



To: Downtown Mobility Authority (DMA) Board of Directors  
 From: Downtown Memphis Commission (DMC) Staff  
 Date: August 21, 2024  
 RE: Parking Facility Assessment - Recommended Next Steps

Background:

Following the guidance of the Downtown Parking Study, DMA has an active strategy to increase the utilization of existing parking facilities through targeted investment. A top recommended action of that Study is to focus first on increasing the use of existing parking garages by extending their useful life and making cosmetic improvements to encourage more people to park at these public garages. To that end, the DMA issued a Request for Qualifications (RFQ) in 2023 to identify a service provider to conduct a parking facility assessment. Understanding the current condition of a public parking garage is a critical first step in the development of a multi-year capital improvement and maintenance plan. The scope of work for that Study included a detailed review and evaluation of the existing physical conditions at the following five (5) public parking garages:

<b>NAME &amp; ADDRESS</b>	<b>SPACES</b>	<b>DATE</b>
Shopper's Garage, 85 N. Front St.	360 spaces	1957
CJC Garage, 245 Washington Ave.	1200 spaces	1977
Peabody Garage, 250 Peabody Pl.	1100 spaces	2001
First Place Garage, 21 S. Second St.	400 spaces	1998
Barboro Garage, 100 Gayoso Ave.	240 spaces	2010

As a result of that RFQ process, the DMA selected a project team consisting of THA Consulting, LRK, and CSA Engineering to conduct the parking facility assessment and create a recommendation plan for repairs, ongoing maintenance, and cost estimates for the repair plans. The following tasks were performed by the project team:

1. Reviewed all relevant existing plans and documents regarding the facilities.
2. Analyzed the conditions of each facility, including structural and electrical systems, waterproofing, wayfinding, functionality and more.
3. Developed a draft recommendation report with key information about each facility and recommended priority improvements, non-urgent improvements, timeline recommendations, a regular maintenance plan, and estimated repair costs.

### Initial Findings:

It should be noted that the draft report contains a Rough Order of Magnitude (ROM) cost estimate for the recommended capital repairs. The ROM cost estimates provide ballpark figures for planning purposes only. In order to truly understand actual construction cost, restoration plans must be prepared by an engineer prior to soliciting hard bids from general contractors. However, these ROM estimates are still useful tools to understand that a phased multi-year repair program will ultimately be required. It is worth noting that the DMA has already begun setting aside a portion of revenue to establish a maintenance reserve for future capital repairs.

The draft Report provided recommendations and estimated costs over the next 7 years for work organized under the following six categories:

- Structural Repairs
- Waterproofing & Corrosion Control
- Mechanical
- Electrical
- Plumbing
- Misc. Needs & Aesthetic Enhancements

The total ROM estimate at this time for the required and recommended improvements is in excess of \$23M over the next 7 years. While each garage has its own set of challenges and conditions, repairs to the structural and waterproofing system are recommended at each garage. Structural repairs and waterproofing/corrosion control are the largest categories with respect to likely cost. This finding is not unexpected given the age and current condition of four of these facilities. Additionally, the aesthetic enhancement category, while relatively modest in budget, is an important component of the effort if DMA's goal is to increase use over time and make the facilities more attractive to current and future parkers. More parking revenue in the future will allow for additional reinvestment in the repair and upkeep of the garage facilities owned or managed by the DMA.

Following an initial review of the draft report findings, DMC staff requested that additional testing be performed to better determine the repair needs. Additional information provides the opportunity for more accurate cost estimates. Next, DMC engaged the project team for additional design work to create the restoration plans and necessary engineering documents required to accurately determine the overall construction cost for certain high-priority repairs. In March 2024, the DMC hosted a pre-bid conference to review the scope of work with all interested contractors and provide tours of the five parking garages. Unfortunately, only two bids were received by the deadline. In an effort to increase contractor interest in the project, DMC rebid the project after separating the scope of work into two smaller packages to include structural/waterproofing and mechanical,

electrical, plumbing, and fire protection (MEP/FP). At the request of DMC staff, the project team closely reviewed the bids received and provided recommendations.

Next Steps - Priority Work:

**DMC Staff is requesting DMA approval for three things today:**

1. Staff requests that the Board authorize repairs in an amount up to \$4.2M of work as a first project phase. This figure was determined by DMC Staff as an amount of debt that can be serviced for this type of work at this point in time.
2. Staff requests that the Board delegate approval authority to the DMA Chair & DMC President to administratively approve the final negotiated financing package. Staff anticipates utilizing a combination of debt and cash reserves to complete this work.
3. Staff requests that the Board accept the hard bids received in the amount of \$2.98M (including a 10% owner’s contingency) for high-priority immediate repairs. That work is ready to begin immediately. Staff will come back to the Board to propose specific service providers and a budget with hard bids for \$1.21M in additional work. This additional work will include structural repairs and waterproofing items identified in the Study as “Phase 2.”

**Staff is requesting approval to select two contractors to begin the high-priority repairs listed below.** It is recommended that Structural Systems Repair Group (SSRG) be selected for the structural/waterproofing scope of work. Furthermore, Nickson General Contractors is recommended to be awarded the contract for (MEP/FP) in the amounts listed below:

COMPANY	SCOPE	COST
Structural Systems Repair Group (SSRG)	Structural/Waterproofing	\$2,457,542
Nickson General Contractors (NGC)	MEP/FP	\$255,000
Subtotal		\$2,712,542
<b>Total (including a 10% Owner’s Contingency)</b>		<b>\$2,983,796</b>

The total cost of this initial high-priority repair work is approximately **\$2,983,796**. Contingent on DMA approval, it is anticipated that this work can begin within the next 45 days and take approximately 120 days to complete. As is the case with all DMC projects, this work will require compliance with the Equal Business Opportunity (EBO) Program. The 25% EBO target for this work is approximately \$745,949.

## Supplemental Information

### Work Description – High Priority Repairs

The following is a detailed scope of work for the \$2.98M of high-priority immediate repairs:

#### Criminal Justice Center Garage

- High-priority structural repairs to be completed by the end of 2024 include overhead concrete spalls, partial depth floor repairs where concrete delamination poses a potential tripping hazard, post tension cable repairs within overhead and floor surfaces, precast façade connections tying the precast panels into the superstructure, vertical and column concrete repairs, and concrete beam repairs.
- High-priority MEP/FP repairs to be completed by the end of 2024 include replacement of existing exit and emergency lights throughout the garage, replacement of the existing fire pump, and existing wall heaters within the fire pump room.

#### 250 Peabody Garage

- High-priority repairs to be completed by the end of 2024 include the replacement of the existing expansion joint at all tiers. This work will prevent leaking and water intrusion.
- In addition to the high-priority repairs, additional structural and waterproofing repairs are documented at the Fourth and Top Tiers. The waterproofing replacements include a globalized joint sealant (horizontal, vertical, and tee to tee) replacement at the Top Tier, traffic deck membrane application along the expansion joint, and supplemental floor drain installations to help control ponding water. Structural repairs include partial depth floor repairs, floor crack repairs, vertical repairs, overhead surface repairs and a t-stem repair.
- High priority MEP/FP repairs to be completed by the end of 2024 include replacement of existing emergency lights and installation of new battery powered exit lights.

#### First Park Place

- High-priority repairs to be completed by the end of 2024 include the installation of new pipe bollards along the entire interior and exterior perimeter of the garage. In addition to the pipe bollard installation, the existing barrier cables will need to be repaired.
- High-priority MEP/FP repairs to be completed by the end of 2024 include replacement of existing emergency lights and installation of new battery powered exit lights.

#### Barboro Flats Garage

- MEP/FP repairs to be completed by the end of 2024 include replacement of existing exit and emergency lights.

## Shopper's Garage

- No structural, waterproofing, and MEP/FP repairs are recommended this year as a result of the material testing and sampling completed earlier this year. Based on the testing, “Cathodic Protection – Discrete Anode Installation” was the recommend repair strategy to be utilized for installation/application within the parking deck. This repair option would implement cathodic protection anodes in areas that are actively corroding along with areas of high-risk corrosion. If installed, the system can be designed to extend the service life of the deck for approximately 20-25 years. Preliminary rough estimates for this repair option will be possible after additional field testing after determining the exact quantity for the number of anodes required within each level of the parking deck. Further analyzing each level will allow for the most cost-effective repair solution.

### Additional Study Required:

Staff will report back to the Board at a later date regarding the next round of recommended repairs and improvements based on funding availability. The DMC Finance Department is actively investigating options for funding the future repair work. Additional design services will be required to prepare the necessary restoration plans and engineering documents needed prior to the solicitation of hard bids from general contractors for the future repair work.

It is also understood that additional information is needed to determine the best approach and total cost of the Shopper's Garage repair work. Given the advanced age of that structure, it is prudent to compare the various repair options to the potential cost of demolition and full replacement at some point in the future. More investigation is needed before a formal recommendation can be made by DMC Staff and the project team.