



Committee of the Whole (COW) Parking: Past, Present, Future

September 19, 2022

COMMITTEES

1976

Parking
Planning
Committee

1992

Ad Hoc
Parking
Committee

2003/2004

DDA Parking
Sub-Committee

1980
Parking
Commission

1998-2002
Downtown
Parking
Committee

2006
Parking
Policy
Committee



MORE COMMITTEES

2008

Parking Deck
Construction
Committee

2014/2015
Parking
Committee

2019

Ultimus Commissio
Areae Autocineticae
(The Final Parking
Committee Ever)

2008/2009

Super Parking
Committee

2018

Son of Super
Parking
Committee



Studies and Surveys

Late 1970s Utilization and Location of Parking Study	1981 Parking Opinion Survey	1989 Central Business District Parking Study	1993 Parking Committee Parking Plan
1989 Central Business District Parking Study	1999 Downtown Development Authority Parking Plan	2001 Downtown Parking System Report	2004 Parking Study
2005 Parking Opinion Survey	2006 Update to 2004 Parking Study	2011 Parking Study	2016 Update to 2011 Parking Study

Committee Focus/Outcomes

- 1976 Parking Planning Committee
 - Determined city should actively manage/direct parking solutions
 - **How to pay for parking (we had paid parking)**
 - Discuss parking credits
 - Recommend ordinance changes for parking requirements in downtown

Committee Focus/Outcomes

- 1976 Parking Planning Committee, continued
 - Discuss gaining control of private parking lots to increase municipal parking supply
 - Utilization/location report
 - Began negotiations and executed myriad leases with private property owners for parking lots for public use (Mayflower (Weidman), Wing/Harvey, Forest Ave., Schrader Howell)

Committee Focus/Outcomes

- 1980 Parking Commission
 - 1981 parking opinion survey
 - Continued to discuss purchase/lease of private parking lots
 - Developed construction plans for Central Parking Deck

Committee Focus/Outcomes

- 1980 Parking Commission, continued
 - Created financing plan for Central Parking Deck (Downtown Development Authority)
 - Central Parking Deck dedicated July 5, 1984
 - Late 1980s begin removal of parking meters in phased approach
 - 1989 Central Business District parking study

Committee Focus/Outcomes

- 1992 Ad Hoc Parking Committee
 - Discussed how to pay for parking (still had some paid parking)
 - Considered a Special Assessment District to pay for acquiring additional parking and improving existing parking areas
 - Discussed supply, configuration, zoning, enforcement

Committee Focus/Outcomes

- 1992 Ad Hoc Parking Committee, continued
 - Parking report- consider moratorium on requiring parking for new developments
 - Discussed what to do with parking credits
 - Moratorium from parking requirements implemented late 1990s – mid 2000s
 - Start discussions with various property owners on purchase/lease of private parking areas

Committee Focus/Outcomes

- Downtown Parking Committee 1998-2004/5
 - 1999 Downtown Development Authority parking plan
 - How to pay for parking
 - Removal of final meters from Penniman Ave. parking lot

Committee Focus/Outcomes

- Downtown Parking Committee 1998-2004/5, continued
 - Purchase of private parking areas to bring into public inventory
 - Negotiated with Wing/Harvey, property owners to lease/purchase property to expand public parking
 - Considered adding a supported level to Central Parking Deck

Committee Focus/Outcomes

- Downtown Parking Committee 1998-2004/5, continued
 - 2001 parking system report
 - Discussed purchase/lease of open lot between Coffee Bean/Post Office to expand public parking supply
 - Recommended paid parking at Central Parking Deck
 - 2004 parking study by Rich & Associates

Committee Focus/Outcomes

- 2006 Downtown Development Authority Parking/Parking Deck Committee
 - 2006 update to the 2004 parking study
 - Phase I downtown wayfinding signs
 - Negotiation with Wilcox property owner to purchase property to expand municipal parking supply

Committee Focus/Outcomes

- 2006 Downtown Development Authority Parking/Parking Deck Committee, continued
 - Identified Christian Science property for possible purchase to expand municipal parking supply
 - Discussed how to pay for parking (acquisition of property, ongoing deck maintenance etc.)

Committee Focus/Outcomes

- 2006 Downtown Development Authority Parking/Parking Deck Committee, continued
 - Discussed and had preliminary designs for adding another supported level to the Central Parking Deck including possible expansion into the “air rights” over the McCauley parking lot (proved to be cost prohibitive at \$45,000 per parking spot)

Committee Focus/Outcomes

- 2006 Downtown Development Authority Parking/Parking Deck Committee, continued
 - Discussed acquiring five parcels along S. Union adjacent to East Central parking lot to build a parking deck (proved to be cost prohibitive with minimal increase in municipal parking supply)

Committee Focus/Outcomes

- 2008 Super Parking Committee
 - Phase II of wayfinding sign program
 - Significant focus on acquiring privately-owned property proximate to downtown to add to municipal parking supply

Committee Focus/Outcomes

- 2008 Super Parking Committee, continued
 - Inquiries were made with the following property owners on the possibility of lease/purchase of their property for municipal parking:
 - Vacant parcel between Coffee Bean and Post Office (now Westborn)
 - Former Lawson's property (now Post Office)
 - Former Laurel Furniture site (current Tae Kwon Do studio)

Committee Focus/Outcomes

- Saxton's Property (currently under Municipal control)
- Former Amoco Site (current Keller Williams building)
- PNC Bank property
- Meeting House Grand Ballroom
- Christian Science Church site (entered into purchase agreement but went no further)

Committee Focus/Outcomes

- 2014/2015 Parking Committee
 - Consider paid parking implementation to maintain existing parking and increase municipal parking supply
 - Purchase of the Saxton's Property to expand municipal parking supply
 - Proposed surface lot improvements on Saxton's parking lot

Committee Focus/Outcomes

- 2014/2015 Parking Committee, continued
 - 2016 parking study by Rich & Associates
 - 2016 Request for Proposals for the purchase of the Saxton's property and redevelopment to include additional municipal parking inventory (four proposals received- successful entity withdrew from the process in 2017)
 - Paid parking discussions began again based on 2016 parking study

Committee Focus/Outcomes

- 2018 Son of Super Parking Committee (Special Assessment/Paid Parking)
 - Considered/proposed Special Assessment District to fund the expansion of municipal parking supply including tear down rebuild of Central Parking Deck as opposed to paid parking
 - Significant discussion/consideration of paid parking to include cost/revenue estimates for implementing paid parking (868 paid parking spaces all municipal DTP parking)
 - Acquiring private property to expand municipal parking supply

Committee Focus/Outcomes

- 2018 Son of Super Parking Committee, continued
 - Building a new parking deck in another location
 - Plan for loss of parking supply and deliveries while deck is under construction for 18 months
 - Timing of implementation of paid parking and/or special assessment
 - Paid parking as a management tool to better utilize the existing municipal parking supply
 - There is no such thing as free parking

2018 Estimated Equipment Costs, Expenses, and Revenues

Estimated Equipment and Installation Costs (2018)	
Estimated Number of Kiosks	45
Estimated Cost Per Kiosk (Including Installation)	\$12,000
Total Estimated Kiosk Cost (Installed)	\$540,000

2018 Estimated Equipment Costs, Expenses, and Revenues

Estimated Monthly Costs (2018)	
Cloud/Credit Card Service	\$55
Cellular Service	\$20
Software/Integration	\$25
Total Monthly Unit Service/Software	\$100
Total Monthly Kiosk Costs	\$4,500
Labor/Debt Service (3FTE)	\$25,000
Total Monthly Labor/Kiosk Operating Costs	\$29,500

2018 Estimated Equipment Costs, Expenses, and Revenues

Estimated Monthly Revenue/Payoff Projection (2018)	
Number of Paid Parking Spaces	868 (Entire Downtown Public Inventory)
Number of Hours Per Space/Month Parked	130
Cost Per Hour	\$1
Total Estimated Revenue	\$112,840
Net of Revenue and Operating Costs	\$83,340
Equipment Payoff Estimate (Install less Monthly Surplus)	6.5 Months

2018 Estimated Equipment Costs, Expenses, and Revenues

Estimated Long-Term Revenue (after install/equipment payoff) (2018)	
Kiosk Lifespan in months (10 years)	120
Months to Payoff Equipment/Install	6.5
Total Amount of Months after paying off equipment/install costs	113.5
Estimated Monthly Surplus	\$83,340
Total Estimated Revenue Surplus (over 10 Years)	\$9,459,090

Committee Focus/Outcomes

- 2020 Ultimus Comissio Areae Autocineticae (The Final Parking Committee Ever)
 - Administrative committee created to accomplish City Strategic Plan goal of deciding direction for paid parking
 - Staff built on the work of Son of Super Parking Committee and developed a plan for paid parking including preliminary equipment selection, refining cost/revenue projections, location of kiosks, enforcement staff, enforcement vehicle etc.

Committee Focus/Outcomes

- 2020 Ultimus Commissio Areae Autocineticae, continued
 - Preliminary development of operational plan to include: first fifteen minutes of parking free, increased fees for parking during events (dynamic parking), personnel planning (3 FTE), mobile payment (ParkMobile or similar), integration with accounting requirements etc.
 - There is no such thing as free parking
 - COVID hit and this project was put on hold for the duration

City Commission Parking Policy

Adopted November 2004

Set time limits, permit fees enforcement protocol for downtown parking

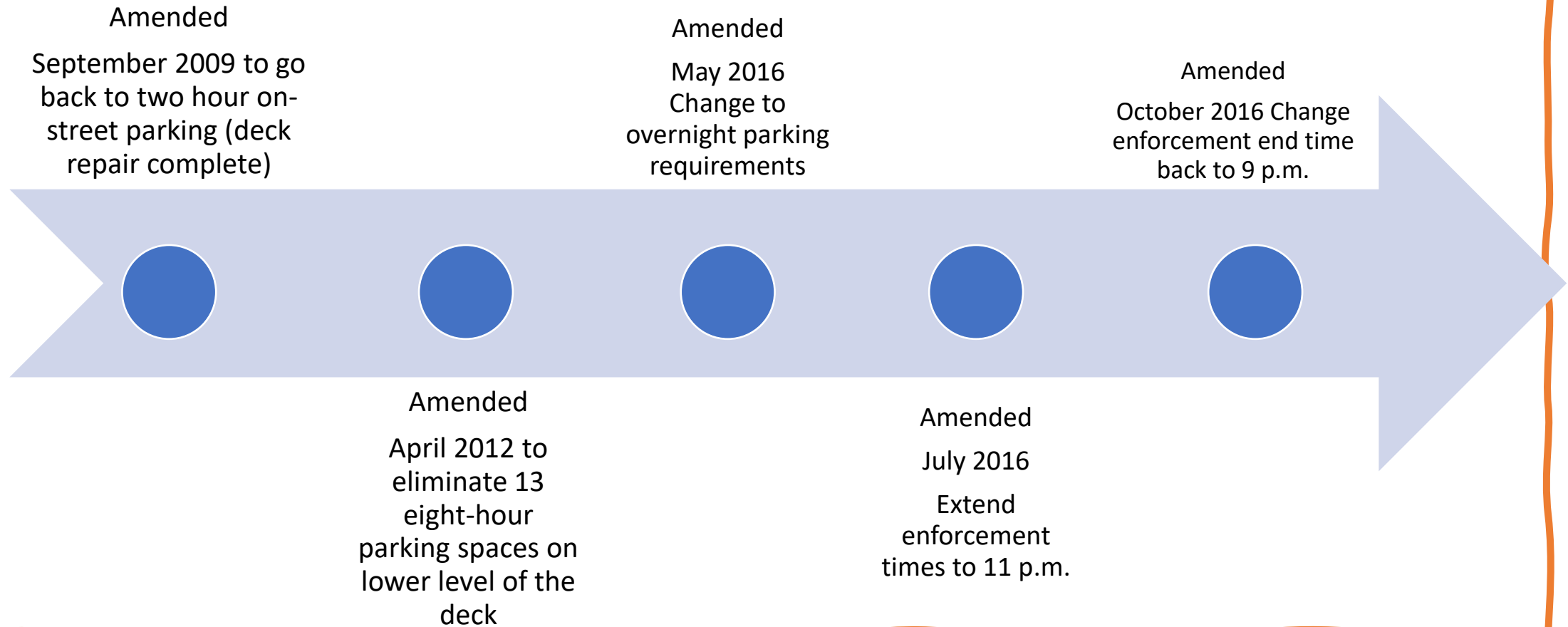
Amended July 2005 reduce Penniman lot to 3 Hours

Amended August 2009 Amended to allow temporary three-hour parking on street during streetscape project and deck maintenance

Amended February 2005 3-hour parking on lower level of deck

Amended April 2008 to create 13 eight-hour parking spaces on lower level of the deck

City Commission Parking Policy



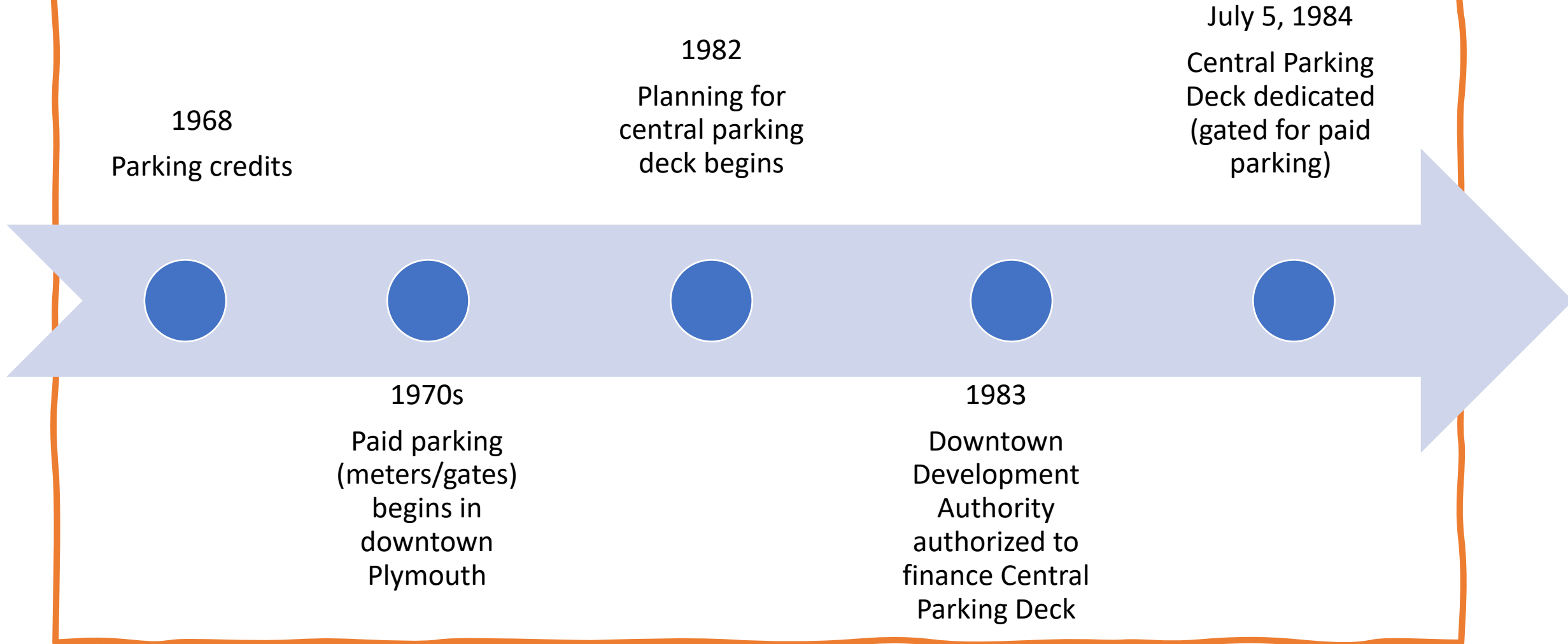
Ordinance Changes/Development Context

- Mid 1990s – Early 2000s no parking requirements in downtown (B-2)
- 2004 Mayflower Development – Panera Bread
- 2006 Development of Parkside/UBS Building raised concerns over parking requirements and resulted in amendments to increase the parking requirements in B-2 for residential, restaurant, office, no dance floors

Ordinance Changes/Development Context

- Late 2000s the opening of several restaurants (Ironwood, Rock North, Cellar 849, Wine Restaurant on Forest, Tavern 1999, etc.) resulted in amendments to parking requirements specifically for restaurants and introduction of **“Payment-in-lieu-of-Parking”** (throwback to Parking Credits)
- 2013 B-2 ordinance amended to require special land-use approval for the expansion or establishment of an establishment that serves alcohol by the glass limits number of seats at bar to ten seats, 150 square foot standing area near bar, all patrons must be seated to drink
- 2013 rooftop dining allowed as special land-use in B-2 zoned district

Parking System Changes/Actions



Parking System Changes/Actions

Late '80s through early '90s

Parking meters/gates removed in phased plan beginning of time- limited free parking in downtown

1994

Gates removed from central parking deck

July 1992

parking consultant recommends moratorium on requiring parking for businesses

1998

Consider lease to own Harvey and Wing St. lots owned by Thomas/Pennington

Parking System Changes/Actions

1999/2000

Final meters removed from Penniman Ave. Parking Lot

2001

consider addition level to Central Parking Deck

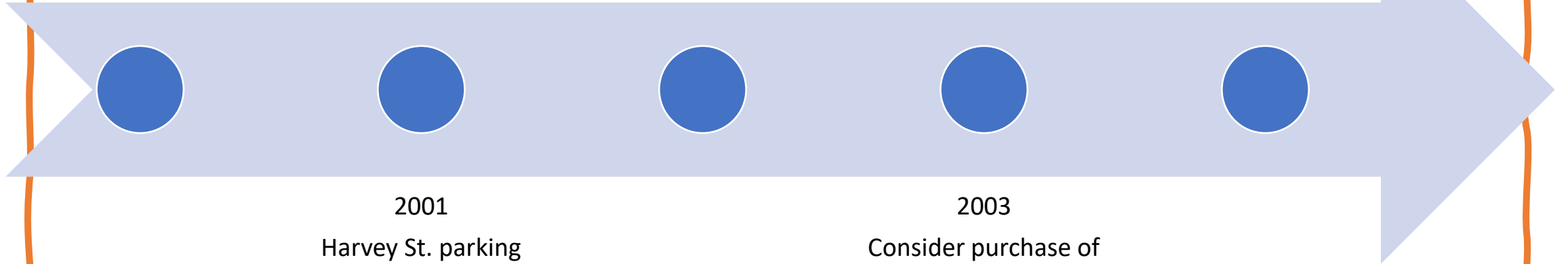
February 2004
Suggested to charge (again) for Central Parking Deck

2001

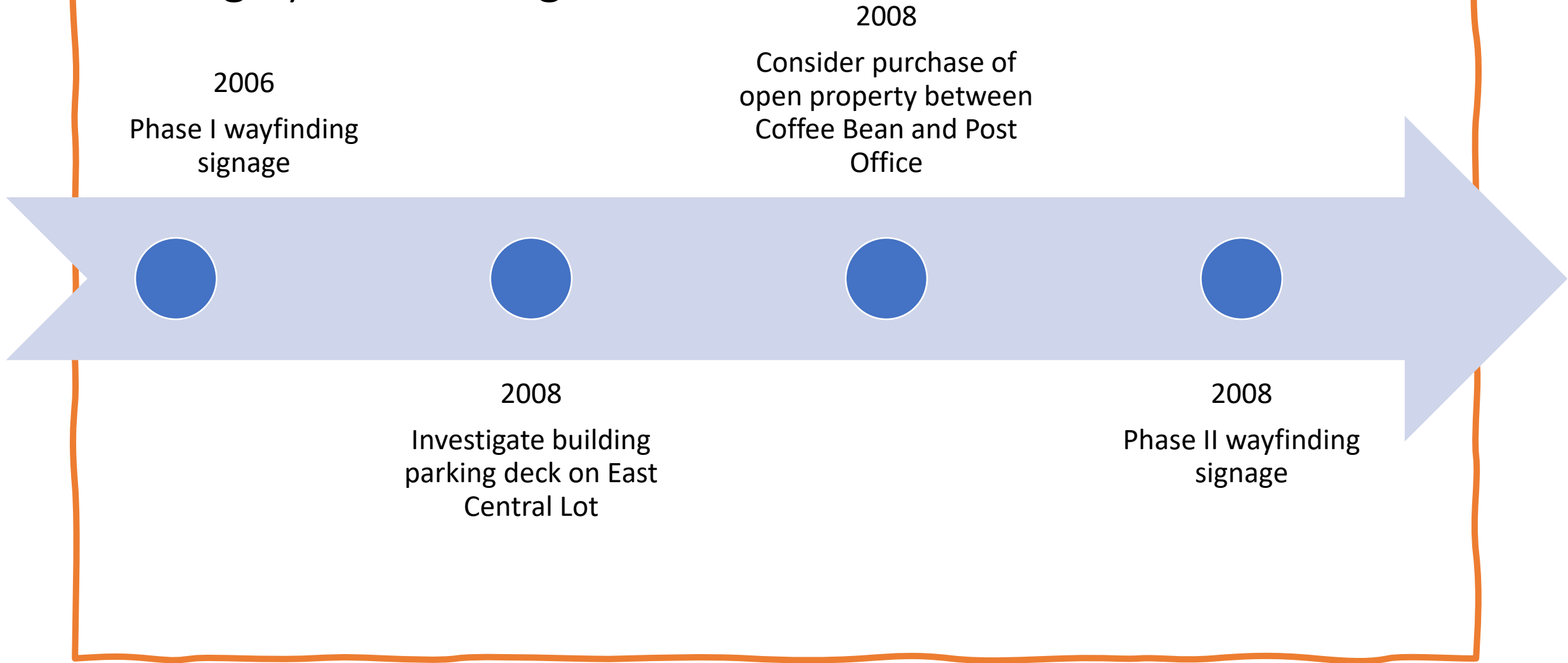
Harvey St. parking proposal (Pennington/Thomas property)

2003

Consider purchase of open property between Coffee Bean and Post Office



Parking System Changes/Actions



2006

Phase I wayfinding
signage

2008

Consider purchase of
open property between
Coffee Bean and Post
Office

2008

Investigate building
parking deck on East
Central Lot

2008

Phase II wayfinding
signage

City of Plymouth City Commission 2022 Strategic Plan

- Goal Area One- Sustainable Infrastructure Lists the Following as an Objective-
 - “Address changing vehicular habits, including paid parking system/parking deck replacement plan, vehicle (EV) charging stations, and one-way street options.”



City of Plymouth City Commission 2022 Strategic Plan



- Luke II pay stations offer the following options (included in the estimates on next slide)
 - Solar Power
 - Cellular/Wifi Connection
 - Integration with existing accounting software
 - Vandalism resistance
 - Currently used in East Lansing, University of Alberta, Detroit, Traverse City, Ferndale, Michigan State University

2022 Updated Cost Estimates for Paid Parking

Estimated Equipment and Installation Costs (2022)	
Estimated Number of Kiosks	45
Estimated Cost Per Kiosk (Including Installation)	\$13,000
Total Estimated Kiosk Cost (Installed)	\$585,000

Estimated Monthly Costs (2022)	
Cloud/Credit Card Service	\$65
Cellular Service	\$25
Software/Integration	\$30
Total Monthly Unit Service/Software	\$120
Total Monthly Kiosk Costs	\$5,400
Labor/Debt Service (3FTE)	\$30,000
Total Monthly Labor/Kiosk Operating Costs	\$35,400

2022 Updated Revenue Estimates for Paid Parking

Estimated Monthly Revenue/Payoff Projection (2022)	
Number of Paid Parking Spaces	868 (Entire Downtown Public Inventory)
Number of Hours Per Space/Month Parked	130
Cost Per Hour	\$1
Total Estimated Revenue	\$112,840
Net of Revenue and Operating Costs	\$77,440
Equipment Payoff Estimate (Install less monthly surplus)	8 Months

Estimated Long-Term Revenue (after install/equipment payoff) (2022)	
Kiosk Lifespan in months (10 years)	120
Months to Payoff Equipment/Install	8
Total Amount of Months after paying off equipment/install costs	112
Estimated Monthly Surplus	\$77,440
Total Estimated Revenue Surplus (over 10 Years)	\$8,673,280



QUESTIONS?
