

CITY OF BIRMINGHAM
ADVISORY PARKING COMMITTEE
CITY COMMISSION ROOM
151 MARTIN ST., BIRMINGHAM, MI
(248) 530-1850
REGULAR MEETING AGENDA
WEDNESDAY, DECEMBER 6, 2017, 7:30 A.M.

1. RECOGNITION OF GUESTS
2. APPROVAL OF MINUTES, MEETING OF
NOVEMBER 1, 2017
3. S. OLD WOODWARD AVE. PERMIT
PARKING AREA
4. 298 S. OLD WOODWARD AVE. VALET
PARKING AREA
5. PARKING LOT 6 EXPANSION
PROPOSAL
6. CHANGEABLE MESSAGE SIGNS
PROPOSAL
7. MONTHLY FINANCIAL REPORTS
8. MEETING OPEN FOR MATTERS NOT
ON THE AGENDA
7. NEXT MEETING: JANUARY 3, 2018



Pierce St. Parking Structure

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

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

City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING

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

MINUTES

These are the minutes for the Advisory Parking Committee ("APC") regular meeting held on Wednesday October 4, 2017. The meeting was called to order at 7:35 a.m. by Chairman Lex Kuhne.

Present: Chairman Lex Kuhne
Gayle Champagne
Steven Kalczynski
Lisa Krueger
Vice-Chairman Al Vaitas

Absent: Anne Honhart
Judith Paskiewicz

SP+ Parking: Catherine Burch
Jay O'Dell

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

RECOGNITION OF GUESTS (none)

MINUTES OF REGULAR MEETING OF OCTOBER 4, 2017

Motion by Ms. Champagne
Seconded by Dr. Vaitas to accept the Minutes of October 4, 2017 as presented.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Champagne, Vaitas, Kalczynski, Krueger, Kuhne

Nays: None

Absent: Honhart, Paskiewicz

PUBLIC HEARING

S. OLD WOODWARD AVE. PERMIT PARKING AREA
AUTHORIZED PERMIT SALES

The public hearing opened at 7: 37 a.m.

Mr. O'Meara recalled at the meeting of October 4, 2017, the APC reviewed the current status of permit sales at the area of S. Old Woodward Ave., east side, between Haynes St. and Woodward Ave. Current usage of the area signals that there is an opportunity to sell more permits in this area than the 30 currently authorized at the rate of \$35. The committee motioned to endorse the proposal to increase by 20 the number of authorized monthly parking permits on S. Old Woodward Ave. south of Haynes St., and to schedule a public hearing to receive input from the adjacent business owners, at the regularly scheduled meeting of the APC on Wednesday, November 1, 2017, at 7:30 a.m.

After the hearing, a postcard was mailed to all tenants and landowners located on the S. Old Woodward Ave. corridor, from the Frank St./Hazel St. intersection south to Lincoln Ave. To date, the Engineering Dept. has received one correspondence on this proposal.

Right now there is resident permit parking on Ann St. south of George. North of George it is two-hour parking just on one side of the street. To have residential permit parking there would be difficult because there are a lot of transient residents there that don't stay long. Chairman Kuhne clarified that this committee really doesn't want to impact the residential neighborhood.

Comments from members of the public were taken at 7:42 a.m.

Mr. Dustin Wenzel said he owns Birmingham Ultimate Fitness, a fitness/personal training studio, which is located in the south building of the 555 Building facing S. Old Woodward Ave. He noted the parking spots are relatively open from noon to 4 p.m. However, in the mornings and in the afternoons from 4 p.m. to 8 p.m. those spots fill quickly. He is receiving a lot of complaints about difficulty parking. Adding 20 additional permit spots would negatively impact his business.

Mr. Jack Reinhart, manager of the 555 Building and owner of the Triple Nickel property which he leases, spoke. The south part of Old Woodward Ave. was vacant for years and now they are fortunate that it has become a lifestyle center that offers yoga, exercise dance, pilates, cycling. The 13 parking spots adjacent to Mr. Sal Bitonti's property on Frank St. are going away to make room for a five-unit condo development. On top of that, Mr. Bitonti's other property is up for sale and 28 spots there where Triple Nickel valets park will be lost. It bothers him that people leased properties knowing they had ample parking, and now if unlimited parking for permit holders is introduced these businesses will be hurt. The 555 Building has a parking deck with 420 spots but the City has limited their signage and no one knows it is there. So, there is lots of parking that is not used.

Mr. Sal Bitonti, 709 Ann St., has a beauty shop in the 555 Building. He wondered what his employees and clients will do for parking. Chairman Kuhne explained the spots are available to whoever gets there first. The only difference is whether someone puts coins in or whether they pay for a permit.

Mr. Mark Blanke, Operating Partner at Triple Nickel, said his partners really like that parking so he is hoping they limit permit parking to 30. Diners can park in the garage and then Triple Nickel will give them a token to get out. It is a bit of a problem to get them in and onto the right elevator to the business. Therefore, they like the convenience of the street parking.

Mr. Bruce Thal, one of the owners of the 555 Building, stated his tenants are very concerned that this proposal will make parking even more difficult for their transient customers because permit holders will occupy the spaces all day with no turnover. He has friends who live on Ann and Purdy and they are also very troubled by this.

Mr. Justin Wenzel said he has noticed that parking has gotten significantly worse since he has owned his business. It is incredibly inconvenient for his clients to park upstairs because it is not built to guide people to the building where his business is located. If 20 more permits are sold it could be detrimental to his business. Parking is at capacity during their busy hours, 6 a.m. to noon and from 4 p.m. to 8 p.m. Chairman Kuhne noted the committee has seen that the 30 permits have worked and they haven't had any complaints, so they are trying to find out if another 20 can be added. Mr. Wenzel did not think that is a good idea.

Mr. Jack Reinhart said they have spent \$20 million on the 555 Building and his biggest problem has been leasing the lower concourse. They finally found a way, which is the Lifestyle Center. It creates tremendous demand at certain times of day. He noted that parking in the 555 garage costs \$9 for three hours. It is that much because they just spent the better part of \$2 million doing

maintenance on the garage. This proposal can drive all of his lower tenants out and then who will he lease that space to.

Mr. Kalczynski noticed the meter survey was only done on one street at 8 a.m., 10 a.m. and 1 p.m. He thought it should also have been done later in the day.

Mr. O'Dell said, based on today's comments, the best time to do a count would be at 4:30 p.m. in order to catch the office workers and still leave time for the fitness crowd to get there.

Ms. Krueger questioned if the City is preventing people from becoming aware of the parking garage because of a signage problem. Chairman Kuhne noted that it is also very expensive to park there. Mr. Wenzel added the garage is not designed to guide people to the fitness businesses.

Committee members thought that a more extensive survey would be in order. Mr. O'Dell said he will keep the times that they had and add 4:30 p.m. to them. The parkers will be broken into transient and permits. Also he recommended that the survey be done for a couple of weeks rather than just one.

Commander Albrecht said that generally the strip from Old Woodward Ave. to Haines is two zones and data can be collected to see the occupancy in zone 2 versus zone 1. There will probably be a large difference as well as on Landon.

Mr. Justin Wenzel noted the 555 Building has been under construction for quite some time and their businesses are down at the moment. If they are trying to grow they will be using more parking spaces.

Mr. Bruce Thal added that next year Old Woodward Ave. will be under construction between Brown and Willits, and then shortly thereafter south of Brown to the end of Old Woodward Ave. will be under construction. Both of these projects will make parking considerably more difficult.

The Chairman summarized that more information will be gathered and another public hearing will be held based on the new information.

The public hearing closed at 8:20 a.m.

PARKING LOT 6 EXPANSION PROPOSAL

Mr. O'Meara noted that at the last meeting of the APC a proposal was put forth about advancing a plan to move the east side curb line in Parking Lot 6 a small amount to allow for the addition of 13 new parking spaces in this area. While the

APC endorsed the idea, they suggested that the opportunity to consider a more extensive expansion would be appropriate at this time.

With that in mind, staff reviewed other alternatives, and met with an engineering consultant that could potentially prepare plans that would combine a parking lot expansion with environmental and landscaping improvements to the area. The consultant, Hubbel, Roth & Clark, has been authorized to prepare conceptual plans, along with cost estimates attached.

Options to be considered are as follows:

- Option 1 – Resurface the existing parking lot.
- Option 2 – Relocate the east side curb about 4 ft. to accommodate 13 new parallel parking spaces, combined with resurfacing.
- Option 3 – Relocate the east side curb about 18 ft. to accommodate about 28 new parking spaces, combined with resurfacing. That would also include environmental benefits by trying to direct the entire lot's drainage into a bio-swale that would filter storm water before it gets to the river.

The plans are being prepared at this time, to allow for review by the APC at their meeting in December.

MONTHLY FINANCIAL REPORTS (no comments)

MEETING OPEN FOR MATTERS NOT ON THE AGENDA (none)

NEXT REGULARLY SCHEDULED MEETING

December 6, 2017

ADJOURNMENT

No further business being evident, the chairman adjourned the meeting at 8:34 a.m.

City Engineer Paul O'Meara



MEMORANDUM

Engineering Dept.

DATE: December 1, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: S. Old Woodward Ave. – South Side Permits
Haynes St. to Woodward Ave.
Authorization of Monthly Permits

During the past two meetings, the Advisory Parking Committee (APC) has discussed the feasibility of expanding the number of authorized monthly permits in the metered parking area described above from 30 permits to 50 permits. During the public hearing held on November 1, several attendees representing the 555 building to the north asked the APC not to approve an expansion of the sale of permits. The rationale given included:

1. The tenant spaces are not fully utilized, and it is anticipated that the current trend of increasing customers to these businesses will continue to grow.
2. Customer demand for the current businesses in the building are strongest in the early morning and evening. While data had been obtained for current parking demand in the morning (8 AM) and peak hour (1 PM), no data had been collected for the late afternoon.

The APC directed staff to collect data again for the above times, supplemented by a survey of how many cars parked in the permit area are using a permit. The most recent survey results, taken during the weeks of November 13 and November 20, are attached. (The results taken on the week of Thanksgiving are included for interest, but are not considered in the analysis below. Due to its unique traffic patterns, holiday weeks should not be used as a guide for decision making of this sort.)

Focusing on the week of November 13, the following is observed:

1. The time of highest occupancy was Friday, November 17, when a total of 23 parking spaces were unoccupied (14 on S. Old Woodward Ave. and 9 on Landon St.).
2. There was just one day out of the five that week when occupancy was higher at 4:30 PM than it was at 1 PM. Even so, on that day, there were 22 open parking spaces on S. Old Woodward Ave., and 9 on Landon St.
3. Focusing just on the S. Old Woodward Ave. section, averaging all three times on all five days, only 11.7 of the 30 permits (39%) were using their permits at these spaces. Looking closer at these numbers, the highest usage rate at any one time (1 PM) was 17 out of 30, or 57%. (Industry averages predict that about 60% of permit holders will be using their permit on any given day.) Averaging the most popular time of day for permit usage (1 PM), 13.8 permits were using their permit each day, or 46%.

Drawing from the above data, at the highest demand time all week, 16 parking spaces were unoccupied on just the S. Old Woodward Ave. section. If we assume that 57% of new permit holders (recommended at 20) also wish to use these spaces at 1 PM, the additional cars parking would be 11.4. This would leave at the worst time for this particular week, a time period at 1 PM when only 4.6 parking spaces would be left unoccupied.

It is acknowledged that there will be times when demand is higher than what was surveyed, and this parking area could become full. Options available to patrons at the 555 building at that time would be to either park in the private parking structure for the building, or turn around and use a metered parking space on the southbound side of the street (no permits are sold for these parking spaces, since they are directly in front of active businesses). Permit holders that arrive at this time of day that cannot find a space would have the option of using the Landon St. overflow area first. If that were to be full as well, permit holders would have the option of parking in either the Pierce St. or Peabody St. Parking Structures.

Given the current demand for parking in the downtown area, staff continues to feel that this area can be used better to benefit more people looking for parking within the system. This area provides a rare opportunity to expand the number of permits currently being sold. The suggested recommendation provided last month has been provided again below.

SUGGESTED RECOMMENDATION:

To recommend to the City Commission that the number of authorized monthly permits for parking on the street in the area known as the S. Old Woodward Ave. Parking Permit Area be increased from 30 to 50 permits. Further, to maintain the rate at \$35 per month.

November 13 2017

Total of Cars Parked

Street	8a	1p	4:30p
Landon-10 spaces (Total Cars)	0	0	2
Vehicles with Hangtags	0	0	1
Vehicles without Hangtags	0	0	1
Percentage occupied	0%	0%	20%

Lot B-39 spaces (Total Cars)	14	20	15
Vehicles with Hangtags	11	14	13
Vehicles without Hangtags	3	6	2
Percentage occupied	36%	51%	38%

November 14, 2017

Total of Cars Parked

Street	8a	1p	4:30p
Landon-10 spaces (Total Cars)	0	0	1
Vehicles with Hangtags	0	0	1
Vehicles without Hangtags	0	0	0
Percentage occupied	0%	0%	10%

Lot B-39 spaces (Total Cars)	18	23	17
Vehicles with Hangtags	12	17	16
Vehicles without Hangtags	6	6	1
Percentage occupied	46%	59%	44%

November 15, 2017

Total of Cars Parked

Street	8a	1p	4:30p
Landon-10 spaces (Total Cars)	0	1	2
Vehicles with Hangtags	0	1	1
Vehicles without Hangtags	0	0	1
Percentage occupied	0%	10%	20%

Lot B-39 spaces (Total Cars)	5	16	16
Vehicles with Hangtags	5	11	14
Vehicles without Hangtags	0	5	2
Percentage occupied	13%	41%	41%

November 16, 2017

Total of Cars Parked

Street	8a	1p	4:30p
Landon-10 spaces (Total Cars)	0	1	1
Vehicles with Hangtags	0	1	1
Vehicles without Hangtags	0	0	0
Percentage occupied	0%	10%	10%

Lot B-39 spaces (Total Cars)	3	16	17
Vehicles with Hangtags	2	14	15
Vehicles without Hangtags	1	4	2
Percentage occupied	10%	41%	44%

November 17, 2017

Total of Cars Parked

Street	8a	1p	4:30p
Landon-10 spaces (Total Cars)	0	1	1
Vehicles with Hangtags	0	1	1
Vehicles without Hangtags	0	0	0
Percentage occupied	0%	10%	10%

Lot B-39 spaces (Total Cars)	9	25	15
Vehicles with Hangtags	7	13	12
Vehicles without Hangtags	2	11	3
Percentage occupied	23%	64%	38%



MEMORANDUM

Engineering Dept.

DATE: October 26, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: S. Old Woodward Ave. Parking Permit Area
Authorized Monthly Permits
Public Hearing

At the meeting of October 4, 2017, the Advisory Parking Committee (APC) reviewed the current status of permit sales at the area of S. Old Woodward Ave., east side, between Haynes St. and Woodward Ave. Current usage of the area signals that there is an opportunity to sell more permits in this area than the 30 currently authorized. The following motion was passed at the last meeting:

To endorse the proposal to increase by 20 the number of authorized monthly parking permits on S. Old Woodward Ave. south of Haynes St., and to schedule a public hearing to receive input from the adjacent business owners, at the regularly scheduled meeting of the Advisory Parking Committee on Wednesday, November 1, 2017, at 7:30 AM.

After the hearing, the attached postcard was mailed to all tenants and landowners located on the S. Old Woodward Ave. corridor, from the Frank St./Hazel St. intersection south to Lincoln Ave. To date, our office has received one correspondence on this proposal. The email is attached. The only phone call received was from a merchant in the immediate area, who needed clarification as to what was being proposed, but did not register any concern otherwise.

The additional details about the area's history prepared for the last meeting is attached for your reference. Should this proposal receive a favorable recommendation from the APC, as well as receive approval from the City Commission, we will work to spread the word that these new permits are available. A suggested recommendation follows:

SUGGESTED RECOMMENDATION:

To recommend to the City Commission that the number of authorized monthly permits for parking on the street in the area known as the S. Old Woodward Ave. Parking Permit Area be increased from 30 to 50 permits. Further, to maintain the rate at \$35 per month.

**NOTICE OF PUBLIC HEARING
BIRMINGHAM AUTO PARKING SYSTEM**

October 9, 2017

The City currently sells up to 30 monthly parking permits for unlimited parking at the parking meters located in the following areas:

S. Old Woodward Ave. (east side) – Haynes St. to Woodward Ave.
Landon Ave. (both sides) – Ann St. to S. Old Woodward Ave.

These permits are sold to employees working within the parking assessment district. Since demand for parking at these meters tends to be low, the Advisory Parking Committee is considering recommending an increase in the upper limit on permit sales to a total of 50. A public hearing will be held on Wednesday, November 1, 2017, at 7:30 AM at Birmingham City Hall, 151 Martin St. Comments may also be sent to pomeara@bhamgov.org for consideration by the Committee. If you have questions, please call 248-530-1836.

**NOTICE OF PUBLIC HEARING
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Paul O'Meara <pomeara@bhamgov.org>

Advisory Parking Committee 1 1/1/171 message

Eric Wolfe <elwolfe1@comcast.net>
To: pomeara@bhamgov.org

Mon, Oct 16, 2017 at 12:13 PM

To: Advisory Parking Committee
From: Eric and Tracey Wolfe
Re: 11/1/17 public hearing

The purpose of this correspondence is to respond to the proposal to increase to 50, from 30, the number of parking permits for unlimited parking at parking meters on S. Old Woodward (east side) – Haynes St. to Woodward and Landon Ave. (both sides) – Ann St. to S. Old Woodward Ave.

We live nearby at [393 E. Frank St.](#) and are concerned that the effect of issuing more permits would be to steer non-permit holders to the neighborhood streets, since the metered spaces would be occupied. This area already suffers from great parking pressure. This proposal would contribute to the existing problem for residents for the benefit of employees.

The problem is also exacerbated by the two hour unrestricted parking already available on Ann St. between Frank St. and George St. While Ann St. south of George St. is resident permit parking only, which is consistent with the surrounding neighborhood streets, the aforementioned stretch of Ann St. (between Frank St. and George St.) remains unrestricted. Thus, it is a popular free parking location for non-residents. Even without an increase in the number of permits this anomaly should be corrected.

Thank you for your time and consideration.

Eric and Tracey Wolfe

393 E. Frank St.



MEMORANDUM

Engineering Dept.

DATE: September 29, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: S. Old Woodward Ave. Parking Permit Area
Authorized Permit Sales

About 15 years ago, the Advisory Parking Committee created a permit parking area on Ann St. north of Frank St., to make better use of on-street parking in that area. At that same time, a discount permit parking area was created at the south end of the downtown area, where parking demand has typically been low, on the following streets:

S. Old Woodward Ave. (east side) – Haynes St. to Woodward Ave. = 39 spaces
Landon St. (both sides) – Ann St. to S. Old Woodward Ave. = 10 spaces

The demand for metered parking spaces is low in this area for two reasons:

1. There are no businesses adjacent to the 39 spaces on S. Old Woodward Ave., as this is adjacent to the open triangle area where Woodward Ave. converges with Old Woodward Ave.
2. The businesses on the other side of the street typically have their own private parking lots, where parking is offered to customers for free. (These properties are not in the parking assessment district, and they must provide for parking on-site.)

In the past, these monthly permits were offered for as little as \$25 per month. However, there was virtually no demand for them for several years, as people were not interested in parking this far from their places of employment (the assessment district extends to just south of Daines St., 2½ blocks to the north).

In July of 2016, the parking system increased its daily rate for parking to \$2 per hour, with a maximum price of \$10 per day. Interest in this area grew quickly. Since the maximum authorized number of permits is 30, the area sold out within 2 months. Since then, the cost of these permits has been increased to \$35 per month. Over the past year, demand for the permits has been similar to the amount available, although currently, only about 15 parking permits are being sold.

As you may recall, the 555 building complex to the north underwent an extensive building renovation earlier this year. The nature of the work required closing a significant number of on-street parking spaces for this work. Now that this construction work is completed, and the area has returned to normal, the adjacent survey was taken to measure current demand for parking in these areas (attached). A count was taken at 8 AM to measure customer demand, since a large yoga studio is present in the 555 building to the north. Counts were taken at mid-

morning (10 AM) and the assumed peak time of the day (1 PM). Since September is a busy month, and the weather was good during this time, the actual usage was less than expected. At the time the most number of cars were counted, the total of the two areas combined was just 53% occupied. Since permit holders tend to use their permits at a rate of about 60% at the most, we are assuming that it would safe to sell an additional 20 parking permits for this area. Doing so would bring the number of permits available to 50. If the additional permits were authorized, the City will direct the SP+ office staff to call those on the Pierce St. and Peabody St. Structure waiting lists to let them know that these lower cost permits are available. Doing so will bring some economic relief to those on the waiting lists that are looking for other options.

Assuming that increased permit sales in this area will reduce the number of open parking spaces in this area, we feel it is important to notify the adjacent businesses, and give them a chance to comment before this idea moves forward. With that in mind, staff recommends that a public hearing be held at the next Advisory Parking Committee meeting, on November 1, 2017. All businesses within 300 ft. of the designated parking areas would be notified about the hearing, and invited to comment.

SUGGESTED RESOLUTION:

To endorse the proposal to increase by 20 the number of authorized monthly parking permits on S. Old Woodward Ave. south of Haynes St., and to schedule a public hearing to receive input from the adjacent business owners, at the regularly scheduled meeting of the Advisory Parking Committee on Wednesday, November 1, 2017, at 7:30 AM.

Meter Survey

Completed by: 

September 11, 2017

Total of Cars Parked

Street	8a	10a	1p
Landon-10 spaces	0	0	0
Percentage occupied	0%	0%	0%

Lot B-39 spaces	4	14	6
Percentage occupied	10%	36%	15%

September 12, 2017

Total of Cars Parked

Street	8a	10a	1p
Landon-10 spaces	0	2	1
Percentage occupied	0%	20%	10%

Lot B-39 spaces	3	17	10
Percentage occupied	8%	44%	26%

September 13, 2017

Total of Cars Parked

Street	8a	10a	1p
Landon-10 spaces	1	1	1
Percentage occupied	10%	10%	10%

Lot B-39 spaces	1	16	10
Percentage occupied	3%	41%	26%

September 14, 2017

Total of Cars Parked

Street	8a	10a	1p
Landon-10 spaces	0	0	0
Percentage occupied	0%	0%	0%

Lot B-39 spaces	1	19	12
Percentage occupied	3%	49%	31%

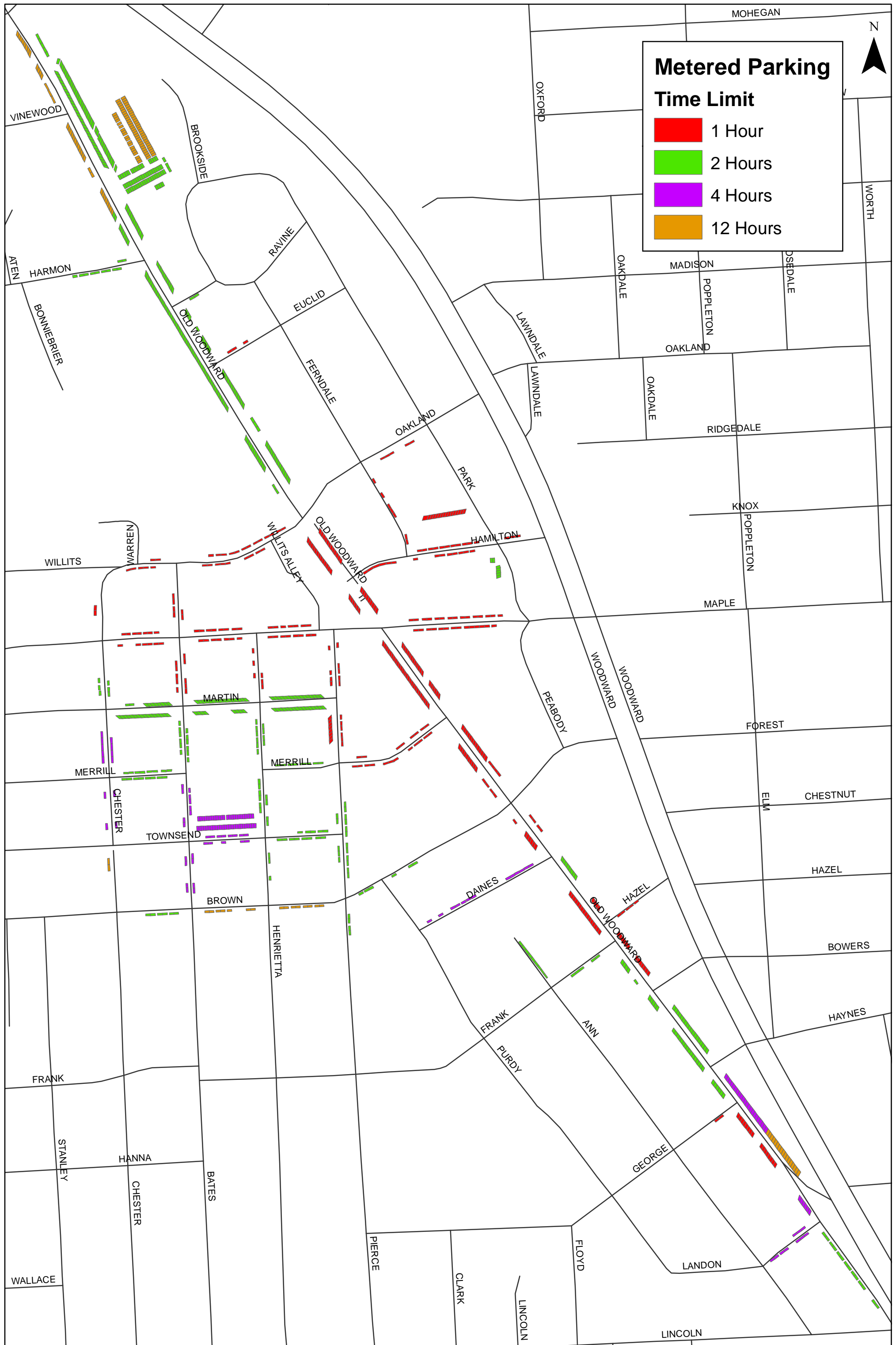
September 15, 2017

Total of Cars Parked

Street	8a	10a	1p
Landon-10 spaces	0	1	1
Percentage occupied	0%	10%	10%

Lot B-39 spaces	2	25	10
Percentage occupied	5%	64%	26%

Parking Meter Time Limits







MEMORANDUM

Engineering Dept.

DATE: December 1, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: 298 S. Old Woodward Ave.
Boutique Hotel
Valet Parking Proposal

As you will recall, a five story hotel is proposed at the northwest corner of S. Old Woodward Ave. and Brown St. Earlier this year, the developer obtained preliminary site plan approval from the Planning Board. The site plan included a designated valet parking station on the S. Old Woodward Ave. frontage of the property, to be used by all guests entering and exiting the building. Based on previous experience with another similar hotel, the operator has requested that all existing metered parking spaces be removed from the frontage in order to allow the valet to function at its best. (The permanent removal of metered parking spaces has one precedent, wherein the removal of metered parking was removed with an agreement wherein the adjacent business is charged an annual fee to cover the cost of lost revenues to the City.)

Since the site plan proposed the removal of metered public parking, site plan approval was granted on the condition that the applicant would receive approval from the Advisory Parking Committee (APC) and the City Commission for the removal of parking spaces on S. Old Woodward Ave. To that end, the applicant appeared before the APC at their meeting of July 10, 2017, seeking approval. Questions were raised relative to the traffic study that had been performed, but not included in the package reviewed by the APC. In order to give the APC members time to review the traffic study, the issue was discussed again at the meeting of August 2. At that time, the following recommendation was passed on a vote of 5-1:

To recommend to the City Commission the removal of eight on-street parking spaces at 298 S. Old Woodward Ave. to allow for the operation of a valet service by the adjacent property owner, in exchange for an annual payment of \$24,000 (at \$3,000 per meter) to be charged annually once the adjacent hotel is open for business.

This issue was reviewed by the City Commission at their meeting of October 16. The report and minutes from that meeting are attached. No action was taken. The applicant was asked to consider a compromise, wherein at least three metered parking spaces would remain in service during normal daily traffic, which could then be bagged and taken out of service during events at the hotel, such as banquets.

Attached is the applicant's response to this request. They have taken the position that they do not envision being able to practically operate the hotel with a small number of

metered parking spaces in operation as proposed. They have provided the attached cover letter asking that the APC confirm the recommendation that they passed previously. They also plan to bring additional plans and information to the meeting to help explain their case.

PARKING FEE

The previous recommendation from the APC suggested an annual charge of \$3,000 per meter per year, which matched the cost being charged to the other business in Birmingham that has a similar agreement for a permanent valet area. The \$3,000 charge per meter was a decision made in 1999 (since adjusted to reflect the change in the rate), considering that most meters have a time period of vacancy, as well as time each day when the meter is not being paid for the time it is being used. During the discussion about the proposal at 298 S. Old Woodward Ave., members of the Commission made it clear that given the current high demand for street metered parking, it is appropriate to ask that the entire potential earnings of the meters be charged for each parking space taken out of service. Such a practice would be consistent with what is done for those times that a private party purchases one or more meter bags. (Meter bags are the orange hoods that can be placed over a meter, reserving the parking space temporarily for exclusive use of the party who purchased the meter bag at a cost of \$18 per day. Meter bags are sold for such things as construction dumpsters, short term valet stations, etc.) Using a full charge rate of \$18 per day, the meter fee would be \$5,616 per year. Based on this consideration, the suggested recommendations below reflect using this higher figure.

Given the positions taken at the City Commission meeting, the applicant has been asked to seriously consider a compromise relative to this issue. Three potential recommendations have been provided for your consideration, spanning the spectrum of possibilities:

SUGGESTED RECOMMENDATION A:

To recommend to the City Commission that no parking meters be taken out of service adjacent to the proposed hotel development at 298 S. Old Woodward Ave.

SUGGESTED RECOMMENDATION B:

To recommend to the City Commission the removal of five on-street parking spaces at 298 S. Old Woodward Ave. to allow for the operation of a valet service by the adjacent property owner, in exchange for an annual payment of \$28,080 (at \$5,616 per meter) to be charged annually once the adjacent hotel is open for business.

SUGGESTED RECOMMENDATION C:

To recommend to the City Commission the removal of eight on-street parking spaces at 298 S. Old Woodward Ave. to allow for the operation of a valet service by the adjacent property owner, in exchange for an annual payment of \$44,928 (at \$5,616 per meter) to be charged annually once the adjacent hotel is open for business.

BIRMINGHAM CITY COMMISSION MINUTES
OCTOBER 16, 2017
MUNICIPAL BUILDING, 151 MARTIN
7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Mayor Mark Nickita called the meeting to order at 7:30 p.m.

II. ROLL CALL

ROLL CALL: Present,	Mayor Nickita Mayor Pro Tem Harris Commissioner Bordman Commissioner Boutros Commissioner DeWeese Commissioner Hoff Commissioner Sherman
Absent,	None

Administration: City Manager Valentine, Senior City Planner Baka, IT Director Brunk, Communications Director Byrne, Police Chief Clemence, Fire Chief Connaughton, City Attorney Currier, City Planner Ecker, City Clerk Mynsberge, City Engineer O'Meara, Building Official Johnson, BSD Director Tighe, DPS Director Wood

III. PROCLAMATIONS, CONGRATULATORY RESOLUTIONS, AWARDS, APPOINTMENTS, RESIGNATIONS AND CONFIRMATIONS, ADMINISTRATION OF OATHS, INTRODUCTION OF GUESTS AND ANNOUNCEMENTS.

Mayor Nickita announced:

- The last of the 2017 Farmers Market events will be on Sunday, October 22nd and October 29th from 9:00 AM to 2:00 PM in Municipal Parking Lot #6. On October 29th, special activities will include hayrides, Trick-or-Treating, corn shelling, live music, children's pumpkin crafts, and pumpkin carving demonstrations. For more information, visit www.enjoybirmingham.com or call 248.530.1200.
- The annual Halloween Parade and Pumpkin Patch happens on Sunday, October 29th. The Pumpkin Patch opens at 1:00 PM in Shain Park, followed by the Parade at 4:00 PM. For more information visit www.bbccc.com, or call 248.430.7668 or 248.644.3163.
- Tuesday, November 7th is Election Day in Birmingham. Polls will be open from 7:00 AM to 8:00 PM. Complete election information is available at www.Michigan.gov/VOTE. The City Clerk's Office will be open on Saturday, November 4th from 9:00 AM to 2:00 PM for issuing Absent Voter ballots.
- Celebrate the 90th anniversary of the Baldwin Public Library at a speakeasy-themed fundraiser on Friday, November 10th from 6:00 until 9:00 PM. Proceeds will be used for an expansion and renovation of the Youth Room. Tickets can be purchased at www.baldwinlib.org, or by calling 248.554.4683.
- The Veterans Day wreath laying ceremony is at 11:00 AM on Saturday, November 11th in Shain Park. The ceremony is sponsored by the Piety Hill Chapter of the D.A.R.

Mayor Nickita introduced the City's new Communications Director, Kevin Byrnes.

Mayor Nickita introduced Representative Mike McCready who provided a legislative update on changes to No-Fault Insurance happening in Lansing. Representative McCready spoke briefly about legislation aimed at regulating short term rentals.

Commissioner Sherman's birthday was celebrated.

IV. CONSENT AGENDA

All items listed on the consent agenda are considered to be routine and will be enacted by one motion and approved by a roll call vote. There will be no separate discussion of the items unless a commissioner or citizen so requests, in which event the item will be removed from the general order of business and considered under the last item of new business.

10-266-17 APPROVAL OF CONSENT AGENDA

The following items were removed from the Consent Agenda:

- Commissioner Boutros: Item O
- Commissioner Bordman: Items J and P

MOTION: Motion by Commissioner Boutros, seconded by Commissioner DeWeese:

To approve the Consent Agenda, with Items J, O, and P removed, the abstention of Commissioner Bordman on Item B noted, and the abstention of Commissioner Sherman on Item N based on conversation with the City Attorney noted.

ROLL CALL VOTE:	Yeas,	Commissioner Bordman Commissioner Boutros Commissioner DeWeese Mayor Pro Tem Harris Commissioner Hoff Mayor Nickita Commissioner Sherman
	Nays,	None
	Absent,	None

- A. Approval of City Commission minutes of September 25, 2017
- B. Approval of warrant list, including Automated Clearing House payments, of September 27, 2017 in the amount of \$1,095,419.23.
- C. Approval of warrant list, including Automated Clearing House payments, of October 4, 2017 in the amount of \$2,985,815.30.
- D. Approval of warrant list, including Automated Clearing House payments, of October 11, 2017 in the amount of \$1,005,737.68.
- E. Resolution authorizing the City Manager to cast a vote, on the City's behalf, for the four incumbent members of the Michigan Municipal League Liability and Property Pool Board of Directors for three year terms, beginning January 1, 2018.
- F. Resolution approving the appointment of election inspectors, absentee voter counting board inspectors, receiving board inspectors and other election officials as recommended by the City Clerk for the November 7, 2017 Election pursuant to MCL 168.674(1) and granting the City Clerk authority to make emergency appointments of qualified candidates should circumstances warrant to maintain adequate staffing in the various precincts, counting boards and receiving boards.

- G. Resolution approving the amendment to the professional services agreement with McKenna Associates, Inc. to provide for the use of a City vehicle by the Consultant's employees performing construction site code enforcement duties.
- H. Resolution approving the federal funds in the amount of \$20,310.00 for the 2017 Emergency Management Performance Grant period of 10/1/2016 to 9/30/2017. Further, directing the Mayor to sign the agreement on behalf of the City.
- I. Resolution authorizing the IT department to purchase 95 block hours of GIS support from Geographic Information Services, Inc. 2100 Riverchase Center, Suite 105, Birmingham, AL 35244, the total purchase not to exceed \$15,000.00. Funds are available in the IT GIS fund account # 636-228.000-973.0500.
- K. Resolution approving a request submitted by the Birmingham Jewish Connection to display a Menorah in Shain Park from December 12, 2017 – December 20, 2017, and to hold a lighting ceremony on December 14, 2017, contingent upon compliance with all permit and insurance requirements and payment of all fees and, further pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.
- L. Resolution setting Monday, November 13, 2017 at 7:30 PM for a Public Hearing to consider the proposed lot combination of 607 & 635 S. Bates.
- M. Resolution setting Monday, November 13, 2017 at 7:30 PM for a public hearing to consider the Final Site Plan and Special Land Use Permit Amendment for 505 N. Old Woodward to allow interior and exterior changes to the existing Salvatore Scallopini bistro at 505 N. Old Woodward.
- N. Resolution authorizing the Chief of Police to sign the MLCC Police Investigation Report (LC-1800) and approving the liquor license transfer for Whole Foods that requests a transfer of Class C License issued under MCL 436.1521(A)(1)(B) to be located at 2100 East Maple Rd., Suite B, Birmingham, Oakland County, MI 48009. Furthermore, pursuant to Birmingham City Ordinance, authorizing the City Clerk to complete the Local Approval Notice at the request of Whole Foods approving the liquor license transfer request of Whole Foods for the transfer of a Class C License to be issued under MCL 436.1521 (A) (1) (B) located at 2100 East Maple Rd, Suite B, Birmingham, Oakland County, MI 48009.
- Q. Resolution designating City Manager Valentine, Communications Director Byrnes, City Planner Ecker, Finance Director Gerber, Police Commander Grewe, City Engineer O'Meara, and BSD Director Tighe as representatives for Election Commission members Mayor Nickita, Mayor Pro Tem Harris, and Commissioners Bordman, Boutros, DeWeese, Hoff and Sherman for the purpose of conducting the Public Accuracy Test of the electronic tabulating equipment which will be used to count votes cast at the November 7, 2017 Election.

V. UNFINISHED BUSINESS

There was no unfinished business.

VI. NEW BUSINESS

10-267-17 PUBLIC HEARING TO CONSIDER THE REZONING OF 191 N. CHESTER FROM TZ1 TO TZ2

From City Planner Ecker's staff report to City Manager Valentine dated October 6, 2017:

The property owner of 191 N. Chester (The First Church of Christ, Scientist), is requesting the rezoning of the property from TZ-1 (Transitional Zone 1) to TZ-2 (Transitional Zone 2) to allow office use.

The subject site is located on the west side of N. Chester, with single family homes to the north and office/commercial buildings to the south (Integra Building) and east (McCann Worldgroup Building). The subject property is currently zoned TZ1 (Transitional Zoning), as well as C - Community Use in the Downtown Overlay District, due to its former use as a Church.

On September 13, 2017, the Planning Board conducted a public hearing to consider the requested rezoning. After much discussion, the Planning Board voted to recommend approval of the proposed rezoning to the City Commission.

The applicant has submitted a letter voluntarily offering to limit the use of the property at 191 N. Chester to office use only should the rezoning to TZ2 be approved. The applicant has also submitted numerous letters of support from the surrounding property owners.

City Planner Ecker continued:

- In 2015, the Commission created TZ1 and TZ3. TZ2 was added in the past year.
- 191 N. Chester was previously zoned as R4 – Residential, and then it was re-zoned to TZ1. TZ3 allowed too many uses on the site.
- Applicant would now like the property re-zoned to TZ2. TZ2 allows uses beyond residential, which are the only uses permitted by TZ1.
- Applicant is looking to keep the exterior of the building, and to re-build the inside as office space.
- A TZ1 designation is residential, and allows for three stories and a height of thirty-five feet. A TZ2 designation allows for more uses, but it only allows for two stories and a height of thirty feet.
- When an applicant applies for re-zoning, they must submit the following information:
 - An explanation of why the re-zoning is necessary for the preservation and enjoyments of the rights of usage commonly associated with property ownership;
 - An explanation of why the existing zoning classification is no longer appropriate;
 - An explanation of why the proposed re-zoning will not be detrimental to the surrounding properties;
 - A land survey.
- The current applicant explained that:
 - The building was determined not to be of interest to any religious institution, and also not tenable for residential adaptation.
 - Re-zoning the building for office use would preserve the current building, does not change the character of the neighborhood, and creates less traffic than a possible residential re-use.
- Planning staff performed a review of the application's adherence to existing zoning and Master Planning requirements for the site, an analysis of existing uses of the property within the general area, the suitability of the property in question to the uses permitted under the existing zoning classification, and the general trend of development in the area of the property in question, including any changes that have taken place in the zoning classification.
 - This area is considered part of a commercial piece on the edge of downtown, which according to the 1980 Master Plan "should be restricted to office and low-intensity commercial use" whenever possible. The currently submitted application is in line with this goal.
 - This area is also zoned according to the Downtown Birmingham 2016 Plan as C –

Community, which requires the City to retain and enhance the character and vitality of downtown, and make sure new architecture is compatible with old. Keeping the exterior of the building, as proposed in the application, is also in line with this goal.

- The Zoning Ordinance states that “the purpose of the Zoning Ordinance is to guide the growth and development of the City, in accordance with the goals, objectives, and strategies stated within the Birmingham Future Land Use Plan and the 2016 Plan.” The adaptive re-use proposed by the applicant supports the City’s growth, development, and re-use, and maintains the character of the neighborhood.
- Since there is a four-story office building to the south, the McCann Building to the east, and single family residential homes to the north and west, this proposed zoning change could be considered transitional between the high-density commercial business district on one side and the single-family low-density residential on the other side.
- With the current TZ1 zoning, the building in question could not be used for a religious institution without a use variance, since it is restricted to residential use.
- Several changes have occurred to office buildings in the area, and the only re-zoning in the area was the change of this building’s zoning designation from R4 to TZ1.
- Upon review of the aforementioned information, the Planning Department and the Planning Board recommended that 151 N. Chester be re-zoned from TZ1 to TZ2. The Commission should also consider whether to accept the applicant’s offer to restrict the use to office and commercial use only.

City Planner Ecker confirmed for Commissioner Hoff that 151 N. Chester is historical, but is not a historically-designated building, and that the parking would be built out into the basement of the building. City Planner Ecker also confirmed that if this re-zoning is granted, a much larger building could be built in this building’s stead later on.

Mayor Nickita explained that conditional zoning is a possibility in order to address concerns of what would be allowed, although the Commission has not taken that route before.

City Attorney Currier confirmed for Commissioner DeWeese that if any further construction were to occur in the future after this re-zoning, the construction would still need to adhere to both the greater zoning and whatever conditional zoning the Commission may apply.

City Planner Ecker confirmed for Mayor Pro Tem Harris that a Special Land Use Permit (SLUP) would be required for this use, and City Attorney Currier confirmed that if the building were to change hands, the conditions of the SLUP would have to be followed or they would need to be amended by the Commission at the request of the new owner.

Mayor Nickita opened the public hearing at 8:12 p.m.

Sam Surnow of the Surnow Company (320 Martin Street) explained that while many possibilities for the building were explored, the conclusion was that the building would need to be torn down in order to adhere to TZ1. The Surnow Company met with the building’s neighbors in March to solicit feedback, and the neighborhood overwhelmingly expressed its desire to keep the building.

Mr. Surnow explained that:

- Of the 16,000 sq. ft., an estimated 3,000 and 4,000 sq. ft. will be used for parking while the rest of the building is maintained;
- The Surnow Company would be willing to restrict traffic exiting the building so that employees could only make a right onto Chester;
- Fire suppression would be included in the parking lot, the building would be made wheelchair-accessible, and it would be brought up to code.

Mr. Biddison, the architect on this project from Biddison Architecture, explained:

- That the main floor would be maintained as public space, with former mechanical spaces being repurposed as storage for office users;
- The trusses may be changed from the inside into an additional useable level;
- An elevator would be added;
- Some stairs would be re-configured;
- And the windows would be maintained, but the floors would be re-positioned so the windows are at an appropriate height.

Mr. Biddison confirmed for Commissioner DeWeese that the parking lot would include about twelve spaces.

City Planner Ecker confirmed for Commissioner Hoff that:

- The Surnow Company can keep the existing roof lines within TZ2 because the building is grandfathered in, even if they decide to build up into the trusses to create a level.
- If the conditional zoning is not accepted, either a church or food and drink establishment could go into the building with a SLUP.
- The Surnow Company is considering permanent offices, not bistro offices similar to an application submitted by a previous group.

Lauren Stein spoke in support of the proposed project and re-zoning by the Surnow Company.

Susan Martin wholly supported renovating the existing building with the conditional zoning for business use only.

Mayor Nickita closed the public hearing at 8:36 p.m.

City Planner Ecker explained to Commissioner Hoff that information on traffic pattern changes will not be available until after re-zoning is approved.

MOTION: Motion by Commissioner DeWeese, seconded by Commissioner Bordman:

To approve the rezoning of 191 N. Chester from TZ1 (Transitional Zoning) to TZ2 (Transitional Zoning) as recommended by the Planning Board on September 13, 2017 with the conditions as outlined in the letter dated October 5, 2017 from Chester Street Partners, LLC, A Surnow Company.

Mayor Nickita clarified that Birmingham does not usually re-zone in response to developer requests, but that this is a unique situation because:

- The requested zoning designation did not exist at the original time of zoning;
- To maintain the current zoning would essentially require the demolition of the current building and the construction of a higher density space, which is counter to Birmingham's goals, and;

- The Surnow Company offered to take on additional conditional zoning in order to maintain the intended use category long-term.

VOTE: Yeas, 7
 Nays, 0
 Absent, 0

10-268-17 298 S. OLD WOODWARD AVE. PERMANENT REMOVAL OF ON-STREET PARKING

From City Engineer O'Meara's staff report to City Manager Valentine dated October 5, 2017:

In June, the Planning Board issued preliminary site plan approval to the owner of the above property (owned by Lorient Capital, LLC), located at the NW corner of Brown St. The applicant has proposed the construction of a five-story hotel, containing 126 rooms, 17 long-term stay apartments, as well as banquet, restaurant, and lounge facilities on the first floor. Due to the nature of the business, Lorient has designed the plan to include 24-hour a day valet service at the front door, located on the S. Old Woodward Ave. frontage. The valet loading zone will occupy space that is currently used for on-street metered parking. Therefore, the valet operation will require the permanent removal of metered public parking.

On August 2, 2017 the Advisory Parking Committee voted to recommend to the City Commission the removal of eight on-street parking spaces at 298 S. Old Woodward Ave. to allow for the operation of a valet service by the adjacent property owner, in exchange for an annual payment of \$24,000 (at \$3,000 per meter) to be charged annually once the adjacent hotel is open for business.

City Engineer O'Meara added that:

- While the removal of metered parking is usually inappropriate within a systems viewpoint, Lorient took the proposal very seriously and considered the interests of adjacent businesses regarding the proposal.
- The Townsend Hotel's similar arrangement with the City serves as a precedent.
- The proposal includes an exit from the planned two-level basement garage.
- The applicant proposes building 56 parking spaces, and if additional spaces are required cars may need to be parked off-site.
- As this corner and the corner of Maple Road may be reconstructed in the near future following the City's three-phase reconstruction plan for downtown, if these eight spaces are removed the City will have a total loss of fifteen spaces.

City Engineer O'Meara confirmed:

- For Commissioner Boutros that the applicant believes they will need all eight meter-spaces across the frontage in order to run the valet;
- For Mayor Nickita that the amount of frontage being discussed is a little over 100 feet;
- For Commissioner Hoff that the driveway is a critical part of the plan; and,
- For Commissioner Bordman that the Townsend Hotel took seven spaces off Merrill Street for their valet, and an estimated three spaces for the front door of the original hotel.

City Planner Ecker explained:

- To Commissioner Hoff that 1¼ spaces of parking per unit are required if there are three or more room units available, and that as long as the applicant provides parking for residential units, they are not required to provide any additional spaces since they are in

the parking assessment district. The applicant is offering to provide 33 additional spaces that are not required.

- To Commissioner Bordman that the Parking Committee looked into finding parking alternatives to Old Woodward, but it was determined that using Old Woodward is the best option in order to maintain the speed and efficiency of the valet during high-traffic times.
- To Commissioner DeWeese that Brown Street was discussed extensively and did not receive favorable reviews from the Parking Committee as an alternative.

Commissioner Hoff stated that the eight metered spaces being discussed seem to hold a lot of value, and that the proposed building does not have a lot of parking.

Commissioner DeWeese explained that for every space of on-street parking removed the City will need to provide garage parking, and that the City is not getting a sufficient amount back for the use of public space. He continued that:

- The number of spaces removed should be considered carefully.
- While the applicant may want this much street space, they may not need this much space.
- The compensation estimates are based on an assumption that the meters would not be utilized full-time, which Commissioner DeWeese questions.

Commissioner Sherman offered that the amounts being considered are consistent with the application for parking while utilizing meters on the street, and requested that Chief Clemence come forward and explain the methodology for calculating the costs.

Chief Clemence clarified that the amounts represent the amount of revenue the City would make per year if there were metered parking there, and that these numbers represent the number of spaces that would have been available on Old Woodward after the re-design.

Mayor Nickita stated that the issue is whether the current standard of compensation is appropriate going forward, and that the Commission can direct the Advisory Parking Committee to take a look at that. He continued that a move to revise standards at this time, however, is not pertinent to the current proposal before the Commission.

Richard Rattner, developer, explained that:

- The biggest focus over many months of study was the maintenance of efficient traffic flow outside of the hotel.
- Both Birmingham's traffic consultants and Lorient put immense effort into making sure that the hotel would not stop traffic on Old Woodward. Adding a second level of underground parking to keep the valet process expedient and to keep the flow moving by having enough spaces on the street that lead to the underground garage are two of the ways the issue will be addressed.
- He believes Lorient's architects included a separate entrance and egress to promote internal traffic flow within the garage.
- The development will have as many valets as needed.

City Engineer O'Meara explained to Mayor Pro Tem Harris that the only spaces being removed are the ones needed to keep the driveway operating safely.

Commissioner Bordman stated concern that there would not be sufficient parking for the number of people the 4,823 sq. ft banquet room could contain.

Mr. Rattner explained that if there were a large event, the cars would be brought underground by a valet and then moved from the underground parking to a different parking facility off-site as necessary. This allows Old Woodward to be unobstructed.

Commissioner Sherman said Lorient should not need eight metered spots – or 110 ft. – cleared, when hotels in other cities are able provide valet service with fewer. He continued that requesting eight spots for valet, instead of one or two, is unnecessary and an attempt to plan for the occasional large event instead of the hotel's day-to-day operations.

Commissioner Bordman explained that while the goal of maintaining traffic flow on Old Woodward is commendable, the Commission is also tasked with looking out for the interests of pedestrians and retailers, both of whom may be negatively impacted by the loss of eight metered spots.

Mr. Rattner expressed understanding and stated he would not want to make a change to the number of spaces in his request until he can re-consult with the City's traffic engineers.

Commissioner Hoff suggested to Mr. Rattner that he revisit the project with an eye towards addressing the Commission's concerns, specifically:

- Increasing walkability, which is challenged with cars coming in and out on Old Woodward, and;
- The location of the valet entrance and exit from the garage.

Mayor Nickita added that the Commission can only grant what is necessary in the way of a request like this, and not what is desired. He suggested that the option of Brown Street be reconsidered. He finished that while the Commission seeks to prevent traffic congestion, they need to protect other City interests as well.

The Commission took no action.

10-269-17 ORDINANCE AMENDMENT FOR HISTORIC DESIGNATION OF 927 PURDY

From Senior Planner Baka's staff report to City Manager Valentine dated October 10, 2017:

In March of 2016 the owner of the house located at 927 Purdy, Luis Barrio, requested that the City Commission consider designating his home as a historic structure within the City of Birmingham. In accordance with this request, the City Commission passed a resolution directing the Historic District Study Committee to prepare a study committee report evaluating the home for historic designation as outlined in section 127-4 of the City Code, Establishing additional, modifying, or eliminating historic districts.

The committee has prepared a final report with its recommendations which is now ready for consideration by the City Commission for the establishment of a new historic district.

Senior Planner Baka provided history of the house and the owners. He then confirmed for Commissioner Hoff that while the house had aluminum siding at one time, wood siding has been restored on the home.



Williams Williams Rattner & Plunkett, P.C.
Attorneys and Counselors

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Birmingham, Michigan 48009

Tel: (248) 642-0333
Fax: (248) 642-0856

Richard D. Rattner
rdr@wwrplaw.com

November 30, 2017

Hand-delivery and e-mail

pomeara@bhamgov.org

City of Birmingham
151 Martin Street
Birmingham, MI 48009
Attn: Jana Ecker, Planning Director
Paul O'Meara, City Engineer
Timothy Courier, City Attorney

Re: License Agreement for Parking; Woodward Brown Ventures, LLC
("Applicant")

Dear Ms. Ecker, Mr. O'Meara, and Mr. Courier:

This letter is to ask the Advisory Parking Committee to review and *confirm* its decision to recommend the dedication of five spaces under current streetscape, eight future angled parking spaces, to the Applicant for a curbside valet operation at the hotel's main entrance on S. Old Woodward. See p. 36 of the Revised Traffic and Parking study attached at Tab 3 to this letter.

In support of Applicant's request, we enclose the following tabbed documents setting forth the considerable analysis and discussion which has occurred, over approximately a 10-month period of study regarding the Applicant's hotel project, the valet operations, traffic flow and parking:

Tab 1 Planning Board meeting minutes of August 9, 2017 wherein the Planning Board granted final site plan approval;

Tab 2 The Planning Department's meeting package for the August 9, 2017 meeting, including the Applicant's Major Event Traffic Plan, Valet Operations; and Revised Trip Generation Forecasts (revised at the City's consultant's request);

Tab 3 The Applicant's Revised Traffic and Parking Study, including Table 6 – Valet Queue Analysis;

Tab 4 The City's traffic consultant, Fleis & Vandenbrink's, review of the Revised Traffic and Parking Study; and

Tab 5 The APC's meeting minutes of August 2, 2017.

The hotel valet operations are designed to be located between the exit ramp of the hotel's

garage on Old Woodward and the intersection of Brown Street and Old Woodward. The License Agreement as drafted by the City provides for eight angled metered spaces to be removed at the cost to the Applicant of \$3,000 per space, as recommended by the APC. It is suggested that only five future angled metered spaces be dedicated for the Applicant's valet operation, and that three of the eight-proposed angled metered spaces remain.

The requested License Agreement for five existing parallel spaces, eight angled as proposed, is fundamental to preventing traffic flow problems along S. Old Woodward Avenue at the hotel's main entrance, by creating a dedicated area for curbside valet operations rather than cars stacking in traffic on S. Old Woodward during guest drop off and pick up. A valet lane for this number of stacked cars is driven by data from the Valet Queuing Analysis prepared at the request and under the direction of the City's traffic consultant. See Table 6 of the Revised Traffic and Parking Study at Tab 3. This data reveals that for normal daily operations, a queue line of four to nine cars is expected. It should be noted that when the number of dedicated angled spaces for the valet lane is reduced from eight to five, there will be room only for three cars to stack at the valet station.

The data regarding the Valet Queuing Analysis and traffic flow on S. Old Woodward was considered and discussed at length by the City's traffic consultant and the Planning Board during multiple hearings after which the design of the hotel, the streetscape along S. Old Woodward, and the six-car valet lane were approved by the Planning Board.

The hotel development is within the Parking Assessment District. The hotel's two-story underground parking garage exceeds the Ordinance's parking requirement by 30 spaces. In addition, the underground garage allows valet operations to be staged in the garage drive lanes during peak events, moving cars quickly from the curb into the garage and from the garage to the curb, seamlessly and without creating any adverse impacts on traffic on S. Old Woodward. The traffic engineers have considered the length of the valet queue and determined that every proposed dedicated space is required.

The Applicant wishes to submit the following additional information regarding the subject of the License Agreement to address the Commissioners' concerns.

- Removal of five parking meters under current streetscape, eight meters as proposed, to accommodate valet operations on the Old Woodward side of the hotel is driven by data collected by the Applicant at the request of the City's traffic consultant and is necessary to prevent the stacking of cars and traffic flow interruptions in the drive-lanes on S. Old Woodward.
- The valet lane as designed is required for daily operations of hotel guests, as the queuing

analysis demonstrates that enough room must be available for four to six cars at the valet station. This is born out by the hotel operator's experience with the Foundation Hotel in Detroit where the daily valet operation functions smoothly with the full utilization of a 6-car valet lane.

- Adding angled spaces back at the curb between the garage exit drive and the corner at Brown Street will result in cross conflict with valet operations, creating unsafe traffic conditions. If angled spaces remain closer to Brown Street, cars pulling into and backing out of the metered spaces will conflict with cars exiting the valet lane to be parked in the hotel's underground garage.
- Adding angled spaces back at the curb next to the garage exit drive and north of a shortened valet lane also will result in cross conflict with valet operations, creating unsafe traffic conditions. Valeted cars exiting the garage must pull into the drive lane of S. Old Woodward to veer around the cars parked at the meters. Further, cars pulling into and backing out of the metered spaces will conflict with cars exiting the hotel's underground garage.
- The Applicant, sensitive to the City's parking issues and at great expense to itself, has expanded the originally intended single-level underground parking garage to a ***two-level, underground garage*** that accommodates approximately 50 ***new*** parking spaces. The removal of 5 existing spaces on Old Woodward will have no effect on overall parking available to hotel and retail patrons. ***The net effect of the curbside valet actually increases the number of spaces available to hotel guests and retail patrons.*** The hotel will be providing remuneration to the City for dedicated spaces and a valet operation at the hotel similar to the valet operation the City currently pays for elsewhere in the City.
- The attractive new hotel façade and the streetscape design, consistent with the S. Old Woodward reconstruction plan, and a fully functioning valet lane with underground garage valet staging, eliminates the need for surface parking and provides a pedestrian friendly, walkable block in accord with the City's master plan.

We respectfully request that the Advisory Parking Committee affirm its prior recommendation to dedicate five existing parallel spaces, eight angled spaces as proposed, for the Applicant's valet operation and approve the License Agreement as written.

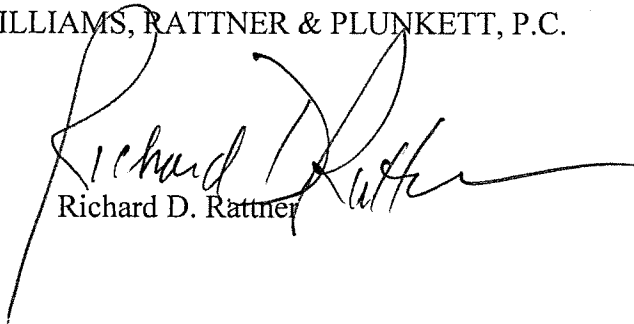
Jana Ecker, Planning Director
Paul O'Meara, City Engineer
Timothy Courier, City Attorney
November 30, 2017
Page 4

W|W|R|P

Please contact the undersigned should you have any further questions or comments.

Very truly yours,

WILLIAMS, WILLIAMS, RATTNER & PLUNKETT, P.C.


Richard D. Rattner

cc: Mark Mitchell
David Berman
Michael Kitchen

TAB 1

**CITY OF BIRMINGHAM
PLANNING BOARD ACTION ITEMS
OF WEDNESDAY, AUGUST 9, 2017**

Item	Page
OLD BUSINESS	
Final Site Plan Review	
1. 298 S. Old Woodward Ave. (former Doctors House Call Building)	2
Request for approval of a new five-story hotel with commercial and residential uses (postponed from July 26, 2017)	
Motion by Mr. Williams	4
Seconded by Mr. Koseck that the Planning Board recognizes that the applicant has addressed the comments provided by Fleis & Vandenbrink as set forth in the Fleis & Vandenbrink letter in the materials dated July 19, 2017 regarding Trip Generation and Parking Generation Assumptions and Traffic Operations and is now in compliance with the conditions set forth in the initial CIS approval.	
Motion carried, 6-0.	4
Motion by Ms. Whipple-Boyce	5
Seconded by Mr. Williams to approve the Final Site Plan & Design Review for 298 S. Old Woodward, including the use of non cut-off bollard and in-ground lighting in the via to the north of the building, with the following conditions:	
(1) Advisory Parking Committee approval of removal of eight parking spaces on Old Woodward Ave. or applicant must apply for revised Final Site Plan.	
(2) Submit a revised photometric plan providing measurements for lights proposed on the property only for administrative approval;	
(3) Comply with the requirements of all City departments; and	
(4) Provide tint levels for all glazing for administrative approval.	
Motion carried, 6-0.	5
PUBLIC HEARINGS	
1. An ordinance to amend Chapter 126, Zoning to consider changes to Article 03 section 3.04 to exclude community uses in the Redline Retail District and Article 09, Definitions to define Personal Services	5
Motion by Chairman Clein	10
Seconded by Mr. Williams that the Planning Board of the City of	

Item	Page
<p>Birmingham acknowledges the importance of a vibrant, active Downtown with strong first-floor retail uses. However, tonight he moves that the Planning Board recommend that the City Commission does not adopt the definition of Personal Services as presented in the proposed amendment to Zoning Ordinance Article 9, section 9.02, Definitions, and further recommend that the City of Birmingham expedite an immediate update to our comprehensive City wide Master Plan in order to properly address this issue and those that surround it.</p> <p>Motion carried, 6-0.</p>	11

**CITY OF BIRMINGHAM
REGULAR MEETING OF THE PLANNING BOARD
WEDNESDAY, AUGUST 9, 2017
City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Planning Board held on August 9, 2017. Chairman Scott Clein convened the meeting at 7:30 p.m.

Present: Chairman Scott Clein; Board Members Robin Boyle, Stuart Jeffares, Bert Koseck, Vice- Chairperson Gillian Lazar, Janelle Whipple-Boyce, Bryan Williams; Alternate Board Member Daniel Share; Student Representative Ariana Afrakhteh

Absent: Alternate Board Member Lisa Prasad; Student Representative Isabella Niskar

Administration: Matthew Baka, Sr. Planner
Jana Ecker, Planning Director
Carole Salutes, Recording Secretary

08-148-17

APPROVAL OF THE MINUTES OF THE REGULAR PLANNING BOARD MEETING OF JULY 12, 2017

Motion by Mr. Boyle

Seconded by Ms. Lazar to approve the Minutes of the Regular Planning Board Meeting of July 12, 2017

Motion carried, 7-0.

VOICE VOTE

Yeas: Boyle, Lazar, Clein, Jeffares, Koseck, Whipple-Boyce, Williams

Nays: None

Abstain: None

Absent: Prasad

APPROVAL OF THE MINUTES OF THE REGULAR PLANNING BOARD MEETING OF JULY 26, 2017 as presented

Motion by Ms. Whipple-Boyce

Seconded by Ms. Lazar to approve the Minutes of the Regular Planning Board Meeting of July 26, 2017

Motion carried, 4-0.

VOICE VOTE

Yeas: Whipple-Boyce, Lazar, Boyle, Koseck
Nays: None
Abstain: Clein, Jeffares, Williams
Absent: Prasad

08-149-17

CHAIRPERSON'S COMMENTS (none)

08-150-17

APPROVAL OF THE AGENDA (no change)

08-151-17

OLD BUSINESS

Final Site Plan Review

- 1. 298 S. Old Woodward Ave. (former Doctors House Call Building)**
Request for approval of a new five-story hotel with commercial and residential uses (postponed from July 26, 2017)

Ms. Lazar recused herself from this review as well as the public hearing to amend Chapter 126. Chairman Clein also recused himself from this review because his firm is involved in the project. Mr. Share joined the board.

Motion by Mr. Williams

Seconded by Ms. Whipple-Boyce for Mr. Boyle to take over as Chairman.

Motion carried, 6-0.

ROLLCALL VOTE

Yeas: Williams, Whipple-Boyce, Boyle, Jeffares, Koseck, Share
Nays: None
Recused: Clein, Lazar
Absent: Prasad

Final Site Plan

Ms. Ecker recalled the subject property is currently the site of two vacant office buildings and a surface parking lot, and has a total land area of .618 acres. It is located on the northwest corner of S. Old Woodward Ave. and Brown St. in the Downtown Overlay District. The applicant is proposing to demolish the existing buildings and surface parking lot to construct a 25,182 sq. ft., five-story mixed-use building. The building will provide ground floor retail, three floors of hotel guest rooms, and 17 residential units on the fifth floor. Parking for the residential units will be provided in the lower level of the building. As the building is located within the Parking Assessment District, no on-site parking is required for commercial uses.

On May 24, 2017, the Planning Board approved the Community Impact Statement ("CIS") and Preliminary Site Plan Review for 298 S. Old Woodward Ave. on the conditions that the applicant revise the traffic and parking study to address the comments provided by Fleis & Vandenbrink regarding the trip generation and parking generation assumptions and traffic operations,

respond to the concerns and requests of all City Departments and provide all necessary information. All of those issues have been resolved.

On August 2, 2017, The Advisory Parking Committee approved a recommendation to remove eight on-street parking meters in front of the new boutique hotel, and to charge them \$3,000 per meter per year for this benefit. The fee matches what is happening at the Townsend Hotel per a similar arrangement started in 1999.

Design Review

The applicant is proposing to utilize the following materials for the construction of the five-story, mixed-use building:

- Dark grey granite for the base of the building (Wisp granite from Quarrastone);
- Limestone cladding for the façade of the first – fourth floor facades (Grey, "Madison Café" from Quarrastone);
- Various varieties of vegetation for the green roof on the mezzanine, second level, and fifth level terraces;
- Aluminum window systems along all elevations (Low E glass with slight grey tint);
- Dark bronze coated metal to surround the windows and coping along top of the fourth and the fifth floor (Lintec, "Ascher Bronze");
- A dark bronze coated metal canopy at the main entrance on S. Old Woodward;
- Corrugated metal panels to screen the rooftop mechanical units (Lintec, "Ascher Bronze"); and
- Aluminum and glass skylights on the S. Old Woodward Ave. elevation.

Material samples were passed around for review by the Planning Board. The applicant indicated that the garage doors will be coated metal with a grey tone. The proposed building appears to meet most of the architectural standards set out in Article 3, 04 (E) Downtown Birmingham Overlay District, of the Zoning Ordinance, as the first-floor storefronts are directly accessible from the sidewalk, the storefront windows are vertically proportioned, no blank walls face a public street, and the main entry has a canopy to add architectural interest on a pedestrian scale. The applicant has submitted calculations showing 90% of the exterior façade consists of high quality building materials (91.7% on the east façade and 90.6% on the south façade). Calculations have also been submitted for the glazing requirements outlined in Article 3, Section 3.04 of the Zoning Ordinance.

Mr. Richard Rassel, Williams Williams Rattner & Plunkett, 380 N. Old Woodward Ave., said the conditions that have been specified by the Planning Dept. are acceptable to the developer/owner. He introduced their design team: Mr. Charlie Stetson and Mr. Scott Seifers, Architects from Booth Hansen; Mr. Sweig from Giffels Webster; and Mr. David Berman with Lorient Capital, agent for Woodward Brown Ventures, LLC Ownership Group.

Acting Chairman Boyle invited the architects to talk about the finish, the design process they brought to this property, and the glazing and lighting.

Mr. Charlie Stetson gave a brief design overview of the project. He showed images of the building exterior. The ground floor is intended to create interest and excitement for pedestrians as they walk by. The via to the north is also pedestrian friendly and has an entrance to a wine bar. He described the two types of light fixtures proposed for the via. The 3.5 ft. high bollard fixture has a cut off and it shines straight down. The second fixture is in-ground with a plastic reflector upright at the top. The proposed lighting will ensure an inviting and safe place for people to walk.

Mr. Stetson took the board through the hotel's floor plan. The mezzanine has meeting rooms that open up out onto a green roof. Acting Chairman Boyle inquired whether the managers have experience in running a green roof. Mr. Stetson replied these planting materials require very little maintenance. He went on to talk about tinting on the glazing. The ground floor windows will be as inviting and transparent as possible. Maybe a little less transparency on the upper floors. They intend to get the required tinting percentages. Signage is ultimately planned for the top of the canopy.

There were no comments from members of the public at 8:02 p.m.

Mr. David Berman with Lorient Capital responded to Mr. Jeffares that Aparium Hotels cross trains all of their staff to also valet cars. When there is an influx of vehicles pretty much anyone who works at the property can park the cars. Mr. Jeffares asked how parking would work when both the hotels in town are using the same deck for a big event. Mr. Berman said their property is located in a central location that has access to multiple parking facilities within the City. Additionally, with stacking they can get a total of 88 cars into their own parking garage.

Motion by Mr. Williams

Seconded by Mr. Koseck that the Planning Board recognizes that the applicant has addressed the comments provided by Fleis & Vandenbrink as set forth in the Fleis & Vandenbrink letter in the materials dated July 19, 2017 regarding Trip Generation and Parking Generation Assumptions and Traffic Operations and is now in compliance with the conditions set forth in the initial CIS approval.

There were no comments from the audience on the motion at 8:08 p.m.

Motion carried, 6-0.

VOICE VOTE

Yeas: Williams, Koseck, Boyle, Jeffares, Share, Whipple-Boyce

Nays: None

Recused: Clein, Lazar

Absent: Prasad

Motion by Ms. Whipple-Boyce

Seconded by Mr. Williams to approve the Final Site Plan & Design Review for 298 S. Old Woodward, including the use of non cut-off bollard and in-ground lighting in the via to the north of the building, with the following conditions:

(1) Advisory Parking Committee approval of removal of eight parking spaces on Old Woodward Ave. or applicant must apply for revised Final Site Plan.

(2) Submit a revised photometric plan providing measurements for lights proposed on the property only for administrative approval;

(3) Comply with the requirements of all City departments; and

(4) Provide tint levels for all glazing for administrative approval.

The Chairman called for public comments on the motion at 8:10 p.m.

Mr. James Esshaki, Essco Development Co. received confirmation that the eight spaces that will be removed are right in front of the property.

Mr. Peter Noonan with Bailey Schmidt, managers of the building next door, received an explanation that the via will terminate into their parking lot and not obstruct any of their parking spaces. No gate is proposed.

Motion carried, 6-0.

ROLLCALL VOTE

Yeas: Whipple-Boyce, Williams, Boyle, Jeffares, Koseck, Share

Nays: None

Recused: Clein, Lazar

Absent: Prasad

08-152-17

PUBLIC HEARINGS

1. An ordinance to amend Chapter 126, Zoning to consider changes to Article 03 section 3.04 to exclude community uses in the Redline Retail District and Article 09, Definitions to define Personal Services

The Chairman opened the public hearing at 8:15 p.m.

Ms. Lazar and Mr. Share recused themselves and Chairman Clein rejoined the board.

Ms. Ecker explained that at the last meeting based on the direction memo from the City Manager, the point was to solely focus on the Personal Services definition. Thus, tonight the board will focus on Article 9, section 9.02 Definitions to add a definition for Personal Services. The proposed definition is as follows:

Personal Services: An establishment that is open to the general public and engaged primarily in providing services directly to individual consumers, including but not limited to: personal care services, services for the care of apparel and other personal items but not including business to business services, medical, dental and/or mental health services.

There has been a lot of discussion so far and Ms. Ecker briefly went through some of that history. The Planning Board started discussing retail at large in March of this year. In April and again in May there was direction from the City Commission to move forward with ordinance amendments that would provide temporary relief to halt the addition of non-retail uses into storefronts in Downtown while the Planning Board continues to study the issue of retail uses Downtown. The Planning Board talked about this at several subsequent meetings.

On June 19, 2017 the Planning Board and City Commission held a joint workshop session. At that time it was discussed that the public hearing scheduled for July 12, 2017 should be postponed. The Planning Board postponed the public hearing to August 9, 2017 to allow the Planning Board to hold an additional study session on July 12, 2017, specifically with regards to drafting a definition for Personal Services. Based on the direction by the City Commission and City Manager to review the Redline Retail Area, staff provided a review of the retail intent in the 2016 Plan, including the type of uses through the definition of retail and commercial. Within the definition of commercial the 2016 Plan said that personal services should be included and permitted in the Redline Retail District. It did not, however, define personal services.

Therefore, the City Commission has directed the Planning Board to zero in on a discussion of personal services and to draft a definition to be added to the Zoning Ordinance.

Thus, tonight the board will talk about a potential definition for personal services and what should be included in the Redline Retail District. In the direction from the City Manager that the Planning Board received, there was a recommendation not to list the businesses that are not included. However, at the last meeting the Planning Board felt they wanted to leave in the list of exclusions for business to business services, medical, dental and/or mental health services. The thought was that this list clarifies which services are allowed and which services are not allowed when reading the ordinance.

Mr. Williams received information that the Red Line Retail District stops just before Oak on the east side of Woodward and goes all the way down to Lincoln. In response to Mr. Williams, Ms. Ecker noted the City does not have a listing of all vacancies, although the BSD does have a list of some vacancies as reported by brokers and property owners. Also, the City has a list of all of the Downtown businesses, but they are not categorized as retail or non-retail under the definitions in the Zoning Ordinance.

It was concluded that in order to categorize a business the City would need a letter from them indicating what their primary business is.

Mr. Boyle noted this is a very wide spread concern among other communities and not something that is specific to Birmingham. This board is attempting to try and find a way to continue to have activity on our City streets. Mr. Jeffares thought Birmingham has been incredibly successful for being able to still have its retail environment.

Chairman Clein brought out the fact that the 2016 Plan was drafted in 1996 and it is 21 years old now. If there is ever a reason a Master Plan should be updated it is this. It will be important to have a full discussion with all stakeholders about the nature of modern businesses in our community.

Mr. Williams stated it is a mistake to downplay the Master Plan in order to have piecemeal items before it on the Planning Board's Action List. On a priority basis the board will never get to it. The Master Plan should be moved up, but this board does not control that agenda. He feels the board is currently dealing with a problem that doesn't exist.

In response to a question from the board, Ms. Ecker explained that any existing use can continue as long as it is consistent and continuous and isn't stopped for more than six months.

Mr. Jeffares thought it is very remiss that the people in this building who could be of help as part of this process are not present. At this point several board members thought the list of businesses not included as Personal Services causes more trouble than it is worth.

Chairman Clein noted the following correspondence that has been received:

- Letter dated July 27, 2017 from Joseph A. Sweeney, Intercontinental, against the definition;
- Letter dated August 4, 2017 from Paul S. Magy, Clark Hill, concerned that the planned action will erode the City's tax base by restricting the use of first floor commercial in the Redline Retail District;
- Letter dated August 8, 2017 replying to Mr. Magy from Timothy J. Currier, Birmingham City Attorney, indicating that public meetings are the place for discourse;

- Letter dated August 9, 2017 from James Esshaki, Essco Development Co., against the proposed definition and citing several buildings that would be difficult if not impossible to fill with retail.

Motion by Mr. Williams

Seconded by Mr. Koseck to receive and file the four letters.

Motion carried, 6-0.

ROLLCALL VOTE

Yeas: Williams, Koseck, Clein, Boyle, Jeffares, Whipple-Boyce

Recused: Lazar, Share

Nays: None

Absent: Prasad

At 8:43 p.m. Chairman Clein opened up public discussion on the definition before the board.

Mr. James Esshaki, Essco Development Co., questioned how medical services cannot be considered as Personal Services. Chairman Clein responded there is strong consideration to just eliminate that from the definition. Further Mr. Esshaki asked what landlords, after spending millions of dollars for their buildings, should do with their spaces when they cannot lease them. No retailer would come in and pay money for a secondary location where there is no traffic. In his mind this is a take.

Mr. Paul Terrace, 1288 Bird, said he is a host of *Tough Talk with Terrace*, which is a public access TV show. It is his intention to tape a show with a developer and a broker and invited anyone who supports this proposal to come on his show also.

Mr. Ted Alsos, Retired Regional Manager of Ford Motor Credit Co, said he resides at 401 S. Old Woodward, unit 806. He is president of the Condominiums of Birmingham Place Master Association and is appearing on behalf of the members of the association. He read a statement to the effect that their association is opposed to the proposed action to limit the uses in the Redline Retail District. They believe that restructuring the uses in Downtown Birmingham will result in increased numbers of vacant storefronts. As vacant storefronts increase, the appeal of Downtown Birmingham decreases and correspondingly decreases values for property owners in Downtown Birmingham, if not the entire City. They are concerned that reduction of the tax base will fall on the residents. Lastly, the Association firmly believes that landlords need flexibility to cope with the changing market conditions for tenancy in Downtown Birmingham.

Mr. Michael Surnow, 320 Martin, co-founder of the Surnow Co. said that boards rely on experts and hire them all the time. The experts are right here - the landlord community -and they are all vehemently opposed to this action.

Mr. Richard Huddleston asked if there is a precise definition of the Redline Retail District in words in the Zoning Ordinance. Ms. Ecker answered that the ordinance refers to a map of the District, which can be found on the City's website.

Mr. Derick Hakow, 211 E. Merrill, Apt. 504, noted that he appreciates the vibrancy of the Downtown Community. He loves the live, work, play mentality that the City has created and would not want to see that jeopardized by change.

Mr. Richard Sherer said he owns multiple properties in Birmingham. He read a couple of sentences from two magazines. Amazon has online sales six times higher than those of Walmart, Target, Best Buy, Nordstrom, Home Depot, Macy's, Kohl's and Cosco combined. The New York Times states that the retail sector looks quite vulnerable economically with the transition to e-commerce. However, health care has much better numbers. This is the direction things are going.

Ms. Jeanette Smith is VP of Core Partners who has a lot of clients and listings in Birmingham. She has been to all of these meetings and thinks there are a couple of points that are recurring:

- Incomplete data - Other communities should be investigated for either successes or failures when they have enacted a change like this. It just feels premature to make a change at this time;
- She believes it is within the Planning Board's purview to decline to vote this and send it forward as well as to urge the City Commission to work on the Master Plan.

Mr. Paul Magi from Clark Hill, 151 S. Old Woodward Ave., Suite 200, and also a Birmingham resident at 708 Shirley, said he represents many of the people in the room this evening. They not only care about their buildings, but they really deeply care about the City. It seems that it would be appropriate for the board to say they are very interested in doing the right thing. However, before they do that they will make sure they have a full and complete understanding that there is in fact a problem to solve; that they have a study of this District that identifies all of the existing uses and the vacancies; an understanding of how long those vacancies may have occurred; what efforts have been made to re-tenant those spaces, and what the prospects are. Their recommendation should be to first determine if it is broken before it is fixed. If the board has to do something it seems what they could do is request that the important studies be done, including what the long-term impact might be on the City's tax base. This is an absolutely wonderful place and it is likely to continue that way without any kind of change.

Ms. Cheryl Daskas, a resident, property owner and successful retailer spoke. She said the reason people want to come to Birmingham is because of the vibrancy of the Downtown. If it all became offices people would not want to be here. That would affect the property values of the people who do live here. Every other business would shut down at 5 p.m. and at night Downtown will be dark and dreary. It is a shame the building owners don't want to work with someone who is experienced with bringing retailers into town. They would rather lease to office.

Mr. Dan Jacob, 361 E. Maple Rd., said he works with many national retailers every day. He doesn't think the landlords should be restricted. It is not like people are knocking on their doors. He understands the synergy of retail and that some of the retailers want that co-tenancy, but trends are changing and landlords are desperate. Malls pay their tenants for co-tenancies but for individual landlords it is hard to get that synergy.

Mr. Williams noted the BSD expert has not come to these meetings. He thought it would be difficult to take a percentage of how many sales a business has to individuals versus to contractors. What evidence will be required and how will it be policed.

Mr. Koseck wondered how medical/dental crept in as an exclusion and why some are suggesting that it be included. For simplicity purposes he is willing to move this forward and let the Commission do as they please, but he really would like to study it in greater detail.

Mr. Jeffares said that personally he does not like to walk by a storefront and see people hunched over in a cube and working on a PC. It would be horrible to have that everywhere. However, this process doesn't feel right to him for something that has this kind of magnitude - the first floor on the biggest chunk of Downtown. He doesn't feel that he has all of the necessary information to move this forward. He still thinks it is something for a Master Plan and he would prioritize that as number one on the Action List.

Ms. Whipple-Boyce indicated she doesn't like the definition for a couple of different reasons. She doesn't believe that medical/dental and mental health services are an appropriate use for our first-floor retail. Also she does not see how it is possible to not allow a business to business service and be able to understand and keep track of that. She is in favor of a true retail situation in the Redline District and she thinks a lot of the Personal Services that are included in the definition are inappropriate. She hopes to have an opportunity to study the retail situation further through a Master Plan approach.

Mr. Williams indicated he does not like the definition for a variety of reasons. He thinks the board can vote no and send it up to the City Commission and that is what he intends to do.

Mr. Boyle proposed that the board vote tonight on a request to the City Commission that its conclusion is to delay any decision on retail zoning until the City completes its deliberations through a comprehensive Master Plan process.

Chairman Clein took that a step further and made the following motion:

Motion by Chairman Clein

Seconded by Mr. Williams that the Planning Board of the City of Birmingham acknowledges the importance of a vibrant, active Downtown with strong first-floor retail uses. However, tonight he moves that the Planning Board recommend that the City Commission does not adopt the definition of Personal Services as presented in the proposed amendment to Zoning Ordinance Article 9, section 9.02, Definitions, and further recommend that the City of Birmingham expedite an immediate update to our comprehensive City wide Master Plan in order to properly address this issue and those that surround it.

Mr. Koseck summarized that this motion suggests the Master Plan be taken off the back burner and brought to the front so that the Planning Board can bring in people with much more of a global expertise and unbiased opinions. The Chairman explained that his point is to address not only the definition but to address the limits of the Redline Retail as well as residential neighborhoods, the Triangle and Rail Districts, along with the parking implications.

Mr. Williams explained one of the reasons he felt the impetus to move towards a Master Plan was the experience with O-1, O-2, TZ-1, TZ-2, TZ-3 where they tried to grapple with transition areas affecting residents and commercial property owners in transition areas. What the board learned was that they didn't have a Master Plan and it took them seven years from the time they started talking about it until they reached a final conclusion on all of the pieces. They took their time, did it right, and didn't move on an interim solution. What they learned was that piecemeal solutions are a bad idea. That is why he thinks this City needs a Master Plan. He would like to hear from all property owners and would also like the residents to speak up.

No one from the public had comments on the motion at 9:24 p.m.

Motion carried, 6-0.

ROLLCALL VOTE

Yeas: Clein, Williams, Boyle, Jeffares, Koseck Whipple-Boyce

Recused: Lazar, Share

Nays: None

Absent: Prasad

The Chairman closed the public hearing at 9:30 p.m. and board members took a short recess.

08-153-17

STUDY SESSIONS

1. Bistro Regulations

Mr. Baka noted that in 2007 the City of Birmingham amended the Zoning Ordinance to create the bistro concept that allows small eclectic restaurants to obtain a Liquor License. Bistros are permitted in certain zone districts with a valid Special Land Use Permit ("SLUP") under several conditions. As the bistro concept has evolved over the past ten years, new applicants have sought creative ways to make their establishments distinctive from the other restaurants and bistros in the City, and to increase the number of seats through the use of all season outdoor dining.

At the joint City Commission/Planning Board meeting of June 19, 2017 the issue of clarifying bistro regulations was discussed at length. There seemed to be consensus that a review of the bistro requirements and how they relate to the various areas in which they are permitted is warranted. Additionally, Commission members saw good reason to potentially regulate bistros differently depending on the district in which they are located.

The Planning Division would like to begin to consider addressing the issues of **parking, outdoor dining** and **Eisenglass enclosures** via ordinance language changes. The following examples of potential ordinance language changes are based on two methods of regulating bistros. The thinking is that current bistros would not be impacted by what is being proposed.

The first option would be to amend Chapter 126, Zoning, to universally create development standards for bistros that would apply to all zoning districts that permit bistros. Universal regulation would ensure that the dining experience in one bistro (outside of menu, service, theme etc.) is the same as dining in any other bistro. This could mean putting a limit on outdoor seating of 40 seats for all districts, even if there is room (public property or private property) for more. Eisenglass or vinyl enclosures could be prohibited entirely as to not abuse the outdoor dining season limit set forth by the City (April-November). As for parking, requiring all bistros to include their outdoor dining square footage in parking requirements could make sure that there will be enough parking for all of those extra seats. Creating extra parking requirements, though, could also discourage outdoor seating and counteract a key intent of the Bistro Ordinance.

The second approach to clarifying bistro regulations would be to amend Chapter 126, Zoning, to create separate bistro standards depending on the bistro's location in the Downtown, Triangle or Rail Districts. In doing so separately, the City can take into account the different space and parking conditions present in different districts. Adding parking requirements, like including outdoor dining area square footage in the parking calculation, to the conditions of certain bistro

location districts could help alleviate parking issues. Outdoor dining maximums are a reasonable consideration Downtown because there is less space for a large outdoor dining area. In the Rail and Triangle Districts where street frontage is typically larger, outdoor dining maximums of 40 or 60 seats could be appropriate. Finally, Eisenglass or vinyl enclosures might be considered in some areas along the Woodward Ave. frontage of the Triangle District to alleviate the noise pollution patrons receive from the major road.

Mr. Williams thought the major focus should be that one size doesn't fit all. Mr. Jeffares commented that it would be interesting to find out how much of the lunch crowd consists of office users who are already parked in town. It was consensus that there should not be an enclosure that allows bistros to extend their outdoor dining season. The bistro concept is being pushed beyond its original boundaries.

Mr. Boyle thought they should be discussing the issue of 65 indoor seats. The board needs to review that and consider the possibility that number could go up. Then bistros could rely less on large outdoor seating and have a stronger business that doesn't tie them to 65 indoor seats.

Ms. Whipple-Boyce thought there could be implications to allowing more indoor seating. They don't want Birmingham to become an all restaurant city. She doesn't think parking is that much of a concern because when the offices clear out the restaurants become busy. Don't forget that there are many local residents who walk from their homes to the Downtown bistros. She does not want to encourage a bistro model behind the building. She likes the outdoor seating in the front of buildings to activate the sidewalk space. Look at each bistro independently and see what makes sense, rather than putting a number to it. Also, consider opportunities for rooftop dining. Maybe the districts need be viewed differently because they are different and because some of the parking situations are different.

Mr. Koseck said in his opinion the bistros are working. The intent was to attract small scale, unique establishments with a variety of different food types. Why treat the districts differently? Forty outdoor seats is fine and he doesn't want to get caught up in parking for outdoor dining. He totally thinks the outdoor dining should not be enclosed. Pick half of the number of interior seating for outdoor dining; 40 seats is fine. He would rather see three small bistros in the Rail District than one that has 150 seats.

Mr. Williams echoed that and added if seating is outdoor, it shouldn't be enclosed. The total seating ought be the combination of both indoor and outdoor. Parking generally works and the only time it doesn't is the 10 a.m. to 12 p.m. window. Lunch is problematic in the Downtown area.

Chairman Clein observed he doesn't think including parking in the count really matters. To him the issue is not so much the size of the bistros; it is that they are allowed to be wrapped in plastic and located in places the board doesn't like. Perhaps some incentives could be put forth for establishments to meet if they want to increase their outdoor dining.

Mr. Boyle hoped to find a way to make the industrial land use in the Rail District work for bistros.

Mr. Baka summarized that the board is divided on whether or not there should be a limit on the number of outside seats. Board members stated they were definitely not in favor of outdoor dining enclosures, and most of the board is leaning against adding additional parking

requirements for outdoor dining seats. Nearly everyone wants to keep the districts separate. Mr. Williams added they need to look at the parking, but not Downtown.

No one from the public wanted to comment at 10:10 p.m.

08-154-17

2. Renovation and New Construction of Commercial and Mixed-Use Buildings

Mr. Baka advised that questions have been posed recently as to the procedure for determining what level of board review is required for the renovation of an existing building or construction of a new building. The Zoning Ordinance establishes the review process for new construction and renovation of existing buildings. However, the Zoning Ordinance is not clear as to the extent an existing building can be renovated before it is deemed new construction, and the ordinance is not clear as to what specific changes trigger site plan review. There are three boards that review building improvements: the Planning Board, the Design Review Board ("DRB") and the Historic District Commission ("HDC").

Article 7, section 7.25 provides for site plan review for new development of all historic properties by the HDC and the Planning Board, and for site plan review for new development of non-historic properties by the Planning Board.

Article 7, section 7.08 of the Zoning Ordinance establishes the review procedure for design reviews for all building renovation and construction activities. For all new non-historic construction projects the Planning Board is responsible for conducting both the Site Plan Review and Design Review. All plans for projects not requiring Site Plan Review or HDC review such as exterior alternations, lighting, signs, equipment or other structures that substantially alter the exterior appearance of the building shall be reviewed by the DRB.

Finally, Article 7, section 7.08 states that all Special Land Use Permit ("SLUP") reviews will be conducted by the City Commission, with recommendations from the Planning Board.

The DRB is responsible for conducting design reviews for new construction and the alteration of existing buildings when no site plan review is required. However, it is not explicitly delineated when a design review is required or what necessitates a site plan review. City policy for many years has been to require proposals that add square footage to a building or make changes to a site that would affect vehicle or circulation patterns to obtain site plan approval. Proposals that are limited to modifying the exterior of the building but do not expand the building or alter the site are required to obtain design review only.

On June 19, 2017 the City Commission and the Planning Board held a joint study session to discuss current planning issues in the City. When discussing the existing regulations regarding the renovation of existing buildings, several deficiencies and/or ambiguities were identified in the Zoning Ordinance. Specifically, the question was raised as to what triggers a Site Plan Review as opposed to a Design Review. There was a general consensus among the group that these issues should be studied by the Planning Board with the goal of providing recommendations to the City Commission for ordinance amendments that will clarify which type of reviews are required.

Ms. Ecker explained that right now there is no distinction between minor renovation and major re-build. Mr. Baka said the DRB did the Design Review for the Fred Lavery building. No one

knew that he was going to tear half of his building down but use the same footings and foundation. Mr. Lavery didn't anticipate how much of his building would have to come down until they were into construction. The question is how to handle that sort of situation.

Ms. Ecker maintained that if nothing else, the board should define what a site plan change is. Applicants are still appearing before a board, unless the change is so minor that it can receive administrative approval. Mr. Baka thought if a threshold is set where a project requires site plan review, but there are larger buildings that might not be making significant changes, they shouldn't be required to have a site plan review.

08-155-17

3. Economic Development Liquor License Boundaries

Ms. Ecker recalled that in 2009, the City Commission approved the creation of an Economic Development Liquor License as an incentive to encourage development in certain areas of the City. The properties that are eligible for this incentive are predominately located on or near Woodward Ave.

On February 13, 2017, the owners of the Whole Foods property at 2100 E. Maple Rd. requested that the City either expand the Rail District boundary to include the Whole Foods property so that a Bistro License could be approved, or expand the boundaries of the Economic Development License area along Woodward Ave. to allow Whole Foods to qualify for an Economic Development Liquor License. The City Commission reviewed both options, and voted to include Whole Foods within the Rail District to allow the operation of a bistro, and decided not to expand the Economic Development boundaries at that time.

On June 19, 2017 at the joint meeting, both the City Commission and the Planning Board discussed the expansion of the Economic Development License area to include a larger area of the City, perhaps including the Triangle District and/or the Rail District. On July 10, 2017, the City Commission amended the Planning Board's Action List to include a review of the Economic Development License boundaries as the third priority.

Draft ordinance language is presented that expands the boundaries established in Exhibit 1 of Appendix C to include all of the Rail District, and the remainder of the Triangle District, with the exception of the single-family residential area (zoned R-2, Single-Family Residential, and ASF-3, Attached Single-Family Residential).

Mr. Williams did not think the Crosswinds project in the Rail District should be on the Economic Development License map. It was discussed that the Economic Development License is already allowed on numerous parcels in the Triangle District. Ms. Ecker suggested cutting out sites that are immediately adjacent to residential and potentially include sites perhaps along Adams that do not abut single-family residential.

The Chairman called for public comments at 10:35 p.m.

Ms. Catherine Abhoud, said she is a resident at 367 Suffield; a property owner of 2125 E. Lincoln and 2159 E. Lincoln; and also a business owner of Armstrong White which is the tenant at 2159 E. Lincoln. Ms. Abhoud observed there has not been an enormous amount of economic development in the Rail District. So she feels that expanding the Economic Development into

the Rail District would foster development. Everything in that area is moving and it is ripe for economic development.

This matter will come to the board one more time with revised draft ordinance language before going to a public hearing.

08-156-17

MISCELLANEOUS BUSINESS AND COMMUNICATIONS

a. Communications (none)

b. Administrative Approval Correspondence

- Ms. Ecker advised that at 999 Haynes there is a dumpser in the middle of the parking lot facing toward Bowers. They want to move the location to where it is on the south side facing Haynes and tucked in right against the building and against their parking and screenwall. Board members were in favor of relocating the dumpster.

There was general consensus that dumpster gates should be allowed to consist of other materials besides wood.

c. Draft Agenda for the Regular Planning Board Meeting on August 23, 2017

- 277 Pierce, Varsity Shop - Final Site Plan Review;
- 2010 Cole - CIS and Preliminary Site Plan;
- Seven Greens Restaurant - Outdoor dining platform;
- Peabody Site - Preliminary Site Plan Review.

d. Other Business (none)

08-157-17

PLANNING DIVISION ACTION ITEMS

a. Staff report on previous requests (none)

b. Additional items from tonight's meeting (none)

08-158-17

ADJOURNMENT

No further business being evident, the Chairman adjourned the meeting at 10:43 p.m.

Jana Ecker
Planning Director

APPROVED

TAB 2



MEMORANDUM

Planning Division

DATE: July 11th, 2017

TO: Jana Ecker, Planning Director

FROM: Nicholas Dupuis, Planning Intern

SUBJECT: 298 S. Old Woodward – Birmingham Boutique Hotel – Final Site Plan & Design Review

Introduction

The subject site, 298 S. Old Woodward, is currently the site of two vacant office buildings, and a surface parking lot, and has a total land area of .618 acres. It is located on the northwest corner of S. Old Woodward and Brown Street in the Downtown Overlay District.

The applicant is proposing to demolish the existing buildings and surface parking lot to construct a 25,182 sq.ft., 5-story mixed use building. The building will provide ground floor retail, 3 floors of hotel guest rooms, and 17 residential units on the fifth floor. Parking for the residential units will be provided in the lower level of the building. As the building is located within the Parking Assessment District, no on-site parking is required for commercial uses.

On April 26, 2017, the Planning Board first reviewed the Preliminary Site Plan for the proposed hotel at 298 S. Old Woodward, and postponed the site plan review to May 24, 2017 pending resolution of the following issues:

1. The applicant will need to relocate the garage door for trash collection and loading away from the public street or obtain a variance from the BZA;
2. Provide details regarding the type and placement of all mechanical equipment and associated screening at Final Site Plan Review;
3. Add one street tree along S. Old Woodward Ave. or obtain a variance from the BZA;
4. Provide a detailed streetscape plan that incorporates all of the proposed design changes for the reconstruction of Old Woodward Ave., including required lighting, benches, pavement materials etc.;
5. Applicant meet the minimum size requirement for the proposed parking spaces or obtain a variance from the BZA;
6. Increase the size of the proposed loading space to meet minimum requirements or obtain a variance from the BZA;
7. Submit a photometric plan and specification sheets on all proposed lighting at Final Site Plan Review;
8. Comply with the requirements of all City departments;
9. Provide material samples and specification sheets at Final Site Plan Review; and
10. Applicant address issues concerning car movement, vehicle loading/ unloading, and

storage with a traffic management plan.

On May 24th, 2017, the Planning Board approved the CIS and Preliminary Site Plan Review for 298 S. Old Woodward on the conditions that the applicant revise the traffic and parking study to address the comments provided by Fleis & Vandenbrink regarding the trip generation and parking generation assumptions and traffic operations, and respond to the concerns and requests of all City departments and provide all necessary information.

On August 2, 2017, The Advisory Parking Committee approved a recommendation to remove 8 on-street parking meters in front of the new boutique hotel, and to charge them \$3,000 per meter per year for this benefit. The fee matches what is happening at the Townsend Hotel per a similar arrangement started in 1999.

1.0 Land Use and Zoning

- 1.1 Existing Land Use – The existing land uses on the site include the DRS Housecalls building, a vacant two story office building, and a surface parking lot. All are proposed to be demolished to allow construction of the proposed five-story mixed use building.
- 1.2 Zoning – The property is zoned B-4 Business- Residential, and D-4 in the Downtown Overlay District. The proposed commercial and residential uses and surrounding uses appear to conform to the permitted uses of the zoning district.
- 1.3 Summary of Adjacent Land Use and Zoning - The following chart summarizes existing land use and zoning adjacent to and/or in the vicinity of the subject site, including the 2016 Regulating Plan

	North	South	East	West
Existing Land Use	Retail/ Commercial	Retail/ Commercial	Office/ Commercial	Surface Parking Lot
Existing Zoning District	B-4 Business- Residential	B-2 General Business	B-4 Business- Residential	B-4 Business- Residential
Overlay Zoning District	D-4	D-3	D-4	D-4

2.0 Setback and Height Requirements

Please see the attached Zoning Compliance Summary Sheet for detailed zoning

compliance information. The proposed height, scale and mass of the building meet all required development standards for the D-4 Downtown Overlay District. The proposed building will be 69 feet high at the 5th floor, with mechanical equipment reaching 78 feet. The building is proposed to be built to the property line at all elevations except the north elevation which is set back 10 feet for the inclusion of a via. The building meets the required setback and height requirements.

3.0 Screening and Landscaping

- 3.1 Dumpster Screening – The applicant is proposing to store all trash in containers in a refuse room on the ground floor. In accordance with Article 3, section 3.04(B) (7), Downtown Birmingham Overlay District, doors for access to interior loading docks and service areas shall not face a public street. The plans submitted by the applicant indicate that the door for trash collection and loading faces west into the open air loading area. All trash will be stored within the interior of the building.
- 3.2 Parking Lot Screening – The applicant is proposing 56 on-site parking spaces, including 2 barrier-free spaces contained within the lower level of the building. All parking is fully screened by the building.
- 3.3 Mechanical Equipment Screening – No specifications have been submitted at this time on any proposed rooftop or ground-mounted mechanical equipment. The proposed roof plan does include a 10 foot coated metal panel mechanical screen enclosure housing three large mechanical units and various exhausts. The applicant has provided specifications on all of the proposed rooftop mechanical units for the Boutique Hotel. The proposed 10 ft. coated metal screening wall will adequately screen the mechanical equipment.
- 3.4 Landscaping –The landscape plan shows 9 street trees, 4 on Brown and 5 on S. Old Woodward. Based on the linear frontage along each street, 4 trees are required along Brown (141' frontage), and 5 trees are required along S. Old Woodward (218' frontage). The applicant is also proposing 4 raised planters with shrubs, perennials, and ornamental grasses along the via on the north side of the building. All landscaping requirements have been met.

4.0 Streetscape Elements

In accordance with Downtown Streetscape Standards, the following streetscape standards must be met:

- Sidewalks – The plans do provide for sidewalks along Brown and S. Old Woodward. Recently, the City Commission voted to approve 17' wide sidewalks for S. Old Woodward. The Final Site Plan proposes 16.6' wide sidewalks along S. Old Woodward, and 11.6' sidewalks along Brown Street.
- Exposed aggregate along curb with broom finish in pedestrian path – The plans indicate that all pavement materials and details will match the

approved new streetscape elements for the reconstruction of Old Woodward.

- Pedestrian level street lighting along all sidewalks with hanging planters - Plans submitted indicate the required pedestrian scale street lights are in place along S. Old Woodward, and are not required along Brown Street. The final plans now include the use of the new pedestrian scale lights as proposed in the Old Woodward reconstruction project. The City Commission voted to use current style street lights, but with a new placement pattern. Four lights are proposed along Old Woodward as required. The applicant has advised that all street lighting will be placed as required by the City to comply with the new design of Old Woodward.
- Benches and trash receptacles in park and plaza areas and along adjoining sidewalks where pedestrian activity will benefit as determined by the Planning Board - The applicant is proposing to include 6 benches and 1 trash can along S. Old Woodward, to match the design and materials of street furnishings proposed in the reconstruction project. Four bike racks are also proposed along S. Old Woodward. No street furniture is proposed along Brown Street or in the via along the north elevation of the building.

The applicant has provided a detailed streetscape plan that shows many of the elements proposed for the reconstruction of S. Old Woodward. **The revised streetscape plan does not include the angled on-street parking proposed along the west side of S. Old Woodward as a part of the reconstruction project (thus eliminating approximately 12 on street parking spaces). This change requires approval of the Advisory Parking Committee and City Commission. The Advisory Parking Committee met on July 12th, 2017 to discuss this matter. After a lengthy discussion, a decision was not made and the Committee voted to postpone the matter to their next meeting on August 2, 2017.** Please see attached minutes. After a recommendation is made by the Advisory Parking Committee, the request to eliminate the 12 parking spaces will be forwarded to the City Commission who will make the final determination as to whether these spaces may be eliminated.

5.0 Parking, Loading and Circulation

- 5.1 Parking – In accordance with Article 4, section 4.43 (PK) of the Zoning Ordinance, a total of 22 parking spaces are required for the residential level of the building (17 units x 1.25 parking spaces). No on-site parking is required for the proposed commercial hotel or retail uses as the site is located within the Parking Assessment District. The applicant is proposing 56 parking spaces on site, including 2 barrier free spaces. All spaces proposed on the revised plans meet the 180 sq.ft. minimum size requirement.

In accordance with Article 3, section 3.04(D) (5), Downtown Birmingham Overlay District, parking contained in the first story of a building shall not be permitted within 20' of any building façade on a frontage line or between the building facade and the frontage line. All parking will be contained in the lower level of

the building, fully screened by the building itself.

- 5.2 Loading – In accordance with Article 4, section 4.22 of the Zoning Ordinance, one loading space is required for the proposed development. One loading space is proposed at this time. In accordance with Article 3, section 3.04(B) (7), Downtown Birmingham Overlay District, doors for access to interior loading docks and service areas shall not face a public street. The applicant is proposing an open air loading space measuring 40' by 12' by 14' in height, and the door for trash collection and loading has been relocated so that it does not face Brown Street, but rather faces west into the loading area. The loading space is not located within the building, but is open air, with a green roof canopy above. Thus, no variance is required for a door to an interior loading space.
- 5.3 Vehicular Circulation and Access – The proposed development includes the relocation of one curb cut on S. Old Woodward and one curb cut on Brown. A loading space is proposed along the Brown Street elevation. Vehicles entering the lower level parking garage will do so from Brown St. via a 9' wide garage door entrance. The plans include a one way entrance ramp down to the lower parking levels off of Brown St., just east of the loading area. A 9' wide garage door is set back from the southern building façade. A one way exit ramp from the lower parking levels is proposed off of S. Old Woodward. A 9' wide garage door is set back from the eastern building façade. The proposed changes to vehicular ingress and egress to the underground parking levels will increase the efficiency of the proposed valet service. One way circulation aisles exist within the underground parking levels, the narrowest of which is 13'. The proposed drive widths within the parking level are adequate for proper maneuvering within the site.
- 5.4 Pedestrian Circulation and Access – The applicant has provided pedestrian entrances on both Brown and S. Old Woodward; three will be along S. Old Woodward, and a restaurant entrance will be on Brown. All entrances are accessible from a City sidewalk and a proposed 10' via will run along the north side of the building and connect to the sidewalk on S. Old Woodward.

6.0 Lighting

The applicant has submitted a photometric plan and specification sheets as part of the Final Site Plan Review application. In adherence with Article 4, Section 4.21 of the Zoning Ordinance, illuminance levels may not exceed one and one half (1.5) maintained foot-candles at any property line for any other zoned property. The photometric plan submitted appears to include light levels emitted from pedestrian street lights as well as building lights. **To verify that building lights do not exceed the maintained foot candle illumination levels, the applicant will need to submit a photometric plan with light emitted only from lights on the property.** The lighting schedule is as follows:

Type	Quantity	Dimensions	Manufacturer	Bulb	Model #	Lumens	Wattage
Bollard Light	4	W: 4.5"	Louis Poulsen	LED	Flindt Bollard	538	14

		H: 43.3"			3000K		
In-ground Light	21	L: 1-4'	Lumenfacade	LED	LOID-24V-48-40K-NO	811	18
Streetlight	4	H: 16'	BEGA	LED	77 210	2869	66
Canopy Light	13	W: 3"	BEGA	LED	55 822	290	6
Wall Luminaire	1	L: 8" W: 4" H: 4.5"	BEGA	LED	22 359	331	14
Wall Sconce	4	L: 16.25" W: 9" H: 4"	Lithonia Lighting	LED	WST LED P1 30K VW MVOLT	1548	12

The bollard lights are proposed in the via along with the strips of in-ground lighting. The four streetlights are present on S. Old Woodward as required. The 13 canopy lights are located on the canopy over the main entrance on S. Old Woodward, the recessed door in the via, and the recessed door entering the restaurant on Brown. The wall sconces are most notably located over the two garage doors, but are also located over the loading area and a staff access door at the end of the via. The wall luminaire is also at the rear of the via. **The wall luminaire, sconces, and the canopy lighting are all cutoff as required by the lighting standards outlined in Article 4, Section 4.21 of the Zoning ordinance. The bollard lighting and in-ground lighting will require approval from the Planning Board** based on the following conditions:

1. The distribution of upward light is controlled by means of refractors or shielding to the effect that it be used solely for the purpose of decorative enhancement of the luminaire itself and does not expel undue ambient light into the nighttime environment.
2. The luminaire is neither obtrusive nor distracting, nor will it create a traffic hazard or otherwise adversely impact public safety, with appropriate methods used to eliminate undesirable glare and/or reflections.
3. The luminaire is consistent with the intent of the Master Plan, Urban Design Plan(s), Triangle district plan, Rail District plan and/or Downtown Birmingham 2016 Report, as applicable.
4. The scale, color, design or material of the luminaire will enhance the site on which it is located, as well as be compatible with the surrounding buildings or neighborhood.
5. Lighting designed for architectural enhancement of building features (i.e. architectural enhancement lighting). Appropriate methods shall be used to minimize reflection and glare.
6. The site lighting meets all requirements set forth in this ordinance including, but not limited to, light trespass and nuisance violations.

7.0 Departmental Reports

7.1 Engineering Division – The Engineering Department has the following comments:

The Engineering Dept. has reviewed the plans and CIS dated June 12, 2017. Our comments are as follows:

1. Construction plans for the Old Woodward Ave. reconstruction project are now finalized, and it is anticipated that construction will occur in the late winter to early summer of 2018. Working together with the applicant will become critical as this project moves to construction:
 1. We currently plan to replace one sewer lateral, and maintain another, on the Old Woodward Ave. frontage of the site, to ensure that the current parking lot continues to drain properly. We encourage the design team to work with this office to finalize their sewer lateral needs for the building, so they can be built as a part of the City's sewer upgrades on this corridor, and left at the property line for their use after the City's project is complete.
 2. Substantial streetscape investment is planned along the Old Woodward Ave. frontage of this site, which would potentially be damaged during the construction of this building. The design team is encouraged to finalize a construction schedule, and start a dialog with the City relative to what improvements should occur along this frontage as a part of the City's project.

The sections of the CIS that raised concern in February are not included in this submittal, so it is not clear if they have been addressed. With that in mind, the comments provided at that time are repeated below:

1. Answers for Questions 17 & 20 make references that they have obtained information from the Engineering Dept. relative to soil stability and hazardous wastes contained on the site. The Engineering Dept. does not keep this level of information on private properties, and it is unlikely that such information was obtained from this office. The applicant is advised to not make any budget or design decisions based on whatever information they believe was obtained, but rather, to hire their own professionals for this expertise.
2. The answer to Question 30 indicates that the City sidewalks will be unchanged after development. The City will require a complete upgrade to current downtown City streetscape standards upon completion of the new building.
3. The CIS has provided a space for the traffic impact study, but this information is not included. The Engineering Dept. will reserve the right to review and comment on this information as it becomes available.

Permits required for this project will include:

- Sidewalk/Drive Approach Permit
 - R.O.W. Permit
- 7.2 Department Public Services – No concerns were reported by the Department of Public Service.
 - 7.3 Fire Department – The Fire Department has no concerns with this project.

- 7.4 Police Department – The Police Department has no concerns with servicing this project. However, they requested an operating plan to demonstrate where staff and patrons will park, as well as how valet service and deliveries will be performed. The applicant has provided a Traffic Management Plan as requested.
- 7.5 Building Department –As requested, the Building Department has examined the plans for the proposed project referenced above. The plans were provided to the Planning Department for site plan review purposes only and present conceptual elevations and floor plans. Although the plans lack sufficient detail to perform a code review, the following comments are offered for Planning Board and applicant consideration:
1. The total parking spaces has been increased and a total of three accessible parking spaces are now required. An additional barrier free parking space will be required.

8.0 Design Review

The applicant is proposing to utilize the following materials for the construction of the five-story, mixed use building:

- Dark grey granite for the base of the building (Wisp granite from Quarrastone);
- Limestone cladding for the façade of the first – fourth floor facades (Grey, "Madison Café" from Quarrastone);
- Various varieties of vegetation for the green roof on the mezzanine, second level, and fifth level terraces;
- Aluminum window systems along all elevations (Low E glass with slight grey tint);
- Dark bronze coated metal to surround the windows and coping along top of the fourth and the fifth floor (Lintec, "Ascher Bronze"); ;
- A dark bronze coated metal canopy at the main entrance on S. Old Woodward;
- Corrugated metal panels to screen the rooftop mechanical units (Lintec, "Ascher Bronze"); and
- Aluminum and glass skylights on the S. Old Woodward elevation.

Material samples have been provided for review by the Planning Board. **However, the applicant has not indicated what material will be used for the garage doors.**

Article 3, section 3.04(E), Downtown Overlay District, of the Zoning Ordinance contains architectural and design standards that apply to this building, including specific requirements for the design and relief of front façades, glazing requirements, window and door standards and proportions, roof design, building materials, awnings and other pedestrian scaled architectural features.

The proposed building appears to meet most of the architectural standards set out in Article 3, Downtown Birmingham Overlay District, of the Zoning Ordinance as the first floor storefronts are directly accessible from the sidewalk, the storefront windows are

vertically proportioned, no blank walls face a public street, and the main entry has a canopy to add architectural interest on a pedestrian scale.

The applicant has submitted calculations showing 90% of the exterior façade consists of high quality building materials (91.7% on the east façade and 90.6% on the south façade). Calculations have also been submitted for the glazing requirements outlined in Article 3, Section 3.04 of the Zoning Ordinance.

8.0 Approval Criteria

In accordance with Article 7, section 7.27 of the Zoning Ordinance, the proposed plans for development must meet the following conditions:

- (1) The location, size and height of the building, walls and fences shall be such that there is adequate landscaped open space so as to provide light, air and access to the persons occupying the structure.
- (2) The location, size and height of the building, walls and fences shall be such that there will be no interference with adequate light, air and access to adjacent lands and buildings.
- (3) The location, size and height of the building, walls and fences shall be such that they will not hinder the reasonable development of adjoining property not diminish the value thereof.
- (4) The site plan, and its relation to streets, driveways and sidewalks, shall be such as to not interfere with or be hazardous to vehicular and pedestrian traffic.
- (5) The proposed development will be compatible with other uses and buildings in the neighborhood and will not be contrary to the spirit and purpose of this chapter.
- (6) The location, shape and size of required landscaped open space is such as to provide adequate open space for the benefit of the inhabitants of the building and the surrounding neighborhood.

9.0 Recommendation

Based on a review of the site plan submitted, the Planning Division recommends that the Planning Board APPROVE the Final Site Plan & Design Review for 298 S. Old Woodward, with the following conditions:

- (1) Advisory Parking Committee approval of removal of 12 parking spaces or applicant must apply for revised Final Site Plan.
- (2) Submit a revised photometric plan providing measurements for lights proposed on the property only for administrative approval;
- (3) Planning Board approves the use of non-cut off bollard and in-ground lighting;
- (4) Comply with the requirements of all City departments;

- (5) Provide garage door material samples for administrative approval; and

10.0 Sample Motion Language

Motion to APPROVE the Final Site Plan & Design Review for 298 S. Old Woodward, with the following conditions:

- (1) Advisory Parking Committee approval of removal of 12 parking spaces or applicant must apply for revised Final Site Plan.
- (2) Submit a revised photometric plan providing measurements for lights proposed on the property only for administrative approval;
- (3) Planning Board approves the use of non-cut off bollard and in-ground lighting;
- (4) Comply with the requirements of all City departments;
- (5) Provide garage door material samples for administrative approval; and

OR

Motion to POSTPONE the Final Site Plan & Design Review for 298 S. Old Woodward pending resolution of the following:

- (1) Advisory Parking Committee approval of removal of 12 parking spaces or applicant must apply for revised Final Site Plan.
- (2) Submit a revised photometric plan providing measurements for lights proposed on the property only for administrative approval;
- (3) Planning Board approves the use of non-cut off bollard and in-ground lighting;
- (4) Comply with the requirements of all City departments;
- (5) Provide garage door material samples for administrative approval; and

OR

Motion to DENY the Final Site Plan & Design Review for 298 S. Old Woodward for the following reasons:

- 1. _____
- 2. _____
- 3. _____

**Planning Board Meeting Minutes
April 26th, 2017**

COMMUNITY IMPACT STUDY ("CIS") AND PRELIMINARY SITE PLAN REVIEW

- 1. 298 S. Old Woodward Ave.
New boutique hotel (currently vacant Drs. House Call Building)**

Request for CIS and Preliminary Site Plan Review to allow the construction of a new five-story boutique hotel with first-floor retail and fifth floor residential uses

Ms. Lazar indicated she is recusing herself based on a familial relationship with the applicant. Chairman Clein said he is recusing himself on this matter as well because his firm, Giffels Webster, is involved in the development.

Motion by Mr. Share

Seconded by Ms. Lazar to nominate Ms. Whipple-Boyce as Chairperson to take over on this matter.

Motion carried, 7-0,

VOICE VOTE

Yeas: Share, Lazar, Clein, Jeffares, Koseck, Prasad, Whipple-Boyce

Nays: None

Absent: Boyle, Williams

CIS

Ms. Ecker described the site. It currently contains two vacant office buildings and a surface parking lot, and has a total land area of .618 acres. It is located on the northwest corner of S. Old Woodward Ave. and Brown St. The site is zoned B-4, Business Residential, and D-4 in the Downtown Overlay District.

The applicant is proposing to demolish the existing buildings and surface parking lot to construct a 25,182 sq. ft., five-story mixed use building. The building will provide ground floor retail, three floors of hotel guest rooms, and the fifth floor will contain 17 residential units. Parking for the residential units will be provided in the lower level of the building. As the building is located within the Parking Assessment District, no on-site parking is required for the commercial uses.

The applicant was required to prepare a CIS in accordance with Article 7, section 7.27(E) of the Zoning Ordinance, as they are proposing a new building containing more than 20,000 sq. ft. of gross floor area.

CIS

Ms. Ecker highlighted the CIS and reported the following issues remain outstanding with regard to the CIS:

- (1) Submit a drainage plan for review and approval;

- (2) Provide the volume of excavated soils to be removed from the site and/ or delivered to the site, and a map of the proposed haul routes;
- (3) Confirm that all new utility lines will run underground;
- (4) Provide information on the details of on-site recycling separation and collection;
- (5) Provide details of the proposed water connections for approval by the Engineering Dept.;
- (6) Provide details of the proposed security system for the building for approval by the Police Dept.;
- (7) Revise the traffic and parking study to address the comments provided by F & V regarding the trip generation and parking generation assumptions; and
- (8) Respond to the concerns and requests of all City departments and provide all necessary information.

Ms. Ecker confirmed the applicant meets the parking requirements of the City Code.

Mr. Mike Darga with Giffels Webster said they intend to work with the City on the new streetscape for S. Old Woodward Ave.

Mr. Labadie discussed the traffic and parking study that was completed for the proposed hotel development. Below are several of his comments:

- The proposed trip generation analysis should be compared with the typical trip generation analysis that is consistent with accepted engineering practice.
- The trip generation forecast assumes the meeting rooms and banquet rooms would not be used concurrently; however, there is no basis for this assumption.
The applicant needs to figure out a traffic management plan for events.
- The projected queue lengths on southbound Old Woodward Ave/ are expected to block the proposed valet area during peak periods.

Ms. Ecker noted a letter has been received from Robert Carson, Carson Fischer, PLC that emphasizes particular concerns with regards to traffic. Also there is a letter from Midwestern Consulting that critiques the traffic study and indicates the scope should be expanded.

Motion by Mr. Share

Seconded by Mr. Jeffares to accept the letters into the record with the request that Mr. Carson indicate who his client is.

Motion carried, 7-0,

VOICE VOTE

Yeas: Share, Jeffares, Clein, Koseck, Lazar, Prasad, Whipple-Boyce

Nays: None

Absent: Boyle, Williams

Mr. Robert Carson indicated that he represents Sillman Enterprises at 380 N. Old Woodward Ave.

Mr. Rick Rattner, Attorney, said this is one of the most exciting projects he has seen. He listed ten people from all disciplines who were present to answer questions.

Mr. Koseck thought most issues with the CIS are simple to resolve. The last matter can be left to the traffic engineers to determine.

In response to a question from Mr. Share about the proposed plan for the 17 residential units with kitchenettes on the fifth floor, Mr. Charlie Stetson, from Booth Hanson Architects said they would be residential and not hotel units that are leased to executives for extended periods.

Motion by Mr. Koseck

Seconded by Mr. Jeffares to postpone to May 24, 2017 the CIS as provided by the applicant for the proposed development at 298 S. Old Woodward Ave., pending resolution of the outstanding issues 1 - 8.

Motion carried, 7-0.

VOICE VOTE

Yeas: Share, Jeffares, Clein, Koseck, Lazar, Prasad, Whipple-Boyce

Nays: None

Absent: Boyle, Williams

Preliminary Site Plan

Ms. Ecker stated the parking spaces do not meet the minimum size requirement of 180 sq. ft., as some are shown at 139 and 144 sq. ft. ***The applicant will need to meet the minimum size requirement for the proposed parking spaces or obtain a variance from the Board of Zoning Appeals ("BZA").***

The applicant will need to add one street tree along S. Old Woodward Ave. or obtain a variance from the BZA.

In accordance with Article 3, section 3.04 (B) (7), Downtown Birmingham Overlay District, doors for access to interior loading docks and service areas shall not face a public street. ***Thus, the applicant will be required to relocate the loading space garage door away from the public street or obtain a variance from the BZA.***

In addition, the loading space that is proposed does not meet the required dimensions. The proposed space is 41 ft. x 8 ft. x 14 ft. and the required dimensions are 40 ft. x 12 ft. x 14 ft. ***The applicant must increase the size of the proposed loading space to meet minimum requirements or obtain a variance from the BZA.***

Design Review

The applicant is proposing to utilize the following materials for the construction of the five-story mixed-use building:

- Granite for the base of the building;
- Stone cladding for the façade of the first – fourth floor facades;
- Coated metal cladding for the façade on the fifth story;
- Various varieties of vegetation for the green roof on the mezzanine, second level, and fifth level terraces;
- Aluminum window systems along all elevations;
- Coated metal to surround the windows;

- Coated metal coping along the top of the fourth and the fifth floor;
- A coated metal canopy at the main entrance on S. Old Woodward Ave.;
- Metal panels to screen the rooftop mechanical units; and
- Aluminum and glass skylights on the S. Old Woodward Ave. elevation.

It is unclear at this time as to whether at least 90% of the exterior finish of the building is cast stone, granite and glass (due to metal cladding on fifth floor) and whether the storefront windows have mullion systems with doorways and signage integrally designed and meet the glazing requirements required by Article 3 of the Zoning Ordinance. The Planning Division will reserve detailed analysis and comments regarding architectural standards and design related issues for the Final Site Plan and Design Review.

In response to an inquiry from Mr. Koseck, Mr. Labadie said the ideal drop-off spot for the hotel entry should be shifted to the north away from the intersection.

Mr. Charlie Stetson stated their team plans to go back and consider everything that has been talked about today. Mr. Koseck said he would like to see the curb cut on N. Old Woodward Ave. shifted somewhere else, and it would make room for another retail component. Mr. Stetson thought that is something they could look at.

The Chairperson asked for public comment at 9:50 p.m.

Mr. Robert Carson noted that the lack of parking availability will impact the Traffic Study. If there are no vacant spots, people will re-circulate around again. Further, Brown will shut down for a semi backing in. Also, there is the question of where deliveries for ancillary uses will park.

Mr. Jeffares noted it would be a perfect storm when both hotels have big events and need to use the decks.

Mr. Steven Ferich who operates the valet service at the Townsend Hotel stated they don't have enough parking as it is when there is an event. Ms. Ecker advised that an RFQ is out for qualified development firms to submit to expand the N. Old Woodward Parking Deck with regard to increasing parking downtown. Mr. Ferich observed that when the parking structures get backed up it could take anywhere from 10 to 20 minutes to get out. He tries to avoid them and uses a rented lot off of Brown.

Motion by Mr. Koseck

Seconded by Mr. Jeffares to postpone the Preliminary Site Plan approval for 298 S. Old Woodward Ave. to May 25, 2017 pending resolution of the following:

- (1) The applicant will need to relocate the garage door for trash collection and loading away from the public street or obtain a variance from the BZA;**
- (2) Provide details regarding the type and placement of all mechanical equipment and associated screening at Final Site Plan Review;**
- (3) Add one street tree along S. Old Woodward Ave. or obtain a variance from the BZA;**
- (4) Provide a detailed streetscape plan that incorporates all of the proposed design changes for the reconstruction of Old Woodward Ave., including required lighting, benches, pavement materials etc.;**

- (5) Applicant meet the minimum size requirement for the proposed parking spaces or obtain a variance from the BZA;**
- (6) Increase the size of the proposed loading space to meet minimum requirements or obtain a variance from the BZA;**
- (7) Submit a photometric plan and specification sheets on all proposed lighting at Final Site Plan Review;**
- (8) Comply with the requirements of all City departments;**
- (9) Provide material samples and specification sheets at Final Site Plan Review;**
- (10) Applicant address issues concerning car movement, vehicle loading/unloading, and storage with a traffic management plan.**

Motion carried, 5-0.

VOICE VOTE

Yeas: Koseck, Jeffares, Prasad, Share, Whipple-Boyce

Nays: None

Recused: Clein, Lazar

Absent: Boyle, Williams

Board members took a short recess at 10:05 p.m. and following that Chairman Clein took back the gavel.

**2. 298 S. Old Woodward Ave., New boutique hotel (currently vacant Drs. House Call Building
Request for Community Impact Study ("CIS") and Preliminary Site Plan Review to allow the construction of a new five-story boutique hotel with first-floor retail and fifth-floor residential uses (postponed from April 26, 2017).**

Mr. Share joined the board, as Ms. Lazar was recused.

CIS

Ms. Ecker advised the subject site is currently the site of two vacant office buildings, and a surface parking lot, and has a total land area of .618 acres. It is located on the northwest corner of S. Old Woodward Ave. and Brown St. in the Downtown Overlay District.

The applicant is proposing to demolish the existing buildings and surface parking lot to construct a 25,182 sq. ft., five-story mixed-use building. The building will provide ground floor retail, three floors of hotel guest rooms, and 17 residential units on the fifth floor. Parking for the residential units will be provided in the lower level of the building. As the building is located within the Parking Assessment District, no on-site parking is required for commercial uses.

On April 26, 2017, the Planning Board reviewed the CIS, and postponed the hearing on the CIS to May 24, 2017 after requesting additional information from the applicant.

The applicant has now revised their site plan and elevations to address the requested issues. Outstanding requirements at this time include revision of the traffic and parking study to address the comments provided by F&V regarding the trip and parking generation assumptions; and response to the concerns of all City Departments. Mrs. Ecker noted the applicant meets the parking requirements. Since last time, based on the discussion they have added an additional level of underground parking. Now two levels of underground parking are proposed with a total of 56 parking spaces. The City's plans for S. Old Woodward Ave. show 12 angled parking spaces in front of the building where presently six parallel spaces exist. The proposal is not consistent with that because the applicant is proposing not to provide those and to use the space as a valet area.

Mr. Share asked what ability this board has to give away parking spaces that don't exist but are planned for.

Mr. Rick Rattner, Attorney, 380 N. Old Woodward Ave., noted their entire design team has been assembled for this meeting: Mr. Michael Kitchen, VP of Development and Acquisitions for Aperian Hotels; Mr. Charlie Stetson and Mr. Scott Seifers, Architects from Booth Hansen.

Mr. Kitchen said Aperian has ten upscale luxury hotels around the country. They aim to deliver the very top level of service. They are almost all in very dense urban environments with no on-site parking. Because parking is such a sensitive subject for Birmingham, the owner went ahead and added 56 spaces to the site. They do not rely purely on a third party valet operator. Everybody in the front of the house is called an ambassador and they are also trained to park cars if they are starting to stack. He explained the assumption made by the City's traffic consultant that the hotel needs 330 spaces is not valid.

Mr. Share was concerned about the traffic flow and the stacking and queuing and all of that on S. Old Woodward Ave. He was further concerned that the present operators may not be there a year or five or seven years from now. So there may not be all of those employees parking cars to ensure the traffic flow works on S. Old Woodward Ave. Mr. Kitchen responded they have a long-term contract to run this property for 20+ years. He explained their redesign allows short-term cars to be pulled down into the garage and then right back up and out. There are parking garages within two blocks.

In response to the Chairman, Mr. Kitchen replied their banquet facility holds 300 guests. They find the average is over two people / car. That leaves 150 people, but some are staying at the hotel for the event. Others are coming from the airport or with Uber, versus those that are local. They can staff appropriately when events are happening. There will be approximately 100 to 120 full time employees. The hotel does not provide parking for its employees. At any given time there will be about 40 employees on-site.

Motion by Mr. Williams

Seconded by Ms. Prasad to receive and file 17 letters of support for the hotel from business people in Downtown Birmingham.

Motion carried, 7-0.

VOICE VOTE

Yeas: Williams, Prasad, Lazar, **Share**, Boyle, Jeffares, Koseck, Whipple-Boyce

Nays: None

Absent: Clein

Mr. Labadie said if their use is not the same as described by the Institute of Transportation Engineers or the Urban Land Institute or anybody like that then compare their rates with accepted practice. He knows there is a lack of parking during peak times when they assume it will take 4.7 minutes for a valet to get to a parking space. But if there isn't one, where will they go? He had asked for the comparison several times but it wasn't given.

Mr. Williams confirmed the board is talking about issues related to valet and to congestion at the intersection at peak hours, and the ability of the operator to move cars in and out in the valet process; they are not talking about parking places.

Mr. Labadie thought that even 15 seems like a lot of valets to run back and forth to places where they don't even know if there is parking. His concern was if everyone shows up during peak hours there will be a couple of hundred cars sitting there trying to get parked. Mr. Jeffares noted the hotel could purchase parking spaces from the City for a certain period of time for an event.

Mr. Labadie demonstrated that during regular use of the hotel they will end up on a regular basis blocking their own driveway. Mr. Williams observed that one way to relieve congestion at peak times would be to get rid of the left turn lane by saying no left turns onto Brown from S. Old Woodward Ave.

Chairman Boyle invited comments from the public at 9:10 p.m.

Mr. Clint Mansour, Mansour Co., said he owns 330 Hamilton, the Jeff Glover Building; and the Peabody Mansion where Adachi will open. In his opinion what better way to activate this intersection than a five star luxury boutique hotel. He gave his full support to the ownership group.

Mr. David Foster, 512 Wallace, announced he is vehemently opposed to this project. He asked the board to contemplate

- how many cars are too many;
- how many employees need parking space--too many for the existing parking structures; and
- how much congestion do you want in this city?

The project will upset the balance in this community.

Mr. Steve Ferich, 282 Derby, runs the valet in Downtown Birmingham. In his opinion there is not enough parking. During a luncheon last week he had 180 cars coming at him all at once. Even though he had 20 parkers there was still a backup. The biggest issue he has is where to put the cars. He has 100 spaces in the Townsend Garage and he uses it for queuing but it's not enough. Overnights in the hotel will eat up the 53 spots in the proposed hotel, so where will they put people that come in.

Mr. Kitchen said they are here to do the right thing for the community and to help all of the businesses in town.

Mr. David Berman with the Ownership Group said their underground parking will be purely for residents, hotel guests and to accommodate whatever flow comes through. They have built a plan where they think they can manage the traffic efficiently. There will be occasions where traffic spills out of the valet stand onto N. Old Woodward Ave. That happens currently at several of the restaurants on Old Woodward Ave. But they think their project will be amazing and make a huge difference in the City.

Mr. Share indicated he would not be in favor of accepting the CIS conditionally. Mr. Koseck agreed because he thought there seems to be a gap in communications or assumptions. It would give him a level of comfort to have further discussion.

On the other hand, Ms. Whipple-Boyce said she was prepared to accept the CIS tonight with conditions. It doesn't seem like the parties are coming together. There are times when there will be overflow and that can be accepted because it happens all over the City. Parking is the problem, and parking is not what the board is here to talk about tonight. This development is in the Parking Assessment District. The applicant has more than satisfied their parking requirements. Mr. Jeffares agreed. To him the queuing is the big issue but preparations for an event can be made ahead of time. Ms. Prasad also agreed. She did not understand why the particular data is not being provided to the City's consultant by the developer. As a courtesy to the City there is no reason for them to not do that. If the parking numbers grow it not their problem, it is the City's problem. The project seems compelling enough such that she is comfortable going forward with it.

Chairman Boyle asked if the developers are sent back to do their due diligence on this topic, what will the board hear differently in six weeks?

Mr. Williams indicated he is opposed. Mr. Labadie asked for information and it wasn't provided. So he thinks it is not appropriate to go forward at this time. There is a failure to communicate between the developer and the City's Traffic Consultant.

Ms. Afrakhteh did not think the applicant should be put on pause just because of a parking issue.

Chairman Boyle stated the challenge this board faces is the nature of the developer's way of dealing with their visitors. To what extent does their model have the potential of slowing/blocking traffic in this junction. We don't know if traffic flow will be impacted by the number of people who come to be valet parked.

Chairman Boyle asked the applicant if they feel they have provided the information that was requested by the City's Traffic Consultant. Mr. Rattner answered in the affirmative. There has been much information going back and forth between the traffic consultants. Their consultant gave information, believing that was what Mr. Labadie wanted. Since it was not satisfactory, they will get to the bottom of what is needed.

Motion by Ms. Whipple-Boyce

Seconded by Mr. Jeffares to approve the CIS as provided by the applicant for the proposed development at 298 S. Old Woodward Ave., allowing the applicant the opportunity to address the following conditions of approval prior to Final Site Plan Review:

(1) Revise the traffic and parking study to address the comments provided by Fleis & Vandenbrink regarding the trip generation and parking generation assumptions and traffic operations; and

(2) Respond to the concerns and requests of all City departments and provide all necessary information.

Motion carried, 5-2.

ROLLCALL VOTE

Yeas: Whipple-Boyce, Jeffares, Boyle, Koseck, Prasad

Nays: Williams, Share

Absent: Clein

Site Plan Review

Based on the linear frontage, five trees are required along S. Old Woodward Ave. (218 ft. frontage), and thus **the applicant is required to add one more street tree along S. Old Woodward Ave. or obtain a variance from the Board of Zoning Appeals.**

It was discussed there are presently six parallel parking spaces that are proposed to be removed to accommodate valet. This board does not have jurisdiction on that issue.

Mr. Share expressed his concern about the level of congestion in the intersection. Mr. Williams suggested adding a condition that the site plan approval is conditional on the Police Dept.'s approval of the valet parking to eliminate congestion as much as possible in the intersection.

There was no public discussion at 9:53 p.m.

Motion by Ms Whipple Boyce

Seconded by Ms. Prasad to approve the Preliminary Site Plan for 298 S. Old Woodward Ave. with the following conditions:

- (1) Provide details regarding the type and placement of all mechanical equipment and associated screening at Final Site Plan review;**
- (2) Add one street tree along S. Old Woodward Ave. or obtain a variance from the Board of Zoning Appeals or a waiver from the City Arborist;**
- (3) Submit a photometric plan and specification sheets on all proposed lighting at Final Site Plan Review;**
- (4) Comply with the requirements of all City departments;**
- (5) Provide material samples and specification sheets at Final Site Plan Review;**
- (6) Removal of public parking on S. Old Woodward Ave. is subject to approval by the Advisory Parking Committee and the City Commission; and**
- (7) Subject to Police Dept. approval of the valet.**

There was no one in the audience who wished to comment on the motion.

Motion carried, 7-0.

ROLLCALL VOTE

Yeas: Whipple-Boyce, Prasad, Boyle, Jeffares, Koseck, Share, Williams

Nays: None

Absent: Clein

The Chairman asked people in the room to find a way to overcome any deep challenges. Everyone on the board wants to make this work but they don't want to create problems in doing so.

**Zoning Compliance Summary Sheet
Final Site Plan & Design Review
298 S. Old Woodward – Boutique Hotel**

Existing Site: DRS Housecalls, Medical Office

Zoning: B-4, Business-Residential, D-4 (Overlay)

Land Use: Vacant office buildings and a surface parking lot

Existing Land Use and Zoning of Adjacent Properties:

	North	South	East	West
Existing Land Use	Retail/ Commercial	Retail/ Commercial	Office/ Commercial	Surface Parking Lot
Existing Zoning District	B-4 Business- Residential	B-2 General Business	B-4 Business- Residential	B-4 Business- Residential
Overlay Zoning District	D-4	D-3	D-4	D-4

Land Area:	Existing:	0.618 acres
	Proposed:	0.618 acres
Minimum Lot Area:	Required:	N/A
	Proposed:	N/A
Min. Floor Area /Unit:	Required:	600 ft ² / 1 bedroom, 800 ft ² / 2 bedrooms, 1000 ft ² / 3 bedroom residential unit
	Proposed:	600- 818 ft ² for all 17 residential units (all 1-Bedroom units on 5th floor)
Max. Total Floor Area:	Required:	N/A
	Proposed:	N/A

Min. Open Space:	Required:	N/A
	Proposed:	N/A
Max. Lot Coverage:	Required:	N/A
	Proposed:	N/A
Front Setback:	Required:	0 ft., building facades at the first story must be located at the frontage line (on or within 3 ft. of the frontage line)
	Proposed:	0 ft.
Side Setbacks:	Required:	0 ft.
	Proposed:	0, 10 ft. (north elevation for via)
Rear Setback:	Required:	10 ft. from midpoint of alley or equal to that of adjacent building (0 ft.)
	Proposed:	0 ft.
Max. Bldg. Height:	Permitted:	D-4 – 80' overall (including mechanical), 58 ft. maximum eave height, 5 stories
	Proposed:	78 ft. overall height at tallest point including mechanical equipment and screening, 57 ft. 4 in. to the eave line, 5 stories
Min. Eave Height:	Required:	20 ft.
	Proposed:	57 ft. 4 in.
1st Floor-Ceiling Height:	Required:	10 ft.
	Proposed:	11 ft.
Front Entry:	Required:	Principal pedestrian entrances must be on frontage line
	Proposed:	The principle pedestrian entrances are located on the frontage line and recessed 3 ft. to accommodate door swing
Absence of Bldg. Façade:	Required:	Screen wall along all frontage lines where there is no building façade to provide a continuous street wall
	Proposed:	Building provides continuous building façade on S. Old Woodward and Brown
Opening Width:	Required:	Maximum 25 ft. opening

Parking:	Proposed:	Two 9 ft. wide garage doors, one on Brown and one on S. Old Woodward
	Required:	22 (1.25 spaces x 17 two room units); none required for commercial uses as property is located in the Parking Assessment District
	Proposed:	56 parking spaces in lower level of the building
Min. Parking Space Size:	Required:	180 ft ²
	Proposed:	180 ft ²
Parking in Frontage:	Required:	No parking in front open space or within 20' of building frontage on first floor
	Proposed:	All parking is proposed to be contained on the lower level within the building
Loading Area:	Required:	1 loading space (commercial space <20,000 ft ²), must be within the rear yard and doors to interior loading areas cannot face a public street. Space must be 40' by 12' by 14' in height.
	Proposed:	1 open air loading space 40' by 12' by 14' in height.
Screening:		
Parking:	Required:	Minimum 32 in. high masonry wall with stone cap
	Proposed:	All parking is proposed to be contained on the lower level, fully screened within the building
Loading:	Required:	Minimum 6 ft. screening where open to public view
	Proposed:	Loading on west side of building with ornamental metal screening gate facing Brown
Rooftop Mechanical:	Required:	Full screening to compliment the building
	Proposed:	10 ft. painted metal panels. No specification sheets for mechanical equipment submitted for screening verification.
Elect. Transformer:	Required:	Fully screened from public view
	Proposed:	N/A
Dumpster:	Required:	6 ft. high capped masonry wall with wooden gates
	Proposed:	All trash and recyclable storage is proposed within the building

Final Site Plan & Design Review Application
6-12-17

Birmingham Boutique Hotel

298 S Old Woodward Ave
Birmingham, MI 48009



Prepared by

Booth Hansen Architects
333 S Desplaines Street
Chicago, IL 60661

Owner

Lorient Capital as agent for Woodward Brown Ventures, LLC.
102 Pierce Street
Birmingham, MI

Birmingham Boutique Hotel

Birmingham, MI

Development Team

Owner

Lorient Capital as agent for Woodward
Brown Ventures, LLC
102 Pierce Street
Birmingham, MI 48009
C: 617-388-2538

Architect

Booth Hansen
333 S DesPlaines St
Chicago, IL 60661
(312) 869-5000

Hotel Operator

Aparium Hotel Group
833 West Washington Boulevard
Second Floor
Chicago, Illinois 60607
(312) 275-1077 O

Development Manager

Tynan Group, Inc.
760 N. Frontage Road, Suite 101
Willowbrook, IL 60527
630 479-0457

Structural Engineer

Goodfriend Magruder Structure, LLC.
53 W Jackson Blvd
1019 Monadnock Block
Chicago, IL 60604
(312) 607-9898 O

MEP/FP Engineers

Elara Engineering
30 N Wolf Rd, 2nd Floor
Hillsdale, IL 60162-1605
(708) 236-0300 O

Civil Engineers/Traffic Engineers

Giffels Webster

28 W. Adams Street, Suite 1200
Detroit, MI 48226
(313) 962-4442 O

Landscape Architect

Wolff Landscape Architecture, Inc.
307 N Michigan Ave, Suite 601
Chicago, IL 60601
(312) 663-5494

Accessibility

LCM Architects
819 S Wabash Ave, Suite 509
Chicago, IL 60605-2153
312.913.1717 O

Acoustics

Shiner + Associates, Inc.
225 West Washington St – Suite 1625
Chicago, IL 60606
(312) 849-3340 O

Elevator

Jenkins & Huntington, Inc.
Jenkins & Huntington Inc.
17W106 91st Street
Willowbrook, IL 60527
(630) 325-4450 O

Food Service

Clevenger, Frable, LaValle
39 Westmoreland Ave.
White Plains, NY 10606
(914) 997-9660 ext 223

Geotechnical Engineer

2 G Consulting Group
1595 Eisenhower Place
Ann Arbor, MI 48108
734 390-9330

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Section 1

Final Site Plan & Design Review Application



Final Site Plan & Design Review Application

Planning Division

Form will not be processed until it is completely filled out.

1. Applicant

Name: Charlie Stetson AIA, LEED AP
Address: 333 S Desplaines St. Suite 100
Chicago, IL 60661
Phone Number: (312) 869-5000
Fax Number: (312) 869-5011
Email Address: cstetson@boothhansen.com

Property Owner

Name: Lorient Capital as agent for Woodward Brown Ventures, LLC
Address: 102 Pierce St
Birmingham, MI 48009
Phone Number: (617) 388-2538
Fax Number: _____
Email Address: david@lorientcap.com

2. Applicant's Attorney/Contact Person

Name: WWRP (Richard Rattner)
Address: 380 North Old Woodward Suite 300
Birmingham, MI 48009
Phone Number: (248) 642-0333
Fax Number: (248) 642-0856
Email Address: rdr@wwrplaw.com

Project Designer/Developer

Name: Charlie Stetson AIA, LEED AP
Address: 333 S Desplaines St Suite 100
Chicago, IL 60661
Phone Number: (312) 869-5000
Fax Number: (312) 869-5011
Email Address: cstetson@boothhansen.com

3. Required Attachments

- Warranty Deed with legal description of property
- Required fee (see Fee Schedule for applicable amount)
- Two (2) folded copies of scaled plans including a certified land survey, color elevations showing all materials, site plan, landscape plan, photometric plan, and interior plan
- Photographs of existing site and buildings

- Catalog sheets for all proposed lighting, mechanical equipment & outdoor furniture
- Application Fee
- Digital copy of plans
- Samples of materials used
- Additional information as required

4. Project Information

Address/Location of Property: 298 S Old Woodward Ave
Birmingham, MI 48009
Name of Development: Birmingham Boutique Hotel
Sidwell #: 19-36-202-009 and 19-36-202-016
Current Use: Office and surface parking lot
Proposed Use: Mixed Use - Commercial/Residential
Area in Acres: .618 acres
Current Zoning: B-4/D-4 Overlay
Zoning of Adjacent Properties: B-4 East, North and West, B-2 South
Is property located in the floodplain? No

Name of Historic District site is in, if any: Historic Business District
Date of HDC Approval, if any: TBD
Date of Application for Preliminary Site Plan: 4-26-17
Date of Preliminary Site Plan Approval: 5-24-17
Date of Application for Final Site Plan: 6-28-17
Date of Final Site Plan Approval: TBD
Date of Revised Final Site Plan Approval: _____
Date of Revised Final Site Plan Approval: _____
Date of DRB approval, if any: none
Will proposed project require the division of platted lots? No

5. Details of the Nature of Work Proposed (Attach separate sheet if necessary)

5 Story Mixed Use Commercial/Residential building with 2 level underground parking. Ground (street level) floor is proposed to be a restaurant, commercial space and hotel lobby. Mezzanine level is proposed to be meeting rooms. Levels 2-4 are proposed to be hotel rooms. Level 5 is proposed to be Residential rental units.
Exterior Material include: Grey Limestone. "Madison Cafe" from Quarrastone. Dark grey Granite base. "Wisp Granite from Quarrastone. Painted aluminum metal panels and widow frames - Color Linetec "Ascher Bronze. Painted perforated corrugated metal panel screen wall - color Linetec "Ascher Bronze".
Painted aluminum louvers. Finish to match metal panels. Metal panels to be Pac-Clad or equal. Stone cladding to be large format 2'X4' or 3'X6' modules.

6. Buildings and Structures

Number of Buildings on site: 1
Height of Building & # of stories: 70 feet/5 stories

Use of Buildings: Commercial/Residential
Height of rooftop mechanical equipment: 79.50 feet

7. Floor Use and Area (in square feet)

Commercial Structures:

Total basement floor area: 50,364 SF (two levels)
Number of square feet per upper floor: 25,182 SF
Total floor area: 159,597 SF (including basement levels)
Floor area ratio (total floor area divided by total land area): 5.92
Open space: 1,753 SF
Percent of open space: 6.5%

Office space: 1,587 SF
Retail space: 11,539 SF
Industrial space: NA
Assembly space: 7,446 SF
Seating Capacity: 497
Maximum Occupancy Load: 1,384 (includes office, retail, assembly and hotel)

Residential Structures:

Total number of units: 17 - at 5th floor only
Number of one bedroom units: 9
Number of two bedroom units: 8
Number of three bedroom units: 0
Open space: _____
Percent of open space: _____

Rental units or condominiums?: Rental
Size of one bedroom units: 600 SF to 818 SF
Size of two bedroom units: 664 SF to 823 SF
Size of three bedroom units: NA
Seating Capacity: NA
Maximum Occupancy Load: 76 (includes 5th floor residential only)

8. Required and Proposed Setbacks

Required front setback: 0'
Required rear setback: 0'
Required total side setback: 0'
Side setback: 0'

Proposed front setback: 0'
Proposed rear setback: 0'
Proposed total side setback: 10'
Second side setback: 0'

9. Required and Proposed Parking

Required number of parking spaces: 1.25X9 + 1.5X8 = 24 spaces
Typical angle of parking spaces: 90 degree/45 degree
Typical width of maneuvering lanes: varies - see plans
Location of parking on the site: basement
Location of off site parking: none
Number of light standards in parking area: _____
Screenwall material: _____

Proposed number of parking spaces: 56
Typical size of parking spaces: 10'X18' or larger
Number of spaces < 180 sq. ft.: 0
Number of handicap spaces: 2
Shared Parking Agreement?: no
Height of light standards in parking area: _____
Height of screenwall: _____

10. Landscaping

Location of landscape areas:
Streetscapes along Old Woodward and Brown St. Via route
North of proposed project. Second floor green roof. Fifth floor
green roof and pavers.

Proposed landscape material:
Decorative flowering annuals, grasses and shrubs. Stone
pavers and steel plate raised planters in via. Old Woodward
reconstruction streetscape standards along Old Woodward.

11. Streetscape

Sidewalk width: 17' at Old Woodward. 10' at via.
Number of benches: 6
Number of planters: 4 at via and 4 at Old Woodward
Number of existing street trees: 6
Number of proposed street trees: 9
Streetscape Plan submitted?: yes

Description of benches or planters: Raised planters with steel edge at via. Birmingham City standard along Old Woodward. See landscape plan.
Species of existing street trees: _____
Species of proposed street trees: 4" caliper shade trees. Regal Prince Oak and Triumph Elm.

12. Loading

Required number of loading spaces: (3) 40'X12'X14' H
Typical angle of loading spaces: 90 degree
Screenwall material: ornamental metal gate
Location of loading spaces on the site: Loading doors open toward rear yard.

Proposed number of loading spaces: 1
Typical size of loading spaces: 40'X12'X14'H
Height of screen wall: ornamental metal gate

13. Exterior Trash Receptacles

Required number of trash receptacles: located indoors
Location of trash receptacles: located in doors
Screenwall material: _____

Proposed number of trash receptacles: located indoors
Size of trash receptacles: located indoors
Height of screenwall: located indoors

14. Mechanical Equipment

Utilities & Transformers:

Number of ground mounted transformers: 0
Size of transformers (LxWxH): _____

Location of all utilities & easements: refer to Civil Utility Plan

Number of utility easements: _____
Screenwall material: underground

Height of screen wall: underground

Ground Mounted Mechanical Equipment:

Number of ground mounted units: 0
Size of ground mounted units (LxWxH): _____

Location of all ground mounted units: NA

Screenwall material: _____

Height of screenwall: _____

Rooftop Mechanical Equipment:

Number of rooftop units: (2) MAU 50 tons each
Type of rooftop units: (30) air cooled VRF condensors
(11) toilet exhaust fans
(1) kitchen exhaust fan

Location of all rooftop units: refer to roof plan
Size of rooftop units (LxWxH): MAU - 22'X11"X 8' H
VRF condensors 2.5'X5'X6'H

Screenwall material: perforated corrugated metal panel
Location of screenwalls: fifth floor rooftop

Height of screenwall: 11'-0"
Percentage of rooftop covered by mechanical units: 33%
Distance from rooftop units to all screenwalls: varies

15. Accessory Buildings

Number of accessory buildings: NA
Location of accessory buildings: _____

Size of accessory buildings: _____
Height of accessory buildings: _____

16. Building Lighting


Number of light standards on building: 18
Size of light fixtures (LxWxH): varies see plans

Type of light standards on building: varies - see cut sheets
Height from grade: refer to elevations

Maximum wattage per fixture: see fixture cuts
Light level at each property line: see photometric studies

Proposed wattage per fixture: _____
Number & location of holiday tree lighting receptacles: TBD

The undersigned states the above information is true and correct, and understands that it is the responsibility of the applicant to advise the Planning Division and / or Building Division of any additional changes made to an approved site plan. The undersigned further states that they have reviewed the procedures and guidelines for site plan review in Birmingham, and have complied with same. The undersigned will be in attendance at the Planning Board meeting when this application will be discussed.

Signature of Owner: 

Date: 6-12-17

Print Name: Mark Mitchell

Signature of Applicant: 

Date: 6-12-17

Print Name: Charlie Stetson

Signature of Architect: 

Date: 6-12-17

Print Name: Charlie Stetson

Office Use Only

Application #: _____ Date Received: _____ Fee: _____

Date of Approval: _____ Date of Denial: _____ Accepted by: _____

Section 2

Final Site Plan & Design Review Application Checklist



FINAL SITE PLAN AND DESIGN REVIEW APPLICATION CHECKLIST – PLANNING DIVISION

Applicant: Charlie Stetson AIA, LEED AP Case #: _____ Date: 6-12-17

Address: 298 Old Woodward Ave Project: Birmingham Boutique Hotel

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

Final Site Plan

A full site plan detailing the proposed changes for which approval is requested shall be drawn at a scale no smaller than 1" = 100' (unless the drawing will not fit on one 24" X 36" sheet) and shall include:

- ☒ 1. Name and address of applicant and proof of ownership;
- ☒ 2. Name of Development (if applicable);
- ☒ 3. Address of site and legal description of the real estate;
- ☒ 4. Name and address of the land surveyor;
- ☒ 5. Legend and notes, including a graphic scale, north point, and date;
- ☒ 6. A separate location map;
- ☒ 7. A map showing the boundary lines of adjacent land and the existing zoning of the area proposed to be developed as well as the adjacent land;
- ☒ 8. A list of all requested elements / changes to the site plan;
- ☒ 9. Any changes requested marked in color on the site plan and on all elevations of any building(s);
- ☒ 10. A chart indicating the dates of any previous approvals by the Planning Board, Board of Zoning Appeals, Design Review Board, or the Historic District Commission ("HDC");
- ☒ 11. Existing and proposed layout of streets, open space and other basic elements of the plan;
- ☒ 12. Existing and proposed utilities and easements and their purpose;
- ☒ 13. Location of natural streams, regulated drains, 100-year flood plains, floodway, water courses, marshes, wooded areas, isolated preservable trees, wetlands, historic features, existing structures, dry wells, utility lines, fire hydrants and any other significant feature(s) that may influence the design of the development;
- ☒ 14. General description, location, and types of structures on the site;
- ☒ 15. Details of existing or proposed lighting, signage and other pertinent development features;
- ☒ 16. A landscape plan showing all existing and proposed planting and screening materials, including the number, size, and type of plantings proposed and the method of irrigation; and
- ☒ 17. Any other information requested in writing by the Planning Division, the Planning Board, or the Building Official deemed important to the development.

Elevation Drawings

Complete elevation drawings detailing the proposed changes for which approval is requested shall be drawn at a scale no smaller than 1" = 100' (unless the drawing will not fit on one 24" X 36" sheet) and shall include:

- X 18. Color elevation drawings showing the proposed design for each façade of the building;
- X 19. List of all materials to be used for the building, marked on the elevation drawings;
- X 20. Elevation drawings of all screenwalls to be utilized in concealing any exposed mechanical or electrical equipment, trash receptacle areas and parking areas;
- X 21. Details of existing or proposed lighting, signage and other pertinent development features;
- X 22. A list of any requested design changes;
- X 23. Itemized list of all materials to be used, including exact size specifications, color, style, and the name of the manufacturer;
- X 24. Location of all exterior lighting fixtures, exact size specifications, color, style and the name of the manufacturer of all fixtures, and a photometric analysis of all exterior lighting fixtures showing light levels to all property lines; and
- X 25. Any other information requested in writing by the Planning Division, the Planning Board, or the Building Official deemed important to the development.

Section 3

Final Site Plan & Design Review-Supplemental Information

**Birmingham Boutique Hotel
298 S Old Woodward Ave
Birmingham, MI 48009**

Final Site Plan & Design Review-Supplemental Information

FINAL SITE PLAN

1. Name and address of applicant and proof of ownership;
**David Berman
Lorient Capital as Agent for Woodward Brown Ventures L.L.C.
102 Pierce Street
Birmingham, MI 48009
Phone 248-247-258.3813
david@lorientcap.com
Proof of Ownership: see attached Covenant Deed dated 1-8-16**
2. Name of Development (if applicable);
Birmingham Boutique Hotel
3. Address of site and legal description of the real estate;
**298 S Old Woodward Avenue & 325 East Brown St
Birmingham, MI 48009
See survey for legal description**
4. Name and address of the land surveyor;
**Giffels Webster
28 W Adams Street, Suite 1200
Detroit, MI 48226
(313) 962-4442**
5. Legend and notes, including a graphic scale, north point, and date;
See Site Plan
6. A separate location map;
Please refer to Appendix for Vicinity and Location map
7. A map showing the boundary lines of adjacent land and the existing zoning of the area proposed to be developed as well as the adjacent land;
Please refer to Appendix for Zoning Map
8. A list of all requested elements /Changes to the site plan.
Preliminary Site Plan Changes
 - **Show mechanical equipment details and all screening**
 - **Provide exterior wall material samples**
 - **Add (1) additional tree to the ROW for this property along Old Woodward Ave.**
 - **Add pedestrian light fixtures per the Old Woodward street reconstruction project.**

- **Add exterior lighting and photometric studies.**
 - **Reach agreement on traffic study between City Consultant and Project traffic consultant.**
 - **Address removal of diagonal parking along Old Woodward with City Parking Commission.**
 - **Address approval of valet plan with the Birmingham Police Department.**
 - **Address all comments from City engineering department.**
9. Any changes requested marked in color on the site plan and on elevations of any buildings.
- **Changes described above**
10. A chart indicating the dates of any previous approvals by the Planning Board, Board of Zoning Appeals, Design Review Board, or the Historic District Commission ("HDC").
- **Preliminary Site Plan Approval – 5-24-17**
 - **Historic District Commission – Will present 6-21-17**
11. Existing and proposed layout of streets, open space and other basic elements of the plan.
Refer to proposed site plan
12. Existing and proposed utilities and easements and their purpose.
Refer to Civil Utility Plan
13. Location of natural streams, regulated drains, 100 year flood plains, floodway, water courses, marches, wooded areas, isolated preservable trees, wetlands, historic features, existing structures, dry wells, utility lines, fire hydrants and any other significant features that may influence the design of the development.
Refer to survey and site plan drawings.
14. General description, location, and types of structures on the site.
- **Existing 1 story brick and block building at the corner of Old Woodward and Brown St.**
 - **Existing 2 story brick and block building at the SW corner of the site.**
 - **Existing surface parking lot.**
15. Details of existing or proposed lighting, signage, and other pertinent development features.
- **Refer to Landscape Site Plans, Building Elevations, and Photometric studies for exterior lighting design.**
 - **Signage package is not yet included.**
16. A landscape plan showing all existing and proposed planting and screening materials, including the number, size, and type of plantings proposed and the method of irrigation.
Refer to Landscape plans.
17. Any other information requested in writing by the Planning Division, the Planning Board, or the Building Official deemed important to the development.
See Item 8 above.

ELEVATION DRAWINGS

18. Color elevation drawings showing the proposed design for each façade of the building.
Refer to attached elevations and rendered perspective views.
19. List of all materials to be used for the building, marked on the elevations.
Refer to attached elevations and Item 5 from the Final Site Plan & Design Review Application.
20. Elevation drawings of all screen walls to be utilized in concealing any exposed mechanical or electrical equipment, trash receptacle areas and parking areas.

Refer to attached elevations and rendered perspective views.

21. Details of existing or proposed lighting, signage and other pertinent development features.

- **Refer to Landscape Site Plans, Building Elevations, and Photometric studies for exterior lighting design.**
- **Signage package is not yet included.**

22. A list of any requested design changes.

See Item 8 above.

23. Itemized list of all materials to be used, including exact size specifications, color, style, and the name of the manufacturer.

Refer to attached elevations and Item 5 from the Final Site Plan & Design Review Application.

24. Location of all exterior lighting fixtures, exact size specifications, color, style and the name of the manufacturer of all fixtures, and a photometric analysis of all exterior lighting fixtures showing light levels to all property lines.

Refer to Landscape Site Plans, Building Elevations, and Photometric studies for exterior lighting design.

25. Any other information requested in writing by the Planning Division, the Planning Board, or the Building Official deemed important to the development.

See item 8 above.

Section 4

Appendix

- 4.1 Proof of Ownership
- 4.2 Maps
- 4.3 List of Changes From Preliminary Site Plan Approval
- 4.4 Drawings

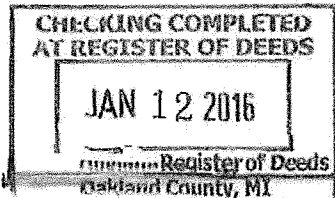
4.1 Proof of Ownership

OAKLAND COUNTY TREASURER'S CERTIFICATE
This is to certify that there are no delinquent property
taxes as of this date owed to our office on this property.
No representation is made as to the status of any taxes,
tax liens or titles owed to any other entities.

JAN 12 2016

ANDREW E. MEISNER, County Treasurer
Sec. 135, Act 206, 1893 as amended

7224
LIBER 48970 PAGE 673
\$19.00 DEED - COMBINED
\$4.00 REMONUMENTATION
01/13/2016 10:57:08 A.M. RECEIPT# 4719
PAID RECORDED - OAKLAND COUNTY
LISA BROWN, CLERK/REGISTER OF DEEDS



COVENANT DEED

THIS INDENTURE is made this 8th day of January, 2016, between **WMSR COMPANY, L.L.C.**, a Michigan limited liability company, whose address is 30150 Telegraph Road, Suite 373, Bingham Farms, Michigan 48025 ("Grantor") and **WOODWARD BROWN VENTURES, LLC**, a Michigan limited liability company, whose address is 102 Pierce Street, Birmingham, Michigan 48009 ("Grantee").

WITNESSETH:

That the Grantor, for and in consideration of the sum disclosed on the Real Estate Transfer Tax Valuation Affidavit filed herewith to it paid by the Grantee, the receipt of which is hereby confessed and acknowledged, has transferred, granted, sold, and conveyed, and by these presents does transfer, grant, sell and convey, unto the Grantee, and to its successors and assigns, forever, all that certain real estate located in the City of Birmingham, County of Oakland, State of Michigan, described on **Exhibit A** attached hereto and incorporated herein, to have and to hold the premises as before described unto the Grantee, its successors and assigns, forever.

And the Grantor, for itself, and its successors, does hereby covenant, promise and agree to and with the Grantee, its successors and assigns, that Grantor will warrant and defend the said premises with the hereditaments and appurtenances unto the Grantee, its successors and assigns, forever against the lawful claims of all persons claiming by, from or under Grantor, but against no other claims or persons.

Subject, however, to easements, zoning ordinances, and restrictions of record, if any and to the exceptions set forth on the attached **Exhibit B**.

The Grantor grants to the Grantee the right to make all divisions legally available to the Property under Section 108 of the Land Division Act, Act No. 288 of the Public Acts of 1967, as amended.

This property may be located within the vicinity of farm land or a farm operation. Generally accepted agricultural and management practices which may generate noise, dust, odors and other associated conditions may be used and are protected by the Michigan Right to Farm Act.

63-15431453-SCM

S-23

REVENUE TO BE AFFIXED
AFTER RECORDING

OK - LG

RECEIVED
OAKLAND COUNTY
REGISTER OF DEEDS
JAN 12 PM 12:49
48
51

IN WITNESS WHEREOF, the Grantor has executed this instrument on the date first written above and has declared this conveyance to be binding upon it and its personal representatives, heirs, successors and assigns.

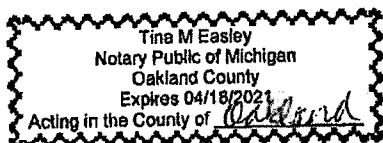
WMSR COMPANY, L.L.C., a Michigan limited liability company

By: [Signature]
Mark A. Thomas, Member

By: [Signature]
William P. Jamnick, Member

STATE OF MICHIGAN)
) SS.
COUNTY OF Oakland)

The foregoing instrument was acknowledged before me this 8th day of January, 2016, by Mark A. Thomas and William P. Jamnick, the Members of WMSR Company, L.L.C., a Michigan limited liability company, on behalf of said Company.



Tina M Easley
_____, Notary Public
_____, County, Michigan
Acting in the County of _____
My Commission Expires: _____

Drafted By (And When Recorded, Return To:)

Mary P. Nelson, Esq.
Abbott Nicholson, P.C.
300 River Place, Suite 3000
Detroit, Michigan 48207-4225

Send Subsequent Tax Bills To:

Grantee

Return to: Mark Mitchell, 102 Pierce Street, Birmingham, MI 48009

EXHIBIT A

LEGAL DESCRIPTION

Property located in the City of Birmingham, Oakland County, Michigan more particularly described as:

Part of Lot 21 of Assessor's Plat No. 25, being a Replat of Taber Addition and Lots 1, 2 and 3, Brown's Addition and Plat of the Northeast 1/4 of Sec. 36, Town 2 North, Range 10 East, according to the Plat thereof as Recorded in Liber 54A, Page 73 of Plats, Oakland County Records, described as beginning at the Southeast corner of said Lot 21, thence North 35 degrees 59 minutes 36 seconds West along the east line of said Lot 21 a distance of 80.47 feet, thence South 61 degrees 39 minutes 51 seconds West 34.25 feet, thence South 30 degrees 13 minutes 39 seconds East 79.76 feet to the South line of said Lot 21, thence North 61 degrees 42 minutes 50 seconds East along said South line 42.34 feet to the point of beginning.

RE: 325 E. Brown Street, Birmingham, Michigan 48009

Tax Item No. 19-36-202(09)009

LEGAL DESCRIPTION

Property located in the City of Birmingham, Oakland County, Michigan more particularly described as:

Easterly part of Lot 3 lying adjacent to Lot 24, described as: Beginning at Northwest corner of Lot 24; thence South 35 degrees 30 minutes 00 seconds East 40.51 feet; thence South 61 degrees 32 minutes 15 seconds West 23.77 feet; thence North 36 degrees 25 minutes 04 seconds West 37.09 feet; thence North 53 degrees 16 minutes 30 seconds East 24.19 feet to beginning. Also part of Lot 21, beginning at Southwest corner of Lot 23; thence North 35 degrees 49 minutes 05 seconds West 52.93 feet; thence South 31 degrees 27 minutes 05 seconds East 52.56 feet; thence North 61 degrees 41 minutes 10 seconds East 4.04 feet to beginning. Also all of Lot 22, also Lot 23, except beginning at Northwest lot corner; thence North 61 degrees 32 minutes 15 seconds East 2.35 feet; thence South 31 degrees 27 minutes 05 seconds East 30.56 feet; thence North 35 degrees 49 minutes 05 seconds West 30.78 feet to beginning, also all of Lot 24, "Assessor's Plat No. 25", as recorded in Liber 54A, Page 73 of Plats, Oakland County Records.

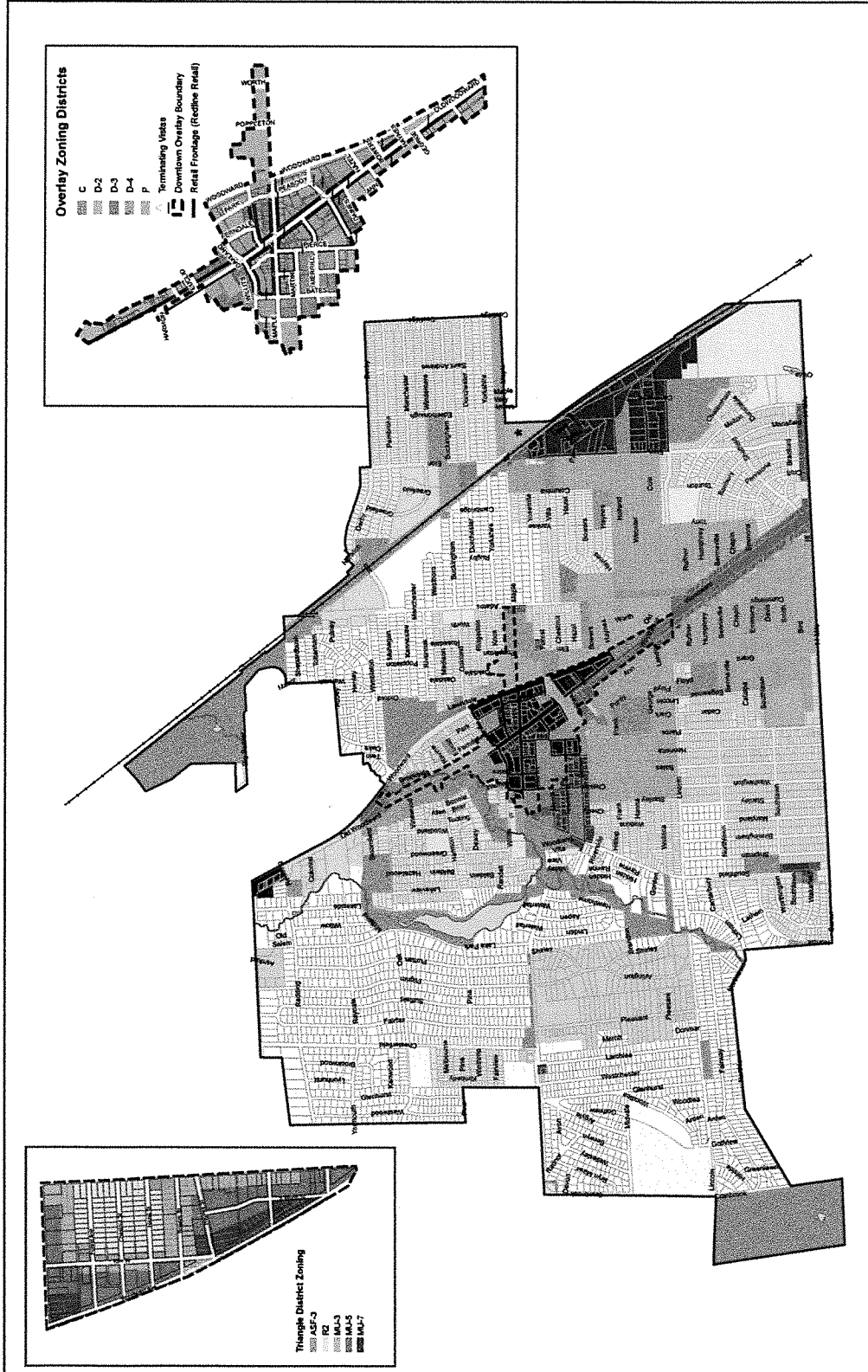
RE: 298 South Old Woodward, Birmingham, Michigan 48009

Tax Item No. 19-36-202-016

EXHIBIT B – EXCEPTIONS TO TITLE

1. Any facts, rights, interests, or claims that are not shown by the public records but that could be ascertained by an inspection of the property or by making inquiry of persons in possession of the property.
2. Easements, liens, encumbrances, existing water, mineral, oil and exploration rights, or claims thereof, not shown by the public records.
3. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the title including discrepancies, conflicts in boundary lines, shortage in area, or any other facts that would be disclosed by an accurate and complete land survey of the Land, and that are not shown in the public records.
4. Taxes and assessments not assessed, due or payable as of the date hereof.
5. Subject to the rights of the public and of any governmental agency in any part of the land thereof taken, used or deeded for street, road or highway purposes.

4.2 Maps



City Of Birmingham

Zoning Map



Coordinate System: State Plane Coordinate System Michigan South Zone 2113 Projection: Lambert Conformal Conic Units: International Feet Datum: NAD83
Data Source: Oakland County GIS Utility, City of Birmingham
Updated: November 21, 2015

Zoning Districts

- [illegible]

4.3

List of Changes from Preliminary Site Plan Review

BOOTH HANSEN

June 12, 2017

298 S Old Woodward Ave
Birmingham Boutique Hotel

List of Changes from Preliminary Site Plan Approval Meeting on 5-24-17

1. Show mechanical equipment details and all screening
2. Provide exterior wall material samples
3. Add (1) additional tree to the ROW for this property along Old Woodward Ave.
4. Add pedestrian light fixtures per the Old Woodward street reconstruction project.
5. Add exterior lighting and photometric studies.
6. Reach agreement on traffic study between City Consultant and Project traffic consultant.
7. Address removal of diagonal parking along Old Woodward with City Parking Commission.
8. Address approval of valet plan with the Birmingham Police Department.
9. Address all comments from City engineering department.

4.4 Drawings

**BIRMINGHAM BOUTIQUE HOTEL
298 S OLD WOODWARD AVE
BIRMINGHAM, MI 48009**

**FINAL SITE PLAN &
DESIGN REVIEW APPLICATION**
06-12-2017

PROJECT INFORMATION

PROJECT NUMBER
1623.00

ADDRESS
298 S Old Woodward Ave
Birmingham, MI 48009

CONTACTS
LORIENT CAPITAL LLC
David Berman & Mark Mitchell
102 Pierce Street
Birmingham, MI 48009
david@lorientcap.com / mark@lorientcap.com

TYNANGROUP, INC.
Steve Morris & John P. Tynan
760 N. Frontage Road, Suite 101
Willowbrook, IL 60527
smorris@tynangroup.com / jtnan@tynangroup.com

APARIUM
Mario Tricoci & Michael Kitchen
833 W Washington Blvd, 2nd Floor
Chicago, IL 60607
mario@aparium.com / michael@aparium.com

TEAM

Larry Booth, BOOTH HANSEN
lbooth@boothhansen.com

Charlie Stetson, BOOTH HANSEN
cstetson@boothhansen.com

Scott Cyphers, BOOTH HANSEN
scyphers@boothhansen.com

BOOTH HANSEN



BOOTH HANSEN

FINAL SITE PLAN

Birmingham Boutique Hotel
238 S Old Woodward Ave
Birmingham, AL 35203
06.12.2011



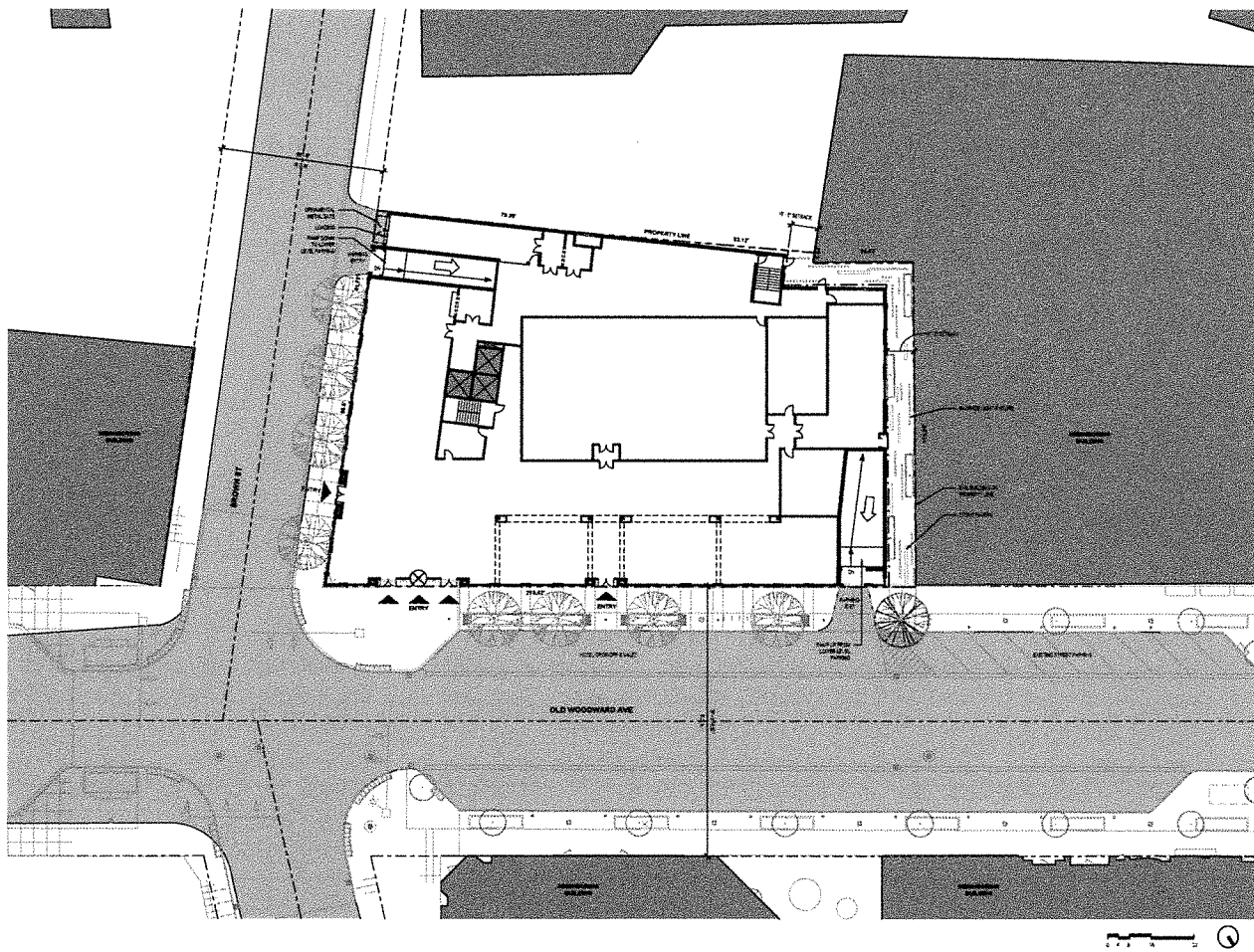
SCALE: NTS

BOOTH HANSEN

FINAL SITE PLAN

GROUND LEVEL SITE PLAN

Birmingham Boutique Hotel
293 S Old Woodward Ave
Birmingham, AL 35205
06.12.2017



BOOTH HANSEN

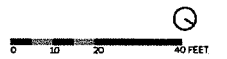
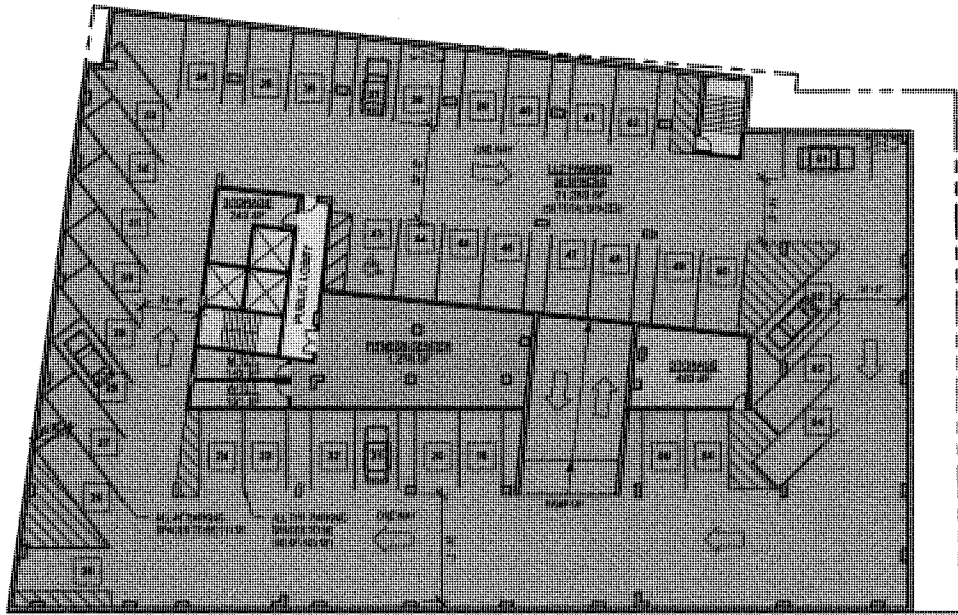
Architecture: Hansen Planning
333 South Dearborn Street
Chicago, Illinois 60661

PROJECT NUMBER 1001

Birmingham Hotel
298 S Old Woodward Ave.
Birmingham, MI 48009

SITE PLAN

100



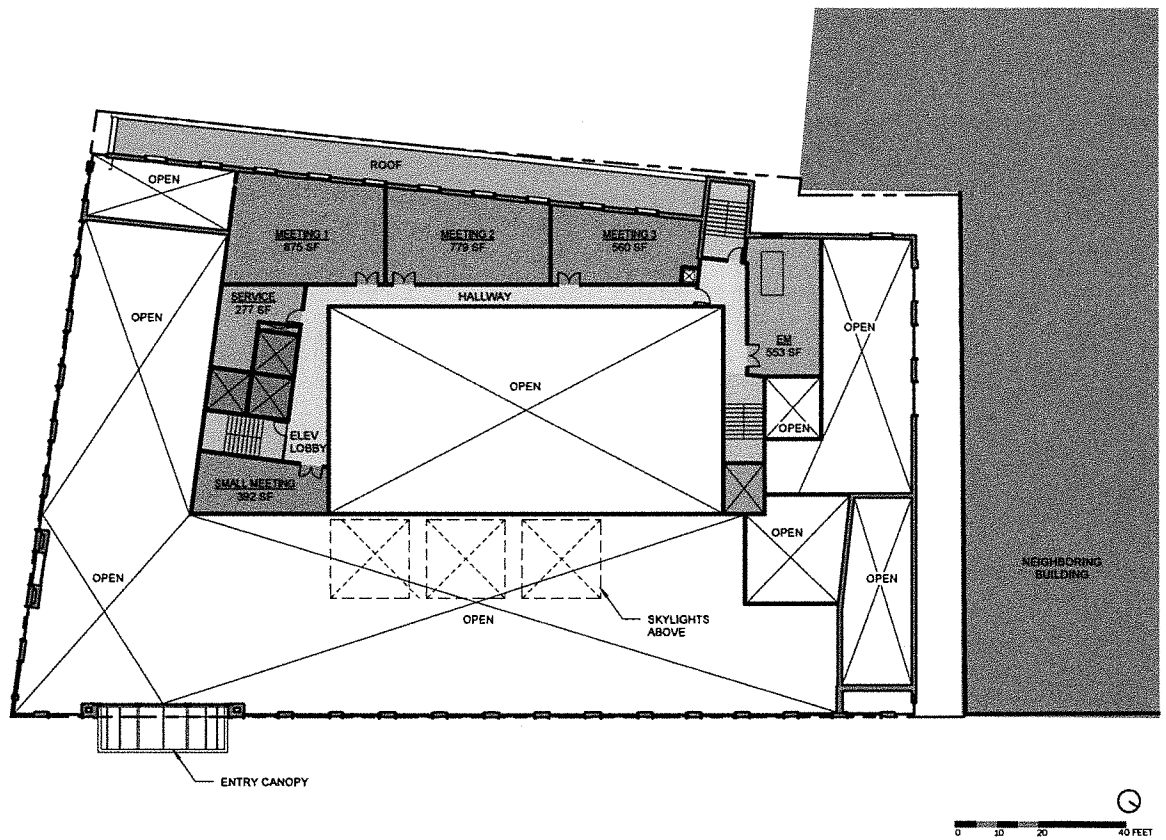
LOWER LEVEL 2 PLAN

BOOTH HANSEN

FINAL SITE PLAN

Birmingham Boutique Hotel
255 S Old Woodward Ave
Birmingham, AL 35203
06-17-2017



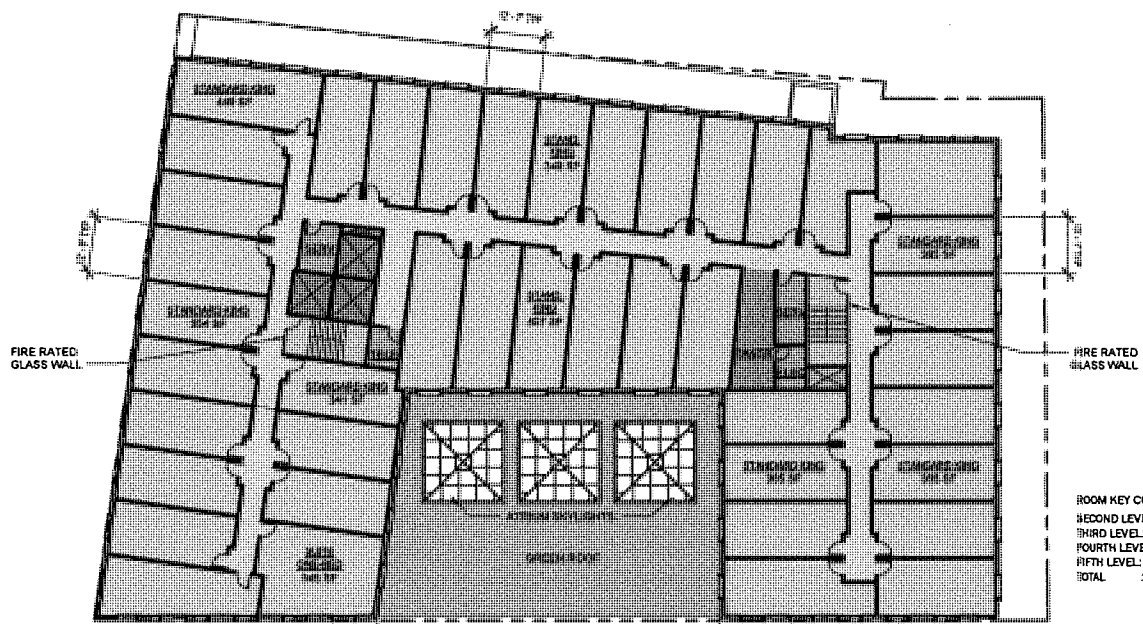


MEZZANINE LEVEL PLAN

BOOTH HANSEN

FINAL SITE PLAN

Birmingham Boutique Hotel
251 S Old Woodward Ave
Birmingham, MI 48009
06-17-2017



ROOM KEY COUNT

SECOND LEVEL:	42 KEYS
THIRD LEVEL:	42 KEYS
FOURTH LEVEL:	42 KEYS
FIFTH LEVEL:	17 KEYS
TOTAL	143 KEYS

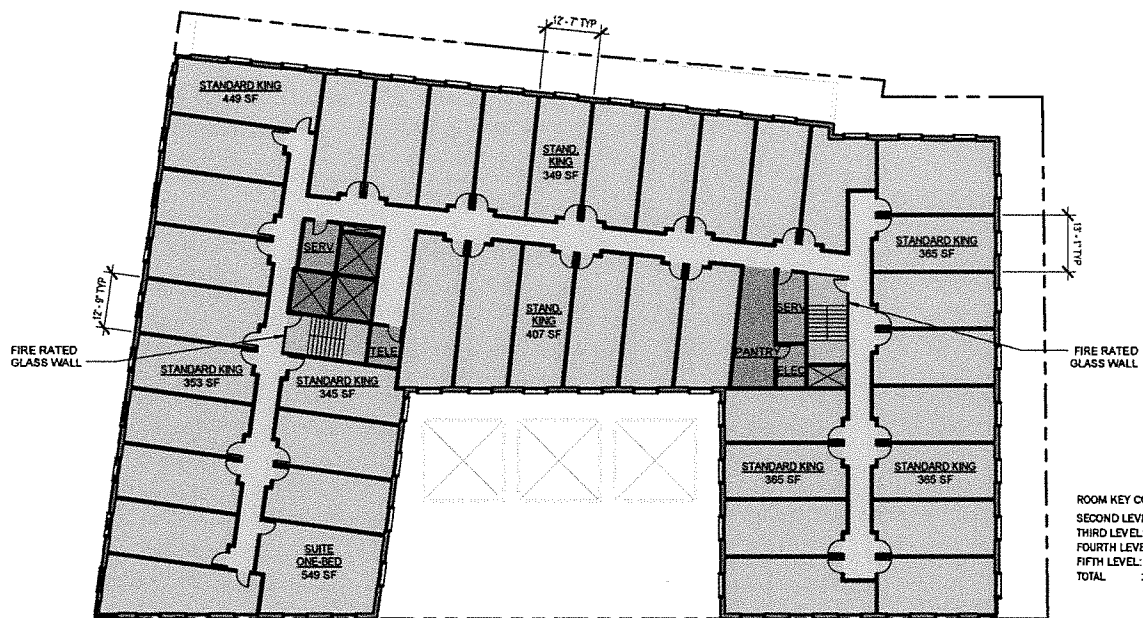


SECOND LEVEL PLAN

BOOTH HANSEN

FINAL SITE PLAN

Birmingham Boutique Hotel
 701 S Old Woodward Ave
 Birmingham, AL 35205
 06.12.2017

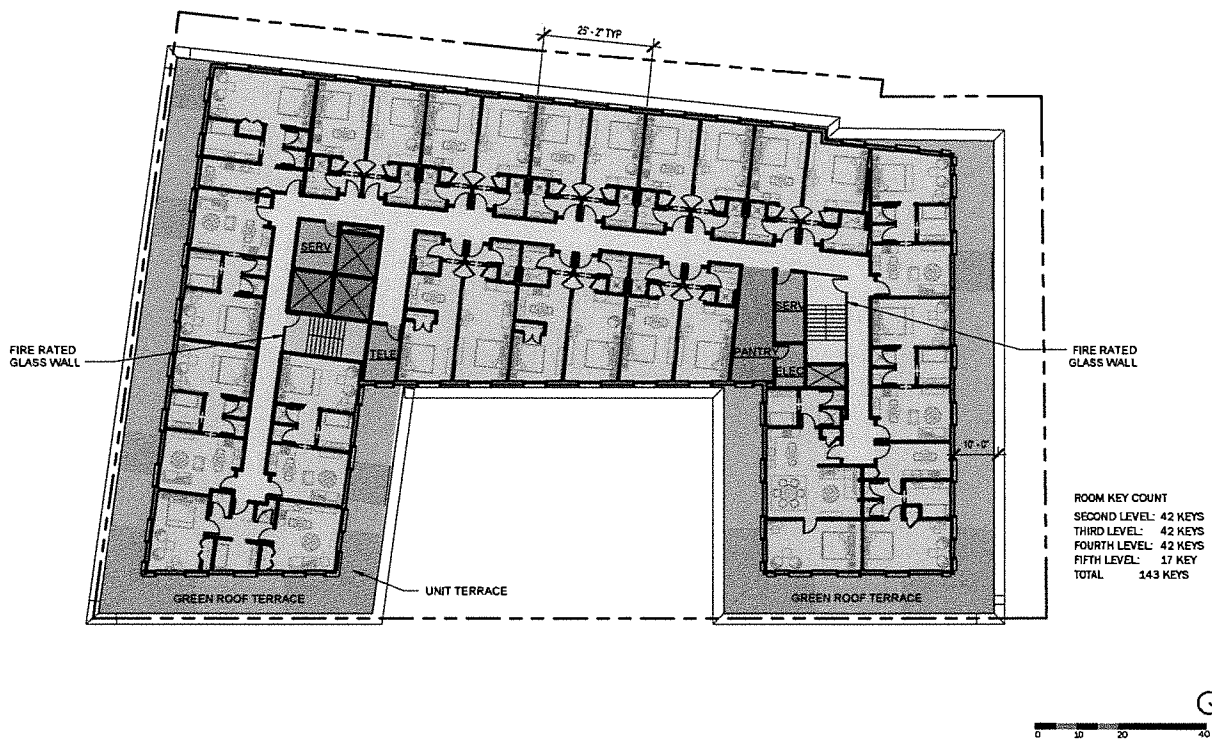


THIRD - FOURTH LEVEL PLAN

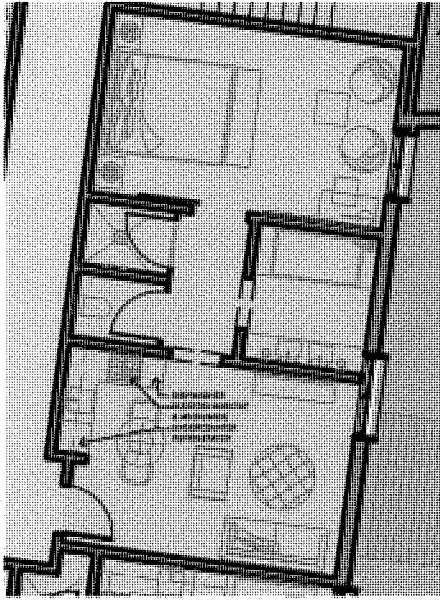
BOOTH HANSEN

FINAL SITE PLAN

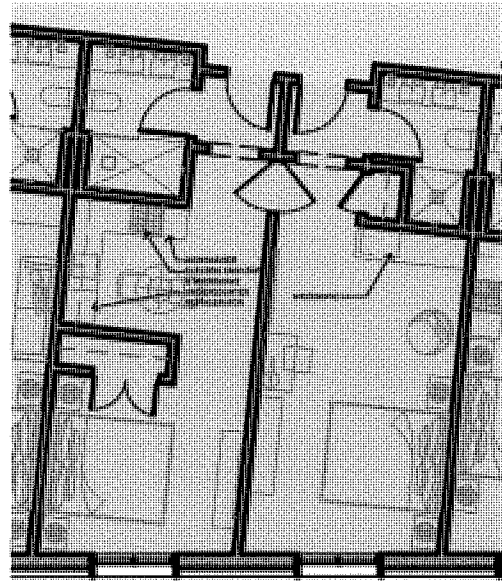
Birmingham Boutique Hotel
 235 S Old Woodward Ave
 Birmingham, AL 35203
 06-12-2017



FIFTH LEVEL PLAN

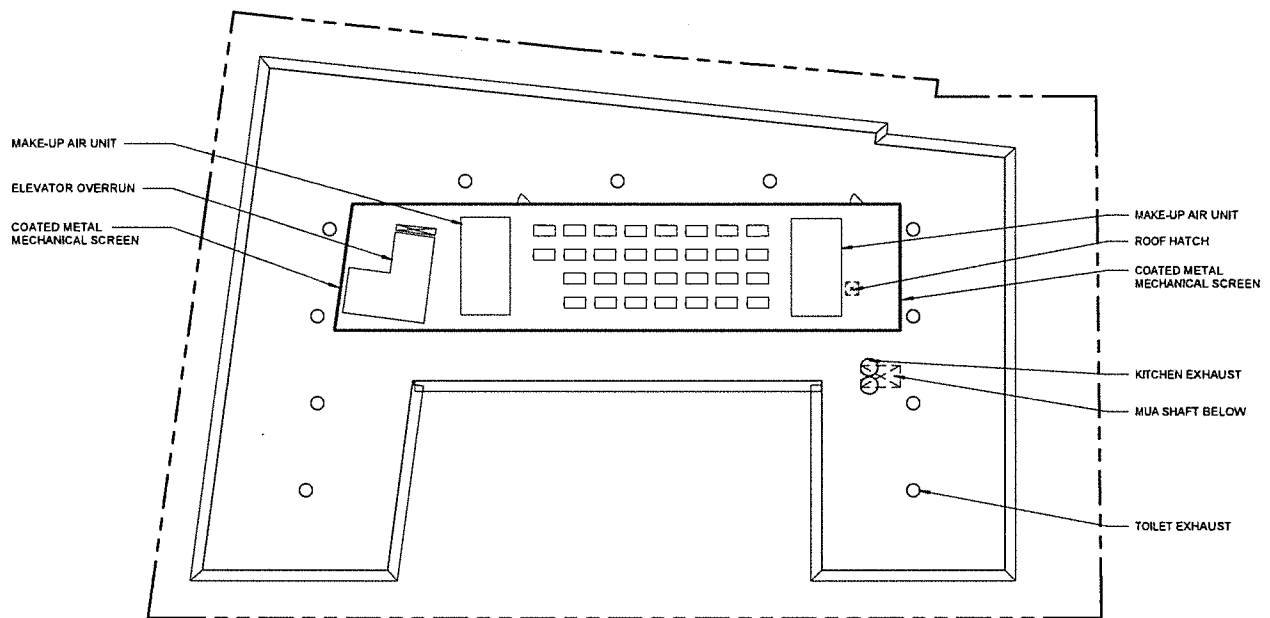


UNIT TYPE 2



UNIT TYPE 1

UNIT TYPES

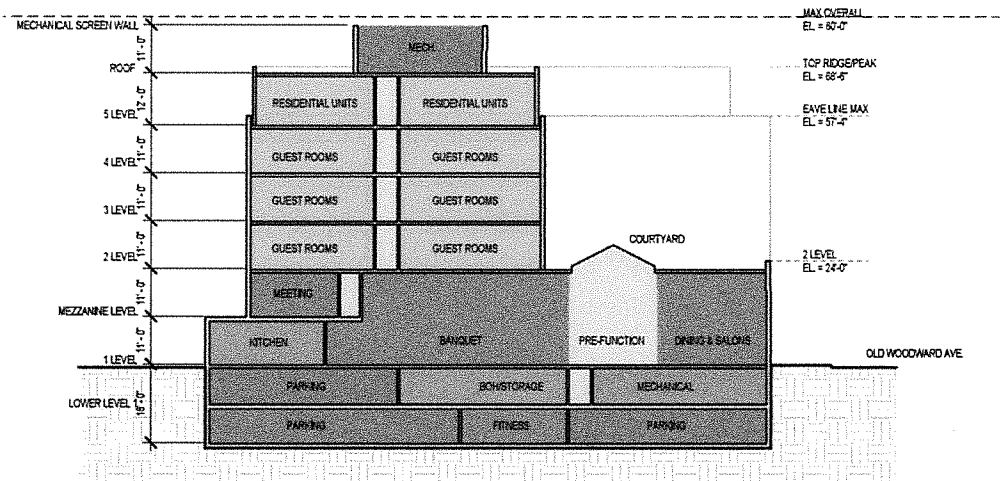


ROOF LEVEL PLAN

BOOTH HANSEN

FINAL SITE PLAN

Birmingham Boutique Hotel
 250 S Old Woodward Ave
 Birmingham, AL 35202
 06-12-2017

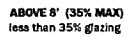


BUILDING SECTION

BOOTH HANSEN

FINAL SITE PLAN

Birmingham Boutique Hotel
 708 S Old Woodward Ave
 Birmingham, AL 35205
 06-12-2017



Birmingham Boutique Hotel
208 S Old Woodward Ave
Birmingham, MI 48009
06-12-2017



WEST ELEVATION

Birmingham Boutique Hotel
298 S Old Woodward Ave
Birmingham, MI 48009
06-12-2017



SOUTH ELEVATION



BOOTH HANSEN

FINAL SITE PLAN

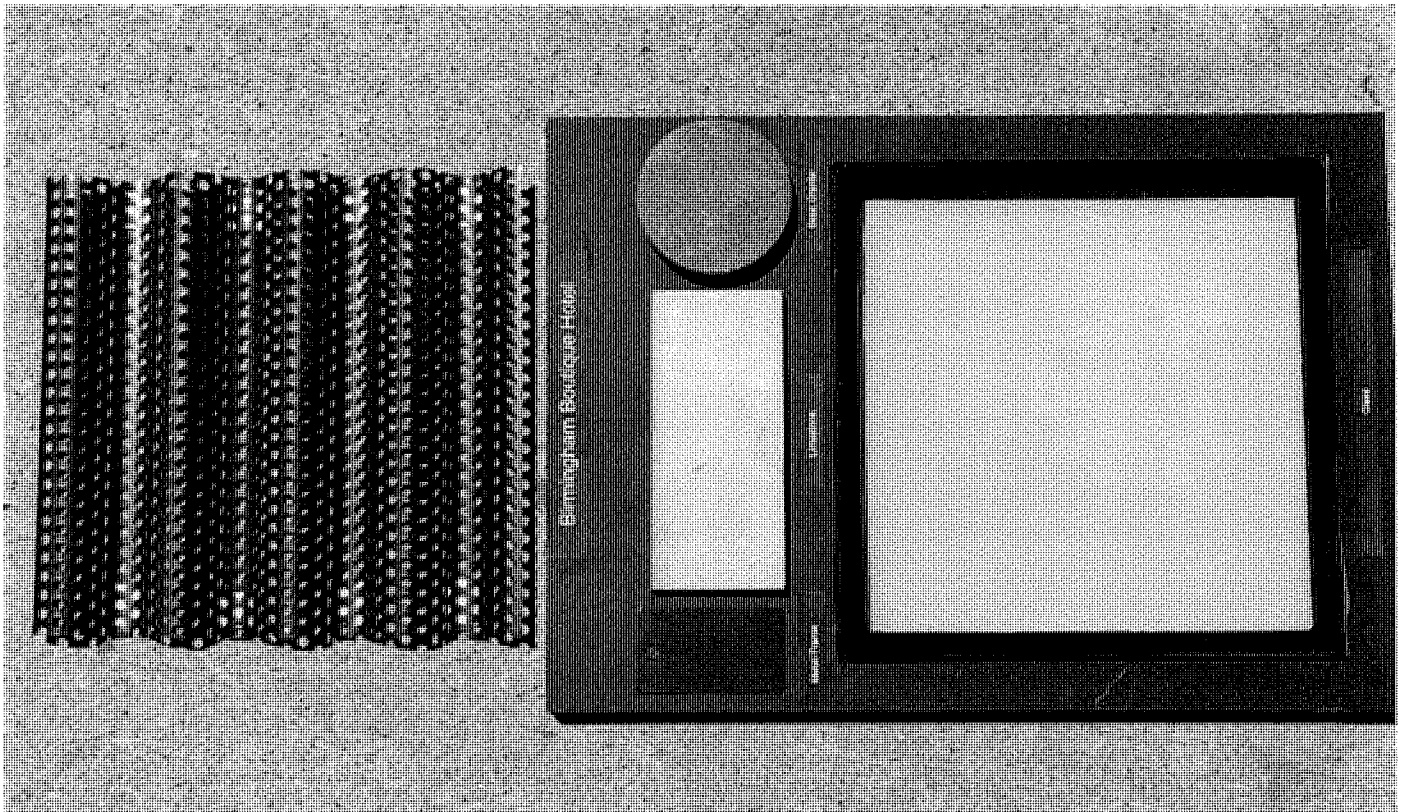
Birmingham Roadside Hotel
250 S. Old Woodward Ave.
Birmingham, AL 35209
06.12.2013



BOOTH HANSEN

FINAL SITE PLAN

Birmingham Boutique Hotel
720 S Old Woodward Ave
Birmingham, AL 35203
06-12-2017



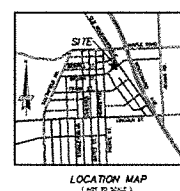
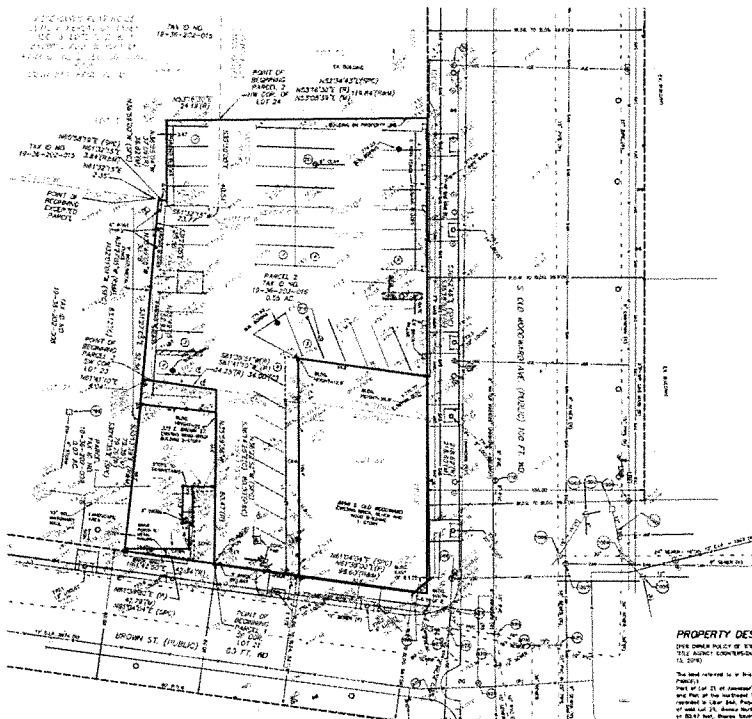
BOOTH HANSEN

FINAL SITE PLAN

BUILDING MATERIALS

Birmingham Boutique Hotel
253 S Old Woodward Ave
Birmingham, AL 35206
06-12-2017

[illegible]**FIXTURE TYPE D**

[illegible]

Architecture Interiors Planning
313 South Dearborn Street
Chicago, Illinois 60661

giffels
webster

Engineers
Surveyors
Planners
Landmark Architects

23 West Adams Road
Suite 1205
Detroit, MI 48226
☎ (313) 962-6642
☎ (313) 962-6038
www.MITransit.com

[illegible][illegible]

THE UNDERGROUND UTILITY SYSTEM HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITY SYSTEM SHOWN ON THIS MAP HAVE BEEN LOCATED IN THE MANNER INTENSE IN ACCORDANCE WITH THE SURVEYOR. THE SURVEYOR DOES NOT WARRANT THAT THE UNDERGROUND UTILITY SYSTEM ARE IN THE EXACT LOCATION INDICATED THEREON. THE USER ASSURES THAT THEY ARE LOCATED AN ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

(3) = UTILITY SHOWN FROM RECORDS OF PLANS & FIELD LOCATED WHERE POSSIBLE.

PRIOR TO THE PLANNED BUILDING IMPROVEMENTS AND/OR RECONSTRUCTION, THE RESPECTIVE UTILITY COMPANIES MUST BE NOTIFIED TO STAKE THE PRECISE LOCATION OF THEIR

(PER DONOR POLICY OF LIFE INSURANCE NO. 02-0007478, FLS NO. 83-1540453-SON PREPARED BY SEAFER
 LIFE AGENT; COMPENSATION BY OLD REPUBLIC NATIONAL LIFE INSURANCE COMPANY, DATE OF POLICY JANUARY
 15, 2010)

The land referred to in this report is described as follows: City of Birmingham, County of Jefferson, State of Michigan
 Part of Lot 21 of the northeast 1/4 of Section 36, being a Parcel of "Two Acres and Lots 1, 2 and 3, Bruce's Addition and Part of the northeast 1/4 of Section 36, Town 4 North, Range 12 East, including the Part thereof so described in Liber 40, Page 71 of the Public, Jefferson County Records, described as beginning at the Southeast corner of said Lot 21, thence North 22 degrees 40 minutes 30 seconds East along the East line of said Lot 21 a distance of 83.5 feet, thence South 68 degrees 40 minutes 30 seconds West 26.25 feet, thence North 68 degrees 40 minutes 30 seconds East 75.5 feet to the South line of Lot 21, thence North 68 degrees 40 minutes 30 seconds East along said South line 42.54 feet to the point of beginning.

PARCEL 2:
 Eastern part of Lot 3 lying westward to Lot 24, described by: Beginning at Northern corner of Lot 24, thence South 25 degrees, 30 minutes, 20 seconds East 42.51 feet, thence South 61 degrees, 12 minutes, 15 seconds East 22.77 feet, thence North 28 degrees, 12 minutes, 14 seconds East 44.96 feet, thence North 31 degrees, 18 minutes, 30 seconds East 34.75 feet, by beginning, also part of Lot 27, beginning at Southeast corner of Lot 23, thence North 25 degrees, 30 minutes, 20 seconds East 42.51 feet, thence North 25 degrees, 30 minutes, 20 seconds East 22.77 feet, thence North 28 degrees, 12 minutes, 14 seconds East 44.96 feet, by beginning, also part of Lot 22, also Lot 23, bounded beginning at Northern corner of parcel; thence North 61 degrees, 12 minutes, 15 seconds East 2.96 feet, thence South 31 degrees, 18 minutes, 30 seconds East 34.75 feet, thence North 25 degrees, 30 minutes, 20 seconds East 22.77 feet, by beginning, also of Lot 24, "hereafter as Plot No. 22", as recorded in Liber 344, page 73 of Deeds, Grant County, Nevada.

FOR OWNER POLICY OF FIRE INSURANCE NO. 26-05961433, FILE NO. 63-1542143-NEW PROVIDED BY SECTOR 73
IDENTITY COUNTERSIGNED BY OLD REPUBLIC NATIONAL FIRE INSURANCE COMPANY, DATE OF POLICY JANUARY 15, 2011

- NO PORTABLE EQUIPMENT.

PROJECT NUMBER 06-12-13
1622

Birmingham Hotel
298 S Old Woodward Ave
Birmingham, MI 48009

EXISTING CONDITIONS

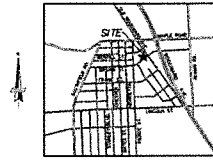
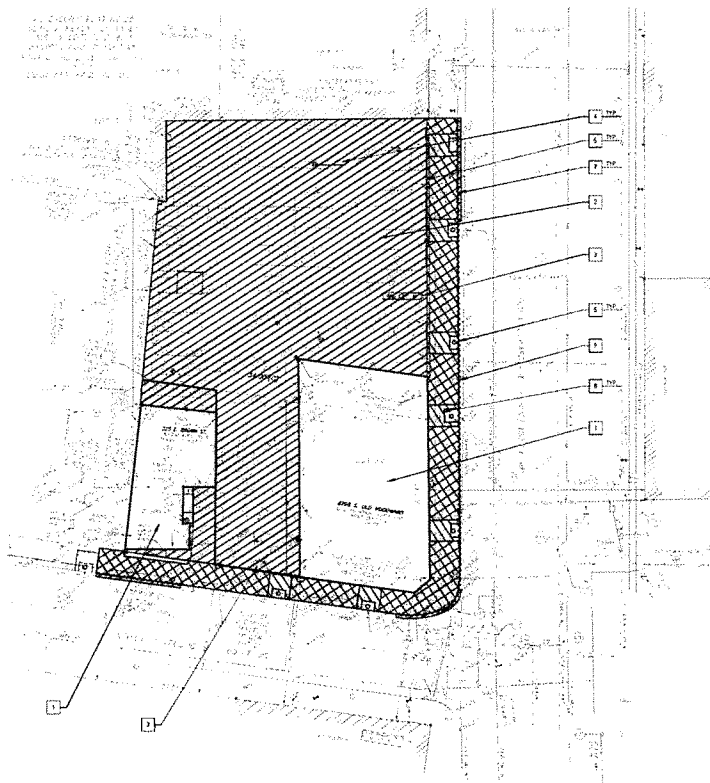
C200

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C300

DEMOLITION KEY NOTES

1. DEMOLITION OF BUILDING BY OWNER.
2. REMOVE FULL DEPTH AND REMOVE ASPHALT PAVEMENT.
3. REMOVE PARKING LOT ACCESS EQUIPMENT.
4. REMOVE ALL SITE UTILITIES WITHIN THE PROPOSED BUILDING FOOTPRINT AND CAP AT RIGHT OF WAY.
5. REMOVE TREE.
6. REMOVE FENCE.
7. REMOVE PARKING METERS, COORDINATE REMOVAL WITH MUNICIPAL PARKING DEPARTMENT.
8. REMOVE SECONDARY PAVEMENT.
9. REMOVE EXISTING CURB.



BOOTH HANSEN

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06-12-17
PROJECT NUMBER 1623

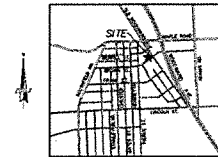
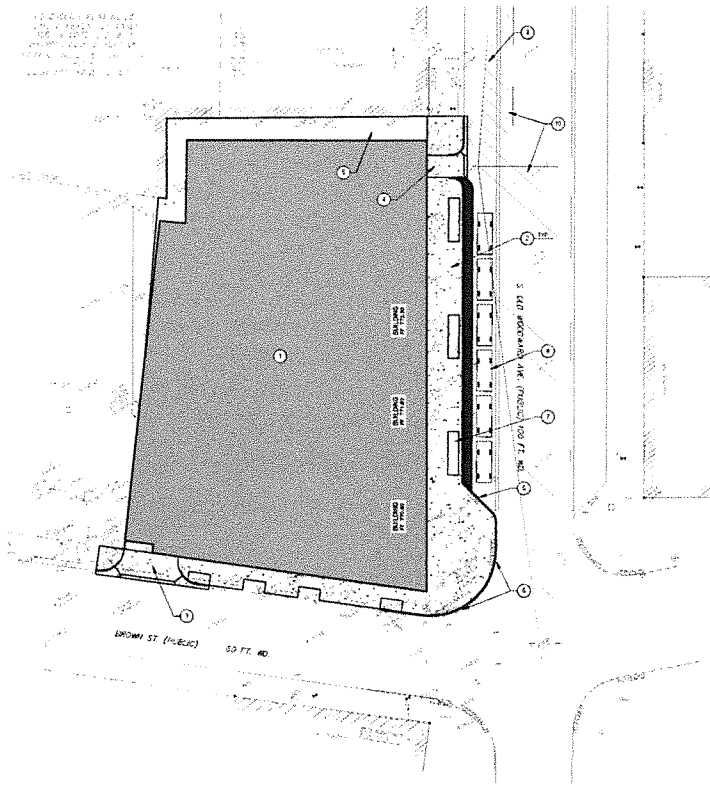
Birmingham Hotel
298 S Old Woodward Ave
Birmingham, MI 48009

DEMOLITION PLAN

C400

SITE PLAN KEY NOTES

- 1 PROPOSED BUS STOP, REFER TO ARCHITECTURAL PLANS.
- 2 PROPOSED CONCRETE SIDEWALK.
- 3 PROPOSED CONCRETE DRIVE ACCESS FOR UNDERGROUND PARKING INGRESS.
- 4 PROPOSED CONCRETE DRIVE ACCESS FOR UNDERGROUND PARKING EGRESS.
- 5 PROPOSED VALETS TO ARCHITECTURAL/LANDSCAPE PLANS.
- 6 PROPOSED ADA COMPLIANT DETECTABLE WARNING TILE.
- 7 PROPOSED LANDSCAPING REFER TO LANDSCAPE PLAN.
- 8 PROPOSED VALET.
- 9 UNPAVED PARKING AS PART OF OLD MECHANIC RECONSTRUCTION PROJECT CONTACTED SEPARATELY.
- 10 WEST TRIANGLE FOR RIGHT AND LEFT TURN EGRESS FROM SITE.



LOCATION MAP
(NOT TO SCALE)

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PROJECT NUMBER
1823

Birmingham Hotel

298 S Old Woodward Ave.
Birmingham, MI 48009

PRELIMINARY SITE PLAN

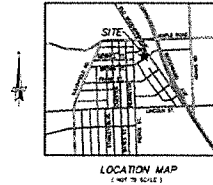
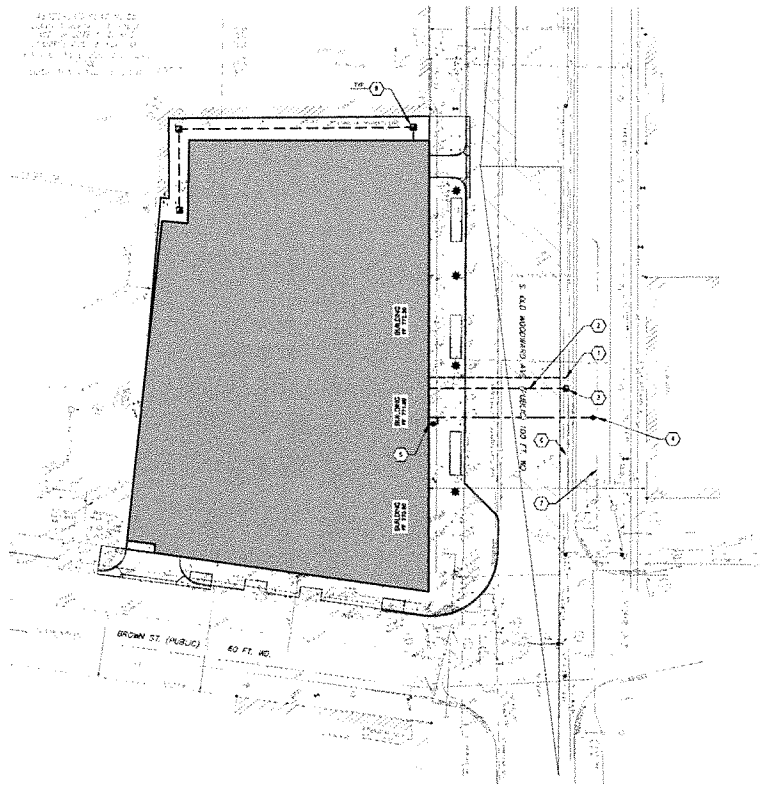
C500

UTILITY PLAN KEY NOTES

1. PROPOSED IF SANITARY SERVICE CONNECTION TO PROPOSED BY COMBINED SEWER WITHIN SOUTH OLD WOODWARD PROJECT OF BIRMINGHAM EXISTENCE.
2. PROPOSED IF FRESH WATER SERVICE.
3. PROPOSED SANITARY OVER PROPOSED BY COMBINED SEWER WITHIN SOUTH OLD WOODWARD FOR FRESH WATER SERVICE CONNECTION PROJECT OF BIRMINGHAM EXISTENCE.
4. PROPOSED IF FIRE SUPPRESSION SERVICE CONNECTION WITH WATER AND STOP VALVE TO PROPOSED IF WATER MAIN WITHIN SOUTH OLD WOODWARD PROJECT OF BIRMINGHAM EXISTENCE.
5. PROPOSED IF DOMESTIC WATER SERVICE WITH VALVE AND STOP VALVE WITHIN THE PUBLIC RIGHT-OF-WAY.
6. PROPOSED IF COMBINED SEWER TO BE INSTALLED AS PART OF OLD WOODWARD RECONSTRUCTION PROJECT CONTRACT BIDDING.
7. PROPOSED IF WATER MAIN TO BE INSTALLED AS PART OF OLD WOODWARD RECONSTRUCTION PROJECT CONTRACT BIDDING.
8. PROPOSED DRAINAGE BUILDING FOR VA DRAINAGE CONNECTION TO BE COORDINATED WITH CITY ENGINEER THAT HAS CITY ENGINEERING.

NOTE

ALL PROPOSED UTILITIES TO BE INSTALLED UNDERGROUND



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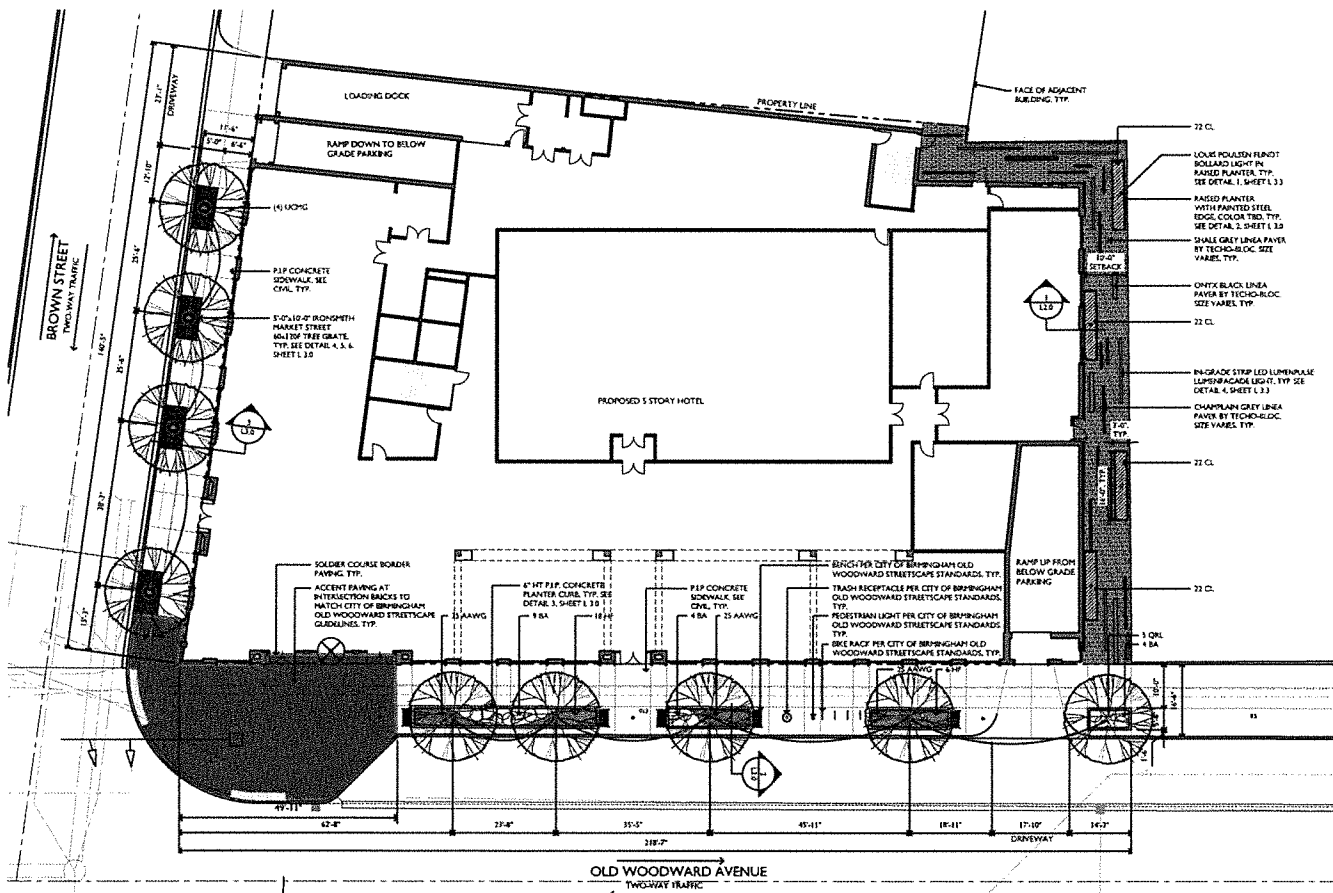
06.12.17
PROJECT NUMBER 1423

Birmingham Hotel

238 S Old Woodward Ave.
Birmingham, MI 48009

PRELIMINARY UTILITY PLAN

C700



1 GROUND LEVEL LANDSCAPE PLAN
SCALE: 1" = 10'-0"



- SITE FURNISHINGS ALTERNATIVES FOR OLD WOODWARD AVE. STREETSCAPE DESIGN COMPENDIUM BY PARSONS & MARK (REFER TO L3.2):
- PEDESTRIAN LIGHT FIXTURES-MEGA US LED LUMINAIRE 77219 (BLACK)
 - BENCHES-LANDSCAPE FORMS SCANDENBOUGH BENCH (BLACK)
 - TRASH RECEPTACLES-LANDSCAPE FORMS SCANDENBOUGH BENCH (BLACK)
 - BIKE RACKS-LANDSCAPE FORMS BIKERACK (BLACK)

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TEL: 312.329.1234
WWW.WOLFFLANDSCAPE.COM

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GROUND LEVEL
LANDSCAPE PLAN
L1.0

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200 N. LAUREL STREET, SUITE 100
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TEL: 312.329.1100
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06-12-17

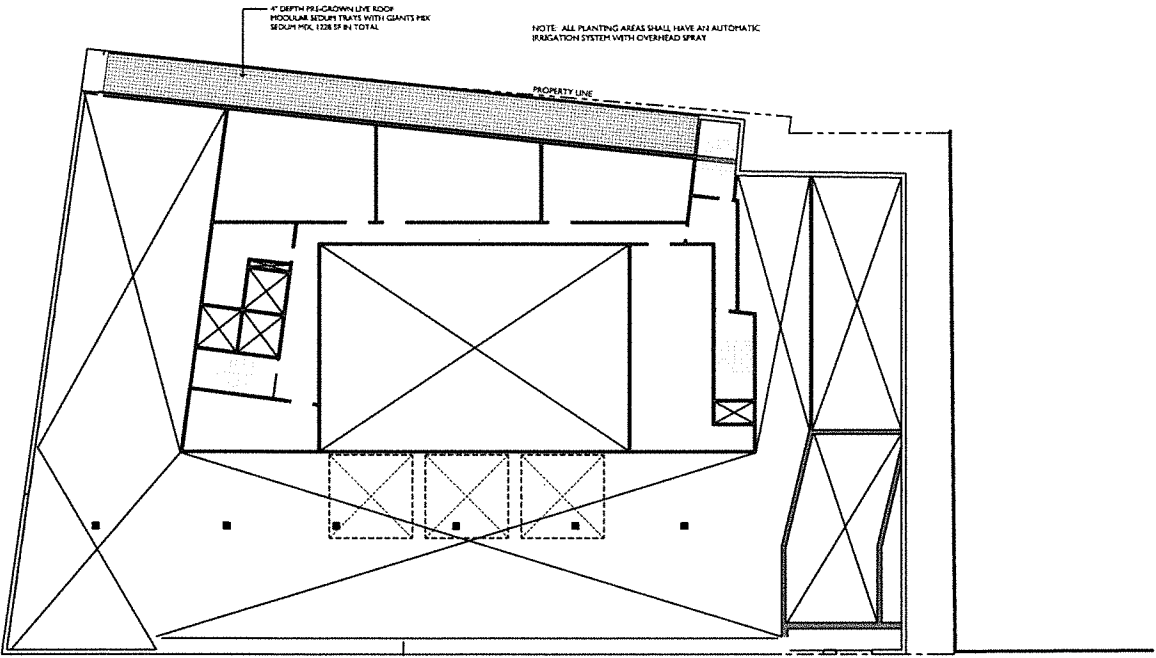
PROJECT NUMBER 1623

Birmingham Hotel

298 S Old Woodward Ave
Birmingham, MI 48009

MEZZANINE LEVEL
LANDSCAPE PLAN

L1.1

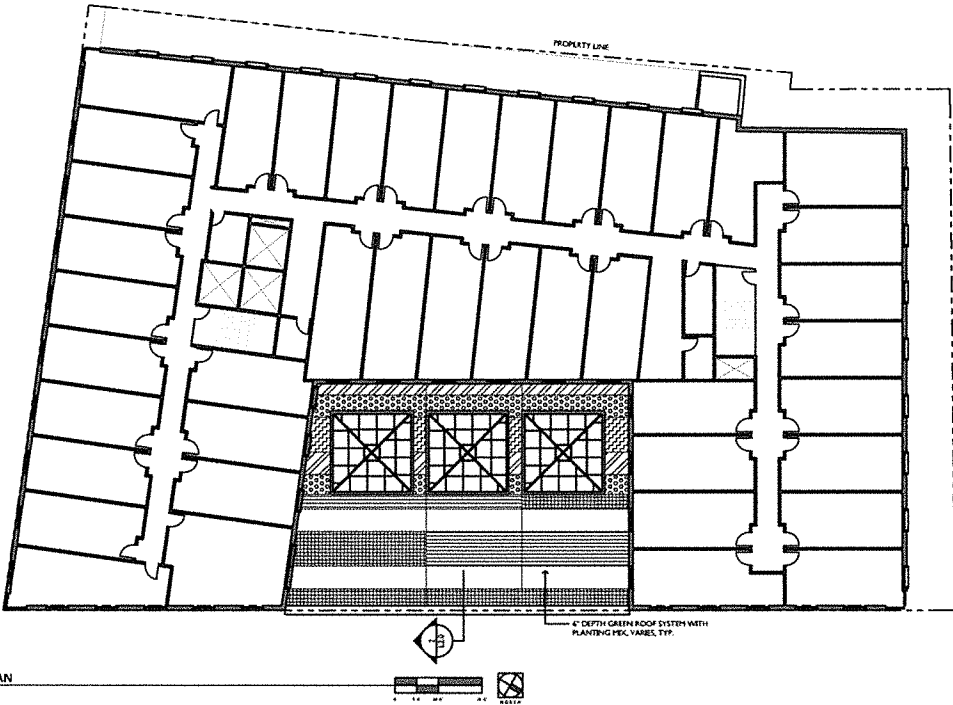


1 MEZZANINE LEVEL LANDSCAPE PLAN

SCALE: 1" = 12'-0"



	DESCRIPTION	QTY
	GREEN ROOF SYSTEM WITH SHADE SERENE SEDUM MIX	270 S.F.
	GREEN ROOF SYSTEM WITH SPIRACNA RACEMOSA PLANTING TRAYS	365 S.F.
	GREEN ROOF SYSTEM WITH HEUCHERA VILLOSA VAR. ATROPURPUREA PLANTING TRAYS	128 S.F.
	GREEN ROOF SYSTEM WITH CLASSIC PEA SEDUM MIX	345 S.F.
	GREEN ROOF SYSTEM WITH RED & YELLOW SEDUM MIX	633 S.F.
	GREEN ROOF SYSTEM WITH SCHOOL PEASE SEDUM MIX	794 S.F.



1 SECOND LEVEL LANDSCAPE PLAN
SCALE: 1" = 10'-0"

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PLANNING
LANDSCAPE ARCHITECTURE
HATCH DESIGN

WOLFF LANDSCAPE ARCHITECTURE

LANDSCAPE ARCHITECTS
ARCHITECTS
ARCHITECTS
ARCHITECTS
ARCHITECTS
ARCHITECTS

06-12-17
PROJECT NUMBER 1423

Birmingham Hotel
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Birmingham, MI 48009

SECOND LEVEL
LANDSCAPE PLAN
L1.2

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Chicago, Illinois 60661

PLANNED
ECONOMIC ZONE
WATER RES.

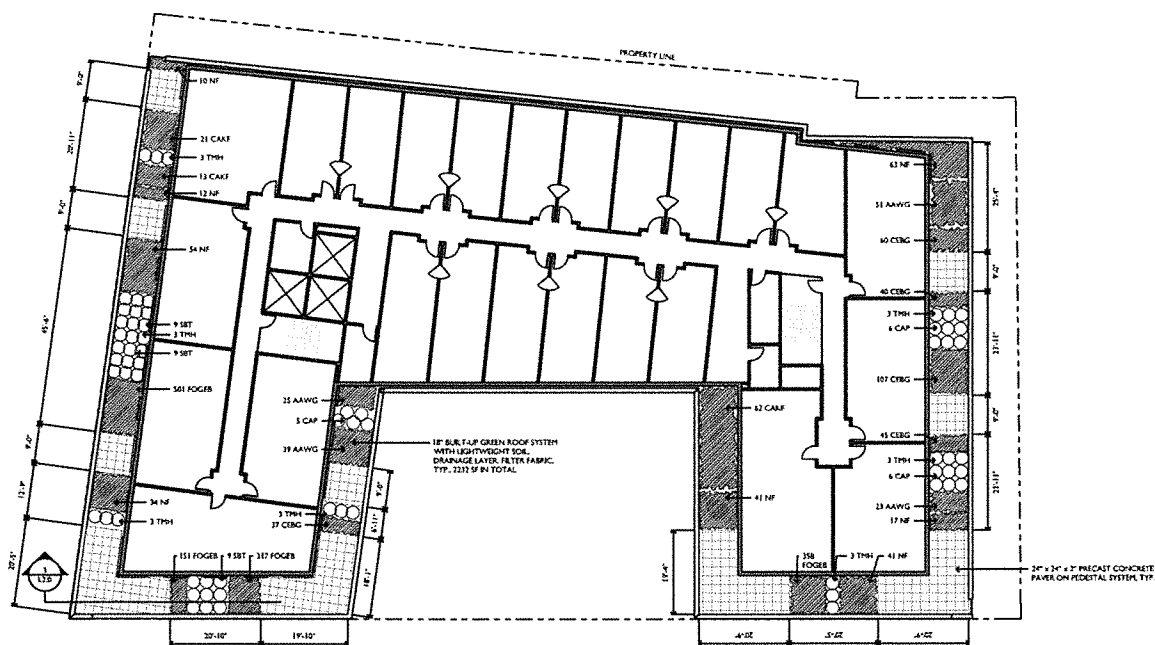
1. 1994 年 10 月 1 日, 甲企业向乙企业借入 100 万元, 期限 3 个月, 利率 6%。
2. 1995 年 1 月 1 日, 甲企业向乙企业借入 100 万元, 期限 3 个月, 利率 6%。
3. 1995 年 4 月 1 日, 甲企业向乙企业借入 100 万元, 期限 3 个月, 利率 6%。
4. 1995 年 7 月 1 日, 甲企业向乙企业借入 100 万元, 期限 3 个月, 利率 6%。

06-12-17

PROJECT NUMBER 1623

298 S Old Woodward Ave
Birmingham, MI 48009

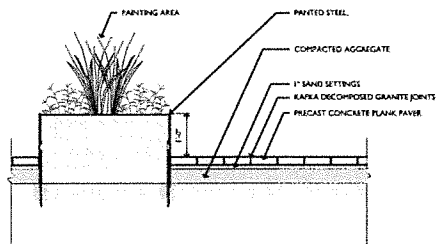
FIFTH LEVEL
LANDSCAPE PLAN
L1.3



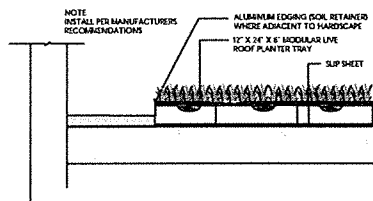
NOTE: ALL PLANTING AREAS SHALL HAVE AN AUTOMATIC IRRIGATION SYSTEM OVERHEAD SPRAY.

1 FIFTH LEVEL LANDSCAPE PLAN
SCALE: 1" = 10'-0"

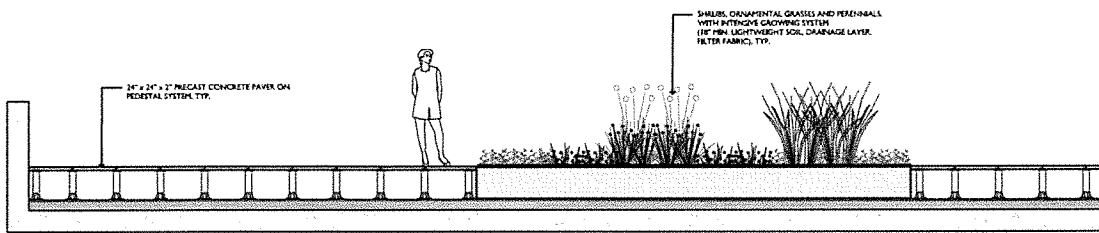




1 GROUND LEVEL VIA PLANTER SECTION
SCALE 1" = 1'-0"



2 2ND LEVEL SECTION
SCALE 1" = 1'-0"



3 5TH LEVEL SECTION
SCALE 1/2" = 1'-0"



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Chicago, Illinois 60607

WOLFF LANDSCAPE ARCHITECTURE

PLANNING
DESIGN
CONSTRUCTION

1000 SOUTH DEARBORN STREET
CHICAGO, ILL. 60607
TEL: 312.587.1111
WWW.WOLFFLANDSCAPE.COM

06-12-17
PROJECT NUMBER 1623

Birmingham Hotel

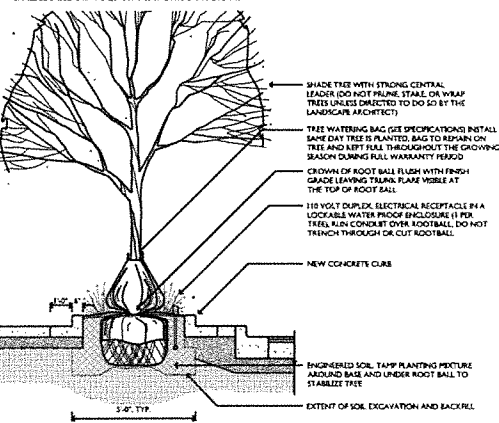
288 S Old Woodward Ave.
Birmingham, MI 48009

SECTIONS

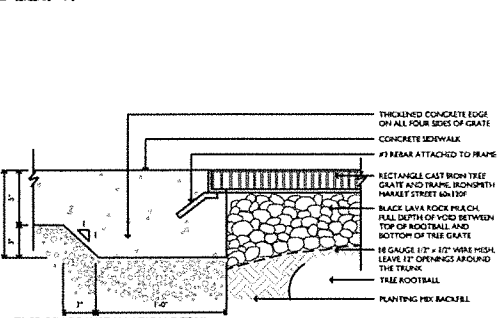
L2.0

	CODE	BOTANICAL NAME	COMMON NAME	QTY	CAL	HT	SPRD	ROOT	REMARKS
TREES	ORL	QUERCUS ROBUR 'LONG'	REGAL PRINCE OAK	3	4"	-	-	B&B	SINGLE STRAIGHT TRUNK, SPECIMEN QUALITY
	UCMG	ULMUS CARPINIFOLIA 'MORTON GLOSSY'	TULARPINE ELM	4	4"	-	-	B&B	SINGLE STRAIGHT TRUNK, SPECIMEN QUALITY
ORN GRASSES	CAK1	CALAMAGROSTIS ACUTIFLORA 'KARL FOULSTYER'	KARL FOULSTYER FEATHER REED GRASS	56	-	-	-	#1	2'-0" ON CENTER
	CEBG	CAREX ELATA 'BOYALE GOLDEN'	BOWLES GOLDEN SEDGE	208	-	-	-	#1	2'-0" ON CENTER
PERENNIALS AND GROUNDCOVERS	CL	CHASMANTHIUM LATHFOLIUM	NORTHERN SEA OATS	-	-	-	-	#1	1'-0" ON CENTER
	FOG18	FOXTAIL OVATA 'DANICA 'YASARI BLUE'	ELUM BLUE FOGGIE	1323	-	-	-	#1	1'-0" ON CENTER
	AAWG	ASTYLE + ARENDS WHITE GLORIA	WHITE GLORIA ASTYLE	212	-	-	-	#1	1'-0" ON CENTER
	BA	BAPTISIA AUSTRALIS	BLUE FALSE INDIGO	17	-	-	-	#2	4'-0" ON CENTER
	CAP	COTONASTER ANGULATUS	CRANESEED COTONASTER	17	-	12"	-	#3	2'-0" ON CENTER
	FR	FRAXINUS FRAXINUS	FRANCESE HOSTA	21	-	-	-	#1	2'-0" ON CENTER
	NO	NOPTA X FASSINUS	CATMINT	272	-	-	-	#1	1'-0" ON CENTER
	BIT	SPRING BELLFLOWER TOP	BIRCHLEAF SPREA	27	-	24"	-	#3	2'-0" ON CENTER
	THR1	TAXUS X MEDIA 'HICKS'	HICKS YEW	21	-	36"	-	B&B	2'-0" ON CENTER

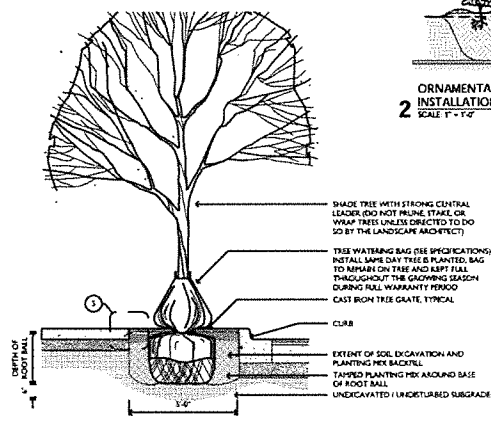
1 PLANT PALETTE
NOTE: QUANTITIES ON THE PLANT PALETTE ARE PROVIDED FOR INFORMATION ONLY. PLANT QUANTITIES UNDER THE CONTRACT ARE INDICATED ON THE PLANS. IN THE EVENT OF ANY DISCREPANCY, THE CONTRACT SHALL BE BASED ON THE QUANTITIES SHOWN ON THE PLANS.



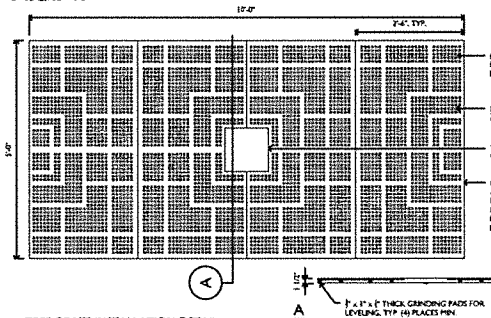
3 TREE IN RAISED PLANTER DETAIL
SCALE 1/2" = 1'-0"



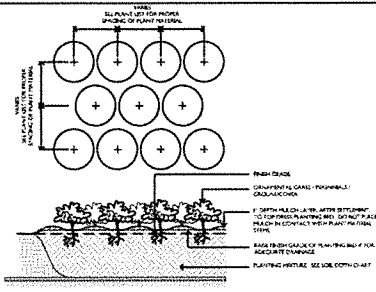
5 TREE GRADE INSTALLATION DETAIL
SCALE 1" = 1'-0"



4 TREE IN TREE GRATE DETAIL
SCALE 1/2" = 1'-0"



6 TREE GRATE INSTALLATION DETAIL
SCALE 1" = 1'-0"



2 ORNAMENTAL GRASS, PERENNIAL AND GROUNDCOVER INSTALLATION DETAIL
SCALE 1" = 1'-0"

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333 South Oak Street
Chicago, Illinois 60601

WOLFF LANDSCAPE ARCHITECTURE

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CONSTRUCTION MANAGEMENT
1000 N. LAKE STREET, SUITE 200
CHICAGO, ILLINOIS 60610
TEL: 312.467.1100
FAX: 312.467.1101
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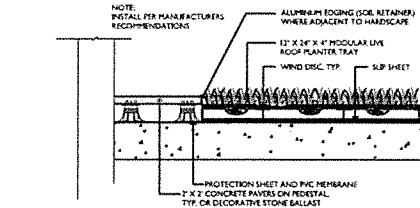
06.05.17

PROJECT NUMBER 1025

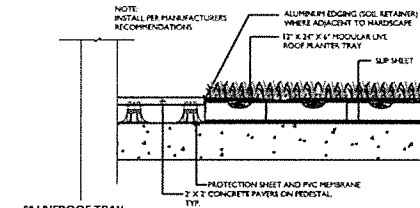
Birmingham Hotel
238 S Old Woodward Ave
Birmingham, MI 48009

PLANT LIST AND DETAILS

L3.0



1 4" LIVE ROOF TRAY
SCALE 1" = 1'-0"



2 6" LIVE ROOF TRAY
SCALE 1" = 1'-0"

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Chicago, Illinois 60601

DESIGNED BY
WOLFF LANSCH Architecture
ARCHITECTS
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WWW.WOLFFLANSCH.COM

06-12-17
PROJECT NUMBER 1421

Birmingham Hotel
298 S Old Woodward Ave.
Birmingham, MI 48009

GREEN ROOF DETAILS

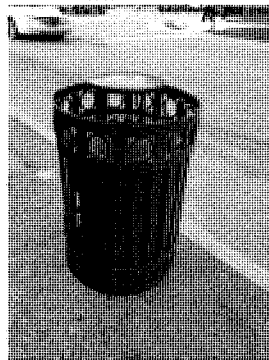
L3.1



1 EXISTING OLD WOODWARD PEDESTRIAN LIGHT
SCALE NTS



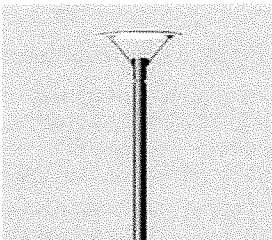
2 EXISTING OLD WOODWARD BENCH
SCALE NTS



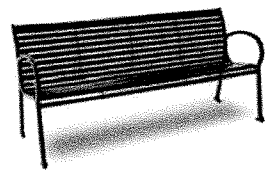
3 EXISTING OLD WOODWARD TRASH RECEPTACLE
SCALE NTS



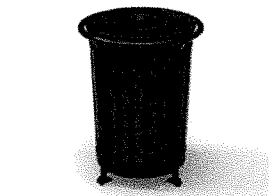
4 EXISTING OLD WOODWARD BIKE RACK
SCALE NTS



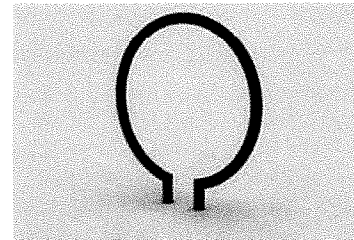
5 ALTERNATIVE BEGA PEDESTRIAN LIGHT LED
LUMINAIRE 77210
SCALE NTS



6 ALTERNATIVE LANDSCAPE FORMS
SCARBOROUGH BENCH (BLACK)
SCALE NTS



7 ALTERNATIVE LANDSCAPE FORMS
SCARBOROUGH TRASH RECEPTACLE (BLACK)
SCALE NTS



8 ALTERNATIVE LANDSCAPE FORMS RING BIKE RACK
(BLACK)
SCALE NTS

NOTE: SITE FURNISHINGS ALTERNATIVES PER OLD
WOODWARD AVE 5TH CITYSCAPE DESIGN COMPANION BY
PARSONS & MCK

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PLANNING
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06-12-17
PROJECT NUMBER 1923

Birmingham Hotel
298 S Old Woodward Ave.
Birmingham, AL 35209

SITE FURNISHING DETAILS

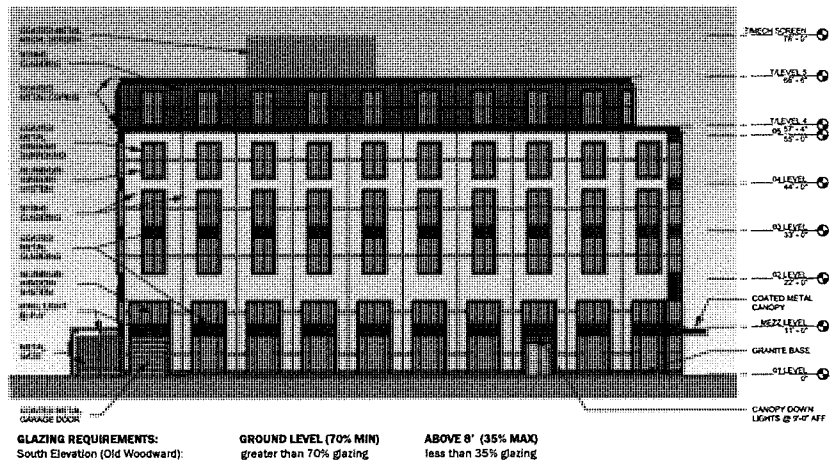
L3.2



Birmingham Boutique Hotel
205 S Old Woodward Ave
Birmingham, MI 48009
07-26-2017



Birmingham Boutique Hotel
292 S Old Woodward Ave
Birmingham, MI 48009
07-26-2017



SOUTH ELEVATION

MAJOR EVENT TRAFFIC PLAN 298 S. OLD WOODWARD HOTEL

<p>TRIGGER EVENT:</p> <p>Any event where the attendance in the banquet room plus the meeting rooms is expected to equal or exceed the (building code) capacity of the banquet room of 321 persons.</p>	<p>Description of Event:</p>
<p>Important Fact to Consider During a Major Event at the hotel:</p>	<p>The hotel will have two levels of underground parking which will be used during a Major Event. This parking provides the hotel and community with a great advantage as immediate queuing of cars will be under the hotel and <i>not</i> on S. Old Woodward, S. Old Woodward will not be congested and traffic should not be adversely impacted.</p>
<p>Description of Valet set-up and layout including points of ingress and egress.</p>	<p>Staging of Vehicles:</p> <ul style="list-style-type: none"> • 1st point of arrival is front of hotel. • 2nd a valet moves car underground by turning right onto Brown Street and entering the hotel underground parking garage at the Brown Street entrance and queues cars for valet movement from garage. • 3rd a valet moves cars to offsite parking structures from underground garage staging area by exiting garage with a right turn onto S. Old Woodward and disburses vehicles from that point.
<p>Notice will be given to stakeholders of any Major Event at the hotel.</p>	<p>Notice to Stakeholders:</p> <ul style="list-style-type: none"> • Meeting with Valet and all Hotel personnel. • Alert Birmingham Police Department <p>Transmittal List:</p> <ul style="list-style-type: none"> • City of Birmingham Police Department



June 20, 2017

Ms. Jana L. Ecker
Planning Director
City of Birmingham
151 Martin Street
Birmingham, MI 48012
Via Electronic Mail

Re: Traffic Management Plan For Birmingham Boutique Hotel at Brown and Old Woodward (the "Hotel")

Dear Ms. Ecker,

As previously shared, Aparium Hotel Group ("Aparium"), as manager of the Hotel, has extensive experience operating valet and parking in like hotel properties in urban and suburban environments with heavy densities and significant traffic flow.

Our entire Front of House staff is expertly trained to handle back flow of guest arrivals. In delivering the very best, luxury service, the first and last guest experience is imperative to our overall success and much stress is put on providing seamless arrival and departure experiences. Our Standard Operating Procedures or "SOPs" are attached as it relates to the Valet component.

In addition, it is very important to us that we are in regular communication with the applicable City channels when we expect large events and increased traffic patterns. As such, we are more than happy, as is the case with our other hotels, to put into practice the following.

- 1.) City parking deck utilization data and reports will be reviewed considering the day, time and month to determine the most suitable parking structure(s) for major events and prioritize their use.
 - a. The Pierce Street deck will be the default parking structure for daily operations of the Hotel.
 - b. Should the Pierce Street structure be fully occupied, the Peabody and Chester parking structures may be used, particularly if there is an event that will require these alternative structures.



- c. To accommodate the longer turnaround times at the Chester and/or Peabody structures, we will consider the use of shuttles to shorten the car retrieval times.
- 2.) The City Police Department will be given advanced notice for major events that would cause for significantly greater traffic patterns.
- 3.) Guests to the Hotel, for any purpose, will be instructed to the greatest extent possible to arrive from the north on Old Woodward for valet drop off.
- 4.) If Old Woodward traffic is expected to be impeded for a meaningful period of time, operations will commit to hiring suitable traffic control persons (i.e. off-duty police) to assist and enforce proper traffic flow.
- 5.) Rather than queuing cars extensively on Old Woodward, the garage would be used for short term arrivals/departures to keep Old Woodward free of congestion.
- 6.) All of the Front of House ("Ambassador") staff will be cross-trained to park and retrieve vehicles and will act quickly to fill any voids in valet staff should in unexpected influx of traffic arrive to the Hotel.

We are, of course, open to further recommendations and suggestions from the City. We remain very confident in our ability to operate the arrival/departure experiences at a world-class hospitality level, without causing burden to the City as a result of the Hotel.

Sincerely,

A handwritten signature in black ink, appearing to read "Mario Tricoci".

Mario Tricoci
CEO
Aparium Hotel Group

Attachment:

Aparium Hotel Group Employee Resource Guide (Arrival / Departure
Related Contents)

GUEST SERVICES SEQUENCE OF SERVICE

The Sequence of Service is the recommended order that service will be given to every guest or tasks that will need to be done during, before, or after the interaction. Each sequence is created to consistently meet the standards and to ensure efficient and effective service or completion of tasks.

VALET

Guest Automobile Security

- Always be aware of strangers loitering on the hotel driveway or in the garage
- The valet areas should be off-limits to those who are not associates of the hotel
- If you spot anyone who is without a specific purpose in the valet's area or is loitering, notify your supervisor or security immediately

The following services should be made available through a local garage or auto service:

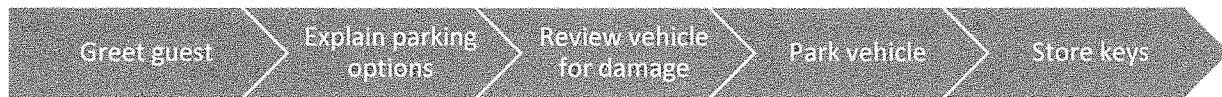
- Jump starting (based on valet company liability coverage)
- Fixing a flat tire or adding air
- Window washing
- Car wash/auto detailing
- Gas and oil
- Maintenance
- Lock out assistance
- Associates should not change tires on behalf of guests because of liability issues. It must be done by qualified mechanics through a garage or auto service

Handling a challenging guest request

- We will attempt to accommodate any reasonable request that a guest makes
- When a guest asks for something we do not have or is difficult to provide, follow the problem resolution standards:
 - Listen carefully to what the guest is saying
 - Begin with a positive attitude, empathize
 - Ask questions when appropriate
 - Offer options; let guest select solution
 - Follow-up and ensure the solution was given
 - Tell and involve your manager

Parking Vehicles

Sequence of Service



1. Greet the guest

- a. Approach the guest, acknowledge them within 10 seconds of arriving, "Good morning, welcome to the hotel, will you be valet parking with us today?" if the guest indicates yes, "May I have your name please?"
- b. Next, radio the Front Desk with the name of the guest to start the check in process.

2. Explain parking options

- a. For valet parking inform guest of valet charge for overnight guests only
- b. Generally tickets are marked to indicate whether a guest is parking for an event and will need to pay at the cashier station in the event space or guest is staying in the hotel and charges to be added to the guest room folio

3. Review vehicle for damages. Vehicles should be checked for:

- a. Pre-existing damage. If applicable, a notation should be made on the reverse of the ticket or where available. The guest should be notified of damage on the vehicle while the guest is there, whenever practical, if damage is of concern advise your manager to ensure the guest is informed
- c. Any items of value left in the vehicle should be reported to a manager or supervisor, with notation on ticket

4. Park Vehicle

- a. If you must move the seat of a guest's automobile to safely operate it, return the seat to its original position when you exit the car
- b. Do not smoke, eat, or drink in any guest's car
- c. Do not listen to or change stations on the radio
- d. Do not drive a guest's automobile to any location outside the designated delivery points, unless instructed to do so by the garage manager
- e. Ensure door locks, lights and windows are properly secured
- f. Do not spin wheels
- g. Do not slam door or trunk
- h. Check side view mirror before opening door
- i. Do not rev the car engine

- j. While driving in the garage, on the motor concourse, or on the street, you should obey all traffic, directional and stop signs
- k. Leave the appropriate portion of the ticket on the dashboard to identify and match numbers when the car is retrieved.
- l. For security reasons, do not write the guest's name and room number on the portion of the ticket that remains visible in the vehicle

5. Store Keys

- a. Tag the car keys
- b. Place keys in locked valet cabinet
- c. Retain the valet ticket portion containing vehicle condition and place in filing system
- d. Do not hold a set of keys for any length of time

Retrieving Vehicles

Sequence of Service



1. Retrieve ticket from valet printer or other device
 - a. Upon receiving ticket from printer or other device, locate the valet ticket number for retrieving keys
 - b. Retrieve keys from locked cabinet
 - c. Open cabinet and match the guest ticket number to the valet ticket
2. Locate vehicle
 - a. Review valet ticket attached to keys to identify parked location of vehicle
 - b. Upon locating vehicle cross reference valet ticket attached to keys to the valet ticket placed in the vehicle
3. Drive vehicle to the front drive
 - a. If you must move the seat of a guest's automobile to safely operate it, return the seat to its original position when you exit the car
 - b. Do not smoke, eat, or drink in any guest's car
 - c. Do not listen to or change stations on the radio
 - d. Do not drive a guest's automobile to any location outside the designated delivery points, unless instructed to do so by the garage manager
 - e. Ensure door locks, lights and windows are properly secured
 - f. Do not spin wheels
 - g. Do not slam door or trunk
 - h. Check side view mirror before opening door
 - i. Do not rev the car engine
4. Wait for the guest
5. Greet the guest
 - a. Inquire if the guest would like a bottle of water
 - b. Retrieve bottled water from the refrigerator underneath the valet counter
6. Obtain claim ticket
 - a. Verify the valet claim ticket to the ticket in the vehicle
7. Inquire if the guest enjoyed their visit

8. Assist the guest with any items
 - a. Inquire where the guest would like the items placed in the vehicle
 - b. Items are to be handled with the utmost of care. Do not toss carelessly or stack improperly in vehicle
9. Offer directions
 - a. Inquire if the guest is in need of directions, if the guest says yes, maps and printed directions for popular destinations should be readily available at the door post
10. Bid the guest farewell

Door Post

General Responsibilities

Sequence of Service



1. Parking strategy

- a. The traffic lane closest to the hotel must be kept clear for the convenience of arriving and departing guests
- b. Established hand signals should be used by door posts with a professional and directive motion while moving traffic through the hotel drive
- c. Arriving guest automobiles should be removed from the hotel entrance immediately to the parking garage
- d. Automobiles should not remain on the drive, this causes congestion and detracts from the welcoming environment of the hotel entrance
- e. Door posts should ensure consistent posting of valet hikers on the drive. Valet hikers must be immediately available to handle all automobiles
- f. Temperature permitting, parked automobiles should have their engines turned off

2. Driveway cleanliness

- a. Cleanliness is imperative to the hotel's image
- b. Litter on the drive and entrance way, ash-urns and trash cans are to be the responsibility of the door attendant to monitor and maintain

3. Storage and work area cleanliness

- a. Umbrellas are freely available at the front door and a stock is kept to ensure they are always available to resident guests of the hotel
- b. Water bottles for guests should be available at all times, a cooling facility fridge or large ice bin should be available within close access to the drive to ensure a constant cold supply is available

4. Deliveries

- a. Large deliveries are to be made through the loading dock without exception
- b. Receiving and banquets are to be notified immediately by telephone when deliveries are referred to the loading dock

5. Handling intoxicated guests

- a. In the event you observe a guest to be unsuitable to operate their automobile due to intoxication, you are to contact the GSM and security

- b. Do not release the automobile unless approved by GSM and/or security. Look for the following conditions:
- c. Slurred speech or diction
- d. Physical coordination- stumbling or falling
- e. Impaired judgment
- f. If a guest is under the influence of alcohol, offer a taxi or the designated driver service through hotel valet to take the guest home or if necessary offer a room to stay-over
- g. The most senior person on duty will handle this tactfully and preferably out of the public view without embarrassing the guest

6. Emergency vehicles

- a. In case of emergencies, all staged or parked automobiles must be promptly moved in the anticipation of emergency automobiles
- b. Door post and valet hikers/parking attendants are to direct emergency response personnel to the proper area within the hotel, always providing clear and precise directions
- c. Contact security immediately via radio

7. Local area knowledge

- a. Door posts and valet parkers are to be well informed and knowledgeable on routes to popular destinations and approximate costs of taxis
- b. Popular roadways or transportation methods to be knowledgeable about include:
- c. Knowledge of the highways, interstates, and motorways within the hotel's vicinity
- d. Directions to and from airports, approximate costs
- e. Airport shuttle services, approximate cost
- f. Provide guest destinations to the cab driver (especially if there may be a language barrier)
- g. Popular destinations and routes to be knowledgeable include:
- h. Directions and locations of the various restaurants and cuisines, bars and night clubs of interest
- i. Directions to shopping centers, fashion malls, museums, hotels
- j. Directions to sport facilities and main tourist attractions
- k. Knowledge of hotel activities relating to arrivals and departures of guest functions
- l. Knowledge of jogging trails
- m. Knowledge of nearest ATM or bank

8. Handling a challenging guest request

- a. We will attempt to accommodate any reasonable request that a guest makes
- b. When a guest asks for something we do not have or is difficult to provide, follow the problem resolution standards:

- c. Listen carefully to what the guest is saying
- d. Begin with a positive attitude, empathize
- e. Ask questions when appropriate
- f. Offer options; let guest select solution
- g. Follow-up and ensure the solution was given
- h. Tell and involve your manager

Arriving Guest

Sequence of Service



1. Approach the vehicle

- a. Be aware of all activity in the main entrance area. When an automobile approaches, move towards the vehicle and observe occupants
- b. After you have opened the door and established eye contact, acknowledge the guest by saying "welcome to the hotel."
- c. If the guest is a return guest, welcome them back by saying, "Welcome back, Mr. Smith. We are glad to see you."
- d. Dialogue should be attentive and natural
- e. Door posts should remain outside the hotel positioned between drive and front doors, striving to greet all automobile doors and assist guests

2. Inquire the guest's purpose

- a. If guest is arriving via house transportation, guest purpose should be determined from the communication center agent or metro dispatch
- b. If guest is arriving in transportation other than house car, decide if the guest is checking in or just visiting the hotel
- c. Determine the reason for the guest's arrival by asking, "How may I assist you today?" or "Welcome back" The guest will provide you with the needed answer if they are checking in, returning, or attending an event or function in the hotel
- d. Ask the guest their name if unknown or check valet ticket
- e. Assist the guest based upon the reason for their visit
- f. If the guest is checking in, immediately radio front desk post of guest arrival in order for escorting ambassador to retrieve the key packet and exit to meet the guest in the courtyard

3. Offer parking options

- a. Offer the guest parking options for:
 - i. Checking in to the hotel
 - ii. Dining in the restaurant
 - iii. Visiting an in house guest
 - iv. Using the spa

- v. Attending a function
 - b. Be informed of the prices for valet
 - c. If parking options are available at your hotel, they should be offered at this time
 - d. Know how to respond to guests who request for their vehicle to remain in the driveway
 - e. Have street parking information readily available to hand out to guests
- 4. Assist with luggage
 - a. Remove luggage from automobile promptly once doors are open and salutation is completed
 - b. Immediately look on the luggage tags for guest's name and count pieces. Confirm with the guest using guest name, "Mr. Smith, we have 3 pieces of luggage. Is this correct?"
 - c. If the guest has multiple pieces they are unable to handle, you can assume they will accept your offer of assistance. Explain to the guest, "Mr. Smith, we will have the luggage delivered to your room shortly."
 - d. Tag each piece of luggage and provide bell post with claim stubs
 - e. Guest luggage is to be handled with the utmost of care. Do not toss carelessly or stack improperly on cart or in storage areas
 - f. If luggage is damaged pre-arrival, such as a loose handle or broken zipper, offer damage repair. "Mr. Smith, I noticed your suitcase handle is loose. We can have that sent out and repaired for you" Advise your manager of the response and ensure prompt follow up of the request
- 5. Open door entrance
 - a. The front door will always have an associate in position to assist with opening and closing of the door
 - b. All interactions with guests should be enthusiastic, upbeat, positive and immediate
 - c. When giving a guest directions, escort them towards the destination until they are comfortable they can find it (for non-check in guests)
 - d. Be informed of the daily functions and events that are happening at your property
- 6. Bid the guest farewell
 - a. As a final contact courtesy for a guest arriving to the hotel, bid the guest an enjoyable stay by saying, "Mr. Smith, enjoy your stay with us."
 - b. If the guest has arrived at the hotel for a reason other than checking in, you can say, "Enjoy your dinner this evening in the restaurant."
 - c. Inform the guest that they may pay for valet by credit card at the front desk.

Departing Guests

Sequence of Service



1. Open door entrance

- a. Door Post will hold doors open for all arriving and departing guests
- b. The Door Post is in control of maintaining the flow of the driveway or front entrance. A crunch procedure is to be established when the door becomes busy. This includes greeting guests, parking cars and handling of luggage
- c. All interactions with guests should be enthusiastic, upbeat, positive and immediate
- d. Door Posts should remain outside the hotel positioned between drive and front doors, striving to greet all automobile doors and assist guests

2. Offer assistance. Here are some suggested phrases:

- a. "How can we help you?"
- b. "Let me take your luggage miss."
- c. "Can I assist you with directions?"
- d. "Do you need assistance with transportation?"

3. Inquire to guest's needs

- a. Be aware of guests leaving the hotel and anticipate their purpose for their exit of the hotel. Guest will either be:
- b. Checking-out of the hotel and in need of transportation
- c. In need of transportation to another location
- d. Walking to their next destination
- e. Ask departing guests if they would like directions to their destination by saying, "Mr. Smith, do you need directions for the airport?" if the guest says yes, maps and printed directions for popular destinations should be readily available at the Door Post

If a guest is checking-out and departing from the hotel, determine:

- a. Where the guest is going and if they need transportation
- b. If the guest is going to the airport, ask what time their flight is and what airline they are flying on. Provide any useful information about the airport.

Arrange transportation via taxi

- a. Front desk is responsible for all taxi requests.
- b. If valet receives a request they radio guest services to place the call.
- c. Quote the guest the approximate arrival time of the taxi.
- d. Ensure the quality of the taxi cabs used is of our hotel standards and the expectations of our guests
- e. Maintain orderly queue of taxis if they are waiting for guest pick up
- f. Respect guest requests for air-conditioning, non-smoking, etc.
- g. Door attendants have the ability to reject taxis that are not deemed appropriate
- h. Verify interior of taxi and overall cleanliness and condition of automobile
- i. Door Attendant should ask guest of their destination and advise taxi driver
- j. Verify the driver understands the destination. Door Attendant may be expected to give the approximate cost of the taxi ride
- k. Provide guest destination to cab drivers, giving written directions to guest. It is the responsibility of the Door Post and not the guest to inform the driver of the destination

Arrange transportation busses

- a. Be aware of all planned pickups and drop offs by coach companies planned by the hotel
- b. The door attendant should ensure that the driver has detailed directions for the guest's destination to ensure against errors

Arrange transportation limousine

- a. The hotel will develop local procedures to ensure the smooth communication between the limousine car service, concierge desk and Door Attendants
- b. Door Attendant will ensure that drivers maintain decorum and composure expected of all associates
- c. Drivers will advise the Door Attendant of pick up times and information. It is important that the Door Attendant maintains good control of the location and placement of drivers while waiting for guests
- d. Door Attendant should communicate directly with concierge when drivers arrive at the hotel to ensure good communication with the guest

4. Bid the guest farewell

- a. Offer all departing guests a sincere farewell by saying, "Thank you Mr. Smith for staying with us. We look forward to your return," or "Goodbye Mr. Smith, have a safe journey."
- b. Always use the guest's name during departure. This provides a sense of caring and appreciation that the guest chose us as their hotel of choice
- c. Ensure that the door of the automobile is closed securely

Comparison of GW and F&V Trip Generation Forecasts^{1,2}

Land Use	ITE Use	Size	Weekday Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
Giffels Webster (GW) Forecast Appearing in Its Report of 5-11-17									
Trips on Average Weekday without Special Events									
Apartments	220	17 d.u.	113	2	7	9	7	4	11
Hotel ³	310	126 rooms	755	40	27	67	39	37	76
Subtotals (min)			868	42	34	76	46	41	87
Additional Trips on a Day Experiencing Maximum Use of Banquet and Meeting Rooms									
Banquet Room	-	321 seats	Unk.	107	0	107	0	80	80
Meeting Rooms	-	174 seats	Unk.	58	0	58	0	44	44
Subtotals			Unk.	165	0	165	0	124	124
Weekdays Featuring Special Events									
Totals (max)			Unk.	207	34	241	46	165	211
Fleis & VandenBrink (F&V) Forecast Appearing in Its Letters of 5-09-17 and 5-19-17									
Apartments	220	17 d.u.	113	2	7	9	7	4	11
Hotel	310	126 rooms	1,029	40	27	67	39	37	76
Subtotals			1,142	42	34	76	46	41	87
Banquet Facility	710	321 seats	1,186	160	0	160	0	148	148
Mtg. Facilities	710	174 seats	709	95	0	95	0	103	103
Subtotals			1,894	255	0	255	0	251	251
Totals			3,036	297	34	331	46	293	339
Differences between Total Forecasts, GW(max) – F&V			Unk.	- 90	0	- 90	0	- 128	- 128

¹ GW would like to note for the record that it had not received the May 9 forecast prior to completing the analysis discussed its May 11 report.

² A trip is defined as a one-directional vehicular movement to or from the site.

BIRMINGHAM BOUTIQUE HOTEL
GW RESPONSES TO F&V COMMENTS OF 5-19-17

1. The latest trip generation forecasts of Giffels Webster and Fleis and VandenBrink are compared in the attached table, per F&V's request of 6-12-17.
2. In any future analyses, we would propose to limit the Synchro street network to Old Woodward's intersections with Brown and Merrill. As in earlier analyses, only the Brown intersection would be considered part of the study area; the Merrill intersection would be included only to reflect any influence it might have on SB traffic approaching Brown.
3. As can be seen on our attached aerial photo, the NB Old Woodward approach to Brown is wide enough to facilitate its restriping to match the directional distribution of both current and future traffic volumes. Presently, the left-turn lane is too short and the right-turn lane is unnecessarily long. Pending the City's 2022 provision of a continuous left-turn lane on this section of Old Woodward, this approach could be restriped to lengthen the existing 80-ft-long left-turn lane to as long as 200 ft, thereby substantially decreasing the potential frequency of left-turn vehicles spilling back into the through lane. In conjunction with this restriping, it would be advisable to relocate the Old Woodward crosswalk at Daines to the south side of the intersection (i.e., out of the left-turn lane entry gap and nearer the existing SB bus shelter).
4. Despite the modeling need to identify a discrete exit point from the valet service bay, assumed here to be the longitudinal midpoint, the actual exiting points will vary with stopping position and the manner in which vehicles are processed.
5. The requisite clear-vision triangles are best illustrated on the proposed site plan. These triangles are shown (but not detailed) for the garage exit on Old Woodward in Figure 19 of our revised TIS report. To minimize the loss of parking along Old Woodward north of the garage exit, consideration should be given to converting the first few angled parking spaces to parallel parking, effectively removing them the clear-vision triangle. No clear-vision triangles will be needed at the site access drive on Brown, as that drive will serve only entering traffic.
6. The existing infrastructure adjacent to the site includes varying widths of sidewalk but no pedestrian benches or bike racks (see Figure 3 in our TIS reports). The nearest bus stops in each direction are (and will remain) one block away. The site plan details proposed sidewalk and associated landscaping improvements, pedestrian benches and bike racks, and other amenities (as determined by others). As previously proposed, consideration should also be given to installing directional signing to the nearest bus stops north and south of the site.
7. Comment acknowledged. No further response on our part is required.
8. Comment acknowledged. Please note, however, that the reference to "existing public off-street parking facilities" only applies to the two City parking decks addressed in our study

(Pierce and Peabody). Other public (as well as authorized private) parking spaces, elsewhere in Birmingham, may also be used by the hotel's valet operator.

9. It is expected that the valet operator will identify and make appropriate use of alternative parking locations within a reasonable distance of the hotel (per response 8). It is not certain that there will be any displacement of current users of existing City parking facilities.
10. The quotation from our TIS report is an alternative way of stating what we have said in response 8 (above). The applicant cannot identify and commit to specific off-parking parking locations at this early stage. This is an operational decision to be made closer to the time of hotel completion and occupancy. The hotel operator has a vested interest in ensuring a successful valet operation.
11. Relative to our modeling of the valet operation:
 - The 4.7-minute average valet service time was estimated by GW, not ABM.
 - The service time sampling was done by two people significantly older and slower than typical valets. Also contributing to the estimation of conservatively high service times was GW's method of making all runs to the *top level* of the Pierce deck. Together, these two aspects of the method were considered adequate to offset the transaction times between valets and customers, which were not explicitly estimated or modeled.
 - Hotel guest traffic as a percent of total traffic would be only about 28% in the AM peak hour and 36% in the PM peak hour. It is GW's opinion that any time spent loading or unloading (the typically minimal) amount of luggage, for this small proportion of total valet traffic, would be so minor relative to the overall valet service time as to be negligible.
 - Test runs were made in the late morning of a typical weekday, verging on the onset of the lunchtime peak.
 - One must insert a ticket into the exiting machine and have it processed, regardless of the time spent in the parking deck. Any additional time needed to process a credit card (for stays exceeding 2 hours) was considered negligible relative to overall run time.
 - GW is confident that experienced valet operators are efficient at locating and retrieving vehicles parked earlier.
 - All employees will be encouraged to self-park at relatively remote locations. None will be authorized to use the hotel's valet service.

- Lastly, it should be noted that the valet queuing analyses documented in the revised TIS report also estimated the valet requirements for a hypothetical average service time 50% longer than sampled; that is, 7 minutes.
12. See comment 4 above relative to the operation of the valet service bay. As discussed in the Traffic Management section of GW's revised report, "Valet staffing levels will be adjusted as required to meet the operational requirements of the hotel and/or banquet events... In instances where southbound through traffic and hotel traffic are at unusual peak levels, traffic control personnel (private and/or public/police) will be engaged to maintain traffic flow in the area." Also, in response to the meeting discussion of 6-08-17, GW has determined that the underground garage could easily accommodate as many as 21 additional vehicles if short-term stacking is needed to avoid backups into the through lane of SB Old Woodward.
 13. During the peak special event operations, hotel ownership, management, and its valet company is committed to providing required number of valets to maintain the queue within the valet staging area and expected turnaround times. It is noted that hotel staff is cross-trained to act as valets in the event that the regular valets are not able to maintain adequate turnaround times. To assist in special event operations, the hotel parking garage can be used as a valet staging area to take some pressure off the on-street staging area. On rare occasions, the hotel and valet company will coordinate with the city's Police Department to ensure that traffic operations at the hotel do not significantly impact S. Old Woodward.

TAB 3



July 19, 2017

VIA EMAIL

Ms. Jana L. Ecker
Planning Director
City of Birmingham
151 Martin Street
Birmingham, Michigan 48012

**RE: Birmingham Boutique Hotel – Brown & Old Woodward
Revised Traffic Impact & Parking Study Review**

Dear Ms. Ecker:

Fleis & VandenBrink (F&V) staff has completed our review of the revised traffic and parking study completed for the proposed Hotel development located in the northwest quadrant of the Brown Street & Old Woodward intersection. The study prepared by Giffels Webster (GW) is dated May 11, 2017 and was received by F&V on May 17, 2017, and the supplemental Synchro/SimTraffic models were received by F&V on May 18, 2017. In addition, Aparium has provided a traffic management plan dated June 20, 2017. Based on this review, we have the following comments and observations:

- A typical day at the proposed hotel will include trips generated by the apartments and the hotel. The trips generated by a typical day at this facility can be accommodated by the adjacent roadway network. There may be days where the meeting rooms and/or the banquet facility will be occupied. If both of these ancillary uses are concurrently occupied, the hotel will implement their Traffic Management Plan (TMP). The implementation of this plan will help provide mitigation for delays identified in the traffic impact study.
- It should be noted that the TMP will not entirely mitigate all traffic delays associated with the peak operations of the site; however, these events will be short duration events that occur only during the peak ingress and egress of the events and not a typical day-to-day operation. If the hotel finds that the event facility and meeting rooms are frequently occupied (more than 3 days per week), then more permanent mitigation measures (such as geometric improvements) should be implemented.
- The proposed development includes the elimination of 10 on-street parking spaces to provide the egress driveway to the parking garage and the valet drop-off lane.
- The intersection sight distance shows there will be some limitation for vehicles exiting the parking garage onto Old Woodward. Approximately four additional parking spaces would need to be eliminated to meet the recommended sight distance requirements.
- There are currently no pedestrian benches in the vicinity of the site development that will be impacted; however, there is a single bike rack that will be removed. The proposed development includes the addition of landscaping improvements and six bike racks which will be provided in the pedestrian walkway between the hotel and the adjacent Plaza building to the north.
- The hotel proposes to use valet services for all hotel patrons, including the meeting rooms and banquet facility uses. The valet will use the on-site parking garage to accommodate patrons on typical days. In the event the on-site parking is full, the valets will utilize the Peabody and/or Pierce Street decks, depending on parking availability.

27725 Stansbury Boulevard, Suite 150
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079
www.fveng.com

- Apartment residents will have access to reserved parking in the on-site parking garage and employees will be responsible for self-parking offsite.
- During the peak special event operations, the valet will need to provide 24-27 staff to accommodate the demand.
- Overall, the daily operations of the site are expected to have limited impact to the adjacent roadway network. The TMP should be implemented as necessary to address the peak operations. The TMP should also be reviewed by the City of Birmingham Police Department.

We hope that this review satisfies the City's current planning needs regarding this project. If you have any questions or concerns, please contact our office.

Sincerely,

FLEIS & VANDENBRINK



Michael J. Labadie, PE
Group Manager

JMK:mjl

City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING

Birmingham City Hall Commission Room
151 Martin, Birmingham, Michigan
Wednesday, August 2, 2017

MINUTES

These are the minutes for the Advisory Parking Committee ("APC") regular meeting held on Wednesday, August 2, 2017. The meeting was called to order at 7:35 a.m. by Chairman Lex Kuhne.

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

Absent: Judith Paskiewicz

Birmingham Richard Astrein
Shopping District Ingrid Tighe

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

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

RECOGNITION OF GUESTS (none)

MINUTES OF REGULAR MEETING OF July 12, 2017

Motion by Ms. Champagne

Seconded by Dr. Vaitas to approve the Minutes of the APC Meeting of July 12, 2017 as presented.

TAB 4

Motion carried, 6-0.

VOICE VOTE:

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

Nays: None

Absent: Paskiewicz

298 S. OLD WOODWARD AVE.
VALET PARKING REQUEST

Mr. O'Meara advised that the owner of the above property, located at the northwest corner of Brown St., has submitted plans requesting a permit to construct a five-story hotel with two underground levels of private parking. The plans have received Community Impact Study ("CIS") and Preliminary Site Plan approval from the Planning Board. As a condition of such approval, the Planning Board asked the applicant to appear before the Advisory Parking Committee ("APC") to receive a recommendation relative to the removal of on-street parking, as proposed on their plan.

The applicant is requesting approval to remove all existing parking spaces to create a permanent valet service at the front door of the new building on S. Old Woodward Ave. The applicant plans to have valet service available for all visitors to the building, whether they are overnight guests, long term residents, patrons at the restaurant, meeting attendees, etc. Vehicles will be taken to the building's proposed Brown St. garage entrance when space permits, and they will be returned to the valet area using the S. Old Woodward garage exit. When space does not permit, the valet drivers will seek other options, such as the Pierce St. Parking Structure. There is precedent in town for removing parking spaces for valet. The Townsend Hotel pays a fee for the meters and uses seven parking spaces along Merrill St.

With the recent change in the metered parking rate to \$1.50 per hour, the City will now charge \$3,000/year per meter per space.

At the July 12, 2017 meeting of the Advisory Parking Committee ("APC"), the above topic was reviewed. The APC asked to have the opportunity to review the traffic impact analysis prepared for the project as a part of the Planning Board's review. That information is now provided.

It was mentioned that there is no space on Brown St. for delivery trucks to line up to unload, as there is only the one traffic lane. Mr. Kalczynski observed that traffic flow and parking are intertwined. The APC is being asked to remove eight

spaces at a time when the City is in a crisis mode with parking. When additional people are added, where do they go?

Addressing a question, Mr. O'Meara advised the bus stop will be moved north of Merrill St., and the space will be turned back to parking. The redesign will represent a net gain of two parking spaces.

Mr. John Gaber, Attorney with Williams Williams Rattner & Plunkett, PC, spoke to represent the property owner, Lorient Capital, LLC. Mr. Gaber wanted to ensure there is no conflict of interest with respect to Mr. Kalczynski being the manager of the Townsend Hotel. The Chairman indicated the nature of this board is that it is comprised of stakeholders. Mr. Kalczynski provides insight into situations that the committee would not have otherwise.

Mr. Kalczynski noted he does not have a conflict of interest. His role on the APC is only to approve or disapprove recommendations for parking. Therefore he will not recuse himself from the consideration of this matter.

Mr. Gaber went on to note that under the current parking nine spaces will be removed. After the street is reconstructed, the area is proposed for 12 spaces. However, accommodating three spaces for the driveway and one space for the sidewalk bumpout at the corner gets it down to eight. The project is a five-story luxury boutique hotel comprised of 126 guest rooms with 17 rental apartments on the fifth floor. There will be a banquet hall, meeting rooms, restaurants, and bars. One component of the building is the two floors of underground parking which provide 56 parking spaces. Only 22 of those spaces are required for the apartment units on the top floor. So the other 34 are available for the general use of the facility. Another feature of this project is enhancement of the streetscape which will help to facilitate some of the City's goals and objectives relative to pedestrian and bicycle traffic.

Their Traffic Management Plan has been reviewed by the City's Traffic Engineer and he has signed off, as has the Planning Board. That plan provides for valet at the front. From there the valets will circulate around the Brown St. side of the building and enter the parking garage there. If there is not room below to park the cars they will be stacked and the valets will relocate them off site. One feature of the Plan they think is important is there will be cross training of hotel employees in valet service. Then they can assist when needed.

With regard to the loading situation on Brown St., trucks will back up into a driveway, be off of the road, and be able to use that area for loading and unloading.

There was discussion by the APC members that \$3,000/year per space seems low. Mr. O'Meara explained that figure is based on 60% occupancy. Mr. Richard Astrein received confirmation that the City Commission is the final arbiter of the cost structure.

Motion by Ms. Champagne

Seconded by Ms. Krueger to recommend to the City Commission the removal of eight on-street parking spaces at 298 S. Old Woodward Ave. to allow for the operation of a valet service by the adjacent property owner, in exchange for an annual payment of \$24,000 (at \$3,000 per meter) to be charged annually once the adjacent hotel is open for business.

Ms. Champagne added she thinks one of the things that makes the Townsend Hotel really special and part of the ambiance of the City is the valet in front.

Mr. Gaber stated they think that a hotel is the highest and best use for this property. The City could be looking at a dense office building there. That would put more daytime peak demand on the system than the hotel will. Secondly, in addition to the 56 spaces underneath, there is stacking for 20 more cars. Also, if public spaces are not available they are obligated to work out an arrangement for other parking. Lastly, progress is being made because the City has recognized the parking problem and is expanding the N. Old Woodward Structure.

Motion carried, 5-1.

VOICE VOTE:

Yeas: Champagne, Krueger, Honhart, Kuhne, Vaitas

Nays: Kalczynski

Absent: Paskiewicz

Mr. Astrein brought up the point that the rate to pay into the Parking Assessment District is low, as is the rate being charged to the hotels for taking meters off the street. Someone coming into the Parking Assessment District now should be paying market rates to buy in to the structures.

AD HOC PARKING DEVELOPMENT COMMITTEE UPDATE

Mr. O'Meara reported there were four different development teams that submitted a response to the Request for Qualifications of how they thought the N. Old Woodward Ave. property could be redeveloped. All four were brought to the Ad Hoc Parking Development Committee. It was decided that all four are viable options and the teams will have another 90 days to submit their final proposal.

After that the Development Committee will review them and interview the parties that are still on the table.

CONSTRUCTION UPDATE

Mr. O'Meara advised that the painting project at the Park St. project is now well under way. It is still cheaper to keep fixing that structure than to tear it down and start over.

MONTHLY FINANCIAL REPORTS

Mr. O'Dell noted there have been increases in revenue both in the monthly and the transient figures. They are seeing the garages being slower than last year. As a direct result of all of the new equipment that has been added, there have been fewer free cars. The number of people who were previously scamming the system has been cut down. Generally SP+ keeps a very close eye on the app to make sure it relays an accurate report on the available spaces in each garage.

The Chairman asked if there is a way to audit whether the people who have permits are still the ones using them. Mr. O'Dell replied that when an account gets behind, the contact the owner of the permit. The permit is taken away when a customer says they don't park there anymore. Individuals are not allowed to switch their permit to another individual.

People without a credit card can purchase an In Card, which has been popular. Also, the readers have been placed as close as they can go to the vehicles, and that has resulted in a better traffic flow in and out of the structures.

MEETING OPEN FOR MATTERS NOT ON THE AGENDA

After discussion, Commander Albrecht agreed to address the valet service about parking cars too close to the intersections.

Chairman Kuhne noted the rates on the street and in the structures have been increased to reflect market rates. However, the one core thing that does not reflect market rates is allowing the first two hours free. Ms. Burch observed that that pricing strategy is still important. Not having that feature would reduce usage of the parking structures, and people would be circling the streets looking for a spot or not coming at all. Neighboring communities are modeling what Birmingham is doing in this regard.

Dr. Vaitas noted he has been getting reports about the new meters. When a meter is below the maximum time limit with a few minutes left and a parker puts

in a quarter, the meter zeroes out before adding time. So, the parker loses a few minutes rather than having time added up to the max time limit. Commander Albrecht verified there is still a ten minute grace period.

As the former vice-chairman is no longer on the committee, the following motion was made:

Motion by Ms. Champagne

Seconded by Ms. Honhart to nominate Dr. Vaitas as Vice-Chairman.

Motion carried, 6-0.

VOICE VOTE:

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

Nays: None

Absent: Paskiewicz

NEXT REGULARLY SCHEDULED MEETING

September 6, 2017

ADJOURNMENT

No further business being evident, the chairman adjourned the meeting at 9:10 a.m.

City Engineer Paul O'Meara

TAB 5

REVISED
TRAFFIC & PARKING STUDY FOR PROPOSED
BIRMINGHAM BOUTIQUE HOTEL



Prepared for
LORIENT CAPTIAL LLC
Birmingham, MI

By
GIFELS WEBSTER
Washington Township, MI

May 11, 2017

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* For additional background material, see Appendices A-F in *Traffic & Parking Study for Proposed Birmingham Boutique Hotel*, Giffels Webster, April 2017.

** Printouts for the current and future background traffic scenarios are found only in Appendix I of the April 2017 report.

REVISED TRAFFIC & PARKING STUDY FOR PROPOSED BIRMINGHAM BOUTIQUE HOTEL

EXECUTIVE SUMMARY

Lorient Capital LLC is proposing to demolish the two existing one-story office buildings on the northwest corner of Old Woodard and Brown and replace them with a five-story boutique hotel. The first four levels of the hotel (plus a mezzanine) will include 126 guest rooms, two restaurants, two bars, a banquet room, four meeting rooms, and other ancillary facilities. Level 5 will include 17 rental apartments. Two underground levels will provide 56 on-site parking spaces, 22 of which must (by ordinance) be reserved for the apartments. Proposed floor plans for all levels are included in the body of this report. Construction and full use of the building is desired within two years.

The cars of all arriving residents and patrons will be parked (and later un-parked) by valets based at a service bay on the hotel's Old Woodward frontage. These valets will take those cars to the building's underground garage, one or more City parking decks, or other available public places in the general area; those needing to be parked during the peak hours of street traffic are expected to be parked west of Old Woodward in the general vicinity of the new hotel.

This study was prepared by Giffels Webster staff, guided by the City of Birmingham's Traffic Study Questionnaire Form B, comments by the City's traffic engineering consultant, and widely accepted traffic planning and engineering practice for such studies. Since the April 2017 release of the original study report, the proposed site plan has changed somewhat, along with various study's assumptions, findings, and conclusions. Appendices A-F of the earlier report contain information still valid in the revised study, so they are incorporated herein by reference.

Key findings and conclusions developed in this revised study are as follows:

- ❑ All cars transporting building residents and visitors to and from the site will be parked by valets. The hotel's proposed two-level underground garage will feature 56 parking spaces, with 22 of those spaces being reserved for fifth-floor apartment residents and 34 being available to other valeted visitor cars. Valets needing to park additional cars will seek public off-site parking spaces, ideally in the City's nearby Pierce Street parking deck.
- ❑ The trip generation forecast provides a separate forecast for the proposed banquet and meeting rooms, since their combined floor area (7,446 s.f.) will be relatively large compared to the number of guest rooms (126). At the direction of the City's traffic consultant, this study assumes a maximum special-event scenario, wherein the banquet and meeting rooms are in full simultaneous day-long use, with all arrivals occurring during the AM peak hour of street traffic and all departures occurring during the PM peak hour of street traffic. Also at the consultant's request, no walking trips are assumed, whether from guest rooms within the hotel or from various off-site locations.

- ❑ Valet queuing analyses were completed for both an average weekday without special events and a maximum special-event weekday. Based on field measurements, it was assumed that the valet service time would average 4.7 minutes. To keep the service bay occupancy limited to its six-vehicle capacity (at a 95% confidence level), it was found that on an average weekday, the AM peak hour would require nine valets and the PM peak hour would require ten valets. On a maximum special-event day, however, the peak-hour valet requirements could be as high as 27 and 24, respectively.
- ❑ The traffic impacts of the proposed hotel will be minimal and can be easily mitigated. For the future total peak-hour traffic volumes forecasted at the Old Woodward/Brown intersection, very acceptable levels of service of C or better – for most individual movements as well as for the overall intersection – can be achieved with signal retiming (level of service is assigned on an A-F grading scale based on anticipated vehicular delays).
- ❑ Vehicles exiting the hotel’s parking garage and valet service bay can be expected to experience a level of service of B. On average, southbound backups from the signal at Brown should not materially interfere with egress from the service bay. Drivers attempting to exit that bay will, however, occasionally find it to their advantage to pause until signal-queued vehicles have discharged after receiving the green light.
- ❑ The valet operation and associated pedestrian movements will benefit from the street-scape plan outlined in this report. In addition to the features shown, it is recommended that the plan also include pedestrian benches and bike racks on the site’s Old Woodward frontage (at a minimum, on the nearby intersection bump-out). Directional signing for the nearest bus stops north and south of the site may also be appropriate.

TRAFFIC & PARKING STUDY FOR PROPOSED BIRMINGHAM BOUTIQUE HOTEL

INTRODUCTION

Lorient Capital LLC is proposing to demolish the two existing one-story office buildings on the northwest corner of Old Woodward and Brown (Figures 1-3) and replace them with a five-story boutique hotel. The first four levels of the hotel (plus a mezzanine) will include 126 guest rooms, two restaurants, two bars, a banquet room, four meeting rooms, and other ancillary facilities. Level 5 will include 17 rental apartments. Two underground levels will provide 56 on-site parking spaces, 22 of which must (by ordinance) be reserved for the apartments. Proposed floor plans for all levels are included in the body of this report (Figures 4-10). Construction and full use of the building is desired within two years.

The cars of all arriving residents and patrons will be parked (and later un-parked) by valets based at a service bay on the hotel's Old Woodward frontage. These valets will take those cars to the building's underground garage, one or more City parking decks, or other available public places in the general area; those needing to be parked during the peak hours of street traffic are expected to be parked west of Old Woodward in the general vicinity of the new hotel.

This study was prepared by Giffels Webster staff, guided by the City of Birmingham's Traffic Study Questionnaire Form B, comments by the City's traffic engineering consultant, and widely accepted traffic planning and engineering practice for such studies. Since the April 2017 release of the original study report, the proposed site plan has changed somewhat, along with various study assumptions, findings, and conclusions. Appendices A-F of the earlier report contain information still valid in the revised study, so they are incorporated herein by reference.

EXISTING CONDITIONS

Roadway Characteristics

Both Old Woodward and Brown are lighted, 25-mph streets under the jurisdiction of the City of Birmingham. The existing lane configuration of the two streets near their intersection can be seen in Figure 3. This intersection is controlled by a two-phase pre-timed traffic signal now operating on an 80-sec cycle 24 hours a day, seven days a week (per timing permit in Appendix C of April report).

Alternative Modes

Given their downtown location, both streets abutting the site are equipped with sidewalks on both sides. All four intersection approaches are equipped with zebra-bar crosswalks and count-down pedestrian signals. There are no public pedestrian benches near the intersection.

SMART offers fixed-route bus service along Old Woodward, with two bus stops for each direction of travel within one block of Brown. The nearest stops for SB travel are on the southwest corner of Old Woodward and Merrill and a short distance south of Daines. For NB travel, there are stops opposite both Daines and Merrill.

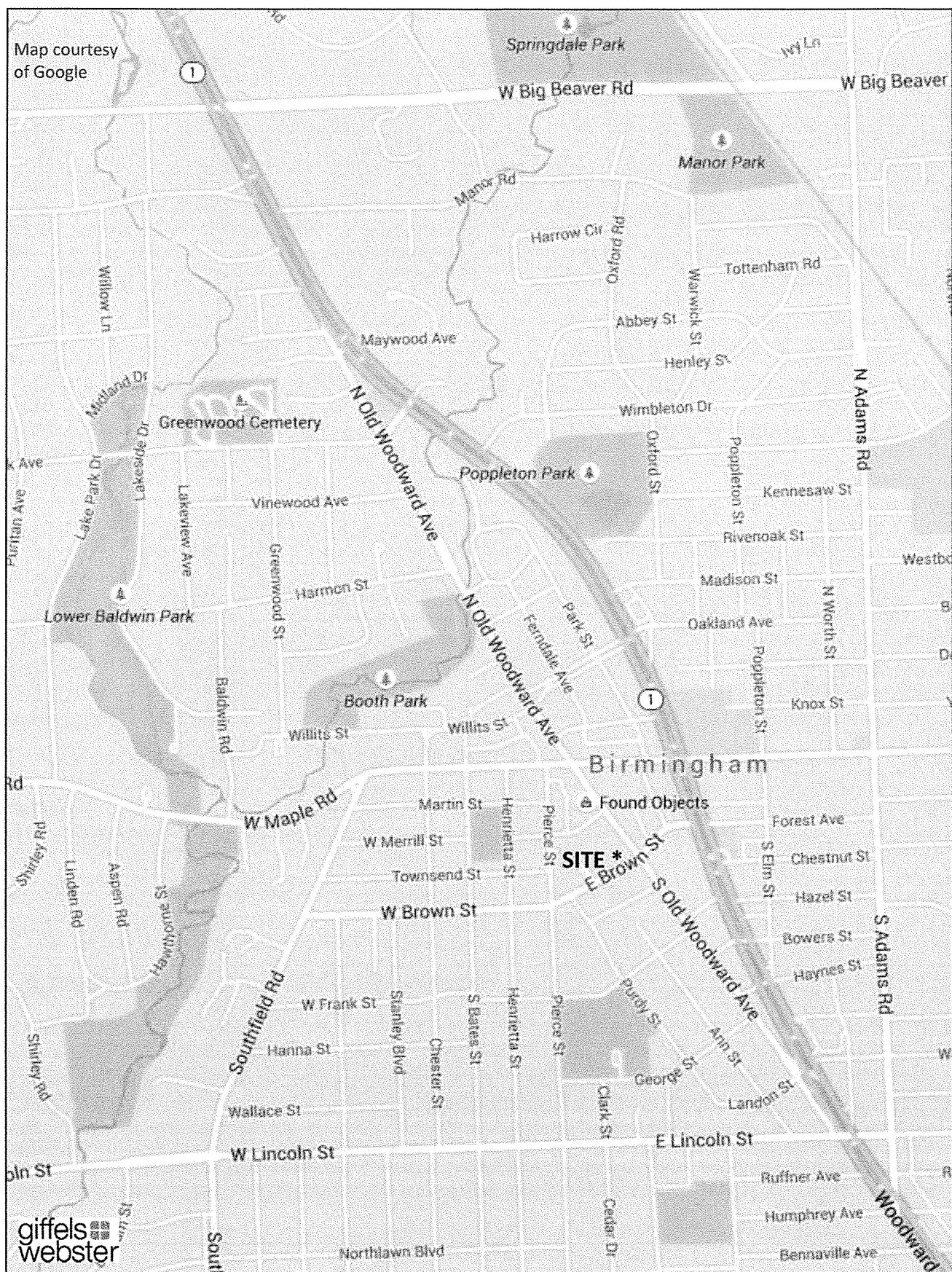


Figure 1. Vicinity Map

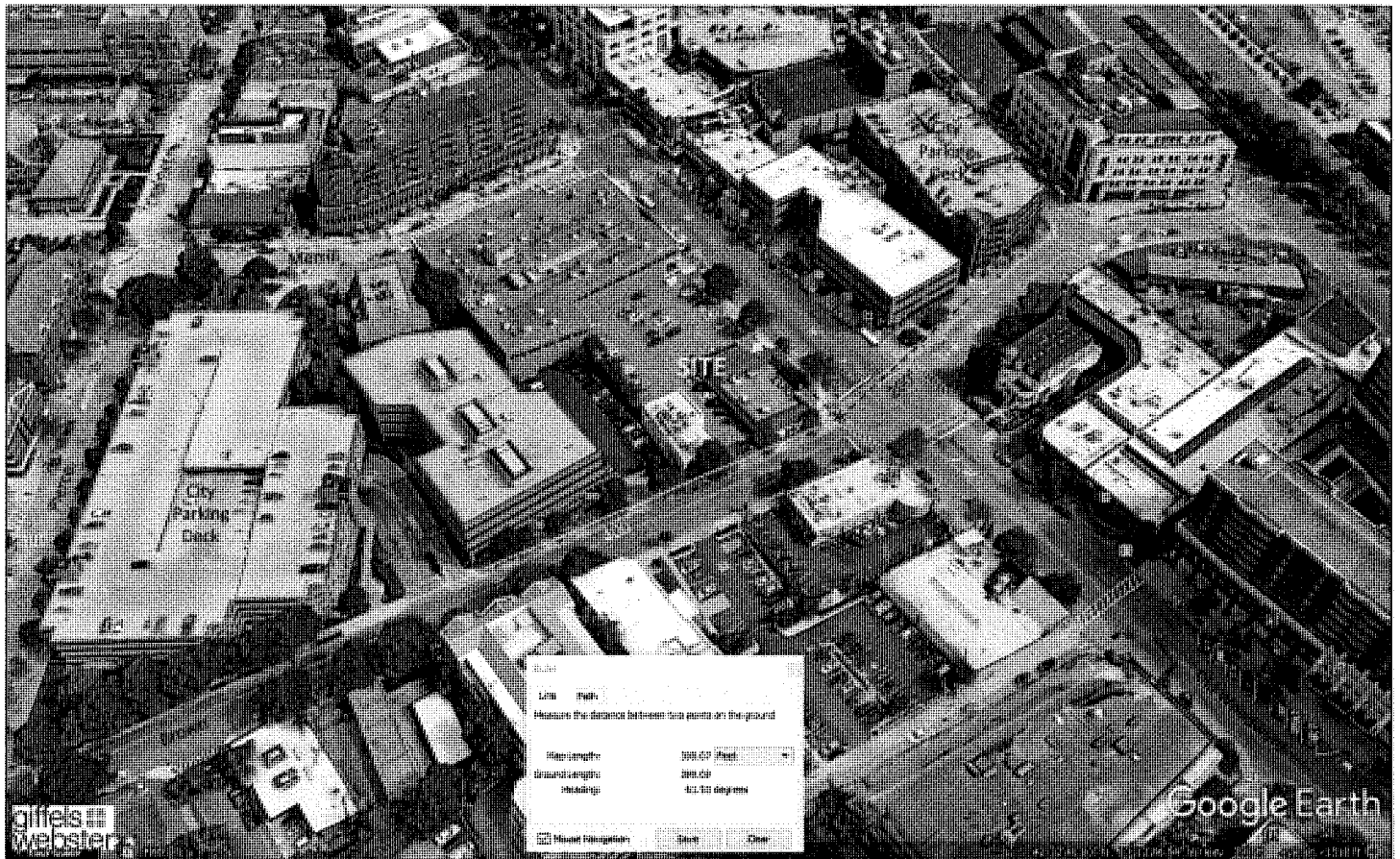
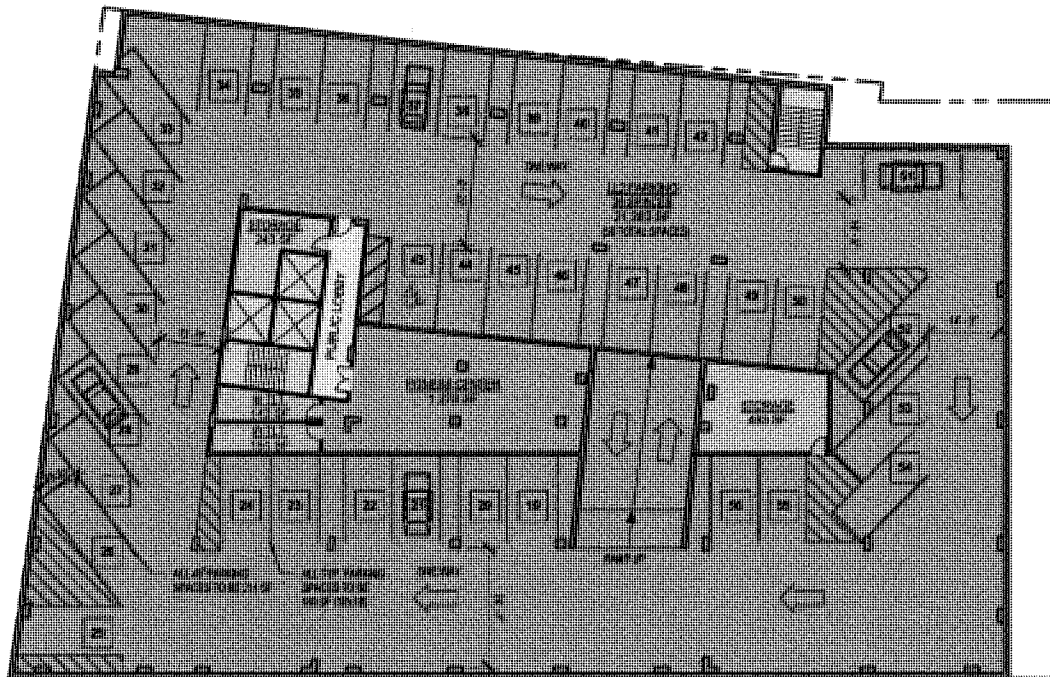


Figure 2. Walking Distance, Site to Nearest Two City Parking Decks



Figure 3. Site Aerial

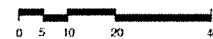


**TOTAL PARKING:
56 SPACES**

LOWER LEVEL 2

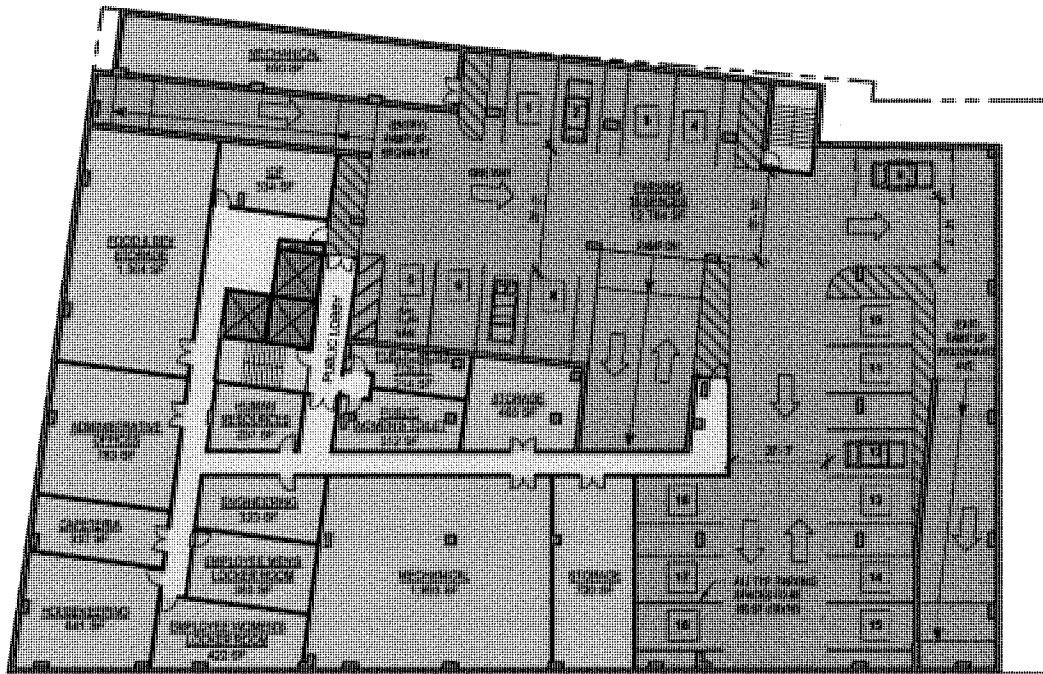
BOOTH HANSEN

CONCEPT PLANS



Birmingham Hotel
2017.05.01
1623

Figure 4. Floor Plan for Lower Underground Parking Level

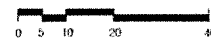


**TOTAL PARKING:
56 SPACES**

LOWER LEVEL 1

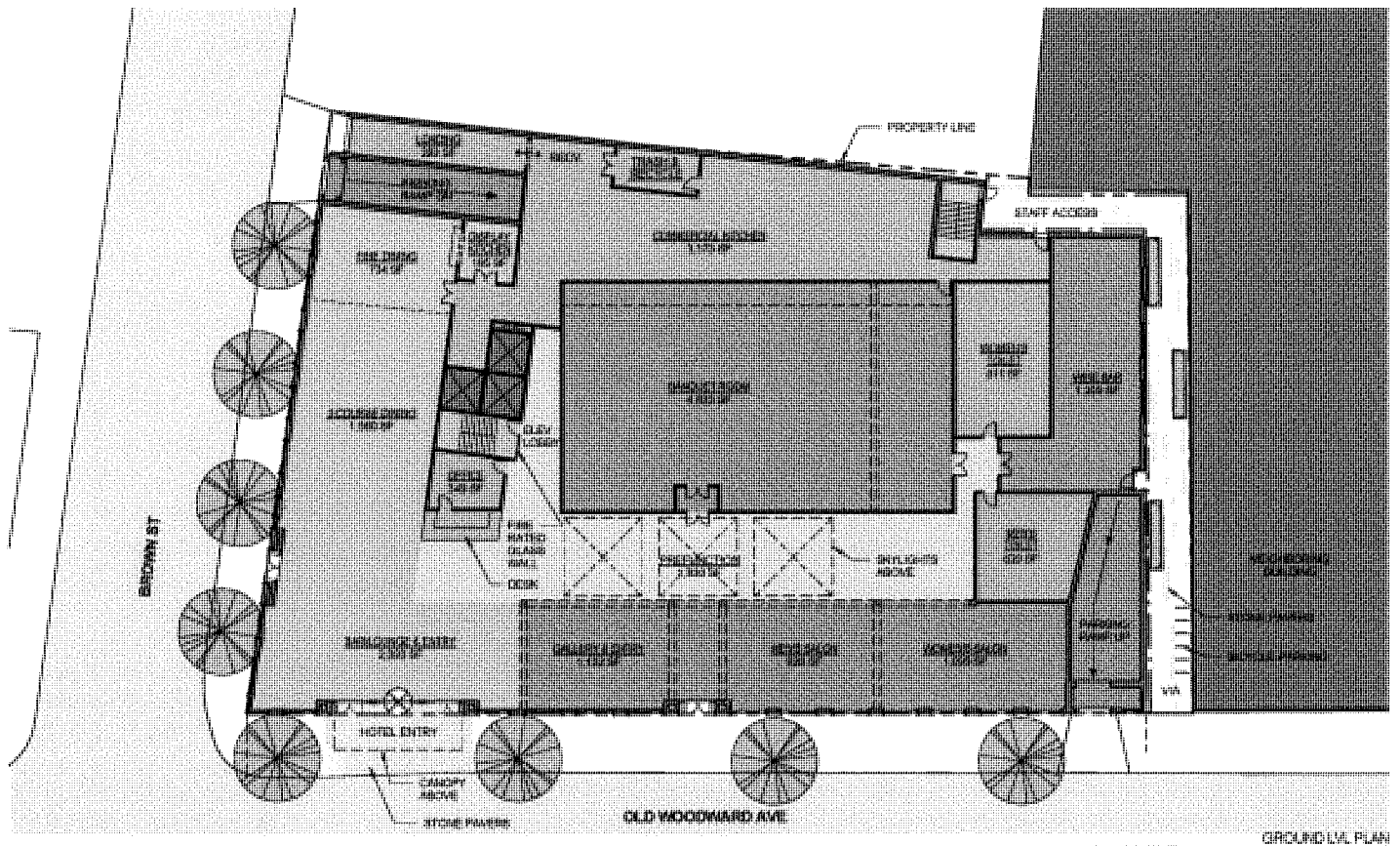
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CONCEPT PLANS



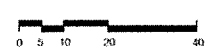
Birmingham Hotel
2017.05.01
1623

Figure 5. Floor Plan for Upper Underground Parking Level



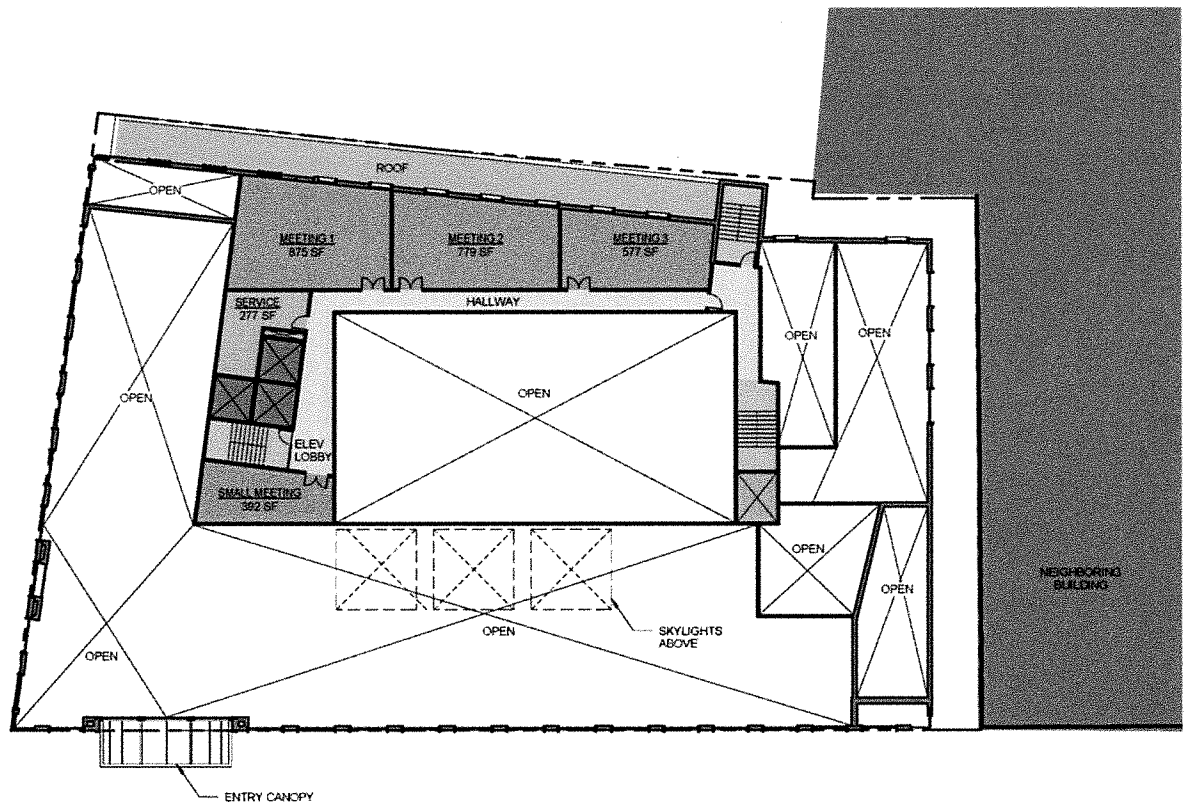
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CONCEPT PLANS



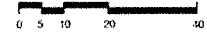
Birmingham Hotel
2017.04.20
1/023

Figure 6. Ground-Level Floor Plan (4/20/17)



BOOTH HANSEN

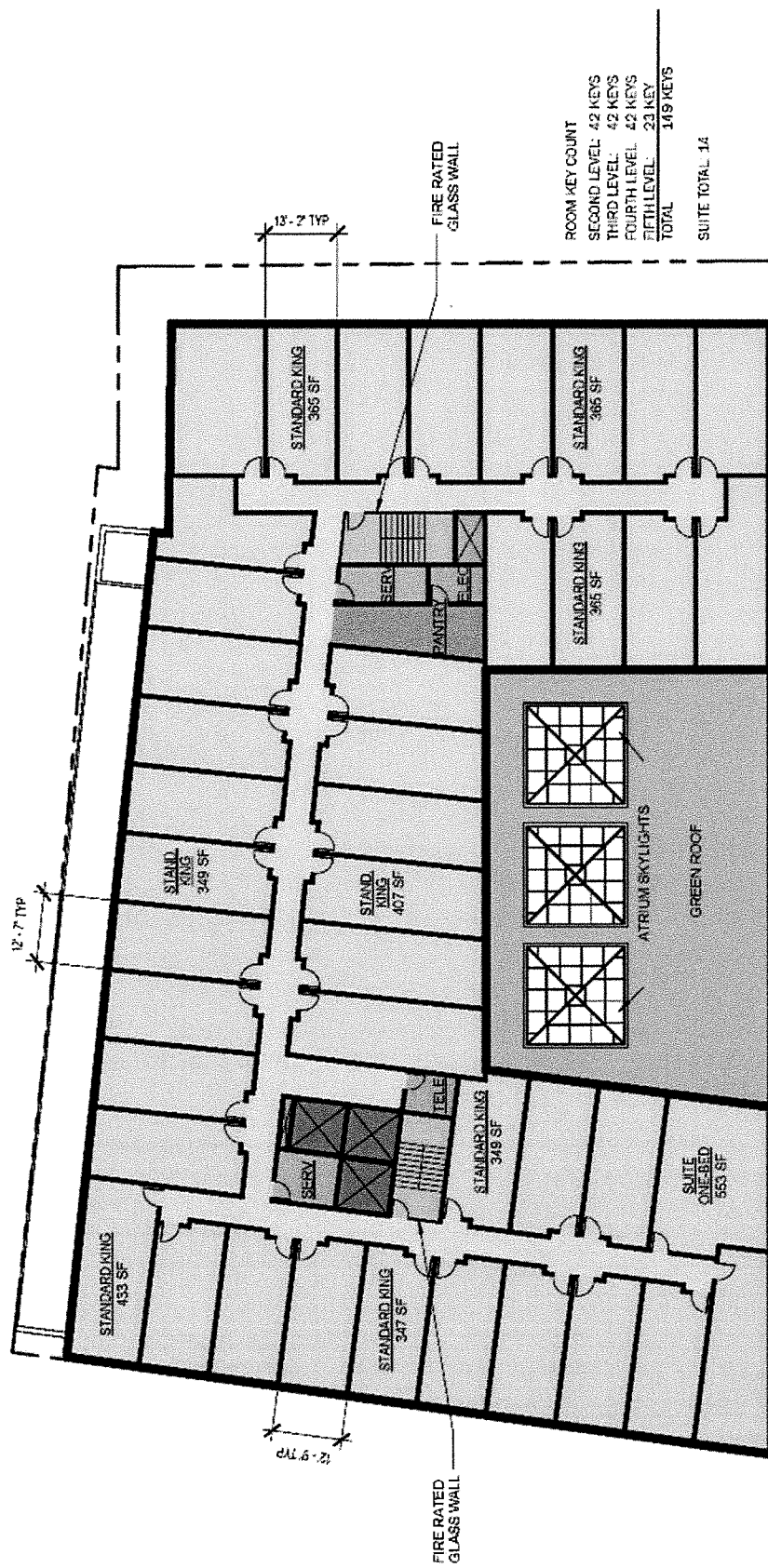
CONCEPT PLANS



MEZZANINE PLAN

Birmingham Hotel
2017.04.20
1623

Figure 7. Mezzanine-Level Floor Plan (4/20/17)



SECOND LEVEL PLAN

BOOTH HANSEN

CONCEPT PLANS

Birmingham Boutique Hotel
03.2017

Figure 8. Second-Level Floor Plan



THIRD - FOURTH LEVEL PLAN

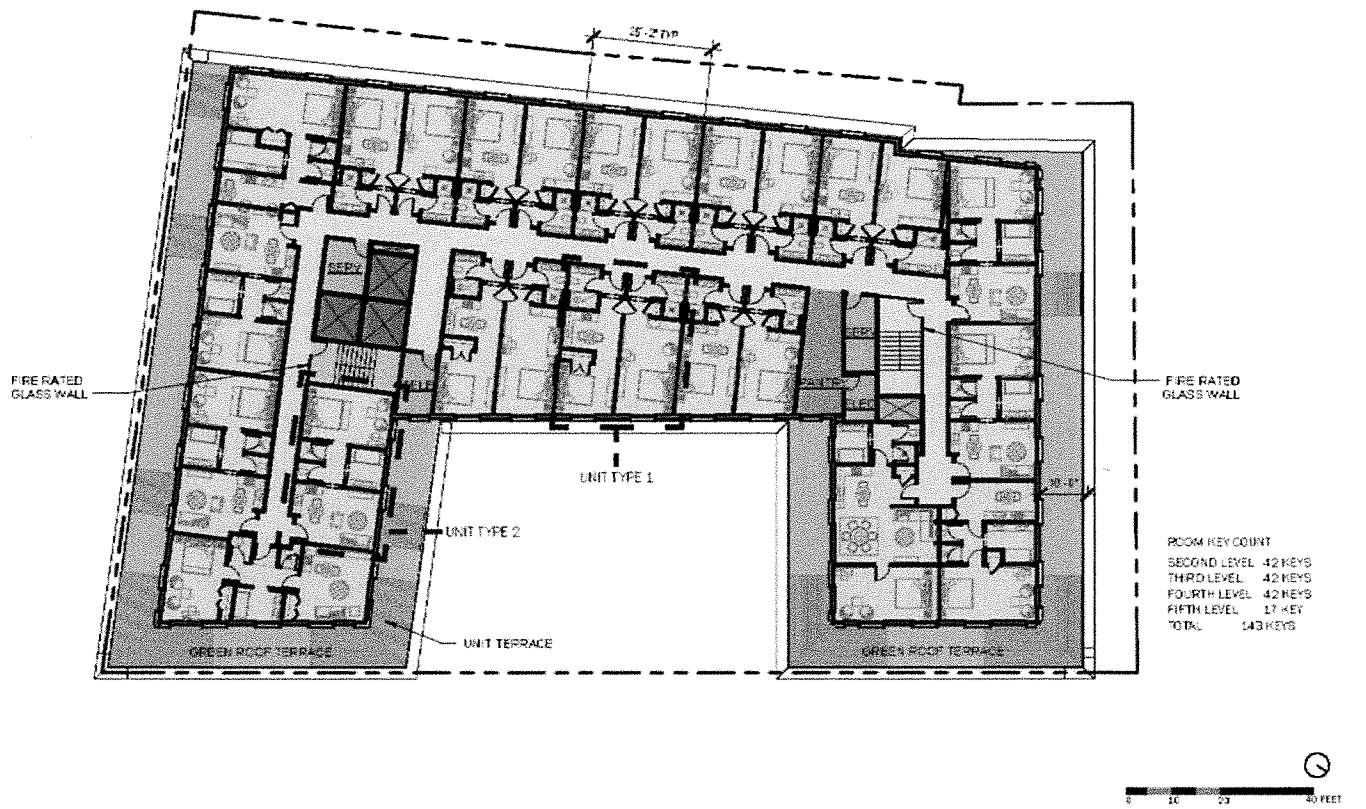


Figure 10. Fifth-Level Floor Plan

Presently, there are no signed bike lanes or bike routes near the site. Most bicycle parking in the area occurs informally. There is only one nearby bike rack, on the southwest corner of Old Woodward and Merrill.

Current Use of Pierce and Peabody Street Parking Decks

It is expected that the hotel parking valets will primarily utilize the City's Pierce and/or Peabody Street parking decks. To determine the prospective parking space availability in those decks – as now configured – GW acquired current occupancy data from the deck operator (SP+) for representative weeks in July 2016 and March 2017. These data are detailed in Appendix E of this study's April report and are summarized in Tables 1 and 2 (below).

If the existing parking availability in the Pierce and Peabody decks is insufficient to handle proposed new developments in the area, one or both decks may have to be enlarged by the City as part of its parking assessment district. Alternatively, other locations for adding parking in the general vicinity may have to be identified by the City. Certain simplifying assumptions in this regard are made in this study, however, in order to reasonably distribute the hotel's valet-related parking traffic (see later section on trip distribution).

Current Traffic Volumes

At the direction of the City's traffic consultant, GW estimated the current (March 2017) peak-hour volumes at the Old Woodward and Brown (shown in Figure 11) by adjusting the May 2016 counts done for the City by Traffic Data Collection (see Appendix F of the April report). The needed adjustment factor was developed by first estimating the average annual rate of increase in the Annual Average Daily Traffic (AADT) volume on Old Woodward. In searching SEMCOG's on-line data base, the nearest point on that street for which AADT data were found to exist for two different years was north of the site, between Maple and Oak. The two-way AADT volumes on that segment were 10,355 in 2013 and 8,830 in 2007, which indicate an effective annual average rate of increase of 2.7%. Since only 10 months elapsed between May of last year and March of this year, it was then estimated that the increase over this period was likely on the order of $(10/12) \times 2.7\%$, or 2.25%. The latter value was applied to the City counts to predict the current volumes. The above method and results were reviewed and approved by the City's traffic consultant.

Assuming that traffic volume in the PM peak hour represents a typical 9% of daily traffic, the estimated current PM peak-hour volumes suggest that the average daily volumes at the subject intersection are approximately 8,200 vehicles on Old Woodward and 10,300 on Brown.

FUTURE CONDITIONS

Background Traffic Volumes

A traffic impact study generally forecasts the future background traffic that can be expected to exist at the time of project build-out, but in its hypothetical absence; this is done to provide a suitable "base case" for evaluating the impacts of adding project-generated traffic. The projected growth in

Table 1. Open Parking Deck Spaces in July 2016

Hour	Pierce Deck		Peabody Deck		Total of Two Decks	
	Weekdays	Saturdays	Weekdays	Saturdays	Weekdays	Saturdays
12:00 AM	609	676	385	146	994	822
1:00 AM	628	679	386	334	1014	1013
2:00 AM	635	682	385	395	1020	1077
3:00 AM	637	682	386	396	1023	1078
4:00 AM	648	684	412	407	1060	1091
5:00 AM	694	696	424	425	1118	1121
6:00 AM	688	690	409	423	1097	1113
7:00 AM	667	684	396	422	1063	1106
8:00 AM	565	673	337	431	902	1104
9:00 AM	395	661	203	399	598	1060
10:00 AM	224	655	86	398	310	1053
11:00 AM	147	651	143	382	290	1033
12:00 PM	98	653	34	353	132	1006
1:00 PM	61	650	30	325	91	975
2:00 PM	75	648	38	311	113	959
3:00 PM	125	648	58	314	183	962
4:00 PM	169	647	76	296	245	943
5:00 PM	232	653	187	280	419	933
6:00 PM	312	662	246	257	558	919
7:00 PM	273	664	268	234	541	898
8:00 PM	257	666	316	209	573	875
9:00 PM	344	668	371	186	715	854
10:00 PM	468	669	391	158	859	827
11:00 PM	558	673	387	155	945	828

Total Parking Availability in Two City Decks, Weekday in July

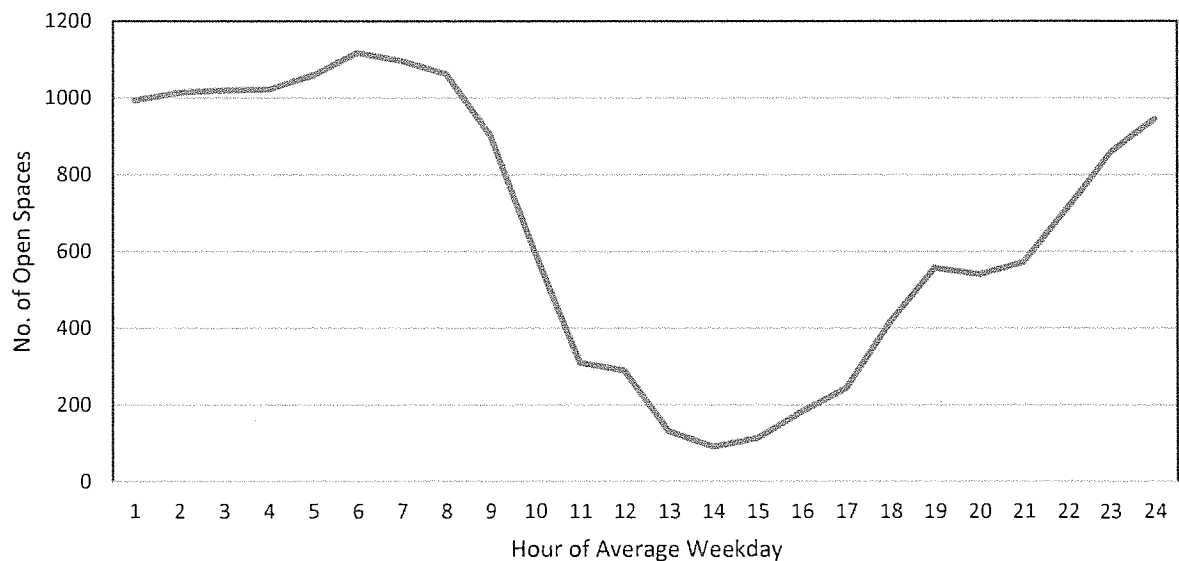
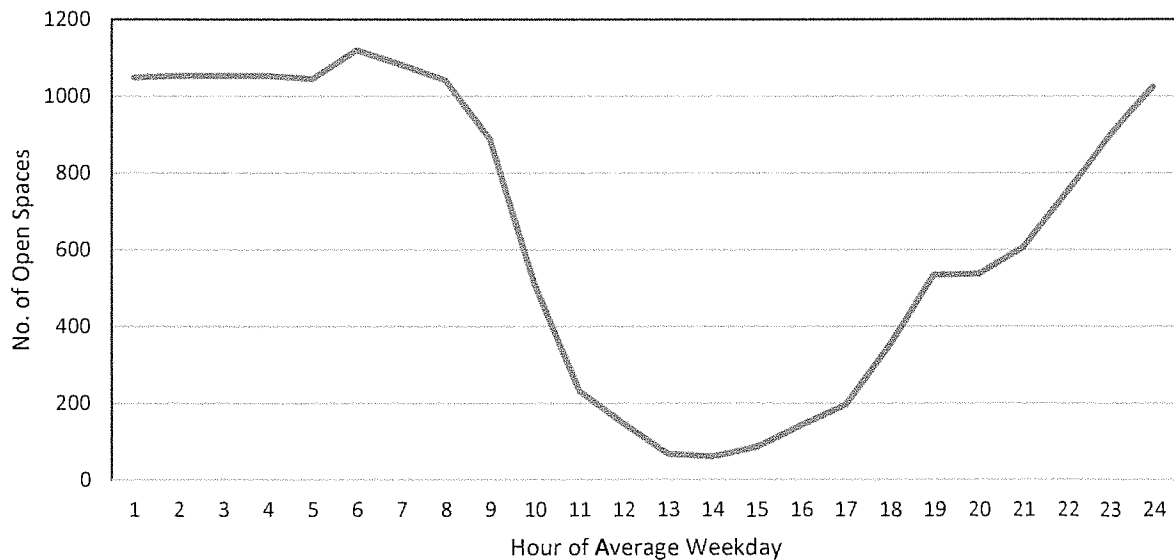


Table 2. Open Parking Deck Spaces in March 2017

Hour	Pierce Deck		Peabody Deck		Total of Two Decks	
	Weekdays	Saturdays	Weekdays	Saturdays	Weekdays	Saturdays
12:00 AM	657	575	392	392	1049	967
1:00 AM	660	624	393	410	1053	1034
2:00 AM	659	646	394	411	1053	1057
3:00 AM	659	648	394	411	1053	1059
4:00 AM	667	654	378	419	1045	1073
5:00 AM	695	694	425	427	1120	1121
6:00 AM	685	689	398	427	1083	1116
7:00 AM	662	676	380	422	1042	1098
8:00 AM	562	640	326	383	888	1023
9:00 AM	361	580	149	326	510	906
10:00 AM	197	480	35	300	232	780
11:00 AM	136	401	11	312	147	713
12:00 PM	60	336	8	291	68	627
1:00 PM	53	283	8	265	61	548
2:00 PM	78	280	8	249	86	529
3:00 PM	128	323	15	294	143	617
4:00 PM	164	358	32	304	196	662
5:00 PM	233	394	120	304	353	698
6:00 PM	320	418	215	307	535	725
7:00 PM	301	379	237	304	538	683
8:00 PM	323	346	283	285	606	631
9:00 PM	423	378	329	274	752	652
10:00 PM	536	439	362	318	898	757
11:00 PM	636	520	388	371	1024	891

Total Parking Availability in Two City Decks, Weekday in March



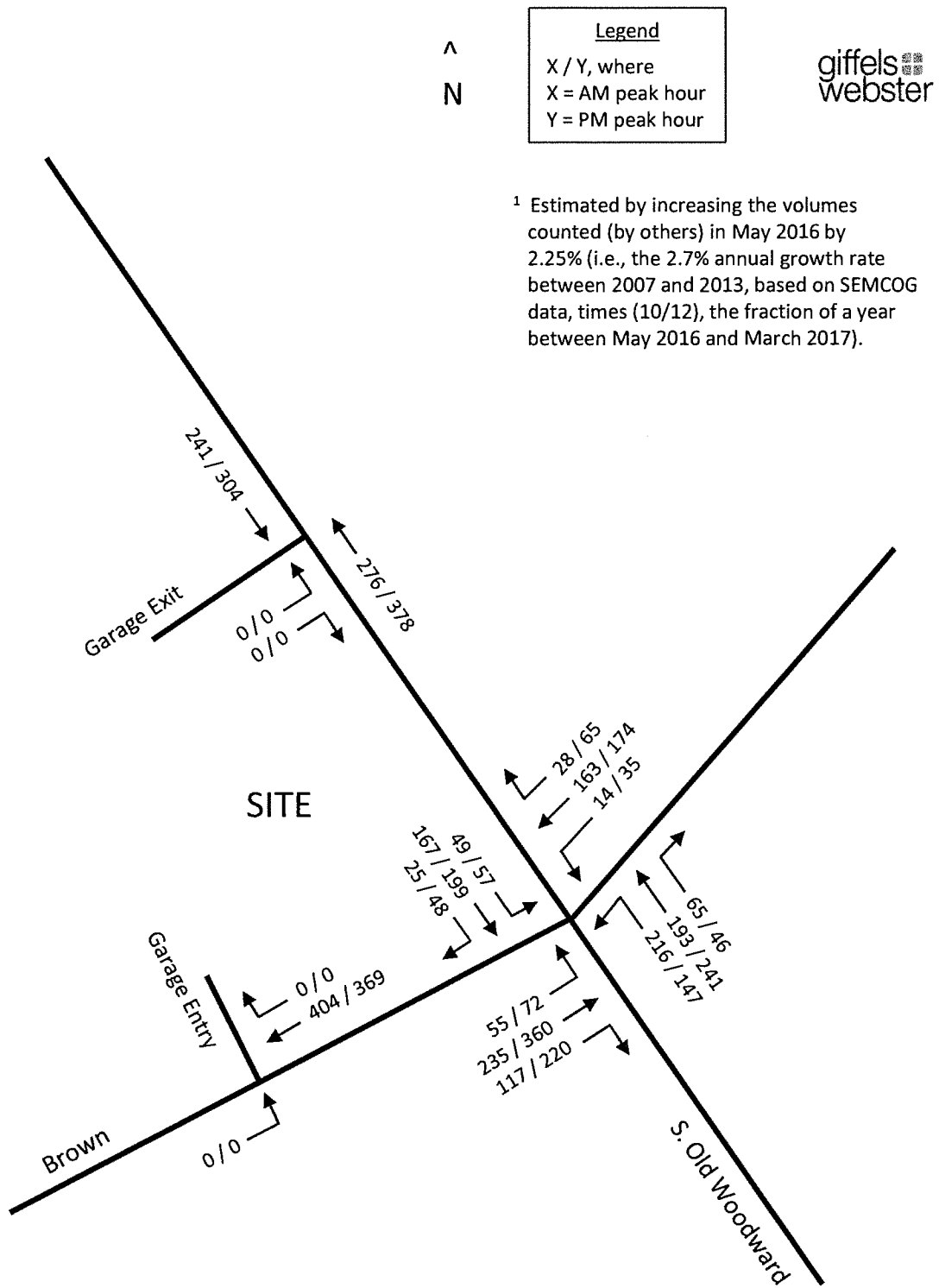


Figure 11. Current Peak-Hour Traffic Volumes¹

background traffic typically accounts for both regional economic development and the future occupation of approved but as yet unbuilt nearby developments. The City and its traffic consultant confirmed that there are no such developments likely to add significant new traffic to the Old Woodward/Brown intersection during this project's assumed two-year buildout period. Hence, the study assumes the above-forecasted 2.7% annual rate of traffic growth, compounded over two years to yield a 5.5% volume increase between 2017 and 2019. Figure 12 shows the expected peak-hour background traffic at the earliest time the hotel is likely to be built and fully occupied.

Hotel Parking

Since the subject site is within the City's downtown Parking Assessment District, only its residential uses (i.e., 17 apartments) require on-site parking spaces. The Zoning Ordinance specifies 1.25 parking spaces per residential unit, so 22 of the 56 new underground spaces must be reserved for residents. The parking demand generated by the building's other proposed uses can be partially accommodated in the 34 spare underground spaces, with the balance served by off-site public parking spaces, at a location or locations selected by the applicant.

Since the non-residential uses within the proposed hotel will share the use of an off-site parking supply (via valet service), it is appropriate to estimate the needed total supply with the Urban Land Institute's *Shared Parking Model* (the 2nd Edition of the *SPM* was released in 2005). This Excel-based model was designed to account for:

- ❑ Timesharing of parking space use. The *SPM* uses nationally sampled typical variations in parking demand by use, month, type of day (weekday versus weekend day), hour of the day, and type of arrival (visitor versus employee). These time-based variations are represented by a series of embedded tables indicating the percentage of peak parking demand occurring each hour for each arrival type.
- ❑ Capture and mode adjustments. Ordinance-specified parking ratios in most Michigan communities generally reflect a suburban, non-CBD setting. These ratios are intended to establish the peak parking needs of individual land uses as if each use is isolated and operated independently of all other uses. They also assume negligible walking, transit use, and ridesharing. To more realistically estimate the parking needed for a mixed-use development, the *SPM* includes capture and mode adjustments reflecting the reduction in parking due to the use of alternative modes – primarily walking between one site use and another (internal capture) or between the site and off-site locations (mode adjustment).

At the direction of the City's traffic consultant in this particular application, no capture or mode adjustments were assumed in the analysis described below. The shared parking analysis requested by the City's traffic consultant also assumes:

- ❑ Full simultaneous use of the proposed banquet and meeting rooms. These rooms have a total floor area of 7,446 s.f.; per the building code, this would accommodate 496 persons.
- ❑ To properly apply the *Shared Parking Model*, the amount of "conference" space per guest room must be determined; per the preceding assumption, this ratio is (7,446 s.f./126 guest

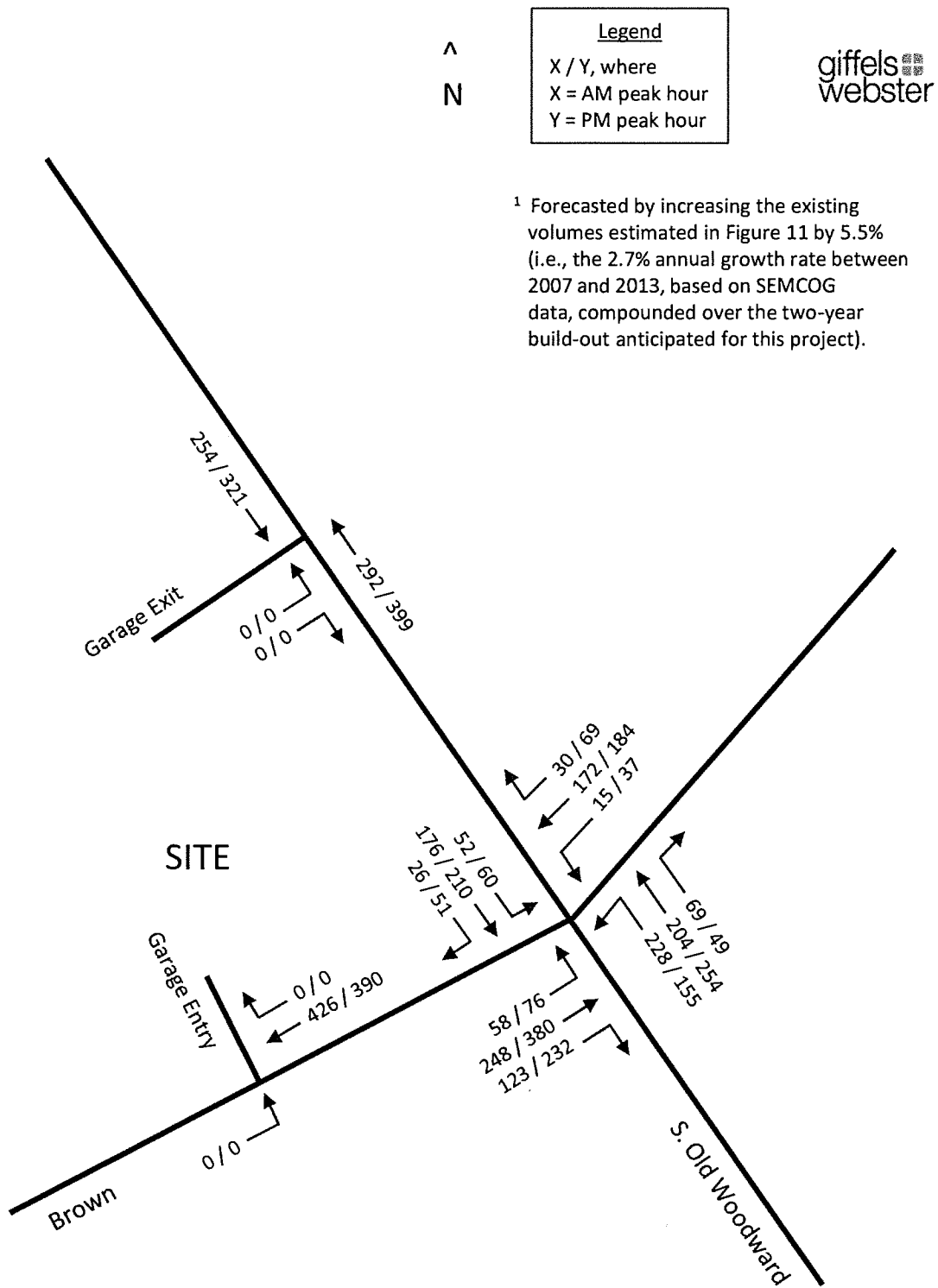


Figure 12. Future Background Peak-Hour Traffic Volumes¹

rooms=) 59.1 s.f./guest room. As can be seen in appendix Table A-1, ULI considers this high of a ratio to indicate “convention” space rather than “conference center/banquet” [space]. The “Convention Space” designation prompts lower recommended parking ratios, and as will be seen later, also yields a critical parking scenario in the daytime rather than evening.

Absent any timesharing of parking spaces, the ULI-recommended parking ratios for the preceding uses indicate a total need for 307 spaces on a weekday and 210 spaces on a weekend day (see columns headed “Max Parking Spaces” in Table A-2).

An *SPM* analysis based on the above assumptions predicts that the time of peak parking need will be 9 a.m. on a weekday in February, when the total need (with timesharing) will be 253 spaces. At the same time on a weekend day in the same month, the total need will be 162 spaces (Table A-3).

The model also predicts the parking need by hour in the peak month (February), for both weekdays and weekend days (Table A-4). The peak parking demand by month is graphed for weekdays and for weekend days in Figures A-1 and A-2, respectively. Finally, the hotel’s peak-month daily parking demand by hour and type of day is charted in Figure 13.

For the City’s planning purposes, the hotel’s projected late-winter weekday parking demand by hour is compared in Table 3 to the corresponding deck parking space availability this March. This table predicts significant deficiencies in the existing midday parking supply. These predicted deficiencies should be considered “worst-case,” however, in that they are based on the very conservative shared parking assumptions described above.

It is also important to recognize that more of the hotel’s off-site parking will likely consist of self-parking – on-street or in other lots – than assumed here. Again, the reader is reminded that the projected hotel parking demand is not an issue relative to site plan approval; it should be, however, a matter of some concern to the City as it plans its future public parking supply.

Trip Generation

Table 4 summarizes the trip generation forecast prepared in general accordance with GW’s understanding of the guidelines provided by the City’s traffic consultant. This forecast assumes:

- ☐ The “hotel” forecast includes trips generated by the guest rooms plus all ancillary facilities except the banquet and meeting rooms. The latter are treated separately because their combined floor area is relatively large compared to the number of guest rooms, likely more so than typical in ITE’s trip generation sample for generic hotels (predominately suburban).
- ☐ Full simultaneous use of the proposed banquet and meeting rooms. These rooms have a total floor area of 7,446 s.f.; per the building code, this would accommodate 496 persons.
- ☐ Consistent with the ULI *Shared Parking Model*, the banquet and meeting rooms are considered “convention space,” with all arrivals occurring during the AM peak hour of adjacent street traffic and most departures occurring during the PM peak hour of adjacent street traffic (about 75%, according to the model’s estimated hourly parking demands;

Peak Month Daily Parking Demand by Hour

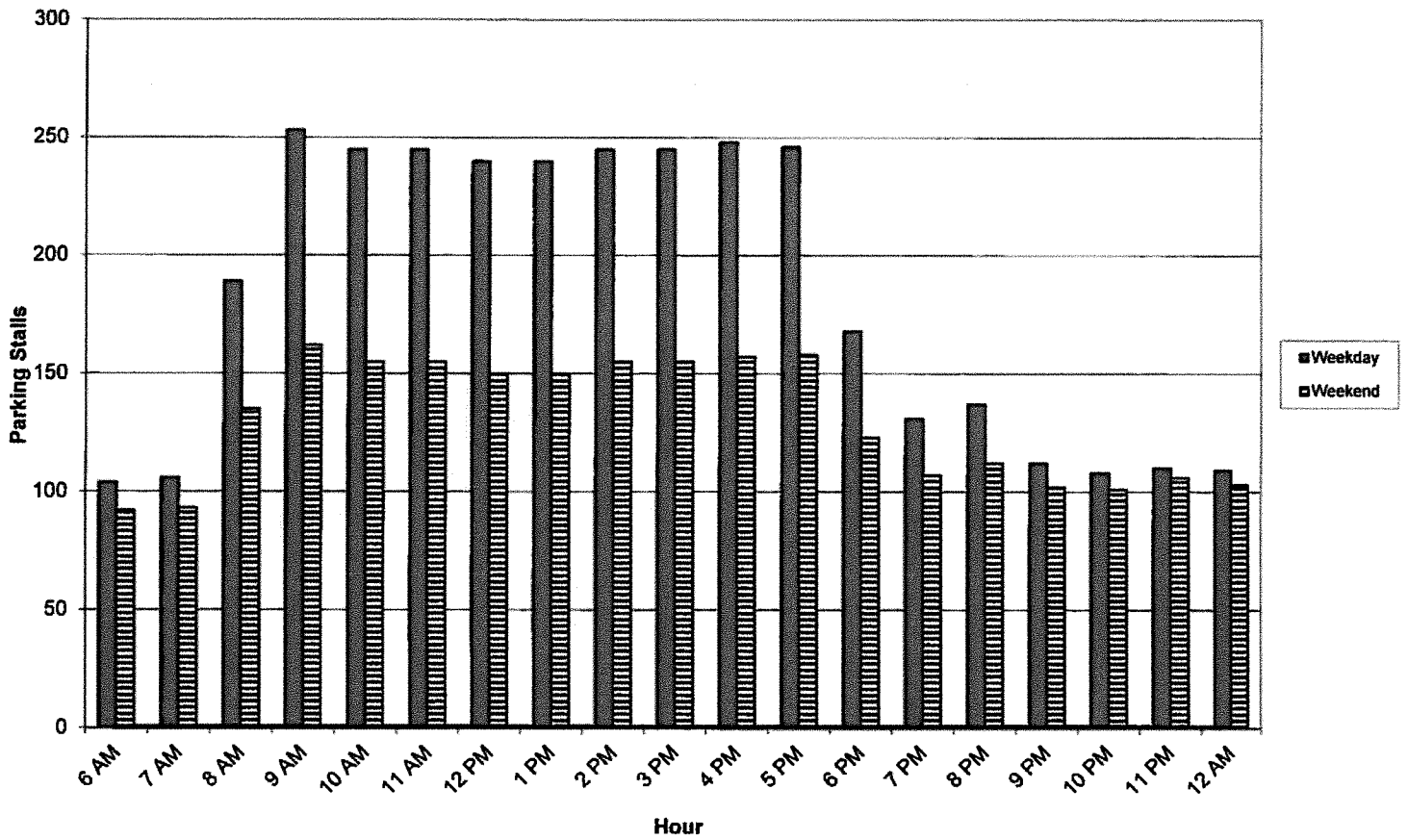


Figure 13. Total Peak Hotel Parking Need Based on Shared Parking Model (with Combined Meeting Spaces and No Capture)

Table 3. Weekday-in-March Parking Space Availability in Two City Decks vs. Potential Hotel Off-Site Parking Need in Peak Month of February, per Shared Parking Model¹

Hour	Supply in March 2017 (Table 2)			Hotel Off-Site Need (Table A-4 less 34)	Surplus (Supply - Need)	
	Pierce	Peabody	Total		Both Decks	Pierce
12:00 AM	657	392	1049	75	974	582
1:00 AM	660	393	1053	Values not computed by SPM.		
2:00 AM	659	394	1053			
3:00 AM	659	394	1053			
4:00 AM	667	378	1045			
5:00 AM	695	425	1120			
6:00 AM	685	398	1083	70	1013	615
7:00 AM	662	380	1042	72	970	590
8:00 AM	562	326	888	155	733	407
9:00 AM	361	149	510	219	291	142
10:00 AM	197	35	232	211	21	-14
11:00 AM	136	11	147	211	-64	-75
12:00 PM	60	8	68	206	-138	-146
1:00 PM	53	8	61	206	-145	-153
2:00 PM	78	8	86	211	-125	-133
3:00 PM	128	15	143	211	-68	-83
4:00 PM	164	32	196	214	-18	-50
5:00 PM	233	120	353	212	141	21
6:00 PM	320	215	535	134	401	186
7:00 PM	301	237	538	97	441	204
8:00 PM	323	283	606	103	503	220
9:00 PM	423	329	752	78	674	345
10:00 PM	536	362	898	74	824	462
11:00 PM	636	388	1024	76	948	560

¹ Assumes banquet room and all four meeting rooms simultaneously occupied at full capacity; no internal capture (walking between those rooms and hotel guest rooms); no downtown capture (walking between the hotel and other buildings or self-park locations); and no hotel room guests using alternative transportation services (taxis, limousines, shuttles, etc.).

Table 4. Trip Generation Forecast (without Capture)¹

Land Use	ITE Use	Size	Weekday Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
Trips on Average Weekday without Special Events									
Apartments	220	17 d.u.	113	2	7	9	7	4	11
Hotel ²	310	126 rooms	755	40	27	67	39	37	76
Subtotals			868	42	34	76	46	41	87
Additional Trips on a Day Experiencing Maximum Use of Banquet and Meeting Rooms ^{3,4}									
Banquet Room	-	321 seats	Unk.	107	0	107	0	80	80
Meeting Rooms	-	174 seats	Unk.	58	0	58	0	44	44
Subtotals			Unk.	165	0	165	0	124	124
Weekdays Featuring Special Events ⁵									
Totals			Unk.	207	34	241	46	165	211

¹ A trip is defined as a one-directional vehicular movement to or from the site. All trips will be serviced here by valets; however, to simplify this table, only trips by apartment residents and other site visitors are listed. Reverse trips by valets are not shown in this table but are accounted for in the valet queuing and traffic impact analyses. Trip forecasts for the apartments and hotel are based on rates and methodology recommended by the Institute of Transportation Engineers in its *Trip Generation Manual – 9th Edition* (2012). All trip forecasts in this table are conservatively high, as they assume that all visitors will arrive and depart in an automobile, and all employees will park on-site.

² Hotels sampled by ITE typically include supporting facilities, such as “restaurants, cocktail lounges, *meeting and banquet rooms*, limited recreational facilities, and/or other retail and service shops,” and are generally located in suburban rather than downtown locations.

³ Given the sizable amount of meeting and banquet space proposed relative to the number of guest rooms – separate “worst-case” trip forecasts are made here for the banquet and meeting rooms. ITE has not published any trip rates for this type of use; however, in cases such as this, it does state that another “reasonable predictor of trip generation may be used” (see *Transportation Impact Analyses for Site Development*, 2005, p. 40). Accordingly, the forecasts in this table assume seating capacities consistent with the building code (1 person per 15 s.f.) and vehicle occupancies consistent with the Zoning Ordinance parking requirement for banquet facilities (3 persons per vehicle).

⁴ The shared parking analysis (Table A-4) estimates peak “convention space” parking to be 149 spaces at 9 a.m.; hence, all visitors to the banquet and meeting rooms are assumed to arrive in the preceding hour, which happens here to be the peak hour of adjacent street traffic. The shared parking analysis also estimates “convention space” parking of 149 spaces at 4 p.m. and 75 spaces at 6 p.m.; it is reasonable to assume that the average of these two values, 112 spaces, occurs at 5 p.m., the start of the afternoon peak hour of adjacent street traffic. The exiting trips that hour are therefore assumed to equal $(112/149 =) 0.75$ times the number of arrivals in the AM peak hour. Absent any available data to the contrary, it is assumed that visitors make no exiting trips in the AM peak hour or entering trips in the PM peak hour.

⁵ These trip totals would occur only on days featuring special events making maximum use of the banquet room and all four meeting rooms.

Note: No internal capture (i.e., walking internally between hotel guest rooms and the banquet and meeting rooms) is quantified in this table, since the associated ITE methodology uses data collected at relatively large mixed-use suburban study sites (not downtown infill sites), and since it does not address banquet facilities per se.

see footnote 4). For purposes of this analysis, no departures are assumed to occur in the AM peak hour, and no arrivals are assumed to occur in the PM peak hour.

Special events making maximum simultaneous use of the banquet and meeting rooms are expected by the operator to be rare to non-existent. Hence, subsequent analyses in this study look at two operating scenarios: an average weekday without special events, and weekdays featuring maximum potential special events.

Valet Service

As mentioned in this study's first report, the proposed valet service bay will be large enough to accommodate six passenger vehicles. To determine the number of valets needed to generally keep single-file queuing of vehicles within the bay, an analysis was performed using methodology outlined on pp. 230-231 of ITE's *Transportation and Land Development (1st Edition, 1988)*. This analysis assumed Poisson (random) arrivals and negative exponential service times.

One of the main inputs to the queuing analysis is the assumed average arrival rate, in vehicles per hour. The trip generation forecast in Table 4 shows only arriving and departing residents and patrons; it does not show the reverse "trips" made by valet drivers. To properly evaluate the flow of all vehicles – driven by valets as well as residents and patrons – this flow is referred to here as "throughput." See Table 5.

To estimate valet service rate for use in the queuing analysis, several tests were conducted in the field. These tests found that a valet would need about 4.6 minutes to drive from the midpoint of the site's Old Woodward frontage (approximating the future hotel's main entrance) to the top level of the Pierce parking deck (via Brown Street) and then walk briskly back to the starting point. It was also found that a valet would need about 5.0 minutes to walk briskly from the future main entrance to the top of the deck and then drive back to the starting point (via Pierce, Merrill, and Old Woodward). Weighting these two round-trip times by the corresponding number of trips in Table 4, it was found that the overall average valet service time would be about 4.7 minutes. Working full-time at peak demand, each valet would be able to service $(60/4.7=)$ 12.8 vehicles per hour.

To facilitate queuing analyses of the valet operation for alternative sets of assumptions, the queuing model was formulated as an Excel spreadsheet. Several alternatives each were evaluated for an "average weekday without special events" and for "all hotel traffic on a maximum special-event weekday," and the results are shown in Tables 6 and 7, respectively. To limit queues to six or fewer vehicles with a confidence level of 95%:

- ☐ On average weekdays, 9 valets would be needed in the AM peak hour and 10 valets would be needed in the PM peak hour.
- ☐ On maximum special-event weekdays, 27 valets would be needed in the AM peak hour and 24 valets would be needed in the PM peak hour. (Bear in mind that this scenario assumes 496 convention attendees arriving in the AM peak hour, plus hotel guests and employees, restaurant patrons, and apartment residents – both coming and going.)

Table 5. Valet Service Bay Throughput in Weekday Peak Hours¹

Land Use	ITE Use	Size	Vehicle Class	AM Peak-Hour Vehicles			PM Peak-Hour Vehicles		
				In	Out	Total	In	Out	Total
Apartment	220	17 d.u.	Resident	2	7	9	7	4	11
			Valet	7	2	9	4	7	11
Hotel	310	126 rooms	Patron	40	27	67	39	37	76
			Valet	27	40	67	37	39	76
Average Weekday Throughput without Special Events				76	76	152	87	87	174
Banquet Room	-	321 seats	Patron	107	0	107	0	80	80
			Valet	0	107	107	80	0	80
Meeting Rooms	-	174 seats	Patron	58	0	58	0	44	44
			Valet	0	58	58	44	0	44
Maximum Special-Event Throughput				165	165	330	124	124	248
Maximum Total Weekday Throughput				241	241	482	211	211	422

¹ Necessary to properly complete the queuing analysis for the valet service bay. Resident and patron numbers here are also shown in the Table 4 trip generation forecast. All residents and patrons are assumed to arrive and depart by automobile.

**Table 6. Valet Queuing Analysis:
Average Weekday without Special Events¹**

No. of Peak-Hour Valets	Assumed Valet Cycle Time (min.) ²	Total Service Rate (Q, vph)	Utilization Factor ($\rho = q/Q$)	Q_M (= ρ for $n=1$)	No. of Queued Vehicles by Confidence Level (p. 231)	
					90% (p =) 0.10	95% (p =) 0.05
AM Peak Hour						
Arrival Rate = 76 vph						
8	4.7	102.1	0.7442	0.7442	6	8
9	4.7	114.9	0.6615	0.6615	4	5
13	7.0	111.4	0.6821	0.6821	4	6
17	9.4	108.5	0.7004	0.7004	4	6
PM Peak Hour						
Arrival Rate = 87 vph						
9	4.7	114.9	0.7572	0.7572	6	9
10	4.7	127.7	0.6815	0.6815	4	6
15	7.0	128.6	0.6767	0.6767	4	6
20	9.4	127.7	0.6815	0.6815	4	6

¹ Based on methodology described in the ITE publication entitled *Transportation and Land Development (1st Edition, 1988)* and the average arrival rates shown in Table 5 (which assume everyone arrives by automobile). A confidence level of 95% is most often preferred. The valet service bay will accommodate a single file of 6 queued vehicles (hence the bolding).

² An average valet cycle time of 4.7 min. was sampled for the Pierce St deck. This table also shows what the effects would be hypothetically increasing that average cycle time by 50% and 100%.

**Table 7. Valet Queuing Analysis:
All Hotel Traffic on a Maximum Special-Event Weekday¹**

No. of Peak-Hour Valets	Assumed Valet Cycle Time (min.) ²	Total Service Rate (Q, vph)	Utilization Factor ($\rho = q/Q$)	Q_M (= ρ for $n=1$)	No. of Queued Vehicles by Confidence Level (p. 231)	
					90% ($\rho =$) 0.10	95% ($\rho =$) 0.05
AM Peak Hour						
Arrival Rate = 241 vph						
25	4.7	319.1	0.7551	0.7551	6	9
27	4.7	344.7	0.6992	0.6992	4	6
40	7.0	342.9	0.7029	0.7029	5	6
PM Peak Hour						
Arrival Rate = 211 vph						
22	4.7	280.9	0.7513	0.7513	6	8
24	4.7	306.4	0.6887	0.6887	4	6
36	7.0	308.6	0.6838	0.6838	4	6

¹ Based on methodology described in the ITE publication entitled *Transportation and Land Development (1st Edition, 1988)* and the average arrival rates shown in Table 5 (which assume everyone arrives by automobile). A confidence level of 95% is most often preferred. The valet service bay will accommodate a single file of 6 queued vehicles (hence the bolding).

² An average valet cycle time of 4.7 min. was sampled for the Pierce St deck. This table also shows what the effects would be hypothetically increasing that average cycle time by 50%.

Trip Distribution

Figure 14 shows the expected peak-hour directional distribution of resident and patron vehicles approaching the valet service bay, as well as the directional distribution of valet-driven vehicles leaving the bay after drivers and passengers have alighted. These distributions assume that:

- ❑ The percentage arriving from the north will correspond to the SB directional split of total traffic now passing the site on Old Woodward: 47% in the AM peak hour and 45% in the PM peak hour. The balance will generally approach from the east, west, and south in proportion to the number of vehicles at Old Woodward and Brown now turning right from WB Brown, left from EB Brown, and continuing through from NB Old Woodward.
- ❑ Given that U turns will not be permitted to enter the service bay, arrivals from the east and south will pass the site and use other streets west of Old Woodward (such as Pierce and Merrill) to reach a SB site approach on Old Woodward. Arrivals from the west will turn left before reaching the site and use such streets to reach the site frontage.
- ❑ The critical hour in the morning experiences the maximum-event arrival traffic forecasted in Table 4. In that hour, the new underground garage will have more-than-adequate parking for residents, plus 34 other spaces available for parking event visitors (cars belonging to overnight hotel guests are assumed here to have been parked off-site, so as to alleviate the morning “surge” of event arrivals). Hence, the number of arriving cars assumed to be parked by valets in the new garage that hour equals (2 residents + 34 visitors=) 36. The corresponding percentage of entering valets is therefore $(36/207=)$ 17%.
- ❑ The balance of valet-driven arrival vehicles (83%) will be parked west of Old Woodward, since this maximizes the share of traffic exiting the service bay able to turn right at Brown (easier than turning left). It also avoids requiring patrons and valets to cross Old Woodward on foot during the busiest traffic hours.

Figure 15 shows the expected peak-hour directional distribution of resident and patron vehicles departing the valet service bay, along with the directional distribution of valet-driven vehicles approaching the bay prior to pick-up. These distributions assume that:

- ❑ Resident and patron vehicles – all departing to the south – will distribute at the Old Woodward/Brown intersection in proportion to the current peak-hour volumes there.
- ❑ Given that U turns will not be permitted in exiting the service bay, departing drivers desiring to go north will make SB right turns at Brown and “go around the block” to reach northbound Old Woodward (e.g., via Pierce and Merrill).
- ❑ Per Table 4, only valet-driven resident vehicles will exit the new garage in the AM peak hour, destined for the valet service bay. They will constitute $(7/34=)$ 21% of all departure-serving valet traffic that hour; the other 79% will go to the service bay from off-site parking locations west of Old Woodward.

(continued)

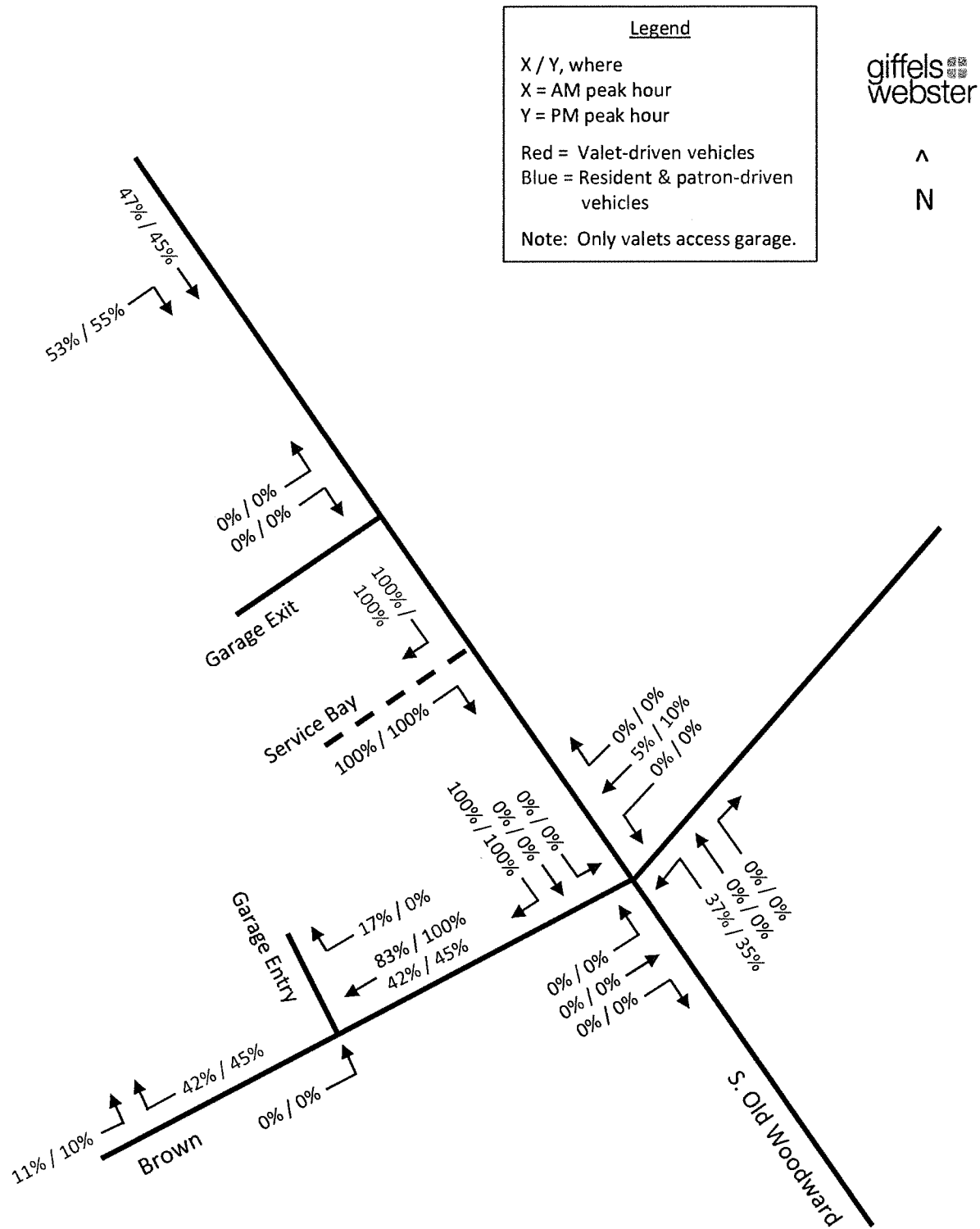


Figure 14. Distribution of Arriving Vehicles (Residents + Patrons In & Valets Out)

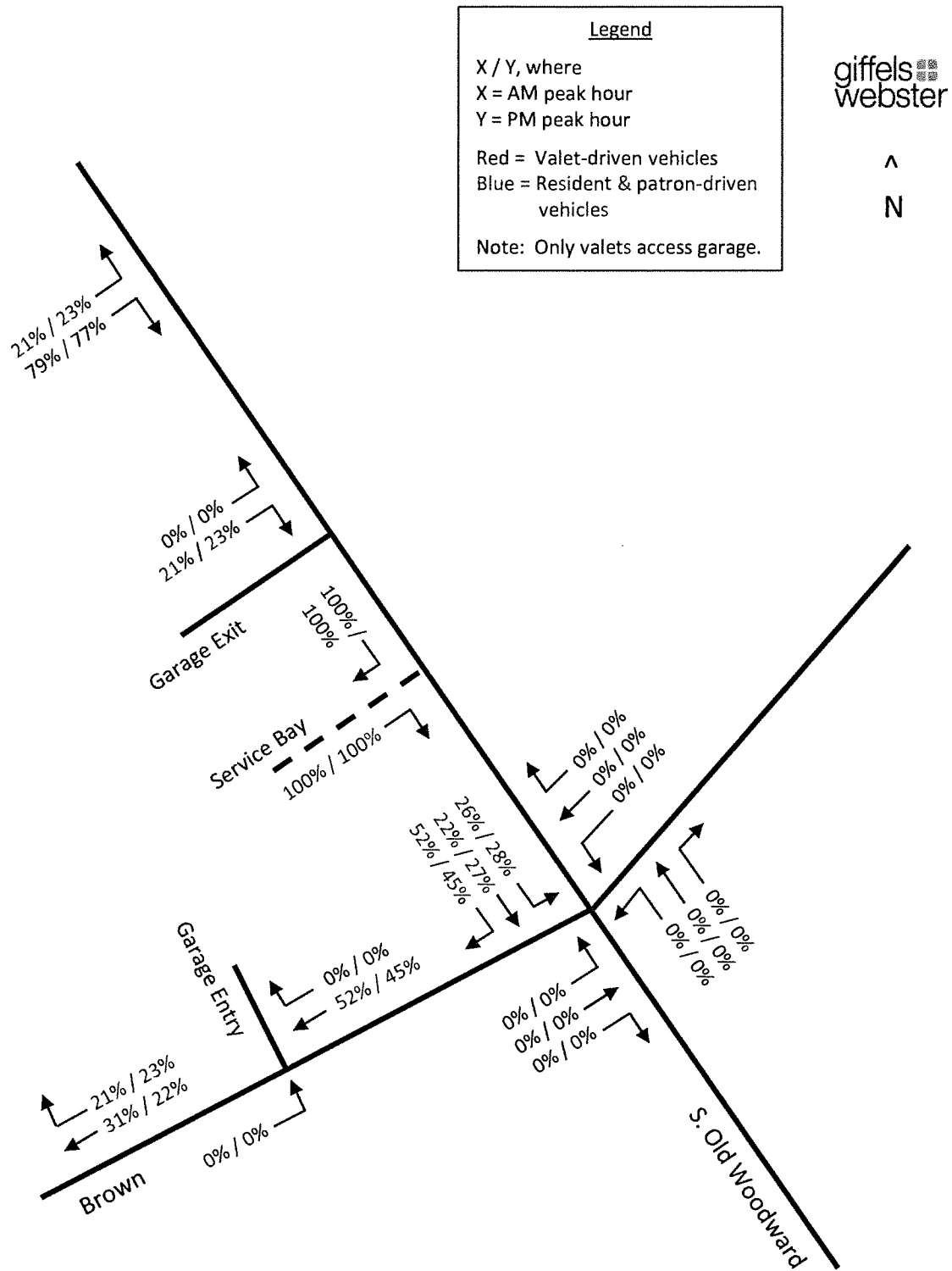


Figure 15. Distribution of Departing Vehicles (Valets In & Residents + Patrons Out)

- ❑ In the PM peak hour, valet traffic exiting the new garage will consist of the four exiting resident vehicles (per Table 4) plus 34 “convention” vehicles assumed to have been parked there all day. This subtotal of 38 vehicles will constitute $(38/165=)$ 23% of all valet-driven departure vehicles that hour.

Traffic Assignment

The trip distribution percentage models described above were applied to the corresponding trip generation subtotals in Table 4 (with consideration given to the associated valet “trips”) to produce the peak-hour assignments of arrival- and departure-related site traffic illustrated in appendix Figures B-1 and B-2, respectively. Figure 16 (below) sums those two figures to determine the total volumes of peak-hour site traffic. Finally, Figure 17 forecasts future total traffic by adding the site traffic shown in Figure 16 to the future background traffic shown in Figure 12.

IMPACT ANALYSES

Levels of Service

Method and Criteria – Capacity analyses were conducted using the *Synchro 9 Light* computerized traffic model, based on methodologies contained in the Transportation Research Board’s 2010 *Highway Capacity Manual*. The primary objective of such analyses is to determine the *level of service*, a qualitative measure of the “ease” of traffic flow based on vehicular delay. Analytical models are used to estimate the average control delay for specific vehicular (through or turning) movements – and in the case of all-way stop-controlled and signalized intersections – each approach and the overall intersection as well. The models account for lane configuration, grade (if any), type of traffic control, traffic volume and composition, and other traffic flow parameters.

Level of service (LOS) is expressed on a letter grading scale, with A being the highest level and F being the lowest level. Achieving an overall intersection and/or approach LOS of D or better is the normal objective in an urban or suburban area; however, LOS of E or worse may be unavoidable for some turning movements onto heavily traveled roads, especially when those movements are controlled by stop signs as opposed to signals.

Table 8 (below) defines LOS, in terms of average control delay per vehicle, for signalized intersections and unsignalized intersections, respectively (the latter include road/driveway intersections).

Unmitigated Results – *Synchro* was used to evaluate AM and PM peak-hour traffic conditions at the intersection of Old Woodward and Brown under current, future background, and future total traffic volumes, and at the valet bay and garage exit under future total traffic. The entry-only driveway on Brown was not included in the *Synchro* network, since there will be no entering left turns there as well as no exiting movements (entering right turns are not assigned a LOS rating).

Synchro printouts for the current and future background traffic scenarios appear in Appendix I of the April study report and are included here by reference. Printouts for future total traffic scenario are included in Appendix C of the present report.

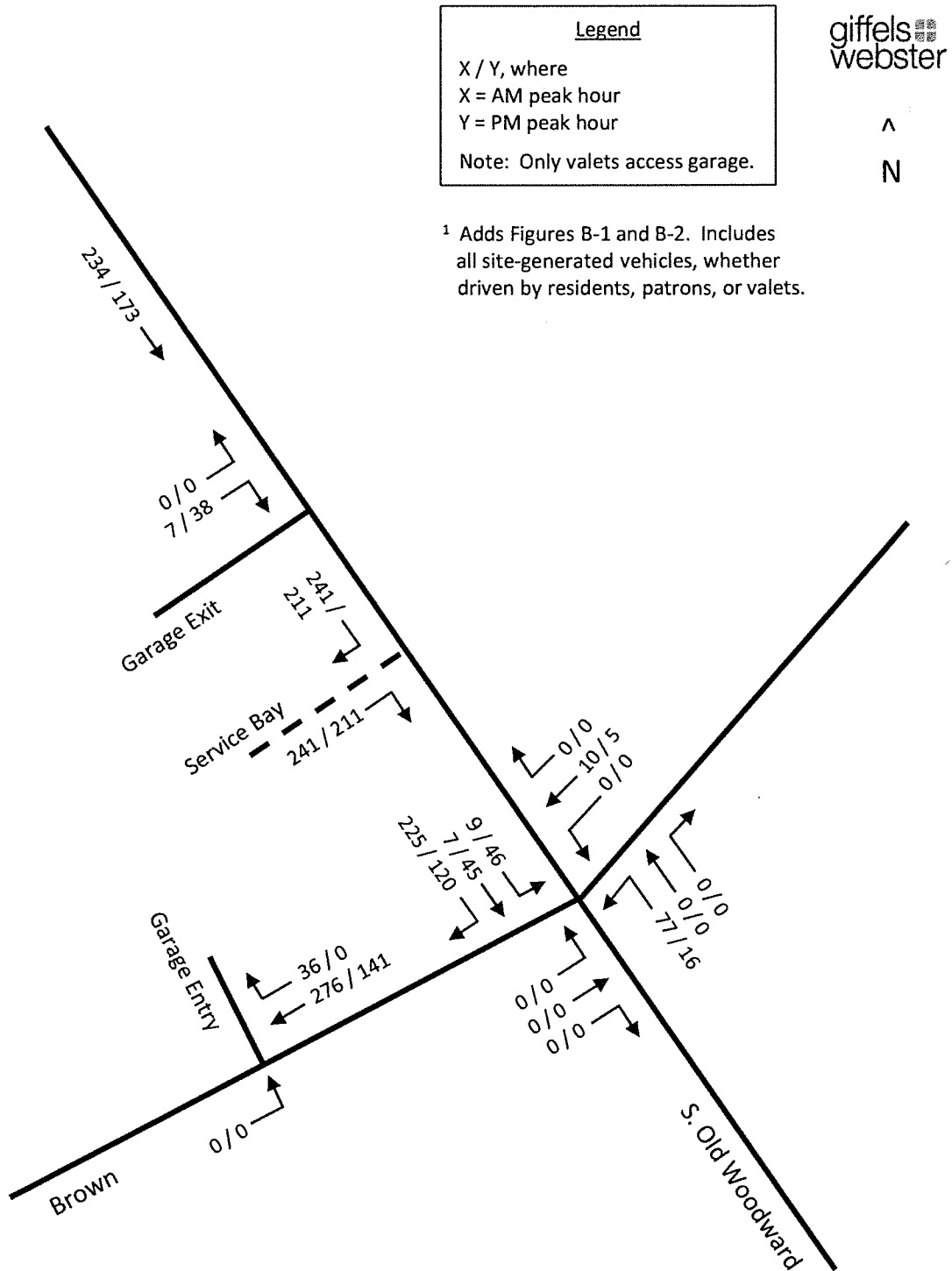


Figure 16. Site-Generated Trips¹

^
N

Legend	
X / Y, where	
X = AM peak hour	
Y = PM peak hour	

giffels
webster

¹ Adds Figures 12 and 16. Includes all site-generated vehicles, whether driven by residents, patrons, or valets.

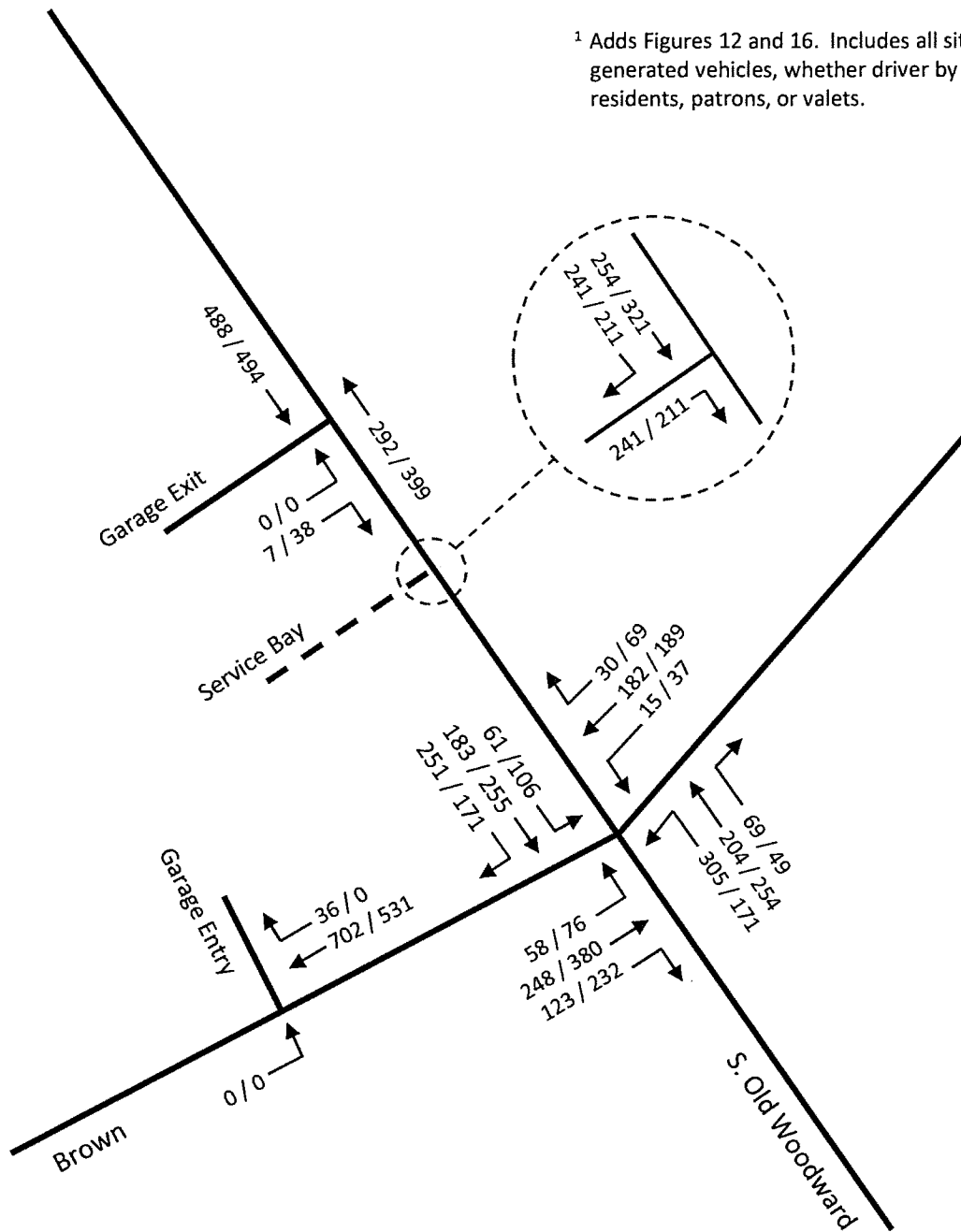


Figure 17. Future Total Peak-Hour Volumes¹

Table 8. Level of Service Criteria

Level of Service	Control Delay per Vehicle (sec)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

The estimated average delays and associated levels of service are summarized in Tables 9-11 (below). All of these “unmitigated” results assume no changes to lane use or signal timing at the Old Woodward/Brown intersection.

Table 9 shows northbound left turns to be the only movement of potential concern, as follows:

- ☐ Background traffic growth alone will decrease this movement’s PM peak-hour LOS to a D from the current C; however, a D would still be acceptable and would be due to an increase in average delay of only 2.4 sec (7%).
- ☐ The further addition of site-generated traffic would – without any signal timing changes – decrease the LOS for NB left turns to F in both peak hours; this would be undesirable and should be mitigated if possible.

Tables 10 and 11 (above) show that site traffic exiting both the valet bay and garage would experience a level of service of B in both peak hours.

Mitigated Results – Given the LOS F predicted for northbound left turns in the PM peak hour, *Syncho* was used to hypothetically optimize signal timing for the forecasted future AM and PM peak-hour volumes; basically, this involved borrowing some green time from Brown to decrease delays on Old Woodward (maintaining the current 80-sec signal cycle). Table 12 shows that such mitigation would yield for that movement acceptable levels of service of D in the AM peak hour and C in the PM peak hour, while retaining LOS A, B, or C or all other movements.

Signal-Related Queuing

The City’s traffic consultant asked that this study evaluate signal-produced traffic backups potentially affecting site access. The only affected access locations requiring evaluation in this regard are the proposed valet service bay – and possibly the proposed garage exit – both on Old Woodward. The garage entry on Brown will receive entering right turns only, so EB traffic backups from the signal will not be an issue.

SimTraffic, a companion microsimulation based on *Syncho* inputs, was used to forecast the extent of the peak-hour traffic backups on the SB Old Woodward approach to Brown, assuming that the

Table 9. Unmitigated Levels of Service at Old Woodward and Brown

Approach	Movement	AM Peak Hour			PM Peak Hour		
		Volume	Delay (sec)	LOS	Volume	Delay (sec)	LOS
Current Traffic							
Intersection		1,327	20.2	C	1,664	20.9	C
EB	L	55	20.6	C	72	16.5	B
	T + R	352	20.9	C	580	17.4	B
WB	L	14	22.6	C	35	21.3	C
	T + R	191	19.6	B	239	14.3	B
NB	L	216	25.3	C	147	34.1	C
	T	193	13.4	B	241	20.1	C
	R	65	12.2	B	46	16.9	B
SB	L	49	25.1	C	57	33.0	C
	T + R	192	22.2	C	247	29.2	C
Future Background Traffic							
Intersection		1,401	20.8	C	1,757	21.6	C
EB	L	58	21.3	C	76	17.3	B
	T + R	371	21.3	C	612	18.0	B
WB	L	15	23.2	C	37	22.4	C
	T + R	202	19.9	B	253	14.5	B
NB	L	228	26.9	C	155	36.5	D
	T	204	13.5	B	254	20.4	C
	R	69	12.2	B	49	17.0	B
SB	L	52	25.6	C	60	33.8	C
	T + R	202	22.4	C	261	29.7	C
Future Total (Background + Site) Traffic							
Intersection		1,729	43.3	D	1,989	27.7	C
EB	L	58	21.6	C	76	17.5	B
	T + R	371	21.3	C	612	18.0	B
WB	L	15	23.3	C	37	22.4	C
	T + R	212	20.2	C	258	14.6	B
NB	L	305	154.6	F	171	96.2	F
	T	204	13.5	B	254	20.4	C
	R	69	12.2	B	49	17.0	B
SB	L	61	16.4	B	106	27.7	C
	T + R	434	20.1	C	426	31.5	C

Table 10. Levels of Service at Old Woodward and Valet Service Bay

Approach	Movement	AM Peak Hour			PM Peak Hour		
		Volume	Delay (sec)	LOS	Volume	Delay (sec)	LOS
Future Total (Background + Site) Traffic							
EB	R	241	14.4	B	211	14.6	B

Table 11. Levels of Service at Old Woodward and Hotel Parking Garage Exit

Approach	Movement	AM Peak Hour			PM Peak Hour		
		Volume	Delay (sec)	LOS	Volume	Delay (sec)	LOS
Future Total (Background + Site) Traffic							
EB	L + R	7	11.7	B	38	12.4	B

Table 12. Mitigated Levels of Service at Old Woodward and Brown

Approach	Movement	AM Peak Hour			PM Peak Hour		
		Volume	Delay (sec)	LOS	Volume	Delay (sec)	LOS
Future Total (Background + Site) Traffic							
Intersection		1,729	26.0	C	1,989	25.1	C
EB	L	58	32.6	C	76	37.0	D
	T + R	371	30.3	C	612	30.3	C
WB	L	15	30.7	C	37	34.4	C
	T + R	212	27.8	C	258	22.4	C
NB	L	305	51.7	D	171	33.7	C
	T	204	9.4	A	254	13.4	B
	R	69	8.5	A	49	11.3	B
SB	L	61	11.4	B	106	18.1	B
	T + R	434	13.4	B	426	18.0	B

Table 13. Future Queuing on SB Old Woodward Approach to Brown (feet)¹

Lane	Type of Queue	AM Peak Hour	PM Peak Hour
L	Average	35	37
	95 th -Percentile	76	74
T + R	Average	79	71
	95 th - Percentile	102	88

¹ Assumes future total traffic flows shown in Table 12.

signal timing is optimized. These simulated queuing results are detailed in Appendix C and summarized in Table 13 (above).

On average, the predicted SB queues on Old Woodward are not expected to materially interfere with egress from the valet service bay. Ample times for egress will be available near the end of each signal cycle's green phase, if not sooner. It is important to bear in mind that the predicted 95th-percentile queues would be experienced (if at all) only very briefly within either peak hour.

Transportation Standards

When the abutting section of Old Woodward is rebuilt in the near future, it will include a narrow two-way left-turn lane. This lane will not be needed for access to the hotel, however, since there will not be any entering left (or right) turns at the proposed garage access on Old Woodward.

There are generally no existing right-turn lanes along Old Woodward, even at Maple, and their addition – at Maple or elsewhere – would be inconsistent with the City's future design concept for the street (e.g., such lanes lengthen crosswalks). Adding a right-turn lane for the proposed valet service bay is unnecessary and would be inappropriate as well, since it could result in visibility-blocking vehicle stacking north of the garage access drive. Vehicles entering that bay should use the opening provided by the garage access drive as a taper area.

At a minimum, the clear line of sight to and from the north for vehicles exiting the hotel parking garage should be sufficient for through drivers on Old Woodward to stop from an assumed 25 mph approach speed. From a viewing point 10 feet (minimally) to 14.5 feet (desirably) west of the through lane, exiting drivers should be able to see the center of the southbound through lane at least 155 feet to the north; this may require some curtailment in the on-street parking north of the proposed driveway.

Bicycle and Transit Activity

Once rebuilt, Old Woodward will feature "sharrow" markings reminding drivers to share the road with bicyclists. In recognition of the increased bicycle riding thus encouraged, bike racks should be added – at a minimum, on the proposed intersection "bump-outs" (aka "curb extensions"), including the new bump-out to be built on the hotel's corner.

As noted earlier in this report, there are existing bus stops on Old Woodward for each direction of travel, all about a block north and south of the hotel. To encourage bus ridership by hotel guests as well as employees, it would be advisable to provide some related directional signing for pedestrians exiting the hotel's main entrance.

Pedestrian Activity

Several areas of improvement are proposed for the Old Woodward frontage of the proposed hotel. The sidewalk will be widened to a minimum of 17 feet in accordance with the Old Woodward frontage plan provided by the City Engineer. Within these 17 feet will be a clear width of sidewalk

of 10 feet adjacent to the building, a 5-foot-wide planter, and a 2-foot buffer area between the planters and face of curb. A curbed bump-out will be constructed at the northwest corner of Brown and Old Woodward, in accordance with the City's streetscape plan. This bump-out will lessen the east-west crossing distance of Old Woodward, protect the valet staging area, and add a pedestrian movement area between the hotel entrance doors and valet staging area (Figure 19).

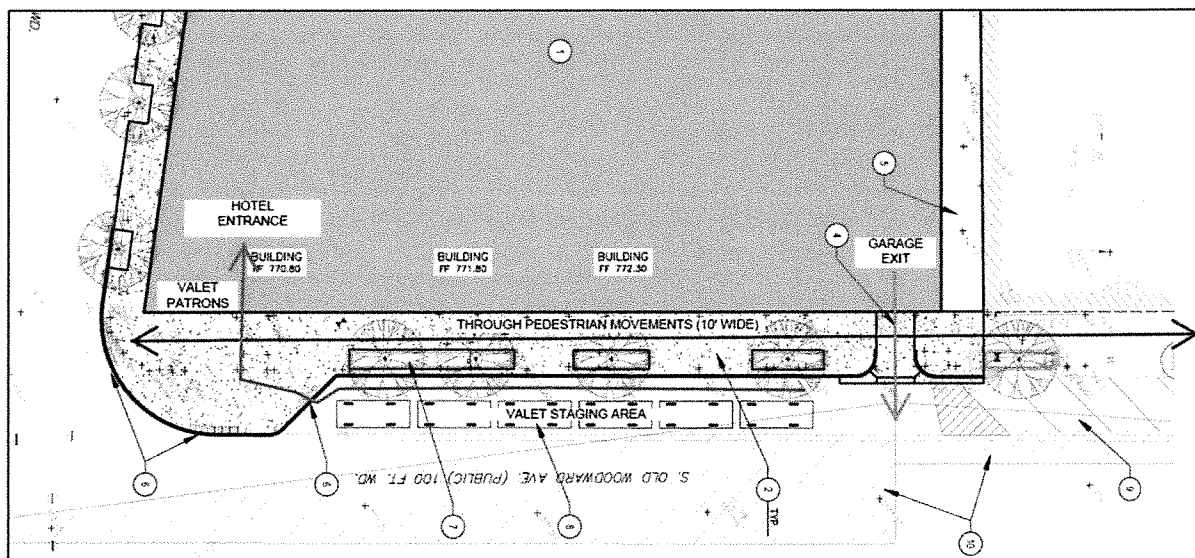


Figure 19. Concept Plan for Pedestrian Movements along Old Woodward Frontage

Valet staging is proposed for the parking area between the curbed bump-out and the garage exit drive. The valet staging (or service) area will be wide enough to keep valeted vehicles and the associated drivers, passengers, and valets safely clear of the southbound travel lane. Passengers alighting in this area will be able to proceed to the bump-out and directly enter the hotel, thus minimizing any conflicts with through pedestrian movements along the main-line sidewalk. The streetscape planters will also separate the valet operations from through pedestrian movements.

Traffic Management

As noted above, all hotel parking will be serviced by valets. The hotel operator will be contracting with a professional parking management / valet service company (ABM Parking Services) to provide valet operations. On-site parking will be provided for the fifth-floor apartments and a limited number of additional vehicles. Off-site parking will occur in City-owned parking decks and/or at other locations to be determined (as required).

All valet operations will be southbound on Old Woodward, generally operating in a clockwise direction around the site and making right turns. There will be space for six vehicles in the valet staging area on Old Woodward. Valet staffing levels will be adjusted as required to meet the operational requirements of the hotel and/or banquet events. Normal valet operations are not expected to significantly impact, or be impacted by, southbound through traffic on Old Woodward.

In instances where southbound through traffic and hotel traffic are at unusual peak levels, traffic control personnel (private and/or public/police) will be engaged to maintain traffic flow in the area.

Deliveries to the building will be to the loading dock area on Brown Street. The loading dock area will be large enough to accommodate most delivery vehicles and not block Brown, except briefly when trucks are entering or leaving.

KEY FINDINGS AND CONCLUSIONS

Key findings and conclusions developed in this study are as follows:

- ❑ All cars transporting building residents and visitors to and from the site will be parked by valets. The hotel's proposed two-level underground garage will feature 56 parking spaces, with 22 of those spaces being reserved for fifth-floor apartment residents and 34 being available to other valeted visitor cars. Valets needing to park additional cars will seek public off-site parking spaces, ideally in the City's nearby Pierce Street parking deck.
- ❑ The trip generation forecast provides a separate forecast for the proposed banquet and meeting rooms, since their combined floor area (7,446 s.f.) will be relatively large compared to the number of guest rooms (126). At the direction of the City's traffic consultant, this study assumes a maximum special-event scenario, wherein the banquet and meeting rooms are in full simultaneous day-long use, with all arrivals occurring during the AM peak hour of street traffic and all departures occurring during the PM peak hour of street traffic. Also at the consultant's request, no walking trips are assumed, whether from guest rooms within the hotel or from various off-site locations.
- ❑ Valet queuing analyses were completed for both an average weekday without special events and a maximum special-event weekday. Based on field measurements, it was assumed that the valet service time would average 4.7 minutes. To keep the service bay occupancy limited to its six-vehicle capacity (at a 95% confidence level), it was found that on an average weekday, the AM peak hour would require nine valets and the PM peak hour would require ten valets. On a maximum special-event day, however, the peak-hour valet requirements could be as high as 27 and 24, respectively.
- ❑ The traffic impacts of the proposed hotel will be minimal and can be easily mitigated. For the future total peak-hour traffic volumes forecasted at the Old Woodward/Brown intersection, very acceptable levels of service of C or better – for most individual movements as well as for the overall intersection – can be achieved with signal retiming (level of service is assigned on an A-F grading scale based on anticipated vehicular delays).
- ❑ Vehicles exiting the hotel's parking garage and valet service bay can be expected to experience a level of service of B. On average, southbound backups from the signal at Brown should not materially interfere with egress from the service bay. Drivers attempting to exit that bay will, however, occasionally find it to their advantage to pause until signal-queued vehicles have discharged after receiving the green light.

- ❑ The valet operation and associated pedestrian movements will benefit from the street-scape plan outlined in this report. In addition to the features shown, it is recommended that the plan also include pedestrian benches and bike racks on the site's Old Woodward frontage (at a minimum, on the nearby intersection bump-out). Directional signing for the nearest bus stops north and south of the site may also be appropriate.



MEMORANDUM

Engineering Dept.

DATE: December 1, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Parking Lot #6
Resurfacing & Expansion Options

The City's five-year capital improvement plan has allotted \$200,000 from the Auto Parking Fund to resurface Parking Lot #6 in fiscal year 2018/19. Given the current plan to reconstruct Old Woodward Ave. further south in the spring and summer of 2018, it is anticipated that this project would be scheduled in the spring of 2019. The APC discussed the ongoing shortage of parking that can be found many weekday afternoons in this area, and asked staff to explore ways to consider expanding the capacity of this lot. After reviewing the current conditions with an engineering consultant, the following three options have been prepared in conceptual plan format, with cost estimates attached:

OPTION 1 – RESURFACE EXISTING LOT

The attached plan shows the areas of the lot that have not been repaved in almost 20 years. (The remainder of the area was repaved last year as a part of a Oakland County sewer relocation project.) It is envisioned that the top two inches of asphalt would be removed and replaced, with other various base repair work as needed. In order to enhance the area some, arborvitae are proposed to be installed along the east edge of the lot, between the existing mature evergreen trees. Such a project would give the entire lot a new fresh look, but would do nothing to enhance its capacity or storm water quality. The engineer's estimate for this work, including a contingency, is \$242,000.

OPTION 2 – PROVIDE MINOR EXPANSION TO EAST, AND RESURFACE EXISTING LOT

The attached plan depicts the small 4 foot wide expansion to the east that was discussed last month. The expansion would attempt to save the existing evergreen trees to the east, as well as supplement them with new arborvitae, as in Option 1. The curb relocation would allow for an increase in capacity by 14 parking spaces, or an expansion of 10%. Such a project would give the entire lot a new fresh look. It would do nothing to enhance its storm water quality. The engineer's estimate, including a contingency, is almost \$290,000.

During the study of this area, the City's forestry consultant has acknowledged that the existing evergreen trees planted along the east edge of the lot have passed their prime. The trees were planted in 1960 when the lot was first constructed, and it is clear that several have been removed already through the intervening years. Of the ones that remain, several are diseased and in decline, although others are still strong. Undertaking this option would likely result in

damaging the root structure of some of the trees, which may result in further losses in the coming years.

OPTION 3 – PROVIDE GREATER EXPANSION TO THE EAST, PROVIDE STORM WATER QUALITY IMPROVEMENTS, AND RESURFACE EXISTING LOT

Considering the current status of the adjacent evergreen trees, the attached third plan has proposed their removal, and depicts a 20 foot expansion to the east, thereby accommodating an expansion of 34 parking spaces. To improve upon the aesthetics and storm water quality of the lot, a bioswale has been proposed behind the east curb edge. The bioswale would be enhanced with plantings that would work as a filter to stop pollutants coming off the lot before they enter the river. The new curb would have several openings to allow storm water to flow into the bioswale. In the lowest area, at the southeast corner, the existing concrete spillway would be removed in favor of a stone lined sedimentation basin. The basin would allow all of the storm water to flow very slowly into the river, allowing pollutants and sediment to drop out of the water before entering the river. Given the close proximity to the river, and the work within the floodplain, the design would have to be approved by the Michigan Dept. of Environmental Quality (MDEQ). If done correctly, we assume the MDRQ would endorse this voluntary effort to improve the storm drainage design of an existing parking lot. If this design moves forward, a closer look at the existing vegetation in the area is recommended. Undesirable or invasive species could be removed and replaced with more desirable plantings that could provide an improved aesthetic and screening effect for the adjacent residential area.

Such a project would provide improvements to the lot in many ways, and would also improve the capacity of the lot by 24%. The total cost of this option, including contingency, is estimated at almost \$500,000.

FARMER'S MARKET

The farmer's market, now considered an important weekly City event, draws a significant number of visitors to the lot every Sunday from the beginning of May to the end of October, which is also the practical time of year to conduct this work. Once an option for this project has been determined, we plan to work with both the Birmingham Shopping District (BSD) and representatives of the business community to determine how to quickly complete this work in a way that is least disruptive to both interests. Given the number of visitors to the lot each week, the Option 3 design would provide a positive image for the City in terms of the environmental investment that could be showcased as a part of the market.

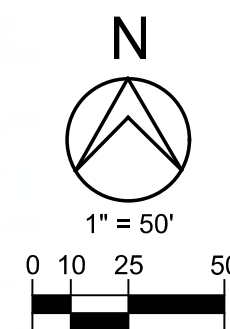
An representative from engineering firm Hubbell, Roth, & Clark will be in attendance for the meeting to help with the discussion, and answer questions. Should the APC agree upon a favored design, a public hearing for both the business community and the adjacent residential community would be appropriate. A suggested resolution is provided below:

SUGGESTED RESOLUTION:

To endorse Option ____ design for the Parking Lot Number 6 Rehabilitation Project, and to conduct a public hearing for the surrounding business and residential

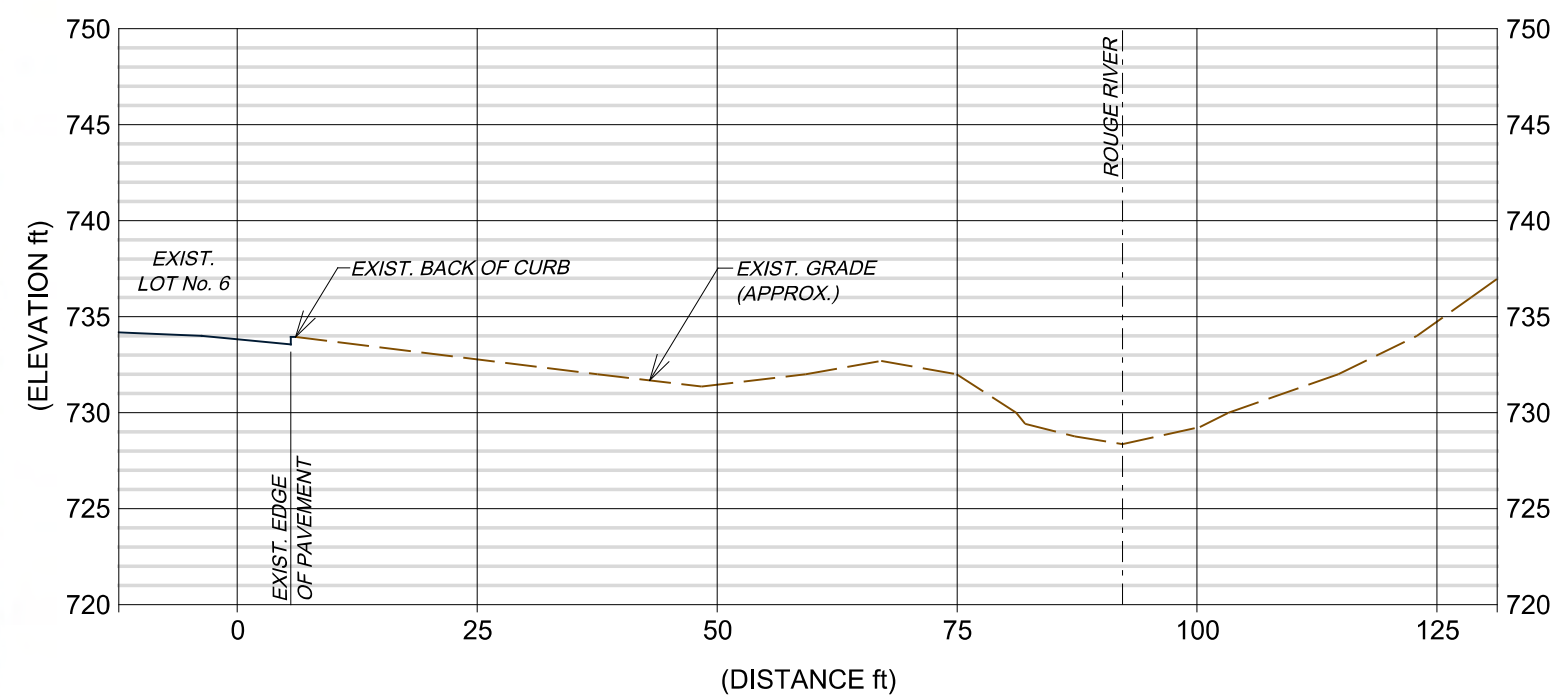
communities at the regularly scheduled meeting of the Advisory Parking Committee, to be held on January 3, 2018, at 7:30 AM.

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APPROXIMATE LIMITS
OPTION 1 RESURFACING

- NOTES:
1. PROTECT EXISTING STAND OF PINE TREES ALONG THE EAST SIDE OF THE PARKING LOT.
 2. PLANT ARBORVITAE (70 TOTAL @ 4' o.c.) BETWEEN EXISTING PINES FOR ADDITIONAL SCREENING.



SITE SECTION - A
SCALE: 1" = 20' HORIZ.
1" = 10' VERT.

CITY OF BIRMINGHAM
PARKING LOT No. 6 REHABILITATION
DESIGN OPTION 1



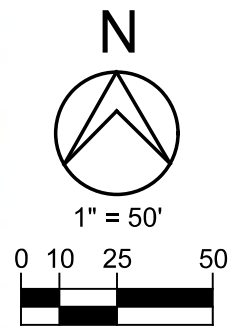
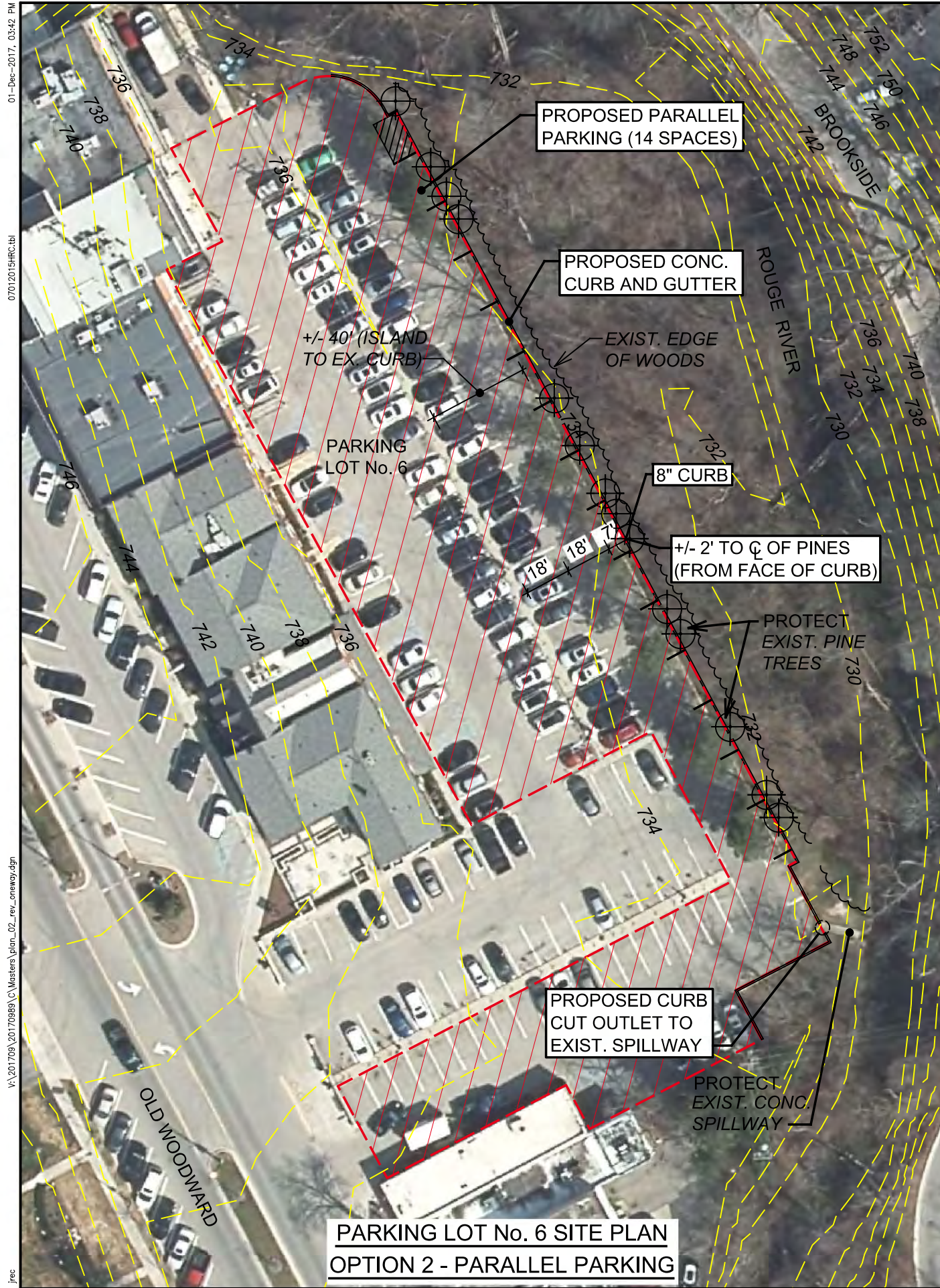
JOB NO.
20170989
DATE
NOV. 2017



555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st Floor): (248) 454-6312
FAX (2nd Floor):
WEB SITE: <http://www.hrcengr.com>

FIGURE
01

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jrec



 APPROXIMATE LIMITS
OPTION 2 RESURFACING

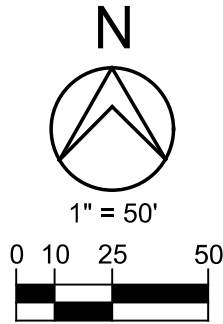
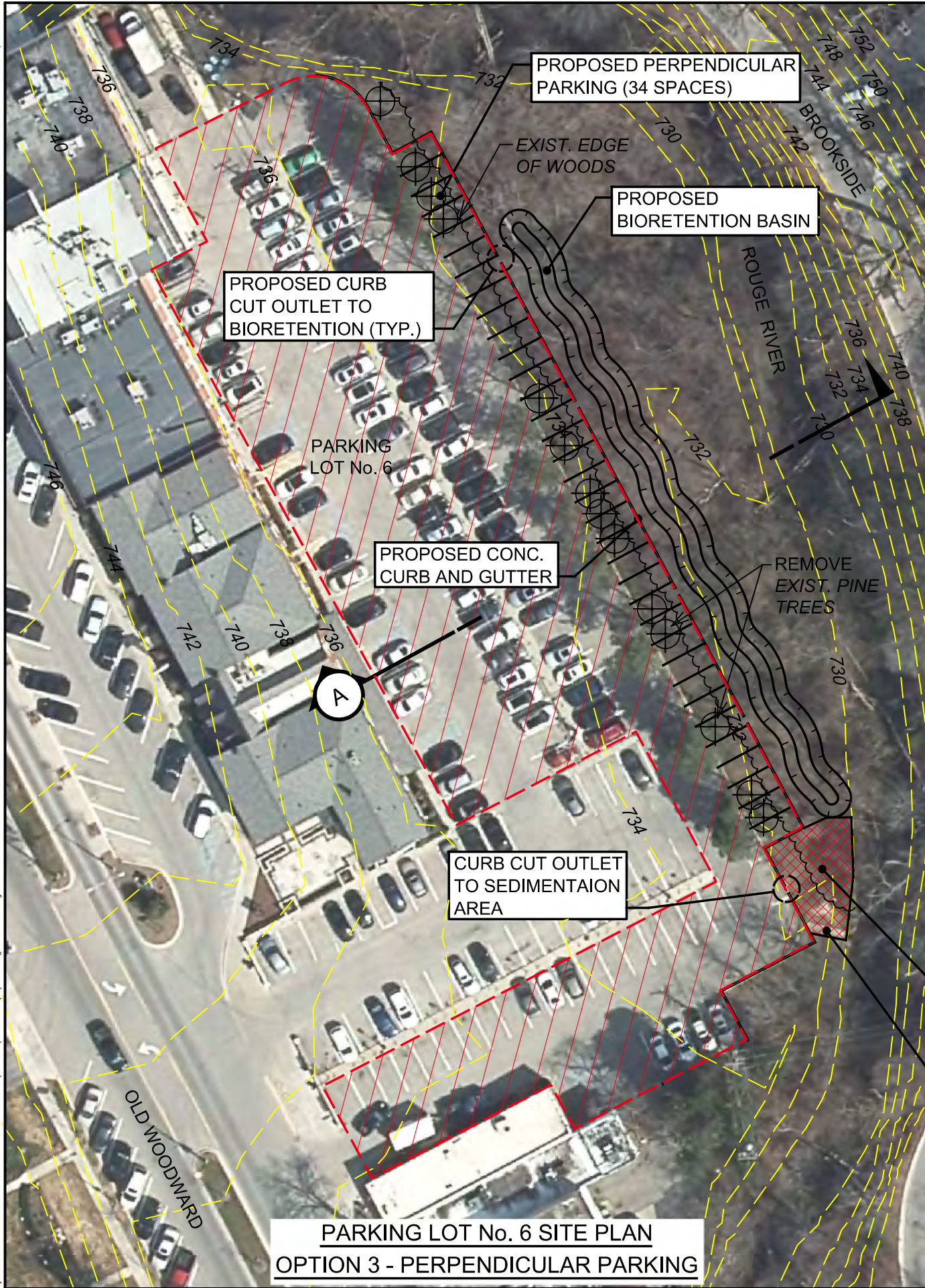
NOTES:

1. PROTECT EXISTING STAND OF PINE TREES ALONG THE EAST SIDE OF THE PARKING LOT.
2. EXISTING LIGHT POLES (4 TOTAL) WILL NEED TO BE RELOCATED TO ACCOMODATE NEW PARALLEL PARKING.
3. PLANT ARBORVITAE (70 TOTAL @ 4' o.c.) BETWEEN EXISTING PINES FOR ADDITIONAL SCREENING.

CITY OF BIRMINGHAM
PARKING LOT No. 6 REHABILITATION
DESIGN OPTION 2

	JOB NO. 20170989	 HUBBELL, ROTH & CLARK, INC CONSULTING ENGINEERS SINCE 1915	555 HULET DRIVE BLOOMFIELD HILLS, MICH. P.O. BOX 824 48303 - 0824 PHONE: (248) 454-6300 FAX (1st. Floor): (248) 454-6312 FAX (2nd. Floor): WEB SITE: http:// www.hrcengr.com	FIGURE 02
	DATE NOV. 2017			

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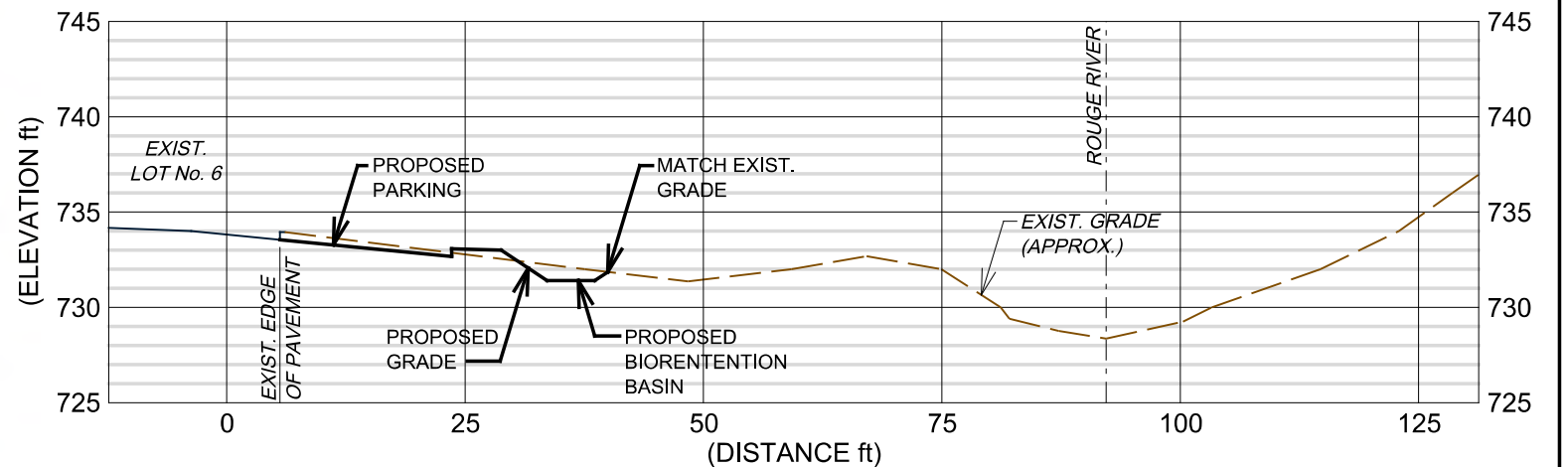
APPROXIMATE LIMITS
OPTION 3 RESURFACING



PROPOSED
SEDIMENTATION AREA

NOTE:

1. REMOVE EXISTING STAND OF PINE TREES ALONG EAST SIDE OF PARKING LOT.
2. EXISTING LIGHT POLES (4 TOTAL) WILL NEED TO BE RELOCATED TO ACCOMMODATE NEW PARALLEL PARKING.
3. LIMIT REMOVAL OF EXISTING VEGETATION AND SUPPLEMENT WITH ADDITIONAL SCREENING AS NECESSARY.



SITE SECTION - A
SCALE: 1" = 20' HORIZ.
1" = 10' VERT.

CITY OF BIRMINGHAM
PARKING LOT No. 6 REHABILITATION
DESIGN OPTION 3



JOB NO.
20170989
DATE
NOV. 2017



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P.O. BOX 824
48303 - 0824

FIGURE
03

City of Birmingham
Parking Lot No. 6 Resurfacing and Environmental Enhancements
Preliminary Estimate
HRC Job No. 20170989

PRINCIPALS

Daniel W. Mitchell
Nancy M.D. Faught
Keith D. McCormack
Jesse B. VanDeCreek
Roland N. Alix
Michael C. MacDonald
James F. Burton
Charles E. Hart

SENIOR ASSOCIATES

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Randall L. Ford
William R. Davis
Dennis J. Benoit
Robert F. DeFrain
Thomas D. LaCross
Albert P. Mickalich
Timothy H. Sullivan
Thomas G. Maxwell

ASSOCIATES

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Donna M. Martin
Colleen L. Hill-Stramsak
Bradley W. Shepler
Karyn M. Stickel
Jane M. Graham
Todd J. Sneathen
Aaron A. Uranga
Salvatore Conigliario

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FAX: 248.454.6312
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EMAIL: info@hrc-engr.com

		Option 1 - Resurface Existing Parking Lot			Option 2 - Resurface with Parallel Lane Expansion			Option 3 - Resurface with Full Lane Expansion and Bioretention		
Pay Item	Item Description	Quantity	Unit Price	Total Cost	Quantity	Unit Price	Total Cost	Quantity	Unit Price	Total Cost
1	Mobilization, Max 5%	1 LS	\$10,000.00	\$10,000.00	1 LS	\$11,900.00	\$11,900.00	1 LS	\$20,600.00	\$20,600.00
2	Cold Milling HMA, Surface 2"	4500 syd	\$6.00	\$27,000.00	4500 syd	\$6.00	\$27,000.00	4500 syd	\$6.00	\$27,000.00
3	HMA, 5E03, Mod	500 ton	\$110.00	\$55,000.00	520 ton	\$110.00	\$57,200.00	575 ton	\$110.00	\$63,250.00
4	Base Repair Allowance	1 LS	\$30,000.00	\$30,000.00	1 LS	\$30,000.00	\$30,000.00	1 LS	\$30,000.00	\$30,000.00
5	21AA Aggregate Base, 8", undercutting	400 syd	\$60.00	\$24,000.00	400 syd	\$60.00	\$24,000.00	400 syd	\$60.00	\$24,000.00
6	Soil Erosion Control Measures	1 LS	\$5,000.00	\$5,000.00	1 LS	\$10,000.00	\$10,000.00	1 LS	\$10,000.00	\$10,000.00
7	Curb and Gutter	525 lft	\$35.00	\$18,375.00	535 lft	\$35.00	\$18,725.00	570 lft	\$35.00	\$19,950.00
8	Curb Removal	525 lft	\$15.00	\$7,875.00	525 lft	\$15.00	\$7,875.00	525 lft	\$15.00	\$7,875.00
9	Adjust Structure	3 ea	\$650.00	\$1,950.00	3 ea	\$650.00	\$1,950.00	3 ea	\$650.00	\$1,950.00
10	Restoration	1 LS	\$5,000.00	\$5,000.00	1 LS	\$10,000.00	\$10,000.00	1 LS	\$15,000.00	\$15,000.00
11	Maintenance of Traffic	1 LS	\$5,000.00	\$5,000.00	1 LS	\$7,500.00	\$7,500.00	1 LS	\$7,500.00	\$7,500.00
12	MDEQ Permit Fee Allowance	1 LS	\$1,000.00	\$1,000.00	1 LS	\$5,000.00	\$5,000.00	1 LS	\$5,000.00	\$5,000.00
13	Restriping	1 LS	\$2,500.00	\$2,500.00	1 LS	\$3,000.00	\$3,000.00	1 LS	\$3,000.00	\$3,000.00
14	Replace Bollard	1 LS	\$750.00	\$750.00	1 LS	\$750.00	\$750.00	1 LS	\$750.00	\$750.00
15	Excavation, Earth				100 cyd	\$15.00	\$1,500.00	1450 cyd	\$15.00	\$21,750.00
16	HMA, 3C				30 ton	\$90.00	\$2,700.00	110 ton	\$90.00	\$9,900.00
17	21AA Aggregate Base, 6", pavement				30 cyd	\$75.00	\$2,250.00	130 cyd	\$75.00	\$9,750.00
18	Decorative Light Pole Relocation				4 ea	\$2,500.00	\$10,000.00	4 ea	\$2,500.00	\$10,000.00
19	Relocate Bench				1 ea	\$500.00	\$500.00	1 ea	\$500.00	\$500.00
20	Parking Meter Removal				2 ea	\$250.00	\$500.00	2 ea	\$250.00	\$500.00
21	Parking Meter Installation				7 ea	\$250.00	\$1,750.00	14 ea	\$250.00	\$3,500.00
22	Tree Removal							20 ea	\$1,000.00	\$20,000.00
23	Clearing							1 LS	\$10,000.00	\$10,000.00
24	Plantings, Arborvitae	70 ea	\$250.00	\$17,500.00	70 ea	\$250.00	\$17,500.00			
25	Tree Plantings							14 ea	\$500.00	\$7,000.00
26	Peat Fill Material							900 cyd	\$40.00	\$36,000.00
27	Sedimentation Fill Material							200 cyd	\$25.00	\$5,000.00
28	Plantings							1 LS	\$50,000.00	\$50,000.00
29	Rip Rap at Outlet to River							20 cyd	\$100.00	\$2,000.00
30	Geotextile Fabric at Outlet to River							20 syd	\$50.00	\$1,000.00
31	Concrete and stone spillway							5 ea	\$1,000.00	\$5,000.00
31	Aesthetic Additions							1 LS	\$5,000.00	\$5,000.00
ESTIMATED CONSTRUCTION COSTS				\$210,950.00				\$251,600.00		
Construction Contingency (15% of total cost)				\$31,600.00				\$37,700.00		
TOTAL PROJECT COST				\$242,550.00				\$289,300.00		



MEMORANDUM

Engineering Dept.

DATE: December 1, 2017

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Changeable Message Signs Proposal

As part of the traffic control equipment replacement that occurred in 2017, our contractor installed changeable message signs at each parking structure to indicate the number of parking spaces that are available at each of the five parking structures. Most parking structures have two such signs, using the older green "P" signs that are located in conspicuous areas near entrances to each facility. We believe the signs provide a positive message to the public to help them be assured that spaces are open and available inside the structure, even when demand is high. Since the sign improvements were included in the overall price of the new traffic control equipment, it is not clear how much the City paid for each of these signs. However, the sign now installed at the Chester St. Structure on the Maple Rd. side of the building was considered an "extra" as it was not contemplated originally. This sign was more difficult than most because it required the fabrication of a whole new cabinet to house the sign. The City was charged \$10,000 to fabricate and install this sign. A picture of the sign as it was proposed is attached.

To move forward in providing improved customer service, a further enhancement to the system would be to provide real time data to customers on the other four parking structures (other than the one they are currently adjacent to). A sample picture of such a sign is attached. The concept is that customers could first see how many parking spaces are available in the parking structure they are adjacent to. If they are not inclined to enter a structure that is nearing capacity, they would have instant information via another sign as to how close to capacity the other parking structures are. The new signs would be installed on two posts, free standing, typically on parking structure property near the City sidewalk adjacent to the vehicle entrance. The signs would have two faces so that it could be read from either direction. Examples of where the signs could be installed is described below:

PARKING STRUCTURE	STREET FOR NEW SIGN	DESCRIPTION OF LOCATION
Pierce #1	Pierce St.	North of vehicle entrance (near Merrill St.)
Pierce #2	Brown St.	West of vehicle entrance
Park #1	Park St.	North of vehicle entrance
Park #2	Ferndale St.	North of vehicle entrance
Peabody	Peabody St.	North of vehicle entrance
Chester	Martin St.	East of vehicle entrance

A total of 6 signs is suggested. No signs are proposed at the N. Old Woodward Ave. Structure, given the current unclear status about the future of this property (additional signs could be ordered at a later date when appropriate). After an extensive search, we were able to find only two companies that were able to give a price proposal for this work. One company, Signal Tech, is a subcontractor to our traffic equipment installer, Harvey Electronics. They manufactured the existing signs. The other company is Daktronics. They would be able to fabricate and ship the signs to our location, and then Harvey would have to install them, since they would have to interact with the system's existing traffic counting system.

Receipt and installation of the signs we now have took much longer than originally anticipated. As a result, we felt it was important to get a commitment from these manufacturers about the amount of time it would take to manufacture the signs. That information is summarized below as well.

CONTRACTOR	TOTAL PRICE, 6 SIGNS, INSTALLED	TIME TO MANUFACTURE, DELIVER, & INSTALL
Daktronics	\$138,012	16 weeks
SignalTech	\$145,200	10 weeks

While this expense has not been budgeted, current revenues are in excess of expenses. At this time, input from the APC is requested to consider the benefits vs. the costs of proceeding with a sign order at this time. Since the cost of the two proposals is similar, it is also requested that the delivery time be considered for the more expensive proposal, versus the lower cost company. A suggested resolution follows:

SUGGESTED RESOLUTION:

To recommend to the City Commission the purchase of six changeable message parking capacity counter signs for the Auto Parking System from _____ at a proposed cost of \$_____. Such signs would be installed at prominent locations at four parking structures, giving the public up to date information about the current capacity of the other four parking structures, and to encourage them to consider other parking options when the parking structure of their choice is nearing capacity.



Existing Changeable Sign - Martin Street Entrance



Proposed Changeable Sign – Maple Road

(Lettering on sign not to scale)

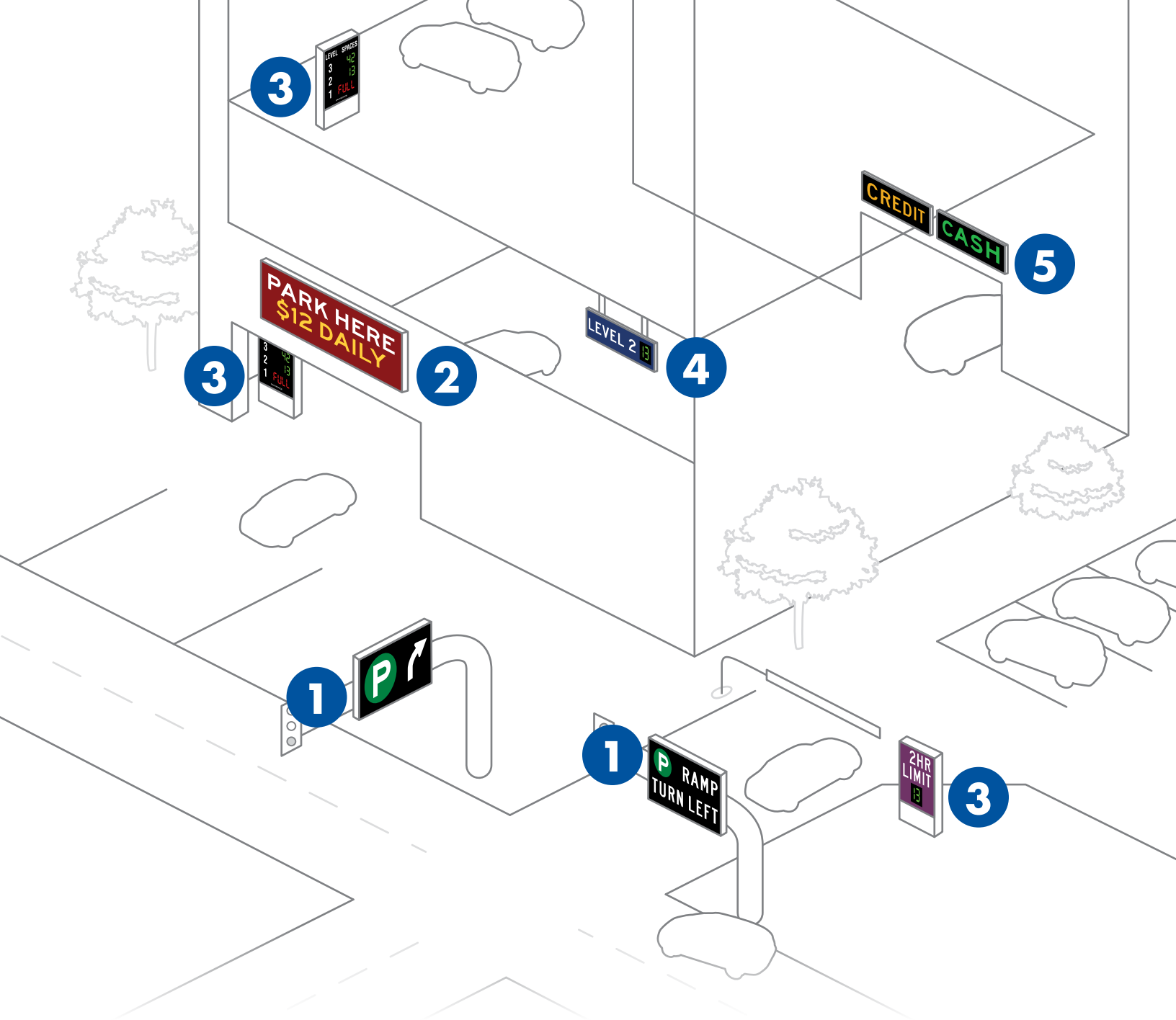




INFORM. GUIDE. SIMPLIFY.

LED DIGITAL DISPLAYS FOR PARKING FACILITIES





- 1** STREET GUIDANCE/PGMS
- 2** ENTRANCE DISPLAYS
- 3** SPACE AVAILABILITY
- 4** INTERIOR GUIDANCE
- 5** EXIT DISPLAYS



Limerick Parking Guidance Management System
Limerick, Ireland



Mall of America Parking
Bloomington, Minnesota

NO ONE LIKES CONGESTION

FINDING PARKING DOESN'T HAVE TO BE HARD

Manage traffic as it flows into your city's core by designating lanes with your message center. Ease motorists' minds, alleviate smog and curb accident rates with easy guidance to nearby parking lots and garages.

CONSIDER THIS

Reduce the time it takes incoming motorists to find a parking facility within your city.

RECOMMENDED PRODUCTS

MESSAGE DISPLAYS

- › Galaxy GS6 message display

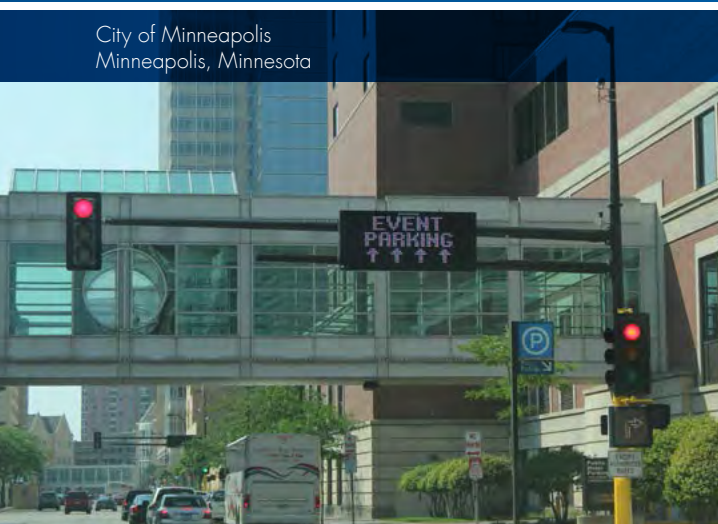
DIGITS

- › DF-2052/DF-2053 digit display

VIDEO DISPLAYS

- › DVX outdoor video display

STREET GUIDANCE/PGMS



City of Minneapolis
Minneapolis, Minnesota



City of Aspen Parking Enforcement
Aspen, Colorado



Fort Lauderdale-Hollywood International Airport
Fort Lauderdale, Florida

FIRST IMPRESSIONS LAST SET AN INVITING TONE

Make a strong first impression welcoming drivers and keying into special event traffic. Placed at the entrance, these message displays connect motorists to important information and sets the tone for the rest of their experience.

CONSIDER THIS

As you welcome drivers, share important announcements to keep them updated.

RECOMMENDED PRODUCTS

MESSAGE DISPLAYS

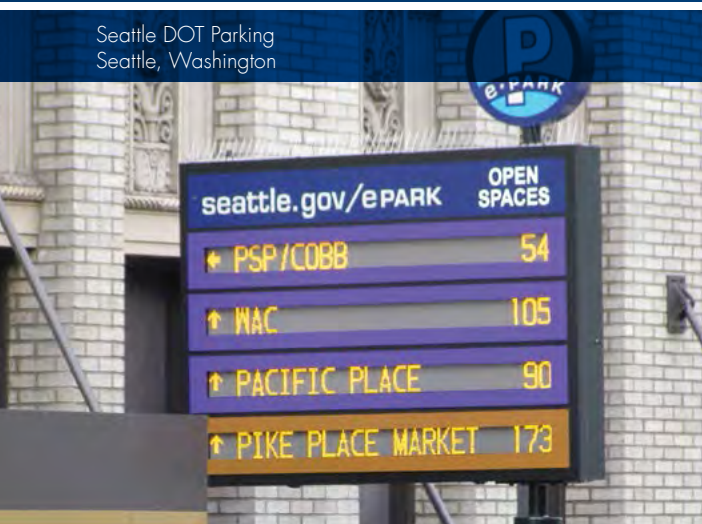
- › Galaxy GS6 message display

DIGITS

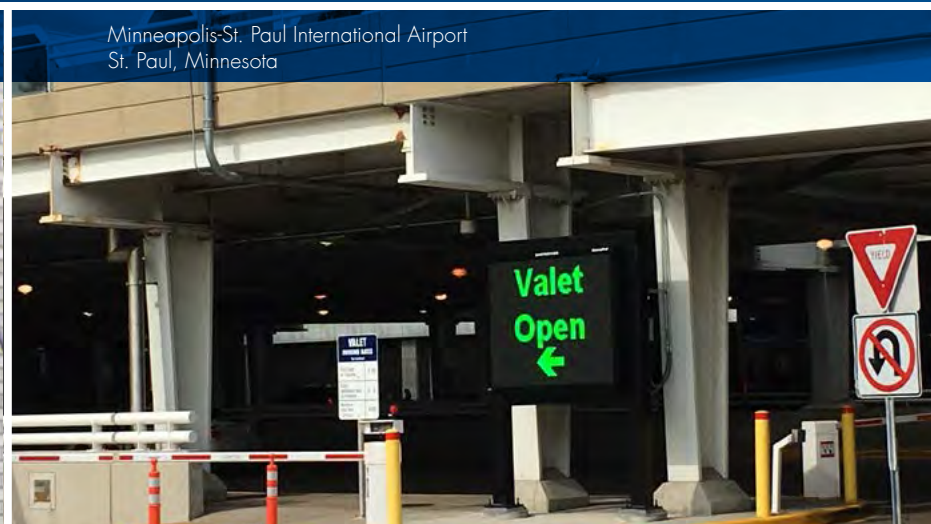
- › DF-2052/DF-2053 digit display

VIDEO DISPLAYS

- › DVX outdoor video display



Seattle DOT Parking
Seattle, Washington



Minneapolis-St. Paul International Airport
St. Paul, Minnesota



George Bush Intercontinental Airport
Houston, Texas



Universal Studios
Universal City, California

PARKING HAS NEVER BEEN EASIER

COUNT OPEN SPACES

Help motorists make informed decisions on where to park by providing level status and space counts inside parking garages. Don't leave motorists playing the guessing game when it comes to figuring out whether there are enough spaces in the garage.

CONSIDER THIS

Use different colors for motorists to easily identify whether a parking level is full or open.

RECOMMENDED PRODUCTS

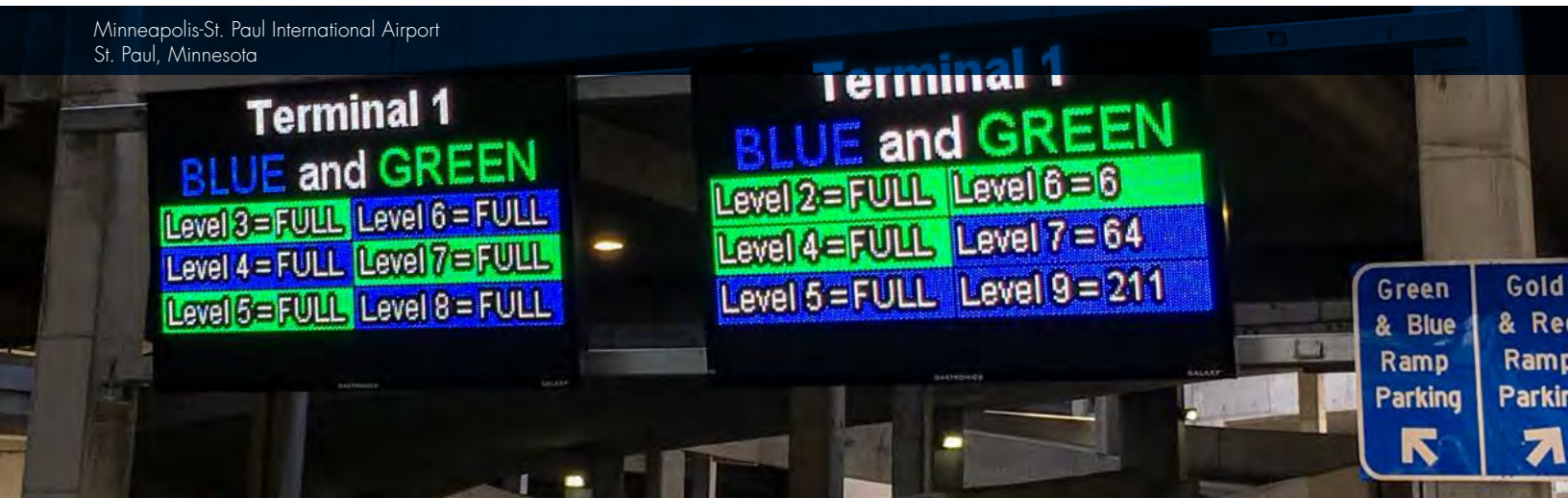
MESSAGE DISPLAYS

- › Galaxy GS6 message display

DIGITS

- › DF-2052/DF-2053 digit display

SPACE AVAILABILITY



Minneapolis-St. Paul International Airport
St. Paul, Minnesota



Universal Studios
Universal City, California

INTERIOR GUIDANCE

EASE OF GUIDANCE CREATING A SENSE OF PLACE

Bring drivers directly to open spaces within your parking garage with an interior message center. Provide a positive customer experience with directions, important announcements and graphics in the corridors of your parking facility.

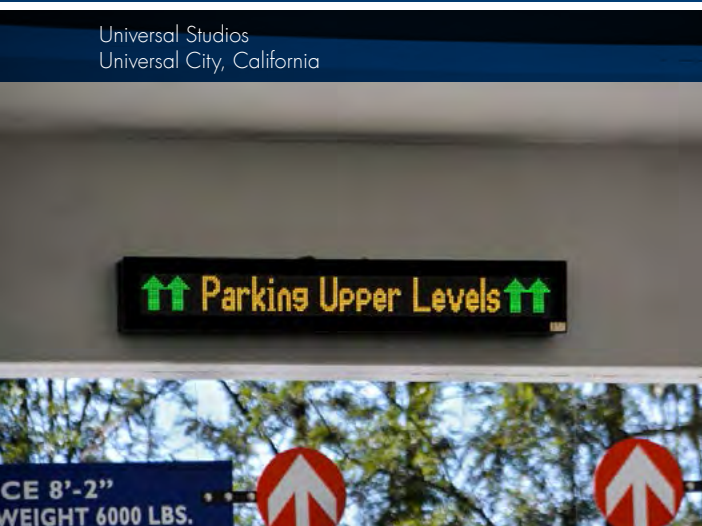
CONSIDER THIS

Short, easy-to-use directions ease the stress of finding one's way in and out of your facility.

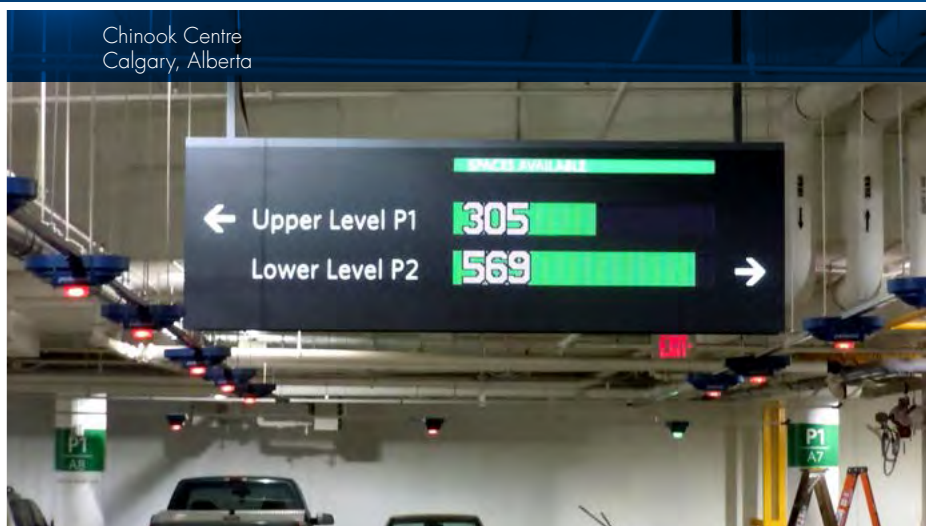
RECOMMENDED PRODUCTS

MESSAGE DISPLAYS

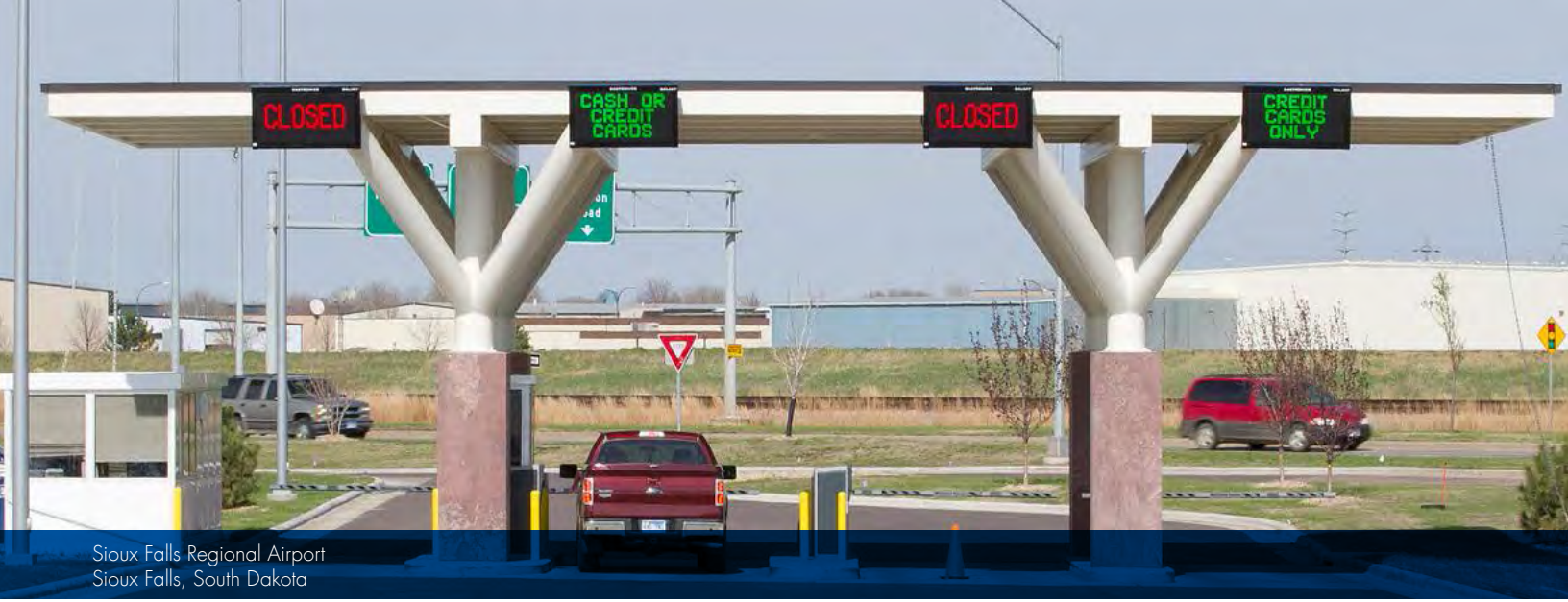
- › Galaxy GS6 message display



Universal Studios
Universal City, California



Chinook Centre
Calgary, Alberta



Sioux Falls Regional Airport
Sioux Falls, South Dakota

DON'T FORGET A LEAVING STATEMENT MAKE THEM COME BACK FOR MORE

FACILITY EXIT

Organize traffic in a way that keeps exiting guests on track when it's time to leave the facility. Clearly label payment options on message centers to capture exiting drivers' attention from long distances, allowing ample time to choose lanes and prepare payments.

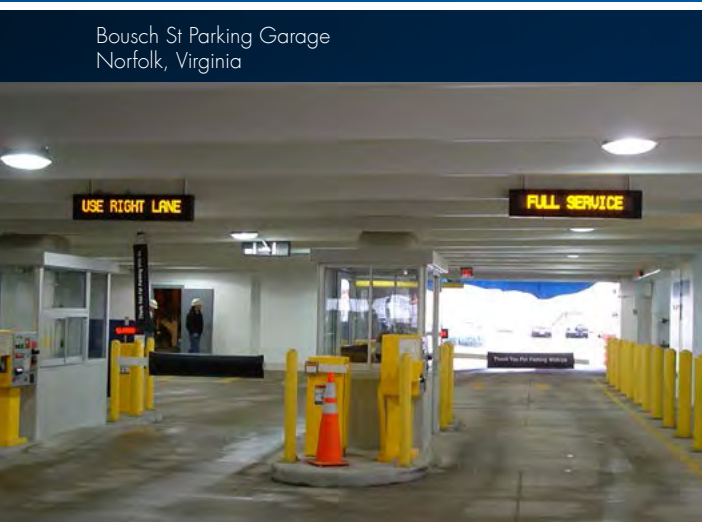
RECOMMENDED PRODUCTS

MESSAGE DISPLAYS

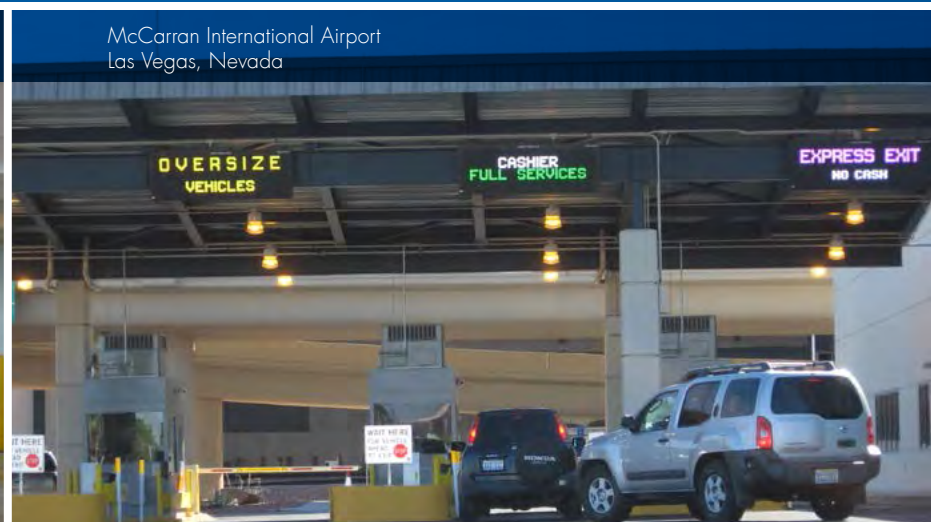
- › Galaxy GS6 message display

CONSIDER THIS

Choose different colors to represent open, closed or neutral statuses for motorists to easily identify.



Bousch St Parking Garage
Norfolk, Virginia



McCarran International Airport
Las Vegas, Nevada

GALAXY GS6 SPECIFICATIONS

MODEL NUMBER GUIDE GS6-20x100-15.85-RGB-SF

OUTDOOR GALAXY DISPLAY

15.85 mm PIXEL PITCH
140° VIEWING ANGLE

GALAXY SERIES #	PIXEL ROWS	PIXEL COLUMNS	PIXEL PITCH (MM)	LED COLOR	# OF FACES

MODEL NUMBER	APPROX. CABINET DIMENSIONS FEET / INCHES HxWxD	APPROX. CABINET DIMENSIONS METERS HxWxD	WEIGHT POUNDS	WEIGHT KILOGRAMS	LINES/ CHAR	MAX POWER USAGE WATTS AMBER	MAX POWER USAGE WATTS RED	MAX POWER USAGE WATTS RGB
GS6-20x100-15.85-RGB-SF	1'7" x 5'6" x 5"	0.47 x 1.67 x 0.13	65	30	2/20	255	255	340
GS6-20x125-15.85-RGB-SF	1'7" x 6'9" x 5"	0.47 x 2.06 x 0.13	75	35	2/25	305	305	415
GS6-20x150-15.85-RGB-SF	1'7" x 8'1" x 5"	0.47 x 2.46 x 0.13	90	41	2/30	360	360	485
GS6-20x175-15.85-RGB-SF	1'7" x 9'5" x 5"	0.47 x 2.85 x 0.13	105	48	2/35	410	410	560
GS6-20x200-15.85-RGB-SF	1'7" x 10'8" x 5"	0.47 x 3.25 x 0.13	120	55	2/40	460	460	635
GS6-20x225-15.85-RGB-SF	1'7" x 12'0" x 5"	0.47 x 3.65 x 0.13	135	62	2/45	515	515	705
GS6-20x250-15.85-RGB-SF	1'7" x 13'3" x 5"	0.47 x 4.04 x 0.13	150	69	2/50	565	565	780
GS6-20x275-15.85-RGB-SF	1'7" x 14'7" x 5"	0.47 x 4.44 x 0.13	165	75	2/55	615	615	850
GS6-20x300-15.85-RGB-SF	1'7" x 15'11" x 5"	0.47 x 4.84 x 0.13	180	82	2/60	665	665	925
GS6-20x325-15.85-RGB-SF	1'7" x 17'2" x 5"	0.47 x 5.23 x 0.13	195	89	2/65	720	720	995
GS6-20x350-15.85-RGB-SF	1'7" x 18'6" x 5"	0.47 x 5.63 x 0.13	205	93	2/70	770	770	1070
GS6-20x375-15.85-RGB-SF	1'7" x 19'9" x 5"	0.47 x 6.02 x 0.13	220	100	2/75	820	820	1145
GS6-20x400-15.85-RGB-SF	1'7" x 21'1" x 5"	0.47 x 6.42 x 0.13	235	107	2/80	875	875	1215
GS6-20x425-15.85-RGB-SF	1'7" x 22'5" x 5"	0.47 x 6.82 x 0.13	250	114	2/85	925	925	1290
GS6-20x450-15.85-RGB-SF	1'7" x 23'8" x 5"	0.47 x 7.21 x 0.13	265	121	2/90	975	975	1360
GS6-20x475-15.85-RGB-SF	1'7" x 25'0" x 5"	0.47 x 7.61 x 0.13	280	128	2/95	1025	1025	1435
GS6-20x500-15.85-RGB-SF	1'7" x 26'3" x 5"	0.47 x 8.01 x 0.13	295	134	2/100	1080	1080	1505
GS6-40x75-15.85-RGB-SF	2'7" x 4'2" x 5"	0.79 x 1.27 x 0.13	80	37	5/15	270	270	395
GS6-40x100-15.85-RGB-SF	2'7" x 5'6" x 5"	0.79 x 1.67 x 0.13	105	48	5/20	340	340	515
GS6-40x125-15.85-RGB-SF	2'7" x 6'9" x 5"	0.79 x 2.06 x 0.13	130	59	5/25	415	415	630
GS6-40x150-15.85-RGB-SF	2'7" x 8'1" x 5"	0.79 x 2.46 x 0.13	150	69	5/30	485	485	745
GS6-40x175-15.85-RGB-SF	2'7" x 9'5" x 5"	0.79 x 2.85 x 0.13	175	80	5/35	560	560	860
GS6-40x200-15.85-RGB-SF	2'7" x 10'8" x 5"	0.79 x 3.25 x 0.13	200	91	5/40	635	635	975
GS6-40x225-15.85-RGB-SF	2'7" x 12'0" x 5"	0.79 x 3.65 x 0.13	225	103	5/45	705	705	1090
GS6-40x250-15.85-RGB-SF	2'7" x 13'3" x 5"	0.79 x 4.04 x 0.13	250	114	5/50	780	780	1205
GS6-40x275-15.85-RGB-SF	2'7" x 14'7" x 5"	0.79 x 4.44 x 0.13	275	125	5/55	850	850	1325
GS6-40x300-15.85-RGB-SF	2'7" x 15'11" x 5"	0.79 x 4.84 x 0.13	295	134	5/60	925	925	1440
GS6-40x325-15.85-RGB-SF	2'7" x 17'2" x 5"	0.79 x 5.23 x 0.13	320	146	5/65	995	995	1555
GS6-40x350-15.85-RGB-SF	2'7" x 18'6" x 5"	0.79 x 5.63 x 0.13	345	157	5/70	1070	1070	1670
GS6-40x375-15.85-RGB-SF	2'7" x 19'9" x 5"	0.79 x 6.02 x 0.13	370	168	5/75	1145	1145	1785
GS6-40x400-15.85-RGB-SF	2'7" x 21'1" x 5"	0.79 x 6.42 x 0.13	395	180	5/80	1215	1215	1900
GS6-40x425-15.85-RGB-SF	2'7" x 22'5" x 5"	0.79 x 6.82 x 0.13	420	191	5/85	1290	1290	2015
GS6-40x450-15.85-RGB-SF	2'7" x 23'8" x 5"	0.79 x 7.21 x 0.13	440	200	5/90	1360	1360	2135
GS6-40x475-15.85-RGB-SF	2'7" x 25'0" x 5"	0.79 x 7.61 x 0.13	465	211	5/95	1435	1435	2250
GS6-40x500-15.85-RGB-SF	2'7" x 26'3" x 5"	0.79 x 8.01 x 0.13	490	223	5/100	1505	1505	2365
GS6-60x75-15.85-RGB-SF	3'8" x 4'2" x 5"	1.11 x 1.27 x 0.13	110	50	7/15	335	335	525
GS6-60x100-15.85-RGB-SF	3'8" x 5'6" x 5"	1.11 x 1.67 x 0.13	145	66	7/20	425	425	685
GS6-60x125-15.85-RGB-SF	3'8" x 6'9" x 5"	1.11 x 2.06 x 0.13	180	82	7/25	520	520	845
GS6-60x150-15.85-RGB-SF	3'8" x 8'1" x 5"	1.11 x 2.46 x 0.13	210	96	7/30	615	615	1000
GS6-60x175-15.85-RGB-SF	3'8" x 9'5" x 5"	1.11 x 2.85 x 0.13	245	112	7/35	710	710	1160
GS6-60x200-15.85-RGB-SF	3'8" x 10'8" x 5"	1.11 x 3.25 x 0.13	280	128	7/40	805	805	1320
GS6-60x225-15.85-RGB-SF	3'8" x 12'0" x 5"	1.11 x 3.65 x 0.13	315	143	7/45	900	900	1475
GS6-60x250-15.85-RGB-SF	3'8" x 13'3" x 5"	1.11 x 4.04 x 0.13	350	159	7/50	995	995	1635
GS6-60x275-15.85-RGB-SF	3'8" x 14'7" x 5"	1.11 x 4.44 x 0.13	380	173	7/55	1085	1085	1795
GS6-60x300-15.85-RGB-SF	3'8" x 15'11" x 5"	1.11 x 4.84 x 0.13	415	189	7/60	1180	1180	1955
GS6-60x325-15.85-RGB-SF	3'8" x 17'2" x 5"	1.11 x 5.23 x 0.13	450	205	7/65	1275	1275	2110
GS6-60x350-15.85-RGB-SF	3'8" x 18'6" x 5"	1.11 x 5.63 x 0.13	485	220	7/70	1370	1370	2270
GS6-60x375-15.85-RGB-SF	3'8" x 19'9" x 5"	1.11 x 6.02 x 0.13	515	234	7/75	1465	1465	2430
GS6-60x400-15.85-RGB-SF	3'8" x 21'1" x 5"	1.11 x 6.42 x 0.13	550	250	7/80	1560	1560	2585
GS6-60x425-15.85-RGB-SF	3'8" x 22'5" x 5"	1.11 x 6.82 x 0.13	585	266	7/85	1655	1655	2745
GS6-60x450-15.85-RGB-SF	3'8" x 23'8" x 5"	1.11 x 7.21 x 0.13	620	282	7/90	1745	1745	2905
GS6-60x475-15.85-RGB-SF	3'8" x 25'0" x 5"	1.11 x 7.61 x 0.13	655	298	7/95	1840	1840	3065
GS6-60x500-15.85-RGB-SF	3'8" x 26'3" x 5"	1.11 x 8.01 x 0.13	685	311	7/100	1935	1935	3220

MODEL NUMBER	APPROX. CABINET DIMENSIONS FEET / INCHES HxWxD	APPROX. CABINET DIMENSIONS METERS HxWxD	WEIGHT POUNDS	WEIGHT KILOGRAMS	LINES/ CHAR	MAX POWER USAGE WATTS AMBER	MAX POWER USAGE WATTS RED	MAX POWER USAGE WATTS RGB
GS6-80x75-15.85-RGB-SF	4'8" x 4'2" x 5"	1.43 x 1.27 x 0.13	140	64	10/15	485	485	745
GS6-80x100-15.85-RGB-SF	4'8" x 5'6" x 5"	1.43 x 1.67 x 0.13	185	84	10/20	635	635	975
GS6-80x125-15.85-RGB-SF	4'8" x 6'9" x 5"	1.43 x 2.06 x 0.13	230	105	10/25	780	780	1205
GS6-80x150-15.85-RGB-SF	4'8" x 8'1" x 5"	1.43 x 2.46 x 0.13	275	125	10/30	925	925	1440
GS6-80x175-15.85-RGB-SF	4'8" x 9'5" x 5"	1.43 x 2.85 x 0.13	315	143	10/35	1070	1070	1670
GS6-80x200-15.85-RGB-SF	4'8" x 10'8" x 5"	1.43 x 3.25 x 0.13	360	164	10/40	1215	1215	1900
GS6-80x225-15.85-RGB-SF	4'8" x 12'0" x 5"	1.43 x 3.65 x 0.13	405	184	10/45	1360	1360	2135
GS6-80x250-15.85-RGB-SF	4'8" x 13'3" x 5"	1.43 x 4.04 x 0.13	445	202	10/50	1505	1505	2365
GS6-80x275-15.85-RGB-SF	4'8" x 14'7" x 5"	1.43 x 4.44 x 0.13	490	223	10/55	1655	1655	2595
GS6-80x300-15.85-RGB-SF	4'8" x 15'11" x 5"	1.43 x 4.84 x 0.13	535	243	10/60	1800	1800	2825
GS6-80x325-15.85-RGB-SF	4'8" x 17'2" x 5"	1.43 x 5.23 x 0.13	580	264	10/65	1945	1945	3060
GS6-80x350-15.85-RGB-SF	4'8" x 18'6" x 5"	1.43 x 5.63 x 0.13	620	282	10/70	2090	2090	3290
GS6-80x375-15.85-RGB-SF	4'8" x 19'9" x 5"	1.43 x 6.02 x 0.13	665	302	10/75	2235	2235	3520
GS6-80x400-15.85-RGB-SF	4'8" x 21'1" x 5"	1.43 x 6.42 x 0.13	710	323	10/80	2380	2380	3755
GS6-80x425-15.85-RGB-SF	4'8" x 22'5" x 5"	1.43 x 6.82 x 0.13	750	341	10/85	2525	2525	3985
GS6-80x450-15.85-RGB-SF	4'8" x 23'8" x 5"	1.43 x 7.21 x 0.13	795	361	10/90	2675	2675	4215
GS6-80x475-15.85-RGB-SF	4'8" x 25'0" x 5"	1.43 x 7.61 x 0.13	840	382	10/95	2820	2820	4445
GS6-80x500-15.85-RGB-SF	4'8" x 26'3" x 5"	1.43 x 8.01 x 0.13	885	402	10/100	2965	2965	4680
GS6-100x75-15.85-RGB-SF	5'9" x 4'2" x 5"	1.74 x 1.27 x 0.13	175	80	12/15	550	550	875
GS6-100x100-15.85-RGB-SF	5'9" x 5'6" x 5"	1.74 x 1.67 x 0.13	225	103	12/20	720	720	1145
GS6-100x125-15.85-RGB-SF	5'9" x 6'9" x 5"	1.74 x 2.06 x 0.13	280	128	12/25	885	885	1420
GS6-100x150-15.85-RGB-SF	5'9" x 8'1" x 5"	1.74 x 2.46 x 0.13	335	152	12/30	1055	1055	1695
GS6-100x175-15.85-RGB-SF	5'9" x 9'5" x 5"	1.74 x 2.85 x 0.13	385	175	12/35	1220	1220	1970
GS6-100x200-15.85-RGB-SF	5'9" x 10'8" x 5"	1.74 x 3.25 x 0.13	440	200	12/40	1385	1385	2245
GS6-100x225-15.85-RGB-SF	5'9" x 12'0" x 5"	1.74 x 3.65 x 0.13	495	225	12/45	1555	1555	2520
GS6-100x250-15.85-RGB-SF	5'9" x 13'3" x 5"	1.74 x 4.04 x 0.13	545	248	12/50	1720	1720	2795
GS6-100x275-15.85-RGB-SF	5'9" x 14'7" x 5"	1.74 x 4.44 x 0.13	600	273	12/55	1890	1890	3065
GS6-100x300-15.85-RGB-SF	5'9" x 15'11" x 5"	1.74 x 4.84 x 0.13	655	298	12/60	2055	2055	3340
GS6-100x325-15.85-RGB-SF	5'9" x 17'2" x 5"	1.74 x 5.23 x 0.13	705	320	12/65	2225	2225	3615
GS6-100x350-15.85-RGB-SF	5'9" x 18'6" x 5"	1.74 x 5.63 x 0.13	760	345	12/70	2390	2390	3890
GS6-100x375-15.85-RGB-SF	5'9" x 19'9" x 5"	1.74 x 6.02 x 0.13	815	370	12/75	2555	2555	4165
GS6-100x400-15.85-RGB-SF	5'9" x 21'1" x 5"	1.74 x 6.42 x 0.13	865	393	12/80	2725	2725	4440
GS6-100x425-15.85-RGB-SF	5'9" x 22'5" x 5"	1.74 x 6.82 x 0.13	920	418	12/85	2890	2890	4715
GS6-100x450-15.85-RGB-SF	5'9" x 23'8" x 5"	1.74 x 7.21 x 0.13	975	443	12/90	3060	3060	4985
GS6-100x475-15.85-RGB-SF	5'9" x 25'0" x 5"	1.74 x 7.61 x 0.13	1025	465	12/95	3225	3225	5260
GS6-100x500-15.85-RGB-SF	5'9" x 26'3" x 5"	1.74 x 8.01 x 0.13	1080	490	12/100	3395	3395	5535
GS6-120x75-15.85-RGB-SF	6'9" x 4'2" x 5"	2.06 x 1.27 x 0.13	205	93	15/15	615	615	1000
GS6-120x100-15.85-RGB-SF	6'9" x 5'6" x 5"	2.06 x 1.67 x 0.13	265	121	15/20	805	805	1320
GS6-120x125-15.85-RGB-SF	6'9" x 6'9" x 5"	2.06 x 2.06 x 0.13	330	150	15/25	995	995	1635
GS6-120x150-15.85-RGB-SF	6'9" x 8'1" x 5"	2.06 x 2.46 x 0.13	395	180	15/30	1180	1180	1955
GS6-120x175-15.85-RGB-SF	6'9" x 9'5" x 5"	2.06 x 2.85 x 0.13	455	207	15/35	1370	1370	2270
GS6-120x200-15.85-RGB-SF	6'9" x 10'8" x 5"	2.06 x 3.25 x 0.13	520	236	15/40	1560	1560	2585
GS6-120x225-15.85-RGB-SF	6'9" x 12'0" x 5"	2.06 x 3.65 x 0.13	580	264	15/45	1745	1745	2905
GS6-120x250-15.85-RGB-SF	6'9" x 13'3" x 5"	2.06 x 4.04 x 0.13	645	293	15/50	1935	1935	3220
GS6-120x275-15.85-RGB-SF	6'9" x 14'7" x 5"	2.06 x 4.44 x 0.13	710	323	15/55	2125	2125	3540
GS6-120x300-15.85-RGB-SF	6'9" x 15'11" x 5"	2.06 x 4.84 x 0.13	770	350	15/60	2315	2315	3855
GS6-120x325-15.85-RGB-SF	6'9" x 17'2" x 5"	2.06 x 5.23 x 0.13	835	379	15/65	2500	2500	4175
GS6-120x350-15.85-RGB-SF	6'9" x 18'6" x 5"	2.06 x 5.63 x 0.13	900	409	15/70	2690	2690	4490
GS6-120x375-15.85-RGB-SF	6'9" x 19'9" x 5"	2.06 x 6.02 x 0.13	960	436	15/75	2880	2880	4805
GS6-120x400-15.85-RGB-SF	6'9" x 21'1" x 5"	2.06 x 6.42 x 0.13	1025	465	15/80	3065	3065	5125
GS6-120x425-15.85-RGB-SF	6'9" x 22'5" x 5"	2.06 x 6.82 x 0.13	1085	493	15/85	3255	3255	5440
GS6-120x450-15.85-RGB-SF	6'9" x 23'8" x 5"	2.06 x 7.21 x 0.13	1150	522	15/90	3445	3445	5760
GS6-120x475-15.85-RGB-SF	6'9" x 25'0" x 5"	2.06 x 7.61 x 0.13	1215	552	15/95	3635	3635	6075
GS6-120x500-15.85-RGB-SF	6'9" x 26'3" x 5"	2.06 x 8.01 x 0.13	1275	579	15/100	3820	3820	6395

NOTES

1. Other resolutions and matrix sizes are also available. Contact Daktronics for more information.
2. Double sided (2V) models are also available.
3. Consistent with Daktronics continuous improvement program, all product features are subject to change without notice.

DF-2052 SPECIFICATIONS

MODEL NUMBER GUIDE

DF-2052-5x2-R/G

TOWER SPACE AVAILABILITY DISPLAY

5" or 7" CHARACTERS
110° VIEWING ANGLE

D=DIGIT F=OUTDOOR	SERIES NUMBER	DIGIT HEIGHT # OF LEVELS	LED COLOR
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MODEL NUMBER	DIGIT HEIGHT	LEVELS	APPROX. CABINET DIMENSIONS FEET / INCHES HxWxD	APPROX. CABINET DIMENSIONS METERS HxWxD	WEIGHT POUNDS	WEIGHT KILOGRAMS	POWER WATTS	POWER AMPS
DF-2052-5x2-R/G	5"	2	26.5" x 28.9" x 6.3"	0.67 x 0.73 x 0.16	37	17	102	0.85
DF-2052-5x3-R/G		3	34" x 28.9" x 6.3"	0.86 x 0.73 x 0.16	45	21	152	1.27
DF-2052-5x4-R/G		4	41.5" x 28.9" x 6.3"	1.05 x 0.73 x 0.16	52	24	191	1.27
DF-2052-5x5-R/G		5	49" x 28.9" x 6.3"	1.24 x 0.73 x 0.16	68	31	253	2.11
DF-2052-5x6-R/G		6	56.5" x 28.9" x 6.3"	1.44 x 0.73 x 0.16	76	35	292	2.43
DF-2052-5x7-R/G		7	64" x 28.9" x 6.3"	1.63 x 0.73 x 0.16	84	39	330	2.75
DF-2052-5x8-R/G		8	71.5" x 28.9" x 6.3"	1.82 x 0.73 x 0.16	92	42	368	3.07
DF-2052-7x2-R/G	7"	2	36.5" x 39.7" x 6.3"	0.93 x 1.01 x 0.16	54	25	107	0.89
DF-2052-7x3-R/G		3	47" x 39.7" x 6.3"	1.19 x 1.01 x 0.16	67	31	161	1.34
DF-2052-7x4-R/G		4	57.5" x 39.7" x 6.3"	1.46 x 1.01 x 0.16	80	37	196	1.63
DF-2052-7x5-R/G		5	68" x 39.7" x 6.3"	1.73 x 1.01 x 0.16	101	46	269	2.24
DF-2052-7x6-R/G		6	78.5" x 39.7" x 6.3"	1.99 x 1.01 x 0.16	114	52	304	2.53
DF-2052-7x7-R/G		7	89" x 39.7" x 6.3"	2.26 x 1.01 x 0.16	128	58	338	2.82
DF-2052-7x8-R/G		8	99.5" x 39.7" x 6.3"	2.53 x 1.01 x 0.16	142	65	373	3.11

DF-2053 SPECIFICATIONS

MODEL NUMBER GUIDE

DF-2053-5-R/G

DROP-IN SPACE AVAILABILITY DISPLAY

5" or 7" CHARACTERS
110° VIEWING ANGLE

D=DIGIT F=OUTDOOR	SERIES NUMBER	DIGIT HEIGHT	LED COLOR
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MODEL NUMBER	DIGIT HEIGHT	APPROX. CABINET DIMENSIONS FEET / INCHES HxWxD	APPROX. CABINET DIMENSIONS METERS HxWxD	WEIGHT POUNDS	WEIGHT KILOGRAMS	POWER WATTS	POWER AMPS
DF-2053-5-R/G	5"	10.5" x 19.5" x 4"	0.27 x 0.50 x 0.10	14.4	7	61	0.52
DF-2053-7-R/G	7"	12.4" x 25.8" x 4"	0.31 x 0.66 x 0.10	18.4	9	67	0.57

DVX SPECIFICATIONS

OUTDOOR LED DISPLAY

MANY CONFIGURATIONS AVAILABLE
160° VIEWING ANGLE

NOTES

1. Many resolutions and matrix sizes are available. Contact Daktronics for more information.

The Daktronics team speaks your professional language. Our experts guide you in the selection, installation and operation of your signage solutions. From a knowledgeable sales team and experienced project managers to highly skilled help desk technicians, the Daktronics team works together to provide the most complete, unmatched customer service offerings in the industry. From potential operator questions to future upgrades, you can be confident in your relationship with us and the life of your LED signage systems.



RELIABILITY AND QUALITY

Since 2009, our state-of-the-art, in-house product reliability lab uses environmental technology to test the limits of products.



EXPERIENCE

48+ years of designing & manufacturing with 10,000+ installations in more than 120 countries worldwide.



STABILITY

Publicly traded on NASDAQ: DAKT, with central headquarters in South Dakota.



EXPERT ENGINEERING

Our 500+ engineers, including electrical, mechanical, structural and software, ensure that each application exceeds expectations.



INTEGRITY & FINANCIALLY SOUND

With FY2016 net sales of \$570,168,000, Daktronics is also among Forbes Most Trustworthy Companies 2012-2016.



MANUFACTURING CAPABILITIES

A total of more than 1,000,000 sq. ft. of manufacturing space allows a large capacity for handling multiple projects on time, regardless of size and scope.

THE DIFFERENCES WHAT MAKES US BETTER?



WARRANTY

Our warranty will cover one year of parts with telephone and email support. This includes parts exchange, services coordination and Technical Help Desk.



NETWORK OF SERVICE

We ensure that the resources and equipment are available to support our customers. With our quick local response, network of technicians and nationwide coordination.



CUSTOMER SERVICE

Daktronics provides the most complete customer support services in the industry. Our team is available at 1-800-833-3157 or at TransportationService@daktronics.com.



INTEGRATION EASE

Daktronics displays were developed to integrate with third-party control systems and we help integrate our displays into your network.



SERVICE & MAINTENANCE AGREEMENTS

Various extended service packages and multiple service agreement options are available to ensure the longevity of your investment.



SIMPLE MAINTENANCE

Electrical equipment might need maintenance, so we stock an in-house inventory for rapid shipment and minimal display downtime.

Cover Photo: Chinook Centre - Calgary, Alberta

DAKTRONICS.COM/PARKING

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

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	\$ 229,910.00	\$ 272,135.75	\$ 2,455,847.25
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	\$ 275,931.35	\$ 244,373.79	\$ 2,549,779.39
Revenues - Card Fees	\$ 1,565.00	\$ 330.00	\$ 625.00	\$ 862.50	\$ 990.00	\$ 645.00	\$ 172.50	\$ 105.00	\$ 240.00	\$ 240.00	\$ 495.00	\$ 495.00	\$ 6,575.00
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	\$ 9,530.00	\$ 24,020.00	\$ 146,048.40
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	\$ 515,866.35	\$ 541,024.54	\$ 5,158,250.04
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	\$ 69,760.19	\$ 90,517.31	\$ 835,992.55
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	\$ 7,348.42	\$ 8,714.15	\$ 87,259.63
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	\$ 2,853.15	\$ 3,838.44	\$ 34,240.53
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	\$ 24,428.95	\$ 21,211.96	\$ 256,049.31
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	\$ 9,653.72	\$ 10,356.87	\$ 121,270.46
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	\$ 1,232.34	\$ 1,105.90	\$ 13,207.25
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	\$ 5,140.02	\$ 5,663.58	\$ 88,586.31
Parking Tags/Tickets	\$ 5,219.33		\$ 632.81		\$ 632.81	\$ 1,311.14		\$ 633.39	\$ 2,635.60	\$ 2,013.40	\$ 1,832.33		\$ 14,910.81
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	\$ 4,363.97	\$ 4,601.62	\$ 53,241.84
Office Supplies	\$ 722.75	\$ 462.54	\$ 627.58	\$ 224.21	\$ 446.36	\$ 286.43	\$ 379.58	\$ 409.01	\$ 453.76	\$ 133.84	\$ 212.85	\$ 168.72	\$ 4,527.63
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	\$ 577.08	\$ 584.63	\$ 6,952.89
Pass Cards													\$ -
Employee Appreciation	\$ 159.78	\$ 427.60	\$ 177.65	\$ 25.00	\$ 37.99	\$ 58.33	\$ 509.55	\$ 33.36			\$ 192.69	\$ 148.50	\$ 1,770.45
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	\$ 8,172.27	\$ 10,603.96	\$ 102,605.49
Bank Service Charges	\$ 411.74	\$ 382.17	\$ 469.39	\$ 411.11	\$ 400.98	\$ 389.34	\$ 429.30	\$ 369.91	\$ 261.76	\$ 240.10	\$ 232.54	\$ 157.52	\$ 4,155.86
Miscellaneous Expense	\$ 246.65	\$ 287.92	\$ 232.43	\$ 229.03	\$ 467.43	\$ 319.92	\$ 1,236.04	\$ 302.15	\$ 673.74	\$ 198.11	\$ 384.30	\$ 251.71	\$ 4,829.43
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	\$ 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	\$ 140,259.82	\$ 161,799.87	\$ 1,679,007.35
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	\$ 375,606.53	\$ 379,224.67	\$ 3,479,242.69

Fiscal 17-18

	Month Ended 31-Jul-17	Month Ended 31-Aug-17	Month Ended 30-Sep-17	Month Ended 31-Oct-17	Month Ended 30-Nov-17	Month ending 31-Dec-17	Month Ended 31-Jan-18	Month Ended 28-Feb-18	Month Ended 31-Mar-18	Month Ending 30-Apr-18	Month Ended 31-May-18	Month Ended 30-Jun-18	Total Fiscal 17-18
REVENUES:													
Revenues - Monthly parking	\$ 190,787.25	\$ 243,624.00	\$ 144,905.00	\$ 297,302.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 876,618.26
Revenues - Cash Parking	\$ 273,906.25	\$ 275,685.07	\$ 236,100.00	\$ 224,603.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,010,294.32
Revenues - Card Fees	\$ 460.00	\$ 350.00	\$ 285.00	\$ 373.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,468.00
Revenue - Lot #6	\$ 900.00	\$ 16,095.00	\$ 31,880.00	\$ 2,595.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51,470.00
Total Income	\$ 466,053.50	\$ 535,754.07	\$ 413,170.00	\$ 524,873.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,939,850.58
EXPENSES:													
Salaries and Wages	\$ 58,890.33	\$ 62,120.27	\$ 66,807.11	\$ 60,902.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 248,719.81
Payroll Taxes	\$ 5,452.25	\$ 5,735.69	\$ 6,214.04	\$ 5,665.07	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,067.05
Workmens Comp Insurance	\$ 2,499.18	\$ 2,635.99	\$ 2,834.44	\$ 2,584.41	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,554.02
Group Insurance	\$ 24,160.61	\$ 19,025.95	\$ 19,865.15	\$ 24,646.52	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 87,698.23
Uniforms	\$ -	\$ 929.97	\$ 296.15	\$ 1,283.73	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,509.85
Insurance	\$ 9,653.72	\$ 9,653.72	\$ 10,127.71	\$ 11,223.81	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,658.96
Utilities	\$ 895.00	\$ 1,036.81	\$ 835.00	\$ 1,228.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,994.87
Maintenance	\$ 821.86	\$ 3,258.80	\$ 9,727.97	\$ 3,488.91	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,297.54
Parking Tags/Tickets	\$ -	\$ -	\$ 9.24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9.24
Professional Services	\$ 4,396.53	\$ 4,441.91	\$ 4,463.98	\$ 4,615.37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,917.79
Office Supplies	\$ 251.14	\$ 507.79	\$ 513.79	\$ 171.79	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,444.51
Card Refund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Cost - Vehicles	\$ 588.22	\$ 541.87	\$ 481.84	\$ 477.95	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,089.88
Pass Cards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Employee Appreciation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Credit Card Fees	\$ 13,123.75	\$ 12,420.26	\$ 12,702.93	\$ 14,126.17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,373.11
Bank Service Charges	\$ 91.91	\$ 75.23	\$ 94.60	\$ 70.81	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 332.55
Miscellaneous Expense	\$ 227.03	\$ 358.94	\$ 276.71	\$ 316.19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,178.87
Management Fee Charge	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,500.00
Total Expenses	\$ 124,926.53	\$ 126,618.20	\$ 139,125.66	\$ 134,675.89	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 525,346.28
Profit	\$ 341,126.97	\$ 409,135.87	\$ 274,044.34	\$ 390,197.12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,414,504.30

CITY OF BIRMINGHAM - Combined
Income Statement
For Periods Indicated

	Month Ended October 31, 2017	4 Month Ending October 31, 2017	Month Ended October 31, 2016	4 Month Ending October 31, 2016
REVENUES:				
Revenues - Monthly parking	297,302.01	876,618.26	194,622.50	765,350.00
Revenues - Cash Parking	224,603.00	1,010,294.32	208,977.45	819,796.24
Revenues - Card Fees	373.00	1,468.00	862.50	3,282.50
Revenue - Lot #6	2,595.00	51,470.00	1,125.00	40,020.40
TOTAL INCOME	<u>524,873.01</u>	<u>1,939,850.58</u>	<u>405,587.45</u>	<u>1,628,449.14</u>
EXPENSES:				
Salaries and Wages	60,902.10	248,719.81	61,450.93	276,180.08
Payroll Taxes	5,665.07	23,067.05	5,927.85	26,934.04
Workmens Comp Insurance	2,584.41	10,554.02	2,439.49	10,961.23
Group Insurance	24,646.52	87,698.23	22,816.46	85,245.03
Uniforms	1,283.73	2,509.85		792.51
Insurance	11,223.81	40,658.96	9,849.61	37,260.04
Utilities	1,228.06	3,994.87	715.00	3,127.80
Maintenance	3,488.91	17,297.54	6,781.73	28,790.64
Parking Tags/Tickets		9.24		5,852.14
Accounting Fees	4,615.37	17,917.79	4,363.97	17,598.13
Office Supplies	171.79	1,444.51	224.21	2,037.08
Card Refund		-		
Operating Cost - Vehicles	477.95	2,089.88	634.65	2,530.93
Pass Cards		-		
Employee Appreciation		-	25.00	790.03
Credit Card Fees	14,126.17	52,373.11	7,491.41	33,343.80
Bank Service Charges	70.81	332.55	411.11	1,674.41
Miscellaneous Expense	316.19	1,178.87	229.03	996.03
Management Fee Charge	3,875.00	15,500.00	3,875.00	15,500.00
TOTAL EXPENSES	<u>134,675.89</u>	<u>525,346.28</u>	<u>127,235.45</u>	<u>549,613.92</u>
OPERATING PROFIT	<u>390,197.12</u>	<u>1,414,504.30</u>	<u>278,352.00</u>	<u>1,078,835.22</u>

CITY OF BIRMINGHAM PIERCE DECK
Income Statement
For Periods Indicated

REVENUES:	Month Ended	4 Month Ending	Month Ended	4 Month Ending
	October 31, 2017	October 31, 2017	October 31, 2016	October 31, 2016
Revenues - Monthly parking	38,394.00	142,188.75	35,282.50	131,462.00
Revenues - Cash Parking	67,800.00	280,787.25	66,568.65	272,725.70
Revenues - Card Fees	75.00	480.00	540.00	1,515.00
TOTAL INCOME	<u>106,269.00</u>	<u>423,456.00</u>	<u>102,391.15</u>	<u>405,702.70</u>
EXPENSES:	Month Ended	4 Month Ending	Month Ended	4 Month Ending
	October 31, 2017	October 31, 2017	October 31, 2016	October 31, 2016
Salaries and Wages	11,772.23	47,131.47	11,830.74	50,153.61
Payroll Taxes	1,075.66	4,309.86	1,011.88	4,168.55
Workmens Comp Insurance	499.59	2,000.17	419.20	1,758.51
Group Insurance	5,426.52	20,209.29	4,816.90	17,886.77
Uniforms	244.38	430.47		
Insurance	2,360.60	7,942.40	2,117.18	7,338.92
Utilities	211.87	686.67	143.00	675.96
Maintenance	155.58	2,990.05	1,043.20	6,887.43
Parking Tags/Tickets		-		1,116.66
Accounting Fees	865.37	3,461.48	865.37	3,461.48
Office Supplies	34.36	288.90	44.84	407.41
Card Refunds		-		
Operating Cost - Vehicles	95.59	417.97	126.93	506.19
Pass Cards		-		
Employee Appreciation	-	-	5.00	72.49
Credit Card Fees	4,264.21	14,647.60	2,386.36	11,227.44
Bank service charges	10.10	53.42	135.24	539.86
Miscellaneous Expenses	9.18	59.72	8.23	45.74
Management Fee Charge	775.00	3,100.00	775.00	3,100.00
TOTAL EXPENSES	<u>27,800.24</u>	<u>107,729.47</u>	<u>25,729.07</u>	<u>109,347.02</u>
OPERATING PROFIT	<u>78,468.76</u>	<u>315,726.53</u>	<u>76,662.08</u>	<u>296,355.68</u>

CITY OF BIRMINGHAM PEABODY DECK
Income Statement
For Periods Indicated

	Month Ended October 31, 2017	4 Month Ending October 31, 2017	Month Ended October 31, 2016	4 Month Ending October 31, 2016
REVENUES:				
Revenues - Monthly parking	30,208.00	105,010.00	22,638.00	95,924.50
Revenues - Cash Parking	40,499.00	165,158.00	27,213.05	121,921.55
Revenues - Card Fees	75.00	150.00	30.00	60.00
TOTAL INCOME	70,782.00	270,318.00	49,881.05	217,906.05
EXPENSES:				
Salaries and Wages	10,517.47	41,060.62	11,935.75	50,938.19
Payroll Taxes	956.80	3,739.28	1,021.76	4,241.70
Workmens Comp Insurance	446.46	1,743.12	423.36	1,789.38
Group Insurance	5,426.50	19,836.61	4,816.90	17,849.32
Uniforms	243.42	429.39		
Insurance	1,419.03	5,685.62	1,436.26	5,636.04
Utilities	211.87	776.85	143.00	588.76
Maintenance	241.96	1,065.74	605.70	5,253.39
Parking Tags/Tickets		-		632.81
Accounting Fees	775.19	3,100.76	775.19	3,100.76
Office Supplies	34.36	288.90	44.84	407.42
Card Refund		-		
Employee Appreciation		-	5.00	72.49
Operating Cost - Vehicles	95.59	417.98	126.93	506.19
Pass Cards		-		
Credit Card Fees	2547.14	8,575.41	975.53	4,994.55
Bank service charges	10.10	46.21	83.53	332.67
Miscellaneous Expense	8.20	43.27	8.32	45.54
Management Fee Charge	775.00	3,100.00	775.00	3,100.00
TOTAL EXPENSES	23,709.09	89,909.76	23,177.07	99,489.21
OPERATING PROFIT	47,072.91	180,408.24	26,703.98	246,397.58

CITY OF BIRMINGHAM PARK DECK
Income Statement
For Periods Indicated

	Month Ended October 31, 2017	4 Month Ending October 31, 2017	Month Ended October 31, 2016	4 Month Ending October 31, 2016
REVENUES:				
Revenues - Monthly parking	55,683.00	201,077.50	46,402.50	181,606.50
Revenues - Cash Parking	40,100.00	189,063.00	48,647.55	185,992.50
Revenues - Card Fees	-117.00	(117.00)		195.00
TOTAL INCOME	95,666.00	390,023.50	95,050.05	367,794.00
EXPENSES:				
Salaries and Wages	11,753.60	51,686.94	13,315.27	58,403.95
Payroll Taxes	1,074.97	4,745.72	1,152.03	5,094.35
Workmens Comp Insurance	498.81	2,193.06	478.00	2,085.10
Group Insurance	4,237.27	15,933.59	3,694.90	13,812.12
Uniforms	243.42	429.39		188.06
Insurance	2,125.49	8,501.96	1,996.82	7,959.68
Utilities	211.87	776.85	143.00	483.13
Maintenance	161.33	1,928.98	1,043.21	4,065.19
Parking Tags/Tickets		-		1,310.81
Accounting Fees	906.56	3,550.40	881.28	3,525.12
Office Supplies	34.36	288.90	44.84	407.41
Card Refund		-		-
Operating Cost - Vehicles	95.59	417.98	126.93	506.19
Pass Cards		-		-
Employee Appreciation		-	5.00	72.49
Credit Card Fees	2,522.05	9,775.87	1,743.91	7,571.02
Bank service charges	10.10	40.40	84.28	366.47
Miscellaneous Expenses	9.17	51.57	9.39	52.23
Management Fee Charge	775.00	3,100.00	775.00	3,100.00
TOTAL EXPENSES	24,659.59	103,421.61	25,493.86	109,003.32
OPERATING PROFIT	71,006.41	286,601.89	69,556.19	258,790.68

CITY OF BIRMINGHAM CHESTER DECK
Income Statement
For Periods Indicated

	Month Ended October 31, 2017	4 Month Ending October 31, 2017	Month Ended October 31, 2016	4 Month Ending October 31, 2016
REVENUES:				
Revenues - Monthly parking	73,385.01	197,751.01	45,087.50	186,952.00
Revenues - Cash Parking	33,966.00	191,037.07	30,627.20	106,858.24
Revenues - Card Fees	265.00	775.00	52.50	882.50
TOTAL INCOME	107,616.01	389,563.08	75,767.20	294,692.74
EXPENSES:				
Salaries and Wages	12,906.47	51,492.76	9,640.20	51,383.78
Payroll Taxes	1,277.73	4,951.90	1,379.35	7,396.50
Workmens Comp Insurance	547.62	2,184.84	584.93	2,969.98
Group Insurance	4,237.25	16,101.47	4,993.01	19,004.56
Uniforms	309.33	791.45		604.45
Insurance	2,286.60	9,146.40	2,137.00	8,548.00
Utilities	380.58	969.45	143.00	791.21
Maintenance	2,788.52	6,794.51	3,483.94	7,830.22
Parking Tags/Tickets		9.24		1,187.21
Accounting Fees	1,163.72	4,224.95	950.24	3,852.71
Office Supplies	34.36	288.90	44.85	407.43
Card Refund		-		-
Operating Cost - Vehicles	95.59	417.98	126.93	506.17
Pass Cards		-		-
Employee Appreciation	-	-	5.00	500.08
Credit Card Fees	2,136.26	9,809.36	1,097.92	4,171.66
Bank Service Charges	30.41	152.12	10.00	42.76
Misc Expense	97.67	243.96	11.50	69.67
Management Fee Charge	775.00	3,100.00	775.00	3,100.00
TOTAL EXPENSES	29,067.11	110,679.29	25,382.87	112,366.39
OPERATING PROFIT	78,548.90	278,883.79	50,384.33	182,326.35

CITY OF BIRMINGHAM N. WOODWARD DECK
Income Statement
For Periods Indicated

	Month Ended October 31, 2017	4 Month Ending October 31, 2017	Month Ended October 31, 2016	4 Month Ending October 31, 2016
REVENUES:				
Revenues - Monthly parking	99,632.00	230,591.00	45,212.00	169,405.00
Revenues - Cash Parking	42,238.00	184,249.00	35,921.00	132,298.25
Revenues - Card Fees	75.00	150.00	240.00	630.00
TOTAL INCOME	141,945.00	414,990.00	81,373.00	302,333.25
EXPENSES:				
Salaries and Wages	13,952.33	57,348.02	14,728.97	65,300.55
Payroll Taxes	1,279.91	5,320.29	1,362.83	6,032.94
Workmens Comp Insurance	591.93	2,432.83	534.00	2,358.26
Group Insurance	5,318.98	15,617.27	4,494.75	16,692.26
Uniforms	243.18	429.15	-	-
Insurance	3,032.09	9,382.58	2,162.35	7,777.40
Utilities	211.87	785.05	143.00	588.74
Maintenance	141.52	4,518.26	605.68	4,754.41
Parking Tags/Tickets	-	-	-	1,604.65
Accounting Fees	904.53	3,580.20	891.89	3,658.06
Office Supplies	34.36	288.90	44.84	407.41
Card Refund	-	-	-	-
Operating Cost - Vehicles	95.59	417.98	126.93	506.19
Pass Cards	-	-	-	-
Employee Appreciation	-	-	5.00	72.48
Credit Card Fees	2656.51	9,564.87	1287.69	5,379.13
Bank Service Charges	10.10	40.40	98.06	392.65
Miscellaneous Expense	10.88	55.99	10.50	57.62
Management Fee Charge	775.00	3,100.00	775.00	3,100.00
TOTAL EXPENSES	29,258.78	112,881.79	27,271.49	118,682.75
OPERATING PROFIT	112,686.22	302,108.21	54,101.51	183,650.50

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CITY OF BIRMINGHAM lot #6
Income Statement
For Periods Indicated

		Month Ended October 31, 2017	4 Month Ending October 31, 2017	Month Ended October 31, 2016	4 Month Ending October 31, 2016
INCOME	Revenues - Monthly Parking Lot #6 & Southside	2,595.00	51,470.00	1,125.00	40,020.40
	TOTAL INCOME	<u>2,595.00</u>	<u>51,470.00</u>	<u>1,125.00</u>	<u>40,020.40</u>
EXPENSES	Liability Insurance				-
	Office Supplies (Hanging Tags)		-		-
	Misc.	181.09	724.36	181.09	724.36
	TOTAL EXPENSES	<u>181.09</u>	<u>724.36</u>	<u>181.09</u>	<u>724.36</u>
	NET PROFIT	<u>2,413.91</u>	<u>50,745.64</u>	<u>943.91</u>	<u>39,296.04</u>

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

October 2016

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE
PEABODY	16,662	11,962	\$23,636.55	72%
PARK	18,405	11,319	\$36,143.30	61%
CHESTER	5,860	2,208	\$9,693.00	38%
WOODWARD	14,071	9,417	\$25,694.00	67%
PIERCE	30,222	16,996	\$63,196.00	56%
TOTALS	85,220	51,902	\$ 158,362.85	61%

October 2017

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE
PEABODY	16,291	9,409	\$40,499.00	58%
PARK	16,804	7,808	\$40,100.00	46%
CHESTER	6,767	2,277	\$33,966.00	34%
WOODWARD	14,130	7,268	\$42,238.00	51%
PIERCE	26,007	12,754	\$67,800.00	49%
TOTALS	79,999	39,516	\$ 224,603.00	49%

BREAKDOWN:	TOTAL CARS	-6%
	FREE CARS	-24%
	CASH REVENUE	+42%

MONTHLY PARKING PERMIT REPORT

For the month of: October 2017

Date Compiled: November 16 , 2017

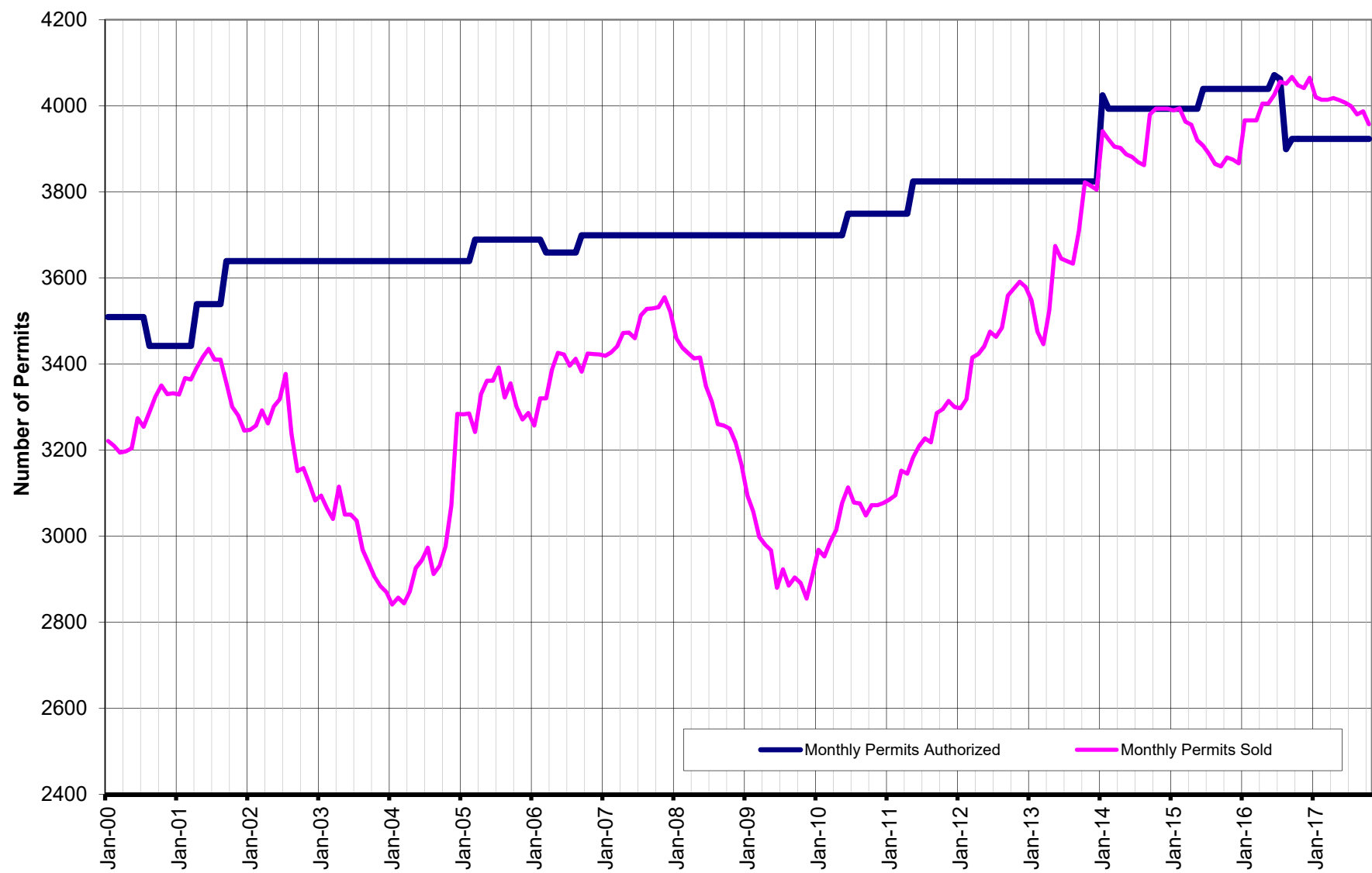
	Pierce	Park	Peabody	N.Old Wood	Chester	Lot #6/\$195	Lot #6/\$135	South Side	Lot B	35001 Woodward	Total
1. Total Spaces	706	811	437	745	880	174	79	8	40	40	3920
2. Daily Spaces	370	348	224	359	425	N/A	N/A	N/A	N/A	N/A	1726
3. Monthly Spaces	336	463	213	386	560	174	79	8	30	40	2289
4. Monthly Permits Authorized	550	750	400	800	1140	150	40	8	30	55	3923
5. Permits - end of previous month	550	757	400	853	1140	150	40	8	30	50	3978
6. Permits - end of month	550	750	400	839	1140	150	40	8	30	50	3957
7. Permits - available at end of month	0	0	0	-39	0	0	0	0	0	5	-39
8. Permits issued in month includes permits effective 1st of month	6	10	6	0	13	0	0	0	0	0	35
9. Permits given up in month	6	10	6	14	13	0	0	0	0	0	49
10. Net Change	0	0	0	-14	0	0	0	0	0	31	17
11. On List - end of month*	Currently updating the wait-list to get an accurate number for each structure.										N/A
12. Added to list in month	120	112	119	323	117	0	0	0	0	0	791
13. Withdrawn from list in month (w/o permit)	Currently updating the wait-list to get an accurate number for each structure.										N/A
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	321	338	177	302	101	N/A	N/A	N/A	N/A	N/A	1239
16. Monthly parker occupied	287	460	201	430	769	N/A	N/A	N/A	N/A	N/A	2147
17. Total parker occupied	661	783	419	694	843	N/A	N/A	N/A	N/A	N/A	3386
18. Total spaces available at 1pm on Wednesday 10/25	98	13	59	13	10	N/A	N/A	N/A	N/A	N/A	193
19. "All Day" parkers paying 5 hrs. or more											
A: Weekday average.	177	148	100	129	97	N/A	N/A	N/A	N/A	N/A	651
B: Maximum day	N/A*	N/A*	N/A*	N/A*	N/A*	N/A	N/A	N/A	N/A	N/A	0
20. Utilization by long term parkers	N/A*	N/A*	N/A*	N/A*	N/A*	N/A	N/A	N/A	N/A	N/A	#DIV/0!

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

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

* Average Maximum day not available currently in Skidata

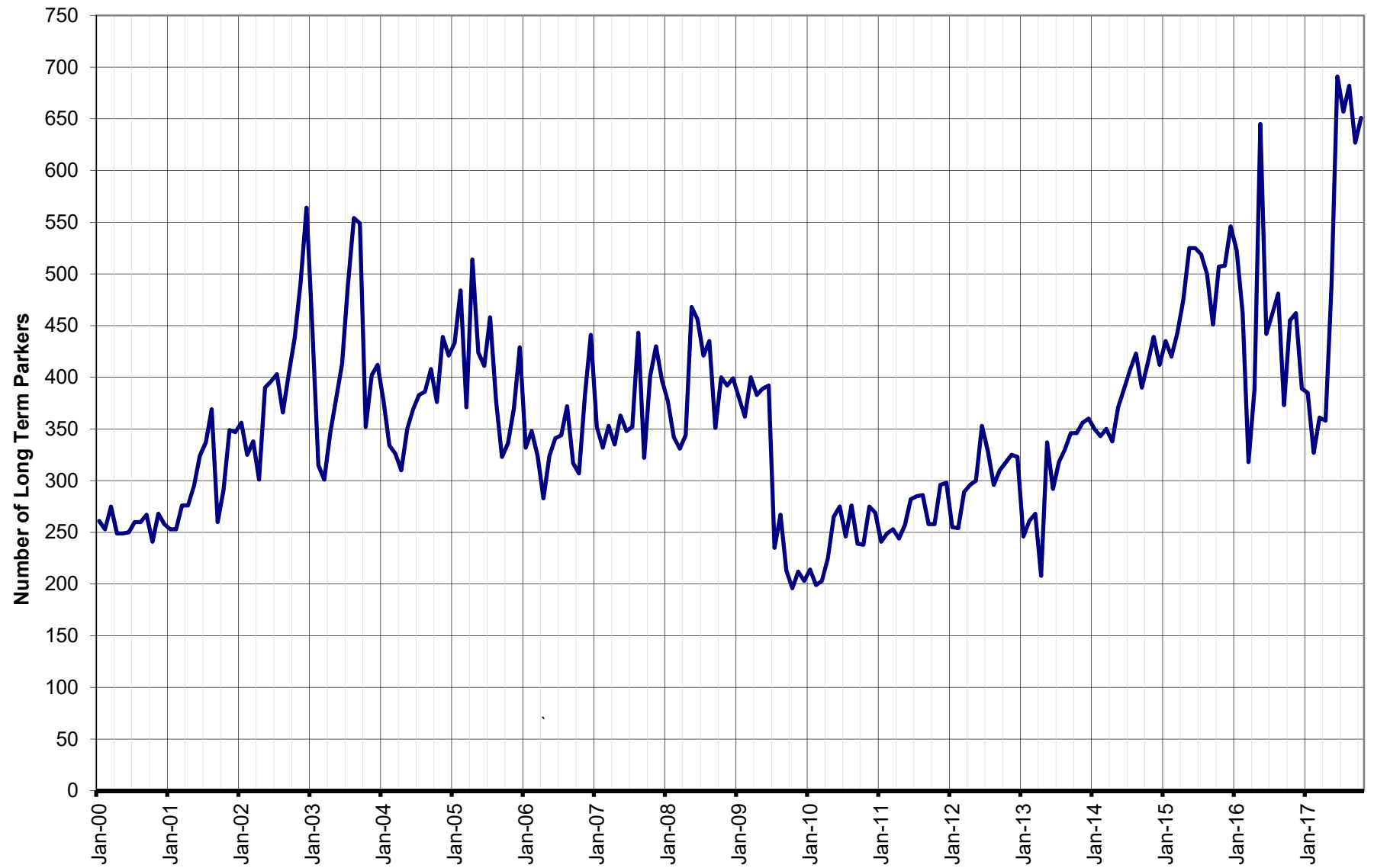
Monthly Permits



Persons on Waiting List

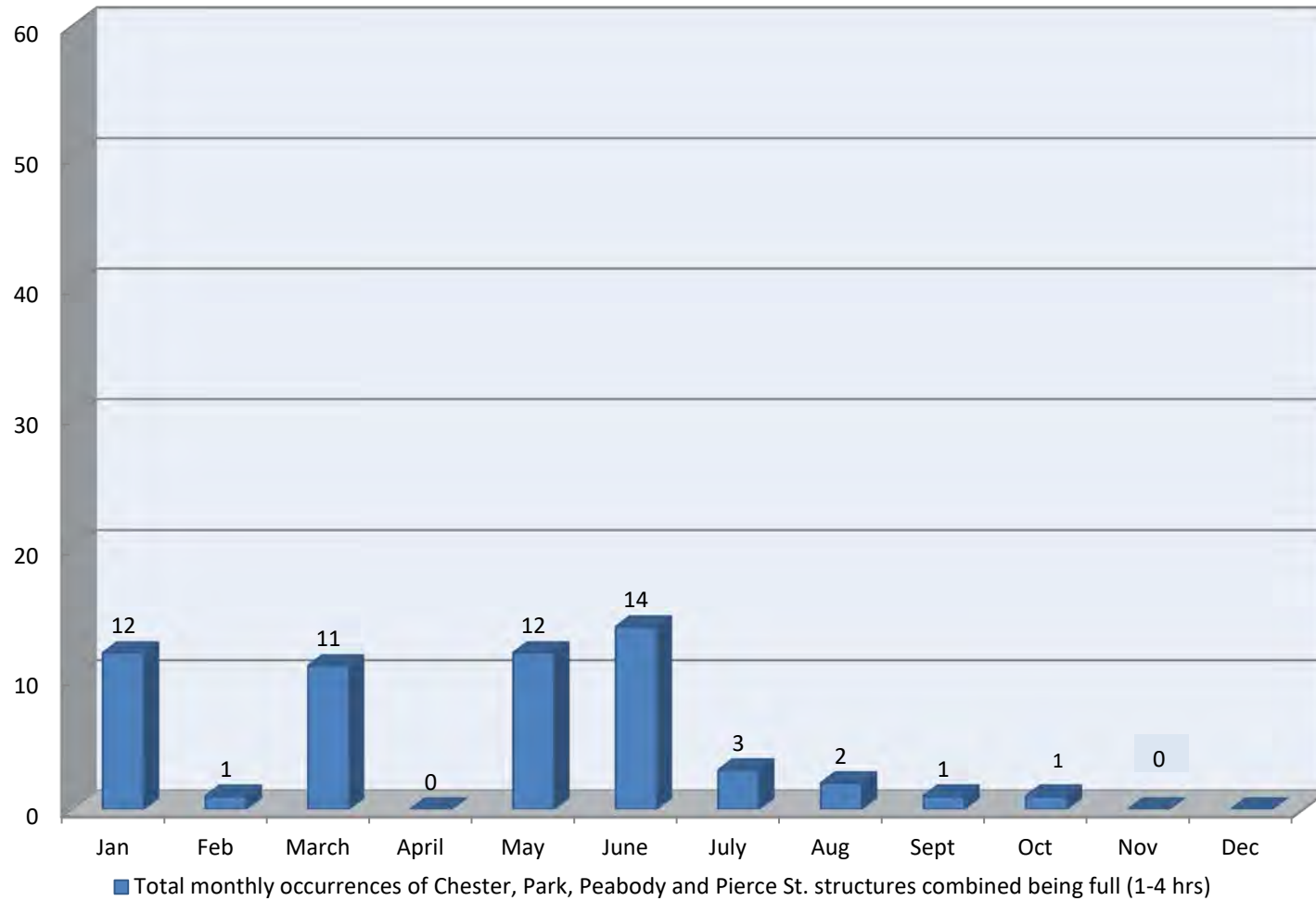


Long Term Parkers



2017 Combined Parking Structure Full Status

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



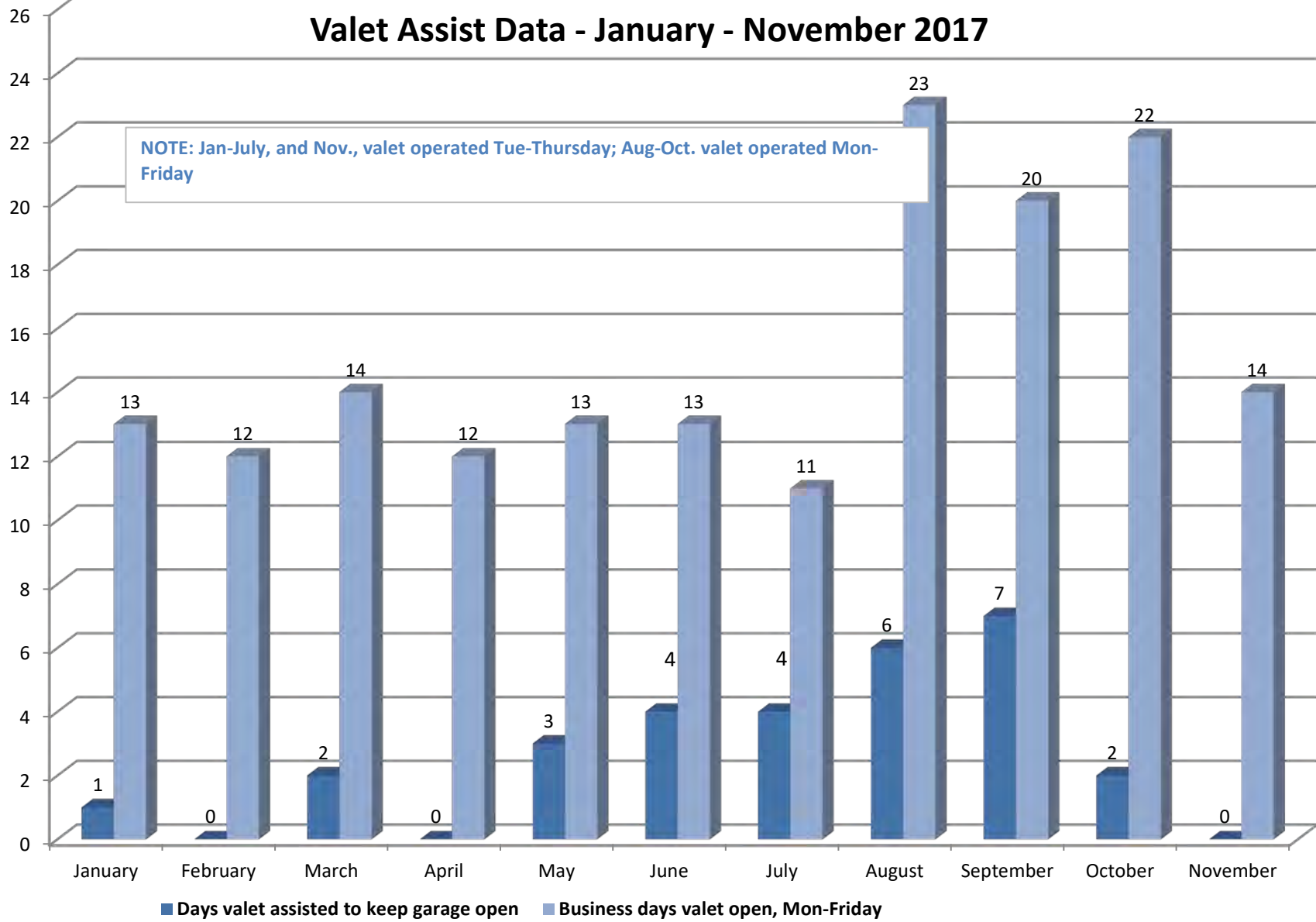
Parking Full Status by Structure

November 2017 Business Days Only (M-Friday)



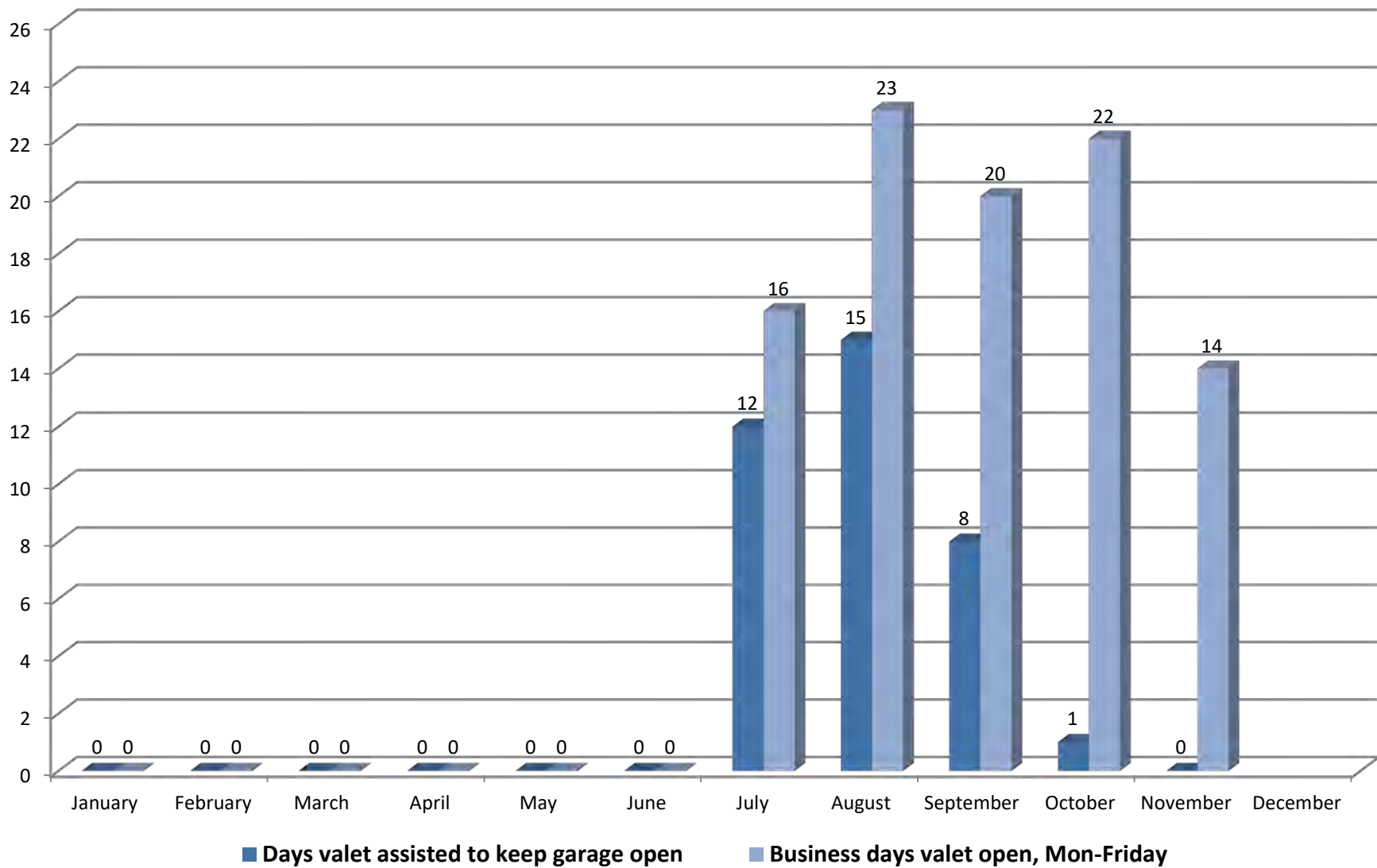
N. Old Woodward Structure Valet Assist Data - January - November 2017

NOTE: Jan-July, and Nov., valet operated Tue-Thursday; Aug-Oct. valet operated Mon-Friday

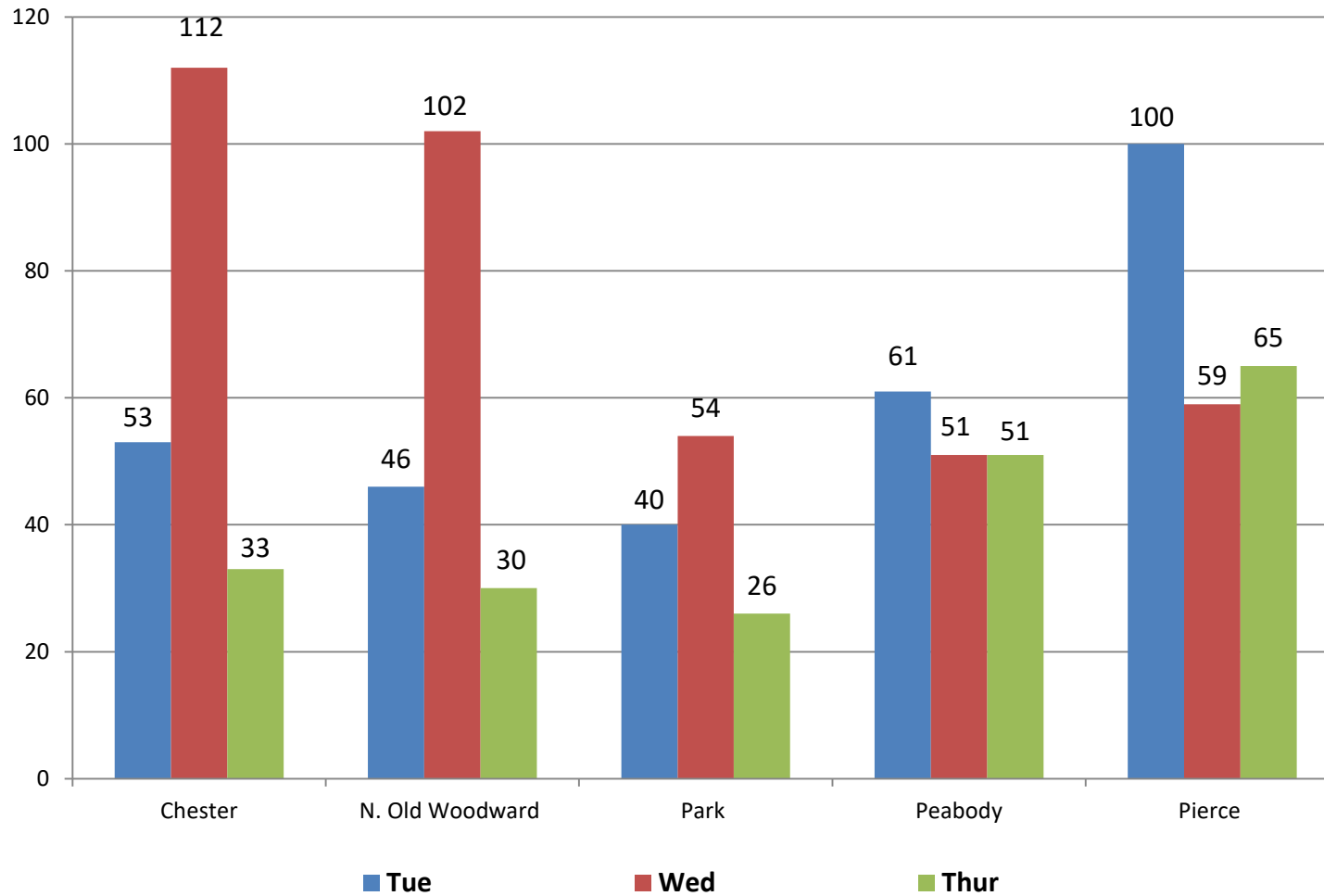


Park Street Structure

Valet Assist Data - January - November 2017



Structure Occupancy at 1 pm Tuesday-Thursday



Pierce Street Structure

Garage full list

NOVEMBER 2017

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

Peabody Street Structure

Garage full list

NOVEMBER 2017

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

Park Street Structure

Garage full list

NOVEMBER 2017

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

N. Old Woodward Garage

Valet Counts

November 2017

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

Chester Street Structure

Garage full list

NOVEMBER 2017

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