



City of Petersburg Virginia

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December 14, 2021 - Regular City Council Meeting

**December 14, 2021
Petersburg Public Library
201 West Washington Street
Petersburg, VA 23803
5:00 PM**

City Council

Samuel Parham, Mayor – Ward 3
Annette Smith-Lee, Vice-Mayor – Ward 6
Treska Wilson-Smith, Councilor – Ward 1
Darrin Hill, Councilor – Ward 2
Charlie Cuthbert, Councilor – Ward 4
W. Howard Myers, Councilor – Ward 5
Arnold Westbrook, Jr., Councilor – Ward 7

City Manager

Stuart Turille

-
- 1. Roll Call**
 - 2. Prayer**
 - 3. Pledge of Allegiance**
 - 4. Determination of the Presence of a Quorum**
 - 5. Proclamations/Recognitions/Presentation of Ceremonial Proclamations**
 - 6. Responses to Previous Public Information Posted**
 - 7. Approval of Consent Agenda (to include minutes of previous meetings):**
 - a. Minutes:
November 3, 2021 - Work Session
November 15, 2021 - Closed Session
November 16, 2021 - Special City Council Meeting
November 16, 2021 - Closed Session
November 16, 2021 - Regular Meeting
November 30, 2021 - Special Meeting
 - b. Consideration of FY2021 carryover (\$3,974.98) of Virginia Department of Emergency Management - Radiological Emergency Preparedness Fund - 1st Reading
 - c. Consideration of FY2021 carryover (\$106,079) of Virginia Department of Fire Programs Fund- Aid to Localities funds - 1st Reading
 - d. Consideration of Edward Byrne JAG Grant Acceptance and Appropriation for \$31,219 - 1st Reading
 - 8. Official Public Hearings**
 - a. A public hearing for consideration of an Ordinance to authorize the use of City property located at 135 N. Union Street for the placement of a trash dumpster.

- b. A public hearing and consideration of an Ordinance amending the City's Zoning Ordinance to create a Mixed Use MXD-3 District.
- c. A public hearing on December 14, 2021 for the consideration of an Ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and PB Petersburg Owner, LLC towards the sale of City-owned property located at 857 Bank Street, 1411 Farmer Street, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 1011 Mckenzie Street, 110 Richland Street, 351-53 University Boulevard, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street.
- d. A public hearing on December 14, 2021 for the consideration of an Ordinance authorizing the City Manager to execute a purchase agreement for the sale of City-owned property at 835 Commerce Street, parcel ID 024-130012.
- e. A Public Hearing and consideration of an Ordinance approving a petition submitted by PBFL, LLC to rezone the property at 1225, 1255, and 4220 Harrison Creek Boulevard from PUD with B-2, General Commercial District with conditions to PUD, no restrictions to permit the construction of 52 single-family detached market-rate rental homes.
- f. A public hearing and consideration of an Ordinance approving the rezoning of properties at 203, 209-11, 213, 215, 217, 219 and 223 Henry Street, and 200, 212, 216, 222, 230 and 234 E Bank Street from M-1, Light Industrial District to B-3, Central Commercial District to permit residential uses.

9. Public Information Period

A public information period, limited in time to 30 minutes, shall be part of an Order of Business at each regular council meeting. Each speaker shall be a resident or business owner of the City and shall be limited to three minutes. No speaker will be permitted to speak on any item scheduled for consideration on the regular docket of the meeting at which the speaker is to speak. The order of speakers, limited by the 30-minute time period, shall be determined as follows:

- a. **First, in chronological order of the notice, persons who have notified the Clerk no later than 12:00 noon of the day of the meeting,**
- b. **Second, in chronological order of their sign up, persons who have signed a sign-up sheet placed by the Clerk in the rear of the meeting room prior to the meeting removed from consent agenda**

10. Business or reports from the Mayor or other Members of City Council

- a. Consideration of a motion for City Council to direct the City Manager to prepare a written action plan, with timelines, to accomplish the following and to present the action plan to Council at the Council's work session in February of 2022.

11. Items removed from Consent Agenda

12. Finance and Budget Report

13. Unfinished Business

14. New Business

- a. Consideration of an appropriation for additional funding provided by the Federal Transit Administration in the amount of \$830,918 - 2nd Reading
- b. Consideration of the Petersburg Area Transit Strategic Plan.

- c. A Resolution Authorizing The City Manager To Execute A Development Agreement Between The City Of Petersburg And PB Petersburg Owner, LLC For The Development Of 14 Vacant City-owned Parcels Located In Petersburg, VA
- d. Consideration of an Ordinance Authorizing the City Manager to execute the lease agreement with Spiro A. Georgogianis and Vasilus A Georgogianis for the leased property located at 229 N. Market Street, Petersburg, VA.
- e. Presentation and consideration to request support from City for the 7 Moons Art Market 2022.
- f. Consideration of Library of Virginia ARPA subgrant appropriation (\$21,471) for the Petersburg Public Library - 2nd Reading
- g. A RESOLUTION OF THE CITY OF PETERSBURG CITY COUNCIL RECOGNIZING THE HISTORIC POSTCARD SIGNS IN THE HISTORIC DOWNTOWN AREA AS COMMEMORATIVE PLAQUES AND APPROVING THEIR INSTALLATION

15. City Manager's Report

- a. City Manager's Report

16. Business or reports from the Clerk

17. Business or reports from the City Attorney

18. Adjournment



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH:

FROM:

RE: Minutes:
November 3, 2021 - Work Session
November 15, 2021 - Closed Session
November 16, 2021 - Special City Council Meeting
November 16, 2021 - Closed Session
November 16, 2021 - Regular Meeting
November 30, 2021 - Special Meeting

PURPOSE:

REASON:

RECOMMENDATION:

BACKGROUND:

COST TO CITY:

BUDGETED ITEM:

REVENUE TO CITY:

CITY COUNCIL HEARING DATE:

CONSIDERATION BY OTHER GOVERNMENT ENTITIES:

AFFECTED AGENCIES:

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION:

REQUIRED CHANGES TO WORK PROGRAMS:

ATTACHMENTS:

1. November 15, 2021 Closed Session Meeting Minutes
2. November 16, 2021 Closed Session Meeting Minutes

3. November 16, 2021 Regular City Council Meeting Minutes
4. November 16, 2021 Special City Council Meeting Minutes
5. November 30, 2021 Special City Council Meeting Minutes

The Closed Session Meeting of the Petersburg City Council was held on Tuesday, November 15, 2021, at the Petersburg Public Library. Mayor Parham called the Closed Session Meeting to order at 1:02 p.m.

1. ROLL CALL:

Present:

Council Member Charles H. Cuthbert, Jr.
Council Member W. Howard Myers
Council Member Darrin Hill
Vice Mayor Annette Smith-Lee
Mayor Samuel Parham

Absent: Council Member Treska Wilson-Smith

Present from City Administration:

Clerk of Council Nykesha D. Jackson

2. CLOSED SESSION:

- a. The purpose of this meeting is to convene in the closed session pursuant to §2.2-3711(A)(1) of the Code of Virginia for the purpose of discussion pertaining to the appointment of specific public employees of the City of Petersburg specifically including but not limited to discussion of appointment of an Interim Member of City Council to fill the vacancy in Ward 7 resulting from the resignation of John Hart, Sr.

Council Member Hill made a motion that the City Council go into closed session for the purposes noted. The motion was seconded by Council Member Cuthbert. There was no discussion on the motion, which was approved on roll call vote.

On roll call vote, voting yes: Cuthbert, Myers, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

City Council entered closed session at 1:05 p.m.

CERTIFICATION:

Mayor Parham stated, "I would entertain a motion to conclude the closed session called this evening to certify in accordance with §2.2-3712 that the Code of Virginia that to the best of each members knowledge that only public business matter lawfully exempted from the opening meeting requirements were discussed and that only such public business matters were identified in the motion by which the closed meeting was convened, heard, discussed, or considered. If any member believes that there was a departure from the foregoing requirements should so state prior to the vote indicating the substance for departure that in his or her judgment has taken place. This requires a roll call vote."

Council Member Myers made a motion to return City Council into open session and certify the purposes of the closed session. The motion was seconded by Council Member Hill.

The motion was approved on roll call vote.

On roll call vote, voting yes: Cuthbert, Myers, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

21-R-88 A RESOLUTION CERTIFYING, AS REQUIRED BY THE CODE OF VIRGINIA, SECTION 2.2-

*Audio available upon request.

3712, THAT TO THE BEST OF EACH MEMBER'S KNOWLEDGE, ONLY PUBLIC BUSINESS MATTERS LAWFULLY EXEMPTED FROM OPEN MEETING REQUIREMENTS OF VIRGINIA LAW WERE DISCUSSED IN THE CLOSED SESSION, AND ONLY SUCH PUBLIC BUSINESS MATTERS AS WERE IDENTIFIED IN THE MOTION CONVENING THE CLOSED SESSION WERE HEARD, DISCUSSED, OR CONSIDERED.

City Council returned to opened session at 2:24 p.m.

3. ADJOURNMENT:

City Council adjourned at 2:25 p.m.

Clerk of City Council

APPROVED:

Mayor

The Closed Session Meeting of the Petersburg City Council was held on Tuesday, November 16, 2021, at the Petersburg Public Library. Mayor Parham called the Closed Session Meeting to order at 4:17 p.m.

1. ROLL CALL:

Present:

Council Member Charles H. Cuthbert, Jr.
Council Member W. Howard Myers
Council Member Darrin Hill
Vice Mayor Annette Smith-Lee
Mayor Samuel Parham

Absent: Council Member Treska Wilson-Smith

Present from City Administration:

City Manager Stuart Turille
City Attorney Anthony Williams
Clerk of Council Nykesha D. Jackson

2. CLOSED SESSION:

- a. The purpose of this meeting is to convene in the closed session pursuant to §2.2-3711(A)(1) of the Code of Virginia for the purpose of discussion pertaining to the appointment of specific public of the performance, assignment and appointment of a specific public officer of the City of Petersburg; and under subsection §2.2-3711(A)(7) and (8) of the Code of Virginia for the purpose of receiving legal advice and status update from the City Attorney and legal consultation regarding the subject of specific legal matters requiring the provision of legal advice by the City Attorney, specifically including but not limited to discussion regarding potential litigation concerning a current public contract; and under subsection 2.2-3711(A)(29) of the Code of Virginia for the purpose of the discussion of the award of a public contract involving the expenditure of public funds, including interviews of bidders or offerors, and discussion of the terms or scope of such contract, where discussion in an open session would adversely affect the bargaining position or negotiating strategy of the public body.

Mayor Parham stated, "I need a motion to add discussion of the subject of a prospective business or industry locating in the City, a public contract of the Virginia Court Appeals of the Virginia Circuit Court Case NO.: 21-6085 to the closed session tonight. Also, to add item 4 casino proposal and use of Robert Bobb possibly to use some land tech for football field.

Council Member Myers made a motion that the City Council go into closed session for the purposes noted. The motion was seconded by Council Member Hill. There was no discussion on the motion, which was approved on roll call vote.

On roll call vote, voting yes: Cuthbert, Myers, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

City Council entered closed session at 4:18 p.m.

CERTIFICATION:

Mr. Williams stated, "The Mayor would entertain a motion to conclude the closed session called this evening to certify in accordance with §2.2-3712 that the Code of Virginia that to the best of each members

*Audio available upon request.

knowledge that only public business matter lawfully exempted from the opening meeting requirements were discussed and that only such public business matters were identified in the motion by which the closed meeting was convened, heard, discussed, or considered. If any member believes that there was a departure from the foregoing requirements should so state prior to the vote indicating the substance for departure that in his or her judgment has taken place. This requires a roll call vote Mr. Mayor."

Council Member Hill made a motion to return City Council into open session and certify the purposes of the closed session. The motion was seconded by Council Member Smith-Lee.

The motion was approved on roll call vote.

On roll call vote, voting yes: Cuthbert, Myers, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

21-R-90 A RESOLUTION CERTIFYING, AS REQUIRED BY THE CODE OF VIRGINIA, SECTION 2.2-3712, THAT TO THE BEST OF EACH MEMBER'S KNOWLEDGE, ONLY PUBLIC BUSINESS MATTERS LAWFULLY EXEMPTED FROM OPEN MEETING REQUIREMENTS OF VIRGINIA LAW WERE DISCUSSED IN THE CLOSED SESSION, AND ONLY SUCH PUBLIC BUSINESS MATTERS AS WERE IDENTIFIED IN THE MOTION CONVENING THE CLOSED SESSION WERE HEARD, DISCUSSED, OR CONSIDERED.

City Council returned to opened session at 5:35 p.m.

Council Member Myers stated that, "I motion to authorize Petersburg Public Schools to use any available funding at their disposal to repair the athletic field including any unexpended budgeted funding currently in their accounts."

Council Member Myers made a motion to authorize Petersburg Public Schools to use any available funding at their disposal to repair the athletic field including any unexpended budgeted funding currently in their accounts. The motion was seconded by Council Member Hill. The motion was approved on roll call vote. On roll call vote, voting yes: Cuthbert, Myers, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

Mayor Parham stated, "At this time I would like to entertain a motion to approve Mr. Arnold Westbrook to be appointed as the Interim Ward 7 Council Member here in the City of Petersburg."

Council Member Hill made a motion to appoint Mr. Arnold Westbrook as the Interim Ward 7 Council Member for the City of Petersburg. The motion was seconded by Vice Mayor Smith-Lee. The motion was approved on roll call vote. On roll call vote, voting yes: Cuthbert, Myers, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

21-R-91 A RESOLUTION APPOINTING ARNOLD WESTBROOK, JR. AS INTERIM CITY COUNCIL MEMBER FOR WARD 7 FOR A TERM ENDING ON DECEMBER 31, 2022.

Mayor Parham stated, "Congratulations Mr. Westbrook. At this time, we have our Clerk of Court here, Mrs. Parham. Mr. Westbrook we will do the swearing in right now."

Maytee Romero De Parham, Circuit Court Clerk, swore in Mr. Arnold Westbrook, Jr.

Council Member Westbrook thank City Council for giving him the opportunity to serve as interim city council member.

3. ADJOURNMENT:

*Audio available upon request.

City Council adjourned at 5:40 p.m.

Clerk of City Council

APPROVED:

Mayor

DRAFT

The regular meeting of the Petersburg City Council was held on Tuesday, November 16, 2021, at the Petersburg Public Library. Mayor Parham called the meeting to order at 5:41 p.m.

1. ROLL CALL:

Present:

Council Member Charles Cuthbert, Jr.
Council Member W. Howard Myers
Council Member Arnold Westbrook, Jr.
Council Member Darrin Hill
Vice Mayor Annette Smith-Lee
Mayor Samuel Parham

Absent: Council Member Treska Wilson-Smith

Present from City Council Administration:

Clerk of Council Nykesha D. Jackson
City Manager Stuart Turille
City Attorney Anthony C. Williams

2. PRAYER:

Mayor Parham stated, "Councilman Hill will lead us in our opening prayer."

Council Member Hill led the council meeting in prayer.

3. PLEDGE OF ALLEGIANCE:

Mayor Parham led council and the citizens in the pledge of allegiance.

4. DETERMINATION OF THE PRESENCE OF A QUORUM:

A quorum was determined with the presence of City Council Members except Council Member Hart and Wilson-Smith.

5. PROCLAMATIONS/RECOGNITIONS/PRESENTATION OF CEREMONIAL PROCLAMATIONS:

*No items for this portion of the agenda.

6. RESPONSES TO PREVIOUS PUBLIC INFORMATION PERIOD:

Mayor Parham stated, "Council Communicates are online. Thank you, Ms. Williams."

7. APPROVAL OF CONSENT AGENDA (to include minutes of previous meeting/s)

- a. A request to schedule a public hearing on December 14, 2021, and consideration of an ordinance approving a petition submitted by PBFL, LLC to rezone the property at 1225, 1255, and 4220 Harrison Creek Boulevard from PUD with B-2, General Commercial District with conditions to PUD, no restrictions to permit the construction of 52 single-family detached market-rate rental homes.
- b. A request to schedule a public hearing on December 14, 2021, and consideration of an ordinance approving a request to rezone properties at 203, 209-211, 213, 215, 217, 219, and

*Audio available upon request.

- 223 Henry Street, and 200, 212, 216, 222, 230, and 234 E. Bank Street from M-1, Light Industrial District to B-3, Central Commercial District to permit residential uses.
- c. Consideration of Library of Virginia ARPA subgrant appropriation (\$21,471) for the Petersburg Public Library – 1st Reading
 - d. Consideration of an appropriation for additional funding provided by the Federal Transit Administration in the amount of \$830,918 – 1st Reading
 - e. Virginia Department of Emergency Management – EMPG (10,675.00) – 1st Reading
 - f. A request to schedule a public hearing on December 14, 2021, for the consideration of an ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and PB Petersburg Owner, LLC towards the sale of City-owned property located at 857 Bank Street, 741 Blick Street, 1411 Farmer Street, 10 Foley Street North, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 205 Maple Street, 1011 McKenzie Street, 921 Priam Street, 110 Richland Street, 351-23 university Boulevard, 201 Virginia Avenue, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street.
 - g. A request to schedule a public hearing and consideration of an ordinance regarding an amended Ward Map in conformance with redistricting requirements following the 2020 Census.
 - h. A request to schedule a public hearing and consideration of an ordinance approving the vacation of City right of way adjacent to properties previously approved to be sold to Waukeshaw Development.
 - i. Minutes:
November 3, 2021, Special Meeting
November 3, 2021, Closed Session

Mr. Turille stated, “The Planning Director request that a public hearing date be November 30th or December 1st to amend the agenda item ‘7g’.”

Mayor Parham stated, “We will have a work session on November 30th on that item, but we will hold a public hearing at the first meeting in December. Item a under Virginia Department of Emergency Management will be under new business.”

Mayor Parham stated, “We have one addition. We have a request to hold a public hearing on December 14, 2021, for the consideration of an ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and Orlando James towards the sale of City-owned property at 835 Commerce Street, parcel ID 024-130012.”

Council Member Cuthbert stated, “Mr. Mayor, I would like to ask that the following items be removed from the consent agenda and put under item 11. And those items are 7a, 7f, and 7h.”

Council Member Hill made a motion to approve the consent agenda and move items 7a, 7f, and 7h to item 11 on the agenda. The motion was seconded by Council Member Cuthbert. The motion was approved on roll call. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

8. OFFICIAL PUBLIC HEARINGS:

- a. A public hearing for the consideration of an ordinance approving a petition submitted by PBFL, LLC to rezone the property at 1225, 1255, and 4220 Harrison Creek Boulevard from PUD with B-2, General Commercial District with conditions to PUD, no restrictions to permit the construction of 52 single-family detached market-rate rental homes.

*Audio available upon request.

BACKGROUND: The City of Petersburg received a petition for a Special Use Permit to establish and operate a vehicle storage lot and vehicle tow lot at 709 Bollingbrook Street, Parcel ID: 006030800, from Mr. Wilson Rivera, of Midnight Towing and Recovery, LLC. The proposal is to operate a vehicle storage lot and vehicle tow lot at 709 Bollingbrook Street, Parcel ID: 006030800 is zoned M-2, Heavy Industrial District. Adjacent properties are zoned M-2, Heavy Industrial District and M-1, Light Industrial District. The proposed use is permitted in the M-2 District with an approved Special Use Permit. The property is currently vacant with no structure and the Future Land Use Plan in the Comprehensive Plan designates the property as Commercial and Industrial use.

Pursuant to the requirements of Title 15.2-2204 of the Code of Virginia, as amended, the Planning Commission held a public hearing prior to considering approval of a resolution recommending approval of the Special Use Permit. The public hearing was advertised, correspondence was sent to adjacent property owners and signs were posted on the property indicating the pending Special Use Permit, in accordance with applicable laws and no public comments were received prior to the public hearing. The Planning Commission voted unanimously to approve a resolution recommending approval of the Special Use Petition.

This is an ordinance approving the Special Use Petition.

RECOMMENDATION: It is recommended that the City Council holds a public hearing and approves the petition for a Special Use permit to establish a towing business at 709 Bollingbrook Street, Parcel ID: 006030800.

Reginald Tabor, Director of Planning and Community Development, gave a briefing on the ordinance for property located at 709 Bollingbrook Street.

Mayor Parham opened the floor for public comments.

Seeing no hands, Mayor Parham closed the public hearing.

Council Member Cuthbert made a motion to adopt the proposed ordinance approving a Special Use Permit to establish and operate a vehicle storage lot and vehicle tow lot at 709 Bollingbrook Street, parcel ID: 006-030800, with the proviso that no billboards may be located on the property. The motion was seconded by Council Member Hill. The motion was approved on roll call. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

21-ORD-72 AN ORDINANCE APPROVING A PETITION FOR A SPECIAL USE PERMIT (SUP) TO ESTABLISH AND OPERATE A VEHICLE STORAGE LOT AND VEHICLE TOW LOT AT 709 BOLLINGBROOK STREET, PARCEL ID: 006-030800, WITH THE PROVISIO THAT NO BILLBOARDS MAY BE LOCATED ON THE PROPERTY.

- b. A public hearing on the consideration of an ordinance approving a petition for a Special Use Permit to establish a Car Wash at 3641 South Crater Road, Parcel ID: 101-010004.

BACKGROUND: The City of Petersburg received a petition to establish and operate a carwash on the property located at 3641 S Crater Road Parcel ID: 101010004, from Mark Baker, Baker development Resources on behalf of South Crater Development LLC. The proposal is to operate a single-bay express car wash with accessory parking and vacuuming/detailing spaces. The property at 3641 S Crater Road Parcel ID: 101010004 is zoned B-2, General Commercial District. The adjacent properties are zoned B-2, General Commercial District or PUD, Planned Unit Development. The proposed use is permitted in the B-2 District with an approved Special Use Permit. The property is currently vacant with no structure and the Future Land Use Plan in the Comprehensive Plan designates the property as Commercial use.

*Audio available upon request.

Pursuant to the requirements of Title 15.2-2204 of the Code of Virginia, as amended, the Planning Commission held a public hearing prior to considering approval of a resolution recommending approval of a Special Use Permit. The public hearing was advertised, correspondence was sent to adjacent property owners and signs were posted on the property indicating the pending Special Use Permit, in accordance with applicable laws and no public comments were received prior to the public hearing. The Planning Commission voted unanimously to approve the resolution recommending approval of the Special Use Permit Petition.

This is an ordinance approving the Special Use Permit petition.

RECOMMENDATION: It is recommended that the City Council schedules a public hearing and consideration of a petition for a Special Use Permit to establish a Car Wash at 3641 South Crater Road, Parcel ID: 101-010004.

Reginald Tabor, Director of Planning and Community Development, gave presentation on the request for a Special Use Permit.

Mayor Parham opened the floor for public comments.

Seeing no hands, Mayor Parham closed the public hearing.

Council Member Hill made a motion to approve the ordinance of the petitioner for the carwash located at 3641 South Crater Road with the conditions that were included from Planning Commission. The motion was seconded by Vice Mayor Smith-Lee. The motion was approved on roll call. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

21-ORD-73 AN ORDINANCE APPROVING A PETITION FOR A SPECIAL USE PERMIT (SUP) TO ESTABLISH AND OPERATE A CARWASH AT 3641 SOUTH CRATER ROAD, PARCEL ID 101-010004.

- c. A public hearing on the consideration of an ordinance approving a text amendment to the Zoning Ordinance RB-Office Apartment District section to permit Machinery and Tools with a Special Use Permit.

BACKGROUND: There are 114 parcels in the City of Petersburg zoned "RB" Office-Apartment District. The properties are generally located along Sycamore Street between Wythe Street and I-85, along S Market Street between Wythe Street and Halifax Street, along Wakefield Street at Goodrich Avenue, along Sedgwick Street, and along Holly Hill Drive near S Crater Road and the Norfolk Southern Railway.

In accordance with the City's Zoning Ordinance, Article 13. "RB" Office-Apartment District Regulations, Section 2. Use Regulations, permitted uses in the RB District include:

(2) Business and professional offices, and office buildings and research laboratories; provided however, that there shall be no advertising sign or device on the lot, on the building, or in or on any of the exterior doors or windows of the building, except for each business or professional office occupying the building, there may be one advertising sign not exceeding two (2) square feet in area attached to the exterior of the building; that no building may be constructed with, or altered to produce a store front, show window or display window; there shall be no display from windows or doors and no storage of merchandise in the building or on the premises; there shall be no machinery or equipment, other than machinery or equipment customarily found in professional or business offices, used or stored in the building or on the lot; that required off-street parking shall be provided in the rear of such buildings or in the portion of the side yards, except adjacent to a street, if a corner lot, lying to the rear of extensions of the front line of such building.

*Audio available upon request.

New business development within the Pharmaceutical Industrial Cluster has begun in the city. To position available vacant property zoned RB, for potential development associated with the Pharmaceutical Industrial Cluster, the Zoning ordinance would need to be amended to permit machinery and tools associated the pharmaceutical businesses within the current zoning.

The City of Petersburg owns a 24-acre property at 801 S Adams Street, the former site of the Southside Regional Medical Center is zoned RB. The property has been vacant since the Medical Center was purchased and relocated. The property was acquired by the City in 2013. The former hospital building has been demolished and the property is available for a new use and development. Permitting machinery and tools with a Special Use Permit in the RB district would allow for uses associated with pharmaceutical manufacturing to be located on the property.

Pursuant to the requirements of Title 15.2-2204 of the Code of Virginia, as amended, the Planning Commission held a public hearing to consider approval of a resolution recommending approval of an amendment to the City's Zoning Ordinance, Article 13. "RB" Office-Apartment District Regulations, Section 2. to permit Machinery and Tools within an RB District with an approved Special Use Permit. The public hearing was advertised, in accordance with applicable laws. No public comments were received prior to the public hearing.

The Planning Commission voted unanimously to approve the resolution recommending approval of the Zoning Text amendment.

RECOMMENDATION: It is recommended that the City Council schedules a public hearing and consideration of a text amendment to the Zoning Ordinance to allow machinery and tools use in the RB Office Apartment District with an approved Special Use Permit.

Reginald Tabor, Director of Planning and Community Development, gave a briefing on the Zoning Text amendment.

Council Member Cuthbert stated, "Before the public hearing begins, I would like to make a motion to table this matter until such time as staff gives council a recommendation of the Planning Commission of an alternative proposal to rezone the property in question to MXD3. So, that council may hold the public hearing on both rezoning proposals at the same time. We need to have the other alternative before council and the public to get the comparison and comments."

Mayor Parham opened the floor for public comment.

Seeing no hands, Mayor Parham closed the public hearing.

Council Member Cuthbert made a motion to table action and the public hearing until such time that staff gives council the recommendation of the Planning Commission of an alternative proposal to rezone the property in question to MXD3 so that council may hold the public hearings at the same time for both rezoning proposals. The motion was seconded by Council Member Myers. The motion was approved on roll call. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill Smith-Lee, and Parham; Absent: Wilson-Smith and Hart

- d. A public hearing and consideration of an ordinance approving an amendment to the City Code, Chapter 50. Environment, Article II. Noise.

BACKGROUND: The City Council of the City of Petersburg requested that the Planning Commission consider and provide a recommendation regarding an amendment to the City Code Noise section.

*Audio available upon request.

The request follows complaints and concerns regarding noise from restaurant uses especially in the City's downtown area.

The City's Zoning Ordinance does not include regulations regarding noise however references to the Zoning Ordinance are included in the Noise Ordinance, and maximum decibel readings are defined by Zoning Districts Classification.

Regulations of noise are defined in the City Code Chapter 50. Environment, Article II. Noise and not the City's Zoning Ordinance, however the City Code does specify permitted noise levels by zoning district.

A policy declaration in the Code Section 50-31 states, "It is hereby declared to be the public policy of the city to protect its citizens against excessive noise which is detrimental to life, health and enjoyment of property. In order to promote the public health, safety, welfare and the peace and quiet of the inhabitants of the city, the standards in this article relating to noise are hereby adopted."

The City Code was substantially revised with the adoption of 14-Ord-100 on October 21, 2014. Adopted Amendments included:

- Adding terms under definitions
- Removing the Violations of article and Measurement Procedures sections
- Changing the title of the Loud Noises Prohibited to Specific Prohibitions
- Replacing the Exemptions section, Animals, Maximum permissible sound levels and prohibitions sections
- Adding to the Penalties and Enforcement Section

The City's Current Code includes Chapter 50. Environment, Article II. Noise – Eight (8) Sections:

- 50-31. Declaration of Policy
- 50-32. Definitions
- 50-33. Specific Prohibitions
- 50-34. Exemptions
- 50-35. Animals
- 50-36. Maximum Permissible Sound Levels Generally
- 50-37. Penalty and Enforcement
- 50-38. Severability

Definitions included in the Code; Section 50-32 are as follows:

- A-weighted decibel – sound level in decibels measured with a sound level meter using the ANSI weighting network or scale.
- ANSI – American National Standards Institute, Inc.
- Daytime
 - o 7:00 a.m. – 10:00 p.m. Weekdays
 - o 9:00 a.m. – 10:00 p.m. Weekends and Holidays
- Decibel – sound pressure level or intensity
- Noise - any steady-rate or impulsive sound that disturbs persons or that causes or tends to cause an adverse effect on humans.
- Sound - an oscillation in pressure, particle displacement, particle velocity or other physical parameter, in a medium with internal forces that causes compression and rarefaction of that medium. The description of sound may include any characteristic of such sound, including duration, intensity and frequency.

Specific prohibitions included in the Code; Section 50-33 are as follows:

*Audio available upon request.

- Operating a sound-producing device (radio, tv, etc.) heard between 11:00 p.m. and 7:00 a.m. in another dwelling or heard 50 or more feet from the device with exceptions of public recreation facilities or public events.
- To allow noise between 10:00 p.m. and 7:00 a.m. that can be heard in another dwelling or heard 50 or more feet from the noise.
- Operating a sound-producing device outside a commercial establishment heard on a public sidewalk or street with exceptions (paging personnel, school bells, alarms, etc.)
- Using a device to produce unnecessary noise for advertising, except at licensed events.
- Operating a sound-producing device (radio, tv, etc.) within a motor vehicle that can be heard 50 feet from the vehicle except emergency communications or alarms.
- To create noise associated with refuse waste collection in residential areas between 10:00 p.m. and 7:00 a.m. except areas zoned mixed use.
- To create noise disturbance associated with landscaping activities or building repair or construction across a residential property line between 10:00 p.m. and 7:00 a.m.
- Operating equipment used in construction in any residential district within 100 yards of an occupied dwelling between the hours of 10:00 p.m. and 7:00 a.m. on weekdays and 10:00 p.m. and 9:00 a.m. on weekends and holidays.

Exemptions included in the Code; Section 50-34, are as follows:

- Noise generated in an industrial area
- Railroad cars and equipment and aircraft
- Sound from Mines and Energy production
- Sirens from Emergency Vehicles
- Sounds from Emergency responses
- Motor vehicles and trucks on roads
- Residential Heat pumps and air conditioners
- Generators during power outages
- Public Transportation facilities.
- Alarm Tests between 7:00 a.m. and 9:00 p.m.
- Bands and athletic events on school property between 7:00 a.m. and 11:00 p.m.
- Religious Services and events between 7:00 a.m. and 11:00 p.m.
- Equipment in Public Parks approved by the City.
- Activities with federal exemptions.
- Parades, Fireworks and Special Events approved by the City.

General provisions regarding maximum permissible sound levels generally included in the Code; Section 50-36, are as follows:

- Sound that exceeds that maximum permissible sound levels is prohibited
- Sound levels shall be measured at the property boundary of the source
- If sound is produced on public property, levels are measured anywhere on public property.
- Noise identified in multiple zoning districts shall be measured using the most restrictive zoning classification.

Following are the maximum noise levels per Zoning District included in the Code, Section 50-36:

Zoning District	Maximum dBA	
Classification	Daytime	Nighttime
Agricultural	65	55
Residential	65	55
R/B	70	60
Planned unit development	70	60

*Audio available upon request.

Mixed use district 75 65
Business 75 65
Industrial 79 72

Penalties and enforcement of noise violations included in Code Section 50-37 are as follows:

- Written or verbal warning by the chief of police or their designee.
- If the noise persists five minutes following the warning, the person responsible shall be charged.
- Persons will be charged only when the noise violation is in the presence of the chief of police or their designee.
- The person operating or controlling a noise source shall be guilty of any violation. If not identified the property owner or tenant is responsible for the noise violation.
- Any person who violates a provision of this article shall be deemed guilty of a class 4 misdemeanor for a first offense and a class 3 misdemeanor for each subsequent offence.

The City Code, Noise provisions include a Severability clause, Section 50-38:

- If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this article is for any reason held to be unconstitutional or invalid, such a decision shall not affect the validity of the remaining portions of this article.

The Planning Commission will have a Public Hearing on November 9, 2021 and consider a resolution recommending amendments to the City Code regarding noise. The Planning Commission voted to recommend that the maximum dBA be amended to daytime from 7:00 a.m. to 11:00 p.m. Inside 65 dBA and Outside 75, and nighttime from 11:00 p.m. to 7:00 a.m. Inside 55 dBA and Outside 65 dBA.

RECOMMENDATION: It is recommended that the City Council holds a public hearing and consideration of an amendment to the City Code section regarding noise.

Reginald Tabor, Director of Planning and Community Development, gave a briefing of the request of amendments to the City Code section regarding noise.

Mayor Parham opened the floor for public comment.

Gary Talley, 2323 Fort Rice, stated, "You are probably surprised to see me speaking on a noise ordinance because I cannot hear squat. But my question is how we can measure this. Do we have the equipment and people trained to measure these levels of noise?"

Dr. Terry Jackson, 201 N. Sycamore Street, stated, "I believe that this is a section of a larger package. I know both that are involved, and they are very close to me. I do believe that you need some type of professional equipment to be able to check what the decibels are. There are lots of people speaking recently about apps on their phone that were outrageous numbers. But I do believe that lowering it would be difficult for businesses to continue to operate their zones for restaurants. But I also understand that people live there. I think the things that may should be considered are such as the number of days that you have actual noise outside. I think the volume can still be productive outside of restaurants. I also think that it should remain as the same information as suggested and that basically it needs to be enforced. To enforce it with the right equipment with people who are qualified to actual measure the noise. But I would like to also say that when you do that to consider noise that is happening in parks and people that live around parks. Think about it in a larger package. Thank you."

Linwood Christian, 410 Mistletoe Street, stated, "One thing that is kind of interesting to me is that we were living in a City like New York or Chicago and to complain about the noise from the L-Trains. Because we

*Audio available upon request.

lived there. I say that to say this when you move on top of an establishment such as a club or what have you, you expect things to take place. Now just like when they were having the get together some time ago near the Civic Center. That noise was kind of loud and we could hear it up on Mistletoe Street. But we understood especially during the summertime. And I say that again to say this, with us up here trying to talk about bringing in a casino and others or looking for other businesses and then we are restricting. See that was a problem some time ago. When you start restricting the Petersburg night life look at what happened. Most clubs do not get going until about 11pm. I should know because that is about the time that I get ready to go to some. And so, to say come down on the noise especially when you live in an area with clubs you have to understand that is what pull people in. Now I am not saying that the person's who are complaining that their complaints go unjustified, but I will say this as well. We have had problems for a minute in getting this city to enforce curfews. And we have even called noise ordinances from calls. We get a lot of grief. I take that back because that has changed since we have had three police chiefs that have changed. And I hope a tornado doesn't come through when I say this. I kind of agree with the Planning Commission that this is not a good idea. However, I would suggest again and hope that someone will go back to the table with the business owners and the residents and come to some kind of compromise. If we are expecting to have any kind of people to come here and possibly open up businesses themselves. Or if we are trying to do what Richmond couldn't. Why? I do not know but that is another talk show. This is not a good idea. Thank you."

Larry, 620 Grove Avenue, stated, "This is a little bit different. I have several complaints. I have made several complaints about my neighbors that party. This is a residential area. What about when this type of stuff happens in a residential area at like 1am or 2am? People have families and this is disrupting our lives. Things are getting real out of hand at 624 Grove Avenue. They have parties and you do not know when your life is going to be disrupted. The other night the police came and told the people to leave. They witnessed how it was. I believe that something needs to be done with the tenants inviting people over that disrupt not only my life but other people's life as well. That is all. Thank you."

Seeing no further hands, Mayor Parham closed the public hearing.

There was discussion among staff and City Council.

Council Member Cuthbert made a motion to table this matter until such time as staff gives council a proposed ordinance and the recommendation of the Planning Commission addressing the resolution that council sent to the Planning Commission this fall. The motion was seconded by Council Member Myers. There was discussion on the motion. The motion was approved on roll call. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

- e. Request to hold a public hearing on November 16, 2021, for the consideration of an ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and Stepping Stones Properties towards the sale of City-owned property at 340 Mistletoe Street, Parcel ID: 031-250047.

BACKGROUND: The Department of Economic Development recommends that the City Council approves the ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and Stepping Stones Properties towards the sale of City-owned property located at 340 Mistletoe Street.

BACKGROUND: The Department of Economic Development received a proposal from Jamethro Rogers on behalf of Stepping Stones Properties to purchase City-owned property located at 340 Mistletoe Street which is currently a vacant lot. He is requesting to add this property to his adjacent residential property located at 330 Mistletoe Street and maintain it as open space.

*Audio available upon request.

The proposed purchase price for the parcel is \$3750 which is 50% of the assessed value, \$7500. The purchaser will also pay all applicable closing cost. Jamethro Rogers has provided financial documentation supporting his ability to purchase the property.

This proposal is in compliance with the Guidelines for the City's Disposition of City Real Estate Property, Zoning, and the City's Comprehensive Land Use Plan

Property Information

The zoning of the parcel at 340 Mistletoe Street is R-3, two family residential district.

Address: 340 Mistletoe Street

Tax Map ID: 031-250047

Zoning: R-3

RECOMMENDATION: The Department of Economic Development recommends that the City Council approves the ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and Stepping Stones Properties towards the sale of City-owned property located at 340 Mistletoe Street.

Cynthia Boone, Program Manager of Economic Development, stated, "The proposed purchaser has asked if we can move this to the December 14th council agenda. He was not able to attend to speak on behalf of his proposal. So, I wasn't sure if that was something that I can request on his behalf."

Council Member Hill made a motion to table item 8e until December 14, 2021. The motion was seconded by Vice Mayor Smith-Lee. The motion was not approved on roll call. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

- f. A request to hold a public hearing on November 16, 2021, for the consideration of an ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and Amanda Green towards the sale of City-owned property at 301 Rolfe Street, Parcel ID: 007-020001.

BACKGROUND: The Department of Economic Development received a proposal from Amanda Green to purchase City-owned property located at 301 Rolfe Street which is currently a vacant single-family residential structure. The proposed use is to develop the property for occupancy by the purchaser as an owner-occupied residence.

The proposed purchase price for the parcel is \$16,000 which is 53% of the assessed value, \$30,500. The purchaser will also pay all applicable closing costs. Ms. Green have provided financial documentation supporting her ability to purchase the property.

This proposal is in compliance with the Guidelines for the Disposition of City Real Estate Property, Zoning, and the Comprehensive Land Use Plan.

Property Information

The zoning of the parcel at 301 Rolfe Street is R-2, a two-family residential district.

Address: 301 Rolfe Street

Tax Map ID: 007-020001

Zoning: R-2

*Audio available upon request.

RECOMMENDATION: The Department of Economic Development recommends that the City Council approves the ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and Amanda Green towards the sale of City-owned property at 301 Rolfe Street, Parcel ID: 007-020001.

Cynthia Boone, Program Manager of Economic Development, gave a brief update on the request regarding property at 301 Rolfe Street.

Mayor Parham opened the floor for public comment.

Marcus Omar Squires, 1701 Monticello Street, stated, "My question is in regard to the Jarratt House there on Pocohontas Island. The city is currently looking for parking for when that facility is open. It is one of the few lots that the city does own, and it is within the stone throw from the Jarratt's House. Has the city taken that into consideration? Thank you."

Amanda Green, 1210 West High Street, stated, "He mentioned the parking on Pocohontas Island. The city already owns a few parcels around the corner from the Jarratt House. Which is even more land than I am trying to purchase. So, I want you to consider that as well."

Seeing no further hands, Mayor Parham closed the public hearing.

There was discussion among City Council, staff, and the petitioner.

Council Member Cuthbert made a motion approving the ordinance as proposed with the proviso that the deed of conveyance from the City of Petersburg to the purchaser state that only one single-family dwelling may be constructed on the property and that the property is not subdivided. The motion was seconded by Vice Mayor Smith-Lee. The motion was approved on roll call. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

21-ORD-74 AN ORDINANCE AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE AGREEMENT BETWEEN THE CITY OF PETERSBURG AND AMANDA GREEN TOWARDS THE SALE OF CITY-OWNED PROPERTY AT 301 ROLFE STREET, PARCEL ID: 007-020001.

9. PUBLIC INFORMATION PERIOD: A public information period, limited in time to 30 minutes, shall be part of an Order of Business at each regular council meeting. Each speaker shall be a resident or business owner of the City and shall be limited to three minutes. No speaker will be permitted to speak on any item scheduled for consideration on the regular docket of the meeting at which the speaker is to speak. The order of speakers, limited by the 30-minute time period, shall be determined as follows:

- a) First, in chronological order of the notice, persons who have notified the Clerk no later than 12:00 noon of the day of the meeting,
- b) Second, in chronological order of their sign up, persons who have signed a sign-up sheet placed by the Clerk in the rear of the meeting room prior to the meeting.

Marcus Omar Squires, 1701 Monticello Street, stated, "My question for you all tonight is what are we going to do about these old cases here in the City of Petersburg. People are murdered here in the City of Petersburg every year and the murders walk free with no penalties at all. Mothers are distraught and they cannot sleep at night. They are seeking justice. What is Petersburg City Council going to do with all these cold cases? Thank you."

Barbara Rudolph, 1675 Mt. Vernon Street, stated, "There is a meeting scheduled for tomorrow, a virtual

*Audio available upon request.

meeting of the Community Development Block Grant or CDBG Advisory Board. And it is something, it is a body that I am not aware having met at all. In fact, over the past several years fellow citizen Marcus Squires has asked a number of questions about it which seemed to prop action about a year ago. In September of 2020 council took the consideration of several applicants to be on that board. Looking at the list that was included in the package then all of the members who had been appointed to it previously had terms that expired in 2016. So, it was an empty body. There were eight applicants to consider, and you selected two of them. Again, going back that was September 2020. It came up again in May of this year. I think the meeting was no May 18th. You had six previous applicants that you had not appointed back in September 2020 plus there were three more applicants. So, you were then considering nine applicants all together and you selected one. So out of those two actions three citizens were appointed to the CDBG Advisory Board. Which is supposed to have 12 members. I think seven of them are appointed by ward and five are at-large. So, the question is who is going to be meeting tomorrow night when you have a board of three people that is supposed to be 12 citizens. I do not know if this is something that you all are following. I do know that the board is supposed to be considering the various projects to be funded by CDBG. I know that you all take a great interest in various city and community activities that come forward with proposals on how to spend money. It is just that some of this is odd. We have been following this. We have this severely unpopulated board with three people that are going to have a meeting that is virtual that none of us can attend or even talk at without sending written comments. I hope that if you didn't know about that I hope that it is eliminated and maybe there is a way to act upon it. Maybe it is one of those things that need to be tabled. Thank you."

Linwood Christian, 410 Mistletoe Street, stated, "First and foremost I would just like to say, that just like Rev. Diggs would be proud of having a few of his members on City Council, I too am proud that two of my former 4-H students sit on City Council. And it goes to show that Petersburg 4-H has done not just something, but they have done quite a few things. And I also want to bring this to your attention specifically because it is in your ward Mr. Parham. There is a young and I don't quite know his name but trust me I will find him who has basketball tournaments over there at Lee Park. The only negative thing that you hear that has been said is that sometimes it is hard to get back and forth as far as the traffic on Johnson Road. And my response was how slow are the people driving. Because sometimes that is what it depends on. But other than that, it is one of the things that we do not hear about in the city. When our young people are doing right. We hear about them doing everything else, but we never seem to want, or it doesn't seem to get covered. So, again Mr. Parham, Mr. Mayor, I am going to find out that young man's name so that we can have a Petersburg Success Story. And not to just talk about it but put a face to that story. Also, something Mr. Squires said is very true about the cold cases. But I hope Mr. Squires and others including members of council understand that just like we want to put the blame on covid on what is not being done on our health department director. I would urge City Council to understand that this is your responsibility too and not just Dr. Hart. And it is not just the police department. Because first of all, if we do what we need to do there wouldn't be so many cold cases. And I hope that everyone will remember that. And in light of our new administration in Richmond coming in I hope that we can do everything we can to get our police department the resources they need. Because it makes no sense that our police department are working 12 plus hours, and we wonder why their response time is not what we want it to be. But again, we have to go back and say this, 'what are we not doing?' And last but not least I also want to say this. I would hope that City Council would stop disregarding the public's need to know. Now I have nothing against Mr. Hart, but I what I saw that was being proposed, you all need to talk to use about how you are spending our money. Thank you."

Dr. Terry Jackson, 201 N. Sycamore Street, stated, "I would like to rescind my request to speak. I misunderstood the assignment."

10. BUSINESS OR REPORTS FROM THE MAYOR OR OTHER MEMBERS OF CITY COUNCIL:

*Audio available upon request.

Council Member Cuthbert stated, "I want to start with two light items and then I will get a little bit serious. First item is item number one that I have given to Mr. VanVoorhees. Would he please put that up on the screen behind council? Now this is the few from my front porch on October 29th. And I think that I have never seen a complete rainbow before. I do not know whether it is a coincidence or not I will let you be the better judge of that. But it was October 29th that we received that huge bump up in our bond rating. I will let you draw your own conclusions. But as I have said I have never seen a rainbow like that before. Mr. VanVoorhees would you please put the second item up on the screen for me? I had the opportunity to go to a wedding in Detroit about a month ago. And I went to the Henry Ford Museum. And there was a great display of about seven cars of a sampling of over 70 years. There were beautiful cars that Ford made starting with the coupe model 1925 going up to through the Mustang. And in connection with that display there was this letter and I want to read it to you because I found it striking. It is dated April 10 and there is a Henry Ford stamp on it that says received April 14, 1934. The dateline is Tulsa, Oklahoma."

Council Member Cuthbert read the letter out loud.

Council Member Cuthbert stated, "Alright let me go to more serious things. I want to thank Mr. Arnold Westbrook for being willing to share his lot with us to devote himself in yet another way to the citizens of the City of Petersburg. And I wish him a long and happy tenure on City Council, and I know all of council looks forward to working with Mr. Westbrook. Turning to another item, I want everyone to know that I got my Moderna booster, and I am delighted that it was available, and I would not have passed up the opportunity for anything. It protects me and my fellow workers and it protects my family, and it protects the public at large. And if you have not gotten your full vaccination along with your booster, I would certainly encourage you to do so. Turning to another item I noticed to my sorrow and displeasure that there are still no signs on the library doors saying firearms are prohibited. We have been talking about this for some time. I guess it was two months since we passed that ordinance. The first explanation of the delay was that signs came in wrong. We do not have to have a manufactured sign if it is taking a while for the manufactured signs to get here. We can type something out in large font and put it on the doors of the building. We need to get this wagon cart rolling and I for one think that it is past time to do so. Last item is that I want to make a motion dealing with the unbelievable opportunity whether we can achieve anything or not. But the unbelievable opportunity represented by the Biden \$1 trillion dollar infrastructure. I move that City Council directs the City Manager forthwith to retain a knowledgeable independent contractor to guide, direct and advise Petersburg in receiving the maximum possible money from that \$1 trillion dollar opportunity. And I will look for a second."

Council Member Cuthbert made a motion that City Council directs the City Manager forthwith to retain a knowledgeable independent contractor to guide, direct and advise Petersburg in receiving the maximum possible money from that \$1 trillion dollar opportunity. The motion was seconded by Council Member Hill. The motion was approved on roll call. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

Council Member Myers stated, "Thank you Mr. Mayor and welcome Mr. Westbrook to our comedy show. Mr. Mayor I would like to put a motion on the floor and be direct with the City Manager. I move to direct the City Manager to immediately establish the Department of Communication, Tourism, and Government Relations (DCTG). This department will manage all media relations, public relations, internal, external, and crisis communications, and all city marketing and branding. Petersburg will fully establish its Tourism program under DCTG that will encourage, promote, and develop tourism and the hospitality industry as a major socio-economic driver for Petersburg. All tourism and hospitality programs and personnel will be managed by DCTG. The Department will also manage all government relations, including facilitating the exchange of information, legislative goals and ideas between the city and key decision makers in local, state and federal governments. The Department will be headed by the City's current Director of Communications, Marketing and Government Relations."

*Audio available upon request.

Council Member Myers made a motion to direct the City Manager to immediately establish the Department of Communication, Tourism, and Government Relations (DCTG). This department will manage all media relations, public relations, internal, external, and crisis communications, and all city marketing and branding. Petersburg will fully establish its Tourism program under DCTG that will encourage, promote, and develop tourism and the hospitality industry as a major socio-economic driver for Petersburg. All tourism and hospitality programs and personnel will be managed by DCTG. The Department will also manage all government relations, including facilitating the exchange of information, legislative goals and ideas between the city and key decision makers in local, state and federal governments. The Department will be headed by the City's current Director of Communications, Marketing and Government Relations. The motion was seconded by Vice Mayor Smith-Lee. There was discussion on the motion. The motion was approved on roll call. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

Council Member Hill stated, "I just like to start off by saying that this is a new day in the City of Petersburg. I am so proud of our city. I am so proud of our council. I am proud of the citizens of Petersburg. We have come a long way. And with our bond rating being A+ at this time when it had dropped a couple of years ago, people did not think that we would bounce back as fast as we did. We made some drastic steps to get us to where we are today. And like the Mayor was saying we are the hottest secret but now the cats out of the bag. And not only because of the gaming commission and the casino coming here but we have been having so many different companies and developers trying to come to the City of Petersburg which is a good thing. Our houses when they become available, they do not stay too long. Before you know it, someone is purchasing them. At one time it took a longer time for people to purchase the homes and we have a new subdivision with Ryan Homes, Berkeley Manor Estates. When you ride through there you see that most of the lots are already sold. It is about 60 something lots and most of them are already sold. I was riding through there the other day, and they were putting up homes. Most of them are already sold and the lots are already sold. It is a great thing. We have a lot of great energy in the City of Petersburg. So, it is a new day in the City of Petersburg. What Mr. Christian was saying about Legends Park about the gentleman that was playing. I had spoken with him, and I cannot remember his name. Also, but he was talking about the police chief helping him to start that program that they wanted to do. And on the back of their jersey, they have no guns on the back. It is one of those things in which it is a tournament that they do. I think that this month was the last month that they were doing it. I been up there several times just to greet the guys. It is a great atmosphere for our youth in the area and things of that nature. Our police chief helped them in organizing and things like that. So, we notice all the great work that is being done through our youth and young adults in the city. But I do want, if the city manager, and maybe we will have to do because this is a personnel issue at our next meeting in closed session and give us some updates on some hires and where we are. Because Petersburg is very hot right now. And we need to fill some very important roles such as our economic developer. We have an interim fire chief right now. Maybe he is the guy I do not know. But those positions right there and city manager and deputy city manager, we need for you all to kind of look because we do not need to lose anybody because we are at the point now where we are so hot and vibrant, and we have jobs that is out there in public works and things like that. And I am under the mindset that you have to already be ready to get ready. So, we are at a point now that we do not want to have to catch up to our success along with the night life in Old Towne. It is very lucrative. People come from all over. When I say the come from all over to tour our city they do. I talked to people from across the pond as they say and the hear about Petersburg and they come here to tour our city. And just come not only for the night life but come for the buildings and structures and things of that nature. We have always been preaching about the four to five acres. All roads meet to Petersburg. And now it is starting to come to fruition at this time. So, I would like for us to put our foot on the pedal a little more and move a little bit faster. Because some things may pass us by, and we need to support the citizens. We thank you for your comments and concerns. Rather how constructive they are but we have got to pull it together. One of the things that a customer told me when came to my business was that it is a great city, but the citizens do not see the potential. I was like well it depends on who you are talking to. I been here all my life and all I know is Petersburg. So, I am happy with our council, Mr. Westbrook, welcome. I was telling him that way back in the

*Audio available upon request.

day his family lived not too far from me. I grew up on the corner of Lincoln and Patterson Street. And his family lived on Patterson Street. And he said that they had that they had to move because he was born and that the house was too small, and they had a boy. I think that homeboy is on council. I didn't really get to know you, but I knew your sisters. And of course, everyone knows your mom. But welcome to this council and we appreciate you being here, and we hope, and I hope that you run for the next election. But that is how I got on. But not to be long winded and God bless his soul one of our council members passed away. I was selected by the council to get on and then I had to run in the special election and then I had to run in another election. So, you are always campaigning. So, welcome and congratulations to you and congratulations to your family and congratulation Mrs. Westbrook. You raised a fine young man. Thank you, Mr. mayor."

Council Member Westbrook stated, "Thank you everybody. This is my first public remark. So, I will try to be brief. First of all, I would like to thank God for allowing me this position. I am a member of First Baptist Church on Harrison Street. I was baptized there. It is a very historic church. They gave me a lot of my moral compass that I use today. I attend now Good Shepherd under the direction of Bishop Reeves. But as well he motivates me to do what is best for my community. And I thank him for being here. Secondly, I would like to thank my family, my mother and my father, who is not here. Many people know me as Dr. Westbrook son or Mrs. Westbrook son. My dad taught at Virginia State and had a legacy over there. My mom taught at Petersburg Public Schools System. She is also the first person of color to integrate Dinwiddie County Public Schools. So, she always hangs her hat on that title. So, now I get the chance with three older sisters, here I am Arnold Westbrook, Jr. I am just grateful to have this opportunity to step out and continue my dad's legacy as being junior. And continue the Westbrook Legacy in Petersburg in serving this community. And last, just things that I would like to say and come in and stand on. One is being education. I have been in the education field for the last 21 years. I started out at Petersburg Public Schools and now been at Virginia State for the last 16 years working the Department of Language and Literature. And now working with the honors college. It is a lot of great young people that are coming to this area. And they do see the potential of Petersburg and they are wondering how they can play their part to be heard and hopefully I can be vessel of those voices to be heard by council of the citizens of this great city. Secondly, I am working with Social Services and different advisory boards. With social services being the most recent under the direction of Mr. Norris Stevenson. Just trying to learn how our citizens of Petersburg can get the services that they deserve. I have learned there, and I am looking forward to learning a lot here with council to continue my work for the city. And finally, economic development, I would like to be a part of that. I do see a lot of potential in Petersburg and always have. I been one of those voices that says why not use. I see things happening in my second home of Atlanta businesses shut down for a week at most. And then somebody else is there. I would like to see Petersburg to continue with this renaissance that we are on. I have seen a lot. I was one that caught the end of the Brown and Williamson days. When I saw the city take a downfall. But we still as citizens are a preserving people and we know how to fight through adversity. We do not like people to talk bad about our city. I do not let anyone talk bad about my City of Petersburg. I love it. I am glad to do what I can for it. And with that I close by saying, I think that it is a lot that I can add. Being part of customer service, I want to be able for the citizens to recognize people to come up and so I can advocate for their future in the community and help them solve problems. And I want to be one of these leaders that I have been looking at for the last few years who stand up for what they believe in. even when disagree and I have seen them disagree I still see them standing up for what they believe for their ward and for the city. And I would like to stand up for the 7th Ward. And also, be a member who is guided by my internal compass even if it is not the most popular opinion but still do what I feel is the best for the City of Petersburg as a whole and not just for a few individuals. Hopefully as a council we can be with those that we can discuss and build bridges with for those who are afraid to come together for the greater good of Petersburg. Thank you again. I go by Arnold Westbrook, Jr, but Mr. Westbrook is good from now on out."

Vice Mayor Smith-Lee stated, "It is a new day in Petersburg. Congratulations to you Arnold Westbrook. I release everything from Ward 7 and giving it back to you. I have held it down for John but now I am giving it to you. Congratulations and I know that you are going to do a fantastic job. I want to congratulate Mary Harwell who lives in Ward 6. I just want to say that in order to be about Petersburg you have to do it. And she just looks

*Audio available upon request.

out for her neighbors and all the constituents in Ward 6. So, if you are listening, Ms. Harwell I want to thank you personally. Also, I want to thank the citizens in Cool Springs for picking up the trash continuously. I have a trash bag in my car and when I am riding around in Ward 6, I am picking up trash. But I want to thank the citizens in Cool Springs that is always on point and just doing their part. I just want to say I want to pray for all the citizens in Petersburg and I wish that everyone has a Happy Thanksgiving. We have to remember why we celebrate thanksgiving and its history. It is true history. And the last I want to say is that I want all of us to continue to pray for our youth during trying times. That social media is just destroying them. These video games are just destroying them. They believe in something that is not always true. But as a citizen on council, just try to remember that we have to fuel our children with the truth. And we got to teach them what is right and what is wrong. So, just continue to pray for our kids in the City of Petersburg. That is my report."

Mayor Parham stated, "I think that the only person that is left our right now I think on behalf of Arnold Westbrook, and I is recognizing Mr. Linwood K. Christian for 4-H. We always remember you with the jerry curl and keeping us in order on the bus at 4-H Camp. It is one of the things out of the various boards that I served on. The one that I took on and asked me to serve and it always remind me of Linwood. It was the 4-H board. That is something that I want to get going strong again in the City of Petersburg. Linwood we really need an agent here because we do not have an agent really working here on behalf of the citizens here in Petersburg. That is something that we have to solve. And I know with every breathe in your body you will do whatever it takes to get our kids back accumulated in 4-H."

Council Member Hill stated, "So, Mr. Mayor are you unofficially appointing Mr. Christian to step."

Mayor Parham stated, "We still have a lot of work here and Linwood, we thank you for all you do as well for the generation. And also, I am happy to have Mrs. Westbrook here today. We are all proud of Arnold, but I have to recognize Mrs. Westbrook because she is one of our pillars in education in the City of Petersburg. And she helped educate hundreds of hundreds of kids that came through her door, and she stayed. She is one of the best and she raised some exceptional kids, and we are happy to have one sitting up here now. So, we thank you for all your service here in the City of Petersburg. A lot of good things going on in the City of Petersburg. We have had so many events come through the City of Petersburg and one we had was the 'Feed the City Challenge with Trey Songz'. I was able to meet the manager of the distribution center out at Wal-Mart. He is back in Petersburg, and he is doing 'A thankful Sole Shoe Distribution'. Wal-Mart is partnering to give every student in Petersburg City Public School free shoes. I just want to thank Wal-Mart for doing that for us. They said that they wanted to be active here in the City of Petersburg and they are going above and beyond. They are doing that at the school board office tomorrow. And speaking of that I am happy that we have a joint board meeting coming up with the schools on December 6th at Petersburg High School Cafeteria to discuss things going on in education and how we can better serve them. Also, we want to wish everyone a Happy Thanksgiving. Thanksgiving is next week and hope everyone has a very joyous and prosperous Thanksgiving. And also, like Councilman Hill said we have a tremendous number of things going on in Petersburg and with the pharmaceutical cluster coming on very strong we need to pursue all of that infrastructure bill that President Biden passed to help with the cluster to relieve some of our burden on improving our Poor Creek Pump Station. And also, I have an excellent time as well on serving on the Build Back Better Grant that was put in trying to get us \$100 million dollars for infrastructure here. So, we are doing this along with Activation Capital and Pharmaceutical Companies in order to get that extra level of funding. We have already started, and we are waiting to hear back. And I would like to thank Ms. Shawndra Bridgman and Mr. Gallenger for all of their help and leadership in helping us to build a sustainable pharmaceutical cluster. That is one of the big plans that we have, and it is to not be another Rolls Royce. You know what happened to the Rolls Royce in Prince George. They just plopped a plant there and it didn't have a lot of the extra support of companies there to build a sustainable network. The cluster in Petersburg is so important because they will all play off of each other. Everyone will give a certain component to the pharmaceutical industry, and it can help grow it and help build and have a sustainable network for long term jobs. We do not want it to be a one time hit. We want this to be our new manufacturing hub. I know everyone has seen that I have been asked to be on the Richmond

*Audio available upon request.

Business Sense tomorrow talking about the future of the City of Petersburg which we are going to discuss the pharmaceutical cluster. It is wonderful that Richmond is listening to Petersburg. And following what is going on here. We have a tremendous amount of interest and that is why it is important to tell our stories of the opportunities that are here and potential investments. You have seen the media site the possibility of the casino coming here. Yes, I am interested in the casino business just because we have to come up with a way to pay our teachers more money, pay our police officers more money, pay our public works employees more money. Everyone benefits throughout the city, and we have a huge number of investments in our schools. When Arnold and I was in school our school was old. We still have those same schools today and I have a problem with that. We have come up with a way to build new schools and pay our teachers better that is dealing with a tremendous amount of need in the community. They are doing all that they can. So, that concludes my report. Also, just to piggyback on one of the big challenges that we have had. We had the retail strategy folks here in Petersburg and they are a big part of our lack of retail and lack of getting additional grocery stores and drug stores. It always been based on our media. Those people that invest in the community do not care about the media they care about the numbers. That is something that we have to work to get our numbers up. That concludes what I have so we will move on.

11. ITEMS REMOVED FROM CONSENT AGENDA:

- a. A request to schedule a public hearing on December 14, 2021, and consideration of an ordinance approving a petition submitted by PBFL, LLC to rezone the property at 1225, 1255, and 4220 Harrison Creek Boulevard from PUD with B-2, General Commercial District with conditions to PUD, no restrictions to permit the construction of 52 single-family detached market-rate rental homes. (Originally 7a on the agenda)

Reginal Tabor, Director of Planning and Community Development, stated that the attachment to this item is incorrect but that the agenda request is correct.

There was discussion among City Council and staff.

Council Member Cuthbert stated that when this item comes back, he would like information expanded on the cost.

- b. 0A request to schedule a public hearing on December 14, 2021, for the consideration of an ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and PB Petersburg Owner, LLC towards the sale of City-owned property located at 857 Bank Street, 741 Blick Street, 1411 Farmer Street, 10 Foley Street North, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 205 Maple Street, 1011 McKenzie Street, 921 Priam Street, 110 Richland Street, 351-23 university Boulevard, 201 Virginia Avenue, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street. (Originally 7f on the agenda)

There was discussion among City Council and staff.

Council Member Cuthbert requested additional information on the cost to the city when this item comes back. He would like to have them to tassel the recommended home price. He stated that he would like staff to also indicate the lots that are no buildable.

- c. A request to schedule a public hearing and consideration of an ordinance approving the vacation of City right of way adjacent to properties previously approved to be sold to Waukeshaw Development. (Originally 7h on the agenda)

*Audio available upon request.

Council Member Cuthbert made a motion to schedule the public hearing for item 7f for December 14, 2021. The motion was seconded by Council Member Myers. The motion was approved on roll call. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

Council Member Cuthbert made a motion to schedule the public hearing for item 7a for December 14, 2021. The motion was seconded by Council Member Myers. The motion was approved on roll call. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

Council Member Cuthbert requested a map to be added to 7h when the item comes back on the agenda for the public hearing.

Council Member Cuthbert made a motion to schedule the public hearing for item 7h for December 14, 2021. The motion was seconded by Council Member Myers. The motion was approved on roll call. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

Council Member Hill stated, "This is what I am talking about. We have to get ready and stay ready. In the invent because a lot of things and by Petersburg being so hot right, when these proposals come up, we have to double check so we will not keep kicking the can down the road. Time is always money. This is what I was talking about during my public comments earlier. This is a prime example of it. The packet is not where it should be. And even when we find something in the packet soon enough and then maybe we can call and get those things answered and maybe we can go ahead and have the public comment and things like that. Thank you."

Council Member Myers stated, "I have to agree with you Council Member Hill. It is unfortunate that we have to look for modifications that have not been made in this packet at this time. I would suggest that we continue to move forward to hire individuals who have experience to guide us in the future."

12. FINANCE AND BUDGET REPORT:

Stacey Jordan, Director of Finance, gave a briefing of the FY2022-2023 Budget Calendar.

Key points:

- November 15th -19th – Finalize calendar and budget directions.
- November 22nd – City Manager completes budget directions to staff (include deadlines for operating and CIP). Update budget letter general letter to staff, note structurally balanced. Templates will be sent to Department heads by Finance Director including CIP form by January 3rd.
- January 3rd-January 14th – Department Heads completed 2022-23 Budget request (and CIP) request are viewed. Revenue estimates are completed. Preliminary Budget complete.
- January 18th – Outside agencies deadline. Notification sent to outside agencies of work session.
- February 8th – Invite School Superintendent for March 15.
- January 17th – January 28th – Department meetings with City Manager
- February 8th – Outside agency presentations
- March 8th – Special Meeting: City Manager Preliminary Budget Presentation 1st Budget Workshop – Present in March
- March 24th – Special: Budget Workshop: Operating budget (public); School submittal of budget request to City.
- March 29th – Special: Budget Workshop: CIP-Public
- April 1st – Finalize Budget
- April 5th – Notice to Newspaper for FY23 Budget Public Hearing

*Audio available upon request.

- April 19th – Budget Public Hearing for FY23 proposed budget and tax rate. Adopt FY23 Budget Resolution; Appropriate FY23 Budget
- Budget completed and read twice before June.

Council Member Myers stated, “Thank you Ms. Jordan for all that you have done within the last year. You are very much appreciated.”

Vice Mayor Smith-Lee stated, “I wanted to say the same thing. Ms. Jordan it is a new day in Petersburg, and I thank you for that. You have done a phenomenal job. And I just want you to know that we do appreciate everything you do.”

Mayor Parham stated, “Thank you again Ms. Jordan. And let us know if there is anything that we can do to assist you.”

Ms. Jordan stated, “Thank you. All I need is your guidance and support.”

Mayor Parham stated, “You have it. Thank you.”

13. UNFINISHED BUSINESS:

- a. Discussion of the RIFA Ordinance.

Mr. Turille gave a brief presentation.

Key points:

- The issue is should the City of Petersburg join the Regional Industrial Facilities Authority (RIFA).
- A regional authority is allowed by State statute for collaborative action on projects that have a regional, rather than just local scope.
- Projects such as the pharmaceutical cluster have a regional impact on infrastructure, cluster development and ultimately jobs and housing.
- The rationale for a regional approach is economic: we obtain economy of scale on costs, reducing our infrastructure & marketing money.
- The benefit is that the costs can be shared. The downside is that revenues and revenue growth would be shared as well.
- However, project agreements can be entered on a case-by-case basis when benefits to Petersburg exceed costs.
- Another primary benefit is that the State, and grantors, favor projects with regional participation.
- Once organized, we have the ability to decide which projects to participate in, or walk away from, without obligation or risk by way of participating agreements.
- We can join without risk of commitment to any projects, allowing the city to cost-share large infrastructure and marketing using economy of scale to reduce costs.
- A RIFA would allow the city to spread costs out regionally and consider whether the project would make economic sense to enter a project agreement with other members, resulting in a net benefit to Petersburg.
- City Manager recommends that the city join the RIFA for regional economy of scale on costs and consider joining specific projects on a case-by-case basis when benefits outweigh costs.

There was discussion among City Council and staff.

14. NEW BUSINESS:

*Audio available upon request.

- a. Consideration of Department of Historic Resources Grant (National Register of Historic Places) for Jarratt House in the amount of \$7,500 – 2nd Reading

BACKGROUND: The Department of Historic Resources has awarded the Jarratt House \$7,500.

RECOMMENDATION: Recommend that Council accept and appropriate the awarded funds to be spent in FY2021-22.

Council Member Cuthbert made a motion to approve the motion as proposed and that council directs the city manager to inform the Department of Historic Resources in writing that the city opposes the renaming of the Jarratt House as the Jarratt Sampson House. The motion was seconded by Council Member Myers.

Mayor Parham opened the floor for public comments.

Seeing no hands, Mayor Parham closed the public comments.

The motion was approved on roll call vote. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

21-ORD-75 AN ORDINANCE, AS AMENDED, SAID ORDINANCE MAKING APPROPRIATIONS FOR THE FISCAL YEAR COMMENCING JULY 1, 2021, AND ENDING JUNE 30, 2022, FOR THE GRANTS FUND.

- b. A resolution authorizing the City Manager to amend the development agreement between the City of Petersburg and Robert Davis for the property at 115 Harrison Street, Parcel ID 022-150801 to extend the reverter date for a period of six months, May 30, 2022.

BACKGROUND: The City Council adopted the ordinance 20-ORD-66 on December 8, 2020, authorizing the City Manager to execute the purchase agreement with Robert Davis. After the due diligence period, the City Council adopted resolution 21-R-15 on February 16, 2021, to execute the development agreement. Purchase Agreement was fully executed and effective on April 23, 2021. Closing occurred on April 20, 2021. The development period in the development agreement ended on October 31, 2021. The purchaser obtained a building permit to start construction on April 23, 2021. The purchaser has completed extensive construction to include the following:

- Masonry work
- Removal of all debris from previous owner (6.8 tons)
- Remove all termite and all termite infested areas
- Tear down Parapet wall and rebuild
- New brick header over doorway
- Tuck and fill in brick on front façade
- New paint on front facade of building
- Installed ADA ramp (wheelchair accessibility)
- Repair and replace all ceiling Joists
- Replace and rebuild back of building Roof
- Cut down four trees that was growing out of building.
- Removal of overgrown shrubbery
- Concrete work
- Installed new doors and windows unit
- Tore down and replaced all existing walls

*Audio available upon request.

- New framing
- Dug up replaced all new water and sewer lines under the building.
- Framing and supporting all new walls and roof.

Additional work to be completed prior to completion includes:

- Paint
- Drywall
- All Electrical upgrades and panel
- The hook up of all plumbing (finish work)
- Façade finish work (cannot completed into Rough-in framing is done and Inspected)
- Install outdoor pillars
- Concrete sanding
- Signage
- All finish work

Due to COVID-19, the construction has been delayed. The purchaser anticipates completion of construction within six months and requests an extension of the development period.

The developer is requesting an extension of the development period for six months, until May 30, 2022. The Department of Economic Development recommends approval of the extension to provide the developer time to complete the renovation of 115 Harrison Street.

Property Information

The zoning of the parcel at 115 Harrison Street is B-3, business district.

Address: 115 Harrison Street
Tax Map ID: 022-150801
Zoning: B-3

RECOMMENDATION: The Department of Economic Development recommends that the City Council approves the resolution authorizing the City Manager to amend the development agreement between the City of Petersburg and Robert Davis for the property at 115 Harrison Street, parcel ID 022-150801 to extend the reverter date for a period of six months, May 30, 2022.

Cynthia Boone, Program Coordinator for Economic Development, gave a brief overview of 115 Harrison Street and the recommendation.

Council Member Cuthbert made a motion accept and appropriate the awarded funds to be spent in FY2021-22. The motion was seconded by Council Member Myers. The motion was approved on roll call vote. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

21-R-92 A RESOLUTION AUTHORIZING THE CITY MANAGER TO AMEND THE DEVELOPMENT AGREEMENT BETWEEN THE CITY OF PETERSBURG AND ROBERT DAVIS FOR THE PROPERTY AT 115 HARRISON STREET, PARCEL ID 022-150801 TO EXTEND THE REVERTER DATE FOR A PERIOD OF SIX MONTHS, MAY 30, 2022.

- c. Consideration of ARPA Bonus for Sworn Sheriffs – Comp Board – 2nd Reading.

*Audio available upon request.

BACKGROUND: The Compensation Board met on August 26th, 2021 and approved budgeted funds for each of the sheriff's office and regional jail to provide for the bonus during the Special Session II of the 2021 General Assembly.

RECOMMENDATION: Recommend that Council approve the acceptance of the Commonwealth of Virginia Compensation Board funds in the amount of \$27,000.00.

Tangela Innis, Deputy City Manager, gave briefing of the request from the Sheriff Department.

Council Member Myers made a motion to approve the acceptance of the Commonwealth of Virginia Compensation Board funds in the amount of \$27,000. The motion was seconded by Vice Mayor Smith-Lee. The motion was approved on roll call vote. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

21-ORD-76 AN ORDINANCE, AS AMENDED, SAID ORDINANCE MAKING APPROPRIATIONS FOR THE FISCAL YEAR COMMENCING JULY 1, 2021, AND ENDING JUNE 30, 2022, FOR THE GRANTS FUND IN THE AMOUNT OF \$27,000.

- d. Opioid Settlement Resolution 1 of 2 – A resolution to authorize the City's participation settlement in the Virginia Attorney General's case against McKesson, Cardinal Health, Amerisourcebergen, Janssen, and their corporate entities.

BACKGROUND: The settlement is part of a \$26 Billion National Settlement with \$530 Million available to Virginia and localities. The locality shares to be distributed amongst participating localities is 15% unrestricted and 15% restricted (for opioid abatement and remediation purposes) and will be distributed over 18 and 9 years with sums front loaded.

Localities must join by January 2, 2022, in order to be eligible to receive funds. Based on the information provided by the Attorney General, Petersburg would receive .395% of the locality shares equating to approximately \$414,750.00 with half being "unrestricted" and the other half being "restricted."

In addition, Petersburg will have access to the Virginia Opioid Abatement Fund which will be managed by the Virginia Opioid Abatement Authority. In order to participate, localities must adopt both Resolutions and submit all required documentation no later than January 2, 2022.

RECOMMENDATION: Approve resolution.

Anthony Williams, City Attorney, gave briefing of the request.

Council Member Hill made a motion to approve the resolution. The motion was seconded by Council Member Myers.

Mayor Parham opened the floor for public comments.

Seeing no hands, the public hearing was closed.

The motion was approved on roll call vote. On roll call vote, voting yes: Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Cuthbert and Wilson-Smith

21-R-93 A RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF PETERSBURG, VIRGINIA

*Audio available upon request.

APPROVING OF THE CITY'S PARTICIPATION IN THE PROPOSED SETTLEMENT OF OPIOID-RELATED CLAIMS AGAINST MCKESSON, CARDINAL HEALTH, AMERISOURCEBERGEN, JANSSEN, AND THEIR RELATED CORPORATE ENTITIES, AND DIRECTING THE CITY ATTORNEY AND CITY MANAGER TO EXECUTE THE DOCUMENTS NECESSARY TO EFFECTUATE THE CITY'S PARTICIPATION IN THE SETTLEMENTS.

- e. Opioid Settlement Resolution 1 of 2 – A resolution to authorize the City's participation settlement in the Virginia Attorney General's case against McKesson, Cardinal Health, Amerisourcebergen, Janssen, and their corporate entities.

BACKGROUND: The settlement is part of a \$26 Billion National Settlement with \$530 Million available to Virginia and localities. The locality shares to be distributed amongst participating localities is 15% unrestricted and 15% restricted (for opioid abatement and remediation purposes) and will be distributed over 18 and 9 years with sums front loaded.

Localities must join by January 2, 2022, in order to be eligible to receive funds. Based on the information provided by the Attorney General, Petersburg would receive .395% of the locality shares equating to approximately \$414,750.00 with half being "unrestricted" and the other half being "restricted."

In addition, Petersburg will have access to the Virginia Opioid Abatement Fund which will be managed by the Virginia Opioid Abatement Authority. In order to participate, localities must adopt both Resolutions and submit all required documentation no later than January 2, 2022.

RECOMMENDATION: Approve resolution.

Anthony Williams, City Attorney, gave briefing of the request.

Council Member Hill made a motion to approve the second resolution. The motion was seconded by Council Member Myers.

Mayor Parham opened the floor for public comments.

Seeing no hands, the public hearing was closed.

The motion was approved on roll call vote. On roll call vote, voting yes: Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Cuthbert and Wilson-Smith

21-R-94 A RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF PETERSBURG, VIRGINIA APPROVING OF THE CITY'S PARTICIPATION IN THE PROPOSED SETTLEMENT OF OPIOID-RELATED CLAIMS AGAINST MCKESSON, CARDINAL HEALTH, AMERISOURCEBERGEN, JANSSEN, AND THEIR RELATED CORPORATE ENTITIES, AND DIRECTING THE CITY ATTORNEY AND CITY MANAGER TO EXECUTE THE DOCUMENTS NECESSARY TO EFFECTUATE THE CITY'S PARTICIPATION IN THE SETTLEMENTS.

- f. A resolution authorizing the City Manager to execute a development agreement between the City of Petersburg and Ravenscroft Ventures, LLC for the Development of 427, 429, 431, 432, 438, 440, 437, 452, and 450 Harrison Street, Petersburg, Virginia, 23803 (Tax Parcel 031-060020, 031-060019, 031-050006, 031-050007, 031-050008, 031-060013, 031-060011, 031-050010) as residential development.

*Audio available upon request.

BACKGROUND: The City of Petersburg City Council considered an Ordinance authorizing the City Manager to execute a purchase agreement related to the sale of city-owned property located at 427, 429, 431, 432, 438, 440, 437, 452 and 450 Harrison Street, Petersburg, Virginia, 23803 on May 18, 2021. A Development Agreement has been drafted that requires, in consideration of the City's conveyance of the Property to Ravenscroft Ventures, LLC, that Ravenscroft Ventures, LLC shall perform the development of the property in compliance with the project summary documents and in accordance with terms defined in the Agreement. The Development Agreement shall be referenced as if set forth fully in the deed of conveyance of the Property from the City to Ravenscroft Ventures, LLC. The deed shall include provisions for the reverter described in the Development Agreement.

This resolution authorizes conveyance of the property.

RECOMMENDATION: The Department of Economic Development recommends approval of the Resolution approving the Development Agreement and authorizing the City Manager and the City Attorney to execute all documents to facilitate the sale of City-owned property in accordance with applicable legal requirements.

Cynthia Boone, Program Coordinator of Economic Development, gave an overview of the request regarding the development agreement.

Council Member Myers made a motion to approve the resolution. The motion was seconded by Council Member Hill.

Mayor Parham opened the floor for public comments.

Seeing no hands, the public hearing was closed.

The motion was approved on roll call vote. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

21-R-95 A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF PETERSBURG AND RAVENSCROFT VENTURES, LLC FOR THE DEVELOPMENT OF 427, 429, 431, 432, 438, 440, 437, 452, AND 450 HARRISON STREET, PETERSBURG, VIRGINIA, 23803 (TAX PARCEL 031-060020, 031-060019, 031-050006, 031-050007, 031-050008, 031-060013, 031-060011, 031-050010) AS RESIDENTIAL DEVELOPMENT.

15. CITY MANAGER'S AGENDA:

a. Presentation from the YMCA

Marco Callender, Executive Director of YMCA, and Pat Smith, Associate Vice President of Youth Development at YMCA of Greater Richmond, gave a PowerPoint presentation and overview.

Key points:

- The YMCA of Greater Richmond proposes three new, fully subsidized afterschool locations at Lakemont Elementary, Cool Springs Elementary and Pleasants Lane Elementary.
- The YMCA Afterschool Program Components are the academic support/learning recovery, social emotional learning, enrichment activities (STEM, Art, Music, Drama), physical activity and healthy snacks.
- The funding needs is a total funding request for two years of program at three schools is \$1,057,437. This budget is based on the enrollment of 50 students per school.

*Audio available upon request.

Council Member Cuthbert made a motion council is expressing interest in supporting the afterschool program by the Greater Richmond YMCA provided that the Petersburg Public Schools pays half of the cost with the understanding that the City of Petersburg will use ARPA funds to pay other half. The motion was seconded by Council Member Myers.

There was discussion on the motion and among City Council and staff.

The motion was approved on roll call vote. On roll call vote, voting yes: Cuthbert, Myers, Westbrook, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

b. Presentation on Speeding

Reggie Lantz, General Manager of Streets, gave a brief review of speeding.

Key points:

- Currently there is a concern regarding speeding in the city.
- There are electronic signs that have been posted throughout the city with a speed limit sign posted.
- They have collaborated with the police department and received actual examples of traffic data collected.
- The police department requested a quote for more devices to collect more data from different streets.
- They are identifying funding sources to purchase the devices.
- Additional electronic signs have not been ordered due to a cost of \$15,400, undefined life expectancy for the signs, and the unfunded maintenance obligation.
- The Street Operation Division received the final documents for the traffic engineering study for the Photo Enforcement Program, implementing the revised traffic signal timing information and communicated the information and engineering results to Police Chief Christian and Captain Geist.
- They have allowed the Photo Enforcement Program to start back up on November 10, 2021, after being down for 3 months.
- The Department of Public Works will continue to collaborate the Police Department, residents, city leadership and council to prioritize speeding issues and locations.

There was discussion among City Council and staff.

Council Member Hill requested a sign to be put on Holly Hill Drive in Oakhurst. He also requested that a study be done on putting a traffic light back at Sycamore Street and Bollingbrook.

Council Member Cuthbert asked for an updated report to be given at the January work session and include a timeline on accomplishing the various task.

c. Update on High Street

Reggie Lantz, General Manager of Streets, gave an update on High Street.

Key points:

- While meeting with the High Street residents' other issues were observed.
- Sidewalks repairs will require the removal of the trees to abate the existing conditions.
- The damaged portions of the concrete will be removed.

*Audio available upon request.

- Temporary resurfacing of the walkway will be implemented.
- Other issues noticed while at the October 29, 2021, meeting was related to trees and sidewalks.
- The short-term items will be address by Street Operations personnel and contractors.
- A long-term solution will require a comprehensive sidewalk assessment and cost estimation study, engineering design and construction plans/specifications documents, funding will need to be identified for a project of this scope and roadway and sidewalk geometry modifications to improve speed control, safer parking and pedestrian safety are recommended.

There was discussion among City Council and staff.

Mr. Turille gave briefing of his City Manager's Report.

Key points:

- The City of Petersburg received the VA Tourism Grant for \$60,000 for city marketing.
- ARPA Utility Grant: relief for utility accounts during COVID exceeding 60 days, total of \$3.6 million and it will also increase utility fund balance and remove debt from the utility fund.
- The Economic Development Program Coordinator is promoted to Program Manager.
- The New Interim Parks & Recreation Director at work developing and implementing recreation programs.
- City has organized a new task force of all City of Petersburg churches to communicate collaboratively to solve homeless, gun violence, poverty etc.
- Based on 90-day needs assessment and staff retreat it is clear that they must renew the strategic efforts to move the city forward into a new day of revitalization of its potential.
- City Manager is going to review the current plan with staff to determine what was accomplished and present an updated version incorporating the 2021 Needs Assessment.
- City Manager would like to finish ARPA projects and have staff position filled by January 1, 2022.

16. BUSINESS OR REPORTS FROM THE CLERK:

*No items for this portion of the agenda.

17. BUSINESS OR REPORTS FROM CITY ATTORNEY:

*No items for this portion of the agenda.

18. ADJOURNMENT:

City Council adjourned at 9:12 p.m.

Clerk of City Council

APPROVED:

Mayor

*Audio available upon request.

The Special City Council Meeting of the Petersburg City Council was held on Tuesday, November 16, 2021, at the Petersburg Public Library. Vice Mayor Smith-Lee called the Special City Council Meeting to order at 3:06 p.m.

1. ROLL CALL:

Present:

Council Member Charles H. Cuthbert, Jr.
Council Member W. Howard Myers
Council Member Darrin Hill
Vice Mayor Annette Smith-Lee
Mayor Samuel Parham

Absent: Council Member Treska Wilson-Smith

Present from City Administration:

City Manager Stuart Turille
City Attorney Anthony Williams
Clerk of Council Nykesha D. Jackson

2. DISCUSSION AND/OR CONSIDERATION:

a. Discussion of COVID-19 Mitigation Policy.

Tangela Innis, Deputy City Manager, gave a PowerPoint presentation on the COVID-19 Mitigation Policy.

Key points:

- City employees were surveyed in October 2021 regarding COVID-19 vaccinations.
- 150 employees participated in the survey.
- 75% or 110 employees stated that they were fully vaccinated.
- 25% or 36 employees stated that they were not vaccinated.
- The reasons that they were not vaccinated included more research, side effects, medical or religious exemptions and other personal reasons.
- The choice given will be that the City of Petersburg will start testing employees in December/January unless they can show vaccination cards from the Virginia Department of Health.
- Onsite testing will be conducted at a city facility to be determined.
- Due to the upcoming flu season, there is a possible 4th wave of the Delta Variant. The city will test unvaccinated employees or employees who fail to show vaccination cards. Bon Secours will administer testing at a city facility at a cost of \$112 per employee for two days or City of Petersburg will administer test that will be at a cost of \$12 per employee and results will be available in 15 minutes.
- The city will put together health seminars on Covid-19. Incentives will be given to vaccinated employees and employees that receive their booster vaccination.

Mr. Williams stated, "The purpose of this meeting is to convene in the closed session pursuant to §2.2-3711(A)(7) and (8) of the Code of Virginia for the purpose of receiving legal advice and status update regarding a matter requiring legal advice and status update from the City Attorney."

*Audio available upon request.

Council Member Myers made a motion that the City Council go into closed session for the purposes noted by the City Attorney. The motion was seconded by Council Member Cuthbert. There was no discussion on the motion, which was approved on roll call vote.

On roll call vote, voting yes: Cuthbert, Myers, Hill and Smith-Lee; Absent: Wilson-Smith and Parham

City Council entered closed session at 3:21 p.m.

CERTIFICATION:

Mr. Williams stated, "The Mayor would entertain a motion to conclude the closed session called this evening to certify in accordance with §2.2-3712 that the Code of Virginia that to the best of each members knowledge that only public business matter lawfully exempted from the opening meeting requirements were discussed and that only such public business matters were identified in the motion by which the closed meeting was convened, heard, discussed, or considered. If any member believes that there was a departure from the foregoing requirements should so state prior to the vote indicating the substance for departure that in his or her judgment has taken place. This requires a roll call vote Mr. Mayor."

Council Member Cuthbert made a motion to return City Council into open session and certify the purposes of the closed session. The motion was seconded by Council Member Myers.

The motion was approved on roll call vote.

On roll call vote, voting yes: Cuthbert, Myers, Hill, Smith-Lee, and Parham; Absent: Wilson-Smith

21-R-89 A RESOLUTION CERTIFYING, AS REQUIRED BY THE CODE OF VIRGINIA, SECTION 2.2-3712, THAT TO THE BEST OF EACH MEMBER'S KNOWLEDGE, ONLY PUBLIC BUSINESS MATTERS LAWFULLY EXEMPTED FROM OPEN MEETING REQUIREMENTS OF VIRGINIA LAW WERE DISCUSSED IN THE CLOSED SESSION, AND ONLY SUCH PUBLIC BUSINESS MATTERS AS WERE IDENTIFIED IN THE MOTION CONVENING THE CLOSED SESSION WERE HEARD, DISCUSSED, OR CONSIDERED.

City Council returned to opened session at 4:16 p.m.

3. ADJOURNMENT:

City Council adjourned at 4:17 p.m.

Clerk of City Council

APPROVED:

Mayor

The Special City Council Meeting of the Petersburg City Council was held on Tuesday, November 30, 2021, at the Petersburg Public Library. Mayor Parham called the City Council Meeting to order at 3:05 p.m.

1. ROLL CALL:

Present:

Council Member Charles H. Cuthbert, Jr.
Council Member Treska Wilson-Smith
Council Member W. Howard Myers
Council Member Arnold Westbrook, Jr.
Council Member Darrin Hill
Vice Mayor Annette Smith-Lee
Mayor Samuel Parham

Absent: None

Present from City Administration:

City Manager Stuart Turille
City Attorney Anthony Williams
Clerk of Council Nykesha D. Jackson

2. CLOSED SESSION:

- a. The purpose is to convene in the closed session pursuant to §2.2-3711(A)(1) of the Code of Virginia for the purpose of discussion pertaining to the appointment of specific public of the performance, assignment and appointment of a specific public officer of the City of Petersburg specifically including but not limited to discussion of their performance, assignment and appointment of a specific public officer of the City of Petersburg; and under subsection §2.2-3711(A)(7) and (8) of the Code of Virginia for the purpose of receiving legal advice and status update from the City Attorney and legal consultation regarding the subject of specific legal matters requiring the provision of legal advice by the City Attorney and matters of actual or probable litigation specifically including but not limited to Petersburg Circuit Case No.: CL21000495-00.

Council Member Westbrook made a motion that the City Council go into closed session for the purposes noted. The motion was seconded by Council Member Myers. There was no discussion on the motion, which was approved on roll call vote.

On roll call vote, voting yes: Cuthbert, Wilson-Smith, Myers, Westbrook, Hill, Smith-Lee, and Parham

City Council entered closed session at 3:07 p.m.

CERTIFICATION:

Mr. Williams stated, "The Mayor would entertain a motion to conclude the closed session called this evening to certify in accordance with §2.2-3712 that the Code of Virginia that to the best of each members knowledge that only public business matter lawfully exempted from the opening meeting requirements were discussed and that only such public business matters were identified in the motion by which the closed meeting was convened, heard, discussed, or considered. If any member believes that there was a departure from the foregoing requirements should so state prior to the vote indicating the substance for departure that in his or her judgment has taken place. This requires a roll call vote Mr. Mayor."

Council Member Westbrook made a motion to return City Council into open session and certify the

*Audio available upon request.

purposes of the closed session. The motion was seconded by Council Member Cuthbert.

The motion was approved on roll call vote.

On roll call vote, voting yes: Cuthbert, Wilson-Smith, Myers, Westbrook, Hill, Smith-Lee, and Parham

21-R-96 A RESOLUTION CERTIFYING, AS REQUIRED BY THE CODE OF VIRGINIA, SECTION 2.2-3712, THAT TO THE BEST OF EACH MEMBER'S KNOWLEDGE, ONLY PUBLIC BUSINESS MATTERS LAWFULLY EXEMPTED FROM OPEN MEETING REQUIREMENTS OF VIRGINIA LAW WERE DISCUSSED IN THE CLOSED SESSION, AND ONLY SUCH PUBLIC BUSINESS MATTERS AS WERE IDENTIFIED IN THE MOTION CONVENING THE CLOSED SESSION WERE HEARD, DISCUSSED, OR CONSIDERED.

City Council returned to opened session at 5:37 p.m.

Mayor Parham stated, "I would like to entertain a motion to add the scheduling of a public hearing on December 14, 2021, and hold second reading and consideration for adoption of an ordinance to authorize the manager to execute and MOU for the use of city property located at 35 N. Union Street for temporary placement of a trash dumpster."

Council Member Myers made a motion to add the scheduling of a public hearing on December 14, 2021, and hold second reading and consideration for adoption of an ordinance to authorize the manager to execute and MOU for the use of city property located at 35 N. Union Street for temporary placement of a trash dumpster. The motion was seconded by Council Member Hill. The motion was approved on roll call. On roll call vote, voting yes: Wilson-Smith, Myers, Westbrook, Hill, Smith-Lee, and Parham; Abstain: Cuthbert

3. CONSENT AGENDA:

- a. Request to hold a public hearing on December 14, 2021, for the consideration of an ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and Northside Gourmet Market towards the sale of City-owned property at 835 Commerce Street, Parcel ID 024-130012.
- b. Request to hold a public hearing on December 14, 2021, for the consideration of an ordinance to authorize the manager to execute and MOU for the use of city property located at 35 N. Union Street for temporary placement of a trash dumpster.

Council Member Westbrook made a motion to approve the consent agenda with the additional request of scheduling a public hearing regarding property at 35 N. Union Street. The motion was seconded by Council Member Hill. The motion was approved on roll call. On roll call vote, voting yes: Wilson-Smith, Myers, Westbrook, Hill, Smith-Lee, and Parham; Abstain: Cuthbert

4. DISCUSSION AND/OR CONSIDERATION:

- a. Virginia Department of Emergency Management – LEMPG (\$10,675) – 2nd Reading

BACKGROUND: The City of Petersburg has received a grant from Virginia Department of Emergency Management in the amount of \$10,675. These funds will be used to improve and enhance the Emergency Operations Center (EOC) operations in the areas of Planning, Training and Exercises, Situational

*Audio available upon request.

Awareness and Capability Reporting.

RECOMMENDATION: Recommend that Council approve the acceptance of the Virginia Department of Emergency Management (LEMPG) in the amount of \$10,675.

Council Member Myers made a motion to approve the acceptance of the Virginia Department of Emergency Management (LEMPG) in the amount of \$10,675. The motion was seconded by Vice Mayor Smith-Lee. The motion was approved on roll call. On roll call vote, voting yes: Cuthbert, Wilson-Smith, Myers, Westbrook, Hill, Smith-Lee, and Parham

21-ORD-77 AN ORDINANCE, AS AMENDED, SAID ORDINANCE MAKING APPROPRIATIONS FOR THE FISCAL YEAR COMMENCING JULY 1, 2021, AND ENDING JUNE 30, 2022, FOR THE GRANTS FUND IN THE AMOUNT OF \$10,675.

b. Discussion and/or consideration of Draft Ward Maps

Reginald Tabor, Director of Planning and Community Development, and Alec Brebner, Executive Director of Crater Planning District Commission, gave a briefing on the Draft Ward Maps.

Key points:

- Article VII, Section 5 of the Constitution of Virginia specifically requires any locality that conducts elections by district to change its district boundaries every 10 years in the year ending in one.
- Districts must be drawn using census data.
- The Constitution of Virginia requires local election districts to use the substantially equal population standard.
- Districts cannot be drawn to discriminate based on race.
- Article VII, Section 5 of the Constitution of Virginia requires local election districts to “be composed of contiguous and compact territory.”
- The most recent decennial population figures for each locality, as adjusted by the Division of Legislative Services, are to be used.
- Beginning with the 2021 redistricting, any person incarcerated in a federal, state, or local correctional facility within the Commonwealth is to be counted as a resident of the locality where his address at the time of incarceration is located.
- A new requirement of the 2021 redistricting is that a Geographic Information System (GIS) map that shows the district boundaries must be sent to the local elected board, the Secretary of the Commonwealth, the Department of Elections, and the Division of Legislative Services.

Process:

- City Obtain Census Data by Block from the Bureau of the Census.
- City Assessor/GIS provide spreadsheet of wards and map with blocks populations by ward.
- Establish average ward population +/- 5% and identify wards with populations outside the range.
- Identify blocks along ward borders that may be moved to move population within the ward range.
- Crater Planning District Commission to develop three (3) Options for revised ward blocks and their populations with the ward range.
- Request City Council schedules a public hearing to consider the options and to adopt new ward populations and boundaries.
- City Council holds public hearing to consider the options and to adopt new ward populations and boundaries.

*Audio available upon request.

- Ordinance, enacted changes, including a Geographic Information System (GIS) map showing the new boundaries of the districts or precincts, sent to the local electoral board, the Division of Legislative Services, and to the Office of the Attorney General for issuance of a “certification of no objection.”

There was discussion among City Council and staff.

5. ADJOURNMENT:

City Council adjourned at 6:24 p.m.

Clerk of City Council

APPROVED:

Mayor



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager

FROM: John Michalek, James H. Reid, Jr. - Interim Fire Chief

RE: **Consideration of FY2021 carryover (\$3,974.98) of Virginia Department of Emergency Management - Radiological Emergency Preparedness Fund - 1st Reading**

PURPOSE:

REASON: The Department of Fire, Rescue and Emergency Services receives funding annually to provide additional assistance beyond budgetary means for hazardous materials response to radiological emergencies.

RECOMMENDATION: Recommend that City Council appropriate the carryover amount of \$3,974.98 from the Virginia Department of Emergency Management - Radiological Emergency Preparedness Fund from FY2021 to FY2022 budget of the Department of Fire, Rescue and Emergency Services.

BACKGROUND: The City of Petersburg receives the Radiological Preparedness fund annually to assist with training and hazardous materials response equipment. These funds are currently programmed for purchasing radiological monitoring equipment, personal protective equipment, tools, and decontamination equipment.

COST TO CITY: No Cost to City

BUDGETED ITEM: N/A (Grant)

REVENUE TO CITY: \$3,974.98

CITY COUNCIL HEARING DATE: 12/14/2021

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: None

AFFECTED AGENCIES: Department of Fire, Rescue, and Emergency Services

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION: None

REQUIRED CHANGES TO WORK PROGRAMS:

ATTACHMENTS:

1. radio



ACCOUNTS PAYABLE OPEN/PAID INVOICE INQUIRY
PAID CHECK INQUIRY
CO#: 1 , CITY OF PETERSBURG

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Company Number: 1

Vendor: 1812 / SAFEWARE INC

Invoice Number: 3865650

Invoice Date: 02/08/2021

Correction:

Check Number: 433781

Paid: P

Check Date: 03/04/2021

Due Date: 03/01/2021

Gross Amount: \$225.00

Manual Check: R

Cash Discount: .00

Terms Code:

Net Amount: \$225.00

Terms Description:

G/L Number: 420003210431900 211 **Accounting Period:** 03/2021

Description:

P. O. Number:

Entry Date: 03/04/2021

Control Number:

Reconciliation Code:

1099 Vendor: N

Refund Reason Code:

Additional Description: 02/10/2021

Previous

G/L Year-To-Date by Account

Company No: 1

Account Number: 3 - 200 - 024040 - 0615 - 0 - 212

Period: None Selected

Date/Time: 11/5/2021 2:08:00 PM

Dept of Emerg Mgmt REPG

Budget Amount	Year-To-Date	Encumbrances	Balance
-\$4,199.98	\$0.00	\$0.00	-\$4,199.98

G/L Year-To-Date by Account

Date	Src	Ref. No.	PO#	Period	Description	Amount
*****		G/L Year-To-Date				
*****		Encumbrance				
*****		A/P Holding File				
*****		P/R Holding File				
*****		U/T Holding File				
*****		A/R Holding File				
*****		G/L Holding File				
*****		S/S Holding File				
*****		INV Holding File				
09/08/2020	BA 1	0000155		09/2020	DEPT OF EMERG MGMT-REPG G06673	-\$4,199.98
*****		BUDGET AMOUNT				-\$4,199.98

Previous

**AN ORDINANCE, AS AMENDED, SAID ORDINANCE
MAKING APPROPRIATIONS FOR THE FISCAL YEAR
COMMENCING JULY 1, 2021, AND ENDING JUNE 30, 2022
FOR THE GRANTS FUND.**

BE IT ORDAINED by the City Council of the City of Petersburg, Virginia:

I. That appropriations for the fiscal year commencing July 1, 2021, in the Grants Fund are made for the following resources and revenues of the city, for the fiscal year ending June 30, 2022.

Previously adopted	\$0.00
ADD: VDEM Radiological Preparedness Grant (3-200-24040-615-0-212)	<u>\$3,974.98</u>
Total Revenues	<u>\$3,974.98</u>

II. That there shall be appropriated from the resources and revenues of the City of Petersburg for the fiscal year commencing July 1, 2021 and ending June 30, 2022, the following sums for the purposes mentioned:

Previously adopted	\$0.00
ADD: VDEM Radiological Preparedness Grant (4-200-32104-3190-0-211)	<u>\$3,974.98</u>
Total Expenses	<u>\$3,974.98</u>



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager

FROM: John Michalek, James H. Reid, Jr. - Interim Fire Chief

RE: **Consideration of FY2021 carryover (\$106,079) of Virginia Department of Fire Programs Fund- Aid to Localities funds - 1st Reading**

PURPOSE: To request City Council to appropriate unspent Fire Programs funds from FY2021 to FY2022 Department of Fire, Rescue and Emergency Services' budget. Unspent funds must remain available for stipulated usage as established by The Commonwealth of Virginia under the Code of Virginia, Section §38.2-401.

REASON: The Department of Fire, Rescue and Emergency Services receives funding annually to provide additional assistance beyond budgetary means for fire training and firefighting equipment.

RECOMMENDATION: Recommend that City Council appropriate the carryover amount of \$106,079.00 from the Virginia Department of Fire Programs - Aid to Localities (ATL) from FY2021 to FY2022 budget of the Department of Fire, Rescue and Emergency Services.

BACKGROUND: The City of Petersburg receives the Fire Programs Fund - Aid to Localities grant annually to assist with training and firefighting equipment. These funds are currently programmed for purchasing new vehicle extrication equipment, personal protective equipment, fire hose and other related equipment.

COST TO CITY: No Cost to City

BUDGETED ITEM: N/A (Grant)

REVENUE TO CITY: \$106,079.00

CITY COUNCIL HEARING DATE: 12/14/2021

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: None

AFFECTED AGENCIES: Department of Fire, Rescue and Emergency Services

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION: None

REQUIRED CHANGES TO WORK PROGRAMS:

ATTACHMENTS:

1. \$106079

**AN ORDINANCE, AS AMENDED, SAID ORDINANCE
MAKING APPROPRIATIONS FOR THE FISCAL YEAR
COMMENCING JULY 1, 2021, AND ENDING JUNE 30, 2022
FOR THE GRANTS FUND.**

BE IT ORDAINED by the City Council of the City of Petersburg, Virginia:

I. That appropriations for the fiscal year commencing July 1, 2021, in the Grants Fund are made for the following resources and revenues of the city, for the fiscal year ending June 30, 2022.

Previously adopted	\$0.00
ADD: Fire Programs – Aid to Localities (ATL) (3-200-024040-0615-0-207)	<u>\$106,079.00</u>
Total Revenues	<u>\$106,079.00</u>

II. That there shall be appropriated from the resources and revenues of the City of Petersburg for the fiscal year commencing July 1, 2021 and ending June 30, 2022, the following sums for the purposes mentioned:

Previously adopted	\$0.00
ADD: Fire Programs – Aid to Localities (ATL) (4-200-032101-3190-0-207)	<u>\$106,079.00</u>
Total Expenses	<u>\$106,079.00</u>



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YTD INQUIRY DETAIL
CO#: 1 , CITY OF PETERSBURG

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Specify Date Range: ☐ Yes ☒ No

Account Number: 4 - 200 - 032101 - 3190 - 0 - 207 Period: None Selected

Account Description: Other Contractual Services

Budget Amount

\$118,079.00

Year To Date

\$12,000.00

Encumbrances

\$0.00

Balance

\$106,079.00

Previous

Print

Date	Source	Ref. No.	PO No.	Period	Description	Amount
12/22/2020	AP 1	12/18/2020		12/2020	CHESTERFIELD FIRE & EBH-04721	\$12,000.00
02/16/2021	VC 1	12/18/2020		12/2020	CHESTERFIELD FIRE & EBH-00769	-\$12,000.00
02/17/2021	AP 1	12/18/2020R		02/2021	CHESTERFIELD FIRE & EBH-04780	\$12,000.00
*****		G/L Year-To-Date				\$12,000.00
*****		Encumbrance				
*****		A/P Holding File				
*****		P/R Holding File				
*****		U/T Holding File				
*****		A/R Holding File				
*****		G/L Holding File				
*****		S/S Holding File				
*****		INV Holding File				
10/20/2020	BA 1	0000165		10/2020	ADD APPROPRIATED FUNDS 06882	\$118,079.00
*****		BUDGET AMOUNT				\$118,079.00

§ 38.2-401. Fire Programs Fund.

A. 1. There is hereby established in the state treasury a special nonreverting fund to be known as the Fire Programs Fund, hereinafter referred to as "the Fund." The Fund shall be administered by the Department of Fire Programs under policies and definitions established by the Virginia Fire Services Board. All moneys collected pursuant to the assessment made by the Commission pursuant to subdivision 2 of this subsection shall be paid into the state treasury and credited to the Fund. The Fund shall also consist of any moneys appropriated thereto by the General Assembly and any grants or other moneys received by the Virginia Fire Services Board or Department of Fire Programs for the purposes set forth in this section. Any moneys deposited to or remaining in such Fund during or at the end of each fiscal year or biennium, including interest thereon, shall not revert to the general fund but shall remain in the Fund. Interest earned on all moneys in the Fund and interest earned on moneys held by the Commission pursuant to subdivision 2 of this subsection prior to the deposit of such moneys into the Fund, including interest earned on such moneys during any period when the Commission is reconciling payments from insurers, shall remain in or be deposited into the Fund, as the case may be, and be credited to it. Such interest shall be set aside for fire service purposes in accordance with policies developed by the Virginia Fire Services Board. Notwithstanding any other provision of law to the contrary, policies established by the Virginia Fire Services Board for the administration of the Fund, and any grants provided from the Fund, that are not inconsistent with the purposes set out in this section shall be binding upon any locality that accepts such funds or related grants. The Commission shall be reimbursed from the Fund for all expenses necessary for the administration of this section. The balance of moneys in the Fund shall be allocated periodically as provided in this section. Expenditures and disbursements from the Fund shall be made by the State Treasurer on warrants issued by the Comptroller upon written request signed by the Executive Director of the Department of Fire Programs (Director) or his designee.

2. The Commission shall annually assess against all licensed insurance companies doing business in the Commonwealth by writing any type of insurance as defined in §§ 38.2-110, 38.2-111, 38.2-126, 38.2-130 and 38.2-131 and those combination policies as defined in § 38.2-1921 that contain insurance as defined in §§ 38.2-110, 38.2-111 and 38.2-126, an assessment in the amount of one percent of the total direct gross premium income for such insurance. Such assessment shall be apportioned, assessed and paid as prescribed by § 38.2-403. In any year in which a company has no direct gross premium income or in which its direct gross premium income is insufficient to produce at the rate of assessment prescribed by law an amount equal to or in excess of \$100, there shall be so apportioned and assessed against such company a contribution of \$100.

B. After reserving funds for the Fire Services Grant Program and Dry Fire Hydrant Grant Program pursuant to subsection D, 75 percent of the remaining moneys available for allocation from the Fund shall be allocated to the several counties, cities, and towns of the Commonwealth providing fire service operations to be used for the improvement of volunteer and career fire services in each of the receiving localities. Funds allocated to the counties, cities, and towns pursuant to this subsection shall not be used directly or indirectly to supplant or replace any other funds appropriated by the counties, cities, and towns for fire service operations. Such funds shall be used solely for the purposes of (i) training volunteer or career firefighting personnel in each of

the receiving localities; (ii) funding fire prevention and public safety education programs; (iii) constructing, improving, and expanding regional or local fire service training facilities; (iv) purchasing emergency medical care and equipment for fire personnel; (v) payment of personnel costs related to fire and medical training for fire personnel; (vi) purchasing personal protective equipment, vehicles, equipment, and supplies for use in the receiving locality specifically for fire service purposes; or (vii) providing training and education and purchasing products, including personal protective equipment, diesel exhaust removal systems, decontamination equipment, and commercial extractors, that are designed to reduce the incidence of cancer among firefighters. Notwithstanding any other provision of the Code, when localities use such funds to construct, improve, or expand fire service training facilities, fire-related training provided at such training facilities shall be by instructors certified or approved according to policies developed by the Virginia Fire Services Board. Distribution of this 75 percent of the Fund shall be made on the basis of population as provided for in §§ 4.1-116 and 4.1-117; however, no county or city eligible for such funds shall receive less than \$10,000, nor eligible town less than \$4,000. The Virginia Fire Services Board shall be authorized to exceed allocations of \$10,000 for eligible counties and cities and \$4,000 for eligible towns, respectively. Allocations to counties, cities, and towns receiving such allocations shall be fair and equitable as set forth in Board policy. Any increases or decreases in such allocations shall be uniform for all localities. In order to remain eligible for such funds, each receiving locality shall report annually to the Department on the use of the funds allocated to it for the previous year and shall provide a completed Fire Programs Fund Disbursement Agreement form. Each receiving locality shall be responsible for certifying the proper use of the funds. If, at the end of any annual reporting period, a satisfactory report and a completed agreement form have not been submitted by a receiving locality, any funds due to that locality for the next year shall not be retained. Such funds shall be added to the 75 percent of the Fund allocated to the counties, cities, and towns of the Commonwealth for improvement of fire services in localities.

C. The remainder of the moneys available for allocation from the Fund shall be used for (i) the purposes of carrying out the powers and duties assigned to the Department of Fire Programs under Chapter 2 (§ 9.1-200) of Title 9.1, which shall include providing funded training and administrative support services for nonfunded training to localities and (ii) the payment of the compensation and costs of expenses of the members of the Fire Services Board in performing their official duties; however, the Fund shall not be used for salaries or operating expenses associated with the Office of the State Fire Marshal.

D. The Fire Services Grant Program is hereby established and will be used as grants to provide regional fire services training facilities, to finance the Virginia Fire Incident Reporting System and to build or repair live fire training structures as determined by the Virginia Fire Services Board. Beginning January 1, 1996, \$1 million from the assessments made pursuant to this section shall be distributed each year for the Fire Services Grant Program to be used as herein provided, and \$100,000 shall be distributed annually for continuing the statewide Dry Fire Hydrant Grant Program. Moneys allocated pursuant to this subsection shall be used for the purposes stated in this subsection, and for no other purpose. All grants provided from these programs shall be administered by the Department according to the policies established by the Virginia Fire Services Board.

E. Moneys in the Fund shall not be diverted or expended for any purpose not authorized by this section.

F. The Director shall establish written standards for determining the extent to which clients outside the Commonwealth shall be financially responsible for the cost of fire and emergency services training provided by the Department of Fire Programs. Revenues generated by such training shall be retained in the Fire Programs Fund and may be used solely for providing additional funded direct training to members of Virginia's fire and emergency services.

1985, c. 545, § 38.1-44.1; 1986, cc. 60, 562; 1988, c. 336; 1995, cc. 615, 637; 1997, c. 791; 1998, cc. 166, 877; 2000, c. 820; 2001, cc. 397, 413; 2002, c. 389; 2004, c. 164; 2006, cc. 58, 322; 2007, cc. 647, 741; 2018, c. 649; 2019, c. 509.

The chapters of the acts of assembly referenced in the historical citation at the end of this section may not constitute a comprehensive list of such chapters and may exclude chapters whose provisions have expired.



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager

FROM: Stacey Jordan

RE: **Consideration of Edward Byrne JAG Grant Acceptance and Appropriation for \$31,219 - 1st Reading**

PURPOSE: Requesting approval from City Council to accept and appropriate the Edward Byrne JAG Grant in the amount of \$31,219 awarded to the Petersburg Bureau of Police from the Department of Justice.

REASON: Petersburg Bureau of police has applied for and been awarded grant funding from the Department of Justice. Per City policy, grants must be authorized by City Council prior to acceptance by the agencies.

RECOMMENDATION: Recommend that Council accept and appropriate the grant funds to be spent in FY2021-2022

BACKGROUND: The Edward Byrne JAG Grant is an annual grant awarded to Local Police agencies for various enforcement projects. Petersburg has applied for funding and the Department of Justice has accepted the application and awarded funding in the amount of \$31,219. There is no local match to these funds.

COST TO CITY: \$31,219

BUDGETED ITEM: N/A

REVENUE TO CITY: \$31,219

CITY COUNCIL HEARING DATE: 12/14/2021

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: N/A

AFFECTED AGENCIES: Petersburg Bureau of Police

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION: N/A

REQUIRED CHANGES TO WORK PROGRAMS: N/A

ATTACHMENTS:

1. Ordinances FY21 JAG 1st read

**AN ORDINANCE, AS AMENDED, SAID ORDINANCE
MAKING APPROPRIATIONS FOR THE FISCAL YEAR
COMMENCING JULY 1, 2021, AND ENDING JUNE 30, 2022
FOR THE GRANTS FUND.**

BE IT ORDAINED by the City Council of the City of Petersburg, Virginia:

I. That appropriations for the fiscal year commencing July 1, 2021, in the Grants Fund are made for the following resources and revenues of the city, for the fiscal year ending June 30, 2022.

Previously adopted	\$0.00
ADD: 2021 Edward Byrne Mem Grant (JAG) (3-200-24040-615-0-213)	<u>\$31,219.00</u>
Total Revenues	<u>\$31,219.00</u>

II. That there shall be appropriated from the resources and revenues of the City of Petersburg for the fiscal year commencing July 1, 2021 and ending June 30, 2022, the following sums for the purposes mentioned:

Previously adopted	\$0.00
ADD: Other Operating Supplies (JAG21) (4-200-31104-6014-0-304)	<u>\$31,219.00</u>
Total Expenses	<u>\$31,219.00</u>



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager
Tangela Innis, Deputy City Manager

FROM: Andrew Barnes

RE: A public hearing for consideration of an Ordinance to authorize the use of City property located at 135 N. Union Street for the placement of a trash dumpster.

PURPOSE: To approve an ordinance and authorize a MOU allowing Tabb Development LLC to use parking spaces behind City Hall for the purpose of locating a dumpster to serve 20 W. Tabb Street.

REASON: To authorize a MOU allowing Tabb Development LLC to use parking spaces behind City Hall for the purpose of locating a dumpster to serve 20 W. Tabb Street.

RECOMMENDATION: To approve the ordinance to authorize the use of city property located at 135 N. Union Street (Rear parking lot) for placement of a trash dumpster.

BACKGROUND: Two accessible parking spaces and four standard spaces will remain after the dumpster is located.

COST TO CITY:

BUDGETED ITEM:

REVENUE TO CITY: \$1

CITY COUNCIL HEARING DATE: 1/18/2022

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: None

AFFECTED AGENCIES: City Assessor
City Attorney
City Manager

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION: N/A

REQUIRED CHANGES TO WORK PROGRAMS: N/A

ATTACHMENTS:

1. City Hall Parking Lot Ordinance
2. City Hall Parking Lot MOU
3. City Hall Parking Lot MOU_Exhibit A

AN ORDINANCE TO AUTHORIZE THE USE OF CITY PROPERTY LOCATED AT 135 N. UNION STREET FOR PLACEMENT OF A TRASH DUMPSTER

WHEREAS, the City is the owner of the City Hall Building located at 135 N. Union Street, which includes a rear parking lot that is adjacent to the property located at 20 West Tabb Street; and

WHEREAS, Tabb Development, LLC is the owner of 20 West Tabb Street and is in the process of redeveloping the property; and

WHEREAS, Tabb Development LLC has requested that the City allow Tabb to place a dumpster upon a portion of the City's parking lot for a period of 18 months to facilitate its redevelopment efforts; and

WHEREAS, the City believes that allowing such use at a nominal fee upon the terms depicted in the MEMORANDUM OF UNDERSTANDING / NOMINAL LEASE PORTIONS OF PARKING LOT CITY HALL BUILDING 135 N. UNION STREET is in the best interests of the City; and

WHEREAS, the City has held a public hearing to authorize said use of City Property upon adoption of this Ordinance in accordance with §15.2-1800 of the Code of Virginia.

NOW therefore be it ORDAINED that the City Manager and City Attorney are hereby authorized to execute the MEMORANDUM OF UNDERSTANDING / NOMINAL LEASE PORTIONS OF PARKING LOT CITY HALL BUILDING 135 N. UNION STREET to allow the use of said property for the purposes and for the term as described therein.

**MEMORANDUM OF UNDERSTANDING /
NOMINAL LEASE – PORTIONS OF PARKING LOT
CITY HALL BUILDING 135 N. UNION STREET**

On this ____ day of November, 2021 came the parties, City of Petersburg, Virginia (“City”), and Tabb Street Development, LLC (“Developer”) and did enter into this Memorandum of Understanding / Nominal Lease for portions of the parking lot at the City Hall Building located at 135 N. Union Street, Petersburg, VA to wit:

RECITALS

1. At all times herein mentioned, the City was and remains a municipal corporation formed and operating under the laws of the Commonwealth of Virginia whose principal business address is 135 N. Union Street, Petersburg, Virginia, and whose City Manager is Stuart Turille.
2. At all times herein mentioned, the Developer was and remains a Virginia limited liability company whose principal office address is 244 S. Sycamore Street, Petersburg, Virginia, and whose Managing Member and Registered Agent is Nathaniel W. Cuthbert.
3. The City is the owner of the City Hall Building located at 135 N. Union Street, Petersburg, Virginia, which includes a rear parking lot which abuts property located at 20 West Tabb Street, Petersburg, Virginia, which property is owned and in the process of being rehabilitated by the Developer.
4. In furtherance of said development efforts, Developer has requested and City has agreed to allow limited use of a portion of the rear parking lot of City Hall for the purposes of placement of a trash dumpster upon the following terms to wit:

TERMS

5. Developer may place a dumpster not to exceed twenty feet in length in the are depicted highlighted are of the attached (**Exhibit A**) for the purposes of depositing construction debris from the redevelopment of 20 West Tabb Street.
6. Developer shall pay a nominal lease to the City in the amount of one dollar (\$1) for the term of the lease.
7. The term of the lease shall not exceed eighteen (18) months from the effective date of this lease as identified in the opening paragraph of this document.
8. Developer shall be solely responsible for the following:
 - a. The debris placed in the dumpster must be in compliance with all applicable laws and regulations (no hazardous materials, noxious substances, odorous materials, etc.).
 - b. The dumpster shall not be allowed to overflow and shall be maintained in a neat, safe, and orderly manner.
 - c. The area around the dumpster shall be maintained, and swept by the Developer daily. Any debris including but not limited to nails or other items which could cause damage to vehicles entering or exiting the parking lot shall be promptly removed by the Developer.

- d. Developer shall be solely responsible for any injuries to third parties, including agents and employees of the City, and for any property damage arising from the Developer's use of the City's property as described in this document and prior to the effective date of this document, shall provide the City with a certificate of insurance naming the City of Petersburg, Virginia as an additionally insured party in an amount, form, and from an issuer to the satisfaction and at the sole discretion of the City's Acting Risk Manager/Deputy City Manager.
 - e. Upon conclusion of the term of this Agreement, Developer shall promptly (in no less than seven days) remove the dumpster from the premises and return the property to the City in the same condition as when the lease commenced. Any damages to the City's property arising from Developer's use of the property shall be the sole responsibility of Developer.
9. This Memorandum of Understanding / Nominal Lease shall be construed under the laws of the Commonwealth of Virginia. Any dispute arising from the performance or non-performance of any term described herein shall be litigated solely in the Circuit or General District Court for the City of Petersburg, Virginia.
10. This document represents the entire agreement between the parties regarding the matters described herein. Any prior or subsequent agreement that is not memorialized in a written Addendum to this Agreement signed by all parties is hereby declared to be null and void.
11. If a court of competent jurisdiction determines that any term of this Agreement is illegal, unlawful, or otherwise legally unenforceable, the remaining terms shall continue in full force and effect until the termination of this Agreement.
12. This Agreement may be terminated with or without cause, and without recourse by the Developer upon written notice of fifteen (15) days from the City effective upon delivery to:
- Tabb Street Development, LLC
c/o: Nathaniel Cuthbert, Managing Member/Registered Agent
244 S. Sycamore Street
Petersburg, Virginia 23803
13. Notices to the City shall be delivered as follows:
- City of Petersburg, Virginia
c/o: Stuart Turille, City Manager
135 N. Union Street
Petersburg, VA 23803
14. Developer agrees to indemnify and hold the City harmless for any and all claims made by third parties (including employees and agents of the City) for any injuries, property damage, and damages of any kind, including attorney's fees, which may arise from the use of the City's property by Developer as described in this document.

By signing this document the undersigned represent that they have the authority to execute this document on behalf of their respective entities, and in doing so, do hereby bind said entities to all terms and conditions as described herein.

TABB STREET DEVELOPMENT, LLC

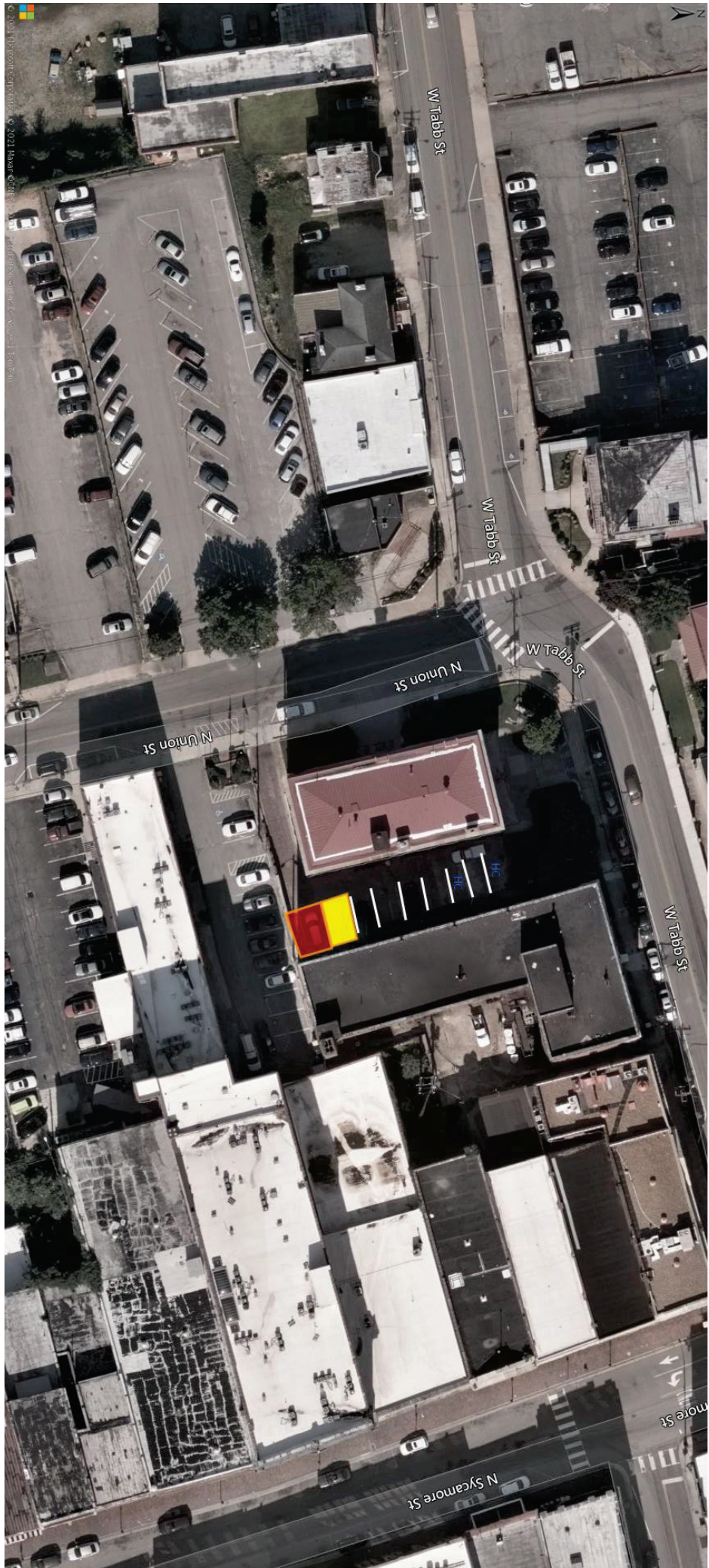
By: _____
Nathaniel Cuthbert, Managing Member/Registered Agent Date _____

CITY OF PETERSBURG, VIRGINIA

By: _____
Stuart Turille, City Manager Date _____

APPROVED AS TO FORM:

Anthony C. Williams, City Attorney Date _____





City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager
Tangela Innis, Deputy City Manager

FROM: Reginald Tabor

RE: **A public hearing and consideration of an Ordinance amending the City's Zoning Ordinance to create a Mixed Use MXD-3 District.**

PURPOSE: A Public Hearing and consideration of the approval of an ordinance amending the Zoning Ordinance to establish a MXD-3 Zoning District.

REASON: To comply with applicable procedures and laws regarding the consideration of amendments to the Zoning Ordinance.

RECOMMENDATION: It is recommended that the City Council holds a Public Hearing and considers an Ordinance amending the Zoning Ordinance to add a MXD-3 District.

BACKGROUND: New business development within the Pharmaceutical Industrial Cluster has begun in the City of Petersburg. The City of Petersburg owns the property at 801 S Adams Street, the former site of the Southside Regional Medical Center. The property is currently zoned RB District. The property has been vacant since the Medical Center was acquired by the City in 2013. A new mixed use district and designation of the property at 801 S Adams Street and potentially other vacant properties that are 10 acres or more, will facilitate development of the property.

Pursuant to the requirements of Title 15.2-2204 of the Code of Virginia, as amended, the Planning Commission will hold a Public Hearing during the December 9, 2021 Planning Commission Meeting and consider a resolution recommending approval of an amendment to the Zoning Ordinance to add Art. 18.3. "MXD-3" Mixed Use District. The public hearing was advertised in accordance with applicable laws.

This public hearing was also advertised, in accordance with applicable laws.

COST TO CITY: N/A

BUDGETED ITEM: N/A

REVENUE TO CITY: Revenue from development in a new MXD-3 District.

CITY COUNCIL HEARING DATE: 12/14/2021

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: N/A

AFFECTED AGENCIES: Economic Development, Planning and Community Development

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION: Zoning Ordinance

REQUIRED CHANGES TO WORK PROGRAMS: N/A

ATTACHMENTS:

1. 1214_2021CityCouncilMeetingAgendaItemMXD3

AN ORDINANCE AMENDING THE CITY OF PETERSBURG ZONING
ORDINANCE TO ADD ARTICLE 18.3 MXD-3 MIXED USE DISTRICT

WHEREAS, new business development within the Pharmaceutical Industrial Cluster has begun in the City of Petersburg; and

WHEREAS, the City of Petersburg owned property at 801 S Adams Street, the former site of the Southside Regional Medical Center, is zoned RB District; and

WHEREAS, the property has been vacant since the Medical Center property was acquired by the City in 2013; and

WHEREAS, a new mixed use district and designation of the property at 801 S Adams Street and potentially other vacant properties that are 10 acres or more, will facilitate development of the property; and

WHEREAS, pursuant to the requirements of Title 15.2-2204 of the Code of Virginia, as amended, the Planning Commission held a public hearing prior to considering approval of a resolution recommending approval of an amendment to the City's Zoning Ordinance to add Article 18.3 MXD-3 Mixed Use District; and

WHEREAS, the public hearing was advertised, in accordance with applicable laws and no public comments were received prior to the public hearing.

NOW THEREFORE BE IT ORDAINED that the City Council approves the Text Amendment to the City's Zoning Ordinance consistent with the attached (**Exhibit A**).

Exhibit A

ARTICLE 18.3. "MXD-3" MIXED USE DISTRICT

Section 1. Purpose.

The regulations set forth in this article, or set forth elsewhere in this ordinance when referred to in this article, are the regulations for the "MXD-3" Mixed Use District. The purpose of this district is to permit a mixture of diverse land uses on large tracts of land where previous uses on such tracts of land have been discontinued and the uses listed in this article would not adversely impact neighboring parcels.

The MXD-3 Mixed Use District shall consist of parcels with a minimum of ten (10) contiguous acres.

These regulations are intended to:

- a. Encourage appropriate commercial and industrial activity,
- b. Encourage compatibility of existing and future land uses.

Section 2. Use regulations.

A building or premises shall be used only for the following purposes:

- a. Offices.
- b. Clinics.
- c. Colleges and schools, public or private, having a curriculum and conditions under which teaching is conducted equivalent to a public school and institutions of higher learning.
- d. Any use other than any residential use or any objectional use as defined by Article 18, Section 3 of this Ordinance, but only as allowed by a special use permit.

Section 3. Reference to additional regulations.

- a. Height, area, bulk, and yard requirements shall be the same as required in districts permitting the same uses as listed in Section 2 of this Article, except such requirements for uses requiring a special use permit may, in the alternative, be particularly specified in the use permit, whereupon the specifications in the use permit shall be controlling.
- b. The regulations contained in this article are supplemented or modified by regulations contained in other articles of this ordinance, especially the following:

Article 19, Off-street parking regulations;

Article 20, Off-street loading regulations;

Article 22, Height, area and bulk regulations;

Article 23, Supplementary use regulations;

Article 25, Supplementary height, area and bulk regulations;

Article 35, Historic zoning regulations.

Section 8. Screening.

For business and industrial uses - Where a side or rear lot line abuts a residential property there shall be, at a minimum, a continuous evergreen vegetative or opaque structural fence or screen not less than six (6) feet in height erected along such a lot line, but not within fifteen (15) feet of any street line. Additional screen requirements may be specified in the special use permit granting the use for such purposes, whereupon the specifications in the use permit shall be controlling.



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager
Tangela Innis, Deputy City Manager
Reginald Tabor, Interim Director of Planning & Zoning

FROM: Cynthia Boone

RE: **A public hearing on December 14, 2021 for the consideration of an Ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and PB Petersburg Owner, LLC towards the sale of City-owned property located at 857 Bank Street, 1411 Farmer Street, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 1011 Mckenzie Street, 110 Richland Street, 351-53 University Boulevard, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street.**

PURPOSE: A public hearing on December 14, 2021 for the consideration of an Ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and PB Petersburg Owner, LLC towards the sale of City-owned property located at 857 Bank Street, 1411 Farmer Street, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 1011 Mckenzie Street, 110 Richland Street, 351-53 University Boulevard, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street.

REASON: To consider an Ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and PB Petersburg Owner, LLC towards the sale of City-owned property located at 857 Bank Street, 1411 Farmer Street, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 1011 Mckenzie Street, 110 Richland Street, 351-53 University Boulevard, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street.

RECOMMENDATION: The Department of Economic Development recommends that the City Council review the ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and PB Petersburg Owner, LLC towards the sale of City-owned property at 857 Bank Street, 1411 Farmer Street, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 1011 Mckenzie Street, 110 Richland Street, 351-53 University Boulevard, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street.

This recommendation is based on the recommended revisions to the purchase agreement that include removal

of the Reverter Clause at the time of financing and the implementation of a performance bond. The proposed language to replace the reverter clause is stated below: Performance Bond Proposed Language- Contemporaneously with the closing of the Financing Transaction (as hereinafter defined), the Developer shall cause its general contractor to secure a payment and performance bond listing the City as an additional obligee in the amount of the general contract for the construction at the Property, in a form and from an issuer approved by the Lender, and such bond shall be maintained until the completion of such construction

BACKGROUND: The Department of Economic Development received a proposal from PB Petersburg Owner, LLC to develop lots located at 857 Bank Street, 1411 Farmer Street, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 1011 McKenzie Street, 110 Richland Street, 351-53 University Boulevard, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street. Street to develop single family residential housing.

PB Petersburg (PBP) is proposing to purchase 14 vacant lots from the City of Petersburg for the construction / development of 4-bedroom homes to be sold for homeownership. This proposal stems from the commitment made to the city for homeownership as part of the redevelopment of the Virginia Ave. Elementary School that the City initially approved in July and Sept 2020. At the time of the approval by the City Council, PB Petersburg committed to set aside 10 lots out of those purchased with the school for homeownership. However, due to legal complications around financing both a rental and homeownership transaction, they needed to pull that piece from the Council Approved development and purchase and sale agreements. This proposal seeks to make good on that commitment.

The proposal was originally presented to the City Council on July 20, 2021 and the ordinance, 21-ORD-45, was adopted with the standard purchase agreement. Due to the request to replace the reverter clause at the time of financing and the implementation of a performance bond, staff is presenting the revised purchase agreement to the City Council on December 14, 2021 for review.

The proposed language to replace the reverter clause is stated below: Performance Bond Proposed Language- Contemporaneously with the closing of the Financing Transaction (as hereinafter defined), the Developer shall cause its general contractor to secure a payment and performance bond listing the City as an additional obligee in the amount of the general contract for the construction at the Property, in a form and from an issuer approved by the Lender, and such bond shall be maintained until the completion of such construction

Overview of Project

Commitment to Petersburg: PBP will endeavor to 1) make the homes affordable to residents of Petersburg (between 80 and 120% of AMI, and 2) partner with local non-profits, housing counseling agencies and others to identify potential homeowners from local residents as part of our marketing plan.

Estimated Home Prices: ~\$210,000 for a 1,386 sq. ft. 4 BR house.

Market: The urban core of the Peterburg market presents a number of key challenges. In the areas around the vacant lots, homes sell for between \$49,000 and \$155,000 depending on the lot size and condition of the homes. It will cost the development team approximately \$200,000 to develop the lot – including site preparation and home construction and setting. The Ryan Homes development Berkeley Estates, just outside of the urban core, is offering homes from the mid \$200s. The PBP III team will seek partnerships with local non-profits and government agencies, such as VHDA, to 1) reduce overall development costs, and 2) identify eligible buyers among the City's residents. As an example, VHDA worked with the Housing Authority of Danville, VA to both offset development costs and assist home buyers in obtaining mortgage financing.

Homes: PBP is committed to developing a safe and attractive community that complements the surrounding

neighborhoods. To ensure affordability and quality they will use high-end off-site built homes that are indistinguishable from site-built homes, and feature aesthetic and build quality elements that exceed many newly built homes on the market today. The homes adhere to federal building regulations and will also meet Fannie Mae's criteria for their MH Advantage loan product, which offers low down payment 30-year fixed rate mortgages at the same terms as site-built homes.

The proposed purchase price for the parcels is \$117,975 which is 75% of the assessed value, \$157,300. The construction start date will be the first quarter of 2022 and the estimated completion date will be the first quarter 2023.

This proposal is not in compliance with the Guidelines for the Disposition of City Real Estate Property. This proposal is in compliance with Zoning, and the Comprehensive Land Use Plan

Property Information

The zoning for each parcel is R1, R2, R3 and R5. The proposed use meets the current zoning requirements.

COST TO CITY: Costs associated with the conveyance of Real Property

BUDGETED ITEM: N/A

REVENUE TO CITY: Revenue from the sale of property and associated fees and taxes

CITY COUNCIL HEARING DATE: 12/14/2021

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: N/A

AFFECTED AGENCIES: City Manager, Economic Development, City Assessor

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION: N/A

REQUIRED CHANGES TO WORK PROGRAMS: N/A

ATTACHMENTS:

1. 21-ORD-45
2. Petersburg Homeownership 20 Lots narrative
3. PBP III Assessment form List 12721
4. PB Petersburg Purchase Agreement TH Notes (1)
5. Final Purchase Agreement
6. Ordinance121421

AN ORDINANCE AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE AGREEMENT TOWARD THE SALE OF CITY-OWNED PROPERTY AT 857 BANK STREET 741 BLICK STREET, 1411 FARMER STREET, 10 FOLEY STREET NORTH, 1111 HALIFAX STREET, 1115 HALIFAX STREET, 1230 HIGH STREET, 1206 HINTON STREET, 751 JONES STREET, 205 MAPLE STREET, 1011 MCKENZIE STREET, 921 PRIAM STREET, 110 RICHLAND STREET, 351-53 UNIVERSITY BOULEVARD, 201 VIRGINIA AVENUE, 710 WESLEY STREET, 118 WEST STREET SOUTH, 323 WEST STREET SOUTH, AND 1114 WYTHE STREET.

WHEREAS, the City of Petersburg has received a proposal from PB Petersburg Owner, LLC to purchase the City-owned property at 857 Bank Street, 741 Blick Street, 1411 Farmer Street, 10 Foley Street North, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 205 Maple Street, 1011 McKenzie Street, 921 Priam Street, 110 Richland Street, 351-23 University Boulevard, 201 Virginia Avenue, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street, to develop single family residential; and

WHEREAS, PB Petersburg Owner, LLC proposes to develop the properties as single family residential; and

WHEREAS, the potential benefits to the City include a reduction in the number of City-owned lots to be maintained and an inclusion of the property on the City's list of taxable properties; and

WHEREAS, in accordance with applicable legal requirements, a public hearing was held prior to consideration of an ordinance authorizing the sale of City-owned property on July 20, 2021;

NOW THEREFORE BE IT ORDAINED, that the City Council of the City of Petersburg hereby approves the ordinance authorizing the City Manager to execute a Purchase Agreement with PB Petersburg Owner, LLC toward the sale and development of City-owned property at 857 Bank Street, 741 Blick Street, 1411 Farmer Street, 10 Foley Street North, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 205 Maple Street, 1011 McKenzie Street, 921 Priam Street, 110 Richland Street, 351-23 University Boulevard, 201 Virginia Avenue, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street.

Ordinance 21-Ord-45
adopted by the City of Petersburg Council
of the City of Petersburg on:

7/20/2021


Clerk of City Council


Mayor

PB Petersburg Owner LLC

Equity Plus • President Street Development • MH Advisors

Proposal to Purchase 20 City Owned lots for Residential Homeownership

Proposal: PB Petersburg (PBP) is proposing to purchase 20 vacant lots from the City of Petersburg for the construction / development of 4 bedroom homes to be sold as homeownership. This proposal stems from the commitment made to the city for homeownership as part of the redevelopment of the Virginia Ave. Elementary School that the City initially approved in July and Sept 2020. We had committed to set aside 10 lots out of those purchased with the school for homeownership. However, due to legal complications around financing both a rental and homeownership transaction, we needed to pull that piece from the Council Approved development and purchase and sale agreements. This proposal seeks to make good on that commitment.

Commitment to Petersburg: PBP will endeavor to 1) make the homes affordable to residents of Petersburg (between 80 and 120% of AMI, and 2) partner with local non-profits, housing counseling agencies and others to identify potential homeowners from local residents as part of our marketing plan.

Estimated Home Prices: ~\$206,000 for a 1,386 sq. ft. 4 BR house.

Market: The urban core of the Petersburg market presents a number of key challenges. In the areas around the vacant lots, homes sell for between \$49,000 and \$155,000 depending on the lot size and condition of the homes. It will cost the development team approximately \$200,000 to develop the lot – including site preparation and home construction and setting.

The Ryan Homes development Berkeley Estates, just outside of the urban core, is offering homes from the mid \$200s.

The PBP III team will seek partnerships with local non-profits and government agencies, such as VHDA, to 1) reduce overall development costs, and 2) identify eligible buyers among the City's residents. As an example, VHDA worked with the Housing Authority of Danville, VA to both offset development costs and assist home buyers in obtaining mortgage financing.

PB Petersburg Owner LLC

Equity Plus • President Street Development • MH Advisors

Development Budget:

Sources	\$	Per Unit	Construction	Perm
Sales Prices	\$ 4,158,000	\$ 207,900		\$ 4,158,000
Sales Commissions	\$ (83,160)	\$ (4,158)		\$ (83,160)
Construction Loan		\$ -	\$ 2,081,282	\$ (2,081,282)
Developer Equity		\$ -	\$ 520,320	\$ (520,320)
Total Sources	\$ 4,074,840	\$ 203,742	\$ 2,601,602	\$ 1,473,238
Gap	\$ 301,906			
Uses	\$	Per Unit	Construction	Perm
Acquisition Costs	\$ 250,000	\$ 12,500	\$ 250,000	
Construction Costs	\$ 2,402,221	\$ 120,111	\$ 1,230,890	\$ 1,171,331
Soft Costs	\$ 770,854	\$ 38,543	\$ 770,854	
Financing Costs	\$ 349,858	\$ 17,493	\$ 349,858	
Reserves	\$ -	\$ -		
Total Uses	\$ 3,772,934	\$ 188,647	\$ 2,601,602	\$ 1,171,331

- Assumes a sales price of \$150 PSF
- Assumes a developer profit that is ~8% of total development costs

Financing:

- EquityPlus has raised \$24 million to finance the development of 95 units of rental housing in Ward 5.
- EquityPlus has closed on over \$100 million in financing over the past two years that will develop over 300 units of housing in three different states
- EquityPlus will produce commitment letters for the \$2.1 million in construction financing and ~\$520,00 in developer equity necessary to finance this project within 3 months of signing a development agreement with the City

Timeline:

- Council Approval + PSA signing: July / Sept, 2021
- Due Diligence period: Through Nov / Dec. 2021
 - Survey / Title work.
 - Market Study
 - Pre development work – cost estimating etc.
- Property Closing, Dec. 2021
- Pre sales etc begin Feb / March 2022
- Model home installed May 2022
- Anticipated project completion (depending on pace of sales): Q4 2023

PB Petersburg Owner LLC

Equity Plus • President Street Development • MH Advisors

PBP III will make every effort to coordinate development on the home sites with those of the Dorsey Flats and homes development.

Homes: PBP is committed to developing a safe and attractive community that complements the surrounding neighborhoods. To ensure affordability and quality we will use high-end off-site built homes that are indistinguishable from site-built homes, and feature aesthetic and build quality elements that exceed many newly built homes on the market today. The homes adhere to federal building regulations and will also meet Fannie Mae's criteria for their MH Advantage loan product, which offers low down payment 30-year fixed rate mortgages at the same terms as site-built homes¹. Features include:

Design Elements:

- ✓ Steep 5/12 roof pitch
- ✓ Front porch and gable-covered side entry
- ✓ Solid wood kitchen and bathroom cabinets

Build Quality:

- ✓ 25-year guaranteed roofing shingles
- ✓ 10-year guaranteed windows
- ✓ Permanent foundations set on masonry wall

Biographies:

Avram (Avi) Fechter, Equity Plus: EquityPlus works with both investors and project developers to structure, underwrite, close, develop, and manage tax-advantaged development projects across the

¹ <https://www.fanniemae.com/singlefamily/manufactured-homes>

PB Petersburg Owner LLC

Equity Plus • President Street Development • MH Advisors

country. Avi has closed over \$800 million in NMTC/HTC/LIHTC financing and has served as an NMTC Allocation Application reader for the CDFI Fund. Contact: (202) 236-4402 afechter@equityplusllc.com

Matt Summers, President Street Development: President Street Development is a service-disabled veteran-owned real estate company focused on developing high-quality neighborhoods in the Mid-Atlantic. Projects underway include VA, MD, NC, and SC. Contact: (910) 964-7947 Msummers@AMServicesllc.com

Tom Heinemann, MH Advisors: MH Advisors provides advisory services to clients on housing finance and housing regulations. As a consultant to Fannie Mae, Tom developed modernized criteria on the aesthetics, build quality, and energy efficiency for higher-end manufactured homes. MH Advisors is also a development partner on multiple single-family developments in Maryland and Virginia with over 400 planned units. Contact: (202)276-0455 Tom@HeinemannConsulting.com

Proposal to Purchase City-Owned Property



Purchaser				
Project Name	Decatur Dorsey Homes			
Property Address	See attached list			
Parcel Number	See attached list	Acreage	3.1	Bldg SF NA
Year Constructed	NA			
Project Developer	PB Petersburg Owner III			
Contact Name	Tom Heinemann			
Address	24851 Quiomby Oaks Place	Phone	202 276 0455	
	Aldie, VA 20105			
Email	Tom@HeinemannConsulting.com			
Experience/Qualifications	Devloper of Virginia Ave. Elementary School and surrounding vacant lots			
Development Description	20 single family homes on 20 vacant lots to be marketed to Petersburg residents for homeownership. Homes will be affordable for familiers between 80 and 120% of median income. Or family incomes between \$60,000 and \$80,000.			
Offered Purchase Price	\$117,975	Construction Costs		
		Total Investment	\$4,000,000	
Description of Financing (%)	See attached sources and uses/ commitments.			
Community Benefit	Homeownership opportunities for dual income families with each member earning between \$30K and \$40K per year.			
Due Diligence Period (days)	120			
Construction Start Date	Q2 2022	Completion Date	Q 1 2023	
Number of Projected Jobs	Temp/Const. Jobs		Permanent Jobs	
Average Wage				
Contingencies	Market conditions, weakening demand,			

City Assessment

Outstanding Obligations		Pending Closing on previous purchased property			
Proposed Land Use	Residential	Conformance	Yes	No	
Comp Plan Land Use	Residential		Yes		
Zoning	R3	Conformance	Yes		
Enterprise Zone	NA				
Rehab/Abatement					
New Construction	Yes				
Historic District	Yes				
Assessed Value	\$ 192,300.00	Appraised Value	\$ -	Date	
City Revenue from Sale	\$ (74,325.00)				
Projected Tax Revenue	Abatement	Year 1	Year 5	Year 20	
Real Estate Tax	\$ -	\$ 2,596.05	\$ 12,980.25	\$ 822,980.25	
Personal Property Tax	\$ -	\$ -	\$ -	\$ -	
Machinery and Tools Tax	\$ -	\$ -	\$ -	\$ -	
Sales and Use Tax	\$ -	\$ -	\$ -	\$ -	
Business License Fee	\$ -	\$ -	\$ -	\$ -	
Lodging Tax	\$ -	\$ -	\$ -	\$ -	
Meals Tax	\$ -	\$ -	\$ -	\$ -	
Other Taxes or Fees	\$ -	\$ -	\$ -	\$ -	
Total	\$ -	\$ 2,596.05	\$ 12,980.25	\$ 822,980.25	
Total Tax Revenue		\$ 2,596.05	\$ 12,980.25	\$ 822,980.25	
Waivers & Other Costs to the City		\$ -	\$ -	\$ -	

Proposal to Purchase City-Owned Property



City ROI (Revenue - Cost)	\$	-	\$	2,596.05	\$	12,980.25	\$	822,980.25
Staff Recommendation								
Last Use Public					Comm. Review Date			
Council Decision					Council Review Date			
Disposition Ord #					Ord Date			

PB Petersburg Proposed Homeownership Lots							
COP#	Parcel ID	Premise	Street	Assessed Value	Land Area	Width	Depth
2	12070015	857	Bank	\$ 10,700.00	0.124	50	108
6	31240016	741	Blick	\$ -		47	108
22	2908022	1411	Farmer St.	\$ 8,400.00	0.0583	50	101
25	12180010	10	Foley St N	\$ -		51	105
31	45200010	1111	Halifax St.	\$ 13,500.00	0.2066	80.4	133
32	45200011	1115	Halifax St.	\$ 10,900.00	0.2011	58	151
37	4190015	1611	Hare	\$ 33,000.00	0.4017	100	175
50	24100005	1230	High St	\$ 7,600.00	0.1228	50	107
52	24220036	1206	Hinton	\$ 7,600.00	0.1245	50	108
60	30200019	751	Jones	\$ 5,100.00	0.1028	40	112
67	22320016	205	Maple	\$ -		55	148
68	24050002	1011	McKenzie	\$ 7,200.00	0.1971	58	148
76	13190007	921	Priam	\$ -		50	110
77	104010014	110	Richland	\$ 4,500.00	0.357	100	155
103	10150027	351-53	University	\$ 14,000.00	0.144	55	114
104	31350014	201	Virginia	\$ -		76	50
111	30180004	710	Wesley	\$ 5,000.00	0.0781	40	85
115	24290024	118	West S	\$ 12,700.00	0.225	70	140
116	29120016	323	West S	\$ 7,400.00	0.0999	50	87
124	24290017	1114	Wythe St.	\$ 9,700.00	0.1779	50	155
Assessed value:				\$ 157,300.00			
Offer Price:				\$ 117,975.00	2.6208	Total Acres	

Zoning	Ward	City Recommendation	Notes
R 3	1	Yes	
R 3	5	No	
R 3	6	Yes, needs driveway	
R 3	1	No	
R 3	6		
R 3	6		
R 2	1		
R 3	6	Yes / Historic/ ARB	
R 3	6	Yes	
R 3	5	Yes	
R 5	5	No	
R 3	6	Yes	
R 3	1	No	
R 1	2	Yes	
R 3	5	Yes /Historic / incline/ ARB	
R 2	5	No	
R 3	5	Yes	YES -- Adjacent to 709 Ann, which we own.
R 3	6	Yes	
R 3	5	Yes	
R 3	6	Yes	

PB Petersburg Purchase Agreement and Development Agreement

Cynthia Boone, Project Manager
Department of Economic Development
December 14, 2021

Facts



THE ORIGINAL AGREEMENT BETWEEN THE CITY AND PB PETERSBURG WAS THAT THE DEVELOPER WILL DEVELOPING THE VA AVENUE SCHOOL AND 50 PARCELS. OF THE 50 LOTS PURCHASED, 40 WOULD BE FOR LEASE AND 10 WOULD BE FOR IMMEDIATE OWNERSHIP. AFTER A DUE DILIGENCE PERIOD, AND RESEARCH OF THE 50 LOTS, 13 LOTS WERE IDENTIFIED TO HAVE SUBSTANTIAL ISSUES THAT WOULD IMPEDE ON THE DEVELOPER'S ABILITY TO BUILD SINGLE FAMILY HOMES. THEREFORE, AS PART OF THE FIRST AGREEMENT, PB PETERSBURG PURCHASED THE VA AVENUE SCHOOL ALONG WITH 37 RESIDENTIAL LOTS



DURING THE NEGOTIATION OF THE PURCHASE AGREEMENT FOR THE ABOVE PROJECT, IT WAS DETERMINED THAT THE INCLUSION OF THE REVERTER CLAUSE WOULD HINDER THE DEVELOPER FROM RECEIVING FINANCING FOR THE LIHTC PROJECT. THE REVERTER CLAUSE WAS REPLACED WITH A CONSTRUCTION BOND. CLOSING ON THE VA AVENUE SCHOOL ALONG WITH THE 37 RESIDENTIAL LOTS FOR LEASE OCCURRED OCTOBER 2021



IN ORDER TO COMPLY WITH THE AGREEMENT WITH THE CITY, PB PETERSBURG SUBMITTED A SECOND PROPOSAL TO PURCHASE 15 LOTS TO DEVELOP SINGLE-FAMILY HOMES FOR OWNERSHIP. THIS IS THE AGREEMENT THAT STAFF IS CURRENTLY NEGOTIATING WITH DEVELOPER.

2. ADDITIONAL DEVELOPMENT AGREEMENT: COMMITMENT TO HOMEOWNERSHIP – 20 LOTS WILL BE PURCHASED FOR HOMEOWNERSHIP DEVELOPMENT

New homes will be priced at approximately \$207,000

Older homes on the surrounding market sell for between \$72K and \$89K.

PBP will partner with VHDA and non-profits to:

- Reach and prioritize Petersburg residents
- Explore ways to reduce home prices

Homes Are Eligible for Fannie / Freddie Conventional Financing

- Homes will be eligible for Fannie Mae MH Advantage or Freddie Mac Choice low down-payment 30 year fixed rate mortgages.
- Borrowers may be eligible to put as little as 3% down towards the purchase of their home.

Pricing Assumptions:

Total project cost is approximately \$2,000,000 which includes:

- ~ \$1,000,000 for approx. 10 homes.
- ~ \$1,000,000 for other costs including:
 - Site preparation/ Water/ sewer and public utility work
 - Financing & related costs.
 - Design/permit/insurance/other soft costs



NEW!

MH Advantage®

Help borrowers get the home features they want at a price they can afford.

Freddie Mac

CHOICEHome™

The Next Generation of Factory-Built Housing

CHOICEHome is our innovative, affordable mortgage initiative, offering financing for a real property factory-built home that's built to HUD code but with many features of a site-built home.



Home Price

Estimated Home Prices: ~\$210,000 for a 1,386 sq. ft. 4 BR house.

Market: The urban core of the Petersburg market presents several key challenges. In the areas around the vacant lots, homes sell for between \$49,000 and \$155,000 depending on the lot size and condition of the homes. It will cost the development team approximately \$210,000 to develop the lot – including site preparation and home construction and setting.

The Ryan Homes development Berkeley Estates, just outside of the urban core, is offering homes from the upper \$200s. The City Assessors verified that housing are selling at the \$200,000 range all over the City.

The PBP III team will seek partnerships with local non-profits and government agencies, such as VHDA, to 1) reduce overall development costs, and 2) identify eligible buyers among the City's residents. As an example, VHDA worked with the Housing Authority of Danville, VA to both offset development costs and assist home buyers in obtaining mortgage financing.

Reverter Clause and Performance Bond

The City is in negotiation with PB Petersburg for the purchase of 15 City-owned residential lots for the development of single-family homes for ownership. As part of this negotiation, PB Petersburg wish to revise the purchase agreement and development agreement by replacing the Reverter Clause with a performance bond once financing is secured

Reverter Clause- to protect the City in the event that the project is not completed within the development period. It provides the City the right to monitor the project, enforce the development agreement and the construction timeline, and claw back the property if the project does not materialize. This development agreement and the reverter clause is included in the Deed of Ownership

Performance Bond Proposed Language- Contemporaneously with the closing of the Financing Transaction (as hereinafter defined), the Developer shall cause its general contractor to secure a payment and performance bond listing the City as an additional obligee in the amount of the general contract for the construction at the Property, in a form and from an issuer approved by the Lender, and such bond shall be maintained until the completion of such construction

How the Performance Bond Works

- Post finance closing; Developer will require the General Contractor to acquire a performance and payment bond (with approval from the lender) listing the city as an obligee for the entire amount of the construction contract – and which will be maintained for the entirety of the construction period. If the construction lender does not enforce the bond in order to complete construction of the homes, the City would have the option of doing so.
- The amount of the construction bond will be \$1.75M. The developer needs to complete the homes and sell them in order to repay the construction loan. The construction lender will be able to collect on the personal guarantees of the developer if the developer does not finish the project. These personal guarantees ensure that the developer will do everything they can to complete the homes and sell them.
- A performance bond is triggered when the GC does not execute the work timely in accordance with the contract. It gives the obligee the right to call the bond (have access to money/resources) to finish what the original contractor couldn't or wouldn't. It is in the amount of the construction contract. The surety (company that wrote the bond) will hire another contractor to complete the job. The surety is obligated to pay for those improvements out of its pocket.
- A payment bond ensures the GC pays his/her subs/materialmen. The owner wants this in place so no sub or materialman can file a lien against the property. Again, in the amount of the construction contract (\$1.75M)

Update on VA Avenue

- Virginia Ave school: Unit Mix: 8 studios, 28- 1 BR, 13 - 2 BRs.
- Sept. 27: Development Plan Approval.
- Oct 13: Purchase completed.
- Building Permits application to be submitted in mid December
- Current: Based on feedback from the State Historic Preservation Office, architectural team is reworking initial drafts to accommodate SHPO concerns. This has delayed finance closing by approximately 6 weeks.
- Anticipated Finance Closing: End of Jan. 2022.
- Anticipated commencement of construction Feb. 2022.
- Proposed completion Q1 2023

Update on 37 Lots

- Lots: Unit Mix: 2- 2 BR, 23 -3 BR, 23- 4 BRs.
- Oct. 13, Purchase of lots completed
- Development plans for the 37 lots are currently under review by the Development Review Committee
- Building permits will be applied for once plans are approved.
- Closing and construction will be simultaneous to the school.
- Proposed completion Q1 2023



Questions

The left side of the slide features a dark blue background with a large, lighter blue circle and a smaller, even lighter blue circle overlapping it. Thin white lines intersect these shapes diagonally.

Thank you

REAL ESTATE PURCHASE AGREEMENT

Assessed Value: \$157,300

Consideration: \$117,975

Tax Map No: See Exhibit A

This Real Estate Purchase Agreement (the "Agreement") is dated for reference purposes only July 20, 2021, between the CITY OF PETERSBURG, a municipal corporation of the Commonwealth of Virginia, hereinafter referred to as "Seller" or "City" and party of the first part, PB Petersburg Owner III LLC, a limited liability company of the Commonwealth of Virginia, hereinafter referred to as "Purchaser" or "Developer", and party of the second part, and Pender & Coward, P.C (the "Escrow Agent"), and recites and provides the following:

RECITALS:

The Seller owns certain parcel(s) of property and all improvements thereon and appurtenances thereto located in Petersburg, Virginia, commonly known as: 857 Bank Street, 1411 Farmer Street, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 1011 Mckenzie Street, 110 Richland Street, 351-53 University Boulevard, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street (collectively, the "Property").

Purchaser desires to purchase the Property and Seller agrees to sell the Property subject to the following terms and provisions of this Agreement:

1. **Sale and Purchase:** Subject to the terms and conditions hereof, Seller shall sell and Purchaser shall purchase, the Property. The last date upon which this Agreement is executed shall be hereinafter referred to as the "Effective Date".
2. **Purchase Price:** The purchase price for the Property is one hundred seventeen thousand nine hundred seventy five dollars (\$117,975) (the "Purchase Price"). The Purchase Price shall be payable all in cash by wire transfer of immediately available funds at Closing.
3. **Deposit:** Purchaser shall pay ten percent (10%) of the Purchase Price, i.e., eleven thousand seven hundred ninety seven dollars fifty cent (\$11,797.50) (the "Deposit") within fifteen (15) business days of the Effective Date to the Escrow Agent which shall be held and disbursed pursuant to the terms of this Agreement.
4. **Closing:** Closing shall take place on or before ninety (90) business days after the completion of the Due Diligence Period described in Section 5. Purchaser may close on the Property prior to completion of the Due Diligence Period with reasonable advance notice to Seller. At Closing,

Seller shall convey to Purchaser, by Deed Without Warranty, good and marketable title to the Property in fee simple, subject to any and all easements, covenants, and restrictions of record and affecting the Property and current taxes.

In the event a title search done by Purchaser during the Due Diligence Period reveals any title defects that are not acceptable to the Purchaser, Purchaser shall have the right, by giving written notice to the Seller within the Due Diligence Period, to either (a) terminate this Agreement, in which event this Agreement shall be null and void, and none of the parties hereto shall then have any further obligation to any other party hereto or to any third party and the entire Deposit is refunded to the Purchaser or (b) waive the title objections and proceed as set forth in this Agreement. Seller agrees to cooperate with Purchaser to satisfy all reasonable requirements of Purchaser's title insurance carrier.

5. **Due Diligence Period:** The "Due Diligence Period" is not to exceed one hundred twenty (120) calendar days after the Effective Date. During the Due Diligence Period, the Purchaser and its representatives, agents, employees, surveyors, engineers, contractors and subcontractors shall have the reasonable right of access to the Property for the purpose of inspecting the Property, making engineering, boundary, topographical and drainage surveys, conducting soil test, planning repairs and improvements, and making such other tests, studies, inquires and investigations of the Property as the Purchaser may deem necessary. The Purchaser agrees that each survey, report, study, and test report shall be prepared for the benefit of, and shall be certified to, the Purchaser and Seller (and to such other parties as the Purchaser may require). A duplicate of each survey, report, study, or test report shall be delivered to Seller's counsel at the notice address specified in Section 14 hereof within ten (10) days following Purchaser's receipt thereof.

Purchaser shall be responsible for paying all closing costs associated with this purchase including but not limited to Seller's and Purchaser's attorney fees, applicable grantor's or grantee's tax and the cost associated with the preparation of the deed and other Seller's documents required hereunder. All other closing costs shall be paid by the Purchaser.

- a. During the Due Diligence Period, the Purchaser and any of its paid or voluntary associates and/or contractors must agree to sign a 'Hold Harmless Agreement' prior to entering the Property. This agreement stipulates that to the fullest extent permitted by law, to defend (including reasonable attorney's fees), pay on behalf of, indemnify, and hold harmless the City, its elected and appointed officials, employees, volunteers, and others working on behalf of the City against any and all claims, demands, suits or loss, including all out-of-pocket costs connected therewith, and for any damages which may be asserted, claimed or recovered against or from the City, its elected and appointed officials, employees, volunteers, or others working on behalf of the City, by any reason of personal injury, including bodily injury or death, and/or property damage, including loss of use thereof which arise out of or is in any way connected or associated with

entering the Property. Notwithstanding the foregoing, the Purchaser shall not be required to indemnify the City, its elected and appointed officials, employees, volunteers, and others working on behalf of the City against any and all claims, demands, suits or loss caused by the gross negligence or intentional misconduct of the City, its elected and appointed officials, employees, volunteers, and others working on behalf of the City.

6. Termination Prior to Conclusion of Due Diligence Phase:

- a. If Purchaser determines in its sole discretion that the project intended to be developed upon the Property is not feasible during the Due Diligence Period, then, after written notice by Purchaser delivered to Seller, nine percent (9%) of the Purchase Price shall be promptly returned to the Purchaser from the Deposit held by Escrow Agent and one percent (1%) of the Purchase Price shall be disbursed to Seller from the Deposit held by Escrow Agent, this Agreement shall automatically terminate and the Purchaser waives any rights or remedies it may have at law or in equity against Seller.

7. Seller's Representations and Warranties: Seller represents and warrants as follows:

- a. To the best of Seller's knowledge, there is no claim, action, suit, investigation or proceeding, at law, in equity or otherwise, now pending or threatened in writing against Seller relating to the Property or against the Property. Seller is not subject to the terms of any decree, judgment or order of any court, administrative agency or arbitrator which results in a material adverse effect on the Property or the operation thereof.
- b. To the best of Seller's knowledge, there are no pending or threatened (in writing) condemnation or eminent domain proceedings which affect any of the Property.
- c. To the best of Seller's knowledge, neither the execution nor delivery of the Agreement or the documents contemplated hereby, nor the consummation of the conveyance of the Property to Purchaser, will conflict with or cause a breach of any of the terms and conditions of, or constitute a default under, any agreement, license, permit or other instrument or obligation by which Seller or the Property is bound.
- d. Seller has full power, authorization and approval to enter into this Agreement and to carry out its obligations hereunder. The party executing this Agreement on behalf of Seller is fully authorized to do so, and no additional signatures are required.
- e. The Property has municipal water and sewer lines and has gas and electric lines at the line. Seller makes no representation as to whether the capacities of such utilities are sufficient for Purchaser's intended use of Property.
- f. Seller has not received any written notice of default under, and to the best of Seller's knowledge, Seller and Property are not in default or in violation under, any restrictive covenant, easement or other condition of record applicable to, or benefiting, the Property.

- g. Seller currently possesses and shall maintain until Closing general liability and (to the extent applicable) property insurance coverage(s) on the Property which policy(ies) shall cover full or partial loss of the Property for any reason in an amount equal to or exceeding the Purchase Price.

As used in this Agreement, the phrase “to the best of Seller’s knowledge, or words of similar import, shall mean the actual, conscious knowledge (and not constructive or imputed knowledge) without any duty to undertake any independent investigation whatsoever. Seller shall certify in writing at the Closing that all such representations and warranties are true and correct as of the Closing Date, subject to any changes in facts or circumstances known to Seller.

8. Purchaser’s Representations and Warranties:

- a. To the best of Purchaser’s knowledge, there is no claim, action, suit, investigation or proceeding, at law, in equity or otherwise, now pending or threatened in writing against Purchaser, nor is Purchaser subject to the terms of any decree, judgment or order of any court, administrative agency or arbitrator, that would affect Purchaser’s ability and capacity to enter into this Agreement and transaction contemplated hereby.
- b. Purchaser has full power, authorization and approval to enter into this Agreement and to carry out its obligation hereunder. The party executing this Agreement on behalf of Purchaser is fully authorized to do so, and no other signatures are required.

9. **Condition of the Property:** Purchaser acknowledges that, except as otherwise set forth herein, the Property is being sold “AS IS, WHERE IS AND WITH ALL FAULTS”, and Purchaser will have inspected the Property and determined whether or not the Property is suitable for Purchaser’s use. Seller makes no warranties or representations regarding the condition of the Property, including without limitation, the improvements constituting a portion of the Property or the systems therein.

10. **Insurance and Indemnification:** Purchaser shall indemnify Seller from any loss, damage or expense (including reasonable attorney’s fees and costs) resulting from Purchaser’s use of, entry upon, or inspection of the Property during the Due Diligence Period, except to the extent such loss, damage or expense results from Seller’s gross negligence or intentional misconduct. This indemnity shall survive any termination of this Agreement. Notwithstanding any other provision of this Agreement, Purchaser’s entry upon the subject property and exercise of due diligence is performed at Purchaser’s sole risk. Purchaser assumes the risk and shall be solely responsible for any injuries to Purchaser, its employees, agents, assigns and third parties who may be injured or suffer damages arising from Purchaser’s entry upon the property and the exercise of Purchaser’s due diligence pursuant to this Agreement.

11. **Escrow Agent:** Escrow Agent shall hold and disburse the Deposit in accordance with the terms and provisions of this Agreement. In the event of doubt as to its duties or liabilities under the provisions of this Agreement, the Escrow Agent may, in its sole discretion, continue to hold the

monies that are the subject of this escrow until the parties mutually agree to the disbursement thereof, or until a judgment of a court of competent jurisdiction shall determine the rights of the parties thereto. In the event of any suit where Escrow Agent interpleads the Deposit, the Escrow Agent shall be entitled to recover a reasonable attorney's fee and cost incurred, said fees and cost to be charged and assessed as court costs in favor of the prevailing party. All parties agree that the Escrow Agent shall not be liable to any party or person whomsoever for mis-delivery to Purchaser or Seller of the Deposits, unless such mis-delivery shall be due to willful breach of this Agreement or gross negligence on the part of the Escrow Agent. The Escrow Agent shall not be liable or responsible for loss of the Deposits (or any part thereof) or delay in disbursement of the Deposits (or any part thereof) occasioned by the insolvency of any financial institution unto which the Deposits is placed by the Escrow Agent or the assumption of management, control, or operation of such financial institution by any government entity.

12. **Risk of Loss:** All risk of loss or damage to the Property by fire, windstorm, casualty or other cause is assumed by Seller until Closing. In the event of a loss or damage to the Property or any portion thereof before Closing, Purchaser shall have the option of either (a) terminating this Agreement, in which event the Deposit shall be returned to Purchaser and this Agreement shall then be deemed null and void and none of the parties hereto shall then have any further obligation to any other party hereto or to any third party, or (b) affirming this Agreement, in which event Seller shall assign to Purchaser all of Seller's rights under any applicable policy or policies of insurance and pay over to Purchaser any sums received as a result of such loss or damage. Seller agrees to exercise reasonable and ordinary care in the maintenance and upkeep of the Property between the Effective Date and Closing. Purchaser and its representatives shall have the right to make an inspection at any reasonable time during the Due Diligence Period or prior to Closing.
13. **Condemnation:** If, prior to Closing, all of any part of the Property shall be condemned by governmental or other lawful authority, Purchaser shall have the right to (1) complete the purchase, in which event all condemnation proceeds or claims thereof shall be assigned to Purchaser, or (2) terminate this Agreement, in which event the Deposit shall be returned to Purchaser and this Agreement shall be terminated, and this Agreement shall be deemed null and void and none of the parties hereto shall then have any obligation to any other party hereto or to any third party, except as otherwise provided in this Agreement.
14. **Notices:** All Notices and other correspondence sent pursuant to this Agreement shall be sent to the following persons and addresses:

To the City:
City Manager (with copy to City Attorney)
135 North Union Street
Petersburg, VA 23803

To the Developer:
c/o EquityPlus Manager, LLC
1888 Main Street, Suite C163
Madison, MS 39110
Attention: Timothy L. McCarty and Avram Fechter

With a copy to:
Vorys, Sater, Seymour and Pease LLP
1909 K Street, NW, Suite 900
Washington, DC 20006
Attention: M. Sean Purcell and Kelly B. Bissinger

Notices shall be deemed to have been given when (a) delivered in person, upon receipt thereof by the person to whom notice is given, (b) as indicated on applicable delivery receipt, if sent by Federal Express or other comparable overnight courier, two (2) days after deposit with such courier, courier fee prepaid, with receipt showing the correct name and address of the person to whom notice is to be given, and (c) as indicated on applicable delivery receipt if sent via certified mail or similar service. The above addresses may be changed by written notice to the other party; provided that no notice of a change of address shall be effective until actual receipt of such notice. Notices by Purchaser and Seller may be given by their respective counsel.

15. **Modification:** The terms of this Agreement may not be amended, waived or terminated orally, but only by an instrument in writing signed by the Seller and Purchaser.
16. **Assignment; Successors:** This Agreement may not be transferred or assigned without the prior written consent of both parties; provided, however, that Purchaser may transfer or assign this Agreement to the extent such successor or assign is controlled by or under common control with EquityPlus Manager, LLC, a Mississippi limited liability company, with covenants precluding further transfer or assignment of this Agreement. In the event such transfer or assignment is consented to or otherwise permitted, this Agreement shall inure to the benefit of and bind the parties hereto and their respective successors and assigns.
17. **Counterparts:** This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one of the same instrument.
18. **Survival:** All of the representations, warranties, covenants and agreements made in or pursuant to this Agreement made by Seller shall survive the Closing and shall not merge into the Deed or any other document or instrument executed and delivered in connection herewith.
19. **Captions and Counterparts:** The captions and paragraph headings contained herein are for convenience only and shall not be used in construing or enforcing any of the provisions of this Agreement.

20. **Governing Law; Venue:** This Agreement and all documents and instruments referred to herein shall be governed by, and shall be construed according to, the laws of the Commonwealth of Virginia. Any dispute arising out of performance or non-performance of any term of this Agreement shall be brought in the Circuit Court for the City of Petersburg, Virginia.
21. **Entire Agreement:** This Agreement and the Development Agreement contains the entire agreement between Seller and Purchaser, and there are no other terms, conditions, promises, undertakings, statements or representations, expressed or implied, concerning the sale contemplated by this Agreement. Any and all prior or subsequent agreements regarding the matters recited herein are hereby declared to be null and void unless reduced to a written addendum to this Agreement signed by all parties in accordance with Section 15.
22. **Copy or Facsimile:** Purchaser and Seller agree that a copy or facsimile transmission of any original document shall have the same effect as an original.
23. **Days:** Any reference herein to “day” or “days” shall refer to calendar days unless otherwise specified. If the date of Closing or the date for delivery of a notice or performance of some other obligation of a party falls on a Saturday, Sunday or legal holiday in the Commonwealth of Virginia, then the date for Closing or such notice of performance shall be postponed until the next business day.
24. **Title Protection:** Title to the Property is to be conveyed without representation or warranty from Seller as to the title thereto or condition thereof. During the Due Diligence Period, Purchaser may research title issues associated with the Property and may purchase title insurance at its own expense or terminate the Agreement in accordance with the provisions of this contract in the event that issues regarding title are discovered.
25. **Development Agreement:** A Development Agreement detailing the development scope, budget, funding, schedule and any other agreed upon performance requirements of the Developer with respect to the Property will be executed by Seller and Purchaser concurrently with the execution of this Agreement but its effectiveness will be conditioned on the transfer of title for the Property from Seller to Purchaser.
26. **Reversion Provision:** The deed of conveyance of the Property shall contain a provision that this property will revert back to the City if performance requirements are not met by the Developer in accordance with and within the time period specified in the Development Agreement upon Notice of Breach to Developer and failure to timely cure.
27. **Compliance with Zoning, land use and Development requirements:** Execution of this document shall not be construed to affect in any way the obligation of the Purchaser to comply, in all material respects, with all legal requirements pertaining to zoning, land use, and other applicable laws, including but not limited to the provisions and terms contained in the City Council Ordinance [] adopted by City Council for the City of Petersburg, Virginia on [] (the “Ordinance”). Notwithstanding the foregoing or anything to

the contrary herein, with respect to any conflict between the terms of this Agreement and those described in the Ordinance, the provisions of this Agreement shall control.

[Remainder of Page Blank]

IN WITNESS WHEREOF, the parties have executed this Agreement as of the dates written below their signatures, to be effective as of the Effective Date.

PURCHASER:

PB PETERSBURG OWNER III LLC, a Virginia limited liability company

By: PB Petersburg MM III LLC, a Virginia limited liability company

By: _____, _____

Title: _____

Date: _____

SELLER:

The City of Petersburg, Virginia

By: _____, Stuart Turille

Title: City Manager

Date: _____

ESCROW AGENT:

By: _____, _____

Title: _____

Date: _____

Approved as to form:

Date: _____

By: _____, Anthony Williams

Title: City Attorney

Exhibit A

12070015	857 Bank St	R3
02908022	144 Farner St	R3
45200010	1111 Halifax St	R3
45200011	1115 Halifax St	R3
24100005	1230 High St	R3
24220036	1206 Hinton St	R3
30200019	751 Jones	R3
24050002	1011 McKenzie	R3
104010014	110 Richland St	R1
10150027	351-53 University Blvd	R3
30180004	710 Welsey St	R3
24290024	118 West St. S	R3
29120016	323 West St. S	R3
24290017	1114 Wythe St	R3

ORDINANCE

An Ordinance Authorizing The City Manager To Execute A Purchase Agreement For The Sale Of City-Owned Property At 857 Bank Street, 1411 Farmer Street, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 1011 Mckenzie Street, 110 Richland Street, 351-53 University Boulevard, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street.

WHEREAS, the City of Petersburg has received a proposal from PB Petersburg Owner, LLC to purchase the City-owned property at 857 Bank Street, 1411 Farmer Street, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 1011 Mckenzie Street, 110 Richland Street, 351-53 University Boulevard, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street, to develop single family residential housing.; and

WHEREAS, PB Petersburg Owner, LLC proposes to develop the properties as single family residential housing; and

WHEREAS, the conveyance of this property shall be contingent upon the subsequent submission of a Development Agreement by PB Petersburg Owner, LLC in accordance with the terms of the Purchase Agreement which Development Agreement must be approved by City Council by Resolution at its sole discretion within the due diligence period as outlined in the Purchase Agreement; and

WHEREAS, the potential benefits to the City include a reduction in the number of City-owned lots to be maintained and an inclusion of the property on the City's list of taxable properties; and

WHEREAS, in accordance with applicable legal requirements, a public hearing was held prior to consideration of an ordinance authorizing the sale of City-owned property on December 14, 2021; and

NOW THEREFORE BE IT ORDAINED, that the City Council of the City of Petersburg hereby approves the ordinance authorizing the City Manager to execute a Purchase Agreement with PB Petersburg Owner, LLC toward the sale and development of City-owned property at 857 Bank Street, 1411 Farmer Street, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 1011 Mckenzie Street, 110 Richland Street, 351-53 University Boulevard, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager
Tangela Innis, Deputy City Manager

FROM: Cynthia Boone

RE: **A public hearing on December 14, 2021 for the consideration of an Ordinance authorizing the City Manager to execute a purchase agreement for the sale of City-owned property at 835 Commerce Street, parcel ID 024-130012.**

PURPOSE: A public hearing on December 14, 2021 for the consideration of an Ordinance authorizing the City Manager to execute a purchase agreement for the sale of City-owned property at 835 Commerce Street, parcel ID 024-130012.

REASON: To consider an Ordinance authorizing the City Manager to execute a Purchase Agreement towards the sale of the City-owned property at 835 Commerce Street.

RECOMMENDATION: The Department of Economic Development recommends council disapprove the attached proposals based on noncompliance with the City of Petersburg Disposition Guidelines adopted by the City Council on December 8, 2020, as it relates to the purchase price being no less than half the assessed value.

The assessed value of 835 Commerce Street is \$430,900. The proposed purchase price is as follows:

Exhibit A (Quality Trailers)- \$100,100

Exhibit B (Northside Gourmet Market) - \$150,000

Exhibit C (Southside Community Development and Housing Corporation) - \$185,000

Each proposal presents a viable business plan that would provide a unique commodity for the City of Petersburg. However, Economic Development recommends they comply with the Disposition Guidelines in order to proceed with the purchase of City-owned real estate property.

BACKGROUND: The Department of Economic Development received a proposal from Quality Trailers, Northside Gourmet Market and Southside Community Development and Housing Corporation to purchase City-owned property located at 835 Commerce Street which is currently a vacant commercial building. The three proposals are attached for review and consideration by the City Council.

The proposals are not in compliance with the Guidelines for the City's Disposition of City Real Estate

Property. This proposal is in compliance with the City's Zoning, and the City's Comprehensive Land Use Plan

Property Information

The zoning of the parcel at 835 Commerce Street is M-1, light industrial.

Address: 835 Commerce Street

Tax Map ID: 835 Commerce Street

Zoning: M-1

COST TO CITY: Costs associated with the conveyance of Real Property

BUDGETED ITEM: N/A

REVENUE TO CITY: Revenue from the sale of property and associated fees and taxes

CITY COUNCIL HEARING DATE: 12/14/2021

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: N/A

AFFECTED AGENCIES: City Manager, Economic Development, City Assessor

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION: N/A

REQUIRED CHANGES TO WORK PROGRAMS: N/A

ATTACHMENTS:

1. 1207_2021835CommerceStreet
2. Exhibit A Quality Trailers Proposal
3. Exhibit B Northside Gourmet Market Proposal
4. EXHIBIT C SCDHC PROPOSAL
5. 835 Commerce Street Ordinance



835 Commerce Street Proposals

Department of Economic Development
Cynthia Boone, Project Manager
December 14, 2021

Overview

- 835 Commerce Street
- Quality Trailers Proposal
- Northside Gourmet Market Proposal
- Southside Community Development and Housing Corporation Proposal
- Overview of Proposals



835 Commerce Street

835 Commerce Street

- Zoning – M1
- Acreage – 1.30 acres
- Building Size – 14,363 sf
- Enterprise Zone
- Tourism Zone
- Appraisal to be completed by
December 11, 2021- EA Joseph
Appraisal & Consultation

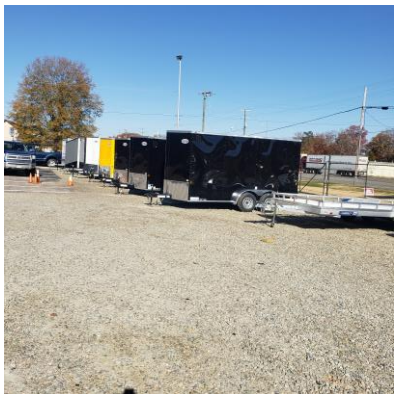
Quality Trailers

Quality Trailers goal is to be established as one of America's top professional grade trailer manufacturers by focusing on the needs of our customers and delivering industry leading quality, durability and value. We want our product to be regarded as the best in the industry, built using only the best materials, parts, paints and processes. We are trailer owners ourselves and know what customers expect from a Quality Trailer.

A trailer can be a big investment , so owners want to make the wise choice in purchasing their trailer. It's more than simply matching the trailer capacity to your load and matching the trailer to your tow vehicle. We want to educate the customer to make the right decision for a long-term quality product with a warranty to match. We strive to have the best value, be the best partner and have the best trailer.

Orlando James
President Quality Trailers

- Business Name – Quality Trailers
- Produce utility trailers
- Plan to open five (5) retail stores on the U.S. East Coast by year 5
- Currently have three (3) steel suppliers
- Have two (2) wholesale dealers committed to purchase all trailers that are manufactured
- Owners have almost 50 years of combined experience



Northside Gourmet Market Proposal



- Business Name- Northside Gourmet Market Ecosystem
- Create a modular co-working space and business incubator for producers, small businesses, entrepreneurs, freelancers, artists and creatives who seek to create real-time solutions in health and well being that include: indoor farming, fermented cultivations, local food storage and distribution farmers.
- Currently operate 8 gourmet food markets
- Goal is to open 10 stores in 3 years. Looking at the Petersburg, Rocketts Landing, Manchester and Chesterfield area.



Media Coverage



<https://richmondbizsense.com/2020/12/09/northside-gourmet-market-concept-draws-interest-from-southside-developers/>

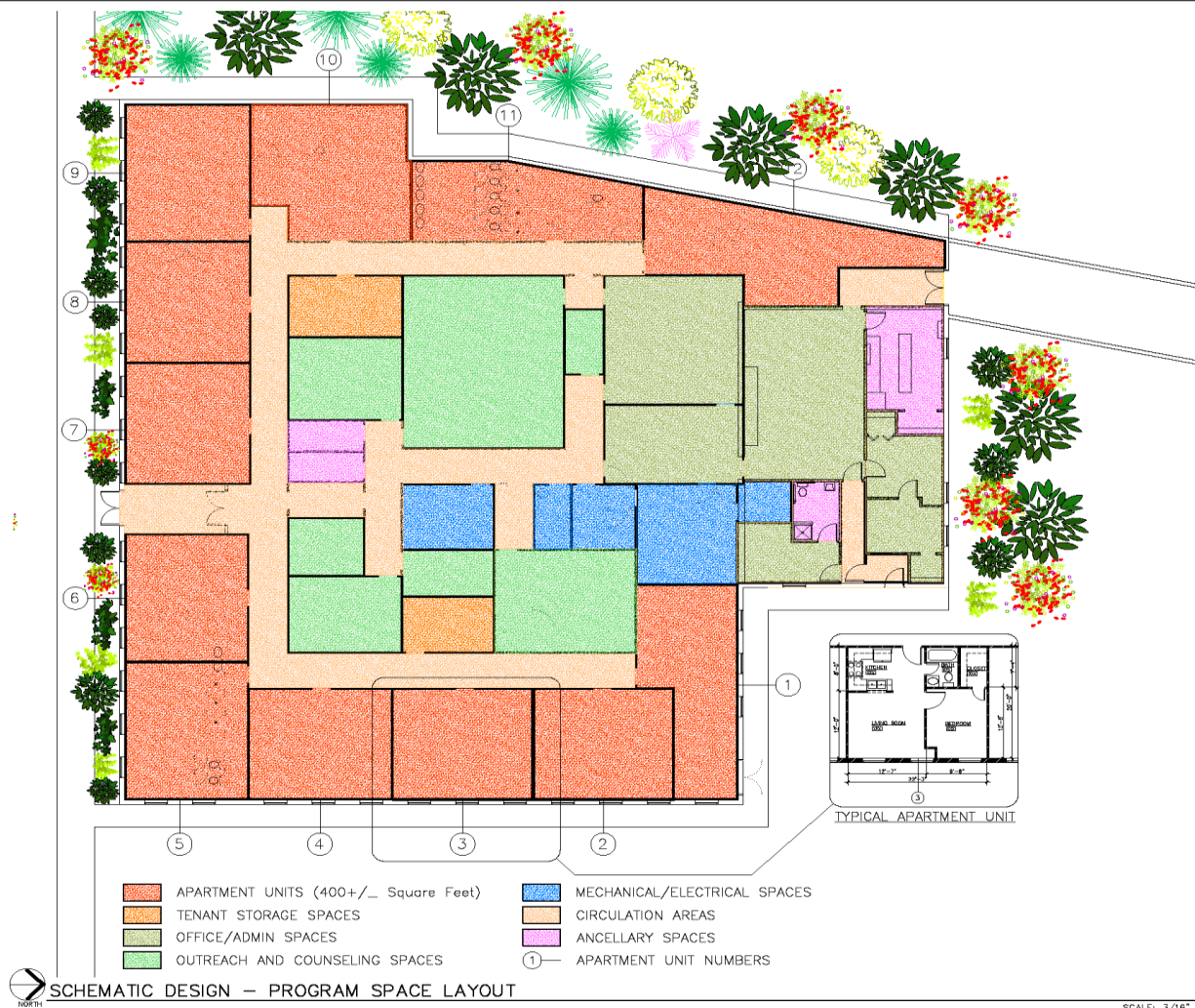
<https://www.winsightgrocerybusiness.com/amp/retailers/how-one-virginia-independent-filling-need-healthy-gourmet-food>

<https://richmondmagazine.com/restaurants-in-richmond/more-in-store/>

<https://m.styleweekly.com/richmond/bodegas-are-back/Content?oid=17618429>

Southside Community Development and Housing Corporation

- Business Name- Southside Community Development & Housing Corporation
- Communal Living Space with 12 market rate studio apartments (approximately 40 sq. ft.), a shared kitchen, dining, exercise room, laundry and living space.
- Space will also include several amenities aimed at promoting pathways to homeownership:
 - Small Business Center
 - SCDHC's free homeownership education
 - Prepurchase counseling
 - Credit counseling
 - Career/employment counseling programs
- Lease amount- \$725-\$785



SCHEMATIC DESIGN — PROGRAM SPACE LAYOUT

SCALE: 3/16" = 1'-0"

FIRST FLOOR NEW WORK PLAN

Proposed (Renovation/Addition) of
XX XX XX
for (Company/Owner)
XXXXXXX, Virginia

DISCLAIMER

This plan was prepared by the Architect for the purpose of illustrating the proposed design. It is not to be used for construction without the approval of the Architect.

DRAWN BY: MGS
CHECKED BY: WTG
DATE: XXXX #, 2021

REVISIONS
REV. DATE REV. DATE
REV. DATE REV. DATE

DATE: 2021.XX

AX X



Overview

Investor	Quality Trailers	Northside Gourmet Market	SHDC
Product	Utility Trailers	Organic Food Eco-System	Communal Living Space
Purchase Price	\$ 100,100.00	\$ 150,000.00	\$ 185,000.00
Total Investment	\$ 125,100.00	\$ 900,000.00	\$ 838,056.00
Full Time Job Created	25		7
Rate of Pay	\$ 18.00		\$ 22.00
Part Tim Job Creation	5		\$ 21.00
Rate of Pay	\$20		Davis-Beacon Wages
Tax Revenue Year 5	\$ 29,085.75	\$ 29,085.75	\$ 29,085.75
Tax Revenue Year 10	\$ 54,418.50	\$ 211,335.75	\$ 198,792.09

Questions?

Thank you !

EXHIBIT A QUALITY TRAILER PROPOSAL

Quality Trailer Manufacturing

Year 1 Projected sales income: \$750,000

Year 2 Projected sales income: \$1,500,000

Year 3 Projected sales income: \$2,000,000

Year 4 Projected sales income: \$3,000,000

Year 5 Projected sales income: \$5,000,000

Quality Trailers plan to open 5 retail stores on the U.S. East Coast by Year 5.

Quality Trailers currently has 3 steel suppliers.

We also have two wholesale dealers committed to purchase all the trailers we manufacture.

One owner is currently manufacturing trailers in Arkansas and has been in the business for 26 years.

One owner has worked in the trailer manufacturing business for 22 years.

Quality Trailers has chosen Petersburg Virginia as its number one choice for hub operations.

Proposal to Purchase City-Owned Property



Purchaser			
Project Name	Quality Trailier Manufacturing		
Property Address	835 Commerce Street		
Parcel Number	024-130012		
Year Constructed			
Project Developer	James Enterprise LLC		
Contact Name	Orlando James		
Address	14324 Woodlawn Hill Drive		804-721-8228
	North Chesterfield		
Email	orlandojames@gmail.com		
Experience/Qualifications	12 years		
Development Description	manufacturer of trailers		
Offered Purchase Price	\$100,100	Construction Costs	\$ 25,000.00
		Total Investment	\$ 125,100.00
Description of Financing (%)	70% Conventional		
Community Benefit	Taxes, Jobs		
Due Diligence Period (days)	120 days		
Construction Start Date	after closing		Completion Date 30 days after closing
Number of Projected Jobs	Temp/Const. Jobs	5	Permanent Jobs 25
Average Wage		\$20.00	\$18.00
Contingencies			

City Assessment							
Outstanding Obligations							
Proposed Land Use	Commercial		Yes	No			
Comp Plan Land Use	Commercial	Conformance	Yes				
Zoning	M1	Conformance	Yes				
Enterprise Zone	Yes		Yes				
Rehab/Abatement	Yes						
New Construction	NA						
Historic District	Battersea/West High Street						
Assessed Value	\$ 430,900.00	Appraised Value	\$ -	Date			
City Revenue from Sale	\$ (330,800.00)						
Projected Tax Revenue	Abatement	Year 1	Year 5	Year 20			
Real Estate Tax	\$ -	\$ 5,817.15	\$ 29,085.75	\$ 54,418.50			
Personal Property Tax	\$ -	\$ -	\$ -	\$ -			
Machinery and Tools Tax	\$ -	\$ -	\$ -	\$ -			
Sales and Use Tax	\$ -	\$ -	\$ -	\$ -			
Business License Fee	\$ -	\$ -	\$ -	\$ -			
Lodging Tax	\$ -	\$ -	\$ -	\$ -			
Meals Tax	\$ -	\$ -	\$ -	\$ -			
Other Taxes or Fees	\$ -	\$ -	\$ -	\$ -			
Total	\$ -	\$ 5,817.15	\$ 29,085.75	\$ 54,418.50			
Total Tax Revenue		\$ 5,817.15	\$ 29,085.75	\$ 54,418.50			
Waivers & Other Costs to the City		\$ -	\$ -	\$ -			
City ROI (Revenue - Cost)	\$ -	\$ 5,817.15	\$ 29,085.75	\$ 54,418.50			
Staff Recommendation							
Last Use Public			Comm. Review Date				
Council Decision			Council Review Date				
Disposition Ord #			Ord Date				

Petersburg, Virginia

Parcel: 024130012

Summary

Owner Name	CITY OF PETERSBURG	National Historic District:	Battersea/West High Street
Owner Mailing Address	135 N. Union St Petersburg , VA 23803	Enterprise Zone:	
Property Use	485	Opportunity Zone:	
State Class:	7 Exempt Local	VA Senate District:	16
Zoning:	M-1	Va House District:	63
Property Address	835 COMMERCE ST Petersburg , VA	Congressional District:	4
Legal Acreage:	1.304	City Ward:	5
Legal Description:	Pridesfield .62 ACRES	Polling Place:	Westview School
Subdivision:	Pridesfield	Primary Service Area:	
Assessment Neighborhood Name:		Census Tract:	8103
Local Historic District:	Battersea/West High Street	Elementary School:	Pleasants Lane
		Middle School:	Vernon Johns Middle School
		High School:	Petersburg High School

Improvements

Finished (Above Grade):	14,363	Shed:	
Basement:		Total Rooms:	0
Attached Garage:		Bedrooms:	0
Detached Garage:		Full Baths:	0
Enclosed Porch:		Half Baths:	0
Open Porch:		Foundation:	
Deck/Patio:		Central A/C:	90%

Ownership History

Previous Owner Name	Sale Date	Sale Price	Doc # or Deed Book/pg
	3/9/2006	\$1	2006/1156

Assessments

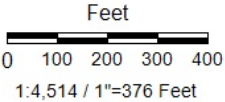
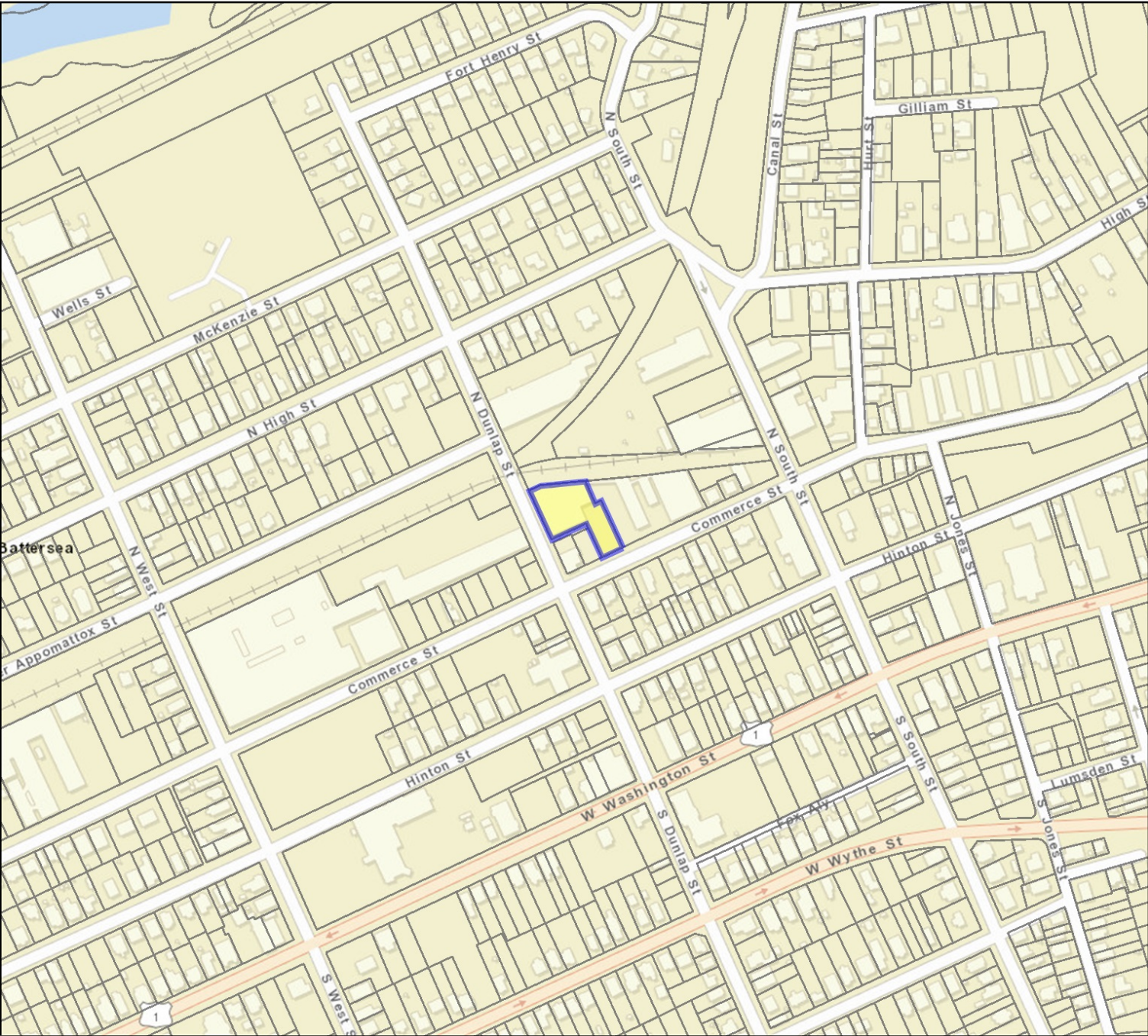
Valuation as of	01/01/2017	01/01/2018	01/01/2019	01/01/2020	01/01/2021
Effective for Billing:	07/01/2017	07/01/2018	07/01/2019	07/01/2020	07/01/2021
Reason					
Land Value	\$31,600	\$31,600	\$31,600	\$31,600	\$31,600
Improvement Value	\$795,200	\$795,200	\$795,200	\$795,200	\$399,300
Total Value	\$826,800	\$826,800	\$826,800	\$826,800	\$430,900

Property Tax (Coming Soon)

Petersburg, Virginia

Legend

- County Boundaries
- Parcels



Parcel #: 024130012

Date: 11/15/2021

DISCLAIMER: This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and City of Petersburg is not responsible for its accuracy or how current it may be.

835 Commerce St



REAL ESTATE PURCHASE AGREEMENT

Assessed Value: \$430,900

Consideration: \$100,100

Tax Map No.: 024-130012, 835 Commerce Street, Petersburg, VA 23803

This Real Estate Purchase Agreement (the "Agreement") is dated November 16, 2021, between the CITY OF PETERSBURG, a municipal corporation of the Commonwealth of Virginia, hereinafter referred to as "Seller" and party of the first part, James Enterprise, LLC, hereinafter referred to as "Purchaser", and party of the second part, and Pender & Coward (the "Escrow Agent") and recites and provides the following:

RECITALS:

The Seller owns certain parcel(s) of property and all improvements thereon and appurtenances thereto located in Petersburg, Virginia, commonly known as: 835 Commerce Street; Tax Map Number 024-130012 (Property).

Purchaser desires to purchase the Property and Seller agrees to sell the Property subject to the following terms and provisions of this Agreement:

1. **Sale and Purchase:** Subject to the terms and conditions hereof, Seller shall sell and Purchaser shall purchase, the Property. The last date upon which this Agreement is executed shall be hereinafter referred to as the "Effective Date".
2. **Purchase Price:** The purchase price for the Property is one hundred thousand and one hundred dollars (\$100,100) (the "Purchase Price"). The Purchase Price shall be payable all in cash by wired transfer or immediately available funds at Closing.
3. **Deposit:** Purchaser shall pay ten percent (10%) of the Purchase Price, ten thousand ten dollars (\$10,010.00), (the "Deposit") within fifteen (15) business days of the Effective Date to the Escrow Agent which shall be held and disbursed pursuant to the terms of this Agreement.
4. **Closing:** Closing shall take place on or before ninety (90) calendar days after the completion of the Due Diligence Period described in Section 5. Purchaser may close on the Property prior to completion of the Due Diligence Period with reasonable advance notice to Seller. At Closing, Seller shall convey to Purchaser, by Deed Without Warranty, good and marketable title to the Property in fee simple, subject to any and all easements, covenants, and restrictions of record and affecting the Property and current taxes.

In the event a title search done by Purchaser during the Due Diligence Period reveals any title defects that are not acceptable to the Purchaser, Purchaser shall have the right, by giving written notice to the Seller within the Due Diligence Period, to either (a) terminate this Agreement, in which event this Agreement shall be null and void, and none of the parties hereto shall then have any further obligation to any other party hereto or to any third party and the entire Deposit is refunded to the Purchaser or (b) waive the title objections and proceed as set forth in this Agreement. Seller agrees to cooperate with Purchaser to satisfy all reasonable requirements of Purchaser's title insurance carrier.

5. **Due Diligence Period:** Not to exceed one hundred twenty (120) calendar days after the Effective Date. The Purchaser and its representatives, agents, employees, surveyors, engineers, contractors and subcontractors shall have the reasonable right of access to the Property for the purpose of inspecting the Property, making engineering, boundary, topographical and drainage surveys, conducting soil test, planning repairs and improvements, and making such other tests, studies, inquires and investigations of the Property as the Purchaser may deem necessary. The Purchaser agrees that each survey, report, study, and test report shall be prepared for the benefit of, and shall be certified to, the Purchaser and Seller (and to such other parties as the Purchaser may require). A duplicate original of each survey, report, study, test report shall be delivered to Seller's counsel at the notice address specified in Section 15 hereof within ten (10) days following Purchaser's receipt thereof.

Purchaser shall be responsible for paying all closing costs associated with this purchase including but not limited to the real estate commission, Seller's attorney fees, applicable Grantor's tax and the cost associated with the preparation of the deed and other Seller's documents required hereunder. All closing costs shall be paid by the Purchaser.

- a. At or before the extinguishing of the Due Diligence Period, the Purchaser shall draft a Development Agreement in conformance with the proposal presented to City Council on December 14, 2021. Such proposal shall be reviewed by the City to determine its feasibility and consistency with the original proposal made on December 14, 2021. Approval and execution of the Development Agreement shall not be unreasonably withheld by either party, and execution of the Development Agreement by all parties shall be a condition precedent to closing on the property. The Development Agreement shall be recorded by reference in the deed of conveyance to the Property which shall include reverter to the City in the event that the Developer fails to comply with the terms of the Development Agreement.
- b. During the Due Diligence Period, the Purchaser and any of their paid or voluntary associates and/or contractors must agree to sign a 'Hold Harmless Agreement' prior to entering vacant property located at 835 Commerce Street; Tax Map 024-130012 (Property). This agreement stipulates that to the fullest extent permitted by law, to defend (including attorney's fees), pay on behalf of, indemnify, and hold harmless the City, its elected and appointed officials, employees, volunteers, and others working on behalf of the City against any and all claims, demands, suits or loss, including all costs

defend (including attorney's fees), pay on behalf of, indemnify, and hold harmless the City, its elected and appointed officials, employees, volunteers, and others working on behalf of the City against any and all claims, demands, suits or loss, including all costs connected therewith, and for any damages which may be asserted, claimed or recovered against or from the City, its elected and appointed officials, employees, volunteers, or others working on behalf of the City, by any reason of personal injury, including bodily injury or death, and/or property damage, including loss of use thereof which arise out of or is in any way connected or associated with entering the vacant property located at 835 Commerce Street; Tax Map 024-130012 (Property).

6. Termination Prior to Conclusion of Due Diligence Phase:

- a. If Purchaser determines that the project is not feasible during the Due Diligence Period, then, after written notice by Purchaser delivered to Seller, ninety percent (90%) of the Purchase Price shall be returned to the Purchaser and ten percent (10%) of the Purchase Price shall be disbursed to Seller from the Deposit held by Escrow Agent and the Purchaser waives any rights or remedies it may have at law or in equity.
- b. If during the Due Diligence phase Seller determines that Purchaser does not possess sufficient resources to complete the Development Agreement, then ninety percent (90%) of the Purchase Price shall be returned to the Purchaser and ten percent (10%) of the Purchase Price shall be disbursed to Seller from the Deposit held by Escrow Agent.
- c. If the parties are unable to agree on the terms of the Development Agreement as required by paragraph 5(a) of this Agreement after good faith efforts by the parties, then ninety percent (90%) of the Purchase Price shall be returned to the Purchaser and ten percent (10%) of the Purchase Price shall be disbursed to Seller from the Deposit held by Escrow Agent. If either party fails to exercise good faith in the efforts to reach a Development Agreement, then the other party shall be entitled to one hundred percent (100%) of the Deposit.

7. Seller's Representations and Warranties: Seller represents and warrants as follows:

- a. To the best of Seller's knowledge, there is no claim, action, suit, investigation or proceeding, at law, in equity or otherwise, now pending or threatened in writing against Seller relating to the Property or against the Property. Seller is not subject to the terms of any decree, judgment or order of any court, administrative agency or arbitrator which results in a material adverse effect on the Property or the operation thereof.
- b. To the best of Seller's knowledge, there are no pending or threatened (in writing) condemnation or eminent domain proceedings which affect any of the Property.
- c. To the best of Seller's knowledge, neither the execution nor delivery of the Agreement or the documents contemplated hereby, nor the consummation of the conveyance of the Property to Purchaser, will conflict with or cause a breach of any of the terms and conditions of, or constitute a default under, any agreement, license, permit or other instrument or obligation by which Seller or the Property is bound.

- d. Seller has full power, authorization and approval to enter into this Agreement and to carry out its obligations hereunder. The party executing this Agreement on behalf of Seller is fully authorized to do so, and no additional signatures are required.
- e. The Property has municipal water and sewer lines and has gas and electric lines at the line. Seller makes no representation as to whether the capacities of such utilities are sufficient for Purchaser's intended use of Property.
- f. Seller has not received any written notice of default under, and to the best of Seller's knowledge, Seller and Property are not in default or in violation under, any restrictive covenant, easement or other condition of record applicable to, or benefiting, the Property.
- g. Seller currently possesses and shall maintain until Closing general liability insurance coverage on the Property which policy shall cover full or partial loss of the Property for any reason in an amount equal to or exceeding the Purchase Price.

As used in this Agreement, the phrase "to the best of Seller's knowledge, or words of similar import, shall mean the actual, conscious knowledge (and not constructive or imputed knowledge) without any duty to undertake any independent investigation whatsoever. Seller shall certify in writing at the Closing that all such representations and warranties are true and correct as of the Closing Date, subject to any changes in facts or circumstances known to Seller.

8. Purchaser's Representations and Warranties:

- a. There is no claim, action, suit, investigation or proceeding, at law, in equity or otherwise, now pending or threatened in writing against Purchaser, nor is Purchaser subject to the terms of any decree, judgment or order of any court, administrative agency or arbitrator, that would affect Purchaser's ability and capacity to enter into this Agreement and transaction contemplated hereby.
- b. Purchaser has full power, authorization and approval to enter into this Agreement and to carry out its obligation hereunder. The party executing this Agreement on behalf of Purchaser is fully authorized to do so, and no other signatures are required.

9. Condition of the Property: Purchaser acknowledges that, except as otherwise set forth herein, the Property is being sold "AS IS, WHERE IS AND WITH ALL FAULTS", and Purchaser has inspected the Property and determined whether or not the Property is suitable for Purchaser's use. Seller makes no warranties or representations regarding the condition of the Property, including without limitation, the improvements constituting a portion of the Property or the systems therein.

10. Insurance and Indemnification: Purchaser shall indemnify Seller from any loss, damage or expense (including reasonable attorney's fees and costs) resulting from Purchaser's use of, entry

upon, or inspection of the Property during the Due Diligence Period. This indemnity shall survive any termination of this Agreement. Notwithstanding any other provision of this Agreement, Purchaser's entry upon the subject property and exercise of due diligence is performed at Purchaser's sole risk. Purchaser assumes the risk and shall be solely responsible for any injuries to Purchaser, its employees, agents, assigns and third parties who may be injured or suffer damages arising from Purchaser's entry upon the property and the exercise of Purchaser's due diligence pursuant to this Agreement.

11. **Escrow Agent:** Escrow Agent shall hold and disburse the Deposit in accordance with the terms and provisions of this Agreement. In the event of doubt as to its duties or liabilities under the provisions of this Agreement, the Escrow Agent may, in its sole discretion, continue to hold the monies that are the subject of this escrow until the parties mutually agree to the disbursement thereof, or until a judgment of a court of competent jurisdiction shall determine the rights of the parties thereto. In the event of any suit where Escrow Agent interpleads the Deposit, the Escrow Agent shall be entitled to recover a reasonable attorney's fee and cost incurred, said fees and cost to be charged and assessed as court costs in favor of the prevailing party. All parties agree that the Escrow Agent shall not be liable to any party or person whomsoever for mis-delivery to Purchaser or Seller of the Deposits, unless such mis-delivery shall be due to willful breach of this Agreement or gross negligence on the part of the Escrow Agent. The Escrow Agent shall not be liable or responsible for loss of the Deposits (or any part thereof) or delay in disbursement of the Deposits (or any part thereof) occasioned by the insolvency of any financial institution unto which the Deposits is placed by the Escrow Agent or the assumption of management, control, or operation of such financial institution by any government entity.
12. **Risk of Loss:** All risk of loss or damage to the Property by fire, windstorm, casualty or other cause is assumed by Seller until Closing. In the event of a loss or damage to the Property or any portion thereof before Closing, Purchaser shall have the option of either (a) terminating this Agreement, in which event the Deposit shall be returned to Purchaser and this Agreement shall then be deemed null and void and none of the parties hereto shall then have any further obligation to any other party hereto or to any third party, or (b) affirming this Agreement, in which event Seller shall assign to Purchaser all of Seller's rights under any applicable policy or policies of insurance and pay over to Purchaser any sums received as a result of such loss or damage. Seller agrees to exercise reasonable and ordinary care in the maintenance and upkeep of the Property between the Effective Date and Closing. Purchaser and its representatives shall have the right to make an inspection at any reasonable time during the Due Diligence Period or prior to Closing.
13. **Condemnation:** If, prior to Closing, all of any part of the Property shall be condemned by governmental or other lawful authority, Purchaser shall have the right to (1) complete the purchase, in which event all condemnation proceeds or claims thereof shall be assigned to Purchaser, or (2) terminate this Agreement, in which event the Deposit shall be returned to Purchaser and this Agreement shall be terminated, and this Agreement shall be deemed null and void and none of the parties hereto shall then have any obligation to any other party hereto or to any third party, except as otherwise provided in this Agreement.

14. **Notices:** All notices and demands which, under the terms of this Agreement must or may be given by the parties hereto shall be delivered in person or sent by Federal Express or other comparable overnight courier, or certified mail, postage prepaid, return receipt requested, to the respective hereto as follows:

SELLER:

The City of Petersburg
Stuart Turille
City Manager
135 North Union Street
Petersburg, VA 23803

Anthony C. Williams, City Attorney
City of Petersburg, Virginia
135 N. Union Street
Petersburg, VA 23803

PURCAHSER:

James Enterprises, LLC
Orlando James President
14324 Woodland Hill Dr.
S. Chesterfield, VA 23834

COPY TO:

Notices shall be deemed to have been given when (a) delivered in person, upon receipt thereof by the person to whom notice is given, (b) as indicated on applicable delivery receipt, if sent by Federal Express or other comparable overnight courier, two (2) days after deposit with such courier, courier fee prepaid,

with receipt showing the correct name and address of the person to whom notice is to be given, and (c) as indicated on applicable delivery receipt if sent via certified mail or similar service.

15. **Modification:** The terms of this Agreement may not be amended, waived or terminated orally, but only by an instrument in writing signed by the Seller and Purchaser.
16. **Assignment; Successors:** This Agreement may not be transferred or assigned without the prior written consent of both parties. In the event such transfer or assignment is consented to, this Agreement shall inure to the benefit of and bind the parties hereto and their respective successors and assigns.
17. **Counterparts:** This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one of the same instrument.
18. **Survival:** All of the representations, warranties, covenants and agreements made in or pursuant to this Agreement made by Seller shall survive the Closing and shall not merge into the Deed or any other document or instrument executed and delivered in connection herewith.
19. **Captions and Counterparts:** The captions and paragraph headings contained herein are for convenience only and shall not be used in construing or enforcing any of the provisions of this Agreement.
20. **Governing Law; Venue:** This Agreement and all documents and instruments referred to herein shall be governed by, and shall be construed according to, the laws of the Commonwealth of Virginia. Any dispute arising out of performance or non-performance of any term of this Agreement shall be brought in the Circuit Court for the City of Petersburg, Virginia.
21. **Entire Agreement:** This Agreement contains the entire agreement between Seller and Purchaser, and there are no other terms, conditions, promises, undertakings, statements or representations, expressed or implied, concerning the sale contemplated by this Agreement. Any and all prior or subsequent agreements regarding the matters recited herein are hereby declared to be null and void unless reduced to a written addendum to this Agreement signed by all parties in accordance with Section 16.
22. **Copy or Facsimile:** Purchaser and Seller agree that a copy or facsimile transmission of any original document shall have the same effect as an original.
23. **Days:** Any reference herein to "day" or "days" shall refer to calendar days unless otherwise specified. If the date of Closing or the date for delivery of a notice or performance of some other obligation of a party falls on a Saturday, Sunday or legal holiday in the Commonwealth of Virginia, then the date for Closing or such notice of performance shall be postponed until the next business day.
24. **Title Protection:** Deed to this property is conveyed without warranty. During the due diligence period, purchaser may research title issues associated with the property and may purchase title

insurance at his own expense or terminate the agreement in accordance with the provisions of this contract in the event that issues regarding title are discovered.

25. **Development Agreement:** A Development agreement detailing the development scope, budget, funding, schedule and any other agreed upon performance requirements of the Developer will be executed prior to the transfer of the deed for the property.
26. **Reversion Provision:** The deed of conveyance to this property shall contain a provision that this property will revert back to the City if performance requirements are not met by the Developer within the time period specified in the Development Agreement (March 2022) upon Notice of Breach to Developer and failure to timely cure.
27. **Compliance with Zoning, land use and Development requirements:** Execution of this document shall not be construed to affect in any way the obligation of the purchaser to comply with all legal requirements pertaining to zoning, land use, and other applicable laws.

28. IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and years first written.

PURCHASER: James Enterprises LLC
By: Orlando James, Orlando James
Title: President
Date: 10/1/21

SELLER:

The City of Petersburg, Virginia

By: _____, Stuart Turille

Title: City Manager

Date: _____

ESCROW AGENT:

By: _____,

Title: _____

Date: _____

Approved as to form:

Date: _____

By: _____, Anthony Williams

Title: City Attorney

EXHIBIT B- NORTHSIDE GOURMET MARKET PROPOSAL

NGM Ecosystem

Creating Opportunities For Small Businesses & Individuals Within Petersburg/Tricities

Executive Summary

Overview:

"NGM Ecosystem"

is a modular co-working space and business incubator for producers, small businesses, entrepreneurs, freelancers, artists, and creatives.

Operating out of a 20,000 square foot facility, *NGM Ecosystem* offers rentable production, workshop, event, and office spaces for businesses as well as individuals. NGM Ecosystem will house existing and new start-ups and businesses looking to create lasting value to their local communities. The organization will also serve as a launchpad for young entrepreneurs and creatives looking for a place to seek insight and gain educational experience in starting a business or creative project.

The main initiative of NGM Ecosystem will be centered around the principles of **Wellness**. Setting its sights on assisting entrepreneurs and creatives looking to create real-time solutions in health and wellbeing for the local communities.

Wellness initiatives would include:

- Sustainable Food Production
 - Indoor farming
 - Fermented Cultivations
 - Local food storage and distribution for farmers
 - Wellness Hub
 - Cafe
 - Exercise Studio including event space for education and fitness classes such as workshops/yoga/dance/workouts
-

The Problem/Opportunity:

What is the problem and how big is it?

Due to the increased demand for accessible and affordable spaces for small businesses to abide in, there is a strong and evident growth we are currently seeing in the coworking industry within the United States. Not to mention the increased demand for sustainable, natural, and health based solutions resulting from the COVID-19 pandemic.

Main Problems looking to be solved:

- Lack of space for producers and small business owners
- Access to affordable equipment
- Access to wellness based initiative and organic foods
- Large barrier to entry for small businesses and entrepreneurs due to high real estate and cost of overhead
- Traditional co-working spaces don't work for everyone and not everyone works in an office.

Target audience

- NGM Ecosystem will have a diversified target audience

NGM Ecosystem

Creating Opportunities For Small Businesses & Individuals Within Petersburg/Tricities

Executive Summary

- B2B Client would include small businesses, entrepreneurs, freelancers, artists, and creatives
- B2C Clients would individuals seeking access to wellness classes/events/workshops held within the space.

Current Solutions/Competition?

- Gather, Richmond's largest co-working brand now has a total of 5 locations across the state. Gather's concept can be used as a case study for the city of Richmond availability of co-working spaces. However, we are aware that these spaces are limited to office suites that only cater to those that simply need a computer to accomplish their work.

We are moving into a time in our society where more holistic and creative approaches are needed when facing problems and disparities. This is causing us to bring innovation back to the wheel, making wellness and economic prosperity top priority.

A localized innovation center and wellness hub is what we are seeking to create, making The Ecosystem and most importantly Petersburg, a desirable destination to visit.

Growth Opportunity/Scale

Coworking Market

- Global market reports found that the global coworking space market is expected to grow from \$7.97 billion in 2020 to \$13.03 billion in 2025 at a CAGR of 12%. (*"Coworking Space Global Market Report 2021: COVID-19 Growth and Change to 2030"*)
- The number of **coworking** facilities will reach 36,000 by 2025, from 18,000 in 2019. By 2030, the flexible workspace **market** will represent 30% of U.S. office stock. More than 5.1 million people will have a **coworking** membership by 2022.

Wellness Space Market

- The overall global wellness space market is currently valued around \$4.5 trillion dollars.
- Research has shown that over the past few years, consumers are spending their money more on their health and experiences instead of traditionally popular industries such as fashion.
- COVID has catalyzed the demand for more health and wellness focused companies and initiatives

Highlights:

Key benefits and insights would include:

- Promotion of better health within the City of Petersburg
- Creation of jobs for the City of Petersburg. Estimated about 25-40 jobs directly created.

NGM Ecosystem

Creating Opportunities For Small Businesses & Individuals Within Petersburg/Tricities

Executive Summary

- Foster young businesses--the economy's engines of new job creation. Not only are the creation of jobs important, so is the ability for business owners and entrepreneurs to have the ability to create more jobs for the community.
 - Business would include space from local community economic education and success
 - Warehouse development will serve as economic recovery for the city
-

Keys To Success:

In order for NGM Ecosystem to be properly acted on, the organization must in part receive assistance from sponsors, local governments, on the behalf of seeking grants and other financial assistance in order for success.

Partnerships will include:

- City of Petersburg
 - NGM Ecosystems seeks to be included in the city of Petersburg Annual economic development budget.
 - Request for city to redeploy staff to provide technical assistance to business owners as they apply for SBA loans.
 - Our services are very complementary to the city of Petersburg, more specifically it's economic development sector.
 - Virginia Department of Agriculture Services
 - Urban Agricultural Development Funding
 - Petersburg Food Pantry and Relief Programs
 - Virginia State University - Agricultural Entrepreneurship Programs
 - Startup Virginia - Richmond non-profit that assists startups and small business with mentorship and funding
-

Financial Highlights:

Estimated Annual Revenue During First Few Years ~ \$800,000

The total estimated buildout would include: ~\$750,000

- Building Refurbishment: \$270,000
- Production Space: \$130,000
- Kitchen Space: \$170,000
- Office space: \$50,000
- Workshop: \$75,000
- Community Space: \$55,000

NGM Ecosystem

Creating Opportunities For Small Businesses & Individuals Within Petersburg/Tricities

Executive Summary

Canva Pitch Deck that may be helpful to reference:

Main points to hit:

- ☐ Creation of Jobs

NGM Ecosystem

Creating Opportunities For Small Businesses & Individuals Within Petersburg/Tricities

Executive Summary

- ☐ Promotion of better health
- ☐ Space for producers and growers
- ☐ Education
- ☐ Food (organic, natural, sustainable)
- ☐ Economy - codevelopment of small businesses and the city
- ☐ Benefit to city, economy, and people
- ☐ How the city can help and what they can do

Petersburg Economic Development and Annual Budget

<http://www.petersburg-va.org/DocumentCenter/View/6085/Petersburg-FY-2020-21-General-Fund-Amendment>

Coworking statistics

<https://www.businesswire.com/news/home/20210604005309/en/Coworking-Space-Global-Market-Report-2021-COVID-19-Growth-and-Change-to-2030---ResearchAndMarkets.com>

The Solution:

How does your business solve the problem?

Is it a simple or complex solution?

If complex, how can you make it simple, or describe it more simply?

1. Concept
 - a. Wellness collective/co-working space/art expo/innovation space but also boutique where we are super modular and can adapt our space.
2. Space
 - a. Vision/Mission/Purpose (Condensed here for outside stakeholders that may not have vocab) Something here that speaks to the space rather than
3. Value Prop
 - a. Leading with online membership that essentially has no cap on members - very enticing from an investment standpoint. Then also providing the physical innovative and adaptive space that's modular to help entrepreneurs and creatives showcase their products/offerings.

OUR EMPLOYMENT TRAINING MODEL

NGM Ecosystem will operates high-production farms to train individuals who are eager to work but need a supportive environment to develop their strengths as employees. Our Production Assistants, who are admitted after a vigorous recruitment process to assess their suitability and motivation, are involved in every aspect of farm production, including planting, harvesting, washing, weighing, packaging and selling our produce to customers across Petersburg and surrounding areas. Production Assistants work in teams alongside staff, graduates, and volunteers to reach social enterprise sales goals as well as our mission to improve access to healthy food to underserved neighborhoods. Our job training model, which combines rigorous real work experience with an innovative job readiness curriculum, Roots of Success Environmental Studies Curriculum and the TIP Emotional Resiliency Curriculum (below) supports Production Assistants in growing personally and professionally.

MAJOR COMPONENTS OF THE PROGRAM

JOB READINESS TRAINING

All Production Assistants participate in a comprehensive Job Readiness curriculum while at *NGM Ecosystem*. Topics and skills covered in the curriculum include interview prep, cover letter and resume writing, professional communication, managing workplace conflict, developing executive skills, basic computer skills and many others.

ON-THE-JOB PAID FARM TRAINING

Production Assistants will engage in hands-on training on our urban farm located in Petersburg. This includes experience with all aspects of the crop cultivating and harvesting processes. Additionally, the expectations of Production Assistant on the farm are representative of and help prepare Production Assistants for their post-graduation employment. The possibility for this in-person component is reevaluated regularly in accordance with Covid health and safety protocols.

ROOTS OF SUCCESS CERTIFICATION

All Production Assistants will participate in the Roots of Success Environmental Literacy and Work Readiness curriculum. This curriculum covers material on environmental challenges and environmental justice and connects the work being done on the farm to the science behind agriculture and food systems. This program intends to prepare participants for entry level jobs in the green economy.

SUPPORTIVE SERVICES

While enrolled in the program, all Production Assistants have available to them the support of a Case Manager. *NGM Ecosystem* firmly believes that employment stability cannot be achieved if there are other persisting social service needs. The Case Manager is able to make referrals for and provide support around housing, healthcare, mental health care, substance abuse treatment, childcare and any other needs that might arise.

EMPLOYMENT SEARCH

It is *NGM Ecosystem* goal that all Production Assistants have post-program employment plans in place prior to graduation from *NGM Ecosystem*. In the second half of the program, all participants will receive individualized job search and application support to work towards this goal.

SERVSAFE

Program participants will have the opportunity to complete a ServSafe Food Handler's Certification during their time in the program. This certification is needed for most food service or food production jobs.

NGM Ecosystem

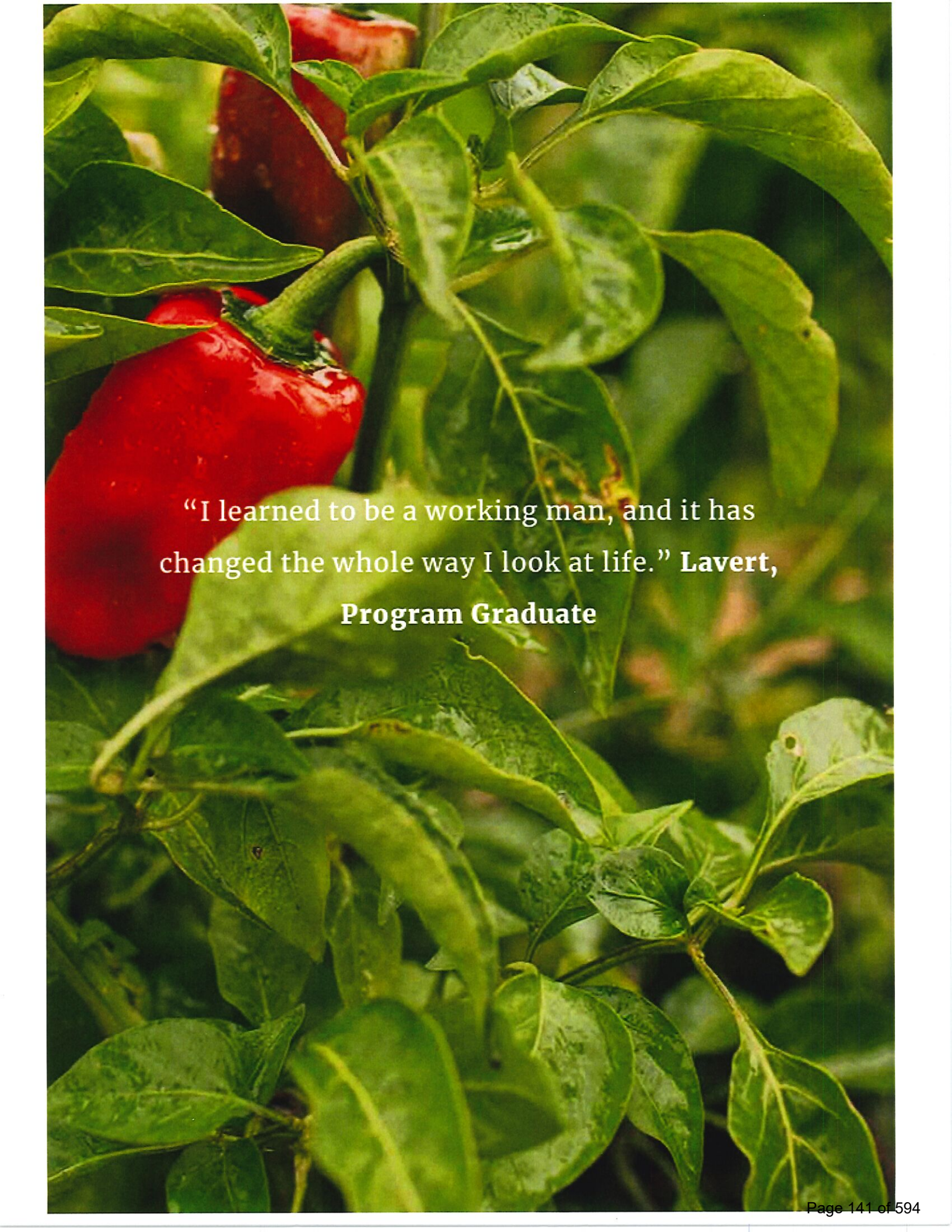
Creating Opportunities For Small Businesses & Individuals Within Petersburg/Tricities

Executive Summary



SOCIAL ENTERPRISE

We grow local, sustainable, beyond-organic specialty produce for Los Angeles restaurants and markets to support our nonprofit farm and programming.

A close-up photograph of a red bell pepper on a green plant with many leaves. The pepper is bright red and glossy, hanging from a stem. The leaves are green and have some small holes, suggesting they might be eaten by insects. The background is blurred, showing more of the plant.

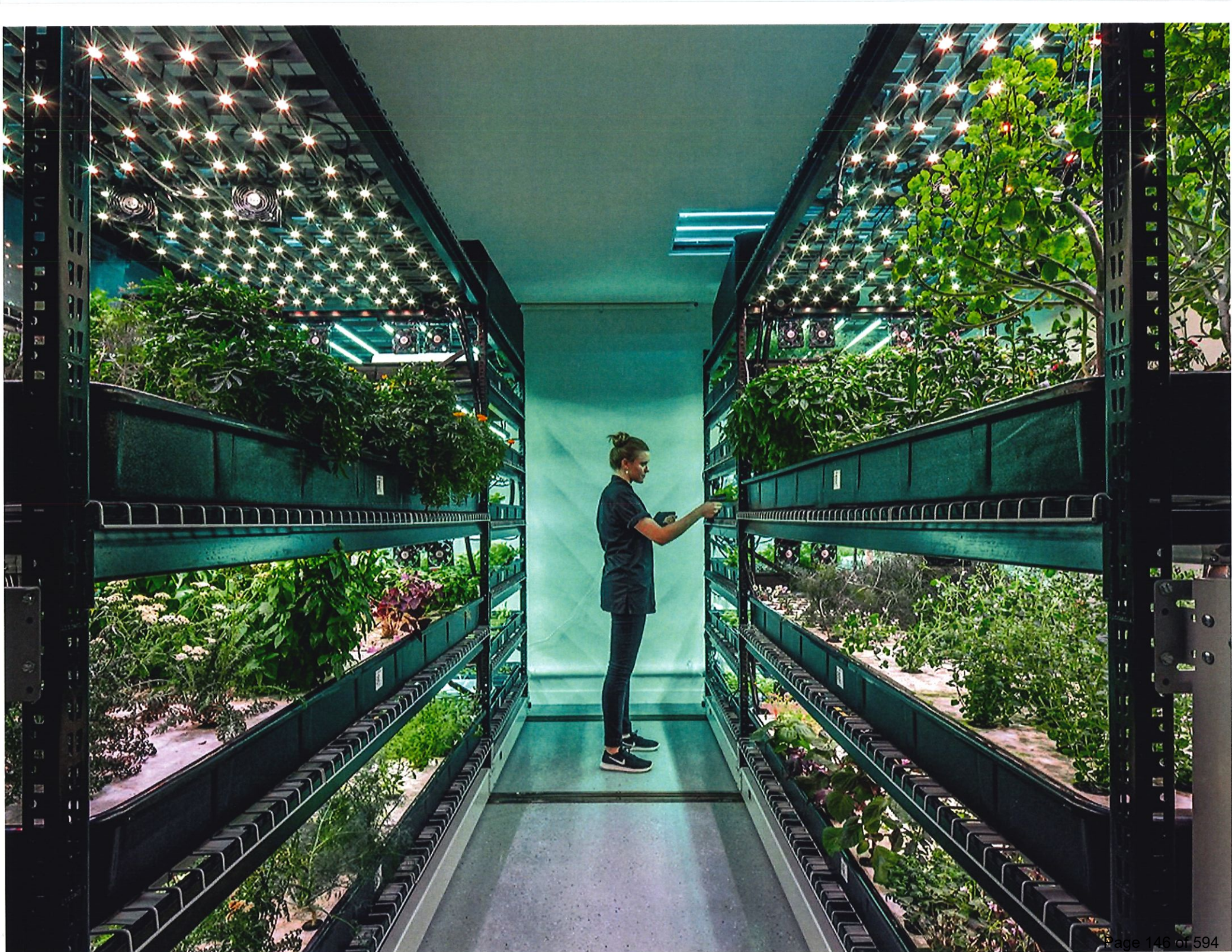
“I learned to be a working man, and it has
changed the whole way I look at life.” **Lavert,**
Program Graduate























Petersburg, Virginia

Parcel: 024130012

Summary

Owner Name	CITY OF PETERSBURG	National Historic District:	Battersea/West High Street
Owner Mailing Address	135 N. Union St Petersburg , VA 23803	Enterprise Zone:	
Property Use	485	Opportunity Zone:	
State Class:	7 Exempt Local	VA Senate District:	16
Zoning:	M-1	Va House District:	63
Property Address	835 COMMERCE ST Petersburg , VA	Congressional District:	4
Legal Acreage:	1.304	City Ward:	5
Legal Description:	Pridesfield .62 ACRES	Polling Place:	Westview School
Subdivision:	Pridesfield	Primary Service Area:	
Assessment Neighborhood Name:		Census Tract:	8103
Local Historic District:	Battersea/West High Street	Elementary School:	Pleasants Lane
		Middle School:	Vernon Johns Middle School
		High School:	Petersburg High School

Improvements

Finished (Above Grade):	14,363	Shed:	
Basement:		Total Rooms:	0
Attached Garage:		Bedrooms:	0
Detached Garage:		Full Baths:	0
Enclosed Porch:		Half Baths:	0
Open Porch:		Foundation:	
Deck/Patio:		Central A/C:	90%

Ownership History

Previous Owner Name	Sale Date	Sale Price	Doc # or Deed Book/pg
	3/9/2006	\$1	2006/1156

Assessments

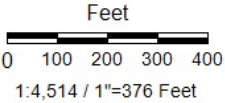
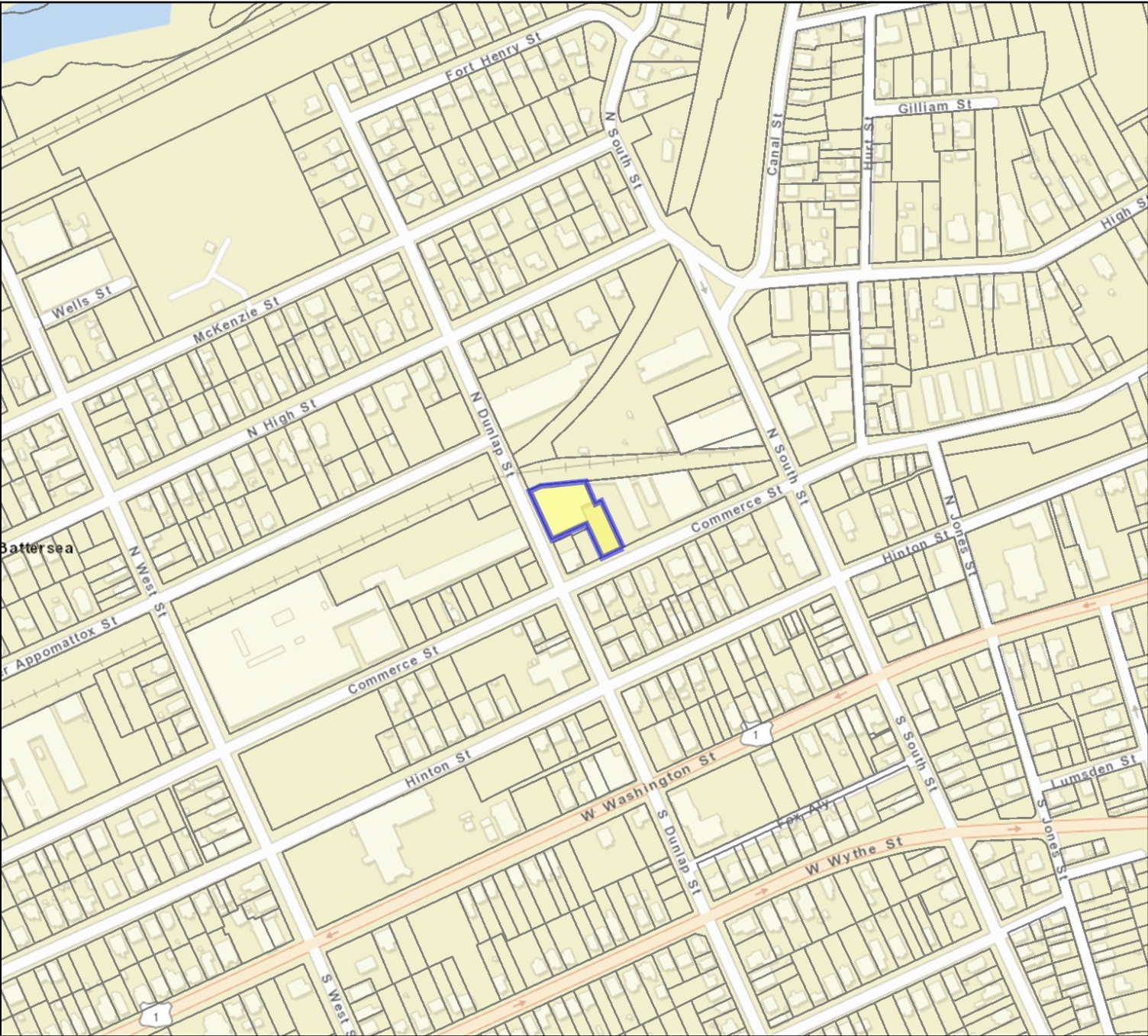
Valuation as of	01/01/2017	01/01/2018	01/01/2019	01/01/2020	01/01/2021
Effective for Billing:	07/01/2017	07/01/2018	07/01/2019	07/01/2020	07/01/2021
Reason					
Land Value	\$31,600	\$31,600	\$31,600	\$31,600	\$31,600
Improvement Value	\$795,200	\$795,200	\$795,200	\$795,200	\$399,300
Total Value	\$826,800	\$826,800	\$826,800	\$826,800	\$430,900

Property Tax (Coming Soon)

Petersburg, Virginia

Legend

- County Boundaries
- Parcels



Parcel #: 024130012

Date: 11/15/2021

DISCLAIMER: This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and City of Petersburg is not responsible for its accuracy or how current it may be.

835 Commerce St



Proposal to Purchase City-Owned Property



Purchaser	
Project Name	Northside Gourment EcoSystem
Property Address	835 Commerce Street
Parcel Number	024-130012
Year Constructed	
Project Developer	Ezaddin Alshami
Contact Name	atmwgllc@gmail.com
Address	804-243-11069
Email	
Experience/Qualifications	current owner operator of Northside Gourment Richmond, VA
Development Description	The proposed use is to create a modular co-working space and business incubator for producers, small businesses, entrepreneurs, freelancers, artists and creatives who seek to
Offered Purchase Price	\$150,000
	Construction Costs \$ 750,000.00
	Total Investment \$ 900,000.00
Description of Financing (%)	finance
Community Benefit	Taxes, Jobs
Due Diligence Period (days)	120 days
Construction Start Date	after closing
Completion Date	90 days
Number of Projected Jobs	Temp/Const. Jobs
	Permanent Jobs
Average Wage	
Contingencies	

City Assessment	
Outstanding Obligations	
Proposed Land Use	Commercial
Comp Plan Land Use	Commercial
Zoning	M1
Enterprise Zone	Yes
Rehab/Abatement	Yes
New Construction	NA
Historic District	Battersea/West High Street
Assessed Value	\$ 430,900.00
Appraised Value	\$ -
Date	
City Revenue from Sale	\$ (280,900.00)
Projected Tax Revenue	Abatement
Real Estate Tax	\$ -
Personal Property Tax	\$ -
Machinery and Tools Tax	\$ -
Sales and Use Tax	\$ -
Business License Fee	\$ -
Lodging Tax	\$ -
Meals Tax	\$ -
Other Taxes or Fees	\$ -
Total	\$ -
Total Tax Revenue	\$ 5,817.15
Waivers & Other Costs to the City	\$ -
City ROI (Revenue - Cost)	\$ 5,817.15
Staff Recommendation	
Last Use Public	Comm. Review Date
Council Decision	Council Review Date
Disposition Ord #	Ord Date

REAL ESTATE PURCHASE AGREEMENT

Assessed Value: \$430,900

Consideration: \$150,000

Tax Map No.: 024-130012, 835 Commerce Street, Petersburg, VA 23803

This Real Estate Purchase Agreement (the "Agreement") is dated December 14, 2021, between the CITY OF PETERSBURG, a municipal corporation of the Commonwealth of Virginia, hereinafter referred to as "Seller" and party of the first part, Northside Gourmet Market, hereinafter referred to as "Purchaser", and party of the second part, and Pender & Coward (the "Escrow Agent") and recites and provides the following:

RECITALS:

The Seller owns certain parcel(s) of property and all improvements thereon and appurtenances thereto located in Petersburg, Virginia, commonly known as: 835 Commerce Street; Tax Map Number 024-130012 (Property).

Purchaser desires to purchase the Property and Seller agrees to sell the Property subject to the following terms and provisions of this Agreement:

1. **Sale and Purchase:** Subject to the terms and conditions hereof, Seller shall sell and Purchaser shall purchase, the Property. The last date upon which this Agreement is executed shall be hereinafter referred to as the "Effective Date".
2. **Purchase Price:** The purchase price for the Property is one hundred five hundred dollars (\$150,000) (the "Purchase Price"). The Purchase Price shall be payable all in cash by wired transfer or immediately available funds at Closing.
3. **Deposit:** Purchaser shall pay ten percent (10%) of the Purchase Price, ten thousand five hundred dollars (\$10,500), (the "Deposit") within fifteen (15) business days of the Effective Date to the Escrow Agent which shall be held and disbursed pursuant to the terms of this Agreement.
4. **Closing:** Closing shall take place on or before ninety (90) calendar days after the completion of the Due Diligence Period described in Section 5. Purchaser may close on the Property prior to completion of the Due Diligence Period with reasonable advance notice to Seller. At Closing, Seller shall convey to Purchaser, by Deed Without Warranty, good and marketable title to the Property in fee simple, subject to any and all easements, covenants, and restrictions of record and affecting the Property and current taxes.

In the event a title search done by Purchaser during the Due Diligence Period reveals any title defects that are not acceptable to the Purchaser, Purchaser shall have the right, by giving written notice to the Seller within the Due Diligence Period, to either (a) terminate this Agreement, in which event this Agreement shall be null and void, and none of the parties hereto shall then have any further obligation to any other party hereto or to any third party and the entire Deposit is refunded to the Purchaser or (b) waive the title objections and proceed as set forth in this Agreement. Seller agrees to cooperate with Purchaser to satisfy all reasonable requirements of Purchaser's title insurance carrier.

5. **Due Diligence Period:** Not to exceed one hundred twenty (120) calendar days after the Effective Date. The Purchaser and its representatives, agents, employees, surveyors, engineers, contractors and subcontractors shall have the reasonable right of access to the Property for the purpose of inspecting the Property, making engineering, boundary, topographical and drainage surveys, conducting soil test, planning repairs and improvements, and making such other tests, studies, inquires and investigations of the Property as the Purchaser may deem necessary. The Purchaser agrees that each survey, report, study, and test report shall be prepared for the benefit of, and shall be certified to, the Purchaser and Seller (and to such other parties as the Purchaser may require). A duplicate original of each survey, report, study, test report shall be delivered to Seller's counsel at the notice address specified in Section 15 hereof within ten (10) days following Purchaser's receipt thereof.

Purchaser shall be responsible for paying all closing costs associated with this purchase including but not limited to the real estate commission, Seller's attorney fees, applicable Grantor's tax and the cost associated with the preparation of the deed and other Seller's documents required hereunder. All closing costs shall be paid by the Purchaser.

- a. At or before the extinguishing of the Due Diligence Period, the Purchaser shall draft a Development Agreement in conformance with the proposal presented to City Council on December 14, 2021. Such proposal shall be reviewed by the City to determine its feasibility and consistency with the original proposal made on December 14, 2021. Approval and execution of the Development Agreement shall not be unreasonably withheld by either party, and execution of the Development Agreement by all parties shall be a condition precedent to closing on the property. The Development Agreement shall be recorded by reference in the deed of conveyance to the Property which shall include reverter to the City in the event that the Developer fails to comply with the terms of the Development Agreement.
- b. During the Due Diligence Period, the Purchaser and any of their paid or voluntary associates and/or contractors must agree to sign a 'Hold Harmless Agreement' prior to entering vacant property located at 835 Commerce Street; Tax Map 024-130012 (Property). This agreement stipulates that to the fullest extent permitted by law, to defend (including attorney's fees), pay on behalf of, indemnify, and hold harmless the City, its elected and appointed officials, employees, volunteers, and others working on behalf of the City against any and all claims, demands, suits or loss, including all costs

connected therewith, and for any damages which may be asserted, claimed or recovered against or from the City, its elected and appointed officials, employees, volunteers, or others working on behalf of the City, by any reason of personal injury, including bodily injury or death, and/or property damage, including loss of use thereof which arise out of or is in any way connected or associated with entering the vacant property located at 835 Commerce Street; Tax Map 024-130012 (Property).

6. Termination Prior to Conclusion of Due Diligence Phase:

- a. If Purchaser determines that the project is not feasible during the Due Diligence Period, then, after written notice by Purchaser delivered to Seller, ninety percent (90%) of the Purchase Price shall be returned to the Purchaser and ten percent (10%) of the Purchase Price shall be disbursed to Seller from the Deposit held by Escrow Agent and the Purchaser waives any rights or remedies it may have at law or in equity.
- b. If during the Due Diligence phase Seller determines that Purchaser does not possess sufficient resources to complete the Development Agreement, then ninety percent (90%) of the Purchase Price shall be returned to the Purchaser and ten percent (10%) of the Purchase Price shall be disbursed to Seller from the Deposit held by Escrow Agent.
- c. If the parties are unable to agree on the terms of the Development Agreement as required by paragraph 5(a) of this Agreement after good faith efforts by the parties, then ninety percent (90%) of the Purchase Price shall be returned to the Purchaser and ten percent (10%) of the Purchase Price shall be disbursed to Seller from the Deposit held by Escrow Agent. If either party fails to exercise good faith in the efforts to reach a Development Agreement, then the other party shall be entitled to one hundred percent (100%) of the Deposit.

7. Seller's Representations and Warranties: Seller represents and warrants as follows:

- a. To the best of Seller's knowledge, there is no claim, action, suit, investigation or proceeding, at law, in equity or otherwise, now pending or threatened in writing against Seller relating to the Property or against the Property. Seller is not subject to the terms of any decree, judgment or order of any court, administrative agency or arbitrator which results in a material adverse effect on the Property or the operation thereof.
- b. To the best of Seller's knowledge, there are no pending or threatened (in writing) condemnation or eminent domain proceedings which affect any of the Property.
- c. To the best of Seller's knowledge, neither the execution nor delivery of the Agreement or the documents contemplated hereby, nor the consummation of the conveyance of the Property to Purchaser, will conflict with or cause a breach of any of the terms and conditions of, or constitute a default under, any agreement, license, permit or other instrument or obligation by which Seller or the Property is bound.
- d. Seller has full power, authorization and approval to enter into this Agreement and to carry out its obligations hereunder. The party executing this Agreement on behalf of Seller is fully authorized to do so, and no additional signatures are required.

- e. The Property has municipal water and sewer lines and has gas and electric lines at the line. Seller makes no representation as to whether the capacities of such utilities are sufficient for Purchaser's intended use of Property.
- f. Seller has not received any written notice of default under, and to the best of Seller's knowledge, Seller and Property are not in default or in violation under, any restrictive covenant, easement or other condition of record applicable to, or benefiting, the Property.
- g. Seller currently possesses and shall maintain until Closing general liability insurance coverage on the Property which policy shall cover full or partial loss of the Property for any reason in an amount equal to or exceeding the Purchase Price.

As used in this Agreement, the phrase "to the best of Seller's knowledge, or words of similar import, shall mean the actual, conscious knowledge (and not constructive or imputed knowledge) without any duty to undertake any independent investigation whatsoever. Seller shall certify in writing at the Closing that all such representations and warranties are true and correct as of the Closing Date, subject to any changes in facts or circumstances known to Seller.

8. Purchaser's Representations and Warranties:

- a. There is no claim, action, suit, investigation or proceeding, at law, in equity or otherwise, now pending or threatened in writing against Purchaser, nor is Purchaser subject to the terms of any decree, judgment or order of any court, administrative agency or arbitrator, that would affect Purchaser's ability and capacity to enter into this Agreement and transaction contemplated hereby.
- b. Purchaser has full power, authorization and approval to enter into this Agreement and to carry out its obligation hereunder. The party executing this Agreement on behalf of Purchaser is fully authorized to do so, and no other signatures are required.

9. **Condition of the Property:** Purchaser acknowledges that, except as otherwise set forth herein, the Property is being sold "AS IS, WHERE IS AND WITH ALL FAULTS", and Purchaser has inspected the Property and determined whether or not the Property is suitable for Purchaser's use. Seller makes no warranties or representations regarding the condition of the Property, including without limitation, the improvements constituting a portion of the Property or the systems therein.

10. **Insurance and Indemnification:** Purchaser shall indemnify Seller from any loss, damage or expense (including reasonable attorney's fees and costs) resulting from Purchaser's use of, entry upon, or inspection of the Property during the Due Diligence Period. This indemnity shall survive any termination of this Agreement. Notwithstanding any other provision of this Agreement, Purchaser's entry upon the subject property and exercise of due diligence is performed at Purchaser's sole risk. Purchaser assumes the risk and shall be solely responsible for any injuries

to Purchaser, its employees, agents, assigns and third parties who may be injured or suffer damages arising from Purchaser's entry upon the property and the exercise of Purchaser's due diligence pursuant to this Agreement.

11. **Escrow Agent:** Escrow Agent shall hold and disburse the Deposit in accordance with the terms and provisions of this Agreement. In the event of doubt as to its duties or liabilities under the provisions of this Agreement, the Escrow Agent may, in its sole discretion, continue to hold the monies that are the subject of this escrow until the parties mutually agree to the disbursement thereof, or until a judgment of a court of competent jurisdiction shall determine the rights of the parties thereto. In the event of any suit where Escrow Agent interpleads the Deposit, the Escrow Agent shall be entitled to recover a reasonable attorney's fee and cost incurred, said fees and cost to be charged and assessed as court costs in favor of the prevailing party. All parties agree that the Escrow Agent shall not be liable to any party or person whomsoever for mis-delivery to Purchaser or Seller of the Deposits, unless such mis-delivery shall be due to willful breach of this Agreement or gross negligence on the part of the Escrow Agent. The Escrow Agent shall not be liable or responsible for loss of the Deposits (or any part thereof) or delay in disbursement of the Deposits (or any part thereof) occasioned by the insolvency of any financial institution unto which the Deposits is placed by the Escrow Agent or the assumption of management, control, or operation of such financial institution by any government entity.
12. **Risk of Loss:** All risk of loss or damage to the Property by fire, windstorm, casualty or other cause is assumed by Seller until Closing. In the event of a loss or damage to the Property or any portion thereof before Closing, Purchaser shall have the option of either (a) terminating this Agreement, in which event the Deposit shall be returned to Purchaser and this Agreement shall then be deemed null and void and none of the parties hereto shall then have any further obligation to any other party hereto or to any third party, or (b) affirming this Agreement, in which event Seller shall assign to Purchaser all of Seller's rights under any applicable policy or policies of insurance and pay over to Purchaser any sums received as a result of such loss or damage. Seller agrees to exercise reasonable and ordinary care in the maintenance and upkeep of the Property between the Effective Date and Closing. Purchaser and its representatives shall have the right to make an inspection at any reasonable time during the Due Diligence Period or prior to Closing.
13. **Condemnation:** If, prior to Closing, all or any part of the Property shall be condemned by governmental or other lawful authority, Purchaser shall have the right to (1) complete the purchase, in which event all condemnation proceeds or claims thereof shall be assigned to Purchaser, or (2) terminate this Agreement, in which event the Deposit shall be returned to Purchaser and this Agreement shall be terminated, and this Agreement shall be deemed null and void and none of the parties hereto shall then have any obligation to any other party hereto or to any third party, except as otherwise provided in this Agreement.
14. **Notices:** All notices and demands which, under the terms of this Agreement must or may be given by the parties hereto shall be delivered in person or sent by Federal Express or other comparable overnight courier, or certified mail, postage prepaid, return receipt requested, to the respective hereto as follows:

SELLER:

The City of Petersburg

Stuart Turille

City Manager

135 North Union Street

Petersburg, VA 23803

Anthony C. Williams, City Attorney

City of Petersburg, Virginia

135 N. Union Street

Petersburg, VA 23803

PURCAHSER:

COPY TO:

Notices shall be deemed to have been given when (a) delivered in person, upon receipt thereof by the person to whom notice is given, (b) as indicated on applicable delivery receipt, if sent by Federal Express or other comparable overnight courier, two (2) days after deposit with such courier, courier fee prepaid, with receipt showing the correct name and address of the person to whom notice is to be given, and (c) as indicated on applicable delivery receipt if sent via certified mail or similar service.

15. **Modification:** The terms of this Agreement may not be amended, waived or terminated orally, but only by an instrument in writing signed by the Seller and Purchaser.

16. **Assignment; Successors:** This Agreement may not be transferred or assigned without the prior written consent of both parties. In the event such transfer or assignment is consented to, this Agreement shall inure to the benefit of and bind the parties hereto and their respective successors and assigns.
17. **Counterparts:** This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one of the same instrument.
18. **Survival:** All of the representations, warranties, covenants and agreements made in or pursuant to this Agreement made by Seller shall survive the Closing and shall not merge into the Deed or any other document or instrument executed and delivered in connection herewith.
19. **Captions and Counterparts:** The captions and paragraph headings contained herein are for convenience only and shall not be used in construing or enforcing any of the provisions of this Agreement.
20. **Governing Law; Venue:** This Agreement and all documents and instruments referred to herein shall be governed by, and shall be construed according to, the laws of the Commonwealth of Virginia. Any dispute arising out of performance or non-performance of any term of this Agreement shall be brought in the Circuit Court for the City of Petersburg, Virginia.
21. **Entire Agreement:** This Agreement contains the entire agreement between Seller and Purchaser, and there are no other terms, conditions, promises, undertakings, statements or representations, expressed or implied, concerning the sale contemplated by this Agreement. Any and all prior or subsequent agreements regarding the matters recited herein are hereby declared to be null and void unless reduced to a written addendum to this Agreement signed by all parties in accordance with Section 16.
22. **Copy or Facsimile:** Purchaser and Seller agree that a copy or facsimile transmission of any original document shall have the same effect as an original.
23. **Days:** Any reference herein to "day" or "days" shall refer to calendar days unless otherwise specified. If the date of Closing or the date for delivery of a notice or performance of some other obligation of a party falls on a Saturday, Sunday or legal holiday in the Commonwealth of Virginia, then the date for Closing or such notice of performance shall be postponed until the next business day.
24. **Title Protection:** Deed to this property is conveyed without warranty. During the due diligence period, purchaser may research title issues associated with the property and may purchase title insurance at his own expense or terminate the agreement in accordance with the provisions of this contract in the event that issues regarding title are discovered.

25. **Development Agreement:** A Development agreement detailing the development scope, budget, funding, schedule and any other agreed upon performance requirements of the Developer will be executed prior to the transfer of the deed for the property.
26. **Reversion Provision:** The deed of conveyance to this property shall contain a provision that this property will revert back to the City if performance requirements are not met by the Developer within the time period specified in the Development Agreement upon Notice of Breach to Developer and failure to timely cure.
27. **Compliance with Zoning, land use and Development requirements:** Execution of this document shall not be construed to affect in any way the obligation of the purchaser to comply with all legal requirements pertaining to zoning, land use, and other applicable laws.

28. IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and years first written.

PURCHASER: _____

By: _____, _____

Title: _____

Date: _____

SELLER:

The City of Petersburg, Virginia

By: _____, Stuart Turille

Title: City Manager

Date: _____

ESCROW AGENT:

By: _____,

Title: _____

Date: _____

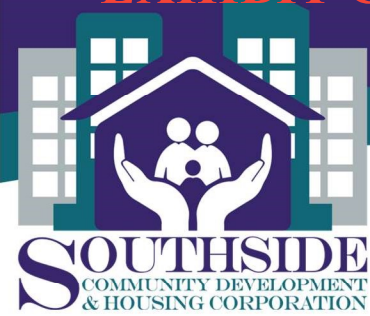
Approved as to form:

Date: _____

By: _____, Anthony Williams

Title: City Attorney

EXHIBIT C SCHDC PROPOSAL



835 Commerce Street Revitalization Project Plan Southside Community Development & Housing Corporation



Executive Summary

Southside Community Development & Housing Corporation (SCDHC) is seeking to obtain ownership of the former Salvation Army Men's Shelter at 835 Commerce Street currently owned by the City of Petersburg for redevelopment of the property. SCDHC will convert 835 Commerce Street into a communal living space with 12 market-rate studio apartments, a shared kitchen, dining, exercise room, laundry, and living spaces. The 835 Commerce Street community will also include several amenities aimed at promoting pathways to homeownership in Petersburg with office space dedicated to a small business center and to hosting SCDHC's free homeownership education, prepurchase counseling, credit counseling, and career/employment counseling programs. This project will fill a gap in Petersburg's housing market for single working adults, including active military members, firefighters, teachers, and grad students, who are simultaneously housing cost burdened, looking for lower-maintenance housing, and want to keep the amenities of more expensive apartment complexes. SCDHC will be an effective developer for this project. Since 1988, SCDHC has developed 668 units of homeownership and rental housing in Central Virginia, has aided the redevelopment of several disinvested Richmond neighborhoods, and has helped thousands of families purchase their first home. As SCDHC expands its housing development and homeownership counseling services in Petersburg, the 835 Commerce Street project will be the perfect opportunity to showcase SCDHC's strengths as a community development partner to the City of Petersburg; this project will redevelop a blighted property in a priority area for the City, will create local jobs with quality wages, will provide housing solutions for important community members, and will provide the services and resources to promote successful homeownership among those community members to create new community stakeholders who are further investing in their communities.



Company Description

Southside Community Development & Housing Corporation (SCDHC) first opened its doors in the Old South District of Richmond, Virginia, in 1988. It is the only historically Black-led nonprofit community development corporation in Central Virginia which engages in the development of single- and multi-family housing and housing counseling services. SCDHC has had significant success in advancing Black homeownership and rebuilding disinvested neighborhoods throughout Richmond, Henrico, and Chesterfield. Since 1988, SCDHC has built 668 units of homeownership and rental housing and has provided counseling services to over 10,000 families in homeownership education and pre- and post-purchase counseling.

We began with an earnest desire to revitalize the Old South District, which was once a thriving, urban community in the heart of Richmond. Over the years, the Old South District declined and gained a reputation as one of Richmond's most poverty-stricken and crime-ridden communities. With the help of grant funding and partners who believed in our vision, SCDHC successfully catalyzed the transformation of the Old South District of Richmond, Virginia, from a community of blighted neighborhoods, into a functioning, self-sufficient, mixed-income community of families with hope. As we progressed, we expanded our purpose to incorporate our desire to reach beyond the scope of the Old South District of Richmond. We began to extend our services to communities throughout the Richmond area, as well as the Commonwealth of Virginia. In 1998, SCDHC launched its HUD-approved Housing Counseling Center, providing comprehensive rental, prepurchase, and foreclosure prevention counseling throughout Central Virginia. In 2019, SCDHC further expanded its social programs to include Virginia's first English/Spanish bilingual Financial Opportunity Center, providing financial, employment, and wealth building services for Black and Latinx individuals and households in the communities we work in. Today, we have a strong commitment to our mission, which is to use a holistic approach to create viable, thriving, and sustainable communities. We achieve this by providing residential and commercial development, homeownership education and counseling, financial counseling and coaching, employment services, technology training, and supportive programs to low-income families throughout the Central Virginia region.

SCDHC has been successful in the past 5 years working towards its mission of creating viable, thriving, and sustainable communities through its housing development and social services. SCDHC is also proud of its achievements in advancing racial and health equity in Central Virginia over the past 5 years, particularly during the COVID-19 pandemic. On the Housing Development side in the past 5 years, SCDHC has completed 16 new homes at



Mimosa Creek, 34 homes in Chesterfield County at Rachel's Way, completed 33 homes at Matthews at Chestnut Hill, and 23 additional scattered-site homes across Richmond and Henrico. SCDHC is also nearing completion of 8 new attached townhomes at its Hollands subdivision at Perry Street in Swansboro. Through its HUD-approved Housing Counseling program in the past 5 years, SCDHC has assisted 881 clients in purchasing homes, including 580 in Richmond City, 174 in Henrico County, and 55 in Chesterfield County. SCDHC has a strong commitment to racial equity in its homebuyer education and prepurchase counseling programs, and in the past 5 years 91% of SCDHC's homebuyers are Black or African American and 96% are BIPOC. In addition, 79% of SCDHC homebuyers over the past 5 years are female heads of household and the average age of homebuyers is 38 years old. SCDHC is proud to create these valuable wealth building opportunities for historically disadvantaged populations through its housing counseling programs.

As an extension to our housing counseling services, SCDHC has administered the Virginia Rent Relief Program (RRP) as a subgrantee to DHCD and HOME of Virginia since July 2021, stabilizing over 500 renters financially impacted by the COVID-19 pandemic. With the support of LISC in 2019, SCDHC launched Virginia's first English/Spanish bilingual Financial Opportunity Center (FOC) to better meet the financial needs of the growing Latinx population in Central Virginia as well as the financial needs of SCDHC's existing, predominantly Black, client base. Through the FOC, SCDHC has coaches who offer four additional services in English and Spanish, aimed at moving clients toward financial stability and accumulation of assets and wealth: 1) Employment placement and career improvement; 2) Financial education and coaching; 3) Income supports access; and 4) Digital inclusion and opportunity. The FOC and Housing Counseling program are now integrated, which means seamless service delivery for people as they move from un/underemployment, toward financial stability, and for those clients who are ready, homeownership. SCDHC's counseling and training services are being expanded to reach more prospective homebuyers especially in the Latinx community. Overall, SCDHC's social services provide a wide range of comprehensive financial empowerment services to approximately 500 clients per year, providing pathways to financial and housing security for these clients and impacting the broader racial and health equity of Central Virginia.

Market Analysis

Please see attached Market Analysis



Competitive Analysis

Not Applicable

Organization Structure

Please see attached Organizational Chart, Board Roster, and Articles of Incorporation

Breakdown of Products and Services

Please see attached SCDHC Services Flyer

Marketing Plan

This project will be marketed through various channels including apartment search websites, social media, SCDHC's website, Virginia Housing's website and press release (pending grant approval), property management website and outreach, outreach to local churches, businesses, Virginia State University civic organizations, local radio, television stations, free housing tours, housing workshops and events. SCDHC has a large social media, radio, and television marketing contract with Four Deep Multimedia, LLC., to advertise its Rent Relief Program and will continue that marketing plan as needed to support this project.

Capital Budget

Please see attached Capital Budget

Operating Budget

Please see attached Operating Budget



Pro Forma

Please see attached Development Pro Forma

Audit and Financial Statements

Please see attached Audit and Current Financial Statements

Site Development Plans

SCDHC will convert 835 Commerce Street into a communal living space with 12 market-rate efficiency apartments (approximately 400 sq.ft.) and shared kitchen, dining, exercise room, laundry, and living spaces. This community will also include several amenities aimed at promoting pathways to homeownership in Petersburg with office space dedicated to a small business center and to hosting SCDHC's free homeownership education, prepurchase counseling, credit counseling, and career/employment counseling programs. The target population for this project is single working adults looking for lower-maintenance housing, with a focus on active military members, firefighters, teachers, and grad students. Proposed development will leave the building's exterior intact and will renovate the interior of the building to support the communal living space and amenities. Unit placement and buildout will make use of the existing layout and divisions of the building. The largest renovation SCDHC will undertake with this project is expanding plumbing, electricity, and HVAC to reach each individual unit. SCDHC will also redevelop the grounds on the property to include outdoor recreational space and a small, enclosed dog park.

This project will provide several benefits to the tenants of the building as well as the City of Petersburg. Firstly, this project will provide high quality, low maintenance, naturally affordable housing for single working adults who are housing cost burdened. This project will also provide amenities, recreational spaces, and free access to wealth building and homeownership services. For the City of Petersburg, this project will revitalize a blighted property on Commerce Street, contributing to the area's redevelopment, and will promote successful homeownership among important community stakeholders in Petersburg. SCDHC expects this project to create 21 temporary construction jobs with Davis-Bacon wages. This project will also create more permanent jobs in the City than a typical residential project,



with SCDHC expecting 7 permanent employees on-site between maintenance staff and SCDHC programmatic staff with an average wage of \$22 per hour.

SCDHC will use its construction lines of credit with Virginia Community Capital to develop this project. If awarded, SCDHC will also apply for low-interest construction loans from Virginia Housing (SPARC) and LISC as well as Virginia Housing's \$150,000 Stabilization Grant for adaptive reuse of vacant and blighted existing structures. SCDHC has built a 2% construction contingency into the development cost of this project. SCDHC expects a due diligence period of 90 days and plans to begin construction in July of 2022. SCDHC estimates a construction timeline of 7-8 months for completion, setting project completion February of 2023.

Please see additional attached Site Development Plan Draft.



Board of Directors 2021-2022

OFFICERS

Twandra Lomax-Brown Chair

VA Cooperative Extension
Family & Consumer Sciences Faculty
Educator
*Serving Low and moderate income
neighborhoods*

Lawrence Wilder, Jr. Vice Chair

Senior Policy Advisor
Department of Small Business & Supplier
Diversity

Caroline Browder Treasurer

Real Estate Attorney
Roth Jackson
Richmond, VA

Corey Martin Secretary

Professional Career Institute
Director of Admissions
*Community Resident-Blackwell
Richmond, VA*

Christopher Snead

Director At Large
Agricultural
Manakin, VA

DIRECTORS

Randy Cooper

Richmond Heritage Credit
Union President/CEO
Located in the Manchester
Community, *Serving low to
moderate income residents
in the Southside of
Richmond, VA*

Willie Fobbs, III

VA Dept. of Housing &
Community Development,
Associate Director of Housing
*Serving Low and moderate
income neighborhoods*

Antione Green

President
Richmond Urban Collective
*Community Resident Randolph
Richmond, VA*

David White, Jr.

Virginia Housing Development
Authority
Lending Group Manager
*Serving Low & moderate
income neighborhoods
Richmond, VA*

ABOUT US

SCDHC's mission is to use a holistic approach to create viable, thriving and sustainable communities.

We achieve this by providing residential and commercial development, homeownership education and counseling, financial counseling and coaching, employment services, and supportive programs to low-income families throughout the Central Virginia region.

Our services help our clients gain financial independence *and stability*.



Southside Community Development & Housing Corporation

1624 Hull Street
Richmond, VA 23224

Phone: 804-231-4449
E-mail: community@scdhc.com
Website: scdhc.com



“Creating Viable, Thriving & Sustainable Communities”



SCDHC Homes

With over thirty years of experience in creating affordable housing, we use our expertise to help individuals and families build their wealth and prepare for homeownership. SCDHC is the largest nonprofit single-family housing developer in the Richmond Metro Area and builds homes in the City of Richmond, Chesterfield County, and Henrico County.

All SCDHC homes are EarthCraft Certified, use Energy Star appliances and lighting, and meet HUD Housing Quality Standards (HQS). SCDHC does this to increase the energy efficiency of our homes, decrease your energy bills, and ensure the health and safety of families living in our homes. SCDHC homes also feature stainless steel appliances, cable and telephone lines, a security system, ceiling fans (selected areas) a deck or patio, and hardwood flooring (selected areas).

For more information or to inquire about the availability of our homes, please contact our listing agent:

Smitty Smith:
Email: smitty@rivercitybluesrealty.com
Phone: (804) 350-4139



Homeownership Services

SCDHC offers several services through its HUD-approved housing counseling program to help low- and moderate-income first-time homebuyers purchase a home. Our services include Homebuyer Education, Pre-Purchase Counseling, the VIDA Savings Match program, Down Payment and Closing Cost Assistance, and Post-Purchase Counseling.

Eligibility requirements for Down Payment and Closing Cost Assistance include a stable income of at least \$35,000, a credit score of at least 640, and at least \$1,500 in savings. The Virginia Individual Development Accounts (VIDA) program helps qualified individuals save for a down payment on a home by matching \$8 for every \$1 the participant saves, up to a \$4,000 match. For more information about our homeownership program, please visit our website or contact our Housing Counseling Program Manager:

Cierra Mays:
Email: cmays@scdhc.com
Phone: (804) 231-4449 ext. 102

Financial Opportunity Center (FOC)

The SCDHC FOC services assist individuals and families with increasing their earnings, reducing their expenses, and making appropriate financial decisions to reach financial independence and begin to build their wealth. The FOC provides all its services in English and Spanish in three major areas: Financial, Employment, and Benefits Counseling.

Financial Counseling can help individuals and families to improve and maintain their credit and work on a budget.

Employment Counseling and Vocational Training can help open opportunities for individuals to secure new employment or increase their hours or wages.

Benefits Counseling can help individuals apply for and obtain the income support benefits they qualify for.

For more information about the FOC's services, please visit our website, register for the FOC Orientation Workshop, or contact our FOC Program Manager:

Nury Mojica:
Email: nmojica@scdhc.com
Phone: (804) 231-4449 ext. 216



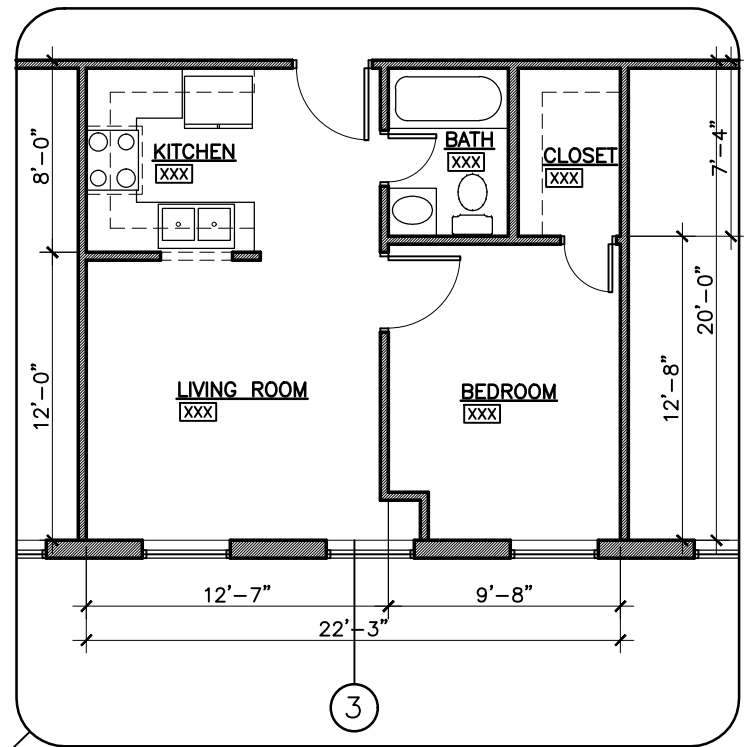
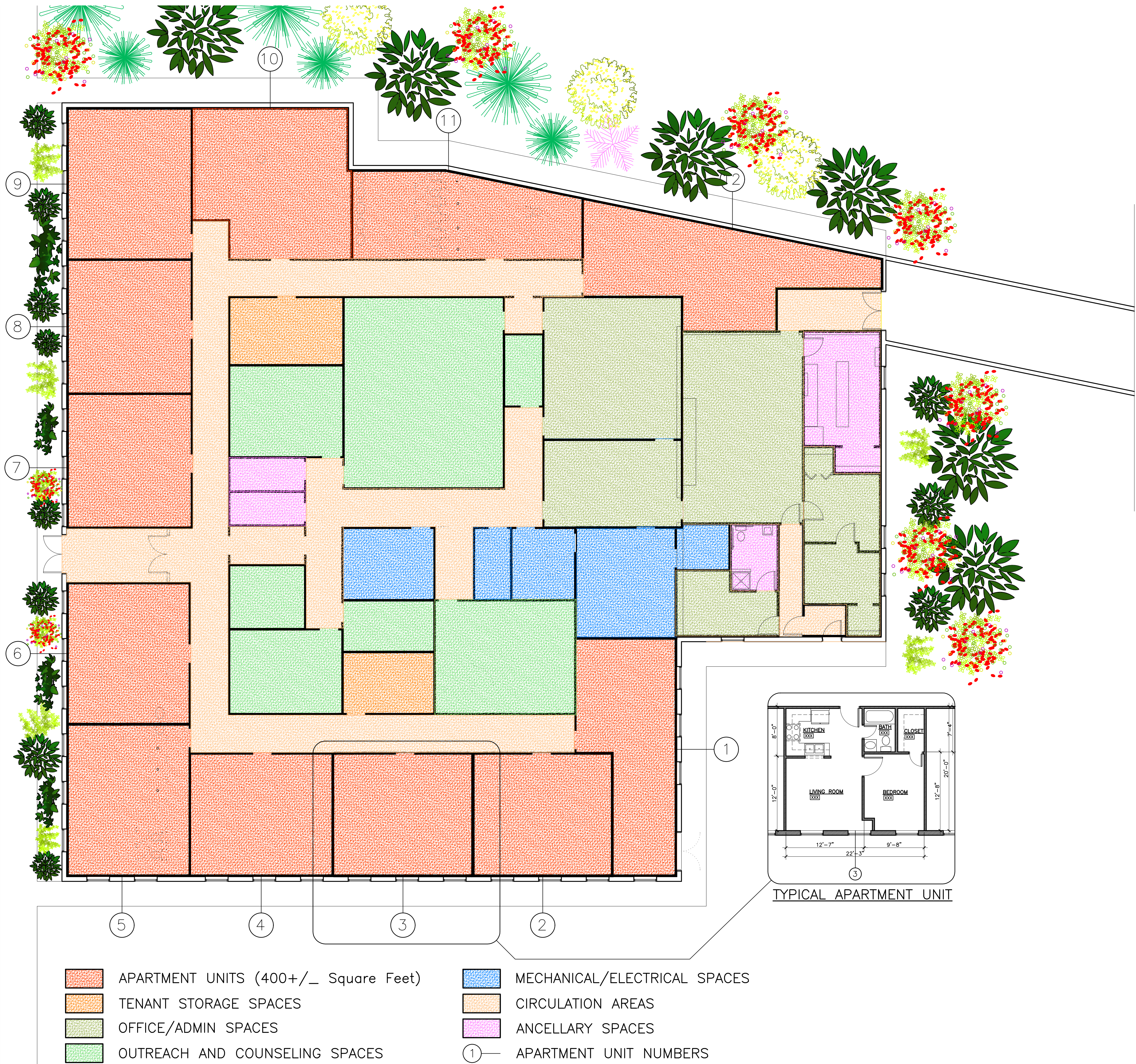
Proposal to Purchase City-Owned Property



Purchaser			
Project Name	SCDHC 835 Commerce Street Revitalization		
Property Address	835 Commerce Street, Petersburg, VA 23803		
Parcel Number	024130012	Acreage	1.304 Bldg SF 14,363
Year Constructed	1960		
Project Developer	Southside Community Development & Housing Corporation		
Contact Name	Dianna C. Bowser, President/CEO		
Address	1624 Hull Street, Richmond, VA 23224	Phone	(804) 231-4449
Email	Dianna@scdhc.com		
Experience/Qualifications	Since 1988, SCDHC has built 668 units of housing in Richmond, Henrico, and Chesterfield Counties, leveraging over \$200 million in private investment in underserved communities.		
Development Description	SCDHC will convert 835 Commerce Street into a communal living space with 12 market-rate efficiency apartments (approximately 400 sq.ft.) and shared kitchen, dining, exercise room, laundry, and living spaces. This community will also include several amenities aimed at promoting pathways to homeownership in Petersburg with office space dedicated to a small business center and to hosting SCDHC's free homeownership education, prepurchase counseling, credit counseling, and career/employment counseling programs. The target population for this project is single working adults looking for lower-maintenance housing, with a focus on active military members, firefighters, teachers, and grad students. Proposed development will leave the building's exterior intact and will renovate the interior of the building to support the communal living space and amenities. Unit placement and buildout will make use of the existing layout and divisions of the building. The largest renovation SCDHC will undertake with this project is expanding plumbing, electricity, and HVAC to reach each individual unit. SCDHC will also redevelop the grounds on the property to include outdoor recreational space and a small, enclosed dog park.		
Offered Purchase Price	\$100,000	Construction Costs	\$653,056
		Total Investment	\$753,056
Description of Financing (%)	SCDHC will use its construction lines of credit with Virginia Community Capital to develop this project. If awarded, SCDHC will also apply for low-interest construction loans from Virginia Housing and LISC as well as Virginia Housing's \$150,000 Stabilization Grant for adaptive reuse of vacant and blighted existing structures.		
Community Benefit	This project will provide high quality, low maintenance, naturally affordable housing for single working adults who are housing cost burdened and provide community services. This project will also revitalize a blighted property on Commerce Street, contributing to the area's redevelopment, and will promote successful homeownership among important community stakeholders in Petersburg.		
Due Diligence Period (days)	90 days		
Construction Start Date	July 2022	Completion Date	February 2023
Number of Projected Jobs	Temp/Const. Jobs	21	Permanent Jobs
Average Wage		Davis-Bacon Wages	\$22/hr.
Contingencies	SCDHC has built a 2% construction contingency into the development cost of this project.		
City Assessment			
Outstanding Obligations			
Proposed Land Use		Yes	No
Comp Plan Land Use		Conformance	
Zoning		Conformance	
Enterprise Zone			
Rehab/Abatement			
New Construction			
Historic District			
Assessed Value		Appraised Value	\$ - Date



SCHEMATIC DESIGN – PROGRAM SPACE LAYOUT



- | | |
|--------------------------------------|------------------------------|
| APARTMENT UNITS (400+/_ Square Feet) | MECHANICAL/ELECTRICAL SPACES |
| TENANT STORAGE SPACES | CIRCULATION AREAS |
| OFFICE/ADMIN SPACES | ANCELLARY SPACES |
| OUTREACH AND COUNSELING SPACES | APARTMENT UNIT NUMBERS |

Proposed (Renovation/Addition) of

XX XX XX
for (Company/Owner)
XXXXXXXX, Virginia

DISCLAIMER
This drawing contains proprietary information and may not be disclosed or reproduced in any manner, whole or in part, without prior written consent from AD Studio, LLC.

DRWN BY: MRS
CHKD BY: WTG
DATE: XXX #, 2021

REVISIONS
REV DATE: .. REV DATE: ..
REV DATE: .. REV DATE: ..

JOB NO.
2021.XX
SHEET NO.

AX OF X

FIRST FLOOR NEW WORK PLAN

AD Studio, LLC
In Association with WTG Design, Architects

9409 Hull Street Road, Suite F-1
Phone (804) 833-2090
Fax (804) 648-0238
23236



Underwriting Report

714 High St

712 & 714 High Street

10 Unit Apartment Building

Petersburg, Virginia - Old Towne Petersburg Neighborhood

PREPARED BY

David White
Lending Group Manager



SUBJECT PROPERTY

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Subject Property

714 High St - 712 & 714 High Street

Petersburg, Virginia - Old Towne Petersburg Neighborhood



PROPERTY

No. of Units:	10
Stories:	2
Avg. Unit Size:	-
Type:	Apartments - All
Rent Type:	Market
Year Built:	1900
Parking:	-
Distance to Transit:	-

PROPERTY MANAGER

-
-
OWNER
The Hanson Company, LLC
Purchased Aug 2020
\$690,000

ASKING RENTS PER UNIT/SF

Current:	-	-
Last Quarter:	-	-
Year Ago:	-	-
Competitors:	\$1,031	\$1.37 /SF
Submarket:	\$1,047	\$1.19 /SF

VACANCY

Current:	50.0%	5 Units
Last Quarter:	50.0%	5 Units
Year Ago:	50.0%	5 Units
Competitors:	7.4%	2 Units
Submarket:	3.6%	259 Units

12 MONTH NET ABSORPTION

Current:	0 Units
Competitor Total:	0 Units
Competitor Avg:	(0.1) Units
Submarket Total:	133 Units
Submarket Avg:	1.4 Units

UNIT BREAKDOWN

Bed	Bath	Avg SF	Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		Concessions
			Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	
1	1	-	10	100%	5	50.0%	-	-	-	-	-
Totals		Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
All 1 Beds		-	10	100%	5	50.0%	-	-	-	-	-
Totals		-	10	100%	5	50.0%	-	-	-	-	-

Estimate

Subject Property



Primary



Building



Building



Building

Subject Property



Interior



Interior



Interior



Site Plan



Rent Comparables

714 High St

712 & 714 High Street

10 Unit Apartment Building

Petersburg, Virginia - Old Towne Petersburg Neighborhood

PREPARED BY

David White
Lending Group Manager

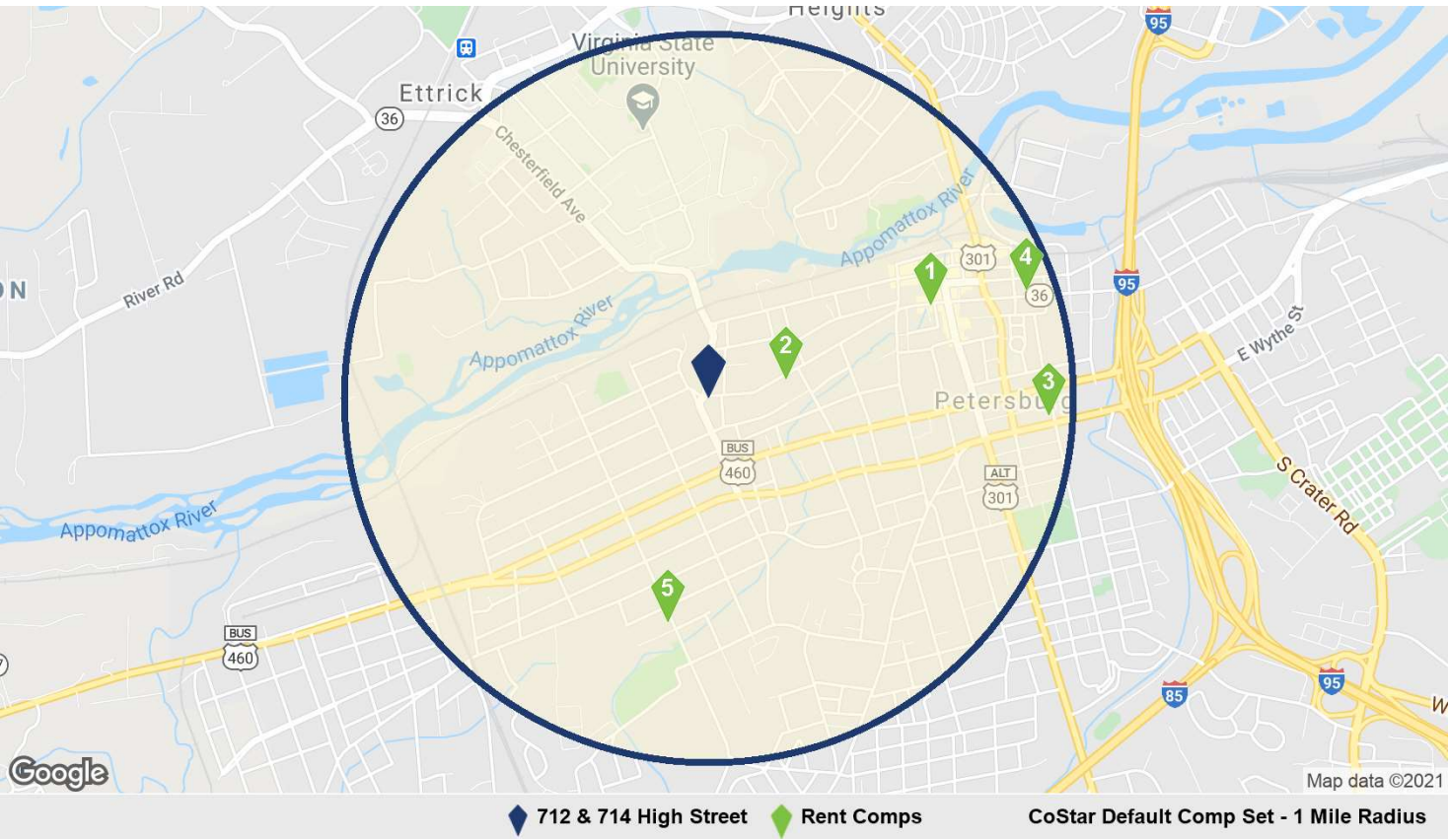


Rent Comparables Summary

714 High St - 712 & 714 High Street

No. Rent Comps	Avg. Rent Per Unit	Avg. Rent Per SF	Avg. Vacancy Rate
5	\$936	\$1.40	8.5%

RENT COMP LOCATIONS



RENT COMPS SUMMARY STATISTICS

Unit Breakdown	Low	Average	Median	High
Total Units	8	13	10	19
Studio Units	0	2	0	7
One Bedroom Units	0	6	1	18
Two Bedroom Units	0	3	1	10
Three Bedroom Units	0	0	0	0
Property Attributes	Low	Average	Median	High
Year Built	1950	1976	1965	2012
Number of Floors	2	2	2	4
Average Unit Size SF	651	731	771	892
Vacancy Rate	0.0%	8.5%	3.6%	15.9%
Star Rating	★★★★★	★★★★★ 3.0	★★★★★	★★★★★

Rent Comparables Summary

714 High St - 712 & 714 High Street

Property Name/Address	Rating	Yr Built	Property Size		Asking Rent Per Month Per Unit				Rent/SF
			Units	Avg Unit SF	Studio	1 Bed	2 Bed	3 Bed	
1 Plaza at Bank Street 25 W Bank St	★★★★★	1950	18	650	-	\$998	-	-	\$1.53
2 526 High St 526 High St	★★★★★	-	9	892	\$1,013	-	\$1,120	-	\$1.20
3 141 East 141 E Wythe St	★★★★★	2012	19	-	-	\$974	\$1,237	-	-
4 Southern Express Lofts 215 E Bank St	★★★★★	-	8	-	\$730	\$887	-	-	-
712 & 714 High Street 714 High St	★★★★★	1900	10	-	-	-	-	-	-
5 Stainback Street Apartme... 416 S West St	★★★★★	1965	10	-	-	\$551	\$753	-	-

Rent Comparables Photo Comparison

714 High St



1 Plaza at Bank Street

25 W Bank St
18 Units / 4 Stories
Rent/SF \$1.53, Vacancy 11.1%
Owner: Gagandeep Singh Marwaha



2 526 High St

526 High St
9 Units / - Stories
Rent/SF \$1.20, Vacancy 0%
Owner: Trustworthy Real Estate LLC



3 141 East

141 E Wythe St
19 Units / 2 Stories
Rent/SF -, Vacancy 15.8%
Owner: 141 E Wythe St LLC



4 Southern Express Lofts

215 E Bank St
8 Units / 2 Stories
Rent/SF -, Vacancy 0%
Owner: Waukeshaw Development, Inc.



712 & 714 High Street

714 High St
10 Units / 2 Stories
Rent/SF -, Vacancy 50.0%
Owner: The Hanson Company, LLC



5 Stainback Street Apartments

416 S West St
10 Units / 2 Stories
Rent/SF -, Vacancy 0%
Owner: Amir Patel



Rent Comparables

714 High St - 712 & 714 High Street



25 W Bank St - Plaza at Bank Street

Petersburg, Virginia - Old Towne Petersburg Neighborhood



PROPERTY

Property Size:	18 Units, 4 Floors
Avg. Unit Size:	650 SF
Year Built:	1950
Type:	Apartments - All
Rent Type:	Market
Parking:	17 Spaces; 0.9 per Unit
Distance to Subject:	0.66 Miles
Distance to Transit:	-

PROPERTY MANAGER

Marwaha - Plaza at Bank Street

-

OWNER

Purchased Dec 2020

\$1,575,000 (\$87,500/Unit)

UNIT BREAKDOWN

			Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		Concessions
Bed	Bath	Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	
1	1	488	1	5.6%	0	0.0%	\$903	\$1.85	\$894	\$1.83	1.0%
1	1	517	2	11.1%	0	0.0%	\$976	\$1.89	\$966	\$1.87	1.0%
1	1	530	1	5.6%	0	0.0%	\$947	\$1.79	\$937	\$1.77	1.1%
1	1	532	1	5.6%	0	0.0%	\$954	\$1.79	\$944	\$1.77	1.0%
1	1	538	1	5.6%	0	0.0%	\$978	\$1.82	\$968	\$1.80	1.0%
1	1	539	1	5.6%	0	0.0%	\$858	\$1.59	\$850	\$1.58	0.9%
1	1	550	1	5.6%	0	0.0%	\$920	\$1.67	\$911	\$1.66	1.0%
1	1	561	1	5.6%	0	0.0%	\$999	\$1.78	\$989	\$1.76	1.0%
1	1	595	1	5.6%	0	0.0%	\$965	\$1.62	\$956	\$1.61	0.9%
1	1	603	1	5.6%	0	0.0%	\$960	\$1.59	\$951	\$1.58	0.9%
1	1	632	1	5.6%	0	0.0%	\$1,034	\$1.64	\$1,024	\$1.62	1.0%
1	1	679	1	5.6%	0	0.0%	\$1,065	\$1.57	\$1,054	\$1.55	1.0%
1	1	766	1	5.6%	0	0.0%	\$1,079	\$1.41	\$1,068	\$1.39	1.0%
1	1	859	1	5.6%	0	0.0%	\$1,065	\$1.24	\$1,054	\$1.23	1.0%
1	1	875	1	5.6%	0	0.0%	\$1,100	\$1.26	\$1,089	\$1.24	1.0%
1	1	914	1	5.6%	0	0.0%	\$1,140	\$1.25	\$1,129	\$1.24	1.0%
1	1	1,014	1	5.6%	0	0.0%	\$1,043	\$1.03	\$1,032	\$1.02	1.1%
Totals		Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
All 1 Beds		651	18	100%	0	0.0%	\$998	\$1.53	\$988	\$1.52	1.0%
Totals		651	18	100%	0	0.0%	\$998	\$1.53	\$988	\$1.52	1.0%

Estimate

Updated March 16, 2021

Rent Comparables

714 High St - 712 & 714 High Street

RECURRING EXPENSES

Dog Rent \$0	Cat Rent \$0	Free Water, Trash Removal, Sewer
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ONE TIME EXPENSES

Dog Fee \$300	Cat Fee \$300	Application Fee \$50
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PET POLICY

Dog AllowedOne-Time Fee: \$300-300, 2 Maximum
Some Aggressive Breeds Restricted
Cat AllowedOne-Time Fee: \$300-300, 2 Maximum
Some Aggressive Breeds Restricted

Rent Comparables

714 High St - 712 & 714 High Street



526 High St - 526 High St

Petersburg, Virginia - Old Towne Petersburg Neighborhood



PROPERTY

Property Size:	9 Units
Avg. Unit Size:	932 SF
Year Built:	-
Type:	Apartments - All
Rent Type:	Market
Parking:	-
Distance to Subject:	0.22 Miles
Distance to Transit:	-

PROPERTY MANAGER

Monroe - 526 High St
(804) 624-7774

OWNER

-

UNIT BREAKDOWN

			Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		
Bed	Bath	Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
Studio	1	820	4	44.4%	0	0.0%	\$1,013	\$1.24	\$1,010	\$1.23	0.2%
2	1	950	5	55.6%	0	0.0%	\$1,120	\$1.18	\$1,117	\$1.18	0.2%
2	2	-	-	-	-	-	\$1,256	-	\$1,252	-	0.3%
Totals		Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
All Studios		820	4	44.4%	0	0.0%	\$1,013	\$1.24	\$1,010	\$1.23	0.2%
All 2 Beds		950	5	55.6%	0	0.0%	\$1,143	\$1.18	\$1,140	\$1.18	0.3%
Totals		892	9	100%	0	0.0%	\$1,091	\$1.20	\$1,088	\$1.20	0.3%

Estimate Updated March 13, 2021

SITE AMENITIES

Elevator, Fitness Center, Laundry Facilities, Pool

UNIT AMENITIES

Ice Maker, Kitchen, Oven, Range, Washer/Dryer Hookup

RECURRING EXPENSES

Dog Rent \$25

Cat Rent \$15

Storage Fee \$40

Free Water, Trash Removal, Sewer, Cable

ONE TIME EXPENSES

Dog Deposit \$200

Cat Deposit \$100

Application Fee \$50

PET POLICY

Dog Allowed \$200 Deposit, \$25/Mo, 2 Maximum

Restrictions: Some breed restrictions apply.

Cat Allowed \$100 Deposit, \$15/Mo, 2 Maximum

Rent Comparables

714 High St - 712 & 714 High Street



141 E Wythe St - 141 East

Petersburg, Virginia - Petersburg Neighborhood



PROPERTY

Property Size:	19 Units, 2 Floors
Avg. Unit Size:	-
Year Built:	2012
Type:	Apartments - All
Rent Type:	Market
Parking:	26 Spaces; 1.4 per Unit
Distance to Subject:	0.94 Miles
Distance to Transit:	-

PROPERTY MANAGER

141 East Loft
(804) 862-1018

OWNER

Purchased May 2019
\$1,500,000 (\$78,947/Unit)

UNIT BREAKDOWN

			Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		
Bed	Bath	Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
1	1	-	9	47.4%	1	11.1%	\$974	-	\$965	-	1.0%
2	2	-	10	52.6%	2	20.0%	\$1,237	-	\$1,225	-	1.0%
Totals		Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
All 1 Beds		-	9	47.4%	1	11.1%	\$974	-	\$965	-	1.0%
All 2 Beds		-	10	52.6%	2	20.0%	\$1,237	-	\$1,225	-	1.0%
Totals		-	19	100%	3	15.8%	\$1,113	-	\$1,102	-	1.0%

— Estimate Updated March 13, 2021

SITE AMENITIES

Controlled Access, Courtyard, Gated, Package Service, Property Manager on Site, Recycling

UNIT AMENITIES

Air Conditioning, Balcony, Cable Ready, Ceiling Fans, Dishwasher, Disposal, Granite Countertops, Hardwood Floors, High Speed Internet Access, Microwave, Patio, Refrigerator, Stainless Steel Appliances, Washer/Dryer, Window Coverings

RECURRING EXPENSES

Dog Rent \$25	Cat Rent \$25	Free Water, Electricity, Trash Removal,...
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ONE TIME EXPENSES

Dog Deposit \$300	Cat Deposit \$300	Application Fee \$50
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PET POLICY

Dog Allowed \$300 Deposit, \$25/Mo, 1 Maximum, 45 lb. Maximum
Restrictions: Breed restrictions apply.
Cat Allowed \$300 Deposit, \$25/Mo, 1 Maximum

Rent Comparables

714 High St - 712 & 714 High Street



215 E Bank St - Southern Express Lofts

Petersburg, Virginia - Old Towne Petersburg Neighborhood



PROPERTY

Property Size: **8 Units, 2 Floors**

Avg. Unit Size: -

Year Built: -

Type: **Apartments - All**

Rent Type: **Market**

Parking: -

Distance to Subject: **0.92 Miles**

Distance to Transit: -

PROPERTY MANAGER

Plum Street Partners - Southern Express L...

-

OWNER

-

UNIT BREAKDOWN

			Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		
Bed	Bath	Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
Studio	1	-	7	87.5%	0	0.0%	\$730	-	\$728	-	0.3%
1	1	-	1	12.5%	0	0.0%	\$887	-	\$885	-	0.2%
Totals		Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
All Studios		-	7	87.5%	0	0.0%	\$730	-	\$728	-	0.3%
All 1 Beds		-	1	12.5%	0	0.0%	\$887	-	\$885	-	0.2%
Totals		-	8	100%	0	0.0%	\$749	-	\$748	-	0.3%

Estimate Updated March 13, 2021

UNIT AMENITIES

Heating, Kitchen, Range, Refrigerator, Tub/Shower

Rent Comparables

714 High St - 712 & 714 High Street

5 416 S West St - Stainback Street Apartments

Petersburg, Virginia - Petersburg Neighborhood



PROPERTY	
Property Size:	10 Units, 2 Floors
Avg. Unit Size:	-
Year Built:	1965
Type:	Apartments - All
Rent Type:	Market
Parking:	-
Distance to Subject:	0.63 Miles
Distance to Transit:	-

PROPERTY MANAGER	
-	
-	
OWNER	
-	

UNIT BREAKDOWN

Bed	Bath	Avg SF	Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		Concessions
			Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	
Studio	-	-	8	80.0%	0	0.0%	\$478	-	\$475	-	0.5%
1	1	-	1	10.0%	0	0.0%	\$551	-	\$548	-	0.5%
2	1	-	1	10.0%	0	0.0%	\$753	-	\$749	-	0.5%
Totals		Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
All Studios		-	8	80.0%	0	0.0%	\$478	-	\$475	-	0.5%
All 1 Beds		-	1	10.0%	0	0.0%	\$551	-	\$548	-	0.5%
All 2 Beds		-	1	10.0%	0	0.0%	\$753	-	\$749	-	0.5%
Totals		-	10	100%	0	0.0%	\$513	-	\$510	-	0.5%

Estimate Updated March 13, 2021

Rent Comparables by Bedroom

714 High St - 712 & 714 High Street

Studio Comps

\$833

Subject

-

One Bed Comps

\$971

Subject

-

Two Bed Comps

\$1,170

Subject

-

Three Bed Comps

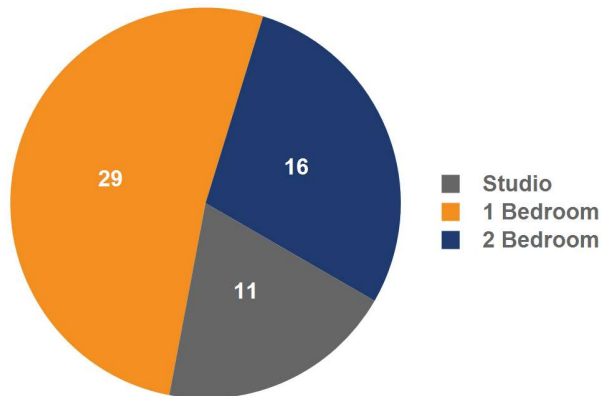
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Subject

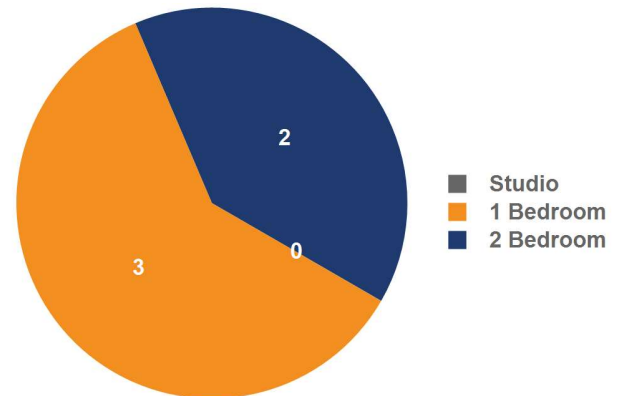
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Current Conditions in Rent Comps	Studio	1 Bedroom	2 Bedroom	3 Bedroom
Total Number of Units	11	29	16	0
Vacancy Rate	0.0%	10.8%	12.9%	-
Asking Rent Per Unit	\$833	\$971	\$1,170	-
Asking Rent Per SF	\$1.24	\$1.53	\$1.18	-
Effective Rents Per Unit	\$831	\$962	\$1,162	-
Effective Rents Per SF	\$1.23	\$1.52	\$1.18	-
Concessions	0.3%	1.0%	0.8%	-
Changes Past Year in Rent Comps	Studio	1 Bedroom	2 Bedroom	3 Bedroom
Year-Over-Year Effective Rent Growth	0.7%	0.8%	0.9%	-
Year-Over-Year Vacancy Rate Change	0.0%	0.8%	0.5%	-
12 Month Net Absorption in Units	0	0	0	-

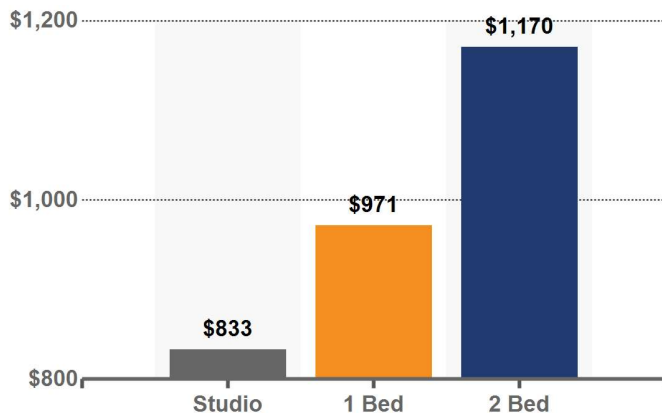
EXISTING UNITS



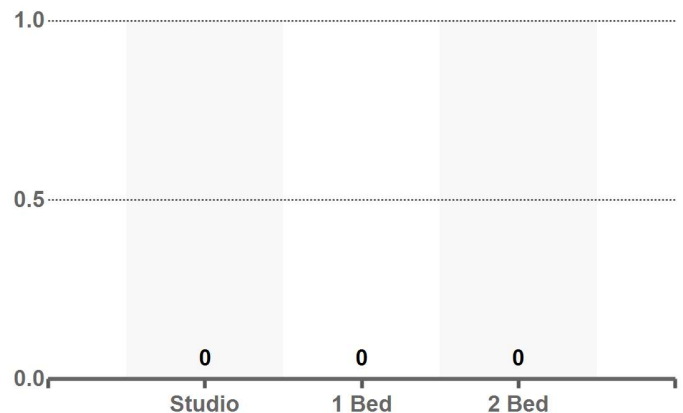
VACANT UNITS



ASKING RENT PER UNIT PER MONTH



12 MONTH NET ABSORPTION IN UNITS



One Bedroom Rent Comparables

714 High St - 712 & 714 High Street

Property Name/Address	Rating	One Bedroom Rent Per Unit	Rent/SF	Change in Rent	
				Quarter	Year
Plaza at Bank Street 25 W Bank St	★★★★☆	<div> <div></div> <div>\$858</div> <div>\$998</div> <div>\$1,140</div> </div>	\$1.53	0.5%	0.6%
141 East 141 E Wythe St	★★★★☆	<div> <div></div> <div>\$974</div> </div>	-	0.5%	1.1%
Southern Express Lofts 215 E Bank St	★★★★☆	<div> <div></div> <div>\$887</div> </div>	-	0.5%	1.0%
Stainback Street Apartments 416 S West St	★★★★☆	<div> <div></div> <div>\$551</div> </div>	-	0.4%	1.1%
		<div> <div>\$200</div> <div>\$650</div> <div>\$1,100</div> <div>\$1,550</div> <div>\$2,000</div> </div>			

Changes in Rent Comparables

714 High St - 712 & 714 High Street

VACANCY CHANGES PAST QUARTER & YEAR

Property Name - Address	Rating	Units	Vacancy Levels			Change	
			Now	Last Qtr	Last Year	Past Qtr	Past Year
712 & 714 High Street 714 High St	★★★★★	10	49.3%	49.5%	50.1%	-0.3%	-0.8%
526 High St - 526 High St	★★★★★	10	0%	0.1%	0%	-0.1%	0%
Plaza at Bank Street - 25 W Bank St	★★★★★	18	11.6%	11.4%	10.7%	0.1%	0.9%

ASKING RENT CHANGES PAST QUARTER & YEAR - STUDIO

Property Name - Address	Rating	Units	Rents Levels			Change	
			Now	Last Qtr	Last Year	Past Qtr	Past Year
526 High St - 526 High St	★★★★★	4	\$1,013	\$1,008	\$1,008	0.4%	0.5%

ASKING RENT CHANGES PAST QUARTER & YEAR - ONE BEDROOM

Property Name - Address	Rating	Units	Rents Levels			Change	
			Now	Last Qtr	Last Year	Past Qtr	Past Year
712 & 714 High Street 714 High St	★★★★★	10	-	-	-	-	-
Plaza at Bank Street - 25 W Bank St	★★★★★	18	\$998	\$993	\$992	0.5%	0.6%

ASKING RENT CHANGES PAST QUARTER & YEAR - TWO BEDROOM

Property Name - Address	Rating	Units	Rents Levels			Change	
			Now	Last Qtr	Last Year	Past Qtr	Past Year
526 High St - 526 High St	★★★★★	6	\$1,143	\$1,138	\$1,138	0.4%	0.5%

Rent Trends

714 High St - 712 & 714 High Street

PROPERTY ATTRIBUTES	712 & 714 High Street	Rent Comps	Petersburg/C Hghts/Ft Lee/Ettrick 2-4 Star	Richmond 2-4 Star
Existing Units	10	64	8,641	124,032
Building Rating	★★★★★	★★★★★	★★★★★ 2.5	★★★★★ 2.6
Under Construction as % of Inventory	-	-	-	5.0%

UNIT MIX	712 & 714 High Street	Rent Comps	Petersburg/C Hghts/Ft Lee/Ettrick 2-4 Star	Richmond 2-4 Star
1 Bedroom - 1 Bath	100%	45%	25%	31%

ASKING RENTS PER SF	712 & 714 High Street	Rent Comps	Petersburg/C Hghts/Ft Lee/Ettrick 2-4 Star	Richmond 2-4 Star
1 Bedroom - 1 Bath	-	\$1.53	\$1.24	\$1.57
Concessions	-	0.8%	0.4%	0.9%

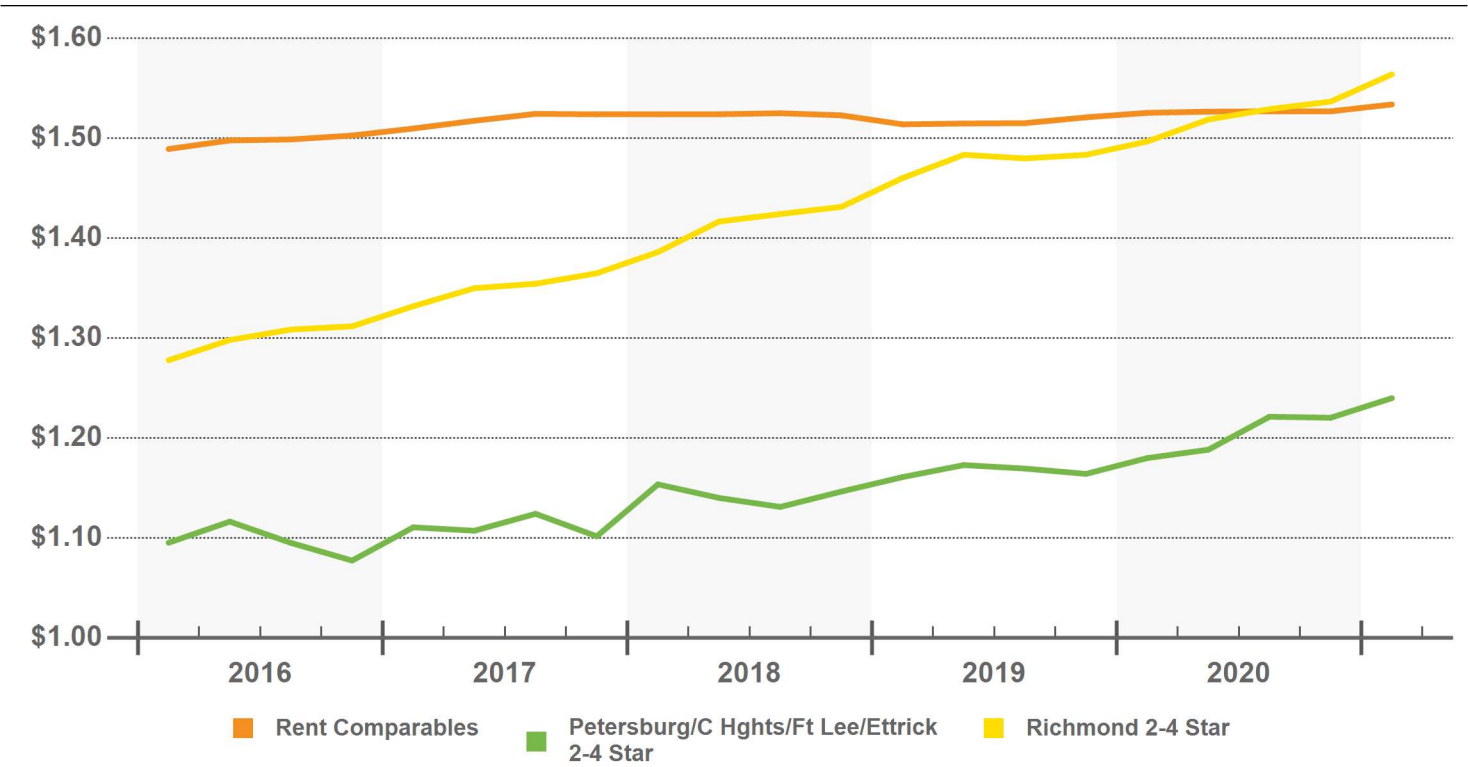
AVERAGE EFFECTIVE RENT GROWTH	712 & 714 High Street	Rent Comps	Petersburg/C Hghts/Ft Lee/Ettrick 2-4 Star	Richmond 2-4 Star
Current Quarter	-	0.4%	1.6%	1.6%
1 Year Rent Growth	-	0.5%	5.4%	5.1%
3 Year Rent Growth	-	1.4%	10.4%	12.5%
5 Year Rent Growth	-	4.0%	17.0%	20.7%
All-Time Average	-	0.9%	1.6%	2.1%

VACANCY RATE	712 & 714 High Street	Rent Comps	Petersburg/C Hghts/Ft Lee/Ettrick 2-4 Star	Richmond 2-4 Star
Current Quarter	50.0%	8.5%	4.7%	5.9%
Last Quarter	50.0%	8.5%	5.3%	6.6%
1 Year Ago	50.0%	8.2%	6.0%	6.8%
3 Years Ago	50.0%	9.0%	8.1%	6.5%
5 Years Ago	50.0%	8.7%	8.4%	6.6%

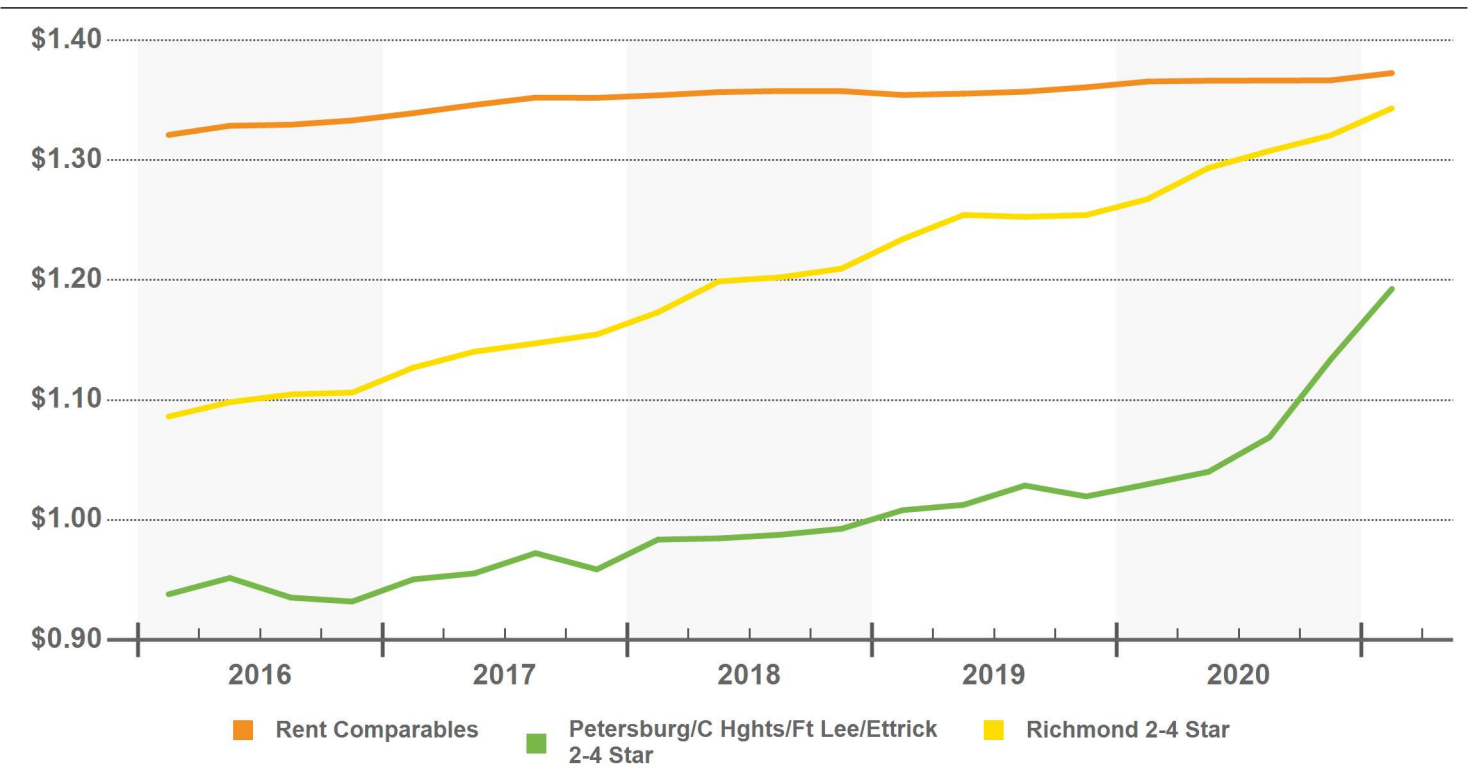
Rent Trends

714 High St - 712 & 714 High Street

ONE BEDROOM ASKING RENT PER SQUARE FOOT



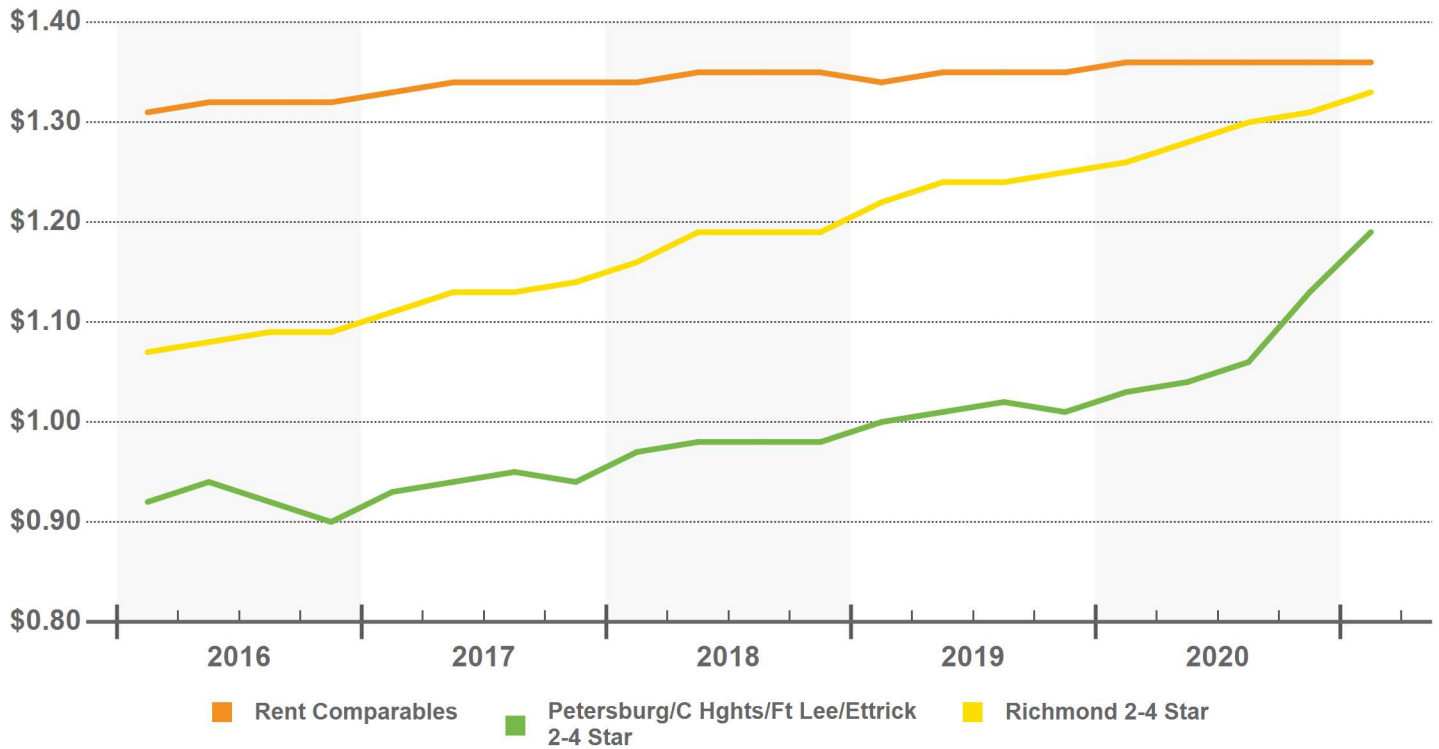
OVERALL ASKING RENT PER SQUARE FOOT



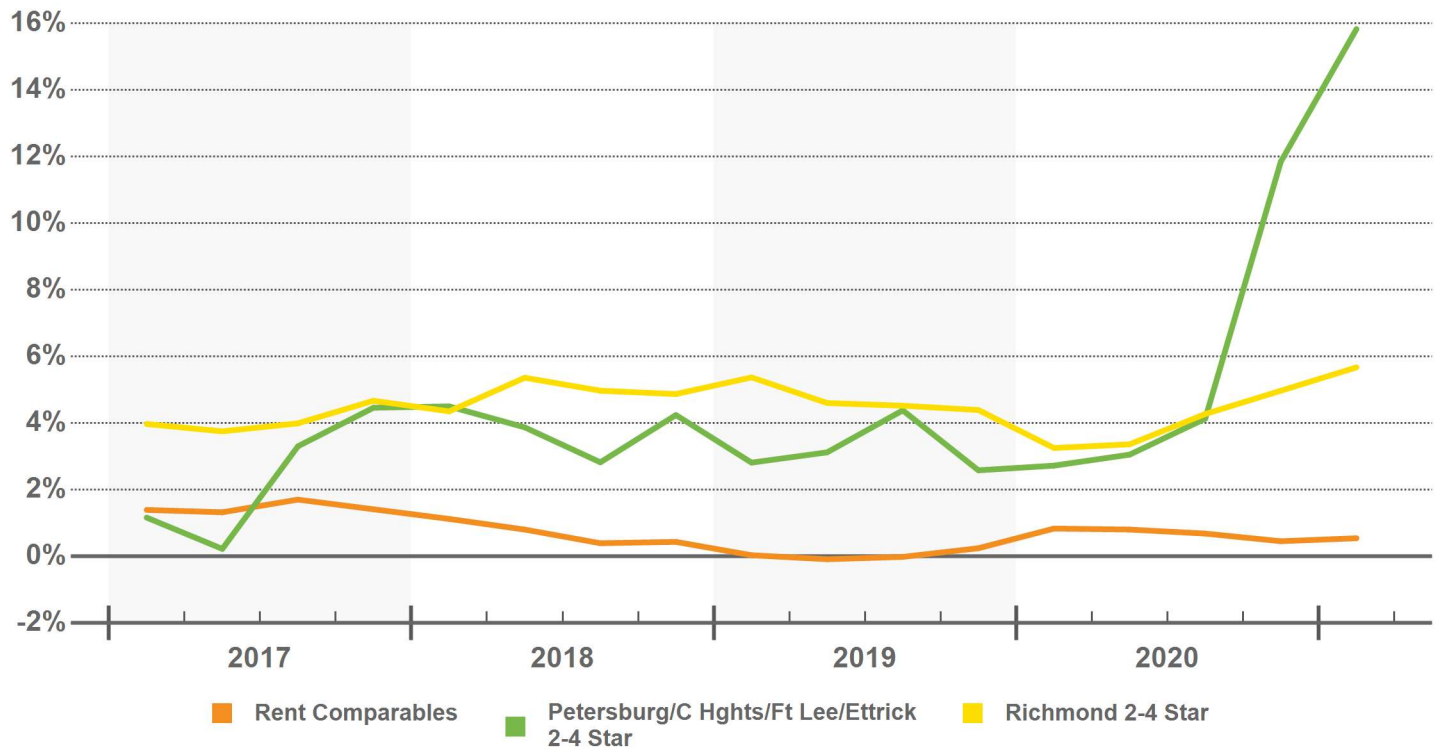
Rent Trends

714 High St - 712 & 714 High Street

OVERALL EFFECTIVE RENT PER SQUARE FOOT



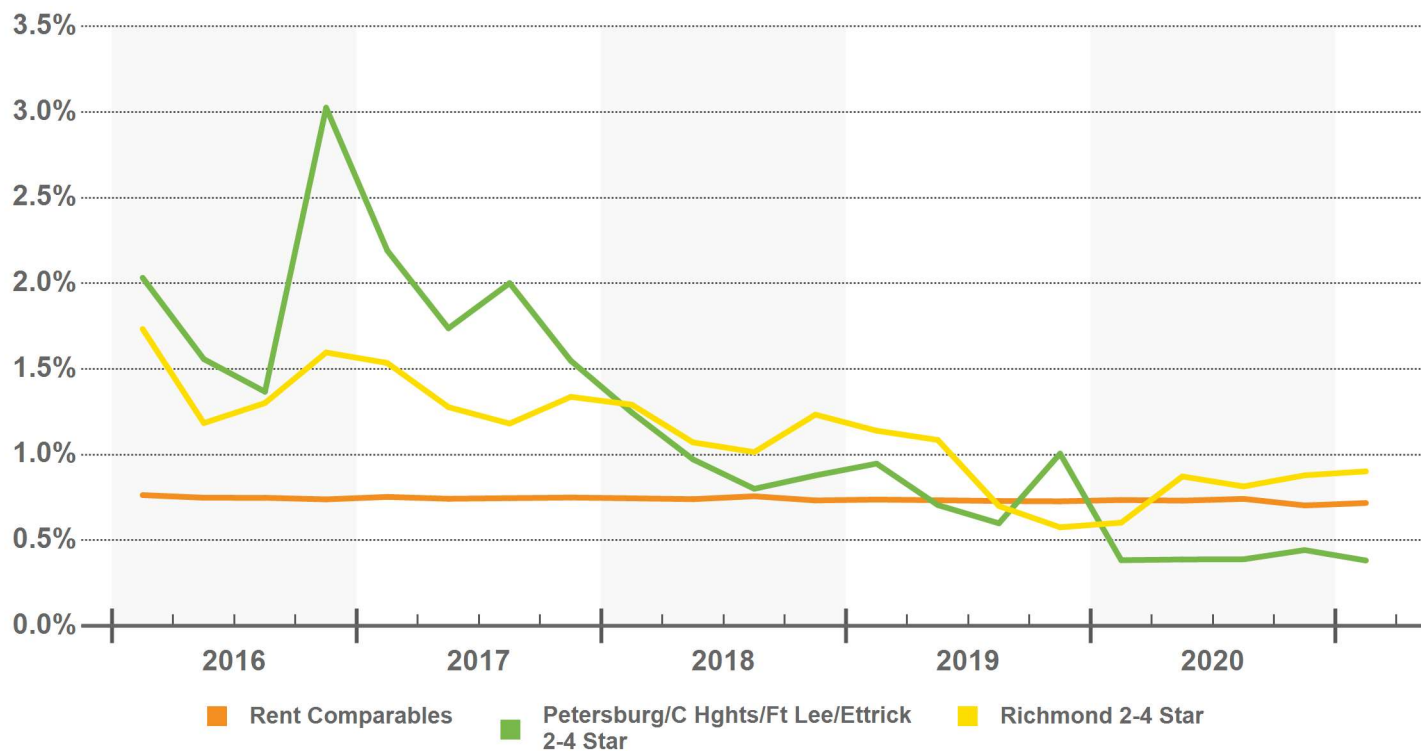
ANNUAL EFFECTIVE RENT GROWTH



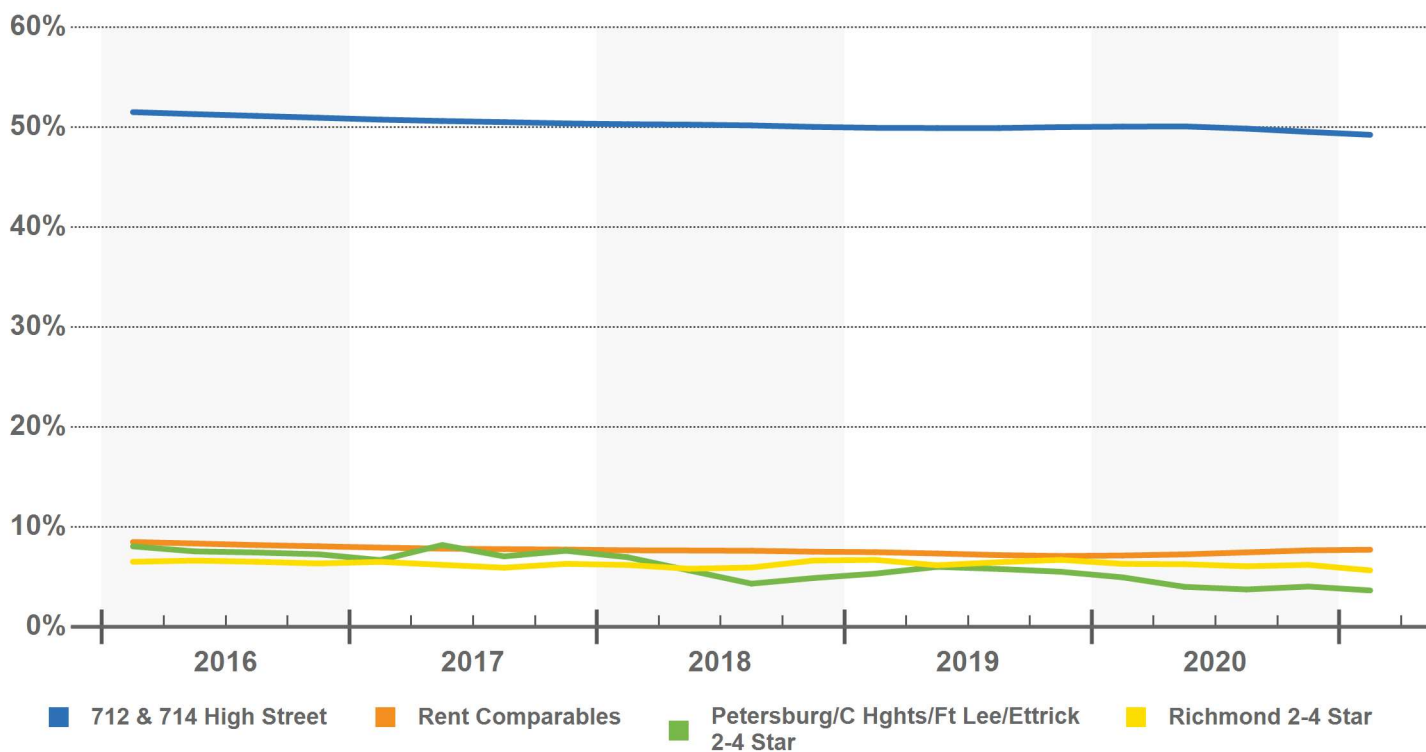
Rent Trends

714 High St - 712 & 714 High Street

CONCESSIONS



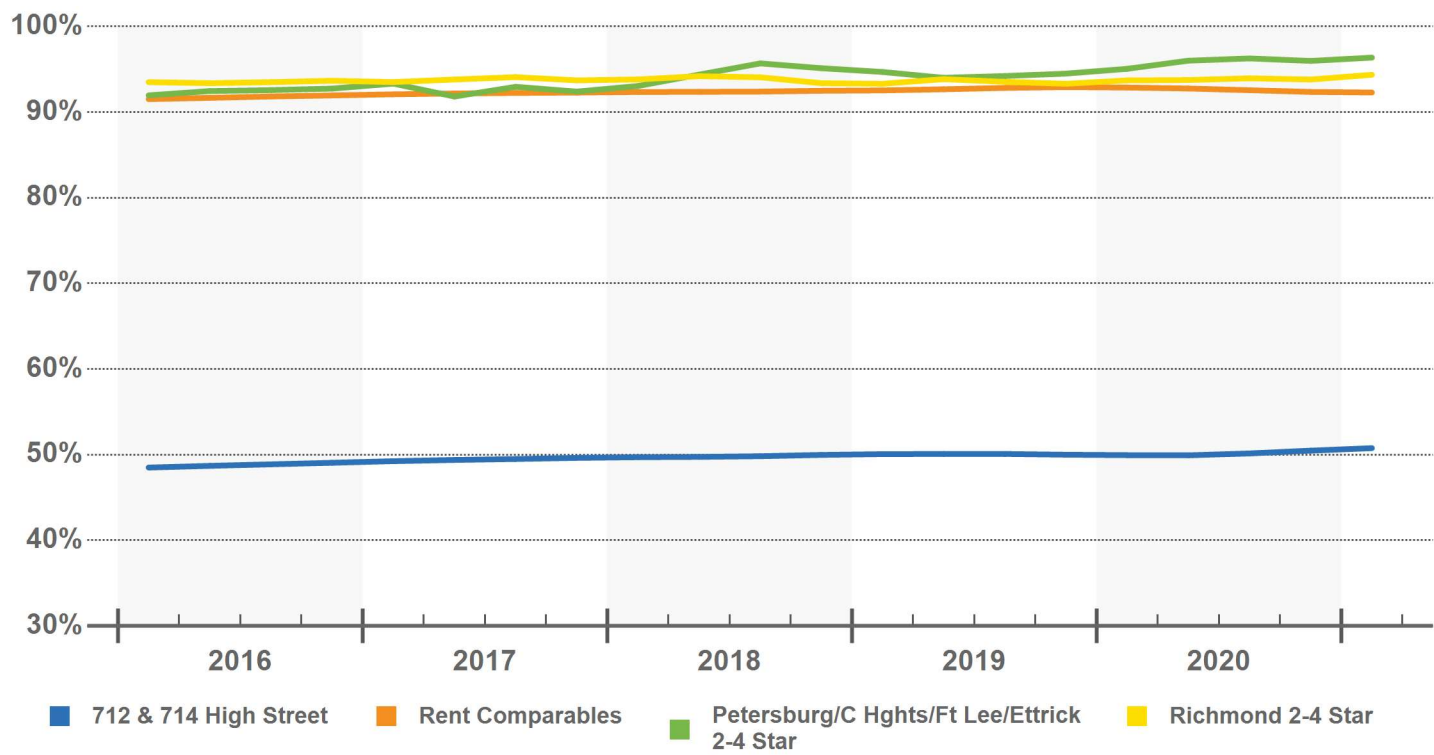
VACANCY RATES



Rent Trends

714 High St - 712 & 714 High Street

OCCUPANCY RATES



Rent Trends

714 High St - 712 & 714 High Street

RENT COMPARABLES HISTORICAL DATA BY YEAR

Year	Units	Rental Rates Per SF			Concessions	Vacancy			Net Absorption
		Asking	Effective	Growth		Units	Percent	Change	
2021	28	\$1.37	\$1.36	0.4%	0.7%	2	7.4%	0.1%	0
2020	28	\$1.37	\$1.36	0.5%	0.7%	2	7.4%	0.5%	0
2019	28	\$1.36	\$1.35	0.2%	0.7%	2	6.8%	-0.4%	0
2018	28	\$1.36	\$1.35	0.4%	0.7%	2	7.3%	-0.2%	0
2017	28	\$1.35	\$1.34	1.4%	0.8%	2	7.5%	-0.3%	0
2016	28	\$1.33	\$1.32	1.2%	0.7%	2	7.8%	-0.6%	0
2015	28	\$1.32	\$1.31	1.1%	0.8%	2	8.4%	-0.2%	0
2014	28	\$1.30	\$1.29	1.1%	0.8%	2	8.6%	-0.2%	0
2013	28	\$1.29	\$1.28	1.7%	0.8%	2	8.8%	-0.4%	0
2012	28	\$1.27	\$1.26	1.5%	0.8%	3	9.2%	-1.2%	0

RENT COMPARABLES HISTORICAL DATA BY QUARTER PAST 3 YEARS

Quarter	Units	Rental Rates Per SF			Concessions	Vacancy			Net Absorption
		Asking	Effective	Growth		Units	Percent	Change	
2021 Q1	28	\$1.37	\$1.36	0.4%	0.7%	2	7.4%	0.1%	0
2020 Q4	28	\$1.37	\$1.36	0.1%	0.7%	2	7.4%	0.2%	0
2020 Q3	28	\$1.37	\$1.36	0.0%	0.7%	2	7.2%	0.2%	0
2020 Q2	28	\$1.37	\$1.36	0.1%	0.7%	2	7.0%	0.1%	0
2020 Q1	28	\$1.37	\$1.36	0.3%	0.7%	2	6.9%	0.1%	0
2019 Q4	28	\$1.36	\$1.35	0.3%	0.7%	2	6.8%	-0.1%	0
2019 Q3	28	\$1.36	\$1.35	0.1%	0.7%	2	6.9%	-0.2%	0
2019 Q2	28	\$1.36	\$1.35	0.1%	0.7%	2	7.1%	-0.1%	0
2019 Q1	28	\$1.35	\$1.34	-0.2%	0.7%	2	7.2%	0.0%	0
2018 Q4	28	\$1.36	\$1.35	0.0%	0.7%	2	7.3%	-0.1%	0
2018 Q3	28	\$1.36	\$1.35	0.1%	0.8%	2	7.4%	0.0%	0
2018 Q2	28	\$1.36	\$1.35	0.2%	0.7%	2	7.4%	0.0%	0



Construction Survey

714 High St

712 & 714 High Street

10 Unit Apartment Building

Petersburg, Virginia - Old Towne Petersburg Neighborhood

PREPARED BY

David White
Lending Group Manager



Overall Construction Summary

714 High St - 712 & 714 High Street

All-Time Annual Average

240

Delivered Past 8 Quarters

729

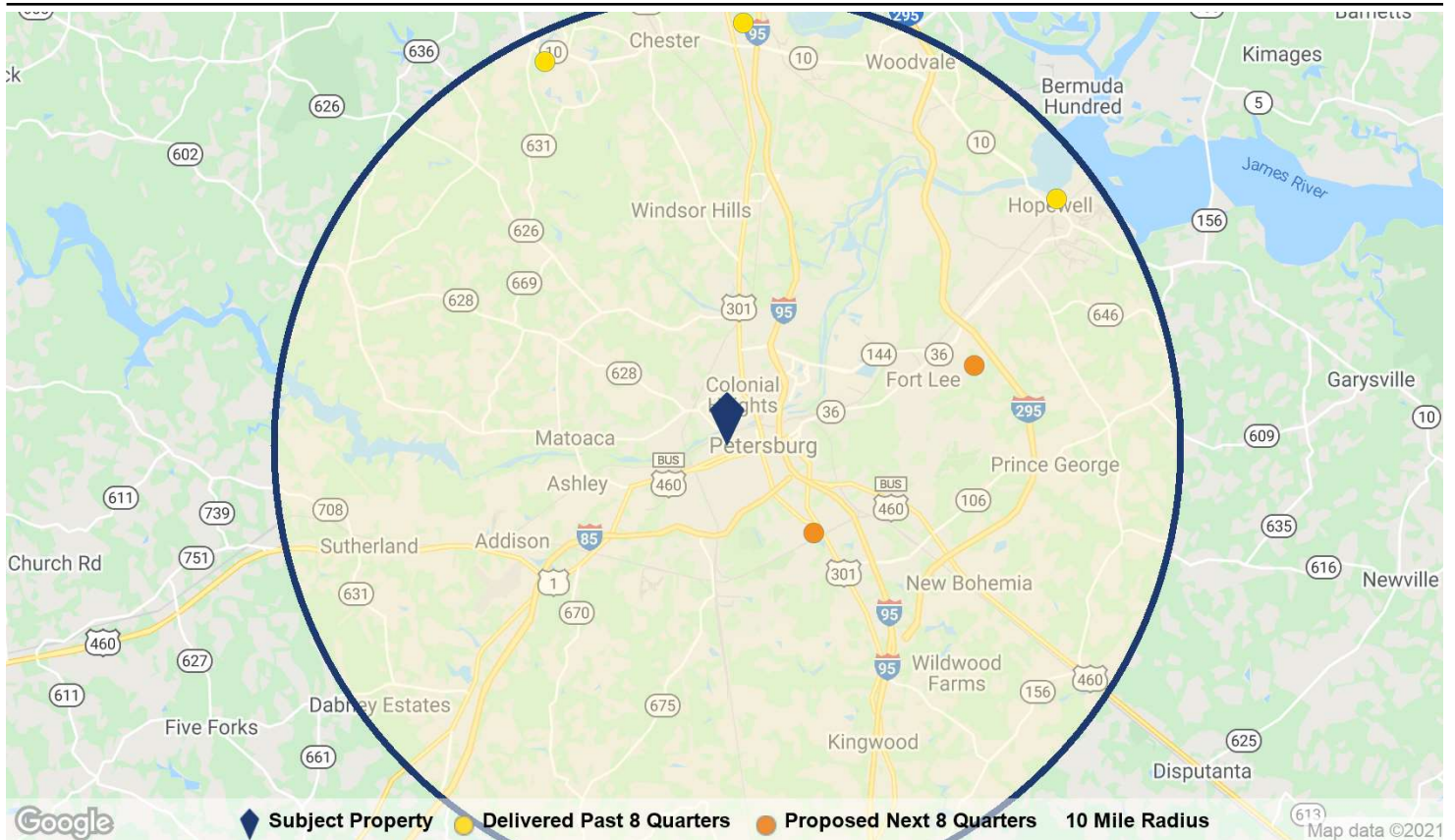
Deliveries Next 8 Quarters

0

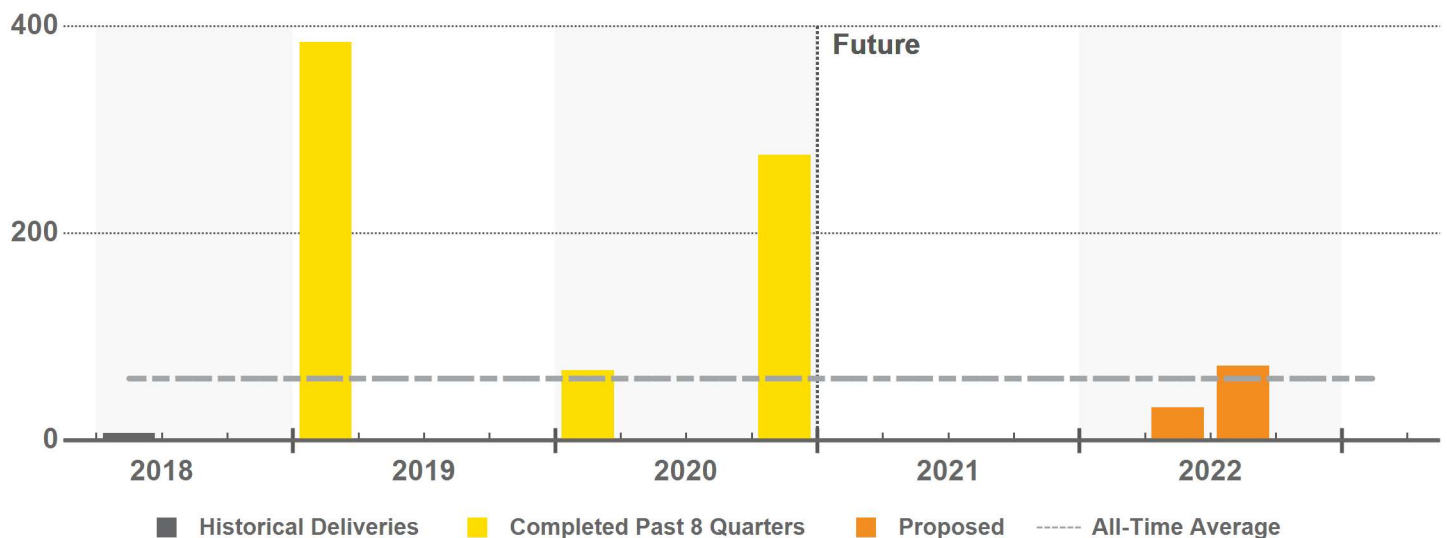
Proposed Next 8 Quarters

104

MAP OF 24 MONTH DELIVERIES, UNDER CONSTRUCTION, PROPOSED



PAST AND FUTURE DELIVERIES

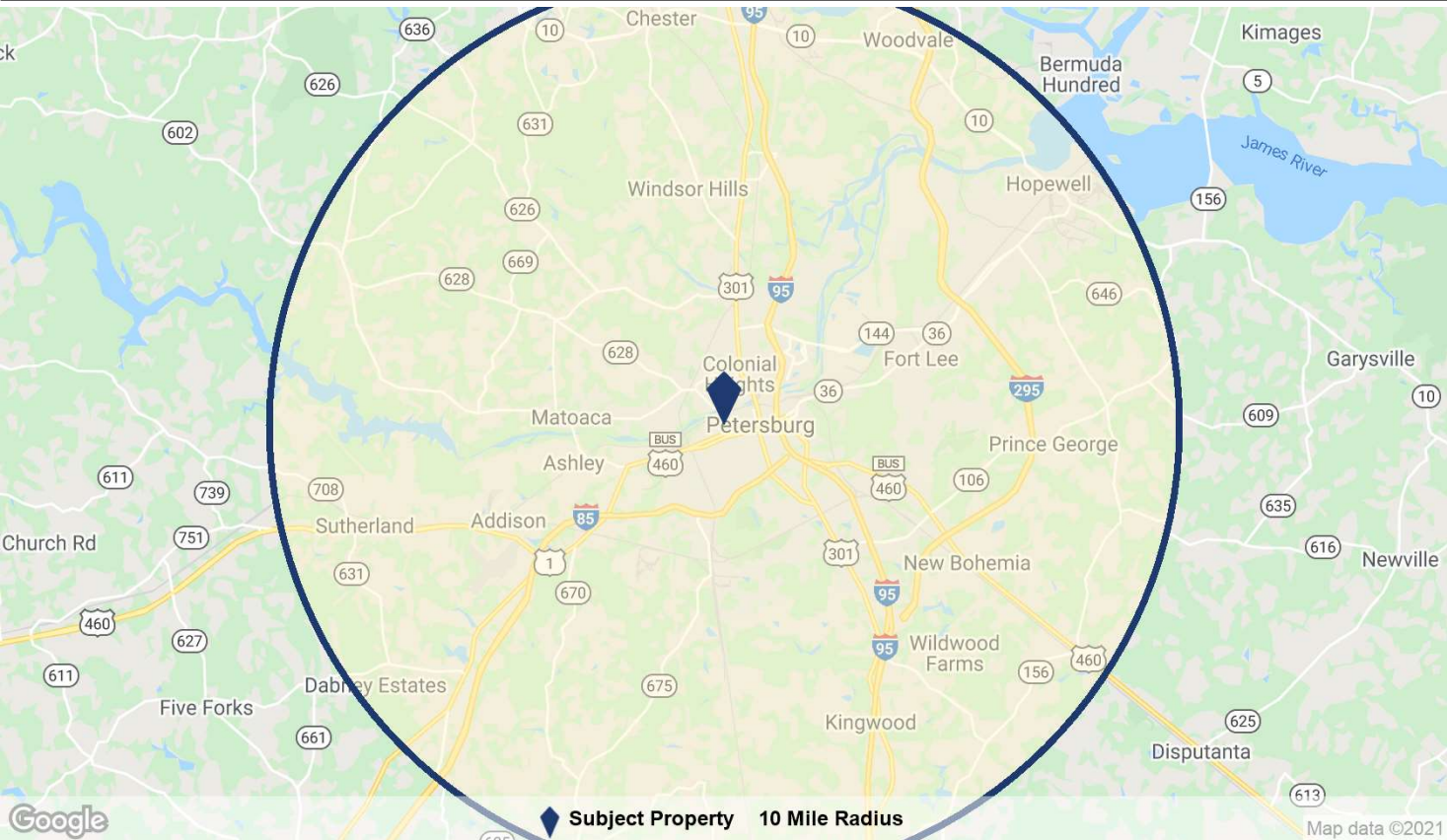


Under Construction Properties

714 High St - 712 & 714 High Street

Properties	Units	Percent of Inventory	Avg. No. Units
0	0	0%	0

NO UNDER CONSTRUCTION PROPERTIES FOUND



UNDER CONSTRUCTION SUMMARY STATISTICS

	Low	Average	Median	High
Property Size in Units	-	-	-	-
Number of Stories	-	-	-	-
Average Unit Size SF	-	-	-	-
Star Rating				
Estimated Delivery Date	-	-	-	-
Months to Delivery	-	-	-	-
Construction Period in Months	-	-	-	-

No under construction properties found.

Deliveries Past 12 Months Summary

714 High St - 712 & 714 High Street

Properties

2

Units

345

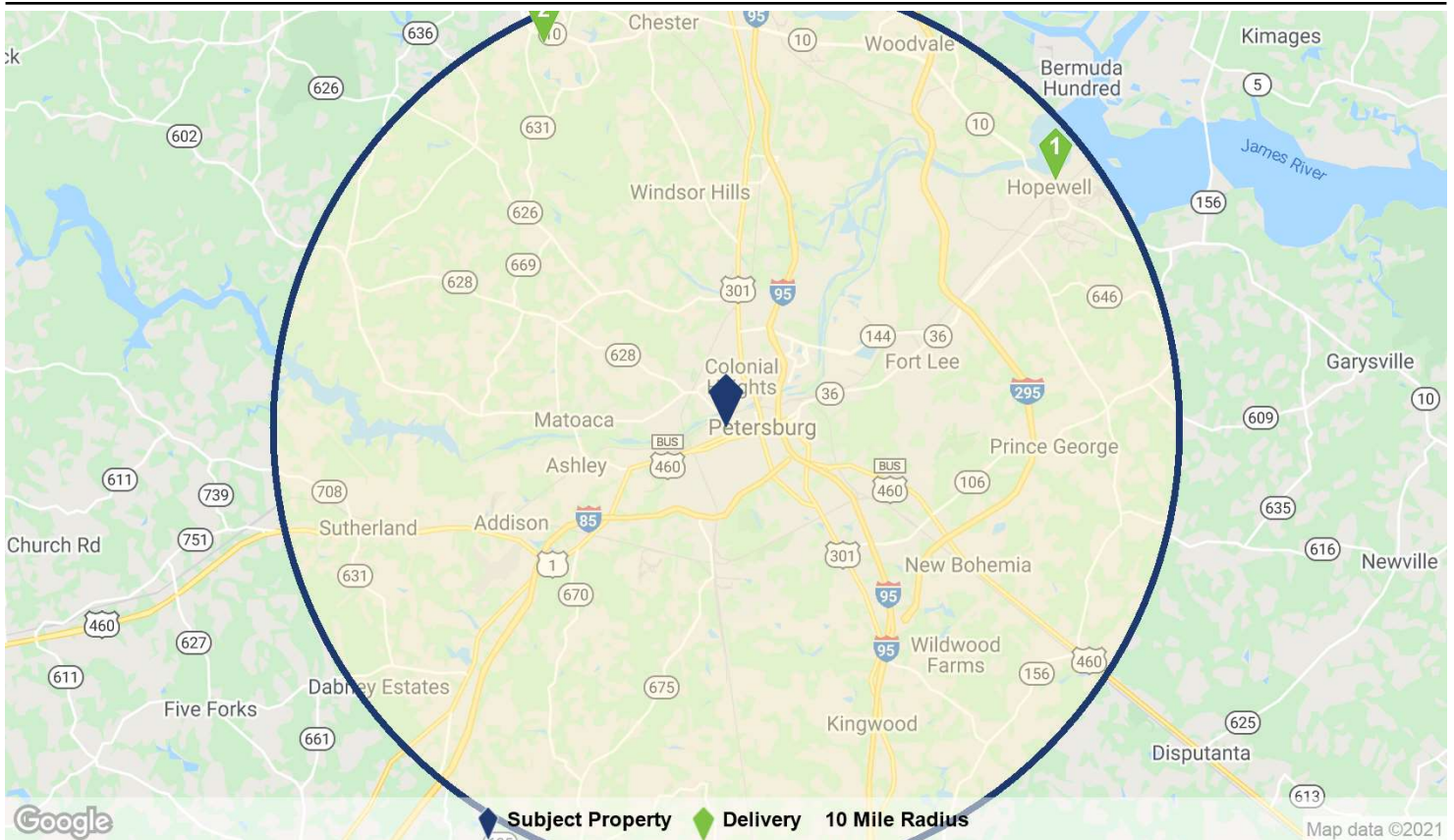
Vacancy Rate

53.9%

Avg. Asking Rent/Unit

\$1,395

DELIVERIES IN PAST 12 MONTHS





DELIVERIES PAST 12 MONTHS SUMMARY STATISTICS

Unit Mix	Low	Average	Median	High
Property Size in Units	69	173	173	276
Studio Units	-	-	-	-
One Bedroom Units	84	84	84	84
Two Bedroom Units	35	114	114	192
Three Bedroom Units	34	34	34	34
Property Attributes	Low	Average	Median	High
Number of Stories	4	4	4	4
Average Unit Size SF	983	999	999	1,015
Rating	★★★★★	★★★★★ 3.0	★★★★★	★★★★★
Leasing Performance	Low	Average	Median	High
Vacancy Rate	2.9%	53.9%	34.8%	66.7%
Asking Rent Per Unit	\$1,044	\$1,395	\$1,263	\$1,483
Effective Rent Per Unit	\$1,035	\$1,393	\$1,259	\$1,483
Asking Rent Per SF	\$1.06	\$1.38	\$1.26	\$1.46
Effective Rent Per SF	\$1.05	\$1.38	\$1.26	\$1.46
Concessions	0%	0.5%	0.5%	0.9%

Deliveries Past 12 Months Summary

714 High St - 712 & 714 High Street

Property Name/Address	Rating	Units	Stories	Start	Complete	Developer/Owner
<div>1</div> Freedman Point 315 E Cawson St		68	4	Aug 18	Jan 20	Woda Cooper Companies Woda Cooper Companies
<div>2</div> The Reserve at Rivington 12000 Reserve Manor Cir		276	-	Jul 19	Nov 20	- Cathcart Group

Deliveries Past 12 Months

714 High St - 712 & 714 High Street



315 E Cawson St - Freedman Point

Hopewell, Virginia - Hopewell County Neighborhood



PROPERTY

Property Size: **68 Units, 4 Floors**
 Avg. Unit Size: **984 SF**
 Year Built: **Jan 2020**
 Type: **Apartments - All**
 Rent Type: **Affordable**
 Parking: **-**
 Distance to Subject: **9.07 Miles**
 Distance to Transit: **-**

PROPERTY MANAGER

Woda - Freedman Point
(804) 704-7476

OWNER

-

UNIT BREAKDOWN

			Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		
Bed	Bath	Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
2	1	843	34	50.0%	0	0.0%	\$978	\$1.16	\$969	\$1.15	0.9%
2	1.5	-	-	-	-	-	\$1,042	-	\$1,032	-	1.0%
3	2	1,129	34	50.0%	0	0.0%	\$1,110	\$0.98	\$1,100	\$0.97	0.9%
Totals		Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
All 2 Beds		843	34	50.0%	0	0.0%	\$980	\$1.16	\$971	\$1.15	0.9%
All 3 Beds		1,129	34	50.0%	0	0.0%	\$1,110	\$0.98	\$1,100	\$0.97	0.9%
Totals		986	68	100%	0	0.0%	\$1,044	\$1.06	\$1,035	\$1.05	0.9%

Estimate

Updated March 14, 2021

SITE AMENITIES

24 Hour Access

UNIT AMENITIES

Kitchen, Oven, Range, Refrigerator, Tub/Shower

RECURRING EXPENSES

Dog Rent \$0

Cat Rent \$0

Free Trash Removal

ONE TIME EXPENSES

Dog Deposit \$300

Cat Deposit \$300

Application Fee \$35

PET POLICY

Dog Allowed \$300 Deposit, 25 lb. Maximum

Cat Allowed \$300 Deposit, 25 lb. Maximum

Deliveries Past 12 Months

714 High St - 712 & 714 High Street

2 12000 Reserve Manor Cir - The Reserve at Rivington
Chester, Virginia - Chesterfield County Neighborhood



PROPERTY	
Property Size:	276 Units
Avg. Unit Size:	1,015 SF
Year Built:	Nov 2020
Type:	Apartments - All
Rent Type:	Market
Parking:	-
Distance to Subject:	9.35 Miles
Distance to Transit:	-

PROPERTY MANAGER	
Cathcart - The Reserve at Rivington	
(804) 414-8665	
OWNER	
-	

UNIT BREAKDOWN

			Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		Concessions
Bed	Bath	Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	
1	1	751	48	17.4%	2	4.2%	\$1,285	\$1.71	\$1,285	\$1.71	0.0%
1	1	810	36	13.0%	2	5.6%	\$1,315	\$1.62	\$1,315	\$1.62	0.0%
2	2	1,034	84	30.4%	4	4.8%	\$1,475	\$1.43	\$1,475	\$1.43	0.0%
2	2	1,094	72	26.1%	2	2.8%	\$1,525	\$1.39	\$1,525	\$1.39	0.0%
2	2	1,375	36	13.0%	2	5.6%	\$1,850	\$1.35	\$1,850	\$1.35	0.0%
Totals		Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
All 1 Beds		776	84	30.4%	4	4.8%	\$1,298	\$1.67	\$1,298	\$1.67	0.0%
All 2 Beds		1,120	192	69.6%	8	4.2%	\$1,564	\$1.40	\$1,564	\$1.40	0.0%
Totals		1,016	276	100%	12	4.4%	\$1,483	\$1.46	\$1,483	\$1.46	0.0%

Estimate Updated March 13, 2021

SITE AMENITIES

Clubhouse, Gameroom, Pet Play Area, Picnic Area, Pool, Property Manager on Site

UNIT AMENITIES

Air Conditioning, Ceiling Fans, Heating, Kitchen, Large Bedrooms, Oven, Pantry

RECURRING EXPENSES

Dog Rent \$0	Cat Rent \$0	Unassigned Garage Parking \$125-150
Free Trash Removal		

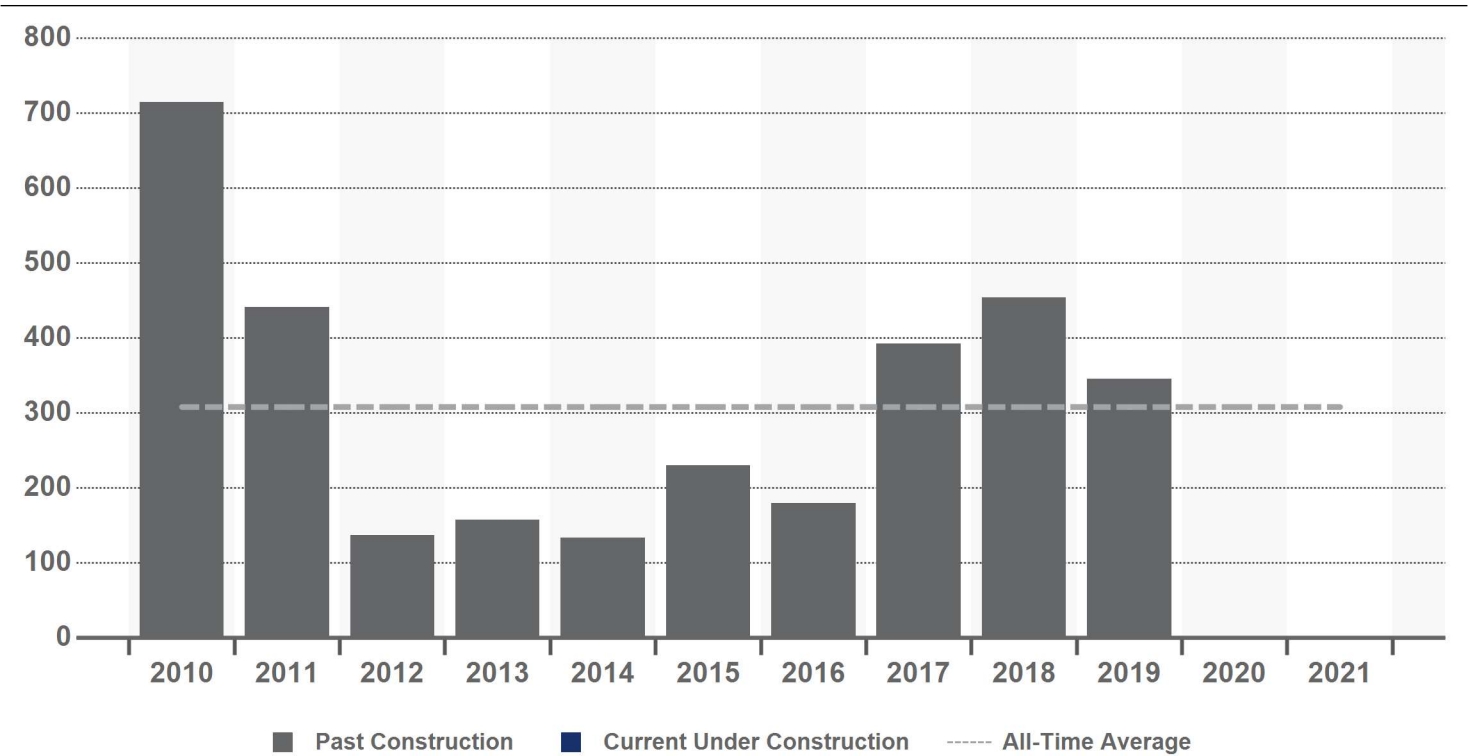
ONE TIME EXPENSES

Application Fee \$50

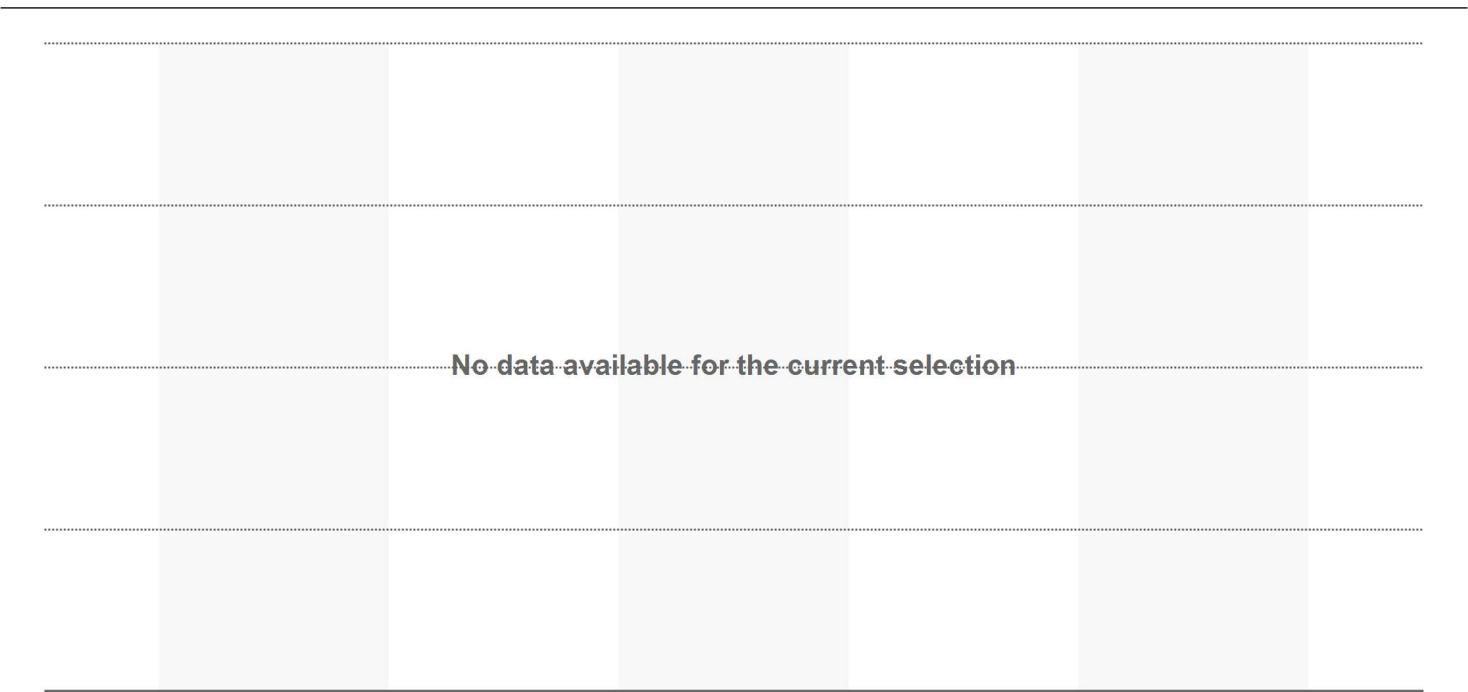
PET POLICY

Dog Allowed2 Maximum, 100 lb. Maximum
2 pet max. \$25 pet rent and \$300 fee for each pet.
Cat Allowed2 Maximum, 100 lb. Maximum
2 pet max. \$25 pet rent and \$300 fee for each pet.

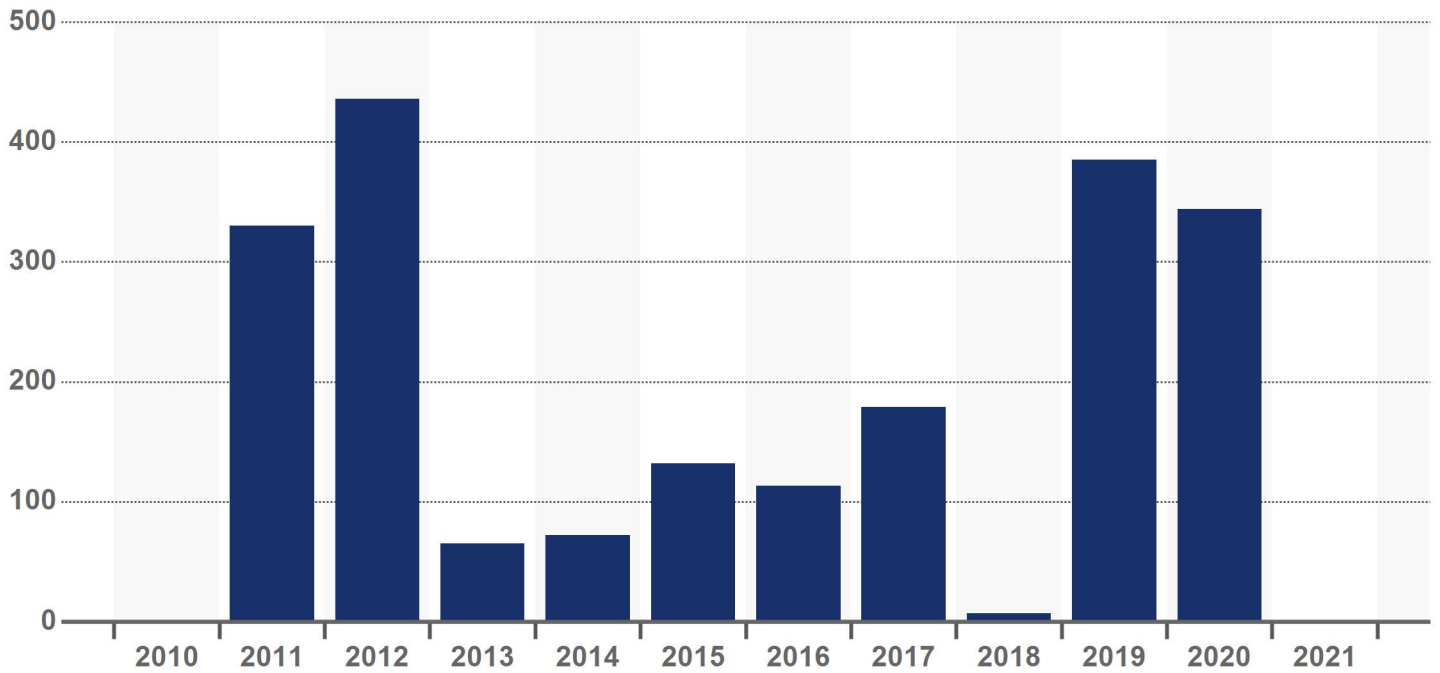
UNITS UNDER CONSTRUCTION



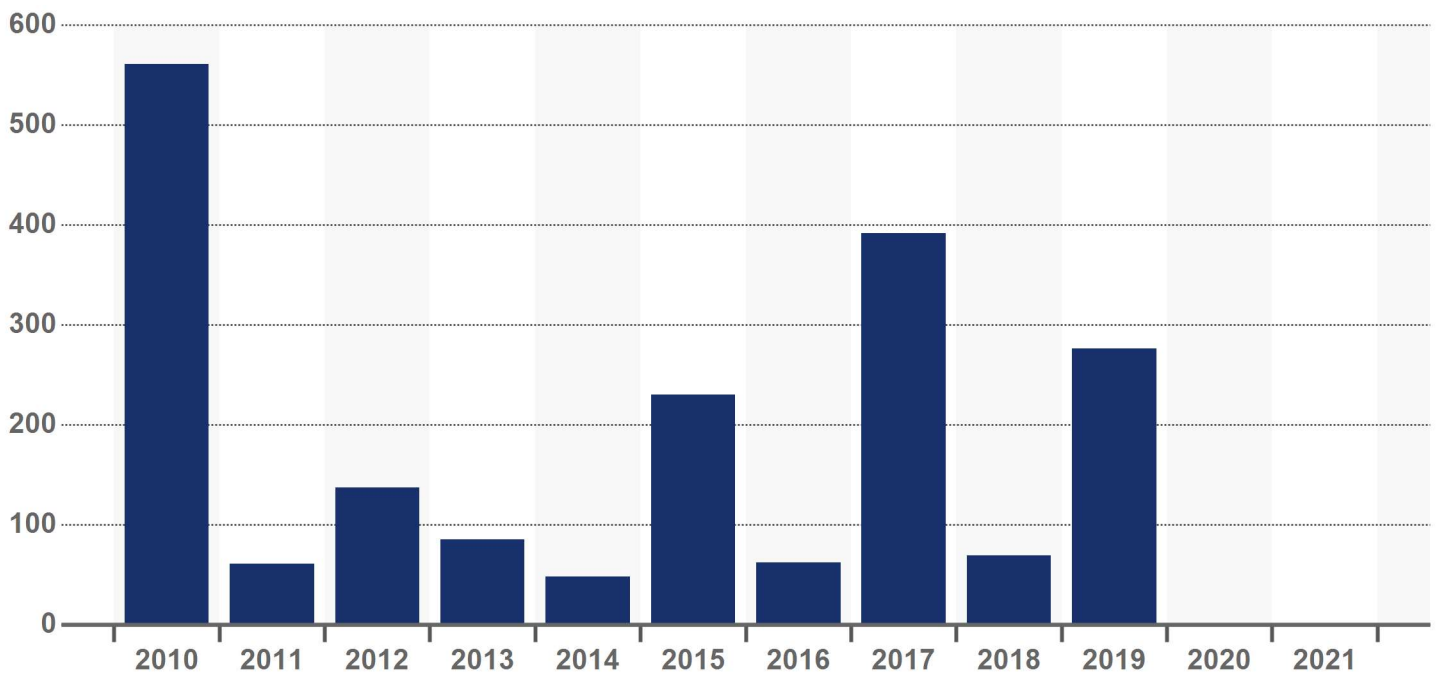
PROJECTED DELIVERY DATES OF UNITS UNDER CONSTRUCTION



CONSTRUCTION DELIVERIES IN UNITS



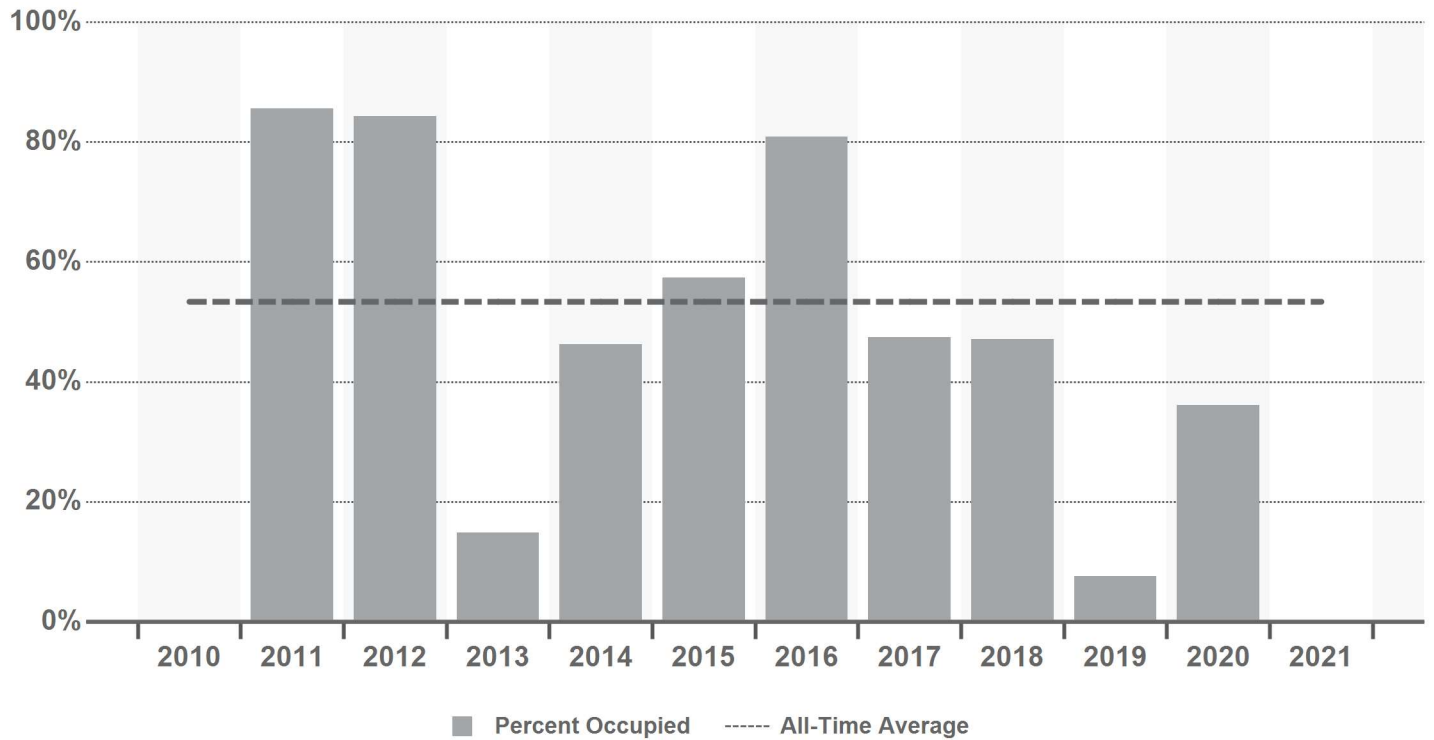
CONSTRUCTION STARTS IN UNITS



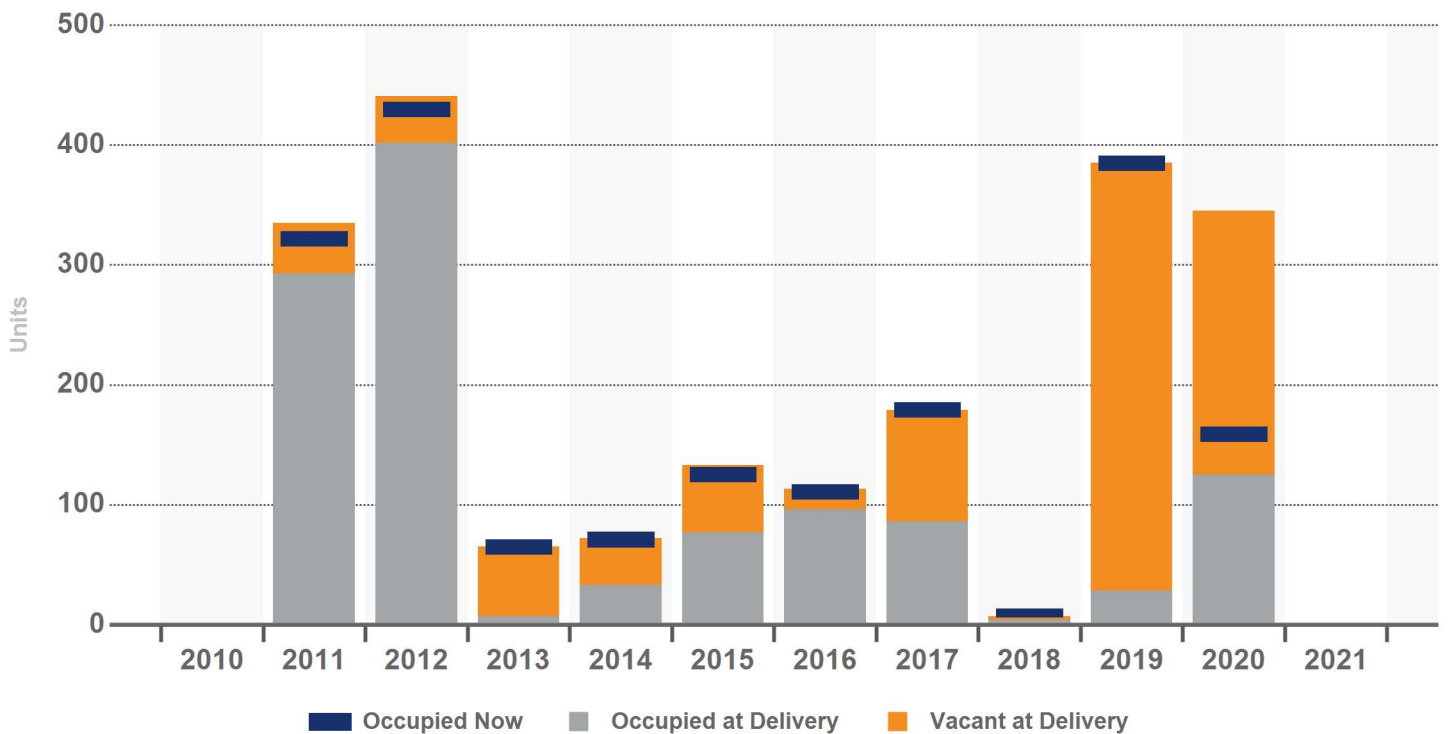
Construction Summary

714 High St - 712 & 714 High Street

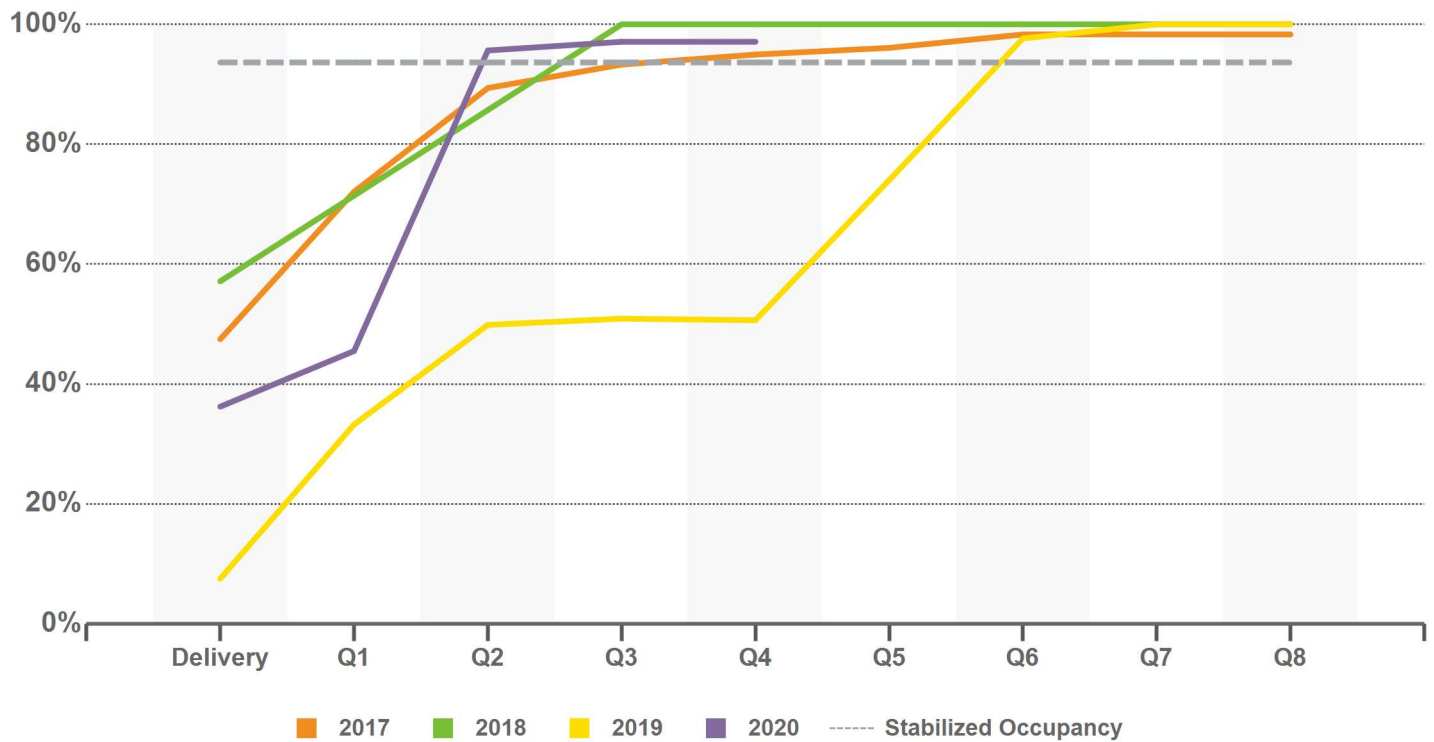
PERCENT OCCUPIED AT DELIVERY



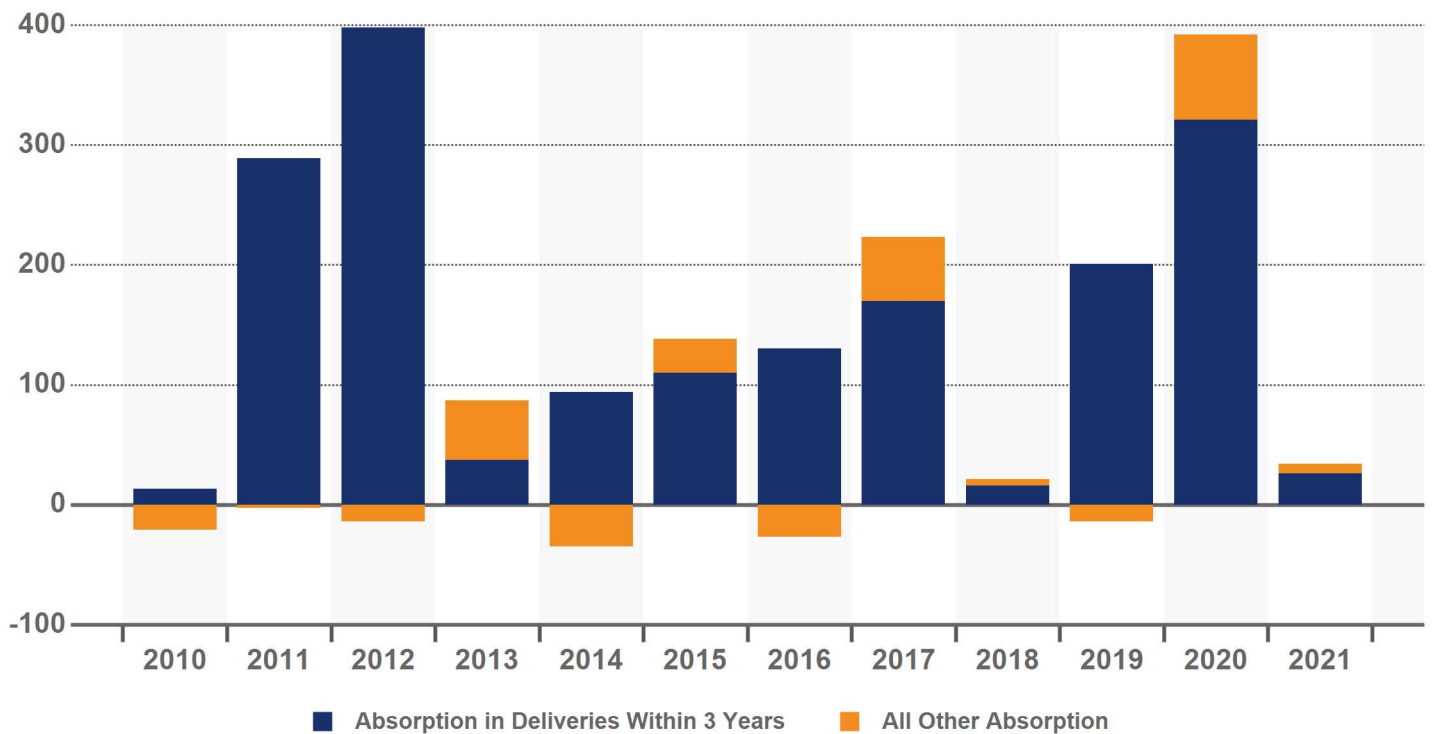
UNITS OCCUPIED IN DELIVERIES OVER TIME



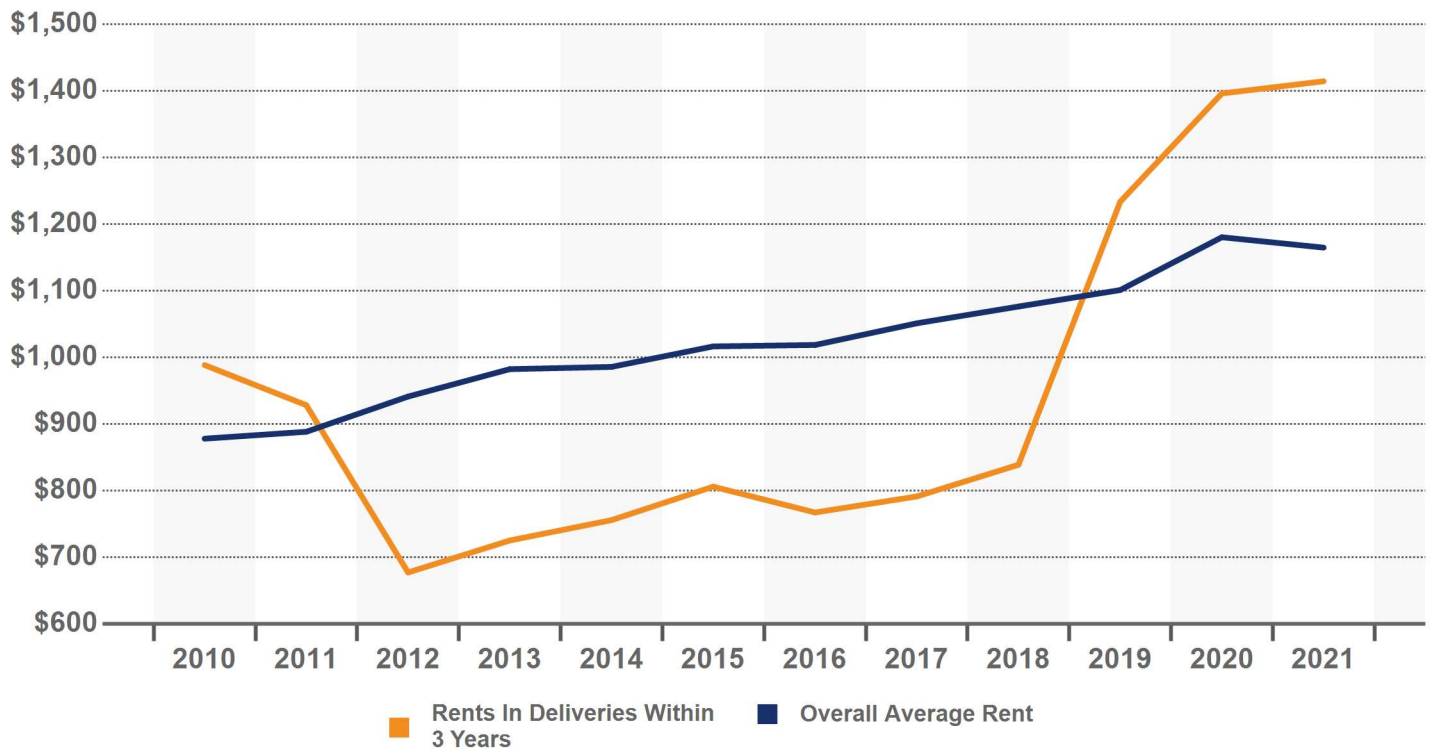
NEW CONSTRUCTION OCCUPANCY AFTER DELIVERY BY YEAR BUILT



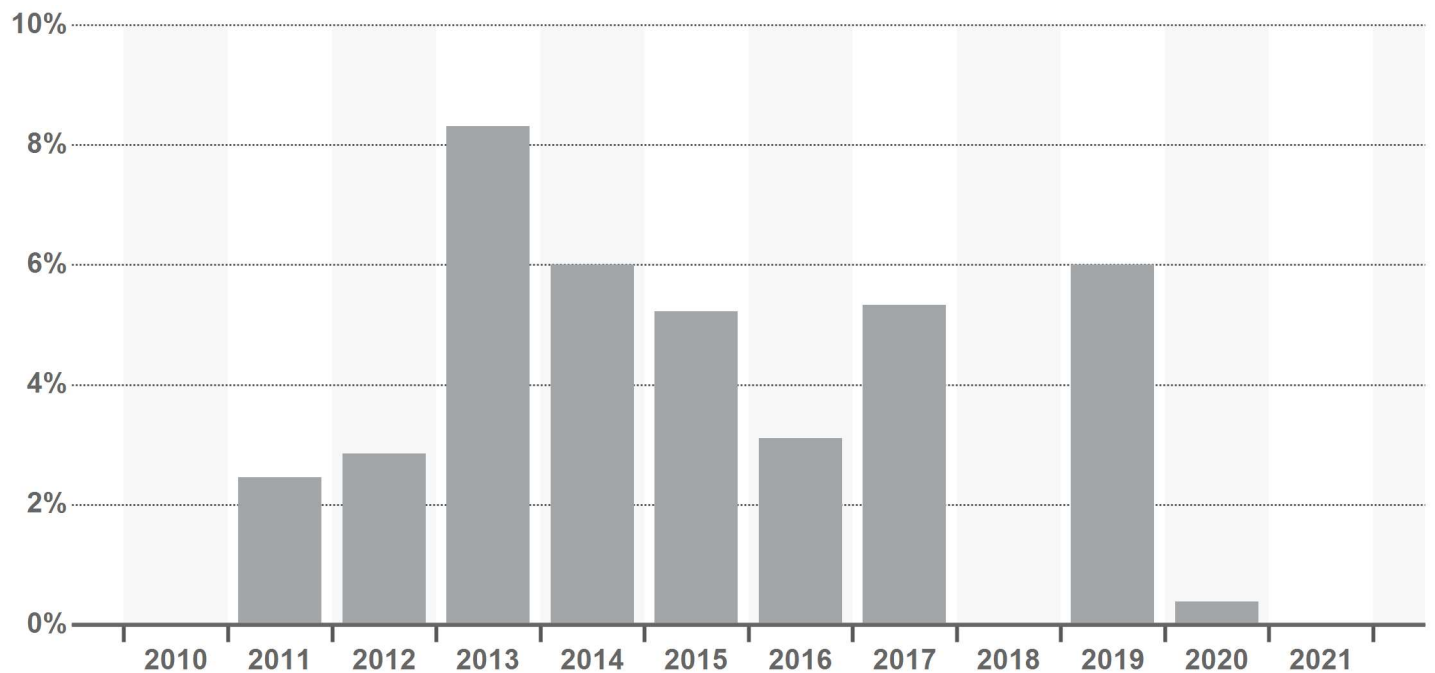
NET ABSORPTION IN UNITS



ASKING RENTAL RATES PER UNIT



CONCESSIONS IN DELIVERIES PER YEAR





Sale Comparables

714 High St

712 & 714 High Street

10 Unit Apartment Building

Petersburg, Virginia - Old Towne Petersburg Neighborhood

PREPARED BY

David White
Lending Group Manager



Sale Comparables Summary

712 & 714 High Street - 714 High St

Sale Comparables

Avg. Price/Unit (thous.)

Average Price (mil.)

Average Vacancy at Sale

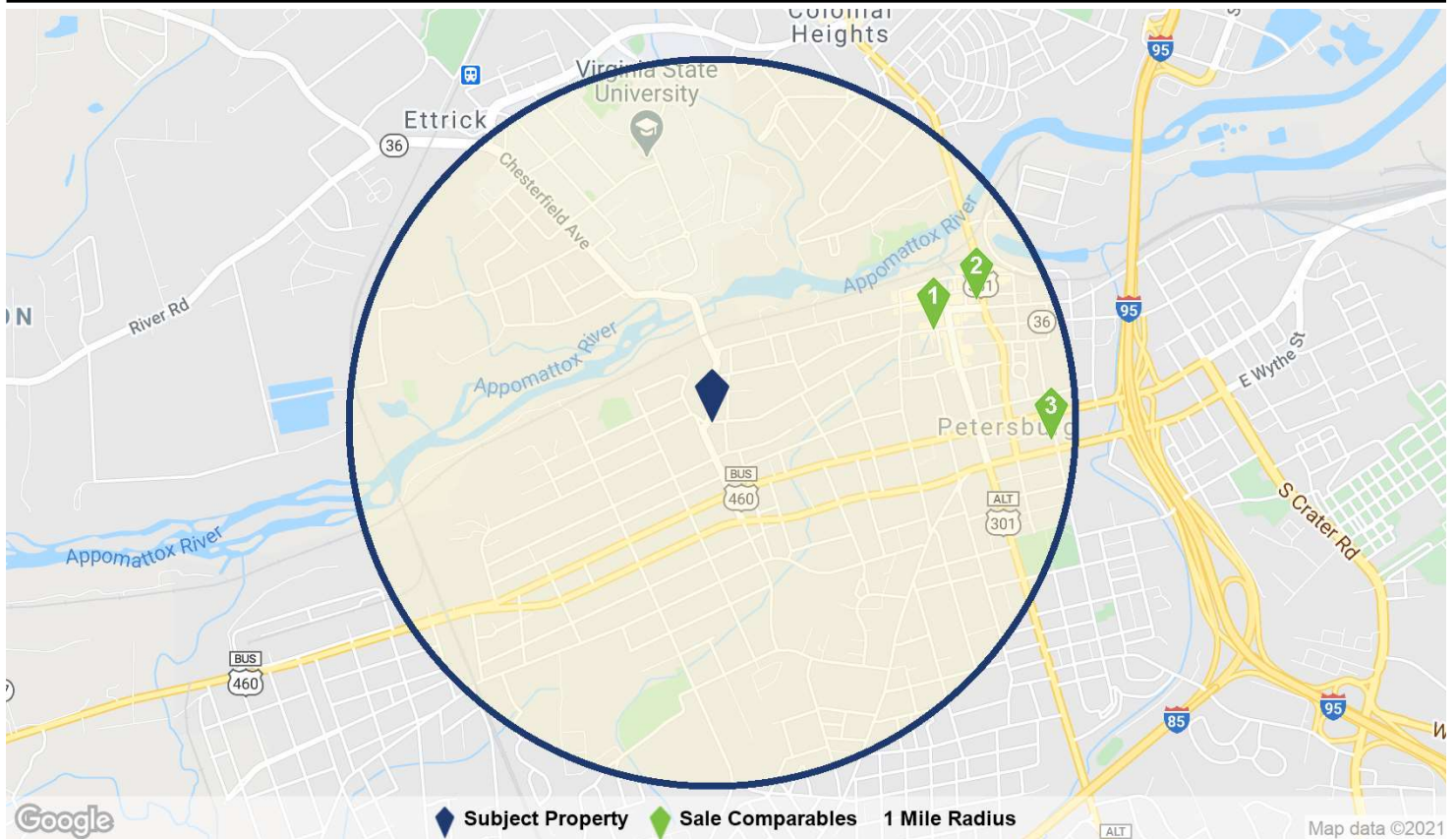
3

\$81

\$1.3

10.2%

SALE COMPARABLE LOCATIONS



Sales Attributes	Low	Average	Median	High
Sale Price	\$895,000	\$1,323,333	\$1,500,000	\$1,575,000
Price Per Unit	\$74,583	\$81,020	\$78,947	\$87,500
Cap Rate	6.0%	7.2%	7.2%	8.3%
Vacancy Rate at Sale	0%	10.2%	11.1%	15.8%
Time Since Sale in Months	2.8	10.0	5.5	21.8
Property Attributes	Low	Average	Median	High
Property Size in Units	12	16	18	19
Number of Floors	2	2	2	4
Average Unit SF	233	911	651	1,850
Year Built	1920	1960	1950	2012
Star Rating	★★★★★	★★★★★ 2.7	★★★★★	★★★★★

Sale Comparables Summary

712 & 714 High Street - 714 High St

Property Name/Address	Property Information				Sale Information			
	Rating	Yr Built	Units	Vacancy	Sale Date	Price	Price/Unit	Price/SF
1 Plaza at Bank Street 25 W Bank St	★ ★ ★ ★ ★	1950	18	11.1%	12/23/2020	\$1,575,000	\$87,500	\$88
2 37-39 Bollingbrook St	★ ★ ★ ★ ★	1920	12	0%	9/30/2020	\$895,000	\$74,583	\$40
3 141 East 141 E Wythe St	★ ★ ★ ★ ★	2012	19	15.8%	5/24/2019	\$1,500,000	\$78,947	\$93

Sale Comparables

714 High St - 712 & 714 High Street



Plaza at Bank Street - 25 W Bank St

Petersburg, VA 23803 - Old Towne Petersburg Neighborhood



SALE

Sale Date:	12/23/2020
Sale Price:	\$1,575,000
Price Per Unit:	\$87,500
Price Per SF:	\$88
Cap Rate:	-

PROPERTY

Property Size:	18 Units, 4 Floors
Average Unit Size:	650 SF
Year Built:	1950
Vacancy At Sale:	11.1%
Parking Spaces:	17 Spaces; 0.9 per Unit

CONTACTS

Buyer:	Gagandeep Singh Marwaha
Seller:	The Monument Companies, LLC
Buyer Broker:	REMAX Commonwealth - Beverly Bailey
Listing Broker:	One South Commercial - Ann Schweitzer Riley, Lory Markham, T...

FINANCING

\$1,260,000 from VA Commonwealth: Line of Credit

UNIT MIX AT SALE

Bed	Bath	Avg SF	Unit Mix		Vacancy		Avg Asking Rent		Avg Effective Rent		Concessions
			Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	
1	1	488	1	5.6%	0	0.0%	\$899	\$1.84	\$890	\$1.82	1.0%
1	1	517	2	11.1%	0	0.0%	\$972	\$1.88	\$962	\$1.86	1.0%
1	1	530	1	5.6%	0	0.0%	\$942	\$1.78	\$933	\$1.76	1.0%
1	1	532	1	5.6%	0	0.0%	\$949	\$1.78	\$940	\$1.77	0.9%
1	1	538	1	5.6%	0	0.0%	\$973	\$1.81	\$964	\$1.79	0.9%
1	1	539	1	5.6%	0	0.0%	\$855	\$1.59	\$846	\$1.57	1.1%
1	1	550	1	5.6%	0	0.0%	\$916	\$1.67	\$907	\$1.65	1.0%
1	1	561	1	5.6%	0	0.0%	\$994	\$1.77	\$985	\$1.76	0.9%
1	1	595	1	5.6%	0	0.0%	\$961	\$1.62	\$951	\$1.60	1.0%
1	1	603	1	5.6%	0	0.0%	\$956	\$1.59	\$947	\$1.57	0.9%
1	1	632	1	5.6%	0	0.0%	\$1,030	\$1.63	\$1,019	\$1.61	1.1%
1	1	679	1	5.6%	0	0.0%	\$1,060	\$1.56	\$1,050	\$1.55	0.9%
1	1	766	1	5.6%	0	0.0%	\$1,074	\$1.40	\$1,064	\$1.39	0.9%
1	1	859	1	5.6%	0	0.0%	\$1,060	\$1.23	\$1,050	\$1.22	0.9%
1	1	875	1	5.6%	0	0.0%	\$1,095	\$1.25	\$1,084	\$1.24	1.0%
1	1	914	1	5.6%	0	0.0%	\$1,135	\$1.24	\$1,124	\$1.23	1.0%
1	1	1,014	1	5.6%	0	0.0%	\$1,038	\$1.02	\$1,028	\$1.01	1.0%
Totals		651	18	100%	2	11.1%	\$993	\$1.53	\$984	\$1.51	1.0%

TRANSACTION NOTES

On December 23rd, 2020, the 18-unit multi-family building at 25 W Bank St sold for \$1,575,000, or \$87,500/unit. The 18,000 SF building, also known as Plaza at Bank Street, sits on .01022 acres of B-3 zoned land. The seller was represented by Tom Rosman, Lory Markham, and Ann Schweitzer Riley of One South Commercial. Beverly Bailey of REMAX Commercial represented the buyer.

The details of this transaction were verified by both parties.

Sale Comparables

714 High St - 712 & 714 High Street

2

37-39 Bollingbrook St

Petersburg, VA 23803 - Old Towne Petersburg Neighborhood



SALE

Sale Date:	9/30/2020
Sale Price:	\$895,000
Price Per Unit:	\$74,583
Price Per SF:	\$40
Cap Rate:	8.3%

PROPERTY

Property Size:	12 Units, 2 Floors
Average Unit Size:	-
Year Built:	1920
Vacancy At Sale:	0%
Parking Spaces:	-

CONTACTS

Buyer:	9510 CCF Properties
Seller:	Old Mansion Inc
Listing Broker:	Specter Properties, Inc. - Kevin Specter, Mark Specter

UNIT MIX AT SALE

Bed	Bath	Avg SF	Unit Mix		Vacancy		Avg Asking Rent		Avg Effective Rent		Concessions
			Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	
1	1	-	12	100%	0	0.0%	-	-	-	-	-
Totals		-	12	100%	0	0.0%	-	-	-	-	-

TRANSACTION NOTES

On September 30th, 2020 the 12-unit multi-family building at 37-39 Bollingbrook St sold for \$895,000, or about \$74,483, with a \$20,000 credit.. This property was on the market for 5 months with a final asking price of \$995,000. The seller was represented by Mark and Kevin Specter of Specter Properties, Inc. The buyer represented himself in the deal.

The details of this transaction were verified by both sides.

Sale Comparables

714 High St - 712 & 714 High Street

3

141 East - 141 E Wythe St

Petersburg, VA 23803 - Petersburg Neighborhood



SALE

Sale Date:	5/24/2019
Sale Price:	\$1,500,000
Price Per Unit:	\$78,947
Price Per SF:	\$93
Cap Rate:	6.0%

PROPERTY

Property Size:	19 Units, 2 Floors
Average Unit Size:	-
Year Built:	2012
Vacancy At Sale:	15.8%
Parking Spaces:	26 Spaces; 1.4 per Unit

CONTACTS

Buyer:	141 E Wythe St LLC
Seller:	Arthur Riggs - 141 East
Buyer Broker:	One South Commercial - Ann Schweitzer Riley
Listing Broker:	One South Commercial - Ryan Rilee, Tom Rosman

UNIT MIX AT SALE

Bed	Bath	Avg SF	Unit Mix		Vacancy		Avg Asking Rent		Avg Effective Rent		Concessions
			Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	
1	1	-	9	47.4%	1	11.1%	\$956	-	\$946	-	1.0%
2	2	-	10	52.6%	2	20.0%	\$1,214	-	\$1,202	-	1.0%
Totals		-	19	100%	3	15.8%	\$1,092	-	\$1,081	-	1.0%

SITE AMENITIES

Controlled Access, Courtyard, Gated, Package Service, Property Manager on Site, Recycling

UNIT AMENITIES

Air Conditioning, Balcony, Cable Ready, Ceiling Fans, Dishwasher, Disposal, Granite Countertops, Hardwood Floors, High Speed Internet Access, Microwave, Patio, Refrigerator, Stainless Steel Appliances, Washer/Dryer, Window Coverings

TRANSACTION NOTES

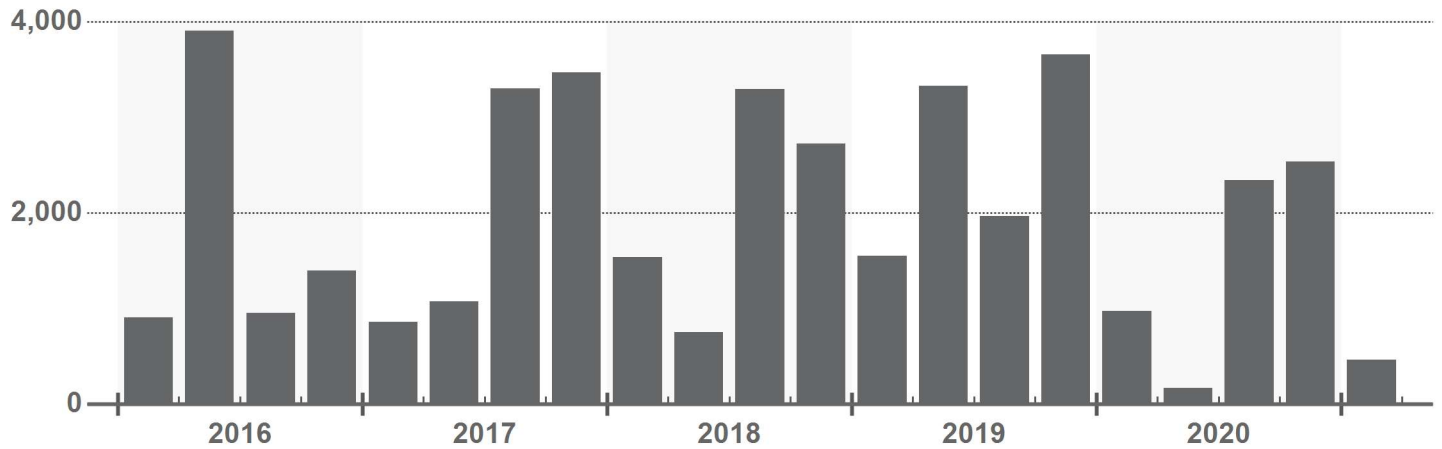
On May 28, 2019 this 19-unit multifamily building sold for \$1,500,000 or \$78,947 per unit. This property is conveniently located near the interstate and other amenities of Old Town Petersburg. The property is also close to Fort Lee Army Base.

The details of the sale comparable were verified by the seller brokers.

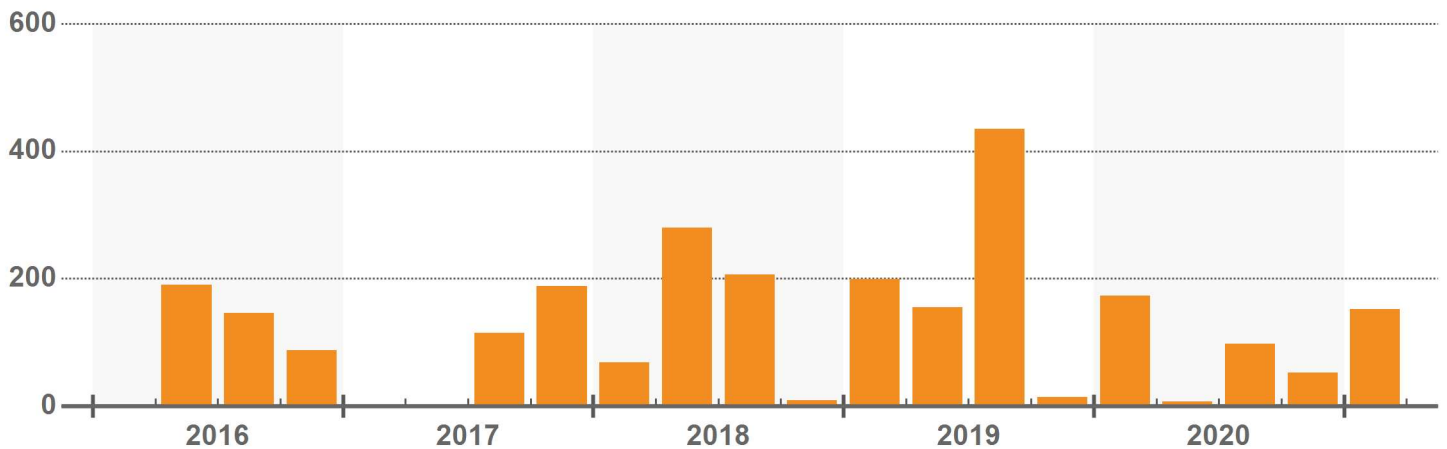
Sales Volume

714 High St - 712 & 714 High Street

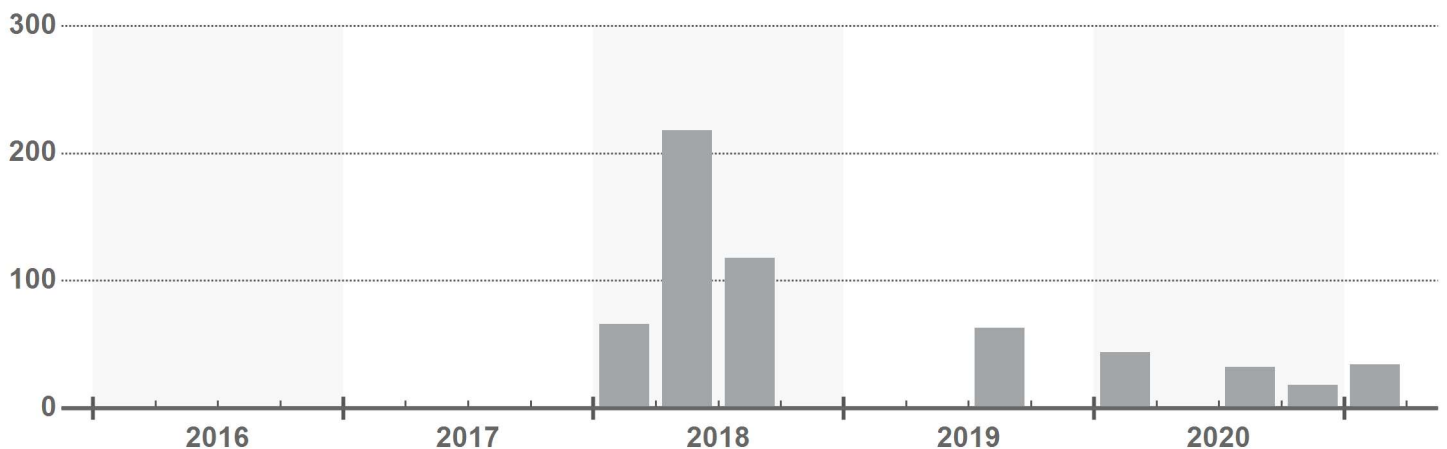
RICHMOND METRO SALES VOLUME IN UNITS



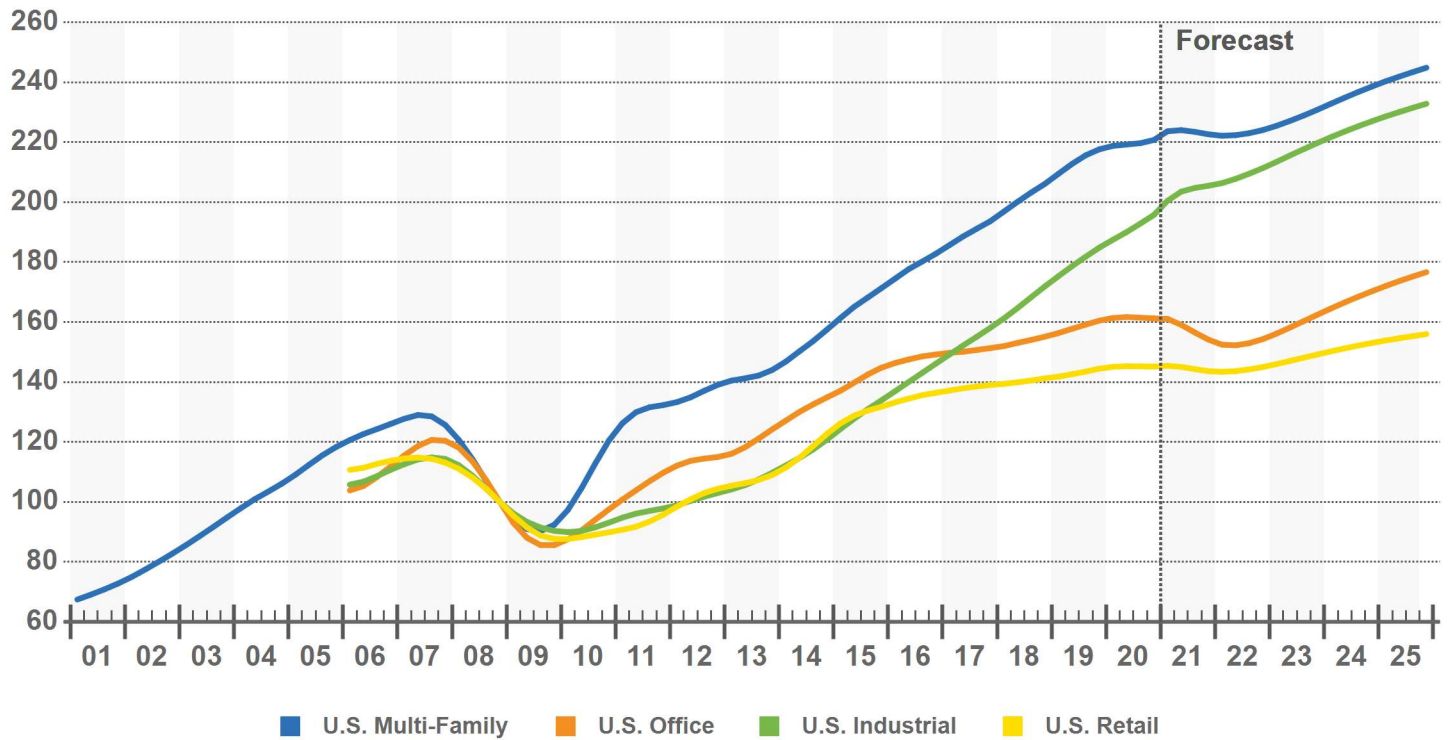
PETERSBURG/C HIGHTS/FT LEE/ETTRICK SUBMARKET SALES VOLUME IN UNITS



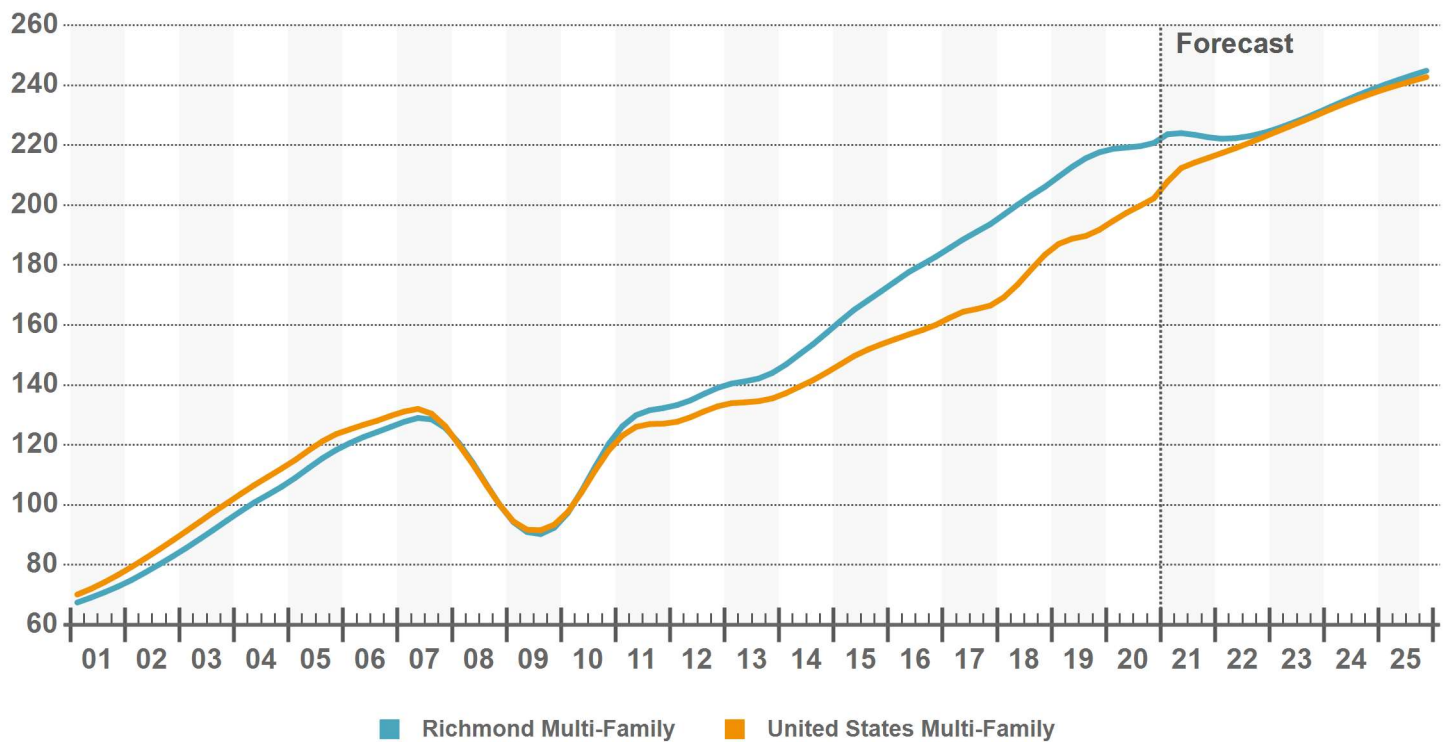
OLD TOWNE PETERSBURG NEIGHBORHOOD SALES VOLUME IN UNITS



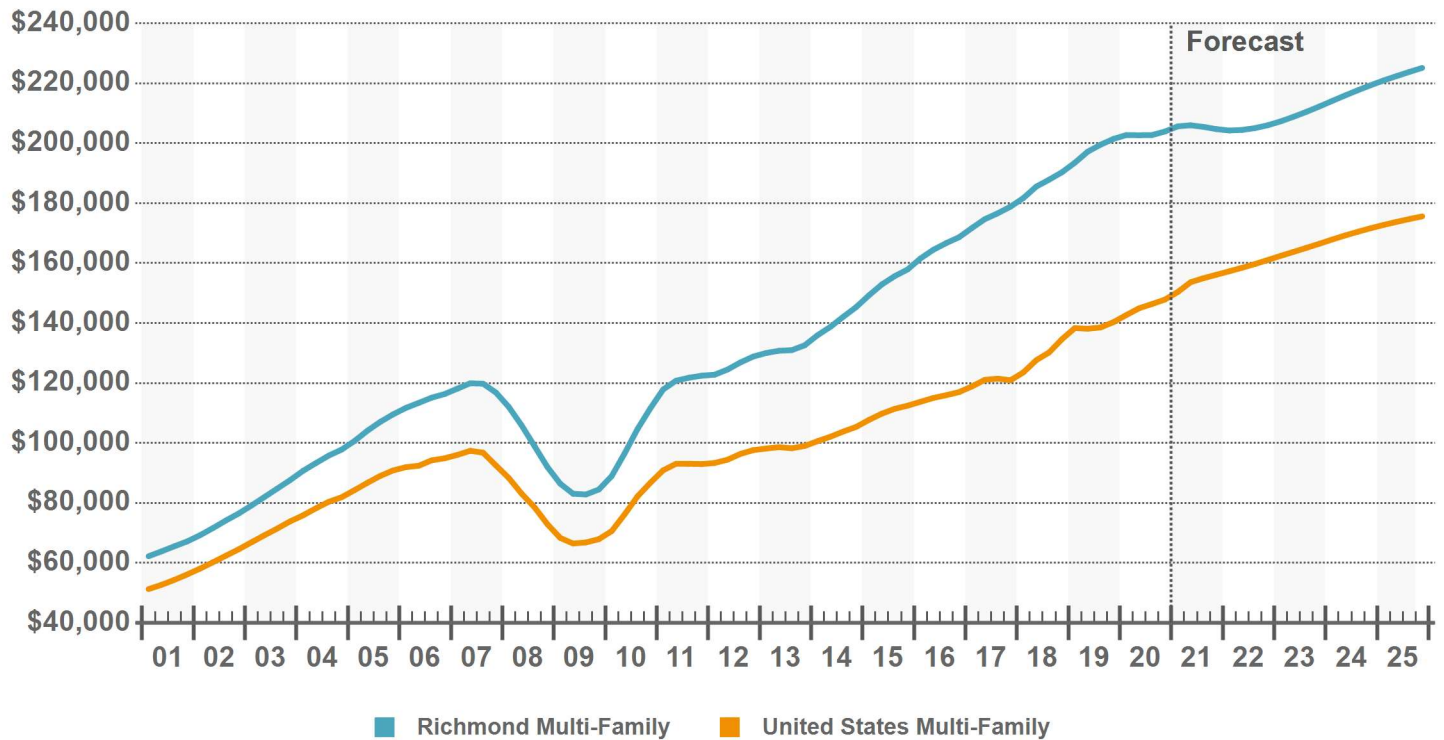
NATIONAL PRICE INDICES



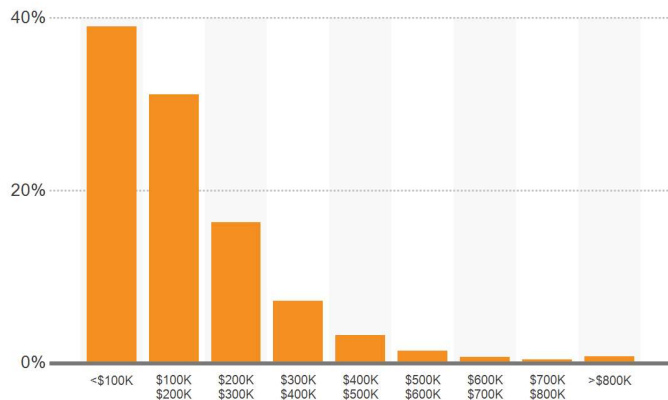
REGIONAL MULTI-FAMILY PRICE INDICES



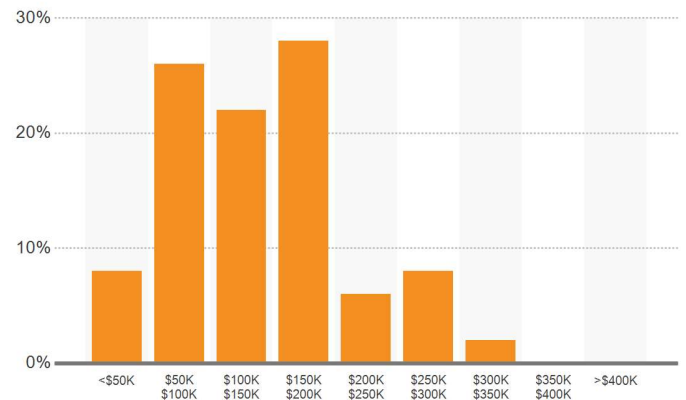
PRICE PER UNIT TRENDS



UNITED STATES SALE PRICE PER UNIT DISTRIBUTION PAST 12 MONTHS



RICHMOND SALE PRICE PER UNIT DISTRIBUTION PAST 12 MONTHS



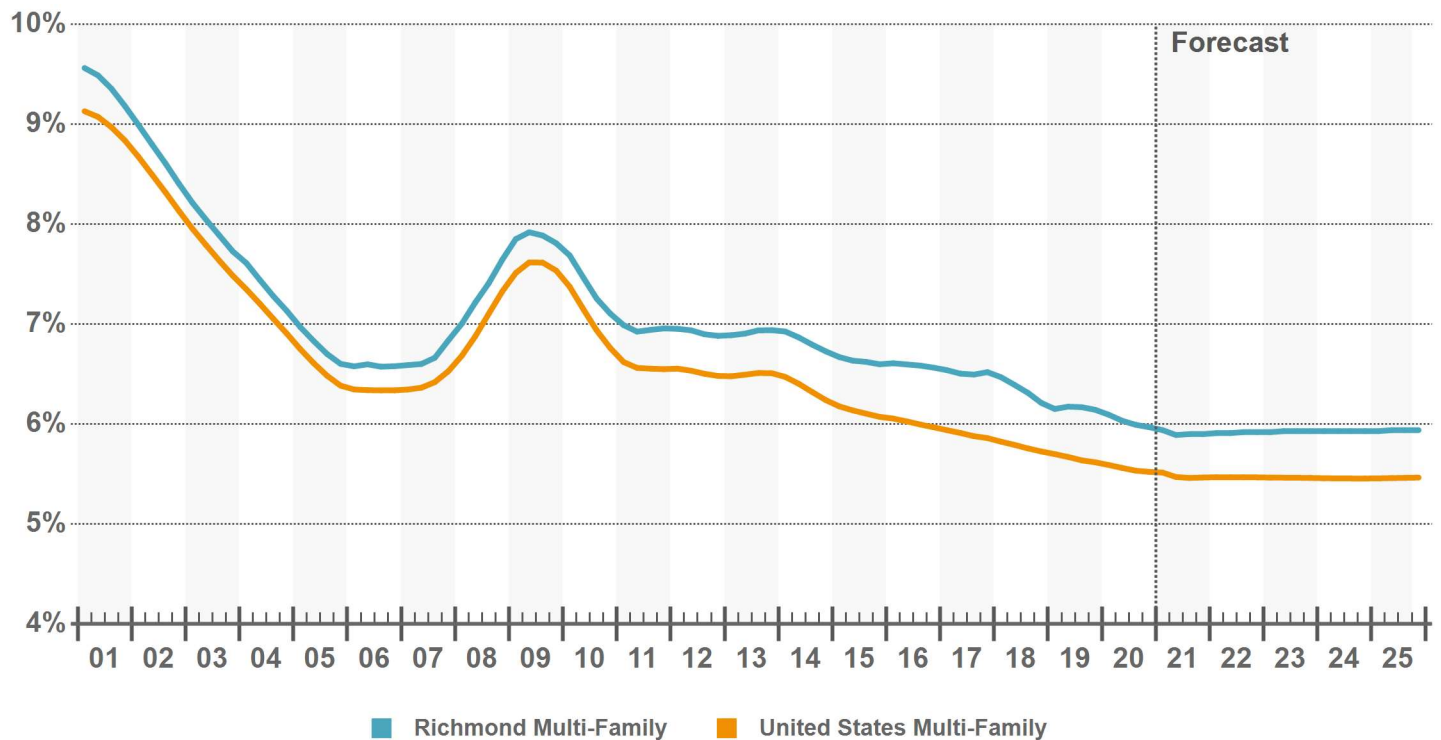
PRICE PER UNIT SUMMARY FOR SALES IN PAST YEAR

Geography	Transactions	Low	Bottom 25%	Median	Average	Top 25%	High
United States	16,529	\$5,000	\$44,102	\$130,103	\$163,737	\$403,534	\$10,197,800
Richmond	91	\$12,111	\$46,504	\$92,500	\$141,792	\$222,828	\$335,714
Petersburg/C Hghts/Ft Lee...	10	\$50,000	\$56,653	\$76,998	\$75,998	\$97,436	\$112,308
Old Towne Petersburg	4	\$69,000	\$69,000	\$79,203	\$81,216	\$87,500	\$87,500
Selected Sale Comps	3	\$74,583	N/A	\$78,947	\$81,020	N/A	\$87,500

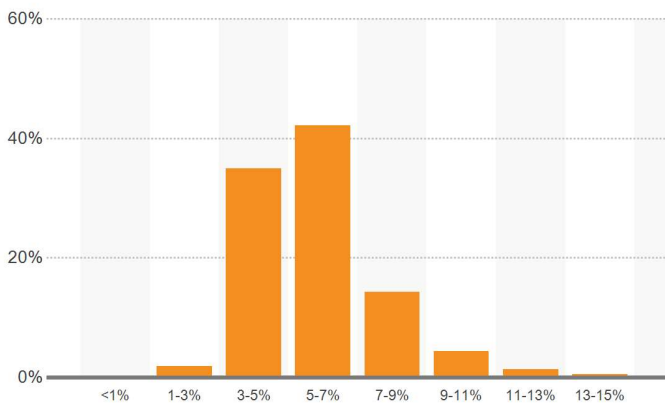
Cap Rates

714 High St - 712 & 714 High Street

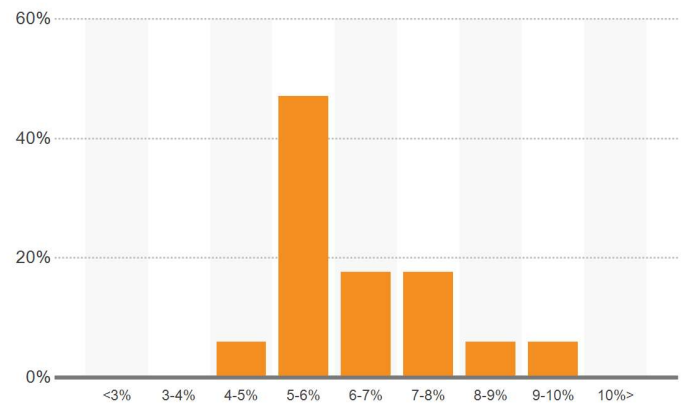
MARKET CAP RATE



UNITED STATES CAP RATE DISTRIBUTION PAST 12 MONTHS



RICHMOND CAP RATE DISTRIBUTION PAST 12 MONTHS



CAP RATE SUMMARY STATISTICS IN PAST YEAR

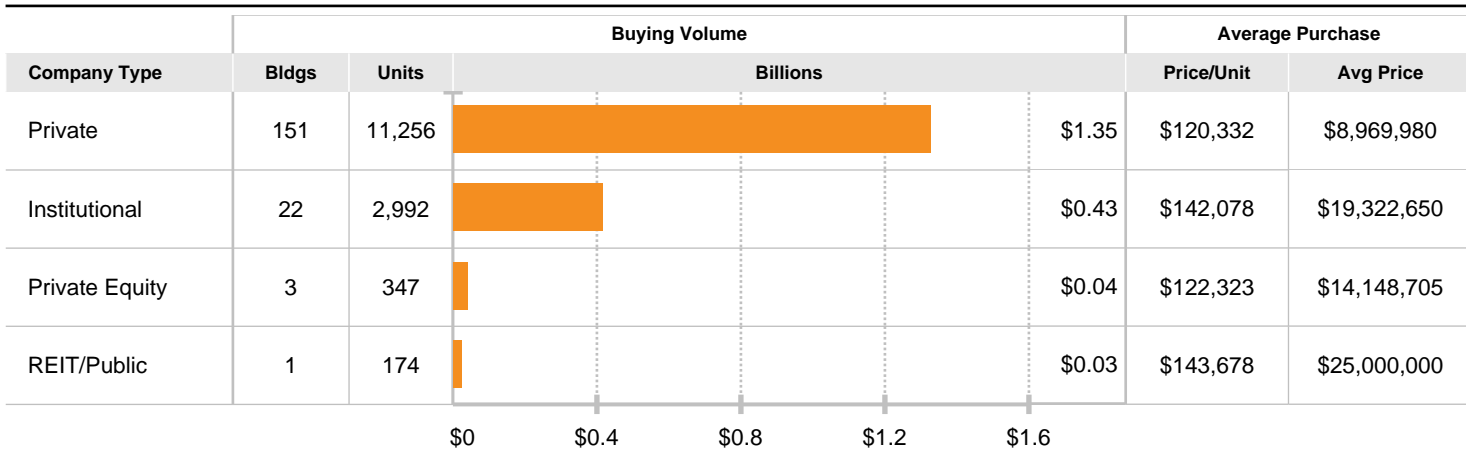
Geography	Transactions	Low	Bottom 25%	Median	Average	Top 25%	High
United States	6,576	0.7%	3.9%	5.6%	6.1%	9.1%	25.0%
Richmond	20	4.9%	5.0%	5.8%	6.3%	8.3%	9.7%
Petersburg/C Hghts/Ft Lee...	4	5.1%	5.1%	8.3%	7.8%	9.7%	9.7%
Old Towne Petersburg	2	8.3%	N/A	9.0%	9.0%	N/A	9.7%
Selected Sale Comps	2	6.0%	N/A	7.2%	7.2%	N/A	8.3%

TOP RICHMOND MULTIFAMILY BUYERS PAST TWO YEARS

Company Name	Properties Bought			Properties Sold		
	Bldgs	Units	Volume	Bldgs	Units	Volume
Capital Square Realty Advisors	3	968	\$232,350,000	1	70	\$11,400,000
Angelo, Gordon & Co.	3	1,516	\$223,250,000	0	0	-
Kushner Companies	4	942	\$167,200,000	0	0	-
NorthRock Companies	2	596	\$125,000,000	0	0	-
Landmark Property Services	16	970	\$98,100,001	0	0	-
BH Management Services LLC	1	664	\$79,500,000	0	0	-
CAPREIT	1	300	\$53,300,000	0	0	-
Blackfin Real Estate Investors	7	336	\$49,500,000	0	0	-
GMF Capital	7	336	\$49,500,000	0	0	-
CalSTRS	1	223	\$37,000,000	0	0	-
LEM Capital	1	266	\$33,750,000	2	410	\$69,200,000
McCann Realty Partners LLC	1	266	\$33,750,000	1	294	\$45,600,000
United Property Associates	1	297	\$32,250,000	0	0	-
Mercer Street Partners Sponsor, LLC	2	215	\$30,300,000	0	0	-
Beachwold Residential	1	248	\$30,000,000	0	0	-
Republic Properties Corporation	1	159	\$28,520,000	0	0	-
SNP Properties	1	178	\$28,000,000	0	0	-
Chaim Bialostozky	24	501	\$27,500,002	0	0	-
Armada Hoffer Properties, Inc.	1	174	\$25,000,000	1	174	\$25,000,000
Seminole Trail Properties, LLC	2	409	\$23,220,000	0	0	-
HRI Properties	1	89	\$23,000,000	1	89	\$23,000,000
Rockbridge Capital	1	89	\$23,000,000	0	0	-
Walde Enterprises	1	265	\$20,200,000	0	0	-
Silver Street Development Corp.	1	232	\$20,000,000	1	232	\$20,000,000
Wells Fargo & Company	1	232	\$20,000,000	0	0	-

 Purchased at least one asset in Petersburg/C Hgts/Ft Lee/Ettrick Multi-Family submarket

TYPES OF MULTIFAMILY RICHMOND BUYERS PAST TWO YEARS



TOP RICHMOND MULTIFAMILY SELLERS PAST TWO YEARS

Company Name	Properties Sold			Properties Bought		
	Bldgs	Units	Volume	Bldgs	Units	Volume
Bristol Development Group	2	674	\$186,750,000	0	0	-
DRA Advisors LLC	2	852	\$143,750,000	0	0	-
Brookfield Asset Management, Inc.	2	596	\$125,000,000	0	0	-
Bonaventure Realty Group, LLC	2	961	\$111,750,000	2	325	\$17,700,000
The Wilton Companies	16	970	\$98,100,001	0	0	-
TSB Management Group, LLC.	2	532	\$98,000,000	0	0	-
The Monument Companies, LLC	11	506	\$76,125,000	0	0	-
Drucker + Falk	2	410	\$69,200,000	0	0	-
LEM Capital	2	410	\$69,200,000	1	266	\$33,750,000
Waverton Associates, Inc.	1	300	\$53,300,000	0	0	-
Sensei Development	7	336	\$49,500,000	0	0	-
Artemis Real Estate Partners	1	294	\$45,600,000	0	0	-
McCann Realty Partners LLC	1	294	\$45,600,000	1	266	\$33,750,000
Hercules Real Estate Services	1	223	\$37,000,000	0	0	-
RailField Partners	1	266	\$33,750,000	0	0	-
Reynolds Trust	1	297	\$32,250,000	0	0	-
AIG Global Asset Management Holdings Co...	1	248	\$30,000,000	0	0	-
Zacharias Brothers Realty	25	525	\$28,590,002	0	0	-
Aurelie Capital	1	159	\$28,520,000	0	0	-
Ricklind Properties, Inc	1	178	\$28,000,000	0	0	-
Armada Hoffer Properties, Inc.	1	174	\$25,000,000	1	174	\$25,000,000
HRI Properties	1	89	\$23,000,000	1	89	\$23,000,000
Spy Rock Real Estate Group	1	150	\$23,000,000	0	0	-
The Davis Companies	1	150	\$23,000,000	0	0	-
Kohn Family	1	372	\$20,750,000	0	0	-

■ Sold at least one asset in Petersburg/C Hghts/Ft Lee/Ettrick Multi-Family submarket

TYPES OF MULTIFAMILY RICHMOND SELLERS PAST TWO YEARS

Company Type	Selling Volume			Average Sale		
	Bldgs	Units	Billions	Price/Unit	Avg Price	
Private	168	11,331	\$1.36	\$119,780	\$8,078,769	
Institutional	12	1,948	\$0.31	\$157,037	\$25,492,416	
Private Equity	8	1,394	\$0.20	\$143,953	\$25,083,889	
REIT/Public	1	174	\$0.03	\$143,678	\$25,000,000	



Demographics

714 High St - 712 & 714 High Street

7,990 SF Multi-Family Building

PREPARED BY

David White
Lending Group Manager



Demographic Overview

714 High St

Population (1 mi)

10,321

Avg. HH Size (1 mi)

2.2

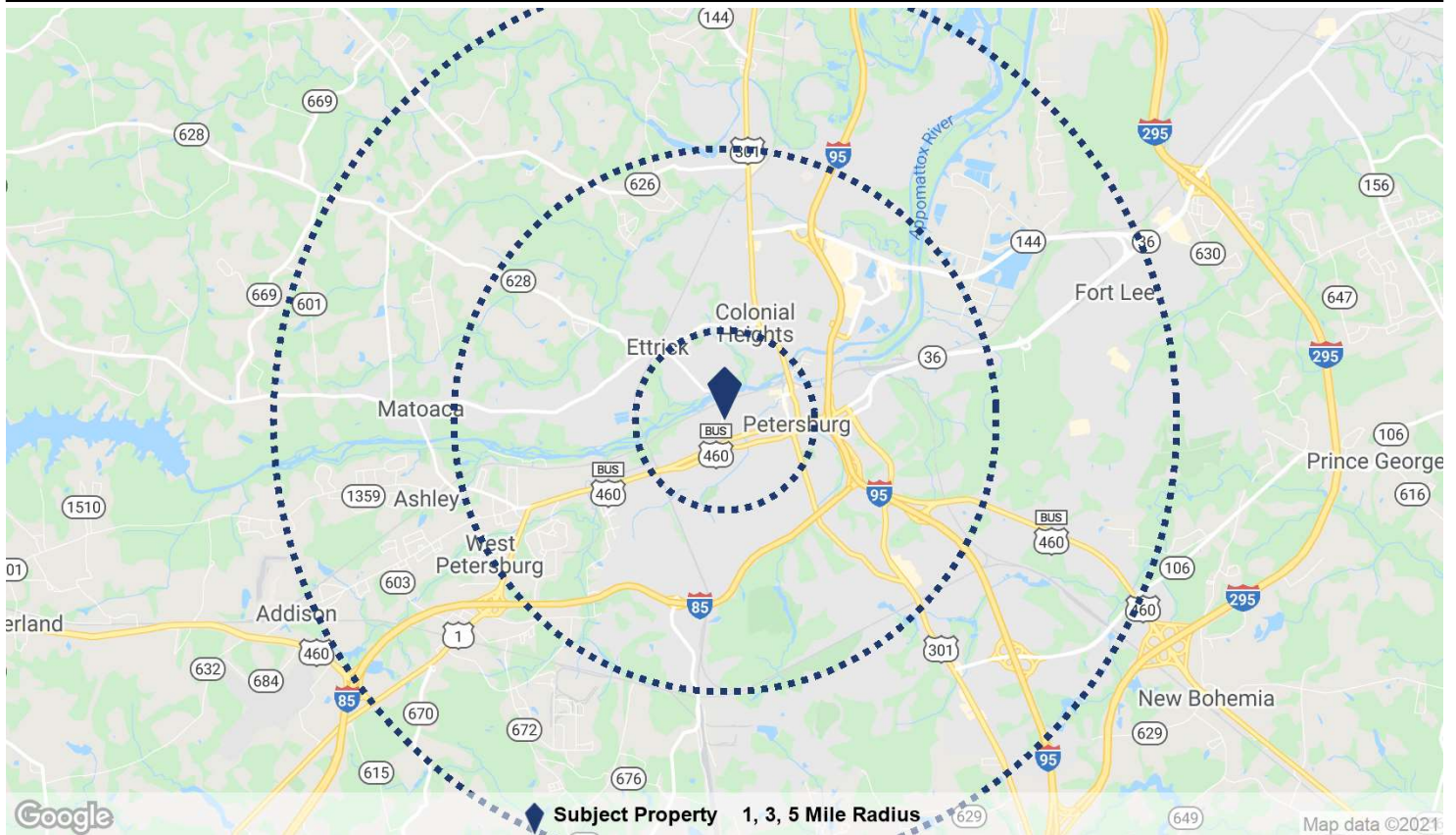
Avg. Age (1 mi)

37

Med. HH Inc. (1 mi)

\$26,346

DEMOGRAPHIC RADIUS RINGS



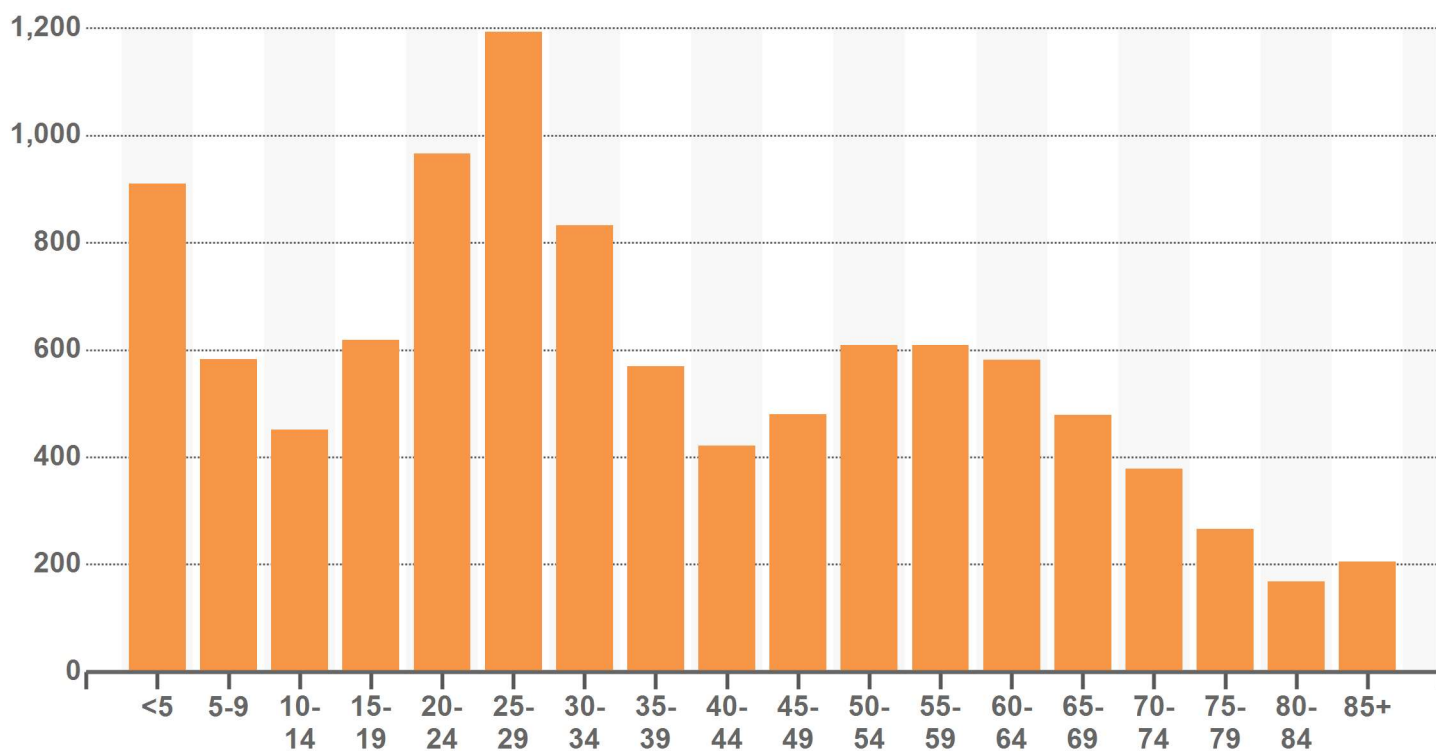
DEMOGRAPHIC SUMMARY

Population	1 Mile	3 Mile	5 Mile
2020 Population	10,321	46,879	78,405
2025 Population	10,641	47,403	79,819
Pop Growth 2020-2025	3.1%	1.1%	1.8%
2020 Average Age	37	38	38
Households			
2020 Households	3,599	18,187	30,232
2025 Households	3,719	18,356	30,722
Household Growth 2020-2025	3.3%	0.9%	1.6%
Median Household Income	\$26,346	\$38,539	\$46,380
Average Household Size	2.2	2.3	2.4
Average HH Vehicles	1	2	2
Housing			
Median Home Value	\$115,287	\$136,603	\$151,493
Median Year Built	1955	1962	1968

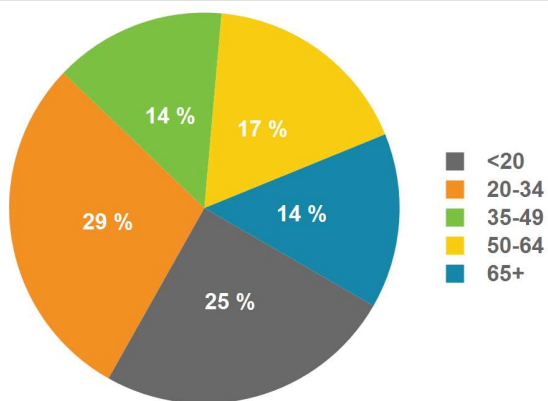
Age & Education

714 High St - 712 & 714 High Street

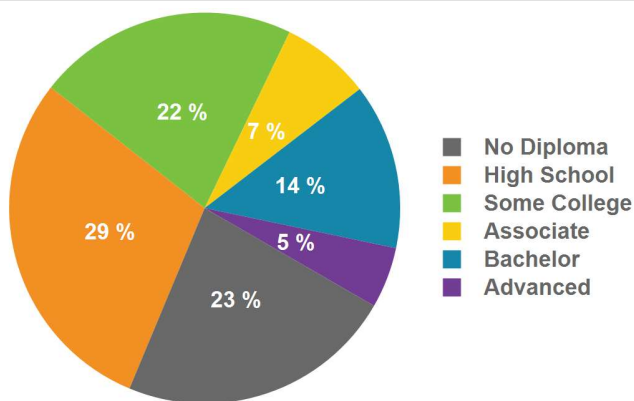
POPULATION BY AGE GROUP IN 1 MILE RADIUS



POPULATION BY AGE IN 1 MILE RADIUS



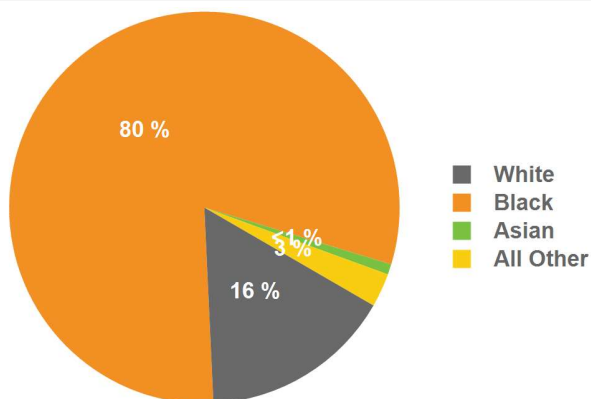
POPULATION BY EDUCATION IN 1 MILE RADIUS



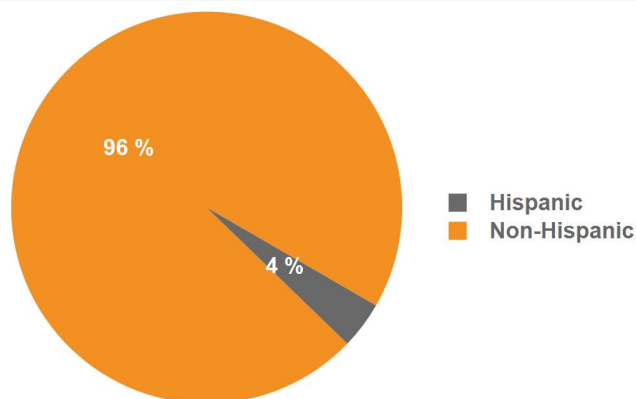
POPULATION BY RACE

Race	2021 Population							
	1 Mile				3 Mile		5 Mile	
White	1,644				15.93%	14,788	31.55%	32,337
Black	8,300				80.42%	29,892	63.76%	41,871
Asian	89				< 1%	684	1.46%	1,429
American Indian & Alaskan	49				< 1%	238	< 1%	423
Hawaiian & Pacific Islander	2				< 1%	55	< 1%	178
Other	237				2.30%	1,222	2.61%	2,168

POPULATION BY RACE IN 1 MILE RADIUS



HISPANIC POPULATION IN 1 MILE RADIUS



MILITARY POPULATION

	2021 Population							
	1 Mile				3 Mile		5 Mile	
Military	92				2.23%	396	1.91%	1,161
Non-Military Workforce	4,037				97.77%	20,314	98.09%	35,408



Multi-Family Submarket Report

Petersburg/C Hghts/Ft Lee/Ettrick

Richmond - VA

PREPARED BY

David White
Lending Group Manager



Overview

Petersburg/C Hghts/Ft Lee/Ettrick Multi-Family

12 Mo. Delivered Units

0

12 Mo. Absorption Units

63

Vacancy Rate

4.7%

12 Mo. Asking Rent Growth

5.5%

The rapid pace of multifamily growth that has taken hold throughout the Richmond metro in recent years has not taken place in the Petersburg/C Hghts/Ft Lee/Ettrick Submarket. Although several new communities have opened their doors over the past ten years, those have been via conversions, not by way of ground-up development. That has ultimately benefited landlords and has prevented supply-based vacancy expansions that have been observed in other development-heavy parts of the metro.

The lack of new supply, coupled with mostly positive demand, has allowed for vacancies to largely remain below historical norms in Petersburg since early 2018. In turn, average annual rent gains have exceeded the submarket's historical average since then, and investor

interest spiked over that time frame.

The coronavirus pandemic hasn't hindered that recent success, though. Despite lower-than-average median household incomes, as well as an employment base that has been significantly affected by the pandemic, the combination of enhanced unemployment benefits and eviction moratoriums has propped up occupancies. Thus, property managers have continued to push rents at an above-average pace.

Despite heightened levels of uncertainty, investors have still made their way to Petersburg. In fact, for the third year in a row, total sales volume exceeded \$20 million in 2020, with several cap rates dipping below the 6%-mark.

KEY INDICATORS

Current Quarter	Units	Vacancy Rate	Asking Rent	Effective Rent	Absorption Units	Delivered Units	Under Constr Units
4 & 5 Star	871	3.3%	\$993	\$989	22	0	0
3 Star	1,671	4.9%	\$1,050	\$1,045	6	0	0
1 & 2 Star	1,953	5.1%	\$781	\$777	(2)	0	0
Submarket	4,495	4.7%	\$923	\$919	26	0	0

Annual Trends	12 Month	Historical Average	Forecast Average	Peak	When	Trough	When
Vacancy Change (YOY)	-1.4%	8.2%	5.3%	10.7%	2012 Q1	4.5%	2020 Q3
Absorption Units	63	49	(2)	442	2012 Q4	(104)	2019 Q3
Delivered Units	0	49	0	394	2012 Q4	0	2020 Q4
Demolished Units	0	0	1	0	2020 Q4	0	2020 Q4
Asking Rent Growth (YOY)	5.5%	1.6%	3.6%	5.6%	2011 Q1	-6.7%	2010 Q1
Effective Rent Growth (YOY)	5.7%	1.6%	3.6%	6.4%	2016 Q2	-6.8%	2010 Q1
Sales Volume	\$19.7 M	\$7.9M	N/A	\$40.1M	2019 Q4	\$0	2014 Q4

Vacancies in Petersburg remained well below the submarket's historical average as of 21Q1. This has been a constant since the beginning of 2018, despite the fact demand was negative in 2019. Yet, since that softening came after the submarket reached its cyclical low mark in 2018, it left a bit of wiggle room for vacancy expansion.

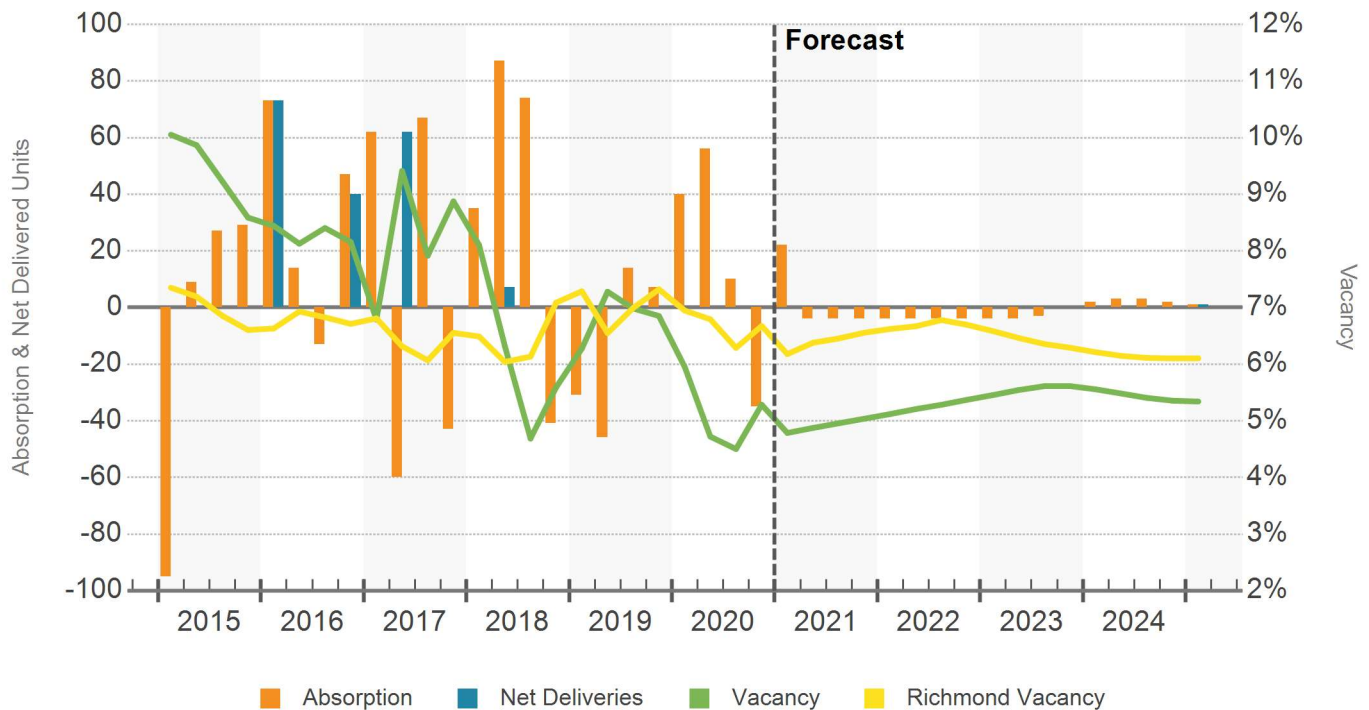
Most of the renters in the area tend to be renters-by-necessity. Median household incomes are about \$20,000 less than the metro's median household income, and nearly 50% of households opt to rent. That percentage outpaces the City of Richmond's 33%, which highlights the renter-by-necessity demographic within the Petersburg area.

While the makeup of renters in Petersburg would typically portend uncertainty in the current economic

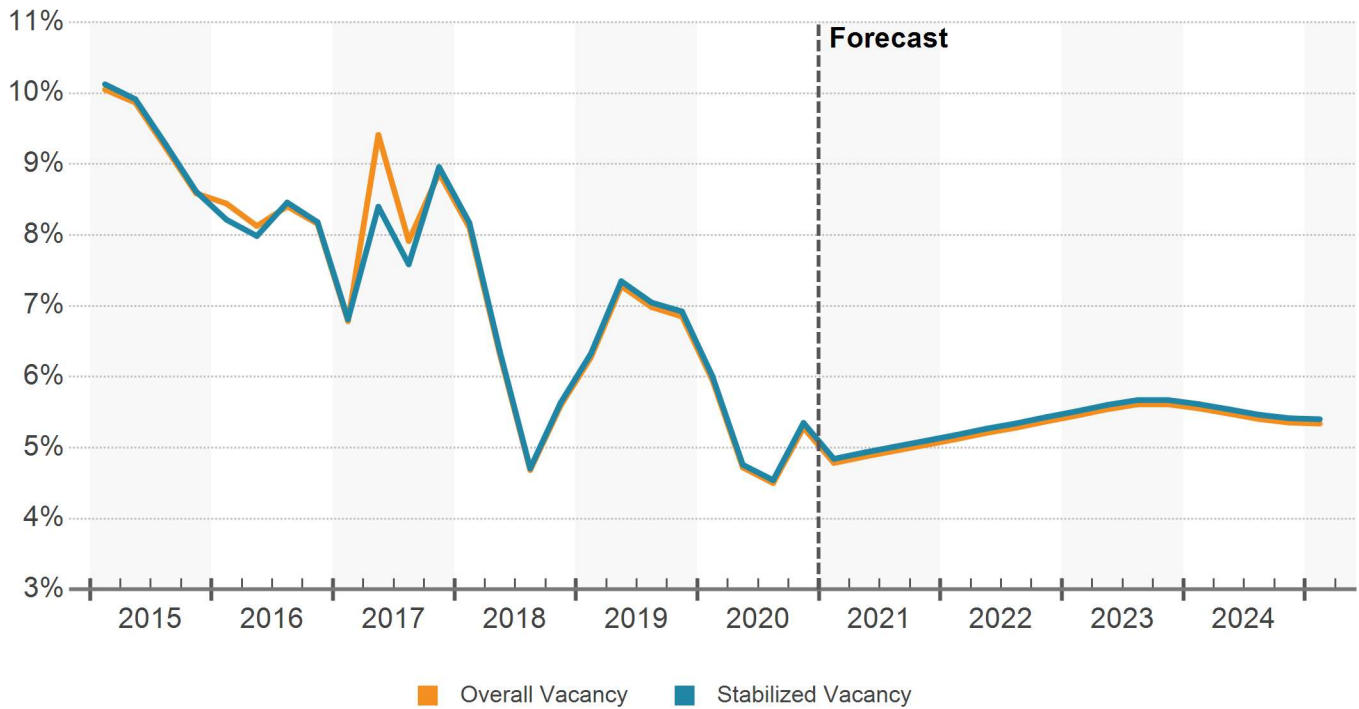
climate, that hasn't impacted the market's fundamentals as two sizable stimulus bills have provided necessary income to those who have been affected financially. As a result, the unparalleled rate of economic decline observed locally hasn't affected apartment demand.

Petersburg has also received a bit of positivity recently. In May, locally based Phlow Corporation was awarded a four-year, \$354 million contract from a division of the U.S. Department of Health and Human Services. As part of that, the pharmaceutical company reported plans to build a warehouse in Petersburg that could employ up to 350 people. While the addition of those jobs would be longer-term and wouldn't do much to mitigate the losses taking place currently, it can be seen as a sign of positivity for a city that has struggled economically in recent years.

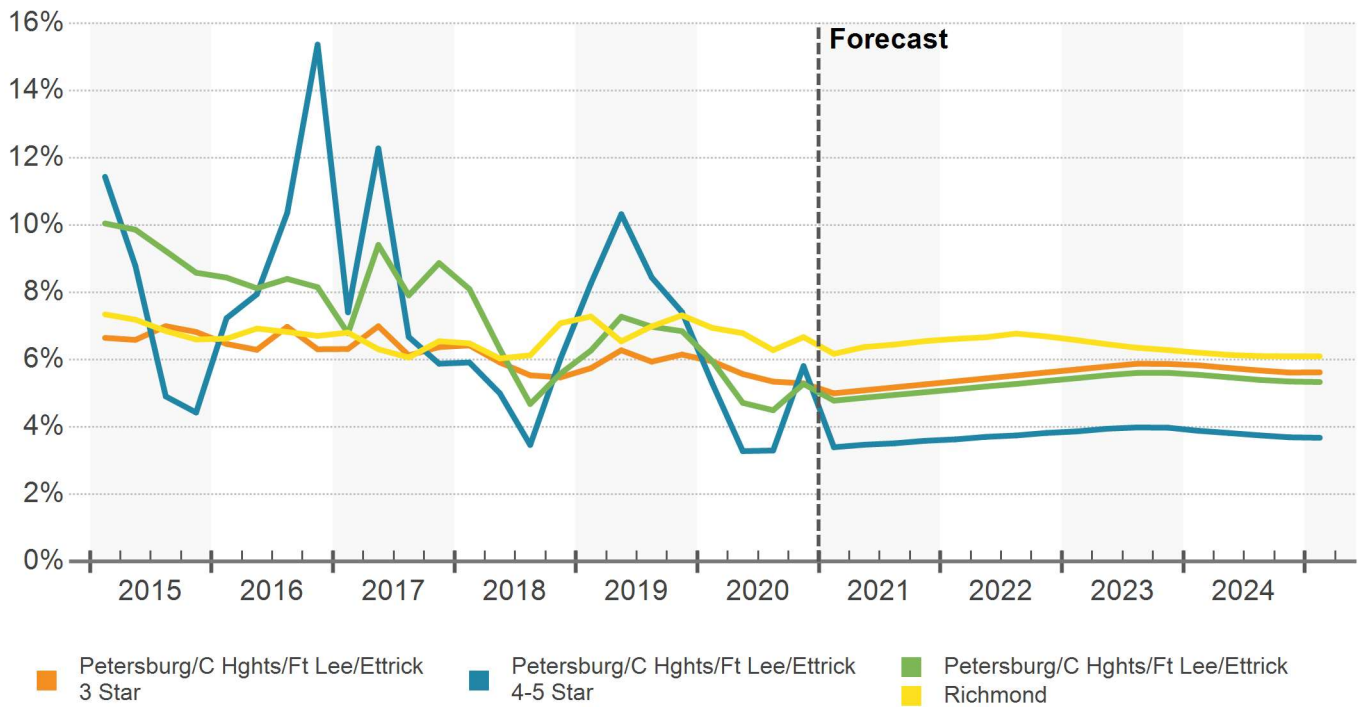
ABSORPTION, NET DELIVERIES & VACANCY



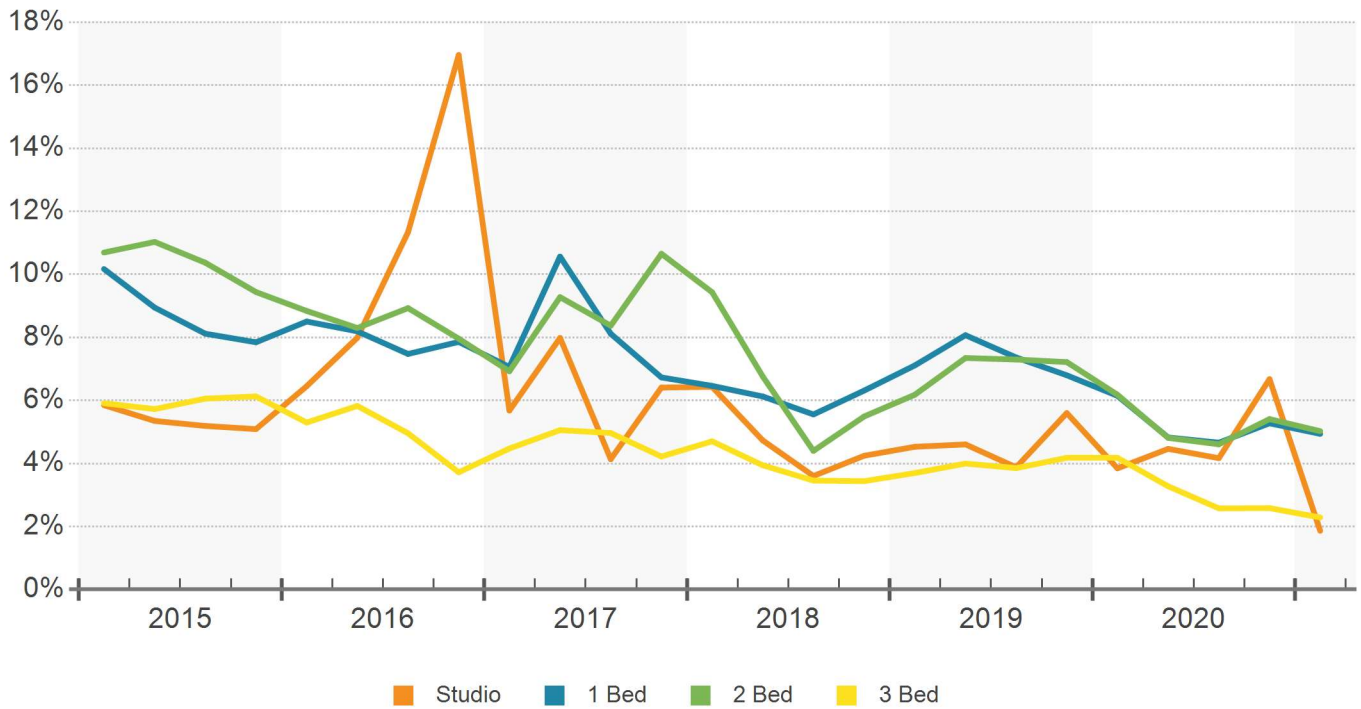
OVERALL & STABILIZED VACANCY



VACANCY RATE



VACANCY BY BEDROOM



As a submarket that is fueled largely by a renter-by-necessity demographic, affordability is an advantage over neighboring submarkets such as Chesterfield County and Prince George County. As such, asking rents in Petersburg are about \$920/month, which is one of the most affordable average rates throughout the Richmond metro.

This affordability is kept intact via the lack of ground-up development. All new supply that has delivered over the past ten years has come via conversions, which is less of an upfront cost for developers. In turn, asking rents for newly converted multifamily assets are more affordable in Petersburg than they are in more centrally located Richmond submarkets such as Downtown Richmond or the East End.

Despite being known as a slow-growth submarket, rental gains have far surpassed that stigma in each of the past four years. Aided by tight vacancies by the submarket's

standards, gains exceeded the submarket's historical average in each of those years.

That streak of positivity continued throughout 2020 as well. While that might be surprising, especially considering Petersburg's greater-than-13% unemployment rate, vacancies actually compressed throughout the pandemic. Some of that can likely be attributed to the combination of unemployment benefits and eviction moratoriums that were in place for several months, and then were reinstated in December 2020. As a result, property managers were able to continue raising rents.

Given that unemployment benefits and eviction moratoriums are in place for the foreseeable future, asking rent declines are unlikely. In fact, it's more likely that yet another year of above-average gains occurs in 2021.

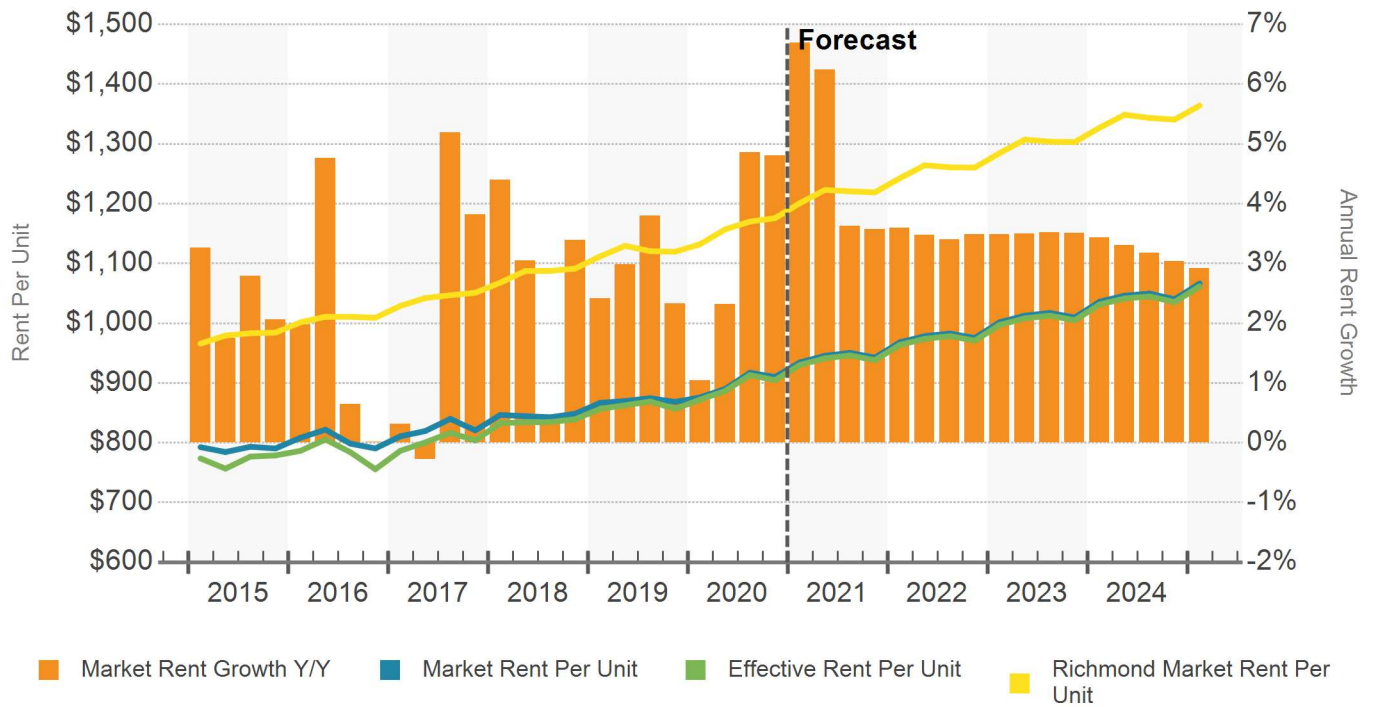
DAILY ASKING RENT PER SF



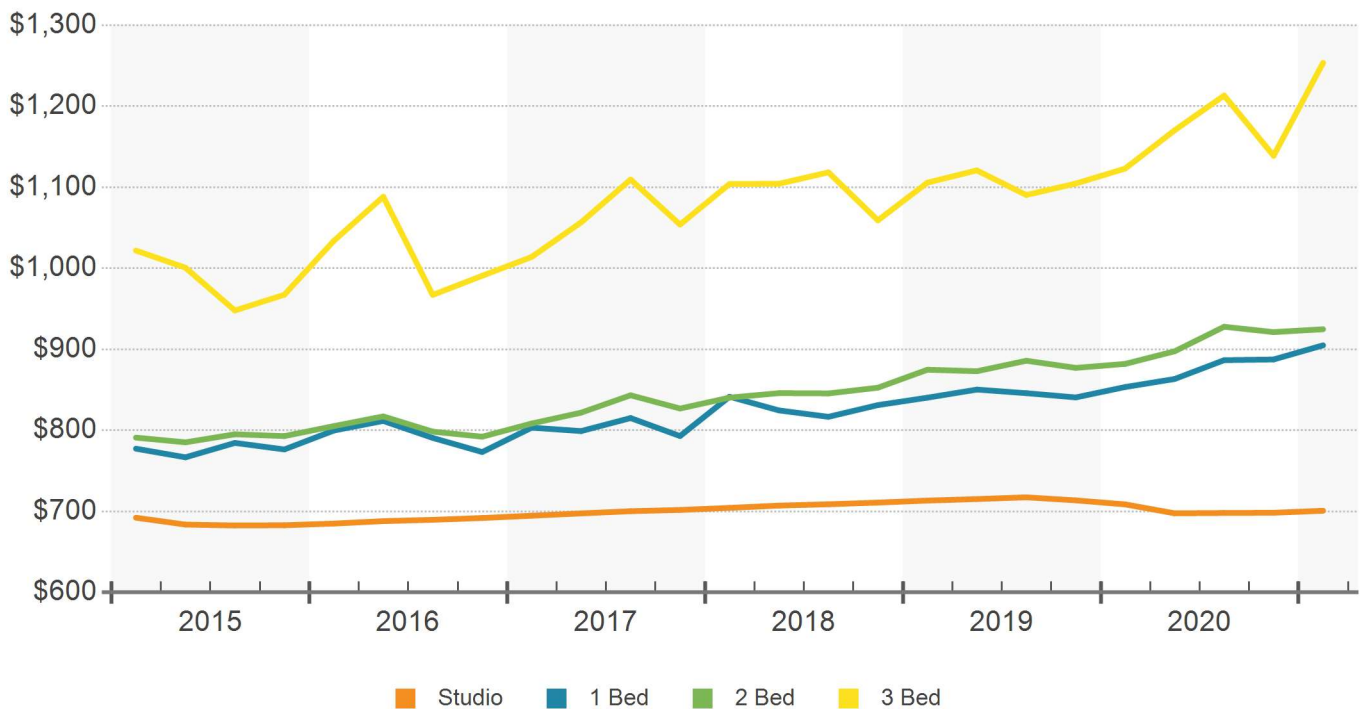
Rent

Petersburg/C Hghts/Ft Lee/Ettrick Multi-Family

MARKET RENT PER UNIT & RENT GROWTH



MARKET RENT PER UNIT BY BEDROOM



Multifamily development in Petersburg has come to a halt. It has been more than three years since the submarket's most recent delivery, and with few signs of a reversal as of 21Q1, it appears that this slowing is likely to hold true in the coming quarters.

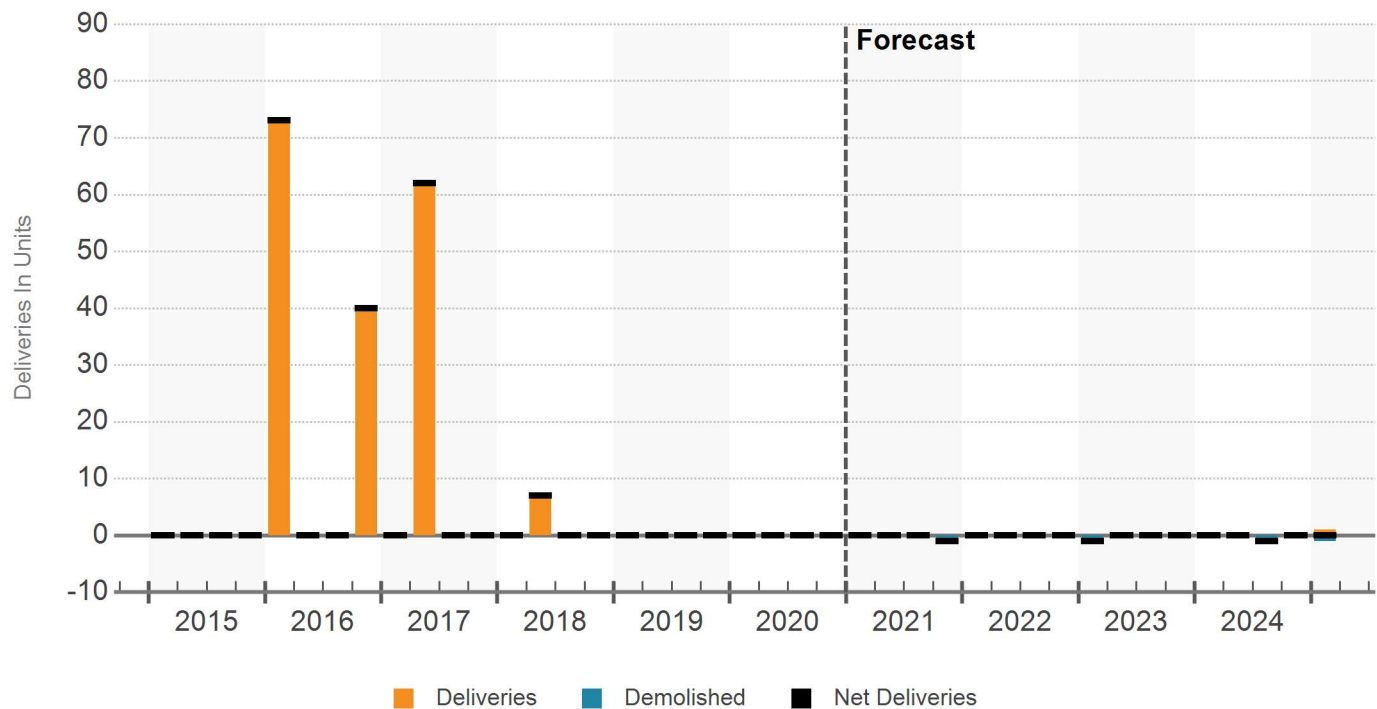
This part of the metro is not known as a construction hotspot for multifamily, though. In fact, ground-up construction is rare. Of the communities that have opened their doors since the beginning of 2010, all have come via conversions of aged industrial or office buildings.

The submarket's most recent delivery is emblematic of that trend. In 2017, Richmond-based Jordan Properties

acquired the 50,000-SF industrial facility at 1131 Commerce St. Soon after, the firm repurposed the factory that was previously used for trunk locks and hardware manufacturing into a 62-unit, loft-style community. Known as Long Lofts, the complex was more than 95% occupied as of early 2021.

The total cost of the \$6.4 million project was made feasible by the developer's use of the Federal Historic Preservation Tax Incentives Program, which credited up to 20% of eligible rehabilitation expenses upon the opening of the building. The program has since changed to parcel the credits out over five years, weakening developers' incentive to divest themselves of the asset once stabilized.

DELIVERIES & DEMOLITIONS



Construction

Petersburg/C Hghts/Ft Lee/Ettrick Multi-Family

All-Time Annual Avg. Units

48

Delivered Units Past 8 Qtrs

0

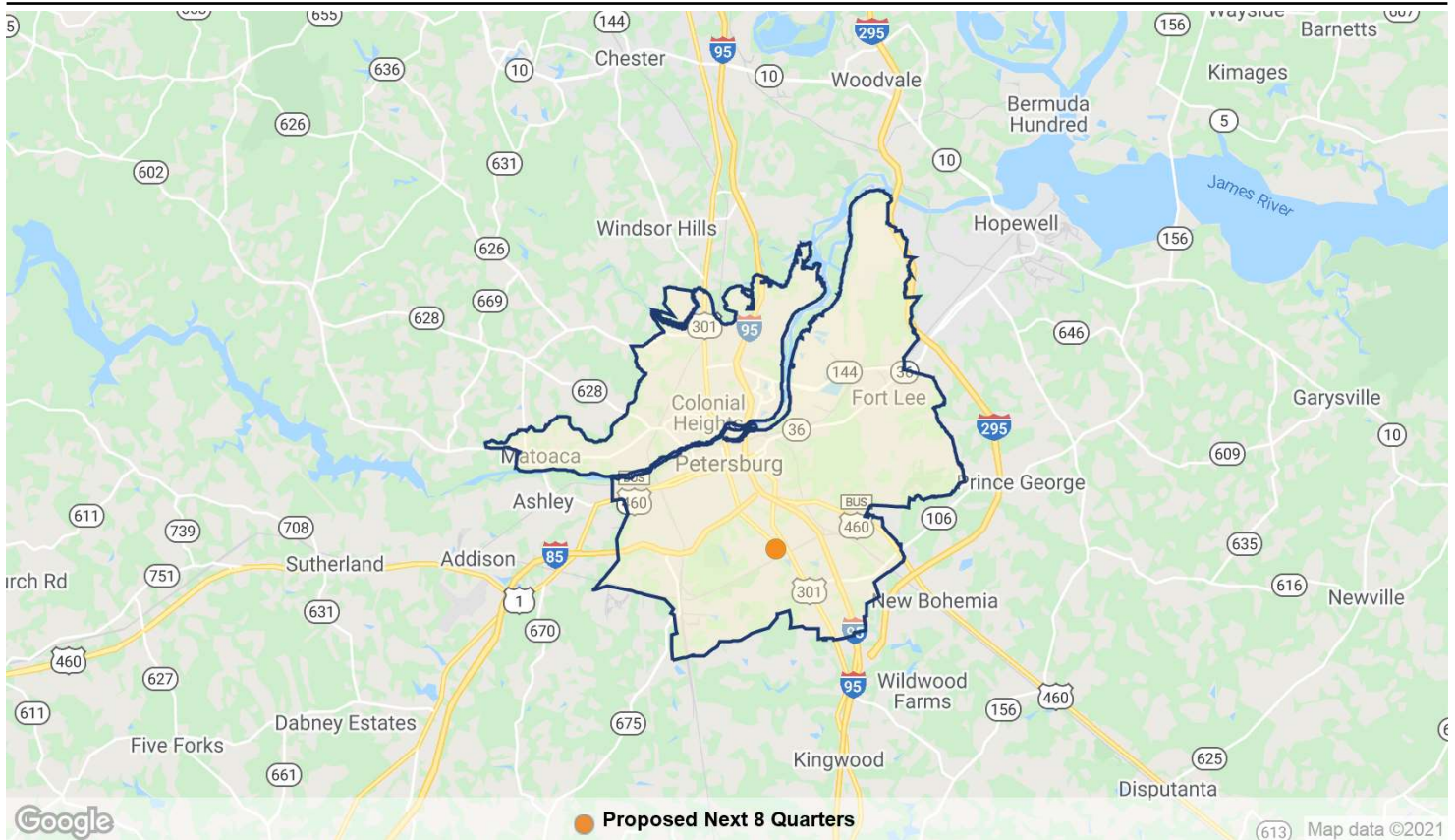
Delivered Units Next 8 Qtrs

0

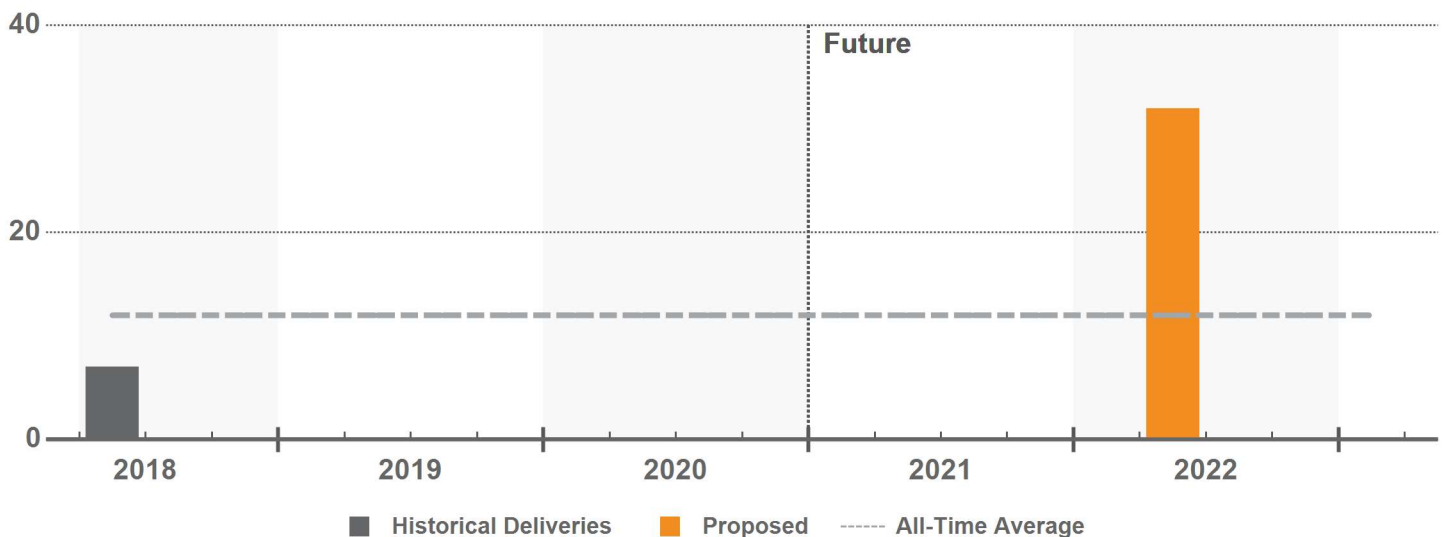
Proposed Units Next 8 Qtrs

32

PAST 8 QUARTERS DELIVERIES, UNDER CONSTRUCTION, & PROPOSED



PAST & FUTURE DELIVERIES IN UNITS



PROPOSED

	Property Name/Address	Rating	Units	Stories	Start	Complete	Developer/Owner
1	Woodmere Apartments p... 1 Woodmere Dr	★ ★ ★ ★ ★	32	3	Sep 2021	Apr 2022	- TSB Management Group, LLC.

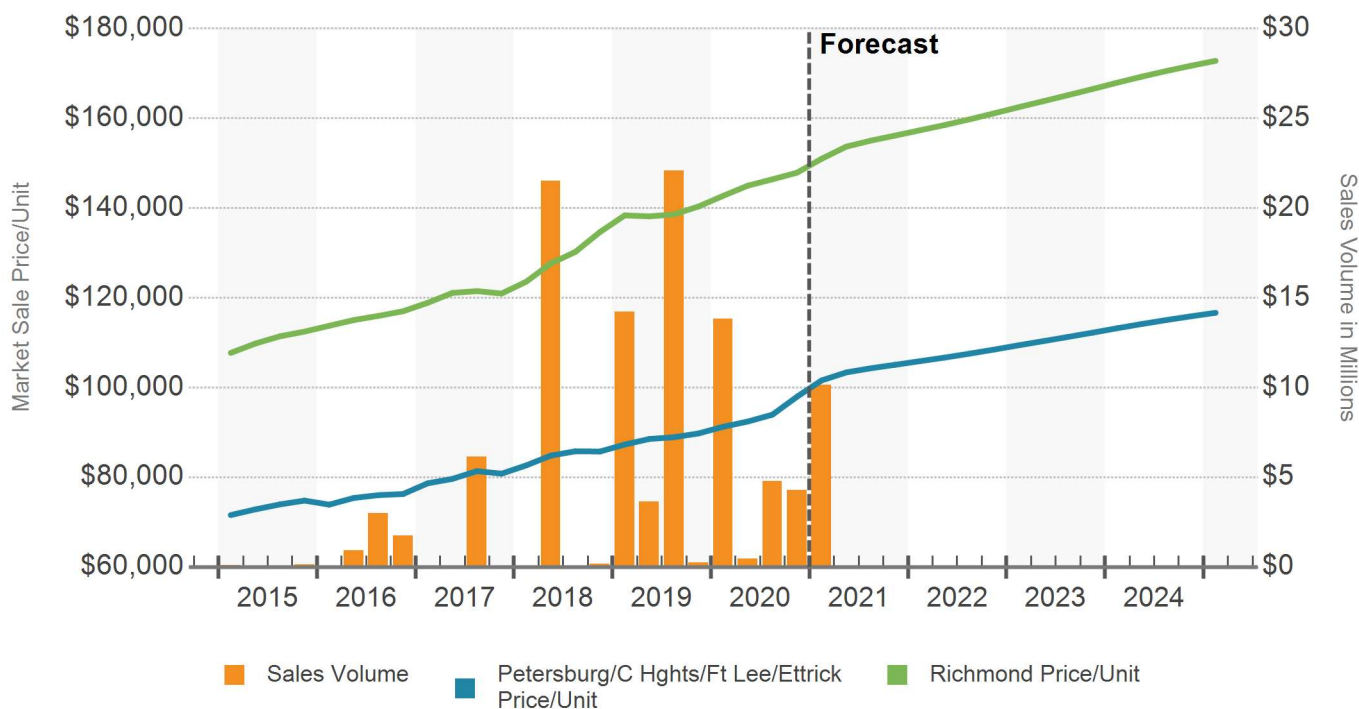
Investment activity has soared to new heights in Petersburg over the past three years. After posting eight consecutive years of less-than-\$7 million in total sales volume from 2010 through 2017, volume has exceeded \$20 million in each year since.

The lion's share of deals from last year took place prior to the onset of the pandemic. In early March, RREAF Holdings of Dallas acquired a portfolio of four loft-style multifamily communities for \$13.9 million (\$80,500/unit). The communities, which are located along Washington St. in Downtown Petersburg, were sold by an individual at a 5.95% cap rate and collective occupancy of the portfolio was about 95% at the time of sale.

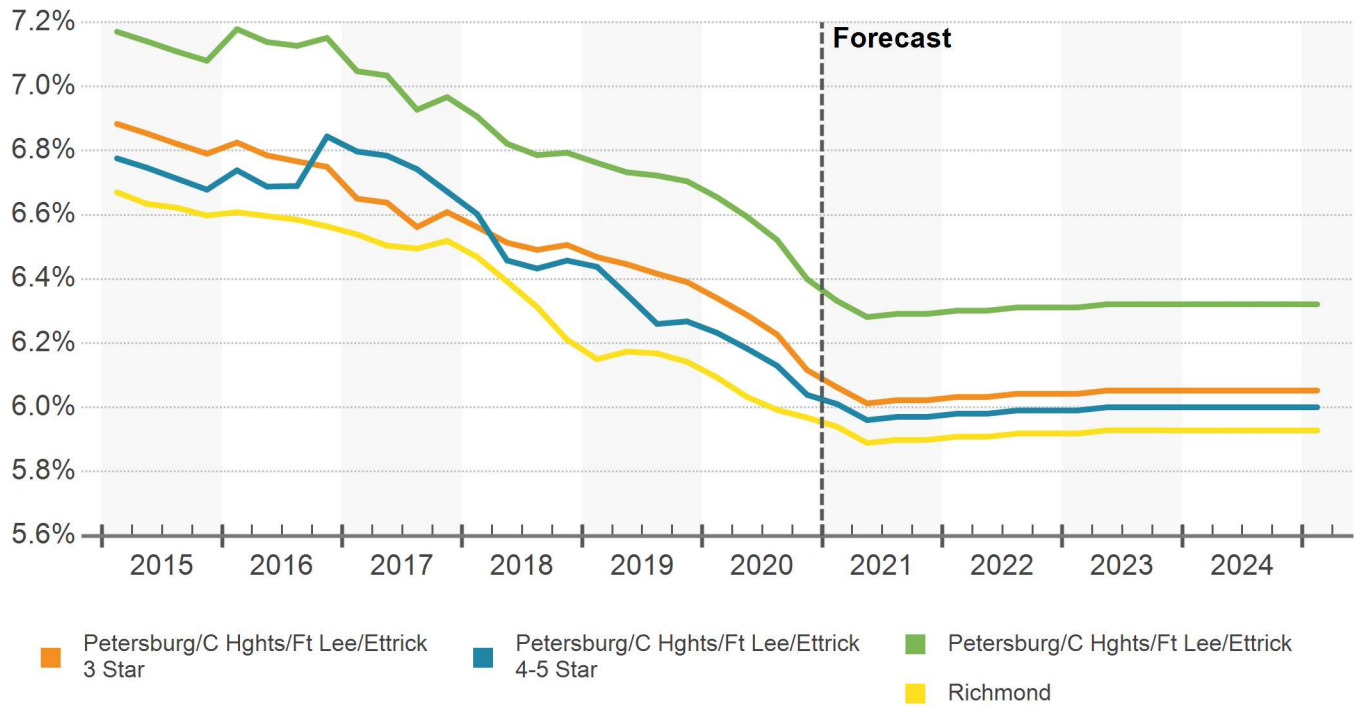
A few months later, in July, a Northern Virginia-based firm purchased the Colonial Court Townhouses for \$3.2 million (\$50,000/unit). The 1945-built community was sold by locally based Kalyan Hospitality at a 5.1% cap rate, and the community was about 92% occupied at the time of sale.

While much still remains to be seen surrounding the economic and societal impacts that stem from the coronavirus, both of the aforementioned sales reiterate the investor interest that has been taking place in Petersburg as of late. After all, sub-6% cap rates are well below market pricing trends for the submarket.

SALES VOLUME & MARKET SALE PRICE PER UNIT



MARKET CAP RATE



Sales Past 12 Months

Petersburg/C Hghts/Ft Lee/Ettrick Multi-Family

Sale Comparables

Avg. Price/Unit (thous.)

Average Price (mil.)

Average Vacancy at Sale

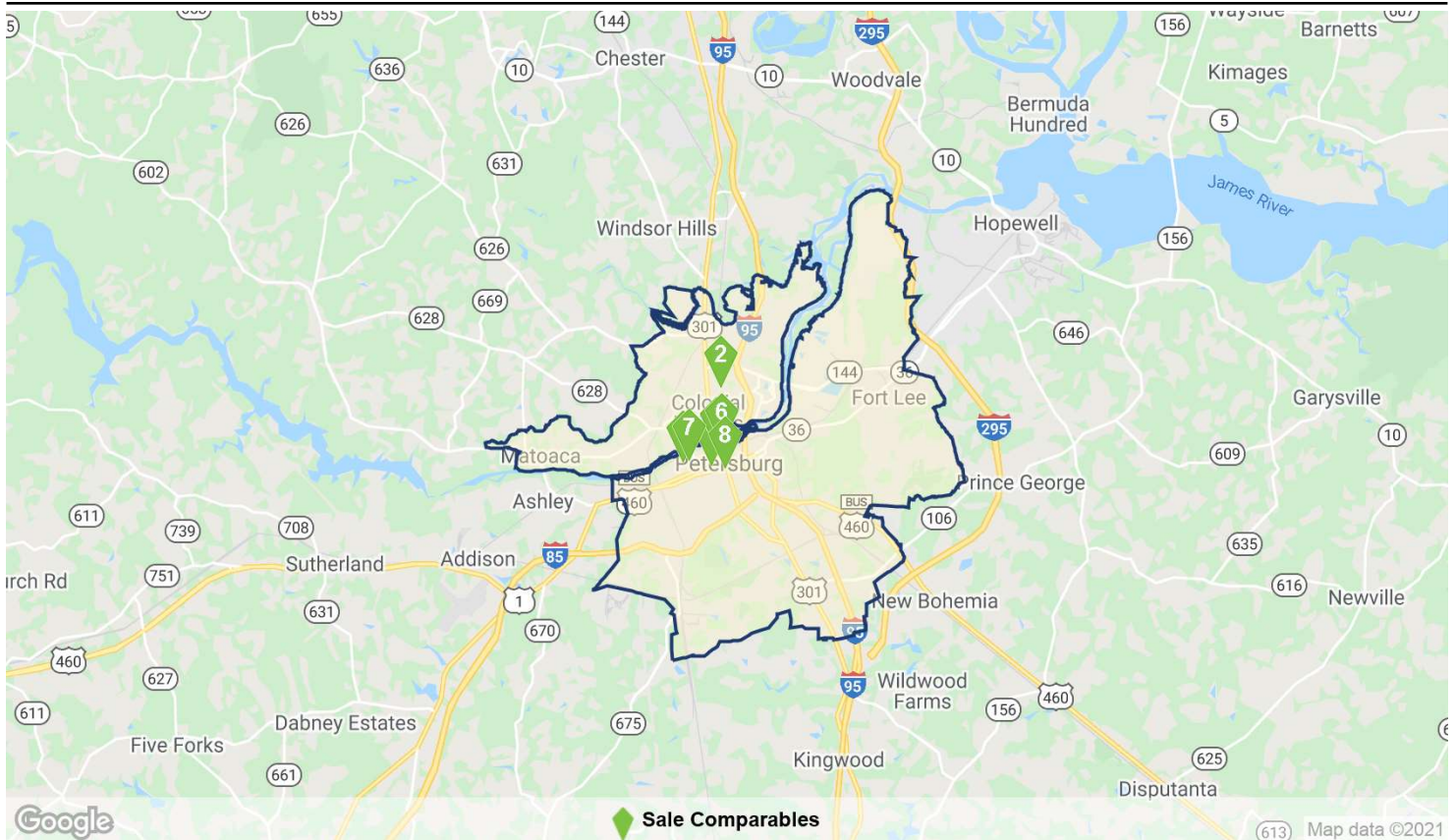
8

\$81

\$2.5

12.8%

SALE COMPARABLE LOCATIONS



SALE COMPARABLES SUMMARY STATISTICS

Sales Attributes	Low	Average	Median	High
Sale Price	\$461,000	\$2,458,875	\$2,137,500	\$7,300,000
Price/Unit	\$50,000	\$80,618	\$76,997	\$112,307
Cap Rate	5.1%	7.8%	8.3%	9.7%
Vacancy Rate At Sale	0%	12.8%	6.9%	50.0%
Time Since Sale in Months	1.7	5.1	4.6	9.8
Property Attributes	Low	Average	Median	High
Property Size in Units	7	30	26	65
Number of Floors	1	2	2	5
Average Unit SF	236	807	754	1,850
Year Built	1900	1957	1947	2018
Star Rating	★★★★★	★★★★★ 2.9	★★★★★	★★★★★

Sales Past 12 Months

Petersburg/C Hghts/Ft Lee/Ettrick Multi-Family

RECENT SIGNIFICANT SALES

Property Name/Address		Property Information				Sale Information			
		Rating	Yr Built	Units	Vacancy	Sale Date	Price	Price/Unit	Price/SF
1	Star Lofts 16 S Market St	★★★★★	2013	65	23.1%	1/19/2021	\$7,300,000	\$112,307	\$78
2	Colonial Court Townhouses 900 E Westover Ave	★★★★★	1945	64	7.8%	7/15/2020	\$3,200,000	\$50,000	\$65
3	Old Towne Flats 230 N Sycamore St	★★★★★	2011	34	6.1%	1/25/2021	\$2,850,000	\$83,823	\$116
4	The Lofts at Dunlop 301 N Dunlop St	★★★★★	1900	34	5.9%	11/23/2020	\$2,700,000	\$79,411	\$78
5	Plaza at Bank Street 25 W Bank St	★★★★★	1950	18	11.1%	12/23/2020	\$1,575,000	\$87,500	\$88
6	37-39 Bollingbrook St	★★★★★	1920	12	0%	9/30/2020	\$895,000	\$74,583	\$40
7	712 & 714 High Street 714 High St	★★★★★	1900	10	50.0%	8/11/2020	\$690,000	\$69,000	\$86
8	129 S Sycamore St	★★★★★	2018	7	0%	5/22/2020	\$461,000	\$65,857	\$66

OVERALL SUPPLY & DEMAND

Year	Inventory			Absorption		
	Units	Growth	% Growth	Units	% of Inv	Construction Ratio
2025	4,492	1	0%	(4)	-0.1%	-
2024	4,491	(2)	0%	11	0.2%	-
2023	4,493	(1)	0%	(10)	-0.2%	0.1
2022	4,494	0	0%	(14)	-0.3%	0
2021	4,494	(1)	0%	11	0.2%	-
YTD	4,495	0	0%	26	0.6%	0
2020	4,495	0	0%	71	1.6%	0
2019	4,495	0	0%	(56)	-1.2%	0
2018	4,495	7	0.2%	154	3.4%	0
2017	4,488	62	1.4%	25	0.6%	2.5
2016	4,426	113	2.6%	122	2.8%	0.9
2015	4,313	0	0%	(30)	-0.7%	0
2014	4,313	0	0%	34	0.8%	0
2013	4,313	65	1.5%	42	1.0%	1.5
2012	4,248	394	10.2%	442	10.4%	0.9
2011	3,854	33	0.9%	13	0.3%	2.5
2010	3,821	0	0%	(65)	-1.7%	0
2009	3,821	336	9.6%	329	8.6%	1.0

4 & 5 STAR SUPPLY & DEMAND

Year	Inventory			Absorption		
	Units	Growth	% Growth	Units	% of Inv	Construction Ratio
2025	872	1	0.1%	0	0%	-
2024	871	0	0%	4	0.5%	0
2023	871	0	0%	(1)	-0.1%	0
2022	871	0	0%	(2)	-0.2%	0
2021	871	0	0%	19	2.2%	0
YTD	871	0	0%	22	2.5%	0
2020	871	0	0%	15	1.7%	0
2019	871	0	0%	(11)	-1.3%	0
2018	871	0	0%	(1)	-0.1%	0
2017	871	62	7.7%	136	15.6%	0.5
2016	809	73	9.9%	(20)	-2.5%	-
2015	736	0	0%	17	2.3%	0
2014	736	0	0%	20	2.7%	0
2013	736	0	0%	(4)	-0.5%	0
2012	736	149	25.4%	137	18.6%	1.1
2011	587	33	6.0%	23	3.9%	1.4
2010	554	0	0%	(8)	-1.4%	0
2009	554	336	154.1%	319	57.6%	1.1

3 STAR SUPPLY & DEMAND

Year	Inventory			Absorption		
	Units	Growth	% Growth	Units	% of Inv	Construction Ratio
2025	1,671	0	0%	(2)	-0.1%	0
2024	1,671	0	0%	4	0.2%	0
2023	1,671	0	0%	(3)	-0.2%	0
2022	1,671	0	0%	(4)	-0.2%	0
2021	1,671	0	0%	2	0.1%	0
YTD	1,671	0	0%	6	0.4%	0
2020	1,671	0	0%	14	0.8%	0
2019	1,671	0	0%	(12)	-0.7%	0
2018	1,671	0	0%	14	0.8%	0
2017	1,671	0	0%	(1)	-0.1%	0
2016	1,671	40	2.5%	46	2.8%	0.9
2015	1,631	0	0%	16	1.0%	0
2014	1,631	0	0%	2	0.1%	0
2013	1,631	65	4.2%	43	2.6%	1.5
2012	1,566	245	18.5%	289	18.5%	0.8
2011	1,321	0	0%	(7)	-0.5%	0
2010	1,321	0	0%	(30)	-2.3%	0
2009	1,321	0	0%	4	0.3%	0

1 & 2 STAR SUPPLY & DEMAND

Year	Inventory			Absorption		
	Units	Growth	% Growth	Units	% of Inv	Construction Ratio
2025	1,949	0	0%	(2)	-0.1%	0
2024	1,949	(2)	-0.1%	3	0.2%	-
2023	1,951	(1)	-0.1%	(6)	-0.3%	0.2
2022	1,952	0	0%	(8)	-0.4%	0
2021	1,952	(1)	-0.1%	(10)	-0.5%	0.1
YTD	1,953	0	0%	(2)	-0.1%	0
2020	1,953	0	0%	42	2.2%	0
2019	1,953	0	0%	(33)	-1.7%	0
2018	1,953	7	0.4%	141	7.2%	0
2017	1,946	0	0%	(110)	-5.7%	0
2016	1,946	0	0%	96	4.9%	0
2015	1,946	0	0%	(63)	-3.2%	0
2014	1,946	0	0%	12	0.6%	0
2013	1,946	0	0%	3	0.2%	0
2012	1,946	0	0%	16	0.8%	0
2011	1,946	0	0%	(3)	-0.2%	0
2010	1,946	0	0%	(27)	-1.4%	0
2009	1,946	0	0%	6	0.3%	0

OVERALL VACANCY & RENT

Year	Vacancy			Market Rent				Effective Rents	
	Units	Percent	Ppts Chg	Per Unit	Per SF	% Growth	Ppts Chg	Units	Per SF
2025	243	5.4%	0.1	\$1,067	\$1.22	2.6%	(0.5)	\$1,062	\$1.22
2024	241	5.4%	(0.3)	\$1,040	\$1.19	3.0%	(0.5)	\$1,035	\$1.19
2023	252	5.6%	0.2	\$1,009	\$1.16	3.5%	0	\$1,005	\$1.15
2022	241	5.4%	0.3	\$975	\$1.12	3.5%	(0.1)	\$971	\$1.11
2021	226	5.0%	(0.2)	\$942	\$1.08	3.6%	(1.2)	\$938	\$1.08
YTD	212	4.7%	(0.6)	\$923	\$1.06	1.4%	(3.3)	\$919	\$1.05
2020	237	5.3%	(1.6)	\$910	\$1.04	4.8%	2.5	\$905	\$1.04
2019	308	6.8%	1.3	\$868	\$1.00	2.3%	(1.1)	\$857	\$0.98
2018	251	5.6%	(3.3)	\$849	\$0.97	3.4%	(0.4)	\$839	\$0.96
2017	398	8.9%	0.7	\$821	\$0.94	3.8%	3.8	\$804	\$0.92
2016	361	8.2%	(0.4)	\$791	\$0.91	0%	(2.0)	\$756	\$0.87
2015	370	8.6%	0.7	\$790	\$0.91	2.1%	0.4	\$779	\$0.89
2014	339	7.9%	(0.8)	\$775	\$0.89	1.6%	(0.5)	\$759	\$0.87
2013	372	8.6%	0.4	\$762	\$0.87	2.1%	(0.2)	\$753	\$0.86
2012	349	8.2%	(2.0)	\$747	\$0.85	2.3%	1.2	\$739	\$0.85
2011	393	10.2%	0.5	\$730	\$0.84	1.1%	(3.3)	\$724	\$0.83
2010	370	9.7%	1.7	\$722	\$0.83	4.4%	10.8	\$717	\$0.82
2009	305	8.0%	(0.6)	\$692	\$0.79	-6.4%	-	\$686	\$0.79

4 & 5 STAR VACANCY & RENT

Year	Vacancy			Market Rent				Effective Rents	
	Units	Percent	Ppts Chg	Per Unit	Per SF	% Growth	Ppts Chg	Units	Per SF
2025	32	3.7%	0	\$1,148	\$1.40	2.7%	(0.5)	\$1,144	\$1.40
2024	32	3.7%	(0.3)	\$1,119	\$1.37	3.1%	(0.4)	\$1,114	\$1.36
2023	35	4.0%	0.2	\$1,085	\$1.33	3.6%	0	\$1,080	\$1.32
2022	33	3.8%	0.2	\$1,048	\$1.28	3.5%	2.3	\$1,043	\$1.28
2021	31	3.6%	(2.2)	\$1,012	\$1.24	1.3%	(0.8)	\$1,008	\$1.23
YTD	29	3.3%	(2.5)	\$993	\$1.21	-0.6%	(2.7)	\$989	\$1.21
2020	51	5.8%	(1.6)	\$999	\$1.22	2.1%	1.8	\$992	\$1.21
2019	65	7.4%	1.4	\$979	\$1.20	0.3%	(4.0)	\$945	\$1.16
2018	53	6.0%	0.2	\$976	\$1.19	4.3%	(1.3)	\$963	\$1.18
2017	51	5.9%	(9.5)	\$936	\$1.14	5.6%	8.5	\$922	\$1.13
2016	124	15.4%	10.9	\$886	\$1.08	-2.9%	(10.0)	\$841	\$1.03
2015	33	4.4%	(2.3)	\$912	\$1.12	7.2%	4.3	\$894	\$1.09
2014	49	6.7%	(2.6)	\$851	\$1.04	2.9%	(0.6)	\$837	\$1.02
2013	68	9.3%	0.5	\$827	\$1.01	3.5%	2.7	\$808	\$0.99
2012	64	8.8%	0.5	\$799	\$0.98	0.8%	(0.3)	\$787	\$0.96
2011	48	8.2%	1.5	\$793	\$0.97	1.1%	(3.1)	\$787	\$0.96
2010	37	6.7%	1.5	\$784	\$0.96	4.3%	10.6	\$780	\$0.95
2009	29	5.2%	(0.6)	\$752	\$0.92	-6.3%	-	\$746	\$0.91

3 STAR VACANCY & RENT

Year	Vacancy			Market Rent				Effective Rents	
	Units	Percent	Ppts Chg	Per Unit	Per SF	% Growth	Ppts Chg	Units	Per SF
2025	95	5.7%	0.1	\$1,211	\$1.39	2.6%	(0.5)	\$1,206	\$1.38
2024	94	5.6%	(0.3)	\$1,181	\$1.35	3.0%	(0.5)	\$1,176	\$1.35
2023	98	5.9%	0.3	\$1,146	\$1.31	3.5%	0	\$1,142	\$1.31
2022	94	5.6%	0.4	\$1,107	\$1.27	3.5%	(2.0)	\$1,103	\$1.26
2021	88	5.3%	0	\$1,070	\$1.22	5.4%	(3.9)	\$1,066	\$1.22
YTD	83	4.9%	(0.4)	\$1,050	\$1.20	3.4%	(5.9)	\$1,045	\$1.20
2020	89	5.3%	(0.9)	\$1,015	\$1.16	9.3%	7.3	\$1,009	\$1.15
2019	103	6.2%	0.7	\$928	\$1.06	2.0%	(1.5)	\$925	\$1.06
2018	92	5.5%	(0.9)	\$910	\$1.04	3.5%	0	\$899	\$1.03
2017	107	6.4%	0.1	\$879	\$1.00	3.6%	2.9	\$854	\$0.97
2016	105	6.3%	(0.5)	\$849	\$0.97	0.7%	0.2	\$814	\$0.93
2015	111	6.8%	(1.0)	\$843	\$0.96	0.5%	(1.4)	\$834	\$0.95
2014	127	7.8%	(0.1)	\$839	\$0.96	1.9%	(0.5)	\$824	\$0.94
2013	129	7.9%	1.1	\$823	\$0.94	2.4%	(1.9)	\$816	\$0.93
2012	106	6.8%	(4.7)	\$804	\$0.92	4.3%	3.2	\$798	\$0.91
2011	151	11.4%	0.5	\$771	\$0.88	1.1%	(3.1)	\$765	\$0.87
2010	144	10.9%	2.2	\$762	\$0.87	4.3%	10.6	\$757	\$0.86
2009	114	8.6%	(0.4)	\$731	\$0.83	-6.3%	-	\$726	\$0.83

1 & 2 STAR VACANCY & RENT

Year	Vacancy			Market Rent				Effective Rents	
	Units	Percent	Ppts Chg	Per Unit	Per SF	% Growth	Ppts Chg	Units	Per SF
2025	115	5.9%	0.1	\$903	\$1.01	2.5%	(0.4)	\$899	\$1.01
2024	114	5.9%	(0.2)	\$881	\$0.99	3.0%	(0.5)	\$876	\$0.98
2023	119	6.1%	0.3	\$856	\$0.96	3.5%	0	\$851	\$0.95
2022	114	5.8%	0.4	\$827	\$0.93	3.5%	0.6	\$823	\$0.92
2021	107	5.5%	0.5	\$799	\$0.90	2.8%	1.2	\$795	\$0.89
YTD	100	5.1%	0.1	\$781	\$0.87	0.4%	(1.2)	\$777	\$0.87
2020	98	5.0%	(2.2)	\$777	\$0.87	1.7%	(2.2)	\$773	\$0.87
2019	140	7.2%	1.7	\$765	\$0.86	3.9%	1.2	\$756	\$0.85
2018	107	5.5%	(6.9)	\$736	\$0.82	2.7%	(0.3)	\$730	\$0.82
2017	240	12.4%	5.6	\$717	\$0.80	3.0%	1.9	\$705	\$0.79
2016	131	6.7%	(4.9)	\$696	\$0.78	1.1%	0.3	\$666	\$0.75
2015	226	11.6%	3.3	\$688	\$0.77	0.8%	0.2	\$677	\$0.76
2014	163	8.4%	(0.6)	\$683	\$0.76	0.6%	(0.4)	\$666	\$0.75
2013	175	9.0%	(0.2)	\$679	\$0.76	1.0%	0	\$673	\$0.75
2012	178	9.2%	(0.8)	\$672	\$0.75	1.0%	0	\$666	\$0.75
2011	193	9.9%	0.2	\$665	\$0.74	1.0%	(3.6)	\$659	\$0.74
2010	189	9.7%	1.4	\$658	\$0.74	4.7%	11.1	\$653	\$0.73
2009	162	8.3%	(0.3)	\$629	\$0.70	-6.5%	-	\$624	\$0.70

OVERALL SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/Unit	Avg Cap Rate	Price/Unit	Price Index	Cap Rate
2025	-	-	-	-	-	-	\$118,709	252	6.3%
2024	-	-	-	-	-	-	\$115,860	246	6.3%
2023	-	-	-	-	-	-	\$112,212	238	6.3%
2022	-	-	-	-	-	-	\$108,450	230	6.3%
2021	-	-	-	-	-	-	\$105,074	223	6.3%
YTD	2	\$10.2M	2.2%	\$5,075,000	\$102,525	9.7%	\$100,591	214	6.3%
2020	10	\$23.4M	7.1%	\$2,335,103	\$73,431	7.2%	\$97,954	208	6.4%
2019	7	\$40.1M	15.2%	\$5,734,468	\$58,858	10.3%	\$89,771	191	6.7%
2018	2	\$21.7M	5.1%	\$10,837,500	\$95,485	6.0%	\$85,751	182	6.8%
2017	2	\$6.2M	2.4%	\$6,150,000	\$56,422	6.8%	\$80,810	172	7.0%
2016	5	\$5.7M	5.6%	\$1,413,125	\$22,885	7.8%	\$76,272	162	7.2%
2015	2	\$224K	1.7%	\$112,000	\$3,111	-	\$74,812	159	7.1%
2014	-	-	-	-	-	-	\$70,457	150	7.2%
2013	2	\$6.1M	7.6%	\$3,055,485	\$18,631	-	\$65,844	140	7.5%
2012	-	-	-	-	-	-	\$64,669	137	7.4%
2011	1	\$3.2M	4.0%	\$3,200,000	\$20,779	-	\$61,786	131	7.5%
2010	1	\$3.5M	4.0%	\$3,500,000	\$22,727	-	\$57,604	122	7.6%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.

(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

4 & 5 STAR SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/Unit	Avg Cap Rate	Price/Unit	Price Index	Cap Rate
2025	-	-	-	-	-	-	\$163,867	244	6.0%
2024	-	-	-	-	-	-	\$159,789	238	6.0%
2023	-	-	-	-	-	-	\$154,603	230	6.0%
2022	-	-	-	-	-	-	\$149,328	222	6.0%
2021	-	-	-	-	-	-	\$144,583	215	6.0%
YTD	1	\$2.9M	3.9%	\$2,850,000	\$83,824	9.7%	\$139,659	208	6.0%
2020	-	-	-	-	-	-	\$136,835	204	6.0%
2019	-	-	-	-	-	-	\$128,507	191	6.3%
2018	1	\$21.5M	25.0%	\$21,500,000	\$98,624	6.0%	\$123,297	184	6.5%
2017	-	-	-	-	-	-	\$116,976	174	6.7%
2016	-	-	-	-	-	-	\$111,744	166	6.8%
2015	-	-	-	-	-	-	\$110,373	164	6.7%
2014	-	-	-	-	-	-	\$103,745	154	6.8%
2013	-	-	-	-	-	-	\$96,764	144	7.1%
2012	-	-	-	-	-	-	\$95,266	142	7.0%
2011	1	\$3.2M	26.2%	\$3,200,000	\$20,779	-	\$91,013	135	7.1%
2010	1	\$3.5M	27.8%	\$3,500,000	\$22,727	-	\$82,895	123	7.3%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.

(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

3 STAR SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/Unit	Avg Cap Rate	Price/Unit	Price Index	Cap Rate
2025	-	-	-	-	-	-	\$134,476	259	6.1%
2024	-	-	-	-	-	-	\$131,235	253	6.1%
2023	-	-	-	-	-	-	\$127,074	245	6.1%
2022	-	-	-	-	-	-	\$122,780	237	6.0%
2021	-	-	-	-	-	-	\$118,954	229	6.0%
YTD	1	\$7.3M	3.9%	\$7,300,000	\$112,308	-	\$112,459	217	6.1%
2020	7	\$18.8M	15.4%	\$2,680,722	\$72,733	5.1%	\$109,799	211	6.1%
2019	2	\$3.7M	5.0%	\$1,825,000	\$43,976	6.0%	\$100,205	193	6.4%
2018	-	-	-	-	-	-	\$94,584	182	6.5%
2017	-	-	-	-	-	-	\$90,129	174	6.6%
2016	-	-	-	-	-	-	\$85,115	164	6.7%
2015	-	-	-	-	-	-	\$81,654	157	6.8%
2014	-	-	-	-	-	-	\$76,733	148	6.9%
2013	-	-	-	-	-	-	\$71,849	138	7.2%
2012	-	-	-	-	-	-	\$70,491	136	7.1%
2011	-	-	-	-	-	-	\$67,439	130	7.2%
2010	-	-	-	-	-	-	\$63,397	122	7.3%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.

(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

1 & 2 STAR SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/Unit	Avg Cap Rate	Price/Unit	Price Index	Cap Rate
2025	-	-	-	-	-	-	\$85,078	250	6.7%
2024	-	-	-	-	-	-	\$83,114	244	6.7%
2023	-	-	-	-	-	-	\$80,590	237	6.7%
2022	-	-	-	-	-	-	\$77,957	229	6.7%
2021	-	-	-	-	-	-	\$75,578	222	6.7%
YTD	-	-	-	-	-	-	\$73,014	215	6.7%
2020	3	\$4.6M	3.1%	\$1,528,658	\$76,433	8.3%	\$70,479	207	6.8%
2019	5	\$36.5M	30.7%	\$7,298,256	\$60,920	14.6%	\$63,568	187	7.2%
2018	1	\$175K	0.5%	\$175,000	\$19,444	-	\$61,449	181	7.2%
2017	2	\$6.2M	5.6%	\$6,150,000	\$56,422	6.8%	\$56,708	167	7.4%
2016	5	\$5.7M	12.7%	\$1,413,125	\$22,885	7.8%	\$52,885	155	7.6%
2015	2	\$224K	3.7%	\$112,000	\$3,111	-	\$53,097	156	7.5%
2014	-	-	-	-	-	-	\$50,242	148	7.6%
2013	2	\$6.1M	16.9%	\$3,055,485	\$18,631	-	\$46,917	138	7.9%
2012	-	-	-	-	-	-	\$46,042	135	7.9%
2011	-	-	-	-	-	-	\$43,916	129	7.9%
2010	-	-	-	-	-	-	\$41,369	122	8.0%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.

(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

DELIVERIES & UNDER CONSTRUCTION

Year	Inventory			Deliveries		Net Deliveries		Under Construction	
	Bldgs	Units	Vacancy	Bldgs	Units	Bldgs	Units	Bldgs	Units
2025	-	4,492	5.4%	-	1	-	0	-	-
2024	-	4,492	5.4%	-	0	-	(1)	-	-
2023	-	4,493	5.6%	-	0	-	(1)	-	-
2022	-	4,494	5.4%	-	0	-	0	-	-
2021	-	4,494	5.0%	-	0	-	(1)	-	-
YTD	61	4,495	4.7%	0	0	0	0	0	0
2020	61	4,495	5.3%	0	0	0	0	0	0
2019	61	4,495	6.8%	0	0	0	0	0	0
2018	61	4,495	5.6%	1	7	1	7	0	0
2017	60	4,488	8.9%	1	62	1	62	1	7
2016	59	4,426	8.2%	2	113	2	113	1	62
2015	57	4,313	8.6%	0	0	0	0	2	113
2014	57	4,313	7.9%	0	0	0	0	0	0
2013	57	4,313	8.6%	1	65	1	65	0	0
2012	56	4,248	8.2%	3	394	3	394	1	65
2011	53	3,854	10.2%	1	33	1	33	3	394
2010	52	3,821	9.7%	0	0	0	0	3	408
2009	52	3,821	8.0%	1	336	1	336	0	0



Multi-Family Market Report

Richmond - VA

PREPARED BY

David White
Lending Group Manager



12 Mo. Delivered Units

3,310

12 Mo. Absorption Units

3,936

Vacancy Rate

6.0%

12 Mo. Asking Rent Growth

5.7%

Richmond's multifamily market has flourished over the past four quarters. Even with record-setting levels of economic decline since the onset of the pandemic, demand has soared to new heights. That has helped to balance out the approximately 3,200 units that have come on line over that period, which has paved the way for slight vacancy compression.

The combination of above-average levels of demand and vacancy compression has also kept pricing power in the hands of property managers. In fact, asking rent gains in Richmond last year ranked sixth nationally among major markets, which further speaks to the rapid rise in asking rents amid the pandemic.

However, Richmond's apartment market continues to grow and is doing so rapidly. The metro registered its largest year of deliveries in its history in 2020, and with thousands of additional units underway, that fast-paced growth isn't expected to slow anytime soon. That could portend uncertainty for the coming months, especially if a

wave of evictions comes to light after the federal eviction moratorium expires at the end of March.

Despite the structural improvements that the market registered last year, deal volume fell dramatically. That was most evident in the second quarter when total volume slipped to its lowest quarterly output since mid-2015. Although activity ticked back up in the second half of the year, it was still nowhere near the highs observed in late 2019.

The next few months may start to provide answers to many questions that owners and operators have had since March 2020. Chief among those will be whether or not the market has actually been propped up by enhanced unemployment benefits, as well as the federal eviction moratorium that is currently in place. If that has been the case, and if job gains continue to be sluggish, then the market could start to observe a softening in the spring.

KEY INDICATORS

Current Quarter	Units	Vacancy Rate	Asking Rent	Effective Rent	Absorption Units	Delivered Units	Under Constr Units
4 & 5 Star	24,481	7.8%	\$1,397	\$1,384	640	255	2,753
3 Star	38,556	5.3%	\$1,207	\$1,193	222	0	1,494
1 & 2 Star	26,594	5.2%	\$967	\$958	(59)	0	0
Market	89,631	6.0%	\$1,195	\$1,182	803	255	4,247

Annual Trends	12 Month	Historical Average	Forecast Average	Peak	When	Trough	When
Vacancy Change (YOY)	-1.1%	6.5%	6.4%	7.9%	2012 Q1	3.6%	2000 Q3
Absorption Units	3,936	1,071	1,951	3,872	2020 Q4	(870)	2003 Q4
Delivered Units	3,310	1,249	2,012	3,563	2020 Q4	131	2010 Q3
Demolished Units	90	22	34	216	2010 Q2	0	2020 Q4
Asking Rent Growth (YOY)	5.7%	2.1%	3.5%	5.5%	2021 Q1	-1.7%	2011 Q2
Effective Rent Growth (YOY)	5.2%	2.1%	3.4%	5.0%	2021 Q1	-1.8%	2011 Q2
Sales Volume	\$534 M	\$251.8M	N/A	\$1B	2019 Q4	\$0	2005 Q1

Multifamily demand in Richmond has been soaring, even as the coronavirus pandemic has prompted unprecedented levels of economic decline since March. In fact, demand for apartments in each quarter of 2020 roughly doubled its quarterly historical average over the prior five years. As a result, Richmond ranked third nationally last year for multifamily demand as a share of inventory, only trailing Jacksonville and Charlotte, while outpacing Norfolk and Raleigh.

Due to that uptick in demand, vacancies compressed, albeit minimally, as supply additions also rose to newfound high marks. That compression potentially added a bit of wiggle room in the event that demand turns negative in the coming months, especially if the federal eviction moratorium in place through March is not extended.

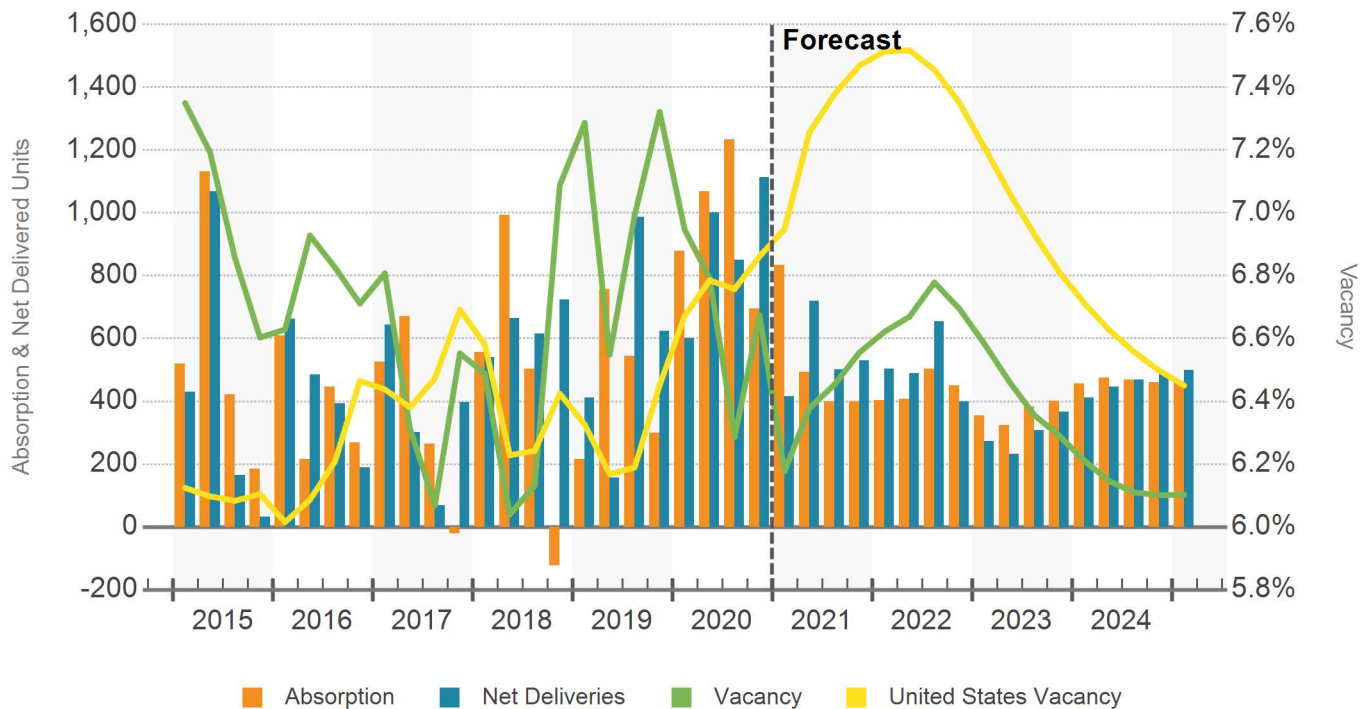
Driving demand for apartments in Richmond, both prior to and during the pandemic, has been the combination of affordability and job gains. While the latter hasn't been quite as pronounced recently as it was in either 2018 or 2019, the capital of Virginia has still been able to attract

corporate relocations due to its well-educated, younger workforce that fits the mold for back- and middle-office operations.

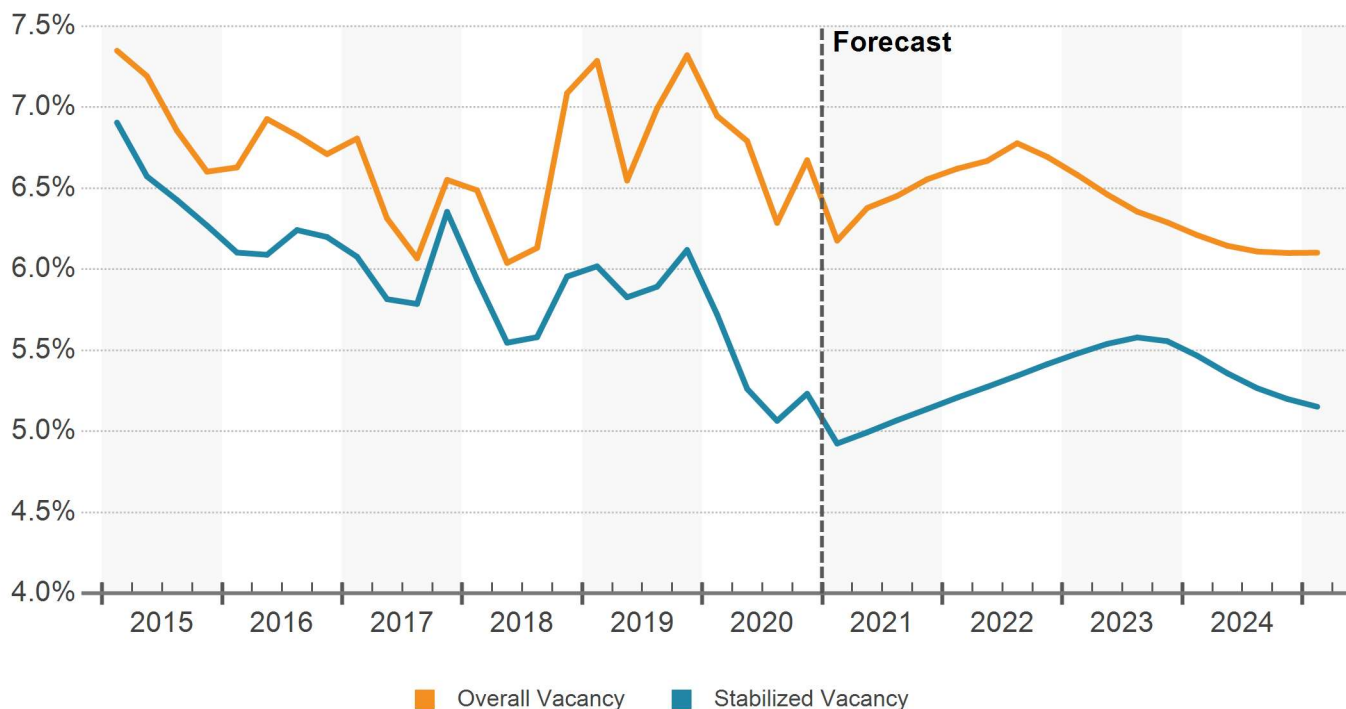
That has been evidenced by three announced corporate relocations since June 2020, as ASGN, Inc., Babylon Micro-Farms, and Vytal Studios have all committed to setting up operations in Richmond. Those companies have opted to leave Los Angeles, Charlottesville, and Austin, respectively.

In conjunction with the heightened levels of development that have taken place across the five submarkets within Richmond's city limits, on average, about 60% of all demand fell within those submarkets from 2015—2019. However, there was a noticeable shift last year, as suburban submarkets collectively accounted for just over 50% of all demand in Richmond. That wasn't due to a lack of urban demand, though, as its annual output still exceeded historical norms. Rather, the uptick of suburban demand was just more pronounced and was led by submarkets such as Chesterfield County and Midlothian.

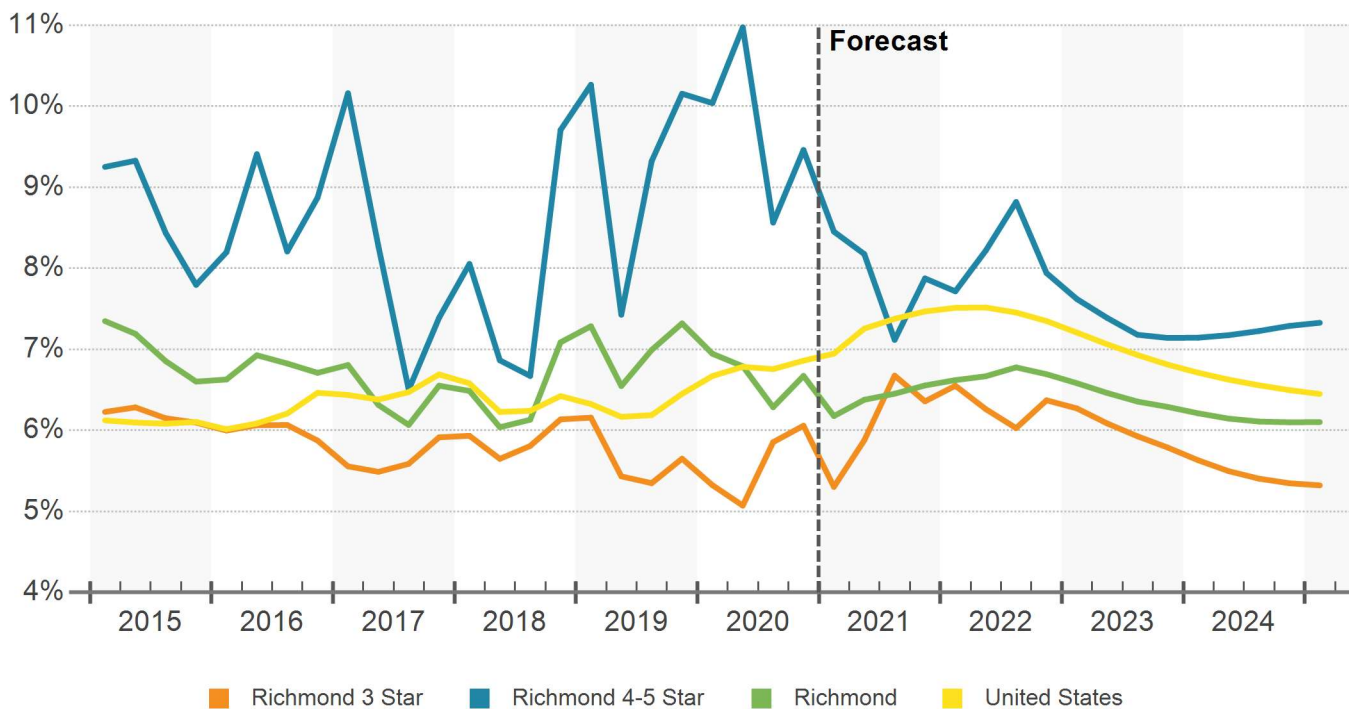
ABSORPTION, NET DELIVERIES & VACANCY



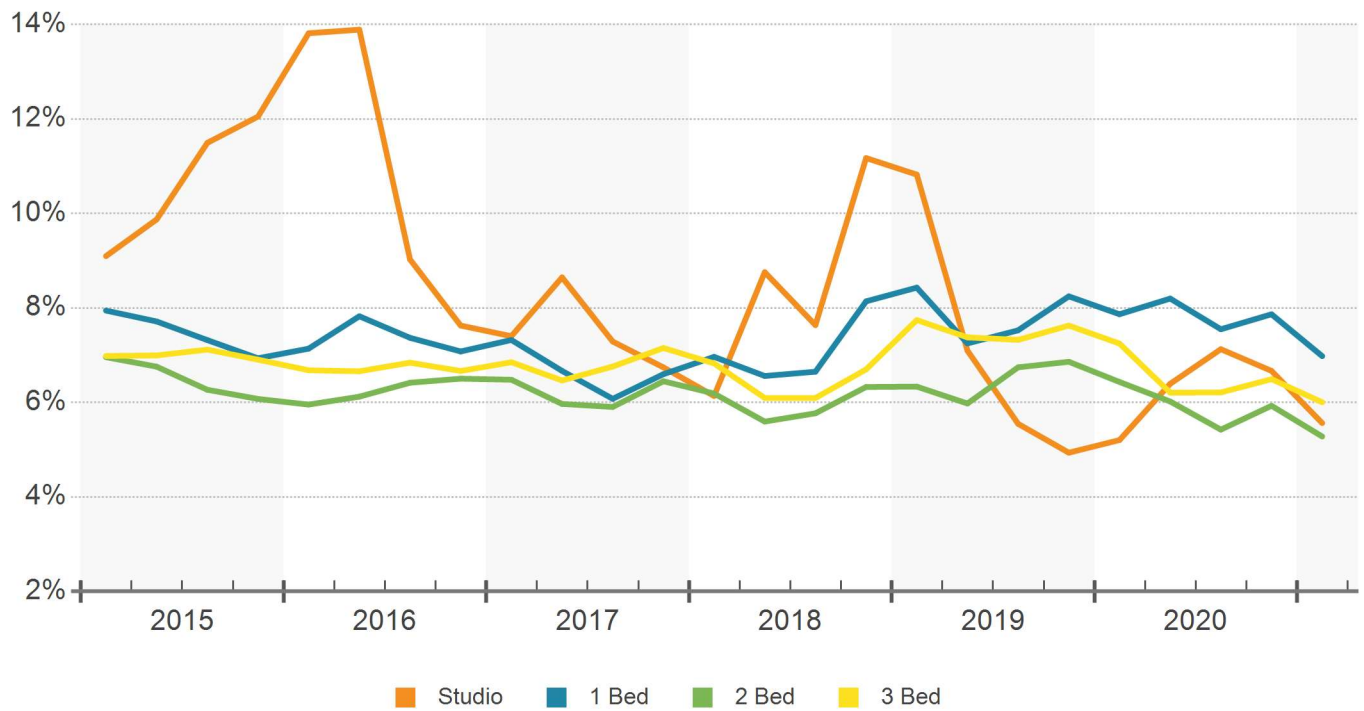
OVERALL & STABILIZED VACANCY



VACANCY RATE



VACANCY BY BEDROOM



Spurred by above-average levels of demand, asking rents grew at a faster pace in 2020 than in any of the prior ten years. In fact, asking rents grew by 5.0%, which placed Richmond sixth among all major markets nationally for rent gains last year.

A key differentiator between Richmond and most markets throughout the country was the lack of asking rent declines that it experienced from mid-March through the end of April. It was during that six-week period, during the initial onset of the pandemic when most markets saw asking rents decline as property managers braced for potential move-outs. That wasn't the case in Richmond, though, as asking rents were essentially flat over that time period.

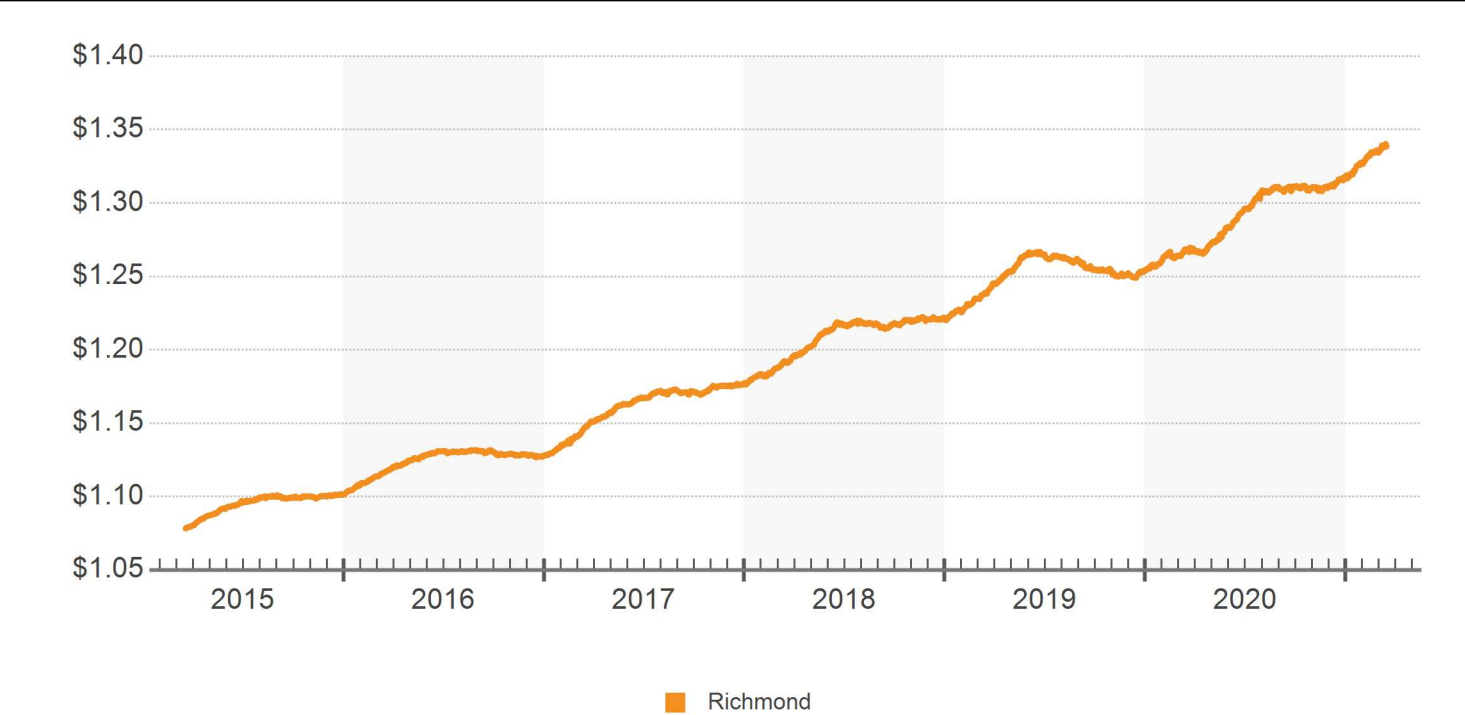
Due to the uptick in suburban demand last year,

submarkets outside of Richmond's city limits also registered faster rates of growth than city-based submarkets. Over the first three quarters of the year, asking rents grew by more than 7% cumulatively within suburban submarkets, while city-based submarkets registered cumulative gains of about 2%.

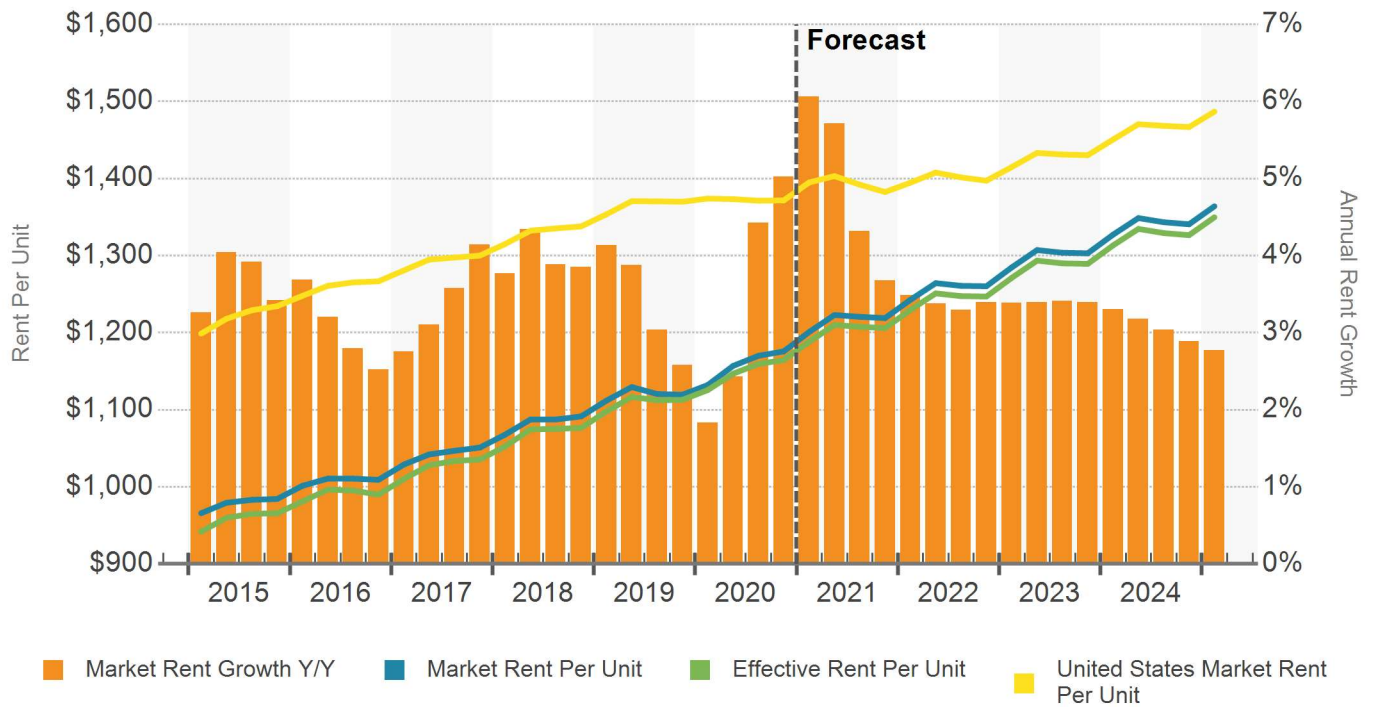
That fast-paced rate of growth came to a halt in the fourth quarter, however, as asking rents were essentially flat from October through December. That was a normal occurrence, as seasonality typically takes its toll on demand, which was the case.

Those declines seemed to have been short-lived, though, as asking rents have grown thus far in the first quarter of 2021.

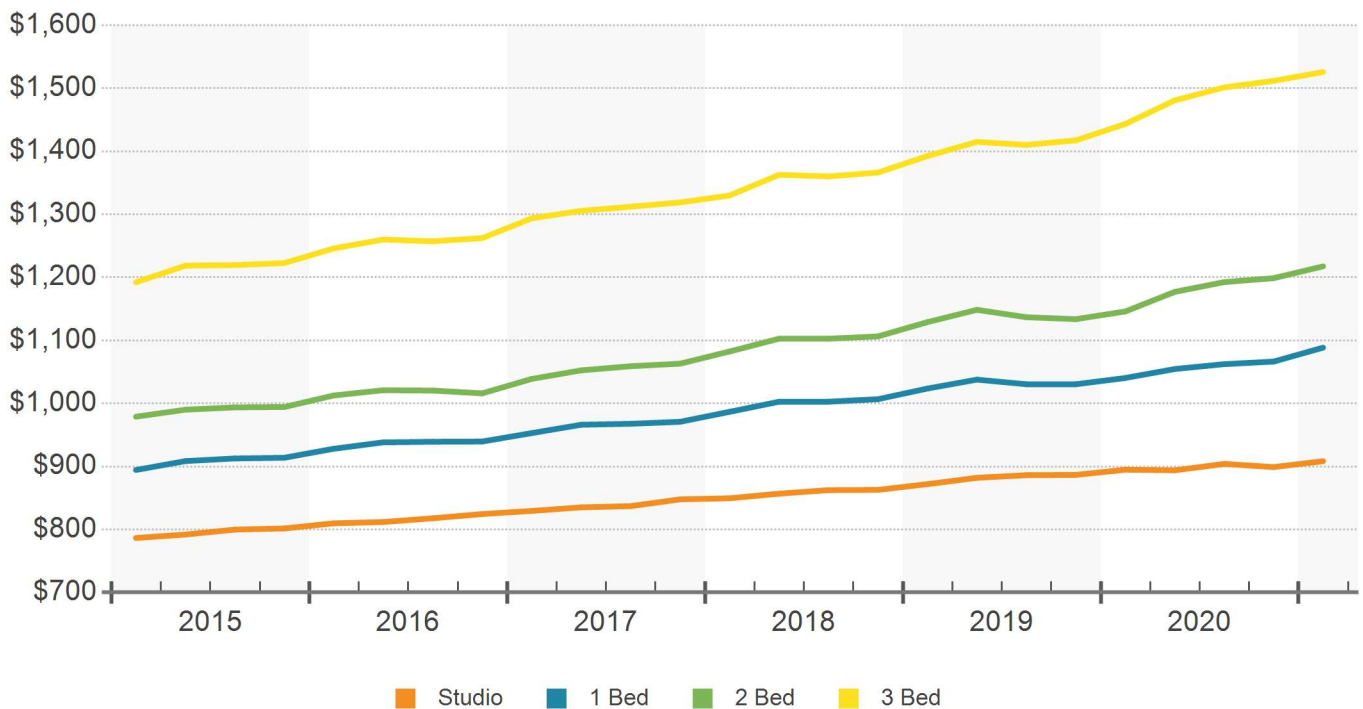
DAILY ASKING RENT PER SF



MARKET RENT PER UNIT & RENT GROWTH



MARKET RENT PER UNIT BY BEDROOM



4 & 5 STAR EXPENSES PER SF (ANNUAL)

Market / Cluster	Operating Expenses								Capital Expenditures			Total
	Mgmt.	Admin.	Payroll	Water	Utilities	Maint.	Insurance	Taxes	Appliance	Structural	Other	
Richmond	\$0.65	\$1.20	\$1.11	\$0.63	\$1.02	\$1.46	\$0.30	\$0.72	\$0.23	\$0.81	\$1.00	\$9.13
Chesterfield County	\$0.58	\$0.72	\$0.78	\$0.23	\$0.36	\$0.53	\$0.15	\$0.57	\$0.19	\$0.83	\$1.02	\$5.96
Downtown Richmond	\$0.66	\$1.40	\$1.27	\$0.69	\$1.14	\$1.58	\$0.36	\$0.80	\$0.18	\$0.78	\$0.98	\$9.84
East End	\$0.68	\$1.22	\$1.11	\$0.71	\$1.20	\$1.64	\$0.25	\$0.65	\$0.19	\$0.83	\$1.02	\$9.50
Hopewell County	\$0.69	\$1.13	\$1.11	\$0.72	\$1.20	\$1.65	\$0.29	\$0.65	\$0.63	\$0.84	\$1.02	\$9.93
Midlothian	\$0.58	\$0.83	\$0.77	\$0.46	\$0.57	\$1.00	\$0.23	\$0.62	\$0.18	\$0.83	\$1.01	\$7.08
Northside	\$0.69	\$1.46	\$1.32	\$0.72	\$1.20	\$1.65	\$0.38	\$0.84	\$0.20	\$0.84	\$1.02	\$10.32
Petersburg/C Hghts...	\$0.65	\$1.11	\$1.09	\$0.71	\$1.19	\$1.63	\$0.29	\$0.63	\$0.51	\$0.83	\$1.01	\$9.65
South	\$0.60	\$0.84	\$0.78	\$0.46	\$0.58	\$1.01	\$0.24	\$0.64	\$0.19	\$0.79	\$0.99	\$7.12
Western Henrico Co...	\$0.64	\$0.94	\$0.83	\$0.53	\$0.99	\$1.62	\$0.24	\$0.64	\$0.18	\$0.83	\$1.01	\$8.45

Expenses are estimated using NCREIF, IREM, and CoStar data using the narrowest possible geographical definition from Zip Code to region.

3 STAR EXPENSES PER SF (ANNUAL)

Market / Cluster	Operating Expenses								Capital Expenditures			Total
	Mgmt.	Admin.	Payroll	Water	Utilities	Maint.	Insurance	Taxes	Appliance	Structural	Other	
Richmond	\$0.52	\$0.98	\$0.94	\$0.57	\$0.90	\$1.31	\$0.20	\$0.57	\$0.16	\$0.76	\$0.93	\$7.84
Chesterfield County	\$0.52	\$0.68	\$0.75	\$0.27	\$0.39	\$0.55	\$0.16	\$0.57	\$0.16	\$0.78	\$0.95	\$5.78
Dinwiddie County	\$0.51	\$1.07	\$1.05	\$0.68	\$1.15	\$1.57	\$0.19	\$0.56	\$0.15	\$0.81	\$0.97	\$8.71
Downtown Richmond	\$0.53	\$1.11	\$1.08	\$0.66	\$1.11	\$1.53	\$0.21	\$0.59	\$0.15	\$0.77	\$0.95	\$8.69
East End	\$0.52	\$1.08	\$1.05	\$0.68	\$1.15	\$1.57	\$0.19	\$0.56	\$0.15	\$0.81	\$0.98	\$8.74
Eastern Henrico Co...	\$0.50	\$1.06	\$0.99	\$0.58	\$0.96	\$1.47	\$0.19	\$0.52	\$0.13	\$0.64	\$0.84	\$7.88
Hopewell County	\$0.51	\$1.07	\$1.05	\$0.68	\$1.15	\$1.57	\$0.19	\$0.56	\$0.15	\$0.81	\$0.97	\$8.71
King William County	\$0.51	\$0.86	\$0.75	\$0.49	\$0.93	\$1.57	\$0.19	\$0.56	\$0.15	\$0.81	\$0.97	\$7.79
Midlothian	\$0.54	\$0.82	\$0.76	\$0.45	\$0.56	\$0.98	\$0.21	\$0.59	\$0.16	\$0.82	\$0.99	\$6.88
North Outlying-Han...	\$0.51	\$1.07	\$1.05	\$0.68	\$1.15	\$1.57	\$0.19	\$0.56	\$0.15	\$0.81	\$0.97	\$8.71
Northside	\$0.57	\$1.20	\$1.14	\$0.69	\$1.17	\$1.59	\$0.26	\$0.65	\$0.17	\$0.82	\$0.99	\$9.25
Petersburg/C Hghts...	\$0.53	\$1.08	\$1.06	\$0.69	\$1.15	\$1.58	\$0.21	\$0.57	\$0.20	\$0.81	\$0.98	\$8.86
Prince George County	\$0.57	\$1.09	\$1.07	\$0.69	\$1.17	\$1.59	\$0.23	\$0.59	\$0.31	\$0.82	\$0.99	\$9.12
South	\$0.50	\$0.78	\$0.74	\$0.42	\$0.53	\$0.90	\$0.19	\$0.56	\$0.15	\$0.72	\$0.90	\$6.39
West End	\$0.49	\$1.05	\$1.03	\$0.54	\$0.83	\$1.23	\$0.19	\$0.55	\$0.11	\$0.51	\$0.73	\$7.26
Western Henrico Co...	\$0.53	\$0.87	\$0.77	\$0.51	\$0.95	\$1.58	\$0.20	\$0.57	\$0.16	\$0.81	\$0.98	\$7.93

Expenses are estimated using NCREIF, IREM, and CoStar data using the narrowest possible geographical definition from Zip Code to region.

1 & 2 STAR EXPENSES PER SF (ANNUAL)

Market / Cluster	Operating Expenses								Capital Expenditures			Total
	Mgmt.	Admin.	Payroll	Water	Utilities	Maint.	Insurance	Taxes	Appliance	Structural	Other	
Richmond	\$0.46	\$0.91	\$0.87	\$0.43	\$0.58	\$1.01	\$0.18	\$0.52	\$0.11	\$0.28	\$0.55	\$5.90
Caroline County	\$0.45	\$0.81	\$0.71	\$0.46	\$0.56	\$1.07	\$0.18	\$0.54	\$0.14	\$0.21	\$0.50	\$5.63
Chesterfield County	\$0.46	\$0.68	\$0.74	\$0.30	\$0.42	\$0.60	\$0.16	\$0.54	\$0.15	\$0.36	\$0.62	\$5.03
Downtown Richmond	\$0.48	\$1.03	\$1.01	\$0.46	\$0.67	\$1.05	\$0.19	\$0.54	\$0.09	\$0.35	\$0.61	\$6.48
East End	\$0.45	\$1.02	\$0.83	\$0.35	\$0.51	\$1.25	\$0.18	\$0.42	\$0.09	\$0.21	\$0.50	\$5.81
Eastern Henrico Co...	\$0.41	\$1.03	\$0.89	\$0.42	\$0.51	\$1.30	\$0.18	\$0.42	\$0.08	\$0.21	\$0.50	\$5.95
Hopewell County	\$0.44	\$0.89	\$1.05	\$0.67	\$0.87	\$1.18	\$0.18	\$0.46	\$0.14	\$0.21	\$0.50	\$6.59
Midlothian	\$0.45	\$0.76	\$0.71	\$0.42	\$0.52	\$0.92	\$0.18	\$0.54	\$0.14	\$0.21	\$0.50	\$5.35
North Outlying-Han...	\$0.47	\$1.03	\$0.89	\$0.44	\$0.68	\$1.33	\$0.18	\$0.46	\$0.10	\$0.38	\$0.63	\$6.59
Northside	\$0.47	\$1.02	\$1.00	\$0.41	\$0.55	\$0.92	\$0.18	\$0.54	\$0.07	\$0.23	\$0.52	\$5.91
Petersburg/C Hghts...	\$0.48	\$0.99	\$1.05	\$0.57	\$0.82	\$1.08	\$0.18	\$0.53	\$0.15	\$0.28	\$0.56	\$6.69
Prince George County	\$0.44	\$0.89	\$1.05	\$0.67	\$0.87	\$1.18	\$0.18	\$0.46	\$0.14	\$0.21	\$0.50	\$6.59
South	\$0.46	\$0.75	\$0.72	\$0.40	\$0.51	\$0.87	\$0.18	\$0.55	\$0.15	\$0.31	\$0.58	\$5.48
Sussex County	\$0.45	\$0.81	\$0.71	\$0.46	\$0.56	\$1.07	\$0.18	\$0.54	\$0.14	\$0.21	\$0.50	\$5.63
West End	\$0.47	\$0.98	\$0.94	\$0.41	\$0.53	\$0.93	\$0.18	\$0.54	\$0.08	\$0.21	\$0.50	\$5.77
Western Henrico Co...	\$0.46	\$0.84	\$0.75	\$0.47	\$0.63	\$1.14	\$0.19	\$0.55	\$0.14	\$0.30	\$0.57	\$6.04

Expenses are estimated using NCREIF, IREM, and CoStar data using the narrowest possible geographical definition from Zip Code to region.

The 2020 calendar year was the most active for multifamily deliveries in the past 20 years. More than 3,600 units opened their doors last year, which easily outpaced the next-closest output of about 2,500 in 2018. Developers haven't signaled any intentions to stop there either.

Multifamily development is still soaring in Richmond, as roughly 4,200 units are underway. While that total has decreased year-over-year, it is still well above norms for the metro. For a frame of reference, the number of units under construction is about 30% above peaks observed in 2010 as the metro was exiting the Great Financial Crisis.

In any other year, the arrival of more than 3,600 units would be of concern to owners and property managers. That wasn't the case last year, as demand kept pace, despite the adverse economic and societal effects that stemmed from the pandemic.

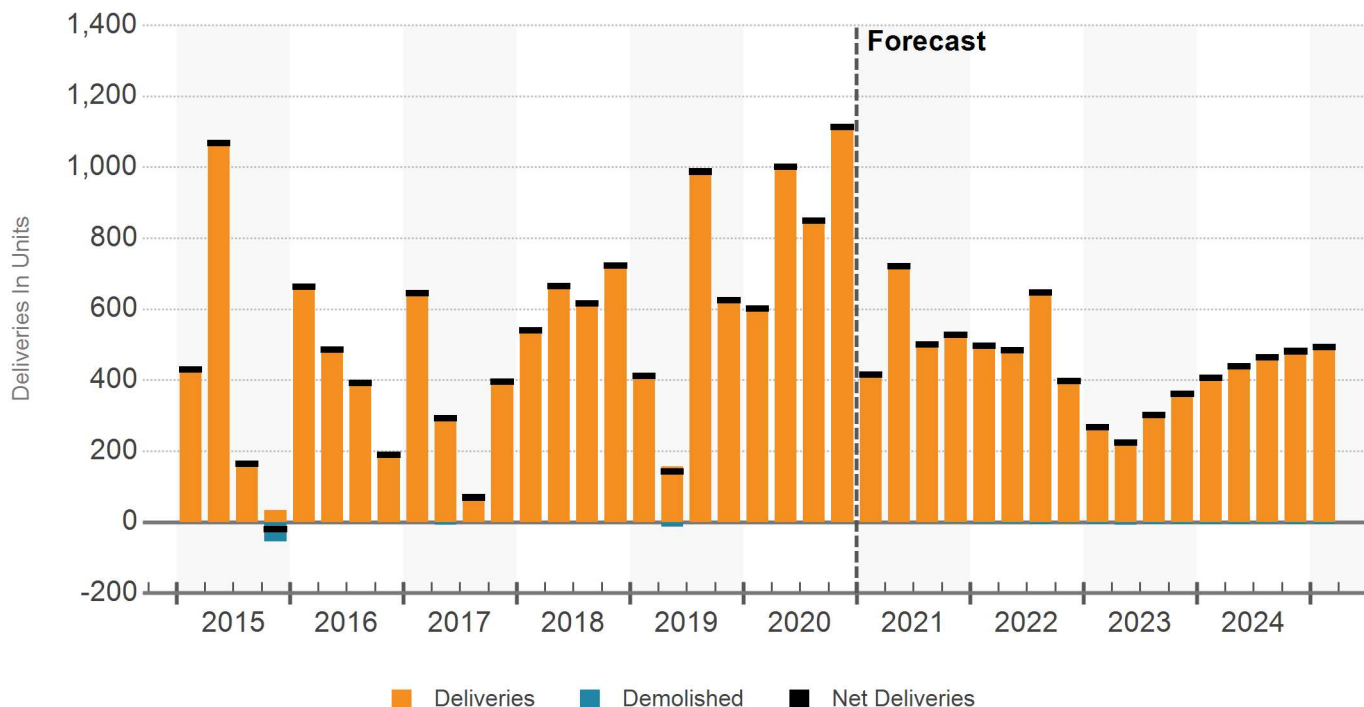
That doesn't necessarily mean that the metro will escape the pandemic unscathed, though. After all, there is still the possibility that occupancies have been propped up by the combination of unemployment benefits and the eviction moratorium that is in place through the end of

March. Thus, if the moratorium is not extended and demand does start to turn negative, the continuous arrival of new supply could exacerbate vacancy woes in the spring.

City-based development has dominated the headlines over the past few years. However, there has been a noticeable uptick in suburban development, as projects have started to sprout in submarkets such as Chesterfield County, Midlothian, Western Henrico County, and North Outlying-Hanover. In fact, about 60% of all units that came on line last year can be found in those submarkets.

Suburban demand surged in 2020 and that was evident when analyzing lease-up trends. When comparing suburban properties and urban properties that opened their doors last year, suburban assets have leased at about 24 units per month, with urban assets at about 18 units per month since opening. However, considering that the average suburban property delivered last year is more than double the size of the average urban property, the collective vacancy rate among the suburban set was significantly higher than its urban counterparts as of 21Q1.

DELIVERIES & DEMOLITIONS



Under Construction Properties

Richmond Multi-Family

Properties

Units

Percent of Inventory

Avg. No. Units

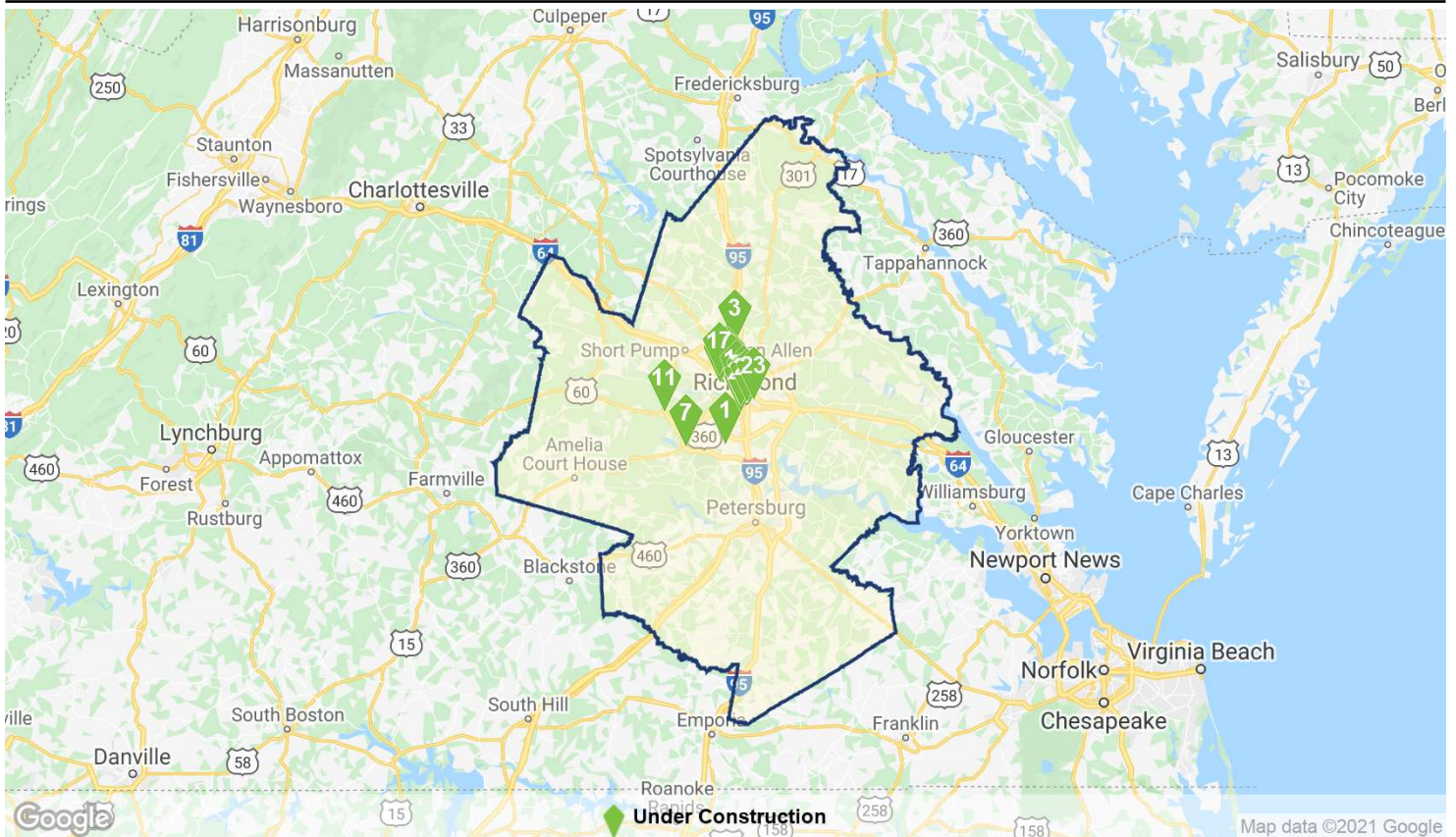
23

3,981

4.4%

173

UNDER CONSTRUCTION PROPERTIES



UNDER CONSTRUCTION

Property Name/Address	Rating	Units	Stories	Start	Complete	Developer/Owner
1 Austin Woods 6401 Scots Pine Run	★ ★ ★ ★ ★	500	2	Oct 2020	Jul 2021	Waverton Associates, Inc. Waverton Associates, Inc.
2 Wellsmith Apartments 5000 Libbie Mill East Blvd	★ ★ ★ ★ ★	349	5	Jan 2020	Oct 2021	- Gumenick Properties
3 Kotarides River Mill 10180 Brook Rd	★ ★ ★ ★ ★	285	-	Feb 2019	Oct 2021	Kotarides Kotarides
4 Jamestown 500 W 14th St	★ ★ ★ ★ ★	269	5	Dec 2019	Apr 2021	LIV Development, LLC LIV Development, LLC
5 Tapestry West Apartments 2030 Maywill St	★ ★ ★ ★ ★	262	5	Aug 2020	Mar 2022	Bristol Development Group Bristol Development Group
6 The Ella Scott's Addition 3810 W Broad St	★ ★ ★ ★ ★	250	4	Jul 2020	Apr 2021	Spy Rock Real Estate Group United Methodist Family Services
7 Commonwealth Apartme... 5411 Commonwealth Cent...	★ ★ ★ ★ ★	240	4	Mar 2021	Feb 2022	- CMB Development, LLC

Under Construction Properties

Richmond Multi-Family

UNDER CONSTRUCTION

Property Name/Address	Rating	Units	Stories	Start	Complete	Developer/Owner
8 Belmont Apartments 4000 W Broad St	★ ★ ★ ★ ★	238	4	Jan 2020	Sep 2021	Kotarides Developers Kotarides
9 The Current 400 Hull St	★ ★ ★ ★ ★	215	4	Jun 2019	Apr 2021	Lynx Ventures Lynx Ventures
10 Model Tobacco Apartme... 1100 Jefferson Davis Hwy	★ ★ ★ ★ ★	203	6	Oct 2020	Apr 2022	C.A. Harrison Companies C.A. Harrison Companies
11 Center West 701 Watkins View Dr	★ ★ ★ ★ ★	200	4	Sep 2019	Apr 2021	- Grady Management, Inc.
12 629 E Main St	★ ★ ★ ★ ★	189	12	Jun 2020	May 2021	Douglas Development Corporation Douglas Development Corporation
13 Shiplock Views 2801 E Main St	★ ★ ★ ★ ★	180	5	Oct 2019	Apr 2021	CMB Development, LLC CMB Development, LLC
14 The Crest at Westhampt... 5800 Patterson Ave	★ ★ ★ ★ ★	128	4	Jan 2020	Oct 2021	Thalhimer Realty Partners Cushman & Wakefield Thalhimer
15 The Riviera at Semmes P... 400 W 14th St	★ ★ ★ ★ ★	83	5	May 2020	Jul 2021	- The Monument Companies, LLC
16 Scotts Collection I 3000-3008 W Clay St	★ ★ ★ ★ ★	80	5	Aug 2020	Sep 2021	Urban Core Construction LLC Capital Square Acquisitions
17 The Studios @ 6531 6531 W Broad St	★ ★ ★ ★ ★	78	7	Jan 2021	Sep 2021	KM Hotels KM Hotels
18 The Riviera on Semmes... 1429 McDonough St	★ ★ ★ ★ ★	66	5	May 2020	Jul 2021	- The Monument Companies, LLC
19 The 1805 1805 Monument Ave	★ ★ ★ ★ ★	62	6	Apr 2020	May 2021	Hourigan Group Michael Aramin
20 Centennial Terrace 507 E Main St	★ ★ ★ ★ ★	53	6	Aug 2020	Apr 2021	Goodstein Development Goodstein Development
21 1510 Bainbridge St	★ ★ ★ ★ ★	23	2	Dec 2020	Jul 2021	Corinthian Construction Corinthian Construction
22 Cooper Lofts 11 S 18th St	★ ★ ★ ★ ★	15	-	Jan 2019	Apr 2021	- Dodson Commercial Properties,...
23 2910 Q St	★ ★ ★ ★ ★	13	3	Oct 2019	Apr 2021	- Evolve HLD LLC

Deal volume declined tremendously last year as investors took a wait-and-see approach to ascertain both near- and long-term effects that the pandemic may have on the multifamily sector in Richmond. That was also the case in terms of the number of deals that closed, as that total dropped by about 30% year-over-year.

When digging even deeper, 2020's slowing was most pronounced in the second quarter, immediately following the onset of the pandemic. In fact, total sales volume came in at less than \$20 million in that quarter, which was the lowest quarterly output since mid-2015.

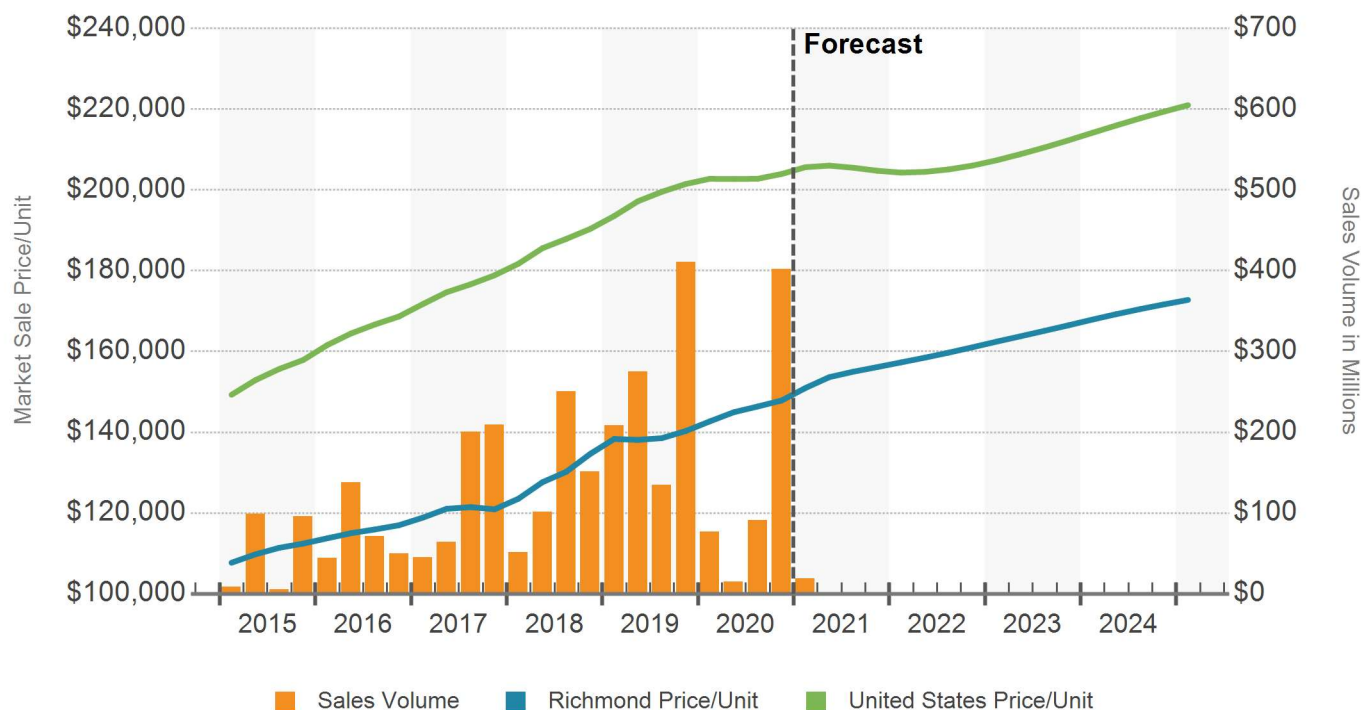
Investors were more active in the second half of the year, though. Among notable deals from the fourth quarter, Bristol Development Group of Tennessee sold the 4 Star, 301-unit Canopy at Ginter Park for \$83.75 million (\$278,200/unit). The 2019-built asset was acquired by locally based Capital Square at the second-highest price-per-unit in Richmond multifamily history. In fact, Capital Square set that very record just one year prior, as it purchased 2000 West Creek from Bristol for \$103 million (\$276,000/unit). Canopy at Ginter Park was about 88% occupied at the time of sale and is also the newest community in Northside by several years.

A few months earlier, in the same Northside Submarket, a private investor from New Jersey acquired a 24-building, 500-unit portfolio of communities along Chamberlayne Ave for \$27.5 million (\$55,000/unit) in July. The community, which is known as the Red Oak Apartments, was sold by locally based Zacharias Brothers Realty.

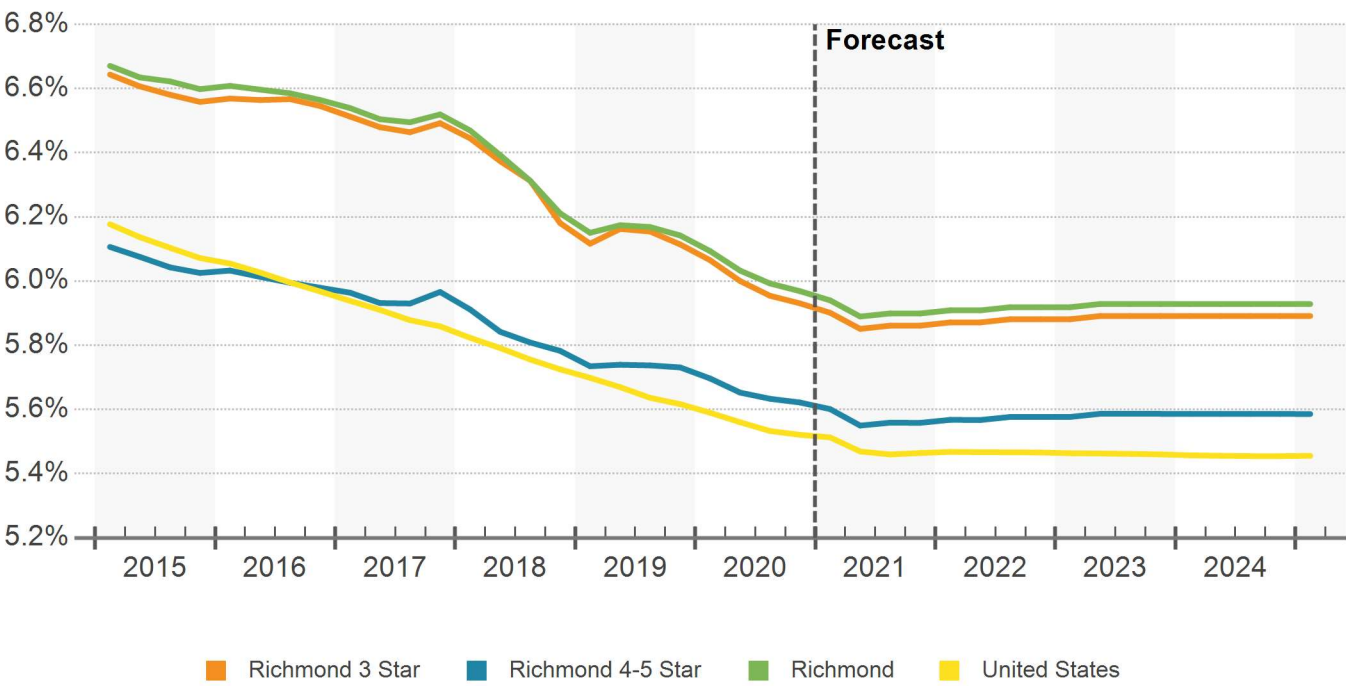
Then, in September, The Kushner Companies of New York purchased a three-property, 710-unit portfolio spanning Richmond to Hampton Roads. The portfolio was sold by a joint venture between Drucker + Falk of Hampton Roads and LEM Capital of Philadelphia for \$113 million (\$159,000/unit). Two of the properties in the deal, the 220-unit Hanover Crossing and the 190-unit Wilde Lake are both in Richmond. They were collectively valued at about \$69.2 million.

Both of those portfolio deals were emblematic of a trend that has been taking place since the beginning of 2019, where some of the largest deals have involved out-of-market investors spanning the east coast to the south. This has been spurred by firms making their way to secondary and tertiary markets in search of higher returns than those typically found in traditional gateway markets.

SALES VOLUME & MARKET SALE PRICE PER UNIT



MARKET CAP RATE



Sales Past 12 Months

Richmond Multi-Family

Sale Comparables

Avg. Price/Unit (thous.)

Average Price (mil.)

Average Vacancy at Sale

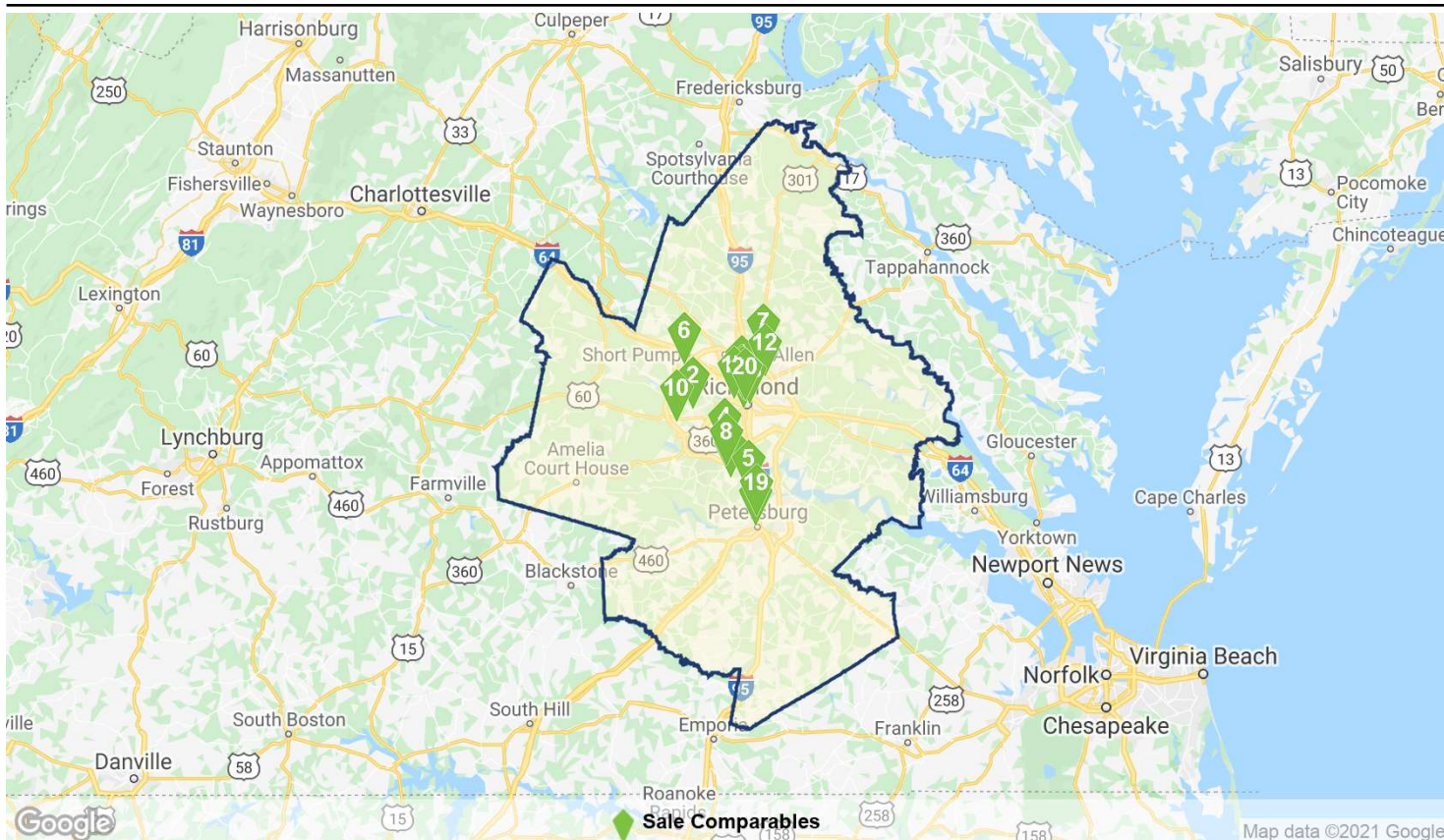
70

\$154

\$8.3

11.0%

SALE COMPARABLE LOCATIONS



SALE COMPARABLES SUMMARY STATISTICS

Sales Attributes	Low	Average	Median	High
Sale Price	\$218,000	\$8,285,916	\$1,464,271	\$83,750,000
Price/Unit	\$12,111	\$153,527	\$87,500	\$335,714
Cap Rate	4.9%	6.3%	5.8%	9.7%
Vacancy Rate At Sale	0%	11.0%	3.8%	50.0%
Time Since Sale in Months	0.4	6.4	7.5	11.7
Property Attributes	Low	Average	Median	High
Property Size in Units	6	63	20	690
Number of Floors	1	2	3	14
Average Unit SF	58	824	767	2,143
Year Built	1875	1966	1975	2019
Star Rating	★ ★ ★ ★ ★	★ ★ ★ ★ ★ 2.5	★ ★ ★ ★ ★	★ ★ ★ ★ ★

Sales Past 12 Months

Richmond Multi-Family

RECENT SIGNIFICANT SALES

Property Name/Address		Property Information				Sale Information			
		Rating	Yr Built	Units	Vacancy	Sale Date	Price	Price/Unit	Price/SF
1	Canopy at Ginter Park 3200 Brook Rd	★★★★★	2019	301	9.3%	12/30/2020	\$83,750,000	\$278,239	\$220
2	The Belvedere 11900 Bellaverde Cir	★★★★★	2005	296	3.0%	12/14/2020	\$67,350,000	\$227,533	\$210
3	River Forest 5701 Quiet Pine Cir	★★★★★	2006	300	3.7%	12/14/2020	\$57,650,000	\$192,166	\$119
4	Meridian Watermark 6500 Caymus Way	★★★★★	2011	300	3.7%	12/17/2020	\$53,300,000	\$177,666	\$138
5	Broadwater Townhomes 15149 Broadwater Way	★★★★★	2002	223	2.2%	11/18/2020	\$37,000,000	\$165,919	\$80
6	Wilde Lake 2900 Bywater Dr	★★★★★	1989	190	8.4%	9/15/2020	\$35,200,000	\$185,263	\$199
7	Hanover Crossing 9258 Hanover Crossing Dr	★★★★★	1987	220	3.6%	9/15/2020	\$34,000,000	\$154,545	\$147
8	Courthouse Green Apartments 6417 Statute St	★★★★★	1973	266	4.5%	11/11/2020	\$33,750,000	\$126,879	\$99
9	The Edison Apartments 700 E Franklin St	★★★★★	2014	174	4.0%	10/5/2020	\$25,000,000	\$143,678	\$111
10	Bristol Village at Charter Colony 500 Bristol Village Dr	★★★★★	2005	124	7.2%	11/24/2020	\$16,800,000	\$135,483	\$67
11	Perry Place Apartments 815 Perry St	★★★★★	2011	70	5.7%	11/4/2020	\$11,400,000	\$162,857	\$185
12	Signal Hill Apartments 7277-8111 Signal Hill Apartm...	★★★★★	1966	68	1.5%	3/26/2020	\$7,600,000	\$111,764	\$118
13	Star Lofts 16 S Market St	★★★★★	2013	65	23.1%	1/19/2021	\$7,300,000	\$112,307	\$78
14	Cornish Brewery 1201 W Clay St	★★★★★	2005	37	5.4%	6/15/2020	\$5,800,000	\$156,756	\$130
15	Atrium on Broad 115 E Broad St	★★★★★	2013	42	9.5%	2/5/2021	\$4,800,000	\$114,285	\$117
16	Broad Street Lofts 709-713 W Broad St	★★★★★	1903	17	0%	4/9/2020	\$3,400,000	\$200,000	\$213
17	2700 Idlewood Ave	★★★★★	1912	24	0%	9/25/2020	\$3,350,000	\$139,583	\$256
18	Seventeenth Street Lofts 331-333 Oliver Hill Way	★★★★★	2003	25	0%	9/1/2020	\$3,200,000	\$128,000	\$133
19	Colonial Court Townhouses 900 E Westover Ave	★★★★★	1945	64	7.8%	7/15/2020	\$3,200,000	\$50,000	\$65
20	The Jackson 20-22 E Broad St	★★★★★	2018	19	5.3%	12/22/2020	\$3,150,000	\$165,789	\$183

Richmond's economic recovery came to a halt in December. According to preliminary data, job growth was essentially flat in the final month of the year, which was the lowest monthly output since the recovery began in May. That wasn't unique to Richmond, though, as the nation as a whole also observed a slowing.

By the close of the year, Richmond had recouped about 70% of all jobs that were lost in April. However, not all subsectors of the local economy have been growing or have grown at all. In fact, of the ten economic subsectors locally, only one registered a total employment level in December that was at or above its pre-COVID employment level, and that was trade, transportation & utilities.

When evaluating the fourth quarter of the year, the trade, transportation & utilities subsector single-handedly accounted for about three-fourths of all jobs added on a net basis throughout the Richmond metropolitan area. That was likely due in part to seasonal hiring, but also due to the continual rise in warehouse and distribution jobs given the rapid rate of industrial growth as of late.

On the other end of the spectrum, both the leisure & hospitality and educational & health services sectors have quite a bit of ground to make up. Those sectors registered total employment levels in December that were 11.8% and 8.0% below pre-COVID employment levels, respectively. Furthermore, both observed the largest rate of economic decline stemming from the onset of the pandemic, so the recent streak of sluggish growth suggests more prolonged recoveries at the current pace.

Local players are banking on Richmond's trio of growth factors to aid in weathering this downturn, which are the presence of nearby universities, an affordable cost of

living, and a business-friendly environment. All have had a hand in promoting the metro's growth in recent years, and despite the current economic climate, those will likely be expected to do so in both the near- and long-term outlooks.

The third growth factor may be the most impactful in promoting economic stability, as local jurisdictions have utilized incentives to attract new businesses to the metro. That ultimately propelled the local economic engine's job creations prior to the pandemic and has continued in recent quarters as well.

In February 2021, the Richmond metro was able to attract two corporate relocations. First, Babylon Micro-Farms of Charlottesville announced that it would be moving to Scott's Addition. The firm did so, citing the exposure to a sizable talent pool. Then, Vytal Studios announced that it would be departing Austin, TX for Richmond. The education and training content developer is slated to relocate to Manchester, and in the process will be investing \$6.8 million and creating 155 jobs.

Richmond hasn't been able to avoid job losses, though. In January, Genworth Financial announced that it would be eliminating 95 jobs at its corporate headquarters location in Henrico County. Those eliminations were part of a cost-cutting measure put in place following the pause of its long-awaited merger with China Oceanwide Holdings.

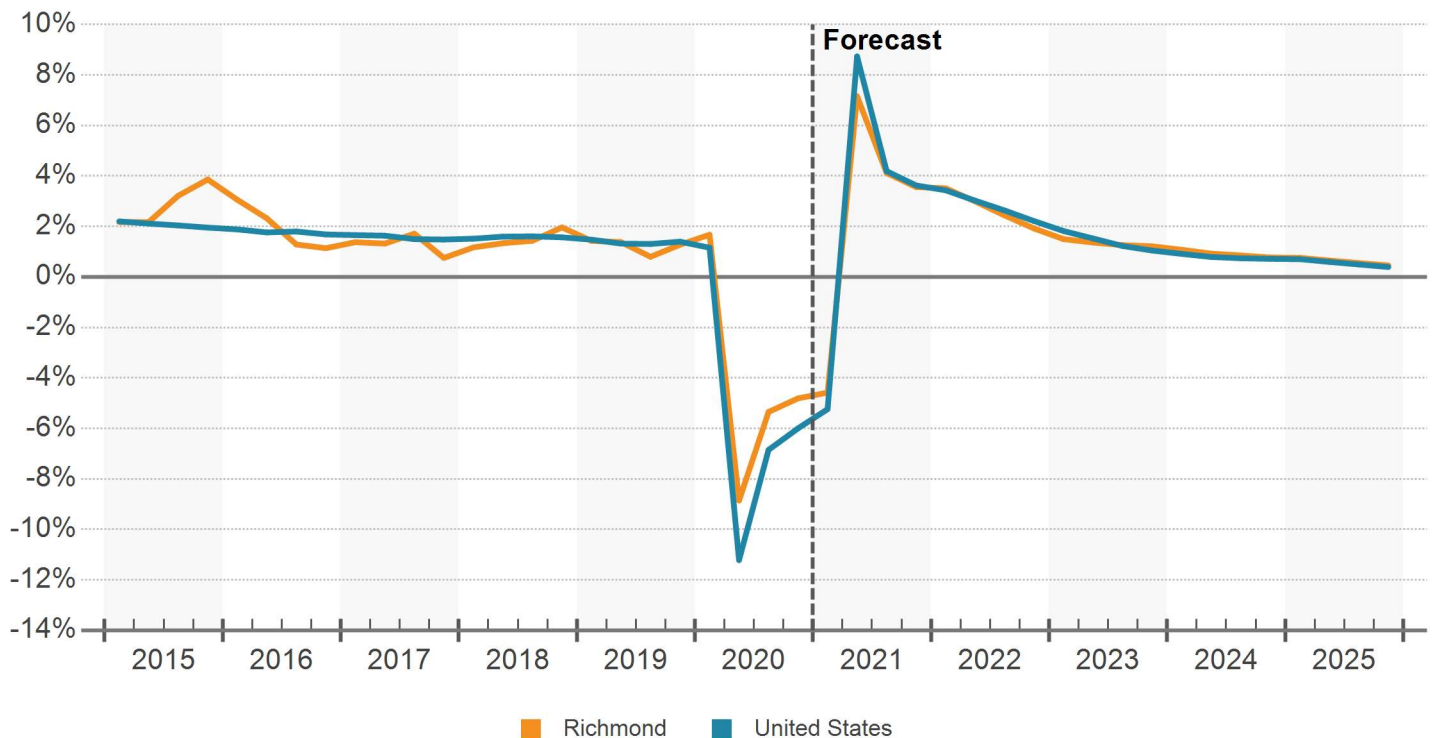
Then, in February, Wells Fargo announced that it would be cutting 320 jobs from its Wealth & Investment Management division in Glen Allen. Some of those jobs will be relocated to either St. Louis or Minneapolis, and those roles fit the profile of back-office operations, which is often seen as the backbone of the local office market.

RICHMOND EMPLOYMENT BY INDUSTRY IN THOUSANDS

NAICS Industry	Current Level		12 Month Change		10 Year Change		5 Year Forecast	
	Jobs	LQ	Market	US	Market	US	Market	US
Manufacturing	30	0.5	-3.58%	-3.79%	-0.25%	0.59%	-0.39%	0.47%
Trade, Transportation and Utilities	119	1.0	-2.43%	-2.91%	0.93%	0.86%	0.56%	0.58%
Retail Trade	64	0.9	-3.56%	-3.08%	0.05%	0.41%	0.66%	0.70%
Financial Activities	56	1.4	-0.81%	-1.03%	2.68%	1.30%	1.23%	0.74%
Government	105	1.1	-6.29%	-5.50%	-0.40%	-0.35%	1.03%	1.00%
Natural Resources, Mining and Construction	41	1.1	-3.87%	-3.31%	2.39%	2.62%	1.27%	1.10%
Education and Health Services	96	0.9	-5.31%	-3.66%	1.28%	1.59%	2.37%	1.81%
Professional and Business Services	120	1.3	-1.78%	-4.06%	2.37%	1.87%	1.56%	1.59%
Information	7	0.5	-6.82%	-6.02%	-3.27%	0.14%	0.37%	2.07%
Leisure and Hospitality	59	0.9	-13.43%	-17.40%	1.32%	0.41%	3.64%	4.25%
Other Services	32	1.2	-5.20%	-6.59%	0.34%	0.34%	1.20%	1.36%
Total Employment	663	1.0	-4.62%	-5.36%	1.11%	0.93%	1.45%	1.45%

Source: Oxford Economics
LQ = Location Quotient

YEAR OVER YEAR JOB GROWTH



Source: Oxford Economics

DEMOGRAPHIC TRENDS

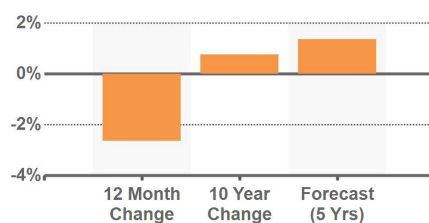
Demographic Category	Current Level		12 Month Change		10 Year Change		5 Year Forecast	
	Metro	US	Metro	US	Metro	US	Metro	US
Population	1,334,860	330,769,469	1.0%	0.5%	0.9%	0.6%	0.8%	0.5%
Households	509,050	123,625,961	0.9%	0.4%	1.0%	0.7%	0.8%	0.5%
Median Household Income	\$71,787	\$69,276	4.0%	4.0%	2.7%	3.3%	2.0%	2.2%
Labor Force	677,470	160,870,141	-2.6%	-2.0%	0.8%	0.5%	1.4%	0.8%
Unemployment	6.0%	6.7%	3.0%	2.9%	-0.1%	-0.2%	-	-

Source: Oxford Economics

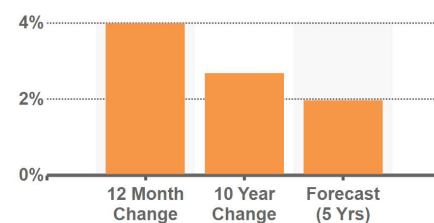
POPULATION GROWTH



LABOR FORCE GROWTH



INCOME GROWTH



Source: Oxford Economics

Richmond Multi-Family

A map of Virginia showing its county boundaries and names. The counties are numbered from 1 to 20. Major cities and towns are labeled, along with state and federal highways. The map includes geographical features like rivers and lakes. The Google logo is visible in the bottom left corner.

Submarkets

Richmond Multi-Family

SUBMARKET INVENTORY

No.	Submarket	Inventory				12 Month Deliveries				Under Construction			
		Bldgs	Units	% Market	Rank	Bldgs	Units	Percent	Rank	Bldgs	Units	Percent	Rank
1	Amelia County	2	20	0%	20	0	0	0%	-	0	0	0%	-
2	Caroline County	4	88	0.1%	16	0	0	0%	-	0	0	0%	-
3	Chesterfield County	57	12,099	13.5%	3	3	829	6.9%	1	3	940	7.8%	2
4	Dinwiddie County	1	240	0.3%	15	0	0	0%	-	0	0	0%	-
5	Downtown Richmond	322	11,261	12.6%	4	5	714	6.3%	2	4	384	3.4%	5
6	East End	89	5,460	6.1%	6	3	275	5.0%	6	3	208	3.8%	6
7	Eastern Henrico County	23	4,216	4.7%	8	1	127	3.0%	7	0	0	0%	-
8	Goochland County	2	709	0.8%	13	0	0	0%	-	0	0	0%	-
9	Hopewell County	14	723	0.8%	12	0	0	0%	-	0	0	0%	-
10	King William County	1	32	0%	18	0	0	0%	-	0	0	0%	-
11	Midlothian	20	5,562	6.2%	5	3	678	12.2%	3	1	200	3.6%	7
12	North Outlying-Hanover	18	2,137	2.4%	10	1	33	1.5%	8	0	0	0%	-
13	Northside	47	2,664	3.0%	9	0	0	0%	-	0	0	0%	-
14	Petersburg/C Hghts/Ft Le...	61	4,495	5.0%	7	0	0	0%	-	0	0	0%	-
15	Powhatan County	2	22	0%	19	0	0	0%	-	0	0	0%	-
16	Prince George County	4	598	0.7%	14	0	0	0%	-	0	0	0%	-
17	South	100	14,382	16.0%	2	3	307	2.1%	5	6	859	6.0%	3
18	Sussex County	1	64	0.1%	17	0	0	0%	-	0	0	0%	-
19	West End	15	778	0.9%	11	0	0	0%	-	3	682	87.7%	4
20	Western Henrico County	100	24,081	26.9%	1	1	349	1.4%	4	4	974	4.0%	1

Submarkets

Richmond Multi-Family

SUBMARKET RENT

No.	Market	Asking Rents				Effective Rents					
		Per Unit	Per SF	Rank	Yr. Growth	Per Unit	Per SF	Rank	Yr. Growth	Concession	Rank
1	Amelia County	-	-	-	-	-	-	-	-	0%	-
2	Caroline County	\$864	\$1.01	16	2.6%	\$861	\$1.00	16	2.6%	0.3%	13
3	Chesterfield County	\$1,275	\$1.30	7	8.2%	\$1,263	\$1.29	7	7.7%	0.9%	8
4	Dinwiddie County	\$987	\$1.01	15	1.4%	\$987	\$1.01	15	1.4%	0%	18
5	Downtown Richmond	\$1,303	\$1.67	1	0.9%	\$1,288	\$1.65	1	0.1%	1.1%	4
6	East End	\$1,211	\$1.52	4	-0.1%	\$1,199	\$1.51	4	-0.6%	1.0%	7
7	Eastern Henrico County	\$978	\$1.11	13	9.9%	\$969	\$1.10	13	9.1%	0.9%	9
8	Goochland County	\$1,572	\$1.58	3	3.2%	\$1,562	\$1.57	3	2.5%	0.7%	10
9	Hopewell County	\$874	\$0.93	17	4.2%	\$872	\$0.93	17	4.2%	0.3%	14
10	King William County	\$985	\$1.25	10	9.6%	\$975	\$1.24	9	9.5%	1.0%	6
11	Midlothian	\$1,361	\$1.36	6	4.9%	\$1,344	\$1.35	6	4.4%	1.2%	2
12	North Outlying-Hanover	\$1,210	\$1.28	8	4.9%	\$1,206	\$1.28	8	5.6%	0.3%	15
13	Northside	\$884	\$1.19	11	2.7%	\$879	\$1.18	11	2.4%	0.6%	11
14	Petersburg/C Hghts/Ft Le...	\$923	\$1.06	14	5.6%	\$919	\$1.05	14	5.7%	0.5%	12
15	Powhatan County	-	-	-	-	-	-	-	-	0%	-
16	Prince George County	\$1,154	\$1.13	12	5.1%	\$1,152	\$1.13	12	5.2%	0.2%	16
17	South	\$1,069	\$1.26	9	5.8%	\$1,052	\$1.24	10	4.9%	1.6%	1
18	Sussex County	\$622	\$0.84	18	1.5%	\$616	\$0.83	18	1.5%	1.0%	5
19	West End	\$1,433	\$1.61	2	5.6%	\$1,431	\$1.61	2	5.9%	0.1%	17
20	Western Henrico County	\$1,255	\$1.38	5	8.1%	\$1,240	\$1.36	5	7.6%	1.2%	3

SUBMARKET VACANCY & ABSORPTION

No.	Submarket	Vacancy			12 Month Absorption			
		Units	Percent	Rank	Units	% of Inv	Rank	Construc. Ratio
1	Amelia County	1	4.8%	10	0	0%	-	-
2	Caroline County	2	2.0%	4	0	0%	-	-
3	Chesterfield County	1,001	8.3%	16	619	5.1%	2	1.3
4	Dinwiddie County	2	0.7%	1	0	-0.1%	20	-
5	Downtown Richmond	728	6.5%	14	552	4.9%	4	1.1
6	East End	371	6.8%	15	358	6.6%	6	0.7
7	Eastern Henrico County	184	4.4%	7	195	4.6%	8	0.7
8	Goochland County	40	5.6%	13	5	0.7%	13	-
9	Hopewell County	11	1.5%	3	6	0.9%	12	-
10	King William County	3	9.5%	18	0	0%	-	-
11	Midlothian	491	8.8%	17	654	11.8%	1	1.0
12	North Outlying-Hanover	29	1.4%	2	175	8.2%	9	-
13	Northside	390	14.6%	20	267	10.0%	7	-
14	Petersburg/C Hghts/Ft Le...	212	4.7%	9	63	1.4%	10	-
15	Powhatan County	1	4.8%	11	0	0%	-	-
16	Prince George County	14	2.4%	5	16	2.6%	11	-
17	South	719	5.0%	12	467	3.2%	5	0.6
18	Sussex County	7	11.2%	19	0	0%	-	-
19	West End	19	2.4%	6	4	0.5%	14	-
20	Western Henrico County	1,110	4.6%	8	552	2.3%	3	0.6

OVERALL SUPPLY & DEMAND

Year	Inventory			Absorption		
	Units	Growth	% Growth	Units	% of Inv	Construction Ratio
2025	98,605	2,011	2.1%	1,810	1.8%	1.1
2024	96,594	1,789	1.9%	1,861	1.9%	1.0
2023	94,805	1,155	1.2%	1,461	1.5%	0.8
2022	93,650	2,025	2.2%	1,762	1.9%	1.1
2021	91,625	2,159	2.4%	2,127	2.3%	1.0
YTD	89,631	165	0.2%	803	0.9%	0.2
2020	89,466	3,555	4.1%	3,872	4.3%	0.9
2019	85,911	2,165	2.6%	1,813	2.1%	1.2
2018	83,746	2,550	3.1%	1,930	2.3%	1.3
2017	81,196	1,394	1.7%	1,440	1.8%	1.0
2016	79,802	1,730	2.2%	1,539	1.9%	1.1
2015	78,072	1,641	2.1%	2,255	2.9%	0.7
2014	76,431	1,718	2.3%	1,399	1.8%	1.2
2013	74,713	739	1.0%	1,196	1.6%	0.6
2012	73,974	831	1.1%	717	1.0%	1.2
2011	73,143	1,454	2.0%	816	1.1%	1.8
2010	71,689	312	0.4%	(658)	-0.9%	-
2009	71,377	1,461	2.1%	1,637	2.3%	0.9

4 & 5 STAR SUPPLY & DEMAND

Year	Inventory			Absorption		
	Units	Growth	% Growth	Units	% of Inv	Construction Ratio
2025	32,111	2,029	6.7%	1,844	5.7%	1.1
2024	30,082	1,812	6.4%	1,639	5.4%	1.1
2023	28,270	1,111	4.1%	1,249	4.4%	0.9
2022	27,159	1,511	5.9%	1,374	5.1%	1.1
2021	25,648	1,422	5.9%	1,695	6.6%	0.8
YTD	24,481	255	1.1%	640	2.6%	0.4
2020	24,226	3,194	15.2%	3,046	12.6%	1.0
2019	21,032	1,973	10.4%	1,689	8.0%	1.2
2018	19,059	2,082	12.3%	1,479	7.8%	1.4
2017	16,977	1,042	6.5%	1,211	7.1%	0.9
2016	15,935	1,571	10.9%	1,277	8.0%	1.2
2015	14,364	1,495	11.6%	1,555	10.8%	1.0
2014	12,869	1,647	14.7%	1,234	9.6%	1.3
2013	11,222	484	4.5%	801	7.1%	0.6
2012	10,738	658	6.5%	302	2.8%	2.2
2011	10,080	746	8.0%	696	6.9%	1.1
2010	9,334	212	2.3%	(5)	-0.1%	-
2009	9,122	1,409	18.3%	1,527	16.7%	0.9

3 STAR SUPPLY & DEMAND

Year	Inventory			Absorption		
	Units	Growth	% Growth	Units	% of Inv	Construction Ratio
2025	39,987	2	0%	(2)	0%	-
2024	39,985	1	0%	177	0.4%	0
2023	39,984	67	0.2%	297	0.7%	0.2
2022	39,917	531	1.3%	491	1.2%	1.1
2021	39,386	740	1.9%	578	1.5%	1.3
YTD	38,556	(90)	-0.2%	222	0.6%	-
2020	38,646	361	0.9%	174	0.5%	2.1
2019	38,285	192	0.5%	365	1.0%	0.5
2018	38,093	461	1.2%	351	0.9%	1.3
2017	37,632	360	1.0%	325	0.9%	1.1
2016	37,272	159	0.4%	241	0.6%	0.7
2015	37,113	200	0.5%	263	0.7%	0.8
2014	36,913	71	0.2%	95	0.3%	0.7
2013	36,842	286	0.8%	337	0.9%	0.8
2012	36,556	261	0.7%	435	1.2%	0.6
2011	36,295	708	2.0%	455	1.3%	1.6
2010	35,587	100	0.3%	(342)	-1.0%	-
2009	35,487	268	0.8%	335	0.9%	0.8

1 & 2 STAR SUPPLY & DEMAND

Year	Inventory			Absorption		
	Units	Growth	% Growth	Units	% of Inv	Construction Ratio
2025	26,507	(20)	-0.1%	(32)	-0.1%	0.6
2024	26,527	(24)	-0.1%	45	0.2%	-
2023	26,551	(23)	-0.1%	(85)	-0.3%	0.3
2022	26,574	(17)	-0.1%	(103)	-0.4%	0.2
2021	26,591	(3)	0%	(146)	-0.5%	0
YTD	26,594	0	0%	(59)	-0.2%	0
2020	26,594	0	0%	652	2.5%	0
2019	26,594	0	0%	(241)	-0.9%	0
2018	26,594	7	0%	100	0.4%	0.1
2017	26,587	(8)	0%	(96)	-0.4%	0.1
2016	26,595	0	0%	21	0.1%	0
2015	26,595	(54)	-0.2%	437	1.6%	-
2014	26,649	0	0%	70	0.3%	0
2013	26,649	(31)	-0.1%	58	0.2%	-
2012	26,680	(88)	-0.3%	(20)	-0.1%	4.4
2011	26,768	0	0%	(335)	-1.3%	0
2010	26,768	0	0%	(311)	-1.2%	0
2009	26,768	(216)	-0.8%	(225)	-0.8%	1.0

OVERALL VACANCY & RENT

Year	Vacancy			Market Rent				Effective Rents	
	Units	Percent	Ppts Chg	Per Unit	Per SF	% Growth	Ppts Chg	Units	Per SF
2025	6,092	6.2%	0.1	\$1,373	\$1.54	2.4%	(0.5)	\$1,359	\$1.53
2024	5,894	6.1%	(0.2)	\$1,341	\$1.51	2.9%	(0.5)	\$1,327	\$1.49
2023	5,964	6.3%	(0.4)	\$1,303	\$1.46	3.4%	0	\$1,289	\$1.45
2022	6,270	6.7%	0.1	\$1,260	\$1.42	3.4%	(0.3)	\$1,247	\$1.40
2021	6,007	6.6%	(0.1)	\$1,219	\$1.37	3.7%	(1.4)	\$1,206	\$1.36
YTD	5,334	6.0%	(0.7)	\$1,195	\$1.34	1.6%	(3.4)	\$1,182	\$1.33
2020	5,971	6.7%	(0.6)	\$1,176	\$1.32	5.0%	2.4	\$1,165	\$1.31
2019	6,290	7.3%	0.2	\$1,120	\$1.26	2.6%	(1.3)	\$1,113	\$1.25
2018	5,936	7.1%	0.5	\$1,091	\$1.23	3.8%	(0.3)	\$1,076	\$1.21
2017	5,320	6.6%	(0.2)	\$1,051	\$1.18	4.1%	1.6	\$1,035	\$1.16
2016	5,356	6.7%	0.1	\$1,009	\$1.13	2.5%	(0.9)	\$990	\$1.11
2015	5,155	6.6%	(0.8)	\$984	\$1.11	3.4%	1.1	\$966	\$1.08
2014	5,687	7.4%	0.3	\$952	\$1.07	2.3%	(0.2)	\$936	\$1.05
2013	5,363	7.2%	(0.7)	\$930	\$1.04	2.6%	1.4	\$919	\$1.03
2012	5,821	7.9%	0.1	\$907	\$1.02	1.2%	0.7	\$897	\$1.01
2011	5,702	7.8%	0.7	\$896	\$1.01	0.5%	1.6	\$890	\$1.00
2010	5,061	7.1%	1.3	\$892	\$1.00	-1.1%	0.1	\$886	\$0.99
2009	4,095	5.7%	(0.4)	\$902	\$1.01	-1.2%	-	\$896	\$1.01

4 & 5 STAR VACANCY & RENT

Year	Vacancy			Market Rent				Effective Rents	
	Units	Percent	Ppts Chg	Per Unit	Per SF	% Growth	Ppts Chg	Units	Per SF
2025	2,376	7.4%	0.1	\$1,598	\$1.76	2.2%	(0.5)	\$1,583	\$1.75
2024	2,193	7.3%	0.1	\$1,563	\$1.73	2.7%	(0.6)	\$1,548	\$1.71
2023	2,019	7.1%	(0.8)	\$1,522	\$1.68	3.3%	(0.1)	\$1,508	\$1.66
2022	2,157	7.9%	0.1	\$1,474	\$1.63	3.4%	(0.3)	\$1,460	\$1.61
2021	2,020	7.9%	(1.6)	\$1,426	\$1.57	3.7%	0.4	\$1,412	\$1.56
YTD	1,908	7.8%	(1.7)	\$1,397	\$1.54	1.6%	(1.6)	\$1,384	\$1.53
2020	2,292	9.5%	(0.7)	\$1,375	\$1.52	3.2%	2.2	\$1,353	\$1.49
2019	2,136	10.2%	0.4	\$1,332	\$1.47	1.0%	(1.6)	\$1,324	\$1.46
2018	1,850	9.7%	2.3	\$1,318	\$1.46	2.7%	(0.3)	\$1,300	\$1.44
2017	1,255	7.4%	(1.5)	\$1,284	\$1.42	3.0%	1.0	\$1,269	\$1.40
2016	1,414	8.9%	1.1	\$1,246	\$1.38	2.1%	(0.5)	\$1,223	\$1.35
2015	1,120	7.8%	(1.3)	\$1,221	\$1.35	2.5%	0.9	\$1,196	\$1.32
2014	1,167	9.1%	2.4	\$1,191	\$1.32	1.6%	(0.9)	\$1,165	\$1.29
2013	752	6.7%	(3.3)	\$1,173	\$1.29	2.5%	1.3	\$1,154	\$1.27
2012	1,072	10.0%	2.9	\$1,144	\$1.26	1.2%	0.7	\$1,130	\$1.25
2011	712	7.1%	0	\$1,131	\$1.25	0.4%	2.1	\$1,123	\$1.24
2010	660	7.1%	2.2	\$1,126	\$1.24	-1.6%	(0.5)	\$1,120	\$1.24
2009	444	4.9%	(2.4)	\$1,145	\$1.26	-1.1%	-	\$1,138	\$1.26

3 STAR VACANCY & RENT

Year	Vacancy			Market Rent				Effective Rents	
	Units	Percent	Ppts Chg	Per Unit	Per SF	% Growth	Ppts Chg	Units	Per SF
2025	2,142	5.4%	0	\$1,388	\$1.54	2.5%	(0.5)	\$1,371	\$1.52
2024	2,139	5.3%	(0.4)	\$1,353	\$1.50	3.0%	(0.5)	\$1,337	\$1.48
2023	2,314	5.8%	(0.6)	\$1,314	\$1.45	3.4%	0.1	\$1,298	\$1.44
2022	2,544	6.4%	0	\$1,271	\$1.41	3.4%	0	\$1,255	\$1.39
2021	2,505	6.4%	0.3	\$1,229	\$1.36	3.4%	(2.4)	\$1,214	\$1.34
YTD	2,030	5.3%	(0.8)	\$1,207	\$1.33	1.6%	(4.2)	\$1,193	\$1.32
2020	2,341	6.1%	0.4	\$1,188	\$1.31	5.8%	2.3	\$1,180	\$1.31
2019	2,164	5.7%	(0.5)	\$1,123	\$1.24	3.5%	(1.0)	\$1,115	\$1.23
2018	2,338	6.1%	0.2	\$1,086	\$1.20	4.4%	(0.5)	\$1,070	\$1.18
2017	2,226	5.9%	0	\$1,039	\$1.15	4.9%	1.9	\$1,020	\$1.13
2016	2,190	5.9%	(0.2)	\$991	\$1.10	3.0%	(1.1)	\$972	\$1.07
2015	2,263	6.1%	0	\$962	\$1.06	4.1%	1.2	\$944	\$1.04
2014	2,256	6.1%	(0.1)	\$924	\$1.02	2.9%	0.2	\$910	\$1.01
2013	2,278	6.2%	(0.2)	\$898	\$0.99	2.7%	1.5	\$889	\$0.98
2012	2,328	6.4%	(0.5)	\$874	\$0.97	1.2%	0.7	\$866	\$0.96
2011	2,501	6.9%	0.6	\$864	\$0.95	0.5%	1.2	\$858	\$0.95
2010	2,248	6.3%	1.2	\$860	\$0.95	-0.8%	0.6	\$854	\$0.94
2009	1,807	5.1%	(0.2)	\$866	\$0.96	-1.4%	-	\$861	\$0.95

1 & 2 STAR VACANCY & RENT

Year	Vacancy			Market Rent				Effective Rents	
	Units	Percent	Ppts Chg	Per Unit	Per SF	% Growth	Ppts Chg	Units	Per SF
2025	1,574	5.9%	0	\$1,119	\$1.31	2.5%	(0.5)	\$1,108	\$1.30
2024	1,562	5.9%	(0.3)	\$1,091	\$1.28	3.0%	(0.5)	\$1,081	\$1.27
2023	1,630	6.1%	0.2	\$1,060	\$1.24	3.5%	0	\$1,050	\$1.23
2022	1,569	5.9%	0.3	\$1,024	\$1.20	3.5%	(0.7)	\$1,014	\$1.19
2021	1,482	5.6%	0.5	\$990	\$1.16	4.2%	(2.1)	\$981	\$1.15
YTD	1,396	5.2%	0.2	\$967	\$1.14	1.8%	(4.5)	\$958	\$1.12
2020	1,337	5.0%	(2.5)	\$951	\$1.12	6.3%	3.0	\$945	\$1.11
2019	1,990	7.5%	0.9	\$894	\$1.05	3.3%	(1.3)	\$891	\$1.05
2018	1,748	6.6%	(0.3)	\$866	\$1.02	4.5%	0	\$856	\$1.00
2017	1,840	6.9%	0.3	\$829	\$0.97	4.5%	2.1	\$818	\$0.96
2016	1,752	6.6%	(0.1)	\$793	\$0.93	2.4%	(1.1)	\$777	\$0.91
2015	1,773	6.7%	(1.8)	\$774	\$0.91	3.5%	1.2	\$761	\$0.89
2014	2,264	8.5%	(0.3)	\$748	\$0.88	2.4%	0	\$738	\$0.87
2013	2,333	8.8%	(0.3)	\$731	\$0.86	2.4%	1.1	\$722	\$0.85
2012	2,421	9.1%	(0.2)	\$714	\$0.84	1.3%	0.5	\$705	\$0.83
2011	2,489	9.3%	1.3	\$705	\$0.83	0.8%	1.7	\$700	\$0.82
2010	2,153	8.0%	1.2	\$699	\$0.82	-0.9%	0.2	\$694	\$0.81
2009	1,844	6.9%	0.1	\$706	\$0.83	-1.2%	-	\$701	\$0.82

OVERALL SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/Unit	Avg Cap Rate	Price/Unit	Price Index	Cap Rate
2025	-	-	-	-	-	-	\$175,617	241	5.9%
2024	-	-	-	-	-	-	\$171,664	235	5.9%
2023	-	-	-	-	-	-	\$166,480	228	5.9%
2022	-	-	-	-	-	-	\$161,060	221	5.9%
2021	-	-	-	-	-	-	\$156,136	214	5.9%
YTD	5	\$18.8M	0.2%	\$3,765,000	\$119,146	9.7%	\$150,376	206	5.9%
2020	59	\$584.7M	4.1%	\$10,440,710	\$159,313	6.2%	\$147,854	203	6.0%
2019	90	\$1B	9.3%	\$11,964,493	\$129,119	6.1%	\$140,322	192	6.1%
2018	79	\$554M	5.8%	\$7,486,132	\$114,885	6.7%	\$134,645	185	6.2%
2017	57	\$518.2M	6.6%	\$9,965,262	\$96,768	6.6%	\$120,929	166	6.5%
2016	39	\$303M	4.4%	\$8,417,031	\$85,356	7.2%	\$116,989	160	6.6%
2015	65	\$209.1M	3.2%	\$6,150,689	\$83,416	7.6%	\$112,456	154	6.6%
2014	26	\$92M	2.2%	\$4,182,179	\$55,360	7.3%	\$105,369	145	6.7%
2013	25	\$88.3M	2.1%	\$3,837,145	\$56,792	8.4%	\$99,008	136	6.9%
2012	33	\$243.8M	5.5%	\$8,406,030	\$59,515	6.0%	\$97,621	134	6.9%
2011	24	\$207.4M	3.6%	\$12,200,029	\$79,251	7.3%	\$92,970	127	7.0%
2010	13	\$11.1M	0.5%	\$1,582,143	\$33,358	11.7%	\$86,704	119	7.1%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.

(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

4 & 5 STAR SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/Unit	Avg Cap Rate	Price/Unit	Price Index	Cap Rate
2025	-	-	-	-	-	-	\$242,763	233	5.6%
2024	-	-	-	-	-	-	\$237,688	228	5.6%
2023	-	-	-	-	-	-	\$230,843	221	5.6%
2022	-	-	-	-	-	-	\$223,488	214	5.6%
2021	-	-	-	-	-	-	\$216,593	207	5.6%
YTD	1	\$2.9M	0.1%	\$2,850,000	\$83,824	9.7%	\$207,931	199	5.6%
2020	4	\$233.8M	4.4%	\$58,437,500	\$218,254	5.8%	\$205,521	197	5.6%
2019	15	\$458.3M	11.2%	\$30,554,673	\$194,781	5.1%	\$197,235	189	5.7%
2018	8	\$166.4M	5.5%	\$20,803,125	\$158,954	6.0%	\$189,618	182	5.8%
2017	7	\$111.2M	3.9%	\$18,530,564	\$167,193	6.3%	\$174,467	167	6.0%
2016	5	\$60.9M	4.0%	\$15,236,250	\$95,976	6.6%	\$170,026	163	6.0%
2015	10	\$59.5M	2.9%	\$8,500,714	\$144,781	6.9%	\$162,915	156	6.0%
2014	3	\$16.8M	1.0%	\$5,584,175	\$129,865	6.5%	\$152,812	146	6.2%
2013	-	-	-	-	-	-	\$143,728	138	6.3%
2012	2	\$61.6M	3.3%	\$30,805,000	\$172,577	5.4%	\$142,139	136	6.3%
2011	2	\$8.2M	2.2%	\$4,116,750	\$37,088	7.0%	\$135,279	130	6.4%
2010	2	\$3.5M	1.6%	\$3,500,000	\$22,727	-	\$125,093	120	6.5%

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3 STAR SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/Unit	Avg Cap Rate	Price/Unit	Price Index	Cap Rate
2025	-	-	-	-	-	-	\$166,432	243	5.9%
2024	-	-	-	-	-	-	\$162,507	238	5.9%
2023	-	-	-	-	-	-	\$157,443	230	5.9%
2022	-	-	-	-	-	-	\$152,255	223	5.9%
2021	-	-	-	-	-	-	\$147,670	216	5.9%
YTD	4	\$16M	0.3%	\$3,993,750	\$128,831	-	\$142,178	208	5.9%
2020	31	\$314.3M	5.6%	\$10,477,309	\$146,059	5.9%	\$139,664	204	5.9%
2019	29	\$389.8M	7.5%	\$13,442,681	\$136,546	5.7%	\$131,461	192	6.1%
2018	18	\$190.5M	4.2%	\$11,903,484	\$118,886	6.9%	\$126,405	185	6.2%
2017	19	\$266.4M	5.7%	\$14,023,073	\$124,562	6.3%	\$112,104	164	6.5%
2016	17	\$190.3M	5.2%	\$11,192,882	\$97,429	6.7%	\$107,986	158	6.5%
2015	8	\$92.9M	2.7%	\$11,614,063	\$93,662	6.5%	\$104,397	153	6.6%
2014	9	\$32.6M	1.7%	\$5,433,746	\$52,416	7.5%	\$97,780	143	6.7%
2013	10	\$70.7M	2.3%	\$7,855,595	\$82,497	7.6%	\$91,896	134	6.9%
2012	10	\$165.1M	5.4%	\$16,513,635	\$84,253	6.3%	\$90,419	132	6.9%
2011	7	\$183.6M	5.7%	\$26,227,143	\$89,251	6.6%	\$85,894	126	6.9%
2010	5	\$3.6M	0.3%	\$893,750	\$36,111	11.7%	\$80,641	118	7.1%

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(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

1 & 2 STAR SALES

Year	Completed Transactions (1)						Market Pricing Trends (2)		
	Deals	Volume	Turnover	Avg Price	Avg Price/Unit	Avg Cap Rate	Price/Unit	Price Index	Cap Rate
2025	-	-	-	-	-	-	\$119,093	257	6.4%
2024	-	-	-	-	-	-	\$116,273	251	6.3%
2023	-	-	-	-	-	-	\$112,648	243	6.3%
2022	-	-	-	-	-	-	\$108,908	235	6.3%
2021	-	-	-	-	-	-	\$105,537	228	6.3%
YTD	-	-	-	-	-	-	\$101,635	219	6.4%
2020	24	\$36.6M	1.7%	\$1,664,112	\$81,903	6.7%	\$99,762	215	6.4%
2019	46	\$180.8M	10.4%	\$4,304,490	\$65,479	7.9%	\$93,263	201	6.6%
2018	53	\$197.1M	8.2%	\$3,941,860	\$90,701	7.0%	\$88,711	191	6.7%
2017	31	\$140.6M	9.6%	\$5,206,365	\$55,105	7.2%	\$77,399	167	7.1%
2016	17	\$51.8M	3.6%	\$3,452,608	\$53,835	8.0%	\$74,259	160	7.2%
2015	47	\$56.7M	4.2%	\$2,984,523	\$51,364	8.3%	\$71,039	153	7.3%
2014	14	\$42.7M	3.4%	\$3,280,996	\$46,820	7.4%	\$66,446	143	7.4%
2013	15	\$17.6M	2.6%	\$1,253,855	\$25,185	9.4%	\$62,255	134	7.6%
2012	21	\$17M	6.7%	\$1,001,677	\$9,572	5.6%	\$61,218	132	7.5%
2011	15	\$15.6M	1.3%	\$1,947,125	\$46,086	8.1%	\$58,722	127	7.6%
2010	6	\$4M	0.3%	\$2,000,000	\$50,633	-	\$55,092	119	7.8%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.

(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

DELIVERIES & UNDER CONSTRUCTION

Year	Inventory			Deliveries		Net Deliveries		Under Construction	
	Bldgs	Units	Vacancy	Bldgs	Units	Bldgs	Units	Bldgs	Units
2025	-	98,605	6.2%	-	2,030	-	2,008	-	-
2024	-	96,597	6.1%	-	1,813	-	1,790	-	-
2023	-	94,807	6.3%	-	1,179	-	1,154	-	-
2022	-	93,653	6.7%	-	2,041	-	2,025	-	-
2021	-	91,628	6.6%	-	2,164	-	2,162	-	-
YTD	883	89,631	6.0%	1	255	0	165	24	4,247
2020	883	89,466	6.7%	23	3,563	23	3,563	23	4,118
2019	860	85,911	7.3%	14	2,179	13	2,165	32	5,195
2018	847	83,746	7.1%	19	2,542	19	2,542	21	3,128
2017	828	81,196	6.6%	11	1,410	10	1,402	22	3,438
2016	818	79,802	6.7%	18	1,730	18	1,730	19	3,221
2015	800	78,072	6.6%	17	1,695	16	1,641	21	2,355
2014	784	76,431	7.4%	14	1,718	14	1,718	20	2,180
2013	770	74,713	7.2%	11	762	9	731	17	2,377
2012	761	73,974	7.9%	8	919	7	831	13	1,060
2011	754	73,143	7.8%	11	1,454	11	1,454	12	1,329
2010	743	71,689	7.1%	3	312	3	312	16	2,433
2009	740	71,377	5.7%	7	1,677	6	1,461	4	516

835 Commerce St



Petersburg, Virginia

Parcel: 024130012

Summary

Owner Name	CITY OF PETERSBURG	National Historic District:	Battersea/West High Street
Owner Mailing Address	135 N. Union St Petersburg , VA 23803	Enterprise Zone:	
Property Use	485	Opportunity Zone:	
State Class:	7 Exempt Local	VA Senate District:	16
Zoning:	M-1	Va House District:	63
Property Address	835 COMMERCE ST Petersburg , VA	Congressional District:	4
Legal Acreage:	1.304	City Ward:	5
Legal Description:	Pridesfield .62 ACRES	Polling Place:	Westview School
Subdivision:	Pridesfield	Primary Service Area:	
Assessment Neighborhood Name:		Census Tract:	8103
Local Historic District:	Battersea/West High Street	Elementary School:	Pleasants Lane
		Middle School:	Vernon Johns Middle School
		High School:	Petersburg High School

Improvements

Finished (Above Grade):	14,363	Shed:	
Basement:		Total Rooms:	0
Attached Garage:		Bedrooms:	0
Detached Garage:		Full Baths:	0
Enclosed Porch:		Half Baths:	0
Open Porch:		Foundation:	
Deck/Patio:		Central A/C:	90%

Ownership History

Previous Owner Name	Sale Date	Sale Price	Doc # or Deed Book/pg
	3/9/2006	\$1	2006/1156

Assessments

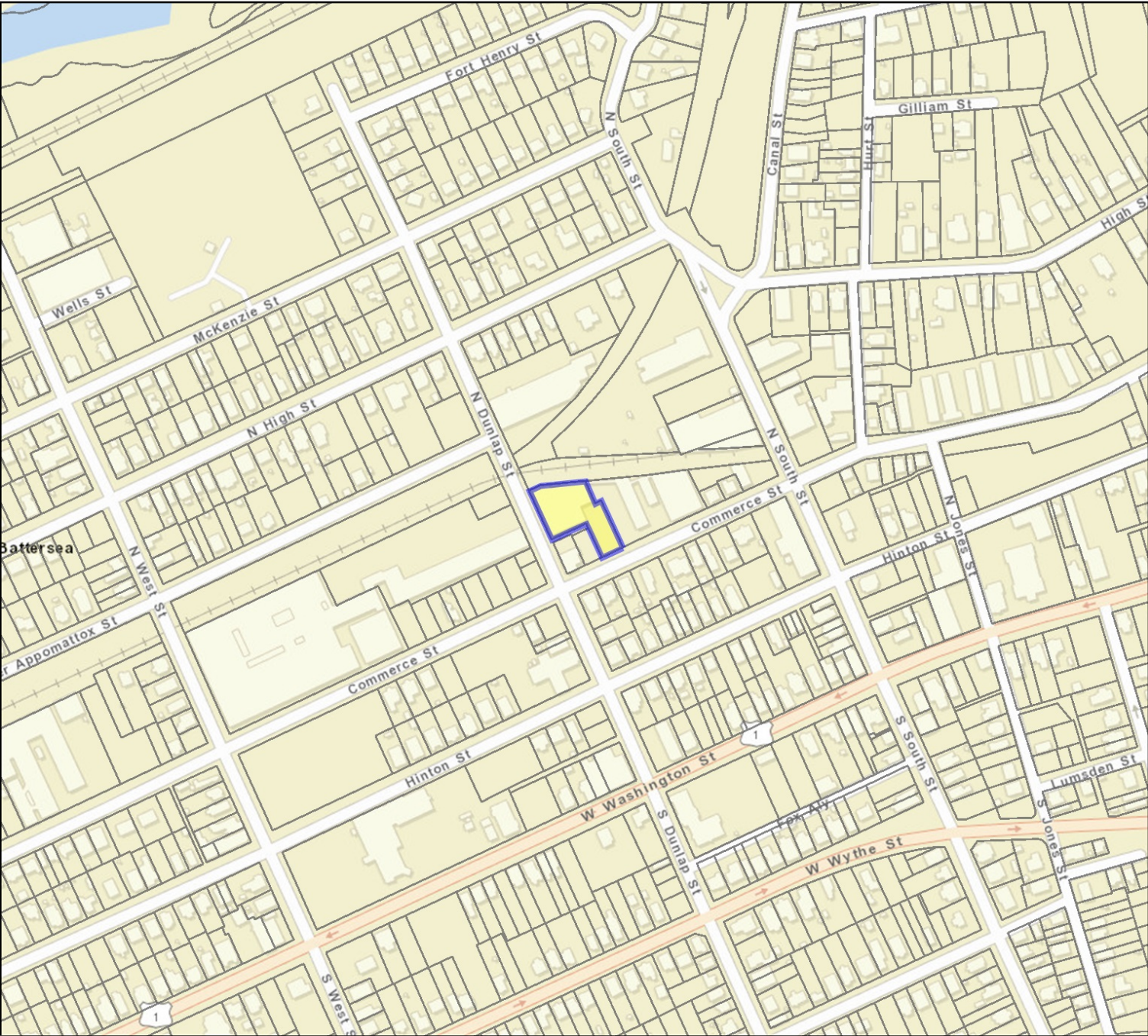
Valuation as of	01/01/2017	01/01/2018	01/01/2019	01/01/2020	01/01/2021
Effective for Billing:	07/01/2017	07/01/2018	07/01/2019	07/01/2020	07/01/2021
Reason					
Land Value	\$31,600	\$31,600	\$31,600	\$31,600	\$31,600
Improvement Value	\$795,200	\$795,200	\$795,200	\$795,200	\$399,300
Total Value	\$826,800	\$826,800	\$826,800	\$826,800	\$430,900

Property Tax (Coming Soon)

Petersburg, Virginia

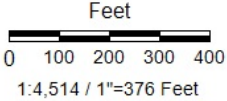
Legend

- County Boundaries
- Parcels



Parcel #: 024130012

Date: 11/15/2021



DISCLAIMER: This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and City of Petersburg is not responsible for its accuracy or how current it may be.

REAL ESTATE PURCHASE AGREEMENT

Assessed Value: \$430,900

Consideration: \$185,000

Tax Map No.: 024-130012, 835 Commerce Street, Petersburg, VA 23803

This Real Estate Purchase Agreement (the "Agreement") is dated January 21, 2022, between the CITY OF PETERSBURG, a municipal corporation of the Commonwealth of Virginia, hereinafter referred to as "Seller" and party of the first part, Southside Community Development and Housing Corporation (SHDHC), hereinafter referred to as "Purchaser", and party of the second part, and Pender & Coward (the "Escrow Agent") and recites and provides the following:

RECITALS:

The Seller owns certain parcel(s) of property and all improvements thereon and appurtenances thereto located in Petersburg, Virginia, commonly known as: 835 Commerce Street; Tax Map Number 024-130012 (Property).

Purchaser desires to purchase the Property and Seller agrees to sell the Property subject to the following terms and provisions of this Agreement:

1. **Sale and Purchase:** Subject to the terms and conditions hereof, Seller shall sell and Purchaser shall purchase, the Property. The last date upon which this Agreement is executed shall be hereinafter referred to as the "Effective Date".
2. **Purchase Price:** The purchase price for the Property is one hundred eighty five thousand (\$185,000) (the "Purchase Price"). The Purchase Price shall be payable all in cash by wired transfer or immediately available funds at Closing.
3. **Deposit:** Purchaser shall pay ten percent (10%) of the Purchase Price, ten thousand eight hundred fifty dollars (\$10,850), (the "Deposit") within fifteen (15) business days of the Effective Date to the Escrow Agent which shall be held and disbursed pursuant to the terms of this Agreement.
4. **Closing:** Closing shall take place on or before ninety (90) calendar days after the completion of the Due Diligence Period described in Section 5. Purchaser may close on the Property prior to completion of the Due Diligence Period with reasonable advance notice to Seller. At Closing, Seller shall convey to Purchaser, by Deed Without Warranty, good and marketable title to the Property in fee simple, subject to any and all easements, covenants, and restrictions of record and affecting the Property and current taxes.

In the event a title search done by Purchaser during the Due Diligence Period reveals any title defects that are not acceptable to the Purchaser, Purchaser shall have the right, by giving written notice to the Seller within the Due Diligence Period, to either (a) terminate this Agreement, in which event this Agreement shall be null and void, and none of the parties hereto shall then have any further obligation to any other party hereto or to any third party and the entire Deposit is refunded to the Purchaser or (b) waive the title objections and proceed as set forth in this Agreement. Seller agrees to cooperate with Purchaser to satisfy all reasonable requirements of Purchaser's title insurance carrier.

5. **Due Diligence Period:** Not to exceed one hundred twenty (120) calendar days after the Effective Date. The Purchaser and its representatives, agents, employees, surveyors, engineers, contractors and subcontractors shall have the reasonable right of access to the Property for the purpose of inspecting the Property, making engineering, boundary, topographical and drainage surveys, conducting soil test, planning repairs and improvements, and making such other tests, studies, inquires and investigations of the Property as the Purchaser may deem necessary. The Purchaser agrees that each survey, report, study, and test report shall be prepared for the benefit of, and shall be certified to, the Purchaser and Seller (and to such other parties as the Purchaser may require). A duplicate original of each survey, report, study, test report shall be delivered to Seller's counsel at the notice address specified in Section 15 hereof within ten (10) days following Purchaser's receipt thereof.

Purchaser shall be responsible for paying all closing costs associated with this purchase including but not limited to the real estate commission, Seller's attorney fees, applicable Grantor's tax and the cost associated with the preparation of the deed and other Seller's documents required hereunder. All closing costs shall be paid by the Purchaser.

- a. At or before the extinguishing of the Due Diligence Period, the Purchaser shall draft a Development Agreement in conformance with the proposal presented to City Council on January 18, 2022. Such proposal shall be reviewed by the City to determine its feasibility and consistency with the original proposal made on January 18, 2022. Approval and execution of the Development Agreement shall not be unreasonably withheld by either party, and execution of the Development Agreement by all parties shall be a condition precedent to closing on the property. The Development Agreement shall be recorded by reference in the deed of conveyance to the Property which shall include reverter to the City in the event that the Developer fails to comply with the terms of the Development Agreement.
- b. During the Due Diligence Period, the Purchaser and any of their paid or voluntary associates and/or contractors must agree to sign a 'Hold Harmless Agreement' prior to entering vacant property located at 835 Commerce Street; Tax Map 024-130012 (Property). This agreement stipulates that to the fullest extent permitted by law, to defend (including attorney's fees), pay on behalf of, indemnify, and hold harmless the

City, its elected and appointed officials, employees, volunteers, and others working on behalf of the City against any and all claims, demands, suits or loss, including all costs connected therewith, and for any damages which may be asserted, claimed or recovered against or from the City, its elected and appointed officials, employees, volunteers, or others working on behalf of the City, by any reason of personal injury, including bodily injury or death, and/or property damage, including loss of use thereof which arise out of or is in any way connected or associated with entering the vacant property located at 835 Commerce Street; Tax Map 024-130012 (Property).

6. Termination Prior to Conclusion of Due Diligence Phase:

- a. If Purchaser determines that the project is not feasible during the Due Diligence Period, then, after written notice by Purchaser delivered to Seller, ninety percent (90%) of the Purchase Price shall be returned to the Purchaser and ten percent (10%) of the Purchase Price shall be disbursed to Seller from the Deposit held by Escrow Agent and the Purchaser waives any rights or remedies it may have at law or in equity.
- b. If during the Due Diligence phase Seller determines that Purchaser does not possess sufficient resources to complete the Development Agreement, then ninety percent (90%) of the Purchase Price shall be returned to the Purchaser and ten percent (10%) of the Purchase Price shall be disbursed to Seller from the Deposit held by Escrow Agent.
- c. If the parties are unable to agree on the terms of the Development Agreement as required by paragraph 5(a) of this Agreement after good faith efforts by the parties, then ninety percent (90%) of the Purchase Price shall be returned to the Purchaser and ten percent (10%) of the Purchase Price shall be disbursed to Seller from the Deposit held by Escrow Agent. If either party fails to exercise good faith in the efforts to reach a Development Agreement, then the other party shall be entitled to one hundred percent (100%) of the Deposit.

7. Seller's Representations and Warranties: Seller represents and warrants as follows:

- a. To the best of Seller's knowledge, there is no claim, action, suit, investigation or proceeding, at law, in equity or otherwise, now pending or threatened in writing against Seller relating to the Property or against the Property. Seller is not subject to the terms of any decree, judgment or order of any court, administrative agency or arbitrator which results in a material adverse effect on the Property or the operation thereof.
- b. To the best of Seller's knowledge, there are no pending or threatened (in writing) condemnation or eminent domain proceedings which affect any of the Property.
- c. To the best of Seller's knowledge, neither the execution nor delivery of the Agreement or the documents contemplated hereby, nor the consummation of the conveyance of the Property to Purchaser, will conflict with or cause a breach of any of the terms and conditions of, or constitute a default under, any agreement, license, permit or other instrument or obligation by which Seller or the Property is bound.

- d. Seller has full power, authorization and approval to enter into this Agreement and to carry out its obligations hereunder. The party executing this Agreement on behalf of Seller is fully authorized to do so, and no additional signatures are required.
- e. The Property has municipal water and sewer lines and has gas and electric lines at the line. Seller makes no representation as to whether the capacities of such utilities are sufficient for Purchaser's intended use of Property.
- f. Seller has not received any written notice of default under, and to the best of Seller's knowledge, Seller and Property are not in default or in violation under, any restrictive covenant, easement or other condition of record applicable to, or benefiting, the Property.
- g. Seller currently possesses and shall maintain until Closing general liability insurance coverage on the Property which policy shall cover full or partial loss of the Property for any reason in an amount equal to or exceeding the Purchase Price.

As used in this Agreement, the phrase "to the best of Seller's knowledge, or words of similar import, shall mean the actual, conscious knowledge (and not constructive or imputed knowledge) without any duty to undertake any independent investigation whatsoever. Seller shall certify in writing at the Closing that all such representations and warranties are true and correct as of the Closing Date, subject to any changes in facts or circumstances known to Seller.

8. Purchaser's Representations and Warranties:

- a. There is no claim, action, suit, investigation or proceeding, at law, in equity or otherwise, now pending or threatened in writing against Purchaser, nor is Purchaser subject to the terms of any decree, judgment or order of any court, administrative agency or arbitrator, that would affect Purchaser's ability and capacity to enter into this Agreement and transaction contemplated hereby.
- b. Purchaser has full power, authorization and approval to enter into this Agreement and to carry out its obligation hereunder. The party executing this Agreement on behalf of Purchaser is fully authorized to do so, and no other signatures are required.

9. Condition of the Property: Purchaser acknowledges that, except as otherwise set forth herein, the Property is being sold "AS IS, WHERE IS AND WITH ALL FAULTS", and Purchaser has inspected the Property and determined whether or not the Property is suitable for Purchaser's use. Seller makes no warranties or representations regarding the condition of the Property, including without limitation, the improvements constituting a portion of the Property or the systems therein.

10. Insurance and Indemnification: Purchaser shall indemnify Seller from any loss, damage or expense (including reasonable attorney's fees and costs) resulting from Purchaser's use of, entry upon, or inspection of the Property during the Due Diligence Period. This indemnity shall survive

any termination of this Agreement. Notwithstanding any other provision of this Agreement, Purchaser's entry upon the subject property and exercise of due diligence is performed at Purchaser's sole risk. Purchaser assumes the risk and shall be solely responsible for any injuries to Purchaser, its employees, agents, assigns and third parties who may be injured or suffer damages arising from Purchaser's entry upon the property and the exercise of Purchaser's due diligence pursuant to this Agreement.

11. **Escrow Agent:** Escrow Agent shall hold and disburse the Deposit in accordance with the terms and provisions of this Agreement. In the event of doubt as to its duties or liabilities under the provisions of this Agreement, the Escrow Agent may, in its sole discretion, continue to hold the monies that are the subject of this escrow until the parties mutually agree to the disbursement thereof, or until a judgment of a court of competent jurisdiction shall determine the rights of the parties thereto. In the event of any suit where Escrow Agent interpleads the Deposit, the Escrow Agent shall be entitled to recover a reasonable attorney's fee and cost incurred, said fees and cost to be charged and assessed as court costs in favor of the prevailing party. All parties agree that the Escrow Agent shall not be liable to any party or person whomsoever for mis-delivery to Purchaser or Seller of the Deposits, unless such mis-delivery shall be due to willful breach of this Agreement or gross negligence on the part of the Escrow Agent. The Escrow Agent shall not be liable or responsible for loss of the Deposits (or any part thereof) or delay in disbursement of the Deposits (or any part thereof) occasioned by the insolvency of any financial institution unto which the Deposits is placed by the Escrow Agent or the assumption of management, control, or operation of such financial institution by any government entity.
12. **Risk of Loss:** All risk of loss or damage to the Property by fire, windstorm, casualty or other cause is assumed by Seller until Closing. In the event of a loss or damage to the Property or any portion thereof before Closing, Purchaser shall have the option of either (a) terminating this Agreement, in which event the Deposit shall be returned to Purchaser and this Agreement shall then be deemed null and void and none of the parties hereto shall then have any further obligation to any other party hereto or to any third party, or (b) affirming this Agreement, in which event Seller shall assign to Purchaser all of Seller's rights under any applicable policy or policies of insurance and pay over to Purchaser any sums received as a result of such loss or damage. Seller agrees to exercise reasonable and ordinary care in the maintenance and upkeep of the Property between the Effective Date and Closing. Purchaser and its representatives shall have the right to make an inspection at any reasonable time during the Due Diligence Period or prior to Closing.
13. **Condemnation:** If, prior to Closing, all of any part of the Property shall be condemned by governmental or other lawful authority, Purchaser shall have the right to (1) complete the purchase, in which event all condemnation proceeds or claims thereof shall be assigned to Purchaser, or (2) terminate this Agreement, in which event the Deposit shall be returned to Purchaser and this Agreement shall be terminated, and this Agreement shall be deemed null and void and none of the parties hereto shall then have any obligation to any other party hereto or to any third party, except as otherwise provided in this Agreement.

14. **Notices:** All notices and demands which, under the terms of this Agreement must or may be given by the parties hereto shall be delivered in person or sent by Federal Express or other comparable overnight courier, or certified mail, postage prepaid, return receipt requested, to the respective hereto as follows:

SELLER:

The City of Petersburg
Stuart Turille
City Manager
135 North Union Street
Petersburg, VA 23803

Anthony C. Williams, City Attorney
City of Petersburg, Virginia
135 N. Union Street
Petersburg, VA 23803

PURCAHSER:

COPY TO:

Notices shall be deemed to have been given when (a) delivered in person, upon receipt thereof by the person to whom notice is given, (b) as indicated on applicable delivery receipt, if sent by Federal Express or other comparable overnight courier, two (2) days after deposit with such courier, courier fee prepaid,

with receipt showing the correct name and address of the person to whom notice is to be given, and (c) as indicated on applicable delivery receipt if sent via certified mail or similar service.

15. **Modification:** The terms of this Agreement may not be amended, waived or terminated orally, but only by an instrument in writing signed by the Seller and Purchaser.
16. **Assignment; Successors:** This Agreement may not be transferred or assigned without the prior written consent of both parties. In the event such transfer or assignment is consented to, this Agreement shall inure to the benefit of and bind the parties hereto and their respective successors and assigns.
17. **Counterparts:** This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one of the same instrument.
18. **Survival:** All of the representations, warranties, covenants and agreements made in or pursuant to this Agreement made by Seller shall survive the Closing and shall not merge into the Deed or any other document or instrument executed and delivered in connection herewith.
19. **Captions and Counterparts:** The captions and paragraph headings contained herein are for convenience only and shall not be used in construing or enforcing any of the provisions of this Agreement.
20. **Governing Law; Venue:** This Agreement and all documents and instruments referred to herein shall be governed by, and shall be construed according to, the laws of the Commonwealth of Virginia. Any dispute arising out of performance or non-performance of any term of this Agreement shall be brought in the Circuit Court for the City of Petersburg, Virginia.
21. **Entire Agreement:** This Agreement contains the entire agreement between Seller and Purchaser, and there are no other terms, conditions, promises, undertakings, statements or representations, expressed or implied, concerning the sale contemplated by this Agreement. Any and all prior or subsequent agreements regarding the matters recited herein are hereby declared to be null and void unless reduced to a written addendum to this Agreement signed by all parties in accordance with Section 16.
22. **Copy or Facsimile:** Purchaser and Seller agree that a copy or facsimile transmission of any original document shall have the same effect as an original.
23. **Days:** Any reference herein to "day" or "days" shall refer to calendar days unless otherwise specified. If the date of Closing or the date for delivery of a notice or performance of some other obligation of a party falls on a Saturday, Sunday or legal holiday in the Commonwealth of Virginia, then the date for Closing or such notice of performance shall be postponed until the next business day.
24. **Title Protection:** Deed to this property is conveyed without warranty. During the due diligence period, purchaser may research title issues associated with the property and may purchase title

insurance at his own expense or terminate the agreement in accordance with the provisions of this contract in the event that issues regarding title are discovered.

25. **Development Agreement:** A Development agreement detailing the development scope, budget, funding, schedule and any other agreed upon performance requirements of the Developer will be executed prior to the transfer of the deed for the property.
26. **Reversion Provision:** The deed of conveyance to this property shall contain a provision that this property will revert back to the City if performance requirements are not met by the Developer within the time period specified in the Development Agreement upon Notice of Breach to Developer and failure to timely cure.
27. **Compliance with Zoning, land use and Development requirements:** Execution of this document shall not be construed to affect in any way the obligation of the purchaser to comply with all legal requirements pertaining to zoning, land use, and other applicable laws.

28. IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and years first written.

PURCHASER: _____

By: _____, _____

Title: _____

Date: _____

SELLER:

The City of Petersburg, Virginia

By: _____, Stuart Turille

Title: City Manager

Date: _____

ESCROW AGENT:

By: _____, _____

Title: _____

Date: _____

Approved as to form:

Date: _____

By: _____, Anthony Williams

Title: City Attorney

ORDINANCE

An Ordinance authorizing the City Manager to execute a purchase agreement between the City of Petersburg and _____ for the sale of City-owned property at 835 Commerce Street, Parcel ID 024-130012

WHEREAS, the City of Petersburg has received a proposal from _____ to purchase the City-owned property at 835 Commerce Street, Parcel ID 024-130012: and

WHEREAS, the conveyance of this property shall be contingent upon the subsequent submission of a Development Agreement by _____ in accordance with the terms of the Purchase Agreement which Development Agreement must be approved by City Council by Resolution at its sole discretion within the due diligence period as outlined in the Purchase Agreement; and

WHEREAS, the potential benefits to the City include a reduction in the number of City-owned commercial buildings to be maintained and an inclusion of the property on the City's list of taxable properties; and

WHEREAS, in accordance with applicable legal requirements, a public hearing was held prior to consideration of an ordinance authorizing the sale of City-owned property on December 14, 2021, and

NOW THEREFORE BE IT ORDAINED, that the City Council of the City of Petersburg hereby approves the ordinance authorizing the City Manager to execute a Purchase Agreement with _____ toward the sale of City-owned property at 835 Commerce Street.



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager
Tangela Innis, Deputy City Manager

FROM: Reginald Tabor

RE: **A Public Hearing and consideration of an Ordinance approving a petition submitted by PBFL, LLC to rezone the property at 1225, 1255, and 4220 Harrison Creek Boulevard from PUD with B-2, General Commercial District with conditions to PUD, no restrictions to permit the construction of 52 single-family detached market-rate rental homes.**

PURPOSE: A Public Hearing and consideration of the approval of a petition to rezone the property at 1220, 1225, and 1255 Harrison Creek Boulevard.

REASON: To comply with applicable procedures and laws regarding the consideration of rezoning property.

RECOMMENDATION: It is recommended that the City Council directs staff to request that the Planning Commission review and provide a recommendation regarding an amendment to the proffers included in 08-Ord-20, adopted by the City Council February 19, 2008, which approved the rezoning of the property from M-1c, Light Industrial District with conditions to PUD, Planned Unit Development, with conditions.

BACKGROUND: The City of Petersburg received a request from PBFL, LLC represented by C. Burton Cutright, to rezone property located at 1220 Harrison Creek Blvd, TP# 040030805, 1225 Harrison Creek Blvd, TP# 040030806, And 1255 Harrison Creek Blvd, TP# 040030807 From PUD, B-2 General Commercial District With Conditions To PUD, No Restrictions.

The proposed rezoning will allow the applicant to construct 52 single-family detached rental homes on 6.25 +/- acres of land located along Harrison Creek Blvd between Route 460 and Aqua Luxury Apartments. The subject property is approximately 272,990.52 sq. ft. and has a public street frontage of approximately 261.06 feet, and the density of allowed development shall be controlled by zoning conditions and ordinance standards.

The subject property was previously rezoned from M-1, Light Industrial District, with conditions, to PUD, Planned Unit Development District, to permit a Planned Unit Development to be known as Harrison Creek, on a 36.216+/- acre parcel of land addressed as 2470 County Drive, further identified as Tax Parcel 040-03-0801. The purpose of that request was to facilitate a development offering "upscale office, commercial and lifestyle residential apartments in a mixed-use community. The proposal included Office/Retail (3.97+/- acres); a Commercial Mini-Storage site (2.02+/- acres); Community Center/Pool, Multi-Family residential complex,

containing 336 dwelling units within fifteen (15) structures on 28.47+/- acres. The developers completed the construction of the multi-family dwellings with the Community Center/Pool which is now known as "Acqua Luxury Apartments" and addressed as 1200 Harrison Creek Boulevard.

The developers seek to amend the existing PUD from the commercial uses to permit the construction of an additional 52 detached single-family rental dwelling units.

Adjacent properties located along County Drive are zoned B-2, General Commercial, R-1A and R-1, Single-Family Residence District, and M-1, Light Industrial District. The 2014 Comprehensive Plan Future Land Use Plan designates the subject property as commercial and industrial use. There are both commercial and residential uses on those properties that front along US 460, County Drive.

The City Council adopted 08-ORD-20 approving the PUD, to permit multi-family residential, commercial, office space and recreational spaces. The adopted ordinance followed a Planning Commission review and recommendations that included proffers.

The proffers include but are not limited to the following:

1. The property shall be developed in general conformance with the Plan (prepared by Porterfield Design Center; dated January 10, 2008) and the application for Planned Unit Development submitted with this case.
2. The "OutParcel Site" and "Office/Retail Site" on the Plan (prepared by Porterfield Design Center; dated January 10, 2008) shall be developed in a manner consistent with the "B-2", General Commercial District Regulations of the Zoning ordinance.
3. The life style (multi-family) land use designation on the Plan (prepared by Porterfield Design Center; dated January 10, 2008), shall be developed in accordance with the conceptual plan submitted for Harrison Creek Apartments, and shall consist of not more than 336 multi-family units, with the unit mix set out in the Application, on a parcel of land within the PUD (Multi-family Land Use Designation) not to exceed an area of 29.0+/- acres.
5. The land area designated as "Office Site", as shown on the Plan (prepared by Porterfield Design Center; dated January 10, 2008) shall not exceed 1.60+/- acres nor shall the structures developed for office use exceed 12,000 square (feet) in area.
12. All uses shall be connected to public water and sewer as part of the development of the Property. The Applicant shall be responsible for the design and construction of all on-site and off-site water and sewer lines necessary to provide service to the particular land use being developed, in accordance with the applicable requirements of the City and the Commonwealth of Virginia. All lines shall be sized to serve the drainage shed in which they are located in accordance with the applicable requirements of the City of Petersburg. The Applicant shall be responsible for provision of a pro-rata share of the costs of off-site improvements to the sanitary sewer capacity and conveyance system for the Poor Creek Sanitary Sewer Basin. The actual costs to be determined in consultation with the Department of Public Works at or before the time of Site Plan submission for the development as a whole or any individual or separate developments within the PUD.

The Planning Commission held a public hearing on November 4, 2021 and considered a resolution recommending approval of the rezoning, and the public hearing was advertised, in accordance with applicable laws. The Planning Commission considered the resolution and petition but did not review the proffers included in the adopted Ordinance 08-Ord-20. The Planning Commission voted unanimously to recommend approval of the petition to rezone the property.

Staff recommends that this matter be returned to the Planning Commission for further recommendation upon

review of the proffers in the previously adopted Ordinance 08-Ord-20.

COST TO CITY: TBD

BUDGETED ITEM: N/A

REVENUE TO CITY: Revenue from the development of the vacant property.

CITY COUNCIL HEARING DATE: 12/14/2021

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: N/A

AFFECTED AGENCIES: City Assessor, Public Works, Planning and Community Development

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION: 08-Ord-20

REQUIRED CHANGES TO WORK PROGRAMS: N/A

ATTACHMENTS:

1. 1214_2021PetitionHarrisonCreekProperties
2. 08_Ord_20
3. 1104_2021ResolutionRezoningHarrisonCreekProperties
4. 1104_2021StaffReportHarrisonCreek



City of Petersburg

Department of Planning and Community Development

PROCEDURES FOR PETITION FOR REZONINGS OR SPECIAL USE PERMITS

1. Applicant files petition with the Petersburg Department of Planning and Community Development, City Hall, 135 N Union Street, Petersburg, Virginia 23803.
2. **The Filing fee for Petitions for Rezoning or Special Use Permits is \$1,500.** A Check or Money Order *made payable to the City of Petersburg* is to accompany the application.
3. A Plat of the property must also accompany the petition.
4. The Department of Planning and Community Development Staff will refer the petition to the Planning Commission to hold a public hearing and consideration the petition. Department of Planning and Community Development staff shall advertise the public hearing twice during a fourteen-day period, and the Planning Commission will hold a public hearing, and make a recommendation to the City Council regarding the petition.
5. The City Council schedules then advertises a public hearing regarding the petition.
6. The City Council holds a public hearing then considers the petition with the Planning Commission recommendation and renders a final decision to approve or disapprove the petition.

PLEASE NOTE: The rezoning or special use permit process may take up to three months.

PETITION FOR REZONING OR SPECIAL USE PERMIT

RETURN TO: DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
(CITY HALL, THIRD FLOOR, ROOM 304)
FILING FEE: \$1,500 (CHECK OR MONEY ORDER) AT THE TIME OF SUBMITTAL

CASE NUMBER: _____

APPLICANT: PBFL, LLC

ADDRESS: 609 Independence Parkway, Suite 200
Chesapeake, VA 23320

I, C. Burton Cutright hereby petition to rezone the following described properties
from zoning district PUD with B-2 restriction to zoning district PUD, no restriction

A. DESCRIPTION OF PROPOSED USE: (ATTACH ADDITIONAL DOCUMENTS IF NECESSARY)

Applicant proposes to construct 52 single-family detached rental homes on 6.26+/- acres located
along Harrison Creek Boulevard between Route 460 and 1200 Acqua Luxury Apartments.

The proposed development is more particularly described in the attached Project Summary.

B. PROPERTY INFORMATION

1. Tax Parcel Identification Number(s):

040030805, 040030806, 040030807

2. Current Street Address(es) if assigned:

1220 Harrison Creek Blvd, 1225 Harrison Creek Blvd, 1255 Harrison Creek Blvd

3. Approximate Area:

272,990.52 sq. ft. 6.267 +/- acres

4. Public Street Frontage:

261.06 ft.

5. A boundary plat of this property outlining the area to be rezoned must be attached to this petition.

6. The following deed restrictions may affect the use of this property:

7. Brief:

Said deed restrictions will expire on: _____

C. JUSTIFICATION FOR REZONING

1. The proposed change in zoning is necessary for the preservation and enjoyment of a substantial property right because: (Provide a detailed statement of reasons why the proposed rezoning should be granted).

See attached Project Summary.

2. The material impact of the proposed rezoning will not be detrimental to the public welfare of the City nor to adjacent property owner(s) or properties located within the nearby vicinity because: (Specify reasons to substantiate this statement).

See attached Project Summary

3. The proposed rezoning will be advantageous to the City and benefit the welfare of the general public because: (Specify reasons to substantiate this statement).

See attached Project Summary

4. The proposed rezoning is necessary because suitable property for the proposed use is not presently situated within required existing zoning districts. (Specify reasons for this determination).

See attached Project Summary

D. CERTIFICATION:

The undersigned applicant certifies that they:

 X (a) are the owner, lessee or agent for (specified in writing)

 (b) possess a proprietary interest in (contract or option agreement)

the property(ies) identified within this PETITION FOR REZONING, and that the foregoing information and statements herein provided, and all other information herewith submitted, are in all respects true and correct to the best of their knowledge and belief.

Signed:


C. Burton Cutright, Manager

Mailing Address:

609 Independence Parkway, Suite 200
Chesapeake, VA 23320

Phone Number:

(757) 547-1515

Email Address:

bcutright@becoasset.com

POC: Jon M. Babineau, General Counsel
609 Independence Parkway, Suite 115
Chesapeake, VA 23320

email: jbabineau@becoasset.com
direct telephone no.: 757-842-6369

APPROVED

City Attorney

TO BE FILED IN THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

ACTION RECORD

Date Filed (with Planning Department):

Date of Planning Commission Public Hearing:

Planning Commission Action(s):

Date of City Council Hearing:

City Council Action(s):

PETITION FOR ZONING CHANGE

Property Owner(s): Adjacent to Affected Property

<u>NAME(S)</u>	<u>Address(es)</u>
1200 Acqua, LLC	<u>609 Independence Parkway, Suite 200</u> <u>Chesapeake, VA 23320</u>
St. Andrew's Charismatic Episcopal Church	<u>2460 County Drive</u> <u>Petersburg, VA 23803</u>
Gilvia V. Stith	<u>3242 Longhorn Drive</u> <u>Colonial Heights, VA 23834</u>
Donald Ray and Debbie H. Ferguson	<u>2476 Poe Lane</u> <u>Petersburg, VA 23803</u>
Debray Properties, LLC	<u>2476 Poe Lane</u> <u>Petersburg, VA 23803</u>

For additional names, use back of sheet

PROJECT SUMMARY

COTTAGES AT HARRISON CREEK

INTRODUCTION

Introducing the Cottages at Harrison Creek

The Cottages at Harrison Creek is a proposed development of 52 cottage-style rental homes to be built for the residents of the City of Petersburg. The proposed pocket neighborhood community will include a mix of 1-bedroom/1-bathroom (17 units) and 2-bedroom/ 2-bathroom (35 units) single-family rental homes and will be located on approximately 6.267+/- total acres along Harrison Creek Boulevard between Route 460 and 1200 Acqua Luxury Apartments. The Cottages at Harrison Creek development combines the positives of residential subdivision living and apartment-style living. Residents will enjoy the privacy and neighborhood feel of living in a single-family detached home community. The development will consist of small clusters of 1-story and 2-story houses that are interconnected by sidewalks and separated by private and community green space. Residents will enjoy the feeling of a traditional neighborhood without the financial burdens of homeowners' association fees and saving for a down payment. Residents will enjoy the affordability and convenience of living in an apartment-style community as rental units and surrounding green space areas are maintained by a professional management company. Residents will have access to common apartment-living group amenities such as a fitness room and pool without the drawbacks of having to share walls with noisy neighbors or haul groceries, pets, or kids to upper floors. The proposed medium-density development will provide a unique, high-quality, and affordable housing option to the residents of Petersburg.

ZONING CLASSIFICATION

Existing to Proposed

The current zoning of the three parcels, which total approximately 6.26+/- acres, is Planned Unit Development "PUD". The three subject parcels are the remainder of a larger 36.216+/- parcel that was rezoned from M-1(c) Light Industrial District (with restrictions) to PUD classification by adoption of city ordinance, 08-Ord-20 ("Ordinance"). The Ordinance modified the zoning classification of the entire 36.216-acre parcel and encumbered the three subject parcels with certain proffered restrictions and requirements. The Ordinance prevents the three subject parcels from being used for residential uses. [The Ordinance restricted residential

uses to the portion of the Applicant's conceptual plan that was designated as lifestyle/multi-family (1200 Acqua Luxury Apartments, the 336-unit luxury apartment community located to the south of the proposed development).] Additionally, two of the parcels must be developed in a manner consistent with "B-2" General Commercial District Regulations and the third parcel is limited to use as office use (with certain lot, structure, and parking requirements/limitations.) The current proffers prevent the Applicant from developing the parcels for a medium-density residential use. The Applicant believes that the proposed use for medium density residential development is the highest and best use of the land and that this use will offer the greatest benefit to Petersburg and its citizens. The Applicant respectfully requests that the City remove the proffered restrictions in the Ordinance that prevent the property from being developed for residential use.

In 2008, the Applicant intended to develop the three parcels for commercial, retail and office space as designated on its concept plan for the planned development known as Harrison Creek. Harrison Creek followed the Petersburg Comprehensive Plan and the Applicant's vision of a mixed-use development. For years, the Applicant aggressively marketed the parcels in attempt to attract commercial and business partners to enter this area, but it has been unsuccessful in its efforts. It is well-know that there has been great disruption in the commercial market over the last several years. The recent global pandemic has added to the decline and businesses have closed. Currently, there is significant square footage of open commercial space and business store front in the Petersburg area. An in-house analysis of the Petersburg submarket historical leasing data shows that the availability of available space is increasing. While market rental rates appear to be mostly stable, Fiscal Quarter 2 of 2021 showed leasing demand net absorption square footage at negative 27,627 SF. As businesses appear to be moving away from brick-and-mortar buildings to online platforms and delivery-based enterprises, it is unclear whether the pandemic has created a temporary disruption or a permanent change to "business as usual". Additional unoccupied commercial, business and office space is not needed and will not benefit the City or its residents. The subject parcels are currently vacant. Vacant land does not create jobs, attract residents, or generate much tax revenue. As stated in the Comprehensive Plan, Petersburg needs additional and diverse housing options for its residents. The proposed development can help the City meet its objective.

COMPREHENSIVE PLAN

Unique and Affordable Housing Option

The proposed Cottages at Harrison Creek development will be located on Harrison Creek Boulevard at the entrance of 1200 Acqua Luxury Apartments. The proposed development has approximately 261 feet of frontage along Route 460. The Route 460 corridor is strategically located between Interstate 95 and Interstate 295. The proposed development would be easily accessible from anywhere in the Petersburg/Richmond area and would be exceptionally convenient to the “back gate” of Fort Lee.

The expansion of Fort Lee has brought roughly 11,000 new residents to the Petersburg region. According to the Comprehensive Plan, the areas surrounding Petersburg have had an increase in housing while Petersburg has experienced a decline in the total number of housing units. (Comprehensive Plan, p. 55) The proposed development will add much needed units to Petersburg’s housing inventory.

In the 2040 Draft Comprehensive Plan, the City sets an objective to continue to encourage the creation of a variety of residential uses and compatible neighborhood arrangements in order to offer a variety of housing options to its residents. Article 26 of the Petersburg Zoning Ordinance explains that an objective of the [PUD] designation is to foster a variety of housing options that will give the home occupant greater choice in the selection of environment and housing units. (Zoning Ordinance, Art. 26, Sec. 1(4)). The proposed development supports the City’s objective as found in the Comprehensive Plan and is in accordance with the PUD classification as found in the Zoning Ordinance. The Applicant is proposing a flexible, innovative land use which is consistent with modern and future planning practices that will help to provide a diverse housing inventory and accommodate the growing housing needs of Petersburg. The proposed development presents a unique housing option. The units are designed to offer the renter the community-centered, neighborhood lifestyle that has been traditionally reserved for homeowners. Residents will enjoy backyards, front yards, common green spaces, trails, and traditional neighborhood living but will not need to pay homeowners’ association dues, struggle to save for a down payment, or navigate the sometimes-burdensome loan qualification process. Residents will enjoy the amenities of luxury apartment living like access to a community pool, dog parks, and property management services. For those

that prefer living in a house to an apartment, renting removes the risk and uncertainty that comes with timing a home purchase given the volatility of the real estate market, especially for those who may be subject to short-term ownership due to the transient nature of their employment. The build-to-rent nature of the planned development also removes the stigma some renters feel when moving into neighborhoods where homes are predominately owner-occupied.

The market for this type of unique housing option is rapidly growing and in demand. It attracts homeowners looking to downsize but not eager to rent an apartment, young families and aging adults that find renting more practical than owning a home, and professionals that are not ready for home ownership but are looking for a neighborhood community.

“BECO” and Petersburg have enjoyed the success of 1200 Acqua Luxury Apartments since its construction in 2010. BECO Asset Management, LLC, an affiliated company, manages 1200 Acqua. BECO Asset Management will also serve as the professional management company for The Cottages at Harrison Creek and will offer residents the same high-quality renting experience as is known at 1200 Acqua. BECO Asset Management’s dedicated marketing department will develop a detailed plan to attract prospective residents to the proposed development. Through the diligent efforts of BECO Asset Management and its marketing department, all BECO Asset Management managed properties enjoy high retention and occupancy rates. For example, 1200 Acqua consistently has an occupancy rate of 97%.

The ongoing global pandemic has highlighted the health needs of certain health-compromised individuals. These individuals are seeking to avoid shared spaces like common areas, elevators, and enclosed stairwells. The pandemic has also given us a greater appreciation of outdoor spaces. The proposed development includes abundant shared green space and trails are to be incorporated in the site development plan stage. Additionally, each house includes a backyard, front yard, or both.

THE PLANNED UNIT DEVELOPMENT APPLICATION

The Applicant respectfully requests that the City approve an amendment to the current zoning ordinance which removes the limitations placed on the three parcels for the reasons stated in this project summary. As required by the zoning ordinance, the Applicant presents the following information for consideration and review.

CONCEPT PLAN. Included with the Application are three copies of the Conceptual Plan prepared by David Taylor, dated May 13, 2021, showing the proposed concept for The Cottages at Harrison Creek development. Also included are three copies of a map showing the location of the proposed development in relation to the surrounding area including the location of streets, utilities, schools, and commercial facilities.

The three subject parcels total approximately 6.26 +/- acres, including 0.4 +/- acres of wetlands. The proposed development will include a neighborhood of 52 cottage-style rental homes located along Harrison Creek Boulevard between 1200 Acqua Luxury Apartments (an affiliated multi-family community) and County Drive/Rt. 460. The mix of one- and two-story detached houses will range in size from 900 to 1100 sq. ft. and will include both one-bedroom (17 units) and two-bedroom (35 units) rental homes. The cottages will be linked by interconnected sidewalks and shared open green spaces. The Cottages at Harrison Creek will provide the privacy and living style of a traditional single-family neighborhood with the affordability, convenience, and amenity access provided by apartment living.

WETLANDS. Three copies of the Wetlands Delineation report prepared by MAP Environmental, Inc. are included with the Application. This report summarizes the soil conditions, general topography and location and character of surface water. MAP Environmental is currently coordinating with the Army Corps of Engineers to gain wetlands certification. A copy of the COE certification will be forwarded upon our receipt.

DRAINAGE MANAGEMENT. The proposed development will utilize the storm water facility located on the back of the 1200 Acqua, LLC property to accommodate the reduced flow – impervious space that is created by its construction. The stormwater management plan that was implemented when the original 32.261 +/- acre mixed use project was rezoned to PUD included and considered the development of the three subject parcels for commercial, business and retail office use. The proposed development will incorporate significant amounts of green area/pervious areas in contrast to the mostly impervious areas that were originally contemplated. The storm water facility is sufficient to handle the proposed development.

TRANSPORTATION. The Cottages at Harrison Creek is positioned in the Route 460 Corridor and has easy access to both Interstate 95 and Interstate 295. The proposed development is located along Harrison Creek Boulevard between Route 460 and 1200 Acqua Luxury

Apartments. At the time the larger 32-acre parcel was rezoned to the PUD classification, traffic to these parcels was considered and planned for. The current proposed use as medium density residential use would generate less traffic than the commercial and retail use that was originally planned. Presently, there are both a right- and left-turn lane along Route 460 with approximately 200 feet of storage and 200 feet of taper, which is more than adequate to address the increase in traffic resulting from the proposed development. Also, Harrison Creek Boulevard provides for separate left and right turn exit lanes which will reduce delays when exiting the site.

SURROUNDING USES. The subject property is bounded to the north partially by Route 460/County Drive (parcels to the north of Route 460 are classified as B-2) and partially by B-2 zoned parcels, to the south by a parcel classified as PUD (1200 Acqua Luxury Apartments), to the east by an access road to 1200 Acqua Luxury Apartments classified as PUD (land east of road is zoned R-1), and to the west by parcels with “null” or no listed zoning classification (which appear to be used as residential).

The proposed construction of 52 single-family residential rental units on 6.26+/- acres would result in a density of 8.3 units per acre. This medium density development provides an appropriate and necessary transitional buffer between the R-1 zoned land that is located nearby (adjacent to the emergency access road located to the east of the proposed development), the land of unknown classification (appears to be residential use) to the west, and the B-2 zoned property located to the north (along Harrison Creek Boulevard) and the nearby B-2 zoned property located to the north of Route 460. Petersburg will also benefit from the increase in real estate tax revenue that will be generated by the development of the land.

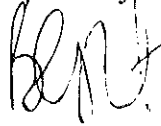
VEGETATION, BUFFERING AND SCREENING. There is extensive existing landscaping along Route 460/County Drive and Harrison Creek Boulevard and along the adjacent lot boundary lines. To the extent possible, mature landscaping will be preserved. This existing tree cover will be supplemented with additional planting. A key feature of The Cottages at Harrison Creek is the open green space that will be incorporated throughout the development to create an established neighborhood feel. Each unit will have a front yard, backyard, or both. Existing and proposed landscaping will provide shading, screening, and a sense of privacy and separation between the development and adjacent lots and public roadways.

PARKING. The proposed development will include 104 paved and marked parking spaces (2 per unit), with dimensions that comply with the zoning ordinance. All parking areas will be screened from public streets and adjacent land uses. Existing mature landscaping along Route 460 and Harrison Creek Boulevard will be retained, to the extent possible, and enhanced with additional landscape materials as shown on the Concept Plan.

SIGNAGE. The Cottages at Harrison Creek will incorporate a signage system that consists of high-quality materials and utilizes color, lighting, shapes, and other design elements to promote a cohesive and unified image that is consistent with the zoning ordinance and the "BECO brand".

"BECO" has been a Petersburg community partner since 2008. We are excited to grow our relationship with the City and its residents by expanding our investment in this community. We thank you for your consideration of this request. If you have any questions or require additional information, please do not hesitate to contact me at bcutright@becoasset.com or 757-514-1515, or you may reach Jon Babineau, General Counsel, at jbabineau@becoasset.com or 757-842-6369. We look forward to working with you.

Respectfully submitted,



C. Burton Cutright, Manager
PBFL, LLC



SITE DATA:	
TOTAL AREA	6.3 +/- AC
WETLANDS	0.4 +/- AC
NET AREA	5.9 +/- AC
TOTAL UNITS	52
PARKING	104 SPACES (2 SPACES/ UNIT)



THE COTTAGES AT ACQUA - PETERSBURG, VA
 Conceptual Development Plan - May 13, 2021

Patrons – All Members of Council

Approved as to form and legality by the City Attorney

AN ORDINANCE AMENDING THE ZONING ORDINANCE OF THE CITY OF PETERSBURG, AS AMENDED, BY AMENDING THE DISTRICT MAP CONSTITUTING A PART OF SAID ORDINANCE, AS AMENDED, SO AS TO CHANGE CERTAIN PROPERTY HAVING A CURRENT ADDRESS OF 2470 COUNTY DRIVE, FURTHER IDENTIFIED AS TAX PARCEL 040-03-0801, FROM M-1(C), LIGHT INDUSTRIAL DISTRICT (WITH CONDITIONS), TO PUD, PLANNED UNIT DEVELOPMENT DISTRICT, WITH CONDITIONS.

WHEREAS, PBFL, LLC, owner of certain property having a current address of 2470 County Drive, further identified as tax parcel 040-03-0801, through its attorney-in-fact, John G. “Chip” Dicks of Future Law, LLC, petitioned the City Council through its Planning Commission to amend the City’s zoning ordinance; and

WHEREAS, the subject property, having a current address of 2470 County Drive, further identified as tax parcel 040-03-0801, contains approximately 36 acres of land and is located along the south line of U. S. 460/County Drive; and

WHEREAS, the amendment sought by the owner of the subject property would modify the zoning designation of the subject property from “M-1”(c), Light Industrial District, with conditions, to PUD, Planned Unit Development District, with proffered conditions; and

WHEREAS, such proposed amendment is sought to facilitate the development of a planned development to be known as Harrison Creek and to contain commercial, office/retail, and multi-family units; and

WHEREAS, the Planning Commission held a public hearing on the proposed amendment on November 7, 2007, pursuant to notice thereof as required by law; and

WHEREAS, at that public hearing, adjoining property owners and other interested parties raised concerns regarding (i) the impact of traffic expected to be generated by the

proposed development along County Drive because it is a four-lane highway without a median or designated turning lanes, (ii) the proposed density of the multi-family residential development portion of the proposed development, and (iii) the perceived negative impact of railway traffic at the southern boundary of the site; and

WHEREAS, by letter dated February 19, 2008, the owner PBFL, LLC, and BECO Construction Company, Inc., agreed to accept the conditions proposed by Planning Department staff in the staff report dated October 31, 2007, and proffered additional conditions to mitigate the impact of the proposed amendment upon surrounding properties and land uses; and

WHEREAS, the Planning Commission finds that the proposed amendment, to the extent it would authorize multi-family residential development, is not fully consistent with the Comprehensive Plan 2000 General Land Use Plan (Map), which Plan identifies light industrial/flexible uses as appropriate for a substantial portion of the subject property; and

WHEREAS, the Planning Commission finds that the proposed amendment, to the extent it would authorize commercial and retail uses, is consistent with the Comprehensive Plan; and

WHEREAS, the Planning Commission observes that the land use circumstances and development patterns for the affected area of the City are in flux; and

WHEREAS, the Planning Commission has made a recommendation to City Council, via the Comprehensive Plan 2000-Amendment (2007-02), relative to a proposed amendment to the Comprehensive Plan 2000 General Land Use Plan (Map), which recommendation is based on the Planning Commission's finding that an incremental approach to amending the General Land Use Plan for the corridor within which the subject property is located is not in the best interest of the community and is inconsistent with general planning practices; and

WHEREAS, the Planning Commission finds that the conditions proffered by the owner PBFL, LLC, and BECO Construction Company, Inc., which proffered conditions include the conditions proposed by the Planning Department staff, appear to be capable of mitigating the potential for the proposed development to have adverse impacts on traffic, adjacent property owners, and the surrounding uses and values of the existing neighborhood; and

WHEREAS, the Planning Commission recommends that City Council approve the proposed amendment, with the conditions proffered by the petitioner, attached hereto and made a part hereof; and

WHEREAS, the City Council has held a public hearing on February 19, 2008, pursuant to notice thereof as required by law, on the proposed amendment to the zoning ordinance; and

WHEREAS, the City Council of the City of Petersburg has determined that the proposed amendment to the zoning ordinance should be granted, with the conditions proffered by the petitioner, attached hereto and made a part hereof.

NOW, THEREFORE, BE IT ORDAINED, by the City Council of the City of Petersburg:


1. That the zoning ordinance, as amended, be amended further by amending the District Map constituting a part of said ordinance, as amended, so as to change the designation of the following described property from "M-1(c)", Light Industrial District (with conditions), to PUD, Planned Unit Development District, with the proffered conditions attached hereto and made a part hereof.

that certain 36.216 +/- acre parcel of land situate and being in the City of Petersburg, Virginia along the south line of U.S. Route 460/County Drive, with approximately four hundred (400') feet of frontage thereon, addressed as 2470 County Drive and further identified as Tax Parcel 040-03-0801.

2. That this rezoning is conditioned upon the compliance by the owner or owners with all of the proffered conditions contained in the attachment to this ordinance, designated "Conditions for REZ-PUD 2007-04", which is attached to, incorporated into, and made a part of this ordinance. These conditions, having been proffered by the owners or owners accepted by the City, shall continue in full force and effect until a subsequent amendment to the City's Zoning Ordinance changes the zoning of the parcel rezoned by this ordinance and specifically repeals such conditions.

3. That if the current or future owner or owners of the subject property fail to fulfill the proffered conditions incorporated into this ordinance by March 1, 2013, the Petersburg City Council may, by duly adopted ordinance, deem such conditions void, repeal this ordinance, and rezone the property.

4. That this ordinance shall take effect immediately upon adoption.

Ordinance 08-Ord-20
Adopted by the City of Petersburg Council
on 02/19/08

Mayor

Harrison Creek, LLC
609 Independence Parkway
Chesapeake, VA 23320
Phone: 757-547-1515
Fax: 757-547-5579
becohomes.com

February 19, 2008

Leonard A. Muse
Director Planning and Community Development
City of Petersburg
City Hall, Room 204
135 N. Union Street
Petersburg, Virginia 23803

RE: Proffers Relative to Harrison Creek
PBFL, LLC and BECO Construction Company, Inc., Applicants
Property Address: 2470 County Drive
REZ-PUD 2007-04

Dear Mr. Muse:

The Applicant is pleased to submit the following proffers for the above-referenced Rezoning Request to rezone Tax Parcel 040-03-0801 at 2470 County Drive, in the City of Petersburg, Virginia, consisting of 36.216 acres, more or less, from Light Industrial ("M-1") to Planned Unit Development ("PUD"). The purpose of the Rezoning Request is to permit the development of the Harrison Creek Planned Unit Development including the following land uses: Commercial/Office/Retail (4.0 acres, more or less), Office Site (1.5 acres, more or less); and Multifamily Residential containing 336 units (29.0 acres, more or less).

The proffers are as follows:

1. The Property shall be developed in general conformance with the Plan (prepared by Porterfield Design Center; dated January 10, 2008) and the Application for Planned Unit Development submitted with this case. The exact boundaries and acreage of each land use designation may be shifted to a reasonable degree at the time of site plan for each development area/use in order to accommodate engineering or reasonable design considerations. These conditions apply to the Applicant or its successors or assigns.
2. The "OutParcel Site" and "Office/Retail Site" on the Plan (prepared by Porterfield Design Center; dated January 10, 2008) shall be developed in a manner consistent with the "B-2", General Commercial District Regulations of the Zoning ordinance of the City of Petersburg with all permitted uses allowed by the Ordinance, except the following and similar such uses shall not be permitted: used vehicles sales, vehicle rebuilding or vehicle body shops or vehicle repairing facilities, used tire sales, towing lots, salvage dealers, or vehicle service operations which employ any form of outside storage of inoperative motor vehicles shall not be permitted as uses within this area, new automobile sales; adult entertainment uses of any kind, nightclubs, tatoo parlor. This land use area shall not exceed 4.0 acres.

3. The life style (multi-family) land use designation on the Plan (prepared by Porterfield Design Center; dated January 10, 2008), shall be developed in accordance with the conceptual plan submitted for Harrison Creek Apartments, and shall consist of not more than 336 multi-family units, with the unit mix set out in the Application, on a parcel of land within the PUD (Multi-family Land Use Designation) not to exceed an area of 29.0± acres. Accessory uses such as garage parking, clubhouse/community center /pool and other recreational amenities are uses allowed within this land area. The net density of multi-family uses in this land area shall not exceed a gross density of 12.85 dwelling units per acre. There shall be no other residential uses on any land use designations within the PUD.
5. The land area designated as "Office Site", as shown on the Plan (prepared by Porterfield Design Center; dated January 10, 2008) shall not exceed 1.60± acres nor shall the structures developed for office use exceed 12,000 square in area. Parking spaces shall be provided at a ratio of one space for every 200 square feet of floor area.
6. The Applicant shall execute a "Declaration of Covenants and Restrictions" (Declaration), approved in advance by the City Attorney as consistent with the Ordinance adopted approving this zoning case, and so by create the Harrison Creek Association (HCA). The HCA shall enforce the standards for development, consistent with the zoning conditions, and assure the quality of development, architectural compatibility, environmental protection and other elements of development control. The Declaration shall be recorded among the land records of the City of Petersburg prior to the conveyance of any properties by the Applicant to third parties and as soon as practicable upon approval of the zoning case.

The HCA shall be funded by all owners of property within the Harrison Creek development by payment of dues to the HCA based upon the owner's pro-rata share of the total land area, excluding the wetlands areas. The HCA shall appoint a Board of Architectural Review (BAR) which shall, prior to site plan approval by the City, review and approve all site plans, architectural designs, building heights, signage, landscaping, parking fields, lighting, pedestrian circulation plans, stormwater management facilities and such other submissions as are necessary to ensure that development within Harrison Creek achieves the high standards established by the Conceptual Site Plan, the Declarations and the zoning conditions.

7. The Applicant shall provide when applicable, its proportionate costs, dedications of rights or way, and/or construction of roadway segments as set forth in the Conceptual Site Plan and as determined by updated TIA (Traffic Impact Analysis) submitted at the time of site plan review and subject to approval by the City. Prior to approval by the City of any site plan for development within Harrison Creek, an updated TIA shall be performed and the report submitted to the City as part of the site plan submission. The Applicant shall install suitable traffic management and control measures, as determined by the City, at the intersection of the "80' Right-of-Way and County Drive", and at the intersection of the "Secondary Access to Apartments" as a condition precedent of approval of a site plan for any development within the subject PUD.

8. Landscaping shall be in general conformance with the Plan prepared by Porterfield Design Center, dated January 10, 2008, and subject to approval and/or modification by the Department of Planning and Department of Public Works at the time of any site plan submission.
9. Parking fields shall be in general conformance with the "Article 19 of the Zoning Ordinance of the City of Petersburg" subject to approval and/or modification by the Zoning Administrator.
10. Signage shall be in general conformance with the purposes of Article 21 (Sign Regulations) of the Zoning Ordinance of the City Of Petersburg and consistent with the unified system of signage set forth in the PBFL, LLC Zoning Request dated 08/06/07 prepared by Future Law, L.L.C. All signs shall require a sign permit issued under the provisions of Article 21 of the Zoning Ordinance of the City of Petersburg.
11. The pedestrian circulation system shall be in general conformance with the provisions for Recreation Amenities and Natural Areas set forth in the PBFL, LLC Zoning Request dated 08/06/07 prepared by Future Law, L.L.C. and as illustrated in the Plan prepared by Porterfield Design Center, dated January 10, 2008.
12. All uses shall be connected to public water and sewer as part of the development of the Property. The Applicant shall be responsible for the design and construction of all on-site and off-site water and sewer lines necessary to provide service to the particular land use being developed, in accordance with the applicable requirements of the City and the Commonwealth of Virginia. All lines shall be sized to serve the drainage shed in which they are located in accordance with the applicable requirements of City of Petersburg. The Applicants shall be responsible for provision of a pro-rata share of the costs of off-site improvements to the sanitary sewer capacity and conveyance system for the Poor Creek Sanitary Sewer Basin. The actual costs to be determined in consultation with the Department of Public Works at or before the time of Site Plan submission for the development as a whole or any individual or separate developments within the PUD.

13. Stormwater management facilities shall be owned and maintained by the Developer. The stormwater management ponds shall be constructed by the Developer as determined to be necessary and appropriate by the City, based on a Stormwater Management Plan consistent with the laws of the Commonwealth of Virginia and the requirements of the City of Petersburg. Such plans shall be required at the time of site plan submission. Stormwater management ponds shall primarily be wet ponds and shall be designed so as to enhance the areas in which the ponds are located. The design and location of the various ponds shall be approved by the City of Petersburg at the time of Site Plan submission.
14. The Applicant shall grant utility easements or such other easements as are necessary and appropriate for the development of Harrison Creek. The party requesting an easement shall provide a copy of the proposed easement document for review and approval in advance, such easement shall be of a minimum width necessary and shall be located in such a way that it does not reasonably interfere with the productive use of the grantor's property, and the grantee of the easement shall indemnify the grantor for any and all damages that may result of the installation and/or maintenance of such easement.
15. The developer shall, prior to the issuance of any building permit to commence construction of any building on the Property, record a restrictive covenant running with the land that provides that the subject property will not be used or operated in whole or in part as affordable rental housing described in the provisions of (i) 26 U.S.C. § 42, 26 U.S.C. § 142(d), 24 CFR § 983, 24 CFR § 236, 24 CFR § 241(f), 24 CFR § 221(d)(3), or any successors thereto; (ii) applicable state law; or (iii) similar local ordinances adopted by the locality wherein such real property is located."
16. There shall be an appropriate buffering plan, which shall include keeping as many of the existing larger trees along the boundary lines as possible, determined as part of site plan review, to provide a natural vegetative buffer between that portion of the Property developed as multifamily and the existing single family residences along the western boundary line (N 0009'11"), 2073.27 feet in length (the "Western Boundary Line"). Further, there shall be no building constructed within 30 feet of the Western Property Line.
17. There shall be a decorative fence surrounding the Property, the final location and design of which will be determined as part of site plan review, however, the fence shall be at least 6 feet in height, surround the entire portion of the Property developed as Multifamily, and shall be designed to create a "gated residential community". The location of the fence shall be designed to keep as many of the existing larger trees along the boundary lines as possible.
18. All utilities shall be underground.
19. Except for timbering approved by the Virginia Department of Forestry for the

pose of removing dead or diseased trees, there shall be no timbering on the property until a land disturbance permit has been obtained from the City and the approved devices installed.

We are pleased to make these proffers in the spirit of a commitment to excellence in the development of the Harrison Creek project, as the Applicant makes a significant investment in this area of the City and in the City of Petersburg as a whole.

The Applicant reserves the right to amend, alter or supplement these proffers until this application comes before the City Council for consideration.

With warm regards, I respectfully submit this and remain,

Very truly yours,



Jeffrey E. Miller
Director of Development

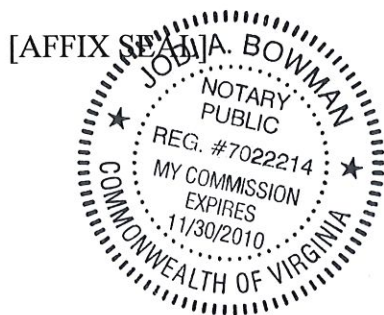
Commonwealth of Virginia:

Subscribed and sworn to before me this 19th day of February, 2008, by Jeffrey E. Miller.

My Commission Expires: 11/30/2010


NOTARY PUBLIC

Virginia Notary Registration #: 7022214



Planning Commission Resolution adopted November 4, 2021

A RESOLUTION RECOMMENDING APPROVAL OF THE REZONING OF THE PROPERTIES LOCATED AT 1220 HARRISON CREEK BLVD, TP# 040030805, 1225 HARRISON CREEK BLVD, TP# 040030806, AND 1255 HARRISON CREEK BLVD, TP# 040030807 FROM PUD, B-2 GENERAL COMMERCIAL DISTRICT WITH CONDITIONS TO PUD, NO RESTRICTIONS.

WHEREAS, the City of Petersburg received a request from PBFL, LLC represented by C. Burton Cutright, to rezone property located at 1220 Harrison Creek Blvd, TP# 040030805, 1225 Harrison Creek Blvd, TP# 040030806, And 1255 Harrison Creek Blvd, TP# 040030807 From PUD, B-2 General Commercial District With Conditions To PUD, No Restrictions; and

WHEREAS, the proposed rezoning will allow the applicant to construct 52 single-family detached rental homes on 6.25 +/- acres of land located along Harrison Creek Blvd between Route 460 and Aqua Luxury Apartments; and

WHEREAS, the subject property is approximately 272,990.52 sq. ft. and has a public street frontage of approximately 261.06 feet, and the density of allowed development shall be controlled by zoning conditions and ordinance standards; and

WHEREAS, the subject property was previously rezoned from M-1, Light Industrial District, with conditions, to PUD, Planned Unit Development District, to permit a Planned Unit Development to be known as Harrison Creek, on a 36.216+/- acre parcel of land addressed as 2470 County Drive, further identified as Tax Parcel 040-03-0801; and

WHEREAS, the purpose of that request was to facilitate a development offering “upscale office, commercial and lifestyle residential apartments in a mixed-use community; and

WHEREAS, the proposal included Office/Retail (3.97+/- acres); a Commercial Mini-Storage site (2.02+/- acres); Community Center/Pool, Multi-Family residential complex, containing 336 dwelling units within fifteen (15) structures on 28.47+/- acres; and

WHEREAS, the developers completed the construction of the multi-family dwellings with the Community Center/Pool which is now known as “Acqua Luxury Apartments” and addressed as 1200 Harrison Creek Boulevard; and

WHEREAS, the developers seek to amend the existing PUD from the commercial uses to the construction of an additional 52 detached single-family rental dwelling units; and

WHEREAS, adjacent properties located along County Drive are zoned B-2, General Commercial, R-1A and R-1, Single-Family Residence District, and M-1, Light Industrial District; and

WHEREAS, the 2014 Comprehensive Plan designates the subject property for commercial use; and

WHEREAS, the 2014 Comprehensive Plan Future Land Use Plan designates the subject property as commercial and industrial use; and

WHEREAS, both commercial and residential uses those properties front along US 460, County Drive; and

WHEREAS, the City Council adopted 08-ORD-20 approving the PUD, to permit multi-family residential, commercial, office space and recreational spaces; and

WHEREAS, the proposed use will blend with the existing residential space and provide a variety of housing types in the area to those persons or families desiring more of a single-family style rental unit; and

WHEREAS, the proposed use to amend the PUD coincides with the vision of the comprehensive plan that high density residential activities should be limited to areas near major transportation arteries offering good access to employment centers, such as Fort Lee and the Tri-Cities area; and

WHEREAS, the proposed rezoning will allow for the development of currently vacant parcels of land; and

WHEREAS, pursuant to the requirements of Title 15.2-2204 of the Code of Virginia, as amended, this is a public hearing to consider approval of rezoning, and the public hearing was advertised, in accordance with applicable laws.

NOW, THEREFORE BE IT RESOLVED, that the Planning Commission of the City of Petersburg recommends to the City Council that the proposed rezoning of the properties 1220 Harrison Creek Blvd, TP# 040030805, 1225 Harrison Creek Blvd, TP# 040030806, And 1255 Harrison Creek Blvd, TP# 040030807 From PUD, B-2 General Commercial District with Conditions To PUD, no restrictions, be approved.



City of Petersburg

Department of Planning and
Community Development
804-733-2308

135 N. Union Street, Room 304
Petersburg, Virginia 23803
FAX 863-2772 TDD 733-8003

Memorandum

To: Chairwoman Tammy L. Alexander, and Members of the Planning Commission

From: Reginald Tabor, Director of Planning & Community Development
Sandra A. Robinson, Zoning Administrator

Date: November 1, 2021

Subject: Case REZ-2021-04
1220, 1225 and 1255 Harrison Creek Boulevard.
Tax Parcel: 040030805, 040030806 and 040030807

Request by PBFL, LLC represented by C. Burton Cutright, to rezone property located at 1220 Harrison Creek Blvd, 1225 Harrison Creek Blvd and 1255 Harrison Creek Blvd, future identified as TP# 040030805, TP# 040030806, and TP# 040030807, from PUD, B-2, General Commercial District with conditions to PUD, no restrictions. This action will also require an amendment change of the district to the zoning map from PUD with conditions to PUD, no restrictions. The proposed rezoning will allow the applicant to construct 52 single-family detached rental homes on 6.26+/- acres of land located along Harrison Creek Blvd between Route 460 and Acqua Luxury Apartments. The subject property is approximately 272,990.52 sq. ft. and has a public street frontage of approximately 261.06 feet. The density of allowed development shall be controlled by zoning conditions and ordinance standards.

I. Statement of Fact

The subject property was previously rezoned from M-1, Light Industrial District, with conditions, to PUD, Planned Unit Development District, to permit a Planned Unit Development District (PUD) to be known as Harrison Creek, on a 36.216+/- acre parcel of land addressed as 2470 County Drive, further identified as Tax Parcel 040-03-0801. The purpose of that request was to facilitate a development offering "upscale office, commercial and lifestyle residential apartments in a mixed-use community. The proposal included Office/Retail (3.97+/- acres); a Commercial Mini-Storage site (2.02+/- acres); Community Center/Pool, Multi-Family residential complex, containing 336 dwelling units within fifteen (15) structures on 28.47+/- acres. The developers completed the construction of the multi-family dwellings with the Community Center/Pool which is now known as "Acqua Luxury Apartments" and addressed as 1200 Harrison Creek Boulevard. The applicants met with the Department of Planning and Community Development staff to discuss their desire to **amend the existing PUD** from the commercial uses to the construction of an additional 52 detached single-family rental dwelling units. Staff advised the developers that their request would be required to undergo a rezoning review by the Planning Commission and the City Council for approval of the amended changes from those uses that were originally approved. Hence, the developers are looking for the favorable recommendation from the Planning Commission and City Council approval.

II. Surrounding Conditions:

The subject property is zoned PUD, approved for both commercial and residential usage. The multi-family (apartment) usage is currently developed at the site. This development is known as "Acqua Luxury Apartments" and all properties located along the north side of County Drive are zoned B-2, General Commercial, R-1A and R-1, Single-Family Residence District. Pinetree Apartments are located further south along County Drive. The subject property is located near the entrance of Roma Plaza Inc., (Roma's Pizza) which is in a shopping center across the road along County Drive and is zoned B-2, General Commercial District in addition to a two-story strip commercial building containing roughly 5,344 square foot of retail/office space and has been designated as commercial since annexation into the City of Petersburg in 1972. There is a large parcel 75.18 parcel of land which fronts County Drive, addressed as 2588 County Drive located along County Drive and abuts the rear portion of the original PUD which is zoned M-1, Light Industrial District. The I-95 and I-295 interchange is near the subject property. Much of the property along County Dr (US 460) occurred during the 1950's and 60's, and since that time there's been limited scattered development.

II. Findings

- A. The 2014 Comprehensive Plan designates the subject property for Commercial use those properties fronting along US 460 and Residential usage.
- B. The property is currently zoned as "PUD", Planned Unit Development District which allows for multi-family residential and a mixture of commercial, office and recreational uses. The recommendation to approve was granted on December 5, 2007, by the Planning Commission and City Council granted the approval of the existing PUD, at its February 19, 2008, meeting under Ordinance, 08-ORD-20, to permit multi-family residential, commercial, office space and recreational spaces. The proposed use will blend with the existing residential space and provide a variety of housing types in the area to those persons or families desiring more of a single-family style of development.
- C. The proposed use to amend the PUD, along the County Drive corridor at Harrison Creek Blvd coincides with the vision of the comprehensive plan that high density residential activities should be limited to areas near major transportation arteries offering good access to employment centers, such as Fort Lee and the Tri-Cities area.
- D. It is not believed that the proposed location will pose a burden to the existing neighborhood as the existing businesses have been operating in and around this corridor for several years.
- E. There shall be any increase in noise after construction is completed nor is it expected at the property boundaries. The proposed location is a major corridor and has the capacity to handle anticipated traffic.
- F. The proposed rezoning will allow for the development of currently vacant parcels of land thereby increasing and boosting tax revenue for the city.
- G. The site is currently served by water and sewer, and no indication has been given by the utilities department that the proposed development would overburden existing facilities. The previous petition was presented and approved with the intention of further development of the subject parcels. Any future construction activity will be subject to site plan review prior to undertaking land disturbing activity. Such activity requires the submission of a Land Disturbance Permit Application, stormwater management calculations, and the preparation of an Erosion and Sediment Control Plan.
- H. The subject property is not located within a Historic District.

III. Statement of Law

Article 26, "PUD" Planned Unit Development District, of the Zoning Ordinance of the City of Petersburg, Provides that Single-use zoning often has tended to constrain imaginative design for new community projects. The Planned Unit Development District, by offering developers the opportunity to overcome traditional zoning limitations, is intended to encourage innovative design approaches to large-scale subdivisions and commercial development. The purpose of this article is to establish procedures and standards for planned unit developments in order to achieve the following objectives: (1) Promote the use of land planning and design techniques that will result in the efficient, economical, and convenient arrangement of differing land uses, including residential and

commercial, and their supporting infrastructure; (2) Encourage flexibility in design to retain natural land features, including but not limited to floodplains, steep slopes and unique geological formations as well as historical and archeological areas; (3) Provide the reservation of land for public or private community facilities, including open space for scenic and recreational use; and (4) Encourage the creation of a variety of residential uses and compatible neighborhood arrangements that give the home occupant greater choice in the selection of types of environment and housing units.

Definition. A planned unit development is herein defined as a complete development scheme. This scheme should include development programs and plans for all land and structural improvements within the planned area and should be in accord with the comprehensive plan and other such guidelines and objective as may be established by the city council. Such development may be permitted on tracts of at least ten (10) acres which are under unified ownership or control.

IV. Recommendation

The Department of Planning & Community Development will withhold its recommendation until after the public hearing and the presentation by the petitioner(s).

V. Exhibits

- 1) Tax Parcel Map Extract
- 2) Zoning Map Extract
- 3) Tax Assessor File Record
- 4) Comprehensive Plan 2014 Existing Land Use
- 5) Applicants Petition w/Exhibits
- 6) Applicants Project Summary attached to application



City of Petersburg

Department of Planning and Community Development

PROCEDURES FOR PETITION FOR REZONINGS OR SPECIAL USE PERMITS

1. Applicant files petition with the Petersburg Department of Planning and Community Development, City Hall, 135 N Union Street, Petersburg, Virginia 23803.
2. **The Filing fee for Petitions for Rezoning or Special Use Permits is \$1,500.** A Check or Money Order *made payable to the City of Petersburg* is to accompany the application.
3. A Plat of the property must also accompany the petition.
4. The Department of Planning and Community Development Staff will refer the petition to the Planning Commission to hold a public hearing and consideration the petition. Department of Planning and Community Development staff shall advertise the public hearing twice during a fourteen-day period, and the Planning Commission will hold a public hearing, and make a recommendation to the City Council regarding the petition.
5. The City Council schedules then advertises a public hearing regarding the petition.
6. The City Council holds a public hearing then considers the petition with the Planning Commission recommendation and renders a final decision to approve or disapprove the petition.

PLEASE NOTE: The rezoning or special use permit process may take up to three months.

PETITION FOR REZONING OR SPECIAL USE PERMIT

RETURN TO: DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
(CITY HALL, THIRD FLOOR, ROOM 304)
FILING FEE: \$1,500 (CHECK OR MONEY ORDER) AT THE TIME OF SUBMITTAL

CASE NUMBER: _____

APPLICANT: PBFL, LLC

ADDRESS: 609 Independence Parkway, Suite 200
Chesapeake, VA 23320

I, C. Burton Cutright hereby petition to rezone the following described properties
from zoning district PUD with B-2 restriction to zoning district PUD, no restriction

A. DESCRIPTION OF PROPOSED USE: (ATTACH ADDITIONAL DOCUMENTS IF NECESSARY)

Applicant proposes to construct 52 single-family detached rental homes on 6.26+/- acres located
along Harrison Creek Boulevard between Route 460 and 1200 Acqua Luxury Apartments.

The proposed development is more particularly described in the attached Project Summary.

B. PROPERTY INFORMATION

1. Tax Parcel Identification Number(s):

040030805, 040030806, 040030807

2. Current Street Address(es) if assigned:

1220 Harrison Creek Blvd, 1225 Harrison Creek Blvd, 1255 Harrison Creek Blvd

3. Approximate Area:

272,990.52 sq. ft. 6.267 +/- acres

4. Public Street Frontage:

261.06 ft.

5. A boundary plat of this property outlining the area to be rezoned must be attached to this petition.

6. The following deed restrictions may affect the use of this property:

7. Brief:

Said deed restrictions will expire on:

C. JUSTIFICATION FOR REZONING

1. The proposed change in zoning is necessary for the preservation and enjoyment of a substantial property right because: (Provide a detailed statement of reasons why the proposed rezoning should be granted).

See attached Project Summary.

2. The material impact of the proposed rezoning will not be detrimental to the public welfare of the City nor to adjacent property owner(s) or properties located within the nearby vicinity because: (Specify reasons to substantiate this statement).

See attached Project Summary

3. The proposed rezoning will be advantageous to the City and benefit the welfare of the general public because: (Specify reasons to substantiate this statement).

See attached Project Summary

4. The proposed rezoning is necessary because suitable property for the proposed use is not presently situated within required existing zoning districts. (Specify reasons for this determination).

See attached Project Summary

D. CERTIFICATION:

The undersigned applicant certifies that they:

 X (a) are the owner, lessee or agent for (specified in writing)

 (b) possess a proprietary interest in (contract or option agreement)

the property(ies) identified within this PETITION FOR REZONING, and that the foregoing information and statements herein provided, and all other information herewith submitted, are in all respects true and correct to the best of their knowledge and belief.

Signed:


C. Burton Cutright, Manager

Mailing Address:

609 Independence Parkway, Suite 200
Chesapeake, VA 23320

Phone Number:

(757) 547-1515

Email Address:

bcutright@becoasset.com

POC: Jon M. Babineau, General Counsel
609 Independence Parkway, Suite 115
Chesapeake, VA 23320

email: jbabineau@becoasset.com
direct telephone no.: 757-842-6369

APPROVED

City Attorney

TO BE FILED IN THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

ACTION RECORD

Date Filed (with Planning Department):

Date of Planning Commission Public Hearing:

Planning Commission Action(s):

Date of City Council Hearing:

City Council Action(s):

PETITION FOR ZONING CHANGE

Property Owner(s): Adjacent to Affected Property

<u>NAME(S)</u>	<u>Address(es)</u>
1200 Acqua, LLC	<u>609 Independence Parkway, Suite 200</u> <u>Chesapeake, VA 23320</u>
St. Andrew's Charismatic Episcopal Church	<u>2460 County Drive</u> <u>Petersburg, VA 23803</u>
Gilvia V. Stith	<u>3242 Longhorn Drive</u> <u>Colonial Heights, VA 23834</u>
Donald Ray and Debbie H. Ferguson	<u>2476 Poe Lane</u> <u>Petersburg, VA 23803</u>
Debray Properties, LLC	<u>2476 Poe Lane</u> <u>Petersburg, VA 23803</u>

For additional names, use back of sheet

PROJECT SUMMARY

COTTAGES AT HARRISON CREEK

INTRODUCTION

Introducing the Cottages at Harrison Creek

The Cottages at Harrison Creek is a proposed development of 52 cottage-style rental homes to be built for the residents of the City of Petersburg. The proposed pocket neighborhood community will include a mix of 1-bedroom/1-bathroom (17 units) and 2-bedroom/ 2-bathroom (35 units) single-family rental homes and will be located on approximately 6.267+/- total acres along Harrison Creek Boulevard between Route 460 and 1200 Acqua Luxury Apartments. The Cottages at Harrison Creek development combines the positives of residential subdivision living and apartment-style living. Residents will enjoy the privacy and neighborhood feel of living in a single-family detached home community. The development will consist of small clusters of 1-story and 2-story houses that are interconnected by sidewalks and separated by private and community green space. Residents will enjoy the feeling of a traditional neighborhood without the financial burdens of homeowners' association fees and saving for a down payment. Residents will enjoy the affordability and convenience of living in an apartment-style community as rental units and surrounding green space areas are maintained by a professional management company. Residents will have access to common apartment-living group amenities such as a fitness room and pool without the drawbacks of having to share walls with noisy neighbors or haul groceries, pets, or kids to upper floors. The proposed medium-density development will provide a unique, high-quality, and affordable housing option to the residents of Petersburg.

ZONING CLASSIFICATION

Existing to Proposed

The current zoning of the three parcels, which total approximately 6.26+/- acres, is Planned Unit Development "PUD". The three subject parcels are the remainder of a larger 36.216+/- parcel that was rezoned from M-1(c) Light Industrial District (with restrictions) to PUD classification by adoption of city ordinance, 08-Ord-20 ("Ordinance"). The Ordinance modified the zoning classification of the entire 36.216-acre parcel and encumbered the three subject parcels with certain proffered restrictions and requirements. The Ordinance prevents the three subject parcels from being used for residential uses. [The Ordinance restricted residential

uses to the portion of the Applicant's conceptual plan that was designated as lifestyle/multi-family (1200 Acqua Luxury Apartments, the 336-unit luxury apartment community located to the south of the proposed development).] Additionally, two of the parcels must be developed in a manner consistent with "B-2" General Commercial District Regulations and the third parcel is limited to use as office use (with certain lot, structure, and parking requirements/limitations.) The current proffers prevent the Applicant from developing the parcels for a medium-density residential use. The Applicant believes that the proposed use for medium density residential development is the highest and best use of the land and that this use will offer the greatest benefit to Petersburg and its citizens. The Applicant respectfully requests that the City remove the proffered restrictions in the Ordinance that prevent the property from being developed for residential use.

In 2008, the Applicant intended to develop the three parcels for commercial, retail and office space as designated on its concept plan for the planned development known as Harrison Creek. Harrison Creek followed the Petersburg Comprehensive Plan and the Applicant's vision of a mixed-use development. For years, the Applicant aggressively marketed the parcels in attempt to attract commercial and business partners to enter this area, but it has been unsuccessful in its efforts. It is well-know that there has been great disruption in the commercial market over the last several years. The recent global pandemic has added to the decline and businesses have closed. Currently, there is significant square footage of open commercial space and business store front in the Petersburg area. An in-house analysis of the Petersburg submarket historical leasing data shows that the availability of available space is increasing. While market rental rates appear to be mostly stable, Fiscal Quarter 2 of 2021 showed leasing demand net absorption square footage at negative 27,627 SF. As businesses appear to be moving away from brick-and-mortar buildings to online platforms and delivery-based enterprises, it is unclear whether the pandemic has created a temporary disruption or a permanent change to "business as usual". Additional unoccupied commercial, business and office space is not needed and will not benefit the City or its residents. The subject parcels are currently vacant. Vacant land does not create jobs, attract residents, or generate much tax revenue. As stated in the Comprehensive Plan, Petersburg needs additional and diverse housing options for its residents. The proposed development can help the City meet its objective.

COMPREHENSIVE PLAN

Unique and Affordable Housing Option

The proposed Cottages at Harrison Creek development will be located on Harrison Creek Boulevard at the entrance of 1200 Acqua Luxury Apartments. The proposed development has approximately 261 feet of frontage along Route 460. The Route 460 corridor is strategically located between Interstate 95 and Interstate 295. The proposed development would be easily accessible from anywhere in the Petersburg/Richmond area and would be exceptionally convenient to the “back gate” of Fort Lee.

The expansion of Fort Lee has brought roughly 11,000 new residents to the Petersburg region. According to the Comprehensive Plan, the areas surrounding Petersburg have had an increase in housing while Petersburg has experienced a decline in the total number of housing units. (Comprehensive Plan, p. 55) The proposed development will add much needed units to Petersburg’s housing inventory.

In the 2040 Draft Comprehensive Plan, the City sets an objective to continue to encourage the creation of a variety of residential uses and compatible neighborhood arrangements in order to offer a variety of housing options to its residents. Article 26 of the Petersburg Zoning Ordinance explains that an objective of the [PUD] designation is to foster a variety of housing options that will give the home occupant greater choice in the selection of environment and housing units. (Zoning Ordinance, Art. 26, Sec. 1(4)). The proposed development supports the City’s objective as found in the Comprehensive Plan and is in accordance with the PUD classification as found in the Zoning Ordinance. The Applicant is proposing a flexible, innovative land use which is consistent with modern and future planning practices that will help to provide a diverse housing inventory and accommodate the growing housing needs of Petersburg. The proposed development presents a unique housing option. The units are designed to offer the renter the community-centered, neighborhood lifestyle that has been traditionally reserved for homeowners. Residents will enjoy backyards, front yards, common green spaces, trails, and traditional neighborhood living but will not need to pay homeowners’ association dues, struggle to save for a down payment, or navigate the sometimes-burdensome loan qualification process. Residents will enjoy the amenities of luxury apartment living like access to a community pool, dog parks, and property management services. For those

that prefer living in a house to an apartment, renting removes the risk and uncertainty that comes with timing a home purchase given the volatility of the real estate market, especially for those who may be subject to short-term ownership due to the transient nature of their employment. The build-to-rent nature of the planned development also removes the stigma some renters feel when moving into neighborhoods where homes are predominately owner-occupied.

The market for this type of unique housing option is rapidly growing and in demand. It attracts homeowners looking to downsize but not eager to rent an apartment, young families and aging adults that find renting more practical than owning a home, and professionals that are not ready for home ownership but are looking for a neighborhood community.

“BECO” and Petersburg have enjoyed the success of 1200 Acqua Luxury Apartments since its construction in 2010. BECO Asset Management, LLC, an affiliated company, manages 1200 Acqua. BECO Asset Management will also serve as the professional management company for The Cottages at Harrison Creek and will offer residents the same high-quality renting experience as is known at 1200 Acqua. BECO Asset Management’s dedicated marketing department will develop a detailed plan to attract prospective residents to the proposed development. Through the diligent efforts of BECO Asset Management and its marketing department, all BECO Asset Management managed properties enjoy high retention and occupancy rates. For example, 1200 Acqua consistently has an occupancy rate of 97%.

The ongoing global pandemic has highlighted the health needs of certain health-compromised individuals. These individuals are seeking to avoid shared spaces like common areas, elevators, and enclosed stairwells. The pandemic has also given us a greater appreciation of outdoor spaces. The proposed development includes abundant shared green space and trails are to be incorporated in the site development plan stage. Additionally, each house includes a backyard, front yard, or both.

THE PLANNED UNIT DEVELOPMENT APPLICATION

The Applicant respectfully requests that the City approve an amendment to the current zoning ordinance which removes the limitations placed on the three parcels for the reasons stated in this project summary. As required by the zoning ordinance, the Applicant presents the following information for consideration and review.

CONCEPT PLAN. Included with the Application are three copies of the Conceptual Plan prepared by David Taylor, dated May 13, 2021, showing the proposed concept for The Cottages at Harrison Creek development. Also included are three copies of a map showing the location of the proposed development in relation to the surrounding area including the location of streets, utilities, schools, and commercial facilities.

The three subject parcels total approximately 6.26 +/- acres, including 0.4 +/- acres of wetlands. The proposed development will include a neighborhood of 52 cottage-style rental homes located along Harrison Creek Boulevard between 1200 Acqua Luxury Apartments (an affiliated multi-family community) and County Drive/Rt. 460. The mix of one- and two-story detached houses will range in size from 900 to 1100 sq. ft. and will include both one-bedroom (17 units) and two-bedroom (35 units) rental homes. The cottages will be linked by interconnected sidewalks and shared open green spaces. The Cottages at Harrison Creek will provide the privacy and living style of a traditional single-family neighborhood with the affordability, convenience, and amenity access provided by apartment living.

WETLANDS. Three copies of the Wetlands Delineation report prepared by MAP Environmental, Inc. are included with the Application. This report summarizes the soil conditions, general topography and location and character of surface water. MAP Environmental is currently coordinating with the Army Corps of Engineers to gain wetlands certification. A copy of the COE certification will be forwarded upon our receipt.

DRAINAGE MANAGEMENT. The proposed development will utilize the storm water facility located on the back of the 1200 Acqua, LLC property to accommodate the reduced flow – impervious space that is created by its construction. The stormwater management plan that was implemented when the original 32.261 +/- acre mixed use project was rezoned to PUD included and considered the development of the three subject parcels for commercial, business and retail office use. The proposed development will incorporate significant amounts of green area/pervious areas in contrast to the mostly impervious areas that were originally contemplated. The storm water facility is sufficient to handle the proposed development.

TRANSPORTATION. The Cottages at Harrison Creek is positioned in the Route 460 Corridor and has easy access to both Interstate 95 and Interstate 295. The proposed development is located along Harrison Creek Boulevard between Route 460 and 1200 Acqua Luxury

Apartments. At the time the larger 32-acre parcel was rezoned to the PUD classification, traffic to these parcels was considered and planned for. The current proposed use as medium density residential use would generate less traffic than the commercial and retail use that was originally planned. Presently, there are both a right- and left-turn lane along Route 460 with approximately 200 feet of storage and 200 feet of taper, which is more than adequate to address the increase in traffic resulting from the proposed development. Also, Harrison Creek Boulevard provides for separate left and right turn exit lanes which will reduce delays when exiting the site.

SURROUNDING USES. The subject property is bounded to the north partially by Route 460/County Drive (parcels to the north of Route 460 are classified as B-2) and partially by B-2 zoned parcels, to the south by a parcel classified as PUD (1200 Acqua Luxury Apartments), to the east by an access road to 1200 Acqua Luxury Apartments classified as PUD (land east of road is zoned R-1), and to the west by parcels with “null” or no listed zoning classification (which appear to be used as residential).

The proposed construction of 52 single-family residential rental units on 6.26+/- acres would result in a density of 8.3 units per acre. This medium density development provides an appropriate and necessary transitional buffer between the R-1 zoned land that is located nearby (adjacent to the emergency access road located to the east of the proposed development), the land of unknown classification (appears to be residential use) to the west, and the B-2 zoned property located to the north (along Harrison Creek Boulevard) and the nearby B-2 zoned property located to the north of Route 460. Petersburg will also benefit from the increase in real estate tax revenue that will be generated by the development of the land.

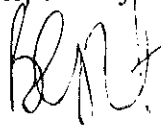
VEGETATION, BUFFERING AND SCREENING. There is extensive existing landscaping along Route 460/County Drive and Harrison Creek Boulevard and along the adjacent lot boundary lines. To the extent possible, mature landscaping will be preserved. This existing tree cover will be supplemented with additional planting. A key feature of The Cottages at Harrison Creek is the open green space that will be incorporated throughout the development to create an established neighborhood feel. Each unit will have a front yard, backyard, or both. Existing and proposed landscaping will provide shading, screening, and a sense of privacy and separation between the development and adjacent lots and public roadways.

PARKING. The proposed development will include 104 paved and marked parking spaces (2 per unit), with dimensions that comply with the zoning ordinance. All parking areas will be screened from public streets and adjacent land uses. Existing mature landscaping along Route 460 and Harrison Creek Boulevard will be retained, to the extent possible, and enhanced with additional landscape materials as shown on the Concept Plan.

SIGNAGE. The Cottages at Harrison Creek will incorporate a signage system that consists of high-quality materials and utilizes color, lighting, shapes, and other design elements to promote a cohesive and unified image that is consistent with the zoning ordinance and the "BECO brand".

"BECO" has been a Petersburg community partner since 2008. We are excited to grow our relationship with the City and its residents by expanding our investment in this community. We thank you for your consideration of this request. If you have any questions or require additional information, please do not hesitate to contact me at bcutright@becoasset.com or 757-514-1515, or you may reach Jon Babineau, General Counsel, at jbabineau@becoasset.com or 757-842-6369. We look forward to working with you.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'C. Cutright', is positioned above the printed name.

C. Burton Cutright, Manager
PBFL, LLC



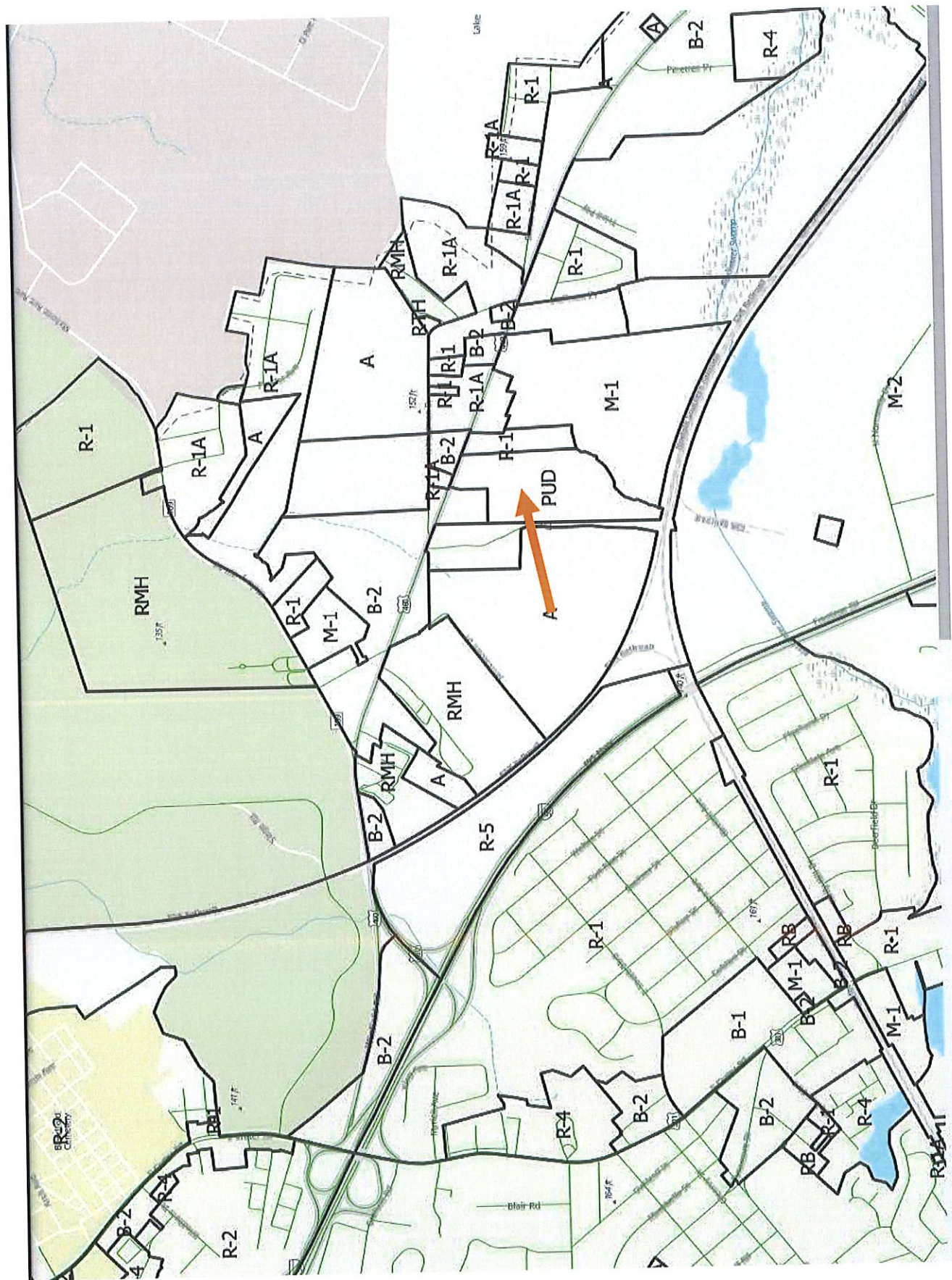
SITE DATA:

TOTAL AREA	6.3 +/- AC
WETLANDS	0.4 +/- AC
NET AREA	5.9 +/- AC
TOTAL UNITS	52
PARKING	104 SPACES (2 SPACES/ UNIT)



THE COTTAGES AT ACQUA - PETERSBURG, VA
 Conceptual Development Plan - May 13, 2021

2) ZONING MAP EXTRACT



2) Zoning Map Abstract – Harrison Creek Boulevard Properties



Petersburg, Virginia

Legend

County Boundaries

Parcels

Zoning

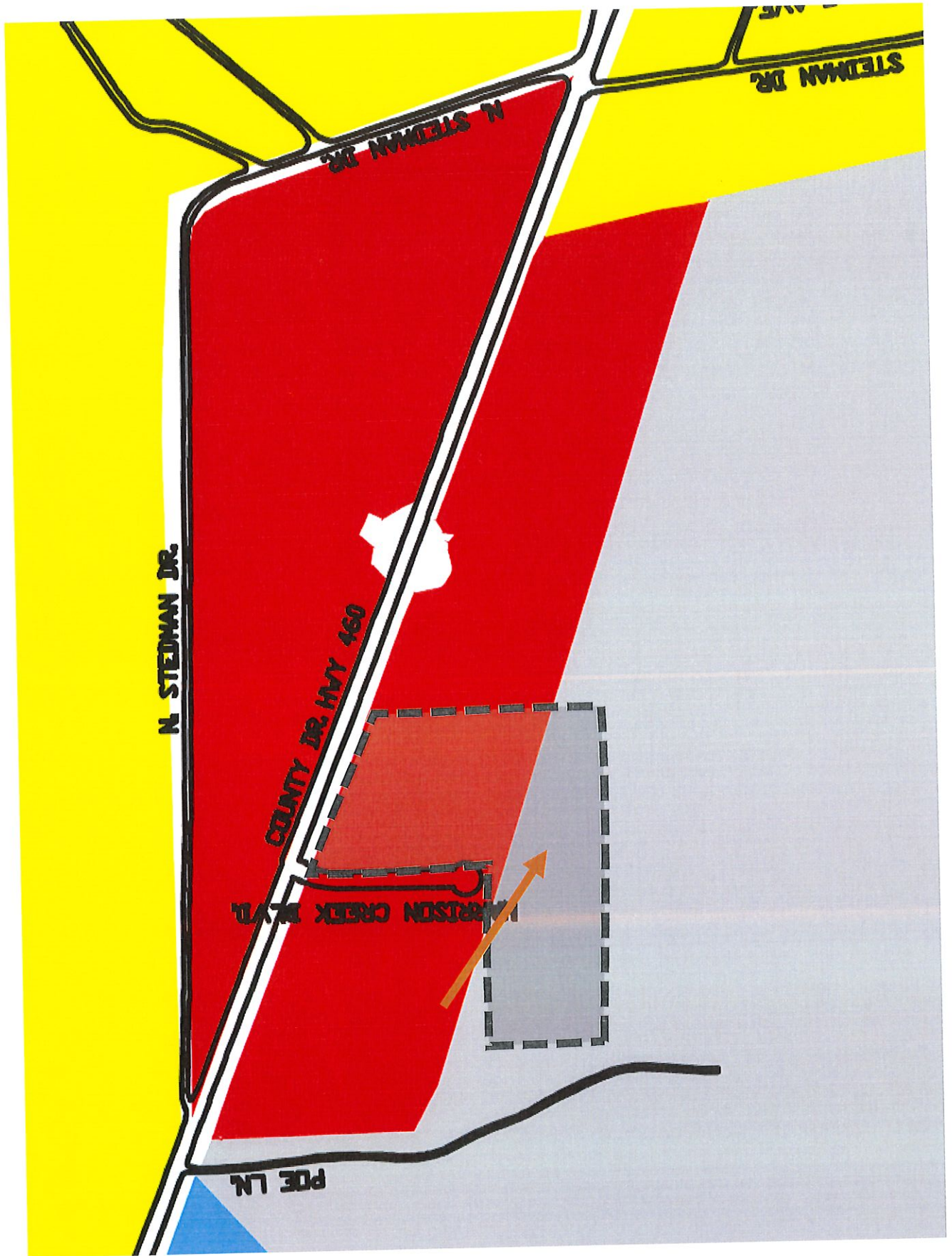
- A
- B-1
- B-2
- B-3
- M-1
- M-2
- MXD1
- MXD2
- PUD
- R-1
- R-1A
- R-2
- R-3
- R-4
- R-5
- R-6
- RB
- RMH
- RTH



Date: 11/1/2021

Title: Zoning: Harrison Creek Properties

DISCLAIMER: This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records information, and data obtained from various sources, and City of Petersburg is not responsible for its accuracy or how current it may be.



Petersburg, Virginia

Parcel:

040030805

Summary

Owner Name	PBLF LLC	National Historic District:	
Owner Mailing Address	609 INDEPENDENCE PKWY CHESAPEAKE, VA 23320	Enterprise Zone:	
Property Use	400	Opportunity Zone:	51730811200
State Class:	4	VA Senate District:	16
Zoning:	PUD	Va House District:	63
Property Address	1220 HARRISON CREEK B PETERSBURG, VA	Congressional District:	4
Legal Acreage:	2.46	City Ward:	2
Legal Description:	PARACEL C2.464 ACRES HARRISON CREEK SUBD	Polling Place:	Blandford Academy
Subdivision:	Harrison C	Primary Service Area:	
Assessment Neighborhood Name:	Harrison C	Census Tract:	8112
Local Historic District:		Elementary School:	Lakemont
		Middle School:	Vernon Johns Middle School
		High School:	Petersburg High School

Improvements

Finished (Above Grade):		Shed:	
Basement:		Total Rooms:	0
Attached Garage:	0	Bedrooms:	0
Detached Garage:		Full Baths:	0
Enclosed Porch:		Half Baths:	0
Open Porch:		Foundation:	
Deck/Patio:		Central A/C:	

Ownership History

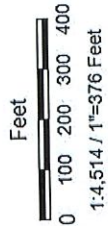
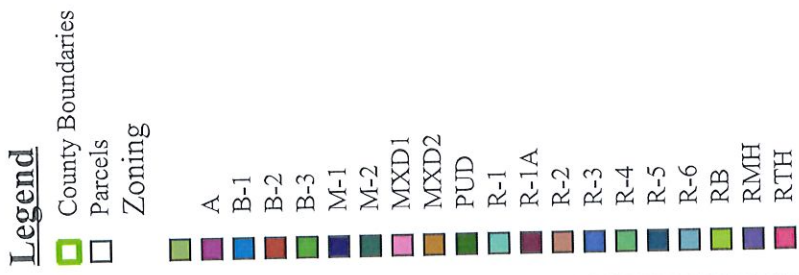
Previous Owner Name	Sale Date	Sale Price	Doc # or Deed Book/pg
	7/14/2006	\$0	2006-3510

Assessments

Valuation as of	July 1, 2016	July 1, 2017	July 1, 2018	July 1, 2019	January 1, 2020
Effective for Billing:	July 1, 2016	July 1, 2017	July 1, 2018	July 1, 2019	July 1, 2020
Reason	Land Book	Land Book	Land Book	Land Book	Land Book
Land Value	\$86,200	\$86,200	\$86,200	\$86,200	\$86,200
Improvement Value	\$	\$	\$	\$	\$
Total Value	\$86,200	\$86,200	\$86,200	\$86,200	\$86,200

Property Tax (Coming Soon)

Petersburg, Virginia



Page 343 of 594

Parcel #: 040030805

Date: 11/1/2021

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1220 County Drive



Petersburg, Virginia

Parcel:

040030806

Summary

Owner Name	PBLF LLC	National Historic District:	
Owner Mailing Address	609 INDEPENDENCE PKWY CHESAPEAKE, VA 23320	Enterprise Zone:	
Property Use	400	Opportunity Zone:	51730811200
State Class:	4	VA Senate District:	16
Zoning:	PUD	Va House District:	63
Property Address	1225 HARRISON CREEK B PETERSBURG, VA	Congressional District:	4
Legal Acreage:	1.74	City Ward:	2
Legal Description:	PARCL B1.746 ACRES HARRISON CREEK SUBD	Polling Place:	Blandford Academy
Subdivision:	Harrison C	Primary Service Area:	
Assessment Neighborhood Name:	Harrison C	Census Tract:	8112
Local Historic District:		Elementary School:	Lakemont
		Middle School:	Vernon Johns Middle School
		High School:	Petersburg High School

Improvements

Finished (Above Grade):		Shed:	
Basement:		Total Rooms:	0
Attached Garage:	0	Bedrooms:	0
Detached Garage:		Full Baths:	0
Enclosed Porch:		Half Baths:	0
Open Porch:		Foundation:	
Deck/Patio:		Central A/C:	

Ownership History

Previous Owner Name	Sale Date	Sale Price	Doc # or Deed Book/pg
	4/14/2006	\$0	2006-3510

Assessments

Valuation as of	July 1, 2016	July 1, 2017	July 1, 2018	July 1, 2019	January 1, 2020
Effective for Billing:	July 1, 2016	July 1, 2017	July 1, 2018	July 1, 2019	July 1, 2020
Reason	Land Book	Land Book	Land Book	Land Book	Land Book
Land Value	\$61,100	\$61,100	\$61,100	\$61,100	\$61,100
Improvement Value	\$	\$	\$	\$	\$
Total Value	\$61,100	\$61,100	\$61,100	\$61,100	\$61,100

Property Tax (Coming Soon)

Petersburg, Virginia

Legend

County Boundaries

Parcels

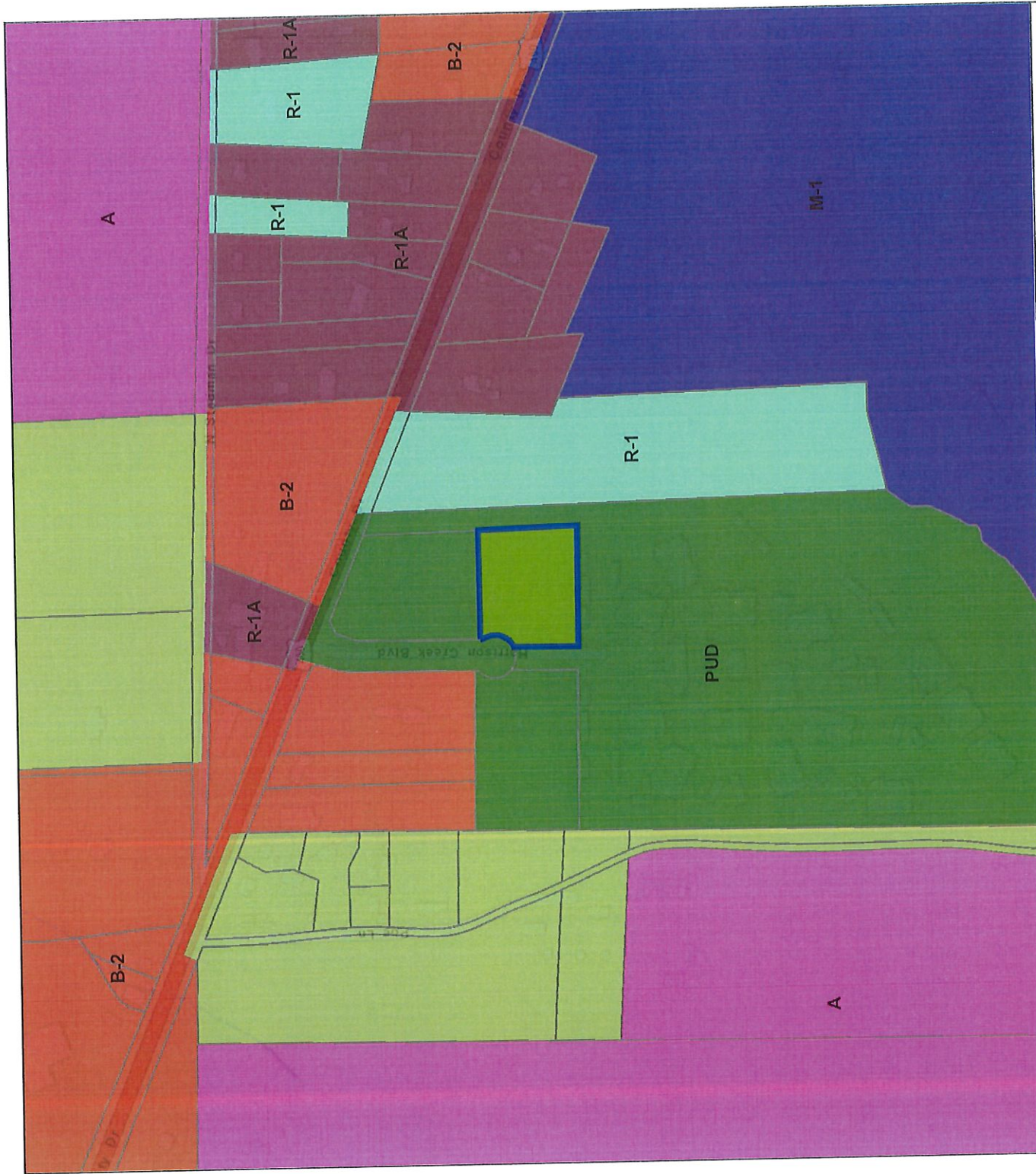
Zoning

- A
- B-1
- B-2
- B-3
- M-1
- M-2
- MXD1
- MXD2
- PUD
- R-1
- R-1A
- R-2
- R-3
- R-4
- R-5
- R-6
- RB
- RMH
- RTH

Feet

0 100 200 300 400

1:4,514 / 1"=376 Feet



Date: 11/1/2021

Parcel #: 040030806

DISCLAIMER: This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and City of Petersburg is not responsible for its accuracy or how current it may be.

1225 Harrison Creek Blvd



Petersburg, Virginia

Parcel:

040030807

Summary

Owner Name	PBLF LLC	National Historic District:	
Owner Mailing Address	609 INDEPENDENCE PKWY CHESAPEAKE, VA 23320	Enterprise Zone:	
Property Use	400	Opportunity Zone:	51730811200
State Class:	4	VA Senate District:	16
Zoning:	PUD	Va House District:	63
Property Address	1255 HARRISON CREEK B PETERSBURG, VA	Congressional District:	4
Legal Acreage:	2.04	City Ward:	2
Legal Description:	PARCEL A2.043 ACRES	Polling Place:	Blandford Academy
Subdivision:	Harrison C	Primary Service Area:	
Assessment Neighborhood Name:	Harrison C	Census Tract:	8112
Local Historic District:		Elementary School:	Lakemont
		Middle School:	Vernon Johns Middle School
		High School:	Petersburg High School

Improvements

Finished (Above Grade):		Shed:	
Basement:		Total Rooms:	0
Attached Garage:	0	Bedrooms:	0
Detached Garage:		Full Baths:	0
Enclosed Porch:		Half Baths:	0
Open Porch:		Foundation:	
Deck/Patio:		Central A/C:	

Ownership History

Previous Owner Name	Sale Date	Sale Price	Doc # or Deed Book/pg
	7/14/2006	\$0	2006-3510

Assessments

Valuation as of	July 1, 2016	July 1, 2017	July 1, 2018	July 1, 2019	January 1, 2020
Effective for Billing:	July 1, 2016	July 1, 2017	July 1, 2018	July 1, 2019	July 1, 2020
Reason	Land Book	Land Book	Land Book	Land Book	Land Book
Land Value	\$71,500	\$71,500	\$71,500	\$71,500	\$71,500
Improvement Value	\$	\$	\$	\$	\$
Total Value	\$71,500	\$71,500	\$71,500	\$71,500	\$71,500

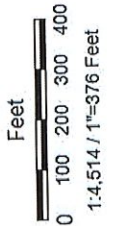
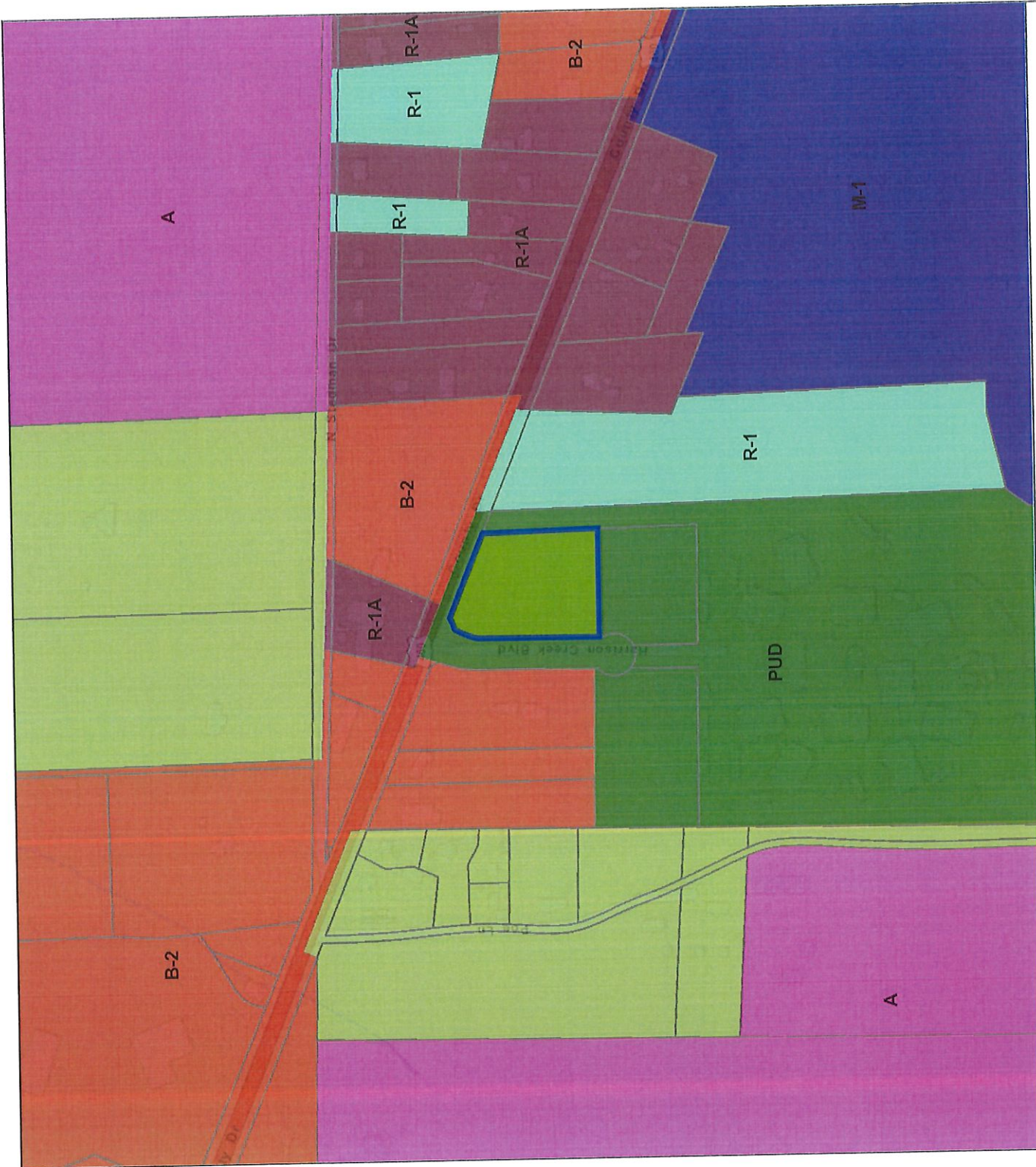
Property Tax (Coming Soon)

Petersburg, Virginia

Legend

- County Boundaries
- Parcels
- Zoning

- | |
|--|
| <ul style="list-style-type: none"> A B-1 B-2 B-3 M-1 M-2 MXD1 MXD2 PUD R-1 R-1A R-2 R-3 R-4 R-5 R-6 RB RMH RTH |
|--|

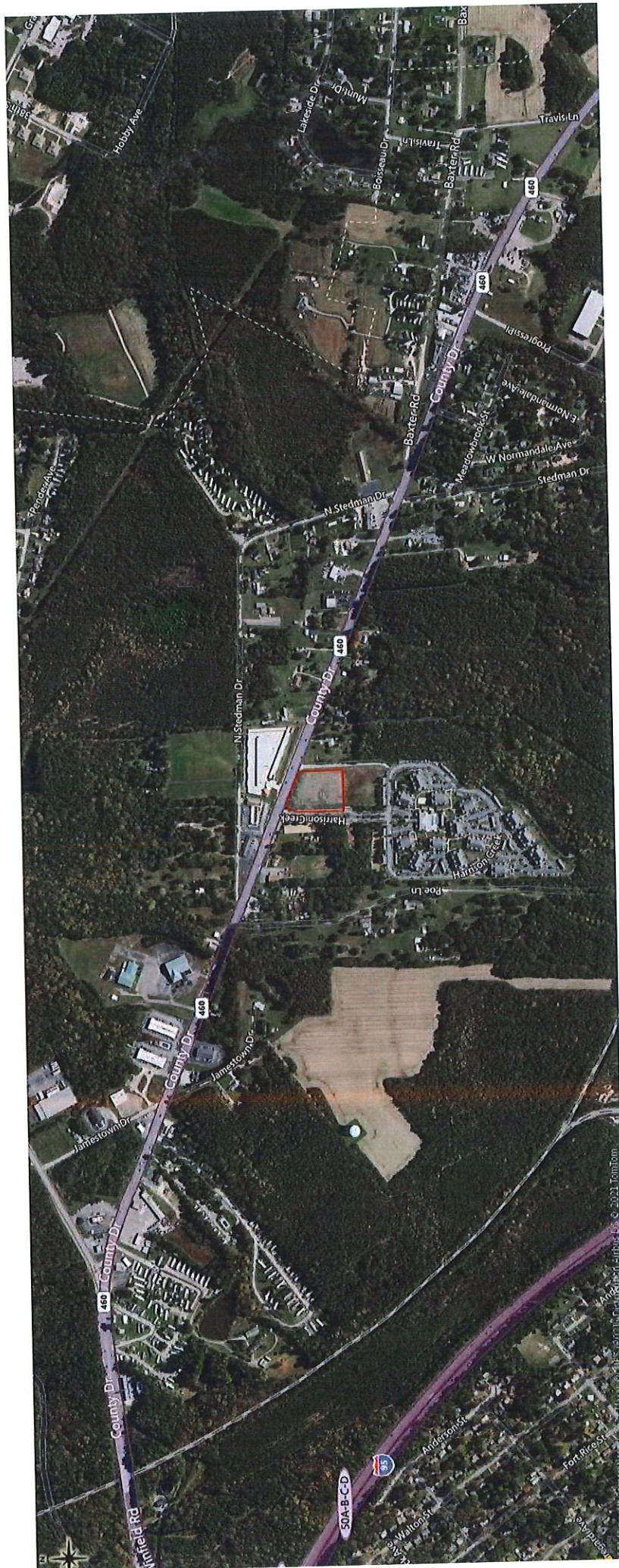


Parcel #: 040030807

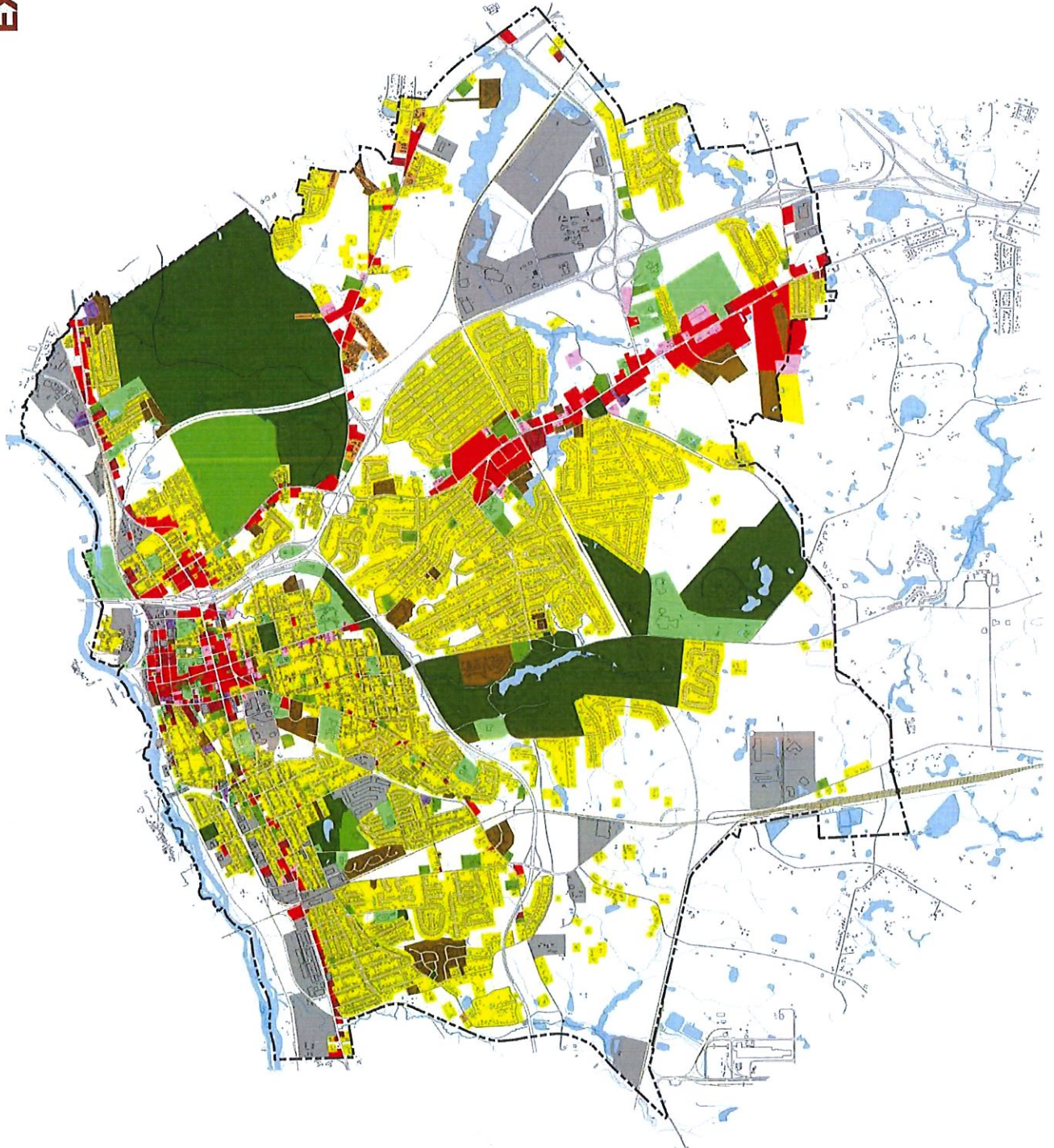
Date: 11/1/2021

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1255 Harrison Creek Blvd



EXISTING LAND USE
COMPREHENSIVE PLAN
City of Petersburg, Virginia



- LEGEND**
- Land Use Classifications**
- Residential**
- SINGLE FAMILY
 - MOBILE HOME
 - MULTI-FAMILY
- Commercial**
- RETAIL & SERVICE
 - GENERAL COMMERCIAL
 - BUSINESS / PROFESSIONAL SERVICE
- Industrial**
- INDUSTRIAL
 - WAREHOUSING
- Public & Semi-Public**
- COMMUNITY FACILITIES
 - PLACES OF WORSHIP, CEMETERIES
 - LODGES
 - PARKS & RECREATION
 - VACANT



MAY 20, 2008
K.W. Poore and Associates, Inc.
Community Development Consultants



City of Petersburg

Department of Planning and
Community Development
804-733-2308

135 N. Union Street, Room 304
Petersburg, Virginia 23803
FAX 863-2772 TDD 733-8003

October 22, 2021

PLANNING COMMISSION NOTICE OF PUBLIC HEARING

Dear Owner, Agent or Occupant of each parcel involved; abutting and immediately across the street or road from the property affected:

Notice is hereby given to all interested persons the City of Petersburg Planning Commission will hold a public hearing on Thursday, November 4, 2021, beginning at 6:00 p.m. in the Petersburg Public Library located at 201 W. Washington Street, Petersburg, Virginia 23803.

21-REZ-04: Request by PBFL, LLC represented by C. Burton Cutright, to rezone property located at 1220 Harrison Creek Blvd, 1225 Harrison Creek Blvd and 1255 Harrison Creek Blvd, future identified as TP# 040030805, TP# 040030806, and TP# 040030807, from PUD with B-2, General Commercial District with conditions to PUD, no restrictions. The proposed rezoning will allow the applicant to construct 52 single-family detached rental homes on 6.26+/- acres located along Harrison Creek Blvd between Route 460 and Acqua Luxury Apartments. This subject property is approximately 272,990.52 sq. ft. and has a public street frontage of approximately 261.06 feet.

All interested persons shall have the opportunity to be heard at said public hearing.

A copy of the related material may be examined in the Department of Planning & Community Development in City Hall Room 304, telephone (804)733-2308. The Planning Dept. is open from 8:30am to 5:00pm, Monday - Friday.

Reginald B. Tabor,
Director of Planning & Community Development



City of Petersburg

Development Impact Report

DATE:	October 27, 2021
ADDRESS:	1220, 1225 and 1255 Harrison Creek Blvd
PARCEL NUMBER:	040030805, 0040030806, and 0040030807
ZONING:	PUD w/B-2, General Commercial District conditions
ISSUE:	There is a need to assess the impact of proposed development
DESCRIPTION:	The City received a proposal to develop the subject properties for construction of 52 new single-family detached rental homes on 6.26+ acres located along Harrison Creek Blvd between Route 460 and 1200 Harrison Creek Blvd where lies Acqua Luxury Apartments. See Conceptual Plan Dated May 13, 2021, and Boundary & Topographic Survey.
STATUS:	Pending request to amend rezoning from PUD w/B-2, conditions to PUD no restrictions for single-family development.

DEPARTMENT IMPACT INFORMATION

GENERAL IMPACT

BENEFITS

Residents will have an opportunity to enjoy privacy, private and community green space along with a feeling of a traditional neighborhood. Residents will have access to amenities of the apartment complex such as fitness room and pool. The development will be small clusters of 1 and 2 story houses that are interconnected by sidewalks and separated by private and community green space.

REVENUE

COSTS

RECOMMENDATION

To approve the construction of the proposed 52 cottage-style single-family rental dwelling units: 17 units to be 1 bedroom/1 bathroom and 35, 2-bedroom/2 bath units per the request by the applicant and the approval of a site plan per City departmental guidelines and regulations.

ATTACHMENTS

Included



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager
Tangela Innis, Deputy City Manager

FROM: Reginald Tabor

RE: **A public hearing and consideration of an Ordinance approving the rezoning of properties at 203, 209-11, 213, 215, 217, 219 and 223 Henry Street, and 200, 212, 216, 222, 230 and 234 E Bank Street from M-1, Light Industrial District to B-3, Central Commercial District to permit residential uses.**

PURPOSE: A public hearing and consideration of an Ordinance approving the rezoning of properties at 203, 209-11, 213, 215, 217, 219 and 223 Henry Street, and 200, 212, 216, 222, 230 and 234 E Bank Street from M-1, Light Industrial District to B-3, Central Commercial District to permit residential uses.

REASON: To comply with applicable procedures and laws regarding the rezoning of property.

RECOMMENDATION: It is recommended that the City Council reviews and approves the Ordinance approving the rezoning of properties at 203, 209-11, 213, 215, 217, 219 and 223 Henry Street, and 200, 212, 216, 222, 230 and 234 E Bank Street from M-1, Light Industrial District to B-3, Central Commercial District to permit residential uses.

BACKGROUND: The City of Petersburg received an application for a Building Permit related to construction on the vacant property located at 215 Henry Street for residential use. The Building Permit Application was reviewed by the Zoning Administrator and denied because the zoning designation of the property is M-1, Light Industrial which, under Article 17, M-1, Light Industrial District Regulations, Section 2. Use Regulations, states that a building or premises shall be used only for uses that do not include residential, unless the dwelling is for a resident watchman and caretakers employed on the premises.

The applicant requested that the city consider proceeding with rezoning the area because the structures cannot be utilized for any other use than residential. The process of singling out a parcel(s) for a use classification different and inconsistent with the surrounding area, for the benefit of a particular owner is "Spot Zoning" and prohibited by law. Therefore, for a single parcel to be rezoned legally, the adjacent parcels would have to be rezoned to the same zoning district. The structure on the property was constructed @1856 as Urban Residential and is located within the Center Hill local Historic District. The adjacent properties are zoned B-2, General Commercial District, R-5, Multiple Dwelling District, R-3, Two-Family Residence District, B-3, Central Commercial District. The 2014 Comprehensive Plan designates the subject property for commercial and industrial use.

The Planning Commission during their July 5, 2017 meeting adopted a resolution amending the Zoning Ordinance text for B-3 to prohibit ground floor residential West of Adams/Second Street, and the City Council adopted 17-ORD-32 Changing the B-3 Central Business Zoning District to prohibit in certain instances first floor dwelling uses for properties zoned B-3 West of Adams/Second Street. The properties proposed for rezoning are located East of Adams Street and are therefore not subject to the first floor dwelling use prohibition. Within the City's Zoning Ordinance, Article 16, "B-3" Central Commercial District Regulations encompasses the shopping and office core of the central business district, and uses are the same as for the "B-2" General Commercial District, but with an exemption from off-street parking requirements.

Pursuant to the requirements of Title 15.2-2204 of the Code of Virginia, as amended, the Planning Commission held a public hearing and considered a resolution recommending that the City Council approves the proposed rezoning of the properties addressed as 223 Henry Street, TP# 011200006; 219 Henry Street, TP# 011200008; 217 Henry Street, TP# 011200009; 215 Henry Street, TP# 011200010; 213 Henry Street, TP# 011200011; 209-11 Henry Street, TP# 011200012; 203 Henry Street, TP# 011200014; 200 E Bank Street, TP# 011200001; 212 E Bank Street, TP# 011200002; 216 E Bank Street, TP# 011200003; 222 E Bank Street, TP# 011200004; 230 E Bank Street, TP# 011200005, and 234 E Bank Street, TP# 011200006 from M-1, Light Industrial District to B-3, Central Commercial District to permit residential and commercial usage. The owner of the property at 215 Henry Street and several adjacent property owners attended the meeting. There was no opposition to the proposed rezoning during the Public Hearing. The Planning Commission approved the resolution unanimously.

COST TO CITY: N/A

BUDGETED ITEM: N/A

REVENUE TO CITY: Revenue from the development of vacant property.

CITY COUNCIL HEARING DATE: 12/14/2021

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: N/A

AFFECTED AGENCIES: City Assessor, Public Works, Planning and Community Development

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION: Zoning Ordinance

REQUIRED CHANGES TO WORK PROGRAMS: N/A

ATTACHMENTS:

1. 1104_2021StaffReportRezoningHenry3rdEBank4thSt
2. 1104_2021ResolutionRezoningHenry3rdEBank4thSts
3. 1214_2021OrdinanceRezoningHenry3rdEBank4thSts



City of Petersburg

Department of Planning and
Community Development
804-733-2308

135 N. Union Street, Room 304
Petersburg, Virginia 23803
srobinson@petersburg-va.org

Memorandum

To: Chairwoman Tammy L. Alexander, and Members of the Planning Commission

From: Reginald Tabor, Director of Planning & Community Development
Sandra A. Robinson, Zoning Administrator

Date: November 1, 2021

Subject: Case REZ-2021-04
Henry & Banks Street
Tax Parcels: See Below

21-REZ-05: Request by City of Petersburg to rezone properties located along Henry Street addressed as 223 Henry Street, TP# 011200006; 219 Henry Street, TP# 011200008; 217 Henry Street, TP# 011200009; 215 Henry Street, TP# 011200010; 213 Henry Street, TP# 011200011; 209-11 Henry Street, TP# 011200012; 203 Henry Street, TP# 011200014; 200 E Bank Street, TP# 011200001; 212 E Bank Street, TP# 011200002; 216 E Bank Street, TP# 011200003; 222 E Bank Street, TP# 011200004; 230 E Bank Street, 011200005; and 234 E Bank Street, TP# 011200006 from M-1, Light Industrial District to B-3, Central Commercial District in order to permit residential usage. Currently the M-1, Light Industrial District designation does not permit residential usage.

I. Summary of Case

An application for a Building Permit was submitted to the Department of Planning and Community Development from Mr. Taiwo Onadipe, the new owner of 215 Henry Street, in which the Zoning Administrator denied because the zoning designation of M-1, Light Industrial which under Article 17, M-1, Light Industrial District Regulations. Section 2. Use Regulations, States that a building or premises shall be used only for the following purposes:

(I) Any use permitted in the "B-2" General Commercial District, except dwellings, hospitals, institutions, or other buildings used for permanent or temporary housing of persons, except as described in (a) and (b) of this subsection, below:

(a) Dwellings for resident watchmen and caretakers employed on the premises.

(b) Accessory farm dwellings on a farm of ten (10) acres or more.

Staff advised the new property owner of the dilemma and the reason why the building permit could not be approved. The applicant was very disappointed because he had been advised by the previous owner that the property could be utilized for residential purposes and all he would need to do is basically install the walls, electrical, plumbing and HVAC. It was his understanding that he could purchase property and use it in the manner that he desired as a residence for rental purposes. The applicant requested that the city consider proceeding with

an application to rezone the area because the structures cannot be utilized for anything other than residential. The properties were built as residences and because they are located within the Centre Hill Historic District the buildings will not be demolished and will further deteriorate by being left unkept. The properties were built prior to 1877 according to the Beers Map. According to City Assessor records the property had a total of 3 apartment units in it at one time. The applicant states that there are properties in the immediate area in which the buildings were allowed to be converted into apartment units and his building has considerably less square footage but nevertheless it has become an investment property for him, and he doesn't want to lose another dime on the purchase. Staff explained the ramifications of the potential of spot zoning and advised the owner that the City could look at possibly rezoning the entire block which would allow other property owners in the same situation to reap a benefit from the proposed rezoning and collect tax dollars from the completed renovations.

II. Surrounding Conditions

The subject property is zoned M-1, Light Industrial District and all properties located along the north side of Henry Street and south side of E. Bank Street are zoned M-1. Properties located along the west side of Henry Street at Third Street is zoned B-2, General Commercial District (120 E. Bank St – TP# 011210002) and property across the street from the vacant lot of Third St and Centre Hill Ave are zoned R-5, Multiple Dwelling District. This property is located on an outparcel of land in front of Centre Hill Mansion and the remaining portion of Centre Hill is R-3, Two-Family Residence District. Once you cross over property located on the west side of N. Adams Street the entire areas zoning classification changes to B-3, Central Commercial District. This designation carries from the south side of E Old Street to Bear Alley running along Pelham Street to 3rd Street properties at Bollingbrook Street. Proceeding South to Surry Lane in Poplar Lawn to the Halifax Street Triangle, The B-3, district takes in Wythe St at Halifax, Union Street, east side of S. Market Street, Washington St at N Market Street, on the east side taking in W Tabb St, Bartow Alley, Exchange Aly and W Bank Street. See attached Map.

III. Findings

- A. The 2014 Comprehensive Plan designates the subject property for Commercial and Industrial usage.
- B. The property is currently zoned "M-1", Light Industrial district classification and as required under the Article 17, Light Industrial District Regulations prohibits, residential uses.
- C. The proposed use is currently being performed on adjacent, larger properties, benefiting businesses and the community. There has been several rezoning's over the past 10 years of properties being changed from M-1 or M-2, classifications to PUD to permit apartments and commercial activities in various areas of the downtown.
- D. It is not believed that the proposed location will pose a burden to the existing neighborhood or property owners as the existing property owners and businesses have been operating in this capacity for more than 10 years.
- E. The noise, if any is expected to be low, and no change in noise is expected at the property boundaries.
- F. The applicant is proposing to renovate and reuse the property and make it habitable which would provide tax dollars to the city in addition to clean up a much-needed dilapidated area and will encourage other owners to reinvest in their properties and community.
- G. Save another historic structure which is in keeping with the "Save Historic Petersburg Initiative".
- H. As of the preparation of this report, our office had not received any public input or concerns about the request to include any parking related issues.

IV. Statement of Law

Article 16, "B-3" Central Commercial District Regulations encompasses the shopping and office core of the central business district. Appropriate uses are the same as for the "B-2" General Commercial District, but with **altered off-street parking requirements**, in recognition of the difficulty of providing off-street parking for smaller establishments, and because of the relatively small area not included in the district, all points being within convenient walking distance of the boundaries beyond which additional off-street parking should be provided. One of the features of the B-3, District is that parking is exempt, thereby the subject property would not be required to provide off-street parking on the lots. There are several vacant lots near the properties located along Henry and Bank Street which would be a practical means of assisting those owners in encouraging renovations and adaptive reuse of the structures eliminating what was once a hinderance. Properties could also be used for more than just residential but shopkeepers, small art and yoga studios, craft & hobby/gift shops, tea rooms, cafes, bookstores to

name a few. These properties are not included in that section of the proposed B-3, district which requires that properties located along the east side of Adams Street are not restricted from having 1st floor dwelling uses. Buildings existing prior to the adoption of this amendment that were built as, or is, a single family detached dwelling shall be permitted by right and not deemed non-conforming. Historic properties located in a local historic district are subject to additional review and approval. Additional requirements may be required. The B-3, Central Commercial District allows by right for residential/apartment useage.

V. Recommendation

The Department of Planning & Community Development will withhold its recommendation until after the public hearing and the presentation by the petitioner(s).

VI. Exhibits

- 1) Tax Parcel Map Extract
- 2) Zoning Map Extract
- 3) Tax Assessor File Record
- 4) Applicants Petition – None, City of Petersburg Planning Department
- 5) Comments

Petersburg, Virginia

Parcel: 011200010

Summary

Owner Name	PAVA INVEST I LLC	National Historic District:	Centre Hill
Owner Mailing Address	215 HENRY ST PETERSBURG , VA 23803	Enterprise Zone:	Yes
Property Use	303	Opportunity Zone:	51730811300
State Class:	3	VA Senate District:	16
Zoning:	M-1	Va House District:	63
Property Address	215 HENRY ST PETERSBURG , VA	Congressional District:	4
Legal Acreage:	.065	City Ward:	4
Legal Description:	27 X 105.6	Polling Place:	Union Train Station
Subdivision:	Bolling Te	Primary Service Area:	
Assessment Neighborhood Name:	Bolling Te	Census Tract:	8102
Local Historic District:	Centre Hill	Elementary School:	Lakemont
		Middle School:	Vernon Johns Middle School
		High School:	Petersburg High School

Improvements

Finished (Above Grade):	2,386	Shed:	
Basement:	770	Total Rooms:	6
Attached Garage:	0	Bedrooms:	3
Detached Garage:		Full Baths:	3
Enclosed Porch:		Half Baths:	0
Open Porch:		Foundation:	
Deck/Patio:		Central A/C:	

Ownership History

Previous Owner Name	Sale Date	Sale Price	Doc # or Deed Book/pg
	7/7/2020	\$42,000	2020-1615

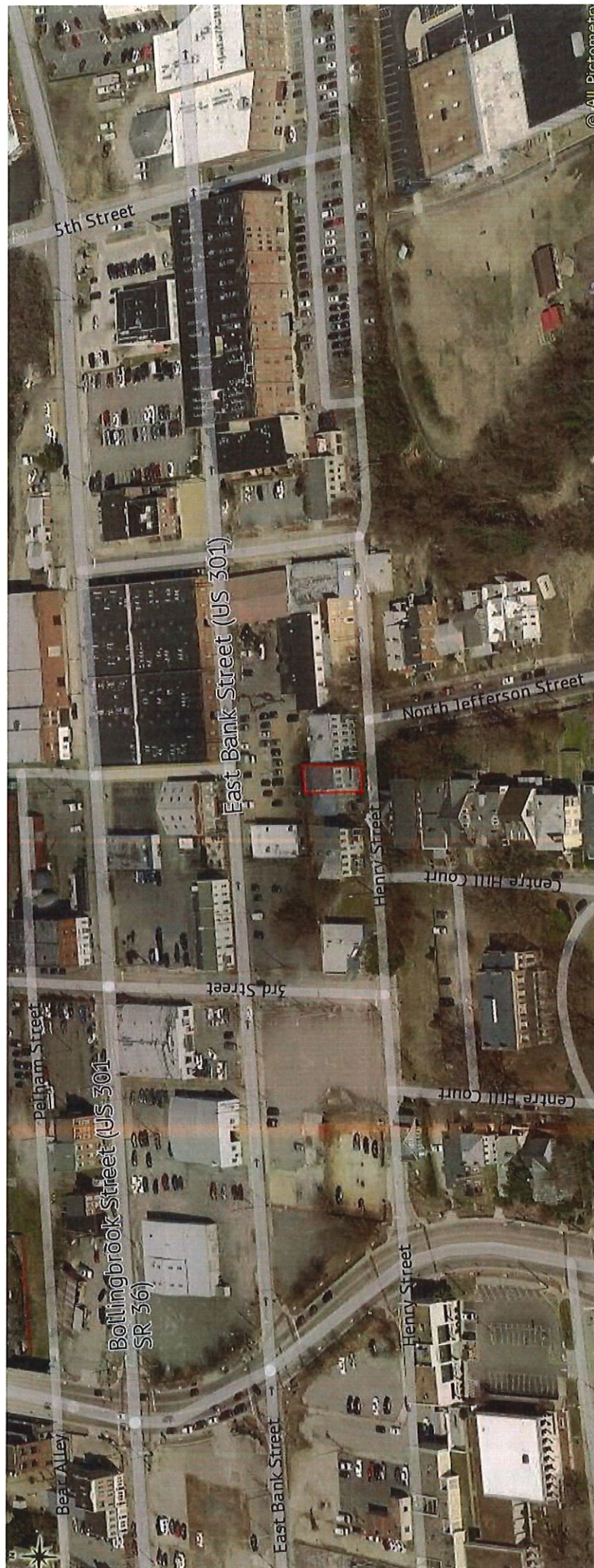
Assessments

Valuation as of	July 1, 2016	July 1, 2017	July 1, 2018	July 1, 2019	January 1, 2020
Effective for Billing:	July 1, 2016	July 1, 2017	July 1, 2018	July 1, 2019	July 1, 2020
Reason	Land Book	Land Book	Land Book	Land Book	Land Book
Land Value	\$8,900	\$8,900	\$8,900	\$8,900	\$8,900
Improvement Value	\$63,100	\$63,100	\$63,100	\$63,100	\$63,100
Total Value	\$72,000	\$72,000	\$72,000	\$72,000	\$72,000

Property Tax (Coming Soon)

DISCLAIMER: This data is provided without warranty of any kind, either expressed or implied, including but not limited to, the implied warranties of merchantability and fitness for a particular purpose. Any person, firm or corporation which uses this map or any of the enclosed information assumes all risk for the inaccuracy thereof, as County of Petersburg expressly disclaims any liability for loss or damage arising from the use of said information by any third party.

215 Henry Street - Repairs

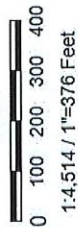


Petersburg, Virginia

Legend

- County Boundaries
- Parcels

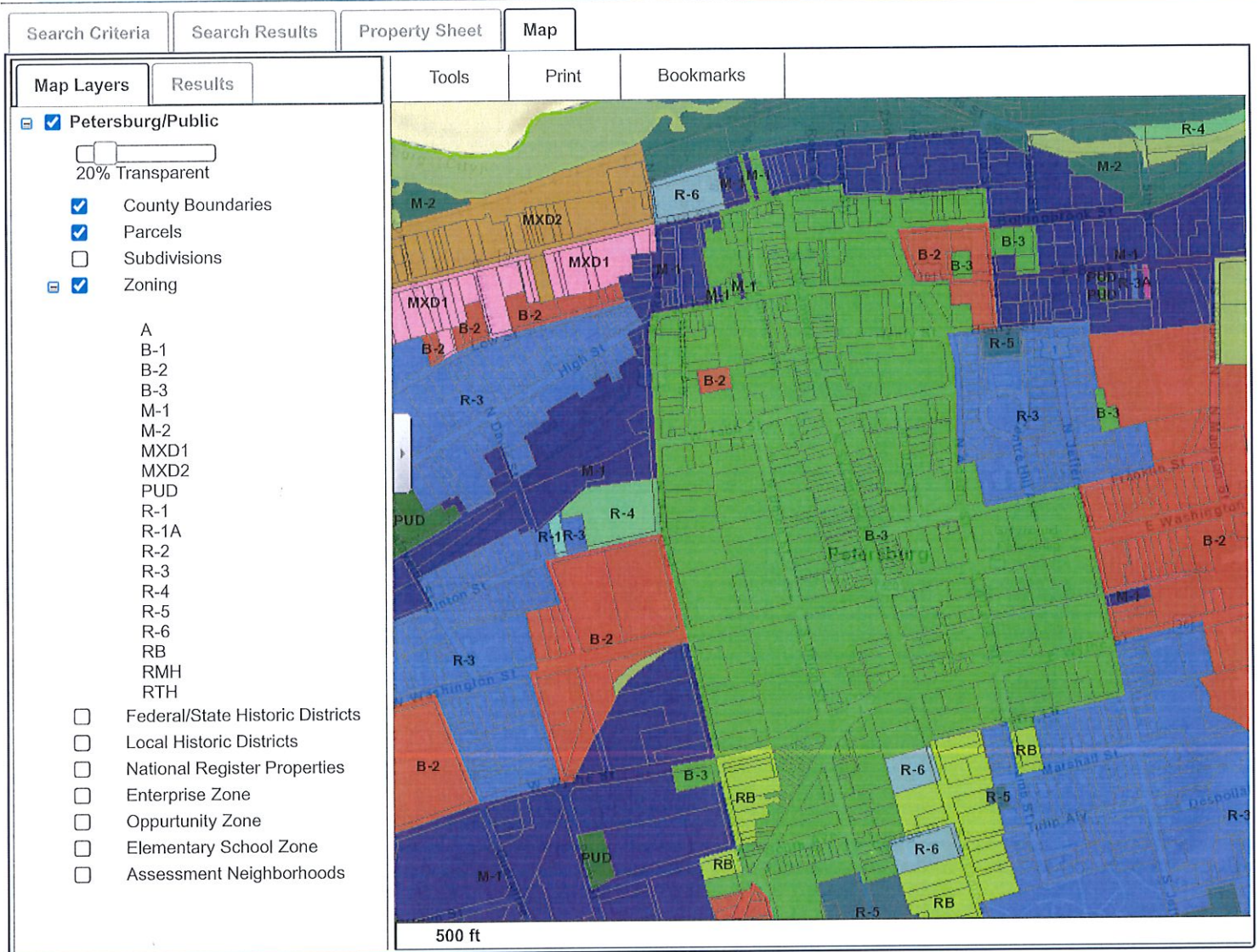
Feet



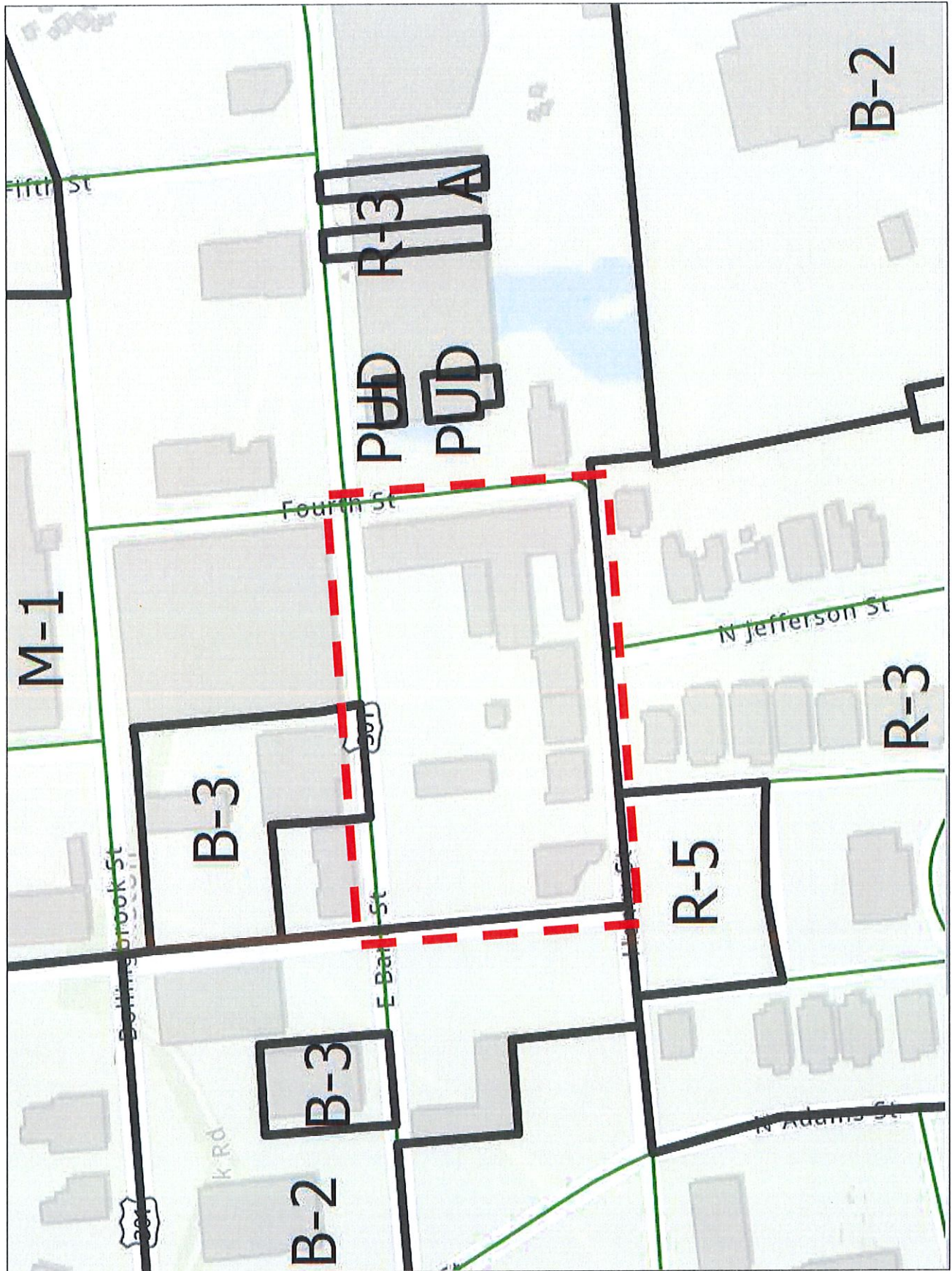
Parcel #: 011200010

Date: 9/7/2021

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2) Zoning Map Abstract – Henry St, 3rd St, E Bank St, 4th St



Petersburg, Virginia

Legend

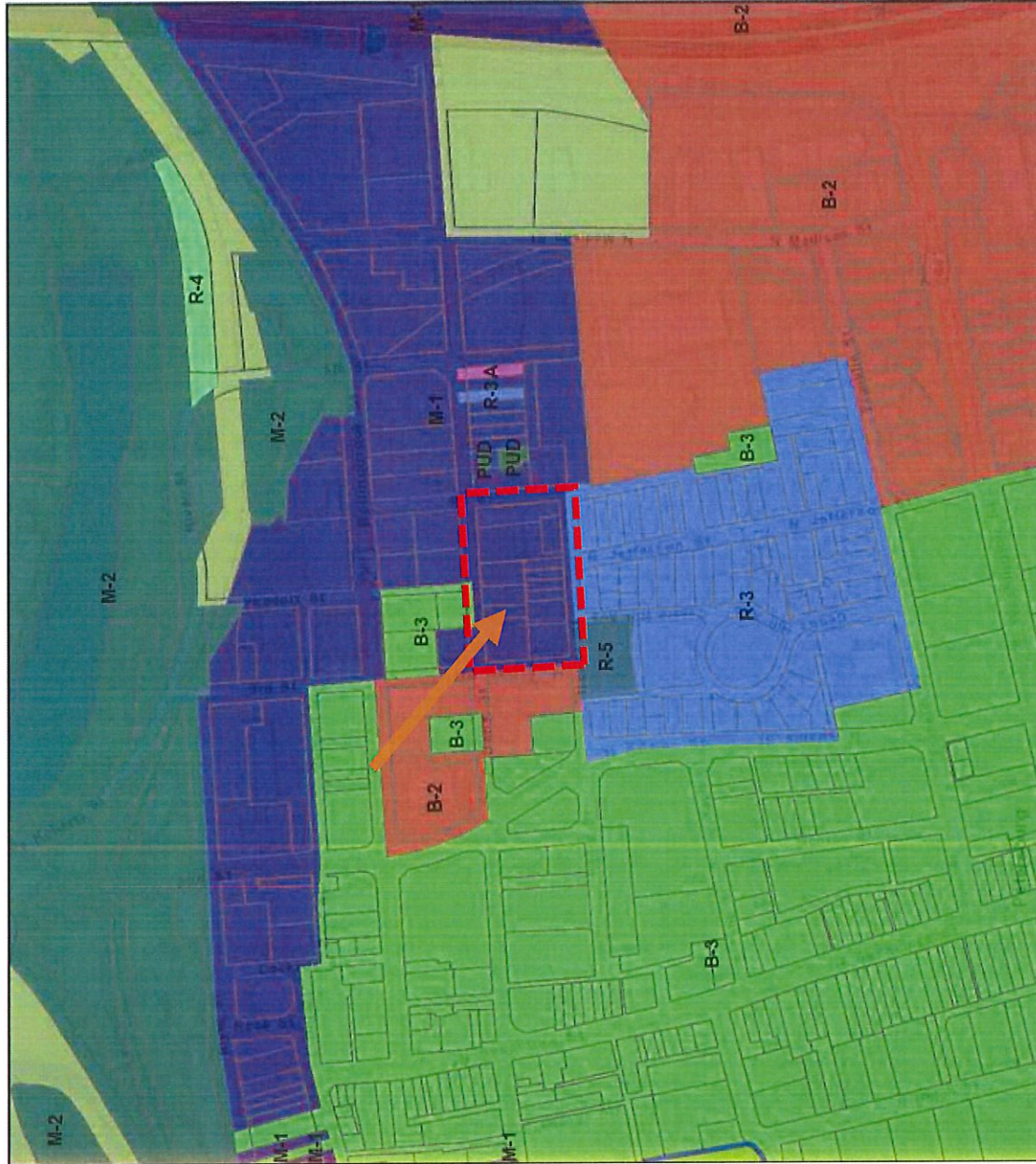
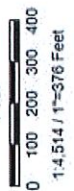
County Boundaries

Parcels

Zoning

- A
- B-1
- B-2
- B-3
- M-1
- M-2
- MXD1
- MXD2
- PUD
- R-1
- R-1A
- R-2
- R-3
- R-4
- R-5
- R-6
- RB
- RMH
- RTH

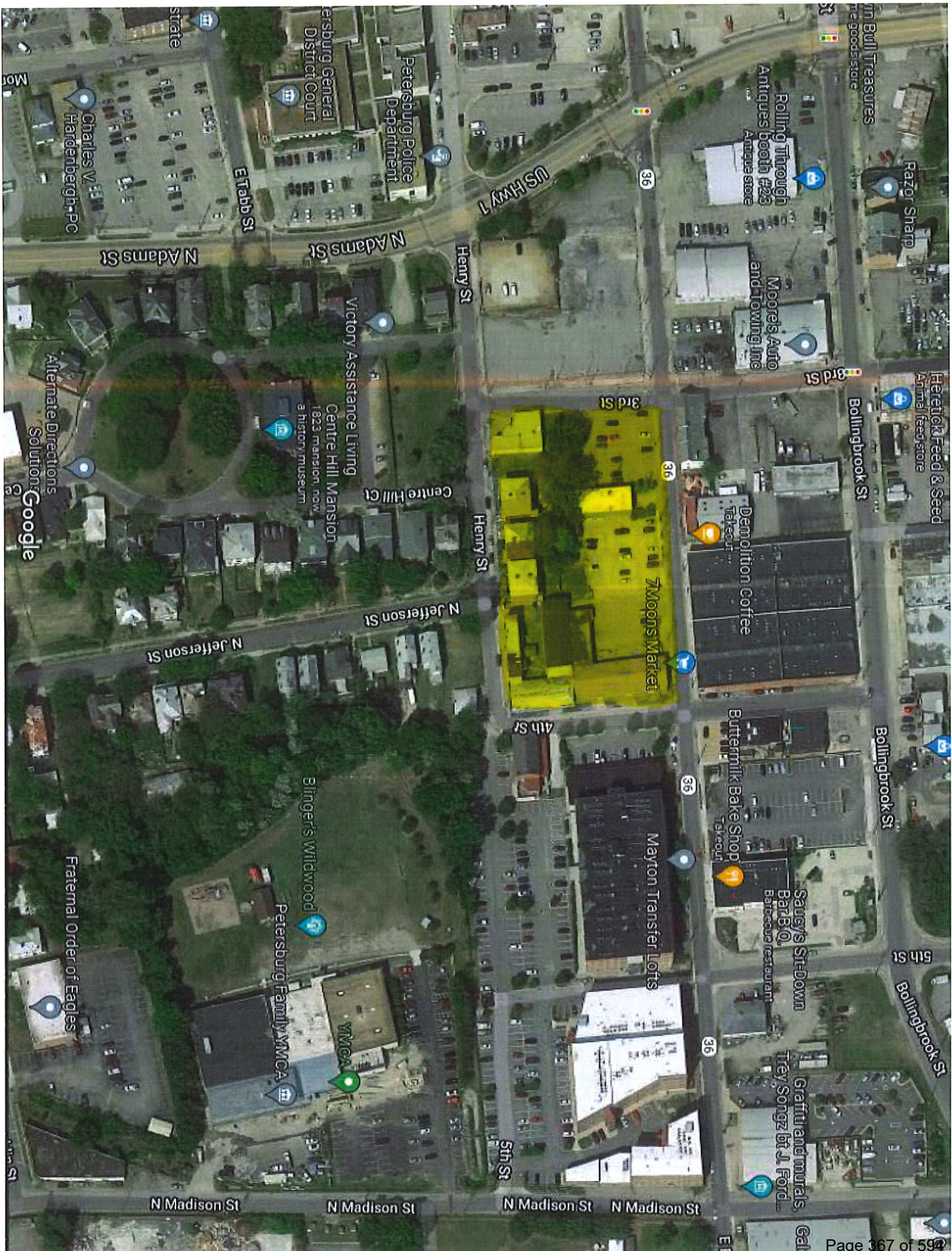
Feet



Title: Zoning: Henry St, 3rd St, E Bank St & 4th St

Date: 11/1/2021

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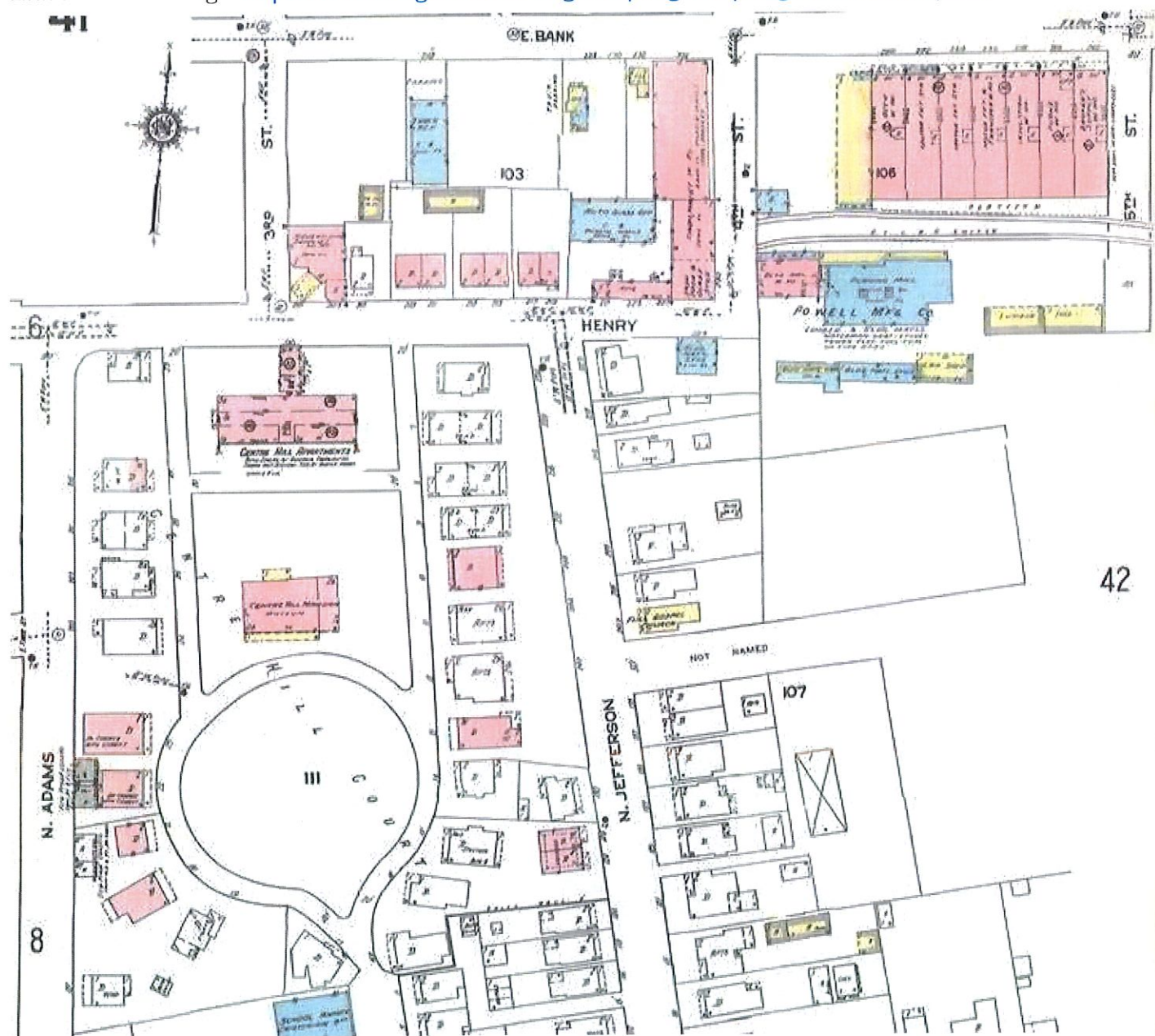


MAP

Image 51 of Sanborn Fire Insurance Map from Petersburg, Independent Cities, Virginia.

Image provided by: Library of Congress, Washington, DC

Link to the full image: https://www.loc.gov/resource/g3884pm.g3884pm_g090561957/?sp=51



Share

MAP NO. 011 - 20 - 010
NEIGHBORHOOD NO. 08 CLASS 1/4
BLOCK NO. 0069 LOT NO. 004

MAIN BUILDING		CONSTRUCTION	EXTERIOR FINISH		INTERIOR FINISH		ROOFING		GENERAL FEATURES		PLUMBING & HEATING		
Dwelling		Wood Frame	Wood Siding	Plaster	Comp. Sh.	Year Built			BATH(S)	Full	½ Bath(s)		
3-APPT.	✓	Cin. Block	Brick	Sheet Rock	Slate	No. Rooms			Total No. Plumbing Fixtures	[]	[]		
		Steel Frame	Asb. Wood Shg.	Ceiled	Asbestos	No. Bedrooms			Basement Size	Full			
			Cin. Block	Panel	Metal	No. Stories			Bsmt. Finish				
			Stucco	Unfinished	Tar & Grav.	Foundation			FIREPLACES	Chimneys			
			Aluminum			Floors			Cent. Heat	✓			
									Cent. A/C	[]	Modern Kitchen	<input type="checkbox"/>	
			Sq. Ft. @	=	Disappearing Stairs				Stove(s)	[]	Modern Bath	<input type="checkbox"/>	
			Sq. Ft. @	=	Attic Floor & Stairs				Storm Doors	<input type="checkbox"/>	Storm Windows	<input type="checkbox"/>	
			Sq. Ft. @	=	¼ □ ½ □ ¾ □ Full								
COMPUTATIONS													
UNIT S.F.	RATE	VALUE											
1540													

SUMMARY OF BUILDINGS

[illegible]

BUILDING SKETCH

		DATE 2-20-67		CLASSIFICATION		ZONING M-1	INFORMATION BY	
				4			Own.	Ten.
							<input type="checkbox"/>	<input type="checkbox"/>
							Emp.	<input type="checkbox"/>
LAND VALUE COMPUTATIONS								
FRONTS ON								
Frontage	Depth	Square Footage	Unit Price	Depth Factor	Front Ft. Rate	TOTAL	Adj.	Total Appraisal
		2835	1 ⁰⁰					2800
PROPERTY FACTORS								
Utilities		Street or Road		CLASSIFICATION		ACRES	RATE	ADJ.
Public Water	<input checked="" type="checkbox"/> Paved	<input checked="" type="checkbox"/>		Home Site				
Public Sewer	<input checked="" type="checkbox"/> Gravel							
Well	Dirt			Woodland				
Septic System	No Road			Cutover				
U.G. Utilities	Curb & Gutter			Wasteland				
	Sidewalk			Total Acreage			Total Value Land	2800

EXPLANATION FOR LAND ADJUSTMENTS	General Remarks:
	3000's Rent + 165 MO. EA.
	Everything furnished

MAP NO. 011-20-010

DESCR. 215 HENRY STREET

SUBD. _____

LOT _____ BLOCK _____ SECTION _____

ACREAGE 27 x 105.6

CLASSIFICATION

YEAR	VALUE OF LAND	VALUE OF IMPROV.	TOTAL VALUE	REMARKS
78-79	2800	9000	11,800	
79-80	2800	9000	11,800	
80-81	2,800	10,100	12,900	
81-82	2,800.	10,100.	12,900.	
82	2800	11400	14200	
84	2800	12000	14800	
86	3200	16000	19200	
88	3200	17200	20400	

[illegible]

Notes:

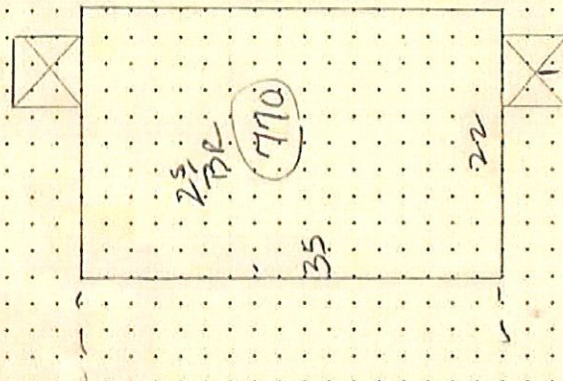
BUILDING – ALTERATIONS – PLUMBING PERMITS

[illegible]

1395

OWNER OF RECORD			DATE RECORDED	DEED OR WILL BOOK	CONSIDERATION	MAP #:	011-20-010
READER, WILLIE HARLEN & YU JIN			3-4-77	347-234	\$ (2 parcels) 20000 R/s	7	
Reader, Willie Harlen			5-7-92	497-672	\$ Divorce *2 parcels	LEGAL:	215 HENRY ST 27 X 105.6
					\$	SITE DESCRIPTION	
					\$	ZONING:	M1 USE CODE: 330
					\$	FRONTAGE:	27 DEPTH: 105.6
						SQ. FEET:	2835 ACREAGE:
					REMARKS	REMARKS: and Bldg 18400 to 12300 for 7/1/90	
					Appeal #308	4 Meter	
						BUILDING DESCRIPTION	
YEAR	LAND VALUE	BUILDING VALUE	TOTAL VALUE				
8189	3200	17200	20400				
09	5900	71500	80400				
92	3200	13900	17100				
95	3300	14300	17600				
2000	3500	15200	18700				
01	3600	15800	19400				
03	3600	17200	20800				
04	3800	18500	22300				
05	4000	19000	23000				
06	4800	25700	30500				
07	5000	28300	34300				
08	6600	31100	37700				
						OCCUPANCY: <input type="checkbox"/> S. FAMILY <input type="checkbox"/> DUPLEX <input checked="" type="checkbox"/> FAMILY <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> INDUST.	
						STORY TYPE: <input type="checkbox"/> 1 STORY <input type="checkbox"/> 1 1/2 STORY <input checked="" type="checkbox"/> 2 STORY	
						EXTERIOR WALL: <input type="checkbox"/> W. SIDING <input type="checkbox"/> C. BLK. <input checked="" type="checkbox"/> BRICK <input type="checkbox"/> ALUM. <input type="checkbox"/> METAL	
						ROOF: <input type="checkbox"/> COMPOS. SHINGLE <input checked="" type="checkbox"/> METAL YR. BLT. <input type="checkbox"/> SLATE	
						ROOMS: BEDROOMS: BATHS: 3	
						HEAT: <input type="checkbox"/> FHA <input type="checkbox"/> EBB <input type="checkbox"/> HEAT PUMP <input type="checkbox"/> RAD. <input type="checkbox"/> F. FURN.	
						% A/C: BASEMENT: Full FP:	

#11-20-11



GROSS AREA: 1540^{sq}
- 170^{sq} 35MT

NOTES:

For Office Use Only

Date:

Building Permit No.:

Permit Fee: \$ 407.85

City of Petersburg

NEIGHBORHOOD SERVICES

BUILDING CODE COMPLIANCE DIVISION

1340 E WASHINGTON ST • PETERSBURG, VIRGINIA 23803
PHONE (804) 733-2409 • FAX (804) 863-2780 • TDD (804) 733-3008
WWW.PETERSBURG-VA.ORG



BUILDING PERMIT APPLICATION (Fillable Form)

Project Location: 215 Henry St Petersburg VA, 23803

Description of Work: Renovation of existing structure.



No. Stories 2

Square Footage (existing) 2,160

Square Footage (proposed) Same

Cost of Construction (labor & material) \$ ~~75,000~~ 59,500

Is Project located in a Historic District? ☒ Yes ☐ No

Is project located within a Chesapeake Bay Preservation Area?

Which District Centre Hill

☐ Yes ☒ No

Project Type (check all that apply) *Required Dwg.-(7) Sets New Construction-Commercial, (6) Sets New Construction-Residential, (3) Sets Any Renovation

- ☒ Residential (one & two family dwellings)
- ☐ Commercial*1
- ☒ Repair
- ☐ Addition
- ☐ Detached Accessory - Accessory Type
- ☐ Demolition*1
- ☐ Change of Use from _____ to _____

☐ New Construction

☒ Existing Construction Type

☐ Alteration

☒ Renovation

☐ Sign- #of signs

☐ Tenant Up-fit

☐ Other

DENIED

ZONING M-1 Light Industrial
Sandra A. Robinson
ZONING ADMINISTRATOR

Residential Uses NOT ALLOWED

*1 Asbestos survey required for commercial projects or demolitions when building was constructed prior to January 1, 1985.

Plans Submitted By: ☐ Architect ☐ Contractor ☒ Owner ☐ Tenant ☐ Owner's Agent

Owner Taiwo Onadipe

Address 215 Henry street

Contractor

Address

Email depayenterprisesllc@yahoo.com

State Reg. No:

Class:

Expiration Date:

Endorsements:

8044908637

Phone

Fax

Cell

City

State

Zip

Phone

Fax

Cell

City

State

Zip

J. Howard Hines, J
Building Official

I DECLARE that I have made this application and it is true and correct to the best of my knowledge and belief. I agree to comply with the Virginia Uniform Statewide Building Code. I realize that this information is the basis for the review and all fines and Ordinances of the City of Petersburg and state law (including but not limited to the Virginia Uniform Statewide Building Code). Permits which are not picked up in 30 days or where no inspections have been called for in 180 days shall expire and new permits must be applied for and all fines and connection the issuance of the Building Permit. Permits which are not picked up in 30 days or where no inspections have been called for in 180 days shall expire and new permits must be applied for and all fines and fees paid before new permits will be issued.

APPLICANT (Please Print): Tawo Onadipe Signature: [Signature] Date: _____

Mechanics Lien Agent Designation: New Residential Only: Section 108.5. In accordance with §36-98.01 of the Code of Virginia, a building permit issued for any one- or two- family dwelling shall at the time of issuance contain, at the request of the applicant, the name, mailing address, and telephone of the mechanics lien agent as identified in § 43-1 of the Code of Virginia. If the designation of a mechanics lien agent is not so requested by the applicant, the building permit shall at the time of issuance state that none has been designated with the words "None Designated."

<input type="checkbox"/> None Designated	Name: _____
	Attn: _____
	Mailing Address: _____
	Telephone Number: _____

§ 54.1-1111. Prerequisites to obtaining building permit.

Any person applying to the building inspector or any other authority of a county, city, or town in this Commonwealth, charged with the duty of issuing building or other permits for the construction of any building, highway, sewer, or structure, or any removal, grading or improvement shall furnish prior to the issuance of the permit, either (i) satisfactory proof to such inspector or authority that he is duly licensed or certified under the terms of this chapter to carry out or superintend the same, or (ii) file a written statement, supported by an affidavit, that he is not subject to licensure or certification as a contractor or subcontractor pursuant to this chapter. The applicant shall also furnish satisfactory proof that the taxes or license fees required by any county, city, or town have been paid so as to be qualified to bid upon or contract for the work for which the permit has been applied.

Owner Affidavit

Complete this section only if you are an Owner doing your own work, and are not subject to licensure as a contractor or subcontractor.

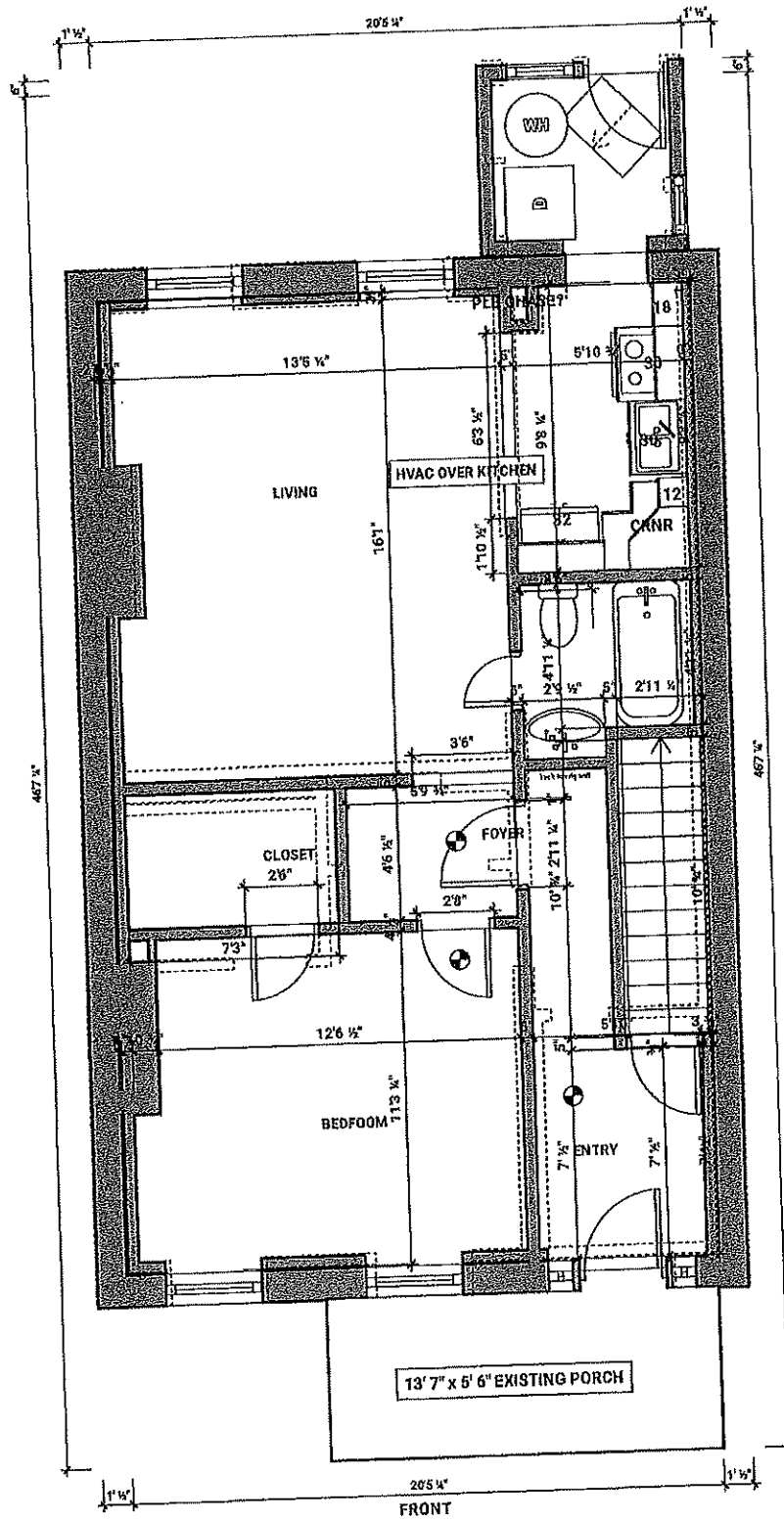
If you are an owner and intend to perform the work yourself or to act as your own general contractor by subcontracting the work, an Owner Affidavit is required certifying that you are the owner of this tract or parcel of land, that you have applied for this permit, and are not subject to licensing as a contractor or subcontractor. Signing the Owner Affidavit and obtaining the permit in your name, designates you, as the owner, responsible for the quality of the work and for compliance with all applicable State and local codes. This Owner Affidavit is a legally binding document and must be completed, with the signature of the person who witnessed your signature to this document, acknowledging your knowledge of and compliance with Section 54.1-1111 of the Code of Virginia. This seriously affects your rights under the law. (Note: Lessees are Owners as per State Law.)

I, as the owner, will be responsible for the work performed on my property, and I shall be responsible for compliance with all state and local laws regulating building construction and use, and compliance with all City Ordinances.

Print Name of Owner	<u>Tawo Onadipe</u>	Owner's Signature	<u>[Signature]</u>	Date	<u>9/7/21</u>
Print Name of Witness	<u>Renee Hawkins</u>	Witness Signature	<u>[Signature]</u>	Date	<u>9/7/21</u>

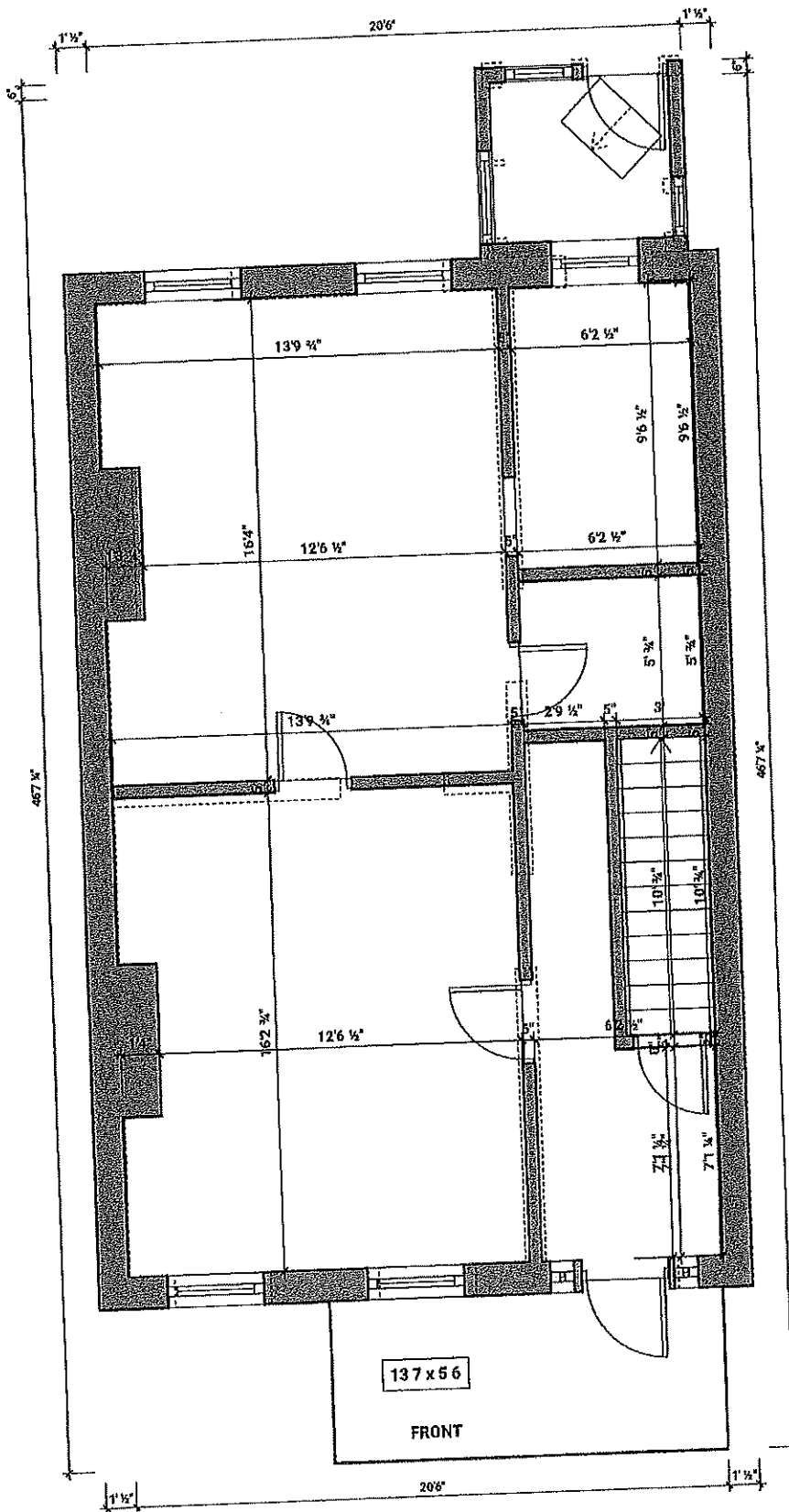
J. Howard Hines, Jr.
Building Official

9/12/21
Juno Corp

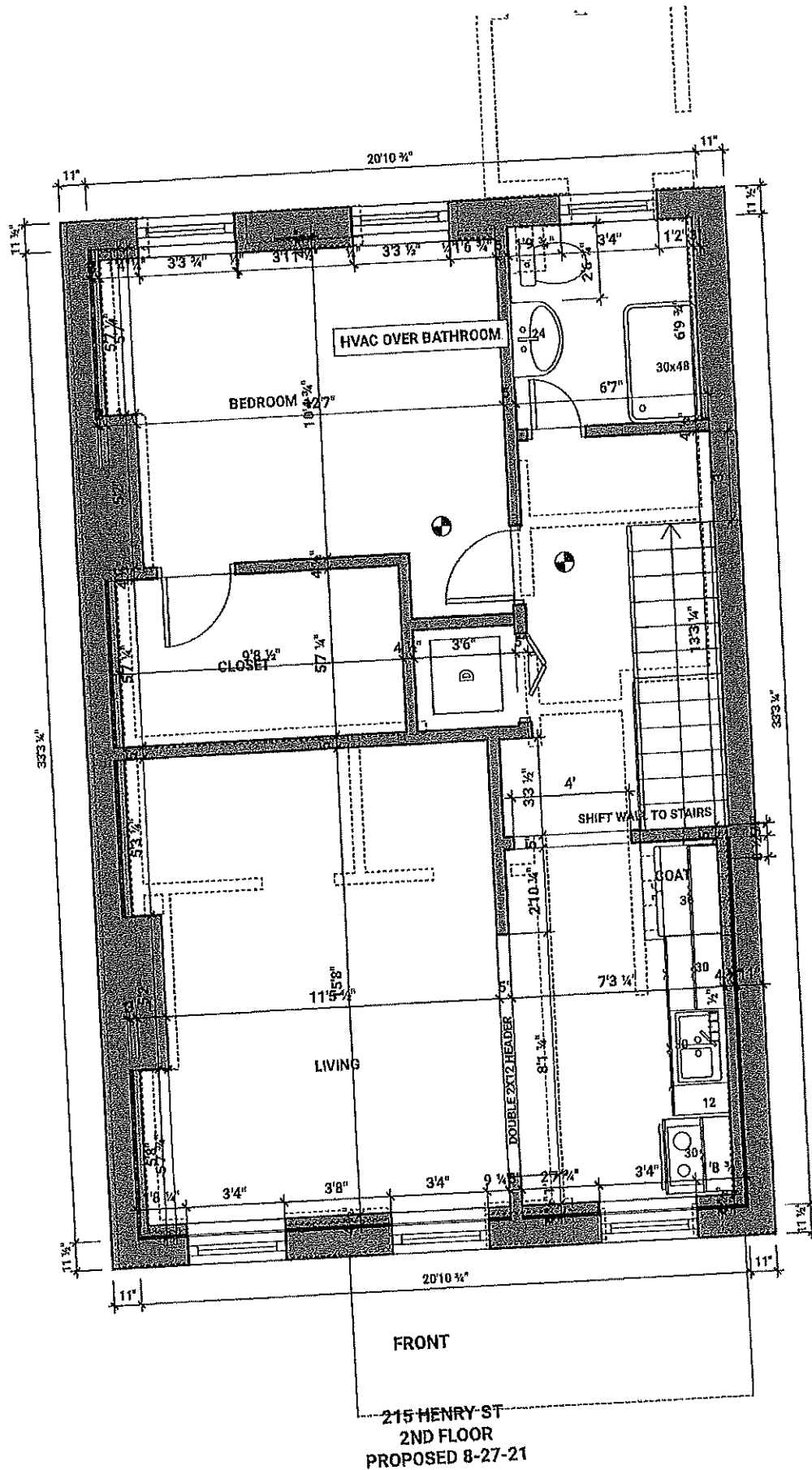


215 HENRY ST
1ST FLOOR
PROPOSED 8-27-21

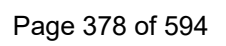
Spur Roof



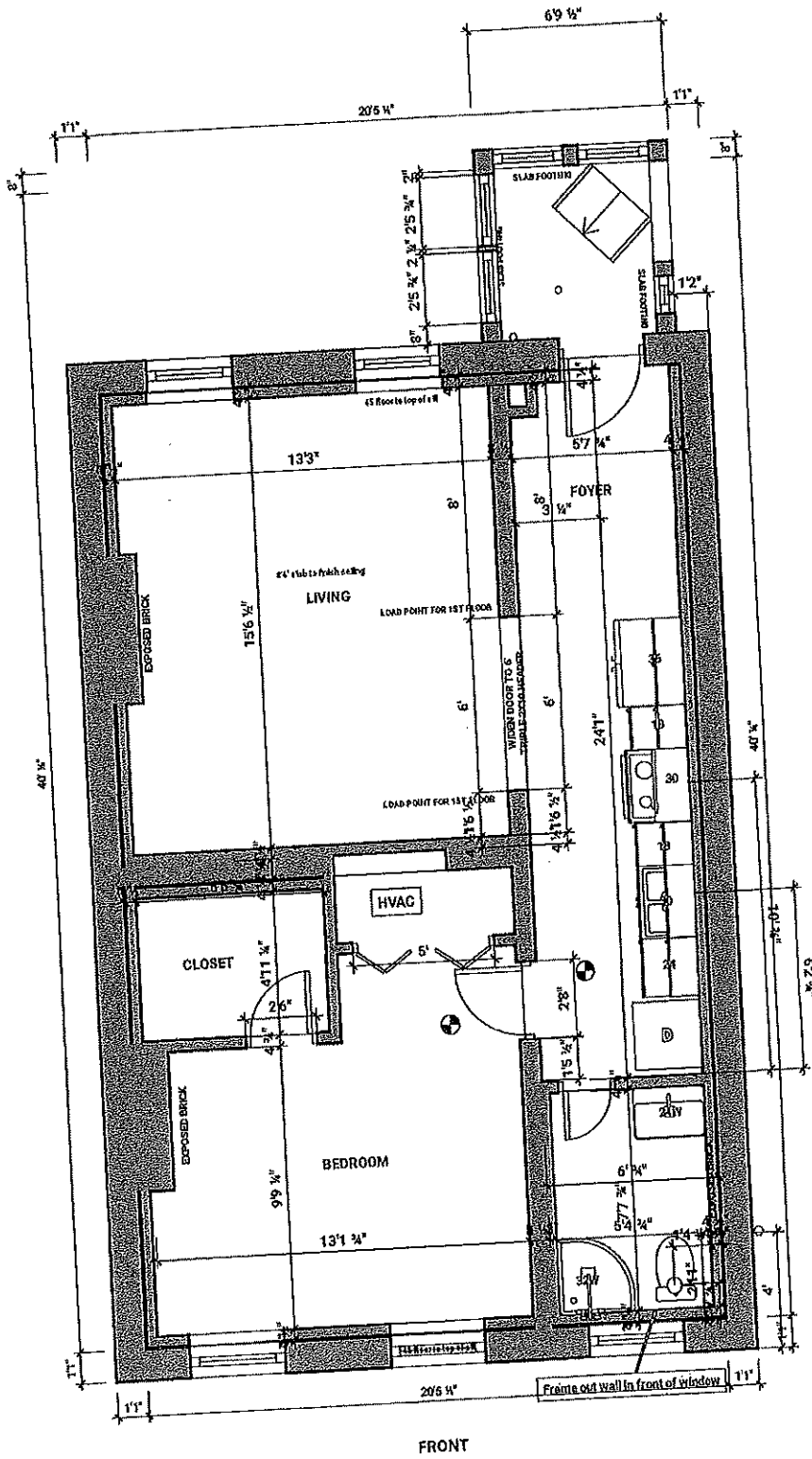
9/7/24
Jana Prof



Yours
J. H. H.

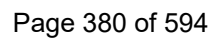


9/17/21
Law
Ref



FRONT
 215 HENRY ST
 BASEMENT
 PROPOSED 8-27-21

James
Giff



For Office Use Only

Date: _____

Building Permit No.: _____

Permit Fee: \$ 142.80



City of Petersburg

NEIGHBORHOOD SERVICES
BUILDING CODE COMPLIANCE DIVISION
106 W. TABB STREET • PETERSBURG, VIRGINIA 23803
PHONE (804) 733-2409 • FAX (804) 863-2780 • TDD (804) 733-3008
WWW.PETERSBURG-VA.ORG

MECHANICAL PERMIT APPLICATION

Plans Submitted By: ☐ Architect ☐ Contractor ☒ Owner ☐ Tenant ☐ Owner's Agent

Is Project located in a Historic District? ☒ Yes ☐ No Which District _____

Tax Parcel ID: _____

Project Location: 715 Henry St

Cost of Construction (labor & material) \$ 11,500

Description of Work: Adding New Central A/C and Boiler

☒ Property Owner ☐ Tenant

Name Tawno Onadiye

Address 12300 moors Lake Rd #1132 City Chester State VA Zip 23831

Phone 804-141-9114 Fax _____ Cell _____ Email Dejaycenterprises@yahoo.com

State License No: _____ Class: _____ Expiration Date: _____

Contractor _____

Address _____ City _____ State _____ Zip _____

Phone _____ Fax _____ Cell _____ Email _____

☐ New Construction
☐ Existing Construction Type
☐ Alteration
☐ Renovation
☐ Other

☒ Residential (one & two family dwellings)

☐ Commercial

☐ Repair

☐ Addition

☐ Detached Accessory - Accessory Type

☐ Tenant Up-fit

☒ Boiler 2

☐ Furnace

☒ Central A/C 2

☐ Heat Pump

☐ Rooftop Unit

☐ Package Unit

☐ Space Heater

☐ Air Handler/Fan Coil/VAV

☐ Chiller

☐ Pre-Fab Fireplace-NG

☐ Pre-Fab Fireplace-LP

☐ Pre-Fab Fireplace-Wood

☐ Gas Log Set-NG

☐ Gas Log Set-LP

Quantity and Fixture Type

☐ Exhaust System

☐ Ventilation System

☐ Air Distribution System

☐ Make-Up Air System

☒ Residential Bath Fan

☐ Residential Kitchen Hood

☐ Fire/Smoke Dampers

☐ Steam Piping

☐ Hot Water Piping

☐ Chilled Water Piping

☐ Geothermal Piping

☐ Refrigeration Piping

☐ Refrigeration Equipment

☐ Gas Piping

☐ Type I Kitchen Exhaust Hood

☐ Type II Kitchen Exhaust Hood

☐ Grease Duct

☐ Mini Split

Fuel Storage & Distribution

☐ LP ☐ Fuel Oil ☐ Gasoline ☐ Other

☐ Aboveground Tank

☐ Underground Tank

J. Howard Hines, Jr.
Building Official

Revised July 2020

For Office Use Only

Date: _____

Building Permit No.: _____

Permit Fee: \$ 66.30

City of Petersburg

NEIGHBORHOOD SERVICES

BUILDING CODE COMPLIANCE DIVISION

1340 E WASHINGTON ST • PETERSBURG, VIRGINIA 23803
 PHONE (804) 733-2409 • FAX (804) 863-2780 • TDD (804) 733-3008
WWW.PETERSBURG-VA.ORG



ELECTRICAL PERMIT APPLICATION (Fillable Form)

Plans Submitted By: ☐ Architect ☐ Contractor ☒ Owner ☐ Tenant ☐ Owner's Agent

Is Project located in a Historic District? ☒ Yes ☐ No Which District Center Hill

Project Location: 215 Harry St Petersburg VA Tax Parcel ID: _____

Cost of Construction (labor & material) \$ 4,000

Description of Work: Replace Electrical with New

Dominion Energy Work Order Number 10486208

Name

Address 12306 Moores Lane Rd Apt 1320

Phone _____ Fax _____

City Chester

State VA

Zip 23831

Email depancentersps@ic@yahoo.com

Expiration Date: _____

State License No: _____

Class: _____

Contractor

Phone _____

City _____

State _____

Zip _____

Email _____

Fax _____

Cell _____

State _____

Zip _____

Email _____

- ☐ New Construction
☒ Existing Construction Type
☐ Alteration
☒ Renovation
☐ Other

- Generator- ☐ Natural ☐ Propane ☐ Diesel ☐ Other

☒ Residential (one & two family dwellings)

- ☐ Commercial
☐ Repair
☐ Addition
☐ Detached Accessory - Accessory Type
☐ Tenant Up-fit

- ☐ New Single Phase Service Amps
☐ New Three Phase Service Amps
☐ Increase Service From _____ Amps to _____ Amps
☐ New Panel Box
☐ Change Panel Box Location
☐ Extra Meter
☐ Temporary Meter

- ☐ Temporary Pole
☒ Outlets
☒ Fixtures/Lights
☒ Appliances- ☒ Kitchen ☒ Laundry
☒ HVAC System
☒ Smoke Detectors
☐ Water Heater

- Quantity & Fixture Type
☐ Electric Baseboard
☐ Signs
☐ Smoke Alarm System
☐ Parking Lot Pole Lights
☐ Antenna/Ground
☐ Radiant Panels
☐ Automatic Transfer Switch

I DECLARE that I have made this application and it is true and correct to the best of my knowledge and belief. I agree to construct the described improvements in compliance with all provisions of the Municipal Code and Ordinances of the City of Petersburg and state law (including but not limited to the Virginia Uniform Statewide Building Code). I realize that this information is the basis for the review and approval of any plans in connection the issuance of the Building Permit. Permits which are not picked up in 30 days or where no inspections have been called for in 180 days shall expire and new permits must be applied for and all fines an

J. Howard Hines, Jr.
 District Official

APPLICANT (Please Print): Tawo Onadike

Signature: [Signature]

Date: _____

Mechanics Lien Agent Designation: New Residential Only: Section 108.5. In accordance with §36-98.01 of the Code of Virginia, a building permit issued for any one- or two- family dwelling shall at the time of issuance contain, at the request of the applicant, the name, mailing address, and telephone of the mechanics lien agent as identified in § 43-1 of the Code of Virginia. If the designation of a mechanics lien agent is not so requested by the applicant, the building permit shall at the time of issuance state that none has been designated with the words "None Designated."

☐ None Designated

Name: _____

Attn: _____

Mailing Address: _____

Telephone Number: _____

§ 54.1-1111. Prerequisites to obtaining building permit

Any person applying to the building inspector or any other authority of a county, city, or town in this Commonwealth, charged with the duty of issuing building or other permits for the construction of any building, highway, sewer, or structure, or any removal, grading or improvement shall furnish prior to the issuance of the permit, either (i) satisfactory proof to such inspector or authority that he is duly licensed or certified under the terms of this chapter to carry out or superintend the same, or (ii) file a written statement, supported by an affidavit, that he is not subject to licensure or certification as a contractor or subcontractor pursuant to this chapter. The applicant shall also furnish satisfactory proof that the taxes or license fees required by any county, city, or town have been paid so as to be qualified to bid upon or contract for the work for which the permit has been applied.

Owner Affidavit

Complete this section only if you are an Owner doing your own work, and are not subject to licensure as a contractor or subcontractor.

If you are an owner and intend to perform the work yourself or to act as your own general contractor by subcontracting the work, an Owner Affidavit is required certifying that you are the owner of this tract or parcel of land, that you have applied for this permit, and are not subject to licensing as a contractor or subcontractor. Signing the Owner Affidavit is a legally binding document and must be completed, with the signature of the person who witnessed your signature to this document, acknowledging your knowledge of and compliance with Section 54.1-1111 of the Code of Virginia. This seriously affects your rights under the law. (Note: Lessees are Owners as per State Law.)

I, as the owner, will be responsible for the work performed on my property, and I shall be responsible for compliance with all state and local laws regulating building construction and use, and compliance with all City Ordinances.

Print Name of Owner Tawo Onadike

Owner's Signature [Signature]

Date 9/9/21

Print Name of Witness Renee Kwikia

Witness Signature [Signature]

Date 9/7/2021

For Office Use Only

Date:

Building Permit No.:

Permit Fee: \$ 117.30

City of Petersburg

NEIGHBORHOOD SERVICES

BUILDING CODE COMPLIANCE DIVISION

1340 E WASHINGTON ST • PETERSBURG, VIRGINIA 23803
PHONE (804) 733-2409 • FAX (804) 863-2780 • TDD (804) 733-3008
WWW.PETERSBURG-VA.ORG



PLUMBING PERMIT APPLICATION (Fillable Form)

Plans Submitted By:

☐ Architect☐ Contractor☒ Owner☐ Tenant☐ Owner's Agent

Project Location: 215 Henry st

Tax Parcel ID:

Is Project located in a Historic District? ☒ Yes ☐ No

Which District Centre Hill

Description of Work: Replacing all old plumbing with new.

Cost of Construction (labor & material) \$

N/A

9,000

Name Taiwo Onadipe

☒ Property Owner ☐ Tenant

Address 215 Henry st.

City Petersburg

State Virginia

Zip 23803

Phone

Fax

Cell

Email

Contractor

State License No:

Class:

Expiration Date:

Address

City

State

Zip

Phone

Fax

Cell

Email

☒ Residential (one & two family dwellings)

☐ Commercial

☐ Repair

☐ Addition

☐ Detached Accessory - Accessory Type

☐ Tenant Up-fit

☐ New Construction

☒ Existing Construction Type

☒ Alteration

☒ Renovation

☐ Other

☐ Water Closet

☒ Lavatory

☒ Shower

☒ Bathtub

☐ Urinal

☒ Sink

☒ Service Sink

☒ Clothes Washer

☒ Dishwasher (Domestic)

☒ Dishwasher (Commercial)

☒ Drinking Fountain

☐ Other Fixture

☒ Water Heater (Electric)

☐ Water Heater (Gas)

☐ Water Service Line

☐ Sewer-Sanitary

☐ Sewer Connection

☐ Sewer-Storm

☐ Hub Drain

☐ Floor Drain

☐ Floor Sink

☐ Area Drain

☐ Roof Drain

☐ Sewage Ejector/Pump

☐ Other Appliance Device

☐ Grease Interceptor/GRD

☐ Oil Separator

☐ Gas Piping System

☐ Medical Gas Piping System

☐ Drainage/Waste/Vent/Bldg.

☐ Water Distribution System

☐ Manhole-Sanitary

☐ Manhole-Storm

☐ Sewer Cap/Cleanout

☐ Backflow Prevention Device

☐ Other

NWilliams
January 20021

Page 1 of 2

J. Howard Hines, Jr.
Building Official

APPLICANT (Please Print): Taiwo Onadipe

Signature:

Date: 08/21/2021

Mechanics Lien Agent Designation: New Residential Only: Section 108.5. In accordance with §36-98.01 of the Code of Virginia, a building permit issued for any one- or two- family dwelling shall at the time of issuance contain, at the request of the applicant, the name, mailing address, and telephone of the mechanics lien agent as identified in § 43-1 of the Code of Virginia. If the designation of a mechanics lien agent is not so requested by the applicant, the building permit shall at the time of issuance state that none has been designated with the words "None Designated."

<input type="checkbox"/> None Designated	Name: Attn: Mailing Address: Telephone Number:
§ 54.1-1111. Prerequisites to obtaining building permit.	

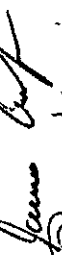
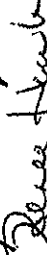
Any person applying to the building inspector or any other authority of a county, city, or town in this Commonwealth, charged with the duty of issuing building or other permits for the construction of any building, highway, sewer, or structure, or any removal, grading or improvement shall furnish prior to the issuance of the permit, either (i) satisfactory proof to such inspector or authority that he is duly licensed or certified under the terms of this chapter to carry out or superintend the same, or (ii) file a written statement, supported by an affidavit, that he is not subject to licensure or certification as a contractor or subcontractor pursuant to this chapter. The applicant shall also furnish satisfactory proof that the taxes or license fees required by any county, city, or town have been paid so as to be qualified to bid upon or contract for the work for which the permit has been applied.

Owner Affidavit

Complete this section only if you are an Owner doing your own work, and are not subject to licensure as a contractor or subcontractor.

If you are an owner and intend to perform the work yourself or to act as your own general contractor by subcontracting the work, an Owner Affidavit is required certifying that you are the owner of this tract or parcel of land, that you have applied for this permit, and are not subject to licensing as a contractor or subcontractor. Signing the Owner Affidavit and obtaining the permit in your name, designates you, as the owner, responsible for the quality of the work and for compliance with all applicable State and local codes. This Owner Affidavit is a legally binding document and must be completed, with the signature of the person who witnessed your signature to this document, acknowledging your knowledge of and compliance with Section 54.1-1111 of the Code of Virginia. This seriously affects your rights under the law. (Note: Lessees are Owners as per State Law.)

I, as the owner, will be responsible for the work performed on my property, and I shall be responsible for compliance with all state and local laws regulating building construction and use, and compliance with all City Ordinances.

Print Name of Owner	Taiwo Onadipe	Owner's Signature		Date	9/9/21
Print Name of Witness	Renee Hawkins	Witness Signature		Date	9/17/2021

NWilliams

January 2021

J. Howard Hines, Jr.
Building Official



City of Petersburg

Development Impact Report

DATE:	October 27, 2021
ADDRESS:	Henry Street – Tax Parcel #'s 011200006; 011200008; 011200009; 011200010; 011200011; 011200012; 011200014; and Bank Street- Tax Parcel #'s 011200001; 011200002; 011200003; 011200004; 011200005 and 011200006.
PARCEL NUMBER:	
ZONING:	M-1, Light Industrial District
ISSUE:	There is a need to assess the impact of proposed development
DESCRIPTION:	The City is requesting to rezone properties located on the North Side of Henry Street and South Side of E Bank Street between 3rd and 4th Streets to allow for residential usage. Those properties built along Henry Street are primarily residential structures in nature, but the current zoning classification prohibits residential usage/occupancy. The properties along E Bank Street are utilized for commercial purposes currently with exception to Old Towne Loft Apartments, (Mayton Transfer) situated along E. Bank Street, from 4 th Street to Madison Street, and carries a PUD Zoning district classification. The area of interest is located within the Centre Hill Historic District; and therefore, it is highly unlikely that the properties would be demolished or used for industrial purposes. There is expressed interest in residential rehabilitation of the existing structures.
STATUS:	Rezone from M-1, Light Industrial to B-3, Central Commercial District to permit residential and/or low intensity commercial uses.

DEPARTMENT IMPACT INFORMATION

GENERAL IMPACT	NONE
BENEFITS	Potential residents will have an opportunity to enjoy living in the downtown area close to many amenities. The future development of this area will increase real estate revenue.
REVENUE	
COSTS	

RECOMMENDATION	To approve the request to rezone the subject area for adaptive reuse of the structures which have lied dormant for several years.
-----------------------	---

ATTACHMENTS	N/A
--------------------	-----

RE: Request for Departmental Comments - Rezoning Henry and E Bank Street

Jim Reid <jreid@petersburg-va.org>

Fri 10/29/2021 4:40 PM

To: Sandra Robinson <srobinson@petersburg-va.org>; Kate Sangregorio <ksangregorio@petersburg-va.org>; John Hines <jhines@petersburg-va.org>; Nikesha Williams <nwilliams@petersburg-va.org>; Bill Riggleman <bill@petersburg-va.org>

Cc: Darryl Walker <dwalker@petersburg-va.org>; William Hinkle <whinkle@petersburg-va.org>; Brian Gordineer <bgordineer@petersburg-va.org>; Travis C. Christian <tchristian@petersburg-va.org>; Andrew J. Barnes <abarnes@petersburg-va.org>

No objections from Fire-Rescue.

James H. Reid, Jr., CFO, FM, CBO

Interim Fire Chief

Petersburg Fire-Rescue

Fire Administration

1151 Fort Bross Drive

Petersburg, VA 23805

jreid@petersburg-va.org

Office: (804)733-2328

Cell: (804)892-8900

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From: Sandra Robinson <srobinson@petersburg-va.org>

Sent: Friday, October 29, 2021 4:39 PM

To: Kate Sangregorio <ksangregorio@petersburg-va.org>; Jim Reid <jreid@petersburg-va.org>; John Hines <jhines@petersburg-va.org>; Nikesha Williams <nwilliams@petersburg-va.org>; Bill Riggleman <bill@petersburg-va.org>

Cc: Darryl Walker <dwalker@petersburg-va.org>; William Hinkle <whinkle@petersburg-va.org>; Brian Gordineer <bgordineer@petersburg-va.org>; Travis C. Christian <tchristian@petersburg-va.org>; Andrew J. Barnes <abarnes@petersburg-va.org>

Subject: Request for Departmental Comments - Rezoning Henry and E Bank Street

The above-referenced highlighted area represents properties that have been identified by this office for review and a change of zoning to a more suitable zoning classification that fits the character of the area. Please review the attached information regarding this rezoning request and provide comments to me in the City of Petersburg Department of Planning & Community Development by Wednesday, November 3rd, 2021. Should you have no comments or concerns, please respond to this email by simply replying "NO COMMENT" or "NO IMPACT". Your assistance in this review is much appreciated.

Have a wonderful weekend!

Sandra A Robinson

Zoning Administrator

Planning/Community Development

Phone 804-733-2308

srobinson@petersburg-va.org

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Planning Commission Resolution adopted November 4, 2021

A RESOLUTION RECOMMENDING APPROVAL OF THE REZONING OF HENRY STREET ADDRESSED AS 223 HENRY STREET, TP# 011200006; 219 HENRY STREET, TP# 011200008; 217 HENRY STREET, TP# 011200009; 215 HENRY STREET, TP# 011200010; 213 HENRY STREET, TP# 011200011; 209-11 HENRY STREET, TP# 011200012; 203 HENRY STREET, TP# 011200014; 200 E BANK STREET, TP# 011200001; 212 E BANK STREET, TP# 011200002; 216 E BANK STREET, TP# 011200003; 222 E BANK STREET, TP# 011200004; 230 E BANK STREET, 011200005; AND 234 E BANK STREET, TP# 011200006 FROM M-1, LIGHT INDUSTRIAL DISTRICT TO B-3, CENTRAL COMMERCIAL DISTRICT TO PERMIT RESIDENTIAL AND COMMERCIAL USAGE

WHEREAS, the City of Petersburg received an application for a Building Permit related to construction on the property located at 215 Henry Street for a residential use; and

WHEREAS, the Building Permit Application was reviewed by the Zoning Administrator and denied because the zoning designation of the property is M-1, Light Industrial District which under Article 17, M-1, Light Industrial District Regulations. Section 2. Use Regulations, states that a building or premises shall be used only for uses that do not include residential unless the dwelling is for a resident watchmen and caretakers employed on the premises; and

WHEREAS, the applicant requested that the city consider proceeding with rezoning the area because the structures have been utilized for residential use since their construction; and

WHEREAS, the structure on the property was constructed @1856 as Urban Residential and is located within the Center Hill local Historic District; and

WHEREAS, the properties on the block that includes 215 Henry Street are all zoned M-1, Light Industrial District; and

WHEREAS, the process of singling out a parcel(s) for a use classification different and inconsistent with the surrounding area, for the benefit of a particular owner is "Spot Zoning" and prohibited by law, therefore for a single parcel to be rezoned legally, the adjacent parcels would have to be rezoned to the same zoning district; and

WHEREAS, the properties in the vicinity of the block that includes 215 Henry Street are zoned B-2, General Commercial District, R-5, Multiple Dwelling District, R-3, Two-Family Residence District, B-3, Central Commercial District; and

WHEREAS, the 2014 Comprehensive Plan designates the subject property for Commercial use; and

WHEREAS, the Planning Commission during their July 5, 2017, meeting adopted a resolution amending the Zoning Ordinance text for B-3 to prohibit ground floor residential West

of Adams/Second Street, and the City Council adopted 17-ORD-32 Changing the B-3 Central Business Zoning District to prohibit in certain instances first floor dwelling uses for properties zoned B-3 West of Adams/Second Street; and

WHEREAS, the properties proposed for rezoning are located East of Adams Street and are therefore not subject to the first floor dwelling use prohibition; and

WHEREAS, Article 16, "B-3" Central Commercial District Regulations encompasses the shopping and office core of the central business district, and uses are the same as for the "B-2" General Commercial District, but with an exemption from off-street parking requirements; and

WHEREAS, pursuant to the requirements of Title 15.2-2204 of the Code of Virginia, as amended, this is a public hearing to consider approval of the rezoning of property, and the public hearing was advertised, in accordance with applicable laws.

NOW, THEREFORE BE IT RESOLVED, that the Planning Commission of the City of Petersburg recommends to the City Council that the proposed rezoning of the properties addressed as 223 Henry Street, TP# 011200006; 219 Henry Street, TP# 011200008; 217 Henry Street, TP# 011200009; 215 Henry Street, TP# 011200010; 213 Henry Street, TP# 011200011; 209-11 Henry Street, TP# 011200012; 203 Henry Street, TP# 011200014; 200 E Bank Street, TP# 011200001; 212 E Bank Street, TP# 011200002; 216 E Bank Street, TP# 011200003; 222 E Bank Street, TP# 011200004; 230 E Bank Street, TP# 011200005, and 234 E Bank Street, TP# 011200006 from M-1, Light Industrial District to B-3, Central Commercial District to permit residential and commercial usage be approved.

**AN ORDINANCE APPROVING THE REZONING OF HENRY STREET
ADDRESSED AS 223 HENRY STREET, TP# 011200006; 219 HENRY STREET,
TP# 011200008; 217 HENRY STREET, TP# 011200009; 215 HENRY STREET,
TP# 011200010; 213 HENRY STREET, TP# 011200011; 209-11 HENRY STREET,
TP# 011200012; 203 HENRY STREET, TP# 011200014; 200 E BANK STREET,
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TP# 011200003; 222 E BANK STREET, TP# 011200004; 230 E BANK STREET,
011200005; AND 234 E BANK STREET, TP# 011200006 FROM M-1, LIGHT
INDUSTRIAL DISTRICT TO B-3, CENTRAL COMMERCIAL DISTRICT TO
PERMIT RESIDENTIAL AND COMMERCIAL USAGE**

WHEREAS, the City of Petersburg received an application for a Building Permit related to construction on the property located at 215 Henry Street for a residential use; and

WHEREAS, the Building Permit Application was reviewed by the Zoning Administrator and denied because the zoning designation of the property is M-1, Light Industrial District which under Article 17, M-1, Light Industrial District Regulations. Section 2. Use Regulations, states that a building or premises shall be used only for uses that do not include residential unless the dwelling is for a resident watchmen and caretakers employed on the premises; and

WHEREAS, the applicant requested that the city consider proceeding with rezoning the area because the structures have been utilized for residential use since their construction; and

WHEREAS, the structure on the property was constructed @1856 as Urban Residential and is located within the Center Hill local Historic District; and

WHEREAS, the properties on the block that includes 215 Henry Street are all zoned M-1, Light Industrial District; and

WHEREAS, the process of singling out a parcel(s) for a use classification different and inconsistent with the surrounding area, for the benefit of a particular owner is "Spot Zoning" and prohibited by law, therefore for a single parcel to be rezoned legally, the adjacent parcels would have to be rezoned to the same zoning district; and

WHEREAS the properties in the vicinity of the block that includes 215 Henry Street are zoned B-2, General Commercial District, R-5, Multiple Dwelling District, R-3, Two-Family Residence District, B-3, Central Commercial District; and

WHEREAS, the 2014 Comprehensive Plan designates the subject property for Commercial use; and

WHEREAS, the Planning Commission during their July 5, 2017, meeting adopted a resolution amending the Zoning Ordinance text for B-3 to prohibit ground floor residential West of Adams/Second Street, and the City Council adopted 17-ORD-32 Changing the B-3 Central Business Zoning District to prohibit in certain instances first floor dwelling uses for properties zoned B-3 West of Adams/Second Street; and

WHEREAS, the properties proposed for rezoning are located East of Adams Street and are therefore not subject to the first floor dwelling use prohibition; and

WHEREAS, Article 16, "B-3" Central Commercial District Regulations encompasses the shopping and office core of the central business district, and uses are the same as for the "B-2" General Commercial District, but with an exemption from off-street parking requirements; and

WHEREAS, pursuant to the requirements of Title 15.2-2204 of the Code of Virginia, as amended, the Planning Commission held a public hearing and unanimously approved a resolution recommending approval of the rezoning of property, and the public hearing was advertised, in accordance with applicable laws.

NOW, THEREFORE BE IT ORDAINED, that the City Council of the City of Petersburg approves the rezoning of the properties addressed as 223 Henry Street, TP# 011200006; 219 Henry Street, TP# 011200008; 217 Henry Street, TP# 011200009; 215 Henry Street, TP# 011200010; 213 Henry Street, TP# 011200011; 209-11 Henry Street, TP# 011200012; 203 Henry Street, TP# 011200014; 200 E Bank Street, TP# 011200001; 212 E Bank Street, TP# 011200002; 216 E Bank Street, TP# 011200003; 222 E Bank Street, TP# 011200004; 230 E Bank Street, TP# 011200005, and 234 E Bank Street, TP# 011200006 from M-1, Light Industrial District to B-3, Central Commercial District to permit residential and commercial use.



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager

FROM: Council Member Charles Cuthbert, Jr.

RE: Consideration of a motion for City Council to direct the City Manager to prepare a written action plan, with timelines, to accomplish the following and to present the action plan to Council at the Council's work session in February of 2022.

PURPOSE:

REASON:

RECOMMENDATION: For City Council to consider and approve attached motion.

BACKGROUND: See attached.

COST TO CITY:

BUDGETED ITEM:

REVENUE TO CITY:

CITY COUNCIL HEARING DATE: 12/14/2021

CONSIDERATION BY OTHER GOVERNMENT ENTITIES:

AFFECTED AGENCIES:

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION:

REQUIRED CHANGES TO WORK PROGRAMS:

ATTACHMENTS:

1. Motion directing the City Manager regarding the collection of revenues

MOTION

Council directs the City Manager to prepare a written action plan, with timelines, to accomplish the following and to present the action plan to Council at Council's work session in February of 2022:

1. To reduce past-due personal property taxes to as close to zero as is feasible.
2. To reduce past-due real estate taxes to as close to zero as is feasible.
3. To reduce past-due utility bills to as close to zero as is feasible.
4. To collect the deficiency owing the City after a sale is held to collect past-due real estate taxes.



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager
Tangela Innis, Deputy City Manager

FROM: Queenie Byrd, Charles Koonce

RE: **Consideration of an appropriation for additional funding provided by the Federal Transit Administration in the amount of \$830,918 - 2nd Reading**

PURPOSE: To Appropriate additional funding granted to Petersburg Area Transit from FTA.

REASON: Funds must be appropriated prior to expenditures.

RECOMMENDATION: Recommend City Council approve the attached appropriation for \$830,918 of additional operating funds from the Federal Transit Administration.

BACKGROUND: The Federal Transit administration (FTA) provided additional operating funds for Petersburg Area Transit for assistance. The additional operating support is through the American Rescue Plan (ARP). These additional funds do not have a local match.

COST TO CITY: N/A

BUDGETED ITEM: N/A

REVENUE TO CITY: \$830,918

CITY COUNCIL HEARING DATE: 11/16/2021

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: N/A

AFFECTED AGENCIES: Petersburg Area Transit

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION: N/A

REQUIRED CHANGES TO WORK PROGRAMS: N/A

ATTACHMENTS:

1. AN ORDINANCE for ARP Transit funds

**AN ORDINANCE, AS AMENDED, SAID ORDINANCE
MAKING APPROPRIATIONS FOR THE FISCAL YEAR
COMMENCING JULY 1, 2021, AND ENDING JUNE 30, 2022
FOR THE GRANTS FUND.**

BE IT ORDAINED by the City Council of the City of Petersburg, Virginia:

I. That appropriations for the fiscal year commencing July 1, 2021, in the Grants Fund are made for the following resources and revenues of the city, for the fiscal year ending June 30, 2022.

Previously adopted	\$0.00
---------------------------	---------------

ADD: American Rescue Plan Grant (3-575-33010-0652	<u>\$830,918.00</u>
---	----------------------------

Total Revenues	<u>\$830,918.00</u>
-----------------------	----------------------------

II. That there shall be appropriated from the resources and revenues of the City of Petersburg for the fiscal year commencing July 1, 2021, and ending June 30, 2022, the following sums for the purposes mentioned:

Previously adopted	\$0.00
---------------------------	---------------

ADD: American Rescue Plan Grant (3-575-33010-0652	<u>\$830,918.00</u>
---	----------------------------

Total Expenses	<u>\$830,918.00</u>
-----------------------	----------------------------



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager
Tangela Innis, Deputy City Manager

FROM: Charles Koonce

RE: **Consideration of the Petersburg Area Transit Strategic Plan.**

PURPOSE: To adopt the Transit Strategic Plan (TSP) as required by the Virginia General Assembly and the Department of Rail and Public Transportation (DRPT) for all transit agencies in urbanized areas with more than buses.

REASON: It is required by the General Assembly and DRPT of agencies in urbanized areas.

RECOMMENDATION: Recommend City Council approve the attached plan (TSP) for Area Transit.

BACKGROUND: The goal of this Program, based on [new law passed by the Virginia General Assembly](#) in 2020, “is to provide a modern, safe, and efficient core network of transit services across the Tri-Cities. The TSP is a strategic blueprint that outlines changes that will improve services across the cities.

COST TO CITY: 10-year operating and capital cost projections for Petersburg Area Transit were developed and are included in the TSP report. These projections will be refined annually for inclusion in the City of Petersburg budget. Cost to the City for operations of Petersburg Area Transit is expected to remain consistent with historical costs.

BUDGETED ITEM: N/A

REVENUE TO CITY: N/A

CITY COUNCIL HEARING DATE: 12/14/2021

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: N/A

AFFECTED AGENCIES: Petersburg Area Transit

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION: N/A

REQUIRED CHANGES TO WORK PROGRAMS: N/A

ATTACHMENTS:

1. PAT TSP Report_DRAFT_11-24-21
2. PAT TSP Appendices_DRAFT_11-3-21
3. 2021-12-14_PAT_TSP_City Council Meeting Presentation

Transit Strategic Plan

Petersburg Area Transit

November 2021

Prepared By:

Kimley»Horn



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1 System Overview and Strategic Vision

Chapter 1 of the Transit Strategic Plan (TSP) provides an overview of Petersburg Area Transit (PAT) and the strategic vision of the agency. The overview of PAT includes an introduction to the service area and transit system, as well as current/recent initiatives. A more detailed description of the agency, including the history, organizational structure, and services provided, can be found in Appendix A. The strategic vision section presents PAT's overall vision for providing transit service, as well as specific goals, objectives, service design standards, and performance standards to advance the strategic vision.

1.1 System Overview

The system overview describes the PAT service area, the transit services provided within the service area, and ongoing initiatives. Additional information on these topics is provided in Appendix A.

1.1.1 Services Provided and Areas Served

PAT provides fixed-route transit and ADA paratransit services throughout the city of Petersburg, which is located approximately 25 miles south of Richmond in southeast Virginia. Transit service extends into the cities of Hopewell and Colonial Heights, as well as portions of Prince George, Dinwiddie, and Chesterfield counties. In addition, PAT operates the Freedom Express route, an express route with four daily round trips between Petersburg and Richmond. Excluding the Freedom Express route, the PAT service area is approximately 7 square miles with a population of about 72,000. In Fiscal Year (FY) 2019, before the COVID-19 pandemic, PAT served 410,000 passenger trips, including both fixed-route and paratransit service. A system map is shown in Figure 1-1.

PAT operates ADA paratransit service in the cities of Petersburg, Hopewell, and Colonial Heights, and the counties of Prince George, Dinwiddie, and South Chesterfield (Ettrick), and anywhere within $\frac{3}{4}$ of a mile from PAT's fixed route service. The service is available from 5:15 am to 6:15 pm on weekdays, and 6:00 am to 6:15 pm on Saturdays. PAT operates six paratransit vehicles during maximum service and recorded approximately 9,300 passenger trips in FY 2019.

1.1.2 Current/Recent Initiatives

PAT has several initiatives for improving transit service in the area. These initiatives are noted below with additional details provided in Appendix A.

Peoples Advantage Federal Credit Union (PAFCU) Partnership

In 2020, PAT formed a partnership with PAFCU. Under the partnership agreement, PAFCU provided \$5,000 to PAT in return for PAFCU branding on a PAT bus. Both parties also agreed to publicly support the partnership through referrals and on their respective websites. PAT and PAFCU plan to meet annually to discuss improvements.

GTFS (General Transit Feed Specification) Update

In 2021, the Virginia Department of Rail and Public Transportation (DRPT) worked with a vendor to create and/or update the General Transit Feed Specification (GTFS) datasets for all transit agencies statewide. PAT is a participating agency in this statewide initiative. The updated GTFS dataset will allow PAT to make route and schedule information available to online mapping applications such as Google Maps.

APC/AVL System Update

PAT's current Automated Passenger Counters (APC) and Automatic Vehicle Location (AVL) system from RouteMatch has proven unreliable to the point of being unusable. PAT is currently looking into potential grants that could help secure a new APC/AVL system from another vendor.

1.2 Strategic Vision

As part of the TSP process, PAT drafted a vision statement that is intended to capture the spirit of PAT's core mission in the community:

Provide the Petersburg community with safe, reliable, and accessible transit service to expand access to opportunities and enhance quality of life.

A critical component of forming the strategic vision of the agency is having a greater understanding of service priorities. Given the reality of finite funding, every transit agency must make difficult decisions regarding resource allocation. This dilemma requires agencies to evaluate and choose how they would like to distribute resources among competing interests. Tradeoffs in the provision of transit service need to be discussed and weighed so that the agency can deliberately and effectively design service that meets the needs of the community.

To facilitate decisions on how PAT prioritizes service within the confines of these tradeoffs, PAT staff participated in discussions with key stakeholders on the list of priorities below. Additional information on the stakeholder interviews is included in Chapter 2. While there was not total agreement on the tradeoffs between all parties, the general consensus of the stakeholders and PAT staff were for the following priorities:

- **Frequency vs coverage** – PAT prioritizes *coverage*. Many residents in Petersburg rely on transit service to reach employment, medical care, and access to food. As a result, providing greater geographic coverage and service closer to origins/destinations is more important for Petersburg residents than higher frequency service that may be located farther away from origins/destinations. In addition, much of Petersburg is made up of low-density development that would not support high frequency transit service.
- **Walking vs waiting** – PAT prioritizes *waiting*. Walking long distances to bus routes is not always a realistic request for many riders because of mobility impairments/difficulties that make doing so difficult. Additionally, there are safety concerns associated with the existing pedestrian infrastructure that also make waiting a more attractive alternative.
- **Boardings vs distance travelled** – PAT prioritizes *boardings*. Commuter service that covers long distances is not a prominent transit market in Petersburg. With the exception of the Freedom Express route that operates express service between Petersburg and Richmond, the majority of PAT's service is designed for local trips. Total ridership metrics such as boardings, therefore, are a more appropriate measure of PAT's success than distance-travelled metrics.
- **Peak hour vs all-day service** – PAT prioritizes *all-day service*. Similar to the tradeoff discussion above, Petersburg does not have particularly high peak-hour commuter market. PAT's ridership is not heavily concentrated around peak times, as in areas with large commuter markets. Therefore, service that operates for most or all of the day is likely to be more useful to riders in Petersburg than more service offered during peak hours.
- **Serving specific population groups** – Reaching specific populations is considered a critical element of providing transit service. Populations that are disproportionately mobility impaired and/or transit reliant, such as populations that are elderly, minority, or disabled, and households that fall into low-income and/or no/low vehicle are groups that PAT strives to serve. Section 2.2 provides additional information on the sociodemographic makeup of Petersburg with a special focus on transit dependent populations.

The strategic vision and tradeoff priorities were used to form the basis for PAT's goals and objectives discussed in the next section. In addition, these priorities helped guide the service recommendations discussed in Chapter 3 of the TSP.

1.2.1 Goals and Objectives

The 2019 PAT Transit Development Plan (TDP) developed an entirely new set of goals and objectives from the previous TDP in 2010. As part of the TSP, PAT has fine-tuned these goals and objectives to make them more focused and strategic. A slight reordering of the goals from

the TDP took place to provide greater emphasis on Goal 2, which focuses on improving awareness of PAT services.

The goals are intended to serve as guidelines for PAT's short- and long-term future. The objectives are the specific actions for attaining the goals. PAT's five goals are listed below, followed by updated objectives and the associated strategies and measures to evaluate each of the goals. The goals and objectives should be reviewed annually by PAT to assess progress and update as needed to address the changing needs of the Petersburg community.

Goals

1. Provide a safe and dependable transportation service for the Petersburg community
2. Improve awareness of PAT services to increase ridership and access to service
3. Increase mobility to the Petersburg community through convenient access to employment areas, medical facilities, shopping centers, schools, and community agencies
4. Improve the efficiency and effectiveness of service to better meet the transportation needs of the community
5. Strengthen organizational processes to ensure continuity of services

Goal 1: Provide a safe and dependable transportation service for the Petersburg community

Objective 1.1: Continually promote the safety of PAT employees and passengers

Strategy	Measure
Conduct safety/security drills	<ul style="list-style-type: none"> • Safety review completed by Homeland Security every five years • Percentage of drivers that had trail checks and on-board evaluations completed per year • Number of facility inspections completed by Safety Coordinator per year
Monitor frequency of accidents	<ul style="list-style-type: none"> • Accident frequency rate • Percentage of drivers engaged in ten or more trainings per year on techniques to reduce the most frequent cause of PAT responsible accidents • Percentage of employees drug and alcohol tested

Objective 1.2: Perform timely and appropriate fleet maintenance to limit service breakdowns

Strategy	Measure
Implement asset management plan that includes vehicle and equipment replacement	<ul style="list-style-type: none"> Consistent with DRPT's Group Transit Asset Management (TAM) Plan Provide vehicle and equipment data to DRPT to support updates to the Group TAM Plan as required Monitor measures per FTA Fleet Management Plan Percentage of preventive maintenance of vehicles conducted on time per recommended schedule
Monitor in-service breakdowns	<ul style="list-style-type: none"> Mean distance between in-service breakdowns Track frequency, type, and cause of in-service breakdown Number of road calls

Goal 2: Improve awareness of PAT services to increase ridership and access to service

Objective 2.1: Provide the public with relevant, up-to-date, and easily accessible information on PAT service

Strategy	Measure
Maintain accurate schedules and route maps on website	<ul style="list-style-type: none"> Post route maps on website Review route maps annually to check for accuracy Number of website hits and/or downloads
Provide timely notice of service changes	<ul style="list-style-type: none"> Percent of major service change announcements provided at least two weeks prior to service changes Route maps and schedules updated on website at least two weeks prior to planned change
Engage the community through a targeted social media campaign (e.g. Facebook, Instagram)	<ul style="list-style-type: none"> Number of views

Objective 2.2: Develop consistent PAT brand

Strategy	Measure
Develop standards for infrastructure and vehicles to improve uniformity	<ul style="list-style-type: none"> Completion of standards and development of implementation plan for consistent branding of vehicles and bus stops
Develop PAT marketing campaign	<ul style="list-style-type: none"> Dissemination of information through multiple media streams

Goal 3: Increase mobility to the Petersburg community through convenient access to employment areas, medical facilities, shopping centers, schools, and community agencies

Objective 3.1: Evaluate potential demand to expand cost-effective transit service

Strategy	Measure
Coordinate and partner with community stakeholders to understand need and increase awareness of service to targeted areas	<ul style="list-style-type: none"> Track and monitor ridership to targeted areas (specific targeted areas to be determined with area stakeholders and may vary year to year) Percentage of the population with access to PAT services

Objective 3.2: Support regional planning efforts to enhance mobility

Strategy	Measure
Coordinate with the MPO on the development of the Long Range Transportation Plan (LRTP) to ensure the vision for mobility in the Petersburg area and PAT's service goals align	<ul style="list-style-type: none"> Active participation in Tri-Cities Area MPO committees PAT input into LRTP (every four years)

Goal 4: Improve the efficiency and effectiveness of service to better meet the transportation needs of the community

Objective 4.1: Develop a data-driven approach to evaluate and restructure routes, schedules, and frequency of PAT service (contingent on data availability)

Strategy	Measure
Monitor ridership to calculate performance at the route and stop level	<ul style="list-style-type: none"> Ridership performance for each route by time of day and by stop Passengers per vehicle revenue hour Passengers per vehicle revenue mile
Monitor on-time performance by route and systemwide	<ul style="list-style-type: none"> On-time performance statistics as seen in service design standards
Conduct annual rider survey	<ul style="list-style-type: none"> Number of people participating in survey
Monitor operating costs to calculate route performance	<ul style="list-style-type: none"> Operating cost per vehicle revenue hour Operating cost per vehicle revenue mile Operating cost per passenger

Objective 4.2: Improve use of technology to effectively monitor service

Strategy	Measure
Implement automatic vehicle location (AVL) technology for real-time tracking of vehicles	<ul style="list-style-type: none"> Successful installation and utilization of AVL
Implement automatic passenger counter (APC) technology	<ul style="list-style-type: none"> Successful installation and utilization of APC data
Participate with DRPT and peer agencies in the evaluation of technologies to improve service monitoring	<ul style="list-style-type: none"> Actively participate in meetings, workshops, and studies to evaluate technology options

Goal 5: Strengthen organizational processes to ensure continuity of services

Objective 5.1: Promote continued advancement of PAT

Strategy	Measure
Develop and employ a strategy for workforce development to ensure employees have the appropriate skills to effectively perform their duties	<ul style="list-style-type: none"> Number of trainings conducted Implement and develop employee evaluation process
Establish an annual process for reviewing and adjusting goals and objectives	<ul style="list-style-type: none"> Complete annual TSP reporting update

Objective 5.2: Improve coordination with state and federal agencies

Strategy	Measure
Coordinate with DRPT on capital and operational funding applications	<ul style="list-style-type: none"> Participation in DRPT hosted grant trainings and workshops Submission of grant applications that meet requirements (complete, on time, and included in other planning documents) and advance to scoring process Participation in DRPT quarterly reviews
Improve compliance with state and federal regulations	<ul style="list-style-type: none"> Number of findings from compliance reviews Participation in FTA training

1.2.2 Service Design Standards

Service design standards are measures intended to guide how existing service should be modified and/or how new service should be implemented. PAT does not currently have an adopted set of design standards; however, a set of service design standards were developed as part of the 2019 TDP, and have been updated for the TSP.

Scheduling for Local Route Service

- Service Frequency:
 - Maximum of 60-minute headways
- Span of Service:
 - Weekday service from 6 am until 6 pm
 - Saturday service from 7 am until 6 pm

Route Design

- Service Areas:
 - Residential areas with population densities ≥ 10 persons per acre
 - Employment areas with employment densities ≥ 10 jobs per acre
 - Major health centers
 - Colleges and universities without transit
 - Major shopping centers with > 25 stores or $> 100,000$ square feet of retail area
 - Social services and government centers
- Bus Stops:
 - 5 to 8 stops per mile in core
 - 3 to 5 stops per mile outside of core, as needed based on land use
 - Walking distance to stops (e.g. $\frac{1}{4}$ mile for high density areas)
 - Bus stop signs on designated pole at all bus stops
 - Bus stop signs maintained in good condition, clearly visible, and retain their reflectivity
 - Shelters at stops with 50 or more boardings a day
 - Benches at stops with at least 25 boardings a day

Service Reliability

- Schedules should include at least 10% recovery time (15% preferred) to account for minor unexpected delays

System Efficiency

- Serve high density population and employment areas to maximize ridership

Safety and Security

- Compliance with PAT's safety plan

Customer Service

- Update route maps and schedules when service changes are implemented

Multimodal Connectivity

- Consider multimodal connections (rail, other bus service, bike, pedestrian) when deploying new service or modifying existing service

Regulatory Compliance

- Compliance with Title VI regulations for when deploying new service or modifying existing service

1.2.3 Performance Standards

Like service design standards, PAT does not currently have an official set of performance standards; however, performance standards based were developed as part of the TSP. These metrics are intended to set a minimum baseline for operation to evaluate existing service.

Service that does not meet these standards should be analyzed in greater detail for possible modification. Like many of the metrics utilized in this chapter, recording and tracking performance standards is heavily dependent on the availability of data. It may not be possible to calculate some of the metrics due to current unavailability of some datasets. The performance standards are therefore included with the intent that PAT will utilize these metrics when the datasets do become available.

It should also be noted that many of the metrics rely on annual system averages. This approach ensures that systemwide changes in performance do not create a situation where none or all of the routes are flagged for performance issues. It is possible for external events to occur that are outside of PAT's control that influence the performance of the system year to year. The system averages in these metrics utilize 2019 data but should be updated annually.

Ridership – Review route if ridership on a route is less than half of the system average

- Passengers per mile less than 0.4 weekdays / 0.3 Saturday (system averages are 0.8 / 0.6)
- Passengers per hour less than 4.8 weekday / 3.9 Saturday (system averages are 9.6 / 7.8)

Cost Efficiency – Review route if metric is less than half of the system average for farebox recovery or double the system average for cost

- Farebox recovery < 4.9% (system average is 9.8%)
- Cost per mile > \$12.49 (system average is \$6.47)
- Cost per hour > \$135.80 (system average is \$67.90)
- Cost per trip > \$17.18 (system average is \$8.59)

Safety – Review route if thresholds are exceeded

- Accidents > 1 per 100,000 miles
- Injuries > 1 per 1,000,000 miles

System Accessibility

- Systemwide 75% of Petersburg's population/employment has service within ¼ mile

Schedule Adherence

- No missed trips
- No early departures
- Less than 90% of all trips late (as defined by more than 5 minutes late)

2 System Performance and Operations Analysis

Chapter 2 of the TSP evaluates the existing transit services and the environment in which PAT operates the service. Due to the non-typical transportation trends resulting from the COVID-19 pandemic, data from FY 2019, the last full year of pre-pandemic data, was used to evaluate PAT's existing transit service. FY 2019 service statistics, route and schedule design standards, and input from both the public and key stakeholders were used to benchmark PAT's existing service. Transit market demand was reviewed using demographic data. System-level and route-level statistics were used to assess performance in terms of ridership, cost efficiency, and system accessibility. In addition, the efficiency of PAT's transit network was evaluated, with consideration of on-time performance and connectivity. Existing opportunities to collaborate with nearby transit providers were also identified. The results from this chapter are used in Chapter 3 to inform the planned improvements and modifications.

2.1 System and Service Data

This section provides current information on the transit system, including key high-level service statistics, discussion of design standards, as well as a summary of public and stakeholder feedback on the service.

2.1.1 Current Fiscal Year Data

Data from the National Transit Database (NTD) was used to calculate system-level service statistics. Table 2-1 provides perspective on the size of PAT's transit system and the area it serves. Out of the 41 NTD reporters in the Commonwealth of Virginia, PAT operates the 17th highest revenue hours and has the 24th highest vehicles operated in maximum service. The annual operating costs for PAT are 18th highest in the Commonwealth.

Table 2-1. PAT Existing Service Summary

FY 2019 Service Statistics	
Service Area Population	72,422
Service Area Population Density (Population per Square Mile)	10,346
Service Area Square Miles	7
Operating Costs	\$3,611,752
Number of Vehicles in Peak Service	18
Revenue Hours	56,662
Revenue Miles	596,052
Days of Week in Operation	6
Average Headway	60

1. Source: National Transit Database (NTD) FY 2019 data.

2.1.2 Existing Route Design Standards

As noted in Section 1.2.2, PAT does not currently have a set of officially adopted service design standards. However, service design standards were developed as part of the 2019 TDP, and then updated for the 2021 TSP. The service design standards that relate to route design are listed below:

- Service Areas:
 - Residential areas with population densities ≥ 10 persons per acre
 - Employment areas with employment densities ≥ 10 jobs per acre
 - Major health centers
 - Colleges and universities without transit
 - Major shopping centers with > 25 stores or $> 100,000$ square feet of retail area
 - Social services and government centers
- Bus Stops:
 - 5 to 8 stops per mile in core
 - 3 to 5 stops per mile outside of core, as needed based on land use
 - Walking distance to stops (e.g. $\frac{1}{4}$ mile for high density areas)
 - Bus stop signs on designated pole at all bus stops
 - Bus stop signs maintained in good condition, clearly visible, and retain their reflectivity
 - Shelters at stops with 50 or more boardings a day
 - Benches at stops with at least 25 boardings a day

2.1.3 Existing Schedule Standards

As mentioned above, PAT does not currently have an officially adopted set of service design standards. The service design standards discussed in Section 1.2.2 also contain scheduling standards, including service coverage and span of service standards:

- Service Coverage:
 - Minimum of 60-minute headways
- Span of Service:
 - Weekday service from 6 am until 6 pm
 - Saturday service from 7 am until 6 pm

2.1.4 Survey

A survey was conducted in late 2018 to gain insight into the demographic characteristics and travel behaviors of riders and non-riders, as well as gather feedback from the community on the existing impressions of the service and desired improvements. Responses collected through the survey are summarized in the following sections and used to inform the planned improvements and modifications presented in the next chapter.

2.1.4.1 Survey Methodology

The survey was developed using MetroQuest, a web-based platform specializing in public engagement. The survey was made available online via a link on the City of Petersburg's

website and was accessible from computers and mobile devices. In addition, a paper version of the survey was also distributed and collected at PAT's transfer center. The survey was available from October 5, 2018 to November 15, 2018.

2.1.4.2 Survey Results

A total of 96 people participated in the survey, including 53 respondents via web or mobile device and 43 respondents via paper surveys. To understand the needs of the community and rider market, survey respondents were asked if they ride the bus frequently, ride the bus less frequently than they previously had, or do not ride the bus. The survey responses were organized by respondents' identification of themselves as a "Frequent Rider", "Less Frequent Rider", or "Non-Rider" and the results for these three categories were summarized. The survey also asked all respondents (riders and non-riders) to indicate origins and destinations of frequent trips, as well as how they would prioritize investments to the transit system.

2.1.4.2.1 Frequent Rider Results

Frequency

A total of 60 respondents indicated that they were frequent riders of PAT. The majority (67%) indicated they used the system four or more days a week and an additional 12% rode the bus two to three days a week.

Table 2-2. Riding Frequency of Frequent Riders

Riding Frequency	Response Frequency
1 day a week	3%
2-3 days a week	12%
4 or more days a week	67%
less than once a month	10%
once or twice a month	8%

1. Source: PAT Public Outreach Survey Results, 2018

Reason for Riding

When asked to indicate the reasons that respondents use transit, the most common motive for taking transit was not having a vehicle available (67%), followed by trying to save money (28%), being disabled or unable to drive (15%) and being less stressful (13%). The results indicate there is a very large percentage of PAT riders who are transit dependent and underscores the importance of PAT's role to provide mobility in the Petersburg community.

Table 2-3. Reasons for Riding the Bus

Reasons for Riding the Bus	Response Frequency
I don't have a car	67%
To save money	28%
I'm disabled or unable to drive	15%
It's less stressful	13%
To save or better utilize time	5%
It's difficult or expensive to park	5%
It's a safer way to travel	0%

1. Sum of responses may be more than 100% because respondents had the option of choosing multiple categories.
2. Source: PAT Public Outreach Survey Results, 2018

Socioeconomic Data

Respondents that frequently use the transit system were primarily female (63%), lived in a household without an automobile (53%), and had a household income less than \$15,000 (46%). Respondent ages varied, with ages 60 or older being the most common at 23%, followed by 20 to 29 (21%), 50 to 59 (21%), and 40 to 49 (19%).

2.1.4.2.2 Less Frequent Rider Results

Respondents who indicated they use the transit system less often than they once did were asked the reason for less frequent usage. The most common reason provided for not taking the bus as often was using other travel modes (38%), including walking, biking, Uber/Lyft, or taxi. Fare changes (13%) and gasoline becoming cheaper (8%) were the least common reasons respondents provided for riding the bus less often.

Table 2-4. Reasons for Riding the Bus Less Frequently

Reasons for Riding the Bus Less Frequently	Response Frequency
I use other travel modes (walking, biking, Uber/Lyft, taxi)	38%
Service hours were reduced	33%
My route was eliminated	29%
I prefer to drive	21%
I get a ride from a friend	21%
Fare changes	13%
Gas has become cheaper	8%
Other	8%

1. Sum of responses may be more than 100% because respondents had the option of choosing multiple categories
2. Source: PAT Public Outreach Survey Results, 2018

2.1.4.2.3 Non-Rider Results

About 18% of survey respondents indicated that they did not ride the bus. Table 2-5 summarizes the reasons respondents provided for not riding the bus. Some of the most common responses were that the bus takes too long or isn't frequent enough (35%) and that respondents need a car because their schedule varies a lot (18%). These results may indicate that increasing the frequency and/or flexibility of the transit system may lead to new riders. In addition, twelve percent of the non-rider respondents stated that they did not know how to use the service and six percent didn't know the service existed. These responses may indicate that greater public outreach efforts could help to increase awareness of the service and attract new riders.

Table 2-5. Reasons for Not Riding the Bus

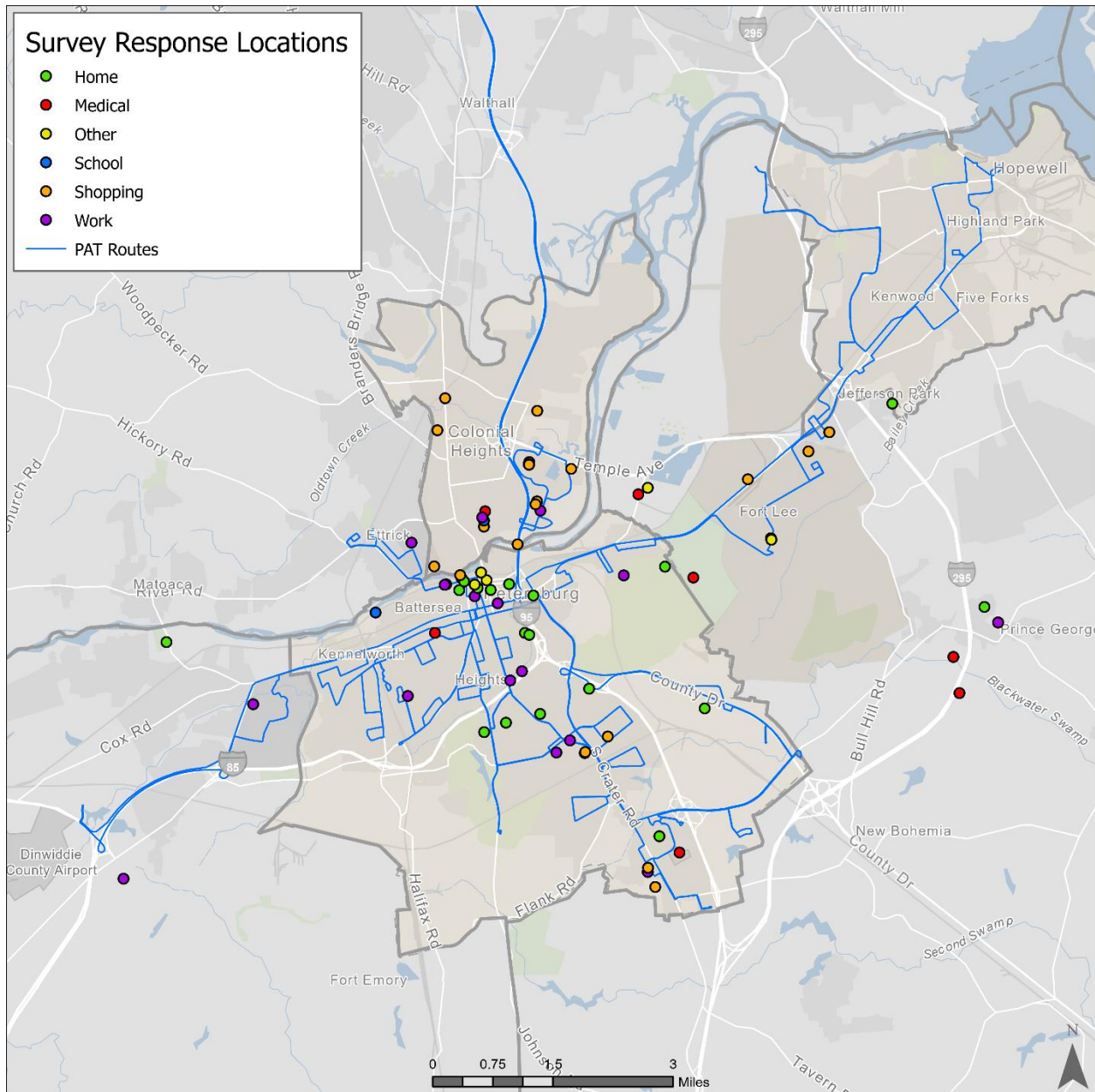
Reasons for Not Riding the Bus	Response Frequency
It takes too long or isn't frequent enough	35%
I need a car because my schedule varies a lot	18%
I prefer to drive	18%
I don't know how to use the service	12%
I prefer to use other travel modes	12%
Cost	12%
I didn't know the service existed	6%
Other	6%

1. Sum of responses may be more than 100% because respondents had the option of choosing multiple categories.
2. Source: PAT Public Outreach Survey Results, 2018

2.1.4.2.4 Origin-Destination Locations

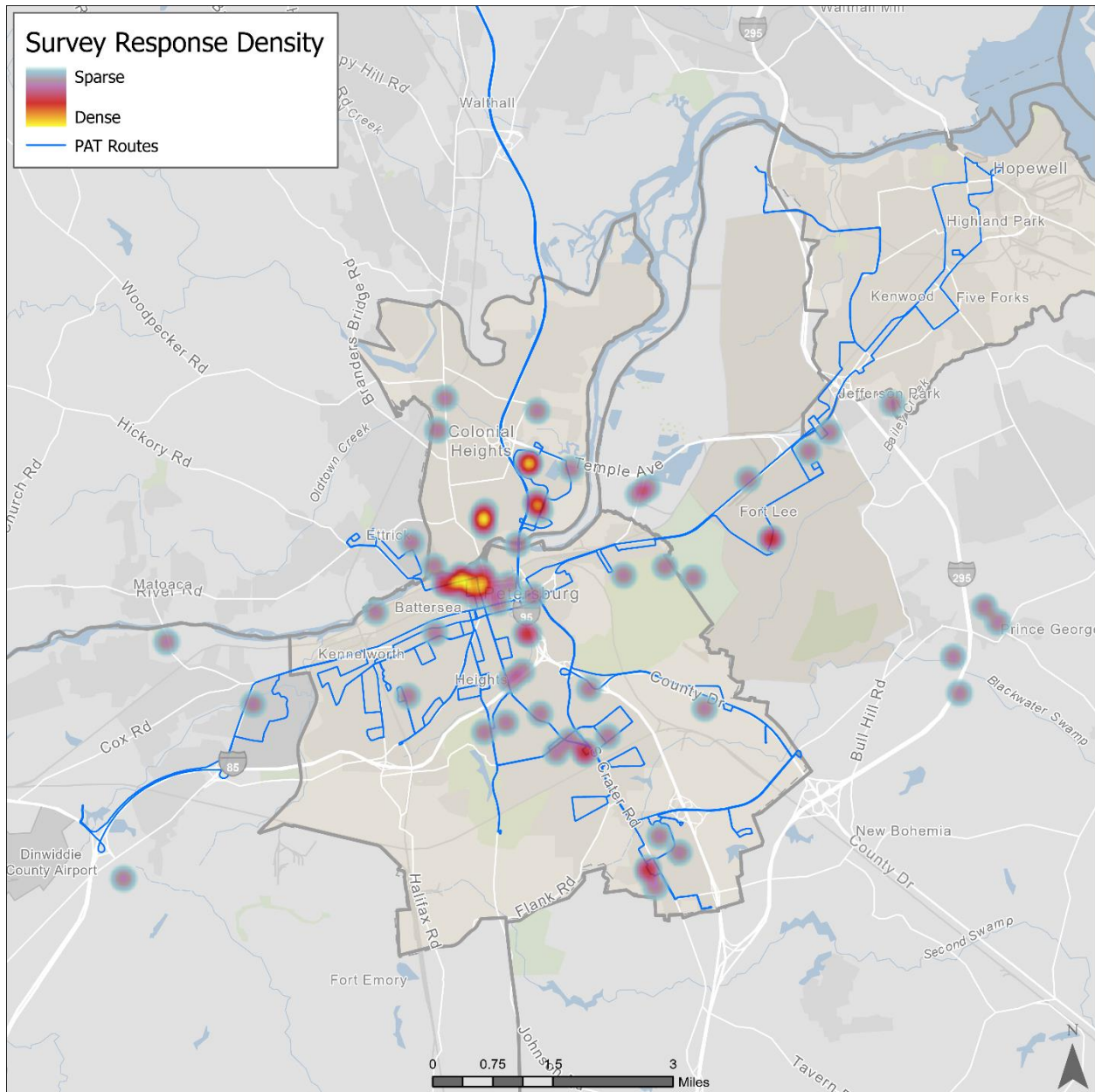
All online survey respondents (frequent rider, less frequent riders, and non-riders) were asked to map their typical travel patterns on an online map using markers for "Home", "Medical", "School", "Shopping", "Work", and "Other". Figure 2-1 shows the results of the respondents' trip origin and destination locations by trip and Figure 2-2 shows the intensity of responses. The greatest concentration of origins and destinations was in downtown Petersburg. Additional clusters of markers were in Food Lion and Grays Shopping Center area, at the Walmart and medical buildings on South Crater Road, and in the Southpark Mall area. Few survey respondents identified origin or destination locations on the western side of Petersburg (including the areas of along Virginia Ave, Halifax Street, Lee Avenue, and Washington Street) or along the Ettrick/VSU route. Areas that survey respondents are traveling to/from that do not currently have service include several areas of Colonial Heights and in Prince George County along I-295.

Figure 2-1. Origin-Destination Survey Locations



Source: PAT Public Outreach Survey Results, 2018

Figure 2-2. Origin-Destination Survey Locations Heatmap



Source: PAT Public Outreach Survey Results, 2018

2.1.4.2.5 Improvements

All survey respondents (frequent rider, less frequent riders, and non-riders) were asked how they would allocate PAT's budget to improve the transit system. Each respondent had the opportunity to "invest" up to ten coins in one or more of eight potential categories. Table 2-6 shows the results of the survey responses. Categories where respondents indicated the greatest investments should be made included more frequent service, extended weekday hours, extended weekend hours, and more direct bus service. Respondents indicated that lowest investments should be made to reduce fares and on bicycle and pedestrian enhancements.

Table 2-6. Priority Improvements to Transit System

Improvements	Total Coins Invested
More frequent service	58
Extended weekday hours	53
Extended weekend hours	53
More direct bus service	47
Stop and station amenities	37
Safety and security improvements	32
Lower fares	15
Bicycle and pedestrian enhancements	11

1. Source: PAT Public Outreach Survey Results, 2018

2.1.5 Support for Transit

Stakeholder interviews were conducted in January and February of 2020 to better understand the support for transit in the community and to identify unmet transit needs. Each stakeholder interview consisted of a series of open-ended questions prompting participants to provide feedback on PAT's current operations as well as how PAT could improve the service to better meet the needs of the community. Organizations that participated in the stakeholder interviews included:

- 1) City of Petersburg Economic Development
- 2) City of Petersburg Community Affairs
- 3) Petersburg City Public Schools
- 4) Fort Lee
- 5) Virginia State University
- 6) City of Hopewell
- 7) Tri-Cities MPO
- 8) Riverside Regional Jail
- 9) People's Advantage Federal Credit Union

Interview responses are summarized in the following sections. Questions related to the tradeoffs discussion in Chapter 1 were also discussed during the stakeholder interviews but are not included in this summary to avoid duplicative content.

1) What does PAT do really well?

Stakeholders appreciated the increased mobility PAT provides to Petersburg area residents, enabling them to reach daily destinations including work, school, and shopping. It was clear from the interviews that the stakeholders were grateful for PAT's ability to operate a reliable service and willingness to make changes based on the needs of the community. Key points from the interviews included:

- PAT provides an important service to residents of Petersburg to get residents where they need to go, such as work, school, and shopping.

- Many residents in Petersburg do not have other means of transportation, so they rely on the service.
- PAT's service is reliable because they maintain the schedule.
- PAT responds to the needs of the community and adapts as those needs change. For example, when Social Services moved from its downtown location, PAT ensured that transit service was modified to serve the new Social Services location.

2) What could PAT improve?

Responses to this question generally revolved around improving communication materials, improving data collection/reporting, increasing access to service, and increasing hours of operation and frequency of service. Key points from the interviews included:

- Much of the community is not aware of where or when the service operates due to lack of accessible information. Schedules and maps could be improved online and made more available at locations such as bus stops.
- Data collection and reporting on ridership and customer feedback could be improved to better inform stakeholders how the service is being used and help inform improvement recommendations.
- Pedestrian access to bus stops and passenger amenities, such as shelters and benches, could be improved.
- The span of service could be extended later in the day to better serve passengers making return trips after work. Currently, some passengers take PAT to get to work, but must find another way to get home.
- Frequency of trips could be increased to provide passengers more flexibility for catching the bus.

3) What are primary trip purposes and locations of the community/constituents?

Nearly all responses from stakeholders on this question identified home, work, school, shopping, or medical destinations as primary trip purposes. Other locations cited included Social Services, City Hall, the library, and the courthouse.

4) What days of the week/times of day are your community/constituents using PAT service? Does this change seasonally?

In general, stakeholders indicated the greatest demand for PAT service was weekdays during normal business hours, with the peak ridership times occurring during the morning and late afternoon commute time. Except for school-related trips, which tend to be fewer in the summer, no significant seasonal changes in PAT demand were noted.

5) Do you feel there are any unmet transit service needs for your community/constituents?

The biggest unmet transit service need identified by stakeholders was hours of operation. Responses indicated that due to current service hours, people with job shifts extending later into the evening could not use PAT service for their trip home. In addition, extending the evening hours of the service would increase transportation options for students attending afterschool events and activities.

6) How important is the PAT service to your community/constituents? How do they benefit from the service?

Stakeholders emphasized the critical role that PAT plays in improving the mobility and, therefore, opportunity of Petersburg residents. Every stakeholder group acknowledged the importance of PAT to enable residents who don't have access to another form of transportation to get to work, school, and other daily activities reliably.

7) Are there locations currently unserved that warrant transit service?

Most stakeholders did not identify any unserved locations warranting transit service. Some stakeholder stated PAT's existing coverage was sufficient and others indicated they were unable to identify additional locations needing transit service due to a lack of understanding of where the service operates today or a lack of data to identify locations needing service. One specific type of destination identified as unserved and potentially warranting transit service was higher education. While PAT currently provides service to VSU, PAT does not serve Richard Bland College of William and Mary or John Tyler Community College.

2.2 Evaluation of Transit Market Demand and Underserved Areas

To understand the demand for public transportation services in the Petersburg area, a transit market assessment was completed. The assessment evaluated factors that influence demand for transit, such as land use, employment, population, and demographics, inside of and adjacent to the current PAT service area. The findings from the assessment were used to identify potential opportunities for expanding service to underserved areas. The assessment and potential opportunities are discussed in the following sections.

2.2.1 Transit Demand and Underserved Area Evaluation

The demand for public transportation is influenced by a variety of factors. These factors include population and employment density, the prevalence of transportation disadvantaged populations, major activity generators, parking availability and cost, and the cost of driving a personal automobile (monetary and time). In most urban settings, population and employment density are typically the most effective indicators of transit patronage.

Transit markets are commonly grouped into two categories: choice riders and transit-dependent riders. Choice riders are those who have adequate financial and physical means to operate a private automobile but choose to ride transit as a personal choice or out of convenience. Choice riders are more commonplace in high-density metropolitan areas, where factors such as parking availability and the cost of driving due to long commutes or traffic congestion increase the advantage of riding transit versus driving. Transit dependent riders are those who utilize transit services due to lack of financial resources or physical ability to own or operate a personal automobile. Compared to choice riders, transit dependent riders tend to use transit for a larger variety of trip purposes beyond work commuting, including shopping, medical appointments, and social activities.

In small urban and suburban settings, such as Petersburg, the demand for transit is typically driven by transit dependent riders. Other factors that may attract choice riders, such as limited

parking availability and a high cost of driving, are less common in Petersburg. The following section looks at land use, population, and employment (which are strong indicators of transit demand among choice riders), and minority, elderly, low income, limited-English proficiency, and disability populations (which are strong indicators of transit demand for transit-dependent riders) for the Petersburg area.

2.2.1.1 Land-Use, Employment, Population, and Demographics

This section reviews a total of eight topics: land use, employment, population, minority population, elderly population, low-income households, limited-English proficiency population, and population with disability. Land use was reviewed using satellite imagery and street maps. Population and employment datasets were provided by the Tri-Cities MPO at the TAZ level for the years 2017 and 2045. The remaining demographic variables (minority population, elderly population, low-income households, limited-English proficiency population, and population with disability), all utilize U.S. Census Five-Year (2015-2019) American Community Survey (ACS) data by Census Block Group (CBG).

Land Use

PAT service area is centered around the city of Petersburg and extends into portions of the cities of Hopewell and Colonial Heights, as well as Prince George, Dinwiddie, and Chesterfield counties. Excluding the Freedom Express service that operates between Petersburg and Richmond, PAT's service area covers an area of 55 square miles, assuming a ¾ mile buffer around the fixed route alignments (as required for paratransit services under Federal ADA regulations). This service area has a total of about 53,900 jobs, 96,500 people, and 40,300 households (Tri-Cities MPO 2017 data).

An aerial image of the service area is shown in Figure 2-3 to provide a general understanding of the development patterns. Much of the development in Petersburg consists of low-density residential areas (less than five people per acre). However, a downtown core is located at the northern edge of the city. The transit center is in the downtown core and is bound by Wythe Street (to the south), Washington Street (to the north), Union Street (to the east) and Market Street (to the west). Petersburg has convenient access to interstate highways I-85 and I-95, which both intersect the city. The largest commercial corridor in the area is located along South Crater Road, with several strip mall developments between Sycamore Street and Rives Road.

Employment

Employment density (jobs per acre) by TAZ in the PAT service area is shown in Figure 2-4. Estimates for the year 2021 were calculated using a straight-line interpolation of the 2017 and 2045 datasets from the Tri Cities MPO. The PAT service area primarily consists of low-density employment (five or less jobs per acre). The few locations in PAT's service area with higher employment densities are near Fort Lee, downtown Petersburg, Southpark Mall, and downtown Hopewell.

Table 2-7 provides a quantitative comparison of jobs in Petersburg and the surrounding area. PAT fixed route service operates through areas with higher employment density than the average for Petersburg as a whole (1.77 jobs per acre compared to 0.86 jobs per acre).

Population

Population density (people per acre) by TAZ in the PAT service area is shown in Figure 2-5. Estimates for the year 2021 were calculated using a straight-line interpolation of the 2017 and 2045 datasets from the Tri Cities MPO. Several locations identified as having high employment density also have high population densities, including Fort Lee, downtown Petersburg, and downtown Hopewell. Other locations, such as the area west of downtown Petersburg, have higher population densities but were not identified as having high employment density.

Table 2-8 provides a comparison of population density in Petersburg and the surrounding jurisdictions, as well as within 0.25 miles of PAT's fixed route network. Petersburg has higher population density than Dinwiddie, Prince George, and Chesterfield counties, but slightly lower population density than the cities of Colonial Heights and Hopewell. As was the case for employment density, PAT fixed route service operates through areas with higher population density than the average for Petersburg as a whole (3.35 people per acre compared to 2.39 people per acre).

Minority Population

Transit service to minority populations is critical to ensure fair and equitable access to community services and opportunities. The density of minority populations, defined as any race other than white alone, is shown at the Census Block Group (CBG) level in Figure 2-6. It should be noted that the color scale thresholds used on the minority population density map differ from the other demographic maps (elderly, low income, limited-English proficiency, and disability populations) because the minority population density is significantly higher than any other measured demographic variable.

Overall, Petersburg has a higher density of minority population compared to the surrounding area. The area with the largest minority population is found in the neighborhoods just south of downtown Petersburg, which have a minority population density of over five people per acre. These neighborhoods are primarily served by Virginia Avenue and Halifax Street PAT routes. Another neighborhood with a high density of minority populations is located east of South Crater Road, behind the Walnut Hill Shopping Center. The highest minority population density in the service area is in Ettrick, which is served by the Ettrick/VSU/Amtrak PAT route. Additionally, the City of Hopewell has some CBGs with high minority population densities along both sides of Oaklawn Boulevard, where the Hopewell Circulator operates.

Table 2-9 compares the minority populations in Petersburg and the surrounding areas with the minority population within 0.25 miles of PAT fixed routes. Overall, PAT has strong coverage in neighborhoods with high minority population densities. PAT's fixed route service operates through areas with an overall minority population density of 1.78 people per acre, which is consistent with the average minority population density for the city of Petersburg.

Elderly Population

The density of elderly populations, defined as people aged 65 and over, is shown in at the CBG level in Figure 2-7. High elderly population densities exist throughout much of

Petersburg but are especially prevalent along Halifax Street and the areas east of Halifax Street such as Shore Street and Harding Street. These areas are well covered by the Halifax Street and Virginia Avenue routes. Similar to other demographic variables (total population, minority, and disability), the neighborhood east of South Crater Road, behind the Walnut Hill Plaza Shopping Center, also has a higher density of elderly populations. This neighborhood is well served by the Walnut Hill and Mall/Plaza routes.

Table 2-10 compares the elderly population density for Petersburg and the surrounding areas with the elderly population density within 0.25 miles of PAT's fixed route service. PAT's fixed route service operates through areas with slightly higher elderly population densities (0.39 elderly people per acre) than the average elderly population density for the city Petersburg as a whole (0.36 elderly people per acre). The cities of Colonial Heights (0.73 elderly people per acre) and Hopewell (0.53 elderly people per acre) have the highest densities of the region.

Low-Income Population

Transit service to low-income populations is important because these populations are more likely to utilize transit and less likely to have alternative transportation options. The density of low-income populations, defined as households below the poverty level, is shown at the CBG level in Figure 2-8. Areas in Petersburg with higher densities of low-income households are primarily located around downtown Petersburg and in the older neighborhoods between Halifax Street and Farmer Street. This area is served by the Halifax Street route, which operates along the southern edge of this area, and the Lee Avenue route that operates along the northern edge.

Table 2-11 shows a comparison of low-income household density for Petersburg and the surrounding area with the low-income household density within 0.25 miles of PAT's fixed route network. PAT serves areas with slightly higher low-income household densities (0.24 low-income households per acre) than the average low-income household density for the city of Petersburg as whole (0.21 low-income households per acre). Hopewell has the highest density of low-income households (0.34 low-income households per acre) in the region.

Limited-English Proficiency Population

The density of limited-English proficiency populations is shown at the CBG level in Figure 2-9. Limited-English proficiency populations included the combined categories of "Speak English not well" and "Speak English not at all". The results indicated that very few people in Petersburg or the surrounding areas fall into these categories of limited-English proficiency. In addition, Table 2-12 shows that the density of limited-English proficiency populations served by PAT routes is consistent with the densities observed elsewhere in the area.

Population with Disability

The density of populations living with a disability is shown in Figure 2-10. Areas in Petersburg with higher densities of populations with disability exist in the neighborhoods west and southwest of downtown Petersburg, especially along Halifax Street and the

surrounding areas, as well as neighborhoods on both sides of South Crater Road. In addition, Hopewell has several areas with higher population with disability densities, including the neighborhoods off of Courthouse Road which are served by the Hopewell Circulator. In Colonial Heights high densities of population with disability are present along Boulevard.

Table 2-13 compares the population with disability densities for Petersburg and the surrounding areas with the population with disability density within 0.25 miles of PAT's fixed route network. Both the cities of Hopewell and Colonial Heights have slightly higher densities of population with disability than both Petersburg as a whole and the PAT service area. The population with access to PAT fixed routes that has a disability is estimated to be about 7,900. It should be noted that this estimate only includes the population within 0.25 miles of fixed route service and PAT paratransit provides service for those within 0.75 miles of fixed routes.

Figure 2-3. Satellite Imagery of Petersburg

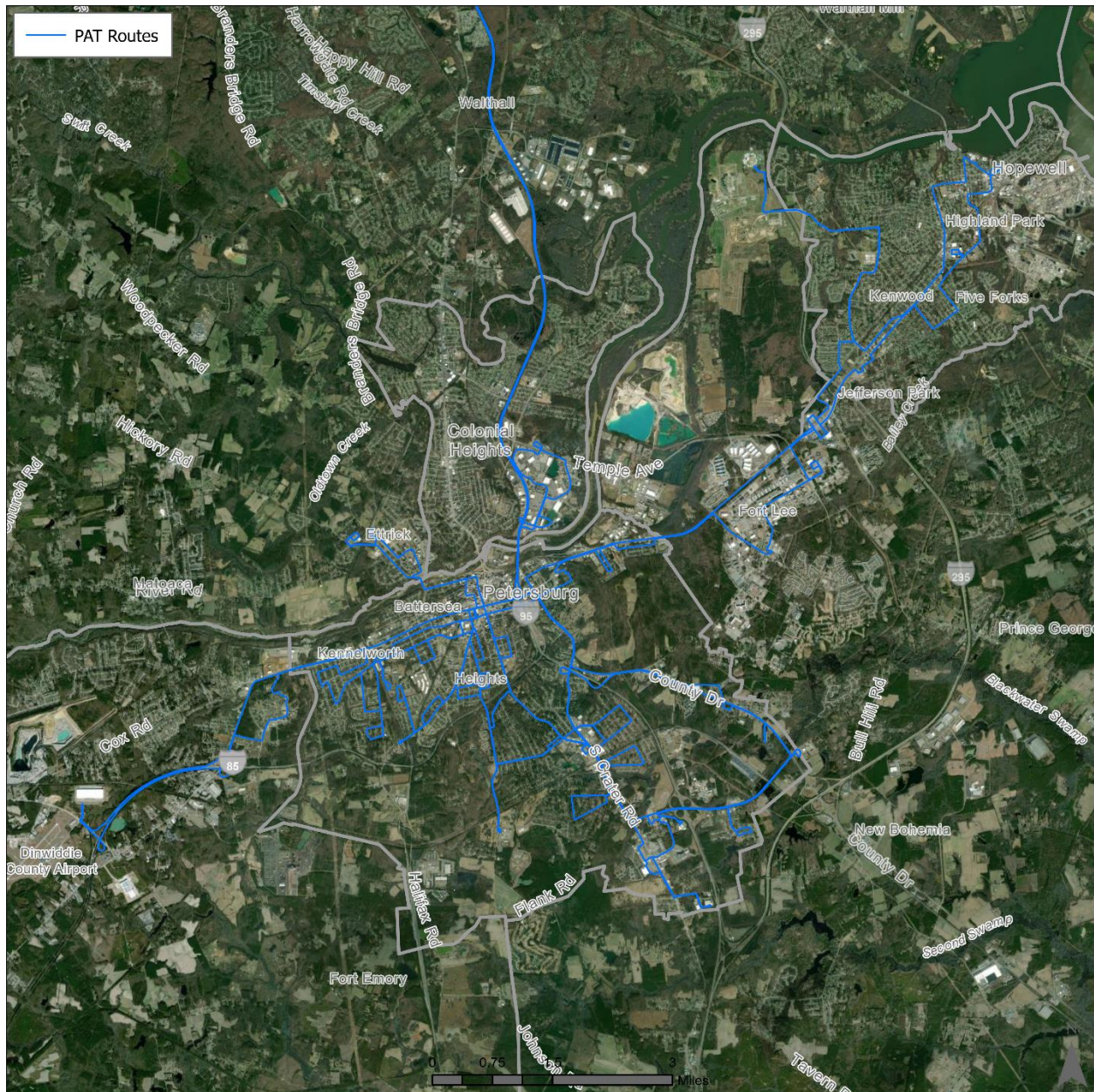
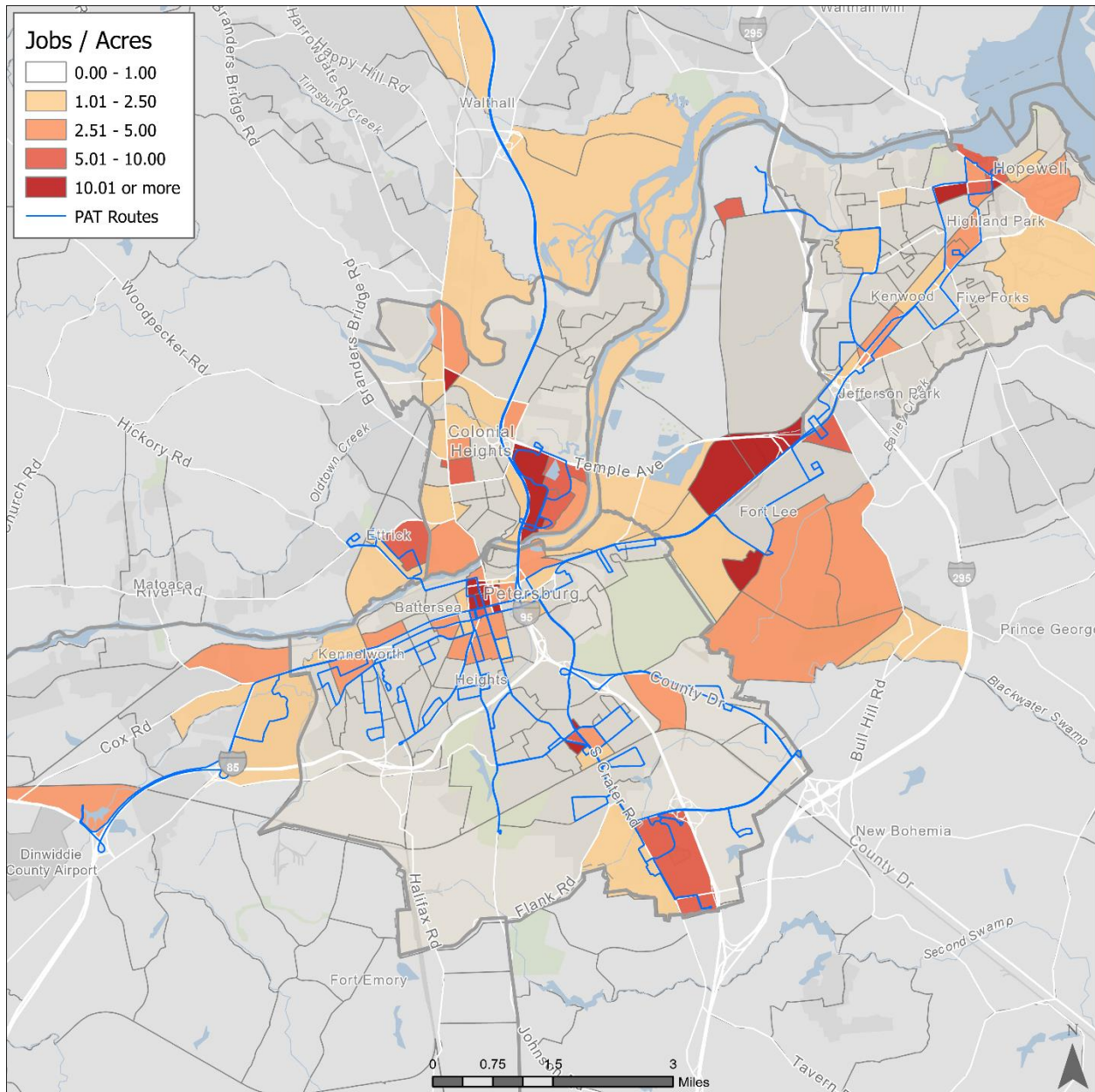


Figure 2-4. Employment Density

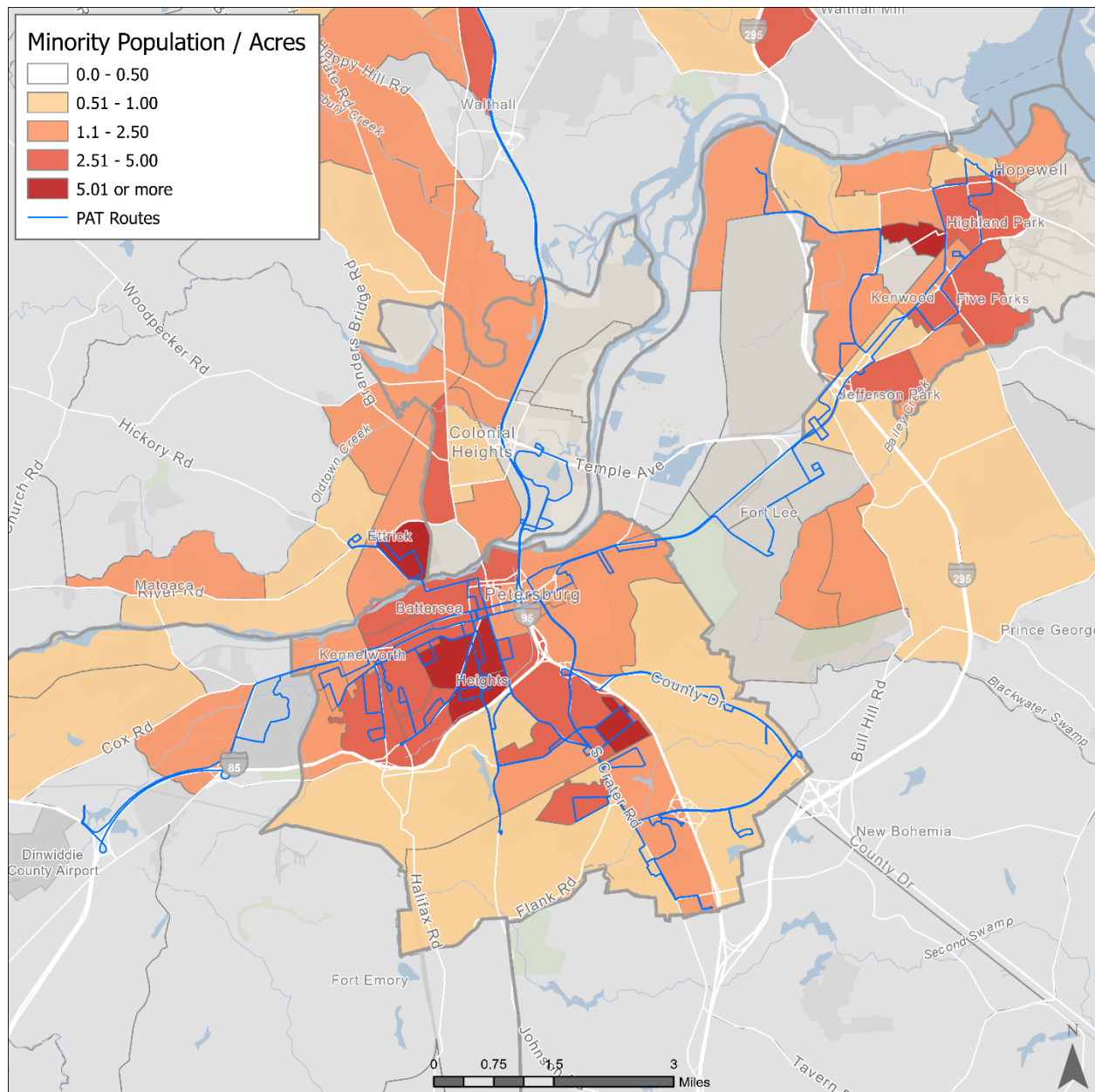


Source: Tri-Cities Area MPO 2017 and 2045 by TAZ (Interpolated to Year 2021)

Table 2-7. Employment in Petersburg and Surrounding Areas

Location	Petersburg	PAT Fixed Routes	Chesterfield	Colonial Heights	Dinwiddie	Hopewell	Prince George
Acres	14,682	17,645	279,653	4,987	324,680	6,929	180,363
Employment	12,640	31,275	137,613	9,433	8,885	7,214	31,905
Density	0.86	1.77	0.49	1.89	0.03	1.04	0.18

Figure 2-6. Minority Population Density

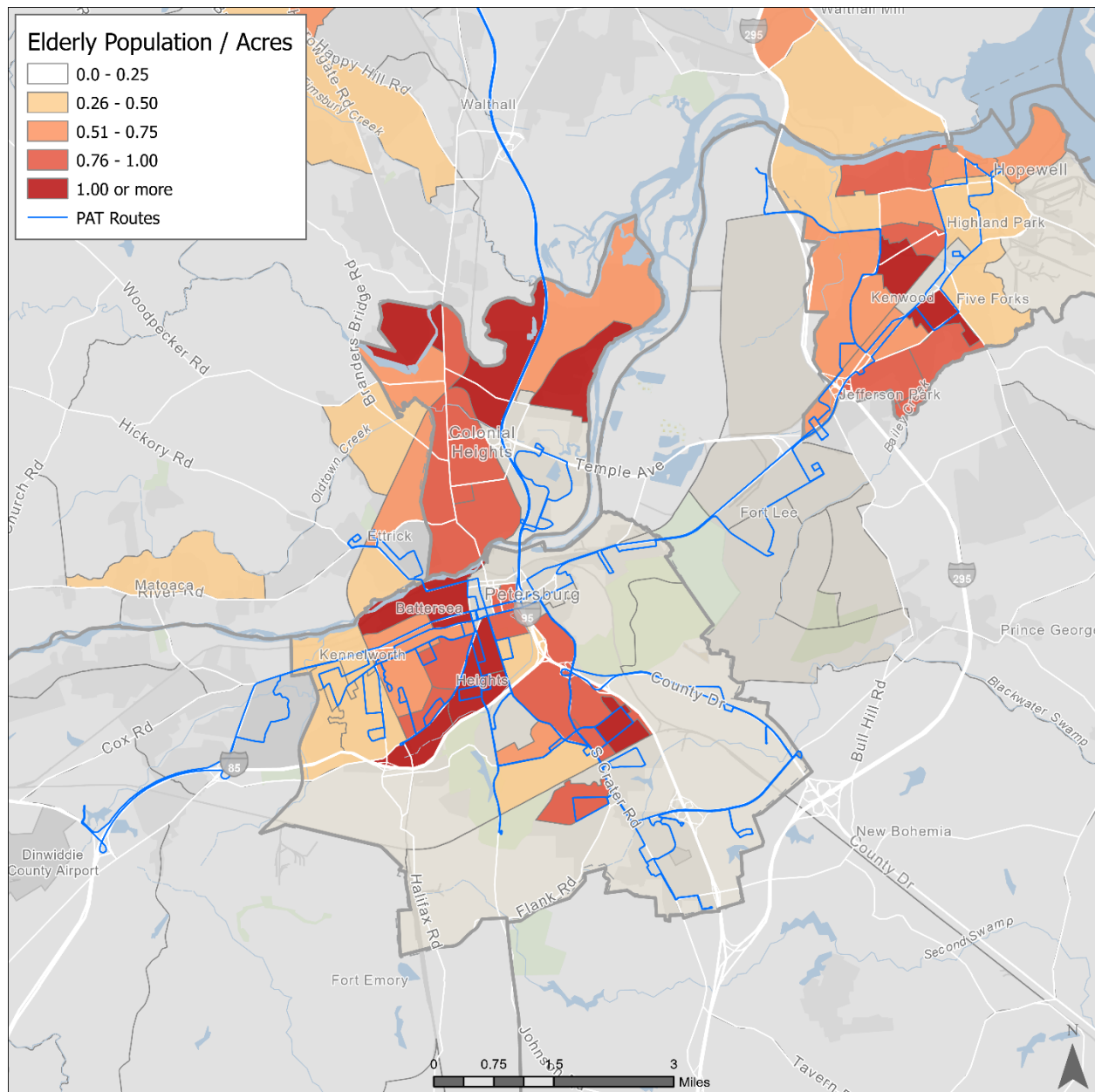


Source: U.S. Census 5-Year (2015-2019) ACS Data by CBG

Table 2-9. Minority Population in Petersburg and Surrounding Areas

Location	Petersburg	PAT Fixed Routes	Chesterfield	Colonial Heights	Dinwiddie	Hopewell	Prince George
Acres	14,682	17,645	279,653	4,987	324,680	6,929	180,363
Minority Population	26,161	0	114,331	4,357	10,232	11,420	16,273
Density	1.78	1.78	0.41	0.87	0.03	1.65	0.09

Figure 2-7. Elderly Population Density

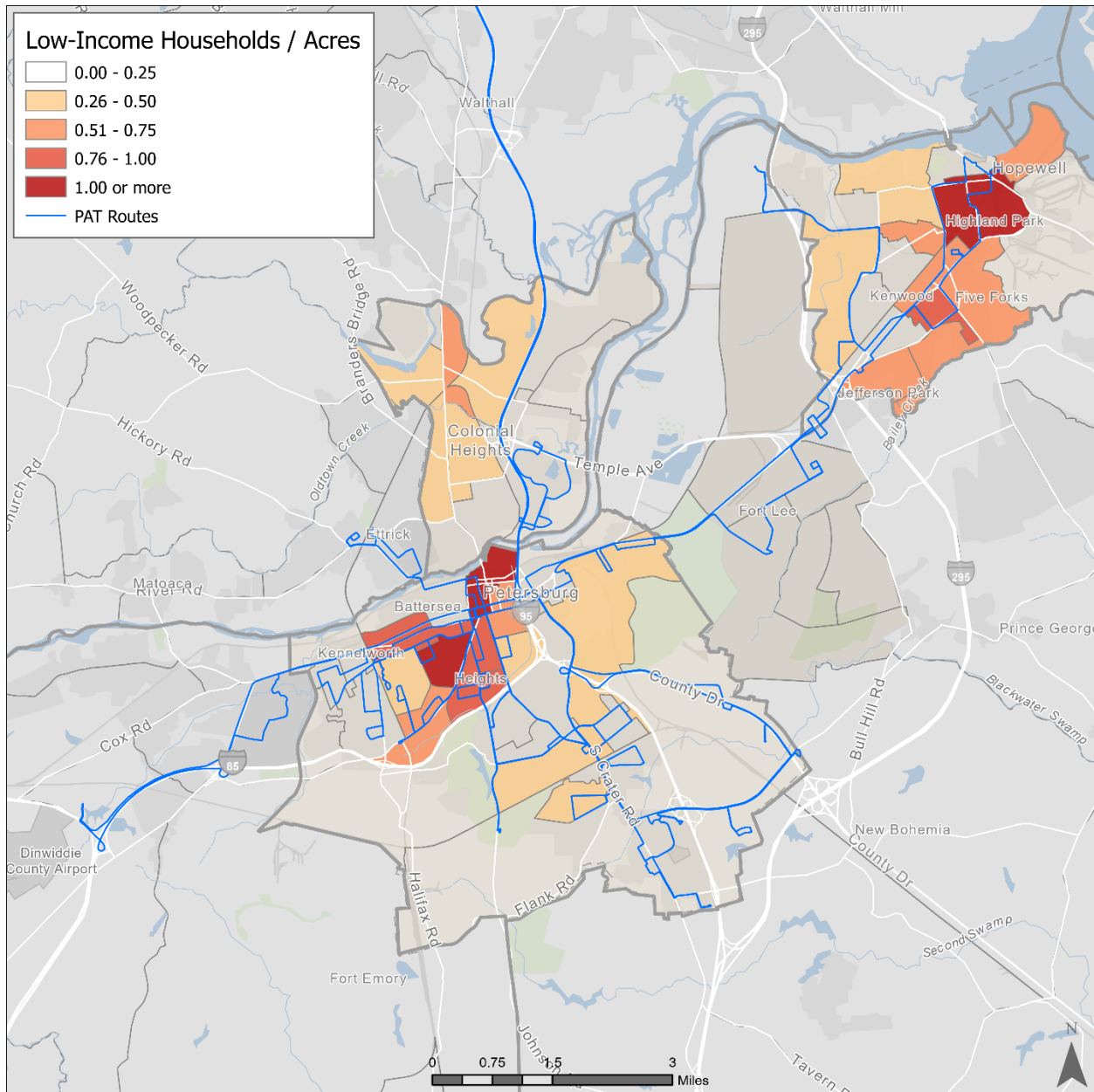


Source: U.S. Census 5-Year (2015-2019) ACS Data by CBG

Table 2-10. Elderly Population in Petersburg and Surrounding Areas

Location	Petersburg	PAT Fixed Routes	Chesterfield	Colonial Heights	Dinwiddie	Hopewell	Prince George
Acres	14,682	17,645	279,653	4,987	324,680	6,929	180,363
Elderly Population	5,314	0	51,162	3,665	4,952	3,692	5,429
Density	0.36	0.39	0.18	0.73	0.02	0.53	0.03

Figure 2-8. Low-Income Household Density

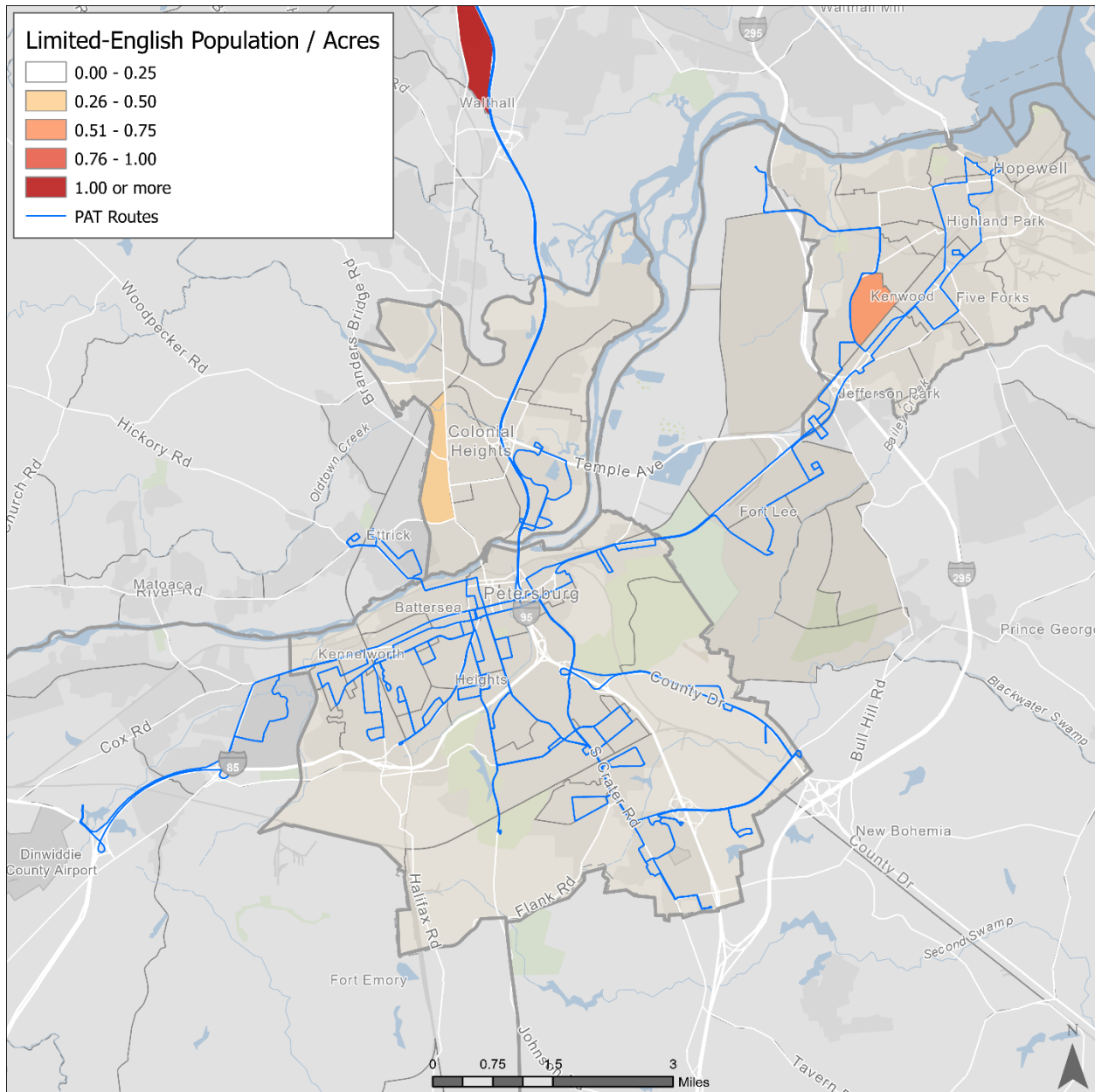


Source: U.S. Census 5-Year (2015-2019) ACS Data by CBG

Table 2-11. Low-Income Households in Petersburg and Surrounding Areas

Location	Petersburg	PAT Fixed Routes	Chesterfield	Colonial Heights	Dinwiddie	Hopewell	Prince George
Acres	14,682	17,645	279,653	4,987	324,680	6,929	180,363
Low-Income Households	3,078	4,223	7,541	892	1,370	2,383	1,012
Density	0.21	0.24	0.03	0.18	0.00	0.34	0.01

Figure 2-9. Limited-English Proficiency Population Density

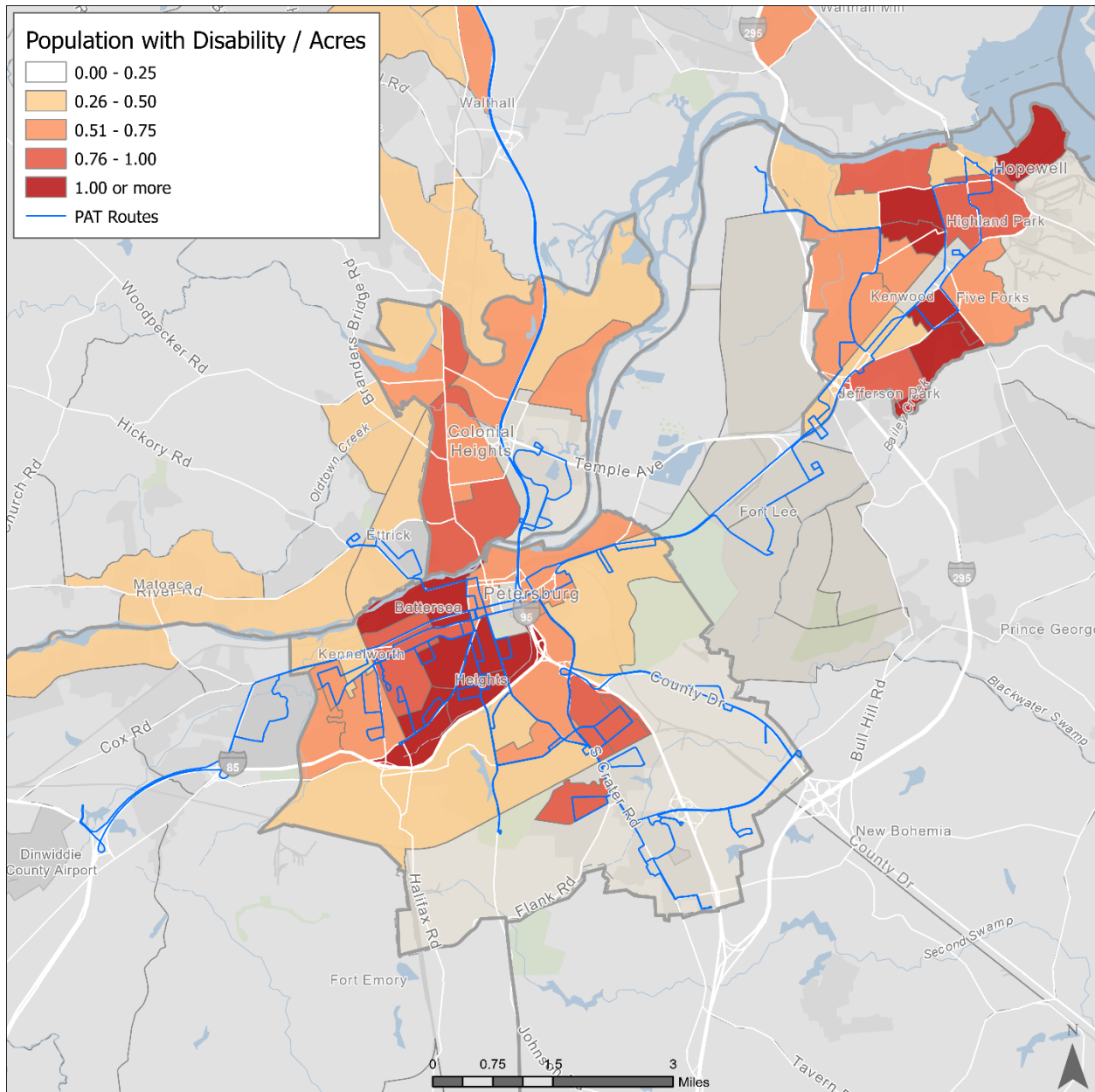


Source: U.S. Census 5-Year (2015-2019) ACS Data by CBG

Table 2-12. Limited-English Proficiency Population in Petersburg and Surrounding Areas

Location	Petersburg	PAT Fixed Routes	Chesterfield	Colonial Heights	Dinwiddie	Hopewell	Prince George
Acres	14,682	17,645	279,653	4,987	324,680	6,929	180,363
Limited-English Population	373	548	8,299	212	198	316	117
Density	0.03	0.03	0.03	0.04	0.00	0.05	0.00

Figure 2-10. Population with Disability Density



Source: U.S. Census 5-Year (2015-2019) ACS Data by CBG

Table 2-13. Population with Disability in Petersburg and Surrounding Areas

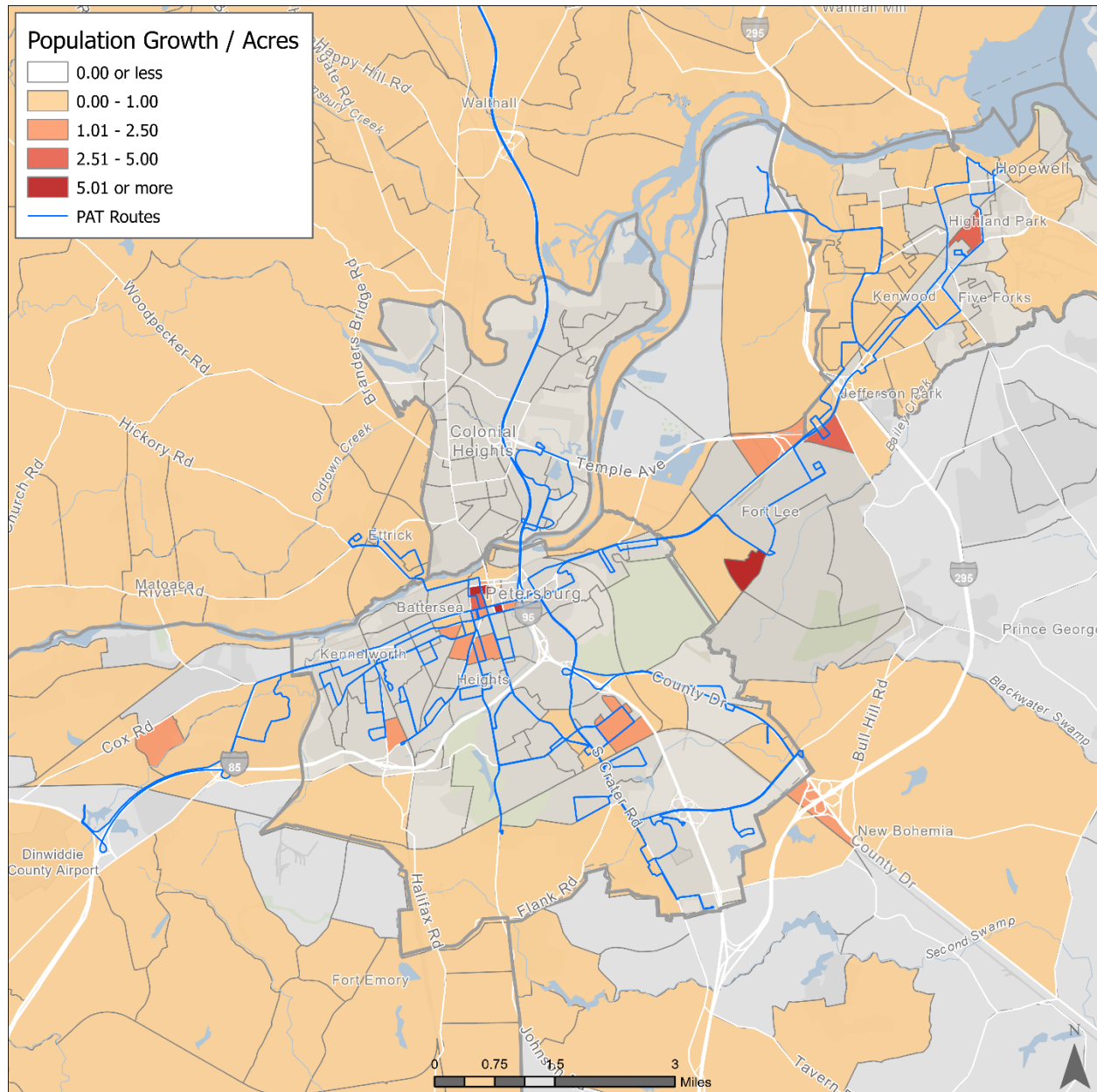
Location	Petersburg	PAT Fixed Routes	Chesterfield	Colonial Heights	Dinwiddie	Hopewell	Prince George
Acres	14,682	17,645	279,653	4,987	324,680	6,929	180,363
Population with Disability	6,556	7,911	33,505	2,550	4,026	4,198	4,251
Density	0.45	0.45	0.12	0.51	0.01	0.61	0.02

2.2.1.2 Projected 10-Year Growth

Tri-Cities MPO population and employment data for the years 2017 and 2045 was used to project trends over the next ten years to understand the future needs of the community and plan for appropriate levels of service. The current year (2021) and the 10-year horizon (2031) population and employment were estimated using a straight-line interpolation method. Figure 2-11 shows the projected change in population between 2021 and 2031, and Figure 2-12 shows the results for the projected change in employment over the same ten-year period. Highlights from the analysis are as follows:

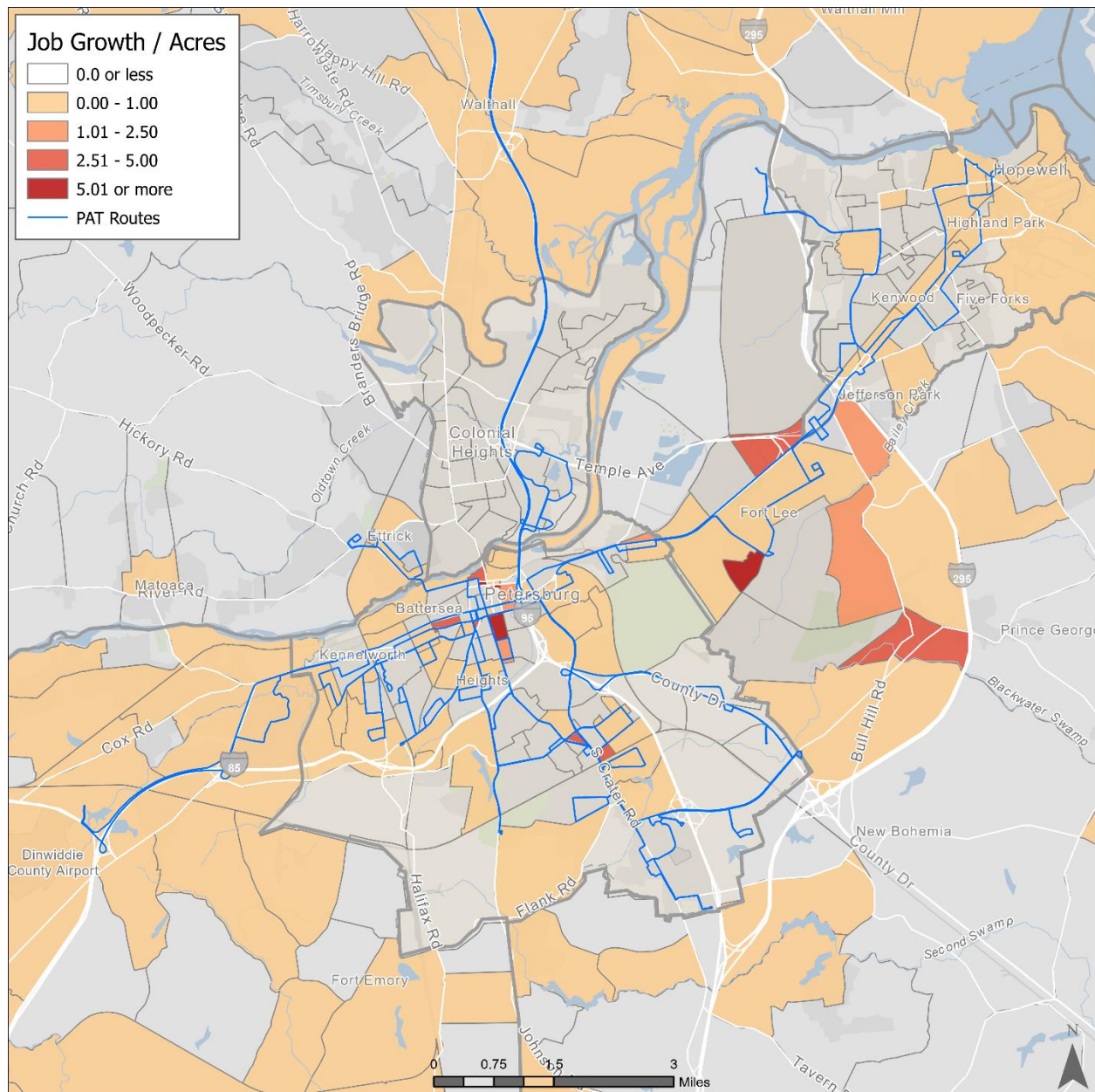
- Nearly all of Petersburg and the surrounding areas is anticipated to experience little to no population or employment growth over the next ten years.
- A few exceptions to this trend include:
 - Downtown Petersburg shows some of the highest population and job growth in the area. Within downtown Petersburg, the northern areas currently served by Ettrick/VSU/Amtrak route, as well as the area between South Sycamore Street and South Jefferson Street show high density growth.
 - The population in the neighborhood east of Walnut Hill Shopping Center, currently served by Walnut Hill route is also projected to grow over the ten-year time frame.
 - The area of Highland Park in Hopewell is projected to see population growth. This area is served by the Hopewell Circulator.
 - Portions of Fort Lee are projected to experience increases in population and employment over the next ten years. The Blandford/Hopewell route currently serves Fort Lee.

Figure 2-11. Projected Population Growth (2021 to 2031) Density



Source: Tri-Cities Area MPO 2017 and 2045 by TAZ (Interpolated for Years 2021 and 2031)

Figure 2-12. Projected Employment Growth (2021 to 2031) Density



Source: Tri-Cities Area MPO 2017 and 2045 by TAZ (Interpolated for Years 2021 and 2031)

2.2.2 Transit Demand and Underserved Area Opportunities for Improvement

Examination of the transit market demand revealed that PAT provides strong coverage to the populations that are most likely to utilize and benefit from transit service. PAT fixed route service reaches the areas within Petersburg that have high densities of populations likely to use and benefit from transit service. The areas identified as having the greatest transit demand were the

neighborhoods southwest of downtown, along Halifax Street, as well as the neighborhoods east of South Crater Road behind Walnut Hill Plaza Shopping Center. These areas are well served by existing PAT routes.

The market analysis, coupled with the public outreach and stakeholder input discussed in the previous sections, also provided insight on some areas where potential improvements could be made. Below is a list of observations and potential opportunities for improvement:

- The demographic analysis indicated that Hopewell has strong market demand for transit. Although the Hopewell Circulator provides service to this area, Hopewell may benefit from additional or modified service that is quicker or more direct.
- The demographic analysis revealed that the County Drive (460) corridor reaches fewer transit-supportive populations than other PAT routes, which may indicate a lower market demand for transit on this route. The productivity of the Country Drive (460) route should be reviewed to assess if changes in service are warranted.
- Outside of the existing PAT service area, Colonial Heights showed the greatest market demand for transit. Should there be public and political interest, Colonial Heights, in particular along Boulevard, could benefit from additional service.
- The survey responses and stakeholder interviews indicated that some people are not familiar with the transit system. Increasing the availability of descriptive information on the service along with targeted marketing campaigns could help improve awareness and ridership.
- The survey responses and stakeholder interviews also indicated riders would like to be able to use the transit system later in the evening to make return trips from work. Extending the span of service later into the evening on weekdays and Saturdays would fulfill this need. However, the associated cost of extending service hours is great and would require additional funding.

2.3 Performance Evaluation

This section assesses the existing performance of PAT's transit service using common industry metrics and compares them to the standards set in Chapter 1. PAT service was evaluated at both the system level and route level where possible. Opportunities for improvement were identified based on the results of the performance standards analysis.

2.3.1 Performance Evaluation

The performance of fixed-route and demand response transit service was evaluated on ridership, cost efficiency, safety, and system accessibility metrics. The results of this evaluation are discussed in the following sections.

2.3.1.1 Ridership and Cost Efficiency

PAT ridership, costs, and service data was collected from NTD for the five-year period from 2015 to 2019. Table 2-14 summarizes the operating measures for fixed route service. These operating measures were used to calculate system-wide performance measures for PAT fixed route service, which are shown in Table 2-15. Key findings on PAT's fixed route service are:

- Overall, PAT's operating expenses for fixed-route transit service increased over the five-year analysis period. Over the same time period, fare revenues decreased.
- Ridership fluctuated significantly over the five-year period. Passenger trips were lowest in 2018 and highest in 2017. The number of passenger trips in 2017 were more than 50% higher than the number of trips in 2018.
- PAT's performance metrics were particularly strong in 2017. Since 2017, performance has generally declined.
- The farebox recovery ratio shows a steady decrease over the five-year period. The consistency in decreasing farebox recovery ratio may justify additional investigation into potential reasons why this may be occurring.

Table 2-14. Fixed-Route Operating Measures

Operational Measure	2015	2016	2017	2018	2019
Operating Expenses	\$2,985,320	\$3,487,490	\$3,122,888	\$3,263,919	\$3,440,916
Fare Revenues	\$469,684	\$470,652	\$406,507	\$375,592	\$337,872
Annual Unlinked Trips	399,117	487,768	521,693	332,310	400,443
Annual Vehicle Revenue Miles	487,494	515,301	402,075	566,274	532,160
Annual Vehicle Revenue Hours	42,912	51,088	50,738	52,466	50,675

Source: NTD (2015 - 2019)

Table 2-15. Fixed-Route Performance Measures

Performance Measure	2015	2016	2017	2018	2019
Operating Expenses per Vehicle Revenue Mile	\$6.12	\$6.77	\$7.77	\$5.76	\$6.47
Operating Expenses per Vehicle Revenue Hour	\$69.57	\$68.26	\$61.55	\$62.21	\$67.90
Operating Expenses per Passenger Trip	\$7.48	\$7.15	\$5.99	\$9.82	\$8.59
Trips per Vehicle Revenue Mile	0.8	0.9	1.3	0.6	0.8
Trips per Vehicle Revenue Hour	9.3	9.5	10.3	6.3	7.9
Farebox Recovery Ratio	15.7%	13.5%	13.0%	11.5%	9.8%

Operating and performance measures were also summarized for PAT's demand response service in Table 2-16 and Table 2-17, respectively. Key findings on PAT's demand response service are:

- Operating expenses were highest for demand response in 2015 and decreased significantly in 2016. Since 2016, demand-response operating expenses have steadily increased.
- Fare revenues and passenger trips both show an increasing trend from 2015 to 2017, followed by slight decreases in 2018 and 2019.

- Overall, 2017 was the most efficient year across all of the performance measures. Since 2017, the service has become more expensive in terms of cost per revenue mile, cost per revenue hour, and cost per passenger trip. However, 2019 performance was still more efficient than 2015, primarily due to strong ridership.

Table 2-16. Demand-Response Operating Measures

Operational Measure	2015	2016	2017	2018	2019
Operating Expenses	\$175,343	\$113,924	\$127,348	\$167,422	\$170,836
Fare Revenues	\$11,291	\$13,070	\$18,570	\$17,834	\$16,213
Annual Unlinked Trips	6,403	7,596	10,311	10,420	9,286
Annual Vehicle Revenue Miles	42,515	47,005	73,972	76,296	63,892
Annual Vehicle Revenue Hours	7,608	8,235	6,941	7,108	5,987

Source: NTD (2015 - 2019)

Table 2-17. Demand-Response Performance Measures

Performance Measure	2015	2016	2017	2018	2019
Operating Expenses per Vehicle Revenue Mile	\$4.12	\$2.42	\$1.72	\$2.19	\$2.67
Operating Expenses per Vehicle Revenue Hour	\$23.05	\$13.83	\$18.35	\$23.55	\$28.53
Operating Expenses per Passenger Trip	\$27.38	\$15.00	\$12.35	\$16.07	\$18.40
Trips per Vehicle Revenue Mile	0.2	0.2	0.1	0.1	0.1
Trips per Vehicle Revenue Hour	0.8	0.9	1.5	1.5	1.6
Farebox Recovery Ratio	6.4%	11.5%	14.6%	10.7%	9.5%

In addition, route-level performance was evaluated to understand productivity at a more granular level. PAT farebox and service data for the last three months in FY 2019 (April, May, and June) were reviewed and performance metrics were calculated for weekdays and Saturdays. Route performance was evaluated based on the following criteria set in Chapter 1:

Ridership – Review route if ridership on a route drops below half of the system average.

- Passengers per mile less than 0.4 on weekdays or 0.3 on Saturday (system averages are 0.8 and 0.6)
- Passengers per hour less than 4.8 on weekdays or 3.9 on Saturday (system averages are 9.6 and 7.7)

Cost Efficiency – Review route if metric is less than half of the system average for farebox recovery or greater than twice the system average for cost.

- Farebox recovery < 4.9% (system average is 9.8%)
- Cost per mile > \$12.49 (system average is \$6.47)

- Cost per hour > \$135.80 (system average is \$67.90)
- Cost per passenger trip > \$17.18 (system average is \$8.59)

Route-level performance metrics are shown in Table 2-18 for weekdays and Table 2-19 for Saturdays. Key findings include:

- Overall, most routes are meeting or exceeding the performance standards thresholds set in Chapter 1 for both weekdays and Saturdays.
- The Richmond Express was the only route that did not meet the performance standards for both passengers per revenue mile and cost per passenger on weekdays. However, the Richmond Express is the only express route in the system and, as a result, these thresholds are not as applicable.
- Lee Avenue and the interlined routes of Mall Plaza and Ettrick/VSU/Amtrak were the only local routes that did not to meet the performance threshold for passenger per revenue hour on weekdays. The Mall Plaza and Ettrick/VSU/Amtrak interlined routes also did not meet this threshold on Saturdays. These routes may warrant review.
- The farebox recovery ratio was the performance metric with the highest number of deficient routes. Five routes (some of which are combined in the tables due to data collection methods) failed to meet the performance standard threshold of 4.9% farebox recovery on weekdays. These routes included Halifax Street, Virginia Avenue, Lee Avenue, Mall Plaza, and Ettrick/VSU/Amtrak.
- In addition, the farebox recovery ratio threshold was not met on five routes on Saturdays. The five routes with a farebox recovery ratio less than 4.9% on Saturdays included County Drive (460), Halifax Street, Virginia Avenue, Mall Plaza, and Ettrick/VSU/Amtrak. While Lee Avenue was not identified as a route with Saturday farebox recovery ratio below the performance standard threshold, it should be noted that on Saturdays PAT interlines the Washington Street and Lee Avenue routes resulting in the recorded data being combined. It is likely that the Lee Avenue route also has a low farebox recovery ratio on Saturdays, similar to the route's performance on weekdays.

Table 2-18. Route-Level Performance Measures (Weekdays)

Route(s)	Passenger per Revenue Mile		Passenger per Revenue Hour		Cost per Revenue Mile		Cost per Passenger		Farebox Recovery Ratio	
	Total	Rank	Total	Rank	Total	Rank	Total	Rank	Total	Rank
Blandford/Hopewell	1.3	3	15.3	2	\$5.66	5	\$4.44	2	11.6%	2
County Drive (460)	0.6	9	9.1	4	\$4.85	3	\$7.49	4	8.5%	5
Halifax Street / Virginia Avenue	0.8	5	4.8	8	\$11.75	10	\$14.09	8	3.2%	10
Hopewell Circulator	0.4	10	9.3	3	\$3.09	2	\$7.27	3	10.3%	3
Lee Avenue	0.7	8	3.7	10	\$12.44	11	\$18.55	10	2.3%	11
Mall Plaza / Ettrick	0.7	7	4.2	9	\$11.32	9	\$16.35	9	3.4%	9
Richmond Express	0.1	11	1.7	11	\$2.62	1	\$40.97	11	8.5%	4
South Crater Road	1.5	1	20.7	1	\$4.85	3	\$3.28	1	21.4%	1
South Park Mall	1.3	2	7.8	6	\$11.32	8	\$8.73	6	6.9%	7
Walnut Hill	0.7	6	8.7	5	\$5.66	5	\$7.82	5	7.3%	6
Washington St	0.9	4	7.6	7	\$8.06	7	\$8.96	7	6.3%	8

Table 2-19. Route-Level Performance Measures (Saturday)

Route(s)	Passenger per Revenue Mile		Passenger per Revenue Hour		Cost per Revenue Mile		Cost per Passenger		Farebox Recovery Ratio	
	Total	Rank	Total	Rank	Total	Rank	Total	Rank	Total	Rank
Blandford/Hopewell	1.0	3	12.0	2	\$5.66	4	\$5.64	2	9.5%	2
County Drive (460)	0.3	9	4.2	8	\$4.85	2	\$16.11	8	3.8%	7
Halifax Street / Virginia Avenue	1.0	4	4.9	7	\$13.45	9	\$13.83	7	3.4%	8
Hopewell Circulator	0.4	8	7.8	4	\$3.09	1	\$8.68	4	8.5%	3
Mall Plaza / Ettrick	0.5	7	3.1	9	\$11.32	7	\$21.88	9	2.3%	9
South Crater Road	1.3	2	18.4	1	\$4.85	2	\$3.69	1	20.1%	1
South Park Mall	1.4	1	8.5	3	\$11.32	7	\$7.99	3	7.0%	4
Walnut Hill	0.6	6	7.7	5	\$5.66	4	\$8.88	5	5.9%	5
Washington St / Lee Avenue	0.8	5	6.0	6	\$8.81	6	\$11.28	6	5.1%	6

2.3.1.2 Safety

Five years of accident data (2016 to 2020) was provided by PAT and reviewed to understand the number and severity of accidents per year. Accidents are categorized by PAT as either major or minor. In addition, PAT also keeps a record of whether the PAT

driver was “At Fault” or “Not at Fault” for the incident. The safety performance standards established in Chapter 1 include:

Safety – Review route if thresholds are exceeded.

- Accidents > 1 per 100,000 miles
- Injuries > 1 per 1,000,000 miles

PAT did not record any accidents resulting in injury over the five-year period. There were, however, a number of incidents recorded that were classified as “At Fault” by the PAT bus operator. PAT accidents for 2016 through 2020 are summarized Table 2-20. Table 2-21 provides the number and rate of accidents where a PAT operator was found “At Fault” for both total accidents and major accidents. Key findings included:

- The total number of accidents has doubled from 7 to 14 between 2016 and 2020.
- In 2020, PAT had the highest number of accidents where the operator was “At Fault”.
- When considering the major accidents at fault only, PAT exceeded the accident rate threshold of 1 accident per 100,000 revenue miles for three of the past five years.

Table 2-20. Accident Data by Severity and Fault

Year	2016	2017	2018	2019	2020	Grand Total
Major Accidents						
Not at Fault	3		1	2	2	8
At Fault	1	1		2		4
Total	4	1	1	4	2	12
Minor Accidents						
Not at Fault	2	3	5	4	1	15
Questionable				1		1
At Fault	1	7	4	5	11	28
Total	3	10	9	10	12	44
Grand Total	7	11	10	14	14	56

Source: PAT

Table 2-21. Accident Rate for Major and Total At Fault Accidents

Accident Type	2016	2017	2018	2019	2020
Major At Fault Accidents	1	1	0	2	0
Major At Fault Accidents Rate (per 100,000 Revenue Miles)	2.4	2.1	0.0	2.6	0.0
Total At Fault Accidents	2	8	4	7	11
Total At Fault Accidents Rate (per 100,000 Revenue Miles)	4.7	17.0	5.4	9.2	17.2

Source: PAT

2.3.1.3 System Accessibility

System accessibility was evaluated as the total population, employment, low-income households, and minority population within 0.25 miles of the transit network. Chapter 1 performance standards included the following system accessibility metric:

System Accessibility – Review transit coverage if population/employment fall below the identified threshold.

- Systemwide 75% of Petersburg’s population/employment has service within ¼ mile.

Using the 2017 and 2045 data for population and employment from the Tri-Cities MPO dataset and interpolating data to 2021, the total population in Petersburg was 35,163 people and total employment was 12,640 jobs. The population in Petersburg within 0.25 miles of a PAT route was 29,215, or 83.1% of the total residents in Petersburg. The number of jobs in Petersburg within 0.25 miles of a PAT route was 10,522, or 83.2% of the total jobs in Petersburg. PAT’s system, therefore, meets the system accessibility performance standards.

For a more in-depth analysis of accessibility, population, employment, low-income households, and minority population were analyzed at the route level. A comparison of these metrics by route is shown in Table 2-22 (population and employment) and Table 2-23 (low-income households and minority population). Key findings included:

- The Hopewell Circulator and Blandford/Hopewell routes reach the greatest total population. This is at least in part due to the circuitous and long alignments of these routes. When controlling for area covered, these routes rank in the middle of all PAT routes for population density.
- Both the short and long pattern of the Virginia Avenue route, as well as the Lee Avenue and Halifax Street routes, cover areas with high population density. It should be noted that the cost efficiency performance of these routes was lower than most routes in the system, particularly in the farebox recovery ratio metric.
- South Crater Road, the best performing route in the system, has relatively low accessibility to population, when compared to other PAT routes, indicating it is important to maintain connections between the South Crater Road route and other PAT routes.
- The Southpark Mall route ranks highest of all PAT fixed routes for access to jobs. Although this route operates outside of the city limits of Petersburg, the route provides beneficial access to jobs for the residents of Peterburg.
- The short pattern of Virginia Avenue route gives access to the greatest number of low-income households and minority populations. Although Virginia Avenue is not a high performing ridership or cost efficiency route, great care should be given if any changes are made to this route because of the populations it serves. It is likely that the population living along this route depend on transit for mobility.
- The Blandford/Hopewell, County Drive (460), and Southpark Mall routes have the lowest densities of low-income households and minority populations of all PAT routes.

Table 2-22. Fixed-Route Population and Jobs Accessibility

Route	Acres		Population				Jobs			
	Total	Rank	Total	Rank	Density	Rank	Total	Rank	Density	Rank
Blandford/Hopewell	2,818	(4)	13,975	(2)	4.96	(7)	11,092	(1)	3.94	(2)
County Drive (460)	3,204	(2)	6,004	(8)	1.87	(14)	5,262	(5)	1.64	(11)
Ettrick/VSU/Amtrak	1,081	(11)	5,741	(10)	5.31	(5)	4,008	(7)	3.71	(3)
Freedom Express Stops	470	(15)	613	(15)	1.30	(15)	839	(15)	1.78	(8)
Halifax Street	1,000	(13)	5,388	(11)	5.39	(4)	1,734	(14)	1.73	(9)
Hopewell Circulator	3,647	(1)	14,922	(1)	4.09	(10)	5,476	(4)	1.50	(15)
Lee Avenue	1,214	(8)	6,881	(5)	5.67	(3)	2,100	(11)	1.73	(10)
Mall Plaza	1,076	(12)	5,332	(12)	4.95	(8)	3,297	(9)	3.06	(4)
South Crater Road	2,305	(5)	6,367	(7)	2.76	(11)	6,501	(3)	2.82	(5)
Southpark Mall	1,443	(7)	3,390	(14)	2.35	(13)	7,507	(2)	5.20	(1)
Virginia Avenue	660	(14)	4,164	(13)	6.31	(1)	1,801	(13)	2.73	(6)
Virginia Avenue (High School Pattern)	1,126	(9)	6,705	(6)	5.96	(2)	1,819	(12)	1.62	(12)
Walnut Hill	2,271	(6)	9,868	(3)	4.34	(9)	3,662	(8)	1.61	(13)
Washington Street	1,120	(10)	5,873	(9)	5.24	(6)	2,396	(10)	2.14	(7)
Washington Street (Amazon Pattern)	2,912	(3)	7,953	(4)	2.73	(12)	4,627	(6)	1.59	(14)
Transit System	17,645	-	59,062	-	3.35	-	31,275	-	1.77	-

Table 2-23. Fixed-Route Low-Income Households and Minority Population Accessibility

Route	Low Income Households				Minority Population			
	Total	Rank	Density	Rank	Total	Rank	Density	Rank
Blandford/Hopewell	438	(12)	0.16	(15)	2,776	(13)	0.99	(15)
County Drive (460)	566	(7)	0.18	(14)	4,187	(6)	1.31	(13)
Ettrick/VSU/Amtrak	343	(14)	0.32	(10)	3,269	(11)	3.02	(6)
Freedom Express Stops	281	(15)	0.60	(3)	1,258	(15)	2.68	(9)
Halifax Street	674	(3)	0.67	(2)	4,111	(7)	4.11	(2)
Hopewell Circulator	1,363	(1)	0.37	(8)	7,079	(1)	1.94	(11)
Lee Avenue	661	(4)	0.54	(4)	4,571	(4)	3.76	(3)
Mall Plaza	477	(11)	0.44	(7)	3,764	(8)	3.50	(4)
South Crater Road	613	(6)	0.27	(11)	4,720	(3)	2.05	(10)
Southpark Mall	355	(13)	0.25	(12)	1,797	(14)	1.25	(14)
Virginia Avenue	535	(8)	0.81	(1)	3,183	(12)	4.82	(1)
Virginia Avenue (High School Pattern)	512	(10)	0.46	(6)	3,309	(10)	2.94	(7)
Walnut Hill	722	(2)	0.32	(9)	6,574	(2)	2.89	(8)
Washington Street	523	(9)	0.47	(5)	3,495	(9)	3.12	(5)
Washington Street (Amazon Pattern)	625	(5)	0.21	(13)	4,569	(5)	1.57	(12)
All PAT Routes	4,223	-	0.00	-	31,410	-	0.00	-

2.3.2 Performance Based Opportunities for Improvement

The performance evaluation provided useful information to better understand individual route performance and identify potential opportunities for PAT to modify the service and provide better mobility options to the Petersburg community. Some potential opportunities included:

- The South Crater Road route significantly outperforms other PAT routes in terms of ridership and cost efficiency. This suggests that additional resources may be warranted for this corridor.
- The farebox recovery ratios on the Halifax Street, Virginia Avenue, Lee Avenue, Mall Plaza, Ettrick/VSU/Amtrak, and County Drive routes do not meet the performance standards defined in Chapter 1 for weekdays and/or Saturdays. The low performance of these routes justifies additional review of these routes. Great care, however, is needed in altering these routes because all of these routes operate through areas that have high densities of transit-dependent populations. Therefore, it may be advisable to delay any major changes to these routes until a new APC system can be installed and passenger location data can be analyzed to ensure that service changes have a minimal impact on populations that rely on the service.
- The County Drive (460) route operates through areas without high population densities or high transit dependent population densities. An alignment change of this route may provide an opportunity to serve to areas with greater need.

2.4 Operating and Network Efficiency Evaluation

This section evaluates the operating efficiency of the transit network using available data. Ideally, operating and network efficiency would be analyzed with APC/AVL datasets, but due to technological difficulties, reliable APC/AVL data was not available for PAT's transit system. PAT is currently researching vendors to install new APC/AVL hardware and this data will hopefully be available in the future. In light of the absence of APC/AVL data, operating and network efficiency were evaluated primarily through scheduling analysis and an interview with the PAT operations manager.

2.4.1 Efficiency Evaluation

Efficiency in transit service is strongly tied to the scheduling and timing of routes. Too much time in the schedule results in buses with long dwell times and layovers. Too little time in the schedule results in late trips and missed connections. For this section, schedules of PAT fixed route service were evaluated to determine where potential improvements could be made.

2.4.1.1 Frequency

All PAT local fixed routes operate on 60-minute headways. Half (six) of the local routes are designed to require a 60-minute cycle time (the combined round trip running time and layover time), and therefore require the use of a single vehicle. The other half of the local routes require a 30-minute cycle time and are interlined with another 30-minute cycle time route for a combined requirement of a single vehicle for two routes. The three sets of interlined routes are: 1) Ettrick/VSU/Amtrak and Mall/Plaza, 2) Halifax Street and Virginia Avenue, and 3) Lee Avenue

and Washington Street. While interlining these routes creates operational efficiency, it should be recognized that it also creates the need for two separate pulses when operating a pulse system.

A pulse system refers to an operational technique, typically used at a transfer center, that involves scheduling several routes to arrive and depart at the same time throughout the day. Petersburg operates two pulses, one at 15 minutes past the hour (Blandford/Hopewell, Ettrick/VSU/Amtrak, Halifax Street, South Crater Road, Southpark Mall, and Washington Street) and one at 45 minutes past the hour (County Drive (460), Lee Avenue, Mall Plaza, Virginia Avenue, and Walnut Hill). The drawback of operating two pulses is that some connections between routes at the transfer center require a 30-minute wait time.

Overall, scheduling all routes to operate at 60-minute headways, with several routes operating a full 60-minute cycle time and other routes operating 30-minute cycle times that are interlined balances efficiency in operations and passenger connections well.

2.4.1.2 Span

On weekdays the earliest route (County Drive (460)) begins service at 5:45 AM, and the latest routes (Blandford/Hopewell, South Crater Road, and Southpark Mall) end service at 7:05 PM. Saturday service is virtually the same as weekday service, with an hour later start time on every route (the only difference being the Freedom Express route not operating on Saturdays).

2.4.1.3 Speed

Table 2-24 shows the current scheduled trip length and distance, as well as calculated speeds for all routes. Speeds were calculated based on schedule time since actual recorded speeds would require APC/AVL data that is currently unavailable. Routes with multiple patterns (Virginia Avenue and Washington Street) are shown separately because of the large differences in distances that result in different speed calculations. Speed calculations assumed the entire trip length time, which includes five minutes of layover; therefore, speeds shown represent the minimum speeds required for schedule adherence. Key findings included:

- Overall, minimum required route speeds have significant variability. This could be due to high variance in traffic speeds. However, this could also present an opportunity to adjust schedule times or make alterations to route alignments to improve schedule adherence or offer service to additional areas.
- The Amazon pattern of the Washington Street route requires the vehicle to travel at higher than typical speeds. Although much of this pattern follows higher speed arterial roadways the required minimum route speed for this route could be challenging to achieve and may result in schedule adherence issues.
- With the extension of the South Crater Road route to the new Social Services location, the route requires a minimum speed of 13.1 mph to maintain the schedule. South Crater Road is well known for significant commercial activity and traffic congestion, which may make the minimum average speed challenging to achieve.

Table 2-24. Fixed-Route Pattern Minimum Required Speed Calculations

Route (Pattern)	Trip Length (Minutes)	Distance (Miles)	Speed (Miles/Hour)	Speed Rank
Blandford/Hopewell	60	14.4	14.4	5
County Drive (460)	60	19.1	19.1	4
Ettrick/VSU/Amtrak	30	6.3	12.6	9
Freedom Express	120	52.0	26.0	2
Halifax Street	30	5.7	11.4	12
Hopewell Circulator	60	19.4	19.4	3
Lee Avenue	30	7.2	14.4	5
Mall Plaza	30	6.0	12.0	11
South Crater Road	60	13.1	13.1	7
Southpark Mall	60	7.3	7.3	14
Virginia Avenue	30	3.3	6.6	15
Virginia Avenue (High School Pattern)	30	6.3	12.6	9
Walnut Hill	60	12.9	12.9	8
Washington Street	30	5.3	10.6	13
Washington Street (Amazon Pattern)	30	16.3	32.6	1

2.4.1.4 Reliability

Maintaining schedules is especially important for service reliability when the transit agency operates on a pulse system, as PAT does (more details on the pulse system are provided above in Section 2.4.1.1).

One relevant factor for service reliability is an agency's policy on waiting for late vehicles. PAT's current policy for late arrivals at the Petersburg Station is for operators to communicate with dispatch should the bus fall behind schedule along the route. Connecting routes at Petersburg Station are advised to wait for a late vehicle for up to five minutes past scheduled departure time so that all passengers have the chance to make the desired connection. If a vehicle falls behind schedule more than five minutes, then a tripper is dispatched to replace the late vehicle.

For an understanding of route specific reliability, an interview was conducted with the PAT operations manager. A summary of the key takeaways from the interview are provided below, focusing on the five routes that have demonstrated on-time-performance issues.

Blandford/Hopewell, Ettrick/VSU/Amtrak, Halifax Street, Lee Avenue, Mall Plaza, Virginia Avenue, Walnut Hill, and Washington Street Routes were not identified as having on-time performance issues and are therefore not discussed in this section.

1. **Freedom Express** – This route has the worst on-time performance of all PAT routes. The primary reason for the poor on-time performance is that the route travels on I-95 for a large portion of the route, which experiences a significant amount of traffic congestion. Vehicular crashes on I-95 often force the Freedom Express route

to detour to Jefferson Davis Highway. A secondary reason for the poor on-time performance is the road construction on Broad Street in Richmond, which also forces detours.

2. **South Crater Road** – This route has the second worst on-time performance of all PAT routes and the worst on-time performance of all local routes. The South Crater Road route typically has trouble maintaining the schedule every day from roughly 11 AM to 4 PM. The route experiences traffic congestion for a significant portion of the route alignment on South Crater Road. This route is also the best performing route in terms of ridership productivity, which increases delay as greater numbers of passengers board and alight the vehicle at numerous stops. Passenger volumes are so high on this route that a tripper is deployed for nearly every trip in the schedule. Occasionally, two trippers are required for relief from overcrowding. One of the greatest challenges with this route is managing the high demand for travel to the commercial development along the South Crater Road corridor. Demand tends to be highest on Fridays and Saturdays, as well as during the first week of every month.
3. **County Drive (460)** – This route has the third worst on-time performance in the transit system. County Drive (460) was a poor performing route before the alignment was modified to serve South Crater Road at the end of line. The route currently has very strong ridership due to the demand to access the South Crater Road area and occasionally requires a tripper to provide relief from overcrowding. This route is also subject to the heavy traffic congestion, present on both South Crater Road and County Drive. The fare free period during the pandemic has made it more difficult to maintain on-time performance because of the high passenger loads.
4. **Southpark Mall** – This route has the fourth worst on-time performance in the transit system. Most of the on-time performance issues tend to occur early in the month and on Fridays and Saturdays when there is increased ridership and traffic congestion. Plans that involve extending this route to businesses on Puddledock Road would make schedule adherence even more difficult for the Southpark Mall route.
5. **Hopewell Circulator** – This route also experiences on-time performance issues. The primary cause of delay are at-grade train crossings on Winston Churchill Drive (one direction), 15th Avenue (one direction), Mesa Drive (two directions), and River Road (two directions). Delays from trains tend to occur most frequently from approximately 1 PM to 3 PM. In addition, serving Riverside Regional Jail requires a deviation that makes the route exceedingly long.

2.4.2 Efficiency Based Opportunities for Improvement

The results of the efficiency analysis indicate that there are several potential opportunities to improve the transit network:

- PAT schedules are written with Petersburg Station arrivals and departures at the same time every hour and do not show layover times. Writing schedules with arrival times earlier than departure times would provide passengers a greater understanding of how much time they have to make a connection at the transfer location. Industry standard is

at least a 10% recovery time (15% recovery time is preferred) to account for minor delays. This standard is included in the Service Design Standards in Chapter 1.

- The very high variability in scheduled speeds among the fixed routes suggest that it may be beneficial to conduct a more thorough scheduling analysis once an AVL system is operational. The high variability could be due to traffic conditions and roadway environment, which AVL data could verify. However, the high variability in speeds among routes could be due to scheduling inefficiencies. Schedules without enough time lead to late trips and missed connections. Schedules with too much time provide opportunities to extend routes and provide access to more locations.
- Increasing the frequency of service could provide more opportunities for riders to connect to the system. Most of the routes run on 60-minute headways and increasing some of the best performing routes to 30 minutes would give riders more travel options. Additionally, the interview with the operations manager revealed that several of the routes regularly require trippers to accommodate large volumes of passengers. If select routes improved to 30-minute frequency, PAT would likely no longer need to operate these trippers.
- Several routes in the system require high speeds to stay on schedule. One possible solution to maintain coverage and improve on-time-performance is to provide more direct routing, which would also facilitate faster travel. Currently many of the routes include deviations into neighborhoods. Minimizing these deviations and creating more direct routes would make the routes easier to understand and allow for shorter travel times.

2.5 Analysis of Opportunities to Collaborate with Other Transit Providers

2.5.1 Collaboration Analysis

There are several other transit service providers that operate either within or nearby the PAT service area, shown below:

- **Greater Richmond Transit Company (GRTC):** GRTC operates service between downtown Richmond and Petersburg Station. Conversely, PAT operates the Freedom Express that runs from Petersburg Station to McGuire Medical Center and downtown Richmond. PAT and GRTC coordinate to ensure smooth operation at Petersburg Station. Passengers must pay full fare when transferring from one system to the other.
- **Blackstone Area Bus (BABS):** BABS operates the Dinwiddie Express, which runs service from Blackstone to Petersburg Station twice in the morning and twice in the evening.
- **Amtrak:** Amtrak has a station in Ettrick, which is served by the Ettrick/VSU/Amtrak route.
- **Greyhound:** There are five Greyhound routes that serve Peterburg Station.

2.5.2 Collaboration Based Opportunities for Improvement

Discussion on potential collaboration efforts yielded several opportunities for potential coordination among agencies to create more convenient transfers between transit networks.

- Currently, passengers must pay full fares when transferring between transit systems. Passengers that may be travelling long distances to get to job opportunities, such as at Kings Dominion for summer work, must pay several fares to reach their final destination. Collaboration on a single fare payment system to ease the burden on passengers making such trips would be beneficial.

3 Planned Improvements and Modifications

Chapter 3 of the TSP prioritizes planned service improvements and modifications over the next ten years. The results of the system performance and operations analysis presented in Chapter 2 were used to assess PAT's needs and develop service improvement recommendations to address those needs. Factors considered in the development of recommendations included the performance of existing routes, input from the public and stakeholders on community preferences, and demographic assessments indicating neighborhoods in Petersburg with a greater need for transit services. Details including maps, operating statistics, ridership estimates, and rationale for implementation are outlined for the service improvement recommendations discussed in this chapter. The recommendations are prioritized and grouped into timeframes for short-term (1 to 3 years), mid-term (3 to 7 years), and long-term (7 to 10 years). Recommendations that may not be feasible over the ten-year timeframe are designated as unconstrained. The operating impacts of the planned service changes, including the required service hours and miles, are also discussed in this chapter.

3.1 Planned Service Improvements

This section describes planned service improvement projects for PAT. For programming purposes, estimates of resources required for implementation are provided for each project. The existing revenue hours, revenue miles, peak vehicles, operating costs, and ridership are compared to proposed figures to show the impacts of the recommended changes. Revenue hours, revenue miles, and peak vehicles were calculated using existing and proposed schedules and route alignment measurements.

In addition, operating costs and ridership counts were estimated for each of the service plans to help prioritize projects. Operating costs were calculated using a simplified operating and maintenance cost model using a unit cost of \$70.56 per revenue vehicle hour, which was calculated using PAT's FY 2019 total operating and maintenance costs divided by the total number of revenue hours operated by the agency and then inflated to FY 2021 dollars. It should be noted that using a single unit cost per revenue hour can overestimate the cost of additional service because certain costs, such as many administrative positions and equipment, are fixed regardless of the amount of service operated. In addition, solely using revenue hours to estimate total operating costs does not account for any additional costs or savings incurred when revenue miles are altered. Increasing/decreasing revenue miles will increase/decrease variable costs such as fuel consumption and maintenance schedules of vehicles, ultimately changing the overall operating costs. Despite these caveats, using a single unit cost per revenue vehicle hour provides a reasonably accurate estimation of expected project costs.

Ridership counts reported for the existing routes were taken from FY 2019 ridership data provided by PAT, which was the most recent available data disaggregated at the route level that was not impacted by the COVID-19 pandemic. Proposed ridership estimates for each project were calculated using the existing FY 2019 ridership data. In most cases, route changes were minimal (e.g. the elimination of minor route alignment deviations) and therefore no estimated changes in ridership were expected. For route changes that were more significant, ridership was estimated using existing route productivity and elasticity factors. For example, improving the

headway of a route from 60 minutes to 30 minutes results in doubling the number of revenue hours operated on the route, and should therefore result in increased ridership. However, research shows that demand (riders) and supply (revenue hours) do not always increase at a one-to-one ratio. To calculate ridership estimates, the existing productivity (expressed as riders per revenue hour) was applied to the increase in revenue hours with an elasticity factor of 50%. This method accounts for the diminishing returns observed on increasing service at the beginning/end of the service span. More specific details on ridership estimate assumptions are included with each of the route change descriptions.

3.1.1 Blandford/Hopewell Alignment Change

Service Changes: The proposed changes for the Blandford/Hopewell route are shown in Figure 3-1. The proposed alignment continues to operate between Petersburg Station and Fort Lee via Washington Street and Oaklawn Boulevard but removes the existing deviation on Richmond Avenue. In addition, the alignment is also changed along Washington Street just east of I-95, where the route continues a linear alignment instead of deviating onto Old Wythe Street and East Bank Street. The existing deviation onto Culpepper Avenue and Slagle Avenue is retained. The proposed alignment serves this neighborhood in both directions however instead of only the outbound direction.

Figure 3-1. Alignment of Existing Blandford / Hopewell Route and Proposed Blandford / Hopewell Route



A comparison of service under the existing Blandford/Hopewell route and proposed Blandford/Hopewell route is shown in Table 3-1. The result of removing several deviations and adding bidirectional service on the Culpepper Avenue and Slagle Avenue deviation is a slight increase in annual revenue miles. Headways and revenue hours are proposed to remain unchanged, resulting in no projected change to the peak vehicle requirement of one bus or to the operating costs. Because the service changes are minimal, no changes to ridership are expected.

Table 3-1. Annual Statistics for Existing Blandford / Hopewell Route and Proposed Blandford / Hopewell Route

	Existing Blandford / Hopewell	Proposed Blandford / Hopewell	Change Over Existing
Revenue Hours	3,876	3,876	0
Revenue Miles	56,626	56,983	357
Peak Vehicles	1	1	0
Operating Cost ¹	\$273,500	\$273,500	\$0
Ridership	48,000	48,000	0

1. Estimated operating costs reported in FY 2021 dollars

Rationale:

- The Blandford/Hopewell route serves the Fort Lee market, providing a direct connection from the post to downtown Petersburg. The historically strong ridership on this route indicates that changes to this route should be minimal.
- Small mid-route deviations can cause several minutes of delay for passengers and should focus on areas where ridership justifies a deviation. Eliminating deviations and staying on Washington Street and Wythe Street reduce travel times for passengers and the frustration incurred in out-of-direction travel. Maintaining service on the Culpepper Avenue and Slagle Street deviation is warranted to serve the low-income housing in the area.
- Serving Culpepper Avenue and Slagle Street on both inbound and outbound trips eliminates the need for riders to cross Washington Street on the inbound direction, leading to a safer access/egress for many passengers.
- While it is good practice to avoid large one-way loops, the restrictive nature of access to Fort Lee does not allow for the loop to be removed.

3.1.2 County Drive (460) Alignment Change

Service Changes: The proposed changes for the County Drive (460) route are shown in Figure 3-2. The proposed changes to the alignment include the elimination of the deviations on Stedman Drive, Meadowbrook Street, and Robertson Street. In addition, the alignment is proposed to use I-95 from downtown Petersburg to Winfield Road, instead of using Crater Road.

It should also be noted that there may be a future desire for transit service to operate to the Amazon Fulfillment Center at 7000 Hardware Drive in Prince George. Should there be sufficient interest from the public and from private partners, service to the facility could materialize by making select trips with the County Drive (460) route. However, this service would necessitate removing service from Wagner Road and Medical Park Boulevard and realigning the route to operate through low density areas in Prince George with very low transit demand. Furthermore, the long distance of a route serving Amazon would likely make operating the route with a single vehicle with 60-minute headways a challenge. For these reasons, a route alignment change to

serve the Amazon Fulfillment Center in Prince George was not recommended as part of the TSP.

Figure 3-2. Alignment of Existing County Drive (460) Route and Proposed County Drive (460) Route



A comparison of service under the existing County Drive (460) route and proposed County Drive (460) route is shown in Table 3-2. Because the proposed changes are minor, the route will continue to use the same schedule, revenue hours, and peak vehicles. The number of revenue miles will decrease slightly due to the elimination of the deviations. Ridership is expected to remain the same.

Table 3-2. Annual Statistics for Existing County Drive (460) Route and Proposed County Drive (460) Route

	Existing County Drive 460	Proposed County Drive 460	Change Over Existing
Revenue Hours	3,927	3,927	0
Revenue Miles	75,060	67,081	-7,979
Peak Vehicles	1	1	0
Operating Cost ¹	\$277,100	\$277,100	\$0
Ridership	30,000	30,000	0

1. Estimated operating costs reported in FY 2021 dollars

Rationale:

- County Drive (460) serves a low-income market that would otherwise not have access to transit. Service to the Walmart Supercenter and healthcare facilities on Medical Park Boulevard provide critical access to shopping, jobs, and medical services.
- Short deviations from the main line into neighborhoods along this route are proposed for removal because they increase travel times for most passengers. These neighborhoods are only short distances from the proposed route and are, therefore, walkable for most riders and should not have an impact on ridership. However, some deviations along routes are worth the additional time. For example, the Pinetree Drive deviation produces high ridership that justifies the time spent deviating from the main line.
- Instead of serving South Crater Road near downtown Petersburg, the proposed route alignment uses I-95, which shortens the total trip length. County Drive (460) is the second longest route in the system and shortening the alignment will add recovery time to the schedule and help drivers maintain the schedule. Removal of the section of the route along South Crater Road is also advisable because there is duplicative service here (the South Crater Road route also serves this section).

3.1.3 Walnut Hill and Mall Plaza Alignment Change and Virginia Avenue Elimination

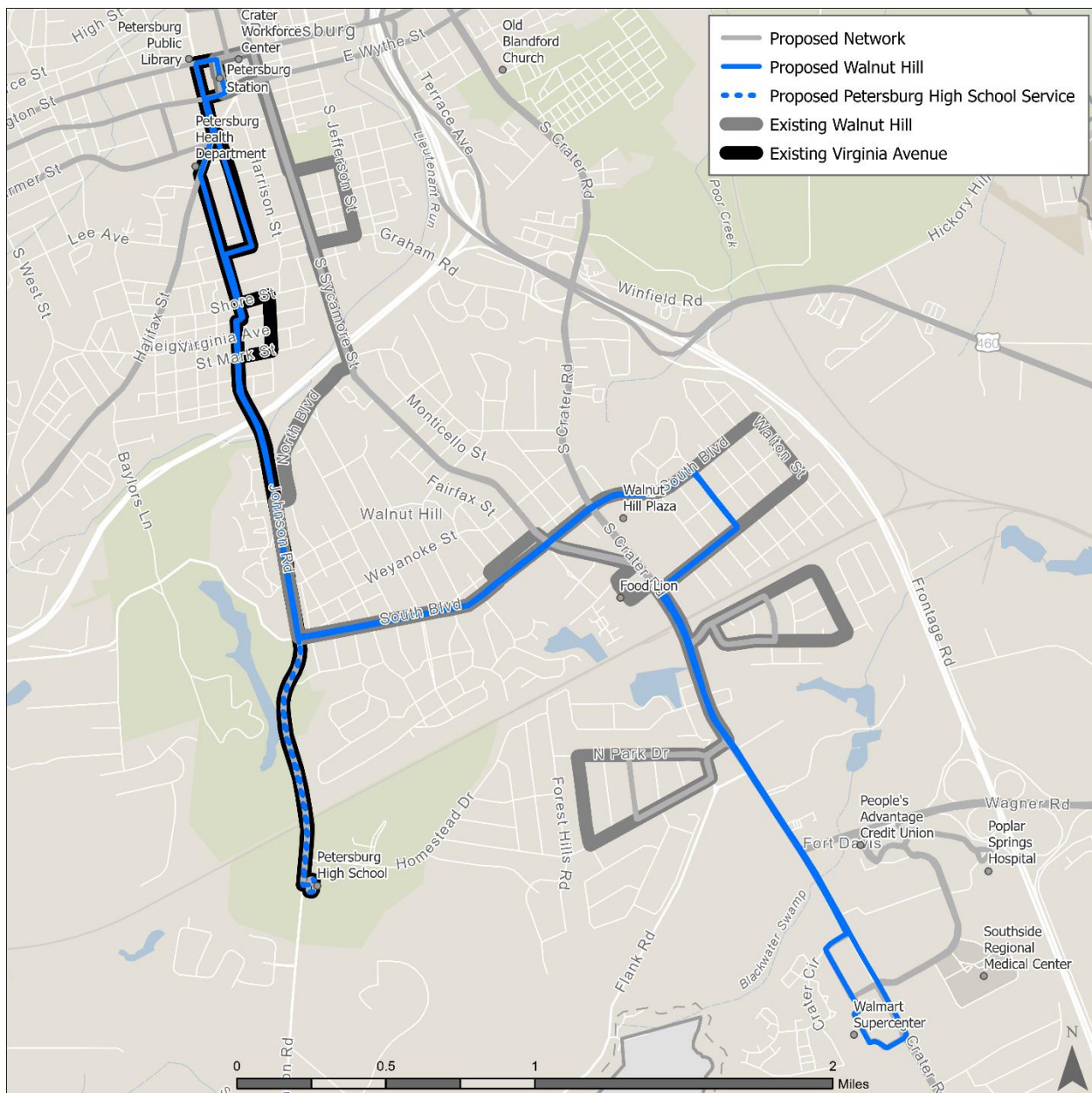
This project involves interdependent changes to three routes (Walnut Hill, Mall Plaza, and Virginia Avenue), and, therefore, these changes should be implemented at the same time. A description of the alignment changes to the Walnut Hill route and elimination of the Virginia Avenue route are presented first, followed by a description of the changes to the Mall Plaza route. The cumulative result of changes to all three routes is provided at the end of this section.

Walnut Hill and Virginia Avenue

Service Changes: The proposed changes for the Walnut Hill route are shown in Figure 3-3. Several major alignment shifts are proposed for the Walnut Hill route, as well as the elimination of the Virginia Avenue route. The southbound Walnut Hill service from downtown Petersburg transitions from Sycamore Street to High Pearl Street, following a similar alignment to the existing Virginia Avenue route, and then resumes existing service on Johnson Road to South

Boulevard. Service will operate to Petersburg High School four times a day, similar to the existing Virginia Avenue route. The proposed Walnut Hill route will continue to serve the neighborhood east of Walnut Hill Shopping Center; however, the route will be shorted and use Bishop Street instead of Walton Street within the neighborhood. Instead of deviating through the other neighborhoods along South Crater Road, the Walnut Hill route will maintain a more direct alignment on South Crater Road, with the southern terminus of the route proposed to be extended to the Walmart Supercenter. The other neighborhood circulation currently served by the existing Walnut Hill route will be completed by the Mall Plaza route.

Figure 3-3. Alignment of Existing Walnut Hill and Virginia Avenue Routes and Proposed Walnut Hill Route



A comparison of service under the existing Virginia Avenue and Walnut Hill routes and the proposed Walnut Hill route is shown in Table 3-3. Revenue hours, revenue miles, and the number of peak vehicles will decrease due to the elimination of the Virginia Avenue route. Ridership is expected to remain at current levels because the neighborhoods previously served by the Virginia Avenue Route will shift to the Walnut Hill Route.

Table 3-3. Annual Statistics for Existing Virginia Avenue and Walnut Hill Routes and Proposed Walnut Hill Route

	Existing Virginia Avenue	Existing Walnut Hill	Proposed Walnut Hill	Change Over Existing
Revenue Hours	1,747	3,927	3,927	-1,747
Revenue Miles	15,181	50,733	48,778	-17,136
Peak Vehicles	0.5	1	1	-0.5
Operating Cost ¹	\$123,300	\$277,100	\$277,100	-\$123,300
Ridership ²	15,000	23,000	38,000	0

1. Estimated operating costs reported in FY 2021 dollars

2. Estimated ridership assumes capturing 100% of existing ridership on the Walnut Hill and Virginia Avenue routes

Rationale:

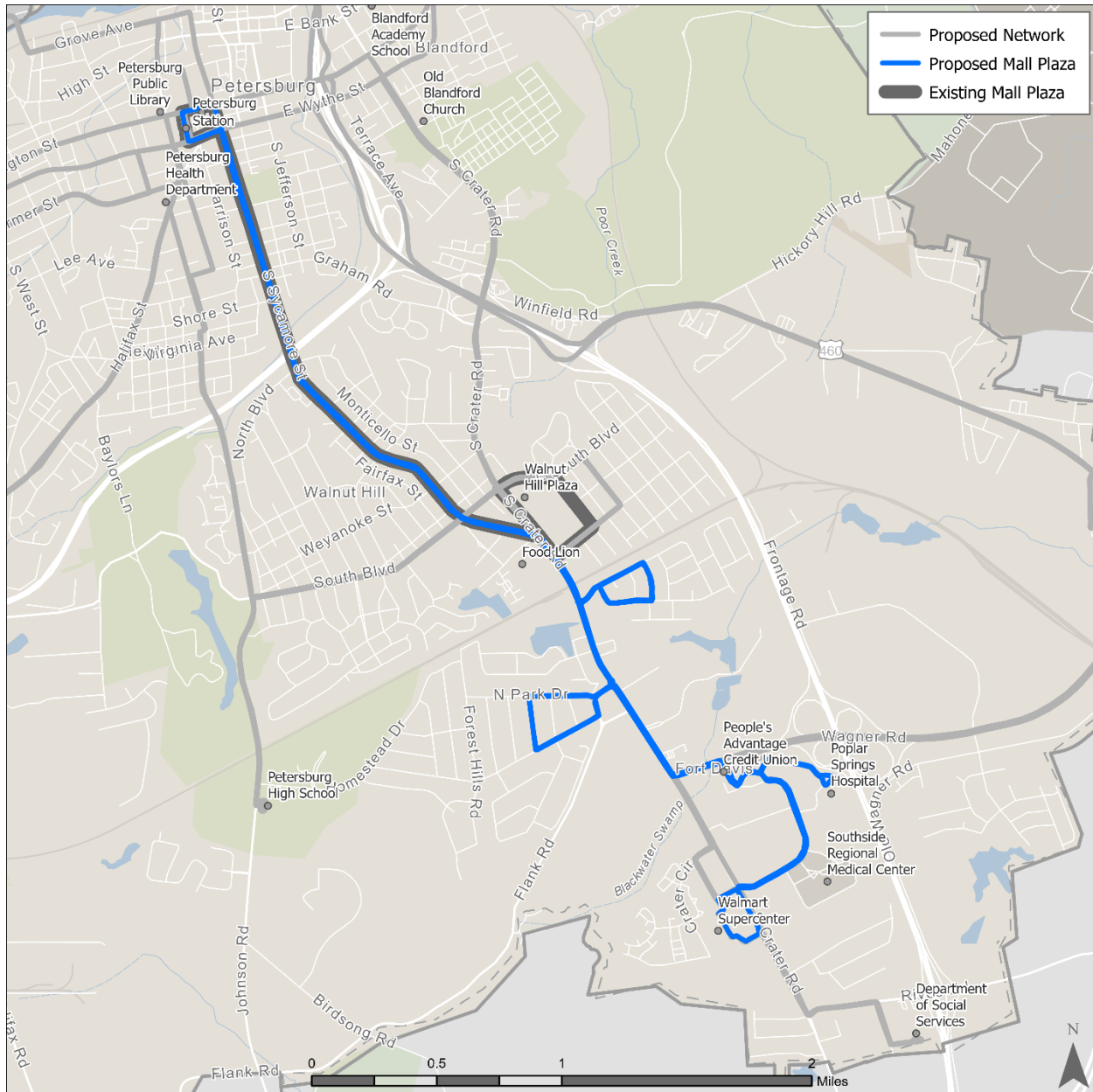
- Operating Walnut Hill and Mall Plaza on Sycamore Street provides an oversupply relative to the demand. The ridership along this corridor would be more appropriately served by a single route instead of two, presenting an opportunity to realign one of the routes through another neighborhood.
- Realigning the Walnut Hill route from Sycamore Street to High Pearl Street makes the entire route of Virginia Avenue expendable without a reduction in service coverage. In addition, this proposed change provides the neighborhoods along Virginia Avenue with a direct one-seat ride to the shopping along South Crater Road.
- Reducing the number of deviations off South Crater Road served by the Walnut Hill route enables this route to serve to the Walmart Supercenter (one of the most heavily utilized stops in the transit network).
- The linear alignment of the proposed Walnut Hill route also allows the route to serve Petersburg High School four times a day without sacrificing on-time performance.

Mall Plaza

Service Changes: As discussed above, the Virginia Avenue route is proposed to be eliminated because the proposed alignment of Walnut Hill provides coverage for the existing Virginia Avenue service area. The resources saved with the elimination of the Virginia Avenue route can be used to operate a dedicated vehicle on Mall Plaza. This redistribution of resources enables the Mall Plaza route to serve the neighborhoods off Holly Hill Drive and Flank Road previously served by the Walnut Hill route. Additionally, the route has time to travel farther south to the hospital and medical services on Medical Park Boulevard and finally the Walmart Supercenter.

It should also be noted that this service change would require a shift in the interlining of routes. Currently, the Halifax Street route is interlined with the Virginia Avenue route and the Ettrick/VSU/Amtrak route is interlined with the Mall Plaza route. The proposed changes would require Halifax Street to be interlined with Ettrick/VSU/Amtrak. This should have little to no impact on scheduling. The existing and proposed Mall Plaza route alignments are shown in Figure 3-4.

Figure 3-4. Alignment of Existing Mall Plaza Route and Proposed Mall Plaza Route



A comparison of service under the existing Mall Plaza route and the proposed Mall Plaza route is shown in Table 3-4. The proposed service doubles the number of peak vehicles required and

the operating cost due to the reallocation of the Virginia Avenue route resources to Mall Plaza. With a more linear alignment, the route can travel a greater distance resulting in more than double the revenue miles of the existing Mall Plaza route. The extension of the Mall Plaza route to Medical Park Boulevard and the Walmart Supercenter, as well as the service into the neighborhoods previously served by the Walnut Hill route, is projected to increase ridership on the proposed Mall Plaza route.

Table 3-4. Annual Statistics for Existing Mall Plaza Route and Proposed Mall Plaza Route

	Existing Mall Plaza	Proposed Mall Plaza	Change Over Existing
Revenue Hours	1,721	3,468	1,747
Revenue Miles	21,585	54,600	33,015
Peak Vehicles	0.5	1.0	0.5
Operating Cost ¹	\$121,500	\$244,800	\$123,3000
Ridership ²	16,000	22,000	6,000

1. Estimated operating costs reported in FY 2021 dollars

2. Estimated ridership assumes capturing 100% of existing ridership on the Mall Plaza route and 10% of existing ridership on the South Crater Road route.

Rationale:

- The Walmart Supercenter is an attractive location for transit service, as evidenced by the strong ridership along the South Crater Road route and public outreach survey feedback. Providing additional service in this area helps connect more riders to desired destinations.
- Two of the three neighborhoods currently served by Walnut Hill will be served by Mall Plaza instead. Rebalancing the responsibility of serving these neighborhoods gives both the Walnut Hill and Mall Plaza routes the opportunity to serve more of the South Crater Road corridor, which has the highest demand for transit in all of Petersburg.
- Instead of penetrating deep into the neighborhoods off South Crater Road, as the existing Walnut Hill route operates, transit service will turn approximately halfway through the neighborhoods to save time. This will allow the route to serve deviations in both directions and give passengers consistent inbound and outbound travel patterns.
- Serving the hospital and medical services on Medical Park Boulevard first before continuing to Walmart gives riders a shorter ride to medical service destinations. This would be highly beneficial for passengers travelling to Medical Park Boulevard because the high volume of ridership at Walmart and Social Services oftentimes leads to long dwell times and delays.

Virginia Avenue, Walnut Hill, and Mall Plaza Summary

The previous two sections described changes to three routes: Virginia Avenue, Walnut Hill, and Mall Plaza. Table 3-5 summarizes the cumulative operating impacts of these changes. The combined result is no change to total revenue hours, peak vehicles required, or operating cost. The revenue miles increase slightly because the proposed route alignments make better use of

the resources available. The overall ridership impact is likely to be positive, estimated here to be an increase of about 6,000 riders annually.

Table 3-5. Annual Statistics for Existing Virginia Avenue, Mall Plaza, and Walnut Hill Routes and Proposed Mall Plaza and Walnut Hill Routes

	Existing Virginia Avenue, Mall Plaza, and Walnut Hill	Proposed Mall Plaza and Walnut Hill	Change Over Existing
Revenue Hours	7,395	7,395	0
Revenue Miles	87,498	103,378	15,880
Peak Vehicles	2.0	2.0	0
Operating Cost ¹	\$521,900	\$521,900	\$0
Ridership ²	54,000	60,000	6,000

1. Estimated operating costs reported in FY 2021 dollars

2. Estimated ridership assumes 100% of the existing ridership on the Virginia Avenue and Mall Plaza routes and 110% of the existing ridership on the South Crater Road route.

Rationale:

- The combined changes to all three routes (Virginia Avenue, Walnut Hill, and Mall Plaza) redistribute resources to provide less overlapping service where there is lower demand and more overlapping service where there is greater demand. Sycamore Street will have less service than in the existing system, which is justified by lower ridership observed by PAT staff in this area, as well as the results of the Chapter 2 analysis. South Crater Road will have more service, which reflects the high demand and existing ridership in this area.
- South Crater Road has the greatest transit demand in the PAT network and offering more service and more opportunities for one seat rides to this area is highly desirable. The combined Virginia Avenue, Walnut Hill, and Mall Plaza service changes add two more vehicles per hour to the South Crater Road corridor, providing a much larger portion of the Petersburg population with a one-seat ride to reach jobs and shopping on South Crater Road.
- Much of the service to neighborhoods in the existing system is only operated in a single direction (inbound or outbound). The proposed changes operate service to the neighborhoods in both directions, which provides riders with consistent travel patterns in both the inbound and outbound directions. This eliminates the excessively long walk or travel times in one direction that occur when service is only provided in one direction. Serving neighborhoods in both directions is feasible without increasing the running time because the alignments in these neighborhoods are shortened.

3.1.4 Halifax Street Alignment Change

Halifax Street

Service Changes: The proposed changes for the Halifax Street Route are shown in Figure 3-5. The revised Halifax Street route removes the deviation on Custer Street and reduces

the length of penetration along Patterson Street. These proposed changes will help to streamline service and make the alignment easier for customers to understand.

A change to how the Halifax Street route is interlined is also proposed. The route is currently interlined with the Virginia Avenue route, with each route sharing one-half of a driver block. The Virginia Avenue route is proposed to be eliminated, with the alignment served by the revised Walnut Hill route (see previous section on Walnut Hill) and, as a result, the Halifax Street route will instead be interlined with the Ettrick/VSU/Amtrak route.

Figure 3-5. Alignment of Existing Halifax Street Route and Proposed Halifax Street Route



A comparison of service under the existing Halifax Street route and proposed Halifax Street route is shown in Table 3-6. Because the proposed changes are minimal, there is little change to the operating requirements. There is a slight decrease in revenue miles due to the reduction in deviations but no estimated changes in revenue hours, peak vehicles required, operating cost, or ridership.

Table 3-6. Annual Statistics for Existing and Proposed Halifax Street Route

	Existing Halifax Street	Proposed Halifax Street	Change Over Existing
Revenue Hours	1,887	1,887	0
Revenue Miles	22,423	19,653	-2,770
Peak Vehicles	1	1	0
Operating Cost ¹	\$133,100	\$133,100	\$0
Ridership	15,000	15,000	0

1. Estimated operating costs reported in FY 2021 dollars

Rationale:

- Removing the deviation on Custer Street and reducing the length of penetration along Patterson Street reduces travel times for passengers boarding/alighting on other sections of the route. Although this will increase the walking distances for some passengers, the increased walking distances are less than 0.25 miles.

3.1.5 Lee Avenue Alignment Change

Lee Avenue

Service Changes: The proposed changes for the Lee Avenue route are shown in Figure 3-6. Several minor alignment changes are proposed for Lee Avenue. The revised route will no longer deviate off Farmer Street to serve Lee Avenue and will operate on Pleasants Lane in both directions instead of operating a one-way loop with Youngs Road. The route will also continue farther south on Youngs Road and turn left on Boydton Plan Road to connect to the Halifax Street route at the Texaco gas station. Due to the elimination of service on Lee Avenue, it is recommended that the name of the route be changed to Farmer Street.

Figure 3-6. Alignment of Existing Lee Avenue Route and Proposed Farmer Street Route



Implementing the changes to the Lee Avenue route results in only minor changes to the service statistics, shown in Table 3-7. The proposed route alignment is slightly longer than the existing alignment, which creates additional revenue miles. Revenue hours, vehicles, operating cost, and ridership are all expected to remain constant because the recommended changes are minor.

Table 3-7. Annual Statistics for Existing Lee Avenue Route and Proposed Lee Avenue Route

	Existing Lee Avenue	Proposed Lee Avenue	Change Over Existing
Revenue Hours	1,747	1,747	0
Revenue Miles	26,169	30,420	4,251
Peak Vehicles	1	1	0
Operating Cost ¹	\$123,300	\$123,300	\$0
Ridership ²	27,000	27,000	0

1. Estimated operating costs reported in 2021 dollars

Rationale:

- Removing the deviations to low-ridership areas reduces travel times for passengers boarding/alighting on other sections of the route. Although this will increase the walking distances for some passengers, the increased walking distances are all less than 0.25 miles.
- Removing the one-way loops will enable passengers to board and alight the bus at the same location, rather than keeping track of a more complicated service that operates on one street in one direction, and another street in the opposite direction.
- Routing the alignment to the Texaco on Halifax Street creates a new connection to the Halifax Street route, giving passengers additional opportunities to connect and travel throughout the network.
- The Lee Avenue route should be renamed for Farmer Street because the proposed route would no longer travel on Lee Avenue.

3.1.6 Hopewell Circulator and Southpark Mall Alignment Change

Hopewell Circulator/Southpark Mall

Service Changes: The existing Hopewell Circulator route operates between downtown Hopewell and the Food Lion on Oaklawn Boulevard, where it connects to the Blandford/Hopewell route. The Southpark Mall route currently runs service from Petersburg Station to Southpark Mall. The Hopewell Circulator and Southpark Mall routes are proposed to be combined into a single service operating from downtown Hopewell along Oaklawn Boulevard, along Puddledock Road, connecting to Southpark Mall, and then to downtown Petersburg. The existing alignments of the Hopewell Circulator and the Southpark Mall routes and the proposed alignment of the combined route are shown in Figure 3-7. The proposed alignment would also modify service to the Riverside Regional Jail to become on-demand. When service is requested to the jail, the bus would operate from downtown Hopewell along Broadway Avenue and River Road to reach the Riverside Regional Jail and then return to the normal the fixed route pattern at 6th Avenue.

Table 3-8. Annual Statistics for Existing Hopewell Circulator and Southpark Mall Routes and Proposed Hopewell / Southpark Mall Route

	Existing Hopewell	Existing Southpark Mall	Proposed Hopewell / Southpark Mall	Change Over Existing
Revenue Hours	3,927	3,876	7,803	0
Revenue Miles ¹	76,311	28,555	97,921	-6,945
Peak Vehicles	1	1	2	0
Operating Cost ²	\$277,100	\$273,500	\$550,600	\$0
Ridership ³	28,000	26,000	54,000	0

1. Revenue miles for the proposed route assumes service to the Riverside Regional Jail twice daily.
2. Estimated operating costs reported in FY 2021 dollars
3. Estimated ridership assumes capturing 100% of existing ridership on the Hopewell and Southpark Mall routes

Rationale:

- In the existing PAT network, passengers in Hopewell wishing to access the rest of the PAT service area must first transfer to the Blandford/Hopewell route. The proposed alignment provides Hopewell riders with a one-seat ride connection to Petersburg Station, reducing the need to transfer for many riders.
- Because the Blandford/Hopewell route serves Fort Lee on the outbound trip, Hopewell passengers who use the Blandford/Hopewell route to transfer to the Hopewell Circulator are forced to clear Fort Lee security causing delays related to security. The proposed route will reduce delays and travel time for Hopewell riders since the route does not enter Fort Lee.
- Service to the businesses along Puddledock Road is a desired improvement. The proposed Hopewell/Southpark Mall route adds service to these businesses to meet this need and improve access to the medical offices along Puddledock Road.
- In the existing alignment, there is long out-of-direction travel to the Riverside Regional Jail. Placing the on-demand service to Riverside Regional Jail at the end of the route, rather than mid-route, reduces the out-of-direction travel delay for riders traveling to/ from downtown Hopewell.
- The connection to the Blandford/Hopewell Route at the Food Lion is proposed to remain under the new service. This connection provides passengers originating at Fort Lee with more convenient access to Southpark Mall (instead of having to travel to downtown Petersburg and then transfer to the Southpark Mall route).
- There is currently an oversupply of service to Riverside Regional Jail relative to the number of people riding to this destination. In a recent survey, the Riverside Regional Jail had 34 total passengers over a one-month survey period. While ridership to Riverside Regional Jail is low PAT recognized the need to provide service to the facility. The reduction in service from hourly to an on-demand service is more fitting for this demand.

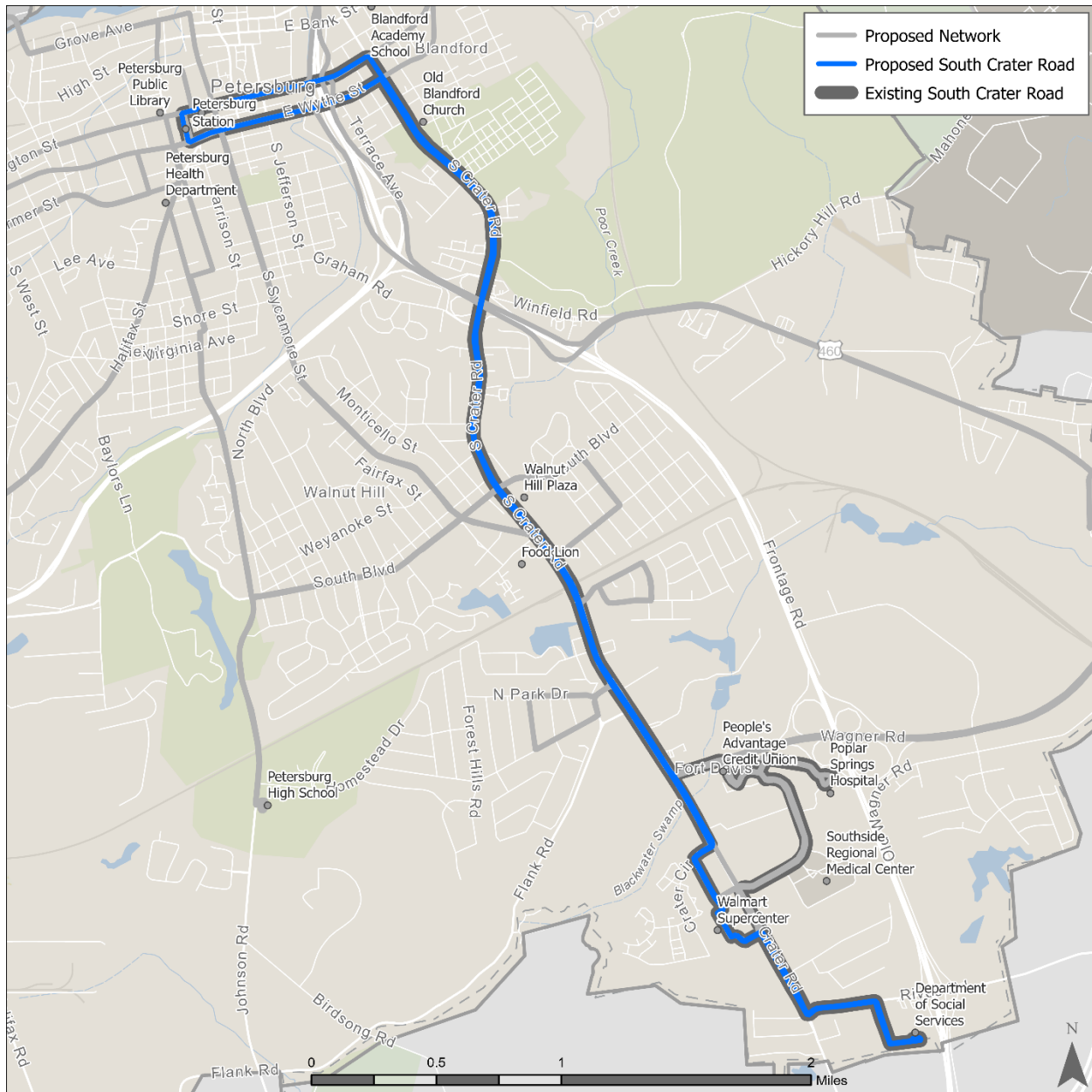
3.1.7 South Crater Road Alignment Change

South Crater Road

Service Changes: Minor alignment changes are proposed for the South Crater Road route. Instead of serving Medical Park Boulevard in the inbound direction, as the South Crater Road route currently operates, the proposed route will serve the Walmart Supercenter and continue along South Crater Road, turning around at the Department of Social Services. Service along Medical Park Boulevard will be eliminated from the South Crater Road route, but the remainder of the route alignment will stay intact. Figure 3-8 shows the proposed changes for the South Crater Road route.

In addition, it is recommended to increase the service frequency of the South Crater Road route. The current South Crater Road route has only one vehicle scheduled to operate the alignment. However, the high ridership on the South Crater Road Route has caused PAT to operate an additional vehicle, or tripper, that is dispatched immediately following the scheduled vehicle. Although trippers are traditionally utilized in transit service on occasion when ridership is unexpectedly and overwhelmingly high, the tripper on the South Crater Road route operates on nearly every trip on every day. Due to the high usage of the tripper, it is recommended to improve the service frequency of the South Crater Road route from 60 minutes to 30 minutes, formalizing the use of the tripper as an additional vehicle on the route.

Figure 3-8. Alignment of Existing South Crater Road Route and Proposed South Crater Road Route



A comparison of service under the existing South Crater Road route and the proposed South Crater Road route is shown in Table 3-9. The statistics in the existing South Crater Road route assume the tripper vehicle operates on every trip of every service day. Even though this service is not reflected in the schedule, it is a more accurate depiction of current operations than calculating the service requirements for a single vehicle. The results of the comparison of the existing and proposed services, therefore, is minimal. There is a small reduction in revenue miles due to the elimination of service along Medical Park Boulevard. There is also an assumed ridership loss of 10% resulting from the reduction in service to Medical Park Boulevard. It should

be noted that service to Medical Park Boulevard will continue to be provided with the Mall Plaza route.

Table 3-9. Annual Statistics for Existing South Crater Road Route and Proposed South Crater Road Route

	Existing South Crater Road Route	Proposed South Crater Road Route	Change Over Existing
Revenue Hours	7,752	7,752	0
Revenue Miles	51,463	46,972	-4,492
Peak Vehicles	2	2	0
Operating Cost ¹	\$547,000	\$547,000	\$0
Ridership ²	61,000	55,000	-6,000

1. Estimated operating costs reported in FY 2021 dollars

2. Estimated ridership assumes capturing 90% of the existing ridership on the South Crater Road route

Rationale:

- The South Crater Road route is PAT's most productive route. Because the route is direct and serves desirable destinations, most of the existing alignment is recommended to be maintained.
- PAT recently modified service on the South Crater Road route to serve the new Social Services location and this service change created longer travel times for passengers traveling to Medical Park Boulevard. Removing service on Medical Park Boulevard from the South Crater Road route makes the entire route bi-directional, and therefore reduces the time passengers are on the bus before reaching their destination.
- Moving the service to Medical Park Boulevard from the South Crater Road route to the Mall Plaza route provides more direct service on both routes. Passengers on the Mall Plaza route can access Medical Park Boulevard without first traveling to Walmart and Social Services and passengers on the South Crater Road route can access Walmart without first traveling to Medical Park Boulevard.
- Formalizing a second vehicle on South Crater Road rather than constantly using a tripper makes the service easier to understand for passengers. The schedule for South Crater Road service should be written so that a vehicle departs Petersburg Station every 30 minutes, providing passengers more frequent service on the South Crater Road route.

3.1.8 Blandford/Hopewell Weekday Headway Improvement

Service Changes: The Blandford/Hopewell route currently operates at 60-minute headways. This project proposes to improve the headway to 30 minutes on weekdays, while maintaining 60-minute headways on Saturdays. Implementing this recommendation would require one additional vehicle, bringing the peak vehicle requirement to two vehicles to operate this service.

Table 3-10 compares the annual statistics for the Blandford/Hopewell service under 60-minute headways and 30-minute weekday headways (and maintaining 60-minute headways on Saturdays). Increasing the frequency of the service to twice an hour doubles the operating costs

on weekdays. The ridership is expected to increase at a rate of 50% of the existing service. While Table 3-10 shows annual operating requirements, it should also be noted that this service change would also require capital funds to purchase one additional vehicle.

Table 3-10. Annual Statistics for Increasing Weekday Frequency on Blandford / Hopewell Route

	Existing 60-Min Headway Blandford / Hopewell Route	Proposed 30-Min Weekday Headway Blandford / Hopewell Route	Change Over Existing
Revenue Hours	3,876	7,149	3,273
Revenue Miles	56,983	105,086	48,103
Peak Vehicles	1	2	1
Operating Cost ¹	\$273,500	\$504,400	\$230,900
Ridership ²	48,000	72,000	24,000

1. Estimated operating costs reported in FY 2021 dollars

2. Estimated ridership assumes 150% of the existing ridership on the Blandford/Hopewell route

Rationale:

- Ridership on the Blandford/Hopewell route is strong. Increasing the frequency of this route would benefit passengers who are already using the service, as well as encourage new riders to use the service.
- Increasing the number of routes operating at 30-minute headways will give riders more flexibility and improve connectivity in the system.

3.1.9 Hopewell/Southpark Mall Weekday Headway Improvement

Service Changes: The project described in section 3.1.6 identified adjustments to the Hopewell/Southpark Mall routes to combine the two separate routes into a single route with a two-hour roundtrip run time. The existing service as well as the proposed service requires a total of two vehicles to operate 60-minute headways. This project calls for an additional two vehicles to improve the headway from 60 minutes to 30 minutes on weekdays, while maintaining 60-minute headways on Saturdays.

Table 3-11 compares the annual statistics for the Hopewell/Southpark Mall under 60-minute headways (as described in section 3.1.6) to operations with 30-minute weekday headways (and maintaining 60-minute headways on Saturdays). On an annual basis, this increase in frequency would double the revenue hours, revenue miles, and peak vehicles required on weekdays. Implementing the recommendation would require about \$464,800 in additional operating funds and result in approximately 27,000 additional riders (an increase of approximately 50% of the existing ridership). It should also be noted that these service changes would also require capital funds to purchase two additional vehicles.

Table 3-11. Annual Statistics for Increasing Weekday Frequency on Hopewell / Southpark Mall Route

	Existing 60-Min Headway Hopewell / Southpark Mall Route	Proposed 30-Min Headway Hopewell / Southpark Mall Route	Change Over Existing
Revenue Hours	7,803	14,391	6,588
Revenue Miles	97,921	189,577	91,656
Peak Vehicles	2	4	2
Operating Cost ¹	\$550,600	\$1,015,400	\$464,800
Ridership ²	54,000	81,000	27,000

1. Estimated operating costs reported in FY 2021 dollars

2. Estimated ridership assumes capturing 150% of existing ridership

Rationale:

- Ridership data shows that the Southpark Mall route and the Hopewell Circulator route are high performing routes. As a result, increasing the frequency of this combined route would likely result in additional ridership.
- Increasing the number of routes operating at 30-minute headways will give riders more flexibility and improve connectivity in the system.

3.1.10 Mall Plaza Weekday Headway Improvement

Service Changes: The existing Mall Plaza route, as well as the extended Mall Plaza route (as described in section 3.1.3), operate at 60-minute headways. This project assumes the proposed changes in section 3.1.3 have been implemented and the Mall Plaza route operates from Petersburg Station to the Walmart Supercenter on South Crater Road. This project calls for an additional vehicle to reducing the headways from 60 minutes to 30 minutes on weekdays, while maintaining 60-minute headways on Saturday.

Table 3-12 compares the annual statistics for the proposed Mall Plaza route under 60-minute headways and 30-minute headways (and maintaining 60-minute headways on Saturdays). As a result of this project, the revenue hours, revenue miles, peak vehicles, and operating costs double on weekdays. The ridership is expected to increase at a rate of 50% of the existing ridership per hour due to the increase in service. This translates to an annual increase of about 11,000 riders. It should also be noted that this service change would also require capital funds to purchase one additional vehicle.

Table 3-12. Annual Statistics for Increasing Weekday Frequency on Mall Plaza Route

	Existing 60-Min Headway Mall Plaza Route	Proposed 30-Min Headway Mall Plaza Route	Change Over Existing
Revenue Hours	3,468	6,379	2,911
Revenue Miles	54,600	101,509	46,909
Peak Vehicles	1	2	1
Operating Cost ¹	\$244,800	\$450,100	\$205,300
Ridership ²	22,000	33,000	11,000

1. Estimated operating costs reported in FY 2021 dollars

2. Estimated ridership assumes capturing 150% of existing ridership

Rationale:

- The proposed alignment of Mall Plaza (as described in section 3.1.3) is expected to make this route one of the stronger performing routes in the PAT transit network. Increasing the frequency of this route is expected to further increase ridership.
- Increasing the number of routes operating at 30-minute headways will give riders more flexibility and improve connectivity in the system.

3.1.11 Weekday Span of Service Increase

Service Changes: The existing PAT weekday service operates from approximately 6 AM to 7 PM. The proposed additional service would extend service on weekdays for all PAT routes. Table 3-13 compares the current operational requirements for weekday service with the requirements necessary to extend service by one or two additional hours. The increased cost associated with the extended service would be approximately \$180,000 per hour annually. Ridership for the additional hours is estimated to be about 60% of the average daily ridership per revenue hour due to the lower demand later in the day.

Table 3-13. Annual Statistics for Increasing Weekday Span of Service

		Proposed Weekday Service Operating One Additional Hour		Proposed Weekday Service Operating Two Additional Hours	
	Existing Weekday Service	Proposed	Change Over Existing	Proposed	Change Over Existing
Revenue Hours	34,055	36,605	2,550	39,155	5,100
Revenue Miles	458,268	488,883	30,615	519,498	61,230
Peak Vehicles	11	11	0	11	0
Operating Cost ¹	\$2,402,900	\$2,582,900	\$180,000	\$2,762,900	\$360,000
Ridership	280,000	295,000	15,000	310,000	30,000

1. Estimated operating costs reported in FY 2021 dollars

2. Estimated ridership assumes capturing 60% of the average riders per weekday hours for the additional hours of service

Rationale:

- The public outreach survey results detailed in Chapter 2 showed the community's desire for PAT service to extend later in the day.
- Increasing the span of service improves rider access without increasing capital costs.
- Extending the span of service to later in the day may also increase ridership earlier in the day, as additional riders may be attracted to use the service if a later return trip is available.

3.1.12 Saturday Span of Service Increase

Service Changes: The existing PAT Saturday service operates from approximately 7 AM to 7 PM. The proposed service extension would provide one or two additional hours of service for all PAT routes on Saturday. Table 3-14 compares the existing operational requirements for Saturday service with the requirements necessary to extend service by one or two additional hours. The increased cost associated with this expanded service would be \$36,000 per hour annually. Ridership is estimated to increase by about 2,000 annual riders for each additional hour and by about 4,000 annual riders for two additional hours of span. This estimated ridership assumes about 60% of the average riders per Saturday for the additional hours of service due to the lower demand later in the day.

Table 3-14. Annual Statistics for Increasing Saturday Span of Service

	Existing Weekday Service	Proposed Saturday Service Operating One Additional Hour		Proposed Saturday Service Operating Two Additional Hours	
		Proposed	Change Over Existing	Proposed	Change Over Existing
Revenue Hours	5,967	6,477	510	6,987	1,020
Revenue Miles	72,804	78,927	6,123	85,050	12,246
Peak Vehicles	10	10	0	10	0
Operating Cost ¹	\$421,000	\$457,000	\$36,000	\$493,000	\$72,000
Ridership	56,000	58,000	2,000	60,000	4,000

1. Estimated operating costs reported in FY 2021 dollars

2. Estimated ridership assumes capturing 60% of the average riders per weekday hours for the additional hours of service

Rationale:

- The public outreach survey results detailed in Chapter 2 identified increased service on Saturday as a desire of the community.
- Increasing the span of service improves rider access without increasing capital costs.

3.1.13 Sunday Service Implementation

Service Changes: PAT currently operates six days a week. This project proposes extending operations to seven days a week by adding Sunday service. Sunday service is assumed to

operate on the same schedule as the existing Saturday service from approximately 7 AM to 7 PM.

Table 3-15 summarizes the proposed Sunday service. Revenue hours, revenue miles, and peak vehicle requirements are expected to be the same as existing Saturday service. The operating costs for Sunday service would be an additional \$421,000 a year. Because increasing the span of service does not translate to ridership increases at the same rate as existing service, Sunday ridership is expected to be approximately 60% of the existing Saturday ridership. This project would not require additional vehicles, and therefore, would not require additional capital funding to begin operation.

Table 3-15. Annual Statistics for Implementing Sunday Service

Proposed Sunday Service	
Revenue Hours ¹	5,967
Revenue Miles ¹	72,804
Peak Vehicles ¹	10
Operating Cost ²	\$421,000
Ridership ³	201,000

1. Sunday service mirrors Saturday service in terms of operating requirements
2. Estimated operating costs reported in FY 2021 dollars
3. Estimated ridership assumes capturing 60% of the current Saturday service ridership

Rationale:

- Sunday service would enable riders to reach places of employment seven days a week, offering greater opportunity and flexibility for workers to reach jobs.
- Sunday service is the largest gap in service for the PAT system. Eliminating this gap would provide more comprehensive service.
- While the operational investment in Sunday service would be great, the capital cost of adding Sunday service would be minimal.

3.1.14 Petersburg to Emporia Service Implementation

Service Changes: PAT has indicated a potential desire to provide service between Petersburg and Emporia and is initiating conversations with the City of Emporia. The proposed Emporia route would operate from Petersburg Station to Emporia via I-95/US 301. Additional study would be needed to determine specific operations but stops along the route could include Templeton at Exit 41, Stony Creek at Exit 31, Jarratt at Exit 20, and Emporia at Exit 11. The proposed route is assumed to have a total of three round trips every weekday (two in the morning and one in the evening). The estimated roundtrip length of the route is 95 miles and would take approximately two hours.

Table 3-16 summarizes the estimated operating requirements of the Emporia route. The new service would require a single vehicle to operate, with an associated operated cost of about

\$108,000 annually. It should also be noted that operation of the Emporia would also require capital funds to purchase one additional vehicle.

Table 3-16. Annual Statistics for Emporia Route

Proposed Emporia Service	
Revenue Hours ¹	1,530
Revenue Miles ²	72,675
Peak Vehicles	1
Operating Cost ³	\$108,000

1. Revenue hours assumes three 2-hour round trips daily
2. Revenue miles assumes approximately 95 miles per round trip
3. Estimated operating costs reported in FY 2021 dollars

Rationale:

- This project improves the connection between Petersburg and Emporia, increasing transportation options for residents in nonurbanized areas along this corridor.
- The cities of Petersburg and Emporia have voiced a desire to connect the cities with transit service, dating back to at least 2015.

3.2 Prioritization of Planned Service Improvements

The projects identified in this chapter help to address the identified transit needs of the Petersburg community. Planning for the implementation of these projects over the ten-year TSP horizon will allow PAT to properly prepare for the operating expenses and capital costs associated with the service improvements. Projects are prioritized as high, medium, or low priority levels for implementation based on how well the projects are anticipated to address the transit needs identified in Chapter 2. The ability to fund projects using existing funding sources is also factored into the project prioritization.

Projects are organized into short-term (1-3 years), mid-term (3 to 7 years), and long-term (7 to 10 years) timeframes based on the priority level and the readiness of the project. Specific years are assigned to each project to show the year-by-year progression of the short, mid, and long-term plans over the TSP lifespan. An annual summary of the short-, mid-, and long-term recommendations, including projected additional operating and capital costs associated with the projects, is shown in Table 3-17.

The short-term plan (FY 2021 to FY 2023) does not increase service hours or peak vehicles required and is primarily focused on alignment changes to better meet the needs of the Petersburg community. One of the priorities identified for the PAT transit system is the need to increase service along South Crater Road, a corridor with one of the highest travel demand in the city. The existing South Crater Road route regularly becomes overcrowded and PAT often operates an additional vehicle on the route for relief. The short-term plan directly addresses the need for more service on South Crater Road by realigning the Mall Plaza and Walnut Hill routes to extend farther south, allowing these routes to reach more destinations on South Crater Road. In addition, the South Crater Road alignment change formalizes the second vehicle that

currently operates on South Crater Road, providing 30-minute headways on this route. These improvements to service on South Crater Road are made without eliminating service to other areas in Petersburg. Although some passengers will be asked to walk slightly longer distances, all existing passengers in the existing service area will still have access to transit. In addition to the improved service on South Crater Road, the short-term plan also includes other minor adjustments to existing routes. All of the route modifications in the short-term plan are “high” priority, and were intentionally designed to be cost neutral for both operating and capital costs.

The mid-term plan (FY 2024 to FY 2027), which calls for an increase in span of service by one hour for both the weekday and Saturday service, is categorized as “medium” priority. Increasing the service hours of PAT service is something that has been requested by the Petersburg community but should be done cautiously. Extending the service hours by one hour at a time allows PAT to review the success of the increased service and slow the implementation if necessary. The additional cost of extending weekday service by one hour on all routes is estimated to be about \$180,000 annually. For Saturdays, the cost for one additional hour of service is estimated to be about \$36,000 annually. One advantageous aspect of the service span extension projects is that no additional capital expenditures are required because there is no change to the peak vehicle requirement.

The long-term plan (FY 2028 to FY 2030) is also categorized as “medium priority” and calls for increasing the span of service by one additional hour on top of the mid-term plan span of service increase. Because the additional service in the long-term plan represents the same incremental difference as in the mid-term plan, the additional operating costs are estimated to also be \$180,000 annually for weekdays and \$36,000 annually for Saturdays.

The remaining projects from the previous section that were not included in the short-, mid-, or long-term plans were included in the unconstrained plan and categorized as “low priority”. These projects require the identification of additional funding to implement but are included as part of PAT’s long-term vision. Inclusion of these projects in the unconstrained plan provides PAT a more complete understanding of unmet and unfunded needs, allowing staff to focus on advancing projects to meet those needs.

Table 3-17. Prioritization of Planned Service Improvements

	Fiscal Year		Project	Priority Level	Additional Annual Operating Costs	Additional Capital Costs
Short-Term Plan	2021	-	-	-	-	-
	2022	3.1.1	Blandford/Hopewell alignment change	High	\$0	\$0
		3.1.2	County Drive (460) alignment change	High	\$0	\$0
		3.1.3	Walnut Hill and Mall Plaza alignment change and Virginia Avenue elimination	High	\$0	\$0
		3.1.4	Halifax Street alignment change	High	\$0	\$0
		3.1.5	Lee Avenue alignment change	High	\$0	\$0
		3.1.6	Hopewell Circulator and Southpark Mall alignment change	High	\$0	\$0
		3.1.7	South Crater Road alignment change	High	\$0	\$0
Mid-Term Plan	2023	-	-	-	-	-
	2024	3.1.11	Increasing weekday span of service by one hour	Medium	\$180,000	\$0
	2025	3.1.12	Increasing Saturday span of service by one hour	Medium	\$36,000	\$0
	2026	-	-	-	-	-
Long-Term Plan	2027	-	-	-	-	-
	2028	3.1.11	Increasing weekday span of service by one hour	Medium	\$180,000	\$0
	2029	3.1.12	Increasing Saturday span of service by one hour	Medium	\$36,000	\$0
Unconstrained Plan	2030	-	-	-	-	-
	Beyond 2030	3.1.8	Blandford/Hopewell weekday headway improvement (60 min to 30 min)	Low	\$230,900	\$144,000
		3.1.9	Hopewell/Southpark weekday Mall headway improvement (60 min to 30 min)	Low	\$464,800	\$288,000
		3.1.10	Mall Plaza weekday headway improvement (60 min to 30 min)	Low	\$205,300	\$144,000
		3.1.13	Sunday service implementation	Low	\$421,000	\$0
		3.1.14	Petersburg to Emporia service implementation	Low	\$108,000	\$144,000

1. All costs stated in FY 2021 dollars

3.3 Service Development

A summary of the operating impacts of the planned service changes is shown in Table 3-18. The impact of each planned service improvement on revenue hours and revenue miles is presented for the projects in the short-term, mid-term, long-term, and unconstrained plans.

Although the short-term plan covers a three-year period from FY 2021 to FY 2023, all the projects are planned for implementation in FY 2022 to allow PAT to make all route changes as single and cohesive effort. This will allow for all changes to be communicated to the public at the same time and only ask passengers to adjust to the new network once instead of several times. The overall impact of the short-term plan improvements on operating requirements is minimal in terms of revenue hours and revenue miles. The projects are estimated to have a negligible impact on revenue hours and only add about 10,532 additional revenue miles annually.

The mid-term plan, which covers FY 2024 to FY 2027, is made up of projects to increase both the weekday and Saturday service span by one hour. The weekday span of service is proposed to increase by one hour in FY 2024 and the Saturday span of service is proposed to increase by one hour in FY 2025. The increase of the weekday span of service is planned first because there is expected to be a greater demand for this service. Increasing the weekday span of service is a much larger project and requires a total of 2,550 additional revenue hours and 30,615 additional revenue miles annually. Saturday span expansion, by comparison, requires about 510 additional revenue hours and 6,123 additional revenue miles annually.

The long-term plan, which covers FY 2028 to FY 2030, includes the same two projects from the mid-term: increasing the span of service by one additional hour on weekdays (FY 2028) and Saturdays (FY 2029). These projects assume that the increased span of service improvements in the mid-term plan have been completed successfully, resulting in a cumulative service span expansion of two hours for both weekdays and Saturdays compared with the existing span. Service span expansion is added incrementally to allow PAT the opportunity to review the success of the increased service and slow the implementation if necessary.

The unconstrained improvements are not given a timeframe or year because funding has not been identified for these projects. Operating impacts of these projects are included as a reference in the case that the funding landscape changes or these projects increase in priority.

Table 3-18. Service Development

	Fiscal Year		Project	Annual Service Hours Change	Annual Service Miles Change
Short-Term Plan	2021	-	-	-	-
	2022	3.1.1	Blandford/Hopewell alignment change	0	357
		3.1.2	County Drive (460) alignment change	0	-7,979
		3.1.3	Walnut Hill and Mall Plaza alignment change and Virginia Avenue elimination	0	15,880
		3.1.4	Halifax Street alignment change	0	-2,770
		3.1.5	Lee Avenue alignment change	0	4,251
		3.1.6	Hopewell Circulator and Southpark Mall alignment change	0	-6,945
		3.1.7	South Crater Road alignment change	0	-4,492
Mid-Term Plan	2023	-	-	-	-
	2024	3.1.11	Increasing weekday span of service by one hour	2,550	30,615
	2025	3.1.12	Increasing Saturday span of service by one hour	510	6,123
	2026	-	-	-	-
Long-Term Plan	2027	-	-	-	-
	2028	3.1.11	Increasing weekday span of service by one hour	2,550	30,615
	2029	3.1.12	Increasing Saturday span of service by one hour	510	6,123
Unconstrained Plan	2030	-	-	-	-
	Beyond 2030	3.1.8	Blandford/Hopewell weekday headway improvement (60 min to 30 min)	3,273	48,103
		3.1.9	Hopewell/Southpark Mall weekday headway improvement (60 min to 30 min)	6,588	91,656
		3.1.10	Mall Plaza weekday headway improvement (60 min to 30 min)	2,911	46,909
		3.1.13	Sunday service Implementation	5,967	72,804
		3.1.14	Petersburg to Emporia service implementation	1,530	72,675

4 Implementation Plan

Chapter 4 of the TSP details the necessary steps and capital investments required to carry out the recommended operations and service improvements detailed in Chapter 3. The implementation plan identifies the steps needed to maintain a state of good repair on existing assets as well as the additional capital needs for any planned expansion or modifications to service. As discussed in Chapter 3, PAT does not intend to make service changes that would trigger the need for additional capital expenditures over the ten-year TSP lifespan. Therefore, this chapter primarily focuses on the capital requirements to replace aging assets to maintain a state of good repair.

4.1 Asset Management

Transit agencies that receive federal funding from the Federal Transit Administration (FTA) must create and maintain a Transit Asset Management (TAM) plan for rolling stock, non-revenue vehicles, facilities, and other equipment. The requirements of the TAM plan vary based on the classification of the agency as either Tier I or Tier II, which is determined by the presence of rail and the size of the agency's fleet. In Virginia, DRPT develops and maintains the Tier II plans for all Tier II-eligible agencies, whereas the Tier I agencies are responsible for their own TAM plans. PAT is classified as a Tier II agency and participates in the DRPT-developed group TAM plan.

In addition to using the DRPT group TAM plan, PAT maintains a Fleet, Facilities, and Equipment Maintenance Plan that guides PAT's planned maintenance of assets. This document, which was most recently updated in December 2018, details the preventive maintenance strategy undertaken by PAT to maximize equipment life, minimize cost, and to ensure employee and public safety. The purposes of the Fleet, Facilities, and Equipment Maintenance Plan are to:

- Maintain and implement the vehicle preventive maintenance program consistent with manufacturer's recommendation
- Track maintenance cost via line-item budget analysis, which is reviewed by the director monthly
- Ensure vehicle reliability, which is measured by vehicle downtime and road calls
- Ensure vehicle operating efficiency, which is measured by cost per mile and miles per gallon (mpg) of fuel
- Ensure vehicles are available to meet all peak service requirements
- Ensure vehicles are clean and comfortable for passengers
- Ensure facility upkeep and repair supporting the vehicle maintenance mission
- Ensure a safe operating vehicle and the safety of employees performing vehicle and facility maintenance
- Ensure federally funded equipment is kept in a safe and operational condition

A good maintenance strategy enables PAT to maximize the useful life of assets. However, even well-maintained vehicles, facilities, and other capital assets eventually reach the end of their useful life and must be replaced because they become less reliable. PAT uses the DRPT useful

life guidelines for FTA grants to plan for the replacement of aging assets. The following sections outline PAT's replacement plan for replacing revenue and non-revenue vehicles, vehicle maintenance and operations facilities, passenger amenities, and technology and ITS.

4.1.1 Revenue and Non-Revenue Vehicles

An overview of PAT's existing vehicle fleet is discussed in Section A.6.1, including an inventory of fixed-route vehicles (Table A-4), paratransit vehicles (Table A-5), and support vehicles (Table A-6). PAT currently owns a total of 15 vehicles for fixed-route service, nine vehicles for paratransit service, and 12 support vehicles. An additional six vehicles have been ordered and will be added to the fixed-route fleet in FY 2022 for a total of 21 fixed-route vehicles.

4.1.1.1 Vehicle Replacement Assumptions

PAT's existing fleet is composed of a variety of vehicle makes and models, with various passenger seating capacities. Maintaining a diverse fleet is oftentimes challenging because each vehicle requires specialized knowledge and replacement parts. Moving forward, PAT intends to standardize the fixed-route and paratransit fleets by replacing aging vehicles with fewer makes and models to establish greater consistency.

Currently, fixed-route service is operated with large heavy-duty transit buses and medium medium-duty transit buses. While the large heavy-duty transit buses are all the same make and model (2013 32-passenger Gillig), the medium-medium duty transit buses are a mix of makes and models. Moving forward, PAT intends to replace all medium medium-duty transit buses with Ford E-550 vehicles. The seating capacity of the Ford E-550 is well suited to serve on PAT's lower demand routes, while the larger Gillig vehicles operate on the higher ridership routes. For paratransit service, PAT intends to purchase Ford E-450 vehicles. Table 4-1 shows estimated replacement vehicle costs for these assumed replacement vehicles. The FY 2021 vehicle replacement costs are based on recent vehicle purchase costs. The FY 2022 to FY 2030 vehicle replacement costs include a 4% annual escalation rate to account for inflation.

Table 4-1. Vehicle Costs by Year (\$1,000s, YOES)

	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Bus (>30-ft)	\$649	\$675	\$702	\$730	\$759	\$790	\$821	\$854	\$888	\$924
Bus (<30-ft)	\$128	\$133	\$138	\$144	\$150	\$156	\$162	\$168	\$175	\$182
Paratransit Fleet	\$74	\$77	\$80	\$83	\$87	\$90	\$94	\$97	\$101	\$105
Support Vehicle Fleet	\$45	\$47	\$49	\$51	\$53	\$55	\$57	\$59	\$62	\$64

1. All costs in \$1,000s
2. All costs assume a 4% annual escalation rate

Table 4-2 shows the vehicle useful life benchmarks for years and miles using the DRPT useful life guidelines for FTA grants. These benchmarks were used as a basis point for replacement of existing PAT vehicles. In addition to the benchmarks, PAT considered the total vehicle replacement cost in each year of the TSP when determining the timing of replacement. As a result, PAT elected to defer replacement in some years in order to keep capital costs more manageable for a single year. Figure 4-1 compares the vehicle replacement costs per year under a scenario where PAT strictly follows the useful life benchmarks versus PAT's plan to

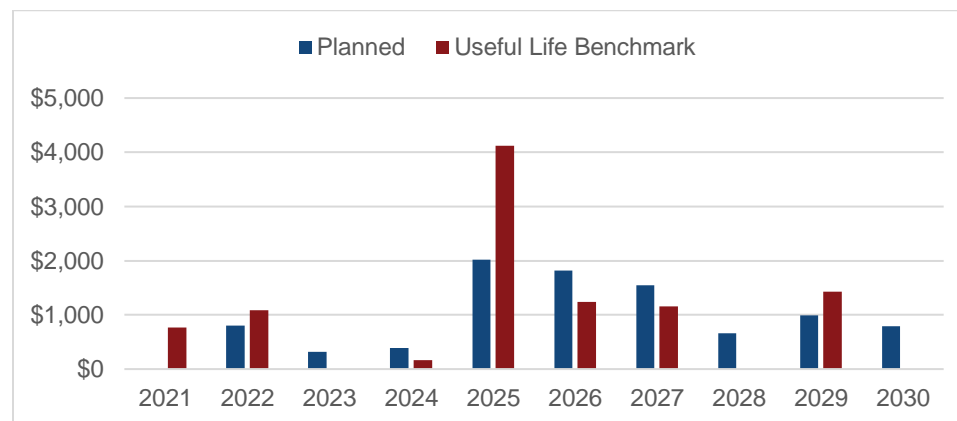
defer replacement of select vehicles. This figure shows that the projected costs for vehicle replacement would be exceedingly high in some years if every vehicle was replaced the same year it met its useful life benchmark. Distributing the costs over several years lessens the burden in any single year.

Table 4-2. Vehicle Useful Life

Vehicle Category	Useful Life	
	Years	Miles
Large heavy-duty transit buses 35'-40'	12	500,000
Small heavy-duty transit buses 30'	10	350,000
Medium medium-duty transit buses 25'-35'; Sprinter bus	7	200,000
Medium light-duty transit buses 25'-35', BOC vehicles, Expansion vans	5	150,000
Light-duty vehicles (vans, sedans, light-duty buses); Support vehicles; BOC (15- 19 passenger), < 30 ft	4	100,000

1. Source: DRPT Minimal Asset Useful Life Standards for FTA Grants; FTA Circular 5010.1D

Figure 4-1. Annual Vehicle Replacement Costs using Useful Life Benchmark Versus Planned Replacement (\$1,000s, YOY\$)



4.1.1.2 Vehicle Replacement Plan Summary

Table 4-3 shows the planned replacement of vehicles by make, year, and type from FY 2021 to FY 2030. As of 2021, three paratransit vehicles and all twelve of the support vehicles have met or exceeded the useful life guidelines in terms of age. The total replacement cost of all these vehicles is estimated to be \$762,000 (in FY 2021 dollars). Since replacing all 15 vehicles in a single year would be very costly and because many of the support vehicles are operating well and have low utilization rates, PAT has elected to spread the replacement costs over several years.

Table 4-3. Vehicle Replacement Plan by Existing Make/Type

Vehicle Type	Existing Make / Year	Existing Type	Planned Replacement Type	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Fixed Route													
Bus (>30-ft)	Gillig / 2013	35-foot Bus	35-foot Gillig	-	-	-	-	2	2	-	-	-	-
	Freightliner / 2016	30-foot Trolley	35-foot Gillig	-	-	-	-	-	-	1	-	-	-
Bus (<30-ft)	Ford / 2015	E-450	Ford E-550	-	-	1	-	-	-	-	-	-	1
	Chevrolet / 2018	E-4500	Ford E-550	-	-	-	-	3	-	-	-	-	-
	Chevrolet / 2020	E-4500	Ford E-550	-	-	-	-	-	-	3	3	-	-
	New Vehicles	-	Ford E-550	-	6	-	-	-	-	-	-	3	3
Paratransit													
Paratransit Fleet	Chevrolet / 2012	2500	Ford E-450	-	-	1	-	-	-	-	1	-	-
	Ford / 2016	E-450	Ford E-450	-	-	-	2	-	-	-	-	2	-
	Ford / 2017	E-450	Ford E-450	-	-	-	2	-	-	-	-	2	-
	Ford / 2019	E-450	Ford E-450	-	-	-	-	-	2	-	-	-	-
	Ford / 2021	E-450	Ford E-450	-	-	-	-	-	-	2	-	-	-
Support Vehicles													
Various	Various	Various	Various	-	-	2	1	1	1	1	1	1	1

Table 4-4. Vehicle Capital Needs (\$1,000s, YOES)

	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Replacement Vehicles										
Bus (>30-ft)	-	-	-	-	2	2	1	-	-	-
Bus (<30-ft)	-	6	1	-	3	-	3	3	3	4
Paratransit Fleet	-	-	1	4	-	2	2	1	4	-
Support Vehicle Fleet	-	-	2	1	1	1	1	1	1	1
Total Vehicles	0	6	4	5	6	5	7	5	8	5
Replacement Costs (\$1,000s)										
Bus (>30-ft)	-	-	-	-	\$1,518	\$1,579	\$821	-	-	-
Bus (<30-ft)	-	\$799	\$138	-	\$449	-	\$486	\$505	\$526	\$729
Paratransit Fleet	-	-	\$80	\$333	-	\$180	\$187	\$97	\$405	-
Support Vehicle Fleet	-	-	\$97	\$51	\$53	\$55	\$57	\$59	\$62	\$64
Total Costs	-	\$799	\$316	\$384	\$2,020	\$1,814	\$1,551	\$662	\$992	\$793

1. All costs in \$1,000s
2. All costs assume a 4% annual escalation rate

4.1.1.3 Fixed-Route Vehicle Fleet

All of PAT's fixed-route vehicles are planned for replacement over the course of the 10-year TSP timeframe. This includes 15 vehicles that are currently in operation, as well as the six additional vehicles that have been ordered and will be added to the existing fleet in FY 2022. It should be noted that the six vehicles that have already been ordered are replacing vehicles that have already been disposed of.

All medium medium-duty vehicles are planned to be replaced with Ford E-550s. The useful life of this category of vehicles is 7 years or 200,000 miles and these vehicles cost approximately \$128,000 (FY 2021 dollars). The larger, 35-ft Gillig vehicles that operate on PAT's higher ridership routes (e.g., South Crater Road) were manufactured in 2013 and will be replaced with similarly sized vehicles in FY 2025 and FY 2026 in order to spread the cost of these vehicles over multiple years. The useful life on this category of vehicle is 12 years or 500,000 miles and these vehicles cost approximately \$649,000 (FY 2021 dollars). The only trolley vehicle in the fleet is expected to be replaced with the same vehicle type as the 35-ft Gilligs.

The planned fixed-route vehicle fleet purchases over the TSP timeframe will enable PAT to retire and sell older rolling stock and replace with a more consistent line of vehicles. In addition, since the replacements are scheduled to occur over multiple years rather than all at once, future replacements will also be more spread out.

4.1.1.4 Paratransit Vehicle Fleet

PAT anticipates replacement of 14 paratransit vehicles that will meet or exceed the useful life over the TSP lifecycle. PAT's strategy for replacement of paratransit vehicles considers useful life standards as well as the timing of fixed-route vehicle replacement needs so that the capital costs are not exceedingly high in any given year. The next planned replacement of paratransit vehicles is scheduled for FY 2023. The largest replacement of paratransit vehicles will occur in FY 2024 and FY 2029, with the planned replacement of four vehicles in each of these years. The paratransit replacement vehicles are planned to be medium light-duty vehicles (Ford E-450), with a seating capacity of thirteen to fourteen passengers. The useful life of this type of vehicle is five years or 150,000 miles and costs approximately \$74,000 (FY 2021 dollars).

4.1.1.5 Support Vehicle Fleet

Although all 12 of PAT's support vehicles have met the useful life in terms of years, the continued maintenance and light use of these vehicles warrants deferral of replacement. PAT does not anticipate an immediate need for replacement of any support vehicles in FY 2021 or FY 2022. However, by FY 2023 the average age of the support vehicle fleet will be over 10 years and scheduling for replacements of the aging support vehicle fleet will be needed. The replacement for the support vehicles is strategically chosen in years when other capital needs are not high. PAT plans to replace two support vehicles in FY 2023 and one vehicle per year afterwards. The cost of support vehicles is approximately \$45,000 (FY 2021 dollars).

4.1.2 Vehicle Maintenance and Operations Facilities

PAT's operating, maintenance (including fueling), and vehicle storage facility is located at 309 Fairgrounds Road. The facility was built in 1981. Due to the age of the facility, PAT plans to replace with a new maintenance facility within this TSP lifecycle. The process is planned to

begin with a feasibility study conducted in FY 2023, followed by the design and engineering of the facility in FY 2024. Construction is anticipated to occur in FY 2025 and is expected to cost \$15 to \$20 million dollars. This estimate assumes that the new facility will be built on city-owned property. The cost estimate will be refined as part of the feasibility study and engineering design. PAT also plans to purchase shop equipment for the maintenance facility that would enable more maintenance to be completed inhouse. Purchasing additional shop equipment is programmed for years FY 2021, FY 2023, and FY 2025.

The administration building located at 100 W. Washington Street is expected to require renovation, including bathroom renovations and other necessary repairs to the building. These renovations are planned to occur in FY 2022 and will cost approximately \$100,000. Table 4-5 summarizes the anticipated years and costs for PAT's vehicle maintenance and operations facilities capital needs.

Table 4-5. Vehicle Maintenance and Operations Facilities Capital Needs (\$1,000s, YOES)

Project	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Rehab/Renovation of Admin Building	-	\$100	-	-	-	-	-	-	-	-
Feasibility study for Maintenance Facility	-	-	\$40	-	-	-	-	-	-	-
Design & Engineering of Maintenance Facility	-	-	-	\$500	-	-	-	-	-	-
Construction of Maintenance Facility (low to high range)	-	-	-	-	\$15,000 to \$20,000	-	-	-	-	-
Purchase Shop Equipment	\$53	-	\$101	-	\$107	-	-	-	-	-
Total	\$53	\$100	\$141	\$500	\$15,107 to 20,107	\$0	\$0	\$0	\$0	\$0

1. All costs in \$1,000s

4.1.3 Passenger Amenities

PAT plans to upgrade existing passenger amenities in FY 2021, including the purchase and installation of approximately 400 bus stop signs. In addition to signage, PAT plans to add 7 benches to high ridership locations in FY 2021. Table 4-6 shows the estimated costs for the new signs and benches. Additional passenger amenity needs are not anticipated during the ten-year TSP lifecycle.

Table 4-6. Passenger Amenities Capital Needs (\$1,000s, YOE\$)

Project	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Signs	\$33	-	-	-	-	-	-	-	-	-
Benches	\$17	-	-	-	-	-	-	-	-	-
Total	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

1. All costs in \$1,000s

4.1.4 Technology and ITS

Table 4-7 summarizes PAT's technology and ITS capital needs over the course of the ten-year TSP, including computer hardware, radios, security equipment, and automated passenger counters (APCs). PAT plans to replace computer hardware for employees in FY 2022, FY 2026, and FY 2030. Vehicle radios are planned to be purchased in FY 2023. In FY 2023, PAT plans to purchase security camera equipment to cover areas that were not captured by the previous security equipment purchased in FY 2020. Replacement of security equipment purchased in FY 2020 is scheduled for FY 2030. Lastly, APCs will be purchased and installed in 16 vehicles in FY 2023 so that PAT can measure and track passenger counts at the stop level, totaling approximately \$240,000 at \$15,000 each.

Table 4-7. Technology and ITS Capital Needs (\$1,000s, YOE\$)

Project	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
ADP Hardware	-	\$30	-	-	-	\$30	-	-	--	\$30
Radios	-	-	\$20	-	-	-	-	-	-	-
Security Equipment	-	-	\$40	-	-	-	-	-	-	\$75
Automated Passenger Counters (APCs)	-	-	\$240	-	-	-	-	-	-	-
Total	\$0	\$30	\$300	\$0	\$0	\$30	\$0	\$0	\$0	\$105

1. All costs in \$1,000s

4.2 Capital Implementation Plan

Table 4-8 shows a detailed year-by-year implementation plan for FY 2021 to FY 2030. Since the planned service modifications in Chapter 3 do not require additional capital funding, the capital implementation plan is based entirely on maintaining a state of good repair. Although the asset management replacement activities are not directly related to the projects described in Chapter 3, they were grouped into the same timeframes of short- (FY 2021 – FY 2023), mid- (FY 2024 – FY 2027), and long-term (FY 2028 – FY 2030) for consistency.

Table 4-8. Capital Implementation Plan (\$1,000s, YOE\$)

	Fiscal Year	Project Type	Project Description	Project Cost	Annual Capital Cost
Short-Term Plan	2021	Facilities	Purchase shop equipment	\$53	\$103
		Passenger Amenities	Signs and benches	\$50	
	2022	Vehicle Replacement	Replace 6 fixed-route vehicles	\$799	\$929
		Facilities	Rehab/renovation of admin building	\$100	
		Technology and ITS	ADP Hardware	\$30	
	2023	Vehicle Replacement	Replace 1 fixed-route, 1 paratransit, and 2 support vehicles	\$316	\$757
		Facilities	Feasibility study for maintenance facility, purchase shop equipment	\$141	
		Technology and ITS	Radios, security equipment, and APCs	\$300	
Mid-Term Plan	2024	Vehicle Replacement	Replace 4 paratransit and 1 support vehicles	\$384	\$884
		Facilities	Design and Engineering of Maintenance Facility	\$500	
	2025	Vehicle Replacement	Replace 5 fixed-route and 1 support vehicles	\$2,020	\$17,127 to \$22,127
		Facilities	Construction of Maintenance Facility; purchase shop equipment	\$15,107 to 20,107	
	2026	Vehicle Replacement	Replace 2 fixed-route, 2 paratransit, and 1 support vehicle	\$1,814	\$1,844
		Technology and ITS	ADP hardware	\$30	
	2027	Vehicle Replacement	Replace 4 fixed-route, 2 paratransit, and 1 support vehicle	\$1,551	\$1,551
Long-Term Plan	2028	Vehicle Replacement	Replace 3 fixed-route, 1 paratransit, and 1 support vehicle	\$662	\$662
	2029	Vehicle Replacement	Replace 3 fixed-route, 4 paratransit, and 1 support vehicle	\$992	\$992
	2030	Vehicle Replacement	Replace 4 fixed-route and 1 support vehicle	\$793	\$898
		Technology and ITS	ADP hardware and security equipment	\$105	

1. All costs in \$1,000s
2. All Vehicle costs assume a 4% annual escalation rate

5 Financial Plan

Chapter 5 of the TSP presents the financial plan and provides projections of the anticipated expenditures and revenues over the ten-year TSP timeframe. This chapter is organized into two sections, the first section discusses the projected operating and maintenance costs and funding sources, and the second section discusses the projected capital costs and funding sources.

Due to the non-typical transportation trends and relief funding resulting from the COVID-19 pandemic, financial projections presented in each section are based on a combination of historical data sources provided by PAT. In many cases data from FY 2019, the last full year of pre-pandemic data, was relied on to estimate future year expenditures and revenues, assuming a return to more “normal” transit operations in future years. However, additional information was available for FY 2021 and FY 2022, and, as a result, projections for these fiscal years were based on the estimates from the DRPT Six-Year Improvement Program (SYIP). FY 2023 to FY 2030 estimates were projected using standard escalation rates, data from the SYIP, and reasonable estimates based on current and historical conditions.

As with any projection, the uncertainty in the financial plan increases the further into the future it extends. There is additional uncertainty in some projections because of the disruption caused by the COVID-19 pandemic at the onset of the ten-year timeframe. The pandemic-related impacts are discussed throughout this chapter in the areas that are most affected. While the focus of this chapter is on financial projections, a five-year retrospective of operating and capital expenses is provided in Appendix B for recent historical context.

5.1 Operating and Maintenance Costs and Funding Sources

This section provides details on the projected expenditures and the corresponding levels of funding required to create a balanced operating and maintenance budget over the next ten years. For budgeting and federal reimbursement purposes, PAT breaks operating and maintenance costs into two categories, operating costs and preventive maintenance costs. For consistency, the operating and maintenance costs discussed in this chapter are also broken out into these two categories.

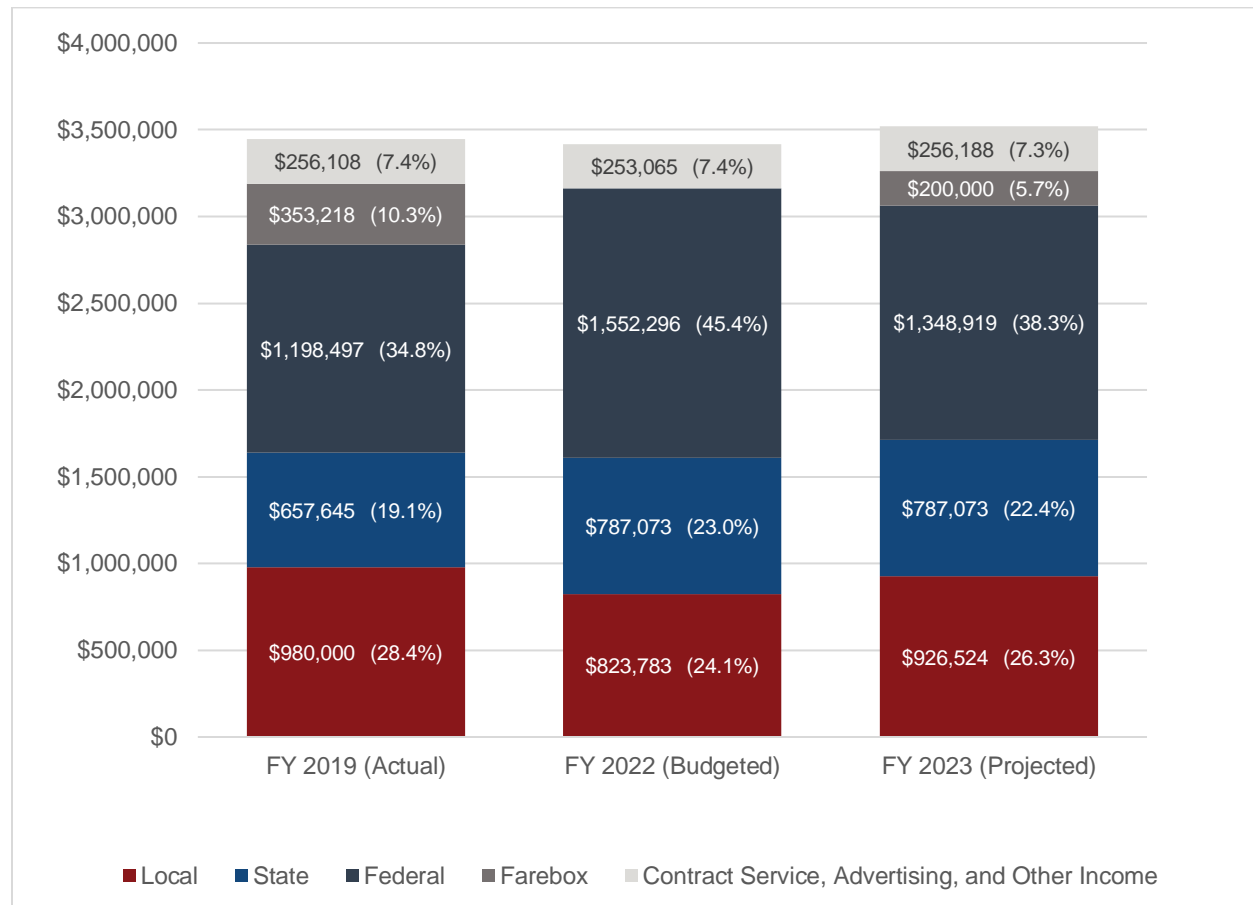
The future operating costs for PAT were projected using the FY 2022 DRPT SYIP estimates and the future preventive maintenance costs for PAT were projected using the FY 2021-2022 Proposed Operating Budget for the City of Petersburg. Future projections for PAT’s operating and preventive maintenance costs were based on FY 2022 budgets rather than FY 2019 since PAT’s operations over the past year remained relatively consistent with pre-pandemic service and the FY 2022 budgets better reflect PAT’s long-term staffing levels.

A comparison chart of FY 2019 (actual), FY 2022 (budgeted), and FY 2023 (projected) operating budgets by revenue source is shown in Figure 5-1, revealing consistent total operating costs but fluctuations in revenue sources. The FY 2022 federal funding was unusually high due to the additional Federal COVID-19 relief funding, but federal funding is not expected to remain at FY 2022 levels in future years. As a result, FY 2019 was used as a baseline year for future year federal revenue projections, which are assumed to increase 3% annually. In addition, PAT had no farebox revenue in FY 2022 due to a decision to provide fare-free service

during the pandemic. There continues to be uncertainty regarding the return to fare collection for PAT; however, for this TSP, projected farebox revenue was based on a modified baseline year of FY 2019.

With operating costs anticipated to remain consistent with FY 2022 levels and federal funding anticipated to decrease, additional funding will be needed in order to maintain a balanced budget, which is discussed in greater detail in the Ten-Year Financial Plan Scenarios section.

Figure 5-1. Operating Revenue Sources (FY 2019 Actual, FY 2022 Budgeted, FY 2023 Projected)



PAT's preventive maintenance costs are also expected to remain consistent with FY 2022 budgeted levels. Revenue sources for preventive maintenance are expected to continue to be 80% federal funds and 20% local match, consistent with past years. More details on projected preventive maintenance costs and revenues are provided in the following sections.

5.1.1 Revenue Assumptions

PAT generates operating and maintenance revenue that is categorized into seven categories: farebox revenue, contract service, advertising, federal funding, state funding, local funding, and

other income. Future years beyond the already budgeted FY 2022 are based on the following assumptions:

5.1.1.1 Farebox Revenue

Fare collection was suspended in FY 2020 due to the COVID-19 pandemic. Although PAT has not yet determined when fare collection will resume, fare collection is assumed to resume in FY 2023 for the purposes of the financial plan. In FY 2019, the last full year of pre-pandemic data, PAT's farebox revenue was 353,218. In FY 2020, which was partially impacted by fare collection suspension, the farebox revenue was \$247,913. In light of the uncertainty surrounding the pandemic, including future ridership and timing of a return to fare collection, this financial plan assumes a conservative estimate off \$200,000 in farebox revenue for FY 2023 to FY 2030 for the existing service. This assumption should be revisited if/when fare collection resumes. If additional service is implemented, farebox revenue is anticipated to increase proportional to the increase in ridership projected for new service additions. Farebox revenue was estimated to increase at a rate of \$0.84 per additional passenger trip (based on FY 2019 fixed route NTD data).

5.1.1.2 Contract Service

Contract service revenue comes from contracts with the City of Hopewell, Greyhound, and Riverside Regional Jail. The total annual amount of revenue from contract service is budgeted at \$241,969 in FY 2022 and is expected to remain the same over the course of the TSP lifespan.

5.1.1.3 Advertising

Advertising revenue was negatively impacted by the COVID-19 pandemic. In FY 2021, the advertising revenue was approximately \$5,000, which equates to half of what had been generated in pre-pandemic years. In FY 2022, the budgeted advertising revenue in the DRPT SYIP is \$7,000. PAT expects advertising revenue to rebound in FY 2023 assuming the pandemic related impacts subside. Beginning with FY 2023, advertising revenue is projected to return to pre-pandemic levels of approximately \$10,000 annually. In FY 2024 to FY 2030, advertising revenue is projected to increase at a 3% annual escalation rate.

5.1.1.4 Federal Funding

Federal funding levels have experienced significant pandemic-related fluctuations in the first two years of the financial plan (FY 2021 and FY 2022) due to an influx of federal relief funds. Federal funding is not expected to remain at these levels in future years; consequently, federal funding in FY 2019 was assumed as a baseline. For operating costs, federal funding levels from FY 2019 were escalated by 3% annually for funding projections in FY 2023 through FY 2030. For preventive maintenance costs, federal funding was assumed to be 80% of total preventive maintenance costs each year.

5.1.1.5 State Funding

State funding is anticipated to generally increase over the next ten years with some year-to-year fluctuation. Total state operating assistance projections were obtained for FY 2022 to FY 2027 from the FY 2022 SYIP. Projected changes in total operating assistance funding over this period were calculated on a year-over-year basis and are summarized in Table 5-1. These projections

were then used for the purposes of estimating PAT's anticipated funding from the state. For FY 2023 to FY 2027, the year-over-year percent change from the FY 2022 SYIP was applied to PAT's state funding from the previous year to approximate the operating assistance provided by the state. For FY 2028 through FY 2030, the average annual percentage change from FY 2022 to FY 2027 (1.05%) was applied to PAT's state funding from the previous year to get the future year estimate.

Table 5-1. State Operating Assistance Anticipated Rate Change

Year	Percent Change from Previous Year
FY 2022 to FY 2023	0.00%
FY 2023 to FY 2024	-2.14%
FY 2024 to FY 2025	3.41%
FY 2025 to FY 2026	3.26%
FY 2026 to FY 2027	0.73%

1. Average FY 2022-FY 2027 annual change is 1.05%

While this approximation of state funding gives a sense of the anticipated state operating assistance, state funding for future years is likely to change and the exact amount will depend on a variety of factors including an evaluation of PAT's performance compared to other transit agencies in Virginia. In 2018 the Virginia General Assembly passed a statute requiring transit grant funding to be based on performance (Section 33.2-1526.1 of the Code of Virginia). Prior to this change, the funding allocation for each transit agency was based on the share of each agency's operating costs to the total operating costs for all transit providers that receive state assistance. Performance-based allocation of state transit operating funding, which began in FY 2020, accounts for both the size of the agency and three years of performance trends of the agency. Sizing metrics are used to correlate funding allocations with the size of the agency and include operating cost (50%), ridership (30%), revenue vehicle hours (10%), and revenue vehicle miles (10%). The sizing allocation is then adjusted based on a comparison of performance trends of the agency to statewide trends for five performance metrics:

- Passengers per Revenue Vehicle Hour
- Passengers per Revenue Vehicle Mile
- Operating Cost per Revenue Vehicle Hour
- Operating Cost per Revenue Vehicle Mile
- Operating Cost per Passenger

Because the allocation of performance-based funding is dependent on PAT's performance relative to the performance of all transit agencies statewide, it is difficult to project state funding amounts. As a result, the analysis presented in this chapter assumes that the state funding received by PAT is proportional to the statewide operations funding increases projected in the FY 2022 SYIP.

5.1.1.6 Local Funding

Local funding projections are estimated annually for inclusion in the City of Petersburg operating budget produced by the City Manager and City Staff and approved by the City Council. For preventive maintenance costs, local funding was assumed to be 20% of total preventive maintenance costs each year as a match to the assumed 80% federal funding. The operating and maintenance budget must ultimately reflect a balanced budget, and, as a result local funding for operating for all years was assumed to cover the remaining balance of costs after all other revenue sources are applied.

5.1.1.7 Other Income

Other income refers to all other revenues that do not fit in any of the aforementioned revenue sources. This category is typically made up of revenue from selling retired vehicles and therefore changes from year to year. The projected other income for FY 2022 was based on the budgeted figure from the DRPT SYIP, with future years inflated by 3% annually.

5.1.2 Ten-Year Financial Plan Scenarios

Two ten-year financial plan scenarios were developed: a baseline scenario and a service changes scenario. The baseline scenario assumes no service changes are implemented over the TSP timeframe and the service changes scenario assumes the service changes discussed in Chapter 3 are implemented. The revenue hours are constant for all years in the baseline scenario and increase to reflect the timing of the proposed service changes in the service change scenario. Projected operating expenses reflect an assumed 3% escalation rate each year as well as additional operating expenses associated with any increased service.

5.1.2.1 Baseline Scenario

In the baseline scenario, shown in Table 5-2, operating costs are expected to increase by \$951,000 and preventive maintenance costs are expected to increase by \$280,000 between FY 2021 to FY 2030 due to inflation. Federal funding is expected to decrease from the FY 2021 and FY 2022 COVID-19 pandemic relief funding levels. Assuming no additional federal COVID-19 pandemic relief funding, FY 2023 federal revenues are expected to decrease by \$203,000 from FY 2022 levels. This reduction in federal funding will result in a gap requiring a need to increase local funding. The reintroduction of fares could help to offset some of the decrease in federal funding, but the timing and implementation of reinstating fare is yet to be determined.

5.1.2.2 Service Changes Scenario

The service changes scenario, shown in Table 5-3, assumes the service expansion discussed in Chapter 3 of this TSP is implemented, resulting in additional operating costs. The service changes assumed include weekday service span expansion of one hour in both FY 2024 and FY 2028 and Saturday service span expansion of one hour in both FY 2025 and FY 2029. To account for the increase in operating costs due to inflation and service expansion, additional funding will need to be secured. The farebox revenue is expected to increase as service is implemented, which is projected to offset about \$29,000 of the \$564,000 required to operate the service, resulting in a net increase of \$535,000 by FY 2030. Without additional revenues from other sources, implementing the new service would require an increase of \$535,000 in local funding for operations to maintain a balanced budget.

In addition to the increase in operating costs, preventive maintenance costs are anticipated to increase. By FY2030, the preventive maintenance costs are expected to increase from \$970,000 to \$1,414,000 proportional to increase in revenue hours and due to inflation, representing an increase of \$163,000 compared to the scenario with no service changes. The local funding required for the preventive maintenance would therefore grow from \$194,000 to \$283,000 by FY 2030, representing a difference of \$33,000 compared to the scenario with no service changes.

Table 5-4 compares the total revenue hours, operating costs, and preventive maintenance costs of the baseline and service changes scenarios. By the end of the ten-year timeframe, the total revenue hours, including the service additions, increases to 53,120 hours in FY 2030, the total operating costs increases to \$4,891,000, and the total preventive maintenance costs increases to \$1,414,000. By FY 2030, the difference in operating costs between the baseline and service changes scenario is \$563,000 and the difference in preventive maintenance costs between the two scenarios is \$163,000.

Table 5-2. Projected PAT Operating and Maintenance Costs and Revenues Under Baseline Scenario (\$1000s, YOY\$)

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Revenue Hours	47,000	47,000	47,000	47,000	47,000	47,000	47,000	47,000	47,000	47,000
Total Operating Cost	\$3,376	\$3,416	\$3,519	\$3,624	\$3,733	\$3,845	\$3,960	\$4,079	\$4,202	\$4,328
Total Preventive Maintenance Cost	\$970	\$987	\$1,017	\$1,047	\$1,079	\$1,111	\$1,145	\$1,179	\$1,214	\$1,251
Expected Operating Revenue Sources										
Farebox	\$0	\$0	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200
Contract Service	\$242	\$242	\$242	\$242	\$242	\$242	\$242	\$242	\$242	\$242
Advertising	\$5	\$7	\$10	\$10	\$11	\$11	\$11	\$12	\$12	\$12
Federal	\$2,018	\$1,552	\$1,349	\$1,389	\$1,431	\$1,474	\$1,518	\$1,564	\$1,611	\$1,659
State	\$771	\$787	\$787	\$770	\$796	\$822	\$828	\$837	\$837	\$846
Local	\$340	\$824	\$927	\$1,008	\$1,048	\$1,091	\$1,156	\$1,220	\$1,295	\$1,363
Other Income	\$0.0	\$4.1	\$4.2	\$4.3	\$4.5	\$4.6	\$4.7	\$4.9	\$5.0	\$5.2
Expected Preventive Maintenance Revenue Sources										
Federal	\$776	\$790	\$814	\$838	\$863	\$889	\$916	\$943	\$971	\$1,001
Local	\$194	\$197	\$203	\$209	\$216	\$222	\$229	\$236	\$243	\$250

1. Revenue hours remain constant under baseline scenario.
2. Total operating costs for FY 2021 and FY 2022 are from DRPT SYIPs. Total preventive maintenance costs for FY 2021 and FY 2022 are from City of Petersburg FY 2021-22 Proposed Operating Budget. Future year operating and preventive maintenance costs are inflated 3% annually.
3. Farebox revenues assume continuation of fare-free service until FY 2023. FY 2023 to FY 2030 assumes conservative but consistent farebox revenues.
4. Contract service revenues for FY 2021 and FY 2022 are from DRPT SYIPs. FY 2023 to FY 2030 are not expected to change.
5. Advertising revenues for FY 2021 and FY 2022 are from DRPT SYIPs. FY 2023 is expected to return to pre-pandemic levels and escalate by 3% annually.
6. Federal funding revenues for operating for FY 2021 and FY 2022 are from DRPT SYIPs. FY 2023 to FY 2030 federal funding operating revenues assume FY 2019 (pre-pandemic) levels of funding with annual escalation of 3%. Federal funding for preventive maintenance are assumed to cover 80% of total preventive maintenance costs.
7. State funding revenues for FY 2021 and FY 2022 are from DRPT SYIPs. FY 2023 to FY 2027 assume consistency with DRPT's SYIP overall state funding levels. FY 2028 to FY 2030 assume growth is consistent with the average annual state funding growth from FY 2022 to FY 2027.
8. Local funding for operating for all years covers remaining amount of funds required to balance the budget. Local funding for preventive maintenance is assumed to cover 20% of total preventive maintenance costs.
9. Other income revenues for FY 2021 and FY 2022 are from DRPT SYIPs. Future years increase with annual escalation of 3%.
10. All costs in \$1,000s.

Table 5-3. Projected PAT Operating and Maintenance Costs and Revenues Under Service Change Scenario (\$1000s, YOY\$)

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Revenue Hours	47,000	47,000	47,000	49,550	50,060	50,060	50,060	52,610	53,120	53,120
Total Operating Cost	\$3,376	\$3,416	\$3,519	\$3,821	\$3,976	\$4,095	\$4,218	\$4,566	\$4,749	\$4,891
Total Preventive Maintenance Cost	\$970	\$987	\$1,017	\$1,104	\$1,149	\$1,184	\$1,219	\$1,320	\$1,372	\$1,414
Expected Operating Revenue Sources										
Farebox	\$0	\$0	\$200	\$213	\$214	\$214	\$214	\$227	\$229	\$229
Contract Service	\$242	\$242	\$242	\$242	\$242	\$242	\$242	\$242	\$242	\$242
Advertising	\$5	\$7	\$10	\$10	\$11	\$11	\$11	\$12	\$12	\$12
Federal	\$2,018	\$1,552	\$1,349	\$1,389	\$1,431	\$1,474	\$1,518	\$1,564	\$1,611	\$1,659
State	\$771	\$787	\$787	\$770	\$796	\$822	\$828	\$837	\$837	\$846
Local	\$340	\$824	\$927	\$1,192	\$1,277	\$1,327	\$1,399	\$1,680	\$1,813	\$1,898
Other Income	\$0.0	\$4.1	\$4.2	\$4.3	\$4.5	\$4.6	\$4.7	\$4.9	\$5.0	\$5.2
Expected Preventive Maintenance Revenue Sources										
Federal	\$776	\$790	\$814	\$883	\$919	\$947	\$975	\$1,056	\$1,098	\$1,131
Local	\$194	\$197	\$203	\$221	\$230	\$237	\$244	\$264	\$274	\$283

1. Revenue hours increase based on service plans described in Chapter 3.
2. Total operating costs for FY 2021 and FY 2022 are from DRPT SYIPs. Total preventive maintenance costs for FY 2021 and FY 2022 are from City of Petersburg FY 2021-22 Proposed Operating Budget. Future years operating costs include service changes described in Chapter 3 and are inflated 3% annually. Future year preventive maintenance costs increase proportional to revenue hours and are inflated 3% annually.
3. Farebox revenues assume continuation of fare-free service until FY 2023. Future years assume conservative farebox revenues with increases based on ridership estimates from Chapter 3 for additional service.
4. Contract service revenues for FY 2021 and FY 2022 are from DRPT SYIPs. FY 2023 to FY 2030 are not expected to change.
5. Advertising revenues for FY 2021 and FY 2022 are from DRPT SYIPs. FY 2023 is expected to return to pre-pandemic levels and escalate by 3% annually.
6. Federal funding revenues for operating for FY 2021 and FY 2022 are from DRPT SYIPs. FY 2023 to FY 2030 federal funding operating revenues assume FY 2019 (pre-pandemic) levels of funding with annual escalation of 3%. Federal funding for preventive maintenance are assumed to cover 80% of total preventive maintenance costs.
7. State funding revenues for FY 2021 and FY 2022 are from DRPT SYIPs. FY 2023 to FY 2027 assume consistency with DRPT's SYIP overall state funding levels. FY 2028 to FY 2030 assume growth is consistent with the average annual state funding growth from FY 2022 to FY 2027.
8. Local funding for operating for all years covers remaining amount of funds required to balance the budget. Local funding for preventive maintenance is assumed to cover 20% of total preventive maintenance costs.
9. Other income revenues for FY 2021 and FY 2022 are from DRPT SYIPs. Future years increase with annual escalation of 3%.
10. All costs in \$1,000s.

Table 5-4. Projected Operating and Maintenance Costs for Service Additions (\$1000s, YOY\$)

	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Existing System										
Fixed Route Revenue Hours	42,700	42,700	42,700	42,700	42,700	42,700	42,700	42,700	42,700	42,700
Paratransit Revenue Hours	4,300	4,300	4,300	4,300	4,300	4,300	4,300	4,300	4,300	4,300
Existing Operating Costs	\$3,376	\$3,416	\$3,519	\$3,624	\$3,733	\$3,845	\$3,960	\$4,079	\$4,202	\$4,328
Existing Preventive Maintenance Cost	\$970	\$987	\$1,017	\$1,047	\$1,079	\$1,111	\$1,145	\$1,179	\$1,214	\$1,251
Service Additions										
Additional Revenue Hours (yearly improvement)				2,550	510			2,550	510	
Additional Operating Cost (yearly increase)				\$197	\$41			\$221	\$46	
Additional Preventive Maintenance Cost (yearly increase)				\$57	\$12			\$64	\$13	
Cumulative Additional Fixed Route Operating Cost				\$197	\$243	\$250	\$258	\$487	\$547	\$564
Cumulative Additional Preventive Maintenance Cost				\$57	\$70	\$72	\$75	\$141	\$158	\$163
Totals										
Total Revenue Hours	47,000	47,000	47,000	49,550	50,060	50,060	50,060	52,610	53,120	53,120
Total Operating Cost	\$3,376	\$3,416	\$3,519	\$3,821	\$3,976	\$4,095	\$4,218	\$4,566	\$4,749	\$4,891
Total Preventive Maintenance Cost	\$970	\$987	\$1,017	\$1,104	\$1,149	\$1,184	\$1,219	\$1,320	\$1,372	\$1,414

1. Costs are stated in year of expenditure dollars, with the assumed annual escalation rate of 3%.
2. Operational changes include only changes that incur additional operating costs.
3. All costs in \$1,000s.

5.2 Capital Costs and Funding Sources

The anticipated capital costs presented in this section are driven by the implementation plan presented in Chapter 4 and are grouped into vehicle purchase costs and facility and other capital costs. Chapter 4 should be referenced for additional information regarding the planning of these capital purchases.

5.2.1 Vehicle Purchase Costs and Funding Sources

PAT's vehicle replacement schedule discussed in Chapter 4 shows the anticipated new vehicle needs for each year in the TSP timeframe and ranges from zero (FY 2021) to seven vehicles (FY 2027). Anticipated vehicle costs by year are shown in

Table 5-5. On average, PAT's vehicle purchase costs for FY 2021 to FY 2030 are approximately \$1,037,000 annually (YOE\$). FY 2025 is expected to have the largest vehicle replacement costs at \$2,020,000 (YOE\$), followed by FY 2026 at \$1,814,000 (YOE\$) and FY 2027 at \$1,551,000 (YOE\$).

Funding for vehicle purchase costs is expected to come from three sources: federal, state, and local. The composition of funding sources, in terms of percentages, is based on the following assumptions: 28% from federal, 68% from state, and 4% from local. Therefore, funding amounts will vary based on the vehicle replacement needs for each year outlined in Chapter 4.

Similar to the state operating assistance, the 2018 Virginia General Assembly reformed state capital assistance grant programs to include a prioritization process for allocating limited capital funds to the most critical projects. Under the new capital assistance prioritization process, which began in FY 2020, transit capital projects are classified into one of three categories:

- State of Good Repair (SGR)
- Minor Enhancement (MIN)
- Major Expansion (MAJ)

Each category of capital projects has its own scoring approach for prioritization. SGR projects are evaluated based on an asset condition score (age and mileage) and a service impact score (operating efficiency; frequency, travel time, and/or reliability; accessibility and/or customer experience; and safety and security). MIN projects are scored based on the service impact score alone. MAJ projects are scored based on congestion mitigation, economic development, accessibility, safety, environmental quality, and land use. For PAT, vehicle purchases will fall into the SGR classification and will be scored as such. Facility improvements and other capital cost projects will fall into the MIN category if the project cost is \$2 million or less and into the MAJ category if the project cost exceeds \$2 million.

Table 5-5. Financial Plan for Funding Vehicle Purchases (\$1000s, YOE\$)

	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Vehicle Costs										
Bus (<30-ft)	-	-	-	-	\$1,518	\$1,579	\$821	-	-	-
Bus (30-ft)	-	\$799	\$138	-	\$449	-	\$486	\$505	\$526	\$729
Paratransit Fleet	-	-	\$80	\$333	-	\$180	\$187	\$97	\$405	-
Support Vehicle Fleet	-	-	\$97	\$51	\$53	\$55	\$57	\$59	\$62	\$64
Total Vehicle Costs	-	\$799	\$316	\$384	\$2,020	\$1,814	\$1,551	\$662	\$992	\$793
Anticipated Funding Sources										
Federal	\$0	\$224	\$88	\$107	\$566	\$508	\$434	\$185	\$278	\$222
State	\$0	\$543	\$215	\$261	\$1,374	\$1,234	\$1,055	\$450	\$675	\$539
Local	\$0	\$32	\$13	\$15	\$81	\$73	\$62	\$26	\$40	\$32

1. Vehicle costs identified in Chapter 4 of the TSP.
2. Vehicle purchases assume 28% funding through FTA (Section 5339 program), 68% funding from State, and the remaining 4% funding from local
3. All costs in \$1,000s

5.2.2 Facility Improvement and Other Capital Costs and Funding Sources

In addition to vehicle costs, PAT has capital needs to improve facilities, passenger amenities, and technology over the course of the TSP life cycle. Table 5-6 shows the anticipated capital cost by category by year, as well as anticipated revenue from federal, state, and local funding sources. The greatest local funding need occurs in FY 2025, where a need of \$804,300 in local funding is estimated, primarily due to the 10% local match expected for construction of the bus maintenance facility. The next greatest local funding need occurs in FY 2023, when the design and engineering of the bus maintenance facility is anticipated.

As with vehicle purchase costs, the facility improvements and other capital costs are accounted for by a combination of federal, state, and local dollars. Also, similar to the vehicle purchase costs, the funding for these capital costs is expected to remain at a split of 28% federal, 68% state, and 4% local, with state funding tied to project prioritization scores for all improvements except the maintenance facility. PAT is planning to apply to DRPT's Technical Assistance MERIT competitive grant program for the feasibility study for the maintenance facility, which if selected would provide 50% in state funding and the remaining 50% is assumed to come from local funding sources. PAT is also planning to apply for grant funding for the construction of the maintenance facility. For the purposes of the financial plan, PAT assumed a split of 80% Federal funding from FTA 5339, 16% state funding (through a Major Expansion category of the Capital Assistance MERIT grants program), and 4% local funding. If grant funding is not secured PAT would need to find additional funding sources or delay the maintenance facility project.

Table 5-6. Financial Plan for Funding Facility Improvements and other Capital Costs (\$1000s, YOE\$)

	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Anticipated Costs										
Facilities										
Rehab/Renovation of Admin Building		\$100.0								
Feasibility study for Maintenance Facility			\$40.0							
Design & Engineering of Maintenance Facility				\$500.0						
Construction of Maintenance Facility					\$20,000.0					
Purchase Shop Equipment	\$53.0		\$101.0		\$107.0					
Passenger Amenities										
Signs	\$33.0									
Benches	\$17.0									
Technology										
ADP Hardware		\$30.0				\$30.0				\$30.0
Radios			\$20.0							
Security Equipment			\$40.0							\$75.0
Automated Passenger Counters (APCs)			\$240.0							
Total	\$103.0	\$130.0	\$441.0	\$500.0	\$20,107.0	\$30.0	\$0.0	\$0.0	\$0.0	\$105.0
Anticipated Funding Sources										
Federal	\$28.8	\$36.4	\$112.3	\$140.0	\$16,030.0	\$8.4	\$0.0	\$0.0	\$0.0	\$29.4
State	\$70.0	\$88.4	\$292.7	\$340.0	\$3,272.8	\$20.4	\$0.0	\$0.0	\$0.0	\$71.4
Local	\$4.1	\$5.2	\$36.0	\$20.0	\$804.3	\$1.2	\$0.0	\$0.0	\$0.0	\$4.2

1. Facility improvement costs identified in Chapter 4 of TSP.
2. The feasibility study for the maintenance facility is anticipated to be 50% state funded and 50% locally funded.
3. Construction of the bus maintenance facility assumes a cost of \$20,000,000 (the upper end of the range presented in Chapter 4). Funding sources include 80% Federal funding from FTA 5339, 16% state funding (through a Major Expansion category of the Capital Assistance MERIT grants program), and 4% local funding.
4. All capital and facility purchases (with the exception of the maintenance facility) assume 28% funding through FTA (Section 5339 program), 68% funding from State, and the remaining 4% from local funding.
5. All costs in \$1,000s.

Transit Strategic Plan Appendices

Petersburg Area Transit

November 2021

Prepared By:

Kimley»»Horn



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A. Agency Profile and System Overview

A.1 History

The City of Petersburg has been operating public transportation service in Petersburg and the surrounding region since 1977. Privately operated bus service was available prior to 1977; however, by the early 1970's ridership was declining and operation of the service was no longer profitable. To avoid the loss of service to the community, the City of Petersburg took over privately operated service from Tri Cities Coaches, which consisted of nine bus routes that served the cities of Petersburg, Colonial Heights, and Hopewell, as well as parts of Chesterfield and Prince George counties. By the early 1990's, Petersburg Area Transit (PAT) had reduced its service area to only include the City of Petersburg and the Ettrick area of Chesterfield County and was operating highly productive routes, averaging 38 passenger trips per revenue hour for fixed-route service, and over one million annual riders. By the late 1990's however, annual ridership had decreased to about 630,000 and the productivity of the routes decreased to 21 passenger trips per revenue hour. As a response, PAT's 1999 Transit Development Plan (TDP) discussed the need for regional service. The addition of several routes outside the City, including Ettrick, Southpark Mall, Blandford/Hopewell, and Washington Street, followed in the coming years.

More recently, PAT has endeavored to improve mobility in the Petersburg area through increasing transit options. In 2009, PAT opened the Petersburg Multimodal Passenger Station (Petersburg Station) in downtown Petersburg. The Petersburg Station offers a centralized location for connections among local buses, as well as regional connections via Greater Richmond Transit Company (GRTC), Blackstone Area Bus System (BABS), and Greyhound. Shortly after, in 2010, service was added to the City of Hopewell via the Hopewell Circulator, funded with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. When CMAQ funding ended after three years, the City of Hopewell began providing funding to continue operation of the route.

A.2 Governance

The City of Petersburg has a council/manager form of government. PAT is administered as a city governmental service and governed by the City Council. For representation, the city is divided into seven wards (geographically contiguous areas of similar population size), each of which elects a city council member for a term of four years. The City Council has the responsibility of electing one of its members as Mayor and one as Vice Mayor, as well as hiring a City Manager. Operation of PAT falls under the responsibility of the Deputy City Manager for Development, who reports to the City Manager. There are currently no advisory committees in place specifically for transit purposes.

Names of councilmembers, as well as position and term dates, are listed in Table A-1. City Council terms end in 2024 for even ward numbers and 2022 for odd ward numbers.

Table A-1. Petersburg City Council

Ward	Member	Position	Term End Date
Ward 1	Treska Wilson-Smith	Councilwoman	2022
Ward 2	Darrin Hill	Councilman	2024
Ward 3	Samuel Parham	Mayor	2022
Ward 4	Charlie Cuthbert	Councilman	2024
Ward 5	W. Howard Myers	Councilman	2022
Ward 6	Annette Smith-Lee	Vice Mayor	2024
Ward 7	John A. Hart, Sr.	Councilman	2022

A.3 Organizational Structure

PAT operates under the Deputy City Manager for Development, Tangelia Innis. PAT's Director is Charles Koonce Jr. There are five additional management-level staff. In total there are 59 PAT employees, most of which are full-time. The PAT organizational chart is shown in Figure A-1. The City of Petersburg directly operates PAT, without any outside contracted transportation services, except for facility security contractors.

A.4 Services Provided and Areas Served

PAT provides fixed-route transit service as well as ADA paratransit services in the cities of Petersburg, Hopewell, and Colonial Heights, and portions of the counties of Prince George, Dinwiddie, and Chesterfield. PAT added limited fixed route service to Richmond in 2020. PAT directly operates thirteen fixed routes, which are detailed in Section A.4.1. In addition, paratransit services are discussed in Section A.4.2 and bicycle and pedestrian accommodations are described in Section A.4.3.

A.4.1 Fixed Route Service

PAT's fixed routes operate Monday through Friday from 5:45 am until 7:05 pm, and on Saturday from 6:45 am until 7:05 pm. PAT operates 12 local routes, all of which operate 60-minute headways. Six of the twelve local routes require a single vehicle to operate (406 County Drive, Blandford, City of Hopewell, Southpark Mall, South Crater Road, and Walnut Hill). The remaining routes require 0.5 vehicles each via interlining, a scheduling technique used to create operational efficiency. Round trips on interlined routes require 30 minutes, and thus two routes can be operated by a single vehicle given a 60-minute headway. Below are the three pairs of interlined routes:

1. Ettrick/VSU/Amtrak and Mall Plaza
2. Lee Avenue and Washington
3. Halifax Street and Virginia Avenue

PAT's only express route, the Freedom Express operates from Petersburg to Richmond, requiring one vehicle to operate four round trips a day. Table A-2 summarizes PAT's fixed-route service, which is followed by individual descriptions for each route.

Figure A-1. Petersburg Area Transit Organizational Chart

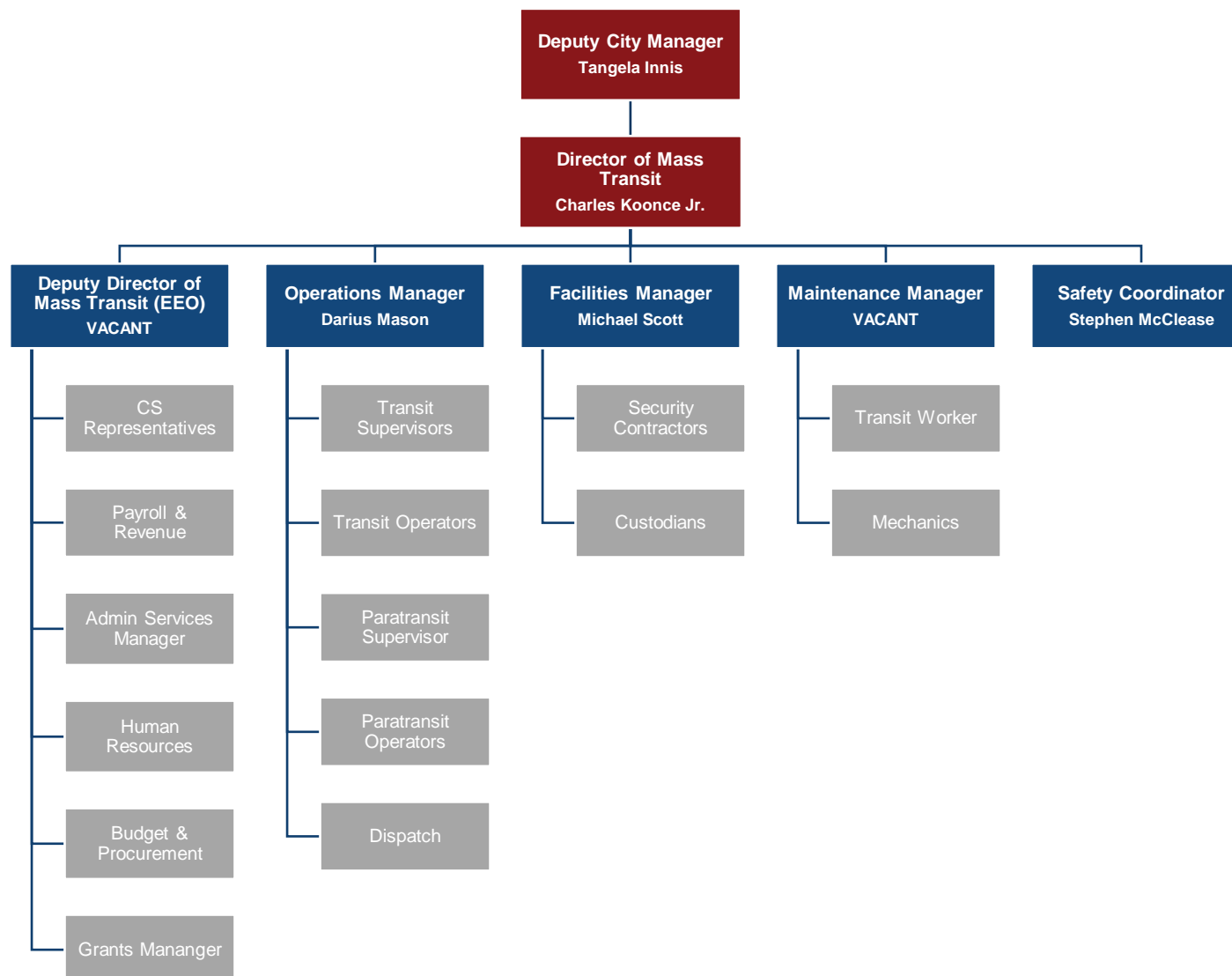


Table A-2. Fixed-Route Service Summary

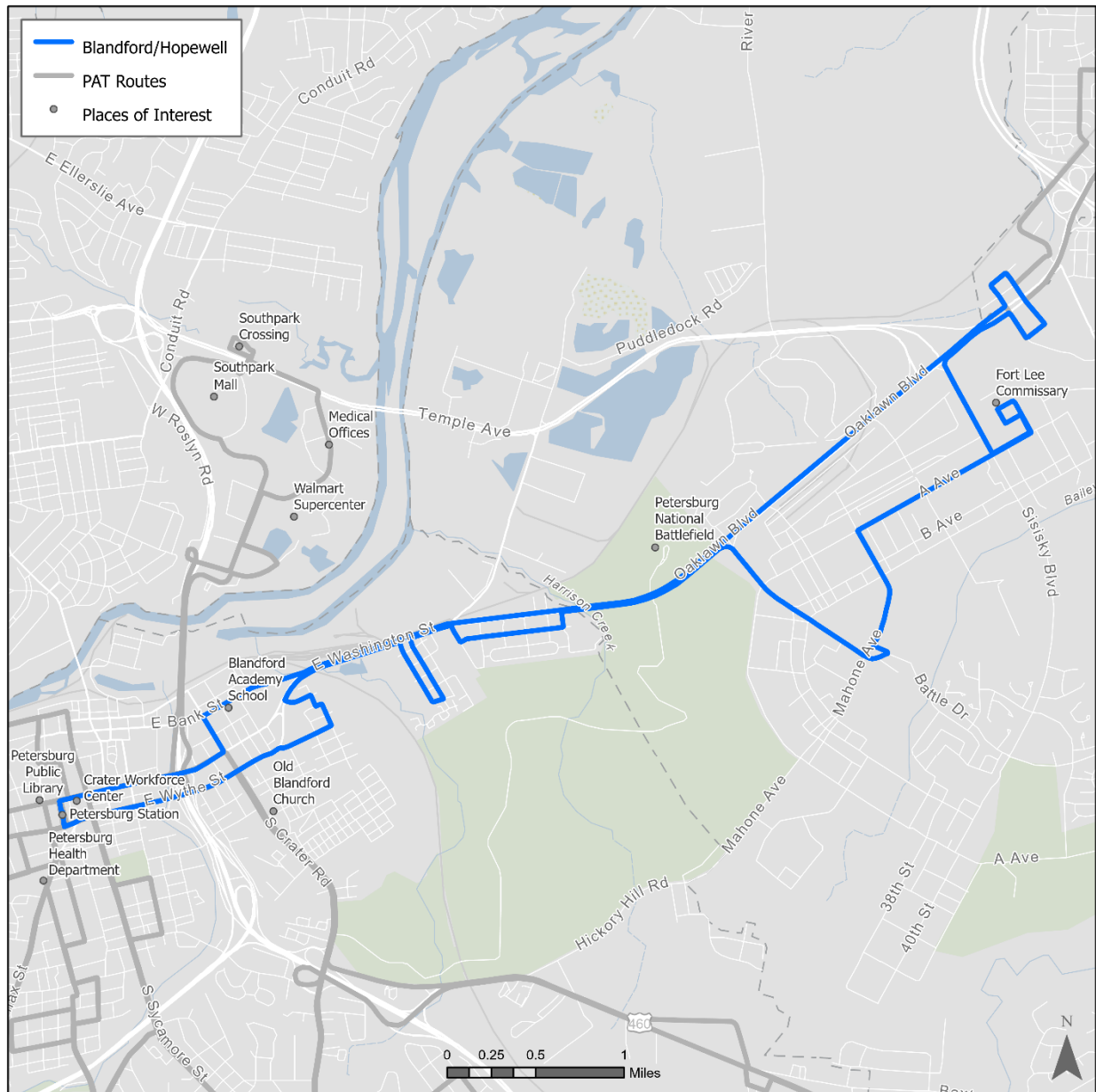
Route	Weekday Service					Weekend Service				
	Headway	Daily Trips	Vehicles Req.	Service Start	Service End	Headway	Daily Trips	Vehicles Req.	Service Start	Service End
Blandford/Hopewell	60 min	13	1	6:15 AM	7:05 PM	60 min	12	1	7:15 AM	7:05 PM
County Drive (460)	60 min	13	1	5:45 AM	6:45 PM	60 min	12	1	6:45 AM	6:45 PM
Ettrick/VSU/Amtrak	60 min	13	0.5	6:15 AM	6:45 PM	60 min	12	0.5	7:15 AM	6:45 PM
Halifax Street	60 min	13	0.5	6:15 AM	6:45 PM	60 min	12	0.5	7:15 AM	6:45 PM
Hopewell Circulator	60 min	13	1	5:45 AM	6:45 PM	60 min	12	1	6:45 AM	6:45 PM
Lee Avenue	60 min	12	0.5	6:45 AM	6:15 PM	60 min	11	0.5	7:45 AM	6:15 PM
Mall Plaza	60 min	12	0.5	6:45 AM	6:10 PM	60 min	11	0.5	7:45 AM	6:10 PM
South Crater Road	60 min	13	1	6:15 AM	7:05 PM	60 min	12	1	7:15 AM	7:05 PM
Southpark Mall	60 min	13	1	6:15 AM	7:05 PM	60 min	12	1	7:15 AM	7:05 PM
Virginia Avenue	60 min	12	0.5	6:45 AM	6:10 PM	60 min	12	0.5	6:45 AM	6:10 PM
Walnut Hill	60 min	13	1	5:45 AM	6:45 PM	60 min	12	1	6:45 AM	6:45 PM
Washington Street	60 min	13	0.5	6:15 AM	6:45 PM	60 min	12	0.5	7:15 AM	6:45 PM
Freedom Express	120 min	4	1	7:45 AM	4:35 PM	-	-	-	-	-

1. Vehicles required statistic indicates the resources necessary to operate route at designated frequencies. Vehicle requirements of less than one represent interlined routes.

Blandford/Hopewell

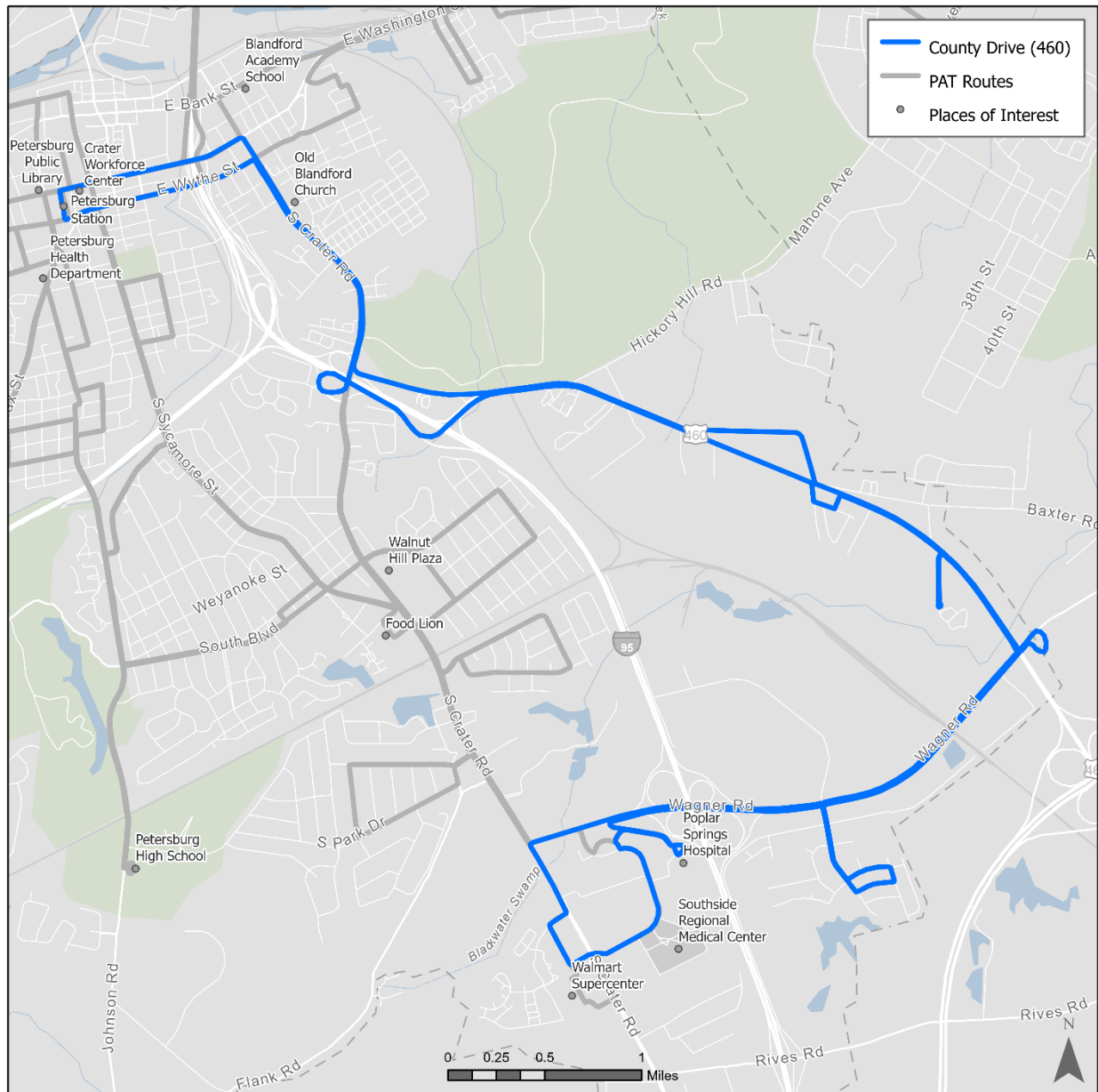
The Blandford/Hopewell route provides access from the Petersburg Station in downtown Petersburg to Fort Lee via Oaklawn Blvd, ending at The Crossings Shopping Center just west of I-295. This route operates 13 trips on weekdays from 6:15 am until 7:05 pm, and 12 trips Saturdays from 7:15 am until 7:05 pm. The Blandford/Hopewell route operates on a 60-minute headway, requiring one vehicle. Figure A-2 shows the route alignment for Blandford/Hopewell.

Figure A-2. Blandford/Hopewell Route Alignment



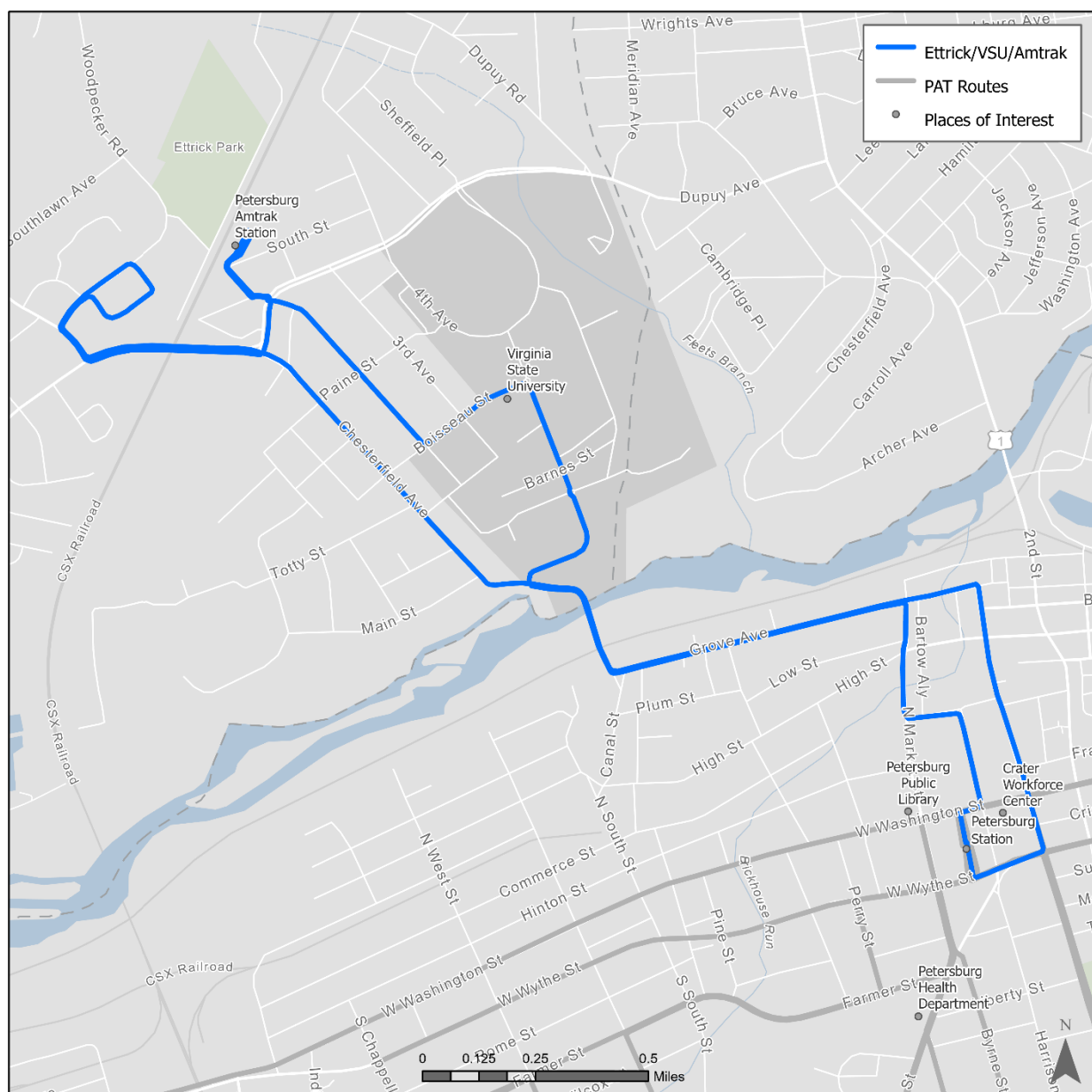
The County Drive (460) route travels from the Petersburg Station in downtown Petersburg to the Southside Regional Medical Center via County Drive and Wagner Road. There are 13 trips on weekdays from 5:45 am until 6:45 pm, and 12 trips on Saturdays from 6:45 am until 6:45 pm. Each round trip takes 50 minutes, requiring one vehicle to operate with a 60-minute headway. Figure A-3 shows the route alignment of County Drive (460).

Figure A-3. County Drive (460) Route Alignment



The Ettrick/VSU/Amtrak route operates from the Petersburg Station in downtown Petersburg to Virginia State University (VSU) in Chesterfield County (Ettrick), and then to the Food Lion before serving the Petersburg Amtrak Station. There are 13 trips made every weekday with service beginning at 6:15 am and ending at 6:45 pm. On Saturdays, service begins at 7:15 am and ends at 6:45 pm, operating a total of 12 trips throughout the day. It takes about 20 minutes to run the Ettrick/VSU/Amtrak route. PAT interlines this route with the Mall Plaza route to operate both routes with a single vehicle on a 60-minute headway. Figure A-4 shows the route alignment for Ettrick/VSU/Amtrak.

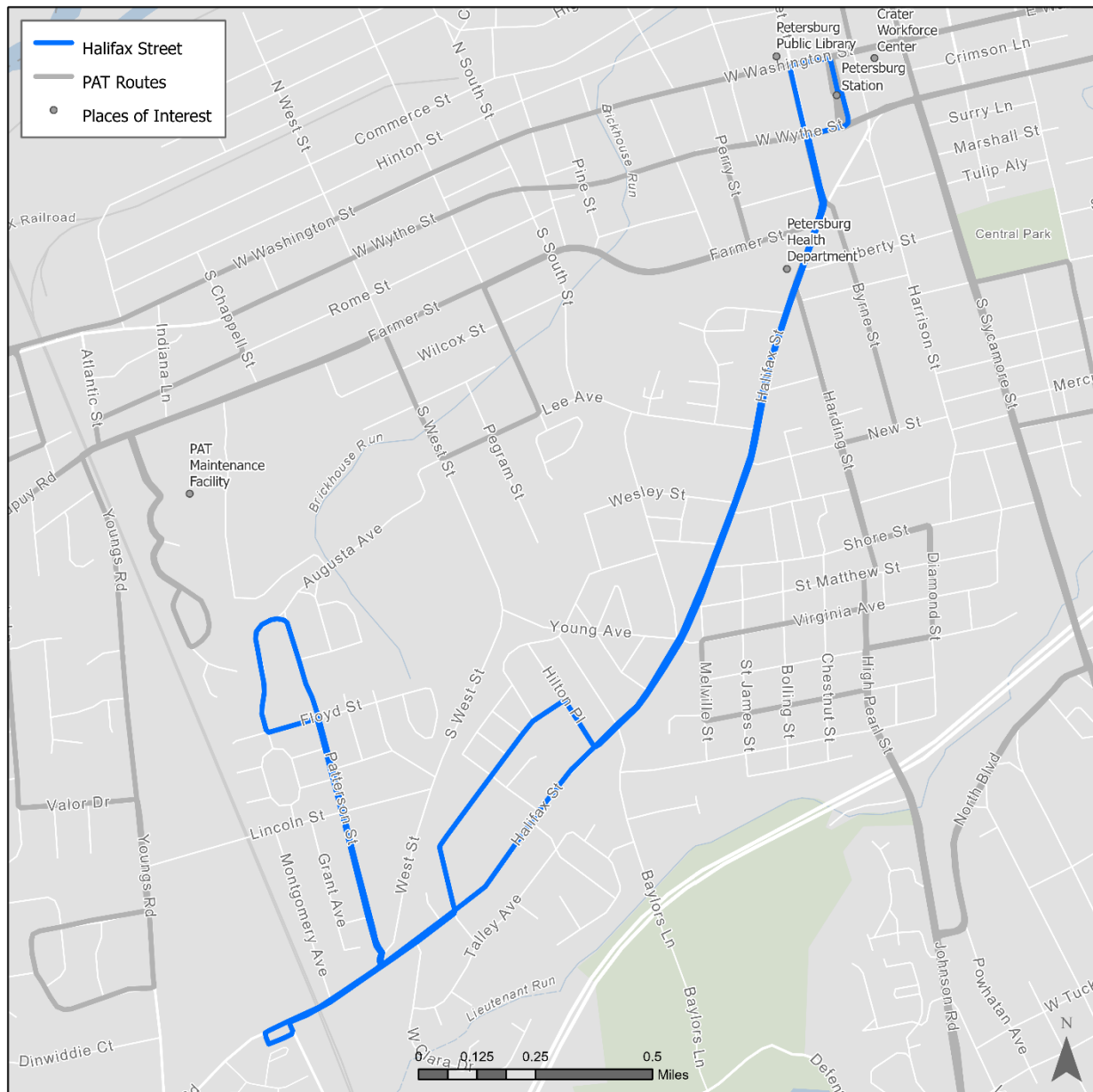
Figure A-4. Ettrick/VSU/Amtrak Route Alignment



Halifax Street

The Halifax Street route serves the Halifax Street corridor, connecting the adjacent neighborhoods to the Petersburg Station in downtown Petersburg. This route operates 13 trips on weekdays from 6:15 am until 6:45 pm, and 12 trips on Saturdays from 7:15 am until 6:45 pm. It takes 25 minutes for a round trip on the Halifax Street route. Halifax Street route is interlined with Virginia Avenue route for operational efficiency. It requires one vehicle to operate the Halifax Street route and the Virginia Avenue route with 60-minute headways. Figure A-5 shows the route alignment for Halifax Street.

Figure A-5. Halifax Street Route Alignment



Hopewell Circulator

The Hopewell Circulator route connects the City of Hopewell to the Blandford/Hopewell route via a connection point at the Food Lion off Tri City Drive. This route also serves the Appomattox Regional Library in Hopewell, the John Randolph Medical Center, and the Riverside Regional Jail. There are 13 trips made on weekdays, starting at 5:45 am and ending at 6:45 pm, and 12 trips made on Saturdays from 6:45 am to 6:45 pm. The circulator takes 60 minutes to make each round trip, requiring one vehicle to operate with a 60-minute headway. It should be noted that the Hopewell Circulator schedule does not include recovery time, operating on a tight schedule. Figure A-6 shows the route alignment for the Hopewell Circulator.

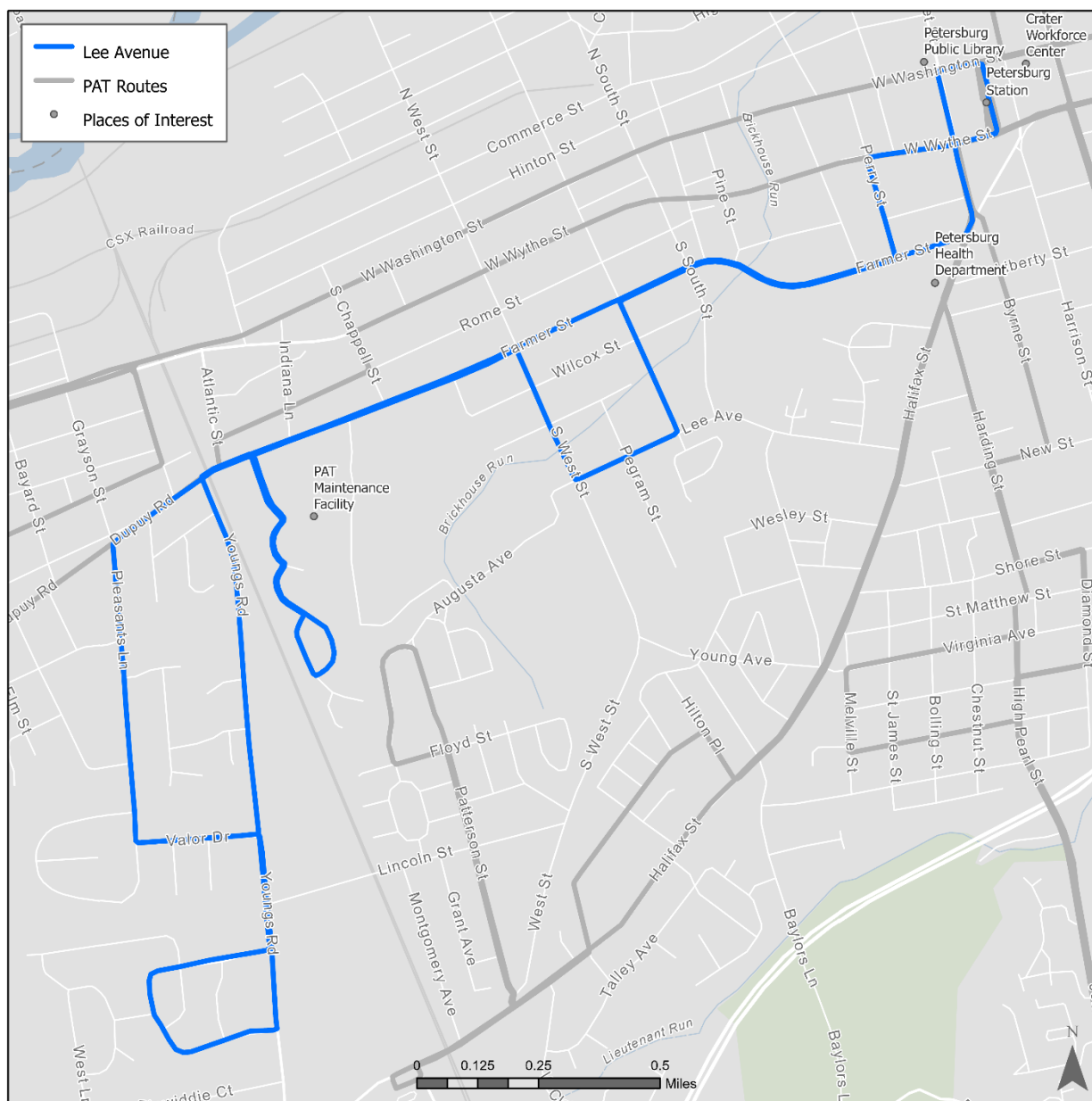
Figure A-6. Hopewell Circulator Route Alignment



Lee Avenue

The Lee Avenue route departs Petersburg Station and heads west along Gill Street, deviating to serve Lee Avenue before serving the neighborhoods of Pecan Acres and Western Hills. Lee Avenue also provides service to the Petersburg Health Department and the PAT maintenance facility. In total, there are 12 trips made on weekdays, from 6:45 am to 6:15 pm, and 11 trips made on Saturdays from 7:45 am to 6:15 pm. The Lee Avenue route takes about 25 minutes to operate. PAT interlines this route with the Washington Street route to run both routes with a single vehicle on a 60-minute headway. Figure A-7 shows the route alignment for Lee Avenue.

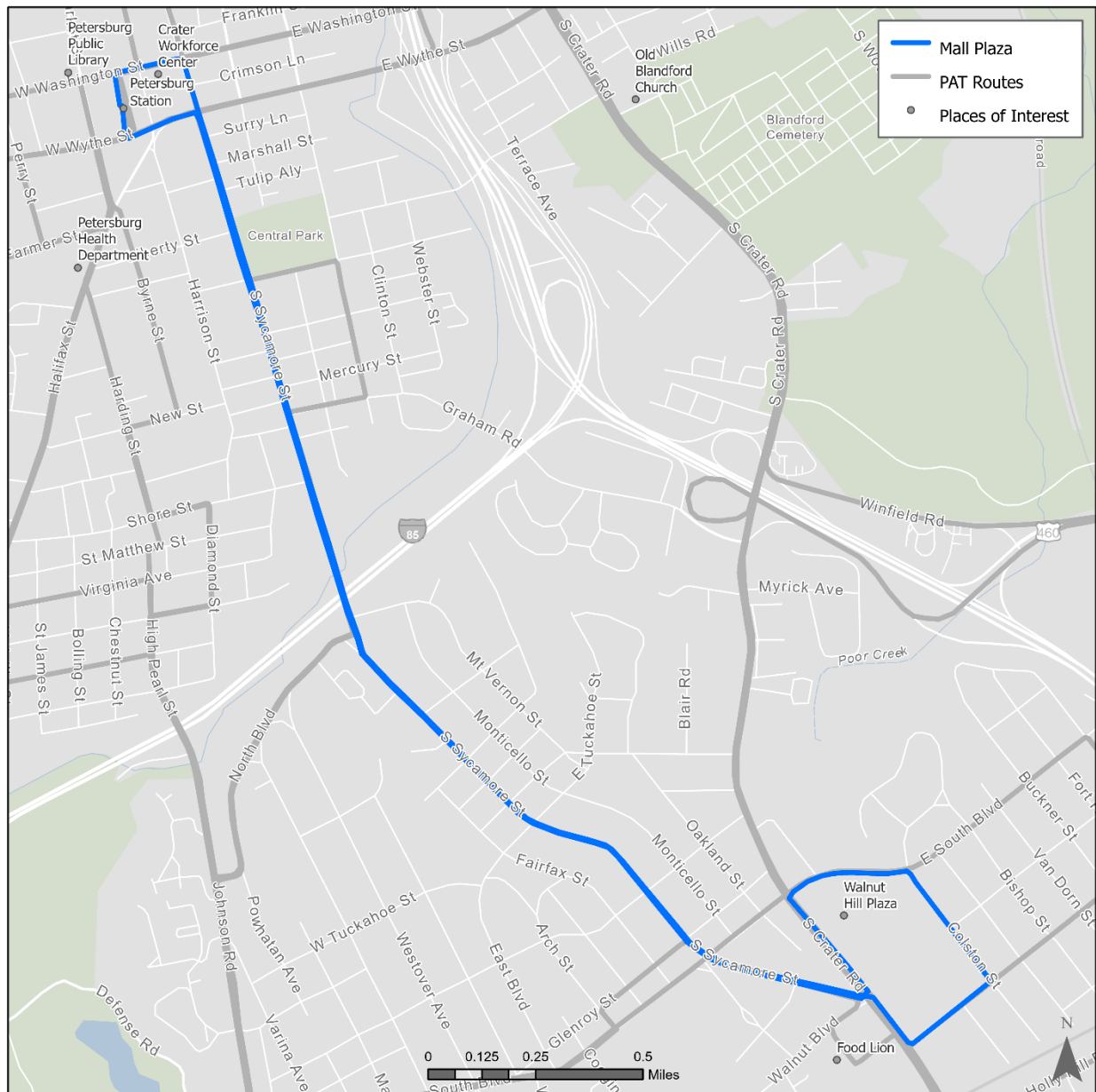
Figure A-7. Lee Avenue Route Alignment



Mall Plaza

The Mall Plaza route connects the Petersburg Station in downtown Petersburg to Walnut Hill Plaza and nearby Food Lion via Sycamore Street. The Mall Plaza route makes 12 trips Mondays-Fridays providing service from 6:45 am to 6:10 pm. On Saturdays there is one less trip, creating service that starts at 7:45 am and ends at 6:10 pm. Each round trip requires 25 minutes. PAT operates the Mall Plaza route with a vehicle that is interlined with the Ettrick/VSU/Amtrak route, thereby requiring one vehicle to operate both routes at a 60-minute headway. The route alignment for Mall Plaza can be found in Figure A-8.

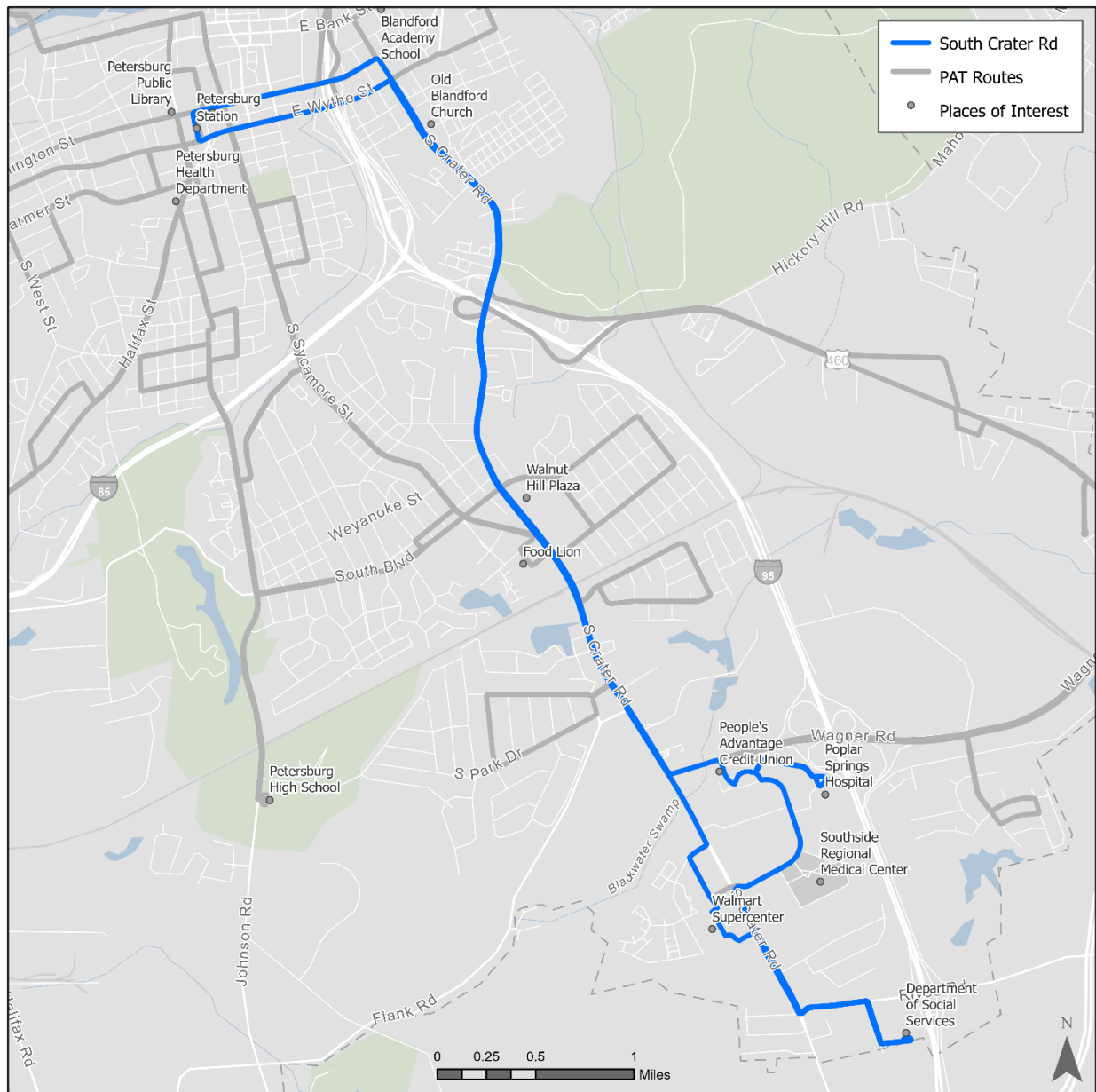
Figure A-8. Mall Plaza Route Alignment



South Crater Road

The South Crater Road route provides service from downtown Petersburg to Walnut Hill Plaza, Peoples Advantage Federal Credit Union, Southside Regional Medical Center, Walmart, and Department of Social Services via Crater Road. This route operates 13 trips on weekdays and 12 trips on Saturdays. Weekday service starts at 6:15 am and ends at 7:05 pm, while Saturday service starts an hour later at 7:15 am and ends at 7:05 pm. It takes 55 minutes to run each round trip, thereby requiring one bus to operate on 60-minute headways. Figure A-9 shows the route alignment for South Crater Road.

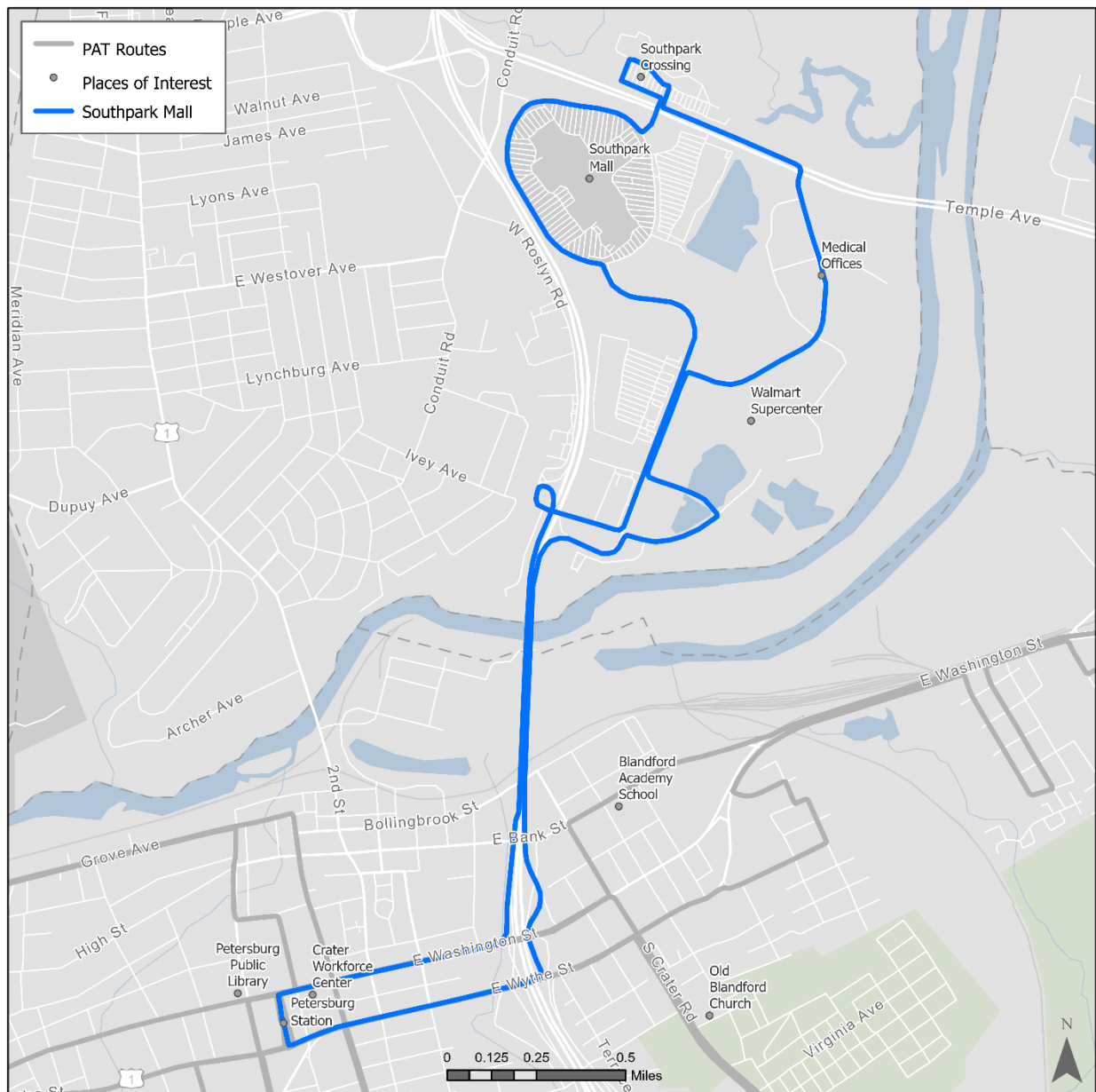
Figure A-9. South Crater Road Route Alignment



Southpark Mall

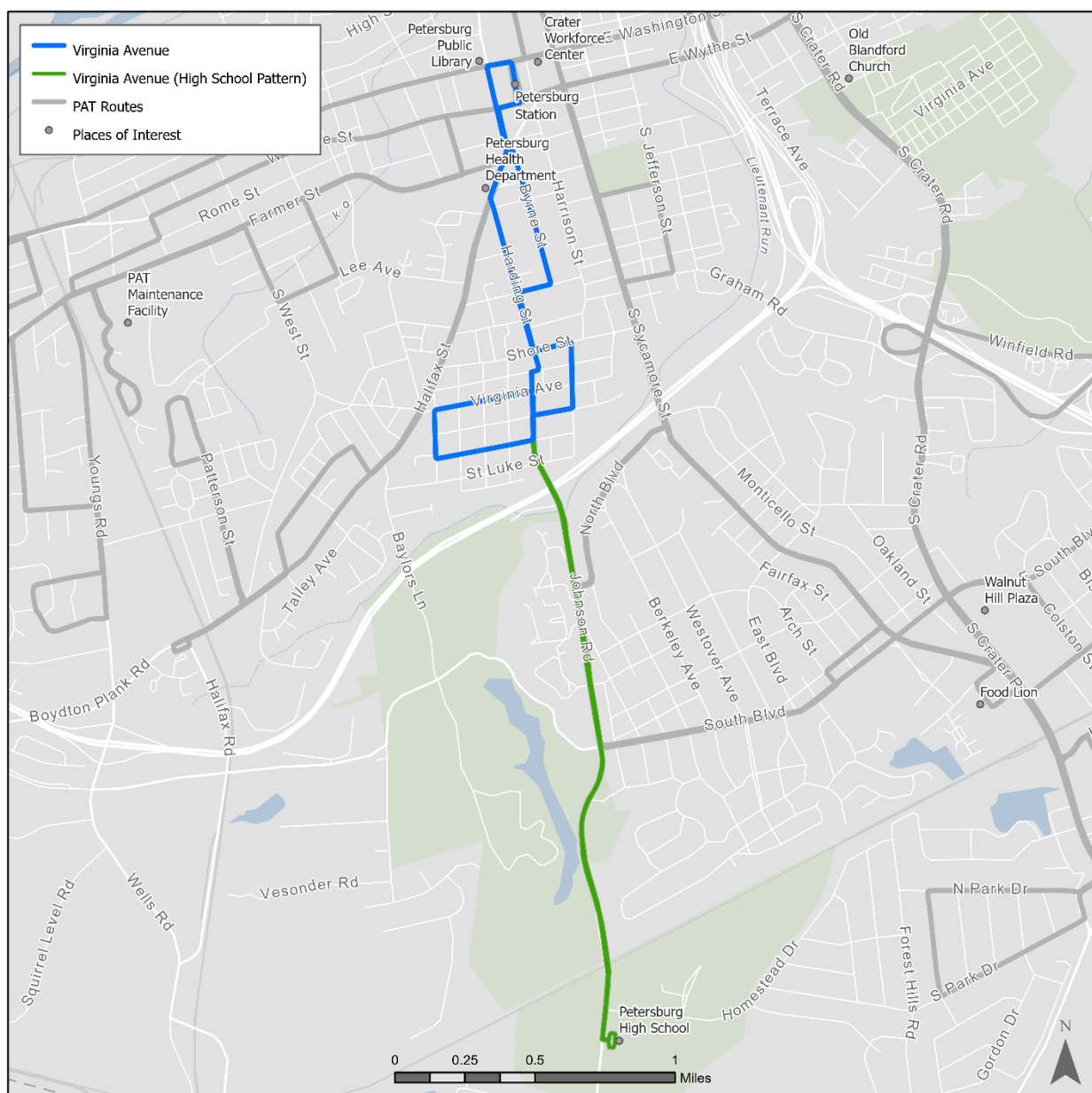
The Southpark Mall route travels from the Petersburg Station northeast to the Southpark Mall, Walmart, and nearby medical offices via I-95. The route begins service at 6:15 am and ends at 7:05 pm on weekdays, while Saturday service runs from 7:15 am and ends at 7:05 pm. A total of 13 round trips are made on weekdays and 12 on Saturdays. Each round trip takes about 45 minutes to operate, requiring one vehicle to operate a 60-minute headway. Figure A-10 shows the route alignment for Southpark Mall.

Figure A-10. Southpark Mall Route Alignment



The Virginia Avenue route connects nearby neighborhoods along Harding Street and High Pearl Street east of Halifax Street to the Petersburg Health Department and Petersburg Station. On select weekday trips, a secondary pattern of Virginia Avenue operates farther south, serving Petersburg High School. The Virginia Avenue route operates from 6:45 am until 6:10 pm on weekdays and on Saturdays. There are 12 round trips on weekdays, four of which operate to the high school. On Saturdays, the schedule is consistent for all 12 trips. PAT interlines the Virginia Avenue and Halifax Street routes which together require a single vehicle and operate 60-minute headways for both routes. Figure A-11 shows the route alignment.

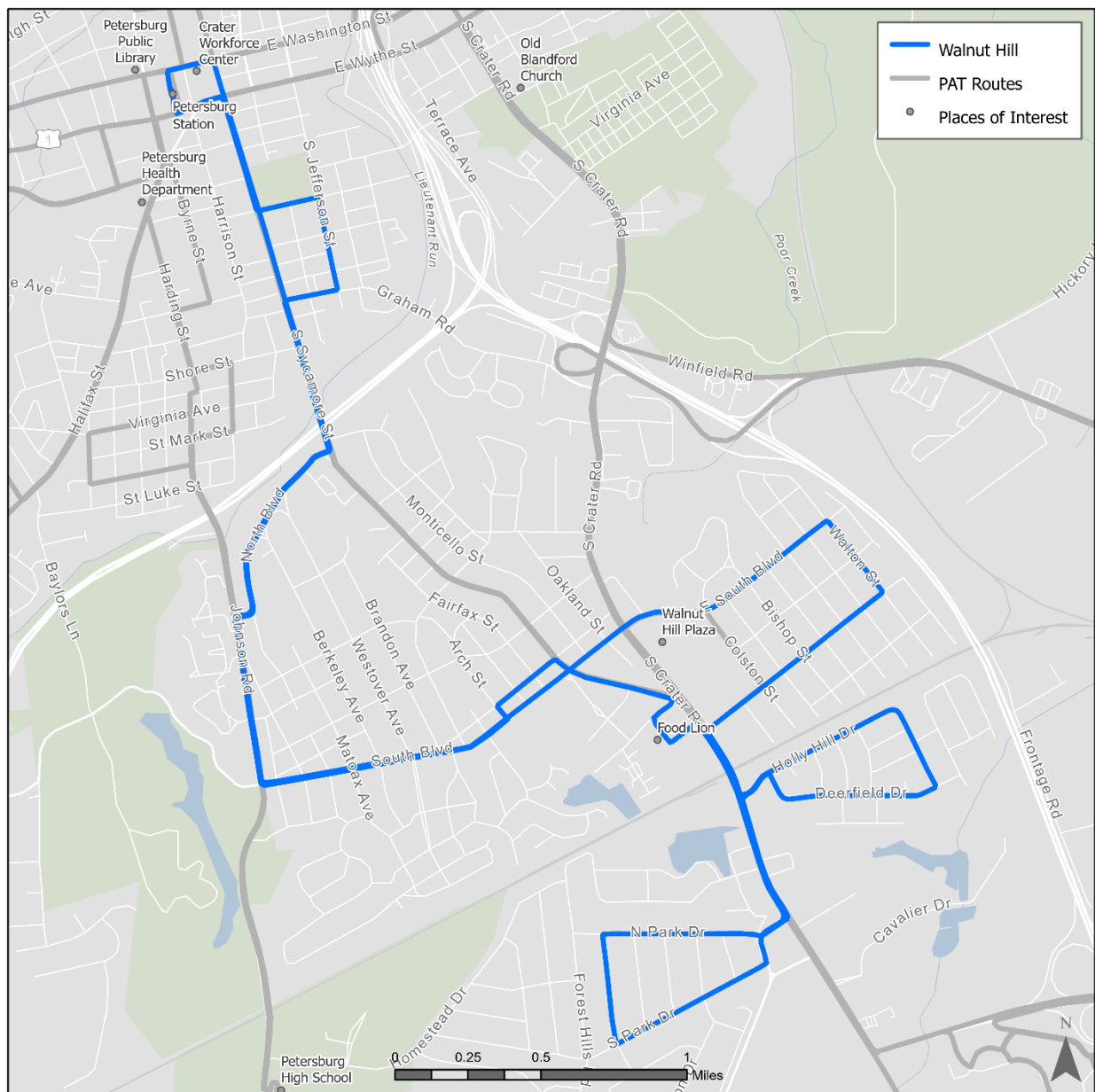
Figure A-11. Virginia Avenue Route Alignment



Walnut Hill

The Walnut Hill route operates from the Petersburg Station in downtown Petersburg to the Walnut Hill Plaza via Sycamore Street and South Boulevard. This route also serves the Battlefield Park, Holly Hill Drive, and North Park Drive neighborhoods. The Walnut Hill Route makes 13 trips Monday to Friday, providing service from 5:45 am to 6:45 pm. On Saturdays there are 12 trips, providing service from 6:45 am to 6:45 pm. Each round trip takes 55 minutes. PAT operates the Walnut Hill route with a single vehicle on a 60-minute headway. The route alignment for Walnut Hill can be found in Figure A-12.

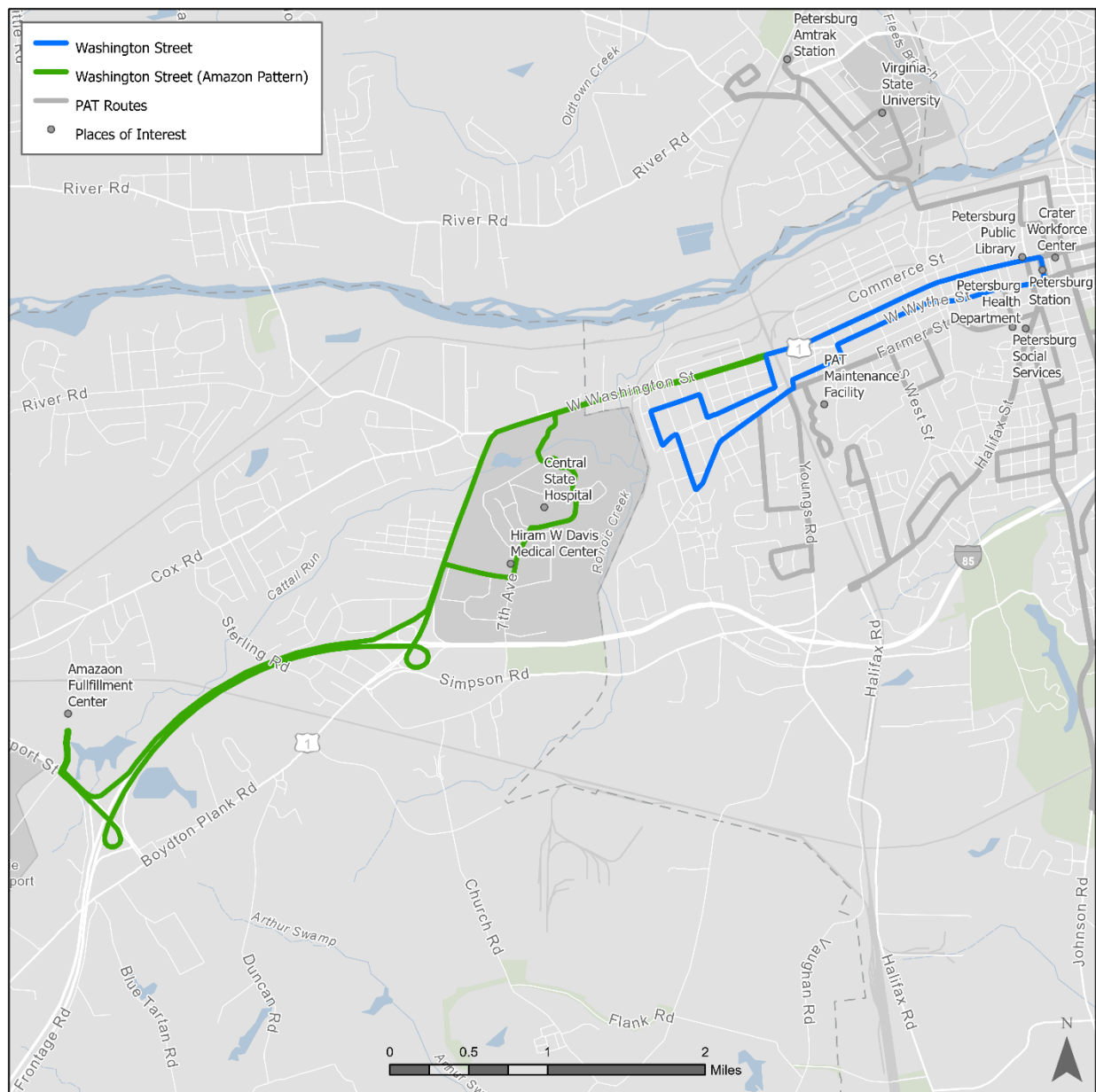
Figure A-12. Walnut Hill Route Alignment



Washington Street

The Washington Street route operates from the Petersburg Station west along Washington Street and Wythe Street to the neighborhoods off Ferndale Avenue. This route operates 13 trips on weekdays from 6:15 am until 6:45 pm, and 12 trips on Saturdays from 7:15 am until 6:45 pm. Each round trip requires 25 minutes. The Washington Street route and Lee Avenue route are interlined and operate together on 60-minute headways with a single vehicle. In addition, the route operates select trips to Seward Luggage, Amazon Fulfillment Center, and Aldi three times a day. Figure A-13 shows the route alignment for Washington Street.

Figure A-13. Washington Street Route Alignment



Freedom Express

The Freedom Express route runs from Petersburg Station to McGuire Medical Center, to downtown Richmond, where it makes stops at 7th Street and Franklin Street and Medical College of Virginia/Virginia Commonwealth University. The Freedom Express operates four round trips daily, departing Petersburg Station at 7:15 am, 9:15 am, 1:15 pm, and 3:15 pm. Each round trip requires approximately 80 minutes. Although the route was designed specifically for Veterans, the service is available to any patron requiring service to the medical centers. Figure A-14 shows the Freedom Express route alignment.

Figure A-14. Freedom Express Route Alignment



A.4.2 Paratransit Service

PAT offers curb to curb (door to door upon request) ADA paratransit services with wheelchair-equipped vans for senior citizens (aged 70 or older), Medicare card holders, and persons with disabilities (temporary or permanent per ADA qualifications). The service operates within the city limits of Petersburg, Colonial Heights, and Hopewell, and the counties of Prince George, Dinwiddie, and South Chesterfield (Ettrick). The service also operates in areas within $\frac{3}{4}$ of a mile from PAT's fixed routes. Paratransit service is available weekdays from 5:15 am until 6:15 pm and Saturdays from 6:00 am until 6:15 pm. The maximum number of vehicles operated in peak service is six. Reservations can be made in advance from the day before the trip up to 14 days before the trip by calling the PAT administrative offices 24 hours a day, seven days a week. Reservations are confirmed either the same day of the request or the following morning.

A.4.3 Access to Transit System

PAT has been working to provide riders with bicycle and pedestrian accommodation improvements to provide better access to the transit system. Bicycle racks that accommodate up to two bikes have been installed on all buses. In addition, pedestrian accommodations in the form of curb cutouts and bus shelters are present throughout much of the system. In 2014 and 2015, PAT upgraded most of the bus stops within the city limits to include curb cuts for safer and easier boarding and alighting. However, outside the city limits there are many areas with limited sidewalk and other pedestrian accommodations, including bus stops that do not meet ADA standards. All new bus stops are built to meet ADA standards.

PAT does not have specific guidelines for the design or placement of bus shelters, although the design is consistent throughout most of the system. Shelters are made of metal and glass and sit on a concrete slab with a bench. Shelters are consistent throughout the service area except for in Colonial Heights at the Southpark Mall and at Blandford Academy Schools, which differ slightly in design.

A.5 Fare Structure, Payments, and Purchasing

For fixed-route service, PAT passengers have the option of purchasing fares on board the vehicle with cash or pre-purchasing daily, weekly, or monthly passes. The transit passes may be purchased at one of two locations: 1) Petersburg Multimodal Passenger Station at 100 W. Washington Street; or 2) People's Advantage Federal Credit Union at 110 Wagner Road. In 2016, PAT attempted to expand the available options for obtaining fares by purchasing three Ticket Vending Machines (TVMs). However, despite repeated repair attempts, the TVMs were unfortunately never operational.

PAT's fare structure is summarized in Table A-3. In order to receive the discounted price available to seniors, citizens with a qualifying disability, and Medicare cardholders, passengers must present an I.D. issued by PAT. Adults riding the bus may bring two children with them at no additional cost (one child under the age of six and one infant). Since the last TDP in 2019, the price of a standard single fare has remained at \$1.75. It should also be noted that, because of the pandemic, PAT has been running fare free service since March 2020. The timing of fare reinstatement is undetermined because of the uncertain nature of the pandemic.

There are no transfer agreements with other agencies. As a result, passengers transferring to another service (e.g. the GRTC Route 95X and BABS Dinwiddie Connector) must pay full fare when boarding those services. Transfers within the PAT system, however, are available at no additional cost for up to one hour.

Table A-3. Petersburg Area Transit Fare Structure

Fare Category	Full Price	Discounted Price¹
One Fare	\$1.75	\$0.85
Transfer	Free ²	Free ²
One-Day Pass	\$3.50	\$1.75
Seven-Day Pass	\$12.00	\$6.00
Thirty-One Day Pass	\$44.00	\$22.00
Freedom Express Fare	\$3.50	N/A

1. Discounted price is available to seniors, citizens with a qualifying disability, and Medicare cardholders only

2. Free transfer is available up to one hour only

A.6 Transit Asset Management

A.6.1 Fleet

PAT currently has a total of 15 vehicles for fixed-route service and 9 vehicles for paratransit service. The fixed-route service fleet is made up of a mix of gasoline, diesel, and a single FLEX fuel system vehicle, which operates on gasoline and propane. The paratransit vehicles are mostly gasoline powered, but also include three FLEX fuel vehicles. All revenue vehicles have fareboxes, information displays, and security cameras. PAT also has 12 support vehicles consisting of sport utility vehicles, trucks, and vans. Table A-4, Table A-5, and Table A-6 summarize the vehicle fleet for fixed-route, paratransit, and support vehicles, respectively.

The Federal Transit Administration (FTA) published a Final Rule for Transit Asset Management in July 2016 requiring FTA grantees to develop asset management plans. Agencies have the option of developing their own transit asset management (TAM) plan. In the Commonwealth of Virginia, PAT is one of the operators opting to use DRPT's statewide TAM plan, which is permitted under the FTA rule. The TAM plan covers public transportation assets including vehicles, facilities, equipment, and other infrastructure.

Table A-4. Fixed-Route Vehicle Inventory

Quantity	Make	Type	Year	Seating Capacity	Fuel Type
4	Gillig	35-foot Bus	2013	32	Diesel
1	Ford	E-450	2015	22	FLEX ¹
1	Freightliner	30-foot Trolley	2016	29	Diesel
3	Chevrolet	E-4500	2018	21	Gasoline
6	Chevrolet	E-4500	2020	23	Gasoline

1. FLEX fuel is a combination of gasoline and propane

Table A-5. Paratransit Vehicle Inventory

Quantity	Make	Type	Year	Seating Capacity	Fuel Type
1	Chevrolet	2500	2012	14	FLEX ¹
2	Ford	E-450	2016	12	FLEX ¹
2	Ford	E-450	2017	12	Gasoline
2	Ford	E-450	2019	12	Gasoline
2	Ford	E-450	2021	13	Gasoline

1. FLEX fuel is a combination of gasoline and propane

Table A-6. Support Vehicle Inventory

Quantity	Make	Type	Year	Seating Capacity	Fuel Type
1	GMC	4500	1997	3	Diesel
1	Dodge	1500	2002	3	Gasoline
1	Chevrolet	2500	2009	3	Gasoline
1	Ford	E-450 (snow plow)	2015	5	Diesel
1	Ford	SUV	2005	5	Gasoline
1	Ford	SUV	2013	5	Gasoline
3	Ford	SUV	2014	5	FLEX ¹
1	Jeep	SUV	2014	5	Gasoline
2	Ford	F-150	2016	3	Gasoline

1. FLEX fuel is a combination of gasoline and propane

A.6.2 Facilities

PAT has major facilities at two locations in Petersburg. The PAT administrative offices and Petersburg Station are located in downtown Petersburg at 100 W. Washington Street. PAT's operating, maintenance (including fueling), and vehicle storage facility is located at 309 Fairgrounds Road near the Pecan Acres neighborhood.

A.7 Transit Security Program

PAT has taken various measures to protect riders, employees, and the public as part of an overall transit security program. One major element of the program is the system security and emergency preparedness plan (SSEPP). Although PAT currently has an SSEPP in the case of an emergency, PAT is working on an update using the FTA template. The SSEPP includes program roles and responsibilities, threat and vulnerability resolution processes, and steps for evaluation and modification of the SSEPP. In the event of an emergency or natural disaster, the public safety director can activate the emergency operation center (located in the 100 West Washington Street building) where stakeholders and decision makers can meet to deal with the emergency.

The US Department of Homeland Security conducted a security assessment of PAT in 2016. In addition, PAT has prepared training material and plans to conduct drills to prepare for potential emergency situations. PAT will be coordinating with the fire and police departments to conduct these training drills. Additionally, PAT has communicated the need to conduct active shooter training with Homeland Security.

PAT also utilizes several security features on vehicles and at stations and facilities. Vehicles are equipped with fire extinguishers, panic buttons, radios, and cameras that have audio and visual capabilities. Petersburg Station and the operating, maintenance, and storage facilities are equipped with cameras, motion detectors, alarm systems, fire suppression systems, and key fob systems.

While there is no official public awareness program campaigning for safety on the transit system, passengers are actively encouraged to contact security in the event of an emergency. In addition, per FTA's Public Transportation Agency Safety Plan (PTASP) Final Rule, PAT developed a safety plan that includes the processes and procedures necessary for implementing Safety Management Systems (SMS), including safety risk management, safety assurance, and safety promotion. This plan was approved by Petersburg City Council in July 2020.

A.8 Intelligent Transportation Systems Program

PAT's intelligent transportation systems (ITS) program consists of several components to improve operations and provide information to riders. PAT has experienced technical challenges with some elements of their ITS program over recent years, which has resulted in a desire to improve the program.

- **Automatic Vehicle Location (AVL):** Although RouteMatch vehicle tracking systems are currently installed on all PAT fixed-route buses, the system has had numerous technical difficulties and has proven to be unreliable. As a result, the AVL location data has not been usable. PAT is currently investigating options for grant applications to secure a new APC vendor.
- **Automated Passenger Counters (APCs):** APCs were installed on PAT's fixed-route vehicles, which were also part of the RouteMatch installation package. However, technical difficulties have caused the APC data to be unusable.

- **Information Displays:** Illuminators, or information displays, are installed on all vehicles and show the route name and number, as well as emergency information or route changes.
- **Scheduling and run cutting software:** Scheduling for fixed routes is completed by PAT transit supervisors. They do not use specialized software for scheduling or run cutting. The paratransit service, however, does utilize specialized software for schedules. Paratransit vehicles use CTS software, which is a system that translates trip requests into trip assignments before dispersing the requests to drivers.
- **Maintenance systems:** Fleet Maintenance Pro software is utilized to keep track of maintenance.
- **Transit Signal Prioritization (TSP):** PAT has considered adding TSP to the ITS program via meetings with Tri-Cities Area MPO as well as TSP vendors. PAT concluded, however, that the current levels of congestion in the Tri-Cities area does not warrant the additional expense of TSP.

A.9 Data Collection and Ridership/Revenue Reporting Method

PAT collects data on both fixed-route vehicles and paratransit vehicles. Fixed-route vehicles are equipped with electronic Genfare farebox systems, specifically the Odyssey system. The electronic farebox system collects money and counts passengers for all PAT operated fixed routes. Ridership reports are generated and compared to manual counts of ridership daily input by drivers into tablets installed in each fixed-route vehicle. Conversely, paratransit vehicles operate without electronic fareboxes, instead relying on simple fareboxes that riders deposit fares into. Paratransit ridership is recorded with the CTS system that schedules trips. In addition, drivers use Driver-Vehicle Inspection Report (DVIR) books located in each vehicle to track mileage of both fixed-route and paratransit vehicles.

Operating as a city governmental service, PAT uses the same accounting procedures and reporting methods as the City of Petersburg. Accounting and Payroll systems use the AS-400 System and BAI Municipal Software ("Bright"), which is the financial system of record for the City. Financial audits are completed annually by third-party auditors through the City of Petersburg Finance Department.

Reporting at the state level is completed once a month through the Online Grant Administration (OLGA) system. Monthly reports include operating statistics such as passenger trips, revenue miles, revenue hours, financial expenditures, and revenues. Reporting at the federal level to the National Transit Database (NTD) is completed annually by October 31st. NTD reporting includes similar operating statistics and financial figures as the monthly state-level reporting.

A.10 Coordination with Other Transportation Service Providers

There are several transportation service providers in the Petersburg area, however PAT currently has limited partnerships to coordinate with these services.

- **Greater Richmond Transit Company (GRTC):** GRTC operates the 95X Richmond / Petersburg Express route, which provides a connection from the Petersburg Station to downtown Richmond. The route runs Monday through Friday with two round trips in the

morning and two round trips in the evening. Fares for the Richmond/Petersburg Express are \$3.50 per one-way trip.

- **Blackstone Area Bus (BABS):** BABS operates the Dinwiddie Express, which operates services from Blackstone (roughly 40 miles west of Petersburg), to the Petersburg Station. The Dinwiddie Express stops at the Petersburg Station twice in the morning and twice in the afternoon. Fares for the Dinwiddie Express are \$0.50 per one-way trip.
- **Greyhound:** Greyhound has five routes (1006, 1008, 1011, 1051, and 1078) that stop at the Petersburg Station. Routes traveling north generally serve Richmond, VA and routes traveling south serve South Hill, VA or Raleigh, NC.
- **Taxi Companies:** There are numerous taxicab providers in and around Petersburg, including Yellow Cab of Colonial Heights, Pink Transportation Taxi, ReadyRideGo, Tri-CityTaxi, and Steve's Taxi.
- **Transportation Network Companies (TNCs):** Both Uber and Lyft operate in the Tri-Cities area.

A.11 Public Outreach/Engagement/Involvement

PAT public outreach is primarily accomplished through City Council meetings. Meetings are generally held twice a month and are open to the public. Dates, times, agendas, and minutes for City Council meetings are posted on the City of Petersburg website. PAT service and policy changes, such as changes to routes or fares, are discussed at these meetings and public comment is welcomed. PAT and the City Council communicate service and policy changes with the public regularly through the City of Petersburg website and through social media platforms.

PAT is also active in promoting the available services through educational efforts. One such example is through public outreach to Hopewell High School in early 2020 before the COVID-19 pandemic. PAT staff visited the high school and gave an overview of the transit services available and answered questions on how to use the service. Additional outreach activities will be planned following the pandemic recovery.

A.12 Current Initiatives

There have been several recent developments that affect the provision of transit service in the area, such as the partnership with Peoples Advantage Federal Credit Union, the Freedom Mobility Program, and technology updates.

Peoples Advantage Federal Credit Union (PAFCU) Partnership

PAT formed a partnership with PAFCU in 2020 that provides several benefits to each party. Below is a summary of the agreements:

PAFCU:

- Donate \$5,000 towards funding a bus
- Offer financial education and credit score analysis to PAT employees
- Provide low interest vehicle financing
- Sell PAT fares

- Refer individuals to PAT
- Promote partnership on the PAFCU website

PAT:

- Wrap bus with PAFCU brand
- Provide tickets at PAFCU branches
- Provide access to employees, riders, and partners
- Promote partnership to employees
- Allow PAFCU mobile branch access to PAT premises

Freedom Mobility Program

The Freedom Express operates from Petersburg Station to McGuire Veterans Hospital, to downtown Richmond. The route was specifically designed for use by Veterans, although any patron requiring service to McGuire Medical Center and VCU Medical Center in Richmond is welcome to utilize the service. Prior to FY21, PAT had a DRPT grant that funded the route. The grant has expired however, and PAT has fully supported the route since. The cost of the service is \$3.50 per one-way trip. Table A-7 shows schedule information, which includes all stops and times.

Table A-7. Freedom Express Route Schedule

Depart Petersburg Station	McGuire Medical Center	GRTC Bus Stop at 7th and Franklin	MCU/VCU 11th and Marshall	Arrive at Petersburg Station
7:15 AM	7:45 AM	8:02 AM	8:05 AM	8:35 AM
9:15 AM	9:45 AM	10:02 AM	10:05 AM	10:35 AM
1:15 PM	1:45 PM	2:02 PM	2:05 PM	2:35 PM
3:15 PM	3:45 PM	4:02 PM	4:05 PM	4:35 PM

Technology Updates (General Transit Feed Specification and APC/AVL)

As mentioned in section A.8, PAT has been working to remedy the ongoing challenges with the APC/AVL system. Once an APC/AVL system is operational, passengers will have live location information of PAT vehicles, giving passengers a much better understanding of when their bus will arrive at their chosen stop location. In addition, DRPT worked with a vendor in early 2021 to update the GTFS (general transit feed specification) data. The previous GTFS dataset was from 2016. This effort will enable passengers to plan transit trips on any device capable of running Google Maps, such as computers, tablets, and smart phones. Combined, the APC/AVL and GTFS initiatives will provide information to passengers that makes using the system easier and more convenient.

B. Five-Year Retrospective of Finances

Figure B-1. Five-Year (Pre-Pandemic) Retrospective of Operating Revenues

Fiscal Year	Farebox Revenue	Federal	State	Local	Other	Total
FY 2016	\$470,652	\$1,219,013	\$549,439	\$298,163	\$272,216	\$2,809,483
FY 2017	\$425,077	\$881,036	\$729,707	\$1,168,372	\$46,044	\$3,250,236
FY 2018	\$393,426	\$620,763	\$840,618	\$1,544,074	\$32,460	\$3,431,341
FY 2019	\$353,218	\$1,198,497	\$657,645	\$980,000	\$256,108	\$3,445,468
FY 2020	\$247,913	\$1,244,189	\$855,508	\$1,036,932	\$25,201	\$3,409,743

Figure B-2. Five-Year (Pre-Pandemic) Retrospective of Capital Revenues

Fiscal Year	Federal	State	Local	Other	Total
FY 2016	\$555,237	\$238,776	\$160,953	\$0	\$954,966
FY 2017	\$515,751	\$86,400	\$118,438	\$0	\$720,589
FY 2018	\$24,617	\$0	\$0	\$14,202	\$38,819
FY 2019	\$264,909	\$268,708	\$34,153	\$0	\$567,770
FY 2020	\$425,260	\$542,016	\$72,647	\$0	\$1,039,923

Figure B-3. Five-Year (Pre-Pandemic) Retrospective of Operating and Capital Expenses

Fiscal Year	Operating			Capital Total
	Fixed Route	Paratransit	Total	
FY 2016	\$1,966,638	\$842,845	\$2,809,483	\$954,966
FY 2017	\$3,122,888	\$127,348	\$3,250,236	\$720,589
FY 2018	\$3,263,919	\$167,422	\$3,431,341	\$38,819
FY 2019	\$3,274,632	\$170,836	\$3,445,468	\$567,770
FY 2020	\$3,255,995	\$153,748	\$3,409,743	\$1,039,923

Petersburg Area Transit Transit Strategic Plan FY21-FY30

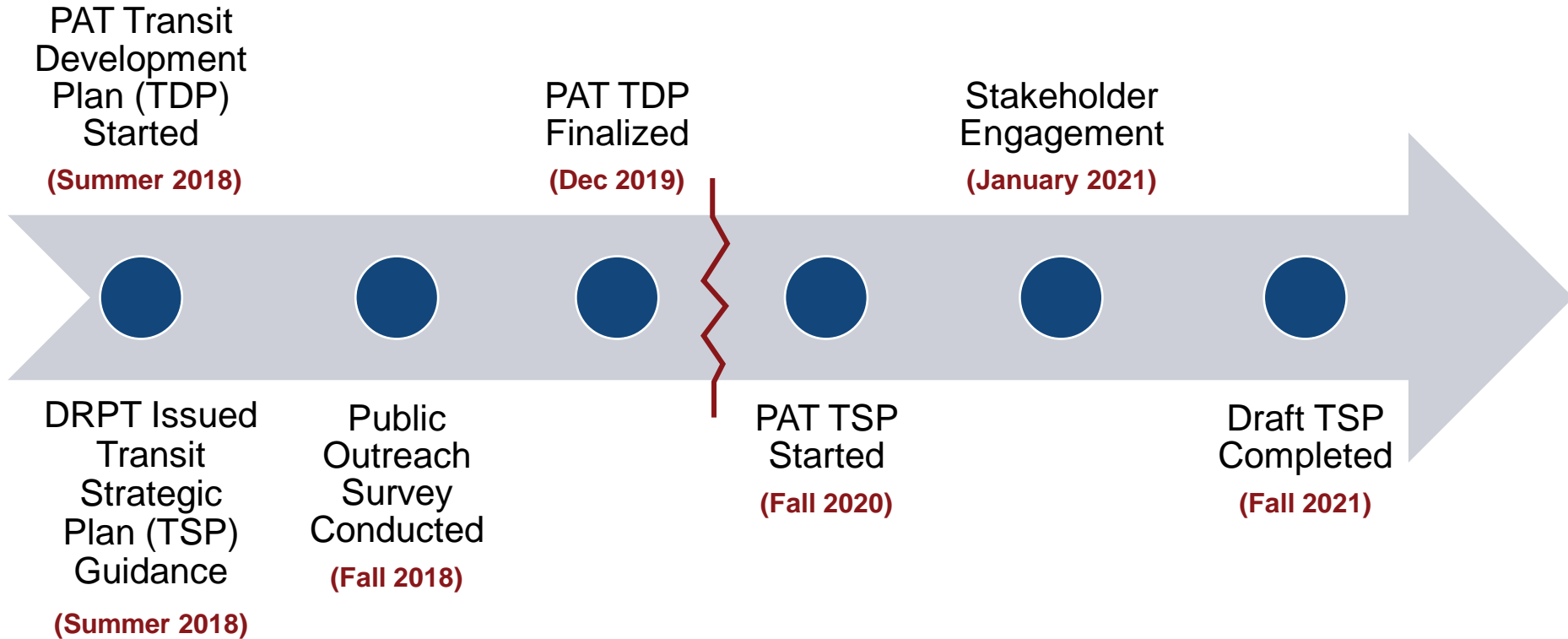


What is a Transit Strategic Plan (TSP)?

- Requirement of General Assembly and DRPT for transit agencies in urbanized areas with more than 20 buses
- Strategic focus on planning transit services to better meet the mobility needs of the community
- Opportunity to examine the priorities of stakeholders and riders to make informed decisions on where and how to provide services in an efficient and cost-effective manner
- 10-year planning horizon
- Major updates every 5 years



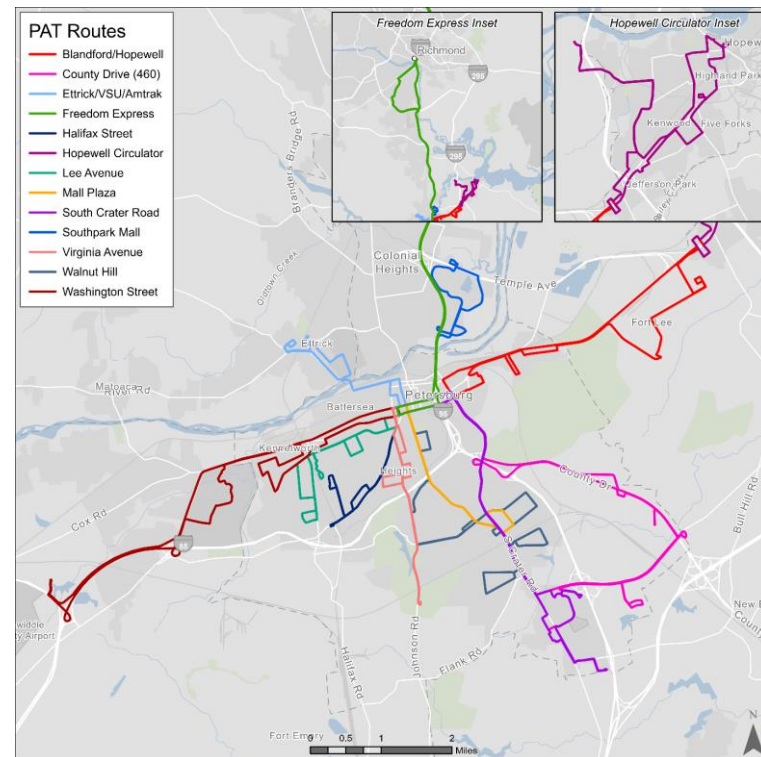
PAT TDP/TSP Timeline



PAT was able to build upon the agency's recently completed Transit Development Plan (TDP) to develop the Transit Strategic Plan (TSP).

TSP Chapters

- **Chapter 1** – System Overview and Strategic Vision
- **Chapter 2** – System Performance and Operations Analysis
- **Chapter 3** – Planned Improvements and Modifications
- **Chapter 4** – Implementation Plan
- **Chapter 5** – Financial Plan
- **Appendix A** – Agency Profile and System Overview



Strategic Vision & Goals

Strategic Vision:

Provide the Petersburg Community with safe, reliable, and accessible transit service to expand access to opportunities and enhance quality of life

Goals:

- Provide a safe and dependable transportation service for the Petersburg community
- Improve awareness of PAT services to increase ridership and access to service
- Increase mobility to the Petersburg community through convenient access to employment areas, medical facilities, shopping centers, schools, and community agencies
- Improve the efficiency and effectiveness of service to better meet the transportation needs of the community
- Strengthen organizational processes to ensure continuity of services

Public Outreach & Stakeholder Engagement

- **Public Outreach Survey (Fall 2018)**

- Riders and Non-Riders
- Existing Trip Patterns
- Prioritized Improvements

- **Stakeholder Interviews (January 2021)**

1. City of Petersburg Economic Development
2. City of Petersburg Community Affairs
3. Petersburg City Public Schools
4. Fort Lee
5. Virginia State University
6. City of Hopewell
7. Tri-Cities MPO
8. Riverside Regional Jail
9. People's Advantage Federal Credit Union

Planned Service Improvements

	Focus	Additional Annual Operating Cost ¹	Additional Capital Cost ²
Short-Term (1-3 Years)	Route alignment changes	\$0	\$0
Mid-Term (3-6 Years)	Extend evening hours by one hour	\$216,000	\$0
Long-Term (6-10 Years)	Extend evening hours by one additional hour	\$216,000	\$0
Unconstrained (Beyond 2030)	Increase frequency on high performing routes, Sunday service, Petersburg to Emporia service	TBD	TBD

¹ Cost in 2021 dollars. Additional fuel and vehicle maintenance costs may be incurred.

² Cost in 2021 dollars. Ongoing replacement of vehicles will also be needed.

Capital Needs

- **Vehicle Needs**

- Replacement of fixed-route, paratransit, and support vehicles that have reached or exceeded useful life

- **Maintenance and Operations Facility Needs**

- Rehab of admin building
- Engineering and construction of new maintenance facility
- Purchase of shop equipment

- **Passenger Amenity Needs**

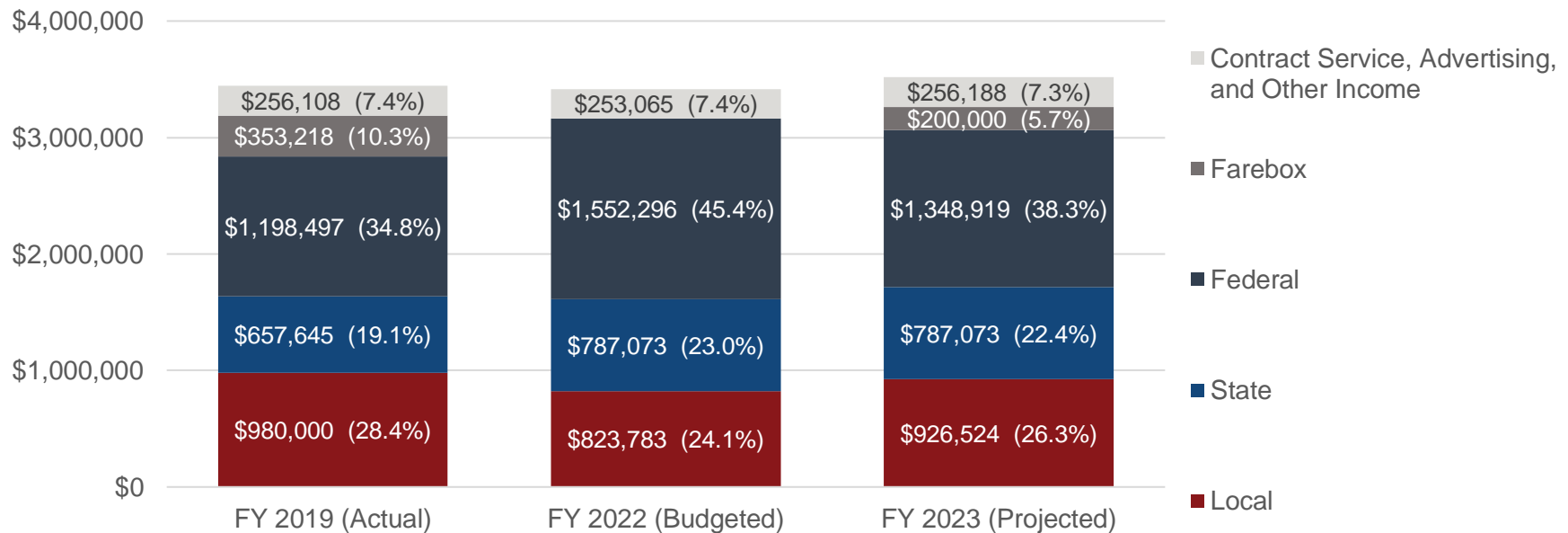
- Signs and benches

- **Technology Needs**

- Computer hardware
- Radios
- Security equipment
- Automated Passenger Counters (APCs)

Operating & Maintenance Needs

Operating Costs & Revenue Sources by Year



*Preventive maintenance costs not included in above chart. Preventive maintenance costs expected to remain consistent with current budgeted levels (\$987,000 in FY22 budget). Revenue sources for preventive maintenance are expected to continue to be 80% federal funds and 20% local match.

Financial Plan

- Revenue Sources
 - Farebox Revenue
 - Contract Service (Hopewell, Greyhound, Riverside Regional Jail)
 - Advertising
 - Federal Funding
 - State Funding
 - Local Funding

Implementation of some TSP identified needs will require securing competitive grant funding from state and federal programs.



Thank You



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager
Reginald Tabor, Interim Director of Planning & Zoning

FROM: Cynthia Boone

RE: **A Resolution Authorizing The City Manager To Execute A Development Agreement Between The City Of Petersburg And PB Petersburg Owner, LLC For The Development Of 14 Vacant City-owned Parcels Located In Petersburg, VA**

PURPOSE: A Resolution Authorizing The City Manager To Execute A Development Agreement Between The City Of Petersburg And PB Petersburg Owner, LLC For The Development Of 14 Vacant City-owned Parcels Located In Petersburg, VA

REASON: This action is necessary to facilitate the process of selling the 14 Vacant City-owned Parcels Located In Petersburg, VA

RECOMMENDATION: The Department of Economic Development recommends the City Council review the Resolution approving the Development Agreement and authorizing the City Manager and the City Attorney to execute all documents to facilitate the sale of City-owned property in accordance with applicable legal requirements.

BACKGROUND:

The City of Petersburg City Council considered an Ordinance authorizing the City Manager to execute a purchase agreement related to the sale of city-owned property located at 857 Bank Street, 1411 Farmer Street, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 1011 Mckenzie Street, 110 Richland Street, 351-23 University Boulevard, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street on December 14, 2021

A Development Agreement has been drafted that requires, in consideration of the City's conveyance of the Property to PB Petersburg Owner, LLC, that PB Petersburg Owner, LLC shall develop single family residential homes for homeownership in compliance with the project summary documents and in accordance with terms defined in the Agreement. The Development Agreement shall be referenced as if set forth fully in the deed of conveyance of the Property from the City to PB Petersburg Owner, LLC. The deed shall include provisions for the reverter described in the Development Agreement.

This resolution authorizes conveyance of the property

COST TO CITY: Costs associated with the conveyance of Real Property

BUDGETED ITEM: N/A

REVENUE TO CITY: Revenue from the sale of property and associated fees and taxes

CITY COUNCIL HEARING DATE:

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: N/A

AFFECTED AGENCIES: City Manager, Economic Development, City Attorney

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION: 20-ORD-14

REQUIRED CHANGES TO WORK PROGRAMS: N/A

ATTACHMENTS:

1. Final Development Agreement
2. 121421DevelopmentAgreementResolutionPBPetersburg20lots

**DEVELOPMENT AGREEMENT
FOR THE DEVELOPMENT OF VACANT PROPERTY AT 857 BANK STREET, 1411
FARMER STREET, 1111 HALIFAX STREET, 1115 HALIFAX STREET, 1230 HIGH
STREET, 1206 HINTON STREET, 751 JONES STREET, 1011 MCKENZIE STREET,
110 RICHLAND STREET, 351-53 UNIVERSITY BOULEVARD, 710 WESLEY STREET,
118 WEST STREET SOUTH, 323 WEST STREET SOUTH, AND 1114 WYTHE STREET
PETERSBURG, VIRGINIA 23803 AS RESIDENTIAL DEVELOPMENT**

On this 20th day of July, 2021 came the parties, PB Petersburg Owner III LLC , a limited liability company formed and operating under the laws of the Commonwealth of Virginia ("Purchaser" or "Developer"), and the City of Petersburg, Virginia, a municipal corporation formed and operating under the laws of the Commonwealth of Virginia (the "City"), hereinafter collectively referred to as the "Parties", that enter into this Development Agreement (the "Agreement") for the development of vacant property at 857 Bank Street, 1411 Farmer Street, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 1011 Mckenzie Street, 110 Richland Street, 351-23 University Boulevard, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street, Petersburg, Virginia 23803 (collectively, the "Property") as residential development, to wit:

RECITALS

The Purchaser has presented to Petersburg City Council and the City's Administration "project summary documents" herein attached as **Exhibit A** outlining specific information regarding the development project that is the subject of this Agreement, and which documents are hereby incorporated into this Agreement as if set forth fully herein.

The project summary documents describe the intentions of the Purchaser with regard to the purchase and the construction / development on the Property of approximately [14 homes of 4 bedrooms each] to be sold as homeownership. The requirements of the project summary documents are deemed by the Parties to supplement but not supplant all requirements described in this Agreement and shall be binding upon the Purchaser with regard to the development of the Property.

Upon presentation of these documents to the City by the Purchaser, Petersburg City Council did authorize the sale of the Property to the Purchaser pursuant to that certain Real Estate Purchase Agreement of even date herewith between the Purchaser and the City (the "Purchase Agreement"), contingent upon the execution of this Development Agreement which shall be referenced in the recorded deed for the property and include a reverter requirement for noncompliance with the terms described herein as hereinafter set forth.

AGREEMENT

In consideration of and contingent upon the City's conveyance of the Property to the Purchaser, the Purchaser shall perform the development of the Property substantially in compliance with the project summary documents and in accordance with the following terms:

- A. The Purchaser shall be solely responsible for the development of the Property substantially in accordance with the project summary documents, and shall comply in all material respects with all building code, zoning code, and other legal requirements associated with the development, subject to paragraph P of this Agreement.
- B. The Purchaser shall be solely responsible for obtaining all applicable permits and inspections required for the development.
- C. The City makes no representations or warranties regarding the Property or its development and shall be responsible only for conveyance of the Property, which is conveyed in "as is" condition with no warranties of title or condition in accordance with the Purchase Agreement.
- D. The period of time described in the project summary documents during which the Purchaser is required to complete the development of the Property shall be known as the "Development Period."
- E. The Purchaser shall not be permitted to convey the Property during the Development Period except to a party under control by or under common control with EquityPlus Manager, LLC, a Mississippi limited liability company, or to the Lender (as hereinafter defined), with covenants to preclude conveyance to any other party.
- F. Prior to the completion of the development of the Property, upon request of Purchaser or Lender, City shall execute and deliver a written statement acknowledging that Purchaser is not in default under this Agreement, if Purchaser has complied with the terms hereof, and such other information as may be reasonably requested by the Purchaser or Lender. Upon completion of the development of the Property, the Purchaser shall notify the City who shall reasonably determine compliance and upon making such reasonable determination, certify in writing completion of the development in accordance with the project summary documents. A copy of said certification shall be provided to the Purchaser and Lender. Upon such certification, this Agreement shall cease to be effective and become null and void.
- G. Extensions to the time schedule described in the project summary documents will not be authorized except by the written consent of the City; provided, however, that such consent shall not be unreasonably withheld or conditioned in the event of any *force majeure*.
- H. All Notices and other correspondence sent pursuant to this Agreement shall be sent to the following persons and addresses:

To the City:
City Manager (with copy to City Attorney)
135 North Union Street
Petersburg, VA 23803

To the Developer:
c/o EquityPlus Manager, LLC
1888 Main Street, Suite C163
Madison, MS 39110
Attention: Timothy L. McCarty and Avram Fechter

With a copy to:
Vorys, Sater, Seymour and Pease LLP
1909 K Street, NW, Suite 900
Washington, DC 20006
Attention: M. Sean Purcell and Kelly B. Bissinger

Notices shall be deemed to have been given when (a) delivered in person, upon receipt thereof by the person to whom notice is given, (b) as indicated on applicable delivery receipt, if sent by Federal Express or other comparable overnight courier, two (2) days after deposit with such courier, courier fee prepaid, with receipt showing the correct name and address of the person to whom notice is to be given, and (c) as indicated on applicable delivery receipt if sent via certified mail or similar service. The above addresses may be changed by written notice to the other party; provided that no notice of a change of address shall be effective until actual receipt of such notice. Notices by Purchaser and the City may be given by their respective counsel.

- I. This Agreement shall be referenced as if set forth fully in the deed of conveyance of the Property from the City to the Purchaser and shall run with the land until such time as all requirements are substantially completed. The deed shall include provisions for the reverter described herein.
[Comment: please provide draft deed.]
- J. Contemporaneously with the closing of the Financing Transaction (as hereinafter defined), the Developer shall cause its general contractor to secure a payment and performance bond listing the City as an additional obligee in the amount of the general contract for the construction at the Property, in a form and from an issuer approved by the Lender, and such bond shall be maintained until the completion of such construction. If the Developer has defaulted under any of the terms of this Agreement prior to the closing of the Financing Transaction other than in the event of any force majeure, the City shall give the Developer written notice thereof and a 30-day grace period to cure such breach. If the Developer shall fail to cure any such breach within the grace period, then Developer will execute and deliver to the City a Deed of Confirmation affirming that title to the Property that is subject of such breach has reverted to the City in accordance with the reversion provision contained in the Deed from the City to the Developer. The right of reversion described in this paragraph shall automatically terminate upon the closing of the Financing Transaction. The City hereby agrees to execute the documents attached as **Exhibit B** terminating the reversion right in connection with but immediately prior to the closing of the Financing Transaction, which documents will be recorded in connection with the closing of the Financing Transaction. If the Developer has defaulted under any of the terms of this Agreement after the closing of the Financing Transaction, the City shall give the Developer and record holder of any mortgage on the Property ("Lender") written notice thereof and a 30-day grace period to cure such breach; provided, however, that as long as the Developer or Lender is

making a good faith effort to cure, such cure period shall be extended for an additional 270 days. The City shall accept any cure by the Lender as though made by the Developer. The transfer of the Project to a Lender by foreclosure or deed in lieu of foreclosure shall be deemed a cure of a default under this Agreement. If the Developer shall fail to cure any such breach within the grace period, the City shall have the right to employ the remedy of specific performance with respect to such uncured breach. As used herein, the "Financing Transaction" means the closing of one or more construction loans secured by the Property.

- K. This Agreement shall be binding upon the Purchaser and successors and assigns in interest until such time that the obligations are concluded and the Agreement is declared to be null and void in accordance with the terms described herein.
- L. This Agreement shall be construed under the laws of the Commonwealth of Virginia. Any dispute arising from the performance or non-performance of any requirement described herein shall be litigated solely in the Circuit Court for the City of Petersburg, Virginia, as may be appealed.
- M. If any provision of this document is deemed by a Court to be contrary to applicable law, the remaining terms shall continue in full force and effect.
- N. This Agreement and the Purchase Agreement constitute the entire agreement between the parties hereto regarding the subject matter hereto and supersedes all prior negotiations and agreements regarding the subject matter hereof.
- O. This Agreement may be executed in multiple counterparts, each of which will be an original, but all of which, taken together, will constitute one and the same Agreement. This Agreement may be signed by facsimile signatures or other electronic delivery of an image file reflecting the execution hereof, and if so signed, may be relied on by all parties as if the document were a manually signed original and will be binding on the undersigned for all purposes.
- P. The terms of this Agreement shall comply in all material respects with the provisions and terms contained in the City Council Ordinance [] adopted by City Council for the City of Petersburg, Virginia on [] (the "Ordinance"). Notwithstanding the foregoing or anything to the contrary herein, with respect to any conflict between the terms of this Agreement and those described in the Ordinance, the provisions of this Agreement shall control.

[Remainder of Page Blank]

By signing below, the undersigned parties represent that they have the authority to bind and do hereby bind their respective entity to all terms of this Agreement.

PB PETERSBURG OWNER III LLC

By: PB Petersburg MM III LLC

By: _____

Printed name and title: _____

CITY OF PETERSBURG, VIRGINIA

By: _____

Stuart Turille, City Manager

Approved as to form:

By: _____

Anthony C. Williams, City Attorney

Exhibit A

[See Attached]

Exhibit B

[See Attached]

**A Resolution Authorizing The City Manager To Execute A Development Agreement
Between The City Of Petersburg And PB Petersburg Owner, LLC For The Development
Of 14 Vacant City-owned Parcels Located In Petersburg, VA**

WHEREAS, The City of Petersburg City Council approved an Ordinance authorizing the City Manager to execute a purchase agreement related to the sale of city-owned property located at 857 Bank Street, 1411 Farmer Street, 1111 Halifax Street, 1115 Halifax Street, 1230 High Street, 1206 Hinton Street, 751 Jones Street, 1011 Mckenzie Street, 110 Richland Street, 351-53 University Boulevard, 710 Wesley Street, 118 West Street South, 323 West Street South, and 1114 Wythe Street on July 20, 2021; and

WHEREAS, PB Petersburg Owner, LLC has submitted a Development Agreement, in consideration of the City's conveyance of the Property to PB Petersburg Owner LLC, that PB Petersburg Owner, LLC shall perform the redevelopment of the Property in compliance with the project summary documents and in accordance with the terms in the Agreement; and

WHEREAS, the Development Agreement shall be referenced as if set forth fully in the deed of conveyance of the Property from the City to PB Petersburg Owner, LLC; and

WHEREAS, the deed shall include provisions for the reverter described in the Development Agreement.

NOW therefore be it RESOLVED that the City Council of the City of Petersburg hereby approves the Development Agreement between the City of Petersburg to PB Petersburg Owner, LLC.

Be it further resolved, the City Manager and City Attorney are hereby directed to take all necessary action to facilitate the sale of the subject property consistent with the terms described in the Purchase and Development Agreements.



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager
Tangela Innis, Deputy City Manager

FROM: Tangela Innis, Andrew Barnes

RE: **Consideration of an Ordinance Authorizing the City Manager to execute the lease agreement with Spiro A. Georgogianis and Vasilius A Georgogianis for the leased property located at 229 N. Market Street, Petersburg, VA.**

PURPOSE: The purpose is for City Council to provide authorization for the City Manager to execute the lease agreement with Spiro A. Georgogianis and Vasilius A Georgogianis for the leased property located at 229 N. Market Street Petersburg, VA for the period of November 1, 2021 through October 31, 2026.

REASON: The City has a new lease agreement for the leased property located at 229 N. Market St. and this ordinance, which authorizes the City Manager to execute the agreement for the period of November 1, 2021 through October 31, 2026.

RECOMMENDATION: City Council review and approve the attached ordinance.

BACKGROUND: The City received a new lease agreement from Spiros A. Georgogiaris and Vasilius A. Georgogiaris for the purposes of leasing the property located at 229 N. Market Street. The term of the agreement, November 1, 2021 through October 31, 2026, a five-year term in the amount of \$169,928.85. Currently, they are without a lease. The proposed utilization of space will continue to house the City's Voter Registration Office.

COST TO CITY: N/A

BUDGETED ITEM: Yes

REVENUE TO CITY: N/A

CITY COUNCIL HEARING DATE: 12/14/2021

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: N/A

AFFECTED AGENCIES: Department of Public Works & Utilities, Office of Budget & Procurement

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION:

REQUIRED CHANGES TO WORK PROGRAMS: N/A

ATTACHMENTS:

1. 229 N Market (ordinance)
2. 229 N. Market St. lease

AN ORDINANCE AUTHORIZING THE CITY MANAGER TO EXECUTE THE LEASE AGREEMENT WITH SPIRO A. GEORGOGIANIS AND VASILIOUS A. GEORGOGIANIS FOR THE LEASED PROPERTY LOCATED AT 229 N. MARKET STREET, PETERSBURG, VA 23803.

WHEREAS, this lease is for a five-year term for the property located at 229 N. Market Street for the utilization of the City of Petersburg Voter Registration Office.

NOW, THEREFORE BE IT ORDAINED, by the City Council of the City of Petersburg that the City Manager, Stuart Turille is hereby authorized to execute the new lease of the property located at 229 N. Market Street for the period of November 1, 2021, through October 31, 2026.

BE IT FURTHER ORDAINED, by the City Council of the City of Petersburg, that the City Manager, Stuart Turille is hereby authorized to sign such agreements and documents as necessary to complete the new lease of the aforementioned property on behalf of the City.

Ordinance _____
adopted by the City of Petersburg Council
of the City of Petersburg on:

Clerk of City Council

Mayor

THIS LEASE AGREEMENT, hereinafter referred to as "Lease", made as of August 10, 2021, by and between Spiros A. Georgogianis and Vasilus A. Georgogianis, hereinafter referred to as "Lessor", party of the first part, and City of Petersburg, a Virginia municipal corporation, hereinafter referred to as "Lessee", party of the second part.

That for and in consideration of the rents reserved, and the mutual covenants, conditions and agreements as hereinafter set forth, Lessor and Lessee hereby agree as follows:

1. LEASED PREMISES: Lessor hereby leases and demises to Lessee, and Lessee does hereby rents from Lessor a building situated in the City of Petersburg and designated by street address of 229 North Market Street, city tax parcel #011-230045 (the "Leased Premises").

This Lease replaces a previous Lease, Lease Modification, Second Amendment and Third Amendment.

Occupancy of the Leased Premises by Lessee shall constitute its acceptance of the Premises "as-is". Lessee acknowledges that Lessor or Broker has not made any warranties or representations, oral or written, as to the use or fitness of the Leased Premises for any particular purpose. Lessor or Broker shall not be responsible for obtaining any governmental approvals and permits necessary to enable Lessee to occupy or use the Leased Premises and such approvals and permits shall be the sole responsibility of Lessee. Lessor or Broker shall not be responsible for obtaining any certificates of occupancy or other approvals required in connection with construction work done by Lessee or contractors engaged by Lessee.

2. TERM: This Lease shall be for a term of five (5) years beginning on November 1, 2021 and ending on October 31, 2026 unless sooner terminated due to the provisions of this Lease.

3. RENT: For the term of the Lease, beginning on November 1, 2021 and ending on October 31, 2026, Lessee shall pay to Lessor, or Lessor's designee, the rent amount as follows:

Beginning	Ending	Monthly	Yearly
November 1, 2021	October 31, 2022	\$2,731.82	\$32,781.84
November 1, 2022	October 31, 2023	\$2,731.82	\$32,781.84
November 1, 2023	October 31, 2024	\$2,813.76	\$33,765.30
November 1, 2024	October 31, 2025	\$2,898.19	\$34,778.26
November 1, 2025	October 31, 2026	\$2,985.13	\$35,821.61

in advance with the first installment due and payable upon the first day of November, 2021 and on the first day of each month thereafter.

Lessee shall also pay Lessor a late charge of five percent (5%) of any rent not paid to Lessor or Lessor's designee within five (5) days after the installment is due.

Rent payments by Lessee shall be made payable to Spiros A. Georgogianis and mailed to 101 West Bank Street, Petersburg, VA 23803 or at such other place that Lessor may designate in writing to Lessee.

4. SECURITY DEPOSIT: Lessee has paid the amount of Two Thousand Five Hundred Dollars (\$2,500.00) to Lessor as a security deposit, hereinafter referred to as "the Security Deposit," for the faithful performance of the obligations of Lessee under this Lease. If Lessee defaults under this Lease, Lessor may use the Security Deposit, or a portion or portions thereof, to satisfy obligations of Lessee under this Lease. To the extent the Security Deposit is not so used, it will be returned to Lessee at the end of this Lease, without interest. If Lessor sells the Leased Premises while this Lease is in effect, such sale will be subject to this Lease and Lessor will deliver to the new owner the Security Deposit or portion thereof that has not been used by Lessor as authorized by this paragraph. Upon such delivery of the Security Deposit or portion thereof, Lessor will have no further obligation to return Security Deposit or any portion thereof to Lessee.

The above referenced deposit is being transferred from a previous lease between the two parties dated June 11, 2011.

5. OPTION TERM AND RENT: None

6. HOLDOVER: If Lessee remains in possession of the Leased Premises at the end of the term or option term, if taken, this Lease will automatically continue on a month-to-month basis at a monthly rate of the previous month's rent upon the same provisions, covenants and conditions until terminated by the serving of thirty (30) days written notice by either Lessor or Lessee. Such thirty (30) day notice by either Lessor or Lessee becomes effective on the first day of the month following written notice unless such notice is given on the first day of the month, in which case the notice becomes effective immediately.

7. DELIVERY OF POSSESSION TO LESSEE: Lessor shall deliver possession of the Leased Premises to Lessee on the date of the commencement of this Lease. If Lessor is unable to give possession of the Leased Premises on the date of commencement of the Lease term because the Leased Premises are not ready for occupancy, or because a Temporary Certificate of Occupancy has not been procured, or for any other reason, Lessor shall not be subject to any liability for such inability to give possession. In such case of Lessor unable to give possession, Lessee will not be required to pay rent until possession is granted.

8. USE AND OCCUPANCY: Lessor grants Lessee the right to use the Leased Premises for a Voter Registration Office. Lessee shall restrict its use to such purposes and shall not permit the Leased Premises to be used for any other purpose(s) without written consent of Lessor, which consent shall not be withheld unreasonably, conditioned or delayed. Lessee shall (A) remove all trash accumulated in connection with its use of the Leased Premises including all trash or garbage on the parking lot, (B) permit no nuisance in the Leased Premises which will include the grounds and parking areas, (C) keep the Leased Premises free of insects and other pests, (D) not permit smoking in the Lease Premises, (E) immediately provide a key to Lessor and his agent in the event Lessee rekeys or replaces the locks (F) maintain the grounds, including but not limited to grass cutting, shrubbery maintenance, snow and ice removal and (G) use the Leased Premises in a manner which complies with all laws, ordinances and regulations applicable thereto, including without limitation all laws, ordinances and regulations relating to hazardous and/or toxic materials. Lessee warrants that it will not allow hazardous and/or toxic materials on the Leased premise.

9. REPAIRS AND MAINTENANCE: Lessor shall maintain, repair and replace the exterior of the building including the roof, exterior walls and foundation, but not including the doors and windows. Lessee will be responsible for all other maintenance, repairs and replacements to the Leased Premises.

10. UTILITIES: Lessee shall pay all charges or fees for use or consumption of all separately metered utilities provided to the Leased Premises, together with any tax thereon.

11. TAXES: Lessor will pay all real estate taxes and assessments on the Leased Premises. Lessee will pay all personal property taxes and any other taxes assessed against its property on the Leased Premises.

12. DAMAGES TO LEASED PREMISES: If the Leased Premises or any part thereof are damaged by fire, the elements, or any other casualty, not caused by the negligence or willful act or omission of Lessee or Lessee's employees, agents or invitees and remains wholly tenantable, Lessor shall at its own expense cause such damage to be repaired and the rent shall not abate. If by any reason of such occurrence the Leased Premises shall be rendered untenable only in part, Lessor shall at its own expense cause damage to be repaired and, until the repairs are performed, the rent shall abate proportionately as to the portion of the Leased Premises rendered untenable. If by reason of such occurrence the Leased Premises shall be rendered wholly untenable, Lessor shall at its own expense cause such damage to be repaired and, until the repairs are performed, the rent shall abate in full, provided, however, that Lessor shall have the right to be exercised by notice given to Lessee within sixty (60) days after the date of such occurrence, to elect not to repair the Leased Premises, and in such event this Lease shall be terminated as of the date of such occurrence, and the rent shall be prorated as of such date. If by reason of such occurrence the Leased Premises is rendered wholly untenable for more than ninety (90) days, Lessee will have the right to terminate this Lease by giving written notice to Lessor and the rent will be prorated as of the date of such occurrence. If any such damage is caused by negligence of Lessee and/or Lessee's employees, agents or invitees, there shall be no abatement of rent or right of Lessee to terminate this lease during any reasonable period required for repairs.

13. ALTERATIONS, ADDITIONS AND IMPROVEMENTS: Lessee shall not make any alterations to the Leased Premises without the prior written consent of Lessor, which consent shall not be withheld unreasonably, conditioned or delayed with respect to non-structural alterations. If consent is given by Lessor, any alteration shall become the property of Lessor unless otherwise agreed in writing by Lessor and Lessee.

14. INDEMNIFICATION AND HOLD HARMLESS: OMITTED

15. WARRANTIES OF LESSOR: Lessor warrants and represents unto Lessee that: (a) Lessor is an owner and has the right to sign on behalf of Lessor, (b) to the best of Lessor's knowledge, there are no pending proceedings or plans to change the zoning of the Leased Premises and (c) neither the property nor any portion thereof is being condemned or taken by eminent domain and to the best of Lessor's knowledge, no such proceedings are contemplated by any lawful authority.

16. INSURANCE: At all times while this Lease is in effect, Lessor shall maintain fire and extended insurance covering the Leased Premises for its full replacement value and Lessee shall not do or permit anything to be done to the Leased Premises, or bring or keep anything therein, which will increase the rate of fire insurance. Lessee shall maintain (A) insurance covering its property for its full replacement value and (B) comprehensive general liability insurance with a combined single limit of at least \$1,000,000.00 for injury to person (including, but not limited to, death) and damage to the Leased Premises, covering Lessee and Lessor (as an additional insured) for the actions of Lessee and Lessee's employees, agents and invitees. The insurance policy required by this paragraph shall provide that Lessor shall be notified by the insurance company at least thirty (30) days before any cancellation, termination or non-renewal of the policy, and all of the policies required by this paragraph shall be endorsed to prohibit subrogation by the insurance company against Lessor or Lessee or any employee, agent or invitee of Lessor or Lessee. Lessee shall furnish Lessor with a certificate or other evidence from the insurance company confirming that any coverage required by this paragraph is in effect.

17. CONDEMNATION: If the whole of the Leased Premises, or such portion thereof as will make the Leased Premises unsuitable or untenable for Lessee's continued use, is condemned for any public use or purpose by any legally constituted authority then, in either of such events, either Lessor or Lessee may elect to terminate this Lease effective as of the time of taking by such authority and rental shall be accounted for between Lessor and Lessee as of such date. Such termination shall be without prejudice to the rights of either Lessor or Lessee to recover compensation from the condemning authority for their respective loss or damage caused by such condemnation. Neither party shall have any rights in or to any award made to the other by the condemning authority. Lessee hereby assigns to Lessor any award or payment which is payable for the value of the real estate.

18. SUBLEASE OR ASSIGNMENT BY LESSEE: Lessee may not mortgage, pledge or otherwise encumber this Lease, or in any sub-lease of the Leased Premises. Lessee may not assign this Lease nor sub-let the property without the expressed written consent of Lessor being first obtained, which consent shall not be unreasonably withheld. Even if Lessor's consent is given, no subletting or assignment shall release Lessee from any present or future obligation pursuant to this Lease or alter the primary liability and obligation of Lessee to pay the rent and to perform all other obligations to be performed by Lessee hereunder.

19. SUBORDINATION OF LEASE: This Lease, and any modification of this Lease, shall be subordinate to any first lien Deed of Trust against the building. Lessee agrees to execute any document(s) necessary to effectuate such a subordination so long as such document(s) acknowledge Lessee's right to continue in possession of the Leased Premises pursuant to this Lease so long as Lessee is not in default under the terms of this Lease.

20. SURRENDER OF PREMISES: Lessee shall peaceably surrender the Leased Premises to Lessor on the expiration date or earlier termination of this Lease, in broom-clean condition and in as good condition as when Lessee took possession. Before surrendering the Leased Premises, Lessee will remove its personal property from the Leased Premises and will repair any damage to the Leased Premises resulting from the installation and/or removal of such personal property. Any of Lessee's equipment and other property left on or in the Leased Premises, the building or the common elements after the expiration date or earlier termination of

this Lease shall be deemed to be abandoned, and at Lessor's option, title thereto shall pass to Lessor under this Lease.

21. DEFAULT BY LESSEE: Each of the following shall constitute an Event of Default:

(a) Failure of Lessee to pay rent or late charge within 15 days after it is due. Lessor shall have no obligation to give Lessee notice of such default.

(b) Failure of Lessee to perform any obligation of Lessee under this Lease, other than the payment of rent or late charge, within 15 days after Lessor gives Lessee notice that Lessee has failed to perform such obligation.

(c) Lessee abandons or vacates the Leased Premises and ceases paying rent to Lessor as and when due.

(d) The filing of a petition by or against Lessee under any provision of any bankruptcy or insolvency law, or the appointment of a receiver for Lessee, or an assignment by Lessee for the benefit of one or more creditors of Lessee.

22. LESSOR'S REMEDIES: Upon the occurrence of a default, Lessor may at its option terminate this Lease by notice to Lessee, in which event Lessor shall have the right to enter the Leased Premises and take possession thereof, and Lessor shall have the right to resort to any other remedies provided by law or equity, including but not limited to the right to distrain upon any and all property of Lessee located in or on the Leased Premises. Lessee agrees to pay all reasonable costs, including but not limited to reasonable attorney's fees, incurred by Lessor as a result of such default.

23. ENTRY BY LESSOR: Lessor and/or his agent shall have the right to enter the Leased Premises at reasonable times during Lessee's business hours for any reasonable purpose. Beginning six months before the end of this Lease, Lessor and/or his agent shall have the right to show the Leased Premises to prospective Lessees and/or Purchasers provided this is done at reasonable times and does not interfere with Lessee's use of the Leased Premises. Lessor and/or his agent may also place a "Lease or Sale" sign on the Leased Premises.

24. NOTICES: All notices, demands, requests, consents, approvals, offers, statements and other instruments or communications required or permitted to be given hereunder shall be in writing and shall be deemed to have been given when delivered in person, by email with receiving party acknowledging receipt, or when mailed by first class Registered or Certified mail, postage prepaid, addressed to Lessor and Lessee as follows:

	LESSOR:		LESSEE:
Name:	Spiros A. Georgogianis	Name:	City Attorney
Company:		Company:	City of Petersburg
Address:	101 West Bank Street	Address:	City Hall, Room 204
City/St/Zip:	Petersburg, VA 23803	City/St/Zip:	Petersburg, VA 23803

Each notice given as provided in this paragraph shall be considered to have been given on the date of mailing or delivery.

25. MECHANIC'S LIENS: Lessee shall not permit any mechanic's or materialmen's liens to be filed against or upon the Leased Premises for work claimed to have been done for, or materials claimed to have been furnished to Lessee. Lessee, at its sole cost and expense,

including but not limited to attorney's fees incurred in connection with the discharge of a lien or the filing of any bond required by law, shall cause any such lien to be released or discharged within ten (10) days after notification of the filing thereof by Lessor.

26. SIGNS: Before installing any signs (which must comply with city or county sign ordinances), Lessee will obtain the prior written consent of Lessor, which consent will not be unreasonably withheld. Lessee will remove any such signs at the end of the Lease and will repair any and all damage caused by or due to the installation, maintenance and/or removal of such signs.

27. NO AGENCY: Nothing in this Lease will be construed to constitute Lessor and Lessee as an agent of the other or to constitute Lessor and Lessee as partners or joint ventures.

28. AMENDMENT OR MODIFICATION: This Lease may not be amended, modified or terminated, nor may any obligation hereunder be waived orally, and no such amendment, modification, termination or waiver shall be effective for any purpose whatsoever unless it is in writing signed by the party against whom enforcement thereof is sought.

29. SEVERABILITY OF PROVISIONS: If any provisions of this Lease or any application thereof shall be invalid or unenforceable, the remainder of this Lease and any other application of such provision shall not be affected thereby.

30. AGENCY DISCLOSURE/COMMISSION: Kevin Y. Specter, Mark B. Specter and Specter Properties, Inc. have acted on behalf of and represented Lessor in this transaction. Lessor shall have the sole responsibility to pay all fees and commissions due to Specter Properties, Inc. with such payment to be made pursuant to an agreement that is separate from this Lease. Lessor and Lessee each covenants to the other that it has not incurred or created any other obligation to pay a commission or other amount to any broker, agent or finder in connection with this Lease and each agrees to indemnify and save the other harmless from and against any and all liability, damages and expenses incurred by the other because the indemnifying party incurred or created such an obligation to pay such a commission or other amount.

31. TRANSFER OF PROPERTY: In the event of the sale of the Leased Premises by Lessor subject to the terms and provisions of this Lease, Lessor shall thereupon be released from all liability, assuming the liability is assumed by new Lessor.

32. NON-WAIVER OF FUTURE PERFORMANCE: The failure of Lessor to insist upon strict performance of any of the covenants, conditions or agreements of this Lease, or to exercise any option herein conferred, shall not be construed as a waiver or relinquishment of the future performance of any such covenants, conditions or options, but the same shall be and remain in full force and effect.

33. BINDING EFFECT: This Lease shall be binding upon and inure to the benefit of and be enforceable by the respective heirs, successors and assigns of the parties hereto.

34. QUIET ENJOYMENT: Upon due performance of the covenants and agreements to be performed by Lessee under the terms and provisions of this Lease, Lessor covenants that Lessee shall and may at all times peaceably and quietly have, hold and enjoy the Leased Premises during the term of this Lease.

35. GENDER: Any word contained in the text of this Lease shall read as the singular or the plural and as the masculine, feminine or neutral gender as may be applicable in the particular context.

36. ENTIRE AGREEMENT: This Lease contains all of the agreements of the parties and cannot be changed unless in writing and signed by all parties.

37. LAW TO BE APPLIED: This Lease shall be governed by and construed in accordance with the laws of the Commonwealth of Virginia.

38. COUNTERPARTS: This lease may be executed in counterparts, each of which shall be an original and all of which, when taken together, shall constitute one and the same instrument. Electronic signature shall be deemed as effective as original signature for the purposes of this Lease.

39. LIMITATION OF LESSOR'S LIABILITY: The obligation and liability of Lessor hereunder shall be binding only upon its interest in the property where the Leased Premises is located, and not upon any other assets of Lessor or any member of Lessor personally. Lessee agrees to look solely to the equity of Lessor in the property where the Leased Premises is located for the satisfaction of any remedies of Lessee or judgement obtained by Lessee as a result of a breach by Lessor of this Lease. Such exculpation of liability shall be absolute and without any exception whatsoever.

WITNESS the following signatures pursuant to due authority:

LESSOR:

By: _____(SEAL)
Spiros A. Georgogianis

By: _____(SEAL)
Vasilus A. Georgogianis

LESSEE: City of Petersburg

By: _____(SEAL)



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager

FROM: Richard Cuthbert, Main Street Petersburg, Inc.

RE: Presentation and consideration to request support from City for the 7 Moons Art Market 2022.

PURPOSE: Request for financial and logistical support for a weekly arts market to be held on Old Street from April - October in 2022

REASON: To stimulate community and economic development in Petersburg.

RECOMMENDATION: Request support from the City for the 7 Moons Art Market 2022.

BACKGROUND: See attachments

COST TO CITY: \$30,000 over the course of 7 months in two separate fiscal years, as well as the use of city personnel resources for weekly street closures.

BUDGETED ITEM: N/A

REVENUE TO CITY: Community and economic resurgence.

CITY COUNCIL HEARING DATE: 12/14/2021

CONSIDERATION BY OTHER GOVERNMENT ENTITIES:

AFFECTED AGENCIES:

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION:

REQUIRED CHANGES TO WORK PROGRAMS:

ATTACHMENTS:

1. Proposed Location (1)
2. 2022 Projected Operational Budget (2)
3. 2021-12-7 7 Moons Market 2022 Proposal

Google Maps Old Street Proposed Location



Imagery ©2021 Google, Imagery ©2021 Commonwealth of Virginia, Maxar Technologies, Map data ©2021 20 ft

7 Moon Market
2022 Season
Operating Budget

Revenues

Vender Fees	\$0	Vendor Fees will be free the entire year
Grants	\$8,000	
City	\$30,000	

Total Revenue \$38,000

Expenses

Music	\$14,000	\$500 per band/ week (28 days)
Management	\$7,200	\$800 per month for 9 months (1 month before and after season)
Artwork and Posters	\$1,000	Artwork Design and Printing
Marketing Professional	\$2,800	Digital Management/PR
Facebook Advertising	\$2,000	\$250 per month (starting one month before season)
Radio Advertising	\$7,000	\$1,000 per month (various rotating local stations)
2 Banners	\$800	one for each end of the street
Tables	\$1,200	6 folding hard plastic and metal tables (\$200 each)
Materials	\$2,000	lights, trash cans, games,

Total Expenses \$38,000

Reserves \$0



7 Moons Market 2022
New Location/New Times/New Partnerships
(Fridays 5-8pm, April-October)

Celebrate Petersburg with the 7 Moons Arts Market in 2022!

The 7 Moons Arts Market is an artesian market, featuring vendors, free live public music, games, and a selection of food options. The 7 Moons Arts Market is in its 4th year at its second location. In 2021, the Market operated on the second Friday of every month behind the Farmer's Market Building.

Main Street Petersburg aims to use the 7 Moons Arts Market to super-charge the resurgence in Old Town by moving the market to Old Street every Friday night from April – October. (Much like the River Street Market has done on Saturday mornings in Old Town or like what Hopewell has done with its Marketplace and Street Festival).

Overview:

To achieve greater success and to have a greater impact on the community, Main Street Petersburg proposes to partner with the City and move the 7 Moons Arts Market to Old Street **every** Friday evening, from April through October. This is an opportunity for Main Street Petersburg and the City to work together to create a more vibrant and lively community for all Petersburg residents.

Benefits:

There are many benefits to this move in location and this increase in frequency. The new location will be more central, more visible, and will be mutually beneficial with the existing storefront culture along Old Street. The change in market frequency will allow for greater consistency, greater public visibility, and more frequent vitality on a more reliable basis. This will help: customers with awareness, the community with more physical interaction, and local shops and vendors with more opportunity for customer interaction (sales).

The plan also calls for aggressive media advertising including monthly radio spots highlighting the positives that Petersburg has to offer Petersburg and the surrounding communities.

Vision for the 7 Moons Arts Market 2022:

- Family friendly, reliable and consistent, community event, in the heart of Old Town.
- A rotation of special events, community games (like chess and checkers boards set up), live public art painting on the street, and live public music.
- Between 20-28 art and artisan related vendors per week.
- Rotating musical talent each week- bands, buskers, open mic/community jams.

Logistics/Details:

- Main Street Petersburg will manage the event. (Including booking music, selecting vendors, and managing Market logistics).
- When: Every Friday from 5:00-8:30 from April through October.
- Where: Old Street between Sycamore and Pennistons Alley.



- Who: Up to 28 artists and artisan vendors, food trucks, bands, live public art (in partnership with PAAL)
- How: The City will block off Old Street (from Sycamore to Pennistons Alley with street closure signs and permanent no parking signs (Fridays 4-8).
- Vendors will set up between 4-5pm.
- First come first serve with respect to vendor location. (Filling up from east to west).
- No vendor fee to increase vendor participation in this new format.
- Rotation of music each week: 1, 2, 3, and 4 piece bands. Sometimes multiple buskers. Once a month open mic community jam sessions.
- This event will not be held if the forecast calls for rain. We will use weather.com 24 hours before each event. If the forecast calls for greater than 50% chance of rain, we will cancel.

Partnership with the City (What will we need from the City?):

- We will need a combination of funding and logistical support.
- We need new parking signs for this stretch of Old Street prohibiting parking on Friday from 4-8. (See attached diagram).
- We will need the street closed each Friday from 4-8 April-October.¹
 - City will need to put up and take down barricades.
 - City will need to set out and take up folding picnic tables.
- We will need the City to conduct parking enforcement and towing on event nights.
- We will need the City to approve a large (CDBG?) funding package to cover advertising, management, and music. (See attached projected budget) (Will CDBG funding actually work for a timing perspective?).
- We will need the City to increase trash pickup along Old Street.
- Storage space to store tables and stage equipment in the west side of Southside Depot.

Planning:

In order to execute on this ambitious program, Main Street Peterburg believes that promotion and organization must be central to these efforts to energize the community through the 7 Moons Arts Market on Friday nights.

Attached is the proposed Operating Budget requirements for the 7 Moons Arts Market under this plan. This budget features a strong focus on marketing which is a must to drive the necessary community awareness to make this new event format a success for the community. This format in this location will help draw more people into Old Town on a consistent basis, helping all our local businesses and giving the City more momentum to propel itself forward. (Similar to the programs that the City of Hopewell supports).

Sincerely.

¹ When is it easiest for the City to pickup the tables? Saturday morning?



Main Street Petersburg



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager
Tangela Innis, Deputy City Manager

FROM: Wayne Crocker

RE: Consideration of Library of Virginia ARPA subgrant appropriation (\$21,471) for the Petersburg Public Library - 2nd Reading

PURPOSE: To have City Council approve the receipt and appropriation of the ARPA subgrant from the Library of Virginia in the amount of \$21,471.

REASON: To provide funds to update the website and purchase a security camera and servers.

RECOMMENDATION: Staff recommends City Council approve the receipt and appropriation of the Library of Virginia ARPA subgrant to the Petersburg Public Library.

BACKGROUND: The Library of Virginia received funding from the American Rescue Plan Act (ARPA) (Public Law 117-2) through the Institute of Museum and Library Services (IMLS) to administer in accordance with its existing LSTA program. The Petersburg Public Library applied for funds and was awarded \$21,471.

COST TO CITY: \$21,471

BUDGETED ITEM: No

REVENUE TO CITY: \$21,471

CITY COUNCIL HEARING DATE: 12/14/2021

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: N/A

AFFECTED AGENCIES: Petersburg Public Library

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION: N/A

REQUIRED CHANGES TO WORK PROGRAMS: N/A

ATTACHMENTS:

1. ARPA MOA Petersburg



MEMORANDUM OF AGREEMENT

MOA Number: LVA-ARPA-026

I. PARTIES TO THE AGREEMENT:

This Memorandum of Agreement (MOA) is entered into by Petersburg Public Library, hereafter called the "PUBLIC LIBRARY," and the Commonwealth of Virginia through the Library of Virginia, hereafter called the "LVA."

WHEREAS, LVA enters into an agreement to assist the Public Library in responding to the Covid-19 Pandemic and the PUBLIC LIBRARY desires to perform such services.

THEREFORE, in consideration of their respective undertakings, the LVA and PUBLIC LIBRARY hereby agree to the following terms.

II. PURPOSE:

LVA received funding from the American Rescue Plan Act (Public Law 117-2) and the Institute of Museum and Library Services (IMLS) authorization statute (20 U.S.C. § 9101 et seq.) to administer in accordance with our existing LSTA program.

III. PROJECT DESCRIPTION:

The LVA will use funds under the American Rescue Plan Act (ARPA) to help communities respond directly and immediately to the pandemic as well as to related economic and community needs through equitable approaches in digital inclusion and library services. They will continue to support the goals of their Five-Year Plan for FY 2018- 2022. Specific state goals include: 1) foster the development of the evolving neighborhood/community library as a center for lifelong learning and civic engagement; 2) facilitate access to information and the discovery of knowledge and cultural heritage for the purpose of cultivating an informed and engaged community; and 3) support the training and development of proactive library leadership and skilled staff to meet the rapidly changing environment.

IV. SCOPE OF SERVICES:

A. Public Library

ARPA funds must be used to further goals of the American Rescue Plan Act:

1. To enable Public Libraries to reach residents with internet hotspots, accessible Wi-Fi, and other digital inclusion efforts, particularly in support of education, health, and workforce development. The following types of data, among others, can inform efforts to reach underserved populations:

800 East Broad Street
Richmond, Virginia 23219

www.lva.virginia.gov

804.692.3500 *phone*
804.692.3976 *tty*

- Poverty/Supplemental Nutrition Assistance Program (SNAP)
- Unemployment
- Broadband availability

2. To provide rapid emergency relief to Public Libraries, allowing them to safely respond to the pandemic and implement public health protocols.
3. To support Public Library services that meet the needs of communities, including costs such as technology, training, materials, supplies, equipment, and associated costs.

B. LVA:

- Proffer \$2,275,000 in Public Library sub-grants and calculate the amount of that total for each Public Library by using the LVA state aid formula.
- Dispense ARPA funds to Virginia Public Libraries.
- Monitor the Public Library's adherence to the MOA requirements.
- Provide support and troubleshooting to recipient libraries.

FEDERAL AWARD INFORMATION:

Federal Award ID Number	LS-250242-OLS-21
Award Recipient:	Commonwealth of Virginia, Library of Virginia
Project Title:	LSTA ARPA State Grants
Federal Awarding Agency:	Institute of Museum and Library Services
CFDA#:	45.310 – State Library Program
Federal Award Date:	4/09/2021
Research and Development:	No
Indirect Cost Rate:	Indirect Costs are not allowable for this award per IMLS
Total Federal Award:	\$3,871,764

SUB-RECIPIENT INFORMATION:

Name:	Petersburg Public Library
Address:	201 West Washington Street, Petersburg, VA 23805
DUNS (Unique Entity Identifier):	120563762
Award Amount:	\$21,471
Award Period:	4/08/2021 – 9/30/2022
Final Report Due:	10/31/2022

V. FUNDS GRANTED TO PUBLIC LIBRARY:

- A.** The ARPA award is a reimbursement grant but requests for advance payments will be reviewed on a case by case basis.
- B.** LVA approved pre-award costs may be reimbursed that were charged back to March 15, 2021. The request for reimbursement for pre-award costs must be submitted to LVA by November 30, 2021.
- C.** LVA will dispense funds to the Public Library using the same method of payment as LVA dispenses State Aid funds to the Public Library.
- D.** The Public Library must spend all grant money in accordance with the LVA approved budget; all expenses must be on the approved budget submitted with Public Library application.
- E.** The Public Library is required to return all funds expended that were not used for allowable expenditures, per the LVA approved budget. Please see **Section VI, F: Audit Requirements** and **Section VII, L: Default**.
- F.** All budget change requests must be submitted to the contacts listed in **Section VIII** of this agreement for approval. Only expenditures on the LVA approved budget or changes approved in writing by LVA are considered allowable and therefore eligible as expenditures for the ARPA award.

VI. PUBLIC LIBRARY - REQUIRED ACTIONS:

A. Pre-Award Requirements

The Library Director or Library Program Designee must attend a mandatory pre-award meeting with all ARPA recipients and designated LVA personnel. This meeting will serve as a question and answer session for all recipients.

B. Financial Requirements

1. Invoices for allowable expenses that have been received and approved by the Public Library must be submitted to LVA on a monthly basis no later than the 15th of the following month to:

lva.accountspayable@lva.virginia.gov

2. Your submission must include ALL expenditures for the month. Please complete the attached template each month for your submission, which must be signed and dated by the Public Library Director. The signature by the Public Library Director is to certify that the expenditures align with the Public Library's approved budget and that the products or services have been delivered and tested. Please submit the invoices and all relevant backup documentation with the template.
3. All grant funds must be obligated by September 30, 2022 and the final monthly reimbursement submission for the grant period is due by October 31, 2022.

C. Sub-recipient Monitoring Requirements

The Library Director or Program Designee must attend a mandatory monthly meeting with his or her Contract Monitor. LVA has identified the Public Library Contract Monitor in **Section VIII** of this MOA. Your Contract Monitor will review all monthly expenditures, ensuring they are allowable via the LVA approved budget and plan, and analyze your spending progress during the grant period.

D. Sub-recipient Reporting Requirements

1. The LVA will monitor the Public Library to evaluate the progress and performance of the program. The Public Library shall submit mandatory quarterly progress reports to the LVA contacts listed in **Section VIII** on the requirements outlined in this section, **Section D, number 3** of the agreement. The Mandatory quarterly progress report due dates are as follows:

Mandatory Quarterly Progress Report Due Dates:

- 1) **January 15, 2022**
 - 2) **April 15, 2022**
 - 3) **July 15, 2022**
 - 4) **October 31, 2022 - Final**
2. The LVA and Federal personnel must be provided access to all program-related records and facilities under reasonable request.
 3. The Public Library is required to measure the outputs and outcomes of your project(s) quarterly. These elements will be added to the annual state library survey, Bibliostat. For outputs, use such tools as usage/circulation statistics, holds stats, fulfillment rates, # of cleaning rounds, etc. For outcomes, use surveys, Evaluation Continuum/Likert Scale, voting, observation/anecdotes, focus group questionnaires, social media interaction, etc. The measures can include, but are not limited to, the following items:

Outputs (countable products or activities)

Number of patron borrowed hotspots.

Number of patrons utilizing routers.

Number of patron borrowed tablets or laptops.

Number of patrons participating in virtual programming.

Percentage of increase in use of Public Library's digital resources.

Number of patrons picking up items in lockers.

Number of items circulated via the locker project and the percent of increase in circulation.

Number of outreach program attendance and the percentage of increase in outreach programs.

Number of additional outreach events.

Number craft packages distributed.

Number of workshops held and the number of attendees.

Number of tests proctored.

Outcomes (changes in participant behaviors, skills, knowledge, or life conditions)

Percentage of students and adults who demonstrate information literacy skills.

Percentage of patrons who will report that their student or work lives improved through connectivity.

Percentage of patrons who learned something new or were entertained due to new locker service.

Percentage of children and adults who will report that they learned something new or were entertained by new outreach reading activities.

Percentage of attendees who will report new knowledge or increased skills after attending a workshop.

Percentage of job seeking attendees who report subsequent employment.

4. You are required to collect descriptive information throughout the project so that LVA may develop a narrative to support the data that LVA will report at the end of the grant. This narrative must include a brief description of the project's innovation, vision, impact on targeted audience, or service to a new population group. While the narrative is primarily descriptive and succinct, it is highly recommended that you collect testimonials and even anecdotal stories to emphasize impact whenever possible.

E. TIME AND EFFORT REPORTING:

LVA will not allow Salary expenses for the ARPA sub-grant.

F. AUDIT REQUIREMENTS:

The Public Library must retain all books, accounts, reports, files and other records relating to the performance of the agreement for a period of five years after its completion. All accounting records must be supported by source documentation and retained in order to show for what purpose funds were spent. All such records must be made available and produced for inspection when required by the LVA.

Should an audit by authorized state or federal official result in disallowance of amounts previously paid to the Public Library, the Public Library must reimburse the LVA upon demand.

§ 200.501 Audit requirements:

(a) Audit required. A [non-Federal entity](#) that [expends](#) \$750,000 or more during the [non-Federal entity's](#) fiscal year in Federal awards must have a single or program-specific audit conducted for that year in accordance with the provisions of this part.

(b) Single audit. A [non-Federal entity](#) that [expends](#) \$750,000 or more during the [non-Federal entity's](#) fiscal year in Federal awards must have a single audit conducted in accordance with [§ 200.514](#) Scope of audit except when it elects to have a program-specific audit conducted in accordance with [paragraph \(c\)](#) of this section.

(c) Program-specific audit election. When an [auditee](#) [expends](#) Federal awards under only one [Federal program](#) (excluding R&D) and the [Federal program's](#) statutes, regulations, or the terms and conditions of the Federal award do not require a financial statement audit of the [auditee](#), the [auditee](#) may elect to have a program-specific audit conducted in accordance with [§ 200.507](#) Program-specific audits. A program-specific audit may not be elected for R&D unless all of the Federal awards [expended](#) were received from the same [Federal agency](#), or the same [Federal agency](#) and the same [pass-through entity](#), and that [Federal agency](#), or [pass-through entity](#) in the case of a [subrecipient](#), approves in advance a program-specific audit.

(d) Exemption when Federal awards expended are less than \$750,000. A [non-Federal entity](#) that [expends](#) less than \$750,000 during the [non-Federal entity's](#) fiscal year in Federal awards is exempt from Federal audit requirements for that year, except as noted in [§ 200.503](#) Relation to other audit requirements, but records must be available for review or audit by appropriate officials of the [Federal agency](#), [pass-through entity](#), and Government Accountability Office (GAO).

VII. TERMS AND CONDITIONS:

A. APPROPRIATIONS:

The PUBLIC LIBRARY acknowledges the understanding that this Agreement is subject to appropriations and constraints by the State or the Federal government budget.

SUBCONTRACTS:

No portion of the work can be subcontracted without prior written consent of the LVA. In the event that the PUBLIC LIBRARY desires to subcontract some part of the work specified herein, the Public Library shall furnish the names, qualifications, and experience of their proposed sub-contractor(s) and must assure compliance with all requirements of this agreement.

B. INTEGRATION AND MODIFICATION:

This Agreement constitutes the entire understanding of the parties as to the matters contained herein. No alteration, amendment or modification of this Agreement shall be effective unless in writing and signed by the duly authorized officials of both the LVA and the PUBLIC LIBRARY.

C. CONFIDENTIALITY OF PROPRIETARY INFORMATION, DUPLICATION AND DISCLOSURE:

The PUBLIC LIBRARY agrees that proprietary information disclosed by LVA to the PUBLIC LIBRARY for the purpose of an MOA shall be held in confidence and used only in the performance of the agreement. No item designed for or by the LVA shall be duplicated or furnished to others without prior written consent. All products and materials including but not limited to papers, data, reports, forms, records, materials, creations, or inventions relating to this agreement are sole and exclusive property of the LVA. All such materials shall be delivered to the LVA in usable condition at any time requested by the LVA.

D. DRUG-FREE WORKPLACE:

During the performance of this agreement, the Public Library agrees to (i) provide a drug-free workplace for the Library's employees; (ii) post in conspicuous places, available to employees and applicants for employment, a statement notifying employees that the unlawful manufacture, sale, distribution, dispensation, possession, or use of a controlled substance or marijuana is prohibited in the Public Library's workplace and specifying the actions that will be taken against employees for violations of such prohibition; (iii) state in all solicitations or advertisements for employees placed by or on behalf of the Public Library that the Public Library maintains a drug-free workplace; and (iv) include the provisions of the foregoing clauses in every subcontract or purchase order of over \$10,000, so that the provisions will be binding upon each subcontractor or vendor.

For the purposes of this section, "*drug-free workplace*" means a site for the performance of work done in connection with a specific agreement awarded to the Public Library, the employees of whom are prohibited from engaging in the unlawful manufacture, sale, distribution, dispensation, possession or use of any controlled substance or marijuana during the performance of the agreement.

E. IMMIGRATION REFORM AND CONTROL ACT OF 1986:

By entering into a written agreement with the Commonwealth of Virginia, the Public Library certifies that it does not, and shall not during the performance of the agreement for goods and services in the Commonwealth, knowingly employ an unauthorized alien as defined in the federal Immigration Reform and Control Act of 1986.

F. ANTI-DISCRIMINATION:

By signing this agreement the Public Library certifies to the Commonwealth that they will conform to the provisions of the Federal Civil Rights Act of 1964, as amended, as well as the Virginia Fair Employment Contracting Act of 1975, as amended, where applicable, the Virginians With Disabilities Act, the Americans With Disabilities Act and § 2.2-4311 of the *Virginia Public Procurement Act (VPPA)*. If the award is made to a faith-based organization, the organization shall not discriminate against any recipient of goods, services, or disbursements made pursuant to the agreement on the basis of the recipient's religion, religious belief, refusal to participate in a religious practice, or on the basis of race, age, color, gender sexual orientation, gender identity, or national origin and shall be subject to the same rules as other organizations that agreement with public bodies to account for the use of the funds provided; however, if the faith-based organization segregates public funds into separate accounts, only the accounts and programs funded with public funds shall be subject to audit by the public body. (*Code of Virginia*, § 2.2-4343.1E).

1. During the performance of this agreement, the Public Library agrees as follows:
 - a. The Public Library will not discriminate against any employee or applicant for employment because of race, religion, color, sex, sexual orientation, gender identity, national origin, age, disability, or any other basis prohibited by state law relating to discrimination in employment, except where there is a bona fide occupational qualification reasonably necessary to the normal operation of the Public Library. The Public Library agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination clause.
 - b. The Public Library, in all solicitations or advertisements for employees placed by or on behalf of the Public Library, will state that such Public Library is an equal opportunity employer.
 - c. Notices, advertisements and solicitations placed in accordance with federal law, rule or regulation shall be deemed sufficient for the purpose of meeting the requirements of this section.
 - d. If the Public Library employs more than five employees, the Public Library shall (i) provide annual training on the Public Library's sexual harassment policy to all supervisors and employees providing services in the Commonwealth, except such supervisors or employees that are required to complete sexual harassment training provided by the Department of Human Resource Management, and (ii) post the Public Library's sexual harassment policy in (a) a conspicuous public place in each building located in the Commonwealth that the Public Library owns or leases for business purposes and (b) the Public Library's employee handbook.
 - e. The requirements of these provisions are a material part of the agreement. If the Public Library violates one of these provisions, the Commonwealth may terminate the affected part of this agreement for breach, or at its option, the whole agreement. Violation of one of these provisions may also result in debarment from State contracting regardless of whether the specific agreement is terminated.
 - f. In accordance with Executive Order 61 (2017), a prohibition on discrimination by the Public Library, in its employment practices, subcontracting practices, and delivery of goods or services, on the basis of race, sex, color, national origin, religion, sexual orientation, gender identity, age, political affiliation, disability, or veteran status, is hereby incorporated in this agreement.

G. APPLICABLE LAWS AND COURTS:

This solicitation and any resulting agreement will be governed in all respects by the laws of the Commonwealth of Virginia, without regard to its choice of law provisions, and any litigation with respect thereto shall be brought in the circuit courts of the Commonwealth. The LVA and the PUBLIC LIBRARY are encouraged to resolve any issues in controversy arising from the award of the agreement or any agreement dispute using Alternative Dispute Resolution (ADR) procedures (*Code of Virginia, § 2.2-4366*). ADR procedures are described in Chapter 9 of the *Vendors Manual*. The PUBLIC LIBRARY shall comply with all applicable federal, state and local laws, rules and regulations.

H. AVAILABILITY OF FUNDS:

It is understood and agreed between the parties herein that the agency shall be bound only to the extent that the legislature has appropriated funds that are legally available or may hereafter become legally available for the purpose of this Agreement.

I. RENEWAL OF AGREEMENT:

This Agreement will not be renewed.

J. ANTITRUST:

By entering into an agreement, the PUBLIC LIBRARY conveys, sells, assigns, and transfers to the Commonwealth of Virginia all rights, title and interest in and to all causes of action it may now have or hereafter acquire under the antitrust laws of the United States and the Commonwealth of Virginia, relating to the particular goods or services purchased or acquired by the Commonwealth of Virginia under said agreement.

K. ASSIGNMENT OF AGREEMENT:

An agreement shall not be assignable by the PUBLIC LIBRARY in whole or in part without the written consent of the Commonwealth.

L. DEFAULT:

In case of the failure of the Public Library to deliver the LVA approved ARPA plan in accordance with this agreement terms and conditions, your LVA approved application, and your LVA approved budget detailing allowable expenditures, LVA will may terminate this agreement after due written notice. As a result of this termination, all remaining unspent grant funds issued in advance and all amounts previously paid to the Public Library that LVA determines were not used for allowable expenses must be reimbursed to LVA upon demand. LVA may hold the PUBLIC LIBRARY responsible for any resulting additional purchase and administrative costs. This remedy shall be in addition to any other remedies that the Commonwealth may have. If LVA terminates this agreement with the Public Library, the Public Library may no longer be eligible to apply for future LVA grant opportunities.

VIII. LVA CONTACTS:

Your designated Contract Monitor is Susan LaParo.

Please contact your Contract Monitor for programmatic inquiries at susan.laparo@lva.virginia.gov.

The Grant Administrator is Nan Carmack, nan.carmack@lva.virginia.gov.

Please contact Wendy Hupp for financial inquiries at wendy.hupp@lva.virginia.gov.

IX. SIGNATURES:

IN WITNESS WHEREOF, the parties have caused this MOA to be duly executed intending to be bound thereby. This Memorandum of Agreement becomes effective on the date of the last signature. Once signed, please return the entire document to wendy.hupp@lva.virginia.gov.

Public Library Authorized Representative

LVA Authorized Representative

Signature and Date

Name and Title (Printed)

Signature and Date

Name and Title (Printed)

Note: This public body does not discriminate against faith-based organizations in accordance with the *Code of Virginia*, § 2.2-4343.1 or against a bidder or offeror because of race, religion, color, sex, national origin, age, disability, sexual orientation, gender identity, political affiliation, or veteran status or any other basis prohibited by state law relating to discrimination in employment.



City of Petersburg

Ordinance, Resolution, and Agenda Request

DATE: December 14, 2021

TO: The Honorable Mayor and Members of City Council

THROUGH: Stuart Turille, City Manager
Tangela Innis, Deputy City Manager

FROM: Reginald Tabor

RE: **A RESOLUTION OF THE CITY OF PETERSBURG CITY COUNCIL RECOGNIZING THE HISTORIC POSTCARD SIGNS IN THE HISTORIC DOWNTOWN AREA AS COMMEMORATIVE PLAQUES AND APPROVING THEIR INSTALLATION**

PURPOSE: To consider approval of a resolution recognizing the historic postcard signs in the Historic Downtown area as commemorative plaques and approving their installation.

REASON: To comply with applicable procedures and laws regarding the installation of signs in the City of Petersburg.

RECOMMENDATION: It is recommended that the City Council considers and adopts a resolution recognizing the proposed historic postcard signs in the Historic Downtown area as commemorative plaques and approving their installation.

BACKGROUND: The City of Petersburg received and reviewed correspondence regarding the proposed installation of Historic Postcard Signs in the Historic Downtown Petersburg area. The correspondence included documents with illustrations and descriptions of the signs as well as the proposed locations, which include both public and private property. The City's Inter-Departmental Development Review Team reviewed the proposal and provided the following comments:

The Right of Way Manager stated that no Right of Way permits are required if approval and authorization is received by the City Manager or City Council, and that the maximum projection into City Right of Way is 6 inches, including projection from buildings, parking areas or landscaped areas onto a sidewalk, roadway, or other City Right of Way.

The Zoning Administrator stated that the City's Zoning Ordinance Article 21. Sign Regulations, Section 5. Exemptions states that, "Section 5.9. Commemorative plaques and historic markers recognized by the City" are exempt, and that adoption of a resolution or motion by the City Council, or authorization by the City Manager would constitute the recognition. The Zoning Administrator also requested the submission of a Sign Permit Application without a review or approval requirement, and without the submittal of any associated fees, with the purpose being to have a record on file of the sign specifications, responsible parties and contact information.

The City's Building Official stated that a Building Permit is not required, however the Contractor installing the signs should contact Miss Utilities when the installation includes digging to install a sign pole to avoid contact with any underground utility lines.

The City's Preservation Planner stated that the proposed installations were reviewed by the Architectural Review Board (ARB) during their September 8, 2021, meeting and that a Certificate of Appropriateness (COA) was approved.

The City Council received a presentation regarding the proposal to install the Historic Postcard signs during the November 3, 2021 City Council meeting and the presentation was favorably received.

COST TO CITY:TBD

BUDGETED ITEM: N/A

REVENUE TO CITY: N/A

CITY COUNCIL HEARING DATE:

CONSIDERATION BY OTHER GOVERNMENT ENTITIES: N/A

AFFECTED AGENCIES: Public Works, Planning and Community Development, Economic Development/Tourism

RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION: Zoning Ordinance

REQUIRED CHANGES TO WORK PROGRAMS: N/A

ATTACHMENTS:

1. 1214_2021ResolutionHistoricPostcards
2. 1214_2021PostcardProposal

**A RESOLUTION OF THE CITY OF PETERSBURG CITY COUNCIL
RECOGNIZING THE HISTORIC POSTCARD SIGNS IN THE HISTORIC
DOWNTOWN AREA AS COMMEMORATIVE PLAQUES AND APPROVING
THEIR INSTALLATION**

WHEREAS, The City of Petersburg received and reviewed correspondence regarding the proposed installation of Historic Postcard Signs in the Historic Downtown Petersburg area; and

WHEREAS, The correspondence included documents with illustrations and descriptions of the signs as well as the proposed locations, which include both public and private property; and

WHEREAS, The City's Inter-Departmental Development Review Team reviewed the proposal and provided the following comments:

The Right of Way Manager stated that no Right of Way permits are required if approval and authorization is received by the City Manager or City Council, and that the maximum projection into City Right of Way is 6 inches, including projection from buildings, parking areas or landscaped areas onto a sidewalk, roadway, or other City Right of Way.

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The City's Building Official stated that a Building Permit is not required, however the Contractor installing the signs should contact Miss Utilities when the installation includes digging to install a sign pole to avoid contact with any underground utility lines.

The City's Preservation Planner stated that the proposed installations were reviewed by the Architectural Review Board (ARB) during their September 8, 2021, meeting and that a Certificate of Appropriateness (COA) was approved.; and

WHEREAS, The City Council received a presentation regarding the proposal to install the Historic Postcard signs during the November 3, 2021 City Council meeting and the presentation was favorably received.

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Petersburg hereby recognizes the historic postcard signs in the historic downtown area as commemorative plaques and approves their installation.

PROPOSAL

Postcards of Petersburg

- ♦ Downtown Area
- ♦ Historical Imagery/Signage

July 2021

Submitted by Steven Gay



There are well over 100 postcards of popular locations from around Petersburg. These colorful images span the last century providing a unique historical record of the city.

The **Postcards of Petersburg Project** is designed to showcase the history of the city by focusing on the buildings in downtown Petersburg. This will draw attention to the two most popular reasons for visiting Petersburg. The history and the businesses located in the downtown area.

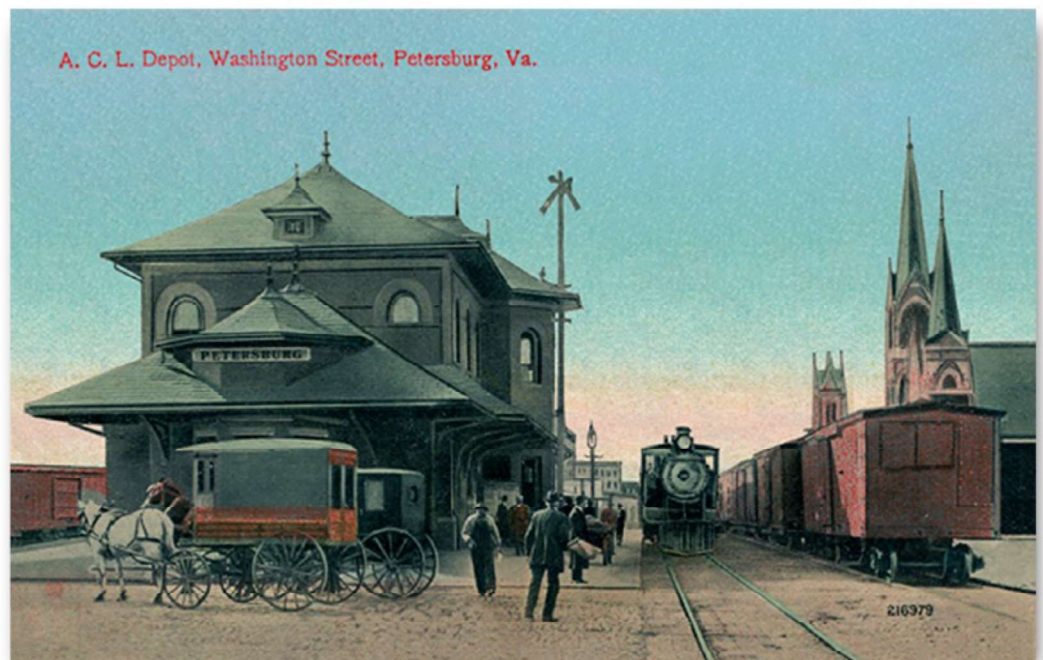
Much effort has been made to locate the postcards and restore them digitally. This initial proposal for Phase One offers 14 of the most recognizable locations or buildings in the downtown area. You can visit this website to see all of the currently available postcards related to Petersburg:

<https://stevengstudios.com/petersburg-postcard-map/>

Original:



Restored:



Funding & Design Updates

Earlier this year I used the Postcards of Petersburg concept as the basis for my application to Culture Works for their artist grant program. Along with the information in this proposal, I also showcased the large Union Station mural I installed on the vacant building owned by Sycamore Street Properties in the Sycamore Square area. The grant committee contacted me to learn more about this concept and they felt larger signs would be more engaging to the community. I offered to expand my design options to take advantage of available space when appropriate. I believe this was key to being awarded the grant.

Total cost for this project is \$7,350.00 using option 2 for Postcard 4. The grant funding of \$3,000.00 reduces the total cost to \$4,350.00. Since the funding will not be enough to cover the total cost of Phase One the goal is to produce and install the signs until the funding is exhausted. Funding and/or resources will be solicited from interested business persons and the city of Petersburg to complete Phase One.

The following pages will now describe and present renderings of the possibilities of this project using the flexible design structure. Included are estimated costs of the various designs. To avoid safety and regulatory issues, all of the installations will be attached to walls or use a metal stand anchored to a concrete footing.



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Design Options

Postcard Design Option One

This is a version of the originally proposed aluminum Duraluxe panel but now with 3 size options.

- **Small: 16"x24" - Installed cost: \$200***
- **Medium: 20"x30" - Installed cost: \$300***
- **Large: 40"x60" - Installed cost: \$850***

Each panel has the following specifications:

- Duraluxe outdoor sublimation aluminum panel
- Matte finish
- 1/8" rounded corners
- 0.25" holes drilled in each corner
- Scratch & chemical resistant
- Anti-graffiti
- Duraluxe Limited 5 year outdoor warranty

Two methods of installation have been developed for these 3 panel sizes. Method 1 involves attaching a weatherproof substrate to the wall utilizing existing holes or mount points. The panel is then attached to this substrate. This option avoids drilling new holes into historic wall structures.



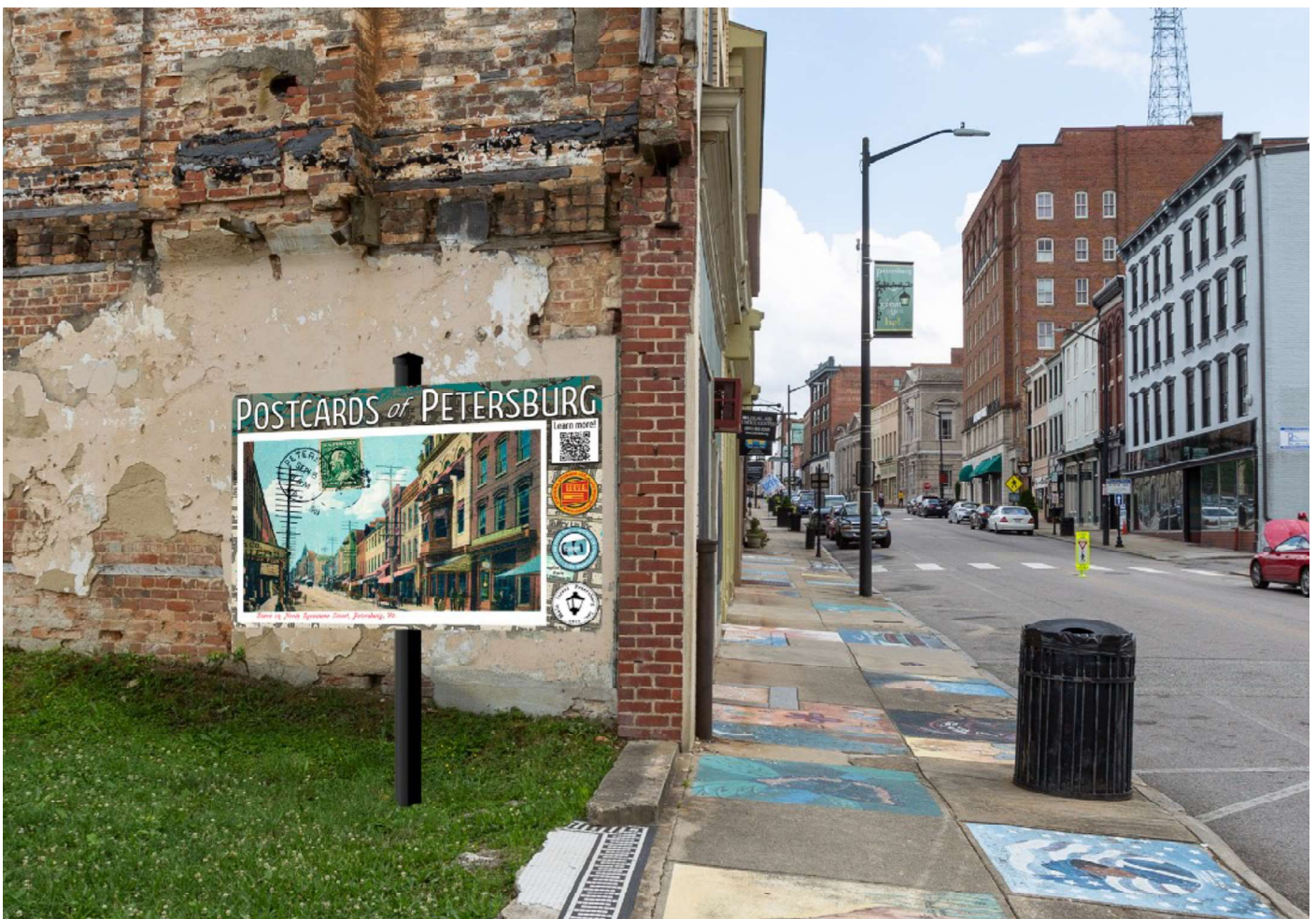
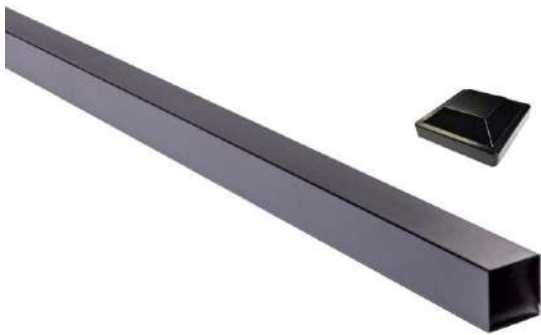
Wall mount with substrate. Notice the substrate is attached to the wall using existing holes or screw mount locations. The Postcard panel can then be mounted to the substrate using the predrilled holes at each corner.

*Estimated pricing is based on current supply costs and subject to change.

Method 2 is designed for locations where a panel cannot be attached to a wall. It utilizes a black powder coated aluminum post and includes a post cap. The post will be secured by a concrete footing.

Cost : \$100* (includes installation and concrete footing)

*Estimated pricing is based on current supply costs and subject to change.

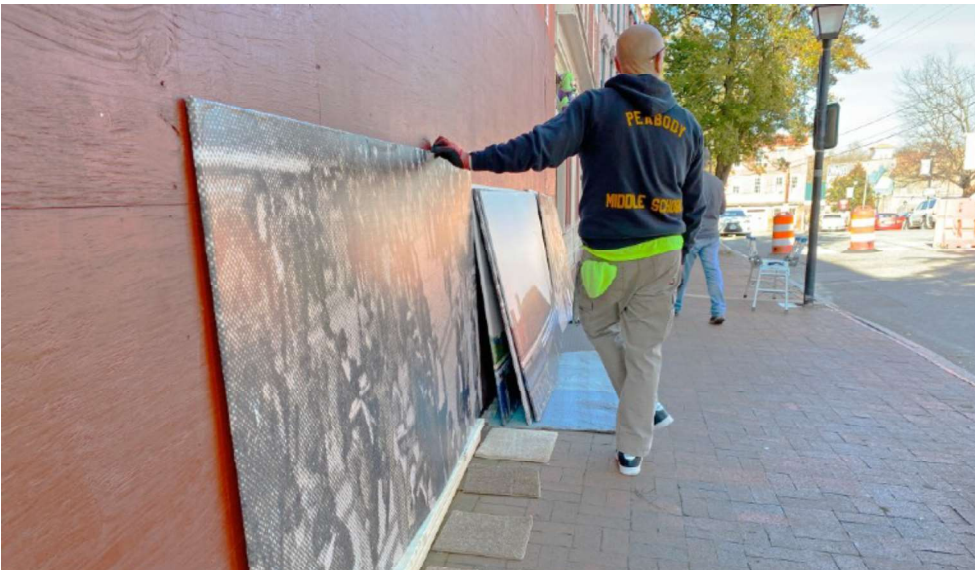


Postcard Design Option Two

This option is based on my mural design used on one of the vacant building facades on Sycamore Street. This would be for locations where a postcard image much larger than 40"x60" can be installed. The smallest size starts with a 48"x96" panel and can be enlarged to include multiple panels. This type of installation starts with the postcard image printed on one or across multiple 48"x96" exterior rated vinyl prints and adhered to a 3/8" thick vinyl PVC panel. For brick, stucco or stone walls, a support framework is anchored to the wall and the panels are attached to this framework. This reduces the number anchor points required for the wall.

The cost for this option will need to be estimated based on the size of the installation. But a single 48"x96" panel costs \$600* installed. The support framework costs are estimated based on installation size.


*Estimated pricing is based on current supply costs and subject to change.



“Learn More” QR codes

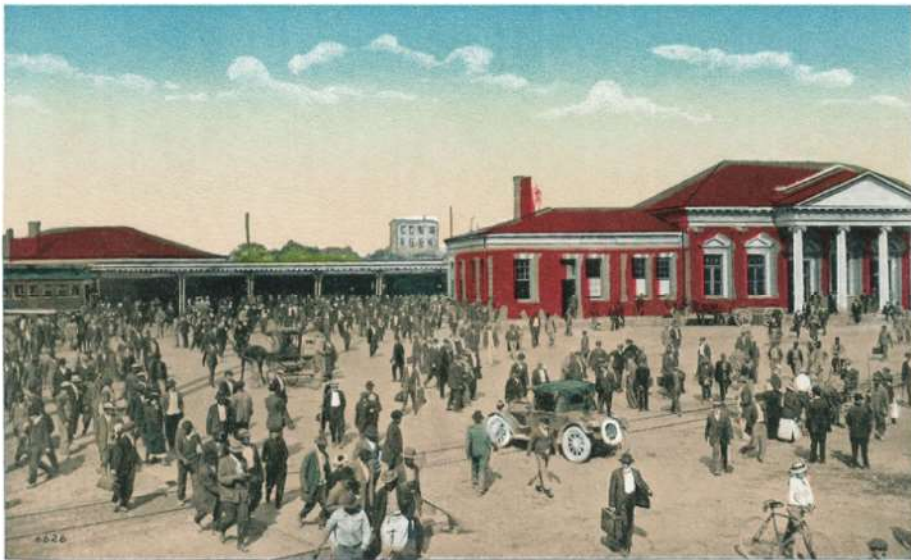
To add interest and provide further historical information a QR code customized for each postcard will be on each sign. When scanned by a mobile device’s camera it will request that a webpage be opened. Each postcard has its own webpage with further information about that postcard, the location and its history. There will also be links to self-guided tours of the postcards located throughout the downtown area.

For example, below is an example of the webpage associated with Postcard #1.




Postcard Map History Shop

Union Station, Petersburg, Va.



This postcard was produced sometime after 1910. Although the automobile is clearly common at this time, notice that the horse and buggy is still a mode of transportation. Petersburg was once a transportation hub for both rail and boat travel.

Union Station is located on River Street. The Norfolk & Western Railway completed construction in 1910. It served passengers for both the N&W and Atlantic Coast Line railroads. The station is located near what was once the original course of the Appomattox River and the boat harbor. From time to time the river has flooded the downtown area where the station resides. Seen below are photos from the 1940 flood.



Phase One Postcards

Phase One includes some of the most recognizable locations, many located on or near Sycamore Street. The following pages show each location and the possible mounting points for the 14 postcard signs. Some locations offer multiple mounting points. An effort has been made to avoid mounting to poles or locations where the historic structure may be damaged.

Below is a map showing the approximate location of each Postcards of Petersburg sign.

