

**ADVISORY PARKING COMMITTEE**  
**Wednesday, October 1st, 2025 @ 7:30am**

1. Roll Call
2. Approval of Minutes, September 3, 2025
3. Peabody Garage Parking Stall Size Increase
4. EV Charging Article/Discussion – [Click here](#)
5. Parking Reports Review
6. Meeting open to the public for items not on the agenda
7. Next Meeting – November 5th, 2025
8. Adjournment

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**Meeting ID: 860 8233 0819**

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**Advisory Parking Committee  
Meeting of September 3, 2025**

151 Martin Street, City Commission Room, Birmingham, MI

These are the minutes of the Advisory Parking Committee ("APC") regular meeting held on September 3, 2025. The meeting was called to order at 7:30 a.m.

1. Roll Call

**Present:** Chair Kevin Kozlowski, Vice Chair Jim Arpin; Committee Members Michelle Moody, Lisa Silverman, Michele Taddei; Alternate Committee Member Bill Kolb

**Absent:** Alternate Committee Member Mary-Claire Petcoff

**Staff:** Parking Systems Manager Ford; City Transcriptionist Eichenhorn

2. Approval of Minutes – August 6, 2025

**Motion by Kolb  
Seconded by Moody to approve.**

**Motion carried, 6-0.**

VOICE VOTE

Yeas: Moody, Silverman, Kozlowski, Kolb, Arpin, Taddei

Nays: None

3. Peabody Garage Parking Stall Size Increase

PSM Ford presented the item and answered informational questions from the APC.

APC members raised the following points during discussion:

- The ADA spaces near the Peabody entrance are often vacant.
- 1-2 ADA spaces might be removed in the restriping process.
- It is unclear whether vehicle sizes will trend larger or smaller moving forward. It may not be necessary to implement much larger spaces.
- Peabody is difficult to corner, and the height of the garage is lower than some of the other garages.
- The range of possible parking spaces to be removed would be 60-160 spaces, and Peabody already often reached full occupancy. It might be appropriate to discourage larger vehicles from using Peabody, so as to retain as many parking spaces as possible.
- Alternatively, this might not be feasible to implement.
- Demand near Peabody is increasing, and the parking supply is set to decrease.
- When Peabody is restriped, the excess parking demand will likely relocate to on-street parking. This could exacerbate current parking demand challenges on S. Old Woodward.
- It would be helpful to see the measurements of the overall available space for parking in the garage. The aim would be to divide the overall available space as efficiently as

possible. It would be interesting to know if restriping closer to 8'2" or 8'3" might increase the available spaces.

- If 479 S. Old Woodward receives a parking waiver, that could increase parking pressure in this area as well.
- The number of vehicles in Peabody at peak times tends to be close to the garage's capacity. The data does not indicate that a significant number of people double-park.
- In this case, it might be better to keep the parking spaces at the present size, because the number of spaces lost to double parking is significantly fewer than the number of spaces that would be lost to an increased space size.
- It is more important to preserve spaces in this garage than it is to drastically improve the experience, considering that the garage is being used in its present condition and considering the overall parking demand in this area. If it would be possible to expand the spaces a bit while losing no more than 20-30 spots, that would be ideal.
- Larger vehicles may already be avoiding Peabody due to the space sizes. If the spaces are increased in size, that might lead to more larger vehicles in the garage, and a similar amount of double-parking.
- 7'6" may be too narrow for Peabody, and 8'9" is likely inappropriately large for Peabody.
- Once the construction in the area near Peabody is done, the employees at the new businesses will likely park there.
- WJE should return with information on how expanding the parking spaces to 8'3" or less would impact the overall number of spaces, and whether adding parking spaces strategically to some of the ramped areas could be feasible.

#### 4. Parking Reports Review

PSM Ford presented the item and answered informational questions from the APC.

APC members raised the following points during discussion:

- The parking reports were well done.
- It will be interesting to see whether the 8 p.m. increase in parking utilization on Wednesdays continues.
- The N. Old Woodward deck has become busier recently.
- The meters near Ann are currently closed for nearby construction, and some will become available once construction ends.
- Staff should return in October with information on how many meters near Daines and Ann would become available once the construction concludes.
- It was interesting to see how many minutes were available at the on street meters.
- Adding in the percentage for the meter occupancy would be helpful.
- Using this data to optimize on differential parking by zone would be helpful. Signage or some other way of informing parkers of different parking prices would be necessary.

#### 5. Meeting open to the public for items not on the agenda

Municipal EV charging business models, an upcoming presentation from Finance, a five year plan for the parking system, garage repairs, garage design updates, parking demand near S. Old Woodward, The Daxton's laundry facilities, moped parking, and potential locations for future surface lots were each briefly discussed.

6. Adjournment

No further business being evident, the meeting adjourned at 9:04 a.m.



Aaron Ford, Parking Systems Manager

Laura Eichenhorn, City Transcriptionist

DRAFT



## MEMORANDUM

Parking System

**DATE:** October 1, 2025

**TO:** Advisory Parking Committee

**FROM:** Aaron Ford, Parking System Manager

**SUBJECT:** Increase of Peabody Garage Parking Space Size

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### INTRODUCTION:

The City of Birmingham is currently completing repair projects across all five municipal parking structures. As part of these improvements, parking spaces are being re-striped in garages where spaces do not meet minimum industry standards or where their narrow widths generate frequent public complaints.

The Chester Street Garage was the first to undergo re-striping. Its spaces, originally ranging from 6'5" to 8'4", often caused vehicles to extend over striping lines, creating safety concerns and frustrations among patrons. Following review and approval by Parking staff, the Advisory Parking Committee (APC), and the City Commission, all spaces were standardized to a width of 8'9" to increase safety, ensure consistency across facilities, and improve the overall parking experience for residents, businesses, and visitors.

### BACKGROUND:

The City owns and operates five parking structures. Due to their age, evolving building codes, and the increasing size of vehicles, parking space dimensions across these facilities are inconsistent. In many cases, spaces are too small to accommodate SUVs and larger vehicles, resulting in frequent complaints and enforcement challenges.

The Peabody Parking Structure in particular exhibits significant inconsistency, with spaces varying by both floor and section. Current widths range from 7'5" to 8'2", below the industry-recommended standard of 8'3" to 9'0". Patrons often park over the lines, leading to calls for enforcement by the Police Department's Parking Enforcement Assistants.

The table below summarizes existing conditions across the five City structures:

<b>Structure</b>	<b>Parking Space Size</b>
Industry Guidelines for Parking Spaces	8'3" to 9'0"
Chester (prior to recent work)	6'5" – 8'4"
Pierce	8'7"
Peabody	7'5" - 8'2"
Park	8'2"
N. Old Woodward	7'7" – 8'7"
Lot 5 (Surface connected to N. Old Woodward Garage)	9'

In September, City staff presented to the APC a plan developed by WJE to bring parking stalls in the Peabody Garage up to minimum industry standards of 8'3". While this plan would have improved the parking experience, it would have resulted in the loss of approximately 60–70 spaces, reducing total capacity from 459 to roughly 390–399 stalls. During the discussion, Committee members emphasized that although enhancing the user experience was important, the reduction in available parking would significantly impact the Peabody, Brown Street, and S. Old Woodward area, where parking demand is already high.

At the Committee's request, staff worked with WJE to explore alternative sizing options that would improve parking usability without a substantial reduction in spaces. WJE's revised plan proposes standardizing all parking stalls in the Peabody Garage to 8' in width. This adjustment would increase the size of many stalls, ensure uniformity throughout the garage, and limit the total loss of spaces to approximately 10.

The revised plan also includes an option to stripe certain cross-overs within the seven-level garage. WJE recommends leaving the cross-overs on the basement level, level 1, level 4, and the roof level open, while striping the remaining cross-overs. Incorporating these additional spaces could potentially offset the slight reduction caused by widening the stalls, effectively maintaining overall capacity.

Standardizing the stalls to 8' offers several benefits: it improves usability for larger vehicles, reduces instances of patrons parking over lines, supports enforcement, and provides a more consistent and professional parking experience. At the same time, it preserves the majority of the existing capacity and addresses concerns raised by the APC regarding parking availability in this high-demand area.

Based on these considerations, City staff recommends that the Advisory Parking Committee approve implementation of the 8' parking stall plan with selective cross-over striping in the Peabody Garage. This approach balances operational efficiency, patron satisfaction, and system capacity.

<b>Peabody Garage</b>			
Proposed Parking Space Size	8'	8'3"	8'9"
Current Total Capacity	459		
Spaces Lost Due to Re-striping to Accepted Minimum Standards	10	60-70	120-130
Total New Capacity	449	389-399	329-339

**LEGAL REVIEW:**

None

**FISCAL IMPACT:**

The proposed restriping of the Peabody Garage is expected to result in a loss of approximately 10 parking spaces. However, if the recommended striping of the cross-overs is implemented, these additional spaces would offset the potential reduction, effectively maintaining the overall parking capacity.

**SUSTAINABILITY:**

None

**PUBLIC COMMUNICATIONS:**

Following APC review and recommendation, a proposal will be presented to the City Commission for final consideration.

**SUMMARY:**

The Peabody Garage is the next facility scheduled for repair under the City’s ongoing garage improvement program. Many of its parking spaces are currently below industry-recommended dimensions, creating challenges for larger vehicles, enforcement, and user experience. In September, the Advisory Parking Committee (APC) reviewed a plan from WJE to widen all spaces to 8’3”, but the plan would have reduced capacity by 60–70 spaces, raising concerns about parking availability in this high-demand area.

In response, staff worked with WJE to develop an alternative plan standardizing all stalls to 8’ in width, which increases usability and uniformity while limiting the loss of spaces to approximately 10. The plan also includes selectively striping cross-overs on levels 2, 3, 5, and 6, leaving the basement, level 1, level 4, and the roof open. Incorporating these cross-overs could offset the slight reduction in stalls, effectively maintaining overall capacity.

City staff recommends re-striping all Peabody Garage spaces to 8' and implementing selective cross-over striping. This approach improves safety, usability, and consistency while preserving parking capacity, balancing operational efficiency with user experience and system needs.

**SUGGESTED COMMITTEE ACTION:**

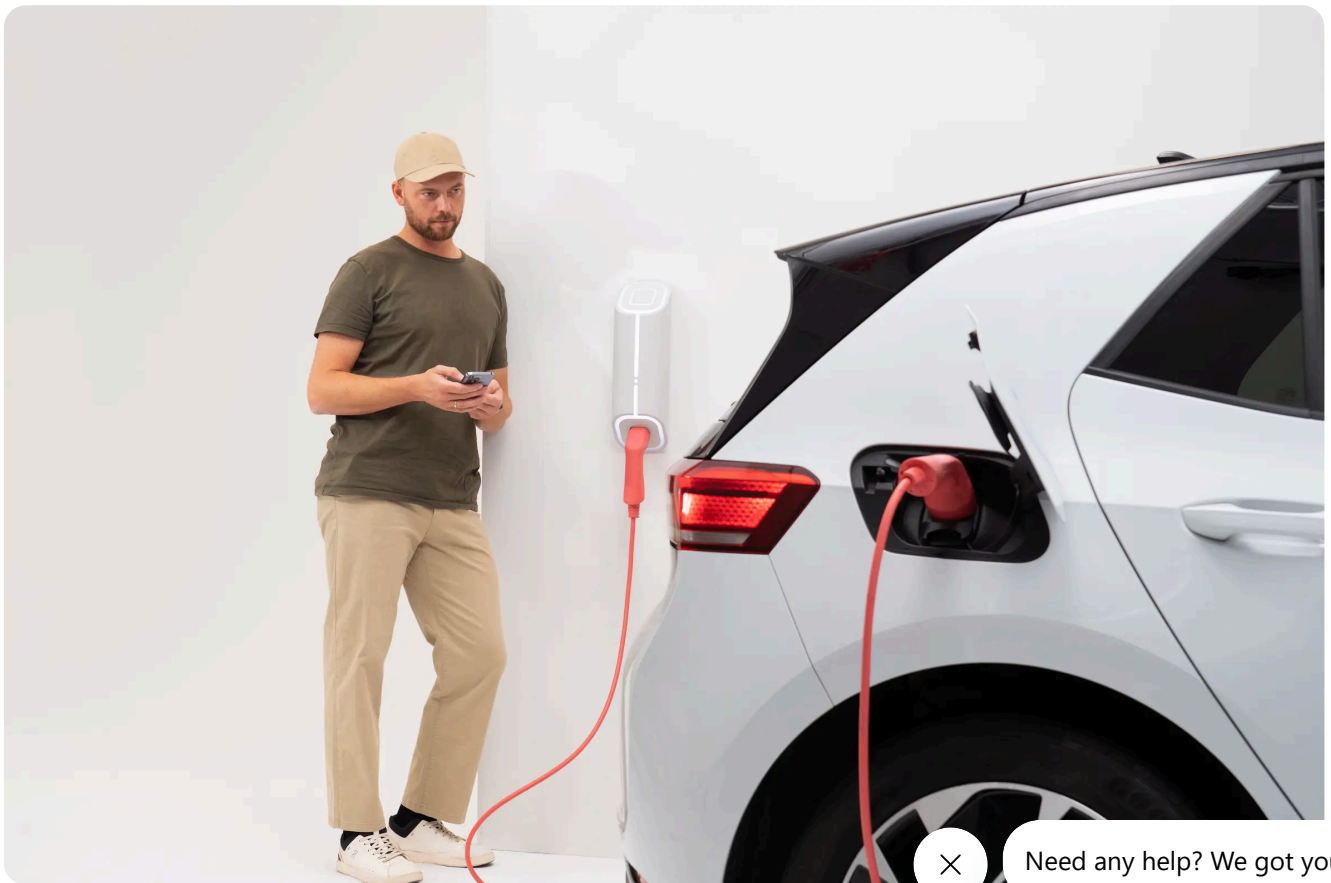
Make a motion to adopt a resolution authorizing the re-striping of the Peabody Parking Structure to establish all parking spaces at a minimum width of 8' and to stripe the cross-overs on every level with the exception of the basement, level 1, level 4, and roof levels.

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# Don't know which EV charging business models to choose? Read this.



Written by Monta  
Last updated: 10 April, 2025



✕ Need any help? We got you!

In this article



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- All about the money? The different revenue strategies of EV charging business models
- How to choose an EV charging business model based on ownership
- What's on the horizon? Up-and-coming EV charging business models
- The best EV charging business model is one that fits your unique needs.

## Understanding the EV Market

As EV adoption accelerates all around the world, an increasing number of businesses are considering their first steps within the fast-developing electric mobility industry. While becoming an EV charging station company is definitely an attractive concept, the many diverse factors of charging infrastructure (from EV charging habits to government incentives, charger types, installation costs, and more) make entering this growing market a rewarding, but complex endeavour. Which means that choosing the perfect EV charging station business model is a crucial element of your company's success.

This is why, in this blog post, we've put together a useful overview of the most popular EV charging station business models in the EV ecosystem today. From understanding the differences between Level 1, 2, and 3 charging speeds to exploring revenue strategies like pay-per-use, subscription services, or partnerships, we want to provide you with actionable insights to help your company achieve your unique goals.

So if you decide to focus on [workplace charging](#), public charge points, or the latest innovations like vehicle-to-grid technology, the right EV business model will become a true foundation for your successful and sustainable future in electric mobility.

## Key Considerations for EV Charging Station Business

For companies looking to ride the rising wave of electric vehicles, there's never been a better time to invest. Not only are EV sales figures consistently going up (according to [this report](#), one in five cars sold throughout 2023 was an electric model), but the funding of EV infrastructure is also getting more support from government incentives around the world. Because of this, several businesses are now actively exploring EV charging business models and trying to decide which would work the best specifically for them.

If your company is also looking to step into the fast-moving world of EV, you've probably realized that – from a business model perspective – this world is quite complex. Of course, this doesn't mean that maintaining a healthy, sustainable ROI is unachievable. However, choosing the most fitting EV charging station business model for your company is definitely the most essential step towards getting there.

Since EV charging stations have many attributes, it follows that EV business models can also be grouped according to several factors (like charging speed, user types, upfront costs, or location). To simplify things, we've put together a short overview of the most often-used ways to classify EV charging business models.

This will, hopefully, help you select the one that aligns most with your current business strategies and future plans, all while making your debut in the charging infrastructure arena less cumbersome.

## Need for Speed? How charging speed affects EV charging business models

For drivers, finding the correct time to charge their electric vehicles is critical to their experience. Naturally, a remote office worker will have very different EV utilisation rates (and therefore charging preferences) than a long-haul commercial driver – which is why, when selecting the perfect EV charging station business model, companies need to decide carefully if they want to provide Level 1, Level 2, or Level 3 charging speeds at their charging stations.

**Level 1 charging speed: for EV drivers with time on their hands**

As a business looking to enter the EV charging ecosystem, investing in Level 1 EV chargers might seem the safest bet at first. Since this charging speed doesn't actually require any specific equipment – only a nozzle cord (which drivers get together with their EV) plugged into a standard 120V outlet – the required investment is affordable, and in residential areas, recurring access to overnight charging usually leads to a stable revenue stream.

The downside of Level 1 charging is, of course, that it's the slowest and most limited choice out there. For a full battery, overnight charging is a minimum for EVs (but it can also take up to 24 hours). And since charging speeds and pricing are directly related, even with high utilisation rates, your revenue, while stable, will also be lower than with other charging speeds. So while the costs and related risks of installing Level 1 chargers are definitely low, the rewards will also plateau after a while.

## Level 2 charging speed: when EV charging is the perfect perk

Stepping outside the world of residential charging, the next charging speed that already halves the time drivers would need at a Level 1 [charger is Level 2](#): where both hardware and software are more powerful and fine-tuned to a more rapid charging experience.

While still not the quickest EV charger available, Level 2 chargers can power up an EV's battery in 4-6 hours, making it a valuable perk for employers, campuses or even retail spaces to offer their employees and visitors.

The reason Level 2 EV chargers are so speedy is twofold: on the one hand, they work with a much higher energy output (a 240V outlet, to be specific), which obviously means that their hardware is more sophisticated than Level 1 charging hardware.

On the other hand, the software used in Level 2 chargers is also (typically) more intuitive and feature-heavy, which means a larger investment up-front – as well as higher revenue stream potential too, of course.

## Level 3 charging speed: for supercharging EVs in record time

Powered by direct current DC fast chargers, instead of alternating current (AC) EV chargers like in Levels 1-2, Level 3 chargers are definitely the most impressive of them

all, fully charging all kinds of EVs in less than an hour. Because of this, it makes most sense to install them by highways or urban centres, where commercial and/or heavy-duty EVs can take advantage of the short charging times – even together with Level 2 chargers, if you're using compatible software for both.

Here comes the challenge: the initial expense for installing DC chargers is the largest by far (currently in the ballpark of 10,000 USD, although it's expected to go down soon), meaning that creating such a superior, rapid charging experience does have a substantial price tag. (Like with Level 2 chargers, the higher costs are because of the more specialized software and hardware necessary for DC charging.) However, depending on the location you choose, you're almost sure to win back your finances quickly.

## EV charging business models according to charging locations

Driving gives us the freedom to go wherever we want. As electric vehicles gain popularity, it makes sense to think about the different types of locations our new EV charging points can serve potential charge customers from, since they'll heavily impact expected utilization rates and additional revenue streams.

### Home charging: part of our daily routine

As a business looking to move into this dynamic industry, we cannot disregard that 80% of all charging happens at home. This is why home charging has always been one of our priorities here at Monta: by now, we've seen countless examples of how a seamless [home charging](#) experience – without any complicated settings or hardware – is beneficial to both drivers and the companies behind the charging network.

As technology evolves, and new possibilities like smart home charging and energy management become available for domestic chargers, this also provides new options to monetize home charging habits – not to mention the increasing number of government-backed incentives for home charging installation, making it a truly attractive EV charging station business model for interested parties.

## Public charging stations: open access for all

At first glance, public charging may not seem like a financially stable option for many businesses. However, even though utilization rates are less easy to predict in publicly accessible areas such as supermarkets or hotels, with the right pricing strategies and locations in place, public charging stations can become a rewarding business option for companies looking to monetize their charge points.

After all, drivers without home charging options will often become returning customers – and with the increasing number of government grants aiming to foster EV adoption, your business may find that the installation and/or operational costs (like maintenance) of running a public charging station is significantly reduced, too.

## Workplace charging stations: a truly helpful benefit

Like home charging, workplace charging also has the advantage of fairly stable utilization: after all, EV drivers come to work each day just like their non-EV-driving coworkers. Offering a workplace charging program as an employee benefit capitalizes on this knowledge and reduces coworkers' [range anxiety](#) – and as an added bonus, workplaces can also (usually) use a local grant to help with operational and installation costs, making it a win-win situation for both them and your own business. There are also multiple opportunities for future collaborations with your workplace partner: like corporate incentives to further promote coworkers' workplace charging habits.

## Destination charging stations: a match made in (retail) heaven

As EV driving evolves, it makes sense that new ways of approaching the charging experience also become more popular. Destination charging is the perfect example of this: similar to public charging stations, it gives more drivers a chance to charge their EVs away from home, while doing something fun like visiting shopping centers or sightseeing near the site of the charging station. (Destination charging typically takes longer than public charging, which offers drivers a reason to explore the surrounding establishments and also keeps prices low).

As an EV station business model, the budget-friendly prices drawing customers in and the multiple options for collaborations with nearby companies makes this an

intriguing alternative for EV-minded businesses.

## All about the money? The different revenue strategies of EV charging business models

We believe EV is the way towards real environmental sustainability. But for companies driving this revolution, creating a stable source of revenue is fundamental to our mission: the more successful our business is, the more resources we can allocate towards developing the technology of tomorrow.

Here at Monta, that technology includes a reliable, frictionless way to deal with the financial aspects of an EV charging business – which, paired with the right revenue streams' tactics, streamlines the road to profitability for most companies starting out in the EV industry. This is why revenue strategies are also important elements of our EV business model overview.

### Pay-per-use: inspired by regular gas stations

The most straightforward of all other strategies, the pay-per-use (or pay-per-charge) model takes the well-known tradition of charging at gas stations and uses it with an EV twist – since we also get to decide what we use as a measurement unit, per-session fees or per-kWh rates.

For EV users, it's the most flexible and accessible way to pay for charging their EVs, although expenses can add up fast; and for service providers, pay-per-use charging stations in high-traffic areas can quickly become a fruitful asset.

### Subscriptions: more stability for all parties

In the golden age of memberships, offering EV charging subscription services to regular drivers feels like the natural next step. Again, we get to decide the exact format of the subscription – whether we want to offer lower rates or unlimited access to subscribed drivers – and because it's a recurring revenue model, utilization rates and the general health of our business become much easier to predict.

One crucial thing to consider with charging subscriptions is geography: will it contain our EV drivers to a single network, or is there a way to become more flexible (such as our own [Monta Roaming](#) charging network, which helps you tap into Europe's fastest-growing EV community).

## Free charging: utopia or reality?

Although it may seem strange at first, providing zero-cost charging is becoming a viable option for businesses around the world. In the US, for example, there are several free-charge points available for public use in California and along the West Coast.

With an increasing number of governments committed to promoting EV adoption through grants and funding support, companies can now actually consider installing EV chargers at municipalities or supermarkets with their costs being covered – an attractive option for both them and EV drivers in the area, as well as encouraging general use and increasing foot traffic around the charger sites.

## Partnerships, bundles and other revenue strategies

For forward-thinking companies, adopting an up-and-coming revenue strategy for their EV charging station business model might be even more profitable. From partnerships with hotels, restaurants or retail chains (like with destination charging) to bundled EV charging packages that include access to parking lots or car maintenance, the number of options is growing each day.

Once we connect these revenue-generating innovations to EV users' needs and define the key trends that connect them, our road to profitability will become significantly shorter indeed.

## How to choose an EV charging business model based on ownership

Choosing how much to invest in the infrastructure is directly related to our company's long-term plans within the industry – and indirectly affects our choice of ownership

models as well, which will in turn impact our EV charging station business model significantly.

## Becoming a service provider: less risk, less responsibility

For businesses more interested in providing charging services than actually installing and developing an entire charging station themselves, becoming an EV charging provider will be a highly attractive way of entering the EV business.

Service providers can choose not to own their own infrastructure, paying a fee for the operation of someone else's charge points instead – much less administration, and more time to focus on ways to improve the charging experience.

## Collaborative investments: strength in numbers

When companies want to invest in EV charging infrastructure but don't have the buying power to do it alone, partnering with other like-minded companies might be the golden way forward. This way, not only do the investment costs split up between multiple stakeholders, but the responsibilities also become shared (as do the profits, of course). This collaboration often lays the groundwork for future synergy as well, so it's definitely an option worth considering.

## Full ownership: complete independence from others

If your primary business goal is to have total control over all finances and operations related to your EV charging station – and you're in the position to cover costs through your existing company or public/private funding and incentives – then full ownership is the best way forward.

Of course, this doesn't mean you'll have to do it *all* on your own: choosing the tools and services that best support your new goals will definitely smooth your way to success.

However, all responsibilities and risks will lie on your company; and although it may seem daunting at first, you'll be uniquely placed to become a profitable, innovative player in the fast-developing EV industry through your own decisions.

# What's on the horizon? Up-and-coming EV charging business models

Just like a motor is more than the sum of its parts, these EV charging station business models can also be merged and adapted to fit our company's needs even more closely. Combining the different elements of speed, location, revenue strategy, and ownership can lead to some truly remarkable blueprints for EV charging success, such as:

- Hybrid charging systems that switch between offering free charging and pay-per-use according to general usage or user loyalty
- Community-based or shared private chargers that promote electric vehicles' adoption among people without their own driveways (and increase utilization rates)
- Flexible price structures that automatically adjust charging costs based on energy demand or the popularity of a location

And as new features continuously enter the EV charging industry – thanks to the ultra-fast developments in charging technology – even more options are opening up for businesses looking to establish themselves in the electric mobility race.

Advancements in vehicle-to-grid (V2G) technology and integration with renewable energy sources like solar electricity are just two examples of what the EV charging stations of today will have to adapt to in the near future.

In fact, a widespread shift towards more universal, cross-network subscription models (and the increasing role of government incentives in shaping charging infrastructure) will influence EV charging station business models as well.

## The best EV charging business model is one that fits your unique needs.

This ever-growing number of potential paths towards your EV charging goals may seem daunting initially. But ultimately, the one thing that gives you the most power in choosing the right business model is knowledge; in other words, they're only as powerful as they are personal to your own company, no one else's.

This is why awareness of charging station types and the different ways you can build a thriving, financially stable business around them is essential – the right one won't just become a blueprint for the near future, but prepare you for the many upcoming innovations in this fantastic world of EV charging.

Whether you choose to anchor your EV charging station business model based on its location, ownership model, revenue strategy, charging speed, or something else entirely: here at Monta, we'll do everything we can to help you on your electric mobility journey.

[Get in touch](#) with us today to find out how our technology and experience can best help you onwards!



Monta is the EV charging platform powering the entire EV ecosystem serving drivers, companies, cities, and the electricity grid with one integrated software solution.

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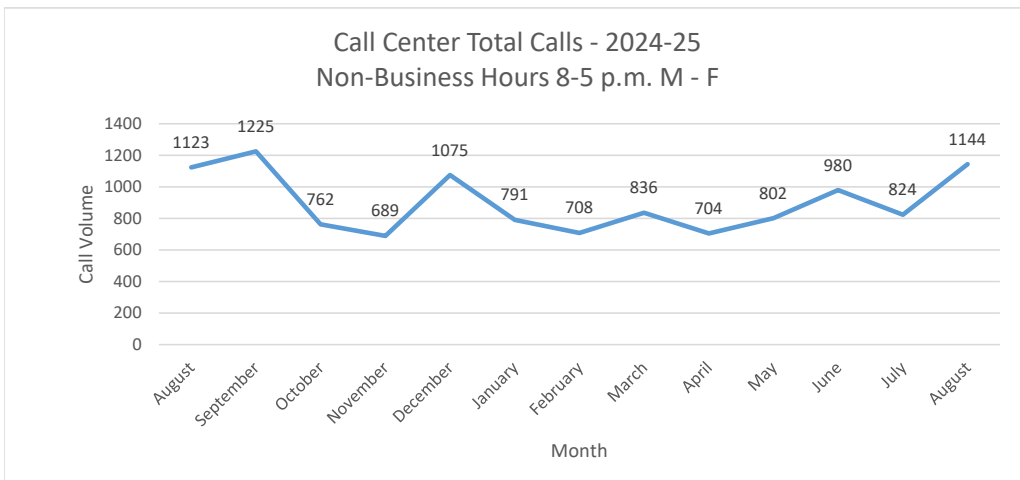
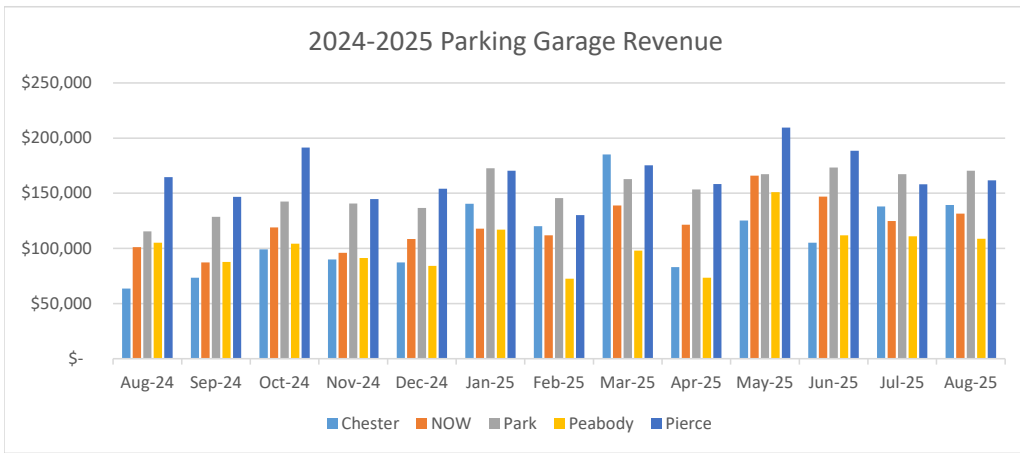
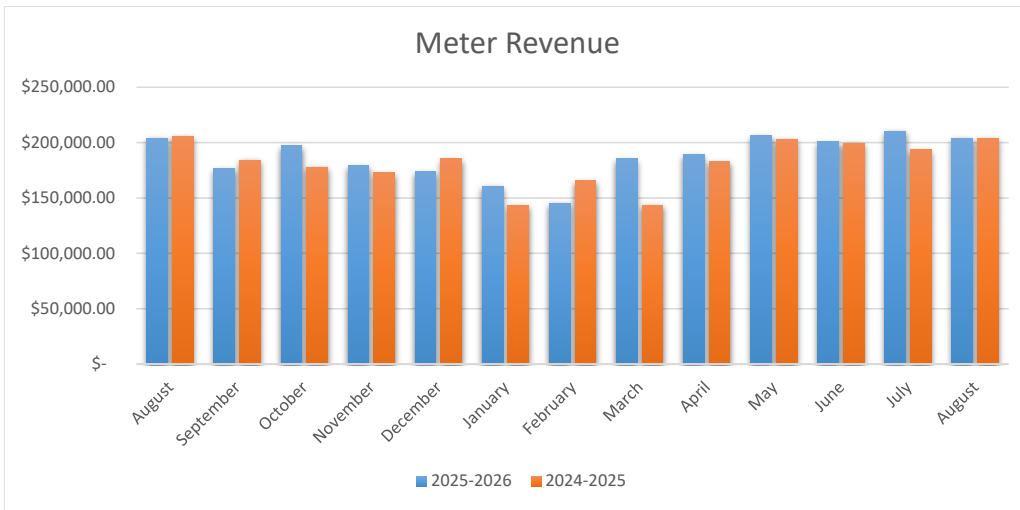
English (UK)

Monta HQ  
Strandboulevarden 122, 5  
2100 Copenhagen, Denmark  
CVR: 41668385



Whiswell Street, 3rd floor,  
London EC1Y 4SE, UK





MONTHLY PARKING PERMITS SOLD					
	Chester	N. Old Woodward	Park	Peabody	Pierce
<b>Unreserved</b>	1192	990	1013	544	858
<b>Evening</b>	10	15	9	11	26
<b>Total</b>	1202	1005	1022	555	884

## Auguat Call Center Breakdown

Facility	(All)
Row Labels	Count of Start
02-Credit Card Payment	95
03-Cash Payment	15
04-Invalid Ticket / Ticketless Options	105
05-Invalid Validation	8
06-Assistance On Site	9
07-Lost Ticket	69
08-Ghost Call	279
09-Vendor	8
10-Receipt	8
11-Equipment Issue	210
13-Monthly	108
15-3rd Party APP	1
16-Network - Audio/Video Issue	87
17-Insufficient Funds	13
24-General Information	52
25-Previous Call Vend	3
(blank)	75
<b>Grand Total</b>	<b>1145</b>

Facility	City of Birmingham Michigan - Chester St Garage
Row Labels	Count of Start
02-Credit Card Payment	4
03-Cash Payment	2
04-Invalid Ticket / Ticketless Options	6
05-Invalid Validation	1
07-Lost Ticket	8
08-Ghost Call	17
10-Receipt	6
11-Equipment Issue	1
13-Monthly	20
16-Network - Audio/Video Issue	6
17-Insufficient Funds	1
24-General Information	4
(blank)	2
<b>Grand Total</b>	<b>78</b>

Facility	City of Birmingham Michigan - Old North Woodward
Row Labels	Count of Start
02-Credit Card Payment	15
03-Cash Payment	3
04-Invalid Ticket / Ticketless Options	34
05-Invalid Validation	2
06-Assistance On Site	2
07-Lost Ticket	17
08-Ghost Call	72
09-Vendor	6
11-Equipment Issue	30
13-Monthly	17
16-Network - Audio/Video Issue	17
17-Insufficient Funds	2
24-General Information	27
25-Previous Call Vend	1
(blank)	21
<b>Grand Total</b>	<b>266</b>

Facility	City of Birmingham Michigan - Park St. Garage
Row Labels	Count of Start
02-Credit Card Payment	20
03-Cash Payment	6
04-Invalid Ticket / Ticketless Options	16
05-Invalid Validation	2
07-Lost Ticket	12
08-Ghost Call	41
10-Receipt	2
11-Equipment Issue	5
13-Monthly	17
16-Network - Audio/Video Issue	15
17-Insufficient Funds	4
24-General Information	5
25-Previous Call Vend	1
(blank)	10
<b>Grand Total</b>	<b>156</b>

Facility	City of Birmingham Michigan - Peabody Garage
Row Labels	Count of Start
02-Credit Card Payment	18
03-Cash Payment	2
04-Invalid Ticket / Ticketless Options	19
05-Invalid Validation	3
07-Lost Ticket	7
08-Ghost Call	37
11-Equipment Issue	50
13-Monthly	9
16-Network - Audio/Video Issue	15
17-Insufficient Funds	1
24-General Information	4
25-Previous Call Vend	1
(blank)	9
<b>Grand Total</b>	<b>175</b>

Facility	City of Birmingham Michigan - Pierce Garage
Row Labels	Count of Start
02-Credit Card Payment	38
03-Cash Payment	2
04-Invalid Ticket / Ticketless Options	30
06-Assistance On Site	7
07-Lost Ticket	25
08-Ghost Call	112
09-Vendor	2
11-Equipment Issue	124
13-Monthly	45
15-3rd Party APP	1
16-Network - Audio/Video Issue	34
17-Insufficient Funds	5
24-General Information	12
(blank)	33
<b>Grand Total</b>	<b>470</b>

# FREE PARKING REPORT

## July 2025

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE VEHICLES
CHESTER	6,083	3,082	\$19,806.00	51%
OLD WOODWARD	14,987	7,526	\$47,274.00	50%
PARK	25,111	11,338	\$75,177.00	45%
PEABODY	22,229	12,652	\$51,700.00	57%
PIERCE	23,697	11,207	\$75,786.00	47%
<b>TOTALS</b>	<b>92,107</b>	<b>45,805</b>	<b>\$269,743.00</b>	<b>50%</b>

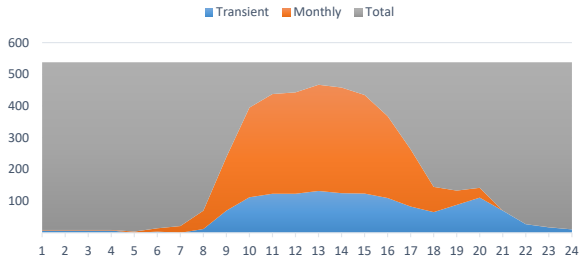
Paying cars	Rate per
3,001	\$6.60
7,461	\$6.34
13,773	\$5.46
9,577	\$5.40
12,490	\$6.07
	<b>\$5.97</b>

## August 2025

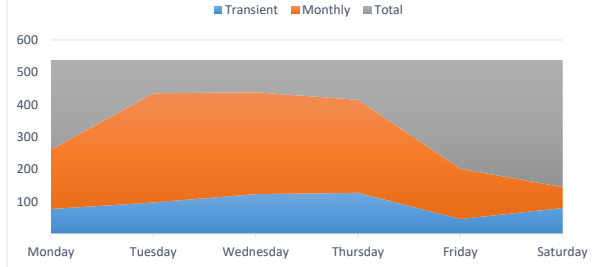
GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE VEHICLES
CHESTER	7,702	4,076	\$21,258.00	53%
OLD WOODWARD	13,691	7,069	\$41,870.00	52%
PARK	26,829	13,354	\$74,800.00	50%
PEABODY	23,187	13,799	\$49,908.00	60%
PIERCE	26,003	12,363	\$83,048.00	48%
<b>TOTALS</b>	<b>97,412</b>	<b>50,661</b>	<b>\$270,884.00</b>	<b>52%</b>

Paying cars	Rate per
3,626	\$5.86
6,622	\$6.32
13,475	\$5.55
9,388	\$5.32
13,640	\$6.09
	<b>\$5.83</b>

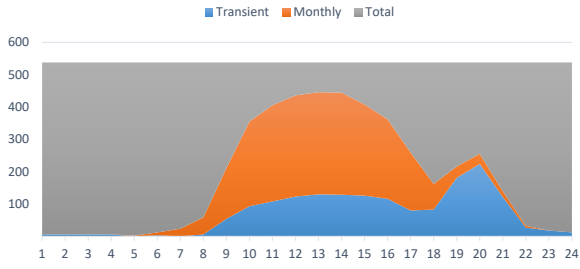
### Chester Occupancy Wednesday 8/6/25



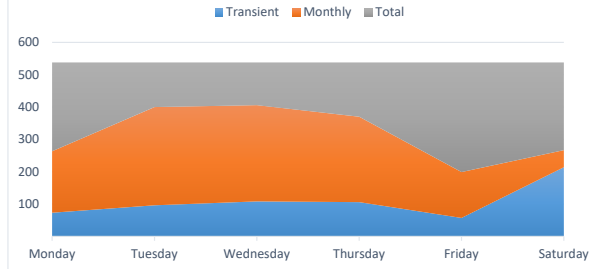
### Chester Occupancy Week of 8/9/25



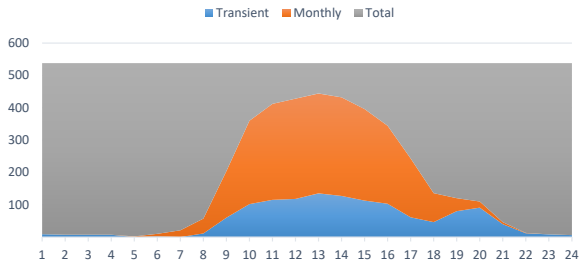
### Chester Occupancy Wednesday 8/13/25



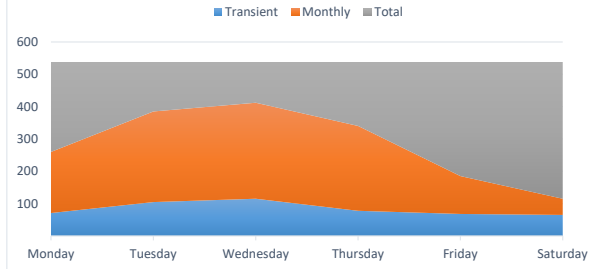
### Chester Occupancy Week of 8/16/25



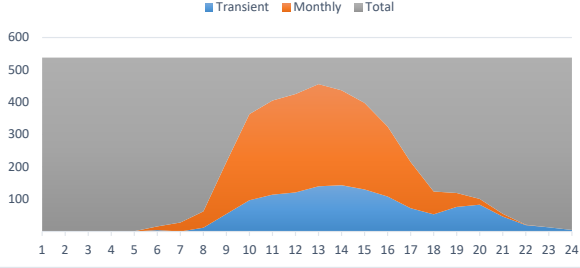
### Chester Occupancy Wednesday 8/20/25



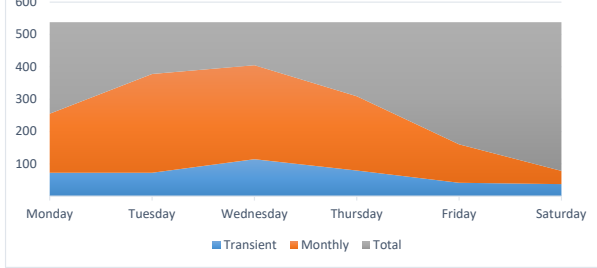
### Chester Occupancy Week of 8/23/25

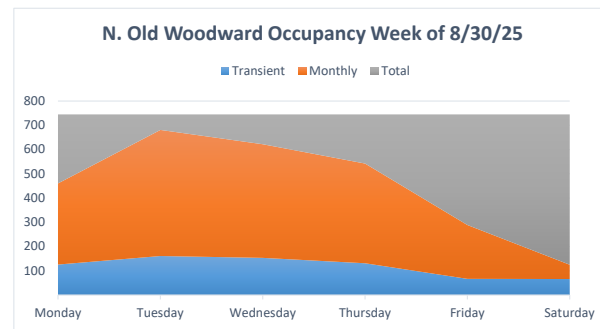
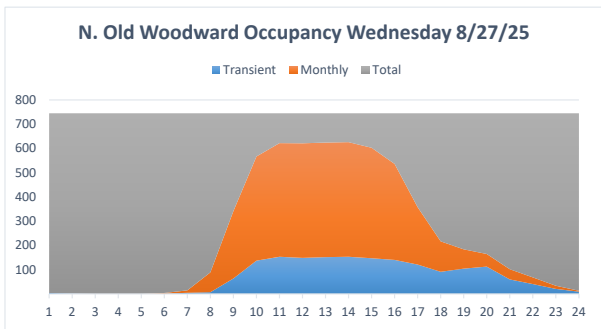
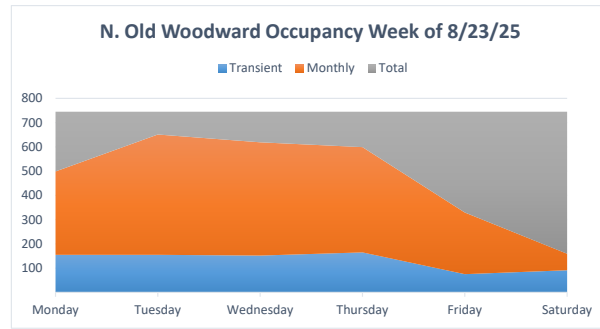
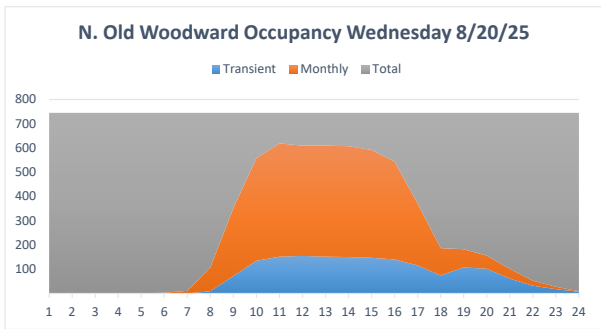
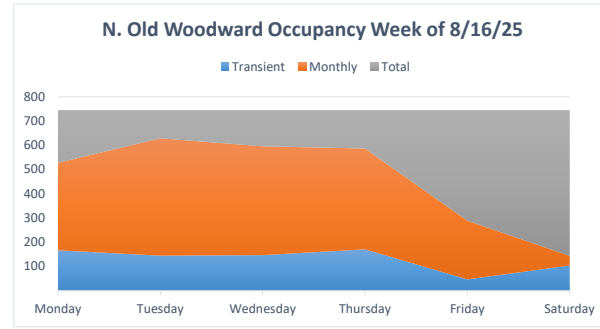
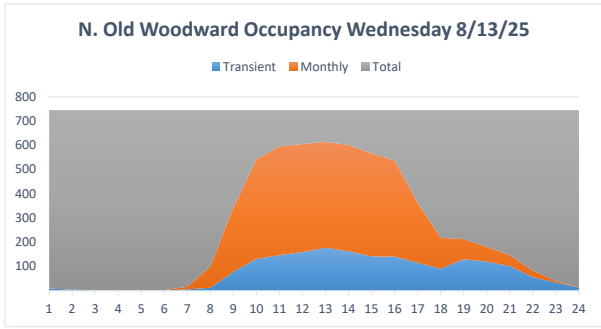
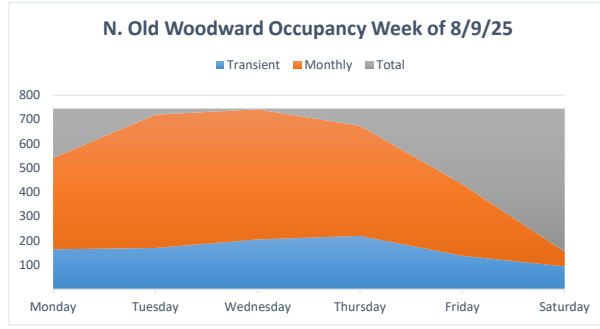
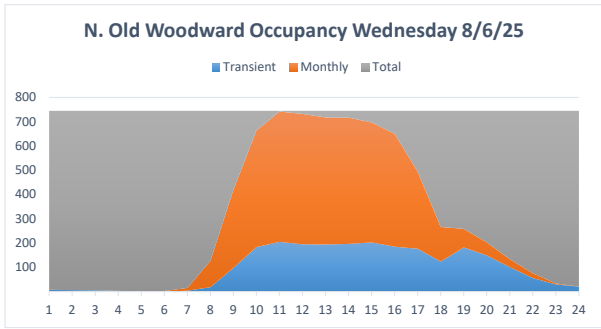


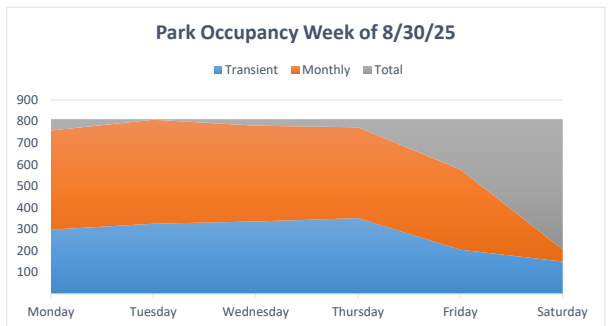
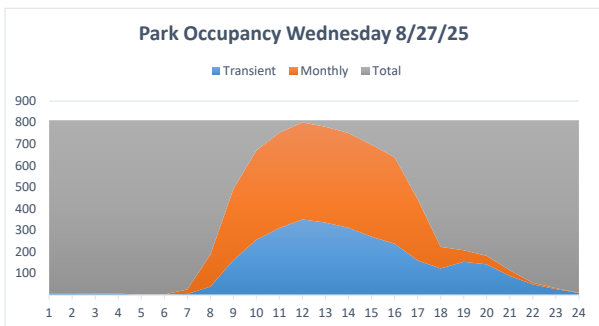
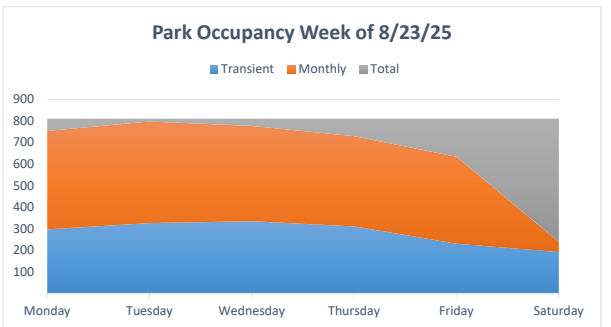
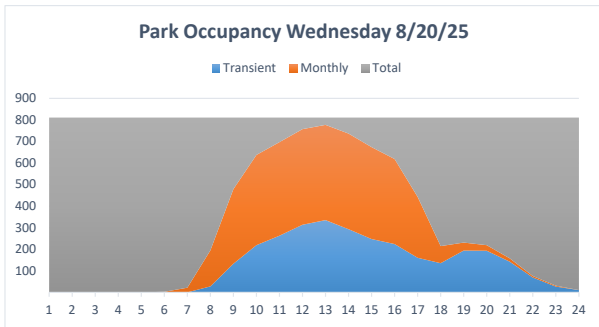
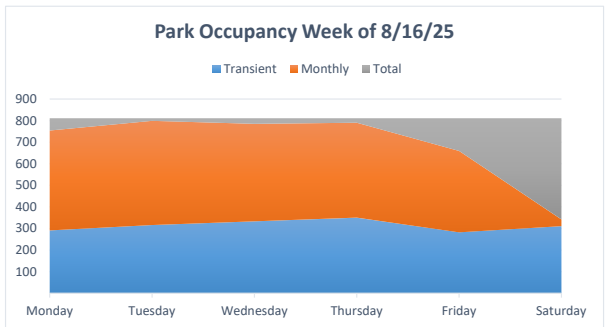
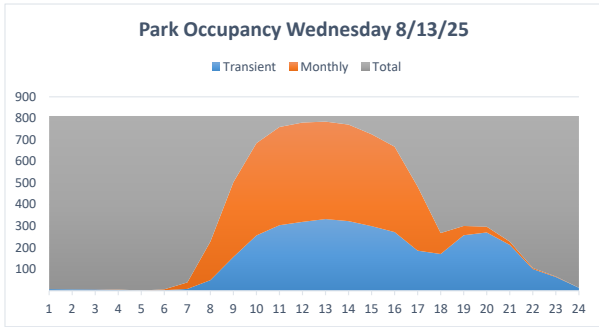
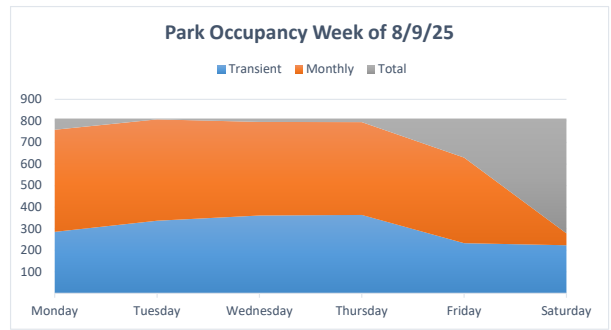
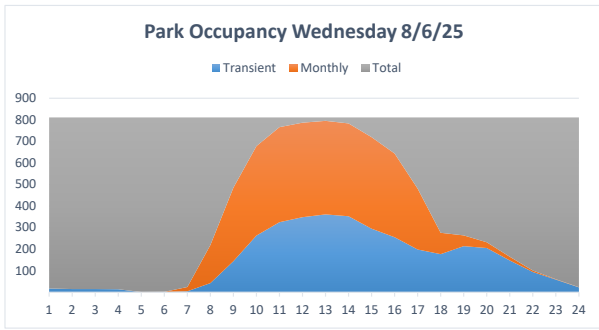
### Chester Occupancy Wednesday 8/27/25

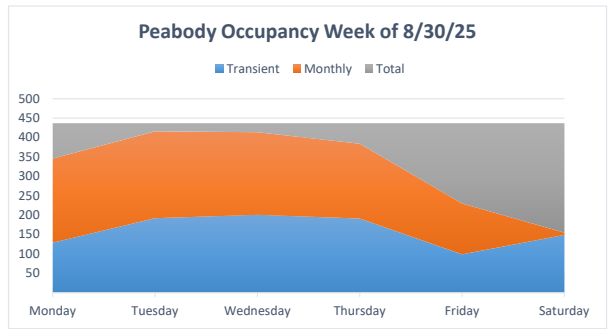
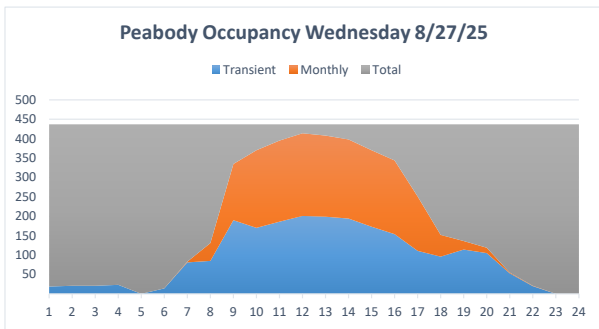
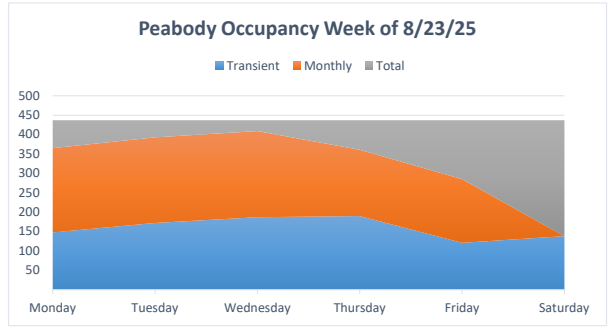
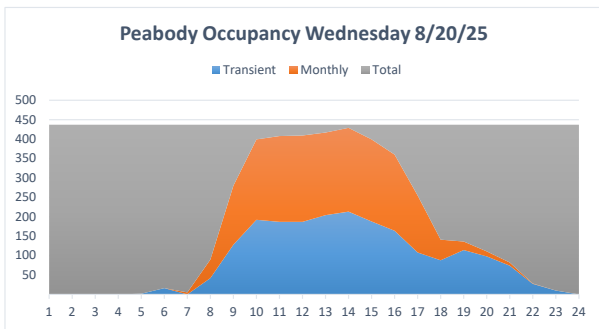
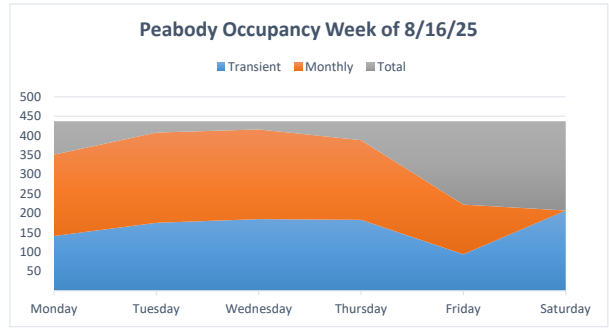
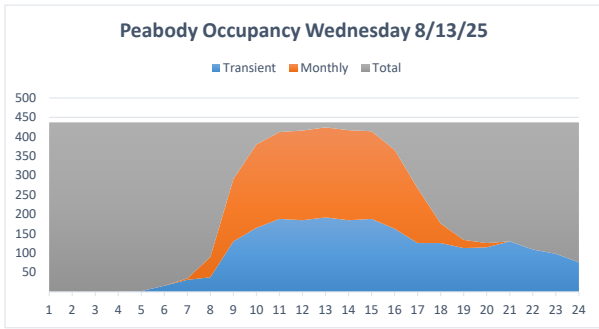
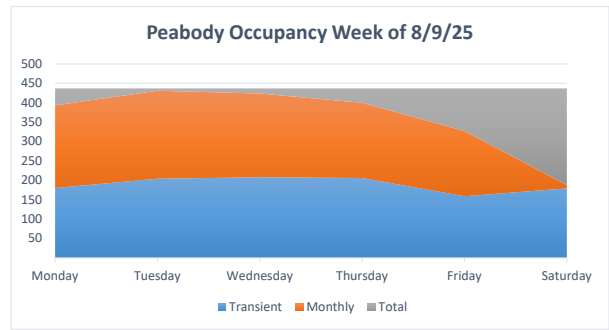
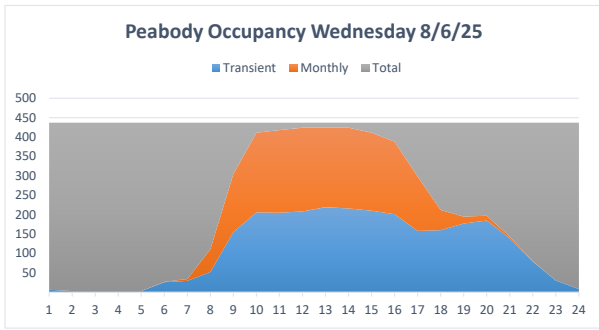


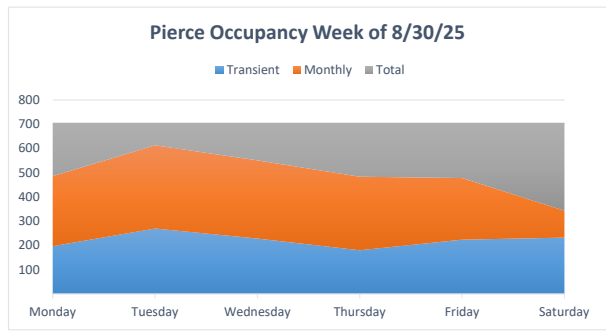
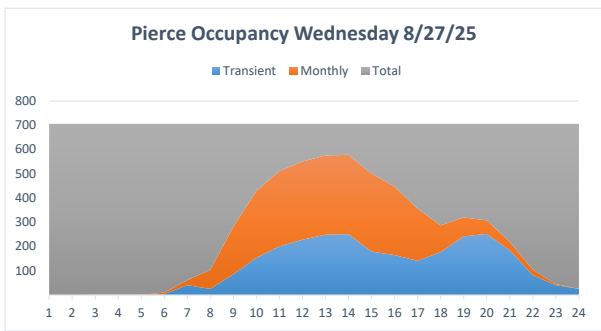
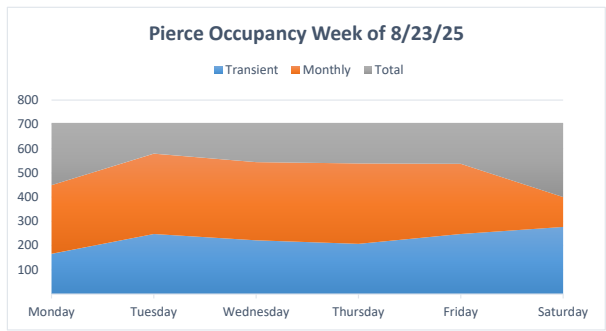
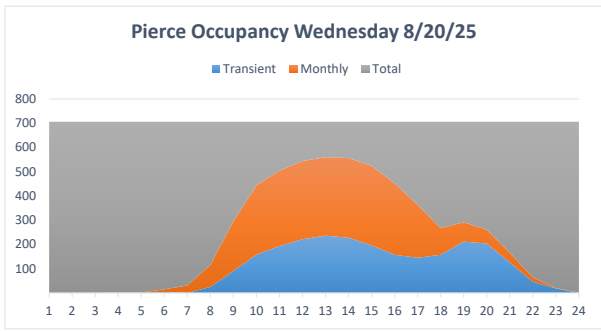
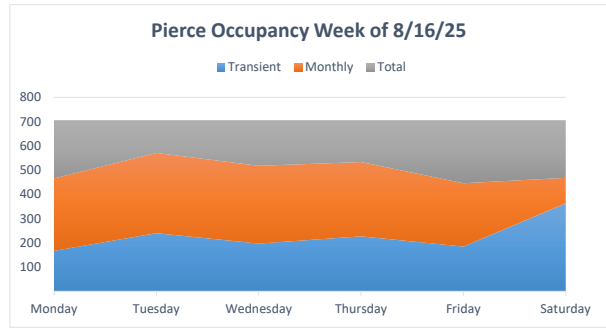
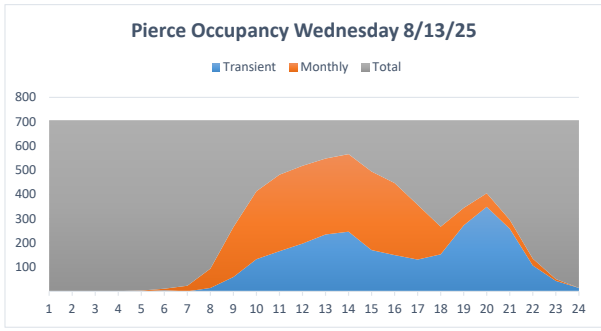
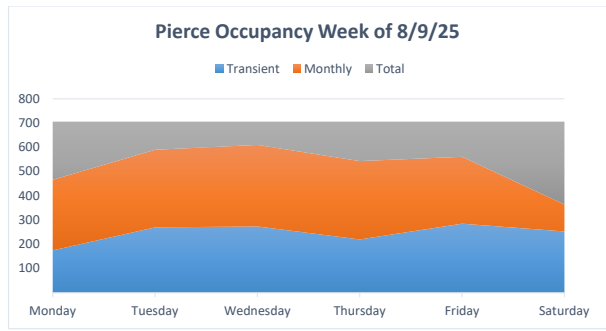
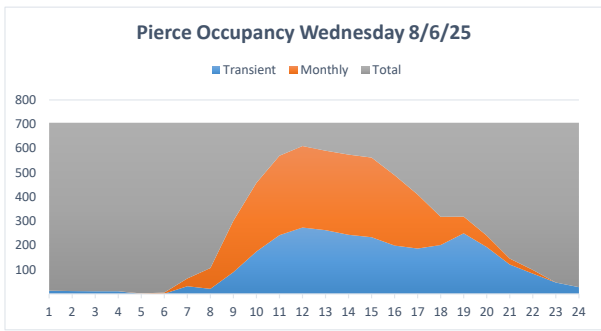
### Chester Occupancy Week of 8/30/25



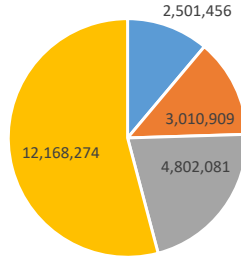






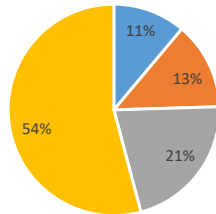


**August - Total Minutes - 10,314,446 Out of 22,482,720**



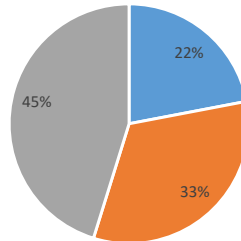
■ Cash ■ Credit Card ■ ParkMobile ■ Unused Minutes

**August Meters - Total Minutes Used - 10,314,446 Out of 22,482,720**



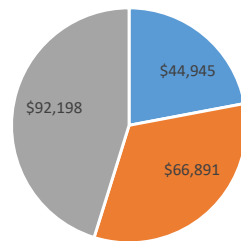
■ Cash ■ Credit Card ■ ParkMobile ■ Unused Minutes

**August Meters- % of Total Revenue - \$204,033**



■ Cash ■ Credit Card ■ ParkMobile

**August Meters - Total Revenue**



■ Cash ■ Credit Card ■ ParkMobile

Row Labels	Sum of Minutes@Total	# of Metered Spaces	Hours Per Day	Days Per Month	Minutes Per Hour	Total Minutes	% Full
7901	7,411.53	13	12	26	60	243,360.00	3%
7902	9,995.05	5	12	26	60	93,600.00	11%
7903	93,880.20	12	12	26	60	224,640.00	42%
7904	75,344.58	5	12	26	60	93,600.00	80%
7905	105.00	5	12	26	60	93,600.00	0%
7906	240.00	2	12	26	60	37,440.00	1%
7907	108,702.75	7	12	26	60	131,040.00	83%
7908	45,189.27	3	12	26	60	56,160.00	80%
7909	280,004.10	17	12	26	60	318,240.00	88%
7910	165,964.18	14	12	26	60	262,080.00	63%
7911	274,132.45	19	12	26	60	355,680.00	77%
7913	135,079.47	7	12	26	60	131,040.00	103%
7914	338,165.15	28	12	26	60	524,160.00	65%
7915	63,441.42	6	12	26	60	112,320.00	56%
7916	99,625.93	6	12	26	60	112,320.00	89%
7917	182,393.02	15	12	26	60	280,800.00	65%
7918	123,844.80	11	12	26	60	205,920.00	60%
7919	381,438.58	28	12	26	60	524,160.00	73%
7920	20,731.45	3	12	26	60	56,160.00	37%
7921	81,701.53	8	12	26	60	149,760.00	55%
7922	24,612.32	2	12	26	60	37,440.00	66%
7923	264,561.55	20	12	26	60	374,400.00	71%
7924	316,148.95	53	12	26	60	992,160.00	32%
7925	267,503.03	107	12	26	60	2,003,040.00	13%
7926	426,154.20	68	12	26	60	1,272,960.00	33%
7927	35,098.72	4	12	26	60	74,880.00	47%
7928	308,694.42	35	12	26	60	655,200.00	47%
7929	80,662.90	7	12	26	60	131,040.00	62%
7930	127,186.98	11	12	26	60	205,920.00	62%
7931	492,413.12	49	12	26	60	917,280.00	54%
7932	173,820.95	17	12	26	60	318,240.00	55%
7933	40,286.35	27	12	26	60	505,440.00	8%
7934	181,510.45	13	12	26	60	243,360.00	75%
7935	27,414.95	3	12	26	60	56,160.00	49%
7936	115,069.23	12	12	26	60	224,640.00	51%
7937	242,578.90	17	12	26	60	318,240.00	76%
7938	95,148.33	8	12	26	60	149,760.00	64%
7939	201,484.12	15	12	26	60	280,800.00	72%
7940	140,932.85	11	12	26	60	205,920.00	68%
7942	54,973.35	5	12	26	60	93,600.00	59%
7943	29,336.57	2	12	26	60	37,440.00	78%
7944	61,007.02	7	12	26	60	131,040.00	47%
7945	28,834.05	3	12	26	60	56,160.00	51%
7946	14,601.65	8	12	26	60	149,760.00	10%
7947	11,726.35	14	12	26	60	262,080.00	4%
7948	15,162.17	8	12	26	60	149,760.00	10%
7949	6,432.00	2	12	26	60	37,440.00	17%
7950	40,244.83	3	12	26	60	56,160.00	72%
7951	43,446.65	9	12	26	60	168,480.00	26%
7952	5,372.07	12	12	26	60	224,640.00	2%
7953	34,169.70	4	12	26	60	74,880.00	46%
7954	234,532.83	16	12	26	60	299,520.00	78%
7955	125,934.20	13	12	26	60	243,360.00	52%
7956	75,894.13	8	12	26	60	149,760.00	51%
7957	47,469.77	3	12	26	60	56,160.00	85%
7958	94,901.15	9	12	26	60	168,480.00	56%
7959	92,681.92	9	12	26	60	168,480.00	55%
7960	79,884.33	6	12	26	60	112,320.00	71%
7961	31,731.17	7	12	26	60	131,040.00	24%
7962	64,540.63	7	12	26	60	131,040.00	49%
7963	103,362.12	10	12	26	60	187,200.00	55%
7964	78,562.15	9	12	26	60	168,480.00	47%
7965	14,250.10	5	12	26	60	93,600.00	15%
7966	94,472.82	11	12	26	60	205,920.00	46%
7967	22,336.93	5	12	26	60	93,600.00	24%
7968	1,643.00	8	12	26	60	149,760.00	1%
7969	3,295.82	5	12	26	60	93,600.00	4%
7970	16,673.58	5	12	26	60	93,600.00	18%
7971	71,158.07	7	12	26	60	131,040.00	54%
7972	17,903.87	5	12	26	60	93,600.00	19%
7973	78,768.77	13	12	26	60	243,360.00	32%
7974	96,895.05	11	12	26	60	205,920.00	47%
7975	210,214.83	19	12	26	60	355,680.00	59%
7976	99,677.83	8	12	26	60	149,760.00	67%
7978	92,965.80	11	12	26	60	205,920.00	45%
7979	481,387.68	31	12	26	60	580,320.00	83%
7980	313,958.25	22	12	26	60	411,840.00	76%
7981	311,568.48	25	12	26	60	468,000.00	67%
7982	454,944.42	48	12	26	60	898,560.00	51%
7983	2,897.88	4	12	26	60	74,880.00	4%
7984	72,100.20	5	12	26	60	93,600.00	77%
7985	73,423.70	5	12	26	60	93,600.00	78%
79101	35,880.98	19	12	26	60	355,680.00	10%
79102	215,094.50	41	12	26	60	767,520.00	28%
79103	3,525.00	5	12	26	60	93,600.00	4%
79104	19,275.28	10	12	26	60	187,200.00	10%
79105	536.02	2	12	26	60	37,440.00	1%
79106	6,762.20	4	12	26	60	74,880.00	9%
zone1	79,361.52						
<b>Grand Total</b>	<b>10,314,446.17</b>					<b>22,482,720.00</b>	



