City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **April 17, 2015**

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

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

SUBJECT: **Peabody St. Parking Structure Restoration**
Monthly Permit Traffic Management

Last year, large portions of the Park St. Parking Structure were closed to the public during our routine restoration project involving concrete patching and waterproofing. During this time, when approximately 250 spaces were often closed, the Park St. Structure would fill to capacity usually by 10 AM on weekdays. This situation caused demand to increase at the Peabody St. Structure, which already tends to operate near or over capacity during the summer months.

This year, restoration work is scheduled for the Peabody St. Structure, as nothing of this sort has occurred here in eight years. Since this parking structure is newer and in better condition, the volume of concrete patching needed will be substantially less. Multiple repairs are needed to the brick façade, various metal surfaces will be painted, and the entire deck will be power washed, waterproofed, and have new pavement markings installed. The contractor hired for this work expects that the work will occur primarily during the months of June, July, and August. The plan sheet that depicts how the various parts of the parking structure will be closed is attached, for your reference. During peak closure times, about 2/7, or about 125 parking spaces will be closed.

Since this parking structure is already very popular both with monthly permit parkers and daily traffic, staff has discussed various things that could be done to help keep this structure from being filled to capacity the majority of the business day. Fortunately, while Peabody St. has been close or full to capacity many times in the recent past, the Pierce St. and Park St. Structures have not. After reviewing current usage patterns, it was recommended by our management company (SP+) that up to 50 permits could be sold temporarily at both of these other neighboring facilities without pushing them into a "filled" status very often.

There are currently about 400 monthly permit holders at the Peabody St. Structure. These permits, currently valued at $55, are usually being held by the same employee or company for many years. In an effort to temporarily reduce monthly permit parking traffic in the Peabody St. Structure, staff reviewed the following marketing tool to be offered to these permit holders:

- Notices would be sent to all 400 permit holders letting them know that their current permit at Peabody St. will be reduced to a cost of **$0** for the months of June, July, and August, for those willing to move their permit to either the Pierce St. or Park St. Structures.
- Free permits would be made available for either location on a first come, first served basis until a maximum of 50 permits are issued at either structure.

- Permit holders who agree to participate would be automatically returned to their current status at the Peabody St. Structure, at the regular monthly permit rate, once the construction is nearing completion (September 1).
- The cost of the program, if 100 permit holders participate, would be $16,500. The parking spaces made available to daily traffic would then result in increased revenues for the system, at a number that is difficult to predict. If business is as strong as last year, the system may not see much loss at all.

While this program would be a loss to the parking system, it would be a positive gesture to those businesses and visitors that rely on the ability to park in this structure, particularly if they arrive later on a typical busy summer weekday. We estimate that approximately 60 long term visitors would be removed from the parking structure during a typical weekday, allowing those spaces to then be open for daily traffic.

This idea was presented verbally to the Advisory Parking Committee at their meeting of April 15, 2015, so there was no report prepared for their review. The Committee understood its value, however, and passed a recommendation to the Commission with a vote of 7-0 stating:

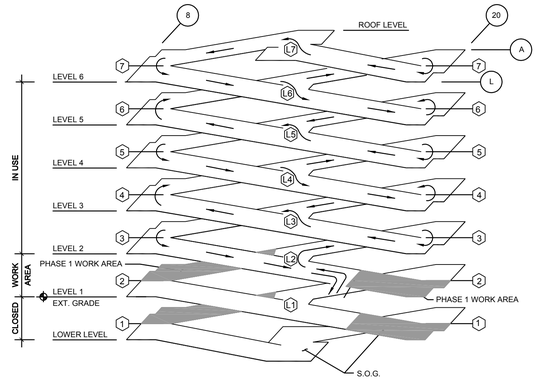
SUGGESTED RECOMMENDATION:

To recommend to the City Commission that the Auto Parking System waive the monthly permit fee for June, July, and August, 2015 for up to one hundred individuals from the Peabody St. Structure to have the option to move to the Pierce St. or Park St. Structures during restoration of the Peabody St. Structure.

A suggested resolution is provided below:

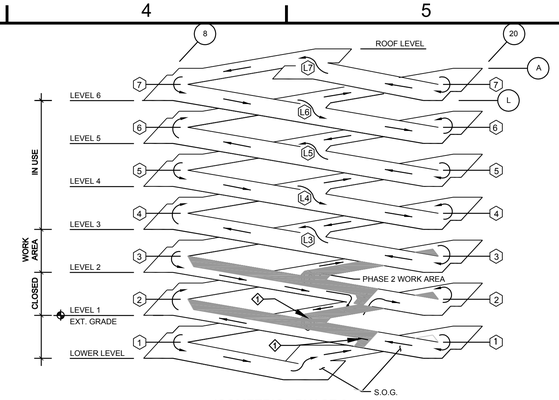
SUGGESTED RESOLUTION:

To authorize the Auto Parking System to offer a maximum of 50 free monthly permits each at the Pierce St. and Park St. Structures to those that currently possess a monthly permit at the Peabody St. Structure for the months of June, July, and August, 2015, in an effort to open additional spaces to daily traffic during scheduled restoration of this facility, at an estimated cost of less than $16,500.



ISOMETRIC - PHASE 1

PEABODY STREET STRUCTURE

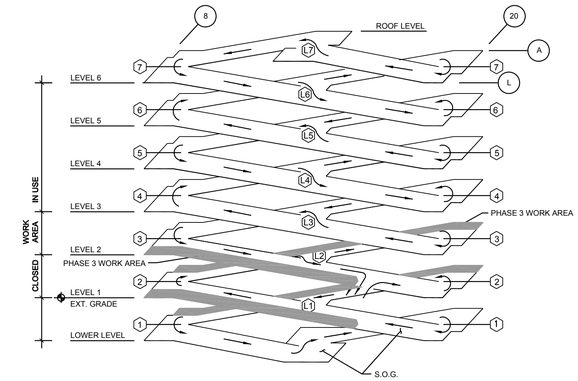


ISOMETRIC - PHASE 2

KEY NOTES:

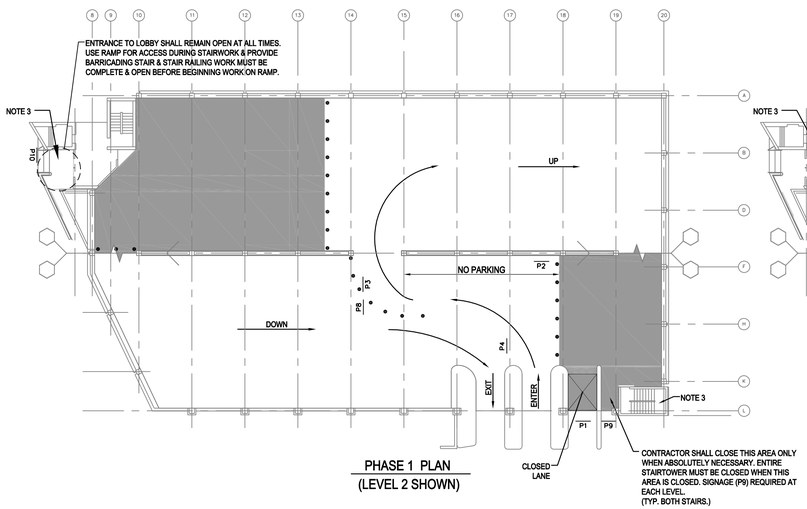
1. CONTRACTOR TO COORDINATE WITH OWNER/OPERATOR ANY LANE CLOSURES REQUIRED TO DO ENTRY/EXIT WORK. CONTRACTOR TO MAINTAIN TRAFFIC FLOW IN DECK. LEVEL 1 CROSSOVER TO STAY OPEN IF LOWER LEVEL IS CLOSED FOR ENTRY/EXIT WORK. CONTRACTOR TO REDIRECT TRAFFIC FLOW AS REQUIRED.

PEABODY STREET STRUCTURE

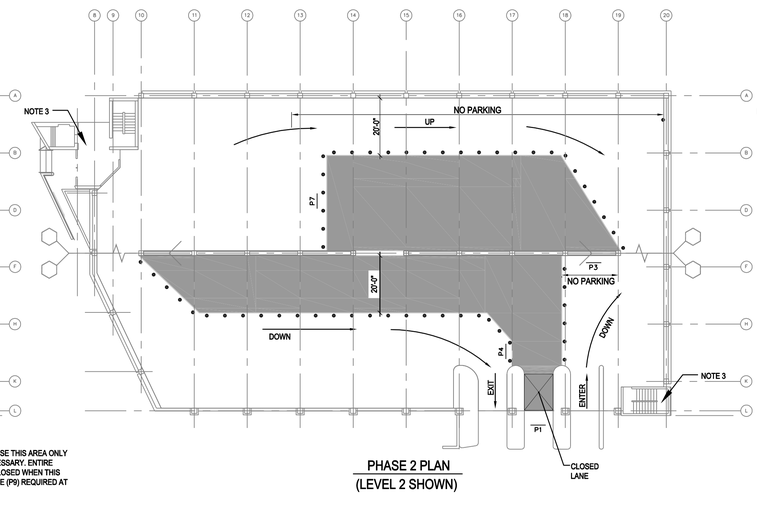


ISOMETRIC - PHASE 3

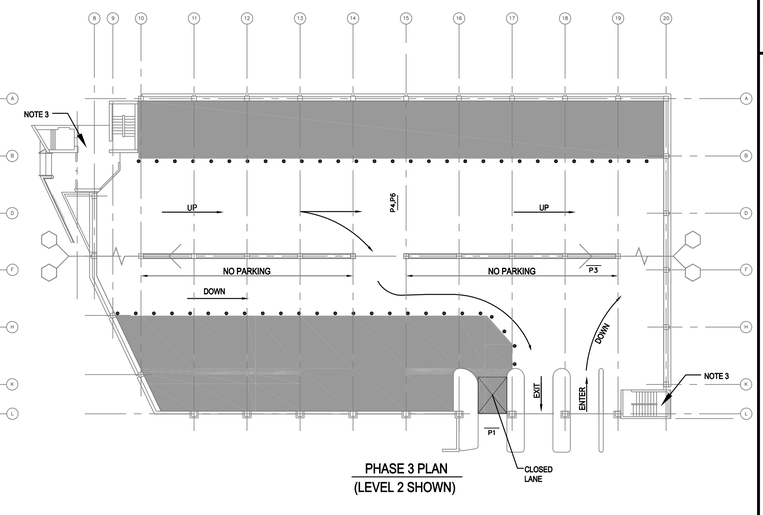
PEABODY STREET STRUCTURE



PHASE 1 PLAN
(LEVEL 2 SHOWN)



PHASE 2 PLAN
(LEVEL 2 SHOWN)



PHASE 3 PLAN
(LEVEL 2 SHOWN)

PHASING NOTES:

1. SEE SHEET R-001 FOR "GENERAL RESTORATION NOTES"
   A. SEE SPECIFICATIONS SECTION "SUMMARY OF WORK FOR RESTORATION" AND "WORK ITEMS" FOR ADDITIONAL PHASING & WORKING TIME REQUIREMENTS.
2. BASIS OF BIDS SHALL BE PHASING PLANS SHOWN. ALTERNATES, IF ANY, SHALL BE CLEARLY SHOWN WITH BIDS.
3. CONTRACTOR SHALL MAINTAIN STAIR AND ELEVATOR ACCESS TO OPEN PORTIONS OF THE STRUCTURE AT ALL TIMES. SPOT CLOSURES ALLOWED AS REQUIRED TO COMPLETE MISCELLANEOUS STAIR TOWER WORK, ROOF REPLACEMENT, AND SOUTH STAIR ENTRY WORK.
4. CONTRACTOR SHALL PROVIDE ADEQUATE BARRICADES TO ENCLOSE WORK AREAS. CONTRACTOR SHALL PROVIDE DUST BARRIERS TO PROTECT PATRONS AND VEHICLES ADJACENT TO WORK AREAS. SEE W.I. 1.6 FOR OTHER REQUIREMENTS.
5. NO MORE AREA THAN THE EQUIVALENT OF 2 LEVELS OF PARKING MAY BE OUT OF SERVICE AT ANY GIVEN TIME. MAINTAIN NORMAL TRAFFIC FLOW AT ALL TIMES.
6. CONCRETE REPAIR AREAS MUST ACHIEVE 75% DESIGN STRENGTH PRIOR TO REOPENING TO TRAFFIC IN ALL PHASES.
7. NOT USED
8. SEE SHEET R-102 FOR PHASING REQUIREMENTS FOR CHESTER STREET PARKING STRUCTURE.
9. NOT USED
10. SIGNAGE SHOWN IS MINIMUM REQUIRED. SEE W.I. 1.5 "TEMPORARY SIGNAGE" FOR ADDITIONAL REQUIREMENTS.
11. SIGNS SHALL BE BOLTED TO MOVEABLE POST & SIGN BASE ASSEMBLIES AND PLACED AT LOCATIONS SHOWN ON THE DRAWINGS WHERE THEY WILL BE EASILY VISIBLE TO AFFECTED TRAFFIC.
12. AT AREAS MARKED "NO PARKING", CONTRACTOR SHALL USE BARRIER TAPE AND SIGNS TO INFORM PATRONS OF NO PARKING AREAS.
13. AREAS NOT SPECIFICALLY IN WORK AREA OR SHOWN CLOSED TO PARKING FOR TRAFFIC USE SHALL REMAIN IN USE.
14. INSTALL SIGNS ALERTING PATRONS TO "PARDON CONTRACTOR (OUR) DUST/INCONVENIENCE" DURING ONGOING PARKING STRUCTURE REPAIRS OUTSIDE OF ALL ENTRY/EXITS FOR DURATION OF PROJECT AND AT THE BEGINNING POINT WHERE PATRONS FIRST ENCOUNTER PHASED REPAIRS UPON ENTERING STRUCTURE.
15. SIGN SCHEDULE: NUMBER IN PARENTHESIS FOLLOWING SIGN NUMBER DESIGNATION SHOWS THE GREATEST NUMBER OF THAT SIGN REQUIRED AT ANY ONE TIME. NUMBER OF SIGNS AND SIGNAGE SHOWN IS MINIMUM REQUIRED FOR PROJECT.
16. CONTRACTOR TO WORK FROM LOWEST LEVEL UP AND COMPLETE ALL WORK IN PHASE PRIOR TO PROCEEDING TO NEXT PHASE. CONTRACTOR MAY WORK ON BOTH LEVELS OF CLOSURE, BUT LIMIT CONCRETE WORK TO UPPER LEVEL OF EACH PHASE AS ABLE, MINIMIZE SPOT CLOSURES OF LEVEL BELOW AS NEEDED FOR FULL DEPTH REPAIRS.
17. COORDINATE STAIR TOWER CLOSURE SO THAT ONE STAIR IS ALWAYS OPEN. STAIR/ELEVATOR TOWER (SW CORNER OF DECK) TO ONLY HAVE PARTIAL LEVEL CLOSURES AS REQUIRED TO COMPLETE WORK. ELEVATOR TO ALWAYS BE OPEN. PROVIDE BARRICADING AT EACH LEVEL WHERE FULL DEPTH REPAIRS OCCUR UP TO ELEVATOR
18. SEE DRAWING SHEET SERIES R-300 FOR OVERHEAD PROTECTION REQUIREMENTS.
19. ROOF LEVEL WORK CAN BE COMPLETED ALL AT ONCE. PLACE SIGN P11 AT BOTTOM OF CLOSURE. SIGN NOT SHOWN FOR CLARITY.

SCHEDULE NOTES:

1. THE CONTRACTOR SHALL BEGIN CONCRETE AND WATERPROOFING WORK AT THE CHESTER STREET PARKING STRUCTURE. ONCE ALL PARKING SPACES HAVE BEEN RETURNED TO SERVICE, THE CONTRACTOR MAY START CONCRETE AND WATERPROOFING WORK AT THE PEABODY STREET STRUCTURE.
2. EXTERIOR FACADE WORK AT BOTH STRUCTURES MAY BE COMPLETED SIMULTANEOUSLY WITH ANY OTHER CONSTRUCTION.

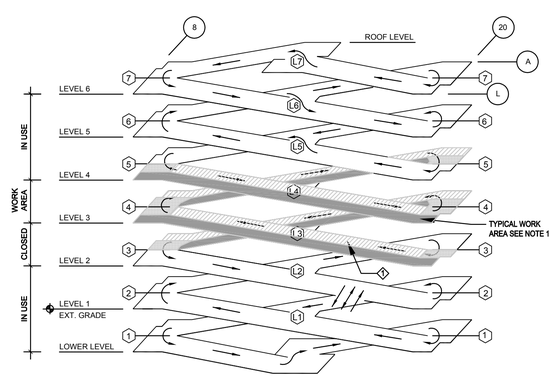
SIGN SCHEDULE

P1 (1)		THIS LANE CLOSED
P2 (1)	←	ENTER PARK
P3 (1)	→	ENTER PARK
P4 (1)	←	EXIT
P5 (2)	→	EXIT
P6 (2)	←	PARK
P7 (2)	→	PARK
P8 (1)		KEEP RIGHT TWO WAY TRAFFIC
P9 (10)	←	STAIR CLOSED USE OTHER STAIR
P10 (10)	→	STAIR CLOSED USE RAMP OR OTHER STAIR
P11 (1)		STRUCTURE CLOSED ABOVE THIS LEVEL

LEGEND

	= WORK AREA
	= ALTERNATE CLOSURE IN TYPICAL PHASE WORK
	= NIGHT/WEEKEND WORK IN TYPICAL PHASE WORK
•	= TRAFFIC BARRIERS (INCIDENTAL TO CONTRACT)
	= CLOSED ENTRY/EXIT LANE

NORTH

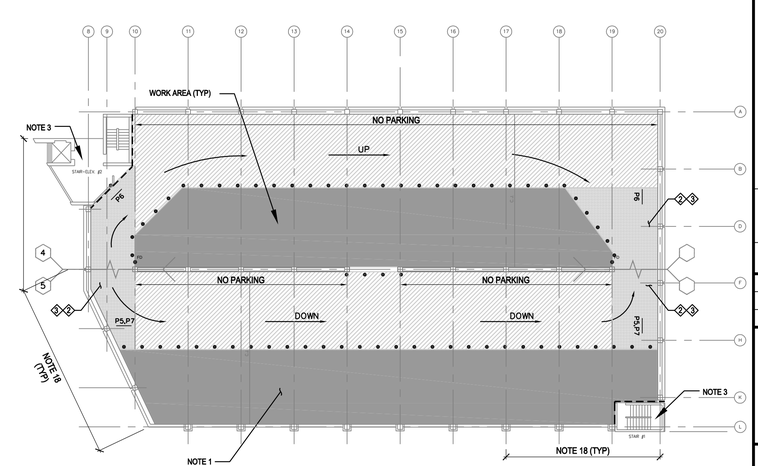


ISOMETRIC - TYPICAL PHASE
(LEVEL 3 AND ABOVE)

KEY NOTES:

1. ALTERNATE WORK AREAS, DRIVE LANES, AND SIGNS AS NECESSARY TO COMPLETE THE WORK.
2. NIGHT/WEEKEND WORK (AS REQUIRED) TRAFFIC FLOW MUST BE MAINTAINED AT ALL TIMES.
3. COORDINATE NIGHT/WEEKEND WORK WITH OWNER/ENGINEER.NORMAL OPERATION OF TRAFFIC FLOW IS SHOWN.

PEABODY STREET STRUCTURE



TYPICAL PHASE PLAN
(LEVEL 3 AND ABOVE)

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CITY OF BIRMINGHAM
PEABODY / CHESTER ST.
PARKING STRUCTURE REPAIRS - 2015
BIRMINGHAM MICHIGAN

MARK	DATE	DESCRIPTION
	02/16/15	BIDDING AND CONSTRUCTION

ISSUE:

PROJECT NO: 20-1517.00
DRAWN BY: ECW
CHECKED BY: ERF

SHEET TITLE:
PHASING & SIGNAGE - PEABODY STREET

R-101

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