



Agenda
Advisory Parking Committee Regular Meeting
Wednesday, August 5, 2026 - 7:30 AM
151 Martin Street, Birmingham, MI
City Commission Room 205

- 1. Roll Call**
- 2. Approval of Minutes**
 - a. Review of June 3rd, 2026 Meeting Minutes
- 3. New Business**
 - a. Expansion of Lot 6 Parking Permit Zone
 - b. Built Beyond Its Parking:
The Downtown Deficit, Counted Building by Building. Paul Reagan
- 4. Parking Reports Review**
 - a. Review of May and June 2026 Parking Reports
- 5. Communications**
 - a. Status of Chester Garage Interior Design and Lighting Improvements RFP
 - b. RFP for City wide Vertical Transportation Consultant
 - c. Peabody Garage Repair Project RFP Update
 - d. Sustainability Fee Update
- 6. Meeting open to the public for items not on the agenda**
- 7. Next Meeting-**
 - a. September 2nd, 2026 7:30 a.m.
- 8. Adjournment**

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Telephone Meeting Access: 877 853 5247 US Toll-free

Meeting ID Code: 860 8233 0819

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Minutes
Advisory Parking Committee Regular Meeting
June 3, 2026 – 7:30 a.m.
151 Martin Street, Birmingham, MI
City Commission Room 205

These are the minutes of the Advisory Parking Committee ("APC") regular meeting held on June 3, 2026. The meeting was called to order at 7:30 a.m.

1. Roll Call

Present: Chair Michelle Moody, Vice Chair Jim Arpin; Committee Members Patricia Hardy, Michele Taddei

Absent: Committee Members James Esshaki, Lisa Silverman

Staff: Parking Systems Manager Ford; Assistant City Manager Clemence, City Transcriptionist Eichenhorn

2. Approval of Minutes – April 15, 2026

Motion by Arpin

Seconded by Hardy to approve the minutes from the April meeting of the Advisory Parking Committee.

Motion carried, 4-0.

VOICE VOTE

Yeas: Taddei, Hardy, Moody, Arpin

Nays: None

3. Study Session - Evaluation of Demand-Based Pricing Models for On-Street Metered Parking

PSM Ford and ACM Clemence presented the item.

APC members discussed the following regarding the item:

- Meter pricing should be in 25 cent increments.
- There should be a balance between encouraging visitors to park in the garage and providing reasonably priced on-street parking.
- Many users of the parking system may not be particularly aware of parking pricing.

- If the price of the on-street meters is going to change, there should be a data-driven reason to do so. Some of those reasons might include driving more users into the decks, increasing the parking fund, or bringing Birmingham more in-line with market rates.
- There are many variables that factor into a person's decision of where to park. It is not clear whether changing pricing would change where someone might elect to park.
- The City charges more than some comparable, local municipalities.
- Most of the parking transactions in the system are under three hours.
- Parking in the N. Old Woodward deck is more affordable than parking on-street, and is a short walk from most destinations. Many people may not be aware of the cost savings of parking in a deck versus on-street in Birmingham.
- The ParkMobile app should have a notification when people renew their on-street parking for more than two hours, informing them that parking in a parking deck is free for the first two hours.
- It would be possible to pilot a price change to see if that drives more users to the parking decks. This could require relabeling the meters. This may not be a priority for the Parking Department at this time.

4. APS Capital Expenditure 3 Year Plan

PSM Ford and ACM Clemence presented the item.

APC members discussed the following regarding the item:

- The present lack of facade at N. Old Woodward has made the garage feel more open and bright.
- It might be worth considering removing the facades from some of the other decks. If some people felt that it is better to block the view of the vehicles in the garages, it might be worth considering that vehicles are visible along the street as well.
- The plan to complete the work at Peabody and start work at Pierce during FY 2026-2027 might be ambitious. If Pierce continues into FY 2027-2028, that might be challenging given the intention to perform work on the Park deck during that fiscal year as well.
- Each deck's cost for the scope of work will be determined closer to the initiation of the respective deck upgrade. The timing of each deck's repairs also remains to be determined.
- Once the costs for Peabody are available, that will give some indication as to whether costs have increased significantly since Chester.
- The updates to Chester have had some unanticipated challenges.
- The schedule included in the agenda packet is helpful. The status of the deck improvement process should be brought to the APC for every meeting.
- Adding floors to Peabody is not being considered as part of this scope of work.

5. Miscellaneous Communication

APC members discussed the following:

- Some visitors to Birmingham feel there is insufficient parking.
- On-street 15 minute parking is helpful.
- Sometimes on-street meters do not work.
- Once the Planning Department's Sustainability Fee ordinance proposal is available, it will appear in the City Commission agenda packet.

- If the Sustainability Fee is implemented, those who use the meters with change will have to carry dimes.
- Questions remained about whether a Sustainability Fee would be a tax or a fund, and about what projects it would fund.
- The shared concerns of the APC regarding the potential Sustainability Fee are as follows: The parking system was likely implemented to encourage dining, shopping, and working in Birmingham. If parking costs are increased to help fund sustainability fees, that might run counter to the parking system's original intent. In addition, if the parking system needs to raise additional funds in the future for capital improvements, it may be more challenging if the prices were recently raised as part of the sustainability fee.
- It would be helpful to understand how the zoning ordinance update would address parking requirements for increasing density in the central business district.

6. Parking Reports Review

PSM Ford and ACM Clemence presented the reports.

APC members discussed the following:

- Different groups seem to have differing opinions about whether parking demand exceeds parking availability in Birmingham.
- During peak times, Birmingham may have more parking demand than parking availability. If there is a peak time parking issue, it may be worth studying how best to manage parking demand during those times.
- It might be appropriate to direct users from full decks to decks with vacancies.
- Providing dynamic parking counts for the garages in Birmingham on the website could be valuable. If it would be possible to enter it into Google or Waze that might also be valuable.
- Often during peak times parking remains available in some of the decks.
- It could be worth raising rates if parking is routinely in high demand.
- Wayfinding will likely help more people access the Old Woodward deck.
- The profits and losses report was helpful.
- It might be helpful to also separate operating and capital expenditures in future reports.

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

8. Adjournment

No further business being evident, the APC motioned to adjourn at 9:08 a.m.



Aaron Ford, Parking Systems Manager

Laura Eichenhorn, City Transcriptionist



MEMORANDUM

Parking Department

DATE: August 5, 2026
TO: Advisory Parking Committee
FROM: Aaron Ford, Parking Manager
SUBJECT: Lot 6 Permit Parking Zone Boundary Expansion

INTRODUCTION:

The City's Parking Department is requesting approval from the Advisory Parking Committee (APC) to expand the current permit parking boundary in Lot 6. The proposed modification will extend the permit area south along the easternmost portion of the lot adjacent to the Rouge River, incorporating spaces 7924-50 through 7924-53 and 7924-24 through 7924-30 (resulting in the addition of 12 spaces) while maintaining the western area strictly for general public parking. This adjustment is intended to address parking frustrations caused by recent business shifts along the service drive and optimize parking usage between daily permit holders and general public patrons.

BACKGROUND:

Lot 6 is currently striped to hold 174 vehicles. Hang-tag permits for Lot 6 are sold quarterly by the Parking Department at a rate of \$210.00 per pass and can be purchased in person at the Parking Office located inside the Chester Street Garage (180 Chester Street). The Parking Department typically sells approximately 178 passes each quarter, though exact sales volume fluctuates quarterly.

Currently, Lot 6 permit holders are restricted to parking within the northern portion of the lot directly behind the businesses adjacent to the river. Staff has received several complaints from permit holders regarding the limited area where their hang-tags are valid.

Due to recent business relocations along the service drive, general public parking has shifted from the southern half of the lot toward the northern half. This shift has resulted in an overlap between general public vehicles and permit holders within the designated permit zone, leading to parking congestion and operational friction.

The proposed expansion extends the permit boundary to include the eastern section of the southern half of Lot 6 (along the river), specifically adding spaces 7924-50 through 7924-53 and 7924-24 through 7924-30 for a total addition of 12 permit spaces. This solution provides the following operational benefits:

- **No Impact on Public Parking:** General public parking primarily utilizes the south-west

portion of the lot closest to N. Old Woodward Avenue.

- **Complementary Peak Hours:** Permit holders predominantly occupy the lot during daytime business hours, whereas general public parking demand peaks in the evening for local dining and entertainment.
- **First-Come, First-Served Policy:** Parking within Lot 6 remains first-come, first-served, and the general public is not prohibited from parking within the permit zone.

LEGAL REVIEW:

N/A

FISCAL IMPACT:

There is no anticipated negative fiscal impact associated with this boundary expansion. Permit rates will remain at \$210.00 per pass per quarter, and total quarterly pass issuance will continue at current established levels.

SUSTAINABILITY:

N/A

DESIGN CONSIDERATIONS:

N/A

PUBLIC COMMUNICATIONS:

Upon approval by the APC, updated zone mapping and signage indicating spaces 7924-50 through 7924-53 and 7924-24 through 7924-30 as part of the permit zone will be communicated to current Lot 6 permit holders and updated on the City's official website.

SUMMARY:

Expanding the Lot 6 permit boundary to include spaces 7924-50 through 7924-53 and 7924-24 through 7924-30 (12 additional spaces) along the eastern section of the southern half of the lot provides a practical solution to recent shifts in parking demand. The adjustment directly addresses permit holder feedback without displacing general public parking or incurring additional costs to the City.

ATTACHMENTS:

1. Lot 6 Permit Zone

SUGGESTED COMMISSION ACTION:

Make a motion to approve the expansion of the Lot 6 permit parking zone boundary to include spaces 7924-50 through 7924-53 and 7924-24 through 7924-30 (adding 12 spaces) along the eastern portion of the southern half of Lot 6, as presented.



Built Beyond Its Parking: The Downtown Deficit, Counted Building by Building. Paul Reagan

A parcel-by-parcel measurement of how much parking downtown Birmingham actually demands, how much the public system supplies, and the gap the City has not yet counted — built entirely from the City's own zoning standards.

Sources: BS&A Online building sketches (Apex) for all 153 PAD commercial parcels • Oakland County assessor rolls • City of Birmingham Zoning Ordinance, Table A • 1980 Birmingham Master Plan, Appendix A • 2018 City parking study. Supporting workbook: PAD_Demand_Audit.xlsx.

The one-sentence finding

Measured building by building from the City's own parking ratios, downtown's commercial buildings demand about **6,800 parking spaces from the public system** — against a public supply of roughly **5,100 spaces**. That is a deficit of **about 1,700 spaces today** (and roughly 3,200 against the five City decks alone). This is not a forecast of a future build-out; it is the gap in the district as it stands.

“Do you know what happens when you give away parking? You run out.”

— A former Chairman of the Birmingham Planning Board

WHAT THIS REPORT ESTABLISHES

- Every one of the **153 commercial parcels** in the former Parking Assessment District was audited from its actual building sketch — floor by floor, by real use — not from a single use-label per parcel.
- Eight parcels the County records as “Garages” are office buildings the City counts as generating **zero demand**; they alone hide ~659 spaces.
- Most downtown commercial buildings are recorded as one story but are actually two or three; demand is computed on the real floors.
- After subtracting every space the buildings park on their own sites, **~6,800 spaces of demand fall on the public system** — so the count includes only demand that has nowhere to go but public parking.

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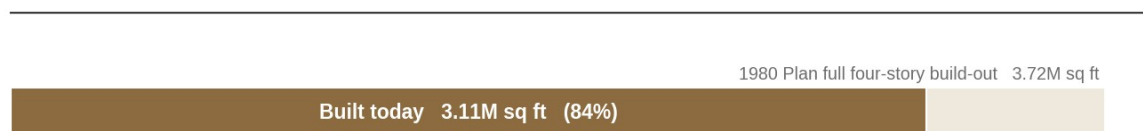
1. A claim the City's own numbers can settle

For years the City's position on downtown parking has rested on a single assurance: that the 1980 Master Plan anticipated the Parking District would supply enough parking for a downtown built out to two- and four-story construction. The City's own records do not support that assurance — and the 1980 Plan, in its own Appendix A, warned of exactly the opposite.

The 1980 Plan's Appendix A, Table 8, modeled a full four-story (FAR 4.00) build-out and projected a **74.8% parking deficit** at that scale. Downtown has not waited for full build-out to get there. The City's commercial floor area today is already **83.6% of the 1980 Plan's full build-out total** (3,111,283 of 3,720,540 sq ft). The forecast deficit is no longer a forecast.

Downtown is already 84% built out

Commercial floor area today against the 1980 Plan's full four-story scenario



Source: Oakland County assessor records; 1980 Birmingham Plan, Appendix A, Table 8.

Figure 1. Downtown commercial floor area today against the 1980 Plan's full four-story build-out scenario.

THE DECKS THE 1980 PLAN WAS COUNTING ON — AND GOT

When the 1980 Plan was written, downtown had **just two public decks**: N. Old Woodward (1966) and Pierce (1974). The Plan's own Appendix A (Table 14) expressly assumed the **"construction of additional parking facilities"** would be needed to keep pace with growth — and the City delivered exactly that, building three more: **Park Street (1983), Chester (1986), and Peabody (1990)**. **Three of today's five decks were built after the 1980 Plan, precisely as it assumed.** The additional parking the Plan called for was built. The density still outgrew it — which is why, with all five decks in place, the district now runs the deficit the Plan's four-story table forecast.

Everything that follows uses the City's own standards — the City's Zoning Ordinance parking ratios (Article 4, Table A) and the City's 1980 Plan tables — applied to the building data the City and County already hold. Using the City's numbers against the City's claim is the firmest possible ground, and it reveals a deficit those numbers cannot explain away.

2. The demand, counted building by building

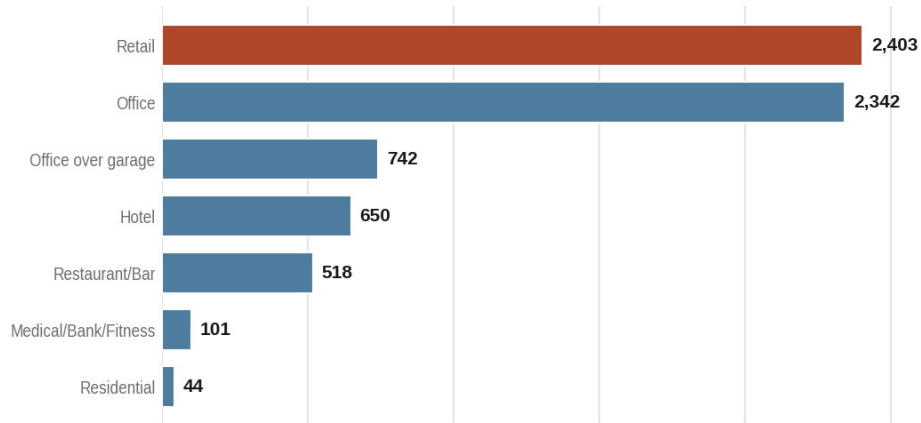
The usual way to estimate district demand is to take the assessor's parcel file, assign each parcel a single use, and apply a ratio. That approach yields roughly 8,880 spaces — but this analysis does not stop there. **Every one of the 153 commercial parcels was audited individually**, pulling each building's BS&A sketch (Apex), reading the actual use of each floor, and computing demand floor by floor from Table A. This does two things a parcel-file estimate cannot: it captures a building's true mix of uses, and it credits the parking a building actually provides on-site.

THE RESULT

Total parking demand downtown is about **8,422 spaces** — within about 5% of the independent parcel-file figure, two unrelated methods agreeing. Of that, roughly **1,624 spaces** are met by parking the buildings provide on-site, leaving **about 6,800 spaces of demand on the public parking system** — the number that should be measured against public supply.

Where the public-parking demand comes from

Net parking spaces demanded from the public system, by building use



Source: Floor-use audit of 153 commercial parcels in the former Parking Assessment District, at City Table A ratios.

Figure 2. Net public-parking demand by building use. Office and retail uses dominate.

Demand is summed per floor and then grouped by each building's dominant use:

Building use	Parcels	Total demand	On-site	Net public
Office	36	3,120	780	2,342
Retail	78	2,628	225	2,403
Office over garage ("Garages")	9	1,185	443	742
Restaurant / Bar	11	518	—	518
Hotel	2	826	176	650
Medical / Bank / Fitness	5	101	—	101
Residential	7	44	—	44
TOTAL — 153 parcels	148	8,422	1,624	6,800

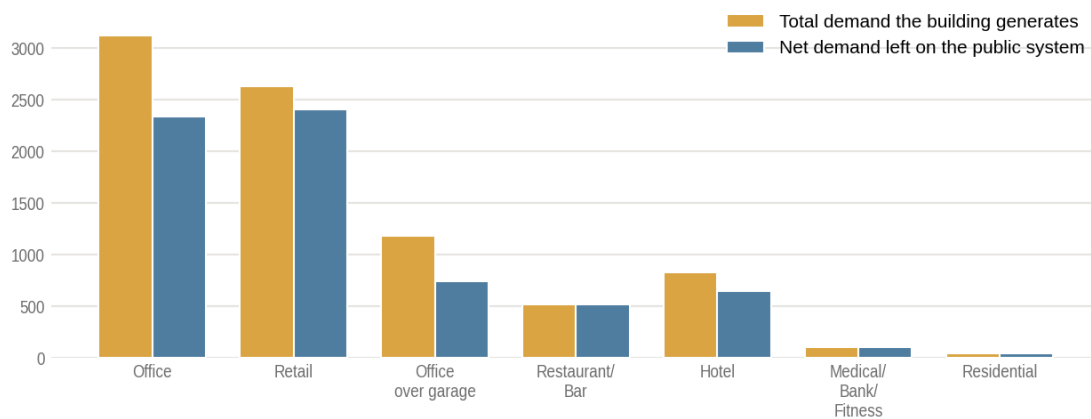
Table 1. Parking demand by building use, from the floor-use audit. On-site columns credit basement, structured, and surface parking the buildings provide.

Note on hotels: the two hotels are computed at the City's own Table A ratios, the same method the City applied to the Daxton. The **Daxton** requires 392 spaces (126 rooms + restaurant + banquet) against 56 provided on-site; the **Townsend** requires about 434 (150 rooms + its 5,000-sq-ft ballroom and 2,700-sq-ft Regency Room at the City's assembly ratio) against 120 on-site. Both figures are conservative — the Townsend's Rugby Grille restaurant and ancillary retail are not counted — and banquet/assembly demand

peaks evenings and weekends rather than at weekday midday, but it is included to stay consistent with the City's code-required-supply standard used throughout this report.

Most demand lands on the public system

Total parking each use generates vs. what remains after on-site parking



Source: Floor-use audit; on-site columns credit basement, structured, and surface parking each building provides.

Figure 3. Total demand each use generates vs. what is left on the public system after on-site parking.

3. What the building records miss

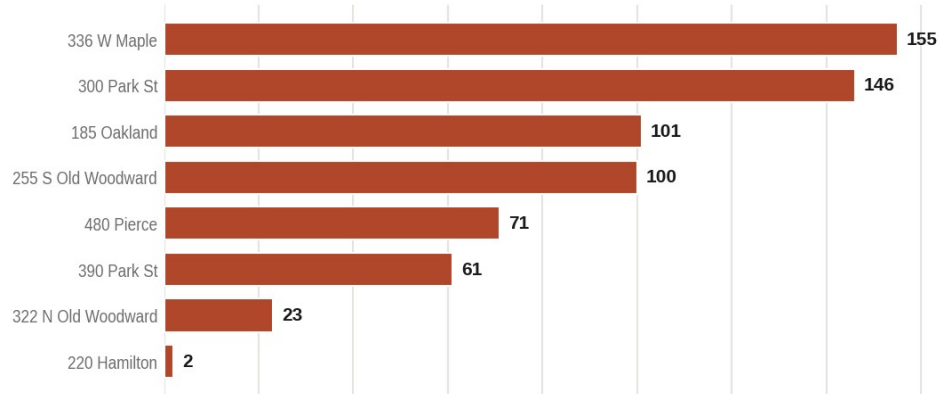
The audit is not a blanket claim that the County data is wrong — **47 parcels were confirmed correct** with no change. But four specific, repeatable errors move real demand, and the Commission should know where they are.

The eight “Garages” that demand nothing on paper

Eight parcels carry a use class of “Garages,” which the demand model treats as generating **no parking demand at all**. Their sketches tell a different story: each is a multi-story office or office-and-retail building sitting over a garage that fills only part of the footprint. The occupied floors above generate demand that is currently counted as zero.

Counted as zero

Net public demand from eight office buildings the County records as “Garages” — 659 spaces in all



Source: Floor-use audit; Oakland County assessor classifications.

Figure 4. The eight “Garages” parcels and the net public demand each generates — counted today as zero. Combined: ~659 spaces.

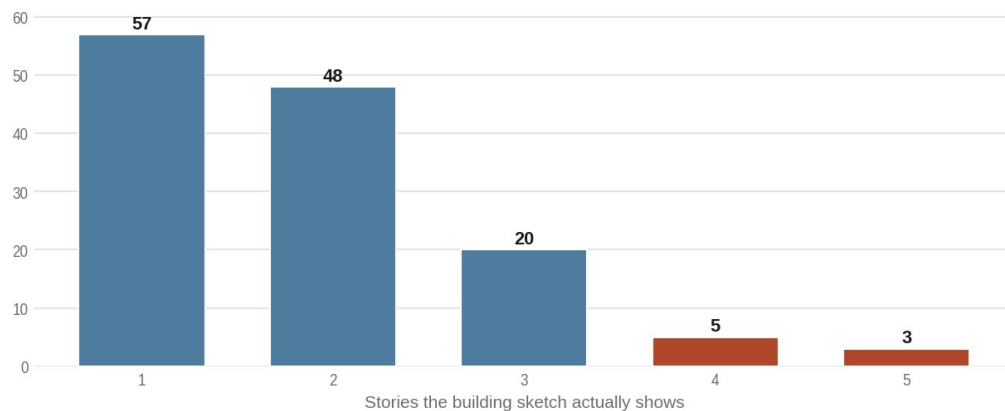
This is the single most actionable item in the report, because it is a pure classification error. Re-coding these eight parcels and re-running the demand model corrects ~659 spaces with no field survey and no construction. A ninth “Garages”-classed parcel — the 177 S Old Woodward / 370 E Maple Rd shared structure, a single garage double-counted across two parcels — is the same error in a different form; including it brings the office-over-garage group in Table 1 to nine parcels and about 742 net spaces.

Most downtown buildings have more floors than the record shows

Across the audit, the assessor record lists the great majority of commercial buildings as a single story. The sketches show otherwise — 76 of the audited buildings are two stories or more, several are three to five. Where a one-story record actually hides a restaurant, residential floors, or a finished basement, computing each floor at its real use — and the right rate — is what catches demand the single label misses.

Taller than the record shows

Audited downtown commercial buildings, by their true number of stories



Source: BS&A (Apex) building sketches for the 153 audited parcels.

Figure 5. Stories the BS&A sketches actually show for the audited commercial buildings. Most are recorded as one story.

The restaurant rate cuts both ways

Because the restaurant ratio (1 space / 75 sq ft) is so much stronger than office or retail, misapplying it produces the largest single-building swings. A restaurant hidden inside a building classed as “retail” is **under**-counted — 300 S Old Woodward hides ~120 spaces this way. A mostly-office building blanket-classed as “restaurant” is **over**-counted — 460 N Old Woodward by ~84. Computing demand floor by floor fixes both. Several buildings also carry finished, occupiable basements left out of the recorded square footage entirely.

4. The supply, honestly counted

The public parking supply downtown is five City-owned decks. The City's current Advisory Parking Committee count puts the decks at about **3,579 spaces** (the City's 2018 Parking Plan listed 3,423), and total public parking — decks, public surface lots, and metered on-street — at **roughly 5,100 spaces**. That is the honest denominator, and the only parking a visitor, employee, or customer without a private space can actually use.

And the squeeze is not new. The City's own 2018 Parking Plan (Nelson\Nygaard) found the core of the system already maxed out:

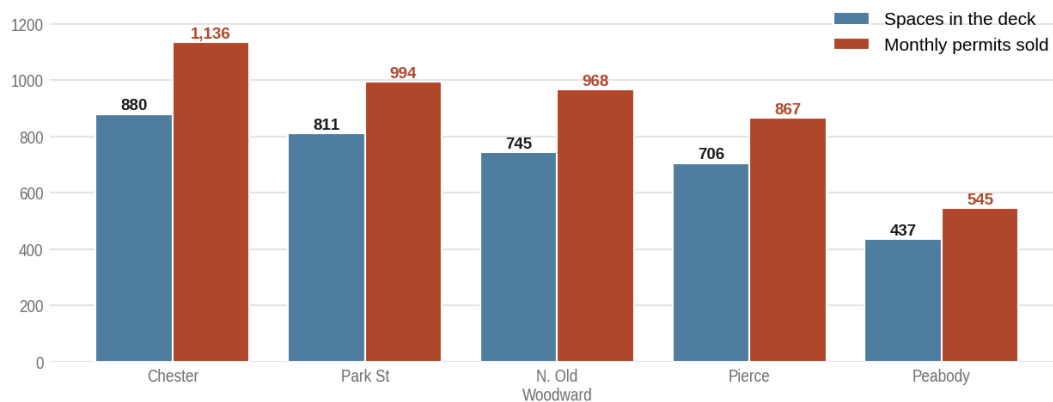
“During the peak lunch period, each of the City's five garages exceeds 90% utilization.”
— City of Birmingham Parking Plan, 2018 (Nelson\Nygaard)

Three garages, the study added, ran “in excess of 95%,” against a permit wait list of roughly 3,000 parkers — and that was before most of the past decade's redevelopment. The saturation the City documented in 2018 is the same shortage this report now measures, parcel by parcel.

There is a blunter way to see it. By the City's own monthly Advisory Parking Committee packets, the decks are not merely full — they are **deliberately over-sold**. In December 2025 the City had issued about **4,510 monthly permits against 3,579 deck spaces** — and every one of the five decks is sold past 100% of its capacity, every month:

Every deck is oversold

Monthly permits sold against the number of spaces, by deck (December 2025)



Source: City of Birmingham Advisory Parking Committee packets, December 2025.

Figure 6. Monthly parking permits sold against deck capacity, by deck (City Advisory Parking Committee packets, December 2025). System-wide the City sells ~4,510 permits for 3,579 spaces — 126% of capacity.

The City over-sells on a familiar assumption: that on any given day roughly **one in five permit holders does not use the space** — so the permits that actually show up, about **3,600**, are meant to fit the 3,579 spaces. But grant the City that assumption in full, and the conclusion only gets worse. The **roughly 3,600 permit holders who do show up already meet or exceed the 3,579 spaces that exist** — and those are commuters and downtown employees alone, before a single shopper, diner, patient, or evening visitor arrives. The “spare” capacity the system once ran on — the no-show margin — has been sold off. That is what a 3,000-person

wait list and decks over 90% at lunch actually mean: the public decks are spoken for by permit holders before the public ever reaches them.

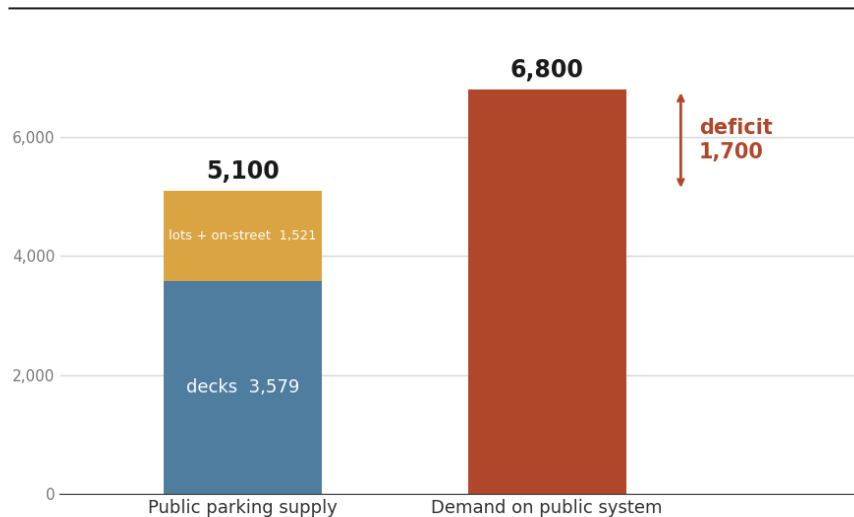
Two points the City's own deck statistics tend to omit. First, effective capacity is not striped capacity: a deck is functionally full near 85% occupancy. Second, demand that cannot find a public space does not vanish — it spills into adjacent residential streets, which the City's deck counts never capture. Both push the real gap wider than the raw numbers below.

5. The deficit

Set the two honest numbers side by side — about 6,800 spaces of demand on the public system, about 5,100 spaces of public supply:

A 1,700-space hole in the public parking

Spaces demanded from public parking vs. the spaces the City provides



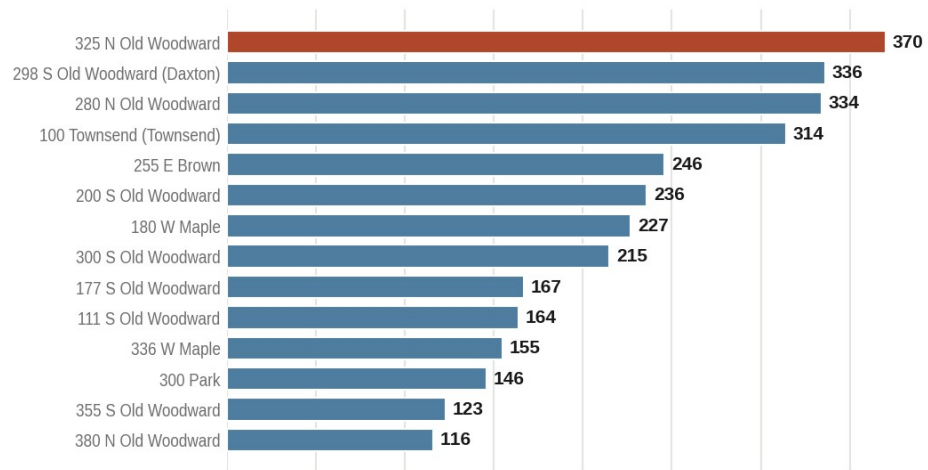
Source: Demand from the floor-use audit (net of on-site); decks per City Advisory Parking Committee (2025). The 2018 Parking Plan listed 3,423 decks / 4,944 total.

Figure 7. Net public-parking demand against total public supply. The deficit is ~1,700 against all public supply, ~3,200 against the five decks alone.

The deficit is **about 1,700 spaces against all public supply, and about 3,200 against the decks alone**. This estimate is deliberately conservative: it already subtracts every space the buildings provide for themselves, so it cannot be dismissed as double-counting or as demand that is met privately. It is the parking the public system is short, today.

The biggest demand generators

Buildings placing the most net demand on public parking (spaces)



Source: Floor-use audit; net of each building's on-site parking.

Figure 8. The fourteen buildings that place the most demand on public parking.

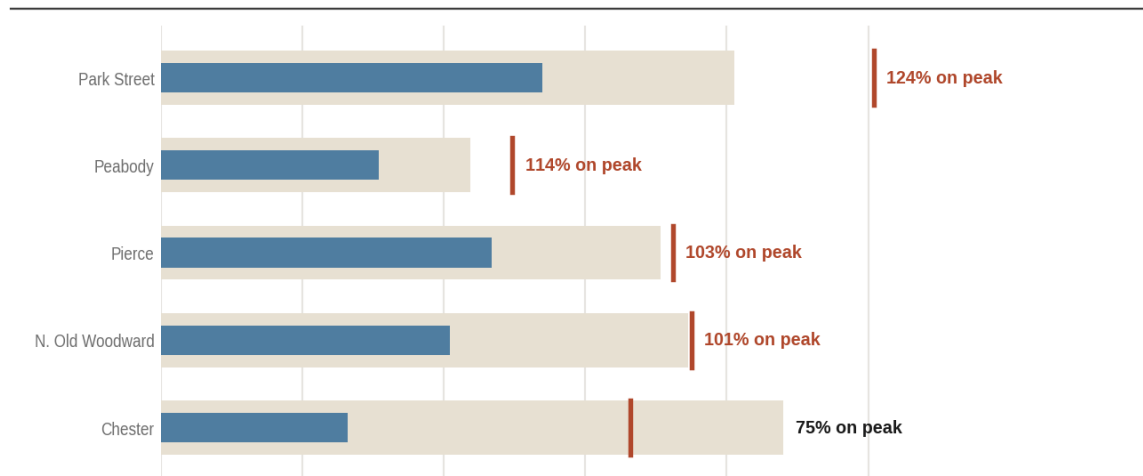
6. Measured at the gate — two years of occupancy counts

Everything to this point estimates demand from floor area and the City's own ratios. This section checks that estimate against a completely independent source: the City's **occupancy counters** — the machines at the deck gates — read hour by hour, day by day, for two full years (June 2024 through May 2026). The counters do not model anything. They count cars. The City keeps two streams for every deck: occupancy by **monthly permit holders** (the commuters and employees who hold a pass) and by **transient parkers** (the shoppers, diners, and visitors who pull a ticket). Added together, the two streams are the whole deck.

Complete two-year records are now in hand for **all five City decks, in both streams**, and the picture they draw is blunt. Counting permit and transient cars together, **four of the five decks run at or beyond their capacity on peak days**. Only Chester, the largest, has real headroom.

Four of five decks run full — Chester is the exception

Each deck: faint bar = capacity · blue = typical weekday peak · red tick = busiest day (permit + transient)



Source: City of Birmingham TIBA occupancy counters, both streams, June 2024–May 2026. Busiest-day counts can exceed striped capacity (circulating/tandem vehicles).

Figure 9. Combined peak occupancy against each deck's capacity. Park Street, Peabody, Pierce, and N. Old Woodward reach or exceed their nominal space count on the busiest days; Chester peaks near 75%.

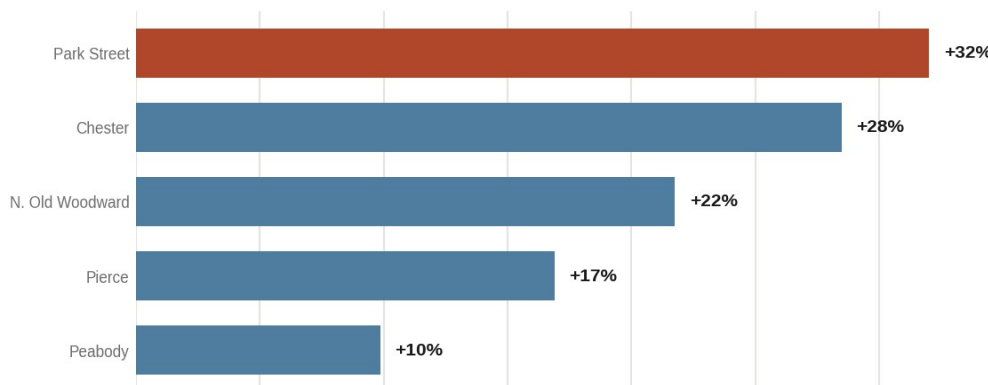
The deck-by-deck detail tells the story. **Park Street** is the most strained — typically peaking near 540 cars against 811 spaces, reaching about **1,008 on its busiest day**, and running at or above 85% of capacity on roughly **328 weekdays** of the two years. **Peabody** (437 spaces) is full nearly as often — **347 days**. **Pierce** and **N. Old Woodward** each top out around 100–103% on their busiest days. **Chester** alone never reaches 85%: it peaks near 75% of its 880 spaces, with hundreds of empty stalls on a typical day.

So the system's problem is not only scarcity but **maldistribution**. Summed across all five decks, weekday peak occupancy runs about **2,430 cars on a typical day** and **~3,290 on the busiest**, against roughly **3,579 deck spaces** — an aggregate that looks survivable only because Chester sits half-empty while four decks overflow. The parking the public can actually reach at the busiest, most-wanted times is far tighter than the system total implies. (Busiest-day counts can exceed a deck's striped capacity where vehicles circulate or stack; the relative picture — which decks are chronically full — is unaffected.)

And the pressure is rising on **every** deck. Combined weekday peak occupancy grew over the two years at all five — Park Street **+32%**, Chester **+29%**, N. Old Woodward **+22%**, Pierce **+17%**, and Peabody **+10%**. The trend the building-by-building audit predicts is showing up, in real cars, deck after deck.

Every deck's demand is climbing

Two-year change in combined weekday peak occupancy, by deck



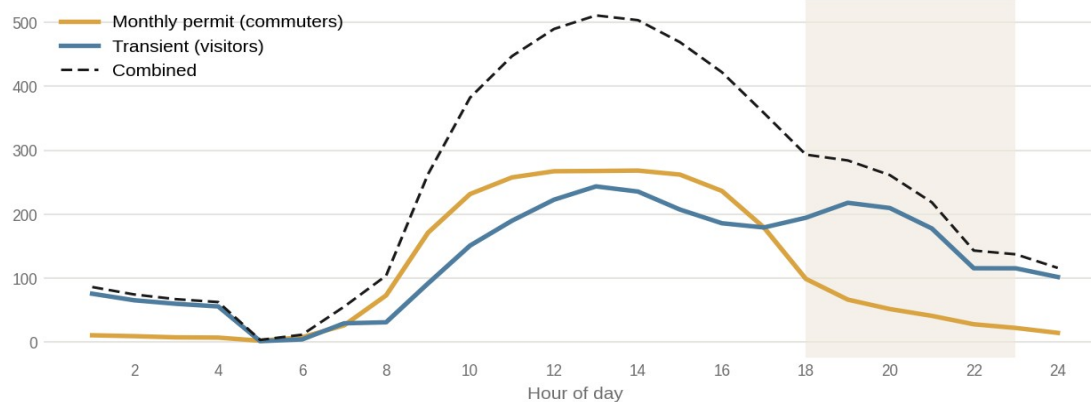
Source: City of Birmingham TIBA occupancy counters, both streams, June 2024–May 2026.

Figure 10. Two-year change in combined weekday peak occupancy, by deck. Every deck's demand is climbing.

How the decks fill is consistent too. Take Pierce as the worked example: its permit holders load in by day and its transient visitors arrive in the evening — two crowds on two clocks that together keep the deck busy from morning to night.

Two crowds, two clocks

Average cars in the Pierce deck by hour — permits by day, transients into the evening



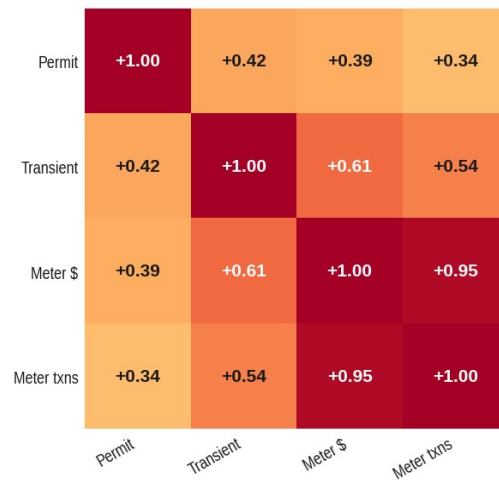
Source: City of Birmingham TIBA occupancy counters; hourly averages, valid days only.

Figure 11. Pierce deck by hour — monthly permit by day, transient into the evening, and the two combined (dashed).

The two crowds do not take turns — on busy weekdays they **stack**, rising together ($r = +0.42$), which is precisely how a deck fills. And transient deck use tracks the City's on-street meter revenue tightly ($r = +0.61$): the same visitors fill the decks and feed the meters on the same days, so the curb and the structures tighten in unison.

Everything moves together on weekdays

Correlation among Pierce occupancy and on-street meters



Source: TIBA counters; PEMS meters.

Figure 12. Weekday co-movement among the public-parking series. Permit and transient demand rise together; transient demand and the meters are tied tightest of all.

WHY THE COUNTERS CORROBORATE THE DEFICIT

Measured at the gate, by the City's own machines: **four of five decks at or over capacity on peak days, every deck's demand rising, and the whole system tightening in step**. A parking system with real slack fills at different times, so a surge in one place is absorbed in another. Downtown's does the opposite — the decks fill together, and the one deck with room (Chester) is the one furthest from the core. These are exactly the conditions the demand audit predicts. Two independent methods, one conclusion. (Full per-deck charts, data, and correlations are in the companion workbook, **Parking_TwoYear_Analysis.xlsx**.)

7. Where the overflow goes — the neighborhoods and the enforcement gap

Downtown has two parking populations: those who **pay** — monthly permit holders in the decks and short-term payers at the meters — and those who park for **free**. The free population fills the residential streets that ring the former Parking District, along with Barnum Park and private lots such as the Kroger lot used without authorization. The deficit measured in this report has a destination, and it is largely there.

It would be too simple to call this only the overflow from full decks. Full decks are part of it — Section 6 shows them filling — but the larger pull is that **free, unenforced neighborhood parking is, for many downtown workers and patrons, simply the rational choice**, and would be even on a day the decks were not at capacity. Three reasons converge. **Proximity**: for destinations on the edges of downtown there is no deck nearby, and a residential block is closer than the nearest structure. **The meters**: on-street spaces are paid and time-limited — as little as one hour on many blocks — too short for an employee's shift or an unhurried visit, so the curb is no option for the people who stay longest. **Price**: a monthly deck permit costs money; a free curb space two blocks away does not, and some drivers simply decline to pay. Each reason points the same

way, and together they fill the residential streets with all-day commercial and employee parking regardless of how full the decks happen to be.

The City's visible response has been to post **progressively more two-hour parking limits** on those residential streets — among them Ann, Oak, and Brown Streets, the residential segment of Chester north of Maple, Henrietta and Willits Streets, and the blocks ringing Barnum Park. The signs draw a clear line: short-term neighbor and visitor parking, yes; all-day commercial and employee storage, no. But a two-hour limit is only as real as its enforcement, and here the City faces a problem it has not squarely addressed.

For decades the limits were enforced the ordinary way — by chalking tires. That tool is now unavailable. In **Taylor v. City of Saginaw** (6th Cir. 2019, reaffirmed 2021), binding in Michigan, the federal appeals court held that chalking a tire is a Fourth Amendment search: the officer physically touches private property to gather evidence, without a warrant. Since that ruling a Birmingham officer cannot lawfully chalk, and the routine method the City relied on to prove a car had overstayed a posted limit is gone. Absent a replacement, a posted two-hour limit becomes difficult to enforce at all.

THE ENFORCEMENT RECORD IS NOT AVAILABLE TO MEASURE

The direct test would be the citation record — how many time-limit tickets the City actually writes on these streets, year by year, before and after the 2019 chalking ruling. Those records are **not available in retrievable form**, so the question cannot be settled with hard counts. The argument therefore rests on what **is** documented: the City has steadily added two-hour limits to these residential blocks; the routine means of enforcing them — chalking — was removed by **Taylor**; and no automated replacement has been adopted. **A limit that is posted but cannot be shown to be enforced offers the neighborhoods little practical protection.**

And the missing record matters for more than enforcement. Had those citations been kept, they would have been the clearest available **barometer of the pressure on the neighborhoods**: a rising count of two-hour overstays on Ann, Oak, Brown, Henrietta, Willits, and the streets around Barnum Park is precisely the footprint of downtown overflow pushing onto residential blocks. By not recording them in any retrievable way, the City has left itself **unable to see — or to manage — the very pressure its parking policy pushes outward. That a City cannot say how heavily its neighborhoods are being parked into, on streets it has itself posted, is troubling** — the gap here is not only an enforcement gap but a measurement gap, and the Commission should treat it as one.

There is a lawful remedy, and the same **Taylor** decision pointed straight to it. What chalking did physically, a camera can do without any trespass: a license plate is required to be displayed in public view, so photographing it raises no Fourth Amendment problem and no privacy interest. An officer — or a vehicle-mounted **automated license-plate reader (ALPR)** — can timestamp a plate and re-scan the block later to see whether the same car has moved. Courts have specifically identified this “virtual chalking” as the constitutional substitute for the practice **Taylor** ended; Michigan has no statute barring it for parking enforcement, and many municipalities adopted it after 2019.

THE COST IS NOT THE OBSTACLE

A vehicle-mounted ALPR system — cameras, in-car software, and citation-system integration — runs roughly **\$50,000 to \$65,000**, with modest annual support; one car can sweep an entire district repeatedly. Vendors report such systems cut enforcement labor 60–80% and pay for themselves within

12 to 24 months. Against the **tens of millions a new parking structure costs, a single enforcement vehicle is a rounding error**. “We cannot afford to enforce turnover” is therefore a difficult position to maintain: the means to protect the neighborhoods — and to keep curb and deck spaces turning over downtown — is among the least expensive tools in the entire parking system. (Sources in Section 12.)

The point is not that enforcement substitutes for supply; it does not. The point is that the neighborhoods are where the deficit finally lands. Every exempt project that adds demand without parking, every permit sold past capacity, every deck that fills by midday pushes cars outward onto residential blocks — and a two-hour limit that is posted but not enforced leaves residents to absorb what downtown will not. A parking shortage the City declines to measure becomes a neighborhood problem the City declines to police.

8. How the deficit was permitted — density without parking

A deficit this large is not an accident of the market; it was permitted, by plan and by ordinance. The lineage runs straight through the City’s own master plans: downtown’s density was authorized on the promise of a parking and transit system that was never built.

8.1 The 2016 Plan adopted only half of New Urbanism

In 1996 the City adopted the Downtown Birmingham 2016 Plan — the Duany Plater-Zyberk form-based code that made Birmingham a national model and produced more than 30 mixed-use buildings and over three million square feet of commercial space. But New Urbanism only justifies reduced parking where density is paired with genuine transit, a collective publicly-funded parking supply scaled to the permitted density, and a walkable network that actually removes car trips. Birmingham is a regional destination reached overwhelmingly by car, with no rail and commuter-infeasible bus service. The Plan delivered the density. It did not deliver the rest.

The Plan was candid about how it expected that new density to be parked: on the spare capacity the public decks then had. Its 1996 Parking findings record the decks under-utilized — and offer the surplus up to growth:

“The existing, observable surplus may therefore be considered available to serve future downtown building. [The] recommendations of this plan ... include incentives for new building construction that can utilize this surplus parking.”

— Downtown Birmingham 2016 Plan (1996), Parking Finding 1

Downtown’s growth, in other words, was authorized against a parking cushion that existed in 1996 — when, as the Plan recorded, no deck save Pierce on occasion was observed “more than 75 percent full,” and the Plan set aside a 1992 study that had found a 30 percent deficiency as a suburban model that did not fit downtown. That cushion is precisely the capacity the next thirty years of building consumed. By 2023 the City’s own 2040 Plan reports the same decks “over 90% of their capacity.” The surplus the 2016 Plan spent is gone — and the 1992 warning it waved off has come true.

What the 2016 Plan delivered	What it omitted or never delivered
Form-based code permitting 4–5 story buildings	Regional transit on Woodward (projected for decades; never built)
Parking exemptions for new commercial construction in	New public parking structures in the Triangle (2007 plan;

What the 2016 Plan delivered	What it omitted or never delivered
the PAD	never built)
30+ mixed-use buildings, >3M sq ft of commercial space	Expansion of the parking assessment beyond the original PAD
Buildings — the theater among them — built with no dedicated parking	An internal circulator connecting neighborhoods to downtown (studied; unfunded)
Streetscape, traffic-calming, and pedestrian improvements	A binding parking requirement or impact fee for new construction

Table 2. What the 2016 Plan delivered, and what it left undelivered.

THE CORE PROBLEM

The 2016 Plan implemented the density half of the model — the part that benefits developers — while the transit, collective parking supply, and assessment-district infrastructure that makes reduced parking standards defensible was never funded, built, or enforced. The result is a downtown built to New Urbanist density on a suburban parking model: high demand, insufficient supply, and no transit alternative.

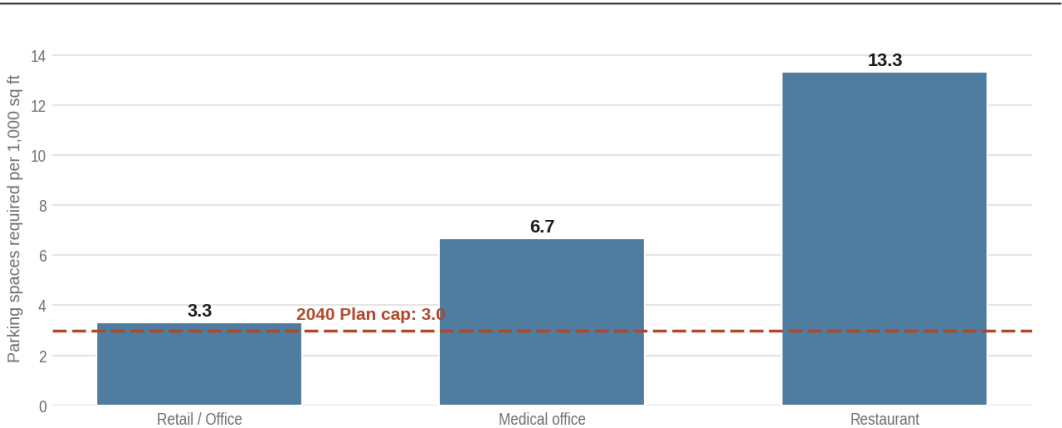
8.2 The 2040 Plan goes further — while admitting the shortage

The Birmingham Plan 2040, adopted by the Commission in 2023, is explicit about reducing parking. In its own words:

“Parking should be as minimal as possible, or not required. If required, parking should not exceed 3 cars per 1,000 square feet of non-residential uses and 1 car per bedroom of residential uses.”
— The Birmingham Plan 2040 (2023), Commercial Destinations

That cap sits below what the City’s own zoning ordinance already requires for the very uses downtown is built on — and far below the restaurant rate:

The 2040 cap sits below today's requirements
Spaces required per 1,000 sq ft: current ordinance vs. the proposed cap



Source: City of Birmingham Zoning Ordinance Table A; Birmingham Plan 2040.

Figure 13. The 2040 Plan’s proposed 3-per-1,000 cap against demand-based requirements under the City’s current ordinance.

For downtown housing the Plan goes all the way to zero on-site parking, routing residents into the public decks through “unbundled” permits:

“Offering an initial limited supply of permits for downtown housing, eliminating on-site parking. Evaluate the supply and modify as needed over time to maximize garage usage and housing.”

— The Birmingham Plan 2040 (2023), Mixed-use Districts

It makes these recommendations while conceding, on its own pages, that the decks are already full:

“Parking downtown is heavily utilized during the daytime, with most public garages over 90% of their capacity.”

— The Birmingham Plan 2040 (2023)

So the Plan would route still more demand into a system it admits runs above 90%, relying on garages, transit, and an internal circulator that remain unfunded studies — its own language on regional transit is that “this has been projected for decades, there is still hope that it will occur.” The 2007 Triangle District garages and assessment district, the very preconditions for the dense development the Plan also wants east of Woodward, are still unbuilt nearly two decades later. The density is adopted into zoning now; the parking it requires is left to a hoped-for future.

8.3 The zoning rewrite would write the shortage into law

None of this is hypothetical, and the City is candid about why it matters. The 2040 Plan, the City explains, “is not regulatory in nature ... the Plan itself does not have the ‘teeth’ needed to require new development and redevelopment in the City to align with” it — and so “the primary goal of the Zoning Ordinance Update project is to align the City’s regulations with the policy direction established in the Master Plan.” The rewrite, now underway with completion targeted for 2027, is the teeth. In plain terms, the cap of three spaces per 1,000 square feet and the elimination of on-site parking for downtown housing move from recommendation to binding law.

Four firms competed for the contract in late 2025 — McKenna, Giffels Webster, Kennedy Keast / Encode Plus, and Houseal Lavigne, the national zoning-modernization firm the City ultimately selected, which has already begun public outreach in support of the 2040 Plan’s features. Whichever consultant holds the pen, four problems should be put plainly before the Commission:

- **Hired to implement, not to evaluate.** The scope is to codify the 2040 Plan’s parking direction — not to ask whether it is sound given a measured 1,700-space deficit. A conclusion reached before the evidence is being drafted into law.
- **A national template applied to a city without transit.** Zoning-modernization firms reduce or eliminate parking minimums as standard practice — appropriate in transit-rich, walkable cities. Birmingham is a regional destination reached by car, whose own 2040 Plan concedes regional transit is only “hope.” What works in Minneapolis does not fit a downtown with no rail and full garages.
- **No parking study is in the scope.** The rewrite is setting downtown parking standards without first measuring downtown parking supply or demand. This report is that measurement, and it belongs on the table before a single minimum is lowered.
- **Engagement aimed at building support, not testing the premise.** The firm has already begun outreach to build public support for 2040 Plan features — consistent with a selection that emphasized visualization and engagement to help “build support for changes.” But public process should test

whether less parking is wise for this city, not market a conclusion the 2040 Plan reached before the evidence was in.

THE SEQUENCE THE COMMISSION CAN INTERRUPT

The 2040 Plan recommends minimal parking; the zoning rewrite is commissioned to make it binding; and the deficit measured in this report appears nowhere in that record. Left alone, the sequence produces a downtown legally encouraged to add demand and legally barred from requiring the parking to serve it. The Commission can break it with one instruction: no downtown parking minimum is reduced until the measured supply-and-demand picture in this report is reconciled against the proposed standards.

THE PATTERN

In both plans the sequence is identical: the density-increasing, parking-reducing recommendations are written into zoning promptly, while the garages, transit, and assessment funding that would justify them stay aspirations. The density lands; the infrastructure never does. The zoning rewrite now underway — targeted for 2027 — is designed to codify the 2040 Plan’s parking minimums, which would lock the pattern in.

9. How the deficit was built — the exemptions

“Do you know what happens when you give away parking? You run out.”

— A former Chairman of the Birmingham Planning Board

A deficit this size did not appear by accident; it was permitted, parcel by parcel. Commercial projects in the former Parking District are exempt from providing on-site parking and cannot be charged a parking impact fee in lieu of the old assessment. The practical result is that a downtown building can be torn down and rebuilt far larger with **no new parking obligation of any kind** — and the public supply is not expanded to absorb it.

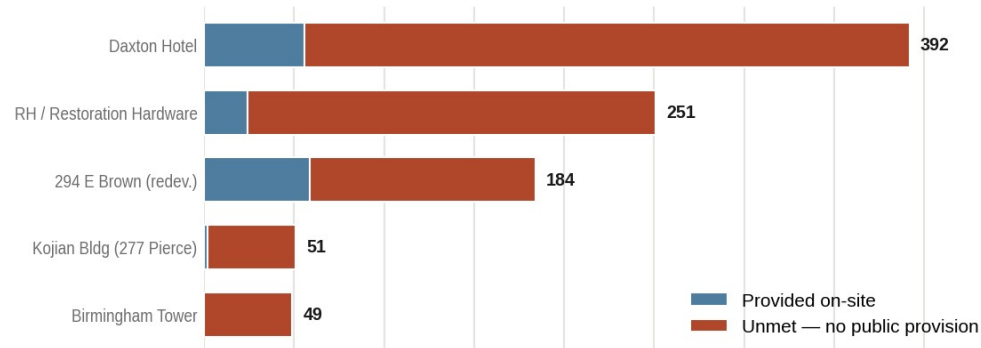
The consequence is visible in recent approvals. For each project, the City’s own ratios applied to its floor area give the demand it introduces; the on-site provision is what it actually built:

Project	Required	Provided	Unmet
Daxton Hotel (298 S Old Woodward)	392	56	336
RH / Restoration Hardware (300 & 394 S Old Woodward)	251	24	227
294 E Brown (redevelopment, est.)	184	59	125
Kojian Building (277 Pierce)	51	2	49
Birmingham Tower (D4)	49	0	49
FIVE PROJECTS	927	141	786

Table 3. Recent PAD-area projects: parking required under City ratios vs. provided on-site. Required figures from the City’s own Table A calculations.

Built short of their own demand

Recent projects: parking the City's ratios require vs. what was built on-site



Source: Per-project calculations at City Table A ratios; building permits.

Figure 14. Required vs. provided parking for five recent projects. The rust segments are demand with no public provision.

Five recent projects alone account for roughly **786 spaces of unmet demand** — the equivalent of about 22% of the entire five-deck supply, or close to a full Park Street structure, introduced with no corresponding parking. Each such approval is, in effect, demand added to the public system at no cost to the project and no offsetting investment by the City.

9.1 The City's answer — and why its own formula refutes it

The City has a defense, and it deserves a direct answer. Its position is that a property which paid into the Parking Assessment District at its original assessment has “paid forward” its parking obligation in perpetuity — so that a one-story building assessed decades ago owes nothing new when it is demolished and rebuilt at four stories. That contention does not survive contact with the City's own assessment formula.

As the City Manager's own 2021 presentation to the Commission sets out, the assessment is built from three factors — a Distance Factor (how far the parcel sits from the funded structure), a Merchandising Factor (how close it sits to the Maple-Woodward core), and a Parking Demand Factor — and that third factor is, by the City's own definition, the parking the building actually demands. The formula is explicit:

“Present Demand Factor: Gross Building Area divided by Zoning Requirements equals Number of parking spaces ... Potential Parking Demand Factor: Present Demand Factor plus potential Additional Building Area divided by Zoning requirement equals Number of Spaces if fully developed.”

— City of Birmingham parking-assessment formula (City Manager presentation to the City Commission, May 10, 2021)

Two conclusions follow, both from the City's own document. First, the assessment is a function of building size — half its weight is building area, and the demand factor itself is gross building area divided by the zoning ratio. A building that quadruples its floor area quadruples the parking demand the formula measures; an assessment calibrated to a one-story building cannot, as a matter of arithmetic, have pre-paid the demand of a four-story replacement three or four times its size. Second, the formula already contains a “Potential Parking Demand Factor” for “Additional Building Area ... if fully developed” — the City expressly anticipated assessing the demand that added density creates. The perpetuity reading does not extend the formula; it erases the very part written for this situation.

Rebuilt larger, assessed the same

A one-story building's demand vs. its four-story replacement (illustrative, 1 space / 300 sq ft)

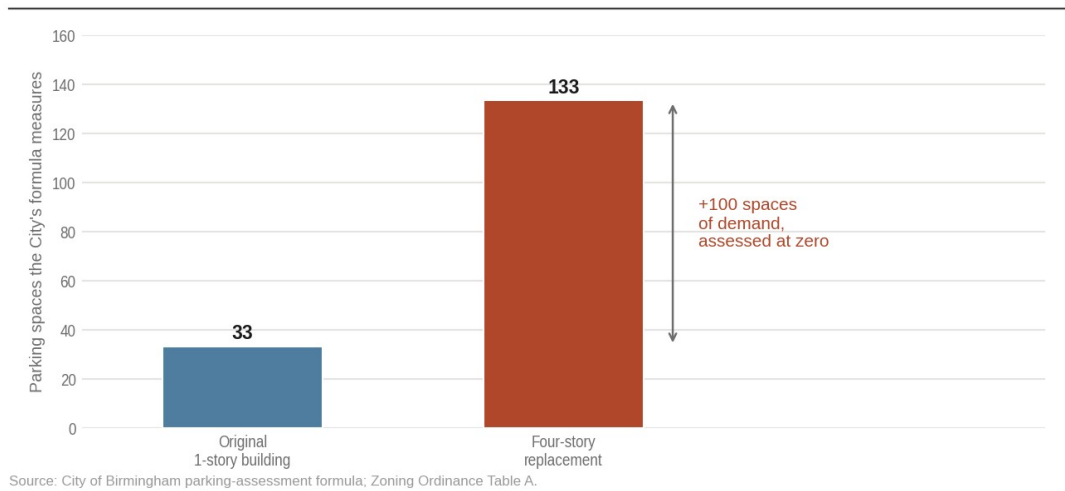


Figure 15. Illustrative: a one-story building assessed on its own demand, rebuilt at four times the floor area, quadruples the demand the City's formula measures — and pays nothing further (at the City's retail/office ratio, 1 space / 300 sf).

The City's founding principle said the same thing in plainer words. When the parking system was created, the recorded expectation was that new enterprises would build their own parking or pay in full for the burden they placed on the public system:

"New business enterprises should either incorporate adequate provision for parking in their plans or be assessed fully for the need it provided by the City."

— City of Birmingham, recorded intent of the original parking assessment (City Manager presentation, May 10, 2021)

A teardown-and-rebuild that triples a parcel's parking demand, pays nothing further, and provides nothing on-site is precisely the case that principle was written to prevent. The deficit measured in this report is the cumulative price of reading it out of the ordinance, one redevelopment at a time.

The City has leaned on a 2021 opinion from its bond counsel to suggest its hands are tied. Asked whether it could re-assess a developer more than twenty years after the original roll, or charge an impact fee for the new parking demand, Miller Canfield advised no on both counts:

"The City's Special Assessment Ordinance limits a deferred parking special assessment to no more than 20 years after the confirmation of the original roll ... there is no authority in Michigan law for the City to impose an impact fee on developers for increased demands on the City's parking system as a result of new development."

— Miller, Canfield, Paddock and Stone, P.L.C., opinion to the City Manager, September 21, 2021

Grant both conclusions. They still leave out the tool the City had all along. Nothing in that opinion — and nothing in Michigan law — stopped the City from doing what nearly every other municipality does as a matter of course: requiring a new building to provide, on its own site, the parking its own square footage demands. The bond counsel answered the two questions the City asked — an old assessment and an impact fee — and was never asked about the third. The exemption of downtown construction from any on-site parking requirement is not something the law compelled; it is a choice the City made, and continues to make. The deficit is the sum of those choices.

9.2 What could have been done — credit and require

There was a remedy, and it required neither a retroactive assessment nor an impact fee. Several buildings in the former District had been assessed for parking as **one- and two-story structures**; they were then demolished and rebuilt as **four- and five-story buildings** — multiplying the parking demand the City's own formula measures — with no additional parking required, whether by deliberate policy or simple oversight. Either way, the added density went up unparked.

The straightforward course was to **credit and require**: credit the owner the parking the original assessment had already paid for, and require the **additional stories** of the reconstructed building to provide that added share of parking on-site (or to fund it directly). The owner keeps the full benefit purchased decades ago; only the **new** demand created by the added floors is asked to carry its own weight, and the public system is held harmless. This is ordinary zoning practice, squarely within the City's authority, and — unlike a retroactive assessment or an impact fee — entirely untouched by the bond-counsel opinion the City has relied on.

It did not happen. The added stories rose with no offsetting parking, and the demand they created fell entirely on the public system — the same decks the City's own counters show climbing toward capacity. In effect, each such approval credited the owner not only the parking they had paid for, but the parking they had not.

ON THE CONSULTANTS' OBJECTION

The City's zoning consultants have dismissed this approach, observing that it is common for cities not to require additional parking for additional floors. As a national trend, that is accurate: by 2025 more than **3,700 cities had reduced or removed parking requirements**, over a hundred eliminating them outright (Parking Reform Network; see Section 12). But the comparison omits what those cities actually did. Removing a parking **mandate** lets a developer right-size parking to the market — it does not commit the city to **supply** that parking from the public purse. And responsible reform is **paired** with priced curb parking, residential permit programs, shared-parking agreements, transit and micromobility investment, and formal spillover studies before approval. Birmingham has done the reverse: **removing the requirement while continuing to absorb the demand into an over-subscribed public deck system** — with no transit and none of those guardrails. The result is precisely the spillover the parking-reform literature warns against, now visible in the City's own occupancy counts.

10. Policy implications — a memo to the City Commission

10.1 The finding, in one paragraph

Downtown Birmingham's commercial buildings generate about 6,800 spaces of demand on the public parking system against roughly 5,100 spaces of public supply — a present-day deficit of about 1,700 spaces, measured building by building from the City's own standards and net of all on-site parking. The district is already 84% of the way to the 1980 Plan's full build-out, whose own Appendix A forecast precisely this shortfall.

10.2 What is at stake

This is not an abstract accounting gap. It is the parking that downtown employees, customers, and residents compete for every peak hour, and the overflow that lands on residential streets. It is also a fairness question:

each exempt project adds demand the public system absorbs for free, while the cost — congestion, spillover, and eventually new public structures — is borne by everyone else. City staff and the Commission have legitimate reasons to encourage downtown reinvestment; the question is whether that reinvestment can proceed without quietly transferring its parking cost to the public.

10.3 What the City could do

Four steps follow directly from the data, in rough order of ease:

- **Re-code the eight “Garages.”** These are office buildings counted as zero demand. Correcting their classification recovers ~659 spaces in the City’s own model with no field work — the single highest-value fix.
- **Compute demand floor by floor.** Nearly every material error in this report comes from applying one use-class to a multi-use building. The sketches already hold the floor detail needed to do it correctly.
- **Close the PAD exemption gap — credit and require.** For redevelopment in the former District, credit the owner the parking the original assessment already paid for, and require the additional stories of a larger replacement building to provide that new parking on-site (or fund it). New demand from added density funds its own supply; the public system is held harmless.
- **Credit on-site parking honestly, both ways.** Some buildings supply more parking than they demand (177 S Old Woodward is a net supplier); others provide none. An accurate model should reflect both.

10.4 A short list for Commission action

- Before the zoning rewrite reduces any downtown parking standard, direct the consultant and Planning Board to enter this report’s measured deficit into the record and reconcile every proposed parking number against it — and add a parking supply-and-demand study to the update’s scope.
- Direct staff to re-classify the eight “Garages” parcels and re-run the district demand model.
- Adopt floor-use-based demand calculation for downtown parking analysis, using the BS&A sketches already on file.
- Open a public discussion of a parking impact fee or on-site requirement for exempt PAD projects, with a running tally of the obligation waived to date.
- Commission a current deck-occupancy and residential-spillover count to pair measured demand with measured supply.

10.5 Where this analysis ends and judgment begins

Every number in this report is traceable to the City’s own data and standards, with the conservative reading taken at each step. What the data cannot decide is the policy response — how much parking the City wants downtown to carry, how to balance reinvestment against access, and who should pay for the supply that growth requires. Those questions are the Commission’s to weigh. The purpose of this analysis is only to ensure the decision rests on the parking that downtown actually demands, counted honestly, rather than on an assurance the record does not support.

11. Method, confidence, and open items

Demand was computed for each floor's use using the City's own off-street parking ratios in its Zoning Ordinance (Article 4, Section 4.46 (PK-02), Table A — Required Off-Street Parking Spaces; Ord. No. 2291, effective May 13, 2020): retail and non-medical office 1 space / 300 sq ft, medical and dental office 1 / 150, indoor eating establishments (the category that also covers bars) 1 / 75, athletic/health clubs and other commercial uses 1 / 550, and hotels at 1 space per room plus 1 per 25 rooms plus the spaces required for their restaurants, bars, and banquet/assembly rooms (assembly at 1 space per 3 persons of capacity). On-site parking was credited wherever a sketch showed a garage or parking level (~300 sq ft per stall). Net public demand is total demand minus on-site supply. Forty-seven parcels were confirmed correct with no change, and every ratio used here is verified directly against the current ordinance text.

Two items remain open and are flagged in the workbook rather than hidden: one parcel (378 E Maple) whose main building was not fully sketched; and residential demand, treated as largely self-parked (downtown residential ranges from 1 to 1.5 spaces per unit under Table A). Neither changes the central finding. Full per-parcel detail, formulas, and charts are in **PAD_Demand_Audit.xlsx** (Demand Summary, Master Audit, and Dashboard sheets).

12. Sources and references

Every figure, ratio, and quotation in this report is traceable to the records below. City and County documents are primary and carry the findings; the national references support only the comparative discussion in Section 9.2. All quotations are reproduced verbatim.

CITY OF BIRMINGHAM — PRIMARY RECORDS

- **The Birmingham Plan (1980), Appendix A.** Table 8 (existing, proposed, and potential building area and parking needs at FAR 4.00 — 3,720,540 sq ft; 12,402 spaces) and Table 14 (adequacy of future parking spaces, assuming construction of additional facilities). Project file.
- **Downtown Birmingham 2016 Plan (adopted 1996).** Parking Findings, including the observed deck-surplus finding and the 1992 deficiency study. Project file.
- **The Birmingham Plan 2040 (adopted 2023).** Commercial Destinations and Mixed-use Districts parking policies (3 spaces / 1,000 sq ft cap; eliminate on-site parking for housing); utilization statement ("most public garages over 90% of their capacity"). Project file.
- **City of Birmingham Zoning Ordinance, Article 4, Section 4.46 (PK-02), Table A — Required Off-Street Parking Spaces (Ord. No. 2291; effective May 13, 2020).** Off-street parking ratios used throughout, verified against the current ordinance text: retail/office 1/300; medical/dental 1/150; indoor eating establishment / bar 1/75 (outdoor-only dining 1/50); athletic-health club and other commercial 1/550; hotel 1 per room + 1 per 25 rooms + restaurant/bar/assembly; banquet/assembly 1 per 3 persons of capacity. [online.encodeplus.com](https://online.encodeplus.com/Birmingham,MI/zoning) (Birmingham, MI zoning).
- **City Manager presentation to the City Commission, May 10, 2021.** Parking-assessment formula (Distance, Merchandising, and Present/Potential Parking Demand factors); stated zoning ratios; recorded founding principle of the assessment district.
- **City of Birmingham Parking Plan, 2018 (Nelson\Nygaard).** Deck utilization ("each of the five garages exceeds 90% utilization"; three "in excess of 95%"); permit wait list of roughly 3,000. Project file.

- **Advisory Parking Committee monthly packets, 2025.** Monthly permits sold against deck capacity (system-wide ~4,510 permits for 3,579 deck spaces).
- **TIBA parking-system occupancy counters — all five City decks.** Hourly occupancy by day, monthly-permit and transient streams, June 2024 – May 2026. Companion workbook [Parking_TwoYear_Analysis.xlsx](#).
- **PEMS on-street meter transaction exports.** Revenue, transactions, and paid-minutes by payment type and street, June 2024 – May 2026 (March 2026 excluded as incomplete).
- **Zoning Ordinance Update (ZO2025).** Project scope (“align the City’s regulations with the policy direction established in the Master Plan”) and the December 2025 selection of Houseal Lavigne; City Commission record.

BUILDING AND ASSESSMENT RECORDS

- **Oakland County assessor rolls.** Parcel use, building area, and story counts for the 153 commercial parcels in the former Parking District.
- **BS&A Online (Apex) building sketches.** Floor-by-floor use and story counts used for the per-parcel demand audit.
- **Hotel parking inputs.** Daxton: user’s Daxton-RH parking calculation (392 required / 56 provided). Townsend: 150 guest rooms, 5,000-sq-ft Ballroom (capacity 500), 2,700-sq-ft Regency Room — applied at City Table A ratios. [townsendhotel.com](#) • [cvent.com](#) • [meetingsmags.com](#)
- **Miller, Canfield, Paddock and Stone, P.L.C.** Opinion to the City Manager, September 21, 2021 (20-year assessment limit; no Michigan authority for a parking impact fee).

NATIONAL PARKING-REFORM REFERENCES (SECTION 9.2)

- **Parking Reform Network — Parking Mandates Map.** Tally of cities reducing or removing parking minimums (3,700+ cities; 100+ eliminating minimums citywide). [parkingreform.org](#)
- **American Planning Association — “Eliminating Parking Minimums.”** Trend brief on the scope of parking-minimum reform. [planning.org/foresight/trend/9309695/](#)
- **NAIOP — “Eliminating Parking Mandates to Tackle the Housing Crisis,” Fall 2025.** Reform scale and developer-cost rationale. [naiop.org](#)
- **ITDP — “In These US Cities, Parking Reform Is Gaining Momentum,” Feb. 2024.** Pioneer cities (Buffalo 2017; Minneapolis 2021; San Jose; Austin 2023). [itdp.org](#)
- **MRSC — “Parking Reform: Part 2,” Oct. 2022.** Complementary strategies and spillover management (pricing, permit programs, transit, shared parking, spillover studies). [mrsc.org](#)

ENFORCEMENT AND LICENSE-PLATE TECHNOLOGY (SECTION 7)

- **Taylor v. City of Saginaw.** 920 F.3d 1019 (6th Cir. 2019), reaffirmed 2021 — chalking tires is a Fourth Amendment search; license-plate photography (“virtual chalking”) noted as the lawful alternative. [npr.org](#) • [lawandcrime.com](#)
- **U.S. DOT ITS Knowledge Resources.** Mobile license-plate-recognition system cost (~\$50,000–\$65,000 per enforcement vehicle). [itskrs.its.dot.gov/2020-sc00456](#)
- **ALPR pricing guides (2025).** Vehicle-mounted ALPR hardware, data/storage, and labor-savings and payback estimates. [getsafeandsound.com](#) • [folio3.ai](#)
- **Birmingham Police Department / City Treasurer.** Parking-citation records by street for the affected neighborhood blocks were sought to quantify time-limit enforcement; the City does not maintain them in retrievable form, so that measurement was not possible.

Prepared by Paul Reagan for the Birmingham City Commission and staff · June 2026 · built from the City's own zoning standards and the County's building records.

Two Years at the Counters

What the City's own gate counters and meter logs reveal about Birmingham's five public parking decks and downtown on-street parking — June 2024 through May 2026

THE SHORT VERSION

Two years of the City's own gate counters — for **all five public decks**, plus the on-street meters — show a system tightening from every direction. Counting permit and transient cars together, **four of the five decks reach or exceed capacity on peak days** (Park Street and Peabody are full roughly every other weekday), while only Chester, the largest, keeps real headroom. **Every deck's demand rose** over the two years — Park Street +32%, Chester +29%, N. Old Woodward +22%, Pierce +17%, Peabody +10%. On-street meters earned about **\$2.3 million a year** as payment shifted hard toward the phone. Most telling: permit and transient demand **stack on the same busy weekdays**, and the decks move in step with the meters — the system fills together, with little slack to spare.

Prepared by Paul Reagan • Source data: City of Birmingham TIBA occupancy counters (all five decks — monthly-permit and transient streams) and PEMS on-street meter exports

SECTION 1

1. What this analysis is built on

This is not a model or a forecast. It is two years of the City's own measured data, read straight off the machines — three datasets, each running **June 2024 through May 2026**:

- **Monthly-permit occupancy — all five decks.** 24 monthly “occupancy by counters” reports, each listing every deck hour by hour, for the cars held by monthly permit holders. These are the commuters and employees; their rhythm is weekday-daytime.
- **Transient occupancy — all five decks.** The same 24 monthly reports for transient (ticket-pulling) parkers — shoppers, diners, visitors. Their rhythm is evening- and weekend-heavy.
- **On-street meters (PEMS).** 24 monthly transaction exports covering about 1,167 metered spaces downtown: revenue, transaction counts, and paid-minutes, broken out by cash, credit card, and pay-by-phone, street by street.

The first two are the two halves of each deck. The City records who is in each space by credential — permit or transient — so adding the streams gives the whole deck, which lets this analysis do something a single number cannot: watch the decks fill, and see **who** is filling them. The five-deck comparison is in Section 5; Sections 2–4 follow **Pierce** (≈706 spaces) as a worked example of one deck read in full.

TWO HONEST NOTES UP FRONT

One meter export — **March 2026** — came through truncated (279 transactions against a normal ~120,000) and is excluded from every trend and correlation here. And the counters measure cars that register at the gate; days with a frozen counter or all-zero readings (Sundays and holidays, when the deck is free) are flagged and left out of the averages. Occupancy counts are best read as a **floor**, not a ceiling.

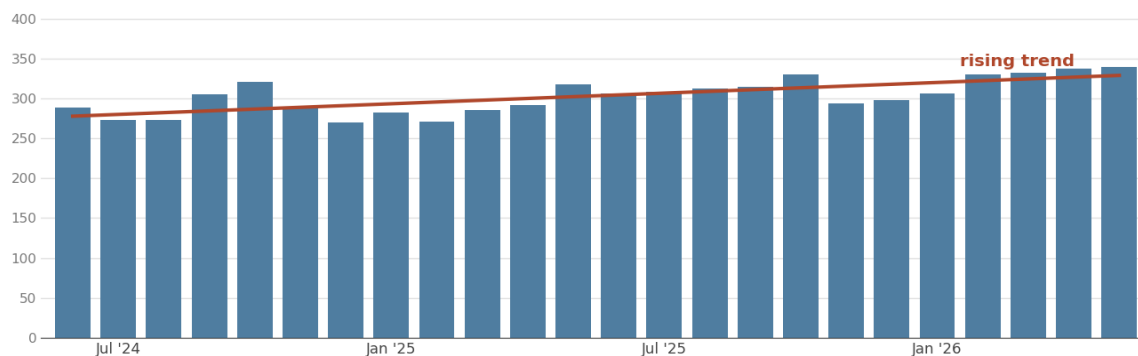
SECTION 2 • WITHIN-DATASET TREND

2. The commuter base is growing

Take the permit holders first. Strip out weekends, when they are gone, and track the average weekday peak — the busiest the permit crowd gets on a normal working day. Two years ago that sat around **278 cars**; this spring it averaged **337**. That is a **21% climb**, and it is not noise: a straight-line trend explains about half the month-to-month variation ($r^2 \approx 0.5$). The City's committed, everyday demand at Pierce is rising, steadily, year over year.

The commuter base keeps growing

Pierce monthly-permit weekday peak occupancy, by month (+21% over two years)



Source: City of Birmingham TIBA occupancy counters, June 2024–May 2026.

Figure 1. Pierce monthly-permit weekday peak occupancy by month, with trend line. The commuter base is climbing toward the deck's capacity.

The shape of the day confirms who these parkers are: they load in through the morning, peak just after 1 p.m., and are largely gone by dinner — the signature of employees and daytime workers, not diners.

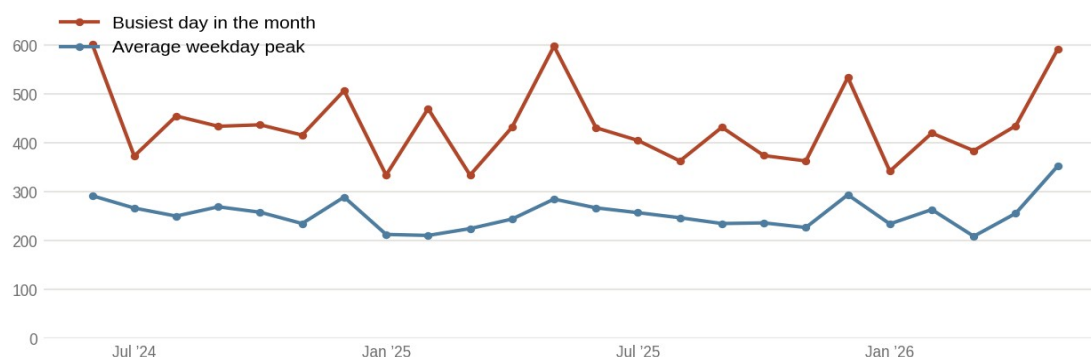
SECTION 3 • WITHIN-DATASET TREND

3. The visitors come at night — and in season

Transient demand tells a different and subtler story. On a monthly average it barely moves, but the average hides the point. Transient occupancy **spikes hard and predictably**: every summer and every December the busiest days surge past 500 transient cars, then fall back in the winter shoulder. This is the restaurant-and-retail crowd, and it runs heaviest on exactly the nights and seasons that matter most to downtown merchants.

Visitors arrive in waves

Pierce transient occupancy: flat on average, with sharp summer and December peaks



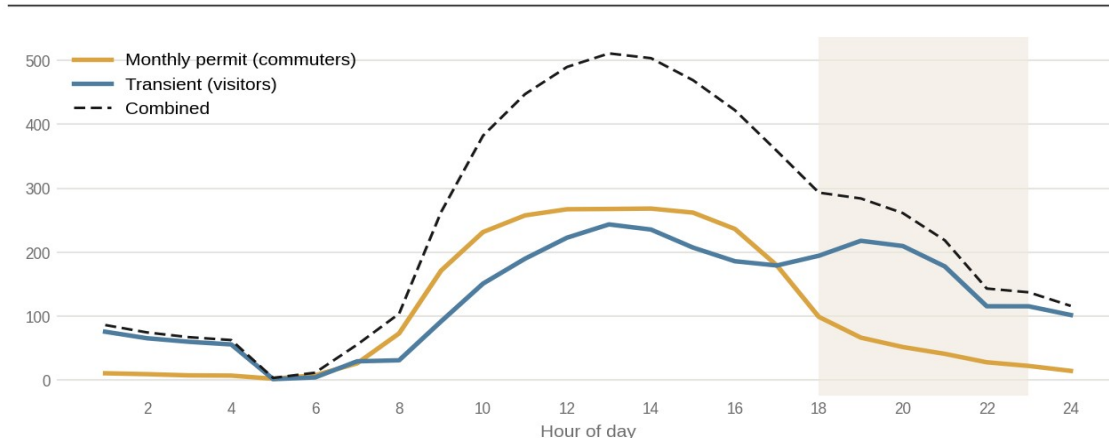
Source: City of Birmingham TIBA occupancy counters, June 2024–May 2026.

Figure 2. Pierce transient occupancy — flat monthly averages (blue) but sharp, seasonal single-day peaks (red) on summer and holiday evenings.

Side by side, the two crowds are almost mirror images across the day — permits by daylight, transients into the evening — and across the week, with permits collapsing on weekends while transients hold up.

Two crowds, two clocks

Average cars in the Pierce deck by hour — permits by day, transients into the evening

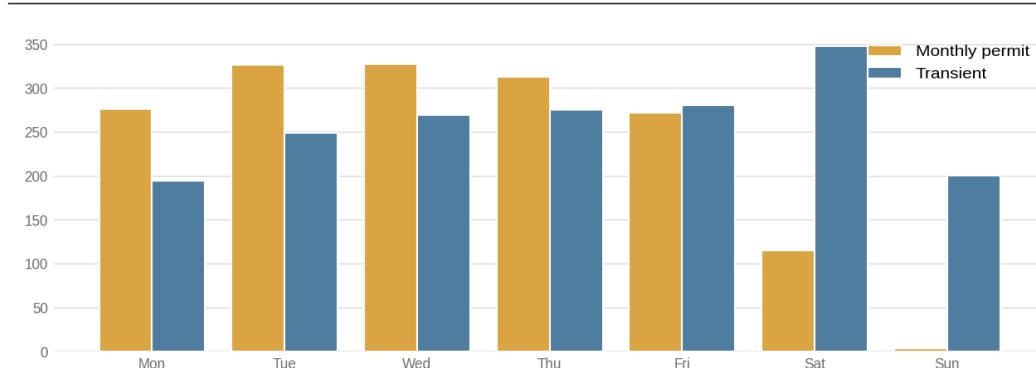


Source: City of Birmingham TIBA occupancy counters; hourly averages, valid days only.

Figure 3. Average cars in the Pierce deck by hour: monthly permit (gold), transient (blue), and the two combined (dashed).

Permits rule the workweek; visitors hold the weekend

Average peak occupancy by day of week, Pierce deck



Source: City of Birmingham TIBA occupancy counters.

Figure 4. Average peak occupancy by day of week. Permits are a weekday machine; transients carry the weekend.

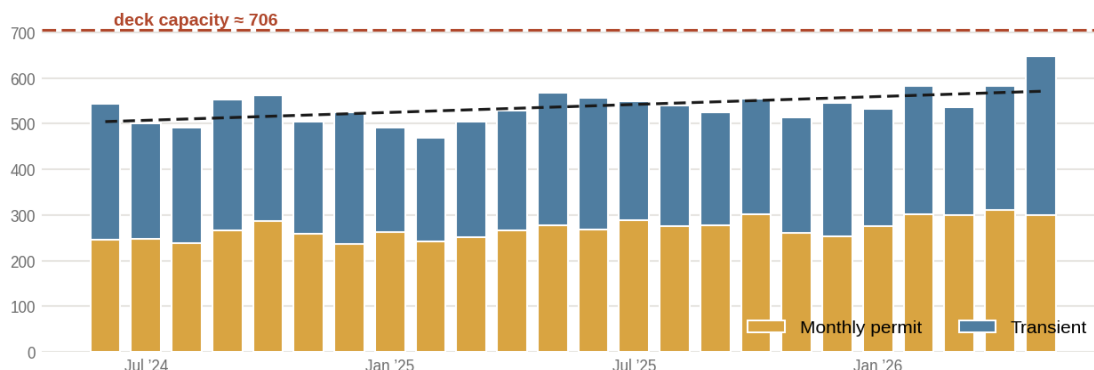
SECTION 4 • PUTTING THE DECK BACK TOGETHER

4. The deck is filling toward capacity

Add the two streams back together and the headline appears. Pierce's **total** weekday peak occupancy rose from about **512 to 589 cars** over the two years — a **15% climb toward the ~706-space capacity**. On a typical day the deck now peaks near **500–600 cars**; it runs at or above 85% of capacity on roughly **one weekday in seven (95 days)**, and on its busiest days it reached or slightly exceeded a full house. Permits and transients are each about half of that peak — and the permit half is the part still growing.

The deck is filling toward capacity

Pierce total weekday peak occupancy — permit + transient — vs. its ~706 spaces (+15% over two years)



Source: City of Birmingham TIBA occupancy counters, June 2024–May 2026.

Figure 5. Pierce total weekday peak occupancy — monthly permit (gold) stacked on transient (blue) — rising toward the deck’s ~706-space capacity (red line).

WHY THIS MATTERS

A deck whose total occupancy gains 15% in two years and already touches capacity on peak days does not have a decade of slack left in it. **This is what “running out” looks like before it becomes a crisis** — a steady, measurable climb toward the ceiling, captured in the City’s own counts, with the committed permit base growing underneath it.

SECTION 5 • ACROSS THE SYSTEM

5. The five decks, compared

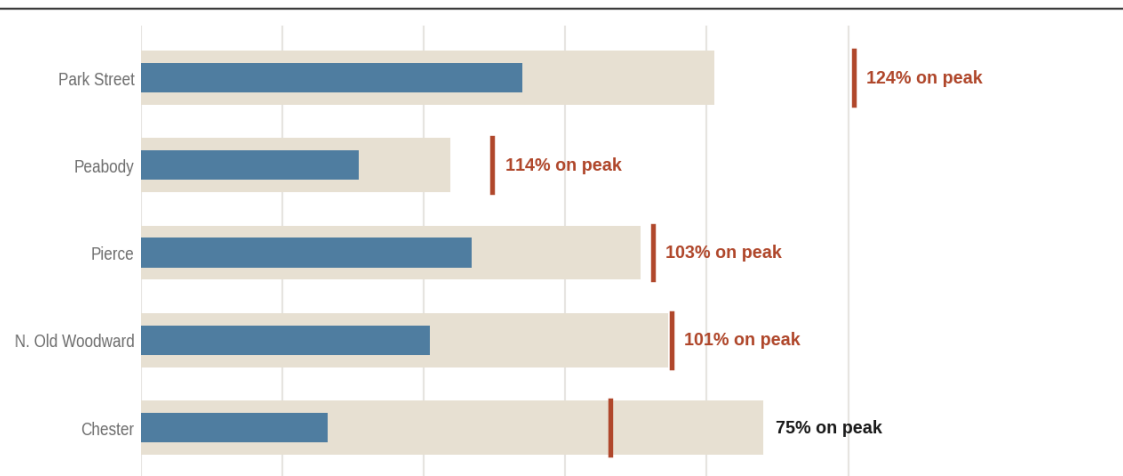
Pierce is one of five, and the same two-year records exist for all of them — both streams, every deck. Read together they show two things at once: **four of the five decks reach or exceed capacity on peak days, and every deck’s demand is rising** — but the one deck with real slack, Chester, is the largest and the farthest from the core. The shortage is as much a problem of **distribution** as of total supply.

Deck	Spaces	Typical peak	Busiest day	Days ≥85% full	2-yr trend
Park Street	811	540	1,008 (124%)	328	+32%
Peabody	437	308	497 (114%)	347	+10%
Pierce	706	468	724 (103%)	95	+17%
N. Old Woodward	745	408	750 (101%)	107	+22%
Chester	880	264	664 (75%)	0	+29%

Table 2. Combined (permit + transient) weekday peak occupancy by deck, two-year. Busiest-day counts can exceed striped capacity where vehicles circulate or stack. Each deck’s “typical peak” is its own average peak day; because those peaks fall on different days, the column is not summed — the system-wide typical weekday peaks at about 2,430 cars.

Four of five decks run full — Chester is the exception

Each deck: faint bar = capacity · blue = typical weekday peak · red tick = busiest day (permit + transient)

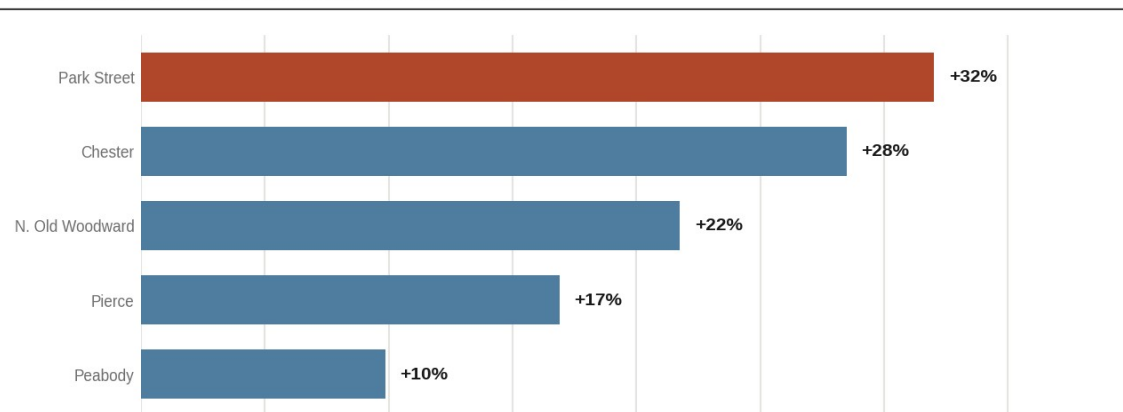


Source: City of Birmingham TIBA occupancy counters, both streams, June 2024–May 2026. Busiest-day counts can exceed striped capacity (circulating/tandem vehicles).

Figure 6. Combined peak occupancy against each deck's capacity. Four decks reach or exceed their space count on the busiest days; Chester peaks near 75%.

Every deck's demand is climbing

Two-year change in combined weekday peak occupancy, by deck



Source: City of Birmingham TIBA occupancy counters, both streams, June 2024–May 2026.

Figure 7. Two-year change in combined weekday peak occupancy, by deck — every deck climbing.

Summed across all five, weekday peak occupancy runs about **2,430 cars on a typical day** and **~3,290 on the busiest**, against roughly **3,579 deck spaces**. The aggregate looks survivable only because Chester sits half-empty while the other four overflow — so the parking the public can actually reach at peak times is far tighter than the system total suggests.

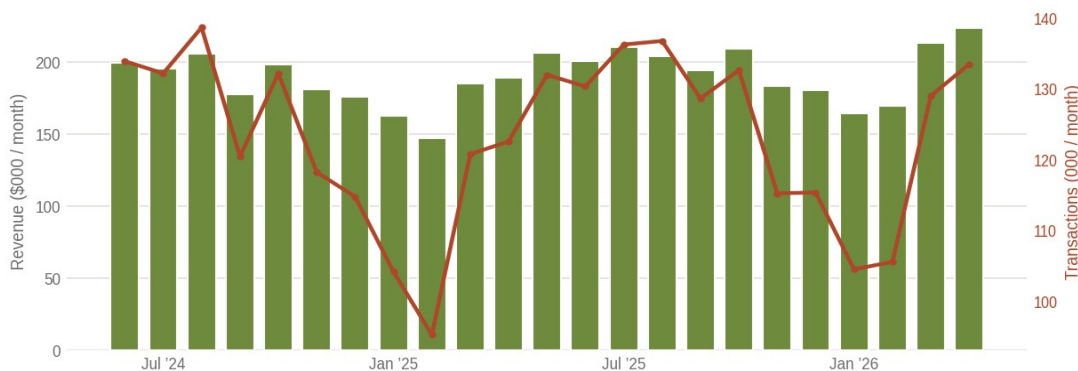
SECTION 6 • WITHIN-DATASET TREND

6. The meters: steady money, changing behavior

The on-street system earned about **\$2.3 million a year** — roughly \$4.4 million across the 23 clean months — on some 1,167 metered spaces. Revenue is broadly flat to slightly up, with a deep, reliable **winter dip** every January and February. Notably, transaction counts **fell about 5%** even as revenue held: people are paying more per stay.

Steady money, fewer tickets

On-street meters: monthly revenue (bars) holds as transactions (line) slip



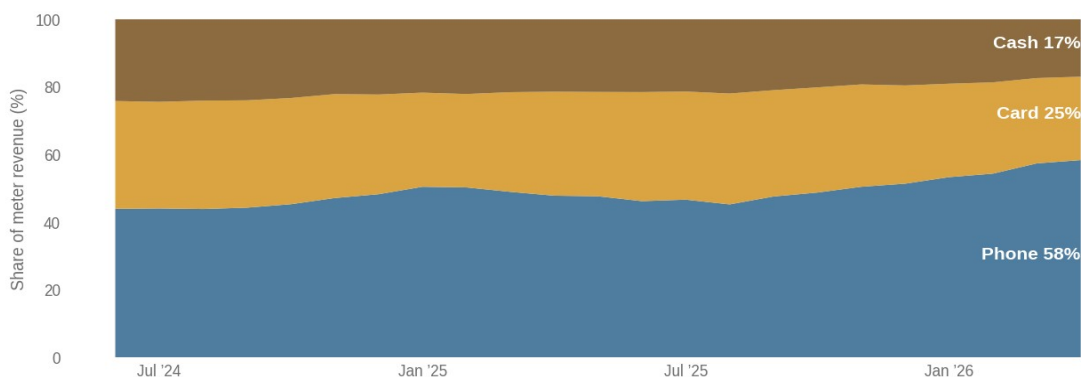
Source: City of Birmingham PEMS meter exports; March 2026 excluded as incomplete.

Figure 8. Monthly meter revenue (bars) and transaction counts (line). Revenue steady; transactions easing. March 2026 excluded as incomplete.

The cleaner story is in **how** people pay. Cash has fallen from about 24% of revenue to 17%, and credit-card swipes from 32% to 25%, while **pay-by-phone has climbed from 44% to 58%**. The cash decline is almost perfectly linear ($r^2=0.91$) — a behavioral migration the City can count on continuing, relevant to any decision about meter hardware, app contracts, or enforcement technology.

Cash gives way to the phone

Share of on-street meter revenue by payment method



Source: City of Birmingham PEMS meter exports, June 2024–May 2026.

Figure 9. Share of meter revenue by payment method. Pay-by-phone is now the majority; cash is in steady structural decline.

And the single richest on-street corridor is **N. Old Woodward**, which alone produced over \$1 million in meter revenue across the two years — a reminder that the on-street and deck demand sit on the same blocks.

On-street corridor	Revenue (2 yr)	Share
N. Old Woodward	\$1,063,600	24%
S. Old Woodward	\$675,700	15%
Martin	\$424,900	10%
Pierce	\$235,700	5%
W. Maple	\$185,700	4%

Table 1. Top metered corridors by two-year revenue (excludes the incomplete March-2026 export). Full street detail is in the Excel workbook.

SECTION 6 • ACROSS THE DATASETS

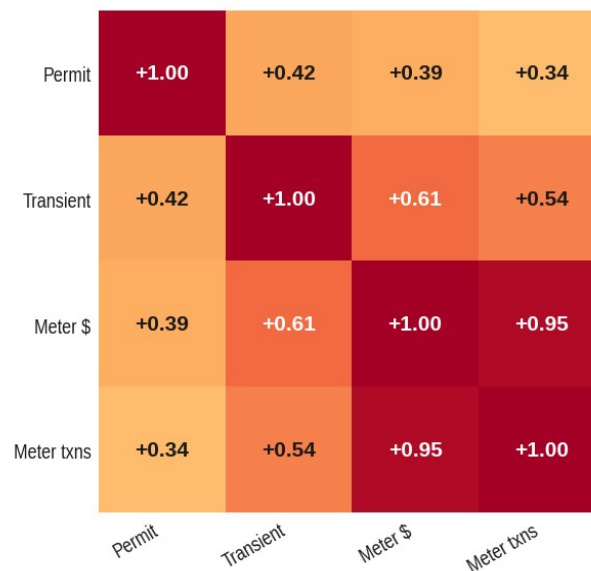
7. How the three datasets move together

The reason to gather all three series was to ask whether they move as one system. They do. Within the deck, permit and transient demand might in principle take turns — commuters by day, visitors by night, sharing the spaces. On busy weekdays they do not. They **stack**, rising together at $r = +0.42$: a busy weekday brings more of both at once, which is exactly how a deck fills to capacity.

And transient deck use tracks the on-street meters even more tightly, at $r = +0.61$ — the same visitors fill the Pierce deck and feed the meters on the same days. The on-street system and the deck are not independent reservoirs; they are two faces of the same visitor demand.

Everything moves together on weekdays

Correlation among Pierce occupancy and on-street meters



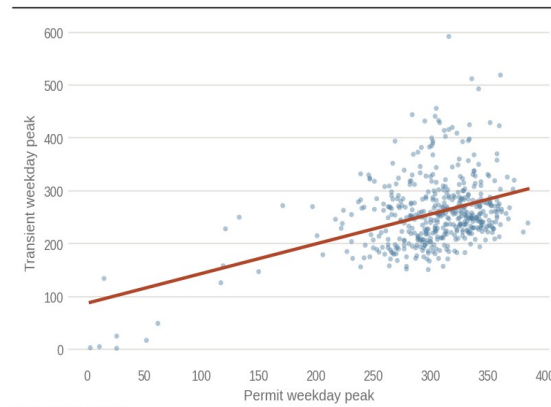
Source: TIBA counters; PEMS meters.

Figure 10. Weekday correlation matrix. Permit and transient demand move together; transient demand and the meters are the tightest-linked pair of all.

The two scatter plots show it directly: on the left, permit against transient occupancy on weekdays; on the right, transient occupancy against daily meter revenue. Both slope up — the system filling in unison.

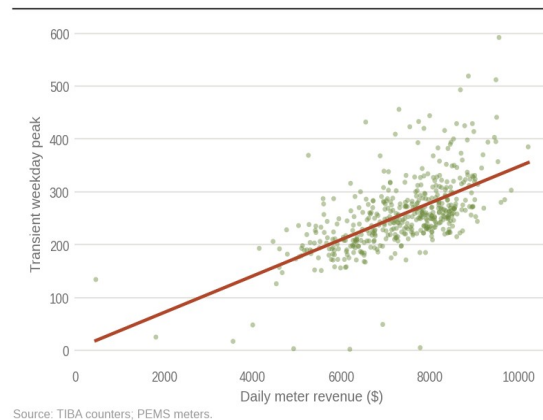
They rise together ($r = +0.42$)

Pierce permit vs. transient occupancy, weekdays



Same visitors, deck and curb ($r = +0.61$)

Pierce transient occupancy vs. daily on-street meter revenue



Figures 11–12. Left: permit vs. transient weekday peaks ($r=+0.42$). Right: transient occupancy vs. daily meter revenue ($r=+0.61$).

THE INFERENCE THAT MATTERS

A healthy parking system has slack that fills at **different times**, so a surge in one place is absorbed somewhere else. Pierce does the opposite: **permit and transient demand stack on the same busy weekdays, and the deck moves in step with the on-street meters**. There is no counter-cyclical reservoir. When demand rises, both halves of the deck — and the curb outside it — tighten together, which is precisely why a peak-day shortage is felt everywhere at once and why adding demand without adding supply has nowhere to go.

SECTION 7

8. What two years of counts add to the deficit case

None of this replaces the building-by-building demand audit — it corroborates it from a completely independent direction. The audit estimates demand from floor area and zoning ratios. These counters measure what actually happens at the gate. They agree:

- A commuter base growing **about 21% in two years**, and total deck occupancy climbing **15% toward a full house**, is the demand curve the audit predicts, showing up in real cars.
- A deck already at or above **85% of capacity on ~95 days** — and full on its busiest — is a deck with no room to absorb the density the 2040 Plan and the zoning rewrite would add.
- Permit and transient demand **stacking** on the same days, and the deck tracking the meters, is the measured fingerprint of a system with no slack — the condition the audit describes as a deficit.

And this now holds across **all five decks**, in both streams (Section 5): four of the five reach or exceed capacity on peak days, every deck's demand is climbing, and the one deck with slack — Chester — is the largest and farthest from the core. The counters confirm, deck by deck, exactly what the building-by-building audit predicts.

SECTION 8

9. To sharpen the picture — data worth requesting next

Two years of one deck and the meters carry the argument a long way. A handful of additional sources, most of which the City already holds, would close the remaining gaps:

- **Confirmed per-deck capacities.** Several decks' busiest-day counts exceed their nominal space totals (Park Street 124%, Peabody 114%). The City's official striped-capacity figures would resolve whether that reflects circulating/tandem vehicles or undercounted capacity, and sharpen the fullness picture.
- **Monthly permit counts per deck.** Pair the permit rolls with these occupancy counts to test the over-sell directly — permits issued vs. spaces vs. measured permit cars present.
- **Gate entry / transaction logs.** Entry counts would convert occupancy into turnover and reveal how many distinct vehicles each space serves per day.
- **Enforcement / citation data.** Ticket volumes and locations alongside meter transactions would show where time-limit pressure is highest.
- **Special-event and weather calendars.** Overlaying event dates and weather would explain the transient evening spikes precisely and let the City forecast peak nights.
- **Rate-change history.** The dates and amounts of meter-rate changes would resolve whether rising revenue-per-transaction is price or longer dwell time.

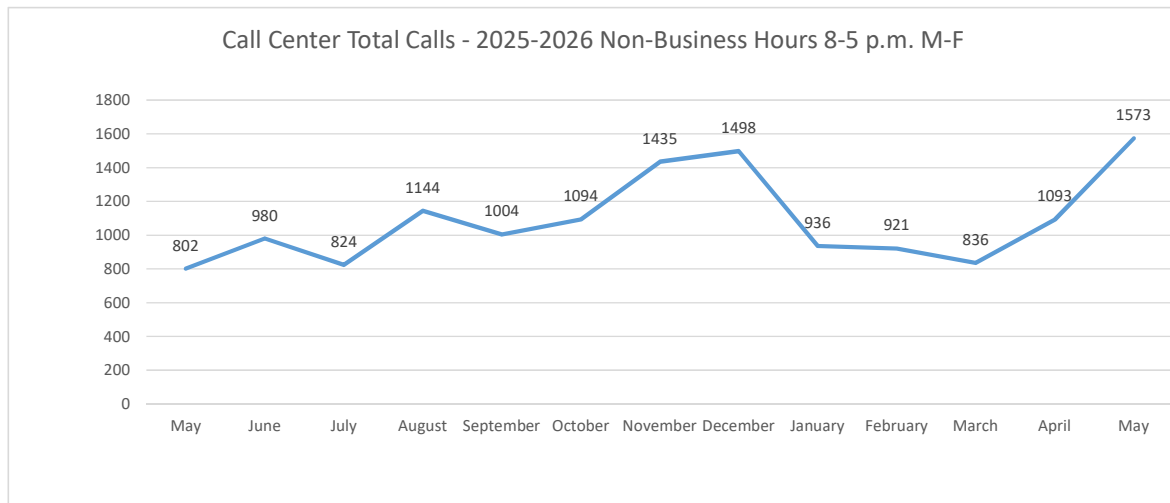
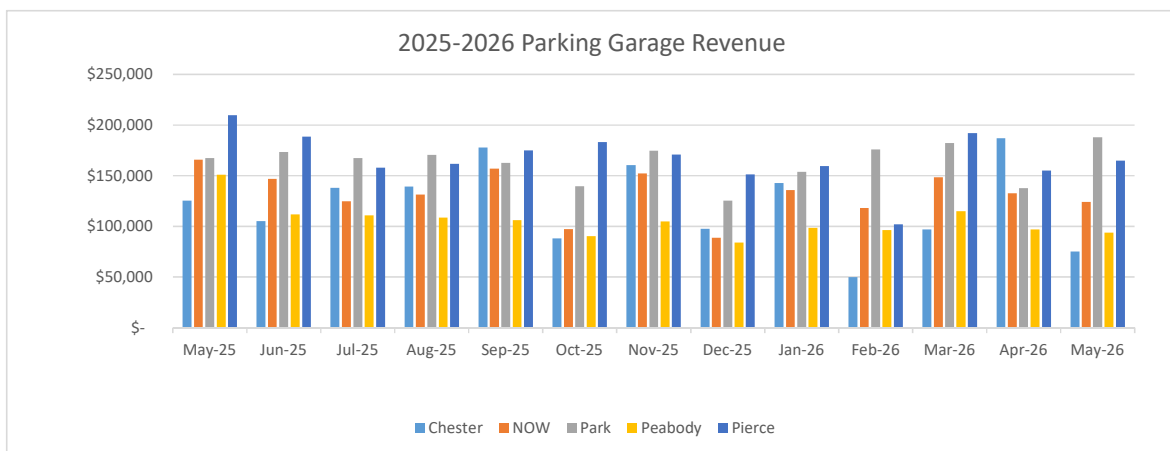
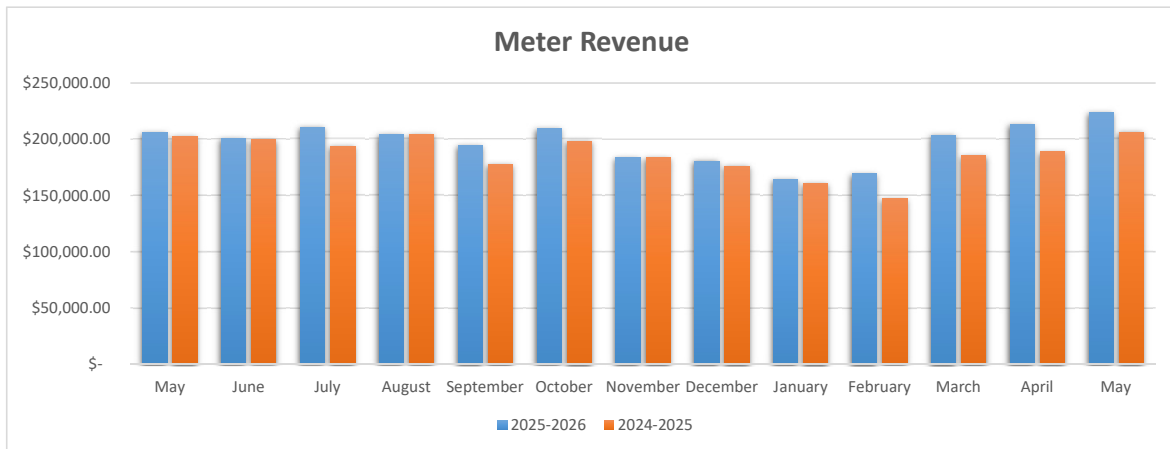
APPENDIX

10. Method and reproducibility

Occupancy was parsed from the monthly counter PDFs into an hour-by-day grid for each stream, with each value located by its position on the page so columns map correctly to clock hours. Daily peak occupancy is the maximum across valid hours; total deck occupancy adds the permit and transient streams hour by hour

before taking the peak. Monthly figures average those daily peaks, separating weekdays from weekends, and frozen-counter and all-zero days are excluded. Meter exports were aggregated to daily and monthly totals by payment type and street; the truncated March-2026 file was excluded throughout. Correlations are Pearson coefficients on aligned weekday series. Every figure here is reproduced — with the underlying data and live formulas — in the accompanying workbook,

Parking_TwoYear_Analysis.xlsx.



Garage Permits Sold vs Capacity w/ Oversell
May 2026

Location	Capacity	Sold	Oversell %	Evening Permits
Pierce	706	851	121%	28
Peabody	437	496	114%	1
Park	811	1005	124%	12
Old Woodward	745	954	128%	13
Chester	766	1301	170%	8

Call History - May 2026

Facility	(All)
Row Labels	Count of Reason
02-Credit Card Payment	141
03-Cash Payment	14
04-Invalid Ticket / Ticketless Options	136
05-Invalid Validation	12
06-Assistance On Site	14
07-Lost Ticket	52
08-Ghost Call	465
09-Vendor	21
11-Equipment Issue	162
13-Monthly	122
14-Test Call	6
16-Network - Audio/Video Issue	209
17-Insufficient Funds	19
24-General Information	63
Disconnect	
25-Previous Call Vend	3
DISCONNECTED	131
10-Receipt	4
Justin Babb	1
Grand Total	1575

Facility	City of Birmingham Michigan - Old North Woodward
Row Labels	Count of Reason
02-Credit Card Payment	23
03-Cash Payment	2
04-Invalid Ticket / Ticketless Options	28
05-Invalid Validation	6
06-Assistance On Site	2
07-Lost Ticket	13
08-Ghost Call	57
09-Vendor	15
11-Equipment Issue	18
13-Monthly	29
16-Network - Audio/Video Issue	40
17-Insufficient Funds	6
24-General Information	10
DISCONNECTED	27
Grand Total	276

Facility	City of Birmingham Michigan - Peabody Garage
Row Labels	Count of Reason
02-Credit Card Payment	23
03-Cash Payment	2
04-Invalid Ticket / Ticketless Options	28
05-Invalid Validation	3
06-Assistance On Site	4
07-Lost Ticket	6
08-Ghost Call	92
11-Equipment Issue	57
13-Monthly	11
14-Test Call	2
16-Network - Audio/Video Issue	28
17-Insufficient Funds	2
24-General Information	20
25-Previous Call Vend	1
DISCONNECTED	30
10-Receipt	1
Grand Total	310

Facility	City of Birmingham Michigan - Chester St Garage
Row Labels	Count of Reason
02-Credit Card Payment	7
04-Invalid Ticket / Ticketless Options	3
07-Lost Ticket	4
08-Ghost Call	31
09-Vendor	3
11-Equipment Issue	2
13-Monthly	17
16-Network - Audio/Video Issue	15
24-General Information	7
DISCONNECTED	10
10-Receipt	3
Justin Babb	1
Grand Total	103

Facility	City of Birmingham Michigan - Park St. Garage
Row Labels	Count of Reason
02-Credit Card Payment	39
03-Cash Payment	2
04-Invalid Ticket / Ticketless Options	22
05-Invalid Validation	2
06-Assistance On Site	2
07-Lost Ticket	3
08-Ghost Call	71
09-Vendor	1
11-Equipment Issue	17
13-Monthly	15
14-Test Call	4
16-Network - Audio/Video Issue	36
17-Insufficient Funds	2
24-General Information	8
DISCONNECTED	14
Grand Total	238

Facility	City of Birmingham Michigan - Pierce Garage
Row Labels	Count of Reason
02-Credit Card Payment	49
03-Cash Payment	8
04-Invalid Ticket / Ticketless Options	55
05-Invalid Validation	1
06-Assistance On Site	6
07-Lost Ticket	26
08-Ghost Call	214
09-Vendor	2
11-Equipment Issue	68
13-Monthly	50
16-Network - Audio/Video Issue	90
17-Insufficient Funds	9
24-General Information	18
25-Previous Call Vend	2
DISCONNECTED	50
Grand Total	648

FREE PARKING REPORT

April 2026

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE VEHICLES
CHESTER	6,256	2,664	\$12,414.00	43%
OLD WOODWARD	16,958	9,186	\$31,044.00	54%
PARK	22,580	10,322	\$43,906.00	46%
PEABODY	22,251	12,690	\$48,168.00	57%
PIERCE	22,964	10,093	\$77,034.00	44%
TOTALS	91,009	44,955	\$212,566.00	49%

Paying cars	Rate per
3,592	\$3.46
7,772	\$3.99
12,258	\$3.58
9,561	\$5.04
12,871	\$5.99
	\$4.41

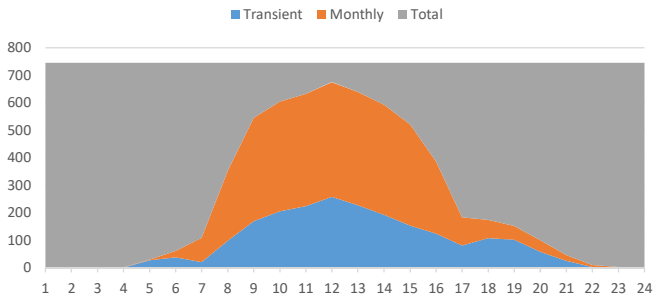
May 2026

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE VEHICLES
CHESTER	9,753	4,935	\$19,220.10	51%
OLD WOODWARD	21,073	11,555	\$41,040.00	55%
PARK	28,736	13,821	\$52,384.00	48%
PEABODY	25,546	14,066	\$51,430.00	55%
PIERCE	30,878	14,272	\$92,371.00	46%
TOTALS	115,986	58,649	\$256,445.10	51%

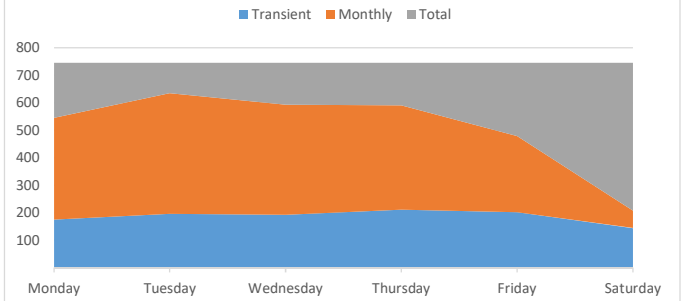
Paying cars	Rate per
4,818	\$3.99
9,518	\$4.31
14,915	\$3.51
11,480	\$4.48
16,606	\$5.56
	\$4.37

Source: TIBA Report #15

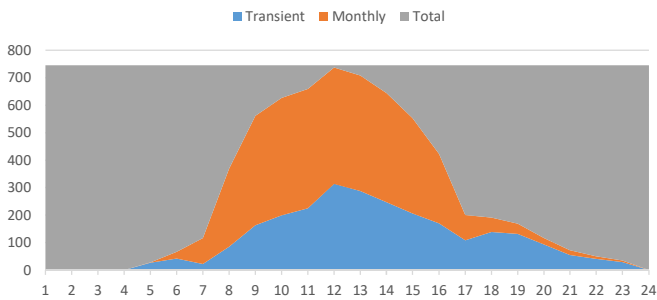
N. Old Woodward Occupancy Wednesday 5/6/2026



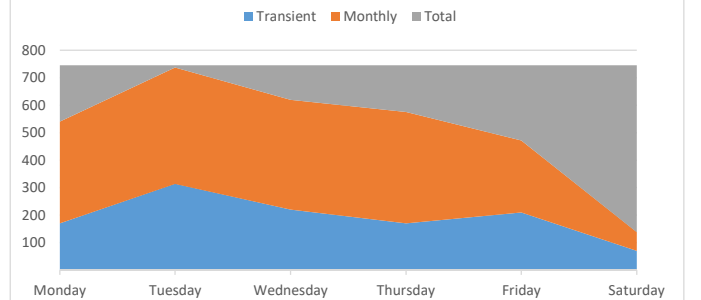
N. Old Woodward Occupancy Week of 5/9/2026



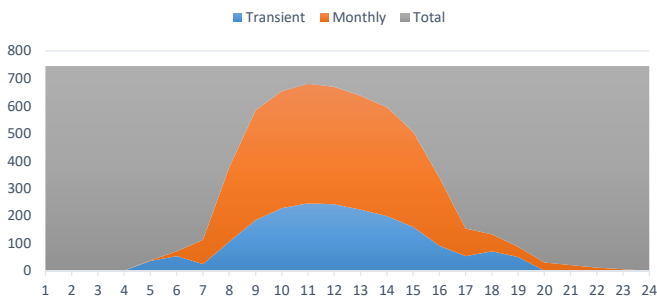
N. Old Woodward Occupancy Wednesday 5/13/2026



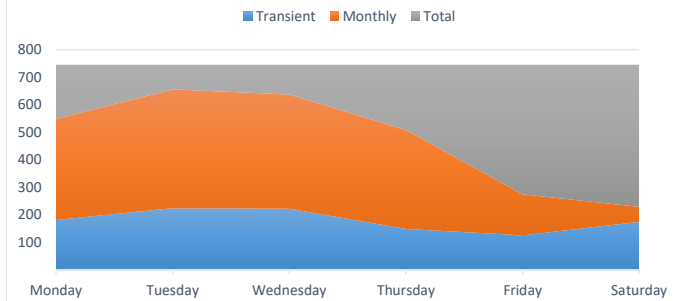
N. Old Woodward Occupancy Week of 5/16/2026



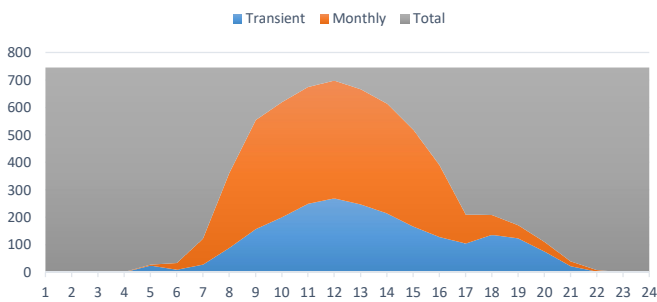
N. Old Woodward Occupancy Wednesday 5/20/2026



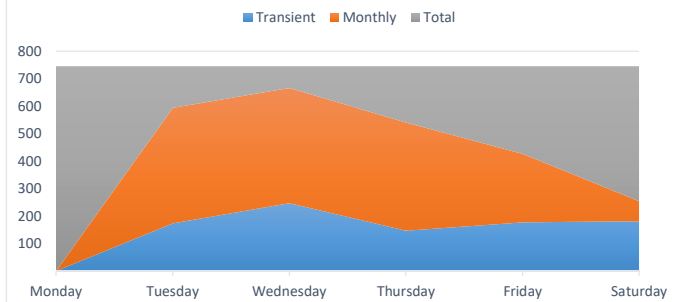
N. Old Woodward Occupancy Week of 5/23/2026



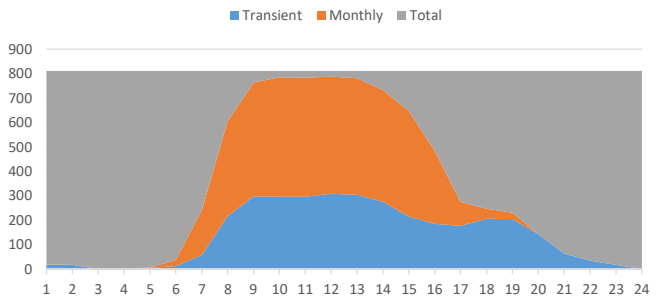
N. Old Woodward Occupancy Wednesday 5/27/2026



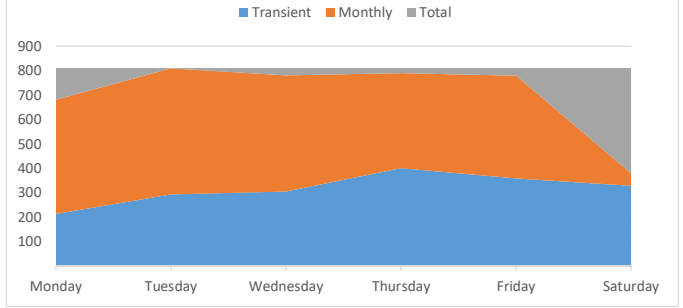
N. Old Woodward Occupancy Week of 5/30/2026



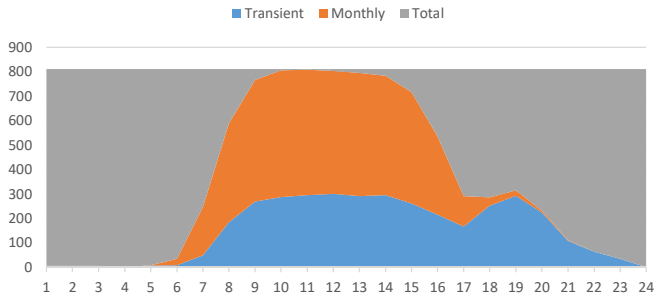
Park Occupancy Wednesday 5/6/2026



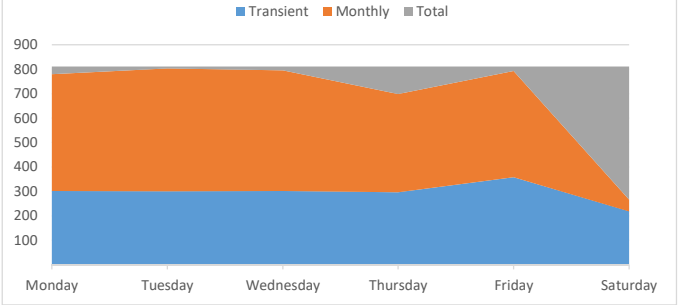
Park Occupancy Week of 5/9/2026



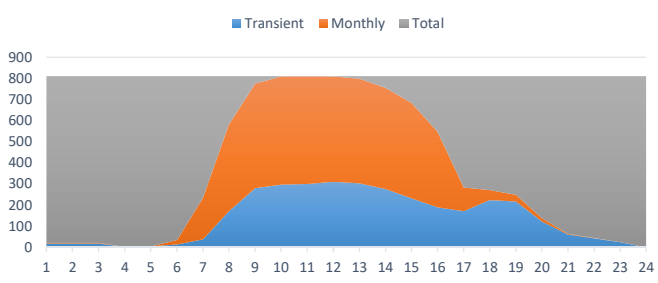
Park Occupancy Wednesday 5/13/2026



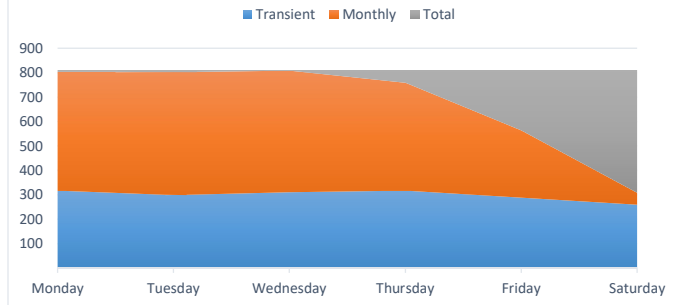
Park Occupancy Week of 5/16/2026



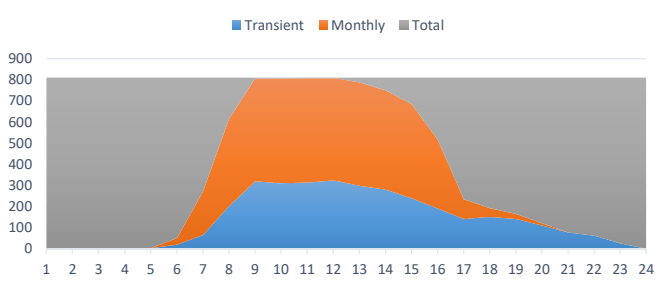
Park Occupancy Wednesday 5/20/2026



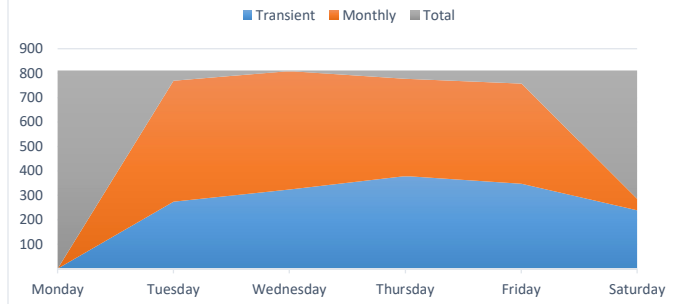
Park Occupancy Week of 5/23/2026



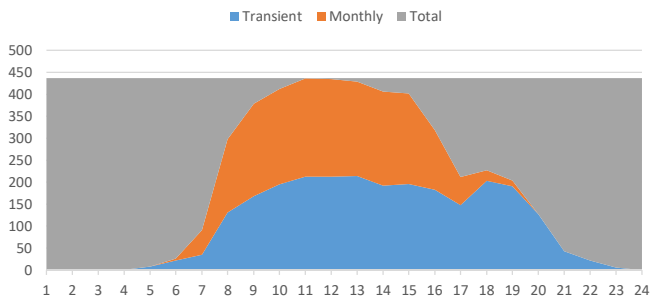
Park Occupancy Wednesday 5/27/2026



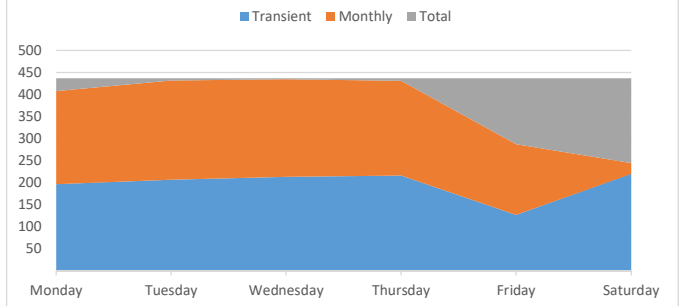
Park Occupancy Week of 5/30/2026



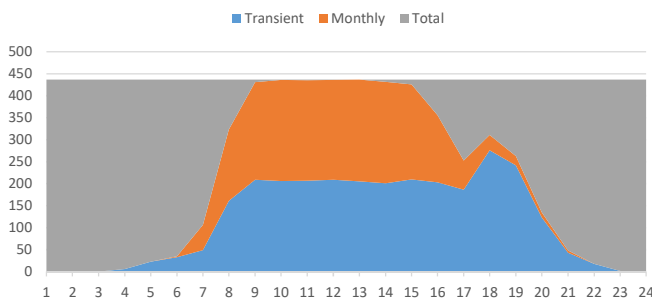
Peabody Occupancy Wednesday 5/6/2026



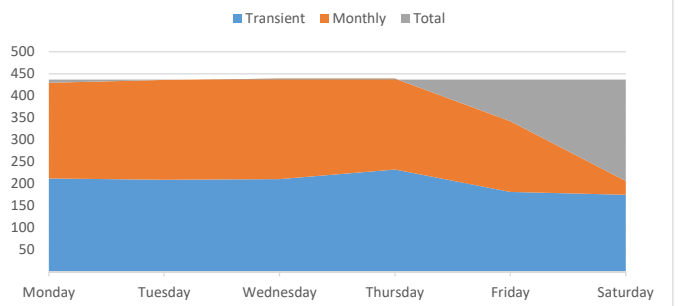
Peabody Occupancy Week of 5/9/2026



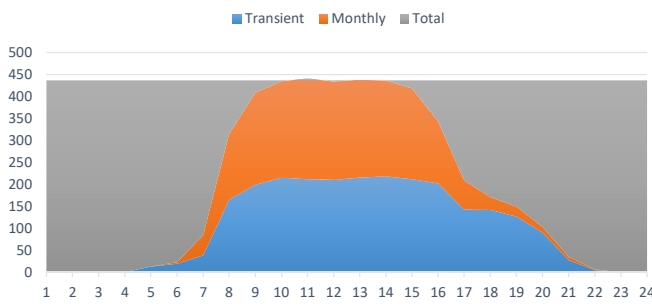
Peabody Occupancy Wednesday 5/13/2026



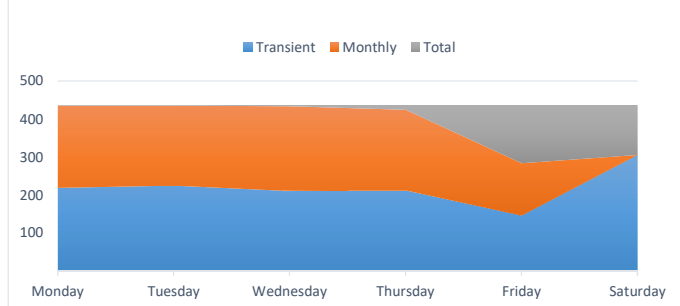
Peabody Occupancy Week of 5/16/2026



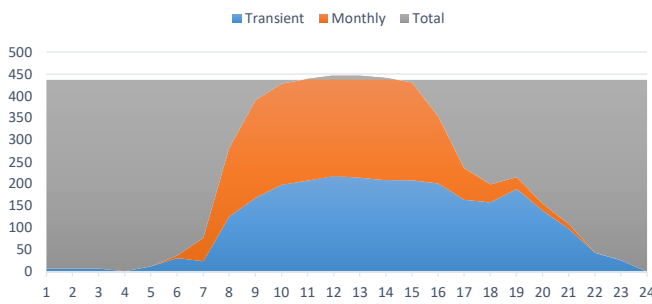
Peabody Occupancy Wednesday 5/20/2026



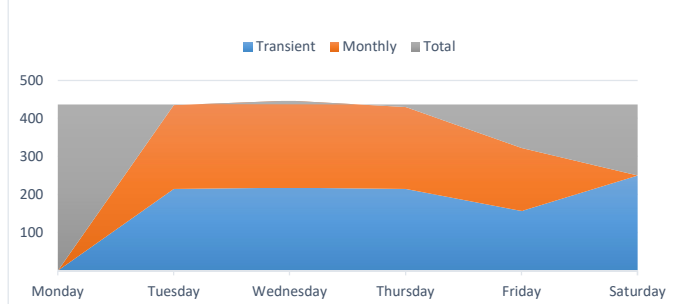
Peabody Occupancy Week of 5/23/2026



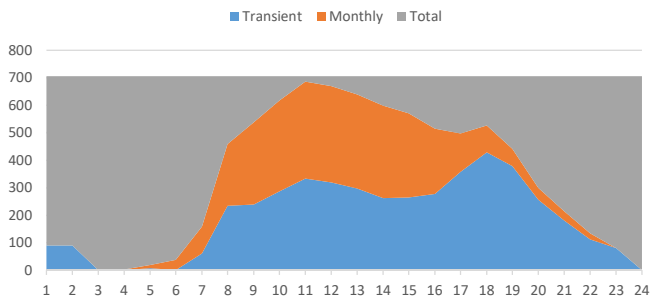
Peabody Occupancy Wednesday 5/27/2026



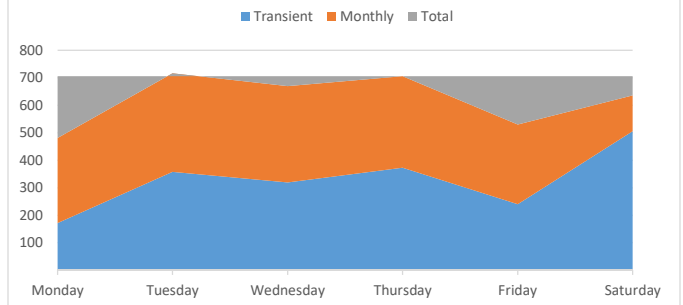
Peabody Occupancy Week of 5/30/2026



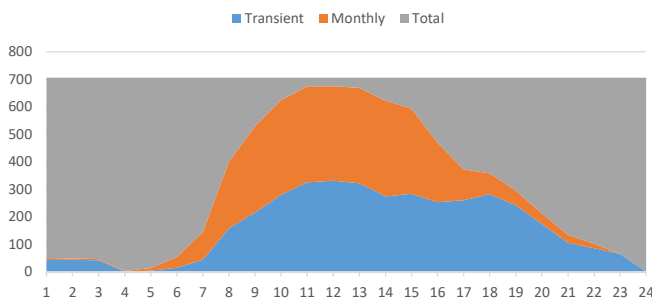
Pierce Occupancy Wednesday 5/6/2026



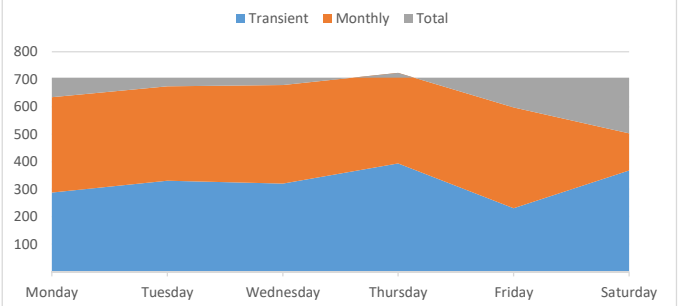
Pierce Occupancy Week of 5/9/2026



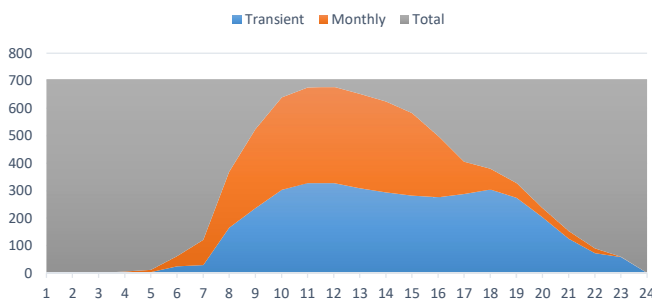
Pierce Garage Occupancy Wednesday 5/13/2026



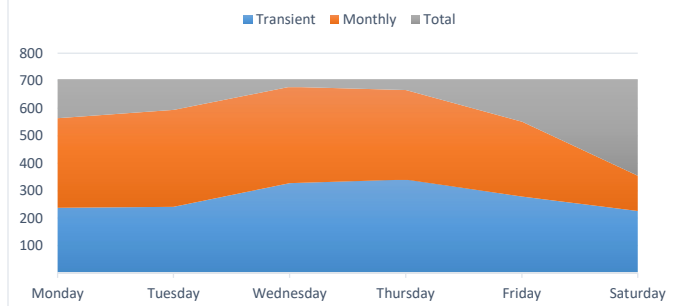
Pierce Garage Occupancy Week of 5/16/2026



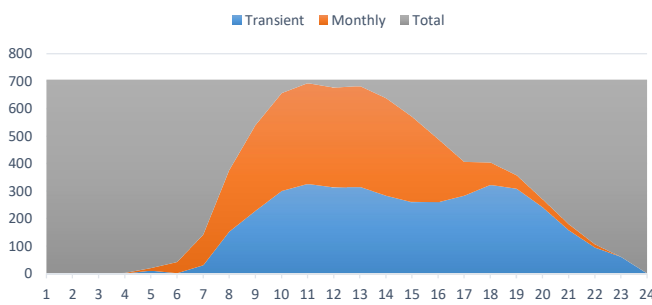
Pierce Occupancy Wednesday 5/20/2026



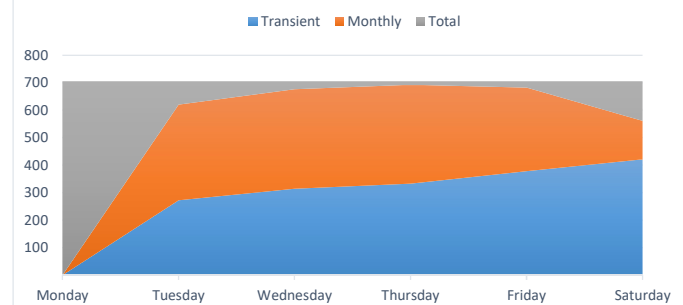
Pierce Occupancy Week of 5/23/2026



Pierce Occupancy Wednesday 5/27/2026



Pierce Occupancy Week of 5/30/2026



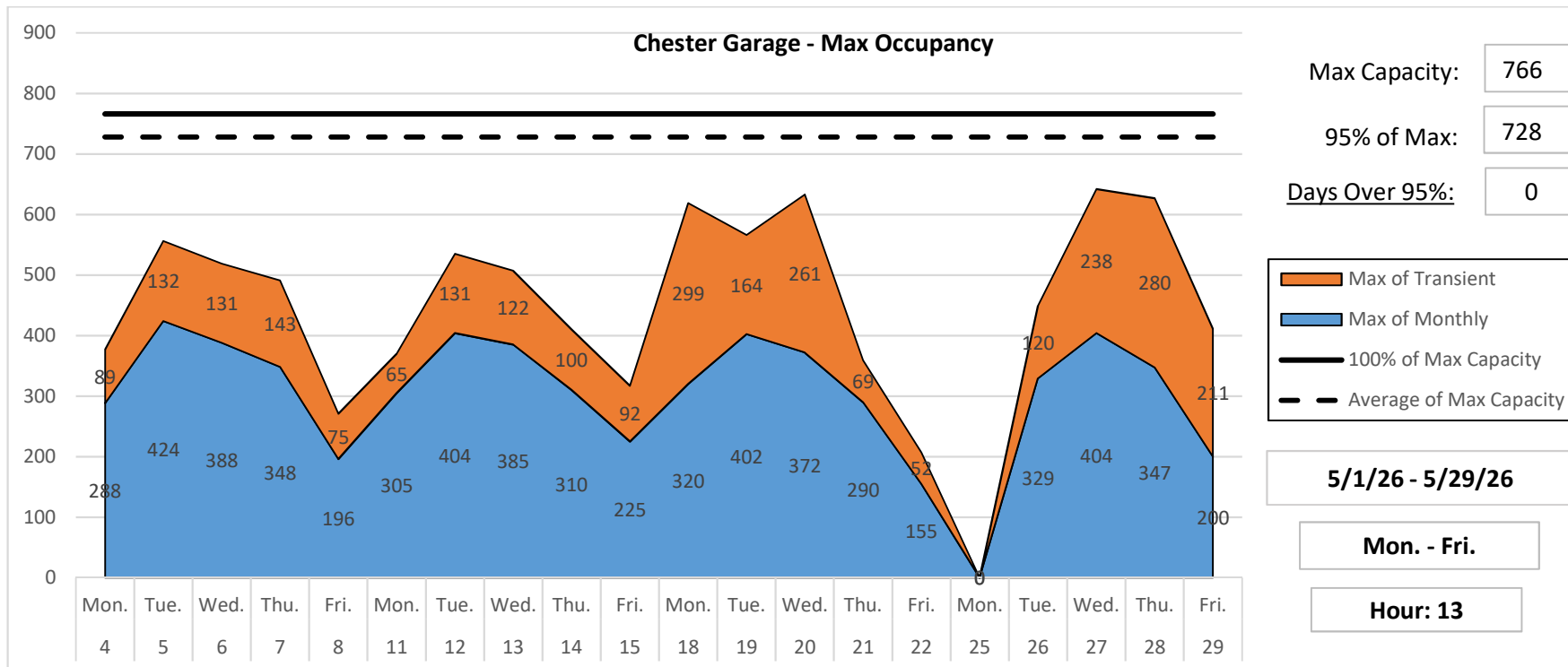
Chester	Max Capacity	Threshold %			RedZone	
	766	95%			727.7	
	Date/Time	11am	12pm	1pm	2pm	3pm
	05/04/26	380	377	352	329	275
	05/05/26	558	556	526	459	388
	05/06/26	523	519	508	450	360
	05/07/26	494	491	453	410	339
	05/08/26	263	271	288	256	235
	05/09/26	291	327	325	265	234
	05/11/26	380	370	364	337	282
	05/12/26	540	535	524	450	380
	05/13/26	528	507	516	469	388
	05/14/26	411	410	403	376	312
	05/15/26	293	317	307	257	202
	05/16/26	106	117	116	118	115
	05/18/26	617	619	604	557	488
	05/19/26	579	566	534	480	395
	05/20/26	631	633	624	559	482
	05/21/26	367	359	364	322	267
	05/22/26	197	207	199	177	155
	05/23/26	71	72	85	83	77
	05/25/26	0	0	0	0	0
	05/26/26	463	449	440	416	361
	05/27/26	643	642	631	600	512
	05/28/26	609	627	640	628	637
	05/29/26	471	411	454	406	361
	05/30/26	178	257	270	309	324

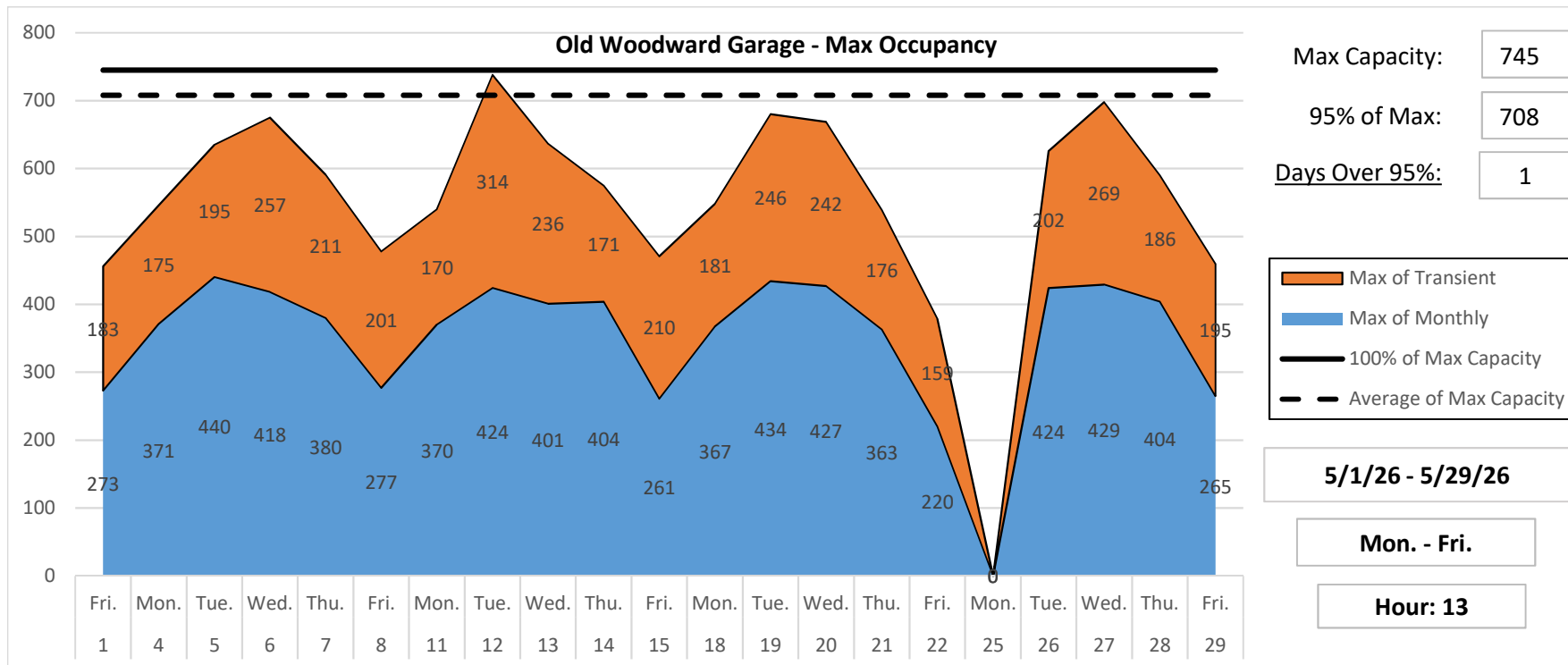
Park	Max Capacity		Threshold %			RedZone
	811	95%				770
	Date/Time	11am	12pm	1pm	2pm	3pm
	05/04/26	697	681	666	604	534
	05/05/26	812	810	810	782	716
	05/06/26	783	787	781	733	647
	05/07/26	768	790	748	665	591
	05/08/26	788	780	765	683	562
	05/09/26	288	361	380	297	284
	05/11/26	782	780	777	717	623
	05/12/26	808	803	795	784	717
	05/13/26	809	784	796	765	702
	05/14/26	687	699	650	570	532
	05/15/26	810	793	781	683	560
	05/16/26	215	264	266	229	234
	05/18/26	804	793	769	713	619
	05/19/26	811	802	785	761	664
	05/20/26	811	809	798	754	683
	05/21/26	787	759	728	658	578
	05/22/26	660	644	564	447	334
	05/23/26	247	291	308	267	233
	05/25/26	0	0	0	0	0
	05/26/26	774	770	767	706	616
	05/27/26	807	809	788	750	685
	05/28/26	775	777	762	672	592
	05/29/26	762	805	758	648	561
	05/30/26	183	257	286	265	214

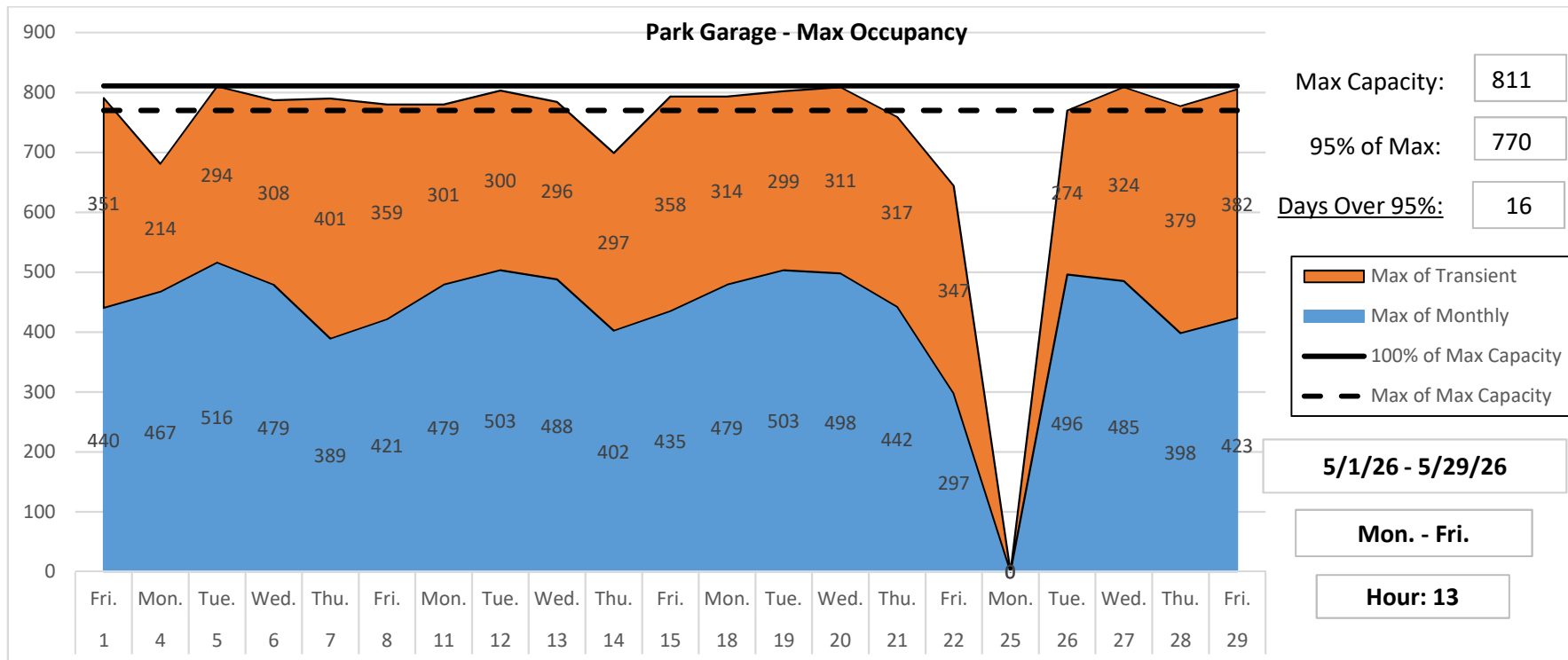
Old Woodward	Max Capacity	Threshold %			RedZone	
	745	95%			708	
	Date/Time	11am	12pm	1pm	2pm	3pm
	05/04/26	543	546	535	479	414
	05/05/26	642	635	635	588	511
	05/06/26	632	675	640	593	521
	05/07/26	582	591	582	559	496
	05/08/26	458	478	456	415	333
	05/09/26	194	225	225	207	216
	05/11/26	531	540	526	478	405
	05/12/26	660	738	708	645	553
	05/13/26	600	637	620	586	496
	05/14/26	572	575	560	552	482
	05/15/26	463	471	450	412	340
	05/16/26	95	132	138	144	144
	05/18/26	560	548	524	479	392
	05/19/26	679	680	656	617	506
	05/20/26	681	669	637	595	505
	05/21/26	527	539	519	508	436
	05/22/26	402	379	321	274	246
	05/23/26	157	185	208	228	221
	05/25/26	0	0	0	0	0
	05/26/26	623	626	594	557	472
	05/27/26	674	698	666	614	520
	05/28/26	583	590	579	540	479
	05/29/26	468	460	473	426	382
	05/30/26	150	180	196	254	274

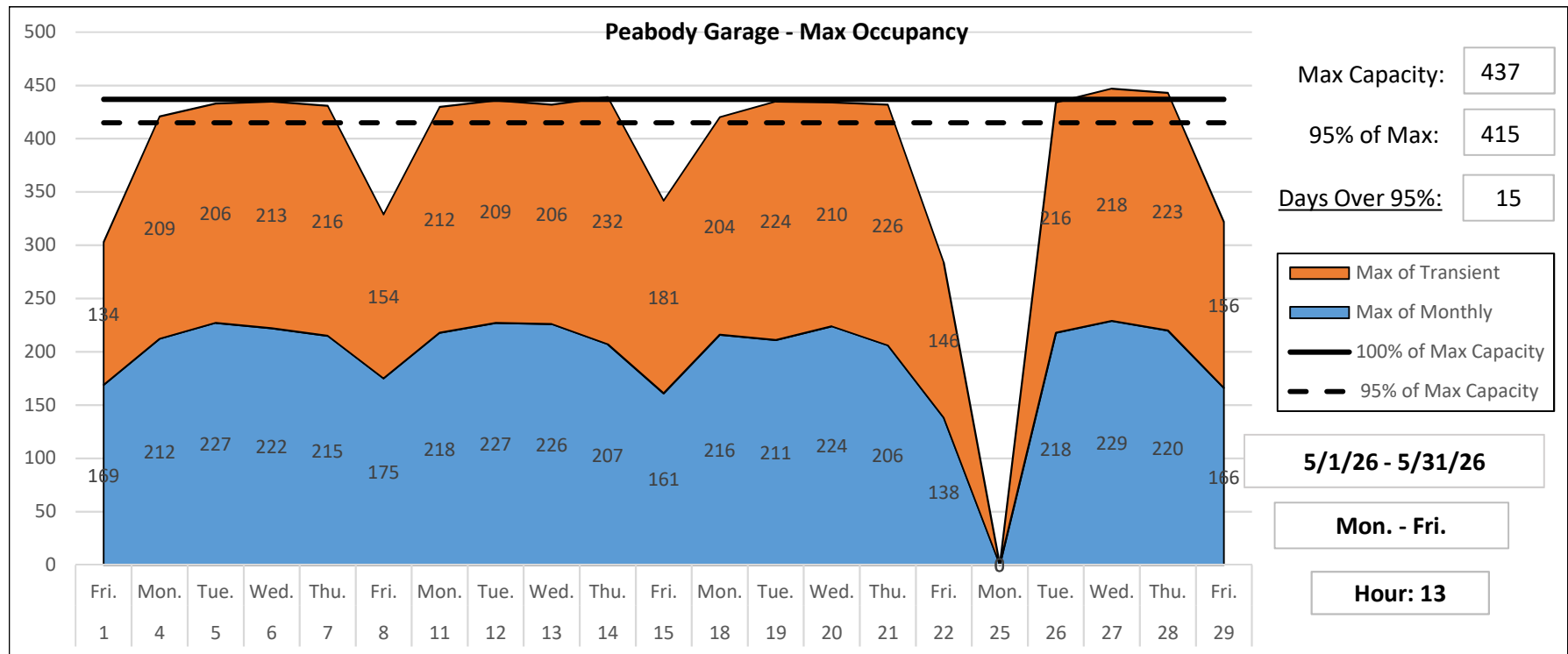
Peabody	Max Capacity	Threshold %			RedZone	
	437	95%			415	
	Date/Time	11am	12pm	1pm	2pm	3pm
	05/04/26	408	421	411	403	398
	05/05/26	435	433	432	429	407
	05/06/26	436	435	429	406	402
	05/07/26	433	431	426	409	389
	05/08/26	298	329	316	287	288
	05/09/26	231	286	276	250	227
	05/11/26	428	430	432	418	402
	05/12/26	435	436	437	432	426
	05/13/26	433	432	439	423	427
	05/14/26	443	439	443	438	416
	05/15/26	305	342	351	303	263
	05/16/26	168	185	206	176	179
	05/18/26	435	420	425	415	394
	05/19/26	436	435	431	435	414
	05/20/26	441	434	438	436	419
	05/21/26	428	432	424	419	376
	05/22/26	251	284	277	244	201
	05/23/26	228	266	237	210	176
	05/25/26	0	0	0	0	0
	05/26/26	430	434	433	435	404
	05/27/26	439	447	446	441	431
	05/28/26	443	443	430	426	413
	05/29/26	282	322	352	315	298
	05/30/26	118	157	203	193	174

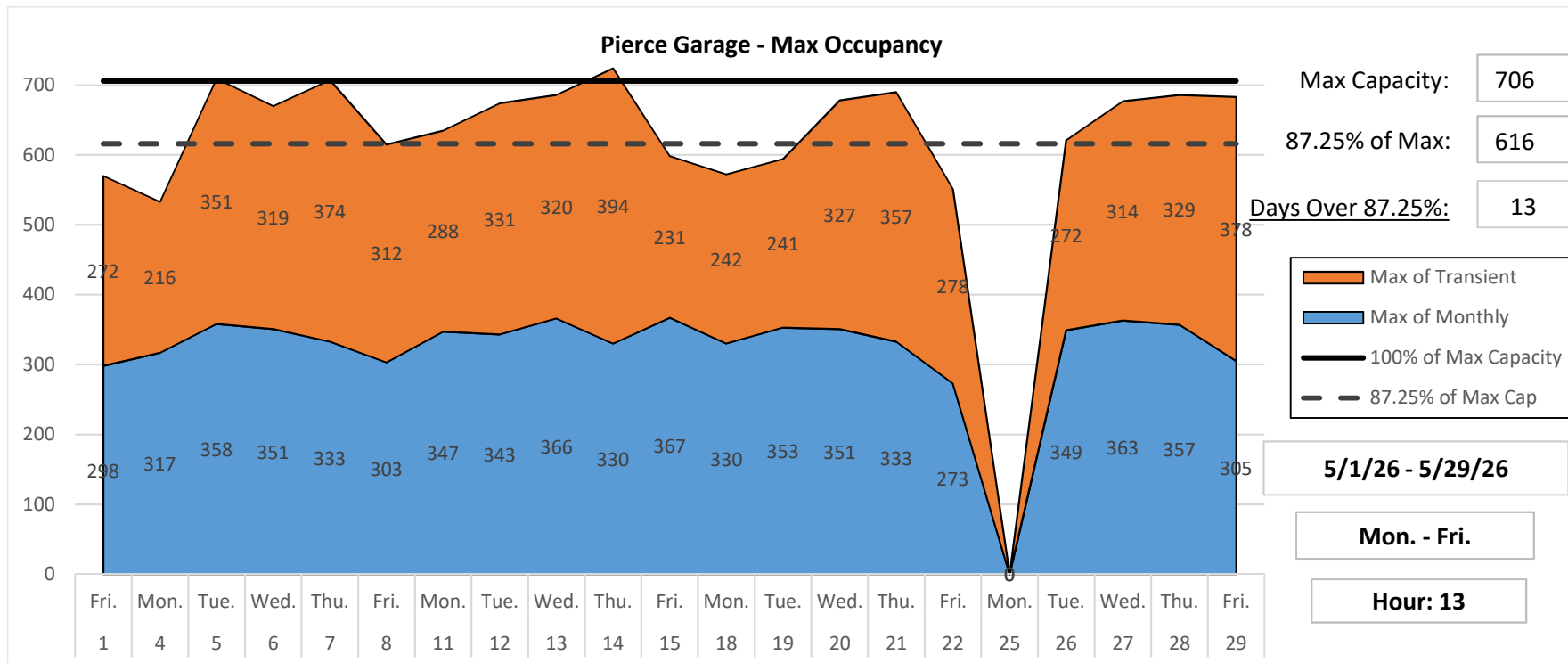
Pierce	Max Capacity	Threshold %			RedZone	
	706	87%			616	
	Date/Time	11am	12pm	1pm	2pm	3pm
	05/04/26	496	533	534	481	411
	05/05/26	678	709	716	683	608
	05/06/26	686	670	640	599	571
	05/07/26	712	707	706	649	577
	05/08/26	529	615	573	530	496
	05/09/26	660	669	637	582	508
	05/11/26	617	635	623	556	454
	05/12/26	675	674	668	622	593
	05/13/26	686	686	679	617	579
	05/14/26	682	724	703	648	572
	05/15/26	563	598	583	494	446
	05/16/26	406	495	503	519	479
	05/18/26	531	572	563	486	412
	05/19/26	598	594	574	561	459
	05/20/26	676	678	653	625	582
	05/21/26	618	690	666	614	533
	05/22/26	513	551	546	491	431
	05/23/26	317	362	349	354	345
	05/25/26	0	0	0	0	0
	05/26/26	607	621	605	546	467
	05/27/26	693	677	683	639	571
	05/28/26	677	686	693	661	699
	05/29/26	669	683	670	635	621
	05/30/26	451	572	578	562	557



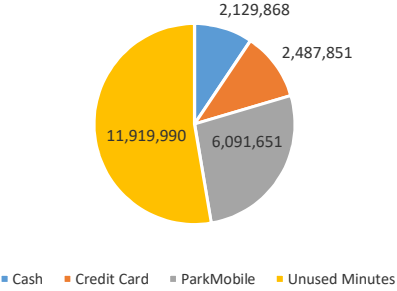




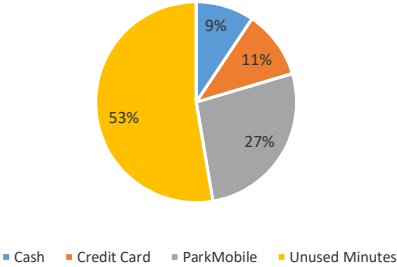




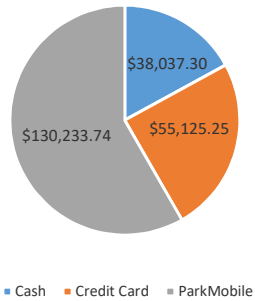
May 2026 - Total Minutes - 10,709,370 out of 22,629,360



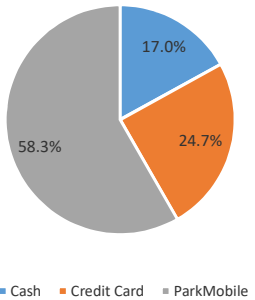
May 2026 - Total Minutes 10,709,370 out of 22,629,360

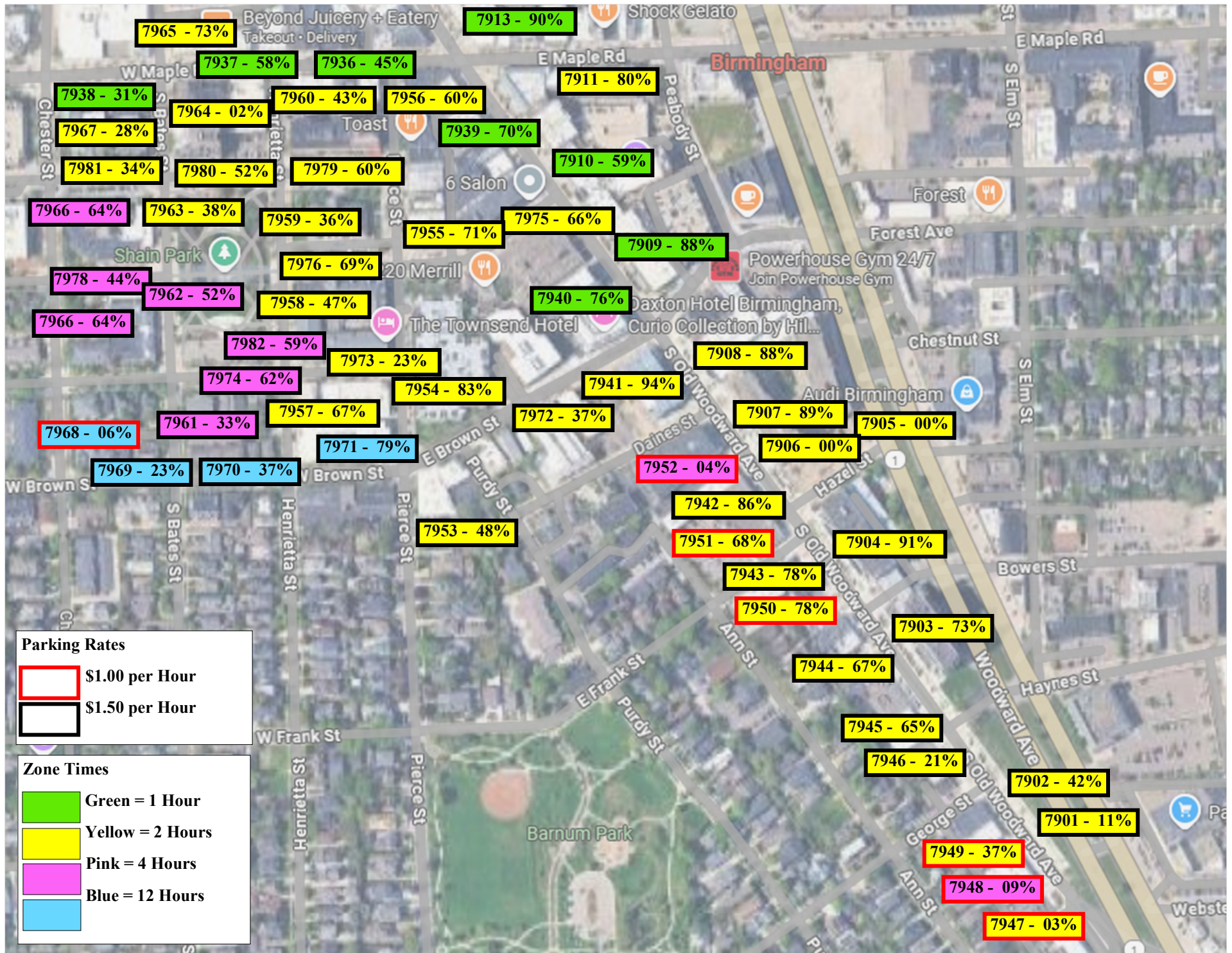


May 2026 Meters - Total Revenue \$223,963.25



May 2026 Meters - % of Total Revenue \$223,396.25







May 2026 Monthly APS Profit and Loss Report

Reporting Period: May 2026

Executive Summary

For the month of May 2026, the APS system generated total revenues of \$868,236.02, compared to the prior year's \$1,099,254.00 [cite: 6, 9]. Total expenditures for the period were \$314,674.00 [cite: 9]. The net of revenues and expenditures for the month is \$553,562.02 [cite: 9].

Revenue Analysis

Garage Revenue

Location	Current Month (May 2026)	Current Month Prior Year
Chester Garage	\$75,226.00	\$186,638.00
N. Old Woodward Garage	\$124,180.00	\$137,728.00
Park Garage	\$188,121.00	\$169,282.00
Peabody Garage	\$93,965.00	\$93,318.00
Pierce Garage	\$164,995.00	\$168,272.00
Total Garage Revenue	\$646,487.00	\$755,238.00

Meter and Other Revenue

Source	Current Month (May 2026)	Current Month Prior Year
Meters Coins	\$41,342.00	\$40,079.00

Source	Current Month (May 2026)	Current Month Prior Year
Meters Credit Card	\$46,067.00	\$53,827.00
Meters ParkMobile	\$124,925.00	\$96,982.00
Meter Bag Rental Fees	\$7,470.00	\$6,120.00
Outdoor Dining	-\$4.98	\$4,320.00
Hangtag Permits	\$1,250.00	\$1,060.00
Valet Fees	\$700.00	\$1,802.00
Investment Income	\$0.00	\$139,826.00
Total System Revenue	\$868,236.02	\$1,099,254.00

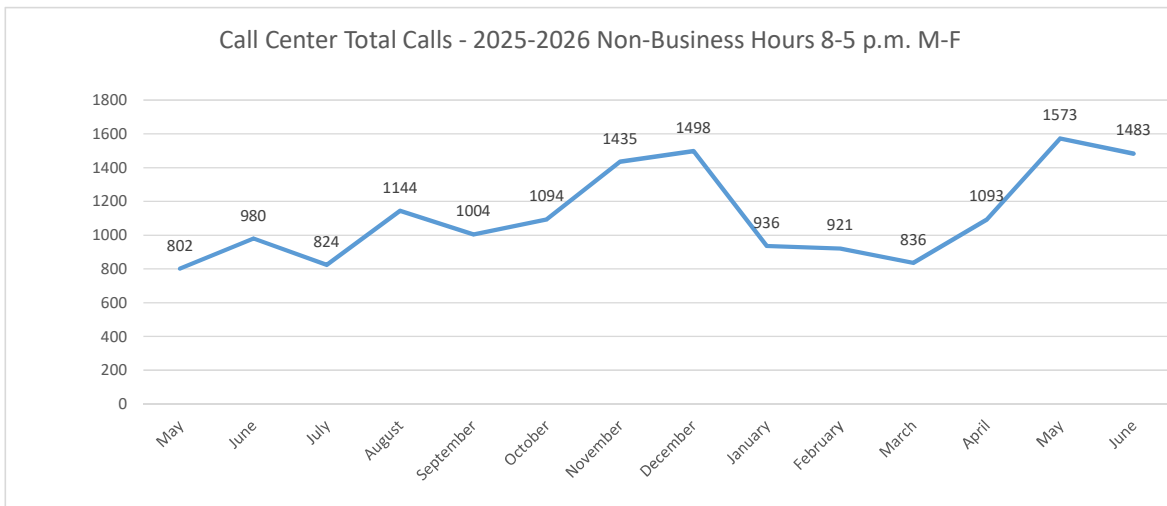
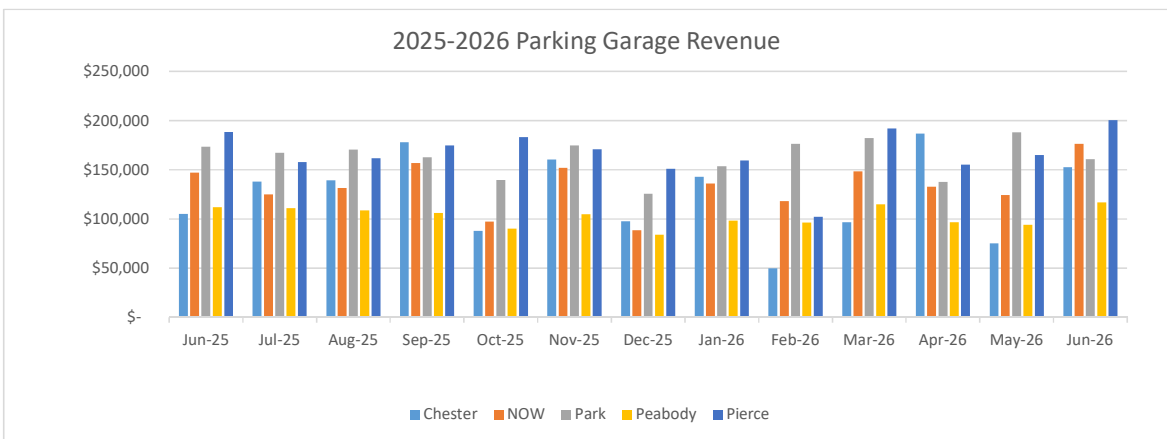
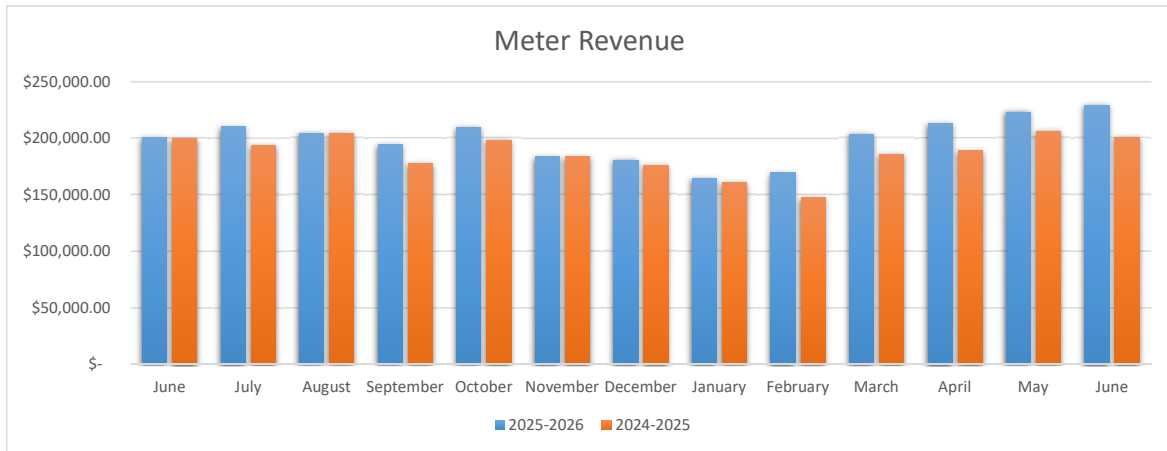
Expense Report

Category	Current Month (May 2026)	Current Month Prior Year
General & Administrative	\$76,606.00	\$100,116.00
Meter Expenses	\$13,975.00	\$19,422.00
Chester	\$129,441.00	-\$4,589.00
N. Old Woodward	\$21,485.00	\$10,318.00
Park	\$26,131.00	\$47,913.00
Peabody	\$16,013.00	\$7,234.00
Pierce	\$17,621.00	\$11,403.00

Category	Current Month (May 2026)	Current Month Prior Year
Lot 6	\$1,235.00	\$1,357.00
Other (Lot 7, 9, 10, 11)	\$3,069.00	\$2,508.00
Miscellaneous	\$9,659.00	\$9,349.00
Total Expenditures	\$314,674.00	\$205,592.00

Financial Position

- **Net of Revenues & Expenditures:** \$553,562.02
- **Cash and Investments (Cash on hand):** \$48,519,329.00
- **APS Fund Balance:** \$70,951,786.00



Garage Permits Sold vs Capacity w/ Oversell
June 2026

Location	Capacity	Sold	Oversell %	Evening Permits
Pierce	706	815	115%	32
Peabody	437	514	118%	1
Park	811	1026	127%	12
Old Woodward	745	967	130%	14
Chester	766	1346	176%	12

Call History - June 2026

Facility	(All)
Row Labels	Count of Reason
02-Credit Card Payment	92
03-Cash Payment	8
04-Invalid Ticket / Ticketless Options	139
05-Invalid Validation	12
06-Assistance On Site	7
07-Lost Ticket	58
08-Ghost Call	421
09-Vendor	16
11-Equipment Issue	153
13-Monthly	145
14-Test Call	1
16-Network - Audio/Video Issue	256
17-Insufficient Funds	14
24-General Information	55
Disconnect	
25-Previous Call Vend	1
DISCONNECTED	102
10-Receipt	3
Grand Total	1483

Facility	City of Birmingham Michigan - Old North Woodward
Row Labels	Count of Reason
02-Credit Card Payment	24
03-Cash Payment	1
04-Invalid Ticket / Ticketless Options	32
05-Invalid Validation	3
06-Assistance On Site	2
07-Lost Ticket	8
08-Ghost Call	94
09-Vendor	16
11-Equipment Issue	12
13-Monthly	40
16-Network - Audio/Video Issue	36
17-Insufficient Funds	5
24-General Information	10
DISCONNECTED	19
10-Receipt	1
Grand Total	303

Facility	City of Birmingham Michigan - Peabody Garage
Row Labels	Count of Reason
02-Credit Card Payment	23
04-Invalid Ticket / Ticketless Options	37
07-Lost Ticket	11
08-Ghost Call	102
11-Equipment Issue	46
13-Monthly	11
14-Test Call	1
16-Network - Audio/Video Issue	31
17-Insufficient Funds	3
24-General Information	9
DISCONNECTED	25
10-Receipt	1
Grand Total	300

Facility	City of Birmingham Michigan - Chester St Garage
Row Labels	Count of Reason
02-Credit Card Payment	1
04-Invalid Ticket / Ticketless Options	4
06-Assistance On Site	1
07-Lost Ticket	2
08-Ghost Call	30
13-Monthly	30
16-Network - Audio/Video Issue	14
24-General Information	3
DISCONNECTED	2
Grand Total	87

Facility	City of Birmingham Michigan - Park St. Garage
Row Labels	Count of Reason
02-Credit Card Payment	8
03-Cash Payment	3
04-Invalid Ticket / Ticketless Options	20
05-Invalid Validation	6
06-Assistance On Site	1
07-Lost Ticket	19
08-Ghost Call	68
11-Equipment Issue	44
13-Monthly	26
16-Network - Audio/Video Issue	119
17-Insufficient Funds	2
24-General Information	19
25-Previous Call Vend	1
DISCONNECTED	25
Grand Total	361

Facility	City of Birmingham Michigan - Pierce Garage
Row Labels	Count of Reason
02-Credit Card Payment	36
03-Cash Payment	4
04-Invalid Ticket / Ticketless Options	46
05-Invalid Validation	3
06-Assistance On Site	3
07-Lost Ticket	18
08-Ghost Call	127
11-Equipment Issue	51
13-Monthly	38
16-Network - Audio/Video Issue	56
17-Insufficient Funds	4
24-General Information	14
DISCONNECTED	31
10-Receipt	1
Grand Total	432

FREE PARKING REPORT

May 2026

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE VEHICLES
CHESTER	9,753	4,935	\$19,220.10	51%
OLD WOODWARD	21,073	11,555	\$41,040.00	55%
PARK	28,736	13,821	\$52,384.00	48%
PEABODY	25,546	14,066	\$51,430.00	55%
PIERCE	30,878	14,272	\$92,371.00	46%
TOTALS	115,986	58,649	\$256,445.10	51%

Paying cars	Rate per
4,818	\$3.99
9,518	\$4.31
14,915	\$3.51
11,480	\$4.48
16,606	\$5.56
	\$4.37

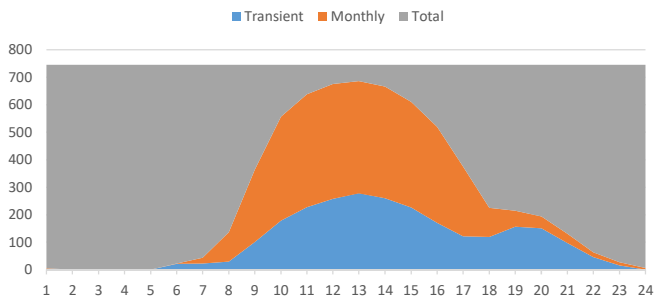
June 2026

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE VEHICLES
CHESTER	6,833	3,214	\$14,804.00	47%
OLD WOODWARD	19,402	9,984	\$42,021.00	51%
PARK	25,052	12,028	\$46,088.00	48%
PEABODY	24,357	14,077	\$48,090.00	58%
PIERCE	26,860	12,013	\$88,578.00	45%
TOTALS	102,504	51,316	\$239,581.00	50%

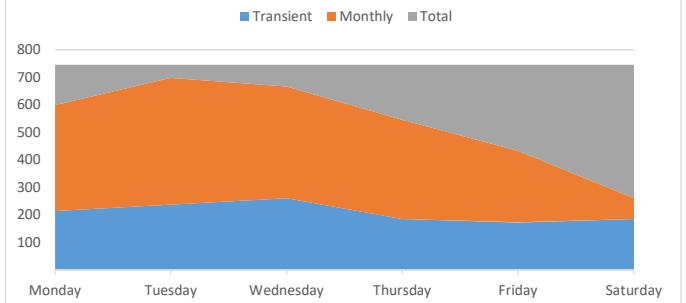
Paying cars	Rate per
3,619	\$4.09
9,418	\$4.46
13,024	\$3.54
10,280	\$4.68
14,847	\$5.97
	\$4.55

Source: TIBA Report #15

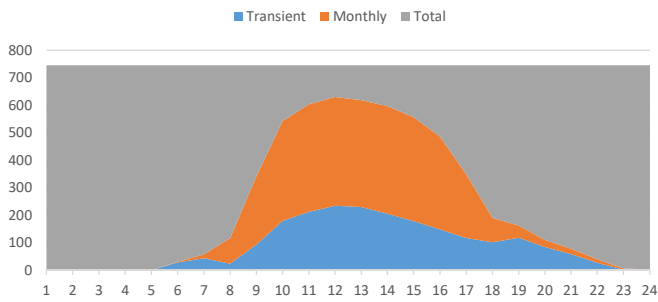
N. Old Woodward Occupancy Wednesday 6/3/2026



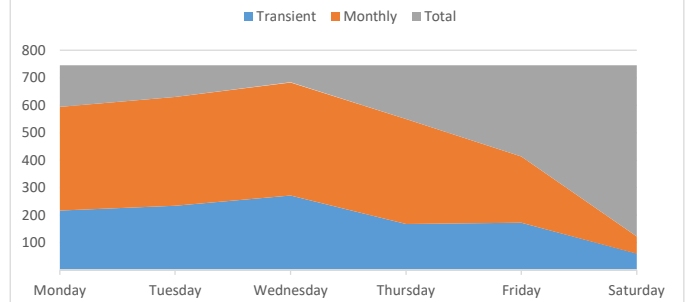
N. Old Woodward Occupancy Week of 6/6/2026



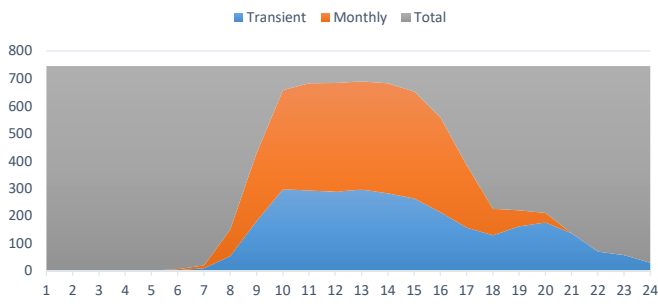
N. Old Woodward Occupancy Wednesday 6/10/2026



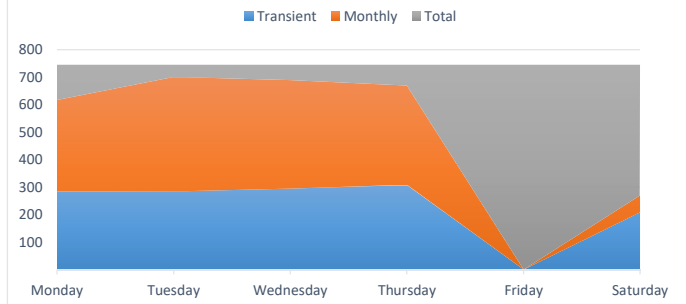
N. Old Woodward Occupancy Week of 6/13/2026



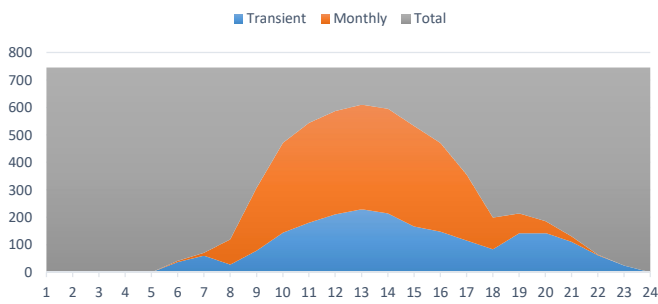
N. Old Woodward Occupancy Wednesday 6/17/2026



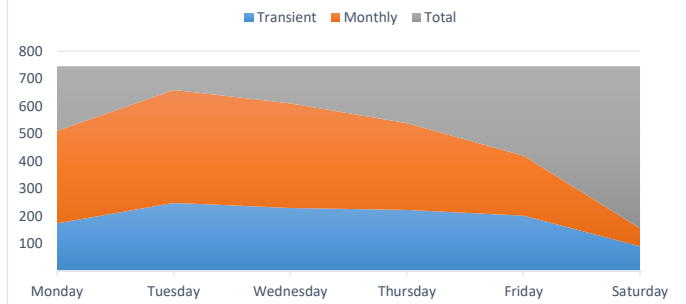
N. Old Woodward Occupancy Week of 6/20/2026



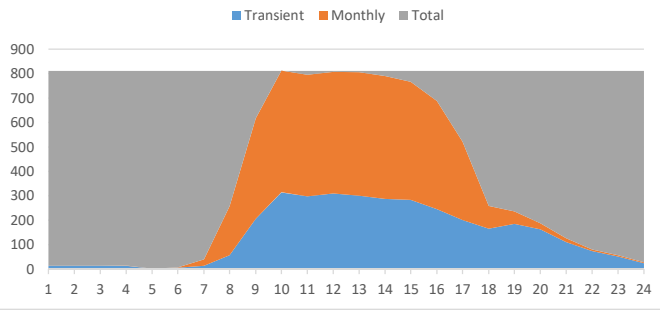
N. Old Woodward Occupancy Wednesday 6/24/2026



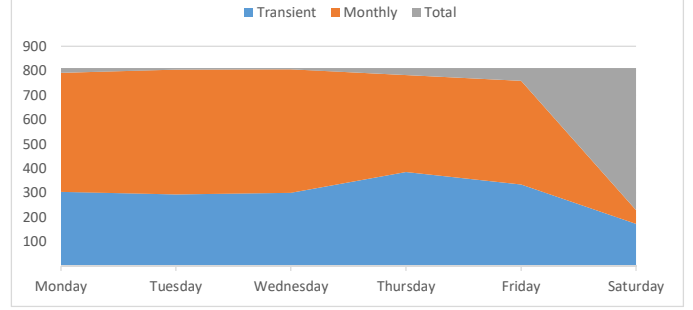
N. Old Woodward Occupancy Week of 6/27/2026



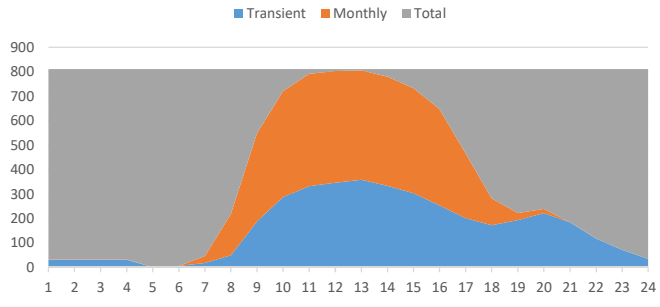
Park Occupancy Wednesday 6/3/2026



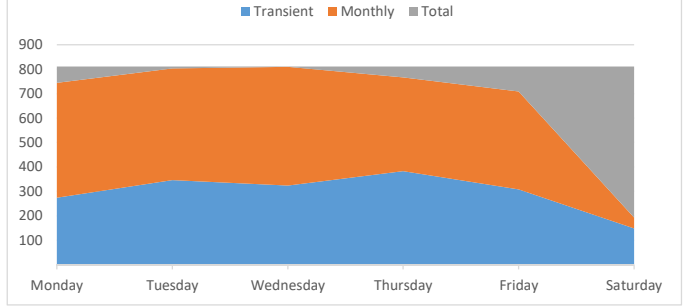
Park Occupancy Week of 6/6/2026



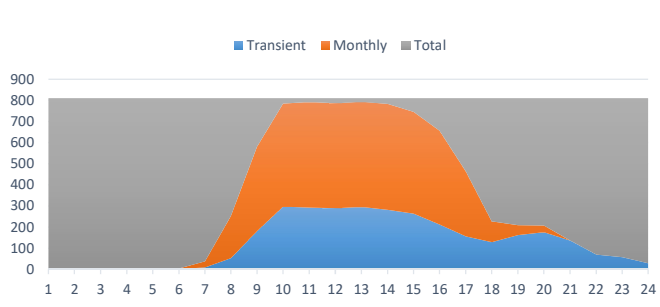
Park Occupancy Wednesday 6/10/2026



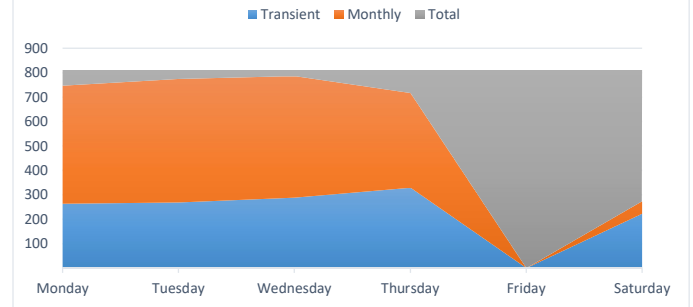
Park Occupancy Week of 6/13/2026



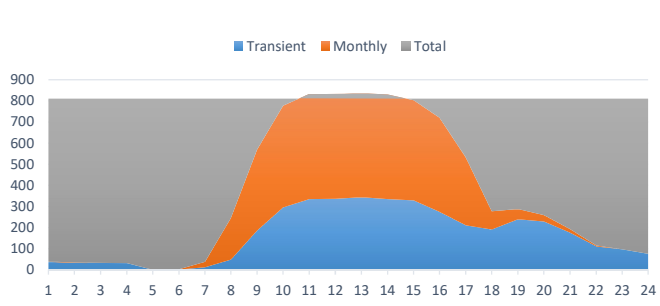
Park Occupancy Wednesday 6/17/2026



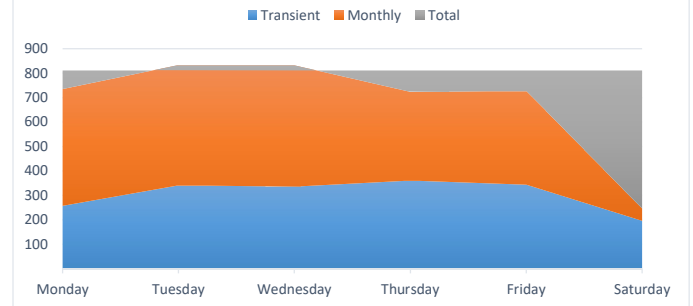
Park Occupancy Week of 6/20/2026



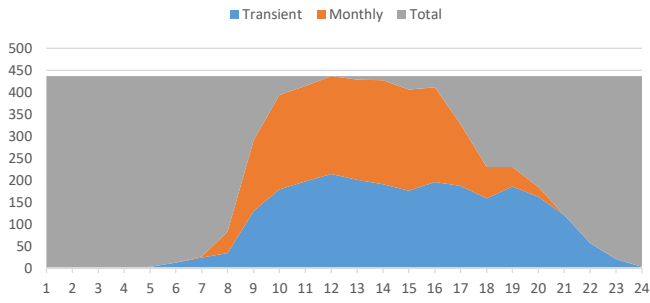
Park Occupancy Wednesday 6/24/2026



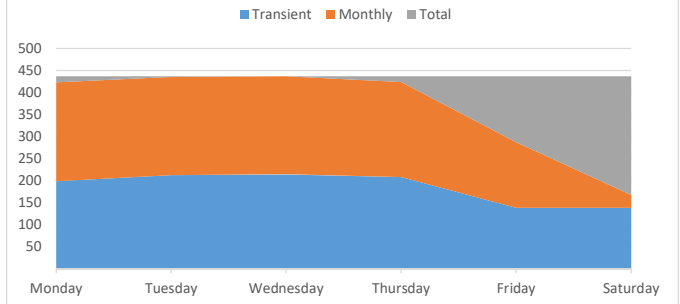
Park Occupancy Week of 6/27/2026



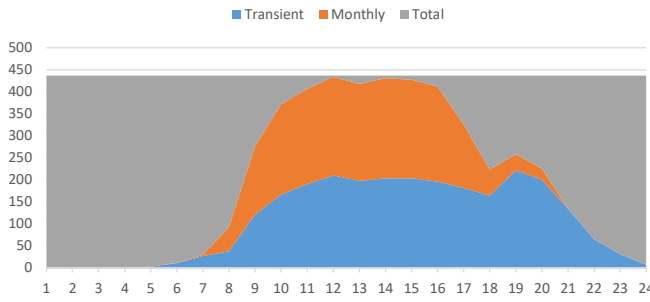
Peabody Occupancy Wednesday 6/3/2026



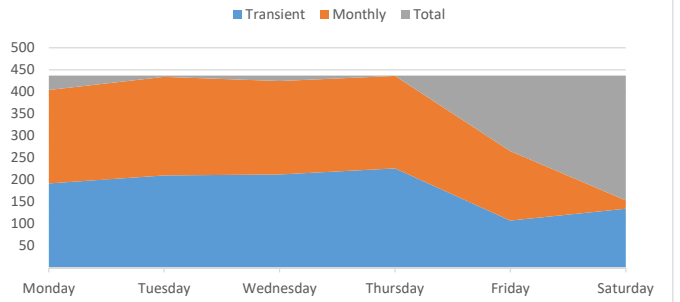
Peabody Occupancy Week of 6/6/2026



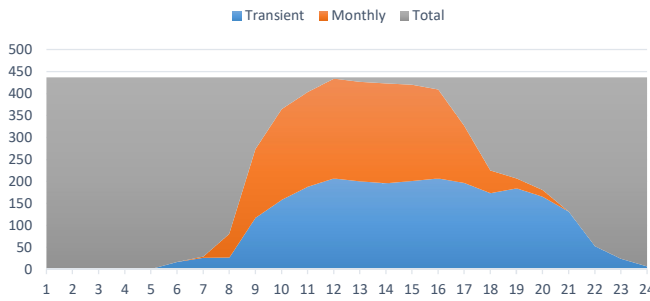
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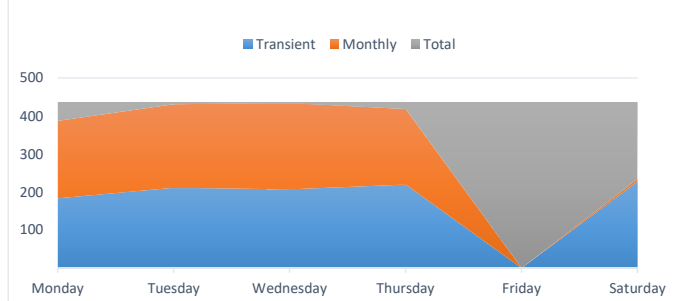
Peabody Occupancy Week of 6/13/2026



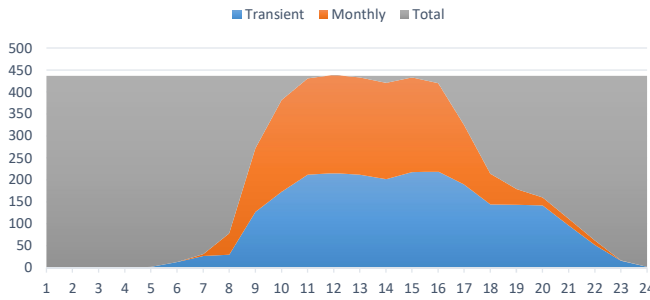
Peabody Occupancy Wednesday 6/17/2026



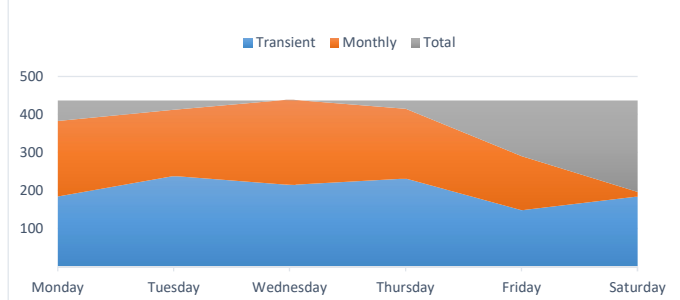
Peabody Occupancy Week of 6/20/2026



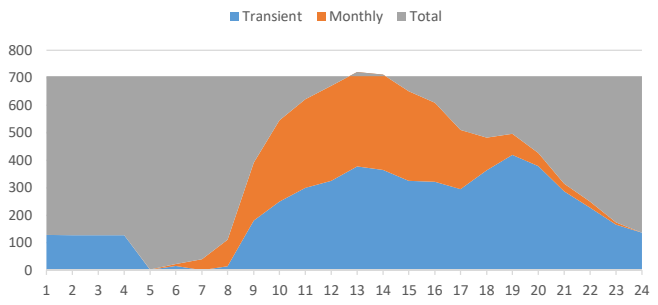
Peabody Occupancy Wednesday 6/24/2026



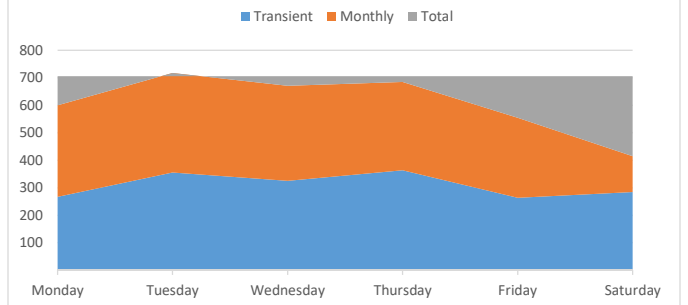
Peabody Occupancy Week of 6/27/2026



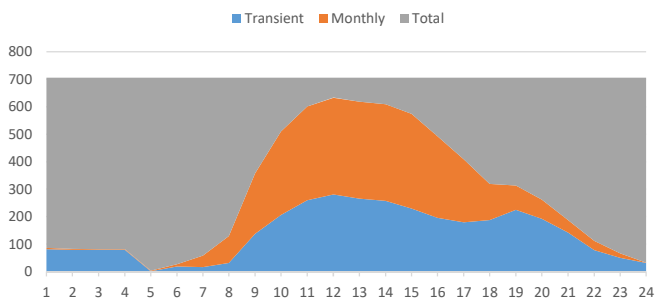
Pierce Occupancy Wednesday 6/3/2026



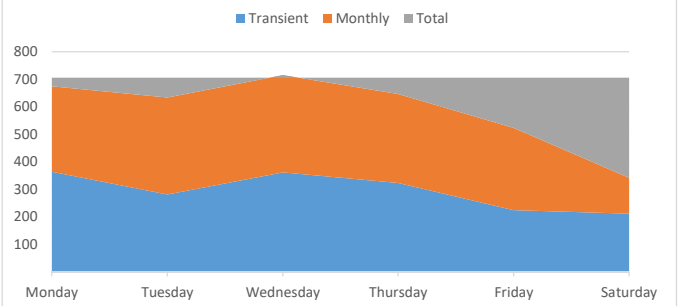
Pierce Occupancy Week of 6/6/2026



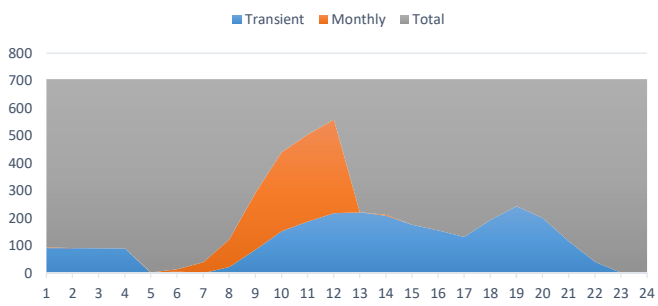
Pierce Garage Occupancy Wednesday 6/10/2026



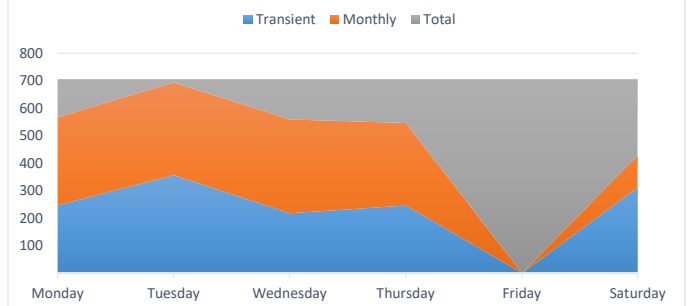
Pierce Garage Occupancy Week of 6/13/2026



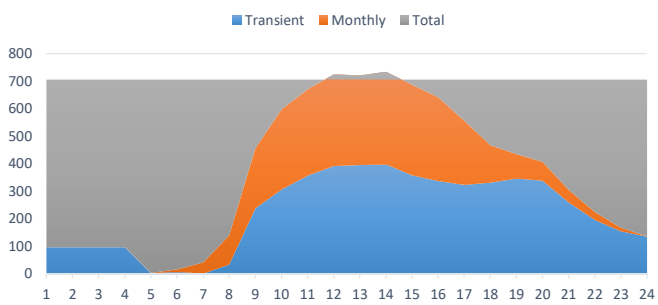
Pierce Occupancy Wednesday 6/17/2026



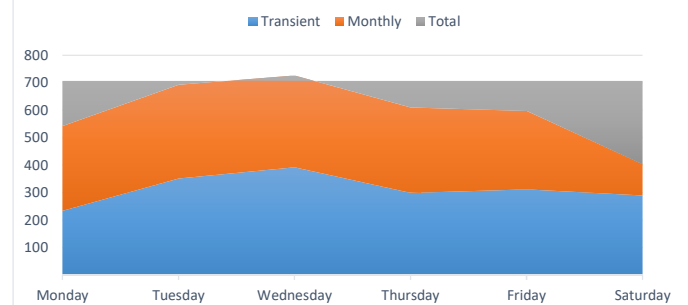
Pierce Occupancy Week of 6/20/2026



Pierce Occupancy Wednesday 6/24/2026



Pierce Occupancy Week of 6/27/2026



Chester	Max Capacity	Threshold %			RedZone	
	766	95%			727.7	
	Date/Time	11am	12pm	1pm	2pm	3pm
	05/04/26	380	377	352	329	275
	05/05/26	558	556	526	459	388
	05/06/26	523	519	508	450	360
	05/07/26	494	491	453	410	339
	05/08/26	263	271	288	256	235
	05/09/26	291	327	325	265	234
	05/11/26	380	370	364	337	282
	05/12/26	540	535	524	450	380
	05/13/26	528	507	516	469	388
	05/14/26	411	410	403	376	312
	05/15/26	293	317	307	257	202
	05/16/26	106	117	116	118	115
	05/18/26	617	619	604	557	488
	05/19/26	579	566	534	480	395
	05/20/26	631	633	624	559	482
	05/21/26	367	359	364	322	267
	05/22/26	197	207	199	177	155
	05/23/26	71	72	85	83	77
	05/25/26	0	0	0	0	0
	05/26/26	463	449	440	416	361
	05/27/26	643	642	631	600	512
	05/28/26	609	627	640	628	637
	05/29/26	471	411	454	406	361
	05/30/26	178	257	270	309	324

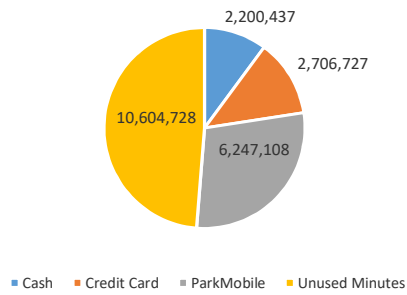
Park	Max Capacity		Threshold %			RedZone
	811	95%				770
	Date/Time	11am	12pm	1pm	2pm	3pm
	05/04/26	697	681	666	604	534
	05/05/26	812	810	810	782	716
	05/06/26	783	787	781	733	647
	05/07/26	768	790	748	665	591
	05/08/26	788	780	765	683	562
	05/09/26	288	361	380	297	284
	05/11/26	782	780	777	717	623
	05/12/26	808	803	795	784	717
	05/13/26	809	784	796	765	702
	05/14/26	687	699	650	570	532
	05/15/26	810	793	781	683	560
	05/16/26	215	264	266	229	234
	05/18/26	804	793	769	713	619
	05/19/26	811	802	785	761	664
	05/20/26	811	809	798	754	683
	05/21/26	787	759	728	658	578
	05/22/26	660	644	564	447	334
	05/23/26	247	291	308	267	233
	05/25/26	0	0	0	0	0
	05/26/26	774	770	767	706	616
	05/27/26	807	809	788	750	685
	05/28/26	775	777	762	672	592
	05/29/26	762	805	758	648	561
	05/30/26	183	257	286	265	214

Old Woodward	Max Capacity	Threshold %			RedZone	
	745	95%			708	
	Date/Time	11am	12pm	1pm	2pm	3pm
	05/04/26	543	546	535	479	414
	05/05/26	642	635	635	588	511
	05/06/26	632	675	640	593	521
	05/07/26	582	591	582	559	496
	05/08/26	458	478	456	415	333
	05/09/26	194	225	225	207	216
	05/11/26	531	540	526	478	405
	05/12/26	660	738	708	645	553
	05/13/26	600	637	620	586	496
	05/14/26	572	575	560	552	482
	05/15/26	463	471	450	412	340
	05/16/26	95	132	138	144	144
	05/18/26	560	548	524	479	392
	05/19/26	679	680	656	617	506
	05/20/26	681	669	637	595	505
	05/21/26	527	539	519	508	436
	05/22/26	402	379	321	274	246
	05/23/26	157	185	208	228	221
	05/25/26	0	0	0	0	0
	05/26/26	623	626	594	557	472
	05/27/26	674	698	666	614	520
	05/28/26	583	590	579	540	479
	05/29/26	468	460	473	426	382
	05/30/26	150	180	196	254	274

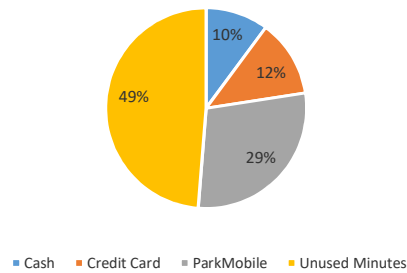
Peabody	Max Capacity	Threshold %			RedZone
	437	95%			415
	Date/Time	11am	12pm	1pm	2pm 3pm
	05/04/26	408	421	411	403 398
	05/05/26	435	433	432	429 407
	05/06/26	436	435	429	406 402
	05/07/26	433	431	426	409 389
	05/08/26	298	329	316	287 288
	05/09/26	231	286	276	250 227
	05/11/26	428	430	432	418 402
	05/12/26	435	436	437	432 426
	05/13/26	433	432	439	423 427
	05/14/26	443	439	443	438 416
	05/15/26	305	342	351	303 263
	05/16/26	168	185	206	176 179
	05/18/26	435	420	425	415 394
	05/19/26	436	435	431	435 414
	05/20/26	441	434	438	436 419
	05/21/26	428	432	424	419 376
	05/22/26	251	284	277	244 201
	05/23/26	228	266	237	210 176
	05/25/26	0	0	0	0 0
	05/26/26	430	434	433	435 404
	05/27/26	439	447	446	441 431
	05/28/26	443	443	430	426 413
	05/29/26	282	322	352	315 298
	05/30/26	118	157	203	193 174

Pierce	Max Capacity	Threshold %			RedZone	
	706	87%			616	
	Date/Time	11am	12pm	1pm	2pm	3pm
	05/04/26	496	533	534	481	411
	05/05/26	678	709	716	683	608
	05/06/26	686	670	640	599	571
	05/07/26	712	707	706	649	577
	05/08/26	529	615	573	530	496
	05/09/26	660	669	637	582	508
	05/11/26	617	635	623	556	454
	05/12/26	675	674	668	622	593
	05/13/26	686	686	679	617	579
	05/14/26	682	724	703	648	572
	05/15/26	563	598	583	494	446
	05/16/26	406	495	503	519	479
	05/18/26	531	572	563	486	412
	05/19/26	598	594	574	561	459
	05/20/26	676	678	653	625	582
	05/21/26	618	690	666	614	533
	05/22/26	513	551	546	491	431
	05/23/26	317	362	349	354	345
	05/25/26	0	0	0	0	0
	05/26/26	607	621	605	546	467
	05/27/26	693	677	683	639	571
	05/28/26	677	686	693	661	699
	05/29/26	669	683	670	635	621
	05/30/26	451	572	578	562	557

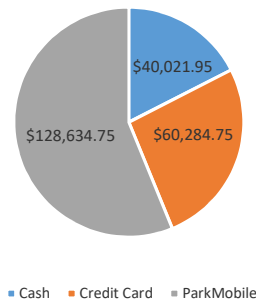
June 2026 - Total Minutes - 11,154,272 out of 21,759,000



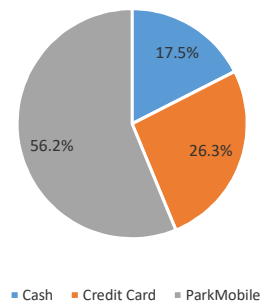
June 2026 - Total Minutes 11,154,272 out of 21,759,000

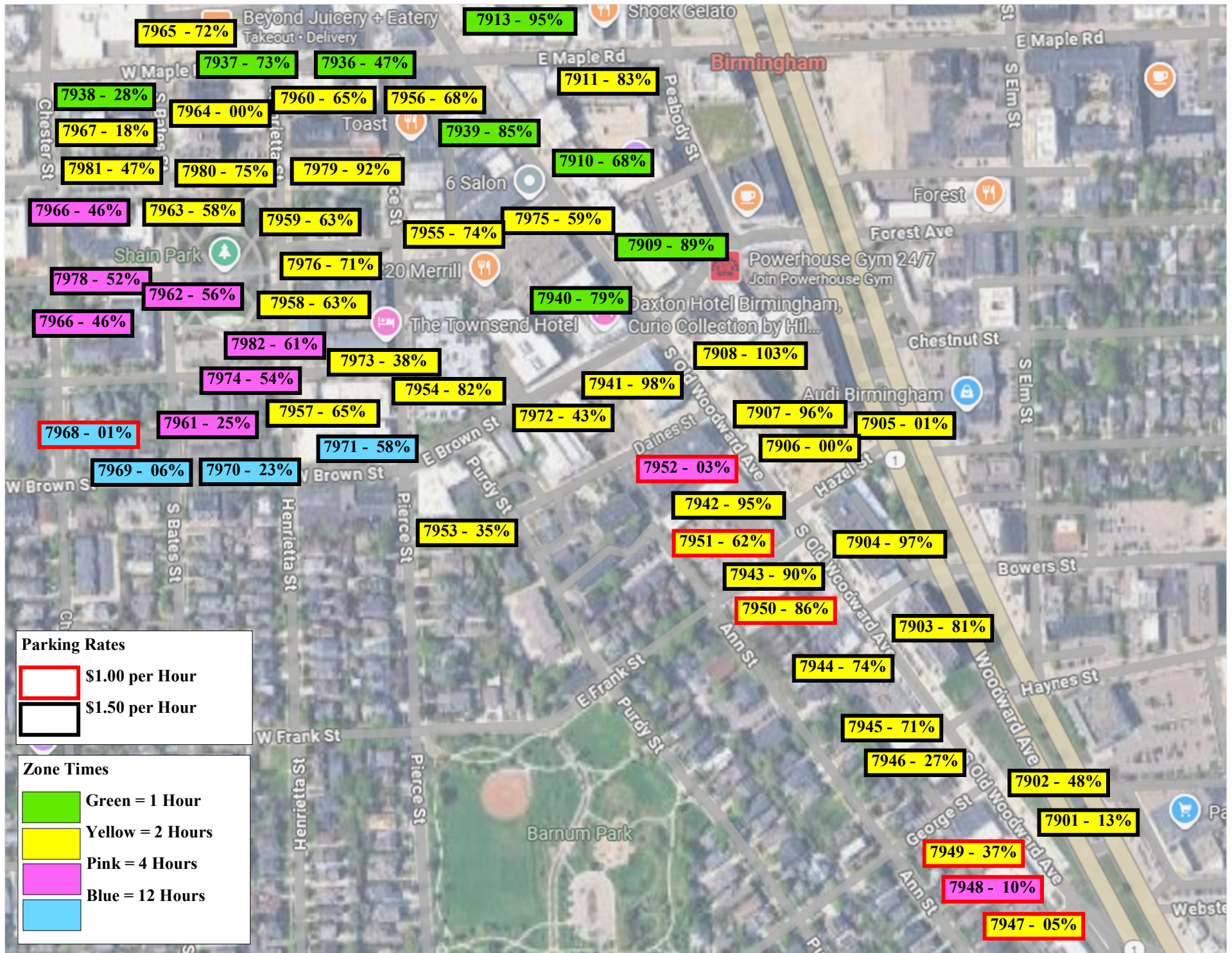


June 2026 Meters - Total Revenue \$228,941.45



June 2026 Meters - % of Total Revenue \$228,941.45







June 2026 Monthly APS Profit and Loss Report

Reporting Period: June 2026

Executive Summary

For the month of June 2026, the APS system generated total revenues of \$1,123,942.00, compared to \$1,628,786.00 in the prior year period. Total expenditures for the month were \$206,540.85. The net of revenues and expenditures for the period is \$917,401.15.

Revenue Analysis

Garage Revenue

Location	Current Month (June 2026)	Current Month Prior Year
Chester Garage	\$152,696.00	\$105,069.00
N. Old Woodward Garage	\$176,182.00	\$147,006.00
Park Garage	\$160,751.00	\$173,392.00
Peabody Garage	\$116,660.00	\$111,958.00
Pierce Garage	\$200,300.00	\$188,455.00
Total Garage Revenue	\$806,589.00	\$725,880.00

Meter and Other Revenue

Source	Current Month (June 2026)	Current Month Prior Year
Meters Coins	\$36,242.00	\$48,222.00

Source	Current Month (June 2026)	Current Month Prior Year
Meters Credit Card	\$55,470.00	\$59,876.00
Meters ParkMobile	\$131,258.00	\$103,533.00
Meter Bag Rental Fees	\$4,410.00	\$3,474.00
Outdoor Dining	\$0.00	\$3,240.00
Hangtag Permits	\$23,595.00	\$25,500.00
Valet Fees	\$66,378.00	\$38,258.00
Investment Income	\$0.00	\$620,803.00
Total System Revenue	\$1,123,942.00	\$1,628,786.00

Expense Report

Category	Current Month (June 2026)	Current Month Prior Year
General & Administrative	\$65,473.00	\$210,879.00
Meter Expenses	\$7,834.00	-\$251,990.00
Chester	\$34,923.00	-\$1,219,538.00
N. Old Woodward	\$17,160.00	\$205,214.00
Park	\$18,265.00	\$241,490.00
Peabody	\$17,376.00	\$78,044.00
Pierce	\$30,661.00	\$139,403.00

Category	Current Month (June 2026)	Current Month Prior Year
Lot 6	\$1,917.00	\$54,435.00
Other (Lot 7, 9, 10, 11)	\$19,038.99	\$2,938.43
Miscellaneous	\$9,993.42	\$9,043.81
Total Expenditures	\$206,540.85	-\$513,980.20

Financial Position

- **Net of Revenues & Expenditures:** \$917,401.15 [cite: 6]
- **Cash and Investments (Cash on hand):** \$49,583,519.00 [cite: 6]
- **APS Fund Balance:** \$72,020,408.00 [cite: 6]