INFORMATION ITEM

- Project Overview
- Parking Demand
- Site Evaluation
- VRE Recommended Preferred Alternative
- Next Steps
PROJECT PHASES

ALTERNATIVES ANALYSIS (Base Task)
- Identify Goals
- Develop Alternatives
- Select Preferred Alternative(s)

July – Nov 2016

PRELIMINARY DESIGN & NEPA (Optional Task 1)
- Conduct NEPA Analysis
- Adopt Preferred Alternative
- Design Parking Garage (30%)
- Finalize Cost Estimate and Funding Plan

Dec 2016 – June 2017

FINAL DESIGN (Optional Task 2)
- Complete Detailed Design and Construction Documents

July 2017 – June 2018

VIRGINIA RAILWAY EXPRESS
Manassas Park Station Parking Expansion
VIRGINIA RAILWAY EXPRESS
Manassas Park Station Parking Expansion

Project Kick-off

Data Collection and Analysis
- Site Analysis
- Parking Demand
- Market and Financial Considerations
- Design Considerations
- Goals and Objectives

Parking Garage Alternatives

Screening of Alternatives
- Evaluate Alternatives based on Project Goals and Objectives

Public Input

Identify Preferred Alternative(s)

Preliminary Engineering and NEPA

We are here

August
September/October
November
Next Phase
EXISTING PARKING DEMAND

Existing parking demand was validated by reviewing historical data and field work:

- 790 estimated boardings on Wed Sep 14, 2016
- 670 parked vehicles observed on that day
  - 616 cars parked in the VRE Lot and along Railroad Drive
  - 44 cars parked on Manassas Dr., Park Center Ct., and in the City Hall Lot
  - 10 cars parked in other locations
- 85% of passengers drove - consistent with historic trends
# PARKING DEMAND FORECAST

2040 Forecasted parking demand for improved service is 1,130 - 1,180 spaces (510 - 560 additional VRE spaces needed)

<table>
<thead>
<tr>
<th>Scenario</th>
<th>2040 Estimated Boardings*</th>
<th>2040 Estimated Parking Demand**</th>
<th>Existing Parking Spaces</th>
<th>2040 Unmet Parking Need</th>
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<tbody>
<tr>
<td>1</td>
<td>950</td>
<td>860</td>
<td>616</td>
<td>240</td>
</tr>
<tr>
<td>2</td>
<td>1,310</td>
<td>1,180</td>
<td>616</td>
<td>560</td>
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<tr>
<td>2a</td>
<td>1,250</td>
<td>1,130</td>
<td>616</td>
<td>510</td>
</tr>
<tr>
<td>3</td>
<td>1,560</td>
<td>1,400</td>
<td>616</td>
<td>790</td>
</tr>
<tr>
<td>3a</td>
<td>1,490</td>
<td>1,340</td>
<td>616</td>
<td>730</td>
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* Draft 2040 Ridership estimates from the Gainesville-Haymarket Extension Study (as of August 2016)

** 2040 Estimated Parking Demand = Existing mode split (85%) + Contingency (5%)
SURFACE PARKING

Surface parking requires 4.5 acres to support 560 parking spaces, and would be inconsistent with the City Center vision.
CITY CENTER DEVELOPMENT CONCEPT

- Illustrates how VRE garage might work as part of long term redevelopment
- Bridge or tunnel connection at VRE garage could also serve adjacent development
- Future extension to Owens Drive would offer second access point to City Center
MAJOR EVALUATION CRITERIA

- **Proximity to Platform** reduces passenger walk time
- **Public Property Ownership** reduces development cost and time
- **Supports City Center Vision** in building form and location of land uses
- **Traffic Access and Circulation** improves flow in/out of garage and reduces congestion on adjacent roads
SITES STUDIED

Legend

1. VRE Station Site (15 acres)
2. City Hall Site (2.3 acres)
3. Millicent Site (2 acres)
3A. Millicent & Driving School Site (4 acres)
4. Car Repair Site (2.9 acres)
5. Bays Site (7.6 acres)
6. South Corner Site (2.6 acres)

VIRGINIA RAILWAY EXPRESS
Manassas Park Station Parking Expansion
1. VRE STATION SITE

- 616 spaces are to be retained
- Existing parking is 50 - 625 feet from platform

**PROS**
- Public ownership
- Proximate to platform
- Used for VRE parking
- Grade-separated crossing not required

**CONS**
- High-voltage power line needs relocation
- Increased congestion at Railroad Drive light
- Construction impact to existing parking
- Would not support City Center development
CITY HALL SITE

- 145 spaces per level
- 1\textsuperscript{st} floor retail and retail parking
- 4 levels of VRE parking
- Additional level needed to replace City Center parking
- 725 feet from platform on average

**PROS**
- Public ownership
- Location supports shared use of spaces
- Two access points
- Moderate stacking distance
- Used for parking currently

**CONS**
- Long walk to platform
- 6 levels of parking on prime development site
- Pedestrian access across Park Center Ct. and adjacent property
3 MILLICENT SITE

- 165 spaces per level
- 375 feet from platform on average

PROS

• Short walk to platform
• Public ownership
• 4 levels of parking
• Location supports shared use of spaces

CONS

• One access point
• Inadequate stacking distance
• No retail on prime development site
**PROS**
- Short walk to platform
- 3 levels of parking
- Location supports shared use of spaces
- Retail on Manassas Dr.
- Two access points
- Moderate stacking distance

**CONS**
- Public & private ownership
- New road with access to Manassas Dr. and Park Center Ct.
**4 CAR REPAIR SITE**

- 185 spaces per level
- 300 feet from platform on average

**PROS**
- Short walk to platform
- 3 levels of parking
- Location supports shared use of spaces
- Two access points
- Adequate stacking distance

**CONS**
- Private ownership

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VIRGINIA RAILWAY EXPRESS
Manassas Park Station Parking Expansion
BAYS SITE

- 185 spaces per level
- 325 feet from platform on average

**PROS**
- Short walk to platform
- 3 levels of parking
- Does not hinder prime development sites
- Two access points
- Adequate stacking distance

**CONS**
- Passenger access at north end of platform
- Location may not support shared use of spaces
- Requires relocation of 12” water line
**SOUTH CORNER SITE**

- 165 spaces per level
- 1,000 feet from platform on average

**PROS**
- 4 levels of parking
- Does not hinder prime development sites
- Located close to existing VRE parking
- Two access points
- Grade-separated crossing across railroad not required
- Topography supports tunnel under Manassas Dr.

**CONS**
- Long walk to platform
- Passenger access at south end of platform
- Private ownership
- Location does not support shared use of spaces
- Pedestrian access across Manassas Dr.
- Inadequate stacking distance
- High-voltage power line partially impacts site
# EVALUATION SUMMARY

<table>
<thead>
<tr>
<th>Site</th>
<th>Proximity to Platform</th>
<th>Public Property Ownership</th>
<th>Supports City Center Vision</th>
<th>Traffic Access and Circulation</th>
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<tbody>
<tr>
<td>VRE Station Site</td>
<td>Good</td>
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<td>No</td>
<td>Poor</td>
</tr>
<tr>
<td>City Hall Site</td>
<td>Poor</td>
<td>Yes</td>
<td>Partially</td>
<td>Moderate</td>
</tr>
<tr>
<td>Millicent Site</td>
<td>Good</td>
<td>Yes</td>
<td>Partially</td>
<td>Moderate</td>
</tr>
<tr>
<td>Millicent/School</td>
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<td>No</td>
<td>Yes</td>
<td>Good</td>
</tr>
<tr>
<td>Car Repair Site</td>
<td>Good</td>
<td>No</td>
<td>Yes</td>
<td>Good</td>
</tr>
<tr>
<td>Bays Site</td>
<td>Moderate</td>
<td>Yes</td>
<td>Yes</td>
<td>Good</td>
</tr>
<tr>
<td>South Corner Site</td>
<td>Poor</td>
<td>No</td>
<td>No</td>
<td>Moderate</td>
</tr>
</tbody>
</table>

**Recommended Preferred Alternative:** 5 Bays Site
NEXT STEPS

- **Oct 11**: Site Evaluation Workshop
- **Oct 18**: VRE Recommendation for Preferred Alternative
- Oct 19 – Nov 1: Public outreach by VRE and City of Manassas Park
- **Nov 1 (5:30 PM)**: Town Hall meeting at Manassas Park City Hall
- **Nov 1 (7:00 PM)**: Governing Body meeting at Manassas Park City Hall
- Nov 15: Governing Body Action on Preferred Alternative(s)
QUESTIONS ?