

CITY OF BIRMINGHAM
ADVISORY PARKING COMMITTEE
CITY COMMISSION ROOM
151 MARTIN ST., BIRMINGHAM, MI
(248) 530-1850
REGULAR MEETING AGENDA
WEDNESDAY, MAY 18, 2016, 7:30 A.M

1. Recognition of Guests
2. Approval of Minutes, Meeting of April 20, 2016
3. Parking System Rate Change Proposal
4. Dining Deck Proposal – 141 W. Maple Rd.
5. Accessible Parking Signage Icon
6. Ad Hoc Parking Development Committee Update
7. Construction Update
8. Monthly Financial Reports
9. Meeting Open for Matters Not on the Agenda
10. Information Only:
Miscellaneous Articles and Letters
10. Next Regularly Scheduled Meeting: June 15, 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).

DRAFT

City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING
Birmingham City Hall Commission Room
151 Martin, Birmingham, Michigan
Wednesday, April 20, 2016

MINUTES

These are the minutes for the Advisory Parking Committee ("APC") regular meeting held on Wednesday, April 20, 2016. The meeting was called to order by Chairman Lex Kuhne at 7:30 a.m.

Present: Chairman Lex Kuhne
Steven Kalczynski
Lisa Krueger
Judith Paskewicz
Al Vaitas

Absent: Anne Honhart
Vice-Chairperson Susan Peabody

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

Birmingham Shopping District: Richard Astrein
John Heiney

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

RECOGNITION OF GUESTS (none)

MINUTES OF REGULAR MEETING OF MARCH 16, 2016

Motion by Ms. Paskewicz
Seconded by Mr. Kalczynski to approve the Minutes of the Special APC Meeting of March 16, 2016 as presented.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Paskewicz, Kalczynski, Krueger, Kuhne, Vaitas

Nays: None

Absent: Honhart, Peabody

PARKING SYSTEM RATE CHANGE PROPOSAL

Problem

Mr. O'Meara noted the Birmingham parking structures have long been operated with the premise that spaces need to be made available in each parking structure at all times for customer (shopper) traffic. However, 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 and a large number of employees elect to park in the parking structure all day and pay the daily rate.

Through the efforts of the manager's office, off-site parking options have been made available at three local churches. However, it appears that parking off site is not considered an attractive option, particularly if it is as costly as just parking in the structure.

A new large influx of employees started working in Downtown Birmingham in late January. 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. 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 impact their bottom line.

Solution

In order to keep the parking structures open and accessible to customers, the number of employee vehicles within needs to be reduced. The following options are offered for consideration:

1. Increase the Parking Structure Daily Rate

It is proposed to have all five structures match the rate structure currently in use at Pierce St. The maximum rate drops back to \$5 for those that leave after 10 p.m. in order to help late evening employees since parking demand is much lower at that time of night.

2. Increase the Parking Structure Monthly Permit Rate

It was discussed that this permit rate increase was designed to motivate the big employers to move to the off-site parking lots. However, it affects the bottom line of smaller businesses.

3. Reduce the Cost of Parking Vehicles Outside Downtown

The City would cover the cost of the lot rental through the Parking System. Committee members thought this may be a hard sell because that type of service may not fit some of the larger companies.

4. Reduce the Authorized Number of Monthly Parking Permits

Converting future permit sales to daily traffic will then encourage more vehicles to participate in the off-site parking options. Or, they will park there anyway at the daily rate.

Finally, due to the above changes, it is appropriate to review the rate at the parking meters:

5. Increase lower cost parking meters so that all meters charge the rate of \$1 per hour.

If one chooses to park at a low rate meter and the new parking structure rates go into effect, it is actually cheaper than parking in the structures.

The chairman called for comments from the public at 8:07 a.m.

Mr. Richard Astrein, 120 W. Maple Rd., received clarification that free parkers who park for less than two hours represent 61% of customers. Mr. Astrein thought those parking five hours or more should be at a higher rate. Further, enforcement should be tightened so that permit parkers go to the top floors.

The committee was not ready to move on this matter today because of their need for numbers showing how many people are using the different price categories.

Mr. John Heiney asked for a list of those employers who pay for their employees' monthly passes. Another push can be made to them to show that shuttling to off-site lots will seem more attractive once the permit rates are increased.

It was noted that when people come to Birmingham and can't find a place to park, retailers and smaller service businesses will be affected because their customers will be circling and then giving up. That is taking money out of the business owners' pockets.

Consensus was to select three members each from the BSD and APC to develop a strategy and then have a joint meeting with the Planning Board to discuss parking. Chairman Kuhne, Ms. Krueger, and Dr. Vaitas volunteered to represent the APC.

The suggestion was made to initiate a lower rate for people parking in the structures after 4 p.m.

N. OLD WOODWARD AVE. PARKING STRUCTURE VALET PROPOSAL

Mr. O'Dell reported that discussions have been held with SP+ management to take a look at valet assist to help address the current high demand for parking in the Central Business District. An idea was presented that is successfully used in large cities where parking demand is high. When a parking structure becomes full the structure (or a portion thereof) can be turned over to a valet only operation in order to utilize more spaces. Most of the various options involve roof level valet parking. It is not clear how the public will respond to this option but it is recommended that it be tried in the beginning on the roof of the N. Old Woodward Ave. Structure. Further, a lot more cars could be parked on the surface lot if it was valet controlled. Everyone agreed this would be a very cost effective way to increase capacity.

Motion by Dr. Vaitas

Seconded by Dr. Paskewicz The Advisory Parking Committee recommends that the City Commission approve the SP+ proposal to operate a valet service on weekdays at the N. Old Woodward Ave. Parking Structure roof level wherein:

- 1. Two valet service staff provided by SP+ will be stationed at the entrance to the roof level from approximately 9 a.m. to 2 p.m.**
- 2. As the structure nears capacity, all vehicles looking to park on the roof would be required to valet their vehicle, at no additional cost to the customer.**
- 3. The cost to the Auto Parking System is estimated at \$52,020 annually.**
- 4. Valet service hours will be subject to change based on actual need.**

Motion carried, 5-0.

VOICE VOTE:

Yeas: Vaitas, Paskewicz, Krueger, Kalczynski , Kuhne

Nays: None

Absent: Honhart, Peabody

35001 WOODWARD AVE. TEMPORARY PARKING LOT LEASE PROPOSAL

Mr. O'Meara explained that a signed lease is now in place for the committee's review. The two existing approaches on Woodward Ave. would be used at entrance points to two dead end rows of parking. The fence has been removed and no new fencing is proposed at this time. All signs shall have the City color dark green background, with white lettering, to help clarify that it is a City of Birmingham operation. One sign will be posted at each entrance stating PERMIT PARKING ONLY. Once inside the lot, a second, more informative sign will give a better description of how the lot is being monitored, and that a permit tag must be displayed.

Monthly permit holders will be sold a permit in three month increments. They will be provided a tag to display on their rear view mirror. Vehicles parked in the disabled permit spaces will need to display both their disabled parking permit as well as their monthly parking permit.

It is recommended that only 40 permits will be authorized for sale at this time, given that only 37 spaces will be contained in the lot and two of them will be reserved for the disabled. Since the Park St. Structure is filling currently on a regular basis it is most advantageous to first offer permits to those who have been waiting the longest on the Park St. Parking Structure waiting list. The suggested cost is \$65/month, the same being charged at the Park St. Structure. Those buying permits would be encouraged to remain on the waiting list at the Park St. Structure, so that when the opportunity opens up, they could still move into that facility for a longer term parking location.

The property owner has been gracious in offering the use of the property at no cost. The initial signed lease will be for 12 months, to commence upon approval by the City Commission. Based upon labor and equipment charges used for the operation of the City's other lots, it is anticipated that the ongoing cost to operate the lot will be about \$20,000 annually.

It is not clear if the lot will be truly self-sustaining. However, operation of this lot is considered an important move to improve public service rather than increase revenues. Staff sees this as an excellent opportunity to use this vacant property for a beneficial use while it is awaiting redevelopment.

At 9:12 a.m. there were no comments from the public.

Motion by Ms. Krueger

Seconded by Mr. Kalczynski that the Advisory Parking Committee recommends to the City Commission that the mayor be authorized to sign the lease offered by the owner of the vacant property located at 35001

Woodward Ave. for the operation of a temporary parking lot. Further, it is recommended that the lot be maintained by the City with its gravel surface, and that monthly permits be offered for sale at the rate matching that being charged for permits at the Park St. Parking Structure, offered first to those on the Park St. Parking Structure waiting list. All costs and revenues derived from this lot (other than Police Dept. enforcement) will be directed to and from the Auto Parking System Fund.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Krueger, Kalczynski, Kuhne, Paskewicz, Vaitas

Nays: None

Absent: Honhart, Peabody

ACCESSIBLE PARKING SIGNAGE ICON

Postponed to the next regular meeting.

CONSTRUCTION UPDATE

Mr. O'Meara advised that equipment for the Chester St. Parking Structure will be put into place this weekend. As of Monday morning, only cashless payment options will be offered. Mr. Gunn reported this news was very well received at the Birmingham Men's Club.

MONTHLY FINANCIAL REPORTS

Mr. O'Dell noted there have been significant increases.

MEETING OPEN FOR MATTERS NOT ON THE AGENDA

Dr. Vaitas suggested the owner of the parking lot at Woodward Ave. and Oak St. could be approached to see if the City could use the lot for valet only. That would decrease the liability aspect if that is his concern.

NEXT REGULARLY SCHEDULED MEETING

May 18, 2016

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: May 12, 2016

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Parking System Rates

OVERVIEW

Last month, a comprehensive package of rate changes were presented to the Advisory Parking Committee for review. The suggested changes were presented from the perspective that:

1. Demand from employees is forcing the system to operate without sufficient capacity for shoppers and visitors that arrive later in the day. Creating an incentive to move employees to less desirable parking locations would help the business community.
2. Compared to what is being charged in the private parking facilities, the rates being charged are less than what people are willing to pay.
3. Revenue increases would help the parking system prepare itself for large expenditures in the future, as the need to enlarge and/or replace parking structures grows.

The parking committee was not prepared to endorse the rate changes. Two general themes came from the meeting:

1. Requiring large blocks of employees to park their cars off site outside the downtown area is not looked upon favorably. Changing the rates as suggested will not change their behaviors, but it will hurt the smaller businesses that also need to pay these higher rates. Rather than changing rates, the APC and the Birmingham Shopping District (BSD) should begin discussions to consider changing the zoning ordinance that allows the current building expansions without creating new private parking spaces.
2. If the rate structure is going to be restructured, the rate of increase for the shorter time periods (3 to 7 hours) should be priced more aggressively too, so that shorter term employees have to pay more.

To that end, the following is offered:

1. Some discussions have occurred with members of the BSD on this matter. More discussions are planned, but there is nothing concrete to report as of yet. It should be noted that if the APC pursues this goal of changing the zoning ordinance, that is a long term issue that will not be resolved quickly.
2. SP+ staff put together some figures that are attached relative to various daily rate pricing schemes that could be employed, and how they affect revenue. More dialogue is provided below.

3. The Ad Hoc Parking Development Committee held their first meeting focused on finance on April 27. Long term cash flow projections were provided for both the current rate structure, and for the rate structure that was recommended in our April 15 memo. Increasing the rates as suggested makes a significant improvement on improving the cash available to help finance a large parking structure project. Serious discussions about the revenue that can be generated from a special assessment district are scheduled for this coming week (May 16). Since the City has only assessed for new parking spaces being created (not the replacement of existing spaces within a new building, which is being contemplated), revenues to be generated through special assessments may not be significant. If the City continues to move in the direction committing to a large construction project, (currently being projected at \$26 to \$28 million, even after the sale of land), a rate increase is likely a part of the equation.

With the above in mind, information has been provided below relative to various hourly rate pricing schemes. Secondly, a new idea is also being offered relative to making the package more desirable for evening employees. The system could offer an evening only monthly permit for those that arrive after 4 PM, as long as they regularly leave the building after their shift (no overnight parking). Information is provided below on that as well.

HOURLY RATES

The rate package presented last month suggested that the hourly rate structure would only be modified for long term parkers (7+ hours). The suggestion was focused on the following thought process:

1. The long term employee that arrives early in the workday are the ones that we hope to discourage parking in the structures. Many vehicles (over 14,000 per month) park for more than 6 hours a day now. This number is growing as monthly permits become increasingly scarce. These people are paying a lot of money per month to park, and if the increase is significant, it may cause behaviors to modify. Those visitors or employees that park for shorter shifts do not pay as much overall, and are less likely to change their behaviors.
2. As daily traffic has increased, so has the volume of cars that fall under the "2 hours free" category. There are a significant number of people that take time during their day to move their car out and back into the garage to reduce their total cost of parking for the day. If we raise the rates much for the middle range people (3 to 6 hours), this behavior is clearly going to pick up.
3. Rate increases do have a negative impact on those that use the system. If there are groups of people that remain unaffected by the change, that reduces the number of people that are negatively impacted.

Attached is a table that demonstrates the amount of money that the system earns if various rate structures are used. The following are some notes on the various alternatives:

Current Rates – This table represents the current rate structure for all but the Pierce St. Structure. (Therefore, the net revenue shown is smaller than what is currently being realized.) This rate structure has been in place since 1997 (almost 20 years).

Pierce St. Rate – This is the rate structure that was recommended in our April 15 memo. Implementing this rate structure at all five facilities has the benefit of only impacting the long term parkers. At Pierce St., long term parkers are already paying this rate, so there would be no change for them. As described in the previous memo, revenues are predicted to increase about \$500,000 per year, which is about \$42,000 per month.

Alternate Rate Schedules A, B, and C – These schedules represent increasing the rate more aggressively, with B and C including a 3 hours free provision (instead of 2). Clearly, these rates would impact those employees that work shorter shifts (and likely earn less money). Staff does not recommend this. We assume that these employees would be less likely to have any other choice than to pay these rates, or they may be more likely to move their car in and out of the structure more often. Having a big change in cost between 3 and 4 hours will encourage people to try to manipulate the system with unwanted behaviors. This negative behavior causes more traffic in the streets and the structures, and results in a less pleasant work environment for those that feel that they have to do this.

Alternate Rate Schedule D – If the Committee is inclined to be more aggressive than what was first suggested, we recommend a more gradual increase by going to a rate that increases at the rate of \$2 per hour. Even this smaller change results in revenues about double what they are today. This change would impact every daily parker in the system.

With the idea that a revenue increase should not be too extreme at any one time, staff continues to recommend that all five structures charge the same rate, specifically the one labeled as the “Pierce St. Rate.”

EVENING ONLY MONTHLY PERMIT

Reviewing usage patterns, there are currently about 100 monthly permit holders (system-wide) that routinely enter their parking structure after 4 pm to work an evening shift. The parking system could offer an evening only monthly permit that would work the same as a regular monthly permit, except that they could only enter the structure every day after 4 PM. Further, they would have to agree to not leave their car overnight (which would then cause more traffic burden the next morning). The evening permit would not be as desirable, so it would have to be sold at a discount. We are recommending a \$10 discount from the regular price. Offering such a permit would reduce revenues, to an extent that is difficult to predict. It would provide the following benefits to the system’s users:

1. Those paying for a monthly permit that are in the structure primarily in the evening could save \$10 per month.
2. Removing the estimated 100 permits from the current monthly permit holders would allow a new 100 customers (system-wide) to purchase a monthly permit. Since some parkers have been waiting over 2 years for a permit, that would bring an end to a long wait. (Selling more permits could potentially increase the number of vehicles in a structure, unless they are parking in the same structure now anyway, paying the daily rate. If enacted with the recommendation to reduce the number of permits at N. Old Woodward Ave. and Park St., they would potentially be able to move to a different structure instead.)

3. Current evening employees that cannot get a permit would now be able to purchase one, as the system should be able to supply many more permits than there is currently needed. Again this would reduce revenues, but would improve customer satisfaction.
4. Offering monthly permits would hopefully encourage evening employees on a tight budget to purchase a permit, rather than attempt to keep their costs down by driving out and then back into the structure during their shift.

Based on the above new thoughts, the recommendation from the April meeting is repeated below, and now includes the provision for an evening only monthly permit.

SUGGESTED RECOMMENDATION:

The Advisory Parking Committee recommends that the City Commission approve the following changes to reflect the current value of parking, and to help position the Auto Parking System Fund for future expected parking system capacity improvements:

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 will have a maximum value of \$5.

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

Parking Facility	Existing	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

3. 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.
4. 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

5. To increase all parking meters currently set at 50¢ per hour to \$1 per hour, making the entire City uniform at \$1 per hour.
6. To offer Evening Only Monthly Permits at all five parking structures, allowing unlimited parking to permit holders after 4 PM every day, at a rate discounted by \$10 per month over the regular monthly permit rate.

Current Rates

Time	Current Rates	Transactions	Net	Ticket percentage
Under 2 hours	Free	41162	\$0.00	0.509664079
2-3 Hours	\$1	12446	\$10,260.00	0.154105221
3-4 hours	\$2	6330	\$10,937.00	0.078377475
4-5 hours	\$3	3617	\$9,332.00	0.04478536
5-6 hours	\$4	2431	\$8,839.00	0.030100417
6 or more	\$5	14777	\$53,678.00	0.182967448
Totals		80763	\$93,046.00	\$1.15

Pierce Rate

Time	Current Rates	Transactions	Net	Ticket percentage
Under 2 hours	Free	41162	\$0.00	0.509664079
2-3 Hours	\$1	12446	\$12,446.00	0.154105221
3-4 hours	\$2	6330	\$12,660.00	0.078377475
4-5 hours	\$3	3617	\$10,851.00	0.04478536
5-6 hours	\$4	2431	\$9,724.00	0.030100417
6-7 hours	\$5	2188	\$10,940.00	0.027091614
7-8 hours	\$7.50	2486	\$18,645.00	0.030781422
8 or more	\$10	8432	\$84,320.00	0.104404245
after 10pm	\$5	1671	\$8,355.00	0.020690168
Totals		80763	\$167,941.00	\$2.08

Alternate Rate schedule A

Time	Current Rates	Transactions	Net	Ticket percentage
Under 2 hours	Free	41162	\$0.00	0.509664079
2-3 Hours	\$3	12446	\$37,338.00	0.154105221
3-4 hours	\$5	6330	\$31,650.00	0.078377475
4-5 hours	\$7	3617	\$25,319.00	0.04478536
5 or more	\$10	15537	\$155,370.00	0.192377698
after 10pm	\$5	1671	\$8,355.00	0.020690168
Totals		80763	\$258,032.00	\$3.19

Alternate Rate schedule B

Time	Current Rates	Transactions	Net	Ticket percentage
Under 3 hours	Free	53608	\$0.00	0.6637693
3-4 Hours	\$5	6330	\$31,650.00	0.078377475
4-5 hours	\$6	3617	\$21,702.00	0.04478536
5-6 hours	\$7	2431	\$17,017.00	0.030100417
6-7 hours	\$8	2188	\$17,504.00	0.027091614
7-8 hours	\$9	2486	\$22,374.00	0.030781422
over 8 hours	\$10	8432	\$84,320.00	0.104404245
after 10pm	\$5	1671	\$8,355.00	0.020690168
Totals		80763	\$202,922.00	\$2.51

Alternate C (Very estimated)

Time	Current Rates	Transactions	Net	Ticket percentage
Under 3 hours	Free	#REF!	\$0.00	#REF!
3-4 Hours	\$5	4748	\$23,740.00	#REF!
4-5 hours	\$7	2712	\$18,984.00	#REF!
over 5 hours	\$10	14929	\$149,290.00	#REF!
In after 5 pm	\$5	4766	\$23,830.00	#REF!
Totals		#REF!	\$215,844.00	#REF!

Alternate Rate schedule D

Time	Current Rates	Transactions	Net	Ticket percentage
Under 2 hours	Free	41162	\$0.00	0.509664079
2-3 Hours	\$2	12446	\$24,892.00	0.154105221
3-4 hours	\$4	6330	\$25,320.00	0.078377475
4-5 hours	\$6	3617	\$21,702.00	0.04478536
5-6 hours	\$8	2431	\$19,448.00	0.030100417
6-7 hours	\$10	2188	\$21,880.00	0.027091614
7-8 hours	\$10	2486	\$24,860.00	0.030781422
8 or more	\$10	8432	\$84,320.00	0.104404245
after 10pm	\$5	1671	\$8,355.00	0.020690168
Totals		80763	\$230,777.00	\$2.86

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

Projected Cash Flow Current Revenue Stream

CITY OF BIRMINGHAM
AUTOMOBILE PARKING SYSTEM FUND
CASH FLOW PROJECTION

	ACTUAL 2014-2015	PROJECTED 2015-2016	PROJECTED 2016-2017	PROJECTED 2017-2018	PROJECTED 2018-2019	PROJECTED 2019-2020	PROJECTED 2020-2021	PROJECTED 2021-2022	PROJECTED 2022-2023	PROJECTED 2023-2024	PROJECTED 2024-2025	PROJECTED 2025-2026
CASH FLOWS FROM OPERATING ACTIVITIES:												
CASH RECEIVED FROM CUSTOMERS	\$4,709,912	\$5,263,480	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330
CASH RECEIVED FROM FEDERAL GRANT	-	-	-	-	-	-	-	-	-	-	-	-
CASH PAYMENT TO SUPPLIER/CONTRACTORS FOR GOODS & SERVICES	(435,348)	(597,780)	(536,570)	(534,760)	(570,394)	(581,802)	(593,438)	(605,307)	(617,413)	(629,761)	(642,357)	(655,204)
CASH PAYMENT TO CENTRAL PARKING SYSTEM CONTRACTOR	(1,439,861)	(1,470,000)	(1,700,000)	(1,600,000)	(1,640,574)	(1,695,193)	(1,751,721)	(1,810,228)	(1,870,789)	(1,933,478)	(1,998,377)	(2,065,567)
CASH PAYMENT TO CITY EMPLOYEES FOR SERVICES	(436,518)	(402,360)	(453,471)	(465,597)	(475,695)	(486,035)	(496,623)	(507,466)	(518,571)	(529,946)	(541,599)	(553,538)
NET CASH PROVIDED BY OPERATING ACTIVITIES	2,398,185	2,793,340	2,562,289	2,651,974	2,565,666	2,489,300	2,410,548	2,329,329	2,245,557	2,159,144	2,069,997	1,978,021
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:												
ACQUISITION AND CONSTRUCTION OF CAPITAL ASSETS	(1,443,676)	(1,566,090)	(1,802,000)	(940,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
NET CASH USED FOR CAPITAL AND RELATED FINANCING ACTIVITIES	(1,443,676)	(1,566,090)	(1,802,000)	(940,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
CASH FLOWS FROM INVESTING ACTIVITIES:												
INTEREST AND DIVIDENDS ON INVESTMENTS	44,410	56,670	76,430	100,490	127,800	174,900	195,890	215,820	273,740	294,990	359,840	381,760
NET CASH PROVIDED BY INVESTING ACTIVITIES	44,410	56,670	76,430	100,490	127,800	174,900	195,890	215,820	273,740	294,990	359,840	381,760
NET INCREASE (DECREASE) IN CASH AND INVESTMENTS	998,919	1,283,920	836,719	1,812,464	1,493,466	1,464,200	1,406,438	1,345,149	1,319,297	1,254,134	1,229,837	1,159,781
CASH AND INVESTMENTS AT BEGINNING OF YEAR	5,516,138	6,515,057	7,798,977	8,635,696	10,448,160	11,941,626	13,405,826	14,812,264	16,157,413	17,476,711	18,730,845	19,960,682
CASH AND INVESTMENTS AT END OF YEAR	\$6,515,057	\$7,798,977	\$8,635,696	\$10,448,160	\$11,941,626	\$13,405,826	\$14,812,264	\$16,157,413	\$17,476,711	\$18,730,845	\$19,960,682	\$21,120,463

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

Projected Cash Flow with (5) Revenue Proposals

CITY OF BIRMINGHAM
AUTOMOBILE PARKING SYSTEM FUND
CASH FLOW PROJECTION

	ACTUAL 2014-2015	PROJECTED 2015-2016	PROJECTED 2016-2017	PROJECTED 2017-2018	PROJECTED 2018-2019	PROJECTED 2019-2020	PROJECTED 2020-2021	PROJECTED 2021-2022	PROJECTED 2022-2023	PROJECTED 2023-2024	PROJECTED 2024-2025	PROJECTED 2025-2026
CASH FLOWS FROM OPERATING ACTIVITIES:												
CASH RECEIVED FROM CUSTOMERS	\$4,709,912	\$5,263,480	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925
CASH RECEIVED FROM FEDERAL GRANT	-	-	-	-	-	-	-	-	-	-	-	-
CASH PAYMENT TO SUPPLIER/CONTRACTORS FOR GOODS & SERVICES	(435,348)	(597,780)	(536,570)	(534,760)	(570,394)	(581,802)	(593,438)	(605,307)	(617,413)	(629,761)	(642,357)	(655,204)
CASH PAYMENT TO CENTRAL PARKING SYSTEM CONTRACTOR	(1,439,861)	(1,470,000)	(1,700,000)	(1,600,000)	(1,640,574)	(1,695,193)	(1,751,721)	(1,810,228)	(1,870,789)	(1,933,478)	(1,998,377)	(2,065,567)
CASH PAYMENT TO CITY EMPLOYEES FOR SERVICES	(436,518)	(402,360)	(453,471)	(465,597)	(475,695)	(486,035)	(496,623)	(507,466)	(518,571)	(529,946)	(541,599)	(553,538)
NET CASH PROVIDED BY OPERATING ACTIVITIES	2,398,185	2,793,340	3,555,884	3,645,569	3,559,261	3,482,895	3,404,143	3,322,924	3,239,152	3,152,739	3,063,592	2,971,616
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:												
ACQUISITION AND CONSTRUCTION OF CAPITAL ASSETS	(1,443,676)	(1,566,090)	(1,802,000)	(940,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
NET CASH USED FOR CAPITAL AND RELATED FINANCING ACTIVITIES	(1,443,676)	(1,566,090)	(1,802,000)	(940,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
CASH FLOWS FROM INVESTING ACTIVITIES:												
INTEREST AND DIVIDENDS ON INVESTMENTS	44,410	56,670	76,430	100,490	150,890	214,020	246,590	278,290	360,550	396,160	492,150	531,390
NET CASH PROVIDED BY INVESTING ACTIVITIES	44,410	56,670	76,430	100,490	150,890	214,020	246,590	278,290	360,550	396,160	492,150	531,390
NET INCREASE (DECREASE) IN CASH AND INVESTMENTS	998,919	1,283,920	1,830,314	2,806,059	2,510,151	2,496,915	2,450,733	2,401,214	2,399,702	2,348,899	2,355,742	2,303,006
CASH AND INVESTMENTS AT BEGINNING OF YEAR	5,516,138	6,515,057	7,798,977	9,629,291	12,435,350	14,945,501	17,442,416	19,893,149	22,294,363	24,694,066	27,042,965	29,398,707
CASH AND INVESTMENTS AT END OF YEAR	\$6,515,057	\$7,798,977	\$9,629,291	\$12,435,350	\$14,945,501	\$17,442,416	\$19,893,149	\$22,294,363	\$24,694,066	\$27,042,965	\$29,398,707	\$31,701,713



MEMORANDUM

Engineering Dept.

DATE: April 15, 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 previously, 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**

Finally, due to the above changes, it is appropriate to review the rate at the parking meters. Detail of this topic can be found below, and is listed as a fifth recommended change to complete this report:

5. **Increase lower cost parking meters so that all meters charge the rate of \$1 per hour.**

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 an increase in full time employees parking all day long. The larger employers are typically paying the cost of parking for their

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.

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.

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 that is 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 more frequently, 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 continues to be 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

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.

annually. Given the current revenues of the Parking System, we feel that this cost can be easily sustained.

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.

5. Increase lower cost parking meters so that all meters charge the rate of \$1 per hour.

Currently, the majority of the City's meters charge for parking at the rate of \$1 per hour, as they have since 1996. However, about 30% of the meters, mostly on the far north and south sides of the district, charge at 50¢ per hour. A map of the meter rates as they currently exist is attached for reference. Some of these meters are close to a parking structure, while others are located far away. Most are being used more now than they were at the time the decision was made to make them less expensive.

If one chooses to park at a 50¢ meter for the majority of the work day, and the new rates go into effect, it is actually cheaper than parking in the structures. This goes against the philosophy that meters are prime parking, and that the rate paid should reflect their demand.

Changing the rate would involve renting a programming device from the parking meter vendor, and installing new labels on the affected meters. Parts and labor for this effort should cost less than \$2,000 as a one time expense. Revenues are roughly estimated to increase by \$260,000 annually.

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 to reflect current value, and 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 will have a maximum value of \$5.

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

Parking Facility	Existing	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

3. 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.

4. 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

5. To increase all parking meters currently set at 50¢ per hour to \$1 per hour, making the entire City uniform at \$1 per hour.

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: May 12, 2016

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Dining Deck Proposal
141 W. Maple Rd.
Sweet Earth Frozen Yogurt

Approximately four years ago, the Advisory Parking Committee approved the installation of a dining deck in front of Sweet Earth frozen yogurt shop (141 W. Maple Rd.). A picture and map of the immediate area are attached. After securing approval, the applicant elected not to proceed with the deck. They are now before the APC with the same request.

No plan has been prepared for this application. The applicant would like to take one parking space that is located primarily in front of the establishment. It would encompass about 90% of the frontage of the store, and measure about 20 ft. long. Assuming some space from the City sidewalk is also used, the width of the platform will be about 12 ft.

There are currently eight parking spaces on this block (Henrietta St. to Pierce St.). Other dining decks currently operating in the immediate area include:

Dick O'Dow's (160 W. Maple Rd.), which uses two parking spaces, installed about 2007.
Toast (203 Pierce St.), which uses two parking spaces, installed in 2015.
Townhouse (180 Pierce St.), which uses one parking space, installed about 2011.

For historical perspective, here are a few interesting notes:

1. The Advisory Parking Committee has a history of approving dining deck requests. The first one that was denied (in recent memory) was a request for the AuCochon Restaurant at 260 N. Old Woodward (requested last year). The City Commission agreed with this decision.
2. The Advisory Parking Committee approved a request from Toast Restaurant in 2014, which was later denied by the City Commission. At that time, they noted that a parking system-wide study was underway due to the lack of parking. They did not want to take more spaces out of service at that time. In 2015, after the study was done, which stated that there was sufficient parking (system-wide), the applicant approached the Commission again, and it was subsequently approved.

If the APC recommends approval for this request, it will proceed to the Planning Board for consideration. Since this request does not involve the serving of alcohol, the City Commission will not be asked to approve it. Approval from the APC and the Planning Board would complete

the process. Should the APC wish to take action on this request, a suggested recommendation is provided below.

SUGGESTED RECOMMENDATION:

The Advisory Parking Committee recommends to the Planning Board that an outdoor dining deck taking one parking place in front of 141 W. Maple Rd. (Sweet Earth) be approved with respect to its impact on the parking system.



Paul O'Meara <pomeara@bhamgov.org>

FWD: Outdoor Patio Construction

1 message

shama@mysweetearth.com <shama@mysweetearth.com>
To: pomeara@bhamgov.org

Thu, Apr 28, 2016 at 11:43 AM

Please see below.

Shama Lakdawala
General Manager
Sweet Earth Yogurt Shop
M 616.402.6052
F 248.677.7775
info@mysweetearth.com
www.mysweetearth.com



Hello, my name is Janelle Ray, GM of Sweet Earth. We would like to use the parking space directly in front of the store for the construction of an outdoor patio. I have included an aerial view of the location and a picture of the storefront. Please place this on the agenda for the April 20th parking committee meeting. Thank you and please contact if any thing else is needed.

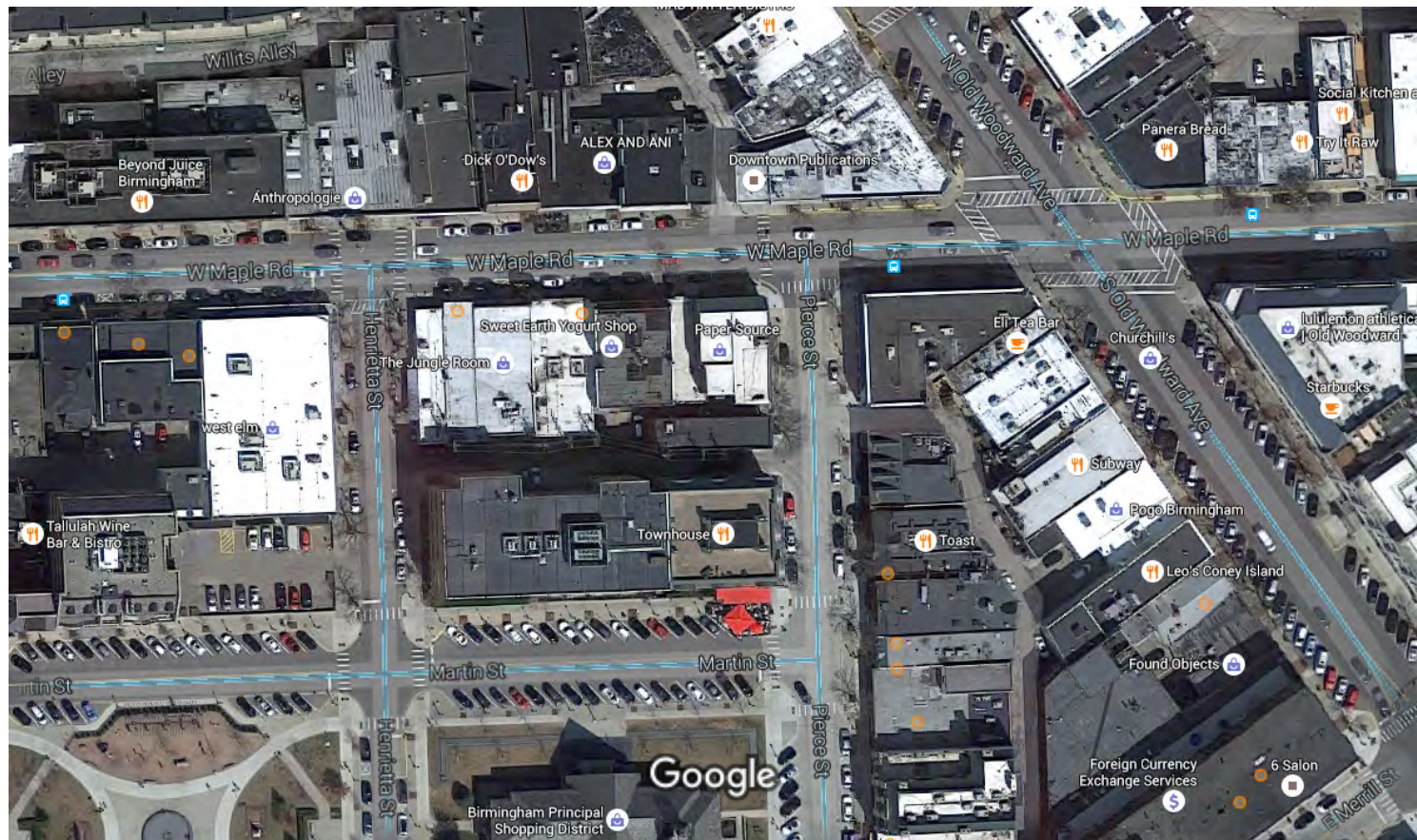
2 attachments



IMG_26501.jpg
638K

Screenshot_2016-04-15-12-57-08.png

Google Maps



Imagery ©2016 Google, Map data ©2016 Google 50 ft

Google Maps



MEMORANDUM

Engineering Dept.

DATE: April 16, 2016

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Disabled Parking Space Signage

As you know, the City is in the process of changing its policy relative to how disabled parking spaces will be offered to the public in the Central Business District. This discussion led to many in the disabled community taking notice, and several helpful conversations have taken place between staff and those that are disabled or represent the disabled. A request came in during this process from an out of state advocate asking that we consider modifying the accessible icon used on each of the disabled parking reserved space marker signs. The attached presentation that I received helps explain the request.

I asked our traffic consultant Mike Labadie (of Fleis & Vandenbrink) to review this issue. The attached email response indicates that both the MI Manual of Uniform Traffic Control Devices and the Americans with Disabilities Act (through the Justice Dept.) stipulate that modifications to the signage or the icon are not permitted. The presentation relative to this issue clarifies that a few states have adopted the icon, and that it is being pursued in several states for adoption, including Michigan.

Since Michigan has not actually adopted the new icon, we are hesitant to take a chance and invest in signage on our own prior to the state adopting this change. Should the change be adopted in the future, and should it be clear that using this icon would not cause undue risk on our part, we could then consider modifying our signage, as is suggested in the presentation.

A resolution confirming this direction is suggested below.

SUGGESTED RESOLUTION:

The Advisory Parking Committee concurs with staff that the standard approved icon for the accessible symbol shall be used on all upcoming signage purchases pertaining to the new disabled reserved parking spaces to be installed within the Central Business District.

NEW ACCESSIBLE ICON

ERICA COULSTON – SEPTEMBER 28, 2015

erica@walkthelinetoscirecovery.com



THE DISABILITY RIGHTS MOVEMENT



The disability rights movement has long challenged myths and stereotypes that inaccurately portray people with disabilities as unemployable, incapable of education, or unable to become contributing members of society. Limiting the potential of people with disabilities limits the potential of our entire nation.

- The symbol used today was enacted in 1968 – the only change since then has been the addition of a head to the figure.
- The current symbol achieved the goal of recognizing those with disabilities in our communities but stops short of portraying us as active, lively and motivated.
- A revised image, while some might say is only a symbol, is the beginning of a larger conversation on disability and changing perceptions of persons with disabilities in the community

THE REVISED ICON

How did it evolve and what does it symbolize?

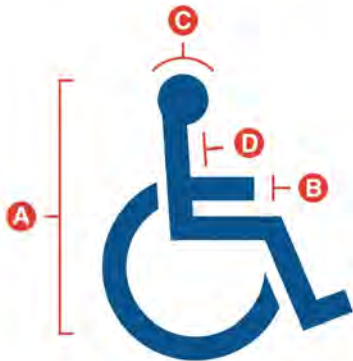
- The Accessible Icon Organization is not the first to redesign the icon
 - Sara Hendren and Brian Glenney overlaid their newly designed ISA symbol over the old intending to raise awareness about disability and social inclusion in our culture
 - Since 2010 the project has continued to grow and includes adoption by NY State, several municipalities, hospital systems and small businesses around the globe

The revised image can be described as active, able, engaged, determined and motivated. It symbolizes the idea that all people with disabilities can be active and engage in their lives and environment.



THE ACCESSIBLE ICON MAKES A DIFFERENCE

Original Handicap Symbol



A Body Representation

Body symbol is machine-like and thin, bound to the device.

B Arm Position

Arm is indistinguishable from the armrest symbolizing that the person is part of their mobility device.

C Head Placement

Head is passively placed on top of the body. Original design has no head at all.

D Body Orientation

Body is upright and passive, symbolizing a lack of engagement with the lived environment.

Updated Accessible Icon



A Body Representation

Body symbol is consistent with other symbols (ISO DOT Pictogram): thick and rounded

B Arm Position

Arm is pointing backward to suggest dynamic mobility.

C Head Placement

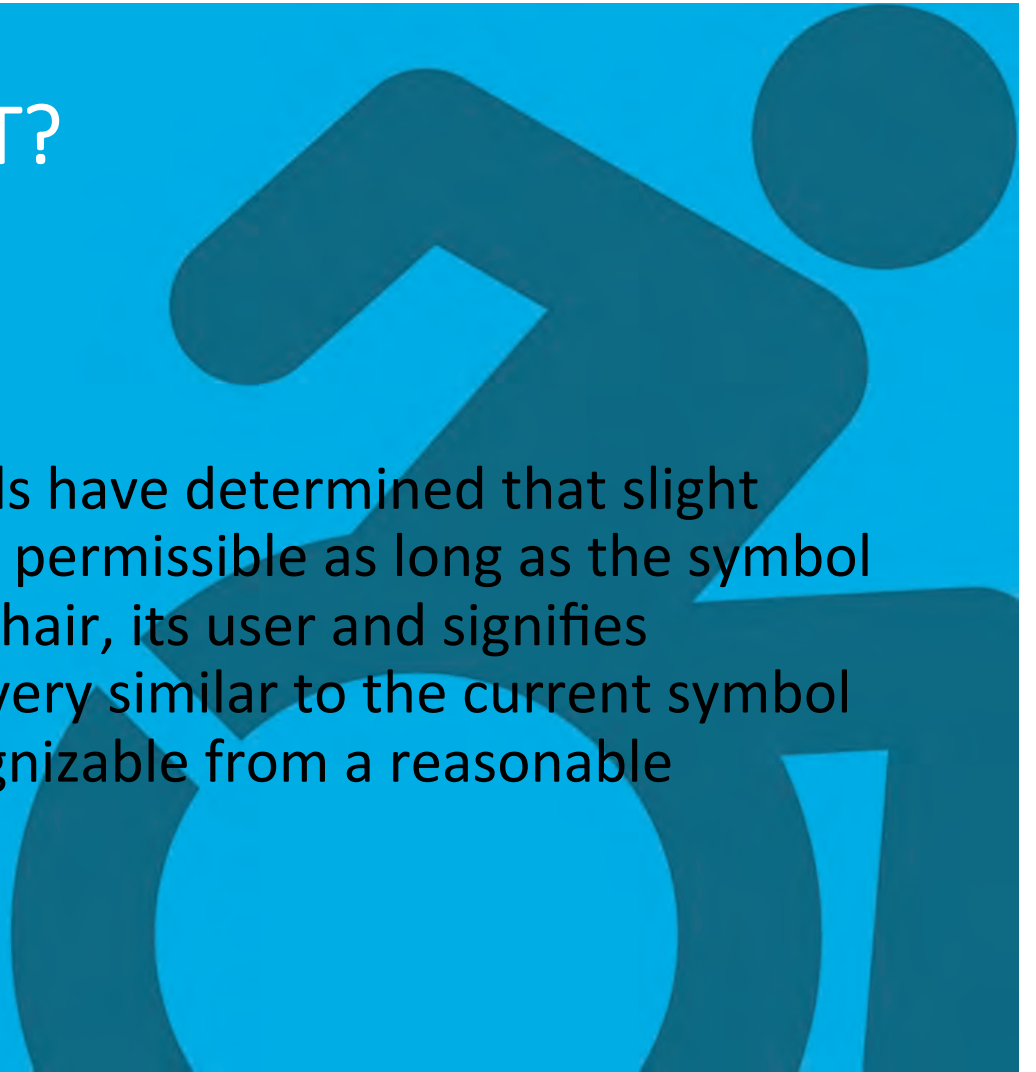
Head is forward to indicate forward motion and progress.

D Body Orientation

Body is leaning forward to symbolize active status in navigating lived environments.

IS IT ADA COMPLIANT?

- YES!
- Federal and State officials have determined that slight variations on the ISA are permissible as long as the symbol clearly displays a wheelchair, its user and signifies accessibility. It must be very similar to the current symbol and must be easily recognizable from a reasonable distance



WHAT WILL IT COST AND HOW WILL IT BE PHASED IN?

- The legislation will call for any replacement of current signs and any new signs to use the revised icon image
 - Required signs will be mandated
 - Non required signs would be strongly encouraged
- The revision icon image is free and public domain
 - Digital files are available for free
 - Stencils can be made using the free image
 - Weather proof stickers can be purchased for \$3

WHO HAS ADOPTED THE REVISED ICON?

- www.accessibleicon.org/partners.html
- NY State, NJ also has legislation in the works
- Cambridge MA, El Paso TX, New Bern NC, NYC, Malden MA, Burlington MA, Salem MA
- Universities, Corporations, Medical Systems around the country and in several countries around the world

WHAT IS THE CURRENT STATUS IN MICHIGAN?

- Representative Adam Zemke is working on a draft of the legislation that is very similar to that of NY State
 - MI legislation will remove “handicap” and replace with “accessible”
 - Bipartisan support
 - Collecting Co-Sponsors
- Several local disability focused organizations have endorsed the icon and its adoption
 - MSCIA, BIAMI, MBIPC, MPVA, MI Fitness Foundation



FOR MORE INFORMATION

The Accessible Icon Project

<http://www.accessibleicon.org>

The ADA Standards for Accessible Design specify the ISA, though the ADA Standards permit "equivalent facilitation" [Section 103][1],[1]

http://www.ada.gov/regs2010/2010ADASTandards/2010ADASTandards.htm#pgfld_1009827

NY State is first State to adopt legislation

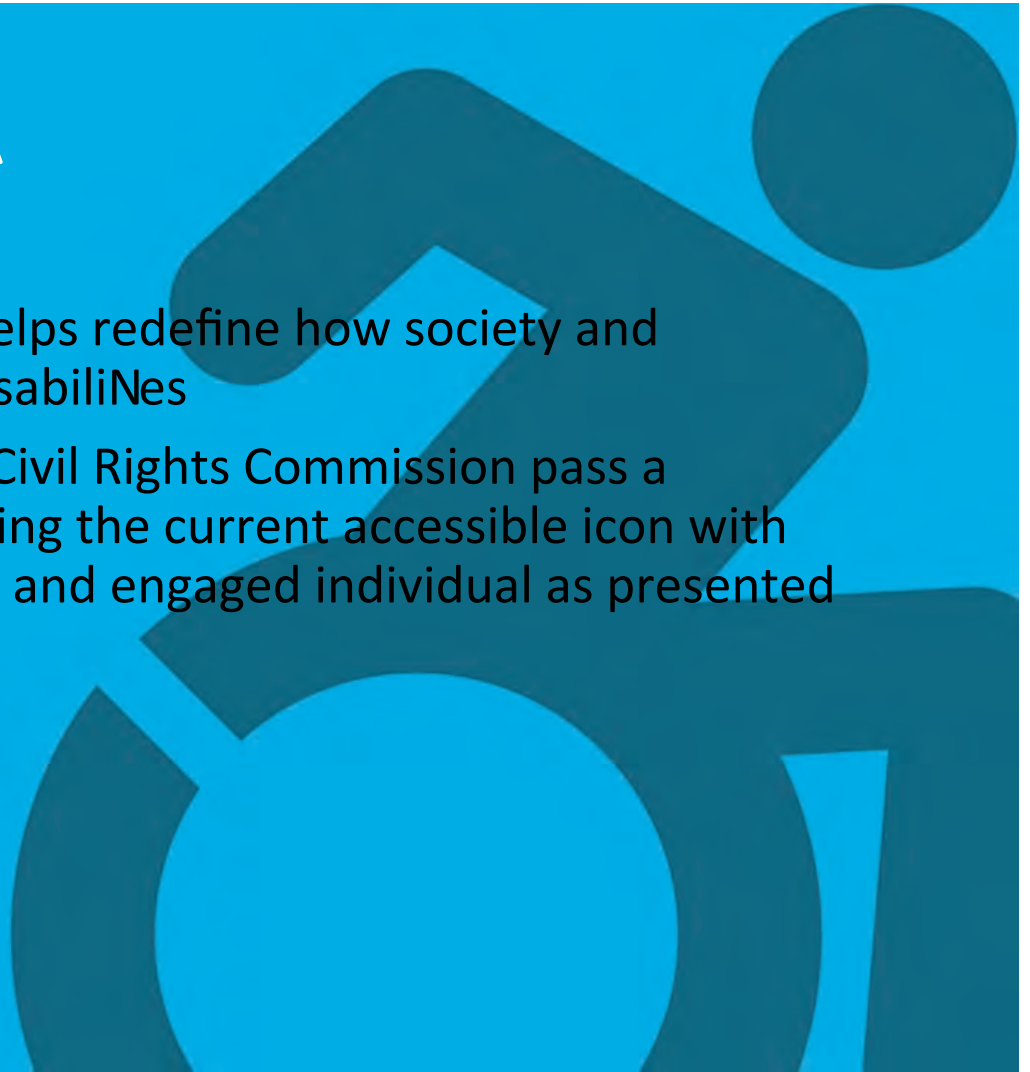
<http://www.washingtonpost.com/blogs/govbeat/wp/2014/07/29/the-handicap-symbol-gets-an-update-at-least-in-new-york-state/>

New Jersey is currently following track and created a bill now in the process of being co-sponsored by Assemblymen/women across the state

<http://legiscan.com/NJ/text/A3743/id/1046408>

SUMMARY AND Q&A

- The revised accessibility icon helps redefine how society and individuals view people with disabilities
- We request that the Michigan Civil Rights Commission pass a resolution that supports replacing the current accessible icon with one that displays a more active and engaged individual as presented





Paul O'Meara <pomeara@bhamgov.org>

Fwd: Request for New Wheelchair Icon on Signing

1 message

Paul O'Meara <pomeara@bhamgov.org>
To: Paul O'Meara <Pomeara@bhamgov.org>

Sat, Apr 16, 2016 at 2:52 PM

On Fri, Mar 25, 2016 at 10:17 AM, Mike Labadie <mlabadie@fveng.com> wrote:

Hi Paul,

I have not seen this new symbol. From the Manual of Uniform Traffic Control Devices (MUTCD) website the question is asked and answered as follows:

“Symbols

1. Q: My agency wishes to use an alternative symbol for the International Symbol of Accessibility. Does the MUTCD allow this alternative symbol?

A: The International Symbol of Accessibility in the form of a pavement marking is provided in Paragraph 18 of Section 3B.20 and is illustrated in Figure 3B-22 of the MUTCD. The International Symbol of Accessibility is established through a standard by the International Organization for Standardization (ISO) in ISO 7001 to specify graphical symbols for the purposes of public information. The ISO 7001 official symbol adopts a blue colored background with a superimposed white image of a person using a wheelchair. A direct relationship between the pavement marking symbol and the ISO 7001 standard was adopted in the 2000 MUTCD.

The MUTCD does not provide for the alternative symbol. Further, the United States Department of Justice and the United States Access Board recognize the official symbol established in ISO 7001 and neither agency has adopted or endorsed the alternative symbol.”

I would bring it up with the MMTB and give them this information and let them make a recommendation.

Mike

Michael Labadie, PE

Group Manager

FLEIS & VANDENBRINK

27725 Stansbury Boulevard, Suite 150 | Farmington Hills | MI | 48334

O: 248.536.0080 | C: 248.227.9264 | F: 248.536.0079

www.fveng.com

-

Please consider the environment before printing this email.

From : Paul O'Meara [mailto:pomeara@bhamgov.org]
Sent: Monday, March 21, 2016 3:09 PM
To: Mike Labadie
Subject: Request for New Wheelchair Icon on Signing

We held a public hearing to change our disabled parking policy downtown. I was emailed by an interested person who thinks we should adopt the attached icon for our disabled parking signs (and pavement markings?) I wondered if you had heard anything about this movement, which it appears has not really taken off other than on the east coast.

Please advise if you think this is something we should introduce to the MMTB, or if there is some other way to address. I assume that this would cost us some \$\$ to ask for custom made signs.

--

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

[248-530-1836](tel:248-530-1836)
pomeara@bhamgov.org

The information contained in this message and any attachment may be proprietary, confidential, and privileged or subject to the work product doctrine and thus protected from disclosure. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify me immediately by replying to this message and deleting it and all copies and backups thereof. Thank you.

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

[248-530-1836](tel:248-530-1836)
pomeara@bhamgov.org

--
Paul T. O'Meara

AD HOC PARKING DEVELOPMENT COMMITTEE
WEDNESDAY, APRIL 27, 2016
8:00 A.M.
ROOM 205
151 MARTIN ST., BIRMINGHAM, MI

- A. Roll Call
- B. Introductions
- C. Approval of Minutes, February 24, 2016
- D. Auto Parking System Fund Fiscal Review
 - 1. Existing Revenues
 - 2. Potential Revenues
 - 3. Potential Debt Burden
 - 4. Parking System Long Term Needs
- E. Potential Parking District Assessment
 - 1. Review of Previous Assessments
 - 2. Parking Assessment Study Subcommittee
- 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, FEBRUARY 24, 2016
Conference Room 205
151 Martin Street, Birmingham, Michigan**

Minutes of the meeting of the City of Birmingham Ad Hoc Parking Development Committee held February 24, 2016.

A. ROLL CALL

Present: Ad Hoc Committee Members:

Scott Clein (Planning Board)
Rackeline Hoff (City Commissioner)
Terry Lang (Finance Representative) – Departed at 9:30 a.m.
Mark Nickita (City Commissioner)
Judy Paskiewicz (Advisory Parking Committee) – Departed at 9:55 a.m.
Gordon Rinschler (Developer Representative)

Absent: Richard Astrein (BSD)

Administration: Joe Valentine, City Manager
Paul O'Meara, City Engineer
Austin Fletcher, Assistant City Engineer
Jana Ecker, Planning Director
John Heiney, BSD Executive Director

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

B. INTRODUCTIONS

The Committee welcomed Mr. Gordon Rinschler as the newest Committee Member. He replaces Mr. Mike Kennedy as the Developer Representative.

C. REVIEW AGENDA

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

D. APPROVAL OF MINUTES

Motion by Mr. Nickita
Seconded by Mr. Clein to approve the Minutes of the Regular Meeting of January 13, 2016 as presented

Motion carried, 6-0

E. PRESENTATIOIN FROM SAROKI / CARL WALKER TEAM DISCUSSION

Mr. O'Meara provided a brief summary of the progress thus far. He also indicated that this was the third and final meeting with the Consultant Team (per the RFP).

Mr. Saroki reviewed the two (2) schemes and summarized the differences between them.

Mr. Nickita asked if an additional floor could be added to the garage in either scheme. Mr. Saroki indicate that is was possible and would add approximately 148 spaces per floor.

General discussion took place on the following topics: ADA Compliance, Rouge River, Pedestrian Bridge, Parking Deck Full List and the Parking Culture in Birmingham.

Mr. Rinschler commented that the costs of all schemes presented were relatively similar.

Mr. Nickita thought the Consultant Team fulfilled the three (3) criteria specified in the RFP. The Committee agreed and congratulated the Team on their efforts.

Mr. Valentine stated that this process is for a long term solution and that the City is currently looking into short term solutions as well (i.e. off-site parking, valet service for the parking structures, etc.).

Mr. Nickita suggested that the City identify the major components that the City would like to see included in a development for this area as opposed to recommending a particular scheme.

Mr. Hoff stated that she was concerned that several members were missing and asked what the next steps should be.

F. COMMITTEE NEXT STEPS

Mr. Valentine suggested scheduling another meeting with only the Committee members to discuss the next steps.

Staff will solicit available dates and times from the Committee members and schedule the next meeting according to the member's availability (goal to get maximum participation).

G. ARTICLES OF GENERAL INFORMATION

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

H. MEETING OPEN FOR MATTERS NOT ON THE AGENDA

None

I. ADJOURNMENT

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

NEXT REGULARLY SCHEDULED MEETINGS

TBD

Sincerely,

Paul T. O'Meara,
City Engineer



MEMORANDUM

Finance Department

DATE: April 22, 2016

TO: Ad Hoc Parking Development Committee

FROM: Mark Gerber, Finance Director/Treasurer

SUBJECT: Auto Parking System Fund Cash Flow Review

Enclosed in this report are two projected cash flow analyses for the parking system. The first one is based on the system's current rate structure. The second one is based on recommended parking system rate changes that were presented to the Advisory Parking Committee on Wednesday, April 20, 2016.

The cash flow analyses show projected cash receipts and disbursements from operations and also include disbursements for capital improvements and receipts from interest income. Starting in FY 2018-2019, a projection for capital improvements of \$1.2M was used as an average cost for annual improvements to the system.

Based on the cash flow analysis using the current rate structure, it is estimated that the parking system would generate approximately \$1.4M in annual cash flow after FY 2017-2018 which would slowly decrease as operating costs increase.

The Advisory Parking Committee recently started reviewing a package of suggested rate changes for the system. (They were not ready to move forward with a recommendation at this time.) The cash flow analysis using the recommended rate changes show that the system would generate approximately \$2.5M after FY 2017-2018 and slowly decrease in future years as operating costs increase.

The intent of these analyses is to present a picture of projected cash flows for the system under the two revenue scenarios. No amounts have been added for any future decks or expansions of other parking system assets.

To help put the projected cash flows in perspective, debt service on a \$25M - \$30M bond issue could range from \$1,500,000 - \$2,000,000 annually depending on the length of the debt service and interest rates.

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

Projected Cash Flow Current Revenue Stream

CITY OF BIRMINGHAM
AUTOMOBILE PARKING SYSTEM FUND
CASH FLOW PROJECTION

	ACTUAL 2014-2015	PROJECTED 2015-2016	PROJECTED 2016-2017	PROJECTED 2017-2018	PROJECTED 2018-2019	PROJECTED 2019-2020	PROJECTED 2020-2021	PROJECTED 2021-2022	PROJECTED 2022-2023	PROJECTED 2023-2024	PROJECTED 2024-2025	PROJECTED 2025-2026
CASH FLOWS FROM OPERATING ACTIVITIES:												
CASH RECEIVED FROM CUSTOMERS	\$4,709,912	\$5,263,480	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330
CASH RECEIVED FROM FEDERAL GRANT	-	-	-	-	-	-	-	-	-	-	-	-
CASH PAYMENT TO SUPPLIER/CONTRACTORS FOR GOODS & SERVICES	(435,348)	(597,780)	(536,570)	(534,760)	(570,394)	(581,802)	(593,438)	(605,307)	(617,413)	(629,761)	(642,357)	(655,204)
CASH PAYMENT TO CENTRAL PARKING SYSTEM CONTRACTOR	(1,439,861)	(1,470,000)	(1,700,000)	(1,600,000)	(1,640,574)	(1,695,193)	(1,751,721)	(1,810,228)	(1,870,789)	(1,933,478)	(1,998,377)	(2,065,567)
CASH PAYMENT TO CITY EMPLOYEES FOR SERVICES	(436,518)	(402,360)	(453,471)	(465,597)	(475,695)	(486,035)	(496,623)	(507,466)	(518,571)	(529,946)	(541,599)	(553,538)
NET CASH PROVIDED BY OPERATING ACTIVITIES	2,398,185	2,793,340	2,562,289	2,651,974	2,565,666	2,489,300	2,410,548	2,329,329	2,245,557	2,159,144	2,069,997	1,978,021
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:												
ACQUISITION AND CONSTRUCTION OF CAPITAL ASSETS	(1,443,676)	(1,566,090)	(1,802,000)	(940,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
NET CASH USED FOR CAPITAL AND RELATED FINANCING ACTIVITIES	(1,443,676)	(1,566,090)	(1,802,000)	(940,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
CASH FLOWS FROM INVESTING ACTIVITIES:												
INTEREST AND DIVIDENDS ON INVESTMENTS	44,410	56,670	76,430	100,490	127,800	174,900	195,890	215,820	273,740	294,990	359,840	381,760
NET CASH PROVIDED BY INVESTING ACTIVITIES	44,410	56,670	76,430	100,490	127,800	174,900	195,890	215,820	273,740	294,990	359,840	381,760
NET INCREASE (DECREASE) IN CASH AND INVESTMENTS	998,919	1,283,920	836,719	1,812,464	1,493,466	1,464,200	1,406,438	1,345,149	1,319,297	1,254,134	1,229,837	1,159,781
CASH AND INVESTMENTS AT BEGINNING OF YEAR	5,516,138	6,515,057	7,798,977	8,635,696	10,448,160	11,941,626	13,405,826	14,812,264	16,157,413	17,476,711	18,730,845	19,960,682
CASH AND INVESTMENTS AT END OF YEAR	\$6,515,057	\$7,798,977	\$8,635,696	\$10,448,160	\$11,941,626	\$13,405,826	\$14,812,264	\$16,157,413	\$17,476,711	\$18,730,845	\$19,960,682	\$21,120,463

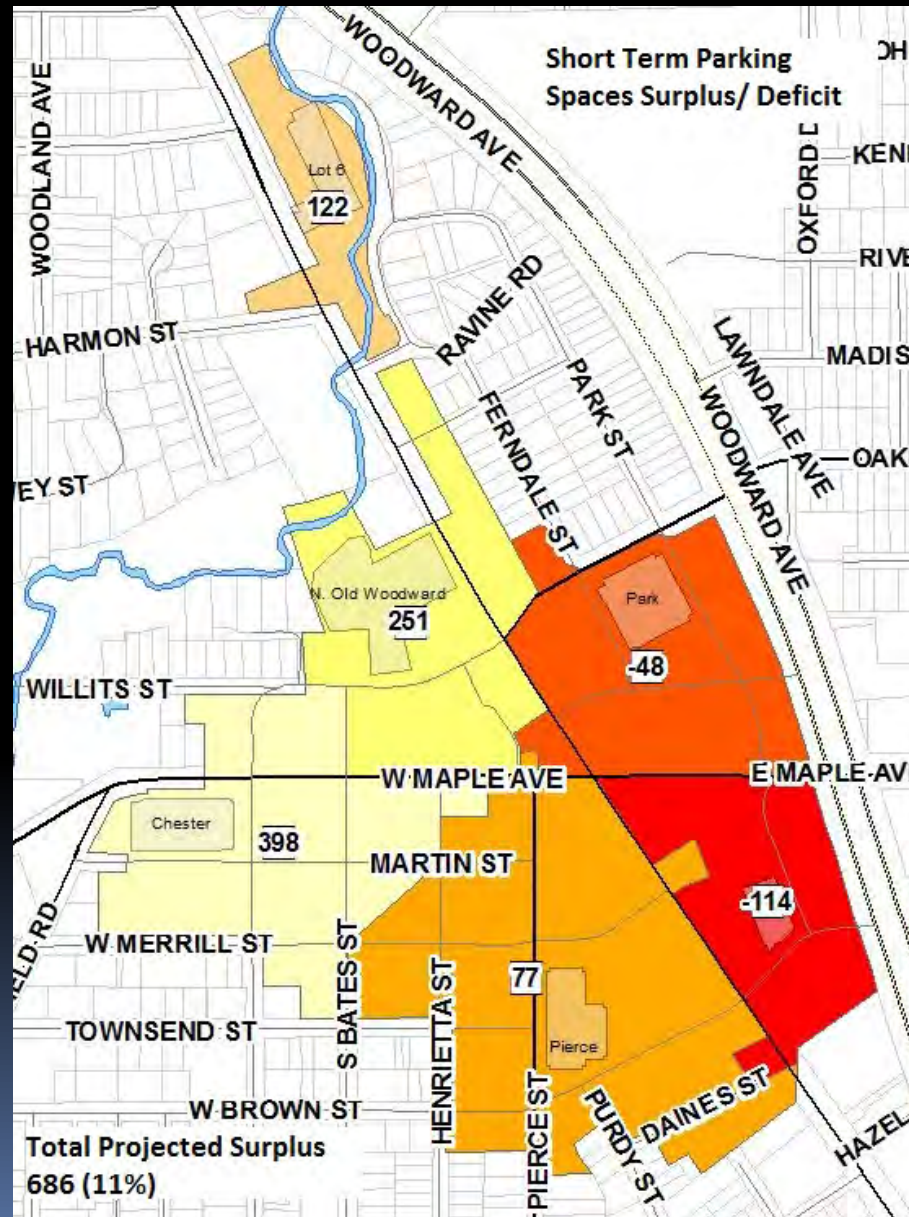
City of Birmingham, Michigan
Automobile Parking System Fund
Projected Cash Flow Analysis

Projected Cash Flow with (5) Revenue Proposals

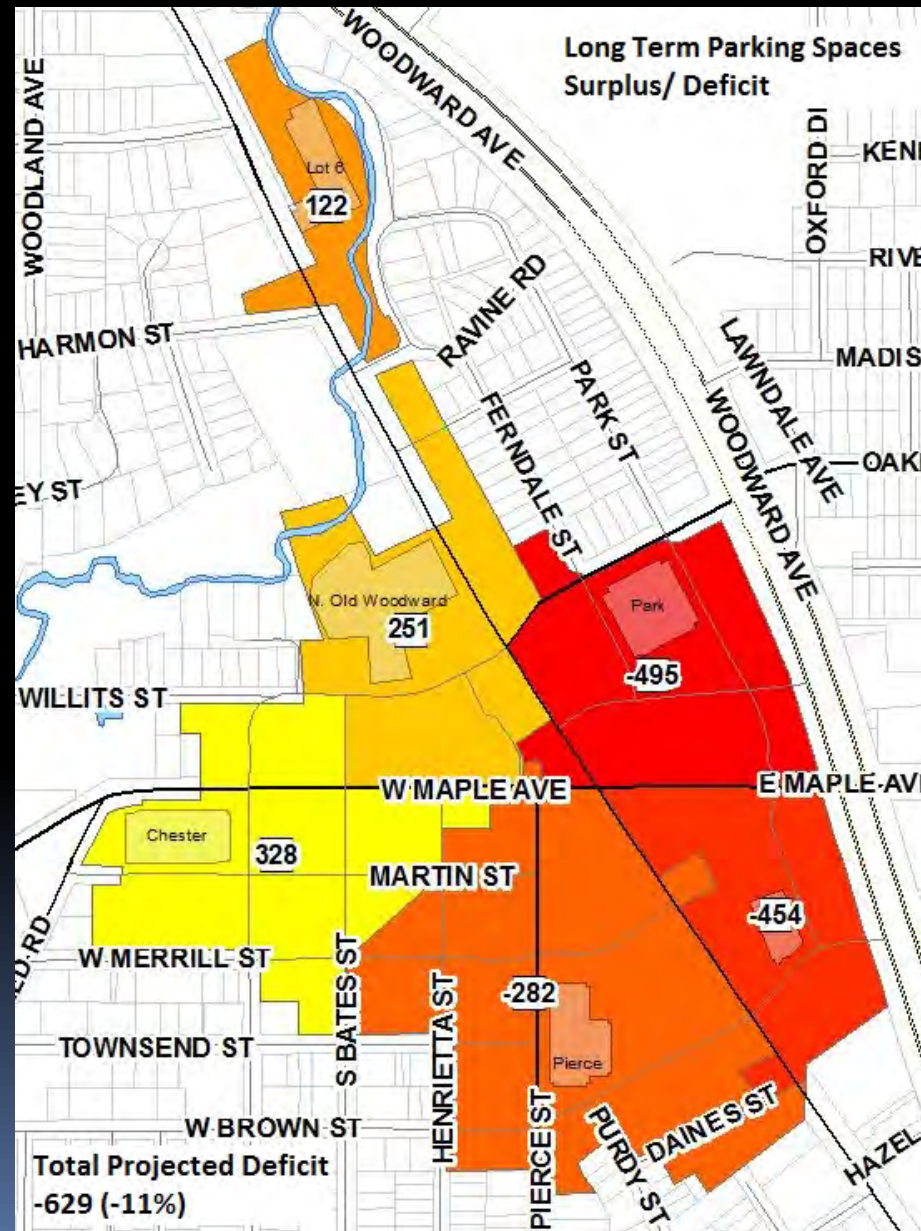
CITY OF BIRMINGHAM
AUTOMOBILE PARKING SYSTEM FUND
CASH FLOW PROJECTION

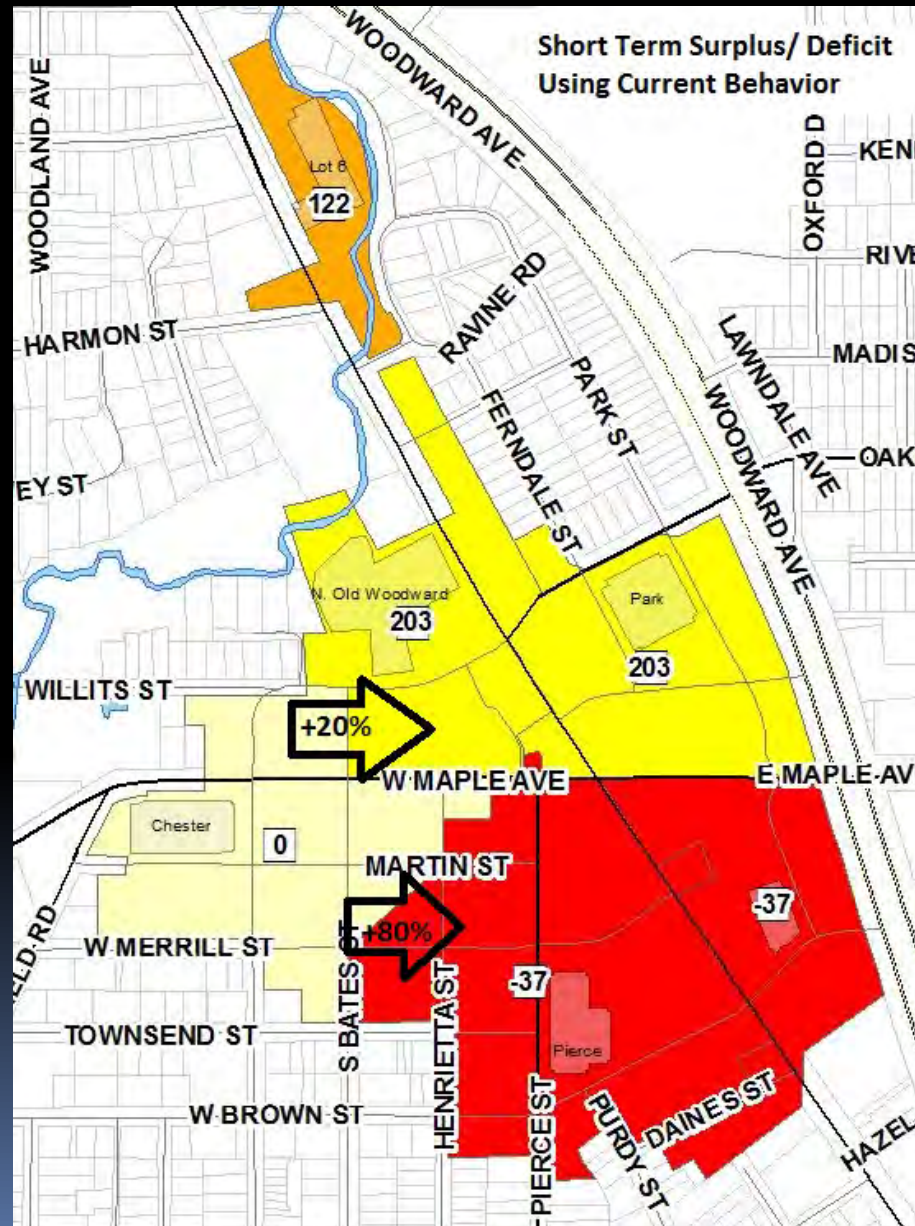
	ACTUAL 2014-2015	PROJECTED 2015-2016	PROJECTED 2016-2017	PROJECTED 2017-2018	PROJECTED 2018-2019	PROJECTED 2019-2020	PROJECTED 2020-2021	PROJECTED 2021-2022	PROJECTED 2022-2023	PROJECTED 2023-2024	PROJECTED 2024-2025	PROJECTED 2025-2026
CASH FLOWS FROM OPERATING ACTIVITIES:												
CASH RECEIVED FROM CUSTOMERS	\$4,709,912	\$5,263,480	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925
CASH RECEIVED FROM FEDERAL GRANT	-	-	-	-	-	-	-	-	-	-	-	-
CASH PAYMENT TO SUPPLIER/CONTRACTORS FOR GOODS & SERVICES	(435,348)	(597,780)	(536,570)	(534,760)	(570,394)	(581,802)	(593,438)	(605,307)	(617,413)	(629,761)	(642,357)	(655,204)
CASH PAYMENT TO CENTRAL PARKING SYSTEM CONTRACTOR	(1,439,861)	(1,470,000)	(1,700,000)	(1,600,000)	(1,640,574)	(1,695,193)	(1,751,721)	(1,810,228)	(1,870,789)	(1,933,478)	(1,998,377)	(2,065,567)
CASH PAYMENT TO CITY EMPLOYEES FOR SERVICES	(436,518)	(402,360)	(453,471)	(465,597)	(475,695)	(486,035)	(496,623)	(507,466)	(518,571)	(529,946)	(541,599)	(553,538)
NET CASH PROVIDED BY OPERATING ACTIVITIES	2,398,185	2,793,340	3,555,884	3,645,569	3,559,261	3,482,895	3,404,143	3,322,924	3,239,152	3,152,739	3,063,592	2,971,616
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:												
ACQUISITION AND CONSTRUCTION OF CAPITAL ASSETS	(1,443,676)	(1,566,090)	(1,802,000)	(940,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
NET CASH USED FOR CAPITAL AND RELATED FINANCING ACTIVITIES	(1,443,676)	(1,566,090)	(1,802,000)	(940,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
CASH FLOWS FROM INVESTING ACTIVITIES:												
INTEREST AND DIVIDENDS ON INVESTMENTS	44,410	56,670	76,430	100,490	150,890	214,020	246,590	278,290	360,550	396,160	492,150	531,390
NET CASH PROVIDED BY INVESTING ACTIVITIES	44,410	56,670	76,430	100,490	150,890	214,020	246,590	278,290	360,550	396,160	492,150	531,390
NET INCREASE (DECREASE) IN CASH AND INVESTMENTS	998,919	1,283,920	1,830,314	2,806,059	2,510,151	2,496,915	2,450,733	2,401,214	2,399,702	2,348,899	2,355,742	2,303,006
CASH AND INVESTMENTS AT BEGINNING OF YEAR	5,516,138	6,515,057	7,798,977	9,629,291	12,435,350	14,945,501	17,442,416	19,893,149	22,294,363	24,694,066	27,042,965	29,398,707
CASH AND INVESTMENTS AT END OF YEAR	\$6,515,057	\$7,798,977	\$9,629,291	\$12,435,350	\$14,945,501	\$17,442,416	\$19,893,149	\$22,294,363	\$24,694,066	\$27,042,965	\$29,398,707	\$31,701,713

FUTURE PARKING SPACES (SHORT TERM) SURPLUS/DEFICIT

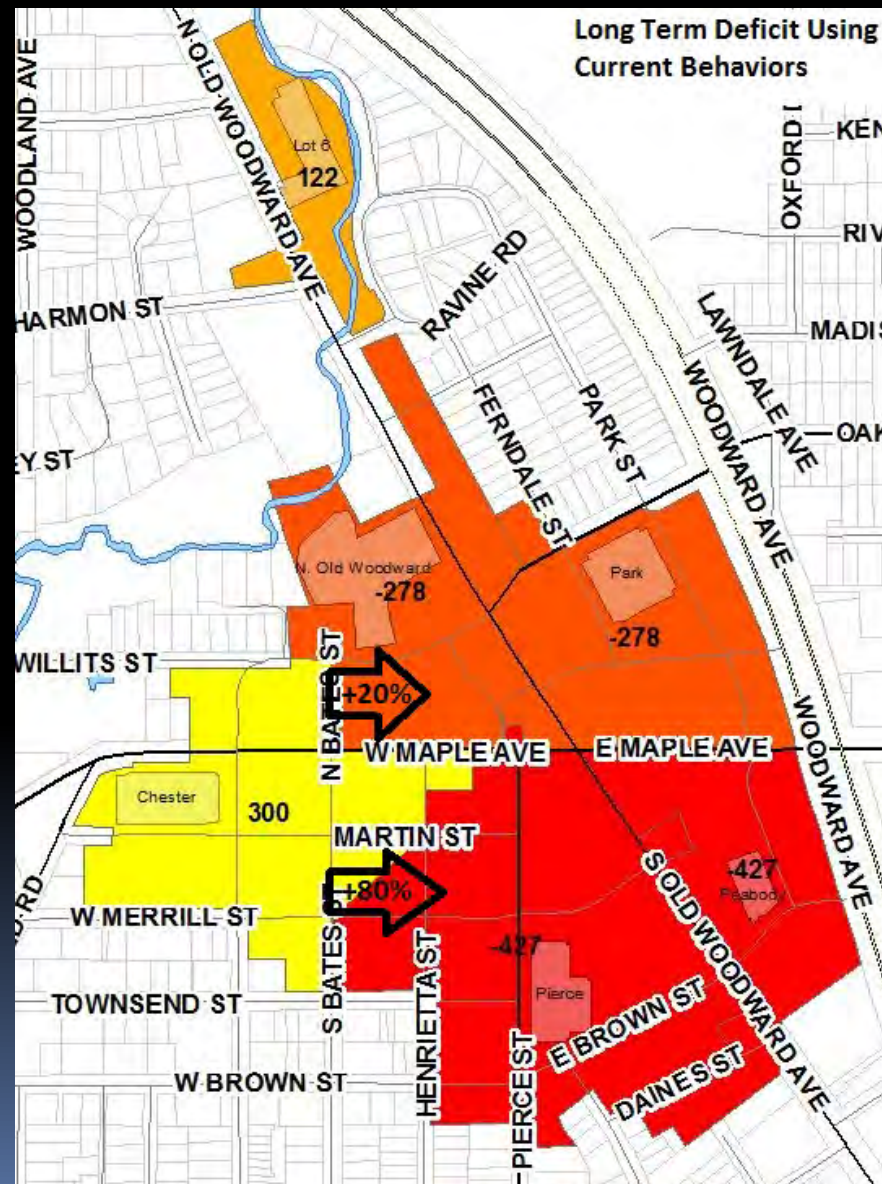


FUTURE PARKING SPACES (LONG TERM) SURPLUS/DEFICIT






FUTURE PARKING SPACES SURPLUS/DEFICIT (LONG TERM) USING CURRENT BEHAVIORS





AD HOC PARKING STUDY RECOMMENDATIONS CENTRAL BUSINESS DISTRICT

TO ACCEPT THE REPORT OF THE AD HOC PARKING STUDY COMMITTEE ESTIMATING THAT A LONG TERM DEFICIT OF 278 PARKING SPACES IS EXPECTED IN THE LONG TERM FOR THE NORTH PORTION OF THE CENTRAL BUSINESS DISTRICT. FURTHER, TO DIRECT STAFF TO CONDUCT FURTHER PLANNING STUDIES FOR THE N. OLD WOODWARD AVENUE PARKING STRUCTURE AND LOT THAT WILL MAXIMIZE THE CREATION OF PARKING SPACES WHILE ADHERING TO THE ORIGINAL CONCEPTS PRESENTED IN THE DOWNTON BIRMINGHAM 2016 PLAN FURTHER PLANNING STUDIES.



AND, AS A SECONDARY PRIORITY, TO ACCEPT THE REPORT OF THE AD HOC PARKING STUDY COMMITTEE ESTIMATING THAT A LONG TERM DEFICIT OF 427 PARKING SPACES IS EXPECTED IN THE LONG TERM FOR THE SOUTH PORTION OF THE CENTRAL BUSINESS DISTRICT. FURTHER, TO ENDORSE THE EXPANSION OF THE PIERCE STREET PARKING STRUCTURE BY TWO LEVELS, THEREBY CREATING AN ADDITIONAL 280 PUBLIC PARKING SPACES IN THE PARKING SYSTEM.

MOTION PASSED 4-0.



MEMORANDUM

Finance Department

DATE: April 22, 2016

TO: Ad Hoc Parking Development Committee

FROM: Mark Gerber, Finance Director/Treasurer

SUBJECT: Parking Assessment Review

Enclosed in this report is a chart showing how the City's previous five parking structures were financed between bonds and parking assessments, the years they were built, and how many spaces were built.

Also enclosed, is the current parking structure special assessment formula, a chart showing the difference between the original formula and the current formula, and a memo from then, City Assessor, Sherri Lee, describing the background of the parking assessment and how the formula works.

It is proposed that a subcommittee be formed which would study the current formula and determine whether the current formula meets the needs of how future parking improvements would be assessed.

	N. Old Woodward	Pierce	Park	Peabody	Chester
Year Built	1966	1968	1974	1984	1989
Est. Total Cost	\$ 1,174,800	\$ 1,924,500	\$ 2,078,375	\$ 3,680,000	\$ 11,475,261
Construction Cost	\$ 1,016,600	\$ 1,543,900	\$ 1,754,350	\$ 2,743,000	\$ 9,870,000
Number of Parking Spaces	745	706	811	437	880
Number of Monthly Permits Issued	900	550	813	386	1081
Monthly Parking Rate	\$55	\$65	\$60	\$65	\$45
Date Bond Sale Approved by Commission	3/14/1966	1/8/1968	6/14/1973	6/6/1983	9/15/1988
Amount bonded	\$ 1,500,000	\$ 1,565,000	\$ 2,000,000	\$ 2,700,000	\$ 10,000,000
% of total cost assessed	10%	10%	40%	40%	15%
Total assessment	\$ 117,480	\$ 192,450	\$ 831,350	\$ 1,472,000	\$ 1,586,828
Deferred assessment					\$ 134,965

Proposed creation of parking assessment subcommittee.

To establish a subcommittee of the Ad Hoc Parking Development Committee (AHPDC) to perform the work necessary to develop a recommendation on a new parking assessment for the expansion of the North Old Woodward parking deck. This work shall include a review and analysis of prior parking assessment district funding formulas for the Central Business District and development of a recommended parking assessment formula for the creation of a new parking structure at the North Old Woodward location, based on current composition of retail and office uses.

The subcommittee shall be comprised by three members of the Ad Hoc Parking Development Committee, the City Manager, the City Finance Director, the City Engineer and other members as appointed by the Chair.

MEMORANDUM

DATE: December 21, 2007

TO: Thomas M. Markus, City Manager

FROM: Dennis Dembiec, Director of Engineering and Public Services
Paul O'Meara, Assistant Director of Engineering

SUBJECT: Shain Park Improvement Project
Shain Park Steering Committee

At the October 22, 2007 meeting, the Commission passed the following resolution:

- 1. To Provide direction from the Commission to Albert Kahn to the effect that the Commission endorses the reduced size of the wall from 14 feet to some lower height, perhaps as low as 42 inches; that the Commission endorses the reduced height of the pavilion with respect to scale; to reduce the size of stage to a size to be recommended; to consider restrooms in the east stair tower with that to be a separate cost item; to consider winter features without additional costs, and; that Albert Kahn consider more flexibility and multi-functionality with respect to the stage and pavilion area.*
- 2. That additional direction is given to explore options for temporary vs. permanent structures for the pavilion canopy and stage.*
- 3. To direct Albert Kahn and Walker Parking to obtain data using the current plan so that the Commission is able to review data with respect to noise levels from the ventilation fan.*

In response, staff met with the design team to facilitate the above. Appropriate items of work that would be needed from the design team were outlined. Albert Kahn's work included the following:

1. Provide two conceptual plans and drawings for the pavilion, one being a permanent structure, and the other being temporary. Both the permanent and the temporary structures would be reduced in scale from the original design. Flexibility and multi-functionality would be considered in the design. Designing the ability to include a winter feature will also be included.
2. Provide a suggested floor plan for a public restroom contained in the Henrietta St. stair tower, where there is currently unused space, as well as to provide information on a freestanding restroom structure modeled after those seen in some European urban parks, for placement near Martin St. (in an attempt to better serve the proposed outdoor dining area, and the children's play area). Cost estimates would be prepared as well.

Walker Parking Consultants has requested an acoustic consultant to prepare a quote for the sound model for the project. The cost to create an accurate model of the

estimated noise that will be generated by the ventilation system for the parking structure, as it would be heard on Townsend St., and to compare the noise level to other sounds that the public could relate to, is described below, and detailed in attachments to this report.

In addition, the design team is planning to prepare a presentation intended for both the Historic District Commission and the Planning Board in February. The presentation will be considered a final site plan approval at the Planning Board meeting. If approval and solid direction is obtained at these meetings, the design team will return to the Commission to present the final design.

Design Fees

As a part of the above discussion, it became evident that the design team has more than satisfied the work required under the conceptual design phase in accordance with their contracts. In order to proceed, the contracts stipulate that they must itemize the amount of extra work (and costs) required to complete the extra items that have been requested by the City. After receipt of their itemized requests, the Shain Park Steering Committee met on December 17 to review them, as well as to prepare a suggested plan of action. (An agenda and unapproved minutes are attached.)

During that meeting, the attached Appendix A was referred to, as well as the written requests for extras from both Albert Kahn and Walker (also attached). Staff has summarized the extra requests below on the left side of attached Appendix B, with staff's recommendation for each on the right. The recommendations for the basis for the first suggested resolution are outlined below in Appendix B. Important items within Appendix B worthy of note are as follows:

- The construction cost of the restroom is roughly on the order of \$50,000-\$100,000. Costs to maintain the restroom over the years will be an ongoing cost. The members of the steering committee do not feel it is prudent to spend money designing and considering a restroom facility at this park for this kind of expense, since the cost to construct it and maintain it cannot be justified. It is believed that adequate restroom facilities are available for non-event use in adjacent public buildings (e.g.: City Hall and Library). The proposed facilities were never contemplated to meet the demands of an event. In the future the City may want to consider after hours use of City Hall and/or Library restrooms rather than spend capital funds and ongoing maintenance funds for added restrooms. Expenses regarding the study and design of the restroom should not be authorized.
- The ventilation system will only be operating when there is much activity in the structure, which will only be after large events, when many people want to leave at the same time. The noise the system will create will be when there is already high ambient noises in the area due to the event (traffic and congestion related). The additional noise the ventilation system will create will not be significant to the residents over what will already be occurring. The ventilation system will not operate when the outside environment in the neighborhood is quiet, as there will be no need. The expense to model the amount of noise this system will create is excessive and of little value, since in the end, the noise will not be a significant factor to the neighbors. Additionally, the design contract

stipulates that all noise producing equipment must comply with local ordinances.

- The architectural design elements for the inside of the stair towers was not clearly included in either consultant's Request for Proposals (RFP). The steering committee understood that it is important to have the park architect (Albert Kahn) involved in designing these areas, and an extra fee to cover this work is expected. The City has asked Albert Kahn to perform this work, to ensure the theme being developed for the stair tower enclosure at the park level is carried down into the structure. They have determined the effort to create bidding documents (plans and specifications) that will detail the aesthetic nature of both the stairs and the elevators at \$60,000.

Project Schedule

A large portion of the Steering Committee meeting was spent discussing potential construction cost overruns, and the need to make faster progress towards securing construction bids prior to the start of construction. It appears that there are potentially two tracks the project could go:

- 1) Proceeding with the design modifications as discussed in October (minus the restroom) so that the final band shell design can be reviewed and approved by the Planning Board and the Historic District Commission. The plans as approved could then proceed to final construction drawings. The concern with this track is that it appears from cost estimates currently available, the parking structure project will come in over the budget of \$9.8 million, potentially significantly over. If it is significantly over budget, there is a high probability that the job will not be awarded, and the project will once again stall.
- 2) Holding value engineering sessions with the Steering Committee, and modifying those parts of the parking structure design that could result in significant construction savings, so that when the project is bid, it can proceed to construction.

There are concerns that the items that would be changed in this value engineering session would compromise components of the park design. However, the members of the committee feel it is better to compromise on design elements, and have the project constructed, rather than to have the job cancelled or postponed again. With that in mind, the steering committee has laid out the following suggested course:

1. The City Commission will formalize the existence of the Shain Park Steering Committee, and grant authority to the Committee to move the project along, with all decisions being reported back to the full Commission for formal approval.
2. The City Commission will authorize the extra design team fees as recommended, to allow the redesign of the band shell, and the completion of the review process by the boards.
3. The City Commission will authorize the commencement of the construction design drawings, so that the parking structure contract in particular can begin in earnest (it is estimated that there will be a six month period needed to create these documents to be ready to solicit bids). We believe that

setting a deadline of August, 2008 is realistic for soliciting bids on the parking structure contract. Since the parking structure construction will take about one year to complete, bids for the park construction contract can be issued in approximately January, 2009.

4. The Steering Committee will meet in the near future to begin the value engineering process. The Committee will agree on those components that should be designed in two forms: a) the form approved by the related boards, and b) the form needed to get the engineer's cost estimate down to approximately \$9.8 million. The final bid package will then be prepared to contain alternates (certain components of the structure will be drawn twice in two different forms), so that bidders can be asked to give two total prices for the project.
5. The Steering Committee will ask the consultants to identify extra costs needed to complete the alternate drawings so that these extra fees can then be approved by the Commission.

The Committee acknowledges that this process (as noted in #5 above) will result in additional design fees, but they feel it is warranted to ensure that at the end of this process, the best project can be obtained with the monies that are available, and the bidding process will result in an actual construction project.

Since time delays are costing the City money, the Steering Committee is asking for designation as an official ad hoc committee, and to be granted the authority to make decisions on behalf of the project, as outlined below in Appendix C. An estimated time schedule for upcoming milestones on the project is summarized in Appendix D.

Parking Structure Assessment District

As was discussed at the time this project was first committed to, an assessment district to capture a portion of the parking structure construction costs is appropriate. All commercial properties within the main parking assessment district would be included, based on a complex formula that considers building usage and size, distance from the proposed improvement, and distance from the center of downtown. (Details on how the assessment formula is calculated appears below in Appendix E.) The City Assessor is currently finalizing the numbers for this district. The assessment will be just for the new parking spaces created, which is currently estimated at 60 spaces (210 spaces proposed vs. 150 existing in Parking Lot #7), which would be 28.6% of the construction cost). Historically, 40% of the construction cost for parking structures have been assessed. Multiplying 40% by the amount of improvement, 11.4% of the construction cost would be applied to the district. At an estimated cost of \$9.8 million, a total of \$1,120,000 would be assessed to the district.

Staff feels that there will be a need to educate the property owners on this issue. We plan to send notices to all affected property owners notifying them of what is being considered, and inviting them to a public meeting where the details of the project, and the assessment district, can be reviewed. The meeting is planned for early February, followed by a public hearing to declare necessity for March 3, 2008, and confirmation of the roll on March 17, 2008.

The following resolutions are offered for your consideration:

APPENDIX "E"

PE: Parking Structure Special Assessment Formula

For your information, I have briefly outlined the parking structure special assessment formula used to create a special assessment roll.

Formula:	Land Frontage	
	Overall Weight	25%
	Factors:	
	Distance	1-10
	Merchandising	1-3
	Land Area	
	Overall Weight	25%
	Factors:	
	Distance	1-10
	Merchandising	1-3
	Building Area	
	Overall Weight	50%
	Factors:	
	Distance	1-10
	Merchandising	1-3
	Parking Demand	1-5

Additional feature: Deferred assessment for underdeveloped property.

Typical project cost allocation:	
Current SAD share	40%
Parking system share*	60%

*The parking system share includes the deferred assessments. The deferred SAD share would be advanced by the parking system to be potentially repaid in part or in full at some time in the future. The deferred assessments portion of the parking system share is computed using the procedure outlined in Attachment A.

Within each weighted category of the special assessment formula (i.e., Land Frontage, Land Area, Building Area), there are several factors used to determine the benefits each particular piece of property receives from a given parking project. These factors are described as follows:

- a) Distance Factor - This factor is determined by a property's distance from the proposed parking facility. The theory is simply the further a property is located from the facility,

the less it benefits from that facility. This factor is weighted from 1 to 10.

- b) Merchandising Factor - This factor is a location factor determined by the property's distance from the Maple-Woodward intersection. The theory is that the closer a property is located to the center of the central business district, the more it benefits from the parking system. This factor is weighted from 1 to 3.
- c) Parking Demand Factor - This factor only relates to the building portion of the overall assessment. A factor from 1 to 5 is computed based upon the actual parking demand created by a particular building. The parking demand is calculated based upon the guidelines in the zoning ordinance. The theory behind this factor is that the greater demand a building creates, the more it benefits from the parking system.

Deferred Parking Assessments: * This concept stems from the desire to lessen the special assessment burden on currently under-utilized property (with little current parking demand) while maintaining an appropriate future burden which becomes due upon future development. Under the current formula, each property with a Floor Area Ratio (FAR) of less than 2.0 would have a deferred assessment computed based upon the difference between 2.0 and its current FAR. This assessment is calculated in the same manner as the primary assessment and would approximate what the additional primary assessment would be if the building were built to its maximum potential at the time of assessment. The deferred assessment is labeled "deferred" because it only becomes due if and when the existing site is further developed. The deferred assessment is payable in full at the time a building permit is pulled to further develop a site. A property owner has the option to pay his deferred assessment, in advance, at the time the primary assessment is due. By electing this option, the owner can have his deferred assessment financed over the same period as the primary assessment if he feels further development of his site is imminent and does not wish to deal with a lump sum payment at a later date. A final feature of the deferred assessment is that it is prorated based upon development to an FAR of less than 2.0.

* ORDINANCE AMENDMENT, ADOPTED 3-13-89, CHANGED FAR FROM 2.0 TO 1.0 TO CONCUR WITH ITS REDUCTION IN ZONING ORDINANCE.

Original Formula

Land Frontage	
Overall weight	45%
Factors:	
Distance	1-10
Merchandising	5-50

Land Area	
Overall weight	45%
Factors:	
Distance	1-10
Merchandising	5-50

Building Area	
Overall weight	10%
Factors:	
Distance	1-10
Merchandising	5-50
Building Use	1-5

Typical Project Cost Allocation:

SAD Share	40%
Parking System Share	60%
Total Cost	100%

Current Formula

Land Frontage	
Overall weight	25%
Factors:	
Distance	1-10
Merchandising	1-3

Land Area	
Overall weight	25%
Factors:	
Distance	1-10
Merchandising	1-3

Building Area	
Overall weight	50%
Factors:	
Distance	1-10
Merchandising	1-3
Parking Demand	1-5

Typical Project Cost Allocation:

Primary SAD Share	40%
Deferred SAD Share	24%*
Parking System Share	36%
Total Cost	100%

*The Deferred SAD Share would be advanced by the Parking System to be repaid in part or in full at some time in the future.

Special Use Factor

The special use factor is used for properties that have, primarily, weekend and evening use of the structures, for example, churches and the Community House.

This factor is applied to the land only and is calculated at $1/3$ of the land frontage factor. All other parcels are calculated at 1.0 times the land frontage factor.

March 20, 2001

TO: Thomas M. Markus, City Manager
FROM: Sherry A. Lee, City Assessor
RE: **PARKING ASSESSMENT FORMULA**

Last month, the Commission directed that the cancellation provision of the deferred assessment component in the parking assessment formula (City Ordinance Section 94-15(3)) be revisited to determine whether or not it was equitable, in view of the way in which the central business and parking districts have been developed since the mid-1980s.

Background

With increased commercial and retail activity, growth in traffic volume, as well as the inadequacy of surface lots to meet the demand for automobile parking in the central part of the city, the first of an eventual five municipal parking structures was constructed in 1966. Predicated on the fact that the availability of parking benefited properties in the Central Business District (CBD), the original parking assessment formula, which was designed in the early 1950s, provided that 40% of the cost of constructing parking structures was to be borne by property owners in the parking district as a special assessment and 60% was funded by the City's automobile parking system (APS). The parking assessment formula provided for equitable assessments, primarily, because the formula used various distance, size and location factors, which weighted the assessment heavily toward potential benefit. Further, of the special assessment district (SAD) share, the formula gave a very significant (90%) weighting to land size and a very small (10%) weighting to existing building size. The theory under which this formula was derived was that substantial future development would take place in the CBD during the 1950's, 60's and 70's and that equity would be best served by assessing for parking based upon future potential development. Vacant land, therefore, was weighted heavily.

In 1982, the City Commission directed that the parking assessment formula be studied to determine whether or not it continued to provide equitable special assessments in view of the way in which the Central Business District had developed over the past several decades. Presumably, the study was conducted in preparation for development of the Peabody parking structure. A committee of three Commission members was formed to work with the Assessor in reviewing the procedure. After several meetings, many of which included representatives from the Chamber of Commerce and other City officials, the Committee determined that the assessment formula should be revised.

After studying current parking needs, uses, costs and projected future demand, the Committee determined that the assessment formula should be changed to place additional emphasis upon existing buildings and less emphasis upon land which is not built upon and creates no current parking demand. The primary reason for this decision was that the CBD had been substantially developed relative to the development that existed twenty years prior. Also, due to the fact that there existed at the time a Floor Area Ratio (FAR) limitation of 2.0 in the

CBD, substantial future development that does not provide some of its own parking was not foreseen. FAR is the gross floor area of a building, exclusive of the basement, divided by the area of the lot it is constructed on.

The goal sought by the Committee was to develop a formula that would assess properties that create a great deal of parking demand at higher levels than those properties that create very little parking demand. Properties such as parking lots, green space or unused vacant land would be assessed at the lowest rates. The new formula should shift the weighting from potential use to current use, while still maintaining distance, size and location factors that further provide an assessment based upon benefit.

There was also a desire to include a provision in the formula that would allow for a future payment to become due should an underutilized property that has a low assessment be developed at some future time. This would not only create an awareness of how further development creates parking demand but would provide a mechanism to fund the cost of such parking. Such a mechanism was deemed to be equitable since the property being developed has benefited from the existing parking system. This is true because the parking system has helped to stimulate the need for the proposed development through the maintenance of a viable CBD.

Current Parking Assessment Formula

The parking assessment formula was revised to a fifty-fifty allocation between land and building. Rather, of the total SAD share, the current formula gives a 50% weighting to land size and a 50% weighting to existing building size. This recognizes the fact that the CBD has become substantially more developed over time. It also recognizes the fact that, while buildings create parking demand, vacant land benefits from a viable parking system through increased market values. Further, although 40% of the project cost is levied as a special assessment against each property in the district, the City's parking system funds 36% of the cost. However, with the future payment or deferred assessment feature of the formula, 24% of the cost is advanced by the parking system, but is to be repaid in part or in full at some time in the future by owners of underutilized property in the district upon further development.

As with the original formula, the current parking assessment formula has within each weighting category (i.e. Land Frontage, Land Area, Building Area) several factors that are used to determine the benefits each particular piece of property receives from a given parking project. As outlined in Attachment "A", these factors are as follows:

- a. Distance Factor: This factor is determined by a property's distance from the proposed parking facility. The theory is simply that the further a property is located from the facility, the less it benefits from that facility. This factor is weighted from 1 to 10 and was not changed from the existing formula.
- b. Merchandising Factor: This factor is a location factor determined by the property's distance from the Maple-Woodward intersection. The theory is that the closer a property is located to the center of the CBD, the more it benefits from the parking system. This factor was reduced in weight from 5-50 to 1-3 because it was felt to be of somewhat less significance than in the past.

- c. **Parking Demand Factor:** This factor only relates to the building portion of the overall assessment. A factor from 1 to 5 is computed based upon the actual parking demand created by a particular building. The parking demand is calculated based upon the guidelines in the zoning ordinance. The theory behind this factor is that the greater demand a building creates, the more it benefits from the parking system.

This factor replaces the Building Use Factor, which attempted to do the same thing as the Parking Demand Factor, but in a more subjective manner.

Deferred Parking Assessment

The deferred assessment component of the formula is a relatively progressive concept. The deferred assessment stems from the desire to lessen the special assessment burden on currently underutilized property while maintaining an appropriate future burden that becomes due upon future development.

To concur with FAR reductions made in the Zoning Ordinance, the FAR for parking assessment districts was changed from 2.0 to 1.0 in 1989. Therefore, under the formula, each property with a FAR of less than 1.0 would have a deferred assessment computed based upon the difference between 1.0 and its current FAR. This assessment would be calculated in the same manner as the primary assessment and would approximate what the additional primary assessment would be if the building were built to its maximum potential at the time of assessment. It is called a "deferred" assessment because it would only become due if and when the existing site was to be further developed.

Under the formula the deferred assessment would be payable in full at the time a building permit was pulled to further develop the site so as to increase the floor area by five percent or more or increase the floor area ratio to 1.0. A property owner would have the option, however, to pay his deferred assessment in advance at the time the primary assessment was due. By electing this option, the owner could have his deferred assessment financed over the same period as the primary assessment if he felt further development of his site were imminent and did not wish to deal with a lump sum payment at some later date. A final feature of the deferred assessment, added in 1985, is that it would be canceled at the time of development if the building constructed or enlarged were residential or primarily residential in character. A primarily residential building is defined as any building with two or more stories in which the first floor or any portion thereof is occupied by a commercial or business use and all additional stories are utilized for residential purposes.

Impact of the Parking Assessment Formula

In 1982, it was believed that the use of the special assessment formula, as revised, would have three major impacts:

1. **Equity:** The formula would provide for greater equity among property owners because it is more directly connected to present benefits and future benefits are not paid for until received.

2. The burden of the primary assessment (generally forty percent of total project cost would be substantially shifted from vacant and underutilized properties, which create very little parking demand to developed properties, which create the lion's share of the parking demand.
3. More revenues for the parking system will be raised through the deferred assessments which will be collected in addition to the primary forty percent share.

Considerations

The current special assessment formula, as revised in 1982, was implemented with the construction of the Peabody/Brownell parking structure in 1984 and, as subsequently amended, with the construction of the Chester Street structure in 1989.

Special Assessment Roll No. 701 Peabody Parking Structure was confirmed on May 2, 1983 (Attachment "B"); Special Assessment Roll No. 729 Chester Street was confirmed on March 20, 1989 (Attachment "C").

Any deferred assessment not confirmed within twenty years from the date on which the special assessment roll was confirmed, shall no longer be considered a potential assessment against a lot. Therefore, unconfirmed deferred assessments in the Peabody parking district are not valid after May 2, 2003 and those in the Chester Street district are no longer valid after March 20, 2009.

MEMORANDUM

DATE: July 20, 2004

TO: Thomas M. Markus, City Manager

FROM: Sherry A. Lee, City Assessor

SUBJECT: Proposed Shain Park Parking Structure/Assessment District
Municipal Parking Lot No. 7

In response to your request, I am forwarding information on establishing parking assessment districts in the city in anticipation of the construction of a parking structure at Municipal Parking Lot No. 7, as related to the expansion of Shain Park.

The City of Birmingham has previously financed five parking structures through an Unlimited Tax General Obligation Bond issue. It is projected that the City will be able to pay the principal and interest of the general obligation bonds from the parking receipts and from special assessment on the properties in the parking assessment district. If adequate funds from these sources are not available, the principal and interest shall be payable from the general funds of the City and the City will be required by law to levy sufficient ad valorem taxes, if necessary, for the payment thereof upon all taxable property in the city without limitation as to the rate or amount. This scenario, however, has never occurred. Typically, 40% of the cost (an amount equal to 40% of the bond principal) of constructing parking structures has been borne by property owners in the parking assessment district as a special assessment, with payments spread over a 10-year period and 60% was funded by the city's automobile parking system. However, with the future payment or deferred feature of the parking assessment formula, 24% of the cost is advanced by the parking system, but is to be repaid in part or in full at some time in the future by owners of underutilized property in the district upon further development of their property.

Although there have been exceptions, in the Parking Assessment District there has been consistency in assessing 40% against the benefited property owners for the cost of purchasing land and developing surface parking lots. The Chester Street Structure called for the City General Fund to be assessed for the cost of spaces required for the Baldwin House Project, with 85% of the balance of the improvement cost to be assessed to the parking system and the remaining 15% to be borne by special assessment. Two of the existing structures were assessed on a different basis, with 90% to the Parking Authority and 10% to the benefited property owners. The other two structures were assessed on the 60/40 basis. However, with the construction of any new parking structure being built within the area of the downtown parking district, every business-zoned property/parcel located within the boundaries of the district will be charged a special assessment levy.

Once the total construction project is known, the City Commission must determine the parking assessment percentage. Again, this has historically been 40% of the total project cost. Therefore, based on the reported cost of \$6.9 million for a 230 space parking structure on the site of Municipal Parking Lot No. 7, the estimated project cost to be specially assessed is as follows:

Parking System share (36%)	\$2,484,000
Deferred Assessments (24%)*	\$1,656,000
Total advanced by Parking System (60%)	\$4,140,000
Primary Special Assessment District (40%)	\$2,760,000
Total Estimated Project Cost	\$6,900,000

* The Deferred Assessment amount would be initially funded by the Automobile Parking System. As these assessments come due in future years, the Parking System would be reimbursed though probably not in full.

EXPLANATION OF PARKING ASSESSMENT CHARGES

PRIMARY ASSESSMENTS - Every commercial property in the special assessment district has been charged with a Primary Assessment. These assessments have been based on several factors including the size of your property, its location in the central business district and its use. These assessments are payable in a maximum of ten (10) annual installments beginning May 3, 1983. There is interest charged on the unpaid balance of ten percent (10%) per annum if installment payments are made. Primary Assessments can be paid in full at any time within the ten year period with no prepayment penalty.

DEFERRED ASSESSMENTS - Some properties have also had Deferred Assessments levied against them. These assessments are based upon the future potential for development of your property. Properties that are fully developed under the zoning ordinance have no Deferred Assessments. Deferred Assessments only become due when an existing building is increased in size by more than five percent (5%) or when any building is developed on a vacant site. Deferred Assessments are payable in full at the time a building permit is requested. They may be financed over a ten year period only if that request is made at the same time the first installment of the Primary Assessment is due. Should you wish to begin paying a Deferred Assessment in installments with your Primary Assessment please contact the City Treasurer at once.

Kelly Sweeney
City Assessor/Treasurer
644-1800

RE: Parking Special Assessment Districts

Dear Property Owner:

In response to your request, I am forwarding information on parking special assessment districts in the city of Birmingham. Currently, there are two special assessment districts, Peabody and Chester, for parking structures in Birmingham.

In each parking special assessment district, every commercial property has been charged with a primary assessment. These assessments have been based on several factors, including the size of property, its location in the central business district and its use. These assessments are payable in a maximum of ten (10) annual installments. Some properties also have deferred assessments levied against them. These assessments are based upon the future potential for development of the property. Properties that are fully developed under the zoning ordinance have no deferred assessments. Deferred assessments only become due when an existing building is increased in size by more than five percent (5%) or when any building is developed on a vacant site.

The parking assessment formula, first designed in the early 1950s, used various distance, size and location factors, which weighted the assessment toward potential benefit. Further, the formula gave a very significant (90%) weighting to land size and a very small (10%) weighting to existing building size. The theory under which the formula was derived was that equity would best be served by assessing for parking based upon future potential development. Vacant land, therefore, was weighted heavily. In the early 1980s, after studying the city's parking needs, the assessment formula was revised to place additional emphasis upon existing buildings and less emphasis upon land, given that the central business district has been substantially developed relative to the development that existed decades ago. The current formula, therefore, has a fifty-fifty (50% land, 50% building) allocation between land and building. Overall, the goal is to have a formula that would assess properties that create a great deal of parking demand at higher levels than those properties that create very little parking demand. Properties such as parking lots, green space or unused vacant land would be assessed at the lowest rates.

The current parking assessment formula shifts the weighting from potential use to current use, while still maintaining distance, size and location factors, which further provide an assessment, based upon benefit. Also, a provision in the formula allows for a future (deferred) payment to become due should an underutilized property, which has a low assessment, be developed at some future time. However, a provision in the city code allows for cancellation of deferred assessments if the construction or development taking place on the property being assessed results in a building or structure that is residential or primarily residential in character.

The deferred assessment concept is rather unique. It was first utilized in the special assessment of the Peabody Parking Structure. The deferred assessments on the Peabody structure were computed based upon the difference between a 2.0 floor area ratio (F.A.R.) and a property's current floor area ratio. Properties with a F.A.R. greater than 2.0 would not have a deferred assessment. The deferred assessments on the Chester Parking Structure were computed based on the difference between a 1.0 F.A.R. and a property's current F.A.R. Properties with a F.A.R. greater than 1.0 would not have a deferred assessment. Therefore, there now exist two special assessment rolls with deferred assessments, one based on a F.A.R. of 2.0 and one, the most recent assessment roll, based on a F.A.R. of 1.0. However, by 1989, all zoned districts within the parking assessment district were changed from a 2.0 to 1.0 F.A.R.

The deferred assessment would be payable in full at the time a building permit was pulled to further development of the site. A property owner would have the option, however, to pay his deferred assessment in advance at the time the primary assessment was due. By electing this option, the owner could have his deferred assessment financed over the same period as the primary assessment if he felt further development of his site were imminent and did not wish to deal with a lump sum payment at some later date.

I have attached, for your perusal, Chapter 94 Section 15-17 of the city code for off-street parking assessments. I trust I have been responsive to your request and, hopefully, this information will help you to better understand the deferred assessments levied against your property.

Sincerely,

Janet M. Laing
Deputy Assessor

Enclosures

MEMORANDUM

DATE: July 20, 2004

TO: Thomas M. Markus, City Manager

FROM: Sherry A. Lee, City Assessor

SUBJECT: Proposed Shain Park Parking Structure/Assessment District
Municipal Parking Lot No. 7

In response to your request, I am forwarding information on establishing parking assessment districts in the city in anticipation of the construction of a parking structure at Municipal Parking Lot No. 7, as related to the expansion of Shain Park.

The City of Birmingham has previously financed five parking structures through an Unlimited Tax General Obligation Bond issue. It is projected that the City will be able to pay the principal and interest of the general obligation bonds from the parking receipts and from special assessment on the properties in the parking assessment district. If adequate funds from these sources are not available, the principal and interest shall be payable from the general funds of the City and the City will be required by law to levy sufficient ad valorem taxes, if necessary, for the payment thereof upon all taxable property in the city without limitation as to the rate or amount. This scenario, however, has never occurred. Typically, 40% of the cost (an amount equal to 40% of the bond principal) of constructing parking structures has been borne by property owners in the parking assessment district as a special assessment, with payments spread over a 10-year period and 60% was funded by the city's automobile parking system. However, with the future payment or deferred feature of the parking assessment formula, 24% of the cost is advanced by the parking system, but is to be repaid in part or in full at some time in the future by owners of underutilized property in the district upon further development of their property.

Although there have been exceptions, in the Parking Assessment District there has been consistency in assessing 40% against the benefited property owners for the cost of purchasing land and developing surface parking lots. The Chester Street Structure called for the City General Fund to be assessed for the cost of spaces required for the Baldwin House Project, with 85% of the balance of the improvement cost to be assessed to the parking system and the remaining 15% to be borne by special assessment. Two of the existing structures were assessed on a different basis, with 90% to the Parking Authority and 10% to the benefited property owners. The other two structures were assessed on the 60/40 basis. However, with the construction of any new parking structure being built within the area of the downtown parking district, every business-zoned property/parcel located within the boundaries of the district will be charged a special assessment levy.

Page two

Financing Parking Deck and Improvements

The new debt service payments for the underground parking deck would be financed from revenues generated by the Automobile Parking System and from a special assessment levied for the 90 new parking spaces. As previously mentioned, with Capital Improvement Bonds any shortfall would be paid from the City's General Fund operating levy. With the issuance of Unlimited Tax General Obligation Bonds any shortfall would be levied and paid from a separate debt service millage levied on all taxpayers. This is consistent with the financing of the City's other parking structures. Attached is a cash flow analysis providing three different scenarios previously provided to the Shain Park Study Group for the Automobile Parking System.

As a first step in issuing the Capital Improvement Bonds, the City Commission would need to adopt a Notice of Intent Resolution. The Resolution indicates the intent of the City to issue the bonds for the parking structure project, describes the project, and includes the maximum amount of the bond issue. Because the maximum amount of the bond issue is required to be stated in the Resolution, it is necessary that all costs such as engineering, issuance costs and contingencies are sufficiently estimated and included. Once the City Commission adopts the Resolution of Intent it is required to be published in the local newspaper and provides the City voters with the opportunity to petition for a referendum election on the bonds. The referendum period is 45 days from the date of publication of the notice. Once this period lapses, the City can issue the bonds. The total period required to issue the bonds is approximately 90 days.

There is also an estimated \$900,000 in additional work associated with improving the street and sidewalk systems in the immediate area surrounding the proposed parking deck. Funding for the other elements of the project would come from other sources. Streetscape improvements in front of particular buildings would be assessed to the owner of the property which would include both the City and commercial owners and are expected to total approximately \$295,000. Street improvements are estimated to cost \$605,000 with \$275,000 and \$330,000 charged to the Major and Local Street Funds respectively.

There has also been consideration given to future expansion of the North Old Woodward Avenue Parking Structure. An additional source of funds to finance this expansion would need to be found and could possibly include some type of a public/private arrangement associated with future retail and residential development of part of the site. The edge parcels could also be sold resulting in a substantial one-time revenue source to finance or help defray the costs of the improvements. In addition, financing could also be provided for the expansion project through a combination of rate and permit fee increases and special assessments to benefiting property owners to support the issuance of a bond issue.

Attachments

From: Sherry Lee
To: Ostin, Sharon
Date: 3/5/03 10:52AM
Subject: Re: Fwd: Shain Park Questions

If I understand you correctly, it doesn't make a difference that the Townsend and Community House "participate in the assessment for the Chester structure". They were also, likewise, specially assessed for the Peabody structure as well. In other words, with the construction of any new parking structure being built within the area of the downtown parking district, every property/parcel located within the boundaries of the district will be charged a special assessment levy, provided necessity for a special assessment is determined and confirmed by the City Commission.

>>> Sharon Ostin 03/05/03 09:32AM >>>

Thank you Sherry for the information. Do you know if we could special assess with Commission approval a new deck for the parking lot between the Townsend Hotel and the Community House or did the affected property owners like the Townsend and Community House already participate in the assessment for the Chester Structure? I will also ask Thelma to provide any info she has in this regards.

>>> Sherry Lee 03/04/03 04:46PM >>>

I believe the City has previously financed four parking structures through a Unlimited Tax General Obligation Bond issue. Although under the Charter the Commission determines the cost spread, the declaration of necessity for the project calls for a percentage of the improvement cost to be charged to the parking system and the remaining percentage to be borne by special assessment, as follows:

Current/primary SAD share	40%
Deferred SAD share	24%
Parking System share	36%

Typically, 40% of the cost (an amount equal to 40% of the bond principal) of constructing parking structures has been borne by property owners in the parking assessment district as a special assessment, with payments spread over a 10-year period and 60% was funded by the City's automobile parking system. However, with the future payment or deferred feature of the parking assessment formula, 24% of the cost is advanced by the parking system, but is to be repaid in part or in full at some time in the future by owners of underutilized property in the district upon further development of their property.

>>> Sharon Ostin 03/04/03 11:55AM >>>

Sherry--I need to provide financing options for an underground parking deck at Shain Park. I believe we have done special assessments for some of the other decks. Do you know if this proposed structure would be eligible to be financed in part or in full from special assessments. I am thinking the City would issue a bond to front the costs and then special assess for the costs. Also, it seems to me that I recall some kind of prior issue with trying to special assess for this proposed structure, but I maybe confusing this with something else. At any rate, any info you can provide or help me with would be appreciated.
Thanks Sharon

From: Paul O'Meara
To: Sharon Ostin
Date: 3/4/03 1:16PM
Subject: Re: Fwd: Shain Park Questions

I attended that meeting, and there was never any specific indication as to the size of a structure that was being envisioned. It is difficult to give cost estimates when I have no concept of what they are asking for. I know it is tough for you as well.

The worst case scenario would be \$28 million for the 800 vehicle robotic underground parking proposal that was considered in 2000. I think the Commission is envisioning something much less than that, but without any specifics, it is tough to estimate the cost.

>>> Sharon Ostin 03/04/03 11:49AM >>>

Paul--I need to provide financing options for underground parking at Shain Park. Do you know how many spaces they are talking about and what the approx. cost per space would be or even an estimate of the costs for this kind of a parking structure?

CC: Dennis Dembiec; Jim Sabo

From: Sherry Lee
To: Ostin, Sharon
Date: 3/4/03 4:46PM
Subject: Re: Fwd: Shain Park Questions

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Thanks Sharon

From: Thelma Golden
To: Sharon Ostin
Date: 3/5/03 11:46AM
Subject: Re: Fwd: Shain Park Questions

The Chester Street Structure Special Assessment area included the townsend, the Community House, Peabody's, Comerica, and other businesses in the central business district.

Businesses have been special assessed for more than one parking structure. I don't know if businesses that have been special assessed for the parking lot can also be special assessed for a structure built on the site.

>>> Sharon Ostin 03/05/03 09:32AM >>>

Thank you Sherry for the information. Do you know if we could special assess with Commission approval a new deck for the parking lot between the Townsend Hotel and the Community House or did the affected property owners like the Townsend and Community House already participate in the assessment for the Chester Structure? I will also ask Thelma to provide any info she has in this regards.

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Thanks Sharon

AUTOMOBILE PARKING SYSTEM
DEPRECIATION LAPSE SCHEDULES

DESCRIPTION	YEAR PLACED IN SERVICE	ORIGINAL COST	EXPECTED LIFE IN YEARS	CURRENT AGE IN YEARS	DEPRECIATION EXPENSE 06/30/93	ACCUMULATED DEPRECIATION 06/30/93
[STRUCTURES & BUILDINGS]						
PIERCE STREET RESTORATION	07/01/90	659,131.03	40	3	16,478.28	49,434.84
PARK STREET RESTORATION	07/01/90	43,836.74	40	3	1,095.92	3,287.76
PEABODY RESTORATION	07/01/90	72,279.68	40	3	1,806.99	5,420.97
N. WOODWARD RESTORATION	07/01/90	174,512.99	40	3	4,362.82	13,088.46
PARK RESTORATION	07/01/91	16,984.68	40	2	424.62	849.24
PEABODY RESTORATION	07/01/91	26,647.36	40	2	666.18	1,332.36
N. WOODWARD RESTORATION	07/01/91	1,023,566.85	40	2	25,589.17	51,436.05
PARK STREET STRUCTURE RESTORATION	07/01/92	53,128.01	40	1	1,328.20	1,328.20
PEABODY RESTORATION	07/01/92	255,028.31	40	1	6,375.71	6,375.71
PRIOR PERIOD ADDITIONS	UNKNOWN	8,387,355.97	40	UNKNOWN	255,000.00	3,522,039.13
TOTAL		10,712,471.62			313,127.89	3,654,592.72
[STRUCTURES & BUILDINGS CHESTER]						
CHESTER ADDITIONS	07/01/90	102,583.58	40	3	2,564.59	7,693.77
PRIOR PERIOD ADDITIONS	02/28/90	11,225,478.64	40	1	280,636.97	1,029,937.68
TOTAL		11,328,062.22			283,201.56	1,037,631.44
[MACHINERY & EQUIPMENT]						
PRIOR PERIOD ADDITIONS	UNKNOWN	392,098.42	5	UNKNOWN	7,844.00	124,504.68
CURRENT YEAR ADDITIONS	07/01/90	49,994.32	5	3	9,998.86	29,996.59
BASE STATION & ANTENNA	07/01/91	1,936.00	5	2	387.20	774.40
TOTAL		444,028.74			18,230.06	155,275.67
[PARKING SYSTEM OFFICE]						
PRIOR PERIOD ADDITIONS	UNKNOWN	10,922.20	5	UNKNOWN	1,156.00	4,425.88
TOTAL					1,156.00	4,425.88
GRAND TOTAL		22,495,484.78			615,715.51	4,851,925.72

① = \$1,377,045.97

Restoration cost
since 1990

Actual cost of Chester
structure
\$ 11,328,060
< 10,700,000 > est cost

\$ 628,060



Paul O'Meara <pomeara@bhamgov.org>

Re: 20' retail liner in parking deck/ w/photo

1 message

Joe Valentine <jvalentine@bhamgov.org>

To: Mark Nickita <mnickita@bhamgov.org>

Cc: Jana Ecker <jecker@bhamgov.org>, Paul O'Meara <pomeara@bhamgov.org>, John Heiney <jheiney@bhamgov.org>, Victor Saroki <vsaroki@sarokiarchitecture.com>

Thanks Mark.

Paul, please share with the AHPDC. Thanks.

On Sun, Mar 6, 2016 at 6:01 AM, Mark Nickita <mnickita@bhamgov.org> wrote:

All,

This email actually has the photo!! 😊

This is another example of a liner for a deck. I took this pic in the market district in Milwaukee. It's only about 20' deep with a furniture store in it

Mark

Mark Nickita
Mayor Pro-Tem
City of Birmingham, MI"never worry about action- only about inaction"
- Winston Churchill@MarkNickita on Twitter
Mark Nickita on FB

Begin forwarded message:

From: ME City <cityboymark@yahoo.com>
Date: March 6, 2016 at 5:56:55 AM EST
To: Mark Nickita <marknarchive@yahoo.com>
Subject: Milwaukee



Mark

—
Joseph A. Valentine
City Manager
City of Birmingham
151 Martin Street
Birmingham, MI 48009
(248) 530-1809 Office Direct
(248) 530-1109 Fax
jvalentine@bhamgov.org

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AD HOC PARKING DEVELOPMENT COMMITTEE
MONDAY, MAY 16, 2016
8:00 A.M.
ROOM 205
151 MARTIN ST., BIRMINGHAM, MI

- A. Roll Call
- B. Introductions
- C. Approval of Minutes, April 27, 2016
- D. Bates St. RFQ (2006)
 - 1. Review of Previous Documents
 - 2. Feasibility/Advisability of New RFQ
- E. Meeting Open for Matters Not on the Agenda
- F. 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, APRIL 27, 2016
Conference Room 205
151 Martin Street, Birmingham, Michigan**

Minutes of the meeting of the City of Birmingham Ad Hoc Parking Development Committee held April 27, 2016.

A. ROLL CALL

Present: Ad Hoc Committee Members:

Richard Astrein (BSD)
Scott Clein (Planning Board)
Rackeline Hoff (City Commissioner)
Terry Lang (Finance Representative)
Mark Nickita (City Commissioner) – Departed at 9:20 a.m.
Judy Paskiewicz (Advisory Parking Committee)
Gordon Rinschler (Developer Representative)

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
Mark Gerber, Finance Director
John Heiney, BSD Executive Director

Guests: None

B. INTRODUCTIONS

Members and guests introduced themselves.

C. APPROVAL OF MINUTES

Motion by Mr. Astrein

Seconded by Mr. Rinschler to approve the Minutes of the Regular Meeting of February 24, 2016 as presented

Motion carried, 7-0

D. AUTO PARKING SYSTEM FUND FISCAL REVIEW

Mr. Gerber gave a brief review of the Auto Parking System Fund.

Ms. Hoff asked why the revenues decrease in the future. Mr. Gerber replied that the revenues are projected the same, but that the operating costs increased.

Mr. Rinschler inquired if maintenance and repairs/improvements were included. Mr. O'Meara indicated that \$1.2 Million per year have been budgeted for these items.

Mr. Nickita asked for clarification in regards to the tables presented.

Mr. Valentine suggested that a sub-committee be created to review the parking assessment formula as the last time it was reviewed was at the time of the Shain Park improvements. He also suggested that this committee could begin exploring financial options as well.

Ms. Hoff suggested that this committee wait until the sub-committee provides a recommendation before moving forward on this topic.

Mr. O'Meara suggested keeping the Wednesday morning timeslot for the sub-committee.

Mr. Nickita & Mr. Clein both commented that from their experience, the rate for monthly parking permits are the lowest in the area.

John Heiney provided a brief summary of his discussions with companies in regards to alternative parking off-site parking. He indicated that there is much resistance to the idea and that the reoccurring comment was a "quality of life" and "keep talent" issue.

Mr. Nickita asked what the 'physical count' in the parking deck full charts indicates/means. Mr. O'Meara stated he would have to consult SP+ and that he has them to reformat the tables in the future.

General discussion continued on the information provided.

E. POTENTIAL PARKING DISTRICT ASSESSMENT

Ms. Hoff asked how the Triangle Districts plays into this in the future. Mr. Valentine stated that it is not included in the current assessment district.

Motion by Mr. Rinschler

Second by Ms. Paskiewicz to create a Parking Assessment Sub-Committee to review/study past and future parking assessments

Motion carried, 7-0

Ms. Hoff asked for volunteers from the Ad Hoc Development Committee to serve on the subcommittee. Mr. Rinschler, Mr. Lang, and Mr. Astrein all volunteered to serve.

Motion by Mr. Clein

Seconded by Mr. Rinschler to elect Mr. Lang, Mr. Astrein and Mr. Rinschler to the Parking Assessment Sub-Committee

Motion carried, 7-0

F. COMMITTEE NEXT STEPS

Parking Assessment Sub-Committee will review parking assessment formula and report back to this committee.

Staff will provide the Committee with the previous RFP for the Bates Street Extension for reference, review and discussion.

G. ARTICLES OF GENERAL INFORMATION

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

H. MEETING OPEN FOR MATTERS NOT ON THE AGENDA

Mr. Rinschler noted that not all members of the committee were in attendance at the end of the last meeting. Since the selection of a preferred design option for the N. Old Woodward Ave. Structure project was not finalized at that time, Mr. Rinschler thought it would be appropriate to have the Committee's preference on the record.

Motion by Mr. Rinschler

Second by Mr. Nickita to move forward with 2A (from Saroki / Carl Walker Team) as the base-line for future discussions.

Motion carried, 7-0

I. ADJOURNMENT

No further business being evident, committee members motioned to adjourn at 9:35 a.m.

NEXT REGULARLY SCHEDULED MEETINGS - TBD

Sincerely,

Paul T. O'Meara,
City Engineer



REQUEST FOR QUALIFICATIONS / PROPOSALS

For Bates Street Site Development



Issued by:

City of Birmingham, Michigan
151 Martin Street
P.O. Box 3001
Birmingham, MI 48012
(248) 644-1800
www.ci.birmingham.mi.us



BATES STREET SITE DEVELOPMENT
REQUEST FOR QUALIFICATIONS / PROPOSALS

CONTENTS

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The City's objective is to solicit creative and innovative development plans from qualified Developers that will extend Bates Street from Willits to North Old Woodward, introduce residential, commercial and/or mixed uses and increase the number of public parking spaces contained on this property. The City owns the entire parcel and its parking structure as illustrated in Figure 1. Parcel dimensions are illustrated in Attachment A. The northern end of this parcel is planned for designation as park property along the Rouge River.

Based on the development plan selected, the City may lease or sell a portion or all of the property for development provided the development guidelines are met. The sale of public property would require the City to engage in placing the sale of property on the ballot for a vote in accordance with its City Charter. Once a development plan is accepted by the City, the process for the sale of property to the Developer may take from 4 to 12 months.

Existing Conditions

Under stage 2 of the RFQ/P process the City will provide each pre-qualified Developer with a copy of the following: 1) title search, 2) site survey, 3) baseline environmental analysis, and 4) utility availability analysis.

Zoning

The existing zoning of this parcel is public property. An illustration of the existing zoning for this parcel and the immediate area is contained in Attachment B. This parcel is included in the City's Overlay Zoning District as illustrated in Attachment C, which provides for certain development opportunities. Modifications to the zoning of this parcel may occur to conform to the selected development plan, if the creativity of development plan does not meet existing parameters of the Overlay Zoning District. Additional information concerning the zoning regulations can be obtained from the City's Planning Division.

Solicitation of Developers

The City will conduct a two-stage selection process whereby the Developer will first submit their qualifications for the City's consideration and then the City will evaluate qualifications and invite qualified Developers to submit a development proposal.

In evaluating Developer qualifications, the City will consider past development success, experience in working or partnering with communities, financial capacity and the design quality of previous development projects. Following receipt of Developer qualifications, the City may identify one or more of developers with qualifications that the City determines at their sole discretion, demonstrate the capability of the Developer(s) to successfully undertake and complete this redevelopment project.

Qualification materials must be received by the City Clerk no later than May 5, 2006. Submission requirements and guidelines are detailed in the *Submission*

Requirements and Guidelines section of this RFQ/P. No specific plan is required as part of the qualifications submittal, but firms that feel that their capabilities cannot be presented properly without such a plan may provide one.

Qualification materials will be reviewed and developers selected to present formal development proposals. It is anticipated that no more than five (5) Developers will be asked to submit formal proposals.

Mandatory Site Visit Meeting

Each prospective developer is required to attend a mandatory pre-bid meeting to visit the site and meet with City staff prior to submitting qualifications. The mandatory site visit meeting will be held on **April 5, 2006 at 1:00 p.m.** This meeting will begin in room 205 of the Birmingham Municipal Building located at 151 Martin Street and will conclude at the project site. Prospective developers are asked to pre-register by April 3, 2006 by contacting Joe Valentine at (248) 644-1800 extension 221 or at jvalentine@ci.birmingham.mi.us.

Selection Process

Following a review of Developer qualifications, the City will establish a “short list” of pre-qualified Developers that will be extended an invitation to participate in the second stage of the process to submit a proposal for the redevelopment of this site. This second stage may involve interviews with Developer(s) and will include community reviews of proposed development plans. Once a final proposal is accepted, a redevelopment agreement will be finalized.

During the evaluation process, the City reserves the right, where it may serve the City’s best interest, to request additional information or clarification from Developers, or to allow corrections of errors or omissions. At the discretion of the City, firms submitting proposals may be requested to make public presentations as part of the evaluation process.

Anticipated Timetable of Selection Process

Stage 1 – Request for Qualifications

Release of Request for Qualifications/Proposals

Mandatory site visit with staff

Qualifications Due

Evaluation by staff and establish short-list of qualified developers

Stage 2 – Request for Proposals

Extend invitation for formal proposals from Short-Listed Developers

Formal Proposals Due from Short-Listed Developers

Evaluation by Ad-Hoc committee

Recommendation of a single development plan to City Commission

Conduct community review process

City Commission approval of final development plan

Target Date

March 6, 2006

April 5

May 5

May 8 to July 14

August 1

October 31

Nov. 1 to Jan. 12, 2007

January 22, 2007

Feb. 1 to April 30

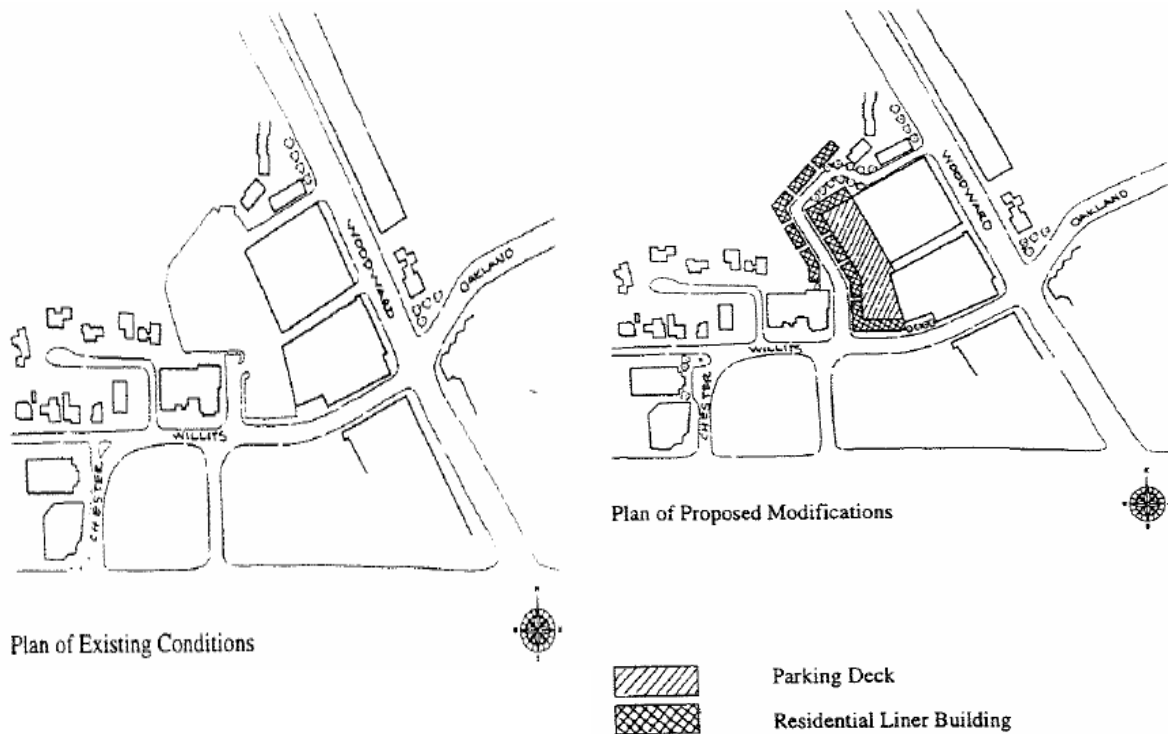
May 21, 2007

DEVELOPMENT OBJECTIVES AND GUIDELINES

The City's master planning document for the downtown, known as the *Downtown Birmingham 2016 Report* (DB2016 Report), identifies the Bates Street Site as a proposed location for redevelopment and provides conceptual illustrations of proposed modifications. The concept from the DB2016 Report referencing this area are provided herein for reference as Figure 2. Additional conceptual illustrations based on the DB2016 Report and incorporating various elements are provided as Attachment D.

Developers will be expected to present creative concepts for the site that incorporate these objectives and guidelines. The objectives and guidelines presented in this chapter will be used in evaluating the submitted proposals.

Figure 2.



Development Objectives

The City's overall objectives for redevelopment of the Bates Street Site are as follows:

- To extend Bates Street from Willits and provide access to a location on North Old Woodward.
- To provide a form of residential, commercial and/or mixed use development along the extension to Bates Street.
- To accommodate public parking with consideration for transient, employee, permit parking, faith community use and residential arrangements using the existing 745 spaces adjusted to the new expected demand and parking patterns.

A number of primary objectives for the redevelopment of Bates Street as a whole are outlined below:

- **To contribute to the improvement of the downtown as an active, pedestrian-oriented shopping environment.**
- **To incorporate existing streetscape standards into proposed streetscape design and create an attractive streetscape that unifies, enhances and connects the Bates Street Site with the rest of the downtown.**
- **Enhance the Bates Street site as a safe, convenient and hospitable pedestrian environment, while linking Willits to North Old Woodward.**
- **To ensure that new construction is compatible with the existing building fabric.**
- **Minimize conflicts between vehicles and pedestrians.**
- **Ensure an adequate supply of conveniently located and attractively designed parking.**
- **To coordinate parking utilization in conjunction with public parking standards modified to accommodate mixed residential and business uses.**

These objectives should be a fundamental part of any development proposal for the Bates Street Site. The guidelines discussed below for the physical framework, mix and location of land uses, and design of buildings and public spaces are drawn directly from the *Downtown Birmingham 2016 Report* and/or have been developed with these objectives in mind.

Development Guidelines

Framework Issues

1. **Pedestrian Circulation.** Redevelopment of the Bates Street Site should include a pedestrian circulation system that links all new developments and provides convenient connections to surrounding uses and activities. All pedestrian access routes must be compliant with Americans with Disabilities Act (ADA) requirements. Note Item #10 – Booth Park Trail.
2. **Traffic Connection.** Bates Street will be preserved as a public road to promote efficient access and circulation by vehicles and pedestrians. Bates Street will connect Willits to North Old Woodward.
3. **Parking.** The existing parking structure should be renovated and expanded to accommodate additional parking, if current location is maintained. Should a proposal involve the removal and reconstruction due to relocation of the parking structure, the developer is responsible for the demolition and reconstruction costs. It is expected the City will own and operate any parking structure and own the land underneath the structure. Parking lots or garages serving residential developments would be privately owned. **During construction phasing the Developer shall coordinate development with respect to the existing parking operation.**

4. **Topography and Redevelopment.** Building designs that take advantage of the natural topography in the area should be utilized. Site designs that provide public access to or overlooks of the Rouge River are encouraged.
5. **Storm Water Management** – Special consideration for development on the Rouge River must be in accordance with best management practices permitted by the Environmental Protection Agency (EPA) and the Michigan Department of Environmental Quality (MDEQ).
6. **Infrastructure.** This project will require extending sewer and water utilities to any new developments. New water mains cannot be deadened and must be looped into existing system. The addition of sewer or water services for this site must conform to the City's standards. Information on these standards can be obtained from the City's Engineering Department.
7. **Utilities.** All utilities within and leading to the site shall be underground. The adequacy of gas, electric, telephone and cable service availability to the site will need to be determined by those making a proposal by contacting the respective utility companies.
8. **Financial.** No City subsidies will be made available. Land will be sold or leased at market rates and all private property or private use of public property will be subject to property taxes.
9. **Required Easements.** All necessary easements must be provided in accordance with the Consolidating Easement and Restriction Agreement dated November 28, 2005 between the City and B/K/G Birmingham LLC, benefiting 325 N. Old Woodward (located at corner of Willits and Old Woodward). Copies will be provided to those Developers participating in Stage 2 of this RFQ/P process.
10. **Booth Park Trail.** Booth Park is located to the immediate north of the Bates Street site. A proposed bridge connection to Booth Park from the Bates Street site is planned as part of a trail master plan. The bridge is barrier free and approximately 40 feet long with an overlook deck and benches near the river. The bridge will provide access between the downtown and Booth Park. This proposed bridge will be a vital link in the overall trail system. A conceptual illustration is provided as Attachment E.

Design Issues

1. **Building Height Considerations.** The portion of the site not used for public parking is zoned D-3 under the Overlay Zoning, which allows a maximum of 4 stories, provided the 4th story is used for residential units and is set back 10' from building façade. Maximum overall height is 68'. Specific regulations also apply. Information on these regulations can be obtained from the City's Planning Division.
2. **Residential Building Relationships.** Any proposed residential uses should be integrated into an overall mixed use development.
3. **Design of Buildings.** Specific design and architectural requirements are in place in the Overlay Zoning District. Information on these regulations can be obtained from the City's Planning Division.
4. **Design of Street.** The extension of Bates Street must conform to the City's street standards. Information on these standards can be obtained from the City's Engineering Department.
5. **Streetscape and Landscaping.**
 - Streetscape designs must incorporate the City's Streetscape Design Standards. Information on these standards can be obtained from the City's Engineering Department. An example of the City's Streetscape standards can be seen on Merrill Street between Pierce and Henrietta.
 - Landscaping designs should include innovative and aesthetically appealing plants and landscape features that enhance the pedestrian experience while enhancing the natural area along the Rouge River.
6. **Public Safety.** Fire lanes and emergency access must be accommodated for all buildings in the development area. Hydrants must be placed where required by the City's Engineering Department.
7. **Parking**
 - Most residential parking should be emphasized underground or within buildings, which would allow land areas to be used for buildings and open spaces. The change in elevation in the area should facilitate underground parking.
 - Where possible, parking to serve multi-family residential uses should be located inside the primary buildings; if garages are provided.

DEVELOPER RIGHTS AND RESPONSIBILITIES

The following outlines the rights and responsibilities of the developer and the City of Birmingham in the redevelopment of the Bates Street Site redevelopment.

Single Development Entity or Team

The City will select a single developer or development team for the redevelopment of the parcel offered in this RFQ/P.

Sale of City-Owned Property

The City may offer to sell or lease the property it currently owns within the Bates Street Site, exclusive of land to be used for public parking and public roads, for private use to the selected developer or development team. Short-listed developers will be required to indicate a land price at the proposal stage of the process.

Developer's Rights and Responsibilities

- Exclusive development rights and right to purchase or lease land for private uses (excludes purchase of any City owned land that will be used for public purposes, such as public parking.)
- To serve as developer or development team of both residential and commercial property; all sub-developers must be identified if other firms will carry out portions of the project.
- Plan for and construct public parking as indicated in the development program.
- Work with the City during construction to accommodate existing parking operation and minimize any disruption to faith community use as surface lot and structure are utilized by several area faith institutions.
- Develop public infrastructure and utilities necessary for the site.
- Attend public meetings as necessary in order to present plans for review. It is expected that plans will need to be presented at up to ten (10) boards and committee meetings for review.

City's Role

- Assist with necessary development review process and approvals.
- Cooperate with any land acquisition pursued by the developer in accordance with this RFQ/P.
- Assist with construction phasing and coordination with respect to existing parking operation.
- Provide existing information relating to the site such as 1) title search, 2) site survey, 3) baseline environmental analysis, and 4) utility availability analysis.

SUBMISSION REQUIREMENTS AND GUIDELINES

The following outlines the submission requirements and guidelines for the Bates Street Site Redevelopment project.

Submittal Format for Qualifications – Stage 1

- A. Transmittal Letter
- B. Statement of Understanding of Project
- C. Qualifications Statement
- D. Financial Information from Developer (Separate Sealed Envelope)

Submittal Format for Proposals – Stage 2

- A. Narrative description of what is proposed in detail and how proposal meets the development objectives
- B. Complete site plans for proposed development
- C. Offer price for sale or lease of City property with a description of the necessity to purchase or lease.
- D. Proposed terms of the submitted development plan.
- E. Community Impact Study for the proposed development

STAGE 1 – REQUEST FOR QUALIFICATIONS

- A. **Transmittal Letter**
- B. **Statement of Understanding of the Project**
- C. **Qualification Statement**

Each submission should include a qualification statement containing the following information.

1. Firm/Team Description

A development team headed by an experienced developer should be identified including, as required, an architect, construction consultant, Developer, economic-financial consultant, and leasing/management company. Depending on the developer's capabilities, the team may include as few or as many firms as required. For all companies on the team, the following is required:

- Identification of all principal firms to be involved in the project including their roles, responsibilities and authorities.
- The size of each firm and the depth of experience of their personnel.
- Resumes of the persons who would be responsible for the day-to-day operation of the project and his/her back up in the event of this person's absence. Also,

resumes of all other key persons directly involved with this project shall be included.

2. Organizational Structure and Workload

- Legal Name of development entity and managing entity which will be considered the developer.
- Business type (corporation, partnership, LLC, individual, joint venture, not for profit, etc.)
- Date established (for constituent firms if joint venture)
- If the developer is a subsidiary or affiliate of any other corporation, list such entity or entities including name, address, relationship to developer, and officers and directors.
- Names, addresses, title of position, and nature and extent of the interest of the officers and principals, shareholders and investors of both the developer and the development entity as follows:
 - For corporations, the officers, directors or trustees, and each stockholder owning more than 10% of any class of stock
 - For partnerships or limited liability corporations, each partner or member, whether a general or limited partner or member, and either the percent of interest or a description of the character and extent of interest.
 - For joint ventures, each participant and either the percent of interest or a description of the character and extent of interest. If the joint venture partners are corporations or partnerships, then the information for such firms should be provided.
 - For any other type of entity, the officers, members of governing body, and each person having an interest of more than 10 %.
 - No City of Birmingham elected or appointed City official or employee, and no person who serves on any City of Birmingham public board or commission may have a direct or material indirect interest in the development entity or any part of that entity.
- The number, location and magnitude of projects currently on the developer's work plan for 2006, 2007 and 2008.
- A proposed organizational structure for the development team showing roles of each member of the team.

3. Experience

- Description, illustrations, location and a brief summary of the performance of similar projects, especially as they relate to the project.
- A comprehensive list of all projects for which the firm has served as a developer over the past three years including size, construction costs, major tenants, uses involved, and the current occupancy and ownership of these projects.
- Minimum experience required:

- Demonstrated experience in at least two completed projects of similar size and quality as proposed in this RFQ.
- Demonstrated financial resources and commitments to both acquire and develop the property (provided in financial statements, evidence of equity and debt financing, etc.)
- Demonstrated commitment to the overall goals of the City and specific land uses and evidence of substantial efforts to comply with the development guidelines stated in this RFQ.

4. References

A minimum of three references for similar projects is required. References reflecting experience working on public/private ventures with government officials and public bodies should be included, if applicable.

D. Financial Information from the Developer

One copy of the following information should be submitted in a separate sealed envelope to be kept confidential:

- Audited financial statement or federal income tax forms for the developer from the last three years; personal financial statements may be required as supplemental information at the option of the City's development advisor.
- References from financial institutions with whom the developer has dealt as a borrower or as a joint venture partner.
- Proposed sources of financing and preliminary evidence of interest from financial institutions or partners if available.
- List of pending litigation or other disputes with which the developer, development entity, or joint venture partners are involved, indicate status, the potential of a financial settlement, and impact on your ability to execute this project.
- If the firm or any individual in the proposed project has ever filed for bankruptcy or has had projects that have been foreclosed (or return lenders via deed-in-lieu of foreclosure), list dates and circumstances.

All of the above information will be provided only to the City's legal counsel and is considered exempt from the Freedom of Information Act as private information. Only firms who are pre-selected based on their qualifications will have their financial information reviewed. All other sealed packets will be returned unopened to their respective firms. Upon completion of the selection process all firms will have their financial information returned.

SUBMISSION PROCEDURE

Seven (7) copies of the qualifications and one (1) copy of the developer's financial information shall be submitted no later than **4:00 p.m., on May 5, 2006** to:

City of Birmingham
Attn: City Clerk
151 Martin Street
Birmingham, Michigan 48009

Submittals should be firmly sealed in an envelope, which shall be clearly marked on the outside, **"Request for Qualifications - Bates Street Site Redevelopment"**. Any proposal received after the due date cannot be accepted and will be rejected and returned, unopened, to the proposer. Proposer may submit more than one submittal provided each proposal meets the functional requirements.

Each respondent shall include in their submittal the following information: Firm name, address, city, state, zip code, telephone number, and fax number. The company shall also provide the name, address, telephone number and e-mail address of an individual in their organization to whom notices and inquiries by the City should be directed as part of their proposal.

The City of Birmingham reserves the right, at its sole discretion, to reject any or all submittals when, in its opinion, it is determined to be in the public interest to do so; to waive minor irregularities and informalities of a submittal; or to cancel, revise, or extend this solicitation. The Request for Developer Qualifications does not obligate the City of Birmingham to pay any costs incurred by any respondent in the submission of a proposal or in making necessary studies or designs for the preparation of that proposal, or for procuring or contracting for the services to be furnished under this Request for Developer Qualifications.

SELECTION CRITERIA FOR QUALIFICATION STAGE

Evaluation of qualifications will be based upon:

1. Qualifications and experience of developer and team members with projects of similar scale and magnitude.
2. Experience and reputation of personnel identified for this project.
3. Past performance of firms as verified by references of previous clients/projects including demonstrated ability to work with local government "clients" in analogous relationships.
4. Financial capability including resources available as equity for the project and strength of financial commitments.
5. Design quality of previous development projects.
6. Organizational and managerial capacity to handle project of this size.

STAGE 2 – REQUEST FOR PROPOSALS

Those developers deemed qualified by the City under Stage 1 shall be invited to submit a development proposal for this project.

Development Proposals must include the following:

- A. Narrative description of what is proposed in detail and how proposal meets the development objectives;
- B. Complete site plans for proposed development;
- C. Offer price for sale or lease of City property with a description of the necessity to purchase or lease;
- D. Proposed terms of the submitted development plan.
- E. Community Impact Study for the proposed development

SUBMISSION PROCEDURE

One (1) original and ten (10) copies of the development proposal shall be submitted by a time and date specified by the City to:

City of Birmingham
Attn: City Clerk
151 Martin Street
Birmingham, Michigan 48009

Submittals should be firmly sealed in an envelope, which shall be clearly marked on the outside, **“Request for Proposals - Bates Street Site Redevelopment”**. Any proposal received after the due date cannot be accepted and will be rejected and returned, unopened, to the Developer. Developers may submit more than one submittal provided each proposal meets the functional requirements.

Each respondent shall include in their submittal the following information: Firm name, address, city, state, zip code, telephone number, and fax number. The company shall also provide the name, address, telephone number and e-mail address of an individual in their organization to whom notices and inquiries by the City should be directed as part of their proposal.

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Site Plans

All site plans and elevation drawings prepared for approval shall be prepared in accordance with the specifications and other applicable requirements of the City of Birmingham. If more than one page is used, each page shall be numbered sequentially. All plans must be legible and of sufficient quality to provide for quality reproduction or recording. Plans must be no larger than 24" x 36" and must be folded and stapled together. The name of the site must be clearly noted on all plans and supporting documentation.

Review Process

The selected Developer will work with an Ad-Hoc Review Committee to present and review their plan at public meetings to receive community input on their development plan:

This process may include presenting the plan to:

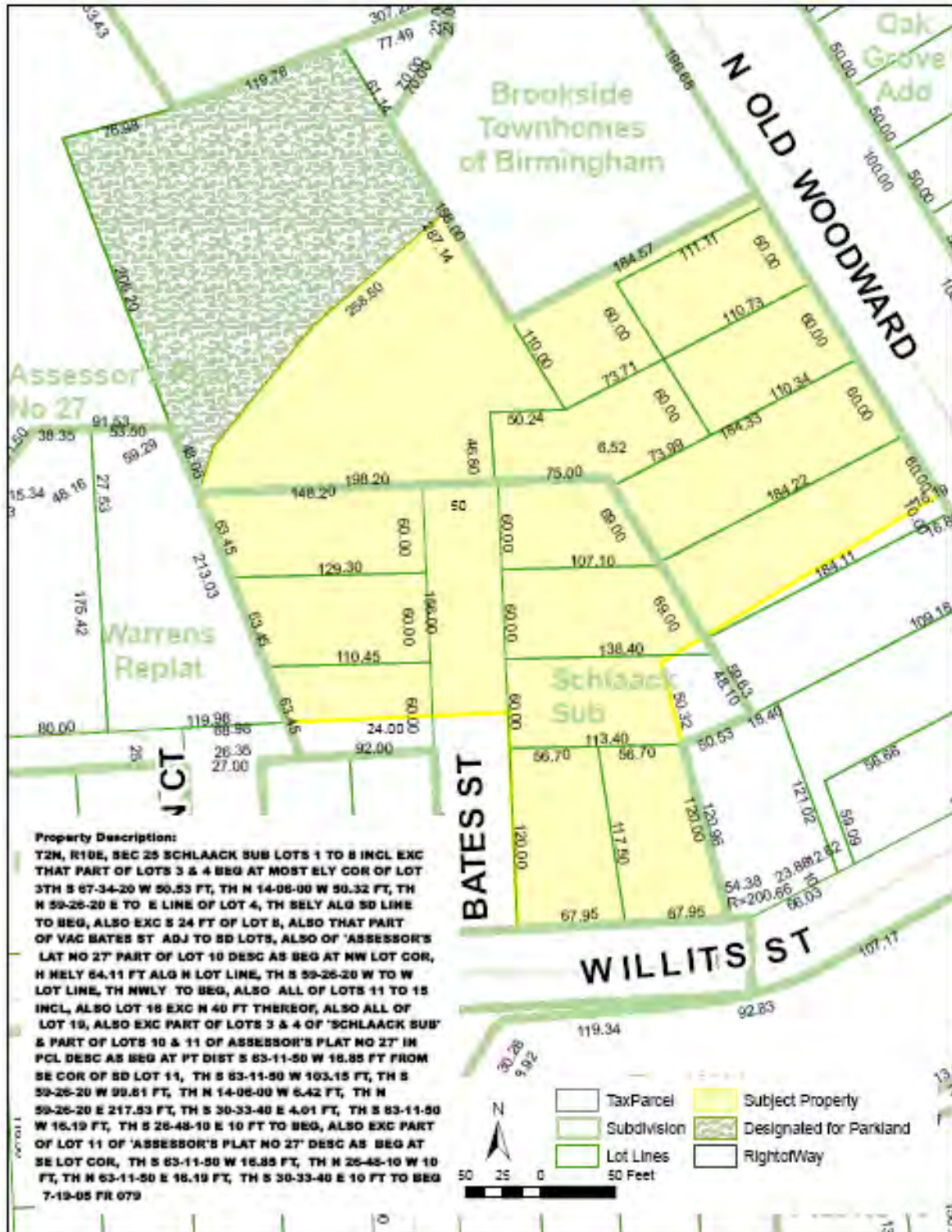
- a. an Ad-Hoc review committee
- b. the Birmingham Planning Board
- c. the Historic District and Design Review Committee
- d. the Advisory Parking Committee
- e. the Traffic and Safety Board
- d. the City Commission

The final approval of the development plans will be concluded by the Birmingham City Commission following the community review process.

TERMS AND CONDITIONS

1. The City reserves the right to reject any or all qualification and/or proposals received at any time during this process, waive informalities, or accept any qualification and/or proposal, in whole or in part, it deems best. The City reserves the right to award the contract to the next most qualified Developer if the successful Developer does not execute a development agreement within thirty (30) days after the award of the proposal.
2. The City reserves the right to request clarification of information submitted and to request additional information of one or more Developers.
3. The City reserves the right to terminate the contract at its discretion should it be determined that the services provided do not meet the specifications contained herein. The City may terminate this Agreement at any point in the process upon notice to Developer sufficient to indicate the City's desire to do so. In the case of such a stoppage, the City agrees to pay Developer for services rendered to the time of notice, subject to the contract maximum amount.
4. The successful bidder will be required to furnish a Performance Bond in an amount not less than 100% of the contract price in favor of the City of Birmingham, conditioned upon the faithful performance of the contract, and completion on or before the date specified.
5. Any proposal may be withdrawn up until the date and time set above for the opening of the proposals. Any proposal not so withdrawn shall constitute an irrevocable offer, for a period of ninety (90) days, to provide the services set forth in accordance with the specifications outlined in this RFQ/P.
6. The cost of preparing and submitting a proposal is the responsibility of the Developer and shall not be chargeable in any manner to the City.
7. The Developer will not exceed the timelines established for the completion of this project.
8. The successful Developer shall enter into and execute a development agreement with the City.

ATTACHMENT A
PARCEL DIMENSIONS



ATTACHMENT B

Zoning Districts



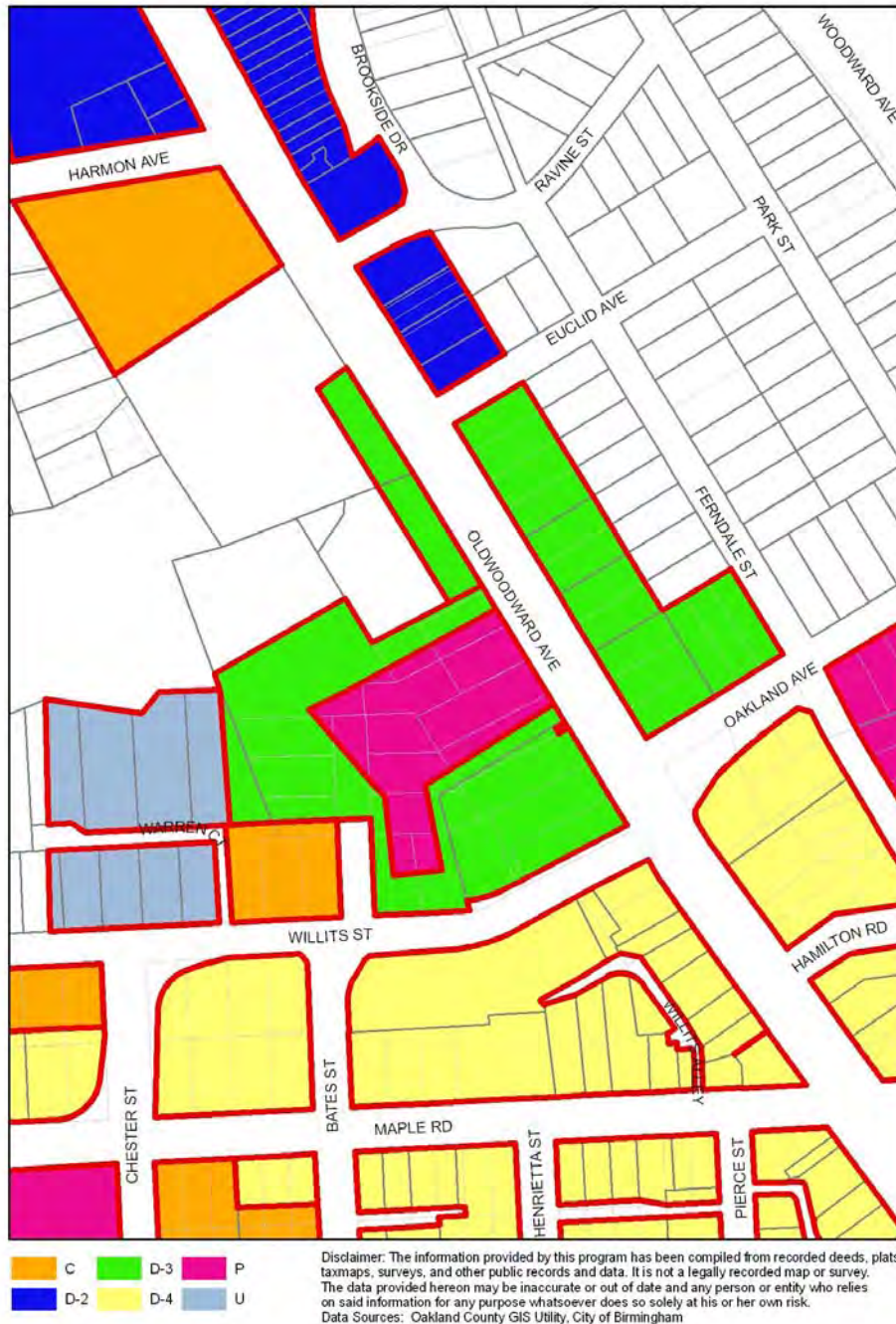
Disclaimer: The information provided by this program has been compiled from recorded deeds, plats, taxmaps, surveys, and other public records and data. It is not a legally recorded map or survey. The data provided hereon may be inaccurate or out of date and any person or entity who relies on said information for any purpose whatsoever does so solely at his or her own risk.
Data Sources: Oakland County GIS Utility, City of Birmingham

PP - Public Property
R1A - Single-Family Residential
R1 - Single-Family Residential
R2 - Single-Family Residential
R3 - Single-Family Residential
R4 - Two-Family Residential District
R5 - Multiple-Family Residential District
R6 - Multiple-Family Residential District
R7 - Multiple-Family Residential District
R8 - Attached Single-Family Residential District

O1 - Office District
O2 - Office/Commercial District
P - Parking District
B1 - Neighborhood Business District
B2 - General Business District
B2B - General Business District
B2C - General Business District
B3 - Office-Residential District
B4 - Business-Residential District
MX - Mixed Use District

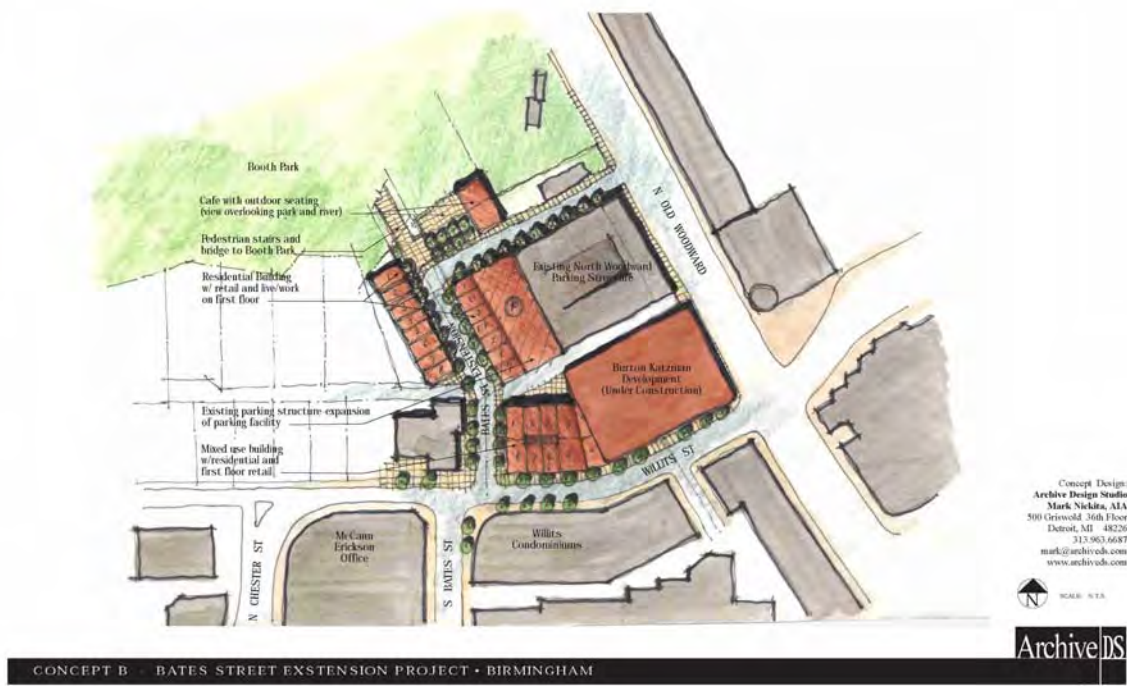
ATTACHMENT C

Overlay Zoning



Downtown Birmingham Overlay Zoning Districts
D2 - Downtown Two-Story Development Overlay
D3 - Downtown Three-Story Development Overlay
D4 - Downtown Four-Story Development Overlay
P - Public Property

ATTACHMENT D **Additional Conceptual Illustrations of Development Area**



Additional Conceptual Illustrations of Development Area (cont.)



23



Booth Park trail
connection to
Bates Street site.

Bates Street Redevelopment Project



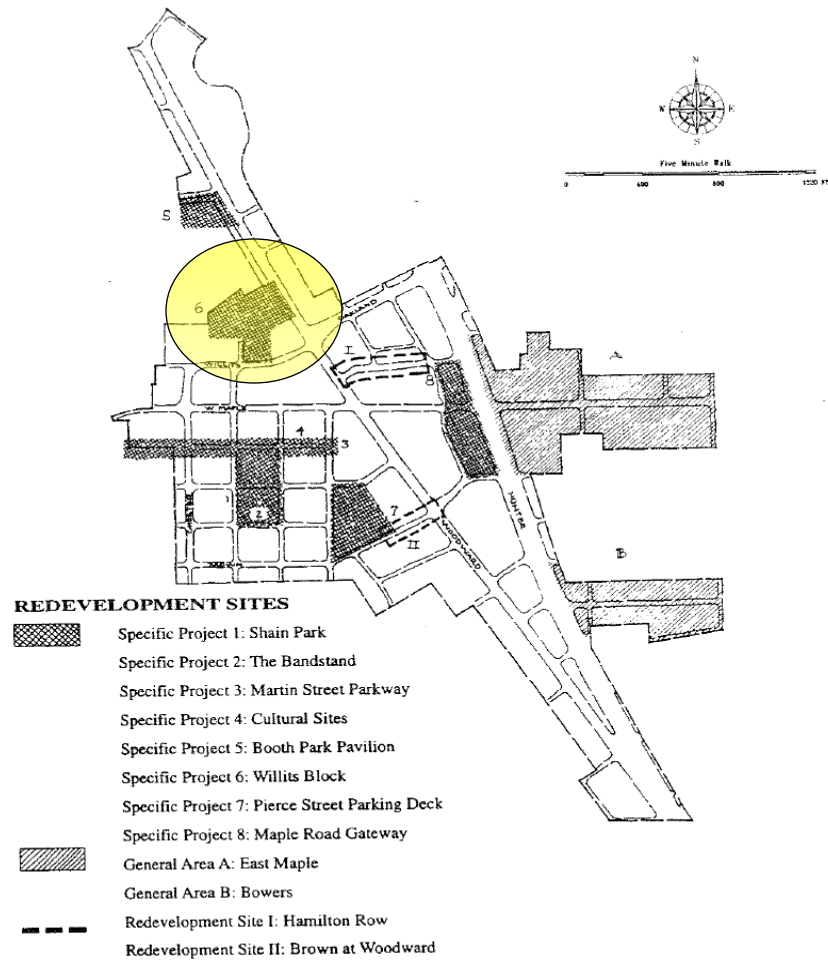


Diagram taken from DB 2016 Report (1996)

Existing Conditions

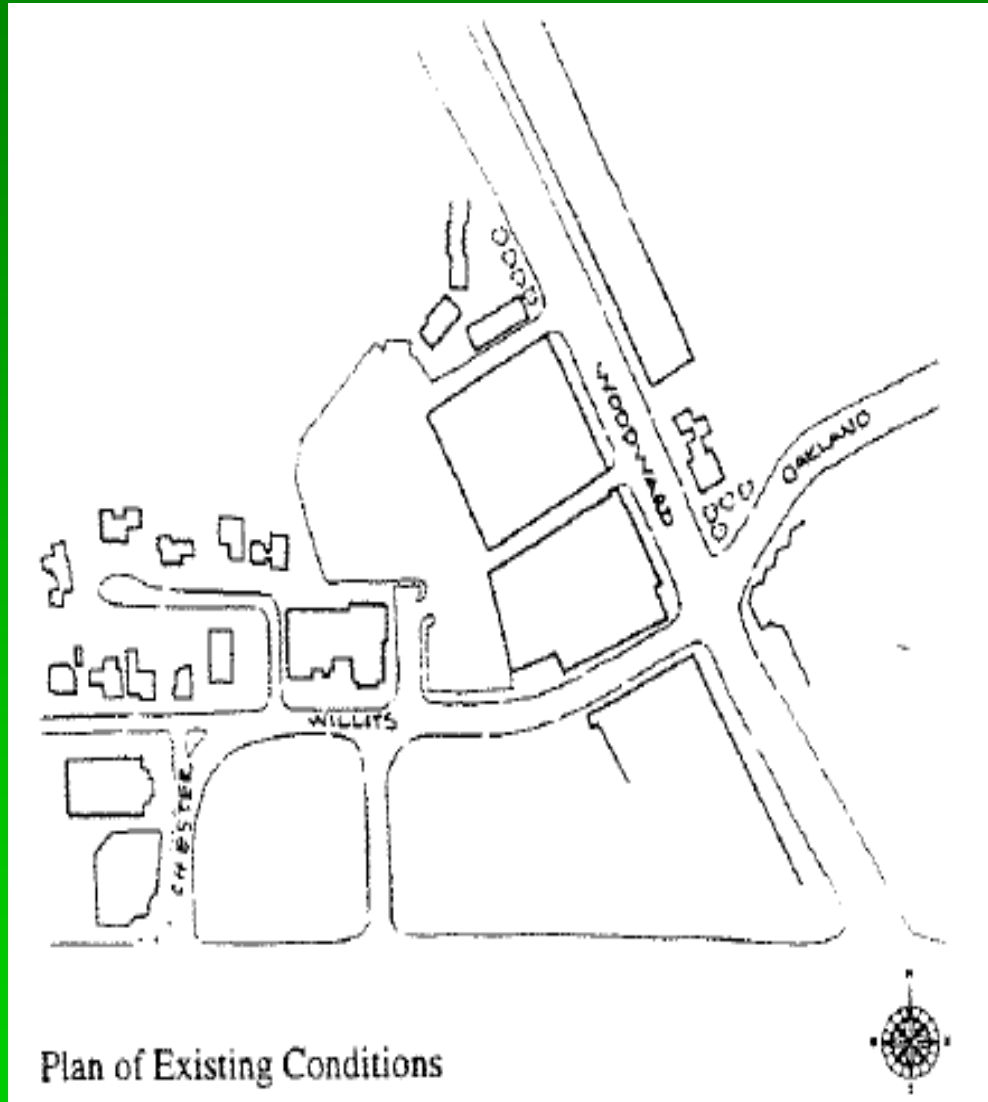
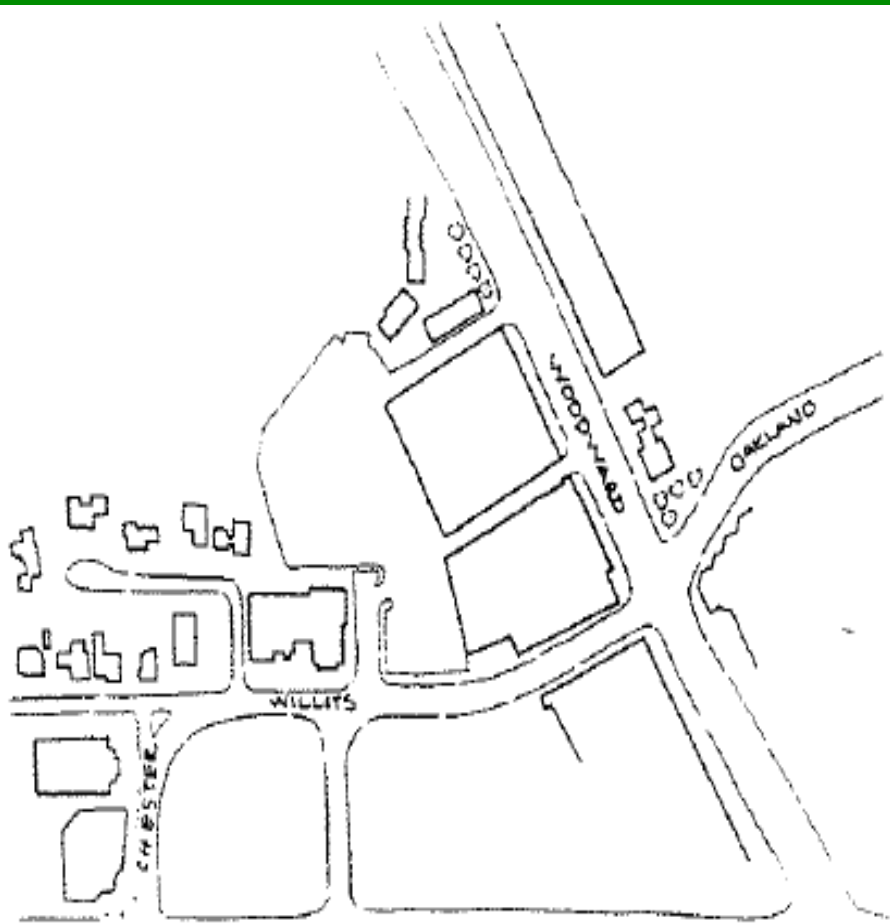


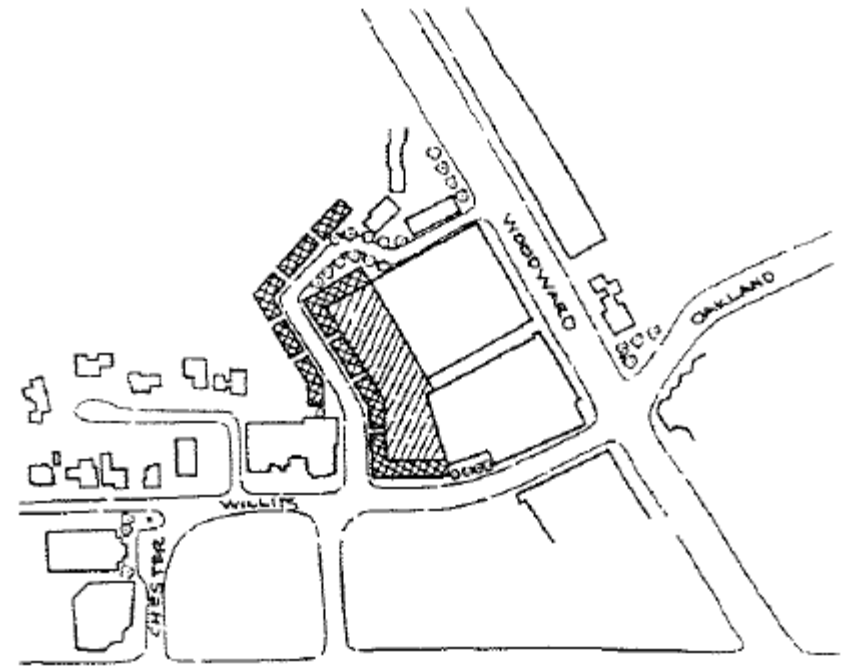
Diagram taken from DB 2016 Report (1996)

Proposed Redevelopment

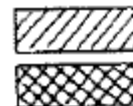
Diagrams taken from DB 2016 Report (1996)



Plan of Existing Conditions



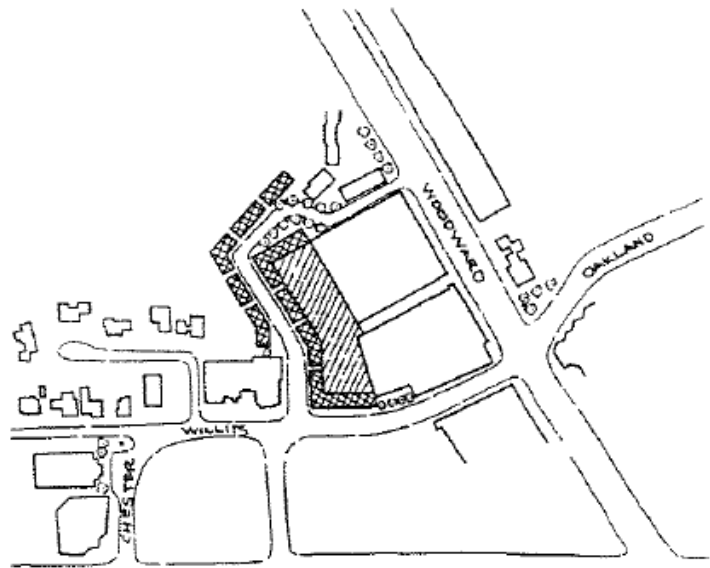
Plan of Proposed Modifications



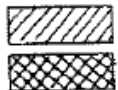
Parking Deck

Residential Liner Building

Proposed Redevelopment



Plan of Proposed Modifications



Parking Deck

Residential Liner Building

- To extend Bates Street from Willits to North Old Woodward.
- To incorporate a residential, commercial, and/or mixed use component along the new street.
- To incorporate parking structure reconstruction / expansion on site.

Utilize two stage RFQ/RFP process for redevelopment.

- One Process with 2 Stages
 - Stage 1 - RFQ
 - Request for developer qualifications.
 - Stage 2 - RFP
 - Request for proposals from pre-qualified firms.

Stage 1 - RFQ Process

- Solicit qualifications from developers & development teams, outlining their firm or development team, organizational structure and workload, experience, financial capacity, and references, etc.
- Outline design concepts (2016 Report).
- Outline development framework including objectives, guidelines, and design issues.
- Evaluate RFQs and establish a “short list” of “most qualified” bidders (up to 5).

Stage 2 - RFP Process

- Invite “short-listed” qualified bidders to submit development proposals based on development concept and objectives.
- Establish Ad-hoc Committee to review proposals and conduct a community review process.
- Make recommendation for City Commission consideration of a single development plan.

Community Review Process

- Ad-hoc committee reviews proposals, interviews developers, and makes a recommendation to the City Commission.
- Public presentation of recommended plan at various City Board / Committee meetings for review and input.
- Public presentation of final development plan to City Commission.

Development Considerations

- May include the sale or lease of public property based on proposals.
- Anticipated rezoning of parcel
- Negotiation of a Redevelopment Agreement with selected developer.
- Modify and/or replace existing parking facilities.

Tentative Project Timeline

- Present draft RFQ/RFP at 2006 Long Range Planning Session (January)
- Finalize development criteria and issue RFQ/P (March)
- Receive Developer Qualifications (May)
- Create “short list” and solicit development proposals (August)
- Establish ad-hoc committee to review proposals (October)
- Receive and review proposals (November)
- Make a recommendation of a single development plan to the City Commission and begin community review process (February 2007)
- Present final development plan for approval (May 2007)

Tentative Project Timeline

- Upon approval of final plan City Commission direction to:
 - Authorize City Manager to negotiate a redevelopment agreement (1-2 months)
 - Authorize process for sale or lease of City property (process may take 4 to 12 months)
 - Initiate property rezoning as required (3 to 4 months)

Project Completion: 2 to 3 years from acceptance of proposal (estimate)

Questions / Comments



Process for Sale/Lease of City Property

1. Conduct Title Search on Property
2. Conduct survey of property
3. Have City Attorney secure appraisal by a MAIA appraiser
4. Perform environmental study, if necessary
5. Determine whether sale should be placed on ballot based on appraisal and current census numbers per City Charter.
6. If criteria are met, develop ballot language
7. City Commission vote to approve ballot language and put sale/lease of property on ballot.

PARKING ASSESSMENT SUBCOMMITTEE

**A subcommittee of the:
AD HOC PARKING DEVELOPMENT COMMITTEE
MONDAY, MAY 16, 2016
9:00 A.M.
ROOM 205
151 MARTIN ST., BIRMINGHAM, MI**

(This meeting will begin at approximately 9:00 AM, immediately following the Ad Hoc Parking Development Committee meeting scheduled for 8:00 AM.)

- A. Roll Call
- B. Introductions
- C. Review of Previous Parking Assessments
- D. Preliminary Outline of Factors for New Assessment District
- E. Meeting Open for Matters Not on the Agenda
- F. 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).

MEMORANDUM

DATE: February 5, 2002

TO: Patricia McCullough, Community Development Director

FROM: Sherry A. Lee, City Assessor

CC: Thomas M. Markus, City Manager
Paul O'Meara, Assistant Engineering Director

SUBJECT: Parking District Special Assessment Formula

As you have asked, attached is a demonstration of the formula for calculating a parking structure special assessment. The accompanying maps show the criteria for determining the distance and merchandising factors.

As previously noted, the current formula gives a 50% weighting to land size and a 50% weighting to building size. The formula has within each weighting category (i.e. Land Frontage, Land Area and Building Area) several factors that are used to determine the benefits each particular piece of property receives from a given parking project. These factors are as follows:

Distance Factor: This factor is determined by a property's distance from the proposed parking facility. The theory is simply that the further a property is located from the facility, the less it benefits from that facility. This factor is weighted from 1 to 10.

Merchandising Factor: This factor is a location factor determined by the property's distance from the Maple-Woodward intersection. The theory is that the closer a property is located to the center of the CBD, the more it benefits from the parking system. This factor is weighted from 1 to 3.

Parking Demand Factor: This factor relates to the building portion of the overall assessment. Using the guidelines in the zoning ordinance, a factor from 1 to 5 is computed based upon the actual parking demand created by a particular building. The theory behind this factor is that the greater demand a building creates, the more it benefits from the parking system.

In addition, each property with a Floor Area Ratio (FAR) of less than 1.0 would have a deferred assessment computed based upon the difference between 1.0 and its current FAR. Rather, this assessment would approximate what the additional primary assessment would be if the building were built to its maximum potential at the time of assessment. It would only become due and payable if and when the existing site was to be further developed. However, if the building constructed or enlarged were residential or primarily residential in character, the deferred assessment would be canceled at the time of development.

Once the total construction project cost is known, the City Commission must determine the current parking assessment percentage. This has historically been forty percent (40%) of the total project cost. However, the attached demonstration is based on the Chester Street Parking Structure, where the declaration of necessity for the project called for the City General Fund to be assessed for the cost of spaces required by the Baldwin House Project, with 85% of the balance of the improvement cost to be assessed to the parking system and the remaining 15% to be borne by special assessment. Therefore, the estimated project cost to be specially assessed is as follows:

\$11,475,261 Total estimated project cost
- 896,407 Baldwin House parking costs
\$10,578,854
x 15%
\$ 1,586,828 Special assessed portion of project cost

Parking Assessment Formula

Land Frontage : $\$1,586,828 \times .25 = 396,707$
Land Area: $\$1,586,828 \times .25 = 396,707$
Building Area: $\$1,586,828 \times .50 = 793,414$

Per Parcel Factors

$396,707/134,249^* = 2.95501$
 $396,707/17,194,465^* = 0.02307$
 $396,707/56,998,909^* = 0.01392$

*Total for all parcels in the special assessment district

CHESTER STREET SPECIAL ASSESSMENTS BY SIDWELL

09/20/88

SIDWELL NO.	STREET ADDRESS	TAXPAYER	LAND FRNTG	GROSS BLDG AREA				POTEN				SPECIAL USE	LAND FRNT	LAND AREA	EXIST BLDG FCTR	POTENTL BLDG FACTOR	CURRENT ASSESSMT	DEFER'D ASSESSMT
				AREA	DEM	FAC	FLOOR AREA	BLDG AREA	DEMD FCTR	DEMD FCTR	DIST FCTR	MERCH FCTR						
✓ 19-25-330-001	474-470 N WOODWARD	A L KASSABIAN	71	8206	9016	7331	9081	1	1	3.5	1.0	1	249	28,721	31,556	31,784	1,771	432
19-25-330-004	430 N WOODWARD	WOODWARD INVESTMENT	50	5947	12000	12000	0	0	1	4.0	1.0	1	200	23,788	48,000	0	1,747	0
19-25-330-008	460 N WOODWARD	R A BRODIE	46	5535	3378	2252	8818	1	1	4.0	1.0	1	184	22,140	13,512	35,272	1,197	479
19-25-330-009	450 N WOODWARD	DRS S & A SPITZ	59	7058	3328	2944	11172	1	1	4.0	1.0	1	236	28,232	13,312	44,688	1,477	607
19-25-356-009/010	191 CHESTER	1ST CHUR/CHRIST SCI	138	17370	0	0	0	0	0	9.0	1.0	3	414	52,110	0	0	2,331	0
19-25-356-013	400 W MAPLE	400 MAPLE ASSOC	103	14193	28437	28437	0	0	2	9.0	1.0	1	927	127,737	511,866	0	12,419	0
19-25-376-047/048	312 WILLITS	1ST BAPTIST CHURCH	170	24,565	0	0	0	0	0	8	2.0	3	850	122,825	0	0	5,137	0
19-25-376-066	176-184 WILLITS	JACOBSON STORES RLT	148	20197	52169	39480	0	0	3	6.0	2.0	1	1,776	242,364	1,878,084	0	35,932	0
19-25-376-067	305-315-325 WOODWD	JACOBSON'S OF BHAM	170	20400	27954	24360	0	0	2	6.0	2.0	1	2,040	244,800	670,896	0	20,334	0
19-25-377-006	356 W MAPLE	JACOBSON'S OF BHAM	240	51380	97586	72109	0	0	5	8.5	2.0	1	4,080	873,460	8,294,810	0	143,656	0
19-25-378-004	275 N WOODWARD	JACOBSON STORES RLT	85	22073	23203	23203	0	0	1	6.0	3.0	1	1,530	397,314	417,654	0	18,835	0
19-25-378-008	168 W MAPLE	D Q R INVESTORS	45	6537	10662	8709	0	0	1	7.0	3.0	1	945	137,277	223,902	0	8,769	0
19-25-378-009	162-1/2 W MAPLE	KAY BAUM ASSOC	40	6441	14602	7847	0	0	1	6.5	3.0	1	780	125,600	284,739	0	8,869	0
19-25-378-010	150 W MAPLE	LEVINSON PROPERTIES	56	8488	7717	7717	771	1	1	6.0	3.0	1	1,008	152,784	138,906	13,878	8,138	189
19-25-378-011	142 W MAPLE	LEVINSON PROPERTIES	44	3570	7549	4912	0	0	1	6.0	3.0	1	792	64,260	135,882	0	5,518	0
19-25-378-012	138 W MAPLE	RICHARD ASTRIEN	23	1370	2438	1207	163	1	1	6.0	3.0	1	414	24,660	43,884	2,934	2,317	40
19-25-378-013	255 N WOODWARD	JACOBSON STORES RLT	30	2948	5493	2883	65	1	1	6.0	3.0	1	540	53,064	98,874	1,170	4,052	16
19-25-378-014	237-243 N WOODWARD	IRVING KAY	42	4147	11074	7832	0	0	1	6.0	3.0	1	756	74,646	199,332	0	6,509	0
19-25-378-015	205-219 N WOODWARD	V & K ARMOUDLIAN	66	9305	17186	12401	0	0	1	6.0	3.0	1	1,188	167,490	309,348	0	11,290	0
19-25-378-016	191 N WOODWARD	RICHARD M SLATER	46	4321	10890	7200	0	0	1	6.0	3.0	1	828	77,778	196,020	0	6,738	0
19-25-378-017	163-167 N WOODWARD	P & S INVESTMENTS	37	2941	9316	6948	0	0	1	5.5	3.0	1	611	48,527	153,714	0	4,897	0
19-25-378-020	101 N WOODWARD	R J WILSON TRUST	98	6168	17307	11521	0	0	1	5.0	3.0	1	1,470	92,520	259,605	0	9,749	0
19-25-378-021	122 W MAPLE	CY ASTREIN	71	2869	6445	4286	0	0	1	6.0	3.0	1	1,278	51,642	116,010	0	6,346	0
19-25-378-022	(1400 N WOODWARD)	WABBEK ASSOC	209	29633	0	0	29633	2	0	7.0	2.0	1	2,926	414,862	0	829,724	17,508	11,272
19-25-378-023	180-256 W MAPLE	WABBEK ASSOC	301	36004	73472	53405	0	0	4	7.5	2.0	1	4,515	540,060	4,408,320	0	84,683	0
19-25-379-007	322 N WOODWARD	COMERICA BANK-DETR	150	18000	2767	911	35089	2	1	5.0	2.0	1	1,500	180,000	27,670	729,450	8,625	9,910
19-25-379-016/017/018	327 FERNDAL/163-183 OAKLND	STERLING SAVINGS	120	18000	43527	34904	1096	2	2	4.0	2.0	1	960	144,000	696,432	17,536	15,381	238
19-25-379-019	380 N WOODWARD	R MC COPPIN INC	135	16200	30516	30300	2100	2	2	4.0	1.0	1	540	64,800	244,128	16,800	6,287	228
19-25-379-020	(474 N WOODWARD)	A L KASSABIAN	65	7800	0	0	15600	1	0	4.0	2.0	1	520	62,400	0	124,800	2,860	1,696
19-25-379-021	344 N WOODWARD	KOJAIAN PROPERTIES	100	12000	19077	19077	4923	2	1	5.0	2.0	1	1,000	120,000	190,770	289,230	8,091	3,929
✓ 19-25-379-022	350 N WOODWARD	MUTUAL BENEFIT LIFE	100	12000	20496	20496	3504	2	1	4.5	2.0	1	900	108,000	184,464	247,536	7,456	3,363
19-25-453-006	250 N WOODWARD	ALLIANCE STEEL PROC	25	5594	9968	6662	0	0	1	5.0	3.0	1	375	83,910	149,520	0	4,958	0
19-25-453-007	200 N WOODWARD	CROWLEY MILNRE & CO	164	31356	61804	42212	0	0	3	4.5	3.0	1	2,214	423,306	2,503,062	0	49,683	0
19-25-453-010	280 N WOODWARD	PRUDENTIAL INS CO	156	24967	97147	77436	0	0	5	4.5	3.0	1	2,106	337,055	6,557,423	0	102,544	0
19-25-454-005	221-327 HAMILTON	HAMILTON ROW INVEST	140	11187	9779	9779	1406	1	1	3.5	3.0	1	1,470	117,464	102,680	14,784	8,171	201
19-25-454-006	375 HAMILTON	C B SCHMIDT ET AL	30	2460	4200	2100	360	1	1	3.0	3.0	1	270	22,140	37,800	3,240	1,771	44
19-25-454-007	377 HAMILTON	MARY P MALONE	30	2460	4200	2100	360	1	1	3.0	3.0	1	270	22,140	37,800	3,240	1,771	44
19-25-454-008	381-383 HAMILTON	ANTOINE FARRIS	30	2475	2135	2135	340	1	1	3.0	3.0	1	270	22,275	19,215	3,060	1,521	42
19-25-454-009	391-395 HAMILTON	ANTOINE FARRIS	44	3352	5089	4634	0	0	1	3.0	2.5	1	330	25,140	38,168	0	2,012	0
19-25-455-002	346 PARK ST	OAKLAND CTY MEDICAL	42	6259	7425	6048	211	1	1	2.0	2.0	1	168	25,036	29,700	844	1,436	11
19-25-455-008/011/012	200-255 PARK/221 N HUNTER	OLGA LOIZON	148	20038	50270	47270	0	0	3	2.0	2.0	1	592	80,152	603,240	0	11,654	0
19-25-455-015	390 PARK ST	HUNTER MEDICAL PTR	113	11768	30908	30908	0	0	3	2.0	2.0	1	452	47,072	370,896	0	7,366	0
19-25-455-016	300 PARK ST	HUNTER PARK LTD PTR	210	29218	59047	59047	0	0	5	2.0	2.0	1	840	116,872	1,180,940	0	21,021	0
19-25-456-001	188 N WOODWARD	COMERICA BANK-DETR	106	6346	15887	9572	0	0	1	4.5	3.0	1	1,431	85,671	214,475	0	8,873	0
19-25-456-002	172-176 N WOODWARD	JOHN MAYNARD	58	7150	12681	8345	0	0	1	4.5	3.0	1	783	96,525	171,194	0	6,689	0
19-25-456-007	220 HAMILTON	COMERICA BANK-DETR	129	11638	10700	10700	938	1	1	4.0	3.0	1	1,548	139,656	128,400	11,256	9,234	153
19-25-456-009	330 HAMILTON	HAMILTON ROW ASSOC	52	5099	14394	14394	0	0	1	3.0	3.0	1	468	45,891	129,546	0	4,106	0
19-25-456-010	344 HAMILTON	THOS & B MILBAUER	25	2559	4005	4005	0	0	1	3.0	3.0	1	225	23,031	36,045	0	1,639	0

CHESTER STREET SPECIAL ASSESSMENTS BY SIDWELL

09/20/88

SIDWELL NO.	STREET ADDRESS	TAXPAYER	LAND FRNTG	GROSS BLDG AREA		POTEN	POTEN	ADDTL PRKG PRKG					SPECIAL USE FACTOR	LAND FRNT FCTR	LAND AREA FCTR	EXIST BLDG FCTR	POTENTL BLDG FACTOR	CURRENT ASSESSMT	DEFER'D ASSESSMT
				LAND AREA	PRESENT DEM FAC	FLOOR AREA RA	BLDG AREA	DEMD FCTR	DEMD FCTR	DIST FCTR	MERCH FCTR								
19-25-456-011	360 HAMILTON	KATHRYN BTTER	25	2588	2850	2850	0	0	1	3.0	3.0	1	225	23,292	25,650	0	1,504	0	
19-25-456-012	384 HAMILTON	DR R H WHITE	50	5350	1528	837	4513	1	1	3.0	3.0	1	450	48,150	13,752	40,617	2,532	552	
19-25-456-014	199 N HUNTER	ALBERT PAPAZIAN	95	4557	949	949	3608	1	1	2.0	2.0	1	380	18,228	3,796	14,432	1,534	196	
19-25-456-017	135-141 E MAPLE	BPCO DEVELOPMENT	29	2958	1730	1730	1228	1	1	4.0	3.0	1	348	35,496	20,760	14,736	2,057	200	
19-25-456-018	203-213 E MAPLE	RICHARD A BRODIE	42	4161	2146	2146	2015	1	1	4.0	3.0	1	504	49,932	25,752	24,180	2,887	329	
19-25-456-019	225 E MAPLE	BEVERLY LASHER	30	2986	1739	1739	1247	1	1	4.0	3.0	1	360	35,832	20,868	14,964	2,100	203	
19-25-456-020	HAMILTON WALKWAY	CITY OF BHAM	20	2005	0	0	2005	1	0	4.0	3.0	1	240	24,060	0	24,060	1,215	327	
19-25-456-023	323 E MAPLE	EDWARD VINCENT	63	6684	5091	5091	1593	1	1	3.0	3.0	1	567	60,156	45,819	14,337	3,566	195	
19-25-456-024	335 E MAPLE	JEFFREY/LUANNE SALZ	30	3333	2722	2722	611	1	1	3.0	3.0	1	270	29,997	24,498	5,499	1,764	75	
19-25-456-027	361 E MAPLE	SETH E WALKER & CO	20	2210	1973	1973	237	1	1	3.0	3.0	1	180	19,890	17,757	2,133	1,193	29	
19-25-456-028	369 E MAPLE	RICHARD BRODIE	20	2213	1889	1889	324	1	1	3.0	3.0	1	180	19,917	17,001	2,916	1,184	40	
19-25-456-029	395 E MAPLE	ADELLA T CAPUTO	51	5646	4784	4784	862	1	1	3.0	3.0	1	459	50,814	43,056	7,758	3,015	105	
19-25-456-034	355 E MAPLE	1ST CHUR/CHRIST SCI	40	4406	0	0	4406	1	0	3.0	3.0	1	360	39,654	0	39,654	1,901	539	
19-25-456-035	261-277 E MAPLE	VENTANA VENTURES	63	6340	20326	14185	0	0	1	4.0	3.0	1	756	76,080	243,912	0	7,146	0	
19-25-456-037	121 N HUNTER	SUN REFINING & MET	115	13276	2265	2265	11011	1	1	2.0	2.0	1	460	53,104	9,060	44,044	2,606	598	
19-25-456-039	132 N WOODWARD	MAPLE WOOD	72	9222	23031	15597	0	0	1	4.5	3.0	1	972	124,497	310,919	0	9,744	0	
19-25-456-041	300-304 HAMILTON	SETH E WALKER & CO	46	4556	4532	4532	24	1	1	3.5	3.0	1	483	47,838	47,586	252	3,078	3	
19-36-126-010	101 SOUTHFIELD	RICHARD A BRODIE	120	11128	12524	12524	9732	1	1	9.5	1.0	1	1,140	105,716	118,978	92,454	7,196	1,256	
19-36-127-001	355 W MAPLE	ST JAMES CHURCH	120	24720	0	0	24720	2	0	9.0	2.0	3	720	148,320	0	889,920	5,335	12,090	
19-36-128-001	299 W MAPLE	SETH WALKER & CO	40	3600	8366	5326	0	0	1	8.0	2.0	1	640	57,600	133,856	0	4,912	0	
19-36-128-002	271 W MAPLE	MANSOUR LAND CO	40	3600	6346	4224	0	0	1	8.0	2.0	1	640	57,600	101,536	0	4,473	0	
19-36-128-003	243-247 W MAPLE	VIRGINIA H MOSS	70	6300	6820	6820	0	0	1	7.5	2.0	1	1,050	94,500	102,300	0	6,465	0	
19-36-128-004	223 W MAPLE	S S KRESGE CO	90	14600	28410	14940	0	0	2	7.0	2.0	1	1,260	204,400	795,480	0	18,918	0	
19-36-128-006	151-155 S BATES	PAUL HOOBERMAN	65	2600	6185	5185	0	0	1	8.0	2.0	1	1,040	41,600	98,960	0	5,216	0	
19-36-128-007	250 MARTIN	MARTIN STREET ASSOC	120	8200	10988	10988	0	0	1	8.0	2.0	1	1,920	131,200	175,808	0	10,745	0	
19-36-128-008	(3100 W BIG BEAVER)	S S KRESGE CO	120	7440	0	0	7440	1	0	7.0	2.0	1	1,680	104,160	0	104,160	7,075	1,415	
19-36-129-001	193-195 W MAPLE	HELENE H FREUND	40	4120	4799	3577	543	1	1	7.0	3.0	1	840	86,520	100,779	11,403	5,672	155	
19-36-129-002	175-177 W MAPLE	BDW M SHARER/TRUSTE	40	4120	4672	3522	598	1	1	6.5	3.0	1	780	80,340	91,104	11,661	5,233	158	
19-36-129-003	157-163 W MAPLE	R & H FREUND	40	4120	7168	3556	564	1	1	6.0	3.0	1	720	74,160	129,024	10,152	5,441	138	
19-36-129-004	137-147 W MAPLE	DETROIT BNK & TRUST	53	4989	11174	7411	0	0	1	6.0	3.0	1	954	89,802	201,132	0	7,431	0	
19-36-129-005	102 PRCE/115 W MPLE	GEO & C CARTSOS	67	5410	11080	8036	0	0	1	6.0	3.0	1	1,206	97,380	199,440	0	8,291	0	
19-36-129-006	148 PIERCE	MARJIE R MATTHEWS	22	1780	5326	3542	0	0	1	6.0	3.0	1	396	32,040	95,868	0	3,137	0	
19-36-129-010	155 HENRIETTA	MICH BELL TELEPHONE	85	13600	57377	45316	0	0	2	6.5	3.0	1	1,658	265,200	2,237,703	0	40,989	0	
✓ 19-36-129-011	184 PIERCE	CHAS E WILSON JR	85	6800	6937	3756	3044	2	2	6.0	3.0	1	1,530	122,400	249,732	109,584	10,448	1,489	
19-36-130-001	SHAIN PARK	CITY OF BHAM	223	49440	0	0	49440	2	0	7.5	2.0	1	3,345	741,600	0	1,483,200	25,953	20,151	
19-36-130-001	LIBRARY	CITY OF BHAM	223	49440	41420	26420	23020	2	1	8.5	2.0	1	3,791	840,480	704,140	1,486,820	38,979	20,200	
19-36-130-001	CITY HALL	CITY OF BHAM	223	49440	21221	14468	34972	2	1	6.0	2.5	1	3,345	741,600	318,315	1,367,475	30,277	18,578	
19-36-132-001	380 BATES	THE COMMUNITY HOUSE	80	8240	0	0	0	0	0	8.0	1.0	3X	640	65,920	0	0	3,278	0	
19-36-132-002	359 MERRILL	BHAM COMMUNITY HOUS	50	5150	0	0	0	0	0	8.0	1.0	3X	400	41,200	0	0	2,049	0	
19-36-132-003	380 BATES	COMMUNITY HOUSE ASC	86	6765	0	0	0	0	0	8.0	2.0	3X	1,376	108,240	0	0	6,304	0	
19-36-132-004	380 BATES	COMMUNITY HOUSE ASC	42	4565	0	0	0	0	0	8.0	1.5	3	168	18,260	0	0	882	0	
19-36-132-006	380 S BATES	COMMUNITY HOUSE ASC	103	12360	0	0	0	0	0	7.5	1.0	3	258	30,900	0	0	1,416	0	
19-36-134-001	189 MERRILL	MERRIL HENRIETA ASC	80	4960	3523	3523	1437	1	1	6.0	2.0	1	960	59,520	42,276	17,244	4,617	234	
19-36-134-002	163 W MERRILL	WILLIAM MC MACHAN	35	3605	2238	1440	2165	1	1	6.0	2.0	1	420	43,260	26,856	25,980	2,516	353	
19-36-134-004	100 TOWNSEND	TOWNSEND HOTEL	240	25312	70213	70213	0	0	3	6.0	2.0	1	2,880	303,744	2,527,668	0	49,250	0	
19-36-134-005	300 PIERCE	MERRILL STREET PROP	124	15562	26306	26306	0	0	2	5.5	2.0	1	1,364	171,182	578,732	0	15,531	0	
19-36-138-001	189 TOWNSEND	LIGHT-KOZIN	50	4619	17718	13459	0	0	1	6.0	2.0	1	600	55,428	212,616	0	5,820	0	
19-36-138-002	161-167 TOWNSEND	SEAN C MONK	60	5543	5415	5415	128	1	1	5.0	2.0	1	600	55,430	54,150	1,280	3,667	17	

CHESTER STREET SPECIAL ASSESSMENTS BY SIDWELL

*Corrections
11/22/88 ✓*

09/20/88

SIDWELL NO.	STREET ADDRESS	TAXPAYER	LAND FRNTG	GROSS BLDG AREA		POTEN AREA	POTEN AREA	ADDTL PRG PRG				SPECIAL USE	LAND FRNT	LAND AREA	EXIST BLDG FCTR	POTENTL BLDG FACTOR	CURRENT ASSESSMT	DEFER'D ASSESSMT
				LAND	PRESENT	FLOOR	BLDG	DEMD	DEMD	DIST	MERCH							
19-36-138-003	101-107 TOWNSEND	TOWNSEND STREET CO	130	11814	23244	11622	192	1	1	5.0	2.0	1	1,300	118,140	232,440	1,920	9,467	26
19-36-138-004	(484) PIERCE	PIERCE/BROWN ASSOC	80	7440	0	0	7440	1	0	5.0	2.0	1	800	74,400	0	74,400	3,920	1,011
19-36-138-005	480 PIERCE	PIERCE/BROWN ASSOC	44	7052	11322	7668	0	0	1	5.0	2.0	1	440	70,520	113,220	0	4,352	0
19-36-138-006	484 PIERCE	PIERCE/BROWN ASSOC	52	8446	3579	3579	4867	1	1	5.0	2.0	1	520	84,460	35,790	48,670	3,836	661
✓ 19-36-179-003	123 W BROWN	THE BARGAIN BOX	38	3914	0	0	7828	1	0	4.5	1.0	3	57	5,871	0	35,226	292	479
19-36-179-004	115 W BROWN	MRS ERIGITT HARRIS	99	10233	5307	5307	15159	1	1	4.0	1.0	1	396	40,932	21,228	60,636	2,320	824
19-36-179-025	195-199 W BROWN	ROGER SCHEMBS	112	11536	8783	8783	14289	1	1	5.0	1.0	1	560	57,680	43,915	71,445	3,465	971
19-36-201-001	135-159 PIERCE	STARKWEATHER HOLDNG	51	3394	7274	5643	0	0	1	5.0	3.0	1	765	50,910	109,110	0	4,781	0
19-36-201-005	235 PIERCE	ANN ARBOR/BHM LTD	22	2182	4995	4082	0	0	1	5.0	3.0	1	330	32,730	74,925	0	2,680	0
19-36-201-006	237-241 PIERCE	SAMALY COMPANY	57	5576	6446	6446	0	0	1	5.0	3.0	1	855	83,640	96,690	0	5,595	0
19-36-201-009	263 PIERCE	BSTATE OF F C PEW	40	3865	5044	3878	0	0	1	5.0	3.0	1	600	57,975	75,660	0	4,016	0
19-36-201-010	277 PIERCE	VINCENT C SECONTINE	73	4838	8308	8308	0	0	1	5.0	3.0	1	1,095	72,570	124,620	0	6,409	0
19-36-201-011	31 W MAPLE	STD FRD SAV & LOAN	95	6036	22311	15018	0	0	1	5.0	3.0	1	1,425	90,540	334,665	0	10,597	0
19-36-201-012	106 S WOODWARD	GEORGE J NAHAS	19	1563	4231	2770	0	0	1	5.0	3.0	1	285	23,445	63,465	0	2,191	0
19-36-201-013	114 S WOODWARD	ROBERT D GWYNN	65	5675	15639	10268	0	0	1	5.0	3.0	1	975	85,125	234,585	0	7,841	0
19-36-201-014	124-128 S WOODWARD	Z HANDELSMAN	44	4575	12887	8553	0	0	1	5.0	3.0	1	660	68,625	193,305	0	6,021	0
19-36-201-015	138-142 S WOODWARD	KOJAIA PROPERTIES	52	5791	4532	4103	1688	1	1	5.0	3.0	1	780	86,865	67,980	25,320	5,064	344
19-36-201-018	158-162 S WOODWARD	HARRY HORTON	79	6377	5650	5650	727	1	1	4.5	3.0	1	1,067	86,090	76,275	9,815	5,971	133
19-36-201-019	251 MERRILL	PAUL JOHNSON	257	29556	48585	48585	0	0	3	4.5	3.0	1	3,470	399,006	1,967,693	0	45,429	0
19-36-201-020	165-205 PIERCE	EDS M SHARER TRUSTE	90	7586	20565	14196	0	0	1	5.0	3.0	1	1,350	113,790	308,475	0	10,545	0
19-36-201-021	154 S WOODWARD	KOJAIA PROPERTIES	30	4162	11244	7468	0	0	1	5.0	3.0	1	450	62,430	168,660	0	4,953	0
19-36-201-022	245-249 PIERCE	ALVIN'S AT DAVIDSON	55	5333	11926	8572	0	0	1	5.0	3.0	1	825	79,995	178,890	0	6,546	0
19-36-202-008	319-321 E BROWN	BROWN & LUTZ MGMT	58	8915	0	0	8915	1	1	3.0	2.0	1	348	53,490	0	53,490	2,174	727
19-36-202-009	325 E BROWN	GERALD S MICKOWSKI	42	3350	5513	3875	0	0	1	3.0	2.0	1	252	20,100	33,078	0	1,610	0
19-36-202-015	210 S WOODWARD	PROMEDNAD ASSOC	171	31900	58041	58041	0	0	3	4.0	2.0	1	1,368	255,200	1,392,984	0	28,470	0
✓ 19-36-202-016	298 S WOODWARD	WEIR MANUEL S & R	219	23925	5237	5237	18688	2	1	3.0	2.0	1	1,314	143,550	31,422	255,678	7,340	3,474
19-36-202-017	220 MERRILL	BROWN & LUTZ MGMT	104	13934	21164	15403	0	0	2	4.0	2.0	1	832	111,472	338,624	0	9,435	0
19-36-202-018	255 E BROWN	BROWN CENTER ASSOC	120	26178	75121	74314	0	0	4	3.5	2.0	1	840	183,246	2,103,388	0	35,027	0
19-36-203-011	180 E BROWN	P & M PROPERTIES	60	7150	4146	4146	10154	1	1	3.5	1.0	1	210	25,025	14,511	35,539	1,348	483
19-36-203-024	122 E BROWN	BHAM-BLOOMFLD BLDG	94	12267	8775	8775	15759	3	1	3.5	1.0	1	329	42,935	30,713	226,895	2,303	3,083
19-36-204-001	525 PURDY	BROWN-PURDY COMPANY	50	5000	3610	3610	6349	1	1	3.5	2.0	1	350	35,000	25,270	44,443	2,113	604
19-36-204-006	300 S WOODWARD	MAX BROOCK INC	100	13247	4997	4298	22196	2	1	2.0	2.0	1	400	52,988	19,988	197,556	2,582	2,684
19-36-204-007	567 PURDY	EDW F ANDREWS JR	100	5000	2668	1728	8272	1	1	3.0	1.0	1	300	15,000	8,004	24,816	1,292	337
19-36-204-008	567 PURDY	EDW F ANDREW JR	50	4400	0	0	8800	1	0	3.0	1.0	1	150	13,200	0	26,400	718	359
19-36-204-014	394 S WOODWARD	F & L KONJAREVICH	100	10000	8183	8183	11817	1	1	2.0	1.5	1	300	30,000	24,549	35,451	1,850	482
19-36-204-016	BROWN ST SUBSTATION	DETR EDISON-TAX DEP	101	10735	1506	1506	19964	1	1	3.0	2.0	1	606	64,410	9,036	119,784	3,271	1,627
19-36-204-021	294 E BROWN	CHUDIK FURS INC	140	33000	20185	13376	52624	4	1	2.5	2.0	1	700	165,000	100,925	1,355,255	7,020	18,412
19-36-204-025	260 E BROWN	ANTHONY S BROWN	100	24990	52460	52460	0	0	3	3.0	1.5	1	450	112,455	708,210	0	13,395	0
19-36-205-021	464 S WOODWARD	C J GHESQUIERE JR	45	6188	0	0	12376	1	0	2.0	1.0	1	90	12,376	0	24,752	530	336
19-36-205-022	(400 S WOODWARD)	GREENS OF BHAM	99	12385	0	0	24770	2	0	2.0	1.0	1	198	24,770	0	99,080	1,111	1,346
19-36-205-023	400 S WOODWARD	GREENS OF BHAM	46	9714	9202	8210	11218	1	1	1.5	1.0	1	69	14,571	13,803	16,827	707	229
19-36-205-024	420 S WOODWARD	EDWARD C COOKE	46	9714	2065	2065	17363	1	1	1.0	1.0	1	46	9,714	2,065	17,363	374	236
19-36-205-039	240 DAINES/ PARTIAL	SAMALONA PARTNERS	42	7071	3634	2346	11796	1	1	2.0	1.0	1	84	14,142	7,268	23,592	651	321
19-36-205-040	276-280 DAINES	DAINES STREET ASSOC	113	17515	15895	14748	20282	2	1	2.0	1.0	1	226	35,030	31,790	112,918	1,851	1,534
19-36-206-001	178 E MAPLE	CENTRAL PARK PROP	188	19323	55001	39320	0	0	3	4.0	3.0	1	2,256	231,876	1,980,036	0	38,445	0
19-36-206-002	300 E MAPLE	CENTRAL PARK PROP	84	8460	20099	20099	0	0	1	3.0	3.0	1	756	76,140	180,891	0	6,292	0
19-36-206-005	(111 S WOODWARD)	CENTRAL PARK PROP	104	14329	0	0	14329	1	0	3.5	3.0	1	1,092	150,455	0	150,455	6,437	2,044
19-36-206-006	177 S WOODWARD	CENTRAL PARK PROP	112	18124	22193	15025	2409	2	0	3.5	3.0	1	1,176	190,302	243,527	296,006	10,869	4,021
					26330	16875	1149								552,930	24,129	15,107	326

CHESTER STREET SPECIAL ASSESSMENTS BY SIDWELL

09/20/88

SIDWELL NO.	STREET ADDRESS	TAXPAYER	LAND FRNTG	LAND AREA	GROSS BLDG AREA		POTEN BLDG AREA	POTEN FCTR	PRKG FCTR	PRKG FCTR	DIST FCTR	MERCH FCTR	SPECIAL USE FACTOR	LAND FRNT FCTR	LAND AREA FCTR	EXIST BLDG FCTR	POTENTL BLDG FACTOR	CURRENT ASSESSMT	DEFER'D ASSESSMT						
					PRESENT DEM	FLOOR FAC																			
19-36-206-007	211 S WOODWARD	CENTRAL PARK PROP	33	23057	18822	16549	6508	2	2	3.0	2.5		1	248	172,928	282,330	97,620	8,378	1,326						
19-36-206-008	217 S WOODWARD	CENTRAL PARK PROP	92	7288	15030	10020	0	0	1	3.0	2.5		1	690	54,660	112,725	0	4,701	0						
19-36-206-015	136 BROWNELL	CENTRAL PARK PROP	72	10948	3778	3778	7170	1	1	3.0	2.5		1	540	82,110	28,335	53,775	3,739	731						
19-36-206-016	(111 S WOODWARD)	CENTRAL PARK PROP	105	5250	0	0	5250	1	0	2.0	2.0		1	420	21,000	0	21,000	1,657	285						
19-36-206-018	378 E MAPLE	FULLER CENTRAL PARK	59	6361	10879	7087	0	0	1	3.0	3.0		1	531	57,249	97,911	0	4,107	0						
19-36-206-020	314 E MAPLE	FULLER CENTRAL PARK	81	9982	25577	25577	0	0	2	3.0	3.0		1	729	89,838	460,386	0	10,316	0						
19-36-206-021	255 S WOODWARD	255 PARK PLAZA ASSO	213	21063	50103	50103	0	0	3	2.5	2.0		1	1,065	105,315	751,545	0	15,568	0						
19-36-207-001	COR HUNT/MPL/BRWNL	SHELL OIL COMPANY	119	14858	2734	2734	12124	1	1	2.0	2.0		1	476	59,432	10,936	48,496	2,818	659						
19-36-207-004	215 BROWNELL	SETH WALKER & CO	25	1750	1760	1760	0	0	1	2.0	2.0		1	100	7,000	7,040	0	535	0						
19-36-207-006	234 S HUNTER	SETH E WALKER & CO	75	10455	9628	9628	827	1	1	1.5	2.0		1	225	31,365	28,884	2,481	1,727	34						
19-36-207-007	284-296 S HUNTER	WAH H TAM	98	12381	12412	6206	6175	1	1	1.5	2.0		1	294	37,143	37,236	18,525	2,164	252						
✓ 19-36-207-008	154 S HUNTER	J PEABODY	156	23264	10874	8781	14483	5	2	2.0	2.0		1	624	93,056	86,992	420,148	5,017	5,708						
19-36-208-004	300 S HUNTER	JAX-KAR WASH INC	154	26312	6028	6028	46596	2	1	1.0	2.0		1	308	52,624	12,056	198,440	2,206	2,696						
19-36-208-015	315 S WOODWARD	T G ASSOCIATES	64	10715	8280	6847	14583	1	1	2.0	2.0		1	256	42,860	33,120	58,332	2,128	792						
19-36-208-016	355 S WOODWARD	PICCADILLY OF BHAM	145	42414	72212	72212	12616	5	4	1.5	1.5		1	326	95,432	649,908	304,407	11,874	4,136						
														135,860	17,338,030	56,689,506	12,949,095	1,540,348	175,924						
														*****		793,812									
														TOTAL		385,087	385,087	770,174							
														PER UNIT		2.83445	0.02221	0.01359							
														PROJECT		11,149,197									
														REGULAR SPECIAL		1,540,348									

CENTRAL PARKING SYSTEM

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

April 2015

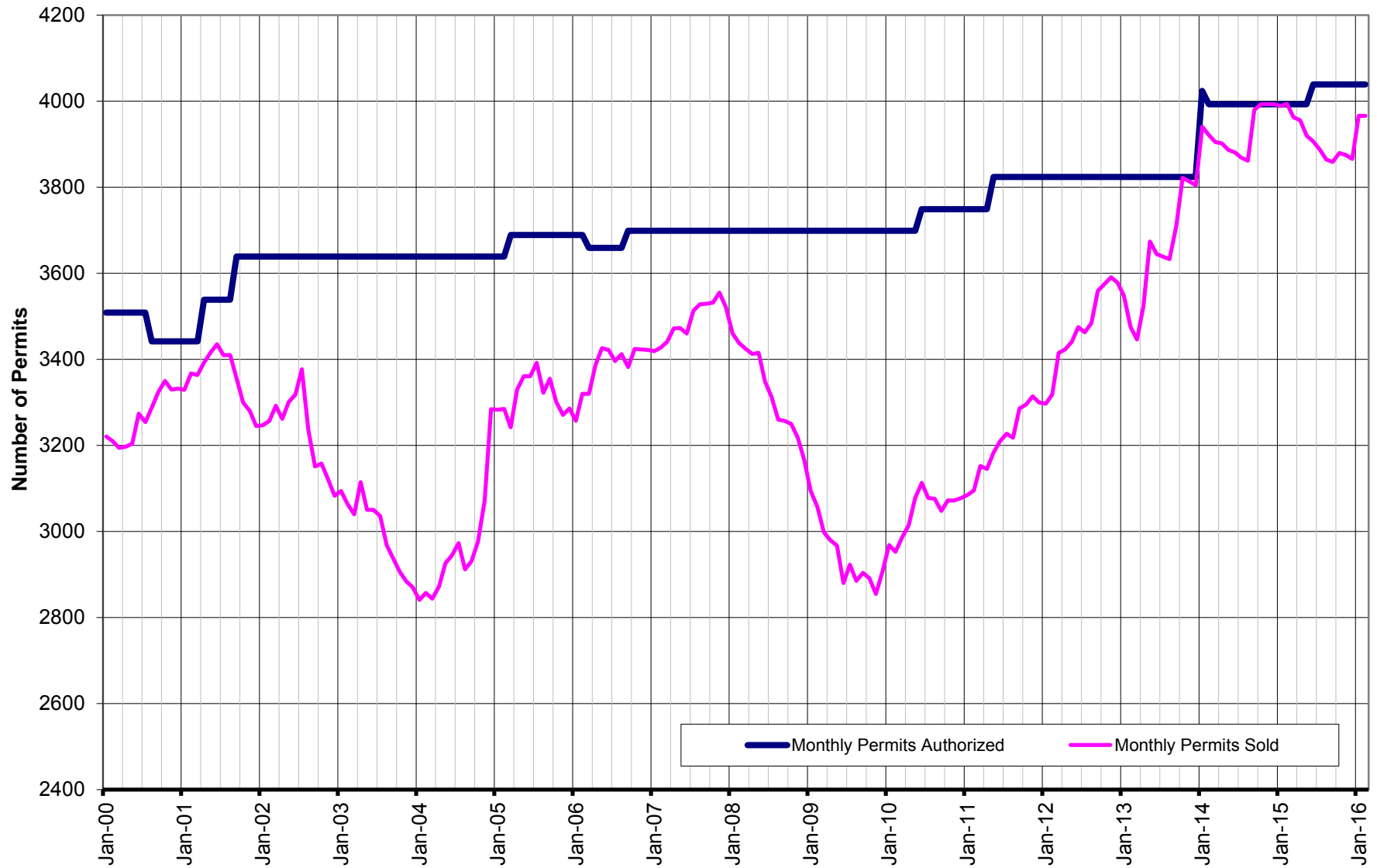
GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	%FREE
PEABODY	13,125	7,360	\$ 33,287.19	56%
PARK	10,462	4,579	\$ 20,475.25	44%
CHESTER	6,511	3,907	\$ 10,143.10	60%
WOODWARD	11,852	5,818	\$ 19,338.80	49%
PIERCE	27,605	15,659	\$ 39,803.20	57%
TOTALS	69,555	37,323	\$ 123,047.54	54%

April 2016

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE
PEABODY	19,036	12,498	\$ 22,036.66	66%
PARK	21,332	12,505	\$ 30,805.20	59%
CHESTER	4,876	2,856	\$ 8,124.95	59%
WOODWARD	16,009	8,160	\$ 19,796.50	51%
PIERCE	31,983	16,379	\$ 47,621.00	51%
TOTALS	93,236	52,398	\$ 128,384.31	56%

BREAKDOWN:	TOTAL CARS	+34%
	FREE CARS	+40%
	CASH REVENUE	+4%

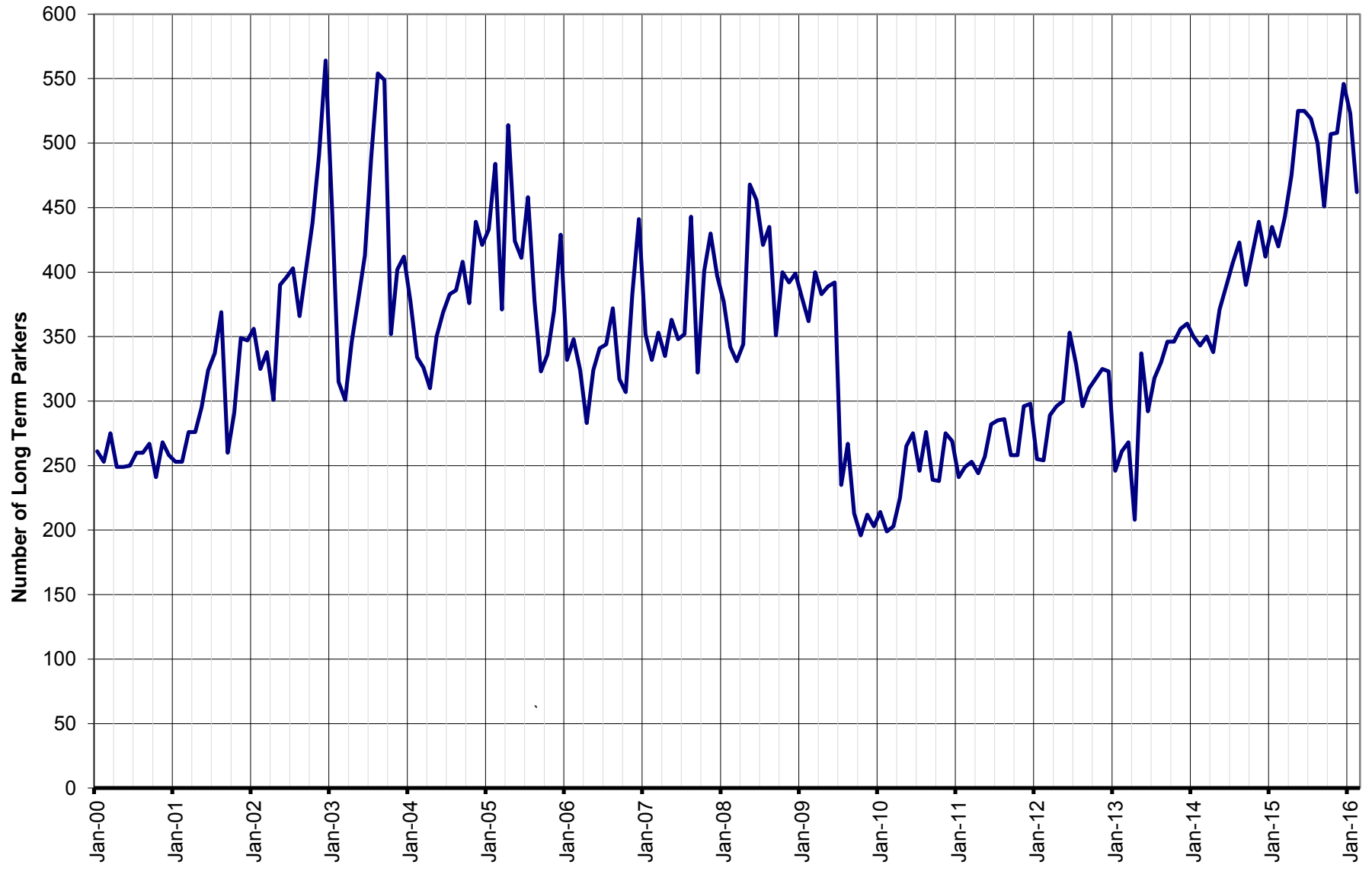
Monthly Permits



Persons on Waiting List



Long Term Parkers



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	\$ 2,460.00	\$ 2,460.00	\$ 120.00	\$ 685.00	\$ 450.00	\$ 450.00	\$ 210.00	\$ 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	\$ 261,896.00	\$ 203,346.00	\$	\$	\$ 1,875,500.50
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	\$ 131,139.54	\$ 128,384.31	\$	\$	\$ 1,198,654.54
Revenues - Card Fees	\$ 150.00	\$ 300.00	\$ 97.50	\$ 240.00	\$ 662.50	\$ 702.50	\$ 1,080.00	\$ 80.00	\$ 1,800.00	\$ 3,265.00	\$	\$	\$ 8,377.50
Revenue - Lot #6	\$ 702.50	\$ 14,025.00	\$ 22,145.00	\$	\$ 19,325.00	\$ 15,995.00	\$ 100.00	\$ 6,635.00	\$ 30,000.50	\$ 847.50	\$	\$	\$ 109,775.50
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	\$ 424,836.04	\$ 335,842.81	\$ -	\$ -	\$ 3,192,308.04
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	\$ 54,716.64	\$ 53,101.43	\$	\$	\$ 590,964.43
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	\$ 6,468.16	\$ 5,516.50	\$	\$	\$ 60,731.33
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	\$ 2,223.79	\$ 2,108.73	\$	\$	\$ 22,587.65
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	\$ 23,516.38	\$ 20,870.99	\$	\$	\$ 220,141.89
Uniforms	\$	\$ 329.71	\$	\$ 752.41	\$ (65.14)	\$ 2,523.24	\$ 163.11	\$	\$ 384.30	\$	\$	\$	\$ 4,087.63
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	\$ 9,027.81	\$ 9,146.01	\$	\$	\$ 87,070.23
Utilities	\$ 2,499.98	\$ 793.56	\$ 1,087.74	\$ 1,322.64	\$ 2,280.91	\$ 1,943.72	\$ 1,787.05	\$ 1,810.20	\$ 1,815.95	\$ 1,301.61	\$	\$	\$ 16,643.36
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	\$ 6,641.63	\$ 11,903.93	\$	\$	\$ 81,430.05
Parking Tags/Tickets	\$ 2,223.23	\$	\$ 44.20	\$ 3,187.13	\$	\$ 1,521.98	\$ 2,650.00	\$ 7,490.66	\$	\$ 434.97	\$	\$	\$ 17,552.17
Professional Services	\$ 3,988.97	\$ 4,162.36	\$ 3,988.97	\$ 4,021.72	\$ 3,988.97	\$ 4,044.97	\$ 4,363.97	\$ 4,363.72	\$ 4,363.97	\$ 4,363.97	\$	\$	\$ 41,671.59
Office Supplies	\$ 577.20	\$ 692.43	\$ 367.07	\$ 70.55	\$ 673.31	\$ 324.91	\$ 82.22	\$ 134.63	\$ 489.56	\$ 983.75	\$	\$	\$ 4,365.63
Card Refund	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$ -
Operating Cost - Vehicles	\$ 542.83	\$ 527.25	\$ 462.13	\$ 517.67	\$ 515.04	\$ 167.77	\$ 541.66	\$ 331.81	\$ 514.69	\$ 486.64	\$	\$	\$ 4,607.49
Pass Cards	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$ -
Employee Appreciation	\$ 97.56	\$ 300.00	\$	\$	\$	\$	\$	\$ 61.46	\$ 129.48	\$ 29.35	\$	\$	\$ 617.85
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	\$ 7,062.62	\$ 8,160.94	\$	\$	\$ 72,469.26
Bank Service Charges	\$ 311.98	\$ 415.19	\$ 1,627.34	\$ 400.68	\$ 405.72	\$ 400.67	\$ 449.90	\$ 712.04	\$ 473.22	\$ 491.82	\$	\$	\$ 5,688.56
Miscellaneous Expense	\$ 175.89	\$ 225.76	\$ 160.13	\$ 157.31	\$ 967.02	\$ 278.43	\$ 234.23	\$ 289.07	\$ 252.83	\$ 519.38	\$	\$	\$ 3,260.05
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	\$	\$	\$ 38,750.00
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	\$ 121,956.03	\$ 123,295.02	\$ -	\$ -	\$ 1,272,639.17
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	\$ 302,880.01	\$ 212,547.79	\$ -	\$ -	\$ 1,919,668.87

CITY OF BIRMINGHAM - Combined
Income Statement
For Periods Indicated

	Month Ended April 30, 2016	10 Months Ending April 30, 2016	Month Ended April 30, 2015	10 Months Ending April 30, 2015
REVENUES:				
Revenues - Monthly parking	203,346.00	1,875,500.50	175,039.10	1,620,361.61
Revenues - Cash Parking	128,384.31	1,198,654.54	123,047.54	980,046.79
Revenues - Card Fees	3,265.00	8,377.50	689.90	10,524.90
Revenue - Lot #6	847.50	109,775.50	1,260.00	95,087.50
TOTAL INCOME	<u>335,842.81</u>	<u>3,192,308.04</u>	<u>300,036.54</u>	<u>2,706,020.80</u>
EXPENSES:				
Salaries and Wages	53,101.43	590,964.43	51,168.89	588,684.43
Payroll Taxes	5,516.50	60,731.33	3,888.50	59,621.62
Workmens Comp Insurance	2,108.73	22,587.65	1,862.45	20,881.18
Group Insurance	20,870.99	220,141.89	21,516.56	184,530.06
Uniforms		4,087.63	583.73	6,491.62
Insurance	9,146.01	87,070.23	8,388.64	84,095.59
Utilities	1,301.61	16,643.36	1,133.95	10,985.59
Maintenance	11,903.93	81,430.05	8,622.66	75,892.56
Parking Tags/Tickets	434.97	17,552.17		15,783.59
Accounting Fees	4,363.97	41,671.59	3,988.97	39,897.45
Office Supplies	983.75	4,365.63	512.80	3,412.30
Card Refund				
Operating Cost - Vehicles	486.64	4,607.49	527.08	4,704.81
Pass Cards				
Employee Appreciation	29.35	617.85		454.50
Credit Card Fees	8,160.94	72,469.26	4,962.40	46,121.84
Bank Service Charges	491.82	5,688.56	296.53	3,133.10
Miscellaneous Expense	519.38	3,260.05	173.46	2,857.72
Management Fee Charge	3,875.00	38,750.00	3,875.00	38,750.00
TOTAL EXPENSES	<u>123,295.02</u>	<u>1,272,639.17</u>	<u>111,501.62</u>	<u>1,186,297.96</u>
		<u>-</u>		<u>-</u>
OPERATING PROFIT	<u>212,547.79</u>	<u>1,919,668.87</u>	<u>188,534.92</u>	<u>1,519,722.84</u>

CITY OF BIRMINGHAM PIERCE DECK
Income Statement
For Periods Indicated

	Month Ended April 30, 2016	10 Months Ending April 30, 2016	Month Ended April 30, 2015	10 Months Ending April 30, 2015
REVENUES:				
Revenues - Monthly parking	35,797.00	311,348.50	23,846.00	277,386.87
Revenues - Cash Parking	47,621.00	415,828.18	39,803.20	368,915.60
Revenues - Card Fees	30.00	1,080.00	270.00	1,170.00
TOTAL INCOME	83,448.00	728,256.68	63,919.20	647,472.47
EXPENSES:				
Salaries and Wages	11,594.35	118,387.93	9,321.79	98,865.76
Payroll Taxes	1,179.06	12,030.80	716.23	10,126.77
Workmens Comp Insurance	460.33	4,548.94	307.58	3,374.22
Group Insurance	4,526.39	50,752.62	3,113.43	28,838.75
Uniforms		753.70	116.75	466.14
Insurance	1,849.58	16,771.76	1,616.74	16,532.00
Utilities	188.06	3,161.08	246.14	2,307.44
Maintenance	1,773.04	17,070.16	1,915.35	14,354.53
Parking Tags/Tickets		5,528.25		6,003.29
Accounting Fees	865.37	8,203.70	790.37	7,875.20
Office Supplies	196.75	809.84	92.12	609.33
Card Refunds		-		-
Operating Cost - Vehicles	97.33	926.87	93.30	902.38
Pass Cards		-		-
Employee Appreciation		117.70		153.02
Credit Card Fees	3,027.10	25,041.90	1,605.23	15,692.98
Bank service charges	123.06	1,154.49	85.27	821.50
Miscellaneous Expenses	9.04	275.01	6.40	287.13
Management Fee Charge	775.00	7,750.00	775.00	7,750.00
TOTAL EXPENSES	26,664.46	273,284.75	20,801.70	214,960.44
OPERATING PROFIT	56,783.54	454,971.93	43,117.50	432,512.03

CITY OF BIRMINGHAM PEABODY DECK
Income Statement
For Periods Indicated

	Month Ended April 30, 2016	10 Months Ending April 30, 2016	Month Ended April 30, 2015	10 Months Ending April 30, 2015
REVENUES:				
Revenues - Monthly parking	25,115.00	223,268.50	22,375.10	215,690.60
Revenues - Cash Parking	22,036.66	191,133.46	33,287.19	198,649.61
Revenues - Card Fees		1,920.00	29.90	29.90
TOTAL INCOME	47,151.66	416,321.96	55,692.19	414,370.11
EXPENSES:				
Salaries and Wages	9,794.59	107,589.03	9,938.29	99,976.19
Payroll Taxes	1,016.51	10,811.18	669.75	10,204.11
Workmens Comp Insurance	389.04	3,939.28	330.62	3,441.73
Group Insurance	4,526.39	45,327.26	4,230.93	37,065.50
Uniforms		753.70	116.75	466.14
Insurance	1,327.26	12,676.86	1,227.97	11,807.74
Utilities	188.07	3,172.34	246.14	2,302.15
Maintenance	1,648.31	16,634.59	886.25	10,933.03
Parking Tags/Tickets		3,930.77		3,118.50
Accounting Fees	775.19	7,301.90	700.19	6,982.90
Office Supplies	196.75	809.78	92.10	609.34
Card Refund		-		-
Employee Appreciation		117.69		49.19
Operating Cost - Vehicles	97.33	926.84	93.30	902.35
Pass Cards		-		-
Credit Card Fees	1400.79	12,626.20	1342.44	8,266.27
Bank service charges	87.11	782.52	50.84	546.19
Miscellaneous Expense	7.64	267.22	6.88	289.81
Management Fee Charge	775.00	7,750.00	775.00	7,750.00
TOTAL EXPENSES	22,229.98	235,417.16	20,707.45	204,711.14
OPERATING PROFIT	24,921.68	180,904.80	34,984.74	209,658.97

CITY OF BIRMINGHAM PARK DECK
Income Statement
For Periods Indicated

	Month Ended April 30, 2016	10 Months Ending April 30, 2016	Month Ended April 30, 2015	10 Months Ending April 30, 2015
REVENUES:				
Revenues - Monthly parking	52,740.00	464,700.00	30,626.00	368,657.50
Revenues - Cash Parking	30,805.20	303,598.25	20,475.25	142,938.80
Revenues - Card Fees	1,350.00	1,530.00	90.00	3,025.00
TOTAL INCOME	84,895.20	769,828.25	51,191.25	514,621.30
EXPENSES:				
Salaries and Wages	9,473.25	109,676.62	9,482.45	120,682.00
Payroll Taxes	954.35	11,025.63	601.38	11,867.90
Workmens Comp Insurance	376.31	4,174.14	313.59	4,124.67
Group Insurance	3,629.79	34,656.46	3,113.43	25,598.32
Uniforms		753.69	116.74	466.14
Insurance	1,996.82	19,563.11	1,849.08	17,769.85
Utilities	418.21	3,340.88	246.14	2,302.15
Maintenance	1,091.82	13,282.93	2,399.82	24,536.13
Parking Tags/Tickets		2,002.97		2,496.28
Accounting Fees	881.28	8,455.19	806.28	8,062.80
Office Supplies	196.75	809.77	92.10	609.35
Card Refund		-		-
Operating Cost - Vehicles	97.33	926.84	93.30	902.38
Pass Cards		-		-
Employee Appreciation		117.71		153.93
Credit Card Fees	1,958.18	18,660.58	825.75	6,451.99
Bank service charges	97.44	907.06	46.36	587.44
Miscellaneous Expenses	7.39	268.96	6.52	317.13
Management Fee Charge	775.00	7,750.00	775.00	7,750.00
TOTAL EXPENSES	21,953.92	236,372.54	20,767.94	234,678.46
OPERATING PROFIT	62,941.28	533,455.71	30,423.31	279,942.84

CITY OF BIRMINGHAM CHESTER DECK

Income Statement
For Periods Indicated

	Month Ended April 30, 2016	10 Months Ending April 30, 2016	Month Ended April 30, 2015	10 Months Ending April 30, 2015
REVENUES:				
Revenues - Monthly parking	50,837.00	442,708.50	37,930.00	381,215.64
Revenues - Cash Parking	8,124.95	80,701.72	10,143.10	94,164.95
Revenues - Card Fees	1,405.00	2,702.50	150.00	5,220.00
TOTAL INCOME	<u>60,366.95</u>	<u>526,112.72</u>	<u>48,223.10</u>	<u>480,600.59</u>
EXPENSES:				
Salaries and Wages	12,550.14	136,609.75	11,010.09	157,773.95
Payroll Taxes	1,392.36	15,007.31	1,093.11	15,882.34
Workmens Comp Insurance	498.19	5,413.42	524.01	6,078.99
Group Insurance	4,609.04	43,077.35	6,022.47	52,392.10
Uniforms		1,072.85	116.75	4,626.88
Insurance	2,137.00	20,480.80	1,988.80	19,096.00
Utilities	319.21	3,791.86	149.39	1,779.59
Maintenance	3,561.25	22,870.10	3,349.98	14,609.69
Parking Tags/Tickets	434.97	3,123.31		2,507.99
Accounting Fees	950.24	9,241.90	875.24	8,807.65
Office Supplies	196.75	1,126.47	144.38	981.04
Card Refund		-		-
Operating Cost - Vehicles	97.32	900.12	153.88	1,095.35
Pass Cards		-		-
Employee Appreciation	29.35	147.05		49.18
Credit Card Fees	516.48	4,881.77	409.06	8,395.06
Bank Service Charges	83.53	747.78	48.94	525.14
Misc Expense	101.04	384.40	10.92	422.28
Management Fee Charge	775.00	7,750.00	775.00	7,750.00
TOTAL EXPENSES	<u>28,251.87</u>	<u>276,626.24</u>	<u>26,672.02</u>	<u>302,773.23</u>
OPERATING PROFIT	<u>32,115.08</u>	<u>249,486.48</u>	<u>21,551.08</u>	<u>177,827.36</u>

CITY OF BIRMINGHAM N. WOODWARD DECK

Income Statement
For Periods Indicated

	Month Ended April 30, 2016	10 Months Ending April 30, 2016	Month Ended April 30, 2015	10 Months Ending April 30, 2015
REVENUES:				
Revenues - Monthly parking	38,857.00	433,475.00	60,262.00	377,411.00
Revenues - Cash Parking	19,796.50	207,392.93	19,338.80	175,377.83
Revenues - Card Fees	480.00	1,145.00	150.00	1,080.00
TOTAL INCOME	<u>59,133.50</u>	<u>642,012.93</u>	<u>79,750.80</u>	<u>553,868.83</u>
EXPENSES:				
Salaries and Wages	9,689.10	118,701.10	11,416.27	111,386.53
Payroll Taxes	974.22	11,856.41	808.03	11,540.50
Workmens Comp Insurance	384.86	4,511.87	386.65	3,861.57
Group Insurance	3,579.38	46,328.20	5,036.30	40,635.39
Uniforms		753.69	116.74	466.32
Insurance	1,835.35	17,577.70	1,706.05	18,890.00
Utilities	188.06	3,177.20	246.14	2,294.26
Maintenance	3,829.51	11,572.27	71.26	11,459.18
Parking Tags/Tickets		2,966.87		1,657.53
Accounting Fees	891.89	8,468.90	816.89	8,168.90
Office Supplies	196.75	809.77	92.10	603.24
Card Refund		-		-
Operating Cost - Vehicles	97.33	926.82	93.30	902.35
Pass Cards		-		-
Employee Appreciation		117.70		49.18
Credit Card Fees	1258.39	11,258.81	779.92	7,315.54
Bank Service Charges	100.68	2,096.71	65.12	652.83
Miscellaneous Expense	7.56	276.02	7.37	268.55
Management Fee Charge	775.00	7,750.00	775.00	7,750.00
TOTAL EXPENSES	<u>23,808.08</u>	<u>249,150.04</u>	<u>22,417.14</u>	<u>227,901.87</u>
OPERATING PROFIT	<u>35,325.42</u>	<u>392,862.89</u>	<u>57,333.66</u>	<u>325,966.96</u>

CITY OF BIRMINGHAM lot #6
Income Statement
For Periods Indicated

		Month Ended April 30, 2016	10 Months Ending April 30, 2016	Month Ended April 30, 2015	10 Months Ending April 30, 2015
INCOME	Revenues - Monthly Parking Lot #6 & Southside	847.50	109,775.50	1,260.00	95,087.50
	TOTAL INCOME	<u>847.50</u>	<u>109,775.50</u>	<u>1,260.00</u>	<u>95,087.50</u>
EXPENSES	Liability Insurance	-	-	-	-
	Office Supplies (Hanging Tags)	-	-	-	-
	Misc.	386.71	1,788.44	135.37	1,272.82
	TOTAL EXPENSES	<u>386.71</u>	<u>1,788.44</u>	<u>135.37</u>	<u>1,272.82</u>
	NET PROFIT	<u>460.79</u>	<u>107,987.06</u>	<u>1,124.63</u>	<u>93,814.68</u>

Pierce Street Structure
Garage full list

APRIL 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 FULL @ 11:00AM OPEN @ 12:05PM	2
3	4	5	6	7	8	9
10	11	12	13	14 FULL @ 12:05PM OPEN @ 2:00PM	15	16
17	18	19	20	21	22	23
24	25	26	27 FULL @ 12:02PM OPEN @	28	29 FULL @ 11:33AM OPEN @	30
		Notes:				

Park Street Structure
Garage full list

APRIL 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 FULL @ 9:45AM OPEN @ 2:30PM	2
3	4	5 FULL @ 11:00AM OPEN @ 1:30PM	6	7 FULL @ 10:40AM OPEN @ 1:30PM	8	9
10	11	12	13 FULL @ 11:00AM OPEN @ 1:30PM	14 FULL @ 10:05AM OPEN @ 2:00PM	15	16
17	18	19	20	21 FULL @ 11:10AM OPEN @ 12:17PM	22 FULL @ 12:35PM OPEN @ 1:08PM	23
24	25	26 FULL @ 11:59AM OPEN @ 2:28PM	27 FULL @ 10:45AM OPEN @ 2:05PM	28 FULL @ 12:35PM OPEN @ 1:08PM	29 FULL @ 10:46AM OPEN @ 2:35PM	30
		Notes:				

Peabody Street Structure
Garage full list

APRIL 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14 FULL @ 12:25PM OPEN @ 1:30PM	15	16
17	18	19	20	21 FULL @ 11:26AM OPEN @ 12:15PM	22	23
24	25	26 FULL @ 11:58 OPEN @	27 FULL @ 1:16PM OPEN @ 3:11PM	28	29	30
		Notes:				

Woodward Street Structure
Garage full list

APRIL 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 FULL @ 10:15AM OPEN @ 1:30PM	2
3	4	5	6	7 FULL @ 10:40AM OPEN @ 1:30PM	8	9
10	11	12	13 FULL @ 10:40AM OPEN @ 2:00PM	14 FULL @ 11:40AM OPEN @ 1:30PM	15 FULL @ 12:10PM OPEN @ 2:30PM	16
17	18	19	20	21 FULL @ 11:22AM OPEN @ 1:45PM	22 FULL @ 1:16PM OPEN @ 2:50PM	23
24	25	26 FULL @ 11:58AM OPEN @ 2:09PM	27 FULL @ 12:09PM OPEN @ 2:15PM	28	29	30
		Notes:				

Chester Street Structure
Garage full list

APRIL 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14 FULL @ 1:00PM OPEN @ 2:30PM	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
		Notes:				



Paul O'Meara <pomeara@bhamgov.org>

Chester Street Parking Structure

1 message

Joshua Gunn <jgunn@spplus.com>

Mon, May 2, 2016 at 12:09 PM

To: lscmaro@att.net

Cc: Paul O'Meara <pomeara@bhamgov.org>, Austin Fletcher <afletcher@bhamgov.org>, Jason O'Dell <jodell@spplus.com>

Lou,

I first want to apologize for the negative experience that you had Tuesday morning. I hope that you have seen this was an isolated incident.

The traffic backup that you were caught in was caused by human error; we addressed the problem that very morning.

There is a learning curve that will happen with any and all change. Credit cards are processed much faster than cash and we will see the benefits of this upon exit. People will learn to have a credit card handy for entrance in a very short time, which will expedite ingress. We no longer will have to worry about tickets jamming, running out, or not being read at the entrances or exits.

The monthly pass holders will no longer have to back up and pull forward to find the "sweet spot", they will drive up and present the card to the reader and the gate opens.

The old equipment that was removed was anywhere from 7 to 28 years old and was failing. There were multiple days in the last few months when lanes were closed; I know many people were negatively affected by the lane closures due to the failing systems. It is our hope you can recognize the value of the Skidata system.

Sincerely,

Joshua Gunn

Joshua Gunn
Senior Facility Manager, Birmingham



180 Chester
Birmingham, Michigan 48009
[248.540.9690](tel:248.540.9690) (Direct)
[734.619.9445](tel:734.619.9445) (Mobile)
JGunn@spplus.com | www.spplus.com

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April 24, 2016

City of Birmingham
Manager and Commission
151 Martin Street
Birmingham MI 48009



Dear Manager and Commission Members:

I am a frequent visitor to Birmingham. My husband and I eat in your restaurants, shop in your stores, take in an occasional movie, use the Library often, worship there on Sundays, and join activities at The Community House at least two, sometimes three times a week.

I am a disabled senior who uses handicapped parking. It isn't often that I can't find a metered space close to where I plan to attend and consider it handicapped parking with my placard. While parking structures are strategically placed, they are still too far away for anyone who uses a walker or can't go the distance. I have been very grateful for the policy of not requiring a fee to park. The money is not an issue, but a two hour limit is. The thought of remotely extending the time strikes fear in many a senior. Is this done with a phone? Mine is still the flip kind that I keep for emergencies so I doubt it qualifies to do something remotely. Dinner will be rushed, a film will not be seen in its entirety, a program will be interrupted as I leave to feed the meter (or just leave) or I will, more than likely, choose to not come.

To say you want to be like surrounding communities makes me sad. I'd like to think that Birmingham would strive to be better than other communities by setting a standard to be emulated. Maybe I was wrong.

With much chagrin,

A handwritten signature in blue ink that reads 'Patricia Beach'. The signature is fluid and cursive.

Patricia Beach
31130 Downing Place
Beverly Hills MI 48025
248-646-9056



MISSION

TOPICS

PODCAST

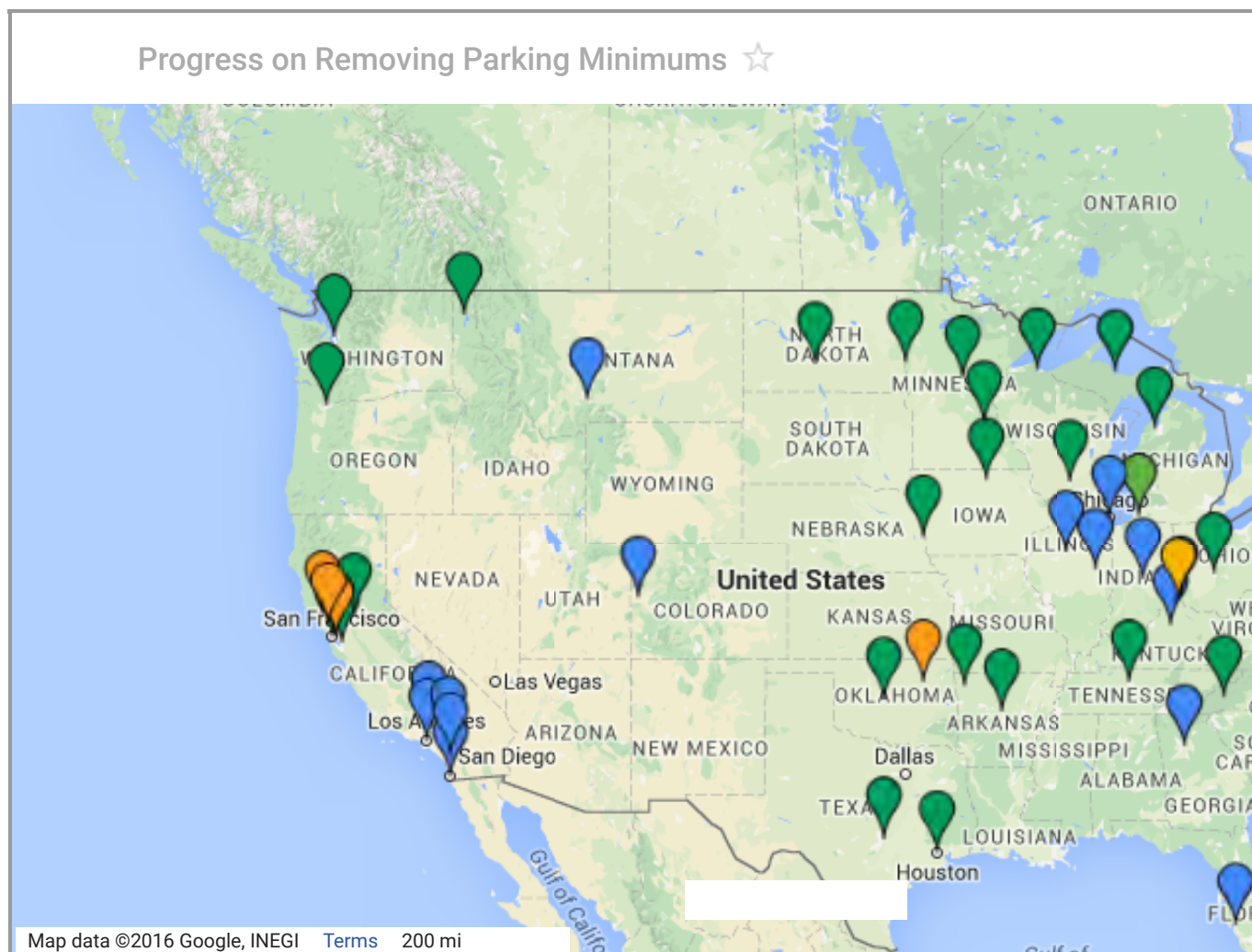
EVENTS

MEMBERSHIP



The fight to end parking minimums is happening all over the country from California to New Hampshire. Successful removals of these harmful laws give us hope that the movement is growing.

Earlier this month, we asked you to help us by sharing information about towns that had removed or lowered their parking minimums. From that crowdsourced data, we created this map. Click on each pin to read about what's going on in that particular city with regards to parking minimums:



- **Green pins** = parking minimums completely eliminated in at least one area of the city
- **Blue pins** = parking minimums lowered or removed for certain uses
- **Orange pins** = currently discussing their parking minimum laws

Don't see your city on the map? [Fill out this survey](#) and we'll make sure to put it on there. **A special thank you to everyone who helped us put together this map!**

JOIN OUR [DISCUSSION FORUM](#) TO GET ADVICE ON HOW TO END PARKING MINIMUMS IN YOUR TOWN.

Birmingham's Claymore Shop owner Bob Benkert dies at 76

Jay Grossman 11:58 a.m. EDT April 26, 2016



(Photo: submitted)

Nobody wore a suit and a smile quite like Bob Benkert.

The beloved owner of The Claymore Shop in Birmingham was known for his dapper style in clothing, as well as his kindness in helping out others. Benkert, 76, died Friday after a long battle with leukemia.

"He was a legend," said his business partner, Al Skiba. "I'm hopeful he'll be remembered as that person who went the extra mile in so many instances. His goal was to always deliver the best possible customer service — he took great pride in that."

The two men worked together for 37 years, starting with their first shop "up on the hill" on North Old Woodward. They moved to a second storefront across from the Birmingham 8 movie theater for a few years before settling into their current location at 908 S. Adams Road.

"Bob never wanted to move out of Birmingham," Skiba said. "He always said, 'This is where it all started ...' He had a tremendous loyalty to the city and to all the families who have been with us for generations."

Benkert introduced Ralph Lauren to the area and for years held the exclusive Polo franchise in the Birmingham area. He understood luxury menswear and was always the best-dressed guy in the room.

"Bob was a class act all the way," Birmingham Bloomfield Chamber president Joe Bauman said. "He was loyal to his community and his customers, as well as a respected expert in his industry. He truly was humbled when he was named our 2015 Business Person of the Year and his loss will be felt for a long time."

Benkert and his wife Janice (J.J.) were known for their volunteer work and charitable contributions. Benkert also served as a founding board member of the Birmingham Shopping District, where he served as a strong voice for the merchants.

"Bob always offered a retailer's perspective on all matters," BSD executive director John Heiney said. "He refused to take himself too seriously, yet everyone listened when he spoke in that rich broadcast-quality voice. His opinion was highly regarded in Birmingham and in the men's fashion industry. Bob was someone who simply cannot be replaced and we were all fortunate to know him."

Skiba said it was "the love of clothing" that attracted him and Benkert to the business.

"This business is built primarily on the old-school premise to be impeccably dressed and to have a style," Skiba said. "You want to be well-groomed with proper etiquette. Not only do you dress well, but you behave in accordance with that."

A memorial service to celebrate Benkert's life is set for 1 p.m. May 28 at Christ Church Cranbrook in Bloomfield Hills. Skiba said in lieu of flowers, the family would prefer contributions to the Leukemia and Lymphoma Society.



The Claymore Shop owner Bob Benkert was known for his smile and his kindness in helping others. (Photo: submitted)

As for The Claymore Shop, Skiba said the store will be celebrating its 50th anniversary in August.

“We’re going to continue the business and keep doing the things that made it so successful,” he said. “We’ve served so many generations of customers. We’ve been here for the weddings, the anniversaries, the new jobs ... and for the tough times. We’ve had an outpouring of letters and calls from so many of customers who want to share their memories about Bob. It has really meant a lot to everyone here.”

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Read or Share this story: <http://www.hometownlife.com/story/news/local/birmingham/2016/04/26/birminghams-claymore-shop-owner-bob-benkert-dies/83542616/>

THE NEXT BIG THING IN PARKING

BOOK THE flight online. Check in with an airline app. Google Map the route to the airport—but you still have to find a parking space. Now there are apps for that, too, run by dozens of startups vying to streamline the fragmented \$30 billion parking industry. Though not all of them have disclosed funding levels, CB Insights reports that investors have poured at least \$109 million into top parking apps. Look for winners to emerge in this nascent field quickly. Also, expect fierce competition for partnerships with carmakers, as apps fight one another to win valuable real estate inside the next wave of connected cars.

—TESS TOWNSEND

ILLUSTRATIONS BY JOSH COCHRAN



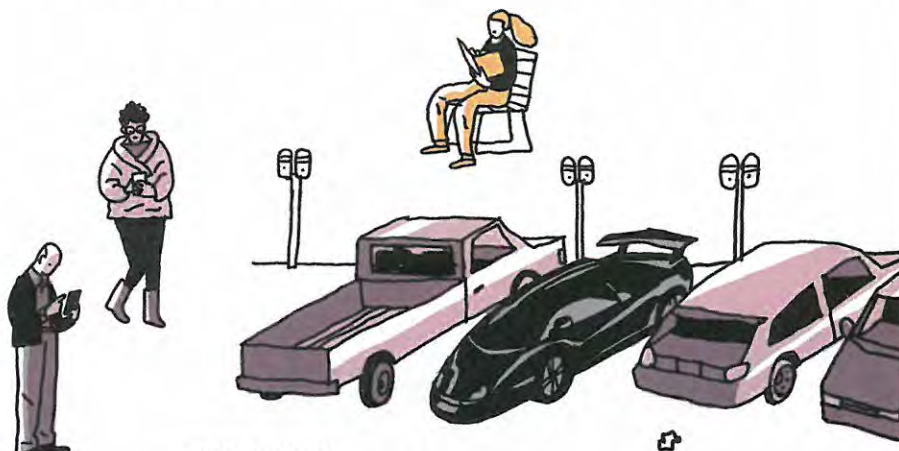
PARK AND FLY

Departure Lounge

Dealing with airport parking lots is a particular form of awful.

But AirportParkingReservations lets you reserve a parking spot at or near an airport

or cruise-ship port, in the U.S., Canada, or the U.K. Its offshoot, ParkSleepFly, helps users book hotel rooms too: Travelers find a hotel near an airport, arrange for a night's stay, and leave their cars behind at takeoff. But, CB Insights' research analyst Matthew Wong warns, apps focused on specific categories may lose to well-funded parking apps with broader capabilities. BestParking—which says it's used by a million motorists each month—finds parking space near 115 airports, in addition to lots and garages in other locations.



REMOTE PAYMENTS

Doing It All in Advance

Wherever there's a driver scrambling for street parking, there's often a nearby private lot or garage looking to fill a spot.

SpotHero and ParkMe partner with such parking businesses to offer spaces that users can book and pay for through their mobile phones.

Wong cites SpotHero as a potentially dominant app, should it add premium options like on-demand valet parking. But competitor ParkMe was recently acquired by Inrix, which provides traffic data to the auto industry.

ALSO OUT THERE: ParkChicago and PayByPhone let users top off parking meters with a few taps on their phones.



SPECIALIZED OPTIONS

Outsourcing Parking—and More

The biggest money is gravitating toward on-demand valet parking. Luxe and Zirx lead;

Zirx has raised \$36.4 million, not including an undisclosed amount from BMW earlier this year.

Luxe has raised \$27.1 million, but is available in more cities and boasts a presence in the Midwest that San Francisco-based Zirx lacks.

ALSO OUT THERE: VoicePark works in 40 cities; once you near a destination, it guides you to open parking spaces or tells you how many spots are left in nearby garages. Parker finds ADA-compliant spaces and electric-vehicle charging stations.



ANYWHERE BUT ARENAS

Beating Event Madness

Many sensible people strive to avoid arena-crowd madness.

Like many parking apps,

Parking Panda and ParkWhiz connect users with private spots that might otherwise remain invisible.

What makes them different is that they focus exclusively on parking for events, and enable users to look for and book space within a mile of places like stadiums and concert venues. Parking Panda—recently touted by *The Washington Post* as a solution to papal visit-induced parking headaches—reports that it handles spaces for 3,000 private lots and garages in the U.S. and Canada.



BOULEVARD OF BROKEN APPS

Fun While It Lasted

Wouldn't it be great to find the perfect parking spot, and then turn around and sell it to the poor sap waiting for you to pull out? Some startups thought so. But no city did.

Parking swaps sounded like a good idea. They weren't.

Haystack, ParkModo, Sweetech, iSpotSwap, and MonkeyParking all tried a variation of a model based on encouraging users to negotiate. The only app among them still working is MonkeyParking, which now offers monthly parking passes.



Michigar

Parking meter enforcement hours in downtown Ann Arbor could extend to 10 p.m.



A car drives by downtown Ann Arbor's newest public parking garage on First Street on April 6, 2016. The garage opened just over two years ago. There are talks now of once again expanding the downtown parking system. (Ryan Stanton | The Ann Arbor News)

By **Ryan Stanton** | ryanstanton@mlive.com

[Email the author](#) | [Follow on Twitter](#)

on April 07, 2016 at 5:33 AM, updated April 07, 2016 at 5:34 AM

ANN ARBOR, MI — A long-debated idea — extending downtown parking meter enforcement hours past 6 p.m. — cropped up again this week.



It came as the Ann Arbor City Council **voted 9-1 Monday night** in favor of working with the Downtown Development Authority to renegotiate the terms of the parking agreement between the city and the DDA.

ANN ARBOR CITY COUNCIL

There's talk of potentially extending parking meter enforcement hours to 10 p.m. Monday through Saturday, which would mean four fewer hours of free on-street parking downtown each night, or 24 fewer evening hours of free on-street parking each week.

"I approach this as a townie, and there are certain things you don't take away from a townie, and one of those is free parking after 6 p.m.," said Council Member Zachary Ackerman, D-3rd Ward, expressing hesitations about the idea.

However, Ackerman said he's open to having a conversation with the DDA to see if there are good reasons to make changes that might benefit the city.

"And one of those is a very real amount of revenue that could come back to the city," he said. "Right now we receive 17 percent of the parking system's revenue and that could increase as we open up this contract."

The DDA, an arm of the city government, operates and maintains the city's public parking system.

The parking agreement, last renegotiated in 2011, calls for 17 percent of all downtown parking revenue to go to the city.

The DDA's budget for the upcoming fiscal year starting July 1 shows nearly \$22 million in anticipated downtown parking revenue.

The city has an interest in opening the parking agreement to discuss, among other items, a potential upward modification of the 17 percent payment to the city.

No council members openly stated support for extending parking meter enforcement hours Monday night, though it's an idea that's recommended in a new report that's driving the conversations that are starting to happen.

The DDA recently received a [new report](#) following a downtown parking demand study conducted by Nelson/Nygaard Consulting Associates Inc.

The report includes a variety of recommendations for improving the management of the parking system, including changes to parking enforcement hours. That's recommended to align meter schedules with peak demand.

On-street meters are currently enforced from 8 a.m. to 6 p.m. Monday through Saturday, ending precisely when the evening peak begins to develop.

"At these times, downtown activity is dominated by visitors, and visits are primarily focused on arts/culture, dining, socializing, and recreation," the report states.

"In such a context, motorists will tend to prioritize convenience over moderate cost savings in choosing where to park."

Making the most convenient spaces free at those times can be a great strategy for downtowns with struggling evening economies, the report states.

"In a thriving evening economy, however, this creates a conflict between expectations of free and easy curb parking and the reality that, unless one is willing to endure a prolonged search for such a space, paying to park in an off-street space is much more likely," the report states.

The report recommends adjusting the meter enforcement schedule to begin at 10 a.m., rather than 8 a.m., Monday through Saturday, and extending enforcement hours past 6 p.m. to 10 p.m. Monday through Saturday.

Parking downtown is free on Sundays.

It currently costs \$1.20 an hour to park in downtown public parking garages, and \$1.60 an hour for most on-street parking spaces.

Short-term parking demand is typically modest until close to noon, when the midday peak begins to develop, the study found.

[Ann Arbor residents still divided on shooting deer, survey shows](#)

[See 9 streets in Ann Arbor that could be fixed with proposed 4-year tax](#)

[Ann Arborites could see 5% increase in water/sewer bills in July](#)

[Ann Arbor moving to ban alcohol on pedal trolley tours](#)

[City Council leaves \\$288K for debated bridge over Malletts Creek](#)

[All Stories](#)

"This provides an opportunity to shift meter enforcement hours toward this peak, adding a meaningful period of free parking in the mornings, while extending pricing into evenings to better maintain availability at these crucial times," the report states.

"Such a shift will underscore the connection between pricing and demand, offering free parking when availability can still be maintained, and pricing to maintain access at all other times."

Council Member Jack Eaton, D-4th Ward, was the lone vote against reopening the parking agreement.

Council Member Sabra Briere, D-1st Ward, was absent.

Eaton said the idea of extending parking meter enforcement hours later into the evening is troubling to him.

"Rather than hire parking enforcement personnel, I'd like to see us hire some foot patrol police officers to make downtown a more welcoming place, rather than a place that you're always on the edge of getting a \$20 parking ticket," he said.

"There's a conflict there where we're turning our parking system into a profit center at the same time that we're failing to address some significant problems we have downtown. I receive not infrequent complaints about young women not being able to walk through downtown without being accosted, and we don't have a police presence there because that's not a serious crime."

He continued, "But on the other hand, we're going to turn people who fail to put enough change into a parking meter into civil citations. That troubles me greatly."

The city has built two new downtown parking garages in recent years — the Library Lane underground garage off Fifth Avenue and the First and Washington garage — but the parking system is still at or near capacity at times.

The Nelson/Nygaard study recommends an expansion of the Ann/Ashley parking garage on the west edge of downtown. The garage was designed many years ago to accommodate up to three additional levels of parking.

"This structure is located in an area of downtown that has seen significant residential and commercial growth," the report states.

"The DDA is currently exploring options for realizing this expansion potential, including potential funding partners. Additional floors could add as much as 375 spaces to this increasingly popular facility."

As another strategy to address parking demand, the report recommends piloting a public parking valet service.

"An on-street public valet drop-off/pickup station can greatly expand access to on-street parking during high-demand times," the report states.

Another idea recommended for further study is expanding the DDA-funded go!pass program, which provides bus passes good for unlimited free rides to downtown employees, to target residential developments. The report recommends reaching out to Boulder and other communities with residential pass programs.

The consultant's report also recommends exploring transitioning parking enforcement away from the city's police department to the DDA.

"The most effective means of ensuring that parking enforcement remains closely aligned with management strategies and objectives will be for the DDA to manage the enforcement program directly," the report states.

"A successful performance-focused approach will, by design, lead to increased compliance and reduced parking citations. The DDA is distinctly well-positioned to appreciate the long-term economic benefit of such a transition, which will be much greater than any resulting loss in citation revenue."

Other ideas discussed in the report include free public wifi at the Blake Transit Center, evening use of the Community High School parking lot for public parking, refinement of park-and-ride strategies, prioritizing improvements and street redesigns to facilitate more bike commuting to downtown, as well as other strategies.

Nelson/Nygaard recommends a multi-year implementation strategy, starting with establishing a tiered rate structure for on-street parking in year one, with prime rates of \$2.40 an hour at all ePark on-street spaces, a base rate of \$1.80 an hour for all other spaces currently priced at \$1.60 an hour, and \$1.20 for all half-price on-street meter spaces currently priced at 80 cents an hour.

The plan further recommends installing more ePark electronic pay stations, which the DDA already is planning to do.

Extending meter enforcement hours to 10 p.m. is recommended as a year-two strategy, along with beginning to eliminate meter time limits.

The plan also includes increasing monthly parking permit costs by about 20 percent in year one, and considering "pay as you go" cards as alternatives to monthly permits.

Another recommendation is expanding transit options, including an express bus service from Ypsilanti to downtown Ann Arbor.

Between 2010 and 2014, the downtown population increased from 4,067 to 5,505, a total increase of 1,438 residents, the report states.

Between 2014 and 2019, the population is projected to increase by another 2,225 residents, going up to 7,730, the report states.

"Many of these new residents will also be downtown employees," the report states, indicating residential growth will increase parking demand as most downtown residents are likely to maintain at least one private vehicle.

Eaton said that seems to conflict with what he has heard about how dense downtown development will attract people who walk, bike and use transit.

"We have a vision of our dense downtown that involves a lot of magical thinking about converting people from individual cars to these other modes of transportation that's bumping into this reality that people don't actually do that," he said. "They're going to demand a lot of downtown parking, and we've been basically allowing developers to build massive residential structures with inadequate parking."

Eaton added, "And if we go forward and try to finance additional parking through extended hours of enforcement and other measures, what we're basically doing is we're subsidizing the parking that we didn't require developers to include in the developments that they're building. This is really troubling to me."

Council Member Kirk Westphal, D-2nd Ward, spoke in favor of renegotiating the parking agreement with the DDA and considering making some changes.

"Since this resolution is really just looking at discussing possible changes, I think it's a wise step, and I think generally having a conversation about how we plan to allocate scarce resources like parking is a beneficial thing to do," he said.

"There's really solid evidence coming in from around the country about how cities handle this, and I'm open to the conversation."

Council Member Chip Smith, D-5th Ward, echoed Westphal's remarks, saying the city can't treat the parking agreement as if it's written in stone.

"We have to be able to adapt to new developing best practices, new technologies, changing conditions," he said. "And to not have the conversation is, I think, a disservice to the larger community. While I expect a robust discussion amongst this body of policy impacts that some of these changes might have, I think it's really important to always be open to talking about updating and renegotiating agreements like this when conditions warrant."

Council Member Sumi Kailasapathy, D-1st Ward, said she'd rather make changes to city ordinance to further limit tax revenues going to the DDA, though she still voted for renegotiating the parking agreement Monday night.

Council Member Jane Lumm, an independent from the 2nd Ward, said council members hear from residents about downtown parking.

She stressed the importance of doing community engagement and seeking public input as the parking agreement is renegotiated.

The resolution the council approved by a 9-1 vote directs the city administrator or his designee to work with the DDA and to recommend modifications to the terms of the parking agreement that promote the public interest.

The resolution was co-sponsored by Mayor Christopher Taylor and Council Members Julie Grand, Graydon Krapohl, Chip Smith and Kirk Westphal.

The parking agreement runs through June 2033, though the city or DDA can terminate it without cause in June 2022 with one-year notice.

Any changes to the agreement would require approval by both the City Council and the DDA board.

Ryan Stanton covers the city beat for The Ann Arbor News. Reach him at ryanstanton@mlive.com.

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