Development of Public Parking

Planning for Future Public Parking Needs

January 31, 2015

Ad Hoc Parking Study Committee

SUMMER, 2013
Parking demand exceeded capacity.

SUMMER, 2014
City Commission authorizes Parking Study

Members

- Richard Astrein – Principal Shopping District
- JC Cataldo – Corridor Improvement Authority
- Gillian Lazar – Planning Board
- Susan Peabody – Advisory Parking Committee
- Johanna Slanga – Multi-modal Transportation Board

- Staff Liasions:
  Jana Ecker, Planning Director
  Paul O'meara, City Engineer

Ad Hoc Parking Study: CBD

District split into 6 Zones

- Counts taken in October/November 2014
- Parking Demand Ratio Developed:
- 1 Parking Space Needed for every 514 gross sq.ft.

Ad Hoc Parking Study: CBD

Future Development

- Blue = Short term Development
- Yellow = Long Term Development

Ad Hoc Parking Study: CBD

Calculated Parking Demands by Zone

AD HOC PARKING STUDY COMMITTEE
SUMMARY OF PARKING SPACES BY PARKING ZONE

PARKING ZONE	EXISTING SPACES	EXISTING DEMAND	EXISTING SURPLUS	SHORT TERM SPACES	SHORT TERM DEMAND	SHORT TERM SURPLUS	LONG TERM DEMAND	LONG TERM SURPLUS
Pierce St.	1,575	1,495	80	1,575	1,498	77	1,857	-282
Park St.	1,168	1,032	136	1,219	1,267	-48	1,714	-495
Peabody St.	814	847	-33	831	945	-114	1,285	-454
N. Old Woodward Ave.	1,160	909	251	1,160	909	251	1,008	152
Chester St.	1,157	759	398	1,157	759	398	829	328
Lot 6	344	222	122	344	222	122	222	122
Totals	6,218	5,264	954	6,286	5,600	686	6,915	-629

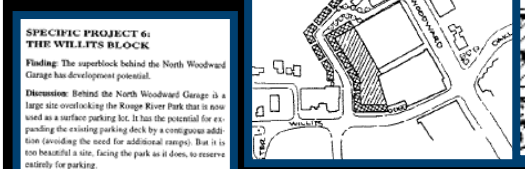
SUMMARY OF PARKING SPACES COMBINING ZONES

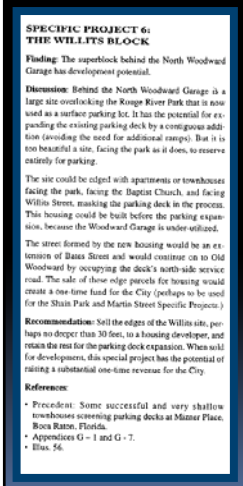
PARKING ZONE	EXISTING SPACES	EXISTING DEMAND	EXISTING SURPLUS	SHORT TERM SPACES	SHORT TERM DEMAND	SHORT TERM SURPLUS	LONG TERM DEMAND	LONG TERM SURPLUS
North Half of CBD	2,328	1,941	387	2,379	2,176	203	2,722	-343
South Half of CBD	2,389	2,342	47	2,406	2,443	-37	3,142	-736

SUMMARY OF PARKING SPACES COMBINING ZONES INCLUDING CHESTER ST. SURPLUS
(20% TO NORTH, 80% TO SOUTH)

PARKING ZONE	EXISTING SPACES	EXISTING DEMAND	EXISTING SURPLUS	SHORT TERM SPACES	SHORT TERM DEMAND	SHORT TERM SURPLUS	LONG TERM DEMAND	LONG TERM SURPLUS
North Half of CBD	2,408	1,941	467	2,459	2,176	283	2,722	-278
South Half of CBD	2,707	2,342	365	2,771	2,443	328	3,142	-427

Option: Bates Street Extension





SPECIFIC PROJECT 6:
THE WILLITS BLOCK

Finding: The superblock behind the North Woodward Garage has development potential.

Discussion: Behind the North Woodward Garage is a large site overlooking the Rouge River Park that is now used as a surface parking lot. It has the potential for expanding the existing parking deck by a contiguous addition (avoiding the need for additional ramps). But it is too beautiful a site, facing the park as it does, to reserve entirely for parking.

The site could be edged with apartments or townhouses facing the park, facing the Baptist Church, and facing Willits Street, masking the parking deck in the process. This housing could be built before the parking expansion, because the Woodward Garage is under-utilized.

The street formed by the new housing would be an extension of Bates Street and would continue on to Old Woodward by occupying the deck's north-side service road. The sale of these edge parcels for housing would create a one-time fund for the City (perhaps to be used for the Shain Park and Martin Street Specific Projects.)

Recommendation: Sell the edges of the Willits site, perhaps no deeper than 30 feet, to a housing developer, and retain the rest for the parking deck expansion. When sold for development, this special project has the potential of raising a substantial one-time revenue for the City.

References:

- Precedent: Some successful and very shallow townhouses screening parking decks at Mizner Place, Boca Raton, Florida.
- Appendices G – 1 and G - 7.
- Illus. 56.

DPZ 1996

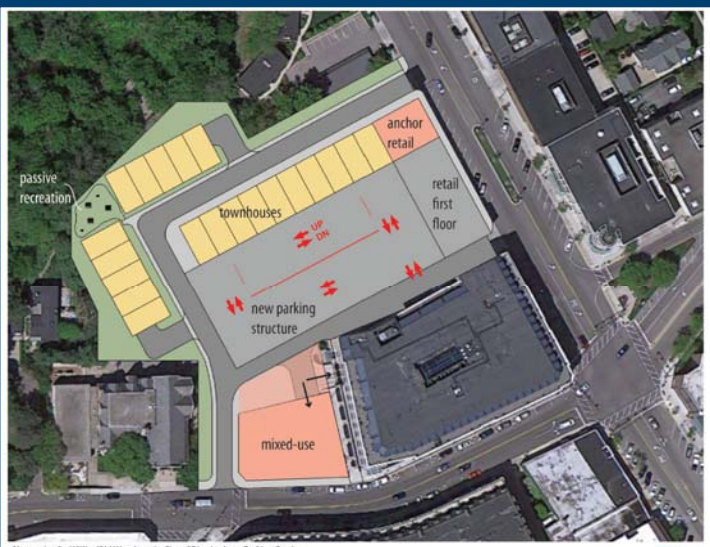
- Future demand for 278 additional spaces in the north end of downtown
- Potential to extend Bates Street and expand N. Old Woodward Structure
- Recommended in the DB 2016 Plan (1996)
- Recommended in the Birmingham 2016 Plan Assessment (2014)
- Recommended by the Ad Hoc Parking Study Committee (2015)

DPZ 2014

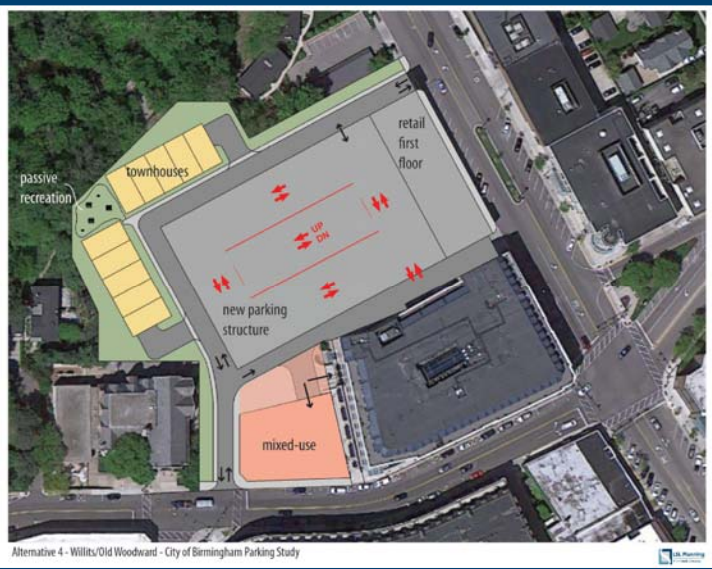
Alternative 1 – Net Gain 48 Parking Spaces
Parking Structure Cost = $6.85 Million

Alternative 2 – Net Gain 242 Parking Spaces
Parking Structure Cost = $8.0 Million

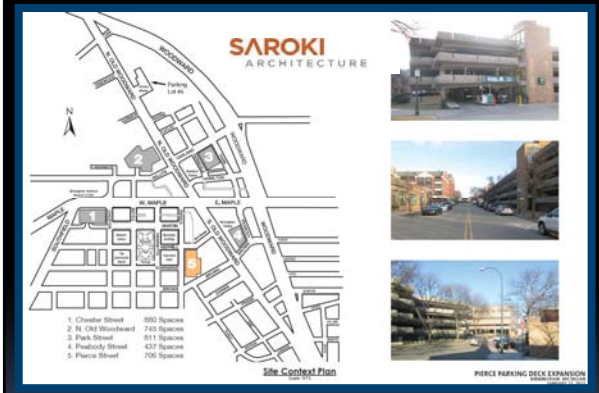
Alternative 3 – Net Loss 130 Parking Spaces
Parking Structure Cost = $13.5 Million

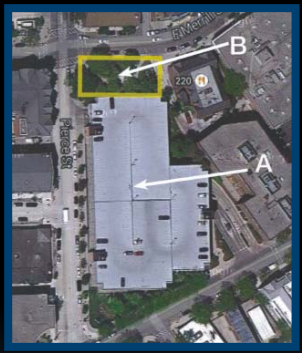


Alternative 4 – Net Gain – 173 Parking Spaces
Parking Structure Cost = $19.6 Million



Option: Expand Pierce Street Structure





DPZ 2014

DPZ 1996

- Future demand for 427 additional spaces in the south end of downtown
- Potential to add two floors of parking to the Pierce Street structure
- Estimated cost of $9.5 million, 280 spaces could be added
- Recommended in Birmingham 2016 Plan Assessment (DPZ 2014)
- Recommended by Ad Hoc Parking Study Committee (January 2015)

View at Pierce and Brown

Existing View

Proposed 2 Story Addition

SAROKI
ARCHITECTURE

View from Townsend Street

Existing View

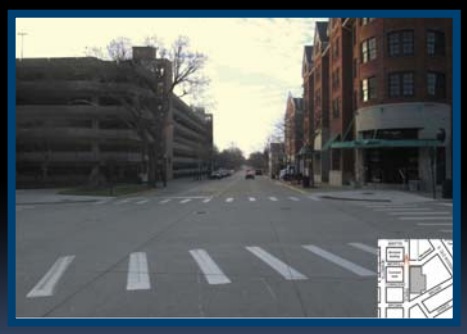
Proposed 2 Story Addition

SAROKI ARCHITECTURE

View at Pierce and Merrill

Existing View

Proposed 2 Story Addition



SAROKI ARCHITECTURE

View from Merrill Street

Existing View

Proposed 2 Story Addition

SAROKI ARCHITECTURE

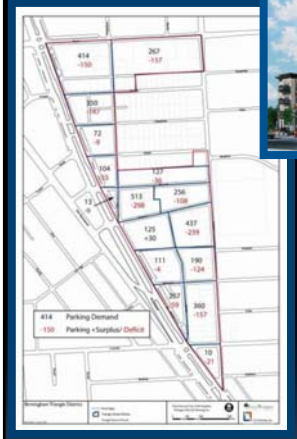
View from Brown Street

Existing View

Proposed 2 Story Addition

SAROKI ARCHITECTURE

Ad Hoc Parking Study: Triangle



Triangle District Urban Design Plan (2007)

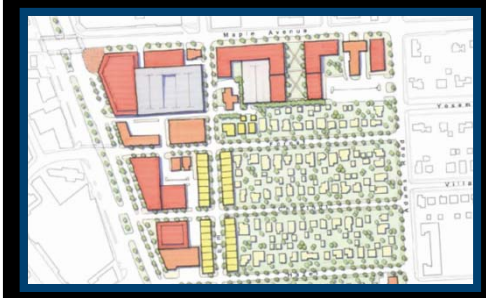
820 E. Maple: All Seasons

- Triangle District Plan (2007) found significant parking need for existing and future development
- Parking counts around the Triangle District updated in 2015 and confirmed significant parking deficit
- Committee recommended including north side of Maple in future parking assessment district

	Available On-Street Parking Spaces	Private Parking Spaces	Projected Parking Demand Based Upon Partial Build-Out	Future Parking Deficit
2007	266	1,770	3,616	1,543
2015	262	1,582	3,531	1,480

Expanded Triangle District Parking Counts (2015)

Option: North Parking Structure

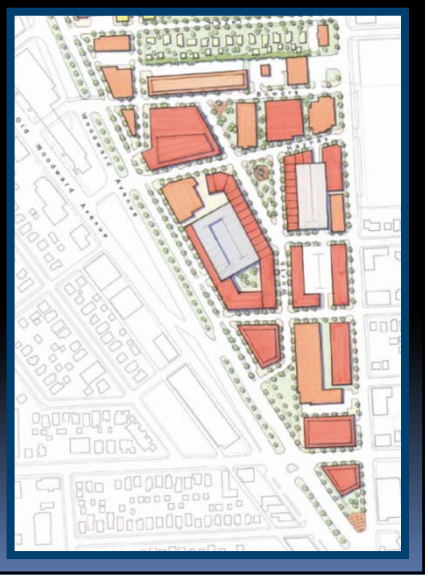


- Triangle Plan (2007), Development and TIF Plan (2015), and Parking Study (2015) confirm need for 400 parking spaces in the north end of the Triangle District to support existing and future growth
- Approximate cost for structure $14 million

720 Forest Building

Option: South Parking Structure

- Triangle Plan (2007), Development and TIF Plan (2015), and Parking Study (2015) confirm need for 700 parking spaces in the south end of the Triangle District to support existing and future growth
- Approximate cost for structure $21 million



Future Public Parking Needs

Total Costs:

• N. Old Woodward Structure Expansion	$6.85 - $19.6 million
• Pierce Street Structure Expansion	$9.5 million
• Triangle District – North Structure	$14.0 million
• Triangle District – South Structure	$21.0 million
Total:	$51.4 - $64.1 million

Land Control Issues

Charter Amendment

- 2(a). [*Develop, lease and sale of property.]* To maintain, develop, operate, lease and dispose of its property subject to any restrictions placed thereupon by law or by this Charter; provided that no property of a value in excess of two dollars ($2.00) per capita according to the last preceding United States census, or any park, cemetery or any part thereof, or any property bordering on a water front shall be sold, nor shall any street or public place leading to a water front be vacated, nor shall the City engage in any business enterprise requiring an investment of money in excess of ten cents (10¢) per capita, unless approved by a majority of the electors voting thereon. This provision shall apply to properties acquired by the City on or before December 31, 2015, except municipal parking lot #5 (North Old Woodward deck and lot).

- 2(b) [*Develop, lease, acquire, purchase and sale of property for vehicular parking]* To maintain, develop, operate, lease and sell its property acquired for vehicular parking purposes upon a majority vote of the City Commission subject to any restrictions placed thereupon by law or by this Charter. This provision shall apply to municipal parking lot #5 (North Old Woodward deck and lot) and all properties acquired by the City for vehicular parking on or after January 1, 2016.

Land Control Issues

Schedule for Adding a Proposal to the Ballot:

Election Date	Ballot language approved by the City Commission (Clerk recommends 3-4 weeks before state deadline as the language must be approved by the Governor and Attorney General)	Deadline to submit ballot wording to County Clerk (by 4:00 PM on the twelfth Tuesday before the Election) 168.646a(2)
May 5, 2015	January 12, 2015	February 10, 2015
August 4, 2015	April 13, 2015	May 12, 2015
November 3, 2015	July 13, 2015	August 11, 2015

Funding Options: CBD

Parking Assessment District

- $5 Million Available for Construction by June 30, 2016 (Projection)
- Remaining Costs Can Be Raised by:
  - Parking Fees (Bonds)
  - Special Assessment
  - Sale or Lease of Property

Funding Options: CBD

Review Fees

DAILY PARKING FEES

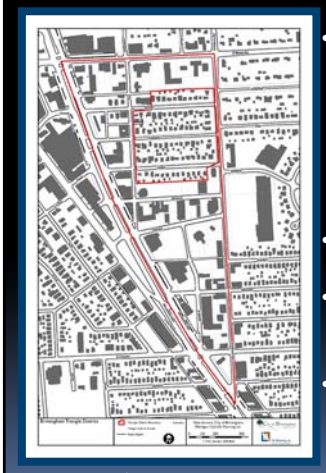
Less than 2 hours .....Free
Less than 3 hours.....$1
Less than 4 hours.....$2
Less than 5 hours.....$3
Less than 6 hours.....$4
Over 6 hours.....$5 Max.
(Max. Daily Fee = $10 at Pierce St.)

MONTHLY PARKING FEES

Pierce St.....$60
Park St.....$50
Peabody St.....$55
N. Old Woodward Ave.....$50
Chester St.....$40
Parking Lot #6 Regular.....$55
Parking Lot #6 Economy....$35
South Side Permit.....$40

Funding Options: Triangle

Tax Increment Financing



Corridor Improvement Authority Boundaries

- Increased tax funds received after base year is set are placed in separate fund to be used to fund public parking in the District
- CIA established in 2008
- Development & TIF Plan approved by CIA (2015)
- Funds set aside in 2015 if approved by City Commission

Estimated Captured Assessed Value [1]
2015 - 2040

	Fiscal Year	Base Value	% Value Increase	Taxable Value [2]	Capture Amount
Base Year:	2014	$43,898,300		$43,898,300	$0
	2015	$43,898,300	2.5%	$44,995,758	$1,097,457
	2016	$43,898,300	2.5%	$46,120,651	$2,222,351
	2017	$43,898,300	2.5%	$47,273,668	$3,375,368
	2018	$43,898,300	2.5%	$48,455,509	$4,557,209
	2019	$43,898,300	2.5%	$49,666,897	$5,768,597
	2020	$43,898,300	2.5%	$50,908,570	$7,010,270
	2021	$43,898,300	2.5%	$52,181,284	$8,282,984
	2022	$43,898,300	2.5%	$53,485,816	$9,587,516
	2023	$43,898,300	2.5%	$54,822,961	$10,924,661
	2024	$43,898,300	2.5%	$56,193,535	$12,295,235
	2025	$43,898,300	2.5%	$57,598,374	$13,700,074
	2026	$43,898,300	2.5%	$59,038,333	$15,140,033
	2027	$43,898,300	2.5%	$60,514,291	$16,615,991
	2028	$43,898,300	2.5%	$62,027,149	$18,128,849
	2029	$43,898,300	2.5%	$63,577,827	$19,679,527
	2030	$43,898,300	2.5%	$65,167,273	$21,268,973
	2031	$43,898,300	2.5%	$66,796,455	$22,898,155
	2032	$43,898,300	2.5%	$68,466,366	$24,568,066
	2033	$43,898,300	2.5%	$70,178,025	$26,279,725
	2034	$43,898,300	2.5%	$71,932,476	$28,034,176
	2035	$43,898,300	2.5%	$73,730,788	$29,832,488
	2036	$43,898,300	2.5%	$75,574,058	$31,675,758
	2037	$43,898,300	2.5%	$77,463,409	$33,565,109
	2038	$43,898,300	2.5%	$79,399,994	$35,501,694
	2039	$43,898,300	2.5%	$81,384,994	$37,486,694
	2040	$43,898,300	2.5%	$83,419,619	$39,521,319

(1) This table assumes capture based on inflation only - no new development or increase in value due to improvements. New development would increase capture.

(2) 2015 - 2040 assume 2.5% growth/year.

Funding Options

Assets from Sale of Property

- Public property used for N. Old Woodward parking structure and surface lot could be subdivided
- Individual parcels could then be sold to private developers through RFP process
- Retail space could be created and leased to tenants lining the structure on N. Old Woodward
- Proceeds from sale and/or lease of property could be used to expand and rebuild N. Old Woodward structure

Funding Options

Municipal Bonds

- A written promise to pay
- Issued by a state or local government
- Typically repaid over a period of 1 to 40 years
- May be tax-exempt to investors for certain public projects
- Cities use to finance various infrastructure projects

Bond Repayment

- City may use various sources of revenues to repay bond debt
  - Revenues collected from users of parking facilities
  - Special Assessments on property owners specially benefitted by parking improvements
  - Tax increment revenues captured from a TIF District, such as the Triangle District Corridor Improvement Authority

Funding Options

Bond Ratings

- What is a rating? – A rating is an alphabetic and/or numeric symbol used to give relative indications of credit quality of the bond.
- City of Birmingham Ratings:
  - S&P – AAA
  - Fitch - AAA

Long-Term Municipal Ratings

	Moody's	S&P	Fitch
Investment Grade	Aaa	AAA	AAA
	Aa	AA	AA
	A	A	A
	Baa	BBB	BBB
Non-Investment Grade	Ba	BB	BB
	B	B	B
	Caa	CCC	CCC
	Ca	CC	CC
	C	C	C

Note: Moody's ratings within certain categories are modified by number (1, 2, and 3) while S&P and Fitch are modified by "+" and "-" symbols.

Questions?