

ADVISORY PARKING COMMITTEE
Wednesday, November 5th, 2025 @ 7:30am

1. Roll Call
2. Approval of Minutes, October 1, 2025
3. Items from Prior Discussion – Moped spaces
4. BSD – Holiday Contribution Request, Erika Bassett, BSD Director
5. EV Charging
 - a Voltpost Opportunity
 - b Survey Discussion
6. Comprehensive Repair Project Staff Report from City Commission Meeting 10/6/25
7. Parking Reports Review
8. Meeting open to the public for items not on the agenda
9. Next Meeting – December 10th, 2025
10. Adjournment

Notice: Please note that board meetings will be conducted in person. Members of the public can attend in person at Birmingham City Hall or may attend virtually at <https://us06web.zoom.us/j/86082330819>

Meeting ID: 860 8233 0819

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**Advisory Parking Committee
Meeting of October 1, 2025**

151 Martin Street, City Commission Room, Birmingham, MI

These are the minutes of the Advisory Parking Committee ("APC") regular meeting held on , 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; Assistant City Manager Clemence

2. Approval of Minutes – October 1, 2025

**Motion by Kolb
Seconded by Arpin 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:

- Parking space standardization across garages could be desirable. Since Chester is being restriped to 8'9", it might be inappropriate to restripe Peabody to 8'.
- Alternatively, if Peabody were restriped between 8'3" and 8'9", that would result in anywhere between 50-120 vehicles needing to find parking elsewhere in the City every day. This would be a poor experience for users of Birmingham's parking system.
- Since Peabody is already full or nearly full every day, it is most appropriate to retain as many individual spaces as possible.
- Increasing the parking space size at Peabody could bring in larger vehicles than presently use the garage, which could increase demand and replicate the same double-parking issues that already exist.
- Residents are more concerned with having enough spaces in Peabody than they are with the width of the spaces.
- Other dimensions within Peabody, such as height, are tight as well. Within the community, drivers of larger vehicles generally understand that Peabody does not easily accommodate their vehicles.

- The parking demand near Peabody is too substantial to lose parking spaces from this restriping.
- It is unfortunate that the City would not be able to standardize the space sizes or expand the space sizes in Peabody. That said, the APC must choose which experience – smaller than optimal spaces or too few spaces – is preferable for users of the parking system.
- Increasing the spaces to 8' from the present size while losing few to no spots would be a much better outcome than the original estimated loss of parking spaces.

Motion by Silverman

Seconded by Kolb 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.

Motion carried, 5-1.

VOICE VOTE

Yeas: Moody, Silverman, Kozlowski, Kolb, Taddei

Nays: Arpin

4. EV Charging Article/Discussion

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

APC members raised the following points during discussion:

- It might be appropriate to get other representatives in from EV charging companies to describe what options are available.
- Blink collaborates with businesses, governments, and individuals to provide charging stations. It would be worth seeing if their service levels have changed since the last time the City sought references.
- The demand for EV charging in the City is not yet clear.
- Blink likely offers the member rate for most EV owners.
- It might be possible to conduct a survey of the monthly parkers and on Engage Birmingham to better estimate EV charging demand.
- McCann had 1,000 people in-office and their two EV chargers were never both occupied at the same time.
- Though Birmingham has not received many requests for EV charging, there may still be demand for EV charging.
- It is also possible that offering EV charging will result in more demand and interest.
- It might be most appropriate to install a few fast charging stations as a pilot program to see the response.
- At the same time, EV ranges are increasing which raises the question of whether public charging would continue to be useful far into the future.
- Weather and cost to substantially increase range capacity also affect the upper limit of range capacities as well, which might help preserve the usefulness of public charging.
- In order to know what approach is most appropriate, the APC should clarify the City's goal in providing EV chargers.

5. Parking Reports Review

APC members raised the following points during discussion:

- The information with the parking meter occupancy was useful.
- The revenue expense summary should be provided.

6. Meeting open to the public for items not on the agenda

Moped parking spaces, parking demand near S. Old Woodward, parking demand in general, coordination with other boards and City staff about parking, parking system finances, the zoning update's impact on parking, and design upgrades for the garages were discussed.

Paul Regan commented regarding commercial parking in the neighborhoods.

6. Adjournment

No further business being evident, the meeting adjourned at 9:05 a.m.



Aaron Ford, Parking Systems Manager

Laura Eichenhorn, City Transcriptionist

Moped Parking

Scott Zielinski <szielinski@bhamgov.org>
To: Aaron Ford <aford@bhamgov.org>
Cc: Melissa Coatta <mcoatta@bhamgov.org>

Tue, Oct 28, 2025 at 11:26 AM

Aaron,

Engineering, DPS and the Managers Office have reviewed the spaces closer.

Besides the fact that we would be going against fully reviewed and designed projects.

We note that the geometry of the locations existing streetscape, does not allow us to extend the parking spaces to be long enough for a full parking without removing/moving planter boxes, streetlights, or possibly primary ADA walking paths.

Changing these areas would also affect snow plowing operations as well.

Additionally, some of the streetscape areas also have special assessments that are yet to be paid off.

Therefore we do not recommend proceeding forward in any capacity.

Scott D. Zielinski, PE
DPS Director
City of Birmingham
Tel: 248-530-1702

[Quoted text hidden]



Birmingham Shopping District
Meeting Date: 11/5/2025
151 Martin Street
Birmingham, MI 48009
248-530-1200
downtownbirmingham.com

MEMORANDUM

DATE: October 15, 2025
TO: Advisory Parking Committee; Aaron Ford, Parking Systems Manager
FROM: Erika Bassett, Birmingham Shopping District Executive Director
SUBJECT: Request for Parking Fund Contribution for Marketing and Promotions

The Birmingham Shopping District (BSD) appreciates the Advisory Parking Committee's (APC) support for Downtown Birmingham and values our partnership. The APC's contributions help to maintain a strong, vibrant and accessible downtown.

The BSD respectfully requests a continued contribution of \$25,000 from the Parking Fund for marketing efforts to attract visitors and residents downtown. Annual marketing and public relations efforts to support the BSD's special events and general promotion of the downtown, result in over 14 million impressions to targeted to local consumers through a variety of media including digital and print advertising, collateral materials, social media, radio and television broadcast and more. Additionally, the special events hosted by the BSD draw hundreds of thousands of visitors to the downtown throughout the year. This year, the BSD expects to expend over \$500,000 in special events and marketing initiatives.

Year round messaging includes the promotion of the parking system including messaging of two-hours of free parking in decks, the ease of access to public parking, as well as free parking as approved for BSD special events. Enclosed are some examples.

We appreciate the APC's consideration and look forward to collaborating again this year.



BIRMINGHAM

SHOPPING DISTRICT

Birmingham Shopping District
Meeting Date: 11/5/2025
151 Martin Street
Birmingham, MI 48009
248-530-1200
downtownbirmingham.com

BIRMINGHAM
HOLIDAY EVENTS
2023

UNIQUE GIFTS • SANTA HOUSE
CARRIAGE RIDES • GIVEAWAYS & MORE!

BIRMINGHAM SHOPPING DISTRICT

FREE 2-HR PARKING IN DECKS

BIRMINGHAM SHOPPING DISTRICT
WINTER MARKET December 1-3

FREE 2-HR PARKING IN DECKS

BIRMINGHAM UPSCALE ON SALE

DAY ON THE TOWN
SAT JULY 27 • 9AM - 5PM
FREE PARKING IN DECKS
"The retail event of the year!"

ZIP IN TO DOWNTOWN BIRMINGHAM!

BRRmingham
BLAST EVENT
January 27

- Zip Line • Food Trucks • Activities
- Marshmallow Roasting • Retail Sales

BIRMINGHAM SHOPPING DISTRICT

FREE PARKING IN DECKS

bhamshopping • Follow

bhamshopping Convenient, free parking is available in downtown Birmingham! Visit any one of the city's five municipal structures to experience:

- Newly installed kiosks for easy parking, multiple ways to pay and more user-friendly features
- Free parking for the first two hours every day (and just \$2/hr. to a max of \$10 if you're staying longer)
- Free parking all day on Sunday
- Freshly power-washed stairwells and parking areas
- Conveniently located throughout the downtown for quick access to shopping, dining and all businesses

For structure locations, visit the Parking link in our bio.

14 likes
August 25, 2023

Find easy
PARKING
IN DOWNTOWN BIRMINGHAM

Parking is free for the first two hours in all municipal structures, Monday - Saturday, and just \$2/hr. to a maximum of \$10) after that. On Sundays, parking is free in municipal structures and at meters all day. For more information about all parking options, visit the [City of Birmingham Parking Information](#).

- CHESTER STREET GARAGE**
180 Chester Street
LEARN MORE >
- NORTH OLD WOODWARD GARAGE**
333 North Old Woodward Avenue
LEARN MORE >
- PARK STREET GARAGE**
333 Park Street
LEARN MORE >
- PEABODY STREET GARAGE**
222 Peabody Street
LEARN MORE >



MEMORANDUM

Parking System

DATE: November 5, 2025

TO: Advisory Parking Committee

FROM: Aaron Ford, Parking System Manager

SUBJECT: Voltpost EV Charging Pilot Program

The City of Birmingham has been presented with an opportunity to participate in an innovative electric vehicle (EV) charging pilot program with Voltpost, a company recently recognized by Time Magazine as one of the "Best Inventions of 2025." Voltpost is currently working under a DTE/OFME grant to install its latest product, the Voltpost Air, at several key locations across Michigan, including TechTown and NewLab in Detroit and the Henry Ford Museum.

Through this same grant, Voltpost is offering two remaining chargers to Michigan communities on a first come, first served basis. These chargers would be provided and installed at no cost to the City, offering an estimated savings of approximately \$25,000 per charger. Installation and ongoing service would be managed by Walker-Miller Energy Services, a Detroit-based company that has partnered with Voltpost on other Michigan installations.

The pilot program would run for a five-year term. Under this arrangement, Voltpost would cover all installation, maintenance, and service costs for the duration of the pilot. While Voltpost would retain 100% of the charging revenue, it would also assume full financial responsibility for all associated expenses, meaning there would be no cost to the City throughout the pilot period.

The new Voltpost Air model represents a significant advancement in curbside charging technology. It can be installed directly onto existing infrastructure, such as wooden or metal utility poles, minimizing the need for new construction or additional space. The system features a vandalism-resistant retractable charging cord and is accessed via the Voltpost mobile app, making it convenient and user-friendly for EV drivers.

This opportunity aligns well with Birmingham's commitment to sustainability, innovation, and future-focused mobility planning. By participating, the City could provide visitors with EV charging options while gathering valuable data to inform future infrastructure decisions.

Voltpost representatives will be in Detroit this week attending the Forth Roadmap and Recess25 conferences—both hosted in part by Walker-Miller.

Given the limited availability of units and the potential community benefit, it is recommended that the City consider moving forward in trying to secure one of the remaining chargers and to schedule discussions with Voltpost and Walker-Miller to determine feasibility and next steps. The City will need to determine potential locations where the Voltpost Air could be considered. Voltpost prefers the use of City light poles vs. DTE owned light posts.

See here for spec sheets and articles.

Time article: <https://time.com/collections/best-inventions-2025/7318356/voltpost/>

This is the new Voltpost Air. The video is important to watch to understand the latest innovation: <https://vimeo.com/1120852541/74845120d2?fl=pl&fe=vl>





voltpost.com

gozero@voltpost.com



 **voltpost**

democratizing charging access



the leading lamppost electric vehicle charging platform

Votpost is decarbonizing mobility by democratizing charging access. With a retractable cable and compact design, Voltpost Air is a Level 2 charger with broad pole compatibility and industry leading reliability.

Key Benefits

Fast installation to keep costs low

Install in a few hours with zero to minimal construction or trenching, reducing upfront project costs up to 70%.

Low-profile design fits any community

Mount on light and utility poles 10 feet above ground level to prevent vandalism and flood damage.

Keeping city streets safe and hazard-free

Dispense up to 25 feet of cable overhead with automated cable retraction once finished charging.

ADA compliant and easy to use for everyone

Meet ADA and OSHA standards while mitigating liability and pedestrian tripping accidents.

Modular and upgradable design

Deploy single or dual-port charging modules with a mounting plate, breaker box access and swappable modules to maximize uptime.

Powered by convenience

Wireless gateway connection communicates charger status, error reporting, and electricity usage to Voltpost backend.

Made in America

The Voltpost Air charger is born in America and built coast to coast to empower communities with convenient charging access.



Votpost Air Key Specifications

General

Model	Votpost Air
Dimensions	28.5 in (h) x 12.64 in (w) x 12.25 in (d)
Weight	33 lbs
Mounting	Use 5068-050x Mounting Frame
Vehicle Connectors	SAE J1772 available, SAE J3400 coming soon

Power Specifications

Input/Output Voltage	208-240 VAC, 50/60 Hz, single phase
Current Rated	40/30A per charger, switchable
Power	9.6 kW per charger at 240V, 40A

Safety & Compliance

Safety	IEC/UL/CSA UL 2594:2016, CSA C22.2 No. 280:2016 (Supplemented by: UL 2231-1: 2012/ R:2016-08, UL 2231-2:2012/ R:2016-08, CSA C22.2 No. 281.1:2012/ U:2016-08, CSA C22.2 No. 281.2:2012/ U:2016-08), NEC Article 625, SAE J1772
EMC	FCC Part 15 Class A, Canadian ICES-003
Surge Protection	6KV @3000A
Ground Fault	Internal 20MA CCID with auto re-closure
Accessibility	Meets ADA and OSHA standards; 25-foot cable

Communication

Host	4G Cellular Gateway Module
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Environmental

Operating Temperature	-22°F to 122°F (-30°C to 50°C)
Operating Humidity	Up to 95% non-condensing
Enclosure Rating	NEMA 3R

This specification is provided as is, and is subject to change without notice or notification.

Designed and manufactured in the USA.



 **voltpost**

democratizing charging access



the leading lamppost electric vehicle charging platform

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Voltpost Air

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EMC	FCC Part 15 Class A, Canadian ICES-003
Surge Protection	6KV @3000A
Ground Fault	Internal 20MA CCID with auto-re-closure
Accessibility	Meets ADA and OSHA standards; 25-foot cable

Communication

Host	4G Cellular Gateway Module
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Environmental

Operating Temperature	-22°F to 122°F (-30°C to 50°C)
Operating Humidity	Up to 95% non-condensing
Enclosure Rating	NEMA 3R

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Designed and manufactured in the USA.





MEMORANDUM

Parking Department

DATE: October 6, 2025

TO: Jana L. Ecker, City Manager

FROM: Aaron Ford, Parking System Manager

SUBJECT: Comprehensive Repair and Design Improvements to City Parking Structures

INTRODUCTION:

The Parking Department is in the middle of a multi-year, comprehensive repair and design program that addresses all five of the City-owned parking structures. The City Commission has requested a City staff report to update the Commission and the public on work that has been completed on this program to date and report what the Parking Department believes will be the estimated future cost related to the remaining parking structures to ensure structural integrity, public safety, efficient operation and a more aesthetically pleasing appearance for all parking guests.

The City currently operates five parking structures that primarily serve the downtown:

1. North Old Woodward
 - a. The first facility was constructed in 1966 and is approximately 59 years old.
 - b. Built as a concrete slab structure.
2. Pierce
 - a. The second facility was constructed in 1968 and is approximately 57 years old.
 - b. Built as a reinforced concrete slab structure.
3. Park
 - a. Design plans were completed in 1973 and the structure was built in the mid-1970's (approximately 50 years old).
 - b. Built utilizing a post-tensioned concrete slab structure.
4. Peabody
 - a. Design plans were completed in 1983 and the structure was built in the mid 1980's (approximately 40 years old).
 - b. Built utilizing a double-threaded helix concrete slab structure.
5. Chester Garage
 - a. The last structure built and completed in 1988 (approximately 37 years old).
 - b. Built utilizing a post-tensioned concrete slab structure.

The establishment of the Parking Assessment District was the City's financial vehicle to pay for the initial costs of the parking structures. Furthermore, the City accounted for anticipated future growth in the development and location of the parking structures, which to this day continue to

provide parking for the downtown. Parking demand is still strong and the City's parking system management has been successfully moved "in-house" with substantial savings to the City on an annual basis.

BACKGROUND:

The following is a brief timeline of events detailing what the City has done recently as it relates to the maintenance and repair of all five City parking structures:

1. In October 2019, Wiss, Janey and Elster Associates, Inc. (WJE), a construction engineering company, was approved by the City Commission for \$392,480 to conduct full structural assessments of all five of the City's parking structures with a comprehensive report outlining a repair and rehabilitation program with cost estimates and timing for the recommended repairs.
2. In April 2021, WJE provided all assessments and accompanying reports. The project came in \$50,000 under budget. Repair recommendations were broken down into three categories:
 - a. Immediate (within one year)
 - b. Near-term (within 1-2 years)
 - c. Long-term (within 3 to 5 years) repair issues

WJE's findings and recommendations were presented in the City of Birmingham Parking Garage Structural Assessment Program report dated April 30, 2021. The total cost for the five-year repair plan was approximately \$15,000,000.

3. In June 2021, the City Commission approved a \$50,000 contract (using the under budget funds from the original contract with WJE) to take WJE's findings and prepare specific design and bid documents for the immediate repairs required at four of the City's five parking structures during the 2021 construction season.
4. In September 2021 into 2022, the following immediate repairs were completed at the following structures:
 - a. North Old Woodward: \$891,303
 - b. Chester, Peabody and Park: \$708,680
 - c. Pierce: no immediate repairs needed

Construction/engineering oversight services provided by WJE for all of the above projects by the City Commission for a cost of \$117,200.

5. In November 2022, City staff requested that WJE develop a comprehensive Repair Design and Construction Document Development Program to address near-term and long-term identified repair issues while also incorporating aesthetic and serviceability improvements, such as painting, lighting and stairwell upgrades. To support this expanded scope, WJE engaged MEP (mechanical, electrical, plumbing) consultants to evaluate lighting, egress, energy efficiency and EV charging opportunities. This request was approved by the City Commission for a cost of \$631,400.
6. In March 2023, the City requested an addendum to the current Agreement of Repair Design & Construction Document Development from November, 2022 (Agreement) to address items that were not included in the original scope of services, including façade panels, glazing and roof systems and compliance with the provisions of the Americans

with Disabilities Act (ADA). This request was approved by the City Commission for a cost of \$192,000.

7. In May/June 2023, the City Commission approved the first near/long term repair project at the North Old Woodward structure to RAM Construction for \$803,286. Construction/engineering oversight services provided by WJE were approved by the City Commission for \$88,000.
8. In June 2024, the City Commission approved the second near/long term repair project at the Chester Structure in the amount of \$5,930,008.00. In addition to the construction cost, the City Commission also approved \$465,000 to WJE for construction/engineering oversight services.
9. In March 2025, the City Commission engaged BCT Design Group for \$67,000 to provide interior and exterior design services for all five parking structures to make them more aesthetically attractive, safer and more friendly for users. BCT completed their work using the Chester Structure as a template for the other four structures.

The next section will examine each of the City's five parking structures individually and detail work that has been done (and associated costs) along with work that still remains to be completed for both near/long term repairs and aesthetic improvements.

1. North Old Woodward Structure:

Work Completed:

- Immediate repairs (2021-22): \$891,303
- Near-term/Long-term repairs (2023): \$803,286

Total Repair Costs Paid: **\$1,694,589**

Work Remaining (estimated costs included):

- Design Architect Enhancements (BCT Designs): \$50,000
 - Includes bid management and preparation of construction documents.
- Construction/Engineering Oversight (WJE): \$75,000
 - Note: This fee may be eliminated if coordinated directly by the Parking Manager. It remains uncertain if WJE will act as an Owner's Representative since the scope primarily falls under BCT
- Construction (RFP bid process): \$2,000,000
 - Includes lighting, signage, accent paint, and approved BCT design elements.

Total Estimated Remaining Costs: **\$2,125,000**

Comments:

The North Old Woodward Structure will be bid as a single bid package and consolidate BCT's scope and, if necessary, WJE's. All costs are budgetary estimates. City staff anticipates bidding in fall/early winter 2026 with construction beginning spring 2027.

2. Pierce Structure:

Work Completed: None

Total Repair Costs Paid: **\$0**

Work Remaining (estimated costs included):

- Design Architect Enhancements (BCT Designs): \$50,000

- Includes bid management and preparation of construction documents.
- Construction/Engineering Oversight (WJE): \$450,000
- Construction (RFP bid process): \$5,000,000
 - Concrete, waterproofing, white paint
 - Includes lighting, signage, accent paint, and approved BCT design elements.

Total Estimated Remaining Costs: **\$5,500,000**

Comments:

The Pierce Structure will be bid as a single package incorporating WJE's structural repairs and BCT's design scope. WJE will act as the Owner's Representative, with BCT as subcontractor. City staff anticipates bidding in fall/early winter 2026 and construction beginning spring 2027.

3. Park Structure:

Work Completed:

- Immediate repairs (2021-22): \$236,227

Total Repair Costs Paid: **\$236,227**

Work Remaining (estimated costs included):

- Design Architect Enhancements (BCT Designs): \$50,000
 - Includes bid management and preparation of construction documents.
- Construction/Engineering Oversight (WJE): \$550,000
- Construction (RFP bid process): \$10,000,000
 - Concrete, waterproofing, white paint
 - Includes lighting, signage, accent paint, and approved BCT design elements.

Total Estimated Remaining Costs: **\$10,600,000**

Comments:

The Park Structure is anticipated to be the most costly due to the need for a full façade replacement. Engineering and architectural fees will be combined. A single bid package will cover both WJE's structural scope and BCT's design scope. City staff anticipates bidding in fall/early winter 2027 with construction beginning spring 2028.

4. Peabody Structure:

Work Completed:

- Immediate repairs (2021-22): \$236,227

Total Repair Costs Paid: **\$236,227**

Work Remaining (estimated costs included):

- Design Architect Enhancements (BCT Designs): \$50,000
 - Includes bid management and preparation of construction documents.
- Construction/Engineering Oversight (WJE): \$400,000
- Construction (RFP bid process): \$6,000,000
 - Concrete, waterproofing, white paint
 - Includes lighting, signage, accent paint, and approved BCT design elements.

Total Estimated Remaining Costs: **\$6,450,000**

Comments

The Peabody Structure will be bid as a single bid package and will combine both WJE repairs and BCT design elements. WJE will act as the Owner’s Representative, with BCT as subcontractor. All amounts are preliminary estimates. City staff anticipates bidding in fall/early winter 2025, with construction beginning spring 2026.

5. Chester Structure:

Work Completed:

- Immediate repairs (2021-22): \$236,227
- Near-term/Long-term repairs (2024-25): \$5,369,186

Total Repair Costs Paid: **\$5,605,413.00**

Work Remaining (estimated cost included):

- Design Architect Enhancements and Construction/Engineering Oversight (WJE/BCT): \$100,000
 - Includes bid management and preparation of construction documents.
- Construction (RFP bid process):
 - Lighting: \$2,000,000
 - Signage: \$100,000
 - Artistic features & aesthetic improvements (canopies, murals, etc.): \$600,000

Total Estimated Remaining Costs: **\$2,800,000**

Comments:

For the Chester Structure, WJE will serve as the Owner’s Representative, with BCT functioning as a subcontractor. BCT’s fees will be included as a line item within WJE’s scope. A single bid package will cover lighting, canopies, signage, and other design elements consistent with the approved BCT schematic plans. Projected costs are staff-generated estimates and not based on vendor quotes.

LEGAL REVIEW:

The City Attorney has reviewed and approved all prior agreements and will review all future agreements.

FISCAL IMPACT:

The chart below summarizes the estimated dollar amount of the total cost of finishing the near-term/long-term structural repairs and aesthetic improvements remaining for each structure. Also included in the chart is the projected City budget years that each structure would be addressed:

Structure	Repair Costs Remaining	Fiscal Year
Chester	\$2,800,000	2025-2026
Peabody	\$6,450,000	2025-2026
North Old Woodward	\$2,125,000	2026-2027
Pierce	\$5,500,000	2026-2027
Park	\$10,600,000	2027-2028

The comprehensive repair and design program represents a significant capital investment. The current balance of the Automobile Parking System (APS) as of 6/30/25 was \$42,132,073. The chart below looks at revenue, expenses, capital improvements and fund balance for the APS. A more conservative projection of revenue was used knowing that remaining repair projects will cause periodic closures of parking availability. The chart below reflects all of the expenses outlined in the next three budget years. All of the capital expenses articulated in the chart below are necessary to complete the repair project and budgeted in the appropriate years, and several other capital projects that were budgeted as part of planned routine equipment upgrades were also included in the coming three years. Finally, the projected running fund balance for the APS is shown through the 2027-2028 budget years. The APS cash and investments fund balance goes down approximately 31.8% between fiscal years 2024-2025 and 2028-2029. However, the fund balance remains at a healthy \$28,746,583. This fund balance allows room for any unexpected capital expense during the next three years. It is important to note that capital expenditures in fiscal years 2025-26, 2026-27 and 2027-28 have been updated to reflect the new, more accurate estimated costs and that these amounts will be updated and reflected in future City budgets during the next City budget process. The chart below summarizes the projected APS fund balance:

	2024-2025	2025-2026	2026-2027	2027-2028
Revenues	\$11,123,400	\$11,085,110	\$11,248,950	\$11,540,740
Expenses	\$4,266,430	\$4,936,520	\$5,419,550	\$5,639,220
Net Rev.	\$6,856,970	\$6,148,590	\$5,829,400	\$5,901,520
Cap. Improve.	\$5,731,724	\$9,290,000	\$8,625,000	\$13,350,000
Tot. w/CapX	\$1,125,246	(\$3,141,410)	(\$2,795,600)	(\$7,448,480)
Fund Balance	\$42,132,073	\$38,990,663	\$36,195,063	\$28,746,583

SUSTAINABILITY:

- The program includes the following sustainable and energy-efficient solutions:
- Including the conversion to LED lighting systems with modern controls to reduce energy consumption.
 - The evaluation of EV charging station infrastructure that would support a program in the future.
 - Improved waterproofing systems to extend structural life cycles and reduce future capital costs.
 - Consideration of durable finishes and materials to minimize future maintenance and replacement costs.

DESIGN CONSIDERATIONS:

The addition of BCT Design Group expanded the project to include both aesthetic and functional enhancements. Scope elements included:

- Updated lighting schemes (interior and exterior) with recommended lighting colors, fixture types, locations and controls.
- Paint color palettes for walls, ceilings and columns and the incorporation of accent features.
- Signage, as provided by Corbin, canopies and murals to improve wayfinding, visibility and user experience.

Design goals aim to create a consistent, safe and visually appealing environment for residents and visitors while reinforcing the City's identity through architectural and artistic elements.

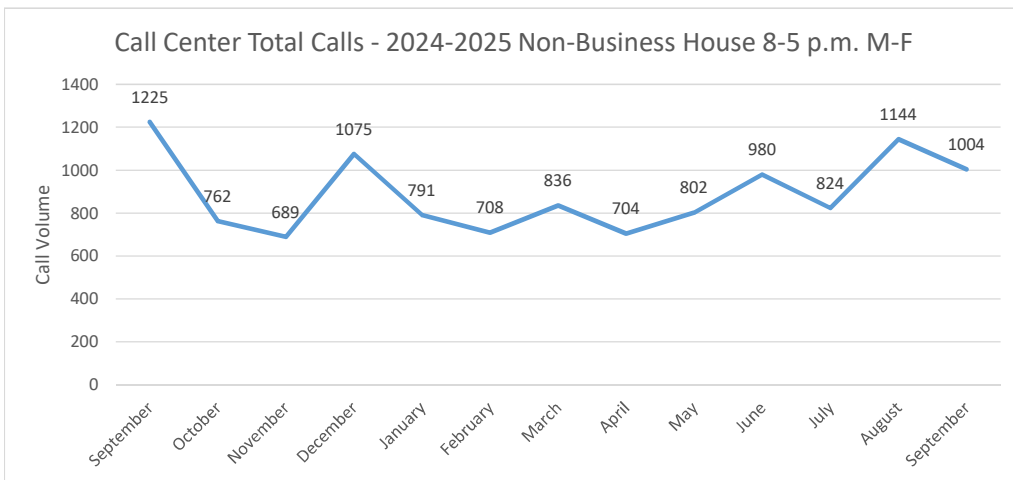
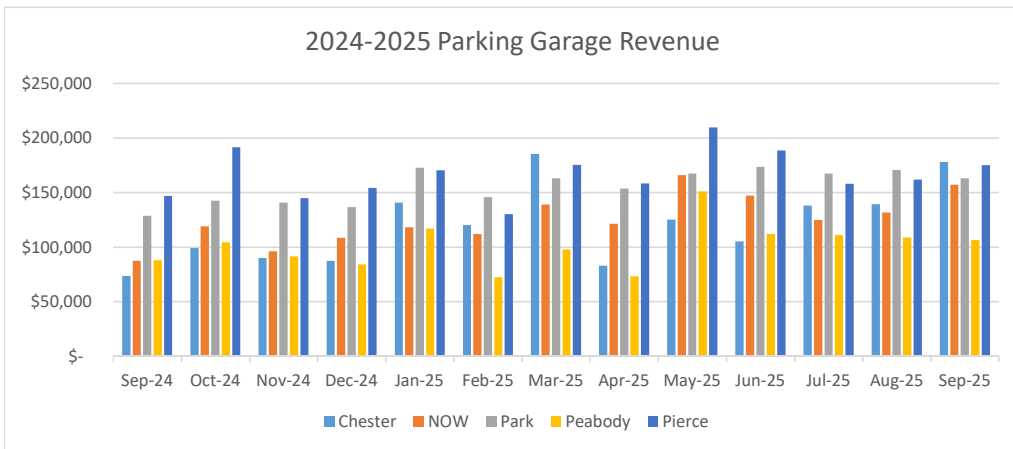
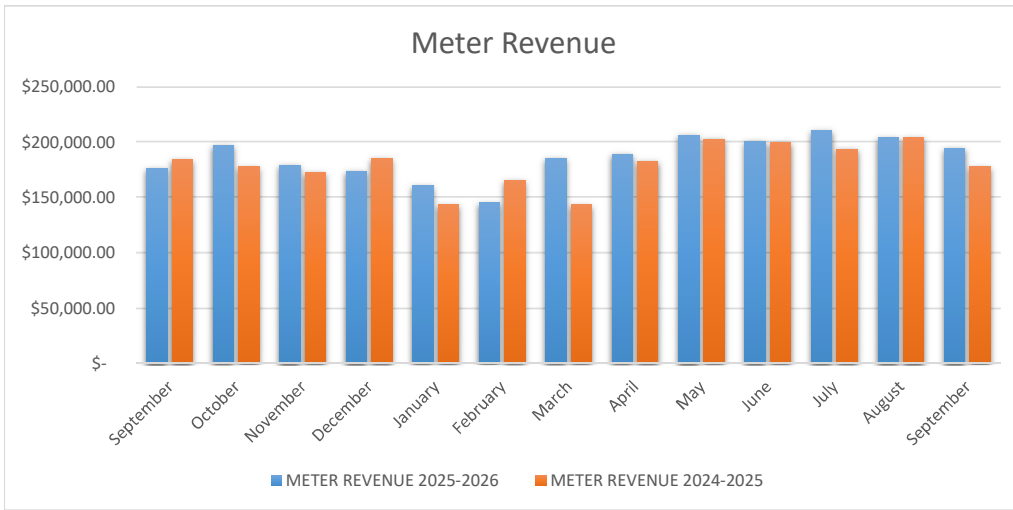
PUBLIC COMMUNICATIONS:

The various components of the ongoing repair project have been noticed to the public through City Commission agendas and APC meetings. City staff and BCT Design Group have already met with the Public Arts Board.

SUMMARY:

There is no question that the five City-owned parking structures are vital assets to the success of our vibrant downtown and the overall success of the City. The City's parking system has undergone significant change and has been brought "in-house" for all operations. The City is halfway through the long process of conducting thorough structural and safety assessments for each structure and implementing the recommendations to repair all five structures to ensure their safe operation and continued useful lifespans. The City's parking structure repair program evolved from immediate, near-term and long-term structural repairs into a holistic initiative that combined safety, longevity, accessibility, sustainability and aesthetics. While the financial investment is significant, the outcomes will extend the useful life of these critical public assets, reduce long-term maintenance costs and greatly enhance the user experience.

City staff has proposed phased construction between 2025 and 2028, with the Chester Garage serving as the first model of the expanded scope. The Parking Department will continue to coordinate with WJE, BCT Design Group and construction companies to ensure that all projects are completed efficiently and within budget.



MONTHLY PARKING PERMITS SOLD					
	Chester	N. Old Woodward	Park	Peabody	Pierce
Unreserved	1186	984	1013	543	873
Evening	10	18	11	11	24
Total	1196	1002	1024	554	897

Facility	(Multiple Items)
Row Labels	Count of Start
02-Credit Card Payment	112
03-Cash Payment	8
04-Invalid Ticket / Ticketless Options	75
05-Invalid Validation	10
06-Assistance On Site	7
07-Lost Ticket	54
08-Ghost Call	265
09-Vendor	11
10-Receipt	8
11-Equipment Issue	191
12-Hotel Guest	3
13-Monthly	118
16-Network - Audio/Video Issue	79
17-Insufficient Funds	14
24-General Information	49
Grand Total	1004

Facility	City of Birmingham Michigan - Chester St Garage
Row Labels	Count of Start
02-Credit Card Payment	3
04-Invalid Ticket / Ticketless Options	2
08-Ghost Call	14
09-Vendor	1
11-Equipment Issue	1
13-Monthly	14
16-Network - Audio/Video Issue	2
17-Insufficient Funds	1
24-General Information	4
Grand Total	42

Facility	City of Birmingham Michigan - Old North Woodward
Row Labels	Count of Start
02-Credit Card Payment	8
03-Cash Payment	1
04-Invalid Ticket / Ticketless Options	7
05-Invalid Validation	6
07-Lost Ticket	17
08-Ghost Call	27
09-Vendor	8
10-Receipt	4
11-Equipment Issue	14
13-Monthly	22
16-Network - Audio/Video Issue	12
17-Insufficient Funds	4
24-General Information	11
Grand Total	141

Facility	City of Birmingham Michigan - Park St. Garage
Row Labels	Count of Start
02-Credit Card Payment	9
03-Cash Payment	1
04-Invalid Ticket / Ticketless Options	10
05-Invalid Validation	2
06-Assistance On Site	4
07-Lost Ticket	5
08-Ghost Call	33
09-Vendor	1
11-Equipment Issue	7
13-Monthly	31
16-Network - Audio/Video Issue	12
17-Insufficient Funds	2
24-General Information	6
Grand Total	123

Facility	City of Birmingham Michigan - Peabody Garage
Row Labels	Count of Start
02-Credit Card Payment	22
03-Cash Payment	1
04-Invalid Ticket / Ticketless Options	24
06-Assistance On Site	2
07-Lost Ticket	12
08-Ghost Call	75
10-Receipt	4
11-Equipment Issue	132
13-Monthly	17
16-Network - Audio/Video Issue	21
17-Insufficient Funds	1
24-General Information	12
Grand Total	323

Facility	City of Birmingham Michigan - Pierce Garage
Row Labels	Count of Start
02-Credit Card Payment	70
03-Cash Payment	5
04-Invalid Ticket / Ticketless Options	32
05-Invalid Validation	2
06-Assistance On Site	1
07-Lost Ticket	20
08-Ghost Call	116
09-Vendor	1
11-Equipment Issue	37
12-Hotel Guest	3
13-Monthly	34
16-Network - Audio/Video Issue	32
17-Insufficient Funds	6
24-General Information	16
Grand Total	375

FREE PARKING REPORT

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%
TOTALS	97,412	50,661	\$270,884.00	52%

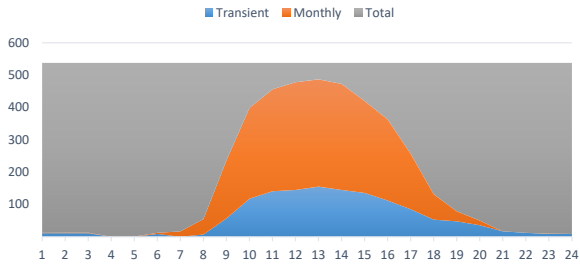
Paying cars	Rate per
3,626	\$5.86
6,622	\$6.32
13,475	\$5.55
9,388	\$5.32
13,640	\$6.09
	\$5.83

September 2025

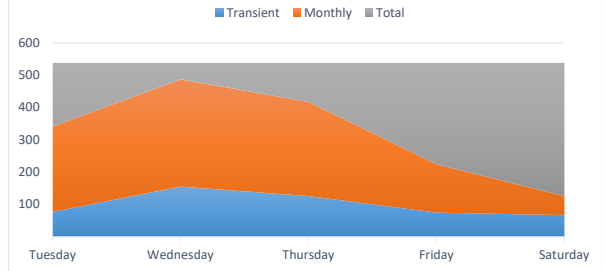
GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE VEHICLES
CHESTER	5,995	3,063	\$18,462.00	51%
OLD WOODWARD	13,302	7,197	\$39,998.00	54%
PARK	21,973	10,519	\$68,314.00	48%
PEABODY	20,666	12,312	\$45,890.00	60%
PIERCE	24,337	11,258	\$82,396.00	46%
TOTALS	86,273	44,349	\$255,060.00	51%

Paying cars	Rate per
2,932	\$6.30
6,105	\$6.55
11,454	\$5.96
8,354	\$5.49
13,079	\$6.30
	\$6.12

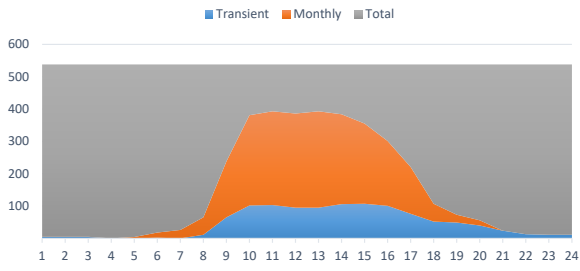
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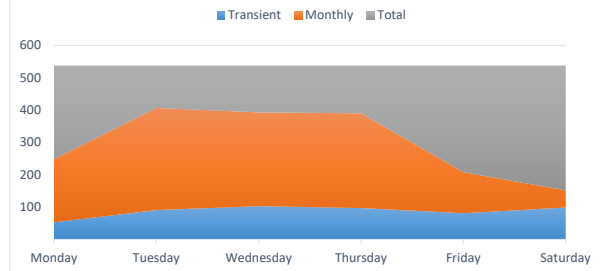
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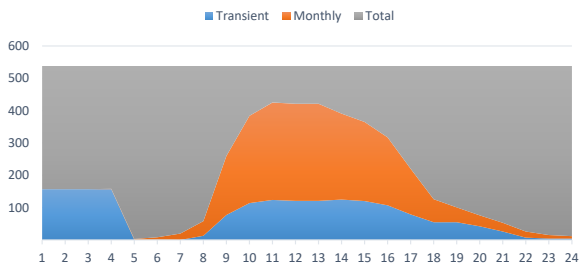
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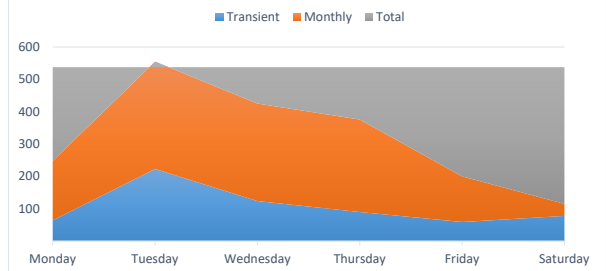
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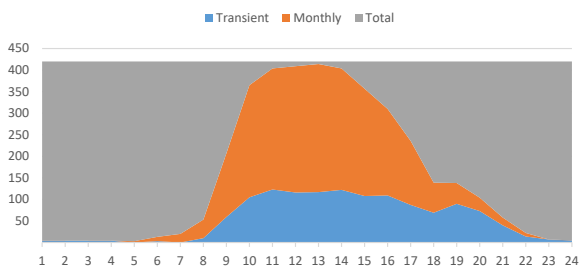
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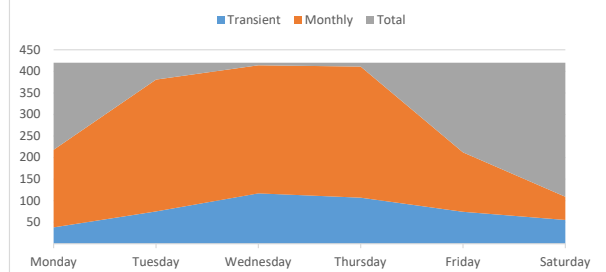
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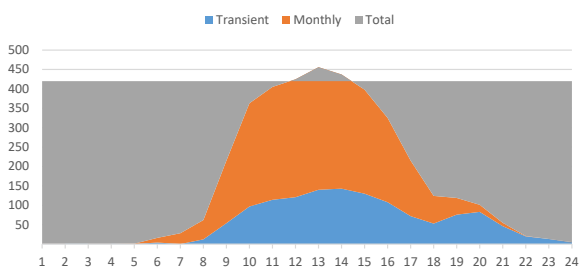
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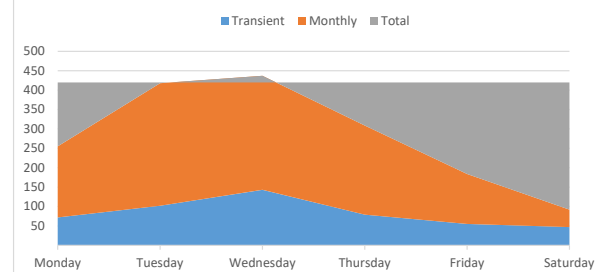
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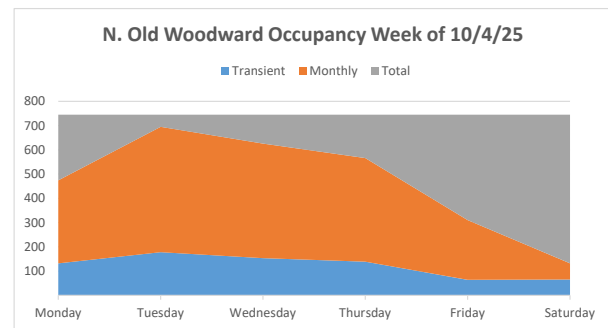
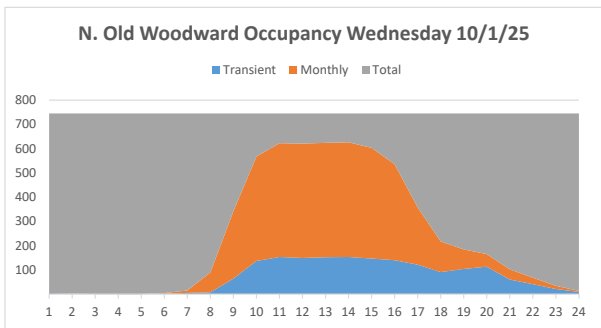
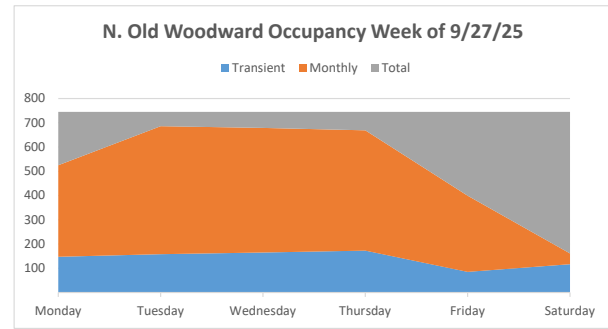
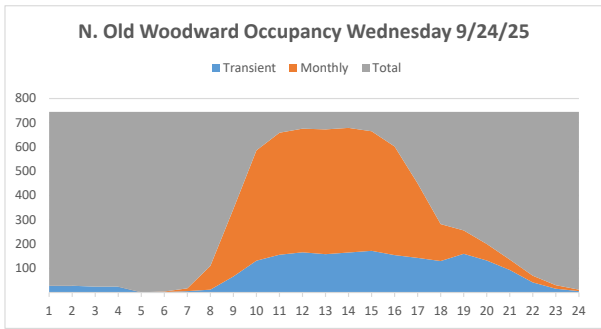
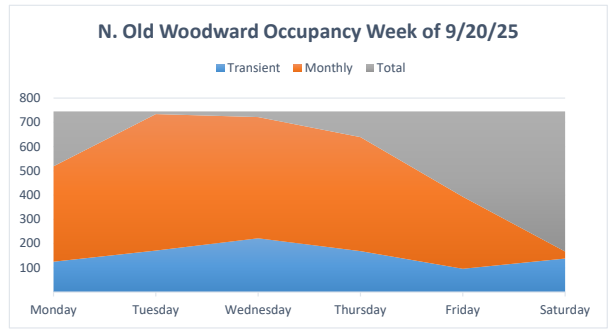
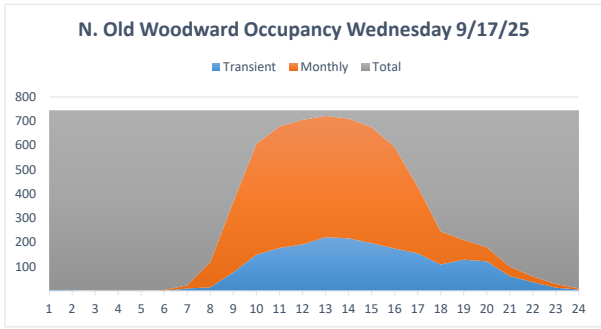
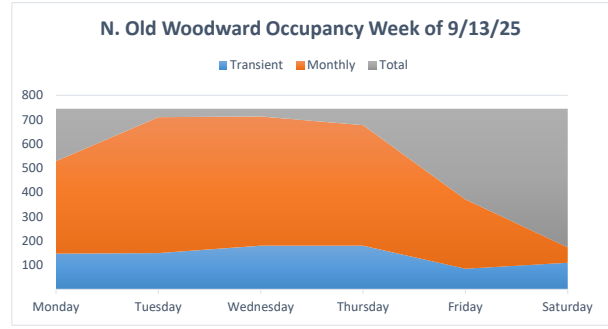
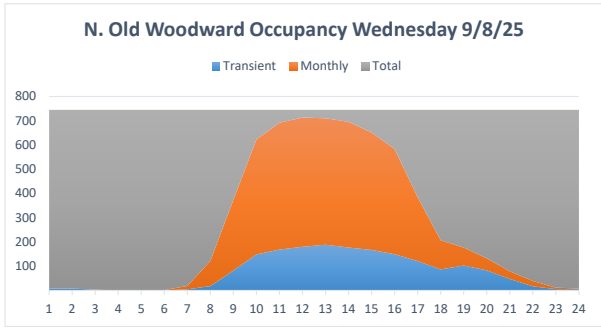
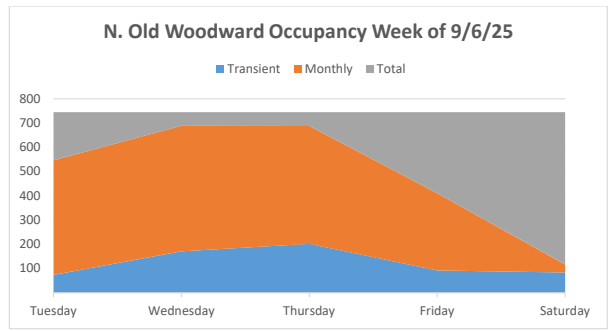
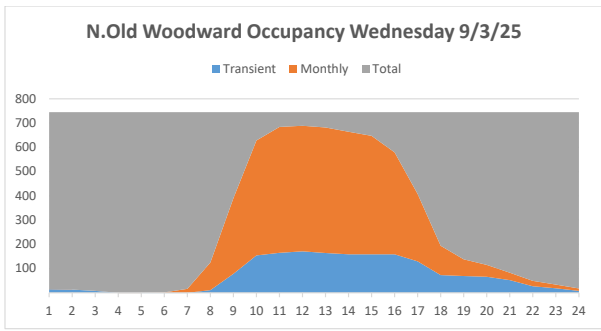


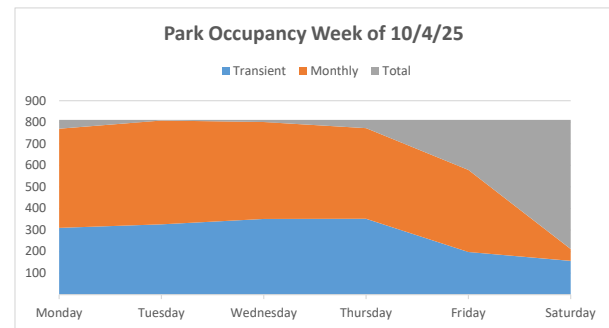
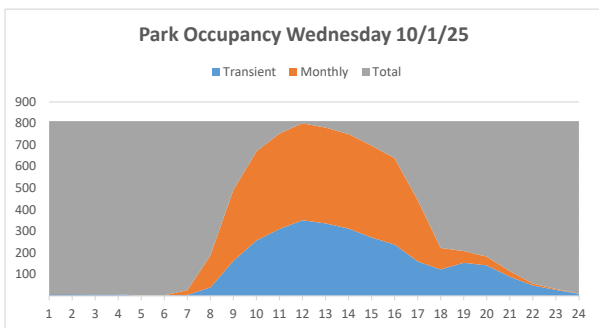
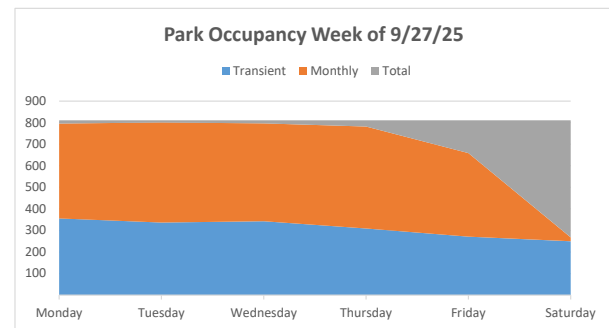
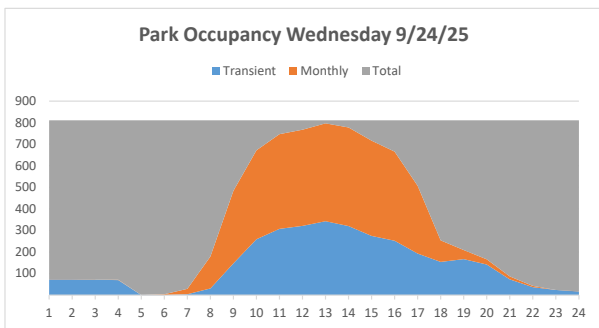
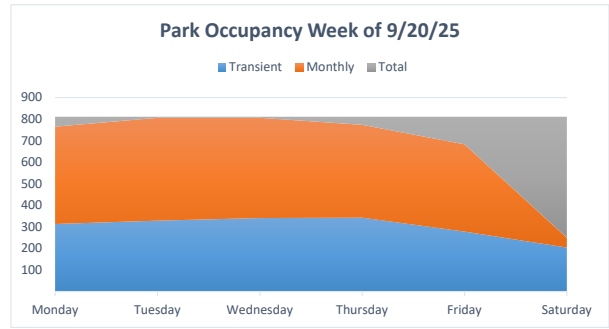
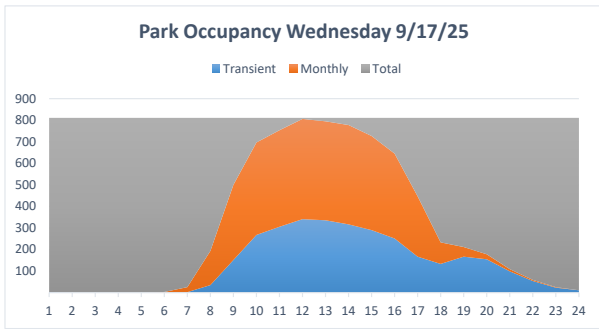
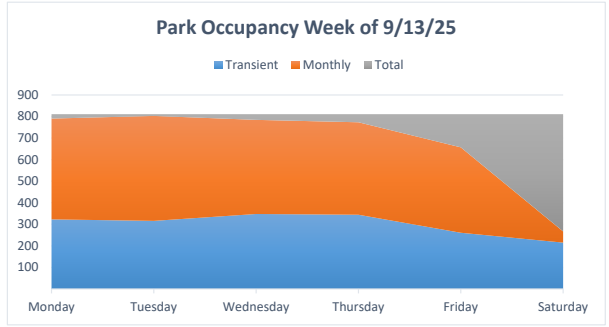
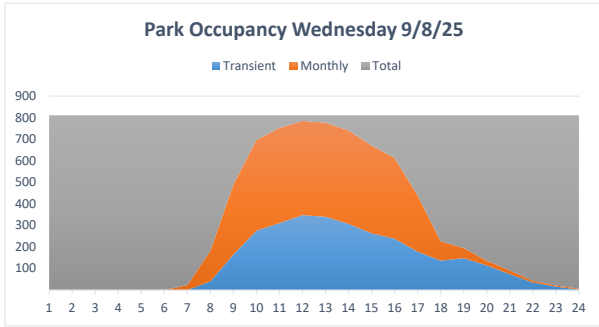
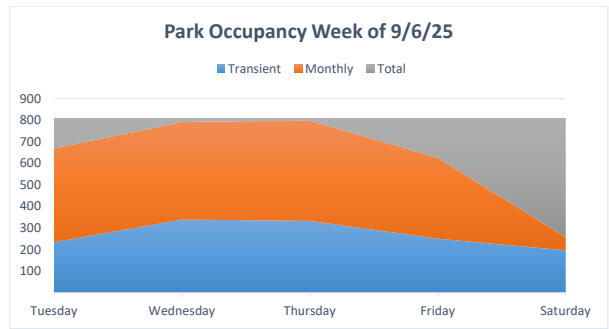
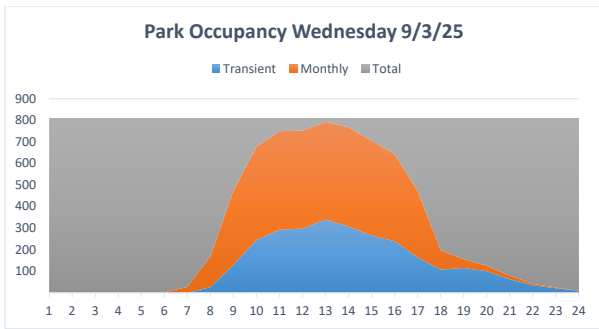
Chester Occupancy Wednesday 10/1/25

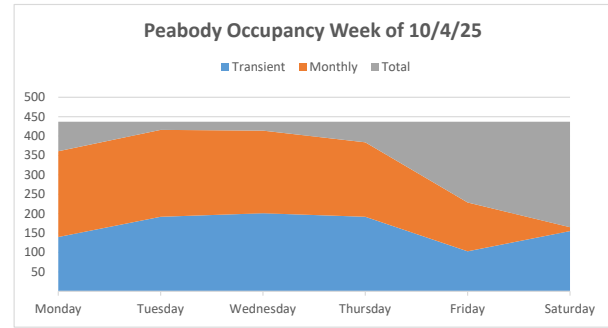
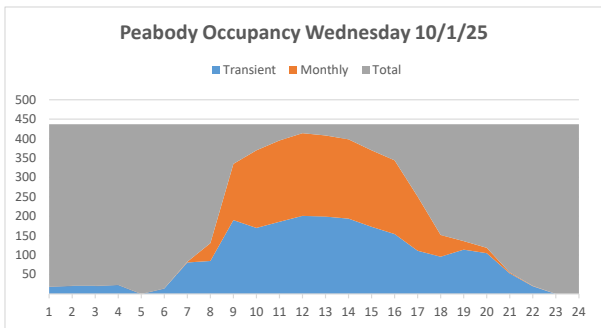
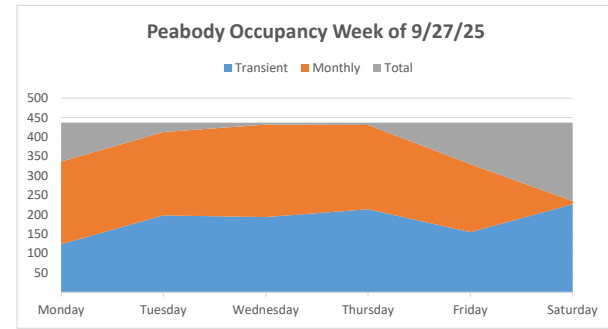
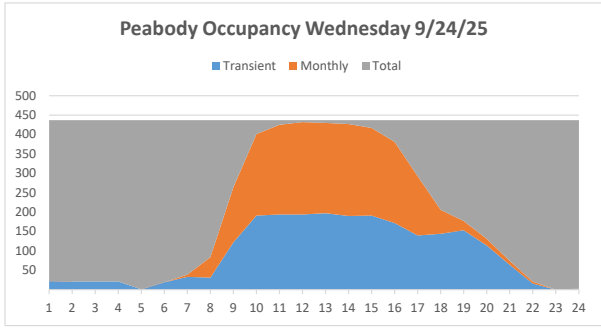
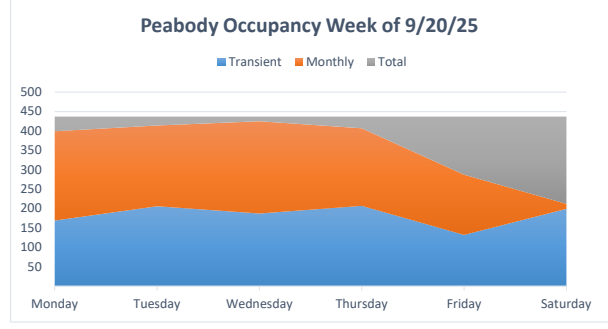
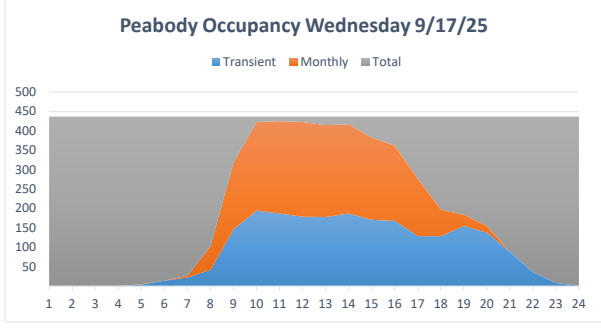
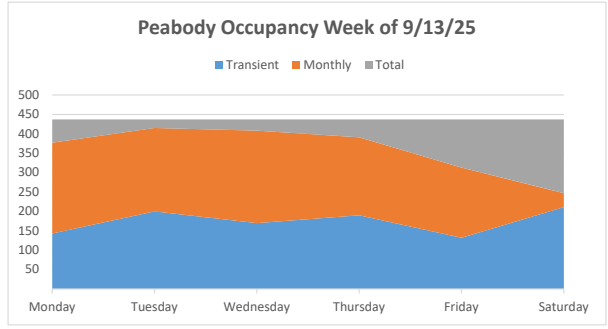
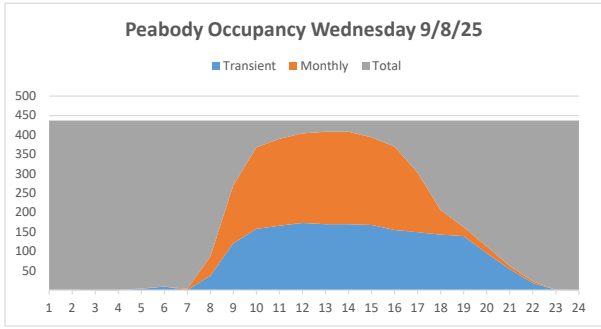
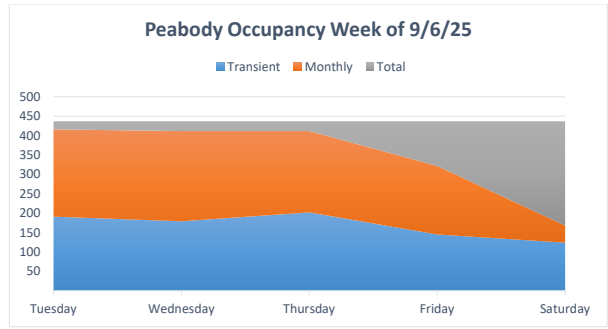
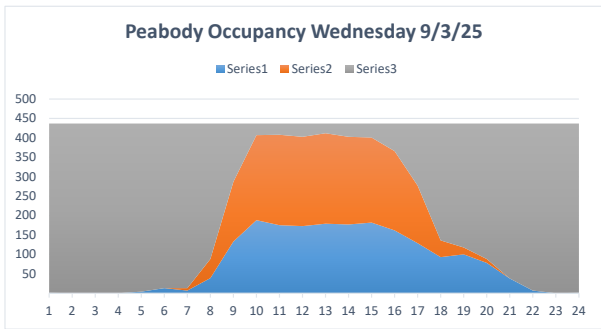


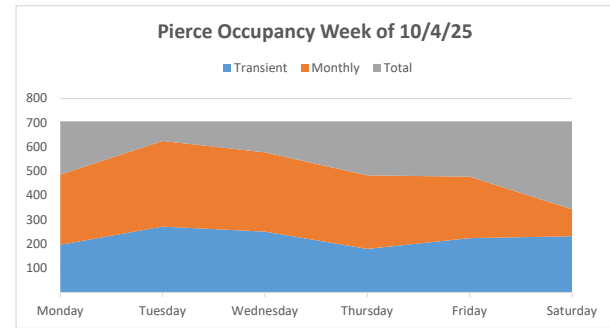
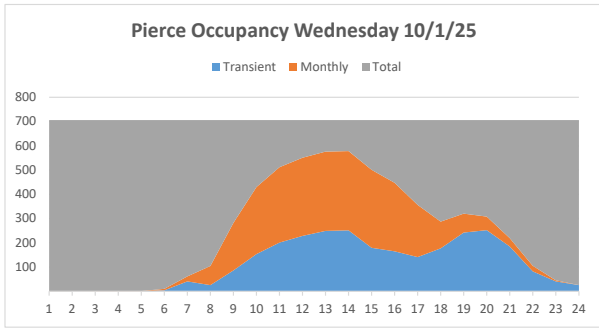
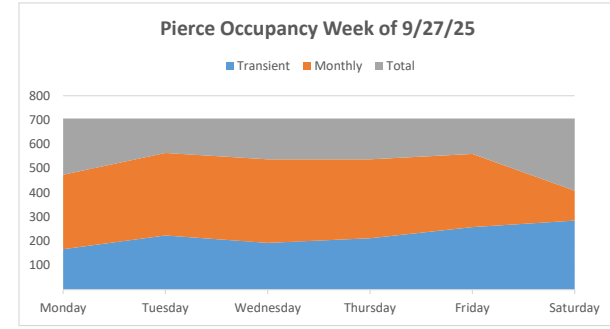
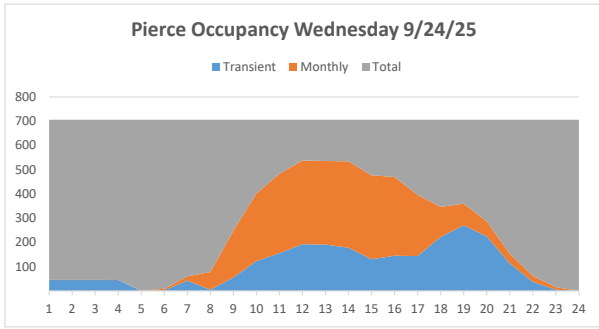
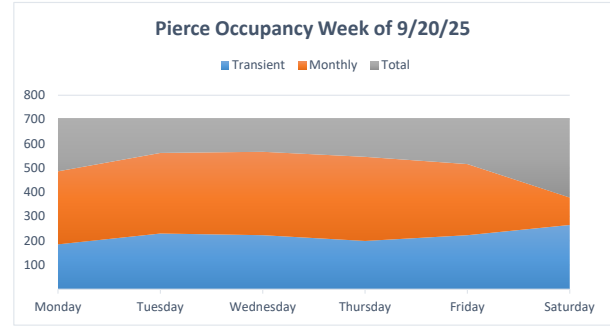
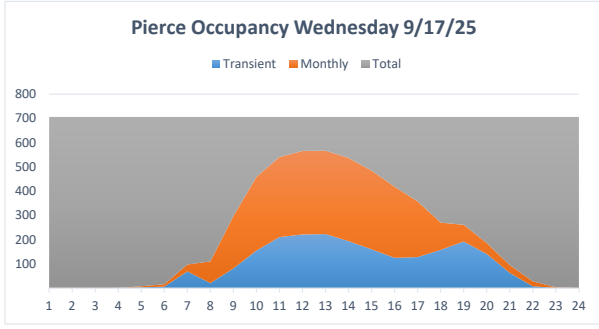
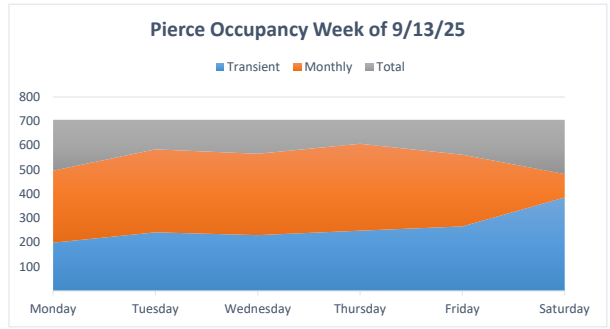
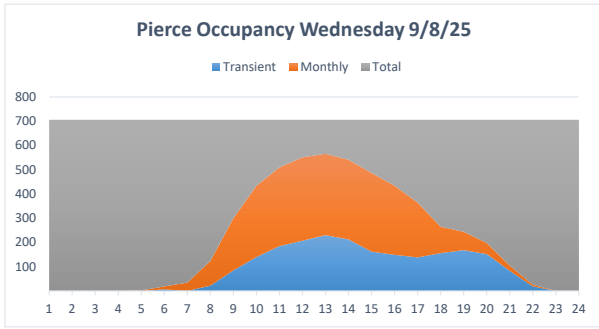
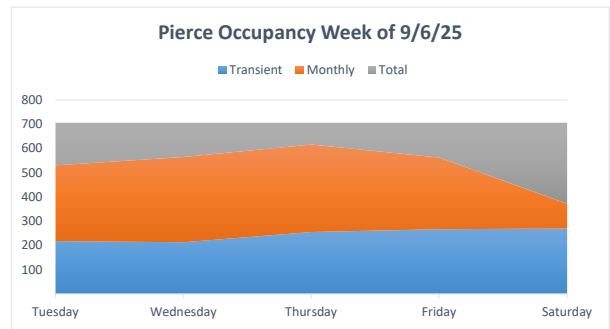
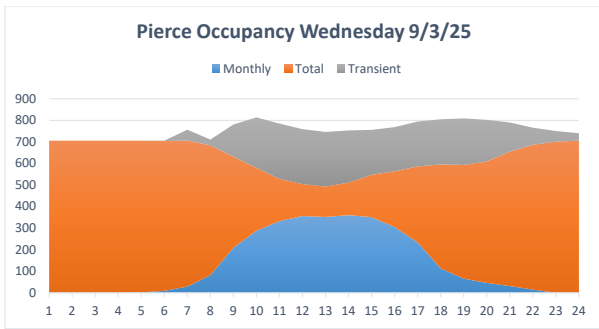
Chester Occupancy Week of 10/4/25



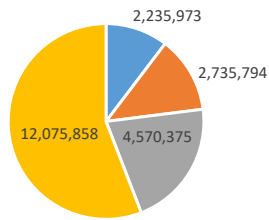






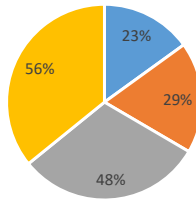


September - Total Minutes - 9,542,142 out of 21,618,000



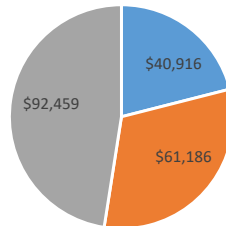
■ Cash ■ Credit Card ■ ParkMobile ■ Unused Minutes

September - Total Minutes Used - 9,542,142 out of 21,618,000



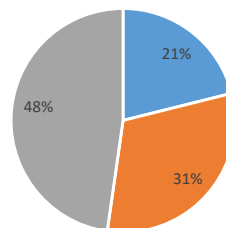
■ Cash ■ Credit Card ■ ParkMobile ■ Unused Minutes

September Meters - Total Revenue

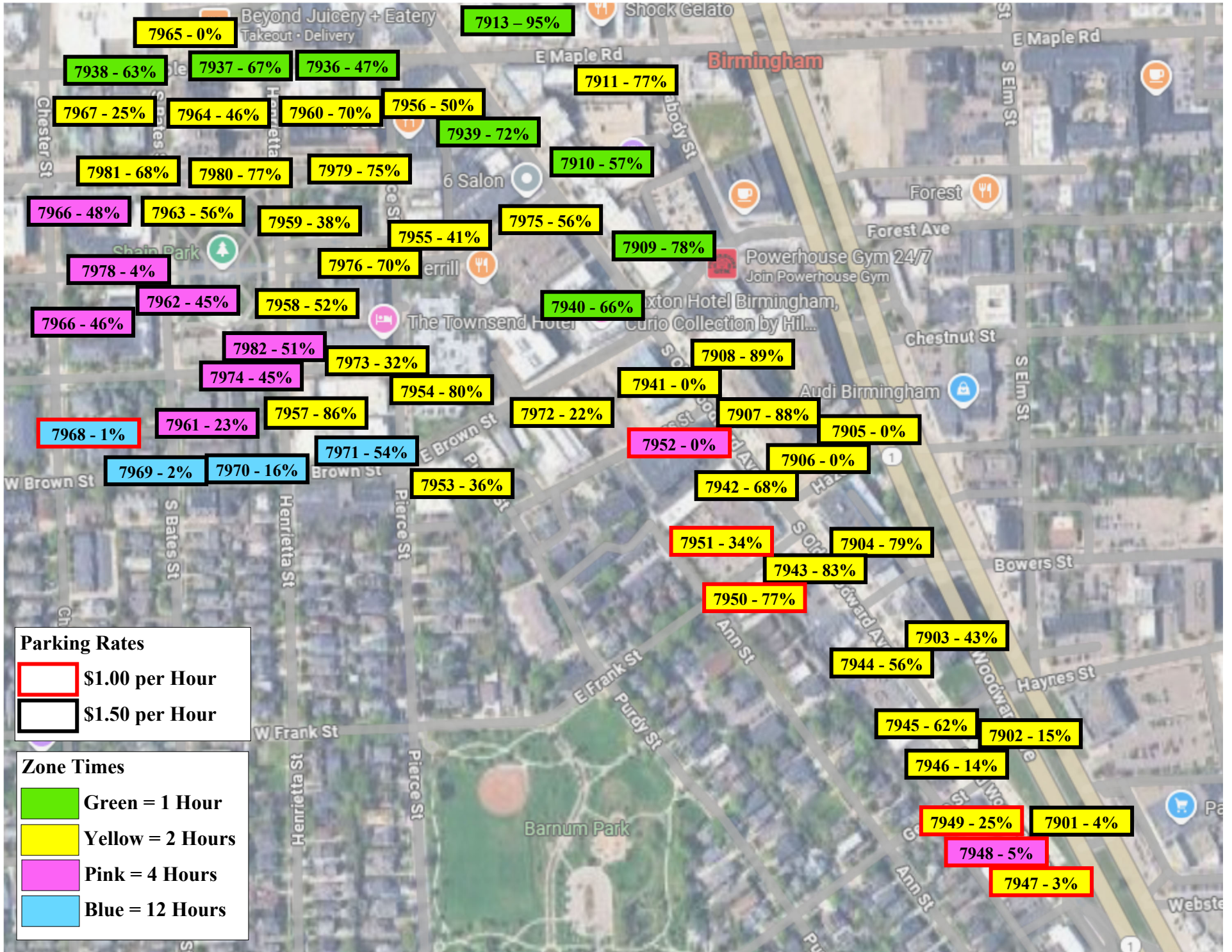


■ Cash ■ Credit Card ■ ParkMobile

September Meters - % Total Revenue



■ Cash ■ Credit Card ■ ParkMobile





SEPTEMBER 2025

REVENUE

	Current Month	Current Month Prior Year
Chester Garage		
Monthly (\$70.00)	\$ 77,485.00	\$ 70,635.00
Transient	\$ 177,789.00	\$ 73,392.00
Subtotal	\$ 255,274.00	\$ 144,027.00
N. Old Woodward Garage		
Monthly (\$90.00)	\$ 89,450.00	\$ 74,375.00
Transient	\$ 157,108.00	\$ 87,264.00
Subtotal	\$ 246,558.00	\$ 161,639.00
Park Garage		
Monthly (\$90.00)	\$ 92,195.00	\$ 92,695.00
Transient	\$ 162,905.00	\$ 128,583.00
Subtotal	\$ 255,100.00	\$ 221,278.00
Peabody Garage		
Monthly (\$90.00)	\$ 53,640.00	\$ 52,375.00
Transient	\$ 106,289.00	\$ 87,758.00
Subtotal	\$ 159,929.00	\$ 140,133.00
Pierce Garage		
Monthly (\$100.00)	\$ 89,135.00	\$ 80,772.00
Transient	\$ 174,893.00	\$ 146,690.00
Subtotal	\$ 264,028.00	\$ 227,462.00
Total Garage Revenue	\$ 1,180,889.00	\$ 894,539.00
Meters - Coins	\$ 37,442.00	\$ 43,794.00
Meters - Credit Card	\$ 56,230.00	\$ 52,494.00
Meters - ParkMobile	\$ 95,605.00	\$ 93,995.00
Meter Revenue	\$ 189,277.00	\$ 190,283.00
Hangtag Permits	\$ 15,825.00	\$ 12,390.00
Total Revenue	\$ 1,385,991.00	\$ 1,097,212.00
Cash and Investments (Cash on hand)	\$ 43,914,446.00	\$ 36,526,987.00
APS Fund Balance	\$ 64,942,030.00	\$ 55,441,351.00

Notes

Information is pulled from monthly parking software not City Finance system
Revenue from the kiosks in the garage as well as validations

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Sold quarterly.

EXPENSES

	Current Month	Current Month Prior Year
Meter	\$ 20,821.00	\$ 21,987.00
General & Admin	\$ 53,453.00	\$ 79,103.00
Chester	\$ 61,201.00	\$ 472,794.00
N. Old Woodward	\$ 10,635.00	\$ 21,075.00
Park	\$ 18,890.00	\$ 25,436.00
Peabody	\$ 12,119.00	\$ 11,639.00
Pierce	\$ 17,984.00	\$ 44,956.00
Lot 6	\$ 1,738.00	\$ 2,513.00
Other (Lot 7, 9, 10, 11)	\$ 2,556.00	\$ 4,778.00
Total Expenses	\$ 199,397.00	\$ 684,281.00

Notes

Ordered more parking citation ticket rolls.
Decrease in labor due to open positions
Majority of expenses are related to capital repair project. Difference is due to timing of billing

Slightly more equipment and machinery in 2024