

CITY OF BIRMINGHAM
ADVISORY PARKING COMMITTEE
CITY COMMISSION ROOM
151 MARTIN ST., BIRMINGHAM, MI
(248) 530-1850
REGULAR MEETING AGENDA
WEDNESDAY, MAY 3, 2017, 7:30 A.M

1. RECOGNITION OF GUESTS
2. APPROVAL OF MINUTES, MEETING OF
APRIL 5, 2017
3. 420 E. FRANK ST. PUBLIC HEARING
4. PARKING LOT 6 AREA STUDY
5. PARK ST. STRUCTURE STUDY
6. CONSTRUCTION UPDATE
7. MONTHLY FINANCIAL REPORTS
8. MEETING OPEN FOR MATTERS NOT
ON THE AGENDA
9. INFORMATION ONLY:
MISCELLANEOUS ARTICLES
10. NEXT MEETING: JUNE 7, 2017



Pierce St. Parking Structure

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

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

City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING
Birmingham City Hall Commission Room
151 Martin, Birmingham, Michigan
Wednesday, April 5, 2017

MINUTES

These are the minutes for the Advisory Parking Committee ("APC") regular meeting held on Wednesday, April 5, 2017. The meeting was called to order at 7:35 a.m. by Chairman Lex Kuhne.

Present: Chairman Lex Kuhne
Gayle Champagne
Anne Honhart
Steven Kalczynski
Lisa Krueger
Judith Paskiewicz
Al Vaitas

Absent: None

BSD: None

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

Administration: Mark Clemence, Police Chief
Austin Fletcher, Asst. City Engineer
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

RECOGNITION OF GUESTS (none)

MINUTES OF REGULAR MEETING OF MARCH 1, 2017

Motion by Ms. Champagne
Seconded by Ms. Honhart to approve the Minutes of the APC Meeting of March 1, 2017 as presented.

Motion carried, 5-0.

VOICE VOTE:

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

Nays: None

Absent: None

LIBERTY PARKING METER UPDATE

Chief Clemence reported that the City bought 1,277 Civic Smart parking meters as well as the vehicle detection system. The first meters are scheduled to arrive the first week of May. An RFP was put out yesterday for bidders on credit card processing. Bids are due back by April 18. During the first week of May the new hand held computers will arrive. They can tell parking enforcement staff where violations and open spaces are. Commission approval for the credit card processor is expected in early May. Installation of meters will start in the middle of May. Lastly, the sensor detectors will be added the first week of June after all the meters are installed. Hopefully everything will be wrapped up by the end of June.

A media campaign will be associated with the meters.

344 HAMILTON AVE. DINING DECK

The Engineering Dept. has received two positive responses to this request. Mr. O'Meara distributed emails to confirm this.

Mr. O'Meara advised that Seven Greens is a relatively new restaurant and they specialize in fresh salads and smoothies. Ms. Kelly Schaefer is the owner of the business. Ms. Schaefer is seeking permission to build a dining deck in front of the business. The building has a 25 ft. frontage and she is asking for the full 25 ft. frontage for dining which is two parking spots. Knowing that parking is in demand, she will accept a smaller deck.

If the APC is inclined to approve this request, it will then go before the Planning Board for consideration of the design and layout. No alcohol will be served at this location and therefore no approval is required from the City Commission.

Ms. Schaefer passed around the material that would be used for the deck and stated that the use of one parking spot would be great. She noted there was an electrical fire in her building which has damaged the restaurant. As a result, they probably wouldn't use the deck until Fall.

Mr. Kalcynski asked if guidelines could be created to help the Committee determine when there are too many requests for decks within a certain area. Mr. O'Meara recalled that the Planning Board was resistant to setting guidelines where only so many decks would be allowed on a particular block.

Mr. O'Dell noted that the Park St. Structure has not been filling up as it did last year. The majority of the Committee decided that this street seems to have the capacity for a deck.

Motion by Ms. Champagne

Seconded by Dr. Paskewicz to recommend to the Planning Board the approval of a dining deck for Seven Greens Restaurant, 344 Hamilton Ave., taking up one parking space during the approved outdoor dining season.

Mr. Kalczynski recommended they begin to have discussions and to get further direction philosophically for the City on this topic. The chairman noted that he would have a conversation with the chair of the Planning Board. Dr. Vaitas thought it is counterintuitive for this committee to take away parking spaces. The chairman observed that is a continuing struggle.

Motion carried, 6-1.

VOICE VOTE:

Yeas: Champagne, Paskewicz, Honhart, Kalczynski, Krueger, Kuhne

Nays: Vaitas

Absent: None

420 E. FRANK ST. PARKING PROPOSAL

The applicant's agent, Mr. John Shekerjian, was not present.

Mr. O'Meara advised that 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. The applicant is requesting to remove three of the five parking spaces on the south side of the block. One space 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 this would have on the surrounding businesses without first collecting usage data, and requesting input from the neighbors. The building owner across the street has been contacted 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.

It was discussed the spaces could be used for 555 Building and Phoenicia parking. Mr. O'Dell noted there is signage at the entrance to the CVS parking lot across the street that restricts parking to customers only.

Mr. O'Meara indicated he will invite CVS and the immediate homeowners to the next public hearing. Dr. Paskewicz observed that taking parking spaces away to increase the worth of a condominium is not the same as taking parking away to provide a use that benefits the wider community.

Motion by Ms. Krueger

Seconded by Ms. Honhart 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.

Motion carried, 7-0.

VOICE VOTE:

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

Nays: None

Absent: None

PARKING LOT 6 CAPACITY ISSUE

Mr. O'Meara stated he has been talking to Mr. Robert Greenstone, of Greenstone Jewelers , 430 N. Old Woodward Ave., and Mr. Greenstone is expressing concern about the current lack of parking and that it could get worse in the future because of the upcoming downtown reconstruction project. He is concerned there won't be any place left in his area for customers to park. He has been watching the parking dynamics and noticed there are not many people parking on Ferndale St. and Park St. in the middle of the day because a Residential Permit Zone has been created there. He would like to explore the idea of having that area opened up just during the construction project for the monthly Lot 6 permits that are primarily south of Harmon (38 permits). That would leave the Lot 6 area for customers to park. The other option would be to push the permit holders into the parking structure rather than the neighborhood.

Mr. Greenstone spoke said there are never any spaces available in Lot 6. The construction of the Brookside Condominiums has taken out several parking spaces. Therefore, there is a lot of pressure on parking. From Wednesday through Friday, before mid-day until mid-afternoon there are no street spaces available along N. Old

Woodward Ave. Also, Lot 6 pretty well fills up by noon until later afternoon. That leaves the area with no parking turnover to allow visitors to park. He has walked through the residential area behind N. Old Woodward Ave. between Ravine, Euclid, Ferndale, and Park and observed lots of open spaces during business hours.

It was agreed that a message about being able to park free in a structure when the permit area is full should be communicated to permit holders. Mr. O'Dell noted that information is on the permit application but there is not much turnover in the Lot 6 passes. The people that have Lot 6 passes have had them for years and have not seen their application in years. A map is handed out whenever requested that shows where people can park. When permit holders state that they cannot find a space, they are told they can park in the N. Old Woodward Structure.

Mr. O'Meara suggested that data could be collected that would count usage in the immediate N. Old Woodward area as well as on Ravine, Euclid, Ferndale, and Park if the committee wants to explore that idea. Also, everyone that might be involved could be invited to a public hearing to consider the two options: 1) to allow parking in the residential permit area; or 2) converting the 38 permits to park in the structure during the construction period. The rooftop valet will be operating in both of the nearby structures, and it will create an extra 100 spaces between the two of them.

Chairman Kuhne said it will be necessary to talk to the residents in the Ravines area before construction starts to get them to buy in. If parking is allowed it will deter delivery trucks from cutting through, as well as cut down traffic speed. Mr. O'Dell expressed the opinion that it would be a better idea to use the side streets for the 38 permit holders because if they park in the structure it would take away from the daily parkers.

It was concluded that a traffic study will be done in the Ravines area as well as along N. Old Woodward Ave. in order to determine the demand. Also, a map will be created that shows where the 38 people are actually working.

Motion by Mr. Kalczyński

Seconded by Dr. Vaitas to hold a public hearing to investigate solutions to the metered parking and permit parking concerns with regard to the construction related to Lot 6 and the Little San Francisco area and whether the solutions would be mandatory or voluntary, particularly for those businesses south of Harmon. This will apply only to the Downtown Old Woodward Ave. construction period.

Motion carried, 7-0.

VOICE VOTE:

Yeas: Kalczyński, Vaitas, Champagne, Honhart, Krueger, Kuhne, Paskewicz

Nays: None
Absent: None

CONSTRUCTION UPDATE

Mr. O'Meara noted that traffic control equipment is now being upgraded at four of the garages. This weekend N. Old Woodward will get its new parking control equipment. The other structures will be converted in the upcoming weeks through May 12. For next year's budget, work is recommended at Parking Lot 6, as well as at the Chester St. and Pierce St. Structures. Finally, there is an RFQ out now regarding the Bates St. extension project for the N. Old Woodward Structure. Bidders will have to submit their packages by the end of April. The Ad Hoc Parking Development Committee will review those.

MONTHLY FINANCIAL REPORTS

Mr. O'Dell advised they are continuing to see increased revenues and the increased monthly rate is now in effect.

MEETING OPEN FOR MATTERS NOT ON THE AGENDA

Dr. Vaitas said in 2008 Economy Permits were allowed to park in Area J in front of the parking garage. However, he called and was told it was taken out. Mr. O'Dell agreed to research that because no one remembered it being removed.

Chairman Kuhne advised this committee needs to figure out what to do about the outdoor dining decks.

Mr. O'Meara indicated that he was asked to have the committee explore a trolley during construction. Mr. O'Dell thought a better idea would be employ a shuttle service to take people to the remote lots. Ms. Krueger thought that re-introducing the shuttle during the construction period is a good idea. Cost issues arose in the past when explored, as shuttles would run early in the morning and late in the day and people would be trapped in the middle of the day. Mr. O'Meara noted that they are in discussions with Lyft who could be called at any time.

Chairman Kuhne took comments from the public at 9:25 a.m.

Mr. Larry Immerman from the Senior Men's Club announced they are proposing a shuttle service for their meetings involving up to fourteen cars that will impact

the Chester St. Structure. Also they are trying to increase the use of carpooling. He was very interested in any information from Lyft.

NEXT REGULARLY SCHEDULED MEETING

May 3, 2017

ADJOURNMENT

No further business being evident, the chairman adjourned the meeting at 9:30 a.m.

Respectfully submitted,

Paul O'Meara
City Engineer



MEMORANDUM

Engineering Dept.

DATE: April 27, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: 412-420 E. Frank St.
Public Hearing

At the April 5, 2017 meeting of the Advisory Parking Committee (APC), a public hearing was scheduled to consider a request to remove two existing parking metered spaces on E. Frank St. between Ann St. and S. Old Woodward Ave. The attached postcard was sent to all property owners within 300 ft. of this block to alert them to this discussion. Few comments have been received to date. The one written comment received from an adjoining homeowner, is attached.

As discussed at the last meeting, SP+ surveyed demand for these five parking spaces for five days, during the week of April 17. It should be noted that the adjacent commercial building at 420 E. Frank St. is now vacant. It can be assumed that no demand from this parcel was included in the survey. Similarly, it can be assumed that demand will generally be low from the new condominium building proposed adjacent to this block. Not only does the new development provide the number of on-site parking required for a residential use, additional spaces are proposed for guests. (The architect plans to be in attendance to clarify this issue.)

Demand on Frank St. during this week can be summarized as follows:

	10 AM	12 PM	2 PM	Average
% Occupied (Existing Five Spaces)	48%	28%	52%	43%
% Occupied (If Four Spaces Present)	60%	35%	65%	53%
% Occupied (If Two Spaces Present)	120%	70%	130%	107%

For the week surveyed, it appears that losing one space is not an issue. If three spaces are lost, it appears that current demand for parking would have to be satisfied elsewhere.

It was also noted that this block contains a loading zone on the north side for the benefit of the business adjacent. While the owner indicated that they use this area for loading regularly, our survey during the times checked (15 times over a week) did not record any loading activity. It is possible, however, that it is used at other times of the day.

The Frank St. block being studied also is a designated overflow area for monthly permit holders being issued permits on Ann St., north of Frank St. In that area, there are currently nine parking meters. The Commission has previously authorized the sale of 8 permits for this area, for the benefit of adjacent buildings on Daines St. The sale of these permits has continued for

about 15 years, with little comment or concern from the public. If the overflow area is reduced in size, it is important to consider how that will impact these permits as well. The survey results are as follows:

% Occupied (Existing Nine Spaces)	10 AM	12 PM	2 PM	Average
% Occupied (Existing Nine Spaces)	49%	42%	38%	43%

Based on these numbers, it appears that this area is under-utilized, and the need for overflow parking is not a common occurrence. If both Ann St. and Frank St. are full, permit holders would have the opportunity to park for free in either the Pierce St. or Peabody St. Parking Structures.

Should the Committee wish to proceed with this proposal, a recommendation is provided below:

SUGGESTED RECOMMENDATION:

To recommend to the City Commission that three metered parking spaces be removed on the south side of E. Frank St., between Ann St. and S. Old Woodward Ave., as proposed by the developer of the adjacent condominium project at 412 - 420 E. Frank St.

Ann and Frank Street Meter Survey

Completed by: 

April 17, 2017

Ann Street Meters

9 spaces total	10a	12p	2p
Spaces Occupied	5	4	4

Frank Street Meters

5 spaces total	10a	12p	2p
Spaces Occupied	2	2	3

April 18, 2017

Ann Street Meters

9 spaces total	10a	12p	2p
Spaces Occupied	5	5	5

Frank Street Meters

5 spaces total	10a	12p	2p
Spaces Occupied	5	1	4

April 19, 2017

Ann Street Meters

9 spaces total	10a	12p	2p
Spaces Occupied	7	4	4

Frank Street Meters

5 spaces total	10a	12p	2p
Spaces Occupied	1	2	2

April 20, 2017

Ann Street Meters

9 spaces total	10a	12p	2p
Spaces Occupied	0	1	2

Frank Street Meters

5 spaces total	10a	12p	2p
Spaces Occupied	3	1	1

April 21, 2017

Ann Street Meters

9 spaces total	10a	12p	2p
Spaces Occupied	5	5	2

Frank Street Meters

5 spaces total	10a	12p	2p
Spaces Occupied	1	1	3

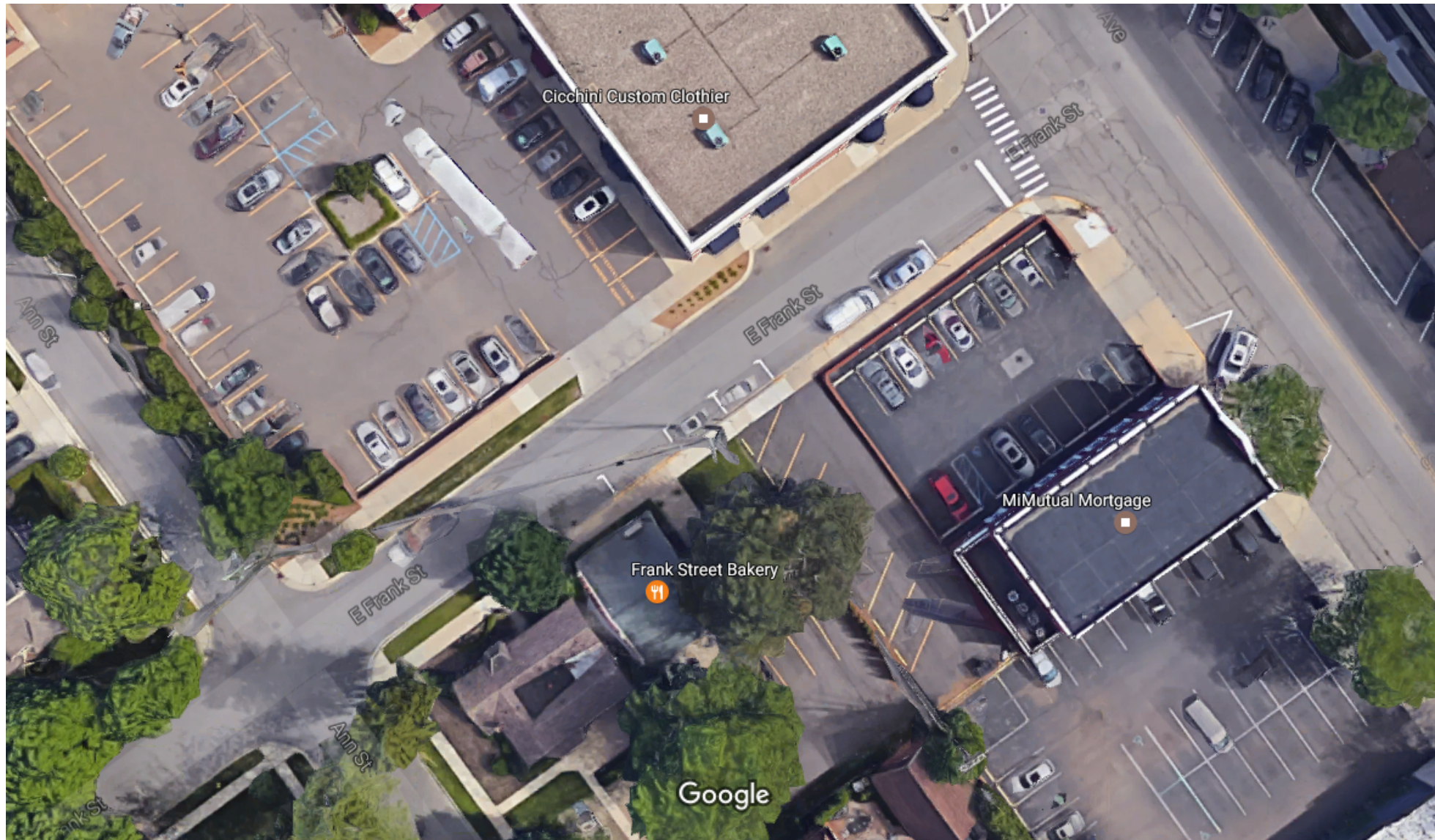
****Note:** Vehicles were not unloading any materials during the counts.

NOTICE - CITY OF BIRMINGHAM PARKING SYSTEM

The owner of the properties known as 412 & 420 E. Frank St. is proposing to remove the existing buildings to construct a new residential condominium. The proposal will impact the public metered parking currently located on the south side of E. Frank St., between Ann St. and S. Old Woodward Ave.

One of the five parking spaces must be removed to accommodate the driveway needed for this development. The Advisory Parking Committee will consider a request to eliminate two additional parking spaces on the street in order to extend the green space in the right-of-way between the sidewalk and the curb. (Two metered spaces would remain on the block.)

A public hearing will be held at the Municipal Building, 151 Martin St., Weds. May 3, 2017, 7:30 AM in the morning. Please enter via the Police Dept. door (Pierce St.). If you wish to submit written comment, please send to the Engineering Dept., PO Box 3001, Birmingham, MI, 48012, to be received no later than April 28. For more information about the proposal, please see: <http://www.bhamgov.org/xxxx>. Questions? Call the Engineering Dept. at 248-530-1850.



Imagery ©2017 Google, Map data ©2017 Google 20 ft



Paul O'Meara <pomeara@bhamgov.org>

APC re Frank St.

1 message

Eric Wolfe <elwolfe1@comcast.net>

Thu, Apr 27, 2017 at 12:09 PM

To: pomeara@bhamgov.org, Joe Valentine <jvalentine@bhamgov.org>

Note: please include with packet for 5/3/17 meeting as I will most likely be unable to attend. Please confirm your receipt. Thank you.

Dear Paul,

My family and I reside at 393 E. Frank St., which would be directly affected by the plan to eliminate three parking metered spaces on the south side of Frank in front of the proposed development at 412-420 E. Frank St. Eliminating these well-utilized spaces will simply shift the parkers to the meters on Ann St., which are already heavily used by permit parkers. I have people parking in front of my home, on the side of my home, using my driveway for turning around, constantly. This would potentially make matters much worse. While I understand one meter he would like to remove is in the area of his proposed garage driveway, the others are not. His desire to keep parkers away from his property by shifting them to others is not acceptable. They should remain in place, as he was aware they were in use when he proposed his multi-family project. I have contacted the developer and he is aware of my views.

It is my understanding that the developer has proposed moving the meters to the north side of Frank St. adjacent to the custom clothier. I was not aware that this part of Frank St. was considered a loading zone for CVS. Since the CVS rear door for deliveries is within their parking lot and at the north end, it doesn't make sense that they would have a loading zone on a public street. While it is true that trucks enter the site from Frank, it is rare that a truck idles for any length of time on Frank, and in 10 years of living here I have never seen a truck unloaded from Frank St. A review of the final site plan for the CVS development should shed more light on this.

Also, the CVS final site plan requires trees and shrubs in the right of way on Frank. They have been planted and didn't survive evidently. Then they were replanted about 6 years ago but the property owner failed to water the trees (as I did on the Ann St. ROW for two years) and they died again. Doesn't the property owner have a legal obligation to maintain the site in accordance with the final site plan? Irrigation would help, and should have been installed originally, or when the entire parking lot was removed and replaced about two years ago. Instead we are left with a ROW bereft of landscaping but filled with weeds and dog waste.

Thank you.

Eric and Tracey Wolfe

393 E. Frank St.



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

PRELIMINARY SITE PLANS FOR

420 E FRANK

420 E. FRANK STREET
CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN

OWNER/APPLICANT/DEVELOPER:

420 E FRANK, LLC
36400 WOODWARD AVE.
BLOOMFIELD HILLS, M 48304
CONTACT: JOHN SHEKERJIAN
PHONE: (248) 885-1153
EMAIL: JOHNS@JOHNRICARDS.COM

ARCHITECT:

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FAX: (248) 418-7441
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CIVIL ENGINEER:

PEA, INC.
2430 ROCHESTER CT, SUITE 100
TROY, MI 48083
CONTACT: JOHN B. THOMPSON
PHONE: (248) 689-9090 EXT. 109
FAX: (248) 689-1044
EMAIL: JTHOMPSON@PEAINC.COM

LANDSCAPE ARCHITECT:

PEA, INC.
7927 NEMCO WAY, SUITE 115
BRIGHTON, MI 48116
CONTACT: JEFF SMITH, R.L.A., LEED AP
PHONE: (517) 546-8583
FAX: (517) 546-8973
EMAIL: JSMITH@PEAINC.COM

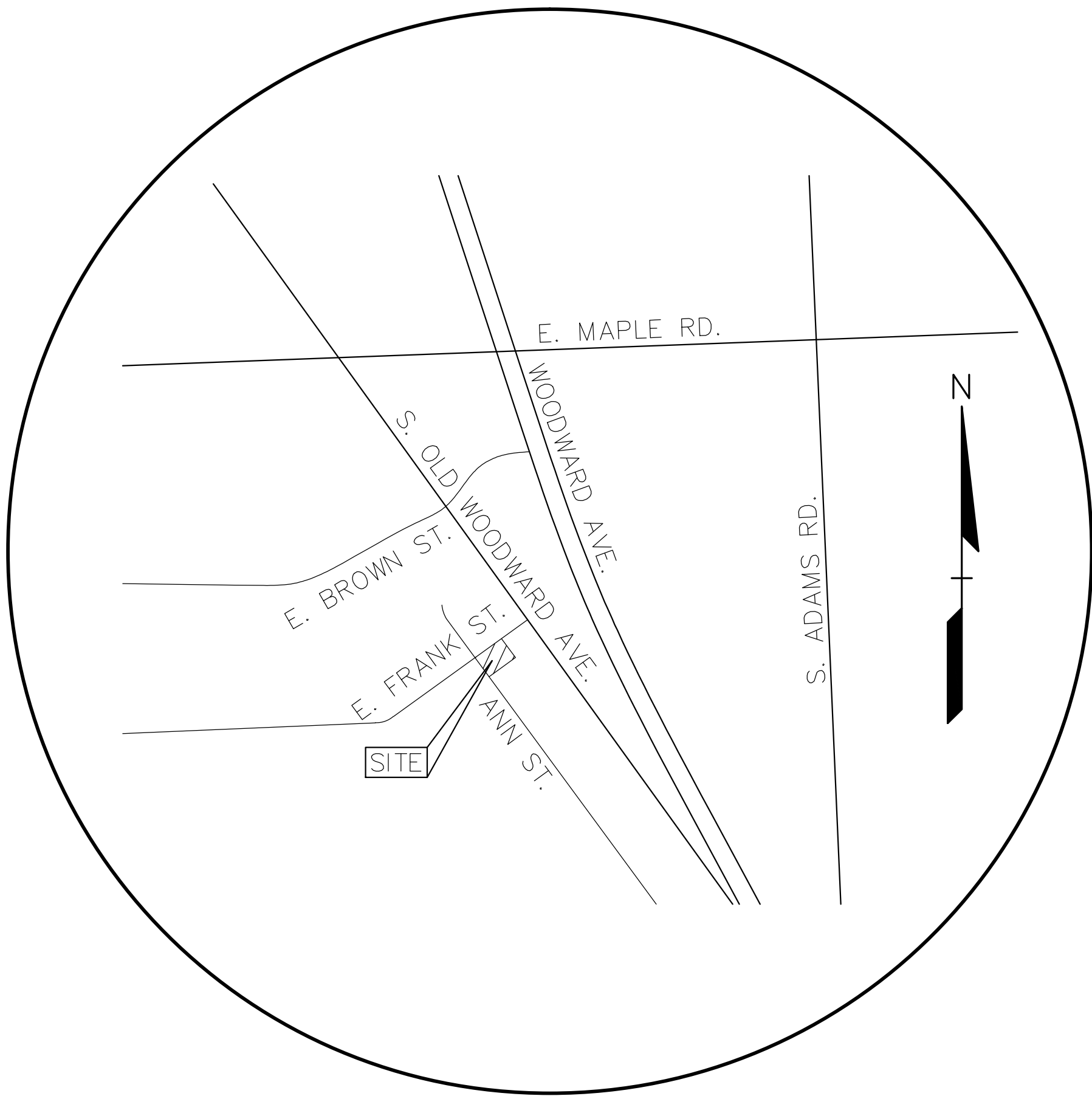
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KEM-TEC & ASSOCIATES
22556 GRATIOT AVE
EASTPOINTE, MI 48021

THOMAS M. SMITH
7559 OLDE STURBRIDGE TRAIL
CLARKSTON, MI 48348

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



LOCATION MAP
NO SCALE

INDEX OF DRAWINGS:

- P-1.0 COVER SHEET
P-2.0 TOPOGRAPHIC SURVEY
P-3.0 PRELIMINARY SITE PLAN
P-4.0 PRELIMINARY GRADING PLAN
P-5.0 PRELIMINARY UTILITY PLAN
P-6.0 NOTES AND DETAILS

- L-1.0 PRELIMINARY LANDSCAPE PLAN

APPROVALS:

CITY COMMISSION REZONE TO TZ1 02-13-17

NO.	BY	DATE	REVISIONS
1	TMK	JBT	REVISED BUILDING LAYOUT

CAUTION!!
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f: 248.689.1044
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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, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	OTHERS	P.M.	JBT

ORIGINAL ISSUE DATE:
MARCH 1, 2017

PEA JOB NO. 2017-060

SCALE: 1" = 20'

DRAWING NUMBER:

NOT FOR CONSTRUCTION

XREF: S:\PROJECTS\2017\2017060\DWG\17060-TOPOBASE.DWG
XREF: S:\PROJECTS\2017\2017060\DWG\CONSTRUCTION_V-BASE-17060.DWG
XREF: S:\PROJECTS\2017\2017060\DWG\CONSTRUCTION_X-TBLK-17060.DWG

PROPERTY DESCRIPTION

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.

PARCEL 2:
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.

PARCEL 3:
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 AREA

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

SURVEYOR'S NOTE

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.

BENCHMARKS

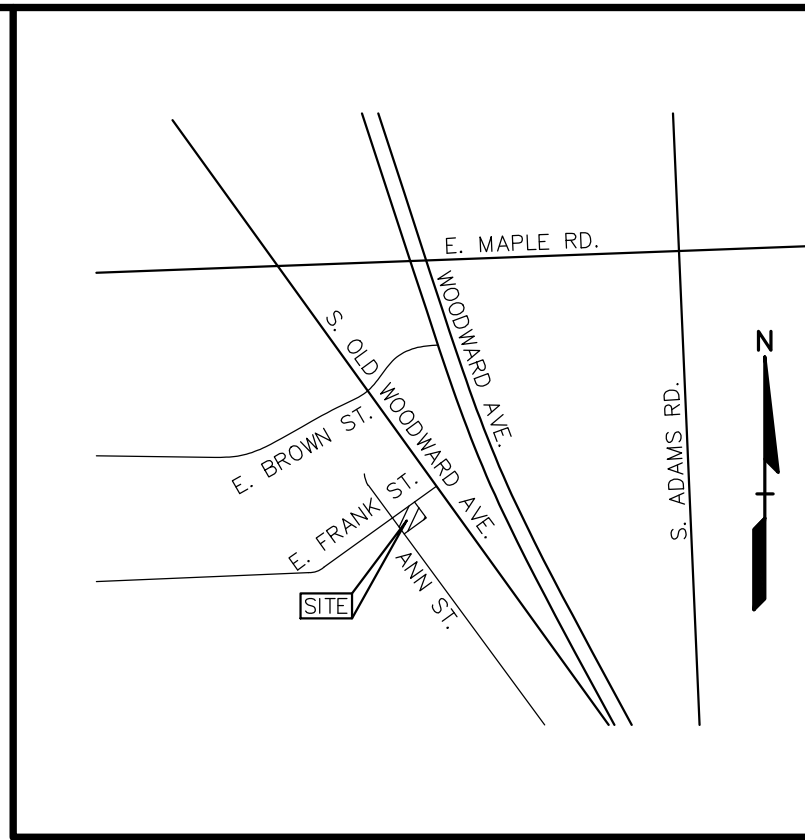
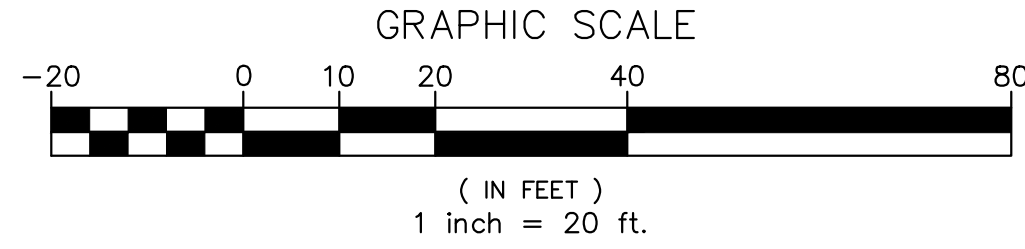
(U.S.G.S. DATUM)

BM#1
NAIL IN POLE NORTHEAST CORNER OF FRANK STREET AND ANN STREET
ELEV. - 765.29

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REVISIONS

NO.	DATE	BY	DESCRIPTION
1		TMK	REVISOR BUILDING LAYOUT

GENERAL NOTES:

THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT.

- ALL DIMENSIONS SHOWN ARE TO BACK OF CURB, FACE OF SIDEWALK, OUTSIDE FACE OF BUILDING, PROPERTY LINE, CENTER OF MANHOLE/CATCH BASIN OR CENTERLINE OF PIPE UNLESS OTHERWISE NOTED.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF BIRMINGHAM CURRENT STANDARDS AND REGULATIONS.
- THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER AND/OR THE AUTHORITY HAVING JURISDICTION 3 BUSINESS DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- ANY WORK WITHIN THE STREET OR HIGHWAY RIGHT-OF-WAYS SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AGENCIES HAVING JURISDICTION AND SHALL NOT BEGIN UNTIL ALL NECESSARY PERMITS HAVE BEEN ISSUED FOR THE WORK.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADJUST THE TOP OF ALL EXISTING AND PROPOSED STRUCTURES (MANHOLES, CATCH BASINS, INLETS, GATE WELLS ETC.) WITHIN GRADED AND /OR PAVED AREAS TO FINAL GRADE SHOWN ON THE PLANS. ALL SUCH ADJUSTMENTS SHALL BE INCIDENTAL TO THE JOB AND WILL NOT BE PAID FOR SEPARATELY.

SITE DATA TABLE:

- TOTAL SITE AREA = 0.35 ACRES
- ZONED: TZ1 (TRANSITION ZONE)
- PROPOSED USE: MULTI-FAMILY RESIDENTIAL
- BUILDING SETBACKS:
FRONT: 0'-5' PROVIDED: 5'
REAR: 20' PROVIDED: 30'
SIDE: 0' INTERIOR/10' CORNER 0'/10'
- MAX LOT COVERAGE: N/A
- MAX BUILDING HEIGHT: 35', 3 STORIES
PROPOSED: 3 STORIES

EXISTING LEGEND

- SET 1/2" REBAR WITH CAP P.S. 47976
- (R&M) FOUND MONUMENT (AS NOTED)
- (R) RECORD AND MEASURED DIMENSION
- (M) RECORD DIMENSION
- 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
- FENCE (AS NOTED)
- WALL (AS NOTED)
- OVERHEAD UTILITY LINE

LEGEND

- EXISTING
 - OH—ELEC—W—ELEC. PHONE OR CABLE TV D.H. LINE, POLE & GUY WIRE
 - UG—CATV—C—UNDERGROUND CABLE TV, CATV PEDESTAL
 - UG—PHONE—P—TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
 - UG—ELEC—E—ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
 - W—WATERMAIN, HYD., GATE VALVE, TAPPING SLEEVE & VALVE
 - S—SANITARY SEWER, CLEANOUT & MANHOLE
 - ST—STORM SEWER, CLEANOUT & MANHOLE
 - C—COMBINED SEWER & MANHOLE
 - S—SQUARE, ROUND & BEHAVE CATCH BASIN, YARD DRAIN
 - P—POST INDICATOR VALVE
 - W—WATER VALVE BOX/HYDRANT VALVE BOX, SERVICE SHUTOFF
 - M—MALBOX, TRANSFORMER, IRRIGATION CONTROL VALVE
 - U—UNIDENTIFIED STRUCTURE
 - S—SPOT ELEVATION
 - C—CONTOUR LINE
 - F—FENCE
 - G—GUARD RAIL
 - S—STREET LIGHT
 - S—SIGN
 - CONC.—CONCRETE
 - ASPH.—ASPHALT
- PROPOSED
 - 671.21
 - 671
 - STD. DUTY
 - HEAVY DUTY
 - R.O.M. ONLY
 - STD. DUTY
 - HEAVY DUTY
 - DEEP STRENGTH

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PRELIMINARY SITE PLAN

420 E FRANK

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

CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN

S:\PROJECTS\2017-060 BIRMINGHAM-871 Dig Site Plans (P-3) (M-17060.DWG

DES. TMK DN. TMK SUR. OTHERS P.M. JBT

ORIGINAL ISSUE DATE:

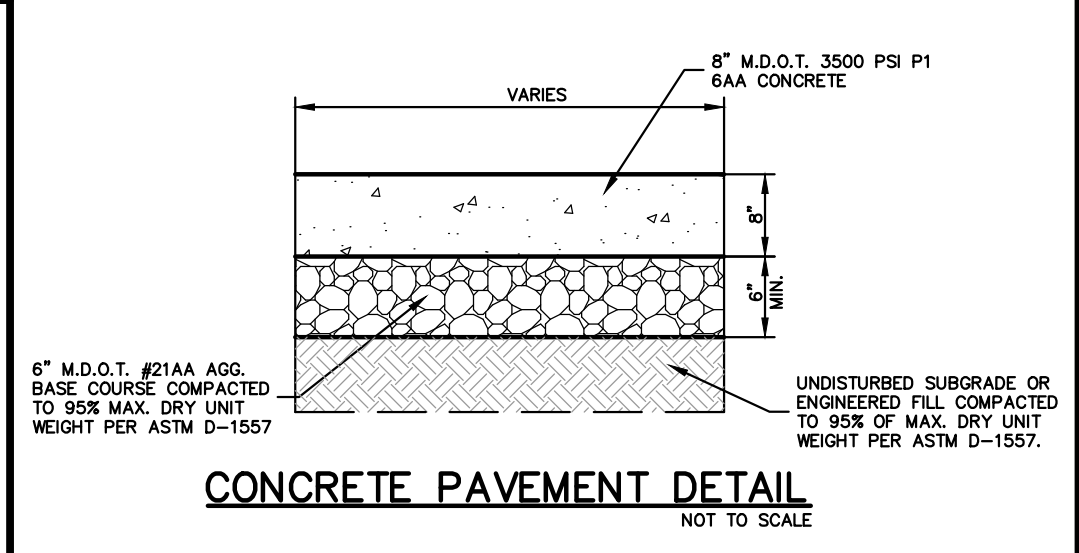
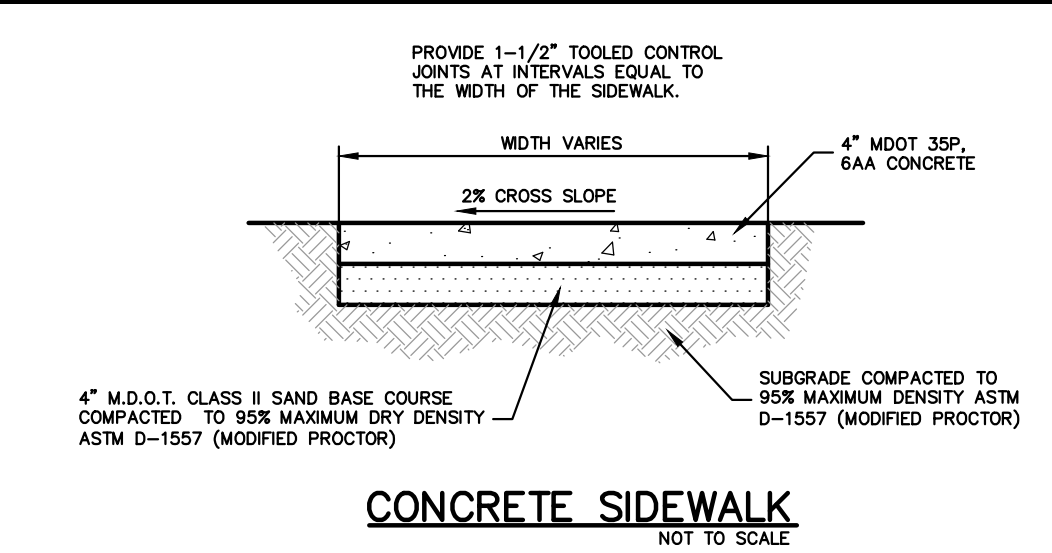
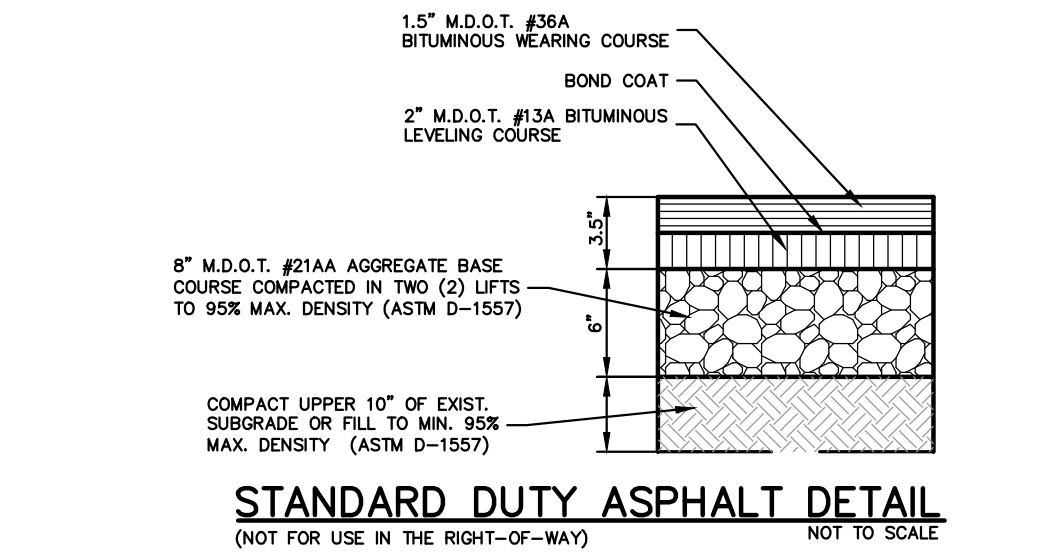
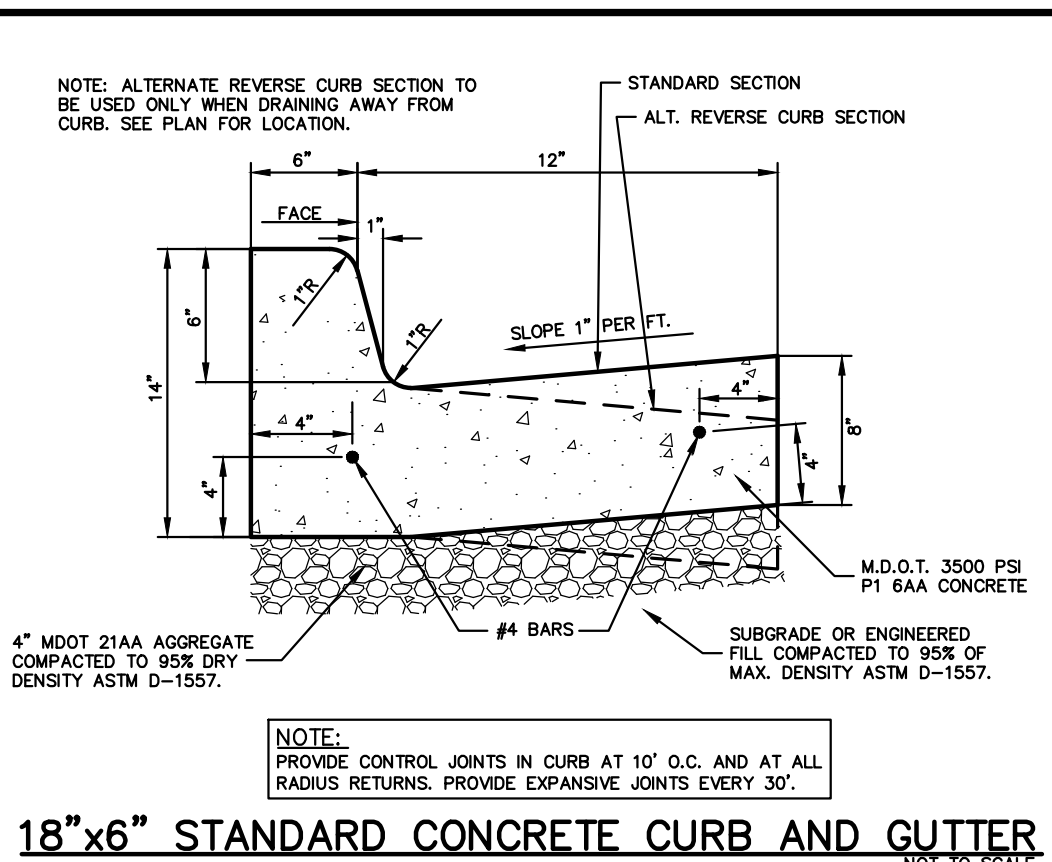
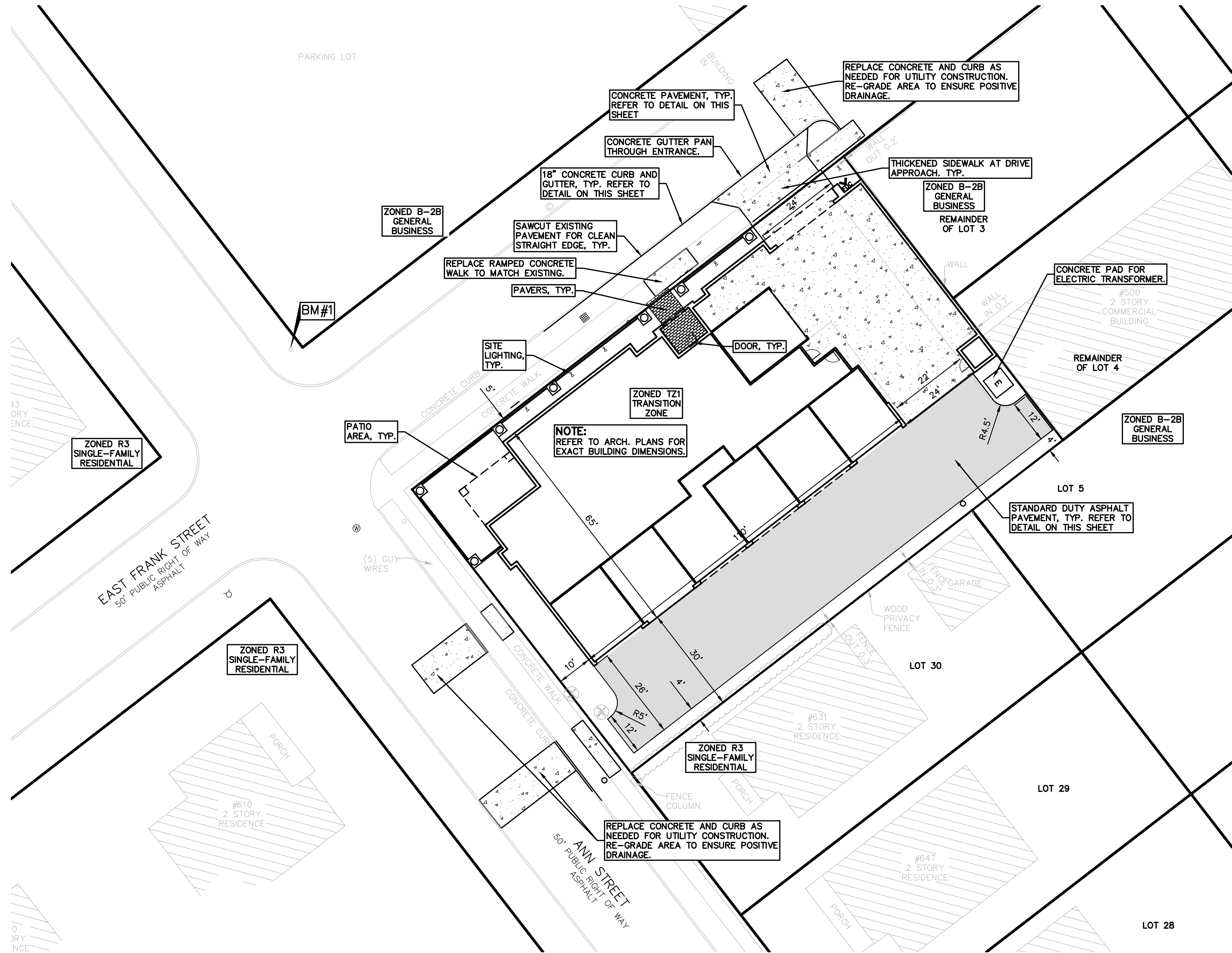
MARCH 1, 2017

PEA JOB NO. 2017-060

SCALE: 1" = 20'

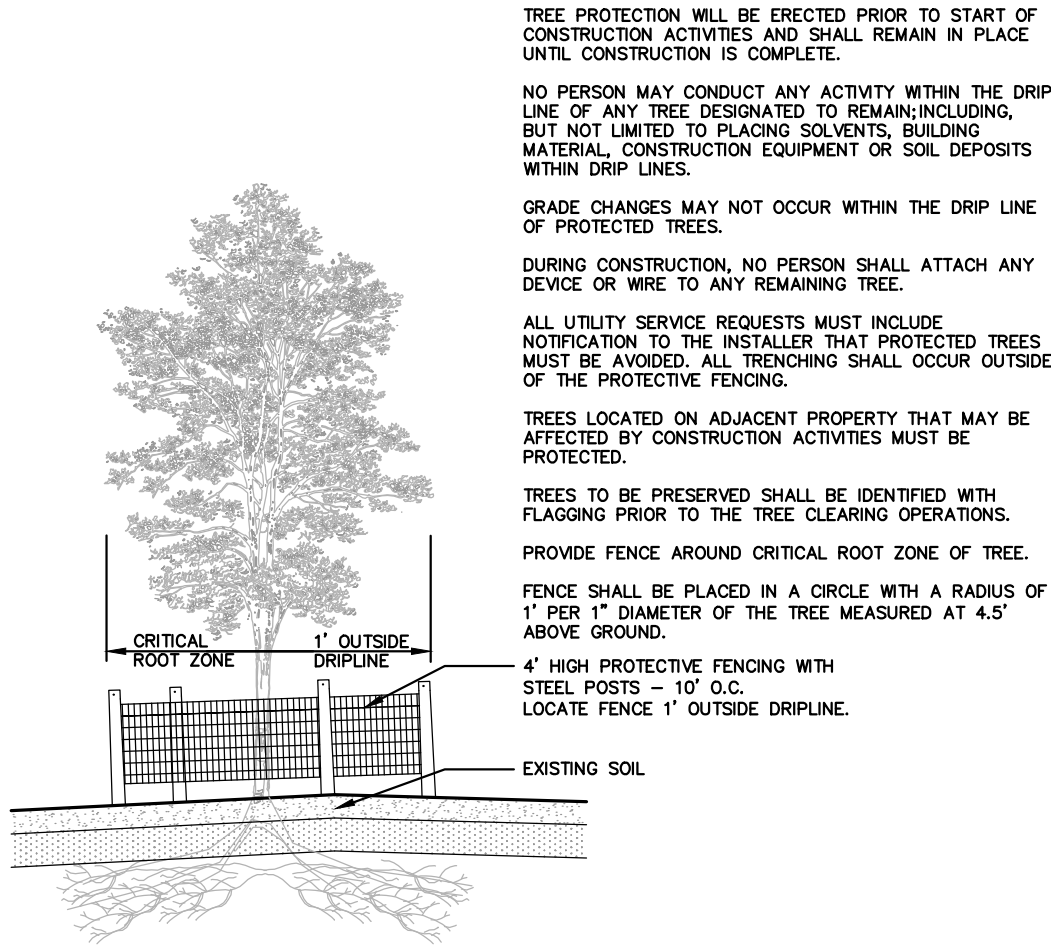
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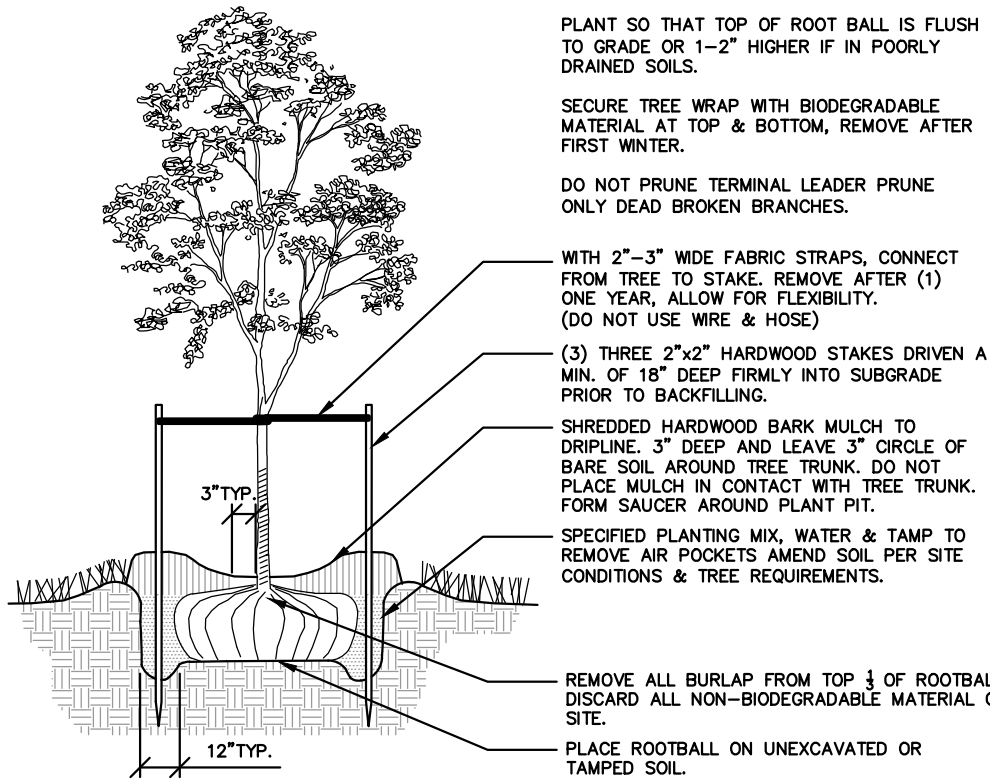


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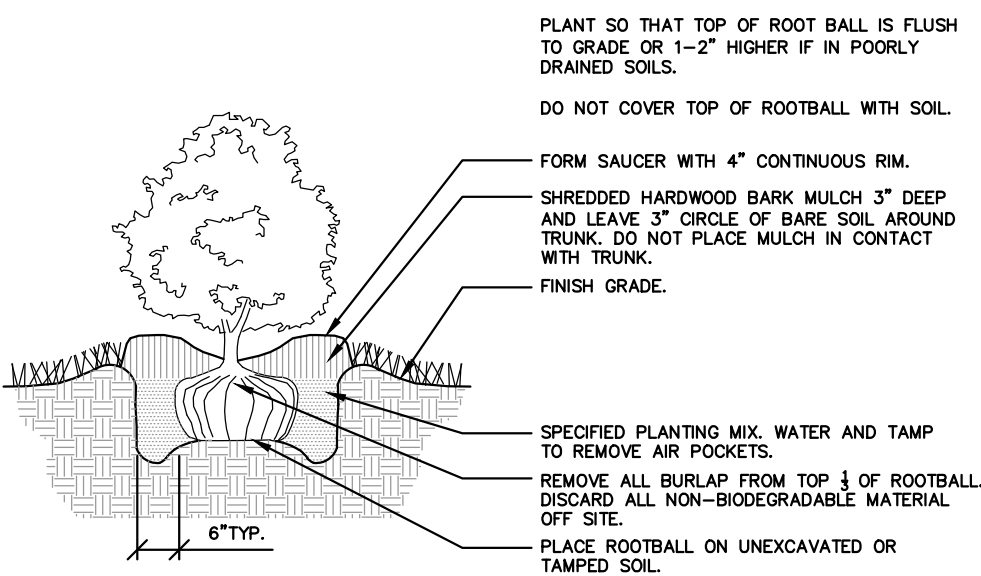
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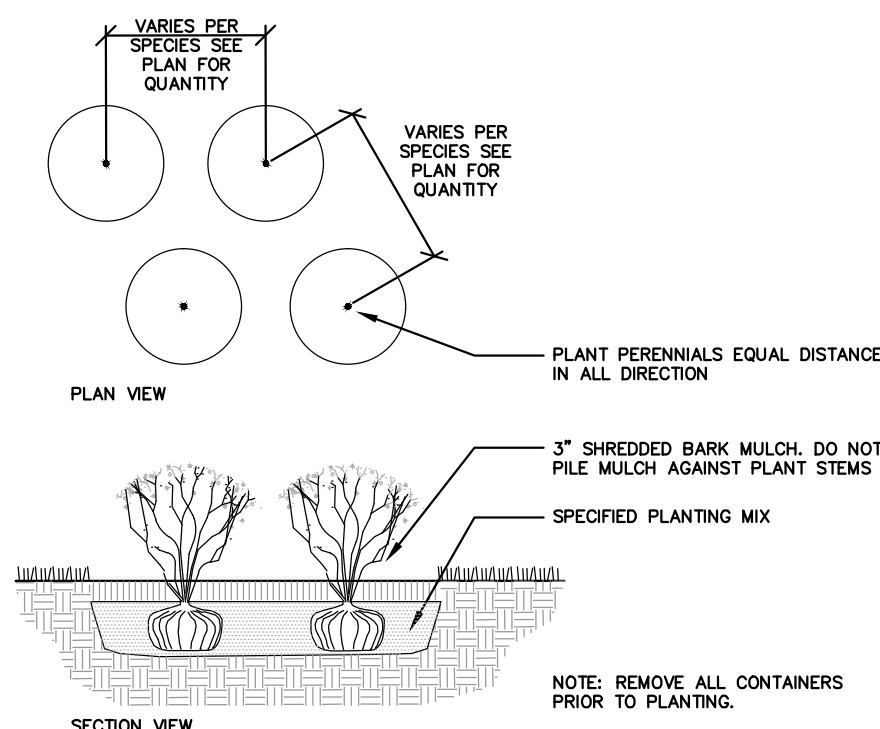
TREE PROTECTION DETAIL
NOT TO SCALE



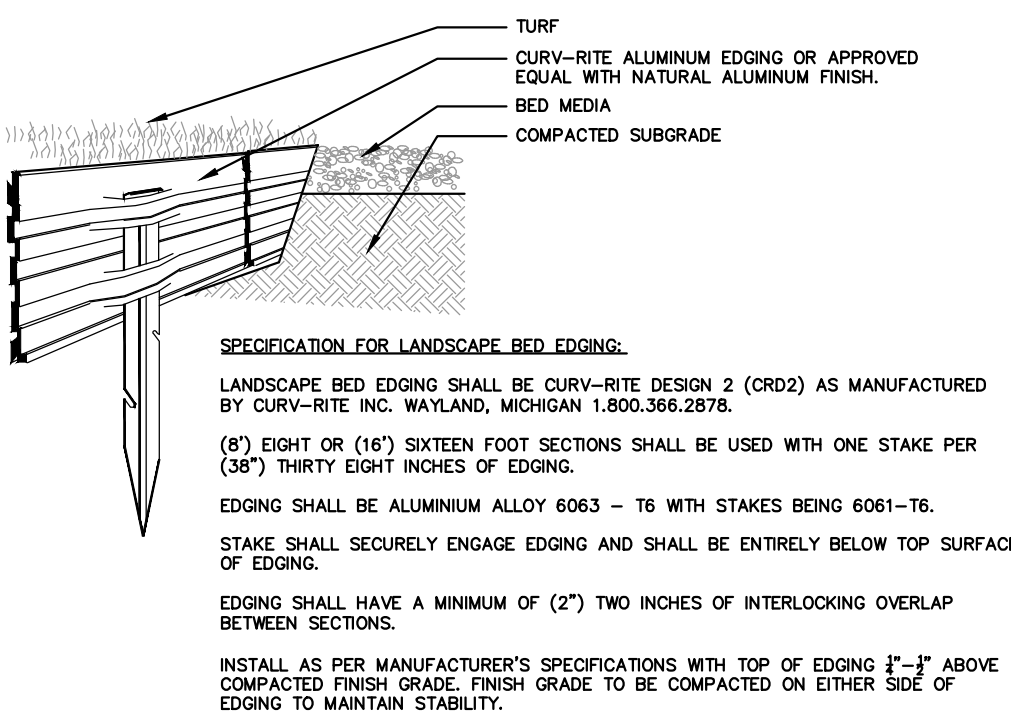
DECIDUOUS TREE PLANTING DETAIL
NOT TO SCALE



SHRUB PLANTING DETAIL
NOT TO SCALE



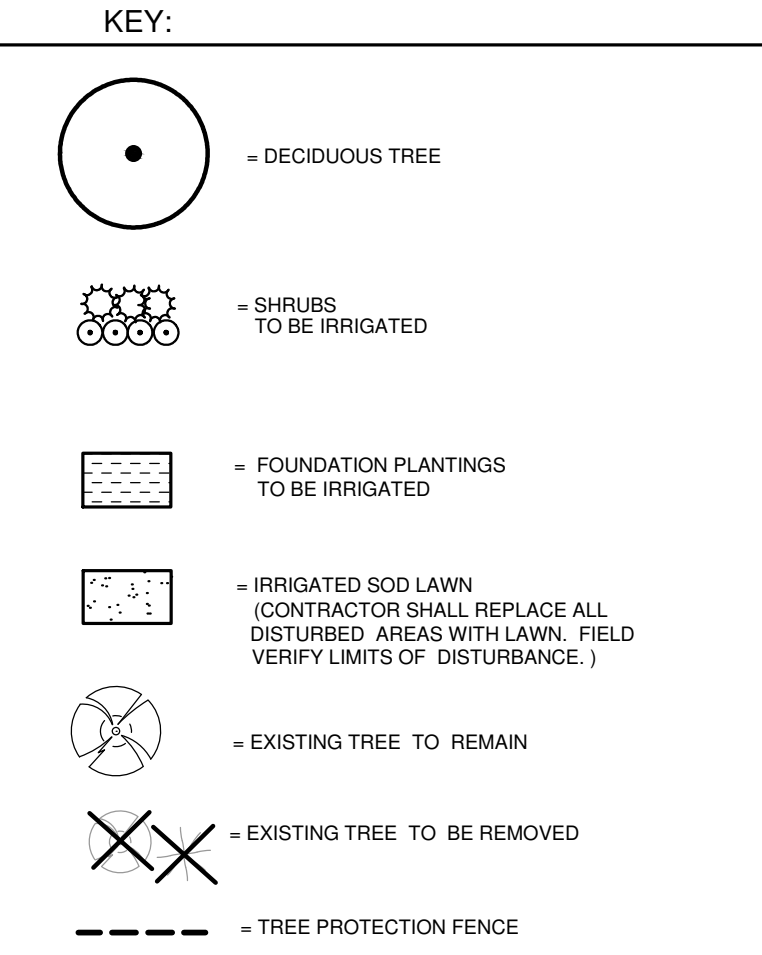
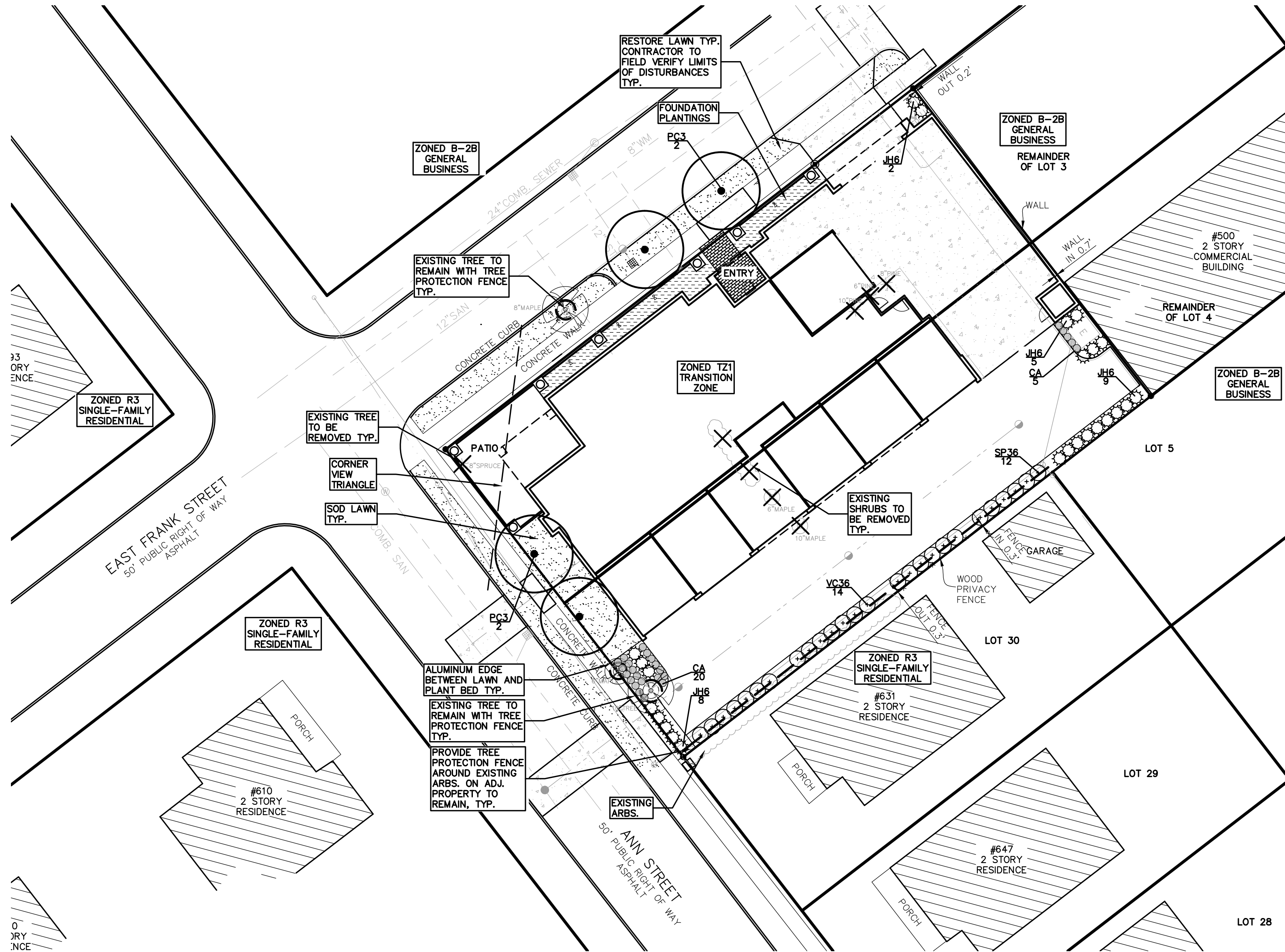
PERENNIAL PLANTING DETAIL
NOT TO SCALE



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> 'Kari 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 REQD AREA					
PROPOSED: PARKING AREA IS LESS THAN 20 CARS AND 5400 SF LOT, THEREFORE REQUIREMENTS ABOVE ARE NOT APPLICABLE.					
PROPOSED: 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
XREF: S:\PROJECTS\2017\2017060\DWG\CONSTRUCTION-V-BASE-17060.DWG
XREF: S:\PROJECTS\2017\2017060\DWG\CONSTRUCTION-X-TBLK-17060.DWG

NO.	DATE	BY	REVISION
1	01/17/2017	JBT	REVISED BUILDING LAYOUT

REVISIONS

CAUTION!!

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www.peainc.com

DES.	JLE	DN.	JLE	SUR.	JBT	OTHERS	P.M.
420 E FRANK, LLC 3640 WOODWARD AVE BLOOMFIELD HILLS, MI 48304 PRELIMINARY LANDSCAPE PLAN 420 E FRANK PART OF THE NE 1/4 OF SECTION 36, T. 2N, R. 10E, CITY OF BIRMINGHAM, OKLAHOMA COUNTY, OKLAHOMA S:\PROJECTS\2017\2017060\DWG\CONSTRUCTION-X-TBLK-17060.DWG							

ORIGINAL ISSUE DATE:
MARCH 1, 2017

PEA JOB NO. 2017-060

SCALE: 1" = 20'

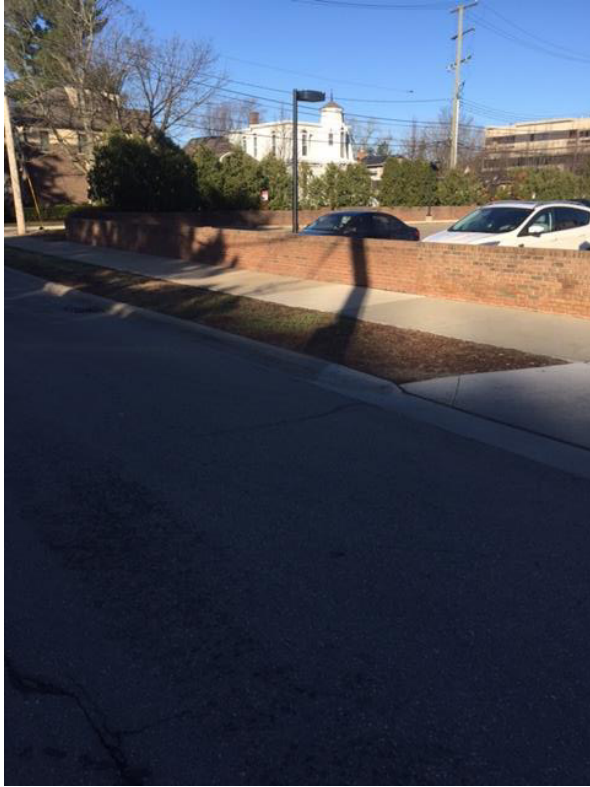
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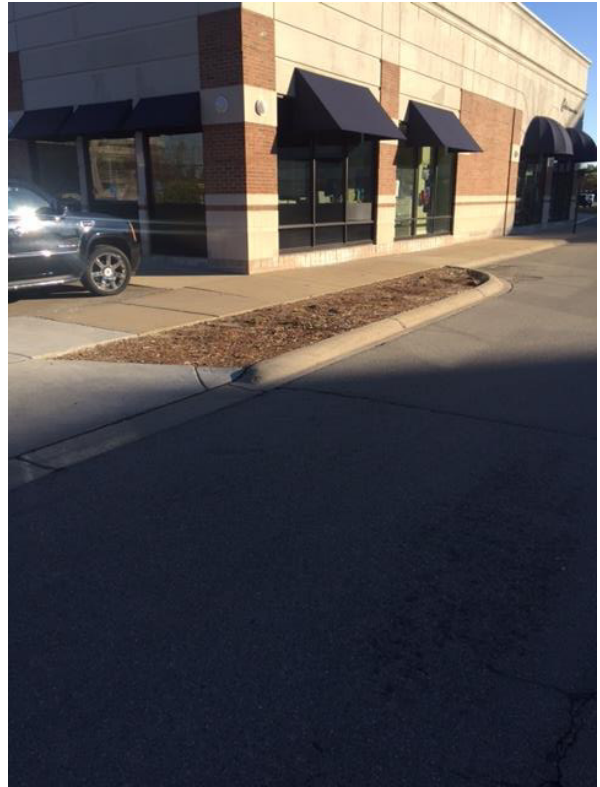




North side of E. Frank facing West



North side of E. Frank facing East



South side of E. Frank facing East





MEMORANDUM

Engineering Dept.

DATE: April 27, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Parking Lot #6 Area
Capacity Study

At the April 5, 2017 Advisory Parking Committee (APC) meeting, a public hearing was scheduled to consider various temporary parking options for monthly permit holders using street parking in the area of N. Old Woodward Ave. from Harmon St. to Willits St. Business owner Robert Greenstone (430 N. Old Woodward Ave.) expressed concern that demand for street parking is excessive, and would only get worse when Old Woodward Ave. south of Willits St. is closed for upcoming construction. The public hearing was intended to alert both parking permit holders, as well as the adjacent neighborhood, that changes were being considered, to be implemented during the construction project.

The proposal was to require that anyone who works in a business south of Harmon St. that possesses a monthly parking permit would have their parking area changed during the construction project. Options included the parking on the residential permit parking zones on the streets to the east of N. Old Woodward Ave., or to require parking in the N. Old Woodward Ave. or Park St. Structures.

On April 24, the City Commission reviewed the bids received for the Old Woodward Ave. construction project. Prices were much higher than budgeted, and it was decided to postpone the project until early 2018. No construction will proceed on downtown streets this summer. With that change, staff made the decision to cancel this hearing. Since data was already being collected, and the construction project will occur next year, we felt that review of the data and further discussion about possible options would be appropriate. With that in mind, following is a review of the survey data received:

N. OLD WOODWARD AVE. – PARKING DEMAND

As many of you will recall, the various blocks of the N. Old Woodward Ave. parking areas have been designated with a letter to differentiate them, in accordance with the attached map. Survey data was collected specifically on five areas, in order to capture the level of demand being seen in this area. Surveys were taken for five days during the week of April 17, 2017, during the times of 10 AM, noon, and 2 PM (attached). To summarize, the average occupancy seen over the five day period for each area is as follows:

Block	10 AM	12 PM	2 PM
I	93%	99%	93%
J	62%	90%	72%
E2	51%	84%	83%
K	76%	96%	98%
L	44%	88%	84%

Of particular concern are the following:

Area I – Historically, Area I contained 49 parking spaces. The meters allow for up to 12-hour parking. Area I was also designated as both a regular and economy monthly parking zone many years ago due to its relatively remote location relative to any particular business. Area I has been temporarily reduced in size by 14 parking spaces (29%) due to safety concerns with the adjacent building construction. Once the building is finished, the driveway that existed with the previous building use will not be rebuilt, allowing an increase in parking spaces from what is there today.

The current numbers indicate that this area is effectively full large amounts of the business days. It is not clear to what extent the current reduction in spaces is impacting this number, but it is likely related. The APC may wish to consider changes to the permit parking zones in order to reduce demand on these spaces, and making them more available to transient customers. Changes can be made by either:

- Removing some or all of the monthly permit parking allowed in this area.
- Reducing the number of hours that a vehicle can be parked here at a paid meter.

Area K – Area K is much smaller, containing 9 parking spaces, with a 2-hour time limit. It appears to be effectively full at the noon and 2 PM time periods. Mr. Greenstone has asked that this area be changed from its current 2-hour time limit to 1-hour, thereby encouraging turnover. When this issue was discussed formally several years ago, no action was taken, as the majority of the businesses preferred the 2-hour designation. This area has never been designated for long term monthly permit parking.

RESIDENTIAL PERMIT PARKING ZONE EAST OF N. OLD WOODWARD AVE.:

To review the subject area, the table below summarizes the four streets being considered for monthly permit parking, and their capacities:

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

At last month's meeting, it was identified that approximately 37 monthly permits are being held by permit holders south of Harmon St. The distribution of the work locations for these permit holders is indicated in the attached map. If we apply the normal industry rule that 60% of monthly permit holders need to park their car at the same time, that would result in a demand of 22 cars that need to be moved into the neighborhood.

As shown on the above table, current demand for parking within the residential permit parking zone east of N. Old Woodward Ave. indicates that there is excess capacity the majority of the time:

Averaged Demand – Week of April 17	10 AM	12 PM	2 PM
Ravine – Ferndale to Park	36%	47%	36%
Euclid – Old Woodward to Park	47%	55%	53%
Ferndale – Ravine to Oakland	25%	32%	38%
Park – Ravine to Oakland	17%	20%	14%

Considering that Park St. would be the least desirable street for permit holders to park on (due to the further walking distance involved), it can be assumed that the other streets (Ravine, Euclid, and Ferndale) will be close to capacity during peak demand hours. This may result in displacing residents away from their own homes in a way that they are not used to.

The other option would be to require the 37 permit holders to park in the adjacent parking structures. As shown on the attached parking demand counts for both structures, during the week of April 17, there was one day out of the five that just the Park St. Structure was nearing capacity. These numbers do not reflect that during the upcoming downtown construction project, rooftop valet operations at both locations will effectively provide another 100 parking spaces total.

Given the survey options, if the construction project were proceeding at this time, staff would recommend that the 38 vehicles be given the opportunity to park in either parking structure, and not be allowed to park on any street. The Committee is encouraged to review this further. Assuming the Old Woodward Ave. construction proceeds early in 2018, the APC will need to consider which direction they wish to go later this year.

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.

PARKING LOT 6 AREA PERMITS

Other than the demand issues noted above, collection of the data points to another issue that may need to be addressed. Monthly permits at Parking Lot 6 were originally created in a different time when monthly permits were generally available at various parking structures. People working around Parking Lot 6 would buy a Lot 6 permit, and people working near a parking structure would buy a permit in their closest structure. With the current long waiting lists at all five structures, the map showing where people are working when they buy a permit shows usage in areas not originally intended. An employee working anywhere in the district can buy a Lot 6 permit to park on the street near the N. Old Woodward Ave. Parking Structure easier and cheaper than they can get a permit in the structure. Given the current demand for parking on the street, adjustments are recommended.

More specifically, there are currently 6 permit holders working at locations south of the N. Old Woodward Ave. Parking Structure. In addition, there are 23 more permit holders working at locations south of Ravine Rd., 500 ft. away from the parking structure at the most. Employees working in such close proximity to a parking structure are being incentivized to park on the street, which is unfortunate. By moving this demand off the street, more spaces would be made available for customers, or at least, for other monthly permit holders who work further north that are now sometimes unable to find any parking in their designated area at all.

Parking Lot 6 permits are not sold the same as parking structure permits. They are sold in three month blocks. Current permit holders are given a short advance notice that it is time to buy for the next period. If they elect not to, they are then made available to others on a first come basis. Like any other monthly permit, customers must work in a building within the Parking Assessment District. Their location within the district, however, has never been checked. A new rule could be created such that those wishing to buy Parking Lot 6 Area permits must be working in a building not only within the assessment district, but also north of Ravine Rd. only. All others would be required to secure a permit in a parking structure. Removal of the current people in the area could be handled several ways:

1. All affected permit holders not within the new district would simply be disqualified from future purchases.
2. All affected permit holders could be granted the opportunity to buy a permit in a parking structure, setting aside the waiting list.

There are problems with both approaches. Input from the Committee is requested.

While preparing for this memo, it was noted by a local business person that Parking Lot 6 tends to be under-utilized compared to the street parking on the west side of the street. It is possible that more survey data needs to be collected to reconsider how the monthly permit areas are being managed. Finally, new parking meters with higher rates will be implemented sometime within the next 45 days. Higher rates at the meters may also modify the demand on the streets. It may be premature to take survey data at this time until the new meter rates are in effect, and demands adjust accordingly.




To summarize the various concerns raised in this letter, the following items are noted for APC input at this time:

- Regarding the temporary change in monthly permit parking during the upcoming construction project, potentially requiring all permit holders south of Harmon St. to park in a parking structure during that time period when street parking is scarce.
- Potentially modifying the time limit for parking in Area I from 12-hour to a shorter time period.
- Potentially requiring that all Lot 6 Area permit holders be required to work in a business north of Ravine Rd. (in addition to being within the Parking Assessment District).



Given the upcoming change in meter rates, it is recommended that no surveying of parking demand be conducted at this time.

Lot 6 Permit map


Regular \$210

-  A1 - 20 shared spaces
-  A2 - 16 Spaces
-  B - 22 spaces
-  E1 - 5 spaces
-  G - 57 spaces
-  H - 21 spaces
-  I - 49 shared spaces

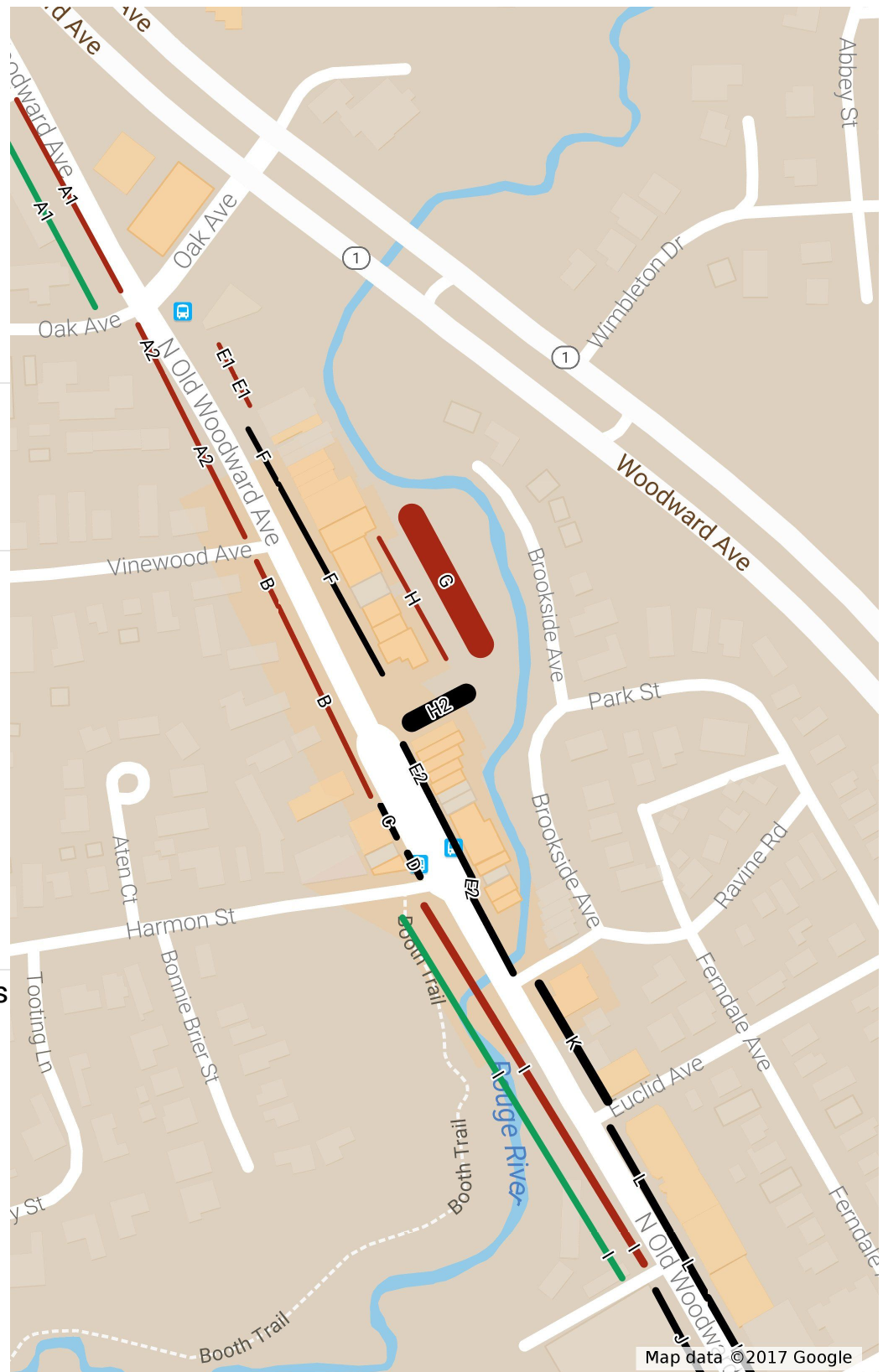
Economy \$150

-  A1 - 20 shared spaces
-  I - 49 shared spaces

Meter Only - No Permit Parking

-  C - 2 spaces
-  D - 4 spaces
-  E2 - 21 spaces
-  F - 70 spaces
-  H2 - 52 spaces
-  J - 12 spaces
-  K - 9 spaces
-  L - 31 spaces

Issuance of a lot 6 permit does not guarantee the availability of a parking space. If no spaces are available, permit holders may park in the nearest structure.



N.O.W. South of Harmon Meter Survey

Date: 4/17/17



N. Old Woodward East

Section L 31 spaces total	10a	12p	2p
Spaces Occupied	11	27	29
Percentage Occupied	35%	87%	94%

N. Old Woodward East

Section K 9 spaces total	10a	12p	2p
Spaces Occupied	6	9	9
Percentage Occupied	68%	100%	100%

N. Old Woodward East

Section E2 21 spaces total	10a	12p	2p
Spaces Occupied	10	19	16
Percentage Occupied	48%	90%	76%

N. Old Woodward West

Section I 49 spaces total	10a	12p	2p
Spaces Occupied	44	48	49
Percentage Occupied	90%	98%	100%

N. Old Woodward West

Section J 12 spaces total	10a	12p	2p
Spaces Occupied	8	11	8
Percentage Occupied	67%	92%	67%

N.O.W. South of Harmon Meter Survey

Date: 4/18/17



N. Old Woodward East

Section L 31 spaces total	10a	12p	2p
Spaces Occupied	13	27	21
Percentage Occupied	42%	87%	68%

N. Old Woodward East

Section K 9 spaces total	10a	12p	2p
Spaces Occupied	7	9	9
Percentage Occupied	78%	100%	100%

N. Old Woodward East

Section E2 21 spaces total	10a	12p	2p
Spaces Occupied	8	20	16
Percentage Occupied	62%	74%	76%

N. Old Woodward West

Section I 49 spaces total	10a	12p	2p
Spaces Occupied	45	49	48
Percentage Occupied	92%	100%	68%

N. Old Woodward West

Section J 12 spaces total	10a	12p	2p
Spaces Occupied	8	11	7
Percentage Occupied	67%	92%	58%

N.O.W. South of Harmon Meter Survey

Date: 4/19/17



N. Old Woodward East

Section L 31 spaces total	10a	12p	2p
Spaces Occupied	14	25	25
Percentage Occupied	45%	81%	81%

N. Old Woodward East

Section K 9 spaces total	10a	12p	2p
Spaces Occupied	8	8	9
Percentage Occupied	89%	89%	100%

N. Old Woodward East

Section E2 21 spaces total	10a	12p	2p
Spaces Occupied	8	20	21
Percentage Occupied	62%	74%	100%

N. Old Woodward West

Section I 49 spaces total	10a	12p	2p
Spaces Occupied	47	49	49
Percentage Occupied	96%	100%	100%

N. Old Woodward West

Section J 12 spaces total	10a	12p	2p
Spaces Occupied	6	11	8
Percentage Occupied	50%	92%	67%

N.O.W. South of Harmon Meter Survey

Date: 4/20/17



N. Old Woodward East

Section L 31 spaces total	10a	12p	2p
Spaces Occupied	11	29	29
Percentage Occupied	35%	94%	94%

N. Old Woodward East

Section K 9 spaces total	10a	12p	2p
Spaces Occupied	7	8	8
Percentage Occupied	78%	89%	89%

N. Old Woodward East

Section E2 21 spaces total	10a	12p	2p
Spaces Occupied	12	19	17
Percentage Occupied	57%	90%	81%

N. Old Woodward West

Section I 49 spaces total	10a	12p	2p
Spaces Occupied	45	49	49
Percentage Occupied	92%	100%	100%

N. Old Woodward West

Section J 12 spaces total	10a	12p	2p
Spaces Occupied	8	12	10
Percentage Occupied	67%	100%	83%

N.O.W. South of Harmon Meter Survey

Date: 4/21/17



N. Old Woodward East

Section L 31 spaces total	10a	12p	2p
Spaces Occupied	19	28	26
Percentage Occupied	61%	90%	84%

N. Old Woodward East

Section K 9 spaces total	10a	12p	2p
Spaces Occupied	6	9	9
Percentage Occupied	68%	100%	100%

N. Old Woodward East

Section E2 21 spaces total	10a	12p	2p
Spaces Occupied	5	19	17
Percentage Occupied	24%	90%	81%

N. Old Woodward West

Section I 49 spaces total	10a	12p	2p
Spaces Occupied	47	48	47
Percentage Occupied	96%	98%	96%

N. Old Woodward West

Section J 12 spaces total	10a	12p	2p
Spaces Occupied	7	9	10
Percentage Occupied	58%	75%	83%

Unmetered Street Survey

Completed by:  SP+ PARKING

April 17, 2017

Ravine St-Ferndale to Park			
	10a	12p	2p
Unmetered parked cars	2	3	2

Euclid St-Old WW to Park			
	10a	12p	2p
Unmetered parked cars	5	4	5

Ferndale-Ravine to Oakland			
	10a	12p	2p
Unmetered parked cars	3	4	7

Park-Ravine to Oakland			
	10a	12p	2p
Unmetered parked cars	4	6	5

April 18, 2017

Ravine St-Ferndale to Park			
	10a	12p	2p
Unmetered parked cars	2	2	2

Euclid St-Old WW to Park			
	10a	12p	2p
Unmetered parked cars	5	5	5

Ferndale-Ravine to Oakland			
	10a	12p	2p
Unmetered parked cars	3	6	6

Park-Ravine to Oakland			
	10a	12p	2p
Unmetered parked cars	6	4	5

April 19, 2017

Ravine St-Ferndale to Park			
	10a	12p	2p
Unmetered parked cars	4	7	5

Euclid St-Old WW to Park			
	10a	12p	2p
Unmetered parked cars	5	7	6

Ferndale-Ravine to Oakland			
	10a	12p	2p
Unmetered parked cars	5	7	4

Park-Ravine to Oakland			
	10a	12p	2p
Unmetered parked cars	7	11	5

April 20, 2017

Ravine St-Ferndale to Park			
	10a	12p	2p
Unmetered parked cars	4	4	5

Euclid St-Old WW to Park			
	10a	12p	2p
Unmetered parked cars	4	7	7

Ferndale-Ravine to Oakland			
	10a	12p	2p
Unmetered parked cars	4	6	12

Park-Ravine to Oakland			
	10a	12p	2p
Unmetered parked cars	11	12	7

April 21, 2017

Ravine St-Ferndale to Park			
	10a	12p	2p
Unmetered parked cars	4	5	2

Euclid St-Old WW to Park			
	10a	12p	2p
Unmetered parked cars	7	7	6

Ferndale-Ravine to Oakland			
	10a	12p	2p
Unmetered parked cars	9	7	7

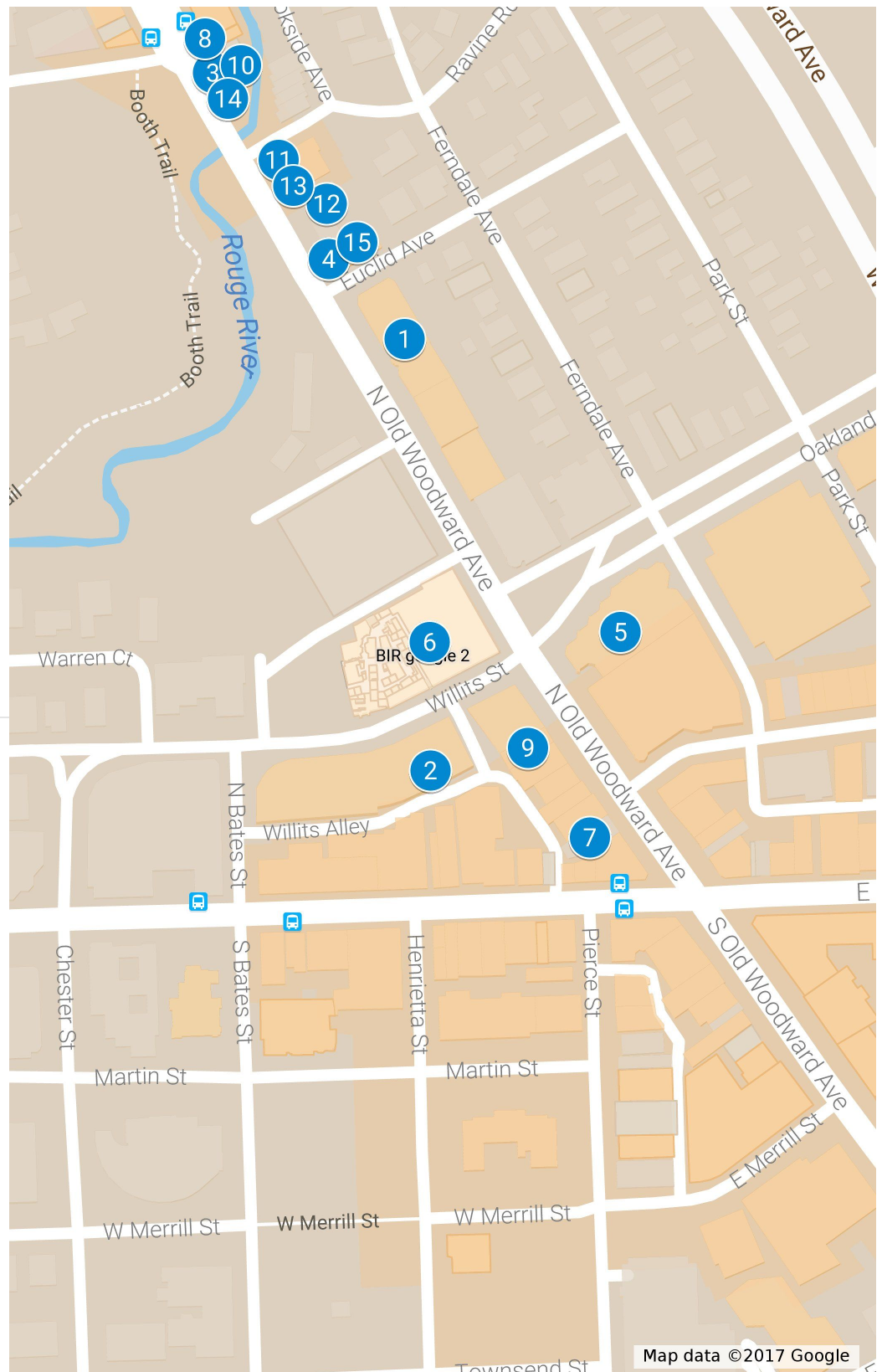
Park-Ravine to Oakland			
	10a	12p	2p
Unmetered parked cars	6	6	6

Lot 6 Permit Holders - April 2017

Permit Holders

- 1 Pandora Media-3 permits
- 2 TD Ameritrade-1 permit
- 3 Level Multisport-1 permit
- 4 Greenstone's-4 permits
- 5 JP Howe, PLLC-1 permit
- 6 Raymond James-1 permit
- 7 Sapient-2 permits
- 8 President Tuxedo-1 permit
- 9 Figo Salon-1 permit
- 10 Smith Patrick DDS-4 permits
- 11 Aboud Law Firm-2 permits
- 12 Four Seasons- 1 permit
- 13 Red the Salon-10 permits
- 14 Antonio's Bridal-2 permits
- 15 Ahern Kill-3 permits

List of permit holders south of Harmon Street





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.



Map data ©2017 Google 100 ft























MEMORANDUM

Engineering Dept.

DATE: April 28, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Park St. Parking Structure
Parking Space Designation Complaints & Study

Recently, our office received a complaint about two observations made by a frequent customer at the Park St. Structure:

1. The accessible parking spaces marked reserved for the handicapped are often full, leaving this handicapped individual with the need to park several floors up in any space that can be found. (The number of spaces provided is not meeting the demand.)
2. The No Parking Before 10 AM zone on Level 1 is quickly filled soon after 10 AM by vehicles that are long term parkers, leaving the first floor still unavailable for short term visitors. (The intended goal of the No Parking zone, to create more turnover on the first floor, is not being met.)

SP+ was asked to conduct a survey of these two areas to help determine the extent to which these concerns are true.

HANDICAPPED PARKING ZONE

Currently, there are 16 spaces marked reserved for the handicapped in the parking structure, out of 811 total spaces. The majority of the spaces are on the first floor, along the south side of the building, but there are also spaces located on the upper floors for those closest to the elevator. The attached survey was prepared for Park St. & for N. Old Woodward Ave. Parking Structure, and found the following average occupancy during the week of April 17, 2017:

Park St. Structure	10 AM	12 PM	2 PM
Handicap Space Occupancy	95%	96%	96%

It appears that the demand for these spaces is very strong. There may be a case for increasing the number provided. The following factors should be considered:

- The building is in compliance with the American Disabilities Act. Providing additional spaces is not mandated, but can be considered a good will gesture to better serve the disabled community wishing to park here.
- Demand for these spaces may have increased since the policy for disabled parking on the street has changed (as of December). Long term parkers could previously park on the street for free. Although spaces are reserved on the street, most of the spaces do

not allow long term parking. Those possessing a disabled parking permit wishing to park long term are now required to use these spaces within the parking structures. I was not able to ask the person who made this observation if this is a relatively new phenomenon.

- Parking in the Central Business District is clearly in high demand. If additional disabled parking spaces are provided, the total number of spaces available remaining will be reduced, not only in total count, but in availability for the general public. If the APC determines that an increase is appropriate, it will be difficult to calculate what that increase should be.
- If this problem has changed in this part of the CBD, it may be an issue in other parking structures as well. Data is available for the N. Old Woodward Ave. Structure, since usage was gathered at that location as well. Demand there is significantly lower for the same week:

N. Old Woodward Ave. Structure	10 AM	12 PM	2 PM
Handicap Space Occupancy	57%	37%	40%

It is suggested that surveys of the other three structures be conducted to determine if there are issues in other locations, or if it is isolated to just the Park St. Structure. Once that additional data is available, this issue can be reviewed further.

NO PARKING BEFORE 10 AM ZONE

As a result of the comments received, SP+ was asked to conduct a survey of the No Parking zone, to determine how many of those that parked in this specific area were in fact long term parkers. For the purposes of the survey, license plate numbers were recorded at 10:30 AM. A second check on the area was conducted 4½ hours later (at 3 PM) to determine what percentage of the same vehicles remained. The results can be summarized as follows:

No Parking Before 10 AM Zone	Thursday	Friday	Monday	Tuesday	Weds.
Occupancy, Week of April 20	72%	63%	62%	83%	74%

It appears that almost 2/3 of those parking in this area are in fact long term parkers, meaning that the area is not being used as intended by a majority of those using it. The way to counteract this problem would be to create a short term parking zone within the parking structure. This could be done by posting signs such as "2 Hour Time Limit" in the area. The new zone would have to be regularly enforced, meaning tickets would be written more frequently in the parking structure. This has not been done in the past. The Committee is encouraged to discuss if the area should be changed to address this problem.

Park and N.O.W. Structure Count Survey

Completed by:



April 17, 2017

Park Street Structure Count

811 Spaces Total	10a	12p	2p
Open Handicap Spaces	2	1	3

WW Structure Count

745 Spaces Total	10a	12p	2p
Open Handicap Spaces	14	6	8

April 18, 2017

Park Street Structure Count

811 Spaces Total	10a	12p	2p
Open Handicap Spaces	0	0	0

WW Structure Count

745 Spaces Total	10a	12p	2p
Open Handicap Spaces	13	8	7

April 19, 2017

Park Street Structure Count

811 Spaces Total	10a	12p	2p
Open Handicap Spaces	2	2	0

WW Structure Count

745 Spaces Total	10a	12p	2p
Open Handicap Spaces	0	0	0

April 20, 2017

Park Street Structure Count

811 Spaces Total	10a	12p	2p
Open Handicap Spaces	0	0	0

WW Structure Count

745 Spaces Total	10a	12p	2p
Open Handicap Spaces	10	9	9

April 21, 2017

Park Street Structure Count

811 Spaces Total	10a	12p	2p
Open Handicap Spaces	0	0	0

WW Structure Count

745 Spaces Total	10a	12p	2p
Open Handicap Spaces	5	5	6

Park Street Level 1

Completed by:



31 Spaces Total

April 20, 2017	Total Cars Parked at 10:30a	Total of the same cars remaining at 3:00p
	29	21

April 21, 2017	Total Cars Parked at 10:30a	Total of the same cars remaining at 3:00p
	30	19

April 24, 2017	Total Cars Parked at 10:30a	Total of the same cars remaining at 3:00p
	29	18

April 25, 2017	Total Cars Parked at 10:30a	Total of the same cars remaining at 3:00p
	29	24

April 26, 2017	Total Cars Parked at 10:30a	Total of the same cars remaining at 3:00p
	31	23



MEMORANDUM

Engineering Dept.

DATE: April 28, 2017
TO: Advisory Parking Committee
FROM: Paul T. O'Meara, City Engineer
SUBJECT: Construction Update

Ad Hoc Parking Development Committee

The "Bates St. RFQ" (Request for Qualifications) package has been advertised. On April 17, an on-site meeting was held at the N. Old Woodward Ave. Parking Structure to discuss the potential project. All developers interested in submitting a package were required to be present. Seven different teams have registered as being interested in this project, which is encouraging.

RFQ packages must be submitted no later than May 15, 2017. At that time, the Ad Hoc Committee will review the packages, and make a determination of who should be selected as a semi-finalist.

Park St. Parking Structure Painting Project

When the above contract was bid, it was presented as a project that would have to be done in two phases. The 2017 phase would have to wait to start until the Old Woodward Ave. Paving Project was finished (approximately in September). The second phase would begin in the spring of 2018, to complete whatever had not been finished in the previous phase.

Now that the Old Woodward Ave. project has been postponed to 2018, we have discussed a possible change in schedule with the contractor. They have indicated that they are available and are willing to start the project approximately the week of July 31. This is good news in that the work can be accomplished in one session, and it can be done without interrupting the more significant street reconstruction project.

In order to accomplish this work, the structure must have one half of one floor closed to the public at a time. About 12% of the parking spaces will be closed for each painting area. As discussed before, a rooftop valet operation will be implemented here to reduce the number of days that the parking structure is filled to capacity.

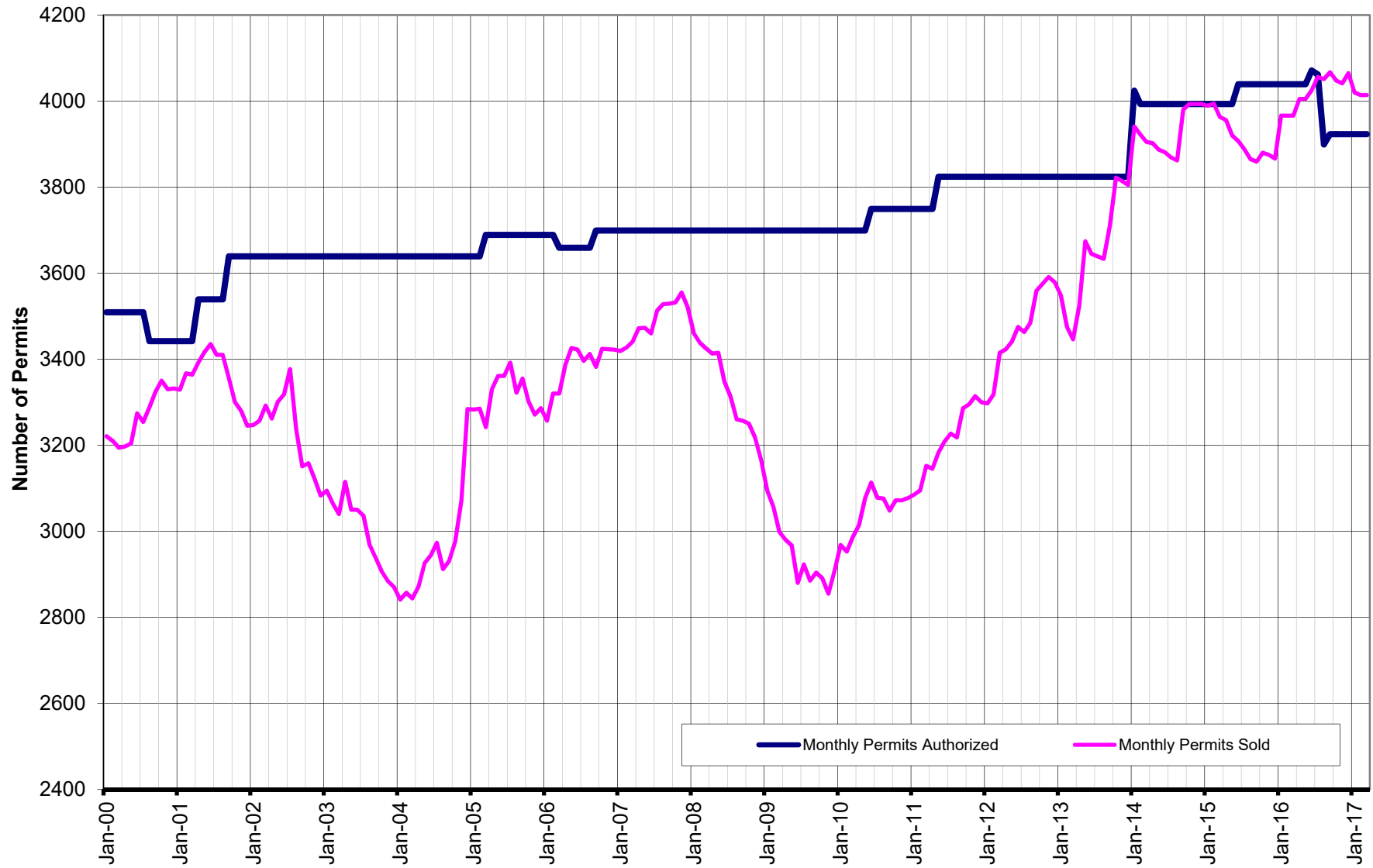
MONTHLY PARKING PERMIT REPORT

For the month of: March 2017
Date Compiled: April 17, 2017

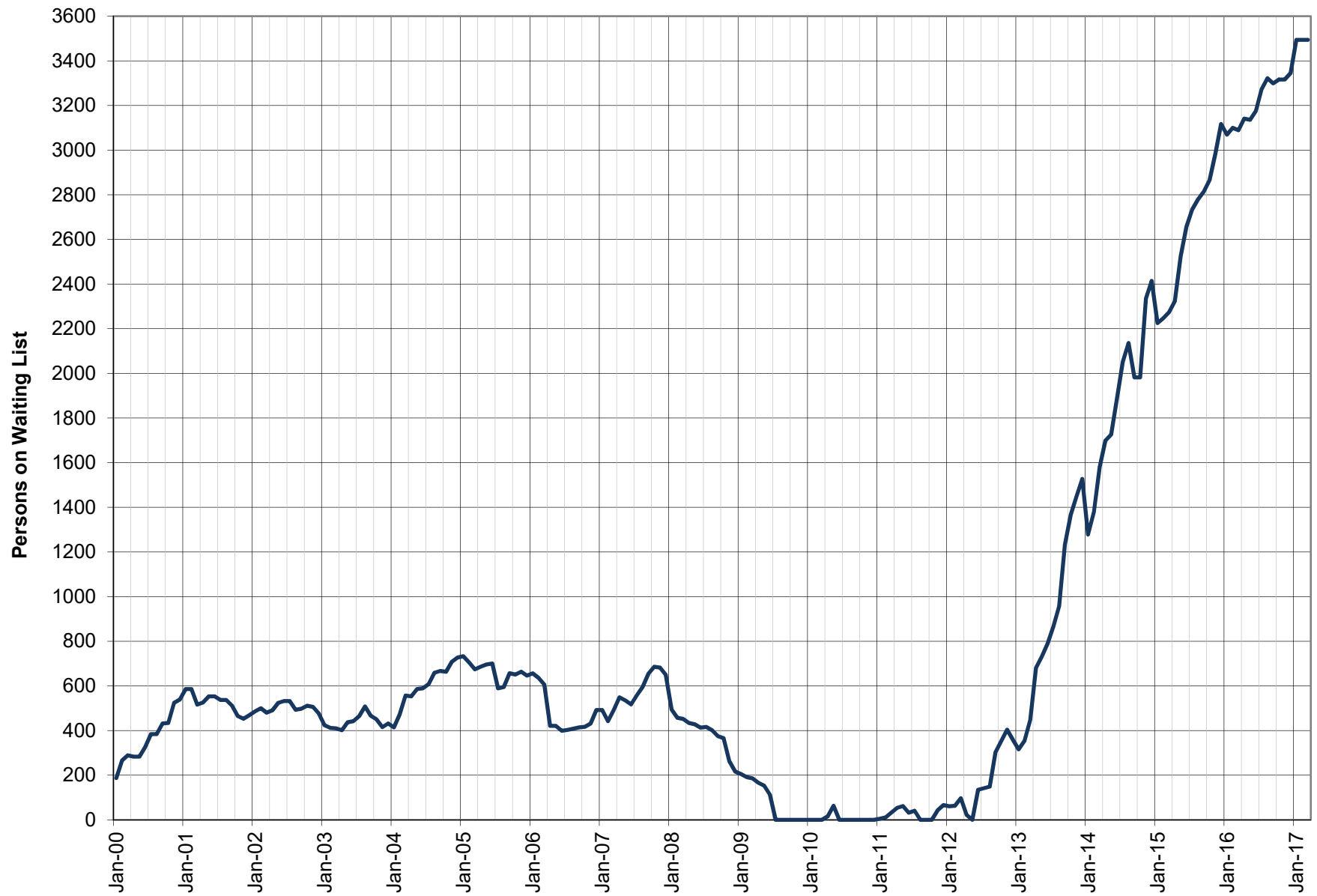
	Pierce	Park	Peabody	N.Old Wooc	Chester	Lot #6/\$195	Lot #6/\$135	South Side	Lot B	35001 Woodward	Total
1. Total Spaces	706	811	437	745	880	174	79	8	40	40	3920
2. Daily Spaces	370	348	224	359	425	N/A	N/A	N/A	N/A	N/A	1726
3. Monthly Spaces	336	463	213	386	560	174	79	8	30	40	2289
4. Monthly Permits Authorized	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	25	50	4055
6. Permits - end of month	550	768	400	883	1140	150	40	8	25	50	4014
7. Permits - available at end of month	0	-18	0	-83	0	0	0	0	13	7	-88
8. Permits issued in month includes permits effective 1st of month	3	0	0	0	1	0	0	0	0	0	4
9. Permits given up in month	3	6	0	2	1	0	0	0	0	0	12
10. Net Change	0	-6	0	-2	0	0	0	0	0	31	23
11. On List - end of month*	785	701	793	801	414	0	0	0	0	0	3494
12. Added to list in month	34	47	34	26	41	0	0	0	0	0	182
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	352	338	221	358	282	N/A	N/A	N/A	N/A	N/A	1551
16. Monthly parker occupied	331	460	213	380	558	N/A	N/A	N/A	N/A	N/A	1942
17. Total parker occupied	683	798	434	738	840	N/A	N/A	N/A	N/A	N/A	3493
18. Total spaces available at 1pm on Wednesday 3/15	23	13	3	7	40	N/A	N/A	N/A	N/A	N/A	86
19. "All Day" parkers paying 5 hrs. or more											
A:Weekday average.	99	77	34	48	103	N/A	N/A	N/A	N/A	N/A	361
B:Maximum day	131	109	64	77	N/A*	N/A	N/A	N/A	N/A	N/A	381
20. Utilization by long term parkers	76%	71%	53%	62%	N/A*	N/A	N/A	N/A	N/A	N/A	95%

(1) Lot #6 does not have gate control, therefore no transient count available
(2) (Permits/Oversell Factor + Weekday Avg.) / Total Spaces

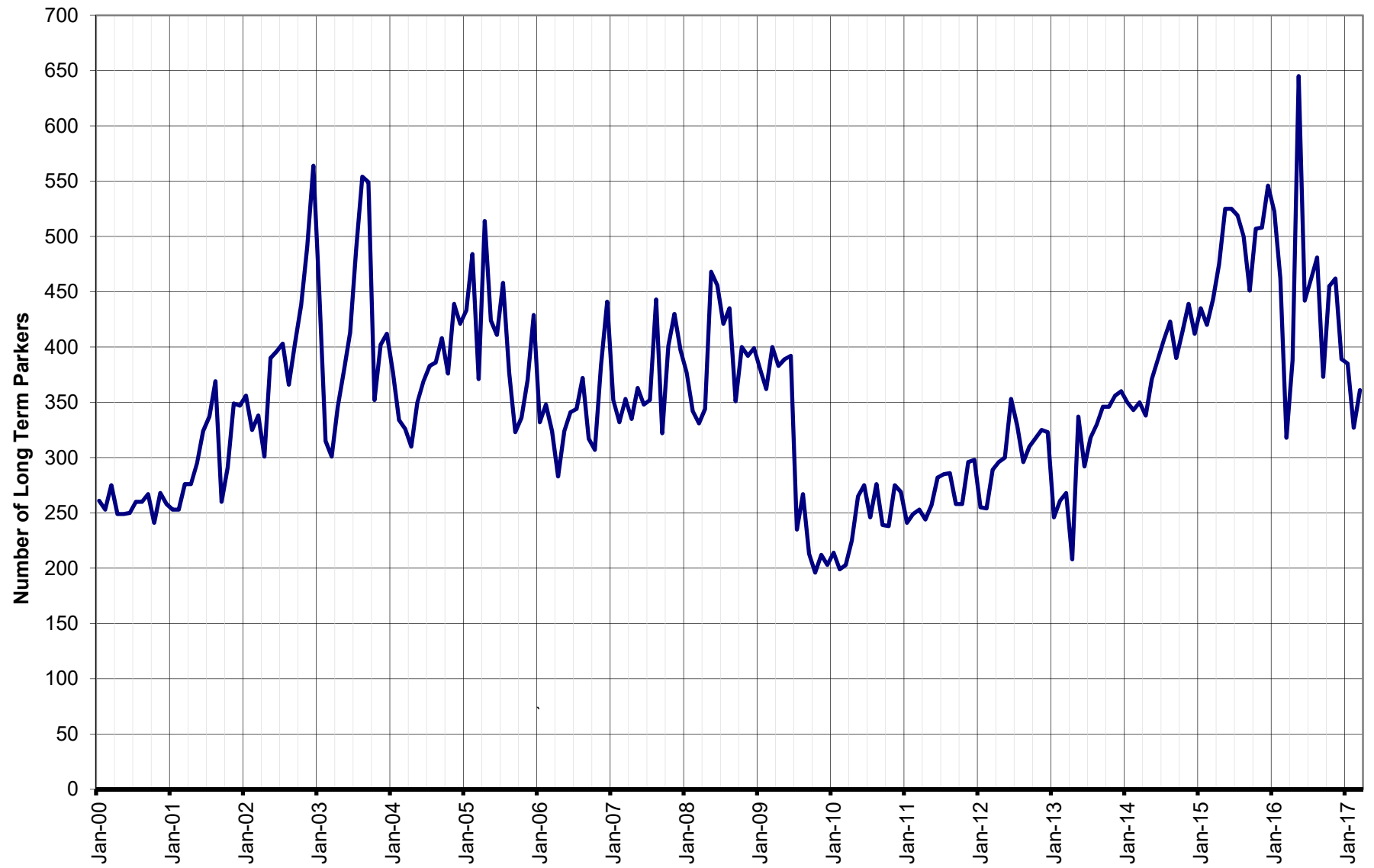
Monthly Permits



Persons on Waiting List



Long Term Parkers



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 Ended	Month Ended	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
	Proffesional 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	\$ 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 Ending	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	\$ 222,443.50				\$ 1,757,028.50
	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	\$ 240,333.70				\$ 1,866,926.49
	Revenues - Card Fees	\$ 1,565.00	\$ 330.00	\$ 525.00	\$ 862.50	\$ 990.00	\$ 645.00	\$ 172.50	\$ 105.00	\$ 150.00				\$ 5,345.00
	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	\$ 28,755.00				\$ 111,408.40
	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	\$ 491,682.20	\$ -	\$ -	\$ -	\$ 3,740,708.39
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	\$ 61,711.30				\$ 615,238.98
	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	\$ 7,406.20				\$ 64,810.77
	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	\$ 2,651.79				\$ 24,982.48
	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	\$ 24,378.32				\$ 188,918.59
	Uniforms	\$ 188.06	\$ 604.45			\$ 1,214.42	\$ 289.75	\$ 36.00	\$ 72.86	\$ 159.62				\$ 2,565.16
	Insurance	\$ 9,136.81	\$ 9,136.81	\$ 9,136.81	\$ 9,849.61	\$ 9,136.81	\$ 9,197.81	\$ 9,662.92	\$ 11,603.07	\$ 10,394.35				\$ 87,255.00
	Utilities	\$ 812.26	\$ 550.10	\$ 1,050.44	\$ 715.00	\$ 1,151.58	\$ 840.82	\$ 880.30	\$ 812.60	\$ 1,165.54				\$ 7,978.64
	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	\$ 1,960.05				\$ 62,144.70
	Parking Tags/Tickets	\$ 5,219.33		\$ 632.81		\$ 632.81	\$ 1,311.14		\$ 633.39	\$ 2,635.60				\$ 11,065.08
	Proffesional 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	\$ 4,839.17				\$ 39,912.28
	Office Supplies	\$ 722.75	\$ 462.54	\$ 627.58	\$ 224.21	\$ 446.36	\$ 286.43	\$ 379.58	\$ 409.01	\$ 453.76				\$ 4,012.22
	Card Refund													\$ -
	Operating Cost - Vehicles	\$ 660.74	\$ 581.45	\$ 654.09	\$ 634.65	\$ 640.06	\$ 289.66	\$ 603.61	\$ 589.81	\$ 547.39				\$ 5,201.46
	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	\$ 7,746.79				\$ 74,722.85
	Bank Service Charges	\$ 411.74	\$ 382.17	\$ 469.39	\$ 411.11	\$ 400.98	\$ 389.34	\$ 429.30	\$ 369.91	\$ 261.76				\$ 3,525.70
	Miscellaneous Expense	\$ 246.65	\$ 287.92	\$ 232.43	\$ 229.03	\$ 467.43	\$ 319.92	\$ 1,236.04	\$ 302.15	\$ 673.74				\$ 3,995.31
	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				\$ 34,875.00
	Total Expenses	\$ 160,970.93	\$ 132,578.34	\$ 128,829.20	\$ 127,235.45	\$ 135,749.74	\$ 149,292.23	\$ 136,993.71	\$ 130,123.50	\$ 130,860.38	\$ -	\$ -	\$ -	\$ 1,232,633.48
	Profit	\$ 217,027.78	\$ 316,389.40	\$ 267,066.04	\$ 278,352.00	\$ 287,365.06	\$ 248,736.72	\$ 298,951.84	\$ 233,364.25	\$ 360,821.82	\$ -	\$ -	\$ -	\$ 2,508,074.91

CITY OF BIRMINGHAM - Combined
Income Statement
For Periods Indicated

REVENUES:		Month Ended	8 Months Ending	Month Ended	8 Months Ending
		February 28, 2017	February 28, 2017	February 28, 2016	February 28, 2016
	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	72.86	2,405.54		3,703.33
	Insurance	11,603.07	76,860.65	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>130,123.50</u>	<u>1,101,773.01</u>	<u>130,041.42</u>	<u>1,027,388.12</u>
			-		-
	OPERATING PROFIT	<u>233,364.25</u>	<u>2,147,253.18</u>	<u>147,889.73</u>	<u>1,404,241.07</u>

CITY OF BIRMINGHAM PIERCE DECK

Income Statement
For Periods Indicated

REVENUES:	Month Ended	8 Months Ending	Month Ended	8 Months Ending
	February 28, 2017	February 28, 2017	February 28, 2016	February 28, 2016
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:	Month Ended	8 Months Ending	Month Ended	8 Months Ending
	February 28, 2017	February 28, 2017	February 28, 2016	February 28, 2016
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	21.81	271.90		753.70
Insurance	1,860.60	14,550.48	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	81.81	711.70	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	2,666.73	21,772.78	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	27,802.54	218,696.98	29,824.66	220,396.85
OPERATING PROFIT	59,819.26	580,315.77	43,029.19	352,597.74

CITY OF BIRMINGHAM PEABODY DECK

Income Statement
For Periods Indicated

REVENUES:	Month Ended	8 Months Ending	Month Ended	8 Months Ending
	February 28, 2017	February 28, 2017	February 28, 2016	February 28, 2016
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	3,359.18	13,129.77	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	81.80	711.70	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	1098.51	10,592.09	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	23,354.25	200,034.55	24,513.03	189,179.10
OPERATING PROFIT	25,018.75	258,172.95	19,578.57	122,884.60

CITY OF BIRMINGHAM PARK DECK

Income Statement
For Periods Indicated

REVENUES:	Month Ended	8 Months Ending	Month Ended	8 Months Ending
	February 28, 2017	February 28, 2017	February 28, 2016	February 28, 2016
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:	Month Ended	8 Months Ending	Month Ended	8 Months Ending
	February 28, 2017	February 28, 2017	February 28, 2016	February 28, 2016
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	81.80	711.67	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	2,380.27	16,171.91	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	29,935.20	227,222.78	24,412.36	193,315.32
OPERATING PROFIT	54,967.60	530,363.92	48,592.74	397,236.53

CITY OF BIRMINGHAM CHESTER DECK

Income Statement
For Periods Indicated

REVENUES:	Month Ended	8 Months Ending	Month Ended	8 Months Ending
	February 28, 2017	February 28, 2017	February 28, 2016	February 28, 2016
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:	Month Ended	8 Months Ending	Month Ended	8 Months Ending
	February 28, 2017	February 28, 2017	February 28, 2016	February 28, 2016
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	81.80	711.72	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	643.28	7,911.04	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	22,996.28	220,192.02	25,517.19	220,030.55
OPERATING PROFIT	34,908.22	342,974.22	7,766.81	158,310.57

CITY OF BIRMINGHAM N. WOODWARD DECK

Income Statement
For Periods Indicated

REVENUES:	Month Ended	8 Months Ending	Month Ended	8 Months Ending
	February 28, 2017	February 28, 2017	February 28, 2016	February 28, 2016
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:	Month Ended	8 Months Ending	Month Ended	8 Months Ending
	February 28, 2017	February 28, 2017	February 28, 2016	February 28, 2016
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	81.80	711.67	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	1476.10	10,528.25	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	25,854.14	234,177.95	25,583.09	203,274.73
OPERATING PROFIT	41,973.51	354,221.65	22,478.51	295,475.70

CITY OF BIRMINGHAM lot #6
Income Statement
For Periods Indicated

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

CENTRAL PARKING SYSTEM

Birmingham Parking System Transient & Free Parking Analysis Months of March 2016 & March 2017

March 2016

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	%FREE
PEABODY	18,884	12,468	\$ 21,859.10	66%
PARK	22,078	12,052	\$ 33,746.20	55%
CHESTER	6,411	3,887	\$ 11,812.15	61%
WOODWARD	15,595	7,698	\$ 21,114.00	49%
PIERCE	30,454	14,533	\$ 42,608.09	48%
TOTALS	93,422	50,638	\$ 131,139.54	54%

March 2017

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE
PEABODY	19,109	13,440	\$ 36,388.35	70%
PARK	21,177	11,731	\$ 65,358.80	55%
CHESTER	6,460	1,879	\$ 37,327.00	29%
WOODWARD	14,804	9,802	\$ 30,246.65	66%
PIERCE	32,512	19,084	\$ 71,012.90	59%
TOTALS	94,062	55,936	\$ 240,333.70	59%

BREAKDOWN:	TOTAL CARS	+.68%
	FREE CARS	+9.94%
	CASH REVENUE	+58.7%

APRIL 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
###		Notes: Garage has not filled as of 4/27/17				

APRIL 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		Notes: Garage has not filled as of 4/26/17				

APRIL 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		Notes: Garage has not filled as of 4/26/17				

APRIL 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
###		Notes: Garage has not filled as of 4/26/17.				

N. Old Woodward Garage

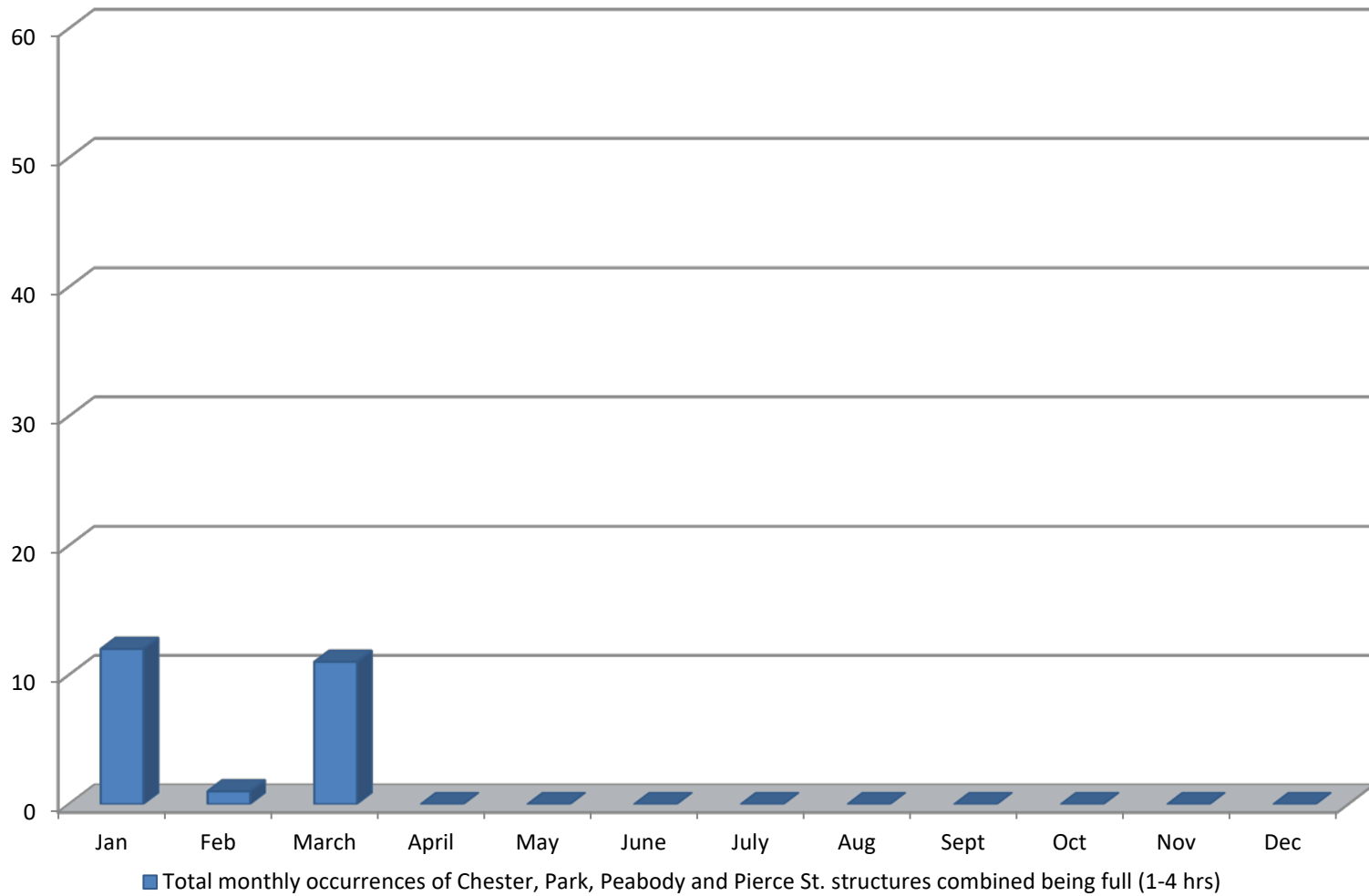
Valet Counts

April 2017

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

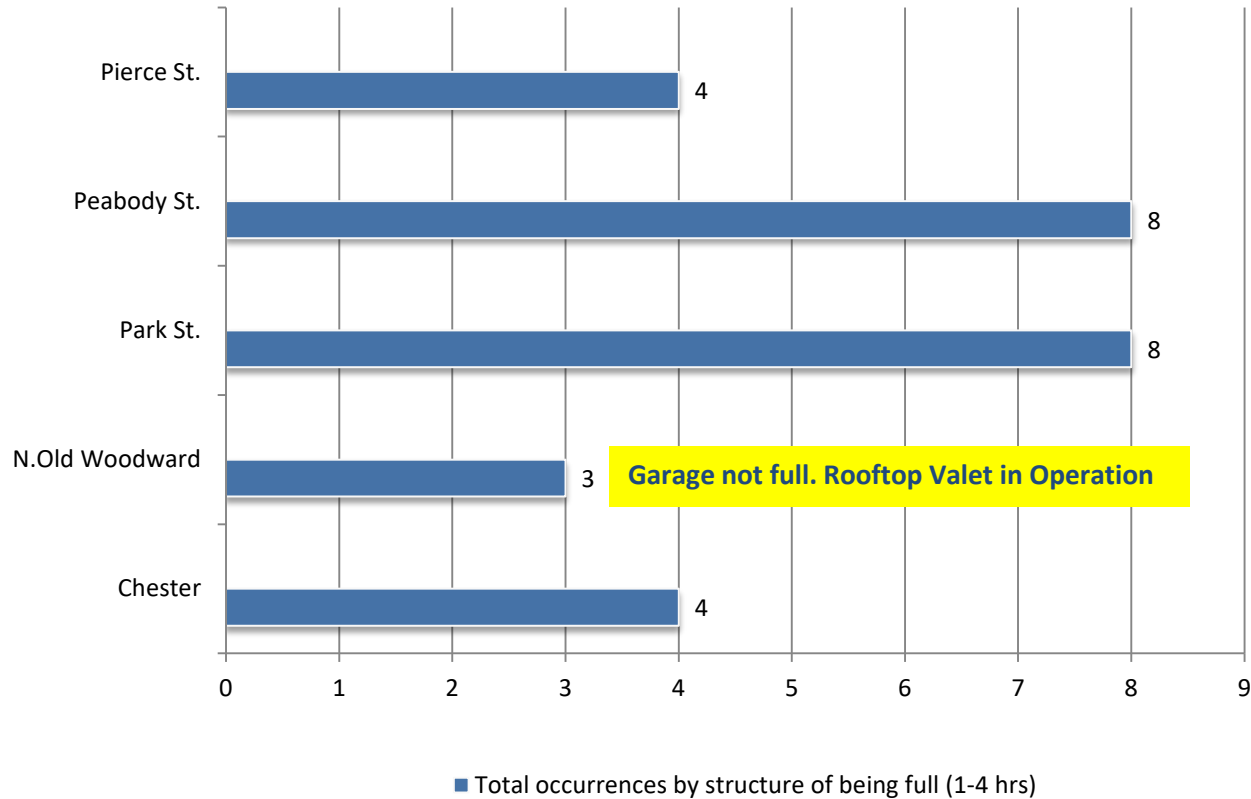
2017 All Parking Structure Full Status

Number of business days/year - 251 x 4 structures = 1004

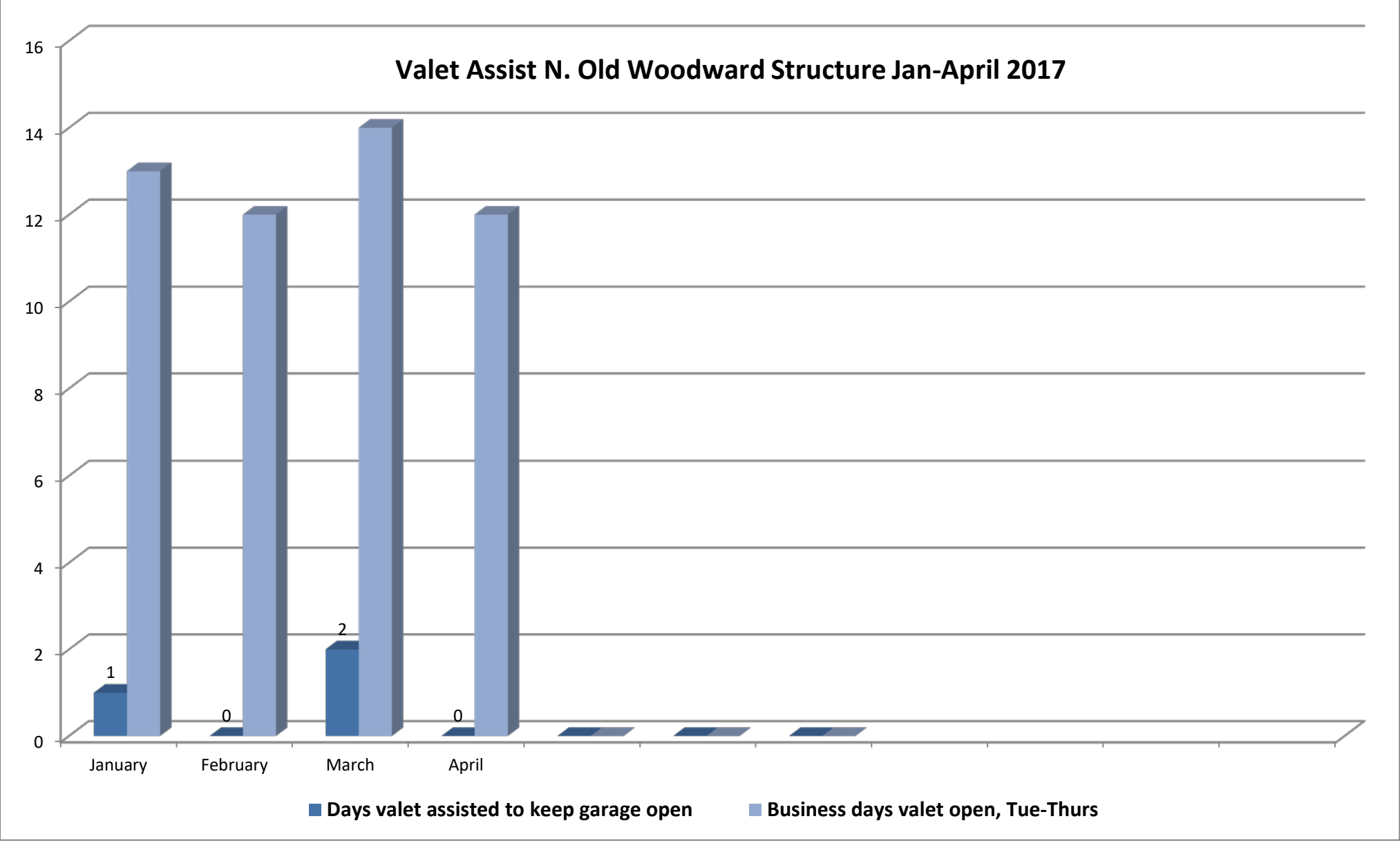


Parking Full Status by Structure

Jan-April 2017 Business Days Only (M-Friday)



Total occurrences in 4-month period (Jan-April 2017) or a total of 120 days





April 24, 2017 2:39 p.m. UPDATED A DAY AGO

Birmingham spends \$500,000 for cash-free parking garage payment systems

By ANNALISE FRANK  



Oakland County Government Technology Transportation





The city of Birmingham is spending a half-million dollars to update the equipment at four downtown parking garages after successful implementation in one structure last year.

The city's management company for parking operations, Chicago-based SP+, is overseeing installation of the new entrance and exit payment systems. It expects to finish installation at the Peabody Parking Structure on Monday, SP+ senior manager Jay O'Dell said.

SP+ oversaw installation at the North Old Woodward Parking Structure in mid-April. The last two downtown structures, Park Street and Pierce, will receive the updates within the next month, O'Dell said.

The management company aims to introduce more advanced technology and reduce the city's parking wait times with the new equipment, he said. The new systems do not accept cash or require tickets.

"We expect this to be a much more convenient and faster transaction for the customers overall," he said.

The installation last year at the Chester Street Parking Structure cut average transaction times from 19 seconds to 7 seconds, O'Dell said.

This is the first time the equipment, created by Austrian access control systems company Skidata, has been used in Michigan, he said.

Those who park can use a credit or debit card, or purchase an IN Card from the city that can be loaded with cash to pay for parking stays. Monthly permits [are available](#).

The city is also installing signs this summer outside each structure that display the number of parking spaces still available, according to a news release.

Replacing old equipment with new in the four garages will cost about \$501,000, Birmingham City Manager Joseph Valentine said.

SP+ also runs the Renaissance Center's parking structure, the Detroit Athletic Club parking garage and several surface lots around the city.

IN Cards are available at the treasurer's office in Birmingham's City Hall and at the SP+ parking office at the Chester Street Parking Structure at 180 Chester St.

For more information on the new system, contact SP+ at spplusbirmingham@spplus.com or call (248) 540-9690.

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From: Mark Nickita <markforbham@yahoo.com>

Date: Sun, Apr 9, 2017 at 6:44 AM

Subject: Retail Stores closing at a record pace

To: Joe Valentine <jvalentine@bhamgov.org>

Joe

In regards to the long term prospects of brick and mortar stores for retail use, here is an article that informs about some recent activity. Even though this, and numerous other recent articles, indicate a troubling environment for retail stores, there are many keys points to consider, especially as this trend would affect Birmingham. These include

- retail in the US is overbuilt. Like so many things, we have gone overboard in building retail over the years - just too many malls, power centers, strip malls, chain stores, fast food, etc. My partners and I have been studying this and recognizing this for years and have been expecting a correction in time. I believe that it is here.

- in reference to the first point, the article indicates that the US has a significant amount of retail square footage per person, considerably more than other global markets like Europe and Asia. This goes along with the fact that there are 3 parking spaces for every car in the US. Excess!! This explains why there are always hundreds of empty parking spaces at most strip malls and regional malls. Take the Target Power center in Troy in Maple/Coolidge for

Stores closing at a record pace

Lindsey Rupp, Lauren Coleman-Lochner and Nick Turner, Bloomberg News 3:15 p.m. ET April 7, 2017



(Photo: Spencer Platt / Getty Images)

The battered American retail industry took a few more lumps this week, with stores at both ends of the price spectrum preparing to close their doors.

At the bottom, the seemingly ubiquitous Payless Inc. shoe chain filed for bankruptcy and announced plans to shutter hundreds of locations. Ralph Lauren Corp., meanwhile, said it will close its flagship Fifth Avenue Polo store — a symbol of old-fashioned luxury that no longer resonates with today's shoppers.

And the teen-apparel retailer Rue21 Inc. could be the next casualty. The chain, which has about 1,000 stores, is preparing to file for bankruptcy as soon as this month, according to people familiar with the situation. Just a few years ago, it was sold to private equity firm Apax Partners for about a billion dollars.

"It's an industry that's still in search for answers," said Noel Hebert, an analyst at Bloomberg Intelligence. "I don't know how many malls can reinvent themselves."

The rapid descent of so many retailers has left shopping malls with hundreds of slots to fill, and the pain could be just beginning. More than 10 percent of U.S. retail space, or nearly 1 billion square feet, may need to be closed, converted to other uses or renegotiated for lower rent in coming years, according to data provided to Bloomberg by CoStar Group.

The blight also is taking a toll on jobs. According to Labor Department figures released on Friday, retailers cut around 30,000 positions in March. That was about the same total as in February and marked the worst two-month showing since 2009.

Urban Outfitters Chief Executive Officer Richard Hayne didn't mince words when he sized up the situation last month. Malls added way too many stores in recent years — and way too many of them sell the same thing: apparel.

"This created a bubble, and like housing, that bubble has now burst," he said. "We are seeing the results: Doors shuttering and rents retreating. This trend will continue for the foreseeable future and may even accelerate."

Year-to-date store closings are already outpacing those of 2008, when the last U.S. recession was raging, according to Credit Suisse Group AG analyst Christian Buss. About 2,880 have been announced so far this year, compared with 1,153 for this period of 2016, he said in a report.

Extrapolating out to the full year, there could be 8,640 store closings in 2017, Buss said. That would be higher than the 2008 peak of about 6,200.

Retail defaults are contributing to the trend. Payless is closing 400 stores as part of a bankruptcy plan announced on Tuesday. The mammoth chain had roughly 4,000 locations and 22,000 employees — more than it needs to handle sluggish demand.

HHGregg Inc., Gordmans Stores Inc. and Gander Mountain Co. all entered bankruptcy this year. RadioShack, meanwhile, filed for Chapter 11 for the second time in two years.

Other companies are plowing ahead with store closures outside of bankruptcy court. Sears Holdings Corp., Macy's Inc. and J.C. Penney Co. are shutting hundreds of locations combined, reeling from an especially punishing slump in the department-store industry.

Others are trying to re-emerge as e-commerce brands. Kenneth Cole Productions said in November that it would close almost all of its locations. Bebe Stores Inc., a women's apparel chain, is planning to take a similar step, people familiar with the situation said last month.

"Today, convenience is sitting at home in your underwear on your phone or iPad," Buss said. "The types of trips you'll take to the mall and the number of trips you'll take are going to be different."

But even brands moving aggressively online have struggled to match the growth of market leader Amazon.com Inc.

The Seattle-based company accounted for 53 percent of e-commerce sales growth last year, with the rest of the industry sharing the remaining 47 percent, according to EMarketer Inc.

While high-end malls continue to perform well, the exodus away from brick-and-mortar stores is taking a toll on so-called C- and D-class shopping centers, according to Oliver Chen, an analyst at Cowen & Co. There are roughly 1,200 malls in the U.S., and those classes represent about 30 percent of the total, he said.

The glut of stores is far worse in the U.S. than in other countries.

“Retail square feet per capita in the United States is more than six times that of Europe or Japan,” Urban Outfitters’ Hayne said last month. “And this doesn’t count digital commerce.”

Still, the Class A malls continue to thrive, Chen said. And most Americans continue to do shopping in person: Customers prefer physical stores 75 percent of the time, according to Cowen research.

The key is creating the right experience, whether it’s online or off.

Retailers should “refocus on customers,” Chen said. “Management needs to be fixated on speed of delivery, speed of supply chain, and be able to test read and react to new and emerging trends.”

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