the competitive nature of a public procurement process.

Should the City choose not to align the parking deck and office building project, other traditional methods of procurement could be considered. These include requesting the General Assembly to reinstate the City's ability to utilize a design/build process for construction of a parking deck. This authority was granted to the City in 2003 but expired in 2008. The design/build process allows a single procurement process to take place where the design and construction costs are bundled into one price to the project owner. Alternatively, the City could pursue the longer and more cumbersome process where a designer is competitively procured to complete construction plans and specifications. Once the plans are prepared, the City would utilize a formal bidding process to bid the project, and then select the lowest, qualified responding company to construct the parking deck. Due to time constraints this would be the least preferable of the procurement methods for construction of a parking deck.

CC: Chris Padgett – Interim Assistant City Manager
Merrill Flood, Community Development Director

**HAND OUT ON
1ST STREET PARKING PROJECT
WILL BE AVAILABLE AT
MEETING**