

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

1. RECOGNITION OF GUESTS
2. APPROVAL OF MINUTES, MEETING OF
MAY 3, 2017
3. 420 E. FRANK ST. PUBLIC HEARING
4. PARKING LOT 6 AREA STUDY
5. HANDICAPPED PARKING DEMAND
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: JULY 3, 2017



Park St. Parking
Structure

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

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

City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING

Birmingham City Hall Commission Room
151 Martin, Birmingham, Michigan
Wednesday, May 3, 2017

MINUTES

These are the minutes for the Advisory Parking Committee ("APC") regular meeting held on Wednesday, May 3, 2017. The meeting was called to order at 7:35 a.m. by Chairman Lex Kuhne.

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

Absent: Gayle Champagne
Anne Honhart

BSD: Ingrid Tighe

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

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

RECOGNITION OF GUESTS

Ingrid Tighe was welcomed as the new BSD Chairperson.

MINUTES OF REGULAR MEETING OF APRIL 5, 2017

Motion by Dr. Paskewicz.

Seconded by Ms. Krueger to approve the Minutes of the APC Meeting of April 5, 2017 as presented.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Paskewicz, Krueger, Kalczynski Kuhne, Vaitas

Nays: None

Absent: Champagne, Honhart

420 E. FRANK ST. PUBLIC HEARING

The public hearing opened at 8:05 a.m.

Mr. O'Meara recalled there is a proposal to demolish a couple of buildings on E. Frank St. west of Old Woodward Ave. The Planning Board has already endorsed the idea for one combined parcel containing a five-unit condominium building facing Frank St. At the April 5, 2017 meeting of the 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. in order to construct an access driveway and to extend the existing green space further west. The proposal is to go from five spaces down to two. Notification was sent to all property owners within 300 ft. of this block to alert them to this hearing. Only one written comment against has been received to date from an adjoining homeowner.

As discussed at the last meeting, SP+ surveyed demand for these five parking spaces for five days, during the week of April 17. It was found that if one space is taken out it wouldn't hurt that much, but taking away three will cause an impact on the neighborhood. Also, there are eight monthly permits on Ann St. and this was designated as their overflow area if Ann St. is full. If the overflow area is reduced in size, it is important to consider how that will impact these permits as well.

Based on the survey 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.

It can be assumed that demand will generally be low from the new condominium building. Not only does the new development provide the number of on-site parking required for a residential use, additional spaces are proposed for guests.

Chairman Kuhne read an e-mail from Ann Honhart that was in favor of removing up to three parking spaces in order to add trees and other landscaping improvements.

Mr. Sal Bitonti, 709 Ann St., owner of the property, did not think the three spaces are needed. Further, it would alleviate a lot of problems to allow parking on both sides of George and Frank St.

Mr. Kalczynski said he is aware of three additional large buildings scheduled to be built in that area on S. Old Woodward Ave. So he thought taking spaces away will compound the issues and set a precedent.

Motion by Mr. Kalczynski

Seconded by Dr. Vaitas to reject the request to remove three metered parking spaces from E. Frank St., between Ann St. and S. Old Woodward Ave.

Motion failed, 4-1.

VOICE VOTE:

Yeas: Kalczynski, Vaitas, Kuhne, Paskewicz

Nays: Krueger

Absent: Champagne, Honhart

There was no interest on the part of the committee to create another motion to consider. Therefore the street will stay as it is, unless directed otherwise by the City Commission.

The public hearing closed at 8:24 a.m.

PARKING LOT 6 AREA CAPACITY STUDY

Mr. O'Meara recalled that at the April 5, 2017 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. Concern was expressed 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. 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.

However on April 24, the City Commission reviewed the bids received for the Old Woodward Ave. construction project. Prices came in much higher than budgeted, and it was decided to postpone the project until early 2018. With that change, staff made the decision to cancel the public hearing. However it was felt that review of the data and further discussion about possible options would be appropriate.

With that in mind, board members reviewed the survey data received. Assuming the Old Woodward Ave. project proceeds early next year, the committee will need to consider which direction they wish to go later this year.

Area I that fronts Booth Park contains 49 parking spaces and is effectively full most days. The meters allow for up to 12-hour parking. Area I has been temporarily reduced in size by 14 spaces due to the Brookside building construction currently underway. It may be appropriate to consider reducing the time limit in this area. However, a rate change is coming once the new meters are installed, and parking behaviors may change as a result.

Area K which contains nine parking spaces with a two-hour time limit is in front of Mr. Greenstone's store. It has a two-hour time limit and is also in high demand. There are no suggested changes for this area. A price increase will be coming soon here too.

It was decided these areas can be visited later in the Fall after the price change has been in effect.

Mr. O'Meara went on to advise that a count was taken during peak times in the neighborhood directly east, on Ravine, Euclid, Ferndale and Park. Parking there was general at less than half full. However, the neighborhood may object by the proposal for monthly permit holders to park there instead of on the street during the Old Woodward Ave. construction project. He was inclined to think that parking structures may be a better location for them. This can be discussed further in the Fall.

Finally, there was discussion about monthly permit holders from businesses close to or south of the parking structure buying Lot 6 monthly permits. The Committee understood that it was not the intent of these permits to be sold to businesses that are not in this area.

It was noted that there are several long term customers that buy Lot 6 permits located on the block between Ravine Rd. and Euclid Rd. The Committee agreed that they should consider a new rule to require anyone buying a Lot 6 permit to not only be from a business within the assessment district, but also be in a

business located north of Euclid Ave. Since some of the affected people have been parking in this manner for some time, it would be appropriate to allow them to move into the N. Old Woodward Ave. Structure, rather than requiring them to be placed on a waiting list.

Motion by Dr. Vaitas

Seconded by Dr. Paskewicz that any Lot 6 permit holders located south of Euclid be allowed to finish their current permit, after which they will not be renewed in Lot 6 but they will be given an opportunity to be reassigned to the North Old Woodward Structure.

Discussion concerned giving permit holders located south of Euclid the benefit of being reassigned to the parking structure of their choice. It was agreed to hold a public hearing for those individuals. Dr. Vaitas withdrew his motion, and Dr. Paskewicz agreed.

Motion by Dr. Vaitas

Seconded by Dr. Paskewicz to hold a public hearing for permit holders located south of Euclid no longer being allowed to purchase monthly passes within the Lot 6 area, and further, to allow them to purchase a monthly permit at the parking structure of their choice.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Vaitas, Paskewicz, Krueger, Kalczynski, Kuhne

Nays: None

Absent: Champagne, Honhart

PARK ST. STRUCTURE STUDY

Mr. O'Meara reported that recently his office received a complaint 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. He suggested that the number of spaces provided is not meeting the demand.
2. The No Parking Before 10 a.m. zone on Level 1 is quickly filled soon after 10 a.m. by vehicles that are long term parkers, leaving the first floor still unavailable for short term visitors. The implication is that 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

It appears that the demand for these spaces is very strong. There may be a case for increasing the number provided. Interestingly, a survey was done at the same times for the N. Old Woodward Ave. Structure, and demand was much less. It was 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, the issue can be reviewed further.

No Parking Before 10 a.m. Zone

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. 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.

General discussion warned against reducing parking spaces without taking into account the impact on new projects that are planned in the City.

There were no comments by members of the public at 7:45 a.m.

Mr. O'Dell observed that the Park St. and Peabody Structures seem to have the highest concentration of handicap parkers.

The Chairman noted that by revaluing the surface spaces in front of the stores and by getting a true read on the number of handicap parkers because they are parking at a handicap meter, it may not be necessary to keep the first floor vacant until 10 a.m. However, he was not opposed to increasing handicap spots.

Mr. Robert Greenstone asked if it would be feasible to experiment with valet handling the handicap access parking in one of the structures. Mr. O'Dell was concerned that would be using a lot of labor dollars to benefit relatively few people.

Chairman Kuhne did not want to make things too complicated for people. It was agreed too many rules would send the message that Birmingham is not a friendly place. Consensus was that a survey should be done on just the handicap element in all of the structures.

CONSTRUCTION UPDATE

Ad Hoc Parking Development Committee

Mr. O'Meara noted that the Bates St. Request for Qualifications ("RFQ") 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. 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 Development Committee will review the packages, and make a determination of who should be selected as a semi-finalist.

Park St. Parking Structure Painting Project

Mr. O'Meara recalled that when the above contract was bid, it was presented as a project that would have to be done in two phases.

Now that the Old Woodward Ave. project has been postponed to 2018, a possible change in schedule has been discussed with the contractor. They are willing to start the project in late June. 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 there five days a week to reduce the number of days that the parking structure is filled to capacity. That should be the last maintenance needed in the Park St. Structure for several years.

MONTHLY FINANCIAL REPORTS

Mr. O'Dell stated everything that the system is doing well.

MEETING OPEN FOR MATTERS NOT ON THE AGENDA

Mr. O'Meara mentioned that during the month of April none of the structures filled to capacity. Mr. Kalczynski felt as the weather improves and new businesses open, parking will become more and more difficult.

NEXT REGULARLY SCHEDULED MEETING

June 7, 2017

ADJOURNMENT

No further business being evident, the chairman adjourned the meeting at 9:15 a.m.

City Engineer Paul O'Meara



MEMORANDUM

Engineering Dept.

DATE: June 2, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: 412-420 E. Frank St.
Proposal to Remove Two Metered Parking Spaces

At the last meeting of the Advisory Parking Committee (APC), a narrow five member panel (out of nine) was present to conduct the meeting. Under these circumstances, a unanimous decision is necessary to pass a motion. Also, for the record, the applicant was not present due to an error on my part. I had inadvertently given him the wrong date for the meeting, otherwise, he would have been present. On May 3, a public hearing was held on the above topic, and the motion put on the floor was to deny the request to remove two parking spaces. The vote was 4-1 in favor of the denial. Since this vote lacked a majority, there was no recommendation to pass on to the Commission. Since the applicant did not get their request approved, it is their intent to proceed for input directly from the City Commission. Rather than moving this forward to the Commission with no recommendation, the hearing was scheduled again for reconsideration.

Public hearing notices to all owners within 300 ft. were sent again to notify the public of this discussion. One new written comment was received as a result of this mailing, which immediately follows this memo. After the one comment, please refer to the attached April 27 memo written for the meeting in May for additional details.



Paul O'Meara <pomeara@bhamgov.org>

APC re Frank St.

1 message

Eric Wolfe <elwolfe1@comcast.net>

Thu, May 25, 2017 at 3:03 PM

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

Dear Paul,

We would like to reiterate our absolute opposition to the developer's proposal to eliminate metered spaces on Frank St. Please include our previous email (below) in the packet as well as our comments herein:

The developer spent considerable time discussing his project with neighbors, however, he failed to *ever* mention this proposal to eliminate parking in front of his new development, which would shift the parking pressure entirely from the front of his development at the expense of neighbors. If he had mentioned this at *any* time we would have opposed his project, since we were relying on his forthrightness and honesty to alter our long held views against multifamily development on this site. In fact, the major consideration with respect to gaining our support was his claim that he would reduce parking pressure in the area by having on-site parking. I don't like to speculate on the motivation of anyone, however it seems puzzling that he overlooked this very important factor of his plan to eliminate metered spaces.

We are not opposed to shifting the metered spaces to the north side of the street, roughly across from his project, if the APC finds that acceptable. Also note that there seems to be plenty of street width even if the indented subject area is filled in to accommodate the desire to plant street trees, benches, etc. It should be noted that in front of our home on Frank St., west of Ann St., and along Frank St. westbound at least to Purdy, it is already narrower than the portion in front of the developer's project, and parking is permitted on one side of the street. Parking is actually permitted on both sides of the street on Frank between Purdy and Pierce. It is our belief that permitting parking on both sides of Frank St. between Old Woodward and Ann St. would actually be beneficial as it would have the effect of lowering the dangerously fast speeds of far too many drivers coming off of Old Woodward heading westbound on Frank St.

The developer has texted me that he wants to talk about this project, which we responded to, however we haven't heard from him again. He has been asked at least twice directly to withdraw this egregious proposal, and he hasn't responded in any manner. Just yesterday we sent him a photograph (see attached) showing the daily situation with the meters in front of his project (meaning almost always occupied). We haven't heard back.

In summary, we strongly oppose this proposal and urge your denial, unless the metered spaces are moved directly across the street from his project. Thank you.

Eric and Tracey Wolfe

393 E. Frank St.

From: Eric Wolfe [mailto:elwolfe1@comcast.net]**Sent:** Thursday, April 27, 2017 12:10 PM

To: 'pomeara@bhamgov.org'; 'Joe Valentine'

Subject: APC re Frank St.

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.



parking situation on Frank St..JPG
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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

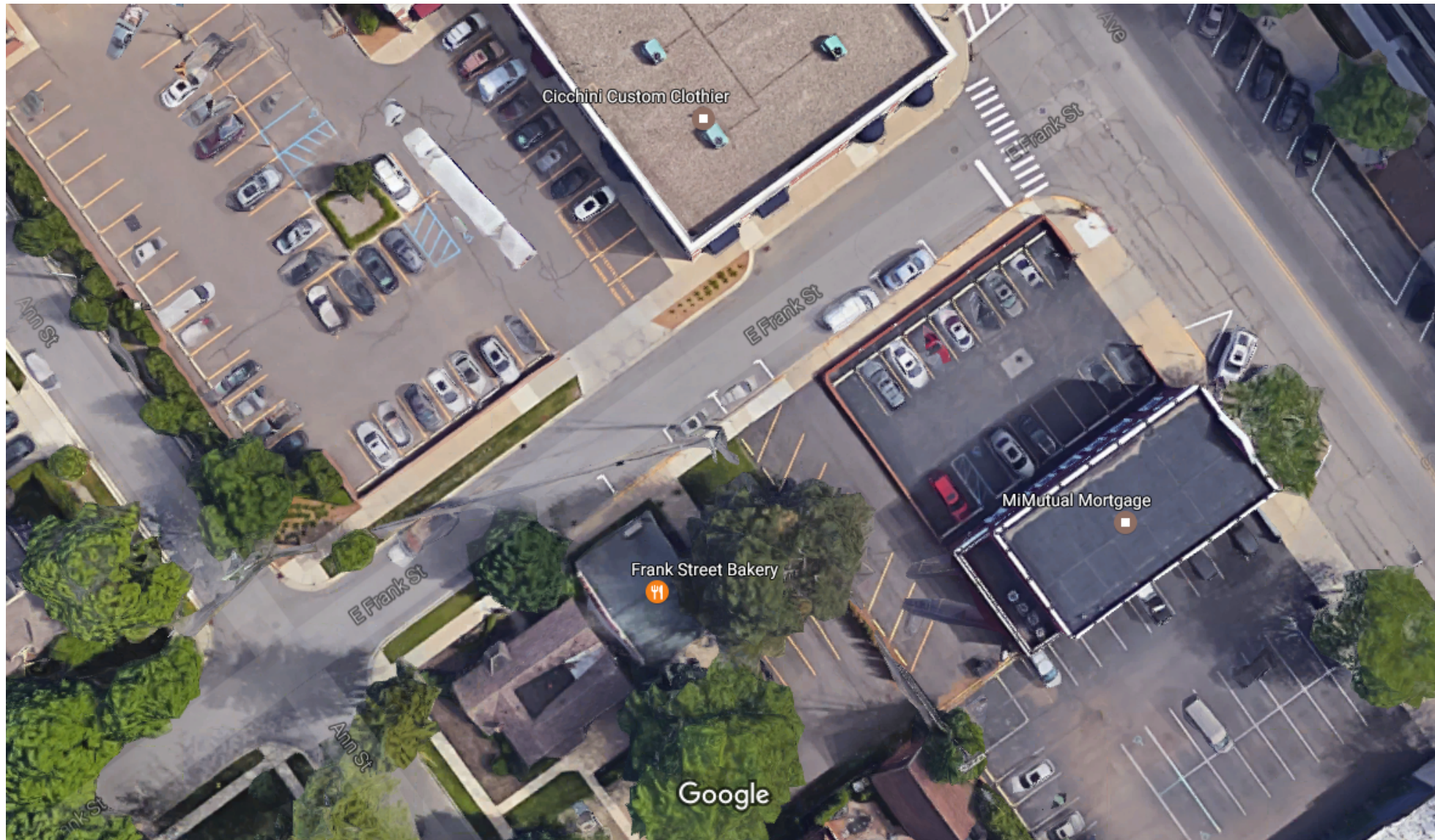
****Note:** Vehicles were not unloading any materials during the counts.

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



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, MI 48304
CONTACT: JOHN SHEKERJIAN
PHONE: (248) 885-1153
EMAIL: JOHNS@JOHNRICARDS.COM

ARCHITECT:

ALEXANDER V. BOGAERTS & ASSOCIATES, P.C.
2445 FRANKLIN ROAD
BLOOMFIELD HILLS, MI 48302
CONTACT: MARK ABANATHA
PHONE: (248) 334-5000
FAX: (248) 418-7441
EMAIL: MABANATHA@BOGAERTS.US

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

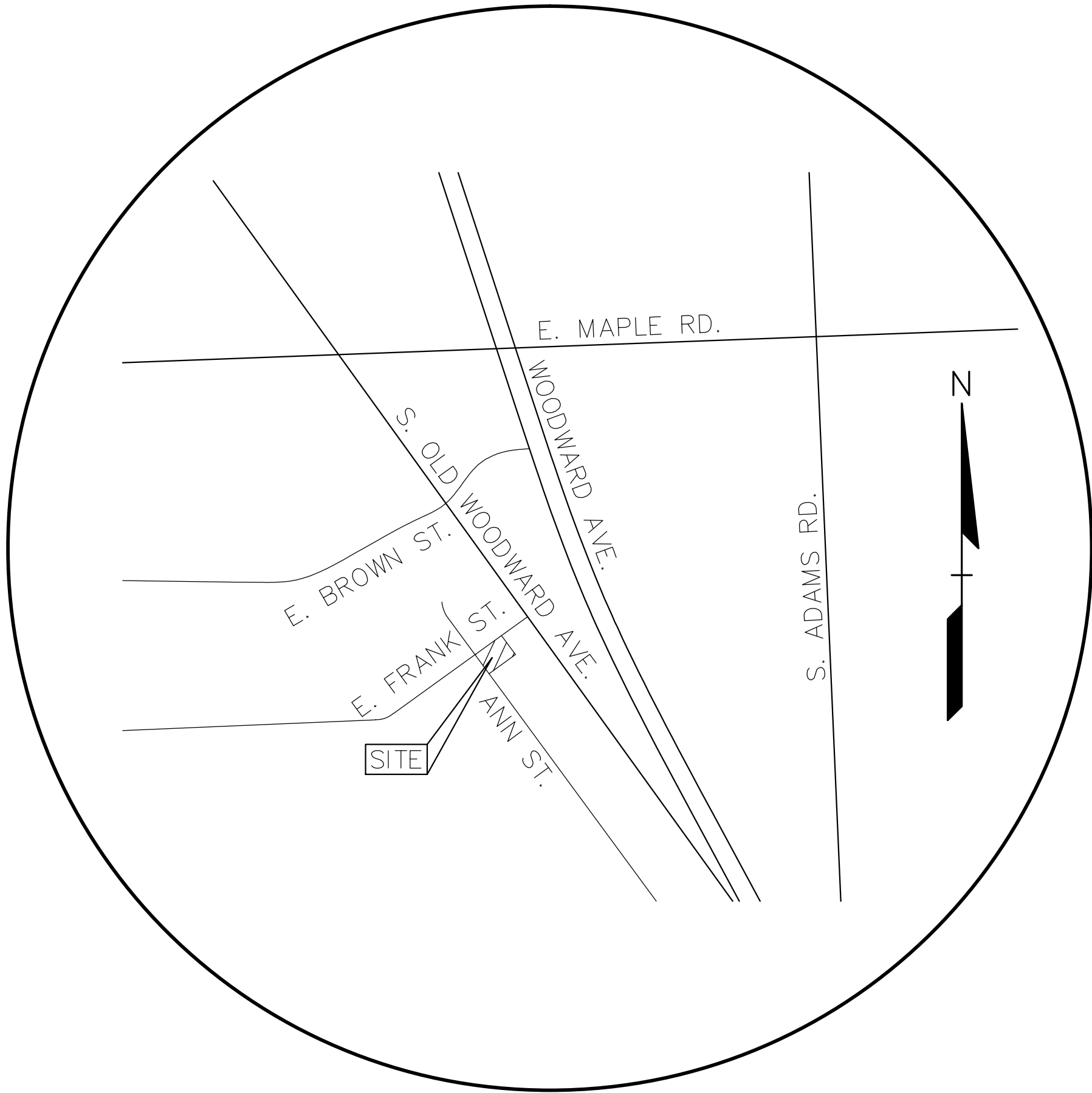
TOPOGRAPHIC AND BOUNDARY SURVEY DISCLAIMER:

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

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

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CAUTION!!
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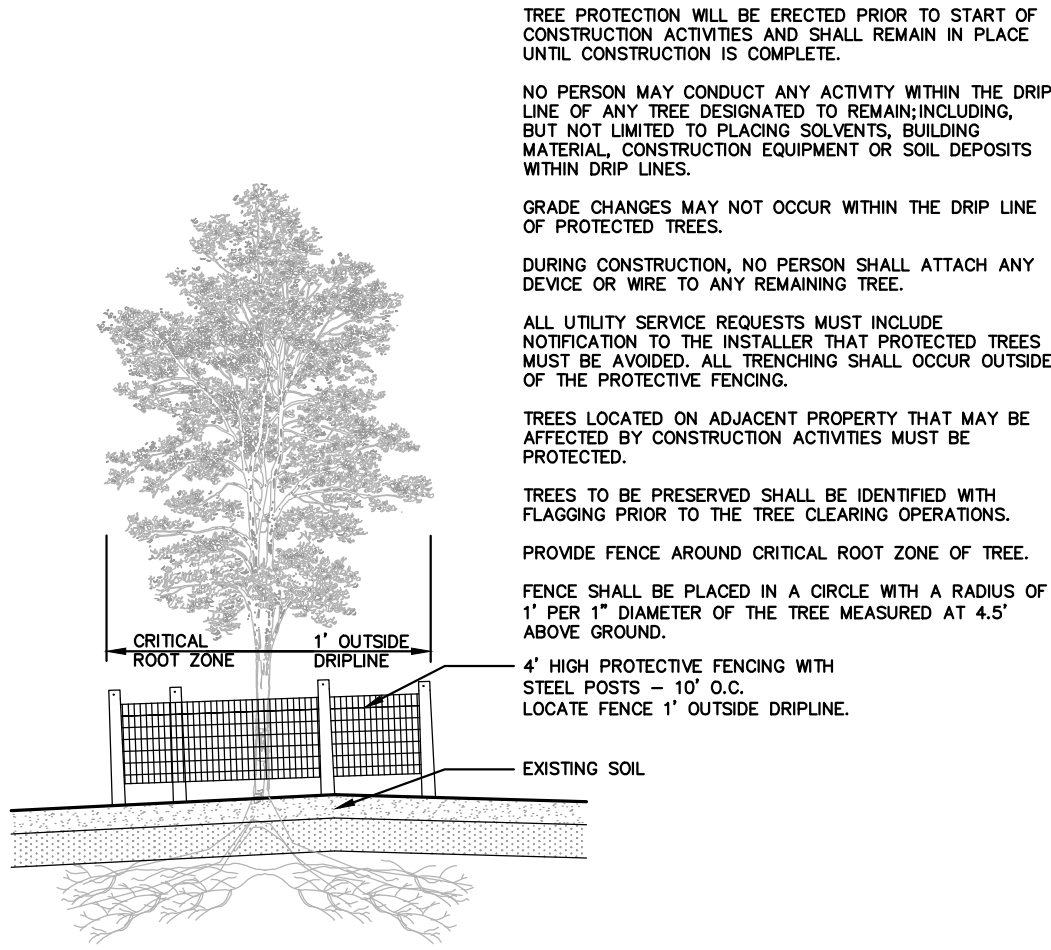
420 E FRANK, LLC 36400 WOODWARD AVE. BLOOMFIELD HILLS, MI 48304	420 E FRANK PART OF THE NE 1/4 OF SECTION 36, T. 2N, R. 10E, CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN
DES. TMK	DN. TMK
SUR. OTHERS	P.M. JBT

ORIGINAL ISSUE DATE:
MARCH 1, 2017

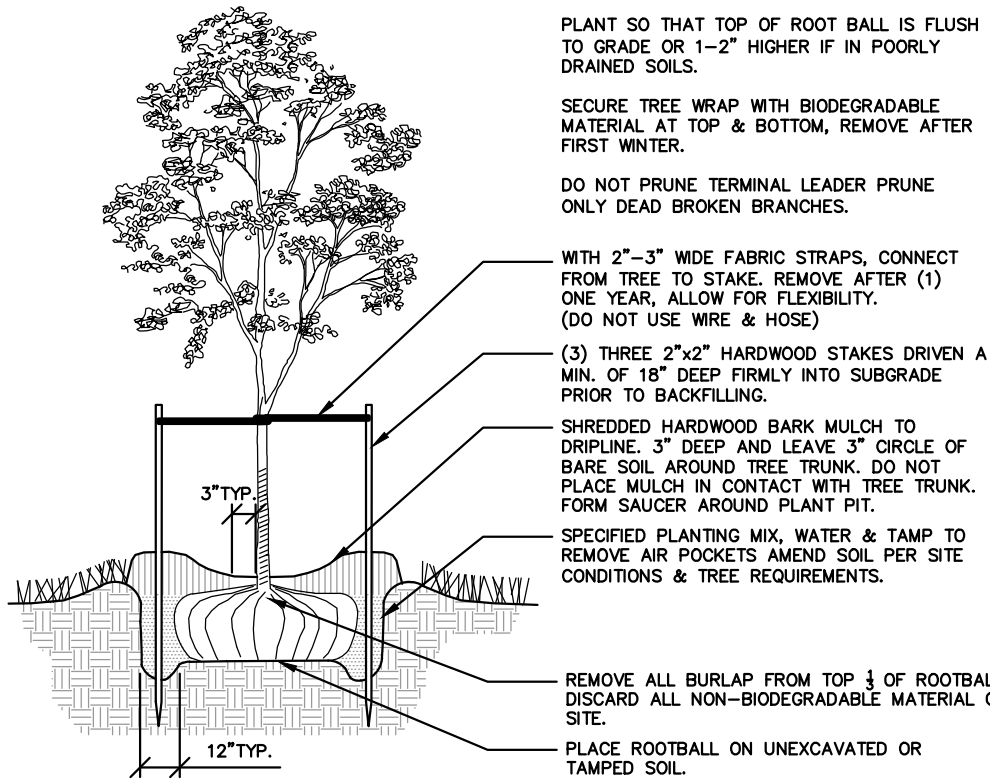
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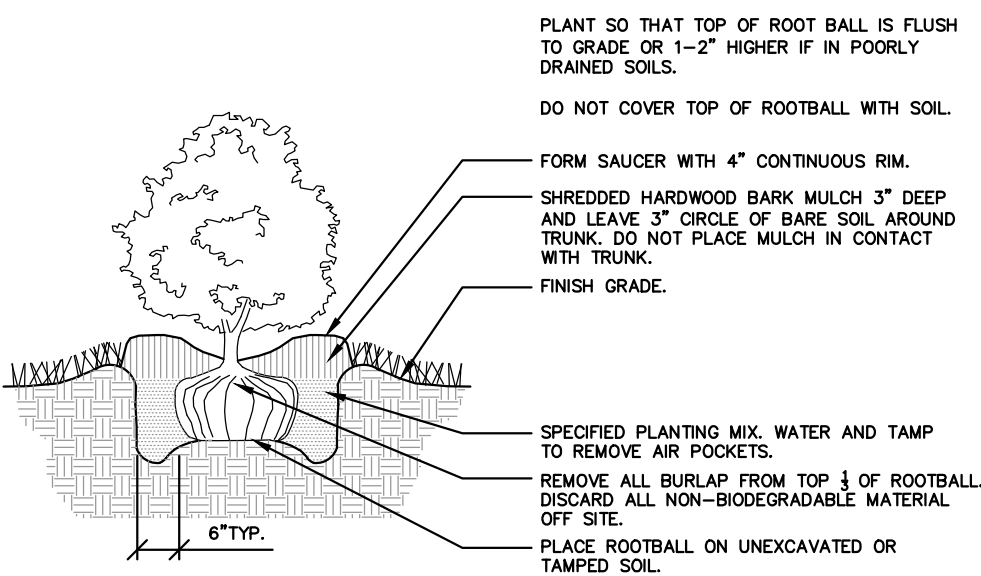
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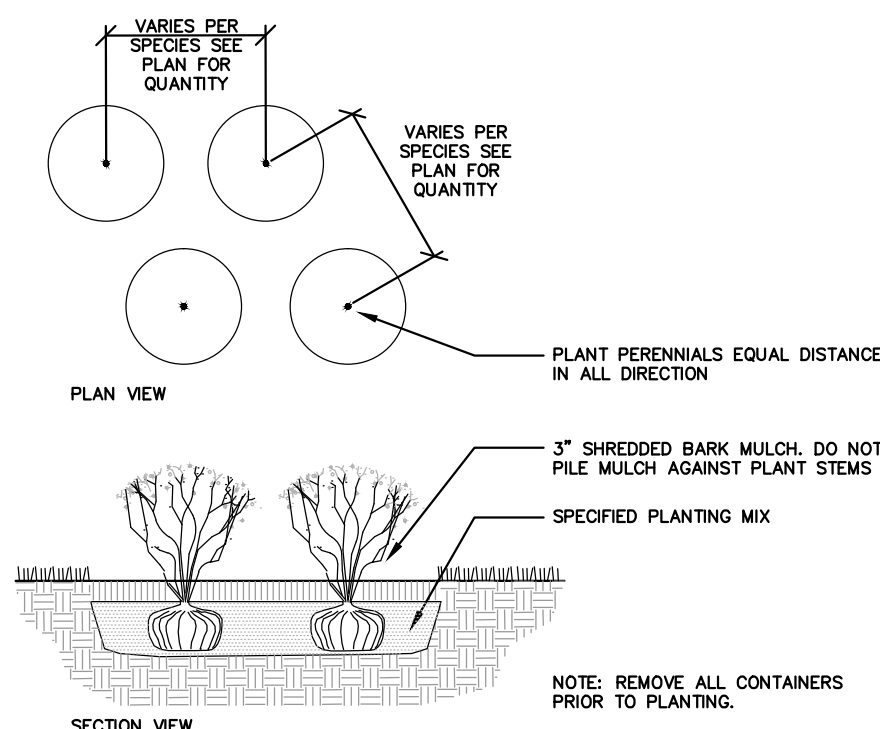
TREE PROTECTION DETAIL
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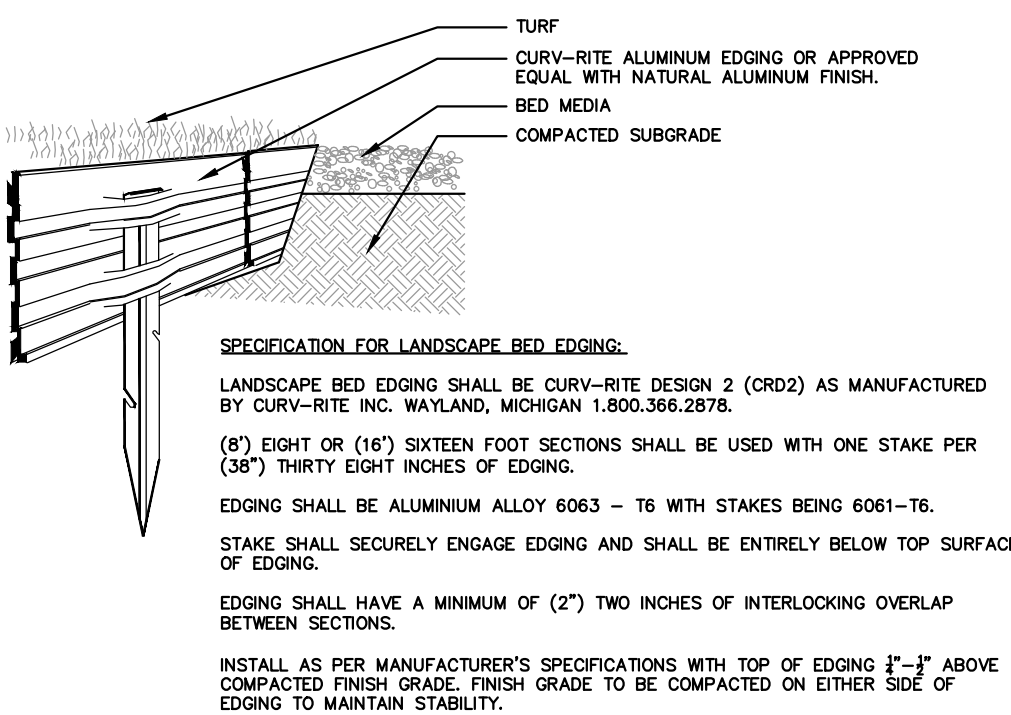
DECIDUOUS TREE PLANTING DETAIL
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SHRUB PLANTING DETAIL
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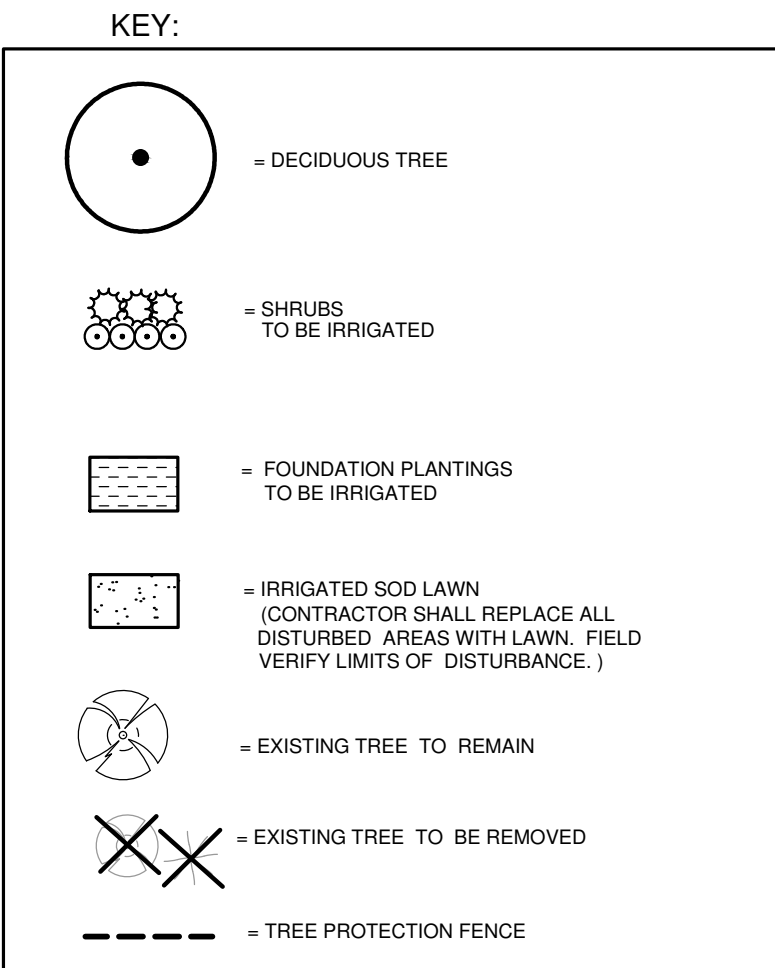
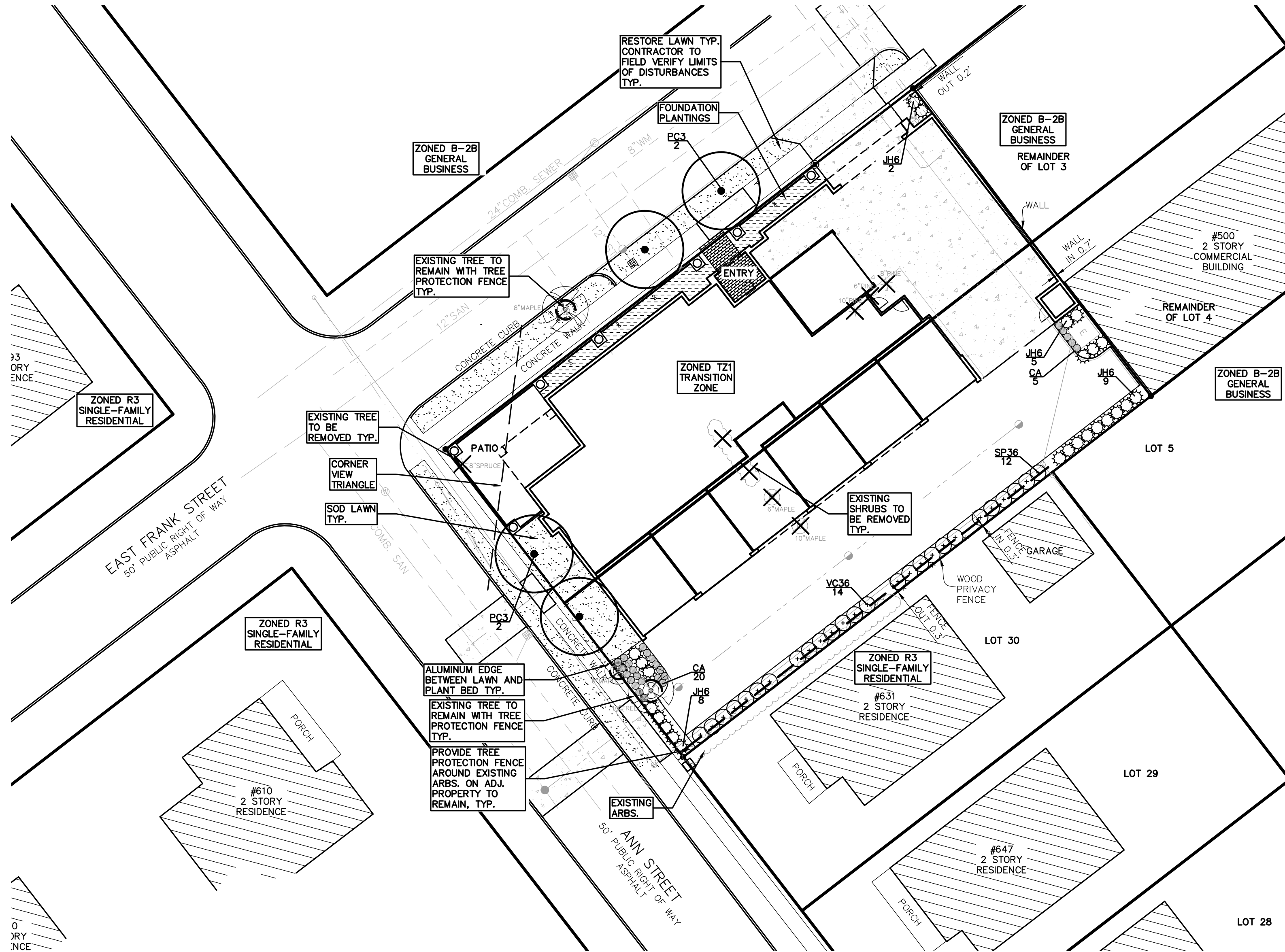
PERENNIAL PLANTING DETAIL
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ALUMINUM EDGE DETAIL
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TREE PLANT LIST:					
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
4	PC3	Cleveland Select Pear	<i>Pyrus calleryana</i> 'Cleveland Select'	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 REQ'D 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\QW\CONSTRUCTION\X-BASE-17060.DWG
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NO.	DATE	BY	REVISION
1	01/17/2017	JBT	REVISED BUILDING LAYOUT

REVISIONS

CAUTION!!
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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
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ORIGINAL ISSUE DATE:
MARCH 1, 2017

PEA JOB NO. 2017-060

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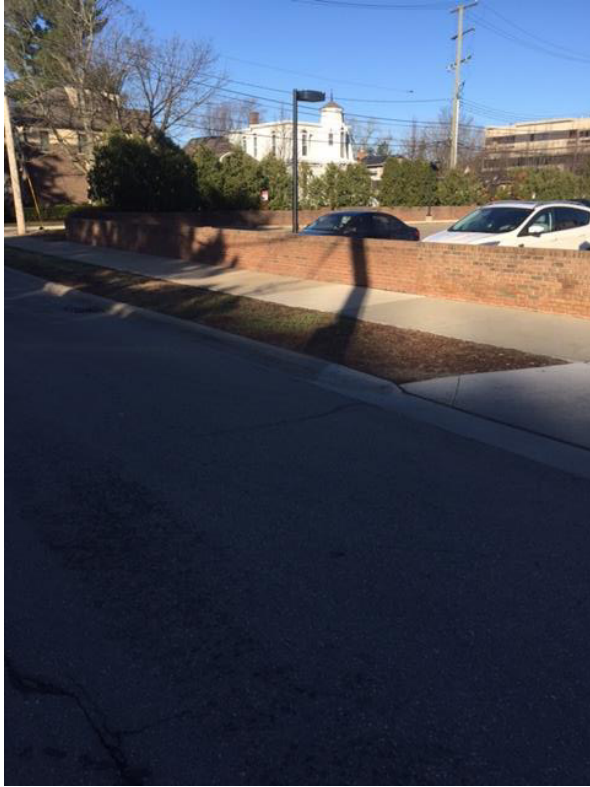
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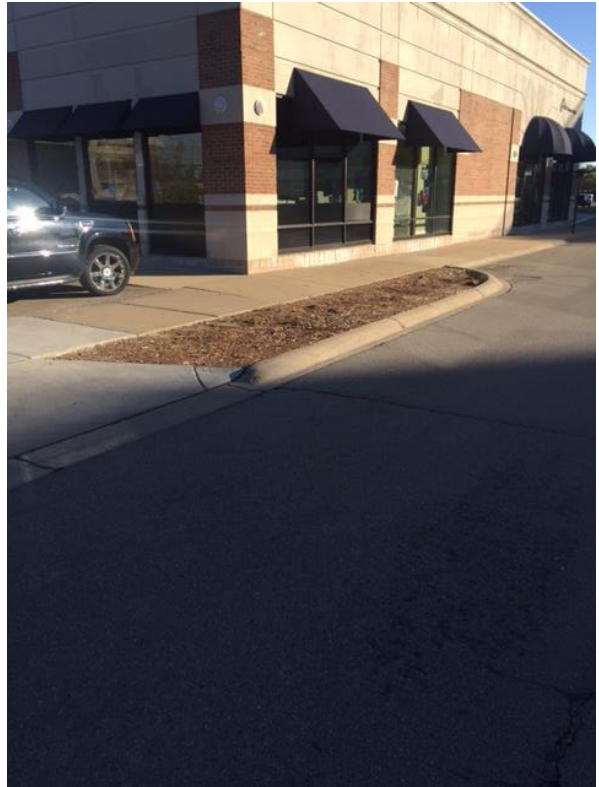




North side of E. Frank facing West



North side of E. Frank facing East



South side of E. Frank facing East





MEMORANDUM

Engineering Dept.

DATE: June 2, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Parking Lot #6 Monthly Permits
Proposed New Restriction
Public Hearing

During the April 5, 2017 meeting of the Advisory Parking Committee (APC), a discussion was held about possible temporary changes that could be considered in preparation for the planned reconstruction of Old Woodward Ave. Data was put together for the May 3, 2017 meeting that clarified that some permit holders are not located near the metered parking spaces that their permit allows them to park in. This condition is the result of the short waiting list that is present in the Lot #6 area compared to the parking structures. The Committee discussed creating a new rule that would require that any employee from a business located south of the N. Old Woodward Ave. and Euclid Ave. intersection would not be allowed to purchase a Parking Lot #6 monthly permit.

Based on the map displaying where current permit holders work, this rule would impact 9 permit holders. The APC suggested that these 9 permit holders would be offered the chance to park in the parking structure of their choice, if this rule does indeed pass. This effort should provide slightly better parking space availability on N. Old Woodward Ave. once these permit holders are relocated into a parking structure.

In order to get input from the area, all current Lot 6 permit holders were mailed the attached notice from the SP+ office. To date, no letters or phone calls have been received regarding this matter.

A suggested recommendation follows:

SUGGESTED RECOMMENDATION:

WHEREAS, monthly parking permits have been sold for over 30 years to businesses and employees located in the area of Parking Lot #6 in order to provide long term parking in the Parking Lot at a reasonable cost, and

WHEREAS, as parking demand in the area has increased over the past 20 years, the City has expanded permit parking areas to now include designated parking meters on N. Old Woodward Ave. from north of Oak St. to Willits St., and

WHEREAS, the waiting time to purchase a monthly permit at all five parking structures is now much longer than the waiting time for a monthly permit from the Parking Lot #6 area, and

WHEREAS, certain employees work in businesses that are a considerable distance from Parking Lot #6 now purchase these permits, giving them permission to park at meters directly on N. Old Woodward Ave., even though they would prefer to park in a parking structure,

THEREFORE, the City Commission hereby will require that Parking Lot #6 permits may only be sold to business owners and employees located in a business north of the intersection of N. Old Woodward Ave. & Euclid Ave., and further, that all current permit holders affected by this change will be allowed the opportunity to purchase monthly permits in the same number currently owned at the parking structure of their choice.



TO: Parking Lot 6 Area Monthly Parking Permit Holder

RE: Public Hearing

Dear Permit Holder,

As you are likely aware, parking in downtown Birmingham is an important commodity. A group of volunteers known as the Advisory Parking Committee is tasked with making sure that the parking system is designed so that it operates at its best for all interested parties.

A recent review of monthly permit sales revealed that you are purchasing a permit for parking on the street or lot on the north end of the downtown. These permits were set up many years ago to help reduce parking costs for businesses and employees working in the immediate area of Parking Lot 6 (located at 600 N. Old Woodward Ave.). However, the business that you work at is actually closer to a parking structure than to Parking Lot 6. We understand that you may be buying these permits because they are available, where a long waiting list is present at the parking structures.

Metered street parking is very important to the vitality of any business that depends on regular visitors and shoppers. When the street is fully occupied, potential sales can be lost. The monthly permits you are purchasing were not intended for use by employees who work relatively far away from Parking Lot 6. Cars from businesses in your immediate area are best housed in a parking structure.

The Advisory Parking Committee is considering creating a new policy wherein monthly permits for the Parking Lot 6 area would only be sold to employees from businesses not only within the parking assessment district, but also located north of Euclid Ave. (Euclid Ave. is the first block north of Oakland Blvd.) If this rule is approved, you will no longer be able to buy these monthly permits. Rather than require you to join a waiting list, the Committee would allow you to select which parking structure you would prefer to park in, and allow you to start purchasing monthly permits up to the number that you have currently purchased at Lot 6.

Before this decision is made, the Committee is asking for input. You are invited to attend the designated public hearing in front of the committee, scheduled for Weds. June 7, 2017 at 7:30 A.M., at Birmingham City Hall (151 Martin St.). Or, you may write a note directly to me at pomeara@bhamgov.org no later than Thursday, June 1. I will make certain that such emails are distributed to the Committee before a final decision is made.

If you have questions, you may also call me at 248-530-1836.

Sincerely,

Paul T. O'Meara,
City Engineer



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

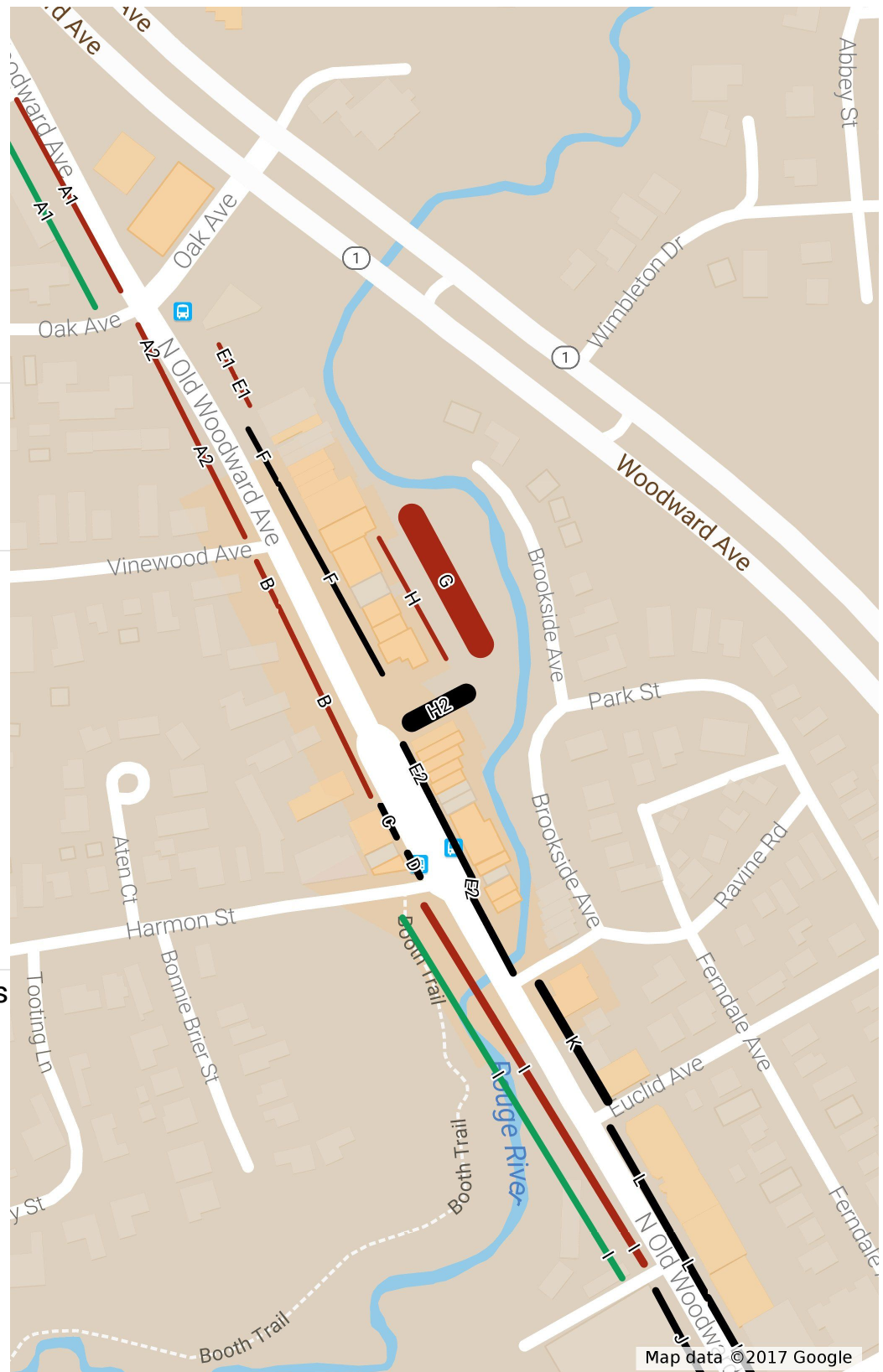
Economy \$150

- 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.

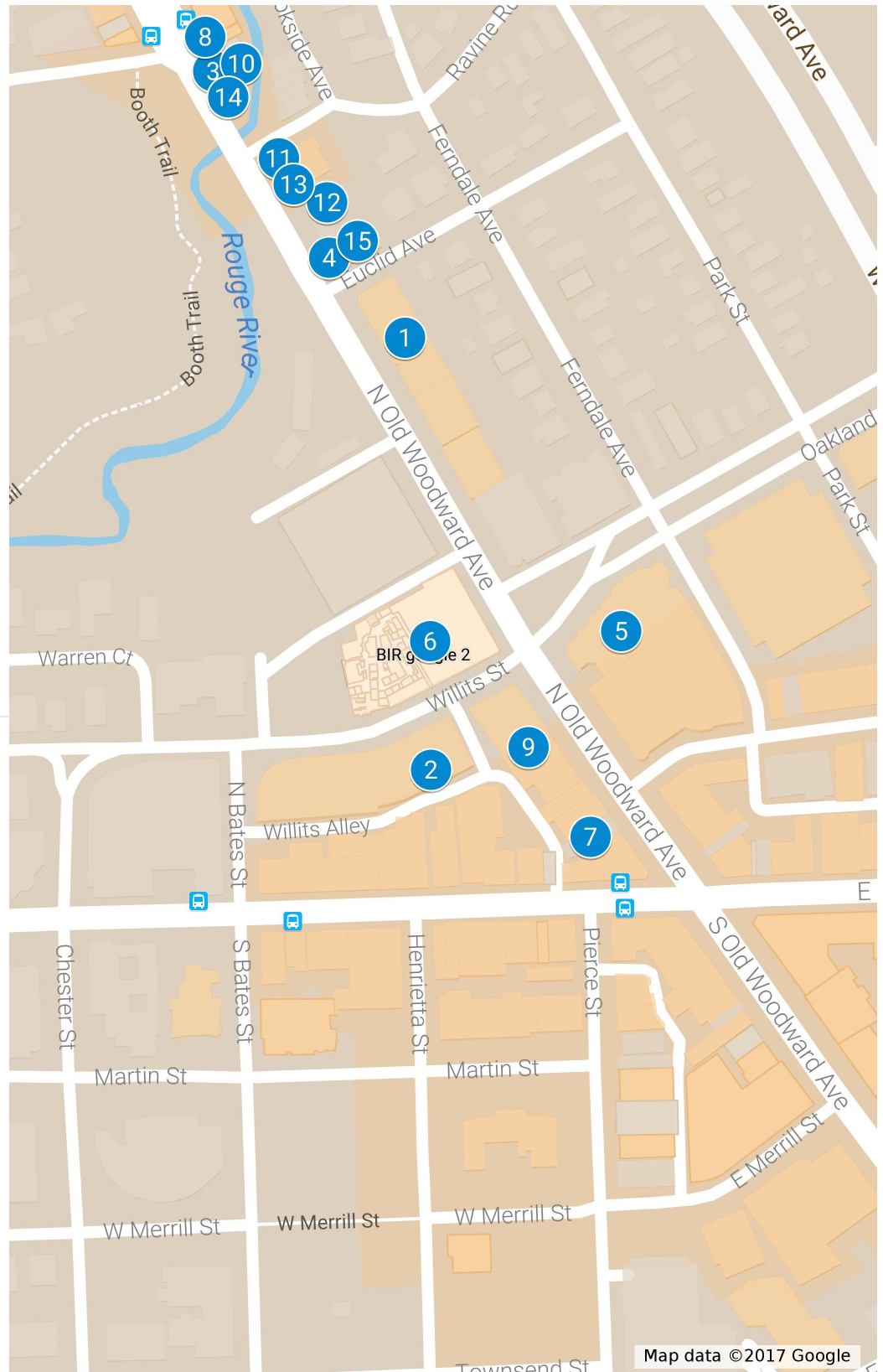


Lot 6 Permit Holders - April 2017

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 Abood 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.)

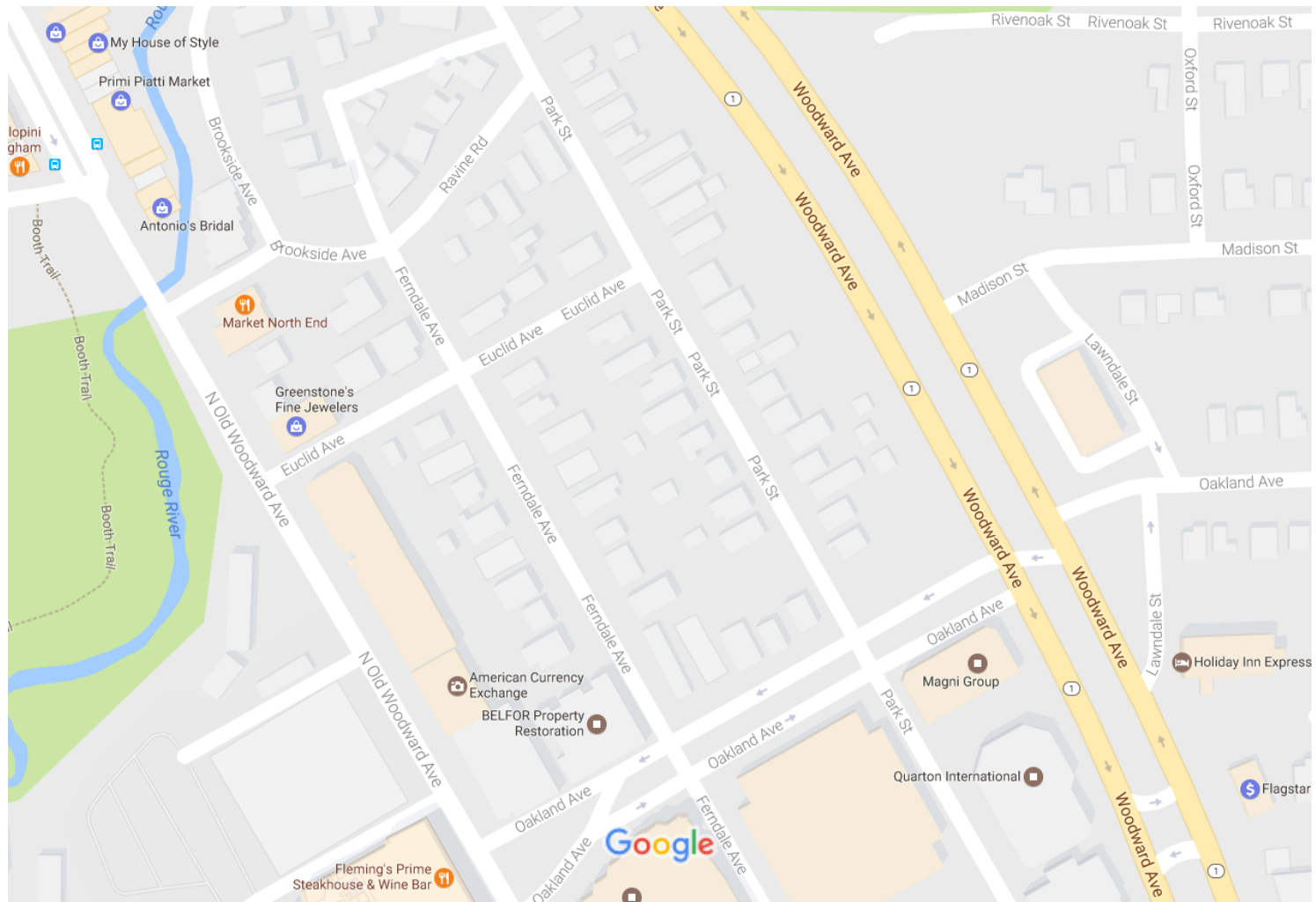
To reduce pressure on street and structure parking, it is suggested that those who hold permits for metered street parking along the west side of North Old Woodward from Oakland to Harmon be allowed to park in the residential permit areas of the streets listed, on weekdays between the hours of 9:00am 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: June 2, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Handicapped Parking Demand Study

At the meeting of May 3, it was reported to the Advisory Parking Committee (APC) that we had received a complaint about an insufficient number of handicapped parking spaces in the Park St. Structure, making it difficult for the handicapped parking public that regularly visit this location to find a convenient space. A survey was done before the May meeting confirming that demand was high in this location. As a result of this finding, a survey of the remaining facilities was conducted to better determine how common this issue might be. Results are below:

Week of April 17:

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

Week of May 15:

Handicapped Space Occupancy	10 AM	12 PM	2 PM
Pierce St. Structure	53%	59%	67%
Peabody St. Structure	94%	92%	89%
N. Old Woodward Ave. Structure	62%	59%	58%
Chester St. Structure	58%	65%	70%

Based strictly on these numbers, it appears that there may be a shortage at the Park St. and Peabody St. Structures, while there could be a surplus at the other three locations. Since it has been many years since these spaces were first installed, staff also reviewed how the current number of spaces adheres to the federal requirements within the American Disabilities Act (ADA). Generally, the act requires that 2% of the available parking spaces be marked for the handicapped in facilities of this size. Based on the data, it appears that each building meets the act as follows:

Parking Structure	Compliance with ADA
Pierce St.	+4
Park St.	0
Peabody St.	-2
N. Old Woodward Ave.	+6
Chester St.	+8

The extra spaces at N. Old Woodward Ave. & Chester St. can be explained due to requests from adjacent customers asking for more (First Baptist Church and Chester St. respectively). It is not clear why there is a surplus at Pierce St. and the shortage at Peabody St. With that in mind, the following changes are recommended by staff:

1. Remove 4 handicapped parking spaces at the Pierce St. Structure, Levels 3 & 4, Brown St. elevator area.
2. Add 2 handicapped parking spaces at the Peabody St. Structure, Level 1, near the Brown St. elevator.
3. Remove 6 handicapped parking spaces in the N. Old Woodward Ave. Structure, Levels 2, 3, and 4, adjacent to the elevators in both the southwest and southeast corners of the structure.

The above changes will result in a net gain of 6 regular spaces at both Pierce St. and N. Old Woodward Ave., and a net loss of three regular spaces at Peabody St.

A suggested recommendation follows.

SUGGESTED RECOMMENDATION:

To recommend to the City Commission the following adjustments to the handicapped parking spaces at the following structures to better meet current requirements of the Americans With Disabilities Act (ADA):

1. Remove 4 handicapped parking spaces at the Pierce St. Structure, Levels 3 & 4, Brown St. elevator area.
2. Add 2 handicapped parking spaces at the Peabody St. Structure, Level 1, near the Brown St. elevator.
3. Remove 6 handicapped parking spaces in the N. Old Woodward Ave. Structure, Levels 2, 3, and 4, adjacent to the elevators in both the southwest and southeast corners of the structure.

Pierce Street Handicap Count

Completed by:



18 Spaces Total

May 15, 2017

	10a	12p	2p
Handicap Occupied	10	11	12
Percentage Occupied	56%	61%	67%
Average Daily Percentage: 61%			

May 16, 2017

	10a	12p	2p
Handicap Occupied	8	12	13
Percentage Occupied	44%	67%	72%
Average Daily Percentage: 61%			

May 17 2017

	10a	12p	2p
Handicap Occupied	12	10	15
Percentage Occupied	67%	56%	83%
Average Daily Percentage: 69%			

May 18, 2017

	10a	12p	2p
Handicap Occupied	9	9	9
Percentage Occupied	50%	50%	50%
Average Daily Percentage: 50%			

May 19, 2017

	10a	12p	2p
Handicap Occupied	9	11	11
Percentage Occupied	50%	61%	61%
Average Daily Percentage: 57%			

Peabody Street Handicap Count

Completed by:



7 Spaces Total

May 15, 2017

	10a	12p	2p
Handicap Occupied	7	6	7
Percentage Occupied	100%	86%	100%
Average Daily Percentage: 95%			

May 16, 2017

	10a	12p	2p
Handicap Occupied	7	6	6
Percentage Occupied	100%	86%	86%
Average Daily Percentage: 91%			

May 17, 2017

	10a	12p	2p
Handicap Occupied	7	7	6
Percentage Occupied	100%	100%	86%
Average Daily Percentage: 95%			

May 18, 2017

	10a	12p	2p
Handicap Occupied	7	6	6
Percentage Occupied	100%	86%	86%
Average Daily Percentage: 91%			

May 19, 2017

	10a	12p	2p
Handicap Occupied	5	7	6
Percentage Occupied	71%	100%	86%
Average Daily Percentage: 86%			

N. Old Woodward Handicap Count

Completed by:



21 Spaces Total

May 15, 2017

	10a	12p	2p
Handicap Occupied	12	12	14
Percentage Occupied	57%	57%	67%
Average Daily Percentage: 60%			

May 16, 2017

	10a	12p	2p
Handicap Occupied	14	13	12
Percentage Occupied	67%	62%	57%
Average Daily Percentage: 62%			

May 17, 2017

	10a	12p	2p
Handicap Occupied	13	15	13
Percentage Occupied	62%	71%	62%
Average Daily Percentage: 65%			

May 18, 2017

	10a	12p	2p
Handicap Occupied	12	10	10
Percentage Occupied	57%	48%	48%
Average Daily Percentage: 51%			

May 19, 2017

	10a	12p	2p
Handicap Occupied	14	12	12
Percentage Occupied	67%	57%	57%
Average Daily Percentage: 60%			

Chester Handicap Count

Completed by:



26 Spaces Total

May 15, 2017

	10a	12p	2p
Handicap Occupied	15	20	21
Percentage Occupied	58%	77%	81%
Average Daily Percentage: 72%			

May 16, 2017

	10a	12p	2p
Handicap Occupied	22	23	21
Percentage Occupied	85%	88%	81%
Average Daily Percentage: 85%			

May 17, 2017

	10a	12p	2p
Handicap Occupied	11	18	24
Percentage Occupied	42%	69%	92%
Average Daily Percentage: 68%			

May 18, 2017

	10a	12p	2p
Handicap Occupied	13	14	14
Percentage Occupied	50%	54%	54%
Average Daily Percentage: 53%			

May 19, 2017

	10a	12p	2p
Handicap Occupied	14	10	11
Percentage Occupied	54%	38%	42%
Average Daily Percentage: 45%			



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



MEMORANDUM

Engineering Dept.

DATE: June 2, 2017
TO: Advisory Parking Committee
FROM: Paul T. O'Meara, City Engineer
SUBJECT: Construction Update

CivicSmart Parking Meters

Starting on May 31, staff from CivicSmart arrived in Birmingham and started installing the over 1,200 new Liberty model parking meters throughout the business district. The first meter installations were on S. Old Woodward Ave., and then moving north from there. No feedback from the public was available as of this writing.

Park St. Structure Painting Project

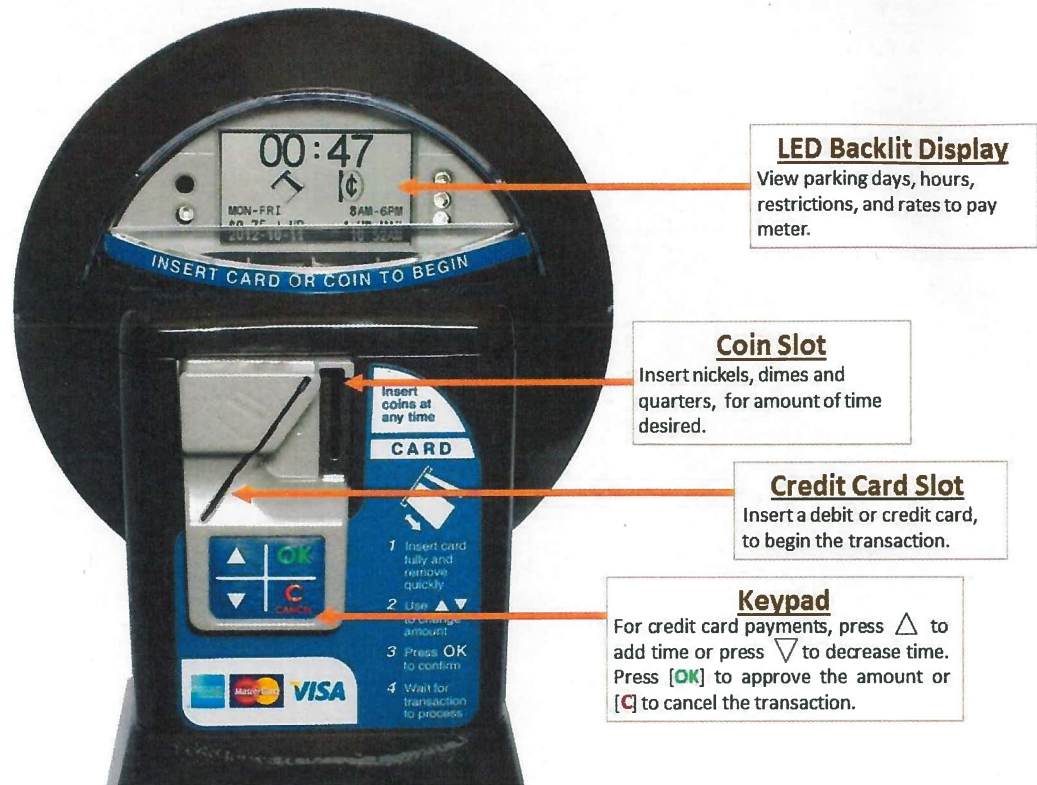
We have confirmed that the contractor for this project plans to start in the third or fourth week of June. One half of one floor, starting on Level 5, will be closed at a time. Since about 100 parking spaces will be closed at a time, SP+ will operate the rooftop valet service at this location five days a week, which should create space for about 50 additional vehicles. It is expected that demand will grow at the N. Old Woodward Ave. Structure as well, so valet service will be expanded from the current three days to five days per week, as needed.

The project is expected to take about 9 weeks to complete.



New Parking Technology Coming Soon To Birmingham!!!

INTRODUCING THE CIVICSMART LIBERTY SMART METER!



Installation of 1,262 credit card enabled "smart" parking meters will begin on May 30, 2017. All parking meters located in the City of Birmingham will offer payment by credit card as an option upon completion of the installation of the new parking meters. The existing parking meter housing and poles will remain intact. The existing coin only parking meter mechanisms will be replaced with the new "smart" meters and vehicle detection sensors will be installed at every meter space.

If you are a traditionalist and wish to continue to pay with coins – fear not!! The new parking meters will still have a coin slot for payment using nickels, dimes or quarters!

If you are "tech savvy" and excited about the ability to pay by credit card – then you will be thrilled to learn that the City of Birmingham will be absorbing the processing costs associated with use of credit cards. That's right! Parking rates will be the same regardless of payment type – coin or credit!! The new meters will accept Visa, MasterCard, and Discover.

Prefer to pay using Parkmobile? Another great option! The new Liberty meters will reflect Parkmobile payments ON THE METER and on your mobile phone!!

Also, the new vehicle detection sensors will allow parking patrons to utilize mobile phones, computers or vehicle apps to locate convenient parking close to Birmingham destinations for business, shopping, dining or recreation.

It is anticipated that the installation of the new parking meters will be complete by June 30, 2017.

Visit bhamgov.org for additional information regarding the exciting new changes to our metered parking system.

Mark H. Clemence
Chief of Police

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

Fiscal 15-16

	Month Ended 31-Jul-15	Month Ended 31-Aug-15	Month Ended 30-Sep-15	Month Ended 31-Oct-15	Month Ended 30-Nov-15	Month ending 31-Dec-15	Month Ended 31-Jan-16	Month Ended 28-Feb-16	Month Ended 31-Mar-16	Month Ending 30-Apr-16	Month Ended 31-May-16	Month Ended 30-Jun-16	Total Fiscal 15-16
REVENUES:													
Revenues - Monthly parking	\$ 166,606.50	\$ 147,126.00	\$ 179,102.00	\$ 187,122.00	\$ 188,547.00	\$ 194,025.50	\$ 203,712.00	\$ 144,017.50	\$ 261,896.00	\$ 203,346.00	\$ 180,760.50	\$ 191,094.00	\$ 2,247,355.00
Revenues - Cash Parking	\$ 114,551.18	\$ 127,772.81	\$ 95,214.63	\$ 122,443.57	\$ 114,026.45	\$ 134,420.60	\$ 103,502.80	\$ 127,198.65	\$ 131,139.54	\$ 128,384.31	\$ 140,389.49	\$ 147,232.93	\$ 1,486,276.96
Revenues - Card Deposits	\$ 150.00	\$ 300.00	\$ 97.50	\$ 240.00	\$ 662.50	\$ 702.50	\$ 1,080.00	\$ 80.00	\$ 1,800.00	\$ 3,265.00	\$ 585.00	\$ 2,040.00	\$ 11,002.50
Revenue - Lot #6	\$ 702.50	\$ 14,025.00	\$ 22,145.00		\$ 19,325.00	\$ 15,995.00	\$ 100.00	\$ 6,635.00	\$ 30,000.50	\$ 847.50	\$ 8,072.50	\$ 27,032.50	\$ 144,880.50
Total Income	\$ 282,010.18	\$ 289,223.81	\$ 296,559.13	\$ 309,805.57	\$ 322,560.95	\$ 345,143.60	\$ 308,394.80	\$ 277,931.15	\$ 424,836.04	\$ 335,842.81	\$ 329,807.49	\$ 367,399.43	\$ 3,889,514.96
EXPENSES:													
Salaries and Wages	\$ 76,636.38	\$ 55,653.88	\$ 56,461.14	\$ 52,848.24	\$ 56,308.86	\$ 76,263.50	\$ 55,467.25	\$ 53,507.11	\$ 54,716.64	\$ 53,101.43	\$ 58,142.92	\$ 59,260.95	\$ 708,368.30
Payroll Taxes	\$ 7,345.93	\$ 5,153.13	\$ 5,226.52	\$ 4,897.62	\$ 5,259.87	\$ 7,224.51	\$ 7,039.01	\$ 6,600.08	\$ 6,468.16	\$ 5,516.50	\$ 5,709.24	\$ 5,826.10	\$ 72,266.67
Workmens Comp Insurance	\$ 2,868.74	\$ 2,084.62	\$ 2,114.79	\$ 1,979.76	\$ 2,109.17	\$ 2,857.21	\$ 2,116.60	\$ 2,124.24	\$ 2,223.79	\$ 2,108.73	\$ 2,308.43	\$ 2,352.75	\$ 27,248.83
Group Insurance	\$ 27,349.14	\$ 21,560.78	\$ 24,352.61	\$ 17,690.29	\$ 19,861.35	\$ 17,904.25	\$ 18,126.55	\$ 28,909.55	\$ 23,516.38	\$ 20,870.99	\$ 24,458.94	\$ 19,800.87	\$ 264,401.70
Uniforms		\$ 329.71		\$ 752.41	\$ (65.14)	\$ 2,523.24	\$ 163.11		\$ 384.30		\$ 299.41	\$ 574.34	\$ 4,961.38
Insurance	\$ 8,388.64	\$ 8,888.64	\$ 8,388.64	\$ 8,397.59	\$ 8,388.64	\$ 8,388.64	\$ 9,027.81	\$ 9,027.81	\$ 9,027.81	\$ 9,146.01	\$ 9,136.81	\$ 9,027.81	\$ 105,234.85
Utilities	\$ 2,499.98	\$ 793.56	\$ 1,087.74	\$ 1,322.64	\$ 2,280.91	\$ 1,943.72	\$ 1,787.05	\$ 1,810.20	\$ 1,815.95	\$ 1,301.61	\$ 525.30	\$ 940.32	\$ 18,108.98
Maintenance	\$ 17,587.85	\$ 6,266.63	\$ 14,443.94	\$ 5,815.14	\$ 3,167.40	\$ 6,190.39	\$ 6,328.66	\$ 3,084.48	\$ 6,641.63	\$ 11,903.93	\$ 8,230.82	\$ 4,004.14	\$ 93,665.01
Parking Tags/Tickets	\$ 2,223.23		\$ 44.20	\$ 3,187.13		\$ 1,521.98	\$ 2,650.00	\$ 7,490.66		\$ 434.97	\$ 3,469.94	\$ 587.35	\$ 21,609.46
Professional Services	\$ 3,988.97	\$ 4,162.36	\$ 3,988.97	\$ 4,021.72	\$ 3,988.97	\$ 4,044.97	\$ 4,363.97	\$ 4,383.72	\$ 4,363.97	\$ 4,363.97	\$ 4,567.57	\$ 4,363.97	\$ 50,603.13
Office Supplies	\$ 577.20	\$ 692.43	\$ 367.07	\$ 70.55	\$ 673.31	\$ 324.91	\$ 82.22	\$ 104.63	\$ 489.56	\$ 983.75	\$ 633.97	\$ 1,097.08	\$ 6,096.68
Card Refund													\$ -
Operating Cost - Vehicles	\$ 542.83	\$ 527.25	\$ 462.13	\$ 517.67	\$ 515.04	\$ 167.77	\$ 541.66	\$ 331.81	\$ 514.69	\$ 486.64	\$ 562.23	\$ 707.10	\$ 5,876.82
Pass Cards													\$ -
Employee Appreciation	\$ 97.56	\$ 300.00						\$ 61.46	\$ 129.48	\$ 29.35		\$ 150.00	\$ 767.85
Credit Card Fees	\$ 4,560.16	\$ 6,307.49	\$ 5,870.85	\$ 8,629.80	\$ 7,774.68	\$ 7,479.29	\$ 8,893.87	\$ 7,729.56	\$ 7,062.62	\$ 8,160.94	\$ 8,076.09	\$ 8,645.20	\$ 89,190.55
Bank Service Charges	\$ 311.98	\$ 415.19	\$ 1,627.34	\$ 400.68	\$ 405.72	\$ 400.67	\$ 449.90	\$ 712.04	\$ 473.22	\$ 491.82	\$ 446.77	\$ 421.87	\$ 6,557.20
Miscellaneous Expense	\$ 175.89	\$ 225.76	\$ 160.13	\$ 157.31	\$ 967.02	\$ 278.43	\$ 234.23	\$ 289.07	\$ 252.83	\$ 519.38	\$ 290.42	\$ 227.32	\$ 3,777.79
Management Fee Charge	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 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 31-Jul-16	Month Ended 31-Aug-16	Month Ended 30-Sep-16	Month Ended 31-Oct-16	Month Ended 30-Nov-16	Month ending 31-Dec-16	Month Ended 31-Jan-17	Month Ended 28-Feb-17	Month Ended 31-Mar-17	Month Ending 30-Apr-17	Month Ended 31-May-17	Month Ended 30-Jun-17	Total 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	\$ 196,773.00			\$ 1,953,801.50
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	\$ 162,547.76			\$ 2,029,474.25
Revenues - Card Fees	\$ 1,565.00	\$ 330.00	\$ 525.00	\$ 862.50	\$ 990.00	\$ 645.00	\$ 172.50	\$ 105.00	\$ 150.00	\$ 240.00			\$ 5,585.00
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	\$ 1,090.00			\$ 112,498.40
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	\$ 360,650.76	\$ -	\$ -	\$ 4,101,359.15
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	\$ 60,476.07			\$ 675,715.05
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	\$ 6,386.29			\$ 71,197.06
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	\$ 2,566.46			\$ 27,548.94
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	\$ 21,489.81			\$ 210,408.40
Uniforms	\$ 188.06	\$ 604.45			\$ 1,214.42	\$ 289.75	\$ 36.00	\$ 72.86	\$ 159.62	\$ 341.75			\$ 2,906.91
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	\$ 14,004.87			\$ 101,259.87
Utilities	\$ 812.26	\$ 550.10	\$ 1,050.44	\$ 715.00	\$ 1,151.58	\$ 840.82	\$ 880.30	\$ 812.60	\$ 1,165.54	\$ 2,890.37			\$ 10,869.01
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	\$ 15,638.01			\$ 77,782.71
Parking Tags/Tickets	\$ 5,219.33		\$ 632.81		\$ 632.81	\$ 1,311.14		\$ 633.39	\$ 2,635.60	\$ 2,013.40			\$ 13,078.48
Professional Services	\$ 4,363.97	\$ 4,444.97	\$ 4,425.22	\$ 4,363.97	\$ 4,363.97	\$ 4,383.07	\$ 4,363.97	\$ 4,363.97	\$ 4,839.17	\$ 4,363.97			\$ 44,276.25
Office Supplies	\$ 722.75	\$ 462.54	\$ 627.58	\$ 224.21	\$ 446.36	\$ 286.43	\$ 379.58	\$ 409.01	\$ 453.76	\$ 133.84			\$ 4,146.06
Card Refund													\$ -
Operating Cost - Vehicles	\$ 660.74	\$ 581.45	\$ 654.09	\$ 634.65	\$ 640.06	\$ 289.66	\$ 603.61	\$ 589.81	\$ 547.39	\$ 589.72			\$ 5,791.18
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	\$ 9,106.41			\$ 83,829.26
Bank Service Charges	\$ 411.74	\$ 382.17	\$ 469.39	\$ 411.11	\$ 400.98	\$ 389.34	\$ 429.30	\$ 369.91	\$ 261.76	\$ 240.10			\$ 3,765.80
Miscellaneous Expense	\$ 246.65	\$ 287.92	\$ 232.43	\$ 229.03	\$ 467.43	\$ 319.92	\$ 1,236.04	\$ 302.15	\$ 673.74	\$ 198.11			\$ 4,193.42
Management Fee Charge	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00			\$ 38,750.00
Total Expenses	\$ 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	\$ 144,314.18	\$ -	\$ -	\$ 1,376,947.66
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	\$ 216,336.58	\$ -	\$ -	\$ 2,724,411.49

CITY OF BIRMINGHAM - Combined
Income Statement
For Periods Indicated

	Month Ended April 30, 2017	10 Months Ending April 30, 2017	Month Ended April 30, 2016	10 Months Ending April 30, 2016
REVENUES:				
Revenues - Monthly parking	196,773.00	1,953,801.50	203,346.00	1,875,500.50
Revenues - Cash Parking	162,547.76	2,029,474.25	128,384.31	1,198,654.54
Revenues - Card Fees	240.00	5,585.00	3,265.00	8,377.50
Revenue - Lot #6	1,090.00	112,498.40	847.50	109,775.50
TOTAL INCOME	<u>360,650.76</u>	<u>4,101,359.15</u>	<u>335,842.81</u>	<u>3,192,308.04</u>
EXPENSES:				
Salaries and Wages	60,476.07	675,714.95	53,101.43	590,964.43
Payroll Taxes	6,386.29	71,197.06	5,516.50	60,731.33
Workmens Comp Insurance	2,566.46	27,548.94	2,108.73	22,587.65
Group Insurance	21,489.81	210,408.40	20,870.99	220,141.89
Uniforms	341.75	2,906.91		4,087.63
Insurance	14,004.87	101,259.87	9,146.01	87,070.23
Utilities	2,890.37	10,869.01	1,301.61	16,643.36
Maintenance	15,638.01	77,782.71	11,903.93	81,430.05
Parking Tags/Tickets	2,013.40	13,078.48	434.97	17,552.17
Accounting Fees	4,363.97	44,276.25	4,363.97	41,671.59
Office Supplies	133.84	4,146.06	983.75	4,365.63
Card Refund				
Operating Cost - Vehicles	589.72	5,791.18	486.64	4,607.49
Pass Cards				
Employee Appreciation		1,429.26	29.35	617.85
Credit Card Fees	9,106.41	83,829.27	8,160.94	72,469.26
Bank Service Charges	240.10	3,765.80	491.82	5,688.56
Miscellaneous Expense	198.11	4,193.42	519.38	3,260.05
Management Fee Charge	3,875.00	38,750.00	3,875.00	38,750.00
TOTAL EXPENSES	<u>144,314.18</u>	<u>1,376,947.57</u>	<u>123,295.02</u>	<u>1,272,639.17</u>
		<u>-</u>		<u>-</u>
OPERATING PROFIT	<u>216,336.58</u>	<u>2,724,411.58</u>	<u>212,547.79</u>	<u>1,919,668.87</u>

CITY OF BIRMINGHAM PIERCE DECK
Income Statement
For Periods Indicated

	Month Ended April 30, 2017	10 Months Ending April 30, 2017	Month Ended April 30, 2016	10 Months Ending April 30, 2016
REVENUES:				
Revenues - Monthly parking	34,760.00	335,642.50	35,797.00	311,348.50
Revenues - Cash Parking	63,160.95	660,679.10	47,621.00	415,828.18
Revenues - Card Fees	150.00	2,940.00	30.00	1,080.00
TOTAL INCOME	98,070.95	999,261.60	83,448.00	728,256.68
EXPENSES:				
Salaries and Wages	11,204.72	125,074.06	11,594.35	118,387.93
Payroll Taxes	1,125.13	12,200.97	1,179.06	12,030.80
Workmens Comp Insurance	475.58	4,798.51	460.33	4,548.94
Group Insurance	4,732.54	44,451.82	4,526.39	50,752.62
Uniforms		274.06		753.70
Insurance	3,702.25	20,122.83	1,849.58	16,771.76
Utilities	680.84	2,303.67	188.06	3,161.08
Maintenance	2,617.20	15,400.78	1,773.04	17,070.16
Parking Tags/Tickets	398.17	2,772.93		5,528.25
Accounting Fees	865.37	8,653.70	865.37	8,203.70
Office Supplies	26.77	829.22	196.75	809.84
Card Refunds		-		-
Operating Cost - Vehicles	117.94	1,133.59	97.33	926.87
Pass Cards		-		-
Employee Appreciation		202.00		117.70
Credit Card Fees	3,538.46	27,600.23	3,027.10	25,041.90
Bank service charges	74.72	1,183.15	123.06	1,154.49
Miscellaneous Expenses	18.89	255.53	9.04	275.01
Management Fee Charge	775.00	7,750.00	775.00	7,750.00
TOTAL EXPENSES	30,353.58	275,007.05	26,664.46	273,284.75
OPERATING PROFIT	67,717.37	724,254.55	56,783.54	454,971.93

CITY OF BIRMINGHAM PEABODY DECK
Income Statement
For Periods Indicated

	Month Ended April 30, 2017	10 Months Ending April 30, 2017	Month Ended April 30, 2016	10 Months Ending April 30, 2016
REVENUES:				
Revenues - Monthly parking	23,610.00	246,674.50	25,115.00	223,268.50
Revenues - Cash Parking	17,496.00	311,947.35	22,036.66	191,133.46
Revenues - Card Fees		120.00		1,920.00
TOTAL INCOME	41,106.00	558,741.85	47,151.66	416,321.96
EXPENSES:				
Salaries and Wages	11,076.27	124,676.24	9,794.59	107,589.03
Payroll Taxes	1,184.01	12,181.08	1,016.51	10,811.18
Workmens Comp Insurance	470.14	4,773.60	389.04	3,939.28
Group Insurance	4,732.54	44,787.74	4,526.39	45,327.26
Uniforms		301.14		753.70
Insurance	1,419.03	15,967.83	1,327.26	12,676.86
Utilities	680.84	2,216.50	188.07	3,172.34
Maintenance	4,156.42	12,731.98	1,648.31	16,634.59
Parking Tags/Tickets	398.13	2,288.86		3,930.77
Accounting Fees	775.19	7,864.50	775.19	7,301.90
Office Supplies	26.77	829.22	196.75	809.78
Card Refund		-		-
Employee Appreciation		202.00		117.69
Operating Cost - Vehicles	117.94	1,133.58	97.33	926.84
Pass Cards		-		-
Credit Card Fees	980.18	12,745.20	1400.79	12,626.20
Bank service charges	43.70	742.21	87.11	782.52
Miscellaneous Expense	18.79	255.28	7.64	267.22
Management Fee Charge	775.00	7,750.00	775.00	7,750.00
TOTAL EXPENSES	26,854.95	251,446.96	22,229.98	235,417.16
OPERATING PROFIT	14,251.05	307,294.89	24,921.68	180,904.80

CITY OF BIRMINGHAM PARK DECK
Income Statement
For Periods Indicated

	Month Ended April 30, 2017	10 Months Ending April 30, 2017	Month Ended April 30, 2016	10 Months Ending April 30, 2016
REVENUES:				
Revenues - Monthly parking	46,718.00	468,200.50	52,740.00	464,700.00
Revenues - Cash Parking	35,049.30	491,397.30	30,805.20	303,598.25
Revenues - Card Fees	30.00	375.00	1,350.00	1,530.00
TOTAL INCOME	81,797.30	959,972.80	84,895.20	769,828.25
EXPENSES:				
Salaries and Wages	13,811.05	144,238.13	9,473.25	109,676.62
Payroll Taxes	1,494.19	14,460.33	954.35	11,025.63
Workmens Comp Insurance	585.94	5,573.00	376.31	4,174.14
Group Insurance	3,783.94	34,980.54	3,629.79	34,656.46
Uniforms		438.15		753.69
Insurance	2,134.99	20,446.38	1,996.82	19,563.11
Utilities	680.85	2,110.85	418.21	3,340.88
Maintenance	2,617.16	18,207.37	1,091.82	13,282.93
Parking Tags/Tickets	398.13	2,966.88		2,002.97
Accounting Fees	881.28	8,812.80	881.28	8,455.19
Office Supplies	26.77	829.19	196.75	809.77
Card Refund		-		-
Operating Cost - Vehicles	117.94	1,133.57	97.33	926.84
Pass Cards		-		-
Employee Appreciation		193.66		117.71
Credit Card Fees	1,963.57	20,242.22	1,958.18	18,660.58
Bank service charges	53.27	834.46	97.44	907.06
Miscellaneous Expenses	20.92	278.88	7.39	268.96
Management Fee Charge	775.00	7,750.00	775.00	7,750.00
TOTAL EXPENSES	29,345.00	283,496.41	21,953.92	236,372.54
OPERATING PROFIT	52,452.30	676,476.39	62,941.28	533,455.71

CITY OF BIRMINGHAM CHESTER DECK
Income Statement
For Periods Indicated

	Month Ended April 30, 2017	10 Months Ending April 30, 2017	Month Ended April 30, 2016	10 Months Ending April 30, 2016
REVENUES:				
Revenues - Monthly parking	55,345.00	467,558.50	50,837.00	442,708.50
Revenues - Cash Parking	17,086.01	252,790.75	8,124.95	80,701.72
Revenues - Card Fees		1,235.00	1,405.00	2,702.50
TOTAL INCOME	72,431.01	721,584.25	60,366.95	526,112.72
EXPENSES:				
Salaries and Wages	11,100.48	127,723.25	12,550.14	136,609.75
Payroll Taxes	1,178.58	16,504.81	1,392.36	15,007.31
Workmens Comp Insurance	471.17	6,438.78	498.19	5,413.42
Group Insurance	3,783.94	44,224.45	4,609.04	43,077.35
Uniforms	341.75	1,643.50		1,072.85
Insurance	4,786.60	24,577.40	2,137.00	20,480.80
Utilities	167.00	2,021.54	319.21	3,791.86
Maintenance	3,630.05	17,723.28	3,561.25	22,870.10
Parking Tags/Tickets	239.75	1,426.96	434.97	3,123.31
Accounting Fees	950.24	9,823.25	950.24	9,241.90
Office Supplies	26.77	829.24	196.75	1,126.47
Card Refund		-		-
Operating Cost - Vehicles	117.94	1,256.86	97.32	900.12
Pass Cards		-		-
Employee Appreciation		629.61	29.35	147.05
Credit Card Fees	957.21	10,071.43	516.48	4,881.77
Bank Service Charges	12.91	105.87	83.53	747.78
Misc Expense	119.00	1,676.84	101.04	384.40
Management Fee Charge	775.00	7,750.00	775.00	7,750.00
TOTAL EXPENSES	28,658.39	274,427.07	28,251.87	276,626.24
OPERATING PROFIT	43,772.62	447,157.18	32,115.08	249,486.48

CITY OF BIRMINGHAM N. WOODWARD DECK

Income Statement
For Periods Indicated

	Month Ended April 30, 2017	10 Months Ending April 30, 2017	Month Ended April 30, 2016	10 Months Ending April 30, 2016
REVENUES:				
Revenues - Monthly parking	36,340.00	435,725.50	38,857.00	433,475.00
Revenues - Cash Parking	29,755.50	312,659.75	19,796.50	207,392.93
Revenues - Card Fees	60.00	915.00	480.00	1,145.00
TOTAL INCOME	66,155.50	749,300.25	59,133.50	642,012.93
EXPENSES:				
Salaries and Wages	13,283.55	154,003.26	9,689.10	118,701.10
Payroll Taxes	1,404.38	15,849.87	974.22	11,856.41
Workmens Comp Insurance	563.63	5,965.05	384.86	4,511.87
Group Insurance	4,456.85	41,963.85	3,579.38	46,328.20
Uniforms		250.06		753.69
Insurance	1,962.00	20,145.43	1,835.35	17,577.70
Utilities	680.84	2,216.45	188.06	3,177.20
Maintenance	2,617.18	13,719.30	3,829.51	11,572.27
Parking Tags/Tickets	398.13	3,260.67		2,966.87
Accounting Fees	891.89	9,122.00	891.89	8,468.90
Office Supplies	26.77	829.19	196.75	809.77
Card Refund		-		-
Operating Cost - Vehicles	117.94	1,133.57	97.33	926.82
Pass Cards		-		-
Employee Appreciation		201.99		117.70
Credit Card Fees	1666.99	13,170.19	1258.39	11,258.81
Bank Service Charges	55.50	900.11	100.68	2,096.71
Miscellaneous Expense	20.51	278.17	7.56	276.02
Management Fee Charge	775.00	7,750.00	775.00	7,750.00
TOTAL EXPENSES	28,921.16	290,759.16	23,808.08	249,150.04
OPERATING PROFIT	37,234.34	458,541.09	35,325.42	392,862.89

CITY OF BIRMINGHAM lot #6
Income Statement
For Periods Indicated

		Month Ended April 30, 2017	10 Months Ending April 30, 2017	Month Ended April 30, 2016	10 Months Ending April 30, 2016
INCOME	Revenues - Monthly Parking Lot #6 & Southside	1,090.00	112,498.40	847.50	109,775.50
	TOTAL INCOME	<u>1,090.00</u>	<u>112,498.40</u>	<u>847.50</u>	<u>109,775.50</u>
EXPENSES	Liability Insurance		-		-
	Office Supplies (Hanging Tags)	181.09	362.18		-
	Misc.		1,448.72	386.71	1,788.44
	TOTAL EXPENSES	<u>181.09</u>	<u>1,810.90</u>	<u>386.71</u>	<u>1,788.44</u>
	NET PROFIT	<u>908.91</u>	<u>110,687.50</u>	<u>460.79</u>	<u>107,987.06</u>

CENTRAL PARKING SYSTEM

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

April 2016

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

April 2017

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE
PEABODY	14,801	9,908	\$ 17,496.00	67%
PARK	18,021	11,156	\$ 35,049.30	62%
CHESTER	5,934	1,895	\$ 17,086.01	32%
WOODWARD	15,325	6,204	\$ 29,755.50	40%
PIERCE	27,881	16,009	\$ 63,160.95	57%
TOTALS	81,962	45,172	\$ 162,547.76	55%

BREAKDOWN:	TOTAL CARS	-13%
	FREE CARS	-15%
	CASH REVENUE	+23%

MONTHLY PARKING PERMIT REPORT

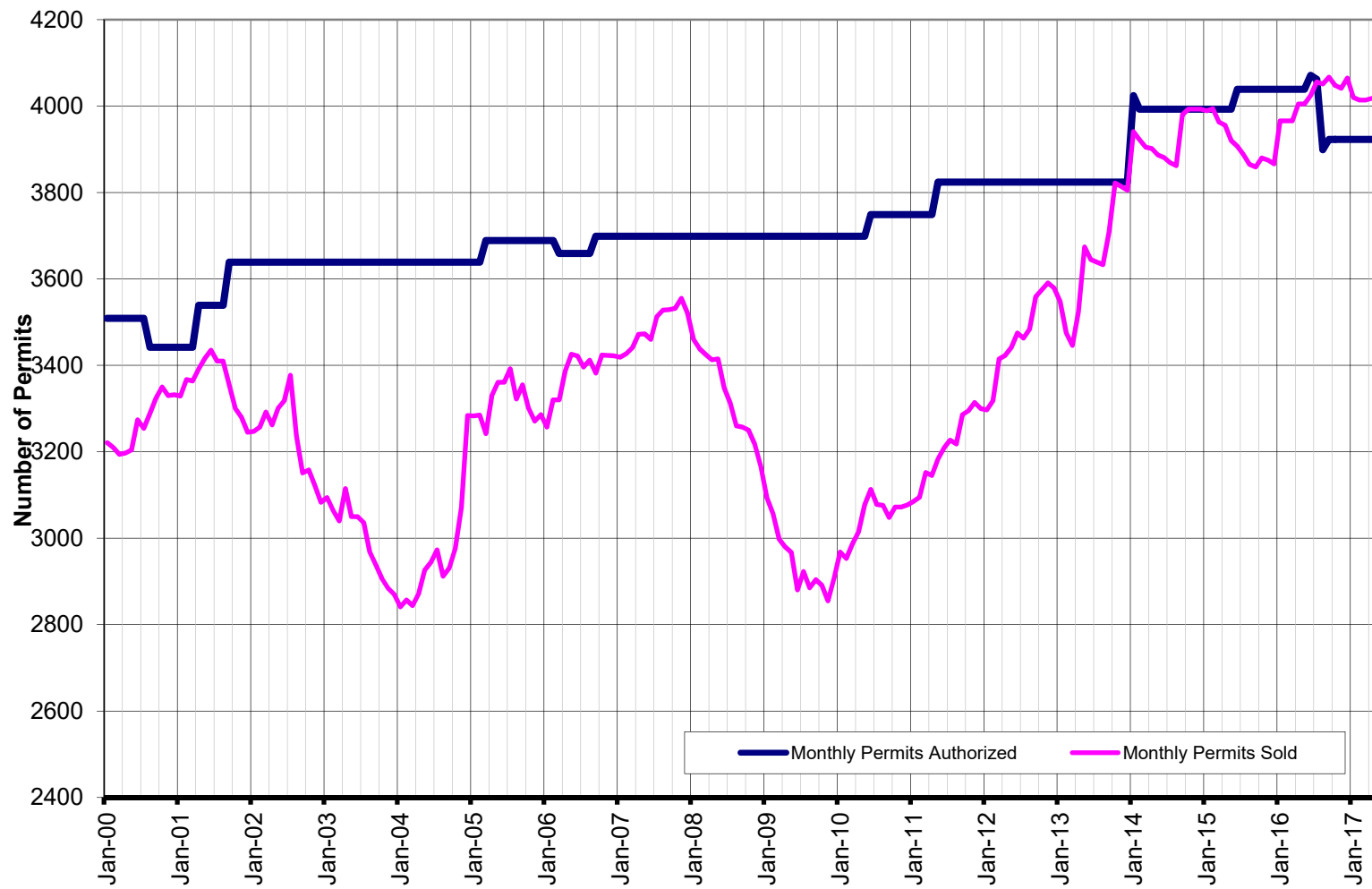
For the month of: April 2017
Date Compiled: May 15, 2017

	Pierce	Park	Peabody	N.Old Wood	Chester	Lot #6/\$195	Lot #6/\$135	South Side	Lot B	35001 Woodward	Total
1. Total Spaces	706	811	437	745	880	174	79	8	40	40	3920
2. Daily Spaces	370	348	224	359	425	N/A	N/A	N/A	N/A	N/A	1726
3. Monthly Spaces	336	463	213	386	560	174	79	8	30	40	2289
4. Monthly Permits Authorized	550	750	400	800	1140	150	40	8	30	55	3923
5. Permits - end of previous month	550	796	400	896	1140	150	40	8	25	50	4055
6. Permits - end of month	550	768	400	883	1140	150	40	8	29	50	4018
7. Permits - available at end of month	0	-18	0	-77	0	0	0	0	1	5	-94
8. Permits issued in month includes permits effective 1st of month	4	0	0	0	7	0	0	0	0	0	11
9. Permits given up in month	4	0	0	6	7	0	0	0	0	0	17
10. Net Change	0	0	0	-6	0	0	0	0	0	31	25
11. On List - end of month*	785	701	793	801	414	0	0	0	0	0	3494
12. Added to list in month	51	96	29	33	40	0	0	0	0	0	249
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	348	366	217	317	302	N/A	N/A	N/A	N/A	N/A	1550
16. Monthly parker occupied	313	417	202	377	541	N/A	N/A	N/A	N/A	N/A	1850
17. Total parker occupied	661	783	419	694	843	N/A	N/A	N/A	N/A	N/A	3400
18. Total spaces available at 1pm on Wednesday 4/12	45	28	18	51	37	N/A	N/A	N/A	N/A	N/A	179
19. "All Day" parkers paying 5 hrs. or more											
A: Weekday average.	91	58	29	86	94	N/A	N/A	N/A	N/A	N/A	358
B: Maximum day	155	100	51	115	N/A*	N/A	N/A	N/A	N/A	N/A	421
20. Utilization by long term parkers	59%	58%	57%	75%	N/A*	N/A	N/A	N/A	N/A	N/A	85%

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

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

Monthly Permits



Pierce Street Structure

Garage full list

MAY 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5 FULL @ 11:57a OPEN @ 12:35p	6
7	8	9	10	11	12 FULL @ 11:27a OPEN @ 12:16p	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31 FULL @ 11:48a OPEN @ 12:55p FULL @ 6:00p OPEN @ 7:30p			
		Notes:				

Park Street Structure

Garage full list

MAY 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31 FULL @10:51a OPEN @12:15p			
		Notes:				

Peabody Street Structure

Garage full list

MAY 2017

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

Chester Street Structure

Garage full list

MAY 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5 FULL @ 11:08a OPEN @ 11:40a	6
7	8	9	10 FULL @ 1:04p OPEN @ 1:25p	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31 FULL @ 10:41a OPEN @ 11:16a FULL @ 12:03p OPEN @ 12:22p			
		Notes:				

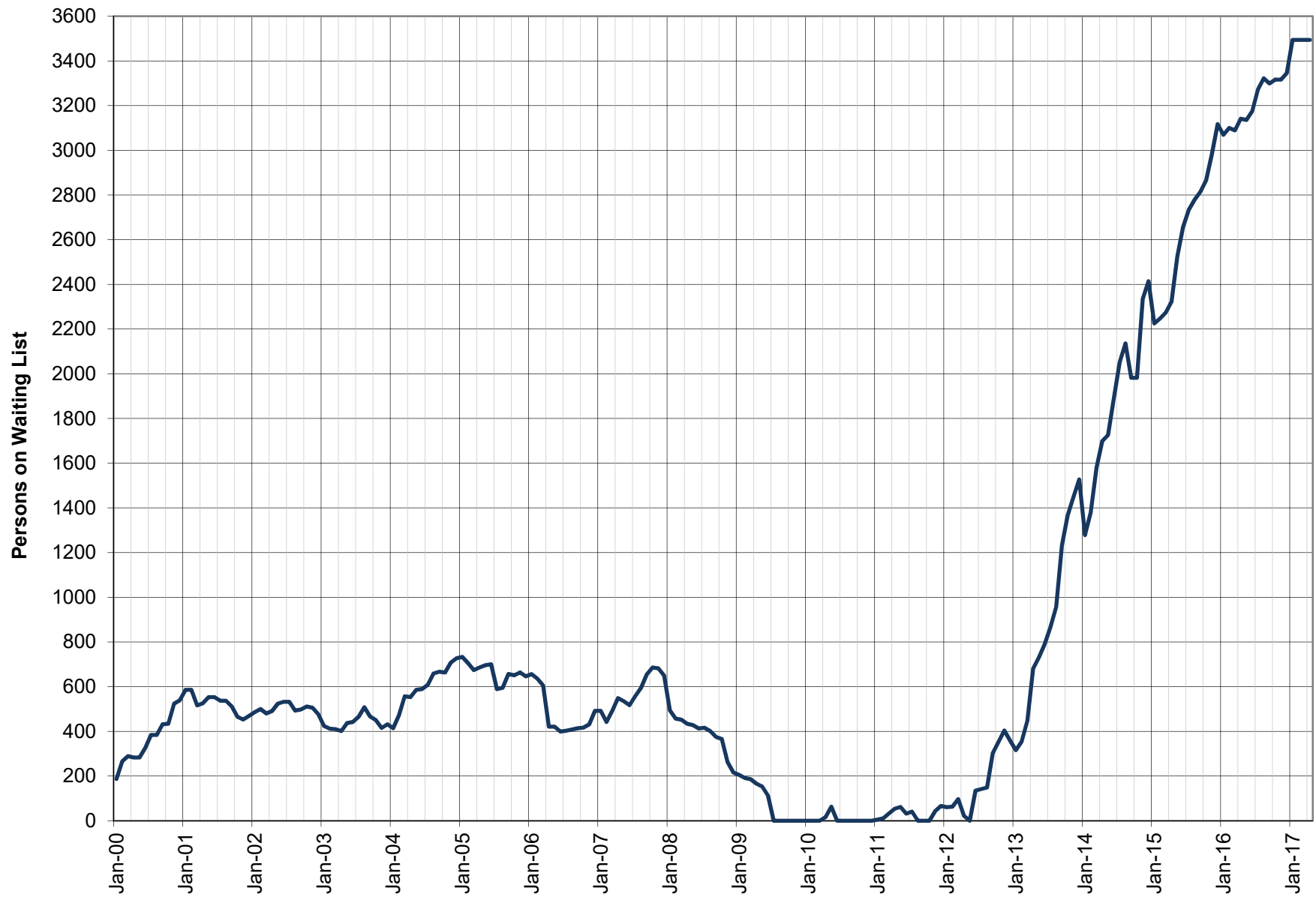
N. Old Woodward Garage

Valet Counts

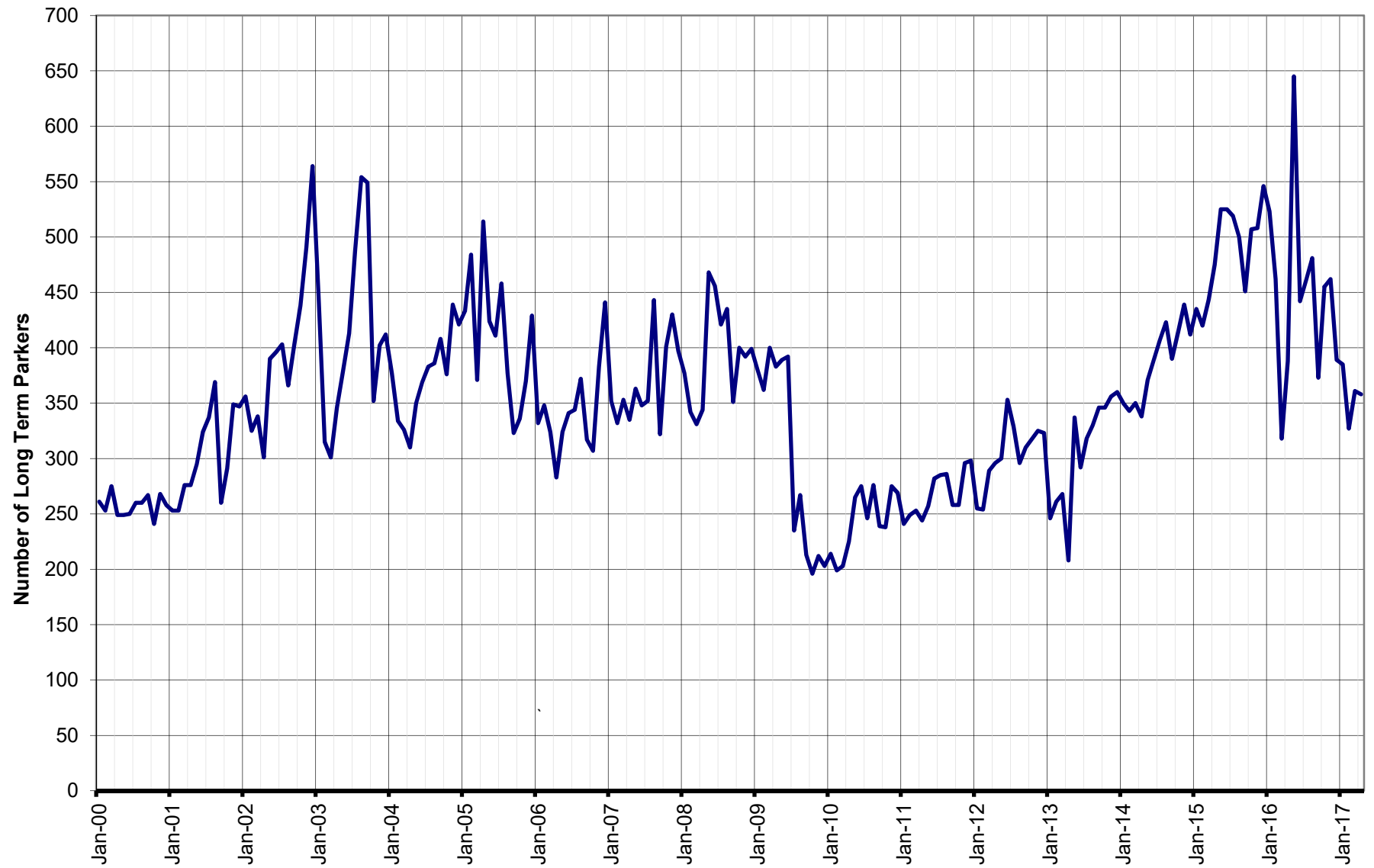
May 2017

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

Persons on Waiting List



Long Term Parkers



DATE: May 12, 2017

TO: Joseph A. Valentine, City Manager

FROM: Joellen Haines, Assistant to the City Manager

SUBJECT: Attendance Summary of Birmingham Boards and Committees;
Recommendations for use of alternates, reporting board
attendance and modifying requirements for board members

A recent review was conducted by the manager's office of attendance records of all Birmingham boards and committees for a three year period (See attached Attendance Summary – 3 years, 2014-2016). The purpose of this review was to identify boards or committees which may have incidences of low attendance. A secondary purpose of the review was to identify boards or committees which may benefit from having alternate positions added to increase attendance and/or achieve quorum.

According to the data, the following three committees had incidences of low attendance:

Advisory Parking Committee – 8 of 30 meetings below 67% attendance
Parks and Recreation Board – 9 of 28 meetings below 58% attendance
Public Arts Board – 9 of 13 meetings below 67% attendance

To increase the attendance of these boards and committees, it is recommended that 2 alternate positions be added to the Advisory Parking Committee, the Parks and Recreation Board, and the Public Arts Board, by way of amendment to the appropriate ordinance or resolution.

Current Use of Alternates

In the past, alternates have been used on an as-needed basis by the following boards: the Planning Board, the Board of Zoning Appeals Board, the Historic District Commission, the Design Review Board, the Board of Review, the Storm Water Utility Appeals Board, and the Multi-Modal Transportation Board. The Planning Board and Board of Zoning Appeals have used alternates extensively in the past, while many of the other boards have only recently added alternates. Alternates to the remaining boards are called on a rotating basis as outlined in the resolution adding the alternate. It is recommended that each board follow the rotating protocol with the exception of the Board of Zoning Appeals Board, which calls alternates by seniority. A summary of the process for the Planning Board and the Board of Zoning Appeals is presented below:

The Planning Board has two alternates that are used in a rotating pattern, meaning one is designated for the 1st meeting of the month, and the other is designated to attend the 2nd meeting of the month. To establish if an alternate is needed, the planning director asks at each meeting if any member knows ahead of time that he or she won't be at the next meeting. By

asking at each meeting, it gives the planning director time to find an alternate. In addition, the Monday before the Planning Board meeting, the planning director sends out an email asking members to confirm attendance for the upcoming Wednesday meeting. The planning director can then notify alternates if they are needed. If the Planning Board hears a case that may carry over to another meeting, the same alternate will be called and used if available. The planning director keeps track of which alternate was used and makes sure there is an equitable use of each.

The Board of Zoning Appeals has used two alternate positions for the past 20 years. The Building Dept. secretary sends out an email to check board member's intended attendance for the upcoming meeting. She then notifies the 1st alternate, the person with the most seniority, that he or she is needed. If the 1st alternate cannot attend, she notifies the 2nd alternate and determines if the 2nd alternate is able to attend. Both alternatives receive the same agenda packets as regular members in the event that one or both of them are contacted at the last minute to fill in for an unintended absence. The alternates are not alternated, but rather used by way of seniority, with the most senior alternate being called first to participate over the other. Everyone is sent a meeting packet, both regular members and alternates.

Recommended Process for Use of Alternates

1. Alternates are to be called on a rotating basis to sit as a regular member in the absence of a regular member.
2. Alternates are provided the same access (printed or electronic) to the agenda packet as regular members, regardless if they have been called to sit in as an alternate or not.
3. Alternates are to be contacted with as much lead time before the meeting date as possible. Staff will ask during each meeting if any regular member is planning to be absent at the upcoming meeting. Staff will also email regular members at least two days prior to the meeting date to confirm attendance. The appropriate alternate (using a rotating schedule) is contacted by staff and confirms or denies the offer to sit in. A record of their attendance is maintained by staff based on if they were called and turned down the opportunity; then it would count as an absence. Not being asked does not constitute an absence and would be left blank in the attendance record.
4. Alternates are expected to be familiar with current board issues either by attending live meetings, watching live broadcast remotely, reviewing archived video recordings of the meetings, or by reading the meeting minutes. In meetings where an issue discussed will be continued at a future meeting, it is appropriate to require that same alternate to come back, and the regular member to recuse his or herself based on their earlier absence.
5. Alternates under consideration for selection and addition to a committee or board, must meet one of the already established criteria for one of the regular members.

Reporting Attendance

When it is time for the Commission to consider a reappointment to a board or committee, the Clerk's Office includes a copy of the board's attendance as part of their report to the Commission. Currently, each department uses different spreadsheets to report this information.

It is proposed that the Clerk streamline the information by providing a uniform excel spreadsheet which every department will use to input their committee or board attendance data. A sample Attendance Record in an Excel spreadsheet is attached. When keeping attendance for alternates, if an alternate is called and could not attend, he or she will be counted absent. If the alternate is not called, staff would leave a blank space, counting neither for nor against the alternate's attendance record.

Board Requirements Language

Currently, there is language in the roster regarding other board member requirements to make it more flexible to fill a vacant position. The requirements are: "The other members shall represent, insofar as possible...", or "In so far as possible, the members shall represent...", which gives flexibility in filling positions on a board. The Commission still has the option of not approving the member, and the language was created to facilitate filling boards when all other requirements could not be met to do so. The following are the boards that have the language listed in the roster: Design Review Board, Greenwood Cemetery Advisory Board, Multi-Modal Transportation Board, Planning Board, and the Public Arts Board. (See attached rosters with yellow highlighted language).

SUGGESTED RESOLUTION:

To amend the ordinances of the Advisory Parking Committee, the Parks and Recreation Board, and the Public Arts Board, to add 2 alternate positions to each as follows:

To amend Resolution No. 08-882-84 – August 6, 1984, Advisory Parking Committee, Members.
-AND-

To amend Part II of the City Code, Chapter 78, Parks and Recreation, Article II., Parks and Recreation Board, Section 78-26, Created; composition.
-AND-

To amend Part II of the City Code, Chapter 78, Public Arts Board, Article V., Public Arts Board, Section 78-103, Composition and terms of members.
-AND-

1. To direct the city clerk to standardize the attendance reporting of all city boards and committees as outlined in the May 12, 2017 memorandum to the city manager.

CITY OF BIRMINGHAM

RESOLUTION NO. _____

A RESOLUTION TO AMEND RESOLUTION NO. 08-882-84 – AUGUST 6, 1984, ADVISORY PARKING COMMITTEE, MEMBERS:

THE CITY OF BIRMINGHAM RESOLVES:

To amend Resolution No. 08-882-84 – August 6, 1984, Advisory Parking Committee, Members, as follows:

MEMBERS: The Birmingham City Commission shall appoint the Advisory Parking Committee, consisting of nine (9) members, each to be appointed for a term of three (3) years, but in the first instance, three (3) members shall be appointed for terms expiring on the first Monday in September, 1985, three (3) members shall be appointed for terms expiring on the first Monday in September, 1986, and three (3) members shall be appointed for terms expiring on the first Monday in September, 1987.

The majority of the members shall be residents and membership shall be as follows:

I. Downtown Commercial Representatives –

- A. Large Retail – One (1) member
- B. Small Retail – One (1) member
- C. Professional Firm – One (1) member
- D. Building Owner – One (1) member
- E. Restaurant Owner – One (1) member

II. Downtown Employee Representative – One (1) member

III. Residential – Two (2) members who do not qualify under any of the above categories.

IV. Resident Shopper – One (1) member

The city commission may appoint two alternate members who own property, own a business or work in the parking assessment district to serve as needed on the Advisory Parking Committee during their term of appointment. An alternate member may be called on a rotating basis to sit as a regular member of the Advisory Parking Committee in the absence of a regular member. An alternate member may also be called to service in the place of a regular member for the purpose of reaching a decision on a case in which the regular member has abstained for reasons of conflict of interest. An alternate member having been appointed shall serve in the case until a final decision has been made. An alternate member shall have the same voting rights as a regular member of the Advisory Parking Committee.

Members of the Committee can be removed for cause determined at a public hearing at any time by the City Commission. Vacancies occurring shall be filled for the unexpired term by the City Commission.

All other portions of Resolution No. 08-882-84 shall remain unaffected.

Ordained this 22nd day of May, 2017. Effective upon publication.

Mark Nickita, Mayor

Cherilynn Brown, City Clerk

I, Cherilynn Brown, City Clerk of the City of Birmingham, do hereby certify that the foregoing resolution was passed by the Commission of the City of Birmingham, Michigan at a regular meeting held _____ and that a summary was published on _____.

Cherilynn Brown, City Clerk

Attendance Summary – 3 years, 2014-16

Name of Committee or Board	Mtgs W/O Q	# 100%	80-88%	71-78%	62-67%	55-58%	25%
Ad Hoc Birmingham Brand Dev. Comm.	0	2	1	0	0	0	0
Ad Hoc Parking Dev. Committee	0	4	5	0	1	0	0
Ad Hoc Rail District Review Committee	0	1	1	3	0	0	0
Advisory Parking Committee	0	3	9	10	5	3	0
Architectural Review Committee	0	10	0	0	4	0	0
Board of Building Trades Appeals	0	0	0	0	0	0	0
Board of Review	0	8	0	0	0	0	0
Board of Zoning Appeals	1	25	0	8	7	0	0
Brownfield Redevelopment Authority	0	3	4	0	1	0	0
Cablecasting Board	1	0	6	4	1	0	0*
Design Review Board	0	3	9	10	8	0	0
Board of Ethics	0	0	0	0	0	0	0
Greenwood Cemetery Advisory Board	0	5	8	7	1	0	0*
Historic District Commission	0	7	10	8	6	0	0
Historic District Study Committee	0	1	0	0	0	0	0
Housing Board of Appeals	0	0	0	0	0	0	0
Library Board	0	28	13	0	1	0	0
Martha Baldwin Park Board	0	1	0	0	0	0	0
Multi-Modal Transportation Board	0	5	3	8	5	0	0
Museum Board	0	9	4	8	3	0	0
Parks and Recreation Board	0	10	0	9	0	9	0
Planning Board	0	34	18	7	1	0	0
Birmingham Shopping District Board	0	3	1	4	3	0	0
Public Arts Board	0	0	2	2	3	6	0
Retirement Board	0	0	0	0	0	0	0
Retirement Investment Committee	0	0	0	0	0	0	0
Triangle District CIA	0	3	0	1	1	0	0

* One year data only, 2016

ADVISORY PARKING COMMITTEE - ATTENDANCE

2013

	J	F	M	A	M	J	J	A	S	O	N	D	
Esshaki, James	A	X	X	X	A	A	X	X	A	A	A	A	0%
Gheen, Julie	**	**	**	**	**	**	**	**	**	**	**	A	0%
Honhart, Anne	P	X	X	X	P	P	X	X	P	P	P	P	100%
Kalcynski, Steven	P	X	X	X	P	P	X	X	P	P	P	P	100%
Kuhne, Lex	P	X	X	X	P	P	X	X	P	P	P	P	100%
Ley, William	P	X	X	X	A	A	X	X	A	*	*	*	25%
Paskiewicz, Judith	P	X	X	X	P	A	X	X	P	P	P	A	71%
Peabody, Susan	A	X	X	X	P	P	X	X	P	A	P	P	71%
Stanczak, Paul	A	X	X	X	A	A	X	X	A	*	*	*	0%
Vaitas, Algirdas	P	X	X	X	A	P	X	X	A	P	P	P	71%

X = Meeting Cancelled

* = Member Resigned

** = Member Not Yet Appointed

2014

	J	F	M	A	M	J	J	A	S	O	N	D	
Esshaki, James	X	A	A	X	A	X	A	A	A	A	X	A	0%
Gheen, Julie	X	P	P	X	P	X	P	A	P	P	X	P	88%
Honhart, Anne	X	P	P	X	P	X	P	P	P	P	X	P	100%
Kalcynski, Steven	X	A	P	X	P	X	P	P	A	P	X	P	75%
Kuhne, Lex	X	P	P	X	P	X	P	P	P	P	X	P	100%
Paskiewicz, Judith	X	P	P	X	P	X	P	P	P	P	X	A	88%
Peabody, Susan	X	P	P	X	P	X	P	P	P	P	X	P	100%
Vaitas, Algirdas	X	P	P	X	P	X	P	P	P	A	X	P	88%

X = Meeting Cancelled

* = Member Resigned

** = Member Not Yet Appointed

ADVISORY PARKING COMMITTEE - ATTENDANCE

2015

	J	F	M	A	M	J	J	A	S	O	N	D	
Esshaki, James	A	A	A	A	A	X	X	X	X	*	X	X	100%
Gheen, Julie	P	A	P	P	P	X	X	X	X	*	X	X	80%
Honhart, Anne	P	A	A	P	P	X	X	X	X	P	X	X	67%
Kalcynski, Steven	P	P	A	P	A	X	X	X	X	A	X	X	50%
Krueger, Lisa	**	**	**	P	P	X	X	X	X	P	X	X	100%
Kuhne, Lex	P	P	P	P	P	X	X	X	X	P	X	X	100%
Paskiewicz, Judith	P	P	P	P	P	X	X	X	X	P	X	X	100%
Peabody, Susan	P	P	P	A	P	X	X	X	X	P	X	X	83%
Vaitas, Algirdas	P	P	P	P	A	X	X	X	X	P	X	X	83%

X = Meeting Cancelled

* = Member Resigned

** = Member Not Yet Appointed

2016

	J	F	M	A	M	J	J	A	S	O	N	D	
Champagne, Gayle	**	X	**	**	**	X	P	P	P	P	X	P	100%
Honhart, Anne	P	X	P	A	P	X	P	P	P	P	X	A	78%
Kalcynski, Steven	P	X	P	P	A	X	P	P	P	A	X	P	78%
Kuhne, Lex	P	X	P	P	P	X	P	P	P	P	X	P	100%
Krueger, Lisa	P	X	P	P	P	X	P	P	A	A	X	P	78%
Paskiewicz, Judith	P	X	P	P	P	X	P	P	A	P	X	P	89%
Peabody, Susan	P	X	P	A	P	X	P	A	A	P	X	*	63%
Vaitas, Algirdas	P	X	P	P	P	X	P	P	P	P	X	P	100%

X = Meeting Cancelled

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** = Member Not Yet Appointed

Parkageddon

How not to create traffic jams, pollution and urban sprawl

Don't let people park for free



Print edition | Briefing

Apr 8th 2017 | AMSTERDAM, BEIJING AND TOKYO

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And then, unfortunately, there's the car park. For 14,000 workers, Apple is building almost 11,000 parking spaces. Many cars will be tucked under the main building, but most will cram into two enormous garages to the south. Tot up all the parking spaces and the lanes and ramps that will allow cars to reach them, and it is clear that Apple is allocating a vast area to stationary vehicles. In all, the new headquarters will contain 318,000 square metres of offices and laboratories. The car parks will occupy 325,000 square metres.

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Apple is building 11,000 parking spaces not because it wants to but because Cupertino, the suburban city where the new headquarters is located, demands it.

Cupertino has a requirement for every building. A developer who wants to put up a block of flats, for example, must provide two parking spaces per apartment, one of which must be covered. For a fast-food restaurant, the city demands one space for

every three seats; for a bowling alley, seven spaces per lane plus one for every worker. Cupertino's neighbours have similar rules. With such a surfeit of parking, most of it free, it is little wonder that most people get around Silicon Valley by car, or that the area has such appalling traffic jams.

Parking can seem like the most humdrum concern in the world. Even planners, who thrill to things like zoning and floor-area ratios, find it unglamorous. But parking influences the way cities look, and how people travel around them, more powerfully than almost anything else. Many cities try to make themselves more appealing by building cycle paths and tram lines or by erecting swaggering

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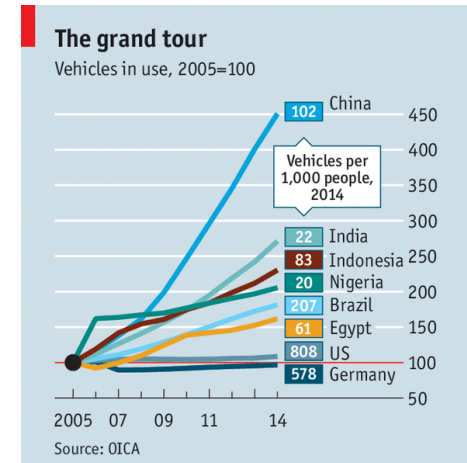
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important innovation came in 1923, when Columbus, in Ohio, began to insist that builders of flats create parking spaces for the people who would live in them.

“Parking minimums”, as these are known, gradually spread across America. Now, as the number of cars on the world’s roads continues to grow (see chart), they are spreading around the world.

The codes that tell developers how much parking they must provide can be wonderfully revealing of local mores. In Las Vegas, “sex novelty shops” must have at least three spaces per 1,000 square feet (93 square metres) of floor space but “adult entertainment cabarets” at least ten for the same area. Singapore insists on one space for every 500 niches in a columbarium—a place where funerary urns are stored. Chennai’s city plan calls for one parking space for every 20 square metres of marriage hall. Perhaps unwisely, the city of Swan, in Australia, has parking minimums for taverns and wineries.



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Might as well do the white line

Some developers are happy to supply parking spaces. Ryan Shear of Property Markets Group builds expensive flats in Miami, which are often bought by Latin Americans. He sometimes creates more spaces than the city requires, because his customers desire a safe place for their precious motors. But most developers create the number of parking spaces they are compelled to build and no more. In 2004 London abolished minimum parking requirements. Research by Zhan Guo of New York University shows that the amount of parking in new residential blocks

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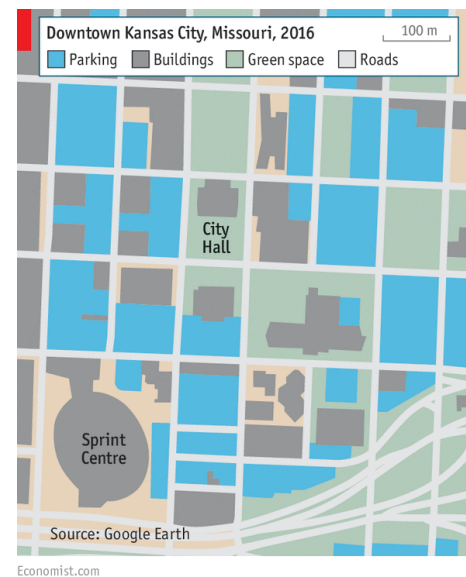
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Transportation Engineers. This reports how many cars are found in the free car parks of synagogues, waterslide parks and so on when they are busiest.

The harm caused begins with the obvious fact that parking takes up a lot of room. A typical space is 12-15 square metres; add the necessary access lanes and the space per car roughly doubles. For comparison, this summer *The Economist* will move into a building in central London where it is assumed each employee will have ten square metres of space. In cities, such as Kansas City (see map), where land is cheap, and surface parking the norm, central areas resemble asphalt oceans dotted with buildings.

Kerb your enthusiasm

The more spread out and car-oriented a city, as a result of enormous car parks, the less appealing walking and cycling become. Besides, if you know you can park free wherever you go, why not drive? The ever-growing supply of free parking in America is one reason why investments in public transport have coaxed so few people out of cars, says David King of Arizona State University. In 1990, 73% of Americans got to work by driving alone, according to the census. In 2014, after a ballyhooed urban revival and many expensive tram and rapid-bus projects, 76% drove.



The rule of thumb in America is that multi-storey car parks cost about \$25,000 per space and underground parking costs \$35,000. Donald Shoup, an authority on parking economics, estimates that creating the minimum number of spaces adds

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Free parking is not, of course, really free. The costs of building the car parks, as well as cleaning, lighting, repairing and securing them, are passed on to the people who use the buildings to which they are attached. Restaurant meals and cinema tickets are more pricey; flats are more expensive; office workers are presumably paid less. Everybody pays, whether or not they drive. And that has an unfortunate distributional effect, because young people drive a little less than the middle-aged and the poor drive less than the rich. In America, 17% of blacks and 12% of Hispanics who lived in big cities usually took public transport to work in 2013, whereas 7% of whites did. Free parking represents a subsidy for older people that is paid disproportionately by the young and a subsidy for the wealthy that is paid by the poor.

A few crowded American cities, including San Francisco, have watered down their parking minimums. One shrinking city (Buffalo, in New York state) has abolished them entirely. But most of the country seems to be stuck with a hugely costly and damaging solution to the parking problem. And the American approach to parking is spreading to some of the world's fastest-growing cities.

In China, cars park everywhere—in marked spaces, in places where parking is specifically banned, in bicycle lanes, on pavements. In some cities, the fight for parking spaces has become so intense that people install metal barriers to which only they have the key, or persuade their parents to reserve spaces by sitting in them. Beijing's streets are patrolled by orange-jacketed workers who, in theory, put slips of paper on car windows to mark when the vehicles arrive, and then collect money from drivers when they leave (they also assist novice drivers in the tricky art of parallel parking). In practice, the parking wardens give discounts to drivers who forgo receipts, then pocket the money. Some also make cash from illegal parking spaces.

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Whether in America or Asia, oceans of free parking might delay a transport revolution. When autonomous cars that are allowed to move with nobody inside them become widespread, demand for private cars could fall sharply. Starting in the morning, one car could take a child to school, a city worker to his office, a student to her lecture, party people to a club, and a security guard to his night shift, all more cheaply than taxis. Cars that now sit idle could become much more active, which would drastically change parking needs.

Parking garages would still be needed in a driverless world, predicts Sean Behr, a Silicon Valley entrepreneur. Instead of storing vehicles for hours at a time, though, garages might become service centres where shared battery-powered cars could be cleaned, repaired and recharged before being sent back on the road. “We will need better facilities for a smaller number of vehicles,” he suggests. These garages need not be in city centres. In the slow hours of mid-morning and early afternoon, driverless cars could trundle to industrial estates in suburbia. Much of the area now allocated to cars in city centres could be turned into homes, offices or parks.

Mr Shear is already building flats with drop-off and pick-up areas, to accommodate people who travel by Uber cars. In a radically driverless future, he could perhaps do away with many of his parking spaces. But only if consumers decide to forgo car ownership—and whether they do is connected to parking. Where spaces are expensive, shared vehicles that need not be parked are highly attractive. They are less attractive in cities where parking is plentiful and free, such as Miami.

Unlike Africa and Asia, European streets are for the most part well-policed. Although some cities have parking requirements, these are seldom as extravagant as American ones, and have been progressively weakened. Several cities even have parking maximums, which restrict the amount of spaces. Huge buildings rise with

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plates when they pay—a second officer is alerted. He rides to the scene on a moped and issues a digital fine. Amsterdam's parking officers describe their system as fair. They mean it is so ruthlessly efficient that it cannot be beaten.

Just the ticket

Amsterdam charges up to €5 (\$5.30) an hour for parking on the street. Visitors can also park underneath office buildings or in large, clean park-and-ride garages run by the city. Drivers thus have many choices and the city raises a lot of money—€190m in 2015. Yet this diverse, market-based system covers only a small slice of parking in Amsterdam. Three-quarters of spaces on the streets of the city centre are occupied not by visitors or commuters but by residents. And the people of Amsterdam, who are so keen on pricing parking for others, would not dream of exposing themselves to market forces.

Anybody who lives in a home without a dedicated space is entitled to buy a permit to park nearby for between €30 and €535 a year. This is a good deal and, not surprisingly, the number of takers in many districts exceeds the number of spaces. So Amsterdam has waiting lists for permits. The longest, in the Westerpark area, is 232 months long. To free more spaces, the city has begun to reimburse permit-holders part of the annual fee if they keep their cars in suburban garages. Take-up is encouraging—which suggests that, despite the long queues, many people do not prize the opportunity to park close to their homes.

A more obvious solution would be to charge more for permits. But that is politically fraught. Amsterdammers believe they have a right to park near their homes, explains Pieter Litjens, the deputy mayor in charge of transport. (They also



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Even more than in America's sprawling cities, car parking in Amsterdam is unsightly. "The canals are beautiful, and cars are parked along them all the time," laments Mr Litjens. The city would love to sweep them away, but that would be unpopular. So in one district, De Pijp, a bold (and expensive) remedy is under way. Engineers have drained a canal and are digging an underground garage with 600 parking spaces into the marshy ground beneath. When the car park is finished and sealed, the canal will be refilled with water. The city will then abolish 273 parking spaces on the streets above.

Other cities lauded for their excellent public transport and enthusiasm for market-based solutions to traffic problems also have a blind spot when it comes to residents' parking. Much of inner London, for example, is covered with residents' parking zones. The permits are often even cheaper than in Amsterdam: Kensington and Chelsea charges between £80 (\$100) and £219 a year for the right to park anywhere in the borough and on the fringe of nearby Westminster. Visitors, on the other hand, must pay between £1.20 and £4.60 an hour. Given that the average home in Kensington and Chelsea sold for £1.9m last year, residents' parking represents a gift to some of Britain's richest people.

Despite being the home of Lyft and Uber, two car-sharing services, San Francisco is similarly generous. It charges just \$127 a year for residents' permits. Unlike Amsterdam, though, San Francisco does not cap the number, and in some neighbourhoods one and a half are issued for every parking space. The result is a perpetual scrap for empty kerb. A survey in 2015 found that 53% of permit-holders had spent at least five minutes looking for a space at the end of their most recent trip, and 7% more than half an hour.

As San Francisco's infuriated drivers cruise around, they crowd the roads and

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purchase them. These days anybody who wishes to buy a car must first show a receipt for a space. He or she had better use it: any vehicle without one left on the roadside will be removed by the police in the middle of the night.

Parking brake

Freed of cars, the narrow residential streets of Tokyo are quieter than in other big cities. Every so often a courtyard or spare patch of land has been turned into a car park—some more expensive than others. Takaomi Kondoh, who works for a firm that manages buildings and car parks, explains that prices are usually higher close to transport hubs, because commuters compete for those spaces. Near the central station in Tama, a suburb, the going rate is ¥17,000 per month (\$150). Ten minutes' walk away it drops to ¥10,000.

Once you become accustomed to the idea that city streets are only for driving and walking, and not for parking, it is difficult to imagine how it could possibly be otherwise. Mr Kondoh is so perplexed by an account of a British suburb, with its kerbside commons, that he asks for a diagram. Your correspondent tries to draw his own street, with large rectangles for houses, a line representing the kerb and small rectangles showing all the parked cars. The small rectangles take up a surprising amount of room.

Correction (April 21st): This article was amended to reflect the fact that San Francisco has not abolished parking minimums city-wide. It has selectively reduced them.

This article appeared in the Briefing section of the print edition under the headline "Sacred spaces"

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Paul O'Meara <pomeara@bhamgov.org>

Fwd: Google Alert - City of Birmingham, Michigan

1 message

Marianne Gamboa <mgamboa@bhamgov.org> Fri, Apr 28, 2017 at 9:25 AM
To: "Valentine, Joe" <jvalentine@bhamgov.org>, Paul O'Meara <Pomeara@bhamgov.org>, Austin Fletcher <afletcher@bhamgov.org>

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Date: Fri, Apr 28, 2017 at 7:53 AM

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Tesla Motors Club

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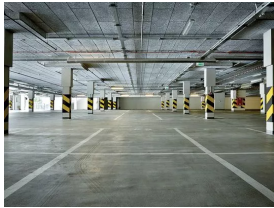
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Self-driving cars, QLINE and bikes could leave parking lots empty

John Gallagher, Detroit Free Press

9:59 p.m. ET May 3, 2017



(Photo: Getty Images)

Urban planners learn early that there can never be enough parking. It's one reason American cities, including Detroit, disfigure themselves with so many ugly concrete parking garages. And it's why historic buildings often fall to wreckers when a surface parking lot appears to offer a more lucrative revenue stream.

But it's just possible that the coming of the autonomous self-driving car may break the stranglehold that parking has on cities like Detroit. Most proponents of autonomous vehicles predict we'll need a lot fewer parking spaces in the future because driverless cars will not need to park at all, except at night. Rather, they will roam around during the day, seeking new passengers or running errands instead of sitting empty all day in a lot or deck.

Combined with the growing popularity of ride-sharing services such as Uber and Lyft, new bike-sharing programs such as Detroit's MoGo service that starts up next month, transit options such as the Qline that begins service in May and the trend toward downtown living, autonomous vehicles could drastically reduce the need for parking lots and decks in the city.

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That would bring on a revolution in design. American planners long ago adopted regulations that mandate minimum parking for all sorts of uses. These requirements drive up the cost of construction and leave an urban streetscape marred with unsightly parking decks and surface lots.

From an urban design standpoint, it could be a blessing if demand for parking goes down. But don't expect it just yet. If anything, recent trends have pushed up — rather than reduced — demand for parking in Detroit and in suburban downtowns such as Birmingham and Ferndale.

One reason: Employers responded to the squeeze of the Great Recession by reducing their real estate costs. They did that by packing more workers into the same size or smaller building footprints. In effect, that meant more parking needed for the same old buildings.

The newfound popularity of urban downtowns has pushed up parking needs even more. Businessman Dan Gilbert's aides estimate that Quicken Loans and its spinoff firms have brought 17,000 workers to the downtown Detroit area since 2010. Some of those mostly millennial workers bike or walk to work. But many look for a parking space. It's a big reason why even outlying lots and street parking on the fringes of downtown Detroit look so full these days.

But at some point, the coming of autonomous vehicles and alternative means of transit may turn that tide. And so some architects and city planners are beginning to grapple with what that means.

One intriguing possibility: Architects will design parking decks in the future to be convertible to housing, office space and other uses as the need arises. It's not such a strange idea. Cities have long since converted old factories and warehouses to loft housing; unused churches now host brew pubs, and the early 20th-Century office buildings lining Woodward Avenue in downtown Detroit have been converted to apartments, retail, restaurants and the occasional nightclub.

But converting parking decks to new uses will mean building them in new ways. For one thing, the slightly sloping floors of most parking decks (allowing rain and snowmelt to flow toward drains) will have to be flat to accommodate potential new uses. Ceilings will have to be higher if we expect people to live there one day.

Then, too, office and residential uses tend to carry more weight than parked cars, so the parking structures will have to be designed stronger. And architects will have to think about leaving room for mechanical ductwork and windows, even if a garage may not be converted for many years.

This is not all fanciful. Planners in Seattle, Boston, Denver, Miami and Atlanta are all mulling building parking decks in this new way. So far, it's just talk for now.

Suburban shopping malls surrounded by seas of asphalt will also change. Already under pressure from online shopping habits, malls won't need anywhere near as much surface parking as they have in the past. In this vision, self-driving cars will pick up and drop off shoppers, then drive on to other tasks, rather than looking for parking.

Michael Osment, senior vice president of the Taubman Co., the Bloomfield Hills-based developer of upscale malls, said at a transportation conference in Southfield recently that millions of square feet of mall parking lots will have to be redeveloped as online shopping and autonomous vehicles cut the need for parking spaces.

Already, Sterling Heights has asked the Detroit architectural firm Archive DS to work up a plan for converting Lakeside Mall in this way. Mark Nickita, a partner in the firm, showed a preliminary design that fills in the existing parking lots with new buildings and an extension of a nearby pond to create a more walkable environment. "We left the big boxes, take out all the guts, and design in a mixed-use community," Nickita said.

The plans are just concepts at this point. But, then, that's true of so much about the future of parking. Indeed, much of what proponents predict for autonomous vehicles remains speculative at best.

At the recent transportation conference in Southfield, sponsored by the Southeast Michigan Council of Governments, Richard Wallace, director of transportation analysis at the Center for Automotive Research at the University of Michigan, predicted that most self-driving cars will remain privately owned, as cars are today. But then Robert Feldmaier, director of the Center for Advanced Automotive Technology at Macomb Community College, predicted the opposite, saying most autonomous vehicles will operate as fleets owned by services, rather than individuals.

Will cars drive more miles or fewer once autonomous vehicles arrive? You can find predictions that hold either view. Will fully self-driving cars arrive in two years or 20? Analysts can make a case for both timetables.

So it's reasonable to hold off on celebrating the end to parking's hold on urban design. Parking may represent a vast waste — by some estimates, most cars are parked 95% of the time — but let's not forget that people get possessive about their parking spaces as with few other things.

As the great mid-20th Century architecture critic Lewis Mumford once observed, "The current American way of life is founded not just on motor transportation but on the religion of the motorcar, and the sacrifices that people are prepared to make for this religion stand outside the realm of rational criticism."

Contact John Gallagher: 313-222-5173 or gallagher@freepress.com. Follow him on Twitter @jgallagherfreep.

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DATA

(/data)

Using Data to Find the True Price of Parking in Boston

Boston, like so many other cities, had effectively subsidized private vehicle commuting for decades through the provision of curbside spaces priced below what people would have been willing to pay.

BY WYATT CMAR / MAY 18, 2017



Boston's Official Record Is Now Online

This story was originally published by Data-Smart City Solutions.

(<http://www.govtech.com/dc/articles/Bostons-Official-Record-is-Now-Online.html>)

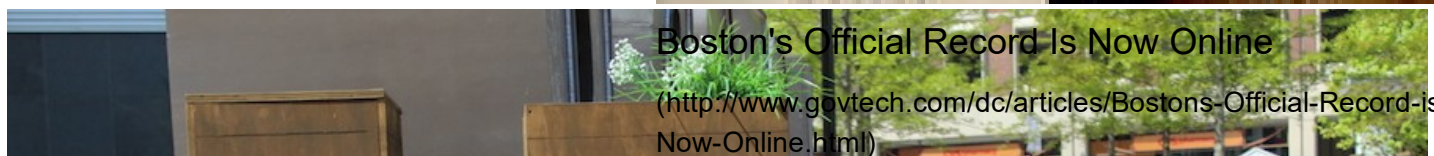
In 1981, the price of Boston's metered parking spaces doubled from fifty cents to a dollar an hour. Crews from the Traffic and Parking Department fanned out across the city to adjust 3500 meters by hand. For the city, the adjustment was part of an effort to diminish the discrepancy between on- and off-street parking prices, increase turnover in the city's limited number of metered spaces, and generate an additional \$1 million in annual revenue

Prices didn't rise again until 2011, when the city began charging \$1.25 per hour. The modest hike did little to make up for thirty years of inflation, which would have brought citywide parking rates to \$2.66 today. Over that same period, the number of metered parking spaces ballooned from 3,500 to 8,000. Boston, like so many other cities, had effectively subsidized private vehicle commuting for decades through the provision of curbside spaces priced below what people would have been willing to pay.

The immediate ramifications of underpriced parking are clear: office workers elect to "feed the meter" rather than park in garages, while shoppers, restaurant-goers and others making quick trips are pushed farther away from their destinations. In the streets, cars cruise for empty spaces, significantly contributing to congestion, pollution, and distracted driving. In Boston, lower meter prices mean less money for the city's Parking Meter Fund, which is used solely for transportation-related purposes.

Looking to interrupt this trend and increase parking availability, late last year Mayor Martin J. Walsh announced the Performance Parking pilot, a collaboration with the Mayor's Office of New Urban Mechanics (MONUM), the city's in-house research and development team; the Boston Department of Transportation (DOT); and the Department of Innovation and Technology (DoIT).

The year-long pilot, begun in January, is now in its second year. One of the goals of the pilot is to increase parking availability in Back Bay, the city simply added more spaces. In the Seaport, workers installed smart meters that adjust prices by the hour of day and driver demand. "We are aiming to increase the probability of finding a space," says the Program Manager at MONUM.





Ilona Kramer, Program Manager at MONUM

During weekdays in the Seaport District, fares adjust at 8:00 AM, noon, and 4:00 PM to accommodate fluctuating parking demand. At two-month intervals, data scientists in DoIT review the information collected by the smart meters equipped with sensors to determine whether to raise or lower daily rates by 50 cents, or hold prices constant. According to the parameters of the pilot, spots could become as cheap as a dollar per hour or gradually rise to as much as \$4 per hour.

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In March, the city announced (https://www.boston.gov/performance-reports/2014/06/SFpark_Pilot_Project_Evaluation.pdf) that its smart meters lowered parking meter rates seaport/6Su the majority of the 550 spaces in the Sea hour. A quarter of meter hours stayed co to two dollars per hour. Drivers can track website (http://boston.gov/performance-reports/2014/06/SFpark_Pilot_Project_Evaluation.pdf)

Boston's pilot builds on other cities' succe

Transportation Authority estimates (<http://www.govtech.com/dc/articles/Bostons-Official-Record-is-Now-Online.html>)

content/uploads/2014/06/SFpark_Pilot_Project_Evaluation.pdf) that its smart meters initiative, SFpark (<http://sfpark.org/>), halved the amount of time commuters spent



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looking for parking spaces and reduced the number of miles driven in the pilot areas by 30 percent, from 8,134 miles per day in 2011 to 5,721 miles per day between 2011 and 2013.

If the Boston pilot achieves its targets, Kramer says there's potential for growth. In addition to expanding the program geographically, MONUM has also contemplated using variable parking rates to attenuate demand during large events. "We like to experiment with several projects to see which ones work best," says Kramer. "We're looking for ideas that scale."

This article was originally published on Data-Smart City Solutions.

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