



**Special Meeting Notice
Plymouth City Commission with the
Downtown Development Authority
Committee of the Whole**

**MONDAY, NOVEMBER 21, 2022 – 5:00 TO 6:15 P.M.
PLYMOUTH CITY HALL & ONLINE ZOOM – 201 S. MAIN ST.**

City of Plymouth
201 S. Main
Plymouth, Michigan 48170-1637

www.plymouthmi.gov
Phone 734-453-1234
Fax 734-455-1892

The Committee of the Whole will meet on Monday, November 21, 2022 from 5:00 p.m. to 6:15 p.m. for an informational session on parking.

Join Zoom Webinar: <https://us02web.zoom.us/j/88467629363>

Passcode: 751862 Webinar ID: 884 6762 9363



**Special Meeting Agenda
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- 1) COMMITTEE OF THE WHOLE - CALL TO ORDER
- 2) PARKING DISCUSSION
- 3) ADJOURNMENT

Persons with disabilities needing assistance with this should contact the City Clerk's office at 734-453-1234 Monday through Friday from 8:00 a.m.-4:30 p.m., at least 24 hours prior to the meeting. An attempt will be made to make reasonable accommodations.

City of Plymouth Strategic Plan 2022-2026

GOAL AREA ONE - SUSTAINABLE INFRASTRUCTURE

OBJECTIVES

1. Identify and establish sustainable financial model(s) for major capital projects, Old Village business district, 35th District Court, recreation department, and public safety
2. Incorporate eco-friendly, sustainable practices into city assets, services, and policies; including more environmentally friendly surfaces, reduced impervious surfaces, expanded recycling and composting services, prioritizing native and pollinator-friendly plants, encouraging rain gardens, and growing a mature tree canopy
3. Partner with or become members of additional environmentally aware organizations
4. Increase technology infrastructure into city assets, services, and policies
5. Continue sustainable infrastructure improvement for utilities, facilities, and fleet
6. Address changing vehicular habits, including paid parking system /parking deck replacement plan, electric vehicle (EV) charging stations, and one-way street options

GOAL AREA TWO – STAFF DEVELOPMENT, TRAINING, AND SUCCESSION

OBJECTIVES

1. Create a 5-year staffing projection
2. Review current recruitment strategies and identify additional resources
3. Identify/establish flex scheduling positions and procedures
4. Develop a plan for an internship program
5. Review potential department collaborations
6. Hire an additional recreation professional
7. Review current diversity, equity, and inclusion training opportunities
8. Seek out training opportunities for serving diverse communities

GOAL AREA THREE - COMMUNITY CONNECTIVITY

OBJECTIVES

1. Engage in partnerships with public, private and non-profit entities
2. Increase residential/business education programs for active citizen engagement
3. Robust diversity, equity, and inclusion programs
4. Actively participate with multi-governmental lobbies (Michigan Municipal League, Conference of Western Wayne, etc.)

GOAL AREA FOUR - ATTRACTIVE, LIVABLE COMMUNITY

OBJECTIVES

1. Create vibrant commercial districts by seeking appropriate mixed-use development, marketing transitional properties, and implementing Redevelopment Ready Communities (RRC) practices
2. Improve existing and pursue additional recreational and public green space opportunities and facilities for all ages
3. Develop multi-modal transportation plan which prioritizes pedestrian and biker safety
4. Improve link between Hines Park, Old Village, Downtown Plymouth, Plymouth Township, and other regional destinations
5. Maintain safe, well-lit neighborhoods with diverse housing stock that maximizes resident livability and satisfaction
6. Modernize and update zoning ordinance to reflect community vision
7. Implement Kellogg Park master plan



Administrative Information

City of Plymouth
201 S. Main
Plymouth, Michigan 48170-1637

www.plymouthmi.gov
Phone 734-453-1234
Fax 734-455-1892

To: Mayor & City Commission & DDA Board
From: Paul J. Sincock, City Manager
CC: S:\Manager\Sincock Files\Memorandum - COW Paid Parking - 11-21-22.docx
Date: November 3, 2022
RE: Direction on Paid Parking

Background

Last year, on November 13, 2021, the City Commission held a Strategic Planning Session to establish their five-year vision for the city. Then on January 18, 2022, they adopted a new five-year strategic plan that included a goal of sustainable infrastructure, to include financial models and infrastructure. As a part of that goal the City Commission adopted as their one-year task to “decide on a direction for paid parking.”

In September of 2022, the City Commission invited the DDA Board to a Committee of the Whole meeting on the topic of parking at the Plymouth Cultural Center. At that meeting, the city administration presented a history of parking in Plymouth, a review of the multiple studies, committees, and reports. This laid the foundation for further discussions by the City Commission and DDA related to paid parking.

In October of 2022, the DDA Board held a discussion on paid parking and their Meeting Minutes indicate:

b. Paid Parking Discussion Pollard referred the group to the paid parking presentation City Manager Paul Sincock gave to the City Commission and some members of the DDA on September 19. Discussion ensued. It was suggested that money collected from paid parking could be used to replace the parking deck. Bonding and a millage were also suggested as a way to pay for a new parking deck. There was also a suggestion that revenue from paid parking could be used to fund a system of transportation within the downtown area. Some expressed concern that paid parking would be a deterrent to potential customers and staff and that there would be significant ongoing costs. There were also comments about changing driving habits that could lead to less need for parking and the impact of paid public parking on the private lots downtown. The discussion concluded with the suggestion that the DDA needs to decide what it wants to accomplish in terms of parking and then how it will be paid for. Debora Kuptz, 997 Carol, said a rigorous study should be completed to determine whether there is a parking problem, and stated her belief that paid parking downtown would lead to more parking in the neighborhoods

On November 7, 2022, the City Commission took up the issue of paid parking by having discussion on the topic and then tabled further action on deciding a direction for paid parking. In addition, the City

Commission sent the issue back to the DDA Board for further review and a potential recommendation. The City Commission also asked for some additional data on the city's parking system, and there was some discussion related to what they might be looking for as additional information.

As requested, the DDA Board once again, took up the issue of paid parking at their November 14, 2022 meeting. After much discussion there was no agreement on a specific recommendation and there was not a consensus among the Board related to paid parking.

The City Commission had previously established a Committee of the Whole Meeting for Monday, November 21, 2022 and the DDA Board has been invited to this meeting in an effort to *"have everyone in the same room"* to facilitate further discussion. Additionally, this topic will also appear on the regular City Commission agenda, due to the item being tabled at the last regular meeting.

Since the City Commission meeting of November 7, 2022, the City Administration has moved forward with the development of additional information for the Committee of the Whole meeting with the City Commission and the DDA. The attached information is a visual representation of a majority of the city's public parking facilities. We will note that the cost estimates shown in the documents are just an estimate based on information we know today. Cost estimates are subject to significant swings due to weather, use, costs of materials, contractor costs, price of oil, engineering review, inflation, specification development, equipment availability, crew availability and costs, as well as other factors that may affect the scope of the project. One good example of cost swings would be for the cost of snow removal, if we have a heavy winter and we are required to plow multiple times and then haul snow stockpiles from the lot multiple times, the final costs for winter maintenance will be significantly higher than anticipated or shown in the attachments.

Any building owner with their own private parking lot will tell you of the expenses related maintenance and insurance of their parking facility. The purpose of this meeting is to provide a forum to discuss the public parking situation in the city and to provide a long term view of parking and the costs of operating and potentially even adding to the public parking system. The material that we have included in this presentation is related to the existing public parking system. We have not fully researched additional locations for possible additions to the public parking system. We would want to have a discussion with the City Attorney prior to discussing in public about potential property acquisitions or leases.

There is no action anticipated at the Committee of the Whole Meeting as this is a general discussion and if there is to be any formal action it would occur at the regular City Commission Meeting.

We are happy to try and answer any questions that you may have in advance of the meeting.




Administrative Recommendation

City of Plymouth
201 S. Main
Plymouth, Michigan 48170-1637

www.plymouthmi.gov
Phone 734-453-1234
Fax 734-455-1892

To: Paul Sincock, City Manager

From: John Buzuvis, Economic Development Director 

CC: S:\Community Development\PARKING\Paid Parking Options November 2022.docx

Date: November 2, 2022

RE: Paid Parking Options

INFORMATION

Background:

As you are aware the City Commission has included in their Strategic Plan a one-year task of deciding the direction of paid parking. As the calendar year draws to a close it may make sense for the City Commission to consider various options for moving paid parking forward, or not. Earlier this fall at the Paid Parking/History of Parking presentation to the City Commission reviewed various historical parking related items dating back to 1976. The Downtown Development Authority further discussed paid parking at their October meeting. Since 1976 the following has transpired related to parking:

- 11 separate parking committees have been formed
- 12 parking surveys, studies or reports have been produced
- 10 parking policy updates have happened since 2004
- 19 parking system changes/actions have taken place (paid parking, new deck, purchase of property to expand municipal parking supply, etc.)

As you are aware parking has been an issue in the city for decades and when its boiled down little has changed with the exception that at one point the city had paid parking. The removal of parking meters started sometime in the 1980s and the last meters were removed in the early 2000s. For the last 20-25 years the city has utilized a time limited "free" parking program.

Enclosed for your reference are meeting minutes from the most recent public discussions (City Commission and DDA) related to paid parking as well as reference pages from previous parking studies notating parking supply, locations, and revenue projections.

From City Comm. Mtg 11/07/22

At this point a direction on next steps would be helpful for the administration to design the plan for implementation. Four options are outlined below to provide baseline context for the commission to consider. The four options are designed to be straightforward based on information we currently have and minimize the myriad variables that may play into this such as changes in business hours since COVID, dynamic pricing (demand-based parking fees, i.e.- charging a higher per hour cost when demand is greatest), and special events etc. The options are as follows:

- Option 1- Do nothing and continue with time limited “free” parking
- Option 2- Install paid parking throughout the entire downtown
- Option 3- Install paid parking on/at Surface Parking Lots (Central Parking Deck, Gathering, East Central Lot, Penniman Lot, Library Lot)
- Option 4- Install paid parking on-street only throughout downtown.

Additionally, each parking spot has been broken down or “monetized” monthly using Rich & Associates projected revenue figures from previous parking studies. In simple terms, each parking spot in downtown would generate approximately \$130 each month in revenue without any discounts, free time or other opt outs. For each 15 minutes per hour of “free time” monthly revenue would be decreased by approximately \$32.50. For example, if we offered the first 15 minutes of each hour for free each spot would generate approximately \$97.50 revenue per month.

Available technology allows for just about any configuration of fee, free time, increased pricing during events or peak times etc. The tables below are based on charging \$1 per hour (no discounts, free time, or waivers) for parking based on current usage and during normal parking enforcement hours from 9 am through 9 pm Monday-Saturday (excluding Sundays and holidays).

Option 1

The City Commission chooses to take no action and time limited “free” parking continues. This option would not generate any revenue and future repairs and maintenance costs for the deck and other downtown parking would be funded from the existing revenue stream (TIF financing) and/or a Special Assessment District

Option 2

The City Commission directs the administration to develop a paid parking implementation plan that includes paid parking for all municipal parking in downtown which is approximately 868 parking spaces.

From City Comm. Mtg 11/07/22

INFORMATION

Paid Parking for all Downtown Municipal Parking

Estimated Number of Kiosks	45
Estimated Total Equipment Costs (Installed)	\$585,000
Number of Parking Spaces	868
Cost Per Hour	\$1
Total Estimated Monthly Revenue	\$112,840
Net of Monthly Revenue and Operating Costs	\$77,440
Estimated Equipment Payoff	8 months*
Estimated 10-year Net Revenue (after equipment payoff/operating expenses)	\$8,673,280**

*15 minutes free would increase payoff time to approximately 12 months

**Estimated net Revenue over 10 years= \$5,316,840

Option 3

The City Commission directs the administration to develop a paid parking implementation plan that includes paid parking at the Central Parking Deck and other Municipal Surface Lots approximately 533 spaces (not including the Wing and Harvey St. parking area)

Paid Parking in Downtown Surface Parking Lots Only

Estimated Number of Kiosks	30
Estimated Total Equipment Costs (Installed)	\$390,000
Number of Parking Spaces	533
Cost Per Hour	\$1
Total Estimated Monthly Revenue	\$69,290
Net of Monthly Revenue and Operating Costs	\$47,555
Estimated Equipment Payoff	9 months*
Estimated Net Revenue (after equipment payoff/operating expenses)	\$5,278,605**

*15 minutes free would increase payoff time to approximately 13 months

**Estimated Net Revenue over 10 years=\$3,234,717

Option 4

The City Commission directs the administration to develop a paid parking implementation plan that includes on-street paid parking in downtown approximately 283 spaces

INFORMATION

Paid Parking On-Street Only

Estimated Number of Kiosks	15
Estimated Total Equipment Costs (Installed)	\$195,000
Number of Parking Spaces	283
Cost Per Hour	\$1
Total Estimated Monthly Revenue	\$36,790
Net of Monthly Revenue and Operating Costs	\$25,249
Estimated Equipment Payoff	8 months*
Estimated Net Revenue (after equipment payoff/operating expenses)	\$2,827,888**

*15 minutes free would increase payoff time to approximately 13 months

**Estimated Net Revenue over 10 years=\$1,717,457

Please note that the estimates above are based on recent information and costs may have changed, specifically related to equipment and installation costs. Once the commission directs the administration to develop an implementation plan specific equipment, installation and operating costs and revenue projections will be developed.

Additionally, the number of spaces available if option two or four is chosen by the commission may be reduced by 20 or so spaces due to parklets and/or on-street platform dining. The approximate cost of taking 20 parking spaces out of paid parking rotation for approximately six months each year results in a decrease of approximately \$15,600 annually at \$1/hour for paid parking.

Recommendation

The administration recommends that the City Commission choose an option from above, or some combination thereof, and direct the administration to develop a implementation plan for that option(s). There will be more decisions to be made in terms of parking policy, time limits, marketing of any changes to the parking system as well as signage. Those additional costs will be based on the option(s) chosen by the City Commission.

I am available to answer any questions you may have in advance of the meeting.

INFORMATION

From City Comm. Mtg 11/07/22

PARKING SUPPLY



PARKING STUDY FOR THE CITY OF PLYMOUTH PLYMOUTH, MICHIGAN		Rich CONSULTANTS PROFESSIONAL ENGINEERS 10000 WOODLAND DRIVE, SUITE 100 ANN ARBOR, MI 48106 TEL: 734.769.1100 FAX: 734.769.1101 WWW.RICHCONSULTANTS.COM	
LEGEND: BLOCK NUMBER STUDY AREA ON STREET PARKING 8 HR. PUBLIC 2 HR. PUBLIC BARRIER FREE SCHOOL ONLY UNMARKED LOADING ZONE OFF STREET PARKING PUBLIC PRIVATE POLICE PUBLIC RESERVED BARRIER FREE		PARKING SUPPLY Sheet Title: FIG. NO. 1122 NTS Scale Date 07-21-2011 Checked By JN MAP Number: MAP 2	

INFORMATION

From City Comm. Mtg 11/07/22

ESTIMATED REVENUE AND COSTS

City of Plymouth On-Street and Off-Street Kiosks (with LPR System) Revenues vs. Expenses

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	
Parking Revenue											
2.0%	261	261	261	261	261	261	261	261	261	261	
x Average Hours of Use / Day	6.00	6.12	6.24	6.37	6.49	6.62	6.76	6.89	7.03	7.17	
Days / Week	6	6	6	6	6	6	6	6	6	6	
Weeks / Year	52	52	52	52	52	52	52	52	52	52	
x Days in Operation / Year	312	312	312	312	312	312	312	312	312	312	
=Total Hours / Year	488,592	498,364	508,311	518,498	528,868	539,445	550,234	561,239	572,463	583,913	
Parking Rate Per Hour	\$1.00	\$1.00	\$1.00	\$1.50	\$1.50	\$1.50	\$2.00	\$2.00	\$2.00	\$2.50	
Parking Revenue											
2.0%	607	607	607	607	607	607	607	607	607	607	
x Average Hours of Use / Day	4.00	4.08	4.16	4.24	4.33	4.42	4.50	4.59	4.69	4.78	
Days / Week	6	6	6	6	6	6	6	6	6	6	
Weeks / Year	52	52	52	52	52	52	52	52	52	52	
x Days in Operation / Year	312	312	312	312	312	312	312	312	312	312	
=Total Hours / Year	757,536	772,687	788,140	803,903	819,981	836,381	853,109	870,171	887,574	905,326	
Parking Rate Per Hour	\$0.50	\$0.50	\$0.50	\$1.00	\$1.00	\$1.00	\$1.50	\$1.50	\$1.50	\$2.00	
Annual Revenue	\$867,360	\$884,707	\$902,401	\$1,581,650	\$1,613,283	\$1,645,549	\$2,380,181	\$2,427,733	\$2,476,288	\$3,270,433	
Inflation Factor	3.0%										
Operating Expenses											
100.0%	38	38	38	38	38	38	38	38	38	38	
On-Street Kiosk	17	17	17	17	17	17	17	17	17	17	
Off-Street Kiosk	\$151,715	\$151,715	\$151,715	\$151,715	\$151,715	\$0	\$0	\$0	\$0	\$0	
Annual Debt Service (See Below)	\$33,285	\$34,284	\$35,312	\$36,371	\$37,463	\$38,586	\$39,744	\$40,936	\$42,164	\$43,429	
Other Operating Expenses (See Below)	\$5,665	\$5,835	\$6,010	\$6,190	\$6,376	\$6,567	\$6,764	\$6,967	\$7,176	\$7,392	
Extended Warranty	\$95,646	\$98,515	\$101,471	\$104,515	\$107,650	\$110,880	\$114,206	\$117,632	\$121,161	\$124,796	
Enforcement (See Detail Below)	\$8,956	\$9,225	\$9,502	\$9,787	\$10,081	\$10,383	\$10,695	\$11,015	\$11,346	\$11,686	
Labor (Maintenance - See Detail Below)	\$8,956	\$9,225	\$9,502	\$9,787	\$10,081	\$10,383	\$10,695	\$11,015	\$11,346	\$11,686	
Labor (Collection - See Detail Below)	\$304,223	\$308,799	\$313,511	\$318,365	\$323,365	\$176,799	\$182,103	\$187,566	\$193,193	\$198,989	
Total Operating Expenses	\$563,137	\$575,909	\$588,890	\$1,263,285	\$1,289,918	\$1,468,749	\$2,198,027	\$2,240,167	\$2,283,095	\$3,071,444	
Net Surplus / (Deficit)	64.9%	65.1%	65.3%	79.9%	80.0%	89.3%	92.3%	92.3%	92.2%	93.9%	
Surplus as % of Revenues	Enforcement Labor										
20%	1	1	1	1	1	1	1	1	1	1	
Number of Persons	13	13	13	13	13	13	13	13	13	13	
Average Hours / Day	6	6	6	6	6	6	6	6	6	6	
Days / Week	52	52	52	52	52	52	52	52	52	52	
Weeks / Year	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	
Total Hours	1.95	1.95	1.95	1.95	1.95	1.95	1.95	1.95	1.95	1.95	
FTE's	\$20.00	\$20.60	\$21.22	\$21.85	\$22.51	\$23.19	\$23.88	\$24.60	\$25.34	\$26.10	
Average Hourly Rate	\$81,120	\$83,554	\$86,060	\$88,642	\$91,301	\$94,040	\$96,862	\$99,767	\$102,760	\$105,843	
Direct Labor Costs	\$8,320	\$8,570	\$8,827	\$9,091	\$9,364	\$9,645	\$9,935	\$10,233	\$10,540	\$10,856	
Fringes & Benefits (FT Only)	\$6,206	\$6,392	\$6,584	\$6,781	\$6,985	\$7,194	\$7,410	\$7,632	\$7,861	\$8,097	
Payroll Taxes	\$95,646	\$98,515	\$101,471	\$104,515	\$107,650	\$110,880	\$114,206	\$117,632	\$121,161	\$124,796	
Total Enforcement Costs (Labor)	Maintenance Labor										
0%	1	1	1	1	1	1	1	1	1	1	
Number of Persons	4	4	4	4	4	4	4	4	4	4	
Average Hours / Day	2	2	2	2	2	2	2	2	2	2	
Days / Week	52	52	52	52	52	52	52	52	52	52	
Weeks / Year	416	416	416	416	416	416	416	416	416	416	
Total Hours	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	
FTE's	\$20.00	\$20.60	\$21.22	\$21.85	\$22.51	\$23.19	\$23.88	\$24.60	\$25.34	\$26.10	
Average Hourly Rate	\$8,320	\$8,570	\$8,827	\$9,091	\$9,364	\$9,645	\$9,935	\$10,233	\$10,540	\$10,856	
Direct Labor Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Fringes & Benefits	\$636	\$656	\$675	\$695	\$716	\$738	\$760	\$783	\$806	\$830	
Payroll Taxes	\$8,956	\$9,225	\$9,502	\$9,787	\$10,081	\$10,383	\$10,695	\$11,015	\$11,346	\$11,686	
Total Enforcement Costs (Labor)	Collection Labor										
0%	1	1	1	1	1	1	1	1	1	1	
Number of Persons	8	8	8	8	8	8	8	8	8	8	
Average Hours / Day	1	1	1	1	1	1	1	1	1	1	
Days / Week	52	52	52	52	52	52	52	52	52	52	
Weeks / Year	416	416	416	416	416	416	416	416	416	416	
Total Hours	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	
FTE's	\$20.00	\$20.60	\$21.22	\$21.85	\$22.51	\$23.19	\$23.88	\$24.60	\$25.34	\$26.10	
Average Hourly Rate	\$8,320	\$8,570	\$8,827	\$9,091	\$9,364	\$9,645	\$9,935	\$10,233	\$10,540	\$10,856	
Direct Labor Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Fringes & Benefits	\$636	\$656	\$675	\$695	\$716	\$738	\$760	\$783	\$806	\$830	
Payroll Taxes	\$8,956	\$9,225	\$9,502	\$9,787	\$10,081	\$10,383	\$10,695	\$11,015	\$11,346	\$11,686	
Total Enforcement Costs (Labor)	Financing Costs										
Cost / Unit	\$11,000										
# Units	55										
LPR System	\$80,000										
Total Amount Financed	\$685,000										
Interest Rate	3.50%										
Term of Financing (Years)	5										
Annual Debt Service	\$151,715										
Other Operating Expenses											
\$10.00	\$2,610										
On-Street Sinking Fund	\$15,175										
\$25.00	\$3,000										
Off-Street Sinking Fund	\$7,500										
Off-Street Electrical	\$5,000										
Insurance											
Miscellaneous											
TOTAL Other Operating Expenses	\$33,285										

From City Comm. Mtg 11/07/22

INFORMATION



Plymouth Downtown Development Authority

Regular Meeting Minutes

Monday, November 14, 2022 - 7:00 p.m.

City of Plymouth
201 S. Main
Plymouth, Michigan 48170-1637

www.plymouthmi.gov
Phone 734-453-1234
Fax 734-455-1892

1. CALL TO ORDER

Chair Kerri Pollard called the meeting to order at 7:00 p.m.

Present: Chair Pollard, Vice Chair Andre Martinelli, Mayor Nick Moroz, Members Jack Ayoub, Ellen Elliott, Scott Foess, Dan Johnson, Richard Matsui, and Patrick O'Neill

Excused: Members Brian Harris and Shannon Perry

Also present: Economic Development Director John Buzuvis,

2. CITIZENS COMMENTS

Benjamin Stasa, 671 S. Harvey, asked who he should speak to about garbage in the downtown. Plymale said he should call him at the DDA office.

3. APPROVAL OF THE AGENDA

Foess offered a motion, seconded by Martinelli to approve the agenda for Monday, November 14, 2022.

MOTION PASSED 9-0

4. APPROVAL OF THE MEETING MINUTES

Martinelli offered a motion, seconded by O'Neill, to approve the minutes of the October 10, 2022, meeting.

MOTION PASSED 9-0

5. BOARD COMMENTS

Moroz thanked the DDA, DMS, Sun and Snow, Community Financial Credit Union and EG Nicks for putting on the Salvation Army Red Kettle Kickoff. He also thanked all the businesses for donating gift cards.

6. OLD BUSINESS

a. Five-Year Action Plan Update

Plymale reported that the Historic District Commission approved the design for the new Saxton's lot, and that the plan would go to the Planning Commission in the next couple of months. He also said all dining patios had been removed for the winter and the sidewalks were power washed.

b. Paid Parking Discussion

Citizen Comments

Karen Sisolak, 939 Penniman, said she supports paid parking to generate revenue but would like a minimal or phased approach to learn from before moving to other areas.

DDA Board Draft
MTG Minutes 11/14/22

Liz Kerstens, executive director of the Plymouth Historical Museum, said there would be fewer volunteers and visitors to the museum if they had to pay to park.

Scott Lorenz, 1310 Maple, said free parking provides a competitive advantage and that the businesses that create the problem should pay for it.

Debora Kuptz, 997 Carol, said more study should be undertaken prior to formulating a solution.

Dean Rovinelli, of Barrio, said charging for parking could negatively impact visitors' perceptions of the city.

Jeff Sisolak, 939 Penniman, said he supports paid parking if it starts slowly.

Wes Graff, Plymouth Community Chamber of Commerce, said the needs of the employers and employees must be considered, and that all options should be on the table.

Warren Stobbe, of Bella Mia, said paid parking would push parking into the neighborhoods and that if any group or event was given an exception, many more groups would ask.

Cindy Epply, of Frameworks, said she had experienced paid parking systems that didn't work, and that if the city installs a system, they should ensure it works properly.

Board Member Comments

Plymale provided background information and Moroz explained that making a decision on a direction for paid parking this year was part of the strategic plan. He said the group needed to decide if there is consensus paid parking should be one of the revenue sources for maintenance, improvement, and expansion of parking, and, if so, what is the scope.

Elliott offered a motion, seconded by Johnson, to table the discussion due to an upcoming Committee of the Whole meeting.

There was a roll call vote.

YES: Elliott, Johnson

NO: Ayoub, Foess, Martinelli, Matsu, Moroz, O'Neill, Pollard

MOTION FAILED

The discussion continued. It was mentioned that the DDA has spent significant funds on parking deck maintenance and repairs, and that perhaps that money could be better spent toward a new deck. Others said that paid parking would be detrimental to employees and volunteers. A bond sale was proposed, and it was stated that bonding sources would look favorably on a revenue stream. The question was raised about what the parking needs are and where the parking credit revenue is spent. Buzuvis and Moroz reiterated that parking credit revenue is only spent on parking maintenance and improvement in the downtown.

DDA Board Draft
MTG Minutes 11/14/22

O'Neill offered a motion, seconded by Moroz, to state the DDA is in favor of paid parking provided it is used, along with other financing alternatives, for the construction of a new parking deck.

Moroz offered a friendly amendment to reword the motion as follows.

The DDA recommends to the City Commission to direct administration to proceed with a plan for paid parking such that revenue is used to expand parking in the DDA.

O'Neill accepted the amendment.

Discussion ensued about not knowing the amount of revenue needed and whether the cost of a new deck was worth the cost of not enough parking. It was stated that if the group was committed to expanding the number of parking spaces, they would have to decide whether to use paid parking as a revenue stream.

There was a roll call vote.

YES: Matsu, Moroz, O'Neill, Pollard

NO: Ayoub, Elliott, Foess, Johnson, Martinelli

MOTION FAILED

Elliott offered a motion, seconded by Johnson, to table the discussion.

There was a roll call vote.

YES: Elliott, Johnson, Martinelli

NO: Ayoub, Foess, Matsu, Moroz, O'Neill, Pollard

MOTION FAILED

There was further discussion about bonding. Buzuvis said the administration was working on the additional information requested by the City Commission for the Committee of the Whole meeting next week.

7. NEW BUSINESS

a. 2023 Central Parking Deck Renovation Proposal

The following motion was offered by Elliott and seconded by Foess.

WHEREAS The upkeep of the Central Parking Deck is the responsibility of the Downtown Development Authority; and

WHEREAS Every five to eight years significant restoration is needed to maintain a safe Central Parking Deck for visitors, employees and business owners; and

WHEREAS Justin Thomson and his team at Fishbeck are familiar with this parking structure, providing engineering analysis reports and construction documents for more than a decade; and



Department of Municipal Services

1231 Goldsmith Plymouth, MI 48170 734-453-7737 phone 734-455-1666 fax

Date: November 17, 2022
To: Paul J. Sincock, City Manager
From: Chris S. Porman, Assistant City Manager/Director of Municipal Services
Adam Gerlach, Assistant Director of Municipal Services
Re: Parking Info for COW meeting on 11.21.2022

Background:

Attached are the parking lot and on-street parking areas for the upcoming Committee of the Whole (COW) meeting. Each lot or on-street area will have its own sheet, and some will have two (East Central parking lot). You will notice that the sheets are set up in the following manner: each will have an aerial or Google Earth view, as well as photos depicting existing surface conditions; there is a box depicting the parking inventory at each lot or on-street parking segment; there are also annual maintenance costs, as well as repair costs; and finally, a very rough estimate for reconstruction cost.

It is important to note that each of the costs associated are estimates, and are not based on an engineer's review, nor take into account a number of other factors, such as other projects that might impact the scope of work, any changes in zoning or ordinances, design elements, inflation, etc. The capital costs also make an educated guess about estimates in service life left on the surface as well as a five-year window to project when the project could/would need major reconstruction.

The following is a list of areas that were created to aid in the discussion on the parking system. They are broken down below into parking lots and on-street parking. There is also another section that individual sheets were not created for and some of those reasons include: small parking areas, not close to a central business district, etc.

Parking Lots

- DMS Yard
- Cultural Center
- East Central
- Gathering
- Saxtons
- Penniman
- Parking Deck
- Wing/Harvey

On Street Parking

- Spring St. b/t Starkweather & Mill
- Liberty St. b/t Starkweather & Mill
- Church b/t Main & Union
- Penniman b/t Harvey & Main
- Penniman b/t Main & Union
- Main b/t Penniman & Ann Arbor Trail
- Ann Arbor Trail b/t Harvey & Main
- Ann Arbor Trail b/t Main & Deer
- Forest b/t Ann Arbor Trail & Wing
- Wing b/t Harvey & Main St.

Other Parking Areas

Starkweather b/t Main & Division
Liberty b/t Starkweather & west of Starkweather
Church b/t Adams & Main
Union b/t Penniman & Hamilton
Deer b/t Ann Arbor Trail & south of Wing
Ann Arbor Trail b/t Deer & Elizabeth
Wing b/t east of Deer & Main St.
Wing b/t Harvey & Herald
Maple b/t Harvey & Jener
Byron b/t Main St. & west of Main
Massey Field & Courthouse
Theodore b/t Main & Farmer

2022 Parking (Lot) Estimates

Routine Maintenance:

This cost includes tasks & activities in the following list that are performed on a monthly or annual basis. The estimated costs include labor and equipment for City staff performed work.

- Snow & Ice Control Measures = \$175/Hour
- Street sweeping = \$150/Hour
- Catch basin cleaning = \$200/Hour
- Cold patching = \$150/Hour + Material: \$150/Ton
- Replace light bulbs = \$100/Hour + Material: \$20/Each
- Replace signs = \$100/Hour + Material: \$50-200/Each

Scheduled Repairs:

This cost includes tasks & activities in the following list that are performed on a two-to-five-year basis. The estimated costs include unit-based pricing for contracted work.

- Pavement patch = \$3/SF Wear course, \$2.50/SF Base course
- Catch basin rebuild = \$15/SF Pavement Removal, \$900/Each Adjust structure, \$15/SF 8" Concrete
- Crack sealing = \$2/Pound (contract)
- Pavement marking/stripping = \$0.65/Foot + \$100/Symbol (contract)

Emergency Repairs:

This cost is based on unplanned maintenance or repairs and is predicated on damage caused to one of the city's assets.

While some of these costs are recoverable through the court system, many times they are not. In addition, should the city file an insurance claim on these items, our deductible is \$5,000 per occurrence.

Examples of some items that have occurred over the years include:

- Vehicle damage to brick landscape wall
\$12,000 per instance
- Vehicle damage to light pole
\$10,000 per instance
- Vehicle damage to mature tree
\$5,000 per instance
- Vehicle damage to planter
\$3,000 per instance

Replacement/Improvement:

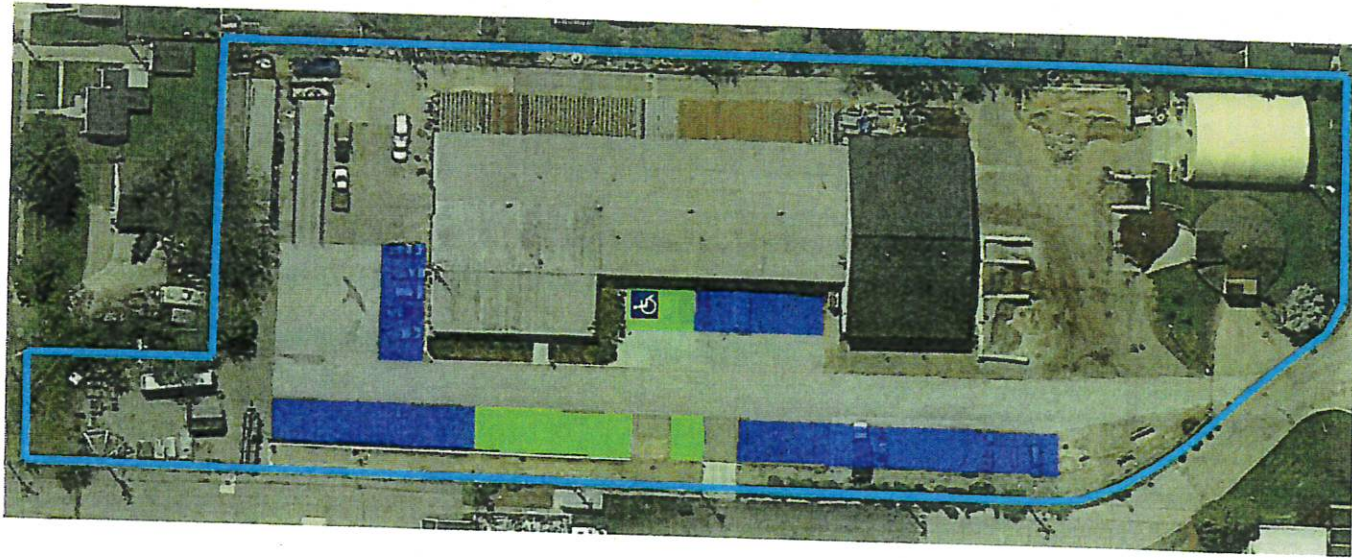
This cost includes the categories of construction in the following list. The estimated costs are unit-based pricing for contracted work and are based on the bid pricing received for Byron St and 2022 Sidewalk program.

- Pavement (15—20 yrs.) =
 - Mill & Fill = \$2/SF Mill & \$3/SF Wear course
 - Concrete curb = \$35/Foot
 - Adjust structure = \$900/Each
- Infrastructure (20—40 yrs.) =
 - Structure replace/add = \$5,000/Each
 - 12" Pipe install = \$150/Foot
 - Stone base install = \$40/Ton
 - Stormwater treatment device = \$15,000/Each
 - Stormwater detention = \$50,000/Each
- Other (Landscape/etc.) (20—30 yrs.) =
 - Light pole install = \$8,000/Each
 - Landscape screen wall (brick) = \$1000/Foot
 - Tree planting = \$1,000/Each
 - Landscape planting (shrubs/flowers/groundcover) = \$50/SF




City of Plymouth
Committee of the Whole Meeting
11/21/2022

Location	Spaces				Costs				Capital Improvement				Anticipated Window for Reconstruction
	Public	Handicap	DMS/PD	Private	Total	Maintenance	Repair	Pavement	Infrastructure	Total	Estimated Service Life		
DMS Yard	14	1	44		59	\$ 10,000	\$ 50,000	\$ 300,000	\$ 100,000	\$ 400,000	1-3 years	2023-2026	
Cultural Center Lot	253	12			265	\$ 12,000	\$ 20,000	\$ 800,000	\$ 550,000	\$ 1,350,000	7-10 years	2030-2035	
East Central Lot (South)	102	7		12	121	\$ 7,500	\$ 17,000	\$ 500,000	\$ 275,000	\$ 775,000	3-7 years	2025-2030	
East Central Lot (North)	87	2	7		96	\$ 6,000	\$ 15,000	\$ 400,000	\$ 150,000	\$ 550,000	3-7 years	2025-2030	
Gathering Lot	19	2			21	\$ 1,200	\$ 5,000	\$ 75,000	\$ 75,000	\$ 150,000	15-20 years	2039-2044	
Saxton's	25	2		15	42	\$ 3,000	\$ 2,000	\$ 800,000	\$ 700,000	\$ 1,500,000	20-25 years	2046-2051	
Penniman Lot	24.5	4	7.5		36	\$ 1,800	\$ 5,000	\$ 100,000	\$ 75,000	\$ 175,000	5-7 years	2027-2031	
Central Parking Deck	256	14			270	\$ 25,000	\$ 35,000			\$ -			
Wing/Harvey Lot	75	3		2	80	\$ 5,000	\$ 10,000	\$ 350,000	\$ 125,000	\$ 475,000	7-10 years	2029-2033	
Spring St. b/t Starkweather & Mill	19	2		35	56	\$ 3,500	\$ 7,500	\$ 250,000	\$ 100,000	\$ 350,000	3-6 years	2025-2030	
Liberty b/t Mill & Starkweather	33	2			35			\$ 325,000		\$ 325,000	5-7 years	2028-2032	
Church b/t Main & Union	24	4			28			\$ 400,000		\$ 400,000	7-10 years	2030-2035	
Penniman b/t Harvey & Main	52	1			53			\$ 350,000		\$ 350,000	6-9 years	2028-2033	
Main b/t Ann Arbor Trail & Penniman	32	1			33			\$ 250,000		\$ 250,000	3-6 years	2025-2030	
Ann Arbor Trail b/t Harvey & Main	16				16			\$ 275,000		\$ 275,000	12-15 years	2025-2030	
Ann Arbor Trail b/t Main & Elizabeth	31				31			\$ 425,000		\$ 425,000	10-12 years	2034-2040	
Forest b/t Ann Arbor Trail & Wing	30				30			\$ 375,000		\$ 375,000	7-10 years	2029-2034	
Wing b/t Harvey & Main	75	3			78			\$ 525,000		\$ 525,000	4-8 years	2026-2031	
	22				22			\$ 350,000		\$ 350,000	3-6 years	2025-2030	

DMS Yard



Parking Inventory:

	= Public Spaces	14
	= Handicap Spaces	1
	= DMS/Fleet Spaces	44

Maintenance Cost: (Annually)

\$10,000.00

Repair Cost: (2 to 5 year)

\$50,000.00

Existing Condition:



Capital Improvement:

Pavement

\$300,000.00

+

Infrastructure

\$100,000.00

Total Reconstruction Cost

\$400,000.00

Estimated Service Life:

1—3 years

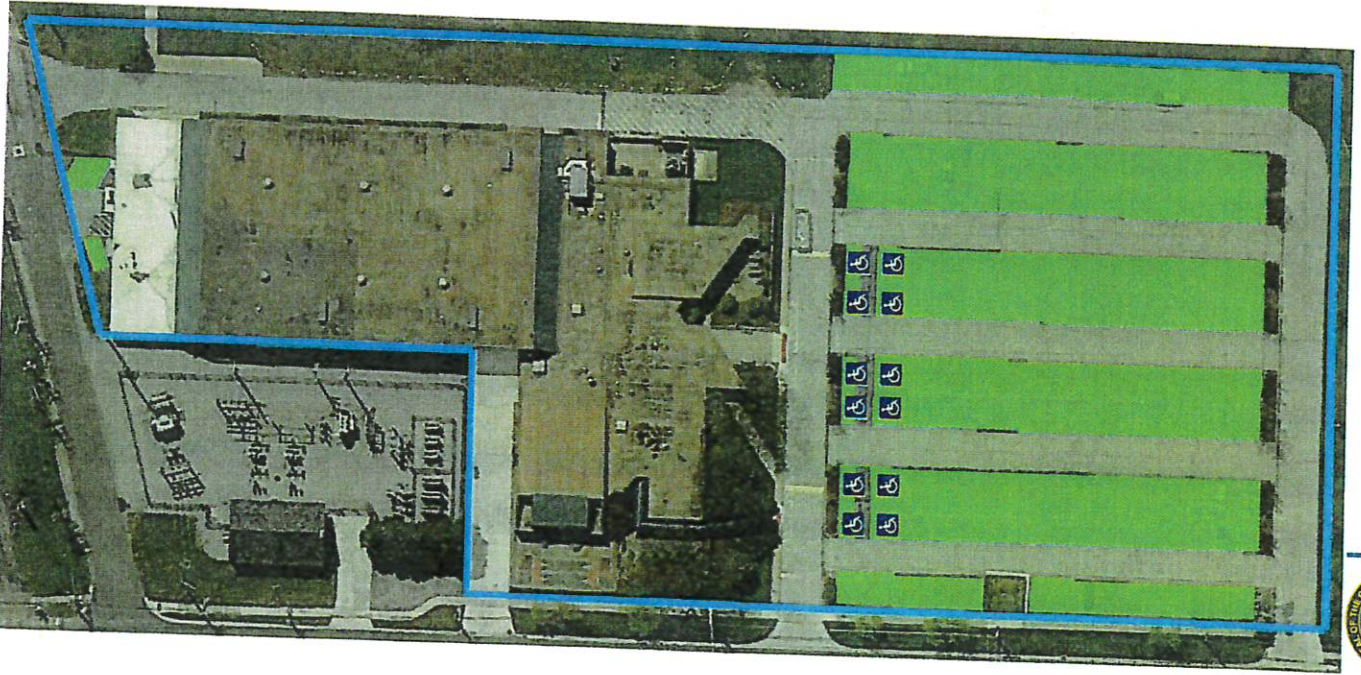
Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

2023—2026




Note: Schedule is contingent on a multitude of factors. Budget, Level of Service, etc.



Cultural Center Lot



Parking Inventory:

	= Public Spaces	253
	= Handicap Spaces	12
	= Private Spaces	0

Maintenance Cost: (Annually)

\$12,000.00

Repair Cost: (2 to 5 year)

\$20,000.00

Existing Condition:



Capital Improvement:

Pavement
\$800,000.00
+
Infrastructure
\$550,000.00

Total Reconstruction Cost

\$1,350,000.00

Estimated Service Life:

7—10 years

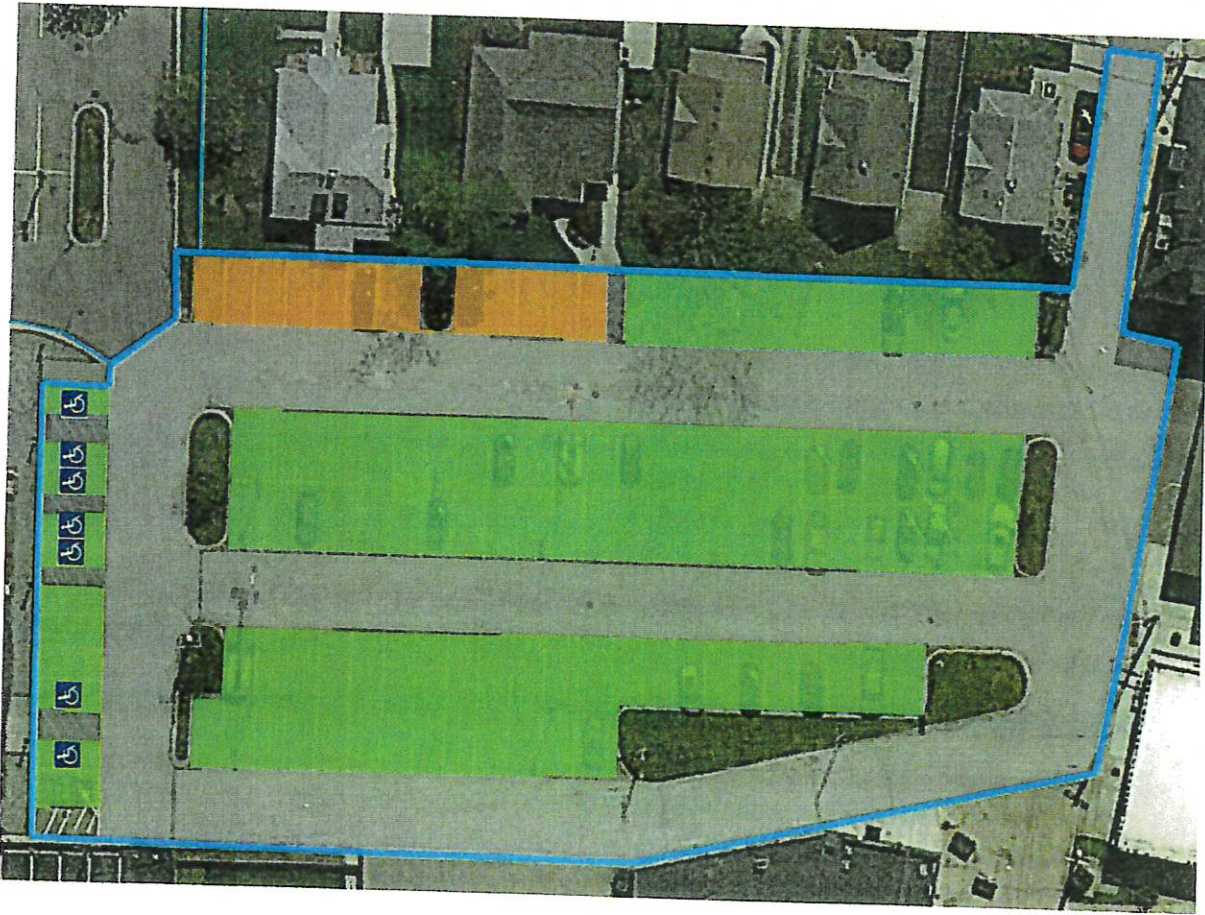
Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

2030—2035




Note: Schedule is contingent on a multitude of factors. Budget, Level of Service, etc.



East Central Lot (South)



Parking Inventory:

	= Public Spaces	102
	= Handicap Spaces	7
	= Private Spaces	12

Maintenance Cost: (Annually)
\$7,500.00

Repair Cost: (2 to 5 year)
\$17,000.00

Existing Condition:



Capital Improvement:

Pavement
 \$500,000.00
 +
 Infrastructure
 \$275,000.00

Total Reconstruction Cost
\$775,000.00

Estimated Service Life:
3—7 years

Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

2025—2030



Note: Schedule is contingent on a multitude of factors. Budget, Level of Service, etc.



East Central Lot (North)/Library



Parking Inventory:

	= Public Spaces	87
	= Handicap Spaces	2
	= Police Dept Spaces	7

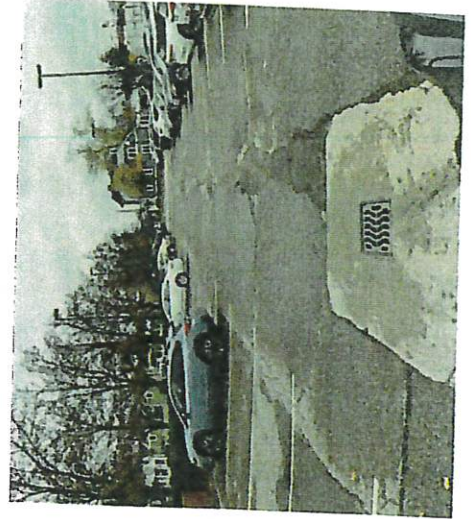
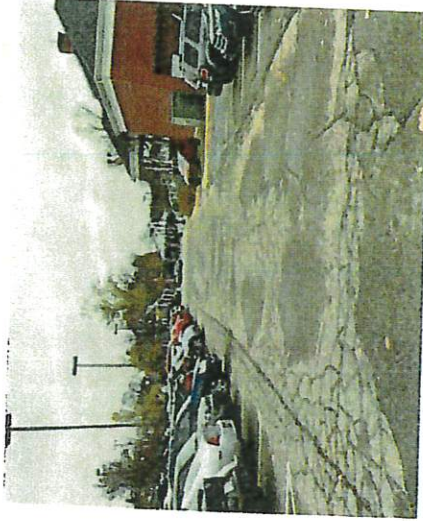
Maintenance Cost: (Annually)

\$6,000.00

Repair Cost: (2 to 5 year)

\$15,000.00

Existing Condition:



Capital Improvement:

Pavement

\$400,000.00

+

Infrastructure

\$150,000.00

Total Reconstruction Cost

\$550,000.00

Estimated Service Life:

3—7 years

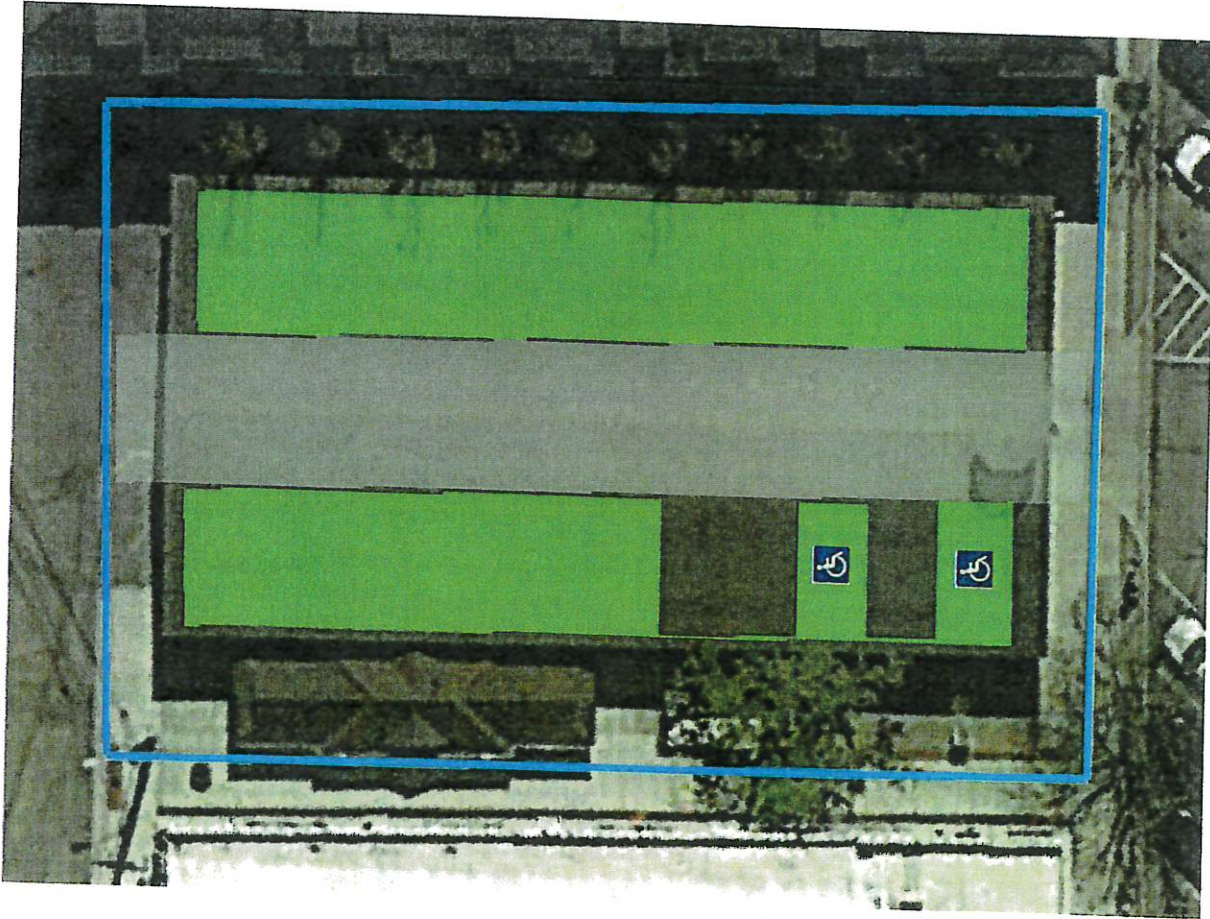
Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

2025—2030




Note: Schedule is contingent on a multitude of factors. Budget, Level of Service, etc.



Gathering Lot



Parking Inventory:

	= Public Spaces	19
	= Handicap Spaces	2
	= Private Spaces	0

Committee of the Whole Meeting - November 21, 2022

Maintenance Cost: (Annually)

\$1,200.00

Repair Cost: (2 to 5 year)

\$5,000.00

Existing Condition:



Capital Improvement:

Pavement
\$75,000.00
+
Infrastructure
\$75,000.00

Total Reconstruction Cost
\$150,000.00

Estimated Service Life:
15—20 years

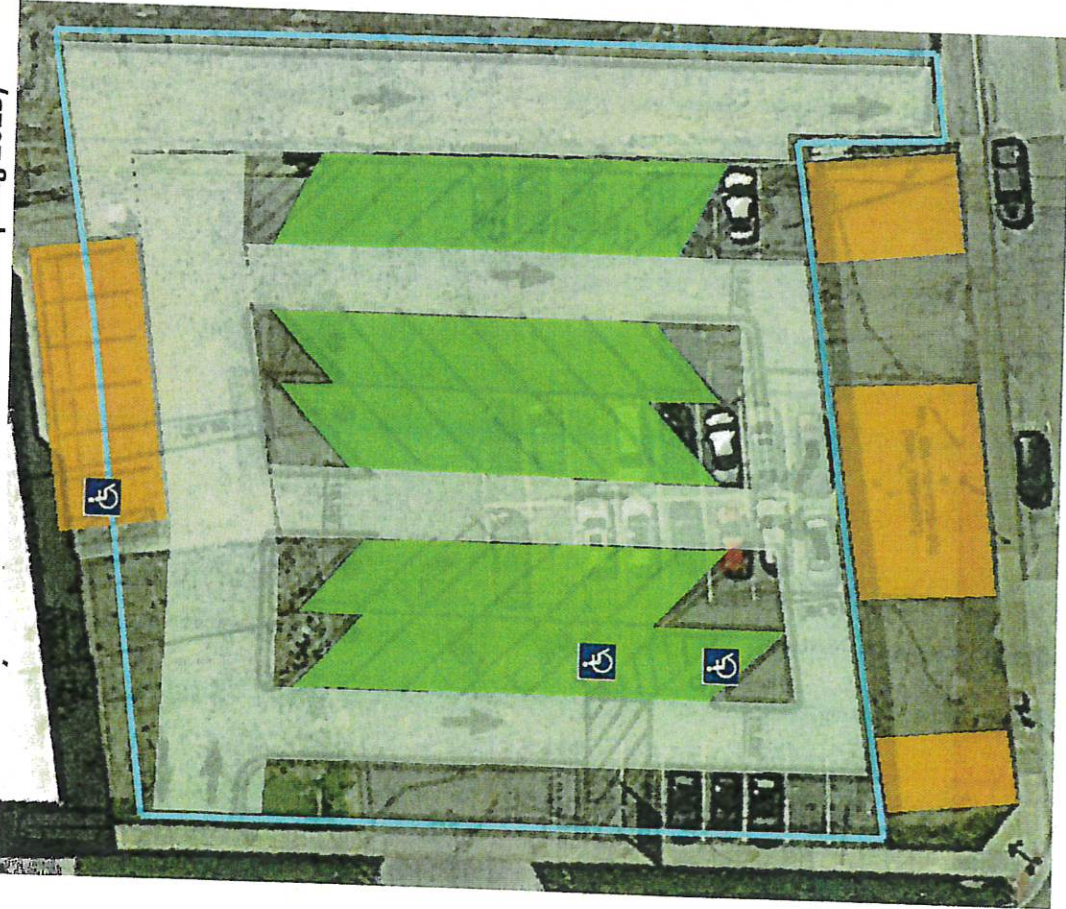
Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

2039—2044




Note: Schedule is contingent on a multitude of factors. Budget, Level of Service, etc.



Saxtons Lot (as proposed for construction Spring 2023)



Parking Inventory:

	= Public Spaces	25
	= Handicap Spaces	2
	= Private Spaces	15

(9 Spaces = Wira Lot, 6 Spaces = Jewell Blatche)

Maintenance Cost: (Annually)

\$3,000.00

Repair Cost: (2 to 5 year)

\$2,000.00

Existing Condition:



Capital Improvement:

Pavement
\$800,000.00
+
Infrastructure
\$700,000.00

Total Reconstruction Cost
\$1,500,000.00

Estimated Service Life:
20—25 years

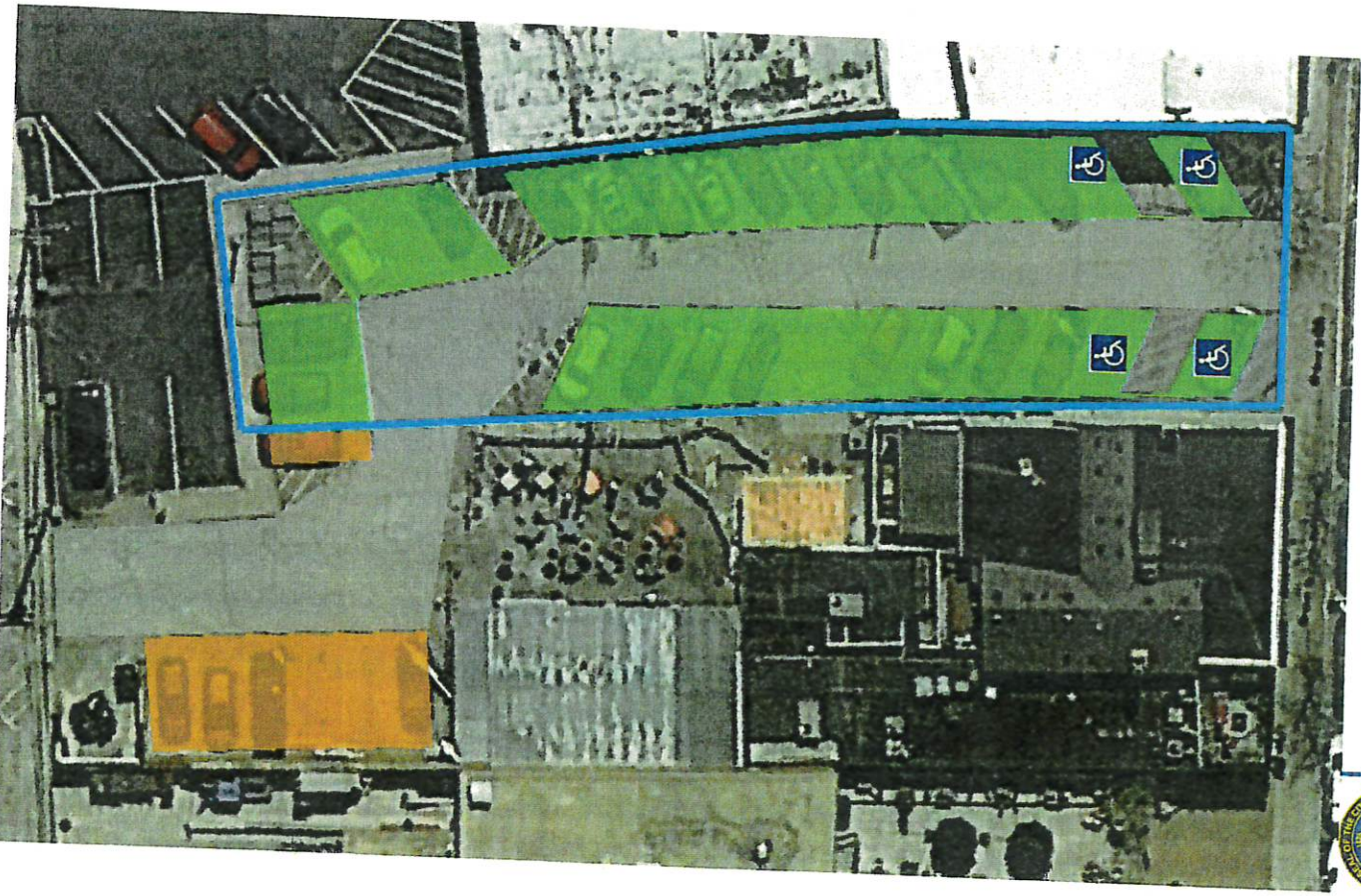
Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

2046—2051




Note: Schedule is contingent on a multitude of factors. Budget, Level of Service, etc.



Penniman Lot



Parking Inventory:

	= Public Spaces	24.5
	= Handicap Spaces	4
	= Private Spaces	7.5

(7.5 Spaces = Post Bistro)

Maintenance Cost: (Annually)

\$1,800.00

Repair Cost: (2 to 5 year)

\$5,000.00

Existing Condition:



Capital Improvement:

Pavement
\$100,000.00
+
Infrastructure
\$75,000.00

Total Reconstruction Cost
\$175,000.00

Estimated Service Life:
5—7 years

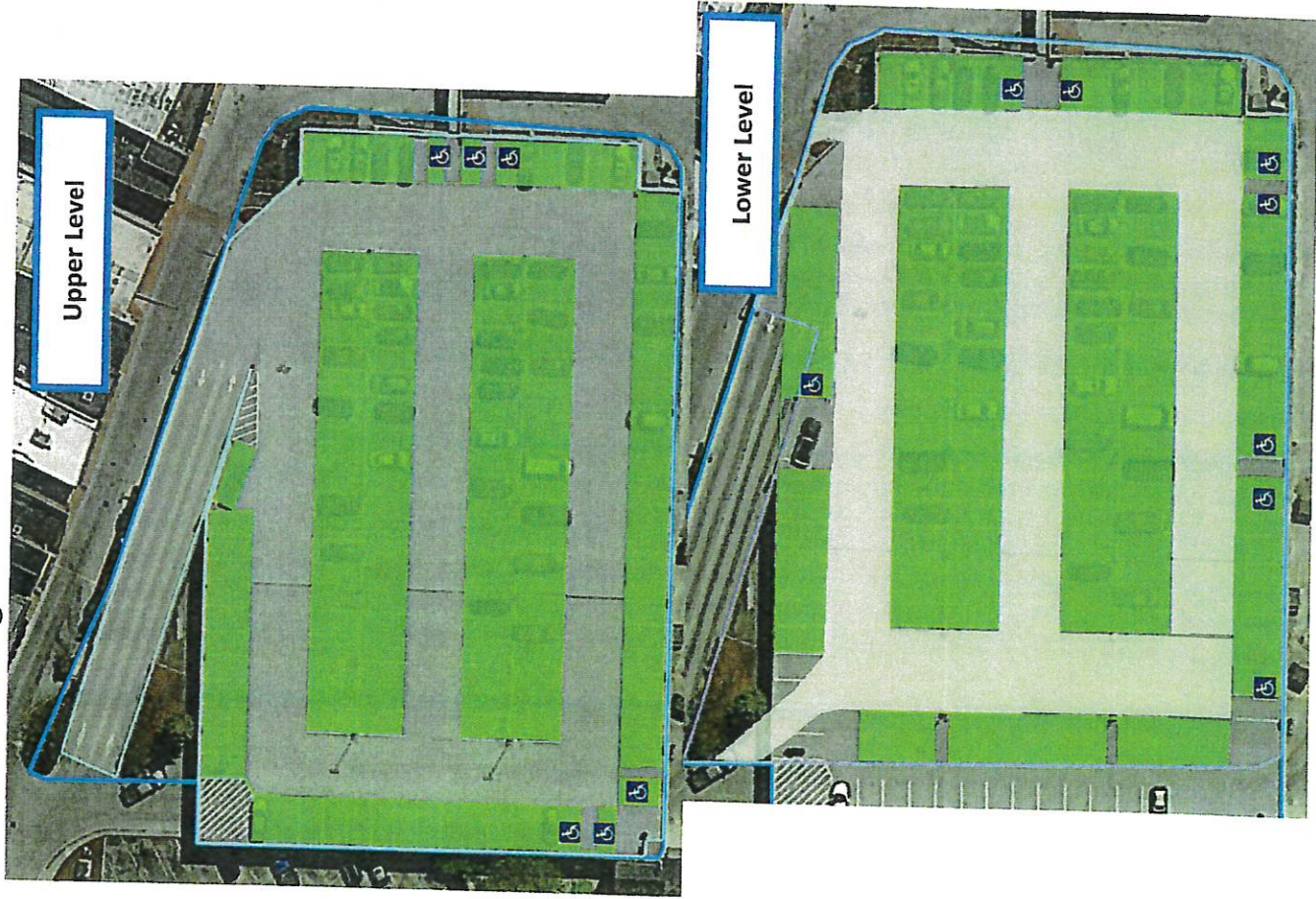
Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

2027—2031

Note: Schedule is contingent on a multitude of factors. Budget, Level of Service, etc.



Central Parking Deck



Parking Inventory:

■ = Public Spaces	256
■ = Handicap Spaces	14
■ = Private Spaces	0

Upper: 136 Park + 6 HC, Lower: 120 Park + 8 HC

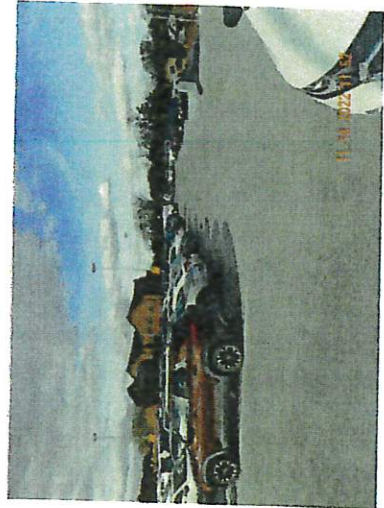
Maintenance Cost: (Annually)

\$25,000.00

Repair Cost: (2 to 5 year)

\$35,000.00

Existing Condition:



Capital Improvement:

Pavement
*See DDA ECA/Estimate

Infrastructure
*See DDA ECA/Estimate

Total Reconstruction Cost
*See DDA ECA/Estimate

Estimated Service Life:
*See DDA ECA/Estimate

Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

***See DDA ECA/Estimate**

Note: Schedule is contingent on a multitude of factors. Budget, Level of Service, etc.



Gerlach, Adam

From: Porman, Chris
Sent: Thursday, November 17, 2022 10:24 AM
To: Gerlach, Adam
Subject: Fwd: Central Parking Deck probable repair cost schedule
Attachments: image001.jpg; image002.jpg; image003.png; image004.png; image005.png; Central Parking Deck Probable Repair Cost Schedule.pdf

Sent from my iPhone

Begin forwarded message:

From: "Plymale, Sam" <splymale@plymouthmi.gov>
Date: November 11, 2022 at 10:35:54 AM EST
To: "Sincock, Paul" <psincock@plymouthmi.gov>, "Porman, Chris" <cporman@plymouthmi.gov>, "Buzuvis, John" <jbuzuvis@plymouthmi.gov>
Subject: Central Parking Deck probable repair cost schedule

I've attached the probable repair schedule for the Central Parking Deck created by Fishbeck Engineer Justin Thomson. This was originally created in 2018 by request of the DDA Board as part of the five-year renovation project, and updated per request of the DDA Board in 2020. As you can see, Justin suggests more frequent renovations (approximately every three years instead of every five years) due to the age of the deck. Justin conducts an inspection annually so repair schedules are subject to change based on inspection results. In addition, there is always the possibility of emergency repairs due to unforeseen issues that pop up from time to time, especially in the "off years" where a renovation is not scheduled.

Due to the inflation over the past couple of years, I would anticipate that these numbers need to be conservatively raised by a minimum of 20%, probably more than that.

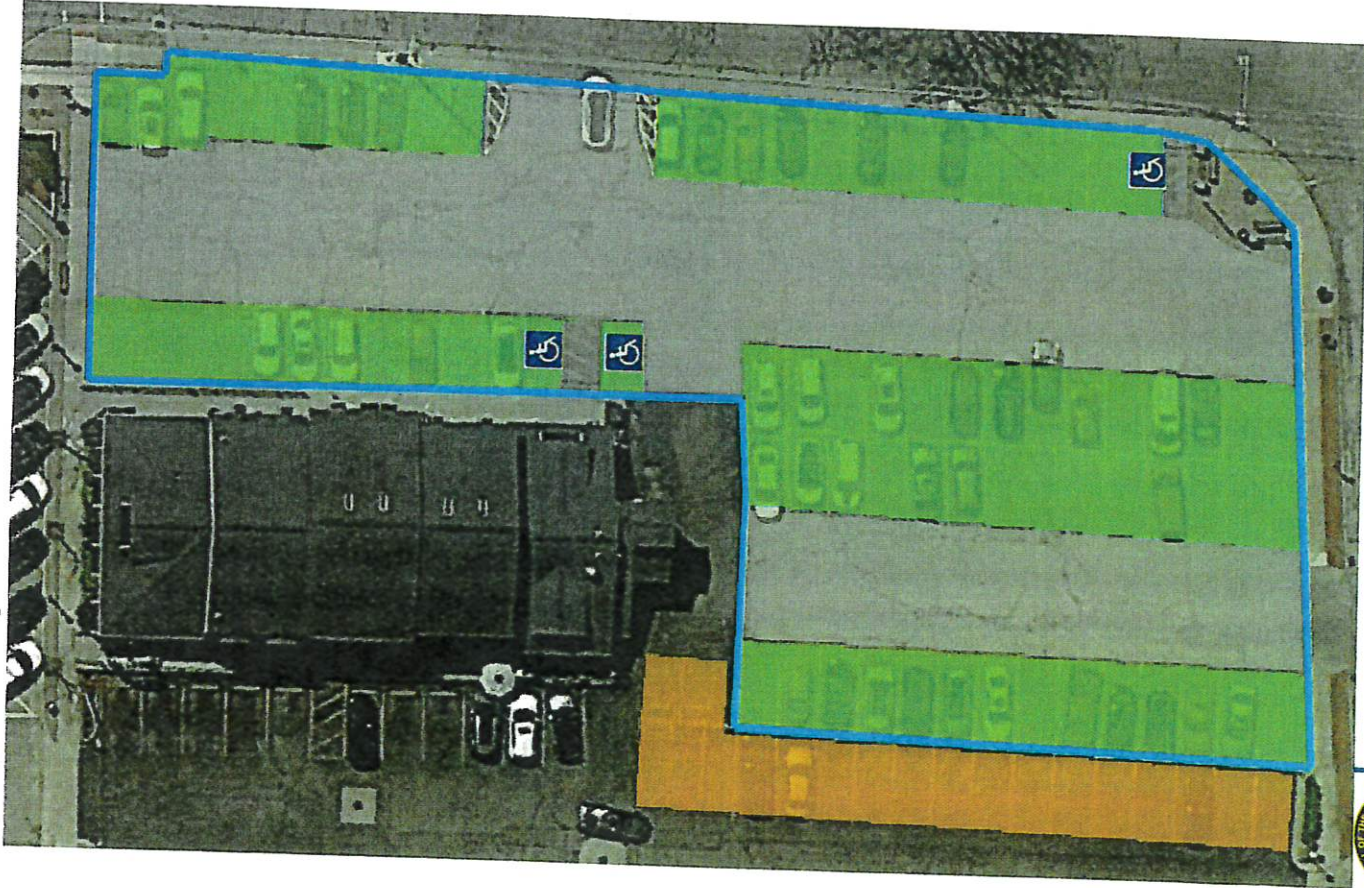
Let me know if you need anything else.

Sam Plymale




City of Plymouth
Downtown Development Authority Director
734-455-1453 ext. 2
splymale@plymouthmi.gov

Visit us online:
DowntownPlymouth.org
PlymouthMI.gov

Wing/Harvey Lot



Parking Inventory:

	= Public Spaces	75
	= Handicap Spaces	3
	= Private Spaces	2 +

(Westchester Mall Private Lot Borders Public Lot)

Maintenance Cost: (Annually)
\$5,000.00

Repair Cost: (2 to 5 year)
\$10,000.00

Existing Condition:



Capital Improvement:

Pavement
 \$350,000.00
 +
 Infrastructure
 \$125,000.00

Total Reconstruction Cost
\$475,000.00

Estimated Service Life:
7—10 years

Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

2029—2033




Note: Schedule is contingent on a multitude of factors. Budget, Level of Service, etc.



Spring Street Lot



Parking Inventory:

	= Public Spaces	19
	= Handicap Spaces	2
	= Private Spaces	35

(Church & Honey Hole Private Parking)

Maintenance Cost: (Annually)
\$3,500.00

Repair Cost: (2 to 5 year)
\$7,500.00

Existing Condition:



Capital Improvement:

Pavement
 \$250,000.00
 +
 Infrastructure
 \$100,000.00

Total Reconstruction Cost
\$350,000.00

Estimated Service Life:
3—6 years

Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

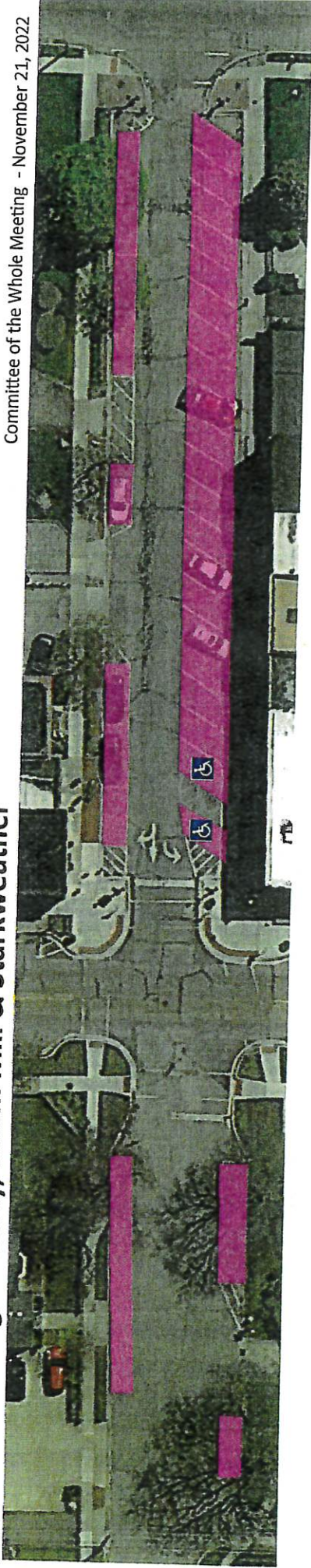
2025—2030

Note: Schedule is contingent on a multitude of factors. Budget, Level of Service, etc.

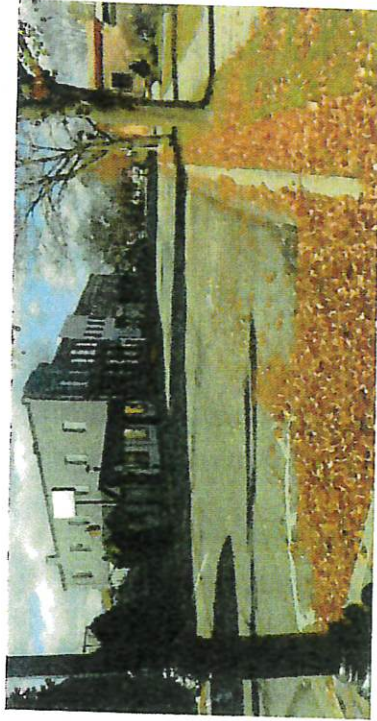


On Street Parking—Liberty, btwn. Mill & Starkweather

Committee of the Whole Meeting - November 21, 2022





Existing Condition:



Parking Inventory:

ON STREET PUBLIC PARKING

	= Public Spaces	33
	= Handicap Spaces	2

Capital Improvement:

Pavement \$325,000
+
Infrastructure *See Note

Total Reconstruction Cost
TBD w/Engineer

Estimated Service Life:
5—7 years

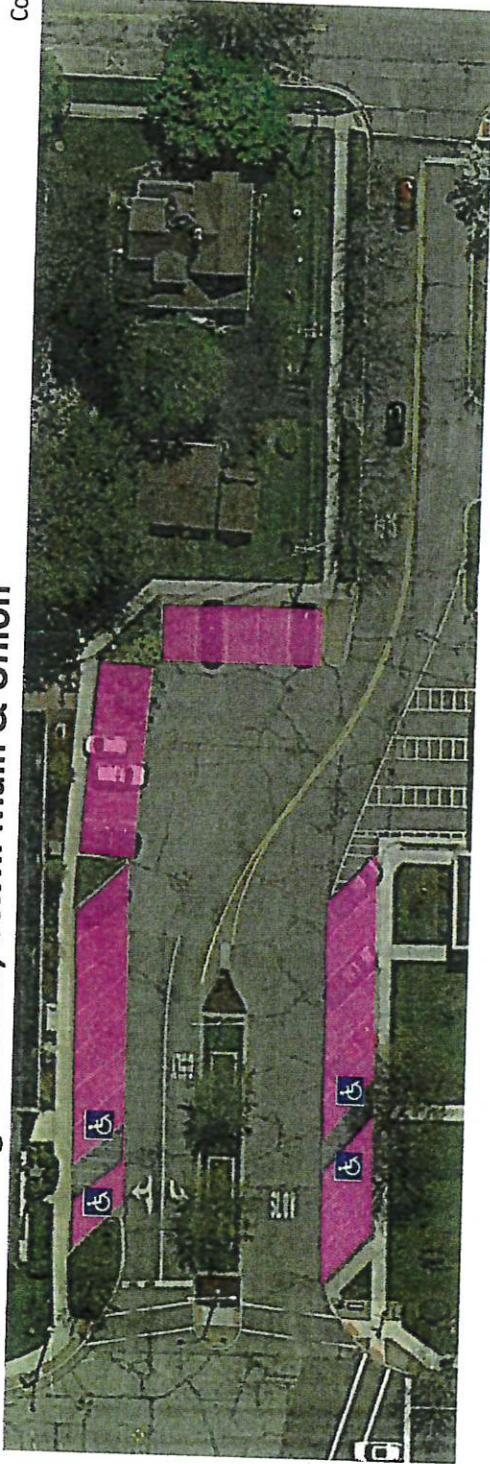
Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

2028—2032

Note: Coordinate pavement replacement/reconstruction with annual infrastructure program, etc.



On Street Parking—Church, btwn. Main & Union





Existing Condition:



Parking Inventory:

ON STREET PUBLIC PARKING

	= Public Spaces	24
	= Handicap Spaces	4

Capital Improvement:

Pavement \$400,000 + Infrastructure *See Note

Total Reconstruction Cost
TBD w/Engineer

Estimated Service Life:
7—10 years

Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

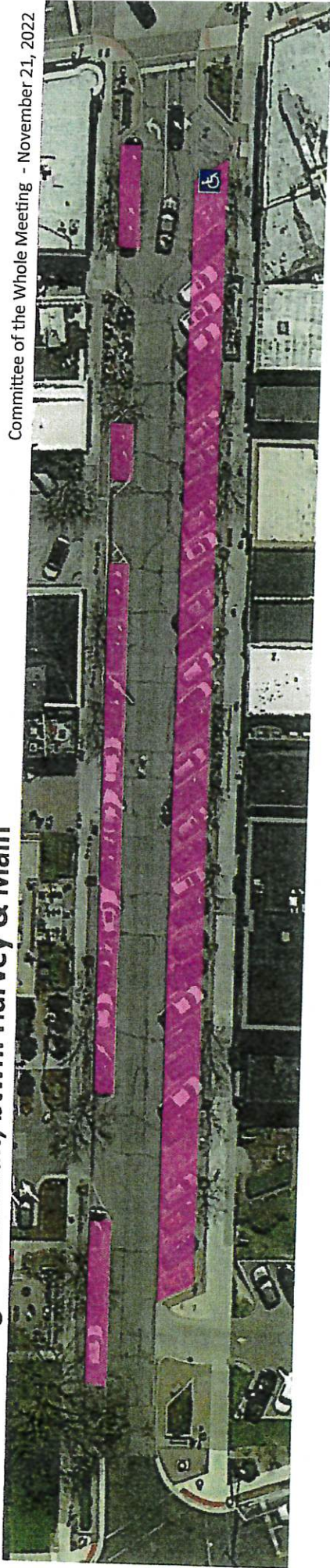
2030—2035

Note: Coordinate pavement replacement/reconstruction with annual infrastructure program, etc.



On Street Parking—Penniman, btwn. Harvey & Main

Committee of the Whole Meeting - November 21, 2022



Existing Condition:



Parking Inventory:

ON STREET PUBLIC PARKING

	= Public Spaces	52
	= Handicap Spaces	1

Capital Improvement:

Pavement

\$350,000

+

Infrastructure

*See Note

Total Reconstruction Cost

TBD w/Engineer

Estimated Service Life:

6—9 years

Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

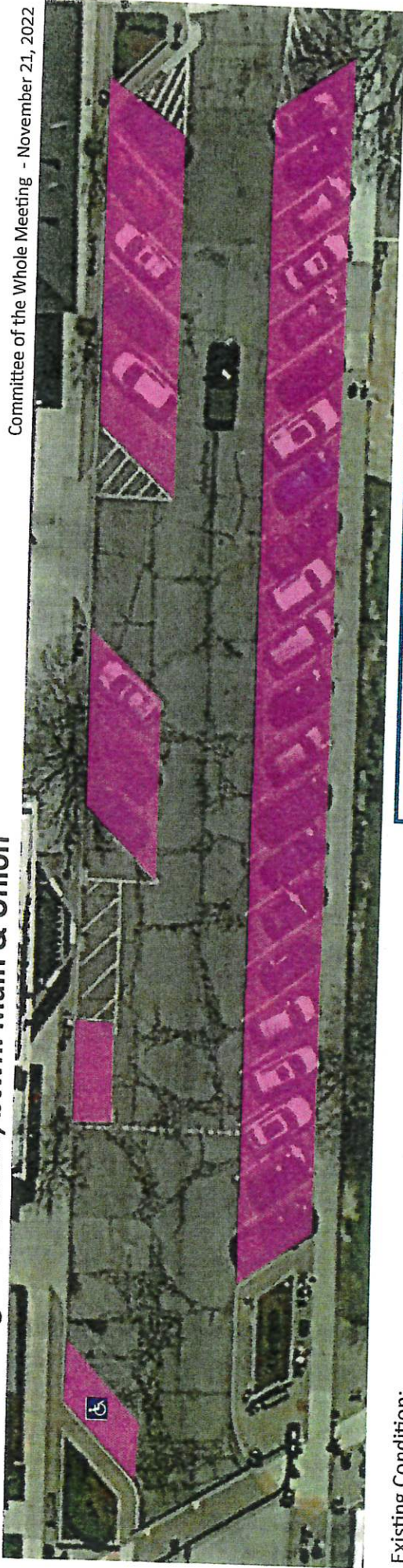
2028—2033

Note: Coordinate pavement replacement/reconstruction with annual infrastructure program, DDA CIP, etc.



On Street Parking—Penniman, btwn. Main & Union

Committee of the Whole Meeting - November 21, 2022



Existing Condition:



Parking Inventory:

ON STREET PUBLIC PARKING

 = Public Spaces **32**

 = Handicap Spaces **1**

Capital Improvement:

Pavement

\$250,000

+

Infrastructure

*See Note

Total Reconstruction Cost

TBD w/Engineer

Estimated Service Life:

3—6 years

Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

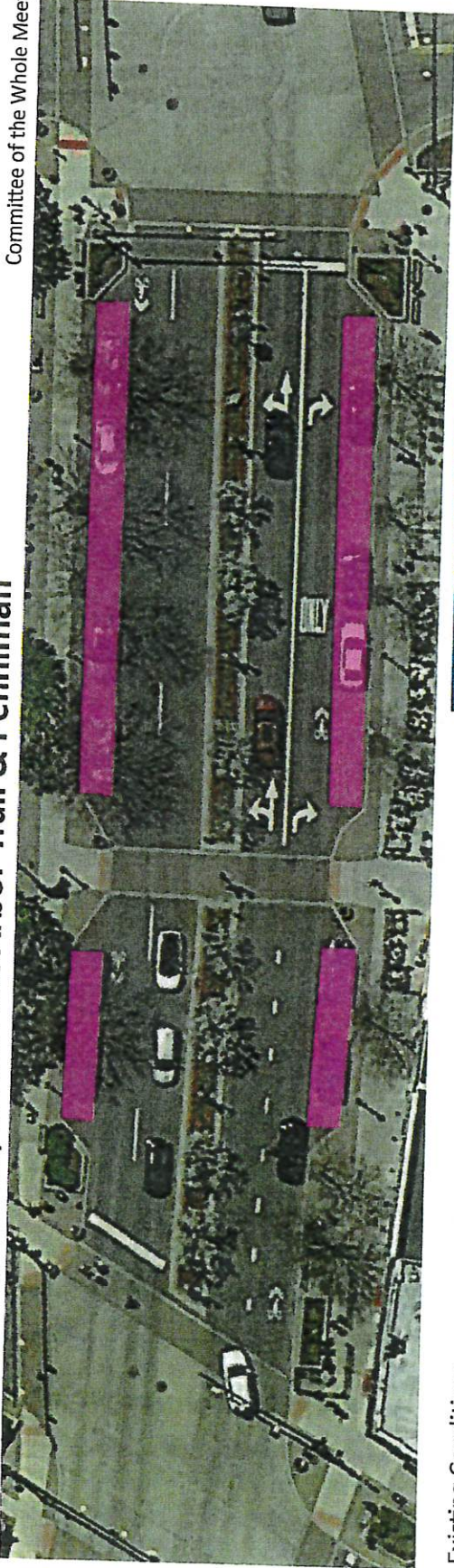
2025—2030

Note: Coordinate pavement replacement/reconstruction with annual infrastructure program, DDA CIP, etc.

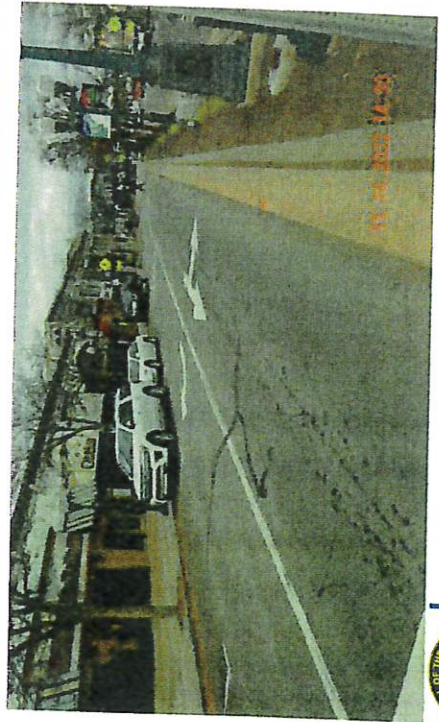
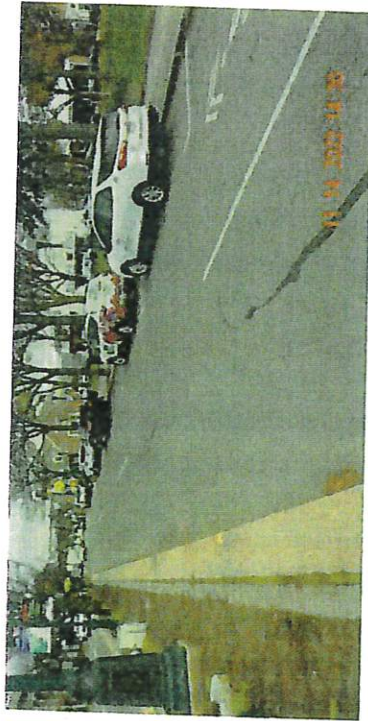


On Street Parking—Main, btwn. Ann Arbor Trail & Penniman

Committee of the Whole Meeting - November 21, 2022



Existing Condition:



Parking Inventory:

ON STREET PUBLIC PARKING

 = Public Spaces 16

 = Handicap Spaces 0

Capital Improvement:

Pavement

\$275,000

+

Infrastructure

*See Note

Total Reconstruction Cost

TBD w/Engineer

Estimated Service Life:

12—15 years

Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

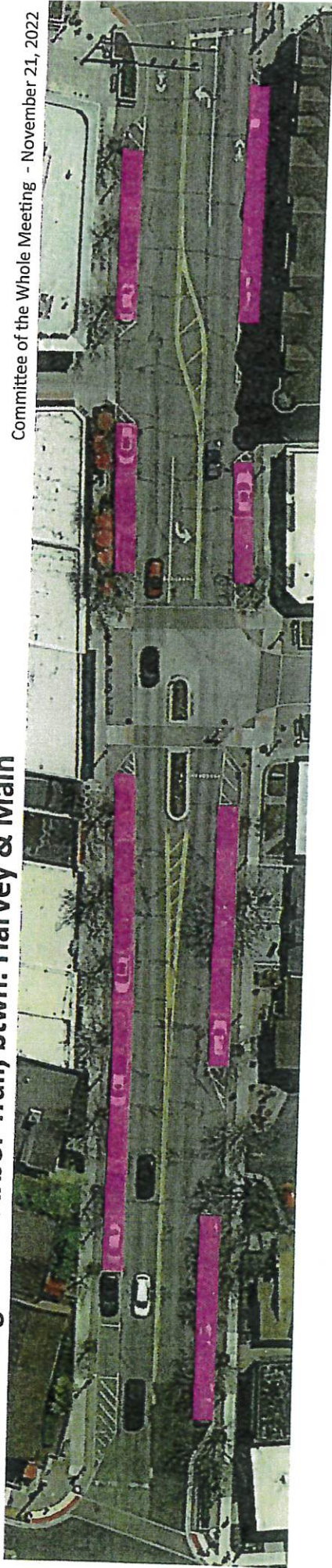
2034—2040

Note: Coordinate pavement replacement/reconstruction with annual infrastructure program, DDA CIP, etc.

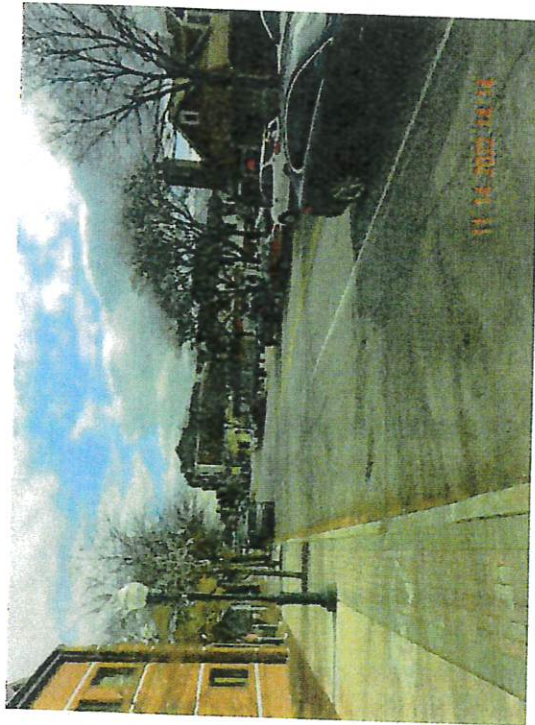


On Street Parking—Ann Arbor Trail, btwn. Harvey & Main

Committee of the Whole Meeting - November 21, 2022





Existing Condition:



Parking Inventory:

ON STREET PUBLIC PARKING

	= Public Spaces	31
	= Handicap Spaces	0

Capital Improvement:

Pavement \$425,000
+
Infrastructure *See Note

Total Reconstruction Cost
TBD w/Engineer

Estimated Service Life:
10—12 years

Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

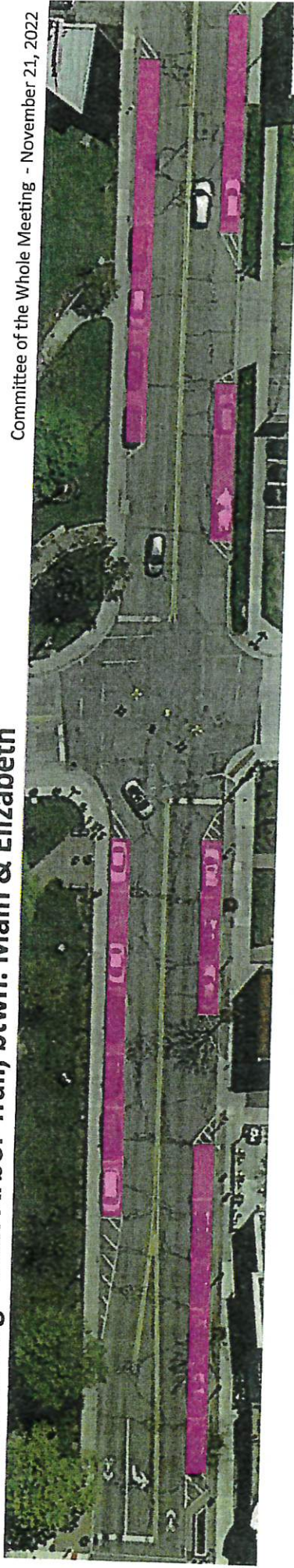
2032—2037

Note: Coordinate pavement replacement/reconstruction with annual infrastructure program, DDA CIP, etc.

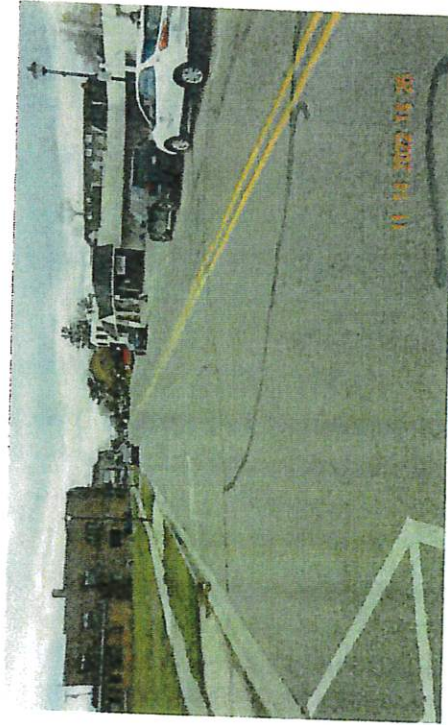


On Street Parking—Ann Arbor Trail, btwn. Main & Elizabeth

Committee of the Whole Meeting - November 21, 2022





Existing Condition:



Parking Inventory:

ON STREET PUBLIC PARKING

	= Public Spaces	30
	= Handicap Spaces	0

Capital Improvement:

Pavement \$375,000
+
Infrastructure
*See Note

Total Reconstruction Cost
TBD w/Engineer

Estimated Service Life:
7—10 years

Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

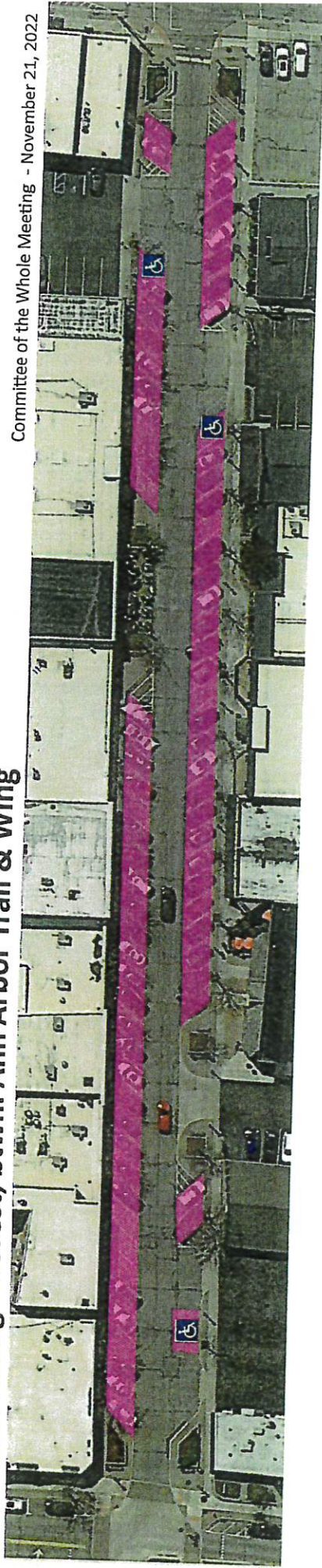
2029—2034

Note: Coordinate pavement replacement/reconstruction with annual infrastructure program, DDA CIP, etc.



On Street Parking—Forest, btwn. Ann Arbor Trail & Wing

Committee of the Whole Meeting - November 21, 2022




Existing Condition:



Parking Inventory:

ON STREET PUBLIC PARKING

 = Public Spaces 75

 = Handicap Spaces 3

Capital Improvement:

Pavement

\$525,000

+

Infrastructure

*See Note

Total Reconstruction Cost

TBD w/Engineer

Estimated Service Life:

4—8 years

Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

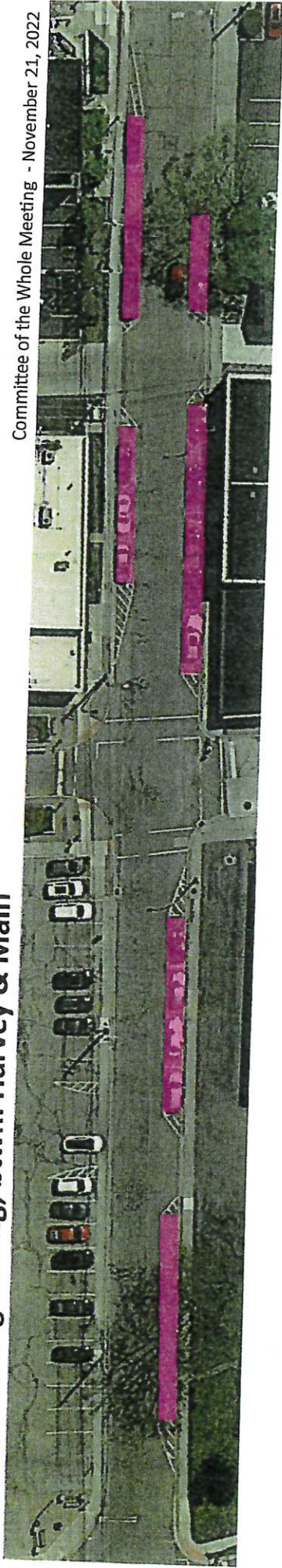
2026—2031

Note: Coordinate pavement replacement/reconstruction with annual infrastructure program, DDA CIP, etc.

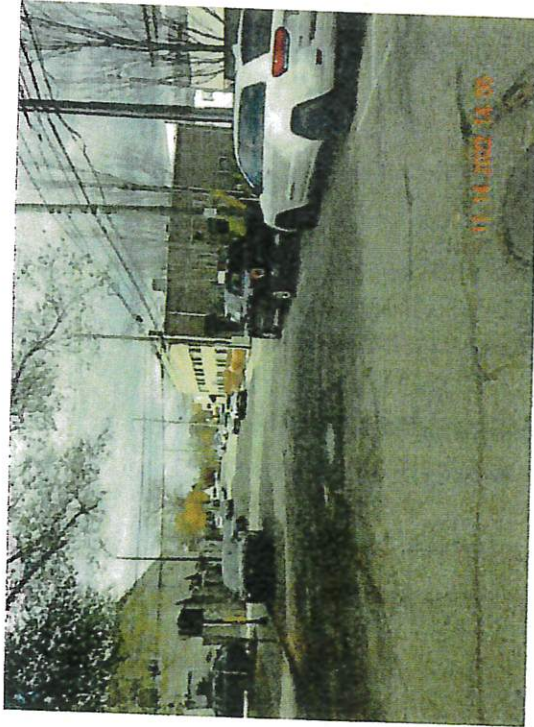


On Street Parking—Wing, btwn. Harvey & Main

Committee of the Whole Meeting - November 21, 2022





Existing Condition:



Parking Inventory:

ON STREET PUBLIC PARKING

	= Public Spaces	22
	= Handicap Spaces	0

Capital Improvement:

Pavement \$350,000
+
Infrastructure *See Note

Total Reconstruction Cost
TBD w/Engineer

Estimated Service Life:
3—6 years

Anticipate a need for major pavement reconstruction & infrastructure rebuild approx.:

2025—2030

Note: Coordinate pavement replacement/reconstruction with annual infrastructure program, DDA CIP, etc.

