

**CITY OF BIRMINGHAM**  
**ADVISORY PARKING COMMITTEE**  
CITY COMMISSION ROOM  
151 MARTIN ST., BIRMINGHAM, MI  
(248) 530-1850  
REGULAR MEETING AGENDA  
WEDNESDAY, APRIL 4, 2018, 7:30 A.M.

1. RECOGNITION OF GUESTS
2. APPROVAL OF MINUTES, MEETING OF MARCH 7, 2018
3. 34952 WOODWARD – CONTRACT FOR ADDITIONAL PARKING
4. PRELIMINARY CONSULTANT REPORT – EXISTING CONDITIONS AND BEST PRACTICES REPORT
5. MONTHLY FINANCIAL REPORTS
6. MEETING OPEN FOR MATTERS NOT ON THE AGENDA
7. NEXT MEETING: MAY 2, 2018



***Park St. Parking Structure***

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

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

City of Birmingham  
ADVISORY PARKING COMMITTEE  
REGULAR MEETING

Birmingham City Hall Commission Room  
151 Martin, Birmingham, Michigan  
Wednesday, March 7, 2018

**MINUTES**

These are the minutes of the Advisory Parking Committee ("APC") regular meeting held on Wednesday March 7, 2018. The meeting was called to order at 7:30 a.m. by Chairman Al Vaitas.

**Present:** Chairman Al Vaitas  
Vice-Chairperson Gayle Champagne  
Anne Honhart (arrived at 7:36 a.m.)  
Steven Kalczynski  
Lisa Krueger  
Judith Paskiewicz

**Absent:** None

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

**BSD:** Ingrid Tighe, Executive Director

**Administration:** 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 MEETING OF FEBRUARY 7, 2018**

**Motion by Ms. Champagne**  
**Seconded by Ms. Krueger to accept the Minutes of February 7, 2018 as presented.**

**Motion carried, 5-0.**

VOICE VOTE:

Yeas: Champagne, Krueger, Kalczynski, Paskiewicz, Vaitas

Nays: None

Absent: Honhart

PUBLIC HEARING

PARKING LOT #6 REHABILITATION/EXPANSION

The public hearing opened at 7:35 p.m.

After reviewing the current conditions with an engineering consultant, Hubbell Roth & Clark ("HRC"), the following three options have been prepared in conceptual plan format, with cost estimates attached:

OPTION 1 – RESURFACE EXISTING LOT

The plan shows the areas of the lot that have not been repaved in 20 years. (The remainder of the area was repaved last year as a part of an 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 plan depicts the small 4 ft. wide expansion to the east. 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 and 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 third plan has proposed their removal, and depicts a 20 ft. 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 MDEQ 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 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.

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 oil and dirt from the lot is directed straight into the Rouge River. By installing a bioswale and settling basin, the storm water would flow slower and be filtered before entering the river. Such an improvement would qualify for consideration of a grant.

Two grant opportunities are identified by 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. 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 would then conflict with the planned Maple Rd. Paving Project planned downtown during the same time.

Responding to Ms. Champagne, Mr. O'Meara said this would be an early 2019 project if they do not attempt to get the grant. There is a nominal cost to apply for the grant. They are looking at gaining about \$160,000 with the grant that would just cover the environmental costs and not the paving. Getting the grant would not be a sure thing. The least disruption to the community would be to build the whole project at once.

Mr. O'Meara went on to describe how construction would proceed with the least disturbance to the public and to the Farmer's Market.

Mr. Jamie Burton, Environmental Engineer from HRC, said they will pick Michigan native plants for the bioswale that will slow the water down and take up the nutrients. The goal will be for long-term low maintenance.

Mr. O'Meara verified for Mr. Kalczyński that a parking space in a structure costs \$25,000 to \$30,000. Chairman Vaitas compared that cost with how much a space would be using Option 3, which is about \$6,500.

Mr. O'Meara responded to Dr. Paskiewicz's question about adding in the picnic tables and seating from the Farmer's Market if Option 3 proceeds. He explained they could curve the swale around so that it leaves green space behind the curb and creates seating areas. It was mentioned that the arborvitae would block headlights from residences to the east.

The Chairman took comments from the audience.

Mr. Joe Finessi, business owner in the area, said the payback on \$6,500 would be about three years or less. Therefore, it makes sense to go through with it.

Haley is a manager for Luigi Bruni at the north end of Old Woodward Ave. They have 32 employees and over half have parking passes for Lot #6, but a majority of the time they have to pay for parking in other spots in addition to paying for their pass. Their 4,000 sq. ft. business is being impacted the most. The lot is in shambles with many potholes and it is not appropriate for either consumers or for their staff to park. She thought it is imperative that the lot gets done sooner rather than later.

Mr. Brian Najor, Najor Companies, 600 N. Old Woodward Ave. said they own 600 through 640 N. Old Woodward Ave. They think the lot is in immediate need of repair with its many potholes and distress cracks. The cost for a space is pretty cheap compared to what a space in a structure costs. The ability to park

on the side streets has been taken away from business owners because of resident complaints. Therefore they need to utilize the opportunity to get about 34 more spots.

Ms. Tonia Schrem spoke to represent one of the businesses in the 600-620 Building. She stated they need to see some urgency from the Parking Committee. They are losing business because their clients cannot find a place to park and end up turning around and leaving.

Mr. Joe Bongiovanni, said he represents three businesses, Market, Luxe Bar and Grille, and Salvatore Scaloppini; but also is a future homeowner at 680 Brookside. The employee parking element of this discussion is vital. As far as they are concerned as business people, all of the spots near their restaurants are expected to be for customers. He thought some form of a shuttle should be set up that would be beneficial to them.

Ms. Tammy Marinella represented 800 N. Old Woodward, Brogan and Partners. They have 27 employees and they spend \$5,800/quarter for parking. They have 19 passes but ten of their employees have to use the meter parking which doubled in price in the last six months. The City will make up the \$6,500/space with just one company's parking pass expense.

Ms. Helen Fratell, the owner of Birmingham Wine, said she is one person with no employees and can't get a parking pass. If she pays for meter parking she can't pay her rent at the end of the month. So any spots would be a huge help.

Ms. Carolyn Butcher said she works for Norm Ziegelman Architects at 800 N. Old Woodward Ave. They are desperate for parking. There are no spots. With the construction next door they have lost five spots. It's not just employees trying to park, now there are construction workers as well.

Mr. Robert Greenstone from Greenstone Jewelers on 430 N. Old Woodward Ave. pointed out that Tuesday through Friday every street metered space is used from 11:30 a.m. to 2:30 p.m. all the way to Euclid and beyond. Wednesday through Friday Lot #6 is completely jammed. With the Brookside Condominium construction along N. Old Woodward Ave. they have lost 16 street spaces on the west side of N. Old Woodward Ave. and at least an equal number on the surface lot connected to the N. Old Woodward Parking Structure. All of the additional spaces that are potentially available would be most welcomed by the patrons of the businesses.

Mr. Marvin Acho from One Source, 600 N. Old Woodward Ave., said he has had his parking pass for about eight years. It has gotten more and more frustrating for him every Wednesday, Thursday, and Friday because it is too tough to find a

parking spot from 11 a.m. to 2:30 p.m. He thought the extra parking spots would help.

Ms. Kay Huberty, Certified Nutritional Consultant in private practice at 600 N. Old Woodward Ave. said her patients cannot get in for their health care appointments because they cannot find parking. She strongly endorsed Option 3 and the possibility of more parking for clients.

Mr. Bongiovanni said their three restaurants will wholeheartedly try to maneuver their employees to off-site shuttle lots if the cost is zero or minimal compared to parking in the garage or on-street.

Ms. Gunter stated that the focus of the parking consultant that they selected concerns the demand and supply issues that have come up today. Internally, even without the consultant's help, they have been looking at lots that could potentially be used to expand parking capacity. As part of their parking study they will be working through the BSD and with the merchants to survey and find out the likelihood of daily parkers taking advantage of that option.

Ms. Honhart noted they have offered this before to companies in Birmingham and the companies have not shown interest. Yet, people still expect the City to keep supplying more and more parking spaces.

Haley made one additional comment. She does not think their business is opposed to the shuttle idea. However it is not convenient for most of their staff who leave and come back at various times of the day. Instead of some of the other things that are going on in the City this parking lot is important and imperative.

**Motion by Ms. Krueger**

**Seconded by Ms. Champagne that the APC recommends that the City Commission authorize the restoration of Parking Lot #6, using Option #3.**

**Motion carried, 6-0.**

ROLLCALL VOTE:

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

Nays: None

Absent: None

298 S. OLD WOODWARD AVE.  
DAXTON HOTEL VALET PARKING PROPOSAL

Mr. O'Meara offered background. A five-story hotel is proposed for the northwest corner of S. Old Woodward Ave. and E. Brown St., the Daxton Hotel. Last July and August, the APC approved a recommendation to remove all of the metered parking in front of the property in order to make space for a valet parking zone.

At their meeting on October 16, 2017, the City Commission did not approve the recommendation. The applicant was asked to study moving the valet to Brown St., and if necessary, reduce the size of the valet on Old Woodward Ave. With the above in mind, the applicant has worked with their traffic engineering team to develop a computer model to demonstrate what would happen if the valet operation was moved to Brown St. Secondly, the applicant is now on record indicating that they can make the valet operation work with two metered parking spaces being installed just south of the proposed Old Woodward Ave. garage exit, with the provision that during times of peak occupancy, the meters could be bagged and taken out of service for additional valet staging area. Since the original proposal called for the removal of eight metered parking spaces, this new proposal is asking for the removal of just six metered parking spaces.

The City Commission has set the new rate per meter at \$5,400/year, which is calculated by using \$18/day for 300 days per year. The number of days per year reflects the fact that parking is not charged on Sundays, nor on legal holidays, which average 13 per year.

Mr. Rick Rattner, Attorney, 380 N. Old Woodward Ave., introduced Mr. Mike Darga, Traffic Engineer from Giffels Webster; Mr. Matt Schwan from Giffels Webster; and Mr. David Berman, 102 Pierce St., representing the ownership group. Mr. Rattner asked that Mr. Kalczynski recuse himself from hearing this matter, but the request was refused by the Chairman.

Mr. Rattner indicated their model studies have shown that if they use Brown St. for valet service it would block the street all the way down to Pierce. The next thing they did was to see if they could cut down on the number of spaces on S. Old Woodward Ave. being used for regular valet parking. Therefore they added a second level of underground parking, which gave them a total of 56 spaces, of which 29 are required because of the residential floor. They would be used as storage space for valet. So they have done everything they can to provide more parking for the City. For special events they would bag two spaces on Brown St. for the valet.

Therefore their current reduced request in the new configuration when S. Old Woodward Ave. is redone is for six angled parking spaces along S. Old Woodward Ave. and the ability to bag two spaces for special events. Mr. Darga gave a presentation showing on the screen proposed traffic circulation patterns in and out of the parking structure during an event. Mr. Rattner hoped the

committee would approve their reduced request for valet. It is the minimal, they think, that they can operate with and not interfere with traffic in the City.

Mr. Kalczynski noted that on Merrill and on Townsend St. there is a lot of congestion even with two or three available spaces for the Townsend valet. So, imagine the amount of congestion that will be caused by having valet on one of the main thoroughfares in town. As a result, he felt there has to be a better solution for S. Old Woodward Ave. He sees the potential for a lot of clogged traffic. Mr. Rattner replied the way valets park cars they can accommodate a total of 76 to 80 vehicles in the Daxton garage. Further, the hotel is providing off-street parking for the retailers in the City. Also, their valet never leaves the garage and blocks S. Old Woodward Ave.

Ms. Honhart inquired where the hotel employees will park. Mr. David Berman believed many of the hotel workers will use public transportation. Secondly, they recently secured 200 spaces in the Birmingham Place parking structure, which they own, where hotel employees can park.

Mr. Kalczynski commented the amount of additional parking spaces, although commendable, that will be in the new boutique hotel doesn't necessarily talk about the issue at hand, which is the clogging of the main artery of the City of Birmingham.

Mr. Berman concluded they have completed the additional work that the City requested, evaluated it, and think that it will not cause any major traffic congestion. Also, looking at the highest and best use for that site, they could have built an office building. That office building would have a zero parking requirement because it is in the Parking Assessment District. The hotel has provided 54 actual spaces, up to 80 with valet, and they are using them at off-peak times from when the office workers do not need them. In conclusion, they have done everything they can, going above and beyond what is required to help solve the City's parking problem.

There were no comments from the public at 8:55 a.m.

**Motion by Ms. Champagne**

**Seconded by Ms. Krueger to recommend to the City Commission the removal of six metered 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 \$32,400 (at \$5,400/meter) to be charged annually.**

**Motion carried, 5-1.**

VOICE VOTE:

Yeas: Champagne, Krueger, Honhart, Paskiewicz, Vaitas

Nays: Kalczynski

Absent: None

PERMIT RULE CHANGE AND  
TRANSIENT PARKING IN STRUCTURES

Ms. Gunter advised that in the third week of March 2018, the City will undergo a major reconstruction of Old Woodward Ave. and will temporarily remove 130 on-street parking spaces. In an effort to mitigate the impact on our transient parkers and ensure full utilization of the available rooftop valet assist. Ms. Gunter summarized the findings of staff and discussed the rationale for the recommendation. Ms. Gunter noted that the goal is to maximize availability of the first level parking spaces within the decks for transient parkers and maximize utilization of the roof-top valet assist. She noted that, if the recommendations were approved that the CBD could realize an increased capacity of 250 parking spaces within the existing structures and eliminate long-term parking in the prime parking spaces, located on the first floors of each structure.

- Part 1 of the recommendation involves a change in strategy for the structures that will encourage greater turnover of parking spaces in the lower levels of the structure. Staff recommends that all garages will move away from the No Parking between 7 a.m. and 9 a.m. or 7 a.m. and 10 a.m. and replace those signs with 3 hour maximum parking signs that exclude monthly permit holders from parking in these restricted spaces.
- Part II of the recommendation involves a modification to the existing permit rules that require the use of rooftop valet assist for monthly permit parkers when the structure is full. This change would be rolled out along with the parking signage suggestions and staff recommends changing the language on the monthly parking permit rules. Number 5 on the rules currently states the following:

*5. This permit authorizes parking only in designated areas on a first-come first-serve basis. Designated areas are striped with yellow lines. If no space is available in your designated area you may park in any available space in the structure. If the structure is full, you may park in designated areas in any other City Parking Structure (not surfaces lots).*

To have the monthly parkers fully utilize their designated space in each structure Staff would like to change the language to the following:

*5. This permit authorizes parking only in designated areas on a first-come first-serve basis. If all available spaces are full, you are required to use the rooftop valet service (if available) at no extra*

*fee. If the rooftop valet is unavailable, you may park in designated areas in any other City Parking Structure. Parking spaces marked with a 3 hour time limit, as well as any parking meters on streets and surface lots, do not qualify as monthly parking spaces at any time. Any monthly parker not utilizing the rooftop valet, when available, will be required to pay the daily rate at any other City Structure (except for permit holders at the Peabody structure, where valet assist is not available).*

Ms. Gunter stated that this recommendation will significantly increase the likelihood that parking spaces are available for transient parkers and will help promote turnover when coupled with the time restrictions. Consistent and similar signage, enforcement, and change of rules in all the structures will give a more positive impression to all parkers.

Ms. Gunter noted that, If approved, staff will begin an intense communication push with our monthly permit holders. The total cost to implement these changes in the first three months is estimated to be \$33,768 through the remainder of this current fiscal year. (Signage is estimated at \$5,760 and enforcement costs for three months totaling \$28,008.) After three months, the cost to maintain enforcement would be \$3,112.

Staff will evaluate the performance of the changes over the four month period and Ms. Gunter indicated that this may not be a temporary change. They hope that at the conclusion of the Old Woodward Ave. reconstruction we gain some flexibility in our permitting ability to reduce the wait list.

Mr. O'Dell said to make sure people are only parking for three hours the tires will be tracked electronically by the location of the tire stem. Also they will track license plate numbers through their hand-held system to ensure the monthly parkers are not utilizing those lower spaces. Violators could lose their monthly pass. Transient parkers who ignore the three-hour rule could get a ticket. He noted for Dr. Paskiewicz that the turnaround time for retrieving a car from the valet is only a couple of minutes.

Mr. O'Meara pointed out that after the construction, keeping the valet there would give them the ability to start selling more monthly passes.

Dr. Paskiewicz observed that people who are buying a permit will have full knowledge that they will need to valet park. That may push some people to find a different solution.

**Motion by Ms. Honhart**

**Seconded by Ms. Champagne that the Advisory Parking Committee recommends that the City Commission approves \$33,768 to support the implementation of the restricted 3-hour parking/no monthly parking signage at all of the existing parking structures and modification of the existing permit rules to require monthly permit holders to utilize the rooftop valet assist option with an ongoing enforcement cost of \$3,112 per month.**

**Amended by Ms. Krueger (and accepted by makers of the motion) to include this recommendation through the end of the Old Woodward Ave. construction and have it re-evaluated for a long-term solution.**

**Motion carried, 6-0.**

ROLLCALL VOTE:

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

Nays: None

Absent: None

#### APC SUPPORT FOR CONSTRUCTION MARKETING

Ms. Gunter recalled at the February 7 APC meeting the committee requested additional information from the Birmingham Shopping District ("BSD") to support the request for additional funding to market available parking options during the period that will involve the reconstruction of Old Woodward Ave. The APC requested a specific timeframe for the marketing campaign and details concerning the total media buy. The BSD has provided the requested detail and is seeking a recommendation to approve \$60,000 in funding support.

Ms. Tighe stated the BSD will be running a multi-faceted marketing campaign to promote the downtown shopping, dining and spa experience during the Old Woodward reconstruction project. The BSD will highlight the downtown through TV, radio, magazine, newspaper, and through social media ads promoting the popular "2 Hours Free Parking in the Decks" program and free valet parking available during the construction period from April to August 1.

The BSD has committed a total of \$100,000 for construction related activities. They are requesting the Advisory Parking Committee to approve a \$60,000 commitment from the parking fund to support the marketing campaign.

In addition, wayfinding signs will be printed that show where the valet parking stations are located. Strategic ads will be input into facebook, snap chat and instagram that target consumers in the retail trade area.

**Motion by Dr. Paskiewicz**

**Seconded by Mr. Kalczynski that the Advisory Parking Committee recommends a one-time expenditure of \$60,000 in support of the BSD reconstruction marketing campaign.**

**Motion carried, 6-0.**

**ROLLCALL VOTE:**

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

Nays: None

Absent: None

**MONTHLY FINANCIAL REPORTS**

Mr. O'Dell stated that the financials look good.

**MEETING OPEN FOR MATTERS NOT ON THE AGENDA**

Ms. Gunter provided an update on Staff's first meeting with the Nelson/Nygaard team, the new parking consultant. The purpose of the meeting was to make sure they have a good understanding of the existing conditions and the needs. It is anticipated that next month they will be in front of this committee to report their findings thus far. At the merchant meeting tomorrow a brief survey will be completed so the consultants can get feedback and understand some of the challenges.

Ms. Honhart described experience she has had in the parking structures because the display says "reinsert card" and there is a delay in the gate going up. Mr. O'Dell explained there is a slight delay because the machine encrypts credit card information to keep it safe and then sends the signal to raise the gate. He will check into the message about reinserting the card. They are working through signage to get people to do things in the proper way in order to speed things up.

Further responding to Ms. Honhart, Mr. O'Dell said when someone no longer needs their parking pass it is not allowed for them to give the pass to someone else. .

**NEXT REGULARLY SCHEDULED MEETING**

April 4, 2018

ADJOURNMENT

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

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City Engineer Paul O'Meara



## MEMORANDUM

Office of the City Manager

**DATE:** April 4, 2018

**TO:** Advisory Parking Committee

**FROM:** Tiffany J. Gunter, Assistant City Manager

**SUBJECT:** Parking Capacity Increase – 34952 Woodward Avenue

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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, we've identified a location that would allow for approximately 125 additional parking spaces at 34952 Woodward Avenue located on the corner of Woodward Avenue and Maple.

The proposed contract, included with this memo, 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 ensure the cost to implement the parking expansion program would not exceed the benefits. The capital outlay is estimated at \$87,400. The cost breakdown is as follows:

Earth Excavation = \$9,968  
Subgrade Undercut = \$6,000  
New 4" stone base for drive lanes = \$21,340  
New 2" stone base for parking areas = \$18,270  
Fencing = \$8,750  
Landscaping = \$1,000  
Concrete at gates = \$7,100  
Signs, Parking Space Markers = \$5,000  
Gates, Card Reader, Sensor, Telephone Connection = \$10,000

Subtotal = \$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 \$700 per space. On average, the cost per space for surface lots is upwards of \$27,000.

The lease amount paid to the owners would be \$7,500 per month. This cost assumes the sale of 125 parking passes at a cost of \$60 per pass. 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.

Staff anticipates that it will take approximately one month to complete the site preparation and would begin operations 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.

**SUGGESTED RECOMMENDATION:**

To recommend to the City Commission 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 125 parking spaces.

# 34952 Woodward Parking Concept



0 100 Feet



## LEASE

**THIS LEASE** is entered as of \_\_\_\_\_, day of \_\_\_\_\_ 2018, between **MARYKO HOSPITALITY, LLC** (Parcel 19-36-226-002) and, whose address is 30500 Northwestern Highway, Suite #525, Farmington Hills, MI, 48334 (“Lessor”) and **CITY OF BIRMINGHAM** whose address is 151 Martin Street, Birmingham, MI 48009 (“Lessee”).

## RECITALS

A. Lessor desires to lease to Lessee and Lessee desires to lease from Lessor a parking lot sufficient for approximately 125 parking spaces and necessary ingress and egress located on the Lessor’s real property described in Exhibit A, which is attached, and conditions set forth in this Lease;

B. Lessee intends to use the parking spaces for public parking for a fee.

In consideration of the mutual promises, the rents reserved, and the mutual benefits to be derived by Lessor and Lessee, the parties agree as follows:

1. **Premises.** Lessor leases to Lessee and Lessee leases from Lessor portions of the real property located in the City of Birmingham, Oakland County, Michigan, as legally described in Exhibit A (“Entire Premises”). The Lessee shall assume the oversight and access to the gate located on the southeast corner of the property for ingress and egress to the parking lot described and outlined in Exhibit A. Lessor shall assist Lessee by providing any electronic transponders, keys, spare equipment, etc., that are necessary to fully utilize and maintain the existing gate system. In addition, the Lessor and the Lessee agree the following improvements will be installed to the premises by the Lessee that are necessary to operate a parking lot:

(a) **Grading.** The lot shall be graded by the Lessee and a suitable covering will be placed upon the graded soil to accommodate parking.

(b) **Reflectors and Signs.** The addition of reflectors and signs to the property to provide information as to the entrances, exits and the restrictions on the lot.

(c) **Gate System.** In addition to the existing gate at the southeast corner off of the existing alley, an automatic gate system will be installed so as to restrict ingress and egress to permit holders.

(d) **Lighting.** The Lessee may add lighting to the lot.

2. **Term.** (a) **Primary Term.** This Lease will be for an initial minimum contract term of eighteen (18) months and shall commence upon written notification to Lessor by Lessee of the commencement date. A notice to terminate may be sent prior to the completion of the initial term so long as Lessee shall have been provided possession for the entire initial minimum term (Primary Term).

(b) **Extended Term.** Lessee has the right to extend the term of the Lease beyond the Primary Term on a month-to-month basis (the "Extended Term"), beginning upon the expiration of the Primary Term. Lessee may exercise the right by giving written notice to Lessor not less than 90 days before the expiration of the Primary Term. Any Extended Term will be on the same terms and conditions as the Primary Term. The Primary Term and any Extended Term are collectively referred to as the "Lease Term."

(c) **Early Termination by Lessee.** Lessee may, in its sole discretion, for any reason or no reason, elect to terminate the Primary Term of this Lease by providing not less than 120 days prior written notice to Lessor.

(d) **Early Termination by Lessor.** So long as the initial minimum term of eighteen (18) months will have been met, Lessor may, in its sole discretion, for any reason or no reason, elect to terminate the Primary Term of this Lease by providing not less than 120 days prior written notice to Lessee.

(e) **Termination of Extended Term.** Either party may terminate the month-to-month Extended Term by giving not less than 120 days prior written notice to the other party.

3. **Rent.** Lessee shall pay "Rent" to Lessor, upon written notification of the commencement date, the sum of Seven Thousand Five Hundred Dollars (\$7,500) per month, to be paid the first week of each month.

4. **Use.**

(a) **Permitted Uses.** The Leased Premises will be used primarily for vehicle parking and other limited uses approved by the Lessee for a period not to exceed ninety (90) days.

(b) **Compliance with Legal Requirements.** Lessee will, at its cost, comply with and cause the Leased Premises to comply with all of the following (collectively called "Legal Requirements"): (i) all local, state and federal laws, orders and regulations now or hereafter applicable to the Leased Premises or use thereof or the health and welfare of Lessee's employees, agents, customers, invitees or licensees, and (ii) all agreements entered into by Lessee with regard to the Leased Premises, including insurance policies. Legal requirements include, without limitation, all legal requirements that require unforeseen alterations or repairs to the Leased Premises.

5. **Covenant of Quiet Enjoyment.** As long as Lessee is not in default under this Lease, Lessee will be entitled to quiet possession of the Leased Premises during the Lease Term.

6. **Environmental.** Lessee has not owned or leased this property at any time prior to this Lease. The parties agree that: (a) Lessee is not in control or responsible for any condition on this property, (b) Lessee does not have authority to decide any compliance with environmental laws and regulations, (c) Lessee controls only the surface of the Leased Premises and does not control any material beneath the surface of the Leased Premises, and (d) Lessee may not conduct any activities that require disturbance of the material beneath the surface or require the Lessor to do the same under the terms of this Lease.

7. **Maintenance.** Lessee will, at its own expense, clean and remove snow and ice from the Premises and will maintain and repair parking areas, as may be reasonably required in Lessee's judgment. Lessee shall be responsible for grading, gravel, fencing, landscaping, lighting, parking blocks and signage as deemed necessary by Lessee.

8. **Taxes.** During any term of this Lease, Lessor will pay all real estate taxes and special assessments levied against the entire Leased Premises.

9. **Insurance.**

(a) Commencing on the Commencement Date, Lessee will procure and maintain commercial general liability insurance, insuring and defending against any cost, loss, damage or expense incurred by reason of any claim, suit, liability or demand for bodily injury, death or property damage occurring on the Leased Premises or arising out, pertaining to, or involving this Lease or the use, occupancy, control, maintenance or repair on the Leased Premises by Lessee, its successors, assigns, employees, agents, customers, invitees and licensees, including without limitation, those arising as result of Leasehold Improvements or pursuant to Lessee's activities in Section 11, in the minimum amounts of \$2,000,000 for bodily injury or death to any one person, \$3,000,000 for bodily injury or death to any number of persons in any once incident, and \$1,000,000 for property damage, with regard to each such claim, suit, liability or demand.

(b) Lessee will procure workers' compensation insurance to the extent required by Michigan law.

(c) Every insurance policy procured by Lessee must: (i) be issued by a company of nationally recognized financial standing legally authorized to do insurance business in Michigan; (ii) provide that such policy shall not be cancelled without at least thirty days' prior written notice to the named and additional insureds; and (iii) not be invalidated or the proceeds not payable because of the nature of any occupancy or use. Lessee will furnish evidence of such

insurance to Lessor. Lessee will have Lessor named as an additional insured on any such insurance policy and provide proof to Lessor of Lessor's status as additional insured.

(d) The Lessor and Lessee each release the other from any liability resulting from damage by fire or other casualty to the extent of proceeds received under any insurance policy or under any pooled coverage program. Because these releases will prevent the assignment of claims to any insurer, by way of subrogation or otherwise, Lessee will procure from its insurer such endorsements to the insurance policies that are necessary to prevent invalidation or reduction of any insurance coverage provided thereunder.

10. **Responsibility.** Lessee will be responsible, for itself and its successors and assigns, for any cost, loss, damage or expense, including, without limitation, attorney fees and the reasonable costs of investigation, incurred as a result of any claim, suit, liability or demand occurring on or in the Leased Premises or arising out of, pertaining to or involving this Lease or the use, control, maintenance, repair, alteration, or occupancy on, of or to the leased Premises, the Entire Premises or personal property, by Lessee, its successors, assigns, employees, agents, customers and invitees.

11. **Lessee's Covenant Not to Sue.** Lessee will not sue or take any civil, judicial or administrative action against Lessor for any claims arising out of, pertaining to, or involving the use, control, maintenance, repair, alteration, or occupancy on, of or to the Leased Premises, the Entire Premises, or structures installed by Lessee, its successors, assigns, employees, agents, customers and invitees, except to the extent such claims arise out of conduct by Lessor, its successors, assigns, employees, agents, customers or invitees.

12. **Utilities.** Lessor will pay when due all bills for water, gas, electricity, and other utilities and services for the Leased Premises during the Lease Term, except Lessee will pay bills for electricity for lights to be installed by Lessee.

13. **Signs.** Lessee may install, maintain, and remove signs and striping of parking spaces appropriate to its use, in or about the Entire Premises as Lessee may deem necessary or desirable. The signs will be in compliance with all governmental regulations.

14. **No Liens.** Lessee will not permit any mechanic's or other lien or security interest to be filed against any part of the Entire Premises which arises out of the use, occupancy, control, maintenance or repair of the Leased Premises or for work or materials furnished to the Leased Premises or to Lessee, its successors, assignees, sub-lessees, or licensees. Lessee must discharge any lien, at Lessee's expense, within thirty days after Lessee's receipt of notice thereof. Lessor will not be liable for any labor, service or material furnished or to be furnished to Lessee.

15. **Assignment and Subletting.** Lessee will not assign this lease without the written consent of the Lessor. Lessee may enter into any sublease using less than 25% of the total square footage being leased without the written consent of the Lessor for a period not to exceed 90 days.

16. **Damage to Leased Premises.** If, during the Lease Term, the Leased Premises or any portion of the Entire Premises is partially or totally damaged or destroyed, Lessor, subject to the conditions set forth in this section, will repair such damage and restore the parking lot to substantially the same condition it was immediately before such damage or destruction,. Lessor shall not be responsible to repair and restore the Leased Premises in the event such damage or destruction was caused by Lessee, its successors, assignees, sub-lessees, or licensees, in whole or in part. Lessor will notify Lessee in writing, within thirty days after the date of the damage or destruction if Lessor anticipates that the restoration will take more than ninety days from the date of the damage or destruction to complete. In such event, either Lessor or Lessee may terminate this Lease effective as of the date of such damage or destruction by giving written notice to the other within ten days after Lessor's notice. Lessor must take such steps as may be necessary during the Lease Term to secure the Leased Premises from further damage. If damage or destruction that is not the responsibility of Lessee, in whole or in part, occurs during the last six months of the Lease Term, the Lessor may cancel this Lease. This paragraph does not apply to any damage or destruction to items installed under Paragraphs 14 and 15 of this Lease that are not caused solely by Lessor.

17. **Eminent Domain.** If (i) all of the Leased Premises are taken by any public authority under the power of eminent domain, (ii) any part of the Leased Premises is so taken and the remainder thereof is insufficient for the reasonable operation of Lessee's use, or (iii) any of the Entire Premises is so taken, and, in Lessor's opinion, it would be impractical or the condemnation proceeds are insufficient to restore the remainder of the Entire Premises, this Lease will terminate and all unaccrued obligations under this Lease shall cease as of the day before possession is taken by the condemnor.

If there is a taking by eminent domain and this Lease has not been terminated pursuant to this section, (i) Lessor will restore the Leased Premises and the leasehold improvements which are a part of the Entire Premises to a condition and size as nearly comparable to the condition and size thereof immediately before the date upon which the condemner took possession, and (ii) the obligations of Lessor and Lessee will be unaffected by such condemnation.

**Surrender of Leased Premises.** Upon the expiration or termination of the Lease Term, Lessee will surrender the Leased Premises, together with all existing leasehold improvements, to Lessor "broom clean" and in good order, repair and condition, except for ordinary wear and tear. Before the expiration or termination date, Lessee will remove all personal property, fixtures and equipment placed or affixed on the Leased Premises by Lessees, its assignees, sub-lessees, customers, invitees, or licensees, and repair all damage to the Leased Premises caused by such removal. If Lessee fails to so remove or repair, Lessor may remove and dispose of such property

and repair any damage caused by removal. Lessee agrees to pay the costs of such removal, and disposal within ten days of receipt of a statement therefor from Lessor. No such removal, disposal or repair will cause Lessor to be the owner of such property, by conversion or otherwise. This section survives the termination or expiration of this Lease.

18. **Lessee's Default.** (a) Events of Default. Any of the following occurrences, acts or omissions constitute an "Event of Default" under this Lease: (i) Lessee fails to observe or perform any other provision of this Lease within twenty-five days of Lessee's receipt of notice from Lessor, except that if the failure cannot reasonably be cured within such 25-day period, then such failure shall not be an Event of Default if Lessee begins to cure within such 25-day period and proceeds diligently and in good faith thereafter to cure such failure and cures such failure within a reasonable time.

(b) **Notice to Terminate.** If an Event of Default has happened and continues, Lessor may terminate this Lease upon written notice to Lessee. Upon Lessee's receipt of such written notice, (1) the Lease Term and the estate in this Lease granted expires and terminates as fully and completely and with the same effect as if such date were the date in this Lease fixed for the expiration of the Lease Term, and (2) all rights of Lessee under this Lease expire and terminate (but Lessee remains liable as set forth in this Lease).

(c) **Right to Re-enter.** If an Event of Default has happened and continues, Lessor may re-enter and repossess the Leased Premises by summary proceedings, ejectment, or in any other lawful manner Lessor determines to be necessary or desirable. Lessor is under no liability to Lessee by reason of any such re-entry or repossession. Lessor's re-entry of the Leased Premises is not an election by Lessor to terminate this Lease unless Lessor gives Lessee a notice of such intention or unless such a court of competent jurisdiction orders such termination.

(d) **Lessee's Liability Continues.** (i) No expiration or termination of the Lease Term pursuant to this section, or by operation of law or otherwise, (ii) no re-entry or repossession of the Leased Premises pursuant to this section or otherwise, and (iii) no reletting of the Leased Premises pursuant to this section or otherwise, will relieve Lessee of its liabilities and obligations hereunder, all of which survive such expiration, termination, re-entry, repossession or re-letting.

19. **Remedies.** No right or remedy under this Lease or at law or equity is exclusive of any other right or remedy but is cumulative. Failure to insist upon strict performance of any provision of this Lease or to exercise any right or remedy of this Lease or law or equity does not constitute a waiver of any future performance. Receipt by Lessor of any Rent with knowledge of an Event of Default or Lessee's breach of this Lease does not constitute Lessor's waiver of such Event of Default or breach. Any waiver by either party of any provision of this Lease must be in writing. Each party is entitled to injunctive relief in the event of breach or threatened breach of its material obligations under this Lease beyond

applicable cure periods. Lessee waives and releases for itself and all those claiming under it, including creditors of any kind, any right and privilege which it or any of them may have to redeem the Leased Premises or to continue this Lease after expiration or termination of Lessee's right of occupancy by order or judgment, any legal process or writ, or under the terms of this Lease.

20. **Holding Over.** If Lessee remains in occupancy of the Leased Premises beyond the expiration or termination of the Lease Term, Lessee will remain solely as a subtenant from month-to-month and all provisions of this Lease applicable to the Lease Term remain in full force and effect. Nothing in this section is intended or may be construed to permit Lessee to occupy the Leased Premises beyond the expiration or termination of the Lease Term or to waive any right or remedy of Lessor as a result thereof.

21. **Estoppel Certificate.** Lessee will, from time to time, upon fifteen days' prior written request from Lessor, cause to be executed, acknowledged and delivered a certificate stating that this Lease is unmodified and in full effect (or, if there have been modifications that this Lease is in full effect as modified and describing such modifications), the amount of rent and the date through which rent has been paid, and stating that, to the knowledge of the signer of such certificate, either no default exists under this Lease or specifying each such default of which the signer has knowledge.

22. **Title and Condition.** (a) Lessor leases the Leased Premises to Lessee in their present condition, without representation or warranty, express or implied, except as otherwise set forth in this Lease, and subject and subordinate to all easements, restrictions and agreements of record.

(b) By execution of this Lease, Lessee acknowledges that it has inspected the Leased Premises and Lessee accepts the Leased Premises and the Common Areas on the Commencement Date in their then "as is" and "where is" physical and environmental condition and releases and discharges Lessor from any claim, demand, liability or suit related to or arising from the physical or environmental condition of the Leased Premises. Lessee acknowledges that neither Lessor nor its agents or employees have made any express warranty or representation regarding the physical or environmental condition of the Leased Premises, that quality of material or workmanship of the Leased Premises, latent or patent, or the fitness of the Leased Premises for any particular use or purpose and that no such representation or warranty is implied by law.

23. **Representations and Warranties.** Lessee represents and warrants to Lessor that (a) Lessee is a Michigan municipal corporation, duly organized, validly existing and in good standing under the laws of Michigan, is exempt from federal and state taxes, and has the power to own its property and assets and carry on its business; (b) the execution of this

lease constitutes the binding obligation of Lessee and has been authorized by Lessee's City Commission; (c) the Lease of the Leased Premises will not conflict with or result in a breach of Lessee's charter or ordinances or any agreement to which Lessee is a party or by which it may be bound, or violate any state or federal law, statute, ordinance or regulation.

24. **Notices, Demands and Other Communications.** All notices, demands or other communications given pursuant to this Lease must be in writing and will be deemed given on the date mailed if mailed by nationally recognized overnight courier or by registered or certified mail, return receipt requested, with postage prepaid if: (a) when mailed to Lessor, it is addressed to Lessor at its address set forth above, marked "Attention: Kenny Koza" and (b) when mailed to Lessee, it is addressed to Lessee at its address set forth above, marked " Attention: City Manager". The parties may specify any other address in the United States with fifteen days prior notice.

25. **Severability.** If a court of competent jurisdiction declares invalid or unenforceable any provision of this Lease or its application to any person or circumstance, (a) the remaining provisions of this Lease, or the application of such provisions to persons or circumstances other than those to which it is invalid or unenforceable, are not affected thereby, and (b) each provision is valid and enforceable to the extent permitted by law.

26. **Binding Effect.** All provisions of this Lease are binding upon, inure to the benefit of, and are enforceable by the respective successors and assigns of Lessor and Lessee. The covenants and obligations of Lessor under this Lease are not binding upon the Lessor with respect to any period after the assignment of all its interests in the Leased Premises to a subsequent Lessor. In the event of any such assignment, Lessee may enforce the performance of any term, covenant, obligation, warranty or representation of Lessor solely against the Lessor's assignees, but only after such assignment.

27. **Governing Law.** This Lease is interpreted under the laws of the State of Michigan.

28. **Interpretation.** The recitals of this Lease are incorporated in this Lease. The section and subsection captions are for convenient reference only and are not intended to modify the interpretation of the section or subsection from an interpretation that is indicated by the text of the section or subsection. All of the representations, warranties and indemnities contained in this Lease survive indefinitely the expiration or termination of this Lease. This Lease is the product of negotiation. This Lease will be interpreted in accordance with its fair and apparent meaning and not for or against either party.

29. **Entire Agreement.** This Lease contains the entire agreement of the parties with respect to the Leased Premises. All prior negotiations or agreements, whether oral or written, are superseded and merged in this Lease.


30. **Amendment.** This Lease may not be changed or amended except by a writing duly authorized and executed by the party against whom enforcement is sought.

31. **Brokers.** Lessee represents to Lessor that Lessee has not entered into any agreement providing payment to any party of any fee or commission in connection with the transactions contemplated by this Lease. If any individual or entity shall assert a claim to a finder's fee or commission as a broker or a finder, then the party who is alleged to have retained such individual or entity or whose acts, omissions or representations are alleged to give rise to such claim shall defend (with counsel reasonably acceptable to the indemnified party), indemnify and hold harmless the other party from and against any such claim and all costs, expenses, liabilities and damages, including attorney fees, incurred in connection with such claim or any action or proceeding arising from such claim or action.

**CITY OF BIRMINGHAM**  
("Lessee")

By: \_\_\_\_\_  
Its: \_\_\_\_\_

**MARYKO HOSPITALITY, LLC** ("Lessor")

By:  \_\_\_\_\_  
Its: **President** \_\_\_\_\_  
**Kenny Koza**

**APPROVED:**

\_\_\_\_\_  
Joseph A. Valentine, City Manager  
(As to Form)

\_\_\_\_\_  
Timothy J. Currier, City Attorney  
(As to Form)

\_\_\_\_\_  
Mark Gerber, Director of Finance  
(As to Financial Obligation)

**EXHIBIT A**  
**To Lease Between**  
**MARYKO HOSPITALITY, LLC and**  
**THE CITY OF BIRMINGHAM**

near Hazel - Birmingham



### **Legal Description**

Land situated in the City of Birmingham, Count of Oakland, State of Michigan, described as follows:

#### **Parcel Identification No.: 19-36-226-002**

Township 2 North, Range 10 East, Part of Section 36, Assessor's Plat No. 3, Lots 2, 4, 5 & 6, except that part taken for Maple Road and Hunter Boulevard, also a southerly portion of Lot 7, approximately 6' wide from east to west and 77' long from north to south, located on the southwest corner of Lot 7, also that part of vacated High Street adjacent to same, as depicted in the attached diagram which shall be controlling.

# Existing Conditions Preliminary Report

City of Birmingham, Michigan

Presented by: Tom Brown & Chris Bongorno

April 2018



A photograph of a sunny street in a business district. On the left, a brick building has a sign that says "THE PLAZA". Several cars are parked along the street. A black lamppost with a flower basket hangs from it stands on the sidewalk. On the right, a brick building with large glass windows and awnings is visible. The sky is clear and blue.

# OVERVIEW

Supply

Utilization

Business District Survey

# SUPPLY



# DOWNTOWN BIRMINGHAM PARKING SYSTEM SUPPLY

## On-Street

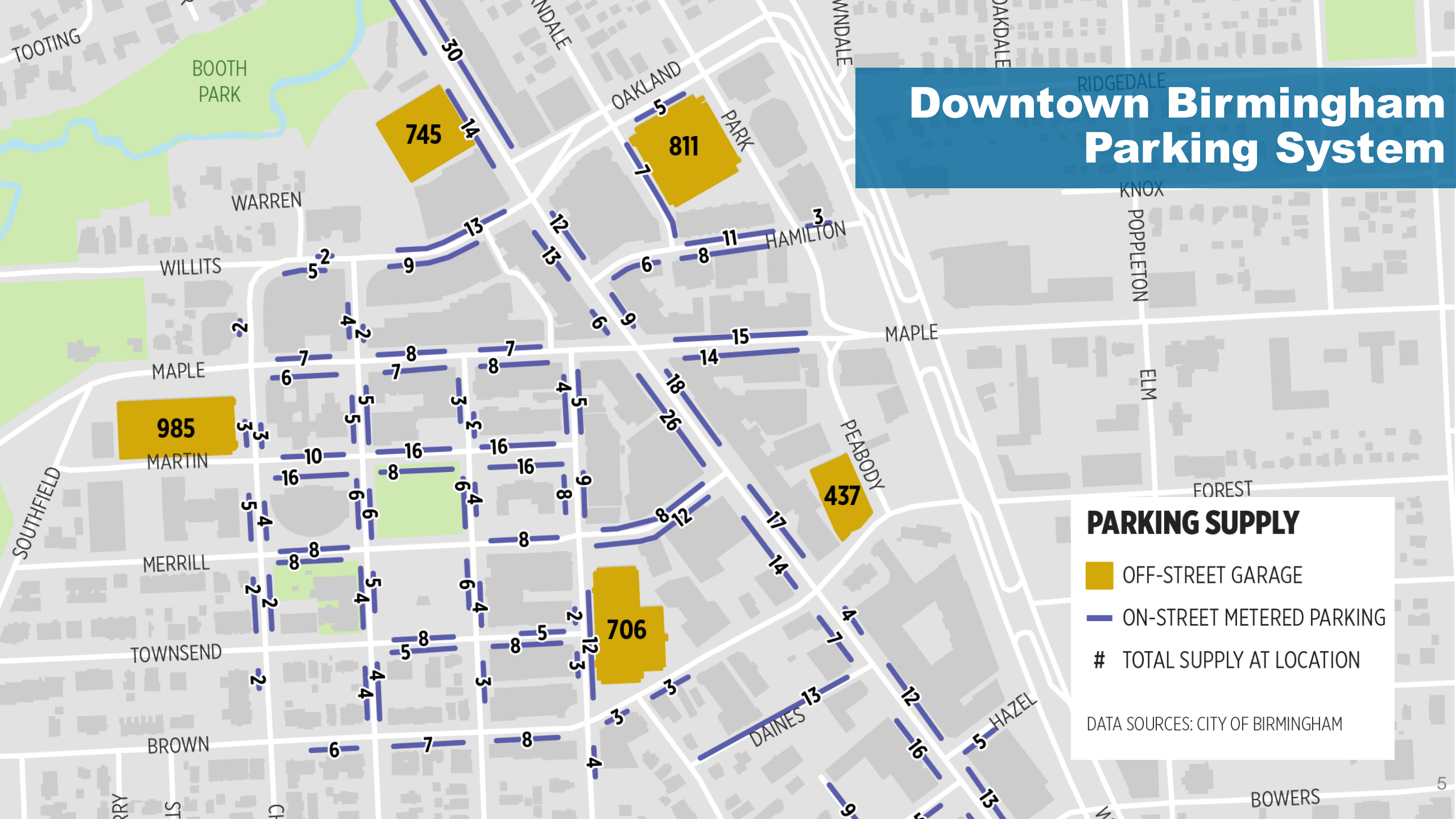
- 1,273 total parking meters
- 1,196 regular metered spaces
- 77 ADA metered spaces
- 2-hour, 4-hour and 12-hour meters

## Off-Street

- 3,579 spaces in 5 structures
- 190 spaces in 3 lots
- Restrictions on certain spaces for transient/monthly parkers
- Wait list around 3,000 for permits



# Downtown Birmingham Parking System



# UTILIZATION



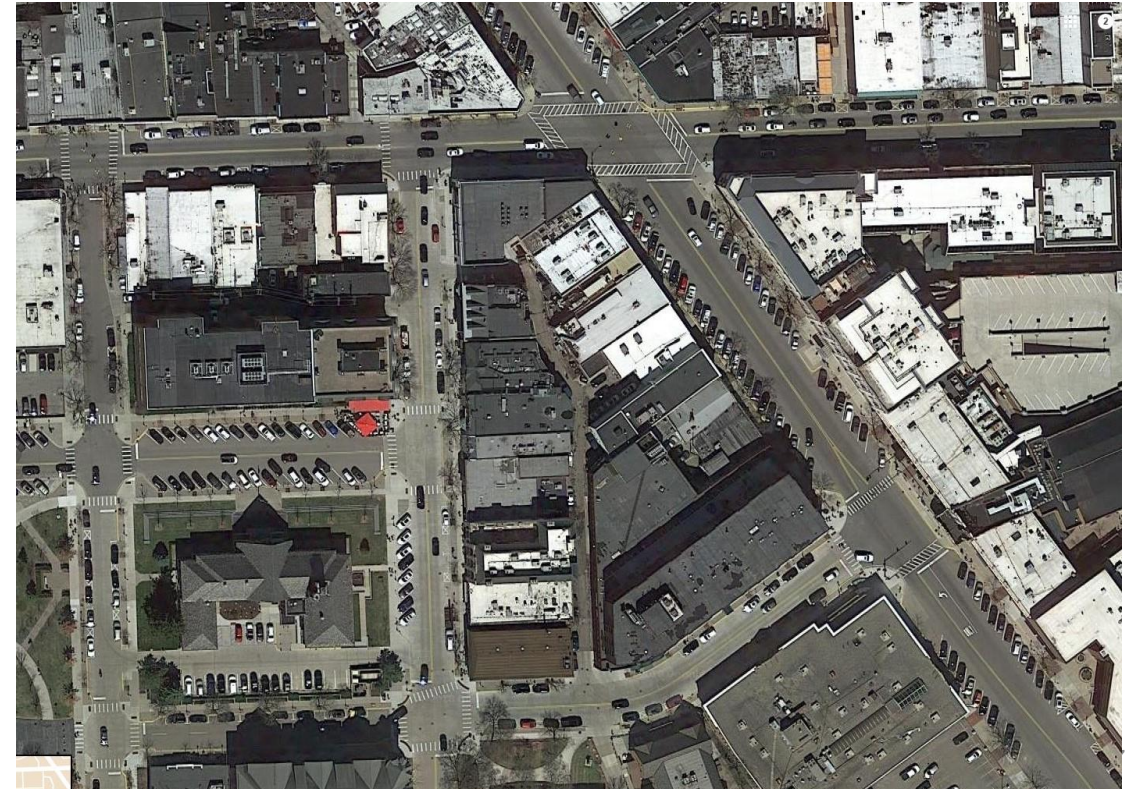
# BIRMINGHAM PARKING SYSTEM UTILIZATION

## On-Street

- Availability exists throughout the network at all times of day
- Usage is heaviest within 1-2 blocks of Maple/Old Woodward/Pierce
- Lunch (12pm – 2pm) is the peak period at nearly 70% and hovers around 60% during remaining hours.

## Off-Street

- The Park and Chester garages are at or near capacity at mid-day
- The Pierce, Peabody, and Woodward garages are slightly over-utilized at mid-day
- Variation exists between garages and the distribution of long-term and short-term parkers

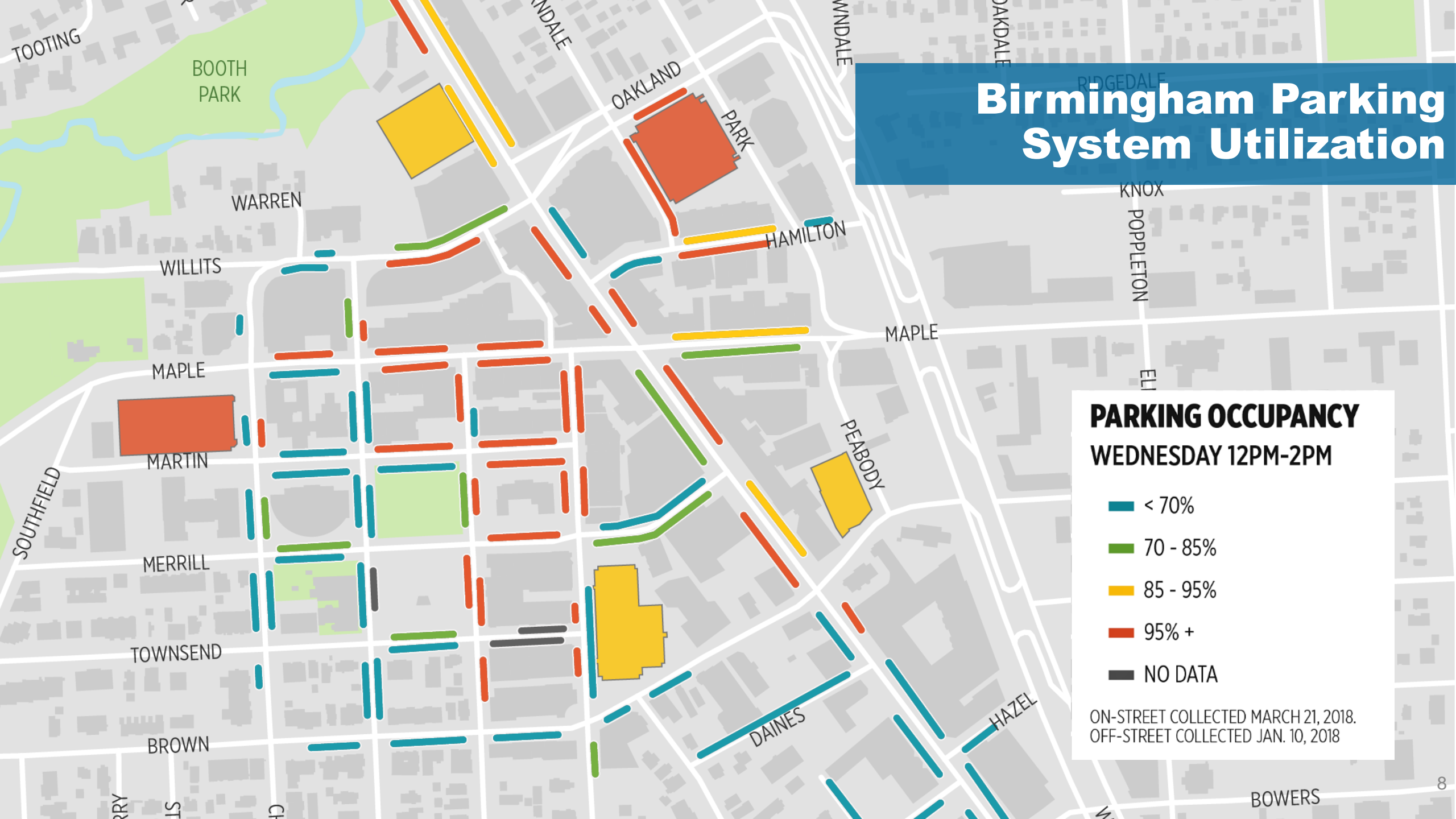


# Birmingham Parking System Utilization

## PARKING OCCUPANCY WEDNESDAY 12PM-2PM

- < 70%
- 70 - 85%
- 85 - 95%
- 95% +
- NO DATA

ON-STREET COLLECTED MARCH 21, 2018.  
OFF-STREET COLLECTED JAN. 10, 2018

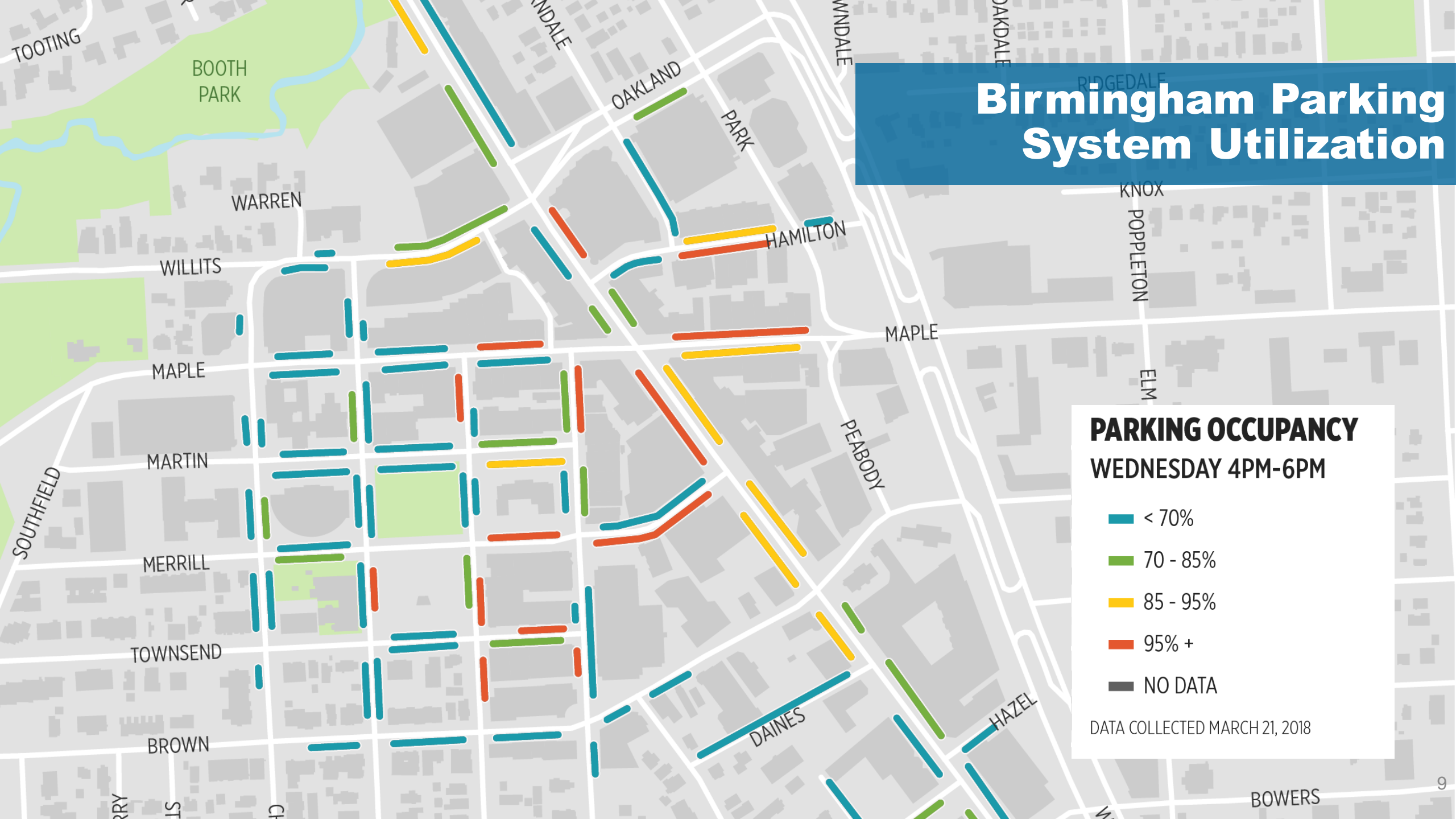


# Birmingham Parking System Utilization

## PARKING OCCUPANCY WEDNESDAY 4PM-6PM

- < 70%
- 70 - 85%
- 85 - 95%
- 95% +
- NO DATA

DATA COLLECTED MARCH 21, 2018

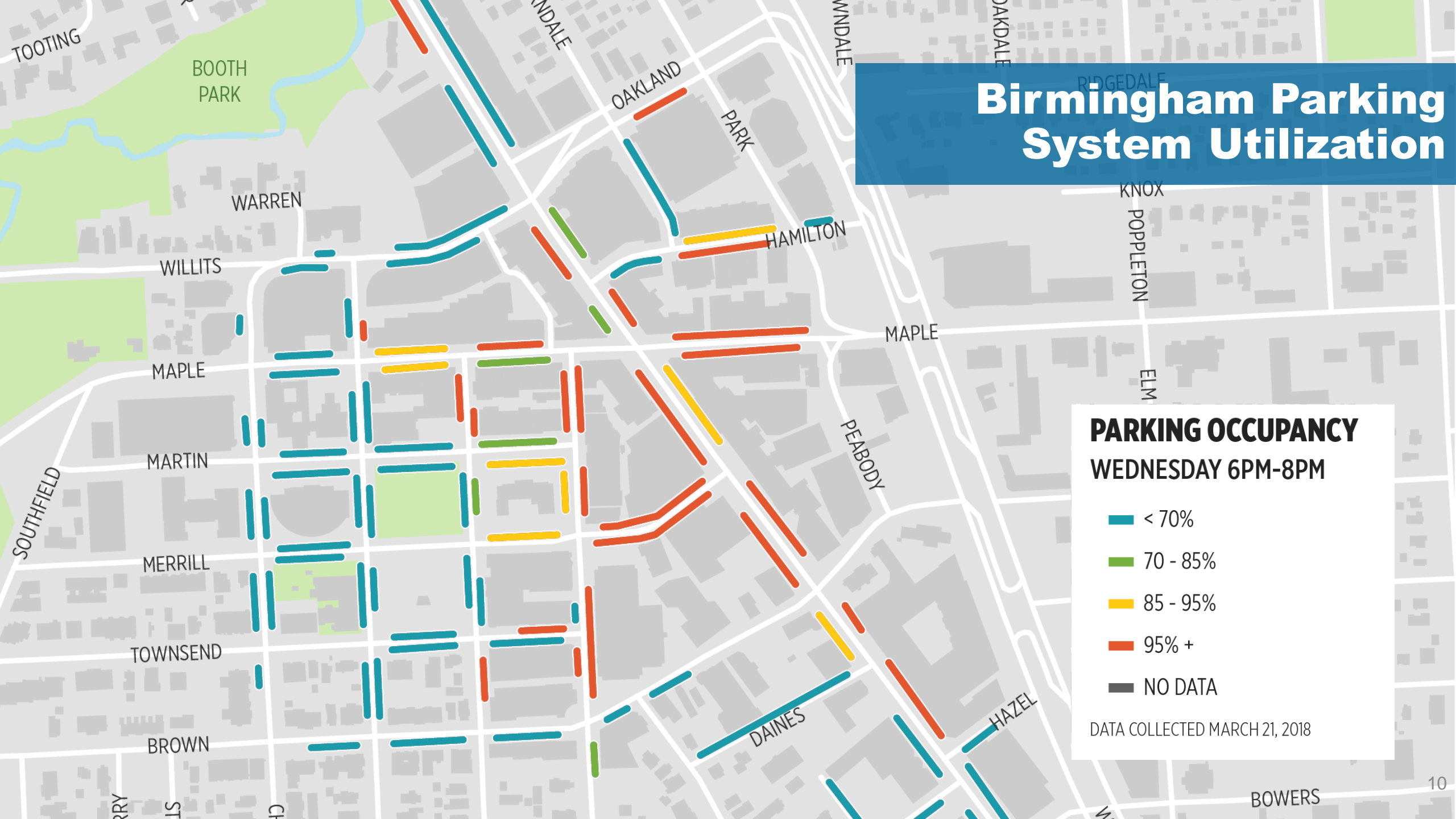


# Birmingham Parking System Utilization

## PARKING OCCUPANCY WEDNESDAY 6PM-8PM

- < 70%
- 70 - 85%
- 85 - 95%
- 95% +
- NO DATA

DATA COLLECTED MARCH 21, 2018



# BUSINESS DISTRICT SURVEY



# WHO DID WE HEAR FROM?

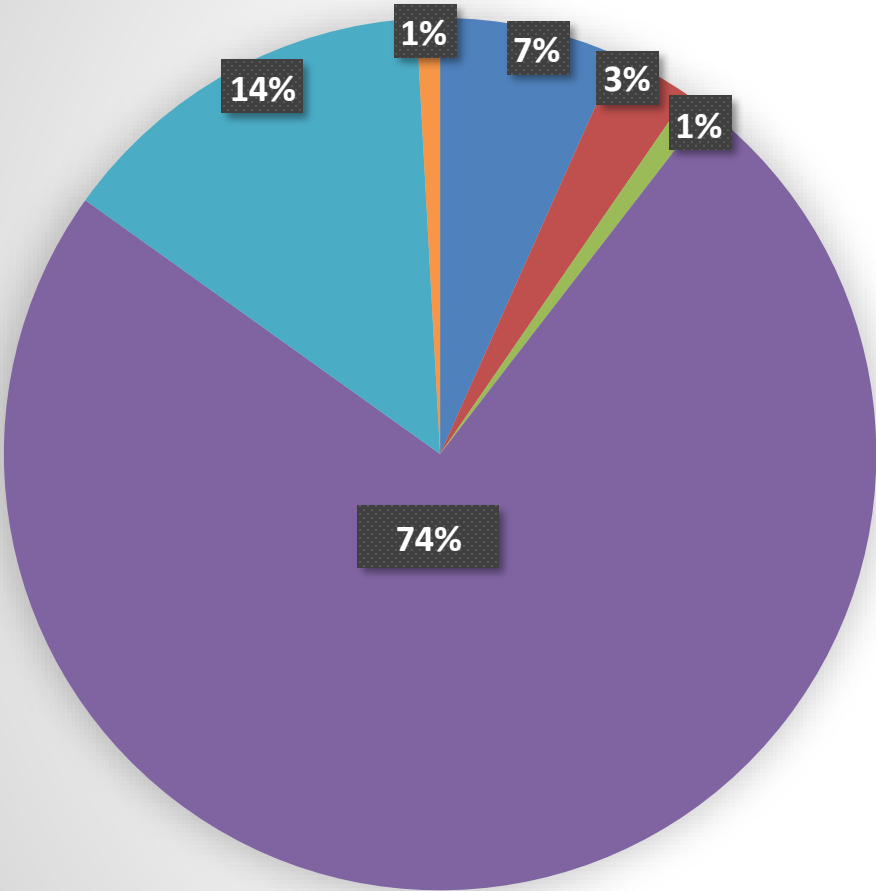
**Business Owners and Operators** – 98 (23% of respondents)

**Employees** – 297 (71% of respondents)

**Property Owners** – 23 (5.5% of respondents)



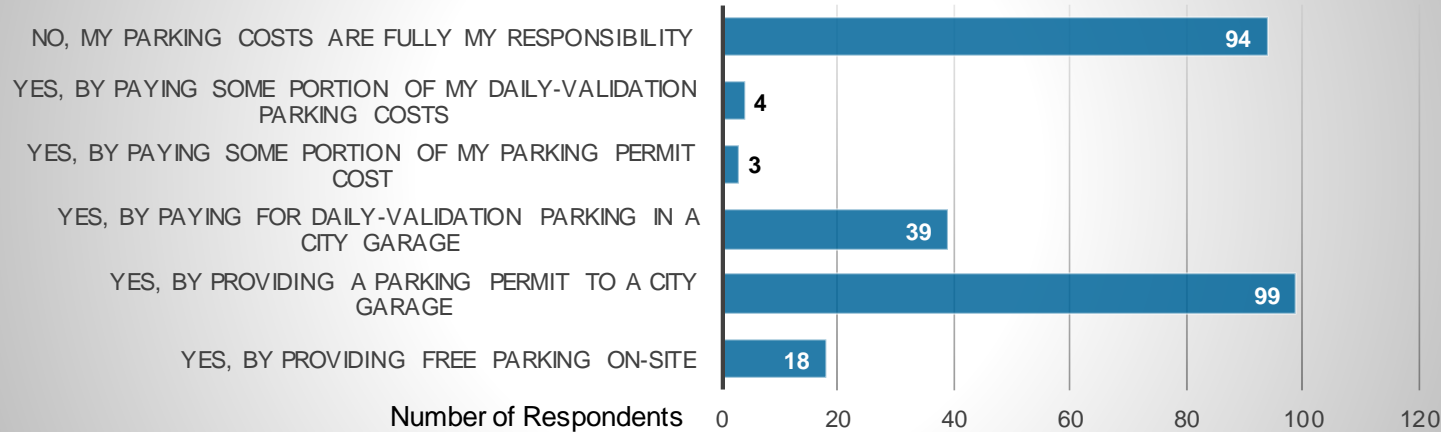
# WHERE PEOPLE PARK DOWNTOWN



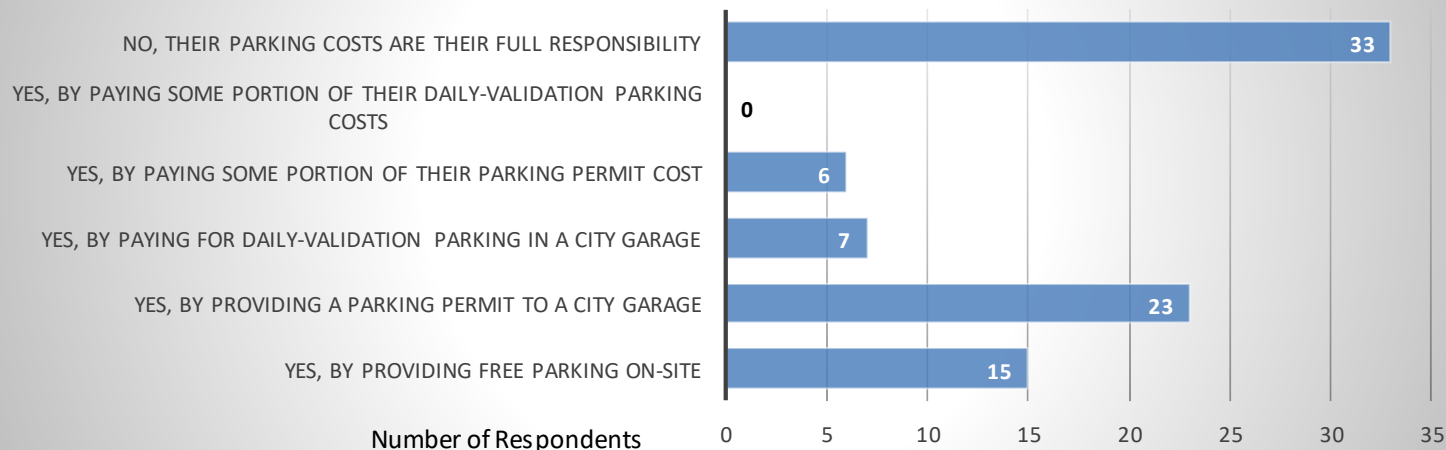
- On-street in the downtown
- On-street on neighborhood streets
- Triangle District (east of Woodward Ave.)
- A public parking deck or lot downtown
- A private parking deck or lot downtown
- I don't park (I usually walk, bike, use transit, or carpool)

# PARKING AS A WORK BENEFIT

## Does Your Employer Provide Parking As Benefit?

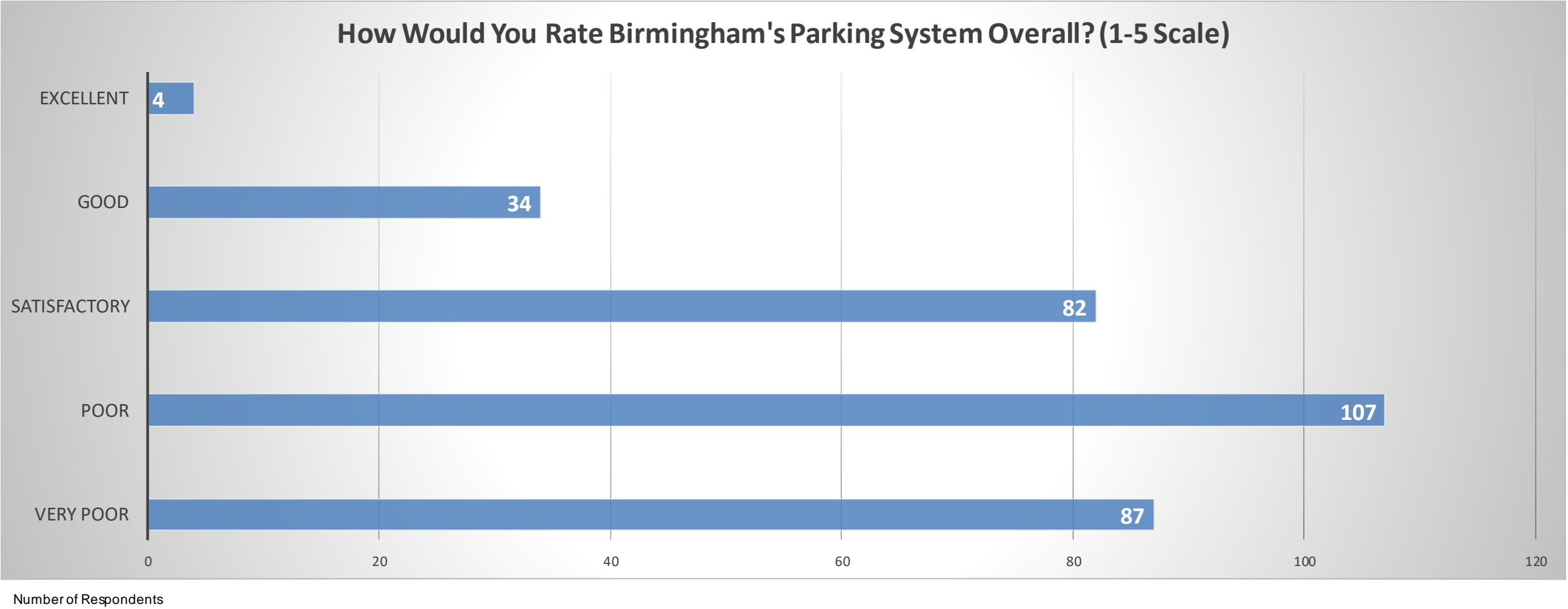


## Do You Provide Parking as a Benefit to Your Employees?



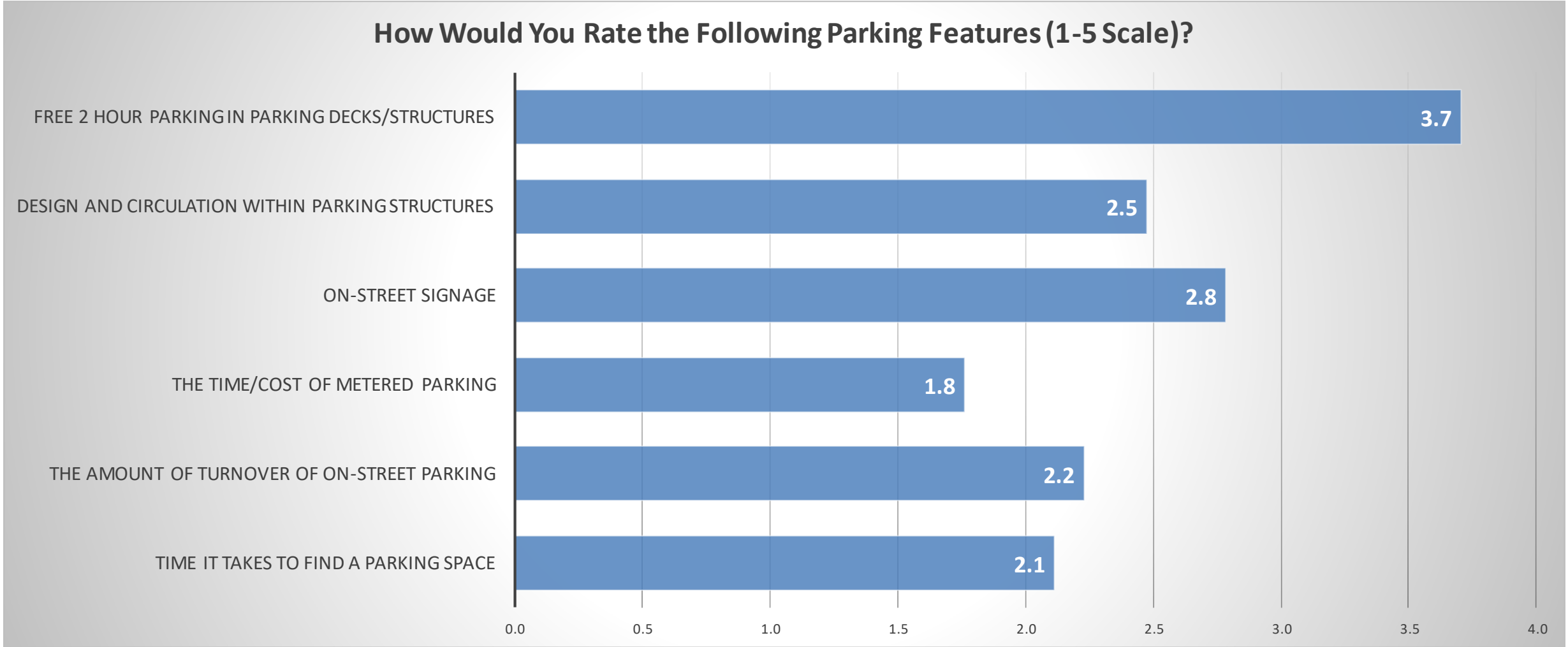
- A majority of employees are provided with some form of free parking
- 55% of respondents said their employees paid the full cost of their parking
- Less than 1/3 of employees are solely responsible for their parking
- Most parking is provided for employees off-site in City garages

# AVERAGE OVERALL PARKING SYSTEM RATING: 2.24



# SPECIFIC PARKING FEATURES (WEIGHTED AVERAGE)

How Would You Rate the Following Parking Features (1-5 Scale)?



**PRIMARY CONCERNS  
REGARDING THE  
STATE OF  
DOWNTOWN  
PARKING**

---

**Business Owners:**

Availability of parking for  
customers and visitors

---

**Property Owners:**

Cost of parking for visitors

---

**Employees:**

Availability of parking on-site

# Parking Management Best Practices

City of Birmingham, Michigan

Presented by: Tom Brown & Chris Bongorno

April 2018



A photograph of a city street scene. On the left, several cars are parked along the curb. A white car is in the foreground, and a black car is behind it. Further back, a white SUV and another car are visible. The street is paved with asphalt. On the right, there is a sidewalk made of light-colored concrete slabs. To the right of the sidewalk is a row of brick buildings with large windows and dark awnings. A black lamppost with a white flower basket hanging from it stands on the sidewalk. The sky is clear and blue. The overall scene is bright and sunny.

# **OVERVIEW**

**Redistribute Demand**

**Reduce Demand**

**Expand Capacity**

**Expand Supply**

**Optimize Operations & Technology**

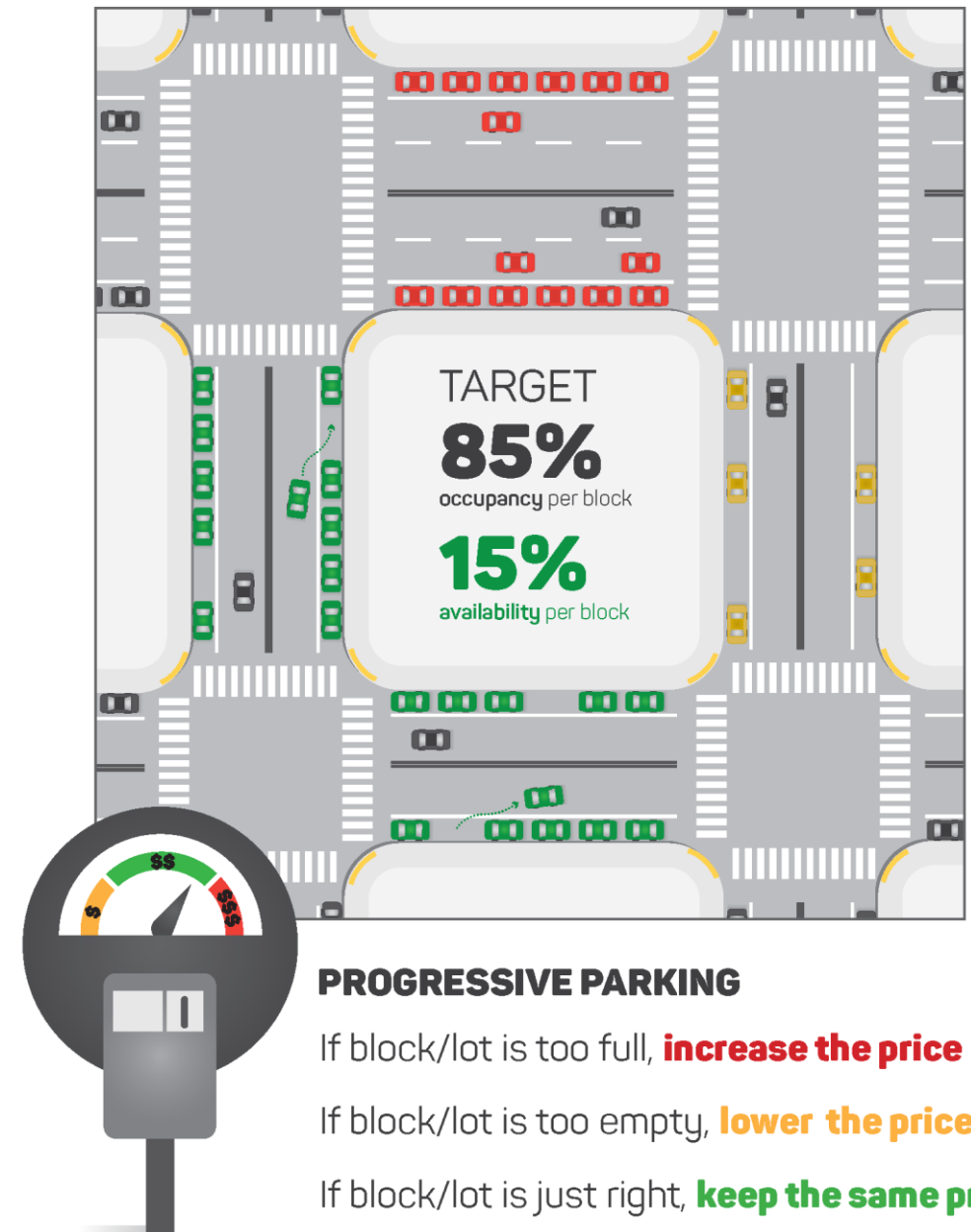
# REDISTRIBUTE DEMAND



# PERFORMANCE-BASED PARKING PRICING

## Objectives:

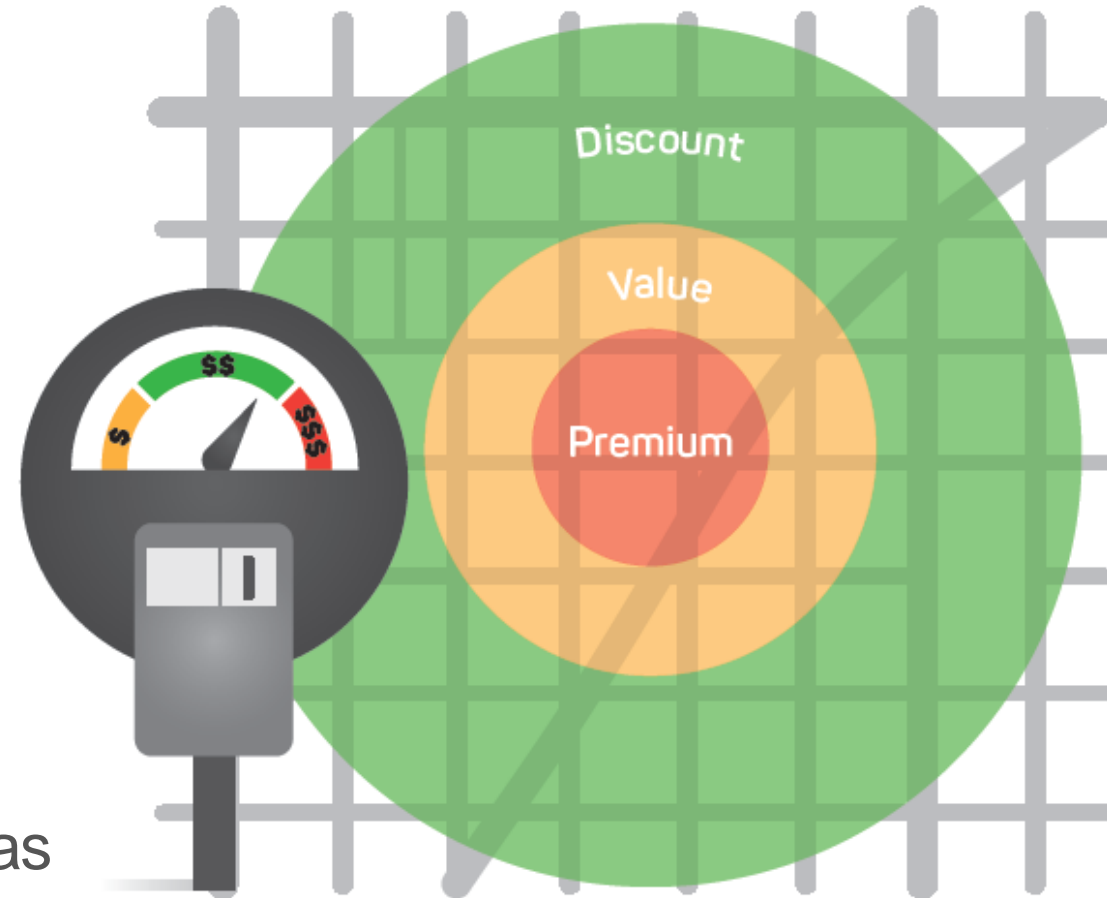
- Optimal **space availability**, not revenues
- Higher turnover in commercial zones
- Protect resident parking in neighborhoods
- Efficient use of off-street facilities
- Reduce search traffic/frustration
- Improve visitor experience



# PERFORMANCE-BASED PARKING PRICING

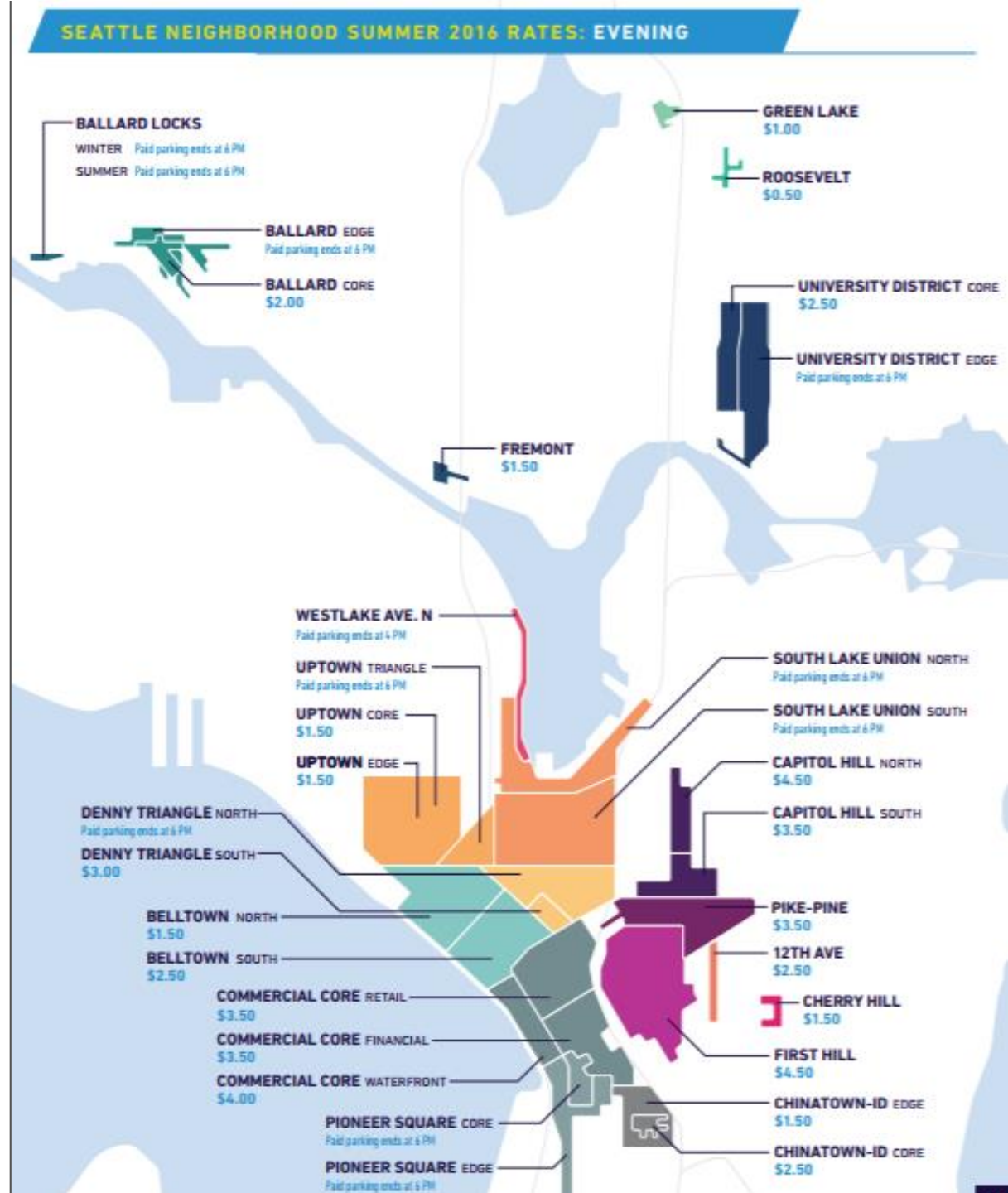
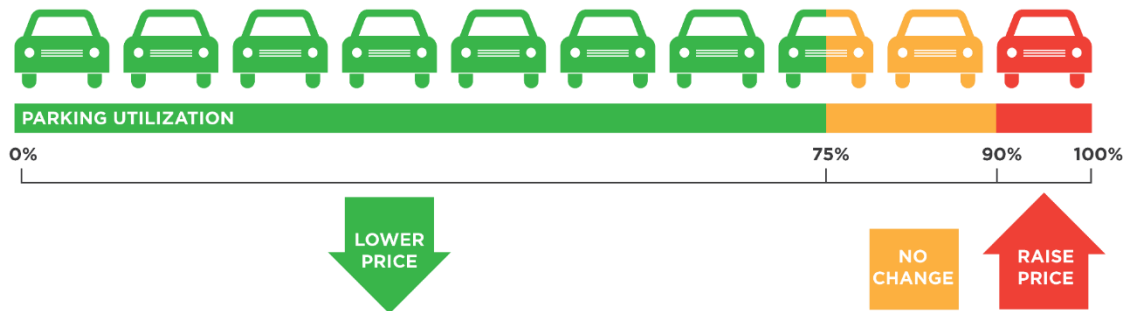
## Implementation Steps:

- Define Availability as KPI
- Define rate zones
- Align pricing schedule with demand patterns
- Monitor performance
- Adjust rates and zones as necessary
- Zones should align with perceived sub-areas
- Rate variation is sufficient to redistribute demand



# TIERED PARKING PRICING

- Case Study: Seattle, WA
- Key to Success: Track + Adjust



# PROMOTE OFF-STREET OPTIONS

- Attract with price break, shelter, lack of time limits
- Accommodate visitors for whom demand-based on-street rates are unattractive.
- Key part of the Suite of Options available to drivers.



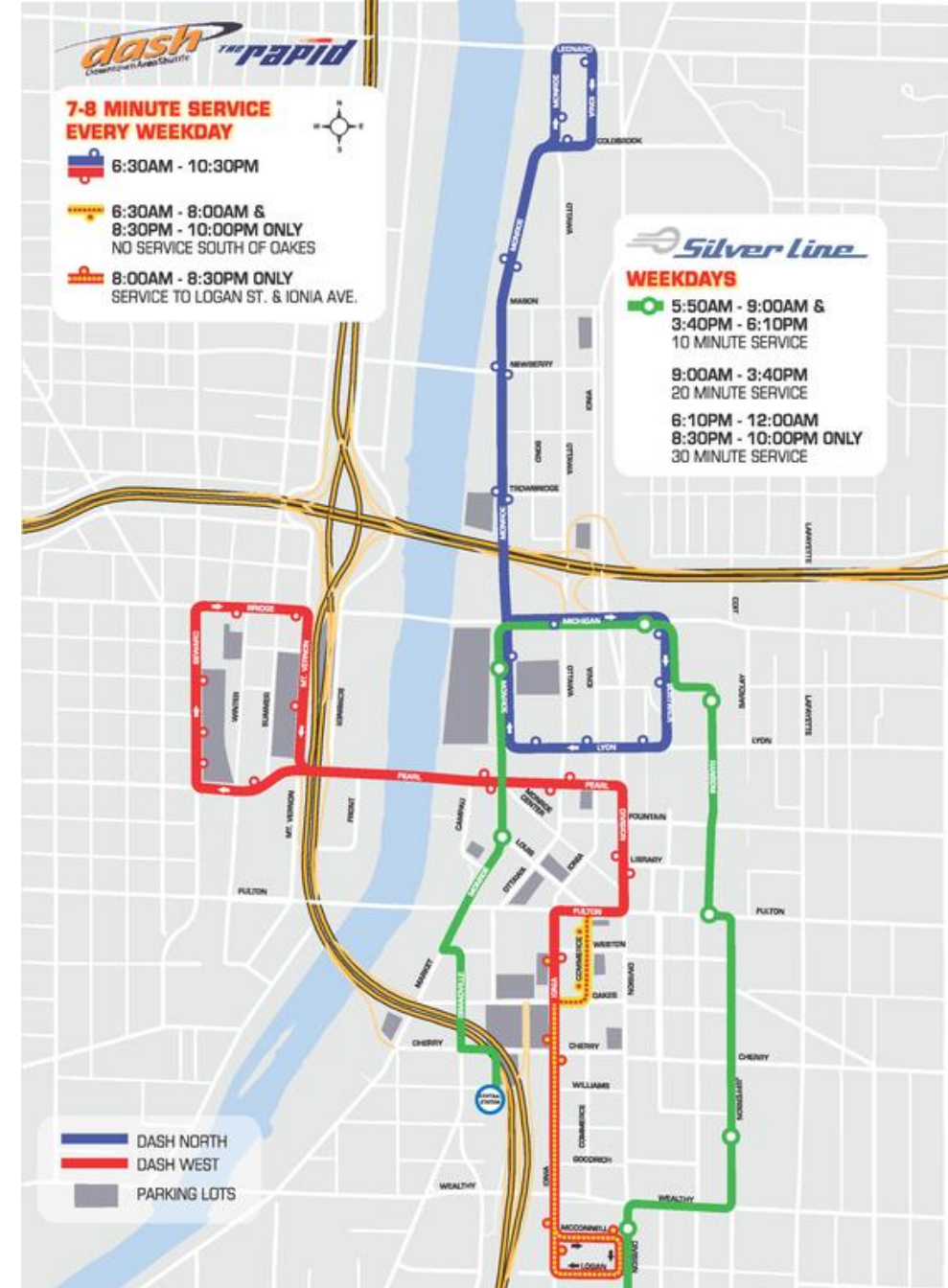
# PARKING SIGNAGE AND BRANDING

- Guide Visitors to “right fit” parking
- Support performance-based management
- Reduce confusion and improve customer experience
- Redistribute demand to underutilized facilities
- Help “brand” downtown Birmingham
- Improve aesthetics and streetscape



# REMOTE PARKING & SHUTTLES

- Link to peripheral/remote facilities
- Reduce need for storing vehicles in high-demand downtown locations
- Reduce vehicle congestion and improve pedestrian safety in the downtown core by parking commuter vehicles on the periphery
- Shuttles can be operated on-demand or fixed-route and combined with other circulator or mobility services



DASH— Grand Rapids, MI

# REDUCE DEMAND



# TRANSPORTATION DEMAND MANAGEMENT

## Transit pass programs

Increase, improve transit commuting to reduce daily parking demand

- Transit pass purchases
- Subsidized transit passes
- Universal transit passes

## Transit Amenities

Improve rider experience, expand functionality

- Real-time information
- High-quality Shelters

downtown  
**cpass**  
Ride with **US**



# TRANSPORTATION DEMAND MANAGEMENT

## Better Mobility as TDM

- Car Share
- Fleet-share
- Bike Share
- Carpool/vanpool ride-matching
- VIP Spaces for Rideshare vehicles
- Emergency Ride Home
- Live Near Your Work



# EXPAND EFFECTIVE CAPACITIES



# SHARED PARKING BROKERAGE

Incentivize off-hour sharing between private/accessory facilities

- Facility owners set rates and schedules
- Pay-by-phone makes it easy to monetize
- Standardized parking signage as branding/wayfinding
- Can unlock significant evening, weekend capacity

ParkPGH Real-time parking for Pittsburgh Garages

Garages Destinations

OPEN

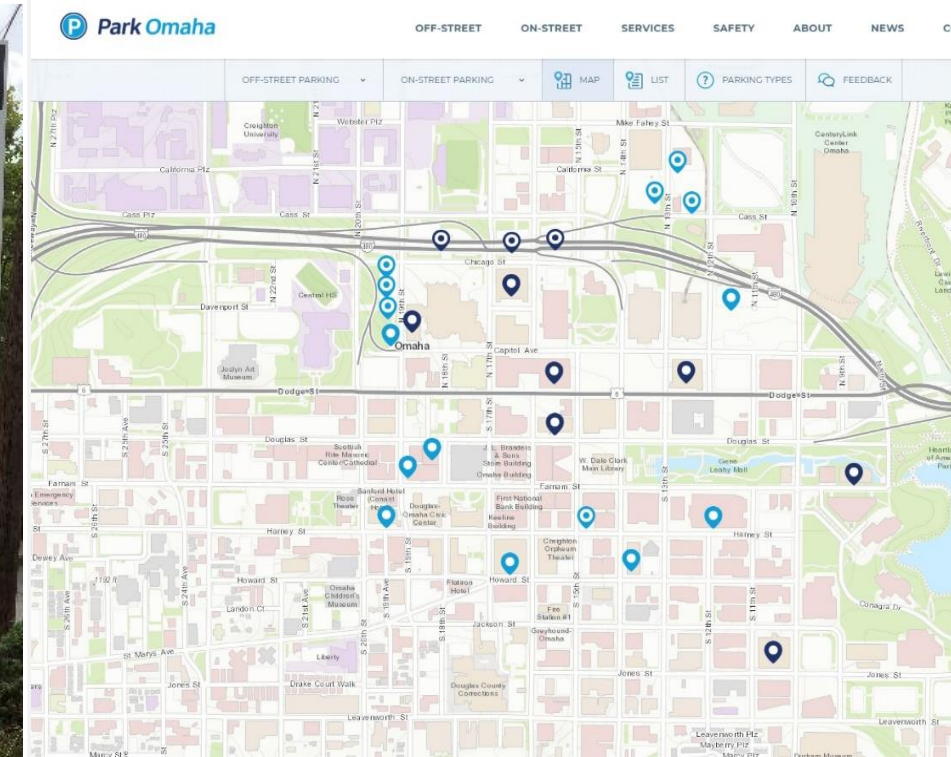
11 Stanwix  
27 spots available

OPEN

350 Oliver  
104 spots available

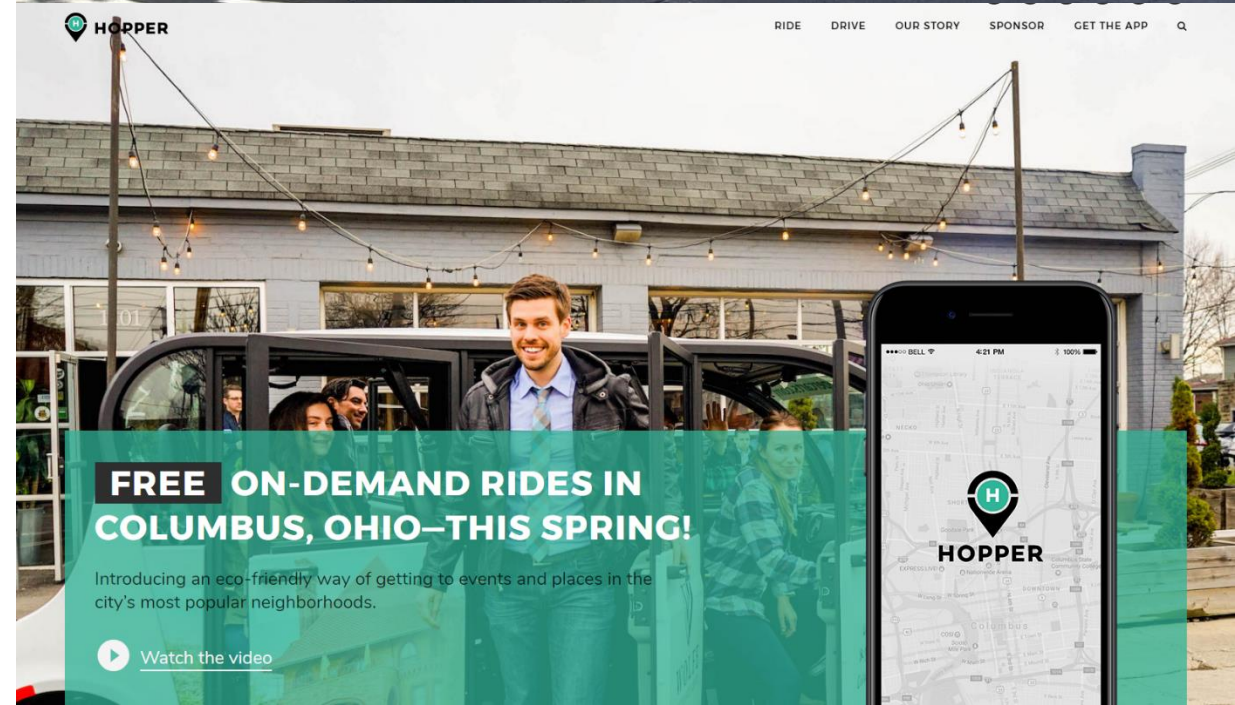
OPEN

6th & Penn  
55 spots available



# CIRCULATORS

- Key Park Once asset
- Improve access for non-drivers, including links between transit & downtown
- Emerging on-demand models
- Offers branding opportunities for downtown businesses
- Supports a “park once” approach



# RESIDENT PARKING PERMITS

- Reduce Spillover Anxiety
- Use excess daytime capacity to offer employee day passes.
- **Resident Parking Benefit District** to reinvest program revenues into neighborhood/ streetscape improvements



## FLEXIBLE CURBSIDES

- Shift accommodations to align with offsetting demand peaks
- Morning loading zones on key commercial blocks
- Shift to metered parking in late morning
- Commercial loading zones shift to curbside parking evenings and weekends



# PUBLIC VALET

- Eases parking access for visitors
- Expands capacity in public garages
- Reduces on-road congestion
- Birmingham valet programs currently under-utilized and being re-evaluated/ re-programmed



# EXPAND SUPPLY



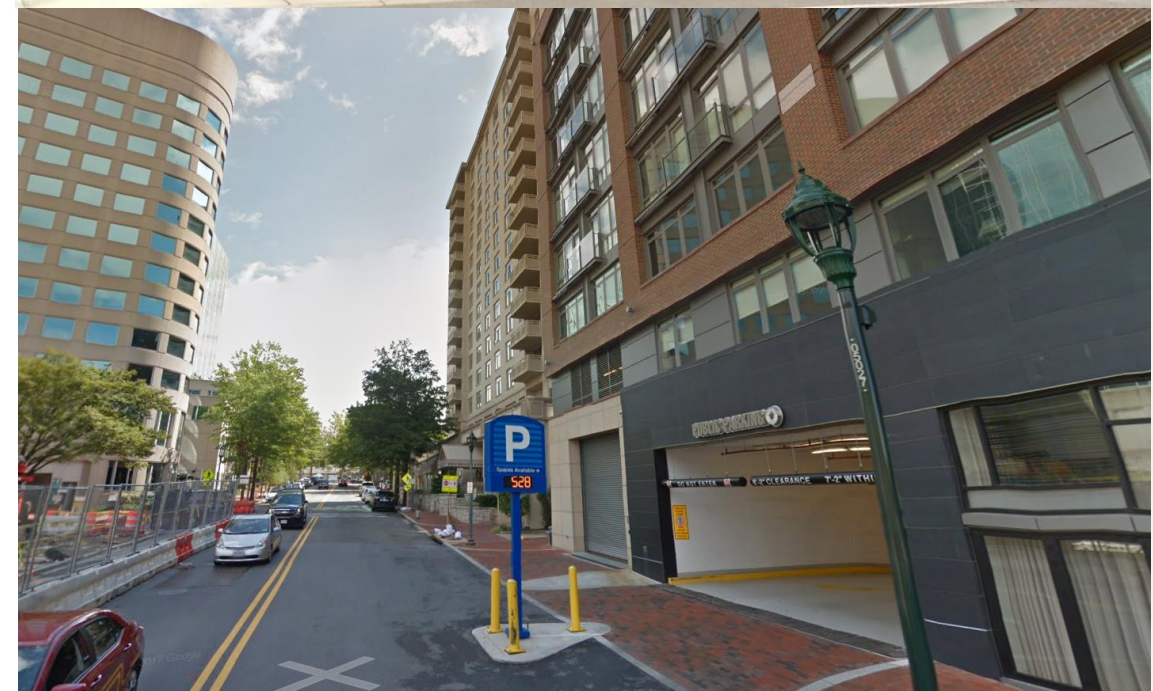
# LAND BANKING AS ADAPTIVE REUSE PARKING

- Create peripheral lots to address short-term supply constraints
- Connect via circulators, ped/bike facilities
- As urban parking demand declines, coincident with growing demand for walkable live/work/play options, lots become redevelopment sites



# JOINT DEVELOPMENT

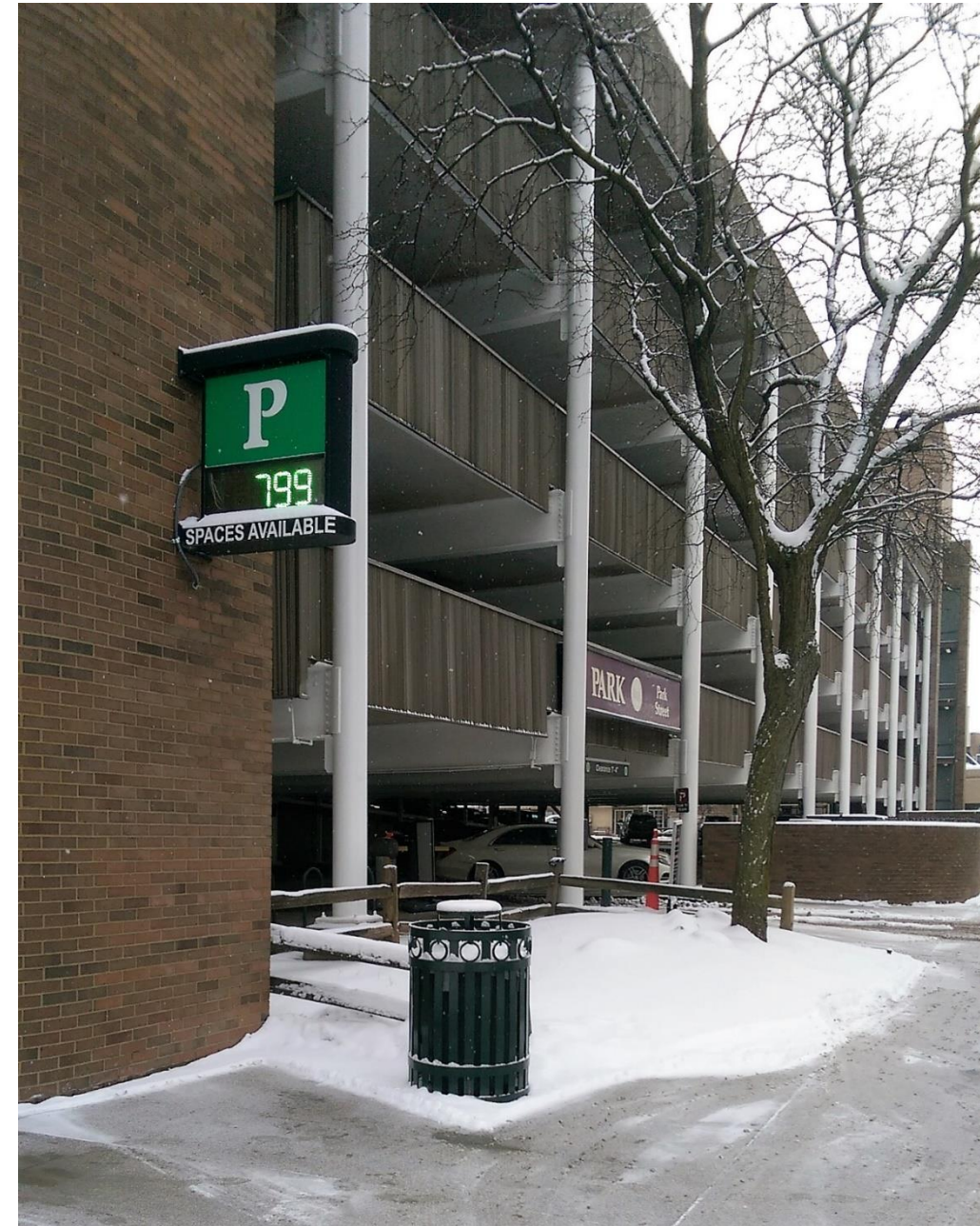
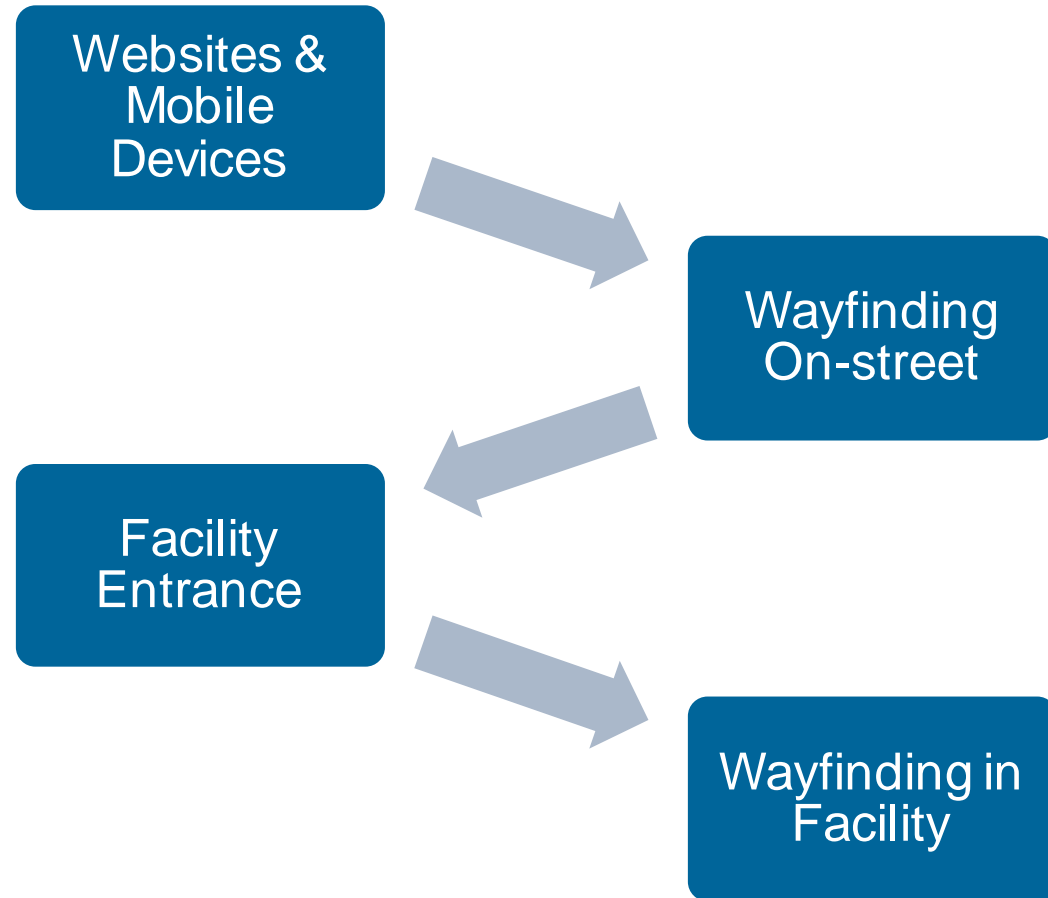
- Increase public parking supply via mixed-use, multipurpose development
- Uses are private, parking is (mostly) public
- Each party plays to its strengths
- Parking is resilient, efficient
- Cost-sharing can reduce per-space cost relative to design quality



# OPTIMIZE OPERATIONS & TECHNOLOGIES



# REAL-TIME INFORMATION AND AVAILABILITY



# LICENSE PLATE RECOGNITION

- Streamline enforcement and improve compliance
- Generate occupancy data to track availability
- Feed real-time availability systems
- Can sync with gate equipment and mobile applications



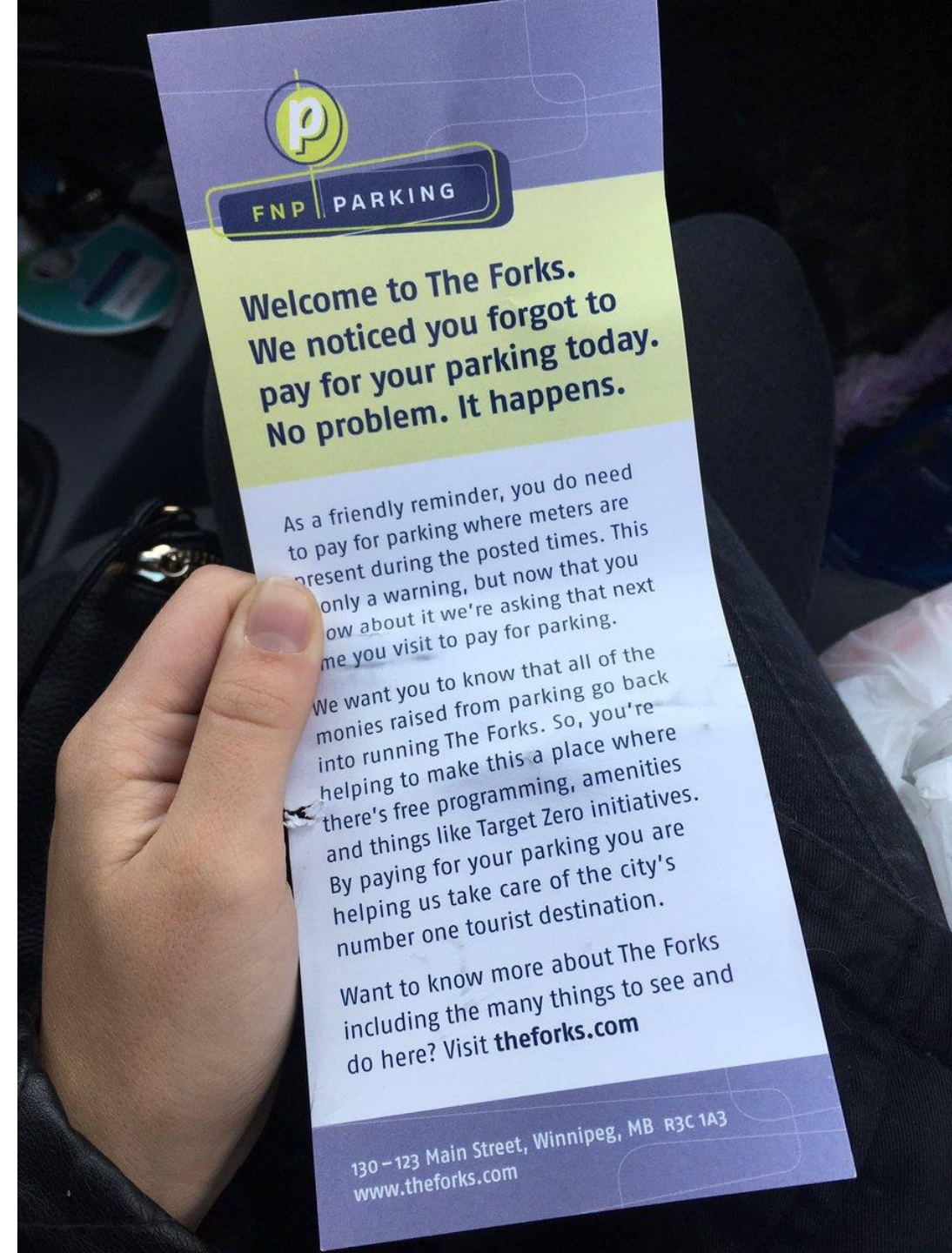
# MOBILE PAYMENT AND RESERVATION

- More payment options
- Meter expiration notifications
- Digital validation



# PERFORMANCE-FOCUSED ENFORCEMENT

- **Seek compliance**, not tickets/revenues
- **First-time warning tickets** emphasizing information on all parking options + fine schedule for repeat violations
- **Incremental fine structure**, with escalating fines for repeat offenders.



# CURBSIDE USE AND REGULATIONS

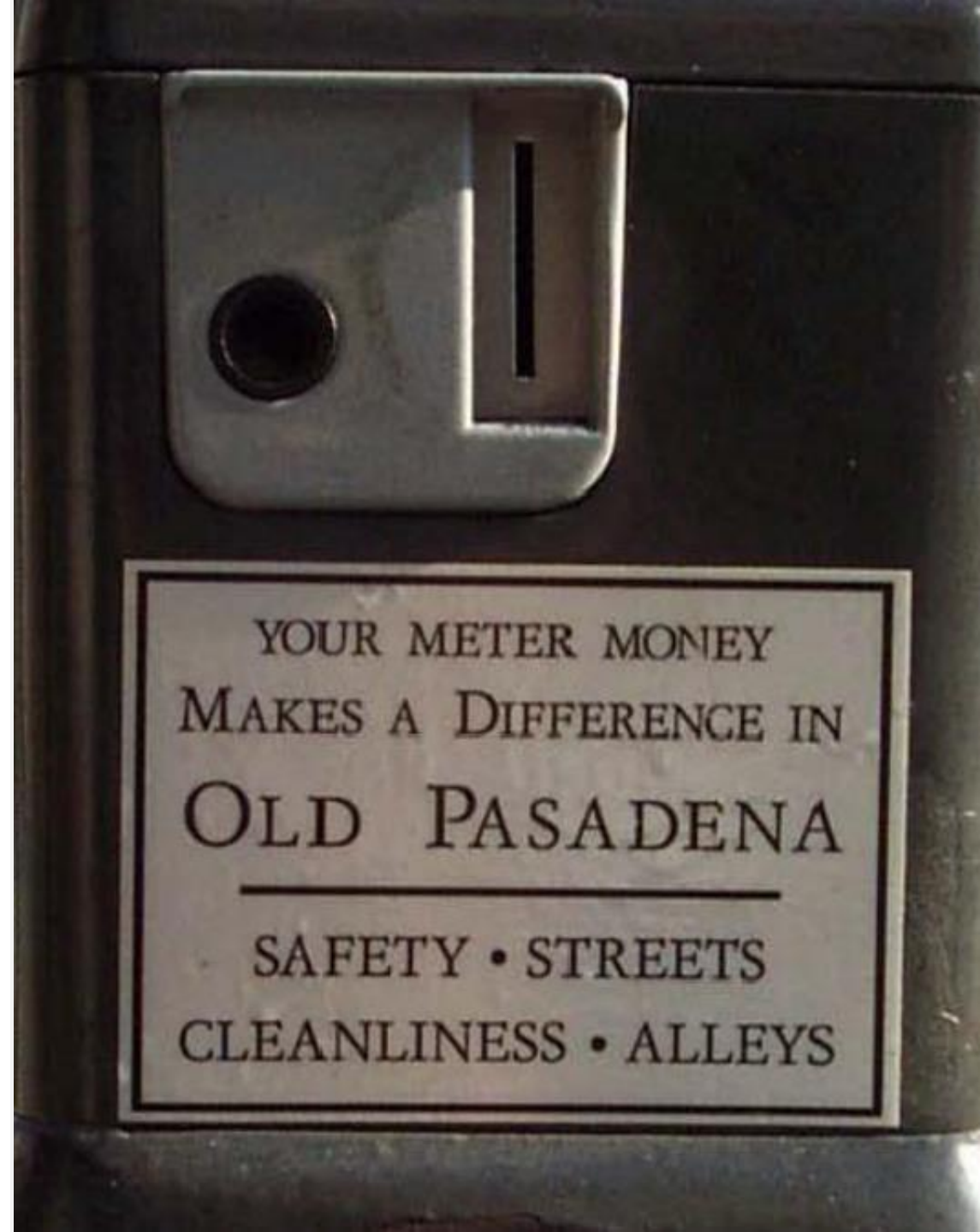
- Consider the function of the street and the adjacent land use context
- Develop curbside space priorities to meet the needs of a variety of users
- Prioritize higher-capacity uses where and when demand exists



# PARKING BENEFIT DISTRICT

Take credit for what you already do

- Ensure that parking revenues can pay for more than just parking
- Including all of the above



# THANK YOU!



**Tom Brown & Chris Bongorno**

212.242.2490

[cbongorno@nelsonnygaard.com](mailto:cbongorno@nelsonnygaard.com)

CITY OF BIRMINGHAM - Combined  
Income Statement  
For Periods Indicated

REVENUES:	Month Ended	8 Month Ending	Month Ended	8 Month Ending
	February 28, 2018	February 28, 2018	February 28, 2017	February 28, 2017
Revenues - Monthly parking	180,584.00	1,732,195.26	187,955.00	1,534,585.00
Revenues - Cash Parking	236,366.00	1,982,331.07	158,569.75	1,626,592.79
Revenues - Card Fees	135.00	13,800.00	105.00	5,195.00
Revenue - Lot #6	10,310.00	111,385.55	# 16,858.00	82,653.40
<b>TOTAL INCOME</b>	<b>427,395.00</b>	<b>3,839,711.88</b>	<b>363,487.75</b>	<b>3,249,026.19</b>
EXPENSES:		-		
		-		
Salaries and Wages	59,432.73	522,420.80	60,335.92	553,527.58
Payroll Taxes	7,338.40	52,737.30	7,649.43	57,404.57
Workmens Comp Insurance	2,705.84	22,610.18	2,560.52	22,330.69
Group Insurance	21,142.73	180,028.45	19,958.45	164,540.27
Uniforms	132.85	3,446.88	1,911.65	4,244.33
Insurance	10,684.84	81,316.18	8,824.13	74,081.71
Utilities	852.19	7,418.48	812.60	6,813.10
Maintenance	4,017.29	32,683.18	8,289.16	60,184.65
Parking Tags/Tickets	40.05	648.14	633.39	8,429.48
Accounting Fees	4,488.97	35,621.66	4,363.97	35,073.11
Office Supplies	334.91	3,768.90	409.01	3,558.46
Card Refund		-		
Operating Cost - Vehicles	811.02	4,367.88	589.81	4,654.07
Pass Cards		-		
Employee Appreciation	105.99	969.71	33.36	1,429.26
Credit Card Fees	11,015.13	101,037.70	8,264.89	66,976.07
Bank Service Charges	89.95	617.31	369.91	3,263.94
Miscellaneous Expense	321.20	3,163.42	302.15	3,321.57
Management Fee Charge	3,875.00	31,000.00	3,875.00	31,000.00
<b>TOTAL EXPENSES</b>	<b>127,389.09</b>	<b>1,083,856.17</b>	<b>129,183.35</b>	<b>1,100,832.86</b>
<b>OPERATING PROFIT</b>	<b>300,005.91</b>	<b>2,755,855.71</b>	<b># 234,304.40</b>	<b>2,148,193.33</b>

CITY OF BIRMINGHAM PIERCE DECK  
Income Statement  
For Periods Indicated

	Month Ended February 28, 2018	8 Month Ending February 28, 2018	Month Ended February 28, 2017	8 Month Ending February 28, 2017
REVENUES:				
Revenues - Monthly parking	36,944.00	291,874.75	36,443.00	269,777.50
Revenues - Cash Parking	62,938.00	543,786.25	51,163.80	526,505.25
Revenues - Card Fees	90.00	1,928.00	15.00	2,730.00
		-		
TOTAL INCOME	<u>99,972.00</u>	<u>837,589.00</u>	<u>87,621.80</u>	<u>799,012.75</u>
		-		
EXPENSES:				
Salaries and Wages	10,009.60	95,289.26	13,240.70	102,295.70
Payroll Taxes	1,235.40	9,447.27	1,678.95	9,751.42
Workmens Comp Insurance	456.20	4,108.72	561.79	3,831.74
Group Insurance	4,404.30	40,493.19	4,387.43	34,277.97
Uniforms		514.84	1,860.60	2,110.69
Insurance	2,012.28	15,668.56	21.81	12,711.69
Utilities	167.00	1,367.93	164.40	1,389.73
Maintenance	844.02	5,009.02	1,100.83	12,711.54
Parking Tags/Tickets		119.77	158.37	1,761.03
Accounting Fees	865.37	6,922.96	865.37	6,922.96
Office Supplies	66.99	753.79	21.20	651.09
Card Refunds		-		
Operating Cost - Vehicles	162.20	873.57	93.30	906.17
Pass Cards		-		
Employee Appreciation	21.20	188.05	8.34	202.00
Credit Card Fees	2,933.04	27,819.93	290.16	19,396.21
Bank service charges	11.49	95.21	115.53	1,032.25
Miscellaneous Expenses	26.56	247.29	21.58	107.61
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
TOTAL EXPENSES	<u>23,990.65</u>	<u>215,119.36</u>	<u>25,365.36</u>	<u>216,259.80</u>
OPERATING PROFIT	<u>75,981.35</u>	<u>622,469.64</u>	<u>62,256.44</u>	<u>582,752.95</u>

CITY OF BIRMINGHAM PEABODY DECK  
Income Statement  
For Periods Indicated

	Month Ended February 28, 2018	8 Month Ending February 28, 2018	Month Ended February 28, 2017	8 Month Ending February 28, 2017
REVENUES:				
Revenues - Monthly parking	19,820.00	210,485.00	27,267.00	200,024.50
Revenues - Cash Parking	34,287.00	304,327.00	21,076.00	258,063.00
Revenues - Card Fees		10,709.00	30.00	120.00
		-		
TOTAL INCOME	<u>54,107.00</u>	<u>525,521.00</u>	<u>48,373.00</u>	<u>458,207.50</u>
		-		
EXPENSES:				
Salaries and Wages	10,118.07	86,553.01	10,350.09	101,927.66
Payroll Taxes	1,249.60	8,674.17	1,305.09	9,601.13
Workmens Comp Insurance	461.11	3,791.84	439.39	3,808.09
Group Insurance	4,404.28	40,120.43	4,387.43	34,613.89
Uniforms		513.65	51.05	301.14
Insurance	1,520.17	11,564.02	2,419.03	12,189.62
Utilities	167.00	1,458.14	164.40	1,302.54
Maintenance		3,788.32	213.48	8,503.55
Parking Tags/Tickets		119.77	158.34	1,277.15
Accounting Fees	775.19	6,201.52	775.19	6,201.52
Office Supplies	66.98	753.78	21.20	651.10
Card Refund		-		
Employee Appreciation	21.20	188.05	8.34	202.00
Operating Cost - Vehicles	162.20	873.57	93.30	906.16
Pass Cards		-		
Credit Card Fees	1597.84	15,628.90	960.91	10,454.49
Bank service charges	11.49	88.00	74.34	648.78
Miscellaneous Expense	26.64	228.75	19.32	107.38
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
		-		
TOTAL EXPENSES	<u>21,356.77</u>	<u>186,745.92</u>	<u>22,215.90</u>	<u>198,896.20</u>
OPERATING PROFIT	<u>32,750.23</u>	<u>338,775.08</u>	<u>26,157.10</u>	<u>259,311.30</u>

CITY OF BIRMINGHAM PARK DECK  
Income Statement  
For Periods Indicated

	Month Ended February 28, 2018	8 Month Ending February 28, 2018	Month Ended February 28, 2017	8 Month Ending February 28, 2017
REVENUES:				
Revenues - Monthly parking	36,135.00	418,372.51	39,235.00	366,282.50
Revenues - Cash Parking	49,772.00	407,173.00	45,667.80	390,989.20
Revenues - Card Fees		(57.00)		315.00
		-		
TOTAL INCOME	<u>85,907.00</u>	<u>825,488.51</u>	<u>84,902.80</u>	<u>757,586.70</u>
		-		
EXPENSES:				
Salaries and Wages	11,747.30	106,242.17	12,749.77	117,086.73
Payroll Taxes	1,464.49	10,641.20	1,621.94	11,349.22
Workmens Comp Insurance	534.86	4,584.08	541.00	4,421.07
Group Insurance	3,455.70	31,941.79	3,490.83	26,990.29
Uniforms		513.65		438.15
Insurance	2,286.27	17,325.18	2,125.49	16,185.90
Utilities	167.00	1,458.14	164.40	1,196.90
Maintenance		3,191.02	4,754.79	15,518.20
Parking Tags/Tickets		119.77	158.34	1,955.15
Accounting Fees	881.28	7,075.52	881.28	7,050.24
Office Supplies	66.98	753.78	21.20	651.07
Card Refund		-		-
Operating Cost - Vehicles	162.20	873.57	93.30	906.15
Pass Cards		-		-
Employee Appreciation	21.20	188.05		193.66
Credit Card Fees	2,319.48	20,650.77	228.22	14,019.86
Bank service charges	11.49	82.19	87.45	719.99
Miscellaneous Expenses	27.91	244.13	29.54	127.55
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
		-		
TOTAL EXPENSES	<u>23,921.16</u>	<u>212,085.01</u>	<u>27,722.55</u>	<u>225,010.13</u>
OPERATING PROFIT	<u>61,985.84</u>	<u>613,403.50</u>	<u>57,180.25</u>	<u>532,576.57</u>

CITY OF BIRMINGHAM CHESTER DECK  
Income Statement  
For Periods Indicated

	Month Ended February 28, 2018	8 Month Ending February 28, 2018	Month Ended February 28, 2017	8 Month Ending February 28, 2017
REVENUES:				
Revenues - Monthly parking	45,535.00	394,322.00	45,547.50	363,553.50
Revenues - Cash Parking	59,049.00	411,173.82	12,342.00	198,377.74
Revenues - Card Fees	45.00	1,010.00	15.00	1,235.00
		-		
TOTAL INCOME	<u>104,629.00</u>	<u>806,505.82</u>	<u>57,904.50</u>	<u>563,166.24</u>
		-		
EXPENSES:				
Salaries and Wages	15,702.35	118,866.67	10,998.98	105,060.31
Payroll Taxes	1,910.70	12,353.37	1,390.65	13,879.44
Workmens Comp Insurance	713.90	5,145.62	466.87	5,443.80
Group Insurance	5,422.67	37,602.89	3,562.86	36,234.20
Uniforms	132.85	1,391.33		1,144.29
Insurance	2,450.00	18,619.60	2,286.60	17,504.20
Utilities	184.19	1,667.93	155.00	1,621.42
Maintenance	3,173.27	15,001.77	1,420.72	12,476.48
Parking Tags/Tickets	40.05	169.06		1,187.21
Accounting Fees	1,075.24	8,273.90	950.24	7,672.77
Office Supplies	66.98	753.78	324.21	954.13
Card Refund		-		-
Operating Cost - Vehicles	162.21	873.58	216.61	1,029.44
Pass Cards	-	-		-
Employee Appreciation	21.19	217.51	8.34	629.61
Credit Card Fees	2,751.80	20,794.52	6,660.53	13,928.29
Bank Service Charges	43.99	269.72	10.10	82.86
Misc Expense	31.00	738.02	29.23	1,403.23
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
		-		
TOTAL EXPENSES	<u>34,657.39</u>	<u>248,939.27</u>	<u>29,255.94</u>	<u>226,451.68</u>
OPERATING PROFIT	<u>69,971.61</u>	<u>557,566.55</u>	<u>28,648.56</u>	<u>336,714.56</u>

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

	Month Ended February 28, 2018	8 Month Ending February 28, 2018	Month Ended February 28, 2017	8 Month Ending February 28, 2017
REVENUES:				
Revenues - Monthly parking	42,150.00	417,141.00	39,462.50	334,947.00
Revenues - Cash Parking	30,320.00	315,871.00	28,320.15	252,657.60
Revenues - Card Fees		180.00	45.00	795.00
		-		
TOTAL INCOME	<u>72,470.00</u>	<u>733,192.00</u>	<u>67,827.65</u>	<u>588,399.60</u>
		-		
EXPENSES:				
Salaries and Wages	11,855.41	115,469.69	12,996.38	127,157.17
Payroll Taxes	1,478.21	11,621.29	1,652.80	12,823.36
Workmens Comp Insurance	539.77	4,979.92	551.47	4,825.99
Group Insurance	3,455.78	29,870.15	4,129.90	32,423.92
Uniforms		513.41		250.06
Insurance	2,416.12	18,138.82	1,971.20	15,490.30
Utilities	167.00	1,466.34	164.40	1,302.51
Maintenance		5,693.05	799.34	10,974.88
Parking Tags/Tickets		119.77	158.34	2,248.94
Accounting Fees	891.89	7,147.76	891.89	7,225.62
Office Supplies	66.98	753.78	21.20	651.07
Card Refund		-		-
Operating Cost - Vehicles	162.21	873.58	93.30	906.15
Pass Cards		-		-
Employee Appreciation	21.20	188.05	8.34	201.99
Credit Card Fees	1412.97	16,143.58	125.07	9,177.22
Bank Service Charges	11.49	82.19	82.49	780.06
Miscellaneous Expense	28.00	251.34	21.39	127.08
Management Fee Charge	775.00	6,200.00	775.00	6,200.00
		-		
TOTAL EXPENSES	<u>23,282.03</u>	<u>219,512.72</u>	<u>24,442.51</u>	<u>232,766.32</u>
OPERATING PROFIT	<u>49,187.97</u>	<u>513,679.28</u>	<u>43,385.14</u>	<u>355,633.28</u>

CITY OF BIRMINGHAM lot #6  
Income Statement  
For Periods Indicated

		Month Ended	8 Month Ending	Month Ended	8 Month Ending
		February 28, 2018	February 28, 2018	February 28, 2017	February 28, 2017
INCOME	Revenues - Monthly Parking Lot #6 & Southside	10,310.00	111,385.55	16,858.00	82,653.40
TOTAL INCOME		10,310.00	111,385.55	16,858.00	82,653.40
EXPENSES	Liability Insurance				-
	Office Supplies (Hanging Tags)		-		-
	Misc.	181.09	1,453.89	181.09	1,448.72
TOTAL EXPENSES		181.09	1,453.89	181.09	1,448.72
NET PROFIT		10,128.91	109,931.66	16,676.91	81,204.68

MONTHLY PARKING PERMIT REPORT

For the month of: February 2018  
Date Compiled: March 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	2	3	1	1	4	0	0	0	0	0	11
9. Permits given up in month	2	3	1	11	4	0	0	0	0	0	21
10. Net Change	0	0	0	-10	0	0	0	0	0	0	-10
11. On List - end of month*	961	889	922	1150	821	0	0	0	0	0	4743
**On List-Unique Individuals											3157
12. Added to list in month	15	14	7	30	24	0	0	0	0	0	90
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	260	253	135	221	192	N/A	N/A	N/A	N/A	N/A	1061
16. Monthly parker occupied	378	532	236	496	735	N/A	N/A	N/A	N/A	N/A	2377
17. Total parker occupied	638	785	371	717	927	N/A	N/A	N/A	N/A	N/A	3438
18. Total spaces available at 1pm on Wednesday 2/7	68	26	66	28	58	N/A	N/A	N/A	N/A	N/A	246
19. "All Day" parkers paying 5 hrs. or more											
A:Weekday average.	216	201	108	131	96	N/A	N/A	N/A	N/A	N/A	752
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.

**Birmingham Parking System  
Transient & Free Parking Analysis  
Months of February 2017 & February 2018**

**February 2017**

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

**February 2018**

<b>GARAGE</b>	<b>TOTAL CARS</b>	<b>FREE CARS</b>	<b>CASH REVENUE</b>	<b>% FREE</b>
PEABODY	15,955	8,709	\$ 34,287.00	55%
PARK	18,465	6,778	\$ 49,772.00	37%
CHESTER	5,395	1,678	\$ 59,049.00	31%
WOODWARD	10,774	5,293	\$ 30,320.00	49%
PIERCE	23,768	10,719	\$ 62,938.00	45%
<b>TOTALS</b>	<b>74,357</b>	<b>33,177</b>	<b>\$ 236,366.00</b>	<b>45%</b>

<b>BREAKDOWN:</b>	TOTAL CARS	-4%
	FREE CARS	-29%
	CASH REVENUE	+49%

## Structure Occupancy at 1pm Tuesday-Thursday

Available Spaces

# MARCH 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 Chester-17 N.O.W.-93 Park-17 Peabody-71 Pierce-45	2	3
4	5	6 Chester-55 N.O.W.-55 Park-15 Peabody-38 Pierce-70	7 Chester-27 N.O.W.-89 Park-34 Peabody-25 Pierce-82	8 Chester-95 N.O.W.-92 Park-9 Peabody-66 Pierce-113	9	10
11	12	13 Chester-36 N.O.W.-37 Park-16 Peabody-47 Pierce-57	14 Chester-12 N.O.W.-9 Park-38 Peabody-42 Pierce-56	15 Chester-41 N.O.W.-36 Park-32 Peabody-12 Pierce-39	16	17
18	19	20 Chester-13 N.O.W.-50 Park-15 63 Pierce-28	21 Chester-30 N.O.W.-44 Park-6 Peabody-45 Pierce-45	22 Chester-28 N.O.W.-32 Park-18 Peabody-39 Pierce-52	23	24
25	26	27 Chester-62 N.O.W.-87 Park-20 Peabody-47 Pierce-44	28 Chester-31 N.O.W.-101 Park-17 Peabody-6 Pierce-56	29 Chester-111 N.O.W.-109 Park-66 Peabody-89 Pierce-105	30	31
		Notes:				

## Chester Street Structure

Garage full list

# MARCH 2018

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

## Peabody Street Structure

Garage full list

# MARCH 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 FULL @ 1:33p OPEN @ 2:05p	29	30	31
		Notes:				

## N. Old Woodward Garage

Valet Counts

# MARCH 2018

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

## Pierce Street Structure

Garage full list

# MARCH 2018

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

## Park Street Structure

Garage full list

# MARCH 2018

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