City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **March 5, 2015**

TO: **Joseph A. Valentine, City Manager**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Ad Hoc Parking Study Committee (AHPSC)**
Final Report and Recommendations

INTRODUCTION

During 2013, the City experienced a surprising growth rate in demand for monthly parking permits in the five parking structures. For the first time ever, all five parking structures started maintaining waiting lists for permits. The upward trend continued into 2014.

A municipal parking structure filled to capacity can translate to a negative experience for those wishing to visit Birmingham. The City has long maintained a maximum number of permits it wishes to sell in each parking structure in an attempt to leave sufficient space open for daily customers. However, as monthly permit waiting lists grew longer, the number of people needing to come to work each day and find a space to park resulted in more cars sitting in the parking structures all day long. While this trend is good for parking system revenues, it is not good for the adjacent business community it is serving.

About the same time, interest in certain properties in the Triangle District gave rise to the idea that additional, current data is needed on the future demand for parking in that part of the City as well.

In March, 2014, the City Commission authorized the creation of an Ad Hoc Parking Study Committee to begin meeting and study:

1. The current demand for parking in both the CBD and the Triangle District.
2. Expected future demands for parking in both areas.
3. Recommendations for future projects to address shortfalls, if appropriate.

The AHPSC began meeting in June, 2014.

The remainder of this memo is separated into three parts:

1. Summary of meeting topics and accomplishments (all meeting packets are attached for reference).
2. Back up notes and data to help establish the findings portrayed in the final presentation.
3. Suggested resolutions to consider as next steps.

SUMMARY OF MEETING TOPICS AND ACCOMPLISHMENTS

June 25, 2014 - At the first meeting, the Committee discussed its purpose and goals, reviewed a similar study conducted in 2000, discussed the various steps that would be undertaken in the new study. Parking counts had already been taken by staff in May, 2014 to be used as a starting point in the discussion.

July 9, 2014 – The Committee discussed how to take parking counts at the appropriate time of day, how to adjust the numbers for seasonal variation. A map of the downtown area was reviewed, and the criteria used to determine if a property was a good candidate for expansion in the future was reviewed.

August 6, 2014 – With the status of each downtown parcel catalogued, the parking counts taken in May were applied to start developing a parking generation factor (the number of square feet in the downtown compared to parked vehicles counted). There are certain assumptions that need to be made to arrive at a final parking demand ratio. Staff took the opportunity of this meeting to discuss these assumptions and try to achieve a final ratio that could then be applied to the list of downtown properties.

The Committee was also given an overview of the Triangle District work done in 2006/07, and how the parking study numbers could be updated at this time.

August 26, 2014 - With the parking demand ratio established, future parking generation figures were calculated. The outcoming numbers did not seem reliable, however, largely due to the displacement of vehicles caused by the partial closure of the Park St. Structure at the time the counts were taken. It was decided that reliable predictions could not be achieved based on data when a large number of vehicles were not able to park where they would normally. Further study in the CBD was postponed pending the completion of the Park St. Structure restoration work in September.

With respect to the Triangle District, it was decided to ask the City Commission to authorize LSL Planning (the consultant that wrote the original district report) to conduct a new parking study and update the future parking needs figures last calculated in 2007.

September 16, 2014 – During the ongoing restoration work at the Park St. Structure, the lack of capacity in that area appeared to be negatively impacting the operation of the Peabody St. Structure as well. (During the warm summer months, it was filling to capacity several times per week.) Recent usage data of both the Pierce St. and Peabody St. Structures indicated very strong demand in the southeast section of downtown. Although the parking study was still incomplete at the time, the AHPSC considered the idea of moving ahead with a recommendation to expand the Pierce St. Parking Structure (based on current demonstrated need). However, since the recommendation would not have been backed by a complete and thorough study of the downtown, a majority of the Committee declined to support it at this time.

In the Triangle District, it was observed that the Kroger grocery store was completely closed for remodeling, which meant that normal parking patterns in this area were not going to be

observed. Staff and the Committee agreed that the parking counts needed for this area must be postponed until Kroger was again open for business. The re-opening was scheduled for mid-November.

November 20, 2014 – The restoration work at the Park St. Structure was finished in mid-September. However, it took several weeks to sell about 130 parking permits in the facility, and allow time for people to begin using it in a more normal fashion. In late October and early November, two weeks of parking counts were again conducted in the entire downtown. Using the assumptions discussed with the Committee previously, the new counts determined a parking demand ratio of 1 parking space needed for every 514 sq.ft. of gross building space for the design peak hour. With all numbers in place, final surplus/deficit parking figures were presented for the existing situations, for the future short term (when existing building projects are finished), and the future long term (if and when every parcel deemed viable for redevelopment is in fact redeveloped to its maximum potential).

At this meeting, the Committee expressed concern that it did not have enough information about the possible expansion projects at either Pierce St. or N. Old Woodward Ave. Parking Structures. Staff agreed to hire an outside architect to provide renderings of the Pierce St. Structure, and a planning firm/parking consultant to provide basic layouts depicting how the N. Old Woodward Ave. Parking Structure could be expanded.

The Committee was also notified that the Kroger renovation was taking longer than planned, and the opening was now scheduled for approximately December 15. Due to the unique traffic patterns present at the end of December, it was decided that the parking counts in the Triangle District would now have to wait until January.

January 26, 2015 – LSL Planning team members attended the meeting to present their findings for the Triangle District, after conducting parking counts for the area earlier in January. The numbers were based on projections of expected redevelopment in the future. Based on the configuration of the district, it is appropriate to think in terms of a facility being built to serve the north part of the district (with approximately 400 public spaces) and a second facility being built to serve the south part of the district (with approximately 600 to 700 public spaces). The parking demand predictions by block also indicated that it would be wise to bring the commercial properties on the north side of E. Maple Rd. into a future parking district, even if they are not a part of the Corridor Improvement Authority. The AHPSC passed recommendations to this effect.

For the CBD, architectural photos of the Pierce St. Structure and conceptual plans of the N. Old Woodward Ave. Structure were presented to the Committee. After discussion, recommendations were passed supporting the expansion of both facilities, with the N. Old Woodward Ave. facility taking priority.

February 24, 2015 - Staff put together a draft presentation for the City Commission. The Committee convened to review the draft, and to provide constructive criticism. To avoid confusion, the draft presentation is not a part of the attachments.

FINAL PRESENTATION NOTES

The following is considered important background information that will be convenient to have as a reference with respect to certain slides found in the final AHPSC presentation:

Slides 6 & 7 - Parking counts taken for this study were collected at the end of October and the beginning of November. Like most businesses, the parking system has seasonal fluctuations in its demand. There is no practical way to measure seasonal fluctuations of parking demand throughout the whole system, as this would involve large amounts of time. A simpler approach is to gather data readily available, such as the total transactions in the five parking structures. Slide 6 depicts the number of transactions by month for the three years 2012 through 2014. The heavy blue line represents the monthly average, while the dashed red line represents the average of all three years.

As an aside, a glance at the data depicts what may appear to be a disturbing trend in that there is a decline in almost every monthly period from 2012 through 2014. The majority of the decline can be attributed to the decline in night time activity in Birmingham during this period. During 2014, most of the Palladium building has been unoccupied. Other night time businesses that were attracting large numbers in 2012 have also closed.

On Slide 7, just the monthly average line has been left on the graph and the annualized red dash, which calculates to one parking space needed for every 564 square feet of gross building space. Since we are referring to a peak hour that is happening three times per week, building to this number of parking spaces indicates that there would be several peak months (May, June and December) when the system would not be able to keep up. If the parking stock was increased by 10 percent, the solid green line is achieved. If parking stock was built to this level the system would only fail during the peak hour in May. Since it is impractical to meet system needs every day of the year, the Committee agreed that this level was a logical goal. The average plus 10 percent figure calculates to one parking space for every 514 square feet, which is what all the subsequent figures are based on.

It is also important to note that the monthly average line is crossing the red dashed line at the end of October and beginning of November. That means, by coincidence, that the time that counts were taken is a period where seasonally the system is picking up from a slightly below average demand to an above average demand. Since the two lines crossed here, no seasonal adjustment was necessary.

Slide 8 - This map depicts the parking assessment district split into six zones. The divisions are based on which parking structure occupants of each building would like to use if they were able to park at their first preference.

The three blue marked properties denote the three downtown projects currently underway:

1. Palladium Building renovation (200-250 N. Old Woodward Ave.)
2. Balmoral Building construction (33901 Woodward Ave.)
3. Forefront Building construction (400 S. Old Woodward Ave.)

The proposed square footages and increased parking capacity planned for these three projects has been added into existing numbers to determine the short term capacity needs in subsequent slides. The yellow marked properties are those that have a high probability of being developed into their full potential if economic and parking conditions are right. Adding in the potential square footage of these properties redeveloped has been used to arrive at the long term capacity needs shown on subsequent slides. Since multi-use buildings tend to have some on site parking often made available to residents only, no additional public parking spaces have been figured into the long term capacity numbers. Likewise, no residential square footages have been considered for any of the time periods studied.

Slide 9 - Just as 1:514 represents the parking demand ratio for the entire district, each parking structure zone can have its own ratio, if each zone functioned as its own independent business district. Those with a "high" ratio (such as 1:645) indicates that there is a lot of square footage in the zone creating a lot of demand, but not that many cars are actually parking in the zone. In other words, many people that want to park in this zone cannot due to a lack of capacity and they must park somewhere else instead. Those with a "low" ratio (such as 1:235) indicates that there are a lot of parking spaces, compared to the amount of square footage nearby. In this case, the Chester Street zone is supplying needed parking capacity to its busier neighboring zones.

Slides 10-12 - Using the 1:514 ratio, the surplus or deficit parking spaces is depicted for the peak hour. The model shows a 15 percent surplus currently, (with a deficit already showing in the Peabody Street zone), which will drop to an 11 percent surplus once the current short term building is done, with the Park Street zone going into deficit. Someday, well into the future if all highlighted properties are redeveloped to their full potential, the model predicts an 11 percent deficit would be realized. Likely, private development would slow or cease long before this situation would occur.

Slides 13-15 - As discussed with the Committee, when deciding where best to prioritize future construction, it can be helpful to consider current parking behaviors. Because of their proximity to each other the CBD tends to have north and south halves. Many people can and do park in either the North Old Woodward Ave. or Park Street facilities if their destination is north of Maple Road. Likewise many people can park in either the Pierce Street or Peabody Street facilities, if their destination is south of Maple Road. Due to the ongoing shortage of parking spaces south of Maple, relative to demand, we currently find that about 80 percent of the excess parking capacity in the Chester Street zone is used by those south of Maple Road, while the remainder by those north of Maple Rd. These slides attempt to demonstrate the surplus-deficit situations for existing, short-term and long-term scenarios, where two of the north zones and two of the south zones are combined respectively. Slide 13 notes that both the north and south halves are

operating but the south half will fall into deficit mode once the current planned building is completed. Both the north and south halves will fall into deficit over the long term.

Slides 16-22 - Saroki Architects prepared modified photos of the Pierce Street Parking Structure with two floors added on top. No effort was made to be creative with the design. The images help the public understand how the building would fit into its surroundings if expanded as discussed.

Slides 23 & 24 - The pictures shown represent the N. Old Woodward Ave. Parking Structure and lot (Parking Lot #5), and the suggested improvements for the property from the Downtown 2016 Master Plan. This property represents the main opportunity for potential growth of parking spaces in the north half of the Central Business District.

Slide 28 - Since the Triangle District does not currently function as a downtown dependent on a municipal public parking system, the parking generation factor method had to be modified. Nationally recognized parking demand factors as listed were used. The ratios are lower, meaning that more parking spaces would be generated per square foot, similar to a suburban model where all businesses own and operate their own parking. Downtown environments do not need as much parking, as the same parking space can be used through the course of a day by several people visiting various buildings. To counteract the conservative number that these suburban ratios result in, only those properties that were most likely to be redeveloped were assumed for expansion.

Slide 29 - The map of the Triangle area as produced by LSL Planning contains additional blocks studied to the north and east of the official district. All of these blocks are outside of the Corridor Improvement Authority district, and there was no consideration to go to the trouble to expand this district at this time. However, for the three blocks north of Maple Road there is already a demonstrated shortage of parking capacity based on the use of the existing buildings. Even with some expansion being assumed in the middle block (22), adding the lower number of all three blocks results in a net positive; meaning that adding these three blocks to the future Triangle District parking system assessment district would both help fund future construction as well help the individual properties with their parking needs. As a result, the Committee is recommending that these three blocks be added to any future Triangle District assessment district.

The four blocks east of Adams Road were counted just to gauge current demand and to help verify if there were many people parking in the lots east of Adams, but having destinations in the Triangle District. The observations were that there is not a reliance currently on these lots, and in fact there is a large surplus of spaces east of Adams Road. There is no intent to alter the current parking status of these blocks.

Slide 32 - The resolution for the Triangle District provides a range of suggested spaces for the south part of the district. The range is a function of not having any inclination of what site the future public parking would be located. Depending on the site, the scope of the municipal parking need will be impacted and any private building installed on the same site would also be impacted based on how much space is available in total. A range of suggested parking spaces appears wise given the premature nature of this decision.

RECOMMENDATIONS AND RESOLUTIONS:

A. CENTRAL BUSINESS DISTRICT

Following are the two recommendations passed by the Ad Hoc Parking Study Committee pertaining to the Central Business District:

Motion by JC Cataldo, Seconded by Susan Peabody, to:
Accept the report of the Ad Hoc Parking Study Committee estimating that a long term deficit of 278 parking spaces is expected in the long term for the north portion of the Central Business District. Further, to direct staff to conduct further planning studies for the N. Old Woodward Avenue Parking Structure and Lot that will maximize the creation of parking spaces while adhering to the original concepts presented in the Downtown Birmingham 2016 Plan.

And, as a secondary priority, to accept the report of the Ad Hoc Parking Study Committee estimating that a long term deficit of 427 parking spaces is expected in the long term for the south portion of the Central Business District. Further, to endorse the expansion of the Pierce Street Parking Structure by two levels, thereby creating an additional 280 public parking spaces in the Parking System.
Motion passed 4-0.

The Committee appeared to favor the focus on the N. Old Woodward Ave. site in part because of its available land and its wide array of possible development schemes. This site represents the best opportunity the City has to correct deficiencies in the parking system's capacity. It is our recommendation that a new Committee be formed to study future parking expansion in the CBD at both sites where expansion is possible. A suggested roster for the Committee could be as follows:

3 representatives from the City Commission
1 representative from the Advisory Parking Committee
1 representative from the Parks & Recreation Board
1 representative from the Planning Board
1 representative from the Principal Shopping District

Together, this new committee could meet and further explore the parameters of what a project could be at the N. Old Woodward Ave. site. Parameters may include, but not be limited to:

- Number of parking spaces required
- Scope of Bates St. extension
- Additional development opportunities
- Method of interaction with the park land to the north

Once the parameters are decided, developer/architect teams could then present their own conceptual drawings (with financial backing) to have the opportunity to redevelop this property. Staff is looking for initial input on the idea of this new committee, and it can be finalized and discussed further at a future meeting.

While staff agrees that this site offers the most exciting potential to create a positive development for the CBD, a counterpoint should be considered. The goal of this study was to create a plan to address the future needs of the parking system. This study, similar to the one conducted in 2000, indicates that the current shortage, as well as potential for additional private growth, is primarily on the south side of the district. The new study has calculated a deficit of 427 parking spaces in the long term. However, the only clear opportunity for new parking spaces at this time (the Pierce St. Parking Structure) will only result in a maximum net gain of 280 parking spaces. Even if the City moves forward with a full expansion of the Pierce St. Structure, the model predicts that there will be a shortage in the long term. To that end, it may be difficult for this new Committee to define the goal of needed parking spaces on the N. Old Woodward site until a decision has been made about moving forward at the Pierce St. Structure. A suggested resolution has been structured below considering these several factors.

SUGGESTED RESOLUTION A (CENTRAL BUSINESS DISTRICT):

To accept the findings of the Ad Hoc Parking Study Committee estimating that a deficit of 278 parking spaces is expected in the long term for the north portion of the Central Business District, and a deficit of 427 parking spaces is expected in the long term for the south portion of the Central Business District, and to direct staff to have a full topographic and boundary survey of the existing conditions of the N. Old Woodward Ave. property prepared to assist with all future plan preparation, and further, to further, to direct staff to provide for the creation of an ad hoc steering committee to:

- Consider the parking system's overall parking demands and prioritize the projects to finalize the Parking System's expansion plan for the Central Business District.
- Determine the parameters of an expansion at the N. Old Woodward Ave. Parking Structure site that will provide an appropriate number of parking spaces, an extension of Bates St., provide additional development opportunities and provide interaction with the adjacent City park land to the north in accordance with the Downtown Birmingham 2016 report and the Rouge River Trail Corridor Master Plans.

A. TRIANGLE DISTRICT

Following are the two recommendations passed by the Ad Hoc Parking Study Committee pertaining to the Triangle District:

Motion by JC Cataldo, Seconded by Gillian Lazar, to
Recommend that the City Commission endorse the concept of constructing a public parking facility to serve the north portion of the Triangle District. Further, as opportunities arise, if space is available to construct approximately 400 public parking spaces, the Committee recommends that the parking district boundaries be expanded to include the commercial properties north of Maple Road from Woodward Avenue to Adams Road.

Recommend that the City Commission endorse the concept of constructing a public parking facility providing 600 to 700 spaces to serve the south portion of the Triangle District, and to work with property owners to move in that direction, as development opportunities arise.
Motion passed 4-0.

Based on the findings of the study, and the above resolution, a suggested resolution follows:

SUGGESTED RESOLUTION B (TRIANGLE DISTRICT):

To accept the findings of the Ad Hoc Parking Study Committee that a parking facility of approximately 400 parking spaces in the long term is recommended to serve the north portion of the Triangle District, and a parking facility of approximately 600 to 700 parking spaces in the long term is recommended to serve the south portion of the Triangle District, and to direct staff to pursue opportunities in the district for consideration, and further to endorse the recommendation that the parking assessment district for the Triangle District, once created, be extended north of Maple Rd. to include all commercial properties from Woodward Ave. to Adams Rd.

Development of Public Parking

Planning for Future Public Parking Needs

March 16, 2015

SUMMER, 2013 Parking demand exceeded capacity.

SUMMER, 2014 City Commission authorizes Parking Study

AD HOC PARKING STUDY COMMITTEE

MEMBERS:

RICHARD ASTREIN – PRINCIPAL SHOPPING DISTRICT
JC CATALDO – CORRIDOR IMPROVEMENT AUTHORITY
GILIAN 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 COMMITTEE

MISSION:

STUDY THE CURRENT AND FUTURE PARKING ENVIRONMENTS FOR THE CENTRAL BUSINESS DISTRICT AND THE TRIANGLE DISTRICT, AND MAKE RECOMMENDATIONS FOR FUTURE PARKING IMPROVEMENTS, IF NEEDED.

AD HOC PARKING STUDY COMMITTEE

METHOD:

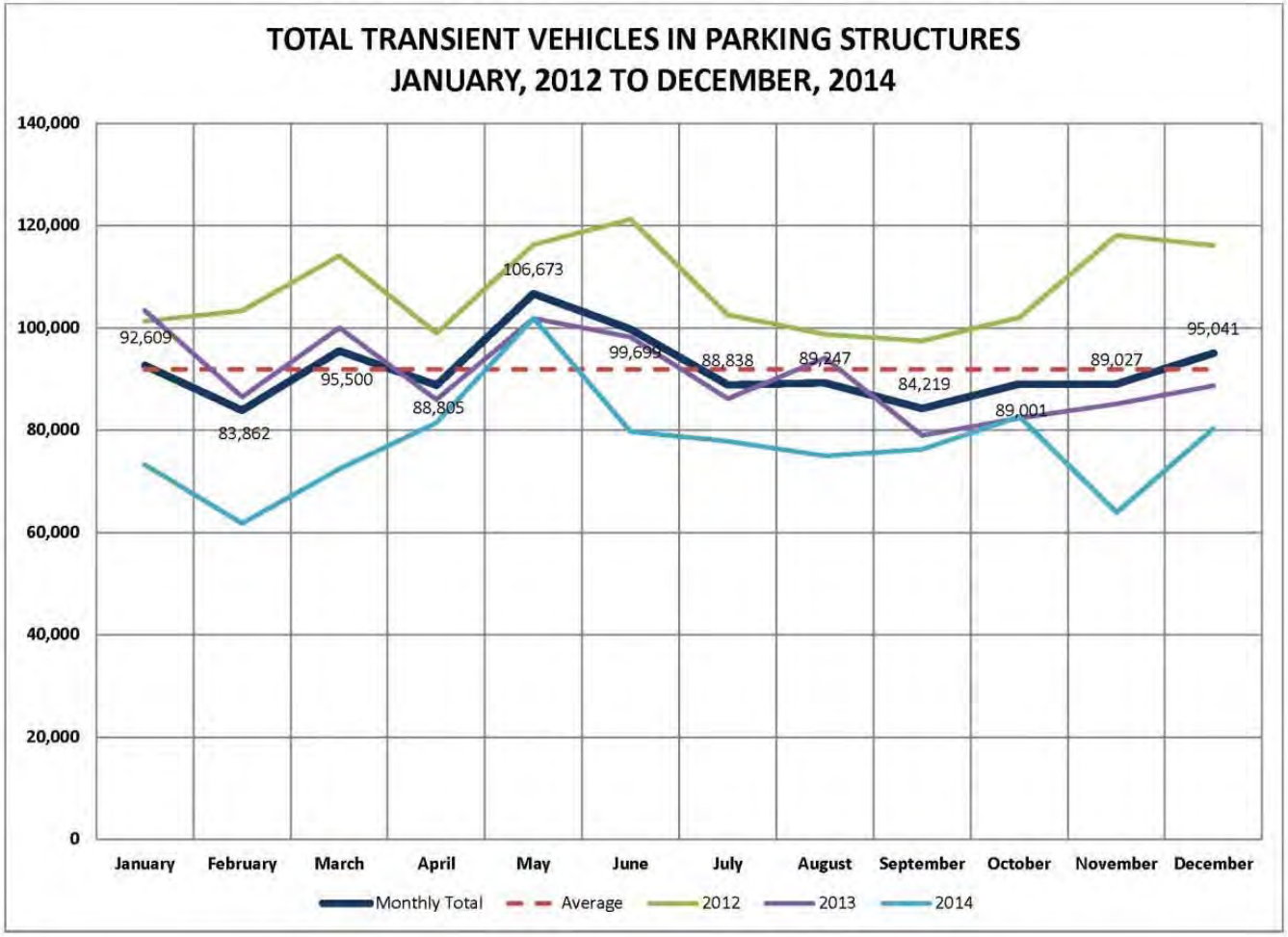
1.A. GATHER DATA
B. DETERMINE PARKING GENERATION FACTOR
C. CALCULATE SHORT AND LONG TERM NEEDS

2. REVIEW OPPORTUNITIES FOR PARKING EXPANSION AND PRIORITIZE

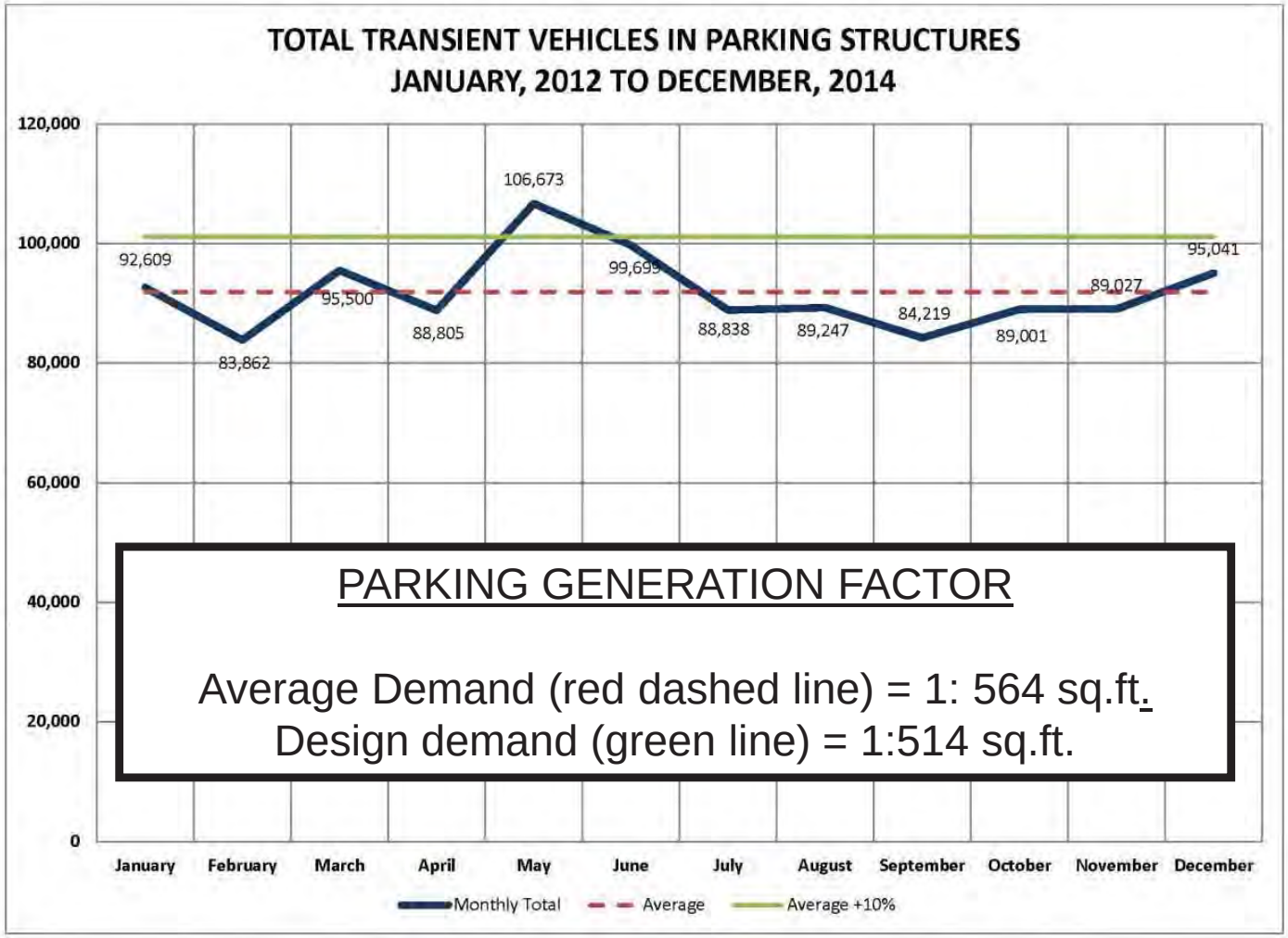
CENTRAL BUSINESS DISTRICT

- Counts taken in late May, early June.
- Park St. Parking Structure under construction closed up to 200 parking spaces – results were skewed.
- New counts taken in late October, early November to observe more “normal” operation.
- Counts focused on peak hours of the week – T, W, Th between noon and 2 PM.
- Based on usage data, seasonal adjustment not needed.

AD HOC PARKING STUDY COMMITTEE



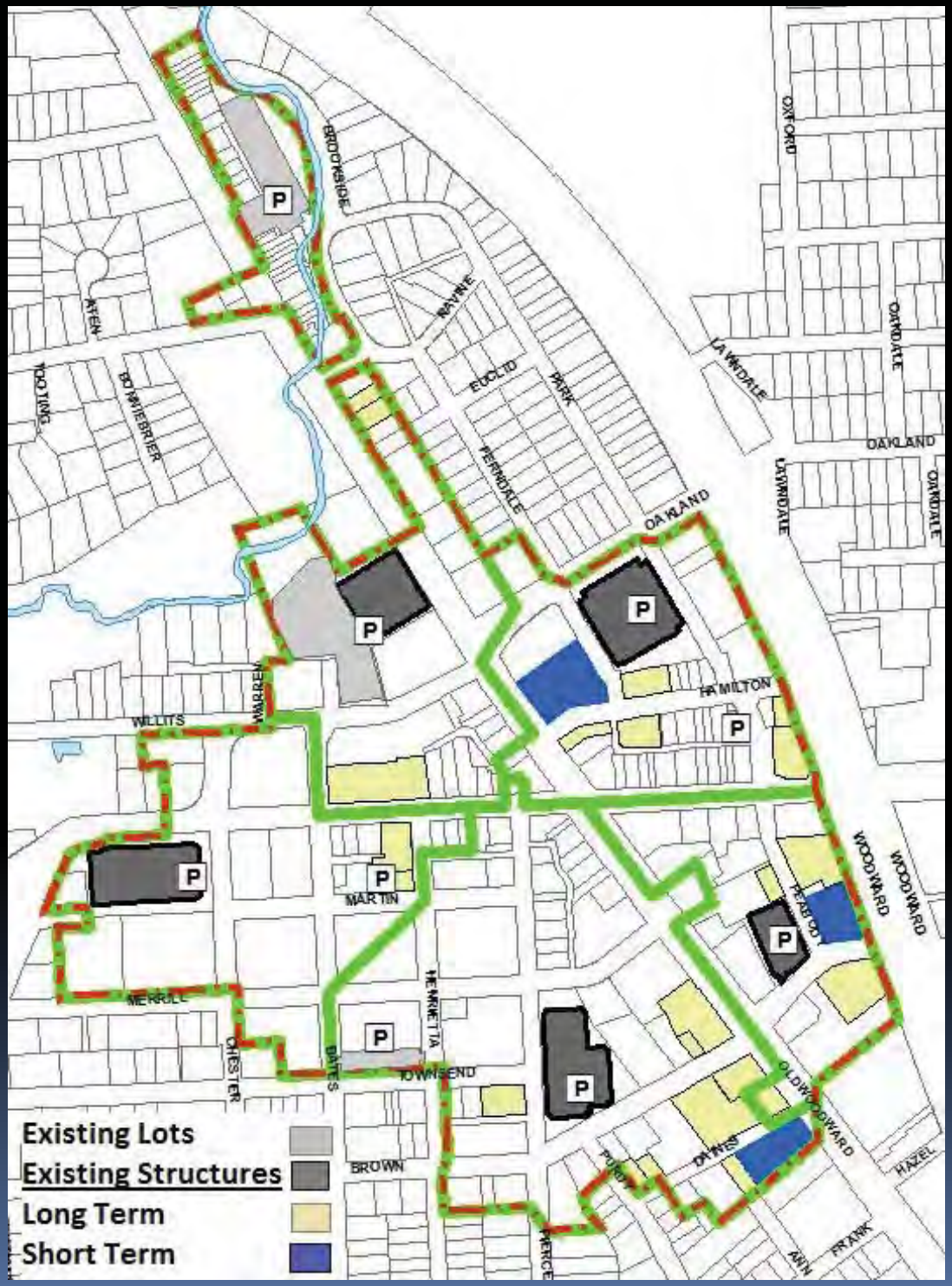
AD HOC PARKING STUDY COMMITTEE



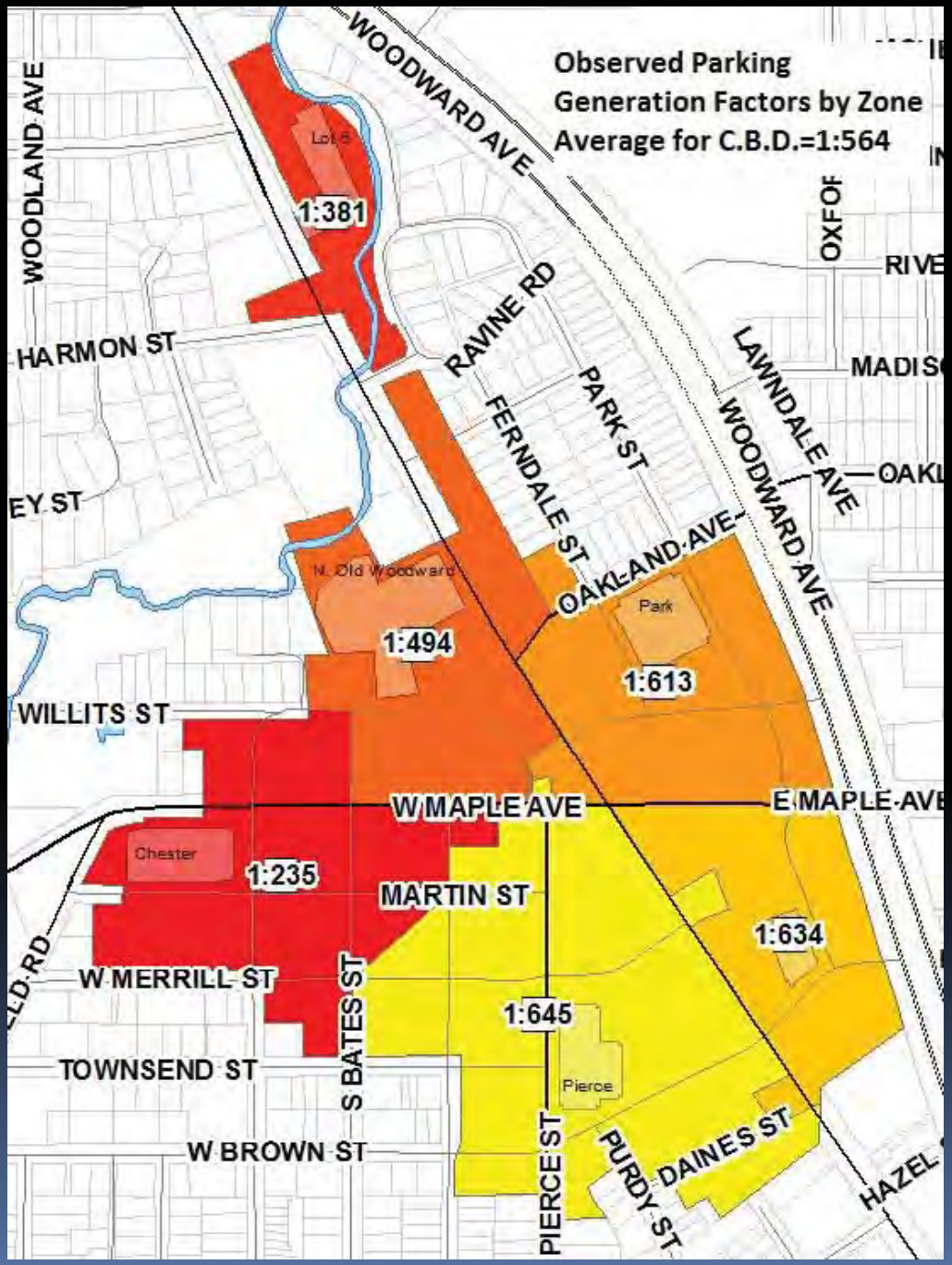
PARKING GENERATION FACTOR

Average Demand (red dashed line) = 1: 564 sq.ft.
Design demand (green line) = 1:514 sq.ft.

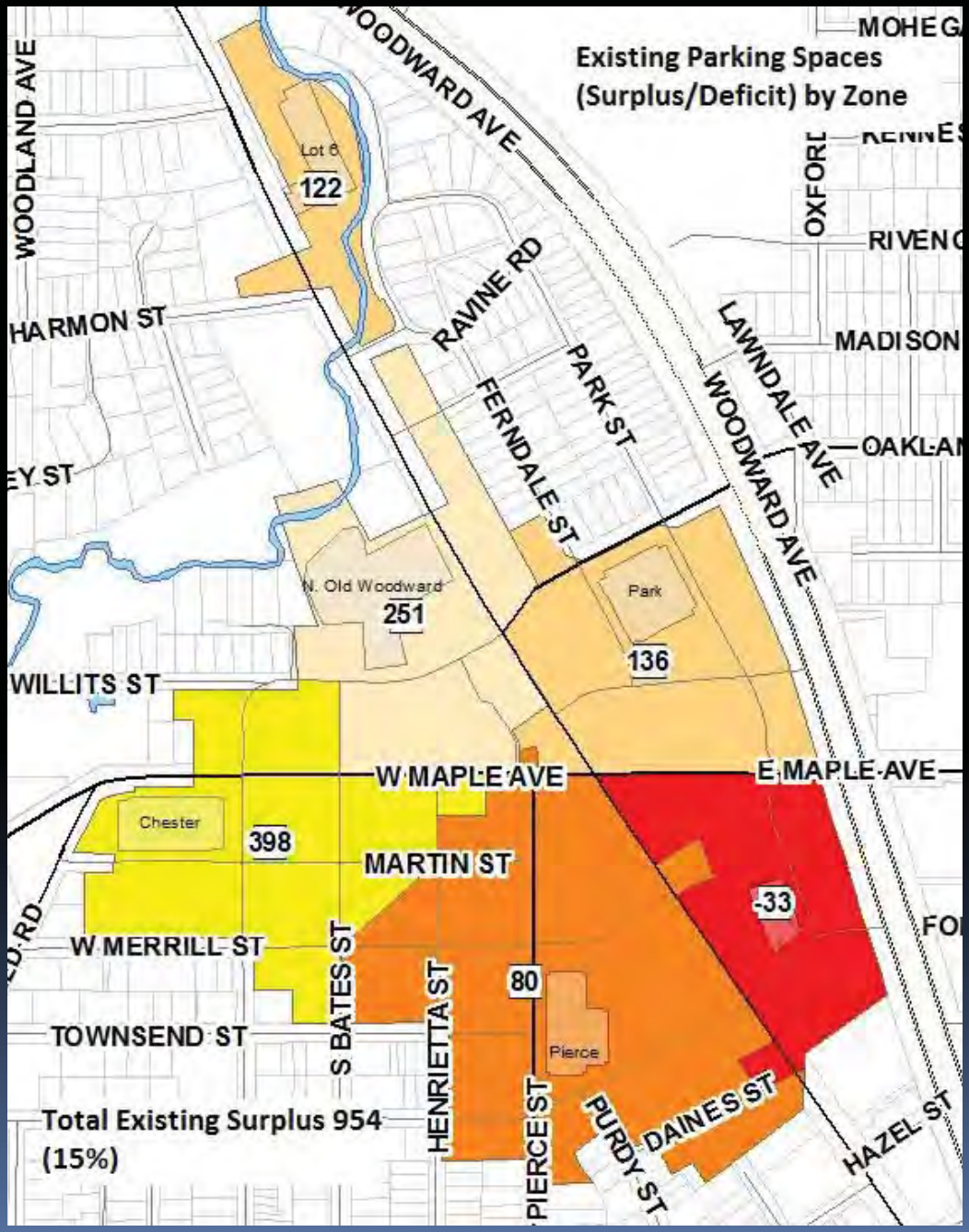
SHORT TERM & LONG TERM DEVELOPMENT PROJECTIONS



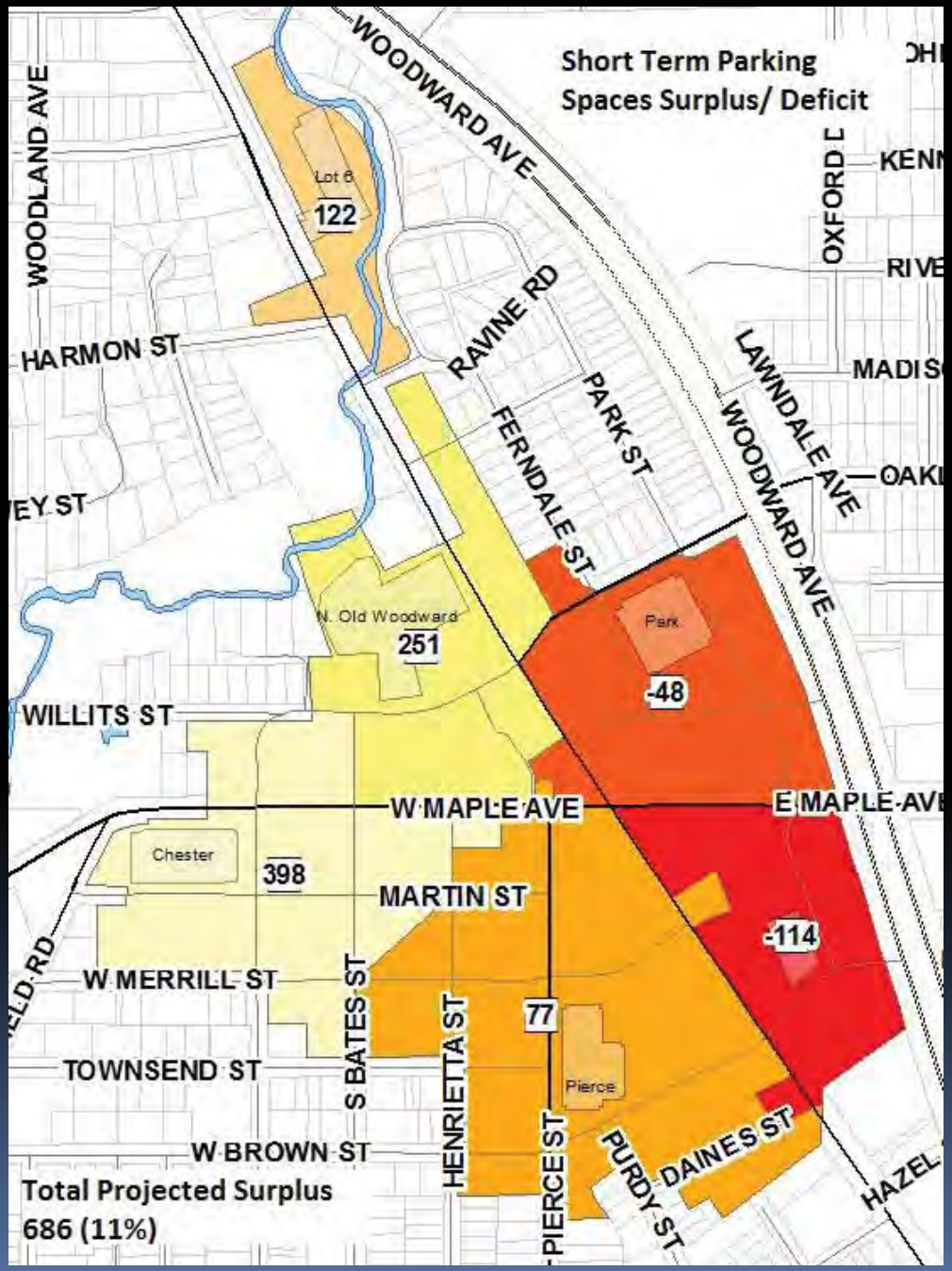
OBSERVED PARKING GENERATION FACTORS BY ZONE
AVERAGE FOR ENTIRE DISTRICT = 1 VEHICLE PER 564 GROSS SQ.FT.



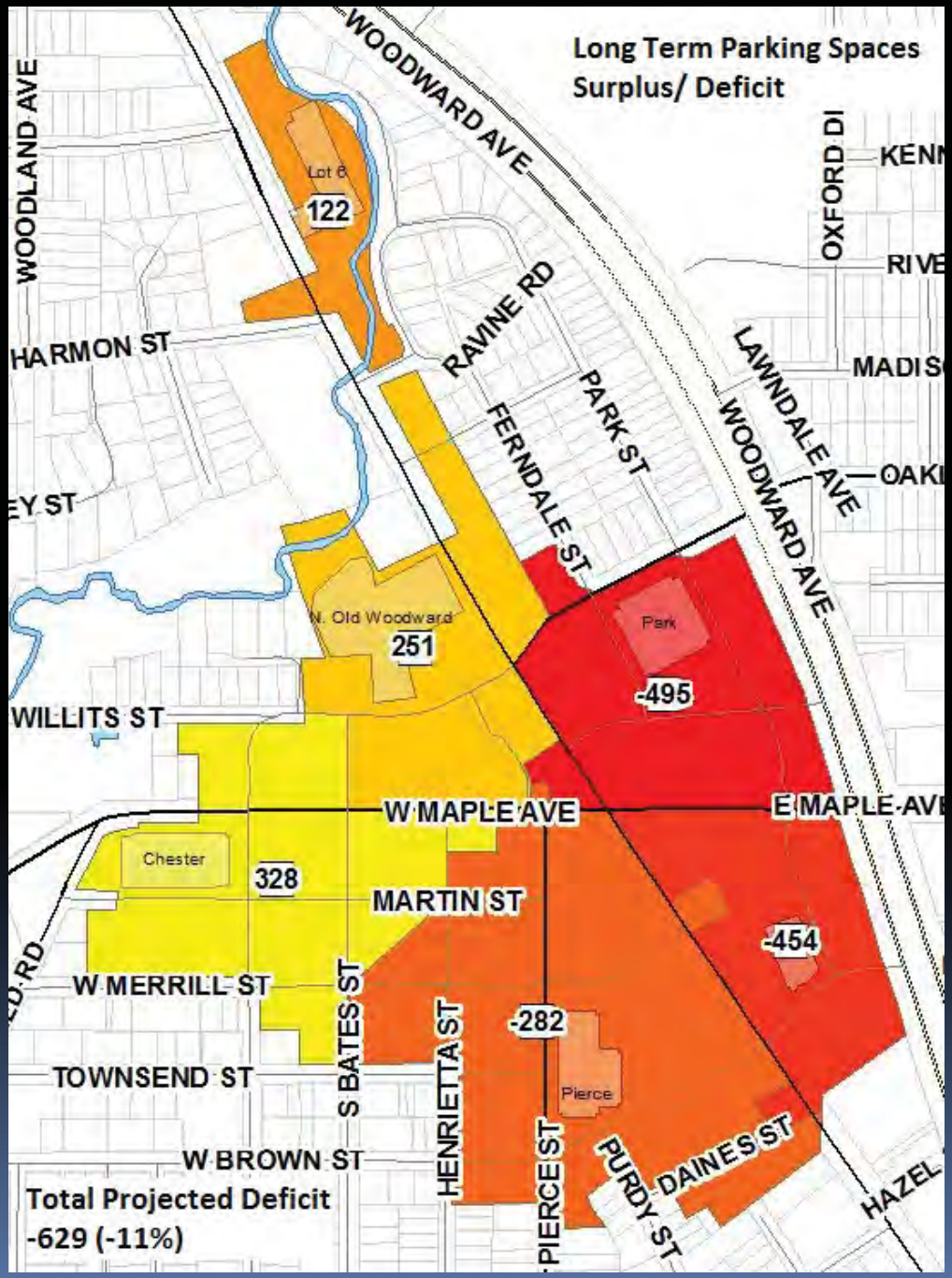
EXISTING PARKING SPACES SURPLUS/DEFICIT BY ZONE



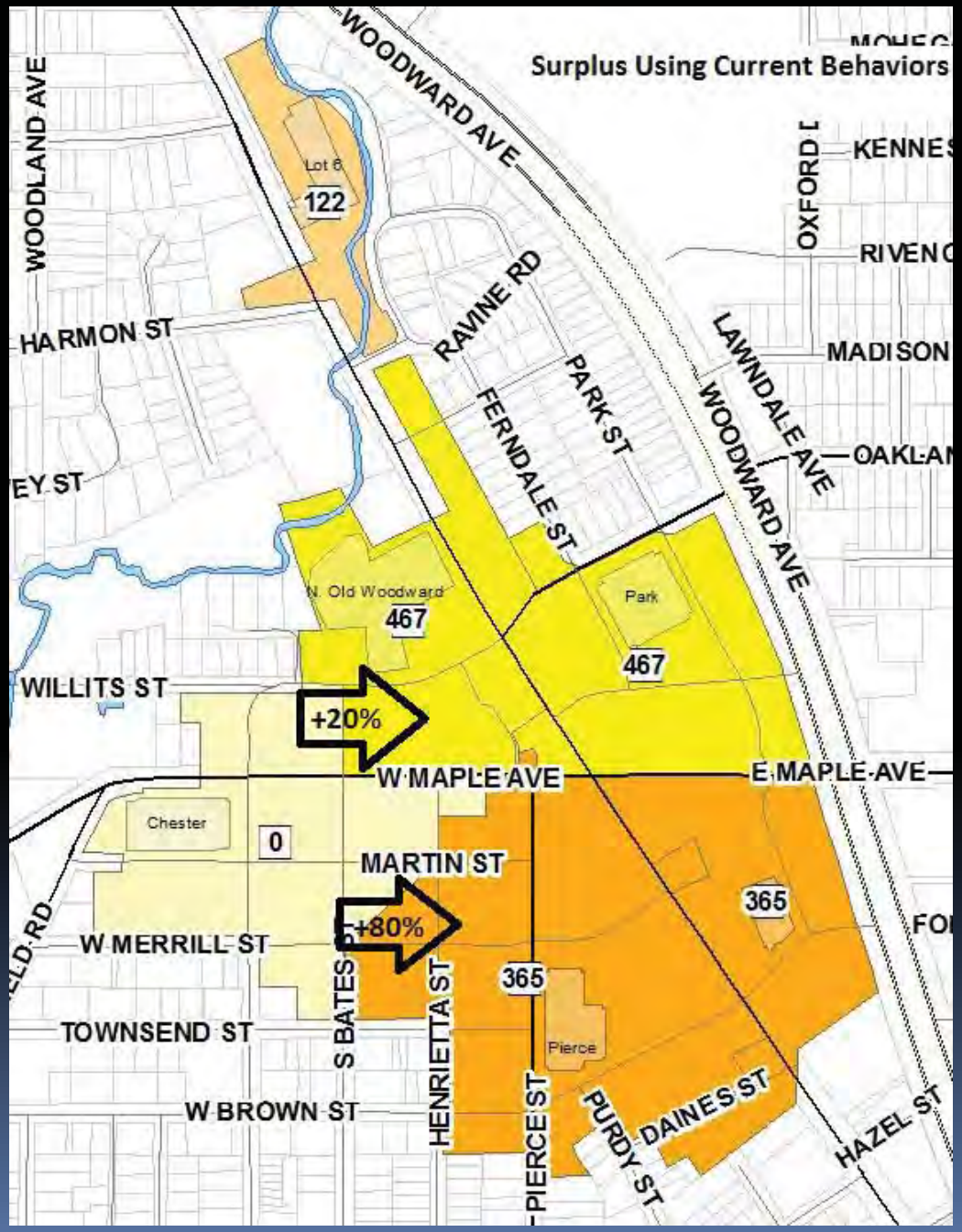
FUTURE PARKING SPACES (SHORT TERM) SURPLUS/DEFICIT



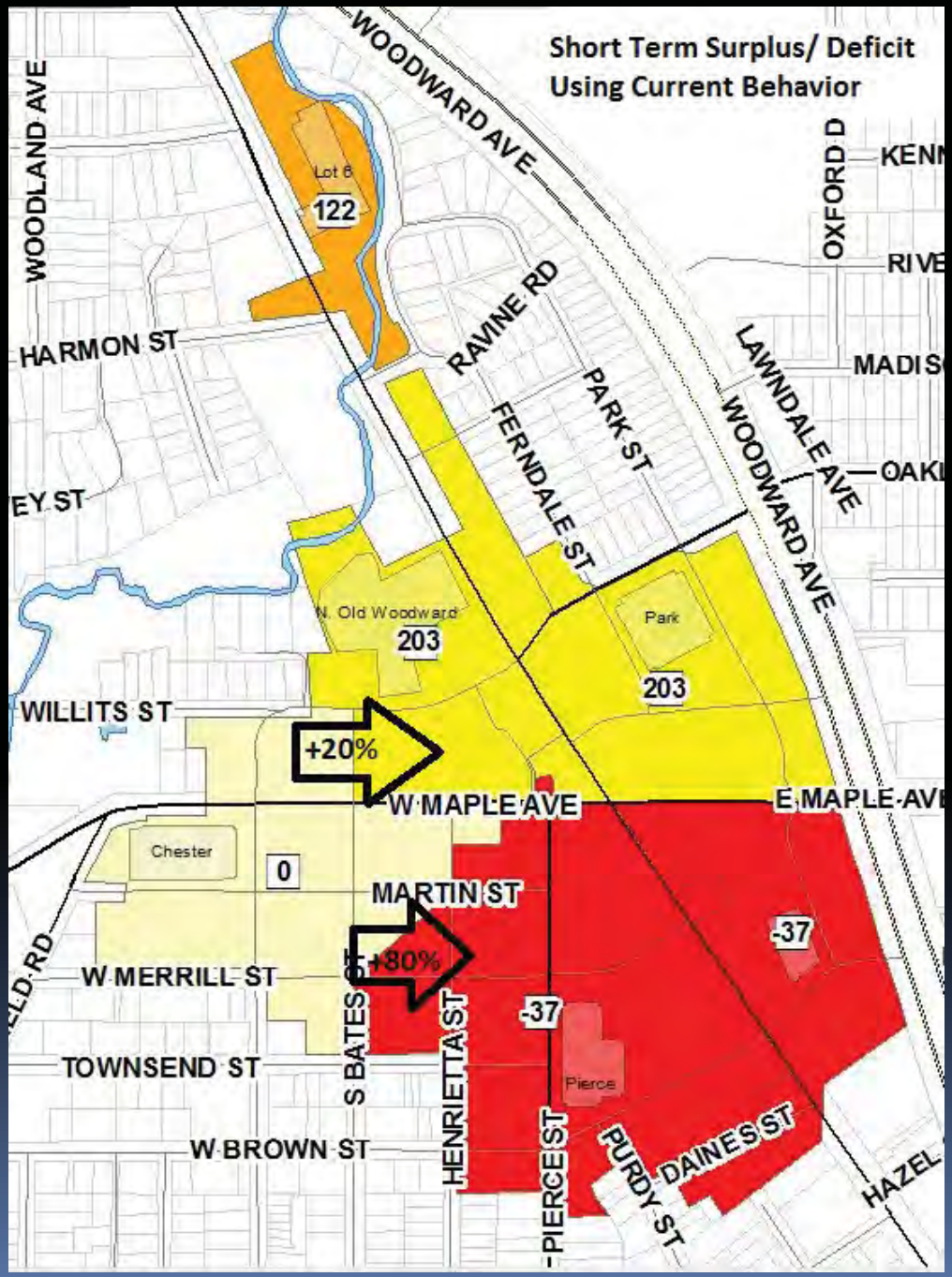
FUTURE PARKING SPACES (LONG TERM) SURPLUS/DEFICIT



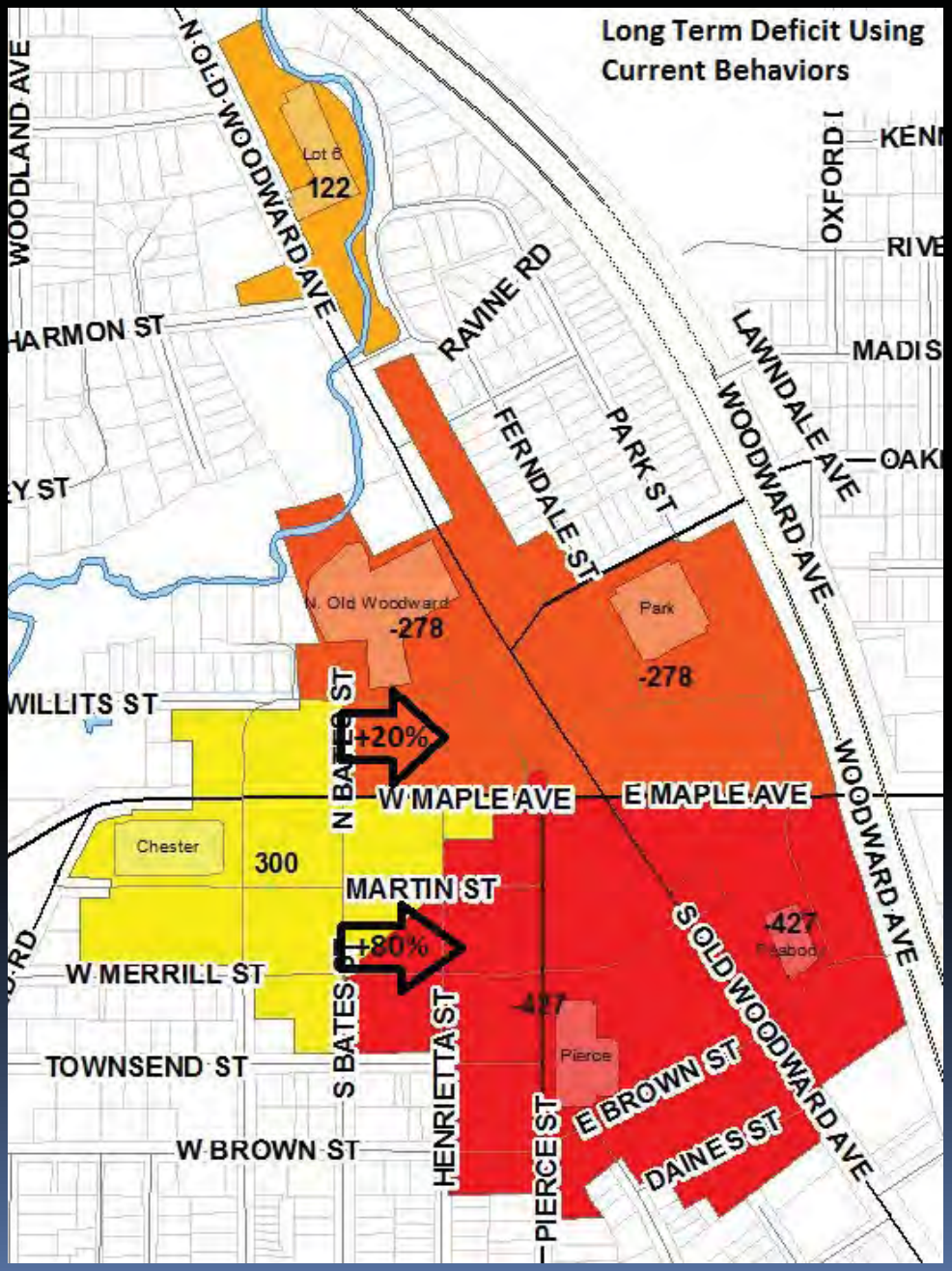
EXISTING PARKING SPACE SURPLUS USING CURRENT BEHAVIORS



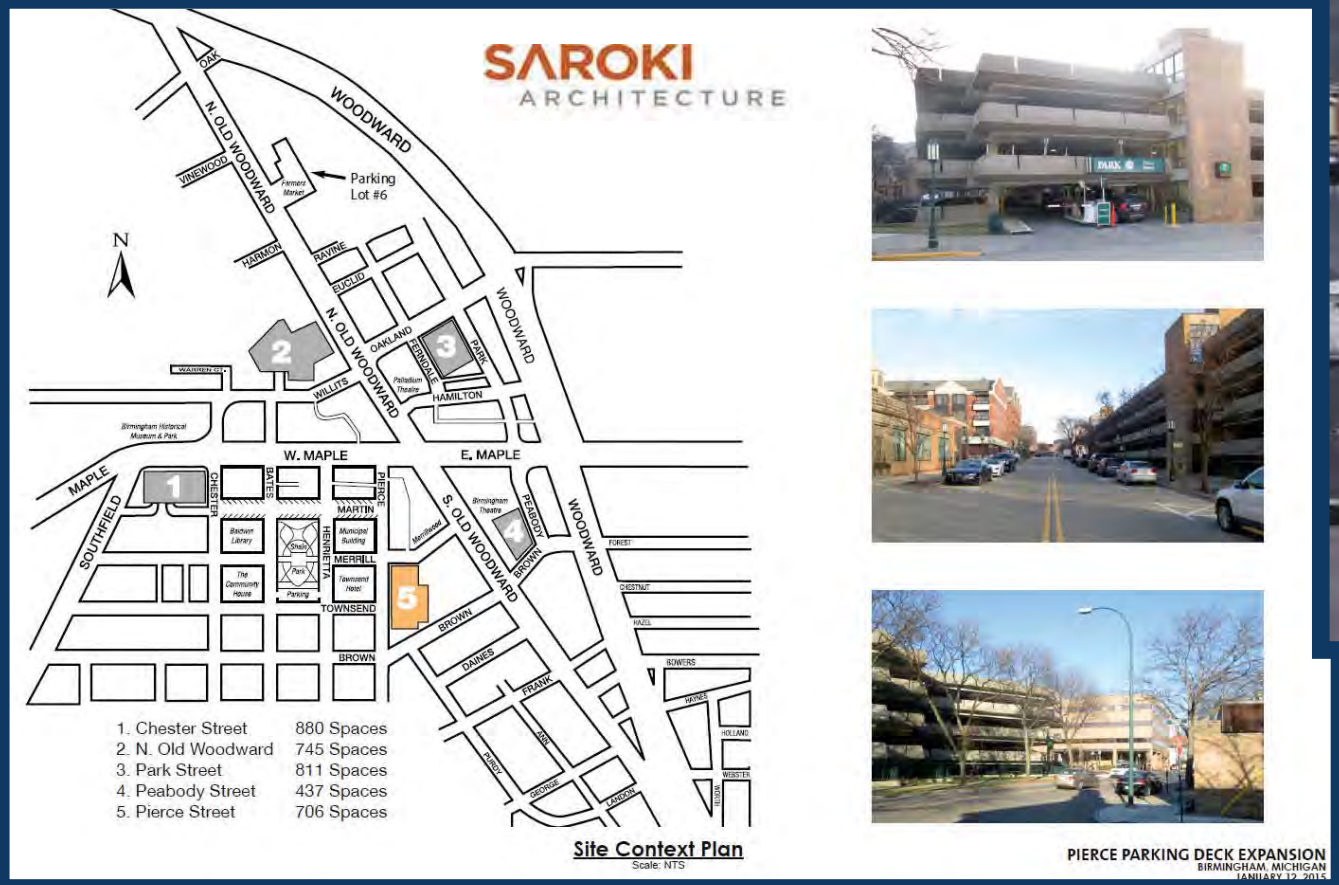
FUTURE PARKING SPACES SURPLUS/DEFICIT (SHORT TERM) USING CURRENT BEHAVIORS



FUTURE PARKING SPACES SURPLUS/DEFICIT (LONG TERM) USING CURRENT BEHAVIORS



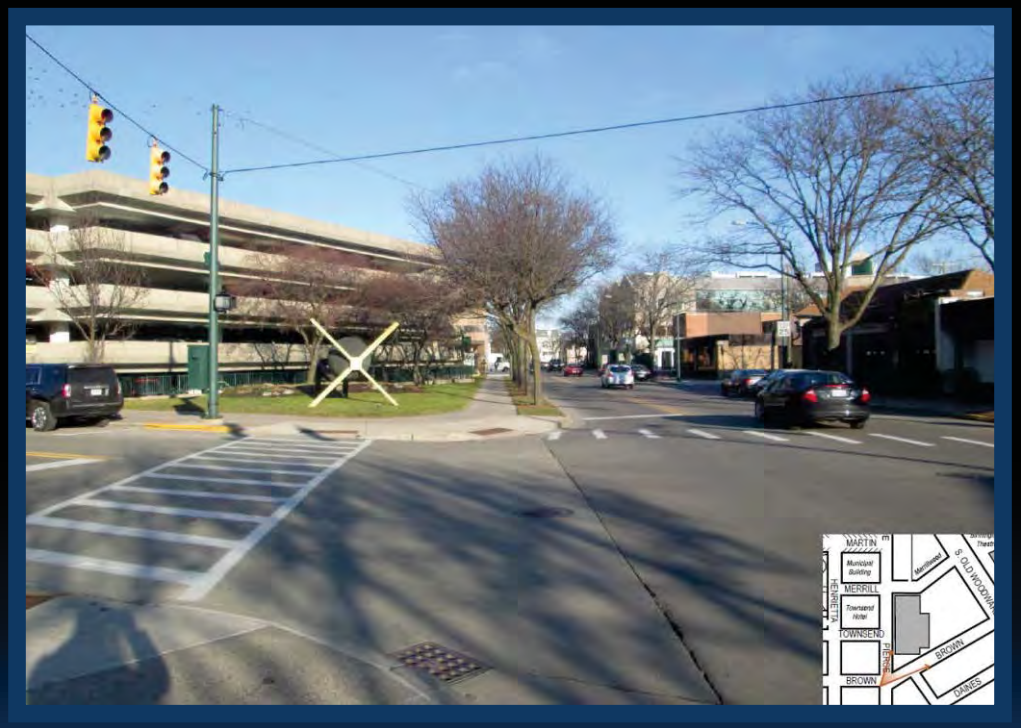
Option: Expand Pierce Street Structure



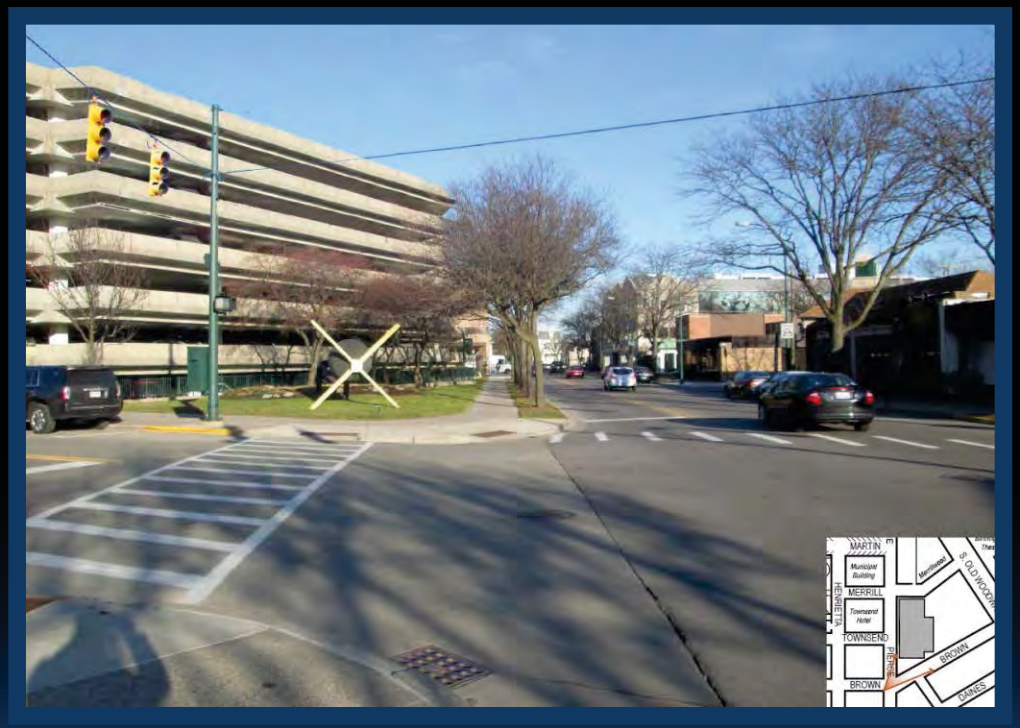
DPZ 2014

View at Pierce and Brown

Existing View



Proposed 2 Story Addition



SAROKI ARCHITECTURE

View from Townsend Street

Existing View

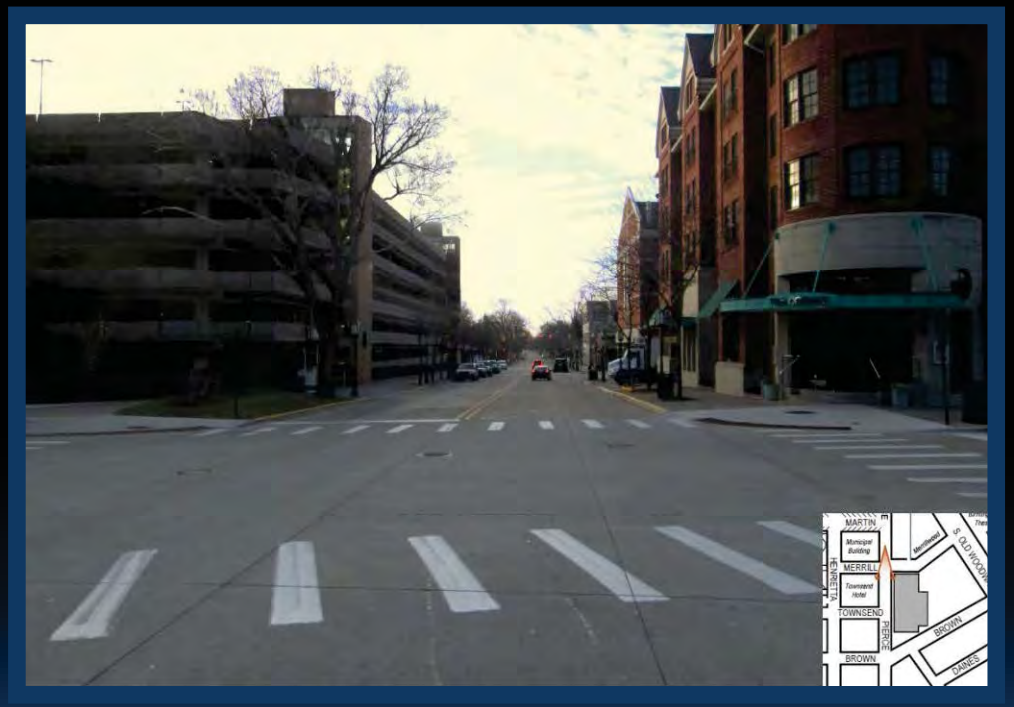
Proposed 2 Story Addition

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

Aerial View

City of Birmingham
A Walkable Community
City of Birmingham
Pierce St. Parking Structure
Pierce Street Parking Structure
N
Miles
0.02
0.03
0.04

Option: Parking Lot #5
N. Old Woodward Ave. Structure

SPECIFIC PROJECT 6:
THE WILLITS BLOCK

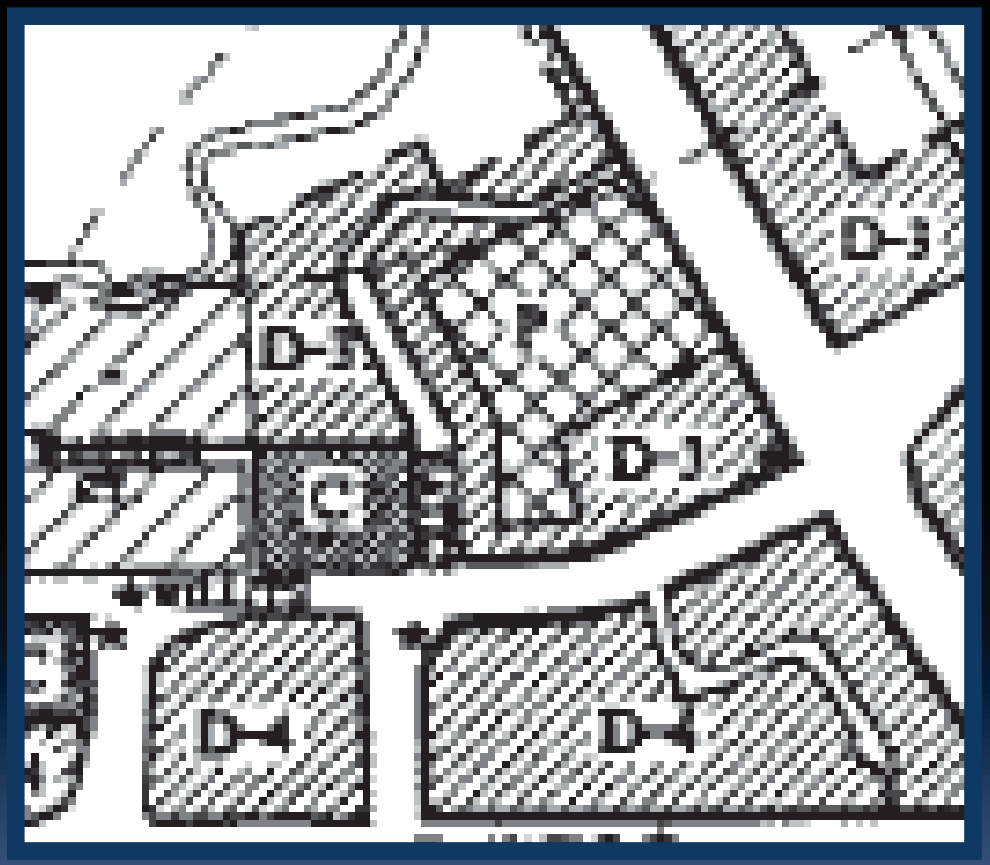
Finding: The superblock behind the North Woodward Garage has development potential.

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



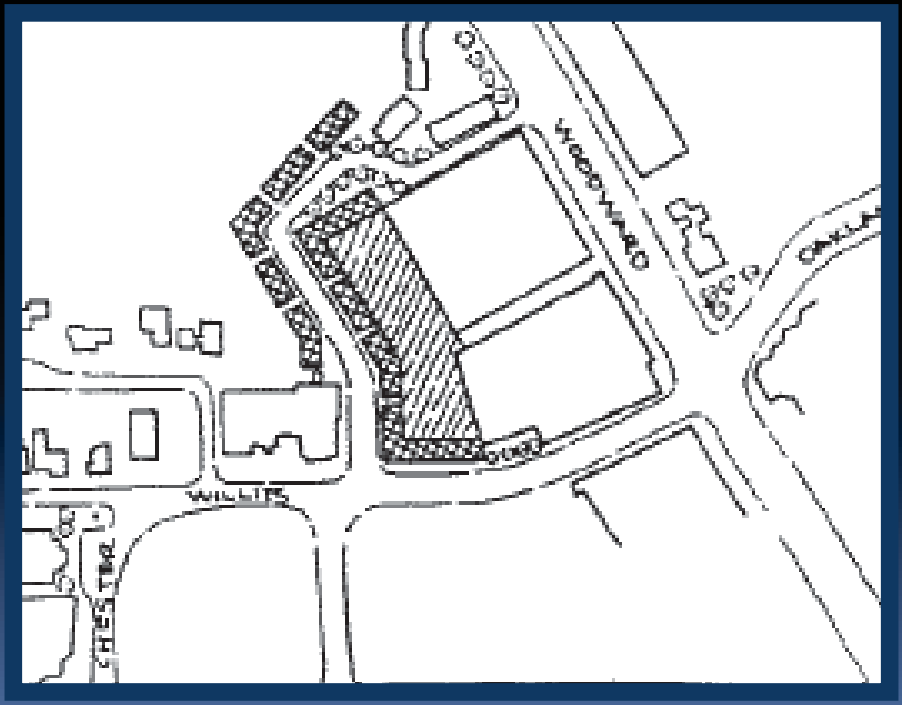
DPZ 2014

Option: Parking Lot #5
N. Old Woodward Ave. Structure

New Parking Structure

New Mixed Use Building

New Residential Units



AD HOC PARKING STUDY RECOMMENDATIONS
CENTRAL BUSINESS DISTRICT

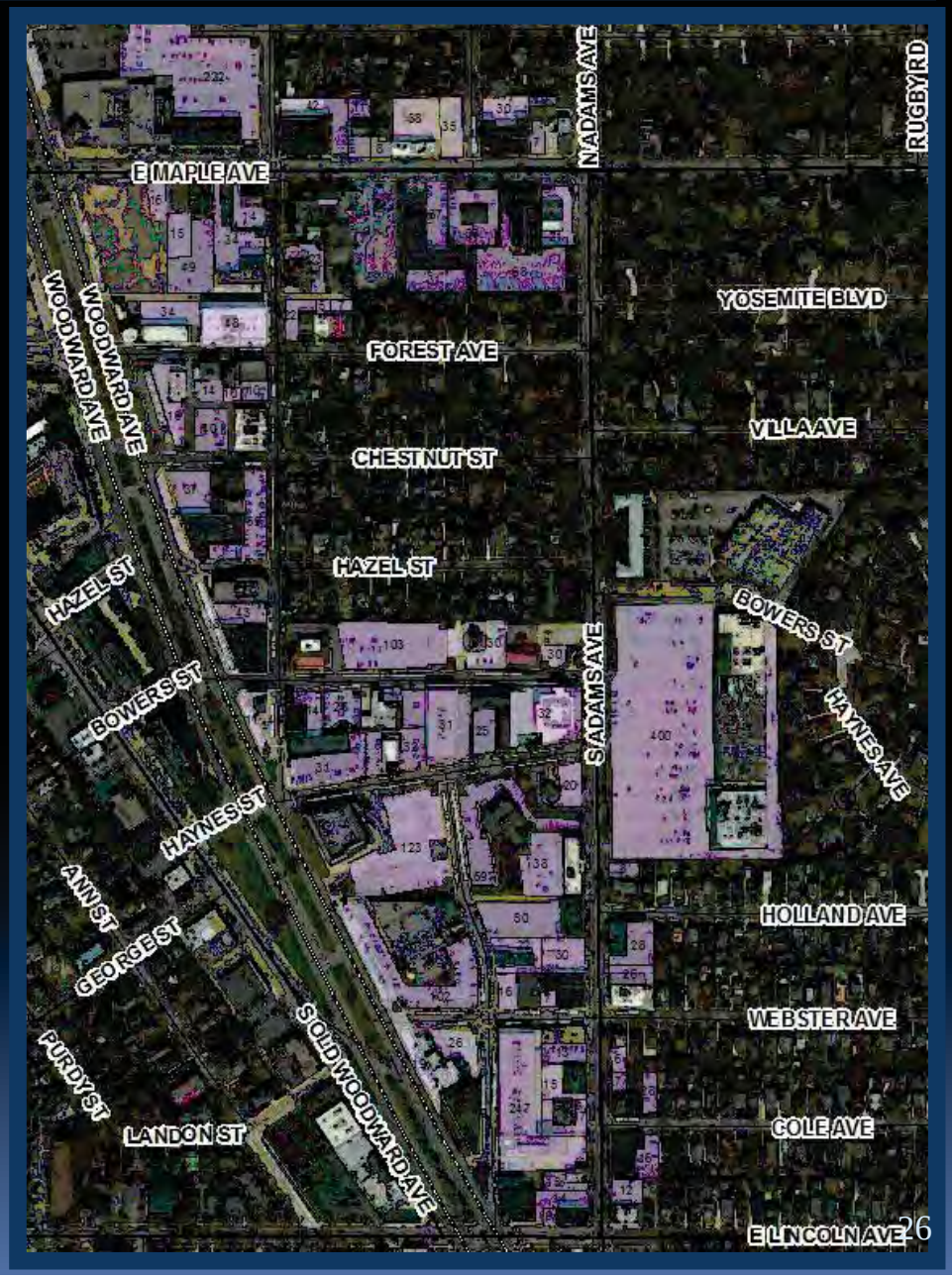
TO ACCEPT THE REPORT OF THE AD HOC PARKING STUDY COMMITTEE ESTIMATING THAT A LONG TERM DEFICIT OF 278 PARKING SPACES IS EXPECTED IN THE LONG TERM FOR THE NORTH PORTION OF THE CENTRAL BUSINESS DISTRICT. FURTHER, TO DIRECT STAFF TO CONDUCT FURTHER PLANNING STUDIES FOR THE N. OLD WOODWARD AVENUE PARKING STRUCTURE AND LOT THAT WILL MAXIMIZE THE CREATION OF PARKING SPACES WHILE ADHERING TO THE ORIGINAL CONCEPTS PRESENTED IN THE DOWNTOWN BIRMINGHAM 2016 PLAN.

AND, AS A SECONDARY PRIORITY, TO ACCEPT THE REPORT OF THE AD HOC PARKING STUDY COMMITTEE ESTIMATING THAT A LONG TERM DEFICIT OF 427 PARKING SPACES IS EXPECTED IN THE LONG TERM FOR THE SOUTH PORTION OF THE CENTRAL BUSINESS DISTRICT. FURTHER, TO ENDORSE THE EXPANSION OF THE PIERCE STREET PARKING STRUCTURE BY TWO LEVELS, THEREBY CREATING AN ADDITIONAL 280 PUBLIC PARKING SPACES IN THE PARKING SYSTEM.

MOTION PASSED 4-0.

Triangle: Future Development

Triangle District Plan



TRIANGLE DISTRICT

KROGER CLOSURE AND RENOVATIONS DISRUPTED NORMAL PARKING PATTERNS

COUNTS DELAYED UNTIL JANUARY, 2015

COUNTS TAKEN FOR ONE FULL EIGHT HOUR WEEKDAY, AND TWO ADDITIONAL PEAK HOUR WEEKDAYS (NOON TO 2 PM).

NO SEASONAL ADJUSTMENT WAS INCLUDED –
- OFFICE USES TEND TO BE STATIC YEAR ROUND
- MAIN RETAIL GENERATORS (GROCERY) TEND TO BE RELATIVELY STATIC YEAR ROUND

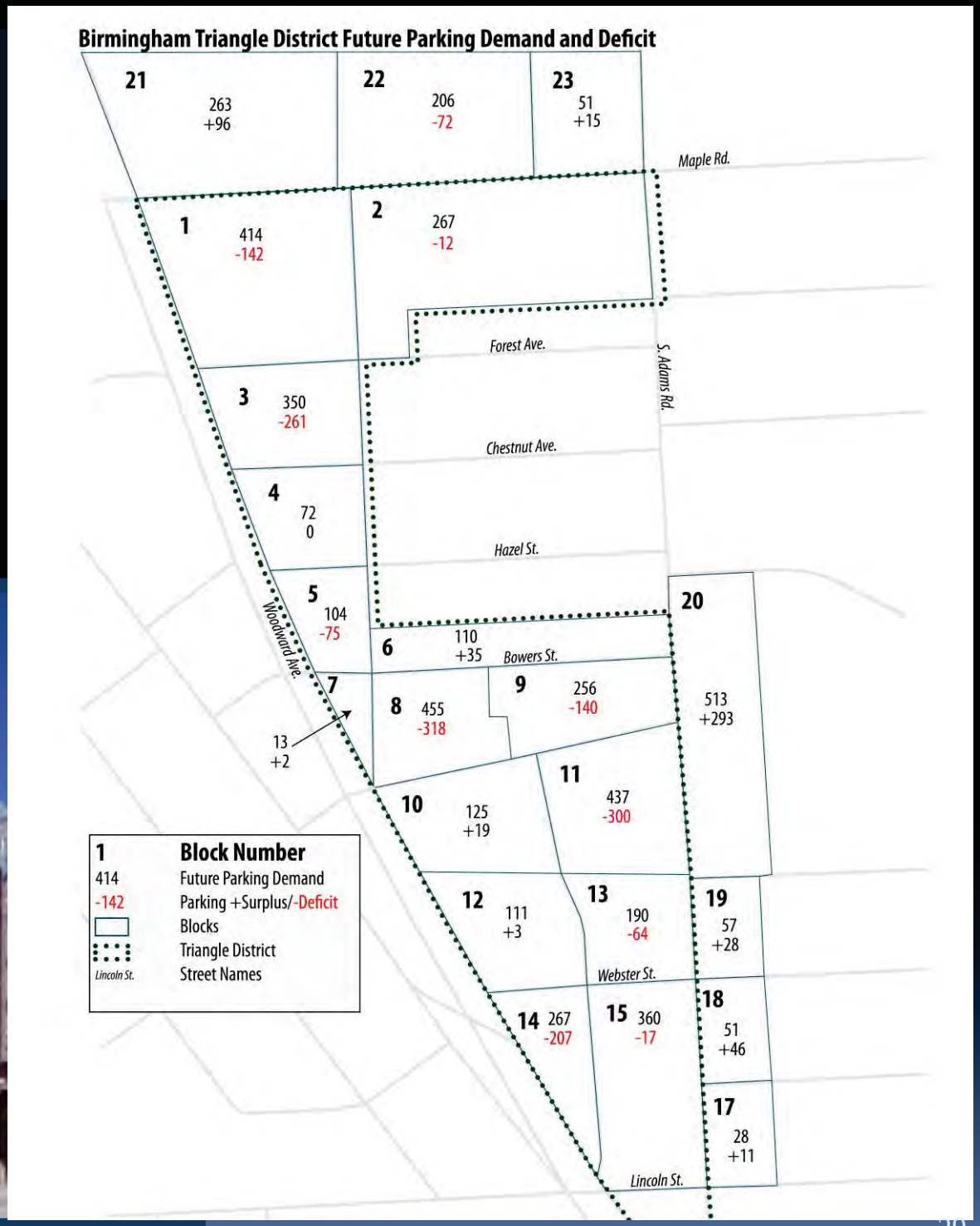
AD HOC PARKING STUDY COMMITTEE

TRIANGLE DISTRICT –
PARKING GENERATION FACTORS
BASED ON ZONING ORDINANCE
1:75 SQ.FT. FOR RESTAURANTS
1:150 SQ.FT. FOR MEDICAL OFFICES
1:300 SQ.FT. FOR GENERAL OFFICES & RETAIL
1:660 SQ.FT. FOR RESIDENTIAL
1:1400 SQ.FT. FOR HOTEL

NUMBERS ARE CONSERVATIVE (COMPARED TO CBD), BUT ACTUAL DEMAND IS DIFFICULT TO PREDICT GIVEN LARGE AREAS THAT COULD BE REDEVELOPED.

Triangle District

Long Term Parking Projections



Option: North Parking Structure

Option:
South Parking Structure

AD HOC PARKING STUDY COMMITTEE RECOMMENDATIONS TRIANGLE DISTRICT

- **To recommend that the City Commission endorse the concept of constructing a public parking facility to serve the north portion of the Triangle District. Further, as opportunities arise, if space is available to construct approximately 400 public parking spaces, the Committee recommends that the parking district boundaries be expanded to include the commercial properties north of Maple Road from Woodward Avenue to Adams Road.**

- **To recommend that the City Commission endorse the concept of constructing a public parking facility providing 600 to 700 spaces to serve the south portion of the Triangle District, and to work with property owners to move in that direction, as development opportunities arise.**
- **Motion passed 4-0.**

Questions?

AD HOC PARKING STUDY COMMITTEE
WEDNESDAY, JUNE 25, 2014
6:00 P.M.
ROOMS 202 – 203
151 MARTIN ST., BIRMINGHAM, MI

A. Roll Call
B. Introductions
C. Election of Chair and Vice-Chair
D. Review of Agenda

E. Establish Date and Time for Regular Meeting Schedule

F. Overview of Ad Hoc Parking Study Committee Purpose and Goals

G. Review of Ad Hoc Parking Study Committee Findings from 2000

1. Update of Maps, Data, Counts
2. Review Modifications to Procedure
3. Determination of Next Steps (Central Business District)

H. Review of Future Meetings

I. Meeting Open for Matters not on the Agenda

J. Adjounment

Notice: Due to building security, public entrance during non-business hours is through the Police Department, Pierce St. Entrance only. Individuals with disabilities requiring assistance to enter the building should request aid via intercom system at the parking lot entrance gate on Henrietta St.

People with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk's office at 248-530-1880 (voice) or 248-644-5115 (TDD) at least one day in advance to request mobility, visual, hearing, or other assistance.

Las personas que requieren alojamiento, tales como servicios de interpretacion, la participacion efectiva en esta reunion deben ponerse en contacto con la Oficina del Secretario Muncipal al 248-530-1880 por lo menos el dia antes de la reunion publica. (Title VI of the Civil Rights Act of 1964)

City of Birmingham
A Walkable Community

MEMORANDUM

DATE: June 20, 2014

TO: Ad Hoc Parking Study Committee (AHPSC)

FROM: Paul T. O'Meara, City Engineer

SUBJECT: First Meeting Overview

The following items are included in this package for your review:

1. Memo to City Commission at Long Range Planning Session (January, 2014)
2. Memo to City Commission authorizing the AHPSC.
3. Presentation from 2000 AHPSC
4. Updated Spreadsheet Listing All Buildings in the Central Business District
5. Parking Structures Usage Report (May, 2014)

My main goal for the first meeting is to take the time to review in detail the presentation that summarized the similar effort that was done in 2000. That discussion alone will be very helpful in helping the members understand what needs to be done to come up with a credible parking demand model. Talking it through will help the members understand the assumptions that were made in the past. There will be opportunity for the members to question the assumptions, and modify them if needed.

The spreadsheet that is attached has been updated to reflect the current status of the buildings in the Central Business District. The findings that are included are preliminary and need to be modified depending upon the current counting effort that has occurred, and modifications to assumptions as noted above.

Finally, please note that we would like to suggest that the focus first be on the Central Business District for two reasons:

1. A lot of data already exists which can be used to obtain a result relatively soon.
2. Many consider the parking system to be in a state of extreme demand, and the City Commission is hoping to see results from this committee in the near future. Once those results are nearing a conclusion, the AHPSC can then turn its attention to the Triangle District.

I look forward to meeting with you next week.

Ad Hoc Parking Study Committee
Membership Roster

Advisory Parking Committee Rep.

Susan Peabody
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Bloomfield Hills, MI 48302

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Corridor Improvement Authority Rep.

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(W)

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Johanna Slanga
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(H)
(W)

Planning Board Rep.

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(W) 248-644-1651

richard@astreins.com

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **January 21, 2014**

TO: **Robert J. Bruner, Jr., City Manager**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Auto Parking System Update**

After completion of the 2016 plan in 1997, discussions were held between the City Commission and the Advisory Parking Committee relative to how the new overlay zoning in the Central Business District could have an impact on parking demand. A comprehensive study of the entire district was undertaken in 2000 to attempt to predict future needs. Recommendations of the study suggested that additional spaces would be needed, particularly in the areas close to the Pierce St. and Peabody St. Structures.

As new buildings were built in the early 2000's, the parking system did not experience a significant increase in daytime demand. Evening demand increased significantly. Since the system had more than enough capacity to accommodate evening increases, there was no apparent need to begin expanding the capacity of the system. With the economic downturn starting in 2008, several more years elapsed with the system able to accommodate demand.

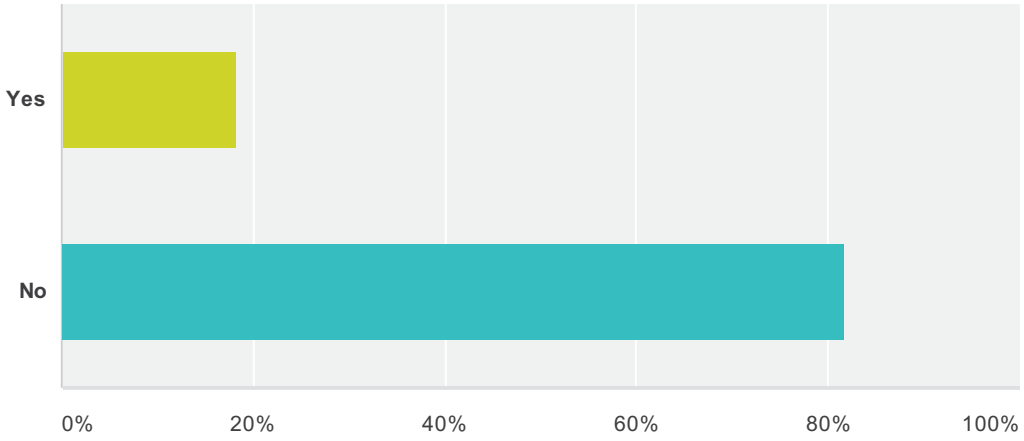
Since early 2010, the parking system has seen a steady, growing demand for monthly parking permits in the downtown area. Daytime demand is now higher than ever experienced in the past, and since last summer, all five parking structures are sold out. We do not see this demand lessening in the near future.

The long term needs of the parking system were reviewed by the Advisory Parking Committee beginning at their meeting in November. A survey of property owners and business owners was put together to better measure what the public is feeling about our current level of service. The results have just been received, and are attached. The Advisory Parking Committee will not have a chance to review the results until their regular meeting of February 19. In the interim, though, it is appropriate for the issue to be reviewed by the City Commission at the Long Range Planning meeting. The attached presentation will be reviewed, better defining the current status of the system, and offering the possible solutions that the Advisory Parking Committee will review in greater detail. Also attached is the background information prepared by staff for the APC at their November meeting.

Obtaining input from the City Commission as to the urgency and possible solutions of this issue will be helpful as the Advisory Parking Committee explores it in more detail.

Q1 Do you own real estate in the parking assessment district?

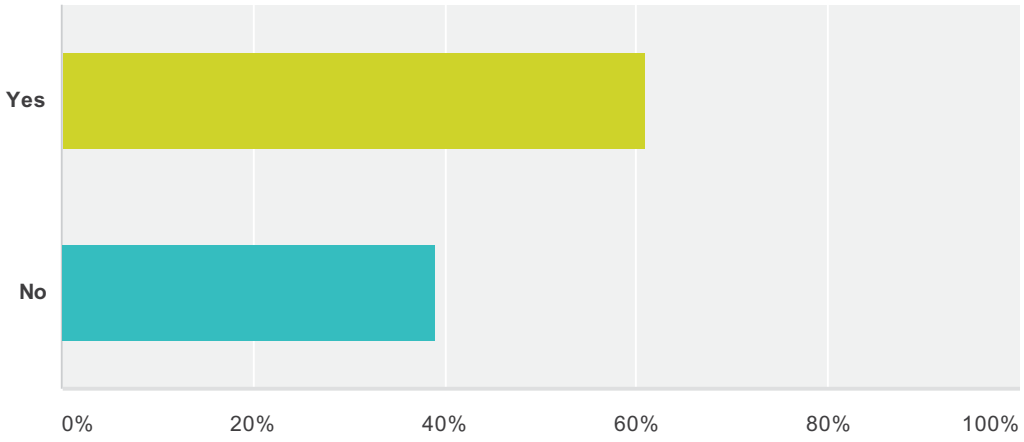
Answered: 82 Skipped: 0



Answer Choices	Responses	
Yes	**18.29%**	15
No	**81.71%**	67
Total		**82**

Q2 Do you operate a retail business or restaurant that brings customers to the area who need to park?

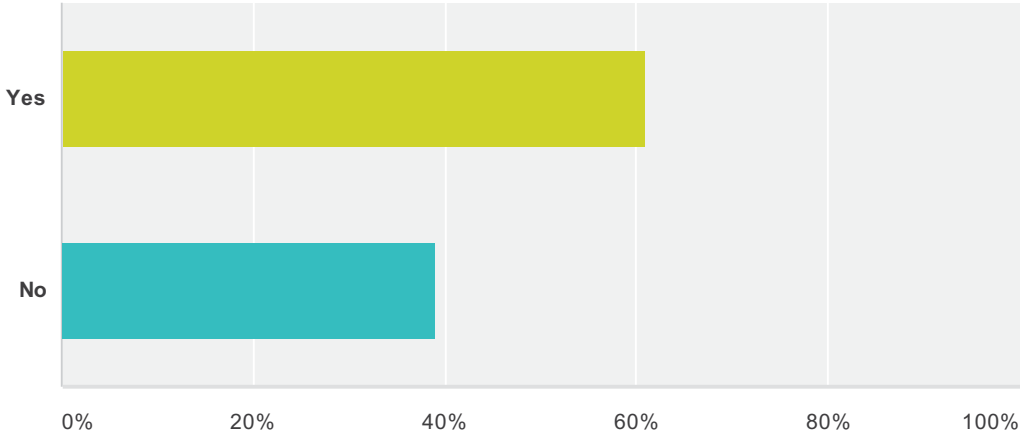
Answered: 82 Skipped: 0



Answer Choices	Responses	
Yes	**60.98%**	50
No	**39.02%**	32
Total		**82**

Q3 Do you operate an office that brings additional people (other than yourself) to the area who need to park?

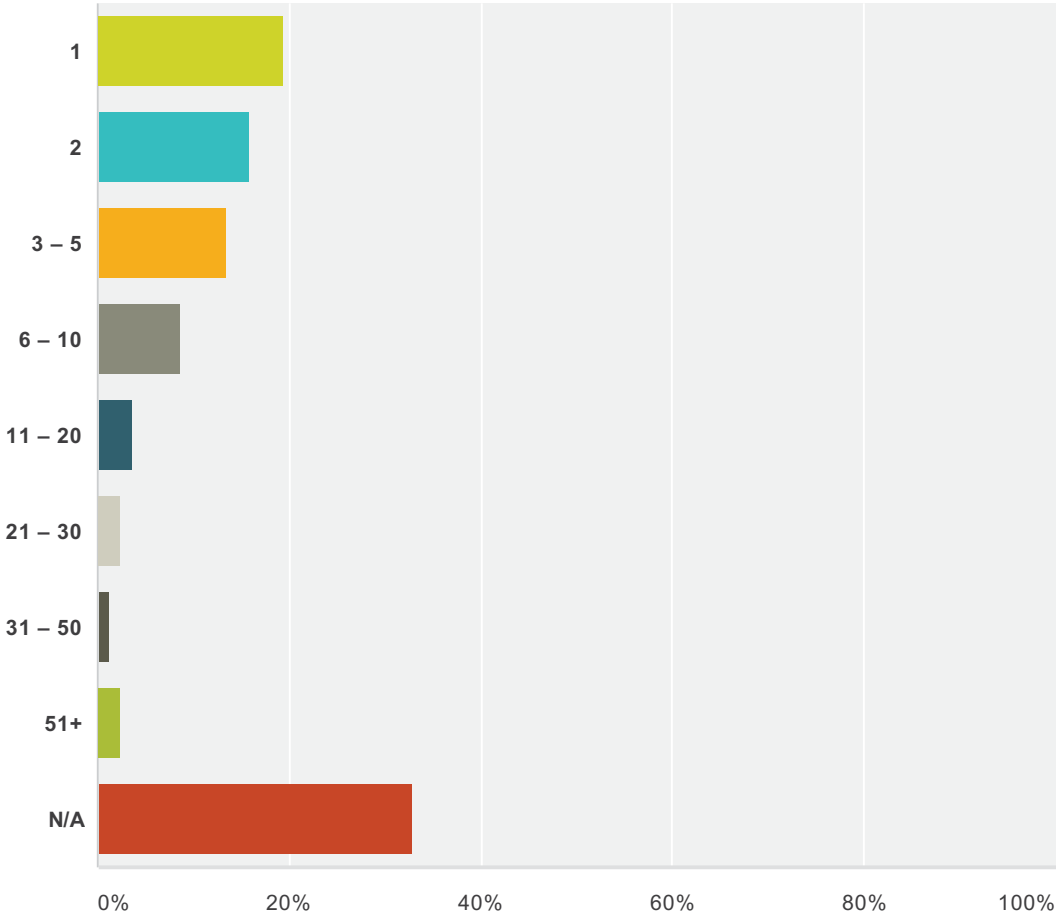
Answered: 82 Skipped: 0



Answer Choices	Responses	
Yes	**60.98%**	50
No	**39.02%**	32
Total		**82**

Q4 How many monthly parking permits do you or your company pay for (if answering for the company, only one company representative should answer for the company).

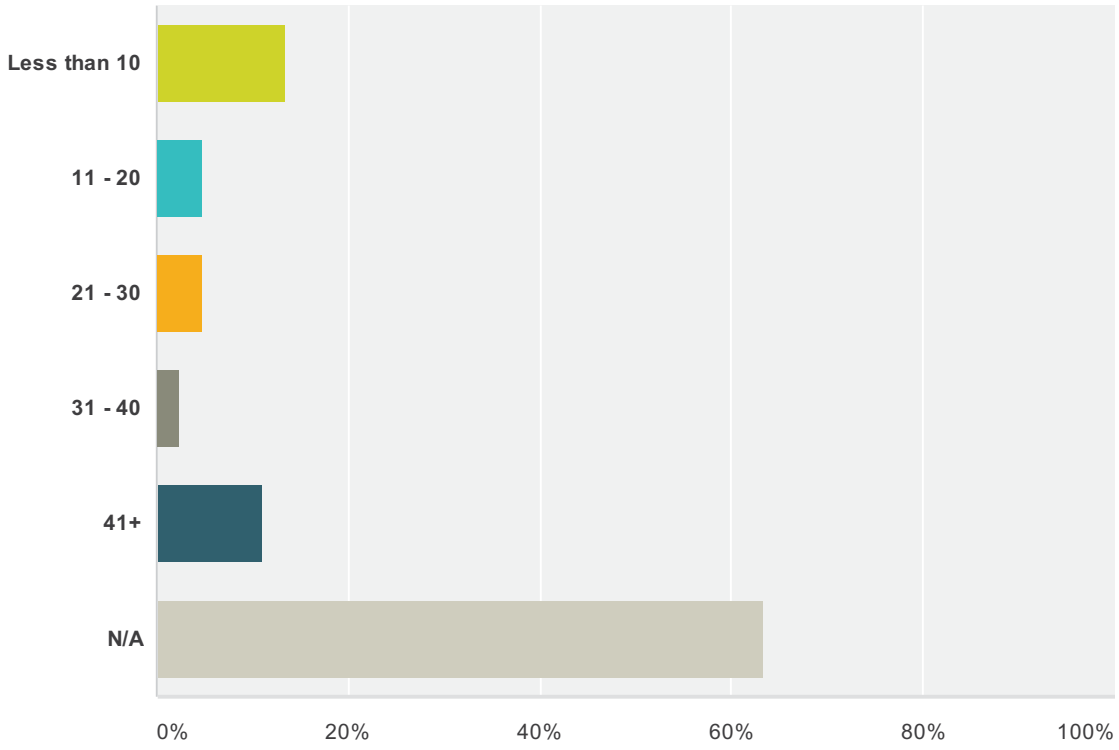
Answered: 82 Skipped: 0



Answer Choices	Responses	
1	**19.51%**	16
2	**15.85%**	13
3 – 5	**13.41%**	11
6 – 10	**8.54%**	7
11 – 20	**3.66%**	3
21 – 30	**2.44%**	2
31 – 50	**1.22%**	1
51+	**2.44%**	2
N/A	**32.93%**	27
Total		**82**

Q5 If you do not have a monthly permit, approximately how many hours per week do you pay for parking at a public parking space in downtown Birmingham?

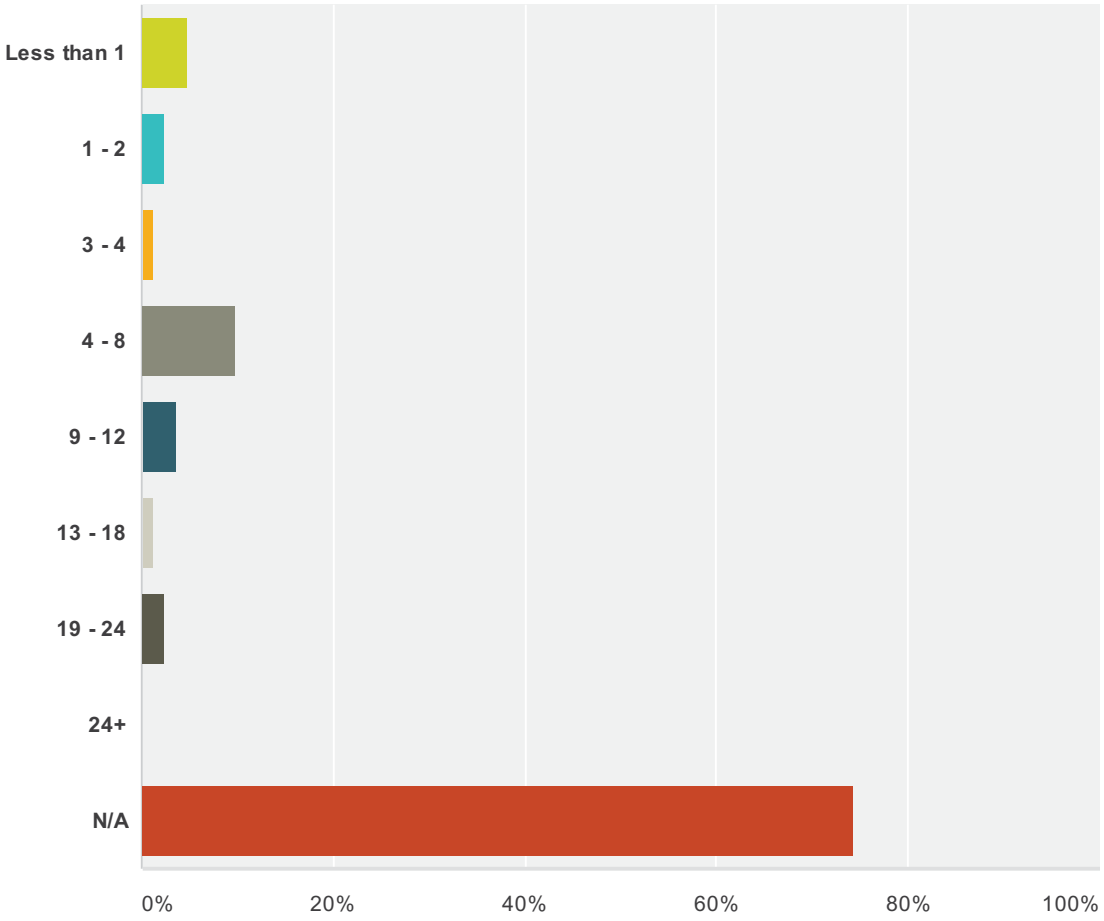
Answered: 82 Skipped: 0



Answer Choices	Responses	
Less than 10	**13.41%**	11
11 - 20	**4.88%**	4
21 - 30	**4.88%**	4
31 - 40	**2.44%**	2
41+	**10.98%**	9
N/A	**63.41%**	52
Total		**82**

Q6 If you are on a waiting list to obtain a monthly parking permit, how many months have you been waiting?

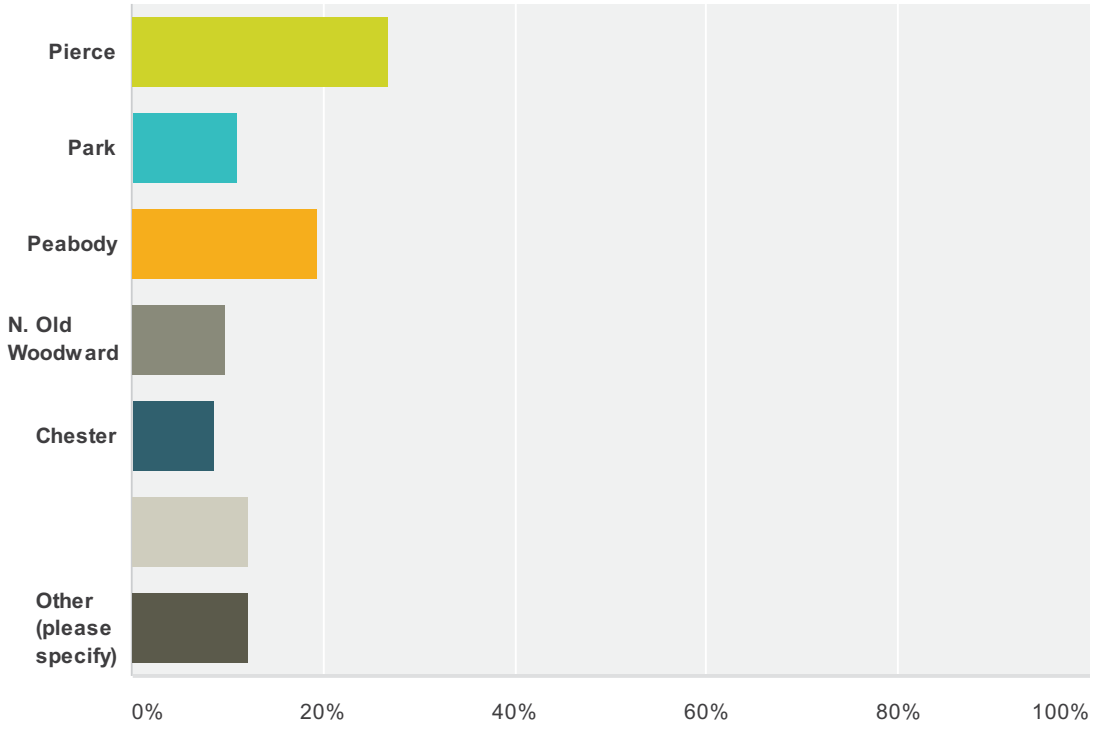
Answered: 82 Skipped: 0



Answer Choices	Responses	
Less than 1	**4.88%**	4
1 - 2	**2.44%**	2
3 - 4	**1.22%**	1
4 - 8	**9.76%**	8
9 - 12	**3.66%**	3
13 - 18	**1.22%**	1
19 - 24	**2.44%**	2
24+	**0%**	0
N/A	**74.39%**	61
Total		**82**

Q7 What is your preferred parking structure or lot to park in?

Answered: 82 Skipped: 0



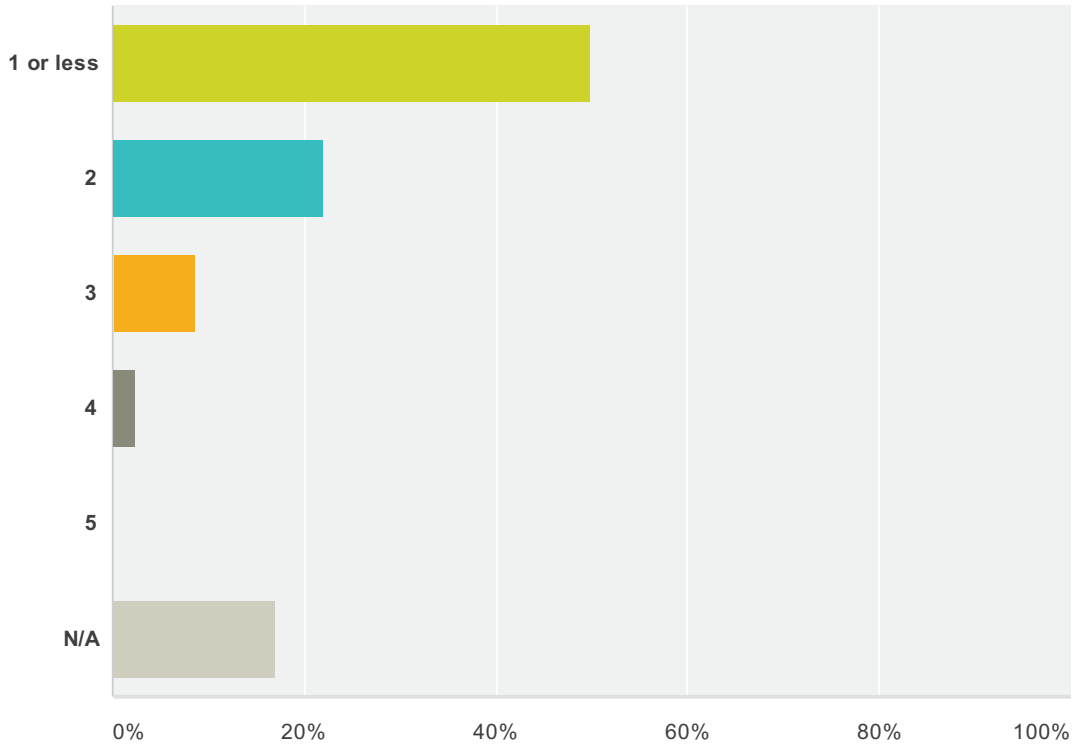
Answer Choices	Responses	
Pierce	**26.83%**	22
Park	**10.98%**	9
Peabody	**19.51%**	16
N. Old Woodward	**9.76%**	8
Chester	**8.54%**	7
Lot 6 (N. Old Woodward Area north of Willits St./Oakland Blvd.)	**12.20%**	10
Other (please specify)	**12.20%**	10
Total		**82**

#	Other (please specify)	Date
1	Lot #6 should be a covered lot. There are so many emplyees utilizing this lot that patrons have difficulty parking	1/19/2014 1:12 PM
2	N/A	1/15/2014 6:26 PM
3	I prefer the walking distance to the Park Structure, however, it is a nightmare navigating that structure due to the great quantity of folks going to the Palladium. Takes 20 min to get out if you happen to coincide with the end of a film.	1/14/2014 7:23 PM
4	555 Building or Birmingham Place	1/14/2014 4:33 PM
5	lot across from the community house	1/6/2014 2:36 PM

6	Currently we take up two spaces on N. Old Woodward (S.of Harmon)	1/3/2014 3:52 PM
7	We have our own parking within our building	1/3/2014 12:54 PM
8	N/A	1/2/2014 6:37 PM
9	Street	1/2/2014 2:36 PM
10	Have 21 spots on-site	1/2/2014 2:28 PM

Q8 If you are able to park in your preferred parking structure, how many blocks do you have to walk to get from there to your business?

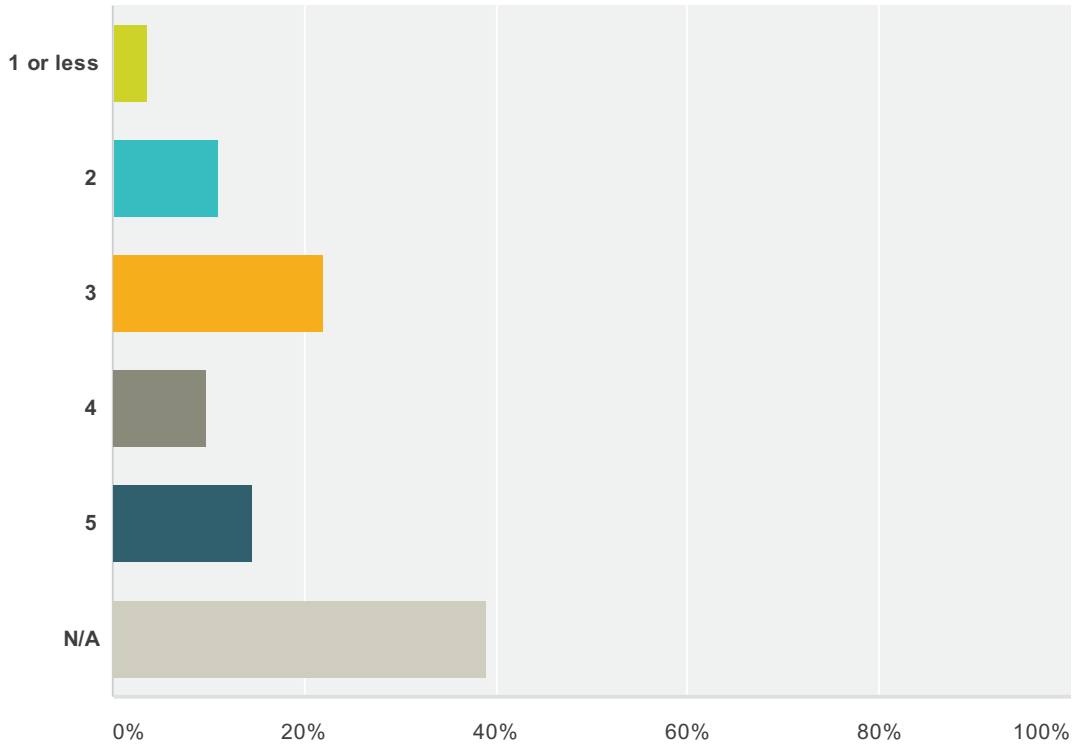
Answered: 82 Skipped: 0



Answer Choices	Responses	
1 or less	**50%**	41
2	**21.95%**	18
3	**8.54%**	7
4	**2.44%**	2
5	**0%**	0
N/A	**17.07%**	14
Total		**82**

Q9 If you are NOT able to park in your preferred parking structure, how many blocks do you have to walk to get from there to your business?

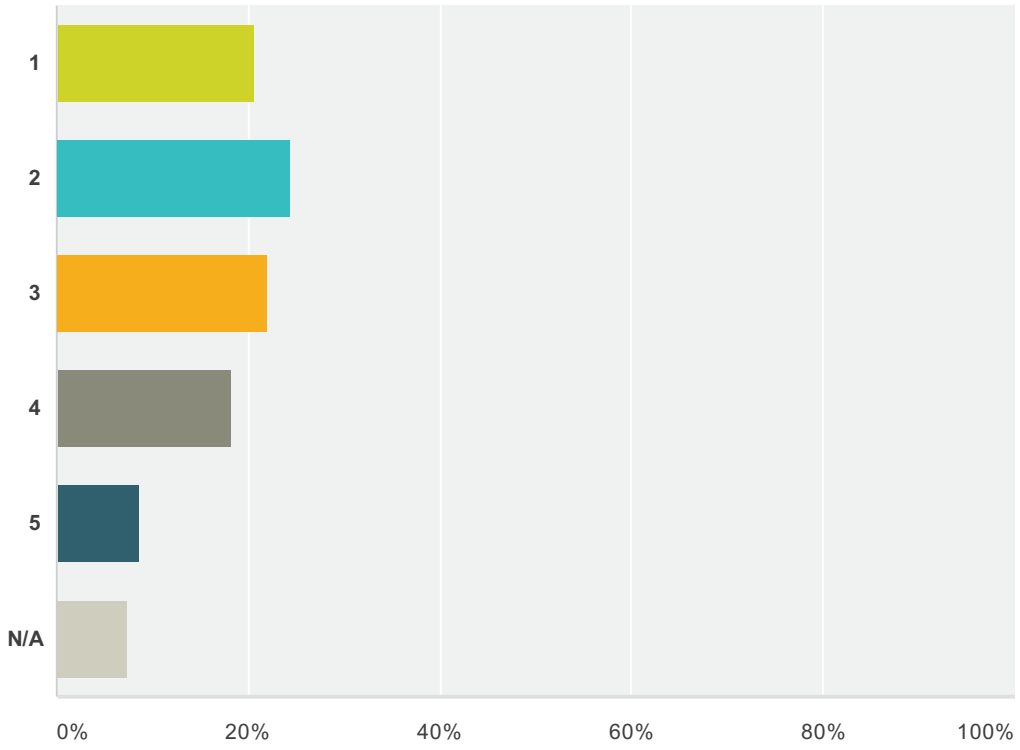
Answered: 82 Skipped: 0



Answer Choices	Responses	
1 or less	**3.66%**	3
2	**10.98%**	9
3	**21.95%**	18
4	**9.76%**	8
5	**14.63%**	12
N/A	**39.02%**	32
Total		**82**

Q10 On a scale of 1-5 (1 being poor, 5 being great), how do you feel about current parking availability for your customers coming to patronize your business?

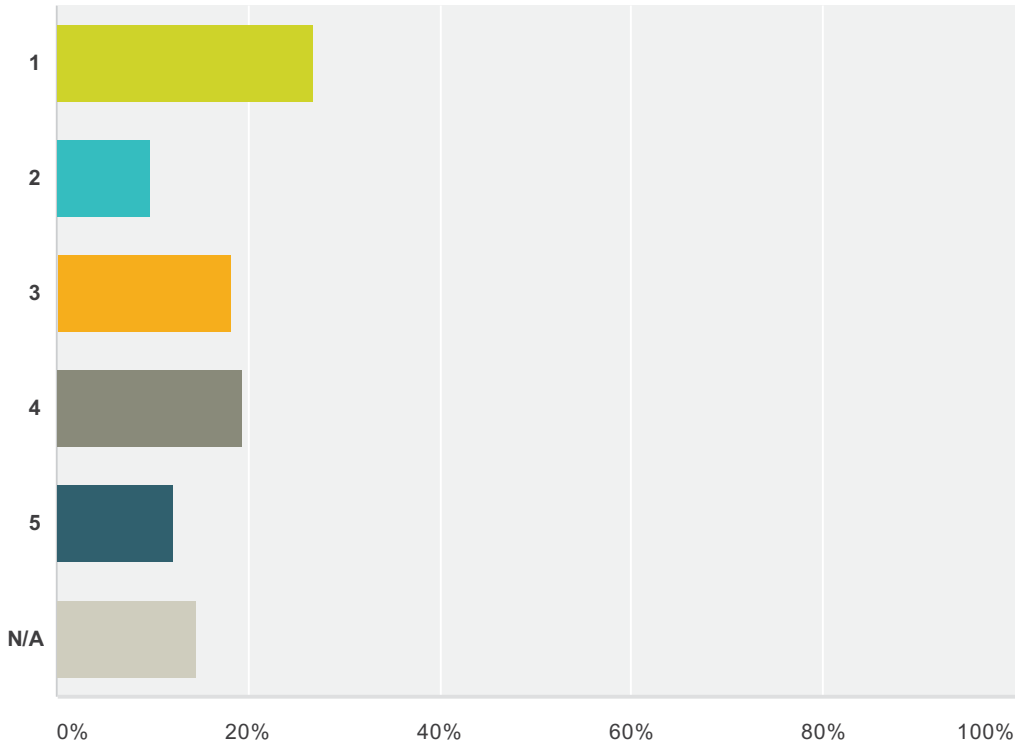
Answered: 82 Skipped: 0



Answer Choices	Responses	
1	**20.73%**	17
2	**24.39%**	20
3	**21.95%**	18
4	**18.29%**	15
5	**8.54%**	7
N/A	**7.32%**	6
Total Respondents: 82		

Q11 On a scale of 1-5 (1 being poor, 5 being great), how do you feel about current parking availability for your employees coming to work at your business?

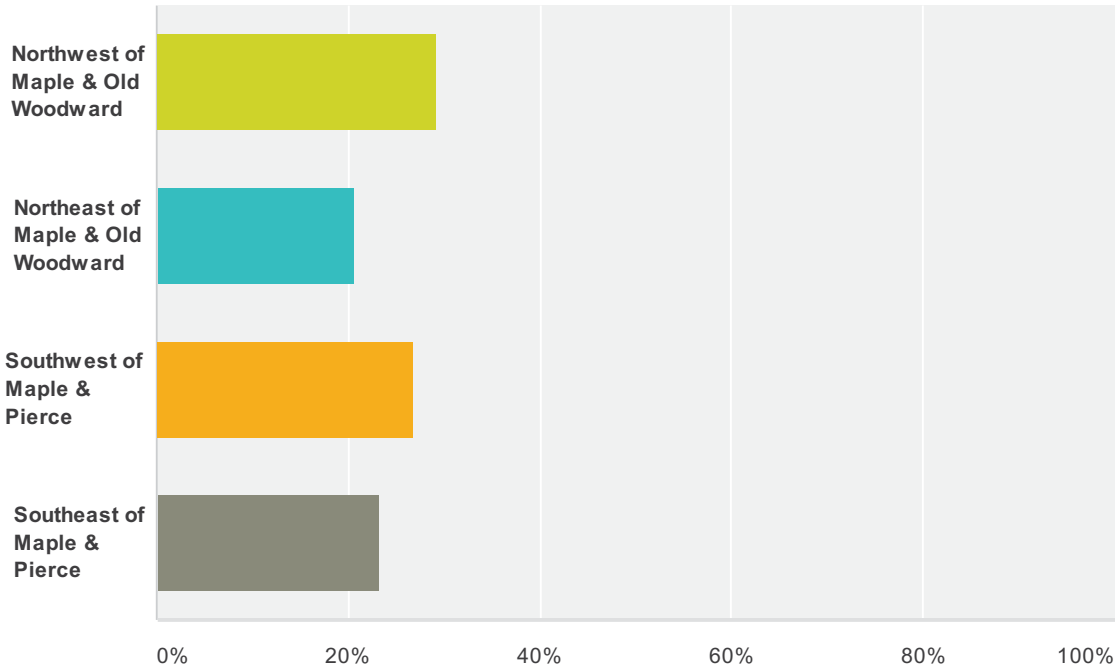
Answered: 82 Skipped: 0



Answer Choices	Responses	
1	**26.83%**	22
2	**9.76%**	8
3	**18.29%**	15
4	**19.51%**	16
5	**12.20%**	10
N/A	**14.63%**	12
Total Respondents: 82		

Q12 If the City were to construct a significant number of new parking spaces (200+), which general area of downtown would you prefer to see them?

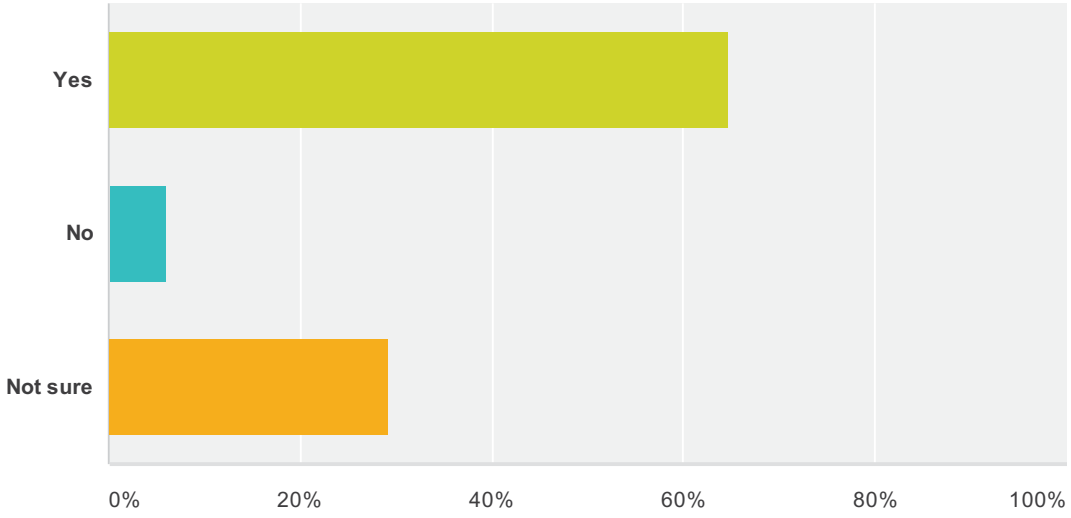
Answered: 82 Skipped: 0



Answer Choices	Responses	
Northwest of Maple & Old Woodward	**29.27%**	24
Northeast of Maple & Old Woodward	**20.73%**	17
Southwest of Maple & Pierce	**26.83%**	22
Southeast of Maple & Pierce	**23.17%**	19
Total		**82**

Q13 Assuming the City moves ahead to build a significant number of new parking spaces in the general area you noted in #12, do you feel that this is the right decision at this time?

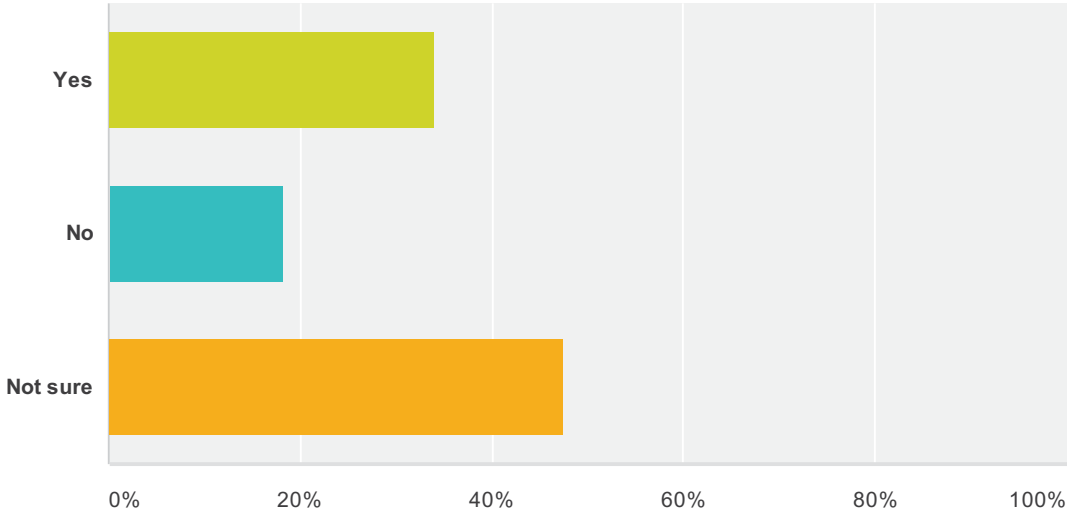
Answered: 82 Skipped: 0



Answer Choices	Responses	
Yes	**64.63%**	53
No	**6.10%**	5
Not sure	**29.27%**	24
Total		**82**

Q14 Assuming the City moves ahead to build a significant number of new parking spaces NOT in the general area you noted in #12, do you feel that this is the right decision at this time?

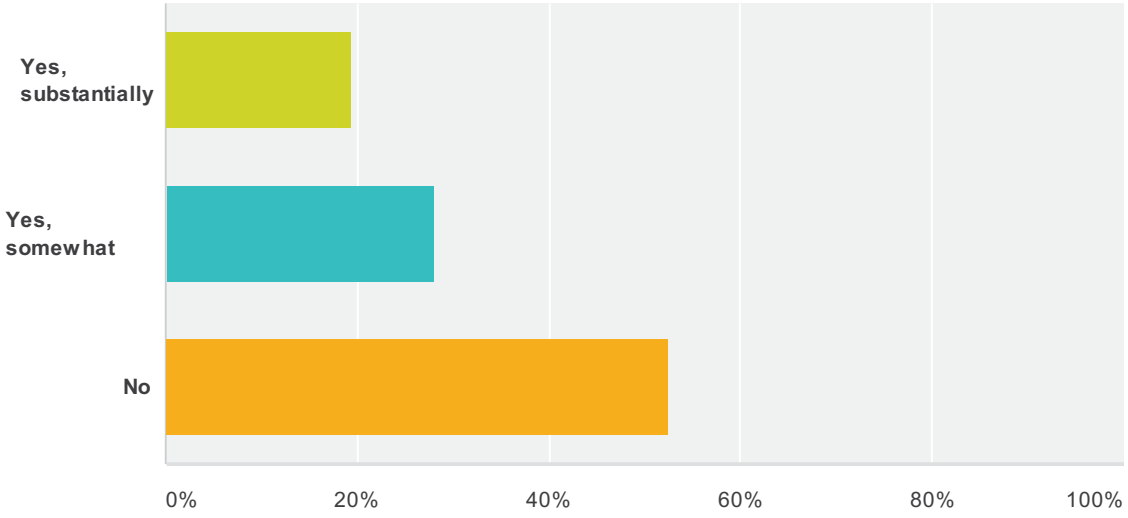
Answered: 82 Skipped: 0



Answer Choices	Responses	
Yes	**34.15%**	28
No	**18.29%**	15
Not sure	**47.56%**	39
Total		**82**

Q15 Does the current parking shortage for daytime employees have you reconsidering the future plans you may have for your property or business? If so, to what extent?

Answered: 82 Skipped: 0



Answer Choices	Responses	
Yes, substantially	**19.51%**	16
Yes, somewhat	**28.05%**	23
No	**52.44%**	43
Total		**82**

#	Comments	Date
1	Parking should be more available on the north end. Lot #6 could be a covered structure. We work and socialize in Birmingham daily, the north end is the only area under served by a covered structure and ample paring.	1/19/2014 1:12 PM
2	The parking capacity restricts the potential growth for retailers. With somerset less than 2 miles away, our guests will opt for driving when they are unable to find available parking. Ample parking will attract more patrons to the area. I believe that expanding the parking in 2 lots will help to grow the demand for retail establishments in bhma	1/19/2014 7:37 AM
3	Customers / clients get discouraged to come into stores being of the shortage of parking spaces and the amount of time it takes driving around to find one, over and over again in the same area. Especially in the cold weather. Please consider to add more parking spaces in the areas of downtown Birmingham. It is extremely frustrating to also live in downtown Birmingham (I live on Townsend street) and everytime I leave my house finding a parking spot is such a reoccurring issue. Please take this all into consideration. Thank you.	1/16/2014 10:33 PM
4	Parking is drastically needed for the Southeast corner of Maple and Woodward.	1/16/2014 8:57 PM
5	There is a significant lack of parking on North Old Woodward, and the time limits on the meters are unrealistic.	1/16/2014 4:32 PM
6	I will try and work at home more.	1/16/2014 10:45 AM

7	I have the ability to change offices and either remain in Birmingham or move to Bloomfield Hills and I anticipate moving based on my clients needs and my needs.	1/15/2014 11:41 AM
8	Can't say that the situation would be better anywhere else. It's the chance taken.	1/15/2014 10:46 AM
9	Having to walk 5 blocks especially with the weather being so bad so far this year it is really not conveient. If the wether was nicer this would not be a problem but to tell me that there is at least a 2 year wait for the Pierce garage is just not acceptable.	1/15/2014 10:28 AM
10	Need additional elevator at Pierce at the south end.	1/15/2014 10:10 AM
11	The lack of parking in Birmingham is a MAJOR PROBLEM for retailers because customers advise me constantly that they won't stop to shop with me unless they can find a parking spot nearby. If their objective is to stop in for a quick look, they want street parking. If their objective is to have lunch/dinner AND shop, they will park in a structure. As Birmingham has increased in qty of restaurants and office space, the parking problem has worsened. What we need to do in three-fold: 1) increase street parking by providing for angled parking such as what exists on Old Woodward. I understand that Shain Park was originally slated for angled parking around all four sides but for unknown reasons was minimized. 2) Build two new deck(s) in the areas NE and NW of Old Woodward & Maple -- or add additional floors to the existing decks. 3) Provide a Park & Ride flat lot (and small bus service) N, S, E or W of Birmingham to accommodate large quantities of shoppers on Saturdays and week nights when there is an evening event planned i.e. Late Night Thursdays. Also, this last suggestion (#3) should become the immediate short-term solution to our parking problem. Currently, I don't see anyone talking about the "short-term solution" - and we MUST. Without a short-term parking solution, retailers will continue to suffer which I hope is something the City folks actually care about!	1/14/2014 7:23 PM
12	You really need to add security cameras in your parking structure.	1/13/2014 5:09 PM
13	I have major concerns regarding the proposed changes to the Pierce Street parking lot. The extreme negative impact that lengthy construction would have on my business is not worth the additional parking spots in my opinion.	1/13/2014 5:07 PM
14	Surface parking is what is needed for retail, without it Retail will continue is constant decline in Birmingham. Any assessment to retail for additional parking in the structures will result in even more retail moving out. Adding parking to the structures should be assessed 100% to 2nd floors and higher in the office buildings as they are the reason for the needed spaces not retail.	1/7/2014 1:20 PM
15	Employee's parking at street meters all day, everyday does not help the parking situation either.	1/5/2014 10:36 PM
16	New parking structure in Lot 6. N. Old Woodward retailers are under pressure from 2 new restaurants (Luxe and Market) and all the salons and Booth Park. Also, not on your survey, Booth Park needs bathrooms. Has any consideration been given to having a shuttle service among all the parking areas?	1/3/2014 3:52 PM
17	The 100 parking spaces given over to expand Shain Park was a mistake based upon usage of that lot vs the few days per year that the new staging area is used. The staging area could have been done without the lose of parking. Restore the 100 spaces for a start.	1/3/2014 3:30 PM
18	If we need more monthly passes, and cannot receive them for new employees, then we will move out of the area. We cannot pay full price everyday for parking if no passes are available.	1/3/2014 3:11 PM
19	Our employees have parking under our building, so we are not affected. Our clients, however, have a hard time finding parking near our office and often drive around for a long time and get frustrated finding something. We are at 251 E. Merrill. I'm not sure that they are parking in the structure, they may be looking for street parking. Either way I think parking in Birmingham could be improved on.	1/3/2014 10:53 AM
20	the proposals under consideration appear at most to be playing catch-up with a rapidly growing need. They hardly seem adequate for long term planning. It is likely needed to execute both of these proposals and to continue to looking for additional solutions for long term growth. At some point, excessive costs will limit demand for additional real estate in Birmingham. It is important to determine that tipping point before committing funds to projects that become unused and occupancy rates decline. I would like to see us increase assessments ahead of project completion so they are in part prefunded.	1/2/2014 8:33 PM
21	Despite the supposed shortage of parking at Chester Street structure, the parking deck is seldom completely full. So spending this money and assessing businesses at this time seems premature.	1/2/2014 7:44 PM
22	none	1/2/2014 6:37 PM

23	Our lease is up in 15 months. With over 50 employees and growing, we may look for a new location or expansion space elsewhere. We already have employees walking 5+ blocks from a further parking structure, and we have to issue daily passes to a number of employees, who find the garages full during the day.	1/2/2014 6:36 PM
24	When our sales managers, who have monthly permits in the Pierce structure, go out on sales calls during the day, the often can not find a parking spot in the garage with they return, or have to wait a signifcant amount of time for one. This is a major issue.	1/2/2014 3:01 PM
25	There is never a shortage of parking spaces in the Pierce Street structure. People are just too lazy to drive up to the roof. The only time there was any shortage was during construction this summer and that only happened a few times.	1/2/2014 2:56 PM
26	There is a large parking shortage in the triangle district.	1/2/2014 2:36 PM
27	Too many restaurants are in Birmingham currently, taking up many parking spaces. Also too much construction is happening around the retail areas in Birmingham causing disruption and loss of business. A parking structure will disrupt my business yet again, enough is enough. Being a retail business I feel squeezed out and I am pretty sure I will not renew my lease in Birmingham and look elsewhere.	1/2/2014 2:27 PM
28	Parking must be available to our businesses clients and employees or we will need to relocate to an area which can accommodate us.	1/2/2014 2:27 PM
29	More parking please! Plus if anything can be done to extend maintenance intervals for existing garages it would be appreciated.	1/2/2014 2:26 PM
30	We have considered moving our business out of downtown and possibly out of Birmingham due to the lack of parking for customers and employes. Those only making 10-12$ an hour should not have to spend $10 a day to park because there are no more monthly permits available.	12/31/2013 12:50 PM
31	6 needs a na	12/20/2013 7:21 PM

BIRMINGHAM AUTO PARKING SYSTEM UPDATE

January, 2014

City of Birmingham
Engineering Dept.

AUTO PARKING SYSTEM SUMMARY

The Auto Parking System was started in the 1950's to satisfy the growing demand of the Central Business District.

Currently, there are **4,820** public parking spaces.

Parking Structures (5) = 3,579 (74%)

Metered Spaces on Streets = 1,052 (22%)

Metered Parking Lots = 189 (4%)

AUTO PARKING SYSTEM FISCAL YEAR REVIEW 2012-13

Total Revenues

(parking structures & meters) = $4.36 million

Operating Expenses = $2.34 million

Capital Improvements = $1.46 million

Savings for the year = $457,000

Savings account (June 30, 2013) = $4.5 million

AUTO PARKING SYSTEM CURRENT RATES

Parking Meters = 50¢ to $1 per hour

Monthly Permits = $35 to $55 per month

Daily Rates: Less than 2 hours = Free

Less than 3 hours = $1

Less than 4 hours = $2

Less than 5 hours = $3

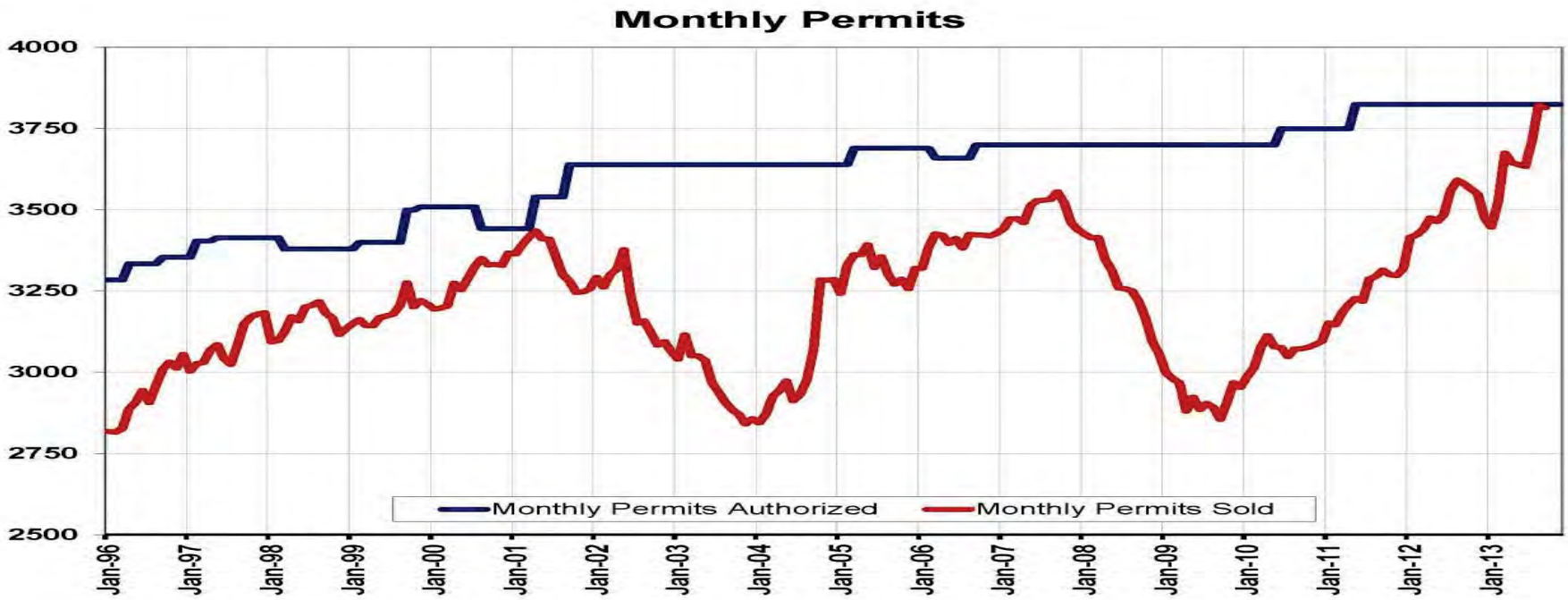
Less than 6 hours = $4

6 hours or More = $5

SUMMER, 2013

- In order to avoid parking structures filling, a cap is placed on the number of monthly permits that can be sold at each structure.
- As is often done, permit sales were suspended at the Park St. Structure during construction starting in May, 2013. Even so, the structure was often filled each weekday by 10 AM.
- By the time the project was finished in September, the district-wide demand was much more than the Park St. Structure could supply.

- As of November, there are over 1,000 parkers waiting for a permit.
- Customers have to wait almost 2 years to obtain a permit at the Pierce St. Structure.
- Phase 2 of planned work at the Park St. Structure (April, 2014) will require another ban on the sale of all permits. Frequent closures are again expected this summer.


Monthly Permits
4000
3750
3500
3250
3000
2750
2500
Monthly Permits Authorized
Monthly Permits Sold
Jan-96
Jan-97
Jan-98
Jan-99
Jan-00
Jan-01
Jan-02
Jan-03
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Jan-05
Jan-06
Jan-07
Jan-08
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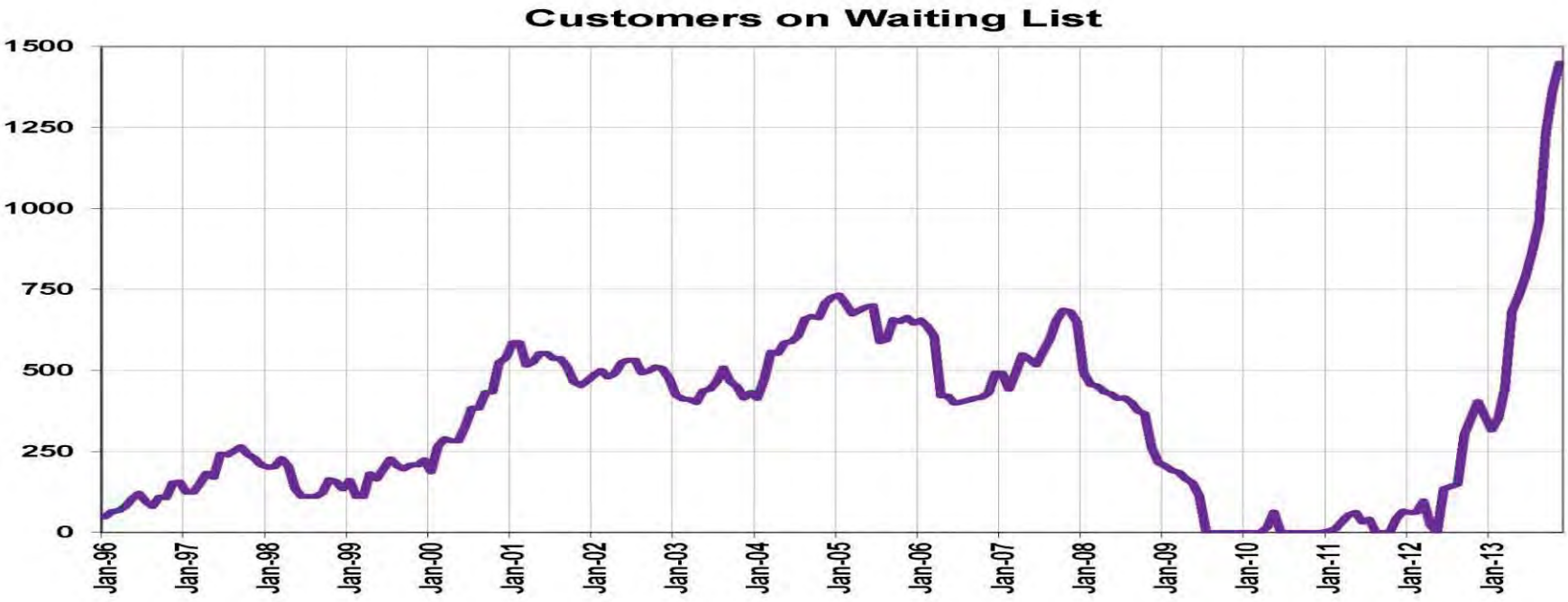
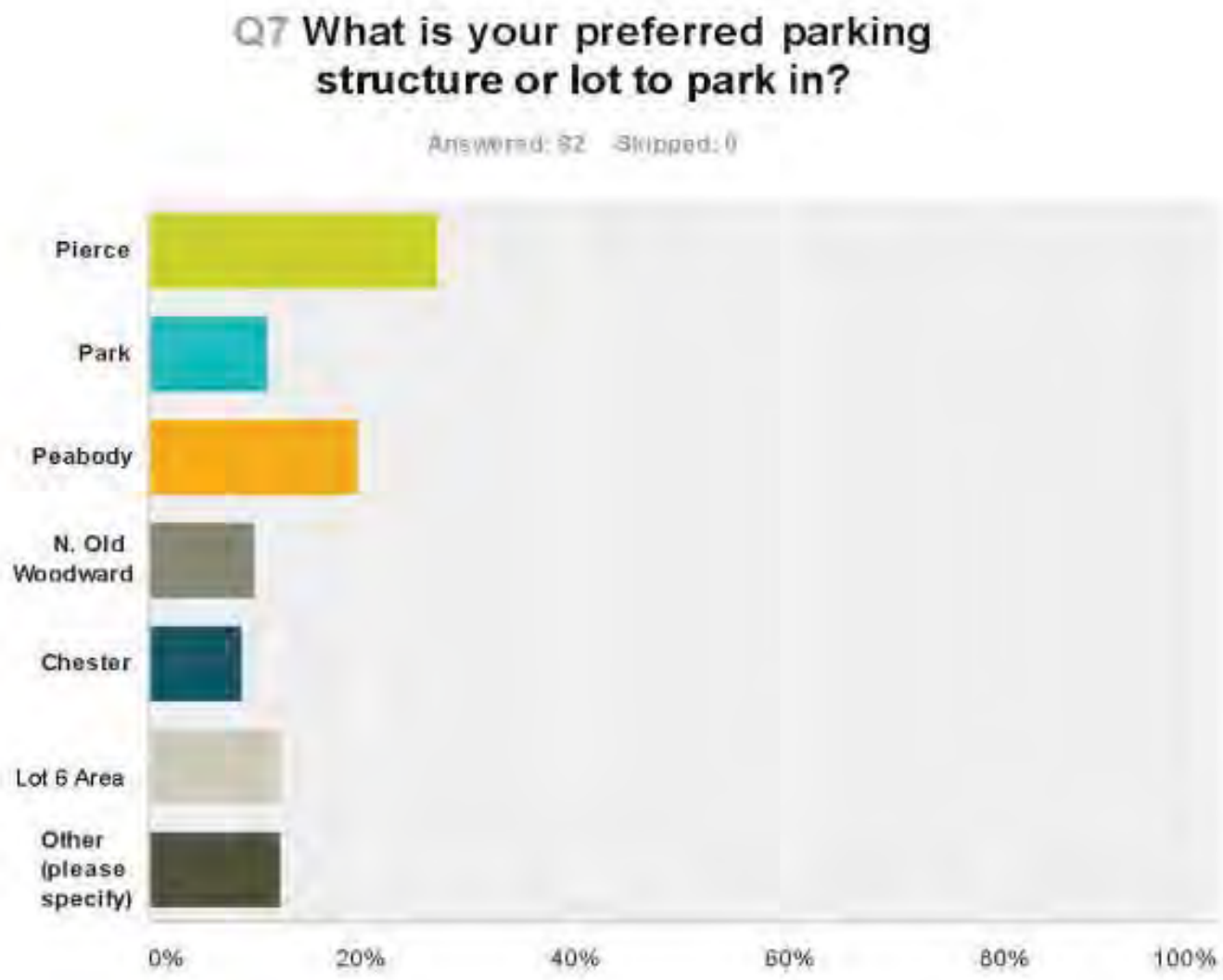
Jan-10
Jan-11
Jan-12
Jan-13


Customers on Waiting List
1500
1250
1000
750
500
250
0
Jan-96
Jan-97
Jan-98
Jan-99
Jan-00
Jan-01
Jan-02
Jan-03
Jan-04
Jan-05
Jan-06
Jan-07
Jan-08
Jan-09
Jan-10
Jan-11
Jan-12
Jan-13

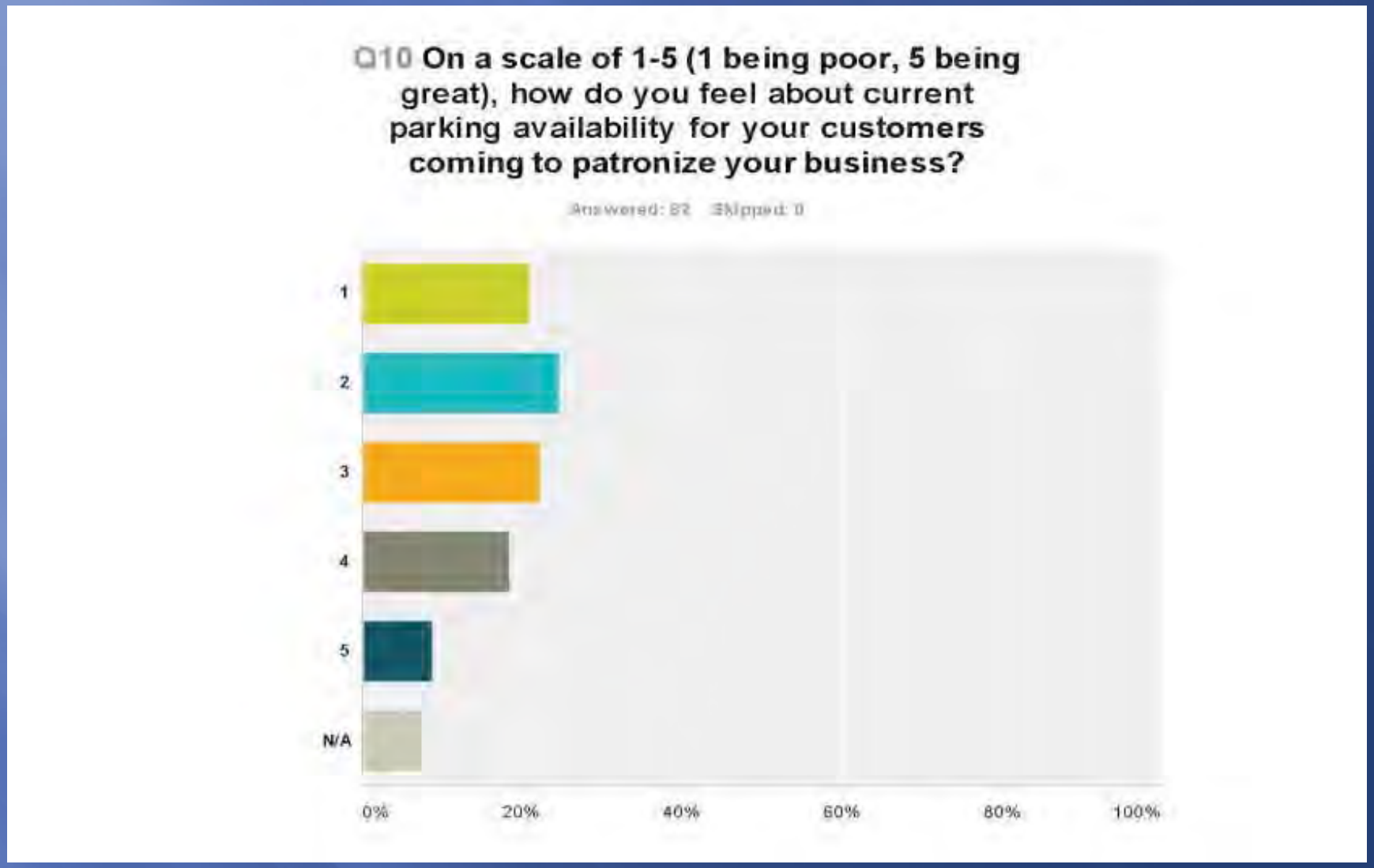
MONTHLY PERMIT STATUS as of NOVEMBER 30, 2013

PARKING SURVEY RESULTS



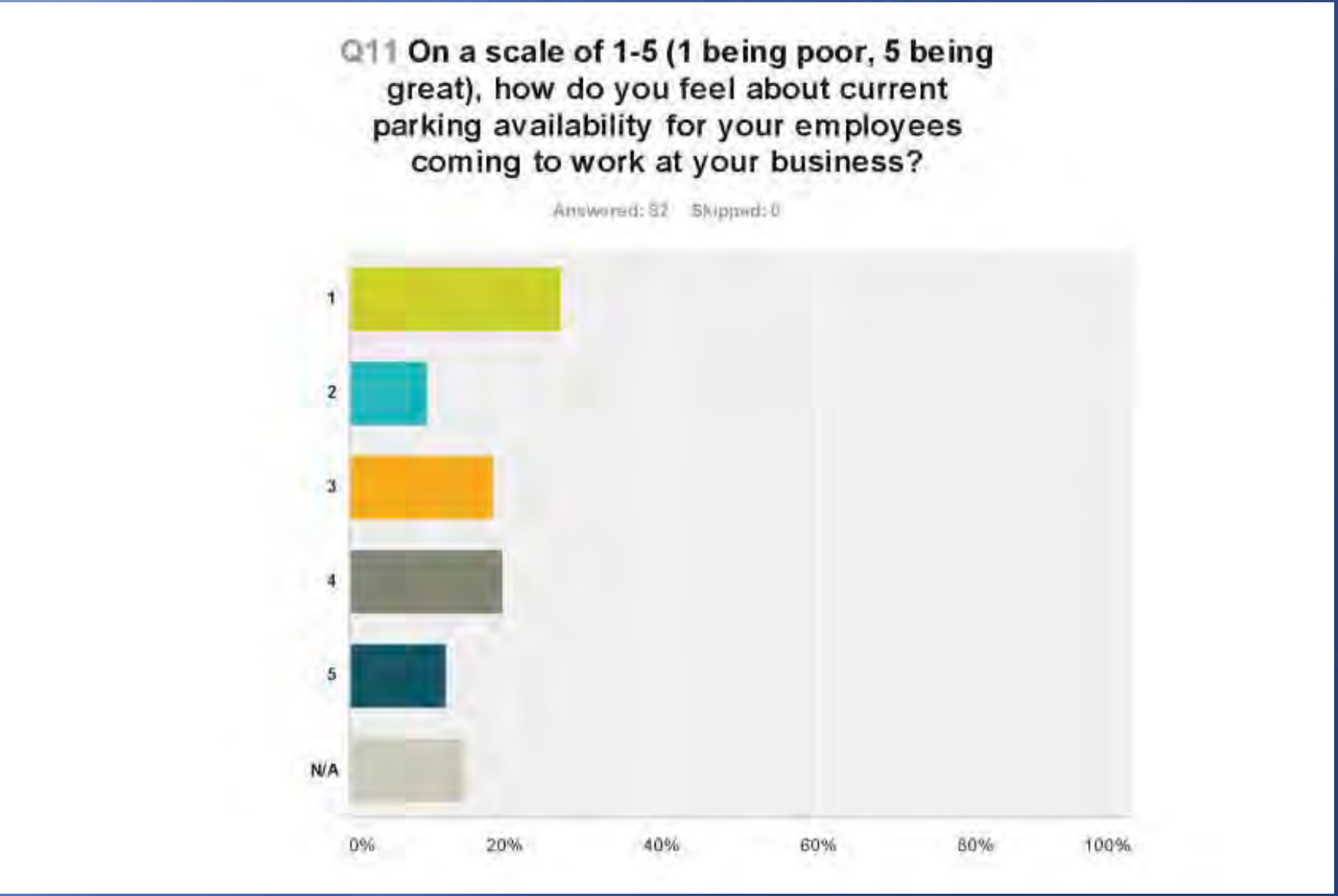
46% of Respondents want to park at Pierce St. or Peabody St. Structures

PARKING SURVEY RESULTS



45% of Respondents rated the system poorly (2 or less).

PARKING SURVEY RESULTS



36% of Respondents rated the system poorly (2 or less).

PARKING SURVEY RESULTS

47% of Businesses will Consider Moving Elsewhere (Due to Parking).

FINDINGS AND RECOMMENDATIONS

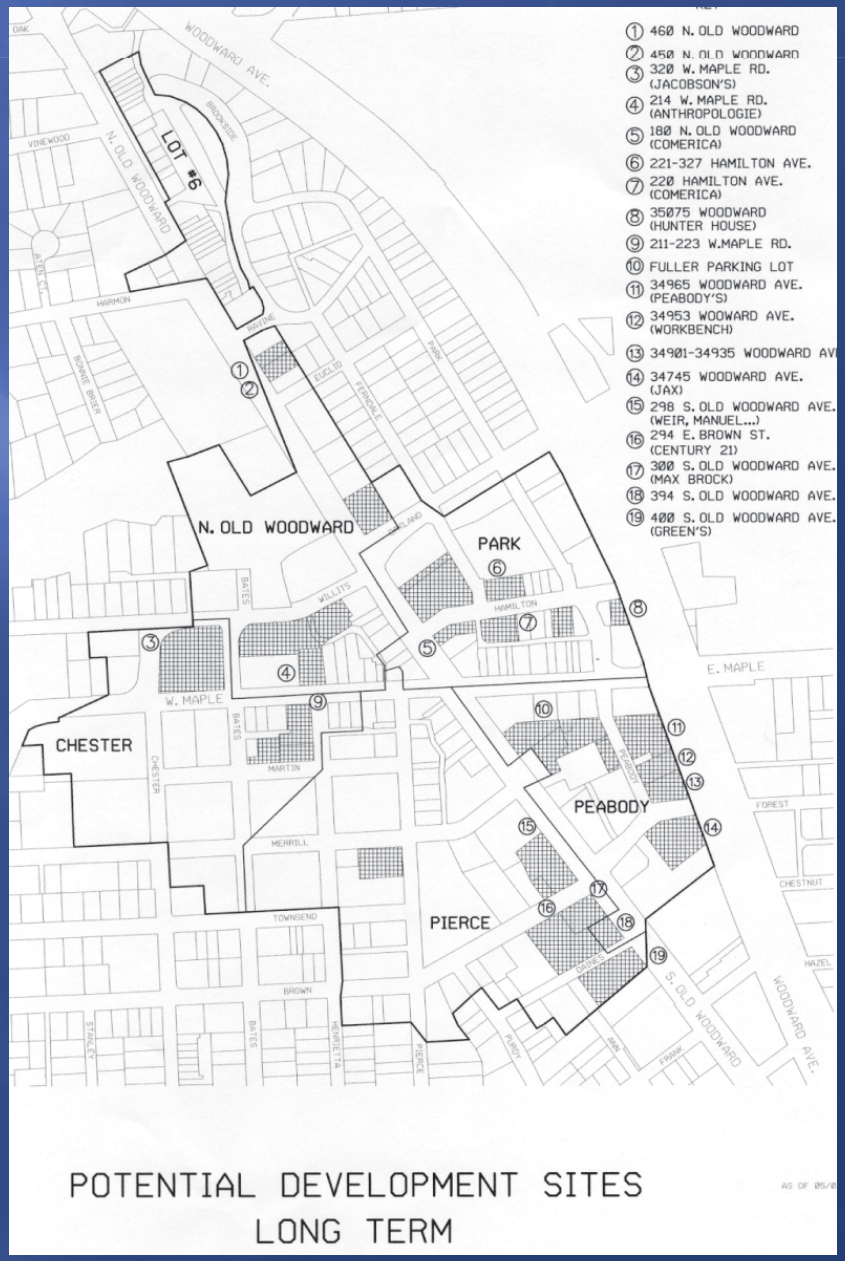
Ad Hoc Parking Study Committee

Geoffrey Hockman, Principal Shopping District Board
Tom McDaniel, Historic District & Design Review Commission
Jeff Salz, Advisory Parking Committee
Chuck Tholen, Planning Board
Jill Bahm, City Planner
John Heiney, Director, Principal Shopping District
Paul O'Meara, Assistant Director of Engineering

(dated winter, 2000)

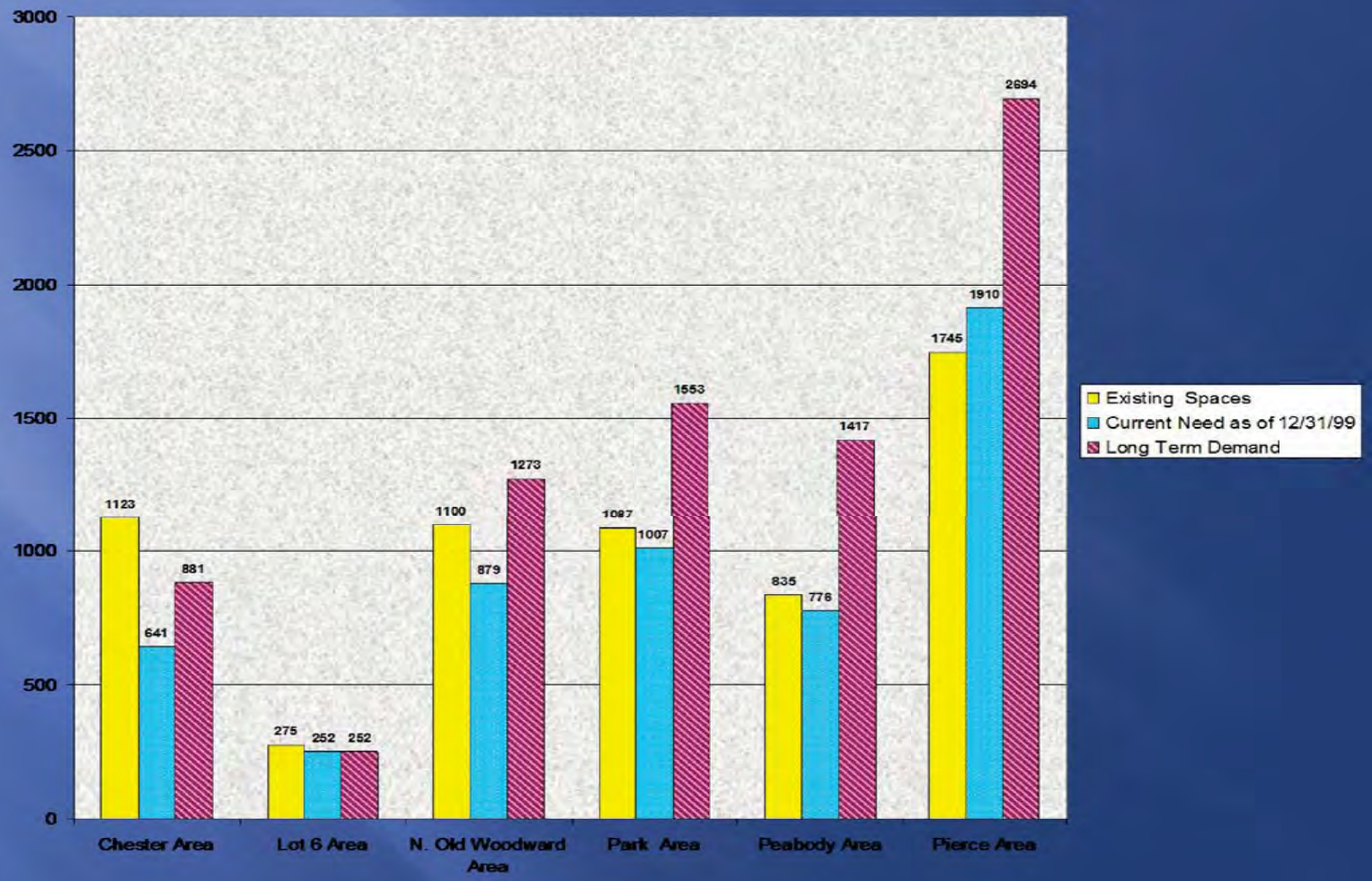
Future Demand Forecast (From 2000 Study)

- Long-Term developments based on future development assumptions (includes short-term developments)



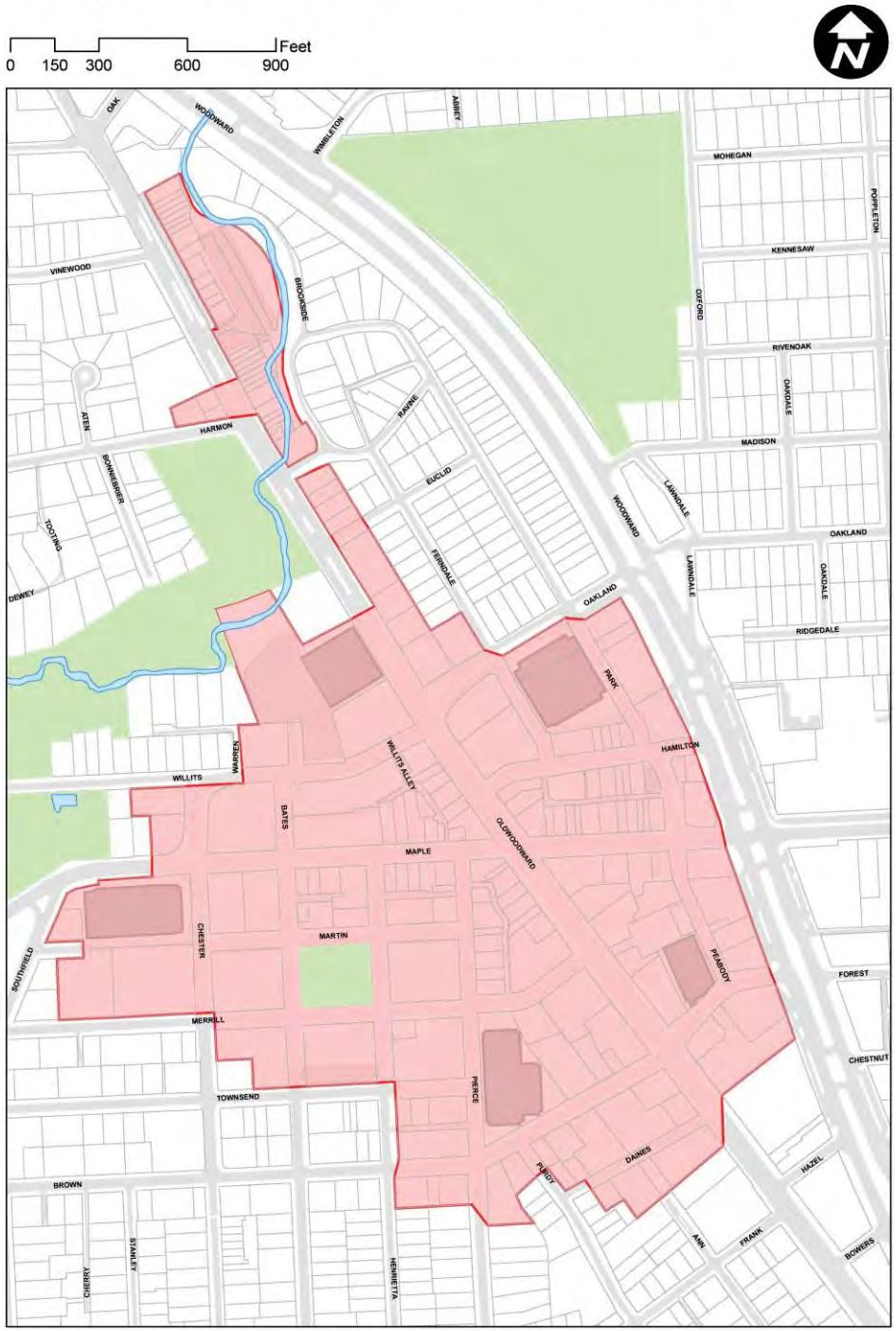
Future Demand Forecast (From 2000)

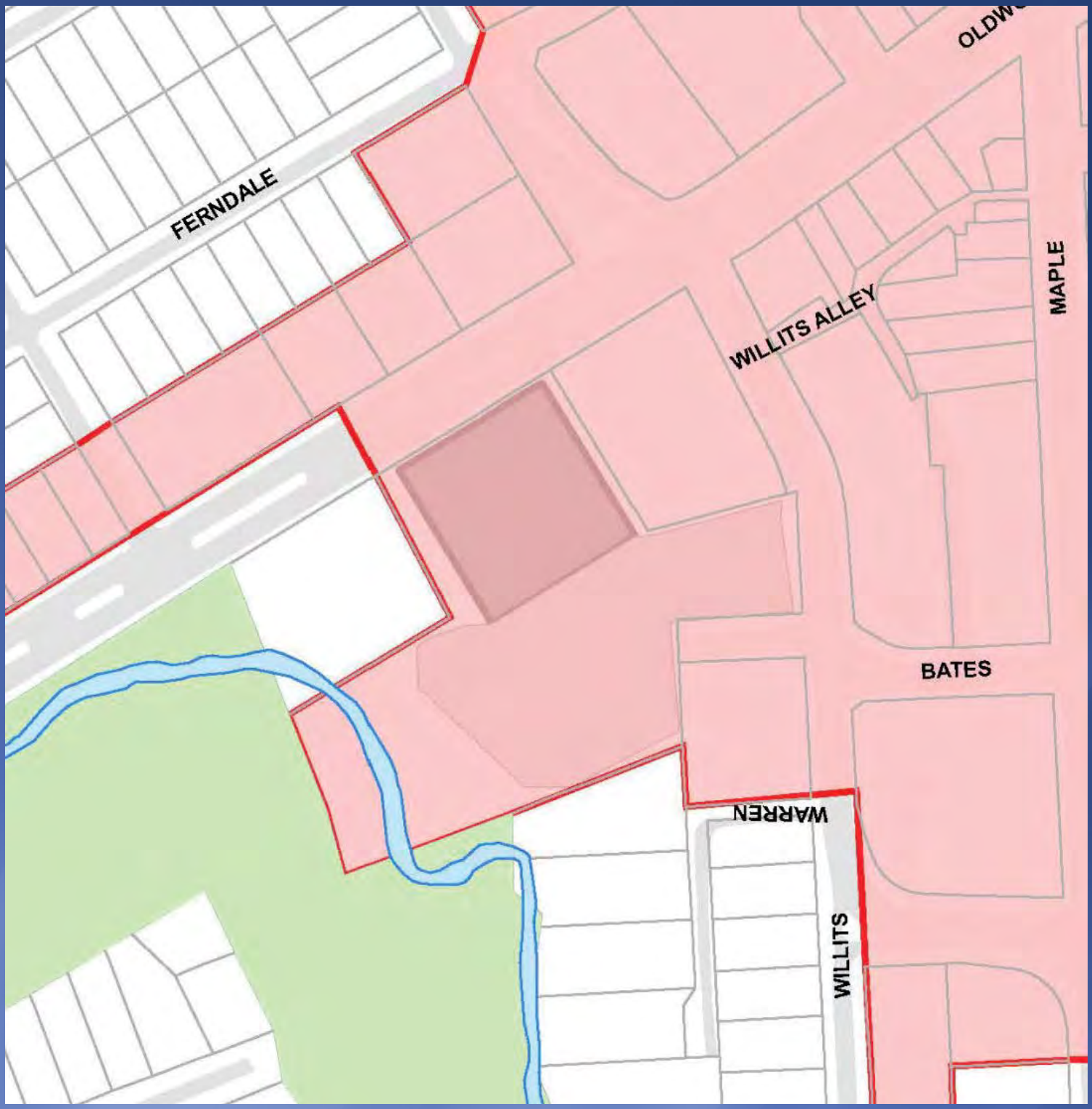
- Long-Term Projection



Remaining (2014) properties with high re-development potential.

CITY OF BIRMINGHAM
DOWNTOWN PARKING ASSESSMENT DISTRICT




FERNDALE
WILLITS ALLEY
MAPLE
BATES
WARREN
WILLITS

PIERCE ST. STRUCTURE PROPOSED EXPANSION

- Existing footings and columns can support two more floors.
- Existing 720 spaces would increase to 1008 spaces.
- Total cost, including engineering and contingencies, is $9.5 million

  ($32,000 per space)
- Estimated service life is 35 years.

PROJECT FUNDING SOURCES

- $5 million from Parking Fund savings
- $4.5 million from some combination of increased rates and assessments. (Long term interest expenses would increase this number over repayment period.)

WHAT IS NEXT?

- Advisory Parking Committee (APC) will review survey results.
- APC will determine if building more spaces is the prudent next step.
- APC will review expansion opportunities and costs.
- If appropriate, APC will make recommendation to the City Commission.

Memorandum

DATE: November 14, 2013

TO: Advisory Parking Committee

FROM: Paul T. O'Meara, City Engineer

RE: Pierce St. Parking Structure Expansion

Beginning early this summer, the Auto Parking System experienced a new phenomenon: demand for monthly permits exceeded supply in all five parking structures.

At first, it appeared that this problem was at least in part precipitated by the artificial cap in sales at the Park St. Structure, while construction was underway. Referring to the attached monthly permit report for last May, most of the parking structures were at or near capacity, except for Park St. When the restoration project started, 132 permits were available for sale. Since the lot was filling up every day with approximately one whole floor (20%) of its normal capacity closed, staff made the decision to temporarily halt permit sales. However, as the summer progressed, demand continued to rise, including in the area of the Park St. Structure. By the time permit sales could again be started (during the last week of September), the unsatisfied demand for permits system-wide was way past the 132 permits being temporarily held at Park St. (The attached report at the end of September shows the situation in flux, as permit holders were moving from other structures, such as N. Old Woodward Ave., to Park St. (their preferred location)).

Birmingham has become a popular location for high-tech companies that employ large numbers of people working at computer stations. The work model being employed now at several offices in the downtown area results in a lot of workers in a smaller area, all wishing to park during the work day, and most hoping to purchase a parking permit. While this demand is great for downtown and the parking system, it has caught the system unable to meet the demand anytime soon. If tenants find the parking situation a negative that is not being resolved, they can elect to move elsewhere as leases expire.

The Auto Parking System constructed the five current parking structures during the period of 1966 to 1989. Once the Chester St. Parking Structure opened in 1989, there was a period of relatively little growth downtown, and for many years, it appeared as though the system's newest facility would be chronically under-utilized.

During this same time, demand was consistently strong at the Pierce St. Structure, and to a lesser extent, the Peabody St. Structure. With the passage of the Downtown 2016 Master Plan, and its new liberal zoning rules that would encourage more building, the Advisory Parking Committee became concerned that the system was not going to be able to handle the upcoming increase in demand. These concerns led to several actions, such as:

1. An effort to increase the supply of parking spaces on the street wherever possible.
2. A study of the Pierce St. Structure, to consider the idea of expanding it up by two levels.
3. A system-wide parking study, which was conducted and finalized in 2000. The study concluded that the City should increase its parking capacity first in the southeast corner of the City, as not only was demand the strongest there, it also had several under-developed properties that were poised to be expanded upon. (However, since the growth in demand was not imminent, the City decided to take no action.)

While several buildings were built as a result of the new zoning regulations, the type of demand increase mostly resulted in evening uses, which the system could handle with its present facilities. A lot of residential space was also constructed, which had no impact on the parking system. Then, the economy declined starting in 2007, and the system continued to operate with the ability to meet the needs of most of the surrounding businesses. It was in this climate that the talks regarding the expansion of Shain Park began in 2005. Largely due to the concerns of the Community House, and the ongoing lack of monthly permit parking space in the Pierce St. Parking Structure, the City made the decision in 2007 to build a new 2 level underground facility under the proposed expanded Shain Park. A 200 space parking structure was fully designed and bids were accepted in September, 2008, a month before the stock market crash that completely changed the demand for construction. Bids were much higher than expected ($13.8 million). With the demand for new parking spaces declining, the City decided to cancel the project. It then proceeded to build a new Parking Lot #7, and lost about 100 parking spaces in the process. About 40 of these lost spaces were later recouped in the widened Martin St. project, but the system did see a net loss of about 60 spaces.

Moving back to the present, given the chronic shortage of parking spaces in the southeast part of downtown, I met with the City Commission and discussed the feasibility of either implementing a joint use project with a private developer, or actually purchasing a property.

We first discussed joint use options with the owner of the Balmoral Building (at the NW corner of Woodward Ave. and Brown St.). A four story mixed use building has been designed for this property, and it is now scheduled to start construction in the near future. Due to the relatively small size of the property, only about 50 parking spaces could be constructed on each level. Even if regular zoning height restrictions were waived, the numbers quickly confirmed that this would not be a wise venture. A brief study was also done on the property at the SW corner of Woodward Ave. and Brown St. The size and configuration of this property also did not lend itself to a parking facility, so it is not going to be pursued.

Without any new properties under consideration, the system must then look closer at its existing holdings. The two properties where expansion is feasible are:

1. **The Pierce St. Parking Structure** – The original building (built in 1968) was designed such that two additional floors could be constructed on the existing footings and column system. We asked Walker Parking Consultants, who had done an extensive feasibility study on this in 1998, to review and update that study. The results are now attached.
2. **N**. **Old Woodward Ave. Parking Structure and Lot** – The Birmingham 2016 Plan proposed expansion of this facility into the adjacent parking lot, an extension of Bates St. through the property to N. Old Woodward Ave., and the creation of at least two new parcels of private property, one commercial (on Willits St.) and one residential (backing on to the Rouge River).

The above ideas will be discussed in reverse order.

N. OLD WOODWARD AVE. PARKING FACILITY EXPANSION

At the encouragement of some local residents, the proposal in the Downtown Birmingham 2016 Plan for this property was discussed by the City Commission in 2007. The idea was to survey the property, and begin some high level conceptual discussions about how the land could be used. The hope was that the sale or lease of the areas that could be devoted to private uses could generate enough income to finance the expansion and renovation of the parking structure. The Commission had not yet resolved the renovation plans for Shain Park at the time, and it was felt that the City should focus its downtown development efforts there, and the idea was not pursued. It has not been seriously pursued since.

Given the new demand for parking system-wide, the idea of expanding this structure has been brought up for consideration again. However, the demand for new spaces at this location is not as great. Nor is the potential for growth in demand from the neighboring properties nearly as great (no nearby private properties appear ready to be expanded upon.) Since new parking spaces here would not be very attractive to those wishing to visit or work at buildings in the southeast part of downtown, parking spaces built in this area would likely not be utilized to a level that would make this the best option. Particularly if there are other options available. That requires a closer look at Pierce St.

PIERCE ST. PARKING STRUCTURE EXPANSION

Walker's in depth study of this expansion idea (adding two floors and 280 parking spaces to the facility) was done in 1998. It was estimated to cost $4.5 million, and have an expected service life of 25 years. The idea was not seriously considered for two reasons:

1. Investing a large sum of money in an older building would result in a shortened time span for the new parking spaces (estimated at 25 years at the time). Since demand for parking was not extreme, it did not seem like a wise decision.
2. The expansion of Shain Park had been proposed, but was far from resolved. Since the Parking System owned a whole block of land just to the west of here,

and the opportunity to build more parking spaces existed there, expanding at the Pierce St. Structure could not be taken as the best approach at the time.

Since then, several things have changed:

1. Shain Park has been completely redeveloped, and overall parking stock has deceased by about 60 spaces, rather than increased, as originally hoped. Now that this decision has been made, there are no other opportunities to expand parking capacity in this area unless other properties are bought or leased.
2. In the 1998 report, the Brown St. entrance/exit was identified as an existing shortcoming to the idea of expansion. It was felt that increasing the capacity of the structure by almost 39% would require looking at the poorly designed entrance and exit lanes. The Brown St. area was highlighted in that it could be improved upon in this area. In 2003, the Brown St. entrance/exit was completely renovated and expanded to handle more exiting traffic, and to make it more aesthetically pleasing, so this problem has been addressed.
3. The building continues to be well maintained – new LED lights were installed in 2010, new elevators were installed in 2011, and all of the levels have been structurally repaired and waterproofed within the last two years, at a cost of almost $2 million.
4. The knowledge base of buildings of this sort continues to improve. In 2011, Walker conducted an in-depth service life analysis of the Park St. Structure, at our request. The analysis was done due to concerns that the continued decay of the building may force the City to start considering disinvesting in it as it nears a potential demolition. Instead, we were surprised to find that <u>maintaining it regularly will result in another 40 years of service life, and that doing so is definitely more cost effective than any other option, particularly demolition and replacement.</u>

With the above in mind, this summer we asked Walker to update their study from 1998, based on 2013 dollars. A new code analysis was also done, as structural code requirements have changed since 1998. Walker's cost estimate to undertake this project is now set at $9 million (including "soft" costs such as design and inspection), but the service life expectancy has now been extended to 35 years (even though 15 years has passed).

What the above reveals is that given the cost of land in this area, and the lack of opportunities in general, it may well be reasonable to have the parking system undertake a project of this scope in order to provide an additional 280 parking spaces in a prime location with high demand.

FINANCIAL ANALYSIS

If the new 280 parking spaces were able to be built and opened to the public immediately, it is important to consider what their impact would be. Assuming that the authorized permit cap is based on the daily traffic demand in the area, and that that would not

change, the entire new area should be available and open for permit sales. Since we oversell permits on a regular basis, and only 60% of permits tend to be present at any one time, applying the 60% factor to the new spaces would result in the ability to sell an additional 467 permits. The waiting list at the end of September was 315, so it appears that the waiting list would go away. There are 346 waiting at the Peabody St. Structure. If permits were open and available at Pierce St., we expect that many would take advantage of them, while continuing to wait for an opening at Peabody St. In other words, we expect, given current conditions, that the spaces would be well occupied, but perhaps not to the point where the garage would again have a waiting list. The potential revenues, if we assume anticipated revenue of slightly below the maximum for periods when sales are down or receipts are not all collected, we can estimate the revenues at:

(450 permits x $55 each x 12 months) = $297,000 annual income

Walker's construction cost, with contingencies, is set at $32,000 per space. (The industry generally is using $25,000 per space to build a new, relatively low budget parking structure, not including land costs.) If the permit rate is left at $55 per month, 9.3 parking spaces will be earned back per year. (The analysis also does not consider that the new spaces would be used by people that are already paying into the system somewhere else, and it is not truly new income. It is difficult to quantify this element. In the bigger picture, though, the benefitting commercial properties would have better parking, become more valuable and easier to lease, thereby hopefully generating more usage and more customers as a result.)

Historically, the City has charged the property owners in the Parking Assessment District at a rate of 40% of the construction cost. If the project costs $9 million, $3.6 million could be raised as an assessment over a 10 year payback period. This lowers the actual dollars that the parking system ultimately pays to $5.4 million. However, these funds would not be available at the beginning of the project, so the cash balance in the system, coupled with a bond, would be needed to raise the capital at the time of construction.

A rough cash flow analysis is attached (it will be refined in the coming months as the next year budget is put together). It projects a cash balance after expenses at $5.5 million, rising quickly to over $7 million in two years. The City has used the policy that at least $2 million should be left in the account at all times to cover unexpected problems or emergencies. However, if a project of this magnitude is proposed to be started in one or two years, the City could clearly make a case that parking rates need to go up in general to reduce borrowing costs, and to better reflect the value of what is being sold. An assumption that $5 million cash would be available for this project seems reasonable. That would leave $4 million to be bonded. Using a 5% annual interest charge for 20 years, the cost of interest results in borrowing costs of $2.3 million. The total cost of the project after 20 years is then $11.3 million.

Using the total cost of the project at $11.3 million, (construction plus interest), minus the special assessment revenue of $3.6 million (a final cost of $7.7 million) earning a flat $297,000 per year, it would take 26 years to pay back the expense. On the cost side, this

analysis does not consider the cost to maintain the additional parking spaces. That cost would be relatively small, particularly for the first 20 years when the spaces are still quite new. On the revenue side, it is highly unlikely that the $55 per month permit rate would be locked during that time period. As conditions change, and the value of the dollar continues to decline, the monthly rate could be increased to reduce the payback time, and to cover the cost of maintenance.

SUMMARY

Using the quick, simplified analysis above, it appears that the cost to provide an additional 280 parking spaces in the Pierce St. Structure can be paid back approximately 10 years before the service life would end (conservatively). They also would help relieve the current ongoing shortage in spaces that exists, clearly benefitting the property owners in the entire south half of the Central Business District. The Advisory Parking Committee is encouraged to discuss and review this analysis, raise questions and concerns, and start to develop a position for the City Commission to consider.

No suggested resolution has been provided at this time, assuming the Committee will need time to consider all the ramifications of this decision. Staff stands ready to provide answers as needed.

MONTHLY PARKING PERMIT REPORT

For the month of:May 2013
Date Compiled: June 14, 2013

	Pierce	Park	Peabody	N. Wood	Lot #6/$150	Lot #6/$90	Chester	Total
1. Total Spaces	706	811	437	745	174	79	880	3832
2. Daily Spaces	370	348	224	359	N/A	N/A	425	1726
3. Monthly Spaces	336	463	213	386	174	79	560	2211
4. Monthly Permits Authorized	550	813	431	900	150	40	940	3824
5. Permits - end of previous month	550	681	431	826	144	40	852	3524
6. Permits - end of month	550	681	431	888	144	40	940	3674
7. Permits - available at end of month	0	132	0	12	6	0	0	150
8. Permits issued in month includes permits effective 1st of month	4	0	0	70	0	0	98	172
9. Permits given up in month	4	0	0	8	0	0	10	22
10. Net Change	0	0	0	62	0	0	88	150
11. On List - end of month*	269	159	295	0	0	0	8	731
12. Added to list in month	6	17	11	0	0	0	7	41
13. Withdrawn from list in month (w/o permit)	0	0	0	0	0	0	0	0
14. Average # of weeks on list for permits issued in month	70	0	67	0	0	0	0	N/A
15. Transient parker occupied	262	216	182	228	N/A	N/A	99	987
16. Monthly parker occupied	338	306	255	517	N/A	N/A	422	1838
17. Total parker occupied	600	522	437	745	N/A	N/A	521	2825
18. Total spaces available at 1pm on Wednesday 5/22/13	106	289	0	0	0	0	359	1007
19. "All Day" parkers paying 5 hrs. or more								
A:Weekday average.	112	63	62	61	N/A	N/A	39	337
B:Maximum day	196	90	82	101	N/A	N/A	86	555
20. Utilization by long term parkers	57%	70%	76%	60%	N/A	N/A	45%	61%

(1) Lot #6 does not have gate control, therefore no transient count available
(2) (Permits/Oversell Factor + Weekday Avg.) / Total Spaces

MONTHLY PARKING PERMIT REPORT

For the month of: September 2013
Date Compiled: October 16, 2013

	Pierce	Park	Peabody	N. Wood	Lot #6/$150	Lot #6/$90	Chester	Total
1. Total Spaces	706	811	437	745	174	79	880	3832
2. Daily Spaces	370	348	224	359	N/A	N/A	425	1726
3. Monthly Spaces	336	463	213	386	174	79	560	2211
4. Monthly Permits Authorized	550	813	431	900	150	40	940	3824
5. Permits - end of previous month	550	636	429	900	141	40	940	3636
6. Permits - end of month	551	749	431	855	141	40	933	3700
7. Permits - available at end of month	-1	64	0	0	9	0	7	79
8. Permits issued in month includes permits effective 1st of month	3	120	12	25	6	2	57	225
9. Permits given up in month	2	7	10	70	0	0	64	153
10. Net Change	1	113	2	-45	6	2	-7	72
11. On List - end of month*	315	184	341	149	0	0	244	1233
12. Added to list in month	31	83	40	107	0	0	132	393
13. Withdrawn from list in month (w/o permit)	15	0	0	13	0	0	17	45
14. Average # of weeks on list for permits issued in month	92	25	84	8	0	0	16	N/A
15. Transient parker occupied	310	124	183	169	N/A	N/A	131	917
16. Monthly parker occupied	267	358	254	572	N/A	N/A	442	1893
17. Total parker occupied	577	482	437	741	N/A	N/A	573	2810
18. Total spaces available at 1pm on Wednesday 9/18/13	129	329	0	4	0	0	307	1022
19. "All Day" parkers paying 5 hrs. or more								
A:Weekday average.	118	65	69	53	N/A	N/A	41	346
B:Maximum day	143	86	95	75	N/A	N/A	54	453
20. Utilization by long term parkers	83%	76%	73%	71%	N/A	N/A	76%	76%

(1) Lot #6 does not have gate control, therefore no transient count available
(2) (Permits/Oversell Factor + Weekday Avg.) / Total Spaces

MEMORANDUM

SUBJECT

525 Avis Drive, Suite 1
Ann Arbor, MI 48108

Office: 734.663.1070
Fax: 734.663.1717
www.walkerparking.com

DATE:	October 4, 2013
TO:	Paul O'Meara
COMPANY:	City of Birmingham
ADDRESS:	
CITY/STATE:	
CC:	
HARD COPY TO FOLLOW:	No
FROM:	Mike Johnson
PROJECT NAME:	Pierce St. Vertical Expansion Feasibility Study
PROJECT NUMBER:	20-1405.00
SUBJECT:	Summary of Results

Overview

The City of Birmingham has requested that Walker provide a concept level feasibility study of the possibility of adding two (2) floors to the Pierce Street Parking Structure. This would increase the parking capacity of the structure from approximately 720 spaces today to approximately 1000 spaces, for a net gain of approximately 280 spaces. Walker had reviewed this question for the City in 1999 and, as construction costs, condition of the structure and building design codes have all changed significantly in the intervening 14 years, we have provided this brief summary to provide more current information.

The proposed expansion would add two (2) floors to the structure. Pierce Street was originally designed for this loading, and we have reviewed the current codes to obtain an indication of how they might affect the feasibility of the project. We see no reason that the project would incur any major costs for structural upgrades or reinforcing under current codes. This conclusion is based on a similar review that Walker did for this structure in 1999, with updates related to current design codes. This is not a substitute for a thorough analysis of the structure that would be required if the project moves forward, but is a good general indicator that structural remediation (if any) will not be extensive or costly. We are able to offer this due to our previous experience with this structure and suggest it may remove some uncertainty from your review process.

Construction Cost

We have attached an opinion of probable cost for the project based on experience with recent bids for new construction projects supplemented by our judgment regarding the project conditions. We expect the base construction cost for the project to be on the order of $7.2 million, or approximately $26,000 per parking space. After allowing what we consider to be conservative allowances for contingency, design, testing and other soft costs, we suggest that a total project budget of $9.0 million, or $32,000 per space, is reasonable.

Life Cycle Costs – Repair & Maintenance

Due to the age of the structure, there will be some concern that the City is investing in a project that will have a shortened life and a shorter payback period. This concern is realistic considering the existing structure is 45 years of age. On the other hand, Birmingham has always made an effort to maintain facilities in good condition and has been more aggressive in maintenance work than many owners. We have suggested a 30 - 35 year life cycle as reasonable to evaluate this project.

We have provided projections for future maintenance of the original portion of the structure as part of this study for your consideration. This projection is based on our experience with this facility in major repair projects in 2002/2003 and 2011/2012, and assumptions regarding the acceleration of maintenance costs with age. Overall, our assumption for future maintenance is that with the continuation of regular repair and preventative maintenance projects on a 7 year cycle, the general template of patching repairs can be continued over the next 28 years, with the total life of the facility extending 30 – 35 years.

The projections of future costs assume that select system replacement and upgrade work will be done to the original structure at the same time the vertical expansion is constructed, including replacement of the original drainage pipes and installation of an upgraded (current code compliant) vehicle barrier/pedestrian guard at the edges of the interior ramped bays. We have also assumed that light fixture replacement will be required in both the original structure and the vertical expansion structure approximately 20 years in the future. Beyond this, we have not accounted for discretionary system replacement such as elevator replacement or Parking Access and Revenue Control (PARCs) system replacement.

Opinion of Probable Cost
Pierce Street Parking Structure Vertical Expansion
Birmingham, Michigan 3-Oct-13 20-1405.00.00

Horizontal Dimensions: 340 ft x 210 f				
Standard Stall Dimensions: Per existing		GROSS AREA		
		GRADE (sf)	SUPPORTED (sf)	CARS (#)
VERTICAL ADDITION 1			51,000	140
VERTICAL ADDITION NEW ROOF			51,000	140
	ON GRADE	0		
TOTALS	SUPPORTED		102,000	
	COMBINED	102,000		280
		SQUARE FEET PER CAR:	GROSS sf/car	364
		SUPPORTED CARS=		280

TOTAL SQUARE FEET (GROSS) 102,000

ITEM	DESCRIPTION	UNIT	TYPICAL COST/UNIT	QUANTITY	COST	$/SF	REMARKS
1	DEMOLITION & PREP - Stair & elevator tops	EA	$35,000.00	3	**$ 105,000**	$1.03	
2	COLUMN CONNECTIONS AT ROOF	EA	$500.00	56	**$ 28,000**	$0.27	
3	COULMNS - FORM & PLACE	EA	$3,200.00	56	**$ 179,200**	$1.76	$1000/cy
4	FLOOR SLAB	SF	$35.00	102,000	**$ 3,570,000**	$35.00	Note 5
5	EXTEND STAIR/ELEV TOWERS	SF	$300.00	2,200	**$ 660,000**	$6.47	Note 1
6	SPANDREL / BUMPER WALL	LF	$300.00	2,100	**$ 630,000**	$6.18	Note 3
7	EXPANSION JOINTS	LF	$100.00	450	**$ 45,000**	$0.44	
8	SEALANTS AND CAULK	SF	$0.50	102,000	**$ 51,000**	$0.50	
9	STRIPING	SF	$0.10	102,000	**$ 10,200**	$0.10	
10	ELECTRICAL	SF	$3.00	102,000	**$ 306,000**	$3.00	
11	PLUMBING	SF	$1.00	102,000	**$ 102,000**	$1.00	Note 2
12	STANDPIPES	SF	$0.75	102,000	**$ 76,500**	$0.75	.
13	REINFORCE STAIR FOOTINGS	EA	$35,000.00	3	**$ 105,000**	$1.03	
14	INTERIOR METAL GUARDRAILS	LF	$100.00	600	**$ 60,000**	$0.59	
15	ELEV. EQUIP. RELOCATION	EA	$75,000.00	2	**$ 150,000**	$1.47	
16	**Subtotal Trades**				**$ 6,077,900**		
17							
18	**GENERAL CONDITONS & SITE CONTROLS**		10.00%		$ 607,790		
19	**OVERHEAD AND PROFIT**		8.00%		$ 486,232		
		TOTAL CONST.			**$ 7,171,922**	$70.31	
		CONTINGENCY	10%		$ 717,192	$7.03	
		ENG & TESTING	15%		$ 1,075,788		Note 4
		BUDGET			**$ 8,964,903**	**$87.89**	

CONST. COST PER CAR	**280**	**$ 25,614**	**$/CAR**
TOTAL W/ CONT. & ENG	**280**	**$ 32,018**	**$/CAR**

NOTES
1 Extend stair/elev 2 floors, plus roof
2 Drain replacments for existing deck included in maintenance estimate
3 Allowance - Existing exterior is complicated to replicate.
4 Allowance used for budgeting only. Includes construction phase testing & inspection.
5 This unit cost has been validated by two major SE Michigan Contractors

Pierce Street Parking Structure - Expansion and Maintenance Costs

	Year 1	Year 7	Year 14	Year 21	Year 28	Year 35
		New Addition Construction				
Construction of New 2 Level Vertical Addition	$ 9,000,000					
		Addition Repair and Maintenance				
Concrete and Waterproofing Maintenance	$ -	$ 107,000	$ 160,000	$ 214,000	$ 321,000	$ -
Lighting Fixture Replacement (2 addition levels)				$ 102,000		
		Original Structure Repair and Maintenance				
Concrete and Waterproofing Maintenance	$ 2,710,000	$ 2,981,000	$ 3,388,000	$ 3,930,000	$ 4,336,000	$ -
Drainage System Replacement (original structure)	$ 186,000					
Interior Ramp Bays - Barrier/Guard Upgrade	$ 288,000					
Lighting Fixture Replacement (original structure)				$ 307,000		
Demolition and New Deck Construction						
Subtotal	$ 3,184,000	$ 2,981,000	$ 3,388,000	$ 4,237,000	$ 4,336,000	$ -
GRAND TOTAL	**$ 12,184,000**	**$ 3,088,000**	**$ 3,548,000**	**$ 4,553,000**	**$ 4,657,000**	**$ -**

ALL COSTS ARE IN 2013 DOLLARS

FEASIBILITY STUDY

PIERCE STREET PARKING FACILITY EXPANSION

BIRMINGHAM, MICHIGAN

Prepared for:
CITY OF BIRMINGHAM

February 1, 1999

Mr. Dennis Dembiec, P.E.
Director of Public Works
City of Birmingham
151 Martin St.
Birmingham, MI 48009

Re: Pierce Street Parking Facility Expansion.
Project No: 4412.00

Dear Dennis:

Thank you for the opportunity to assist you with the review and evaluation of a possible expansion of the Park Street Parking Facility. We have included our structural evaluation as well as the cost and financial comparisons you requested. We would be pleased to discuss any of the issues raised in this report further if you require. Please call if you have any questions.

We are pleased to be of service to the City of Birmingham and look forward to assisting you in the future.

Sincerely,
Walker Parking Consultants/Engineers Inc.

Michael E. Johnson, P.E.
Manager

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ATTACHMENTS

ATTACHMENTS

- Expansion Cost
- Projected Maintenance Expenses
- Financial Analysis
- Brown Street Exit Plan

SUMMARY

The City of Birmingham has requested that Walker Parking Consultants evaluate the structural design and cost issues related to the addition of two levels of additional parking to the Pierce Street Parking Facility. We have completed this review and present our findings in this report. The discussion and financial estimates address three basic issues:

- The structural feasibility of expanding the parking facility with similar construction. This would increase the parking capacity from 720 spaces to approximately 1000 spaces.

- The expected construction costs of the expansion and the expected maintenance costs for the entire facility.

- A financial comparison of the alternatives including maintaining the structure at it's current capacity, expanding as noted above and, as a point of reference, a comparison to replacement costs for a new structure.

Any decision regarding the future of this facility will depend on the cost information provided as well as many planning issues that are not addressed in this review. This report is provided to assess the financial aspects of the expansion. The City of Birmingham will need to address the parking demand, traffic and target service areas for this expansion independently.

An increase of this size will affect the required entry/exit capacity for the facility. As it will be difficult to add capacity at the Pierce St. entry/exit, we have suggested a conceptual plan for an increase in the number of entry and exit lanes for the Brown St. side of the facility. Actual needs for this location may vary, but the suggested layout demonstrates the feasibility of adding two (2) equipment lanes to the three (3) that are present now. This will be sufficient for the proposed project.

In general, we find that the facility is in good condition for it's age and that the Pierce Street Parking Structure will continue to provide cost effective parking for a 25 to 30 year period. We have assumed a 25 year planning period for this analysis. The financial analysis indicates that the expansion option will require a considerably higher annual expected expense due the need to amortize the construction costs over a fairly short time frame, but this is still favorable when compared to the replacement costs of the same amount of parking. The City may explore other alternatives but, if the parking demand in this location should increase or otherwise justify the project, we suggest that the expansion option does provide a realistic development alternative.

STRUCTURAL SUMMARY

The purpose of this analysis was to assess the feasibility of a vertical expansion of the structure based on the structural capacity of the original design. In order to assess the overall feasibility without the need for an exhaustive analysis of every component, we performed a computerized structural analysis of selected representative frames and column lines. In our judgement and experience, these will be the controlling factors in design. Due to the amount of repetition and similarity in the original design, we have a high level of confidence that this approach provides a good review of the overall feasibility. While there may be some issues that become apparent if the project proceeds, we find that the expansion is feasible from a structural point of view. There do not appear to be any major non-compliant items that will significantly increase the cost of the proposed project. We do find selected items where some structural reinforcing may be required and have allowed for those modifications in the cost estimate.

The facility is a five level cast in place concrete structure with a 12.5 inch thick "two way flat slab" concrete floor slab. The floor design supports gravity loads, and concentrated "strips" of reinforcing along the column lines also act as part of the lateral loads (wind) resisting frames. The original design code required that wind be considered in design but recent versions of the BOCA code also require that basic seismic loads also be addressed. Our analysis considered the current seismic loads required by BOCA 1996.

For efficiency, Walker analyzed a typical east/west frame of the parking structure consisting of two columns and the affected portion of the floor. As there are six columns in each north/south frame line and the loads are similar, we did not conduct an analysis of this frame direction for the parking structure. We also performed analysis of the stair/elevator tower in both the east/west and north/south direction. Since the framing in the two other stair towers is similar, we have used our analysis of the stair/elevator as representative.

Some specific observations follow:

For the parking structure, the currently required seismic loadings are 2 to 2.5 times greater than the original wind loads. Despite this increase, we find that the typical columns and floor strips are only loaded to approximately 60% to 70% of their theoretical capacity.

We suspect that the additional capacity is due to the use of conservative design methods that were in practice at the time the structure was built. This result does not consider the effects of corrosion or deterioration of the reinforcing for the last 30 years. Since the structure has been maintained fairly well and there is adequate margin in the results, we do not see the need for the expense of a physical inspection of the reinforcing for a more exact evaluation at this time. Some inspections may be prudent if and when the design of the expansion takes place.

The results for the stair/elevator tower are similar. The columns have considerable additional capacity and the beams that participate in the lateral load system have 10% to 20% more strength than required for current load requirements. Because of the lighter floor system in the stair, the seismic loads are proportionately smaller and the wind condition still controls the design.

We have identified certain portions of the foundations where calculated loads exceed the design capacity by some amount. For the typical footing under gravity loads only (self weight plus live loads), the soil pressure is approximately 95% of the capacity stated on the original drawings. This is adequate and complies with the code requirements.

For the wind load condition, we find that the typical footing soil pressure is 3% over allowable and consider this negligible.

For the seismic loads, we find that the soil pressure is approximately 12% over allowable based on a linear analysis of the soil pressure at the extreme edge of the footing. We consider this an acceptable situation for the extreme, short-term earthquake loading. Factors of safety for actual soil capacity are typically in the range of 2 to 2.5. As a result, the 12% excess is a small portion of the actual capacity of the soil. In addition, the original design specifications required test drilling every foundation location before construction, and there are no signs of settlement or movement of the structure after 30 years. This gives added credibility to the soil capacity listed in the specifications and reduces any concern about the slight overstress for this extreme condition.

We did identify one area of concern where calculated loads are above acceptable levels by approximately 25%. There are several footings near the stairs that support both parking deck columns and stair columns. This condition produces loads that are offset from the center of the footing and produces pressures at one edge of the footing that are much higher than desired. In this case, we recommend that the situation be corrected as part of the expansion project. This can be done by excavating and extending the footing, or tying it to an adjacent footing to distribute the load. We have not identified a specific repair, but have allowed for this effort in the cost estimate.

For reference, our review of code requirements included a check for strength as well as selected detailing requirements for main members per the standards in effect for new constriction. BOCA 1996 (p. 1614.2) requires that an existing structure comply with the current design code if an addition will increase the loads on the structure by more than 5%. We conducted our review according to loads specified in the BOCA 1996 standard and evaluated structural capacity in accordance with the American Concrete Institute ACI 318/95, the structural design code in effect at this time. As this structure is in an area of low seismic risk, the special seismic detailing requirements of ACI 318/95 (Chapter 21) do not apply. With minor exceptions, the column and slab details meet the standard provisions of ACI. These issues relate to detailing and construction practice and are not expected to affect the strength of the structure.

COST ESTIMATES

Construction Cost

Walker's opinion of probable construction cost is included with the attachments. Our approach has been to use typical industry expenses for major items and adjust the expected prices for factors that will affect the project. Some of these include the level of difficulty working near existing facilities and the relatively small size of the project compared to the fixed contractor costs for mobilization and management of the project. Our assumptions are as follows:

Costs are in 1998 dollars. The City may apply escalation factors depending on the year the work is proposed.

We do not have design specifications or details for the three elevators, nor have we conducted an inspection of their condition. These are the sheave type with hoists located in a penthouse at the top of the towers. They will need to be removed, stored and reinstalled at the new top level. We have included an allowance for equipment relocation but we suggest the City of Birmingham independently check this allowance with the elevator service contractor you currently employ. We have provided an estimate for the costs of the physical extension of the shaft and stairs.

Costs are based on expansion of the facility with architectural details and type of construction similar to the existing.

We have not allowed for any other improvements to the structure, graphics, lighting or other features that the City may consider in the future. The proposed expansion will probably require that the City increase the capacity of the Brown St. entry/exit area and we have attached a plan of one possible approach.

Maintenance Costs

We have provided maintenance cost estimates based on industry norms and our experience with this structure. The existing structure is 30 years old and will have higher maintenance costs that a new facility. We have attempted to provide a comparison that will allow the City to evaluate the investment for the proposed vertical expansion.

The City of Birmingham typically maintains it's parking system in better condition than industry average but we suggest that, even with an aggressive maintenance program, the economic life span of the existing structure cannot be expected to be more that an additional 25 to 30 years. We have used 25 years in this analysis and have assumed than the structure will be abandoned at the end of that period.

The average repair cycle (time between significant restoration projects) for the industry is approximately 7 years depending on the type of client and age and use of the facility. Since the City maintains a high standard for the condition of it's facilities, maintenance cycles are more on the order of 4 to 5 years. Our cost estimates are based more on the industry average period and are meant only to provide a general indicator over time. Actual work at the structure may occur more or less frequently, as conditions require.

FINANCIAL ANALYSIS

The attached table summarizes several alternatives according to both net present value of the investment and an equivalent annual expense over the expected life of the structure. To help review this information, we have provided these estimates both in terms of total costs and on a "per parking space" basis. The options included are:

Status Quo: Maintain the structure at its current capacity. This provides approximately 720 parking spaces for an assumed service life of 25 years.

Expansion: Add two levels to the existing facility. This will increase the capacity to approximately 1000 spaces. The expected service life of this option is also approximately 25 years based on the condition of the existing portion of the structure.

Replacement: For comparison, we have also listed the expected costs to replace the existing structure with a new facility. We do not suggest that this is a realistic possibility in the short term, but the annual costs for this option may be an interesting benchmark for the proposed expansion. With current practices, the expected life of a new facility will be on the order of 50 years, and the annual maintenance costs will be significantly lower than for the proposed expansion. For this option to be meaningful, the City of Birmingham must either demolish the existing structure or replace it in a different location. Since we have little information regarding land costs in Birmingham, we have presented the option as if the existing structure were to be demolished. We have allowed for $350,000 for this item and shown it as part of the initial cost. If the City prefers to consider replacement at a different location, this cost item can be factored based on the expected cost of the land required.

Assumptions

Most significantly, we have assumed the economic life span of the structure can be extended for an additional 25 years. This time period is somewhat longer than industry averages for a facility of this period and would result in a 55 year total life span. We have taken this approach for several reasons. The structure is in generally good condition, having been maintained well for the last 10 to 12 years. In addition, the City of Birmingham has adopted a regular and thorough maintenance program for all of the existing parking facilities.

We feel that this policy will allow repair of the inevitable problems before maintenance costs become extreme. We have also assumed that, if the City pursues this option, the level of regular maintenance will be increased to protect the investment in the new portion of the structure. This would entail traffic coating for the entire structure and an increased level of repair and maintenance. We have allowed for the probable costs of this effort in our analysis.

We have also considered a difference in the escalation rate of construction costs and the rate of return used to evaluate the present value of different options. The rate of escalation of construction costs for restoration and maintenance has been significantly lower than the general rate of inflation for the last 5 to 10 years. This is due to increased competition and changes in the technology of producing and installing the materials used for this industry. In addition, the discount rate for alternative investments or use of City funds may be significantly higher than the change in the Consumer Price Index. We have attempted to allow for this difference in the

attached table. Any estimate will be subject to discussion on these issues, and we have provided the specific factors for your information. The City's experience may indicate that slight adjustments are reasonable. For the purposes of this analysis, we have assumed the escalation rate for construction repairs to be 3.0% annually. We have assumed the discount rate, or cost of financing, to be on the order of 7%. For your reference, we have also provided a similar analysis assuming a discount rate of 5%.

Our review is intended to provide cost information related to construction and repair options for the facility and an overall financial comparison of these options as they appear at this time. While we cannot anticipate every eventuality, change in usage, or level of maintenance in the future, these estimates do provide reasonable comparisons for your use in the decision process at this time.

We have included initial construction costs and maintenance/repair costs in this analysis. Operating costs and expected revenue will also differ slightly and should be considered in the evaluation.

City of Birmingham
Pierce Street Parking Facility Vertical Expansion

Probable Construction Cost 30-Jan-99

TOTAL SQUARE FOOTAGE 102,000

ITEM	DESCRIPTION	UNIT	TYPICAL COST/UNIT	QUANTITY	COST	REMARKS
1	DEMOLITION & PREP	EA	$40,000.00	1	$40,000.00	Stair & wall
1	COLUMN CONNECTIONS AT ROOF	EA	$300.00	56	$16,800.00	
2	COULMNS - FORM & PLACE	EA	$1,200.00	56	$67,200.00	$400/cy
3	FLOOR SLAB	SF	$20.00	102,000	$2,040,000.00	
4	SPANDREL / BUMPER WALL	LF	$80.00	2,100	$168,000.00	
5	EXPANSION JOINTS	LF	$100.00	450	$45,000.00	
6	SEALANTS AND CAULK	SF	$0.50	102,000	$51,000.00	
7	STRIPING	SF	$0.04	102,000	$4,080.00	
8	SIGNAGE	SF	$0.20	306,000	$61,200.00	Note 1
9	ELECTRICAL	SF	$1.75	102,000	$178,500.00	
10	PLUMBING	SF	$0.50	102,000	$51,000.00	
11	REINFORCE STAIR FOOTINGS	EA	$10,000.00	3	$30,000.00	
12	INTERIOR METAL GUARDRAILS	LF	$60.00	600	$36,000.00	
13	STAIR/ELEVATOR TOWERS	SF	$150.00	1,575	$236,250.00	Note 2
14	ELEV. EQUIP. RELOCATION	EA	$20,000.00	3	$60,000.00	Note 3
15	PARKING & REVENUE CONTROL	LS	$200,000.00	1	$200,000.00	Note 4
	GENERAL CONDITIONS	LS	10%	1	$328,503.00	
						SQ. FT. Costs
	Construction Cost / Space $12,905.48	SUBTOTAL			$3,613,533.00	$35.43
		CONTINGENCY	10%		$361,353.30	
		ENG & TESTING	15%		$542,029.95	
		TOTAL			$4,516,916.25	$44.28
			CARS =	280	$16,132	$/CAR

NOTES

1. Allownce for industry typical graphics for entire structure. Owner may elect more elaborate signage.
2. Includes 2 floors plus penthouse at each of 3 stairs for total of 1575 sf.
3. Estimated cost for removal, temporary storage and reinstallation of elevator hoist equipment. Does not allow for upgrades. Elevator allowance assumes equipment is originally designed for vertical expansion similar to the parking structure.
4. See report. We have included an allowance for additional exit lanes
5. Unless specifically noted, costs represent the cost related to the additional floors. It is assumed that capacity of electrical, and plumbing is adequate for the expansion

City of Birmingham

30-Jan-99

Pierce Street Parking Facility Maintenance Projections

CURRENT CAPACITY 720 SPACES

Year				96/97	2003	2010	2017
Description	Units	Base Quantity	Unit Price	**Quantity/ Cost**	**Quantity/ Cost**	**Quantity/ Cost**	**Quantity/ Cost**
Concrete Overlay Repair	SF	85000		7700	15000	30000	30000
			$10.00	$77,000	$150,000	$300,000	$300,000
Structural Floor	SF	204000		500	1500	3000	6000
			$25.00	$12,500	$37,500	$75,000	$150,000
Ceiling & Overhead	SF	204000		1350	2000	2500	3000
			$60.00	$81,000	$120,000	$150,000	$180,000
Columns, walls, other structural concrete	N/A	N/A	N/A				
				$13,600	$15,000	$20,000	$25,000
Masonry and Stairs	N/A	N/A	N/A				
				25,950	$10,000	$10,000	$10,000
Expansion Joints	LF	900	N/A				
				$47,100	$50,000	$60,000	$70,000
Cracks & Sealant	LF	N/A		8,434	5000	5000	5000
			$3.00	$25,302	$15,000	$15,000	$15,000
New Deck Coating	SF	N/A		26200	52000	0	0
			$3.00	$78,600	$156,000	$0	$0
Repair Deck Coating	SF	N/A		4975	6000	7500	9000
			$4.00	$19,900	$24,000	$30,000	$36,000
Recoat Deck Coating	SF	N/A		117,200	117,200	204,000	204,000
			$1.50	$175,800	$175,800	$306,000	$306,000
Penetrating Sealer	SF	N/A		52000	0	0	0
			$0.40	$20,800	$0	$0	$0
Miscellaneous	N/A	N/A					
				$13,397	$15,000	$20,000	$25,000
Totals Per Repair Cycle				**$577,552**	**$753,300**	**$966,000**	**$1,092,000**
Annual Total				**$82,507**	**$107,614**	**$138,000**	**$156,000**
Annual Total per Parking Space				**$115**	**$149**	**$192**	**$217**
Annual Total per Suqare Foot				**0.40**	**0.53**	**0.68**	**0.76**

Proposed Addition Maintenace Costs

Number of Spaces 280 Total Area 102000

Annual Total per Square Foot	**$0.10**	**$0.15**	**$0.25**
Annual Total per Parking Space	**$36**	**$55**	**$91**
Annual Total	**$10,200**	**$15,300**	**$25,500**

Grand Average Maintenance Costs

Number of Spaces 1000 Total Area 306000

Annual Total per Square Foot	**$0.39**	**$0.50**	**$0.59**
Annual Total per Parking Space	**$118**	**$153**	**$182**
Annual Total	**$117,814**	**$153,300**	**$181,500**

Notes

1. Equipment costs (elevator maintenance, revenue control obsolescence) not included
2. All costs in 1998 dollars
3. 96/97 year prices are industry averages and do not match actual bids for the work. Included for reference only
4. Maintenance costs for slab on grade level assumed to be negligeable. Floor areas only include supported floors. Resulting total represents entire parking facility within the limits of the accuracy of the estimate.

City of Birmingham
Pierce Street Parking Facility - Financial Analysis

DISCOUNT RATE 7% 30-Jan-99

EXPANSION OPTION	1-Jan-99	1-Jan-03	1-Jan-10	1-Jan-17	1-Jan-25
Initial Costs (2 levels)	$4,517,000	$0	$0	$0	$0
Expected Maintenance	$0	$929,990	$1,480,740	$2,162,400	$0
Subtotal	$4,517,000	$929,990	$1,480,740	$2,162,400	$0

Financial Summary			TOTAL COST	COST PER SPACE
Net Present Value	SPACES	1,000	**$6,568,635**	**$6,569**
Annulaized Costs	YEARS	25	**$563,658**	**$564**

STATUS QUO	1-Jan-99	1-Jan-03	1-Jan-10	1-Jan-17	1-Jan-25
Initial Costs	$0	$0	$0	$0	$0
Expected Maintenance	$0	$929,990	$1,480,740	$2,162,400	$0
Subtotal	$0	$929,990	$1,480,740	$2,162,400	$0

Financial Summary			TOTAL COST	COST PER SPACE
Net Present Value	SPACES	720	**$2,051,635**	**$2,849**
Annulaized Costs	YEARS	25	**$176,052**	**$245**

REPLACEMENT FACILITY	1-Jan-99	1-Jan-03	1-Jan-10	1-Jan-17	1-Jan-25
Initial Costs	$7,350,000	$0	$0	$0	$0
Expected Maintenance	$0	$27,685	$50,715	$83,300	$0
Subtotal	$7,350,000	$27,685	$50,715	$83,300	$0

Financial Summary			TOTAL COST	COST PER SPACE
Net Present Value	SPACES	700	**$7,419,820**	**$10,600**
	COST/CAR *	$10,500		
Annulaized Costs	YEARS	50	**$537,639**	**$768**

* Includes $350,000 allowance for demolition of existing structure

City of Birmingham, Michigan
Automobile Parking System Fund
Projected Cash Flow Analysis

CITY OF BIRMINGHAM
AUTOMOBILE PARKING SYSTEM FUND
CASH FLOW PROJECTION

	ACTUAL 2007-2008	ACTUAL 2008-2009	ACTUAL 2009-2010	ACTUAL 2010-2011	ACTUAL 2011-2012	ACTUAL 2012-2013	PROJECTED 2013-2014	PROJECTED 2014-2015	PROJECTED 2015-2016	PROJECTED 2016-2017	PROJECTED 2017-2018
CASH FLOWS FROM OPERATING ACTIVITIES:											
CASH RECEIVED FROM CUSTOMERS	$3,733,210	$3,671,119	$3,433,107	$3,827,643	$3,957,644	$4,366,702	$4,366,702	$4,366,702	$4,366,702	$4,366,702	$4,366,702
CASH RECEIVED FROM FEDERAL GRANT				125,120	-	-	-	-	-	-	-
CASH PAYMENT TO SUPPLIER/CONTRACTORS FOR GOODS & SERVICES	(357,388)	(900,349)	(696,928)	(547,599)	(509,294)	(601,165)	(617,994)	(635,328)	(653,182)	(671,571)	(690,512)
CASH PAYMENT TO CENTRAL PARKING SYSTEM CONTRACTOR	(1,513,234)	(1,607,480)	(1,362,731)	(1,339,731)	(1,388,576)	(1,367,792)	(1,345,863)	(1,385,931)	(1,431,098)	(1,477,799)	(1,526,090)
CASH PAYMENT TO CITY EMPLOYEES FOR SERVICES	(358,012)	(339,900)	(335,955)	(365,840)	(305,345)	(372,135)	(383,788)	(396,005)	(408,637)	(421,701)	(434,783)
NET CASH PROVIDED BY OPERATING ACTIVITIES	1,504,576	823,390	1,037,493	1,699,593	1,754,429	2,025,610	2,019,057	1,949,439	1,873,786	1,795,631	1,715,317
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:											
PROCEEDS FROM BOND ISSUE	-	-	-	-	-	-	-	-	-	-	-
PROCEEDS FROM SPECIAL ASSESSMENTS	-	-	-	-	-	-	-	-	-	-	-
BOND PAYMENTS - PRINCIPAL AND INTEREST (CHESTER STRUCTURE)	(761,624)	-	-	-	-	-	-	-	-	-	-
BOND PAYMENTS - PRINCIPAL AND INTEREST	-	-	-	-	-	-	-	-	-	-	-
BOND ISSUANCE COSTS										-	
ACQUISITION AND CONSTRUCTION OF CAPITAL ASSETS	(640,757)	(762,083)	(1,015,972)	(1,527,775)	(1,018,553)	(1,461,432)	(1,636,500)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
DESIGN AND CONSTRUCTION	(302,316)	502,992									
TRANSFER IN FROM OTHER FUNDS	-	-	-	-	-	-	-	-	-	-	-
TRANSFER OUT TO OTHER FUNDS	-	-	-	-	-	-	-	-	-	-	-
NET CASH USED FOR CAPITAL AND RELATED FINANCING ACTIVITIES	(1,704,697)	(259,091)	(1,015,972)	(1,527,775)	(1,018,553)	(1,461,432)	(1,636,500)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
CASH FLOWS FROM INVESTING ACTIVITIES:											
INTEREST AND DIVIDENDS ON INVESTMENTS	161,792	103,938	51,347	29,984	40,328	(7,560)	74,000	83,100	100,980	130,680	143,690
INTEREST EARNED ON CONSTRUCTION BOND											
PROCEEDS FROM SALE OF INVESTMENT SECURITIES											
NET CASH PROVIDED BY INVESTING ACTIVIITES	161,792	103,938	51,347	29,984	40,328	(7,560)	74,000	83,100	100,980	130,680	143,690
NET INCREASE (DECREASE) IN CASH AND INVESTMENTS	**(38,329)**	**668,237**	**72,868**	**201,802**	**776,204**	**556,617**	**456,557**	**832,539**	**774,766**	**726,311**	**659,007**
CASH AND INVESTMENTS AT BEGINNING OF YEAR	2,868,705	2,830,376	3,498,613	3,571,481	3,773,283	4,549,487	5,106,104	5,562,661	6,395,200	7,169,966	7,896,276
CASH AND INVESTMENTS AT END OF YEAR	$2,830,376	$3,498,613	$3,571,481	$3,773,283	$4,549,487	$5,106,104	$5,562,661	$6,395,200	$7,169,966	$7,896,276	$8,555,283

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **March 3, 2014**

TO: **Joe Valentine, Interim City Manager**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Central Business District & Triangle District Ad Hoc Parking Study Committee**

As was referenced at the Long Range Planning meeting, the Advisory Parking Committee (APC) is reviewing the advisability of recommending a two-floor expansion of the Pierce St. Parking Structure. At the regular February meeting of the APC, discussion was held regarding:

- Formation of an Ad Hoc Parking Study Committee to update the comprehensive study that was done for the Central Business District in 2000. Such a study would help answer the following critical questions:
  1) Is expansion of the Pierce St. Parking Structure appropriate and needed? If so, to what extent will it address the needs of the parking system?
  2) What are the other future parking needs of the Central Business District? If the City wishes to proceed with the redevelopment of the N. Old Woodward Ave. Parking Structure and lot (as recommended in the Birmingham 2016 Plan), how many parking spaces need to be built?
  3) Will expansion of the Pierce St. Parking Structure, as well as redevelopment of the N. Old Woodward Ave. Parking Structure provide the system with the resources it needs to supply the Central Business District into the future?
- Begin the dialogue relative to raising rates for monthly parking permits. Although the APC is not ready to make such a move, the current shortage of parking spaces makes it appear as though increased expenses for the parking system are on the horizon, and keeping the fund strong financially needs to be considered.

With respect to the latter of the above topics, the APC was not ready to recommend a change in the rate structure at this time. However, the suggested changes laid out by staff (attached) were discussed at length. Discussions relative to potentially changing the rates at the parking meters, or charging for parking on Sundays, was also discussed. In order to better understand public sentiment of these ideas, APC Chair Lex Kuhne and I will meet with the Principal Shopping District to begin this process. The remainder of this memorandum pertains to the idea of forming a study committee.

At their meeting of February 19, the APC passed the following recommendation:

To recommend that the City Commission authorize the formation of an Ad Hoc Parking Study Committee that will be formed for a limited time to update the parking demand study done in 2000 for the Parking Assessment District, with the goal of determining the

long term demand levels for parking throughout the Central Business District, and recommendations of how to best use the Auto Parking System's properties at this time. The Ad Hoc Committee shall include the following members, with each of the suggested boards nominating their representative accordingly:

• Advisory Parking Committee
• Multi-Modal Transportation Board
• Planning Board
• Principal Shopping District

The Ad Hoc Committee shall be formed as soon as practical, with the goal of finalizing a report of findings and recommendations by July 2014.

Before the recommendation was voted on, an amendment was made as follows:

To include the Triangle District with the goal of determining long-term demand throughout the Central Business District and the Triangle District.

The recommendation, as amended, was approved on a vote of 6-0.

<u>Parking Study for the Central Business District</u>

As was referenced at the Long Range Planning meeting, the above suggested format was used in 2000 for a comprehensive parking demand study. The study was primarily conducted using staff from the Engineering Dept., Planning Dept., and Central Parking. Detailed, thorough analysis done at that time helped answer the following questions:

- Which downtown properties are likely to be redeveloped, thereby causing parking demand to go up?
- What is the actual ratio of commercial square footage to needed parking spaces that the current downtown business district functions under?
- What is the appropriate time of day and time of year in which to base the future demand projections on?

The following is a quick synopsis of the methodology that was used to answer these questions, and to create the final projections that were found:

1. A list of all the commercially zoned parcels in the parking assessment district was created. The list included the current commercial square footage on each site, as well as the number of private parking spaces on the site, if any.
2. The ad hoc committee discussed and reasoned which parcels were the best candidates for future redevelopment under the zoning overlay ordinance that had been recently passed.
3. The list was amended to reflect how much additional commercial square footage could be added to the site using the new zoning overlay ordinance.

4. The ad hoc committee discussed and reasoned when the best time of day and year would be to develop a parking demand ratio. Using historical usage data, a conversion factor was developed to hypothesize how an actual use count could be modified to reflect a design demand day. Central Parking staff helped gather data on actual usage at street meters, as well as in private and public parking lots.
5. A final ratio of 424 square feet per parking space was established, and then applied to a future growth model to estimate where parking shortages would be.

The results of the study done at that time have proven quite accurate in terms of where the future need for parking would be. The recommendations were not acted upon, for the most part, due to:

- The largest buildings built in the CBD soon after the study was done were not large daytime traffic generators (Willits Building, Palladium Building).
- Most of the growth in demand was in the evenings, for which the parking system was prepared.
- The economic downturn (starting 2007) reduced daytime demand for several years thereafter.

The new phenomenon that the 2000 parking study could not predict is the desirability of downtown Birmingham to be a daytime computer-based employer. Several newer companies are now located in the downtown or Triangle district, driving up demand in ways that were not expected or predicted.

It is recommended that a new Ad Hoc Parking Study Committee be formed, using the above methodology as described below:

1. Planning Dept. staff can update the list of properties prepared at that time, to reflect the current status of all the buildings in the downtown area.
2. The Committee can review what the components of a new study should consider for the time of day and year to design for.
3. Central Parking can again be used to help measure the actual demand on the design day/hour, to allow a new parking demand ratio to be established.
4. New parking demand projections can then be established.

<u>Parking Study for the Triangle District</u>

As you know, the City hired LSL Planning to complete a master plan for the Triangle District (the area roughly surrounded by Maple Rd., Adams Rd., and Woodward Ave.), in 2007. A component of the master plan was a parking demand study that predicted future parking demand (if properties were redeveloped more densely) compared to what is presently available. A few components of this study are attached for your reference.

Even though the Triangle District is outside the jurisdiction of the Advisory Parking Committee, the members thought it was appropriate to update and study parking

demand for this area as well at this time. Such a decision appears prudent for the following reasons:

1. The Corridor Improvement Authority determined at their last meeting that property values in the district have most likely bottomed out, and that Tax Increment Financing (TIF) authority should be started within the next 12 months.
2. Parking shortages in the Triangle district appear to be driving up demand at both the Park St. and Peabody St. Structures, as daytime employees from the Triangle area search for places to park.
3. The owner of one vacant parcel in the district has asked the City for assistance in establishing what volume of parking (as a City-operated, shared parking facility) it should be planning for.

Attached are two spreadsheets and a map that was prepared as a part of the Master Plan, using counts generated in December, 2006. The partial buildout data assumes that between 35% and 50% of the parcels in the district are redeveloped to their full potential. The spreadsheet for the partial buildout projections estimate a shortage of 982 parking spaces. The attached map helps depict how the shortages (or in some cases, minor overages) are distributed.

As shown on the spreadsheet, the demand ratio (top rows, center section) are based on general categories of the type of use (e.g.: retail spaces are figured to generate 3.35 vehicles per 1,000 sq.ft.). Since the Triangle District does not currently have a shared, community-based parking system, using these industry usage rates is still appropriate, and will not have to be updated. We recommend that the updated study will need to consist of the following:

1. A review of any building changes that have occurred since 2006, and updating the attached chart accordingly.
2. A review and update of the parking supply from 2006 (for example, since that time, parking spaces on the street have been striped).
3. A review of the limits of who should be in the district (certain properties that are adjacent, but not currently in the Triangle District could potentially benefit from being in the district).

Updating these figures, with a review by the proposed Ad Hoc Committee will help provide direction for the Corridor Improvement Authority, as well as future developers in this area.

Given the above, if the Triangle District parking study is to be updated as part of this effort, staff recommends that representation from the Corridor Improvement Authority be added to the Ad Hoc Committee. For this reason, it is now suggested that the membership of the Ad Hoc Parking Study Committee include the following members:

- Advisory Parking Committee
- Corridor Improvement Authority
- Multi-Modal Transportation Board
- Planning Board
- Principal Shopping District

It is suggested that each of the above boards nominate their own representative to the board, to serve until the parking study is complete. As before, staff assistance would come from the Engineering Dept., Planning Dept., and the Principal Shopping District.

With the above as background, the following resolution is offered at this time:

SUGGESTED RESOLUTION:

To accept the recommendation of the Advisory Parking Committee, authorizing the formation of an Ad Hoc Parking Study Committee that will be formed for a limited time to update the parking demand study done in 2000 for the Parking Assessment District, as well as the 2007 parking study completed as a part of the Triangle District Master Plan. The goal of the Committee will be to determine the long term demand levels for parking throughout the Central Business District and Triangle District, and to provide recommendations of how to best use the Auto Parking System's properties at this time, as well as to establish targeted needs for the Triangle District. The Ad Hoc Parking Study Committee shall include the following members, with each of the suggested boards nominating their representative accordingly:

- Advisory Parking Committee
- Corridor Improvement Authority
- Multi-Modal Transportation Board
- Planning Board
- Principal Shopping District

The Ad Hoc Parking Study Committee shall be formed as soon as practical, with the goal of finalizing a report of findings and recommendations by July, 2014.

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **February 14, 2014**

TO: **Advisory Parking Committee**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Auto Parking System**
Monthly Permit Demand Increase

At the November, 2013 Advisory Parking Committee (APC) meeting, staff first discussed the large increase in monthly permit parking demand that the system is currently experiencing. After several months of investigating alternatives for new locations, staff is now recommending an expansion at the Pierce St. Parking Structure. The APC requested that a survey of the business community be prepared and issued to obtain feedback from the public. A draft survey was prepared and reviewed at the December meeting. In order to allow the survey to get the attention it needs to be successful, we issued it to the public on January 2, 2014.

The January APC meeting was scheduled for January 15. However, the deadline for preparing reports for that meeting was January 10. Less than 35 responses had been received as of that date (out of over 500 requests). Rather than hold a discussion and review on a small amount of responses, it was decided to postpone discussion until the February meeting.

In the meantime, the City Commission held its annual Long Range Planning Session on February 2. The Commission had already been apprised in the past about this topic, and about the lack of opportunities to site a new facility. With that in mind, the Long Range Planning Session represents an important opportunity to bring them up to date on this topic, and get their feedback. The survey results that had been obtained at that time (82 responses) were provided to the Commission, and a presentation formally suggesting that the Pierce St. Structure expansion appears to be the most logical direction, was prepared. The survey results and presentation slides are attached to this report for your review. The presentation given at that time will be reviewed for the APC at next week's meeting.

Here are the main themes that came from the discussion with the City Commission:

1. **It appears that the Parking System needs to do something to address the increased demand. Is the addition of 280 parking spaces at Pierce St. enough?**
2. **Funding for this project should come from increased monthly permit fees as the priority. Daily rates for customers should not be changed. The assessment formula will need to be looked at again before being implemented for such a project.**

THEME #1 – WHAT IS THE TRUE DEMAND?

The City Commission is giving the impression that a need for more spaces has been demonstrated, and that the City should work in that direction, with Pierce St. being the first priority. With the general downtown economy improving, some discussion has started recently about renewed interest in redeveloping the parking lot at the N. Old Woodward Ave. Parking Structure. To a lesser extent, interest has also been expressed about developing the green spaces at both the north and south ends of the Pierce St. Parking Structure property. (Both of these ideas were included in the Downtown Birmingham 2016 Master Plan.) In order to truly answer how many parking spaces the CBD needs, and to help guide the land development process, an updated, comprehensive parking demand study is needed.

In 2000, as an outcome of the 2016 Plan overlay zoning district changes that allowed increased density in the CBD, City staff performed a parking demand study. The study was partially updated in 2006 in the area of Shain Park to assist with the discussions of a parking structure at Parking Lot #7 held at that time. However, there has been no comprehensive study done since 2000. In 2000, the study was structured as such:

1. An Ad Hoc Parking Study Committee (AHPSC) was formed. Membership in the AHPSC included representatives of the following stakeholders:

    - Advisory Parking Committee
    - Historic District & Design Review Committee
    - Planning Board
    - Principal Shopping District
    - Engineering Dept. Representative
    - Planning Dept. Representative
    - Principal Shopping District Staff Representative

    The members of this committee were formed to help direct the methodology of the study, and to help make final recommendations from its results.

2. The study used the following steps to move its way to its conclusions:

    - A list of every property within the Parking Assessment District was prepared. The list included the amount of gross square feet of building space it contained, as well as the number of private parking spaces it had on site.
    - A review of the parking data that was available at that time was reviewed to determine what time of year the study should focus on. At that time, December represented a significant peak of demand, while the warmer months (April through October) represented a more "normal" level of demand, with May being the second busiest month. The AHPSC decided to use existing demand in May as its benchmark.
    - Actual demand was determined by counting all parking spaces in use on a typical weekday in May during the hours of noon to 2 PM (the peak of the daily demand). Both public and private parking spaces were counted.

- From the actual measured demand counted, and knowing the number of square feet that were available for use at that time, a demand ratio of one parking space per 424 gross sq.ft. was established.
- Private properties were analyzed individually, and those that appeared to be good redevelopment candidates were determined. Calculating the potential full increase in square feet that could be developed from the redevelopment candidates allowed a future number of needed parking spaces to be developed.
- The Parking Assessment District was split into 6 zones, to help determine which parking structure (or Lot #6) occupants from each building would prefer to park in.
- Recommendations for more spaces were established and forwarded to the City Commission, with the need being greatest in the areas around the Pierce St. and Peabody St. Parking Structures.

At this time, it would appear that it is prudent to begin an update on the parking demand study. The study should cover the entire assessment district. A new AHPSC could be formed to oversee the process, which would include:

- Update the parcel list to reflect changes made since 2000, both in square footages and in private parking spaces.
- Update the map of potential redevelopment properties, and estimate potential square footages based on the current zoning ordinance.
- Prepare to count parking spaces in May of this year, as this should still be a reliable time of year on which to base demand.
- Calculate a revised number of gross square feet per parking space demand rate.
- Calculate the future ultimate demand for parking in the assessment district, and compare it to estimates made in 2000.
- Review the findings and make new recommendations for parking space needs in the parking system.

If this process is started soon, it is expected that this process would take until approximately July of this year to complete. Given the current advisory committee structure, we recommend modifying the membership of the AHPSC to make one change. The newly created Multi-Modal Transportation Board should be represented on this Committee, while the Historic District Committee/Design Review Board representation no longer seems necessary. A recommendation is provided below for your consideration. Having the firm numbers that a revised parking study could provide should give the final assurance of whether a project of this nature is needed or not. It will also provide badly needed data to help staff determine what the right level of potential private development should be on the "open" areas of both the N. Old Woodward Ave. Structure, and the Pierce St. Structure properties.

THEME #2 – RATES

Members of the Commission expressed the feeling that the monthly parking permit rates offered by the parking system are below market value, and that they have been for some time. Efforts to increase the rates in the past were based primarily on changes in demand at one structure compared to the others, with a desire to modify behaviors. These suggested rate increases have met with resistance by members of the public, and they have often not been

successful. However, those efforts were attempted in an environment where the parking system did not need the additional funds.

In our current environment, it would appear that the system is destined to head in the direction of more construction, which will obviously require funding. The cash flow balance prepared last fall (attached) suggests that the cash on hand for the system will be about $5.5 million at the end of the fiscal year (June 30, 2014). Since the system needs to keep about $2 million in the account at all times in the event of an unexpected emergency, that leaves $3.5 million available to be spent on a new construction project. If rates are left as is, the projection is that the savings account will grow to $6.4 million by the end of June, 2015. Assuming that the construction of a parking structure will require several steps, an assumption was made that $5 million would be available from savings by the time construction is actually underway.

The cost estimate for a building expansion at the Pierce St. Structure has been set at $9.5 million. Whatever is not available from the savings account will have to be bonded, which will then introduce interest costs on the outstanding debt. Given that the system has an underpriced asset (monthly parking permits), the special assessment that will eventually be charged to help make up the difference in cost could be lowered substantially if monthly parking rates are boosted. Below is a suggested level of increases that could be suggested to help get the conversation started.

PARKING FACILITY	CURRENT RATE	RECOMMENDED RATE (JULY, 2014)	RECOMMENDED RATE (JULY, 2015)
Pierce St.	$55	$60	$65
Park St.	$45	$50	$50
Peabody St.	$45	$55	$65
N. Old Woodward Ave.	$45	$50	$50
Chester St.	$35	$40	$40
Parking Lot #6 Permits	$30 & $50	$35 & $55	$40 & $60
South Side Permits	$40	$45	$50

The increases are suggested based on the following:

- Pierce St. & Peabody St. are the most severely short on spaces given current demand. Their current deficits are similar, therefore, the current value of a permit at Peabody St. is similar to Pierce St. An aggressive increase at Peabody St., while also increasing Pierce St., allows them to be at the same rate by 2015 without stepping either up too fast.
- Park St. & N. Old Woodward Ave. demand is greater than supply, but not as much. Only a $5 increase is suggested.
- Chester St. demand is greater than supply, but more so than any other, permit holders in this lot would rather be somewhere else if they could be. Only a $5 increase is suggested.
- Demand is equal to supply at Lot #6, and actually way under supply for the South Side area. However, for both, the people purchasing permits typically do not have to park that far from their destination, making them desirable permits to hold for those that purchase them. Both are being stepped up a total of $10 given the quality of parking they provide.

We encourage debate and discussion about how the rate increases were figured, and they can be tweaked if so desired.

Using the numbers above, and based on current sales, annual revenues would be as follows:

CURRENT=	$2,095,260	
2014 (AFTER INCREASE) =	$2,373,660	INCREASED REVENUE = $278,400
2015 (AFTER INCREASE) =	$2,470,380	INCREASED REVENUE = $375,120

If the goal is to make a significant increase in the savings account in a short time, just raising monthly parking permit rates alone will likely not do it. We are also in the early stages of talks with Central Parking to take advantage of a national call center office they now operate in Austin, TX. The call center would allow the elimination of the all night call center currently operated in our local office, resulting in a reduction in operating costs. The amount of savings could be over $100,000 per year, but those numbers still need to be verified. As this opportunity materializes, we will bring this idea to the Committee for further discussion.

No other substantial cost saving moves or revenue enhancers are being considered at this time.

Suggested recommendations to the City Commission regarding both of the above topics are provided below. If the APC feels that additional discussion, such as with the PSD, is warranted, it would be reasonable to postpone the second recommendation.

SUGGESTED RECOMMENDATION A:

To recommend that the City Commission authorize the formation of an Ad Hoc Parking Study Committee that will be formed for a limited time to update the parking demand study done in 2000 for the Parking Assessment District, with the goal of determining the long term demand levels for parking throughout the Central Business District, and recommendations of how to best use the Auto Parking System's properties at this time. Suggested recommendation of the Ad Hoc Committee shall include the following members, with each of the suggested boards nominating their representative accordingly:

- **Advisory Parking Committee**
- **Multi-Modal Transportation Board**
- **Planning Board**
- **Principal Shopping District**
- **Engineering Dept. Representative**
- **Planning Dept. Representative**
- **Principal Shopping District Staff Representative**

The Ad Hoc Committee shall be formed as soon as practical, with the goal of finalizing a report of findings and recommendations by July, 2014.

SUGGESTED RECOMMENDATION B:

With the understanding that the Auto Parking System needs to start making plans to build additional parking spaces, monthly permit rate increases at the following levels are recommended in an effort to increase the system account balance available for future construction:

Effective July 1, 2014:

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

Effective July 1, 2015:

Pierce St. Structure	**$65**
Peabody St. Structure	**$65**
Lot 6 Regular Permit	**$60**
Lot 6 Economy Permit	**$40**
South Side Permit	**$45**

Findings and Recommendations

Ad Hoc Parking Study Committee

Geoffrey Hockman, Principal Shopping District Board

Tom McDaniel, Historic District & Design Review Commission

Jeff Salz, Advisory Parking Committee

Chuck Tholen, Planning Board

Jill Bahm, City Planner

John Heiney, Director, Principal Shopping District

Paul O'Meara, Assistant Director of Engineering

Endorsements of Report

- After presentations by the Ad Hoc Parking Study Committee, the following City boards and commissions gave their endorsements of the Ad Hoc Parking Study Committee's Report of Findings and Recommendations :
  - Advisory Parking Committee
  - Birmingham/ Bloomfield Chamber of Commerce
  - Historic District & Design Review Commission
  - Planning Board
  - Principal Shopping District

Ad Hoc Parking Study Creation

- The APC and Planning Board saw need for a parking system analysis considering significant developments proposed and currently under construction. They seek to build upon the parking study included in the Downtown Birmingham 2016 (DB2016) Report
- The City Commission authorized creation of multi-disciplinary Ad Hoc Parking Study Committee, comprised of one member from the APC, Planning Board, Historic District & Design Review Commission and Principal Shopping District

Background - Advisory Parking Committee

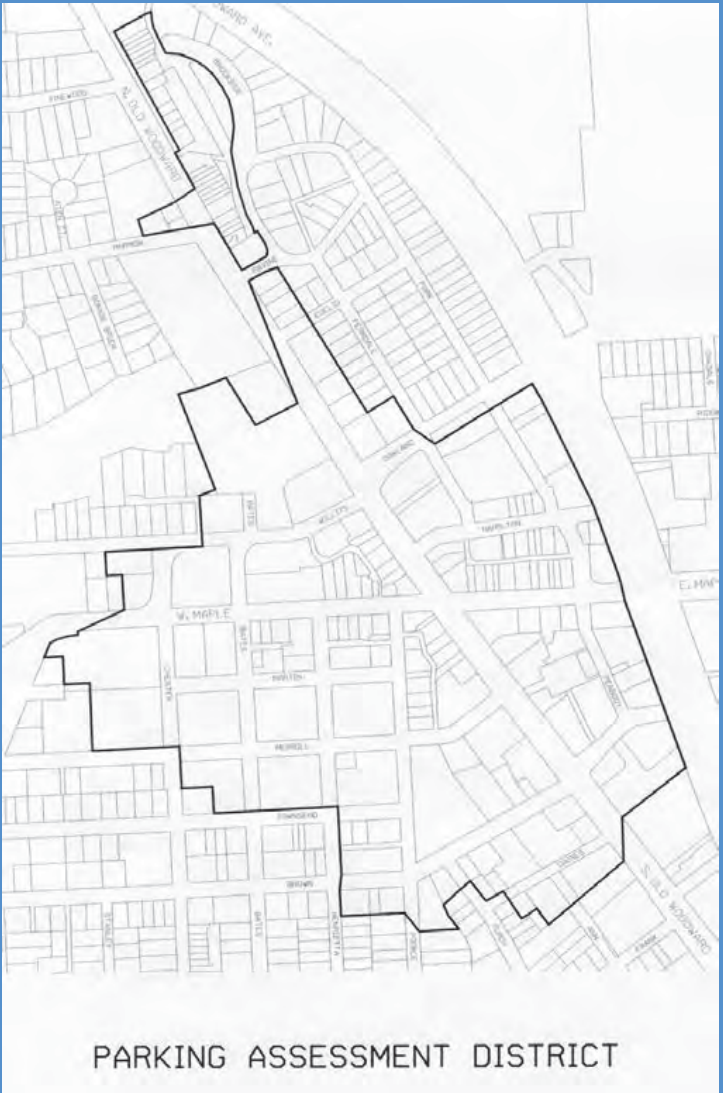
- The City of Birmingham's Parking System includes all public parking spaces on the street, in public lots and public decks within a geographical area known as the Parking Assessment District (PAD)
- The parking facilities within the PAD are self-supporting:
  - Funding for construction comes from assessments to property owners in the district, as well as by user fees
  - Funding for maintenance comes from user fees

Background - Advisory Parking Committee

- The PAD contains 6,165 parking spaces, allocated as follows:
  - 705 on-street spaces
  - 3 public lots (479 spaces)
  - 5 public parking decks (3,475 spaces)
  - 1,506 private off-street spaces

Background - Advisory Parking Committee

Parking Assessment District Map



Mission Statement

- The Study Committee shall gather data regarding current parking demand in the Parking Assessment District, create a reliable model, forecast future parking demands, and prepare recommendations that respond to that forecast.

Downtown Birmingham 2016

- The Downtown Birmingham 2016 (DB2016) Report was received and approved in principle by the City Commission in 1996
- The study committee used the DB2016 as a basis for projecting future developments in the downtown area

Future Land Development Assumptions

1. Properties with site plans approved, under City review, or under construction as of 12/31/99 were included as future development
2. Locally-designated historic properties and properties of a small size were not considered
3. No land assemblage can be predicted
4. Identified properties will be developed to the maximum allowed under the Zoning Overlay Option provided in the Downtown Birmingham 2016 Report, unless otherwise noted

Future Land Development Assumptions

5. Only those properties in zoning districts that would permit the addition of more than one floor to the current building were considered feasible for redevelopment

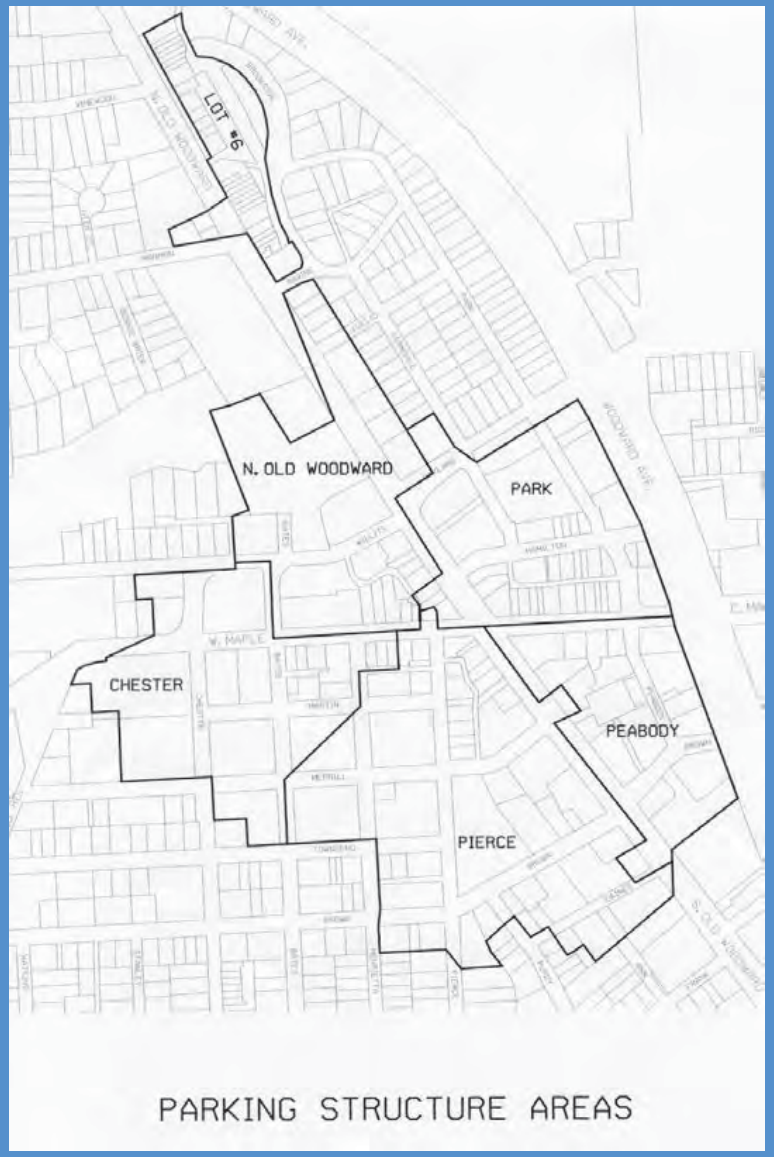
6. Building area for residential uses was not included in potential building area totals as parking is required to be provided

7. Square footage of the first floor in mixed-use developments were reduced to accommodate access to subgrade parking

Current Situation

Parking Areas Map

- Each area is named for the parking structure located within it



Current Situation

Total Parking Spaces by Area

	Chester Area	Lot 6 Area	N. Old Woodward Area	Park St. Area	Peabody Area	Pierce Area	Total
Structure	895	0	570	823	467	720	3,475
Street	105	134	114	83	73	196	705
Public Lot	0	130	200	7	0	142	479
Private Lot	123	11	216	174	295	687	1,506
Total	**1,123**	**275**	**1,100**	**1,087**	**835**	**1,745**	**6,165**

Current Situation

- Total Parking Spaces: 6,165
- Gross Floor Area (GFA) in PAD: 2,613,776 sq. ft.
- Current Ratio of spaces to GFA: 1:424 sq. ft.

PAD=Parking Assessment District

Creation of Parking Model

- The study committee considered possible models:
  - Parking ratio based on current Zoning Standard
  - Parking ratio based on current capacity
  - Parking ratio based on parking generated by uses

Creation of Parking Model

- Current Zoning Standard used in City
  - Parking ratio = 1 space/ 300 sq. ft. of GFA
  - Standard comes from ULI, ITE
  - Created for stand-alone, single-use buildings
  - Based upon 20th busiest shopping hour
  - 50% of the spaces unused 40% of the year
  - Suggests that 8,500 total spaces are currently needed --38% more than the City currently has
  - Not an applicable standard, given shared parking and mixed uses in the downtown area

Creation of Parking Model

- Current Capacity
  - Based on the number of available spaces, the standard would be 1 space per 424 sq. ft. -- could be reasonable model if all spaces are effectively full (90-95% full)
  - Available data from a field survey conducted in November 1998 shows number of spaces occupied
  - Since utilization was not in the 90-95% range for most areas, a parking standard based on current capacity may overestimate parking requirements

Creation of Parking Model

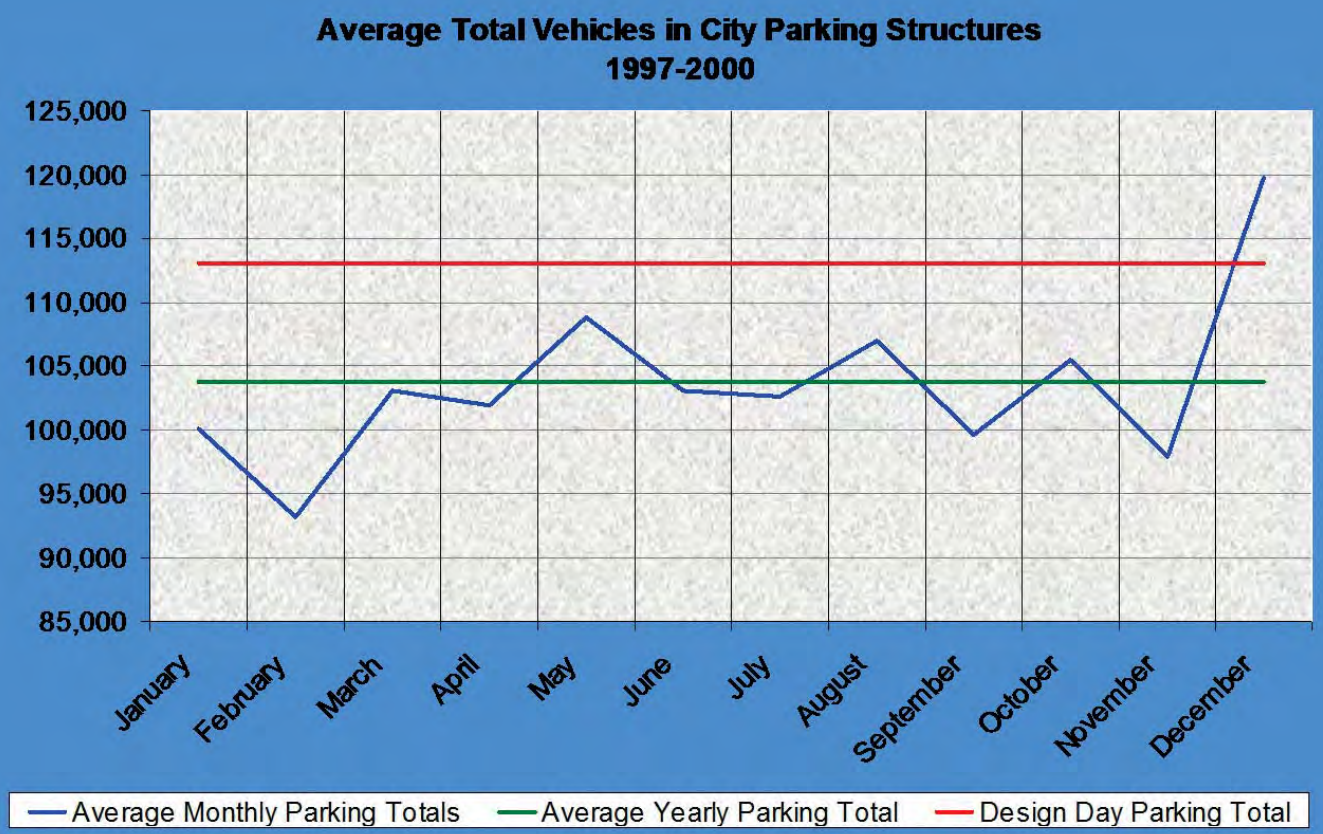
- Parking Generation Model
  - Since each downtown has its own unique features that affect demand for parking, a unique standard is needed for Birmingham
  - Occupied spaces show demand generated for parking
  - Parking Generation Rate is calculated by:

$$\frac{\text{Existing GFA}}{\text{Number of Occupied Spaces}}$$

Creation of Parking Model

- Parking Generation Model
  - Historically, December--the busiest month of the year--has been used as a benchmark for determining parking needs in the City
  - For this study, however, the committee selected the second busiest month of the year as a benchmark, as it satisfies parking need for most months, it is fiscally responsible, and allows for the best use of public land
  - Available data from the parking structures indicates that May is second busiest month

Creation of Parking Model



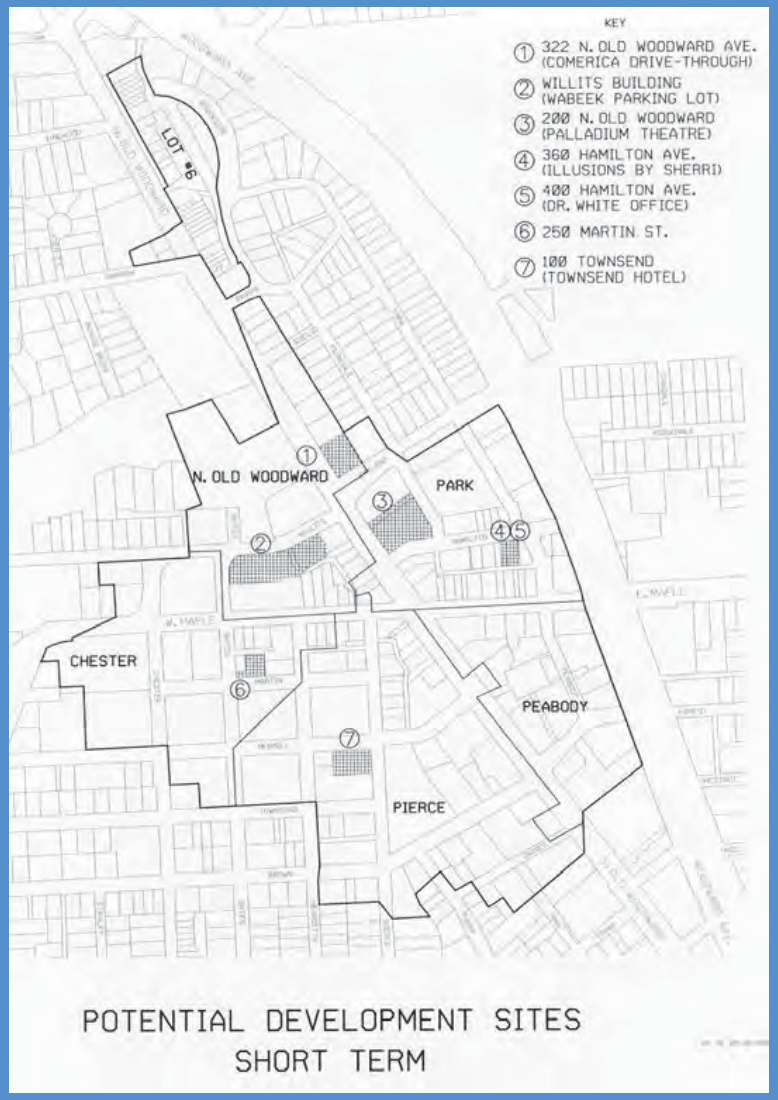
The red line reflects the parking needs projected for the second busiest month of the year (May) + a 4% safety factor

Creation of Parking Model

- Parking Generation Model
  - Standard created using this model is 1 space per 482 sq. ft. GFA
  - Data from the previous chart is extrapolated to project needs for public lots and on-street parking

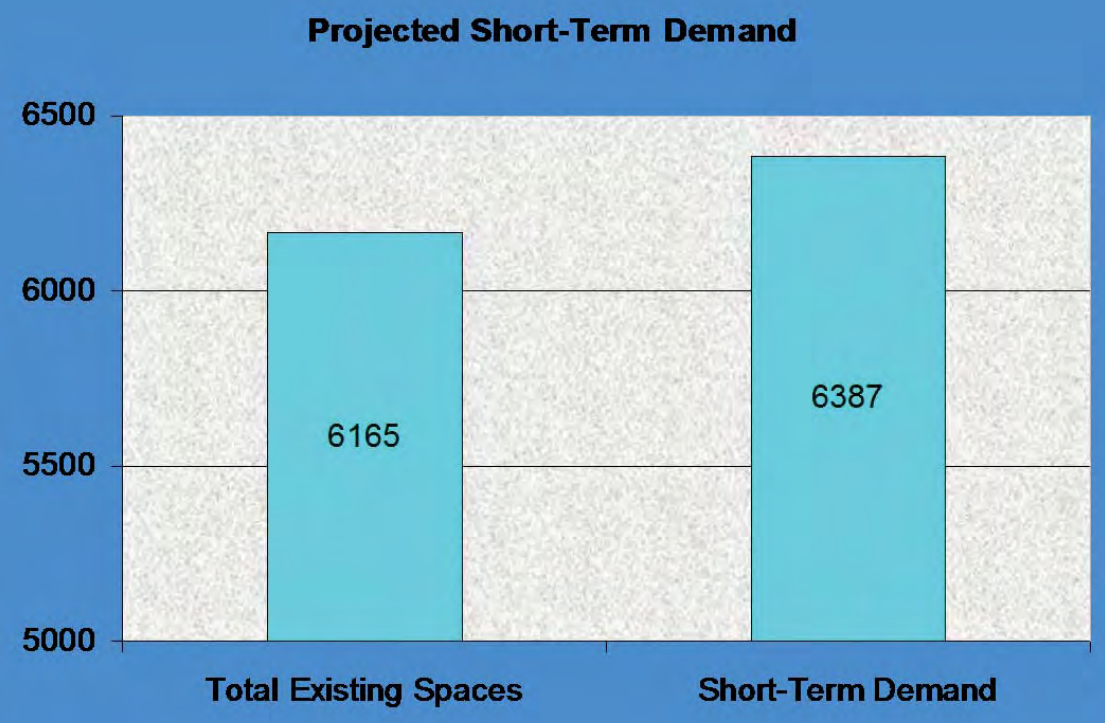
Future Demand Forecast

- Short-Term developments approved, under review, or under construction as of 12/31/99



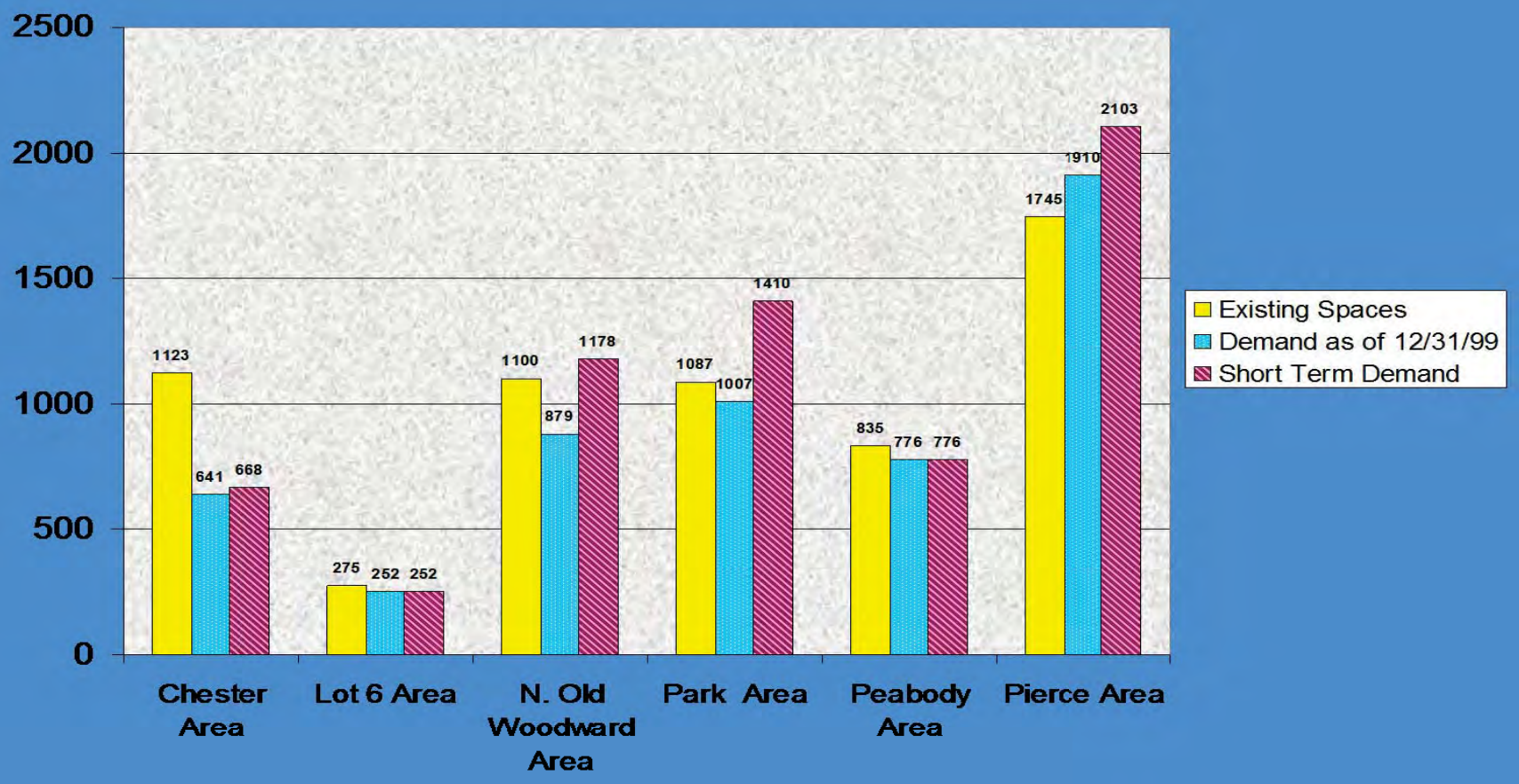
Future Demand Forecast

- Short-Term Projection
  - Additional building area approved, under review, or under construction as of 12/31/99: 338,338 sq. ft.
  - Projected Demand: 6,387 spaces (4% increase)



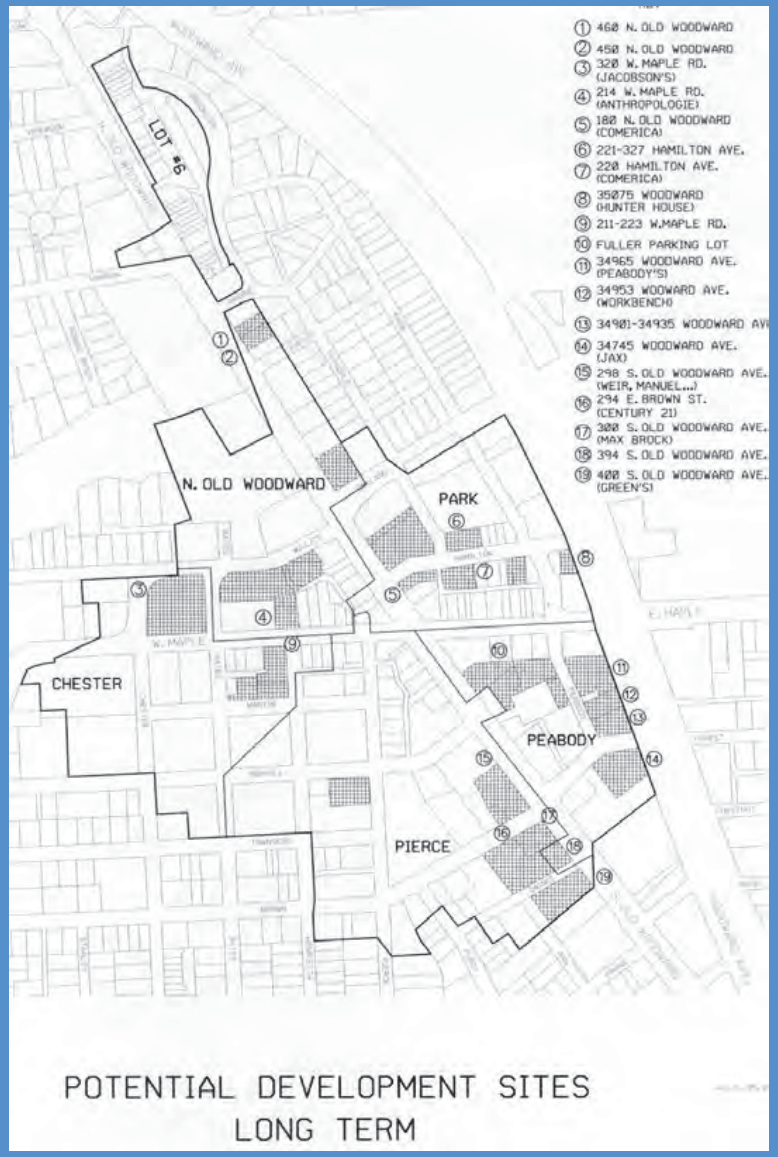
Future Demand Forecast

- Short-Term Projection



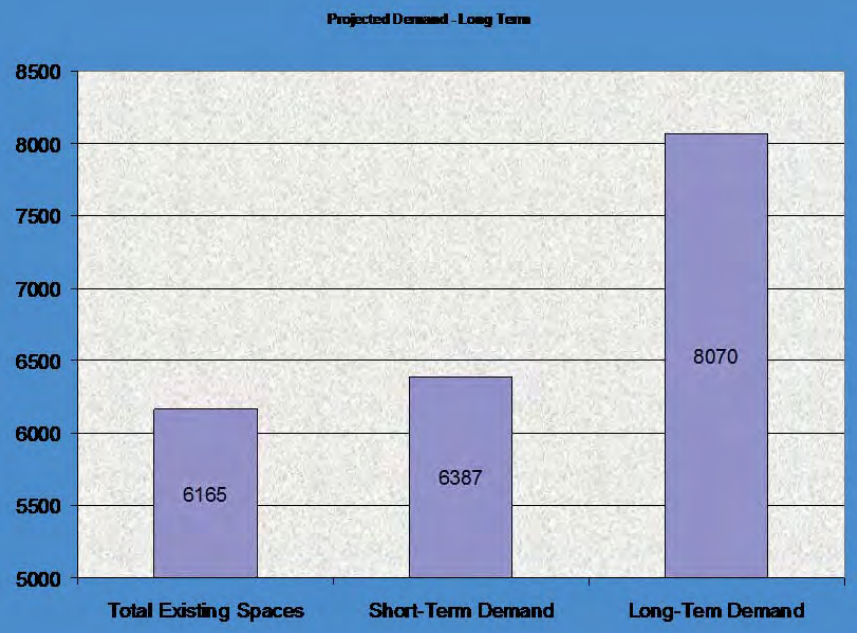
Future Demand Forecast

- Long-Term developments based on future development assumptions (includes short-term developments)



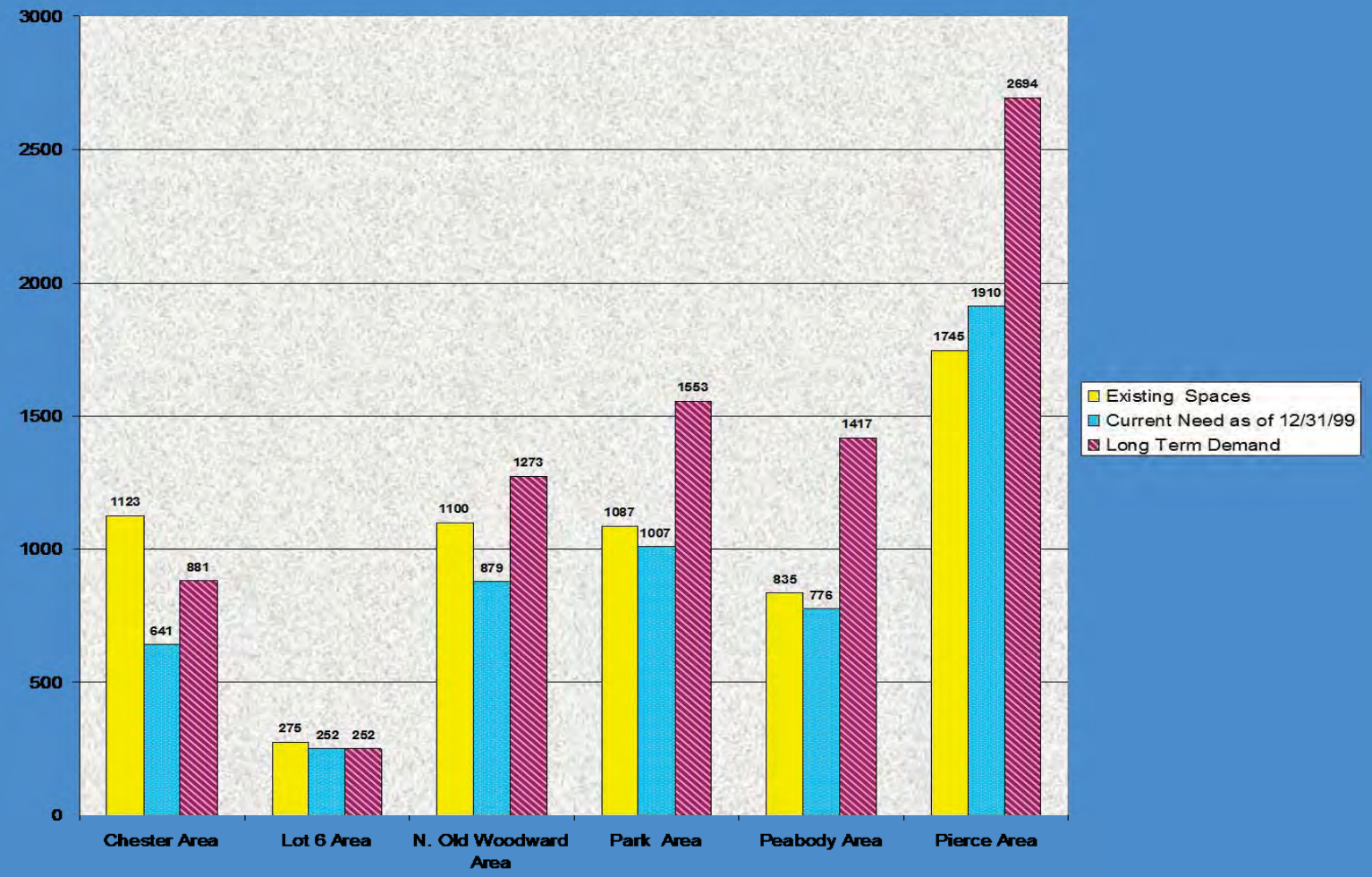
Future Demand Forecast

- Long-Term Projection
  - Additional potential building area based on future development assumptions: 1,017,867 sq. ft. (includes short-term developments)
  - Projected Demand: 8070 spaces (31% increase)



Future Demand Forecast

- Long-Term Projection



Summary

- Occupancy rates prior to 12/31/99 indicate that the existing parking (1:424) satisfies demand for all months, but there is an imbalance in parking demand in the PAD
- A projection based on the parking demand for the second busiest month (1:482) indicates a present surplus of 700 spaces system-wide
  - 69% of the surplus exists in the Chester Area
- At the proposed ratio of 1:482, all parking areas will be utilized to their maximum potential--90-95% full
  - This suggests that the level of convenience for parking will decrease

Summary

- Building area approved, under review, or under construction as of 12/31/99 will use current excess capacity as well as lead to a shortfall of 222 parking spaces, primarily in the Pierce, N. Old Woodward and Park Areas
- Given future development assumptions, potential building area in the long-term will lead to a total shortfall of 1,905 parking spaces--in all areas except the Chester Area

Conclusions

- **Chester area:** This area is under-utilized, and even in the long-term will provide a surplus of 242 spaces to relieve pressure on the other areas
- **N. Old Woodward and Park areas:** Considering short-term development (approved or under review as of 12/31/99) a shortfall of 400 parking spaces is anticipated
- **Pierce Area**: Short-term needs are actually current needs, considering the Townsend Hotel addition is now open for business; a 358 parking space shortfall is projected

Conclusions

- **Peabody Area**: There is no short-term development proposed for this area; considering long-term development, a shortfall of 600 parking spaces is anticipated

Recommendations

- **Parking Information System**
  - Create a system to monitor parking operations and facility/service quality--within 12 months
    - track permit and hourly users of public lot and deck facilities
    - evaluate occupancy rates
    - verify and adjust parking model as necessary

Recommendations

- **All Areas**
  - maximize on-street parking spaces in all areas of the PAD--immediate action
- **Chester Area**
  - maximize use of this area--immediate action
    - Evaluate Chester Parking Deck fee structure for permits, daily entry

Recommendations

- **Pierce Area**
  - Evaluate options for additional parking spaces--study make recommendations in 18 months:
    - Add levels to the Pierce St. deck
    - Add underground parking to Lot 7 & Shain Park
    - Investigate new parking system methods and technologies
- **N. Old Woodward Area**
  - Maximize the number of parking spaces in the N. Old Woodward surface lot through the construction of a deck--to be completed within 24-30 months

Recommendations

- **Peabody Area**
  - Explore land acquisition to meet long-term parking needs in this area--ongoing
- **Park Area**
  - Explore land acquisition to meet long-term parking needs in this area--ongoing
  - It is anticipated that improvements to the N. O. Woodward area will help alleviate parking demand in this area--within 24-30 months
- **Lot 6 Area -** No current recommendations to this area

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
1 space generated for each 482 square feet of gross floor area						
Lot 6						
19-25-327-031	523-525 N. Old Woodward	3,475	4,351	9		
19-25-327-032	511 N. Old Woodward	2,852	2,486	5		
19-25-328-005	798 N. Old Woodward	2,352	1,583	3		
19-25-328-006	794 N. Old Woodward	2,362	2,018	4		
19-25-328-007	790 N. Old Woodward	2,366	1,799	4		
19-25-328-008	768 N. Old Woodward	2,240	1,323	3		
19-25-328-009	742 N. Old Woodward	2,040	2,628	5		
19-25-328-010	730 N. Old Woodward	1,901	2,628	5		
19-25-328-014	704-708 N. Old Woodward	3,495	9,268	19		
19-25-328-017	640 N. Old Woodward	2,797	6,570	14		
19-25-328-018	630 N. Old Woodward	2,801	6,448	13		
19-25-328-019	620 N. Old Woodward	2,110	4,502	9		
19-25-328-020	600 N. Old Woodward	4,898	9,020	19		
19-25-328-021	Exempt (parking lot)	8,092	0	0		
19-25-328-022	588 N. Old Woodward	1,607	1,600	3		
19-25-328-023	580 N. Old Woodward	2,370	1,937	4		
19-25-328-024	576 N. Old Woodward	2,372	2,880	6		
19-25-328-025	574 N. Old Woodward	2,374	2,416	5		
19-25-328-026	570 N. Old Woodward	2,376	1,208	3		
19-25-328-027	568 N. Old Woodward	2,377	1,200	2		
19-25-328-028	560 N. Old Woodward	2,412	1,198	2		
19-25-328-029	Exempt (parking lot)	3,256	0	0		
19-25-328-030	544-554 N. Old Woodward	6,720	3,194	7		
19-25-328-031	536-538 N. Old Woodward	4,006	2,394	5		
19-25-328-032	534 N. Old Woodward	1,928	1,200	2		
19-25-328-033	532 N. Old Woodward	1,901	918	2		
19-25-328-034	528 N. Old Woodward	2,932	1,240	3		
19-25-328-035	526 N. Old Woodward	1,319	1,400	3		
19-25-328-037	Exempt (city property)	26,749	0	0		
19-25-328-058	720 N. Old Woodward	5,587	13,615	28		
19-25-328-060	700 N. Old Woodward	4,671	13,248	27		
19-25-328-061	800 N. Old Woodward	6,228	10,077	21		
Total	**Current**	**124,966**	**114,349**	**237**		
Lot 6	**no changes proposed**					
N. Old Woodward						
19-25-330-001	470-474 N. Old Woodward	8,338	10,850	23		
19-25-330-004	430 N. Old Woodward	5,947	12,082	25		
19-25-330-008	460 N. Old Woodward	5,538	3,378	7	11,076	23
19-25-330-009	450 N. Old Woodward	7,062	3,328	7	14,124	29
19-25-376-075	325 N. Old Woodward	40,594	80,596	167		
19-25-376-076	300 Willits(1)	NA	6,748	14		
19-25-379-007	322 N. Old Woodward	18,000	40,603	84		
19-25-379-021	344 N. Old Woodward	12,000	19,021	39		
19-25-379-022	350 N. Old Woodward	12,000	20,496	43		
19-25-379-024	380 N. Old Woodward	24,000	53,804	112		

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
19-25-378-008	168 W. Maple	6,540	10,472	22		
19-25-378-009	166 W. Maple	6,426	13,377	28		
19-25-378-010	150-160 W. Maple	9,015	7,175	15		
19-25-378-011	142 W. Maple	3,665	7,714	16		
19-25-378-012	138 W. Maple	1,444	1,157	2		
19-25-378-014	237-243 N. Old Woodward	4,149	11,299	23		
19-25-378-015	205-219 N. Old Woodward	9,138	17,018	35		
19-25-378-023	180-296 W. Maple (Wabeek)	36,008	75,096	156	107,274	149
19-25-378-024	255-275 N. Old Woodward	12,000	28,005	58		
19-25-378-026	275 N. Old Woodward	8,850	9,023	19		
19-25-378-027	265 N. Old Woodward	3,365	2,850	6		
19-25-378-028	111 Willits	40,790	33,230	62		
Total	**Current**	**274,869**	**467,322**	**963**	467,322	963
N. Old Woodward	**less demo bldgs.**				-81,802	-170
	Add Potential bldgs.				132,474	202
	Total Potential				**517,994**	**995**
Park						
19-25-456-014	35075 Woodward	4,630	949	2	13,890	29
19-25-456-037	35001 Woodward	16,911	0	0	50,733	105
19-25-456-043	Exempt (parking lot)	3,372	0	0		
19-25-378-016	191 N. Old Woodward	4,253	10,695	22		
19-25-378-017	163-167 N. Old Woodward	3,540	9,369	19		
19-25-378-020	101 N. Old Woodward	5,272	15,837	33		
19-25-379-023	185 Oakland	18,000	47,033	98		
19-25-453-011	250 N. Old Woodward (2)	32,928	133,916	278		
19-25-453-010	280 N. Old Woodward	25,041	97,124	202		
19-25-454-005	221-327 Hamilton	12,641	9,779	20	37,173	77
19-25-454-006	375 Hamilton	2,452	4,200	9		
19-25-454-007	377 Hamilton	2,468	4,200	9		
19-25-454-008	381-383 Hamilton	2,483	2,147	4		
19-25-454-009	391-395 Hamilton	3,357	5,061	11		
19-25-455-002	346 Park	6,259	8,095	17		
19-25-455-015	390 Park	11,630	38,126	79		
19-25-455-016	300 Park	29,055	78,142	162		
19-25-455-017	220 Park	19,978	62,834	130		
19-25-456-001	188 N. Old Woodward (3)	6,331	15,870	33		
19-25-456-007	220 Hamilton (3)	11,629	17,308	36	35,170	73
19-25-456-002	152-162 N. Old Woodward	6,738	8,586	18		
19-25-456-009	330 Hamilton	5,185	14,273	30		
19-25-456-010	344 Hamilton	2,520	4,005	8		
19-25-456-011	360 Hamilton	2,580	2,850	6	7,403	15
19-25-456-017	135-141 E. Maple	2,974	1,704	4		
19-25-456-018	203-213 E. Maple	4,161	2,169	5		
19-25-456-019	225 E. Maple	2,986	3,013	6		
19-25-456-020	Exempt (city property)	2,158		0		
19-25-456-023	323 E. Maple	6,684	0	0		
19-25-456-024	335 E. Maple	3,334	2,684	6		
19-25-456-027	361 E. Maple	2,207	1,976	4		
19-25-456-028	369 E. Maple	2,213	1,872	4		

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
19-25-456-029	395 E. Maple	5,646	4,671	10		
19-25-456-034	355 E. Maple (4)	NA	2,400	5		
19-25-456-035	261-297 E. Maple	6,347	18,444	38		
19-25-456-039	100-112 N. Old Woodward	9,058	22,969	48		
19-25-456-041	300-304 Hamilton	4,541	4,515	9		
19-25-456-042	City Parking Lot #9	4,469	0	0		
19-25-456-044	400 Hamilton	5,340	7,403	15		
Total	**Current**	**301,371**	**664,219**	**1,378**	664,219	1,378
Park St.	**less demo bldgs.**				-30,886	-64
	Add Potential bldgs.				93,636	194
	Total Potential				**726,969**	**1,508**
Pierce						
19-36-138-001	189 Townsend	4,619	17,121	36		
19-36-138-002	161-167 Townsend	5,453	5,414	11		
19-36-138-003	101-107 Townsend (Bav. Village)	11,663	11,663	24	23,326	48
19-36-138-007	480 Pierce	23,075	79,998	166		
19-36-205-042	400 S. Old Woodward (Greens)	25,367	9,240	19	50,734	105
19-36-204-001	200 E. Brown	5,000	3,635	8		
19-36-204-006	300 S. O. W. (M. Broock)	13,247	5,004	10	26,494	55
19-36-204-007	567 Purdy	5,000	2,516	5		
19-36-204-008	567 Purdy	4,400	0	0		
19-36-204-016	E. Brown Substation	10,735	1,506	3		
19-36-204-021	294 E. Brown	33,000	20,084	42	66,000	137
19-36-204-025	260 E. Brown	24,990	94,193	195		
19-25-378-021	122 W. Maple	3,039	6,448	13		
19-36-129-004	137-147 W. Maple	4,810	11,168	23		
19-36-129-005	102 Pierce, 115-123 W. Maple	5,410	10,900	23		
19-36-129-006	148 Pierce	1,780	5,326	11		
19-36-129-010	Exempt (Ameritech)	13,706		0		
19-36-129-012	180 Pierce	6,800	1,111	2		
19-36-130-001	City Hall	49,440	25,278	52		
19-36-134-001	189 W. Merrill	4,960	3,605	7		
19-36-134-004	100 Townsend (5)	40,876	81,752	170		
19-36-201-001	135-159 Pierce	3,152	7,461	15		
19-36-201-005	235 Pierce	2,180	5,106	11		
19-36-201-006	237-241 Pierce	5,555	6,476	13		
19-36-201-009	263 Pierce	3,865	5,061	11		
19-36-201-010	277 Pierce	4,829	8,333	17		
19-36-201-011	100 S. Old Woodward	6,372	17,652	37		
19-36-201-012	106 S. Old Woodward	1,659	3,954	8		
19-36-201-013	114 S. Old Woodward	5,772	15,636	32		
19-36-201-014	124-128 S. Old Woodward	4,591	12,916	27		
19-36-201-015	138-142 S. Old Woodward	5,913	4,528	9		
19-36-201-018	158-168 S. Old Woodward	6,339	5,576	12		
19-36-201-019	251 E. Merrill	33,232	138,207	287		
19-36-201-020	165-217 Pierce	7,717	20,876	43		
19-36-201-021	154 S. Old Woodward	4,152	11,315	23		
19-36-201-022	245 Pierce	5,305	11,915	25		
19-36-202-008	319-321 E. Brown	10,748	0	0		

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
19-36-202-015	210 S. Old Woodward	31,753	64,156	133		
19-36-202-009	325 E. Brown (6)	3,018	5,931	12		
19-36-202-016	298 S. Old Woodward Ave. (6)	23,311	5,252	11	78,237	162
19-36-202-017	220 Merrill	13,851	19,426	40		
19-36-202-018	255 E. Brown	26,183	74,354	154		
19-36-206-006	177-207 S. Old Woodward	18,587	28,235	59	55,011	114
19-36-139-004	115 W. Brown	10,233	5,307	11		
19-36-139-025	195-199 W. Brown	11,536	8,783	18		
19-36-203-011	180 E. Brown	8,067	4,146	9		
19-36-203-024	122 E. Brown	21,238	8,775	18		
19-36-204-001	200 E. Brown	5,045	3,529	7		
19-36-204-006	300 S. Old Woodward	13,225	4,300	9	22,410	46
19-36-204-007	567 Purdy (7)	4,983	1,728	4		
19-36-204-008	Exempt (parking lot) (7)	4,299	0	0	15,779	33
19-36-204-016	Exempt (DTE)			0		
19-36-204-021	294 E. Brown	32,591	13,290	28	61,282	127
19-36-204-025	260 E. Brown	24,961	53,589	111		
19-36-205-021	Parking lot (@ End of Ann)	6,025	0	0	6,025	13
19-36-205-039	240 Daines	6,055	2,778	6		
19-36-205-040	280 Daines	17,007	20,244	42		
19-36-205-042	400 S. Old Woodward (8)	24,393	8,767	18	12,536	26
Total	**Current**		**904,896**	**1,877**	904,896	1,877
Pierce St.	**less demo bldgs.**				-79,478	-220
	Add Potential bldgs.				402,055	867
	Total Potential				**1,227,473**	**2,525**
Peabody						
19-36-204-014	394 S. Old Woodward	8,250	9,000	19	16,500	34
19-36-208-015	325 S. Old Woodward	10,713	11,256	23		
19-36-208-016	355 S. Old Woodward	44,422	79,815	166		
19-36-206-001	178 E. Maple	18,520	41,586	86		
19-36-206-002	300-336 E. Maple	8,437	20,643	43		
19-36-206-005	151 S. Old Woodward	15,149	41,076	85		
19-36-206-007	211 S. Old Woodward (9)	20,375	27,733	100		
19-36-206-008	217 S. Old Woodward	7,902	15,114	31		
19-36-206-015	Exempt (Parking)	13,647	0			
19-36-206-016	Exempt (Parking)	5,250	0	0	15,000	31
19-36-206-018	378 E. Maple	6,343	11,027	23		
19-36-206-020	370 E. Maple	9,995	18,461	38		
19-36-206-021	255-275 S. Old Woodward	22,103	69,674	145		
19-36-207-001	34977 Woodward	14,858	45,094	94		
19-36-207-004	215 Peabody	1,750	1,760	4		
19-36-207-006	34953 Woodward (vacant)	10,529	0	0	30,837	64
19-36-207-007	34901-34935 Woodward	12,642	0	0	37,176	77
19-36-207-008	34965 Woodward	22,237	7,082	15	65,961	137
19-36-208-004	34745 Woodward (Car wash)	23,134	6,016	12	68,652	142
Total	**Current**		**405,337**	**883**	405,337	883
Peabody St.	**less demo bldgs.**				-63,174	-46
	Add Potential bldgs.				234,126	486
	Total Potential				**576,289**	**1,323**

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

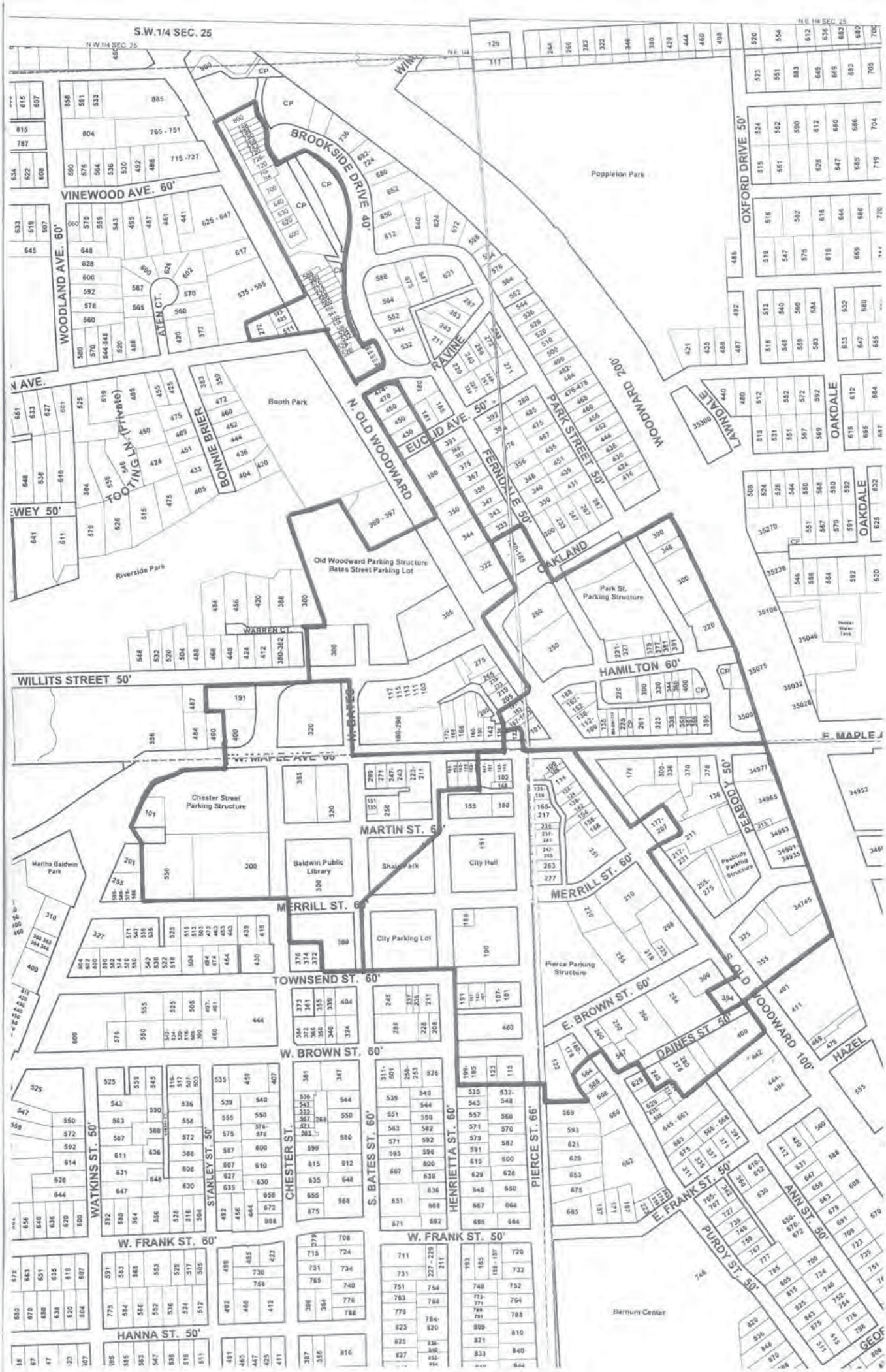
Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
Chester						
19-25-356-013	400 W. Maple	14,203	29,148	60		
19-25-356-023	191 N. Chester	17,175	NA			
19-25-377-006	336 W. Maple	51,235	121,767	253		
19-36-126-017	101 Southfield	10,907	17,395	36		
19-36-126-018	550 W Merrill	39,270	38,200	79		
19-36-127-001	355 W. Maple (10)	24,720	6,360	13		
19-36-127-004	320 Martin St	24,599	11,690	24		
19-36-128-001	299 W. Maple	3,600	6,586	14		
19-36-128-002	271 W. Maple	3,600	6,353	13		
19-36-128-003	243-247 W. Maple	6,300	7,019	15		
19-36-128-004	211-223 W. Maple (11)	14,190	27,904	58		
19-36-128-008	Exempt (parking) (11)	7,440	0	0	64,140	133
19-36-128-006	151-155 S. Bates	2,600	6,190	13		
19-36-128-009	250 Martin (office)	8,200	1,250	3		
19-36-129-001	193-195 W. Maple	3,760	4,772	10		
19-36-129-002	175-185 W. Maple	3,760	4,636	10		
19-36-129-003	157-163 W. Maple	3,760	7,011	15		
19-36-130-001	Library	49,440	48,305	100		
19-36-132-007	Community House	37,080	28,215	59		
Total	**Current**		**372,801**	**773**	372,801	773
Chester St.	**less demo bldgs.**				-27,904	-58
	Add Potential bldgs.				64,140	133
	Total Potential				**409,037**	**849**
NOTE! THIS IS A DRAFT WORK IN PROGRESS - SUBJECT TO CHANGE (Dated June 20, 2014)						

MONTHLY PARKING PERMIT REPORT

For the month of: May 2014
Date Compiled: June 20, 2014

	Pierce	Park	Peabody	N. Wood	Lot #6/$150	Lot #6/$90	Chester	Total
1. Total Spaces	706	811	437	745	174	79	880	3832
2. Daily Spaces	370	348	224	359	N/A	N/A	425	1726
3. Monthly Spaces	336	463	213	386	174	79	560	2211
4. Monthly Permits Authorized	550	813	400	900	150	40	1140	3993
5. Permits - end of previous month	550	711	414	897	150	40	1140	3902
6. Permits - end of month	550	694	413	900	150	40	1140	3887
7. Permits - available at end of month	0	119	-13	0	0	0	0	106
8. Permits issued in month includes permits effective 1st of month	6	0	0	6	2	6	10	30
9. Permits given up in month	6	17	1	3	0	0	10	37
10. Net Change	0	-17	-1	3	2	6	0	-7
11. On List - end of month*	424	327	485	315	0	0	175	1726
12. Added to list in month	9	14	11	15	0	0	16	65
13. Withdrawn from list in month (w/o permit)	0	0	0	0	0	0	9	9
14. Average # of weeks on list for permits issued in month	95	44	120	37	0	0	29	N/A
15. Transient parker occupied	424	60	197	273	N/A	N/A	130	1084
16. Monthly parker occupied	230	333	240	466	N/A	N/A	422	1691
17. Total parker occupied	654	393	437	739	N/A	N/A	552	2775
18. Total spaces available at 1pm on Wednesday 5/14	52	418	0	6	0	0	328	1057
19. "All Day" parkers paying 5 hrs. or more								
A:Weekday average.	115	66	71	73	N/A	N/A	46	371
B:Maximum day	165	87	96	107	N/A	N/A	79	534
20. Utilization by long term parkers	70%	76%	74%	68%	N/A	N/A	58%	69%

(1) Lot #6 does not have gate control, therefore no transient count available
(2) (Permits/Oversell Factor + Weekday Avg.) / Total Spaces


S.W.1/4 SEC. 25
N.W.1/4 SEC. 25
N.E. 1/4 SEC. 25
N.E. 1/4
BROOKSIDE DRIVE 40'
VINEWOOD AVE. 60'
WOODLAND AVE. 60'
ATEN CT.
Poppleton Park
OXFORD DRIVE 50'
WOODWARD 200'
RAVINE
Booth Park
N. OLD WOODWARD
EUCLID AVE. 50'
FERNDALE 50'
PARK STREET 50'
BONNIE BRIER
TOOTING LN. (Private)
Riverside Park
Old Woodward Parking Structure
Bates Street Parking Lot
OAKLAND
Park St. Parking Structure
LAWNDALE
OAKDALE
WARREN CT.
WILLITS STREET 50'
W. BATES
HAMILTON 60'
E. MAPLE
W. MAPLE AVE. 60'
Chester Street Parking Structure
MARTIN ST. 60'
Martha Baldwin Park
Baldwin Public Library
City Hall
PEABODY 50'
Peabody Parking Structure
MERRILL ST. 60'
City Parking Lot
Pierce Parking Structure
TOWNSEND ST. 60'
E. BROWN ST. 60'
DAINES ST. 50'
S. OLD WOODWARD 100'
HAZEL
W. BROWN ST. 60'
WATKINS ST. 50'
STANLEY ST. 50'
CHESTER ST.
S. BATES ST. 60'
HENRIETTA ST. 60'
PIERCE ST. 66'
E. FRANK ST. 50'
ANN ST. 50'
PURDY ST. 50'
W. FRANK ST. 60'
W. FRANK ST. 50'
HANNA ST. 50'
Barnum Center

AD HOC PARKING STUDY COMMITTEE
WEDNESDAY, JULY 9, 2014
5:30 P.M.
ROOMS 202 – 203
151 MARTIN ST., BIRMINGHAM, MI

A. Roll Call
B. Introductions
C. Review of Agenda
D. Approval of Minutes, Meeting of June 25, 2014

E. Determination of Peak Hour Month

F. Review of Central Business District Parcels

G. Communications
   Article: Crain's Detroit
   Article: Birmingham Eccentric
   Birmingham Parking Public Relations (2 pieces)

H. Meeting Open for Matters not on the Agenda

I. Schedule for Next Meeting Date

J. Adjournment

Notice: Due to building security, public entrance during non-business hours is through the Police Department, Pierce St. Entrance only. Individuals with disabilities requiring assistance to enter the building should request aid via intercom system at the parking lot entrance gate on Henrietta St.

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 dia 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
AD-HOC PARKING STUDY COMMITTEE
6:00 PM., WEDNESDAY, JUNE 25, 2014
Conference Rooms 202 & 203
151 Martin Street, Birmingham, Michigan

Minutes of the meeting of the City of Birmingham Ad-Hoc Parking Study Committee held June 25, 2014.

A. ROLL CALL

Present: Ad-Hoc Committee Members
Richard Astrein (PSD)
Susan Peabody (APC)
Johanna Slanga (MMTB)
Gillian Lazar (PB)
JC Cataldo (CIA)

Absent: None

Administration: Paul O'Meara, City Engineer
Brendan Cousino, Asst. City Engineer
Jana Ecker, Planning Director
John Heiney, PSD Director

Guests: Jay O'Dell, Karen Daskas, Peter Sobleton, Joe Bauman, Bob Benkert

B. INTRODUCTIONS

Members introduced themselves.

C. ELECTION OF CHAIR AND VICE-CHAIR

Richard Astrein was nominated as chair.
Gillian Lazar was nominated as vice-chair.

All were in favor of the nominations and none were opposed.

D. REVIEW AGENDA

There were no proposed modifications to the meeting agenda as presented.

E. ESTABLISH DATE AND TIME FOR REGULAR MEETING SCHEDULE

Members determined that regular meetings will generally be held the Wednesdays as necessary at 5:30 p.m., with the intention that they will not conflict with the Planning Board meetings for Gillian Lazar. The next meeting will be held on July 9, 2014 at 5:30.

F. OVERVIEW OF AD HOC PARKING STUDY COMMITTEE PURPOSE & GOALS

Mr. O'Meara reviewed the reasons that this ad hoc committee was created by the City Commission, and proposed that the issues that need to be addressed are as follows:

1. Create a demand model for the downtown parking capacity needs, as was previously done in 2000 by a previous ad hoc committee.
2. Create a similar demand model for the Triangle District, reviewing the original planning studies done for that area.
3. Review the boundaries for the Triangle District parking district to determine if there are parcels that were not in the original Triangle District study that should be included within the parking study demand model and district.

The study of downtown parking demand models is of the highest importance due to the current demand for parking in the downtown area and the fact that the City's structures are not able to meet that demand. The Triangle District study should follow as a second phase.

G. REVIEW OF AD HOC PARKING STUDY COMMITTEE FINDINGS FROM 2000

Mr. O'Meara presented the final presentation of findings that was prepared in 2000 for the City Commission. The purpose of the study was to predict where future demand for parking would be within the downtown parking assessment district.

Mr. O'Meara noted that the current ad-hoc parking study committee has a slightly different configuration than the previous committee appointed in 2000, with the HDC & DRB not represented on the current committee. Rather, the MMTB is included since it was recently created and will be impacted by some of the recommendations made by this committee.

In 2000, the study committee divided a map of the downtown parking assessment district into different sub-districts depending on the proximity to each of the five parking structures, and parking lot #6 to the north. The parking

demand within each of those sub-districts was expected to prefer to park at the closest structure using typical walking paths.

The City had Central Parking staff perform counts of all parked cars within each district, including the private lots, to determine the total parking demand. City staff analyzed the square footage of the existing commercial spaces within each of the districts, and compared that to the demand to determine a number of spaces required per square footage of building area using the gross floor area (GFA). At the time of the study, the ratio of parking spaces to actual GFA was 1:424 sq. ft. Based on actual counts that were obtained at that time, the committee created a design demand model that used a ratio of 1 parking space needed for each 482 square feet.

The study then projected the future development of parcels within the parking assessment district based on the existing lot sizes, the new overlay zoning ordinance, and the parking ratio based on parking generated by difference using in mixed-use developments.

The City has had Central Parking perform similar counts during late May and early June to project the current parking demand within the downtown parking assessment district, and is preparing a table with the updated square footage of each of the buildings to update the current ratio of parking spaces required per building floor area. May was chosen as the right time for doing the counts since it is historically a busy month for retail, and schools are still in session, so the traffic patterns are considered high, but normal.

The study in 2000 noted that in order to meet the long term demand within the downtown parking assessment district, 1,905 more spaces would need to be constructed. Mr. Astrein asked about the potential capacity that could be added by building a parking lot over parking lot #5 adjacent to the N. Old Woodward parking structure, and by adding two floors to the Pierce Street parking structure, as has been suggested by City staff. Mr. O'Meara noted that the expected additional capacity at parking lot #5 would be approximately 200 spaces, and the two floors of additional parking at Pierce would add approximately 280 spaces. The reason that the structure on parking lot #5 would only add a net of approximately 200 spaces is that the existing 200 space lot would be removed to accommodate the new structure, and that the structure could not be built to efficiently use the entire parcel and there would be odd shaped pieces of land surrounding the structure. There have also been discussions about using some of the land for a multi-use development in that area as well.

Mr. O'Meara noted that in his opinion a number of the recommendations of the committee were good, but most were not acted on at the time. The main actions that were taken were to maximize the number of on-street parking spaces within

the parking assessment district, and to increase the use of the Chester parking structure using the lower fee structure for the monthly permits in that structure.

Mr. Astrein expressed that retailers are feeling the effects of the City's parking system not meeting the demand, and he believes that the City needs to act soon to provide as much capacity as possible.

H. REVIEW OF FUTURE MEETINGS

(no one spoke)

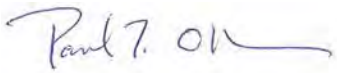
I. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA

(no one spoke)

J. ADJOURNMENT

It was noted the next meeting will be on Thursday, July 9 at 5:30 p.m.

No further business being evident, board members motioned to adjourn.



_____
Paul O'Meara, City Engineer

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **July 3, 2014**

TO: **Ad Hoc Parking Study Committee**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Determination of Design Model Month For Parking Demand Model**

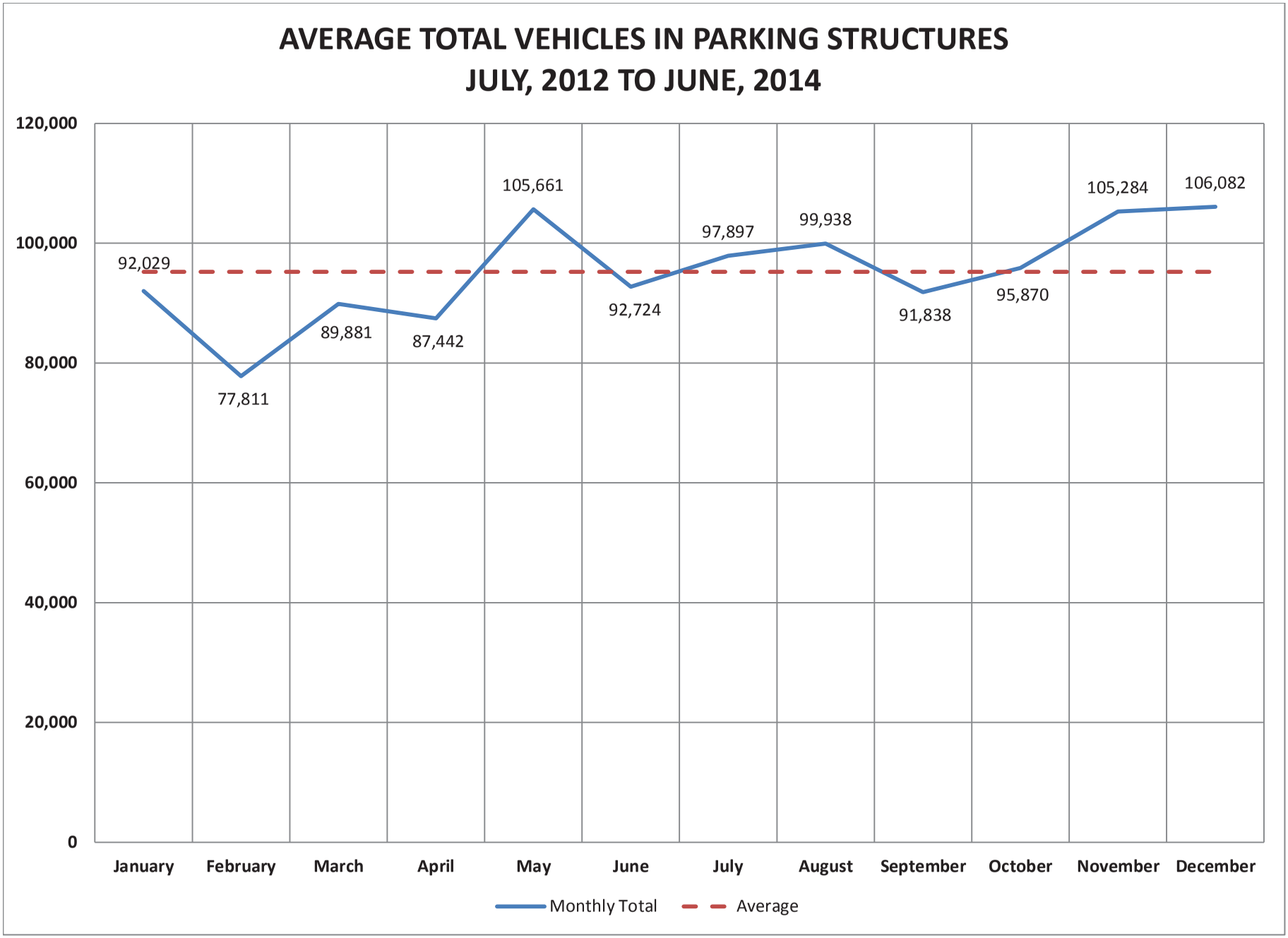
At the meeting of June 25, the Ad Hoc Parking Study Committee (AHPSC) discussed briefly the methodology that will be used to determine a ratio of existing building square footage to the number of parked cars generated during a design model's peak hour. We have already determined that the peak hour of the week tends to fall on a Tuesday, Wednesday, or Thursday between noon and 2 PM. The Committee needs to look at the data that is present and determine the month of the year that should be used for the design month.

When a similar study was done in 2000, the Committee looked at the average usage in the parking structures over a four year period. At that time, December was the peak month, and May was the second busiest month. Further, several of the busy months were just slightly below the demand experienced in May. As a result, the month of May, plus a 4% safety factor, was used to adjust the actual parking counts that were obtained to the design month.

Anticipating a similar result this time, counts were already taken for the entire CBD for one week in late May, and another week in early June (prior to the end of the school year). The Committee needs to review current data, and decide what the appropriate time of year is to develop a parking model. At the first meeting, it was decided that taking the usage rates from the last two years would be the most appropriate. Usage rates are in a state of flux right now, and going too far back into the period of serious economic recession may reflect usages that are no longer relevant.

The attached chart depicts the total number of vehicles served each month in all five parking structures, by month. Similar to 2000, May is the second busiest month of the year. The difference now is that December is only slightly higher (+0.4%). Given these numbers, using a design model that addresses the system's needs during the top two months of the year (which are very similar to each other) is recommended. The Committee is encouraged to consider this position and offer counterpoint as needed.

It is hoped that the Committee will arrive at a conclusion for the design month. Once that is done, staff can take the recently collected data and adjust it as needed to fit the proposed model.


AVERAGE TOTAL VEHICLES IN PARKING STRUCTURES
JULY, 2012 TO JUNE, 2014
120,000
100,000
80,000
60,000
40,000
20,000
0
92,029
77,811
89,881
87,442
105,661
92,724
97,897
99,938
91,838
95,870
105,284
106,082
January
February
March
April
May
June
July
August
September
October
November
December
Monthly Total
Average

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **July 3, 2014**

TO: **Ad Hoc Parking Study Committee**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Parking Assessment District**
Itemized List of Properties

Attached is an updated list of all properties located within the Parking Assessment District. The list will be an important part of determining the ratio of parking spaces to square feet that is used in the demand model. It will also be used to add up the number of parking spaces that the model determines should be provided.

It is important to note that the demand model focuses on the typical peak demand time of the week, generally between noon and 2 PM on a Tuesday, Wednesday, or Thursday. Most properties will be blended into the demand model, regardless of the usage (all residential square footage has been taken out of the numbers). Several properties have unique circumstances that require special consideration. The notes below bring up these properties so that the Committee can decide if the assumptions being taken are appropriate and defensible. The unique properties have their address highlighted in yellow on the attached list.

Notes:

(1) The First Baptist Church has a large building that is at low occupancy during the peak hour. A church representative estimated that there are typically 14 people working in the building during that time of the week that would each drive their own vehicle. The square footage shown is based on the previous 1:482 ratio so that the parking demand column results in a value of 14.
(2) The numbers provided for the Palladium Building reflect the new usage of one floor theater (550 seats), two floors office, and one floor retail. The basement level is not being counted as it will be converted to private parking. The theater is difficult to estimate during the peak hour, as it is not overly utilized during the peak hour. A factor of 10% to the number of seats (55) was utilized, and then converted to square footage.
(3) Comerica owns two parcels at the southeast corner of N. Old Woodward Ave. and Hamilton Ave. that are separated by an alley. As separate parcels, they do not qualify as a good potential site for redevelopment. However, if the buildings are reconfigured and rebuilt new (with the alley still in place), and under the same ownership, they represent an opportunity for redevelopment.
(4) The First Church of Christ Scientist Bookstore does not have assessing records for building square footage, as it non-taxable. The square footage shown is based on a measurement taken from aerial photography.
(5) The Townsend Hotel is difficult to estimate during the peak hour, as the upper floors with rooms are at a state of low occupancy at that time of day. However, there are

many days when the meeting rooms are being used, as well as the Rugby Grille, and the banquet hall. When reviewing this with the general manager, he too admitted that it is very difficult to estimate an average number of cars generated by the property. They employ about 200 people, about 75% of which drive their own car. Most of the staff works during the normal business day. Employee count can vary widely based on the number of events in progress on the first floor, and how many guest rooms are in use. Based on all these variables, the entire building area was multiplied by two, considering that there are potentially well over 100 people typically on the first floor, and a much smaller number on the upper four floors.

(6) The existing office (a converted house with a gravel parking lot) at the northeast corner of Purdy St. and Daines St. is two parcels owned by the same owner. Combined they make a possible site for redevelopment.

(7) Green's Art Supply is currently moving out of the existing building. Plans are currently being prepared for a new use that will include some retail, and some covered parking on the first floor. The upper floors are proposed to be residential. The Potential Building numbers reflect the new building proposal.

(8) The Birmingham Theater represents a difficult property to estimate, due to its under-utilization during the peak hour. A 10% factor has been applied to the number of seats (1200), to arrive at an estimated 120 vehicles generated for the building.

(9) The First Church of Christ Scientist building is currently empty and for sale. It is currently zone residential. There is debate that that classification may change, but it is difficult to speculate how the property will be redeveloped. If it is redeveloped as residential, it will not create any parking demand. Therefore, no demand is being listed for this property.

(10) St. James Episcopal Church has a large space that is under-utilized during the peak hour. The staff estimates that a total of 13 vehicles are generated during the peak hour, so the square footage was adjusted to generate this figure.

(11) The retail building at the southwest corner of W. Maple Rd. and Henrietta St. has a separate parcel acting as a parking lot in the rear. The two properties were combined for potential future development.

Once the list is formatted such that the Committee agrees with its findings, staff will take the actual counts collected, adjusted as needed for the design month, and calculate a new ratio of square feet to parking spaces needed. Once the ratio is established, the number of spaces needed both now and in the future can be determined.

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
1 space generated for each 482 square feet of gross floor area						
Lot 6						
19-25-327-031	523-525 N. Old Woodward	3,475	4,351	9		
19-25-327-032	511 N. Old Woodward	2,852	2,486	5		
19-25-328-005	798 N. Old Woodward	2,352	1,583	3		
19-25-328-006	794 N. Old Woodward	2,362	2,018	4		
19-25-328-007	790 N. Old Woodward	2,366	1,799	4		
19-25-328-008	768 N. Old Woodward	2,240	1,323	3		
19-25-328-009	742 N. Old Woodward	2,040	2,628	5		
19-25-328-010	730 N. Old Woodward	1,901	2,628	5		
19-25-328-014	704-708 N. Old Woodward	3,495	9,268	19		
19-25-328-017	640 N. Old Woodward	2,797	6,570	14		
19-25-328-018	630 N. Old Woodward	2,801	6,448	13		
19-25-328-019	620 N. Old Woodward	2,110	4,502	9		
19-25-328-020	600 N. Old Woodward	4,898	9,020	19		
19-25-328-021	Parking Lot #6 (part)	8,092	0	0		
19-25-328-022	588 N. Old Woodward	1,607	1,600	3		
19-25-328-023	580 N. Old Woodward	2,370	1,937	4		
19-25-328-024	576 N. Old Woodward	2,372	2,880	6		
19-25-328-025	574 N. Old Woodward	2,374	2,416	5		
19-25-328-026	570 N. Old Woodward	2,376	1,208	3		
19-25-328-027	568 N. Old Woodward	2,377	1,200	2		
19-25-328-028	560 N. Old Woodward	2,412	1,198	2		
19-25-328-029	Exempt (parking lot)	3,256	0	0		
19-25-328-030	544-554 N. Old Woodward	6,720	3,194	7		
19-25-328-031	536-538 N. Old Woodward	4,006	2,394	5		
19-25-328-032	534 N. Old Woodward	1,928	1,200	2		
19-25-328-033	532 N. Old Woodward	1,901	918	2		
19-25-328-034	528 N. Old Woodward	2,932	1,240	3		
19-25-328-035	526 N. Old Woodward	1,319	1,400	3		
19-25-328-037	Parking Lot #6 (part)	26,749	0	0		
19-25-328-058	720 N. Old Woodward	5,587	13,615	28		
19-25-328-060	700 N. Old Woodward	4,671	13,248	27		
19-25-328-061	800 N. Old Woodward	6,228	10,077	21		
Total	**Current**	**124,966**	**114,349**	**237**		
Lot 6	**no changes proposed**					
N. Old Woodward						
19-25-330-001	470-474 N. Old Woodward	8,338	10,850	23		
19-25-330-004	430 N. Old Woodward	5,947	12,082	25		
19-25-330-008	460 N. Old Woodward	5,538	3,378	7	11,076	23
19-25-330-009	450 N. Old Woodward	7,062	3,328	7	14,124	29
19-25-376-075	305 N. Old Woodward	40,594	80,596	167		
19-25-376-076	300 Willits (1)	NA	6,748	14		
19-25-379-007	322 N. Old Woodward	18,000	40,603	84		
19-25-379-021	344 N. Old Woodward	12,000	19,021	39		
19-25-379-022	350 N. Old Woodward	12,000	20,496	43		
19-25-379-024	380 N. Old Woodward	24,000	53,804	112		

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
19-25-378-008	168 W. Maple	6,540	10,472	22		
19-25-378-009	166 W. Maple	6,426	13,377	28		
19-25-378-010	150-160 W. Maple	9,015	7,175	15		
19-25-378-011	142 W. Maple	3,665	7,714	16		
19-25-378-012	138 W. Maple	1,444	1,157	2		
19-25-378-014	237-243 N. Old Woodward	4,149	11,299	23		
19-25-378-015	205-219 N. Old Woodward	9,138	17,018	35		
19-25-378-023	180-296 W. Maple (Wabeek)	36,008	75,096	156	107,274	149
19-25-378-024	255-275 N. Old Woodward	12,000	28,005	58		
19-25-378-026	275 N. Old Woodward	8,850	9,023	19		
19-25-378-027	265 N. Old Woodward	3,365	2,850	6		
19-25-378-028	111 Willits	40,790	33,230	62		
Total	**Current**	**274,869**	**467,322**	**963**	467,322	963
N. O. Woodward	**less demo bldgs.**				-81,802	-232
	Add Potential bldgs.				132,474	202
	Total Potential				**517,994**	**933**
Park						
19-25-456-014	35075 Woodward	4,630	949	2	13,890	29
19-25-456-037	35001 Woodward	16,911	0	0	50,733	105
19-25-456-043	Exempt (parking lot)	3,372	0	0		
19-25-378-016	191 N. Old Woodward	4,253	10,695	22		
19-25-378-017	163-167 N. Old Woodward	3,540	9,369	19		
19-25-378-020	101 N. Old Woodward	5,272	15,837	33		
19-25-379-023	185 Oakland	18,000	47,033	98		
19-25-453-011	200 - 250 N. Old Woodward (2)	32,928	120,902	251		
19-25-453-010	280 N. Old Woodward	25,041	97,124	202		
19-25-454-005	221-327 Hamilton	12,641	9,779	20	37,173	77
19-25-454-006	375 Hamilton	2,452	4,200	9		
19-25-454-007	377 Hamilton	2,468	4,200	9		
19-25-454-008	381-383 Hamilton	2,483	2,147	4		
19-25-454-009	391-395 Hamilton	3,357	5,061	11		
19-25-455-002	346 Park	6,259	8,095	17		
19-25-455-015	390 Park	11,630	38,126	79		
19-25-455-016	300 Park	29,055	78,142	162		
19-25-455-017	220 Park	19,978	62,834	130		
19-25-456-001	188 N. Old Woodward (3)	6,331	15,870	33		
19-25-456-007	220 Hamilton (3)	11,629	17,308	36	35,170	73
19-25-456-002	152-162 N. Old Woodward	6,738	8,586	18		
19-25-456-009	330 Hamilton	5,185	14,273	30		
19-25-456-010	344 Hamilton	2,520	4,005	8		
19-25-456-011	360 Hamilton (Illusions by Sheri)	2,580	2,850	6	7,403	15
19-25-456-017	135-141 E. Maple	2,974	1,704	4		
19-25-456-018	203-213 E. Maple	4,161	2,169	5		
19-25-456-019	225 E. Maple	2,986	3,013	6		
19-25-456-020	Exempt (city property)	2,158	0	0		
19-25-456-023	323 E. Maple	6,684	0	0		
19-25-456-024	335 E. Maple	3,334	2,684	6		
19-25-456-027	361 E. Maple	2,207	1,976	4		
19-25-456-028	369 E. Maple	2,213	1,872	4		

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

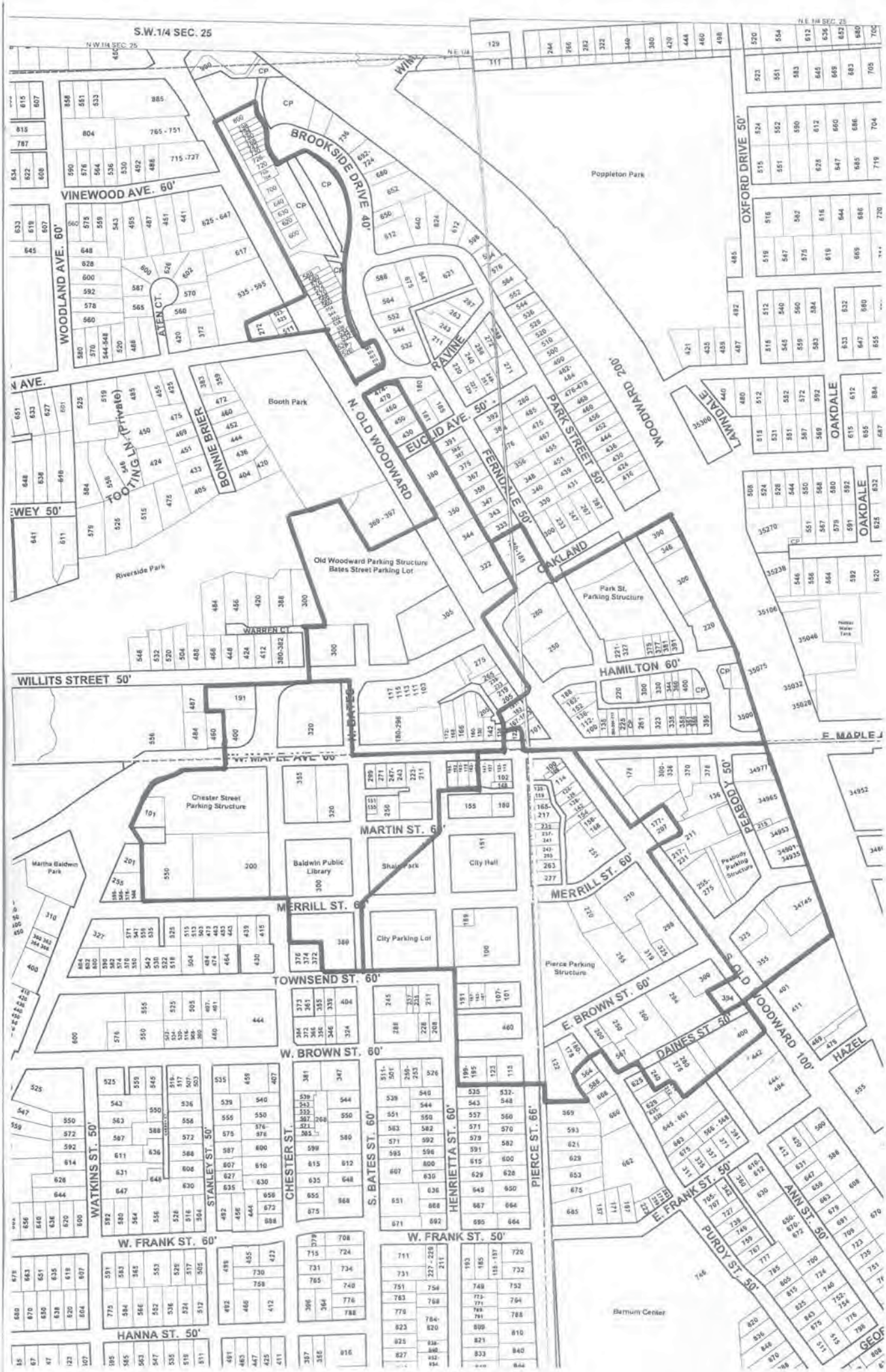
Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
19-25-456-029	395 E. Maple	5,646	4,671	10		
19-25-456-034	355 E. Maple (4)	NA	2,400	5		
19-25-456-035	261-297 E. Maple	6,347	18,444	38		
19-25-456-039	100-112 N. Old Woodward	9,058	22,969	48		
19-25-456-041	300-304 Hamilton	4,541	4,515	9		
19-25-456-042	City Parking Lot #9	4,469	0	0		
19-25-456-044	400 Hamilton	5,340	7,430	15		
Total	**Current**	**301,371**	**651,232**	**1,351**	651,232	1,351
Park St.	**less demo bldgs.**				-30,886	-64
	Add Potential bldgs.				93,636	194
	Total Potential				**713,982**	**1,481**
Pierce						
19-36-138-001	189 Townsend	4,619	17,121	36		
19-36-138-002	161-167 Townsend	5,453	5,414	11		
19-36-138-003	101-107 Townsend	11,663	11,663	24	23,326	48
19-36-138-007	480 Pierce	23,075	79,998	166		
19-36-205-042	400 S. Old Woodward (Greens)	25,367	9,240	19	50,734	105
19-36-204-001	200 E. Brown	5,000	3,635	8		
19-36-204-006	300 S. O. W. (M. Broock)	13,247	5,004	10	26,494	55
19-36-204-007	567 Purdy	5,000	2,516	5		
19-36-204-008	567 Purdy	4,400	0	0		
19-36-204-016	E. Brown Substation	10,735	1,506	3		
19-36-204-021	294 E. Brown (Century 21)	33,000	20,084	42	66,000	137
19-36-204-025	260 E. Brown	24,990	94,193	195		
19-25-378-021	122 W. Maple	3,039	6,448	13		
19-36-129-004	137-147 W. Maple	4,810	11,168	23		
19-36-129-005	102 Pierce, 115-123 W. Maple	5,410	10,900	23		
19-36-129-006	148 Pierce	1,780	5,326	11		
19-36-129-010	Exempt (Ameritech)	13,706	NA	0		
19-36-129-012	180 Pierce	6,800	700	1		
19-36-134-001	City Hall	49,440	25,278	52		
19-36-134-001	189 W. Merrill	4,960	3,605	7		
19-36-134-004	100 Townsend (5)	40,876	81,752	170		
19-36-201-001	135-159 Pierce	3,152	7,461	15		
19-36-201-005	235 Pierce	2,180	5,106	11		
19-36-201-006	237-241 Pierce	5,555	6,476	13		
19-36-201-009	263 Pierce	3,865	5,061	11		
19-36-201-010	277 Pierce	4,829	8,333	17		
19-36-201-011	100 S. Old Woodward	6,372	17,652	37		
19-36-201-012	106 S. Old Woodward	1,659	3,954	8		
19-36-201-013	114 S. Old Woodward	5,772	15,636	32		
19-36-201-014	124-128 S. Old Woodward	4,591	12,916	27		
19-36-201-015	138-142 S. Old Woodward	5,913	4,528	9		
19-36-201-018	158-168 S. Old Woodward	6,339	5,576	12		
19-36-201-019	251 E. Merrill	33,232	138,207	287		
19-36-201-020	165-217 Pierce	7,717	20,876	43		
19-36-201-021	154 S. Old Woodward	4,152	11,315	23		
19-36-201-022	245 Pierce	5,305	11,915	25		
19-36-202-008	319-321 E. Brown	10,748	0	0		

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
19-36-202-015	210 S. Old Woodward	31,753	64,156	133		
19-36-202-009	325 E. Brown	3,018	5,931	12		
19-36-202-016	298 S. Old Woodward	23,311	5,252	11	78,237	162
19-36-202-017	220 Merrill	13,851	19,426	40		
19-36-202-018	255 E. Brown	26,183	74,354	154		
19-36-206-006	177-207 S. Old Woodward	18,587	28,235	59	55,011	114
19-36-139-004	115 W. Brown	10,233	5,307	11		
19-36-139-025	195-199 W. Brown	11,536	8,783	18		
19-36-203-011	180 E. Brown	8,067	4,146	9		
19-36-203-024	122 E. Brown	21,238	8,775	18		
19-36-204-001	200 E. Brown	5,045	3,529	7		
19-36-204-006	300 S. Old Woodward	13,225	4,300	9	22,410	46
19-36-204-007	567 Purdy (6)	4,983	1,728	4		
19-36-204-008	Exempt (parking lot) (6)	4,299	0	0	15,779	33
19-36-204-016	Exempt (DTE)			0		
19-36-204-021	294 E. Brown	32,591	13,290	28	61,282	127
19-36-204-025	260 E. Brown	24,961	53,589	111		
19-36-205-021	Parking lot (@ N. end of Ann St.)	6,025	0	0	6,025	13
19-36-205-039	240 Daines	6,055	2,778	6		
19-36-205-040	280 Daines	17,007	20,244	42		
19-36-205-042	400 S. Old Woodward (7)	24,393	8,767	18	12,536	26
Total	**Current**		**904,485**	**1,877**	904,485	1,877
Pierce St.	**less demo bldgs.**				-79,478	-220
	Add Potential bldgs.				417,834	867
	Total Potential				**1,242,841**	**2,524**
Peabody						
19-36-204-014	394 S. Old Woodward	8,250	9,000	19	16,500	34
19-36-208-015	325 S. Old Woodward	10,713	11,256	23		
19-36-208-016	355 S. Old Woodward	44,422	79,815	166		
19-36-206-001	178 E. Maple	18,520	41,586	86		
19-36-206-002	300-336 E. Maple	8,437	20,643	43		
19-36-206-005	177 S. Old Woodward	15,149	41,076	85		
19-36-206-007	211 S. Old Woodward (8)	20,375	57,840	120		
19-36-206-008	217 S. Old Woodward	7,902	15,114	31		
19-36-206-015	Exempt (Parking)	13,647	0	0		
19-36-206-016	Exempt (Parking)	5,250	0	0	15,000	31
19-36-206-018	378 E. Maple	6,343	11,027	23		
19-36-206-020	370 E. Maple	9,995	18,461	38		
19-36-206-021	225-275 S. Old Woodward	22,103	69,674	145		
19-36-207-001	34977 Woodward	14,858	45,094	94		
19-36-207-004	215 Peabody	1,750	1,760	4		
19-36-207-006	34953 Woodward (vacant)	10,529	0	0	30,837	64
19-36-207-007	34901-34935 Woodward	12,642	0	0	37,176	77
19-36-207-008	34965 Woodward (Peabody's)	22,237	7,082	15	65,961	137
19-36-208-004	34745 Woodward (Car wash)	23,134	6,016	12	68,652	142
Total	**Current**		**435,444**	**903**	435,444	903
Peabody St.	**less demo bldgs.**				-63,174	-46
	Add Potential bldgs.				234,126	486
	Total Potential				**606,396**	**1,343**

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
Chester						
19-25-356-013	400 W. Maple	14,203	29,148	60		
19-25-356-023	191 N. Chester (9)	17,175	NA			
19-25-377-006	336 W. Maple	51,235	121,767	253		
19-36-126-017	101 Southfield	10,907	17,395	36		
19-36-126-018	550 W Merrill	39,270	38,200	79		
19-36-127-001	355 W. Maple (10)	24,720	6,360	13		
19-36-127-004	320 Martin St	24,599	11,690	24		
19-36-128-001	299 W. Maple	3,600	6,586	14		
19-36-128-002	271 W. Maple	3,600	6,353	13		
19-36-128-003	243-247 W. Maple	6,300	7,019	15		
19-36-128-004	211-223 W. Maple (11)	14,190	27,904	58	64,140	133
19-36-128-008	Exempt (parking) (11)	7,440	0	0		
19-36-128-006	151-155 S. Bates	2,600	6,190	13		
19-36-128-009	250 Martin (office)	8,200	1,250	3		
19-36-129-001	193-195 W. Maple	3,760	4,772	10		
19-36-129-002	175-185 W. Maple	3,760	4,636	10		
19-36-129-003	157-163 W. Maple	3,760	7,011	15		
19-36-130-001	Library	49,440	48,305	100		
19-36-132-007	Community House	37,080	28,215	59		
Total	**Current**		**372,801**	**773**	372,801	773
Chester St.	**less demo bldgs.**				-27,904	-58
	Add Potential bldgs.				64,140	133
	Total Potential				**409,037**	**849**


S.W.1/4 SEC. 25
N.W.1/4 SEC. 25
N.E.1/4 SEC. 25
BROOKSIDE DRIVE 40'
VINEWOOD AVE. 60'
WOODLAND AVE. 60'
ATEN CT.
Poppleton Park
OXFORD DRIVE 50'
RAVINE
Booth Park
N. OLD WOODWARD
EUCLID AVE. 50'
FERNDALE 50'
PARK STREET 50'
WOODWARD 200'
LAWNDALE
OAKDALE
BONNIE BRIER
TOOTING LN. (Private)
Riverside Park
Old Woodward Parking Structure
Bates Street Parking Lot
OAKLAND
Park St. Parking Structure
WARREN CT.
HAMILTON 60'
WILLITS STREET 50'
W. BATES
W. MAPLE AVE. 60'
E. MAPLE
Chester Street Parking Structure
MARTIN ST. 60'
Martha Baldwin Park
Baldwin Public Library
City Hall
PEABODY 50'
Peabody Parking Structure
MERRILL ST. 60'
City Parking Lot
Pierce Parking Structure
TOWNSEND ST. 60'
E. BROWN ST. 60'
DAINES ST. 50'
OLD WOODWARD 100'
HAZEL
W. BROWN ST. 60'
WATKINS ST. 50'
STANLEY ST. 50'
CHESTER ST.
S. BATES ST. 60'
HENRIETTA ST. 60'
PIERCE ST. 66'
E. FRANK ST. 50'
ANN ST. 50'
W. FRANK ST. 60'
W. FRANK ST. 50'
PURDY ST. 50'
HANNA ST. 50'
Barnum Center

N'S DETROIT BUSINESS®

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Taubman shops for cash

Developer raises capital; buyer seeks Mich. malls

BY KIRK PINHO AND CHAD HALCOM
CRAIN'S DETROIT BUSINESS

Dear Michigan: It's not personal. It's business.

For **Taubman Centers Inc.**, the pending sale of two prominent local malls is all about the cash, continuing a company strategy of generating capital for new deals.

For buyer **Starwood Capital Partners Inc.**, the deal is about jumping into the Michigan market amid the state's improving real estate and jobs outlook.

Analysts said last week the announced $1.4 billion deal for Bloomfield Hills-based Taubman to sell Dearborn's **Fairlane Town Center** and **The Mall at Partridge Creek** in Clinton Township was unexpected, but followed Taubman's usual model in real estate holdings.

In other words, an eager buyer found a willing seller.

Greenwich, Conn.-based Starwood and Taubman Centers (NYSE: TCO) jointly announced the agreement to purchase seven U.S. malls, including Partridge Creek, which was built in 2007 and has 600,000 square feet of space, and Fairlane, which was built in 1976 and has 1.4 million square feet, according to Taubman's presentation to investors last week.

See Taubman, Page 22

Brokers and real estate attorneys say the sale of Taubman Centers' holdings may be a sign that even aging Fairlane Town Center (below) in Dearborn has a stable outlook in the next few years.

COURTESY OF TAUBMAN CENTERS INC.

COURTESY OF JONNA FACILITY SERVICES

Joey Jonna, founder of Jonna Luxury Homes, plans to tear down the Greens Art Supply building and construct a $20 million building in downtown Birmingham with retail and high-end condominiums.

Birmingham turns corner on redevelopment

$75 million in projects include condos, retail

BY KIRK PINHO
CRAIN'S DETROIT BUSINESS

Jana Ecker, Birmingham's planning director, has worked in the planning department for 12 years — and she hasn't seen this much redevelopment since before the recession.

Ecker

At least five redevelopments, totaling more than $75 million, are ongoing or planned in and around the downtown of the affluent Oakland County enclave. The projects will bring new high-end condominiums and senior living residential space, a new restaurant and more retail and office space to the city.

Samuel Beznos, CEO and a partner in the Farmington Hills-based **Beztak Cos.**, said increasing rental rates for office, retail and multifamily residential space all bode well for Birm-

See Birmingham, Page 20

Birmingham: Desire to be downtown propels 'positive changes'

■ *From Page 1*

ingham. Beztak, along with Southfield-based **Etkin LLC**, is developing the $26 million All Seasons of Birmingham senior residential project at 820 E. Maple Road.

According to the Southfield office of **Newmark Grubb Knight Frank**, there is 834,000 square feet of office space in Birmingham's downtown, which was 7.5 percent vacant in the first quarter. That's down from 9.6 percent in the first quarter of 2012.

Average asking rental rates downtown were $30.63 per square foot in the first quarter, the highest average in the Detroit office market. That is up from $29.24 during the first quarter of 2012.

The average asking rent in the first quarter in the region was $18.39 a square foot, according to Newmark Grubb.

"Birmingham is starting to come around where you're going to see more development and redevelopment" because of increasing rents, Beznos said. "I think Birmingham has taken a turn and is seeing a lot of positive changes recently in terms of retail, re-tenanting and office development."

Beznos

Said Randy Book, executive vice president in the Southfield office of **Colliers International Inc.**, "Everybody wants to be in downtown Birmingham right now.

"There seems to be a very large group of companies and people that really want to be in that marketplace, and that made it so there is the need for redevelopment of office and retail."

Ted Fuller, president of Birmingham-based **Fuller Central Park Properties**, which has been developing commercial office space in Birmingham for nearly 30 years, agreed.

"I think there has been some pent-up demand, and these guys are starting to come out of the ground now," Fuller said. "It's great that we are getting this capital coming into Birmingham and developing vacant sites."

Fuller

Fuller Central Park owns 16 properties totaling 465,000 square feet in Birmingham, according to the Washington, D.C.-based **CoStar Group Inc.**, a real estate information service.

Mix and serve

In addition to All Seasons, Joey Jonna, founder of Birmingham-based **Jonna Luxury Homes LLC**, plans to tear down the **Greens Art Supply** building at 400 S. Old Woodward Ave. and construct a 49,000-square-foot building with first-floor retail and 11 high-end condominiums.

Jonna

The project, to be completed in the third quarter of 2015, is estimated to cost $20 million.

Royal Oak-based **Woodward Brown Associates LLC**, owned by Harvey Weiss and Najib Samona, plans a $28 million redevelopment of a vacant site into an 88,000-square-foot mixed-use building with underground parking, drive-through space and commercial and residential space. The developer plans to build the project next year.

The development, at 34901 Woodward Ave., received a $3.2 million **Michigan Strategic Fund** performance-based loan in September to help pay for construction of the five-story mixed-use building, which will be known as The Balmoral. Woodward Brown bought the land, vacant since 2005, from **Bank of America** in April 2010 for $2.5 million.

Meanwhile, **A.F. Jonna Development & Management Co.** plans to redevelop the existing **Palladium 12** theater at 202 N. Old Woodward Ave. after purchasing the building in April. Arkan Jonna, manager at A.F. Jonna, is a cousin of Joey Jonna of Jonna Luxury Homes, but the companies are not formally related.

Repeated efforts to reach the Bloomfield Hills-based company to get further details were not successful, but the project calls for redevelopment of the second floor of the existing theater into office space and three new residential units on the southeast corner of the roof, according to city documents. Mark Nickita, a Birmingham City Commission member and co-founder of Detroit-based **Archive DS**, said the plan would reduce the theater size to five or six screens, down from 12.

Other developments are in the works, but details are scant.

Victor Sarkori, president of Birmingham-based **Sarkori Architecture**, is the architect for a mixed-use development by **Group 10 Development** for the vacant former **Barclay's Inn** site at Maple Road and Woodward.

He said the project is in the early stages and declined to reveal details other than that the development group has met internally with city officials and plans to present to the planning board soon.

"It's a corner that's important, so we are taking it very seriously," Sarkori said.

On deck: parking

Robin Boyle, chairman of the **Birmingham Planning Board**, said the redevelopments are projects that had been planned for years, while others are relatively new.

The Balmoral redevelopment, for example, "is almost a poster child for the development industry in Birmingham coming out of the Great Recession," Boyle said. It has been on the table for years, he said.

Boyle, who is also chairman of the urban planning and studies department at **Wayne State University**, attributed the redevelopment activity to not only the attractiveness of Birmingham life but also the rental rates.

Boyle

"People are seeing that as an opportunity to jump in if there is property — and there isn't a lot," he said.

So what's next? Book and Boyle both pointed to parking as a crucial need for the city.

"We are definitely going to see people be more creative with their parking decks, coming up with more creative ideas," Book said.

Boyle said the fresh investment will generate more tax increment financing for the downtown, which then could allow the city to build a parking deck in the "triangle district," the area bounded by Woodward, Maple and Adams Road.

That's sorely needed, he said.

"It's an important question," Boyle said. "But I think we are seeing enough activity now to start generating tax increment" financing.

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BIRMINGHAM'S BUILDING BOOMLET

■ **The Forefront**, 400 S. Old Woodward Ave., 49,000-square-foot mixed-use redevelopment of the **Greens Art Supply** building with first-floor retail and 11 high-end condominiums. Developer: Joey Jonna, founder of **Jonna Luxury Homes LLC**, Birmingham. Estimated cost: $20 million. Completion date: Third quarter 2015.

■ **The Balmoral**, 34901 Woodward Ave., 88,000-square-foot mixed-use redevelopment with underground parking, drive-through space, commercial space and residential space. Developer: **Woodward Brown Associates LLC**, owned by Harvey Weiss and Najib Samona, Royal Oak. Estimated cost: $28 million. Completion date: 2015.

■ **The Palladium** (right), 202 N. Old Woodward Ave., redevelopment of second floor of existing theater into two floors of office space and three new residential units on the southeast corner of the roof. Developer: **A.F. Jonna Development & Management Co.**, Bloomfield Hills. Estimated cost: Unknown.

COSTAR GROUP INC.

COSTAR GROUP INC.

■ **220 Merrill St.** (left), mixed-use redevelopment of the 23,000-square-foot former 220 restaurant building into a new 220 restaurant and office space on the second floor. Developer: **The Elia Group**, Birmingham, and Denise Ilitch. Estimated cost: Unknown.

■ **All Seasons of Birmingham**, 820 E. Maple Road, redevelopment of former **William R. Hamilton Funeral Home** into a 131-unit senior housing complex. Developers: **Etkin LLC**, Southfield, and **Beztak Cos.**, Farmington Hills. Completion date: May 2015. Estimated cost: $26 million.

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Parking reaches 'crisis situation' in downtown Birmingham

City Commission raises monthly permit fees to offset demand

Jun. 26, 2014 | Comments

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Monthly parking fees are going up next month in Birmingham. / Carroll DeWeese

Birmingham City Engineer Paul O'Meara said the downtown parking situation has reached a "crisis situation," mainly because there aren't enough spots to meet the demand.

Birmingham has five parking decks and hundreds of on-street parking meters. But a virtual onslaught of new businesses locating in the Central Business District has created a demand for monthly parking permits. Consequently, a number of decks are completely filled during the day.

Written by
Jay Grossman
Staff Writer

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On Monday, the City Commission responded to that demand by raising the monthly parking rates. O'Meara discussed the situation with the commission before a vote was taken.

"The parking demand in the downtown area, as I'm sure you're all aware, has grown significantly in the last year," O'Meara said at the meeting. "This summer again we are feeling a crisis situation during certain times of the day."

The Peabody Parking Structure near Brown Street and Woodward Avenue may be the most overcrowded. O'Meara said the structure is routinely filled to capacity.

Commissioner Rackeline Hoff said she was supposed to meet a friend for lunch a few weeks ago, but was forced to cancel because the friend could not find a parking space after driving around for 45 minutes.

"She drove to every parking deck and they were all filled," Hoff said Monday.

At the same time, Hoff admits she's concerned about forcing hourly store workers to pay more for a monthly parking permit pass.

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"I don't want businesses to leave or employees to find another job because they have to pay for more parking," she said.

A BARGAIN

Other commissioners felt the rates should be even higher than what's being proposed.

Commissioner Mark Nickita said he works in downtown Detroit, where nearly every lot charges a minimum of $10-15 a day.

In comparison, the average cost of parking in Birmingham with a permit boils down to about $3.25 a day.

Commissioner Gordon Rinschler compared the fee hike to a Starbucks coffee.

"This is the parking bargain of a lifetime," he said.

Effective Aug. 1, the rates will increase as follows:

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City of Birmingham

New Committee to Study Parking in Birmingham

City of Birmingham, MI <info@enjoybirmingham.com>
Reply-To: info@enjoybirmingham.com
To: jheiney@bhamgov.org

Fri, Jun 27, 2014 at 12:53 PM

City of Birmingham
A Walkable Community

New Committee to Study Parking in Birmingham

As business activity has continued to increase in downtown Birmingham, parking availability has become a critical issue. The City of Birmingham is looking at a variety of opportunities to increase the city's parking capacity. Both short- and long-term solutions are being carefully considered.

One step the city has already taken is the formation of the Ad Hoc Parking Study Committee. Charged with studying the possible expansion of the Pierce Street Parking Structure and the future parking needs for the Central Business District and Triangle District, the committee consists of five members from existing city boards.

The main goal of the committee will be to determine the long-term demand levels for parking throughout the Central Business and Triangle District, and to provide recommendations of how to best use the Auto Parking System's properties at this time, as well as to establish targeted needs for the Triangle District. The committee is expected to have recommendations for the city to consider within a few months.

The committee is comprised of the following members:
Susan Peabody - Advisory Parking Committee
JC Cataldo - Corridor Improvement Committee
Johanna Slanga - Multi-Modal Committee
Gilian Lazar - Planning Board
Richard Astrein - Principal Shopping District

The next Ad Hoc Parking Study Committee meeting will be held on Wednesday, July 9 at 5:30 p.m. at City Hall.

The city has taken some immediate steps and is also looking into short-term parking solutions to increase capacity. Central Parking Inc. has announced that 45 parking permits are available for immediate purchase along South Old Woodward, south of Haynes Street, next to the large grass triangle, at a cost of $45 per month.

The City is also looking into short term temporary parking arrangements using additional lots in other parts of the City. More details will be made available once arrangements are finalized.

While the City works to develop solutions, here's what you can do to help your customers find a parking spot faster:

Keep Meters Available for Customers!
- The lack of available parking meters is the number one complaint cited by Birmingham customers.
- Shoppers have many retail choices. If they can't find convenient street parking, they'll choose to go somewhere else.
- Shopping has changed - customers are usually only looking for one or two stores to visit. They are making a quick stop of less than an hour and want a parking meter.

For your Customers: Spread the Word about Parkmobile
All meters in Birmingham are Parkmobile enabled, which means your customers can use their cell phones or smart phones to pay for parking. Learn more here: www.parkmobile.com.

For Your Employees: Utilize the Parking Decks
Five Decks Conveniently Located Around Birmingham!
- Maximum rates per day: with 2 hours of free parking, an 8-hour shift is $5 per day (the Pierce Street Structure is a $10 maximum).
Call Central Parking at 248-540-9690 for parking deck information.

Keep an eye on News & Notes (the Principal Shopping District's electronic newsletter) for updates from the Ad Hoc Parking Study Committee.

Parking in Birmingham – Talking Points

- Birmingham's parking crunch is a direct result of Birmingham's success and a thriving business environment. Retail occupancy is at 98% and offices are 92% occupied.
- The acute parking shortage has very recently appeared, starting in late 2013.
- Birmingham's creative firms, such as advertising agencies, are hiring more employees. Work space models have changed to "collaborative workspace" environments, which place more workers in the same space than there were just a few years ago.
- The City of Birmingham is looking at a variety of short- and long-term solutions to increase the City's parking capacity.
    - Short-term
        - The City has worked with Central Parking Inc. to release 45 parking permits for immediate purchase along South Old Woodward for $45 per month.
        - The City is currently exploring short-term temporary parking arrangements using additional surface lots in other parts of the City. Details for the arrangements are being finalized.
    - Long-term
        - The City recently formed the Ad Hoc Parking Study Committee, who will study the possible expansion of the Pierce Structure and the future parking needs for the Central Business District and Triangle District.
        - Those who wish to attend the next Ad Hoc Parking Study Committee meeting may do so on Wednesday, July 9 at 5:30 pm at City Hall.
        - The Birmingham City Commission recently approved a modest increase in the monthly permits for parking decks. These additional funds will help to off-set future costs related to expanding the parking capacity in Birmingham.
- The City recently distributed a message to businesses, reminding them to encourage their employees to "Park Smart" and follow these tips to promote on street parking:
    - Keep meters available for customers.
    - Encourage shoppers to use Parkmobile, which allows them to conveniently use their cell phones to pay for parking.
    - Encourage employees to park in the parking decks.

AD HOC PARKING STUDY COMMITTEE
WEDNESDAY, AUGUST 6, 2014
5:30 P.M.
ROOMS 202 – 203
151 MARTIN ST., BIRMINGHAM, MI

A. Roll Call
B. Introductions
C. Review of Agenda
D. Approval of Minutes, Meeting of July 9, 2014

E. Review of Actual Parking Counts

F. Consideration of Outdoor Dining in Calculations

G. First Discussion of Triangle District

H. Meeting Open for Matters not on the Agenda

I. Schedule for Next Meeting Date

J. Adjournment

Notice: Due to building security, public entrance during non-business hours is through the Police Department, Pierce St. Entrance only. Individuals with disabilities requiring assistance to enter the building should request aid via intercom system at the parking lot entrance gate on Henrietta St.

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 dia 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
AD-HOC PARKING STUDY COMMITTEE
5:30 PM., WEDNESDAY, JULY 9, 2014
Conference Rooms 202 & 203
151 Martin Street, Birmingham, Michigan

Minutes of the meeting of the City of Birmingham Ad-Hoc Parking Study Committee held July 9, 2014.

A. ROLL CALL

Present: Ad-Hoc Committee Members
Richard Astrein (PSD)
Susan Peabody (APC)
Johanna Slanga (MMTB)
Gillian Lazar (PB)
JC Cataldo (CIA)

Absent: None

Administration: Paul O'Meara, City Engineer
Brendan Cousino, Asst. City Engineer
Jana Ecker, Planning Director
John Heiney, PSD Director

Guests: Jay O'Dell, Brian Blaesing, John F. Kelly, David Hohendorf

B. INTRODUCTIONS

Members & guests introduced themselves.

C. REVIEW AGENDA

There were no proposed modifications to the meeting agenda as presented.

D. APPROVAL OF MINUTES, MEETING OF JUNE 25, 2014

There were no proposed modifications to the minutes for the June 25, 2014 meeting of the Ad Hoc Parking Study Committee as presented.

All were in favor of approval of the minutes for the June 25, 2014 meeting of the Ad Hoc Parking Study Committee as presented and none were opposed.

E. DETERMINATION OF PEAK HOUR MONTH

Paul O'Meara explained that the purposed of this meeting is to review the City's data collection methods, and allow for critique and modification by the committee members where they feel is appropriate. The City has collected data on the total number of cars that use the structures each month over the past two years, and the average number of cars per month were shown in the graph in the agenda packet.

The data shows that May is one of the peak months, along with November and December. February was the lowest month, but that may have been effected by the extremely cold winter in 2014 to have a lower average than normal for that month.

Richard Astrein noted that there is less difference between the peak months of May and December than in the past, when May was chosen as the design month plus a 4% safety factor.

Jay O'Dell noted that even though December has a higher total number of cars in the parking structures on average, they have fewer complaints about filling the parking structures during that time for the following reasons:

1. The traffic patterns are different, and there are more evening and weekend shoppers than during may.
2. There is no renovation going on in any of the City's parking structures that takes a large number of spaces out of service.

Central Parking performed counts of parked cars during the peak hours during the last week for May before the Memorial Day holiday weekend, and during the first week of June before schools let out. That data will be presented at a future meeting for the committee to review.

All were in favor of using May as the design month for projecting the parking structure capacity, and using the counts performed by Central Parking to determine the existing demand, and none were opposed.

F. REVIEW OF CENTRAL BUSINESS DISTRICT PARCELS

Mr. O'Meara reviewed the table of parcels in the downtown parking district that was included in the agenda packet.

In the Parking Lot #6 area, there are very few parcels that are good candidates for re-development, so the current demand in this area is probably very close to the ultimate demand. No developments are assumed for the future parking needs in this area.

In the N. Old Woodward Parking Structure area, there are a few parcels that may be good candidates for re-development, as noted in the table. The parking demands First Baptist Church were estimated by talking to the church administration about the number of staff that were on site throughout the work day, and using the old ratio of square footage per parking space to create an estimate of the equivalent square footage for an office use. The primary peak uses by the church are during off peak hours (evenings/weekends), although Mr. Blaesing noted that they have experienced some troubles during funerals or weddings held during the week. The Wabeek building is the largest site with the most potential to be re-developed within the N. Old Woodward Parking Structure area, since a 5 story building could be constructed on this site.

In the Park St. Parking Structure area, the Palladium Building is currently proposed to changes uses significantly, with approximately 60,000 SF of office space being developed on two floors of the building, and the theater capacity being reduced to approximately 550 seats. The table shows this as a current demand since this building is in the approval process with the City. The side located at 360 Hamilton was included in the study in 2000 as a site that was expected to re-develop, based on preliminary conversations with a potential developer. It is still shown on the table as a site that is expected to develop, even though there are no plans currently to do so. This is a small site that may not be economically viable to re-develop to a 5 story building, so it was agreed that it should not be included in this study as a future development site. The building square footage on the site at 355 E. Maple (Christian Science Reading Room) was estimated from the aerial photography, and was assumed to be a first floor retail space.

In the Pierce Street Parking Structure Area, there are several sites that could be re-developed. The existing building at 101-107 Townsend (southwest corner of Townsend & Pierce) is only one story retail space, but could be re-developed with two more floors of office space. The parking demand from the Townsend Hotel is also difficult to project. They have several uses – Rugby Grille, Corner Bar, meeting rooms, banquet facilities – in addition to their hotel rooms. Based on a discussion with the hotel director, Mr. O'Meara said that they have approximately 200 staff, and around 75% of them drive to work. During special events such as banquets and weddings, they typically have a valet service, which uses private lots to park guest's cars. Their overnight guests typically use their underground parking during their stay at the hotel. Based on all these variables, the entire building area was multiplied by two, considering that there are potentially well over 100 people typically on the first floor, and a much smaller number on the upper four floors.

The existing two-story building at 177-207 S. Old Woodward (Hyde Park Restaurant) was assumed to be a candidate for re-development with a 5-story building. Based on the historic nature of the existing building, and the low

likelihood that it is re-developed, the consensus of the committee members is to not consider this building for re-development for the purposes of this study.

There are several parcels on the table in the Pierce Street Parking Structure area that have been double entered. Mr. O'Meara noted that he will revise the table accordingly, and re-send it to the committee.

It was noted that the current Varsity Shoppe site could be a potential for re-development in the future, with one floor of retail, and two floors of office. It could have two floors of residential as well, although there would be no impact on this parking study since they would be required to provide on-site parking for the residences, or have a shared parking agreement for parking on another site within 300 feet.

In the Peabody Parking Structure area, there are several sites that could be prime for re-development. In the table, the sites where the Balmoral property is currently under construction are shown as future development. This will be updated to show as an existing use, since the demand for parking will be in place in the very near future. The developer is already on the wait list for parking permits in the Peabody, Pierce & Park parking structures.

The Birmingham Theater is another difficult property to estimate the parking demand needed, due to its underutilization during the peak hour. A 10% factor has been applied to the number of seats (1200), to arrive at an estimated 120 vehicles generated for the building, which is consistent with what was done for the future Palladium theater capacity.

The Peabody parking structure is the structure that currently is under the most stress, with the structure filling nearly every day. The only other structure that is filling nearly that regularly is Park Street, and that is due to the construction in the structure taking approximately 200 spaces out of service.

In the Chester Parking Structure area, the First Church of Christ Scientist is currently empty and up for sale. This site is currently zoned for residential use, which would be required to have all parking on-site if it is developed as an entirely residential site. The consensus of the committee was that we should assume that this building could be developed with the first floor as a retail space, which would require re-zoning. It is not likely that it would be approved for a more intense use with the side frontage on Willits directly across from single family homes.

The peak hour usage at St. James Church was estimated using the same method as for the First Baptist Church. The church administration estimates that they have 13 staff in the building during the day.

The Kresge building and the adjacent parking lot are also a large site that has the potential for re-development. A new long term lease for this building was recently signed, which should postpone redevelopment for many years. However, it will still be listed as a prime redevelopment in the long term.

G. COMMUNICATIONS

(no one spoke)

H. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA

Mr. Astrein noted that he believes that this committee needs to explore and make recommendations for the parking system in a 3 pronged approach – short term, medium term, and long term.

Short term actions should focus on trying to gain additional capacity within our existing infrastructure, and may include the following:

1. Encouraging people to purchase the South Old Woodward parking permits which allows people to purchase monthly to park in metered spaces.
2. Trying to find if there are additional on-street spaces that can be safely added to the parking system.
3. Reviewing whether re-striping some areas in the structures for parking for compact cars only will allow for additional spaces to be added.
4. Using certain floors in the parking structures for valet only parking so that more cars can be fit onto the floor areas by using part of the aisles to park additional cars.

Mr. O'Meara noted that the Advisory Parking Committee will be considering adding some on-street spaces in two areas at their meeting next week.

Ms. Lazar noted that with the press reports on the parking situation in Birmingham, future downtown business tenants or developers may change their plans to locate here due to parking concerns.

Long term, based on the number of parking spaces projected in the 2000 parking study, Mr. Astrein noted that the City will need to add additional structures, and/or floors to the Pierce Street parking structure to meet the future demand. None of the other parking structures have been designed for adding floors to the structure. All of the other parking structures are generally in good condition and are expected to be able to remain in service for a long time, including the Park St. parking structure, which has a steel frame and thinner concrete decks.

The total number of parking spaces that can be added by expanding the N. Old Woodward parking structure into Lot 5 will need to be determined in the future

based on the other potential land uses that are proposed in that area. The results of this study will be necessary to project how many spaces the City will ultimately need in that facility, and are intended to be used as a part of the decision making process when reviewing the future development of that parcel. The development of that parking lot will likely be a long process with a lot of public input to determine the balance of land available for retail/offices, open spaces, and more parking.

Mr. Astrein requested that the City study the proximity of the open triangle of land south of the 555 Old Woodward building to the employment centers for people with parking permits in the Pierce & Peabody Structures.

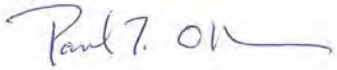
Mr. Hohendorf suggested that the City put a charter amendment on the November ballot to allow for the sale of City properties so that the development of that parking lot can proceed. He suggested that the ideas presented by Andres Duany regarding ensuring that park land and open space cannot be sold may help to get public support for the proposal.

I. SCHEDULE FOR NEXT MEETING DATE

It was noted the next meeting will be on Wednesday, August 6 at 5:30 p.m.

J. ADJOURNMENT

No further business being evident, board members motioned to adjourn at 7:20 p.m.



Paul O'Meara, City Engineer

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **August 3, 2014**

TO: **Ad Hoc Parking Study Committee**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Development of Parking Generation Factor**

As was referenced during the first meeting, parking demand can be measured as a value of one parking space per a certain number of gross square feet. Traditionally, when commercial properties are developed to stand on their own (where they own and operate their own parking lot), general retail uses often require 1 parking space per 300 square feet of building. A downtown area that relies on municipal supplied parking spaces is much more complex, as a wide variety of uses result in a wide variety of parking demand generations. For example, a furniture store may only create demand for a very small number of parking spaces relative to the square footage being used, while a restaurant can do just the opposite (considering both guests and staff). The benefit of a municipally operated parking system is that not all businesses have their peak usage at the same time. Many office buildings will begin emptying out just when a restaurant in the same building is reaching its daily peak.

We have also noted that the study done on the central business district in 2000 is being used as a model for this study. Here are some interesting parking generation figures developed during that study (note that as ratio of square feet gets higher, parking demand is going down):

Actual number of parking spaces compared to actual gross square footage = 1:424
Applying actual measured demand in November, 1998 to actual square footage = 1:676
After studying seasonal trends and other cities, a final demand model ratio of 1:482 was used.

At the last meeting, we reviewed the seasonal trends for the past two years (attached) to find that May is close to the busiest month, as well as matching close to the demand in November and December. June was quite a bit below the average.

In preparation for this study, actual counts during the busiest time of day (approximately 1 PM to 2 PM on a Tuesday, Wednesday, and Thursday was measured during the periods of May 20-22, and June 3-5. It was felt that the counts in June would be similar to those in May, since public schools are still in session that week, and the summer vacations period had not yet begun. The final results confirm that the two weeks were similar overall.

Attachment #2 to this memo starts with three tables. The first table summarizes the total number of parking spaces available today in the various categories of parking structure, on-street parking meters, municipally owned parking lots, and private parking spaces. Generally, private parking spaces were counted whether they were enclosed, gated, or open, as long as they served a building that is commercial in nature. Parking lots clearly serving residential

square footages were disregarded (residential square footage has also been left out of the study).

Based on the actual counted parking spaces, if there was 100% occupancy, and if no one was parking outside of the district, the parking demand ratio would be 1:453.

District-wide, the counts taken result in surprisingly low parking demand measured at 1:602

The numbers provided reflect an overall occupancy rate of about 74%. While this number may seem low, it is important to note two main factors bringing it down:

1. Private parking space usage was measured at only 56.8%. Private parking often is reserved for one particular person, which results in much lower actual usage.
2. The Park St. Structure was about 40% closed due construction during this count. With such a large number of spaces taken out of service, the actual usage factor for the Park St. Zone (all categories) was only 60.3% when applied to the total number of spaces that are generally available.

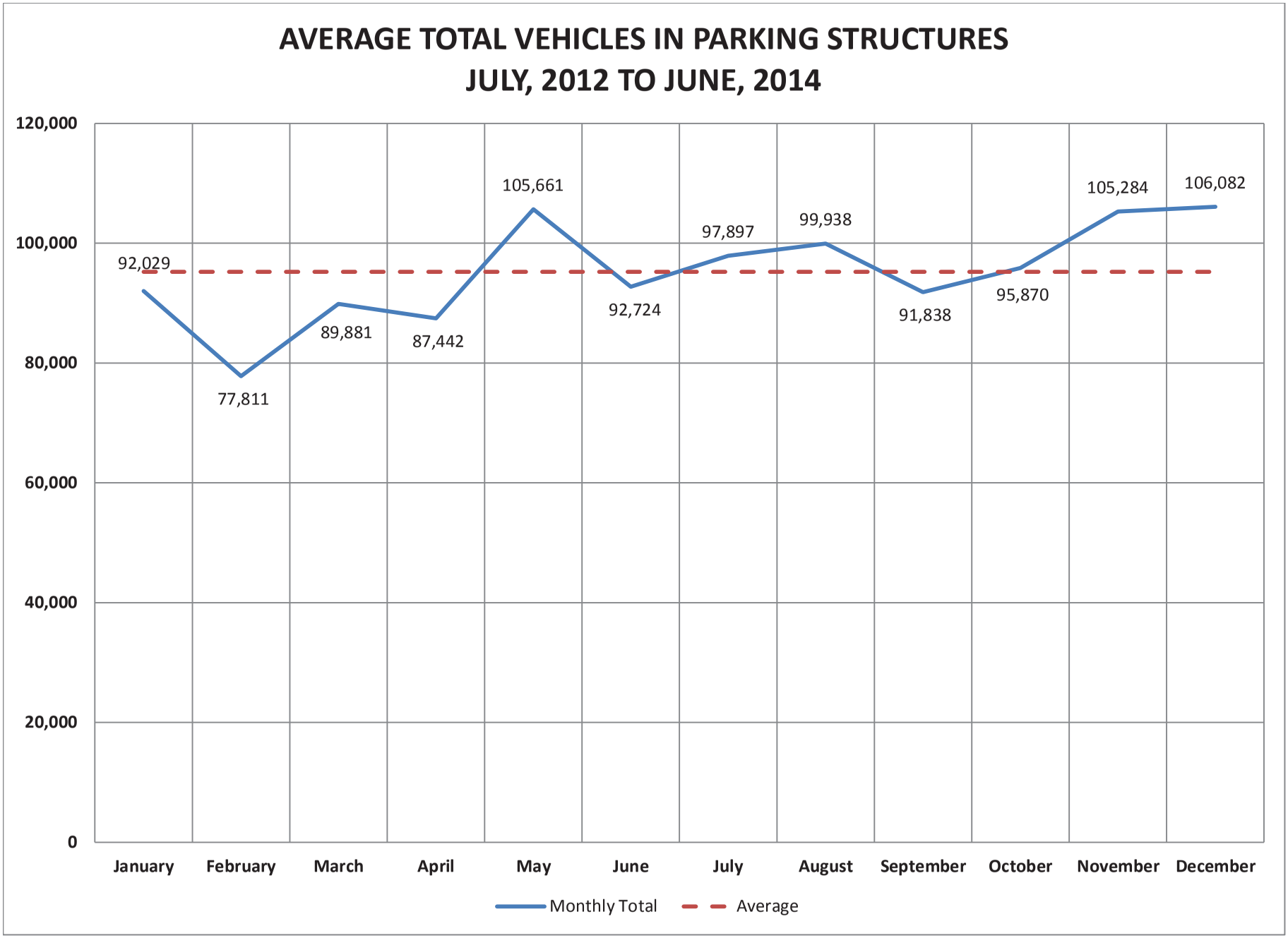
Studying the ratios by parking zone may lead to other interesting observations. A table for this was also provided in Attachment #2.

1. As mentioned above, the Park St. Structure being partially closed means that the Park St. Zone, as a whole, is not close to satisfying its actual demand. Using the actual number of cars parked in the zone during this period, the ratio is very high at 1:920. Many people wishing to park in this zone are being pushed elsewhere while parking spaces are closed in the parking structure. It appears that this is a significant factor that could impact the results of the study in general.
2. As expected, the Pierce St. and Peabody St. Zones are also quite high. Since all parking spaces were operating at the time of the study, these numbers imply that many people that would like to park in these zones are also being pushed elsewhere.
3. Finally, N. Old Woodward Ave., Chester St., and Parking Lot #6 are all surprisingly low ratios. These areas are likely taking demand from other areas that cannot handle their demand, likely exacerbated by the partial closure at the Park St. Structure.

At this time, it would appear appropriate for the committee to review the findings, and collectively decide the next step. The figures unfortunately appear skewed by the fact that a large number of parking spaces are out of service in a high demand area, which could be impacting the entire downtown. While there is demand for the Study Committee to reach conclusions, and make recommendations, the Committee should discuss at this time if its findings can be reliable based on current observations. If the Committee feels that it should press on and make recommendations, a strategy relative to how to do so should be determined.

In preparing this memo, a few reports and minutes from the 2000 study were of interest. At that time, counts were taken at a time when construction was not a factor. Seasonal adjustments were made that brought the ratio from an actual of 1:676 to a final model factor of 1:482. Those memos or minutes are attached for your information.

One other issue that should be discussed by the Committee is the issue of outdoor dining. The calculations being used reflect the size of the adjacent building. However, during the warmer months of the year, substantially more parking demand can be generated during the peak hour (lunch time) outside of the square footage of the building by the use of outdoor dining, whether it be on private or public property. Staff is not sure how best to factor this issue into the equations, and is looking for discussion and input from the Committee so that the final calculations can provide some consideration for this issue.


AVERAGE TOTAL VEHICLES IN PARKING STRUCTURES
JULY, 2012 TO JUNE, 2014
120,000
100,000
80,000
60,000
40,000
20,000
0
92,029
77,811
89,881
87,442
105,661
92,724
97,897
99,938
91,838
95,870
105,284
106,082
January
February
March
April
May
June
July
August
September
October
November
December
Monthly Total
Average

Ad Hoc Parking Study Committee
Summary of Findings for Counts Taken in CBD in May & June, 2014

Total Parking Spaces by Parking Zone

	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals
Structure	706	811	437	570	880	0	3404
On-Street Meters	253	97	64	168	132	192	906
Municipal Parking Lot	50	8	0	175	0	130	363
Private Parking Lot	622	259	325	248	199	23	1676
Totals	1631	1175	826	1161	1211	345	6349

Total Parking Demand, May 20-22, 2014 (Value for one day averaged over three days)

	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals
Structure	616	458	382	725	616	0	2797
On-Street Meters	190	84	53	149	104	307	887
Municipal Parking Lot	42	7	0	(1)	0	(2)	49
Private Parking Lot	375	145	219	115	108	(2)	962
Totals	1223	694	654	989	828	307	4695

Total Parking Demand, June 3-5, 2014 (Value for one day averaged over three days)

	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals
Structure	551	480	437	693	594	0	2755
On-Street Meters	195	85	66	155	104	317	922
Municipal Parking Lot	43	7	0	(1)	0	(2)	50
Private Parking Lot	321	150	256	125	91	(2)	943
Totals	1110	722	759	973	789	317	4670

Occupancy, May 20-22 = 74.0%
Occupancy, June 3-5 = 73.6%

Average of two periods:
Total Cars Parked = 4,683
Occupancy = 73.8%

Notes:
(1) = There are 175 parking spaces in the municipal parking lot attached to the N. Old Woodward Ave. Parking Structure.
Separate counts of the lot were not taken, as the gates for this facility measure total cars both in lot and structure.
(2) = Actual counts taken for the Lot 6 Parking Zone were not distinguished between categories.

Parking Generation Factor by Parking Zone

	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals
Actual Gross Square Feet	768,307	651,232	485,810	467,322	389,976	114,349	2,876,996
Parking Generation Factor	1:658	1:920	1:688	1:476	1:482	1:366	1:602

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
1 space generated for each 482 square feet of gross floor area						
Lot 6						
19-25-327-031	523-525 N. Old Woodward	3,475	4,351	9		
19-25-327-032	511 N. Old Woodward	2,852	2,486	5		
19-25-328-005	798 N. Old Woodward	2,352	1,583	3		
19-25-328-006	794 N. Old Woodward	2,362	2,018	4		
19-25-328-007	790 N. Old Woodward	2,366	1,799	4		
19-25-328-008	768 N. Old Woodward	2,240	1,323	3		
19-25-328-009	742 N. Old Woodward	2,040	2,628	5		
19-25-328-010	730 N. Old Woodward	1,901	2,628	5		
19-25-328-014	704-708 N. Old Woodward	3,495	9,268	19		
19-25-328-017	640 N. Old Woodward	2,797	6,570	14		
19-25-328-018	630 N. Old Woodward	2,801	6,448	13		
19-25-328-019	620 N. Old Woodward	2,110	4,502	9		
19-25-328-020	600 N. Old Woodward	4,898	9,020	19		
19-25-328-021	Parking Lot #6 (part)	8,092	0	0		
19-25-328-022	588 N. Old Woodward	1,607	1,600	3		
19-25-328-023	580 N. Old Woodward	2,370	1,937	4		
19-25-328-024	576 N. Old Woodward	2,372	2,880	6		
19-25-328-025	574 N. Old Woodward	2,374	2,416	5		
19-25-328-026	570 N. Old Woodward	2,376	1,208	3		
19-25-328-027	568 N. Old Woodward	2,377	1,200	2		
19-25-328-028	560 N. Old Woodward	2,412	1,198	2		
19-25-328-029	Exempt (parking lot)	3,256	0	0		
19-25-328-030	544-554 N. Old Woodward	6,720	3,194	7		
19-25-328-031	536-538 N. Old Woodward	4,006	2,394	5		
19-25-328-032	534 N. Old Woodward	1,928	1,200	2		
19-25-328-033	532 N. Old Woodward	1,901	918	2		
19-25-328-034	528 N. Old Woodward	2,932	1,240	3		
19-25-328-035	526 N. Old Woodward	1,319	1,400	3		
19-25-328-037	Parking Lot #6 (part)	26,749	0	0		
19-25-328-058	720 N. Old Woodward	5,587	13,615	28		
19-25-328-060	700 N. Old Woodward	4,671	13,248	27		
19-25-328-061	800 N. Old Woodward	6,228	10,077	21		
Total	**Current**	**124,966**	**114,349**	**237**		
Lot 6	**no changes proposed**					
N. Old Woodward						
19-25-330-001	470-474 N. Old Woodward	8,338	10,850	23		
19-25-330-004	430 N. Old Woodward	5,947	12,082	25		
19-25-330-008	460 N. Old Woodward	5,538	3,378	7	11,076	23
19-25-330-009	450 N. Old Woodward	7,062	3,328	7	14,124	29
19-25-376-075	305 N. Old Woodward	40,594	80,596	167		
19-25-376-076	300 Willits (1)	NA	6,748	14		
19-25-379-007	322 N. Old Woodward	18,000	40,603	84		
19-25-379-021	344 N. Old Woodward	12,000	19,021	39		
19-25-379-022	350 N. Old Woodward	12,000	20,496	43		
19-25-379-024	380 N. Old Woodward	24,000	53,804	112		

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
19-25-378-008	168 W. Maple	6,540	10,472	22		
19-25-378-009	166 W. Maple	6,426	13,377	28		
19-25-378-010	150-160 W. Maple	9,015	7,175	15		
19-25-378-011	142 W. Maple	3,665	7,714	16		
19-25-378-012	138 W. Maple	1,444	1,157	2		
19-25-378-014	237-243 N. Old Woodward	4,149	11,299	23		
19-25-378-015	205-219 N. Old Woodward	9,138	17,018	35		
19-25-378-023	180-296 W. Maple (Wabeek)	36,008	75,096	156	107,274	149
19-25-378-024	255-275 N. Old Woodward	12,000	28,005	58		
19-25-378-026	275 N. Old Woodward	8,850	9,023	19		
19-25-378-027	265 N. Old Woodward	3,365	2,850	6		
19-25-378-028	111 Willits	40,790	33,230	62		
Total	**Current**	**274,869**	**467,322**	**963**	467,322	963
N. O. Woodward	**less demo bldgs.**				-81,802	-232
	Add Potential bldgs.				132,474	202
	Total Potential				**517,994**	**933**
Park						
19-25-456-014	35075 Woodward	4,630	949	2	13,890	29
19-25-456-037	35001 Woodward	16,911	0	0	50,733	105
19-25-456-043	Exempt (parking lot)	3,372	0	0		
19-25-378-016	191 N. Old Woodward	4,253	10,695	22		
19-25-378-017	163-167 N. Old Woodward	3,540	9,369	19		
19-25-378-020	101 N. Old Woodward	5,272	15,837	33		
19-25-379-023	185 Oakland	18,000	47,033	98		
19-25-453-011	200 - 250 N. Old Woodward (2)	32,928	120,902	251		
19-25-453-010	280 N. Old Woodward	25,041	97,124	202		
19-25-454-005	221-327 Hamilton	12,641	9,779	20	37,173	77
19-25-454-006	375 Hamilton	2,452	4,200	9		
19-25-454-007	377 Hamilton	2,468	4,200	9		
19-25-454-008	381-383 Hamilton	2,483	2,147	4		
19-25-454-009	391-395 Hamilton	3,357	5,061	11		
19-25-455-002	346 Park	6,259	8,095	17		
19-25-455-015	390 Park	11,630	38,126	79		
19-25-455-016	300 Park	29,055	78,142	162		
19-25-455-017	220 Park	19,978	62,834	130		
19-25-456-001	188 N. Old Woodward (3)	6,331	15,870	33		
19-25-456-007	220 Hamilton (3)	11,629	17,308	36	35,170	73
19-25-456-002	152-162 N. Old Woodward	6,738	8,586	18		
19-25-456-009	330 Hamilton	5,185	14,273	30		
19-25-456-010	344 Hamilton	2,520	4,005	8		
19-25-456-011	360 Hamilton	2,580	2,850	6		
19-25-456-017	135-141 E. Maple	2,974	1,704	4		
19-25-456-018	203-213 E. Maple	4,161	2,169	5		
19-25-456-019	225 E. Maple	2,986	3,013	6		
19-25-456-020	Exempt (city property)	2,158	0	0		
19-25-456-023	323 E. Maple	6,684	0	0		
19-25-456-024	335 E. Maple	3,334	2,684	6		
19-25-456-027	361 E. Maple	2,207	1,976	4		
19-25-456-028	369 E. Maple	2,213	1,872	4		

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

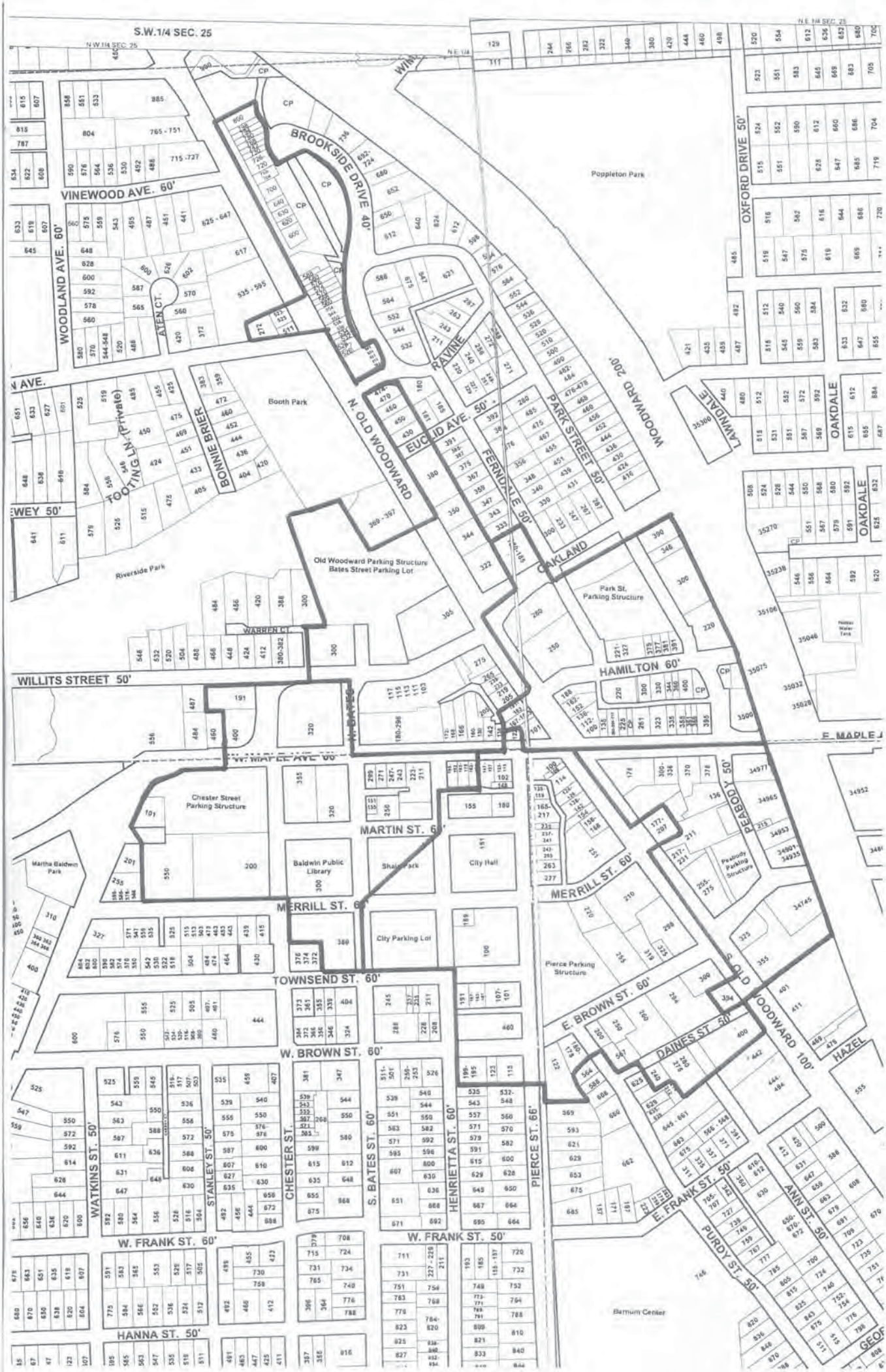
Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
19-25-456-029	395 E. Maple	5,646	4,671	10		
19-25-456-034	355 E. Maple (4)	NA	2,400	5		
19-25-456-035	261-297 E. Maple	6,347	18,444	38		
19-25-456-039	100-112 N. Old Woodward	9,058	22,969	48		
19-25-456-041	300-304 Hamilton	4,541	4,515	9		
19-25-456-042	City Parking Lot #9	4,469	0	0		
19-25-456-044	400 Hamilton	5,340	7,430	15		
Total	**Current**	**301,371**	**651,232**	**1,351**	651,232	1,351
Park St.	**less demo bldgs.**				-30,886	-64
	Add Potential bldgs.				136,966	179
	Total Potential				**757,312**	**1,466**
Pierce						
19-36-138-001	189 Townsend	4,619	17,121	36		
19-36-138-002	161-167 Townsend	5,453	5,414	11		
19-36-138-003	101-107 Townsend	11,663	11,663	24	23,326	48
19-36-138-007	480 Pierce	23,075	79,998	166		
19-25-378-021	122 W. Maple	3,039	6,448	13		
19-36-129-004	137-147 W. Maple	4,810	11,168	23		
19-36-129-005	102 Pierce, 115-123 W. Maple	5,410	10,900	23		
19-36-129-006	148 Pierce	1,780	5,326	11		
19-36-129-010	Exempt (Ameritech)	13,706	NA	0		
19-36-129-012	180 Pierce	6,800	700	1		
19-36-134-001	City Hall	49,440	25,278	52		
19-36-134-001	189 W. Merrill	4,960	3,605	7		
19-36-134-004	100 Townsend (5)	40,876	81,752	170		
19-36-201-001	135-159 Pierce	3,152	7,461	15		
19-36-201-005	235 Pierce	2,180	5,106	11		
19-36-201-006	237-241 Pierce	5,555	6,476	13		
19-36-201-009	263 Pierce	3,865	5,061	11		
19-36-201-010	277 Pierce	4,829	8,333	17		
19-36-201-011	100 S. Old Woodward	6,372	17,652	37		
19-36-201-012	106 S. Old Woodward	1,659	3,954	8		
19-36-201-013	114 S. Old Woodward	5,772	15,636	32		
19-36-201-014	124-128 S. Old Woodward	4,591	12,916	27		
19-36-201-015	138-142 S. Old Woodward	5,913	4,528	9		
19-36-201-018	158-168 S. Old Woodward	6,339	5,576	12		
19-36-201-019	251 E. Merrill	33,232	138,207	287		
19-36-201-020	165-217 Pierce	7,717	20,876	43		
19-36-201-021	154 S. Old Woodward	4,152	11,315	23		
19-36-201-022	245 Pierce	5,305	11,915	25		
19-36-202-008	319-321 E. Brown	10,748	0	0		
19-36-202-015	210 S. Old Woodward	31,753	64,156	133		
19-36-202-009	325 E. Brown	3,018	5,931	12		
19-36-202-016	298 S. Old Woodward	23,311	5,252	11	78,237	162
19-36-202-017	220 Merrill	13,851	19,426	40		
19-36-202-018	255 E. Brown	26,183	74,354	154		
19-36-206-006	177-207 S. Old Woodward	18,587	28,235	59		
19-36-139-004	115 W. Brown	10,233	5,307	11		
19-36-139-025	195-199 W. Brown	11,536	8,783	18		

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
19-36-203-011	180 E. Brown	8,067	4,146	9		
19-36-203-024	122 E. Brown	21,238	8,775	18		
19-36-204-001	200 E. Brown	5,045	3,529	7		
19-36-204-006	300 S. Old Woodward	13,225	4,300	9	22,410	46
19-36-204-007	567 Purdy (6)	4,983	1,728	4		
19-36-204-008	Exempt (parking lot) (6)	4,299	0	0	15,779	33
19-36-204-016	Exempt (DTE)			0		
19-36-204-021	294 E. Brown	32,591	13,290	28	61,282	127
19-36-204-025	260 E. Brown	24,961	53,589	111		
19-36-205-021	Parking lot (@ N. end of Ann St.)	6,025	0	0	6,025	13
19-36-205-039	240 Daines	6,055	2,778	6		
19-36-205-040	280 Daines	17,007	20,244	42		
19-36-205-042	400 S. Old Woodward (7)	24,393	8,767	18	12,536	26
Total	**Current**		**768,307**	**1,594**	768,307	1,594
Pierce St.	**less demo bldgs.**				-43,272	-90
	Add Potential bldgs.				219,595	456
	Total Potential				**944,630**	**1,960**
Peabody						
19-36-204-014	394 S. Old Woodward	8,250	9,000	19	16,500	34
19-36-208-015	325 S. Old Woodward	10,713	11,256	23		
19-36-208-016	355 S. Old Woodward	44,422	79,815	166		
19-36-206-001	178 E. Maple	18,520	41,586	86		
19-36-206-002	300-336 E. Maple	8,437	20,643	43		
19-36-206-005	177 S. Old Woodward	15,149	41,076	85		
19-36-206-007	211 S. Old Woodward (8)	20,375	57,840	120		
19-36-206-008	217 S. Old Woodward	7,902	15,114	31		
19-36-206-015	Exempt (Parking)	13,647	0	0		
19-36-206-016	Exempt (Parking)	5,250	0	0	15,000	31
19-36-206-018	378 E. Maple	6,343	11,027	23		
19-36-206-020	370 E. Maple	9,995	18,461	38		
19-36-206-021	225-275 S. Old Woodward	22,103	69,674	145		
19-36-207-001	34977 Woodward	14,858	45,094	94		
19-36-207-004	215 Peabody	1,750	1,760	4		
19-36-207-006	34953 Woodward (vacant)	10,529	0	0	30,837	64
19-36-207-007	34901-34935 Woodward	12,642	50,366	104		0
19-36-207-008	34965 Woodward (Peabody's)	22,237	7,082	15	65,961	137
19-36-208-004	34745 Woodward (Car wash)	23,134	6,016	12	68,652	142
Total	**Current**		**485,810**	**1,008**	485,810	1,008
Peabody St.	**less demo bldgs.**				-63,174	-46
	Add Potential bldgs.				196,950	409
	Total Potential				**619,586**	**1,371**
Chester						
19-25-356-013	400 W. Maple	14,203	29,148	60		
19-25-356-023	191 N. Chester (9)	17,175	17,175	36		
19-25-377-006	336 W. Maple	51,235	121,767	253		
19-36-126-017	101 Southfield	10,907	17,395	36		
19-36-126-018	550 W Merrill	39,270	38,200	79		

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
19-36-127-001	355 W. Maple (10)	24,720	6,360	13		
19-36-127-004	320 Martin St	24,599	11,690	24		
19-36-128-001	299 W. Maple	3,600	6,586	14		
19-36-128-002	271 W. Maple	3,600	6,353	13		
19-36-128-003	243-247 W. Maple	6,300	7,019	15		
19-36-128-004	211-223 W. Maple (11)	14,190	27,904	58	64,140	133
19-36-128-008	Exempt (parking) (11)	7,440	0	0		
19-36-128-006	151-155 S. Bates	2,600	6,190	13		
19-36-128-009	250 Martin (office)	8,200	1,250	3		
19-36-129-001	193-195 W. Maple	3,760	4,772	10		
19-36-129-002	175-185 W. Maple	3,760	4,636	10		
19-36-129-003	157-163 W. Maple	3,760	7,011	15		
19-36-130-001	Library	49,440	48,305	100		
19-36-132-007	Community House	37,080	28,215	59		
Total	**Current**		**389,976**	**809**	389,976	809
Chester St.	**less demo bldgs.**				-27,904	-58
	Add Potential bldgs.				64,140	133
	Total Potential				**426,212**	**884**


S.W.1/4 SEC. 25
N.W.1/4 SEC. 25
N.E.1/4 SEC. 25
BROOKSIDE DRIVE 40'
VINEWOOD AVE. 60'
WOODLAND AVE. 60'
ATEN CT.
Poppleton Park
OXFORD DRIVE 50'
RAVINE
Booth Park
N. OLD WOODWARD
EUCLID AVE. 50'
FERNDALE 50'
PARK STREET 50'
WOODWARD 200'
LAWNDALE
OAKDALE
BONNIE BRIER
TOOTING LN. (Private)
Riverside Park
Old Woodward Parking Structure
Bates Street Parking Lot
OAKLAND
Park St. Parking Structure
WARREN CT.
HAMILTON 60'
WILLITS STREET 50'
W. BATES
W. MAPLE AVE. 60'
E. MAPLE
Chester Street Parking Structure
MARTIN ST. 60'
Martha Baldwin Park
Baldwin Public Library
City Hall
PEABODY 50'
Peabody Parking Structure
MERRILL ST. 60'
City Parking Lot
Pierce Parking Structure
TOWNSEND ST. 60'
E. BROWN ST. 60'
DAINES ST. 50'
OLD WOODWARD 100'
HAZEL
W. BROWN ST. 60'
WATKINS ST. 50'
STANLEY ST. 50'
CHESTER ST.
S. BATES ST. 60'
HENRIETTA ST. 60'
PIERCE ST. 66'
E. FRANK ST. 50'
ANN ST. 50'
W. FRANK ST. 60'
W. FRANK ST. 50'
PURDY ST. 50'
HANNA ST. 50'
Barnum Center

Memorandum

DATE: March 10, 2000

TO: Ad Hoc Parking Study Committee

FROM: Paul T. O'Meara, Assistant Director of Engineering

SUBJECT: Development of Parking Generation Factor for Birmingham

At the last meeting, the Ad Hoc Parking Study Committee (AHPSC) reviewed the list of potential development properties in Birmingham. Based on comment from that meeting, some modifications were made, and the revised list is now attached. Changes made since the last meeting are shown in gray.

It was noted that using the industry standard of one parking space per 300 sq.ft. of gross floor space (independent of use) was creating parking demand way in excess of what is actually being experienced. Staff was charged with analyzing existing conditions, and determining what generation factor would reflect existing conditions from Birmingham. Once this factor was agreed upon, any new development could then be applied to it.

Using the 1998 parking study as a starting point, it was determined that the historical method of dividing the City into 4 quadrants was not giving a true reading of parking patterns. With the current environment of the City, it was felt that it would be more useful to split the City into zones (see attached map). Each parcel was looked at to see which parking facility it was most convenient to from a pedestrian's perspective. Six zones were then created, using the five parking structures, and Parking Lot #6. Parking Lot #6 was created as a separate group, due to its location, and the fact that few patrons of these buildings are known to use anything other than the adjacent surface parking spaces. Splitting the City into the six zones created the following data base:

EXISTING SPACES

PARKING ZONE	PIERCE ST.	PARK ST.	PEABODY ST.	N. OLD WOODWARD AVE.	PARKING LOT #6	CHESTER ST.
Structure Spaces	720	823	467	570	0	895
Street Meters	196	83	73	114	134	105
Public Lot Spaces	142	7	0	200	130	0
Private Spaces	687	174	295	216	11	123
Total Spaces	1745	1087	835	1100	275	1123

Using the above numbers, we next determined a usage rate during the peak hour. The City had conducted a count of parking spaces in use during the week of Monday, November 9, 1998, for the last City-wide parking study. These numbers were heavily relied upon for the following reason:

Mid-November is actually an excellent time to gauge usage. It reflects the traditionally stable increase that comes in the fall of the year as the public begins to prepare for the holiday season. Usage is generally up compared to slower times of year such as

January/February when the weather is too cold, or July/August, when people are out of town. It also is lower than the extreme shopping peak of December, when demand can increase to heights that would be economically illogical to construct enough parking spaces for.

We acknowledge that almost 1½ years have elapsed since November, 1998. Fortunately, no significant changes to the downtown landscape have occurred during that time (assuming that the Townsend Hotel addition is not reflected in the existing numbers). To see if there are any unexpected changes since then, the easiest part of the counting was conducted for two weeks starting Monday, February 21, 2000 (results attached). The results were predictable at three of the structures. Usage was slightly down, reflecting the lower demand that February typically brings. The N. Old Woodward Ave. Structure was 12.3% higher than November, 1998. The increase is attributed to the higher occupancy at the Wabeek building than existed at that time. The Peabody St. Structure was 31.7% lower than November, 1998. The significant decrease is attributed to a decrease in patronage at the Birmingham Theatre, compared to that time, plus the typical slow down for February.

The most recent figures were used in the southwest quadrant, where necessary, to split up the data between the Chester St. and Pierce St. Structures. Otherwise, it was assumed that the new Parking Structure Zones usage rates were the same as the old split under the quadrant system. The usage rates are as shown below:

USAGE RATES (%)

PARKING ZONE	PIERCE ST.	PARK ST.	PEABODY ST.	N. OLD WOODWARD AVE.	PARKING LOT #6	CHESTER ST.
Structure Spaces	71	89	90	49	-	55
Street Meters	76	92	93	87	92	76
Public Lot Spaces	61	86	-	76	86	-
Private Spaces	92	84	95	84	84	92

Applying the above number of parking spaces to the usage rate, a total average number of vehicles parked during the peak hour in November, 1998 is generated. This number is applied to the gross square footage in each parking zone, to obtain an actual parking generation factor (one vehicle per X square feet):

PARKING ZONE	PIERCE ST.	PARK ST.	PEABODY ST.	N. OLD WOODWARD AVE.	PARKING LOT #6	CHESTER ST.
Gross Square Feet	939,381	547,534	353,725	340,148	121,573	308,850
Parking Generation Factor	1:690	1:582	1:460	1:482	1:482	1:453

The results are actually as expected, given our experiences with the parking system. The Pierce St. zone is very large, and already intensely developed. The low number of vehicles per square foot reflects the fact that the zone has an inadequate number of parking spaces, and the adjacent zones (Peabody St. and Chester St.) are taking the overflow. To a lesser degree, the same is true with the Park St. zone. Demand for spaces is very high, and the adjacent N. Old Woodward Ave. zone is taking the overflow.

It is obvious that the parking zones do not work independently of one another, but are influenced depending on what is happening adjacent. It is important to arrive at a number that is reflective of the entire city. If one counts the entire number of parking spaces filled during the peak hour of that week in mid-November (3,863) compared to the total number of square feet, (2,611,211), the generation factor is 1:676. This factor seems overly low, and needs further analysis. After reviewing the above numbers, it is suggested that the Committee determines what other factors should be considered, and then a final generation factor for Birmingham can be agreed upon.

Memorandum

DATE: April 6, 2000

TO: Ad Hoc Parking Study Committee

FROM: Paul T. O'Meara, Assistant Director of Engineering (text)
Jill Bahm, City Planner (charts)

SUBJECT: **Transient Parkers –**
Monthly Figures

As we have discussed, the parking system does not have precise historical numbers of the vehicle demand experienced each day. The car counting system dates to 1989, and the computer system accumulates data in such an amount that it can only save one week's data at a time. If someone does not take the effort to store the data on disk, it is dumped by the computer and lost.

When it was evident that this study was going to be created, I reviewed the feasibility of beginning to store data so that some historical basis would be available. Unfortunately, the counting system was down at two of the five structures at that time, both for different reasons. We worked with our service technician on this, but the issues were not resolved until recently. Data started being stored on disk at that time. In other words, there is little data of a precise nature currently available.

I discussed with National Garages the Committee's interest in measuring the traffic demand during the peak month of December. The times that the parking structures fill is not recorded, but it was the impression of the local manager that the following was observed:

Pierce St.:	Filled occasionally during the peak hour, but less frequently than previous years.
Park St.:	Did not fill, although it came close on several occasions. Actually, this structure operates at this level virtually all year around, and there is no significant increase in demand in December.
Peabody St.:	This structure came close to filling several times during the peak hour, but typically it did not. This is in contrast to previous years, when the structure was known to fill several times during the holiday season.
N. Old Woodward Ave.:	No record of filling.
Chester St.	No record of filling.

The above results are not surprising. Essentially, the system is currently able to meet the demand, even in December.

One record we do have is a total monthly count of transient parkers by month, starting January, 1997. Note that it was in August of 1996 when the parking structures made the big rate change, and started offering two hours free parking. The following tabulates these numbers, so that a comparison as to whether November is the best month to design a parking demand model can be achieved.

TOTAL TRANSIENT VEHICLES IN BIRMINGHAM PARKING STRUCTURES
(ALL FIVE PARKING STRUCTURES)
Rounded off to 4 significant figures

MONTH	1997	1998	1999	2000	AVERAGE
January	99,070	114,800	93,040	93,510	100,110
February	96,230	96,940	91,320	88,090	93,140
March	105,500	107,800	101,600	97,000	103,000
April	101,200	103,200	101,300		101,900
May	111,200	114,700	100,500		108,800
June	99,680	100,800	108,900		103,100
July	106,700	106,100	94,920		102,600
August	108,000	110,300	102,600		107,000
September	101,200	100,900	96,820		99,640
October	105,300	104,600	106,570		105,500
November	100,500	98,010	95,110		97,870
December	122,700	122,600	113,700		119,700
AVG.	104,800	106,700	100,500	92,870[1]	**103,500**

The above appears to have been a worthwhile exercise. The perception that November would be a busy month, second only to December, is flawed. In fact, November, averaged over three years, is the second to the lowest demand month, after February. Here is one possible way to interpret the numbers, open to suggestion by the Committee:

1. December is by far the busiest month for transient traffic. It is impractical to think that the City should provide enough parking to accommodate the peak hour demand during the busiest month of the year.
2. If the demand during December could be addressed through other means (e.g.: off-site shuttle service), the system can then be designed to meet the demand of the rest of the year, which appears to generally be the spring/early fall times of year. The high numbers in the summer tend to be skewed toward special event crowds, rather than daily, peak hour loads[2].
3. Noting that May is the next busiest month, quickly followed by several other months, a liberal interpretation would be to design for 2% above the second busiest month, or 113,100 vehicles. Given that the economy is strong during the

[1] The average for the year 2000 is obviously not reflective of the entire year.
[2] The special events that draw a large number of vehicles are listed in Appendix A.

years surveyed, the general trend recently is downward, and that outside competition for the retail sector is not going to go away, 2% appears to be conservative enough. It provides a "margin of safety" that allows for some additional room should conditions change in the future, such as building use, transportation modes, etc. Had the economy been poor during the study years, a higher percent safety factor would be appropriate.

4. If the design month is 113,100 transient vehicles, and the month we have significant data for is 98,010 transient vehicles (November, 1998), there is a 15% increase in demand from the studied month to the design month.
5. Based on this usage rate, the parking generation rate has been brought up to 1:482 (vehicles parked per gross square foot). As shown on the attached reports, this number compares well with national averages.

In summary, we have determined that the design peak hour is on a weekday afternoon in May, plus 2%. May averages as the second busiest month of the year over the past three years, for transient traffic. A 2% safety factor allows some accommodation for the busiest month (December) without resulting in a significant overage of parking spaces that are only used on few occasions throughout the year.

Using the above as a basis, the attached five page chart was revised from previous discussions, using the parking generation factor of 482. Please see Appendix B to review other information that has been obtained that helps conclude that we are now within a reasonable range compared to other cities.

Using this number, the potential new building sites were figured on the second to last column in the chart. Total number of new parking spaces needed is shown on the last column.

To summarize, the final one page chart ("Projected Parking Demand based on Parking Generation Rates") contains the following data, clarified by column:

Existing Spaces – The total number of existing parking spaces as counted in November of 1998.
Proposed Spaces – The total number of spaces that would exist if all properties were developed as proposed.
Occupied Spaces in November, 1998 – The actual number of spaces found occupied (on average) for the four weekdays counts were taken in November of 1998, during the peak hour.
Occupied Spaces on the Design Day – The actual number of spaces that would be occupied (under existing conditions) during the peak hour in May, plus a 2% safety factor.
Current Building Area – The total gross square footage for each parking zone.
Proposed Building Area – The total gross square footage in the future, after all potential sites have been developed under the assumptions made by this committee.
Projected Demand – The total number of vehicles generating from this zone, at the rate of 482 square feet per parking space, after the potential development occurs, on the design

day. (Note that this will differ slightly from the "Occupied Spaces on the Design Day" because that number is based on the individual zone's generation factor, rather than the City-wide generation factor. For purposes of the study, we felt it is more accurate to use the City-wide factor, which is less affected by individual differing conditions in each zone.)

Projected Shortfall/Surplus – After subtracting parking spaces lost due to construction, the number shown is the parking spaces shortage (or overage) that each zone will have during the design day peak hour, once all potential buildings are built.

We invite the board to review the data. If you feel it is adequate, please come ready to discuss your initial impressions so that we can begin to discuss recommendations for the future.

APPENDIX A

SUMMARY OF SPECIAL EVENTS

(Only those special events that generate a lot of paying transient customers into the parking assessment district have been listed, for your information.)

January – April

None

May

Birmingham Fine Art Festival

June

Village Fair
"In the Park" Concerts

July

Jazzfest
"In the Park" Concerts

August

Woodward Dream Cruise
"In the Park" Concerts

September

Art in the Park
Fall Spectacular Fashion Show

October – November

None

December

Moonlight Shopping Spree

APPENDIX B

INFORMATION GATHERED FROM OTHER CITIES

We contacted several other cities in the southeastern Michigan area to determine if others have done a similar study, so that we could compare the accuracy of Birmingham's parking generation factor. I determined that the following cities have not done something of this nature:

Royal Oak, Pontiac, Grosse Pointe, Ann Arbor.

I did determine that Dearborn had done something of this nature, but after several times of playing telephone tag, I was not able to reach the director of the Economic Development Dept. in Dearborn to get any data.

Through my contacts at Walker Parking Consultants, I learned that they had done a study for Janesville, WI, in 1998. I spoke with Brad Cantrell, who was very helpful. Janesville is a City in south central Wisconsin that stands on its own (it is not a part of a larger metropolis). It has 60,000 people, 1,300,000 square feet of downtown buildings, and 4,000 total parking spaces. Compared to Birmingham, it would appear that they have a shortage of parking.

Mr. Cantrell was able to give me some excellent statistics to help understand that our number, which covers the entire City, may be very accurate. Mr. Cantrell's study broke down factors by building use, and compared them to nationally used standards developed by ITE (Institute of Transportation Engineers). Both are listed for your information:

BUILDING USE	FACTOR FOR JANESV'LL	FACTOR FROM ITE
Retail	420	310
Furniture	-	840
Restaurant	199	111
Liquor/Drugs	80	310
Office	500	358
Bank	500	236
Insurance	500	358
Real Estate	500	358
Investments/Business Services	500	358
Jewelry	85	310
Health Care	318	243
Legal	500	358
Education/Social Services	500	358
Accounting	500	358
Government	400	260
Personal Services	420	234
Auto Repair	397	-

As can be seen, Birmingham's average of 482 compares well with Janesville. We are not certain what conditions the ITE standard factors were generated from, but it may reflect a more suburban condition, where more spaces are generally needed.

CITY OF BIRMINGHAM
AD HOC PARKING STUDY COMMITTEE
Tuesday, April 11, 2000

MINUTES

These are the minutes for the Ad Hoc Parking Study Committee meeting held on Tuesday, April 11, 2000, at 2:00 P.M.

Present: Thomas McDaniel, HDDRC
Jeff Salz, APC
Chuck Tholen, Planning Board
Jill Bahm, Staff
John Heiney, Staff
Paul O'Meara, Staff

Absent: Geoff Hockman, PSD

Guests: Patti McCullough, Staff
Stuart Laidlaw

The meeting was called to order at 2:08 P.M.

Approval of Minutes for March 14, 2000

Mr. McDaniel noted that the minutes reference a list of assumptions that were not attached. Otherwise, the minutes are fine.

Mr. O'Meara noted this discrepancy, and agreed to include the list in the next packet.

Mr. Salz moved to approve the minutes as noted.
Mr. Tholen seconded the motion.

Motion passed, 6-0.

Development of Parking Generation Factor for Birmingham

Mr. Heiney passed out comments prepared by Mr. Hockman, who could not attend the meeting.

The Committee discussed the background information that led to the conclusions prepared by staff. Discussion was held on the level of parking permits that are used each month. Mr. O'Meara indicated that it was assumed that permit usage stayed constant during the year, since permits tend to be employees. There are no regular seasonal shifts in terms of permits sold.

The Committee discussed the reasoning behind using May as the design month, plus a 2% safety factor. The Committee expressed surprise that December is not significantly higher than usage in the other months of the year.

Mr. Tholen raised the suggestion of Mr. Hockman (from the month before) that the parking generation factor be a range, rather than a specific number. He felt it was important that the Committee not appear too confident in its conclusions. Unfortunately, the Committee did not seem to have a solid basis on which to create the other end of the range. A range is also problematic in that it would double the amount of data generated if applied to the entire City. In the end, the Committee seemed comfortable with using the one figure of 482 square feet of gross area per parking place, provided that it is strongly clarified that the number is based on several assumptions, and is not meant to be an exact figure.

Mr. Salz raised the issue of what the projected timeline of the data represents. There were misunderstandings about how far into the future the data reflects. In the end, the Committee agreed that there would be two sets of data:

1. <u>Short Term Projections</u>

The list of actual properties will be modified by staff to include only those properties that have actually submitted a plan to the City to begin the approval process. Projects that are just concepts will not be included. From this, the model will generate how many parking spaces are needed in each zone in the short term. Although the Committee envisions short term to be about two to three years, this number will not be included in the presentation.

2. <u>Long Term Projections</u>

The list as currently prepared, that includes all of the properties that are potential redevelopment sites, will be included to project the long term parking needs of the City. The long term list is envisioned more towards the ultimate fruition of the 2016 plan (in 2016). A long term projection, of course, is subject to much error, since no one can predict if the economy will continue to support such redevelopment between now and 2016.

Mr. Tholen noted that the assumptions need to include the issue that residential parking is not being included in our numbers, as current market conditions indicate that residential buyers in this price range demand private parking spaces.

Mr. McDaniel noted that staff has now developed several different parking generation factors, and he wanted to better differentiate between them. The following was established:
1:300 – The original number is based on nationally accepted principles when a building operates on its own, and provides its own parking. It was noted early on that shared

parking arrangements, such as found in Birmingham, mean less parking is needed per square foot.

1:437 – Under current conditions, this number reflects the actual number of gross square feet in the district, divided by the actual number of parking spaces. Since the City tends to function well the majority of the time with this number of parking spaces, it is clear that the downtown functions with much less parking spaces per square feet than a suburban model.

1:676 – Using the November, 1998 data as a basis, staff prepared the conclusion for the March meeting that City-wide, the number of vehicles parked during an average weekday peak hour resulted in only one parked car per 676 square feet. Mr. O'Meara noted at the meeting that Ms. Bahm had checked the math on this number, and under closer review, the number was actually 1:532.

1:482 - Since the Committee raised the question as to how to verify that November is the best time of year to use as a model, additional fact finding by staff revealed that November is not as busy as thought. With additional information, staff concluded that the model should be patterned after the peak hour in May, plus a 2% safety factor. The safety factor will allow for some surplus in the system for extremely busy days, or days when some of the parking spaces are closed for repairs.

Looking at the numbers in this way, it was noted that since the 437 (existing conditions) is a higher ratio than the 482 (existing demand during the design peak hour), the City is currently meeting its parking needs.

Staff agreed to begin roughing out a presentation for the next AHPSC meeting. The presentation will include the group's original mission statement, so that the conclusions make more sense.

Adjournment

The Committee agreed to meet again on Tuesday, May 16, at 2:00 P.M.

There being no further business, the meeting adjourned at 4:00 P.M.

These minutes are meant to be a summary of the discussion that was held. Attendees are encouraged to contact the writer if there are any inaccuracies or clarifications needed. If changes are made, amended minutes will be distributed with the next agenda.

Respectfully Submitted,

Paul T. O'Meara,
Assistant Director of Engineering

AD HOC PARKING STUDY COMMITTEE
WEDNESDAY, AUGUST 26, 2014
2:00 P.M.
ROOM 205
151 MARTIN ST., BIRMINGHAM, MI

A. Roll Call
B. Introductions
C. Review of Agenda
D. Approval of Minutes, Meeting of August 6, 2014

E. Central Business District
   Creation of Parking Generation Model

F. Triangle District

G. Other Information:
   Article, Oakland Press

H. Meeting Open for Matters not on the Agenda

I. Schedule for Next Meeting Date

J. Adjournment

Notice: Due to building security, public entrance during non-business hours is through the Police Department, Pierce St. Entrance only. Individuals with disabilities requiring assistance to enter the building should request aid via intercom system at the parking lot entrance gate on Henrietta St.

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 dia 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
AD-HOC PARKING STUDY COMMITTEE
5:30 PM., WEDNESDAY, AUGUST 6, 2014
Conference Rooms 202 & 203
151 Martin Street, Birmingham, Michigan

Minutes of the meeting of the City of Birmingham Ad-Hoc Parking Study Committee held August 6, 2014.

A. ROLL CALL

Present: Ad-Hoc Committee Members
Richard Astrein (PSD)
Susan Peabody (APC)
Gillian Lazar (PB)
JC Cataldo (CIA)

Absent: Johanna Slanga (MMTB)

Administration: Paul O'Meara, City Engineer
Jana Ecker, Planning Director
Chris Elliott, Planning Intern

Guests: Jay O'Dell, John F. Kelly, David Hohendorf, Joe Bauman, Nancy Peabody

B. INTRODUCTIONS

Members & guests introduced themselves.

C. REVIEW AGENDA

There were no proposed modifications to the meeting agenda as presented.

D. APPROVAL OF MINUTES, MEETING OF July 9, 2014

There were no proposed modifications to the minutes for the July 9, 2014 meeting of the Ad Hoc Parking Study Committee as presented.

All were in favor of approval of the minutes for the July 9, 2014 meeting of the Ad Hoc Parking Study Committee as presented and none were opposed.

Paul O'Meara reviewed the numbers of the parking analysis. Paul noted that when comparing the difference from spaces available between May and June that there were not many changes. Upon further review of the data Paul noted that some numbers could be skewed in the data due to the construction on Park Street. The Park Street Zone had a car to sq.ft. ratio of 1:920 which is especially high. The construction at Park St. is likely forcing cars to park in other places

Susan Peabody noted that she was worried about the overall validity of the numbers presented in the data ad how the data was collected and if it was reliable. She stated that the numbers are lower than she thought.

Jana Ecker asked if the data is inaccurate or is it that the numbers obtained just aren't matching up with expecations.

Richard Astrein noted that the Surnow building now has a lot more employees than it used to and he questioned if the construction can't be messing up the data as much as reflected. He also stated that offices are holding more employees now.

JC Cataldo noted that we have added more spaces on street parking spaces.

Gill noted that employees that work in the city are parking in the street in prime spaces because the closest parking structures to their workplace are getting filled up.

JC Cataldo noted that folks may be spilling into the Triangle District because of the lack of parking. He also wondered if 175 spaces taken out of the data even affected the numbers much as it doesn't seem like that would skew the data very much.

Jay O'Dell noted that the counts included all public and private spaces. Since private parking is being used less than 60%, this may be skewing the data.

It was noted that private spaces are irrelevant since they are all reserved and should not be counted when looking at the parking situation in Birmingham.

Paul O'Meara and Jana Ecker noted that private parking can be pulled out from the data and the numbers rerun. Going in this direction would help measure the extent of the public parking problem for the consumer.

Jay O'Dell noted that around 10:00 A.M. is when the decks start to fill up. This is the time when more employees working all day in Birmingham have already arrived. After this time the main group of people arriving to Birminghamare shoppers.

JC Cataldo noted that the parking study may be helpful for planning purposes and maybe that our parking standards are too stringent.

Jana Ecker noted that there are other ways to address parking, such as limiting reserved or exclusive parking in private lots

Gill suggested that maybe valet parking should be in the Planning Department instead of the Police because the police don't have as much data.

Richard Astrein noted that there are serious issues with handicap parking.

Jana Ecker asked what we can do to clarify the parking data. We need to think of ways the data can be refined to get a model that can be relied upon.

David Hohendorf asked if we could get the percent change for the second floor uses compared to the first in regards to employees and parking. Consensus was that this information would be very difficult to obtain.

JC Cataldo noted that we should pull the numbers from the parking analysis done in 2000 and take out the private parking numbers from the data and compare it to the recent data, after the private parking numbers have been taken out.

David Hohendorf noted that we should hire part time people to go around and survey the number of employees and mode choice of transportation.

Jana Ecker noted that we need to figure out where to go from here. She continued to say that we should get national trends to consider increases in office capacity assumptions and compare them with Birmingham. She also stated that we need to pull data regarding the number of times the parking decks closed, and within which time periods.

JC Cataldo commented that we should also pull the number of times that the parking decks closed as far back as 2010 to determine if there is an increasing pattern of a public parking shortage.

Richard Astrein noted to find information on what other cities use to benchmark number of public parking spaces needed ex. Royal Oak or Ann Arbor

TRIANGLE DISTRICT BOUNDARIES

Paul O'Meara passed out the map of the current Triangle District boundary. He noted that parking demand is already exceeding supply for some of the buildings on the north side of Maple Rd. He asked the Committee if they would like to consider the properties north of Maple Rd. in the study. After discussing the ramifications, the Committee agreed to this suggestion.

E. COMMUNICATIONS

(no one spoke)

F. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA

(No comments)

G. SCHEDULE FOR NEXT MEETING DATE

It was noted the next meeting will be on Tuesday, August 26 at 2:00 p.m.

H. ADJOURNMENT

No further business being evident, board members motioned to adjourn at 7:20 p.m.

Paul O'Meara, City Engineer

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **August 22, 2014**

TO: **Ad Hoc Parking Study Committee**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Development of Parking Generation Factor – Part 2**

At the meeting of August 6, staff presented data from actual parking counts taken during May and June of this year. The numbers did not provide a parking generation factor that seemed appropriate. The number of cars observed compared to gross square footage for the whole business district was 1 car for 602 square feet. This compares to the requirement often used for stand alone businesses that it construct enough parking to satisfy a ratio of 1 space per 300 square feet. At 602 square feet, the observed number of cars is half what would be expected for a stand alone business working at peak capacity. Further, the large variance in generation factors when split up by zones revealed that a large number of vehicles are not parking in the area of their preference, and that the large closure of spaces at the Park St. Structure is impacting several zones. There is also a concern that many vehicles may not be parking in the district's spaces, but rather, somewhere outside.

Five action items were identified to be completed prior to the next meeting:

1) Review the chart listing all square footages, and make certain that each site's listed square footage is the number of what actually was present during the counts.
2) Review data from other cities to verify what they are witnessing with respect to this topic.
3) Find data relative to national trends that indicate that office occupancies are getting higher.
4) Remove the private parking spaces and the cars counted within them from the figures to see if the occupancy rate and the parking generation rate more closely resemble what is being observed.
5) Record the number of times each parking structure is filling to capacity.

The following information has been put together in response:

<u>Verify the accuracy of the square footage table:</u>

After reviewing the list again, it appears that the only discrepancy was for the Balmoral Building (the project currently under construction at the corner of Woodward Ave. and Brown St.). The proposed square footage of that building has been taken out of the current square footage numbers, and the total amount currently in place in the Peabody St. Zone has been reduced accordingly.

Determine what is being experienced in other cities:

The Planning Dept. has assembled interesting information for several other cites, as summarized in the attached table. The assistant putting this together was not available the day that this memo was being written. We hope to be able to assemble some additional information that may make it more useful by the time of the meeting.

Trends in Office Density:

There is statistical evidence, as listed by the Planning Dept., revealing that the amount of square footage needed for each employee in professional buildings is declining. This trend is expected to continue at least to 2017. The source and usefulness of this data can be discussed in more detail at the meeting.

Determine the impact of private parking spaces on the parking generation factor:

Attached is the summary of counts sheet that was presented at the last meeting, modified to remove the private parking spaces and vehicles counted within them. (The numbers have been left on the tables, with a strike through them for reference.) First, the occupancy factor, now at about 80%, did not increase as much as might be expected. A closer look at the numbers reveals that even during the peak hour, there were still significant vacancies in the Pierce St. and Chester St. Structures (as well as Park St., with its construction in progress). This observation should not come as a surprise. During parking committee discussions on this topic in the past, it has often been said that "the City has enough parking spaces, they are just not in the right place."

Second, as would be expected, the parking generation factor is now a lower number of density (per square foot) district-wide. Taking out the private spaces appears to have impacted the Pierce St. and Peabody St. zones the most. These zones have a higher percentage of private spaces compared to public. Overall, though, the densities being calculated are all decreasing, as would be expected.

It is difficult to draw a meaningful conclusion from these numbers. Please see additional information on this topic below.

Determine the frequency of times that the parking structures are filling, and if that is changing over time:

Avoiding filling the parking structure has been one of the standard operating tenets of the system for decades. Each parking structure has a cap on the number of monthly permits can be sold. The cap is based on getting as many permits in the structure as possible, until it becomes apparent that the demand from monthlies plus daily customer traffic is close to the maximum the building can hold. When monthly permit sales are too high, and the parking structure fills frequently, it means that the system is not prepared and ready to handle all the customer traffic that would like to use it. That, in turn, can create a negative shopping experience for the members of the public that were turned away.

The data for this topic is still being assembled, and will hopefully be forwarded under separate cover prior to the meeting. We know anecdotally that the Park St. Structure is filling almost every business day (due to the partial closure caused by the construction project). However, the Peabody St. Structure is also filling frequently, and to a lesser extent, so is the N. Old Woodward Ave. Structure. These latter two are likely, to some extent, a function of the Park St. Structure partial closure. Hopefully some conclusions about the demand and where the City needs to go can begin to be drawn once this data is available. I hope to be able to provide more observations prior to the meeting once this information is finalized.

Summary

As a reminder, the goal of this study committee, with respect to the Central Business District, is two-fold:

1) Create a parking generation demand model that replicates what is happening now, and helps predict future demand, so that decisions relative to future needs can be finalized.
2) Once future needs are reliably predicted, provide recommendations on what the parking system should be doing to prepare for the future.

Significant decisions such as expanding a parking structure must be based on reliable findings and conclusions. I expect that the number of times the parking structures are filling may be sufficient to start the discussion about the future, but it may be incomplete. As stated at the previous meeting, a true, reliable demand model may not be available until the current construction project is finished, and the system is operating under "normal" conditions again. The construction project should be finished by the third week of September. Several weeks will be needed to sell currently held permits at the Park St. Structure. A new count could be taken by the end of October, hopefully resulting in numbers that the study committee can consider reliable.

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
1 space generated for each 482 square feet of gross floor area						
Lot 6						
19-25-327-031	523-525 N. Old Woodward	3,475	4,351	9		
19-25-327-032	511 N. Old Woodward	2,852	2,486	5		
19-25-328-005	798 N. Old Woodward	2,352	1,583	3		
19-25-328-006	794 N. Old Woodward	2,362	2,018	4		
19-25-328-007	790 N. Old Woodward	2,366	1,799	4		
19-25-328-008	768 N. Old Woodward	2,240	1,323	3		
19-25-328-009	742 N. Old Woodward	2,040	2,628	5		
19-25-328-010	730 N. Old Woodward	1,901	2,628	5		
19-25-328-014	704-708 N. Old Woodward	3,495	9,268	19		
19-25-328-017	640 N. Old Woodward	2,797	6,570	14		
19-25-328-018	630 N. Old Woodward	2,801	6,448	13		
19-25-328-019	620 N. Old Woodward	2,110	4,502	9		
19-25-328-020	600 N. Old Woodward	4,898	9,020	19		
19-25-328-021	Parking Lot #6 (part)	8,092	0	0		
19-25-328-022	588 N. Old Woodward	1,607	1,600	3		
19-25-328-023	580 N. Old Woodward	2,370	1,937	4		
19-25-328-024	576 N. Old Woodward	2,372	2,880	6		
19-25-328-025	574 N. Old Woodward	2,374	2,416	5		
19-25-328-026	570 N. Old Woodward	2,376	1,208	3		
19-25-328-027	568 N. Old Woodward	2,377	1,200	2		
19-25-328-028	560 N. Old Woodward	2,412	1,198	2		
19-25-328-029	Exempt (parking lot)	3,256	0	0		
19-25-328-030	544-554 N. Old Woodward	6,720	3,194	7		
19-25-328-031	536-538 N. Old Woodward	4,006	2,394	5		
19-25-328-032	534 N. Old Woodward	1,928	1,200	2		
19-25-328-033	532 N. Old Woodward	1,901	918	2		
19-25-328-034	528 N. Old Woodward	2,932	1,240	3		
19-25-328-035	526 N. Old Woodward	1,319	1,400	3		
19-25-328-037	Parking Lot #6 (part)	26,749	0	0		
19-25-328-058	720 N. Old Woodward	5,587	13,615	28		
19-25-328-060	700 N. Old Woodward	4,671	13,248	27		
19-25-328-061	800 N. Old Woodward	6,228	10,077	21		
Total	**Current**	**124,966**	**114,349**	**237**		
Lot 6	**no changes proposed**					
N. Old Woodward						
19-25-330-001	470-474 N. Old Woodward	8,338	10,850	23		
19-25-330-004	430 N. Old Woodward	5,947	12,082	25		
19-25-330-008	460 N. Old Woodward	5,538	3,378	7	11,076	23
19-25-330-009	450 N. Old Woodward	7,062	3,328	7	14,124	29
19-25-376-075	305 N. Old Woodward	40,594	80,596	167		
19-25-376-076	300 Willits (1)	NA	6,748	14		
19-25-379-007	322 N. Old Woodward	18,000	40,603	84		
19-25-379-021	344 N. Old Woodward	12,000	19,021	39		
19-25-379-022	350 N. Old Woodward	12,000	20,496	43		
19-25-379-024	380 N. Old Woodward	24,000	53,804	112		

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
19-25-378-008	168 W. Maple	6,540	10,472	22		
19-25-378-009	166 W. Maple	6,426	13,377	28		
19-25-378-010	150-160 W. Maple	9,015	7,175	15		
19-25-378-011	142 W. Maple	3,665	7,714	16		
19-25-378-012	138 W. Maple	1,444	1,157	2		
19-25-378-014	237-243 N. Old Woodward	4,149	11,299	23		
19-25-378-015	205-219 N. Old Woodward	9,138	17,018	35		
19-25-378-023	180-296 W. Maple (Wabeek)	36,008	75,096	156	107,274	149
19-25-378-024	255-275 N. Old Woodward	12,000	28,005	58		
19-25-378-026	275 N. Old Woodward	8,850	9,023	19		
19-25-378-027	265 N. Old Woodward	3,365	2,850	6		
19-25-378-028	111 Willits	40,790	33,230	62		
Total	**Current**	**274,869**	**467,322**	**963**	467,322	963
N. O. Woodward	**less demo bldgs.**				-81,802	-232
	Add Potential bldgs.				132,474	202
	Total Potential				**517,994**	**933**
Park						
19-25-456-014	35075 Woodward	4,630	949	2	13,890	29
19-25-456-037	35001 Woodward	16,911	0	0	50,733	105
19-25-456-043	Exempt (parking lot)	3,372	0	0		
19-25-378-016	191 N. Old Woodward	4,253	10,695	22		
19-25-378-017	163-167 N. Old Woodward	3,540	9,369	19		
19-25-378-020	101 N. Old Woodward	5,272	15,837	33		
19-25-379-023	185 Oakland	18,000	47,033	98		
19-25-453-011	200 - 250 N. Old Woodward (2)	32,928	120,902	251		
19-25-453-010	280 N. Old Woodward	25,041	97,124	202		
19-25-454-005	221-327 Hamilton	12,641	9,779	20	37,173	77
19-25-454-006	375 Hamilton	2,452	4,200	9		
19-25-454-007	377 Hamilton	2,468	4,200	9		
19-25-454-008	381-383 Hamilton	2,483	2,147	4		
19-25-454-009	391-395 Hamilton	3,357	5,061	11		
19-25-455-002	346 Park	6,259	8,095	17		
19-25-455-015	390 Park	11,630	38,126	79		
19-25-455-016	300 Park	29,055	78,142	162		
19-25-455-017	220 Park	19,978	62,834	130		
19-25-456-001	188 N. Old Woodward (3)	6,331	15,870	33		
19-25-456-007	220 Hamilton (3)	11,629	17,308	36	35,170	73
19-25-456-002	152-162 N. Old Woodward	6,738	8,586	18		
19-25-456-009	330 Hamilton	5,185	14,273	30		
19-25-456-010	344 Hamilton	2,520	4,005	8		
19-25-456-011	360 Hamilton	2,580	2,850	6		
19-25-456-017	135-141 E. Maple	2,974	1,704	4		
19-25-456-018	203-213 E. Maple	4,161	2,169	5		
19-25-456-019	225 E. Maple	2,986	3,013	6		
19-25-456-020	Exempt (city property)	2,158	0	0		
19-25-456-023	323 E. Maple	6,684	0	0		
19-25-456-024	335 E. Maple	3,334	2,684	6		
19-25-456-027	361 E. Maple	2,207	1,976	4		
19-25-456-028	369 E. Maple	2,213	1,872	4		

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
19-25-456-029	395 E. Maple	5,646	4,671	10		
19-25-456-034	355 E. Maple (4)	NA	2,400	5		
19-25-456-035	261-297 E. Maple	6,347	18,444	38		
19-25-456-039	100-112 N. Old Woodward	9,058	22,969	48		
19-25-456-041	300-304 Hamilton	4,541	4,515	9		
19-25-456-042	City Parking Lot #9	4,469	0	0		
19-25-456-044	400 Hamilton	5,340	7,430	15		
Total	**Current**	**301,371**	**651,232**	**1,351**	651,232	1,351
Park St.	**less demo bldgs.**				-30,886	-64
	Add Potential bldgs.				136,966	179
	Total Potential				**757,312**	**1,466**
Pierce						
19-36-138-001	189 Townsend	4,619	17,121	36		
19-36-138-002	161-167 Townsend	5,453	5,414	11		
19-36-138-003	101-107 Townsend	11,663	11,663	24	23,326	48
19-36-138-007	480 Pierce	23,075	79,998	166		
19-25-378-021	122 W. Maple	3,039	6,448	13		
19-36-129-004	137-147 W. Maple	4,810	11,168	23		
19-36-129-005	102 Pierce, 115-123 W. Maple	5,410	10,900	23		
19-36-129-006	148 Pierce	1,780	5,326	11		
19-36-129-010	Exempt (Ameritech)	13,706	NA	0		
19-36-129-012	180 Pierce	6,800	700	1		
19-36-134-001	City Hall	49,440	25,278	52		
19-36-134-001	189 W. Merrill	4,960	3,605	7		
19-36-134-004	100 Townsend (5)	40,876	81,752	170		
19-36-201-001	135-159 Pierce	3,152	7,461	15		
19-36-201-005	235 Pierce	2,180	5,106	11		
19-36-201-006	237-241 Pierce	5,555	6,476	13		
19-36-201-009	263 Pierce	3,865	5,061	11		
19-36-201-010	277 Pierce	4,829	8,333	17		
19-36-201-011	100 S. Old Woodward	6,372	17,652	37		
19-36-201-012	106 S. Old Woodward	1,659	3,954	8		
19-36-201-013	114 S. Old Woodward	5,772	15,636	32		
19-36-201-014	124-128 S. Old Woodward	4,591	12,916	27		
19-36-201-015	138-142 S. Old Woodward	5,913	4,528	9		
19-36-201-018	158-168 S. Old Woodward	6,339	5,576	12		
19-36-201-019	251 E. Merrill	33,232	138,207	287		
19-36-201-020	165-217 Pierce	7,717	20,876	43		
19-36-201-021	154 S. Old Woodward	4,152	11,315	23		
19-36-201-022	245 Pierce	5,305	11,915	25		
19-36-202-008	319-321 E. Brown	10,748	0	0		
19-36-202-015	210 S. Old Woodward	31,753	64,156	133		
19-36-202-009	325 E. Brown	3,018	5,931	12		
19-36-202-016	298 S. Old Woodward	23,311	5,252	11	78,237	162
19-36-202-017	220 Merrill	13,851	19,426	40		
19-36-202-018	255 E. Brown	26,183	74,354	154		
19-36-206-006	177-207 S. Old Woodward	18,587	28,235	59		
19-36-139-004	115 W. Brown	10,233	5,307	11		
19-36-139-025	195-199 W. Brown	11,536	8,783	18		

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
19-36-203-011	180 E. Brown	8,067	4,146	9		
19-36-203-024	122 E. Brown	21,238	8,775	18		
19-36-204-001	200 E. Brown	5,045	3,529	7		
19-36-204-006	300 S. Old Woodward	13,225	4,300	9	22,410	46
19-36-204-007	567 Purdy (6)	4,983	1,728	4		
19-36-204-008	Exempt (parking lot) (6)	4,299	0	0	15,779	33
19-36-204-016	Exempt (DTE)			0		
19-36-204-021	294 E. Brown	32,591	13,290	28	61,282	127
19-36-204-025	260 E. Brown	24,961	53,589	111		
19-36-205-021	Parking lot (@ N. end of Ann St.)	6,025	0	0	6,025	13
19-36-205-039	240 Daines	6,055	2,778	6		
19-36-205-040	280 Daines	17,007	20,244	42		
19-36-205-042	400 S. Old Woodward (7)	24,393	8,767	18	12,536	26
Total	**Current**		**768,307**	**1,594**	768,307	1,594
Pierce St.	**less demo bldgs.**				-43,272	-90
	Add Potential bldgs.				219,595	456
	Total Potential				**944,630**	**1,960**
Peabody						
19-36-204-014	394 S. Old Woodward	8,250	9,000	19	16,500	34
19-36-208-015	325 S. Old Woodward	10,713	11,256	23		
19-36-208-016	355 S. Old Woodward	44,422	79,815	166		
19-36-206-001	178 E. Maple	18,520	41,586	86		
19-36-206-002	300-336 E. Maple	8,437	20,643	43		
19-36-206-005	177 S. Old Woodward	15,149	41,076	85		
19-36-206-007	211 S. Old Woodward (8)	20,375	57,840	120		
19-36-206-008	217 S. Old Woodward	7,902	15,114	31		
19-36-206-015	Exempt (Parking)	13,647	0	0		
19-36-206-016	Exempt (Parking)	5,250	0	0	15,000	31
19-36-206-018	378 E. Maple	6,343	11,027	23		
19-36-206-020	370 E. Maple	9,995	18,461	38		
19-36-206-021	225-275 S. Old Woodward	22,103	69,674	145		
19-36-207-001	34977 Woodward	14,858	45,094	94		
19-36-207-004	215 Peabody	1,750	1,760	4		
19-36-207-006	34953 Woodward (vacant)	10,529	0	0	30,837	64
19-36-207-007	34901-34935 Woodward	12,642	0	0	50,366	104
19-36-207-008	34965 Woodward (Peabody's)	22,237	7,082	15	65,961	137
19-36-208-004	34745 Woodward (Car wash)	23,134	6,016	12	68,652	142
Total	**Current**		**435,444**	**903**	435,444	903
Peabody St.	**less demo bldgs.**				-63,174	-46
	Add Potential bldgs.				247,316	513
	Total Potential				**619,586**	**1,371**
Chester						
19-25-356-013	400 W. Maple	14,203	29,148	60		
19-25-356-023	191 N. Chester (9)	17,175	17,175	36		
19-25-377-006	336 W. Maple	51,235	121,767	253		
19-36-126-017	101 Southfield	10,907	17,395	36		
19-36-126-018	550 W Merrill	39,270	38,200	79		

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area	Potential Prkg. Demand
19-36-127-001	355 W. Maple (10)	24,720	6,360	13		
19-36-127-004	320 Martin St	24,599	11,690	24		
19-36-128-001	299 W. Maple	3,600	6,586	14		
19-36-128-002	271 W. Maple	3,600	6,353	13		
19-36-128-003	243-247 W. Maple	6,300	7,019	15		
19-36-128-004	211-223 W. Maple (11)	14,190	27,904	58	64,140	133
19-36-128-008	Exempt (parking) (11)	7,440	0	0		
19-36-128-006	151-155 S. Bates	2,600	6,190	13		
19-36-128-009	250 Martin (office)	8,200	1,250	3		
19-36-129-001	193-195 W. Maple	3,760	4,772	10		
19-36-129-002	175-185 W. Maple	3,760	4,636	10		
19-36-129-003	157-163 W. Maple	3,760	7,011	15		
19-36-130-001	Library	49,440	48,305	100		
19-36-132-007	Community House	37,080	28,215	59		
Total	**Current**		**389,976**	**809**	389,976	809
Chester St.	**less demo bldgs.**				-27,904	-58
	Add Potential bldgs.				64,140	133
	Total Potential				**426,212**	**884**

	Population	Area	Density	Business	Business Density	Enforcement	Parking						Pay Methods				
	Census 2010	In square miles Census 2010	People/ sq mile Census 2010	Num. of Firms Econ. Census 2007	Num of Firms/ Area		Free	Metered	Monthly	Quarterly	Yearly	Citation	Coins	Cash	Credit/Debi	Meter Card	Mobile
Birmingham	20,103	4.79	4,196	3,733	779	9am-9pm M-Sat	1st 2hrs all decks	$.50-$1.00					X				X
Ann Arbor	113,934	27.83	4,094	11,444	411	8am-6pm M-Sat		$1.50	$30-$155			$10-$60	X				
Detroit	713,777	138.75	5,145	50,588	365	7am-10pm M-Sat						$ 45	X			X	
Ferndale	19,900	3.88	5,131	2,193	565	10am-9pm	:30mins select lots	$0.50	$ 20	$ 60	$ 240	$ 35	X	X	X		X
Grand Rapids	188,051	44.40	4,236	15,528	350	8am-6pm M-F/Sat	1 hr Monroe Ramp	$.50-$2.00	$27-$154			$10-$30	X				
Grosse Pointe City	5,421	1.06	5,119	900	849	7am-9pm/9am-9pm		$.35-$.75	$45-$50	$ 120		$ 30	X	X	X		X
Highland Park, IL	29,791	12.20	2,440	5,527	453	8am-5pm M-Sat	3hrs select lots	$0.25		$10-$120	$ 216		X				
Rockville, MD	61,285	13.51	4,531	8,645	640	7am-7pm M-Fri/ 7am-10pm M-Sun	select 2hr validation	$.25-$1.00	$ 105				X			X	X
Royal Oak	57,236	11.79	4,857	6,792	576	8am-12am M-Sat	2hrs in decks before 5pm	$.50-$.75	$35-$40				X	X			

2012	176 sf / Worker
2017 Projection	151 sf /Worker
Percent change	-14%
	According to CoreNet Global Corporate

Ad Hoc Parking Study Committee
Summary of Findings for Counts Taken in CBD in May & June, 2014

Total Parking Spaces by Parking Zone

	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals
Structure	706	811	437	570	880	0	3404
On-Street Meters	253	97	64	168	132	192	906
Municipal Parking Lot	50	8	0	175	0	130	363
~~Private Parking Lot~~	~~622~~	~~259~~	~~325~~	~~248~~	~~199~~	~~23~~	~~1676~~
Totals	1009	916	501	913	1012	322	4673

Total Parking Demand, May 20-22, 2014 (Value for one day averaged over three days)

	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals
Structure	616	458	382	725	616	0	2797
On-Street Meters	190	84	53	149	104	307	887
Municipal Parking Lot	42	7	0	(1)	0	(2)	49
~~Private Parking Lot~~	~~375~~	~~145~~	~~219~~	~~115~~	~~108~~	~~(2)~~	~~962~~
Totals	848	549	435	874	720	307	3733

Total Parking Demand, June 3-5, 2014 (Value for one day averaged over three days)

	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals
Structure	551	480	437	693	594	0	2755
On-Street Meters	195	85	64	155	104	317	920
Municipal Parking Lot	43	7	0	(1)	0	(2)	50
~~Private Parking Lot~~	~~321~~	~~150~~	~~256~~	~~125~~	~~91~~	~~(2)~~	~~943~~
Totals	789	572	501	848	698	317	3725

Occupancy, May 20-22 = 79.9%
Occupancy, June 3-5 = 79.8%

Average of two periods:
Total Cars Parked in Public Spaces = 3730
Occupancy = 79.8%

Notes:
(1) = There are 175 parking spaces in the municipal parking lot attached to the N. Old Woodward Ave. Parking Structure.
Separate counts of the lot were not taken, as the gates for this facility measure total cars both in lot and structure.
(2) = Actual counts taken for the Lot 6 Parking Zone were not distinguished between categories.

Parking Generation Factor by Parking Zone (Not Counting Private Spaces)

	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals
Actual Gross Square Feet	768,307	651,232	435,444	467,322	389,976	114,349	2,876,996
Parking Generation Factor	1:658	1:920	1:617	1:476	1:482	1:366	1:602
Generation Factor (No Private)	1:939	1:1,161	1:930	1:543	1:550	1:396	1:771

City of Birmingham
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MEMORANDUM

Engineering Dept.

DATE: **August 22, 2014**

TO: **Ad Hoc Parking Study Committee**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Triangle District Parking Study**

As you know, the Ad Hoc Parking Study Committee was asked to update and refine the stated needs and goals of a future municipal parking system that will serve the Triangle District. At the last meeting, the Committee discussed the changes that have occurred on the north side of Maple Rd. since the district was finalized in 2009. There is now at least one building that is housing more employees than can be accommodated on site relative to their parking needs. It was decided that increasing the size of the parking district should consider all of the commercial properties on the north side of Maple Rd., from Woodward Ave. to Adams Rd. We will be prepared to make this a recommendation to the City Commission.

Attached for your review are two documents that were prepared in the past for the Triangle District:

1.) Development and Tax Increment Financing Plan for the Triangle District
2.) Parking Structure Location Guidelines
3.) Map of Possible Sites for Parking Structures in the Triangle District

In the first document, pages 6 and 7 are of particular interest for this Committee. Therein, a review of the existing parking conditions, as well as calculations of future demand (by block) are provided. While these figures are helpful, they are out of date. Based on development and discussions that have occurred since this study was done, staff would like to suggest that it may be most realistic and prudent to prioritize the construction of a maximum of two municipal parking facilities in this district: one to serve the north half (roughly Maple Rd. to the block between Hazel St. and Bowers St.) and one to serve the south half (remainder). Further, staff recommends that this same consultant be retained to update these figures based on current information, considering building activity that has occurred since then, as well as activity that has a higher likelihood of happening in the relatively near future. Having up to date, reliable data will put the City in a better position when the time comes to make decisions such as acquiring land, or getting involved in a public private partnership.

It should be noted that the proposal to expand the district north of Maple Rd. may be greeted with mixed feelings by the property owners or others that are nearby. It is not a sure thing. Assuming the City Commission may not be prepared to make such a change without due process, it may be helpful to have the updated study completed both with the boundary at Maple Rd., as well as moving it further north. Having two sets of data may help determine what the best approach would be.

A suggested recommendation is found below:

SUGGESTED RECOMMENDATION:

The Ad Hoc Parking Study Committee recommends to the City Commission that the team of LSL Planning and Carl Walker Parking Consultants be engaged to update the parking study component of the Triangle District plan (completed in 2006). Further, to endorse the concept that the study should consider moving the north boundary of the Triangle Parking District to include all commercial properties north of Maple Rd.

TRIANGLE DISTRICT

Corridor Improvement Authority

DEVELOPMENT & TAX INCREMENT FINANCING PLAN

August 6, 2009 Draft

City of Birmingham
A Walkable Community

Acknowledgements

City Commission
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Consulting Team
LSL Planning
Carl Walker Parking

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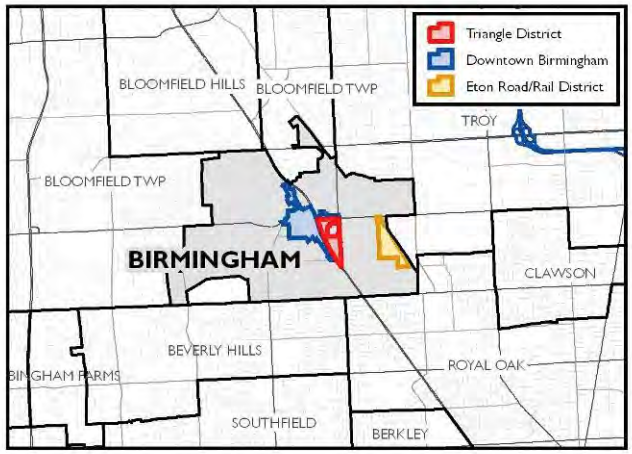
Introduction

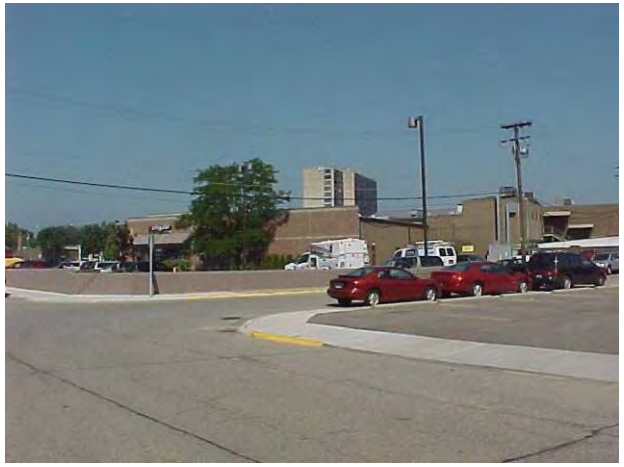
The City of Birmingham is one of the premier suburban communities in metropolitan Detroit. Birmingham's Triangle District is physically located in the center of the city, between Adams Road and Woodward Avenue, south of Maple Road. Although the district has great potential for redevelopment, it is currently not well connected to the synergy that surrounds it (see Regional Map). To the west lies the city's vibrant downtown, filled with shops, restaurants, movie theaters, offices and homes – in proximity to, but disconnected from the Triangle District by Woodward Avenue. Maple Road, which bounds the north end of the District, is lined with both successful businesses and underutilized properties and provides the primary pedestrian and vehicular connection to downtown Birmingham. East of the Triangle District is a quality single family residential neighborhood that is well-established and planned to remain. the redeveloping Eton Road/Railroad District that hosts landmark restaurants, new live-work condominiums, indoor recreation facilities and a wide variety of unique, clustered uses such as home furnishing shops, dance and art studios, and industrial uses.

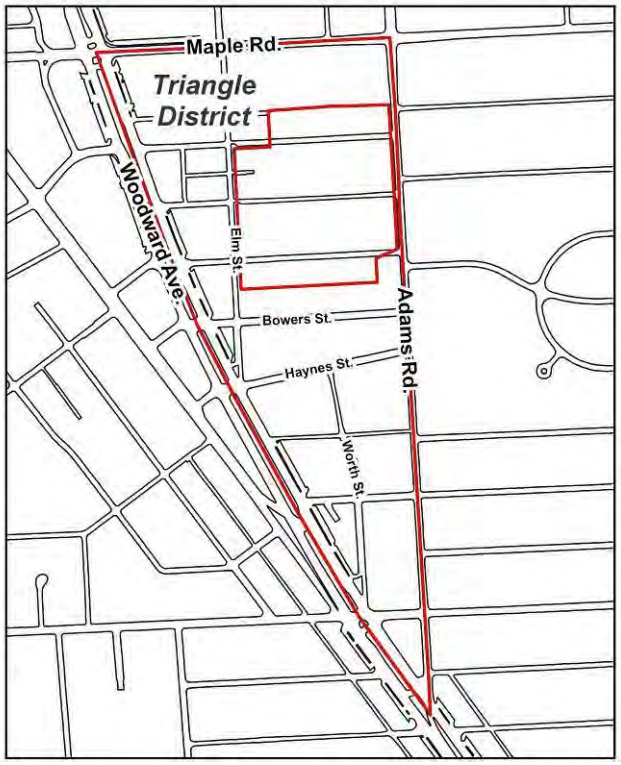
Development of the Triangle District Urban Design Plan in 2006 marked the beginning of a long-term effort to revitalize the district. Recognizing the potential growth in the district, the city identified the key elements necessary for the successful redevelopment of the district. The primary goal of the Triangle District Urban Design Plan project was to create a unified framework for development that improves the economic, social and pedestrian environments while protecting the central neighborhood that exists within the district. The resulting strategy included a set of development guidelines intended to create an urban, pedestrian-friendly environment similar to those that are so successful in other areas of the city.

The Triangle District is also envisioned as a transit-oriented district that will draw on regional transit plans that include Birmingham as a destination. Doing so requires a more compact, urban building form, which is best achieved through a form-based code, which the city adopted in 2007.



Regional Map





CIA District Map

The Triangle District's unique needs lay in the demand for improved circulation and parking. Parking is scattered and unorganized and building placements are, in many places, not conducive to the pedestrian scale and comfort envisioned. A form-based code was developed to encourage building placement and design in the form required to create attractive and inviting public streets and spaces. Over time, buildings developed under the form-based code will line the roadways to create a more urban street scale that is comfortable to pedestrians and suitable for mixed-use development. However, a key element to the successful revitalization of the Triangle District is the need for better organized and more efficient parking facilities.

As evidenced by the success of the city's downtown parking program, public parking structures that are designed and located appropriately can significantly impact the economic success of local businesses. Since the need for improved parking was identified as a primary concern, the city began to assess the feasibility of such a structure in the Triangle District. New legislation in 2005 enabled the city to use a new tool that allows tax increment financing to revitalize road corridors through the creation of a Corridor Improvement Authority (CIA).

Pursuant to Act 280, Public Acts of Michigan, 2005 the Corridor Improvement Authority Act, the Birmingham Triangle District's CIA was incorporated on November 10, 2008 with the objective of stimulating and encouraging economic development activities within the established District. It was on this date that the Authority District boundaries were established. The CIA is overseen by a board comprised of six members appointed by the Mayor and confirmed by the City Commission.

The City of Birmingham developed this Development and Tax Increment Finance Plan for the Triangle District to outline the improvements necessary to realize the vision established in the Triangle District Urban Design Plan. It describes proposed improvements needed to achieve the goals for the district and the method of financing proposed to fund them.

Triangle District Background

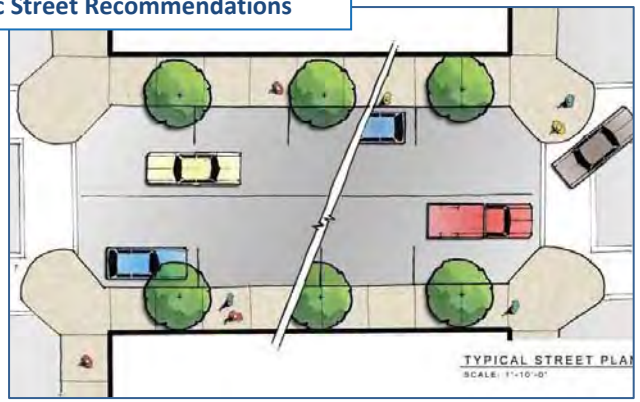
The city developed an Urban Design Plan for the Triangle District in 2006, which included the following goals:

- Improve the visual appearance of the area, its streets, alleys, public spaces, and buildings by establishing guidelines for design and implementation of public and private projects.
- Improve the economic and social vitality by encouraging diversity of use and opportunities for a variety of experiences.
- Better utilize property through more compact, mixed-use development.
- Provide links to Downtown across Woodward's high traffic barrier.
- Improve the comfort, convenience, safety, and enjoyment of the pedestrian environment by create an inviting, walkable, pedestrian neighborhood and setting aside public plazas.
- Encourage sustainable development.
- Protect the integrity of established residential neighborhoods.
- Organize the parking and street system to facilitate efficient access, circulation, and parking to balance vehicular and pedestrian needs.

Since development of the Triangle District Urban Design Plan, the city has established a CIA to carry out the parking recommendations. While the Urban Design Plan recommends a number of changes to the Triangle District that are being implemented by the City, the CIA's focus is to implement the parking aspects of the Urban Design Plan. The Birmingham Triangle District CIA held their first meeting on January 20, 2009, where they began their work by recommending the City Commission begin developing this Development and Tax Increment Financing Plan for the district. Their specific purpose is to facilitate the planning and financing of a public parking facility.

Open Space Design Recommendations

Public Street Recommendations



Building Design Recommendations

The Triangle District Development and TIF Plans were created according to the Corridor Improvement Authority Act, P.A. 280 of 2005, as amended.

Purpose of the Development and TIF Plans

The purpose of a CIA is to plan for, correct and prevent deterioration in business districts, to encourage historic preservation and to promote economic growth within the district.

The City of Birmingham has determined that the development plan and tax increment financing plan constitutes a public purpose, based on the following considerations:

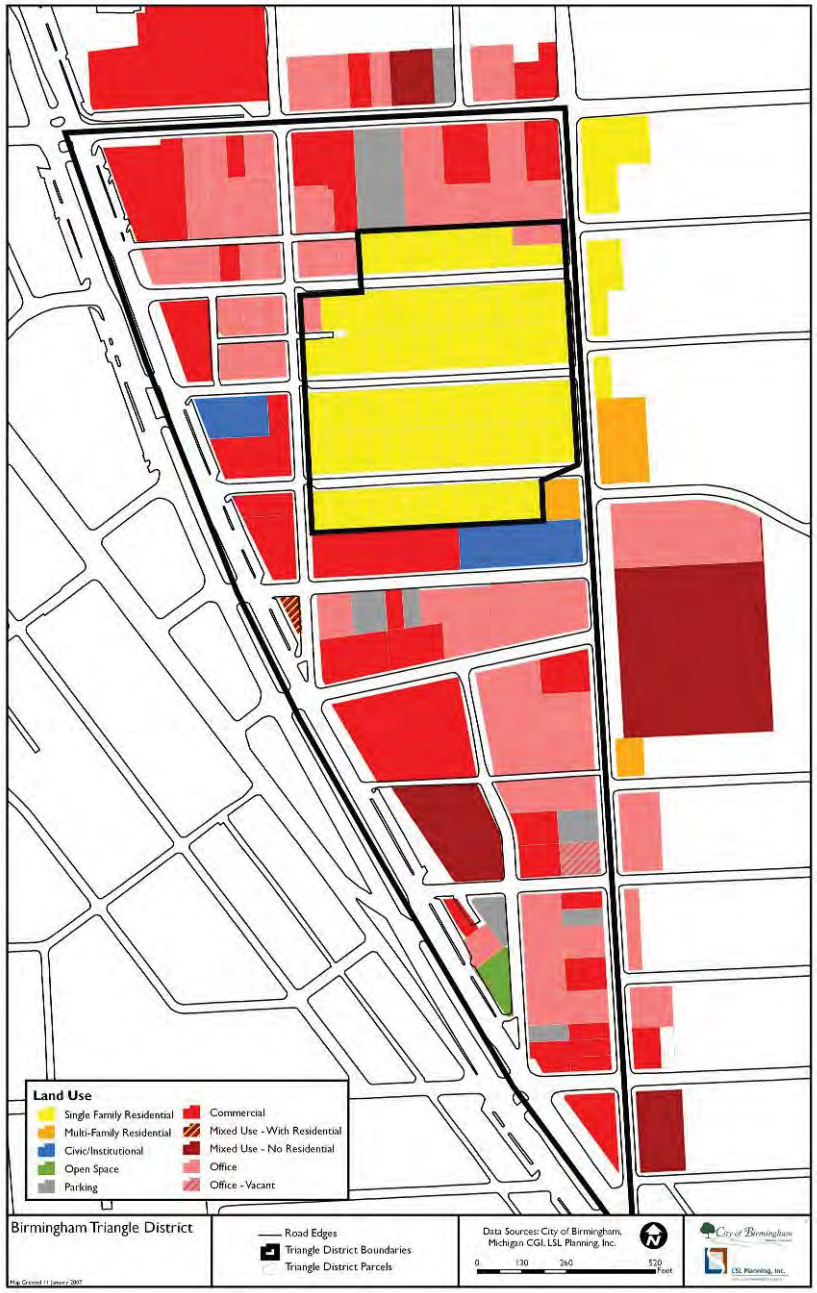
- The proposed method of financing the development is feasible and the authority has the ability to arrange the financing.
- The development is reasonable and necessary to carry out the purposes of the CIA Act.
- The land within the district that is to be acquired is reasonably necessary to carry out the purposes of the plan and of the CIA Act in an efficient and economically satisfactory manner.
- The development plan is in reasonable accord with the City of Birmingham's Master Plan, which includes the Triangle District Subarea Plan.
- Public services, such as fire and police protection and utilities, are adequate to service the project area.
- Changes in zoning, streets, street levels, intersections, and utilities are reasonably necessary to facilitate the planned redevelopment of the District.

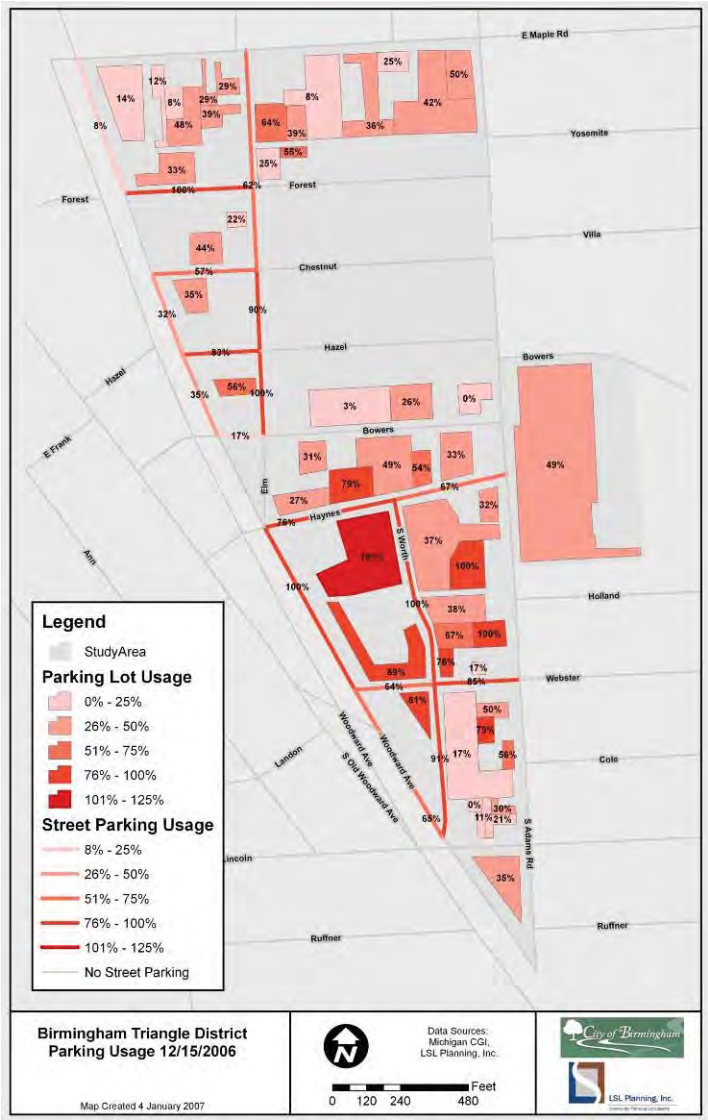
Chapter Two of this Plan discusses the recommendations for stimulating redevelopment within the Triangle District. A key concern in the Triangle District Design Plan was the need for more organized and efficient parking. The Birmingham Triangle District Corridor Improvement Authority was established to facilitate the construction of new parking facilities that will serve the district. Chapter Three contains the Tax Increment Financing Plan that will be required to finance the development of parking facilities. Both plans have been prepared in consideration of the required legal parameters, economic factors, and realistic projections.

According to the Corridor Improvement Authority Act, P.A. 280 of 2005, as amended, Development and Tax Increment Financing Plans must be adopted by the City Commission by resolution after holding a public hearing. The City of Birmingham held a public hearing on _____ and adopted this Development and Tax Increment Finance Plan on _____.

Existing Land Use

Land uses were inventoried in and adjacent to the Triangle District (see map). Sites along Woodward Avenue, the district's western boundary, contain more general commercial uses which transition to less intense commercial, office and residential land uses located farther east. Sites along Maple Road and Adams Road and land to the west, across Woodward Avenue, are also commercial in use. Land to the east and north are generally developed as single-family neighborhoods. The districts wraps around an established single-family neighborhood, which has been excluded from the District boundary. The area within the CIA District does not contain any residential uses.





Existing Parking Conditions

A detailed parking inventory was completed December, 2006. The inventory of parking was updated in 2009 for this plan. There are 1,711 private parking spaces and 303 on-street public parking spaces, for a total of 2,014 spaces in the Triangle District. While parking supply was adequate when considering the overall parking supply and demand in the district, the distribution of parking was not ideal relative to demand. The following table shows the supply of parking spaces verses the demand for parking relative to the square footage of buildings in the district:

	Overall District	Retail Center
Parking supply (spaces/1,000 sq. ft. of buildings)	2.99	4.03
Parking demand (cars/1,000 sq. ft. of buildings)	1.27	3.31
% of parking spaces occupied	42%	82%
% off-street parking spaces occupied	44%	95%
% on-street parking spaces occupied	30%	49%

As can be seen in the table, in areas of clustered retail use, there was little available parking during peak periods with 82% of the parking used near the major retail uses. While at the same time, parking for other uses was significantly underutilized with only 42% of the parking being used for the overall district. This shows a clear need for an improved shared parking program or coordinated public parking to better manage parking supply and demand.

While the city has established an extensive public parking program for the downtown, it does not extend into the Triangle District. This leaves private property owners to provide for their own parking needs, which has lead to inefficiencies in use and wasted land that could otherwise be developed to contribute to the desired vibrancy of the district.

Projected Parking Demand

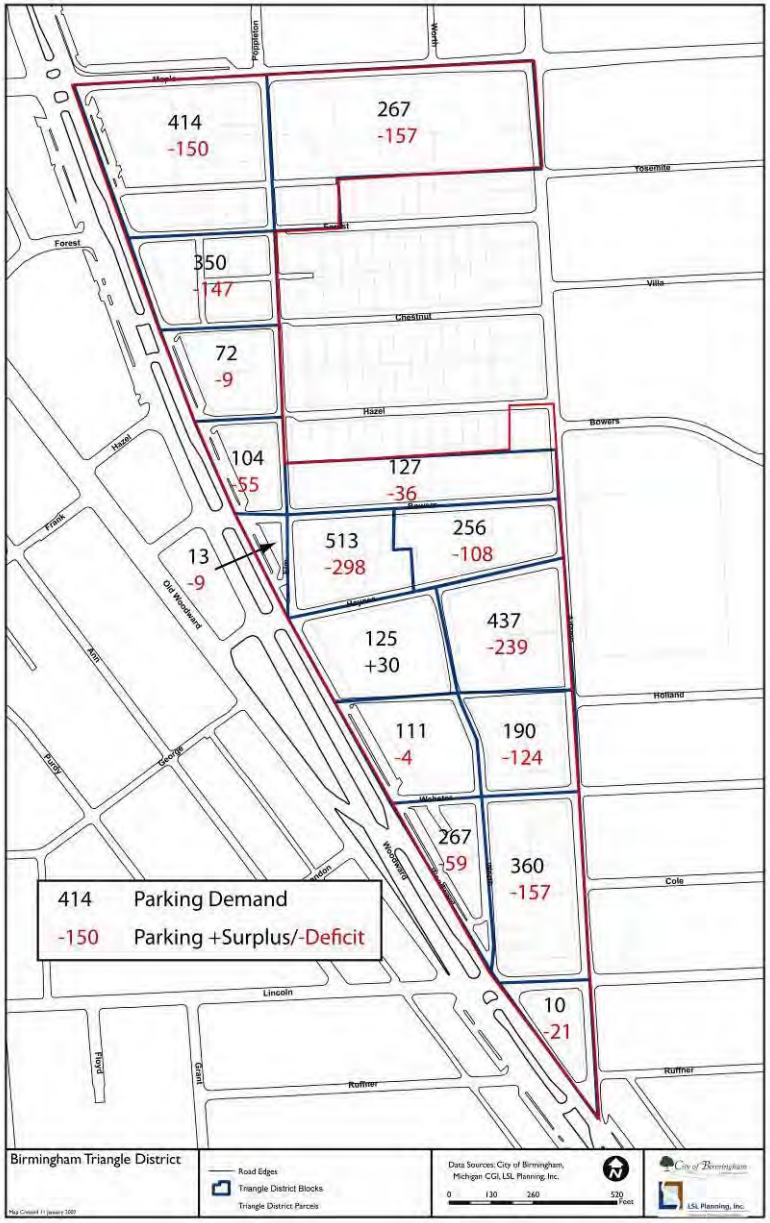
In order to estimate the amount of parking demand in the future that could support a public parking facility, the district was analyzed for future build-out. A full build-out shows the amount of development that could occur based upon the Urban Design Plan and new Overlay Zoning District. However, because it is unlikely that all of the current uses in the district will be removed and redeveloped, assumptions were made on which buildings would likely remain and which areas would likely redevelop. This "partial build-out" included development that is anticipated or likely to occur in the future and gives a more realistic estimate of future parking demands.

Future parking demand was estimated based upon the Institute of Transportation Engineer's Parking Generation Manual and observed parking demands in the city. The projections assume that new development will be providing some on-site parking, either via private parking structures, underground lots or small surface lots. A summary of the parking analysis is provided below:

Available On-street Parking Spaces	Private Parking Spaces	Projected Parking Demand Based Upon Partial Build-out	Future Parking Deficit
303	1,770	3,616	1,543

The above projected deficit showed the future need for an additional 463 parking spaces in the north end of the Triangle District near Maple Road and an additional 1,080 spaces in the south portion of the District.

The development of a public parking structures, in strategic locations that will best serve the maximum number of businesses is recommended. Because the demand for parking will occur incrementally over time as the Triangle District redevelops, it is recommended that the City first acquire land for one or more surface parking lots to be developed with structures as the area redevelops and parking demand increases.



Chapter Two: Development Plan

Introduction

According to the Corridor Improvement Authority Act, P.A. 280 of 2005, as amended, the city of Birmingham's Corridor Improvement Authority must develop a Development Plan for any improvements that are proposed to be funded through Tax Increment Financing. The law prescribes the various elements required in the Development Plan, which are discussed in this Chapter.

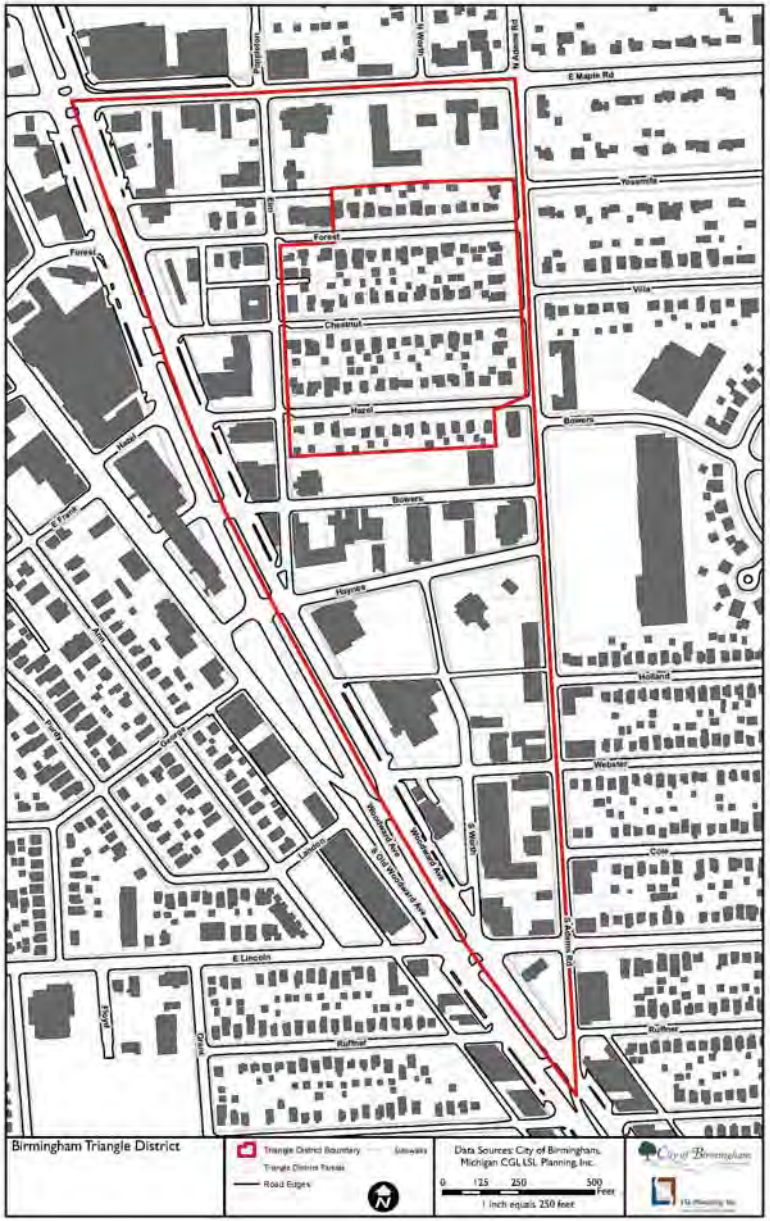
Development Plan

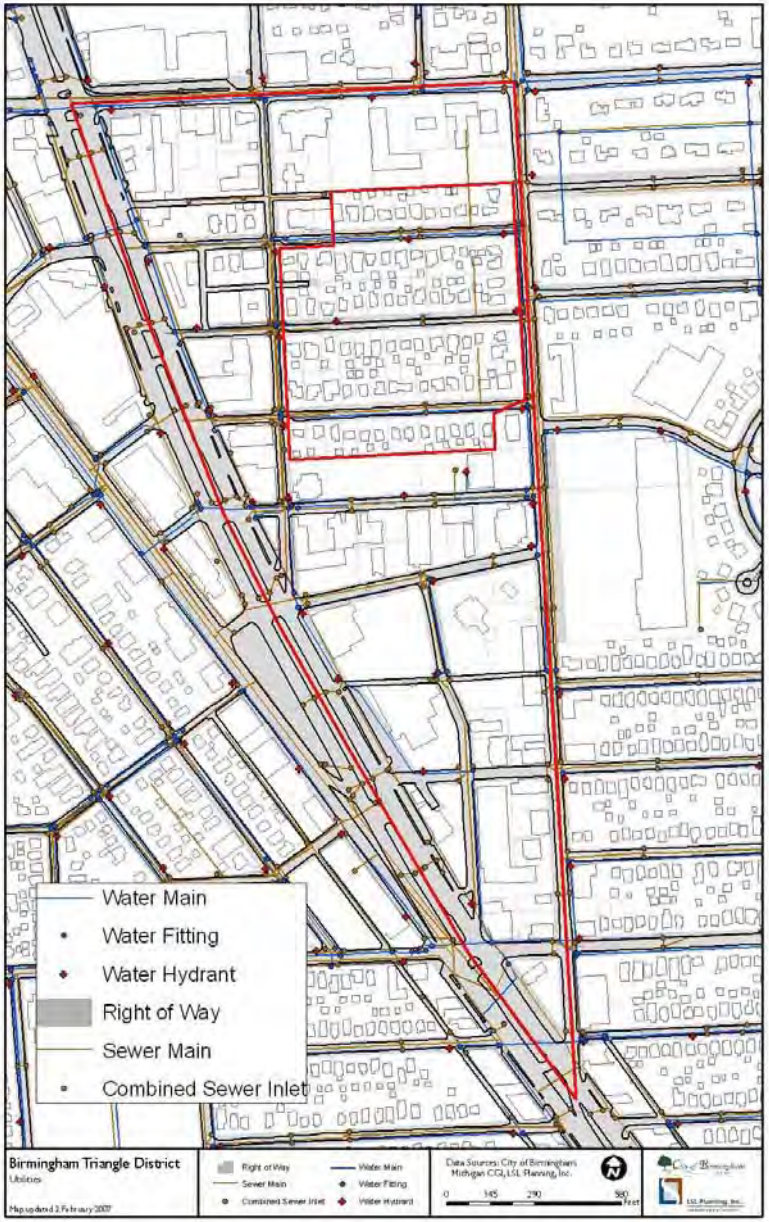
According to Section 21 of the Corridor Improvement Authority Act, the Development Plan must address the following:

- ***Section 21(2) (a) Development Area Boundary:*** *The designation of boundaries of the development area in relation to highways, streets, streams, or otherwise.*

  The Development Area is generally enclosed by Woodward Avenue on the west, Maple Road on the north and Adams Road on the east, excluding the existing single-family neighborhood along Forest, Chestnut and Hazel Streets east of Elm Street. The Triangle District serves as a transitional growth area between Birmingham's central business district west of Woodward and the residential neighborhoods to the east (See District Map, right).

- ***Section 21(2) (b) Existing Streets and Public Facilities:*** *The location and extent of existing streets and other public facilities within the development area, designating the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreational, commercial, industrial, educational, and other uses, and including a legal description of the development area.*





Utility Map

The boundaries of the Development Area in relation to highways, streets, and other rights-of-way are shown on the District Map, as previously presented under item 21(2) (a). The district is also well served by public water and sewer services (See Utility Map, left).

The city maintains a Fire Station at the northwest corner of Adams and Bowers. This is their main station, containing administrative offices and training facilities.

Land uses in the district include a mix of commercial and office uses. The district is adjacent to a single-family neighborhood that is not proposed to be included in the TIF Plan. Most of the higher intensity uses are located along Woodward, with other fine stores and offices found throughout the district.

Woodward Avenue is an eight-lane state trunkline with a center median that runs along the western edge of the district. Maple Road is a four-lane county arterial road that runs along the northern edge of the district. Streets within the district are generally two-lane local city streets with sidewalks and on-street parking. Street circulation in the south end of the district could be improved through road realignments, and some of the parking lots and loading areas are unorganized throughout the district, as are several building arrangements. The disjointed arrangement of buildings and parking does not create the physical context for a strong synergy between the various uses in the area. It is a goal of this Development Plan to provide more organized parking that will help improve business vitality in the district.

Section 21(2) (c) Existing Improvements: *A description of existing improvements in the development area to be demolished, repaired, or altered, a description of any repairs and alterations, and an estimate of the time required for completion.*

The Birmingham Corridor Improvement Authority plans to redevelop one or two sites within the district into a public parking facility. Immediate plans are to acquire a site(s) for the future parking facilities and construct a surface parking lot until the area redevelops and need for a parking structure increases. Because the site for the parking facilities has yet to be determined, the specific details regarding site demolition or repairs are

unknown. If existing surface lots on the future site can be re-used to provide temporary parking, they will be repaired or retained if in good condition. Otherwise, purchase and demolition of existing commercial buildings is likely needed, as most lots in the district are developed to some extent.

The timing of construction will depend on the redevelopment of the district creating additional parking demand and generating additional tax increment rate of capture to fund construction. The CIA plans to bond for the land acquisition costs as well as the parking facility construction costs; therefore, the timing of bond issues will be determined when adequate capture exists to make the expected payments.

- ***Section 21(2) (d) Estimated Cost of Improvements:*** *The location, extent, character, and estimated cost of the improvements including rehabilitation contemplated for the development area and an estimate of the time required for completion.*

  Preliminary estimates assume a land cost of approximately $5,000,000. When purchased, the land will be redeveloped immediately into a 90-space surface parking lot that is estimated to cost approximately $180,000. It is anticipated a 450-space parking structure cost will be approximately $7,200,000. Demolition costs will be determined once a site is identified.

Preliminary Parking Cost Estimates [1]	
Land Cost	$5,000,000
Interim Surface Parking Lot Cost	$180,000
Parking Structure Cost	$7,200,000
Total	**$12,380,000**

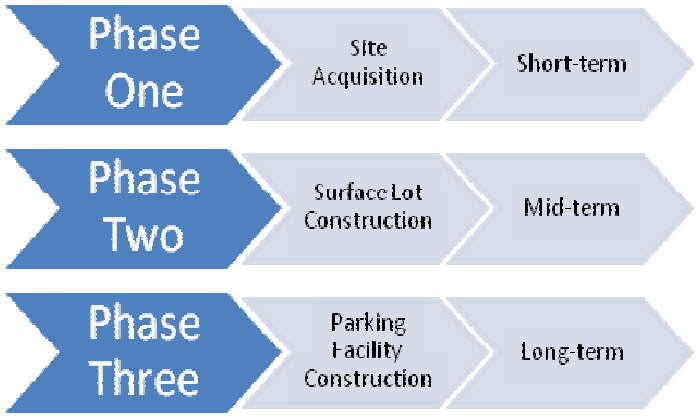
(1) Amounts are expressed in 2009 dollar values. Actual costs will need to be adjusted, depending on the actual build year.

- ***Section 21(2) (e) Construction Timeline:*** *A statement of the construction or stages of construction planned, and the estimated time of completion of each stage.*

  Due to limited resources, the CIA will take a phased approach to developing the parking facilities. The CIA estimates that, through tax increment financing, it will take approximately 5 years to accrue enough funds to purchase the property needed for the facilities. If TIF revenues exceed those projected, the city may bond for the site acquisition sooner. Once acquired, the site will be prepared for construction of the facilities.

  Due to the large construction costs related to a parking structure, the CIA will need to wait for additional tax increment financing to accrue before it can finance construction of the structure. Instead, the site(s) will first be

Construction Timeline



developed into a surface parking lot containing approximately 90 parking spaces, to help offset immediate parking needs in the district. Later phases will include the construction of one or more parking structures. The specific construction date will be determined as redevelopment in the surrounding area demands additional parking.

- ***Section 21(2) (f) Open Spaces:*** *A description of any parts of the development area to be left as open space and the use contemplated for the space.*

  No new open spaces are proposed as part of this Development Plan, except for ancillary sidewalks and pedestrian areas associated with development of the parking facility.

- ***Section 21(2) (g) Conveyances Between CIA and City:*** *A description of any portions of the development area that the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms.*

  The CIA does not currently own or control any land in the Triangle District. Once the parking facility is complete, the CIA anticipates it will be conveyed to the City of Birmingham in its entirety.

- ***Section 21(2) (h) Desired Zoning Changes:*** *A description of desired zoning changes and changes in streets, street levels, intersections, traffic flow modifications, or utilities.*

  No changes in zoning are required to implement the Corridor Improvement Authority's Development Plan. However, the city previously adopted a new overlay district for the area. The overlay was adopted to implement the development contemplated in the Triangle Plan using form-based code requirements (see Triangle District Regulating Plan, left). The code encourages mixed-use development rather than creating use-specific districts. It encourages additional building height and high density residential uses that will complement the city's goals to become more transit-oriented.

  The Triangle District Urban Design Plan includes other recommendations for the district; however, the CIA has committed only to development of the parking facility at this time.

- ***Section 21(2) (i) Financing:*** *An estimate of the cost of the development, a statement of the proposed method of financing the development, and the ability of the authority to arrange the financing.*

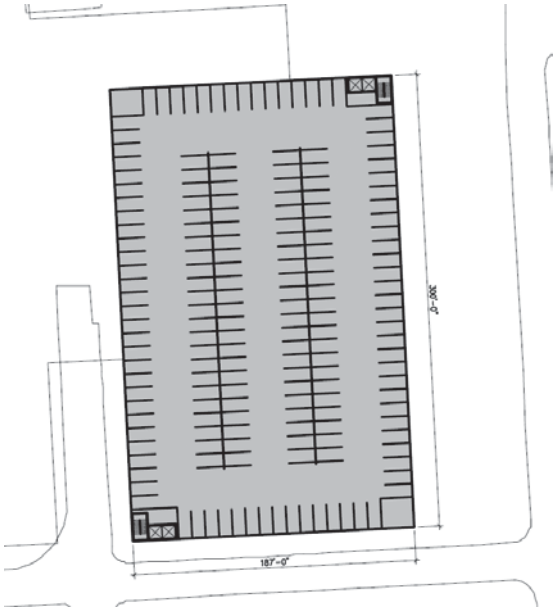
  Incremental taxes on real property included in the CIA district boundary will be captured under the Tax Increment Financing Plan to reimburse eligible activity expenses. The total taxable value of all real property was $44,754,240 for the 2009 tax year. Due to recent changes in the economy, the TIFA Plan assumes no growth in property value during the 2010 and 2011 tax years, and future tax increment calculations assume an annual increase in taxable value of 2.5% for the years 2012 and beyond. It is anticipated that the term of the TIFA Plan will depend on the actual cost estimates received after final plans are prepared. The estimated captured taxable value and tax increment revenues for the eligible property for each year of the Plan are presented in Chapter 3.

  The tax increment and capture year data presented in Chapter 3 are estimates based on currently available information. It is the intent of this plan to provide for capture of all eligible tax increments in whatever amounts and in whatever years they become available until all project costs described in this plan are paid. Cash flow estimates for eligible activities are also presented in Chapter 3.

- ***Section 21(2) (j) Designated Beneficiaries:*** *Designation of the person or persons, natural or corporate, to whom all or a portion of the development is to be leased, sold, or conveyed in any manner and for whose benefit the project is being undertaken if that information is available to the authority.*

  The projects undertaken by the CIA are intended to benefit all property owners within the district. They are not intended to benefit any one or set of property owners; rather to remedy a district-wide shortage in parking that will hopefully help to attract additional commerce and residential development to the district.

- ***Section 21(2) (k) Conveyance Procedures:*** *The procedures for bidding for the leasing, purchasing, or conveying in any manner of all or a portion of the development upon its completion, if there is no express or implied agreement*



between the authority and persons, natural or corporate, that all or a portion of the development will be leased, sold, or conveyed in any manner to those persons.

The projects included in this Development Plan are intended to be publicly owned in perpetuity; no conveyances are anticipated. The city may enter into a public-private partnership with a developer to partially fund the structure. This can be achieved through a condominium development that allows partial ownership of the structure by the city. Additional construction cost savings may be realized if other private structures are proposed that could be built simultaneously. Should the city choose in the future to sell the parking facility proposed in this Plan, the procedures in the Birmingham City Charter will be followed. Chapter Two of the Charter requires that sales of city property valued over $2 per capita, as established in the most recent U.S. Census, be approved by a majority vote of its citizens. In 2000, Birmingham's population was 19,291; therefore, any sale of land valued at over $38,582 must be approved by voters. Current city policy is to request qualifications and proposals before agreeing on any sale price and seeking voter approval.

- ***Section 21(2) (l) Population Estimates and Displacement:*** *Estimates of the number of persons residing in the development area and the number of families and individuals to be displaced. If occupied residences are designated for acquisition and clearance by the authority, a development plan shall include a survey of the families and individuals to be displaced, including their income and racial composition, a statistical description of the housing supply in the community, including the number of private and public units in existence or under construction, the condition of those units in existence, the number of owner-occupied and renter-occupied units, the annual rate of turnover of the various types of housing and the range of rents and sale prices, an estimate of the total demand for housing in the community, and the estimated capacity of private and public housing available to displaced families and individuals.*

No persons reside in the Corridor Improvement Authority boundary and no families or individuals will be displaced as result of development of a parking facility. No occupied residences are involved in the development. Therefore,

a demographic survey and information regarding housing in the community are not applicable and are not needed for this plan.

- ***Section 21(2) (m) Relocation Priorities:*** *A plan for establishing priority for the relocation of persons displaced by the development in any new housing in the development area.*

  No residents will be displaced as a result of this development. Therefore, a plan for relocation of displaced persons is not applicable and is not needed for this plan.

- ***Section 21(2) (n) Relocation Costs:*** *Provision for the costs of relocating persons displaced by the development and financial assistance and reimbursement of expenses, including litigation expenses and expenses incident to the transfer of title, in accordance with the standards and provisions of the uniform relocation assistance and real property acquisition policies act of 1970, Public Law 91-646, 84 Stat. 1894.*

  No residents will be displaced as result of this development and no relocation costs will be incurred. Therefore, provision for relocation costs is not applicable and is not needed for this plan.

- ***Section 21(2) (o) Relocation Assistance Act:*** *A plan for compliance with 1972 PA 227, MCL 213.321 to 213.332.*

  No residents will be displaced as result of this development. Therefore, no relocation assistance strategy is needed for this plan.

- ***Section 21(2) (p) Governing Body Approval of Amendments:*** *The requirement that amendments to an approved development plan or tax increment plan must be submitted by the authority to the governing body for approval or rejection.*

  The Tax Increment Finance and Development Plans for the Triangle District Corridor Improvement Authority was approved by the CIA on _____, and endorsed by the Birmingham City Commission on _____.

- ***Section 21(2) (q) Development Plan Evaluation:*** *A schedule to periodically evaluate the effectiveness of the development plan.*

  The Birmingham Triangle District Corridor Improvement Authority will review the Tax Increment and Development Plan as needed. It is anticipated that they will meet approximately 4 times a year, and will review the plan at least once per year to update key figures and ensure projects and recommendations are still relevant.

Chapter Three: Tax Increment Financing Plan

Introduction

This Tax Increment Finance (TIF) Plan is prepared in connection with the Development Plan described in Chapter Two. It was reviewed and adopted alongside the Development Plan; therefore, the city satisfied its notification and publication requirements when preparing notices for the Development Plan.

TIF Plan

According to Section 18 to 20 of Act 280, Public Acts of Michigan, 2005, after establishing a TIF Plan, the city must report annually to the State Tax Commission regarding the status of the financing account. The report must include:

- The amount and source of revenue in the account.
- The amount in any bond reserve account.
- The amount and purpose of expenditures from the account.
- The amount of principal and interest on any outstanding bonded indebtedness.
- The initial assessed value of the project area.
- The captured assessed value retained by the authority.
- The tax increment revenues received.
- The increase in the state equalized valuation as a result of the implementation of the tax increment financing plan.
- The type and cost of capital improvements made in the development area.
- Any additional information the governing body considers necessary.

Base Property Values for All CIA Parcels

Parcel Number	2009 MBOR SEV	2009 Taxable	Property Class
08-19-36-226-002	$3,899,800	$2,773,010	201
08-19-36-226-003	$917,880	$461,760	201
08-19-36-226-007	$478,270	$478,270	201
08-19-36-226-009	$470,940	$470,940	201
08-19-36-226-012	$742,050	$309,540	201
08-19-36-226-013	$540,820	$276,350	201
08-19-36-226-020	$1,765,490	$636,510	201
08-19-36-226-021	$208,630	$208,630	201
08-19-36-226-022	$1,646,730	$874,370	201
08-19-36-226-023	$0	$0	415
08-19-36-227-002	$1,995,330	$755,700	201
08-19-36-227-003	$1,001,730	$941,620	201
08-19-36-227-005	$696,580	$227,040	201
08-19-36-227-006	$615,360	$256,980	201
08-19-36-227-007	$297,710	$151,480	201
08-19-36-227-008	$489,530	$219,170	201
08-19-36-227-023	$1,264,590	$300,010	201
08-19-36-227-024	$2,765,630	$989,860	201
08-19-36-227-027	$2,057,930	$742,510	201
08-19-36-227-028	$1,107,800	$521,010	201
08-19-36-228-001	$1,586,660	$756,170	201
08-19-36-228-002	$587,240	$549,900	201
08-19-36-228-003	$360,130	$213,560	201
08-19-36-228-004	$547,600	$547,600	201
08-19-36-228-005	$1,321,230	$812,580	201
08-19-36-230-003	$1,952,920	$812,040	201
08-19-36-230-004	$0	$0	402
08-19-36-232-001	$1,452,070	$1,062,120	201
08-19-36-232-005	$1,418,090	$735,700	201
08-19-36-233-014	$377,870	$256,050	203
08-19-36-233-021	$0	$0	402
08-19-36-233-022	$2,012,910	$2,012,910	201
08-19-36-280-002	$386,380	$238,200	201

Parcel Number	2009 MBOR SEV	2009 Taxable	Property Class
08-19-36-281-003	$513,830	$513,830	202
08-19-36-281-004	$375,380	$375,380	201
08-19-36-281-005	$425,930	$425,930	201
08-19-36-281-017	$1,291,340	$509,410	201
08-19-36-281-022	$1,376,230	$161,730	201
08-19-36-281-028	$671,430	$272,200	201
08-19-36-281-029	$2,912,280	$989,010	201
08-19-36-281-030	$944,600	$419,500	201
08-19-36-281-031	$2,925,580	$1,963,570	201
08-19-36-282-002	$5,893,660	$3,741,510	201
08-19-36-282-005	$3,999,560	$2,481,920	201
08-19-36-283-009	$1,156,030	$1,156,030	201
08-19-36-283-014	$667,430	$667,430	201
08-19-36-283-016	$2,028,350	$689,610	201
08-19-36-283-019	$361,750	$143,970	201
08-19-36-283-020	$369,720	$219,680	201
08-19-36-283-021	$484,040	$267,730	201
08-19-36-283-022	$546,830	$284,090	201
08-19-36-283-024	$3,217,870	$1,214,430	201
08-19-36-283-025	$409,080	$0	201
08-19-36-284-001	$168,340	$97,290	201
08-19-36-284-002	$147,750	$136,750	201
08-19-36-284-009	$739,620	$739,620	201
08-19-36-284-010	$586,300	$404,760	202
08-19-36-285-001	$6,668,000	$4,943,670	201
08-19-36-285-002	$323,760	$148,240	201
08-19-36-285-006	$419,870	$294,040	201
08-19-36-285-007	$262,150	$0	201
08-19-36-285-008	$579,880	$266,820	201
08-19-36-285-009	$519,740	$216,720	201
08-19-36-285-010	$299,630	$95,360	201
08-19-36-285-012	$385,520	$241,910	201
08-19-36-285-013	$898,770	$519,830	201
08-19-36-427-001	$926,320	$560,680	201
Totals	**$78,462,470**	**$44,754,240**	

When developing the TIF Plan, the city must include the following:

- **A Development Plan:** The Development Plan for this project is described in Chapter Two: Development Plan.
- **A detailed explanation of the tax increment procedure:** Tax Increment Financing is a method of funding public investments in an area slated for (re)development by capturing, for a time, all or a portion of the increased tax revenue that may result from increases in property values, either as a result of (re)development or general market inflation. The concept of tax increment financing is applied only to the Development Area for which a development plan has been prepared by the Authority and adopted by the community's legislative body.

  "Captured Assessed Value" can be described as the amount in any year of the Plan in which the current assessed value exceeds the initial assessed value. Current assessed value for this purpose includes the amount of local taxes paid in lieu of property taxes. "Initial Assessed Value" represents the assessed value as equalized for all properties in the Development Area at the time of resolution adoption. It is relevant to mention that the value of tax-exempt property is represented as a zero value, since no tax increment will be collected for that site, regardless of increases in actual property value. The taxable difference between the initial assessed value (base year total) and any incremental increase in the SEV can be captured and (re)invested by the CIA. The estimated TIF capture for the Birmingham CIA is shown in *Table One*: *Estimated TIF Capture* (right).

  In order to make use of tax increment financing the CIA must submit to the City governing body a Tax Increment Financing and Development Plan which the city must approve by resolution. Following approval of resolution, municipal and county treasurers must transfer to the CIA the amount of taxes paid to them as a result of increased value. The transmitted funds are denominated "tax increment revenues". Tax increment revenues are additionally limited as explained below:

  "Tax increment revenues" means the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy

Table One: Estimated TIF Capture [1]
2009 - 2047

Fiscal Year	Base Value	Taxable Value [2]	Capture Amount
2009	$44,754,240	$44,754,240	$0
2010	$44,754,240	$44,754,240	$0
2011	$44,754,240	$44,754,240	$0
2012	$44,754,240	$45,873,096	$1,118,856
2013	$44,754,240	$47,019,923	$2,265,683
2014	$44,754,240	$48,195,421	$3,441,181
2015	$44,754,240	$49,400,307	$4,646,067
2016	$44,754,240	$50,635,315	$5,881,075
2017	$44,754,240	$51,901,198	$7,146,958
2018	$44,754,240	$53,198,728	$8,444,488
2019	$44,754,240	$54,528,696	$9,774,456
2020	$44,754,240	$55,891,913	$11,137,673
2021	$44,754,240	$57,289,211	$12,534,971
2022	$44,754,240	$58,721,441	$13,967,201
2023	$44,754,240	$60,189,477	$15,435,237
2024	$44,754,240	$61,694,214	$16,939,974
2025	$44,754,240	$63,236,569	$18,482,329
2026	$44,754,240	$64,817,484	$20,063,244
2027	$44,754,240	$66,437,921	$21,683,681
2028	$44,754,240	$68,098,869	$23,344,629
2029	$44,754,240	$69,801,341	$25,047,101
2030	$44,754,240	$71,546,374	$26,792,134
2031	$44,754,240	$73,335,033	$28,580,793
2032	$44,754,240	$75,168,409	$30,414,169
2033	$44,754,240	$77,047,620	$32,293,380
2034	$44,754,240	$78,973,810	$34,219,570
2035	$44,754,240	$80,948,155	$36,193,915
2036	$44,754,240	$82,971,859	$38,217,619
2037	$44,754,240	$85,046,156	$40,291,916
2038	$44,754,240	$87,172,309	$42,418,069
2039	$44,754,241	$89,351,617	$44,597,376
2040	$44,754,242	$91,585,408	$46,831,166
2041	$44,754,243	$93,875,043	$49,120,800
2042	$44,754,244	$96,221,919	$51,467,675
2043	$44,754,245	$98,627,467	$53,873,222
2044	$44,754,246	$101,093,154	$56,338,908
2045	$44,754,247	$103,620,482	$58,866,235
2046	$44,754,248	$106,210,994	$61,456,746
2047	$44,754,249	$108,866,269	$64,112,020
	$1,745,415,405	$2,762,855,922	$1,017,440,517

(1) This table assumes capture based on inflation only - no new development or increase in value due to improvements.
(2) 2010 & 2011 reflect no growth. 2012 - 2047 assume 2.5% growth/year.

Table Two: Corridor Improvement Authority Bonds

Fiscal Year Ending June 30	Tax Increment Revenues [1]	Land Bond Debt	Structure Bond Debt	Total Bond Debt Service	Excess Tax Increment Revenues
2009	$0			$0	$0
2010	$0			$0	$0
2011	$0			$0	$0
2012	$22,055			$0	$22,055
2013	$44,661			$0	$44,661
2014	$67,833			$0	$67,833
2015	$91,583	($5,387,200)		($5,387,200)	($5,295,617)
2016	$115,928	($5,507,441)		($5,507,441)	($5,391,514)
2017	$140,881	($5,607,174)		($5,607,174)	($5,466,293)
2018	$166,458	($5,684,945)		($5,684,945)	($5,518,487)
2019	$192,674	($5,739,227)		($5,739,227)	($5,546,553)
2020	$219,546	($5,768,415)		($5,768,415)	($5,548,869)
2021	$247,089	($5,770,824)		($5,770,824)	($5,523,735)
2022	$275,321	($5,744,684)		($5,744,684)	($5,469,362)
2023	$304,259	($5,688,137)		($5,688,137)	($5,383,878)
2024	$333,921	($5,599,233)		($5,599,233)	($5,265,312)
2025	$364,324	($5,475,924)		($5,475,924)	($5,111,601)
2026	$395,487	($5,316,065)		($5,316,065)	($4,920,578)
2027	$427,429	($5,117,401)		($5,117,401)	($4,689,972)
2028	$460,169	($4,877,571)		($4,877,571)	($4,417,402)
2029	$493,728	($4,594,098)		($4,594,098)	($4,100,370)
2030	$528,127	($4,264,384)		($4,264,384)	($3,736,258)
2031	$563,385	($3,885,708)		($3,885,708)	($3,322,324)
2032	$599,524	($3,455,217)		($3,455,217)	($2,855,692)
2033	$636,567	($2,969,920)		($2,969,920)	($2,333,353)
2034	$674,536	($2,426,687)		($2,426,687)	($1,752,151)
2035	$713,454	($1,822,237)		($1,822,237)	($1,108,783)
2036	$753,346	($1,153,134)		($1,153,134)	($399,788)
2037	$794,234	($415,780)		($415,780)	$378,455
2038	$836,145	$393,593	($7,488,000)	($7,094,407)	($6,258,262)
2039	$879,103		($6,917,929)	($6,917,929)	($6,038,826)
2040	$923,136		($6,280,379)	($6,280,379)	($5,357,243)
2041	$968,269		($5,571,533)	($5,571,533)	($4,603,263)
2042	$1,014,531		($4,787,394)	($4,787,394)	($3,772,863)
2043	$1,061,949		($3,923,778)	($3,923,778)	($2,861,829)
2044	$1,110,553		($2,976,302)	($2,976,302)	($1,865,749)
2045	$1,160,371		($1,940,379)	($1,940,379)	($780,008)
2046	$1,211,435		($811,208)	($811,208)	$400,227
2047	$1,263,776		$416,236	$416,236	$1,680,012
	$20,055,787	($101,877,813)	($40,280,665)	($142,158,478)	($122,102,691)

(1) Taxes captured do not include School Taxing Jurisdictions (Birmingham School Debt & Operating, Oakland Intermediate Schools and State Education Tax) and City Debt millages

of all taxing jurisdictions upon the captured assessed value of real and personal property in the Development Area. Tax increment revenues do not include any of the following:

a. Taxes under the state education tax act, 1993 PA 331, MCL 211.901 to 211.906.

b. Taxes levied by local or intermediate school districts.

c. Ad valorem property taxes attributable either to a portion of the captured assessed value shared with taxing jurisdictions within the jurisdictional area of the authority or to a portion of value of property that may be excluded from captured assessed value or specific local taxes attributable to the ad valorem property taxes.

d. Ad valorem property taxes excluded by the tax increment financing plan of the authority from the determination of the amount of tax increment revenues to be transmitted to the authority or specific local taxes attributable to the ad valorem property taxes.

e. Ad valorem property taxes exempted from capture under section 18(5) or specific local taxes attributable to the ad valorem property taxes.

f. Ad valorem property taxes specifically levied for the payment of principal and interest of obligations approved by the electors or obligations pledging the unlimited taxing power of the local governmental unit or specific taxes attributable to those ad valorem property taxes.

- **The maximum amount of bonded indebtedness to be incurred:** The maximum amount of bonded indebtedness to be incurred by, or on behalf of, the City of Birmingham CIA totals $142,158,478. This amount was established using estimates of the land cost ($5,000,000), surface structure development cost ($180,000) and structure cost ($7,200,000) to estimate the bond payments, which are shown in *Table Two: Corridor Improvement Authority Bonds* (left). The payments include interest at 4%, which is

reasonable to assume given the city's AAA bond rating. A breakdown of the two bond payment schedules is shown in *Table Three: Projected Land Bond Payments* and *Table Four: Projected Structure Bond Payments* (below). The CIA anticipates the need for two bonds to complete the projects in the Development Plan. As noted, the first will be used to fund the land purchase and redevelopment into a surface parking lot. The second bond will be used for construction one or more public parking structures.

Table Three: Projected Land Bond Payments

Fiscal Year Ending June 30	Bond Principal	Interest (4%)	Tax Increment Revenues [1]	Total Payment
2009			$0	
2010			$0	
2011			$0	
2012			$22,055	
2013			$44,661	
2014			$67,833	
2015	($5,180,000)	($207,200)	$91,583	($5,387,200)
2016	($5,295,617)	($211,825)	$115,928	($5,507,441)
2017	($5,391,514)	($215,661)	$140,881	($5,607,174)
2018	($5,466,293)	($218,652)	$166,458	($5,684,945)
2019	($5,518,487)	($220,739)	$192,674	($5,739,227)
2020	($5,546,553)	($221,862)	$219,546	($5,768,415)
2021	($5,548,869)	($221,955)	$247,089	($5,770,824)
2022	($5,523,735)	($220,949)	$275,321	($5,744,684)
2023	($5,469,362)	($218,774)	$304,259	($5,688,137)
2024	($5,383,878)	($215,355)	$333,921	($5,599,233)
2025	($5,265,312)	($210,612)	$364,324	($5,475,924)
2026	($5,111,601)	($204,464)	$395,487	($5,316,065)
2027	($4,920,578)	($196,823)	$427,429	($5,117,401)
2028	($4,689,972)	($187,599)	$460,169	($4,877,571)
2029	($4,417,402)	($176,696)	$493,728	($4,594,098)
2030	($4,100,370)	($164,015)	$528,127	($4,264,384)
2031	($3,736,258)	($149,450)	$563,385	($3,885,708)
2032	($3,322,324)	($132,893)	$599,524	($3,455,217)
2033	($2,855,692)	($114,228)	$636,567	($2,969,920)
2034	($2,333,353)	($93,334)	$674,536	($2,426,687)
2035	($1,752,151)	($70,086)	$713,454	($1,822,237)
2036	($1,108,783)	($44,351)	$753,346	($1,153,134)
2037	($399,788)	($15,992)	$794,234	($415,780)
2038	$378,455	$15,138	$836,145	$393,593
			$10,462,664	

(1) Taxes captured do not include School Taxing Jurisdictions (Birmingham School Debt & Operating, Oakland Intermediate Schools and State Education Tax) and City Debt millages

Table Four: Projected Structure Bond Payments

Fiscal Year Ending June 30	Bond Principal	Interest (4%)	Tax Increment Revenues [1]	Total Bond Payment
2038	($7,200,000)	($288,000)	$836,145	($7,488,000)
2039	($6,651,855)	($266,074)	$879,103	($6,917,929)
2040	($6,038,826)	($241,553)	$923,136	($6,280,379)
2041	($5,357,243)	($214,290)	$968,269	($5,571,533)
2042	($4,603,263)	($184,131)	$1,014,531	($4,787,394)
2043	($3,772,863)	($150,915)	$1,061,949	($3,923,778)
2044	($2,861,829)	($114,473)	$1,110,553	($2,976,302)
2045	($1,865,749)	($74,630)	$1,160,371	($1,940,379)
2046	($780,008)	($31,200)	$1,211,435	($811,208)
2047	$400,227	$16,009	$1,263,776	$416,236
			$10,429,269	

(1) Taxes captured do not include School Taxing Jurisdictions (Birmingham School Debt & Operating, Oakland Intermediate Schools and State Education Tax) and City Debt millages

- **The duration of the program:** This Tax Increment Financing Plan is expected to be effective until 2047. Depending on actual market activity and rate of increment capture, this duration may be extended or shortened. Principal and interest on all bonded debt should be paid, or sufficient funds to repay the full balance should be set aside in order to terminate this plan. Refer to *Table Two: Corridor Improvement Authority Bonds* (see page 20).

- **A statement of the estimated impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located:** The impact of tax increment financing on the revenues of all taxing properties is illustrated in *Table Five: Estimated TIF Increment Capture by Taxing Jurisdiction* (see next page).

  The TIFA is eligible to capture tax increment revenues from the State, local school district, and intermediate school district to the extent necessary to pay the debt service on the outstanding bonds that represent "eligible obligations." The TIFA will pay the debt service on the outstanding bonds from the tax increment revenues captured in the Development Areas. Therefore, this Amended and Restated Plan should have no impact on the ability of the TIFA to capture tax increment revenues to pay debt service on the outstanding bonds.

- **The Authority may provide for the use of part or all of the captured assessed value, but the portion intended to be used by the authority shall be clearly stated in the tax increment financing plan:** The TIFA anticipates paying all the costs of the Plan from tax increment revenues.

Table Five: Estimated TIF Increment Capture by Taxing Jurisdiction

Fiscal Year Ending June 30

Millage Rates		*11.0689*	*0.7226*	*1*	*4.6461*	*0.1*	*0.59*	*1.5844*	*19.712*
Fiscal Year	Capture Amount [1]	City of Birmingham Operating	City of Birmingham Refuse	City of Birmingham Library	HCMA	Zoological Authority	SMART	Community College	Total of Non-School Taxing Jurisdiction
2009	0	0	0	0	0	0	0	0	0
2010	0	0	0	0	0	0	0	0	0
2011	0	0	0	0	0	0	0	0	0
2012	$1,118,856	$12,385	$808	$1,119	$5,198	$112	$660	$1,773	$22,055
2013	$2,265,683	$25,079	$1,637	$2,266	$10,527	$227	$1,337	$3,590	$44,661
2014	$3,441,181	$38,090	$2,487	$3,441	$15,988	$344	$2,030	$5,452	$67,833
2015	$4,646,067	$51,427	$3,357	$4,646	$21,586	$465	$2,741	$7,361	$91,583
2016	$5,881,075	$65,097	$4,250	$5,881	$27,324	$588	$3,470	$9,318	$115,928
2017	$7,146,958	$79,109	$5,164	$7,147	$33,205	$715	$4,217	$11,324	$140,881
2018	$8,444,488	$93,471	$6,102	$8,444	$39,234	$844	$4,982	$13,379	$166,458
2019	$9,774,456	$108,192	$7,063	$9,774	$45,413	$977	$5,767	$15,487	$192,674
2020	$11,137,673	$123,282	$8,048	$11,138	$51,747	$1,114	$6,571	$17,647	$219,546
2021	$12,534,971	$138,748	$9,058	$12,535	$58,239	$1,253	$7,396	$19,860	$247,089
2022	$13,967,201	$154,602	$10,093	$13,967	$64,893	$1,397	$8,241	$22,130	$275,321
2023	$15,435,237	$170,851	$11,154	$15,435	$71,714	$1,544	$9,107	$24,456	$304,259
2024	$16,939,974	$187,507	$12,241	$16,940	$78,705	$1,694	$9,995	$26,840	$333,921
2025	$18,482,329	$204,579	$13,355	$18,482	$85,871	$1,848	$10,905	$29,283	$364,324
2026	$20,063,244	$222,078	$14,498	$20,063	$93,216	$2,006	$11,837	$31,788	$395,487
2027	$21,683,681	$240,014	$15,669	$21,684	$100,745	$2,168	$12,793	$34,356	$427,429
2028	$23,344,629	$258,399	$16,869	$23,345	$108,461	$2,334	$13,773	$36,987	$460,169
2029	$25,047,101	$277,244	$18,099	$25,047	$116,371	$2,505	$14,778	$39,685	$493,728
2030	$26,792,134	$296,559	$19,360	$26,792	$124,479	$2,679	$15,807	$42,449	$528,127
2031	$28,580,793	$316,358	$20,652	$28,581	$132,789	$2,858	$16,863	$45,283	$563,385
2032	$30,414,169	$336,651	$21,977	$30,414	$141,307	$3,041	$17,944	$48,188	$599,524
2033	$32,293,380	$357,452	$23,335	$32,293	$150,038	$3,229	$19,053	$51,166	$636,567
2034	$34,219,570	$378,773	$24,727	$34,220	$158,988	$3,422	$20,190	$54,217	$674,536
2035	$36,193,915	$400,627	$26,154	$36,194	$168,161	$3,619	$21,354	$57,346	$713,454
2036	$38,217,619	$423,027	$27,616	$38,218	$177,563	$3,822	$22,548	$60,552	$753,346
2037	$40,291,916	$445,987	$29,115	$40,292	$187,200	$4,029	$23,772	$63,839	$794,234
2038	$42,418,069	$469,521	$30,651	$42,418	$197,079	$4,242	$25,027	$67,207	$836,145
2039	$44,597,376	$493,644	$32,226	$44,597	$207,204	$4,460	$26,312	$70,660	$879,103
2040	$46,831,166	$518,369	$33,840	$46,831	$217,582	$4,683	$27,630	$74,199	$923,136
2041	$49,120,800	$543,713	$35,495	$49,121	$228,220	$4,912	$28,981	$77,827	$968,269
2042	$51,467,675	$569,691	$37,191	$51,468	$239,124	$5,147	$30,366	$81,545	$1,014,531
2043	$53,873,222	$596,317	$38,929	$53,873	$250,300	$5,387	$31,785	$85,357	$1,061,949
2044	$56,338,908	$623,610	$40,710	$56,339	$261,756	$5,634	$33,240	$89,263	$1,110,553
2045	$58,866,235	$651,584	$42,537	$58,866	$273,498	$5,887	$34,731	$93,268	$1,160,371
2046	$61,456,746	$680,259	$44,409	$61,457	$285,534	$6,146	$36,259	$97,372	$1,211,435
2047	$64,112,020	$709,650	$46,327	$64,112	$297,871	$6,411	$37,826	$101,579	$1,263,776
		$11,261,947	$735,203	$1,017,441	$4,727,130	$101,744	$600,290	$1,612,033	**$20,055,787**

(1) 2010 & 2011 reflect no growth. 2012 - 2047 assume 2.5% growth/year.

City of Birmingham

A Walkable Community

LSL Planning, Inc.

Carl Walker Parking

Planning Engineering Restoration

Prepared for:
Birmingham Triangle District
Corridor Improvement Authority
Birmingham, MI

Parking Structure Location Guidelines

City of Birmingham
A Walkable Community

Prepared by:

Carl Walker, Inc.
LSL Planning, Inc

Site Requirements

For a reasonably efficient parking layout, double-loaded parking "bays" range in width from about 54 to 61 feet, depending upon the angle of parking and the width of the parking space. The overall width of a parking structure should be determined based upon multiples of the chosen parking bay width.

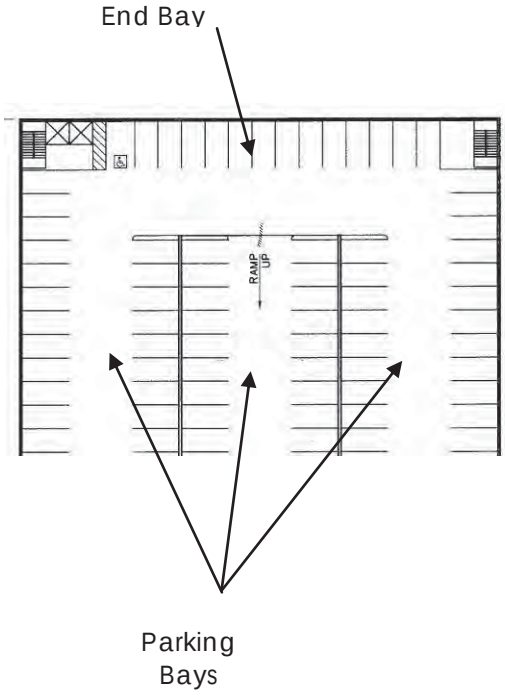
Ramped parking bays should be limited to a 6% slope or less. An 11 feet floor-to-floor height is needed to meet the minimum building code required headroom. Using the maximum slope of 6% the ramp length is about 184 feet. Adding two 28 foot turning aisles yields a minimum parking structure length of 240 feet.

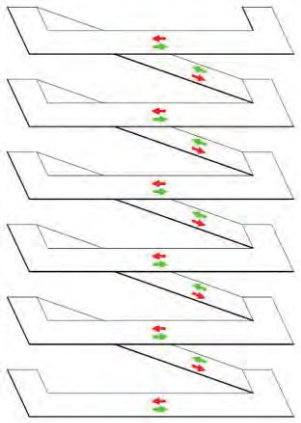
For conceptual location planning, assuming:

- Single threaded helix design
- Two Way Traffic
- No end bay parking
- 9'-0" wide spaces

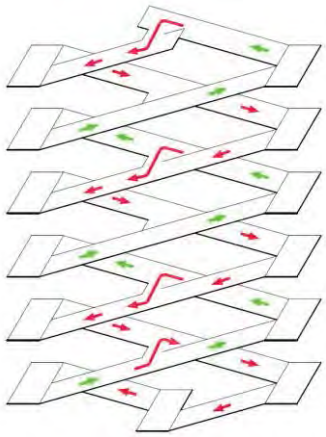
  - o A two-bay structure 120' wide x 240' long would provide about 90 spaces per level. Approximately 5 levels would be needed to provide 460 spaces.

  - o A three-bay structure 180' wide by 240' long would provide about 135 spaces per level. Approximately 3.5 levels would be required to provide 460 spaces.





Single Threaded Helix One Level Bay



Double Threaded Helix

It is very important to note that the there are other parking structure configurations may be more appropriate for a specific site and a specific user mix. In many instances a one-way traffic flow is more appropriate. In addition, reducing the space width for long-term parkers can result in more spaces and produce a more cost-effective parking structure.

Longer sites provide an opportunity to park along the end bays, which provides more parking spaces, improves efficiency, and lowers the cost per space. A longer site also allows for more gradual ramp slope, which provides improved user comfort. Generally, parking bays should be oriented parallel to the longer dimension of the site and preferably in the predominate direction of pedestrian travel.

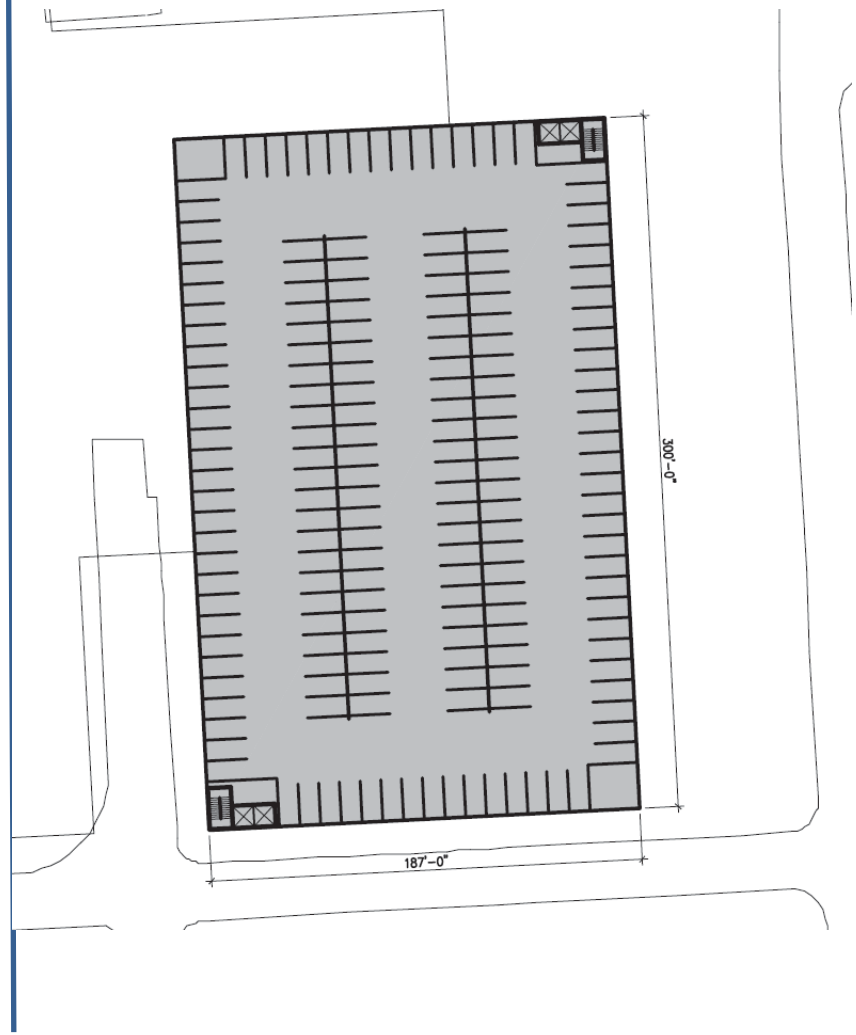
The example conceptual design shown to the right depicts a 300 foot long three-bay structure. However, a structure with these dimensions may not fit within some of the blocks in the Triangle District.

300' x 187' – footprint

- 3 Total Levels – Grade plus two supported
- 11'-4" Floor to Floor
- 460 Spaces @ 9'-0"– with adjustments for ADA

240' x 120' footprint

- 90 spaces per level
- 5 levels to provide 450 spaces



Site Considerations

Other site issues to be considered when evaluating a potential site in the Triangle District for a suitable parking facility include the following:

- The Triangle District restricts heights to 42 feet in MU3, 66 feet in MU5 and 90 feet in MU7. A 5 level parking structure and the stair/elevator towers will fit within the 66 foot height area.

- Codes in the Triangle District will allow the development of a parking structure with zero lot line setbacks.

- Parking structures abutting the adjacent single-family neighborhood should be limited to 2 to 3 levels. However, it is preferable to locate a public parking structure in the MU5 or MU7 areas to better serve higher intensity development.

- The number of viable businesses that would be relocated to accommodate the parking structure and the relative cost of acquiring the land need to be considered.

- The current condition and aesthetic of buildings to be removed to accommodate the parking structure should be considered. Consistency with the design guidelines of the Triangle District Plan should be used for this evaluation.

- The area served by a parking structure is limited to an acceptable walking distance – 2 to 3 blocks. The number of blocks served within the walking distance of the parking structure should be considered.

Pedestrian Concerns

Walking Distances

Walking distance tolerances from parking to a primary destination are typically 200 to 300 feet for shoppers, 500 to 800 feet for downtown employees, and 1,500 to 2,000 feet for special event patrons and students.

> For the Triangle District:
> The MU7 district will likely have the greatest intensity of development and trip attraction. To provide the greatest benefit the proposed parking structures should be located within 300 feet of the MU7 districts. The MU7 districts are along Woodward Avenue and at the corner of Woodward and Maple.

Consideration should also be given to proximity to pedestrian crossings of Woodward Avenue.

Pedestrian Experience

There are numerous examples of parking structures in urban areas that directly front the sidewalk for the entire length of the structure. In these instances, the pedestrian experience is less than ideal. To promote a pedestrian orientation along the most commercial streets in the Triangle District, parking structures should incorporate ground level retail space and/or be wrapped with liner buildings. The streets in the Triangle District with the highest potential for commercial activity include:

- Woodward Avenue
- Maple Road
- Bowers Street
- Haynes Street

Access Design

Vehicle entrances should be visible and easily identifiable. The minimum distance of entry/exits from corner intersections is at least 75 to 100 feet (preferably 150 feet). Entrances and exits should have clear lines of sight. It is preferable to enter a facility from a one-way street or by turning right from a two-way street and to exit a facility by turning right on a low-volume street. High traffic volumes and left turns can slow exiting and cause internal traffic backups. Consideration should be given to acceleration/deceleration lanes on busy streets. Gates should be located far enough away from the street to allow at least one vehicle behind the vehicle in the service position (at a ticket dispenser, card reader or cashier booth) without blocking the sidewalk. Entry/exit areas that have parking control equipment should have a maximum 3% slope.

It is very important to provide the appropriate number of entry/exit lanes to meet projected peak traffic volumes. The number of lanes is a function of user groups served, peak-hour traffic volumes, and service rates of the parking control equipment. Reversible lanes can be employed to accommodate peak hour flows.

Cross-traffic at entry/exits should be minimized and preferably eliminated. When placing vehicle entries and exits together on one-way streets it is preferable to avoid "English" traffic conditions where traffic keeps to the left instead of to the right. Pedestrian/vehicular conflicts should be minimized by providing a pedestrian walkway adjacent to entry/exit lanes. Stair/elevator towers should be located so pedestrians do not have to cross drive aisles on their way to primary destinations.

For the Triangle District:

- *Assuming 400 – 500 spaces*
- *Pay On Foot Operation*
- *Typical CBD volume of 60% in and out during peak hours*
- *Two entry lanes and two exit lanes are required*

Roadway and Traffic Considerations

The connection of the parking structure to the surrounding streets must be carefully planned on a site by site basis. Parking structures can be successfully sited along one-way and two-way streets. The primary considerations include:

- Entry and exit driveways must be setback from roadway intersection to avoid dangerous maneuvers.

- Consideration of the primary arrival and departure direction. Entry and exit point should be configured to avoid/minimize left-hand turns across traffic.

- The sight distance for exiting traffic is important to ensure safety and help exiting parkers blend into traffic. An adequate sight distance is also important to protect the safety of pedestrians on the sidewalks crossing the entry and exit lanes.

- Adequate queuing areas that do not obstruct parking spaced for vehicles are required for both inbound and outbound traffic.

For the Triangle District:

- *Best Access from the CBD across Woodward is at signalized intersections – Maple & Bowers*

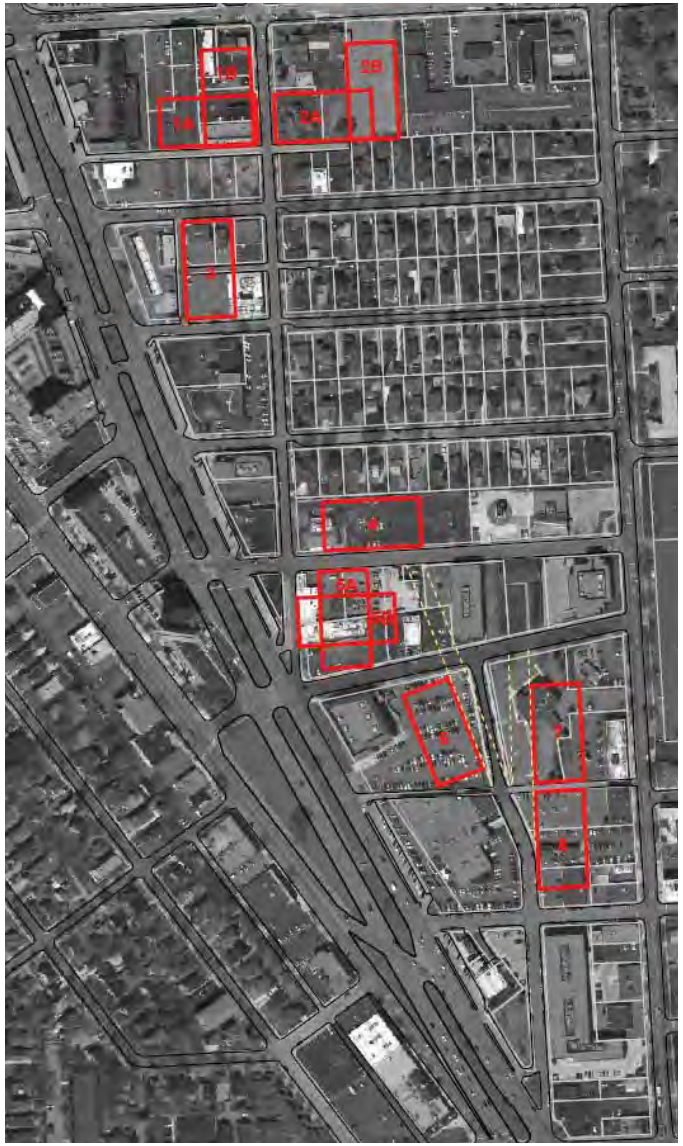
- *Convenient access to or from Woodward Ave. crossovers should also be considered*

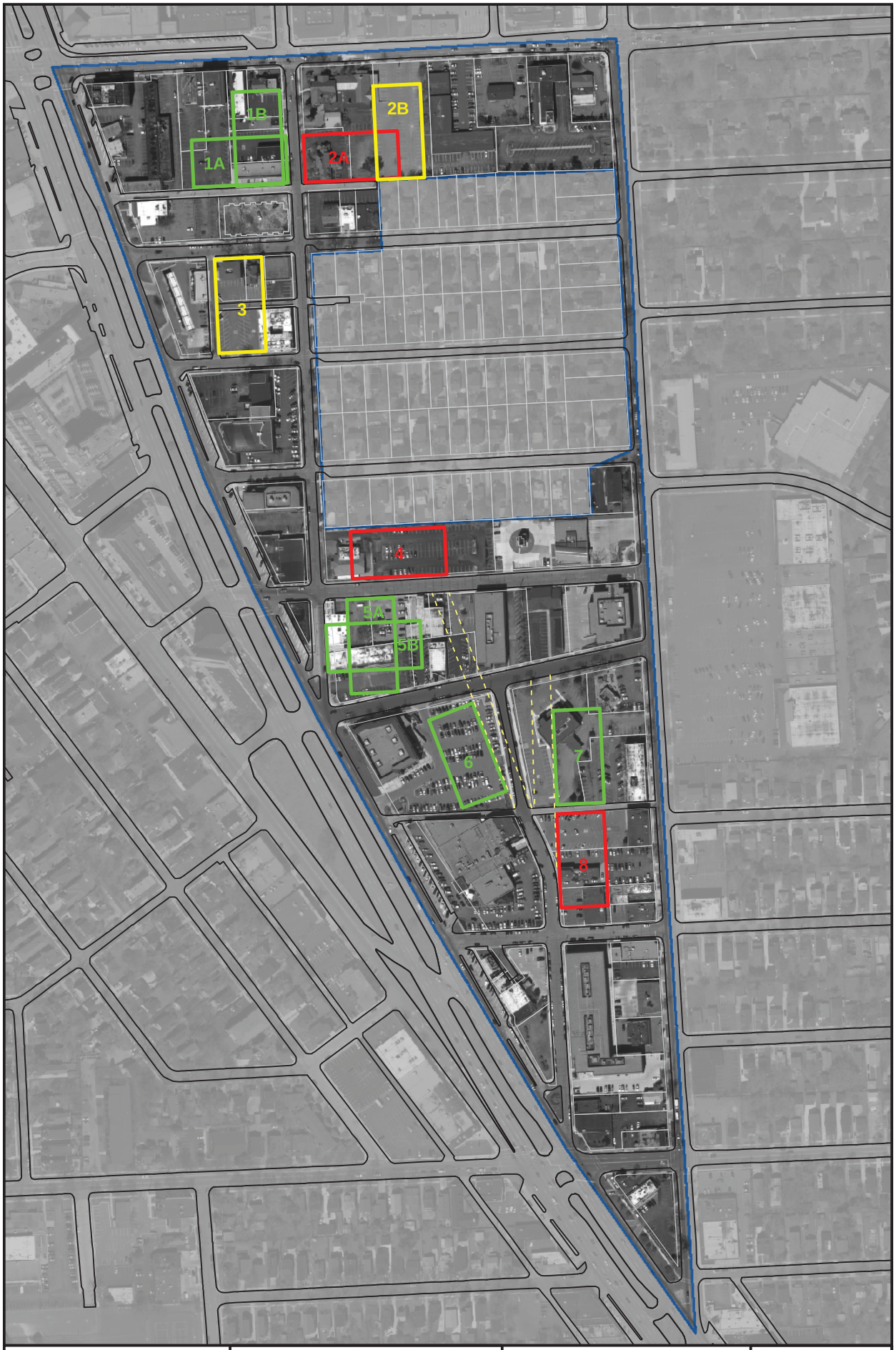
Alternative Location Evaluation

Several alternative sites were identified based upon a minimum footprint of 240' x 120'. These were provided at a range of alternative location and evaluated based upon the criteria described above. The criteria included:

- Site requirements – site dimensions and allowable height.
- Site considerations- blocks served by structure, projected parking demand, businesses relocated, assessed value of property, number of parcels/owners involved and proximity to single family residential.
- Pedestrian concerns - distance to MU7 zone, proximity to pedestrian crossovers on Woodward and frontage on a planned primary retail street.
- Access design - adequate access area, distance from intersection and turning conflicts at access.
- Roadway & traffic - access from Woodward, access from Maple and access from CBD across Woodward.

The results of the evaluation are provided in the following tables with the highest scoring locations highlighted in green on the map on the following page.





Birmingham Triangle District
Alternative Parking
Structure Locations

Map Created 11 January 2007

Highest Rank
Moderate Rank
Poor Rank

Data Sources: City of Birmingham, Michigan CGI, LSL Planning, Inc.

0 130 260 520 Feet

City of Birmingham

LSL Planning, Inc.

Triangle District Parking Structure Site Comparison Matrix
Birmingham, MI

Criteria	Measurement		Site 1A	Site 1B	Site 2A	Site 2B	Site 3	Site 4	Site 5A	Site 5B	Site 6	Site 7	Site 8
Site Requirements													
Width (120 ft. min)	Multiples of 60 ft.	1=120-179 ft, 2=180-239 ft, 3=240+ ft	1	1	1	1	2	1	3	3	1	2	1
Length (240 ft. min)	Optimum 300 ft.	1=240-269 ft, 2=270-299 ft, 3=300+ ft	1	2	3	2	1	3	1	3	2	3	2
Structure height limitations	3 stories, 5 stories, 7 stories	1=3 st, 2=5 st, 3=7 st	2	2	1	1	1	1	3	3	2	2	2
Site Considerations													
Blocks served by structure	# of blocks within 300 ft.	1=2 bk, 2=3-4 bk, 3=5+ bk	2	2	2	1	2	2	3	3	3	3	3
Projected parking demand	Projected number of spaces needed	1=0-200 sp, 2=201-400 sp, 3=401+ sp	3	3	2	2	2	1	3	3	1	3	1
Businesses relocated	Number of busiensses relocated	1=4+ bs, 2=2-3 bs, 3=0-1 bs	1	1	2	3	1	3	2	1	3	3	2
Assessed value of property	Assessed value ($ millions)	1=$5m+, 2=$2.5-5m, 3=$0-2.5m	2	2	1	3	2	1	2	2	3	1	3
# of parcels/owners involved	# of parcels	1=5+ pr, 2=3-4 pr, 3=1-2 pr	2	1	3	3	2	3	2	1	3	2	2
Proximity to single family residential	Distance to residential district (ft.)	1=0-120 ft, 2=121-240 ft, 3=241+ ft	2	2	1	1	1	1	2	2	3	3	3
Pedestrian Concerns													
Distance to MU7 zone	Distance to MU7 (ft.)	1=300+ ft, 2=100-299 ft, 3=0-99 ft	3	2	1	1	2	2	3	3	3	2	2
Proximity to pedestrian crossovers on Woodward	Distance to pedestrain crossings (ft.)	1=600+ ft, 2=300-599 ft, 3=0-299 ft	3	2	1	1	3	3	3	3	2	1	1
Planned primary retail street	Frontage on primary retail street (Y/N)	1=Y, 3=N	3	3	3	3	3	1	1	3	1	1	1
Access Design													
Adequate access area - length & width	Block frontage width (ft.)	1=0-299 ft, 2=300-399 ft, 3=400+ ft	3	3	1	2	2	3	2	2	3	2	1
Distance from intersection	Center distance to intersection (ft.)	1=0-160 ft, 2=161-220 ft, 3=221+ ft	3	1	3	3	3	2	1	1	1	2	1
Turning conflicts at access	Right vs. left turns into site from west	1=L, 3=R	3	3	1	3	3	1	3	3	3	3	1
Roadway & Traffic													
Access from Woodward	Distance from cross-overs (ft.)	1=1900+ ft, 2=1000-1999 ft, 3=0-999 ft	3	3	2	2	3	2	3	3	3	2	2
Access from Maple	Distance from Maple Rd. (ft.)	1=1600+ ft, 2=800-1599 ft, 3=0-799 ft	3	3	3	3	2	2	2	2	1	1	1
Access from CBD	Distance from Woodward crossing (ft.	1=900+ ft, 2=500-899 ft, 3=0-499 ft	2	2	2	1	2	3	3	3	3	2	1
		Total	**42**	**38**	**33**	**36**	**37**	**35**	**42**	**44**	**41**	**38**	**30**
		Rank	**2**	**4**	**8**	**6**	**5**	**7**	**2**	**1**	**3**	**4**	**9**

Triangle District Parking Structure Site Comparison Matrix
Birmingham, MI

Criteria	Measurement	Site 1A	Site 1B	Site 2A	Site 2B	Site 3	Site 4	Site 5A	Site 5B	Site 6	Site 7	Site 8
Site Requirements												
Width (120 ft. min)	Multiples of 60 ft.	143	139	137	120	195	131	351	268	160	180	120
Length (240 ft. min)	Optimum 300 ft.	265	297	302	276	240	430	268	351	275	320	288
Structure height limitations	3 stories, 5 stories, 7 stories	5	5	3	3	5/3	3	7/5	7/5	5	5	5
Site Considerations												
Blocks served by structure	# of blocks within 300 ft.	3	3	3	2	4	3	5	5	5	5	6
Projected parking demand	Projected number of spaces needed	435	435	267	267	350	127	513	513	125	437	190
Businesses relocated	Number of busiensses relocated	5	6	3	0	8	0	2	5	0	1	2
Assessed value of property	Assessed value ($ millions)	4.415	2.744	5.267	1.887	2.566	2.335	3.027	4.575	2.086	5.810	2.462
# of parcels/owners involved	# of parcels	4	5	2	1	3	1	3	5	0	3	3
Proximity to single family residential	Distance to residential district (ft.)	185	185	20	20	120	20	180	180	445	420	760
Pedestrian Concerns												
Distance to MU7 zone	Distance to MU7 (ft.)	0	126	315	495	195	184	0	0	0	250	100
Proximity to pedestrian crossovers on Woodward	Distance to pedestrain crossings (ft.)	280	355	600	740	200	125	115	115	575	960	1025
Planned primary retail street	Frontage on primary retail street (Y/N)	N	N	N	N	N	Y	Y	N	Y	Y	Y
Access Design												
Adequate access area - length & width	Block frontage width (ft.)	427	427	247	323	365	430	300	300	412	353	240
Distance from intersection	Center distance to intersection (ft.)	240	155	240	250	230	215	150	150	206	176	120
Turning conflicts at access	Right vs. left turns into site from west	R	R	L	R	R	L	R	R	R	R	L
Roadway & Traffic												
Access from Woodward	Distance from cross-overs (ft.)	850	850	850	1500	440	1050	700	700	430	1350	1050
Access from Maple	Distance from Maple Rd. (ft.)	240	155	240	0	600	1500	1500	1500	1950	1825	2150
Access from CBD	Distance from Woodward crossing (ft.)	880	795	880	920	1240	450	450	450	350	630	900

Site 6 assumes business not relocated and assessed value 1/3 due to only partial taking of parking

Birmingham Triangle District
Corridor Improvement Authority
Birmingham, MI

Preliminary Tax Increment Financing Projections

City of Birmingham
A Walkable Community

Preliminary Tax Increment Financing Projections

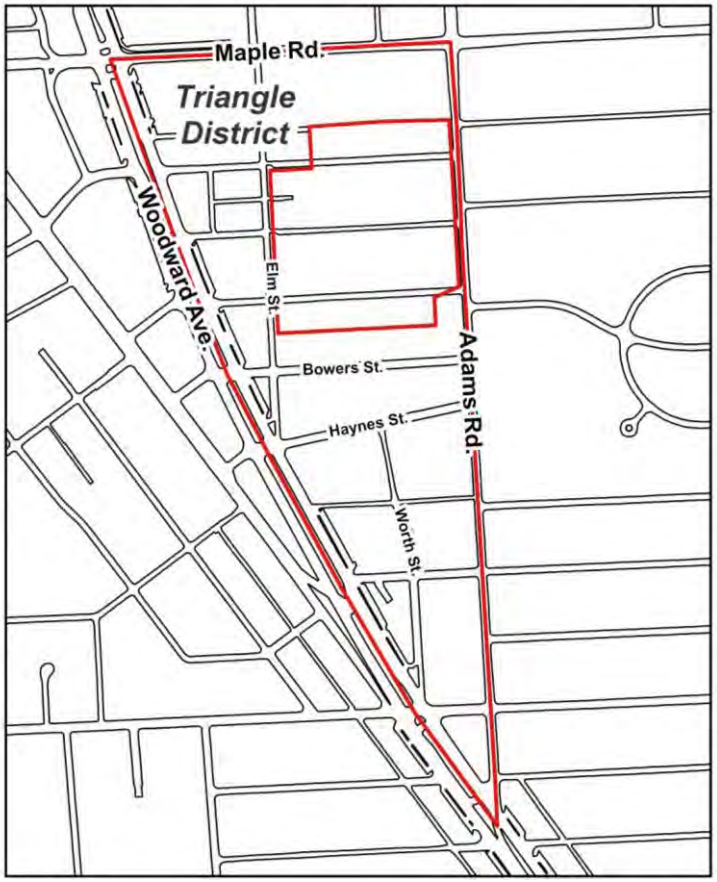
Triangle District

The city developed an Urban Design Plan for the Triangle District in 2006, which included the following goals:

- Improve the visual appearance of the area, its streets, alleys, public spaces, and buildings by establishing guidelines for design and implementation of public and private projects.
- Improve the economic and social vitality by encouraging diversity of use and opportunities for a variety of experiences.
- Better utilize property through more compact, mixed-use development.
- Link with Downtown across Woodward's high traffic barrier.
- Improve the comfort, convenience, safety, and enjoyment of the pedestrian environment by create an inviting, walkable, pedestrian neighborhood and setting aside public plazas.
- Organize the parking and street system to facilitate efficient access, circulation, and parking to balance vehicular and pedestrian needs.
- Encourage sustainable development.
- Protect the integrity of established residential neighborhoods.

Since development of the Design Plan, the city has established a Corridor Improvement Authority (CIA) to carry out the parking recommendations, pursuant to Michigan Public Act 280 of 2005. Their specific purpose is to facilitate the planning and financing of a parking structure.

The CIA will be drafting a Development and Tax Increment Finance Plan for the Triangle District. It will describe proposed improvements needed to achieve the goals for the district and the method of financing proposed to fund them. The following provides preliminary projections on the tax increment revenues that will be available for the Development Plan.



District Map

TIF Plan

A Tax Increment Finance Plan is being prepared in connection with the parking structure development plan. Tax Increment Financing is a method of funding public investments in an area slated for redevelopment by capturing, for a time, all or a portion of the increased tax revenue that may result if the redevelopment stimulates private development. The concept of tax increment financing is applied only to the Development Area (DA) for which a development plan has been prepared by the Authority and adopted by the community's legislative body.

> "Captured Assessed Value" can be described as the amount in any year of the Plan in which the current assessed value exceeds the initial assessed value. Current assessed value for this purpose includes the amount of local taxes paid in lieu of property taxes. "Initial Assessed Value" represents the assessed value as equalized for all properties in the DA at the time of resolution adoption. It is relevant to mention that for property exempt from taxation at the time of the determination of the initial assessed its representative value is included as zero. The taxable difference between the initial assessed value (base year total) and any incremental increase in the SEV can be captured and (re)invested by the Corridor Improvement Authority (CIA).
>
> In order to make use of tax increment financing the CIA must submit to the City Commission a Tax Increment Financing and Development Plan which the city must approve by resolution. Following approval of resolution, municipal and county treasurers must transmit to the CIA that portion of the taxing bodies paid each year on real and personal property in the DA on the captured assessed value. The transmitted funds are denominated "tax increment revenues". Tax increment revenues are additionally limited as explained below:
>
> *"Tax increment revenues" means the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of*

real and personal property in the DA. Tax increment revenues do not include any of the following:

a. *Taxes under the state education tax act, 1993 PA 331, MCL 211.901 to 211.906.*

b. *Taxes levied by local or intermediate school districts.*

c. *Ad valorem property taxes attributable either to a portion of the captured assessed value shared with taxing jurisdictions within the jurisdictional area of the authority or to a portion of value of property that may be excluded from captured assessed value or specific local taxes attributable to the ad valorem property taxes.*

d. *Ad valorem property taxes excluded by the tax increment financing plan of the authority from the determination of the amount of tax increment revenues to be transmitted to the authority or specific local taxes attributable to the ad valorem property taxes.*

e. *Ad valorem property taxes exempted from capture under section 18(5) or specific local taxes attributable to the ad valorem property taxes.*

f. *Ad valorem property taxes specifically levied for the payment of principal and interest of obligations approved by the electors or obligations pledging the unlimited taxing power of the local governmental unit or specific taxes attributable to those ad valorem property taxes.*

The following tables describe the current SEV and taxable values for each parcel in the district, the estimated TIF capture by taxing jurisdiction and TIF revenue that would be available for financing proposed improvements.

Base Property Values for All CIA Parcels
2009

Owner Name	Parcel Number	2009 MBOR SEV	2009 Taxable	Property Class	Property Address
EMPIRE EXPRESS ASSOCIATES LP	08-19-36-226-002	3,899,800	2,773,010	201	34952 WOODWARD AVE
TROSZAK REAL ESTATE VENTURES	08-19-36-226-003	917,880	461,760	201	690 E MAPLE,SUITE 100
LASSO HOLDINGS LLC	08-19-36-226-007	478,270	478,270	201	746 E MAPLE RD
STAHELIN STREET INVESTMENT	08-19-36-226-009	470,940	470,940	201	772 E MAPLE
KREINDLER, ALFRED M MD	08-19-36-226-012	742,050	309,540	201	200 ELM
ELM STREET REALTY	08-19-36-226-013	540,820	276,350	201	266 ELM
J C & C ENTERPRISES	08-19-36-226-020	1,765,490	636,510	201	700 E MAPLE
LASSO HOLDINGS LLC	08-19-36-226-021	208,630	208,630	201	160 ELM
AUTOMOBILE CLUB OF MICHIGAN	08-19-36-226-022	1,646,730	874,370	201	34802 WOODWARD
735 FOREST STREET LLC	08-19-36-226-023	-	-	415	735 FOREST AVE
ELMWOOD PROPERTIES I LLC	08-19-36-227-002	1,995,330	755,700	201	920 E MAPLE
BUDGET RENT A CAR SYSTEM, INC	08-19-36-227-003	1,001,730	941,620	201	1000 E MAPLE RD
REA, ANTHONY	08-19-36-227-005	696,580	227,040	201	1088 E MAPLE
PAUL CORBY ASSOC INC	08-19-36-227-006	615,360	256,980	201	295 ELM
DJV HOLDINGS LLC	08-19-36-227-007	297,710	151,480	201	837 FOREST
OSTRANDER III, JOHN N	08-19-36-227-008	489,530	219,170	201	855 FOREST
HAMILTON, WILLIAM R CO	08-19-36-227-023	1,264,590	300,010	201	
FIDELITY BANK OF MICHIGAN	08-19-36-227-024	2,765,630	989,860	201	1040 E MAPLE
HAMILTON, WILLIAM R CO	08-19-36-227-027	2,057,930	742,510	201	820 E MAPLE
ELM STREET LLC	08-19-36-227-028	1,107,800	521,010	201	219 ELM
SPEEDWAY SUPERAMERICA LLC	08-19-36-228-001	1,586,660	756,170	201	34750 WOODWARD
FOREST ST PROPERTIES LLC	08-19-36-228-002	587,240	549,900	201	700 FOREST
HEATH & WELLS LLC	08-19-36-228-003	360,130	213,560	201	748 FOREST
750 FOREST LLC	08-19-36-228-004	547,600	547,600	201	750 FOREST
751 CHESTNUT LLC	08-19-36-228-005	1,321,230	812,580	201	751 CHESTNUT STE 205
LAVERY, FRED PORSCHE-AUDI CO	08-19-36-230-003	1,952,920	812,040	201	34602 WOODWARD
VILLAGE PLAYERS	08-19-36-230-004	-	-	402	34660 WOODWARD
LAVERY, FRED PORSCHE-AUDI	08-19-36-232-001	1,452,070	1,062,120	201	34574 WOODWARD
C LANE MALLY LLC	08-19-36-232-005	1,418,090	735,700	201	34500 WOODWARD
COLONIAL SALES & ENGINEERING	08-19-36-233-014	377,870	256,050	203	520 S ADAMS
CITY OF BIRMINGHAM	08-19-36-233-021	-	-	402	572 S ADAMS
JEFFERSON LAND INC	08-19-36-233-022	2,012,910	2,012,910	201	825 BOWERS
GRAND BOULEVARD LLC	08-19-36-280-002	386,380	238,200	201	34400 WOODWARD
BIRMINGHAM BOWERS LLC	08-19-36-281-003	513,830	513,830	202	870 BOWERS
EMINENCE REAL ESTATE INV LLC	08-19-36-281-004	375,380	375,380	201	874 BOWERS
EMINENCE REAL ESTATE INV LLC	08-19-36-281-005	425,930	425,930	201	880 BOWERS
ROSSO DEVELOPMENT CO	08-19-36-281-017	1,291,340	509,410	201	1006 BOWERS
MITCHELL, THEODORE N	08-19-36-281-022	1,376,230	161,730	201	845 HAYNES ST
ELSMAN, JAMES	08-19-36-281-028	671,430	272,200	201	611 ELM
999 HAYNES ASSOCIATES	08-19-36-281-029	2,912,280	989,010	201	999 HAYNES

BARDHA, AGIM	08-19-36-281-030	944,600	419,500	201	909 HAYNES
FULLER CENTRAL PARK PROPRTY	08-19-36-281-031	2,925,580	1,963,570	201	600 S ADAMS
RELATED BIRMINGHAM LLC	08-19-36-282-002	5,893,660	3,741,510	201	34300 WOODWARD
HUNTER BLVD ASSOCIATES	08-19-36-282-005	3,999,560	2,481,920	201	34200 WOODWARD
BIRMINGHAM MD PROPERTIES LLC	08-19-36-283-009	1,156,030	1,156,030	201	800 S ADAMS RD
PLANT STATION PROPERTIES LLC	08-19-36-283-014	667,430	667,430	201	720 S ADAMS
BIRMINGHAM GROUP	08-19-36-283-016	2,028,350	689,610	201	770 S ADAMS
PARK, CHANG K	08-19-36-283-019	361,750	143,970	201	884 S ADAMS
PARK, CHANG K	08-19-36-283-020	369,720	219,680	201	894 S ADAMS
CAT LOFT LLC	08-19-36-283-021	484,040	267,730	201	875 S WORTH
PARK, CHANG K	08-19-36-283-022	546,830	284,090	201	1025 WEBSTER
CITIZENS BANK/CHARTER ONE BANK	08-19-36-283-024	3,217,870	1,214,430	201	1000 HAYNES
HUNTER BLVD ASSOCIATES	08-19-36-283-025	409,080	-	201	
CUVIELLO TRUSTEE, MICHAEL	08-19-36-284-001	168,340	97,290	201	34186 WOODWARD AVE
CUVIELLO TRUSTEE, MICHAEL	08-19-36-284-002	147,750	136,750	201	34164 WOODWARD AVE
KODLOWSKI, MARK	08-19-36-284-009	739,620	739,620	201	34122 WOODWARD AVE
FULLER CENTRAL PARK PROPERTIES	08-19-36-284-010	586,300	404,760	202	
FULLER CENTRAL PARK LLC	08-19-36-285-001	6,668,000	4,943,670	201	1001 S WORTH
1077 SOUTHWORTH LLC	08-19-36-285-002	323,760	148,240	201	1077 S WORTH ST
ADAMS WEBSTER INVSTMT CO LLC	08-19-36-285-006	419,870	294,040	201	908 S ADAMS
ADAMS WEBSTER INVSTMT CO LLC	08-19-36-285-007	262,150	-	201	
SZCZEPANIAK, GERARD TRUST	08-19-36-285-008	579,880	266,820	201	988 S ADAMS
BIRMINGHAM PIZZA HLDG CO LLC	08-19-36-285-009	519,740	216,720	201	1000 S ADAMS
PRIME	08-19-36-285-010	299,630	95,360	201	1066 S ADAMS
PARK, CHANG K	08-19-36-285-012	385,520	241,910	201	1090 S ADAMS
PRIME MANAGEMENT	08-19-36-285-013	898,770	519,830	201	34000 WOODWARD
G & S RESTAURANTS INC	08-19-36-427-001	926,320	560,680	201	33900 WOODWARD
BASE AMOUNTS		78,462,470	44,754,240		

Estimated TIF Capture (1)
2009 - 2041

Fiscal Year	Base Value	Taxable Value (2)	Capture Amount
2009	$44,754,240	$44,754,240	$0
2010	$44,754,240	$44,754,240	$0
2011	$44,754,240	$44,754,240	$0
2012	$44,754,240	$45,873,096	$1,118,856
2013	$44,754,240	$47,019,923	$2,265,683
2014	$44,754,240	$48,195,421	$3,441,181
2015	$44,754,240	$49,400,307	$4,646,067
2016	$44,754,240	$50,635,315	$5,881,075
2017	$44,754,240	$51,901,198	$7,146,958
2018	$44,754,240	$53,198,728	$8,444,488
2019	$44,754,240	$54,528,696	$9,774,456
2020	$44,754,240	$55,891,913	$11,137,673
2021	$44,754,240	$57,289,211	$12,534,971
2022	$44,754,240	$58,721,441	$13,967,201
2023	$44,754,240	$60,189,477	$15,435,237
2024	$44,754,240	$61,694,214	$16,939,974
2025	$44,754,240	$63,236,569	$18,482,329
2026	$44,754,240	$64,817,484	$20,063,244
2027	$44,754,240	$66,437,921	$21,683,681
2028	$44,754,240	$68,098,869	$23,344,629
2029	$44,754,240	$69,801,341	$25,047,101
2030	$44,754,240	$71,546,374	$26,792,134
2031	$44,754,240	$73,335,033	$28,580,793
2032	$44,754,240	$75,168,409	$30,414,169
2033	$44,754,240	$77,047,620	$32,293,380
2034	$44,754,240	$78,973,810	$34,219,570
2035	$44,754,240	$80,948,155	$36,193,915
2036	$44,754,240	$82,971,859	$38,217,619
2037	$44,754,240	$85,046,156	$40,291,916
2038	$44,754,240	$87,172,309	$42,418,069
2039	$44,754,240	$89,351,617	$44,597,377
2040	$44,754,240	$91,585,408	$46,831,168
2041	$44,754,240	$93,875,043	$49,120,803
	$1,476,889,920	$2,148,215,637	$671,325,717

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

(2) 2010 & 2011 reflect no growth. 2012 - 2041 assume 2.5% growth/year.

Methodology for this table: Took base Taxable Value from Base Data Table and inserted it into the base value column in this table. For years 2012-2041, a 2.5% inflation is assumed, leaving the difference between the base value and taxable value as the captured amount.

Estimated TIF Increment Capture and Its Taxing Jurisdiction
Fiscal Year Ending June 30

Millage Rates		11.0689	1.3021	0.7226	1	4.6461	0.1	0.59	1.5844		18	2.9	3.369	6	59.1251
Fiscal Year	Captured (1)	City of Birmingham Operating	City of Birmingham Debt	City of Birmingham Refuse	City of Birmingham Library	HCMA	Zoological Authority	SMART	Community College	Total of Non-School Taxing Jurisdiction	Birmingham School Operating	Birmingham School Debt	Oakland Intermediate Schools	State Education	Total Captured Increment
2009	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0
2010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0
2011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0
2012	1,118,856	12,385	1,457	808	1,119	5,198	112	660	1,773	23,512	20,139	3,245	3,769	6,713	$57,378
2013	2,265,683	25,079	2,950	1,637	2,266	10,527	227	1,337	3,590	47,611	40,782	6,570	7,633	13,594	$116,191
2014	3,441,181	38,090	4,481	2,487	3,441	15,988	344	2,030	5,452	72,313	61,941	9,979	11,593	20,647	$176,474
2015	4,646,067	51,427	6,050	3,357	4,646	21,586	465	2,741	7,361	97,633	83,629	13,474	15,653	27,876	$238,265
2016	5,881,075	65,097	7,658	4,250	5,881	27,324	588	3,470	9,318	123,585	105,859	17,055	19,813	35,286	$301,600
2017	7,146,958	79,109	9,306	5,164	7,147	33,205	715	4,217	11,324	150,187	128,645	20,726	24,078	42,882	$366,518
2018	8,444,488	93,471	10,996	6,102	8,444	39,234	844	4,982	13,379	177,453	152,001	24,489	28,449	50,667	$433,059
2019	9,774,456	108,192	12,727	7,063	9,774	45,413	977	5,767	15,487	205,401	175,940	28,346	32,930	58,647	$501,264
2020	11,137,673	123,282	14,502	8,048	11,138	51,747	1,114	6,571	17,647	234,048	200,478	32,299	37,523	66,826	$571,174
2021	12,534,971	138,748	16,322	9,058	12,535	58,239	1,253	7,396	19,860	263,411	225,629	36,351	42,230	75,210	$642,832
2022	13,967,201	154,602	18,187	10,093	13,967	64,893	1,397	8,241	22,130	293,508	251,410	40,505	47,056	83,803	$716,281
2023	15,435,237	170,851	20,098	11,154	15,435	71,714	1,544	9,107	24,456	324,358	277,834	44,762	52,001	92,611	$791,567
2024	16,939,974	187,507	22,058	12,241	16,940	78,705	1,694	9,995	26,840	355,978	304,920	49,126	57,071	101,640	$868,734
2025	18,482,329	204,579	24,066	13,355	18,482	85,871	1,848	10,905	29,283	388,390	332,682	53,599	62,267	110,894	$947,831
2026	20,063,244	222,078	26,124	14,498	20,063	93,216	2,006	11,837	31,788	421,611	361,138	58,183	67,593	120,379	$1,028,905
2027	21,683,681	240,014	28,234	15,669	21,684	100,745	2,168	12,793	34,356	455,663	390,306	62,883	73,052	130,102	$1,112,006
2028	23,344,629	258,399	30,397	16,869	23,345	108,461	2,334	13,773	36,987	490,566	420,203	67,699	78,648	140,068	$1,197,185
2029	25,047,101	277,244	32,614	18,099	25,047	116,371	2,505	14,778	39,685	526,342	450,848	72,637	84,384	150,283	$1,284,493
2030	26,792,134	296,559	34,886	19,360	26,792	124,479	2,679	15,807	42,449	563,013	482,258	77,697	90,263	160,753	$1,373,984
2031	28,580,793	316,358	37,215	20,652	28,581	132,789	2,858	16,863	45,283	600,600	514,454	82,884	96,289	171,485	$1,465,712
		$3,063,072	$360,327	$199,963	$276,728	$1,285,705	$27,673	$163,269	$438,447	$5,815,184	$4,981,099	$802,510	$932,296	$1,660,366	$14,191,456

(1) 2010 & 2011 reflect no growth. 2012 - 2041 assume 2.5% growth/year.

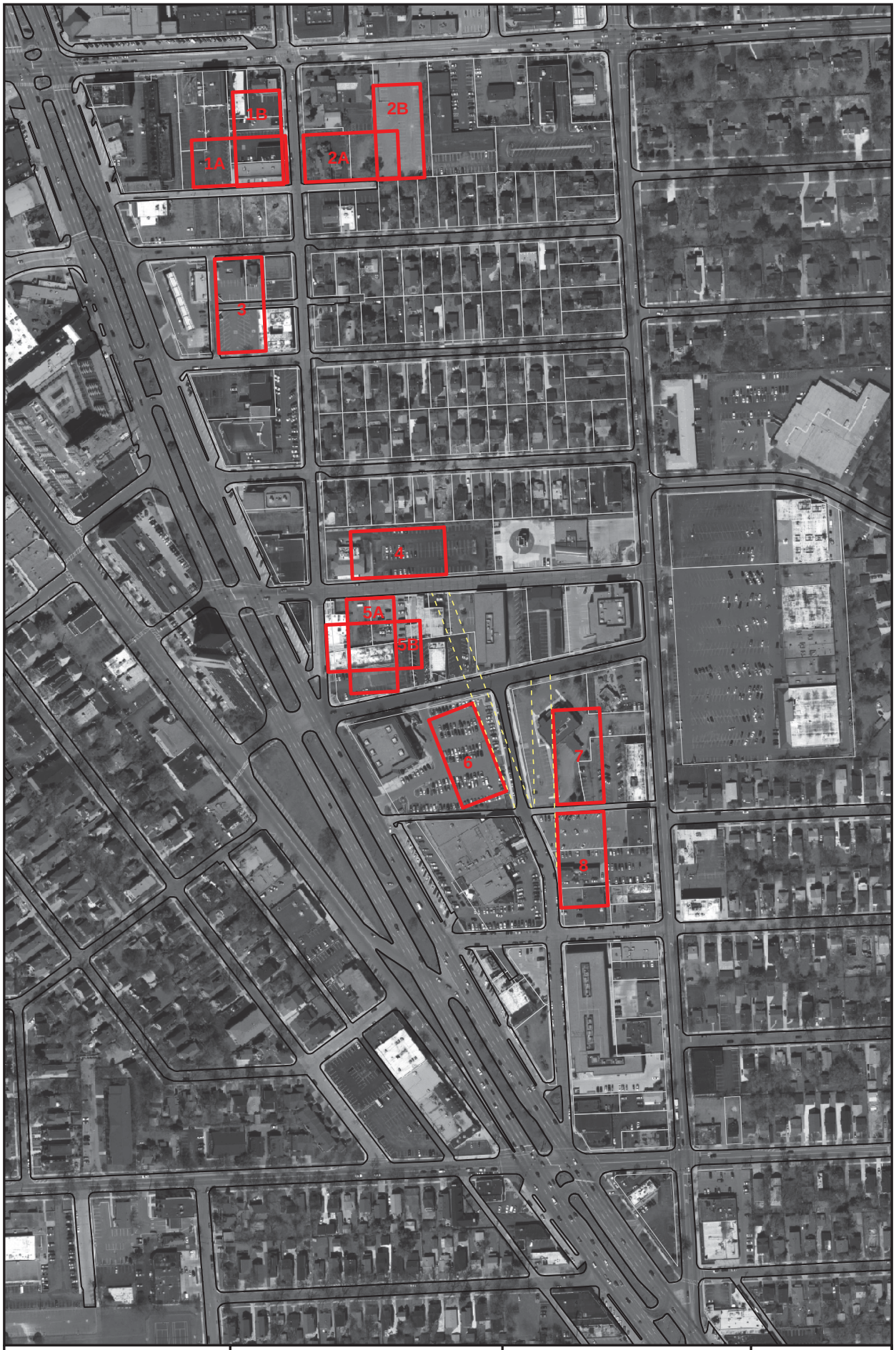
Shaded cells are school taxing agencies

Methodology for this Table: Total capture amount for each year was taken from the Captured Amount column in the Estimated TIF Capture Table. Those amounts were then divided by 1000 and multiplied by the millage rates above to establish the tax capture for each taxing agency.

Tax Increment Finance Authority Bonds

Fiscal Year Ending June 30	Tax Increment Revenues from Non-School Taxing Jurisdictions (1)	Total Bond Debt Service	Excess Tax Increment Revenues	Cumulative
2009	$0		$0	$0
2010	$0		$0	$0
2011	$0		$0	$0
2012	$23,512		$23,512	$23,512
2013	$47,611		$47,611	$71,123
2014	$72,313		$72,313	$143,436
2015	$97,633		$97,633	$241,069
2016	$123,585		$123,585	$364,655
2017	$150,187		$150,187	$514,842
2018	$177,453		$177,453	$692,295
2019	$205,401		$205,401	$897,696
2020	$234,048		$234,048	$1,131,745
2021	$263,411		$263,411	$1,395,156
2022	$293,508		$293,508	$1,688,664
2023	$324,358		$324,358	$2,013,021
2024	$355,978		$355,978	$2,369,000
2025	$388,390		$388,390	$2,757,389
2026	$421,611		$421,611	$3,179,000
2027	$455,663		$455,663	$3,634,663
2028	$490,566		$490,566	$4,125,230
2029	$526,342		$526,342	$4,651,572
2030	$563,013		$563,013	$5,214,585
2031	$600,600		$600,600	$5,815,184
2032				
2033				
2034				
2035				
2036				
2037				
2038				
2039				
2040				
2041				
	$5,815,184	$0	$5,815,184	

(1) Non-School Taxing Jurisdictions include Birmingham School Debt & Operating, Oakland Intermediate Schools and State Education Tax



Birmingham Triangle District
Alternative Parking
Structure Locations

Map Created 11 January 2007

Alternative Parking Structure Locations
Road Edges
Triangle District Parcels

Data Sources: City of Birmingham, Michigan CGI, LSL Planning, Inc.

0 125 250 500 Feet

City of Birmingham

LSL Planning, Inc.

ROCHESTER

Two parking decks coming to downtown

By Paul Kampe
paul.kampe@oakpress.com
@PaulKampe on Twitter

Downtown Rochester shoppers and diners are likely to have an easier time parking in the near future.

The city plans to alleviate parking pain by adding two parking decks on opposite sides of Main Street.

"We've found over the last few years during events and in peak times there isn't adequate parking for customers," Downtown Development Authority Executive Director Kristi Trevarrow said. "People want more convenient parking."

Construction could begin as early as this fall on the $12 million project, according to City Manager Jaymes Vettraino. The parking structures would add an estimated more than 600 spots to the downtown area.

"This will enhance our ability (to host events) and the quality of life for our residents," he said.

The east parking structure is expected to be an addition to a pre-existing parking lot along University Drive between Main and East streets. It would be constructed first, Vettraino said.

"We're literally stacking one parking lot on top of the other," he said.

The west side parking deck is expect to be added built in early 2015 and will be slightly larger than its counterpart. It is expected to be built between Main and Walnut streets near University Drive.

"(Our) lots aren't necessarily where parking is needed," Trevarrow said.

Each parking platform is expected to take four to five months to build. The city has authorized Rich & Associates of Southfield to do the work.

An April 2013 parking study confirmed what many already knew — desirable parking spots in downtown were limited during peak hours. That not only discourages residents, citygoers and store owners, but also potential new businesses, Vettraino said.

"We knew we had areas that were very difficult to find spaces at certain times," he said. "(The parking structures) are not only needed today, but for future economic development. We won't turn those away due to a lack of parking."

A design concept for the new structures is expected to be presented at a Sept. 3 Planning Commission meeting, Vettraino said. The commission could then pass the proposal to the city council for its Sept. 8 meeting.

"We're excited to turn that corner," he said.

The number of spots created by the decks could vary slightly based on the project's final designs, he added.

The city is expected to issue capital improvement bonds to pay for the project.

The cost to park on the platforms is still being discussed. On-street parking in the city currently costs $1 per hour while off-street parking is free, but time limited. Trevarrow said the city's Parking Advisory Committee has discussed the possibility of two-hour free parking in the new decks.

Trevarrow said the city is following the lead of nearby Birmingham in creating its parking model.

"It's a strong system," she said. "We didn't want to reinvent the wheel."

The city also addressed parking issues earlier this summer by increasing parking fines to $10. The raise comes in an effort to discourage "meter-feeders" from taking prime spots for extended periods of time, Vettraino said.

Online: For a related video, please visit **www.tout.com/u/paulkampe.**

PAUL KAMPE — THE OAKLAND PRESS

The public parking lot off Walnut Street near Main Street in downtown Rochester is expected to have a parking deck added above the existing parking lot.

Rochester Downto
discusses the expe
increase the numbe

AD HOC PARKING STUDY COMMITTEE
TUESDAY, SEPTEMBER 16, 2014
2:00 P.M.
ROOM 205
151 MARTIN ST., BIRMINGHAM, MI

A. Roll Call
B. Introductions
C. Review of Agenda
D. Approval of Minutes, Meeting of August 26, 2014

E. Central Business District
   Review of Data regarding Peabody St. Structure

F. Triangle District
   LSL Planning Proposal Update

G. Meeting Open for Matters not on the Agenda

H. Schedule for Next Meeting Date

I. Adjournment

Notice: Due to building security, public entrance during non-business hours is through the Police Department, Pierce St. Entrance only. Individuals with disabilities requiring assistance to enter the building should request aid via intercom system at the parking lot entrance gate on Henrietta St.

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 dia 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
AD-HOC PARKING STUDY COMMITTEE
2:00 PM., TUESDAY, AUGUST 26, 2014
City Commission Room 205
151 Martin Street, Birmingham, Michigan

Minutes of the meeting of the City of Birmingham Ad-Hoc Parking Study Committee held August 26, 2014.

A. ROLL CALL

Present: **Ad-Hoc Committee Members**
Richard Astrein (PSD)
Susan Peabody (APC)
JC Cataldo (CIA)
Gillian Lazar (PB) (Arrived 3:24 PM)

Absent: Johanna Slanga (MMTB)

Administration: Paul O'Meara, City Engineer
Jana Ecker, Planning Director
Brendan Cousino, Assistant City Engineer
John Heiney, PSD Director

Guests: Jay O'Dell, Central Parking
David Hohendorf, Downtown Publications

B. INTRODUCTIONS

Members & guests introduced themselves.

C. REVIEW AGENDA

There were no proposed modifications to the meeting agenda as presented.

D. APPROVAL OF MINUTES, MEETING OF AUGUST 6, 2014

There were no proposed modifications to the minutes for the August 6, 2014 meeting of the Ad Hoc Parking Study Committee as presented.

All were in favor of approval of the minutes for the July 9, 2014 meeting of the Ad Hoc Parking Study Committee as presented and none were opposed.

E. CENTRAL BUSINESS DISTRICT – CREATION OF PARKING GENERATION MODEL

Paul O'Meara reviewed the five action items were identified to be completed prior to the meeting, which were:

1. Review the chart listing all square footages, and make certain that each site's listed square footage is the number of what actually was present during the counts.
2. Review data from other cities to verify what they are witnessing with respect to this topic.
3. Find data relative to national trends that indicate that office occupancies are getting higher.
4. Remove the private parking spaces and the cars counted within them from the figures to see if the occupancy rate and the parking generation rate more closely resemble what is being observed.
5. Record the number of times each parking structure is filling to capacity.

Staff verified the square footage chart and the only change made to the chart was to remove the square footage of the Balmoral Building (the project currently under construction at the corner of Woodward Ave. and Brown St.) from the current building square footage in the Peabody Zone.

Paul O'Meara stated Planning Dept. staff assembled some relevant data for several other cites, which was included in the agenda packet.

Paul O'Meara stated Planning Dept. staff also found data that projected that the area of office space per worker is declining, and is projected to decrease by 14% between 2012 and 2017, from 176 SF per worker to 151 SF per worker. This confirms that what is happening in Birmingham with more workers in the same office space is a part of a larger trend.

Paul O'Meara noted that even with the removal of the private parking spaces and the adjustment for the Balmoral Building, he is not sure of what the new calculated numbers mean, and that a true, reliable demand model may not be available until the current construction project is finished, and the system is operating under "normal" conditions again. The construction project should be finished by the third week of September. Several weeks will be needed to sell currently held permits at the Park St. Structure. Paul O'Meara recommended that new count be taken by the end of October, hopefully resulting in numbers that are more reliable and reflective of the "normal" mode of operation without a large number of parking spaces in the Park St. structure out of operation for the renovation work.

Paul O'Meara reviewed the data on the parking structures filling which was included in his memorandum dated August 25, 2014. The data shows that the Park and Chester structures are operating well during the periods when there is no construction in Park.

The data shows that last year, the Peabody parking structure was filling at some point on 52% of the days, even when the Park Street parking structure was not under construction. The Pierce Street parking structure has not been experiencing the same problem of filling regularly. In 2013, the structure filled to capacity 7 days total, and 21 days so far in 2014. The N. Old Woodward structure is filling more frequently than in the past, even during normal operating times. N. Old Woodward and Pierce are the only structures where there is a possibility of adding on to the structure to increase capacity.

Paul O'Meara noted that there are new patterns emerging with the Peabody structure, relative to people parking on either side of Woodward. The current survey done in May does not take into account how many people could be parking in that structure that work in the Triangle District. Jay O'Dell stated that there are long wait lists for monthly parking permits in the Peabody parking structure. The City is currently trying to reduce the number of monthly permit holders in that structure to reduce the number of times that structure fills, based on the level of transient parking customers that regularly use that structure.

JC Cataldo stated that since the easternmost parking structure has the most activity, that possibly the remedy would be to add a structure to the Triangle District which would relieve the pressure from people currently working across Woodward.

The reasons for the Pierce St. parking structure not filling regularly were discussed by the committee. Jay O'Dell noted that the filling of the parking structure has primarily been driven by events at the Townsend Hotel, and that they may be using more offsite valet parking than in the past. Paul O'Meara emphasized that the fact that it is not filling can mean that it is operating correctly – the City does not want the parking structures to fill too often. It can demonstrate that there is the proper balance between monthly permit parkers and transient parkers in that structure.

The committee then discussed the 80% occupancy rate among public parking places. The main vacancies in the parking structures were on the top floors, and the areas in the Park Street parking structure that were closed off for construction. John Heiney asked whether monthly permit parkers could be forced to park higher up in the structures. Jay O'Dell stated that they have been enforcing the requirements that permit parkers park in the yellow spaces, but that during the construction time when the structures have been filling more often that it is more difficult to enforce. Permit holders may not be able to find spaces in the proper area when the structures are operating with higher traffic due to the construction in the Park St. Structure.

Richard Astrein noted that one of the purposes of this committee was to try to project the future, and build capacity for future development. Part of the reason that this committee was formed was because there was a perception that there is a shortage of parking available in downtown Birmingham.

Paul O'Meara said that:

1. Due to the number of times the Peabody structure is filling, even during times when there is no construction going on in the structures, and
2. The length of the waiting lists for monthly permits at both Peabody and at Pierce,

he felt that recommending the addition of two floors to the Pierce parking structure could be justified. Such a project would add capacity for the future developments at the south end of the downtown parking assessment district.

JC Cataldo asked about the percentage of permit parkers, the percentage of all day or long term parkers, and the percentage of transient parkers in the Peabody Structure. Jay O'Dell noted that the increased traffic and the filling of the parking structure generally started once the Greenleaf Trust building opened, and the Powerhouse Gym opened across Brown St. from the Peabody structure. Susan Peabody stated that this was also approximately the time that the old funeral home parking lot located at 820 E. Maple was closed to parking, and that all of the workers that used to park at that location were pushed to other parking lots or the structures.

The committee considered making a motion relative to recommending the expansion of the Pierce St. Parking Structure. However, with only three of the five committee members in attendance, no one was prepared to do so based on the data currently available. The committee requested that staff prepare a suggested resolution to recommend adding two floors to the Pierce St. parking structure to relieve the pressure on the south end of the parking assessment district, particularly in the Peabody zone. They also requested the data to show the percentage of permit parkers, the percentage of all day or long term parkers, and the percentage of transient parkers in the Peabody Structure, as well as a map showing the addresses of the monthly permit holders in the Peabody Structure.

F. TRIANGLE DISTRICT

Paul O'Meara stated that a study was done in 2007 for the Corridor Improvement Authority to project the future parking demand in the Triangle District as it develops. A copy of the study was included in the agenda packet for the committee members to review. He recommended that the original study be updated to take into account the properties that have since been developed, and should be expanded to include all of the commercial properties on the north side of E. Maple Road between Woodward and Adams based on the current uses of those properties.

Paul O'Meara noted that staff fells that likely there will be two parking structure locations in the Triangle District – one at the north end of the district, and one at the south end. When the Triangle District parking study is updated, the location study should be refined to reflect two locations.

Richard Astrein wondered where the parking complaints in the Triangle District are being generated. Jana Ecker responded that she is not aware of any particular problems, but that they are starting to have developers identify the lack of parking as an obstacle to new developments in the district.

Motion by J.C. Catalto, Seconded by Susan Peabody

The Ad Hoc Parking Study Committee recommends to the City Commission that the team of LSL Planning and Carl Walker Parking Consultants be engaged to update the parking study component of the Triangle District plan (completed in 2007). Further, to endorse the concept that the study should consider moving the north boundary of the Triangle Parking District to include all commercial properties north of Maple Rd.

Motion passed, 4-0 (1 Absent)

G. OTHER INFORMATION

(No comments)

H. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA

(No comments)

I. SCHEDULE FOR NEXT MEETING DATE

It was noted the next meeting will be on Tuesday, September 16, at 2:00 p.m.

J. ADJOURNMENT

No further business being evident, board members motioned to adjourn.

Paul O'Meara, City Engineer

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **September 12, 2014**

TO: **Ad Hoc Parking Study Committee**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Analysis of the Peabody St. Parking Structure**

During the meeting of August 25, the Ad Hoc Parking Study Committee (AHPSC) considered the extreme demand currently being experienced at the Peabody St. Parking Structure, and how it may be able to justify moving forward with an expansion at the Pierce St. Parking Structure. The following requests were made for the next meeting:

1. Provide data for the Peabody St. Structure that helps clarify how the facility is being used with respect to monthlies, short term daily parkers, and long term daily parkers.
2. Provide a map that depicts where current monthly permit holders are working.
3. Prepare a suggested recommendation for the City Commission relative to proceeding with the Pierce St. Parking Structure expansion.

Regarding #1, the attached data has been prepared by Central Parking. It depicts what was happening at 1 PM at the structure during this past week, Tuesday Sept. 9 to Thursday, Sept. 11. On all three days, the lot was full at 1 PM. Over half of the spaces were taken by monthly permits, less than 30% were being used by short term parkers (less than 4 hours). Between 13% and 17% were long term parkers (over 4 hours).

The data generally shows that about 2/3 of the parking structure is being used by long term parkers. This number is too high to accommodate the number of shoppers and short term visitors looking for a space. We have reduced the number of permits that can be sold in this structure, and we will likely recommend that the number be reduced even further, to help accommodate the demand. It is not clear how this data will help draw the conclusion that an expansion at Pierce St. is justified.

Regarding #2, the map attached confirms that the majority of people served by these permits do not have to walk very far. There are some that are closer to the Pierce St. Parking Structure than the Peabody St. Structure, but these are relatively few. These are likely people that acquired the permit back at the time when the waiting list was longer (in wait time) for Pierce St. than it was for Peabody St. That is no longer the case.

It is important to note that most of the permit holders waited over a year to obtain a permit. No permits have been issued for several months, and those that did obtain one most recently are waiting over 2 years. They may have had to park at other parking structures for a time before they got to the top of the list. A more interesting map would be to see where those on the waiting list work. That map would help depict what has been happening over the most

recent 2 years. However, we are not able to do that since no such information is collected from those on the waiting list.

Similar to the data above, it is not clear how this information will assist one to draw the conclusion that more spaces should be built at the Pierce St. Parking Structure. Rather, the information that we have that is conclusive is provided below:

1. The district-wide study of 2000 predicted that the southeast corner of the district had the largest long term deficit for parking, given the demand at that time, and the opportunities for future building expansion.
2. Most of the sites that could have expanded in the area of the Peabody St. and Pierce St. Parking Zones remain as they were in 2000. Exceptions to that include 33901 and 33977 Woodward Ave. (both in close proximity to the Peabody St. Structure). The potential for growth in demand remains very real.
3. Both the Pierce St. and Peabody St. Parking Structures have waiting lists for monthly permits over two years.
4. The Peabody St. Parking Structure is not functioning in the best interest of the downtown community, as it is filling to capacity on a regular basis. The parking structure filled at some point during over half of the business days in 2013, and through the middle of August, 2014, was filling over 75% of the business days in 2014. When a parking structure fills, it can no longer provide the positive shopping experience for those wishing to visit the City, particularly for a destination in close proximity.
5. The existing parcels have been analyzed for the feasibility of purchase or joint private venture wherein a public parking facility could be constructed. Due to size or location constraints, no site currently appears as a logical location for such a facility. The only opportunity that is currently available and financially efficient is expansion of the Pierce St. Parking Structure.
6. Based on current usage patterns, the Pierce St. Parking Structure is accommodating daily traffic demands well. Any new parking spaces constructed could be automatically designated to monthly permit use. Construction of 280 parking spaces at the Pierce St. Parking Structure would provide the opportunity to sell at least 400 new permits, potentially more. As of July 31, 508 names are on the waiting list at the Pierce St. Structure.

New data regarding the parking demand model will not be available until November. Based on the above information, the Ad Hoc Parking Study Committee may wish to consider recommending the expansion of the Pierce St. Parking Structure. Doing so would then allow the City Commission to discuss the advisability of moving forward, and identify what steps they feel need to be taken next.

Questions last raised about the N. Old Woodward Ave. Parking Structure are valid. However, that property represents a different challenge in that a large open lot can be developed a multitude of different ways. The City Commission is looking for the AHPSC to establish a goal in terms of the number of new parking spaces that are needed here. For that to be established, a reliable parking generation model is needed, which again will not be available until some time in November. There is not much more that can be done on that facility until that time.

SUGGESTED RECOMMENDATION:

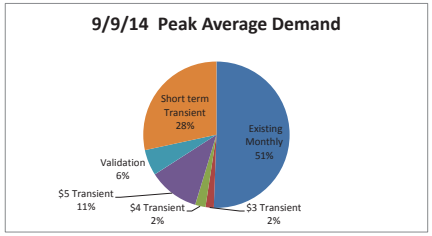
To recommend that the City Commission direct staff to move forward with the expansion of the Pierce St. Parking Structure, based on a two-floor addition that would net 280 parking spaces. Financing questions, construction timing, and planning issues should next be explored to move this project forward.

Cars on Lot During Peak Hours, by type: Peabody Street Structure

9/9/14 12:00PM	
Type	Demand
Existing Monthly	217
$3 Transient	8
$4 Transient	10
$5 Transient	49
Validation	25
Short term Transient	128
Total	437

9/10/14 12:00PM	
Type	Demand
Existing Monthly	228
$3 Transient	14
$4 Transient	9
$5 Transient	52
Validation	26
Short term Transient	108
Total	437

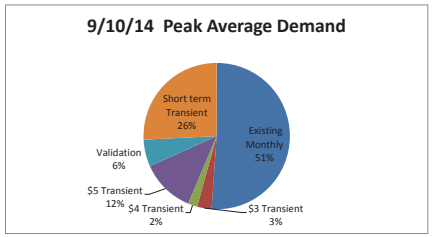
9/11/14 12:00PM	
Type	Demand
Existing Monthly	239
$3 Transient	7
$4 Transient	9
$5 Transient	39
Validation	19
Short term Transient	124
Total	437



9/9/14 1:00PM	
Type	Demand
Existing Monthly	219
$3 Transient	8
$4 Transient	10
$5 Transient	49
Validation	25
Short term Transient	126
Total	437

9/10/14 1:00PM	
Type	Demand
Existing Monthly	224
$3 Transient	14
$4 Transient	9
$5 Transient	52
Validation	26
Short term Transient	112
Total	437

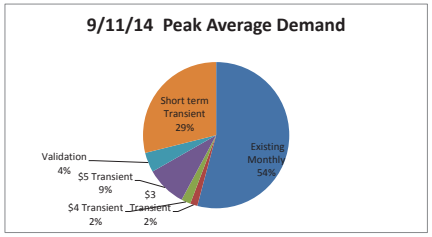
9/11/14 1:00PM	
Type	Demand
Existing Monthly	234
$3 Transient	7
$4 Transient	9
$5 Transient	39
Validation	19
Short term Transient	129
Total	437



9/9/14 2:00PM	
Type	Demand
Existing Monthly	227
$3 Transient	8
$4 Transient	10
$5 Transient	49
Validation	25
Short term Transient	118
Total	437

9/10/14 2:00PM	
Type	Demand
Existing Monthly	218
$3 Transient	14
$4 Transient	9
$5 Transient	52
Validation	26
Short term Transient	118
Total	437

9/11/14 2:00PM	
Type	Demand
Existing Monthly	237
$3 Transient	7
$4 Transient	9
$5 Transient	39
Validation	19
Short term Transient	126
Total	437



Peak Average

9/9/14 Peak Average	
Type	Demand
Existing Monthly	221
$3 Transient	8
$4 Transient	10
$5 Transient	49
Validation	25
Short term Transient	124
Total	**437**

9/10/14 Peak Average	
Type	Demand
Existing Monthly	223
$3 Transient	14
$4 Transient	9
$5 Transient	52
Validation	26
Short term Transient	113
Total	**437**

9/11/14 Peak Average	
Type	Demand
Existing Monthly	237
$3 Transient	7
$4 Transient	9
$5 Transient	39
Validation	19
Short term Transient	126
Total	**437**

These tables show the demand for monthly parking at the Peabody Street Structure during peak business times, expressed in terms of overall occupancy. During the sample period, the structure was at or near the full capacity (437 vehicles), 100% of the time.

The data set represents the number of cars on the lot by type along four specific categories:

Existing Monthly: Permit holders parked on the lot
Transient: Transient parkers on the lot. The $3, $4, and $5 cars listed here represent the most likely candidates for monthly parking.
Each parker at these rates may have a strong economic incentive towards monthly parking; assuming their cost is multiplied across five business days, weekly.
Short-term transient parkers are four hours and under, and do not represent demand for monthly parking.
Validation: Business validated parking that fit the same demand criteria of "Transient"

Peabody Street Structure - Monthly Permits by Address

Address	# of Permit Holders
111 S. Old Woodward, birmingham, mi	1
112 Peabody	1
124 Peabody St	6
135 S. Old Woodward	1
139 S. Old Woodward	11
151 S. Old Woodward Ave.	14
160 S.Old Woodward	2
177 S. Old Woodward	10
181 S. Old Woodward	2
187 S. Old Woodward	7
200 E Brown	1
200 S. Old Woodward	8
201 S Old Woodward	1
202 East Maple	1
212 Daines St	1
215 Peabody St	1
220 S Old Woodward	1
222 E Brown St	1
223 S Old Woodward	1
231 S. Old Woodward	14
235 S. Old Woodward	2
250 N. Old Woodward	1
255 E. Brown	5
255 S. Old Woodward	60
260 E Brown St	9
265 S. Old Woodward	2
270 E. Maple	1
275 S. Old Woodward	23
288 E. Maple	2
300 E. Maple	8
300 S Old Woodward	1
300 W. Maple	1
307 E. Maple	1
310 E Maple	3
325. S Old Woodward	58
348 E. Maple	3
34965 Woodward Ave	5
34977 Woodward Ave.	29
34985 Woodward	1
34999 Woodward Ave	5
353 S. Old Woodward	3
355 S.Old Woodward	25
360 S. Old Woodward	7
363 E Maple	1
370 E. Maple RD	27
378 E. Maple	4
386 E. Maple	4
400 W Maple	1
416 Walnut Ave	1
Total	378

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MEMORANDUM

Engineering Dept.

DATE: **August 25, 2014**

TO: **Ad Hoc Parking Study Committee**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Parking Structures – Filling to Capacity**

The following information should be considered an addendum to the memo titled: "Development of Parking Generation Factor – Part 2," prepared for the August 26 agenda.

As noted in the above memo, the parking structures have long been operated in a fashion that attempts to make sure that they are open and able to accept more customers at all times. Historically, there have usually been some structures where monthly permits are always in strong demand. Historically, many more permits could be sold if that were the only goal. However, a limit is always put on the sale of such permits to ensure that sufficient space is left open for daily customers. The daily customer is given the priority, to make sure that those arriving to Birmingham to patronize businesses have parking available, first, at a parking meter, and when that is not available, at a parking structure.

Until 2013, the system has been able to meet that goal well. While structures filled sometimes during extreme times (such as Dream Cruise), or during the Christmas shopping season, overall, the structures were always open and ready for customers. Central Parking was asked to prepare data about how often the parking structures have been filling, preferably, back to 2010. In early 2013, the system finished a mandated computer upgrade to remain compliant with the latest credit card security provisions. If the update had not been done, we would no longer have been able to offer the use of credit cards. In order to get the updates to work, all history prior to this date was lost. Fortunately, the problems relative to the structures filling frequently to capacity has only begun since the early summer of last year (2013), so this data will still be useful and relevant.

Parking Structures Filling to Capacity
January, 2013 to Present

	2013 Days Full	2013 % Days	2014 Days Full	2014 % Days	Notes
Pierce St. Structure	7	2.3%	21	10.6%	(1)
Park St. Structure	5	1.6%	6	3.0%	(1)
Peabody St. Structure	159	51.8%	154	77.4%	
N. Old Woodward Ave. Structure	82	26.7%	40	20.1%	
Chester St. Structure	0	0%	2	1.0%	(2)

Notes:

(1) During both 2013 and 2014, the Park St. Structure has been operating at about 25% closed due to structural rehabilitation being underway during the period of April to September. This is considered a necessary part of doing business; a similar project usually occurs somewhere in the system every year. (In 2015, both Peabody St. and Chester St. Structures will have to be closed for similar work (both for shorter periods.)) The numbers at Park St. represent times the structure filled OUTSIDE of the construction period. When the structure is under construction, the count system no longer functions accurately, and records are not available. However, it should be assumed that the structure likely filled every Monday through Friday during the construction period. Additional dialogue about the impact of the construction is found below.

(2) Even during this very heavy demand period, fillings are a rare thing at the Chester St. Structure. The two times the structure has filled this year, both have lasted less than 10 minutes.

Parking Structures Filling to Capacity Not Including Park St. Construction Periods
January 1 – April 1, 2013
September 15, 2013 – April 1, 2014

	2013 Days Full	2013 % Days	2014 Days Full	2014 % Days	Notes
Pierce St. Structure	1	0.6%	3	4.0%	
Park St. Structure	5	3.0%	6	7.9%	
Peabody St. Structure	76	45.5%	49	64.5%	
N. Old Woodward Ave. Structure	25	15.0%	13	17.1%	
Chester St. Structure	0	0%	0	0%	

Comparing the two tables, it is important to note that the Peabody St. Structure is filling a majority of business days even when the Park St. Structure was operating at full capacity. To a lesser extent, the number of days that the N. Old Woodward Ave. Structure is filling (outside of the "construction" period) is also significant.

Attached is an updated map that highlights:

1) Properties that will definitely be adding parking demand within the next 18 months.
2) Properties that have a high probability of adding parking demand in the long term.

As noted previously, we currently do not have reliable counts upon which to prepare a parking demand model. It is recommended that a new count be obtained in late October to obtain the true long term modeling that would make long term planning more reliable. In the meantime, however, using the above data, combined with the attached map, the following conclusions can be drawn:

Pierce St. Structure Zone – The Pierce St. Structure Zone is currently functioning well. However, there are six parcels that are currently underdeveloped that could add demand in the future (one of those six is in the planning stage. If developed as planned, its change in

demand will be marginal). The parking structure property offers an opportunity to add 280 new parking spaces on top of the existing facility, at an approximate cost of $9.5 million.

Park St. Structure Zone – The Park St. Structure Zone is currently functioning well (when the parking structure is fully open). However, there is one property that is planning to be redeveloped (the Palladium) that will switch to a primarily evening demand to a daytime demand. There are four other parcels that are currently underdeveloped that could add demand in the future. There are not presently any opportunities to add new parking spaces to this area.

Peabody St. Structure Zone – The Peabody St. Structure Zone appears to have substantially gained in demand over the last two years. Even when all surrounding parking facilities are functioning fully, it is filling to capacity over half of the time, which is not appropriate. Further, an adjacent building is currently under construction that will add significant parking demand in the next 18 months. In the long term, there are also an additional four underdeveloped parcels in this zone that could add additional demand in the future. The surrounding underdeveloped parcels have been studied to look for opportunities to expand parking capacity, but none seem suited for this purpose. Adding capacity to the Pierce St. Parking Structure could take demand off this zone by moving demand in this area into the adjacent Pierce St. zone.

As of the end of July, there were 532 people waiting for a monthly permit at this parking structure. Since this does not count the additional demand present at the Pierce St. Structure, <u>it appears that the expansion of the Pierce St. Structure could be justified.</u>

The one large unknown is the number of people that are parking in this facility that are actually working east of Woodward Ave. While there is a number of people doing this, given the number of permits being demanded from buildings within the CBD, we must presume that this number is relatively small. If there is concern about this factor, a pedestrian study can be conducted.

N. Old Woodward Ave. Structure Zone – The N. Old Woodward Ave. Zone appears to be filling more frequently than in the past, even when the Park St. Structure is operating normally. Unlike the other properties, it has the opportunity to develop the adjacent parking lot into additional capacity. The Committee has been charged with determining what the appropriate number of spaces would be for this location. Before that number can be arrived at, the accurate parking generation model should be finalized. While it is acknowledged that additional parking is likely needed, more accurate data must be gathered.

Chester St. Structure Zone – The Chester St. Structure Zone continues to function well. It has become a critical component in helping relieve demand from other parts of the Central Business District. Since relatively little additional development is foreseen in this area, no additional spaces is proposed at this time.

We encourage the Committee to review the above conclusions and help determine if it is appropriate to formulate a message to the public and the City Commission at this time. If so, we should review the message that needs to be portrayed, and what elements need to be emphasized.

AD HOC PARKING STUDY COMMITTEE
THURSDAY, NOVEMBER 20, 2014
2:00 P.M.
ROOMS 202-203
151 MARTIN ST., BIRMINGHAM, MI

A. Roll Call
B. Introductions
C. Review of Agenda
D. Approval of Minutes, Meeting of September 16, 2014

E. Central Business District
   Creation of Parking Generation Model
   Preparation for Final Report

F. Triangle District
   LSL Planning Proposal Update

G. Meeting Open for Matters not on the Agenda

H. Schedule for Next Meeting Date

I. Adjournment

Notice: Due to building security, public entrance during non-business hours is through the Police Department, Pierce St. Entrance only. Individuals with disabilities requiring assistance to enter the building should request aid via intercom system at the parking lot entrance gate on Henrietta St.

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 dia 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
AD-HOC PARKING STUDY COMMITTEE
2:00 P.M., TUESDAY, SEPTEMBER 16, 2014
City Commission Room 205
151 Martin Street, Birmingham, Michigan

Minutes of the meeting of the City of Birmingham Ad-Hoc Parking Study Committee held September 16, 2014.

A. ROLL CALL

Present: **Ad-Hoc Committee Members**
Johanna Slanga (MMTB)
Susan Peabody (APC)
JC Cataldo (CIA)
Richard Astrein (PSD) (Arrived 2:20 PM)

Absent: Gillian Lazar (PB)

Administration: Paul O'Meara, City Engineer
Jana Ecker, Planning Director
Brendan Cousino, Assistant City Engineer
John Heiney, PSD Director

Guests: Joe Bauman,
Steve Quintal, Central Park Properties

Motion by JC Cataldo to nominate Johanna Slanga as temporary Vice Chairperson to chair the meeting until the Chairperson arrives. Seconded by Susan Peabody.

All present were in favor of the appointment of Johanna Slanga as Temporary Chairperson.

Meeting called to order at 2:06 PM.

B. INTRODUCTIONS

Members & guests introduced themselves.

C. REVIEW AGENDA

There were no proposed modifications to the meeting agenda as presented.

D. APPROVAL OF MINUTES, MEETING OF AUGUST 26, 2014

There were no proposed modifications to the minutes for the August 26, 2014 meeting of the Ad Hoc Parking Study Committee as presented.

All were in favor of approval of the minutes for the August 26, 2014 meeting of the Ad Hoc Parking Study Committee as presented and none were opposed.

E. CENTRAL BUSINESS DISTRICT – REVIEW OF DATA AT PEABODY PARKING STRUCTURE

JC Cataldo requested that Paul O'Meara clarify or re-state the purpose of the Ad Hoc Parking Study Committee before they take any of the suggested actions. Paul O'Meara stated that the goal of this committee is to determine if the City needs to create more public parking to satisfy current or future demand, and if so, how many spaces are required, and where will they be needed in both the Central Business District, and the Triangle District. The Committee may make other recommendations to the City Commission to help solve parking capacity problems, which could be to add more parking, or use shuttles, or other ideas.

Paul O'Meara noted that his memorandum that was included in the packet has a suggested recommendation to the City Commission to add two floors to the Pierce Street parking structure that was written with the thought that the City Commission and the public wants this committee to have an answer now, with the thought that this committee would continue to review other ideas for expansion at the N. Old Woodward parking structure and surface lot, and in the Triangle District. Following a meeting with the City Manager and Richard Astrein, the direction from the City Manager was to have this committee come up with a single set of recommendations at one time, once the study is completed for the entire Central Business District and the Triangle District. That way the City Commission and the public will be able to consider all of the issues and recommendations when considering project financing and bonding.

Paul O'Meara stated that the next steps in the process are to complete the parking surveys, and finish the parking demand models for both the Central Business District, and the Triangle District. Once the committee has a number for the current and future demands, then they will be able to start doing more study, including hiring a planning/engineering team to review how many spaces can be built at the North Old Woodward parking structure and surface lot as a part of a multi-use development.

Johanna Slanga inquired if there was anything that can be done short term, since there will be a delay before any new parking spaces can be constructed, even at the Pierce Street parking structure. JC Cataldo noted that adding two floors to that structure seems like a difficult way to gain 200 new spaces, since it will be disruptive to the current structure and the surrounding area. Paul O'Meara noted that the City is currently exploring other short term alternatives, including shuttles, and temporary

parking on private lots. In addition, the City will start making additional permits available in the Park St. parking structure now that the construction is nearly completed, and the City will be reviewing whether additional permits can be sold in Chester and Pierce. Those will all help to alleviate some of the short term demand.

Richard Astrein noted that once school started again, he has noticed that there are more office workers parking long term in the parking structures. His observation is that they are filling much earlier in the day following Labor Day.
Johanna Slanga noted that the parking survey needs to be completed to determine if there is a short term problem with the parking capacity. Paul O'Meara noted that there are approximately 1500 unique names on the waiting list for monthly parking permits in the City's parking structures, which shows that there is an existing problem.

Steve Quintal also noted that the office occupancy rates have been changing drastically. In the properties that they have rented recently, there are far more office workers per square foot than there have been historically. When the remaining downtown office space turns over, it will probably also change significantly with more workers in the same space. He also noted that the bistros and restaurants have higher parking demand than a lot of the retail stores that used to occupy the same spaces.

With the direction from the City Manager to bring one set of recommendations to the City Commission, the topic of the Central Business District parking study will be put on hold until the new parking survey is completed, which is expected to be in mid-November.

F. TRIANGLE DISTRICT

Paul O'Meara noted that the City Commission is going to consider the recommendation of this committee to hire LSL Planning to update their study of the parking demands in the Triangle District. If the City Commission approves the LSL proposal, then City staff will sit down with LSL to kick off their study. The will need a little time to perform their own surveys, and have a chance to study the district further before addressing the committee with their findings and recommendations.

Jana Ecker noted that the Kroger store at the NE corner of Maple and Woodward is currently undergoing some building renovations, and a lot of people are using their parking lot now that the store is not enforcing the lot. Any surveys and studies of the parking demand in that area will need to either wait until that store re-opens and the demand pattern is normal, or adjust for the fact that those parking in the lot now will need to find other spaces. This may also affect the Central Business District survey as well, since some of the people parking in that lot are likely crossing Woodward into downtown.

G. OTHER INFORMATION

JC Cataldo questioned whether the issue of the sale of City property is one of the issues that needs to be considered by this committee as a part of their recommendations to the City Commission. Jana Ecker noted that this issue has been considered by the City Commission and the public in the past, and that it is up to the City Commission and the City Manager to re-visit this issue and determine when to put it on the ballot.

H. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA

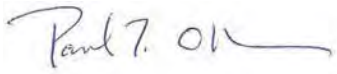
(No comments)

I. SCHEDULE FOR NEXT MEETING DATE

The next meeting date will be determined in the future when the parking survey is updated, and/or when LSL is ready to discuss their findings in the Triangle District.

J. ADJOURNMENT

No further business being evident, board members motioned to adjourn at 2:48 PM.



Paul O'Meara, City Engineer

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MEMORANDUM

Engineering Dept.

DATE: **November 17, 2014**

TO: **Ad Hoc Parking Study Committee (AHPSC)**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Development of Parking Generation Factor**

(Some parts of this memorandum is repeated from a similar memo written in August, 2014. It is repeated again at this time as a review for the committee members, and to form a basis of the analysis for those that did not read the previous memorandum.)

As was referenced during the first AHPSC meeting, parking demand can be measured as a value of one parking space per a certain number of gross square feet. Traditionally, when commercial properties are developed to stand on their own (where they own and operate their own parking lot), general retail uses often require 1 parking space per 300 square feet of building. A downtown area that relies on municipal supplied parking spaces is much more complex, as a wide variety of uses result in a wide variety of parking demand generations. For example, a furniture store may only create demand for a very small number of parking spaces relative to the square footage being used, while a restaurant can do just the opposite (considering both guests and staff). The benefit of a municipally operated parking system is that not all businesses have their peak usage at the same time. For example, office buildings may begin emptying out just when a restaurant in the same building is reaching its daily peak.

We have also noted that the study done on the central business district in 2000 is being used as a model for this study. Here are some interesting parking generation figures developed during that study (note that as the ratio of square feet gets higher, parking demand is going down):

Actual number of parking spaces compared to actual gross square footage = 1:424
Applying actual measured demand in November, 1998 to actual square footage = 1:676
After studying seasonal trends and other cities, a final demand model ratio of 1:482 was used.

<u>Summary of Counts Taken October & November, 2014</u>

In preparation for this study, actual counts during the busiest time of day (approximately 1 PM to 2 PM on a Tuesday, Wednesday, and Thursday) were obtained during the periods of October 28-30, and November 4-6. As you may recall, counts taken last May and June were deemed unreliable. Swings from one parking zone to another made the data appear problematic. Supply and demand conditions were considered odd at the time mainly due to the large percentage of parking spaces under construction in the Park St. Structure. The parking structure work ended about September 19. At that time, monthly permit sales began again for this area, which also in turn impacted sales in the N. Old Woodward Ave. and Chester St. zones. The last week of October represented the first week it was felt that a "normal" post-construction sample of demand could be taken. As shown on the attached summary, the final results confirm that the two weeks were similar overall.

Attachment #2 to this memo starts with three tables. The first table summarizes the total number of parking spaces available today in the various categories of parking structure, on-street parking meters, municipally owned parking lots, and private parking spaces. Generally, private parking spaces were counted whether they were enclosed, gated, or open, as long as they served a building that is commercial in nature. Parking lots clearly serving residential square footages were disregarded (residential square footage has also been left out of the study).

Based on the actual counted parking spaces, if there was 100% occupancy, and if no one was parking outside of the district, the parking demand ratio would be 1:435.

District-wide, the counts taken result in parking demand measured at 1:564. This represents a significant increase (over 16%) from the last district-wide reliable count taken in November, 1998, when the ratio was calculated at 1:676.

The numbers provided reflect an overall occupancy rate of about 77%. While this number may seem low, it is important to note two main factors bringing it down:

1. Private parking space usage was measured at only 60%. Private parking often is reserved for one particular person, or a small, select group of people. Such policies result in much lower actual usage.
2. When looking closer at the data, the averaged values of the three days of each week result in similar total counts for the two weeks counted. However, there were much greater variations in occupancy between specific days. Variations can occur due to such things as events (i.e.: a large banquet being held one day, but not the next), or weather swings (rainy vs. dry and unseasonably warm). When the public expresses concerns that there is not enough parking, while it may occur some days, it is not necessarily every day. The numbers reflect both the busy and the not so busy, so the averages are lower than the days of extreme demand.

Studying the ratios by parking zone may lead to other interesting observations. A table for this was also provided in Attachment #2. Three out of six of the zones are relatively similar to each other, ranging from 1:613 to 1:645. All of these have a "high" ratio, meaning that there are not as many cars parked in the zones as there is square feet. Given the zones in question, we think this is a function of not having enough parking spaces, with demand being satisfied elsewhere. Within the other districts, note that:

1. Chester St. Zone (1:235) – The ratio here is very low, which means that this zone is supplying a lot of parking spaces for people that would rather park somewhere else. Chester's actual square footage constructed in the zone is low, while the number of cars being parked here is relatively high. While it took many years to get to this point, the Chester St. Structure is satisfying a significant percentage of the overall parking demand in the CBD.
2. Parking Lot #6 Zone (1:381) – It is well known by the business community that demand is outstripping supply in this area. Since there is no parking structure in this zone, the number of available parking spaces is much less. Meanwhile, the types of businesses now present in the district are creating more demand that what was there in the past. Overflow from this zone is likely helping create demand at the N. Old Woodward Ave. Parking Structure, which is filling on occasion, but fortunately not too often.
3. N. Old Woodward Ave. Parking Structure & Lot (1:494) – The ratio suggests that there are more parking spaces in this zone than demand, but not nearly as extreme as in the Chester

St. zone. The zone is likely helping satisfy demand from the Lot #6 zone and the Park St. zone.

At this time, it is appropriate for the committee to review the findings and finalize the design demand ratio that will be used to generate demand numbers.

Seasonal Adjustment Factor

As was discussed previously, any counts that are taken are influenced by the time of year. To better understand how overall traffic is impacted by the ups and downs of the seasons, the following information has been assembled.

Attached to this report are two line charts labeled "Total Transient Vehicles in Parking Structures, January, 2012 to October, 2014." They are followed by the data that was used to assemble these charts.

The term transient refers to any parking customer that enters a parking structure, paying the daily rate. All visitors are counted as one visit, whether they stay less than an hour, or stay for many hours. Monthly parking permit holder counts were not included in this count. A review of monthly permit demand is much more stable, and do not display seasonal changes that are present with transient visits. Therefore, they do not help us understand the consistent changes that occur with the seasons.

The first chart, as well as the raw data sheet, depict a general decline in transient traffic since 2012. This may be a surprise given the general improvement in the economy between then and now. Locally, though, some major traffic generators operating in 2012 are no longer present. These include the Palladium Theater and its adjacent restaurants, as well as other large bars/restaurants in other downtown locations. During this time, there has been a serious drop in night time traffic that helps explain this decline. However, night time usage is never considered the peak of the day, therefore, this should not be a factor in determining the number of parking spaces that should be constructed.

There also appears to be a traffic decline in the winter of 2013/14. The consistently cold and snowy weather of this past winter appears to have caused an even larger drop during the cold months compared to 2012. Even with these issues, there tends to be a similar trend through the seasons that can be used in our study.

Finally, a closer look at the numbers reveals that October tends to be lower than November. It is assumed that the higher November numbers is more a function of the end of the month, than the beginning of the month, when traffic patterns are probably more similar to October. Looking closely at the line on the chart between October and November, the average for all years and months combined (the red dashed line) is quite close to the heavy blue line that represents the average of the months presented. Given this data, and that the counts were taken both before and after November 1, we recommend that there be no seasonal adjustment.

Final Design Demand Ratio

The second chart is the same as the first, except that the individual monthly data has been taken off, leaving the monthly average (heavy blue line), the average usage for all months and years combined (dashed red line), and a line that represents the average +10% (light green line).

At this time, it is important to remember that the demands being studied focus on the peak demand of the week (weekday afternoons at about 1 PM). Optimally, the system should have sufficient parking spaces to meet the demand of the peak of the business week the majority of the time. The green line represents a level of demand that would just meet the theoretical demands of November and December. It would not provide enough parking to meet the high demand of May, considered the peak of the year. Building enough spaces to meet demands that are normally not achieved, we suggest, would be over-building.

One other issue that should be discussed by the Committee is the issue of outdoor dining. The calculations being used reflect the size of the adjacent building. However, during the warmer months of the year, substantially more parking demand can be generated during the peak hour (lunch time) outside of the square footage of the building by the use of outdoor dining, whether it be on private or public property. Staff is not sure how best to factor this issue into the equations, and is looking for discussion and input from the Committee so that the final calculations can provide some consideration for this issue. Considering that most outdoor dining occurs during the summer months, building parking spaces at the "Average +10%" number would appear to address the extra demands created by outdoor dining, except during the month of May. For the reasons discussed above, it is impractical to build a parking system based on the peak of the year if that peak is only present for a short number of weeks (or days within those weeks). We recommend that outdoor dining not be a factor in this calculation, and concurrence from the Committee is requested.

<u>Next Steps</u>

Using the "average +10%" method described above, the final demand design ratio calculates at 1 car per 514 gross square feet (1:514). For your reference, this ratio has been entered into the list of properties to determine how each parking zone is doing. The list has been revised to include a short term demand calculation, as well as current and long term demands, based on the following:

1. Current Demand – The number of available parking spaces vs. current parking demand in each parking zone.
2. Short Term Demand – The number of available parking spaces vs. the demand that will exist when currently planned projects are completed. The currently planned projects to be included will be:
   A. Balmoral Building (34901 Woodward Ave.), planned for occupancy in Summer, 2015.
   B. Palladium Building (200-250 N. Old Woodward Ave.), planned for occupancy in Summer, 2015.
   C. Jonna Residential Building (400 S. Old Woodward Ave.), planned for occupancy in late 2015.
3. Long Term Demand – The number of available parking spaces vs. the demand that will exist if and when all other district properties that have a good chance of being redeveloped are redeveloped to their full potential.

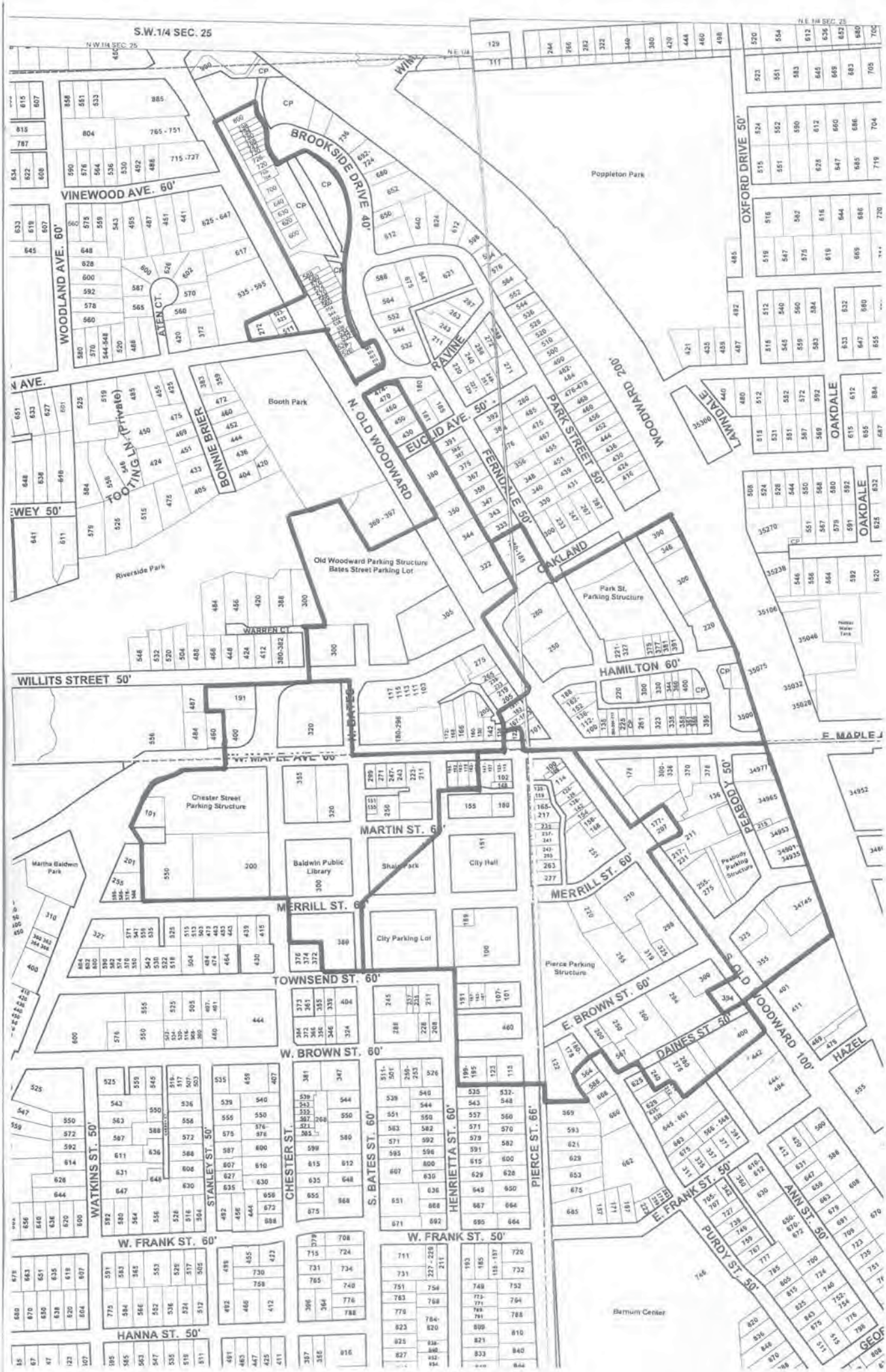
To test the validity of the 1:514 ratio, the "Summary of Parking Spaces by Parking Zone" table has been prepared. This table lists the surplus or deficit by parking facility. The numbers for the existing conditions seem to result in an unexpectedly high surplus. Here are some things to consider that may explain these results:

1. The numbers reflect the time the counts were taken, +10%. During this time, overall occupancy was only at 77%. Further, private parking spaces were only occupied at 61%. The numbers suggest that currently there is generally enough parking in the downtown. As has been in the past, the spaces are not necessarily where people want them to be.

2. The attached table listing frequency of the parking structures filling to capacity is attached. It depicts a serious problem at Peabody St. earlier this year, which has moderated a bit in October now that the Park St. Structure is back open to full capacity. With this data as background, further observations can be made:
   a.) The Pierce St. Structure is subject to filling a few times per month, usually during large events at the Townsend Hotel. The listed "surplus" represents a relatively small percentage (5%) of the overall spaces in the zone, including private. If one assumes that over 100 private spaces are empty (at 60% occupancy), then this "surplus" becomes a deficit for the public. The opportunity for new building projects in this zone is shown as a significant deficit in the long term.
   b.) The Park St. surplus represents about 12% of the parking spaces in the zone. Now that the structure is fully open, it is generally not filling, but it is close to capacity. The Short Term number represents the conversion of the Palladium Building to a predominantly office use, at which time the zone goes from a surplus to a deficit.
   c.) The Peabody St. zone already shows a deficit, given its smaller number of existing parking spaces. Once the adjacent Balmoral Building is finished in the short term, the zone goes further into deficit.
   d.) Surpluses exist in the N. Old Woodward Ave. and Chester St. zones, as they have historically. These facilities are taking parking demand from other zones and helping the downtown operate as well as it does. There is relatively little opportunity for development in these zones, so the surplus remains into the future.
   e.) Parking Lot #6 appears to be the most difficult to explain. Both the square footages and the available parking spaces in this zone are low compared to the others. However, one could argue that the nature of the buildings (generally small), coupled with more intense uses (restaurants, doctor offices, hair salons) is driving up the actual demand over what the overall downtown demand ratio would suggest.

<u>Summary</u>

It is suggested that the AHPSC review these numbers in detail so that all members understand them. From that point, a discussion about whether there should be further adjustments in the ratio should be considered. At that point, we can begin to consider starting a final recommendation to the City Commission.


S.W.1/4 SEC. 25
N.W.1/4 SEC. 25
N.E.1/4 SEC. 25
BROOKSIDE DRIVE 40'
VINEWOOD AVE. 60'
WOODLAND AVE. 60'
ATEN CT.
Poppleton Park
OXFORD DRIVE 50'
RAVINE
Booth Park
N. OLD WOODWARD
EUCLID AVE. 50'
FERNDALE 50'
PARK STREET 50'
WOODWARD 200'
LAWNDALE
OAKDALE
BONNIE BRIER
TOOTING LN. (Private)
Riverside Park
Old Woodward Parking Structure
Bates Street Parking Lot
OAKLAND
Park St. Parking Structure
WARREN CT.
HAMILTON 60'
WILLITS STREET 50'
W. BATES
W. MAPLE AVE. 60'
E. MAPLE
Chester Street Parking Structure
MARTIN ST. 60'
Martha Baldwin Park
Baldwin Public Library
City Hall
PEABODY 50'
Peabody Parking Structure
MERRILL ST. 60'
City Parking Lot
Pierce Parking Structure
TOWNSEND ST. 60'
E. BROWN ST. 60'
DAINES ST. 50'
OLD WOODWARD 100'
HAZEL
W. BROWN ST. 60'
WATKINS ST. 50'
STANLEY ST. 50'
CHESTER ST.
S. BATES ST. 60'
HENRIETTA ST. 60'
PIERCE ST. 66'
E. FRANK ST. 50'
ANN ST. 50'
W. FRANK ST. 60'
W. FRANK ST. 50'
PURDY ST. 50'
HANNA ST. 50'
Barnum Center

Ad Hoc Parking Study Committee
Summary of Findings for Counts Taken in CBD in May & June, 2014

Total Parking Spaces by Parking Zone

	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals
Structure	706	811	437	745	880	0	3579
On-Street Meters	247	94	52	170	78	198	839
Municipal Parking Lot	50	7	0	0	0	130	187
Private Parking Lot	572	256	325	245	199	16	1613
Totals	1575	1168	814	1160	1157	344	6218

Total Parking Demand, October 28-30, 2014 (Value for one day averaged over three days)

	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals	Occupancy %
Structure	594	632	426	692	680	0	3024	84.5
On-Street Meters	200	66	43	125	45	177	656	77.6
Municipal Parking Lot	40	5	0	(1)	0	109	154	82.3
Private Parking Lot	335	164	216	140	118	11	984	61.0
Totals	1169	867	685	957	843	297	4818	77.4

Total Parking Demand, November 4-6, 2014 (Value for one day averaged over three days)

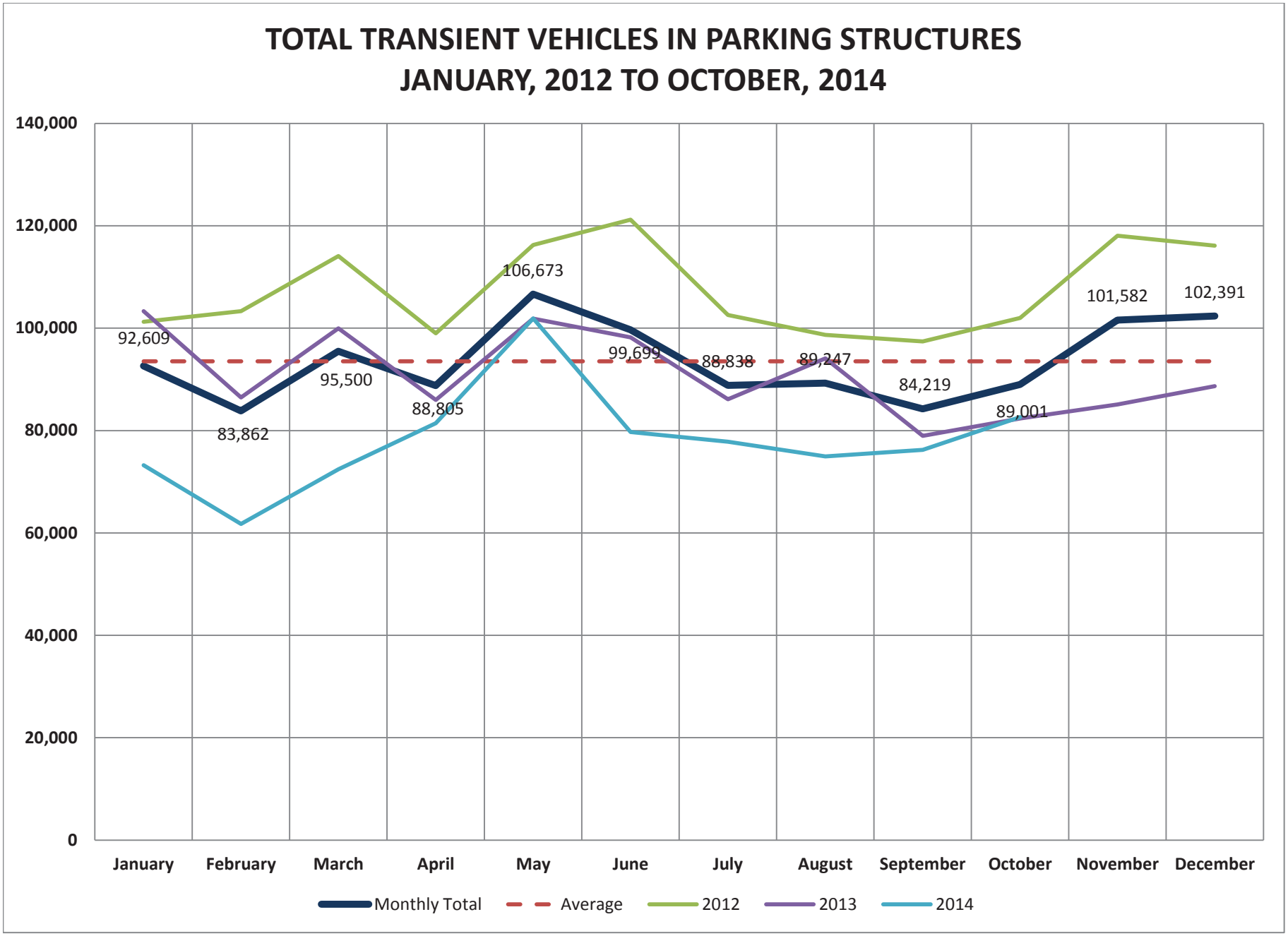
	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals	Occupancy %
Structure	602	616	428	695	622	0	2963	82.8
On-Street Meters	215	82	48	123	47	182	697	83.1
Municipal Parking Lot	31	6	0	(1)	0	120	157	84.0
Private Parking Lot	362	159	211	117	121	1	971	60.2
Totals	1210	863	687	935	790	303	4788	77.2

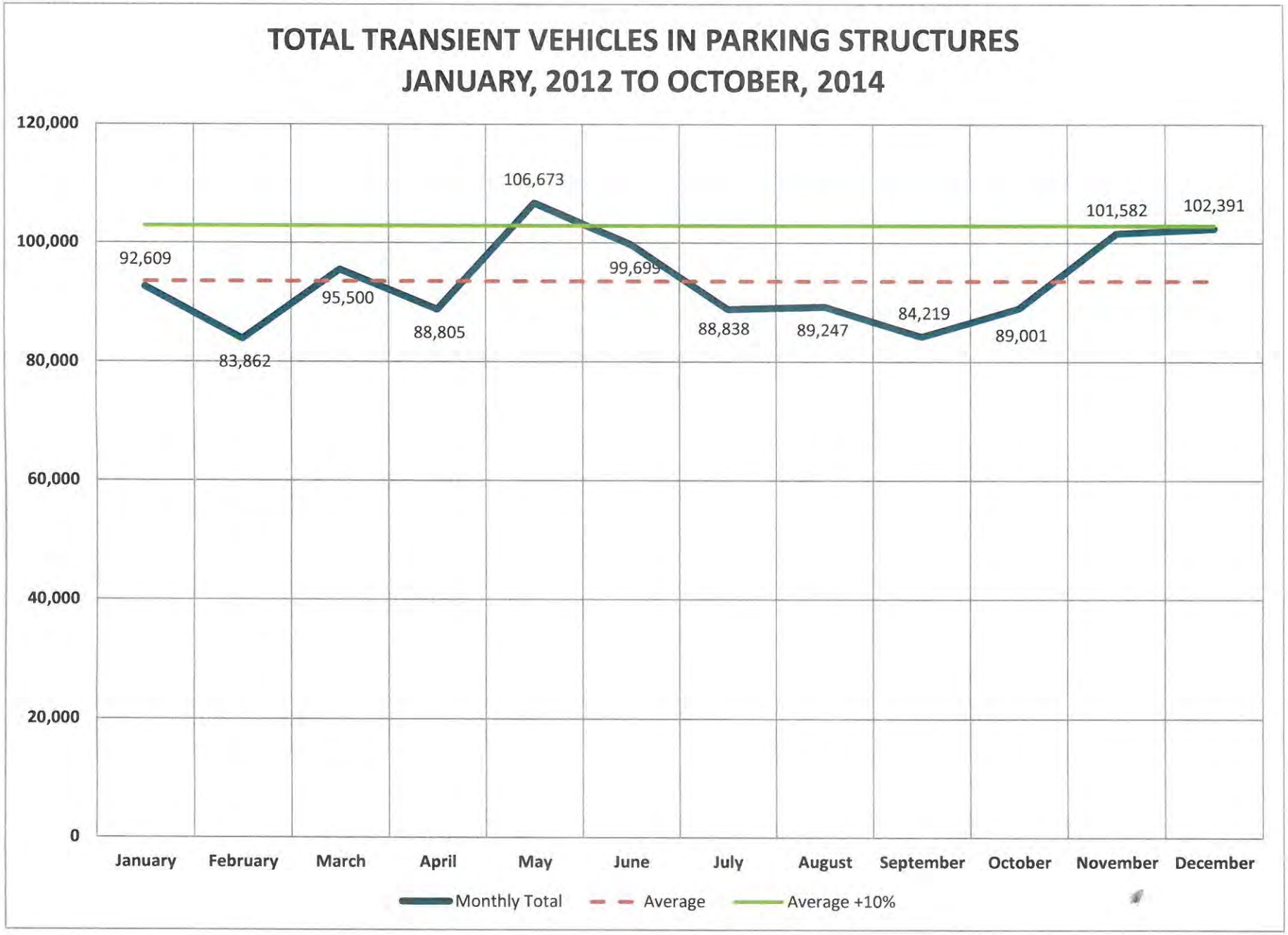
Average of two periods:
Total Cars Parked = 4,801
Occupancy = 77.2%

Notes:
(1) = There are 175 parking spaces in the municipal parking lot attached to the N. Old Woodward Ave. Parking Structure.
Separate counts of the lot were not taken, as the gates for this facility measure total cars both in lot and structure.

Parking Generation Factor by Parking Zone:

	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals
Actual Gross Square Feet	768,307	530,330	435,444	467,322	389,976	114,349	2,705,728
Parking Generation Factor	1:645	1:613	1:634	1:494	1:235	1:381	1:564


TOTAL TRANSIENT VEHICLES IN PARKING STRUCTURES
JANUARY, 2012 TO OCTOBER, 2014
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
92,609
83,862
95,500
88,805
106,673
99,699
88,838
89,247
84,219
89,001
101,582
102,391
January
February
March
April
May
June
July
August
September
October
November
December
Monthly Total
Average
2012
2013
2014


TOTAL TRANSIENT VEHICLES IN PARKING STRUCTURES
JANUARY, 2012 TO OCTOBER, 2014
120,000
100,000
80,000
60,000
40,000
20,000
0
92,609
83,862
95,500
88,805
106,673
99,699
88,838
89,247
84,219
89,001
101,582
102,391
January
February
March
April
May
June
July
August
September
October
November
December
Monthly Total
Average
Average +10%

	Transient Counts, 2012	Transient Counts, 2013	Transient Counts, 2014	Monthly Averages
January	101259	103320	73249	92609
February	103344	86473	61769	83862
March	114090	99986	72425	95500
April	98996	85978	81440	88805
May	116256	101863	101899	106673
June	121180	98195	79721	99699
July	102557	86135	77821	88838
August	98696	94100	74946	89247
September	97429	78979	76249	84219
October	102013	82357	82634	89001
November	118064	85100	NA	101582
December	116113	88668	NA	102391
AVERAGES	107500	90930	78215	93536

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area Short Term	Prkg. Demand Short Term	Potential Bldg. Area Long Term	Potential Prkg. Demand Long Term
1 space generated for each 514 square feet of gross floor area								
Lot 6								
19-25-327-031	523-525 N. Old Woodward	3,475	4,351	8				
19-25-327-032	511 N. Old Woodward	2,852	2,486	5				
19-25-328-005	798 N. Old Woodward	2,352	1,583	3				
19-25-328-006	794 N. Old Woodward	2,362	2,018	4				
19-25-328-007	790 N. Old Woodward	2,366	1,799	4				
19-25-328-008	768 N. Old Woodward	2,240	1,323	3				
19-25-328-009	742 N. Old Woodward	2,040	2,628	5				
19-25-328-010	730 N. Old Woodward	1,901	2,628	5				
19-25-328-014	704-708 N. Old Woodward	3,495	9,268	18				
19-25-328-017	640 N. Old Woodward	2,797	6,570	13				
19-25-328-018	630 N. Old Woodward	2,801	6,448	13				
19-25-328-019	620 N. Old Woodward	2,110	4,502	9				
19-25-328-020	600 N. Old Woodward	4,898	9,020	18				
19-25-328-021	Parking Lot #6 (part)	8,092	0	0				
19-25-328-022	588 N. Old Woodward	1,607	1,600	3				
19-25-328-023	580 N. Old Woodward	2,370	1,937	4				
19-25-328-024	576 N. Old Woodward	2,372	2,880	6				
19-25-328-025	574 N. Old Woodward	2,374	2,416	5				
19-25-328-026	570 N. Old Woodward	2,376	1,208	2				
19-25-328-027	568 N. Old Woodward	2,377	1,200	2				
19-25-328-028	560 N. Old Woodward	2,412	1,198	2				
19-25-328-029	Exempt (parking lot)	3,256	0	0				
19-25-328-030	544-554 N. Old Woodward	6,720	3,194	6				
19-25-328-031	536-538 N. Old Woodward	4,006	2,394	5				
19-25-328-032	534 N. Old Woodward	1,928	1,200	2				
19-25-328-033	532 N. Old Woodward	1,901	918	2				
19-25-328-034	528 N. Old Woodward	2,932	1,240	2				
19-25-328-035	526 N. Old Woodward	1,319	1,400	3				
19-25-328-037	Parking Lot #6 (part)	26,749	0	0				
19-25-328-058	720 N. Old Woodward	5,587	13,615	26				
19-25-328-060	700 N. Old Woodward	4,671	13,248	26				
19-25-328-061	800 N. Old Woodward	6,228	10,077	20				
Total	**Current**	**124,966**	**114,349**	**222**		**222**		**222**
Lot 6	**no changes proposed**							
N. Old Woodward								
19-25-330-001	470-474 N. Old Woodward	8,338	10,850	21				
19-25-330-004	430 N. Old Woodward	5,947	12,082	24				
19-25-330-008	460 N. Old Woodward	5,538	3,378	7			11,076	22
19-25-330-009	450 N. Old Woodward	7,062	3,328	6			14,124	27
19-25-376-075	305 N. Old Woodward	40,594	80,596	157				
19-25-376-076	300 Willits (1)	NA	6,748	13				
19-25-379-007	322 N. Old Woodward	18,000	40,603	79				
19-25-379-021	344 N. Old Woodward	12,000	19,021	37				
19-25-379-022	350 N. Old Woodward	12,000	20,496	40				
19-25-379-024	380 N. Old Woodward	24,000	53,804	105				
19-25-378-008	168 W. Maple	6,540	10,472	20				
19-25-378-009	166 W. Maple	6,426	13,377	26				
19-25-378-010	150-160 W. Maple	9,015	7,175	14				
19-25-378-011	142 W. Maple	3,665	7,714	15				
19-25-378-012	138 W. Maple	1,444	1,157	2				
19-25-378-014	237-243 N. Old Woodward	4,149	11,299	22				
19-25-378-015	205-219 N. Old Woodward	9,138	17,018	33				
19-25-378-023	180-296 W. Maple (Wabeek)	36,008	75,096	146			107,274	209
19-25-378-024	255-275 N. Old Woodward	12,000	28,005	54				
19-25-378-026	275 N. Old Woodward	8,850	9,023	18				
19-25-378-027	265 N. Old Woodward	3,365	2,850	6				
19-25-378-028	111 Willits	40,790	33,230	65				

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

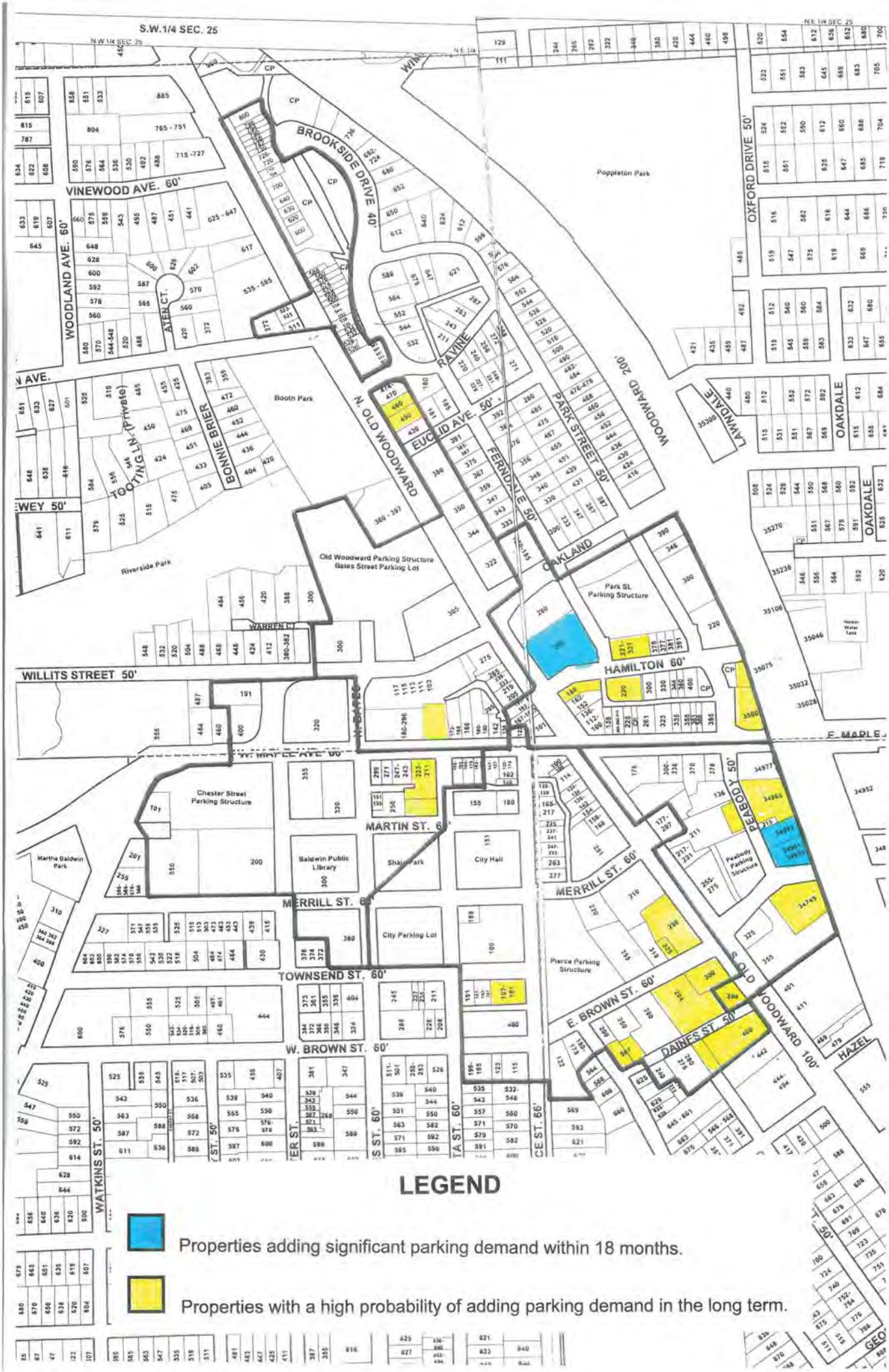
Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area Short Term	Prkg. Demand Short Term	Potential Bldg. Area Long Term	Potential Prkg. Demand Long Term
Total	**Current**	**274,869**	**467,322**	**909**		**909**	467,322	909
N. O. Woodward	**less demo bldgs.**						-81,802	-159
	Add Potential bldgs.						132,474	258
	Total Potential						**517,994**	**1,008**
Park								
19-25-456-014	35075 Woodward	4,630	949	2			13,890	27
19-25-456-037	35001 Woodward	16,911	0	0			50,733	99
19-25-456-043	Exempt (parking lot)	3,372	0	0				
19-25-378-016	191 N. Old Woodward	4,253	10,695	21				
19-25-378-017	163-167 N. Old Woodward	3,540	9,369	18				
19-25-378-020	101 N. Old Woodward	5,272	15,837	31				
19-25-379-023	185 Oakland	18,000	47,033	92				
19-25-453-011	200 - 250 N. Old Woodward (2)	32,928	0	0	120,902	235		
19-25-453-010	280 N. Old Woodward	25,041	97,124	189				
19-25-454-005	221-327 Hamilton	12,641	9,779	19			37,173	72
19-25-454-006	375 Hamilton	2,452	4,200	8				
19-25-454-007	377 Hamilton	2,468	4,200	8				
19-25-454-008	381-383 Hamilton	2,483	2,147	4				
19-25-454-009	391-395 Hamilton	3,357	5,061	10				
19-25-455-002	346 Park	6,259	8,095	16				
19-25-455-015	390 Park	11,630	38,126	74				
19-25-455-016	300 Park	29,055	78,142	152				
19-25-455-017	220 Park	19,978	62,834	122				
19-25-456-001	188 N. Old Woodward (3)	6,331	15,870	31				
19-25-456-007	220 Hamilton (3)	11,629	17,308	34			35,170	68
19-25-456-002	152-162 N. Old Woodward	6,738	8,586	17				
19-25-456-009	330 Hamilton	5,185	14,273	28				
19-25-456-010	344 Hamilton	2,520	4,005	8				
19-25-456-011	360 Hamilton	2,580	2,850	6				
19-25-456-017	135-141 E. Maple	2,974	1,704	3				
19-25-456-018	203-213 E. Maple	4,161	2,169	4				
19-25-456-019	225 E. Maple	2,986	3,013	6				
19-25-456-020	Exempt (city property)	2,158	0	0				
19-25-456-023	323 E. Maple	6,684	0	0				
19-25-456-024	335 E. Maple	3,334	2,684	5				
19-25-456-027	361 E. Maple	2,207	1,976	4				
19-25-456-028	369 E. Maple	2,213	1,872	4				
19-25-456-029	395 E. Maple	5,646	4,671	9				
19-25-456-034	355 E. Maple (4)	NA	2,400	5				
19-25-456-035	261-297 E. Maple	6,347	18,444	36				
19-25-456-039	100-112 N. Old Woodward	9,058	22,969	45				
19-25-456-041	300-304 Hamilton	4,541	4,515	9				
19-25-456-042	City Parking Lot #9	4,469	0	0				
19-25-456-044	400 Hamilton	5,340	7,430	14				
Total	**Current**	**301,371**	**530,330**	**1,032**	**301,371**	**1,032**	530,330	1,032
Park St.	**less demo bldgs.**				**0**	**0**	-28,036	-55
	Add Potential bldgs.				**120,902**	**235**	257,868	501
	Total Potential				**422,273**	**1,267**	**760,162**	**1,714**
Pierce								
19-36-138-001	189 Townsend	4,619	17,121	33				
19-36-138-002	161-167 Townsend	5,453	5,414	11				
19-36-138-003	101-107 Townsend	11,663	11,663	23			23,326	48
19-36-138-007	480 Pierce	23,075	79,998	156				
19-25-378-021	122 W. Maple	3,039	6,448	13				
19-36-129-004	137-147 W. Maple	4,810	11,168	22				
19-36-129-005	102 Pierce, 115-123 W. Maple	5,410	10,900	21				
19-36-129-006	148 Pierce	1,780	5,326	10				
19-36-129-010	Exempt (Ameritech)	13,706	NA	0				
19-36-129-012	180 Pierce	6,800	700	1				

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area Short Term	Prkg. Demand Short Term	Potential Bldg. Area Long Term	Potential Prkg. Demand Long Term
19-36-134-001	City Hall	49,440	25,278	49				
19-36-134-001	189 W. Merrill	4,960	3,605	7				
19-36-134-004	100 Townsend (5)	40,876	81,752	159				
19-36-201-001	135-159 Pierce	3,152	7,461	15				
19-36-201-005	235 Pierce	2,180	5,106	10				
19-36-201-006	237-241 Pierce	5,555	6,476	13				
19-36-201-009	263 Pierce	3,865	5,061	10				
19-36-201-010	277 Pierce	4,829	8,333	16				
19-36-201-011	100 S. Old Woodward	6,372	17,652	34				
19-36-201-012	106 S. Old Woodward	1,659	3,954	8				
19-36-201-013	114 S. Old Woodward	5,772	15,636	30				
19-36-201-014	124-128 S. Old Woodward	4,591	12,916	25				
19-36-201-015	138-142 S. Old Woodward	5,913	4,528	9				
19-36-201-018	158-168 S. Old Woodward	6,339	5,576	11				
19-36-201-019	251 E. Merrill	33,232	138,207	269				
19-36-201-020	165-217 Pierce	7,717	20,876	41				
19-36-201-021	154 S. Old Woodward	4,152	11,315	22				
19-36-201-022	245 Pierce	5,305	11,915	23				
19-36-202-008	319-321 E. Brown	10,748	0	0				
19-36-202-015	210 S. Old Woodward	31,753	64,156	125				
19-36-202-009	325 E. Brown	3,018	5,931	12				
19-36-202-016	298 S. Old Woodward	23,311	5,252	10			78,237	162
19-36-202-017	220 Merrill	13,851	19,426	38				
19-36-202-018	255 E. Brown	26,183	74,354	145				
19-36-206-006	177-207 S. Old Woodward	18,587	28,235	55				
19-36-139-004	115 W. Brown	10,233	5,307	10				
19-36-139-025	195-199 W. Brown	11,536	8,783	17				
19-36-203-011	180 E. Brown	8,067	4,146	8				
19-36-203-024	122 E. Brown	21,238	8,775	17				
19-36-204-001	200 E. Brown	5,045	3,529	7				
19-36-204-006	300 S. Old Woodward	13,225	4,300	8			22,410	46
19-36-204-007	567 Purdy (6)	4,983	1,728	3				
19-36-204-008	Exempt (parking lot) (6)	4,299	0	0			15,779	33
19-36-204-016	Exempt (DTE)			0				
19-36-204-021	294 E. Brown	32,591	13,290	26			61,282	127
19-36-204-025	260 E. Brown	24,961	53,589	104				
19-36-205-021	Parking lot (@ N. end of Ann St.)	6,025	0	0			6,025	13
19-36-205-039	240 Daines	6,055	2,778	5				
19-36-205-040	280 Daines	17,007	20,244	39				
19-36-205-042	400 S. Old Woodward (7)	24,393	8,767	17	10,130	20		
Total	**Current**		**768,307**	**1,495**	**768,307**	**1,495**	768,307	1,495
Pierce St.	**less demo bldgs.**				-8,767	-17	-34,505	-87
	Add Potential bldgs.				10,130	20	217,189	449
	Total Potential				769,670	1,498	**950,991**	**1,857**
Peabody								
19-36-204-014	394 S. Old Woodward	8,250	9,000	18			16,500	32
19-36-208-015	325 S. Old Woodward	10,713	11,256	22				
19-36-208-016	355 S. Old Woodward	44,422	79,815	155				
19-36-206-001	178 E. Maple	18,520	41,586	81				
19-36-206-002	300-336 E. Maple	8,437	20,643	40				
19-36-206-005	177 S. Old Woodward	15,149	41,076	80				
19-36-206-007	211 S. Old Woodward (8)	20,375	57,840	113				
19-36-206-008	217 S. Old Woodward	7,902	15,114	29				
19-36-206-015	Exempt (Parking)	13,647	0	0				
19-36-206-016	Exempt (Parking)	5,250	0	0			15,000	29
19-36-206-018	378 E. Maple	6,343	11,027	21				
19-36-206-020	370 E. Maple	9,995	18,461	36				
19-36-206-021	225-275 S. Old Woodward	22,103	69,674	136				
19-36-207-001	34977 Woodward	14,858	45,094	88				
19-36-207-004	215 Peabody	1,750	1,760	3				
19-36-207-006	34953 Woodward (vacant)	10,529	0	0			30,837	60

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area Short Term	Prkg. Demand Short Term	Potential Bldg. Area Long Term	Potential Prkg. Demand Long Term
19-36-207-007	34901-34935 Woodward	12,642	0	0	50,366	98	0	0
19-36-207-008	34965 Woodward (Peabody's)	22,237	7,082	14			65,961	128
19-36-208-004	34745 Woodward (Car wash)	23,134	6,016	12			68,652	134
Total	**Current**		**435,444**	**847**	**435,444**	**847**	435,444	847
Peabody St.	**less demo bldgs.**				0	0	-63,174	-43
	Add Potential bldgs.				50,366	98	247,316	481
	Total Potential				485,810	945	**619,586**	**1,285**
Chester								
19-25-356-013	400 W. Maple	14,203	29,148	57				
19-25-356-023	191 N. Chester (9)	17,175	17,175	33				
19-25-377-006	336 W. Maple	51,235	121,767	237				
19-36-126-017	101 Southfield	10,907	17,395	34				
19-36-126-018	550 W Merrill	39,270	38,200	74				
19-36-127-001	355 W. Maple (10)	24,720	6,360	12				
19-36-127-004	320 Martin St	24,599	11,690	23				
19-36-128-001	299 W. Maple	3,600	6,586	13				
19-36-128-002	271 W. Maple	3,600	6,353	12				
19-36-128-003	243-247 W. Maple	6,300	7,019	14				
19-36-128-004	211-223 W. Maple (11)	14,190	27,904	54			64,140	125
19-36-128-008	Exempt (parking) (11)	7,440	0	0				
19-36-128-006	151-155 S. Bates	2,600	6,190	12				
19-36-128-009	250 Martin (office)	8,200	1,250	2				
19-36-129-001	193-195 W. Maple	3,760	4,772	9				
19-36-129-002	175-185 W. Maple	3,760	4,636	9				
19-36-129-003	157-163 W. Maple	3,760	7,011	14				
19-36-130-001	Library	49,440	48,305	94				
19-36-132-007	Community House	37,080	28,215	55				
Total	**Current**		**389,976**	**759**			389,976	759
Chester St.	**less demo bldgs.**						-27,904	-54
	Add Potential bldgs.						64,140	125
	Total Potential						**426,212**	**829**


S.W.1/4 SEC. 25
N.W.1/4 SEC. 25
N.E.1/4 SEC. 25
VINEWOOD AVE. 60'
WOODLAND AVE. 60'
BROOKSIDE DRIVE 40'
ATEN CT.
RAVINE
Poppleton Park
OXFORD DRIVE 50'
WOODWARD 200'
Booth Park
N. OLD WOODWARD
EUCLID AVE. 50'
FERNDALE 50'
PARK STREET 50'
LAWNDALE
OAKDALE
BONNIE BRIER
TOOTING LN. (Private)
Riverside Park
Old Woodward Parking Structure
Bates Street Parking Lot
OAKLAND
Park St. Parking Structure
WARREN CT.
WILLITS STREET 50'
HAMILTON 60'
N. BAGLEY
E. MAPLE
W. MAPLE AVE. 60'
Chester Street Parking Structure
MARTIN ST. 60'
Martha Baldwin Park
Baldwin Public Library
City Hall
PEABODY 50'
Peabody Parking Structure
MERRILL ST. 60'
City Parking Lot
Pierce Parking Structure
TOWNSEND ST. 60'
E. BROWN ST. 60'
W. BROWN ST. 60'
DAINES ST. 60'
S. OLD WOODWARD 100'
HAZEL
WATKINS ST. 50'
LEGEND
Properties adding significant parking demand within 18 months.
Properties with a high probability of adding parking demand in the long term.

CITY OF BIRMINGHAM
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

CITY OF BIRMINGHAM
AUTO PARKING SYSTEM
FREQUENCY OF PARKING STRUCTURE FILLED TO CAPACITY
(NUMBER OF DAYS)

	Pierce	Park	Peabody	N. Old Woodward	Chester
August, 2014	3	NA	13	1	0
September, 2014	2	NA	16	2	0
October, 2014	2	3	9	3	0

Notes:
Park St. was under construction during the months of August & September. Accurate counts were not available at that time.

The closures at Peabody St. were generally for extended five hour periods (about 10 AM to 3 PM) when closures occurred, all on weekdays.

The other closures tend to be for just short time periods, 30 minutes or less.

AD HOC PARKING STUDY COMMITTEE
TUESDAY, JANUARY 26, 2015
2:00 P.M.
ROOMS 202-203
151 MARTIN ST., BIRMINGHAM, MI

A. Roll Call
B. Introductions
C. Review of Agenda
D. Approval of Minutes, Meeting of November 20, 2014

E. Triangle District
   LSL Planning – Summary of Updated Parking Model

F. Central Business District
   Review of Parking Needs
   Pierce St. Parking Structure Expansion Option
   N. Old Woodward Ave. Parking Structure Expansion Option

G. Meeting Open for Matters not on the Agenda

H. Schedule for Next Meeting Date
   City Commission Long Range Planning Meeting (January 31, 2015)
   Preparation for Final Presentation to City Commission

I. Adjournment

Notice: Due to building security, public entrance during non-business hours is through the Police Department, Pierce St. Entrance only. Individuals with disabilities requiring assistance to enter the building should request aid via intercom system at the parking lot entrance gate on Henrietta St.

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 dia antes de la reunió para solicitar ayuda a la movilidad, visual, auditiva, o de otras asistencias. (Title VI of the Civil Rights Act of 1964).

CITY OF BIRMINGHAM
AD-HOC PARKING STUDY COMMITTEE
2:00 PM., TUESDAY, NOVEMBER 20, 2014
Rooms 202-203
151 Martin Street, Birmingham, Michigan

Minutes of the meeting of the City of Birmingham Ad-Hoc Parking Study Committee held November 20, 2014.

A. ROLL CALL

Present: **Ad-Hoc Committee Members**
Richard Astrein (PSD)
Susan Peabody (APC)
JC Cataldo (CIA)
Gillian Lazar (PB) (Arrived 3:24 PM)
Johanna Slanga (MMTB)

Absent: None

Administration: Paul O'Meara, City Engineer
Jana Ecker, Planning Director
Brendan Cousino, Assistant City Engineer
Lauren Chapman, Assistant City Planner

Guests: Jay O'Dell, Central Parking
Josh Gunn, Central Parking
Jeff Surnow

B. INTRODUCTIONS

Members & guests introduced themselves.

C. REVIEW AGENDA

There were no proposed modifications to the meeting agenda as presented.

D. APPROVAL OF MINUTES, MEETING OF SEPTEMBER 16, 2014

There were no proposed modifications to the minutes for the September, 2014 meeting of the Ad Hoc Parking Study Committee as presented.

Motion by Susan Peabody, Seconded by Johanna Slanga, to approve the minutes for the September 16, 2014 meeting of the Ad Hoc Parking Study Committee as presented. Motion passed unanimously.

E. CENTRAL BUSINESS DISTRICT – CREATION OF PARKING GENERATION MODEL

Paul O'Meara noted that the purpose of this Ad Hoc Committee was to develop a parking demand generation model, and that it will be important for all members of the committee to understand and stand behind the numbers that are generated. The study that was done in 1998 used actual measurements of parking in the spaces of 676 square feet of building space per parking space in November, but adjusted that ratio for seasonal trends to create a demand model ratio of 482 square feet of building space per parking space. The downtown area was separated into 6 zones based on the proximity to the structures.

The 2014 survey of parking spaces and current building configuration shows a ratio of 564 square feet of building space per parking space, with an occupancy rate of 77% overall, and 60% on the private parking spaces. The Pierce and Peabody zones are operating similarly, with the Chester zone having many more parking spaces than are needed in that zone, so it is helping to relieve the parking shortages in the other zones.

After extensive discussion, the Committee agreed that the ratio of 1 parking space per 564 gross square feet is a reliable parking generation model at this time.

Paul O'Meara noted that the City Commission is looking to this Committee to finalize a prediction of the future demand in the Central Business District, and provide holistic summary of recommendations to address the expected shortfall. Once it is time to go to the public to request approval of a bond issue, all upcoming parking construction issues should be thought through and included in a total proposal.

The Committee then turned to the issue of the Pierce St. Parking Structure expansion proposal. JC Cataldo expressed concern that this idea would make this building too large, and too dominant. He is not ready to support this idea.

Gilian Lazar expressed that there is a need to be more clear to future developers that there is a parking problem. She also cannot support an expansion at the Pierce St. Structure.

Johanna Slanga expressed concern that the data does not show a shortage currently. She wonders if it is something that the public would feel is reliable. She supports the Pierce St. Structure expansion. She also feels that discussion is needed about N. Old Woodward Ave. and the Lot #6 area.

Susan Peabody said that she does not know how she feels about it. She would like to look further into solutions in the Triangle District as possible solutions for the Peabody St. area.

Richard Astrein agrees with expansion in both the Pierce St. and the N. Old Woodward

Ave. areas.

The Committee was not ready to make a motion at this time. It was requested that more information be provided relative to the Pierce St. Structure proposal. Further, the Committee needs more firm data about just how many parking spaces can be built in the N. Old Woodward Ave. parking lot.

F. TRIANGLE DISTRICT

Paul O'Meara reviewed the current status of the study for the Triangle area. The re-opening of Kroger has been delayed to about December 15. Counting vehicles in this area will now be delayed into January. LSL will put together updated numbers that will hopefully be ready for review in late January.

G. OTHER INFORMATION

(No comments)

H. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA

(No comments)

I. SCHEDULE FOR NEXT MEETING DATE

The next meeting will be scheduled after LSL Planning has had a chance to perform their field parking counts in the Triangle District.

J. ADJOURNMENT

No further business being evident, board members motioned to adjourn at 3:42 P.M.

Paul O'Meara, City Engineer

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **January 23, 2015**

TO: **Ad Hoc Parking Study Committee**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Triangle District**
Updated Parking Study

As discussed in the past, the City hired LSL Planning to update the 2007 parking study that they prepared for the Triangle District. The study was postponed until January in order to take counts when the Kroger store was in full operation. Counts were done the week of January 12. The results of the study are attached in the form of a map and a cover memo from LSL.

The attached materials were just received this afternoon, and were not complete with respect to the potential additional commercial area on the north side of Maple Rd. We have asked LSL to finalize the map to include these blocks, and hope that this data will be available some time on Monday. Assuming this additional data is received at that time, an amendment to this memo will be prepared and sent out to the members some time on Monday.

In reviewing the counts as displayed on the map, one may be surprised at the relatively low occupancy of the district currently. The map does show high demand in certain areas, such as in the area of Papa Joe's and Wells Fargo. The memo explains that the current environment of separated, private parking lots causes this under-utilization. Please refer to the memo for more details. We can discuss this more as a committee if desired. For the reasons pointed out in the memo, ultimately, this problem of under-utilization goes away when public parking is introduced.

Referring to the attached Future Parking Demand and Deficit map, the following conclusions can be drawn:

<u>SOUTH HALF OF THE DISTRICT (BLOCKS 6 – 15)</u>

The deficit numbers shown on each block represent a "partial buildout" scenario for the district. Not all properties were assumed to be expanded. Only those that have a clear fiscally responsible opportunity to expand were assumed to build out. All others were assumed to remain as is. Under this scenario, the total deficit of 987 parking spaces represents a significantly sized parking facility. Building one around the area of Block #11 would be ideal given its centrally located ability to supply the needs of several blocks around it. The ultimate need that would be built for would be reduced from the 987, since the parking facility itself would not be generating demand, as is assumed under the current numbers. Based on the numbers provided, it appears that a parking facility supplying somewhere in the area of 600 to 700 new parking spaces would provide a great economic boost to this area, and incentivize the area to begin redevelopment.

EXISTING NORTH HALF OF THE DISTRICT (BLOCKS 1 – 5)

If the parking district boundary is drawn such that it matches the Triangle Corridor Improvement Authority boundary (with no properties north of Maple Rd.), the study has calculated a need for 490 parking spaces. There have been discussions with the vacant property owner at the southeast corner of Maple Rd. and Woodward Ave. relative to building a public parking structure on a portion of their property. (The fate of this proposal is not certain at this time.) Similar to the discussion above, some of the projected demand would drop for the space that the parking structure would use. A total demand of 400 parking spaces appears reasonable at this time.

EXPANDED NORTH HALF OF THE DISTRICT WITH PROPERTIES NORTH OF MAPLE RD. (BLOCKS 1-5 AND 21-23)

The AHPSC has discussed that certain properties north of Maple Rd. are already short of parking on their site. Future expansion could make this situation worse. The parking study map has been revised to include figures for these blocks (blocks 21 to 23). Due to the proximity to single family housing, these properties can only be rebuilt to a maximum of 2 floors. Even after expected redevelopment, the three blocks together result in a surplus of 39 spaces (the surplus, however, assumes that the properties maintain the same number of parking spaces they have currently.) In order to encourage redevelopment of those parcels that are under-utilized north of Maple Rd., it appears that the parking assessment district should be expanded. Based on the numbers, doing so would not require expansion of a future public parking facility, but it would allow more properties to benefit from the system. The recommendation below recommends that the parking assessment district be expanded to include the properties north of Maple Rd. (blocks 21-23).

SUGGESTED RECOMMENDATION A (NORTH PORTION OF THE TRIANGLE DISTRICT):

To recommend that the City Commission endorse the concept of constructing a public parking facility to serve the north portion of the Triangle District. Further, as opportunities arise, if space is available to construct approximately 400 public parking spaces, then the Committee recommends that the parking district boundaries be expanded to include the commercial properties north of Maple Rd. from Woodward Ave. to Adams Rd.

SUGGESTED RECOMMENDATION B (SOUTH PORTION OF THE TRIANGLE DISTRICT):

To recommend that the City Commission endorse the concept of constructing a public parking facility providing 600 to 700 spaces to serve the south portion of the Triangle District, and to work with property owners to move in that direction, as development opportunities arise.

January 23, 2015

Memorandum

To: City of Birmingham

Attn: Mr. Paul O'Meara, City Engineer

151 Martin Street

Birmingham, MI 48012

From: Caitlin Malloy-Marcon, LSL Planning

Re: Triangle District Plan- Parking Update

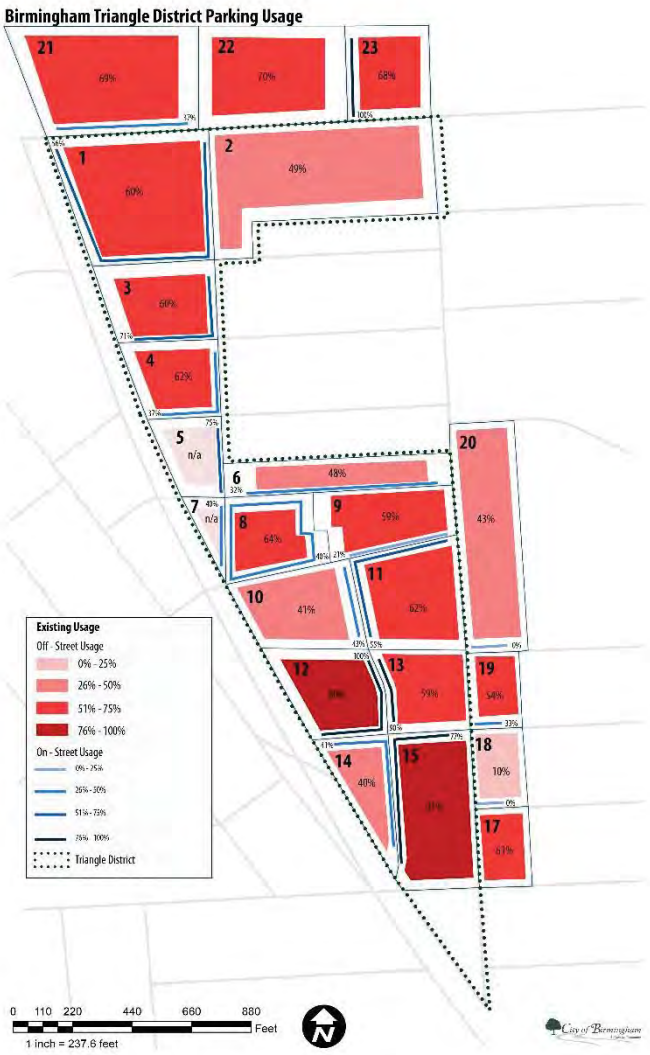
Background

In 2007 The City of Birmingham, with the help of the LSL Planning Team, completed the Triangle District Plan. One of the key topics identified in that process was parking; that redevelopment potential in the district was limited if each site had to provide its own parking. Therefore the plan has a section dedicated to the area parking availability, usage and parking options for the future including municipal parking structures. The plan forecasted potential future development and an associated increased need for parking in various parts of the District. One of the outcomes of that plan was restriping to add many more on-street parking spaces in the Triangle District. During the recession Birmingham, as well as the region, experienced a sharp decline in development. With the economic rebound, there is renewed interest by the development community. The City requested updated parking data so it can continue to plan for future parking needs in the District.

Analysis

In previous studies of the Triangle District, a true mixed-use area of the City of Birmingham, parking has been viewed as one barrier to future development due to a lack of shared or centralized parking with capacity enough for future offices, residents, restaurants, services and retailers of the area. In January 2015 a parking study was completed to take a closer look at today's Triangle District parking demand; completing two peak hour parking inventory counts, and one all-day count. Peak parking periods to be counted were identified by the City as Tuesday, Wednesday, and Thursday with peak times from noon to 2 PM. Peak day parking usage is represented in the chart below:

The ratio of parking spaces to cars is high. In fact, average parking usage during peak hours in the District was only 57%. But most of this parking supply is made up of many small, difficult to navigate, private lots. It is hard to decipher which lots are reserved for which businesses and the plethora of “Private Parking” and “tow zone” signs is intimidating for visitors. The area is not multi-trip friendly, meaning that if someone’s intended trip is for a visit to an office, they are not likely to also shop or eat in the area because it would require getting back in the car and trying to find parking for the next business. It is not user friendly and causes patrons to circle the block trying to understand where they can and cannot park. The gaps in the street grid pattern also can make way-finding difficult. These issues also effect land use as the many small lots sit on prime real-estate that could be better suited for development if there was a more concise and convenient parking scheme. The map below depicts parking usage by block:

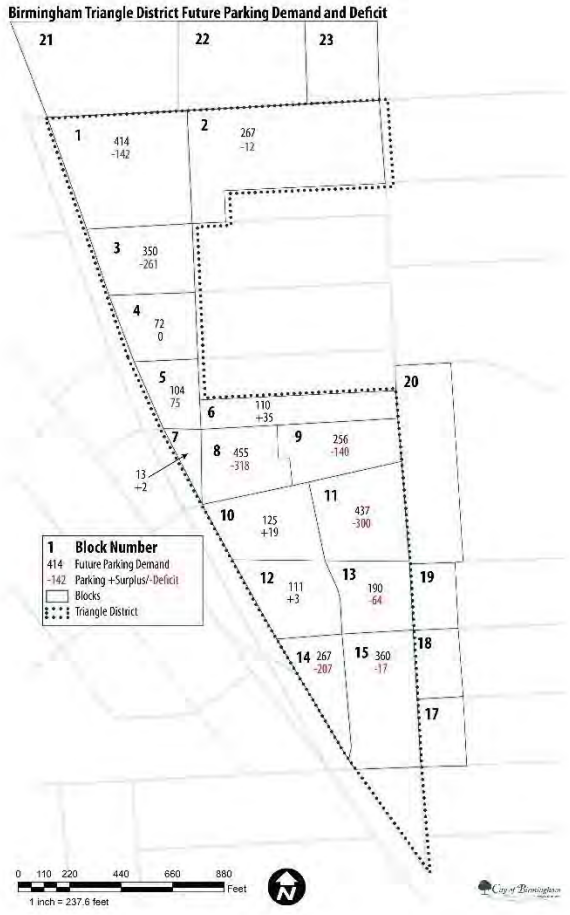


*In order to provide the most accurate parking depiction, certain lots have been removed from the data sets. These lots belong to uses that are unlikely to change and/ or uses that are unlikely to benefit from the construction of centralized parking facilities (i.e. Car Dealerships and the Fire Station)

The long range Triangle District Plan completed in 2007 marks the area for much heftier build-out aspirations than exist today. With the effects of the recession wearing and interest in development on the upward climb, the District is better primed to see the plan's goals come to fruition. Simply reducing the parking required for particular uses is not the answer because that still requires each development to provide its parking. It would also make change in use complicated. Development of the desired mixture of uses will be limited until there is a strategy to provide efficient parking.

Based on the counts there are a total of 3,126 parking spaces in the District. An average of 1,782 vehicles were parked during the surveyed peak hours. Parking lot usage is not generally at capacity except for a few lots, mainly around high traffic retail uses (Papa Joes and Kroger) and larger employers (Wells Fargo). Convenient on-street parking is

generally utilized when it is located in near proximity to an active daily use, but on-street use throughout the district only averages 47% during the peak hours. As planned development occurs and the smaller private lots are built upon, parking in the district will become more stressed we forecast there could be a parking deficit throughout the district as indicated in the map below:



Customers will have to drive around in search of the oddly placed lots wasting time and money. With frustration levels on the rise the district may see a decline in patronage. The most sensible solution is to look to developing centralized, easy to locate and use, parking facilities that are able to service a radius of buildings allowing employees and visitors to park once and walk to their intended destinations. Centralized municipal lots or parking structures will make the area easy to navigate and more attractive to visit.

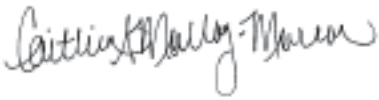
Conclusion

Though the District experiences parking difficulties in certain places at some time periods the demand is not high enough to support the development of a parking structure today. On top of the issues of funding a parking structure also lies the question of appropriate structure location. With an area the size of the Triangle District it is premature to assume where development may occur first. Placing a parking structure

before such patterns are known could prove to be futile, as patrons are not likely to walk long distances from the structure to the development. A structure may be essential in the future as build-out occurs, but should be constructed concurrently with new development. As recommended in the plan, a structure integrated with development lining the periphery would be preferable. The City of Birmingham should seek creative parking solutions to bridge the time between the present and when a centralized structure can be properly located and funded as development opportunities present themselves. At present the District would benefit from using its existing surface lots more efficiently. Converting private lots for shared use through shared parking agreements through an association, the Corridor Improvement Authority or the City, in combination with way-finding and additional signage would alleviate some of the stresses on patrons when choosing where to park.

Should you have any questions or concerns please do not hesitate to contact me at 248.586.0505.

Sincerely,

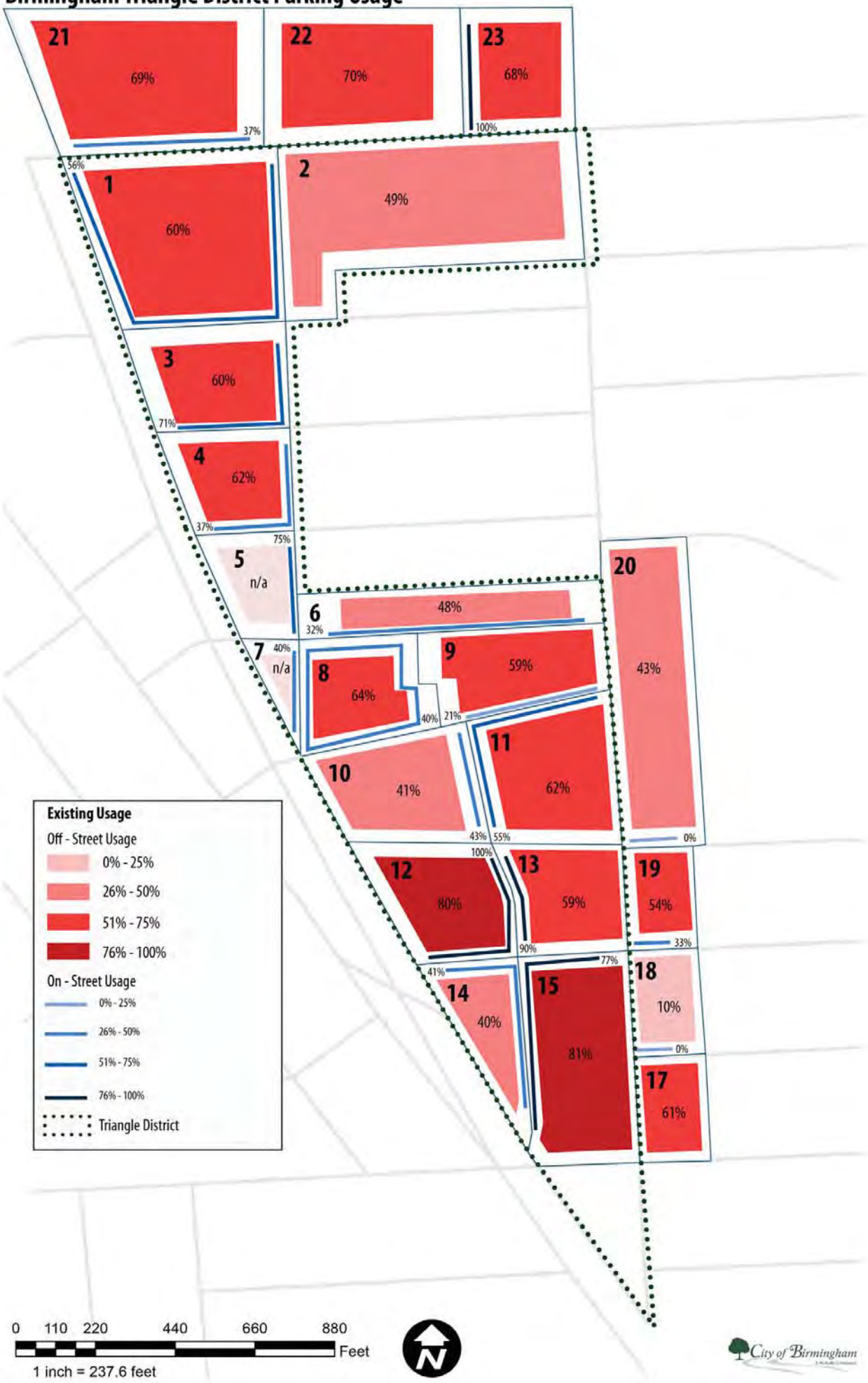


Caitlin Malloy-Marcon

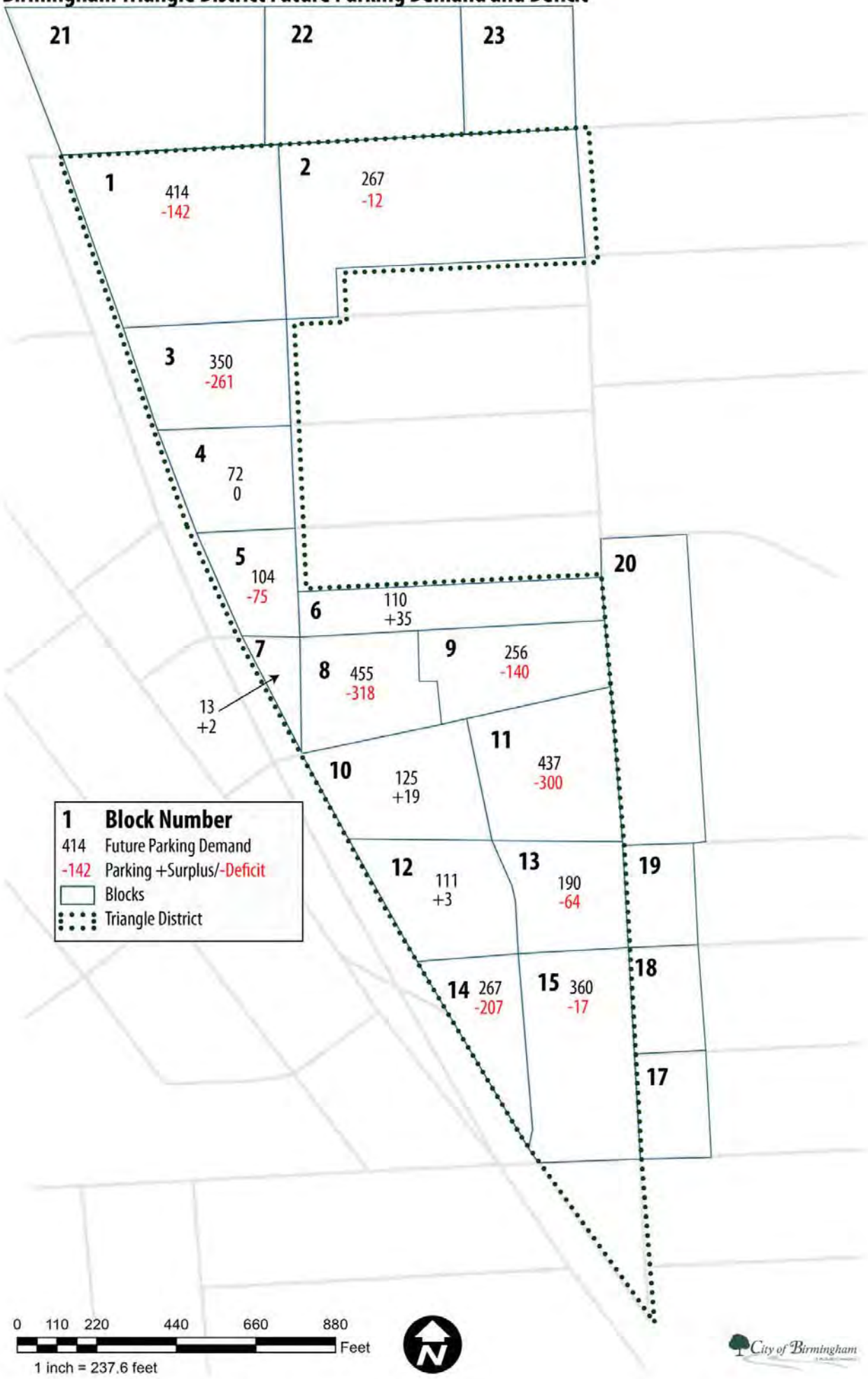
Transportation Planner

LSL Planning

Birmingham Triangle District Parking Usage



Birmingham Triangle District Future Parking Demand and Deficit



City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **January 23, 2015**

TO: **Ad Hoc Parking Study Committee**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Central Business District Parking Study**

At the meeting of November 20, the Ad Hoc Parking Study Committee (AHPSC) reviewed the final, completed parking study calculations for the CBD. Introduced at that time was the following data:

- A parking generation factor of one parking space for 564 square feet was established. Extensive background relative to how this number was arrived at was provided. The members of the AHPSC appeared comfortable that this value represents a reliable means to predict parking demand at the present time.
- A revised map of the CBD, highlighting those properties that are currently preparing for expansion, as well as those that represent good opportunities for expansion in the future. Considering the current counted usage as a base line demand, the properties currently under development or getting ready for development are considered the buildings used to determine an increase in demand in the short term (within 18 months). Using an assumption that all of the remaining potential properties will be built to their full potential would represent the parking demand in the long term. It was acknowledged that it highly unlikely that demand would ever get that high.
- Operating under the scenario that all parkers would prefer to park in the parking structure zone closest to their destination, it was identified that the Peabody St. zone has less supply than demand currently.
- If all properties identified in the long term are redeveloped to their full potential in the long term, the Pierce St., Park St., and Peabody St. zones will all have insufficient parking stock. The other three zones will remain in surplus, but the district as a whole calculates at a deficit of 629 parking spaces.
- Based strictly on the calculated demand and trend, and considering the opportunities for expansion in the system, the proposal to expand the Pierce St. Parking Structure with two more levels appears to be the most logical project for the Parking System. The AHPSC was not ready to make a formal recommendation on this proposal, citing the need for more information both on the feasibility of the Pierce St. project, as well as the N. Old Woodward Ave. expansion project.

As we begin to focus on preparing a final plan, it is helpful to consider how the CBD actually operates. Although we have broken the district into 6 zones, there is much interaction between them. Due to the close proximity of the N. Old Woodward Ave. and Park St. Structures, these two zones tend to work as a unit. For the purposes of this discussions, we will consider this the North Portion of the CBD. (Parking Lot #6 also relies on the N. Old Woodward Ave. facility as

an overflow, but most people parking in this area consider it too far. A note relative to it is provided below.)

Similarly, due to the close proximity of the Pierce St. and Peabody St. Structures, we will consider this facility as the South Portion of the CBD.

The Chester St. Structure is somewhat physically removed from all of the other structures. Further, it is located in an area where there is not many parking demand generators, and not many opportunities for further development. For the purposes of this discussion, it will be considered as an important refuge for overflow demand from both the North and South. Historically, the Pierce St. Structure has been chronically short on permit parking. About 80% of people holding a permit at Chester St. that would rather go elsewhere are hoping to move to the Pierce St. (or even Peabody St.) Structures. The remaining 20% in this category are waiting to move to the N. Old Woodward Ave. facility, as it too now cannot take new customers.

For the purposes of this study, the Parking Lot #6 area also tends to function by itself. While the N. Old Woodward Ave. facility can be an overflow, it is not considered a desirable alternative for most permit holders. Many consider it too far. It is important to consider that there is not a lot of leasable square footage in this area, and there are no clear examples of future redevelopment, either. Using the 1 parking space to 564 sq.ft. ratio, the Parking Lot 6 area should have enough parking spaces for its current building space. We know that is not so, based on the frequency of times that the area fills near to capacity. We believe this is a function of the high demand uses currently in place (restaurants, hair salons, etc.). Since this area has little opportunity for future development, and little opportunity for parking space construction, no recommendations for this area are offered at this time.

The remainder of this memo is split into three parts. The first two cover the potential parking structure expansion projects at N. Old Woodward Ave. and Pierce St. The final part attempts to finalize the needs for the north and south portions of the main CBD, as defined above.

A. NORTH PORTION OF THE CENTRAL BUSINESS DISTRICT

N. Old Woodward Ave. Parking Structure Expansion

After reviewing the results of the parking study, the N. Old Woodward Ave. parking zone was identified as one that likely helps take demand off of its neighbors that are busier (primarily Park St.). In the long term, it is not expected that there will be much additional expansion of private buildings (and parking demand in this area). However, expansion is expected to increase significantly in the neighboring Park St. zone, both in the short and long term. (Long term demand of the N. Old Woodward and Park St. zones combined is figured as a shortage of 343 parking spaces.)

The AHPSC is familiar with the Downtown Birmingham 2016 proposal that has suggested that the parking lot adjacent to the N. Old Woodward Ave. facility should be redeveloped to include more parking, as well as new commercial and residential uses. At the last meeting, the AHPSC requested that drawings be prepared to better identify how more parking could be constructed to meet future demands on this site. Those have been prepared with the assistance of LSL

Planning, and Carl Walker Parking Consultants. Attached is a summary spreadsheet, and detailed drawings of four alternatives. Two alternatives envision renovating and expanding the existing building, and the other two envision complete demolition of the existing structure, and reconstruction of a new facility. All four alternatives have their positive and negative attributes. Similar to the discussion on Pierce St., there will be other bodies, such as the Planning Board and the City Commission, that will have to consider in more depth the various points of each of these alternatives before any decision is made. The focus of this Committee should be to consider how many more parking spaces should be built to allow the Parking System to best address the needs of the district. The attached spreadsheet has been prepared to help understand the relative costs and benefits of the various alternatives. To focus more on the question that this Committee needs to grapple with, the table below considers the current needs of the area, how new private development would create more burden on the parking facility, and which method of expansion makes the most sense for the Parking System.

Knowing that the various parking zones work together to satisfy the needs of the area, data is provided in two ways: 1) considering demand from just the N. Old Woodward Ave. zone, as well as considering demand from the combination of the N. Old Woodward Ave. and Park St. zones. For the table below, the combination of the two zones are labeled "North Portion of the CBD."

NORTH PORTION OF THE CENTRAL BUSINESS DISTRICT
EXISTING AND PROPOSED PARKING SURPLUS (OR SHORTAGE)

		N. OLD WOODWARD AVE. ZONE			NORTH PORTION OF CBD COMBINED		
Ultimate Lot 5 Layout	NET GAIN AFTER EXPANSION	EXISTING	SHORT TERM	LONG TERM	EXISTING	SHORT TERM	LONG TERM
Existing	0	251	251	152	387	203	-343
Alt. 1	-21	230	230	131	376	182	-364
Alt. 2	173	424	424	325	570	376	-170
Alt. 3	-138	113	113	14	249	65	-481
Alt. 4	82	333	333	234	469	285	-261

The following conclusions can be drawn from this table:

1. Due to the increased new demand that private development on the property would bring, Alternates 1 and 3 do not supply enough parking to accommodate the increase from adjacent buildings, much less providing additional capacity for other existing or future needs.
2. Even the least desirable alternative from a Planning perspective (Alternate 2) only provides an additional 173 spaces over the existing facility. When combined with the other main opportunity for expansion in the CBD (Pierce St.), a total of 453 new parking spaces can be created at a total cost (for both buildings) of $17 million.
3. The table as presented indicates surpluses for both existing and short term scenarios, both in just the N. Old Woodward zone, as well as when considering the entire north portion of the CBD. These numbers seem inaccurate given the current shortages being experienced in these areas. Such shortages can be attributed to demand from outside

of the subject zones due to other areas (i.e.: Peabody St., Pierce St., Triangle District, Lot 6) likely not providing the parking demanded from their zones. When long term demand is factored in, the north zones combined can no longer address the excess demand from the other zones, as they will themselves be in deficit (if built out).

Summary of Calculations for the North Portion of the CBD

As discussed above, the N. Old Woodward Ave. and Park St. zones tend to act as one area. The "Summary of Parking Spaces by Parking Zone" table at the end of this memo has been amended from a previous meeting to recombine the numbers into a north zone and south zone. Further, the table has been refined to reflect how the Chester St. zone acts as an overflow somewhat for the north zone, and more so for the south zone. Without the Chester St. Structure zone, the north portion of the CBD calculates as having a surplus of 203 spaces in the short term, and a deficit of 343 in the long term. Once the opportunity to overflow into the Chester St. zone is considered, the surplus in the short term expands to 283, and the deficit in the long term is reduced to 278.

The long term deficit calculated assumes that all highlighted private properties are redeveloped to their full potential. One could argue that this is overly optimistic, rendering the number unreliable. However, the number does not consider the current shortage in the Parking Lot #6 area, which could continue to create at least some demand for an expansion at the N. Old Woodward Ave. Parking Structure.

The results of this study predict a long term deficit of 278 parking spaces for the north portion of the CBD. If the City were to proceed with one of the four alternate redevelopment concepts drawn up for the N. Old Woodward Ave. Structure, the resulting deficit will vary from 105 (Alternate 2) to 416 (Alternate 3). Selecting an alternate that creates the maximum number of parking spaces will be in the best long term interest of the Parking System. Additional study of the facility is warranted.

A suggested recommendation is provided below.

B. SOUTH PORTION OF THE CENTRAL BUSINESS DISTRICT

Pierce St. Parking Structure Expansion

Per your request, our office asked architect Victor Saroki to prepare realistic computer generated views of the Pierce St. Structure as it would look if it was expanded by two more levels. While these drawings will prove useful to others as the decision as to whether to go forward is analyzed further, it should be noted that this Committee was assembled to gather data and make number-based recommendations to the City Commission. If the data identifies a need for more parking on the south side of the district, and if the Pierce St. Parking Structure represents the best opportunity to expand, then it should be seriously considered as a viable option by this committee. If this committee is hesitant to recommend this idea, then further discussion should be held as to feasible alternatives that could be recommended for the south side instead.

To summarize the big picture relative to this potential project, it has been estimated that a 40 year life span can be realized on an expanded Pierce St. Parking Structure. The cost of two more floors, or 280 parking spaces, is estimated at $9.5 million, or about $30,000 per parking space. If the Commission decides to move forward, there will be time needed to finance, design, and bid such a project. By the time large expenses have to be paid out, the parking fund is expected to have approximately $5 million in extra cash on hand to help cover this expense.

Summary of Calculations for the South Portion of the CBD

Based on current observations, the Pierce St. and Peabody St. zones tend to function as one area, both being heavily reliant on the Chester St. Structure for overflow. Again referring to the "Summary of Parking Spaces by Parking Zone" table at the end of this memo, there is a slight surplus in the south portion currently, which will fall to a deficit of 37 spaces in the short term. Due to the large number of parcels that could be redeveloped in the future on the south side of the district, the long term deficit jumps to 736 spaces. Assuming the Chester St. Structure continues to act as an overflow for the south portion, the current surplus is 365 spaces, dropping to 328 in the short term, and finally, a deficit of 427 spaces in the long term.

Once again, one could argue that it is unrealistic to suggest that all under-developed properties will be developed in the future. However, properties (including prime office space) are developing now in the area even when there is no ability to buy a monthly permit anywhere near the new construction. The expansion of the Pierce St. Structure would create an additional 280 parking spaces, and reduce this calculated deficit to 147 spaces in the long term. Further, since the location of these spaces is near where future development is most likely, it is evident that these spaces would be in high demand. A suggested recommendation is provided below.

SUGGESTED RECOMMENDATION A (NORTH PORTION OF THE CENTRAL BUSINESS DISTRICT):

To accept the report of the Ad Hoc Parking Study Committee estimating that a long term deficit of 278 parking spaces is expected in the long term for the north portion of the Central Business District. Further, to direct staff to conduct further planning studies for the N. Old Woodward Ave. Parking Structure and Lot that will maximize the creation of parking spaces while adhering to the original concepts presented in the Downtown Birmingham 2016 Plan.

SUGGESTED RECOMMENDATION B (SOUTH PORTION OF THE CENTRAL BUSINESS DISTRICT):

To accept the report of the Ad Hoc Parking Study Committee estimating that a long term deficit of 427 parking spaces is expected in the long term for the south portion of the Central Business District. Further, to endorse the expansion of the Pierce St. Parking Structure by two levels, thereby creating an additional 280 public parking spaces in the Parking System.

City of Birmingham
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MEMORANDUM

Engineering Dept.

DATE: **November 17, 2014**

TO: **Ad Hoc Parking Study Committee (AHPSC)**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Development of Parking Generation Factor**

(Some parts of this memorandum is repeated from a similar memo written in August, 2014. It is repeated again at this time as a review for the committee members, and to form a basis of the analysis for those that did not read the previous memorandum.)

As was referenced during the first AHPSC meeting, parking demand can be measured as a value of one parking space per a certain number of gross square feet. Traditionally, when commercial properties are developed to stand on their own (where they own and operate their own parking lot), general retail uses often require 1 parking space per 300 square feet of building. A downtown area that relies on municipal supplied parking spaces is much more complex, as a wide variety of uses result in a wide variety of parking demand generations. For example, a furniture store may only create demand for a very small number of parking spaces relative to the square footage being used, while a restaurant can do just the opposite (considering both guests and staff). The benefit of a municipally operated parking system is that not all businesses have their peak usage at the same time. For example, office buildings may begin emptying out just when a restaurant in the same building is reaching its daily peak.

We have also noted that the study done on the central business district in 2000 is being used as a model for this study. Here are some interesting parking generation figures developed during that study (note that as the ratio of square feet gets higher, parking demand is going down):

Actual number of parking spaces compared to actual gross square footage = 1:424
Applying actual measured demand in November, 1998 to actual square footage = 1:676
After studying seasonal trends and other cities, a final demand model ratio of 1:482 was used.

<u>Summary of Counts Taken October & November, 2014</u>

In preparation for this study, actual counts during the busiest time of day (approximately 1 PM to 2 PM on a Tuesday, Wednesday, and Thursday) were obtained during the periods of October 28-30, and November 4-6. As you may recall, counts taken last May and June were deemed unreliable. Swings from one parking zone to another made the data appear problematic. Supply and demand conditions were considered odd at the time mainly due to the large percentage of parking spaces under construction in the Park St. Structure. The parking structure work ended about September 19. At that time, monthly permit sales began again for this area, which also in turn impacted sales in the N. Old Woodward Ave. and Chester St. zones. The last week of October represented the first week it was felt that a "normal" post-construction sample of demand could be taken. As shown on the attached summary, the final results confirm that the two weeks were similar overall.

Attachment #2 to this memo starts with three tables. The first table summarizes the total number of parking spaces available today in the various categories of parking structure, on-street parking meters, municipally owned parking lots, and private parking spaces. Generally, private parking spaces were counted whether they were enclosed, gated, or open, as long as they served a building that is commercial in nature. Parking lots clearly serving residential square footages were disregarded (residential square footage has also been left out of the study).

Based on the actual counted parking spaces, if there was 100% occupancy, and if no one was parking outside of the district, the parking demand ratio would be 1:435.

District-wide, the counts taken result in parking demand measured at 1:564. This represents a significant increase (over 16%) from the last district-wide reliable count taken in November, 1998, when the ratio was calculated at 1:676.

The numbers provided reflect an overall occupancy rate of about 77%. While this number may seem low, it is important to note two main factors bringing it down:

1. Private parking space usage was measured at only 60%. Private parking often is reserved for one particular person, or a small, select group of people. Such policies result in much lower actual usage.
2. When looking closer at the data, the averaged values of the three days of each week result in similar total counts for the two weeks counted. However, there were much greater variations in occupancy between specific days. Variations can occur due to such things as events (i.e.: a large banquet being held one day, but not the next), or weather swings (rainy vs. dry and unseasonably warm). When the public expresses concerns that there is not enough parking, while it may occur some days, it is not necessarily every day. The numbers reflect both the busy and the not so busy, so the averages are lower than the days of extreme demand.

Studying the ratios by parking zone may lead to other interesting observations. A table for this was also provided in Attachment #2. Three out of six of the zones are relatively similar to each other, ranging from 1:613 to 1:645. All of these have a "high" ratio, meaning that there are not as many cars parked in the zones as there is square feet. Given the zones in question, we think this is a function of not having enough parking spaces, with demand being satisfied elsewhere. Within the other districts, note that:

1. Chester St. Zone (1:235) – The ratio here is very low, which means that this zone is supplying a lot of parking spaces for people that would rather park somewhere else. Chester's actual square footage constructed in the zone is low, while the number of cars being parked here is relatively high. While it took many years to get to this point, the Chester St. Structure is satisfying a significant percentage of the overall parking demand in the CBD.
2. Parking Lot #6 Zone (1:381) – It is well known by the business community that demand is outstripping supply in this area. Since there is no parking structure in this zone, the number of available parking spaces is much less. Meanwhile, the types of businesses now present in the district are creating more demand that what was there in the past. Overflow from this zone is likely helping create demand at the N. Old Woodward Ave. Parking Structure, which is filling on occasion, but fortunately not too often.
3. N. Old Woodward Ave. Parking Structure & Lot (1:494) – The ratio suggests that there are more parking spaces in this zone than demand, but not nearly as extreme as in the Chester

St. zone. The zone is likely helping satisfy demand from the Lot #6 zone and the Park St. zone.

At this time, it is appropriate for the committee to review the findings and finalize the design demand ratio that will be used to generate demand numbers.

Seasonal Adjustment Factor

As was discussed previously, any counts that are taken are influenced by the time of year. To better understand how overall traffic is impacted by the ups and downs of the seasons, the following information has been assembled.

Attached to this report are two line charts labeled "Total Transient Vehicles in Parking Structures, January, 2012 to October, 2014." They are followed by the data that was used to assemble these charts.

The term transient refers to any parking customer that enters a parking structure, paying the daily rate. All visitors are counted as one visit, whether they stay less than an hour, or stay for many hours. Monthly parking permit holder counts were not included in this count. A review of monthly permit demand is much more stable, and do not display seasonal changes that are present with transient visits. Therefore, they do not help us understand the consistent changes that occur with the seasons.

The first chart, as well as the raw data sheet, depict a general decline in transient traffic since 2012. This may be a surprise given the general improvement in the economy between then and now. Locally, though, some major traffic generators operating in 2012 are no longer present. These include the Palladium Theater and its adjacent restaurants, as well as other large bars/restaurants in other downtown locations. During this time, there has been a serious drop in night time traffic that helps explain this decline. However, night time usage is never considered the peak of the day, therefore, this should not be a factor in determining the number of parking spaces that should be constructed.

There also appears to be a traffic decline in the winter of 2013/14. The consistently cold and snowy weather of this past winter appears to have caused an even larger drop during the cold months compared to 2012. Even with these issues, there tends to be a similar trend through the seasons that can be used in our study.

Finally, a closer look at the numbers reveals that October tends to be lower than November. It is assumed that the higher November numbers is more a function of the end of the month, than the beginning of the month, when traffic patterns are probably more similar to October. Looking closely at the line on the chart between October and November, the average for all years and months combined (the red dashed line) is quite close to the heavy blue line that represents the average of the months presented. Given this data, and that the counts were taken both before and after November 1, we recommend that there be no seasonal adjustment.

Final Design Demand Ratio

The second chart is the same as the first, except that the individual monthly data has been taken off, leaving the monthly average (heavy blue line), the average usage for all months and years combined (dashed red line), and a line that represents the average +10% (light green line).

At this time, it is important to remember that the demands being studied focus on the peak demand of the week (weekday afternoons at about 1 PM). Optimally, the system should have sufficient parking spaces to meet the demand of the peak of the business week the majority of the time. The green line represents a level of demand that would just meet the theoretical demands of November and December. It would not provide enough parking to meet the high demand of May, considered the peak of the year. Building enough spaces to meet demands that are normally not achieved, we suggest, would be over-building.

One other issue that should be discussed by the Committee is the issue of outdoor dining. The calculations being used reflect the size of the adjacent building. However, during the warmer months of the year, substantially more parking demand can be generated during the peak hour (lunch time) outside of the square footage of the building by the use of outdoor dining, whether it be on private or public property. Staff is not sure how best to factor this issue into the equations, and is looking for discussion and input from the Committee so that the final calculations can provide some consideration for this issue. Considering that most outdoor dining occurs during the summer months, building parking spaces at the "Average +10%" number would appear to address the extra demands created by outdoor dining, except during the month of May. For the reasons discussed above, it is impractical to build a parking system based on the peak of the year if that peak is only present for a short number of weeks (or days within those weeks). We recommend that outdoor dining not be a factor in this calculation, and concurrence from the Committee is requested.

<u>Next Steps</u>

Using the "average +10%" method described above, the final demand design ratio calculates at 1 car per 514 gross square feet (1:514). For your reference, this ratio has been entered into the list of properties to determine how each parking zone is doing. The list has been revised to include a short term demand calculation, as well as current and long term demands, based on the following:

1. Current Demand – The number of available parking spaces vs. current parking demand in each parking zone.
2. Short Term Demand – The number of available parking spaces vs. the demand that will exist when currently planned projects are completed. The currently planned projects to be included will be:
   A. Balmoral Building (34901 Woodward Ave.), planned for occupancy in Summer, 2015.
   B. Palladium Building (200-250 N. Old Woodward Ave.), planned for occupancy in Summer, 2015.
   C. Jonna Residential Building (400 S. Old Woodward Ave.), planned for occupancy in late 2015.
3. Long Term Demand – The number of available parking spaces vs. the demand that will exist if and when all other district properties that have a good chance of being redeveloped are redeveloped to their full potential.

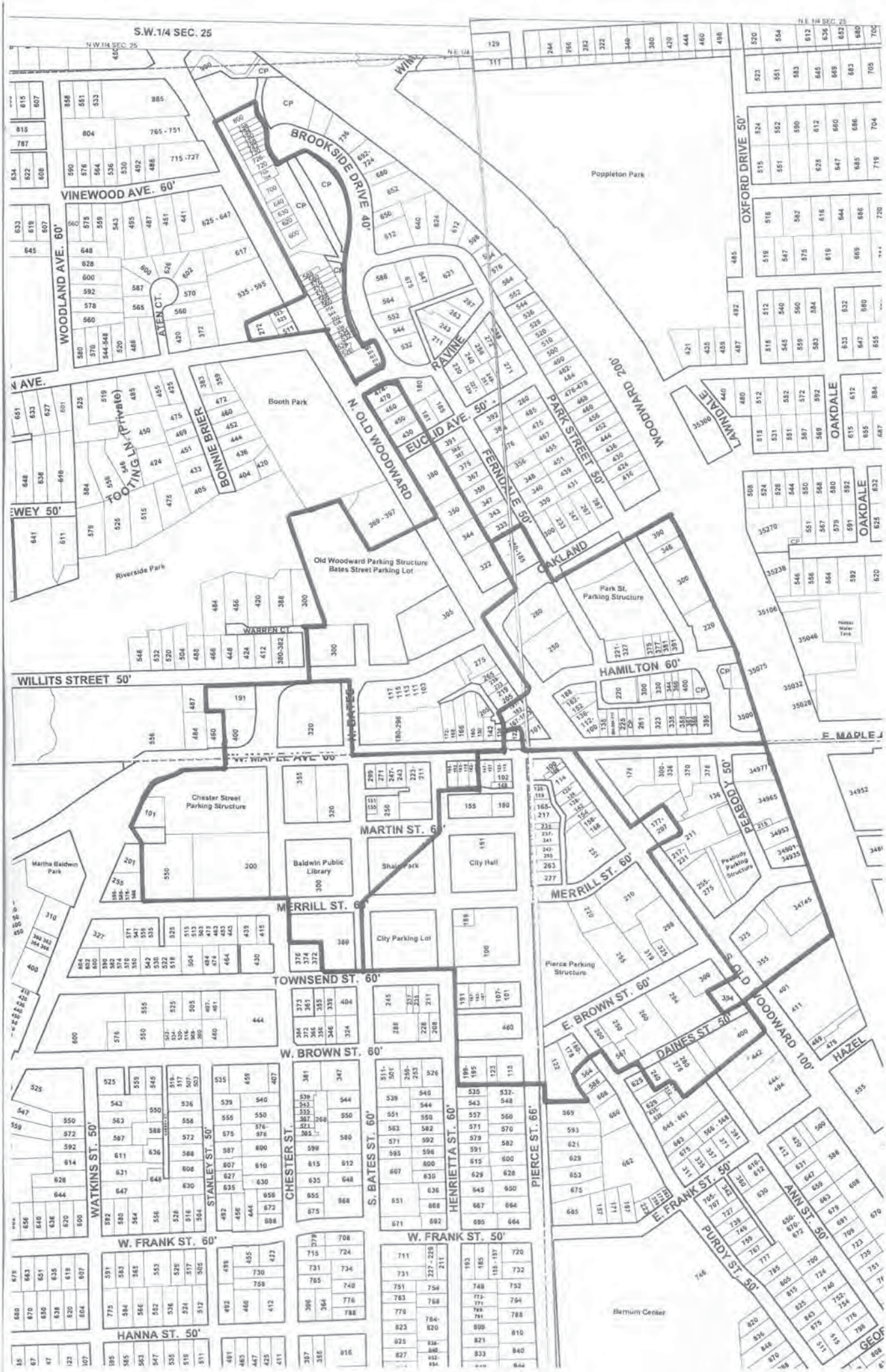
To test the validity of the 1:514 ratio, the "Summary of Parking Spaces by Parking Zone" table has been prepared. This table lists the surplus or deficit by parking facility. The numbers for the existing conditions seem to result in an unexpectedly high surplus. Here are some things to consider that may explain these results:

1. The numbers reflect the time the counts were taken, +10%. During this time, overall occupancy was only at 77%. Further, private parking spaces were only occupied at 61%. The numbers suggest that currently there is generally enough parking in the downtown. As has been in the past, the spaces are not necessarily where people want them to be.

2. The attached table listing frequency of the parking structures filling to capacity is attached. It depicts a serious problem at Peabody St. earlier this year, which has moderated a bit in October now that the Park St. Structure is back open to full capacity. With this data as background, further observations can be made:
   a.) The Pierce St. Structure is subject to filling a few times per month, usually during large events at the Townsend Hotel. The listed "surplus" represents a relatively small percentage (5%) of the overall spaces in the zone, including private. If one assumes that over 100 private spaces are empty (at 60% occupancy), then this "surplus" becomes a deficit for the public. The opportunity for new building projects in this zone is shown as a significant deficit in the long term.
   b.) The Park St. surplus represents about 12% of the parking spaces in the zone. Now that the structure is fully open, it is generally not filling, but it is close to capacity. The Short Term number represents the conversion of the Palladium Building to a predominantly office use, at which time the zone goes from a surplus to a deficit.
   c.) The Peabody St. zone already shows a deficit, given its smaller number of existing parking spaces. Once the adjacent Balmoral Building is finished in the short term, the zone goes further into deficit.
   d.) Surpluses exist in the N. Old Woodward Ave. and Chester St. zones, as they have historically. These facilities are taking parking demand from other zones and helping the downtown operate as well as it does. There is relatively little opportunity for development in these zones, so the surplus remains into the future.
   e.) Parking Lot #6 appears to be the most difficult to explain. Both the square footages and the available parking spaces in this zone are low compared to the others. However, one could argue that the nature of the buildings (generally small), coupled with more intense uses (restaurants, doctor offices, hair salons) is driving up the actual demand over what the overall downtown demand ratio would suggest.

<u>Summary</u>

It is suggested that the AHPSC review these numbers in detail so that all members understand them. From that point, a discussion about whether there should be further adjustments in the ratio should be considered. At that point, we can begin to consider starting a final recommendation to the City Commission.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N.E.1/4 SEC. 25
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VINEWOOD AVE. 60'
WOODLAND AVE. 60'
ATEN CT.
Poppleton Park
OXFORD DRIVE 50'
RAVINE
Booth Park
N. OLD WOODWARD
EUCLID AVE. 50'
FERNDALE 50'
PARK STREET 50'
WOODWARD 200'
LAWNDALE
OAKDALE
BONNIE BRIER
TOOTING LN. (Private)
Riverside Park
Old Woodward Parking Structure
Bates Street Parking Lot
OAKLAND
Park St. Parking Structure
WARREN CT.
HAMILTON 60'
WILLITS STREET 50'
W. BATES
W. MAPLE AVE. 60'
E. MAPLE
Chester Street Parking Structure
MARTIN ST. 60'
Martha Baldwin Park
Baldwin Public Library
City Hall
PEABODY 50'
Peabody Parking Structure
MERRILL ST. 60'
City Parking Lot
Pierce Parking Structure
TOWNSEND ST. 60'
E. BROWN ST. 60'
DAINES ST. 50'
OLD WOODWARD 100'
HAZEL
W. BROWN ST. 60'
WATKINS ST. 50'
STANLEY ST. 50'
CHESTER ST.
S. BATES ST. 60'
HENRIETTA ST. 60'
PIERCE ST. 66'
E. FRANK ST. 50'
ANN ST. 50'
W. FRANK ST. 60'
W. FRANK ST. 50'
PURDY ST. 50'
HANNA ST. 50'
Barnum Center

Ad Hoc Parking Study Committee
Summary of Findings for Counts Taken in CBD in May & June, 2014

Total Parking Spaces by Parking Zone

	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals
Structure	706	811	437	745	880	0	3579
On-Street Meters	247	94	52	170	78	198	839
Municipal Parking Lot	50	7	0	0	0	130	187
Private Parking Lot	572	256	325	245	199	16	1613
Totals	1575	1168	814	1160	1157	344	6218

Total Parking Demand, October 28-30, 2014 (Value for one day averaged over three days)

	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals	Occupancy %
Structure	594	632	426	692	680	0	3024	84.5
On-Street Meters	200	66	43	125	45	177	656	77.6
Municipal Parking Lot	40	5	0	(1)	0	109	154	82.3
Private Parking Lot	335	164	216	140	118	11	984	61.0
Totals	1169	867	685	957	843	297	4818	77.4

Total Parking Demand, November 4-6, 2014 (Value for one day averaged over three days)

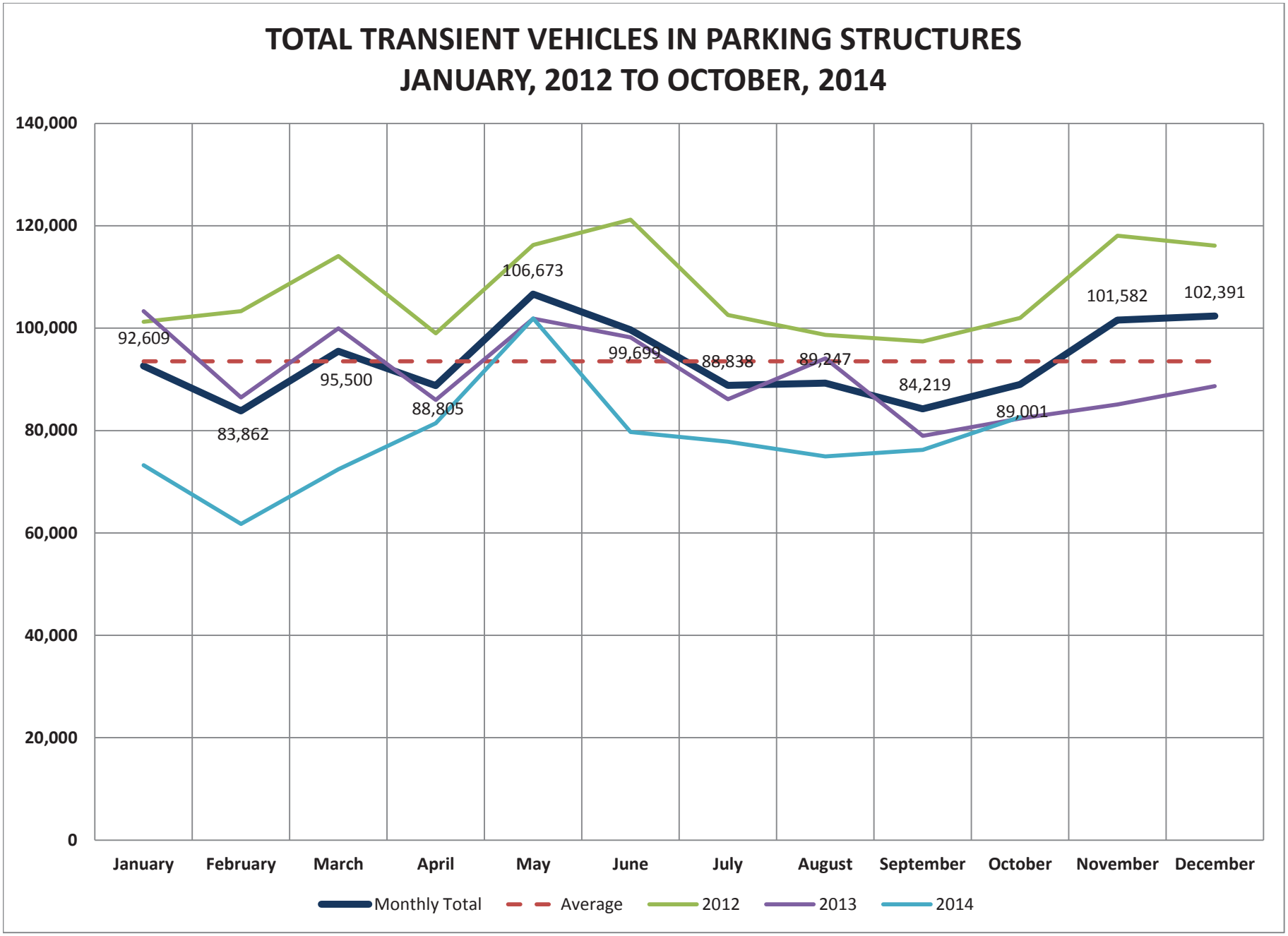
	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals	Occupancy %
Structure	602	616	428	695	622	0	2963	82.8
On-Street Meters	215	82	48	123	47	182	697	83.1
Municipal Parking Lot	31	6	0	(1)	0	120	157	84.0
Private Parking Lot	362	159	211	117	121	1	971	60.2
Totals	1210	863	687	935	790	303	4788	77.2

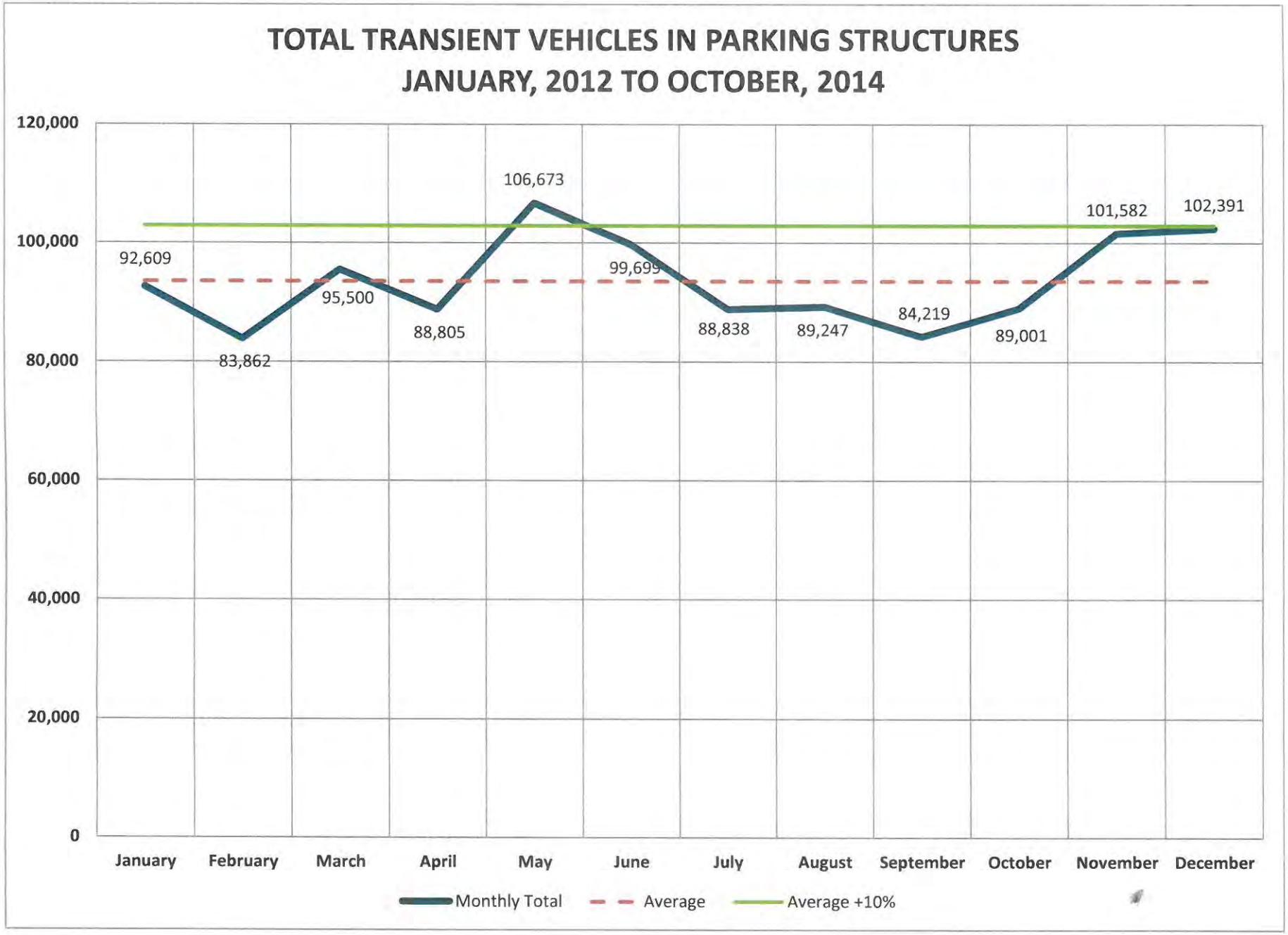
Average of two periods:
Total Cars Parked = 4,801
Occupancy = 77.2%

Notes:
(1) = There are 175 parking spaces in the municipal parking lot attached to the N. Old Woodward Ave. Parking Structure.
Separate counts of the lot were not taken, as the gates for this facility measure total cars both in lot and structure.

Parking Generation Factor by Parking Zone:

	Pierce	Park	Peabody	N. Old Woodward	Chester	Lot 6	Totals
Actual Gross Square Feet	768,307	530,330	435,444	467,322	389,976	114,349	2,705,728
Parking Generation Factor	1:645	1:613	1:634	1:494	1:235	1:381	1:564


TOTAL TRANSIENT VEHICLES IN PARKING STRUCTURES
JANUARY, 2012 TO OCTOBER, 2014
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
92,609
83,862
95,500
88,805
106,673
99,699
88,838
89,247
84,219
89,001
101,582
102,391
January
February
March
April
May
June
July
August
September
October
November
December
Monthly Total
Average
2012
2013
2014


TOTAL TRANSIENT VEHICLES IN PARKING STRUCTURES
JANUARY, 2012 TO OCTOBER, 2014
120,000
100,000
80,000
60,000
40,000
20,000
0
92,609
83,862
95,500
88,805
106,673
99,699
88,838
89,247
84,219
89,001
101,582
102,391
January
February
March
April
May
June
July
August
September
October
November
December
Monthly Total
Average
Average +10%

	Transient Counts, 2012	Transient Counts, 2013	Transient Counts, 2014	Monthly Averages
January	101259	103320	73249	92609
February	103344	86473	61769	83862
March	114090	99986	72425	95500
April	98996	85978	81440	88805
May	116256	101863	101899	106673
June	121180	98195	79721	99699
July	102557	86135	77821	88838
August	98696	94100	74946	89247
September	97429	78979	76249	84219
October	102013	82357	82634	89001
November	118064	85100	NA	101582
December	116113	88668	NA	102391
AVERAGES	107500	90930	78215	93536

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area Short Term	Prkg. Demand Short Term	Potential Bldg. Area Long Term	Potential Prkg. Demand Long Term
1 space generated for each 514 square feet of gross floor area								
Lot 6								
19-25-327-031	523-525 N. Old Woodward	3,475	4,351	8				
19-25-327-032	511 N. Old Woodward	2,852	2,486	5				
19-25-328-005	798 N. Old Woodward	2,352	1,583	3				
19-25-328-006	794 N. Old Woodward	2,362	2,018	4				
19-25-328-007	790 N. Old Woodward	2,366	1,799	4				
19-25-328-008	768 N. Old Woodward	2,240	1,323	3				
19-25-328-009	742 N. Old Woodward	2,040	2,628	5				
19-25-328-010	730 N. Old Woodward	1,901	2,628	5				
19-25-328-014	704-708 N. Old Woodward	3,495	9,268	18				
19-25-328-017	640 N. Old Woodward	2,797	6,570	13				
19-25-328-018	630 N. Old Woodward	2,801	6,448	13				
19-25-328-019	620 N. Old Woodward	2,110	4,502	9				
19-25-328-020	600 N. Old Woodward	4,898	9,020	18				
19-25-328-021	Parking Lot #6 (part)	8,092	0	0				
19-25-328-022	588 N. Old Woodward	1,607	1,600	3				
19-25-328-023	580 N. Old Woodward	2,370	1,937	4				
19-25-328-024	576 N. Old Woodward	2,372	2,880	6				
19-25-328-025	574 N. Old Woodward	2,374	2,416	5				
19-25-328-026	570 N. Old Woodward	2,376	1,208	2				
19-25-328-027	568 N. Old Woodward	2,377	1,200	2				
19-25-328-028	560 N. Old Woodward	2,412	1,198	2				
19-25-328-029	Exempt (parking lot)	3,256	0	0				
19-25-328-030	544-554 N. Old Woodward	6,720	3,194	6				
19-25-328-031	536-538 N. Old Woodward	4,006	2,394	5				
19-25-328-032	534 N. Old Woodward	1,928	1,200	2				
19-25-328-033	532 N. Old Woodward	1,901	918	2				
19-25-328-034	528 N. Old Woodward	2,932	1,240	2				
19-25-328-035	526 N. Old Woodward	1,319	1,400	3				
19-25-328-037	Parking Lot #6 (part)	26,749	0	0				
19-25-328-058	720 N. Old Woodward	5,587	13,615	26				
19-25-328-060	700 N. Old Woodward	4,671	13,248	26				
19-25-328-061	800 N. Old Woodward	6,228	10,077	20				
Total	**Current**	**124,966**	**114,349**	**222**		**222**		**222**
Lot 6	**no changes proposed**							
N. Old Woodward								
19-25-330-001	470-474 N. Old Woodward	8,338	10,850	21				
19-25-330-004	430 N. Old Woodward	5,947	12,082	24				
19-25-330-008	460 N. Old Woodward	5,538	3,378	7			11,076	22
19-25-330-009	450 N. Old Woodward	7,062	3,328	6			14,124	27
19-25-376-075	305 N. Old Woodward	40,594	80,596	157				
19-25-376-076	300 Willits (1)	NA	6,748	13				
19-25-379-007	322 N. Old Woodward	18,000	40,603	79				
19-25-379-021	344 N. Old Woodward	12,000	19,021	37				
19-25-379-022	350 N. Old Woodward	12,000	20,496	40				
19-25-379-024	380 N. Old Woodward	24,000	53,804	105				
19-25-378-008	168 W. Maple	6,540	10,472	20				
19-25-378-009	166 W. Maple	6,426	13,377	26				
19-25-378-010	150-160 W. Maple	9,015	7,175	14				
19-25-378-011	142 W. Maple	3,665	7,714	15				
19-25-378-012	138 W. Maple	1,444	1,157	2				
19-25-378-014	237-243 N. Old Woodward	4,149	11,299	22				
19-25-378-015	205-219 N. Old Woodward	9,138	17,018	33				
19-25-378-023	180-296 W. Maple (Wabeek)	36,008	75,096	146			107,274	209
19-25-378-024	255-275 N. Old Woodward	12,000	28,005	54				
19-25-378-026	275 N. Old Woodward	8,850	9,023	18				
19-25-378-027	265 N. Old Woodward	3,365	2,850	6				
19-25-378-028	111 Willits	40,790	33,230	65				

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

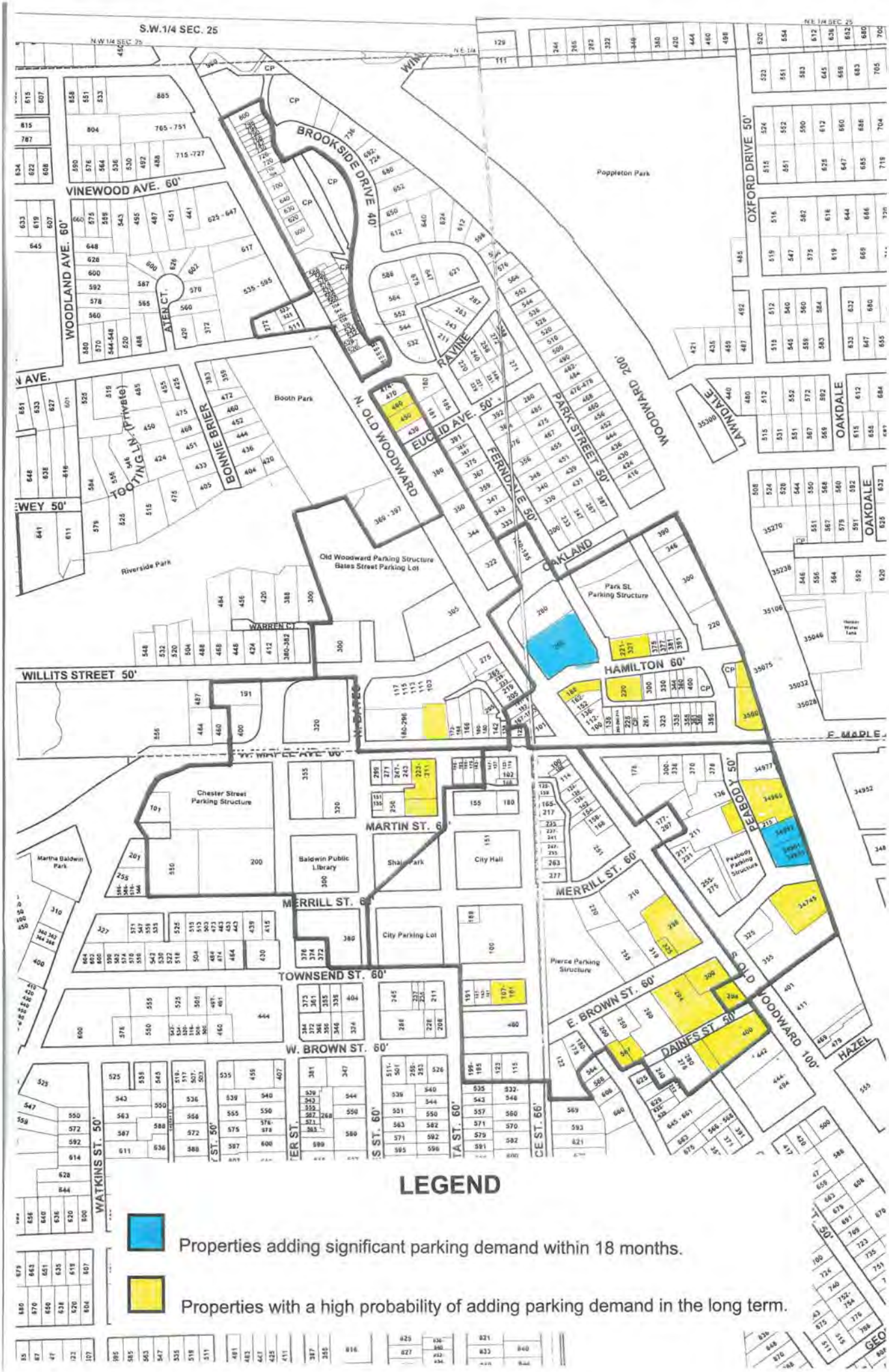
Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area Short Term	Prkg. Demand Short Term	Potential Bldg. Area Long Term	Potential Prkg. Demand Long Term
Total	**Current**	**274,869**	**467,322**	**909**		**909**	467,322	909
N. O. Woodward	**less demo bldgs.**						-81,802	-159
	Add Potential bldgs.						132,474	258
	Total Potential						**517,994**	**1,008**
Park								
19-25-456-014	35075 Woodward	4,630	949	2			13,890	27
19-25-456-037	35001 Woodward	16,911	0	0			50,733	99
19-25-456-043	Exempt (parking lot)	3,372	0	0				
19-25-378-016	191 N. Old Woodward	4,253	10,695	21				
19-25-378-017	163-167 N. Old Woodward	3,540	9,369	18				
19-25-378-020	101 N. Old Woodward	5,272	15,837	31				
19-25-379-023	185 Oakland	18,000	47,033	92				
19-25-453-011	200 - 250 N. Old Woodward (2)	32,928	0	0	120,902	235		
19-25-453-010	280 N. Old Woodward	25,041	97,124	189				
19-25-454-005	221-327 Hamilton	12,641	9,779	19			37,173	72
19-25-454-006	375 Hamilton	2,452	4,200	8				
19-25-454-007	377 Hamilton	2,468	4,200	8				
19-25-454-008	381-383 Hamilton	2,483	2,147	4				
19-25-454-009	391-395 Hamilton	3,357	5,061	10				
19-25-455-002	346 Park	6,259	8,095	16				
19-25-455-015	390 Park	11,630	38,126	74				
19-25-455-016	300 Park	29,055	78,142	152				
19-25-455-017	220 Park	19,978	62,834	122				
19-25-456-001	188 N. Old Woodward (3)	6,331	15,870	31				
19-25-456-007	220 Hamilton (3)	11,629	17,308	34			35,170	68
19-25-456-002	152-162 N. Old Woodward	6,738	8,586	17				
19-25-456-009	330 Hamilton	5,185	14,273	28				
19-25-456-010	344 Hamilton	2,520	4,005	8				
19-25-456-011	360 Hamilton	2,580	2,850	6				
19-25-456-017	135-141 E. Maple	2,974	1,704	3				
19-25-456-018	203-213 E. Maple	4,161	2,169	4				
19-25-456-019	225 E. Maple	2,986	3,013	6				
19-25-456-020	Exempt (city property)	2,158	0	0				
19-25-456-023	323 E. Maple	6,684	0	0				
19-25-456-024	335 E. Maple	3,334	2,684	5				
19-25-456-027	361 E. Maple	2,207	1,976	4				
19-25-456-028	369 E. Maple	2,213	1,872	4				
19-25-456-029	395 E. Maple	5,646	4,671	9				
19-25-456-034	355 E. Maple (4)	NA	2,400	5				
19-25-456-035	261-297 E. Maple	6,347	18,444	36				
19-25-456-039	100-112 N. Old Woodward	9,058	22,969	45				
19-25-456-041	300-304 Hamilton	4,541	4,515	9				
19-25-456-042	City Parking Lot #9	4,469	0	0				
19-25-456-044	400 Hamilton	5,340	7,430	14				
Total	**Current**	**301,371**	**530,330**	**1,032**	**301,371**	**1,032**	530,330	1,032
Park St.	**less demo bldgs.**				**0**	**0**	-28,036	-55
	Add Potential bldgs.				**120,902**	**235**	257,868	501
	Total Potential				**422,273**	**1,267**	**760,162**	**1,714**
Pierce								
19-36-138-001	189 Townsend	4,619	17,121	33				
19-36-138-002	161-167 Townsend	5,453	5,414	11				
19-36-138-003	101-107 Townsend	11,663	11,663	23			23,326	48
19-36-138-007	480 Pierce	23,075	79,998	156				
19-25-378-021	122 W. Maple	3,039	6,448	13				
19-36-129-004	137-147 W. Maple	4,810	11,168	22				
19-36-129-005	102 Pierce, 115-123 W. Maple	5,410	10,900	21				
19-36-129-006	148 Pierce	1,780	5,326	10				
19-36-129-010	Exempt (Ameritech)	13,706	NA	0				
19-36-129-012	180 Pierce	6,800	700	1				

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area Short Term	Prkg. Demand Short Term	Potential Bldg. Area Long Term	Potential Prkg. Demand Long Term
19-36-134-001	City Hall	49,440	25,278	49				
19-36-134-001	189 W. Merrill	4,960	3,605	7				
19-36-134-004	100 Townsend (5)	40,876	81,752	159				
19-36-201-001	135-159 Pierce	3,152	7,461	15				
19-36-201-005	235 Pierce	2,180	5,106	10				
19-36-201-006	237-241 Pierce	5,555	6,476	13				
19-36-201-009	263 Pierce	3,865	5,061	10				
19-36-201-010	277 Pierce	4,829	8,333	16				
19-36-201-011	100 S. Old Woodward	6,372	17,652	34				
19-36-201-012	106 S. Old Woodward	1,659	3,954	8				
19-36-201-013	114 S. Old Woodward	5,772	15,636	30				
19-36-201-014	124-128 S. Old Woodward	4,591	12,916	25				
19-36-201-015	138-142 S. Old Woodward	5,913	4,528	9				
19-36-201-018	158-168 S. Old Woodward	6,339	5,576	11				
19-36-201-019	251 E. Merrill	33,232	138,207	269				
19-36-201-020	165-217 Pierce	7,717	20,876	41				
19-36-201-021	154 S. Old Woodward	4,152	11,315	22				
19-36-201-022	245 Pierce	5,305	11,915	23				
19-36-202-008	319-321 E. Brown	10,748	0	0				
19-36-202-015	210 S. Old Woodward	31,753	64,156	125				
19-36-202-009	325 E. Brown	3,018	5,931	12				
19-36-202-016	298 S. Old Woodward	23,311	5,252	10			78,237	162
19-36-202-017	220 Merrill	13,851	19,426	38				
19-36-202-018	255 E. Brown	26,183	74,354	145				
19-36-206-006	177-207 S. Old Woodward	18,587	28,235	55				
19-36-139-004	115 W. Brown	10,233	5,307	10				
19-36-139-025	195-199 W. Brown	11,536	8,783	17				
19-36-203-011	180 E. Brown	8,067	4,146	8				
19-36-203-024	122 E. Brown	21,238	8,775	17				
19-36-204-001	200 E. Brown	5,045	3,529	7				
19-36-204-006	300 S. Old Woodward	13,225	4,300	8			22,410	46
19-36-204-007	567 Purdy (6)	4,983	1,728	3				
19-36-204-008	Exempt (parking lot) (6)	4,299	0	0			15,779	33
19-36-204-016	Exempt (DTE)			0				
19-36-204-021	294 E. Brown	32,591	13,290	26			61,282	127
19-36-204-025	260 E. Brown	24,961	53,589	104				
19-36-205-021	Parking lot (@ N. end of Ann St.)	6,025	0	0			6,025	13
19-36-205-039	240 Daines	6,055	2,778	5				
19-36-205-040	280 Daines	17,007	20,244	39				
19-36-205-042	400 S. Old Woodward (7)	24,393	8,767	17	10,130	20		
Total	**Current**		**768,307**	**1,495**	**768,307**	**1,495**	768,307	1,495
Pierce St.	**less demo bldgs.**				-8,767	-17	-34,505	-87
	Add Potential bldgs.				10,130	20	217,189	449
	Total Potential				769,670	1,498	**950,991**	**1,857**
Peabody								
19-36-204-014	394 S. Old Woodward	8,250	9,000	18			16,500	32
19-36-208-015	325 S. Old Woodward	10,713	11,256	22				
19-36-208-016	355 S. Old Woodward	44,422	79,815	155				
19-36-206-001	178 E. Maple	18,520	41,586	81				
19-36-206-002	300-336 E. Maple	8,437	20,643	40				
19-36-206-005	177 S. Old Woodward	15,149	41,076	80				
19-36-206-007	211 S. Old Woodward (8)	20,375	57,840	113				
19-36-206-008	217 S. Old Woodward	7,902	15,114	29				
19-36-206-015	Exempt (Parking)	13,647	0	0				
19-36-206-016	Exempt (Parking)	5,250	0	0			15,000	29
19-36-206-018	378 E. Maple	6,343	11,027	21				
19-36-206-020	370 E. Maple	9,995	18,461	36				
19-36-206-021	225-275 S. Old Woodward	22,103	69,674	136				
19-36-207-001	34977 Woodward	14,858	45,094	88				
19-36-207-004	215 Peabody	1,750	1,760	3				
19-36-207-006	34953 Woodward (vacant)	10,529	0	0			30,837	60

Parking Requirements/Projections -
Based on Parking Generation Rate and Potential Development

Sidwell #	Address	Parcel Area (sq ft)	Current Bldg. (sq ft)	Prkg. Demand (spaces)	Potential Bldg. Area Short Term	Prkg. Demand Short Term	Potential Bldg. Area Long Term	Potential Prkg. Demand Long Term
19-36-207-007	34901-34935 Woodward	12,642	0	0	50,366	98	0	0
19-36-207-008	34965 Woodward (Peabody's)	22,237	7,082	14			65,961	128
19-36-208-004	34745 Woodward (Car wash)	23,134	6,016	12			68,652	134
Total	**Current**		**435,444**	**847**	**435,444**	**847**	435,444	847
Peabody St.	**less demo bldgs.**				0	0	-63,174	-43
	Add Potential bldgs.				50,366	98	247,316	481
	Total Potential				485,810	945	**619,586**	**1,285**
Chester								
19-25-356-013	400 W. Maple	14,203	29,148	57				
19-25-356-023	191 N. Chester (9)	17,175	17,175	33				
19-25-377-006	336 W. Maple	51,235	121,767	237				
19-36-126-017	101 Southfield	10,907	17,395	34				
19-36-126-018	550 W Merrill	39,270	38,200	74				
19-36-127-001	355 W. Maple (10)	24,720	6,360	12				
19-36-127-004	320 Martin St	24,599	11,690	23				
19-36-128-001	299 W. Maple	3,600	6,586	13				
19-36-128-002	271 W. Maple	3,600	6,353	12				
19-36-128-003	243-247 W. Maple	6,300	7,019	14				
19-36-128-004	211-223 W. Maple (11)	14,190	27,904	54			64,140	125
19-36-128-008	Exempt (parking) (11)	7,440	0	0				
19-36-128-006	151-155 S. Bates	2,600	6,190	12				
19-36-128-009	250 Martin (office)	8,200	1,250	2				
19-36-129-001	193-195 W. Maple	3,760	4,772	9				
19-36-129-002	175-185 W. Maple	3,760	4,636	9				
19-36-129-003	157-163 W. Maple	3,760	7,011	14				
19-36-130-001	Library	49,440	48,305	94				
19-36-132-007	Community House	37,080	28,215	55				
Total	**Current**		**389,976**	**759**			389,976	759
Chester St.	**less demo bldgs.**						-27,904	-54
	Add Potential bldgs.						64,140	125
	Total Potential						**426,212**	**829**


S.W.1/4 SEC. 25
N.W.1/4 SEC. 25
N.E.1/4 SEC. 25
VINEWOOD AVE. 60'
WOODLAND AVE. 60'
BROOKSIDE DRIVE 40'
ATEN CT.
RAVINE
Poppleton Park
OXFORD DRIVE 50'
WOODWARD 200'
Booth Park
N. OLD WOODWARD
EUCLID AVE. 50'
FERNDALE 50'
PARK STREET 50'
LAWNDALE
OAKDALE
BONNIE BRIER
TOOTING LN. (Private)
Riverside Park
Old Woodward Parking Structure
Bates Street Parking Lot
OAKLAND
Park St. Parking Structure
WARREN CT.
WILLITS STREET 50'
HAMILTON 60'
N. BAGLEY
E. MAPLE
W. MAPLE AVE. 60'
Chester Street Parking Structure
MARTIN ST. 60'
Martha Baldwin Park
Baldwin Public Library
City Hall
PEABODY 50'
Peabody Parking Structure
MERRILL ST. 60'
City Parking Lot
Pierce Parking Structure
TOWNSEND ST. 60'
E. BROWN ST. 60'
W. BROWN ST. 60'
DAINES ST. 60'
S. OLD WOODWARD 100'
HAZEL
WATKINS ST. 50'
LEGEND
Properties adding significant parking demand within 18 months.
Properties with a high probability of adding parking demand in the long term.

CITY OF BIRMINGHAM
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

CITY OF BIRMINGHAM
AUTO PARKING SYSTEM
FREQUENCY OF PARKING STRUCTURE FILLED TO CAPACITY
(NUMBER OF DAYS)

	Pierce	Park	Peabody	N. Old Woodward	Chester
August, 2014	3	NA	13	1	0
September, 2014	2	NA	16	2	0
October, 2014	2	3	9	3	0

Notes:
Park St. was under construction during the months of August & September. Accurate counts were not available at that time.

The closures at Peabody St. were generally for extended five hour periods (about 10 AM to 3 PM) when closures occurred, all on weekdays.

The other closures tend to be for just short time periods, 30 minutes or less.

City of Birmingham

A Walkable Community

PIERCE PARKING DECK EXPANSION STUDY

JANUARY 12, 2015

1. Chester Street	880 Spaces
2. N. Old Woodward	745 Spaces
3. Park Street	811 Spaces
4. Peabody Street	437 Spaces
5. Pierce Street	706 Spaces

Site Context Plan

Scale: NTS

PIERCE PARKING DECK EXPANSION

BIRMINGHAM, MICHIGAN

JANUARY 12, 2015

Existing View: East at Pierce & Brown

PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015

Proposed View: East at Pierce & Brown

PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015

Existing View: East at Townsend Street

PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015

Proposed View: East at Townsend Street

PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015

Existing View: South at Pierce Street

PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015

Proposed View: South at Pierce Street

PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015

Existing View: South at Merrill Street

PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015

Proposed View: South at Merrill Street

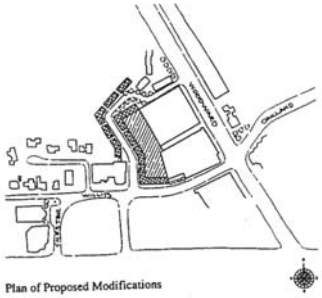
PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015

Existing View: South Entry at Brown Street

PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015

Proposed View: South Entry at Brown Street

PIERCE PARKING DECK EXPANSION
BIRMINGHAM, MICHIGAN
JANUARY 12, 2015



Planned Future Use

Plan 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. Source: Downtown Birmingham 2016

Alternative 1- Deck expansion with through road access under level one and two, new townhomes and mixed use development.

Additional Parking: Approximately **230** additional deck spaces, totaling **786** spaces (compared to 556 deck spaces today) **42** surface lot spaces (compared to 154).

Residential Development: Townhomes and a mixed use development are shown.

Commercial Development: Commercial development to be located in new mixed use building

Estimated Cost*: $8,550,000 (including full façade renovation for existing structure)

Through Road Access: Yes

Alternative 2- Deck expansion, mixed use construction

Additional Parking: Approximately **325** additional deck spaces, totaling **881** in the garage, plus **99** surface lot.

Residential Development: Limited. In the mixed use development only.

Commercial Development: in the mixed use development.

Estimated Cost*: $9,600,000 (including full façade renovation for existing structure)

Through Road Access: No

Alternative 3- New deck, retail and max residential.

Additional Parking: Approximately **58** additional deck spaces, totaling **608** in the garage. No Surface parking.

Residential Development: Townhomes and a mixed use development are shown.

Commercial Development: First level retail in the deck along Old Woodward and within the mixed use building.

Estimated Cost*: $13,475,000 (incl. demolition of existing structure)

Through Road Access: Yes

Alternative 4- New deck, first floor retail, limited housing

Additional Parking: Approximately **361** additional spaces, totaling **911** in the garage. No Surface parking.

Residential Development: Limited. Townhomes and a mixed use development are shown.

Commercial Development: First level retail in the deck along Old Woodward and within the mixed use building

Estimated Cost*:$19,625,000 (incl. demolition of existing structure)

Through Road Access: Yes

*Cost estimates provided by Carl Walker Inc. are in 2015 dollars and Based on a general evaluation and comparison to costs for similar structures.

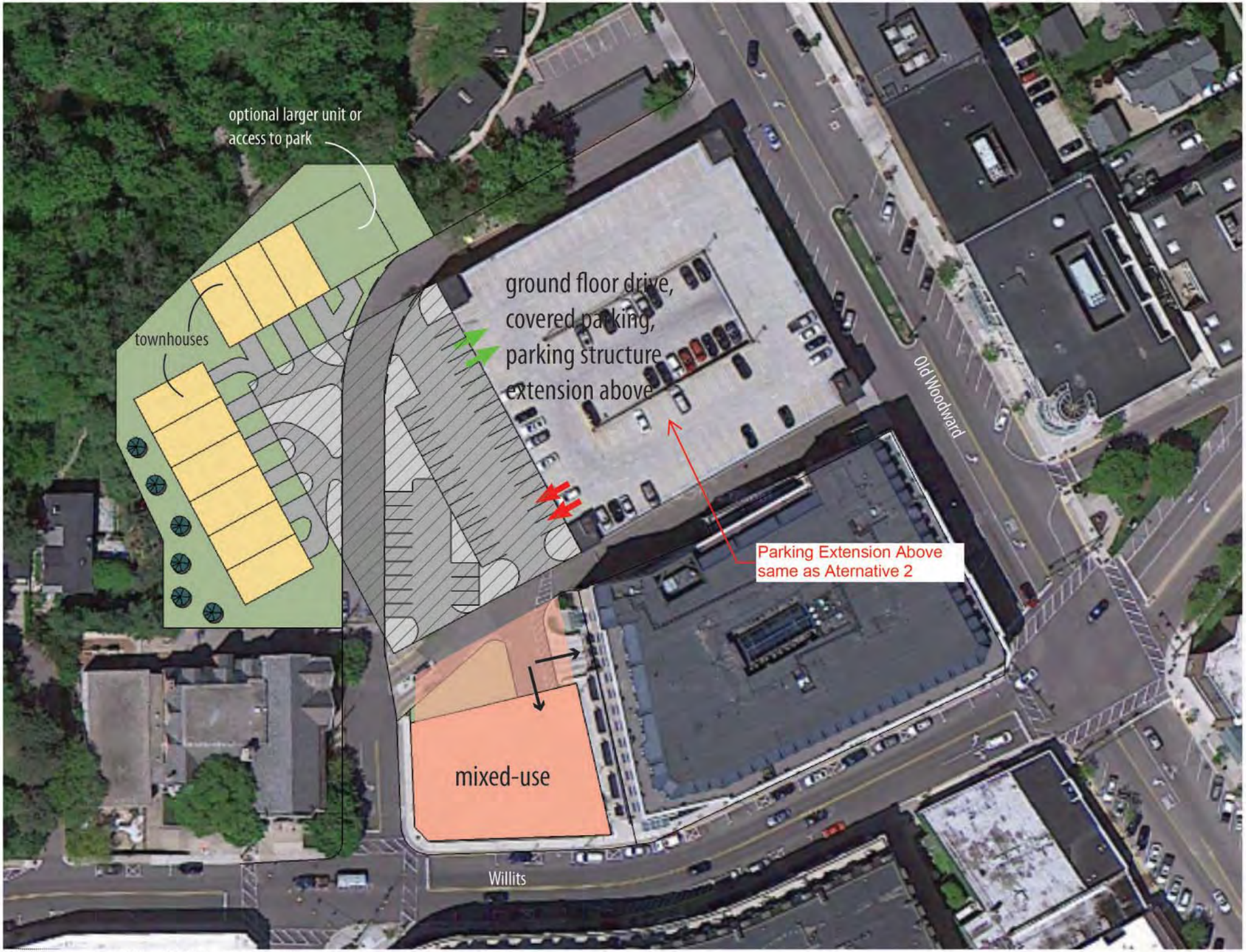
N. OLD WOODWARD AVE. PARKING STRUCTURE & LOT
(PARKING LOT #5)

PRELIMINARY USAGE STUDY (JANUARY, 2015)
SUMMARY OF OPTIONS

ALT. #	DESCRIPTION	PARKING SPACE NET GAIN	CONSTR. COST (PARKING ONLY) (millions)	COST PER NEW SPACE	COST PER TOTAL SPACE	COMM. SPACE WILLITS (SOLD) (GROSS SQ.FT.)	RETAIL SPACE OLD WWD. (LEASE) (GROSS SQ.FT.)	COMM. SPACE OLD WWD. (SOLD) (GROSS SQ.FT.)	TOWN-HOUSES (SOLD) (UNITS)
1	Expand three levels of parking over new Bates St.	48	$6.85	$143,000	$8,700	39,000	0	0	8 – 10
2	Expand five levels of parking over existing parking lot #5.	242	$8.00	$33,000	$8,200	39,000	0	0	0
3	New parking structure, new Bates St. adjacent, commercial and residential adjacent.	-130	$13.5	N.A.	$22,200	39,000	7,500	14,400	20
4	New parking structure (larger), new Bates St. adjacent, retail adjacent.	173	$19.6	$113,000	$21,500	39,000	12,400	0	8 - 10

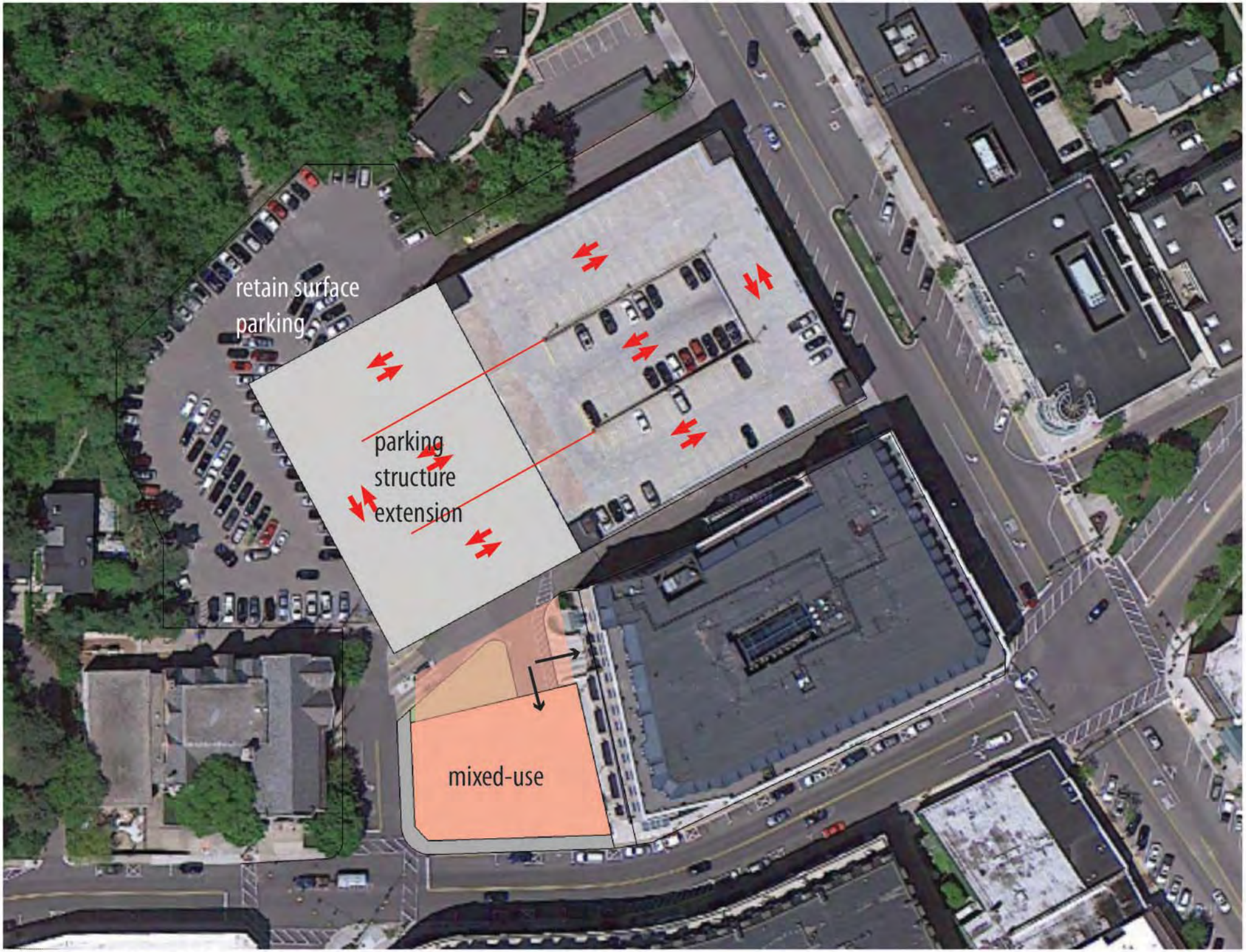
NOTES:

1. Existing facility has 738 parking spaces total, including 556 in the structure, and 182 in the parking lot).
2. All Bates St. extension alternates require acquisition of some additional right-of-way from property to north.
3. Alley south of parking structure (all alternates) would remain a service area for the adjacent existing building and new building. Public access to or out of parking structure is likely not practical.
4. Sharp 90° turn of new Bates St. (Alts. 3 & 4) may not be appropriate for full service City street. The bend could be softened by extending the road under the building for a short section.
5. Costs include new parking, aesthetic upgrade and relamping of existing (where applicable), demolition (where applicable). Contingencies, design, legal, road construction not included.
6. Square footage for Willits St. building assumes one floor retail, two floors office (fourth floor residential use not included). Space in basement also available for limited number of private parking spaces.
7. The City cannot currently sell this land. The references to selling property assumes that a ballot question allowing this possibility is passed.



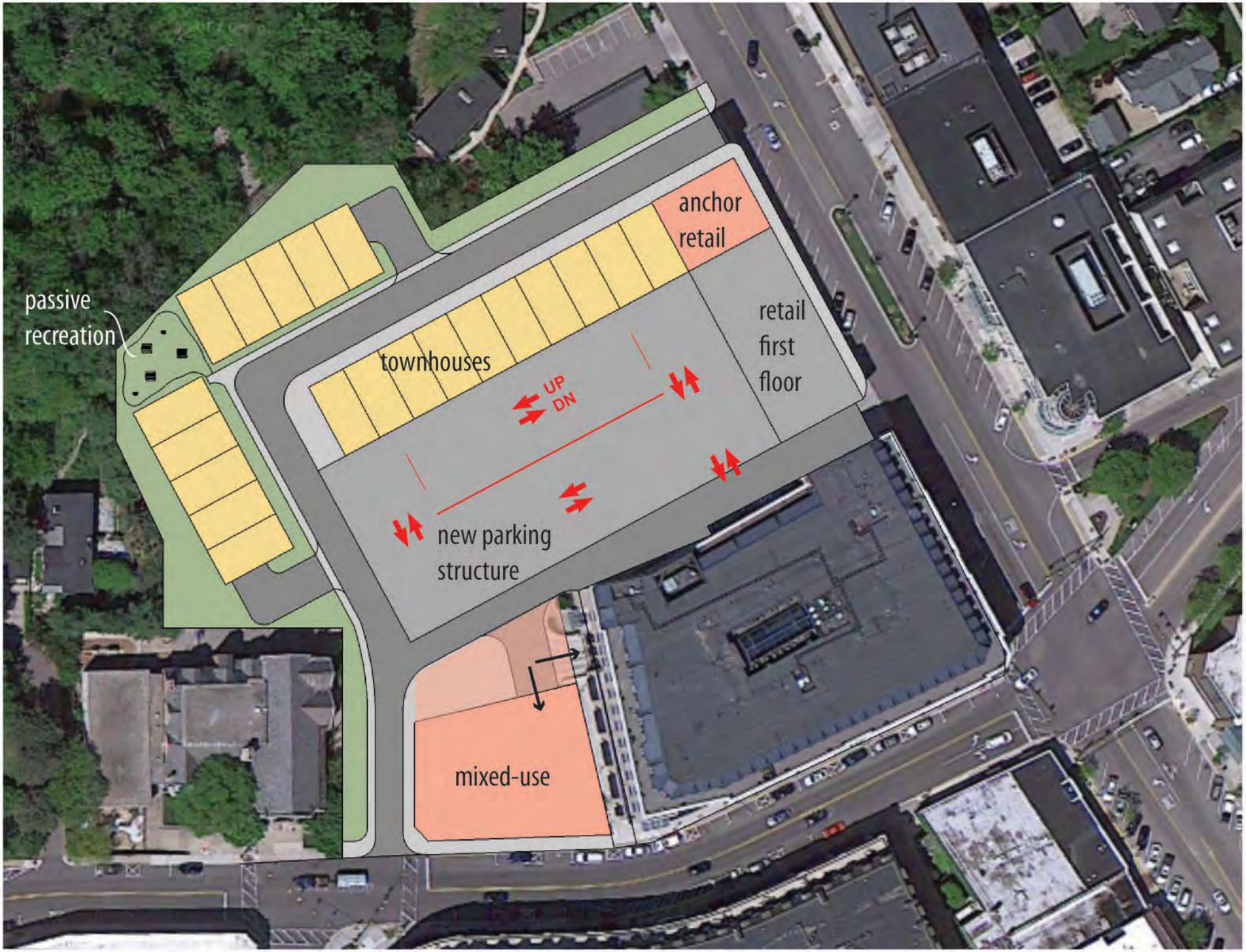
Alternative 1 - Willits/Old Woodward - City of Birmingham Parking Study

LSL Planning
A SAFEbuilt Company



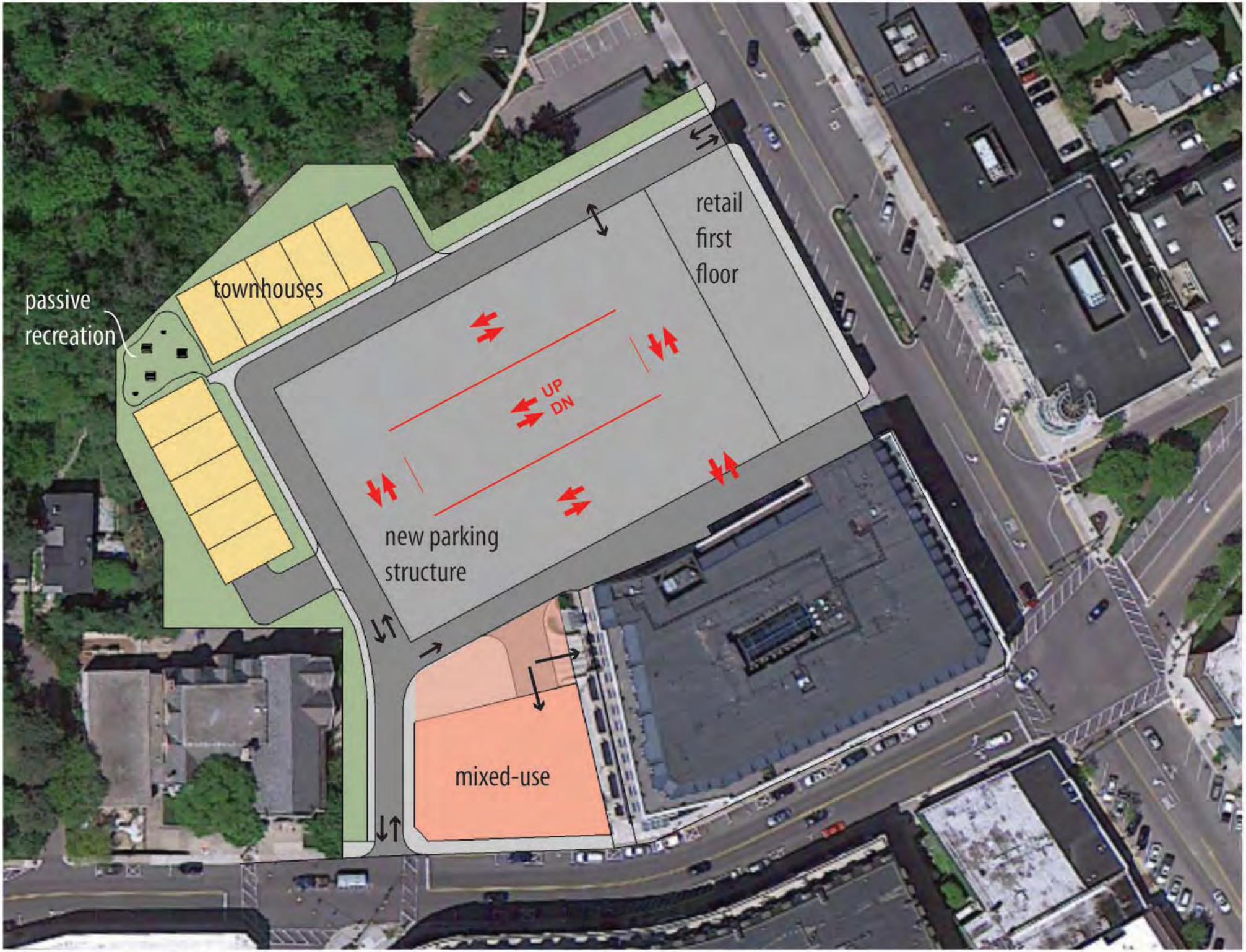
Alternative 2 - Willits/Old Woodward - City of Birmingham Parking Study

LSL Planning
A SAFEbuilt Company



Alternative 3 - Willits/Old Woodward - City of Birmingham Parking Study

LSL Planning
A SAFEbuilt Company



Alternative 4 - Willits/Old Woodward - City of Birmingham Parking Study

LSL Planning
A SAFEbuilt Company

AD HOC PARKING STUDY COMMITTEE
TUESDAY, FEBRUARY 24, 2015
2:00 P.M.
ROOMS 202-203
151 MARTIN ST., BIRMINGHAM, MI

A. Roll Call
B. Introductions
C. Review of Agenda
D. Approval of Minutes, Meeting of January 27, 2015

E. Committee Presentation to the City Commission
Review and Critique

F. Meeting Open for Matters not on the Agenda

G. Miscellaneous Information

H. Adjournment

Notice: Due to building security, public entrance during non-business hours is through the Police Department, Pierce St. Entrance only. Individuals with disabilities requiring assistance to enter the building should request aid via intercom system at the parking lot entrance gate on Henrietta St.

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 dia antes de la reunió para solicitar ayuda a la movilidad, visual, auditiva, o de otras asistencias. (Title VI of the Civil Rights Act of 1964).

CITY OF BIRMINGHAM
AD HOC PARKING STUDY COMMITTEE
2:00 P.M., TUESDAY, JANUARY 27, 2015
ROOMS 202-203
151 MARTIN ST., BIRMINGHAM, MI

Minutes of the meeting of the City of Birmingham Ad-Hoc Parking Study Committee held January 27, 2015.

A. ROLL CALL
Present: Ad-Hoc Committee Members
Richard Astrein (PSD)
Susan Peabody (APC)
JC Cataldo (CIA)
Gillian Lazar (PB)
Absent: Johanna Slanga (MMTB)

Administration: Paul O'Meara, City Engineer
Jana Ecker, Planning Director
John Heiney, Principal Shopping District
Lauren Chapman, Assistant City Planner

B. INTRODUCTIONS
Guests: Jay O'Dell, Central Parking
Brad Strader- LSL Planning
Caitlin Malloy-Marcon, LSL Planning
Joe Bauman – Birmingham-Bloomfield Chamber of Commerce
Dave Hohendorf – Downtown Publications

C. REVIEW OF AGENDA
There were no proposed modifications to the meeting agenda as presented.

D. APPROVAL OF MINUTES, MEETING OF NOVEMBER 20, 2014
There were no proposed modifications to the minutes for the November 20, 2014 meeting of the Ad Hoc Parking Study Committee as presented.
Motion by JC Cataldo, Seconded by Susan Peabody, to approve the minutes for the November 20, 2014 meeting of the Ad Hoc Parking Study Committee as presented. Motion passed 4-0.

E. TRIANGLE DISTRICT
LSL PLANNING – SUMMARY OF UPDATED PARKING MODEL

Mr. Strader heard from many that there is a parking issue. Developers wanted municipal parking assistance to consolidate. Currently there is inefficient/ confusing on-street and private parking. The Corridor Improvement Authority (CIA) was formed to use Tax Increment Financing (TIF) for a parking structure. The only question was when and where. He believes that the development of a parking structure needs to occur alongside other developments.

Mrs. Malloy-Marcon informed the committee that there were one-day counts and peak hour counts conducted. The one-day counts were on Tuesdays and Thursdays; the peak hour counts were conducted from noon until 4 p.m. LSL waited for the Kroger project to be completed before counting. LSL removed the car dealerships and the fire stations from the parking count under the assumption of no changes or benefits from possible change. The parking study was also expanded to include north of Maple and east of Adams. Some of the issues that were found during the 2007 study still exist, including: intimidating signed single business lots that create confusion. These lots were not found to be at capacity. Overall, the study found that there were plenty of parking spaces, but it is difficult for individuals to find where they are and to understand if they can park in those spots. To solve the parking problem the city needs to use a creative solution. Possible options include: creating new signage and/or discouraging some types of signage. Regarding the anticipated needs, projections were made for future partial build-out.

Mrs. Lazar asked what the criterion for determining need was. She referenced the different uses in the Triangle District versus Downtown. She asked if anyone had questioned building owners on the tenant parking. She noted that All Seasons is asking for more parking as is. She also inquired as to why, if there is no immediate need, developers are hesitant to locate in the district?

Mr. Cataldo noted that Forest Grill struggles with satisfying guest parking needs and that 700 Forest lost tenants due to unmet parking needs. He wondered if the district is being broad brushed by saying there is no immediate need.

Mrs. Ecker replied that there are spaces; however, many are not public.

Mrs. Lazar stated that the city cannot mandate parking sharing. She also inquired as to why private parking was included and stated that she doesn’t think they should be counted.

Mrs. Ecker replied that private lots were counted because they are relevant to the understanding of the parking needs and that for technical purposes those lots need to be counted. She informed the committee that All Seasons wants more parking for the

opening year based on their experiences at their other facilities. One of their proposals is to rent some spaces.
She reminded the committee that it is up to the City Commission to make the final decision as to when and where to add public parking in the Triangle District.

Mr. Cataldo stated that as a developer he is reluctant to build in the district because of the parking needs and the current situation is keeping the district from reaching its development potential.

Mr. Strader noted the nature of the businesses in the district influence the count times. Parking counts do not take into consideration the percentage of the building that is leased nor do they consider tenant parking habits. There is scattered demand in the district, but not enough for a structure. Maybe collaboration with businesses or a city lot would be a viable solution.

Mrs. Malloy-Marcon explained that each lot was analyzed; some lots are often at capacity, but many others are not.

Mr. Strader noted that the neighborhood in the middle of the district creates accessibility challenges; it separates the district into a north side and a south side. This situation makes a parking structure less warranted and it is difficult to locate a centralized structure.

Mrs. Malloy-Marcon noted that the Adams Square development is an excellent example of why simply having a centrally located structure does not mean that it will be used. The lot is hardly ever at capacity even though it is in close proximity to many areas in the district. She then noted that lot sharing is common in dense districts.

Mr. Heiney stated that the Principal Shopping District (PSD) tracks vacancy and that the downtown range for the past twelve years has been between 14% and 8%. He noted that there will always be vacant tenant spaces.

Mr. Cataldo noted that 700 Forest once had a use agreement with the Village Players. Some business and property owners create an antagonistic atmosphere for lot sharing. He noted that he is fearful that the statement of there being no immediate need will invalidate the TIF work that has been done by the CIA.

Mrs. Ecker said that even though a stand-alone deck is not recommended, it will be kept as an available option as additional development occurs.

Mrs. Malloy-Marcon informed the committee that LSL is not anti-parking structure. There simply isn’t data based support for one now.

Mr. Strader suggested that the city buy a private lot and make it municipal and use it to gauge demand in the district.

Mrs. Ecker said that the TIF plan includes $180,000 for a surface interim lot.

Mr. O'Meara suggested that the district be split into two halves: The northern half would include blocks 1-5 and three blocks north of Maple. The southern half would include blocks 6-15. Currently, it is envisioned that a garage would be built around block 11 estimated at 600 – 700 spaces. Mr. Strader suggested tying the garage into the open space goal of the district.

Mr. O'Meara said that the projections for the three blocks north of Maple Rd. do not indicate a large need for parking in the future. The future parking assessment district should be expanded to include these properties. That would allow for additional funding to become available for a parking structure on the north side of the District.

Mr. Astrein asked if the Triangle District became a parking assessment district would it be combined with the existing one Downtown. Mrs. Ecker reminded the committee that that would be a City Commission decision. She noted that there are some people who park Downtown and walk to the Triangle District and vice versa.

The Committee reviewed staff's two suggested recommendations for the Triangle District.

Motion by JC Cataldo, Seconded by Gillian Lazar, to
Recommend that the City Commission endorse the concept of constructing a public parking facility to serve the north portion of the Triangle District. Further, as opportunities arise, if space is available to construct approximately 400 public parking spaces, the Committee recommends that the parking district boundaries be expanded to include the commercial properties north of Maple Road from Woodward Avenue to Adams Road.

Recommend that the City Commission endorse the concept of constructing a public parking facility providing 600 to 700 spaces to serve the south portion of the Triangle District, and to work with property owners to move in that direction, as development opportunities arise.
Motion passed 4-0.

F. CENTRAL BUSINESS DISTRICT- REVIEW OF PARKING NEEDS
PIERCE ST. PARKING STRUCTURE EXPANSION OPTION
N. OLD WOODWARD AVE. PARKING STRUCTURE EXPANSION OPTION

Referring to the tables that calculated parking demands, Mr. O'Meara noted that it could be helpful to consider the downtown as it currently operates. Today, the N. Old Woodward Ave. and Park St. Structures tend to serve a lot of the same properties, while the Pierce St. and Peabody St. Structures do the same. The Chester St. Structure, off by itself, tends to work as an overflow for mainly the south side of downtown, but the north side as well (to a smaller extent). He discussed the possible two floor expansion

of the Pierce deck. He informed the committee that it will be discussed at the upcoming City Commission Long Range Planning meeting.

Mr. O'Meara noted that the expansion of the structure could be beneficial because many properties in the area are under-developed. The expansion would result in a gain of 280 spaces; currently the garage has 720 spaces. The project is estimated to take approximately a year. Funding for such a project could come from the System's savings account, parking fees, and a special assessment. ~~The public would only need to be consulted if the city defaults on bonds.~~ The parking system would be responsible to pay back bonds and the City's good faith and credit would be used only if the parking system defaults. Adding two floors will cause the Pierce structure to be slightly taller than the Townsend Hotel. Mr. O'Meara then showed possible visuals of what the expansion would look like.

Mr. O'Meara noted that when considering demand, the committee needs to consider the fact that there is currently a two-three year wait for permits in both the Pierce St. and Peabody St. Structures.

Mrs. Malloy-Marcon suggested that permit parkers and valets could also be made to park on the upper levels.

Mr. Cataldo believes that the structure would be aesthetically too imposing. He noted that there is congestion now and worries that adding more spaces will make it worse. He then asked if there were any examples of comparable cities.

Mr. Strader said that Ann Arbor has a parking deficit, but he is not sure how comparable it is to Birmingham. Ann Arbor is attempting to spread parking demand by price differentiation. He also noted that Grand Rapids had similar problems to Birmingham. Both Grand Rapids and Ann Arbor used creative landscaping and retail / commercial spaces to minimize the visual impact of large parking structures.

Mrs. Malloy-Marcon noted that encouraging better distribution can also be done on a level basis. She also said that electronics offer creative solutions to possible policing problems.

.Mr. Astrein stated that City Commission wants one recommendation.

Mr. Cataldo believes that the two floor addition should not be included in the recommendation because it creates far too much intensity.

Mr. O'Dell stated that the traffic plan currently is structured like two structures into one and that leads to confusion on the ground floor which leads to backups. The current use leads to high turnover.

Mr. Strader said that better distribution could be created by encouraging use of the Brown Street entrance. He explained that this could be accomplished by adding a third lane at Brown or having personnel.

Mr. Cataldo stated that he could not support the recommendation as one because of his concerns regarding the Pierce Street structure.

Mr. Hohendorf wondered why the structure would cost so much given that the City of Rochester is building a new garage for twelve million dollars that will have more spaces than the Pierce Street structure is adding for nine million.

Mr. O'Meara replied that the Pierce Street structure would be more expensive because it requires retrofitting, which has more challenges than a new structure. He informed the committee that if the addition does not happen, another site may need to be acquired to meet the demand.

Mr. Astrein told the committee that the total deficit for south side of Downtown is four hundred sixty-seven in the long term, but there is none today. He then reminded the committee that it was their job to recommend an option, not to make a final decision. That's the City Commission's job.

Mr. O'Meara stated that the N Old Woodward structure is in better shape than the Park Street structure.

Mrs. Ecker stated that the City Commission will be reminded to plan for the future and for continued vibrancy. She said that they will be reminded of the possible effect of new development and that it is important for the committee to correctly package their recommendation and identify their concerns. She then summarized that everyone agrees there are concerns and something needs to be done and constructed.

Mr. Heiney said that the city envisions selling the N. Old Woodward surface parking lot property that's already used for parking.

Mrs. Ecker said the city cannot currently sell the N. Old Woodward lot and that it will be proposed to change the charter language with a future ballot question to enable them to do so.

~~Mr. Cataldo suggested that this committee's recommendation should make N. Old Woodward the focus, not Pierce, because the distribution of parking there is not as great as it will be for the Palladium.~~ Mr. Cataldo suggested that the demand for the N. Old Woodward structure will be greater when the Palladium opens than it is now. He also stated that streetscape and design can make N Old Woodward more desirable.

When asked, Mr. O'Meara stated that the life expectancy of N. Old Woodward is forty years. He also reminded the committee to consider why they want to make N. Old

Woodward when the study has just determined that the greatest parking need now and in the future will be on the south side of the downtown.

Several members asked if adding the term secondary would be contradictory, result in less consideration or subjugate it. It was decided that such language would not do such.

Motion by JC Cataldo, Seconded by Susan Peabody, to
Accept the report of the Ad Hoc Parking Study Committee estimating that a long term deficit of 278 parking spaces is expected in the long term for the north portion of the Central Business District. Further, to direct staff to conduct further planning studies for the N. Old Woodward Avenue Parking Structure and Lot that will maximize the creation of parking spaces while adhering to the original concepts presented in the Downton Birmingham 2016 Plan further planning studies.

And, as a secondary priority, to accept the report of the Ad Hoc Parking Study Committee estimating that a long term deficit of 427 parking spaces is expected in the long term for the south portion of the Central Business District. Further, to endorse the expansion of the Pierce Street Parking Structure by two levels, thereby creating an additional 280 public parking spaces in the Parking System. Motion passed 4-0.

G. MEETING OPEN FOR MATTERS NOT ON THE AGENDA
(No comments)

H. SCHEDULE FOR NEXT MEETING DATE
The next meeting is scheduled for Tuesday, February 24 at 2:00 p.m. in preparation for a final presentation to the City Commission.

I. ADJOURNMENT
No further business being evident, board members motioned to adjourn at 3:46 P.M.

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **February 20, 2015**

TO: **Ad Hoc Parking Study Committee**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Final Presentation to City Commission**

Now that the Ad Hoc Parking Study Committee has made its recommendations, a presentation needs to be prepared for the City Commission. The attached draft has been prepared to provide a forum for input and discussion.

As you may know, staff put together a long presentation for the City Commission at their annual Long Range Planning meeting on January 31. At that meeting, several topics were discussed at a high level:

- The Committee's findings relative to current, short term, and long term parking needs.
- The current drawings that have been prepared for the N. Old Woodward Ave. and Pierce St. Parking Structure expansions.
- The idea of moving the north boundary of the Triangle District north of Maple Rd. for purposes of a parking assessment district.
- The need for a City Charter amendment (approved through the electorate) if the City is going to have an option to sell excess land holdings in the future.
- The means to raise funds for future parking structure projects.

The presentation now being prepared (tentatively for the Commission meeting of March 16) uses several of the slides that were presented at Long Range Planning. The goal is to provide more detail about the Study Committee's methods and projections, so that the City Commission understands what happened, and feels more confident about the recommendations.

The following outline will help the Committee understand how the presentation has been structured:

A. Introduction to the Committee and its mission.
B. Central Business District
   I. Parking Study
      1. Existing parking demand counts.
      2. Calculation of Parking Generation Factor.
      3. Projections for short term and long term building expansions.
      4. Demand for parking by zone (existing, short term, and long term)
   II. Future Parking Facility Expansion
      1. Pierce St. Structure
      2. N. Old Woodward Ave. Structure
   III. Committee Recommendations for CBD

C. Triangle District
   I. Parking Study
      1. Parking Counts
      2. Parking Generation Factors
      3. Parking Needs by Block
   II. Parking Structure Options – North and South Sides of District
   III. Committee Recommendations for Triangle District
D. Project Funding

As of this writing, the Triangle District slides need some work. We are currently wanting to explore the data more thoroughly to make sure we are being consistent between the two districts, as well as explore in more detail the proposal to move the parking district boundary north of Maple Rd.

The very last part of the presentation (Project Funding) is an area that is beyond the scope of this committee, but may be pertinent to the discussion. I will review this topic more fully with the City Manager before the presentation is finalized.

I look forward to reviewing this in more detail with you on Tuesday.

METROPOLITAN **DETROIT** MARKET

OFFICE STATISTICS

Q4 2014

www.signatureassociates.com

OFFICE MARKET
Metropolitan Detroit - 4th Quarter 2014
Signature Associates

SubMarkets Buildings: 20,000 Sq.Ft. & up	Total Market Sq. Ft.	Available Sq. Ft. w/Sublease	Vacancy % w/Sublease	Direct Available Sq. Ft.	Direct Vacancy %	Direct Vacancy % Change 3rd-4th Qtr.	Direct Absorption 3rd-4th Qtr.
CLASS A							
Ann Arbor	3,728,415	281,746	7.56%	276,846	7.43%	0.88%	-32,587
Birmingham/Bloomfield	2,481,298	268,818	10.83%	235,318	9.48%	-0.34%	341,760
Dearborn	2,423,250	808,815	33.38%	808,815	33.38%	-0.46%	12,240
Detroit	7,771,717	1,398,108	17.99%	1,342,694	17.28%	0.04%	-3,201
Farmington Hills/W. Bloomfield	2,596,276	572,522	22.05%	569,579	21.94%	-4.45%	115,537
I-275 Corridor*	3,357,606	535,102	15.94%	464,544	13.84%	-3.05%	102,651
Macomb County**	1,518,078	418,254	27.55%	393,962	25.95%	1.46%	-22,228
Rochester Hills/Auburn Hills	1,445,343	333,773	23.09%	285,607	19.76%	-2.63%	38,053
Southfield/Bingham Farms	6,686,897	1,909,170	28.55%	1,719,221	25.71%	-0.05%	3,471
Troy	4,341,814	1,079,400	24.86%	1,030,389	23.73%	-1.36%	58,885
Class A Total	**36,350,694**	**7,605,708**	**20.92%**	**7,126,975**	**19.61%**	**-0.80%**	**379,263**
CLASS B							
Ann Arbor	3,071,464	268,299	8.74%	267,208	8.70%	-5.31%	163,045
Birmingham/Bloomfield	2,252,069	335,538	14.90%	323,844	14.38%	-0.77%	75,033
Dearborn	1,922,770	573,233	29.81%	573,233	29.81%	-5.19%	99,659
Detroit	15,354,015	2,621,552	17.07%	2,613,890	17.02%	-1.28%	195,433
Farmington Hills/W. Bloomfield	4,474,608	830,465	18.56%	830,465	18.56%	-1.30%	57,801
I-275 Corridor*	3,903,020	714,582	18.31%	706,831	18.11%	0.68%	-26,608
Macomb County**	2,766,299	380,622	13.76%	372,517	13.47%	-0.20%	5,705
Rochester Hills/Auburn Hills	809,125	80,942	10.00%	80,832	9.99%	-0.68%	5,469
Southfield/Bingham Farms	8,708,525	2,804,351	32.20%	2,755,231	31.64%	-1.87%	160,002
Troy	9,385,774	2,671,570	28.46%	2,546,929	27.14%	-0.36%	34,248
Class B Total	**52,647,669**	**11,281,154**	**21.43%**	**11,070,980**	**21.03%**	**-1.34%**	**619,721**
CLASS C							
Ann Arbor	642,344	99,939	15.56%	99,939	15.56%	1.05%	-6,750
Birmingham/Bloomfield	406,464	22,972	5.65%	22,972	5.65%	-2.83%	11,493
Dearborn	128,006	6,600	5.16%	6,600	5.16%	0.0%	0
Detroit	3,442,357	666,274	19.36%	666,274	19.36%	-1.32%	45,757
Farmington Hills/W. Bloomfield	657,412	95,320	14.50%	95,320	14.50%	2.09%	-13,756
I-275 Corridor*	393,013	37,138	9.45%	37,138	9.45%	-1.15%	4,533
Macomb County**	830,806	134,526	16.19%	134,526	16.19%	1.31%	-10,885
Rochester Hills/Auburn Hills	392,859	62,985	16.03%	61,205	15.58%	4.71%	-18,512
Southfield/Bingham Farms	3,203,026	744,964	23.26%	734,004	22.92%	-2.23%	71,653
Troy	529,252	48,905	9.24%	48,905	9.24%	0.20%	-1,056
Class C Total	**10,625,539**	**1,919,623**	**18.07%**	**1,906,883**	**17.95%**	**-0.79%**	**84,589**
COMBINED CLASS A, B & C							
Ann Arbor	7,442,223	649,984	8.73%	643,993	8.65%	-1.67%	123,708
Birmingham/Bloomfield	5,139,831	627,328	12.21%	582,134	11.33%	-0.83%	42,902
Dearborn	4,474,026	1,388,648	31.04%	1,388,648	31.04%	-2.48%	111,899
Detroit	26,568,089	4,685,934	17.64%	4,622,858	17.40%	-0.90%	237,989
Farmington Hills/W. Bloomfield	7,728,296	1,498,307	19.39%	1,495,364	19.35%	-2.07%	159,582
I-275 Corridor*	7,653,639	1,286,822	16.81%	1,208,513	15.79%	-1.05%	80,576
Macomb County**	5,115,183	933,402	18.25%	901,005	17.61%	0.53%	-27,408
Rochester Hills/Auburn Hills	2,647,327	477,700	18.04%	427,644	16.15%	-0.95%	25,010
Southfield/Bingham Farms	18,598,448	5,458,485	29.35%	5,208,456	28.00%	-1.29%	235,126
Troy	14,256,840	3,799,875	26.65%	3,626,223	25.43%	-0.67%	94,189
Metro Detroit Office Market Total	**99,623,902**	**20,806,485**	**20.89%**	**20,104,838**	**20.18%**	**-1.09%**	**1,083,573**

*I-275 Corridor includes: Livonia, Northville, Novi, Plymouth/Plymouth Twp. | **Macomb County includes: Clinton Twp., Macomb Twp., Mt. Clemens, Shelby Twp., Sterling Heights, Utica and Warren.

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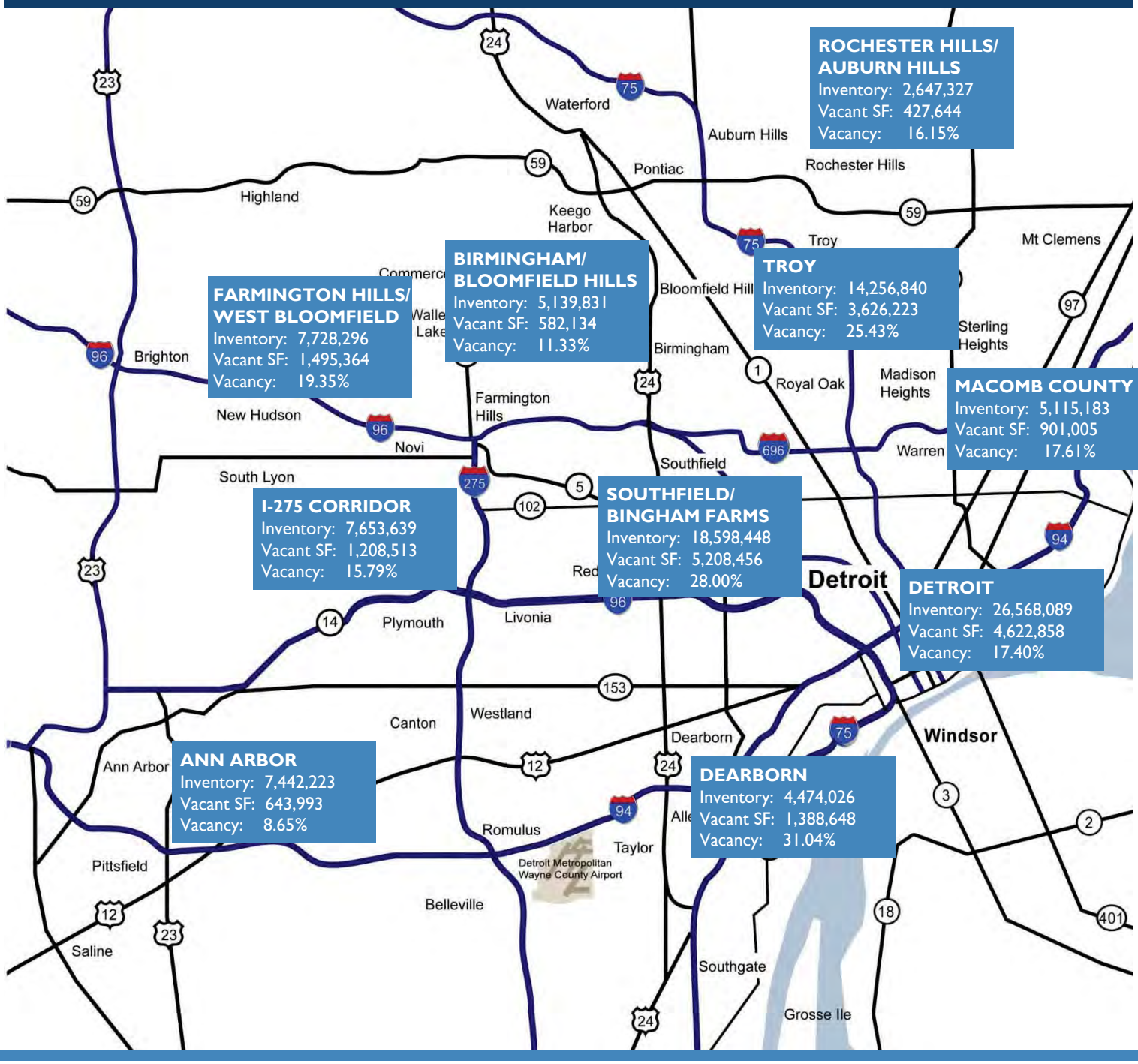
OFFICE MARKET REVIEW:

METROPOLITAN DETROIT

DIRECT VACANCY RATES Q4 2014



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MARKETBEAT
OFFICE SNAPSHOT

DETROIT, MICHIGAN
A Cushman & Wakefield Research Publication

Q4 2014

ECONOMIC OVERVIEW

Fourth quarter 2014 closed with an overall vacancy rate of 20.8%, a notable decrease of 1.9 percentage point compared to Q4 2013. Currently, the average asking rental rate reported is $16.99 per square foot (psf), compared to $16.19 psf one year ago. In November, the Michigan unemployment rate recorded 6.7%, a significant decrease compared to 8.5% recorded at this time last year. This decrease marks the eighth straight month that the State of Michigan has experienced a decline in the jobless rate.

OFFICE MARKET DISCUSSION

Leasing activity closed on a positive note. The largest lease took place in the CBD as Fifth Third Bank inked a deal totaling 62,000 square feet (sf) located at One Woodward Avenue. Fifth Third Bank will begin relocating more than 150 employees from their current Southfield office in March 2015 and will complete the process by summer 2016. Troy experienced two large deals as Magna Powertrain of America, LLC signed a deal totaling 47,897 sf located at 1235 E. Big Beaver and Urban Fulfillment Services, LLC inked a deal totaling 30,761 sf located at the Troy Officentre.

The largest sale this quarter took place in the CBD as the 15-story, 1.1-million-sf Compuware Building located at 1 Campus Martius sold. The building is now co-owned by Meridian Health and Bedrock Real Estate Services. It is expected that Compuware will occupy around 130,000 sf, and Meridian will occupy five floors totaling 330,000 sf.

OUTLOOK

The CBD experienced a great amount of activity and growth throughout 2014. Little Caesar's, owned and operated by Illitch Holdings, announced plans to expand their current world headquarters with a new 205,000-sf global resource center located next to the Fox Theatre complex. This expansion will allow for an additional 600 employees and will be one of 14 new buildings in the Illitches' $650-million arena district development.

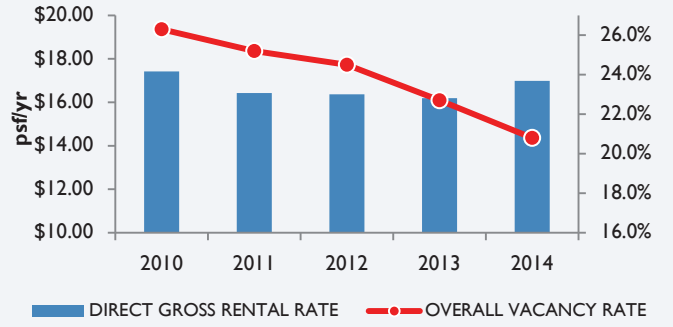
Looking ahead to 2015, investors predict higher stocks and fast economic growth. In addition, the University of Michigan economists predict that Michigan will add 132,600 jobs in 2015-16. While the state is currently recovering around half the jobs lost between 2000 and 2006, we are now just returning to levels of employment last seen at the end of 2006. Five factors contributing to Michigan's strengthening economy in 2015: gas prices fueling additional spending and jobs, tourism will increase job growth, manufacturers will slow down on hiring as there are enough jobs filled to meet demand, investors will seek out downtown Detroit, and the temporary staffing sector will continue to grow.

Governor Snyder also announced a new Michigan agency that will oversee the MEDC and develop talent for tens of thousands of jobs in our state that need to be filled. The Department of Talent and Economic Development will place emphasis on developing a workforce and talent pool that will fit the needs of various employers.

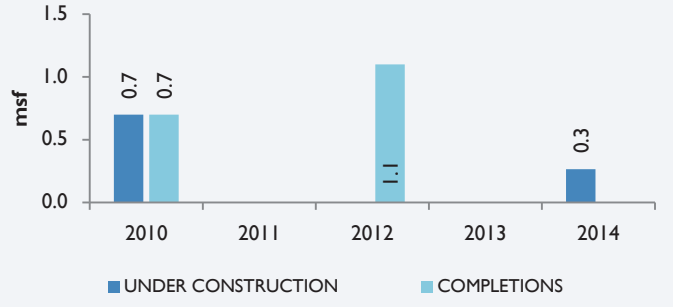
STATS ON THE GO

	Q4 2013	Q4 2014	Y-O-Y CHANGE	12 MONTH FORECAST
Overall Vacancy	22.7%	20.8%	-1.9pp	▼
Direct Asking Rents (psf/yr)	$16.19	$16.99	4.9%	▲
YTD Leasing Activity (sf)	3,271,181	3,262,009	-2.8%	▼

RENTAL VS. VACANCY RATES



UNDER CONSTRUCTION VS. COMPLETION



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Paul O'Meara <pomeara@bhamgov.org>

Re: Peabody St. Structure Elevator

1 message

Paul O'Meara <pomeara@bhamgov.org> Wed, Feb 18, 2015 at 2:30 PM
To: "Kubiak, Paula A." <Paula.Kubiak@ogletreedeakins.com>
Cc: Carlos Jorge <Cjorge@bhamgov.org>, Jay O'Dell <jodell@spplus.com>, Joe Valentine <Jvalentine@bhamgov.org>
Bcc: Paul O'Meara <Pomeara@bhamgov.org>

Ms. Kubiak,

We are aware that there is a shortage of parking in that part of downtown. Several initiatives are at work to resolve this:

- A several month parking study will be finished and presented to the City Commission in March. It will be recommending the planning and programming of four either completely new or expanded parking structures for Birmingham, including adding two floors to the Pierce St. Parking Structure. Once that is presented, timetables will start to be developed.
- Ongoing efforts to open temporary lots on currently vacant properties. We are talking to property owners of two vacant lots in your immediate area so that when they become available, we can hopefully set up a temporary lot for employees.
- Ongoing efforts to set up a shuttle service that would encourage employees to park vehicles in lots further away from downtown, and be bussed in.

All of these efforts take time, especially when being done with public dollars and public input. We understand that there is frustration being caused, and this issue is a top priority right now.

On Wed, Feb 18, 2015 at 8:17 AM, Kubiak, Paula A. <Paula.Kubiak@ogletreedeakins.com> wrote:

> Paul,
>
> In response to your inquiry, if my attorneys get into the office before 10:00 a.m. they can usually find a spot. When they leave at various times during the day and return to the office (usually lugging heavy brief cases), they have to drive around the Peabody parking structure for 15-20 minutes or more trying to find an open parking space. When my attorneys are not able to find a parking space in the Peabody parking structure, where we pay a monthly premium to park, they have tried to park in the Peabody Restaurant parking lot, but if the parking attendant sees that they are not eating at the restaurant, they are asked to leave; they try to find an open parking space in front of Peabody's Restaurant where there is a 2 hour parking limit and just pay the $10 parking tickets, and some have even had their vehicles towed away which is ridiculous. When The Stand Restaurant was open for lunch, some of my attorneys would utilize their valet service to find them a parking spot so they are not wasting their time driving around, but that's no longer an option.
>
> If you need further clarification or would like to discuss this further, please contact me.

Thanks,

Paula

Paula A. Kubiak | Office Administrator | Ogletree, Deakins, Nash, Smoak & Stewart, PLLC
34977 Woodward Avenue, Suite 300 | Birmingham, MI 48009 | Telephone: 248-723-6138 | Mobile: 248-228-7641
paula.kubiak@ogletreedeakins.com | www.ogletreedeakins.com

From: Paul O'Meara [mailto:pomeara@bhamgov.org]
Sent: Tuesday, February 17, 2015 4:43 PM
To: Kubiak, Paula A.
Cc: Carlos Jorge; Jay O'Dell
Subject: Re: Peabody St. Structure Elevator

Are you saying that they drive into the garage and do not find a spot, thereby having to leave and go to some other parking facility?

On Tue, Feb 17, 2015 at 9:46 AM, Kubiak, Paula A. <Paula.Kubiak@ogletreedeakins.com> wrote:

Paul,

I appreciate your candid response with respect to the elevator and we look forward to continued improvements in the Peabody parking structure.

On another note, I receive daily complaints from my attorneys that when they leave the office at different times during the day (for court hearings, meetings, depositions, etc.) and come back to the office, they end up driving around the Peabody parking structure for 15-20 minutes trying to find a parking space and wasting billable time. This is extremely frustrating for me because I'm the person fielding their daily complaints. Since our Firm pays a monthly parking fee for each one of our employees to park in the Peabody structure, it is not acceptable that our employees can't find a place to park at any given time during the workday. Do you agree?

We realize how fortunate we are to work in beautiful office space in the City of Birmingham, but unfortunately, parking in the City of Birmingham is not up to the standard it should be. I have also expressed my concern to Jay O'Dell that when the new building on Woodward and Brown is complete, where are those people going to park? I was told that the City is working on this issue as well.

I would appreciate an update on my additional concerns at your earliest convenience.

Thanks,

Paula

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paula.kubiak@ogletreedeakins.com | www.ogletreedeakins.com

From: Paul O'Meara [mailto:pomeara@bhamgov.org]
Sent: Tuesday, February 17, 2015 8:20 AM
To: Kubiak, Paula A.
Cc: Carlos Jorge; Jay O'Dell
Subject: Peabody St. Structure Elevator

Ms. Kubiak,

I have received your comment about the poor performance of the elevator at the Peabody St. Elevator. I am sorry it has been a disruption and problem for you.

Please know that we are fully aware that there are problems occurring. We have had a consultant review the issues, and he has identified about $250,000 worth of work that is needed to completely overhaul the internal components of the elevator, and make it reliable again. The elevator is not performing as well as expected, given its age. We have had other elevators in older buildings last much longer before they were rebuilt, so this was not expected, and not budgeted for the current fiscal year.

Since this is a large expenditure, and I have to work within the framework of the City's spending policies. The cost of this work is being requested for approval in the next budget year, which begins this July 1. In the meantime, we are working the consultant to have bidding documents put together, and have it under construction soon after that date. During that time, there will likely be several weeks where it will be out of service. Afterward, it will be obviously much more reliable.

We appreciate your understanding as we strive to continue to maintain the building, which is now over 30 years old.

--

Paul T. O'Meara

City of Birmingham, MI

City Engineer

248-530-1836

pomeara@bhamgov.org

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Paul T. O'Meara

City of Birmingham, MI

City Engineer

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--
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City of Birmingham, MI
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