

CITY OF BIRMINGHAM
ADVISORY PARKING COMMITTEE
CITY COMMISSION ROOM
151 MARTIN ST., BIRMINGHAM, MI
(248) 530-1850
REGULAR MEETING AGENDA
WEDNESDAY, MAY 2, 2018, 7:30 A.M.

1. RECOGNITION OF GUESTS
2. APPROVAL OF MINUTES, MEETING OF
APRIL 4, 2018
3. LOT 6 FINANCIAL STRATEGY
4. PARKING UPDATE
5. MONTHLY FINANCIAL REPORTS
6. MEETING OPEN FOR MATTERS NOT
ON THE AGENDA
7. NEXT MEETING: JUNE 6, 2018



Free Parking Weekends

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

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City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING

Birmingham City Hall Commission Room
151 Martin, Birmingham, Michigan
Wednesday, April 4, 2018

MINUTES

These are the minutes of the Advisory Parking Committee ("APC") regular meeting held on Wednesday April 4, 2018. The meeting was called to order at 7:35 a.m. by Chairman Al Vaitas.

Present: Chairman Al Vaitas
Vice-Chairperson Gayle Champagne
Anne Honhart
Steven Kalczynski
Judith Paskiewicz

Absent: Lisa Krueger

SP+ Parking: Catherine Burch
Sara Burton

Nelson Nygaard Chris Bongorno
Tom Brown

Dixon Resources Julie Dixon
Allison

MKSK Brad Strader

Administration: Mark Clemence, Police Chief
Brooks Cowan, City Planner
Austin Fletcher, Asst. City Engineer
Tiffany Gunter, Asst. City Manager
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

RECOGNITION OF GUESTS (none)

MINUTES OF REGULAR APC MEETING OF MARCH 7, 2018

Chairman Vaitas made the following changes:

- Page 5 - Second paragraph, replace "Tonia" with "Tanya."
- Page 9 - Fourth line, change the period to a comma.
- Page 10 - Second full paragraph add "monthly" to the last line.
- Page 10 - Third full paragraph, insert "construction" in front of "period" in the first sentence.

Motion by Ms. Honhart

Seconded by Mr. Kalczynski to accept the Minutes of March 7, 2018 as amended.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Honhart, Kalczynski, Champagne, Paskiewicz, Vaitas

Nays: None

Absent: Krueger

ADDITIONAL AGENDA ITEM

Motion by Ms. Honhart

Seconded by Dr. Paskiewicz to add "Free Garage Parking Saturdays" to the agenda after Woodward Contract for Additional Parking.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Honhart, Paskiewicz, Kalczynski, Champagne, Vaitas

Nays: None

Absent: Krueger

34952 WOODWARD AVE.

CONTRACT FOR ADDITIONAL PARKING

Ms. Gunter advised that in an effort to increase the number of available permits to monthly parkers within the Central Business District, staff has been exploring opportunities to partner with owners of underutilized surface lots located within close proximity to the CBD. As such, staff has identified a location that would allow for approximately 138 parking spaces plus an additional 18 spaces along the concrete slab where people are currently parking for free. The lot is located

at 34952 Woodward Ave., on the corner of Woodward Ave. and Maple Rd. With that, they are looking to open up permit parking primarily for folks on the Wait List for the Peabody Structure.

The proposed contract details the specifics regarding permitted uses, termination clauses, lease cost, and the necessary treatments to make the site suitable for daily parking. Staff negotiated a minimum term of eighteen (18) months to help ensure the cost to implement the parking expansion program would not exceed the benefits. The cost to make the lot suitable for parking is estimated at \$87,400.

Assuming a 10% contingency, the total cost for implementation could escalate to \$96,100. The cost per space for opening this lot would be approximately \$600 per space. Contrast that with the cost per space to secure parking in the Downtown area which is upwards of \$27,000. The lease amount paid to the owners would be \$7,500 per month. This price assumes the sale of 150 parking passes at a cost of \$60 per pass. A gate would control access to the lot. The location of this site is ideal given that there is no need to introduce a shuttle to transport users in and out of the CBD.

It is anticipated that it will take approximately one month to complete the site preparation, and operations would begin in May 2018 as demand for parking begins to rise. Staff recognizes the need to continue to explore other viable longer term opportunities to reduce the permit parking wait list and will continue to seek partnerships with other entities, where possible, to expand parking capacity.

An additional recommendation is to allow for issuance of 20 permits for the concrete slab that would be controlled by using the hang tag system. If a parker on the Peabody St. Structure Waiting List takes a parking pass they would still remain in their same place on the list.. Then if their name should come up they can move to Peabody. The permit price at Peabody is \$70.

There were no comments from the public at 7:45 a.m.

Motion by Dr. Paskiewicz

Seconded by Ms. Champagne to recommend to the City Commission to approve the contract between Markyo Hospitality, LLC and the City of Birmingham to expand the capacity for permit parking within the Central Business District by 150 parking spaces and 20 spaces on the cement at Maple Rd. and Woodward Ave., using the hang tag for those 20.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Paskiewicz, Champagne, Honhart, Kalczynski, Vaitas

Nays: None

Absent: Krueger

FREE GARAGE PARKING SATURDAYS DURING CONSTRUCTION

Ms. Gunter requested the APC's consideration of a recommendation that would allow for free parking in the parking garages on Saturdays. The intent is to increase the desirability of the Downtown for shoppers and restaurant goers who might otherwise opt to avoid the area due to the reconstruction, and demonstrate to our merchants that the City is sincere in its efforts to support local businesses.

In 2017, between the months of April and July, the total revenue collected for all parking garages on Saturdays was \$103,411. They anticipate that utilization will be down by approximately 15% due to the reconstruction. Therefore, the total impact to the Automobile Parking System (APS) resulting from offering free Saturdays would be approximately \$88,000. This amount is significantly less than 1% of the total revenue earned during the 2016-2017 Fiscal Year for the APS.

Mr. Kalczynski was curious about how the Bonus Bucks system is working. Ms. Gunter replied that Ingrid Tighe of the Birmingham Shopping District has said that people are excited about the program. During the construction period the merchants have set up a program so that when a person shops in a store they get Bonus Bucks to come back and shop with that merchant or other merchants in the area. People have to go on line to redeem their Bonus Bucks.

Motion by Ms. Champagne

Seconded by Ms. Honhart to recommend the City Commission approve a temporary free parking garage option on Saturdays during the period of reconstruction for Old Woodward Ave.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Champagne, Honhart, Kalczynski, Paskiewicz, Vaitas

Nays: None

Absent: Krueger

Ms. Gunter said this news will be spread by putting it into the Eccentric, onto social media, and by informing the merchants so they can tell their customers.

PRELIMINARY CONSULTANT REPORT
EXISTING CONDITIONS AND BEST PRACTICES
NELSON NYGAARD

Ms. Gunter advised it might be applicable for board members to give the consultants some good direction for the future of the study so that when they come back with the next draft of the Recommendation Report they understand what the board's concerns are and they have the benefit of having done the survey. With that, she welcomed the team.

Mr. Chris Bongorno and Mr. Tom Brown gave their preliminary report in a slide show presentation:

Parking supply: 1,273 total parking meters; 3,579 spaces in 5 structures; 190 spaces in 5 lots. The current wait list is around 3,000 for permits.

Parking utilization: Availability exists all through the on-street network throughout the day. Lunch hour is highest peak use. Off-street, variation exists between garages and the distribution of monthly parkers and transient parkers. Often there is a mismatch between perception of available parking and hard data.

In response to Mr. Kalczynski, Mr. Brown said they will use intercept surveys to see who is actually using the parking system. The survey consists of a brief set of questions to create a profile of who uses what and at what time of day.

Business District survey done in partnership with the City and the BSD: The survey was distributed to over 800 contacts and they received over 400 responses.

- People were asked where they park Downtown, and it was found that 74% are parking in one of the City's decks or lots.
- The majority of employees are provided with some sort of assistance for parking cost by their employer. Fifty-five percent of those have their parking paid for entirely by their employers.
- The average overall rating for Birmingham's parking system was between satisfactory and very poor.

Answering to Ms. Champagne, Mr. Brown said this response is a little skewed toward the negative compared to other cities' responses. Therefore, there is room for improvement here.

When asked how they would rate specific parking features, the most popular feature was free 2-hour parking in the structures. Also there were some

issues with design and circulation within the decks/structures. The wayfinding is substandard to non-existent. On-street signage gets a little better rating.

- One of the last questions was about their primary concern with the state of Downtown parking. Business owners' top issue was availability of parking for customers and visitors. Property owners were concerned about the cost of parking, and employees were troubled about the availability of on-site parking.

Mr. Bongorno replied to Ms. Champagne that they studied all on-street metered usage. Ms. Champagne noted there have been issues with people saying that parking is completely full all the time. Chairman Vaitas added the surveys that were done by SP+ show perhaps parking isn't as full as people thought. However, Lot #6 is a significant problem that the committee is looking at. Mr. Bongorno indicated the team needs to get more data on Lot #6.

Ms. Champagne asked Chief Clemence whether the meters are all working at capacity. He replied the meters are working but the City is not enforcing the sensors.

Ms. Honhart asked about strategies. Mr. Brown replied they are focusing on a full understanding before they are ready to present ideas. Right now their scope is limited to the City parking system but they could talk to private property owners and get a sense of how much capacity they have. If signage is allowed to be added, it will be necessary to make sure it is Birmingham appropriate and maybe even looks consistent with the City if it is a partner facility.

Mr. Brown added they will talk about a tweak on a resident parking program that generates revenue for the neighborhood. Chief Clemence thought maybe excess capacity in three of the five structures should be looked at. Mr. Brown answered that off-street they are not ready to make a blanket statement that there is excess capacity but it certainly looks like it on-street. Chief Clemence's second point was that in terms of satisfaction, this population believes the cost of the meters is too high. Further, the vast majority are not satisfied with the current parking structure situation. Mr. Brown replied the survey focused on businesses, property owners, and employees. Often the business owner anticipates that the metered parking is too expensive and then when you talk to people using the system they can't believe the best spaces are practically being given away.

Mr. Kalczynski commented that in the past five years the City has absorbed a lot of new types of employers that have filled the parking capacity to the point where there is perception that no space is available and rates are increasing. Mr. Brown noted that often you find a wide range of people who are willing to pay for a better space. They will prioritize convenience and cost is less of an issue for

them. It is frustrating to drive around a number of blocks and not find a space. At the other end of the spectrum there are folks where cost absolutely drives their decision. Maybe that means charging more in some convenient zones and less in others not so convenient, and letting people know that. Use price to sort of redistribute demand. With regard to changing the pricing at different times of the day, Mr. Brown said he prefers to keep things simple. He likes predictability.

Dr. Paskiewicz said it is good information for the board to realize that some businesses are loading the system with big chunks of employees. The idea of parking at a remote spot and being brought in has not caught on with any of the employers because people want to have access to their cars. Mr. Bongorno said an equal incentive could be offered by employers to try another mode of transit such as biking or car pooling. It may get a 5% or 10% shift over a series of years.

Parking management best practices:

- Performance based pricing ensures availability and not on increasing City revenues. This changes the way the pricing is done to reflect the demand patterns to show where people want to park versus where parking is available. Rate variation should be sufficient to redistribute demand.
- Promote off-street options along with incentives to get parkers off the streets and into the garages.
- Improve signage and have it be part of the Downtown branding. Color coding helps to convey rates.
- Remote parking and shuttles. Shuttles may be used at peak periods for getting people to and from the remote lots, but they can also serve multiple purposes during the day. They can turn into a visitor circulator that gets people around Downtown.
- Demand reduction strategies increase transit commuting to reduce daily parking demand. High quality shelters and subsidized transit passes improve rider experience.
- Other demand management strategies include car sharing, bike sharing, fleet vehicle sharing. One of the benefits of fleet sharing is that it increases the demand for car sharing in the community. Another important opportunity is to set aside VIP spaces for registered ride share vehicles. Free Uber or Lyft service would make it convenient for employees to travel to and from their remote parking spot or elsewhere.

Discussion turned to Maven which is the GM brand for car sharing. Mr. Brown indicated they are definitely interested in penetrating the Detroit market, including suburban Detroit.

- Expanding effective capacity makes better use of the existing parking supply. Shared parking brokering is where the city has adopted partner parking facilities and branded them in a way that is consistent with public parking facilities. That allows private facilities to become part of the shared network.

- Circulators are a way to promote a park once approach by offering transit service around Downtown.
- A Residential Benefit District uses excess daytime capacity to offer employee day passes. It reinvests program revenues into neighborhood streetscape improvements.
- Curbsides can be programmed to suit multiple functions during the day, evenings and weekends to allow for the daily and hourly flow of commerce and people.
- Public valet is a great tool for helping to accommodate peak influx of visitors. It reduces on-road congestion where people are circling and looking for parking.
- Land banking is investing in lots that are essentially land banks. Added supply becomes available on a temporary basis. Communities have become reluctant to pay for a new parking garage because of the uncertainty of how much parking will be needed five years from now.
- Joint development is when the City does not bear the total cost of building a new facility. They offer an opportunity for a private developer to add supply to the system. The City partners with a developer to ease some of their cost of providing parking, but they want the developer to provide shared parking/public parking as part of that.
- Real-time information and availability. There is an opportunity in the garages to increase wayfinding.
- The City has invested in new hand-held equipment in recent years that will allow for more efficient monitoring of license plates for compliance with the parking system. They also allow the opportunity to track data.
- With the change to smart meters last year there has been the use of 50% coins, 25% Park Mobil, and 25% credit cards. So, people are taking advantage of that flexibility of payment options.

In response to Mr. Kalczynski, Mr. Brown said he has seen that cities generally don't like a system that reserves a space ahead of time because it leads to inefficiencies. It can create frustration when a space sits empty because people don't show up while other people are circling around looking for a spot.

Ms. Julie Dixon stated that for on-street parking reserving a spot is a management nightmare. For off-street, reservation systems are quite popular. It comes down to garage operations and there are quite a few inefficiencies with it. You definitely don't want to allow anyone to reserve a specific space because when they show up, someone's car may be parked there. Offering validations is where you can start to appease your restaurateurs and commercial business owners. People love free parking.

The smart system that Birmingham has in place will contribute to predictability about available parking and even the total cost of a trip.

- Enforcement should focus on performance and not on generating revenues. They know that this Police Dept. emphasizes a customer friendly approach to enforcement and that is their recommendation for the way to go.
- Curbside use and regulations should meet the needs of a variety of users and prioritize higher-quality uses where and when demand exists. Visibility is needed and stacking capacity is needed.
- It should be made clear to the public that meter revenue goes to enhancing the Downtown environment that parkers are enjoying.

Ms. Champagne inquired if there is a new formula that determines how many parking spaces are needed for a certain amount of square feet/building.

Mr. O'Meara stated that there are no parking requirements in the Assessment District unless it is for residential use where parking has to be provided on-site.

Ms. Honhart noted that maybe the occupants of a building have tripled and yet there is no accounting for that in the formula.

Mr. Brown commented that parking minimums were always a very imperfect process, especially in downtowns. Cities are seeing the office demand for parking go up. What is lacking here is a contribution from the developer that helps fund parking, so that when the City needs to expand supplies there are meaningful contributions from those developers to do that. He thinks Birmingham has a lot of the framework for a better solution. A formula might be offered to developers that they could provide some parking or they could provide a contribution toward public parking.

Mr. O'Meara asked that the consultants also explore options for new buildings in the future to be forced to use an off-site parking environment, at least for some period of time in the future.

Responding to Ms. Champagne, Mr. Bongorno indicated they will be looking at focus time in May and June to hold a public workshop at the Library to do some intercept surveys and meet with a variety of focus groups. Further, they hope to conduct another survey. He agreed to amend the meter demand maps and send them to City.

MONTHLY FINANCIAL REPORTS

Ms. Burton announced that everything is looking good with nothing out of the ordinary to report.

MEETING OPEN FOR MATTERS NOT ON THE AGENDA

Ms. Honhart noticed they are taking down the old signs at the Pierce St. Structure.

Ms. Gunter talked about the communications push. They e-mailed the monthly permit parkers about the changes that would take place. Those same fliers were placed in the structures, the stairwells, and in the elevators. They anticipate starting the permit rule change program on April 9th.

Chairman Vaitas noted there has been some utility construction north of Oak on Old Woodward Ave. across from Tim Horton's which has taken all of the permit parking away. Mr. O'Meara said that should wrap up soon. Chairman Vaitas added that the sidewalks at the rear of Lot #6 are crumbling away. Mr. O'Meara responded they will be repaired as part of the renovation project for the lot.

It was reported that the valet from all four stations was about 150 last week.

NEXT REGULARLY SCHEDULED MEETING

May 2, 2018

ADJOURNMENT

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

City Engineer Paul O'Meara

Assistant City Manager Tiffany Gunter



MEMORANDUM

Engineering Dept.

DATE: May 2, 2018
TO: Advisory Parking Committee
FROM: Paul T. O'Meara, City Engineer
SUBJECT: Parking Lot #6 Restoration

At the Advisory Parking Committee meeting of March 7, 2018, a public hearing was held regarding the various offered options on how to potentially renovate and improve Parking Lot #6, located adjacent 600 N. Old Woodward Ave. After taking comments from several attendees, generally representing nearby businesses, the Committee voted 6-0 to recommend that the City Commission authorize the restoration of Parking Lot #6, using Option #3. Option #3 represented the larger of two expansion options, wherein the lot would be resurfaced, an additional 34 parking spaces would be added to the east side of the lot, and storm water filtering improvements would be implemented for the entire lot.

The total cost of the project is estimated at approximately \$497,600, which can be broken down into three general categories:

- | | |
|-------------------------------------|-----------|
| a. Resurfacing of the Existing Lot | \$161,200 |
| b. Expansion of the Parking Area | \$179,400 |
| c. Storm Water Quality Improvements | \$157,000 |

During the meeting in March, the timing of construction was discussed. Since closing the lot has a significant impact on the surrounding businesses, as well as the Farmer's Market, which uses the lot every Sunday from May through October, timing the construction by a means that reduces the closure time to a minimum is important. We envision the lot construction would go in the following phases beginning in 2019:

1. Clearing of vegetation, lights, and curb in conflict with expansion to the east.
2. Construction of new curb and base asphalt for expansion to east.
3. Milling of existing asphalt surface.
4. Restoration of natural area to east, and construction of storm water quality improvements.
5. Installation of new asphalt on both existing and new parking lot areas.

We envision that Phases 1, 2, and 4 could be completed with minor daytime closures, since most of the work would be east of the current east edge of the parking lot. Phases 3 and 5 would require a complete closure of the parking lot. The contract would be written that this work must be accomplished on consecutive Saturdays only, allowing the work to be done with relatively little impact on the surrounding businesses. In order to keep impact on the Farmer's Market reduced, we also envision attempting to get the work completed by the end of May, so

that the work can start potentially in April, when the season has not yet started, and finish in May when traffic is still lower.

Also at the meeting, outside funding sources were discussed to some extent. The involved:

- 1) A Michigan Department of Environmental Quality (MDEQ) grant. A significant amount of funding would be devoted to an improvement of the water quality for the parking lot's drainage discharge, there is a good chance that the project would qualify for a grant of up to 80% of the cost of that work, or about \$125,000. In order to apply for a grant, administered through the MDEQ, plans would have to be prepared and sent to the state agency for review. A waiting period would be involved, likely delaying the work until 2020. Since acquisition of the grant is not a certain thing, the Advisory Parking Committee expressed interest in having this project move forward for 2019 construction.
- 2) Utilizing the Parking Assessment District (PAD) to support the cost of the new parking spaces. Since 34 new parking spaces are proposed, a percentage of the cost of the lot expansion could be spread across the entire PAD. Given that the overall cost of the project is low, and since a potentially significant special assessment may be coming in the future for the reconstruction of the N. Old Woodward Ave. Parking Structure, the Committee may wish to consider the advisability of a smaller special assessment at this time. However, to better understand what the assessment may look like, the following example was prepared for discussion purposes.

SPECIAL ASSESSMENT RESEARCH FINDINGS: No special assessment has been levied against the PAD since the completion of the Chester St. Structure in 1989. Historically, a percentage of the construction cost of the project would be applied to the assessment district. Percentages have varied between 15% and 40%, with the most recent one being 15%. The policy on determining how much each property has been assessed has been determined on several factors, including:

1. Distance from the project being built (using a system of concentric circles, properties were split into groups radiating out from the project).
2. Distance from the center of downtown (the intersection of Maple Rd. and Old Woodward Ave.). In the past, it was thought that being closer to the center of the central business district was more valuable, translating to greater benefit for a property owner if parking was improved.
3. Higher charges for square footage on the first floor, as compared to upper commercial floors. In the past, it was felt that the first floor areas were the most valuable, and would have the most to gain from parking improvements.
4. Residential zoned properties would not be assessed, as they were required to provide their own parking.

The City may elect to modify the assessment formula as it sees fit to match changing conditions. If an assessment district were created on Parking Lot #6, staff would recommend something that would use the distance from the project as the primary determining factor for benefit received. With the changing retail environment, we believe it is unclear that properties near the center of the district are any more valuable than others. Further, we also do not see that square footage on the first floor now

brings any stronger demand for parking than other commercial floors, especially given the current method of use in office building space.

The attached map with concentric rings was prepared to illustrate a means to split the district into three areas. Properties closest to Parking Lot #6 would receive the largest benefit. Those properties located between Ravine Rd. and the Willits St./Oakland Blvd. intersection would receive a smaller benefit, while those south of Willits St./Oakland Blvd. would receive the smallest benefit.

Historically, it appears that no more than 40% of the total construction cost has been charged to assessment districts. Since the total cost of the project is low, for discussion purposes, the total of 100% of the expansion cost of \$179,400 could be used as a starting point. As a suggestion, the percentage of the cost to be raised within each of the three circles could be set to best represent the benefit that each area would receive. For example, in section 1, 60% of the value should be raised. In section 2, 30% of the value should be raised. In section 3, 10% of the value should be raised. This would translate to the following costs per square foot:

Section 1 = \$0.777 per sq.ft.

Section 2 = \$0.164 per sq.ft.

Section 3 = \$0.006 per sq.ft.

Using these rates, the following demonstrates the cost per building for a typical small property (1,500 sq.ft.), and a relatively large property (20,000 sq.ft.):

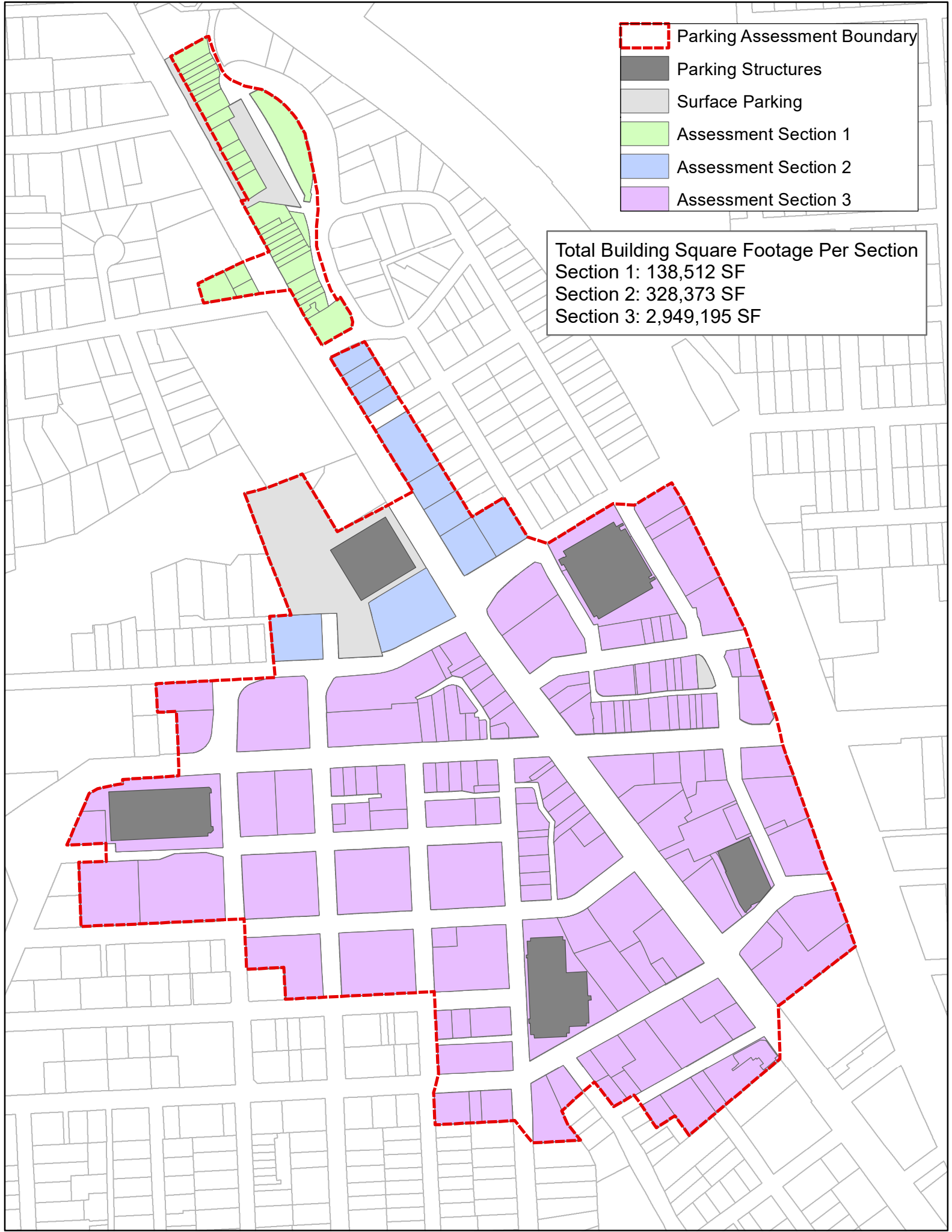
Zone	Estimated Cost, Small Property	Estimated Cost, Large Property
Section 1	\$1,165	\$15,540
Section 2	\$246	\$3,280
Section 3	\$9	\$120

Previously, parking assessment districts have been set to raise substantially larger sums as a part of a parking structure construction project. As such, owners are allowed to break the payments up into ten increments, and pay it off over 10 years. The sample numbers above show that an assessment district on this project would result in charges much lower than is typically done.

There are obviously many variations that could be employed on an assessment district of this sort. Staff welcomes discussion and debate on the matter, as the Committee wishes. If the Committee is so inclined to consider the creation of an assessment district inadvisable at this time, a sample recommendation follows below:

SUGGESTED RECOMMENDATION:

The Advisory Parking Committee recommends that the City Commission authorize the restoration of Parking Lot #6, using Option #3. Further, the Committee recommends that the Commission waive the option of creating a special assessment district to defray the cost of this work, and proceed to schedule construction, charging all costs to the Auto Parking System.





MEMORANDUM

Engineering Dept.

DATE: March 1, 2018

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Parking Lot #6 Rehabilitation/Expansion
Public Hearing

At the meeting of December 1, 2018, the Advisory Parking Committee (APC) scheduled a public hearing for the meeting of February 7 regarding the above noted proposal. The public hearing was later postponed to the March 7 meeting so that the parking system consultant interviews could be held during that meeting. Postcards were sent to all businesses and homes (both owners and tenants) from the north edge of the assessment district south to Ravine Rd. announcing the public hearing, as well as directing people to the City's website where the three proposals are detailed.

As of today, no calls or comments have been received, other than from Dr. Vaitas, who has commented that he was not notified. With further research, we have identified that the individual suites were not listed in the tenant database, therefore, not all tenants were notified in his building.

TIMING

As you know, this parking lot is in strong demand five days a week from the adjacent business community. In addition, the City's popular Farmer's Market is held on the parking lot every Sunday morning from the beginning of May to the end of October. Since the construction also has to occur during May to October, this leaves Saturdays as the only "low impact" day that the lot being closed would have a minor impact on the area. After reviewing the issue with the BSD, we envision that construction could be conducted as follows:

1. If either Option 2 or 3 is selected, there will be concrete curb and paving work to do first along the east edge of the parking lot, and in the case of Option 3, substantial grading and landscape work. We believe it would be best to complete this work first, so that the final asphalt paving could be installed up to the new curb as the last part of the job. Work of this nature could be done during the week, wherein most of the parking in the lot could be kept open to the public, and the existing easterly access drive would be used both for parking space access, as well as an access for the construction activity. Having this area under construction would not cause much disruption to the Farmer's Market, since the existing asphalt surface would still be as is.
2. Once the curb changes and extra paved area are installed, we recommend that the contract be written such that an asphalt mill be required to complete removal of the existing top surface of asphalt on a Saturday morning. This work could be accomplished in a matter of hours, followed up with an inspection of the remaining asphalt, and then

removal and asphalt patching of bad spots. The lot would have to be swept and made safe for the Farmer's Market the day after, as well as for use by the businesses the following week.

3. The contract would then stipulate that the final asphalt surface course would be installed on the following Saturday morning. Pavement markings could be installed late that afternoon, making the project essentially finished and ready for full use again that same day.

Staff would appreciate your input relative to the suggested timetable.

Given current projects that are already underway for 2018, it is recommended that this project be authorized soon so that it can be designed and bid later this year, and constructed in April and May of 2019.

FUNDING

Typically, parking system improvements are charged completely to the parking system. That can be the case here as well. However, if Option 3 is elected, there is a significant expenditure proposed that can be categorized as an environmental improvement. Currently, unfiltered storm water that picks up dirt and oils from the lot are directed straight into the adjacent Rouge River. By installing a bioswale and settling basin, the storm water would flow slower through these areas and be filtered before entering the river. Such an improvement would qualify for consideration of a grant.

Two grant opportunities are identified in the attached letter from our engineer, HRC. In general terms, it is estimated that the cost of the environmental improvements totals \$163,000. If the City receives a grant of 75% of this amount, a savings to the parking system of about \$100,000 could be accomplished, considering additional administration costs. Other than the additional administration efforts noted, acquiring the grant would likely result in a delay of an additional year, moving the project to 2020 construction. Delaying the work until 2020 is problematic not only in terms of not bringing any relief to the parking issues in this area, but it also then conflict with the planned Maple Rd. Paving project planned downtown during the same time.

Input from the APC on this matter is also requested.

After conducting a public hearing, the APC should consider moving a recommendation to the City Commission for final adoption, and inclusion in the 2018-19 fiscal year budget.

SUGGESTED RECOMMENDATION:

The Advisory Parking Committee recommends that City Commission authorize the restoration of Parking Lot #6, using Option ____.



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.

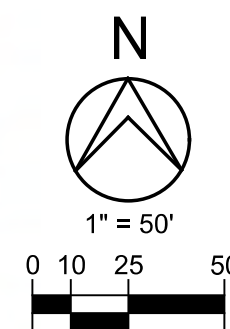
An representative from engineering firm Hubbell, Roth, & Clark will be in attendance for the meeting to help with the discussion, and answer questions. Should the APC agree upon a favored design, a public hearing for both the business community and the adjacent residential community would be appropriate. 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

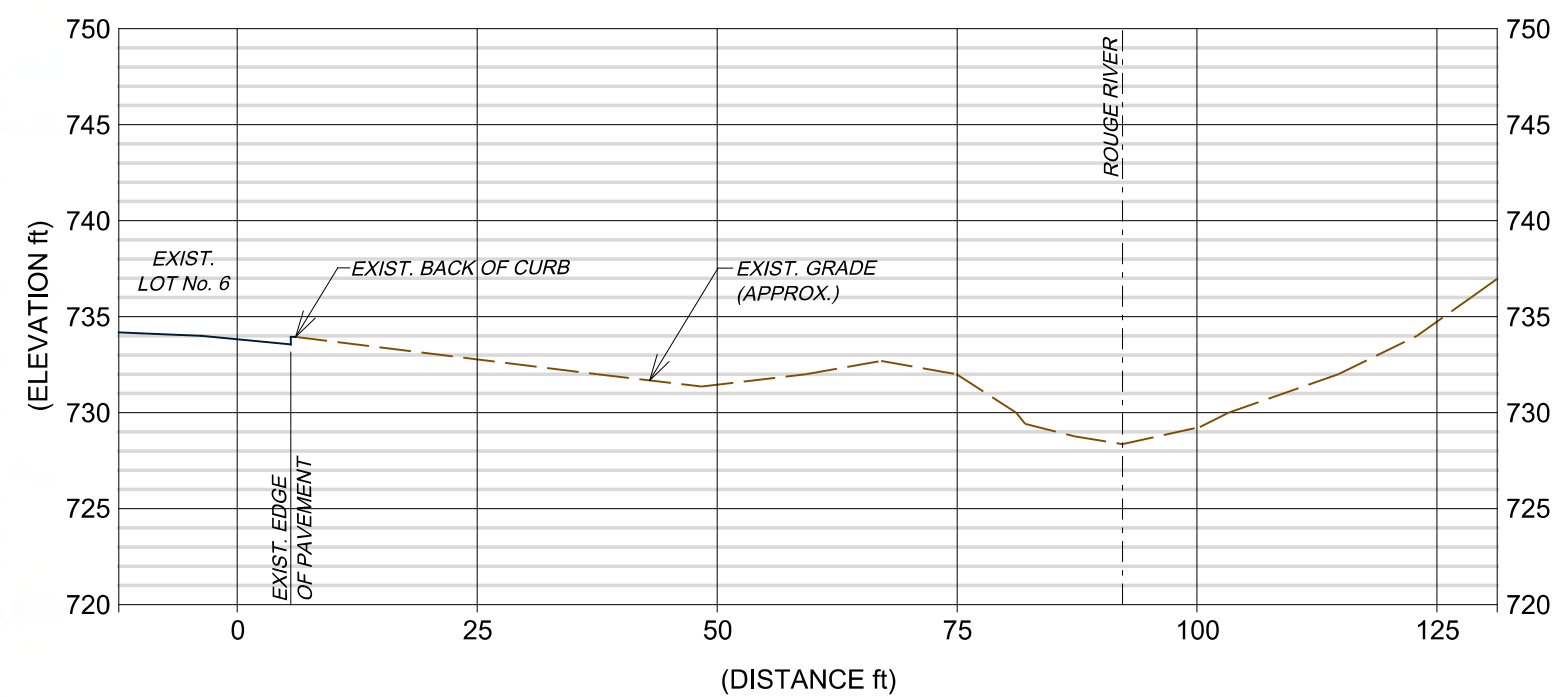
communities at the regularly scheduled meeting of the Advisory Parking Committee, to be held on January 3, 2018, at 7:30 AM.

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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



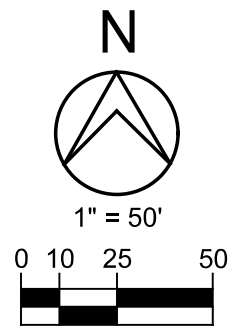
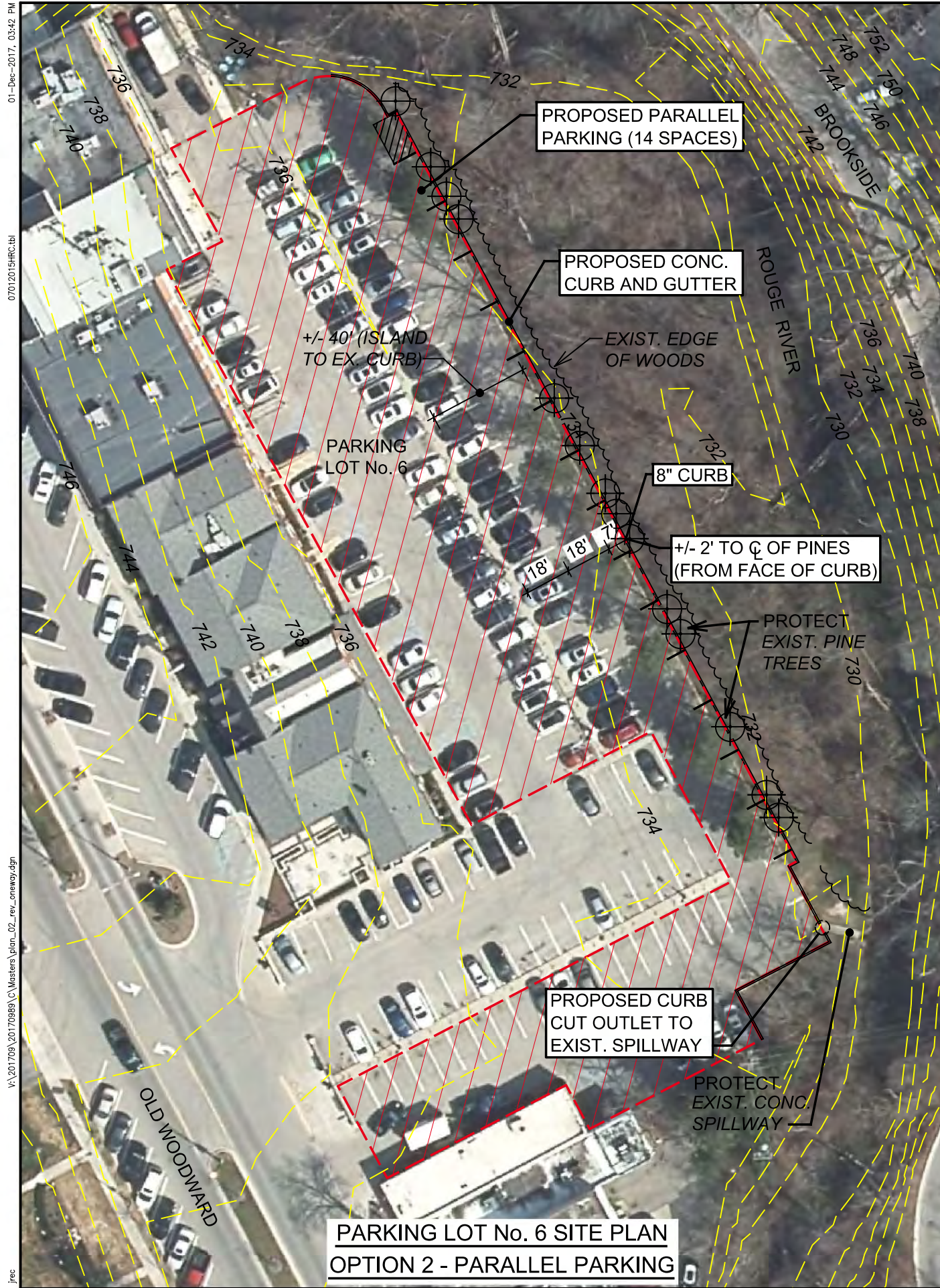
JOB NO.
20170989
DATE
NOV. 2017



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](http://www.hrcengr.com)

FIGURE
01

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 APPROXIMATE LIMITS
OPTION 2 RESURFACING

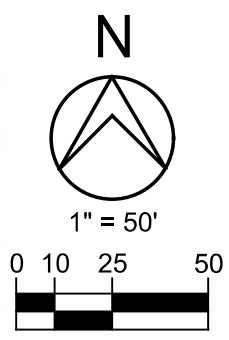
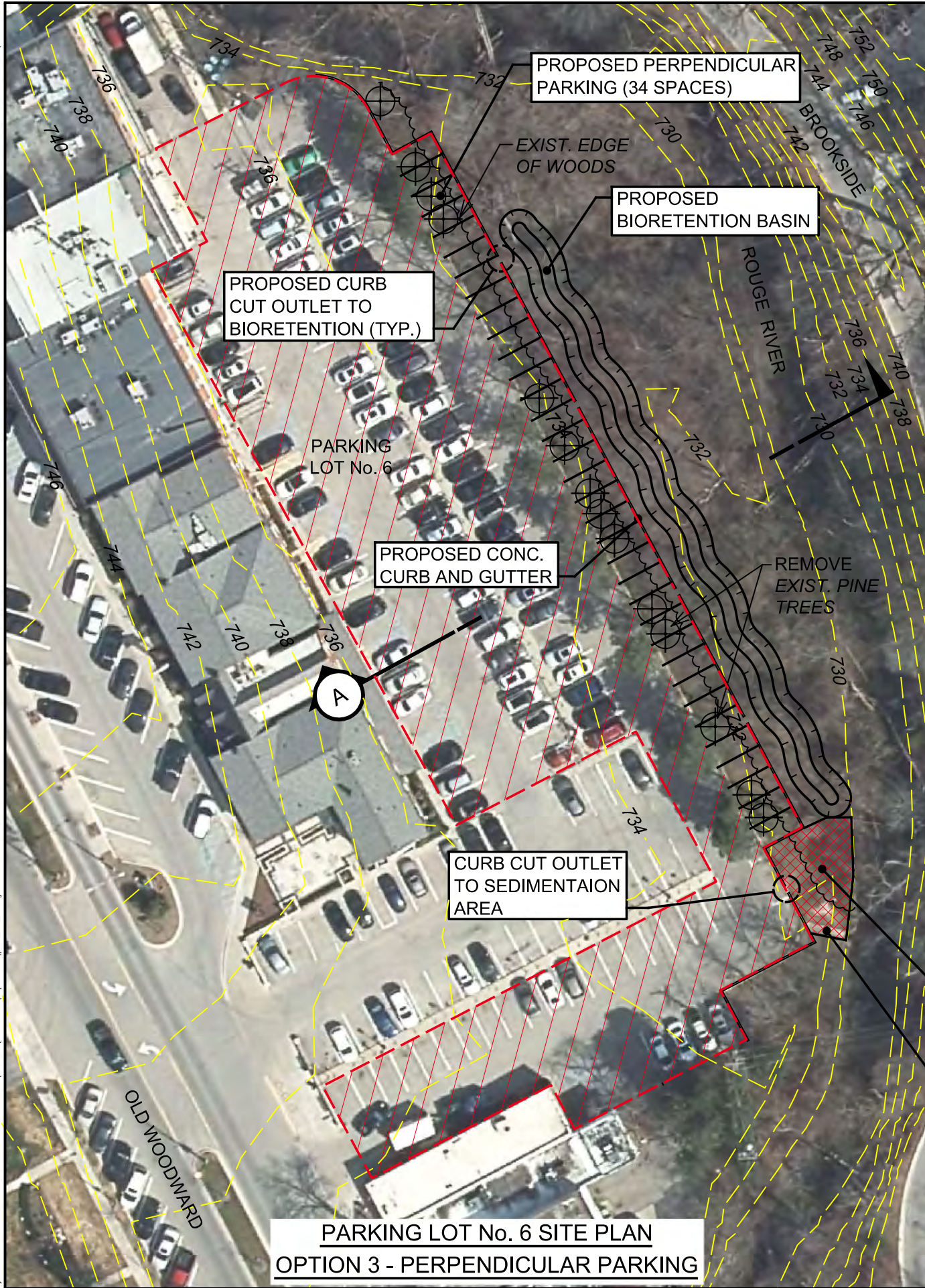
NOTES:

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

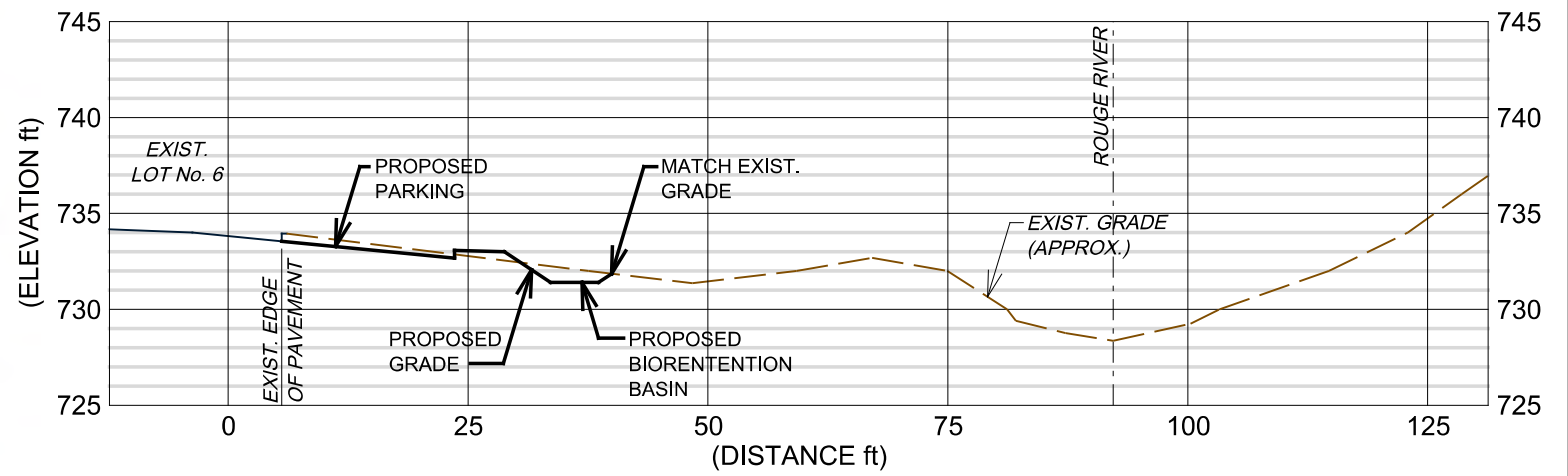
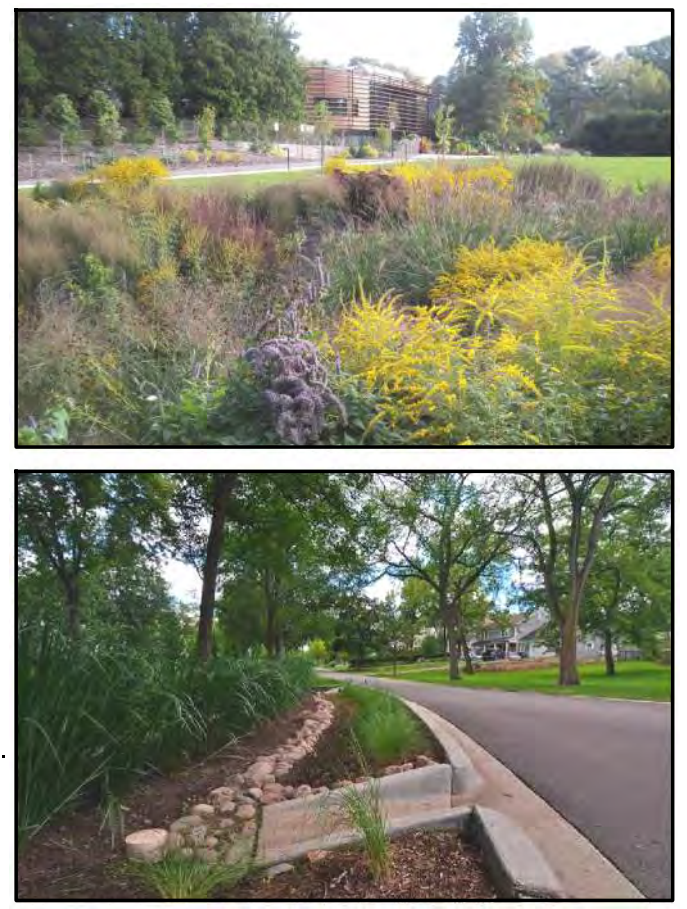
	JOB NO. 20170989	 HUBBELL, ROTH & CLARK, INC CONSULTING ENGINEERS SINCE 1915	555 HULET DRIVE BLOOMFIELD HILLS, MICH. P.O. BOX 824 48303 - 0824 PHONE: (248) 454-6300 FAX (1st. Floor): (248) 454-6312 FAX (2nd. Floor): WEB SITE: http:// www.hrcengr.com	FIGURE 02
	DATE NOV. 2017			

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jrec



- 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 ACCOMODATE NEW PARALLEL PARKING.
 3. LIMIT REMOVAL OF EXISTING VEGETATION AND SUPPLEMENT WITH ADDITIONAL SCREENING AS NECESSARY.

BIORETENTION BASIN EXAMPLES



SITE SECTION - A
SCALE: 1" = 20' HORIZ.
1" = 10' VERT.

CITY OF BIRMINGHAM
PARKING LOT No. 6 REHABILITATION
DESIGN OPTION 3

	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 03
	DATE NOV. 2017			

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
Gary J. Tressel
Kenneth A. Melchior
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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Marshall J. Grazioli
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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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PHONE: 248.454.6300
FAX: 248.454.6312
WEBSITE: www.hrc-engr.com
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		

CITY OF BIRMINGHAM - Combined
Income Statement
For Periods Indicated

	Month Ended March 31, 2018	9 Month Ending March 31, 2018	Month Ended March 31, 2017	9 Month Ending March 31, 2017
REVENUES:				
Revenues - Monthly parking	217,606.00	1,949,801.26	222,443.50	1,757,028.50
Revenues - Cash Parking	259,057.00	2,241,388.07	240,333.70	1,866,926.49
Revenues - Card Fees	165.00	13,965.00	150.00	5,345.00
Revenue - Lot #6	39,700.00	151,085.55	# 28,755.00	111,408.40
TOTAL INCOME	<u>516,528.00</u>	<u>4,356,239.88</u>	<u>491,682.20</u>	<u>3,740,708.39</u>
EXPENSES:				
Salaries and Wages	69,479.90	591,900.70	61,711.30	615,238.88
Payroll Taxes	8,108.74	60,846.04	7,406.20	64,810.77
Workmens Comp Insurance	3,169.55	25,779.73	2,651.79	24,982.48
Group Insurance	20,756.44	200,784.89	24,378.32	188,918.59
Uniforms	372.86	3,819.74	159.62	2,565.16
Insurance	10,655.44	91,971.62	10,394.35	87,255.00
Utilities	1,121.59	8,540.07	1,165.54	7,978.64
Maintenance	10,369.49	43,052.67	1,960.05	62,144.70
Parking Tags/Tickets	642.33	1,290.47	2,635.60	11,065.08
Accounting Fees	4,488.97	40,110.63	4,839.17	39,912.28
Office Supplies	505.19	4,274.09	453.76	4,012.22
Card Refund		-		
Operating Cost - Vehicles	761.95	5,129.83	437.91	5,201.46
Pass Cards		-	109.48	
Employee Appreciation	330.11	1,299.82		1,429.26
Credit Card Fees	11,538.13	112,575.83	7,746.79	74,722.86
Bank Service Charges	209.95	827.26	261.76	3,525.70
Miscellaneous Expense	393.80	3,557.22	673.74	3,995.31
Management Fee Charge	3,875.00	34,875.00	3,875.00	34,875.00
TOTAL EXPENSES	<u>146,779.44</u>	<u>1,230,635.61</u>	<u>130,860.38</u>	<u>1,232,633.39</u>
OPERATING PROFIT	<u>369,748.56</u>	<u>3,125,604.27</u>	<u># 360,821.82</u>	<u>2,508,075.00</u>

CITY OF BIRMINGHAM PIERCE DECK
Income Statement
For Periods Indicated

	Month Ended March 31, 2018	9 Month Ending March 31, 2018	Month Ended March 31, 2017	9 Month Ending March 31, 2017
REVENUES:				
Revenues - Monthly parking	38,731.00	330,605.75	31,105.00	300,882.50
Revenues - Cash Parking	76,904.00	620,690.25	71,012.90	597,518.00
Revenues - Card Fees	30.00	1,958.00	60.00	2,790.00
		-		
TOTAL INCOME	<u>115,665.00</u>	<u>953,254.00</u>	<u>102,177.90</u>	<u>901,190.50</u>
EXPENSES:				
Salaries and Wages	13,497.45	108,786.71	11,573.64	113,869.34
Payroll Taxes	1,545.87	10,993.14	1,324.42	11,075.84
Workmens Comp Insurance	614.10	4,722.82	491.19	4,322.93
Group Insurance	4,082.86	44,576.05	5,441.31	39,719.28
Uniforms		514.84	2.16	274.06
Insurance	1,992.68	17,661.24	1,870.10	16,420.58
Utilities	224.32	1,592.25	233.10	1,622.83
Maintenance	178.03	5,187.05	72.04	12,783.58
Parking Tags/Tickets		119.77	613.73	2,374.76
Accounting Fees	865.37	7,788.33	865.37	7,788.33
Office Supplies	101.04	854.83	90.75	802.45
Card Refunds		-		-
Operating Cost - Vehicles	152.39	1,025.96	109.48	1,015.65
Pass Cards		-		-
Employee Appreciation	29.71	217.76		202.00
Credit Card Fees	3,425.23	31,245.16	2,288.99	24,061.77
Bank service charges	131.49	226.70	76.18	1,108.43
Miscellaneous Expenses	19.53	266.82	129.03	236.64
Management Fee Charge	775.00	6,975.00	775.00	6,975.00
		-		
TOTAL EXPENSES	<u>27,635.07</u>	<u>242,754.42</u>	<u>25,956.49</u>	<u>244,653.47</u>
OPERATING PROFIT	<u>88,029.93</u>	<u>710,499.58</u>	<u>76,221.41</u>	<u>656,537.03</u>

CITY OF BIRMINGHAM PEABODY DECK
Income Statement
For Periods Indicated

	Month Ended March 31, 2018	9 Month Ending March 31, 2018	Month Ended March 31, 2017	9 Month Ending March 31, 2017
REVENUES:				
Revenues - Monthly parking	29,900.00	240,385.00	23,040.00	223,064.50
Revenues - Cash Parking	35,594.00	339,921.00	36,388.35	294,451.35
Revenues - Card Fees		10,709.00		120.00
		-		
TOTAL INCOME	<u>65,494.00</u>	<u>591,015.00</u>	<u>59,428.35</u>	<u>517,635.85</u>
EXPENSES:				
Salaries and Wages	10,318.20	96,871.21	11,672.31	113,599.97
Payroll Taxes	1,199.37	9,873.54	1,395.94	10,997.07
Workmens Comp Insurance	470.18	4,262.02	495.37	4,303.46
Group Insurance	4,082.84	44,203.27	5,441.31	40,055.20
Uniforms		513.65		301.14
Insurance	1,520.17	13,084.19	1,419.03	14,548.80
Utilities	224.32	1,682.46	233.12	1,535.66
Maintenance	178.00	3,966.32	72.01	8,575.56
Parking Tags/Tickets		119.77	613.58	1,890.73
Accounting Fees	775.19	6,976.71	887.79	7,089.31
Office Supplies	101.04	854.82	90.75	802.45
Card Refund		-		-
Employee Appreciation	29.71	217.76		202.00
Operating Cost - Vehicles	152.39	1,025.96	109.48	1,015.64
Pass Cards		-		-
Credit Card Fees	1585.32	17,214.22	1172.93	11,765.02
Bank service charges	11.49	99.49	49.73	698.51
Miscellaneous Expense	102.05	330.80	129.11	236.49
Management Fee Charge	775.00	6,975.00	775.00	6,975.00
		-		
TOTAL EXPENSES	<u>21,525.27</u>	<u>208,271.19</u>	<u>24,557.46</u>	<u>224,592.01</u>
OPERATING PROFIT	<u>43,968.73</u>	<u>382,743.81</u>	<u>34,870.89</u>	<u>293,043.84</u>

CITY OF BIRMINGHAM PARK DECK
Income Statement
For Periods Indicated

	Month Ended March 31, 2018	9 Month Ending March 31, 2018	Month Ended March 31, 2017	9 Month Ending March 31, 2017
REVENUES:				
Revenues - Monthly parking	53,315.00	471,687.51	55,200.00	421,482.50
Revenues - Cash Parking	56,626.00	463,799.00	65,358.80	456,348.00
Revenues - Card Fees		(57.00)	30.00	345.00
		-		
TOTAL INCOME	<u>109,941.00</u>	<u>935,429.51</u>	<u>120,588.80</u>	<u>878,175.50</u>
EXPENSES:				
Salaries and Wages	12,237.15	118,479.32	13,340.35	130,427.08
Payroll Taxes	1,444.58	12,085.78	1,616.92	12,966.14
Workmens Comp Insurance	557.05	5,141.13	565.99	4,987.06
Group Insurance	3,189.26	35,131.05	4,206.31	31,196.60
Uniforms		513.65		438.15
Insurance	2,276.47	19,601.65	2,125.49	18,311.39
Utilities	224.32	1,682.46	233.10	1,430.00
Maintenance	178.00	3,369.02	72.01	15,590.21
Parking Tags/Tickets		119.77	613.60	2,568.75
Accounting Fees	881.28	7,956.80	881.28	7,931.52
Office Supplies	101.04	854.82	90.75	802.42
Card Refund		-		-
Operating Cost - Vehicles	152.39	1,025.96	109.48	1,015.63
Pass Cards		-		-
Employee Appreciation	211.26	399.31		193.66
Credit Card Fees	2,522.06	23,172.83	2,106.74	18,278.65
Bank service charges	11.49	93.68	61.20	781.19
Miscellaneous Expenses	18.55	262.68	130.41	257.96
Management Fee Charge	775.00	6,975.00	775.00	6,975.00
		-		
TOTAL EXPENSES	<u>24,779.90</u>	<u>236,864.91</u>	<u>26,928.63</u>	<u>254,151.41</u>
OPERATING PROFIT	<u>85,161.10</u>	<u>698,564.60</u>	<u>93,660.17</u>	<u>624,024.09</u>

CITY OF BIRMINGHAM CHESTER DECK
Income Statement
For Periods Indicated

	Month Ended March 31, 2018	9 Month Ending March 31, 2018	Month Ended March 31, 2017	9 Month Ending March 31, 2017
REVENUES:				
Revenues - Monthly parking	39,602.00	433,924.00	48,660.00	412,213.50
Revenues - Cash Parking	56,405.00	467,578.82	37,327.00	235,704.74
Revenues - Card Fees	120.00	1,130.00		1,235.00
		-		
TOTAL INCOME	96,127.00	902,632.82	85,987.00	649,153.24
EXPENSES:				
Salaries and Wages	21,457.30	140,323.97	11,562.46	116,622.77
Payroll Taxes	2,535.01	14,888.38	1,446.79	15,326.23
Workmens Comp Insurance	983.27	6,128.89	523.81	5,967.61
Group Insurance	6,211.87	43,814.76	4,206.31	40,440.51
Uniforms	372.86	1,764.19	157.46	1,301.75
Insurance	2,450.00	21,069.60	2,286.60	19,790.80
Utilities	224.31	1,892.24	233.12	1,854.54
Maintenance	9,605.41	24,607.18	1,616.75	14,093.23
Parking Tags/Tickets	642.33	811.39		1,187.21
Accounting Fees	1,075.24	9,349.14	1,200.24	8,873.01
Office Supplies	101.04	854.82	90.75	802.47
Card Refund		-		-
Operating Cost - Vehicles	152.39	1,025.97	109.48	1,138.92
Pass Cards	-	-		-
Employee Appreciation	29.72	247.23		629.61
Credit Card Fees	2,512.22	23,306.74	1,203.18	9,114.22
Bank Service Charges	43.99	313.71	10.10	92.96
Misc Expense	54.24	792.26	154.61	1,557.84
Management Fee Charge	775.00	6,975.00	775.00	6,975.00
		-		
TOTAL EXPENSES	49,226.20	298,165.47	25,576.66	245,768.68
OPERATING PROFIT	46,900.80	604,467.35	60,410.34	403,384.56

CITY OF BIRMINGHAM N. WOODWARD DECK
Income Statement
For Periods Indicated

	Month Ended March 31, 2018	9 Month Ending March 31, 2018	Month Ended March 31, 2017	9 Month Ending March 31, 2017
REVENUES:				
Revenues - Monthly parking	56,058.00	473,199.00	64,438.50	399,385.50
Revenues - Cash Parking	33,528.00	349,399.00	30,246.65	282,904.25
Revenues - Card Fees	15.00	195.00	60.00	855.00
		-		
TOTAL INCOME	<u>89,601.00</u>	<u>822,793.00</u>	<u>94,745.15</u>	<u>683,144.75</u>
EXPENSES:				
Salaries and Wages	11,969.80	127,439.49	13,562.54	140,719.71
Payroll Taxes	1,383.91	13,005.20	1,622.13	14,445.49
Workmens Comp Insurance	544.95	5,524.87	575.43	5,401.42
Group Insurance	3,189.61	33,059.76	5,083.08	37,507.00
Uniforms		513.41		250.06
Insurance	2,416.12	20,554.94	2,693.13	18,183.43
Utilities	224.32	1,690.66	233.10	1,535.61
Maintenance	230.05	5,923.10	127.24	11,102.12
Parking Tags/Tickets		119.77	613.60	2,862.54
Accounting Fees	891.89	8,039.65	1,004.49	8,230.11
Office Supplies	101.04	854.82	90.75	802.42
Card Refund		-		-
Operating Cost - Vehicles	152.39	1,025.97	109.48	1,015.63
Pass Cards		-		-
Employee Appreciation	29.71	217.76		201.99
Credit Card Fees	1493.30	17,636.88	974.95	11,503.20
Bank Service Charges	11.49	93.68	64.55	844.61
Miscellaneous Expense	18.34	269.68	130.58	257.66
Management Fee Charge	775.00	6,975.00	775.00	6,975.00
		-		
TOTAL EXPENSES	<u>23,431.92</u>	<u>242,944.64</u>	<u>27,660.05</u>	<u>261,838.00</u>
OPERATING PROFIT	<u>66,169.08</u>	<u>579,848.36</u>	<u>67,085.10</u>	<u>421,306.75</u>

CITY OF BIRMINGHAM lot #6
Income Statement
For Periods Indicated

		Month Ended March 31, 2018	9 Month Ending March 31, 2018	Month Ended March 31, 2017	9 Month Ending March 31, 2017
INCOME	Revenues - Monthly Parking Lot #6 & Southside	39,700.00	151,085.55	28,755.00	111,408.40
	TOTAL INCOME	<u>39,700.00</u>	<u>151,085.55</u>	<u>28,755.00</u>	<u>111,408.40</u>
EXPENSES	Liability Insurance				-
	Office Supplies (Hanging Tags)			181.09	181.09
	Misc.	181.09	1,634.98		1,448.72
	TOTAL EXPENSES	<u>181.09</u>	<u>1,634.98</u>	<u>181.09</u>	<u>1,629.81</u>
	NET PROFIT	<u>39,518.91</u>	<u>149,450.57</u>	<u>28,573.91</u>	<u>109,778.59</u>

CENTRAL PARKING SYSTEM

Birmingham Parking System Transient & Free Parking Analysis Months of March 2017 & March 2018

March 2017

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

TOTALS	94,062	55,936	\$ 240,333.70	59%
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March 2018

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE
PEABODY	18,434	10,548	\$ 35,594.00	57%
PARK	19,869	8,124	\$ 56,626.00	41%
CHESTER	7,169	2,337	\$ 56,405.00	33%
WOODWARD	13,935	7,132	\$ 33,528.00	51%
PIERCE	29,376	13,615	\$ 76,904.00	46%

TOTALS	88,783	41,756	\$ 259,057.00	47%
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BREAKDOWN:	TOTAL CARS	-6%
	FREE CARS	-25%
	CASH REVENUE	+8%

MONTHLY PARKING PERMIT REPORT

For the month of: March 2018

Date Compiled: April 19, 2018

	Pierce	Park	Peabody	N.Old Wood	Chester	Lot #6/\$210	Lot #6/\$150	South Side	Lot B	35001 Woodward	Total
1. Total Spaces	706	811	437	745	985	174	79	8	40	40	4025
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	50	3918
5. Permits - end of previous month	550	750	400	810	1140	150	40	8	30	50	3928
6. Permits - end of month	550	750	400	800	1140	150	40	8	30	50	3918
7. Permits - available at end of month	0	0	0	0	0	0	0	0	0	0	0
8. Permits issued in month includes permits effective 1st of month	3	3	0	6	7	0	0	0	0	0	19
9. Permits given up in month	3	3	0	6	7	0	0	0	0	0	19
10. Net Change	0	0	0	0	0	0	0	0	0	0	0
11. On List - end of month*	993	918	949	1185	861	0	0	0	0	0	4906
**On List-Unique Individuals											3204
12. Added to list in month	32	29	27	35	40	0	0	0	0	0	163
13. Withdrawn from list in month (w/o permit)	0	0	0	0	0	0	0	0	0	0	0
14. Average # of weeks on list for permits issued in month	143	82	141	126	57	0	0	0	0	0	549
15. Transient parker occupied	276	242	146	183	115	N/A	N/A	N/A	N/A	N/A	962
16. Monthly parker occupied	385	545	246	518	840	N/A	N/A	N/A	N/A	N/A	2534
17. Total parker occupied	661	787	392	701	955	N/A	N/A	N/A	N/A	N/A	3496
18. Total spaces available at 1pm on Wednesday 3/21	45	24	45	44	30	N/A	N/A	N/A	N/A	N/A	188
19. "All Day" parkers paying 5 hrs. or more											
A:Weekday average.	248	199	113	137	109	N/A	N/A	N/A	N/A	N/A	806
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

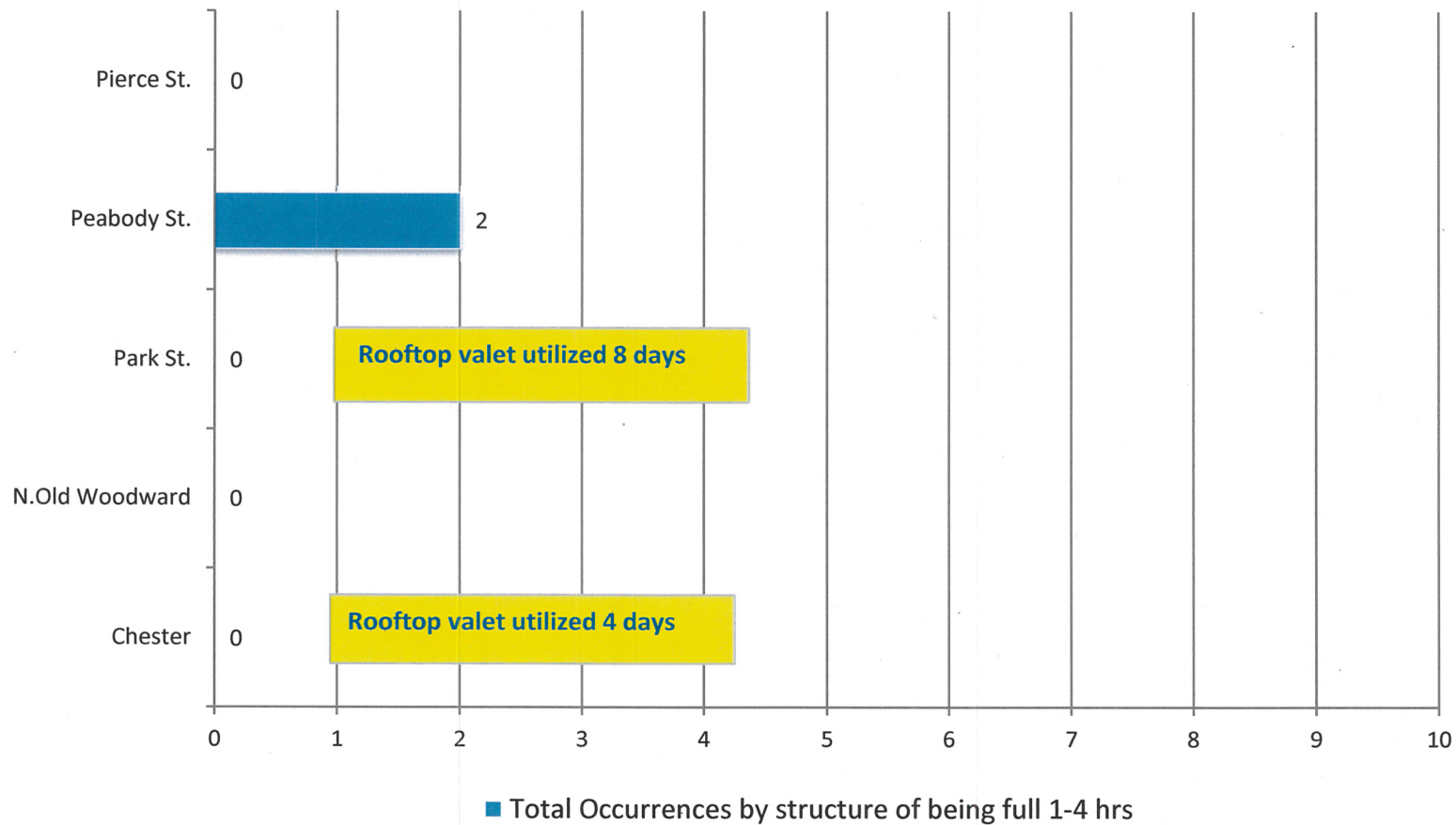
(2) (Permits/Oversell Factor + Weekday Avg.) / Total Spaces

* Average Maximum day not available currently in Skidata

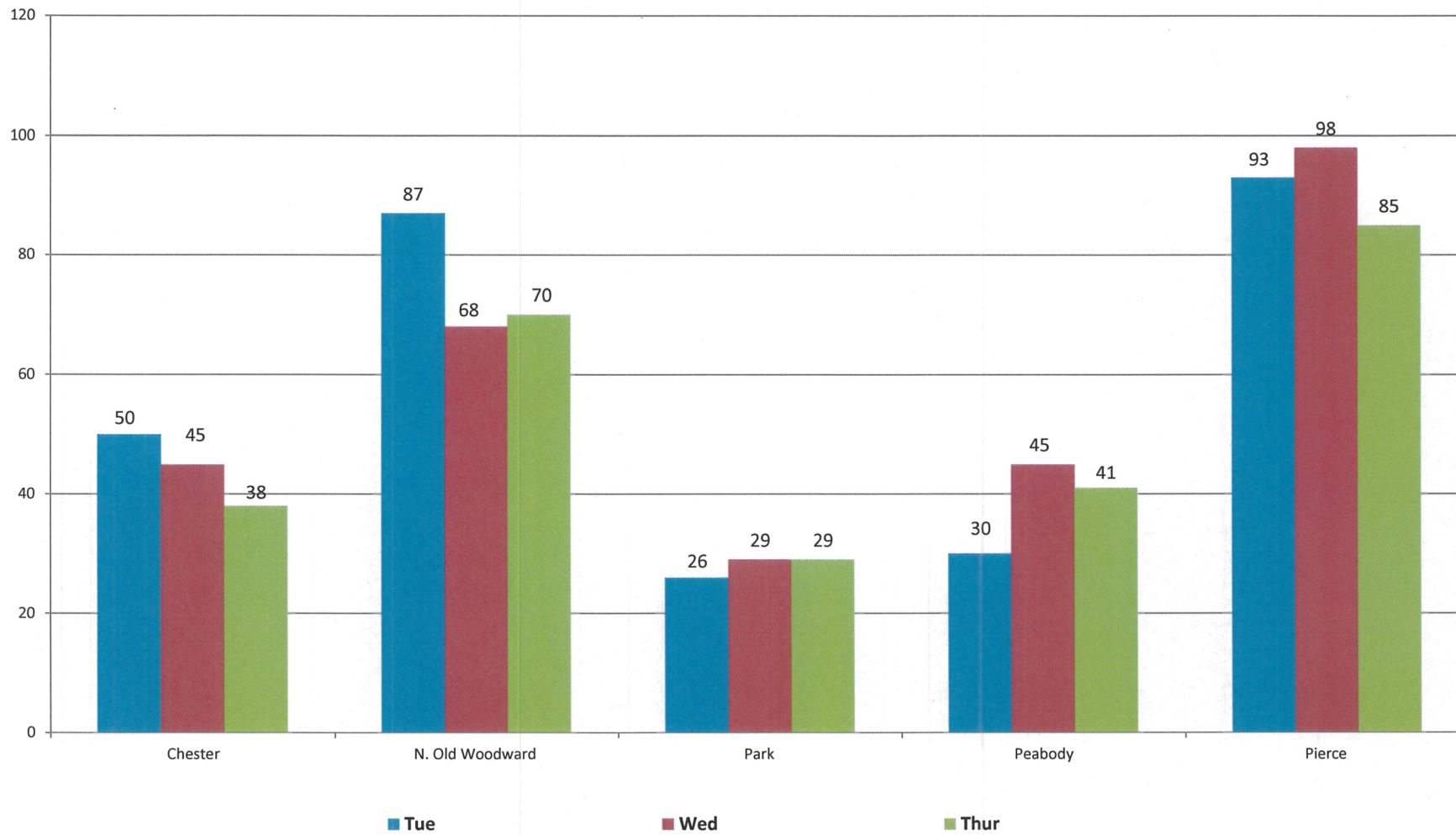
** Unique individuals represent the actual number of unique people on the wait list regardless of how many structures they have requested.

Parking Full Status by Structure

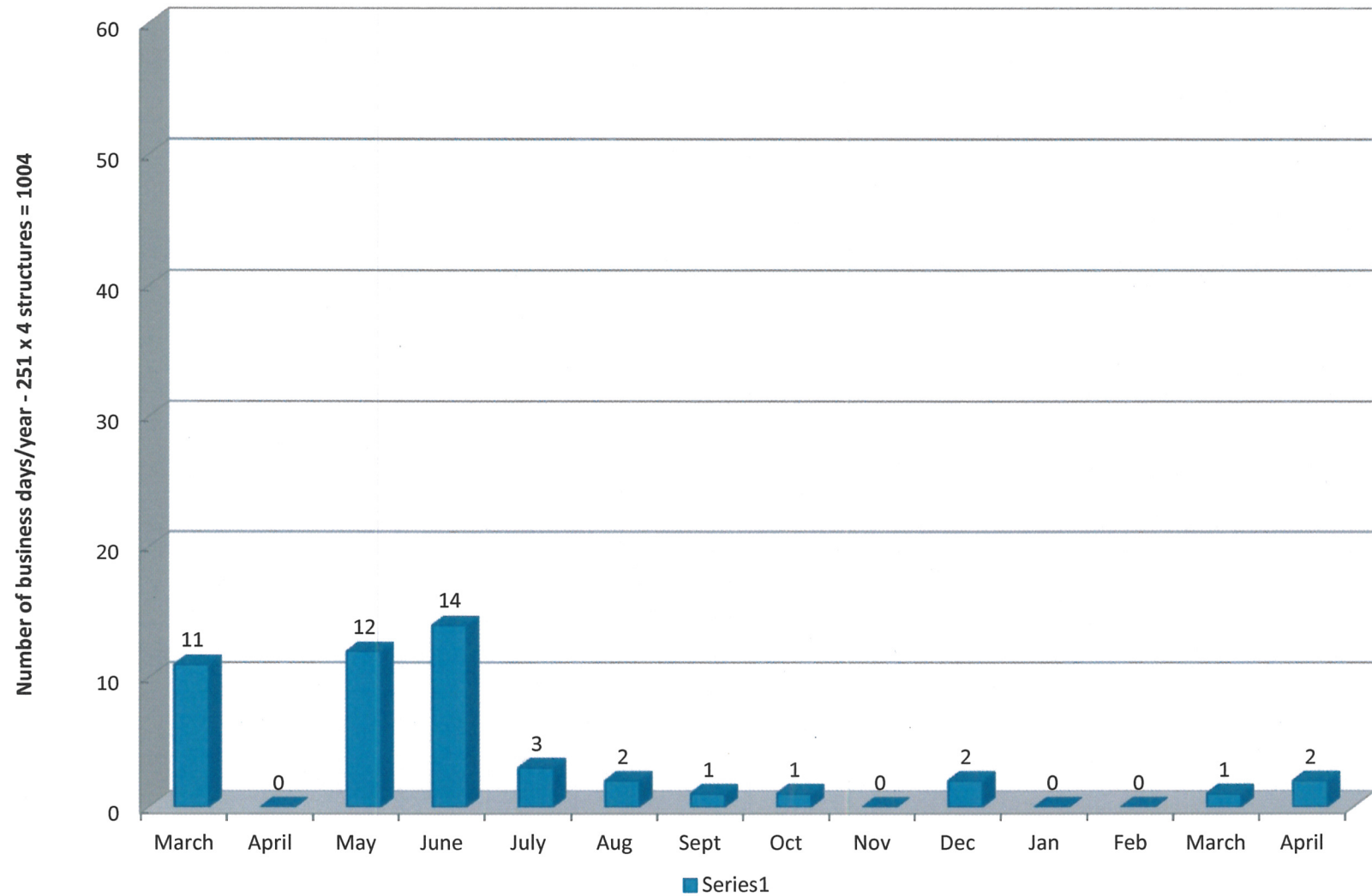
April 2018 Business Days Only (M-Friday)



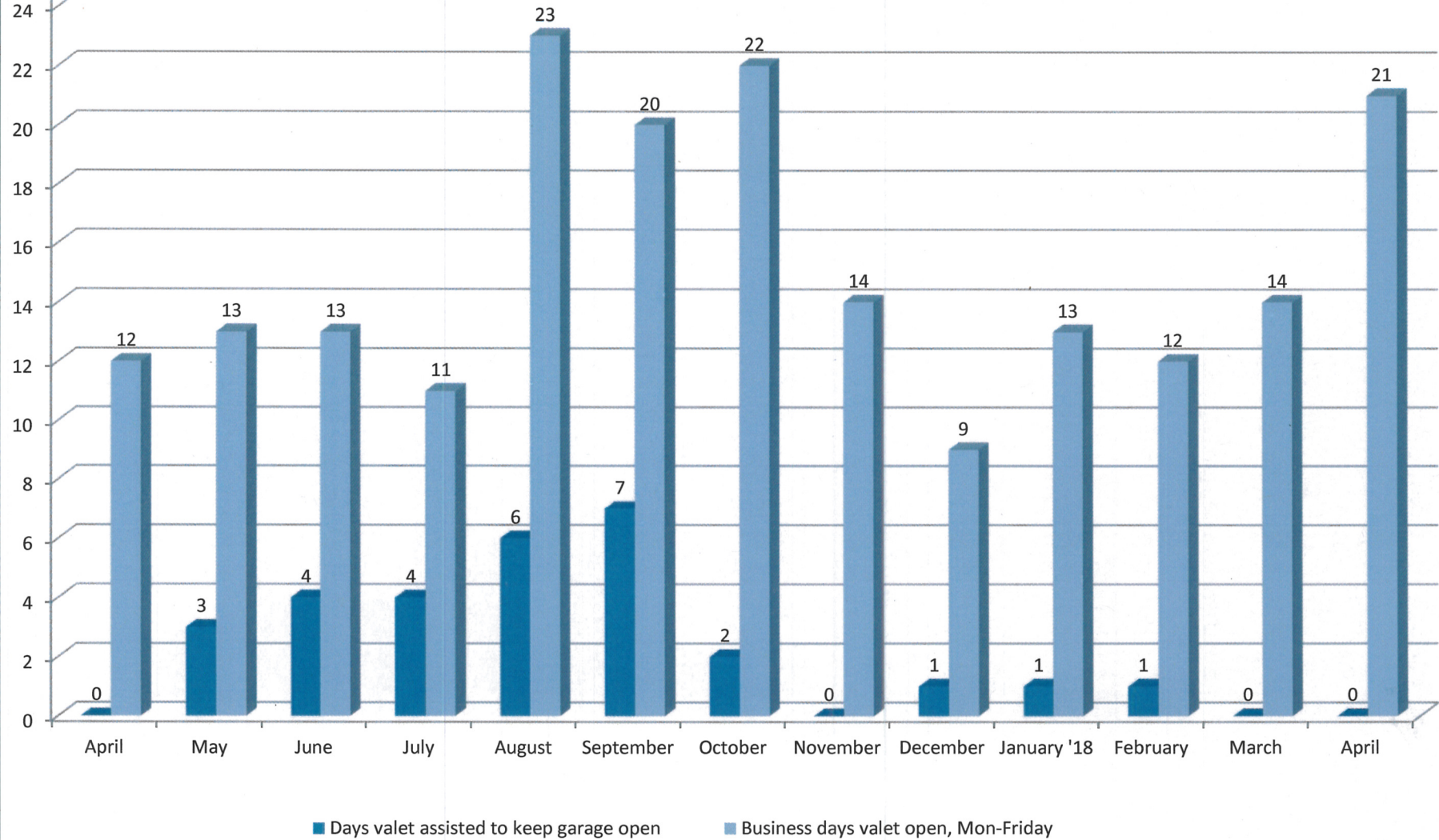
Structure Occupancy at 1 pm Tuesday-Thursday Average Available Spaces - April 2018



2017-18 Combined Parking Structure Full Status

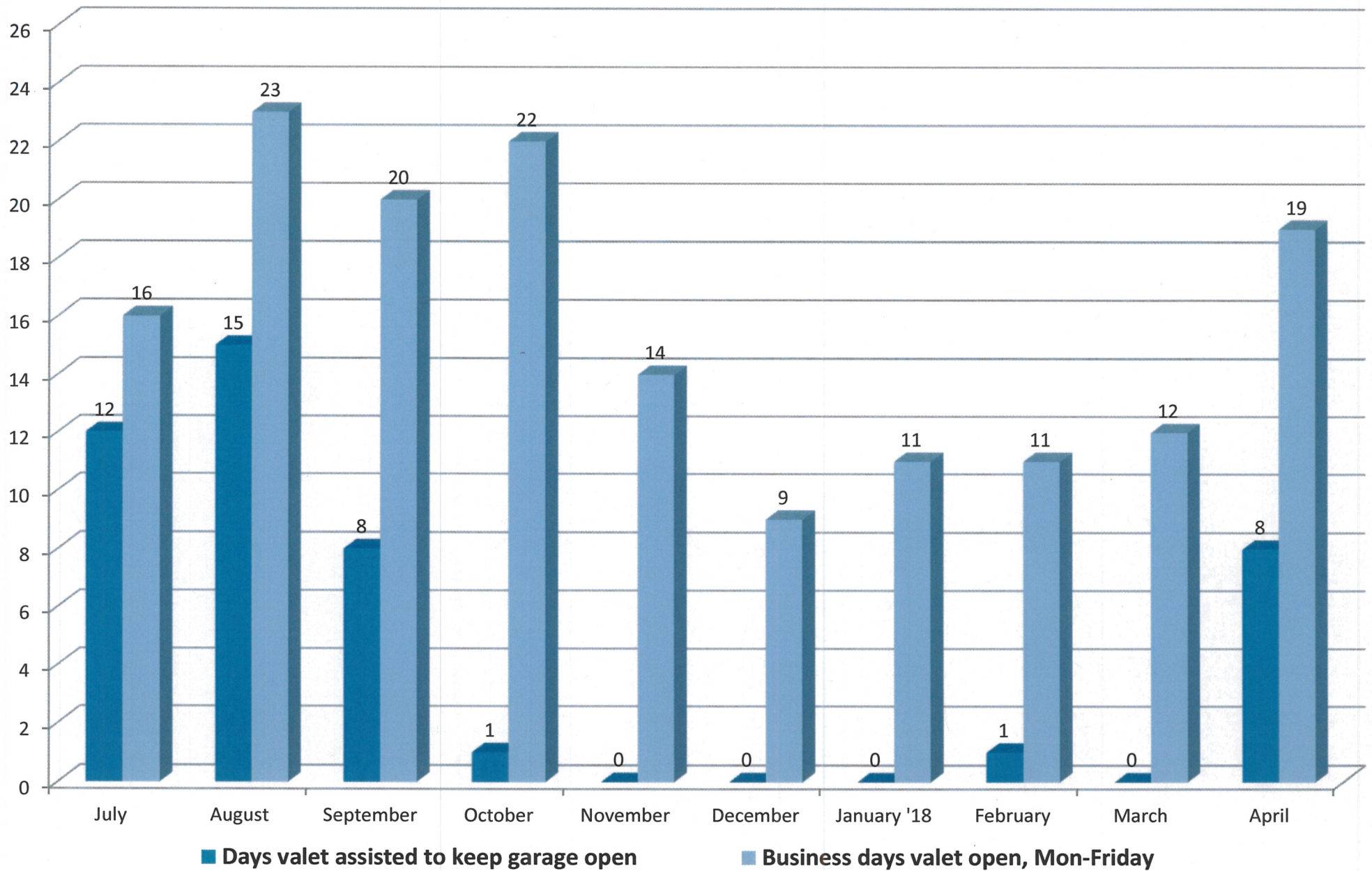


N. Old Woodward Structure Valet Assist Data - April 2017- April 2018



Park Street Structure

Valet Assist Data - July 2017 - April 2018



Chester Street Structure

Garage full list

APRIL 2018

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

N. Old Woodward Garage

Counts

April 2018

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

Park Street Structure

Garage full list

APRIL 2018

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

Peabody Street Structure
Garage full list

APRIL 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10 FULL @ 1:05p OPEN @1:47p	11	12	13	14
15	16	17	18	19	20	21
22	23	24 FULL @ 11:30A OPEN @1:16p	25	26	27	28
29	30					
		Notes:				

Pierce Street Structure

Garage full list

APRIL 2018

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.				

Structure Occupancy at 1pm Tuesday-Thursday

Available Spaces

APRIL 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 Chester-75 N.O.W.-169 Park-55 Peabody-55 Pierce-133	4 Chester-52 N.O.W.-138 Park-58 Peabody-66 Pierce-123	5 Chester-36 N.O.W.-146 Park-70 Peabody-83 Pierce-98	6	7
8	9	10 Chester-33 N.O.W.-99 Park-11 Peabody-1 Pierce-109	11 Chester-72 N.O.W.-61 Park-17 Peabody-50 Pierce-138	12 Chester-25 N.O.W.-46 Park-15 Peabody-27 Pierce-80	13	14
15	16	17 Chester-59 N.O.W.-50 Park-11 Peabody-54 Pierce-42	18 Chester-36 N.O.W.-64 Park-33 Peabody-44 Pierce-46	19 Chester-56 N.O.W.-44 Park-19 Peabody-36 Pierce-70	20	21
22	23	24 Chester-32 N.O.W.-31 Park-27 Peabody-9 Pierce-87	25 Chester-20 N.O.W.-29 Park-9 Peabody-20 Pierce-84	26 Chester-36 N.O.W.-42 Park-11 Peabody-17 Pierce-91	27	28
29	30					
		Notes:				