

CITY OF BIRMINGHAM
ADVISORY PARKING COMMITTEE
CITY COMMISSION ROOM
151 MARTIN ST., BIRMINGHAM, MI
(248) 530-1850
REGULAR MEETING AGENDA
WEDNESDAY, APRIL 5, 2017, 7:30 A.M

1. RECOGNITION OF GUESTS
2. APPROVAL OF MINUTES, MEETING OF MARCH 1, 2017
3. LIBERTY PARKING METER UPDATE
4. 344 HAMILTON AVE. DINING DECK
5. 420 E. FRANK ST. PARKING PROPOSAL
6. PARKING LOT 6 CAPACITY ISSUE
7. CONSTRUCTION UPDATE
8. MONTHLY FINANCIAL REPORTS
9. MEETING OPEN FOR MATTERS NOT ON THE AGENDA
9. INFORMATION ONLY:
MISCELLANEOUS ARTICLES
10. NEXT MEETING: MAY 3, 2017



Chester 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.

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City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING

Birmingham City Hall Commission Room
151 Martin, Birmingham, Michigan
Wednesday, March 1, 2017

MINUTES

These are the minutes for the Advisory Parking Committee ("APC") regular meeting held on Wednesday, March 1, 2017. The meeting was called to order at 7:37 a.m. by Chairman Lex Kuhne.

Present: Chairman Lex Kuhne
Anne Honhart
Steven Kalczynski
Judith Paskiewicz
Al Vaitas

Absent: Gayle Champagne
Lisa Krueger

BSD: Richard Astrein

SP+ Parking: Catherine Burch
Sara Burton
Jason O'Dell

In-House Valet: Steven Ferrich

Administration: Kathryn Burrick, Sr. Accountant
Austin Fletcher, Asst. City Engineer
Paul O'Meara, City Engineer
Lori Rondello, BSD Office Manager
Carole Salutes, Recording Secretary

RECOGNITION OF GUESTS (none)

MINUTES OF REGULAR MEETING OF FEBRUARY 1, 2017

Motion by Dr. Vaitas

Seconded by Dr. Paskewicz to approve the Minutes of the APC Meeting of February 1, 2016 as presented.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Vaitas, Paskewicz, Honhart, Kalczynski, Kuhne

Nays: None

Absent: Champagne, Krueger

W. MERRILL ST. PARKING METER TIME LIMIT

Mr. O'Meara recalled the consensus at the February 1st meeting was to postpone this item until additional information has been provided addressing the concerns that were raised (i.e. comments from the Library Board and survey of the existing conditions). On February 20th, this topic was discussed by the Library Board and a motion was passed to support the proposed time change for the eight (8) meters on the south side of Merrill St. between Chester and Bates from two (2) to four (4) hours.

SP+ conducted a survey of the surrounding area during the week of February 6th for the area around the Community House and the week of February 20th for Lot #7. The results indicate that both areas were not full on any days that were surveyed and there were very few times where the same car was parked longer than the designated time limit. However, there was an increase of usage on Fridays (the day the Men's Club normally meets). The APC had expressed concern that increasing time limits may encourage employees to park on Merrill St. However, it is assumed that if there was a desire to do this, the existing four hour meters in this area, such as at Lot 7, would be used more on a daily basis. After reviewing the results of the SP+ survey, the Library Board's comments and with various City staff, staff believes the four hour time limit request can be recommended. If the change is implemented with the upcoming new meter installation, there will be no additional cost to the parking system.

Dr. Paskewicz observed, and others were in agreement, that due diligence certainly was done.

Motion by Dr. Vaitas

Seconded by Mr. Kalczynski to recommend to the City Commission to increase the time limit for the eight (8) metered spaces on the south side of Merrill St. between Chester and S. Bates from two (2) to four (4) hours.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Vaitas, Kalczynski, Honhart, Kuhne, Paskewicz

Nays: None

Absent: Champagne, Krueger

Mr. Bill Seckler, President of the Community House, thanked the committee and the City for taking up this issue for them. They have completed their own study as well, and it is consistent with the findings of the City.

OLD WOODWARD AVE. PAVING

A. Rooftop Valet

Mr. O'Meara recalled that In March 2016, SP+ prepared a study for the City of Birmingham pertaining to the operation of rooftop valet assist programs designed to increase capacity at the five parking structures. Each of the structures was rated from best to worst in terms of being able to function well (or not) as an area where valets would control all vehicle access, allowing vehicles to be parked closer together, and even in the aisle areas. It was determined the N. Old Woodward Ave. Structure would work the best for this service. Both Pierce St. and Chester St. were rated as almost as good as N. Old Woodward Ave. Park St. was rated as marginal, while Peabody St. was rated poorly.

In June 2016, SP+ started a rooftop valet operation at the N. Old Woodward Ave. Structure, five days per week. Later in the summer, demand for parking dropped enough that the structure was not filling nearly as often. The valet service was reduced to just Tuesdays, Wednesdays, and Thursdays, operating with just one staff person (instead of two). In August, 2016, it was anticipated that demand would increase again to high levels in the fall and the City Commission authorized a rooftop valet assist operation at the Park St. Structure. It has not been actually implemented, however, as demand did not come back to that seen in early 2016. (In the fall of this year, one half of a level at a time will have to be closed to all vehicles to allow the structural steel in the entire building to be repainted. It is planned to use the previous authorization at that time, and operate a rooftop valet while this project is underway.)

Sometime in the coming months the Old Woodward Ave. Paving Project will commence. and roughly 130 prime metered parking spaces will be closed for a four to five month period while the project is underway. To help reduce the negative impact on the business community while the project is underway it is recommended that authorization to operate a rooftop valet as needed at the Chester St. and Pierce St. Structures. (Rooftop valet is expected to continue in operation at the N. Old Woodward Structure during this time and Park St. can be opened as needed based on the previous authorization. Rooftop valet is not recommended at the Peabody St. Structure, due to the low number of additional vehicles that could be stored there.)

Considering costs for the above, it is expected that the parking system could spend approximately \$100,000 in rooftop valet services while the Old Woodward Ave. Paving Project is underway.

There was no audience left to comment at 8:30 p.m.

Mr. Kalczynski indicated he could communicate with SP+ when a large number of people are expected for an event at the Townsend Hotel. Ms. Honhart noted the good thing is that the valet service can be restricted or expanded at any time and it is more efficient than building a whole new parking structure.

Motion by Dr. Paskewicz

Seconded by Ms. Honhart that in order to assist the business community during the 2017 Old Woodward Ave. Paving Project, the APC recommends that SP+ be authorized to set up and operate rooftop valet assist services up to five days per week at the Chester St. and Pierce St. Parking Structures, at a total estimated cost of \$64,600, or as needed until all Old Woodward Ave. parking metered spaces are returned to service.

B. BSD Parking Plan

Mr. Astrein requested that the APC contribute up to \$75,000 for the Old Woodward Ave. Construction Project. The cost will be approximately \$150,000 and the BSD is putting in half of that. They are asking this committee for the other funds. They feel the magnitude of this project will be unprecedented. Roughly 130 prime metered parking spaces will be closed for a four to five month period while the project is underway. To help reduce the negative impact on the business community, the Birmingham Shopping District ("BSD") will be administering a free valet service with stations at three and maybe four locations.

Ms. Lori Rondello, BSD Office Manager, advised the valet will occur Monday through Saturday from 10 a.m. to 6 p.m. They plan to start at 10 a.m. to try and discourage employees from using the service. Customers will get two (2) hours free and after that it will be \$5 per hour with a \$30 per day maximum. Merchants

are asked to validate the tickets and there will be no charge when customers present a validated ticket to the valet stand.

Mr. Ferrich said this will be their third project for the Shopping District. Presently three (3) stands are proposed:

- In front of the N. Old Woodward Parking Structure;
- Brown St. right outside of the Peabody Mansion;
- Henrietta and Martin.

In response to Mr. Kalczyński, Ms. Rondello noted they will use every avenue they can to promote the service. Wayfinding signage will be key in this project because it will point out the free valet stands. Additionally, postcards informing about the valet service will be hand delivered to businesses to give to their customers. There will be a phone number for people to text or call ahead for their car within 15 minutes of when they want it delivered to the stand. She stated they would return any part of the \$75,000 to the Parking Fund if it is not used.

There were no questions from the public at 7:52 a.m.

Motion by Ms. Honhart

Seconded by Dr. Vaitas to recommend to the City Commission that the Parking System Fund assist the BSD in their efforts to operate three (3) or four (4) valet stations during the Old Woodward Ave. Paving Project at the level of 50% of expenditures, estimated at a maximum of \$75,000 total.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Honhart, Vaitas, Kalczyński, Kuhne, Paskewicz

Nays: None

Absent: Champagne, Krueger

2015/16 FISCAL YEAR REVIEW

Ms. Burrick provided an analysis of the Automobile Parking System ("APS") Fund which combines City and SP+ financials for the 2015-2016 fiscal year. On the June 30, 2016 Statement of Net Position, net position increased \$2,097,689 or 7.9%, due to the net income generated during the fiscal year. Cash and investments increased by \$1,725,723, or 26.5%.

Working capital, which is a measure of short-term liquidity and indicates if there are enough short-term assets to cover short-term liabilities, was \$8,426,102. The current

ratio indicates the APS Fund has enough short-term assets to cover short-term liabilities 75.8 times over.

Within the category of "Property and Equipment," buildings and improvements increased to \$716,856, or 1.9%. Land improvements increased by \$400,925, or 21%. There was a decrease in machinery and equipment of \$538,780, or 26.6%, due to the disposal of old cashing and traffic control equipment from all of the structures.

The projected cash flow analysis assumes the following factors: Cash received from customers remains constant at the 2017-2018 level, operating expense is projected to increase 3% per year, and capital outlay figures use current projections through 2018-2019 and are estimated thereafter at \$1,200,000 for various parking structure equipment replacement and annual maintenance requirements. These factors show projected cash flows to increase in subsequent years.

Overall, the APS Fund's net income increased by \$567,206, or 37.1%, as a result of an increase in operating revenue of \$624,215, or 13.2%, offset by an increase in operating expense of \$70,478, or 2.2%, and an increase of \$13,420 in non-operating revenue. All in all, the Fund is in a good position.

TRAFFIC EQUIPMENT UPDATE

Mr. O'Dell advised that SP+ recently met with Harvey Electronics & Radio and the City to discuss the upcoming delivery and installation of the new SKIDATA equipment at the four (4) remaining parking structures. The following provides the timing and order of the installation:

- Peabody, March 17 & 18
- Old Woodward Ave., April 8 & 9 (may be done first)
- Pierce St., April 29 & 30
- Park St., May 20 & 21

They have a cash value card they are tying in with the BSD called the "IN Card." People can load money onto the card and get in and out of the structures faster. It will also be utilized in conjunction with the validation program, for companies that validate for their large groups of employees because they don't have monthly parking available. Initially people will have to go to the SP+ office in the Chester St. Structure to reload the card until it becomes possible to do online. They are hopeful that Park Mobil will become an option in the short term.

MONTHLY FINANCIAL REPORTS

Mr. O'Dell indicated that revenues are up.

MEETING OPEN FOR MATTERS NOT ON THE AGENDA (none)

In response to Dr. Vaitas, Mr. O'Meara stated the new disabled meters will not be installed in Lot #6 until the new meters come. Dr. Vaitas noted the asphalt in the old section is getting crumbly and Mr. O'Meara said he would check.

Mr. O'Meara advised the Peabody elevator should be finished and open for the public by the middle of this month. On another subject, he hoped the businesses in the Lot #6 area would get together and form a plan for their employees to park somewhere else. One idea that has surfaced is to move permit cars into the adjacent residential permit areas during the day. Dr. Vaitas noted Lot #6 permit holders are allowed to park on Maple Rd. north of Oak St. across from Tim Horton's where there are no meters. Also, parking in the N. Old Woodward Structure is an option.

NEXT REGULARLY SCHEDULED MEETING

April 5, 2017

ADJOURNMENT

No further business being evident, the chairman adjourned the meeting at 9:01 a.m.

Respectfully submitted,

Paul O'Meara
City Engineer



MEMORANDUM

Engineering Dept.

DATE: March 31, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: 344 Hamilton Ave.
Dining Deck Proposal

Seven Greens is a relatively new restaurant located at 344 Hamilton Ave. They specialize in fresh salads. Kelly Schaefer is the owner of the business.

Ms. Schaefer is seeking permission to build a dining deck in front of the store. The building has a 25 ft. frontage. The following attachments are provided for your information:

- Aerial Photo
- Google Earth Photo (taken just after the road was paved in 2016 – street light is missing)
- Elevation of deck from contractor (railing will be installed, though not shown)
- Plan view of deck from contractor
- Written description of the proposal
- Menu from www.7greens.com

The applicant is asking for the full 25 ft. frontage for dining. Knowing that parking is in demand, she will accept a smaller deck, either towards the east or the west, as allowed.

Parallel parking spaces are generally 22 ft. long, except when an open "X" area is provided, as is done in Birmingham, in which case they can be reduced in size. The drawing indicates that they are only 15 ft. long, but they are actually 18 ft. long. If one parking space is approved, but not two, it is recommended that 4 ft. of the "X" area remain open to parking as well, or else the remaining parking space will become too constrained for larger vehicles to use. With that in mind, using the drawing supplied, if two parking spaces are taken, the deck would be approximately 25 ft. x 7 ft., as drawn. If one parking space is taken, the deck would be approximately 12 to 14 ft. x 7 ft. The deck would be constructed flush to the curb so that additional tables can be placed on the sidewalk immediately adjacent to where the tree and street light are located.

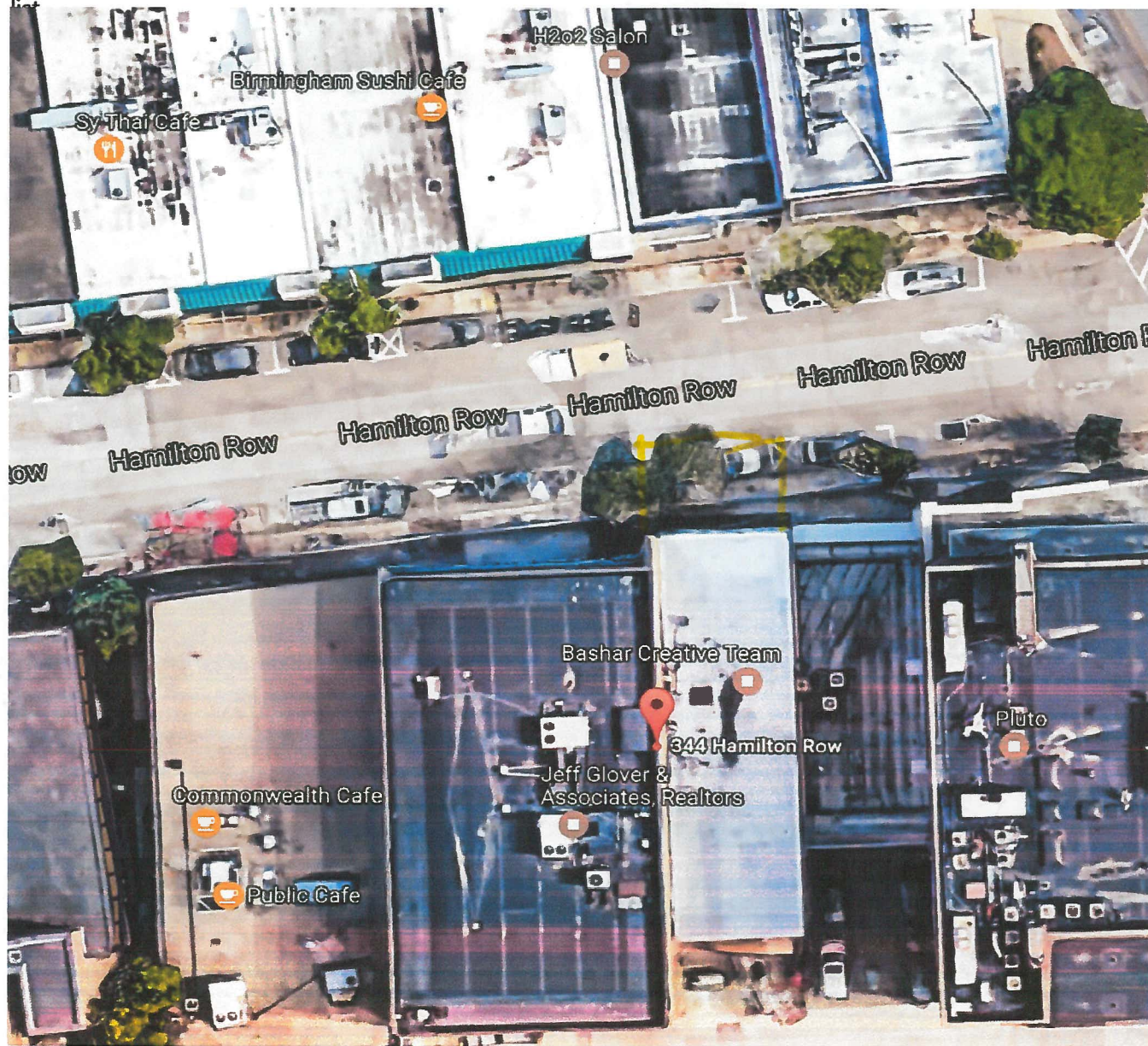
All downtown businesses were notified using the BSD email notification list on March 31. Written input or attendance at the meeting was encouraged.

If the Committee is inclined to approve this request, it will then go before the Planning Board, for consideration of the design and layout. Since there is no alcohol being served at this location, there would not be any approval needed from the City Commission. A suggested recommendation is provided below.

SUGGESTED RECOMMENDATION:

To recommend to the Planning Board the approval of a dining deck for Seven Greens Restaurant, 344 Hamilton Ave., measuring approximately ____ft. long x 7 ft. wide, taking ____ parking place during the approved outdoor dining season.

Skip to Outlook Mail
to message list



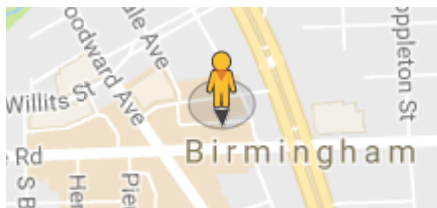
Google Maps 350 Hamilton Row

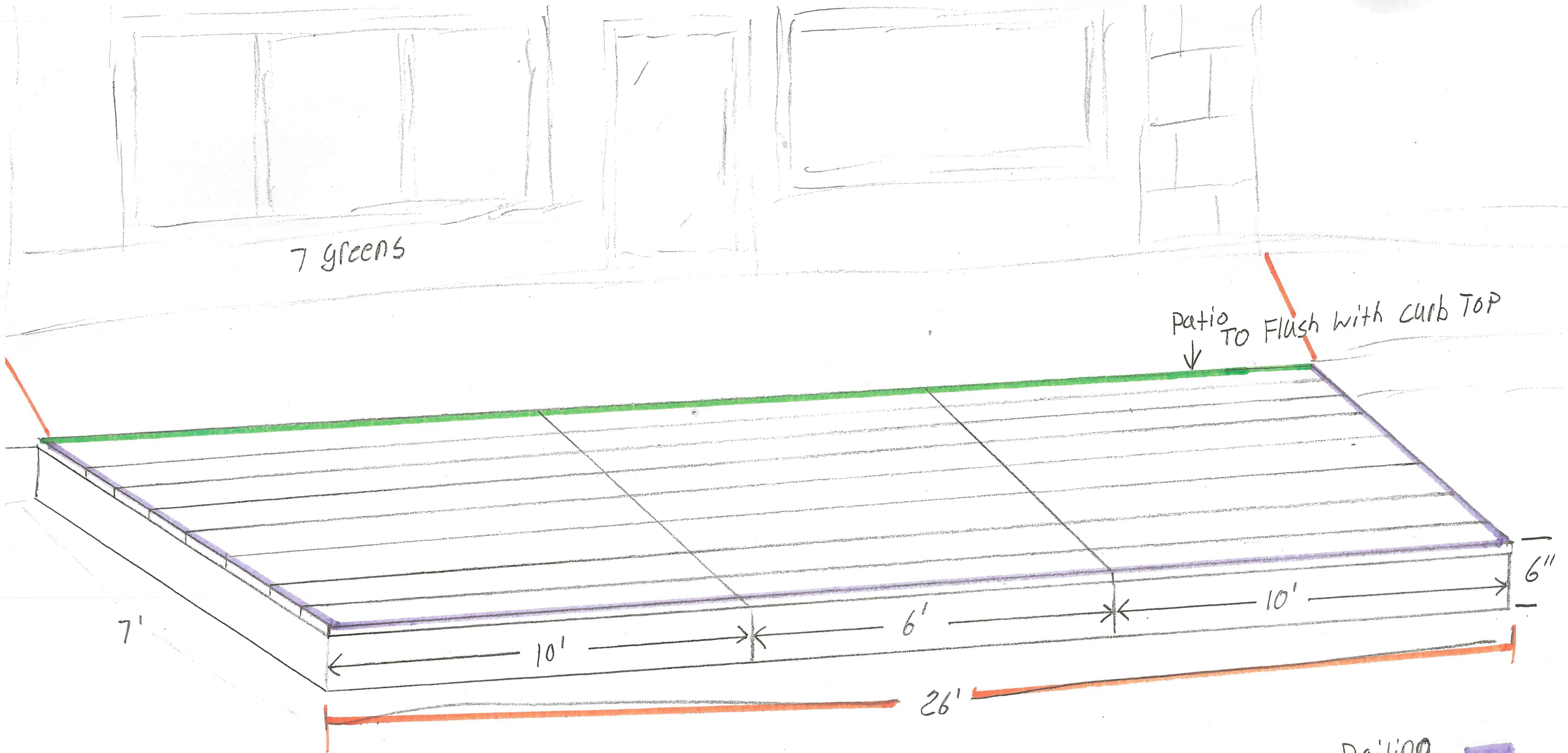



Image capture: Oct 2016 © 2017 Google


Birmingham, Michigan


Street View - Oct 2016





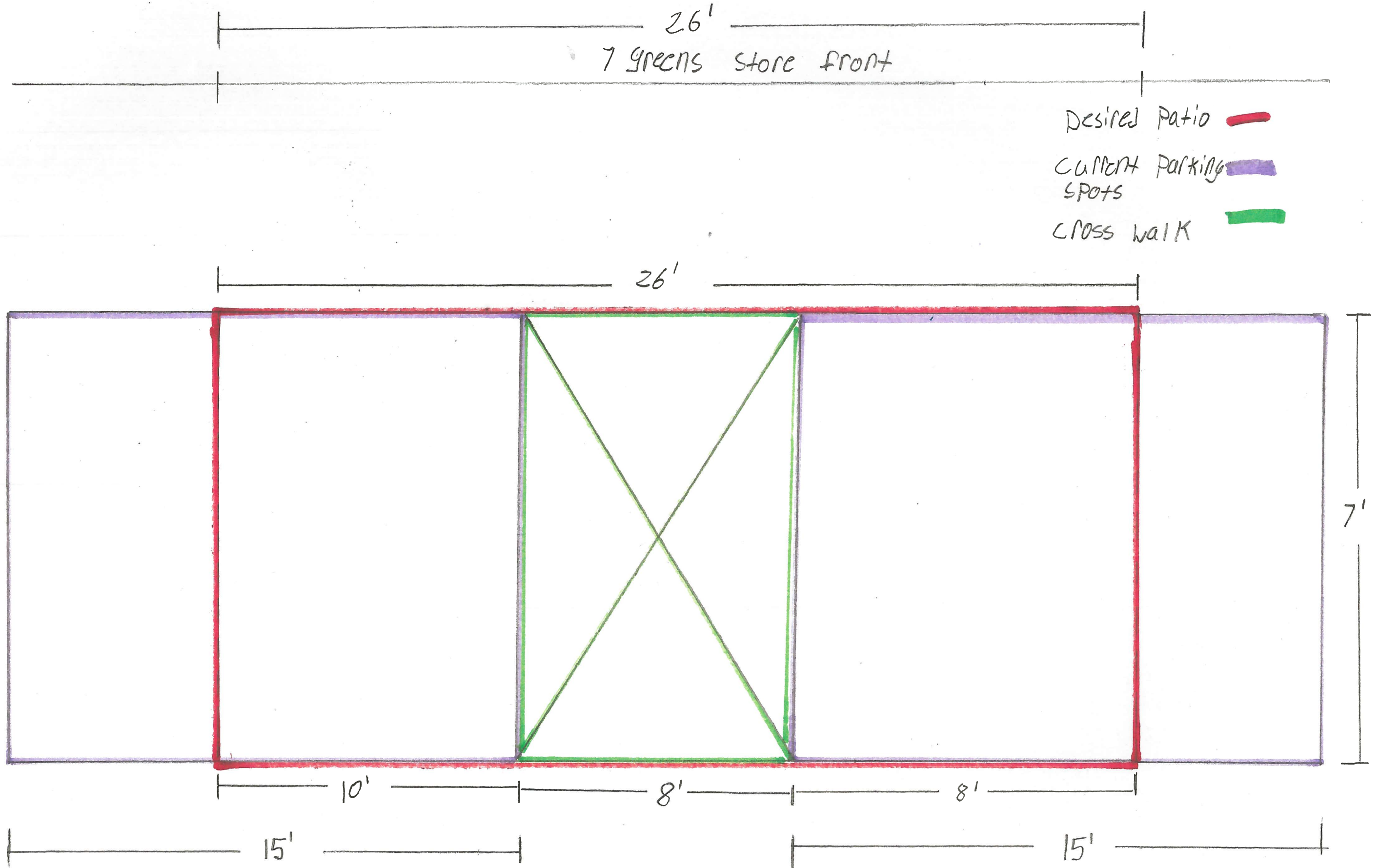
Railing 

Patio Met With CURB 

Patio Not To
Exceed 7 greens 
store front size of 26'

A1 7 greens Patio Elevation

A2 7 greens Desired Patio Lay out



7 Greens Patio Information Page

Positioning and layout information

Page A2

Page A2 shows the current parking and crosswalk layout as well the desired outline for the seasonal patio. Outlined in purple is the parking spaces, we would like the patio to be the size of 7 greens overall storefront outlined in red measuring at 26 feet. On page A2 you will see that if we center the patio on the storefront we will be intruding on the parking spaces on each side of the crosswalk we would like the approval to do so.

Patio design and material information

Page A1

Page A1 is a quick hand sketch visual to show what we propose with the removable deck, it will be built in 3 sections, page A3 each section will be 2x6 pressure treated framing cut in height to accommodate the ground conditions in front of the store, screwed together with exterior deck screws, the joists will be set at 12 inches on center for best structure, there will be stainless steel adjustable feet attached to the bottom of each section curbside and streetside every 2 feet for easy adjustment. Each frame will be clad in composite trex decking as well as the outside face of the deck scribed to the ground for best look and to keep trash from going under the deck. Once installed we plan to install a 36 inch tall aluminum black powder coated railing that will fasten through the trex decking material into the sub frame with 3 inch lag bolts, this railing will follow the streetside outline of the deck and end at the curb. We will scribe the top pieces next to the curb to be sure there is not a gap or a trip hazard.

Furnishings

To be provided by 7 Greens

- Exterior tables and bases
- Exterior chairs

Prepared by Michael Huber
Artistry Detroit



[Home](#)
[Rewards](#)
[Menus](#)
[Birmingham Menu](#)
[Detroit Menu](#)
[Locations](#)
[Employment](#)
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[Media](#)
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[Order Online](#)
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ORDER, PAY, PICK-UP OR DINE-IN. EASY PEEZY

7 Greens' Menu

7GREENS' CLASSICS

- MAKE IT PREMIUM -

Add one or more of the following Premiums to your Classic salad or wrap it up in a whole wheat or spinach: Grilled Chicken, Roasted Turkey, Prosciutto, Roasted Tofu, Hard Boiled Egg, Bacon, Tuna salad or Citrus Poached Shrimp

Superfood Toast

GF bread additional charge

Add a Fried Egg

+ Indicates an additional charge *indicates seasonal

GROWN UP PBJ

Toasted multi-grain bread, organic peanut butter, chia berry jam and coconut shavings

DOUGIE FRESH

Avocado smash, roasted beets, goat cheese, arugula, drizzle
flax oil and Himalayan pink sea salt.

HIPSTER

Toasted multi-grain bread, hummus, avocado,
roasted tomatoes, hemp hearts and himalayan
pink sea salt

Classics

K FOXY

Romaine, shaved parmesan and crazy
good butterons
Caesar sauce

DETROIT GREEK

Iceberg, roasted beets, local feta, cherry tomatoes, cucumbers, kalamata olives and red onion
Beet greek sauce

WOK IT TO ME

Nappa cabbage, carrots, green onions, organic soba noodles, edamame, toasted ramen, raw almonds and sesame seeds
Creamy ginger sauce

KALE YOU LATER

Kale, green apple, green onions, raw almonds, shaved parmesan and golden raisins
Citrus tahini sauce

WOODWARD CRUISE

Mixed greens, nappa cabbage, goat cheese bacon and pistachio nuts
Creamy balsamic sauce

MAURICE WHO?

Iceberg, baby spinach, sweet gherkin, aged manchego, roasted turkey and hard-boiled egg prosciutto
Maurice sauce

LAS BEAR

Iceberg, corn, black beans, cherry tomatoes, avocado, organic blue chips and white cheddar
Chipotle ranch sauce

YOGA GIRL

Baby spinach, kale, quinoa, carrots, roasted
beets, roasted brussels sprouts, organic
roasted tofu and sriracha drizzle
Miso sauce

DAN DAN

Romaine, mixed greens, green beans, dried
MI cherries, pepitas, roasted brussels
sprouts and crumbled blue
Creamy maple sauce

BERTIE

Mixed Greens, curried tuna salad, kalamata
olives tomatoes, green beans, hard-boiled egg
and cracked black pepper
Champagne vinaigrette sauce

CHACHIE

Romaine, hummus, tabbouleh, pita chips
tomatoes and cucumbers
Pomegranate sumac sauce

UNAMI BOMB

Spinach, kale, vegan kimchi, quinoa, carrots,
mushrooms, edamame, bean sprouts
and a fried egg
Spicy korean sauce

GREEN BUCKET

Arugula, romaine, cherry tomatoes, hearts
of palm chickpeas, cucumbers and
citrus poached shrimp
Green goddess sauce

Acai Bowls

The Acai Berry is the tree fruit of the Acai Palm Tree from the Amazon of Brazil. The Acai Berry has many health benefits: 19 amino acids, Omega 3 fatty acids, dietary fiber, phosphorous, vitamin E and a variety of antioxidants.

HULK

Acai, spinach, avocado, banana, blueberries, almond milk, gf granola, chia seeds, hemp hearts and honey drizzle

XOXO

Acai, banana, strawberry, blackberry, coconut water, kiwi, pineapple, granola and hemp hearts

BUBBLE

Acai, banana, strawberry, pineapple, almond milk, gf granola and bee pollen

PB LOCO MOCO

Acai, banana, strawberry, cocoa powder, almond milk,
GF granola, coconut shavings, caracoled cocoa nibs, peanut
butter
and honey drizzle

ALMOND JOY

Acai, banana, strawberry, almond
butter, almond milk, gf granola,
coconut shavings, raw almonds and
agave drizzle

Fashion Your Own

SALADS / WRAPS

Choose 2 lettuces, up to 4 greenings + 7greens' sauce

CHEESE

Aged Manchego
Crumbled Blue

Goat Cheese
Local Feta
Shaved Parmesan
White Cheddar
Vegan Nut

PREMIUMS

Avocado
Bacon
Baked Falafel
Cauliflower Rice
Citrus Poached Shrimp
Chorizo
Curried Tuna Salad
Fried Egg
Grilled Chicken
Hard-Boiled Egg
Hearts of Palm

Hummus
Organic Brown Rice
Organic Tofu
Organic Soba Noodles
Prosciutto
Roasted Beets
Roasted Brussels Sprouts
Roasted Turkey
Quinoa
Quinoa Tabbouleh
Vegan Kimchi
Vegan Taco Meat

Bowls



MEMORANDUM

Engineering Dept.

DATE: March 31, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: 420 E. Frank St.
Parking Proposal

Recently, the Planning Board has approved a site plan for a new five unit condominium at the southeast corner of E. Frank St. and Ann St. Site plans and architectural concept plans are attached for your information. The south side of this block has five metered parking spaces presently. The plans call for removing three out of the five spaces so that only two spaces (in front of the adjacent commercial property) would remain. One of the three spaces clearly needs to be removed to facilitate the new driveway to the building. The remaining two, however, are being removed to create space for lawn and trees between the City sidewalk and the curb. Due to the need for public parking in this area, it was felt that this action should be reviewed by the Advisory Parking Committee, and if endorsed, approved by the City Commission. The following is a brief history of this block as it pertains to parking:

1960 – Several blocks of Frank St. were paved with new concrete curb and gutter. The block between Ann St. and Old Woodward Ave. was paved extra wide, as is often done in commercial zones, to allow for street parking on both sides of the street. At that time, there was a house on both the north and south corners of Ann St., facing Frank St., while the rest of the block was commercial. Due the number of driveways that existed at the time, it appears that there was enough space for about ten parking spaces on the street for the entire block.

1994 - A Mercedes Benz dealership on the north side of the block was demolished to make room for a new multi-tenant retail building and parking lot, anchored by a CVS Drug Store. At that time, there was extensive communications with the adjoining neighborhood, and a compromise plan was developed where the westerly part of the block, adjacent the one single family house, would be narrowed on both sides of the street to create an area where grass and trees could be installed between the sidewalk and the road. Five metered parking places were installed on the south side of the street. On the north side, the portion of the street adjacent to the new building was left open for a loading zone. No parking is allowed on the north side.

2000 – As demand for parking in the area grew, the City decided to install parking meters on northbound Ann St., north of Frank St. The area had historically been signed as 2-hour free parking. Once meters were installed, staff got requests from the adjacent office building at 280 Daines St. (located at the north end of Ann St.) to create a monthly parking permit zone. The Advisory Parking Committee studied this issue in depth, and eventually recommended that 8 monthly permits be sold for use at this location. If metered spaces were being used by others, then those with a monthly permit could park at the Frank St. meters as an overflow option.

This arrangement seems to have worked well for those buying the permits, except that they would like to buy more than the City has available.

CURRENT PROPOSAL

The applicant has prepared the attached request for the removal of three of the five parking spaces on the south side of the block. One would be to allow room for a new driveway, while the other two would make room for improved landscaping. It is difficult to determine the impact that this would have on the surrounding businesses without first collecting usage data, and requesting input from the neighbors. We contacted the building owner across the street relative to potentially removing the loading zone in favor of two new metered parking spaces. The owner indicated that she would not be in favor of this, as the area is needed for unloading of goods for the various tenants. The parking lot is not set up for large trucks to enter and exit.

If the Advisory Parking Committee wishes to entertain this proposal, the following is recommended:

- Collection of usage data for the five existing parking spaces. Data could be collected at 10 AM, Noon, and 2 PM, for five business days.
- Collection of loading zone usage at the same time (noting that if little usage is noted, it may just be that this is not the time of day that unloading is done.)
- Scheduling a public hearing to allow the adjacent property owners and tenants the opportunity to comment.

SUGGESTED RECOMMENDATION:

To schedule a public hearing to consider the removal of three metered parking spaces on E. Frank St., between Ann St. and Woodward Ave., at the May 3, 2017 Advisory Parking Committee meeting. Further, to direct staff to collect usage data on the subject parking spaces and loading zone prior to the meeting for review at that time.

420 E. Frank, LLC

March 31, 2017

City of Birmingham Advisory Parking Committee
151 Martin Street
Birmingham, MI 48009

RE: E. Frank Street Metered Parking

Dear Committee Members:

We are developing what was formally the three parcels along E. Frank Street between Old Woodward and Ann Street. The property was recently rezoned by the City Commission to residential use and our project recently received unanimous approval by the Planning Board for Preliminary Site Plan Review. Our building will be a five residence condominium. Our plan calls for the elimination of three metered parking spaces along our frontage on E. Frank Street and replacing it with a green belt with street trees and other plantings. We attached a site plan and elevations of our newly approved building. Please consider the following points:

- There are currently three (3) parking spaces fronting our proposed "420 E. Frank Street" building. All three spaces were originally located along the frontage of the formally zoned B2B and B-1 parcels which comprised the eastern 200 feet of the property.
- There has never been metered parking spaces along the frontage of the former R-3 lot at the corner of E. Frank and Ann. Note that the R-3 lot contains a house that has had an operating business in it for the last 15 plus years.
- Our original plan that was discussed at the Planning Board called for the entrance to our project to be located at the southern end of our property on Ann Street. In that scenario there would be no entry to our property off of E. Frank Street.
- The neighborhood residents as well as the Planning Board were adamant that we not have access off of Ann Street.
- The neighborhood residents and the Planning Board demanded that our traffic be limited to the eastern end of our site on Frank Street away from the neighborhood. Frank Street currently has two curb cuts which will be reduced to one for our drive entrance. The curb cut on Ann is eliminated.
- The three parcels (the B2B, B-1 and R-3 parcels) have now been downzoned by the City Commission to exclusive residential use under its TZ1 zoning classification.
- The purpose for this downzoning was to establish an orderly transition between the business district along Old Woodward and the residential neighborhood. We are proposing providing a suitable frontage for residentially zoned property versus the previous business zoned parcels.
- With the revision to the street layout as proposed, the result would be a street with the same width as it currently is for the western 100' of our E. Frank Street frontage to the corner of Ann Street (see attached plan).

- The metered parking along our frontage was placed there to accommodate the traffic that served the two businesses operating there. Both business uses have been eliminated and replaced by our residential building.
- Our project will reduce the parking pressure in the area.
- Our building property will provide fifteen (15) on-site enclosed parking spaces which is 50% more than what is required by ordinance. We will accommodate on site, two (2) parking spaces for each residential unit and have five (5) additional on-site spaces for guests
- The CVS drug store has a 65 car parking lot with an entrance along E. Frank and their parking needs are self contained. The office building at the southwest corner of Old Woodward and E. Frank has its own parking lot. Our new building will be able to accommodate all of our parking needs on-site.
- Two metered spaces along E. Frank to the east of our property would remain.
- If metered parking is to remain along the frontage of our building, the pavement will be right up to the sidewalk along E. Frank Street and thus preclude any possibility of street trees, grass or other plantings along the entire frontage of our new building.
- On the commercial side of E. Frank Street along the CVS parking lot there is a 7 foot grass right of way between the 7'4" foot sidewalk and the street and there are no street trees in that area.
- If the city deemed it necessary to replace the parking spaces we propose eliminating, it may be more suitable for those spaces to be located on the north side of the street along the frontage of the commercial property rather than along the frontage of the residential property.
- Having metered parking immediately adjacent to the sidewalk along the frontage of our building on E. Frank Street will prevent us from establishing a beautiful natural setting for our residences.
- City ordinances under TZ1 require us to have street trees. We are already challenged along our frontage of Ann Street by utility poles and utility pole guide wires that are placed between the sidewalk and the street.
- Note: The attached landscape plan was deficient in the number of street trees per the city ordinance and we are required in our approval by the Planning Board to add a minimum of three additional street trees. We had trouble locating them on the Ann Street frontage due to the utility lines so we will be placing them along the E. Frank Street frontage. The attached perspective artist rendering does not depict the existing large street tree on E. Frank, and does accurately reflect the revised landscape plan that we will submit with Final Site Plan.

We believe that there is great benefit to the community to have a beautiful streetscape at the entry way to the residential neighborhood which is what our building represents as stated by the City Commission. We therefore respectfully request that the parking spaces along the frontage of our building be eliminated and replaced by a landscaped area with street trees.

Thank you for your consideration.

Regards,

420 E. Frank LLC



By: John Shekerjian, agent

LAND SITUATED IN THE CITY OF BIRMINGHAM, COUNTY OF OAKLAND, STATE OF MICHIGAN, DESCRIBED AS FOLLOWS:

PARCEL 1:
WEST 1/2 OF LOTS 31 AND 32, OF PLAT OF BLAKESLEE'S ADDITION TO THE VILLAGE OF BIRMINGHAM, ACCORDING TO THE PLAT THEREOF AS RECORDED IN LIBER 2 OF PLATS, PAGE 50, OAKLAND COUNTY RECORDS.

WEST 1/2 OF LOTS 31 AND 32, OF PLAT OF BLAKESLEE'S ADDITION TO THE VILLAGE OF BIRMINGHAM, ACCORDING TO THE PLAT THEREOF AS RECORDED IN LIBER 2 OF PLATS, PAGE 50, OAKLAND COUNTY RECORDS.

EAST 60 FEET OF LOTS 31 AND 32, OF PLAT OF BLAKESLEE'S ADDITION TO THE VILLAGE OF BIRMINGHAM, ACCORDING TO THE PLAT THEREOF AS RECORDED IN LIBER 2 OF PLATS, PAGE 50, OAKLAND COUNTY RECORDS.

WEST 32 FEET OF LOTS 3 AND 4, OF PLAT OF BLAKESLEE'S ADDITION TO THE VILLAGE OF BIRMINGHAM, ACCORDING TO THE PLAT THEREOF AS RECORDED IN LIBER 2 OF PLATS, PAGE 50, OAKLAND COUNTY RECORDS.

PARCEL 1:	±6,000	SQUARE FEET =	±0.14 ACRES
PARCEL 2:	±6,000	SQUARE FEET =	±0.14 ACRES
PARCEL 3:	±3,200	SQUARE FEET =	±0.07 ACRES
TOTAL:	±15,200	SQUARE FEET =	±0.35 ACRES

A CURRENT TITLE POLICY HAS NOT BEEN FURNISHED AT TIME OF SURVEY, THEREFORE EASEMENTS AND/OR ENCUMBRANCES AFFECTING SUBJECT PARCEL MAY NOT BE SHOWN.

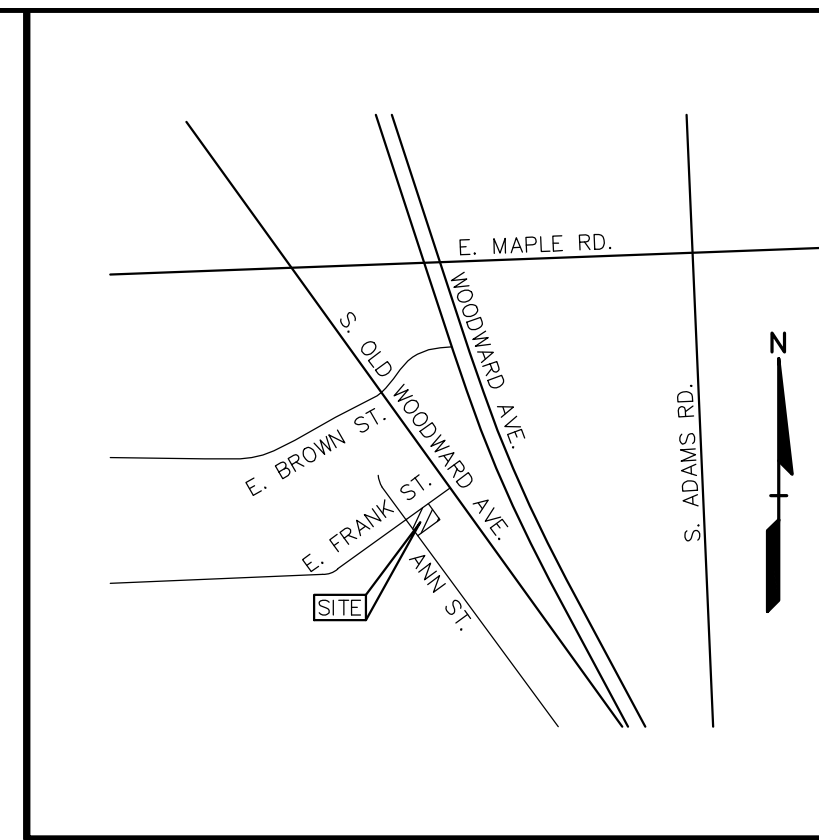
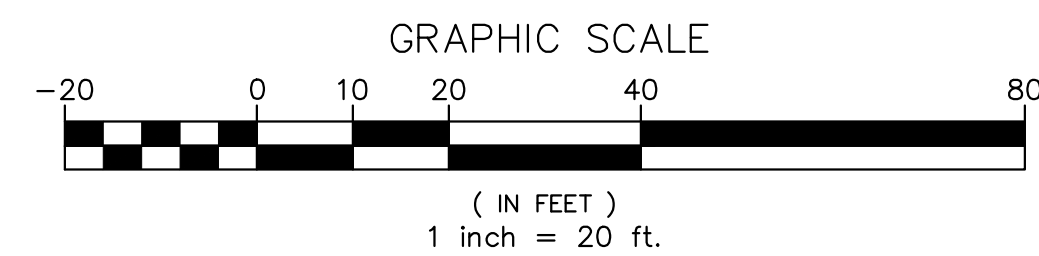
FLOOD NOTE:
BY GRAPHICAL PLOTTING, THE SUBJECT PARCEL LIES WITHIN "AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN" (ZONE X) PER FEMA FLOOD INSURANCE RATE MAP 26125C-0537F, EFFECTIVE FEBRUARY 2, 2012.

(U.S.G.S. DATUM)

NAIL IN POLE NORTHEAST CORNER OF
FRANK STREET AND ANN STREET
ELEV. - 765.29

TOPOGRAPHIC AND BOUNDARY SURVEY, INCLUDING PROPERTY LINES, LEGAL DESCRIPTION, EXISTING UTILITIES, EXISTING ELEVATIONS, EXISTING PHYSICAL FEATURES AND STRUCTURES WAS PROVIDED BY KEM-TEC & ASSOCIATES AND THOMAS M. SMITH.

PEA, INC. WILL NOT BE HELD RESPONSIBLE FOR THE ACCURACY OF THE SURVEY
OR FOR DESIGN ERRORS/OMISSIONS RESULTING FROM SURVEY INACCURACIES.



LOCATION MAP – NOT TO SCALE

●	SET 1/2" REBAR WITH CAP P.S. 47976
◎	FOUND MONUMENT (AS NOTED)
(R&M)	RECORD AND MEASURED DIMENSION
(R)	RECORD DIMENSION
(M)	MEASURED DIMENSION
○	UTILITY POLE
=====	PARCEL BOUNDARY LINE
=====	PLATTED LOT LINE
=====	BUILDING
=====	BUILDING OVERHANG
=====	CONCRETE CURB
=====	EDGE OF CONCRETE (CONC.)
=====	EDGE OF ASPHALT (ASPH.)
=====	EDGE OF GRAVEL
----- x -----	FENCE (AS NOTED)
=====	WALL (AS NOTED)
=====	OVERHEAD UTILITY LINE

[illegible][illegible]

CAUTION!!
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420 E FRANK, LLC

36400 WOODWARD AVE.

BLOOMFIELD HILLS, MI 48304

420 E FRANK

PART OF THE NE 1/4 OF SECTION 36, T. 2N., R. 10E.

CITY OF BIRMINGHAM, OKLAHOMA COUNTY, MICHIGAN

DES. TMS. DN. SUR. OTHERS

JBT

ORIGINAL ISSUE DATE:
MARCH 1, 2017

PEA JOB NO. 2017-060

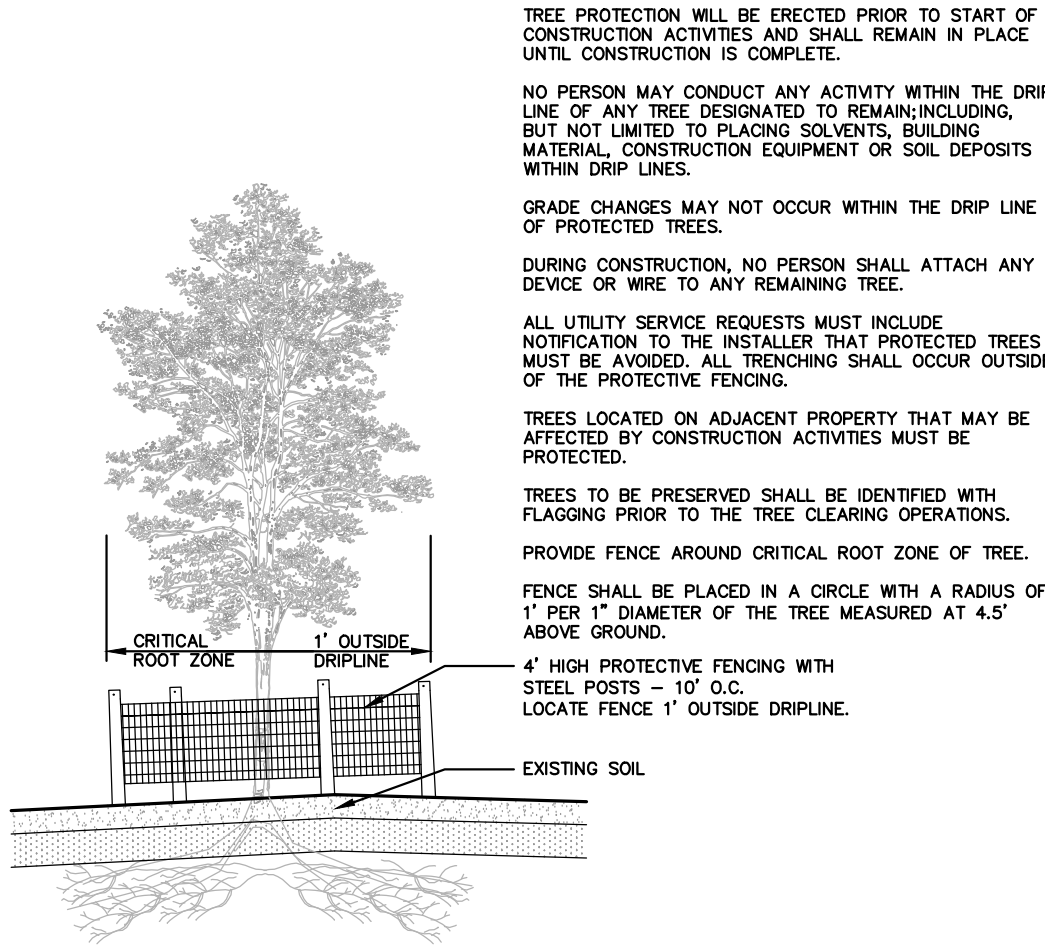
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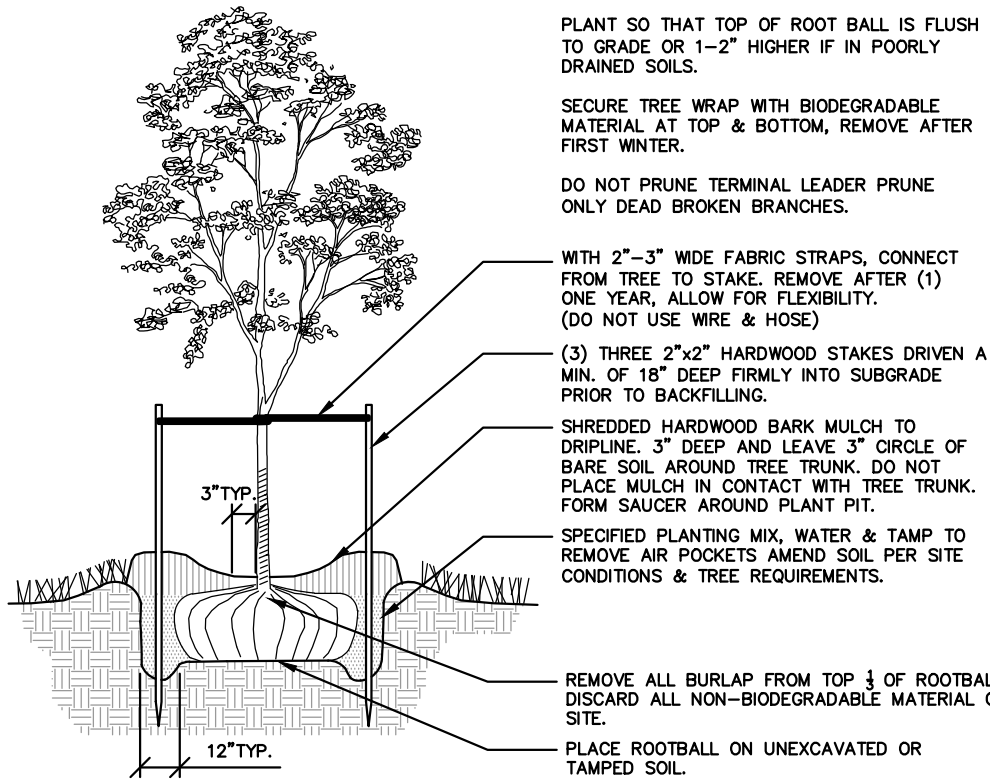
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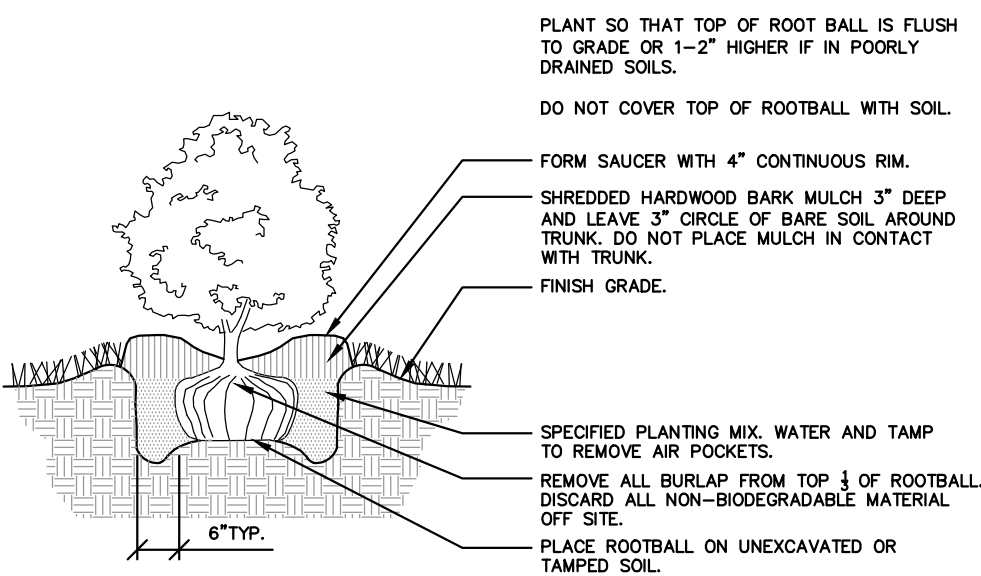
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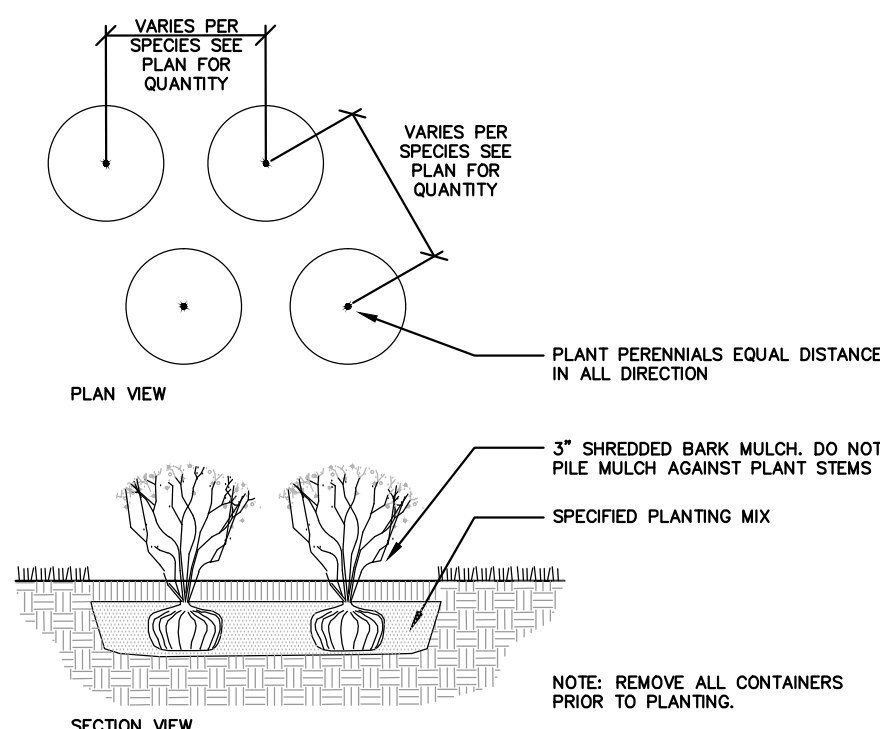
TREE PROTECTION DETAIL
NOT TO SCALE



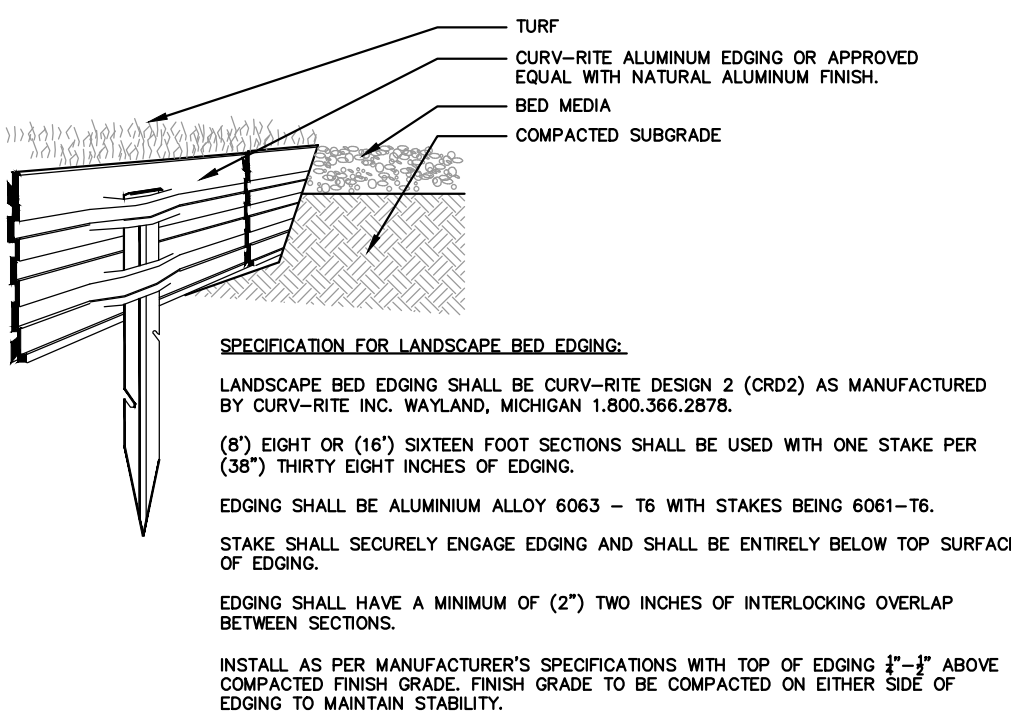
DECIDUOUS TREE PLANTING DETAIL
NOT TO SCALE



SHRUB PLANTING DETAIL
NOT TO SCALE



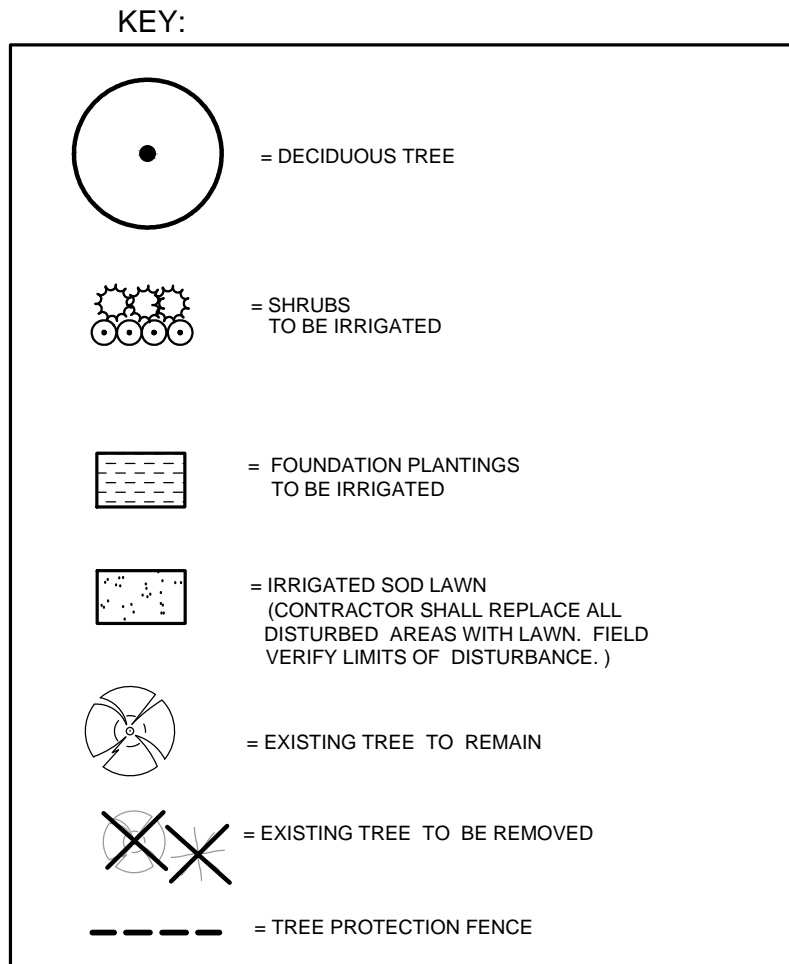
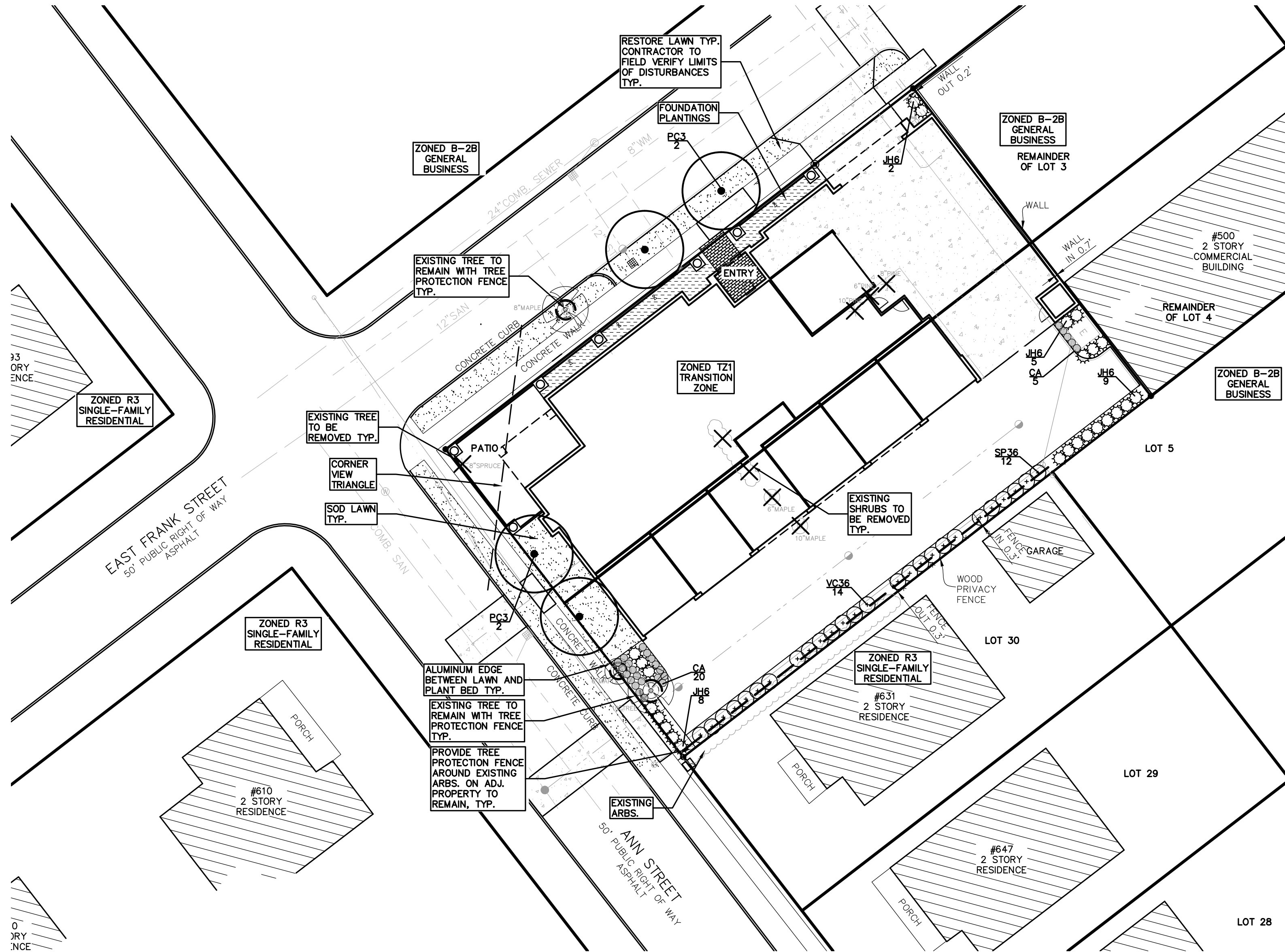
PERENNIAL PLANTING DETAIL
NOT TO SCALE



ALUMINUM EDGE DETAIL
NOT TO SCALE

TREE PLANT LIST:					
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
4	PC3	Cleveland Select Pear	<i>Pyrus calleryana</i> 'Cleveland Select'	3" Cal.	B&B
SHRUB PLANT LIST:					
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
24	JH6	Hetz Columnar Juniper	<i>Juniperus chinensis</i> 'Hetzi Columnaris'	6'	B&B
12	SP36	Miss Kim Lilac	<i>Syringa patula</i> 'Miss Kim'	36" Ht.	Cont.
14	VC36	Korean Spice Viburnum	<i>Viburnum carlesii</i> 'Compacta'	36" Ht.	Cont.
SHRUB PLANT LIST:					
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
25	CA	Feather Reed Grass	<i>Calamagrostis x acutiflora</i> 'Karl Foerster'	1 Gal.	Cont.

LANDSCAPE REQUIREMENTS PER CITY OF BIRMINGHAM:					
STANDARD LANDSCAPE REQUIREMENTS PER 4.20 LA-01 B2C.-FOR PARKING 20 OR MORE SPACES PER 4.20 LA-01 F. -FOR PARKING LOTS 7500 SF OR GREATER 5% OF INTERIOR PARKING LOT AREA SHALL BE LANDSCAPED WITH 1 TREE/150 SF OF REQ'D AREA					
PROPOSED: PARKING AREA IS LESS THAN 20 CARS AND 5400 SF LOT, THEREFORE REQUIREMENTS ABOVE ARE NOT APPLICABLE.					
PER 4.53 - SCREENING/ SCREEN WALL IS REQUIRED WHEN PARKING ADJACENT A STREET AND PLANTED ON THE STREET SIDE.					
PROPOSED: EVERGREEN BUFFER AT NE AND SW CORNER OF DRIVEWAY					
FRONTAGE TREES: 1 TREE PER 40 LF OF FRONTAGE FRANK STREET 152/40 = 3.8; ANN ST. 100/40 = 2.5 (TREE CREDITS = 6" DEC. TREE SAVED = 3 NEW TREES; (3 TREES SAVED = 9 CREDITS)					
PROPOSED: FRANK ST.; 1 EXISTING TREE (= 3 TREE CREDITS) ANN ST.; 2 EXISTING TREES (= 6 TREE CREDITS)					
MULTI FAMILY IN RESIDENTIAL LAND USE: 1 DEC. AND 1 EVG. PER 2 DWELLING UNIT 8 UNITS = 4 DEC. AND 4 EVG. REQUIRED					
PROPOSED: EVERGREEN AND DEC. SHRUB PLANTINGS ALONG SOUTH PROPERTY LINE (UNABLE TO PLANT TREES DUE TO ELEC. LINE ON SOUTH PROPERTY LINE AND EASEMENTS)					
TREE REPLACEMENT: REMOVE 1 TREE REPLACE WITH A TREE REMOVE 2 DEC. AND 4 EVERGREEN TREES					
PROPOSED: 4 NEW TREES (AND USING THE REMAINING 3 TREE CREDITS FROM ABOVE SAVED EXISTING FRONTAGE TREES)					
NOTE: A TREE PERMIT IS REQUIRED FROM THE CITY FOR PLANTING TREES IN THE R.O.W.					



GENERAL PLANTING NOTES:

- LANDSCAPE CONTRACTOR SHALL VISIT SITE, INSPECT EXISTING SITE CONDITIONS AND REVIEW PROPOSED PLANTING AND RELATED WORK. IN CASE OF DISCREPANCY BETWEEN PLAN AND PLANT LIST, PLAN SHALL GOVERN QUANTITIES. CONTACT LANDSCAPE ARCHITECT WITH ANY CONCERNS.
- CONTRACTOR SHALL VERIFY LOCATIONS OF ALL ON SITE UTILITIES PRIOR TO BEGINNING CONSTRUCTION ON HIS/HER PHASE OF WORK. ELECTRIC, GAS, TELEPHONE, CABLE TELEVISION MAY BE LOCATED BY CALLING MISS DIG 1-800-482-7171. ANY DAMAGE OR INTERRUPTION OF SERVICES SHALL BE THE RESPONSIBILITY OF CONTRACTOR. CONTRACTOR SHALL COORDINATE ALL RELATED ACTIVITIES WITH OTHER TRADES ON THE JOB AND SHALL REPORT ANY UNACCEPTABLE JOB CONDITIONS TO OWNER'S REPRESENTATIVE PRIOR TO COMMENCING.
- ALL PLANT MATERIAL TO BE PREMIUM GRADE NURSERY STOCK AND SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARD FOR NURSERY STOCK. ALL LANDSCAPE MATERIAL SHALL BE NORTHERN GROWN, NO. 1. GRADE.
- CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON LANDSCAPE PLAN PRIOR TO PRICING THE WORK.
- THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL NOT MEETING SPECIFICATIONS.
- ALL SINGLE STEM SHADE TREES TO HAVE STRAIGHT TRUNKS AND SYMMETRICAL CROWNS.
- ALL SINGLE TRUNK SHADE TREES TO HAVE A CENTRAL LEADER; TREES WITH FORKED OR IRREGULAR TRUNKS WILL NOT BE ACCEPTED.
- ALL MULTI STEM TREES SHALL BE HEAVILY BRANCHED AND HAVE SYMMETRICAL CROWNS. ONE SIDED TREES OR THOSE WITH THIN OR OPEN CROWNS SHALL NOT BE ACCEPTED.
- ALL EVERGREEN TREES SHALL BE HEAVILY BRANCHED AND FULL TO THE GROUND, SYMMETRICAL IN SHAPE AND NOT SHEARED FOR THE LAST FIVE GROWING SEASONS.
- ALL TREES TO HAVE CLAY OR CLAY LOAM BALLS, TREES WITH SAND BALLS WILL BE REJECTED.
- NO MACHINERY IS TO BE USED WITHIN THE DRIP LINE OF EXISTING TREES; HAND GRADE ALL LAWN AREAS WITHIN THE DRIP LINE OF EXISTING TREES.
- ALL PLANTING BEDS SHALL BE STAKED BY LANDSCAPE CONTRACTOR AND ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF THE PLANT MATERIAL.
- IT IS MANDATORY THAT POSITIVE DRAINAGE IS PROVIDED AWAY FROM ALL BUILDINGS.
- ALL PLANTING BEDS SHALL RECEIVE 3" SHREDDED HARDWOOD BARK MULCH WITH PRE EMERGENT, SEE SPECIFICATIONS. SHREDDED PALETTE AND DYED MULCH WILL NOT BE ACCEPTED.
- ALL LANDSCAPED AREAS SHALL RECEIVE 3" COMPACTED TOPSOIL.
- SEE SPECIFICATIONS FOR ADDITIONAL COMMENTS, REQUIREMENTS, PLANTING PROCEDURES AND WARRANTY STANDARDS.

NOT FOR CONSTRUCTION

XREF: S:\PROJECTS\2017\2017060\DWG\17060-TOPOBASE.DWG
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XREF: S:\PROJECTS\2017\2017060\DWG\CONSTRUCTION-X-TBLK-17060.DWG

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1		JBT	REVISED BUILDING LAYOUT
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50		JBT	REVISED BUILDING LAYOUT

LOCATION MAP - NOT TO SCALE

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PRELIMINARY LANDSCAPE PLAN			
DES.	JLE	DN.	JLE
SUR.	JLE	OTHERS	P.M.
JBT			

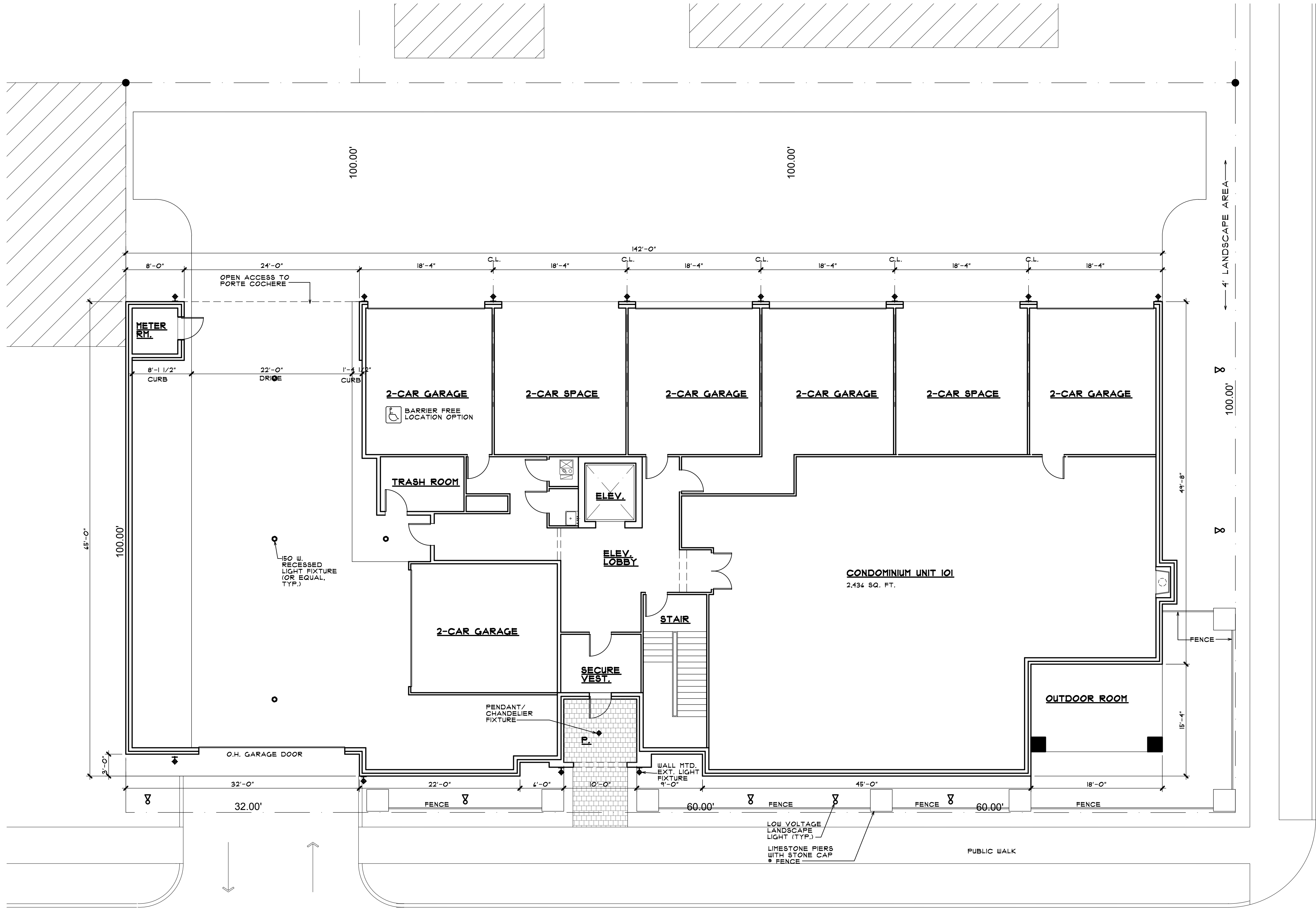
ORIGINAL ISSUE DATE:
MARCH 1, 2017

PEA JOB NO. 2017-060

SCALE: 1" = 20'

DRAWING NUMBER:

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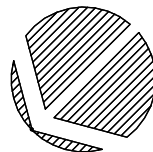
EAST FRANK STREET

ANN STREET

SQUARE FEET	
FIRST FLOOR	5,545 S.F.
SECOND FLOOR	4,798 S.F.
THIRD FLOOR	4,798 S.F.
TOTAL	15,141 S.F.

1 GROUND FLOOR PLAN

Scale: 1/8" = 1'-0"



Alexander V. Bogaerts + Associates, P.C. • Architecture • Planning • Interior Design

2445 Franklin Road
Bloomfield Hills, MI 48302
248 • 334 • 5000

CLIENT/PROJECT
420 E. FRANK DEVELOPMENT
420 E. FRANK, LLC
BIRMINGHAM, MICHIGAN

1 PRELIMINARY

☐ BIDS

☐ PERMITS

☐ CONSTRUCTION

REVISIONS

DRAWN BY
AMM
CAD FILENAME

CHECKED BY

JOB NUMBER

DATE

SHEET NUMBER

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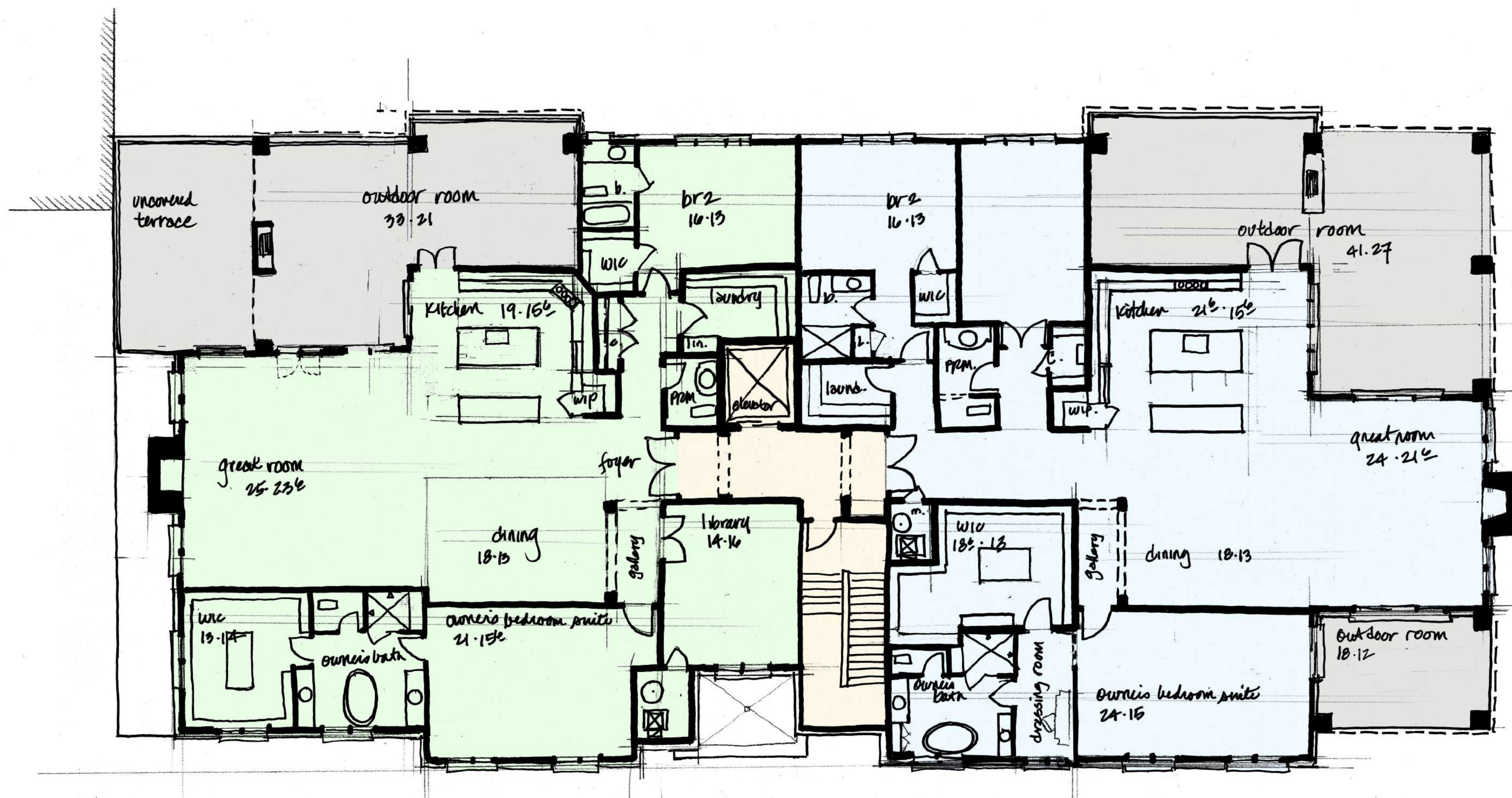


420 E. FRANK

1ST FLOOR PLAN

Alexander V. Bogaerts + Associates Architects

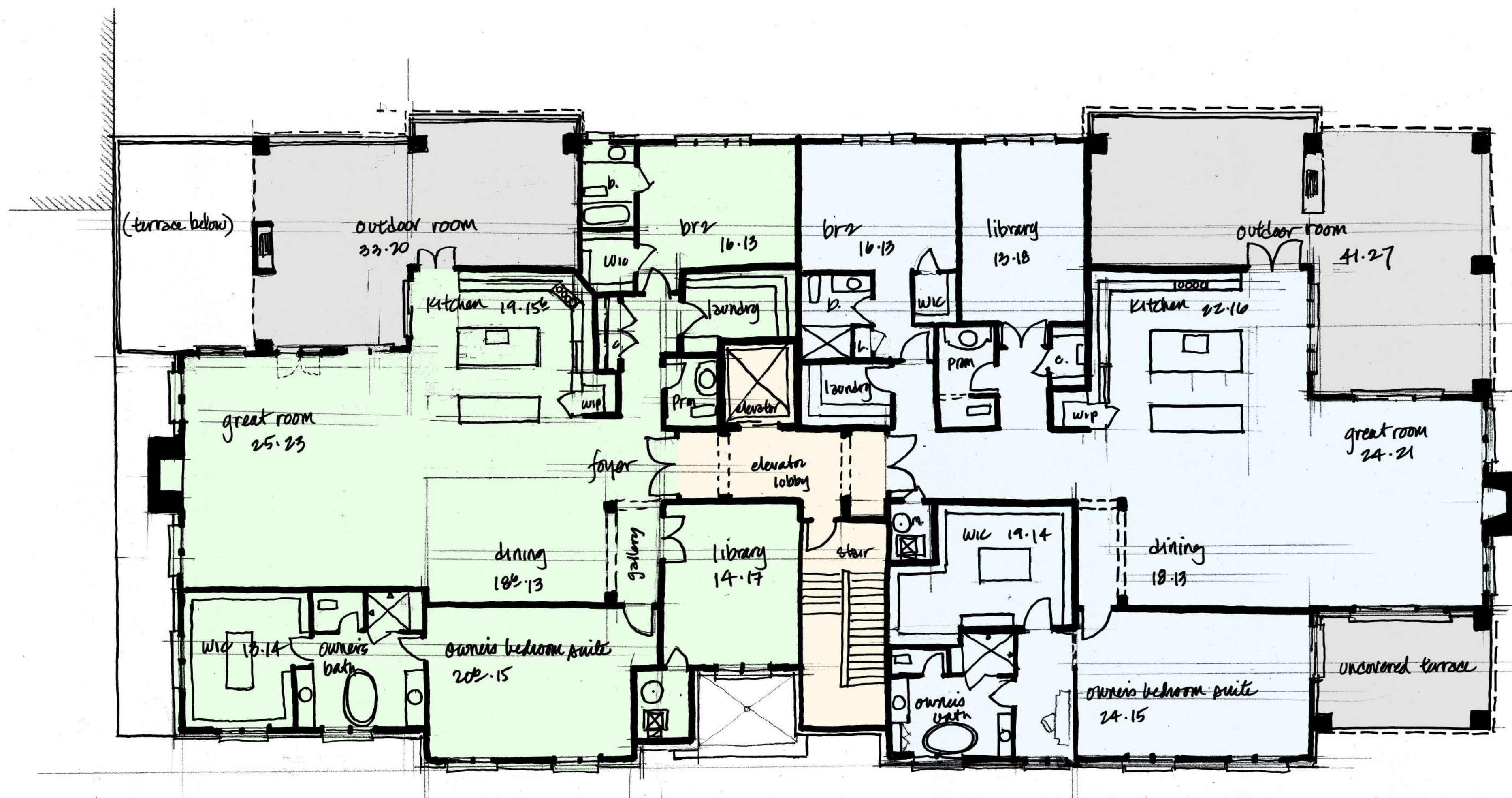




420 E. FRANK 2ND FLOOR PLAN

alexander v. bogaerts + associates architects





420 E. FRANK

3RD FLOOR PLAN

Alexander V. Bogaerts + Associates, Architects





420 E. FRANK, LLC.

NORTH ELEVATION

Alexander V. Bogaerts + Associates Architects



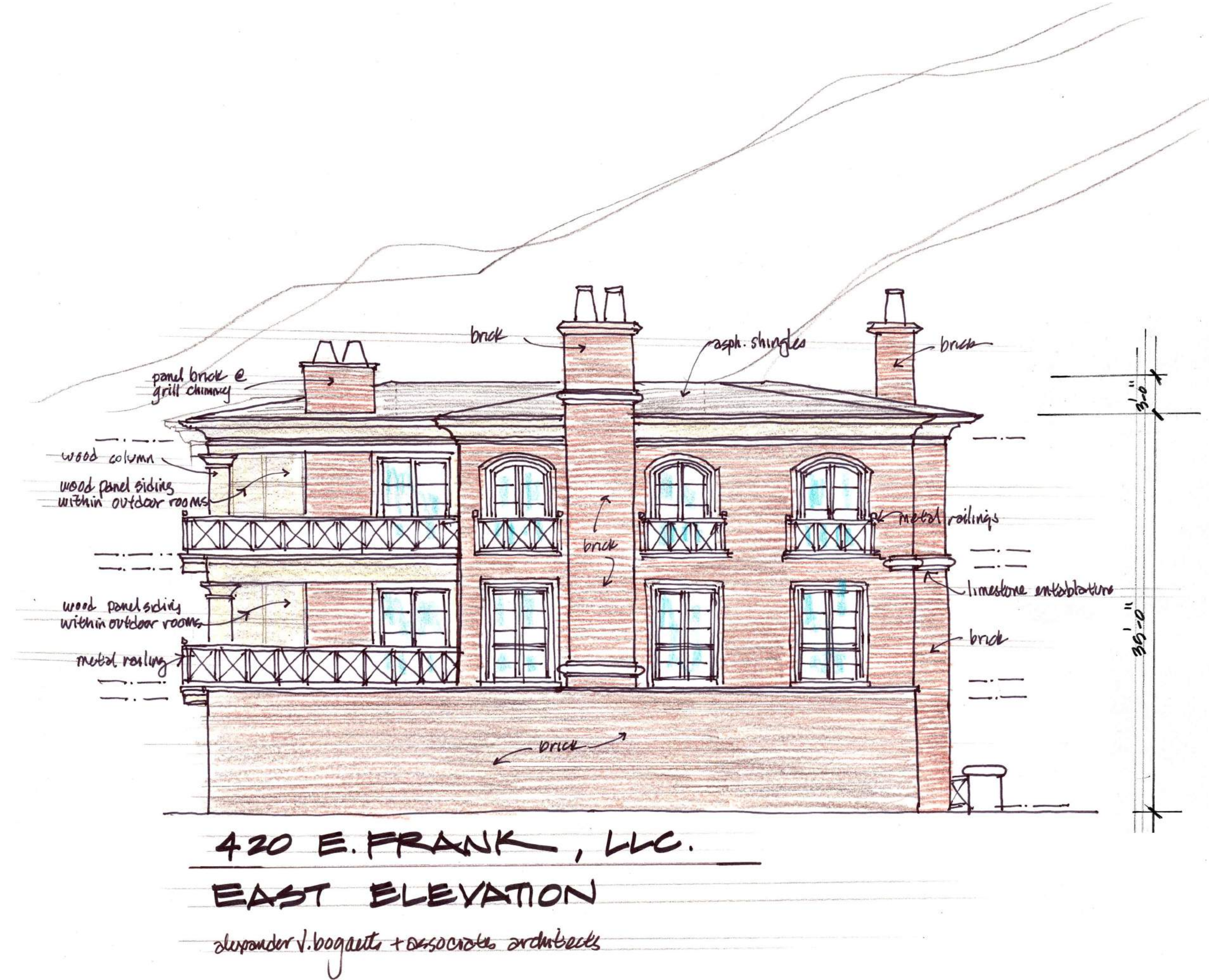


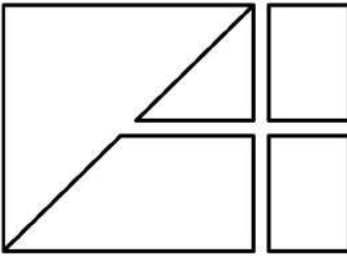
420 E. FRANK, LLC.

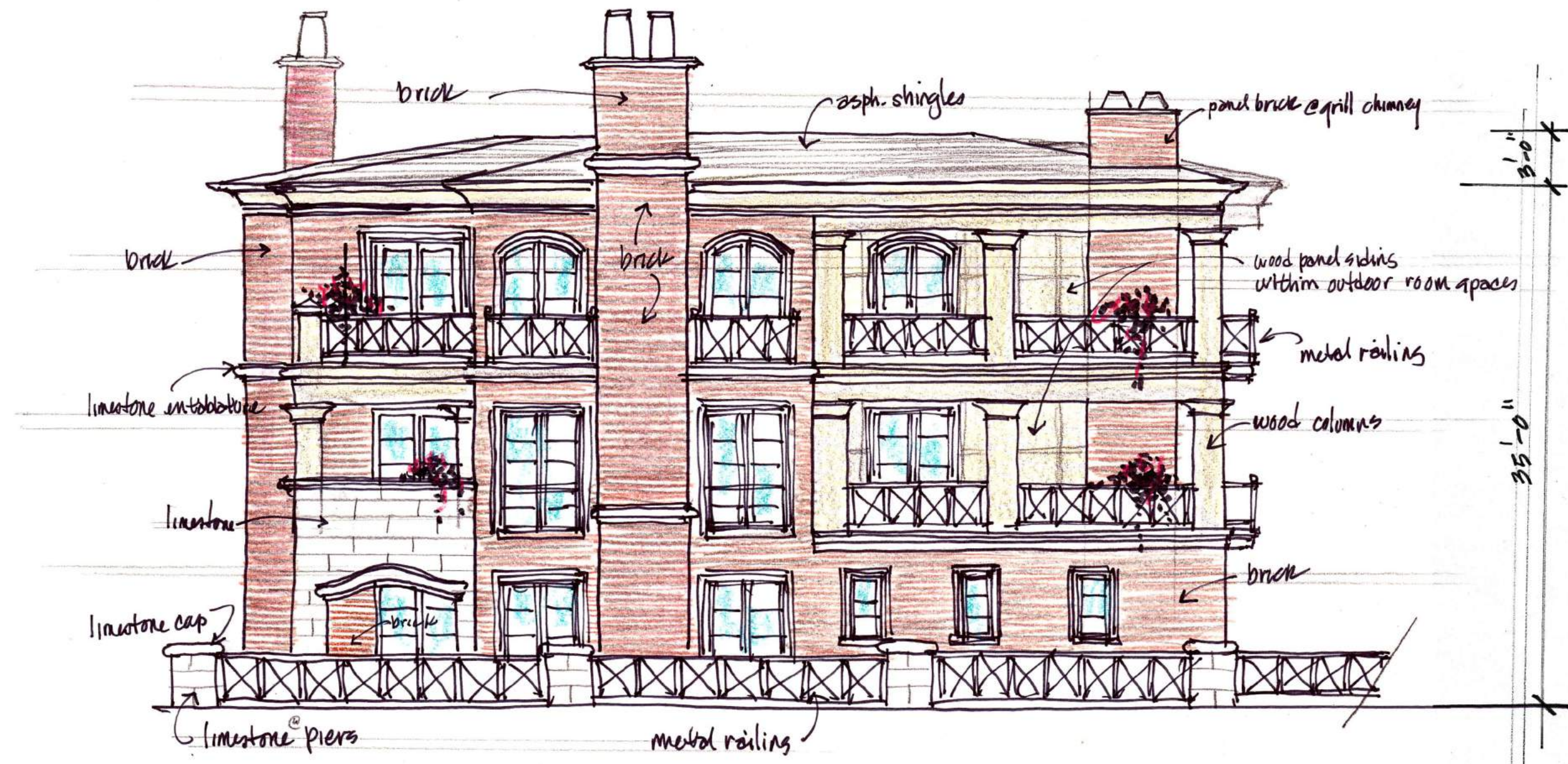
SOUTH ELEVATION

Alexander V. Bogaerts + Associates Architects





Alexander V. Boggaerts + Associates, P.C. • Architecture • Planning • Interior Design			
CLIENT/PROJECT 420 E. FRANK DEVELOPMENT 420 E. FRANK, LLC BIRMINGHAM, MICHIGAN		SHEET TITLE EAST ELEVATION PRELIMINARY	
COPYRIGHT 2016 ALEXANDER V. BOGGAERTS + ASSOC.		2445 Franklin Road Bloomfield Hills, MI 48302 248 • 334 • 5000	
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REVISIONS S.P.A. 02-27-2017			
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420 E. FRANK, LLC.

WEST ELEVATION

Alexander V. Bogaerts + Associates Architects



Alexander V. Bogaerts + Associates, P.C. • Architecture • Planning • Interior Design			
CLIENT/PROJECT 420 E. FRANK DEVELOPMENT 420 E. FRANK, LLC BIRMINGHAM, MICHIGAN		2445 Franklin Road Bloomfield Hills, MI 48302 248 • 334 • 5000	
SHEET TITLE WEST ELEVATION		PRELIMINARY	
COPYRIGHT 2016 ALEXANDER V. BOGAERTS + ASSOC.		<input checked="" type="checkbox"/> PRELIMINARY <input type="checkbox"/> BIDS <input type="checkbox"/> PERMITS <input type="checkbox"/> CONSTRUCTION	
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DATE		SHEET NUMBER 7	



MEMORANDUM

Engineering Dept.

DATE: March 31, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: N. Old Woodward Ave. Area –
Temporary Parking Proposal

As you may be aware, the N. Old Woodward Ave. corridor has been experiencing a parking capacity issue on a regular basis, particularly during the early afternoon hours, and especially on Wednesdays, Thursdays, and Fridays. Merchants along the corridor have expressed frustration that the City is not able to make meaningful improvements to address this issue.

Robert Greenstone, of Greenstone Jewelers (430 N. Old Woodward Ave.), has expressed similar concerns. Since he is closer to the downtown than most of the Parking Lot 6 area merchants, he is also concerned about the upcoming downtown reconstruction project. He has proposed an idea that he is asking the Advisory Parking Committee to explore. Twice before during City construction projects, the City was able to move monthly parking permit holders away from metered spaces to adjacent residential streets. (The residential streets in the area generally require that a residential parking permit be displayed, effectively banning any commercial related parking on the street.) This tactic was used in 2007, when this section of Old Woodward Ave. was reconstructed, and for a short period in 2016, when a sewer project was completed within Parking Lot #6. The streets impacted at that time were west of Old Woodward Ave., and north of Booth Park.

The recommendation at this time, as requested, focuses on a different neighborhood, east of Old Woodward Ave., and immediately north of Oakland Blvd. (closer to the proposed 2017 street closure). The streets being asked for consideration are Ravine, Euclid, Ferndale, and Park, as shown on the attached map.

First, it is important to clarify some statements from Mr. Greenstone's letter:

1. The letter states that the N. Old Woodward Ave. Parking Structure "...becomes nearly or completely full until after 4:00 pm on the peak days of Wednesdays through Friday." As you know, the City has been funding additional staff on the roof of the structure every Tuesday through Thursday to stack extra cars on the roof, helping to avoid a complete closure of the structure. Since the beginning of the year, the valet has only been needed one day in January, and twice in March (none in February). We acknowledge that demand is down this time of year, but the structure would have only been filled to capacity on three occasions over the past three months, even if there was no valet service. With the valet, the structure has not been full to the point where it was not allowing the entrance of vehicles since last June. The City stands ready to have the

valet operate more than just three days per week if demand grows to the point where that is needed.

2. "From Wednesday through Friday, permit holders ...(are forced into) the structure at daily rates." Permit holders may have to use the structure when they would prefer to use a street space. However, they should not be paying for the parking, since they have free parking privileges at any structure if their assigned area is full.
3. "The Brookside Condominium construction project (369 N. Old Woodward Ave.) ...has taken out sixteen metered street spaces, and it has taken a similar number of spaces from the surface lot next to the structure." The actual number of spaces closed for this project are 14 on the street, and 8 in the parking lot. These spaces were not closed lightly, but were done so only as necessary to keep the public away from areas that would be hazardous to have open. Once the basement levels of the structure are finished, a temporary driveway to the lower level will be closed, and three to four more street parking spaces will be opened back to the public.

As was discussed at the last APC meeting, the Old Woodward Ave. Reconstruction Project will require the closure of about 130 metered street parking spaces. To help compensate for this loss, the City Commission has authorized the funds to allow rooftop valet operations to open at four of the five parking structures, including N. Old Woodward Ave. and Park St. The valet operations will allow SP+ staff to stack cars on the roof as demand requires, effectively increasing the total count of parking in the structures by about 250 parking spaces. While these spaces will not be as desirable to the general public, they will provide a place for employees and customers to go when the street spaces are closed. The following information has been assembled regarding the residential permit parking zone to the east of Old Woodward Ave.:

Street	Limits	Parking Available	Approx. Space Count
Ravine	Ferndale to Park	South Side Only	9
Euclid	Old Woodward to Park	North Side Only	11 ¹
Ferndale	Ravine to Oakland	East Side Only	19
Park	Ravine to Oakland	Both Sides	40 ²

Mr. Greenstone suggested that only permits from the businesses south of Harmon St. be allowed to park on these streets as an alternative to their normal parking area. Photos were attached from a Wednesday afternoon to demonstrate that parking demand from the residents is low this time of day, leaving the streets relatively empty of parked cars.

The following are some thoughts from staff:

¹ The number shown does not include three metered parking spaces closest to Old Woodward Ave.

² Parking 40 vehicles on this street on a regular basis would be a hardship for the immediate neighbors, as the pavement is narrow and use of the street would become difficult.

1. It is difficult to predict what reactions the City will get from residents if it is suggested that the City is suggesting a change in policy that will in effect allow the impact of the commercial district come into their neighborhood. If the APC wishes to seriously consider this proposal, the following steps are suggested:
 - a. Usage surveys should be taken of the metered permit parking area under consideration to help confirm if it is filling to capacity on a regular basis. The spaces that would be of interest are all the metered parking spaces on the west side of Old Woodward Ave., from Harmon St. to Willits St. We acknowledge Mr. Greenstone's concern that demand will increase in this area as the weather gets warmer, so the survey could be postponed until after Easter, but before the next meeting. Counts are suggested at 10 AM and 2 PM, for a five day week.
 - b. Similarly, a usage survey should be taken of the four residential streets under consideration. The counting should be done the same times to help correlate.
 - c. All property owners and permit holders should be alerted to this topic, and invited to the next APC meeting so that their perspectives can be determined.
2. It is not known how many monthly permits are issued to businesses south of Harmon St. SP+ has been asked to determine this for the meeting on Wednesday, so we can understand how many cars this idea would involve.
3. Mr. Greenstone is suggesting that this would be an optional offering for the permit holders. If the City goes to the trouble of creating this area, but the monthly permit holders primarily continue to park at their normal metered parking spaces, then there will not be much gained. Depending on the number involved, staff recommends that permit privileges be changed for anyone working at a business in this select area, so that the metered parking spaces can be opened up for the general public.
4. As noted above, the City will be operating rooftop valet parking at both the N. Old Woodward Ave. and Park St. Structures, effectively increasing the number of cars that can be parked in these two facilities by 100. If the APC or City Commission is uncomfortable with moving employee cars onto residential streets, another option would be to require these permit holders to park in either parking structure. While this would be less desirable for the employees, it will produce the same desired effect, while not impacting the adjacent neighborhood.

There may be other options that become apparent once the APC meets and discusses this issue further. Likely, more data needs to be collected, which the committee can direct as desired. If the policy will impact a large number of people, either employees or residents, a public hearing is recommended, for which a resolution will be required.



Paul O'Meara <pomeara@bhamgov.org>

Advisory Parking Committee - April 4, 2017 Parking study of North Old Woodward - from Oakland to Harmon.

1 message

Robert Greenstone <robert@greenstonesjewelers.com>
To: Paul O'Meara <pomeara@bhamgov.org>

Fri, Mar 31, 2017 at 12:02 PM



Advisory Parking Committee - April 4, 2017 Parking study of North Old Woodward - from Oakland to Harmon.

Metered spaces along both the east and west sides of North Old Woodward, from Oakland to Harmon, are full on Wednesday through Friday, as early as 9:30am until after 3:00pm.

The North Old Woodward Structure has some 4th floor and roof spaces available until after 9:00am, then it becomes nearly or completely full until after 4:00pm on the peak days of Wednesday through Friday.

Lot 6 has non-permit spaces open until 12:00 noon on the peak-use days of Wednesday through Friday, then it is usually full until after 3:00pm

From Wednesday through Friday, permit holders may not find an open a space along the west side of North Old Woodward from Oakland to Harmon, forcing them to the structure at daily rates, and using up a scarce spaces in the structure.

The Brookside Condominium construction project on North Old Woodward, just north of the structure, has taken out sixteen metered street spaces, and it has taken a similar number of spaces from the surface lot next to the structure.

This loss of over thirty spaces has had a significant impact on parking availability. The project will continue into 2018.

These observations are made during a relatively quiet period in March when many residents and business patrons have not yet returned to the area from winter destinations and school vacations. Booth park is quiet now, and will become very busy during daylight hours from May through August.

There will soon be a major road reconstruction project on Old Woodward, from Oakland to Brown Street. This project, and the detours required, will place additional pressure on the already scarce street parking from Oakland to Oak Street. The municipal valet parking that has been authorized will remove several more metered spaces, and will require use of additional spaces in the structure.

The residential streets just east of North Old Woodward - Euclid, Ferndale, Park and Ravine - have a number of residential permit spaces that appear to go unused on weekdays between the hours of 9:00am and 6:00pm.

(Photos attached were taken on Wednesday, March 29th, 2017, at from 1:30 to 2:00pm.)

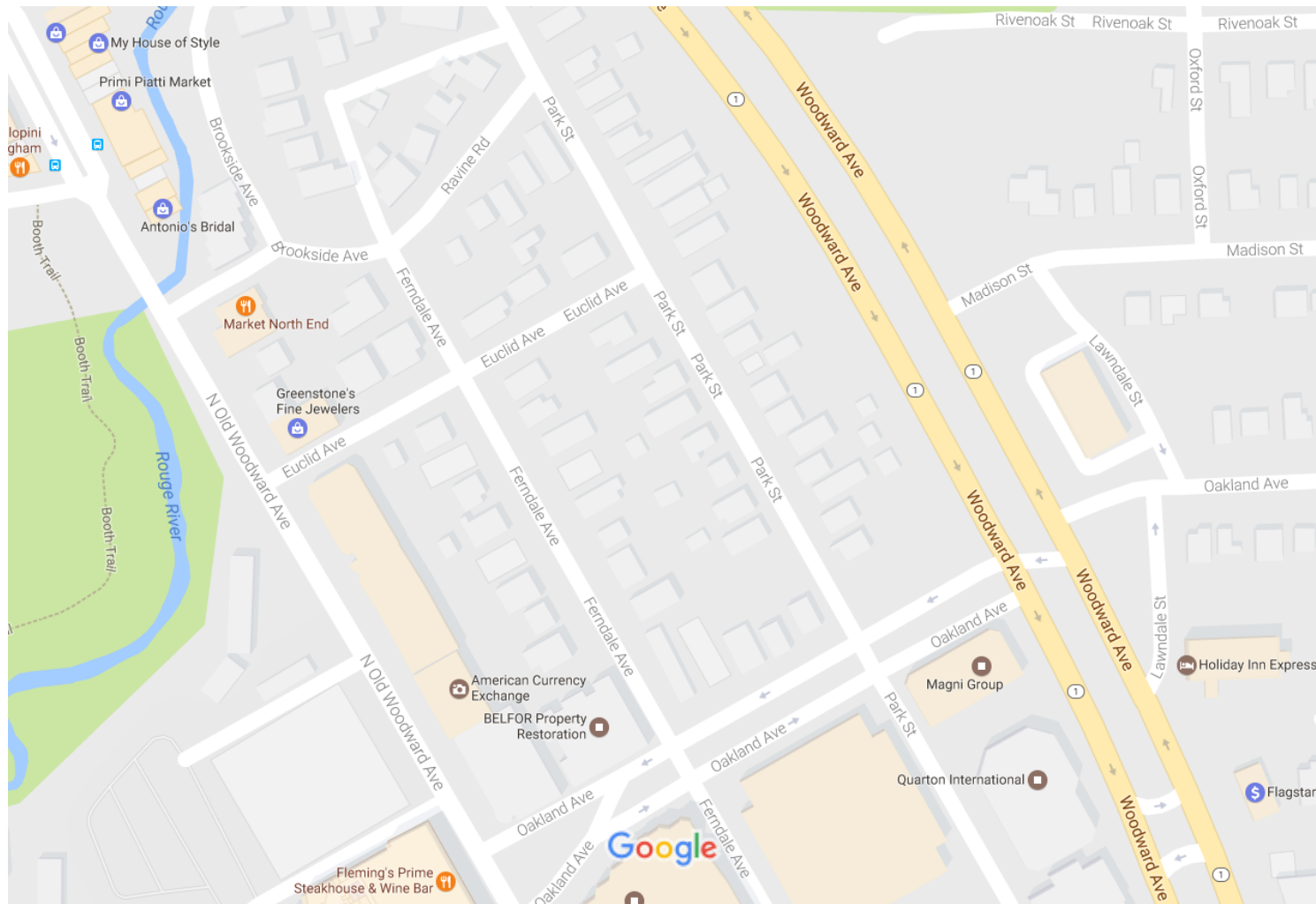
To reduce pressure on street and structure parking, it is suggested that those who hold permits for metered street parking along the west side of North Old Woodward from Oakland to Harmon be allowed to park in the residential permit areas of the streets listed, on weekdays between the hours of 9:00am and 6:00pm.

Thank you for your attention and consideration.

Very truly,

Robert Greenstone
Greenstone's Jewelers
430 North Old Woodward
[248.642.2650](tel:248.642.2650)

Photos sent in a separate message.

























MEMORANDUM

Engineering Dept.

DATE: March 31, 2017
TO: Advisory Parking Committee
FROM: Paul T. O'Meara, City Engineer
SUBJECT: Construction Update

Parking Equipment Upgrades

As you know, Harvey Electronics has been authorized to install all new Skidata traffic control equipment in our remaining four parking structures. The system will match that installed at the Chester St. Structure last year. Tickets will not be issued, and all customers must pay with credit or debit cards. SP+ is now offering the "IN Card" which can be used instead of a credit or debit card, for those that would have this preference. It can be obtained with as little as zero value, in case the customer is routinely in and out of the structures in less than 2 hours.

The implementation schedule has been delayed due to problems getting the proper credit card equipment authorized, but that has now been resolved. Each structure will have their equipment changeover started on a Friday. The structure will not process any payments on that Saturday or Sunday, while the installation is being tested. Harvey hopes to have each structure operating correctly by the Monday after the selected weekend. Here is the planned implementation schedule:

N. Old Woodward Ave.	April 7
Peabody St.	April 21
Pierce St.	May 5
Park St.	May 12

Permit holders are now being notified now for the first location. They are asked to report to the office and get their new permit cards so that they can be programmed and ready to use after the switch. SP+ will also set up a table at each structure to encourage customers to stop and make the switch on site if necessary. Ambassador staff will be posted at each entrance and exit to help during the first days after the transition.

Each parking structure will have one to two changeable message signs at each structure letting customer traffic know how many spaces are currently available in the structure. A website will also be running this year that will allow customers to get this information for all five locations on their cell phones, so they can select the best location to park before they get to town.

2017-18 BUDGET REQUEST

The 2017-18 budget for the City will be reviewed by the City Commission at their annual April hearing on April 22. An verbal update of what is planned for the next budget year will be provided by staff.

BATES ST. REQUEST FOR QUALIFICATIONS

As recommended by the Ad Hoc Parking Development Committee, the above document has been released to the development community. It is an opportunity for interested parties to submit a qualifications package for review by the Committee. It is considered the first step in gauging developer interest for the Old Woodward Ave. Parking Structure concept plan. Packages are due back from developers on May 15, and interviews with the top candidates are currently planned for the week of June 5.

Pierce Street Structure

Garage full list

MARCH 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8 FULL @ 11:50a OPEN @ 1:00p	9	10	11
12	13	14	15	16 FULL @ 12:50p OPEN @ 1:28p	17 FULL @ 12:05p OPEN @ 1:35p	18
19	20	21	22	23	24 FULL @ 12:20p OPEN @ 1:22p	25
26	27	28	29	30	31	
		Notes:				

Park Street Structure

Garage full list

MARCH 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 FULL @ 11:40a OPEN @ 12:01p	2 FULL @ 11:08a OPEN @ 1:02p	3	4
5	6	7 FULL @ 12:19p OPEN @ 2:10p	8	9 FULL @ 1:21p OPEN @ 2:44p	10	11
12	13	14	15	16	17	18
19	20	21	22 FULL @ 11:47a OPEN @ 12:32p	23	24	25
26	27	28	29	30	31	
		Notes:				

Peabody Street Structure

Garage full list

MARCH 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8 FULL @ 1:00p OPEN @ 1:20p	9	10	11
12	13	14	15 FULL @ 2:14p OPEN @ 3:00p	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	
		Notes:				

Chester Street Structure

Garage full list

MARCH 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	
		Notes: Structure has not filled as of 3/29/17.				

N. Old Woodward Garage

Valet Counts

March 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Garage not filled.	2 Garage not filled.	3 Valet closed	4
5	6 Valet closed	7 Garage not filled.	8 Garage not filled.	9 Garage not filled.	10 Valet closed	11
12	13 Valet closed	14 Garage not filled.	15 6 cars	16 1 cars	17 Valet closed	18
19	20 Valet closed	21 Garage not filled.	22 Garage not filled.	23 Garage not filled.	24 Valet closed	25
26	27 Valet closed	28 Garage not filled.	29 Garage not filled.	30	31	
		Notes:				

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

Fiscal 15-16

		Month Ended	Month Ended	Month Ended	Month Ended	Month Ended	Month ending	Month Ended	Month Ended	Month Ended	Month Ending	Month Ending	Month Ending	Total	
		31-Jul-15	31-Aug-15	30-Sep-15	31-Oct-15	30-Nov-15	31-Dec-15	31-Jan-16	28-Feb-16	31-Mar-16	30-Apr-16	31-May-16	30-Jun-16	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	\$ 180,760.50	\$ 191,094.00	\$ 2,247,355.00	
	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	\$ 140,389.49	\$ 147,232.93	\$ 1,486,276.96	
	Revenues - Card Deposits	\$ 150.00	\$ 300.00	\$ 97.50	\$ 240.00	\$ 662.50	\$ 702.50	\$ 1,080.00	\$ 80.00	\$ 1,800.00	\$ 3,265.00	\$ 585.00	\$ 2,040.00	\$ 11,002.50	
	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	\$ 8,072.50	\$ 27,032.50	\$ 144,880.50	
	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	\$ 329,807.49	\$ 367,399.43	\$ 3,889,514.96	
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	\$ 58,142.92	\$ 59,260.95	\$ 708,368.30	
	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	\$ 5,709.24	\$ 5,826.10	\$ 72,266.67	
	Workmens Comp Insurance	\$ 2,868.74	\$ 2,084.62	\$ 2,114.79	\$ 1,979.76	\$ 2,109.17	\$ 2,857.21	\$ 2,116.60	\$ 2,124.24	\$ 2,223.79	\$ 2,108.73	\$ 2,308.43	\$ 2,352.75	\$ 27,248.83	
	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	\$ 24,458.94	\$ 19,800.87	\$ 264,401.70	
	Uniforms		\$ 329.71		\$ 752.41	\$ (65.14)	\$ 2,523.24	\$ 163.11		\$ 384.30		\$ 299.41	\$ 574.34	\$ 4,961.38	
	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	\$ 9,136.81	\$ 9,027.81	\$ 105,234.85	
	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	\$ 525.30	\$ 940.32	\$ 18,108.98	
	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	\$ 8,230.82	\$ 4,004.14	\$ 93,665.01	
	Parking Tags/Tickets	\$ 2,223.23		\$ 44.20	\$ 3,187.13		\$ 1,521.98	\$ 2,650.00	\$ 7,490.66		\$ 434.97	\$ 3,469.94	\$ 587.35	\$ 21,609.46	
	Professional Services	\$ 3,988.97	\$ 4,162.36	\$ 3,988.97	\$ 4,021.72	\$ 3,988.97	\$ 4,044.97	\$ 4,363.97	\$ 4,383.72	\$ 4,363.97	\$ 4,363.97	\$ 4,567.57	\$ 4,363.97	\$ 50,603.13	
	Office Supplies	\$ 577.20	\$ 692.43	\$ 367.07	\$ 70.55	\$ 673.31	\$ 324.91	\$ 82.22	\$ 104.63	\$ 489.56	\$ 983.75	\$ 633.97	\$ 1,097.08	\$ 6,096.68	
	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	\$ 562.23	\$ 707.10	\$ 5,876.82	
	Pass Cards													\$ -	
	Employee Appreciation	\$ 97.56	\$ 300.00							\$ 61.46	\$ 129.48	\$ 29.35		\$ 150.00	\$ 767.85
	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	\$ 8,076.09	\$ 8,645.20	\$ 89,190.55	
	Bank Service Charges	\$ 311.98	\$ 415.19	\$ 1,627.34	\$ 400.68	\$ 405.72	\$ 400.67	\$ 449.90	\$ 712.04	\$ 473.22	\$ 491.82	\$ 446.77	\$ 421.87	\$ 6,557.20	
	Miscellaneous Expense	\$ 175.89	\$ 225.76	\$ 160.13	\$ 157.31	\$ 967.02	\$ 278.43	\$ 234.23	\$ 289.07	\$ 252.83	\$ 519.38	\$ 290.42	\$ 227.32	\$ 3,777.79	
	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	\$ 3,875.00	\$ 46,500.00
	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	\$ 130,733.86	\$ 121,862.17	\$ 1,525,235.20
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	\$ 199,073.63	\$ 245,537.26	\$ 2,364,279.76	

Fiscal 16-17

		Month Ended	Month Ended	Month Ended	Month Ended	Month Ended	Month ending	Month Ended	Month Ended	Month Ended	Month Ended		Total		
		31-Jul-16	31-Aug-16	30-Sep-16	31-Oct-16	30-Nov-16	31-Dec-16	31-Jan-17	28-Feb-17	31-Mar-17	30-Apr-17	31-May-17	30-Jun-17	Fiscal 16-17	
REVENUES:	Revenues - Monthly parking	\$ 198,382.46	\$ 226,351.54	\$ 145,993.50	\$ 194,622.50	\$ 224,452.50	\$ 169,703.40	\$ 187,124.10	\$ 187,955.00					\$ 1,534,585.00	
	Revenues - Cash Parking	\$ 177,881.25	\$ 204,275.80	\$ 228,661.74	\$ 208,977.45	\$ 192,357.30	\$ 207,440.55	\$ 248,428.95	\$ 158,569.75					\$ 1,626,592.79	
	Revenues - Card Fees	\$ 1,565.00	\$ 330.00	\$ 525.00	\$ 862.50	\$ 990.00	\$ 645.00	\$ 172.50	\$ 105.00					\$ 5,195.00	
	Revenue - Lot #6	\$ 170.00	\$ 18,010.40	\$ 20,715.00	\$ 1,125.00	\$ 5,315.00	\$ 20,240.00	\$ 220.00	\$ 16,858.00					\$ 82,653.40	
	Total Income	\$ 377,998.71	\$ 448,967.74	\$ 395,895.24	\$ 405,587.45	\$ 423,114.80	\$ 398,028.95	\$ 435,945.55	\$ 363,487.75	\$ -	\$ -	\$ -	\$ -	\$ 3,249,026.19	
EXPENSES:	Salaries and Wages	\$ 84,022.83	\$ 64,884.25	\$ 65,822.07	\$ 61,450.93	\$ 61,852.05	\$ 84,729.21	\$ 70,430.42	\$ 60,335.92					\$ 553,527.68	
	Payroll Taxes	\$ 8,234.74	\$ 6,404.86	\$ 6,366.59	\$ 5,927.85	\$ 5,900.79	\$ 7,986.63	\$ 8,933.68	\$ 7,649.43					\$ 57,404.57	
	Workmens Comp Insurance	\$ 3,333.51	\$ 2,575.61	\$ 2,612.62	\$ 2,439.49	\$ 2,455.44	\$ 3,364.97	\$ 2,988.53	\$ 2,560.52					\$ 22,330.69	
	Group Insurance	\$ 19,801.89	\$ 22,823.82	\$ 19,802.86	\$ 22,816.46	\$ 19,804.03	\$ 19,021.57	\$ 20,511.19	\$ 19,958.45					\$ 164,540.27	
	Uniforms	\$ 188.06	\$ 604.45			\$ 1,214.42	\$ 289.75	\$ 36.00	\$ 72.86					\$ 2,405.54	
	Insurance	\$ 9,136.81	\$ 9,136.81	\$ 9,136.81	\$ 9,849.61	\$ 9,136.81	\$ 9,197.81	\$ 9,662.92	\$ 10,662.92					\$ 75,920.50	
	Utilities	\$ 812.26	\$ 550.10	\$ 1,050.44	\$ 715.00	\$ 1,151.58	\$ 840.82	\$ 880.30	\$ 812.60					\$ 6,813.10	
	Maintenance	\$ 10,861.72	\$ 6,615.13	\$ 4,532.06	\$ 6,781.73	\$ 15,239.62	\$ 5,482.24	\$ 2,382.99	\$ 8,289.16					\$ 60,184.65	
	Parking Tags/Tickets	\$ 5,219.33		\$ 632.81		\$ 632.81	\$ 1,311.14		\$ 633.39					\$ 8,429.48	
	Professional Services	\$ 4,363.97	\$ 4,444.97	\$ 4,425.22	\$ 4,363.97	\$ 4,363.97	\$ 4,383.07	\$ 4,363.97	\$ 4,363.97					\$ 35,073.11	
	Office Supplies	\$ 722.75	\$ 462.54	\$ 627.58	\$ 224.21	\$ 446.36	\$ 286.43	\$ 379.58	\$ 409.01					\$ 3,558.46	
	Card Refund													\$ -	
	Operating Cost - Vehicles	\$ 660.74	\$ 581.45	\$ 654.09	\$ 634.65	\$ 640.06	\$ 289.66	\$ 603.61	\$ 589.81					\$ 4,654.07	
	Pass Cards													\$ -	
	Employee Appreciation	\$ 159.78	\$ 427.60	\$ 177.65	\$ 25.00	\$ 37.99	\$ 58.33	\$ 509.55	\$ 33.36					\$ 1,429.26	
	Credit Card Fees	\$ 8,919.15	\$ 8,521.66	\$ 8,411.58	\$ 7,491.41	\$ 8,130.40	\$ 7,466.34	\$ 9,770.63	\$ 8,264.89					\$ 66,976.06	
	Bank Service Charges	\$ 411.74	\$ 382.17	\$ 469.39	\$ 411.11	\$ 400.98	\$ 389.34	\$ 429.30	\$ 369.91					\$ 3,263.94	
	Miscellaneous Expense	\$ 246.65	\$ 287.92	\$ 232.43	\$ 229.03	\$ 467.43	\$ 319.92	\$ 1,236.04	\$ 302.15					\$ 3,321.57	
	Management Fee Charge	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00					\$ 31,000.00	
	Total Expenses		\$ 160,970.93	\$ 132,578.34	\$ 128,829.20	\$ 127,235.45	\$ 135,749.74	\$ 149,292.23	\$ 136,993.71	\$ 129,183.35	\$ -	\$ -	\$ -	\$ -	\$ 1,100,832.95
	Profit		\$ 217,027.78	\$ 316,389.40	\$ 267,066.04	\$ 278,352.00	\$ 287,365.06	\$ 248,736.72	\$ 298,951.84	\$ 234,304.40	\$ -	\$ -	\$ -	\$ -	\$ 2,148,193.24

CITY OF BIRMINGHAM - Combined
Income Statement
For Periods Indicated

	Month Ended February 28, 2017	8 Months Ending February 28, 2017	Month Ended February 28, 2016	8 Months Ending February 28, 2016
REVENUES:				
Revenues - Monthly parking	187,955.00	1,534,585.00	144,017.50	1,410,258.50
Revenues - Cash Parking	158,569.75	1,626,592.79	127,198.65	939,130.69
Revenues - Card Fees	105.00	5,195.00	80.00	3,312.50
Revenue - Lot #6	16,858.00	82,653.40	6,635.00	78,927.50
TOTAL INCOME	<u>363,487.75</u>	<u>3,249,026.19</u>	<u>277,931.15</u>	<u>2,431,629.19</u>
EXPENSES:				
Salaries and Wages	60,335.92	553,527.58	53,507.11	483,146.36
Payroll Taxes	7,649.43	57,404.57	6,600.08	48,746.67
Workmens Comp Insurance	2,560.52	22,330.69	2,124.24	18,255.13
Group Insurance	19,958.45	164,540.27	28,909.55	175,754.52
Uniforms	1,911.65	4,244.33		3,703.33
Insurance	8,824.13	74,081.71	9,027.81	68,896.41
Utilities	812.60	6,813.10	1,810.20	13,525.80
Maintenance	8,289.16	60,184.65	3,084.48	62,884.49
Parking Tags/Tickets	633.39	8,429.48	7,490.66	17,117.20
Accounting Fees	4,363.97	35,073.11	4,383.72	32,943.65
Office Supplies	409.01	3,558.46	104.63	2,892.32
Card Refund				
Operating Cost - Vehicles	589.81	4,654.07	331.81	3,606.16
Pass Cards				
Employee Appreciation	33.36	1,429.26	61.46	459.02
Credit Card Fees	8,264.89	66,976.07	7,729.56	57,245.70
Bank Service Charges	369.91	3,263.94	712.04	4,723.52
Miscellaneous Expense	302.15	3,321.57	289.07	2,487.84
Management Fee Charge	3,875.00	31,000.00	3,875.00	31,000.00
TOTAL EXPENSES	<u>129,183.35</u>	<u>1,100,832.86</u>	<u>130,041.42</u>	<u>1,027,388.12</u>
		<u>-</u>		<u>-</u>
OPERATING PROFIT	<u>234,304.40</u>	<u>2,148,193.33</u>	<u>147,889.73</u>	<u>1,404,241.07</u>

CITY OF BIRMINGHAM PIERCE DECK
Income Statement
For Periods Indicated

	Month Ended February 28, 2017	8 Months Ending February 28, 2017	Month Ended February 28, 2016	8 Months Ending February 28, 2016
REVENUES:				
Revenues - Monthly parking	36,443.00	269,777.50	33,180.00	246,435.50
Revenues - Cash Parking	51,163.80	526,505.25	39,673.85	325,599.09
Revenues - Card Fees	15.00	2,730.00		960.00
TOTAL INCOME	87,621.80	799,012.75	72,853.85	572,994.59
EXPENSES:				
Salaries and Wages	13,240.70	102,295.70	12,582.89	93,730.68
Payroll Taxes	1,678.95	9,751.42	1,481.80	9,338.15
Workmens Comp Insurance	561.79	3,831.74	474.64	3,570.10
Group Insurance	4,387.43	34,277.97	6,376.90	41,569.29
Uniforms	1,860.60	2,110.69		753.70
Insurance	21.81	12,711.69	1,740.58	13,181.60
Utilities	164.40	1,389.73	387.43	2,694.48
Maintenance	1,100.83	12,711.54		15,129.73
Parking Tags/Tickets	158.37	1,761.03	2,435.39	5,528.25
Accounting Fees	865.37	6,922.96	865.37	6,472.96
Office Supplies	21.20	651.09	20.93	515.18
Card Refunds		-		-
Operating Cost - Vehicles	93.30	906.17	66.37	726.60
Pass Cards		-		-
Employee Appreciation	8.34	202.00	12.30	91.81
Credit Card Fees	290.16	19,396.21	2,410.88	19,720.11
Bank service charges	115.53	1,032.25	173.60	918.43
Miscellaneous Expenses	21.58	107.61	20.58	255.78
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
TOTAL EXPENSES	25,365.36	216,259.80	29,824.66	220,396.85
OPERATING PROFIT	62,256.44	582,752.95	43,029.19	352,597.74

CITY OF BIRMINGHAM PEABODY DECK
Income Statement
For Periods Indicated

	Month Ended February 28, 2017	8 Months Ending February 28, 2017	Month Ended February 28, 2016	8 Months Ending February 28, 2016
REVENUES:				
Revenues - Monthly parking	27,267.00	200,024.50	21,685.00	163,776.00
Revenues - Cash Parking	21,076.00	258,063.00	22,406.60	147,237.70
Revenues - Card Fees	30.00	120.00		1,050.00
TOTAL INCOME	48,373.00	458,207.50	44,091.60	312,063.70
EXPENSES:				
Salaries and Wages	10,350.09	101,927.66	10,139.58	87,977.74
Payroll Taxes	1,305.09	9,601.13	1,166.92	8,653.91
Workmens Comp Insurance	439.39	3,808.09	377.86	3,160.31
Group Insurance	4,387.43	34,613.89	6,376.90	36,143.93
Uniforms	51.05	301.14		753.70
Insurance	2,419.03	12,189.62	1,327.26	10,022.34
Utilities	164.40	1,302.54	387.43	2,705.73
Maintenance	213.48	8,503.55	106.88	11,629.62
Parking Tags/Tickets	158.34	1,277.15	1,472.97	3,930.77
Accounting Fees	775.19	6,201.52	775.19	5,751.52
Office Supplies	21.20	651.10	20.93	515.12
Card Refund		-		-
Employee Appreciation	8.34	202.00	12.29	91.80
Operating Cost - Vehicles	93.30	906.16	66.36	726.57
Pass Cards		-		-
Credit Card Fees	960.91	10,454.49	1361.60	10,048.17
Bank service charges	74.34	648.78	127.19	615.95
Miscellaneous Expense	19.32	107.38	18.67	251.92
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
TOTAL EXPENSES	22,215.90	198,896.20	24,513.03	189,179.10
OPERATING PROFIT	26,157.10	259,311.30	19,578.57	122,884.60

CITY OF BIRMINGHAM PARK DECK
Income Statement
For Periods Indicated

	Month Ended February 28, 2017	8 Months Ending February 28, 2017	Month Ended February 28, 2016	8 Months Ending February 28, 2016
REVENUES:				
Revenues - Monthly parking	39,235.00	366,282.50	41,635.00	351,325.00
Revenues - Cash Parking	45,667.80	390,989.20	31,340.10	239,046.85
Revenues - Card Fees		315.00	30.00	180.00
TOTAL INCOME	84,902.80	757,586.70	73,005.10	590,551.85
EXPENSES:				
Salaries and Wages	12,749.77	117,086.73	10,694.91	90,517.65
Payroll Taxes	1,621.94	11,349.22	1,239.05	8,953.30
Workmens Comp Insurance	541.00	4,421.07	399.86	3,413.09
Group Insurance	3,490.83	26,990.29	3,838.00	27,284.33
Uniforms		438.15		753.69
Insurance	2,125.49	16,185.90	1,987.62	15,578.67
Utilities	164.40	1,196.90	403.56	2,710.61
Maintenance	4,754.79	15,518.20	552.78	12,023.72
Parking Tags/Tickets	158.34	1,955.15	1,472.97	2,002.97
Accounting Fees	881.28	7,050.24	881.28	6,692.63
Office Supplies	21.20	651.07	20.92	515.11
Card Refund		-		-
Operating Cost - Vehicles	93.30	906.15	66.36	726.57
Pass Cards		-		-
Employee Appreciation		193.66	12.29	91.81
Credit Card Fees	228.22	14,019.86	1,904.46	14,884.97
Bank service charges	87.45	719.99	144.20	712.18
Miscellaneous Expenses	29.54	127.55	19.10	254.02
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
TOTAL EXPENSES	27,722.55	225,010.13	24,412.36	193,315.32
OPERATING PROFIT	57,180.25	532,576.57	48,592.74	397,236.53

CITY OF BIRMINGHAM CHESTER DECK
Income Statement
For Periods Indicated

	Month Ended February 28, 2017	8 Months Ending February 28, 2017	Month Ended February 28, 2016	8 Months Ending February 28, 2016
REVENUES:				
Revenues - Monthly parking	45,547.50	363,553.50	23,317.50	317,119.00
Revenues - Cash Parking	12,342.00	198,377.74	9,946.50	60,764.62
Revenues - Card Fees	15.00	1,235.00	20.00	457.50
TOTAL INCOME	57,904.50	563,166.24	33,284.00	378,341.12
EXPENSES:				
Salaries and Wages	10,998.98	105,060.31	9,966.28	111,362.78
Payroll Taxes	1,390.65	13,879.44	1,547.49	12,006.32
Workmens Comp Insurance	466.87	5,443.80	494.66	4,360.19
Group Insurance	3,562.86	36,234.20	6,256.65	33,746.72
Uniforms		1,144.29		688.55
Insurance	2,286.60	17,504.20	2,137.00	16,206.80
Utilities	155.00	1,621.42	244.35	2,704.38
Maintenance	1,420.72	12,476.48	1,636.08	16,526.05
Parking Tags/Tickets		1,187.21	636.36	2,688.34
Accounting Fees	950.24	7,672.77	969.99	7,341.42
Office Supplies	324.21	954.13	20.92	831.80
Card Refund		-		-
Operating Cost - Vehicles	216.61	1,029.44	66.36	699.87
Pass Cards		-		-
Employee Appreciation	8.34	629.61	12.29	91.80
Credit Card Fees	6,660.53	13,928.29	604.43	3,729.14
Bank Service Charges	10.10	82.86	128.36	572.93
Misc Expense	29.23	1,403.23	20.97	273.46
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
TOTAL EXPENSES	29,255.94	226,451.68	25,517.19	220,030.55
OPERATING PROFIT	28,648.56	336,714.56	7,766.81	158,310.57

CITY OF BIRMINGHAM N. WOODWARD DECK

Income Statement
For Periods Indicated

	Month Ended February 28, 2017	8 Months Ending February 28, 2017	Month Ended February 28, 2016	8 Months Ending February 28, 2016
REVENUES:				
Revenues - Monthly parking	39,462.50	334,947.00	24,200.00	331,603.00
Revenues - Cash Parking	28,320.15	252,657.60	23,831.60	166,482.43
Revenues - Card Fees	45.00	795.00	30.00	665.00
TOTAL INCOME	67,827.65	588,399.60	48,061.60	498,750.43
EXPENSES:				
Salaries and Wages	12,996.38	127,157.17	10,123.45	99,557.51
Payroll Taxes	1,652.80	12,823.36	1,164.82	9,794.99
Workmens Comp Insurance	551.47	4,825.99	377.22	3,751.44
Group Insurance	4,129.90	32,423.92	6,061.10	37,010.25
Uniforms		250.06		753.69
Insurance	1,971.20	15,490.30	1,835.35	13,907.00
Utilities	164.40	1,302.51	387.43	2,710.60
Maintenance	799.34	10,974.88	788.74	7,575.37
Parking Tags/Tickets	158.34	2,248.94	1,472.97	2,966.87
Accounting Fees	891.89	7,225.62	891.89	6,685.12
Office Supplies	21.20	651.07	20.93	515.11
Card Refund		-		-
Operating Cost - Vehicles	93.30	906.15	66.36	726.55
Pass Cards		-		-
Employee Appreciation	8.34	201.99	12.29	91.80
Credit Card Fees	125.07	9,177.22	1448.19	8,863.31
Bank Service Charges	82.49	780.06	138.69	1,904.03
Miscellaneous Expense	21.39	127.08	18.66	261.09
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
TOTAL EXPENSES	24,442.51	232,766.32	25,583.09	203,274.73
OPERATING PROFIT	43,385.14	355,633.28	22,478.51	295,475.70

CITY OF BIRMINGHAM lot #6
Income Statement
For Periods Indicated

		Month Ended February 28, 2017	8 Months Ending February 28, 2017	Month Ended February 28, 2016	8 Months Ending February 28, 2016
INCOME	Revenues - Monthly Parking Lot #6 & Southside	16,858.00	82,653.40	6,635.00	78,927.50
	TOTAL INCOME	<u>16,858.00</u>	<u>82,653.40</u>	<u>6,635.00</u>	<u>78,927.50</u>
EXPENSES	Liability Insurance	-	-	-	-
	Office Supplies (Hanging Tags)	-	-	-	-
	Misc.	181.09	1,448.72	191.09	1,191.57
	TOTAL EXPENSES	<u>181.09</u>	<u>1,448.72</u>	<u>191.09</u>	<u>1,191.57</u>
	NET PROFIT	<u>16,676.91</u>	<u>81,204.68</u>	<u>6,443.91</u>	<u>77,735.93</u>

**Birmingham Parking System
Transient & Free Parking Analysis
Months of February 2016 & February 2017**

February 2016

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

February 2017

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE
PEABODY	16,155	11,466	\$ 21,076.00	71%
PARK	18,223	10,732	\$ 45,667.80	59%
CHESTER	5,151	1,306	\$ 12,342.00	25%
WOODWARD	11,350	7,567	\$ 28,320.15	67%
PIERCE	26,501	15,655	\$ 51,163.80	59%
TOTALS	77,380	46,726	\$ 158,569.75	60%

BREAKDOWN:	TOTAL CARS	+2.72%
	FREE CARS	+6.20%
	CASH REVENUE	+21.96%

MONTHLY PARKING PERMIT REPORT

For the month of: February 2017

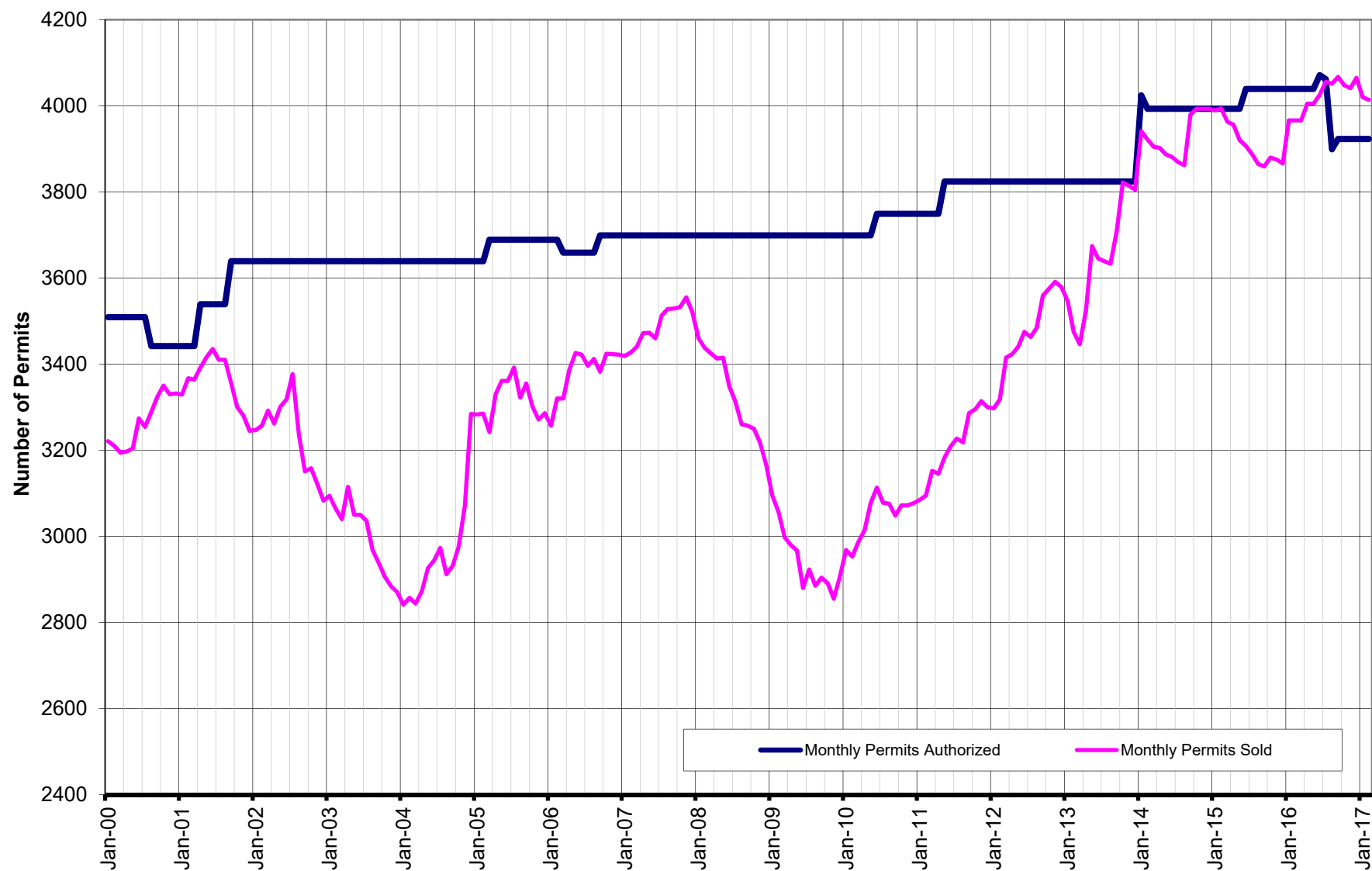
Date Compiled: March 16, 2017

	Pierce	Park	Peabody	N.Old Wood	Chester	Lot #6/\$195	Lot #6/\$135	South Side	Lot B	35001 Woodward	Total
1. Total Spaces	706	811	437	745	880	174	79	8	40	40	3920
2. Daily Spaces	370	348	224	359	425	N/A	N/A	N/A	N/A	N/A	1726
3. Monthly Spaces	336	463	213	386	560	174	79	8	30	40	2289
4. Monthly Permits Authorized	550	750	400	800	1140	150	40	8	30	55	3923
5. Permits - end of previous month	550	796	400	896	1140	150	40	8	19	48	4047
6. Permits - end of month	550	774	400	885	1140	150	40	8	19	48	4014
7. Permits - available at end of month	0	-24	0	-85	0	0	0	0	13	7	-96
8. Permits issued in month includes permits effective 1st of month	2	0	0	0	1	0	0	0	0	0	3
9. Permits given up in month	2	4	0	2	1	0	0	0	0	0	9
10. Net Change	0	-4	0	-2	0	0	0	0	0	31	25
11. On List - end of month*	785	701	793	801	414	0	0	0	0	0	3494
12. Added to list in month	12	5	4	4	52	0	0	0	0	0	77
13. Withdrawn from list in month (w/o permit)	0	0	0	0	0	0	0	0	0	0	0
14. Average # of weeks on list for permits issued in month	170	130	216	126	90	6	0	5	0	0	N/A
15. Transient parker occupied	305	301	201	202	302	N/A	N/A	N/A	N/A	N/A	1311
16. Monthly parker occupied	288	471	232	522	551	N/A	N/A	N/A	N/A	N/A	2064
17. Total parker occupied	593	772	433	724	853	N/A	N/A	N/A	N/A	N/A	3375
18. Total spaces available at 1pm on Wednesday 2/15	113	39	4	21	27	N/A	N/A	N/A	N/A	N/A	204
19. "All Day" parkers paying 5 hrs. or more											
A: Weekday average.	74	72	55	39	87	N/A	N/A	N/A	N/A	N/A	327
B: Maximum day	134	122	98	75	N/A*	N/A	N/A	N/A	N/A	N/A	429
20. Utilization by long term parkers	55%	59%	56%	52%	N/A*	N/A	N/A	N/A	N/A	N/A	76%

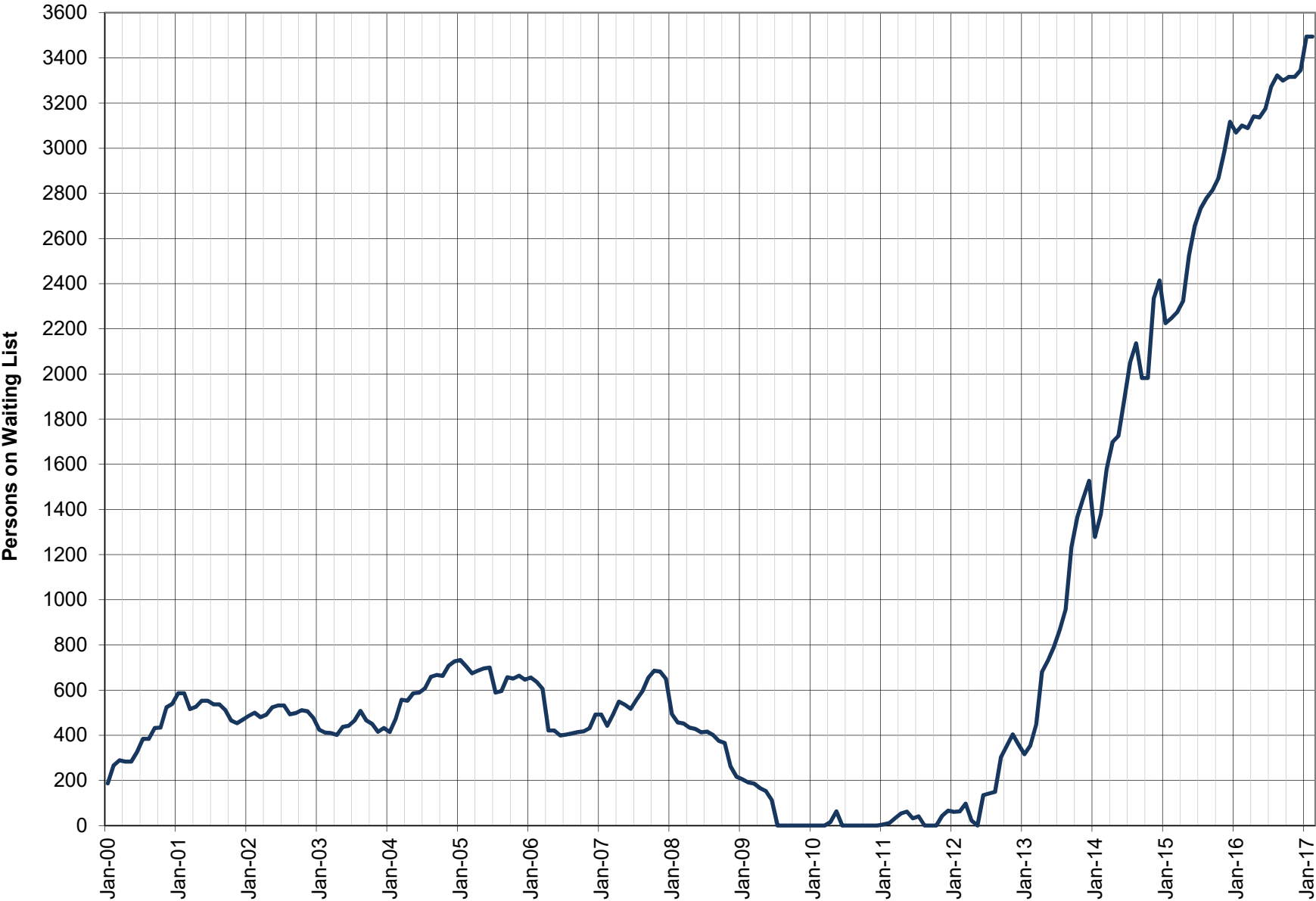
(1) Lot #6 does not have gate control, therefore no transient count available

(2) (Permits/Oversell Factor + Weekday Avg.) / Total Spaces

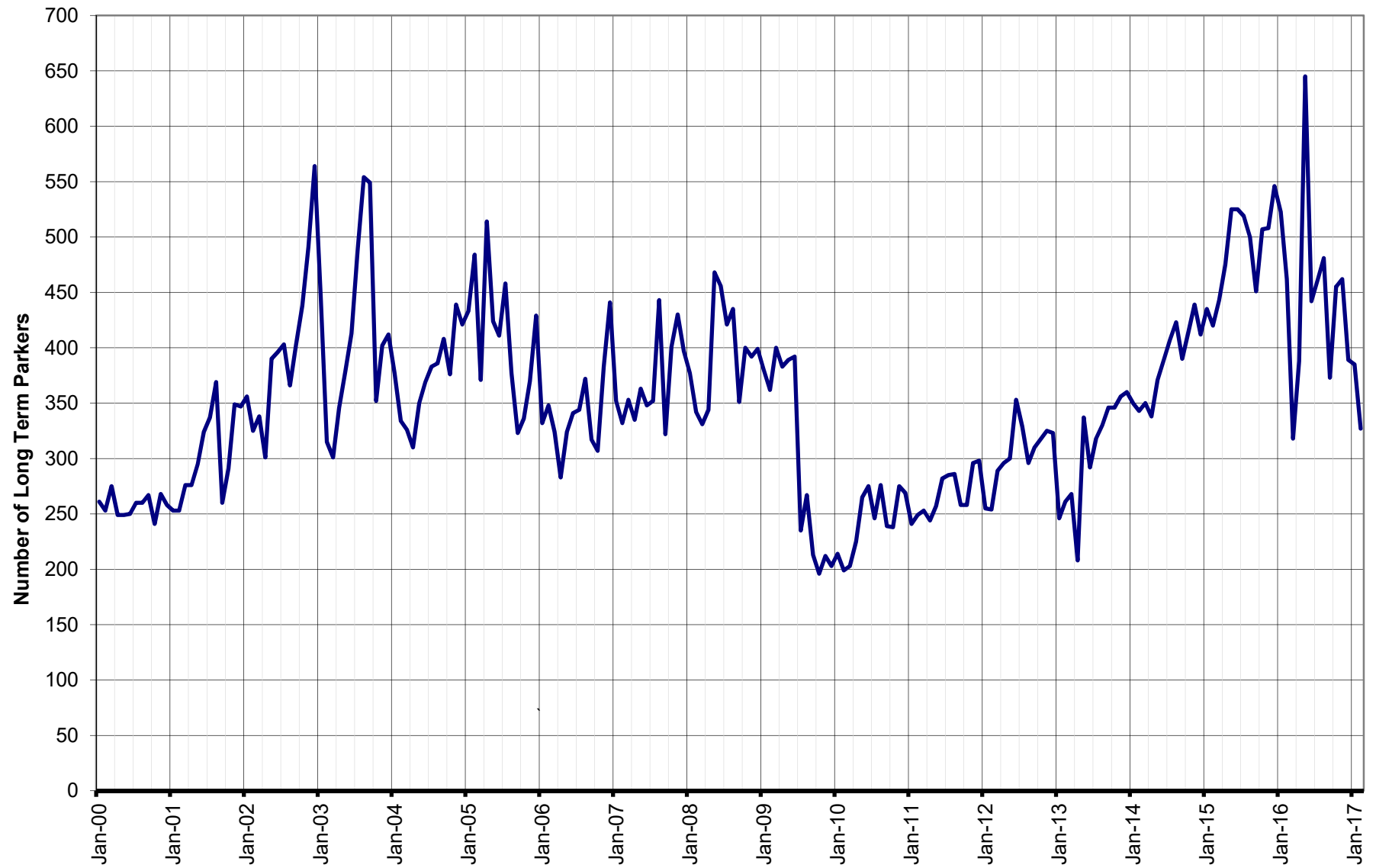
Monthly Permits



Persons on Waiting List



Long Term Parkers



the Chaldean News



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Bustling Birmingham

FEBRUARY 24, 2017 IN [_MAIN PAGE SLIDER](#), [FEATURES](#), [MARCH 2017](#) | 141 VIEWS | [LEAVE A RESPONSE](#)

By Lisa Cipriano

There is a whole lot of business packed in the 4.73 square miles of Birmingham. The relatively small Oakland County city, with a small town feel, is home to 300 retailers. In fact, it boasts about 1.5 million-square-feet of retail commercial space and 2.2 million-square-feet of office space in its downtown area alone.

"I don't think a lot of people realize how much commercial activity we have going on," said Birmingham Mayor Mark Nickita. "We're almost fully occupied."

The proud mayor thinks it speaks volumes about his little city. "I think that alone says that we're business friendly enough for all businesses," Nickita said. "And, I think that we've been helpful as a city to allow them to thrive in the way that they individually are able to."

What makes Birmingham different from other local business hubs is that it's pedestrian friendly, which allows businesses to benefit from each other. In fact, the city was named the fifth most successful walkable suburb in the U.S. by the Wall Street Journal in 2010.

"You can walk to lunch, walk to go see a movie, go buy a pair of shoes and then walk to other businesses," explained Nickita. "We are very pedestrian orientated and try to make it as walkable as possible. We try to make it as

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comfortable as possible for people to make their way around without a car by adding a number of crosswalks and sidewalks.”

Birmingham’s businesses are housed in a mixture of historic buildings, modern retail and office developments. Architect Victor Saroki is not only a Birmingham business owner, but he’s a big part of creating the retail and office space that’s helped keep business booming in Birmingham.

Over the past 33 years, Saroki Architecture has done more than 70 buildings in Birmingham, in addition to custom homes in the city. “We’ve done the Townsend Hotel, the Birmingham Theatre, the District Lofts, the Willitz, which is a mixed use condominium development, and our own office building in Birmingham just to name a few,” added Saroki.

Saroki says he was always interested in urban development, and chose to set up shop in Birmingham over much bigger cities like Detroit and Chicago. “It’s a great community to do that,” Saroki said. “It’s very balanced with entertainment and shopping. It’s upscale, walkable and we’ve got a lot of mixed-use buildings where people live right downtown. It was the perfect choice.”

Saroki says the range of people who live, work and play in Birmingham are a great asset. “We have business owners. We have developers, homeowners and renters. They have a phenomenal base of relationships,” he said. “I call them the who’s who of southeast Michigan. They bring a lot to the table.”

Saroki also attributes his personal success in Birmingham to the ease of working with the city’s government. “They are pro-business and totally business friendly,” Saroki added. “They get it and strive hard to find the appropriate balance for their business owners and residents.”

Attorney Randall Denha is another example of a business owner who was able to spread his wings and thrive in Birmingham. He began his career as a partner at a large firm in Troy. When he went out on his own in 2010, he began by leasing office space in Birmingham. Denha quickly made the city his law firm’s permanent home. He found his own building and developed it to suit his needs. He eventually built a development on Merrill St. that Denha & Associates PLLC and various other companies occupy today.

Denha chose Birmingham because it’s centrally located and near his client base. He also wanted to be somewhere where he, personally, could enjoy a good work/life balance in a walkable community with great parks. “I don’t need to get in my car to go shop and dine and everything else,” explained Denha.

What he didn’t realize was how much his clients would enjoy Birmingham, too. “They want to come to Birmingham,” Denha said. “No longer do they want me to go to them. They are asking to come to the office. Birmingham sells itself.”

Denha agrees with Saroki that the city’s government is very conducive to the success of its businesses, by giving them more bang for their buck. “They advertise for you,” noted Denha. “Between the local chamber of commerce and business magazines, they’re circulating enough exposure for you to where you feel wanted and welcomed.”

POSTED IN _MAIN PAGE SLIDER, FEATURES, MARCH 2017



The Chaldean News

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The Chaldean News

March 6 at 12:00pm

Chaldean saints are recognized among the spiritual piety and throu devotions, but they have not officia gone through the canonization process. However, The Chaldean church is asking for the universal recognition of the Chaldean saints. During Lent, we will feature the sai to be acknowledged by Rome. Today’s saint is Mar Qardagh, the Martyr. Mar Qardagh was born in the city c Nimrod, one of the main cities in th Assvrian Empire. He became a skil

Fab Cab trolley would circulate in Ferndale, Royal Oak, NW Detroit

Bill Laitner, Detroit Free Press 10:05 p.m. ET March 27, 2017

Metro-Detroit's overall bus system is spotty and costs a few bucks. But in these upscale areas, watch for a free trolley ride. . .



(Photo: Bill Laitner/Detroit Free Press, Bill Laitner/Detroit Free Press)

Mass transit it sure isn't — but the allure of a free trolley ride seems contagious.

After the success of [trolleys in the Grosse Pointes](https://prestodetroitfreep.gannettdigital.com/Create/www.freep.com/story/news/local/michigan/wayne/2014/08/22/change-rolling-at-grosse-pointe-park-border-/14419615/) and Troy for high-spending diners, shoppers and tourists, a fresh trolley plan is in the works for southeast Oakland County and the edge of Detroit. It would stop for Ferndale, Pleasant Ridge, Royal Oak, the Detroit Zoo and the Livernois corridor of Detroit from 8 Mile south to the University of Detroit Mercy.

Related:

[Here's how the new federal budget will affect Michigan](http://www.freep.com/story/news/politics/2017/03/16/heres-how-new-federal-budget-affect-michigan-2017/99241350/)

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[RTA millage rejected by metro Detroit voters](http://www.freep.com/story/news/local/michigan/detroit/2016/11/09/rta-regional-transit-authority-millage/93535602/)

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"We have this concept we call Fab Cab," said Jordan Twardy, Ferndale's economic development boss and mastermind of the plan. Like trolleys in the Grosse Pointes and Troy, it would link key destinations with free ridership on a rubber-tired trolley car, augmented if demand is strong by SMART's small connector buses that seat 12 to 15 people. The new service would roll from 10 a.m. until midnight on Fridays and Saturdays.

"This is not meant to be some silver bullet to replace cars. We know we're the Motor City," Twardy said.

"But where you have a lot of high-profile destinations in a small area, this can get people out of their cars, save them gas and parking, and make it so easy to get around," he said.

Pleasant Ridge officials voted recently to allocate \$10,000 for the first year of the service. Ferndale is set to approve \$130,000 later this month "to really get this started," Twardy said. The Detroit Zoo is being asked to allocate \$30,000, and shares for Royal Oak and Detroit are pegged at \$50,000 apiece.

Royal Oak Mayor Mike Fournier said a scheduled vote on the Fab Cab at Monday night's City Commission meeting would probably be delayed "so we can request more information."

In Troy, a trolley car and additional SMART small buses run on weekdays on Big Beaver Road during an extended lunch hour and 4-8 p.m., taking in bars' traditional late-afternoon happy hours. The free service "has been very, very successful," city public affairs director Cindy Stewart said Monday. It is being subsidized by Troy businesses, she said.

In the Grosse Pointes, three "very generous family foundations" are paying for trolleys that run on Friday and Saturday nights, from early May through October, Grosse Pointe Park Mayor Bob Denner said.

"It's done very, very well — I think we're getting in excess of 500 riders each night," Denner said. The communities dubbed their service the K-Line because it runs almost entirely back and forth on Kercheval, which encompasses key dining and business districts of Grosse Pointe Farms, the city of Grosse Pointe and Grosse Pointe Park.

"We found that about 80% of our riders are going out to dinner," Denner said.

Grosse Pointe Park City Manager Dale Krajniak added that the trolley pays off in hard dollars. As Grosse Pointe Park's Kercheval dining and microbrewery district became a hot destination in the last several years, the city saved "a significant capital expense" by adding the trolley service instead of building parking lots, Krajniak said.

The success of local trolleys is evidence that "many communities are chomping at the bit for more transit service," said Megan Owens, executive director of the nonprofit group of mostly bus riders called Transportation Riders United.

"The fact that our region is developing so many piecemeal efforts at moving people this way highlights how we've failed at providing serious regional transit," Owens said, adding: "But I'm all in favor of new options like this."

From the archive:

[Trolley helps 'big change in attitudes' at Grosse Pointe Park border](http://www.freep.com/story/news/local/michigan/wayne/2014/08/22/change-rolling-at-grosse-pointe-park-border-/14419615/)
[\(www.freep.com/story/news/local/michigan/wayne/2014/08/22/change-rolling-at-grosse-pointe-park-border-/14419615/\)](http://www.freep.com/story/news/local/michigan/wayne/2014/08/22/change-rolling-at-grosse-pointe-park-border-/14419615/)

The Fab Cab's tentative routes would vary according to time of day. Daytime stops probably would include a student pickup at UDM on Livernois and drop-offs at the Meijer store on 8 Mile in Detroit, more stops in the shopping districts of Ferndale and Royal Oak, pickups and drop-offs in Pleasant Ridge near City Hall, and regular shuttle stops at the Detroit Zoo. Night service might include Baker's Keyboard Lounge in Detroit and the busy entertainment hubs of Ferndale and Royal Oak, where parking is often hard to find on Friday and Saturday nights.

And at summer festivals, when parking can be truly costly, families could ride to the Funky Ferndale Art Fair as well as Arts, Beats & Eats in Royal Oak, according to the documents submitted to Royal Oak officials.

For the first few years, dollars from local governments — including Detroit — would support the free rides, but after that the hope is for commercial sponsors and advertising on the buses to pick up the tab for Fab Cab, the documents said.

SMART, metro Detroit's suburban bus system, has been helping Ferndale plan the new trolley system because "it's a another level of service that people would have" for getting around without personal vehicles, SMART spokeswoman Beth Gibbons said. In addition, SMART can't serve the Detroit sections of the route because its operations within Detroit are limited to only a few key routes.

"These are areas that we can't go to," she said.

Contact Bill Laitner: blaitner@freepress.com

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Let's stop paying people to drive to work

TRANSIT By **Susan Balding** (Contributor) February 27, 2017 29



It doesn't have to be this way. Image by [VCU CNS](#) licensed under [Creative Commons](#).

When employers offer free parking at the office or a parking stipend, they're incentivizing workers to commute by driving. If workers could

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reimbursed up to \$20 a month tax free for bike commuting, to pay for things like a lock or helmet. The way commuter benefits work today, workers [can combine parking and transit benefits](#) but not bike benefits. ~~But the way commuter benefits work today, workers must choose a single mode, whether it's driving (a parking stipend or parking space), transit (a transit subsidy), or biking.~~

Employers can either pay for this benefit themselves or let employees take it out of their paychecks before taxes. Employer-paid benefits leave employees with more money in their pockets and are cheaper for the employer than a salary increase. Giving employees the option to set aside money from their paycheck before taxes is also cheaper for the employer and means fewer taxes come out of the employee's final paycheck.

Employer-provided commuting stipends aren't the only way workers can save money on their commutes. DC, San Francisco, and New York City have all passed laws requiring employers of a certain size to let employees spend their own money tax-free to buy transit fares. goDCgo, the District Department of Transportation's Transportation Demand Management program, collected information about commuter benefits offerings from 191 employers in 2016. According to that sample of 191 employers, [78 percent of employers](#) started offering pre-tax transit benefits because of the law. ~~According to DDOT, 78% of employers in DC started offering pre-tax transit benefits because of the law.~~

Nonetheless, employers who offer to pay for part or all of their workers' parking can be a lot more attractive than those who just allow employees to buy pre-tax transit fares. ~~In DC~~ According to the same survey, [34 percent of](#)

[employers offer free parking](#), and an additional 18 percent offer an employer-paid parking subsidy.

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Parking benefits, you likely won't be surprised to hear, also drive up congestion. And beyond that, they leave governments with even less money to repair roads and keep up public transit systems: As of 2014, the parking benefit translated into about \$7 billion a year in lost tax revenue (because the money used toward the benefit is not taxed). To put that in perspective, the Federal Transit Administration's total appropriations in 2016 came to just over \$11 billion.

COST OF PARKING

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EXPENDITURE	BENEFIT	BENEFIT	TOTAL
FEDERAL INCOME TAX	\$3.9	\$0.7	\$4.7
STATE INCOME TAX	\$0.8	\$0.1	\$1.0
PAYROLL TAXES (EMPLOYER)	\$1.2	\$0.2	\$1.5
PAYROLL TAXES (EMPLOYEE)	\$1.2	\$0.2	\$1.5
TOTAL	\$7.3	\$1.3	\$8.6

Note: Figures may not sum due to rounding.

Image by TransitCenter.org used with permission.

A solution: Don't tie commuting benefits to a single mode of transportation

One solution that might work to reduce congestion and encourage employees to trade their car in for a better form of transit: letting them give up their parking space in exchange for cold, hard cash.

This solution, known as “parking cash-out,” lets employees choose between a taking an employer-paid parking benefit or exchanging the parking benefit for extra income. This creates an “opportunity cost” for what would otherwise be a no brainer decision—why give up free or cheap parking if you're not getting anything in return?

Crowded city centers are particularly suited to benefit from these kinds of programs, because it's relatively easy to determine the value of a parking

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biking, but now they'd get the value of the parking space, and instead of it sitting empty, it can be leased to someone else.

Other parts of the country have already started to try cash-out programs in an attempt to reduce congestion and improve air quality. For example, California requires employers with 50 or more workers to provide a cash-out option if they also provide parking subsidies. [In Southern California](#), employers offering this benefit saw lone occupant driving go down by 13% and also saw a 12% reduction in miles traveled by car.

[MoveDC](#), DC's plan to rethink how people get from place to place in and around the city, aims for 75% of trips in the District to be on transit, by foot, or by bike. A parking cash-out program could be a big step toward achieving that.

What kind of transit benefits does your employer provide? Let us know by taking [this short survey](#)!

The original version of this post said that parking and transit benefits cannot be combined, but they can. Also, the post was not entirely clear that the data provided by DDOT came from a sample of employers, not all employers. The post has been corrected accordingly.

Tagged: [commuter benefits](#), [commuting](#), [taxes](#)

Susan Balding is a bike commuter and former bus driver with a passion for living in and creating more walkable, bikeable cities. She



lives in Cleveland Park with her cat.

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THE U.S. CONGRESS IS THE WORST OFFENDER. The last time I checked, thousands of Congressional staff get free parking in huge lots every day, despite three (3) metrorail lines being nearby. (Furthermore, even on weekends, reserved parking signs in effect 24/7, prevent families from parking by the Capitol reflecting pool while attending the military band concerts on the Capitol steps).

[REPLY](#) [LINK](#) [REPORT](#)

Daniel H on February 28, 2017 at 1:04pm

Surface lots, too. What a waste of valuable land.

[REPLY](#) [LINK](#) [REPORT](#)

David C on March 3, 2017 at 2:00pm

As I understand it, they're banking that land for the "inevitable" expansion of Congress. Problem is that no one really has the guts to expand Congress or to build new office buildings.

[REPLY](#) [LINK](#) [REPORT](#)

holycalamity on February 27, 2017 at 2:49pm

I'd like to see how this would work at my work in Tysons, built pre-Silver Line but now an easy walk from the Metro. Right now, the garage is pretty much at capacity, but paying employees not to park would free up spaces for people who do need it and take a few cars off VA-123 and the Beltway.

[REPLY](#) [LINK](#) [REPORT](#)

holycalamity on February 27, 2017 at 3:08pm

Oh, and I know we shouldn't be subsidizing parking, but I'm thinking you could encourage more transit use by allowing Metrocheck to be used at Metro parking, not just rail fares (and removing the cap on transit benefit).

[REPLY](#) [LINK](#) [REPORT](#)

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Jasper on February 27, 2017 at 4:43pm

@ Kevin: SmartBenefits does work for parking, but you must allocate separate amounts to the parking and transit "purses".

I thought those purses died a soft death....

[REPLY](#) [LINK](#) [REPORT](#)

Moose on February 27, 2017 at 4:49pm

The cap is set by Congress, not the IRS.

[REPLY](#) [LINK](#) [REPORT](#)

Barbara Piper on February 27, 2017 at 3:56pm

While I take your point, it remains sad that we have come to regard anything that you do not pay for as some kind of unearned benefit and a loss to someone else. On the other hand, I don't have a better idea for reducing traffic congestion in D.C., so you may be promoting the only solution.

[REPLY](#) [LINK](#) [REPORT](#)

David C on March 3, 2017 at 2:02pm

Congress calls these untaxed fringe benefits.

[REPLY](#) [LINK](#) [REPORT](#)

Scoot on February 27, 2017 at 4:25pm

When employers offer free parking at the office or a parking stipend, they're incentivizing workers to commute by driving.

I think employers should be able to offer free parking or parking stipends if they want to. It's often one way that employers can help keep competitive

workers who need or want to drive to work.

However, when the government gets involved and starts providing tax

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Chris T on February 27, 2017 at 5:04pm

I think this is the right answer. Employers should have the right to provide any incentive their employees might value. Governments should return the money back to the citizens who will decide their own commuting preferences without financial distortions.

[REPLY](#) [LINK](#) [REPORT](#)

Mike T on February 27, 2017 at 5:27pm

Hmm, this doesn't make much sense. First, benefits provided should not be politicized (unless of course your employer is the government, in which case what mode you use to get to work is political).

Second, just because my employer provides me with free parking doesn't mean they save anything by not providing it. They pay a lease to a landlord, and the lease includes employees use of the surface lot surrounding the building. If an employee chooses not to drive, the cost of the lease doesn't change, so where is my employer to come up with money to substitute a transit benefit for this parking spot?

I will say that, in transit accessible areas, we do provide a lot of parking that we don't really need. I was shocked, when visiting a major area employer's underground parking garage in a rail transit-accessible location inside the region's core, to discover that the bottom level of the garage was being leased to a car dealership for storage of their excess inventory.

[REPLY](#) [LINK](#) [REPORT](#)

David C on March 3, 2017 at 2:05pm

The benefits are not politicized, but the decision to not tax them obviously is.

*just because my employer provides me with free parking
doesn't mean they save anything by not providing it*

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any change coming. The issue setting tax rates is an independent matter. I just don't see this subsidy as a justifiable tax deduction for cars or transit, because it's not accessible by choice to all. It sounds like more of a tax loophole for a special interest group that needs to be closed.

While it may be your take, people certainly don't get specifically paid "to sit in traffic" any more than they get paid to drive at 60 MPH on the open road or to stop for groceries on the way home. Or by transit, to "take the long way to work" on Metro, if they live in a Metro-underserved area. They get subsidized to get themselves to work - that's all.

[REPLY](#) [LINK](#) [REPORT](#)

[Teresa Hurst](#) on February 28, 2017 at 5:58am

Nice thought...

Something New..but this step only will not help .. people need to be aware of the traffic pollution caused..

nice article..

[REPLY](#) [LINK](#) [REPORT](#)

[Peter](#) on February 28, 2017 at 10:25am

Driving is the worst mode of transportation around today. Its wasteful, it's dirty, it's dangerous and it's inefficient in many ways. Driving in urban areas should be made as inconvenient and expensive as possible for anyone who is not a taxi, uber, truck or bus driver. Less people on the road is better for the environment and it promotes transit.

As the DC area grows and becomes more congested I expect driving to get more and more miserable. Metro will get its high ridership back very soon. More Metro and Streetcar lines is what we need.

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voted4kodos on February 28, 2017 at 10:42am

GGW is always war on cars, just like AAA is always war on everyone else and WABA is war on pedestrians.

[REPLY](#) [LINK](#) [REPORT](#)

voted4kodos on February 28, 2017 at 10:43am

@Peter: Have you ever been to LA? They're starting to have some transit but spent the bulk of the last 50 years in one long traffic jam. If that's how bad it has to get, well we'll all be dead before anything changes.

[REPLY](#) [LINK](#) [REPORT](#)

Del Reina on February 28, 2017 at 11:29am

If people are opting to take Uber and cabs over public transit - which appears to be the case these days, especially pertaining to the former with their Safetrack promotions - then why should we not make it expensive and inconvenient for them if the goal is to increase public transit use? These trips are generally no less wasteful than a standard single-passenger car trip, especially as people increasingly opt for these transportation methods for commuting purposes. The only difference is that the single-passenger car is usually parked or garaged upon arrival, whereas the Uber or cab continues to add traffic as long as it's in service and seeking out fares.

[REPLY](#) [LINK](#) [REPORT](#)

David C on March 3, 2017 at 2:07pm

No, WABA is war on roller-bladers, just like everyone else is.

[REPLY](#) [LINK](#) [REPORT](#)

David C on March 3, 2017 at 2:08pm

But seriously, WABA and All Walks DC are pretty strong allies who

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What benefit--the tax break is now equal for transit and parking.

"For example, California requires employers with 50 or more workers to provide a cash-out option if they also provide parking subsidies."

This sounds like something a smart business would do if they worked anywhere with a mix of transit and car users. It is what is effectively done if you just leave it up to employees to choose the pre-tax deduction. Not sure why it requires a regulation.

"A solution: Don't tie commuting benefits to a single mode of transportation"

For all kinds of good environmental and land use reasons, we should probably keep the distinction--allowing us to lower the parking tax break and increase the transit tax break.

[REPLY](#) [LINK](#) [REPORT](#)

David C on March 3, 2017 at 2:13pm

What benefit--the tax break is now equal for transit and parking.

I think you're misreading that. The benefit is the one you get by getting free parking or tax-subsidized parking in an area where parking would normally not be free.

This sounds like something a smart business would do if they worked anywhere with a mix of transit and car users. It is what is effectively done if you just leave it up to employees to choose the pre-tax deduction. Not sure why it requires a regulation.

If transit and driving were the only choices this would be true. But people can also walk or bike to work. A cash pay-out means they also get subsidized to commute by those methods. And so do the monsters

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REPLY LINK REPORT

Rosita on March 1, 2017 at 3:35pm

So "paying people" is now the equivalent of not charging for parking? Your point can be made without using misleading statements.

REPLY LINK REPORT

David C on March 3, 2017 at 2:16pm

So "paying people" is now the equivalent of not charging for parking?

That's how the government sees it. If you get a benefit instead of pay (like a free place to live or a company car), they'll normally charge you a tax on that benefit worth the value of it. So in their eyes, it's just like pay. Parking is seen as just such a fringe benefit, but Congress passed a law making it untaxed. But, that doesn't mean it's viewed any differently than getting paid.

REPLY LINK REPORT

David C on March 3, 2017 at 2:36pm

Employers can either pay for this benefit themselves or let employees take it out of their paychecks before taxes.

This is true for parking and transit, but not true for the bicycle commuter benefit. That can only be a benefit paid for by the employer, which is one of the many ways that the benefit comes up short.

There have been several attempts to institute a cash pay-out over the years, dating at least as far back as the [1993 Climate Change Action Plan](#). The idea then was to make the cash out taxable so it would actually make money. During hearings on the Transit Benefit Program Act of 1993, Del. Eleanor Holmes Norton emerged as the strongest voice in favor of expanding benefits to people

who walk and bike. That bill didn't pass and didn't include bike/walk benefits, but the Federal Employees Clean Air Incentives Act did pass and it, at least, allowed federal agencies to spend money on things like bike parking and

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Irvine Company and Lyft partner to enhance commute to work at Santa Clara Square

A new frontier of private-public transportation the latest lifestyle offering for Santa Clara Square office customers

SANTA CLARA, Calif. (October 19, 2016) — Irvine Company and Lyft today announced a new frontier of private-public transportation, launching a program designed to change the way people commute to and from work.

Irvine Company will provide its office customers with Lyft credits to get to and from Caltrain and Amtrak stations and Santa Clara Square, the new 1.7-million-square-foot workplace community in Santa Clara.

Santa Clara Square commuters can use the Lyft mobile app to request rides for on-demand pick up or drop off from work to nearby Caltrain stations including Lawrence and Mountain View as well as the Great America train station in Santa Clara serving Amtrak's Capitol Corridor trains and Altamont Corridor Express (ACE) trains. Vehicle requests can be made anytime without schedule restrictions.

The partnership between Lyft and Irvine Company was born out of a mutual interest in enhancing the lives of Silicon Valley residents and employees, easing regional traffic and reducing greenhouse emissions. A driver with a 20-mile commute who instead uses public transportation will reduce greenhouse gas emissions by 2.4 tons per year, according to the Santa Clara Valley Transportation Authority.

"This innovative partnership is a game changer," said Todd Hedrick, regional vice president, Irvine Company. "It provides our customers with an easier way to use public transportation to get to and from work. Santa Clara Square is fast becoming the region's most vibrant workplace community. With this new program, it is now also one of the most accessible."

“Working with the Irvine Company to encourage people to use Lyft as a first-mile last-mile connection to transit, makes it easier for people to get to work,” said Gyre Renwick, head of enterprise partnerships at, Lyft. “Our continued collaboration will focus on making commuting more convenient and affordable for all of Silicon Valley.”

Currently, three office buildings at Santa Clara Square are completed, and two are occupied; five additional 220,000-square-foot buildings are under construction at the second phase, called, “The Campus @ Santa Clara Square,” and will be completed between the end of this year and the middle of 2017. Inaugural customers include Ericsson, Advanced Micro Devices, and Cambridge Industries Group.

In addition to the Lyft rideshare program, the campus will feature three Irvine Company signature amenities: The Commons, an open-air gathering place featuring casual workspaces, the Commons Café, an outdoor living room and complimentary Wi-Fi; and KINETIC, which blends state-of-the-art fitness centers and wellness services.

The 100-acre mixed-use community also features the 125,000-square-foot Santa Clara Square Marketplace, which opened in July and is anchored by a 50,000-square-foot Whole Foods and will include three chic restaurants unique to Silicon Valley: Fleming’s Prime Steakhouse & Wine Bar, Il Fornaio and Puesto.

Its “Main Street” will add another 40,000 square feet of retail and services and serve as the community’s town center. Construction has also begun on an 1,800-home luxury apartment community, and the pedestrian-friendly project includes 30 acres of open space and parks, including a Redwood park trail and links to the adjacent San Tomas Aquino Trail.

About Irvine Company Office Properties

Irvine Company has evolved the traditional office to something much more: a vibrant workplace community. A place where collaboration is encouraged and creativity is enabled to elevate business success. The Company owns and manages 500 premier coastal California workplace communities in Orange County, Los Angeles, Silicon Valley

and San Diego. Its timeless design and quality craftsmanship is consistent with its long-term view and pride of ownership that is part of the Irvine Company promise to provide our customers with an exceptional today and even better tomorrow.

About Lyft

Lyft was founded in June 2012 by Logan Green and John Zimmer to reconnect people and communities through better transportation. Lyft is the fastest growing rideshare company in the U.S and is available in more than 200 cities. Lyft is preferred by drivers and passengers for its safe and friendly experience, and its commitment to driving positive change for the future of our cities.

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