

CITY OF BIRMINGHAM
ADVISORY PARKING COMMITTEE
DEPT. OF PUBLIC SERVICES
CONFERENCE ROOM
851 S. ETON RD., BIRMINGHAM, MI
(248) 530-1850
SPECIAL MEETING AGENDA
WEDNESDAY, MARCH 16, 2016, 7:00 PM

1. Recognition of Guests
2. Approval of Minutes, Meeting of January 20, 2016
3. Accessible Parking Policy in CBD – PUBLIC HEARING
4. Hamilton Ave. Valet Service
5. 2014/15 Fiscal Year Review
6. Parking System Rate Change Proposal
7. Ad Hoc Rail District Representative
8. Ad Hoc Parking Development Committee Update
9. Construction Update
10. Monthly Financial Reports
11. Meeting Open for Matters Not on the Agenda
12. Information Only:
 - Michigan Parking Association Article
10. Next Regularly Scheduled Meeting: April 20, 2016



Park St. Parking Structure

Persons with disabilities that may require assistance for effective participation in this public meeting should contact the City Clerk's Office at the number (248) 530-1880, or (248) 644-5115 (for the hearing impaired) at least one day before the meeting to request help in mobility, visual, hearing, or other assistance.

Las personas con incapacidad que requieren algún tipo de ayuda para la participación en esta sesión pública deben ponerse en contacto con la oficina del escribano de la ciudad en el número (248) 530-1800 o al (248) 644-5115 (para las personas con incapacidad auditiva) por lo menos un día antes de la reunión para solicitar ayuda a la movilidad, visual, auditiva, o de otras asistencias. (Title VI of the Civil Rights Act of 1964).

City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING

Birmingham City Hall Commission Room
151 Martin, Birmingham, Michigan
Wednesday, January 20, 2016

MINUTES

These are the minutes for the Advisory Parking Committee ("APC") regular meeting held on Wednesday, January 20, 2016. The meeting was called to order by Chairman Lex Kuhne at 7:35 a.m.

Present: Chairman Lex Kuhne
Anne Honhart
Steven Kalczynski
Lisa Krueger
Judith Paskewicz
Vice-Chairperson Susan Peabody
Al Vaitas (left at 9 a.m.)

Absent: None

SP+ Parking: Catherine Burch
Josh Gunn
Jason O'Dell

Principal Shopping District: John Heiney

Administration: Austin Fletcher, Engineering Dept.
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

RECOGNITION OF GUESTS

Andrew Miller, Parking Consultant from Carl Walker, Inc.

MINUTES OF REGULAR MEETING OF OCTOBER 21, 2015

Motion by Dr. Vaitas

Seconded by Ms. Paskewicz to approve the Minutes of the Regular APC Meeting of October 21, 2015 as presented.

Motion carried, 7-0.

VOICE VOTE:

Yeas: Vaitas, Paskewicz, Honhart, Kalczynski, Krueger, Kuhne, Peabody

Nays: None

Absent: None

ACCESSIBLE PARKING POLICY IN CBD

Mr. O'Meara advised the City of Birmingham's policy on accessible parking in the Central Business District has not changed in many years. The current policy is:

1. Vehicles displaying a valid disabled parking permit may park at any meter for as long as needed, without paying at the meter.
2. Vehicles displaying a valid disabled parking permit may park at any yellow curbed zone as long as needed, as long as the vehicle is not disrupting the flow of traffic.

The City has received some complaints that the current policy is sometimes abused, reducing parking availability at the meters for customers.

Last year, the City hired parking consultant Andrew Miller of Carl Walker, Inc., to study our current policy, compare it to what other similar cities are doing, and provide any suggestions for modifications. The Carl Walker report brought attention to the expected upcoming changes later this year with the American Disabilities Act ("ADA"). It is anticipated that on public streets where individually marked parking spaces are provided, once a street undergoes construction such as repaving or resurfacing, the City will be obligated to begin providing marked parking spaces for the disabled at the ratio of 1 for every 25 (or less) parking spaces on a particular block.

The City plans to reconstruct Hamilton Ave. this spring from N. Old Woodward Ave. to Woodward Ave. To remain compliant with the ADA, the City plans to install three new marked accessible parking spaces. The spaces will be located near a corner so that the proposed handicapped ramp can be available for people using these spaces. The parking space will be signed and designated with blue pavement markings, as well as a blue painted parking meter and post. People using the space will have to display their handicapped parking permit and they will have to pay at the meter, similar to any other space.

Rather than have a slow transition over many years, staff recommends that blue designated accessible parking spaces be installed in accordance with the 1 per 25 ratio throughout downtown. A total of 64 existing parking spaces (6% of the total) will have to be changed and reserved for the disabled. Staff predicts that

the number of available spaces probably won't change much because many disabled persons will choose to park in the structures where two hours are free, rather than pay at the meters. Discussion clarified that the City is not mandated by the ADA to give away free parking spaces. It was thought the two most important issues would be the location and the amount of time that people have at any given meter.

If this change in policy is approved by the City Commission, staff will move to implement the change by summer 2016. It is expected that the total cost will be approximately \$25,000, charged to the Auto Parking System Fund.

Mr. Andrew Miller addressed the Committee. The current system makes it difficult for people with disabled placards to find a space on the street because they are competing with everybody else and the demand is very high. Putting ADA spaces on the street will open up more accessible spaces. One option to consider is to increase the time on the ADA meters, recognizing that disabled people may need a little more time to get in and get out. The trend in most cities is to enforce time limits and charges for ADA meters.

Once Public Right-of-Way Accessibility Guidelines ("PROWAG") are published, it is recommended that a community follow the guidelines because they will soon become regulations.

Mr. O'Meara commented that because the current policy is free unlimited parking on the street, it has been found that the ADA spaces in the structures are under-utilized right now.

There were no comments from the public at 8:27 a.m.

Motion by Ms. Honhart

Seconded by Ms. Peabody set a public hearing on Accessible Parking Policy in the CBD for Wednesday, February 24 at 7 p.m. at DPS to discuss changes to the disabled parking in Birmingham.

Motion carried, 7-0.

VOICE VOTE:

Yeas: Honhart, Peabody, Kalczynski, Krueger, Kuhne, Paskewicz, Vaitas

Nays: None

Absent: None

OFF-SITE PARKING OPTIONS UPDATE

Mr. O'Meara noted that monthly parking permit demand has grown beyond what the parking system can support, resulting in a large waiting list at all five parking structures. Additionally, both the Palladium Bldg. and the Balmoral Bldg. plan to bring in many new people and there is no place for them to park.

Last May the APC was updated on initiatives the city manager's office was pursuing, including possibly renting existing church parking lots for alternative parking areas. At that time a program of carpooling was suggested as a means to get four employees to group together. While no one has used the carpooling option to date, it is still considered a viable option. In the past several months, two options have surfaced as possible ways to address the problem:

Shuttle: It is possible that a large employer could hire a company to provide a shuttle from a remote parking lot to the downtown office of the company paying for the service. Possibly more than one company could work together.

Valet: A private company could be hired by a large employer to run a valet service to take individual cars to and from a remote parking lot.

The cost structure for carpooling would be completely between the employer and the City. The City's costs that would need to be covered would include the church parking lot rental (negotiated at \$10,000 per year per lot, and the cost of one monthly permit at Chester St. (for the benefit of four employees).

For the shuttle and valet operations, the City's rental fee for the remote lot would have to be covered. The employer would also be responsible for the cost of the private company's charges for valet or shuttle services.

While the feasibility of these programs may have seemed low in the past, as demand for parking continues to rise, we expect these programs to look more attractive. The current option of parking in a parking structure and paying \$5 per day can be brought down with these options, and hopefully will become more attractive. As employee demand makes the parking structures busier, the demand can also have negative consequences on customer parking as well. Staff will work to encourage these programs actually being used, in an effort to keep the parking structures open and available for shopper and customer traffic.

Chairman Kuhne thought it would be a good idea to talk behind the scenes with the Planning Board chairman about requiring a new commercial building to have a certain number of parking spots.

RAIL DISTRICT AD HOC COMMITTEE

Mr. O'Meara said the new committee will talk about parking policy in the Rail District because things are getting squeezed in that area. An APC member has been asked to join the group. Ms. Krueger volunteered for the position.

MONTHLY PARKING PERMIT RATES (not discussed)

AD HOC PARKING DEVELOPMENT COMMITTEE UPDATE

Mr. O'Meara advised the committee meets once a month on Wednesday. The Pierce St. Structure is off the table for now and the focus is on N. Old Woodward. The scheme is to construct a new five-story building on the N. Old Woodward Ave. frontage that is about 50 ft. deep. The existing building will be demolished. There is a small building proposed on the north side of Willits. This creates about 11,000 spaces instead of the 770 existing spaces, which is a gain of 529 spaces. Next month, Mr. Saroki will put together a detailed drawing that shows massing along the block in 3D. Financing will come from the sale of the land, bonding, and special assessments. A public vote will be required both for the sale of the land, and to authorize the sale of bonds.

If the project goes through it will take 18 to 24 months to execute.

Ms. Paskewicz, who is a member of the ad hoc committee, indicated she is the lone voice on that committee pushing for more public space downtown because of the added residences along with increased density in the offices.

MONTHLY FINANCIAL REPORTS

Mr. O'Dell reported there has been a lot of revenue coming in because of the extra business. The increase in revenue is tied to the daily office workers parking all day because there are no monthly permits available.

Mr. O'Meara advised that the Park St. Structure will be painted in late summer. One-half floor will be blocked off at a time.

MEETING OPEN FOR MATTERS NOT ON THE AGENDA (not discussed)

NEXT REGULARLY SCHEDULED MEETING

The regular meeting will be moved to February 24, 2016, to conduct the public hearing scheduled today.

ADJOURNMENT

No further business being evident, the chairman adjourned the meeting at 9:20 a.m.

Respectfully submitted,

Paul O'Meara
City Engineer



MEMORANDUM

Engineering Dept.

DATE: March 11, 2016

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Disabled Parking Policy for the Central Business District

The background for this topic was reviewed by the Advisory Parking Committee (APC) at your meeting of January 20, 2016. The evening meeting in March provides a venue for the public to provide feedback prior to moving forward on this issue. Notifications have been sent via the following means:

- A press release has been issued (articles have appeared in the Birmingham Eccentric and Birmingham Eagle).
- The entire policy has been written out and posted on our website. Postcards have been mailed to all property owners within the CBD including directions on where to find the details on our website.
- Emails containing the entire policy have been distributed to the CBD business owners via the BSD email list.

Our office has taken very little comment or questions about the policy to date. Written comments received are attached. A suggested recommendation follows:

SUGGESTED RECOMMENDATION:

To recommend to the City Commission that staff be directed to move forward with the new disabled parking policy for the Central Business District, wherein marked, reserved spaces for the disabled shall be installed throughout the district, at the rate of one space for up to 25 per block, in accordance with upcoming changes within the Americans with Disabilities Act (ADA). Each space shall use standard blue signs, pavement markings, blue parking meter housings and post, with meters matching the adjacent meters' time limits, but never less than 2 hours.

CITY OF BIRMINGHAM
HANDICAPPED ACCESSIBLE PARKING POLICY
IN THE CENTRAL BUSINESS DISTRICT
PUBLIC HEARING NOTICE

The City has been notified that changes in the federal Americans with Disabilities Act law are coming. Our current policy relative to parking with a disabled parking permit at parking meters will need to be updated. The City will need to begin installing marked, reserved accessible spaces at parking metered spaces. A comprehensive review of the suggested new policy can be found at: <http://www.bhamgov.org/publicnotices>.

The Advisory Parking Committee will be holding a public hearing to discuss this matter on **Weds., March 16, 2016, at 7 PM** at **851 S. Eton Rd.** within the City's Dept. of Public Services building. Please enter through the front door. Call Engineering at 248-530-1850 if you have questions.

NOTICE

ADVISORY PARKING COMMITTEE

PUBLIC HEARING

CENTRAL BUSINESS DISTRICT

HANDICAP ACCESSIBLE PARKING POLICY

March 2, 2016

Similar to all jurisdictions, the City of Birmingham attempts to operate its public facilities, including its streets, in accordance with the requirements of the Americans with Disabilities Act (ADA). Our current policy as it relates to the Central Business District, which has been in effect since the 1990's is outlined below:

1. Off-street parking lots and structures owned and operated by the City of Birmingham shall have the ratio of accessible reserved parking spaces as required based on the total number of parking spaces in the lot or structure. The spaces shall be located such that they provide the easiest access to the most likely destinations that that parking lot or structure serves.
2. On-street, metered parking spaces are open to the general public, and are not marked as reserved for the disabled. In order to accommodate disabled drivers, the following is provided:
 - a. Vehicles displaying a valid disabled parking permit from the State of Michigan Secretary of State may park at any available City parking metered space. Such drivers do not need to pay, and are allowed to park as long as they wish, regardless of the local posted time limits.
 - b. Vehicles displaying a valid disabled parking permit from the State of Michigan Secretary of State may park on City streets at yellow painted curbs (no parking zones) provided the vehicle is not blocking the normal flow of traffic. Such drivers are allowed to park as long as they wish, regardless of the local posted time limits.

Due to upcoming changes in the federal ADA law, the above policy will no longer be appropriate. Later this year, it is anticipated that all cities will be required to provide reserved, marked accessible spaces at the ratio of at least 1 parking space per 25 that already exist on any city block, to be implemented whenever a street improvement (such as paving or resurfacing) is conducted by the City. The City has plans to conduct street improvement projects on several blocks of the Central Business District within the next three years. Therefore, this requirement must be implemented starting with our planned 2016 construction season.

THE FOLLOWING POLICY HAS BEEN PROPOSED, AND IS NOW BEING CONSIDERED FOR RECOMMENDATION BY THE ADVISORY PARKING COMMITTEE:

The City plans to install new pavement on all three blocks of Hamilton Ave. this year, with a planned completion date of July, 2016. In order to meet the requirements of the new ADA law, three new reserved accessible parking spaces will need to be installed on Hamilton Ave. The spaces will be distributed so that no more than one is installed on any one block. They will be marked using standard

DISABLED PARKING signage, blue paint on the parking meter and post, as well as blue pavement markings. The parking meter will be lower than the standard meter height, to allow access to all users.

The new reserved spaces will be enforced as would any other such designated parking space found in any parking lot. Drivers using the spaces will be expected to display their valid disabled parking permit. Unlike reserved accessible parking spaces in most lots, standard parking fees at the meter will apply. A time limit will also apply. It is proposed to have the meter match the time limits that already exist on the street that the meter is installed, except that no accessible metered space would have a time limit of less than 2 hours. (Many meters in the Central Business District have a 1 hour time limit. The additional hour is suggested to give those that are disabled extra time to conduct their business.)

As the City begins installing marked, reserved accessible spaces, parking metered spaces available to the general public will have to be reduced. That said, the current policy that allows the disabled to park at any meter may result in conditions where disabled parkers are using other meters where they do not have to pay, while the marked reserved space is empty.

It is important that all street metered parking spaces are available and used by the public as much as possible. For the reason stated above, continuing the current policy over a long transition period would be problematic. Therefore, early this year (April through June), as the weather allows, ALL blocks within the Central Business District would be modified to include the minimum number of marked, reserved accessible spaces in accordance with the new ADA law. The suggested plan for where the spaces will be located can be found at: <http://www.bhamgov.org/publicnotices>.

A small percentage of disabled parking permit holders also have a special yellow sticker which designates that they are allowed to park for free (due to the nature of their disability). If you are displaying the specially designated parking permit in your vehicle, you will be able to park at any marked, disabled parking meter or regular parking meter, at no cost,

Once all spaces are installed, the Police Dept. will no longer allow regular disabled parking permit holders to park at any meter or yellow curb zone for free. All such drivers shall follow the same payment and time limit requirements as the general public, but will be allowed to park at the reserved, marked spaces that will now be installed on every block.

The Advisory Parking Committee will be holding a public hearing to consider this policy change on **Wednesday, March 16, at 7 PM** at the Dept. of Public Services building, located at **851 S. Eton Rd.** Public comment will be taken at that time. If the Committee decides to endorse the policy change, they will make a recommendation to the City Commission, who will also be asked to approve the change at an upcoming, yet to be scheduled meeting.

If you are unable to attend, comments may be submitted in writing to Paul O'Meara, City Engineer, at pomeara@bhamgov.org, no later than Friday, March 11, at noon. Questions regarding the policy can be answered by calling the Engineering Dept. office at 248-530-1850.



Paul O'Meara <pomeara@bhamgov.org>

Re: ADA Parking Policy ?

1 message

Paul O'Meara <pomeara@bhamgov.org>
To: "Albert L. Bailey" <k8six@comcast.net>

Fri, Mar 4, 2016 at 8:00 AM

Like any parking lot, a person displaying the disabled permit would be able to park at any parking space. However, they would have to pay the applicable fee and abide by the time limits posted, both at the regular spaces, and at the handicapped marked spaces.

On Thu, Mar 3, 2016 at 5:52 PM, Albert L. Bailey <k8six@comcast.net> wrote:

Good Evening Paul,

I have a couple questions regarding the implementation of the ADA Policy. Once it is implemented will handicapped parties be restricted to just those parking spots? As it is now, IF the person has proper Plates or Placards, they can park anywhere for free. Will that be done away with? Also if they park in the new reserved spaces will that be free or will there now be a fee?

I can see where this needs to be implemented as there are times my wife has to walk a long way to get to where she is going due to lack of openings.

Thanks and have a good evening,

Al Bailey

Sharon's Salon Inc.

(248)909-8496

Paul T. O'Meara
City of Birmingham, MI
City Engineer

248-530-1836
pomeara@bhamgov.org



Paul O'Meara <pomeara@bhamgov.org>

Re: Barry Silver: ONE: Handicap Parking changes; TWO: Senior Bus Service idea

1 message

Joe Valentine <jvalentine@bhamgov.org>

Thu, Feb 25, 2016 at 9:19 AM

To: Barry Silver <bnsilver@sbcglobal.net>

Cc: "cdeweese@bhamgov.org" <cdeweese@bhamgov.org>, Doug Koschik <doug.koschik@baldwinlib.org>, Peter Macfarlane <pmacfarlane@birmingham.k12.mi.us>, Christine Braun <cbraun@birmingham.k12.mi.us>, Kathleen Tillson <ktillson@birmingham.k12.mi.us>, "Andrew M. Harris" <aharris@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Pat Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com>, Jana Ecker <Jecker@bhamgov.org>, Paul O'Meara <Pomeara@bhamgov.org>, Mark Clemence <Mclemence@bhamgov.org>

Barry,

Thank you for sharing your perspectives and suggestions for mobility improvements in Birmingham. Please know nothing has been changed in regard to accessible parking at this time, but we will be hosting a special public meeting of the City's Advisory Parking Committee in March to discuss new ADA requirements for accessible parking that the City must comply with as street improvements are made going forward and what potential impacts that may have on our current arrangements. More information regarding this meeting will be released shortly as the Committee's agenda is prepared. By clicking on the following link (http://www.bhamgov.org/government/boards/advisory_parking_committee.php) and then clicking on the Email Notify icon at the top of the page and entering your email address, you can be notified by email when the agenda for this meeting is available.

In regard to expanding the bus services offered by NEXT and coordinating with the City, I'm certainly happy to discuss this with NEXT as to what issues and opportunities may be involved.

Thanks again for sharing your perspectives and suggestions and I will share them as requested.

Best Regards,
Joe Valentine

On Thu, Feb 25, 2016 at 2:27 AM, Barry Silver <bnsilver@sbcglobal.net> wrote:

Hello Joe,

From an item mentioned by a NEXT member, I have some thoughts to share, on Handicap parking. Because of that shared item, I had the chance to speak with Carroll DeWeese two days ago at the NEXT New Member Coffee and presented the subject to him.

His suggestion, and his acknowledgement that we spoke, to send this to you, included sharing it with Mayor Hoff, all Commission members, and to share it with the Multi-Modal Committee.

The item is a change in Handicap Parking options within the City.

I am also copying this to NEXT's Communication Manager Peter Macfarlane, to NEXT's director Cris Braun, to Kathleen Tillson at NEXT, and to Doug Koschik at the Library, as aspects of what I've written are pertinent to them.

ONE:

I have a permanent [blue] handicap parking placard, for a permanent disability.

I have attached two photos of it. They're either visible or show as a download link, at the bottom of my letter.

Some years ago, I was informed that the City allows handicapper drivers to park at any meter, with no charge. That has proven to be a great help.

For myself, the closer I can be to my destination building, the better.

And that's what I seek out whenever I'm going to some place, because walking any distance is difficult.

As example, using the Library, the street side parking spaces are perfect.

Using the Chester St. parking structure for a handicap parking space, to get to the Library, is very problematic.

And it goes, for every destination within the City.

Having been informed at the Royal Oak Municipal Court, by a Magistrate there,

the State of Michigan provides an additional applied sticker for a handicap parking placard, and it's the reason I've sent you the photo. I obtained that sticker from the SOS office and applied it to my placard. Obtaining it did require a State form submission which needed my physician's signature.

The yellow sticker, with State Seal, has printed on it "Free Parking".

There are many, many times I cannot find a handicap parking space. There are too few, anyway. Designating more could be difficult, as I think about it. But, for myself, and for others like myself, who have mobility problems, not having a handicap space poses distinct limitations on my, our ability, to get to our destination. So, the convenience of using any parking space as a handicap space gives us, the mobility challenged, the clear help we need.

How many of 'us' are there, on any given day, at any given time? Enough that we should be recognized, but not so many that we are an imposition on parking spaces, and parking revenue, anywhere in and for the City. So, it's not a financial imposition on the City if the City continues to provide 'us' the parking access we need, by continuing to allow 'us' to use any meter as a handicap parking space. Provided that we display our placard on the rearview mirror. Significantly, if it becomes a requirement to pay a meter fee, then the value of the handicap placard disappears. It would not make sense to display it, if it becomes a requirement to pay at a meter. And the handicappers themselves will lose their identity.

Carroll did note that meter heights will be reduced. A good, logical idea that is seeing its day. I believe that it's an ADA compliance matter, as well. Inaccessibility because of meter height is among several applicable conditions for obtaining the additional sticker.

Carroll did note that there's been abuse of 'handicap' parking behaviors. Namely, parking at yellow demarcated curbs. Hence, the likely-to-be proposed parking rules 'modifications'. I agree that this is improper and is an abuse of the 'idea' of handicap parking. I have also seen the abuse. Corners need visibility for pedestrian safety, and visibility to see other moving vehicles. But, I gather that all handicappers may become bundled with the abusers. And that is unfair.

I would suggest a handicap parking information section be inserted in the City Newsletter, inserted in the online City newsletter, and elsewhere as available, that yellow demarcated curbs are not 'handicap' parking spaces, and ticketing will ensue for violations. But, for the necessary convenience of handicap drivers, any City meter can be used, at no fee, with a displayed handicap parking placard, regardless of having the additional State-authorized yellow "Free Parking" sticker. People will read, will hear by word-of-mouth, could be informed by retailers as well, and will eventually be well-enough informed of the parking regulations, and parking opportunities, within the City.

It's not a large number of people who need this parking assistance. It's the need itself which is large.

TWO:

As a member of NEXT, I am aware of the two buses available for members who cannot drive on their own. There will be a third bus coming along. I spoke with Kathleen Tillson, at NEXT, some weeks ago, about my thoughts. And today, as Peter Macfarlane mentioned, NEXT will be receiving a third bus for its members' needs. A Smart Bus offering, but to be maintenance as necessary, by NEXT.

So, I mentioned my thought, to Peter, as I did to Kathleen. It was a hit with Peter. Let me add, that there are now approximately 1,500 members at NEXT. A significant jump in just the recent two years. There is a need for senior transportation.

My thought:

A **'Fifty-Plus Bus' Service**, for every senior, fifty and over, for those City residents who do not drive, or wish instead to utilize a City-wide bus service, to get to any shopping, Library, Museum, City office, or NEXT venue.

For a fee? Maybe. Nominal? Maybe. Free? I don't know, but a nominal cost isn't beyond the reach of most people.

As it is now, I'm told NEXT's bus service ends at 3:00 p.m.

That excludes non-driving members from attending any and every late afternoon and evening function at NEXT. Given that the bus service begins well after 9:00 a.m., there are non-driving members who cannot participate in morning offerings, classes, special events, and so forth, that begin at 9:00 a.m.

It poses the same challenge for any non-driving adult wishing to attend a Library event, a lecture, the Book Sale event, not only in the latter part of the day, or evening, but likely at any time of day.

I've met other 'handicappers' who've attended Library functions, and have heard of their challenge of walking from the Chester Street parking building to the Library, because they couldn't find a curbside handicap parking space, and, that they didn't know of the meter availability, at no charge, for handicap, placard displayed use.

It's not only for 'events' that is my concern, that has prompted my idea.

It is, rather, for anyone, fifty-plus, who wants to use the Library, to visit the Museum, someone who'd like to shop or lunch downtown, who has to travel to the City offices for their needs, even to the Post Office if that's an option. I'm thinking of a dedicated bus schedule with, naturally, buses offered by Smart, but, as Peter indicated, maintenance and servicing done by the City. A bus fee might cover some part of the service and maintenance cost. It's beyond me to know how this would all be put together, but it's what came to mind.

Does a local-only, City bus service lessen the parking burden within the City? Likely not, and very minimally if at all.

It's already known that there are more Seniors than there are school-aged people.

I don't think there would be a shortage of users.

The idea speaks to the changing age demographic which is not a local phenomenon.

Where would they catch the 'bus'? That is a planning challenge. Neighborhood street locations?. Main road corners?

I don't know. I'm not a road planner, a traffic expert. That part is beyond my capacity to figure out.

But I am a driver and this isn't for my needs.

It's an idea. That you'd share this one, and my concern for handicap parking, would be appreciated.

Thanks very much, Barry.





MEMORANDUM

Engineering Dept.

DATE: January 14, 2016
TO: Advisory Parking Committee
FROM: Paul T. O'Meara, City Engineer
SUBJECT: Accessible Parking Policy for CBD

The City of Birmingham's policy on accessible parking in the Central Business District has not changed in many years. The current policy is:

1. Vehicles displaying a valid handicapped parking permit may park at any meter for as long as needed, without paying at the meter.
2. Vehicles displaying a valid handicapped parking permit may park at any yellow curbed zone as long as needed, as long as the vehicle is not disrupting the flow of traffic.

Last year, the City hired parking consultant Andrew Miller of Carl Walker, Inc., to study our current policy, compare it to what other similar cities are doing, and provide any suggestions for modifications. The Carl Walker report is attached to this memo.

The report brought attention to the expected upcoming changes later this year with the American Disabilities Act (ADA). It is anticipated that on public streets where individually marked parking spaces are provided, once a street undergoes construction such as repaving or resurfacing, the City will be obligated to begin providing marked parking spaces for the disabled at the ratio of 1 for every 25 (or less) parking spaces provided on a particular block.

The attached presentation was prepared for the City Commission's annual Long Range Planning Session, scheduled for this Saturday, January 16. The topic will be introduced to the City Commission, with the intent that the Advisory Parking Committee will review the topic in more detail, and then return a formal recommendation back to the City Commission for their subsequent consideration.

The City plans to reconstruct Hamilton Ave. this spring, from N. Old Woodward Ave. to Woodward Ave. To be certain that the City remains compliant with the ADA, we plan to install three new marked accessible parking spaces, as shown on the attached presentation (blue designated spaces). The spaces will be located near a corner so that the proposed handicapped ramp can be available for people using these spaces. The parking space will be signed and designated with blue pavement markings, as well as a blue painted parking meter and post. People using the space will have to have their handicapped parking permit displayed, and they will have to pay at the meter, similar to any other space.

There are some other design requirements that should be noted:

1. Accessible parking spaces located on streets where the City sidewalk is 14 ft. or wider must be constructed with a five foot loading zone into the available sidewalk area, to act as a loading zone for vehicles with side access doors. The existing sidewalks on Hamilton Ave. are less than 10 ft. wide, so this requirement will not apply here. Further, since the other streets are not being reconstructed this year, the City is not required to comply with this rule until the street is reconstructed, so they will also be installed using the existing curb and existing parking space width.
2. Angled parking spaces will allow for easier entrance and exit by the disabled, and are encouraged where available. Our plan takes this into account, and generally locates the new accessible spaces on Old Woodward Ave. or Martin St. when it is available.
3. The ADA encourages accessible spaces to be located in front of main traffic generators, where appropriate. For example, if a block has a large building at one end of the block, and smaller ones on the remainder, the accessible space must be located in front of the large building.

Our district wide plan reflects these objectives.

If the City were to install new marked accessible spaces just as needed to comply with new street construction, enforcement would be problematic between both the new parking spaces, and our current policy. Rather than have a slow transition over many years, staff recommends that blue designated accessible parking spaces be installed in accordance with the 1 per 25 ratio throughout the downtown. A map of the entire downtown is provided separate from the presentation, so that you can blow it up and review it in greater detail, if desired. Following the required quantity stipulated in the ADA, a total of 64 existing parking spaces (6% of the total) will have to be changed and reserved for the disabled. In order to better understand the impact that this will have on available parking, a survey was conducted by the Police on a recent busy shopping day in December. Throughout the day, vehicles parked and displaying the handicapped parking permit were counted. How long each vehicle was parked was not measured (counts by street are attached). Over the course of a business day, a total of 121 different vehicles were counted parked at a meter without paying, and without any time limit. About 80%, (about 100 vehicles) were parked at meters (not at a yellow curb). The conclusion to be drawn from this is:

1. Even though the City provides the required number of disabled parking spaces in each of its parking structures and lots, demand for them is less because parking is charged at the market rate. There is an incentive to park on the street because it is free.
2. If parking at a meter for free and without a time limit is removed,
 - a) Long term parking at an accessible parking space in a parking structure will become more attractive, because it will be priced lower than the street.
 - b) Even though 64 parking spaces will be closed off to the general public, it is anticipated that moving the remaining 100 vehicles currently parked at meters to off-street, or to one of these new spaces paying the market rate, should result in parking availability similar to that found today.
 - c) Long term parkers that currently park on the street will have to walk further than they do currently to their destination.

If this change in policy is approved by the City Commission, staff will move to implement this change throughout the CBD by summer, 2016. Costs for this work will include:

- Painting of existing meter posts or installation of new posts (to be painted blue)
- Installation of new accessible parking signs and posts
- New parking meters housings as needed (many existing spaces that will be changed are currently using meters in a double housing with the space adjacent, which will have to be separated).
- New blue pavement markings.

While each item of work will have to be priced out separately, it is expected that the total cost will be approximately \$25,000, charged to the Auto Parking System Fund.

A suggested recommendation is provided below:

SUGGESTED RECOMMENDATION:

To recommend to the City Commission that City staff proceed to install marked, accessible parking spaces throughout the CBD during calendar year 2016 in accordance with the American Disabilities Act requirement that 1 parking space be provided for each block per each 25 parking spaces provided, per the attached plan. Vehicles displaying handicapped parking permits will be required to pay at meters at the same rate as the general public, and prevailing time limits currently in place on each block shall apply.

Review of On-Street Disabled Parking Policy for the City of Birmingham, MI

Federal vs. State of Michigan ADA Policy on Free Parking and Time Limited Parking

Federal ADA standards mandate that accessible parking spaces must be provided for "facilities and sites" based upon published parking ratios of ADA spaces per number of total parking spaces provided. These required ratios are published in Title II of the American with Disabilities Act, Table 208.2. The ADA also specifies physical design requirements for all ADA accessible and van accessible spaces in terms of the size and dimensions of parking spaces, maximum slopes allowed, barrier free access aisles and routes, etc.

However, under Title II of the Federal ADA there are no mandates or restrictions regarding time limits for designated ADA or disabled parking spaces. There are also no mandates or restrictions on charging for designated ADA or disabled parking spaces under federal regulations.

The State of Michigan does issue special "Yellow" disabled parking placards that allow eligible individuals with severe physical disabilities to park for free. In granting the free yellow disability placards, the application regulations specifically state that "Economic need is not a consideration". These special yellow placards are only issued if a person can prove by a physician's determination that one of the following disabilities apply, as quoted verbatim below from the official Michigan Department of State Disability Parking Placard Application form:

- A) The patient cannot insert coins or tokens in a parking meter or cannot accept a ticket from a parking lot machine due to a lack of fine motor control of *both* hands.
- B) The patient cannot reach above their head to a height of 42 inches from the ground, due to a lack of finger, hand, or upper extremity strength or mobility.
- C) The patient cannot approach a parking meter due to use of a wheelchair or other ambulatory device.
- D) The patient cannot walk **more than twenty feet** due to an orthopedic, cardiovascular, or lung condition which the degree of debilitation is so severe that it almost completely impedes the patient's ability to walk. (A condition requiring applicant to rest after walking twenty feet when not using a wheelchair or other ambulatory device.)

Latest ADA Standards and Their Impact on Parking Technology

There is a difference between ADA standards and ADA guidelines. ADA standards are formally adopted regulations that are enforced by the US Department of Justice under Title II of the Americans With Disabilities Act. The development of ADA guidelines is an ongoing effort by the United States Access Board. Once the Access Board formally publishes guidelines, it is only a matter of time until the guidelines are adopted and enforced by the US Department of Justice (DOJ). Therefore, it is highly recommended that ADA guidelines should be followed once they are published, even though they are technically not yet enforceable by DOJ.

As of the effective date of March 12, 2012, the current ADA standards changed somewhat significantly regarding parking control technology and equipment. The new enforceable requirements state that any parking meter equipment installed after March 12, 2012 must be fully ADA compliant, whether or not it

is controlling an ADA designated parking space. Prior to this change, it was only ADA designated parking spaces that had to have fully ADA compliant meters. Among other design and placement requirements, the most important element of the new regulations is that no operable part of the parking meter can be higher than 42" from grade level. Therefore, any parking control equipment or hardware installed after March 12, 2012 that is not fully ADA compliant is in violation of Title II of the ADA.

New Public Rights-of-Way Accessibility Guidelines (PROWAG)

The US Access Board now has published guidelines for ADA parking spaces located in public rights-of-ways known as "PROWAG". A very important element to understand is that the guidelines only apply to "newly constructed and altered public streets and sidewalks". It is also important to note that recent court cases have ruled that street resurfacing projects are considered "alterations" triggering the new ADA guidelines, even if they do not involve planned curb and gutter work.

Some of the key elements of the new PROWAG include:

- Under the new PROWAG Section R214 On-Street Parking Spaces, each city block perimeter is interpreted as a "facility" for calculating required on-street ADA parking space ratios. For blocks that contain up to a total of 100 parking spaces, one on-street ADA space must be provided for each 25 marked or metered spaces. For blocks with over 100 spaces, one additional on-street ADA space is required for each 50 spaces. If a block perimeter has over 200 spaces, 4% of the total spaces must be ADA.
- New requirements that on-street parallel and angled ADA parking spaces meet the same space size, maximum slope and physical access aisle requirements as off-street ADA spaces (60" for a standard ADA space and 96" for van accessible ADA space). These physical design requirements are more realistically achievable with on-street angled parking spaces, but are very difficult if not impractical to achieve with on-street parallel parking spaces (see diagrams below).
- The new guidelines encourage the location of designated on-street ADA spaces to be on streets and sidewalks with minimum slope and "dispersed within the project area". However, the guidelines also acknowledge that ADA spaces can be clustered if "equivalent or greater access is provided, with respect to distance from an accessible entrance".
- Exceptions to on-street disabled parking ratios are allowed in situations where the slope of the street or sidewalk exceeds recommended maximum slopes. In these instances, the ADA parking spaces may be provided at nearby off-street facilities as long as an accessible pedestrian access route is provided.

Sampling of Current On-Street Disabled Parking in Other Michigan Cities

As part of this exercise we observed and/or contacted a number of Michigan cities and other client cities we've worked with in the Midwest region to ascertain what their respective on-street disabled parking policies are. Of the cities contacted, Rochester Michigan was the only city that did not provide any designated on-street disabled spaces. In fact, Rochester's policy is exactly the same as Birmingham's in that vehicles with disabled placards or plates are allowed to park free and with no time limit at any on-

street metered two-hour space. Like the Birmingham policy, Rochester also allows placarded disabled vehicles to park without violation at yellow curbs.

We found almost the opposite to be true in the Village of Oak Park, IL. Oak Park has a process for approving on-street disabled parking based on specific requests by residents and/or businesses. The Village currently has almost 300 designated on-street disabled spaces that are primarily located in residential neighborhoods. Out of that total, approximately 5 of the on-street disabled spaces are located in the Village Center dining and commercial area. The other non-Michigan cities we researched includes Neenah, WI and Eau Claire, WI, with the results included in the table summary below.

The following cities all have on-street disabled parking and all of them charge the same rates for disabled meter parking as regular meter parking (unless the vehicle has a yellow free parking disabled permit). Some cities allow for extended time limits for disabled spaces. Ann Arbor requires disabled spaces to pay the meter, but they do not impose time limits on their on-street disabled spaces. The policy on locating and designating on-street disabled parking was the same for all cities contacted in that all were created in response to requests from private businesses, building owners, or citizens for disabled spaces at specific on-street locations.

Summary of On-Street Disabled Parking by City

<u>City</u>	<u>On-Street Disabled</u>	<u>Charge</u>	<u>Time Limit</u>
Ann Arbor	Yes	Yes	None
East Lansing	Yes	Yes	3 Hours
Grand Rapids	Yes	Yes	Same as Meters
Grose Pointe	Yes	Yes	Same as Meters
Kalamazoo	Yes	Yes	None
Lansing	Yes	Yes	10 Hours
Traverse City	Yes	Yes	Same as Meters
Neenah, WI	Yes	N/A - All 2Hr Free	None
Eau Claire, WI	Yes*	No	No
Village of Oak Park, IL	Yes	Yes**	Same as Meters

****Fifteen spaces specifically called out in Ordinance 10.24.020.***

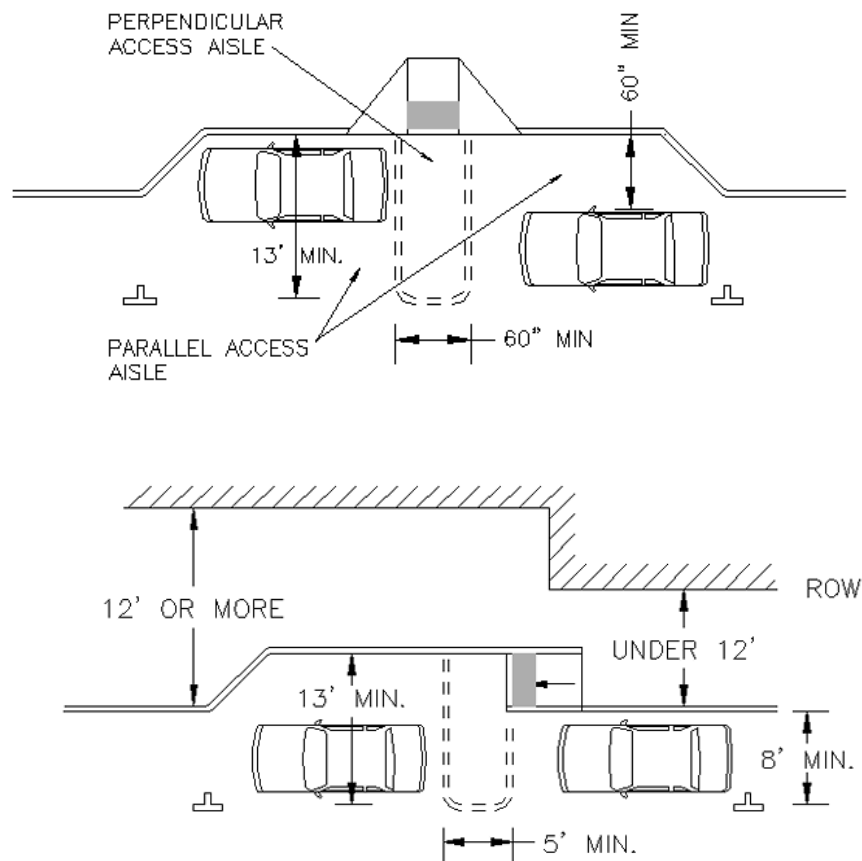
*****Effective January 1, 2014 Illinois State law was revised to allow ADA spaces to be charged.***

Conclusions and Discussion Points

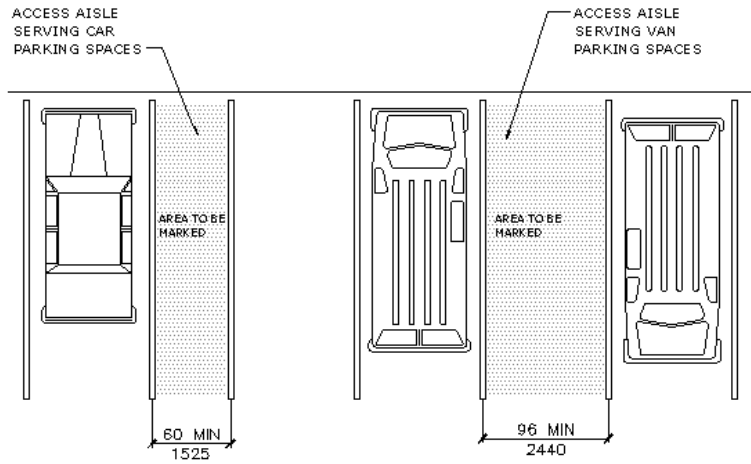
- The current policy in Birmingham that allows disabled permit holders to park anywhere on-street for free and with no time restrictions is a local policy that is not mandated or required by state or federal ADA laws.
- Birmingham should consider eliminating its current policy of free, no time limit parking for placarded or plated disabled vehicles and should not allow placarded vehicles to park at yellow curb areas. The former issue being one of fairness and the latter issue being primarily a public safety concern.

- If this policy change is considered, the City should first perform a more detailed audit of each block perimeter in the downtown area to determine best locations for designated on-street disabled spaces. Once this is completed, attempts should be made to meet the current PROWAG guidelines in terms of the ratio of on-street disabled parking.
- As future streets are created or altered, the City should follow the PROWAG design standards for on-street disabled parking, in addition to providing the recommended number of spaces per block perimeter. This refers to the maximum slopes allowed, barrier free access aisles widths, curbing, and placement of parking control equipment.
- The City should also consider an ADA audit of its off-street parking facilities to ensure that all facilities are in compliance with existing Title II ADA regulations.

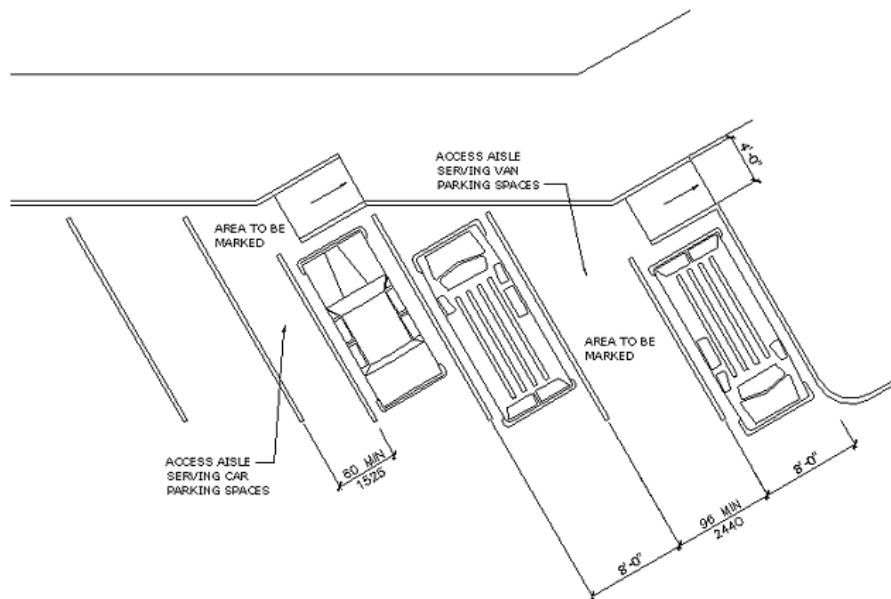
On-Street ADA Design Guidelines Under PROWAG - Parallel Spaces



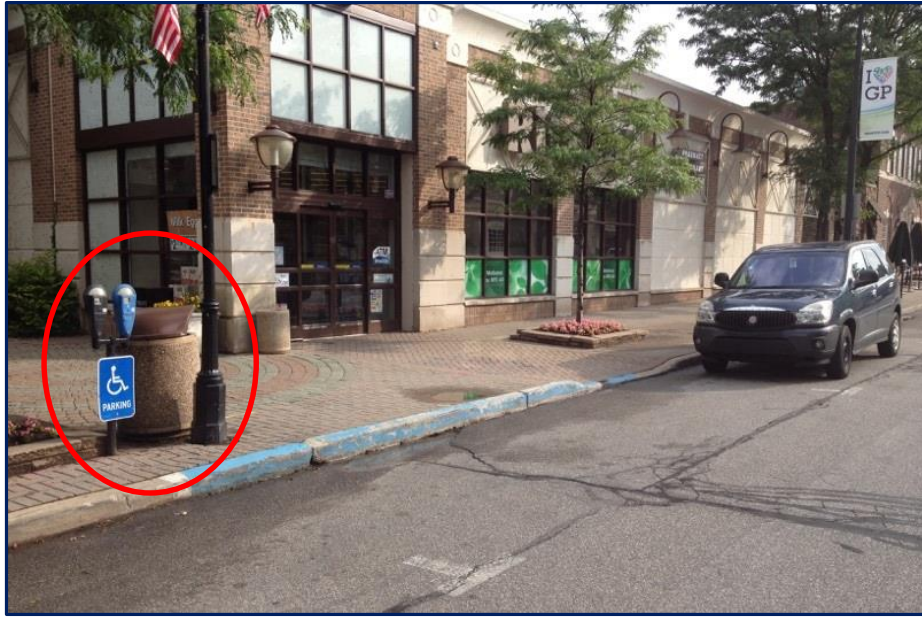
On-Street ADA Design Guidelines Under PROWAG - 90 Degree Parking Spaces



On-Street ADA Design Guidelines Under PROWAG - Angled Spaces



Existing On-Street Disabled Parking Space - Kercheval Street, Grosse Pointe



NOTE: Though designated as a disabled space, this configuration does not meet PROWAG design guidelines for barrier-free access aisle or in the placement of the parking meter.

PROWAG

Table R214 On-Street Parking Spaces

Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4 percent of total

ACCESSIBLE PARKING POLICY UPDATE

City of Birmingham
Auto Parking System

ACCESSIBLE PARKING POLICY UPDATE

- ▣ Americans with Disabilities Act (ADA) first passed in 1991.
- ▣ Marked accessible parking spaces installed in parking structures and municipal lots in 1992.
- ▣ No changes were required for on-street parking.

ACCESSIBLE PARKING POLICY UPDATE

Current on-street parking policy:

No on-street marked accessible parking spaces exist. Disabled parkers are allowed to:

1. Park at any metered parking space for as long as desired, at no cost.
2. Park at any yellow curbed zone, as long as vehicle is not causing traffic disruption.

City has received complaints that current policy is abused by some.

ACCESSIBLE PARKING POLICY UPDATE

ADA Code change in recent past now requires that ALL new parking meters are accessible. All operable parts must be no more than 42 inches above grade.

City is now complying as meters are moved or replaced.

ACCESSIBLE PARKING POLICY UPDATE

In 2016, new ADA code will require on-street marked accessible parking wherever individually marked spaces are provided.

- ▣ Spaces shall be installed whenever a street is reconstructed or resurfaced.
- ▣ Spaces shall be at ratio of 1 vehicle for every 25 spaces provided on a block.
- ▣ Spaces shall be demarcated with blue paint, blue meter post, and standard disabled parking sign.
- ▣ Spaces on angled parking areas are encouraged.
- ▣ On parallel parking, a five foot wide loading zone on passenger side will be required when sidewalks are 14 ft. wide or greater.



2016 PROPOSED CONSTRUCTION:
HAMILTON AVE. (3 blocks) AND PARK ST. (1 block)
Three accessible parking spaces proposed.

TOTAL IMPACT:

64 Existing Spaces converted to disabled use only, metered and enforced at the same time limit as other meters in the immediate area.

Total on-street spaces = 1,065 (6%)

Currently, disabled parkers are encouraged to park on the street:

- Close to destination
- Free
- No time limit

During a recent survey on a busy shopping day, a total of 121 different vehicles were observed parked with a disabled permit. About 80% (almost 100 vehicles) were in metered spaces.



What's Next?

- ▣ Detailed Review at Advisory Parking Committee Meeting (January 20)
- ▣ If recommended, proceed to City Commission in February.
- ▣ Spaces will be constructed fully ADA compliant on Hamilton Ave. project.
- ▣ Spaces on other streets will be retrofitted by end of June, 2016.



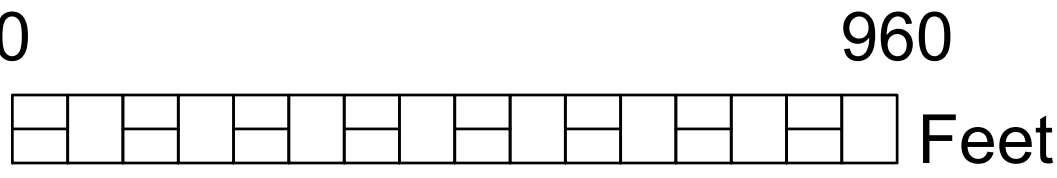
Legend

PARKING

- Standard
- HCP



Downtown Parking District
Handicap Parking Plan



Disclaimer: The information provided by this program has been compiled from recorded deeds, plats, taxmaps, surveys, and other public records and data. It is not a legally recorded map or survey.

The data provided hereon may be inaccurate or out of date and any person or entity who relies on said information for any purpose whatsoever does so solely at his or her own risk.

Data Sources: Oakland County GIS Utility, City of Birmingham



MEMORANDUM

DATE: March 11, 2016

TO: Paul T. O'Meara, City Engineer

FROM: John Heiney, Executive Director BSD

SUBJECT: Proposed Valet Service in Support of Hamilton Ave. Construction

The Birmingham Shopping District has pledged to provide free valet service for customers and clients during the major road construction planned for Hamilton Avenue. This memo is intended to outline our plan, and to invite comment and enhancement, to be sure it fits in with the City's parking, safety and other objectives.

Project Scope

The Birmingham Shopping District proposes to provide valet service for customers and clients from mid-March through July 1, or whenever the Hamilton construction project concludes.

Valet parking will be FREE for the first two hours, or longer for customers who have a validation from a Birmingham Business. After two hours, the cost is proposed to be \$5 per hour if the driver does not have a validation. The objective is to discourage employees or business owners from using the service to the detriment of customers. Customers can call or text ahead of time before they pick up their car to be sure it is ready in a timely manner.

Valet service will take place Monday through Saturday from 10 a.m. until 6 p.m. If a car returns later than 6 p.m., they will have a phone number to call to retrieve the vehicle.

Valet Stand Locations

Drop off is scheduled to take place in the 100 block of North Old Woodward, east side (Comerica Bank—See map). Pick-up will be across the street, in the yellow zone between cross walks at Hamilton.

Parking Locations

We are requesting two parking areas – one for short term customers, less than an hour, and the other for regular customers up to two hours.

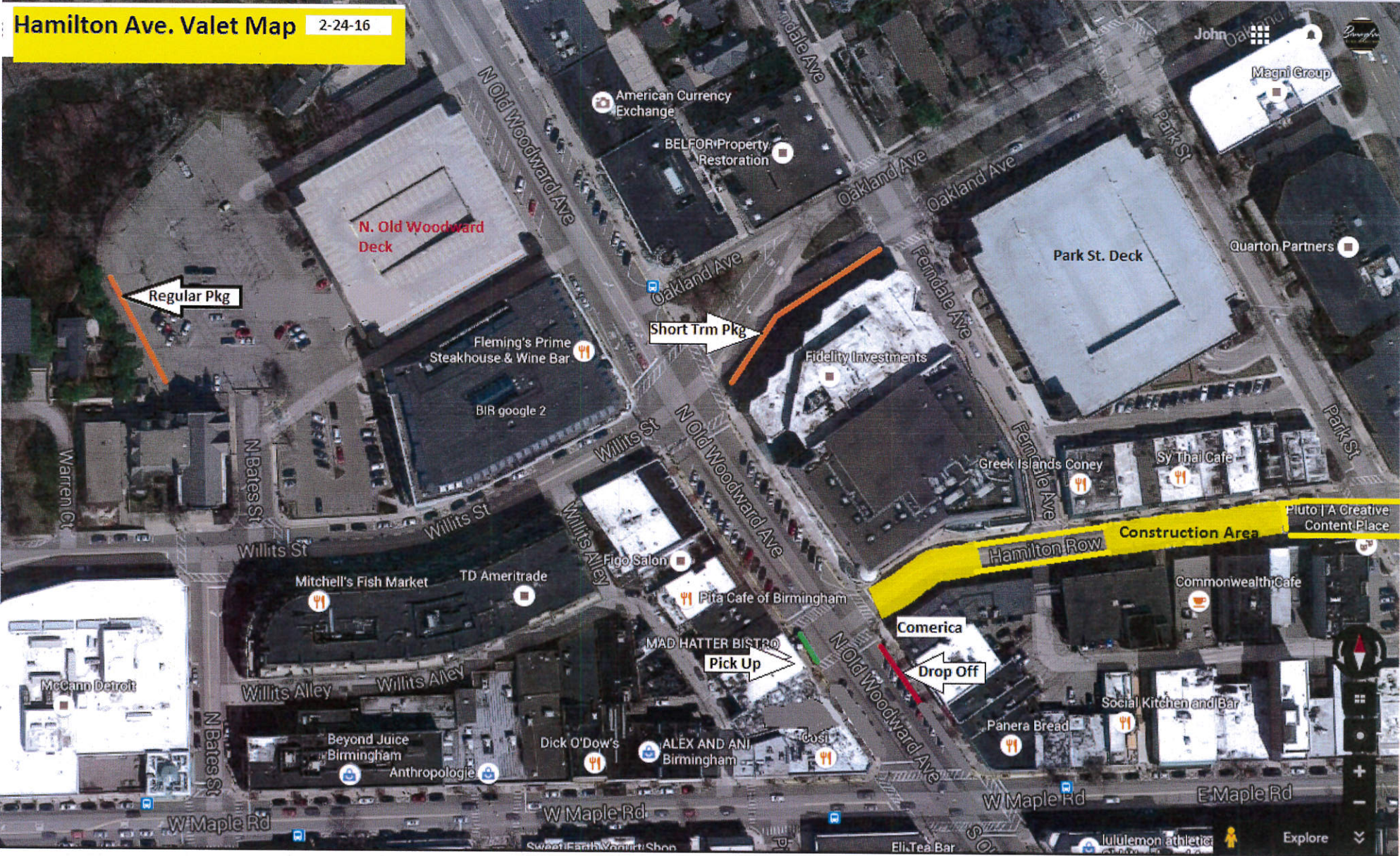
The short term location is requested to be six parallel spaces on the south side of Oakland, just east of Old Woodward. (see map) We would ask to have these bagged by police during the hours of the service.

Regular customer parking is requested in the North Old Woodward lot, along the west wall, per the suggestion of SP Plus staff. SP Plus will be asked to place barricades in front of the spaces for the duration of the service.

We have no idea how much the service will be used, but we suspect that it will become popular and well-used. We will monitor use with staff, and adjust as conditions require.

In-House Valet owner Steve Ferich and I will present this at the next available Advisory Parking Committee meeting.

Hamilton Ave. Valet Map 2-24-16



MEMORANDUM

DATE: February 10, 2016

TO: Paul O'Meara, Director of Engineering

FROM: Kathryn Burrick, Senior Accountant

APPROVED: Mark Gerber, Director of Finance/Treasurer

SUBJECT: Automobile Parking System Fund – June 30, 2015 Financial Statement Analysis

Attached is an analysis of the Automobile Parking System (APS) Fund for the 2014-2015 fiscal year. On the June 30, 2015 Statement of Net Position, net position increased \$1,465,739, or 5.8%, due to the net income generated during the fiscal year.

Cash and investments increased by \$998,919, or 18.1%. The increase and decrease in cash flow for the year is indicated on the Statement of Cash Flows.

The amount of working capital at June 30, 2015 was \$6,635,974. A measure of working capital is the current ratio which for fiscal year 2014-2015 was 24.4. Working capital is a measure of short-term liquidity and indicates if there are enough short-term assets to cover short-term liabilities. The current ratio indicates the APS Fund has enough current assets to cover current liabilities 24.4 times over. This compares to the prior year's ratio of 34.4 at June 30, 2014. The decrease in the current ratio and fund's liquidity is due to an increase in accounts payable at year-end.

Within the category of "Property and Equipment," buildings and improvements increased by \$966,192, or 2.7%, primarily due to completion of renovation work in the Park Street Structure and land improvements increased by \$291,643, or 18%, for sidewalk and streetlight improvements around the Park Street Structure. The construction in progress account is for ongoing projects at the North Old Woodward and Peabody Street Structures.

REVENUE

The Statement of Revenues, Expenses, and Changes in Net Position show that "Charges for Services" totaled \$4,738,537 for the period ending June 30, 2015. This reflects an increase of \$414,729, or 9.6%, from the prior fiscal year. Total fund operating revenues reflect parking structure revenues, surface lot revenues, parking meter collections, Parkmobile system revenue, parking meter bag rental, valet parking fees, and outdoor dining platform fees. The increase in "Charges for Services" is because of an increase in monthly permit revenue largely due to the increase in rates which went into effect August 1, 2014. Additionally, there was an increase in transient cash parking structure activity and an increase in meter collections including the Parkmobile system.

Parking System Operating Revenue

As reflected in Central Parking System's statement of revenues and expenses, the following chart lists the changes in operating revenue, which consists of both transient and lease revenue, lot permits, and card deposit revenue:

Operating Revenue -----2014-2015----- -----2013-2014-----				
Structure	Increase/(Decrease)	%	Increase/(Decrease)	%
Pierce	87,251	12%	58,432	9%
Peabody	45,053	10%	21,003	5%
Park	43,804	7%	-65,537	-10%
Chester	113,924	24%	45,076	11%
North Woodward	82,531	14%	3,494	1%

Parking System Transient Revenue

A component of operating revenue is transient revenue (cash parking) which increased in 2014-2015 by \$135,855, or 12.6%, from the previous fiscal year. The following chart outlines the individual change in transient revenue by structure for both years:

Transient (Cash) Revenue -----2014-2015----- -----2013-2014-----				
Structure	Increase/(Decrease)	%	Increase/(Decrease)	%
Pierce	76,440	20%	68,848	22%
Peabody	15,317	7%	17,618	9%
Park	-46,578	-20%	-71,020	-23%
Chester	21,194	22%	3,887	4%
North Woodward	69,482	46%	-235	0%

Parking System Lease Revenue

Another component of operating revenue is lease revenue (monthly permit parking) which increased in 2014-2015 by \$235,773, or 13.8%, from the prior fiscal year. The following chart summarizes the change per structure in monthly permit revenue:

Lease (Permit) Revenue -----2014-2015----- -----2013-2014-----				
Structure	Increase/(Decrease)	%	Increase/(Decrease)	%
Pierce	9,521	3%	-10,747	-3%
Peabody	29,885	13%	4,015	2%
Park	89,546	25%	8,244	2%
Chester	93,010	26%	39,509	12%
N. Woodward	13,811	3%	9,092	2%

Surface Lot Revenue

Surface lot lease and operating activity increased by \$14,719, or 6.6%, from the prior year. The following chart outlines the changes:

Revenue	-----2014-2015-----		-----2013-2014-----	
Lot #	Increase/(Decrease)	%	Increase/(Decrease)	%
Lot 6 - N. Woodward/Harmon	-509	-1%	-2,916	-6%
Lot 7 - Bates/Henrietta	157	0%	-2,834	-4%
Lot 9 - Hamilton	-438	-10%	-640	-13%
Lot 6 Permit Fees	15,509	15%	314	0%

Street Meter Collection Revenue

In 2014-2015, street meter operating revenue including Parkmobile and outdoor dining platform fees totaled \$1,294,164 and increased by \$39,618, or 3.2%, from the prior fiscal year. Revenue received from meter curb collections and Parkmobile revenue increased by \$31,045, or 3%, from the prior fiscal year.

EXPENSE

For fiscal year 2014-2015, total Automobile Parking System (APS) Fund operating expense increased by \$368,103, or 12.8%. This is made up of an increase in depreciation expense of \$257,717, or 44.1%. There was an increase in supplies and other operating expense of \$86,622, or 19%, an increase in contractual services of \$13,403, or 0.9%, and an increase in City personnel costs of \$10,361, or 2.5% reflecting contractual hourly rate increases.

The operations of Central Parking System are included as part of the APS Fund's contractual service expense. Their financial statements show a \$64,797, or 4.7%, overall increase in expense from the prior fiscal year. Personnel costs increased \$96,263, or 10.4%, offset by a decrease in supplies and other operating expense of \$31,466, or 6.9%.

STATEMENT OF CASH FLOWS

The Statement of Cash Flows indicate a net increase in cash in the amount of \$998,919 for the 2014-2015 fiscal year. Contributing to the positive cash flow is cash provided by operating activities of \$2,398,185 and investment activities of \$44,410. This is offset by current year construction expense of \$1,443,676 mostly relating to building renovation work and sidewalk improvements at the Park Street Structure.

SUMMARY

Overall, the Automobile Parking System Fund's net income increased by \$36,956, or 2.5%, from the prior fiscal year. The change is the result of an increase in operating revenue of \$414,729, or 9.6%, offset by an increase in operating expense of \$368,103, or 12.8%, and a decrease of \$9,669 in non-operating revenue.

PROJECTED CASH FLOW ANALYSIS

The projected cash flow analysis was prepared assuming the following factors: Cash received from customers remain constant at the 2016-2017 level assuming potential rate changes will occur in 2016-2017, operating expense is projected to increase between 2% to 3% per year, medical insurance is estimated to increase 5% to 7% per year, and capital outlay figures use current projections through 2017-2018 and are estimated thereafter, at \$1,200,000 for various parking structure equipment replacement and annual maintenance requirements. These factors show projected cash flows to increase in subsequent years.

CITY OF BIRMINGHAM, MICHIGAN
STATEMENT OF NET POSITION
AUTOMOBILE PARKING SYSTEM FUND
June 30, 2015 and 2014

	6/30/2015	6/30/2014	Difference	%
ASSETS:				
Current assets:				
Cash and investments	\$ 6,515,057	\$ 5,516,138	\$ 998,919	18.1%
Accounts receivable	387,388	358,765	28,623	8.0%
Other assets	17,609	9,928	7,681	77.4%
Total current assets	\$ 6,920,054	\$ 5,884,831	\$ 1,035,223	17.6%
Noncurrent assets:				
Other assets	\$ 16,377	\$ 15,707	\$ 670	4.3%
Property and equipment:				
Land	\$ 1,455,731	\$ 1,455,731	\$ -	0.0%
Land improvements	1,914,063	1,622,420	291,643	18%
Buildings and improvements	36,813,642	35,847,450	966,192	2.7%
Machinery and equipment	2,024,151	2,024,151	-	0.0%
Construction in Progress	208,656	22,815	185,841	814.6%
Property and equipment	\$ 42,416,243	\$ 40,972,567	\$ 1,443,676	3.5%
Allowance for depreciation	\$ (22,469,807)	\$ (21,627,194)	\$ (842,613)	3.9%
Property and equipment net of depreciation	\$ 19,946,436	\$ 19,345,373	\$ 601,063	3.1%
Total noncurrent assets	\$ 19,962,813	\$ 19,361,080	\$ 601,733	3.1%
TOTAL ASSETS	\$ 26,882,867	\$ 25,245,911	\$ 1,636,956	6.5%
DEFERRED OUTFLOWS OF RESOURCES:				
Deferred amount on debt refunding	\$ -	\$ -	\$ -	0.0%
Deferred amount on pension earnings	73,217	-	73,217	0.0%
TOTAL DEFERRED OUTFLOWS OF RESOURCES	\$ 73,217	\$ -	\$ -	0.0%
LIABILITIES:				
Accounts payable	\$ 275,305	\$ 162,370	\$ 112,935	69.6%
Accrued liabilities and deposits	8,775	8,730	45	0.5%
Accrued interest payable	-	-	-	-
Provision for compensated absences	-	-	-	-
Current portion of long-term debt	-	-	-	-
Total current liabilities	\$ 284,080	\$ 171,100	\$ 112,980	66.0%
Provision for compensated absences	\$ -	\$ -	\$ -	-
Long-term debt, net of unamortized discount	-	-	-	-
Bond premium payable	-	-	-	-
Total noncurrent liabilities	\$ -	\$ -	\$ -	-
TOTAL LIABILITIES	\$ 284,080	\$ 171,100	\$ 112,980	66.0%
DEFERRED INFLOWS OF RESOURCES:				
Deferred amount on debt refunding	\$ -	\$ -	\$ -	0.0%
Deferred amount on pension earnings	1,213	-	1,213	0.0%
TOTAL DEFERRED INFLOWS OF RESOURCES	\$ 1,213	\$ -	\$ -	0.0%

NET POSITION:

Net investment in capital assets	\$ 19,946,436	\$ 19,345,373	\$ 601,063	3.11%
Unrestricted	6,594,114	5,729,438	864,676	15.1%
	=====	=====	=====	
Total net position	\$ 26,540,550	\$ 25,074,811	\$ 1,465,739	5.8%
	=====	=====	=====	

CITY OF BIRMINGHAM, MICHIGAN
COMPARATIVE STATEMENT OF REVENUES, EXPENSES
AND CHANGES IN NET POSITION
AUTOMOBILE PARKING SYSTEM FUND
June 30, 2015 and 2014

	6/30/2015	6/30/2014	Difference	%
OPERATING REVENUES:				
Charges for services	\$ 4,738,537	\$ 4,323,808	\$ 414,729	9.6%
Special Assessments	-	-	-	-
Other revenue	-	-	-	-
Total operating revenue	\$ 4,738,537	\$ 4,323,808	\$ 414,729	9.6%
OPERATING EXPENSES:				
Salaries and fringe benefits - City	\$ 429,387	\$ 419,026	\$ 10,361	2.5%
Supplies and other operating expense	542,119	455,497	86,622	19.0%
Contractual Services	1,438,345	1,424,942	13,403	0.9%
Depreciation expense	842,613	584,896	257,717	44.1%
Total operating expenses	\$ 3,252,464	\$ 2,884,361	\$ 368,103	12.8%
OPERATING INCOME	\$ 1,486,073	\$ 1,439,447	\$ 46,626	3.2%
NON-OPERATING REVENUE (EXPENSE):				
Interest income	\$ 44,410	\$ 54,080	\$ (9,669)	-17.9%
Interest expense	-	-	-	-
Grant revenue	-	-	-	-
Other	-	-	-	-
Total non-operating revenue (expense)	\$ 44,410	\$ 54,080	\$ (9,669)	-17.9%
INCOME (LOSS) - Before operating transfers	\$ 1,530,483	\$ 1,493,527	\$ 36,956	2.5%
OTHER FINANCING SOURCES (USES):				
Operating transfers in/(out) to and from funds	-	-	-	-
Total other financing sources (uses)	-	-	-	-
NET INCOME (LOSS)	\$ 1,530,483	\$ 1,493,527	\$ 36,956	2.5%
NET POSITION - Beginning of year (restated)	\$ 25,010,067	23,581,284	\$ 1,428,783	6.1%
NET POSITION - End of year	\$ 26,540,550	\$ 25,074,811	\$ 1,465,739	5.8%

**City of Birmingham, Michigan
Automobile Parking System Fund
Projected Cash Flow Analysis**

**CITY OF BIRMINGHAM
AUTOMOBILE PARKING SYSTEM FUND
CASH FLOW PROJECTION**

	ACTUAL 2009-2010	ACTUAL 2010-2011	ACTUAL 2011-2012	ACTUAL 2012-2013	ACTUAL 2013-2014	ACTUAL 2014-2015	PROJECTED 2015-2016	PROJECTED 2016-2017	PROJECTED 2017-2018	PROJECTED 2018-2019	PROJECTED 2019-2020
CASH FLOWS FROM OPERATING ACTIVITIES:											
CASH RECEIVED FROM CUSTOMERS	\$3,433,107	\$3,827,643	\$3,957,644	\$4,366,702	\$4,116,024	\$4,709,912	\$5,083,180	\$5,322,690	\$5,322,690	\$5,322,690	\$5,322,690
CASH RECEIVED FROM FEDERAL GRANT		125,120	-	-	-	-	-	-	-	-	-
CASH PAYMENT TO SUPPLIER/CONTRACTORS FOR GOODS & SERVICES	(696,928)	(547,599)	(509,294)	(601,165)	(538,963)	(435,348)	(654,000)	(557,520)	(559,210)	(575,986)	(593,266)
CASH PAYMENT TO CENTRAL PARKING SYSTEM CONTRACTOR	(1,362,731)	(1,339,731)	(1,388,576)	(1,367,792)	(1,375,063)	(1,439,861)	(1,487,501)	(1,536,792)	(1,587,796)	(1,640,574)	(1,695,193)
CASH PAYMENT TO CITY EMPLOYEES FOR SERVICES	(335,955)	(365,840)	(305,345)	(372,135)	(419,026)	(436,518)	(441,240)	(453,471)	(465,597)	(480,089)	(495,042)
NET CASH PROVIDED BY OPERATING ACTIVITIES	1,037,493	1,699,593	1,754,429	2,025,610	1,782,972	2,398,185	2,500,439	2,774,906	2,710,087	2,626,040	2,539,188
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:											
ACQUISITION AND CONSTRUCTION OF CAPITAL ASSETS	(1,015,972)	(1,527,775)	(1,018,553)	(1,461,432)	(1,427,018)	(1,443,676)	(1,730,790)	(1,257,000)	(2,265,000)	(1,200,000)	(1,200,000)
NET CASH USED FOR CAPITAL AND RELATED FINANCING ACTIVITIES	(1,015,972)	(1,527,775)	(1,018,553)	(1,461,432)	(1,427,018)	(1,443,676)	(1,730,790)	(1,257,000)	(2,265,000)	(1,200,000)	(1,200,000)
CASH FLOWS FROM INVESTING ACTIVITIES:											
INTEREST AND DIVIDENDS ON INVESTMENTS	51,347	29,984	40,328	(7,560)	54,080	44,410	56,670	76,430	100,490	127,330	175,370
NET CASH PROVIDED BY INVESTING ACTIVITIES	51,347	29,984	40,328	(7,560)	54,080	44,410	56,670	76,430	100,490	127,330	175,370
NET INCREASE (DECREASE) IN CASH AND INVESTMENTS	72,868	201,802	776,204	556,617	410,034	998,919	826,319	1,594,336	545,577	1,553,370	1,514,558
CASH AND INVESTMENTS AT BEGINNING OF YEAR	3,498,613	3,571,481	3,773,283	4,549,487	5,106,104	5,516,138	6,515,057	7,341,376	8,935,713	9,481,290	11,034,661
CASH AND INVESTMENTS AT END OF YEAR	\$3,571,481	\$3,773,283	\$4,549,487	\$5,106,104	\$5,516,138	\$6,515,057	\$7,341,376	\$8,935,713	\$9,481,290	\$11,034,661	\$12,549,219

THE FOLLOWING FINANCIAL DATA REFLECTS EXCLUSIVELY THE OPERATING RESULTS OF
CENTRAL PARKING SYSTEM ONLY FOR THE RESPECTIVE PERIODS INDICATED

CITY OF BIRMINGHAM, MICHIGAN
CENTRAL PARKING SYSTEM STATEMENT OF REVENUES AND EXPENSES
FOR THE PERIOD ENDING JUNE 30, 2015

DESCRIPTION	FY 2014-2015	%	FY 2013-2014	%	FY 2012-2013	%	INCREASE (DECREASE) FROM 2013-14 TO 2014-15	%	INCREASE (DECREASE) FROM 2012-13 TO 2013-14	%
COMBINED REVENUES:										
LEASE REVENUE	1,946,474	59.0%	1,710,701	51.9%	1,660,588	57.1%	235,773	13.8%	50,113	3.0%
TRANSIENT REVENUE	1,216,085	36.9%	1,080,230	32.8%	1,061,131	36.5%	135,855	12.6%	19,099	1.8%
LOT #6 REVENUE	123,366	3.7%	107,849	3.3%	107,370	3.7%	15,517	14.4%	479	0.4%
CARD DEPOSITS	12,070	0.4%	11,137	0.3%	17,880	0.6%	933	8.4%	(6,743)	-37.7%
TOTAL REVENUES	3,297,995	100.0%	2,909,917	88.2%	2,846,969	97.8%	388,078	13.3%	62,948	2.2%
COMBINED EXPENSES:										
SALARIES AND WAGES	701,514	21.3%	619,097	18.8%	689,689	23.7%	82,417	13.3%	(70,592)	-10.2%
PAYROLL FRINGE BENEFITS	96,221	2.9%	124,425	3.8%	163,681	5.6%	(28,204)	-22.7%	(39,256)	-24.0%
EMPLOYEE GROUP MEDICAL INSURANCE	222,207	6.7%	180,157	5.5%	162,768	5.6%	42,050	23.3%	17,389	10.7%
MAINTENANCE	111,666	3.4%	159,848	4.8%	55,417	1.9%	(48,182)	-30.1%	104,431	188.4%
INSURANCE	100,873	3.1%	94,262	2.9%	89,721	3.1%	6,611	7.0%	4,541	5.1%
TICKETS	17,421	0.5%	22,158	0.7%	36,264	1.2%	(4,737)	-21.4%	(14,106)	-38.9%
UNIFORMS	6,929	0.2%	1,961	0.1%	3,826	0.1%	4,968	253.3%	(1,865)	-48.7%
UTILITIES	14,128	0.4%	11,757	0.4%	8,678	0.3%	2,371	20.2%	3,079	35.5%
OPERATING EXPENSE AND OFFICE SUPPLIES	74,478	2.3%	67,354	2.0%	65,310	2.2%	7,124	10.6%	2,044	3.1%
CARD REFUND	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
MANAGEMENT FEE	46,500	1.4%	46,500	1.4%	46,500	1.6%	0	0.0%	0	0.0%
PROFESSIONAL SERVICES	47,924	1.5%	47,545	1.4%	45,938	1.6%	379	0.8%	1,607	3.5%
TOTAL EXPENSES	1,439,861	43.7%	1,375,064	41.7%	1,367,792	47.0%	64,797	4.7%	7,272	0.5%
NET PROFIT	\$1,858,134	56.3%	\$1,534,853	52.7%	\$1,479,177	52.0%	323,281	21.1%	55,676	3.8%

THE FOLLOWING FINANCIAL DATA REFLECTS EXCLUSIVELY THE OPERATING RESULTS OF
CENTRAL PARKING SYSTEM ONLY FOR THE RESPECTIVE PERIODS INDICATED

CITY OF BIRMINGHAM, MICHIGAN
CENTRAL PARKING SYSTEM STATEMENT OF REVENUES AND EXPENSES
BY STRUCTURE
FOR THE PERIOD ENDING JUNE 30, 2015

DESCRIPTION	FY 2014-2015	%	FY 2013-2014	%	FY 2012-2013	%	VARIANCE FAVORABLE (UNFAVORABLE) 2013-14 TO 2014-15	%	VARIANCE FAVORABLE (UNFAVORABLE) 2012-13 TO 2013-14	%
PIERCE STREET:										
REVENUE	\$790,549	100.0%	\$703,298	100.0%	\$644,866	100.0%	87,251	12.4%	58,432	9.1%
EXPENSE	261,379	33.1%	242,612	34.5%	283,153	40.3%	(18,767)	-7.7%	40,541	14.3%
NET PROFIT	<u>\$529,170</u>	<u>66.9%</u>	<u>\$460,686</u>	<u>65.5%</u>	<u>\$361,713</u>	<u>51.4%</u>	<u>68,484</u>	<u>14.9%</u>	<u>98,973</u>	<u>27.4%</u>
PEABODY:										
REVENUE	\$489,098	100.0%	\$444,045	100.0%	\$423,042	100.0%	45,053	10.1%	21,003	5.0%
EXPENSE	254,543	52.0%	232,884	52.4%	219,583	49.5%	(21,659)	-9.3%	(13,301)	-6.1%
NET PROFIT	<u>\$234,555</u>	<u>48.0%</u>	<u>\$211,161</u>	<u>47.6%</u>	<u>\$203,459</u>	<u>45.8%</u>	<u>23,394</u>	<u>11.1%</u>	<u>7,702</u>	<u>3.8%</u>
PARK STREET:										
REVENUE	\$638,344	100.0%	\$594,540	100.0%	\$660,077	100.0%	43,804	7.4%	(65,537)	-9.9%
EXPENSE	281,664	44.1%	289,758	48.7%	341,138	57.4%	8,094	2.8%	51,380	15.1%
NET PROFIT	<u>\$356,680</u>	<u>55.9%</u>	<u>\$304,782</u>	<u>51.3%</u>	<u>\$318,939</u>	<u>53.6%</u>	<u>51,898</u>	<u>17.0%</u>	<u>(14,157)</u>	<u>-4.4%</u>
CHESTER STREET:										
REVENUE	\$581,337	100.0%	\$467,413	100.0%	\$422,337	100.0%	113,924	24.4%	45,076	10.7%
EXPENSE	361,600	62.2%	363,186	77.7%	232,628	49.8%	1,586	0.4%	(130,558)	-56.1%
NET PROFIT	<u>\$219,737</u>	<u>37.8%</u>	<u>\$104,227</u>	<u>22.3%</u>	<u>\$189,709</u>	<u>40.6%</u>	<u>115,510</u>	<u>110.8%</u>	<u>(85,482)</u>	<u>-45.1%</u>
NORTH WOODWARD:										
REVENUE	\$675,302	100.0%	\$592,771	100.0%	\$589,277	100.0%	82,531	13.9%	3,494	0.6%
EXPENSE	279,159	41.3%	245,115	41.4%	289,947	48.9%	(34,044)	-13.9%	44,832	15.5%
NET PROFIT	<u>\$396,143</u>	<u>58.7%</u>	<u>\$347,656</u>	<u>58.6%</u>	<u>\$299,330</u>	<u>50.5%</u>	<u>46,487</u>	<u>13.9%</u>	<u>48,326</u>	<u>16.1%</u>
LOT #6:										
REVENUE	\$123,366	100.0%	\$107,849	100.0%	\$107,370	100.0%	15,517	14.4%	479	0.4%
EXPENSE	1,517	1.2%	1,508	1.4%	1,343	1.3%	(9)	0.0%	(165)	-12.3%
NET PROFIT	<u>\$121,849</u>	<u>98.8%</u>	<u>\$106,341</u>	<u>98.6%</u>	<u>\$106,027</u>	<u>98.7%</u>	<u>15,508</u>	<u>14.6%</u>	<u>314</u>	<u>0.3%</u>
TOTAL REVENUE	3,297,996		2,909,916		2,846,969		388,080	13.3%	62,947	2.2%
TOTAL EXPENSE	1,439,862		1,375,063		1,367,792		(64,799)	-4.7%	(7,271)	-0.5%
TOTAL NET PROFIT	<u>1,858,134</u>		<u>1,534,853</u>		<u>1,479,177</u>		<u>323,281</u>	<u>21.1%</u>	<u>55,676</u>	<u>3.8%</u>

CITY OF BIRMINGHAM, MICHIGAN
STATEMENT OF REVENUES AND EXPENSES
PIERCE STREET STRUCTURE
FOR THE PERIOD ENDING JUNE 30, 2015

DESCRIPTION	FY 2014-2015	%	FY 2013-2014	%	FY 2012-2013
PIERCE STREET:					
OPERATING REVENUE:					
LEASE REVENUE	\$336,366	2.9%	\$326,845	-3.2%	\$337,592
TRANSIENT REVENUE	451,902	20.4%	375,463	22.5%	306,615
MISCELLANEOUS	8,616	-11.1%	9,690	-8.6%	10,598
TOTAL OPERATING REVENUE	796,884	11.9%	711,998	8.7%	654,805
OPERATING EXPENSE:					
SALARIES AND FRINGE BENEFITS	204,499	9.4%	186,891	-22.8%	242,062
SUPPLIES AND OTHER OPERATING EXPENSE	86,835	11.0%	78,208	6.0%	73,803
UTILITIES	22,056	-10.4%	24,610	-14.0%	28,625
MAINTENANCE	33,737	-14.5%	39,472	152.7%	15,618
DEPRECIATION	197,844	36.9%	144,561	-46.8%	271,835
ALLOCATION OF GENERAL EXPENSE	34,067	1.1%	33,697	-12.5%	38,503
TOTAL OPERATING EXPENSE	(579,038)	14.1%	(507,439)	-24.3%	(670,446)
OPERATING INCOME	217,846	6.5%	204,559	-1407.8%	(15,641)
NONOPERATING REVENUE (EXPENSE):					
INTEREST EARNED	6,546	-17.9%	7,971	-815.5%	(1,114)
OTHER	0	0.0%	0	0.0%	0
TOTAL NONOPERATING REVENUE (EXPENSE)	6,546	-17.9%	7,971	-815.5%	(1,114)
OPERATING TRANSFERS IN (OUT)	0	0.0%	0	0.0%	0
NET INCOME (LOSS)	\$224,392	5.6%	\$212,530	-2223.4%	(\$16,755)

CITY OF BIRMINGHAM, MICHIGAN
STATEMENT OF REVENUES AND EXPENSES
PEABODY STREET STRUCTURE
FOR THE PERIOD ENDING JUNE 30, 2015

DESCRIPTION	FY 2014-2015	%	FY 2013-2014	%	FY 2012-2013
PEABODY STRUCTURE:					
OPERATING REVENUE:					
LEASE REVENUE	\$252,968	13.4%	\$223,083	1.8%	\$219,068
TRANSIENT REVENUE	236,070	6.9%	220,753	8.7%	203,135
MISCELLANEOUS	4,170	-28.8%	5,853	-19.7%	7,286
TOTAL OPERATING REVENUE	493,208	9.7%	449,689	4.7%	429,489
OPERATING EXPENSE:					
SALARIES AND FRINGE BENEFITS	206,983	17.5%	176,167	-1.9%	179,635
SUPPLIES & OTHER OPERATING EXPENSE	79,365	43.7%	55,213	-19.2%	68,334
UTILITIES	41,371	0.5%	41,149	-9.0%	45,219
MAINTENANCE	28,750	-22.7%	37,213	185.8%	13,023
DEPRECIATION	32,919	-220.8%	(27,240)	-121.6%	126,137
ALLOCATION OF GENERAL EXPENSE	22,096	1.1%	21,856	-12.5%	24,973
TOTAL OPERATING EXPENSE	(411,484)	35.2%	(304,358)	-33.4%	(457,322)
OPERATING INCOME	81,724	-43.8%	145,331	-622.2%	(27,833)
NONOPERATING REVENUE (EXPENSE):					
INTEREST EARNED	4,246	-17.9%	5,170	-815.1%	(723)
OTHER	0	0.0%	0	0.0%	0
TOTAL NONOPERATING REVENUE (EXPENSE)	4,246	-17.9%	5,170	-815.1%	(723)
OPERATING TRANSFERS IN (OUT)	0	0.0%	0	0.0%	0
NET INCOME (LOSS)	\$85,970	-42.9%	\$150,501	-627.0%	(\$28,556)

CITY OF BIRMINGHAM, MICHIGAN
STATEMENT OF REVENUES AND EXPENSES
PARK STREET STRUCTURE
FOR THE PERIOD ENDING JUNE 30, 2015

DESCRIPTION	FY 2014-2015	%	FY 2013-2014	%	FY 2012-2013
PARK STREET STRUCTURE:					
OPERATING REVENUE:					
LEASE REVENUE	\$445,910	25.1%	\$356,364	2.4%	\$348,120
TRANSIENT REVENUE	189,289	-19.7%	235,867	-23.1%	306,887
MISCELLANEOUS	10,388	-15.2%	12,255	-25.4%	16,429
TOTAL OPERATING REVENUE	645,587	6.8%	604,486	-10.0%	671,436
OPERATING EXPENSE:					
SALARIES AND FRINGE BENEFITS	222,660	1.9%	218,405	-23.6%	285,765
SUPPLIES AND OTHER OPERATING EXPENSE	79,913	15.6%	69,116	-7.8%	74,943
UTILITIES	45,687	-11.1%	51,391	-3.8%	53,427
MAINTENANCE	35,338	-24.9%	47,031	93.5%	24,309
DEPRECIATION	163,351	87.4%	87,190	-59.8%	216,994
ALLOCATION OF GENERAL EXPENSE	38,940	1.1%	38,517	-12.5%	44,011
TOTAL OPERATING EXPENSE	(585,889)	14.5%	(511,650)	-26.8%	(699,449)
OPERATING INCOME	59,698	-35.7%	92,836	-431.4%	(28,013)
NONOPERATING REVENUE (EXPENSE):					
INTEREST EARNED	7,482	-17.9%	9,111	-814.6%	(1,275)
INTEREST EXPENSE	0	0.0%	0	0.0%	0
OTHER	0	0.0%	0	0.0%	0
TOTAL NONOPERATING REVENUE (EXPENSE)	7,482	-17.9%	9,111	-814.6%	(1,275)
OPERATING TRANSFERS IN (OUT)	0	0.0%	0	0.0%	0
NET INCOME (LOSS)	\$67,180	-34.1%	\$101,947	-448.1%	(\$29,288)

CITY OF BIRMINGHAM, MICHIGAN
STATEMENT OF REVENUES AND EXPENSES
CHESTER STREET STRUCTURE
FOR THE PERIOD ENDING JUNE 30, 2015

DESCRIPTION	FY 2014-2015	%	FY 2013-2014	%	FY 2012-2013
CHESTER STREET STRUCTURE:					
OPERATING REVENUE:					
LEASE REVENUE	\$457,621	25.5%	\$364,611	12.2%	\$325,102
TRANSIENT REVENUE	118,236	21.8%	97,042	4.2%	93,155
MISCELLANEOUS	13,400	-19.4%	16,635	0.8%	16,502
TOTAL OPERATING REVENUE	589,257	23.2%	478,288	10.0%	434,759
OPERATING EXPENSE:					
SALARIES AND FRINGE BENEFITS	304,750	2.6%	296,921	58.2%	187,629
SUPPLIES AND OTHER OPERATING EXPENSE	105,343	25.5%	83,946	8.4%	77,476
UTILITIES	70,792	-12.2%	80,620	-9.5%	89,125
MAINTENANCE	26,131	-34.8%	40,097	195.6%	13,565
DEPRECIATION	318,901	3.9%	306,834	-7.0%	329,864
ALLOCATION OF GENERAL EXPENSE	42,584	1.1%	42,121	-12.5%	48,128
TOTAL OPERATING EXPENSE	(868,501)	2.1%	(850,539)	14.0%	(745,786)
OPERATING INCOME	(279,244)	-25.0%	(372,251)	19.7%	(311,027)
NONOPERATING REVENUE (EXPENSE):					
INTEREST EARNED	8,182	-17.9%	9,964	-815.3%	(1,393)
OTHER	0	0.0%	0	0.0%	0
TOTAL NONOPERATING REVENUE (EXPENSE)	8,182	-17.9%	9,964	-815.3%	(1,393)
OPERATING TRANSFERS IN (OUT)	0	0.0%	0	0.0%	0
NET INCOME (LOSS)	(\$271,062)	-25.2%	(\$362,287)	16.0%	(\$312,420)

CITY OF BIRMINGHAM, MICHIGAN
STATEMENT OF REVENUES AND EXPENSES
NORTH WOODWARD STREET STRUCTURE
FOR THE PERIOD ENDING JUNE 30, 2015

DESCRIPTION	FY 2014-2015	%	FY 2013-2014	%	FY 2012-2013
NORTH WOODWARD STRUCTURE:					
OPERATING REVENUE:					
LEASE REVENUE	\$453,610	3.1%	\$439,799	2.1%	\$430,707
TRANSIENT REVENUE	220,587	46.0%	151,105	-0.2%	151,340
MISCELLANEOUS	7,881	-30.0%	11,263	-36.9%	17,858
TOTAL OPERATING REVENUE	682,078	13.3%	602,167	0.4%	599,905
OPERATING EXPENSE:					
SALARIES AND FRINGE BENEFITS	230,244	14.0%	202,048	-18.5%	247,992
SUPPLIES AND OTHER OPERATING EXPENSE	73,141	27.1%	57,557	-25.7%	77,486
UTILITIES	29,845	-3.8%	31,036	-1.4%	31,484
MAINTENANCE	20,257	-8.1%	22,036	151.7%	8,754
DEPRECIATION	94,950	155.8%	37,112	-78.1%	169,594
ALLOCATION OF GENERAL EXPENSE	36,433	1.1%	36,037	-12.5%	41,176
TOTAL OPERATING EXPENSE	(484,870)	25.7%	(385,826)	-33.1%	(576,486)
OPERATING INCOME	197,208	-8.8%	216,341	823.8%	23,419
NONOPERATING REVENUE (EXPENSE):					
INTEREST EARNED	7,000	-17.9%	8,524	-815.1%	(1,192)
OTHER	0	0.0%	0	0.0%	0
TOTAL NONOPERATING REVENUE (EXPENSE)	7,000	-17.9%	8,524	-815.1%	(1,192)
OPERATING TRANSFERS IN (OUT)	0	0.0%	0	0.0%	0
NET INCOME (LOSS)	\$204,208	-9.2%	\$224,865	911.7%	\$22,227

CITY OF BIRMINGHAM, MICHIGAN
STATEMENT OF REVENUES AND EXPENSES
SURFACE LOTS
FOR THE PERIOD ENDING JUNE 30, 2015

DESCRIPTION	FY 2014-2015	%	FY 2013-2014	%	FY 2012-2013
SURFACE LOTS:					
LEASE REVENUE	\$121,849	14.6%	\$106,341	0.3%	\$106,027
OPERATING REVENUE	115,508	-0.7%	116,299	-5.2%	122,689
MISCELLANEOUS	-	-100.0%	(1)	-100%	918
TOTAL OPERATING REVENUE	237,357	6.6%	222,639	-3.0%	229,634
OPERATING EXPENSE:					
SALARIES AND FRINGE BENEFITS	126,911	0.8%	125,867	10.5%	113,902
SUPPLIES AND OTHER OPERATING EXPENSE	21,368	-23.6%	27,975	28.4%	21,790
UTILITIES	3,336	0.0%	3,336	0.0%	3,336
DEPRECIATION	27,160	0.0%	27,160	0.0%	27,160
ALLOCATION OF GENERAL EXPENSE	16,324	1.1%	16,146	-12.7%	18,504
TOTAL OPERATING EXPENSE	(195,099)	-2.7%	(200,484)	8.6%	(184,691)
OPERATING INCOME	42,258	90.7%	22,155	-50.7%	44,943
NONOPERATING REVENUE (EXPENSE):					
INTEREST EARNED	3,136	-17.9%	3,819	-815.2%	(534)
OTHER	0	0.0%	0	0.0%	0
TOTAL NONOPERATING REVENUE (EXPENSE)	3,136	-17.9%	3,819	-815.2%	(534)
OPERATING TRANSFERS IN (OUT)	0	0.0%	0	0.0%	0
NET INCOME (LOSS)	\$45,394	74.8%	\$25,974	-41.5%	\$44,409

CITY OF BIRMINGHAM, MICHIGAN
STATEMENT OF REVENUES AND EXPENSES
STREET METERS
FOR THE PERIOD ENDING JUNE 30, 2015

DESCRIPTION	FY 2014-2015	%	FY 2013-2014	%	FY 2012-2013
STREET METERS					
OPERATING REVENUE	\$1,294,165	3.2%	\$1,254,545	3.4%	\$1,213,078
MISCELLANEOUS	-	-100.0%	(2)	-100.1%	2,289
TOTAL OPERATING REVENUE	1,294,165	3.2%	1,254,543	3.2%	1,215,367
OPERATING EXPENSE:					
SALARIES AND FRINGE BENEFITS	57,204	11.0%	51,548	9.6%	47,024
SUPPLIES AND OTHER OPERATING EXPENSE	29,687	-8.0%	32,270	40.0%	23,051
ALLOCATION OF GENERAL EXPENSE	40,691	1.1%	40,249	-12.5%	45,989
TOTAL OPERATING EXPENSE	(127,582)	2.8%	(124,067)	6.9%	(116,064)
OPERATING INCOME	1,166,583	3.2%	1,130,476	2.8%	1,099,303
NONOPERATING REVENUE (EXPENSE):					
INTEREST EARNED	7,818	-17.9%	9,521	-815.3%	(1,331)
OTHER	0	0.0%	0	0.0%	22,439
TOTAL NONOPERATING REVENUE (EXPENSE)	7,818	-17.9%	9,521	-54.9%	21,108
OPERATING TRANSFERS IN (OUT)	0	0.0%	0	0.0%	0
NET INCOME (LOSS)	\$1,174,401	3.0%	\$1,139,997	1.7%	\$1,120,411

||:

TOTAL OPERATING REVENUE	4,738,537	4,323,810	4,235,396
TOTAL OPERATING EXPENSE	(3,252,463)	(2,884,363)	(3,450,244)
OPERATING INCOME	1,486,073	1,439,447	785,151
TOTAL NONOPERATING REVENUE (EXPENSE)	44,410	54,080	14,877
OPERATING TRANSFERS IN (OUT)	-	-	-
NET INCOME (LOSS)	1,530,483	1,493,527	800,028
NET INCOME	\$1,530,483	\$1,493,527	\$800,028



MEMORANDUM

Engineering Dept.

DATE: March 2, 2016
TO: Advisory Parking Committee
FROM: Paul T. O'Meara, City Engineer
SUBJECT: Parking System Rates

PROBLEM

The Birmingham parking structures has long been operated with the premise that spaces need to be made available in each parking structure at all times for customer (shopper) traffic. While customers would generally prefer to park at a street meter, once these become full, it is imperative that the nearest parking structure be open and ready to serve them. In the past, this was easy to achieve simply by limiting the number of monthly parking permits sold in each structure, based on the supply and demand.

With the large increase in office occupancy seen since 2013, demand on the parking structures is greater than can be accommodated. Monthly permits are sold out in all five structures, with the shortest current wait time being about a year at Chester St. (People have been known to wait over three years to get into Peabody St.) Since there are many more employees than available monthly permits, a large number of employees elect to park in the parking structure all day, and pay the daily rate. (Many of the larger employers are covering this cost, and paying the parking system through validations.)

As you know, through the efforts of the Manager's office, off site parking options have been made available at three local churches. A promotional sheet was put together (discussed last month, and attached again to this report) encouraging large employers to take advantage of this option. During talks with these employers, it has become evident that it is important that they keep their staff happy. As a result, parking off site is not considered an attractive option, particularly if it is almost or as costly as just parking in the structure.

A new large influx of employees started working in downtown Birmingham in late January. The impact this has made can be demonstrated on the attached "Garage Full" lists. We are now in a position where all five parking structures are often filling for a period of time during the middle of the day (peak time). Considering that this is historically the lowest demand time of year, and considering all five parking structures are fully open (without construction underway), we have a situation that must be remedied. It is important to the overall dynamics of the downtown to have a healthy retail/restaurant sector in place. If the customers of these establishments come to town and cannot find a parking place, it will begin impacting their bottom line.

SOLUTION

In order to keep the parking structures open and accessible to customers, the number of employee vehicles within need to be reduced. The following options are offered for your consideration (presented in order of expected impact):

1. **Increase the Parking Structure Daily Rate**
2. **Increase the Parking Structure Monthly Permit Rate**
3. **Reduce the Cost of Parking Vehicles Outside Downtown**
4. **Reduce the Authorized Number of Monthly Parking Permits**

More detail of each option is provided below:

1. Increase the Parking Structure Daily Rate

The last system-wide change to the daily rates in the parking structures came in 1996 (almost twenty years ago) with the implementation of the “First Two Hours Free” campaign. Given its longevity, it can be considered a major success. The rate structure remains unchanged in four of the five structures. About ten years ago, the rate was modified at the Pierce St. Structure, when demand in that area was resulting in a large number of daily rate employees. In an effort to move these people into the other, less desirable structures, the daily rate was increased, and it remains that way today. Below are the rates currently in place:

Time	Standard Daily Rate	Pierce St. Rate ¹
Less than 2 hours	Free	Free
Less than 3 hours	\$1	\$1
Less than 4 hours	\$2	\$2
Less than 5 hours	\$3	\$3
Less than 6 hours	\$4	\$4
Less than 7 hours	\$5	\$5
Less than 8 hours	\$5	\$7.50
More than 8 hours	\$5	\$10

The recent increase in demand can largely be traced to large employers bringing in all day employees. These employers are typically paying the cost of parking for their employees, in the form of validation charges. The Pierce St. modified rate structure has three benefits:

1. The change in rates does not impact the customer or short term visitor.
2. The change in rates results in a large increase to those who stay all day. The increase can be significant particularly if an employer is covering the costs for many employees.
3. The additional revenue can be saved for future parking space construction, as well as the cost of the initiative noted below.

¹ The maximum rate drops back to \$5 for those that leave after 10 PM. This provision was implemented to help late evening employees since parking demand is much lower at that time of night.

It is recommended that the Pierce St. rate structure be extended to the other four parking structures, so that employees are given a stronger financial incentive to look to alternate means of parking.

Given current (as of the last few weeks) usage patterns, it is estimated that approximately \$500,000 additional annual revenue would result from this change. (If the reaction to the rate increase results in substantial behavior changes, this number would go down.)

The only costs for implementation would be to update the rate signs posted at each vehicle entrance in the four other structures, as well as reprogramming the traffic control system equipment. Total costs are estimated to be about \$1,000.

2. Increase the Parking Structure Monthly Permit Rate

The following rate structure lists what the rates have been over the past three years, as well as a suggested increase to be implemented on July 1. The rate changes in the recent past have been predicated on the fact that:

1. Monthly permits represent a commodity that is in high demand and under priced.
2. Revenues in excess of expenditures can be saved in the Parking System Fund and used later toward the cost of constructing new parking spaces.

Historically, the south side of downtown was in highest demand for permits, and the rate structure reflects that. However, demand is now strong everywhere. Even Chester St. Structure is filling at least once, if not more, each week. With this in mind, increases are recommended more toward equalizing costs between the different facilities, with the exception of the following:

Chester St. – While the Chester St. Structure is now filling routinely, it is still recognized that for a lot of employees, this is not the facility of their choice. Many people parking here must walk further to their destination than they would if they could park closer. For that reason, staff recommends that the price at Chester, while increasing, should remain below the others.

Lot 6 Economy Permit – All of the Lot 6 area is now in high demand during the peak hour. However, we think an incentive for those willing to park in the least desirable parking metered spaces is appropriate.

South Side Permit (Ann St. & S. Old Woodward Ave.) – Sales of permits in this area remains below demand. Particularly at the S. Old Woodward Ave. location, sales are very low. Staff feels that having this option available for those that are sensitive to cost is a good thing. No increases are suggested here.

Parking Facility	Prior to 8-1-14	Effective 8-1-14	Effective 7-1-15	Proposed 7-1-16
Pierce St.	\$55	\$60	\$65	\$70
Park St.	\$45	\$50	\$60	\$70
Peabody St.	\$45	\$55	\$65	\$70
N. Old Woodward Ave.	\$45	\$50	\$55	\$70 ²
Chester St.	\$30	\$40	\$45	\$50
Lot 6 – Regular Permit	\$50	\$55	\$65	\$70
Lot 6 – Economy Permit	\$30	\$35	\$45	\$50
South Side Permit (Ann St.)	\$40	\$40	\$50	\$50
South Side Permit (S. Old Woodward Ave.)	\$40	\$40	\$25	\$25

The increase in revenues over the course of the fiscal year, should these rates be implemented, is estimated at almost \$400,000 per year. The cost of implementation will be a small amount of programming changes.

3. Reduce the Cost of Parking Vehicles Outside Downtown

Tentative agreements have been made with three churches within or adjacent to Birmingham:

1. First United Methodist Church (1669 W. Maple Rd.)
2. Ascension of Christ Lutheran Church (16935 W. 14 Mile Rd., Beverly Hills)
3. Our Shepherd Lutheran Church (2225 E. 14 Mile Rd.)

All three have offered similar opportunities. For discussion purposes, the first one will be used as an example. If desired, an employer could begin renting 50 of these spaces through the City at the cost of \$10,000 per year (\$833.33 per month, which translates to a cost of \$16.67 per vehicle per month). The rental fee has been considered a “pass through” cost wherein the City would charge the same amount for the rental fee, since the City has to pay rent to the landowner. The employer must also sustain the transportation costs inherent in this off site program, be it via carpooling, shuttle, or valet.

Staff is suggesting that it is important for these off site spaces to be used. Doing so will benefit customers having access to the parking spaces these vehicles would be using downtown, which helps the viability of the businesses they are patronizing. In order to incentivize the use of these spaces, it is recommended that the Parking System be responsible for this rental cost. Then the employers' only cost would be the transportation costs (carpool, shuttle, or valet). Given the current availability of these spaces, the cost to the City will be less than \$30,000 annually. Given the current revenues of the Parking System, we feel that this cost can be easily sustained.

² In previous rate increases, no change greater than \$10 per month has been implemented. A change of \$15 this one time is recommended at the N. Old Woodward Ave. Structure, given the large jump in demand that has been seen there, and to equalize it to the other three prime parking locations.

4. Reduce the Authorized Number of Monthly Parking Permits

Each parking structure has an authorized number of monthly permits that may be sold. The number is based on past experience, keeping the number as high as practical, but low enough that the parking structure does not fill to capacity except during extreme demand periods that should only happen a small number of times per year.

Based on the attached "Garage Full" list, the recent change in demand in the area of the N. Old Woodward Ave. and Park St. Structures has resulted in these facilities filling almost five times per week during the peak hour.

As can be seen on the attached monthly demand summary, some of the parking structures are authorized to sell more monthly permits than there are spaces within. These numbers worked in the past because only about 60% of the monthly permit holders are actually present at one time during the peak hour. This, coupled with relatively low daily demand, allowed the oversell factor to work. While the oversell at Park St. is minimal (less than 1%), it is significant at N. Old Woodward Ave. (21%). Perhaps not coincidentally, the Park St. Parking Structure is not filling quite as often as N. Old Woodward Ave. The amount of reduction recommended is less at Park St., accordingly. The suggested changes are shown below:

Parking Structure	Current Authorized Permits	Recommended Auth. Permits
Park St.	815	750
N. Old Woodward Ave.	900	800

Lowering the number of permits sold has historically been voluntary, through attrition. Turnover for monthly permits is relatively low, given their current demand and value. Recent experience has shown that lowering the authorized number of permits in this environment will not result in much change. It may take two to three years to accomplish. However, given the current environment, it is not appropriate to be filling the structure with too many permits. Converting future permit sales to daily traffic will then encourage more vehicles to participate in the off-site parking options.

A suggested recommendation encompassing all four parts of this package is provided below:

SUGGESTED RECOMMENDATION:

The Advisory Parking Committee recommends that the City Commission approve the following changes in order to encourage the use of the off-site parking spaces currently available at three local churches:

1. Effective July 1, 2016, to change the daily parking rate at the Park St., Peabody St., N. Old Woodward Ave., and Chester St. Structures to match the rate currently in effect at the Pierce St. Parking Structure, wherein parking will be charged as follows:

Time	Pierce St. Rate
Less than 2 hours	Free
Less than 3 hours	\$1
Less than 4 hours	\$2
Less than 5 hours	\$3
Less than 6 hours	\$4
Less than 7 hours	\$5
Less than 8 hours	\$7.50
More than 8 hours	\$10

The above applies to charges applied prior to 10 PM every evening. Charges after 10 PM would have a maximum value of \$5.

- Effective July 1, 2016, to increase the monthly parking permit rate at the majority of the parking facilities, as follows:

Parking Facility	Effective 7-1-15	Proposed 7-1-16
Pierce St.	\$65	\$70
Park St.	\$60	\$70
Peabody St.	\$65	\$70
N. Old Woodward Ave.	\$55	\$70
Chester St.	\$45	\$50
Lot 6 – Regular Permit	\$65	\$70
Lot 6 – Economy Permit	\$45	\$50
South Side Permit (Ann St.)	\$50	\$50
South Side Permit (S. Old Woodward Ave.)	\$25	\$25

- To offer off-site parking to employers within the Central Business District at no cost to the employer, provided the employer finances the cost of transportation through their selected means, such as carpooling, shuttle, or valet, and as documented by separate agreement, with a maximum total value (for all employers) of \$30,000 per year.
- To lower the authorized number of monthly permits at the following parking structures, as follows:

Parking Structure	Current Authorized Permits	Recommended Auth. Permits
Park St.	815	750
N. Old Woodward Ave.	900	800

APPENDIX A

PRIVATE PARKING RATES IN BIRMINGHAM

As you know, the City owns and operates the majority of parking spaces available for public use in the downtown area. There are only two private lots within the Central Business District that offer off-street parking to the general public. Here are their current rates, for your information:

Central Park Properties Parking Lot (Peabody St., south of Maple Rd.)

\$1.50 every 30 minutes until 4 PM, with a maximum daily rate of \$29

After 4 PM, a flat of \$5 is charged, which is added to the daily rate cost if you entered before 4 PM.

555 Building, 555 S. Old Woodward Ave.

\$1.50 every 30 minutes, with a maximum all day rate of \$9

February

Garage	Time	How long	Date	- Physical Count
Woodward	1015a	5hrs	2/1/2016	0
Park	11a	4hrs	2/1/2016	25
Peabody	12	2hrs	2/1/2016	30
Pierce	12	2hrs	2/1/2016	60
Chester	12	2hrs	2/1/2016	54
Woodward	11a	4hrs	2/2/2016	8
Park	12	4hrs	2/2/2016	15
Peabody	12	2hrs	2/2/2016	20
Pierce	1p	1hr	2/2/2016	30
Woodward	11	4hrs	2/3/2016	20
Park	11	3hrs	2/3/2016	15
Pierce	12	2hrs	2/3/2016	50
Peabody	12	2hrs	2/3/2016	22
Chester	12	2hrs	2/3/2016	35
Park	1015a	4hrs	2/4/2016	15
Woodward	11a	4hrs	2/4/2016	12
Pierce	1230p	1hr	2/4/2016	54
Peabody	1p	1hr	2/4/2016	15
Chester	1p	1hr	2/4/2016	22
Park	1030a	4hrs	2/5/2016	5
Woodward	11a	4hrs	2/5/2016	35
Pierce	1145a	2hrs	2/5/2016	64
Peabody	12	1.5hrs	2/5/2016	43
Park	945a	4hrs	2/8/2016	0
Woodward	11a	3hrs	2/8/2016	54
Pierce	12p	1hr	2/8/2016	78
Peabody	1230p	1hr	2/8/2016	25
Park	955a	4hrs	2/9/2016	0
Woodward	1035a	3hrs	2/9/2016	11
Pierce	12p	1hr	2/9/2016	89
Peabody	12p	1hr	2/9/2016	45
				We stopped this daily as more spaces seemed to be open. We do spot check weekly
Park	1030a	3hrs	2/10/2016	
Woodward	11a	3hrs	2/10/2016	

[illegible]



MEMORANDUM

Engineering Dept.

DATE: January 14, 2016
TO: Advisory Parking Committee
FROM: Paul T. O'Meara, City Engineer
SUBJECT: Off Site Parking Options

As you know, monthly parking permit demand has grown significantly beyond what the parking system can support, resulting in a large waiting list at all five parking structures. Attached under another agenda item in this package are the most recent materials from the Ad Hoc Parking Development Committee's most recent meeting. (A verbal update of that meeting will be provided at the meeting.) The Development Committee represents the long term solution to this issue.

To provide a more immediate response, last May the Advisory Parking Committee was updated on initiatives the City Manager's office was pursuing, including possibly renting existing church parking lots for alternative parking areas. At that time, a program of carpooling was suggested as a means to get four employees to group together, parking three cars at the remote lot, and one at the Chester St. Structure. While no one has used the carpooling option to date, it is still considered a viable option. In the past several months, two other options have surfaced as possible ways to address this problem:

Shuttle – After reviewing the feasibility with a private company, it is possible that a large employer could hire a company to provide a shuttle from a remote parking lot to the specific downtown office of the company paying for the service. It is possible that more than one company could work together to make this more affordable.

Valet – The City also reviewed the feasibility of a private company being hired by a large employer to run a valet service. The valet would have more staff at the beginning and end of the day, and take individual cars from the employer's office to the remote parking lot.

The attached flyer has been prepared, and will now be available in the SP+ Parking office. If staff gets questions or comments about the lack of parking from large employers, they will have this sheet available to hand out to those that may be interested in other options. The options are arranged from the lowest cost (carpooling) to the highest (valet). The cost structure for carpooling would be completely between the employer and the City. The City's costs that would need to be covered would include the church parking lot rental (negotiated at \$10,000 per year per lot, ranging in size from 45 to 70 cars), and the cost of one monthly permit (for the benefit of four employees). For example, if 50 vehicles are involved, the rental fee for the lot would be covered at a cost of \$17 per month per vehicle, and the cost of one parking permit at Chester St. would be \$45 (for each group of 4 employees).

For the shuttle and valet operations, again using the 50 vehicles scenario, a cost of \$17 per month per vehicle would apply (to the City). A separate payment from the employer to the service company would then also apply for the service, at whatever rate the employer can negotiate.

While the feasibility of these programs may have seemed low in the past, as demand for parking continues to rise, we expect these programs to look more attractive. The current option of parking in a parking structure and paying \$5 per day can be brought down with these options, and hopefully will become more attractive. As employee demand makes the parking structures busier, the demand can also have negative consequences on customer parking as well. We will work to encourage these programs actually being used, in an effort to keep the parking structures open and available for shopper and customer traffic.

Birmingham Parking System Offers Additional Parking Opportunities

The City of Birmingham has the opportunity to offer approximately 200 parking spaces at off-site facilities in and around the City to companies on the waiting list for monthly parking permits willing to explore creative solutions. Any of these solutions will enable your staff to avoid the daily parking rate, and will offer a reduced monthly permit cost.

While the City is conducting its due diligence in examining long-term parking facility improvements, these interim opportunities are being offered to expand current parking capacity and address current demands. Three sites have agreed to participate, including the First United Methodist Church at 1589 W. Maple Road, Our Shepherd Lutheran Church at 2225 E. 14 Mile Road, and Ascension of Christ Lutheran Church at 16935 W. 14 Mile Road in Beverly Hills. The opportunity to utilize these spaces can be accomplished in three alternative forms.



Carpooling –

A parking lot would be made available for employee carpooling, and monthly parking permits in the Chester St. Structure would be issued to a select number of companies that choose to participate.

Parking Shuttle –

An exclusive shuttle service would be provided to transport employees from one of the parking facilities to the door of the business and return them at the end of the day.

Valet Parking –

A valet station would be set up at a business location to transport employee vehicles to a surface lot for parking and return their cars at the end of the day.

Given the logistics of administering off-site parking, arrangements must be made with businesses with groups of 20 or more employees. Additional solutions may be considered for these spaces that meet the objectives of the interim program.

Cost: Monthly parking permits issued under this arrangement would be issued at a reduced rate from the current permit fees. Individual rates would be determined by the alternative selected.

Questions: For additional information on any of these alternatives, please contact our parking agency to discuss these alternatives at Spplusbirmingham@spplus.com or call 248-540-9690.



MEMORANDUM

Engineering Dept.

DATE: March 11, 2016
TO: Advisory Parking Committee
FROM: Paul T. O'Meara, City Engineer
SUBJECT: Ad Hoc Rail District Committee

Parking issues have become prevalent in some parts of what is now known as the "Rail District" (the commercial section of the City between S. Eton Rd. and the railroad tracks). In February, 2015, the City Commission considered parking demand issues on S. Eton Rd. in the area of the popular Griffin Claw Brewery. The issue was forwarded to the Multi-Modal Transportation Board (MMTB) for study. After several months of study, the City Commission considered the Board's S. Eton Rd. recommendations at their meeting of November 23, 2015. After hearing comment from the public, they were not ready to approve the package as presented. They felt that the parking issue not just for S. Eton Rd., but for the Rail District in general, was one that needed further study. With that in mind, staff was asked to create a recommended structure for a committee that would study this issue. As a result, the attached memo was prepared by Ms. Ecker.

The City Commission endorsed the recommended structure. In order to obtain expertise from various stakeholders, it is suggested that the new committee have a member from the Advisory Parking Committee (APC). It is requested that a volunteer from the APC be named to bring expertise in urban parking matters to this committee.

Meeting times have not yet been determined. As is usually done, once a majority of the members have been selected, schedules will be compared, and a mutually agreeable time to meet (generally once per month) will be decided.

SUGGESTED RESOLUTION:

The Advisory Parking Committee recommends that _____ be named as the Advisory Parking Committee representative for the Ad Hoc Rail District Committee.



MEMORANDUM

Planning Division

DATE: January 6, 2016

TO: Joseph A. Valentine, City Manager

FROM: Jana L. Ecker, Planning Director

SUBJECT: Ad Hoc Rail District Review Committee

Earlier this year, the City Commission directed the Multi-Modal Transportation Board "(MMTB)" to study S. Eton to determine if there were ways to create more parking on the street to help address parking issues that had been raised in the area.

On November 23, 2015, staff presented the findings and recommendations of the MMTB with regards to the S. Eton corridor. The MMTB recommended that the on-street parallel parking configuration remain as is; sharrows be installed to encourage bicycle use; the addition of paint demarcated parking lanes to make the road feel narrow and reduce speeds; the improvement of sight distance at corners by providing all of the streets on the west side of S. Eton from Villa to Cole a larger vision clearance zone; and the improvement of pedestrian crossings by adding bump-outs at Villa, Bowers, and Cole. After much discussion, the City Commission directed staff to return with parameters to establish a committee for the purpose of studying an integrated approach for the S. Eton corridor and the Rail District. Specifically, the City Commission requested that a new committee be formed to study parking capacity in the Rail District, related zoning issues, shared parking, on-street parking options and work to incorporate the Multimodal Plan's concept for bike lanes on S. Eton.

Accordingly, please find attached a resolution for your review to establish an Ad Hoc Rail District Review Committee for the purpose of studying and recommending an integrated approach to address parking, planning and multi-modal considerations along the S. Eton corridor and Rail District. The committee as proposed would be made up of representatives from the Advisory Parking Committee, the Planning Board and the Multi-Modal Board, and include one business owner in the Rail District and three resident members of the adjacent neighborhoods, all of whom would serve a term through December 31, 2016.

Suggested Action:

To approve the attached resolution to establish an Ad Hoc Rail District Review Committee to provide a coordinated review of the Rail District while considering all of the elements and input needed to formalize an integrated approach to addressing parking, planning and multi-modal considerations within this mixed use district, including the S. Eton corridor.

Whereas, the City of Birmingham is desirous of studying the needs of the Rail District to develop an integrated approach to address parking capacity and demands while incorporating multi-modal and planning concepts in this district, and

Whereas, over time the City of Birmingham has studied individual elements of the Rail District, however, a review of these various elements is now desired in order to integrate parking, planning and multi-modal efforts under a single coordinated approach; and

Whereas, the Eton Road Corridor Plan contemplated a mixed use vision for this district, and

Whereas, the Multi-Modal Transportation Plan contemplated a multi-modal approach, including a bike lane and enhanced pedestrian crossings along S. Eton Road, and

Whereas, the City Commission wishes to establish an Ad Hoc Rail District Review Committee to provide a coordinated review of the Rail District while considering all of the elements and input needed to formalize an integrated approach to addressing parking, planning and multi-modal considerations within this mixed use district, including the S. Eton corridor.

Now Therefore Be It Resolved that an Ad Hoc Rail District Review Committee is hereby established to develop a recommended plan for addressing parking, planning and multi-modal issues in the Rail District and along S. Eton Road, while considering capacity needs and various plan concepts as follows:

1. The Committee will be Ad Hoc. The term of the Committee shall continue through December 31, 2016 and the Committee will cease functioning unless otherwise directed by the Commission.
2. The City Commission hereby appoints a seven (7) member Ad Hoc Committee to be comprised of the following members. Each respective board shall recommend an appointee for consideration by the City Commission.
 - a) One member from the Advisory Parking Committee
 - b) One member from the Planning Board
 - c) One member from the Multi-Modal Board
 - d) One business owner in the Rail District
 - e) Three resident members from the general public; one living in the neighborhood adjoining S. Eton between Maple and Lincoln; one living in the neighborhood adjoining S. Eton between Lincoln and 14 Mile Road; and one living in the neighborhood adjoining N. Eton between Maple and Derby.

The City Commission also hereby appoints the Planning Director as an ex officio member of the committee and the City Manager may designate respective city staff members to serve as ex officio members of the committee to assist in providing information and assistance as may be required.

3. The scope of the Committee shall be to develop a recommended plan on how to best proceed in addressing the current and future parking demands, along with

planning goals and multi-modal opportunities for this district in accordance with the following:

- a. Review the *Eton Road Corridor Plan*, *Multi-Modal Transportation Plan*, and previous findings of the Rail District Committee in order to identify and recommend how to best incorporate these elements into an integrated approach for this district.
 - b. Calculate the long-term parking demands for both the north and south ends of the Rail District, while considering on-street and off-street parking, shared parking arrangements, use requirements and other zoning regulations which impact parking.
 - c. Review planning and multi-modal objectives for the Rail District with the findings from the long-term parking calculations and develop recommendations to integrate planning and multi-modal elements with parking solutions. Recommendations should consider:
 - i. Considerations for on-street and off-street parking
 - ii. Road design initiatives
 - iii. Multi-modal uses
 - iii. Neighborhood input
 - iv. Existing plans and findings
 - d. Compile the committee's findings and recommendations into a single report to be presented to the City Commission by the end of the committee's term.
4. The Committee may request professional services as may be required in the analysis of parking considerations.
 5. The Committee is not authorized to expend funds or enter into agreements. All recommendations made by the committee shall be in the form of a report to the City Commission.
 6. All meetings of the committee shall be open to the public. Agenda and minutes for all meetings shall be prepared.

**City Commission Minutes
November 23, 2016**

**11-277-15 MULTI-MODAL TRANSPORTATION BOARD RECOMMENDATION
SOUTH ETON ROAD CORRIDOR FROM VILLA TO LINCOLN**

City Engineer O'Meara explained that the Commission had asked the Multi-Modal Transportation Board (MMTB) to look at the South Eton Road Corridor to determine if there were ways to create more parking on the street to help address parking issues. The MMTB recommended to leave the parking as is because there is no other layout that would create additional parking; install sharrows to encourage vehicles to understand that bikes may be in the area; use demarcated parking lanes which makes the road feel more narrow and reduce speeds; improve the sight distance by giving all the streets on the west side of Eton from Villa and Cole additional clearance zone; and improve the pedestrian crossings with bumpouts at Villa, Bowers, and Cole.

In response to a question from Mayor Hoff regarding bumpouts, City Manager Valentine clarified that the location of the bumpouts is being discussed, not the condition, scale and size by which they will be installed.

Mayor Pro Tem Nickita questioned if there had been calculations on the current parking configuration and what it would be with the additional yellow curb. Mr. O'Meara explained that it would be about four spaces lost.

Commissioner Sherman questioned the parking demand in the rail district – what it is currently and what it is as it is being developed. He expressed concern and suggested returning this item to staff or appoint a small committee to figure out the parking needs in the rail district before deciding what to do on the west side of Eton.

Commissioner Harris noted that the limited charge of the Multi-Modal Transportation Board is to implement the plan. He questioned whether the instruction exceeded that charge, how to address the issue and who is responsible for coming back with the data.

Larry Bertollini, 1275 Webster, commented on the importance of a bike loop as South Eton should be in the plan, however it is not the easiest street to maneuver. He noted that a parking count should be taken to determine a reasonable layout of cars.

Communications received from the following individuals expressing concern with the Multi-Modal Transportation Board recommendations regarding South Eton.

- Alice Thimm
- Larry Bertollini
- Jerry Yaldoo

Mayor Pro Tem Nickita suggested the Planning Department take the lead and have the Planning Board review this as there are capacity and development issues. He pointed that the Multi-Modal Transportation Plan includes the bike loop as it is part of implementing the plan.

The Commission discussed creating a committee to address this topic with a representative from the Multi-Modal Transportation Board, Advisory Parking Committee and Planning Board.

MOTION: Motion by Sherman, seconded by Nickita:

For staff to return with the makeup of a committee for the purpose of looking at parking capacity in the rail district, the zoning issues, the shared parking, on-street parking in district and incorporating the Multimodal concept of bike lanes in the area and how best to integrate it explicit to the rail district and to look at it as an integrated approach.

Cindy Chiara, 1622 South Eton, suggested a traffic study be done further south on Eton as the issues are trickling down the street to the Sheffield/Eton area.

VOTE: Yeas, 7

Nays, None

Absent, None

AD HOC PARKING DEVELOPMENT COMMITTEE
WEDNESDAY, FEBRUARY 24, 2016
8:00 A.M.
ROOM 205
151 MARTIN ST., BIRMINGHAM, MI

- A. Roll Call
- B. Introductions
- C. Review of Agenda
- D. Approval of Minutes, January 13, 2016
- E. Presentation from Saroki/Carl Walker Team
Selection of Preferred N. Old Woodward Ave. Site Scheme
- F. Committee Next Steps
- G. Articles of General Information
- H. Meeting Open for Matters Not on the Agenda
- I. Adjournment

Notice: Due to building security, public entrance during non-business hours is through the Police Department, Pierce St. Entrance only. Individuals with disabilities requiring assistance to enter the building should request aid via intercom system at the parking lot entrance gate on Henrietta St.

Persons with disabilities that may require assistance for effective participation in this public meeting should contact the City Clerk's Office at the number (248) 530-1880, or (248) 644-5115 (for the hearing impaired) at least one day before the meeting to request help in mobility, visual, hearing, or other assistance.

Las personas con incapacidad que requieren algún tipo de ayuda para la participación en esta sesión pública deben ponerse en contacto con la oficina del escribano de la ciudad en el número (248) 530-1800 o al (248) 644-5115 (para las personas con incapacidad auditiva) por lo menos un día antes de la reunión para solicitar ayuda a la movilidad, visual, auditiva, o de otras asistencias. (Title VI of the Civil Rights Act of 1964).

**CITY OF BIRMINGHAM
AD HOC PARKING DEVELOPMENT COMMITTEE
8:00 A.M., WEDNESDAY, JANUARY 13, 2016
Conference Room 205
151 Martin Street, Birmingham, Michigan**

Minutes of the meeting of the City of Birmingham Ad Hoc Parking Development Committee held January 13, 2016.

A. ROLL CALL

Present: Ad Hoc Committee Members:

Richard Astrein (PSD) – Arrived at 8:10 a.m.
Scott Clein (Planning Board) – Arrived at 8:10 a.m.
Rackeline Hoff (City Commissioner)
Terry Lang (Finance Representative)
Mark Nickita (City Commissioner)
Judy Paskiewicz (Advisory Parking Committee)

Absent: None

Administration: Joe Valentine, City Manager
Paul O'Meara, City Engineer
Austin Fletcher, Assistant City Engineer
Jana Ecker, Planning Director
Bruce Johnson, Building Official

Guests: Victor Saroki, Saroki Architecture
Jim Dimercurio, Saroki Architecture
Russell Randall, Carl Walker
Jay O'Dell, SP+
Bob Zeigelman

B. INTRODUCTIONS

Members and guests introduced themselves.

C. REVIEW AGENDA

There were no proposed modifications to the meeting agenda as presented.

D. APPROVAL OF MINUTES

Motion by Ms. Paskiewicz
Seconded by Mr. Nickita to approve the Minutes of the Regular Meeting of December 9, 2015 as presented

Motion carried, 4-0

E. PRESENTATION FROM SAROKI / CARL WALKER TEAM DISCUSSION

Mr. Saroki provided a brief summary of the previous meeting's presentation and discussion.

The Consultant Team presented the refined options (based on the Committee's comments from the previous meeting) for both the Pierce Parking Structure and the N. Old Woodward Parking Structure.

General discussion took place in regards to parking demands and requirements, proposed heights, underground parking, costs, development opportunities, open and public space, retail size and demand, and river access.

Ms. Paskiewicz commented that the open/public space component of the N. Old Woodward site is very important.

Mr. Valentine stated that the Committee/Consultant Team's goal is to strive to reach the required future parking demands (outlined in the RFP) as close as possible.

It was discussed that it would be difficult, due to logistics and costs, for the City to undertake both projects at once and that the options should be scaled down.

Ms. Hoff suggested concentrating their efforts on the N. Old Woodward site. The Committee agreed that replacing the N. Old Woodward structure should be the primary focus.

The Consultant Team was asked to refine the numbers (i.e. costs and parking spaces), further explore the feasibility of the retail component in the parking structure and provide massing models for the next meeting.

F. ARTICLES OF GENERAL INFORMATION

News articles(s) were provided to the Committee Members for information and general discussion

G. MEETING OPEN FOR MATTERS NOT ON THE AGENDA

None

H. ADJOURNMENT

No further business being evident, committee members motioned to adjourn at 10:05 a.m.

NEXT REGULARLY SCHEDULED MEETINGS

February 3, 2016

Sincerely,

Paul T. O'Meara,
City Engineer



MEMORANDUM

Engineering Dept.

DATE: February 18, 2016

TO: Ad Hoc Parking Development Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: N. Old Woodward Ave. Parking Structure Project
Final Plans and Cost Estimate from Saroki
Project Scheme Selection

Our contract with the Saroki design team specified three working meetings, followed at some point with a final presentation to the City Commission. The February 24 meeting will represent the third and final working meeting.

Attached for your information and review are refined plans of the various options, a spreadsheet of basic facts and costs for the various options, and massing diagrams. The following helps outline the basic differences of the various options, to assist the Committee on potentially selecting a favored scheme at this time. The discussion below assumes that the "Horizontal Expansion" option is not in consideration, and is provided in this package merely as a comparison.

1. Parking Structure Differences

a. N. Old Woodward Ave. Frontage –

Schemes 1 and 1A propose a five story 50 ft. deep mixed use building on the N. Old Woodward Ave. frontage. Benefits and concerns of this option include:

- i. The street face of the building will be improved on all five levels, with active windows and occupants within.
- ii. The sale of this land will provide greater revenue to the system (\$3.15 million vs. \$470,000 for a one level private frontage). However, these revenues are actually lost because a second basement level is required to help compensate for the loss of parking. (The difference in revenue gained, \$2.68 million, is coincidentally almost identical to the extra cost premium to build the second basement level. The resulting spaces (deep into the ground with less ventilation and light) will result in less desirable public parking spaces.)

b. Bates St. Frontage –

Schemes 1A and 2A propose a one story 20 ft. deep liner retail building on the majority of the Level 1 frontage of the parking structure. This is a unique building configuration that has not been offered in Birmingham. As a result, at the last

meeting, the question was raised whether such a space would be marketable. The Saroki team indicated that they would research this in further detail, which we understand they will be prepared to do at the meeting. Benefits and concerns of this option include:

- i. Assuming viable businesses can be found to lease (or purchase as a condo) these spaces, the Bates St. frontage will be activated. If the structure is built with a long frontage of parking spaces on Bates St., it will be a less active street, which could ultimately impact the revenues to be earned from the new private parcel to be sold on the northwest side of the street.
- ii. Providing the retail space on Level 1 results in the loss of 16 parking spaces. Scheme 2A can still be constructed with more than enough spaces to meet the goal set by the City. However, 1A, due to the spaces lost to the N. Old Woodward Ave. frontage building, can no longer meet the goal without building a long dead end section on Level 7, as shown on the drawings. Staff does not recommend proposing the building with a long dead end, due to the traffic circulation problems it would introduce. It also would make the building look somewhat incomplete from certain angles. If the dead end section is eliminated on Level 7, as shown on Scheme 1B, the parking structure no longer meets the numerical goal of new parking spaces suggested by the City.

2. Residential Building(s) Differences

Schemes 1 and 2 keep the land north of Bates St. dedicated to parkland to a minimum, allowing the construction of two five story residential buildings. Maximizing the land results in estimated revenues of \$6.1 million for this parcel alone. Schemes 1A and 2A provide a greater amount of space for parkland, resulting in a better public plaza area. The resulting private parcel is smaller, and better suited for just one private residential building. The value of this parcel is estimated at \$4.7 million. This translates to a \$1.4 million cost to the parking system benefitting the park system. Knowing that this plaza may be pivotal to the overall public approval rating of the project in general, it may be worth the cost.

SUMMARY

The following staff perspective is provided on the three selections:

1. **N. Old Woodward Ave. Frontage.** It is important that a retail street presence be provided on the N. Old Woodward Ave. frontage of this site. While a five story building has greater benefits in this regard than a one story use, the positive impact on the pedestrian frontage above the first floor is minimal. Providing this additional private square footage results in lost parking spaces with no financial gain (in fact a detriment when considering the undesirability of parking vehicles two levels below ground). Considering that this is first and foremost a parking system project, and since most of the benefits of a private building can be gained on Level 1, staff recommends that Schemes 2 or 2A be selected.

2. **Bates St. Frontage.** For the same reasons referenced in paragraph 1 above, and assuming the narrow 20 ft. deep spaces are marketable, a retail liner building on Bates St. is recommended. The loss of 16 parking spaces is not a major impact on the final outcome of the project. Further, if Scheme 2A is selected, the additional parking spaces goal is realized. Staff recommends Scheme 2A be selected.
3. **Bates St. Residential Property.** As noted above, the larger park plaza that results in Scheme 2A may become an important feature in improving the public's perception of this project. There is no impact on parking space count, but there is a cost to the parking system. Given the overall importance of the project in general, staff recommends Scheme 2A be selected.

If the Committee is ready to endorse a specific scheme, a suggested motion has been prepared below.

SUGGESTED MOTION:

If the appropriate funding mechanisms are identified, the Ad Hoc Parking Development Committee endorses the demolition and reconstruction of the N. Old Woodward Ave. Parking Structure, using the Saroki design team's Scheme ____ as the conceptual plan to be followed.

DOWNTOWN PARKING SYSTEM EXPANSION PROJECT

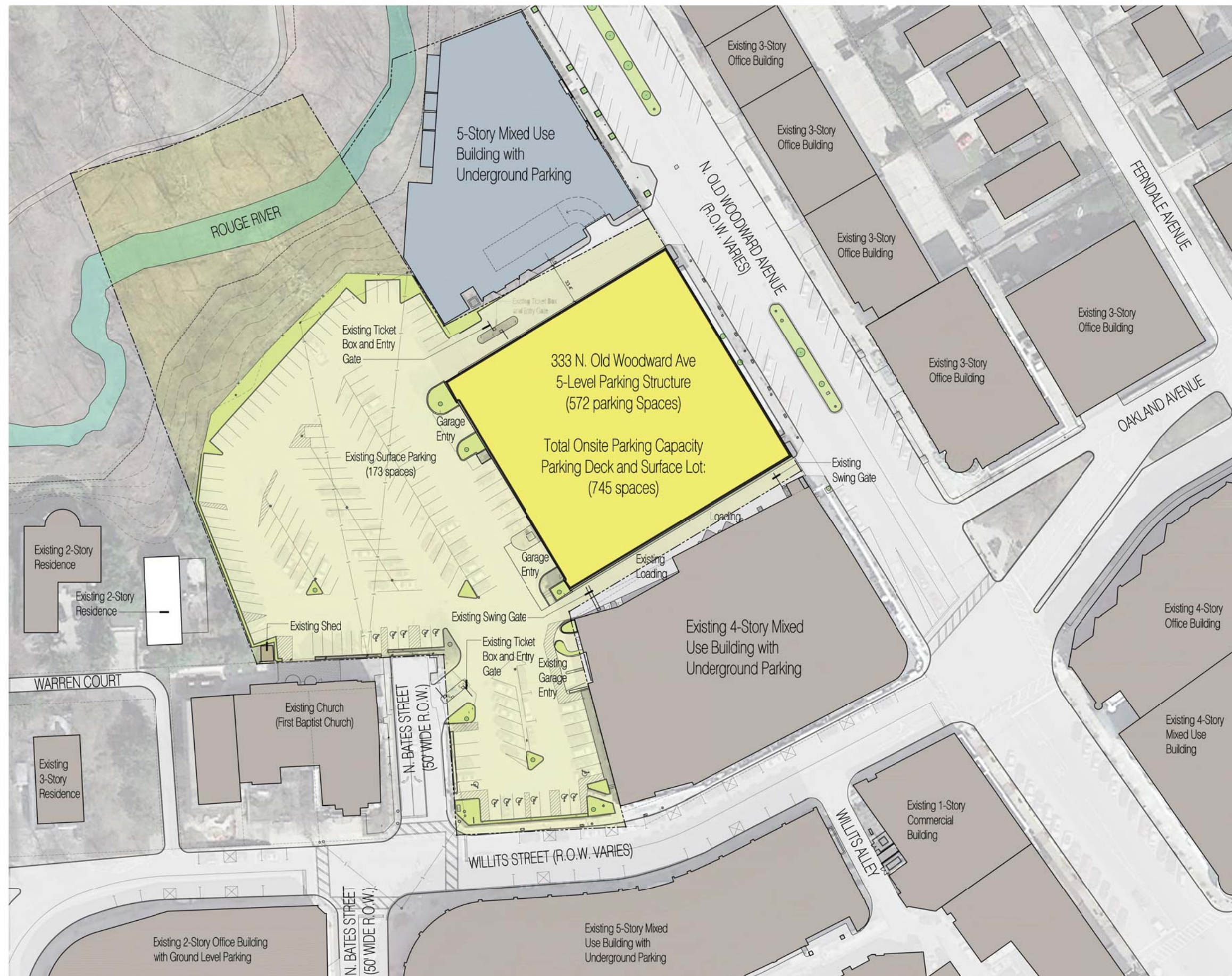
WORKING COMMITTEE MEETING #3

FEBRUARY 24, 2016



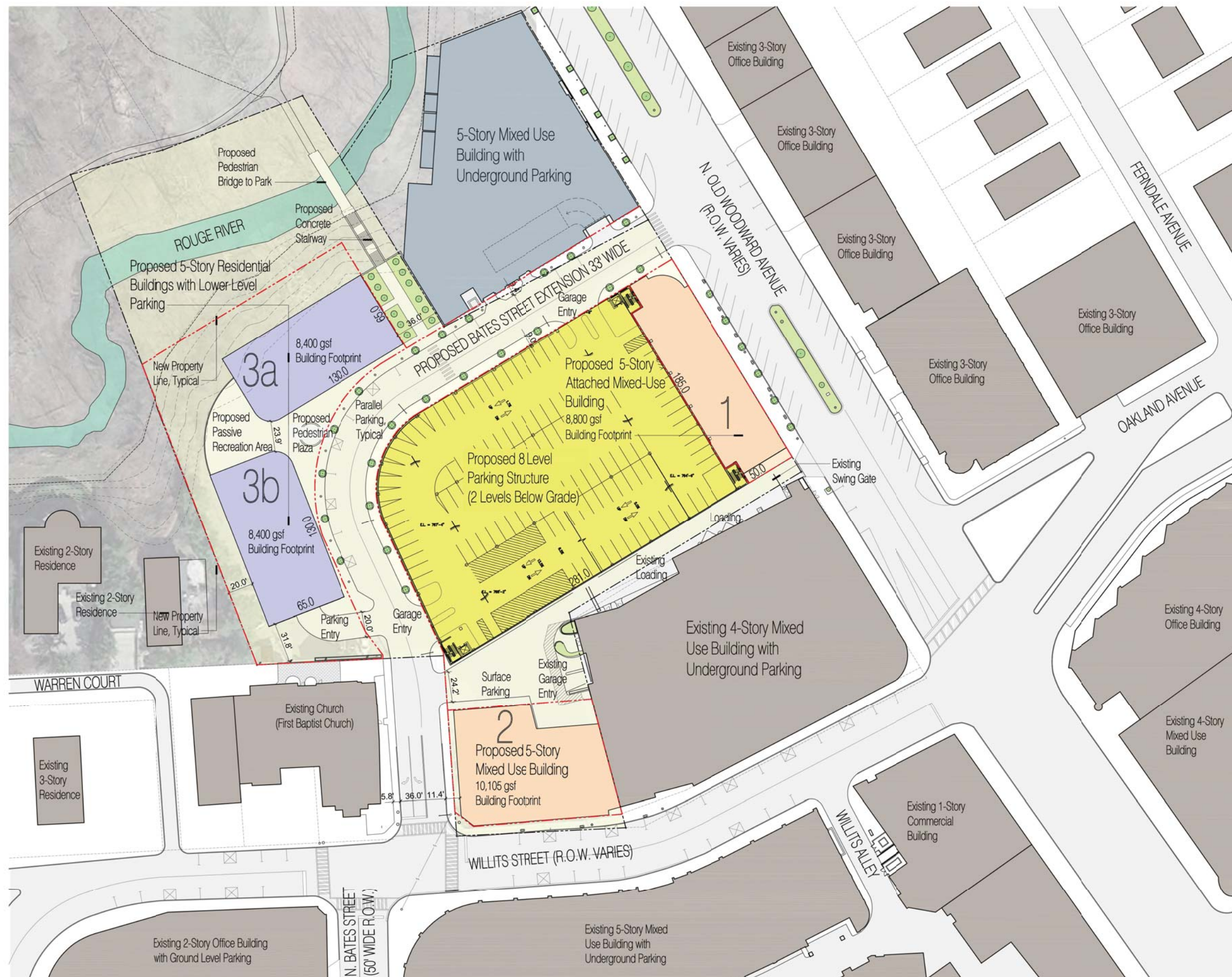
SAROKI
ARCHITECTURE

Carl
Walker



Existing Parking Summary:

Surface Total Spaces:	173 spaces
5 Level Structure Total Spaces:	572 spaces
Existing Combined Total Spaces:	745 spaces



Key Site Elements:

Bates Street Extension Road - 33' Wide Road
 New Parking Structure
 New Mixed Use Building at Woodward
 New Mixed Use Building at Willits

(2) New Residential Buildings

New Public Space with Stair and Bridge

Proposed Parking Summary:

Current Total Parking
 at Existing Site: 745 spaces

Desired Total Site Parking: 1,023 spaces
 (278 desired total site net gain)

Surface Total Spaces: 10 spaces

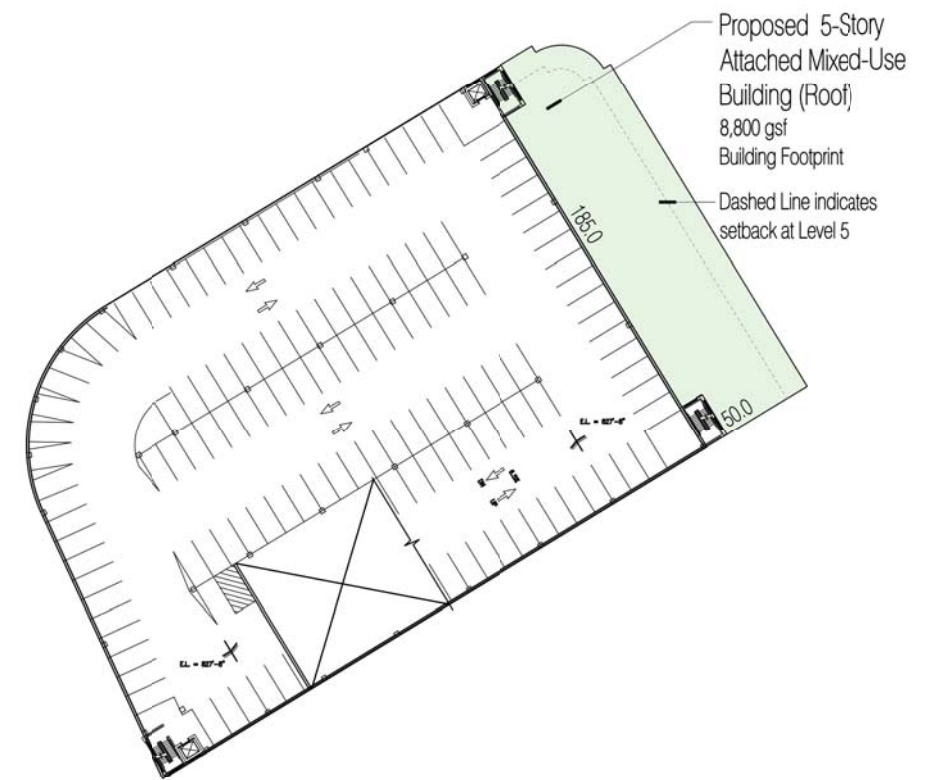
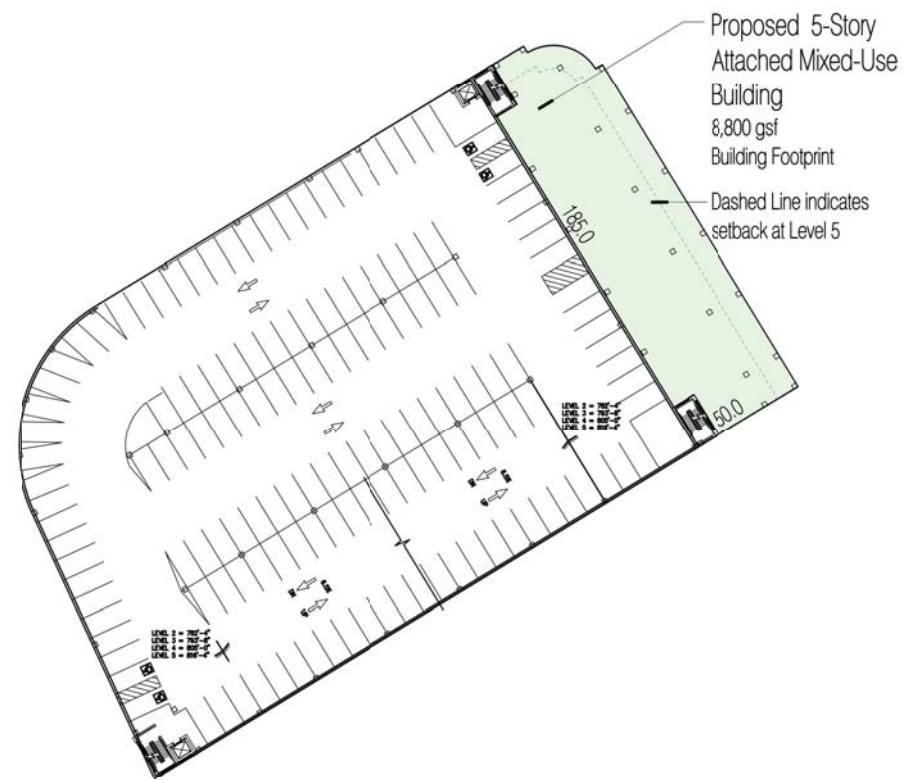
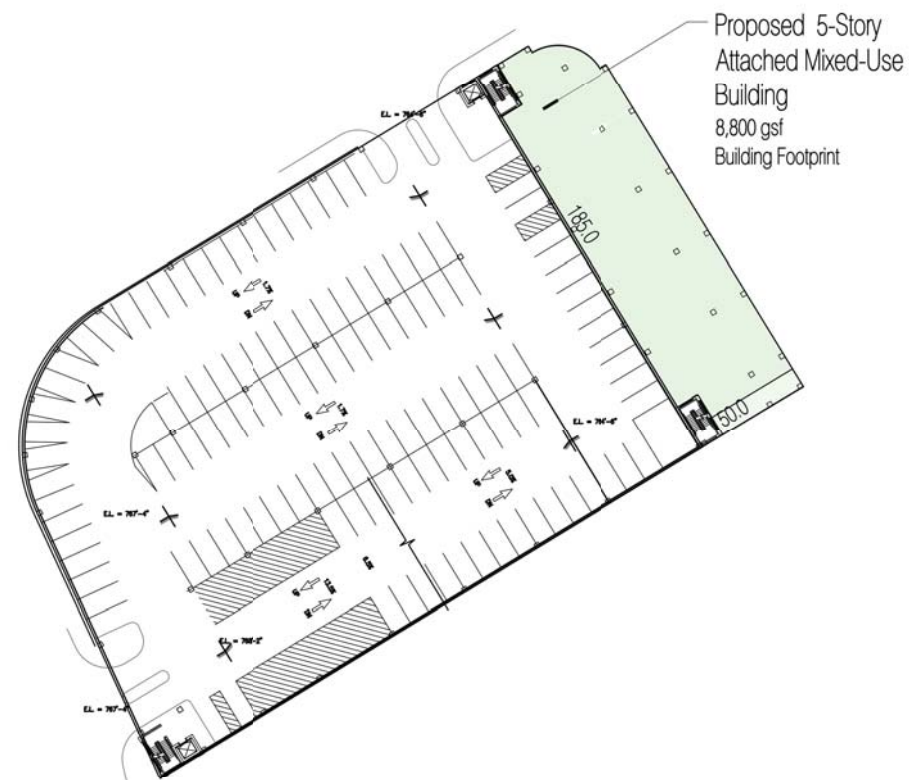
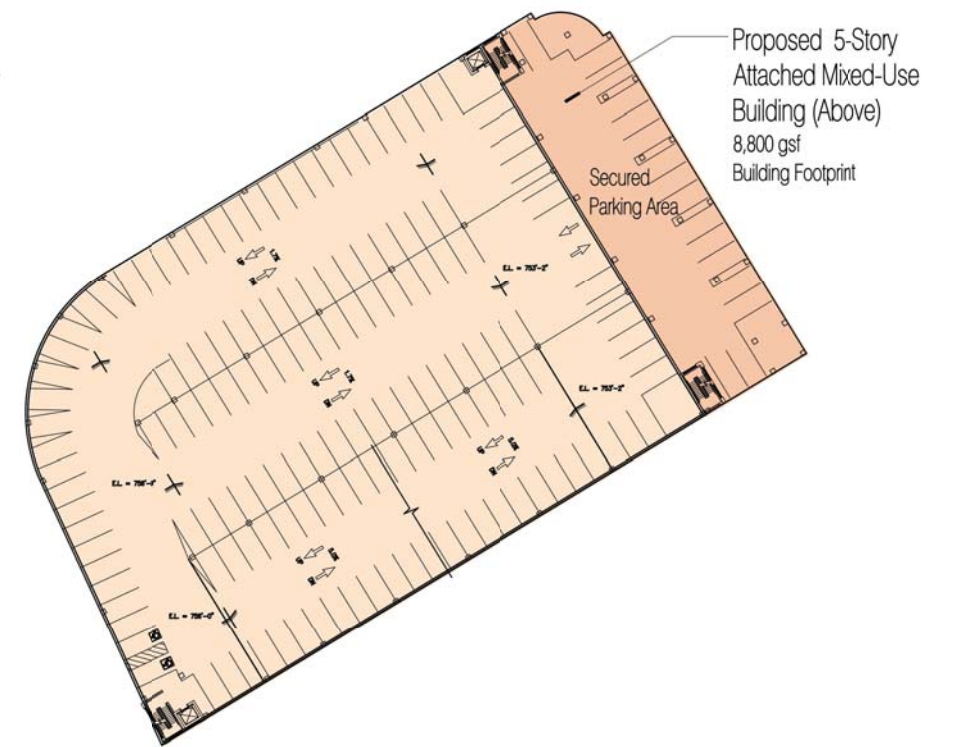
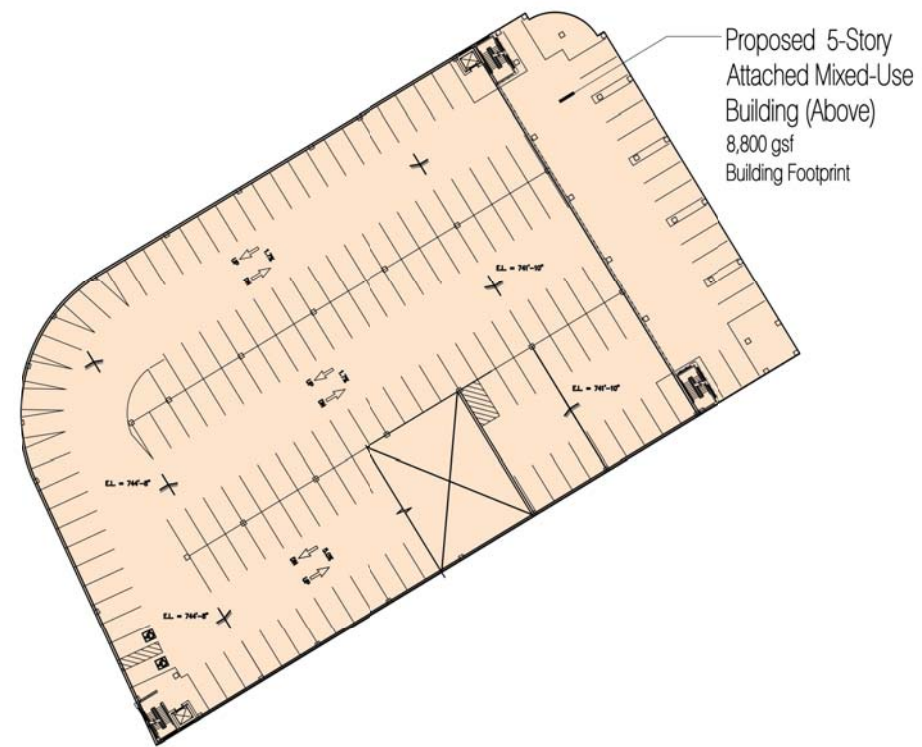
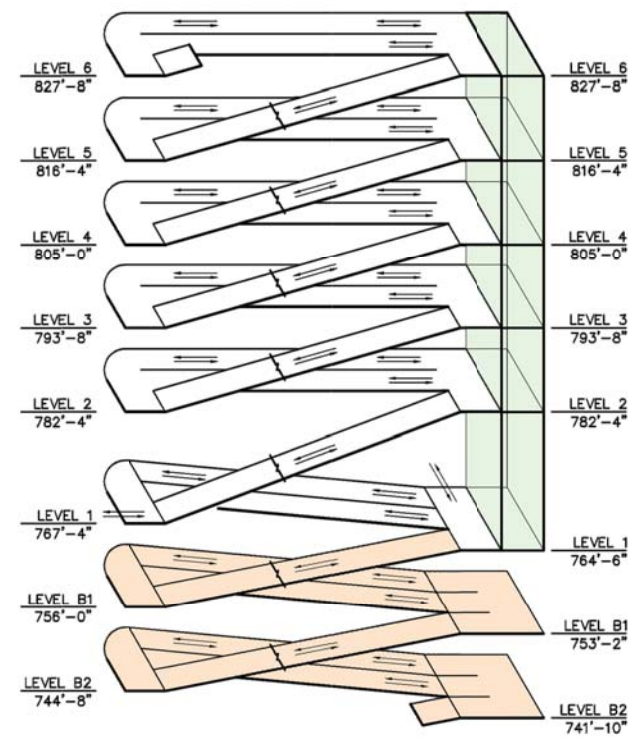
8 Level Structure
 Total Spaces 1,172 spaces

Total Spaces 1,182 spaces

Net gain of spaces: 437 Spaces

New Development
 Parking Demand 160 Spaces

Net gain of spaces
 with new demand: 277 Spaces





- Key Site Elements:**
- Bates Street Extension Road - 33' Wide Road
 - New Parking Structure
 - New Mixed Use Building at Woodward
 - New Mixed Use Building at Willits
 - New Retail Liner Building in Parking Structure

- (1) New Residential Building
- New Public Plaza with Stair and Bridge

Proposed Parking Summary:

Current Total Parking at Existing Site: 745 spaces

Desired Total Site Parking: 1,023 spaces (278 desired total site net gain)

Surface Total Spaces: 10 spaces

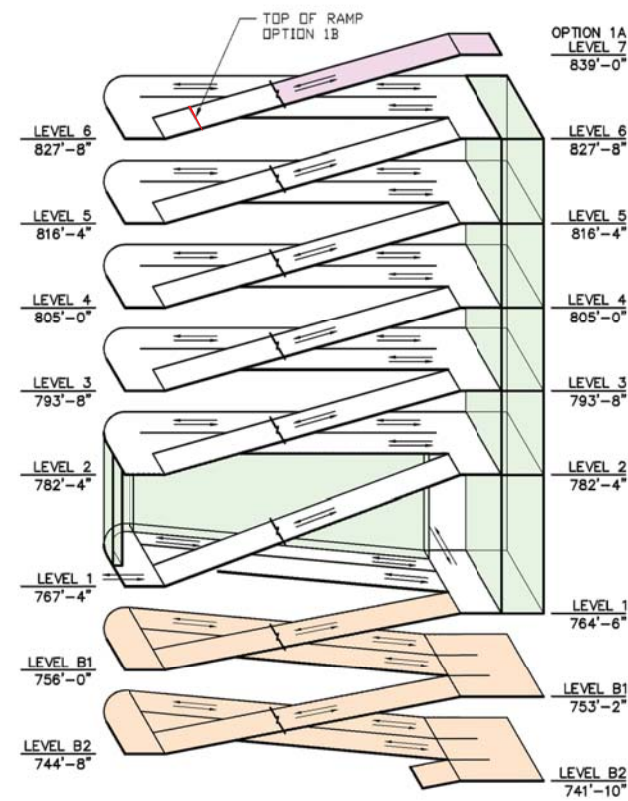
8 Level Structure
Total Spaces 1,184 spaces
Total Spaces 1,194 spaces

Net gain of spaces: 449 Spaces

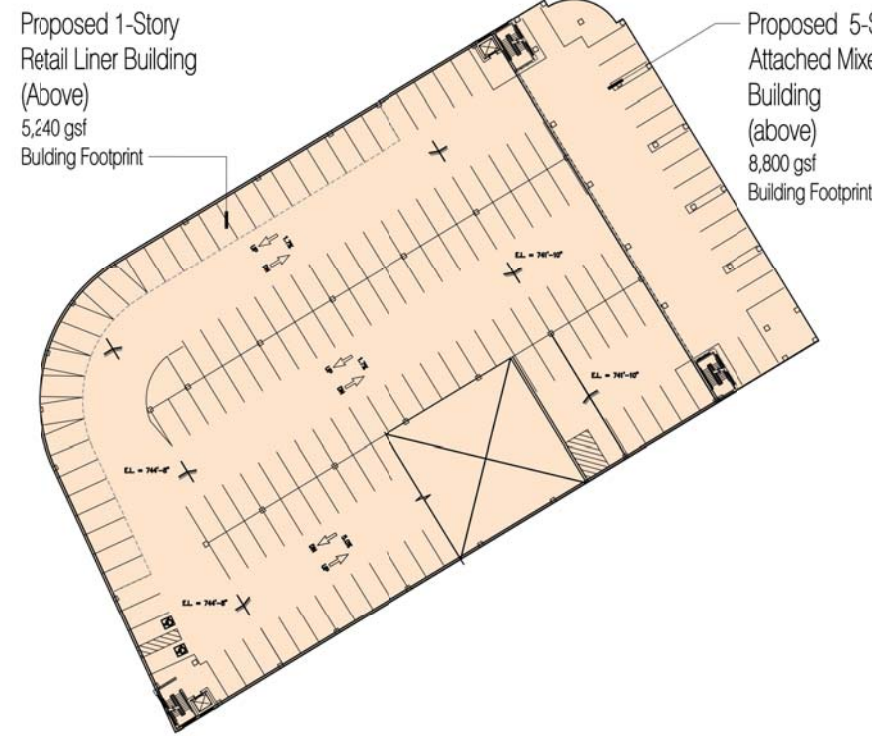
New Development
Parking Demand 170 Spaces

Net gain of spaces with new demand: 279 Spaces

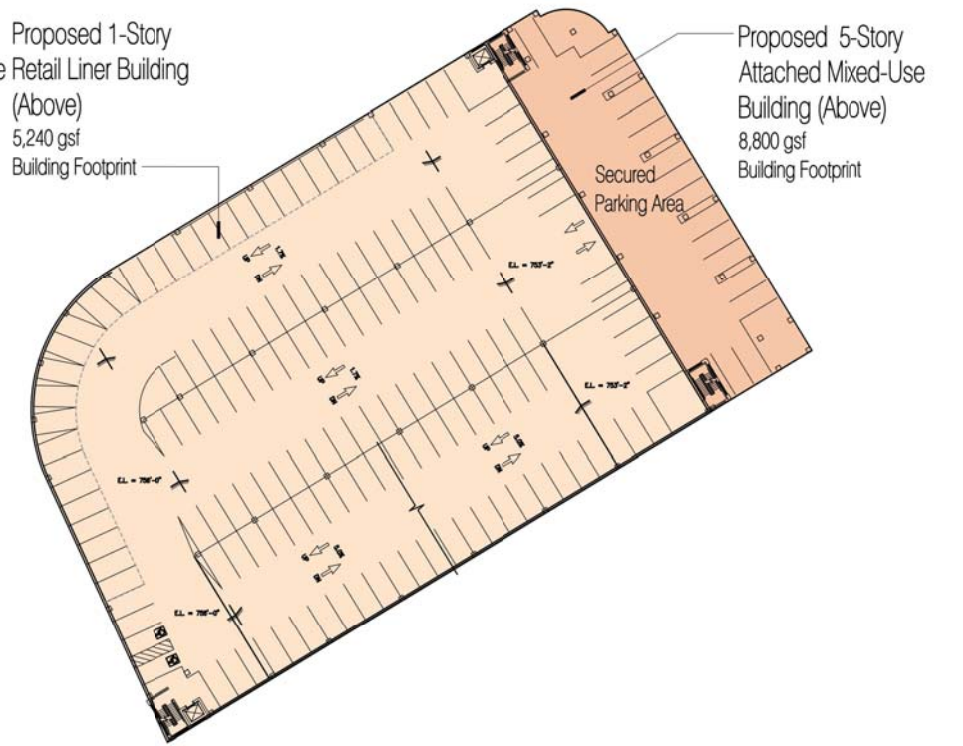
Scheme 1B
(Deletes Ramp Extension)
Reduces Car Count by: 42 spaces



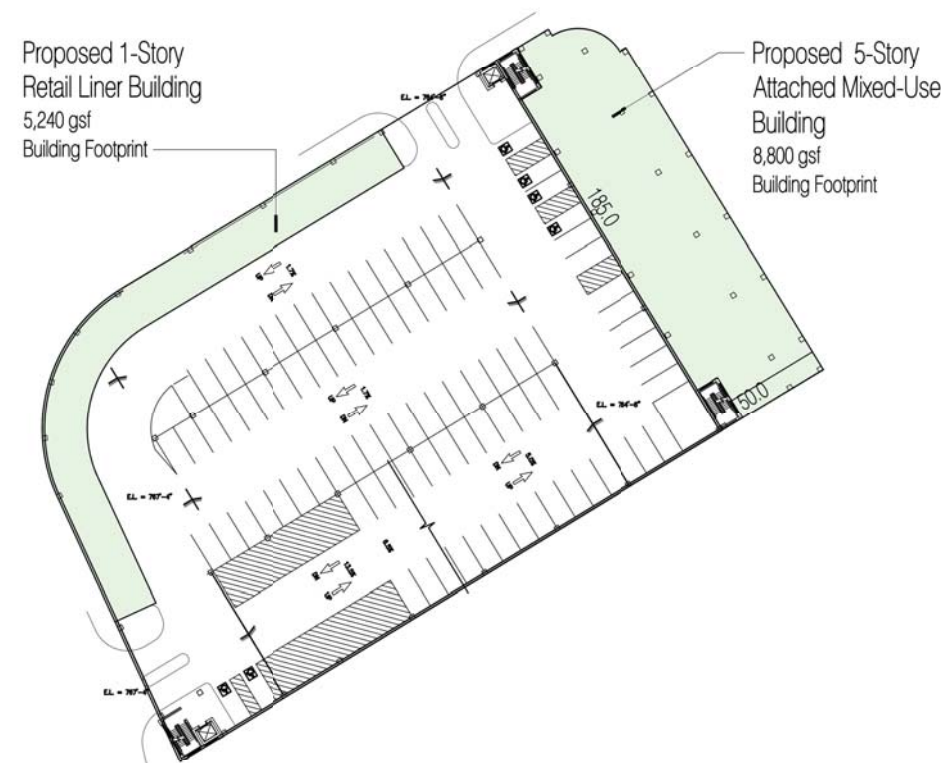
Isometric Diagram



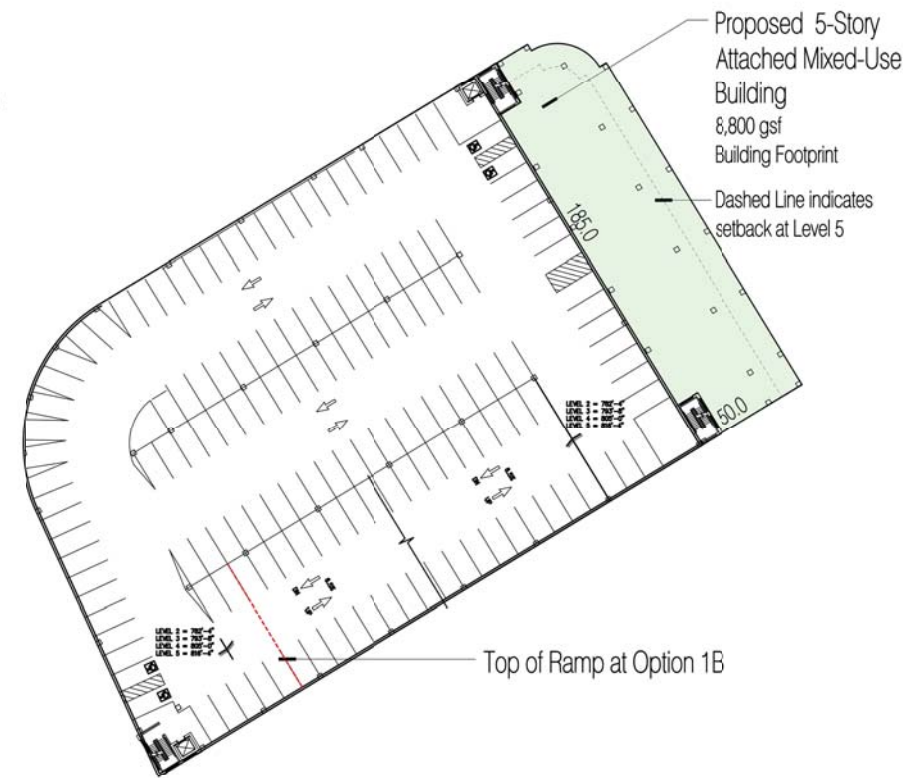
**Level B2
(162 spaces)**



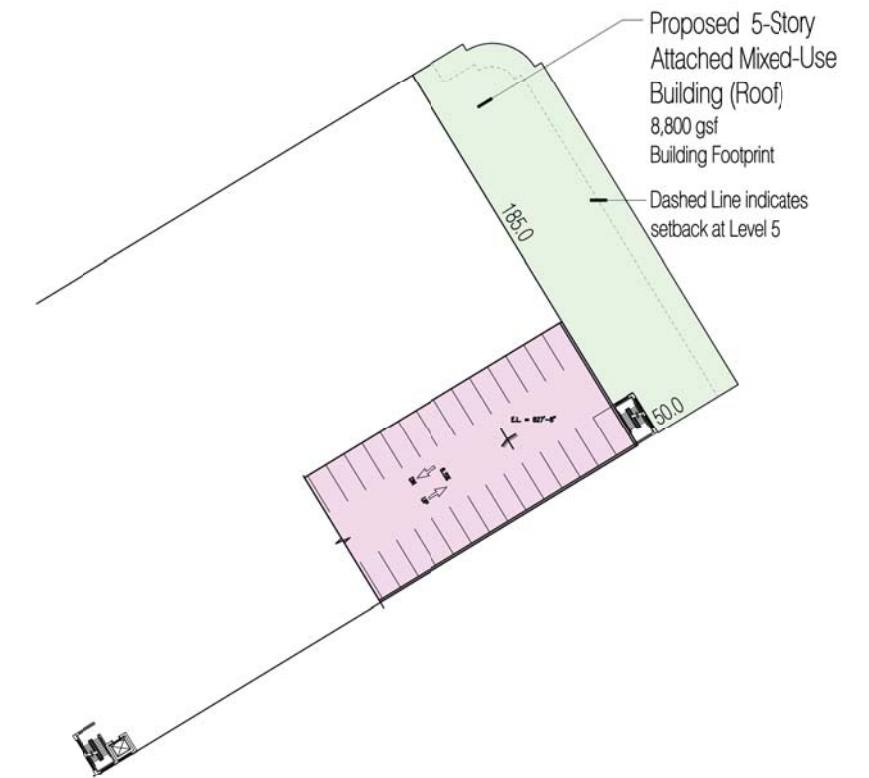
**Level B1
(162 spaces)**



**Level 1
(94 spaces)**

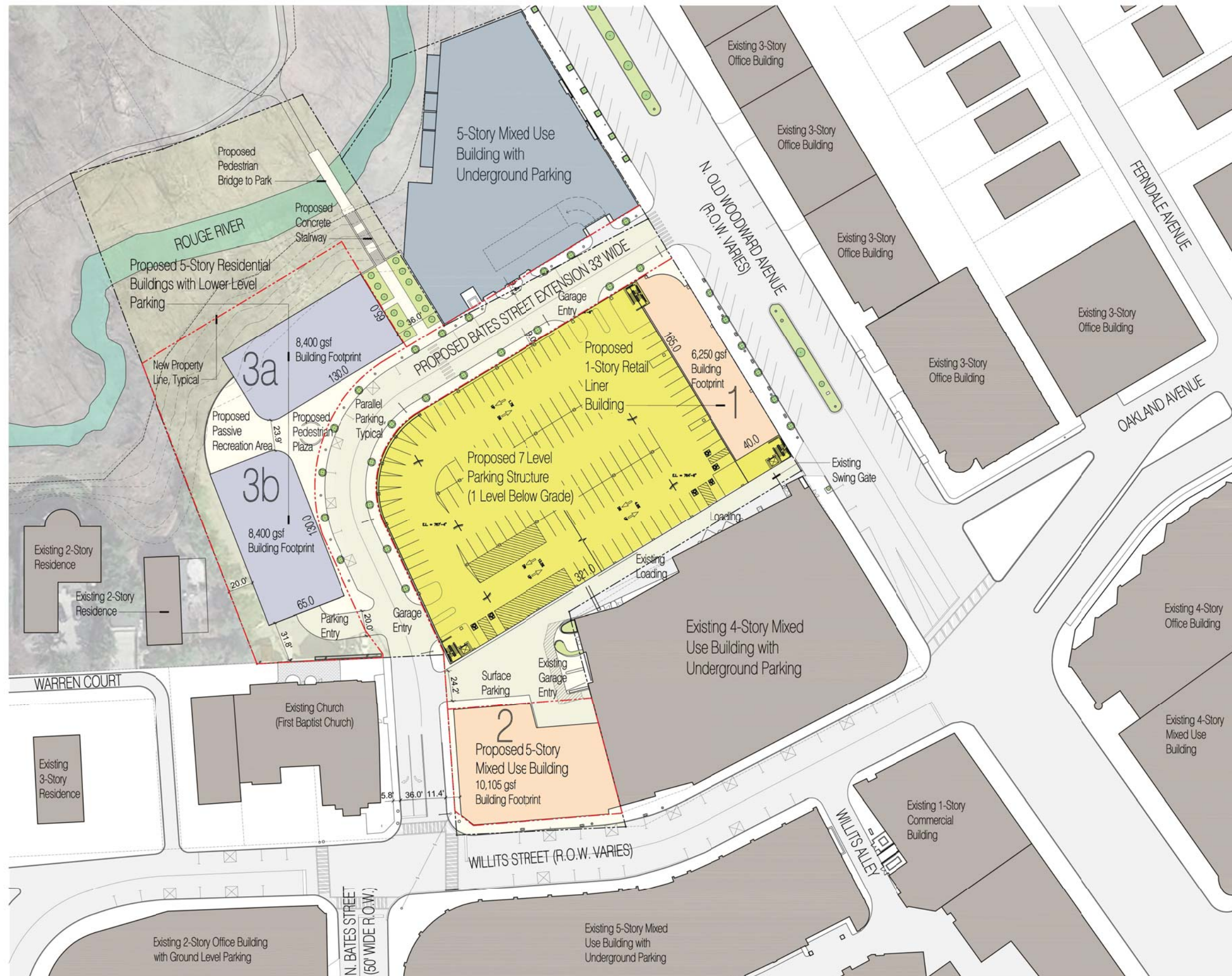


**Levels 2, 3, 4, 5, & 6
(148 spaces)
(133 spaces at Option 1B)**



**(Option 1A)
Level 7 - Roof Level/
Ramp Extension
(27 spaces)**

Note: Scheme 1B
(Deletes Ramp Extension)
Reduces Car Count by: 42 spaces



Key Site Elements:

- Bates Street Extension Road - 33' Wide Road
- New Parking Structure
- New 1- Story Commerical Building at Woodward
- New Mixed Use Building at Willits
- (2) New Residential Buildings
- New Public Space with Stair and Bridge

Proposed Parking Summary:

Current Total Parking
at Existing Site: 745 spaces

Desired Total Site Parking: 1,023 spaces
(278 desired total site net gain)

Surface Total Spaces: 10 spaces

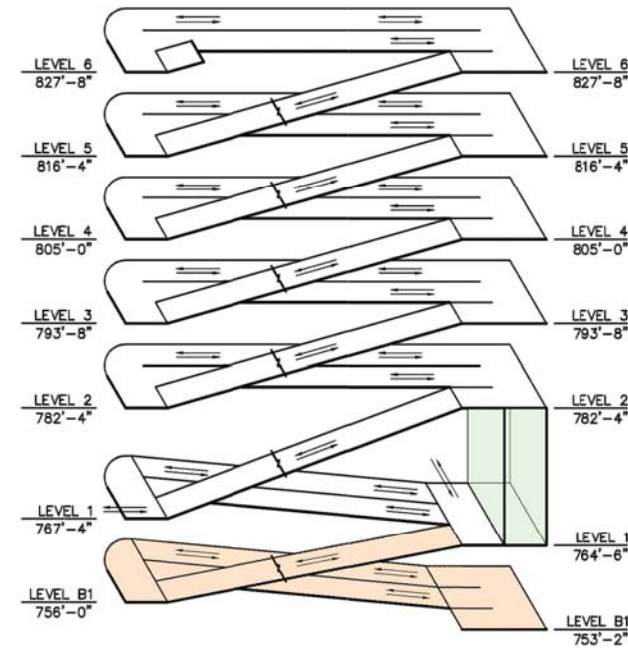
7 Level Structure
Total Spaces 1,152 spaces

Total Spaces 1,162 spaces

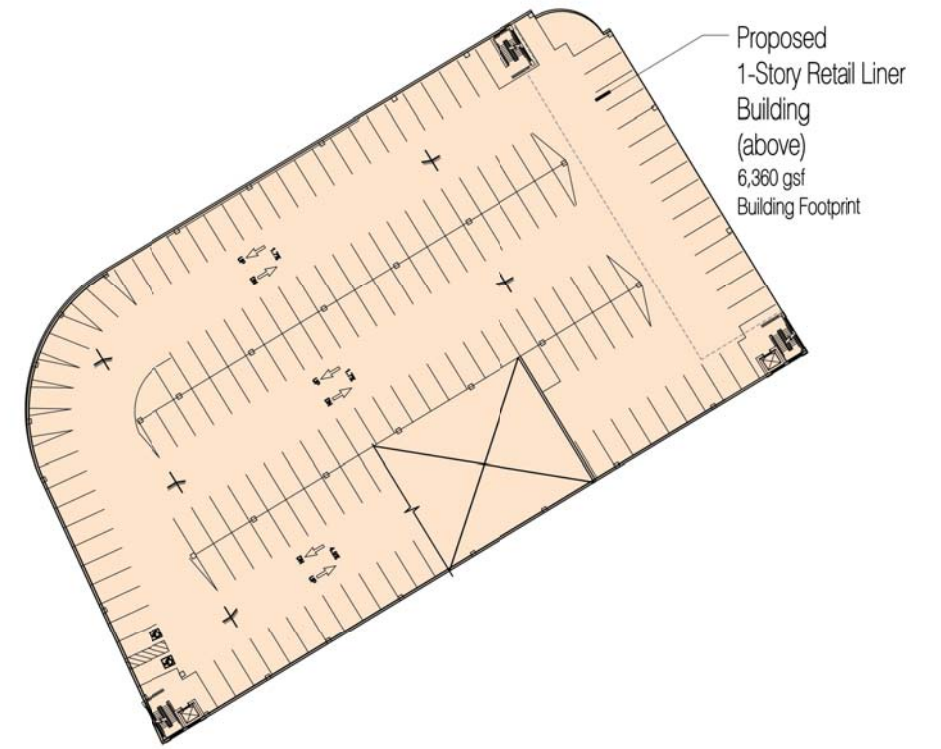
Net gain of spaces: 417 Spaces

New Development
Parking Demand 97 Spaces

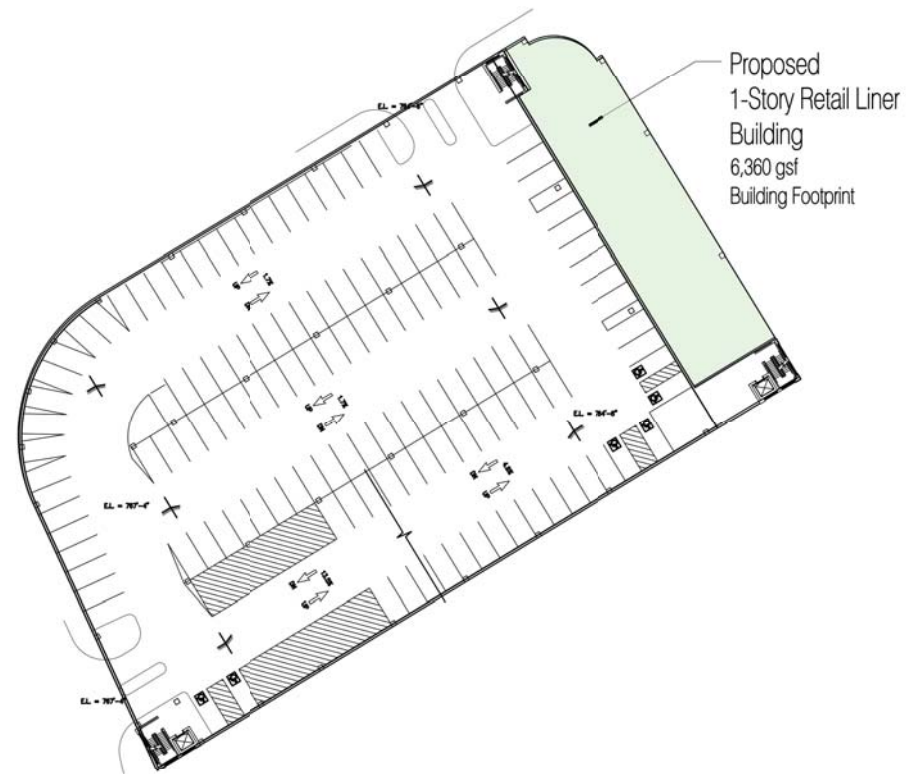
Net gain of spaces
with new demand: 320 Spaces



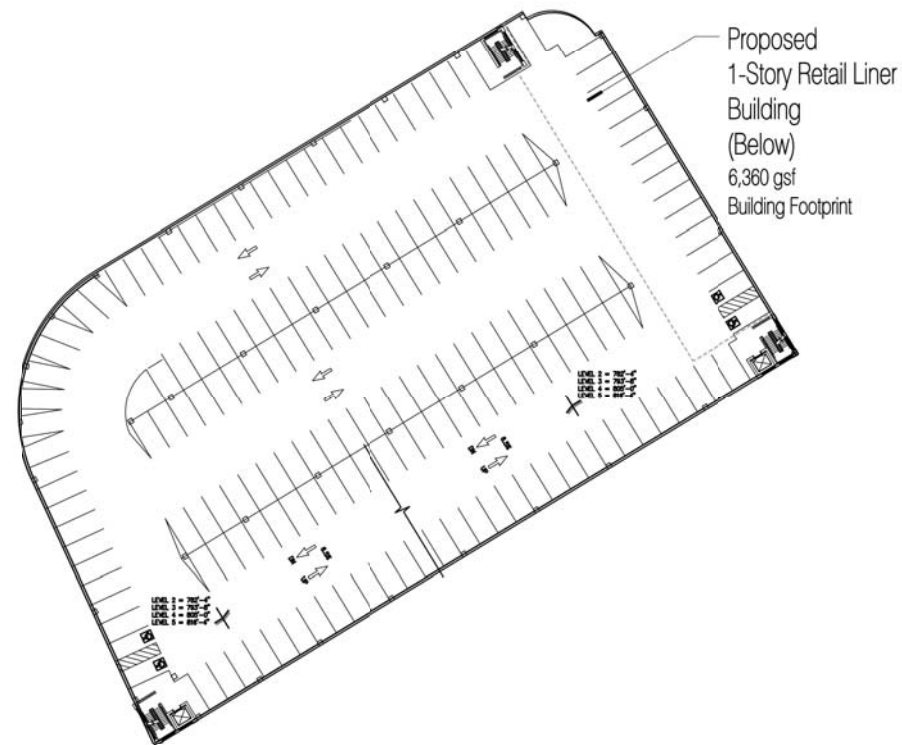
Isometric Diagram



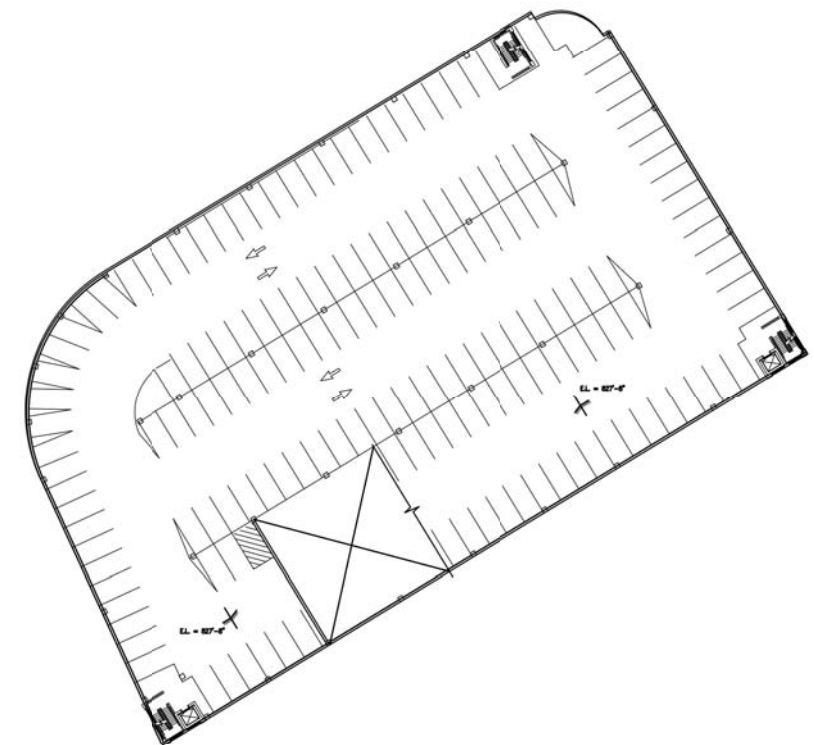
**Level B1
(159 spaces)**



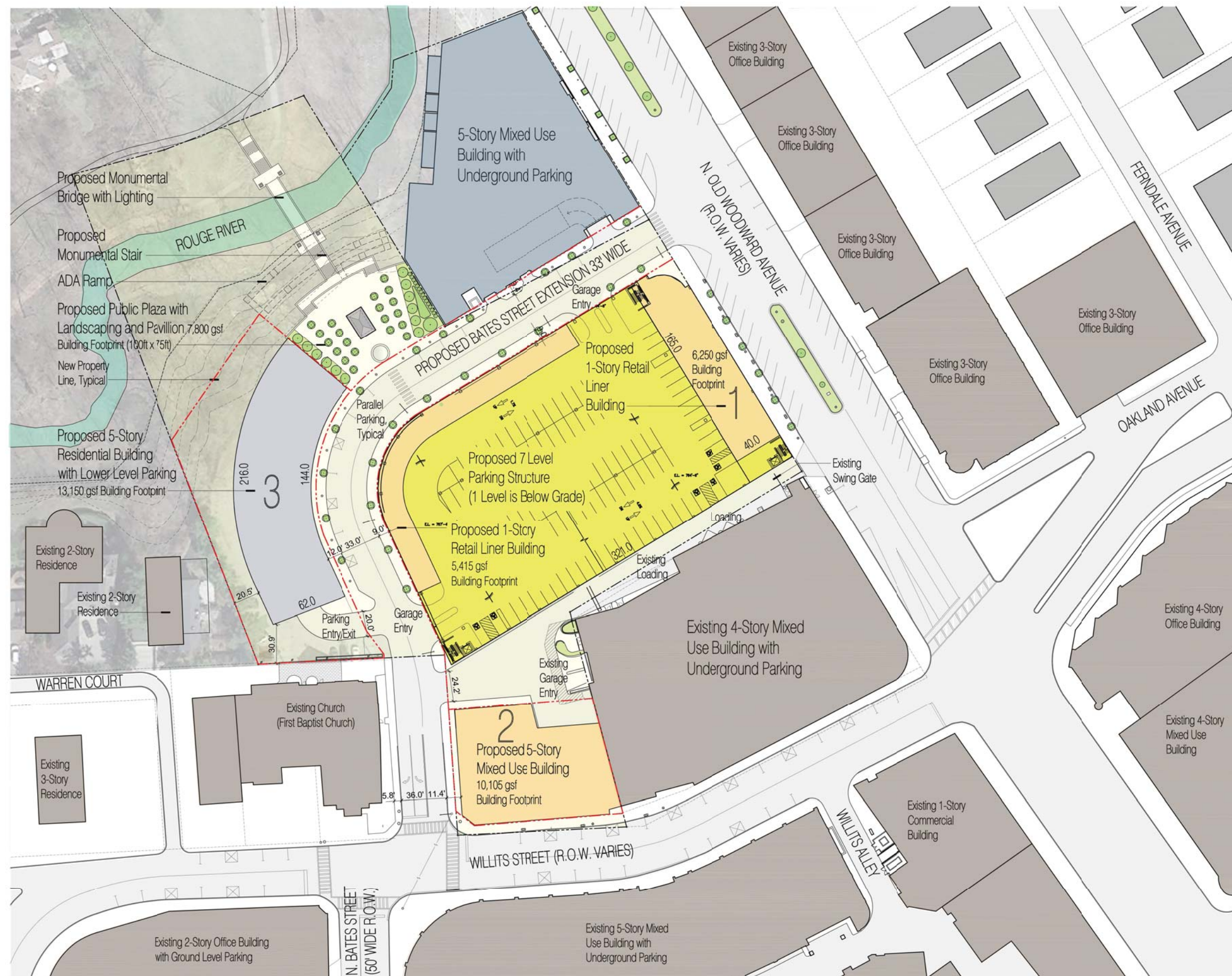
**Level 1
(128 spaces)**

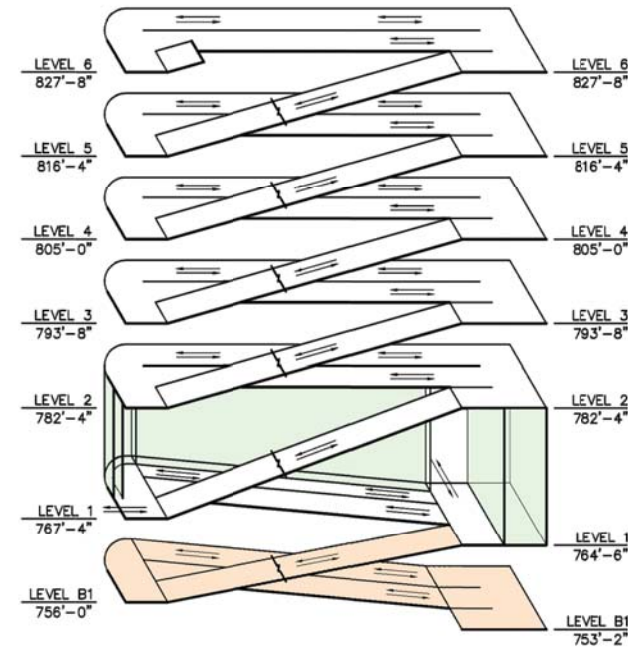


**Levels 2, 3, 4, 5
(176 spaces)**

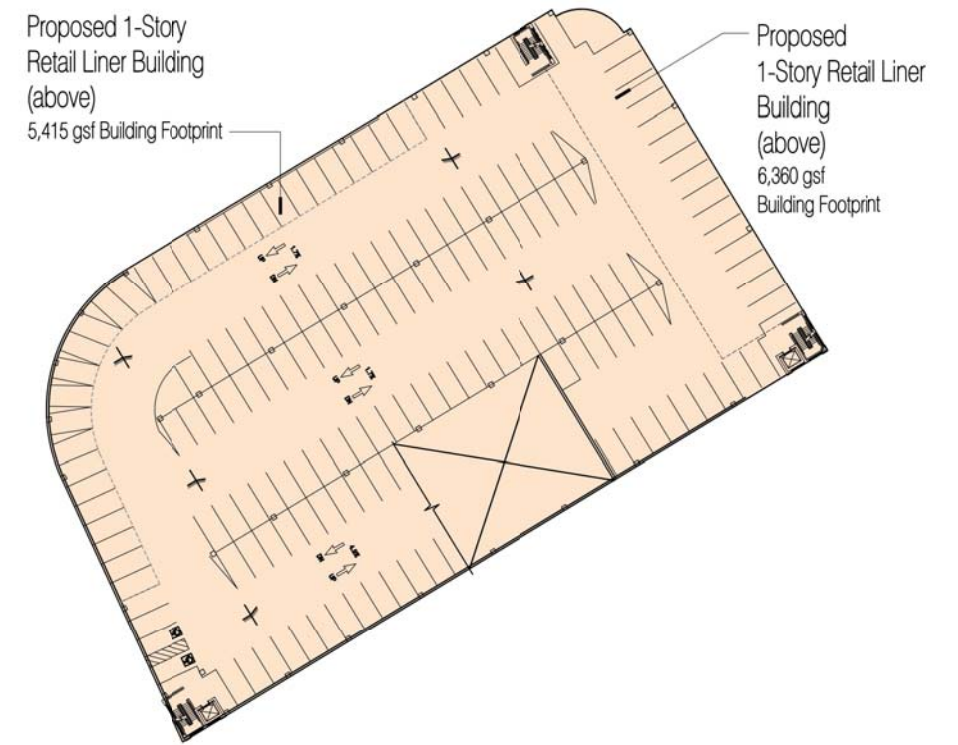


**Level 6 - Roof Level
(161 spaces)**

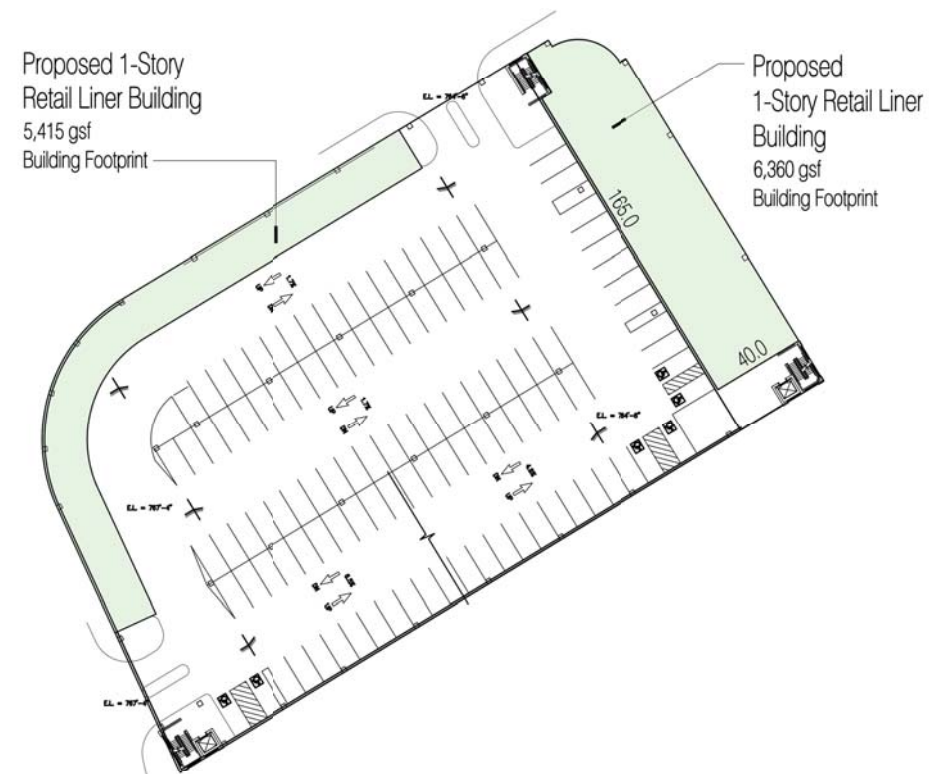




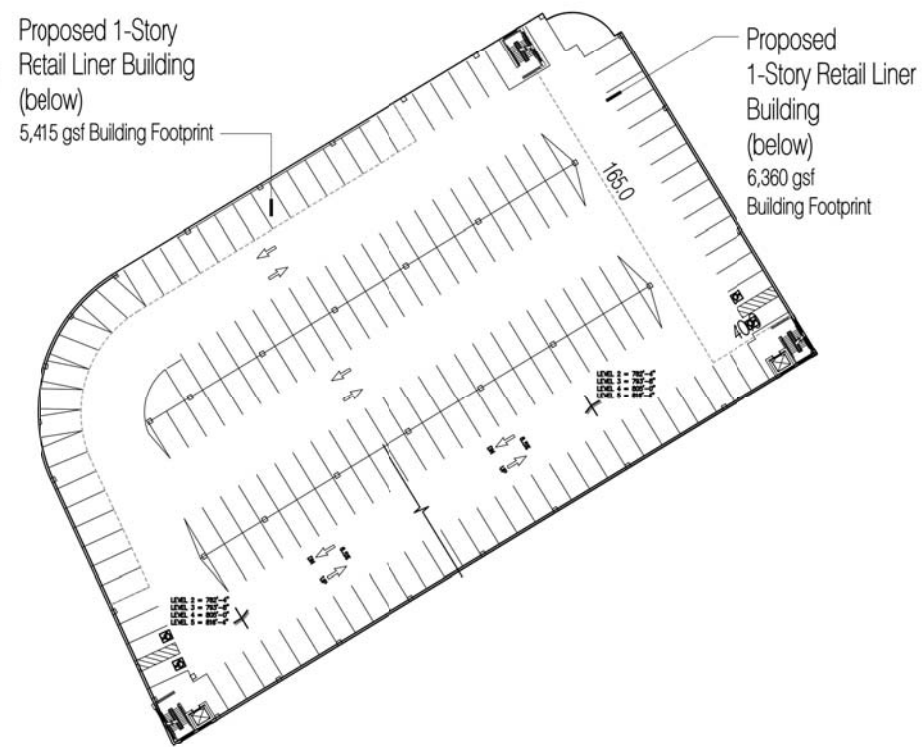
Isometric Diagram



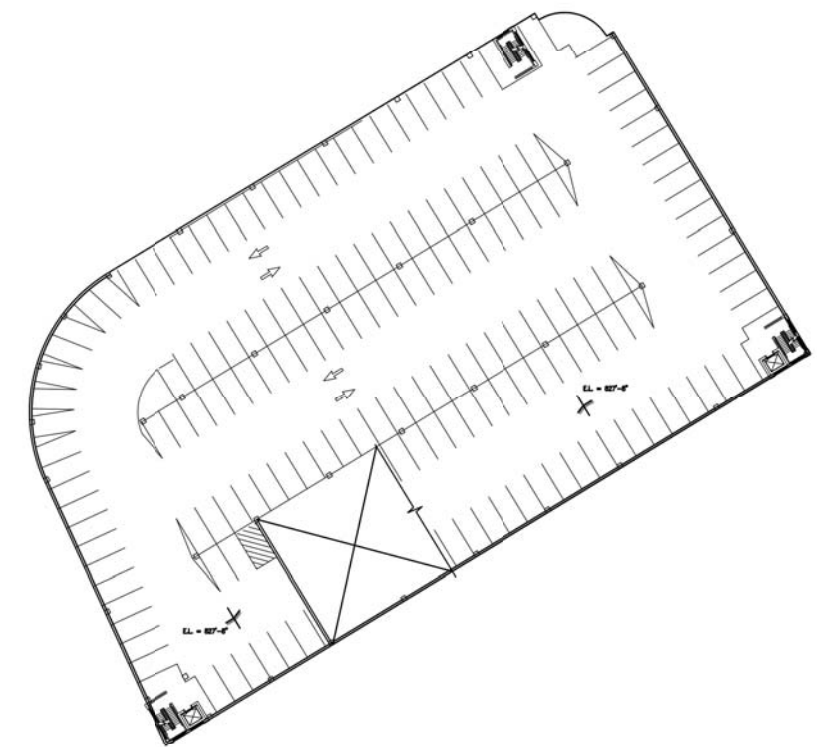
**Level B1
(159 spaces)**



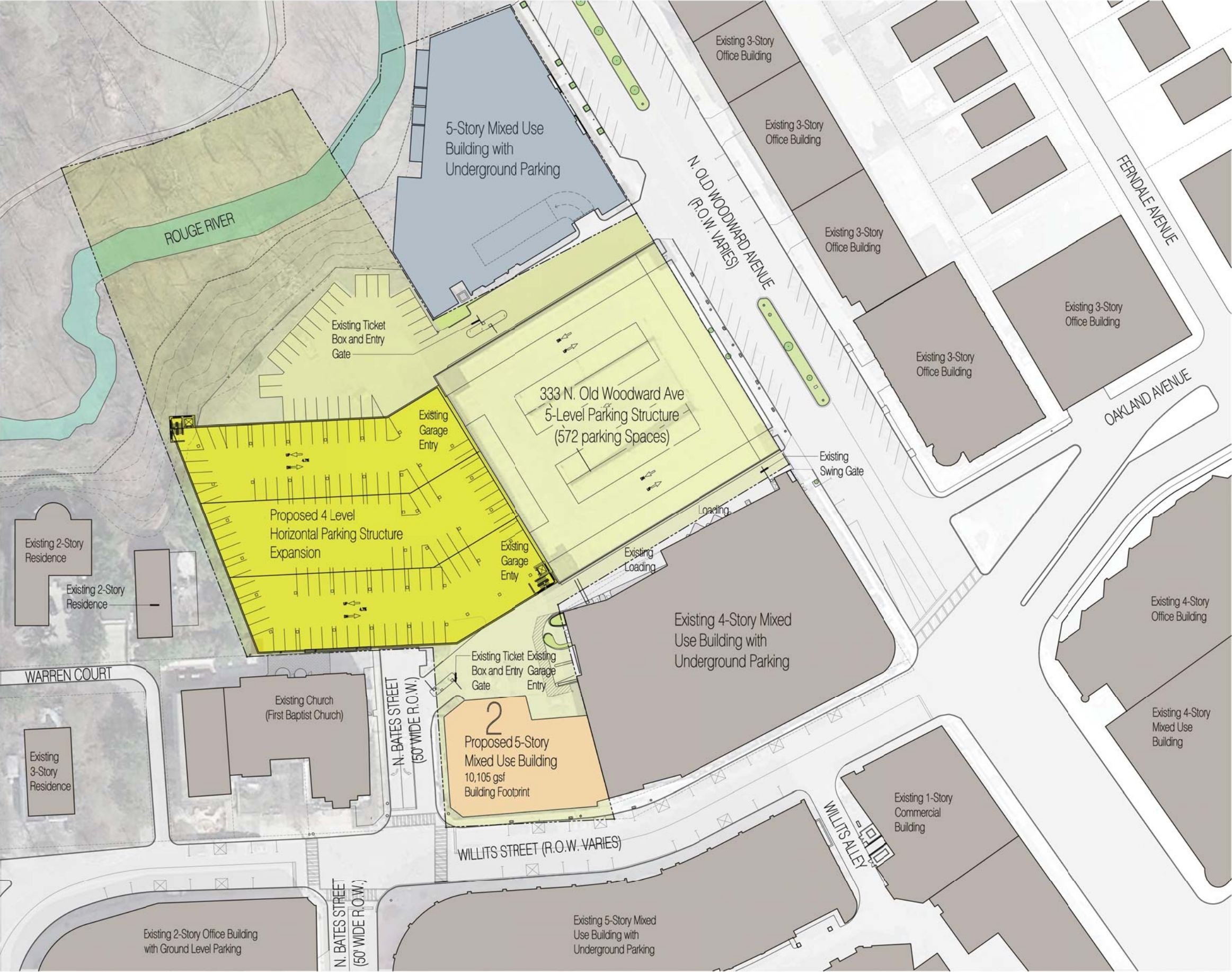
**Level 1
(112 spaces)**



**Levels, 2, 3, 4, & 5
(176 spaces)**



**Level 6 - Roof Level
(161 spaces)**



Key Site Elements:

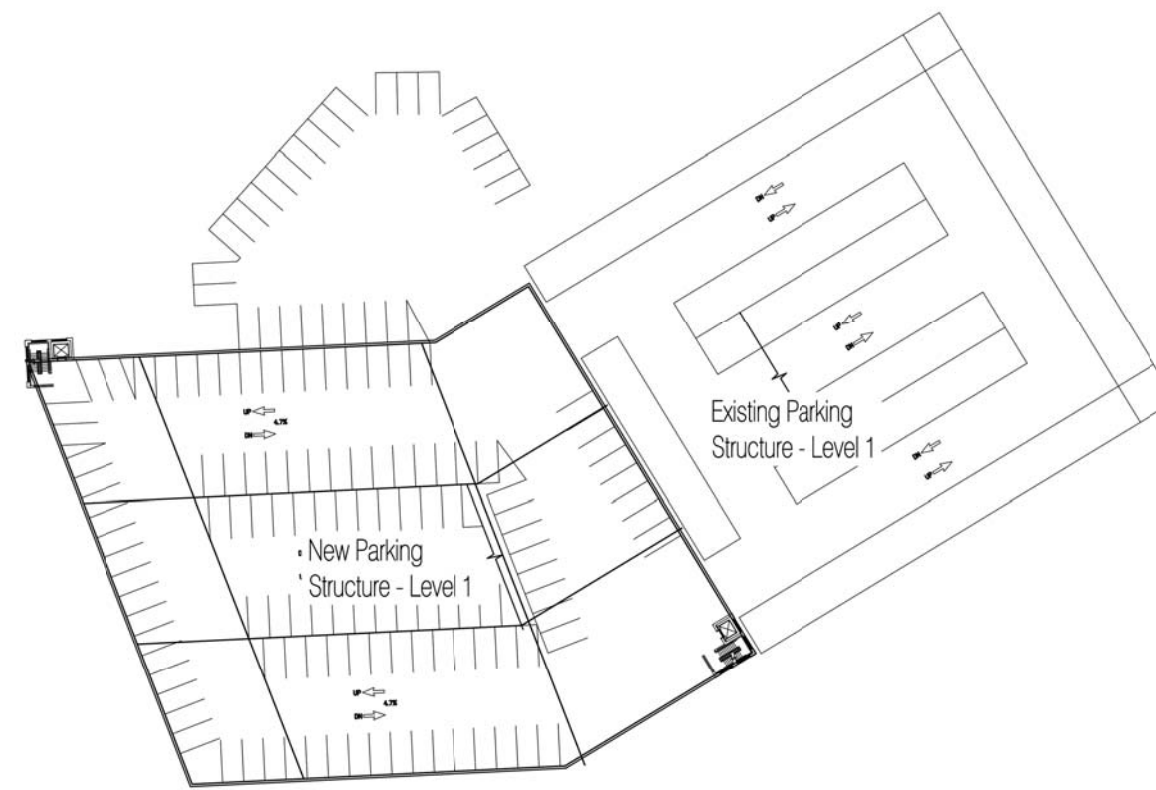
- New Horizontal Parking Structure Expansion at Existing Garage
- New Mixed Use Building at Willits

Note:

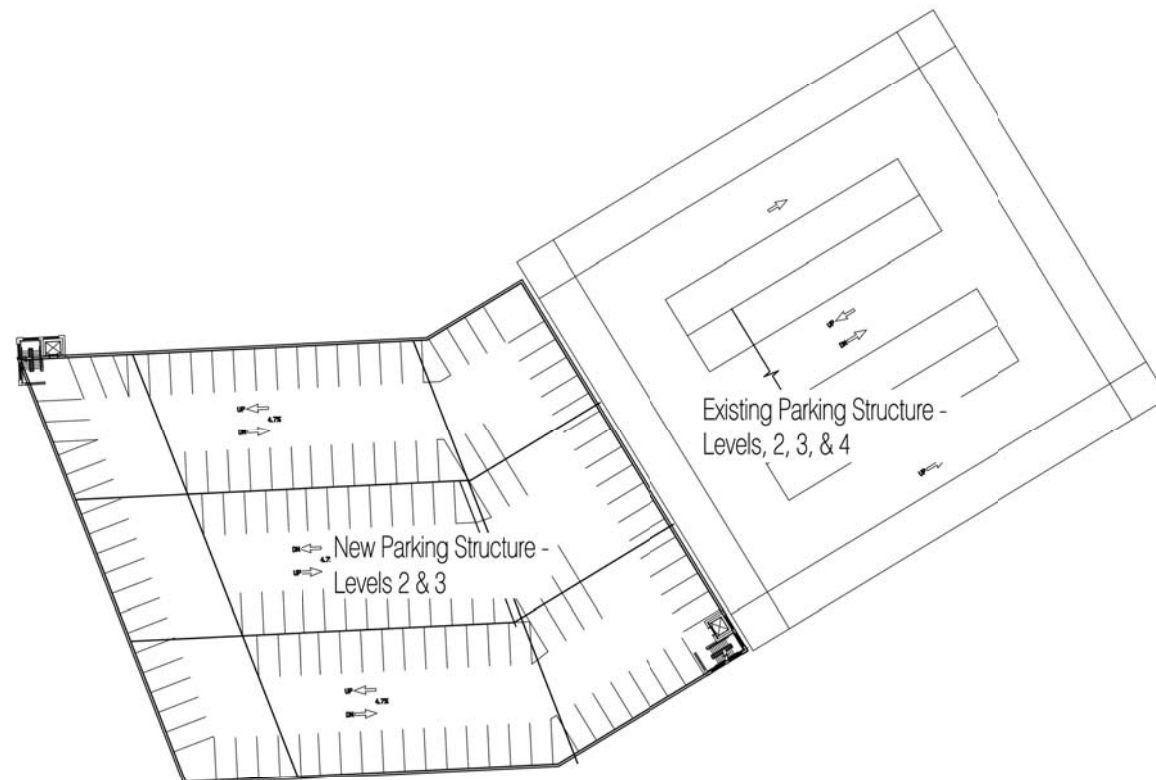
New expansion structure and existing structure connect at grade level (Level 1) and roof level (Level 4 of New Structure).

Proposed Parking Summary:

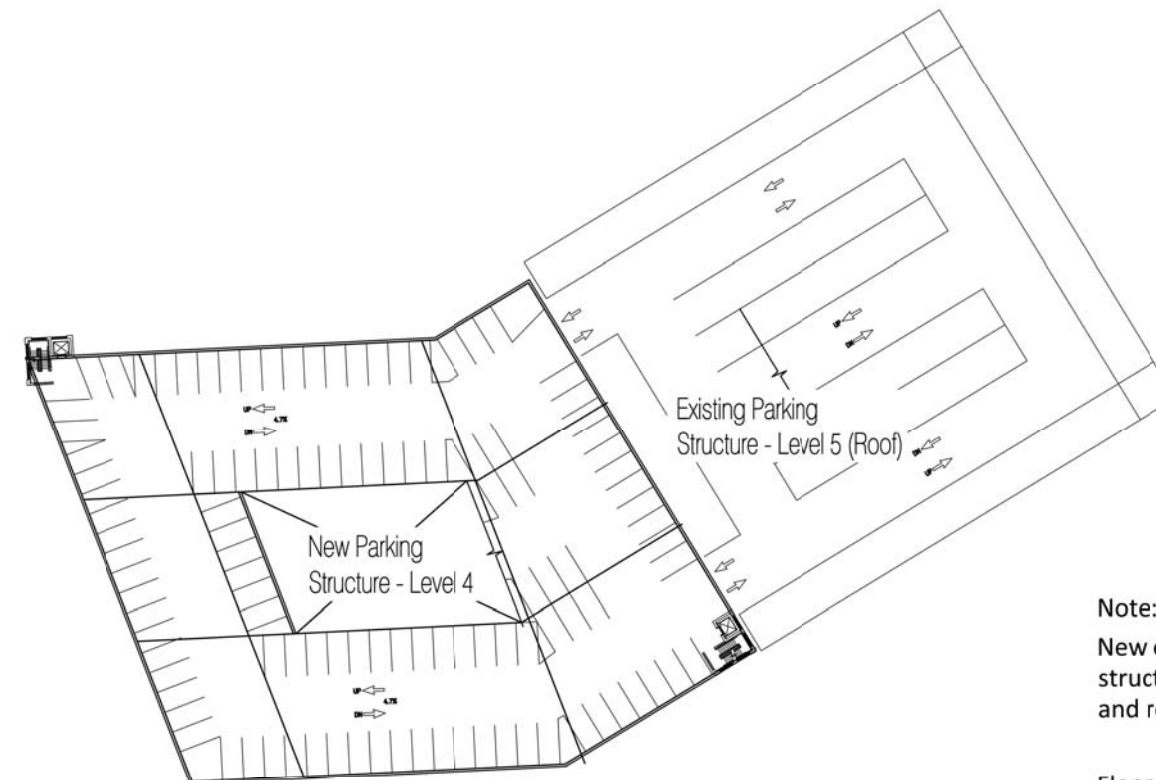
Current Total Parking at Existing Site:	745 spaces
Desired Total Site Parking:	1,023 spaces (278 desired total site net gain)
Surface Total Spaces:	27 spaces
5 Level Existing Structure Total Spaces: (6 spaces lost at tie-in with new structure)	566 spaces
4 Level Horizontal Expansion Spaces:	495 Spaces
Proposed Combined Total Spaces:	1,088 Spaces
Net gain of spaces:	343 Spaces
New Development Parking Demand	86 Spaces
Net gain of spaces with new demand:	257 Spaces



Level 1
(116 spaces)



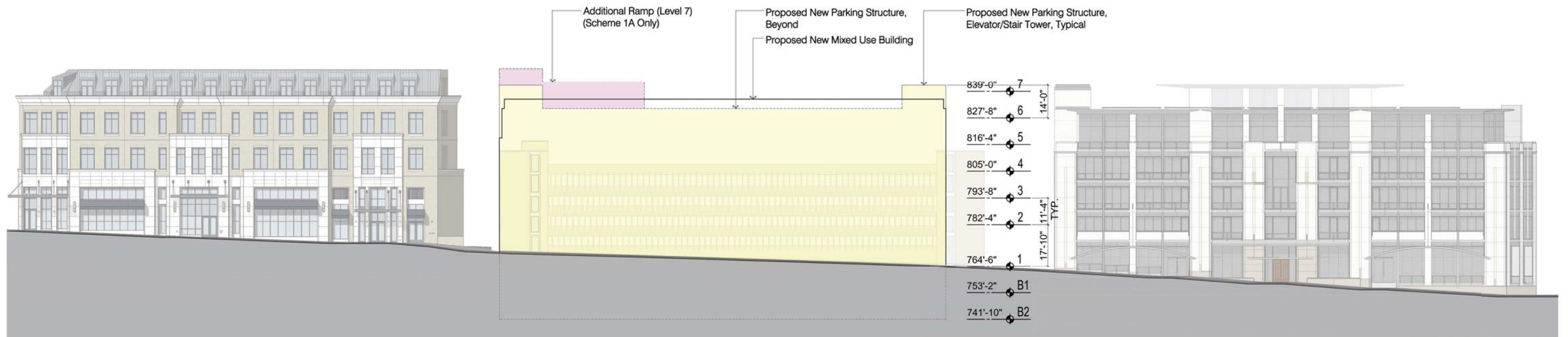
Levels 2 & 3
(134 spaces)



Level 4
(111 spaces)

Note:
New expansion structure and existing structure connect at grade level (Level 1) and roof level (Level 4 of New Structure).

Floor-to-Floor Heights
Existing Structure: 8'-8"
New Structure: 11'-4"



**333 N. Old Woodward
Proposed New Structure Elevation**



		Parking Structure Option Comparison					
		333 N. Old Woodward Avenue					
		Scheme 1	Scheme 1A	Scheme 1B	Scheme 2	Scheme 2A	Horizontal Expansion
General Parking Structure Statistics							
3	Total Existing Parking Spaces	745	745	745	745	745	745
4	Desired Additional Parking Spaces	278	278	278	278	278	278
5	Desired Total Parking Spaces	1,023	1,023	1,023	1,023	1,023	1,023
6	Number of Parking Structure Spaces	1,172	1,184	1,142	1,152	1,136	495
7	Street Parking Spaces	10	10	10	10	10	0
8	Surface Lot Parking Spaces	0	0	0	0	0	27
9	Existing spaces lost at Expansion Tie-In	0	0	0	0	0	6
10	Total Number of Parking Spaces	1,182	1,194	1,152	1,162	1,146	1,088
11	Net Gain of Spaces =	437	449	407	417	401	343
12	Demand Generated by New Mixed-Use Buildings ¹ (1 Space/564 SF)	160	170	170	97	107	86
13	Net Gain of Spaces with New Demand =	277	279	237	320	294	257
14	Number of Spaces Difference from Goal =	-1	1	-41	42	16	-21
18	Number of Levels (grade level and above)	6	6	6	6	6	4
19	Number of Levels Below Grade	2	2	2	1	1	0
20	Total Number of Levels	8	8	8	7	7	4
Parking Efficiency							
22	Parking Structure Efficiency (Sq. Ft./Space)	334	336	338	330	330	346
Mixed-Use Space							
32	Mixed Use Building 1: Old Woodward Ave.	42,082	42,082	42,082	0	0	0
33	Mixed Use Building 2: Willits Street	48,428	48,428	48,428	48,428	48,428	48,428
34	Residential Building 3: Bates Street ¹	81,500	62,676	62,676	81,500	62,676	0
35	Retail: Parking Structure	0	5,240	5,240	6,250	11,665	0
36	Total Building Area (SF)	172,010	158,426	158,426	136,178	122,769	48,428
Public Open Space							
40	Public Space Area (SF)	2,658	7,835	7,835	2,658	7,835	0
41	Public Area Adjacent to Park (SF)	29,569	36,446	36,446	29,569	36,446	40,131
Conceptual Parking Structure Comparative Construction Cost							
42	Base Parking Structure Comparative Unit Cost (\$/SF)	\$62.00	\$62.00	\$62.00	\$62.00	\$62.00	\$62.00
43	Base Parking Structure Cost	\$24,247,580	\$24,680,340	\$23,922,700	\$23,565,580	\$23,229,850	\$10,615,640
44	Premium Cost: 1st Level Below Grade (B1) (\$25/SF)	\$1,408,875	\$1,408,875	\$1,408,875	\$1,296,750	\$1,296,750	--
45	Premium Cost: 2nd Level Below Grade (B2) (\$50/SF)	\$2,676,750	\$2,676,750	\$2,676,750	\$0	\$0	--
46	Premium Cost: Retail Shell (Base Cost + \$25/SF)	\$0	\$455,880	\$455,880	\$0	\$471,105	--
47	Premium Cost: Painted Ceilings (\$1.50/SF)	--	--	--	--	--	\$256,830
48	Demolition of Existing Parking Structure	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	--
49	Upgrade Façade of Existing Parking Structure	--	--	--	--	--	\$400,000
50	Upgrade Lighting in Existing Parking Structure	--	--	--	--	--	\$600,000
51	Premium Cost: Connection to Existing	--	--	--	--	--	\$50,000
52	Premium Cost: Enhanced Façade - Stainless Steel Mesh (\$35 VSF)	\$637,793	\$637,793	\$637,793	\$986,041	\$986,041	\$0
53	SUBTOTAL	\$29,570,998	\$30,459,638	\$29,701,998	\$26,448,371	\$26,583,746	\$11,922,470
54	Concept Design Contingency (10%)	\$2,957,100	\$3,045,964	\$2,970,200	\$2,644,837	\$2,658,375	\$1,192,247
55	Parking Structure Preliminary Construction Cost =	\$32,528,098	\$33,505,602	\$32,672,198	\$29,093,208	\$29,242,120	\$13,114,717
56	Parking Structure Cost per SF =	\$83.17	\$84.17	\$84.68	\$76.54	\$78.05	\$76.60
57	Cost Per Structured Parking Space =	\$27,754	\$28,299	\$28,610	\$25,255	\$25,741	\$26,494
58	Cost Per Net Parking Space =	\$74,435	\$74,623	\$80,276	\$69,768	\$72,923	\$38,235
59	Soft Costs (25%)	\$8,132,000	\$8,376,400	\$8,168,000	\$7,273,300	\$7,310,500	\$3,278,700
60	Shuttle Service	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	
61	SUBTOTAL COSTS	\$41,260,098	\$42,482,002	\$41,440,198	\$36,966,508	\$37,152,620	\$16,393,417
Estimated Land Value							
62	*Mixed Use Development Estimated Land Value-Woodward (gsf x \$75)	\$3,156,150	\$3,156,150	\$3,156,150	\$0	\$0	\$0
63	*Mixed Use Development Estimated Land Value-Willits (gsf x \$75)	\$3,632,100	\$3,632,100	\$3,632,100	\$3,632,100	\$3,632,100	\$3,632,100
64	*Residential Development Estimated Land Value (gsf x \$75)	\$6,112,500	\$4,700,700	\$4,700,700	\$6,112,500	\$4,700,700	\$0
65	*Retail Development Estimated Land Value-Parking (gsf x \$75)	\$0	\$393,000	\$393,000	\$468,750	\$874,875	\$0
66	Total	\$12,900,750	\$11,881,950	\$11,881,950	\$10,213,350	\$9,207,675	\$3,632,100
67	NET COST	\$28,359,348	\$30,600,052	\$29,558,248	\$26,753,158	\$27,944,945	\$12,761,317

Notes:
1. Bates Street Residential Building is assumed to have parking in basement so area is not included in new demand calculations

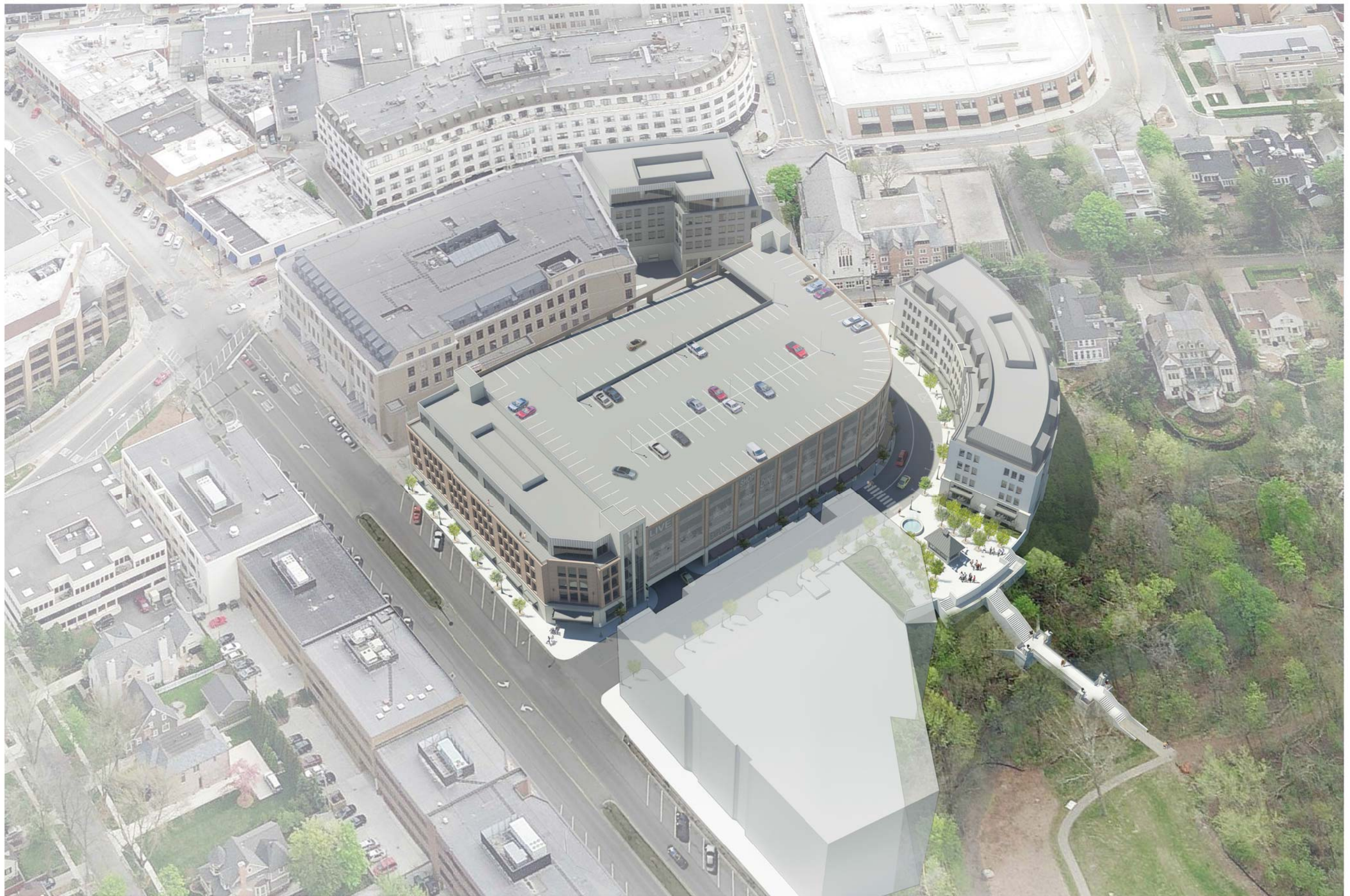
Shuttle Bus Operation

It is our understanding that the City wants to consider a Shuttle Bus Operation for the proposed development as a basis to satisfy parking demand from loss of existing parking during construction of the proposed mixed-use development. There are several factors that should be discussed and reviewed to determine the appropriate planning for this type of parking operation.

Referenced below are several items that should be reviewed and discussed with all stakeholders to develop an appropriate plan of action for a successful shuttle bus operation.

- **Design Capacity:** Based on the current parking supply of 745 spaces (572 existing garage + 173 surface lot), we have assumed that 70% (522) of these spaces are currently being used by monthly patrons. If feasible, this utilization rate should be verified and compared to our assumed analysis. It is this long term parking demand that should be considered for the shuttle bus operation. Transient patrons that will be displaced during construction will find other “close-in” parking opportunities such as “on-street” parking and other public facilities that are more convenient. The shuttle bus operation should primarily be established for monthly/tenant patrons.
- **Location of the Shuttle Bus Surface Lot:** A single “close-in” location for the shuttle bus operation is recommended. If one location is not available, then multiple facilities will have to be considered. Review of unoccupied parking facilities that have low weekday parking demand and utilization (ie. churches, nearby retail shopping malls, etc.) should be considered to establish a single shuttle bus operation. Multiple locations, to pick-up and drop-off patrons, will increase travel time, impact the shuttle bus operation and the level of service (LOS) this operation should provide.
- **Travel and Schedule:** Bus schedule for passenger pickup and drop off should not be more than 15 minute intervals to and from the existing garage during office peak times. Travel time beyond the 15-minute timeframe would be unwelcomed and impact the LOS.
- **Hours of Operation:** Service should start at 6:30am and terminate at 5:30pm to accommodate office conditions during weekday.
- **Service during Peak Time:** AM peak hours are from 6:30am to 9:30am. PM peak hours are from 2:30pm to 5:30pm. Three (3) shuttle buses with a minimum seating capacity of 25 passengers should be available to handle the estimated peak.
- **Service during Off-Peak Time:** One (1) shuttle bus should remain operational during off peak hours from 9:30am to 2:30pm to accommodate employee/monthly emergency calls, scheduled meetings out of the office, etc.
- **Shuttle Bus Routes:** Shuttle bus street routes should be well defined and established for the parking operation. The shuttle bus route should consider local traffic congestion to determine the quickest and safest route for pickup and drop off for the operation.

- **Staff:** At a minimum, at least one (1) full time and three (3) part-time employees should be considered for the shuttle bus operation. The cost of staffing the shuttle buses should be reviewed as part of the total cost associated with the shuttle bus operation. This requirement should be for a minimum of eighteen (18) months. Staffing cost is estimated at approximately \$150,000.00 to \$175,000.
- **Buses:** A twenty-five (25) seat capacity bus is estimated to cost in the range of \$80,000.00 to \$90,000.00. Three (3) buses would equate to approximately \$240,000 to \$270,000. In addition to the cost of the buses, fuel, routine maintenance, insurance, and other operational cost should be reviewed as part of the shuttle bus operation.
- **Shuttle Pick-Up and Drop Off Location(s):** Provide passenger pickup/drop-off shelters for inclement weather. Also, review lighting illumination levels for security at all locations.
- **Other Operational Items for Management to Consider:** Keep a daily log of activities and vehicular problems that may occur. Maintain routine maintenance program for each bus. To generate good ridership and loyalty to shuttle bus program, consider providing free local newspaper, bottle water, coffee, morning pastry, etc. to daily passengers periodically. One morning each month could be devoted to a customer appreciation day in support of the shuttle bus operation. Use the exterior and interior sides of the shuttle bus to generate revenue from local advertisements to promote the City, upcoming events, positive images, a major stakeholder, etc.
- **In-house (City Operated) vs Privatization:** An in-house (City Owned/Operated) shuttle bus operation is an expensive alternative to accommodate displaced monthly patrons. Total shuttle bus operation cost can range between \$550,000 and \$650,000 for a service period of 18 months. Alternate solutions to reduce this estimated cost are the following:
 - a) To reduce the initial cost of purchasing new shuttle buses, consider leasing the shuttle buses.
 - b) To reduce the initial cost of purchasing new shuttle buses, consider acquiring used shuttle buses that are still under warranty and less than three years old.
 - c) Consider procuring professional services from a local or national parking operator. A monthly management fee and the cost of the parking operation would be required. This service can be procured through a RFP basis.
 - d) Consider procuring professional services from a local tour bus company. This service can be obtained through a RFP basis and should be less costly than professional services provided by a parking operator.





South Bird's Eye View



Mixed-Use Building at North Old Woodward



New Bates Street Extension



Retail at New Bates Street Extension



Mixed-Use Building at Willits

City of Birmingham
Parking Structures-Combined
Income Statement
Fiscal Year Comparison

Fiscal 13-14

	Month Ended 31-Jul-14	Month Ended 31-Aug-14	Month Ended 30-Sep-14	Month Ended 31-Oct-14	Month Ended 30-Nov-14	Month ending 31-Dec-14	Month Ended 31-Jan-15	Month Ended 28-Feb-15	Month Ended 31-Mar-15	Month Ending 30-Apr-15	Month Ended 31-May-15	Month Ended 30-Jun-15	Total Fiscal 14-15
REVENUES:													
Revenues - Monthly parking	\$ 159,048.50	\$ 162,917.13	\$ 150,667.50	\$ 173,353.24	\$ 159,453.16	\$ 161,900.84	\$ 163,689.64	\$ 146,436.00	\$ 167,856.50	\$ 175,039.10	\$ 167,261.50	\$ 158,851.00	\$ 1,946,474.11
Revenues - Cash Parking	\$ 96,070.55	\$ 90,009.54	\$ 82,579.20	\$ 100,221.00	\$ 83,470.40	\$ 103,828.51	\$ 108,529.60	\$ 84,183.35	\$ 108,107.10	\$ 123,047.54	\$ 121,749.94	\$ 114,287.97	\$ 1,216,084.70
Revenues - Card Deposits	\$ 1,860.00	\$ 1,180.00	\$ 890.00	\$ 865.00	\$ 2,460.00	\$ 120.00	\$ 685.00	\$ 1,350.00	\$ 450.00	\$ 689.00	\$ 210.00	\$ 1,335.00	\$ 12,069.90
Revenue - Lot #6	\$ 2,100.00	\$ 11,700.00	\$ 19,495.00	\$ 250.00	\$ 13,300.00	\$ 16,245.00	\$ 352.50	\$ 10,815.00	\$ 19,570.00	\$ 1,260.00	\$ 12,670.00	\$ 15,608.50	\$ 123,366.00
Total Income	\$ 259,079.05	\$ 265,806.67	\$ 253,631.70	\$ 274,689.24	\$ 258,683.56	\$ 282,094.35	\$ 273,231.74	\$ 242,784.35	\$ 295,983.80	\$ 300,036.54	\$ 301,891.44	\$ 290,082.47	\$ 3,297,994.71
EXPENSES:													
Salaries and Wages	\$ 53,455.60	\$ 80,318.79	\$ 52,969.65	\$ 50,807.40	\$ 49,253.15	\$ 57,792.92	\$ 78,613.58	\$ 57,204.33	\$ 57,100.12	\$ 51,168.89	\$ 54,800.77	\$ 58,028.39	\$ 701,513.59
Payroll Taxes	\$ 4,086.65	\$ 7,254.15	\$ 3,869.26	\$ 4,706.95	\$ 4,556.44	\$ 4,687.33	\$ 11,506.20	\$ 8,082.26	\$ 6,983.88	\$ 3,888.50	\$ 5,579.21	\$ 5,885.10	\$ 71,085.93
Workmens Comp Insurance	\$ 1,867.06	\$ 2,805.15	\$ 1,850.02	\$ 1,774.54	\$ 1,720.15	\$ 1,744.80	\$ 3,037.92	\$ 2,138.30	\$ 2,080.79	\$ 1,862.45	\$ 2,053.14	\$ 2,200.51	\$ 25,134.83
Group Insurance	\$ 13,615.77	\$ 13,608.36	\$ 27,796.68	\$ 15,392.25	\$ 14,306.10	\$ 20,084.11	\$ 16,790.02	\$ 16,841.20	\$ 24,579.01	\$ 21,516.56	\$ 17,278.36	\$ 20,398.82	\$ 222,207.24
Uniforms	\$ 181.93	\$	\$ 33.96	\$ 991.93	\$ 262.12	\$ 138.02	\$ 3,963.65	\$	\$ 336.30	\$ 583.73	\$ 86.77	\$ 350.74	\$ 6,929.15
Insurance	\$ 7,838.68	\$ 7,838.68	\$ 8,838.68	\$ 7,838.68	\$ 7,838.68	\$ 7,838.68	\$ 8,388.64	\$ 8,397.59	\$ 10,888.64	\$ 8,388.64	\$ 8,388.64	\$ 8,388.64	\$ 100,872.87
Utilities	\$ 624.59	\$ 1,477.19	\$ 1,292.81	\$ 1,052.65	\$ 779.13	\$ 1,289.03	\$ 1,225.09	\$ 1,117.50	\$ 993.65	\$ 1,133.95	\$ 1,557.54	\$ 1,585.33	\$ 14,128.46
Maintenance	\$ 8,732.84	\$ 2,296.63	\$ 11,355.09	\$ 10,330.99	\$ 3,714.38	\$ 4,113.42	\$ 6,879.94	\$ 5,753.25	\$ 14,093.36	\$ 8,622.66	\$ 24,326.95	\$ 11,446.45	\$ 111,665.96
Parking Tags/Tickets	\$	\$	\$ 12,207.39	\$	\$	\$	\$ 292.87	\$ 2,826.48	\$ 456.86	\$	\$ 1,637.72	\$	\$ 17,421.32
Professional Services	\$ 3,988.97	\$ 3,988.97	\$ 3,988.97	\$ 3,988.97	\$ 3,941.47	\$ 3,988.97	\$ 3,988.97	\$ 3,988.97	\$ 4,044.22	\$ 3,988.97	\$ 4,037.22	\$ 3,988.97	\$ 47,923.64
Office Supplies	\$ 332.89	\$ 483.03	\$ 179.78	\$ 307.42	\$ 81.24	\$ 515.87	\$ 185.34	\$ 168.07	\$ 645.86	\$ 512.80	\$ 236.34	\$ 622.32	\$ 4,270.96
Card Refund	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$ -
Operating Cost - Vehicles	\$ 533.17	\$ 531.25	\$ 520.42	\$ 438.67	\$ 394.70	\$ 391.82	\$ 380.66	\$ 360.95	\$ 626.09	\$ 527.08	\$ 553.83	\$ 556.37	\$ 5,815.01
Pass Cards	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$ -
Employee Appreciation	\$	\$	\$	\$	\$	\$ 98.04	\$ 39.74	\$ 316.72	\$	\$	\$ 52.31	\$	\$ 506.81
Credit Card Fees	\$ 5,129.59	\$ 4,240.65	\$ 4,706.78	\$ 3,907.18	\$ 4,732.67	\$ 4,416.19	\$ 4,609.34	\$ 5,037.58	\$ 4,379.44	\$ 4,962.40	\$ 5,076.21	\$ 5,731.14	\$ 56,929.17
Bank Service Charges	\$ 249.14	\$ 287.45	\$ 280.57	\$ 336.65	\$ 562.15	\$ 299.64	\$ 300.00	\$ 285.03	\$ 235.94	\$ 296.53	\$ 291.59	\$ 285.22	\$ 3,709.91
Miscellaneous Expense	\$ 165.64	\$ 253.75	\$ 231.17	\$ 155.72	\$ 384.52	\$ 155.01	\$ 177.42	\$ 315.74	\$ 845.29	\$ 173.46	\$ 226.35	\$ 161.92	\$ 3,245.99
Management Fee Charge	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 46,500.00
Total Expenses	\$ 104,677.52	\$ 129,259.05	\$ 133,996.23	\$ 105,905.00	\$ 96,401.90	\$ 111,428.85	\$ 144,254.38	\$ 116,708.97	\$ 132,164.45	\$ 111,501.62	\$ 130,057.95	\$ 123,504.92	\$ 1,439,860.84
Profit	\$ 154,401.53	\$ 136,547.62	\$ 119,635.47	\$ 168,784.24	\$ 162,281.66	\$ 170,665.50	\$ 128,977.36	\$ 126,075.38	\$ 163,819.15	\$ 188,534.92	\$ 171,833.49	\$ 166,577.55	\$ 1,858,133.87

Fiscal 14-15

	Month Ended 31-Jul-15	Month Ended 31-Aug-15	Month Ended 30-Sep-15	Month Ended 31-Oct-15	Month Ended 30-Nov-15	Month ending 31-Dec-15	Month Ended 31-Jan-16	Month Ended 28-Feb-16	Month Ended 31-Mar-16	Month Ending 30-Apr-16	Month Ended 31-May-16	Month Ended 30-Jun-16	Total Fiscal 15-16
REVENUES:													
Revenues - Monthly parking	\$ 166,606.50	\$ 147,126.00	\$ 179,102.00	\$ 187,122.00	\$ 188,547.00	\$ 194,025.50	\$ 203,712.00	\$ 144,017.50					\$ 1,410,258.50
Revenues - Cash Parking	\$ 114,551.18	\$ 127,772.81	\$ 95,214.63	\$ 122,443.57	\$ 114,026.45	\$ 134,420.60	\$ 103,502.80	\$ 127,198.65					\$ 939,130.69
Revenues - Card Fees	\$ 150.00	\$ 300.00	\$ 97.50	\$ 240.00	\$ 662.50	\$ 702.50	\$ 1,080.00	\$ 80.00					\$ 3,312.50
Revenue - Lot #6	\$ 702.50	\$ 14,025.00	\$ 22,145.00	\$	\$ 19,325.00	\$ 15,995.00	\$ 100.00	\$ 6,635.00					\$ 78,927.50
Total Income	\$ 282,010.18	\$ 289,223.81	\$ 296,559.13	\$ 309,805.57	\$ 322,560.95	\$ 345,143.60	\$ 308,394.80	\$ 277,931.15	\$ -	\$ -	\$ -	\$ -	\$ 2,431,629.19
EXPENSES:													
Salaries and Wages	\$ 76,636.38	\$ 55,653.88	\$ 56,461.14	\$ 52,848.24	\$ 56,308.86	\$ 76,263.50	\$ 55,467.25	\$ 53,507.11					\$ 483,146.36
Payroll Taxes	\$ 7,345.93	\$ 5,153.13	\$ 5,226.52	\$ 4,897.62	\$ 5,259.87	\$ 7,224.51	\$ 7,039.01	\$ 6,600.08					\$ 48,746.67
Workmens Comp Insurance	\$ 2,868.74	\$ 2,084.62	\$ 2,114.79	\$ 1,979.76	\$ 2,109.17	\$ 2,857.21	\$ 2,116.60	\$ 2,124.24					\$ 18,255.13
Group Insurance	\$ 27,349.14	\$ 21,560.78	\$ 24,352.61	\$ 17,690.29	\$ 19,861.35	\$ 17,904.25	\$ 18,126.55	\$ 28,909.55					\$ 175,754.52
Uniforms	\$	\$ 329.71	\$	\$ 752.41	\$ (65.14)	\$ 2,523.24	\$ 163.11	\$					\$ 3,703.33
Insurance	\$ 8,388.64	\$ 8,888.64	\$ 8,388.64	\$ 8,397.59	\$ 8,388.64	\$ 8,388.64	\$ 9,027.81	\$ 9,027.81					\$ 68,896.41
Utilities	\$ 2,499.98	\$ 793.56	\$ 1,087.74	\$ 1,322.64	\$ 2,280.91	\$ 1,943.72	\$ 1,787.05	\$ 1,810.20					\$ 13,525.80
Maintenance	\$ 17,587.85	\$ 6,266.63	\$ 14,443.94	\$ 5,815.14	\$ 3,167.40	\$ 6,190.39	\$ 6,328.66	\$ 3,084.48					\$ 62,884.49
Parking Tags/Tickets	\$ 2,223.23	\$	\$ 44.20	\$ 3,187.13	\$	\$ 1,521.98	\$ 2,650.00	\$ 7,490.66					\$ 17,117.20
Professional Services	\$ 3,988.97	\$ 4,162.36	\$ 3,988.97	\$ 4,021.72	\$ 3,988.97	\$ 4,044.97	\$ 4,363.97	\$ 4,383.72					\$ 32,943.65
Office Supplies	\$ 577.20	\$ 692.43	\$ 367.07	\$ 70.55	\$ 673.31	\$ 324.91	\$ 82.22	\$ 104.63					\$ 2,892.32
Card Refund	\$	\$	\$	\$	\$	\$	\$	\$					\$ -
Operating Cost - Vehicles	\$ 542.83	\$ 527.25	\$ 462.13	\$ 517.67	\$ 515.04	\$ 167.77	\$ 541.66	\$ 331.81					\$ 3,606.16
Pass Cards	\$	\$	\$	\$	\$	\$	\$	\$					\$ -
Employee Appreciation	\$ 97.56	\$ 300.00	\$	\$	\$	\$	\$ 61.46	\$					\$ 459.02
Credit Card Fees	\$ 4,560.16	\$ 6,307.49	\$ 5,870.85	\$ 8,629.80	\$ 7,774.68	\$ 7,479.29	\$ 8,893.87	\$ 7,729.56					\$ 57,245.70
Bank Service Charges	\$ 311.98	\$ 415.19	\$ 1,627.34	\$ 400.68	\$ 405.72	\$ 400.67	\$ 449.90	\$ 712.04					\$ 4,723.52
Miscellaneous Expense	\$ 175.89	\$ 225.76	\$ 160.13	\$ 157.31	\$ 967.02	\$ 278.43	\$ 234.23	\$ 289.07					\$ 2,487.84
Management Fee Charge	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00					\$ 31,000.00
Total Expenses	\$ 159,029.48	\$ 117,236.43	\$ 128,471.07	\$ 114,563.55	\$ 115,510.80	\$ 141,388.48	\$ 121,146.89	\$ 130,041.42	\$ -	\$ -	\$ -	\$ -	\$ 1,027,388.12
Profit	\$ 122,980.70	\$ 171,987.38	\$ 168,088.06	\$ 195,242.02	\$ 207,050.15	\$ 203,755.12	\$ 187,247.91	\$ 147,889.73	\$ -	\$ -	\$ -	\$ -	\$ 1,404,241.07

CITY OF BIRMINGHAM - Combined
Income Statement
For Periods Indicated

	Month Ended February 28, 2016	8 Months Ending February 28, 2016	Month Ended February 28, 2015	8 Months Ending February 28, 2015
REVENUES:				
Revenues - Monthly parking	144,017.50	1,410,258.50	146,436.00	1,277,466.01
Revenues - Cash Parking	127,198.65	939,130.69	84,183.35	748,892.15
Revenues - Card Fees	80.00	3,312.50	1,350.00	9,385.00
Revenue - Lot #6	6,635.00	78,927.50	10,815.00	74,257.50
TOTAL INCOME	<u>277,931.15</u>	<u>2,431,629.19</u>	<u>242,784.35</u>	<u>2,110,000.66</u>
EXPENSES:				
Salaries and Wages	53,507.11	483,146.36	57,204.33	480,415.42
Payroll Taxes	6,600.08	48,746.67	8,082.26	48,749.24
Workmens Comp Insurance	2,124.24	18,255.13	2,138.30	16,937.94
Group Insurance	28,909.55	175,754.52	16,841.20	138,434.49
Uniforms		3,703.33		5,571.59
Insurance	9,027.81	68,896.41	8,397.59	64,818.31
Utilities	1,810.20	13,525.80	1,117.50	8,857.99
Maintenance	3,084.48	62,884.49	5,753.25	53,176.54
Parking Tags/Tickets	7,490.66	17,117.20	2,826.48	15,326.73
Accounting Fees	4,383.72	32,943.65	3,988.97	31,864.26
Office Supplies	104.63	2,892.32	168.07	2,253.64
Card Refund				
Operating Cost - Vehicles	331.81	3,606.16	360.95	3,551.64
Pass Cards				
Employee Appreciation	61.46	459.02	316.72	454.50
Credit Card Fees	7,729.56	57,245.70	5,037.58	36,780.00
Bank Service Charges	712.04	4,723.52	285.03	2,600.63
Miscellaneous Expense	289.07	2,487.84	315.74	1,838.97
Management Fee Charge	3,875.00	31,000.00	3,875.00	31,000.00
TOTAL EXPENSES	<u>130,041.42</u>	<u>1,027,388.12</u>	<u>116,708.97</u>	<u>942,631.89</u>
OPERATING PROFIT	<u>147,889.73</u>	<u>1,404,241.07</u>	<u>126,075.38</u>	<u>1,167,368.77</u>

CITY OF BIRMINGHAM PIERCE DECK
Income Statement
For Periods Indicated

	Month Ended February 28, 2016	8 Months Ending February 28, 2016	Month Ended February 28, 2015	8 Months Ending February 28, 2015
REVENUES:				
Revenues - Monthly parking	33,180.00	246,435.50	26,919.50	222,359.87
Revenues - Cash Parking	39,673.85	325,599.09	33,841.70	291,023.20
Revenues - Card Fees		960.00		780.00
TOTAL INCOME	72,853.85	572,994.59	60,761.20	514,163.07
EXPENSES:				
Salaries and Wages	12,582.89	93,730.68	10,926.08	80,401.18
Payroll Taxes	1,481.80	9,338.15	1,589.64	8,274.77
Workmens Comp Insurance	474.64	3,570.10	409.09	2,783.81
Group Insurance	6,376.90	41,569.29	3,083.11	22,195.01
Uniforms		753.70		282.13
Insurance	1,740.58	13,181.60	1,616.74	13,298.52
Utilities	387.43	2,694.48	258.61	1,851.16
Maintenance		15,129.73	2,313.07	10,424.16
Parking Tags/Tickets	2,435.39	5,528.25	1,413.24	6,003.29
Accounting Fees	865.37	6,472.96	790.37	6,294.46
Office Supplies	20.93	515.18	33.63	388.07
Card Refunds		-		-
Operating Cost - Vehicles	66.37	726.60	72.19	689.11
Pass Cards		-		-
Employee Appreciation	12.30	91.81	125.47	153.02
Credit Card Fees	2,410.88	19,720.11	1,821.55	12,544.75
Bank service charges	173.60	918.43	79.07	667.62
Miscellaneous Expenses	20.58	255.78	34.25	154.87
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
TOTAL EXPENSES	29,824.66	220,396.85	25,341.11	172,605.93
OPERATING PROFIT	43,029.19	352,597.74	35,420.09	341,557.14

CITY OF BIRMINGHAM PEABODY DECK
Income Statement
For Periods Indicated

	Month Ended February 28, 2016	8 Months Ending February 28, 2016	Month Ended February 28, 2015	8 Months Ending February 28, 2015
REVENUES:				
Revenues - Monthly parking	21,685.00	163,776.00	17,365.00	170,068.00
Revenues - Cash Parking	22,406.60	147,237.70	15,657.35	148,784.02
Revenues - Card Fees		1,050.00		-
TOTAL INCOME	44,091.60	312,063.70	33,022.35	318,852.02
EXPENSES:				
Salaries and Wages	10,139.58	87,977.74	11,506.09	78,605.87
Payroll Taxes	1,166.92	8,653.91	1,606.86	8,086.30
Workmens Comp Insurance	377.86	3,160.31	429.98	2,742.74
Group Insurance	6,376.90	36,143.93	3,764.62	28,186.76
Uniforms		753.70		282.13
Insurance	1,327.26	10,022.34	1,227.97	9,351.80
Utilities	387.43	2,705.73	258.62	1,845.87
Maintenance	106.88	11,629.62	669.06	6,265.11
Parking Tags/Tickets	1,472.97	3,930.77	1,413.24	3,118.50
Accounting Fees	775.19	5,751.52	700.19	5,582.52
Office Supplies	20.93	515.12	33.61	388.06
Card Refund		-		-
Employee Appreciation	12.29	91.80	21.63	49.19
Operating Cost - Vehicles	66.36	726.57	72.19	689.08
Pass Cards		-		-
Credit Card Fees	1361.60	10,048.17	1239.79	6,252.24
Bank service charges	127.19	615.95	49.98	453.60
Miscellaneous Expense	18.67	251.92	35.36	155.28
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
TOTAL EXPENSES	24,513.03	189,179.10	23,804.19	158,255.05
OPERATING PROFIT	19,578.57	122,884.60	9,218.16	160,596.97

CITY OF BIRMINGHAM PARK DECK
Income Statement
For Periods Indicated

	Month Ended February 28, 2016	8 Months Ending February 28, 2016	Month Ended February 28, 2015	8 Months Ending February 28, 2015
REVENUES:				
Revenues - Monthly parking	41,635.00	351,325.00	35,458.00	298,639.50
Revenues - Cash Parking	31,340.10	239,046.85	14,852.00	104,725.55
Revenues - Card Fees	30.00	180.00	60.00	2,755.00
TOTAL INCOME	73,005.10	590,551.85	50,370.00	406,120.05
EXPENSES:				
Salaries and Wages	10,694.91	90,517.65	10,931.55	100,142.50
Payroll Taxes	1,239.05	8,953.30	1,527.80	9,873.86
Workmens Comp Insurance	399.86	3,413.09	408.51	3,456.72
Group Insurance	3,838.00	27,284.33	2,871.62	18,954.58
Uniforms		753.69		282.14
Insurance	1,987.62	15,578.67	1,858.03	14,071.69
Utilities	403.56	2,710.61	258.61	1,845.87
Maintenance	552.78	12,023.72	1,554.94	17,152.56
Parking Tags/Tickets	1,472.97	2,002.97		2,496.28
Accounting Fees	881.28	6,692.63	806.28	6,450.24
Office Supplies	20.92	515.11	33.61	388.07
Card Refund		-		-
Operating Cost - Vehicles	66.36	726.57	72.19	689.11
Pass Cards		-		-
Employee Appreciation	12.29	91.81	126.37	153.93
Credit Card Fees	1,904.46	14,884.97	889.78	4,907.67
Bank service charges	144.20	712.18	50.16	509.45
Miscellaneous Expenses	19.10	254.02	34.91	183.26
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
TOTAL EXPENSES	24,412.36	193,315.32	22,199.36	187,757.93
OPERATING PROFIT	48,592.74	397,236.53	28,170.64	218,362.12

CITY OF BIRMINGHAM CHESTER DECK
Income Statement
For Periods Indicated

	Month Ended February 28, 2016	8 Months Ending February 28, 2016	Month Ended February 28, 2015	8 Months Ending February 28, 2015
REVENUES:				
Revenues - Monthly parking	23,317.50	317,119.00	38,032.50	301,019.64
Revenues - Cash Parking	9,946.50	60,764.62	6,375.25	70,950.85
Revenues - Card Fees	20.00	457.50	1,110.00	4,950.00
TOTAL INCOME	33,284.00	378,341.12	45,517.75	376,920.49
EXPENSES:				
Salaries and Wages	9,966.28	111,362.78	11,655.25	135,234.46
Payroll Taxes	1,547.49	12,006.32	1,647.20	13,659.50
Workmens Comp Insurance	494.66	4,360.19	435.36	4,942.60
Group Insurance	6,256.65	33,746.72	2,929.60	38,952.20
Uniforms		688.55		4,442.87
Insurance	2,137.00	16,206.80	1,988.80	15,118.40
Utilities	244.35	2,704.38	83.05	1,453.11
Maintenance	1,636.08	16,526.05	966.60	9,519.30
Parking Tags/Tickets	636.36	2,688.34		2,051.13
Accounting Fees	969.99	7,341.42	875.24	7,001.92
Office Supplies	20.92	831.80	33.61	707.48
Card Refund		-		-
Operating Cost - Vehicles	66.36	699.87	72.19	795.26
Pass Cards		-		-
Employee Appreciation	12.29	91.80	21.63	49.18
Credit Card Fees	604.43	3,729.14	318.13	7,456.49
Bank Service Charges	128.36	572.93	45.51	439.95
Misc Expense	20.97	273.46	40.07	216.63
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
TOTAL EXPENSES	25,517.19	220,030.55	21,887.24	248,240.48
OPERATING PROFIT	7,766.81	158,310.57	23,630.51	128,680.01

CITY OF BIRMINGHAM N. WOODWARD DECK

Income Statement
For Periods Indicated

	Month Ended February 28, 2016	8 Months Ending February 28, 2016	Month Ended February 28, 2015	8 Months Ending February 28, 2015
REVENUES:				
Revenues - Monthly parking	24,200.00	331,603.00	28,661.00	285,379.00
Revenues - Cash Parking	23,831.60	166,482.43	13,457.05	133,408.53
Revenues - Card Fees	30.00	665.00	180.00	900.00
TOTAL INCOME	48,061.60	498,750.43	42,298.05	419,687.53
EXPENSES:				
Salaries and Wages	10,123.45	99,557.51	12,185.36	86,031.41
Payroll Taxes	1,164.82	9,794.99	1,710.76	8,854.81
Workmens Comp Insurance	377.22	3,751.44	455.36	3,012.07
Group Insurance	6,061.10	37,010.25	4,192.25	30,145.94
Uniforms		753.69		282.32
Insurance	1,835.35	13,907.00	1,706.05	12,977.90
Utilities	387.43	2,710.60	258.61	1,861.98
Maintenance	788.74	7,575.37	249.58	9,815.41
Parking Tags/Tickets	1,472.97	2,966.87		1,657.53
Accounting Fees	891.89	6,685.12	816.89	6,535.12
Office Supplies	20.93	515.11	33.61	381.96
Card Refund		-		-
Operating Cost - Vehicles	66.36	726.55	72.19	689.08
Pass Cards		-		-
Employee Appreciation	12.29	91.80	21.62	49.18
Credit Card Fees	1448.19	8,863.31	768.33	5,618.85
Bank Service Charges	138.69	1,904.03	60.31	530.01
Miscellaneous Expense	18.66	261.09	35.89	132.24
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
TOTAL EXPENSES	25,583.09	203,274.73	23,341.81	174,775.81
OPERATING PROFIT	22,478.51	295,475.70	18,956.24	244,911.72

CITY OF BIRMINGHAM lot #6
Income Statement
For Periods Indicated

		Month Ended February 28, 2016	8 Months Ending February 28, 2016	Month Ended February 28, 2015	8 Months Ending February 28, 2015
INCOME	Revenues - Monthly Parking Lot #6 & Southside	6,635.00	78,927.50	10,815.00	74,257.50
	TOTAL INCOME	<u>6,635.00</u>	<u>78,927.50</u>	<u>10,815.00</u>	<u>74,257.50</u>
EXPENSES	Liability Insurance	-	-	-	-
	Office Supplies (Hanging Tags)	-	-	-	-
	Misc.	191.09	1,191.57	135.26	996.69
	TOTAL EXPENSES	<u>191.09</u>	<u>1,191.57</u>	<u>135.26</u>	<u>996.69</u>
	NET PROFIT	<u>6,443.91</u>	<u>77,735.93</u>	<u>10,679.74</u>	<u>73,260.81</u>

CENTRAL PARKING SYSTEM

Birmingham Parking System Transient & Free Parking Analysis Months of February 2015 & February 2016

February 2015

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	%FREE
PEABODY	8,395	2,325	\$ 15,657.35	28%
PARK	7,569	3,194	\$ 14,852.00	42%
CHESTER	5,241	3,415	\$ 6,375.25	65%
WOODWARD	9,704	5,418	\$ 13,457.05	56%
PIERCE	22,462	12,464	\$ 33,841.70	55%
TOTALS	53,371	26,816	\$ 84,183.35	50%

February 2016

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE
PEABODY	16,440	11,111	\$ 22,406.60	68%
PARK	18,089	9,697	\$ 31,340.10	54%
CHESTER	4,461	1,679	\$ 9,946.50	38%
WOODWARD	12,287	7,871	\$ 23,831.60	64%
PIERCE	24,028	13,558	\$ 39,673.85	56%
TOTALS	75,305	43,916	\$ 127,198.65	58%

BREAKDOWN:	TOTAL CARS	+41%
	FREE CARS	+64%
	CASH REVENUE	+51%

parking space so that the vehicle still faces into traffic when it's parked on the other side.

But for that to be safe, drivers must make sure that no one else is planning to enter that spot, she said.

"People tend to pull in and out of

parking spots," she said. "It's just important to slow down.

You're going from street driving to a parking lot. You've got people walking around. It's just best to be as cautious as you can."

Shellie Simmons, co-owner of Alpine Driving School in Southfield,

said teens who take driving instruction classes in order to pass a road test have to learn the proper technique for backing into a parking spot.

"If they follow the instructions, they get it, and we advise them to continue practicing it," Simmons said.

Blame Cities for the Apps That Let You Sell Your Parking Space

**By Joshua Brustein,
Bloomberg Business**

Parking drives people insane, which explains the reaction to a wave of smartphone apps that allow people to sell the rights to street parking spaces.

Last month the city attorney of San Francisco told three such companies—MonkeyParking, Sweetch, and ParkModo—to stop operating. Haystack, a similar app in Boston, has drawn heat from the mayor, and a local lawmaker recently introduced a bill designed to shut down the street parking gray market. Journalists and social-media philosophers argued the apps embodied Silicon Valley tone-deafness.

The ethics of profiting by selling access to public property certainly seems problematic. Each app sets up a market in which a driver who is about to pull away from a spot can earn a few dollars by waiting around until someone who has paid for that information can pull in. The companies keep a commission.

Critics say this could create an incentive for people to squat in parking spaces, cashing in by creating more congestion. None

of this has happened, though, because it's not yet clear that these apps would make a difference at all. "A lot of people started to theoretically talk about scenarios that didn't actually happen and could be easily avoided," says Paolo Dobrowolny, one of the founders of MonkeyParking.

If they do catch on, it will be the cities' own faults. The reason that there's an opportunity for parking arbitrage is that street parking in major American cities has been chronically underpriced. If people had to pay true value for those parking spots, they'd move their cars more.

Because they stay put, urban planners say that as much as 30 percent of traffic in major cities is

created by people circling the block, looking for clues that someone is vacating a space while cursing under their breath.

Don Shoup, a professor at UCLA and perhaps the world's foremost authority on parking policy, says the apps serve an important purpose, but not the one the startups think they do. "What I like about them is they reveal the mispricing of public services. Places such as San Francisco and Boston are killing the messenger," he says. "One of the questions is, do they work?"

Shoup doesn't think so. Even if the cities left these apps alone, they would likely fail or change into something else because it is really hard to get enough people to participate, he says. The startup



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Parking Apps - continued from Page 3

landscape is already littered with the shells of ventures whose clever crowdsourcing ideas withered for lack of crowds.

Eric Meyer, who founded Haystack, says that 10,000 people have signed up for the app in Baltimore and Boston. The vast majority haven't used it. About 1,000 parking spaces have changed hands since the app launched.

A problem is that selling access to your parking space doesn't bring much cash. The company sets a \$3 price; while it allows people to offer more, they almost never do. "You need to provide enough of an incentive to change folks' behavior. The \$3 helps us to get there, but it isn't getting us fully there," says Meyer. He says the company is working on non-monetary incentives for people who offer up spaces. As it stands, seven times as many people use the app to seek parking spaces as use it to offer them.

One way these companies may drive adoption is by convincing antagonists in City Hall to cooperate with them. After the initial backlash, the companies all took to preaching the gospel of private-public partnerships. Sweetch has opened up its technology, theoretically

allowing San Francisco (or Cleveland, or Chattanooga, Tenn.) to create its own version of the idea. ParkingMonkey and Haystack say they are willing to share revenue with local governments, but no such deals have been reached.

Cities have been focused on less labor-intensive ways to gather information about vacant parking spaces. Many urban areas, including both San Francisco and Boston, have begun to install networks of sensors in parking spaces. These can provide drivers with information about where to drive while giving cities data to develop pricing that takes demand into account.

Installing sensors isn't cheap. A hole is drilled into each space to enable monitoring, and a small sensor is glued in at a price of \$200 to \$250 per sensor, according to Worldsensing, which has installed 12,000 parking sensors in Moscow.

The company also charges \$3 to \$10 per sensor per month for the networking and data service. With 275,450 street parking spaces, San Francisco would face a capital investment of up to \$69 million at these rates, with a monthly bill as high as \$2.7 million if it wanted to cover the whole city.



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