



**BIRMINGHAM TRIANGLE DISTRICT
CORRIDOR IMPROVEMENT AUTHORITY**
Tuesday, March 24, 2009
Birmingham Municipal Building
151 Martin, Birmingham, MI
Room #205
7:30 a.m.

MEETING AGENDA

1. Call to Order by Mayor Sherman
2. Roll Call by City Clerk
3. Approval of minutes from January 20, 2009 Meeting
4. Kick-off Discussion with LSL Planning & Carl Walker Parking
5. Adjourn

Information Only Items:

- 1.27.09 E-mail from T. May re: New Neighborhood Parking Structure
- 2.12.09 E-mail re: Parking Deck Study Planned



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Room #205
7:30 a.m.

MINUTES

1. Mayor Sherman called the meeting to order at 7:35 a.m.

2. Roll Call by City Clerk:

Present: Mayor Sherman
Mr. Cataldo
Mr. Fuller
Mr. Hays
Mr. Saroki
Mr. Stutz arrived at 7:45 a.m.
Mr. Ziegelman

Absent: None

Also present: Manager Markus, Clerk Weiss, Management Analyst Wuerth, Planners Ecker and Robinson, EPS Director Dembiec, Assistant Engineer O'Meara, City Attorneys Currier and McGow, Jeff Purdy and Bradley Strader, LSL Planning Inc.

3. The clerk administered the Oath of Office to Mr. Fuller.

4. Organization of the Board
a. Election of Chair

MOTION: Motion by Cataldo, seconded by Fuller:
To nominate Mayor Sherman as chair.

VOTE: Yeas, 6
Nays, None
Absent, 1 (Stutz)

b. Election of Vice-Chair

MOTION: Motion by Cataldo, seconded by Fuller:
To nominate Victor Saroki as vice-chair.

VOTE: Yeas, 6
Nays, None

Absent, 1 (Stutz)

c. Set regular meeting schedule

The authority agreed to set meeting times for the third Tuesday of each month at 7:30 a.m.

5. Adoption of bylaws of the Birmingham Triangle District Corridor Improvement Authority and forwarding bylaws for City Commission approval.

MOTION: Motion by Ziegelman, seconded by Fuller:

To adopt the bylaws of the Birmingham Triangle District Corridor Improvement Authority and forwarding bylaws for City Commission approval.

VOTE: Yeas, 7
Nays, None
Absent, None

6. Corridor Improvement Authority Overview

Mr. McGow reviewed the state statute governing Corridor Improvement Authorities (CIA) and tax increment financing.

Mr. Markus stated that other sources of income would be considered for these projects including special assessments and user fees.

Mr. McGow stated the CIA does not have taxing or zoning powers and must submit an annual budget to the city commission for approval.

Mr. Markus reviewed the intent of the Birmingham Triangle District CIA, which is to build public parking facilities to encourage development in the Triangle District.

7. Review of area encompassed in Corridor Improvement Authority

Ms. Ecker presented the Triangle District Master Plan

8. LSL Planning Inc.

MOTION: Motion by Fuller, seconded by Hays:

To approve, in concept, the proposal submitted by the LSL Planning/Carl Walker Team and to recommend to the City Commission the hiring of the LSL Planning/Carl Walker Team for the purposes of preparing a Development and Tax Increment Financing Plan and further, to direct City staff to prepare the necessary documents for the City Commission to take such action at an upcoming meeting.

VOTE: Yeas, 7
Nays, None
Absent, None

9. The chair adjourned the meeting at 8:57 a.m.

Nancy M. Weiss
Secretary



LSL Planning, Inc.

Community Planning Consultants

Memorandum

To: Birmingham Triangle District Corridor Improvement Authority
City of Birmingham Municipal Building
151 Martin Street
Birmingham, MI 48012

From: LSL Planning/Carl Walker team

Date: March 20, 2009

Subject: Birmingham Triangle District Parking Study

Dear Corridor Improvement Authority members:

Enclosed with your agenda package is a parking study presentation that will be made at the upcoming CIA meeting. This will be an initial presentation of existing conditions, anticipated growth in parking demand and factors to consider in developing a parking program for the District. The presentation will include:

- An overview of the Triangle District Plan as it relates to parking and growth in parking demand from redevelopment.
- An inventory of parking supply and demand.
- Build-out estimates based upon densities allowed by new Triangle Overlay District.
- Projected parking demand based upon anticipated future development and partial build-out of the densities allowed by new Triangle Overlay District.
- Parking program for parking structure design and phasing.

This presentation will be the first step in developing a parking program for the Triangle District and is intended to develop consensus on goals and objectives for parking structure design, amenities and integration with other uses. Based upon discussion with the Authority, we will begin development of detailed recommendations for the parking program. These recommendations will be presented at a subsequent meeting.

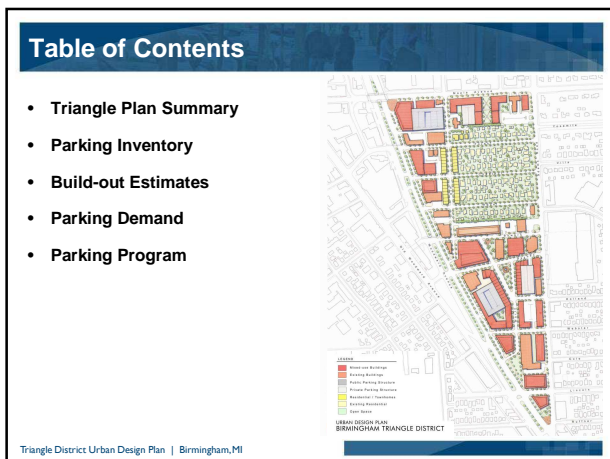
We look forward to meeting with the Authority.

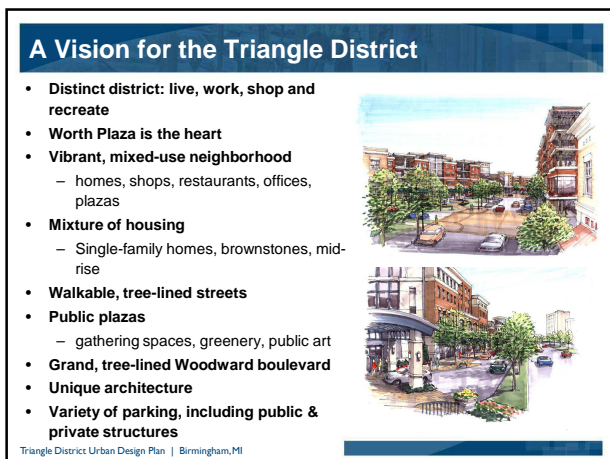
Sincerely,

LSL PLANNING, INC.

Jeffrey R. Purdy, AICP, PTP
Partner







Parking

Parking capacity in the Triangle District is appropriate for peak use

- Parking use evaluated 2 days:
 - Friday, December 15, 2006
 - Saturday, December 23, 2006
- Several lots and streets had no available parking during peak Christmas shopping times.
- Many parking lots underutilized.
- Shared parking program or public parking would better manage parking supply.

	Overall district	Retail center
Spaces/1,000 sq. ft.	2.99	4.03
Cars/1,000 sq. ft.	1.27	3.31
% occupied	42%	82%
% off-street	44%	95%
% on-street	30%	49%



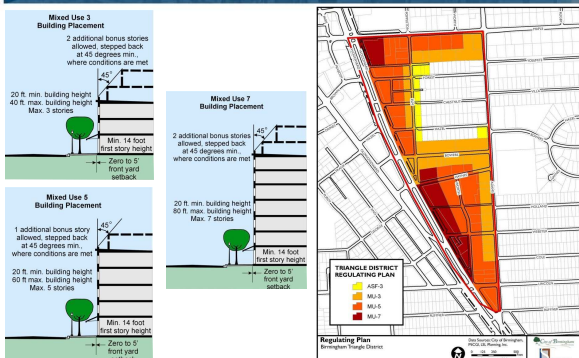
Parking Key Recommendations

- Build-out will require structured parking to replace surface parking
- Maximize on-street parking
- Public/private parking structures concurrent with major redevelopment proposal
- Residential must provide own parking
- Parking lots managed by parking authority
- Height bonus for contributing to public parking
- Reduce parking requirements in ordinance

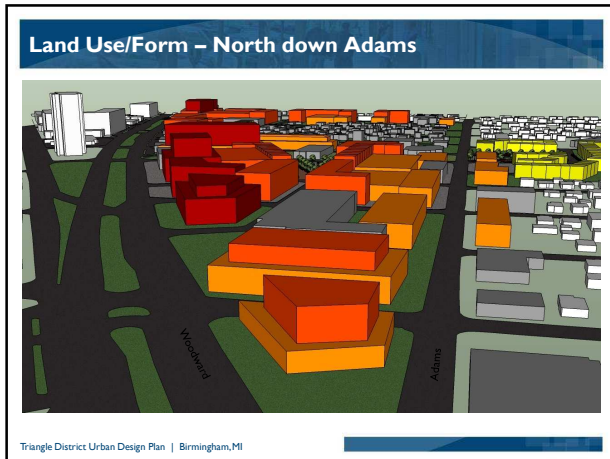


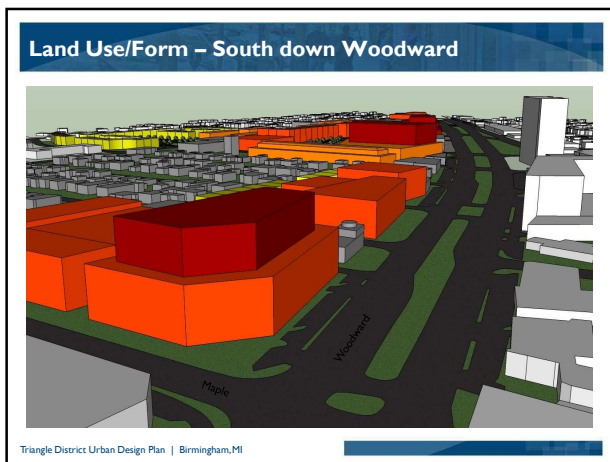
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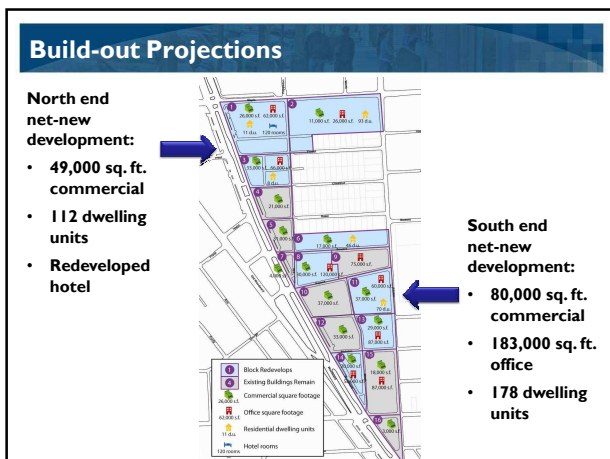
Triangle Zoning District Overlay

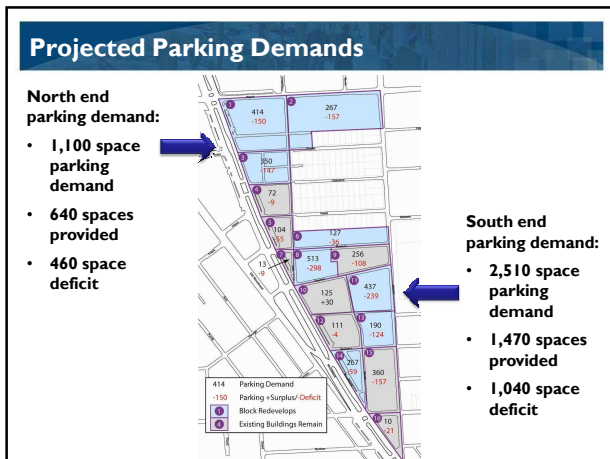


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Parking Structure Design - Programming

- **How Do We Achieve Great Parking?**
-Through Parking Programming
 - Set the Vision
 - Create the Program, It Establishes Design
 - Establish Standards to Drive New Approaches
 - Set an Adequate Budget

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Getting Started

Users


- Think about who will be using the facility
- Different types of users have different needs
- Some users may need to be separated from each other
- Some users require different types of vehicular circulation
- Some users require different pedestrian circulation
- Stall sizes may vary depending on the user

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Programming - Convenience & Comfort

Vehicular Experience

- Convenient Access
- Quick In And Out
 - Proximity Cards or AVI
 - Pay-On-Foot
- Easy Traffic Flow & Ramping
- Trail-Blazing Signage
- "Garage Should Park Itself"



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Convenience & Comfort

Pedestrian Experience

- Stairs & Elevator Quality
- Maximize Flat Floors
- Openness
- Vehicular Separation
- Wayfinding Graphics




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Bright & Safe

Security Features

- Natural & Bright Lighting
- Perimeter Controls
- Openness
- Passive Security in Stairs & Elevators



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Design Considerations

Parking layout:

- Spaces per square foot = Efficiency
- Parking Geometrics
- Ramp Selection
- Elements of circulation -Vehicular – Pedestrian
- Structural System –Long span or short span
- Floor to Floor Heights
- Open or Closed
- Accessible Parking
- Massing



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Square Feet Per Space

Projected Costs in Detroit Area - 2009

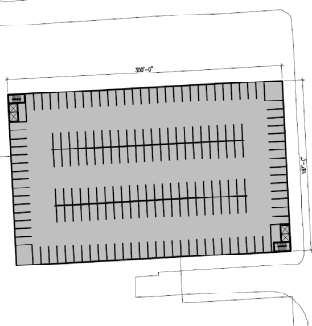
- \$49.00 per square foot – Above Grade Basic Structure



City	Index	Cost/Space	Cost/35
Atlanta	90.2	\$14,028	\$42.64
Baltimore	93.1	\$14,479	\$44.01
Boston	115.4	\$17,947	\$54.55
Charlotte	80	\$12,441	\$37.82
Chicago	114.9	\$17,869	\$54.31
Cleveland	99.5	\$15,474	\$47.03
Denver	95	\$14,774	\$44.91
Dallas	85.4	\$13,281	\$40.37
Detroit	103.2	\$16,049	\$48.75
Kansas City	102.1	\$15,978	\$48.28
Los Angeles	108.3	\$16,842	\$51.19
Miami	90.3	\$14,043	\$42.68
Minneapolis	109.8	\$17,076	\$51.90
New Orleans	88.9	\$13,325	\$40.02
New York	130.7	\$20,326	\$61.78
Philadelphia	113.2	\$17,604	\$53.51
Pittsburgh	97.6	\$15,178	\$46.13
St. Louis	102.9	\$16,003	\$48.64
San Francisco	123.8	\$19,253	\$58.52
Seattle	103.9	\$16,158	\$49.11

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Example Concept Structure



- 300' x 187' – footprint
- 3 Total Levels – Grade plus two supported
- 11'-4" Floor to Floor
- 460 Spaces @ 9'-0" – with adjustments for ADA, etc.
- 155,500 Square Feet = 338 s.f. per space
- 155,500 s.f. x \$49 = \$7.6 million = \$16,500 per space

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Parking Efficiency

Parking Efficiency is one way of comparing options

Efficiency = Total Structure Area ÷ Total Number of Spaces
(Expressed as a ratio of square feet/space)

- Stairs, elevators, and ramps all get included in the efficiency calculation.
- If there is retail on the ground floor, or other uses in the structure, this usually gets included as well.

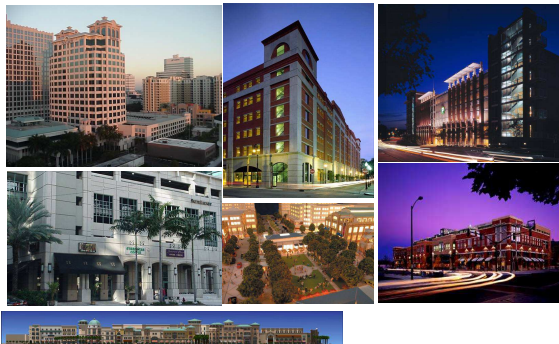
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Parking Efficiency Impact

- Typical efficiencies for short span structures: 330-390 sf/space
- Typical efficiencies for long span structures: 300-340 sf/space
- Efficiencies for mixed-use structures can be well over 400 sf/space
 - The more square feet you build for each space, the more expensive it will be.
- Example: assume the structure costs \$49/sf and 500 spaces
 - 330 sf/space * 500 spaces = 165,000 sf * \$49/sf= \$8,100,000
 - 360 sf/space * 500 spaces = 180,000 sf * \$49/sf= \$8,820,000
- This is a difference of \$720,000 or \$1,440 per space!!

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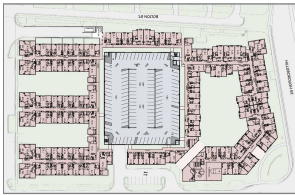
Multi - Use Examples



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Multi - Use Occupancy

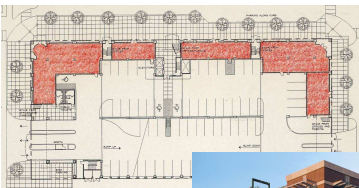
Residential Infill



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Multi - Use Occupancy

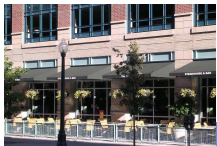
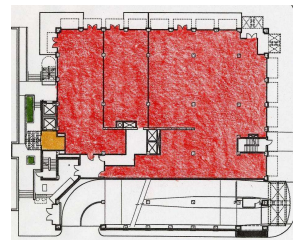
Wrapped with Retail & Office



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Multi - Use Occupancy

Parking 'Sandwich'



Residential

Parking

Ground Floor Retail

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Fire Separation Wall at Residential



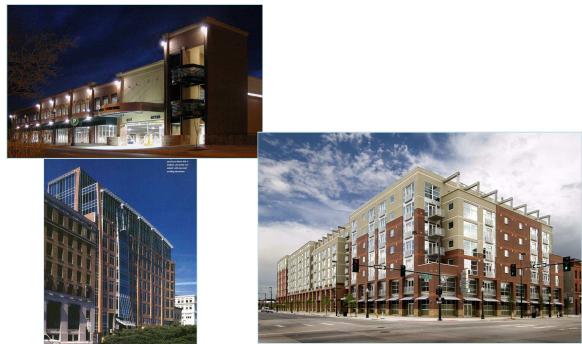
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Residential “Book Ends”

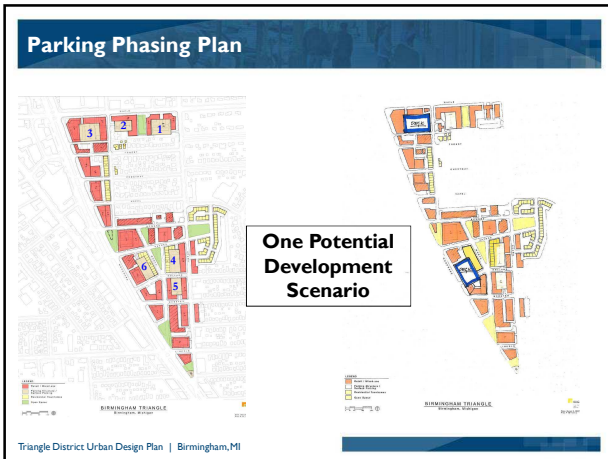


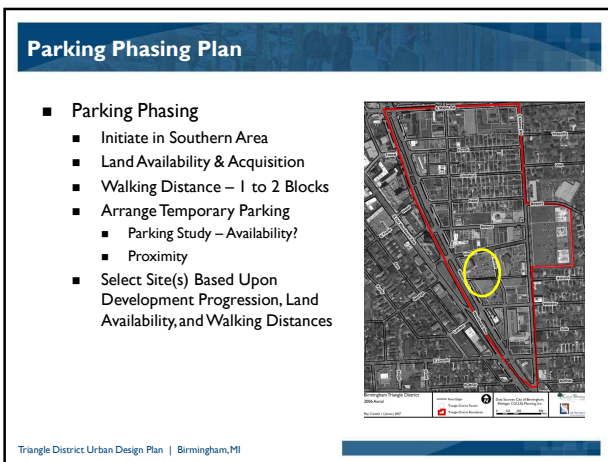
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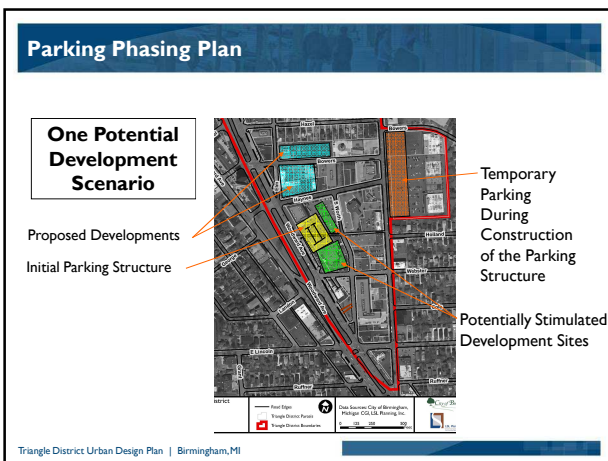
Multi - Use Examples



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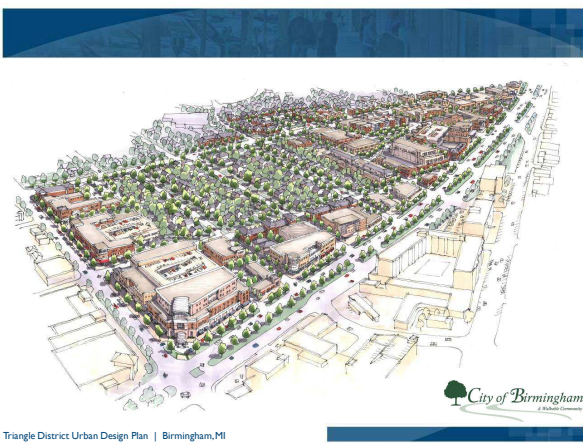
Parking Phasing Plan

■ 500 Space Parking Facility Development Time Frame

	<u>Months</u>
■ Land Acquisition	?
■ Design Team Selection and Contracts	2-3
■ Programming and Preliminary Design	2-3
■ Construction Documents	2-3
■ Bidding & Award	2
■ Construction	12
■ TOTAL	20-23 + Land Acquisition

Note: Schedule could be accelerated using alternative methods such as directly retaining the designer, fast-track construction, and/or the design-build process.

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Jana Ecker - New Neighborhood Parking Structure

From: Tony May <tonymay15@gmail.com>
To: Tom Markus <tmarkus@ci.birmingham.mi.us>, Jana Ecker <jecker@ci.birmingham.mi.us>, Stuart Sherman <stuart.sherman@sbcglobal.net>, Scott Moore <sdm984@sbcglobal.net>, Tom McDaniel <mcdaniel_tom@hotmail.com>, Rackeline Hoff <rackyhoff@hotmail.com>, George Dilgard <gdilgard@hotmail.com>, Don Carney <dcarney@unalink.com>, <Gordon4bham@aol.com>, Mark Nickita <mark@archiveds.com>, Robin Boyle <robinboyle@ameritech.net>, Christopher Longe <cjlongeaia@ameritech.net>, John Rademacher <jrademacher@sfa-architects.com>, Ted Fuller <ted@fullercentralpark.com>
Date: 1/27/2009 12:37 PM
Subject: New Neighborhood Parking Structure

Perhaps this new triangular shaped parking structure can provide some inspiration for our own Triangle District. The attached image shows the recently opened structure on Downer Avenue in my old east side neighborhood of Milwaukee, Wisconsin. I believe it is financed with mostly private funds by a developer who has additional plans for the district. Normal parking rates for the 118-space structure are \$1.00/hour. The area directly behind the structure is all single and multi-family residential in a mature neighborhood on the shores of Lake Michigan. I particularly like the first floor perimeter retail space which makes for a comfortable pedestrian scale and interesting experience. It is almost as nice as Mr. Fuller and Chris Longe's Peabody structure. All it needs is a cool courtyard cafe with outdoor fireplace! Cafe Via looks like it will soon be a Birmingham treasure.

Here is a link to the story:

<http://www.jsonline.com/business/38432309.html>

Tony May
1475 Bates

INFORMATION ONLY



Jana Ecker - For your info

From: <TheBrassRing1@aol.com>
To: <Nweiss@ci.birmingham.mi.us>, <tmarkus@ci.birmingham.mi.us>, <lbroski@ci.birmingham.mi.us>, <sdm984@sbcglobal.net>, <mcdaniel_tom@hotmail.com>, <dcarney@unalink.com>, <rackyhoff@hotmail.com>, <stuart.sherman@sbcglobal.net>, <gdilgard@hotmail.com>, <Gordon4Bham@aol.com>
Date: 2/12/2009 11:21 AM
Subject: For your info
CC: <Bfox@ci.birmingham.mi.us>, <Ddembiec@ci.birmingham.mi.us>, <Jecker@ci.birmingham.mi.us>, <jrobinson@ci.birmingham.mi.us>, <Pomeara@ci.birmingham.mi.us>

Parking deck study planned

Thursday, February 12, 2009 9:49 AM EST

By Michael P. McConnell, Daily Tribune Staff Writer

FERNDALE — The city this week hired a consultant to study where to build Ferndale's first parking deck in the downtown and how to fund it.

The City Council unanimously approved the request from the city's Parking Committee and awarded the \$9,400 contract to Carl Walker Inc. of Kalamazoo.

A parking study done in 2006 showed that the downtown district along Nine Mile Road lacked a total of about 180 parking spaces.

The shortage of spaces has grown in recent months on Nine Mile east of Woodward with the opening of several businesses, including Go! Comedy Club, Foley-Mansfield Law firm, and the Lofts on 9 condominiums.

Additionally, a developer is interested in building an apartment building in the parking lot west of City Hall.

The Ferndale Public Library, in the same area, is getting ready to undergo a \$4 million expansion that also will affect public parking, said City Manager Robert Bruner Jr.

"I think the addition of new businesses is creating a greater demand for parking east of Woodward," he said. "The question now is deciding the best place to put a parking structure and figuring out what it will cost."

Cristina Sheppard-Decius, Downtown Development Authority director, serves on the Parking Committee with Bruner and other officials. She said the downtown needs about 350 more parking spaces.

INFORMATION ONLY

"We'll have the consultant take a look at a few different locations for a parking deck site," she said.

Among the possible sites are the lot behind Woodward Avenue Brewery, the lot west of the library, the lot west of City Hall, and another lot behind Como's restaurant at Nine and Woodward, Sheppard-Decius said.

Funding a parking deck will be a challenge. It costs from \$15,000 to \$20,000 per parking space to construct a parking deck, she said. At that price, a parking deck could cost up to \$7 million.

"Once you get a price tag you can do the long-term planning to make it a reality," Bruner said.

Motorists in Ferndale pay 25 cents for each half-hour they park in one of the roughly 1,100 public spaces. Those quarters bring in about \$500,000 annually for the city's auto parking fund. However, officials have to pay for maintenance and two part-time parking enforcement officers out of the fund. All parking ticket fines are not part of the parking fund and go to the Ferndale 43rd District Court.

Bruner said the city could possibly engage in a public/private partnership with developer Bob Wolfson to build a parking deck on the site of the parking lot west of City Hall. Wolfson, who developed the Lofts on 9 condominium project, is interested in building an apartment building on the City Hall lot facing Nine Mile Road.

Officials expect a report from the consultant within about 60 days, Sheppard-Decius said.

Contact Michael P. McConnell at mike.mcconnell@dailytribune.com or at (586) 783-0269.

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