

City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING

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

MINUTES

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

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

Absent: Gayle Champagne
Anne Honhart

BSD: Ingrid Tighe

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

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

RECOGNITION OF GUESTS

Ingrid Tighe was welcomed as the new BSD Chairperson.

MINUTES OF REGULAR MEETING OF APRIL 5, 2017

Motion by Dr. Paskewicz.

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

Motion carried, 5-0.

VOICE VOTE:

Yeas: Paskewicz, Krueger, Kalczynski Kuhne, Vaitas

Nays: None

Absent: Champagne, Honhart

420 E. FRANK ST. PUBLIC HEARING

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

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

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

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

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

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

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

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

Motion by Mr. Kalczynski

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

Motion failed, 4-1.

VOICE VOTE:

Yeas: Kalczynski, Vaitas, Kuhne, Paskewicz

Nays: Krueger

Absent: Champagne, Honhart

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

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

PARKING LOT 6 AREA CAPACITY STUDY

Mr. O'Meara recalled that at the April 5, 2017 APC meeting, a public hearing was scheduled to consider various temporary parking options for monthly permit holders using street parking in the area of N. Old Woodward Ave. from Harmon St. to Willits St. Concern was expressed that demand for street parking is excessive, and would only get worse when Old Woodward Ave. south of Willits St. is closed for upcoming construction. The public hearing was intended to alert both parking permit holders, as well as the adjacent neighborhood, that changes were being considered, to be implemented during the construction project.

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

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

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

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

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

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

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

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

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

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

Motion by Dr. Vaitas

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

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

Motion by Dr. Vaitas

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

Motion carried, 5-0.

VOICE VOTE:

Yeas: Vaitas, Paskewicz, Krueger, Kalczynski, Kuhne

Nays: None

Absent: Champagne, Honhart

PARK ST. STRUCTURE STUDY

Mr. O'Meara reported that recently his office received a complaint made by a frequent customer at the Park St. Structure:

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

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

Handicapped Parking Zone

It appears that the demand for these spaces is very strong. There may be a case for increasing the number provided. Interestingly, a survey was done at the same times for the N. Old Woodward Ave. Structure, and demand was much less. It was suggested that surveys of the other three structures be conducted to determine if there are issues in other locations, or if it is isolated to just the Park St. Structure. Once that additional data is available, the issue can be reviewed further.

No Parking Before 10 a.m. Zone

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

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

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

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

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

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

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

CONSTRUCTION UPDATE

Ad Hoc Parking Development Committee

Mr. O'Meara noted that the Bates St. Request for Qualifications ("RFQ") package has been advertised. On April 17, an on-site meeting was held at the N. Old Woodward Ave. Parking Structure to discuss the potential project. Seven different teams have registered as being interested in this project, which is encouraging.

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

Park St. Parking Structure Painting Project

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

Now that the Old Woodward Ave. project has been postponed to 2018, a possible change in schedule has been discussed with the contractor. They are willing to start the project in late June. This is good news in that the work can be accomplished in one session, and it can be done without interrupting the more significant street reconstruction project.

In order to accomplish this work, the structure must have one-half of one floor closed to the public at a time. About 12% of the parking spaces will be closed for each painting area. As discussed before, a rooftop valet operation will be implemented there five days a week to reduce the number of days that the parking structure is filled to capacity. That should be the last maintenance needed in the Park St. Structure for several years.

MONTHLY FINANCIAL REPORTS

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

MEETING OPEN FOR MATTERS NOT ON THE AGENDA

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

NEXT REGULARLY SCHEDULED MEETING

June 7, 2017

ADJOURNMENT

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

City Engineer Paul O'Meara