

Parking Report

(Continued from Page One)

History and Origin
The Committee on Off-Street Parking was appointed by the commission of the City of Birmingham, August 16, 1948. It consisted of Messrs. Herbert H. Gardner, Harrison E. Thurston and J. J. Hogan, John D. Maynard and A. R. Foster were added at a later date.

The committee was instructed to assume a need existed for off-

Joe Wheeler

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came a part of the city plan committee's deliberations.

An ordinance creating the city of Birmingham was established October 2, 1947. Known as Ordinance 35 and A. E. Ordinance 22, the legislature of the State of Michigan recently clarified statutory law to allow cities to condemn residential parking areas.

Since the action by the legislature, two Supreme Court decisions of the state of Michigan and both decisions not to set, but broadened the rights and defined them to include acquisition and construction by way of special assessment.

(b) The extent to which the general fund of the city should contribute toward acquisition and construction;

(c) The extent to which and in what manner from the lots and/or the curbside meters should contribute. The studies should indicate whether a program could be financed wholly or in part by the issuance of revenue bonds, and if so, the terms of the bonds and term of the bonds.

Year	Population	Assessed Value	% of Business to Total
1930	3,000	\$ 4,792,750.00	15.00
1935	9,539	24,872,440.00	15.00
1940	19,030	12,419,010.00	15.00
1945	11,190	14,174,425.00	11.75
1950	12,250	15,194,220.00	12.00
Present	13,000	27,582,240.00	12.00

From 1920 to the present time, the population has increased four times. Automobiles owned by Birmingham residents are estimated to have increased from approximately 6,000 in 1920 to over 60,000 presently owned.

Surveys by some Birmingham business men indicate that non-residents run as high as 25% of their total business. The percentage of business done by non-residents will increase as Birmingham develops its shopping center potentialities. A number of people are employed in Birmingham who reside in other communities and who drive and park all day. Adding up the factors mentioned, indicate in excess of 600 cars that, at some time, have need for parking in the business area of Birmingham.

The need for off-street parking can be determined more accurately by a different approach. Planning authorities, who have national experience in all phases of public parking, have developed a formula for suburban retail business that indicates 3 sq. ft. of parking space is desirable for each sq. ft. of floor sales space. Birmingham central business area presently uses 338,200 sq. ft. of sales floor area.

All business does not have the same need for parking that retail business does. To adjust for this variable factor, a study has been prepared classifying Birmingham business into three classes:

Class	Area (sq. ft.)	Estimated Parking (sq. ft.)
(1) Retail business requiring maximum parking ratio of 3 sq. ft. of parking for each sq. ft. of sales floor area	1,148,000	3,444,000
(2) Personal service, specialty shops, restaurants, barber shops, etc. requiring 1 sq. ft. of parking for each sq. ft. of sales floor area	1,148,000	1,148,000
(3) Offices, professional offices, real estate firms, music, dancing studios, etc., requiring one parking space for each 600 sq. ft. of floor area	1,148,000	1,914,000
Total	3,444,000	6,506,000

Application of the formula to the three classes of business in the central business district indicates a need for 1,418 car spaces.

The city presently provides 260 motor spaces which can be expanded slightly as the parking pressure causes acceptance of a walk of two or three blocks to the shopping area. Approximately 300 car spaces are used by shoppers, which is private property and subject to discontinuance at the owner's request. One owner is contemplating building on his site. The city recognized the urgent need for parking and temporarily eased the pressure in 1944 by providing temporary curb parking.

The off-street parking committee feels the problem is so urgent that even a cursory examination would establish the need for public parking.

Sites
Early in its deliberations, the committee concluded it would not consider a site on either Maple or Woodward avenues. The reason being both the high cost of land and because Birmingham has a definite limitation of land available for future business growth.

To make the plan flexible for future expansion, it was decided that any site considered must be of sufficient size and have access characteristics available so that in future years, when the needs justified the use, the street level lots could be converted into multi-level facilities. The committee determined, if possible, to avoid selection of sites that would require a large amount of either business or residential displacements.

Studies by planning authorities of business establishments in suburban shoppers will resist walking over 750 feet from a parking lot to a business establishment. The desirable distance is 600 feet. The committee felt residents of Birmingham would not walk as close as possible, even if some nominal additional costs were incurred, so that women shoppers would not have to carry bulky and heavy groceries to great distances. The committee endeavored to adhere to the maximum distance of 750 feet in considering suitable sites.

Fringe lots with public transportation to and from the shopping center were considered and rejected as not being workable for Birmingham. Except in a few larger cities, where the parking problem covers a larger area and where the distances traveled from the lots is greater than would be the case in Birmingham, fringe parking lots have not been successful.

Consideration was given to leasing lots, with and without the purchase of the business. The fee felt leasing impractical of accomplishment, ultimately more costly and a total solution to the parking problems.

A number of possible sites were screened for proximity to business

There is presently no apparent likelihood of improving the City of Birmingham from proceeding with a plan to acquire and operate off-street parking lots.

Determination of Need
Because of the standards, non-political form of government and restriction against objectionable types of heavy industry, Birmingham has the most desirable residential suburb in the metropolitan area. The standards maintained there is a high quality of property values not present elsewhere in the Metropolitan Detroit area.

With such favorable conditions, it appears that Birmingham would experience a steady increase in population and attending stores. The city has the most desirable information shows the following growth:

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areas, cost, capacities, traffic factors, which the conditions, which would arise from condemnation proceedings. Three sites were considered:

SITE "A"—The Northeast corner of Willis and Bates (Capacity 199 Parking Spaces)

SITE "B"—The block bounded by the block bounded by Oakland, Ferndale, Hamilton and Park. Capacity 398 Parking Spaces

SITE "C"—The block bounded by Woodward, Brown, Pierce and Merrill. (Capacity 398 Parking Spaces)

The three lots will provide 850 parking spaces, along with 600 curb spaces, which the conditions, which would arise from condemnation proceedings. Three sites were considered:

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Estimated Annual Operating Cost

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of the lots, because the lot rate will be one-fourth the curb parking rate. Rates for curb parking have been too low and use should have been restricted, so that the maximum benefit could have been realized from their use. No doubt, these changes would have been made, regardless of the proposed plan for off-street parking.

Following is a table by years, expressed in percentage of lot capacities used in forecasting revenue:

Year	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
"A"	25	30	35	40	45	50	55	60	65	70
"B"	25	30	35	40	45	50	55	60	65	70
"C"	25	30	35	40	45	50	55	60	65	70
"D"	25	30	35	40	45	50	55	60	65	70
"E"	25	30	35	40	45	50	55	60	65	70
"F"	25	30	35	40	45	50	55	60	65	70
"G"	25	30	35	40	45	50	55	60	65	70
"H"	25	30	35	40	45	50	55	60	65	70
"I"	25	30	35	40	45	50	55	60	65	70
"J"	25	30	35	40	45	50	55	60	65	70

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Royal Oak Driver Wins Commendation For Quick Action

One of the most unusual police reports in many a long day was furnished over Saturday to Chief Ralph W. Moxley by Sgt. Leo A. Stiles. In view of the text of the report, Moxley has requested publicity for it. It reads:

"Howard Holah, manager of the Birmingham Theatre, asked to see me at the theatre at 7:50 p.m. He explained to me that at 7:15 p.m. several people were crossing the street to enter the theatre. A car, going south on Woodward, stopped to let them cross. There was a man and his wife, and a small child in the group. As they reached the center of the street, the child broke away from his father and dashed into the path of a car going north.

"The driver of this car, a 1940 Ford, Adrib E. Bell, Royal Oak, made such a remarkable stop to avoid striking the child that he was commended by several witnesses. The child's head was only a foot from the front bumper after the car was stopped. After measuring the skid marks, I found the ball had stopped in eight feet.

"Holah said that due to the amount of criticism hurled at most drivers, this man should be given wide publicity for the splendid job he did in stopping his car without injuring or killing this child."

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CITY OF BLOOMFIELD HILLS NOTICE OF SPECIAL ASSESSMENT

Notice is hereby given that the special assessment roll heretofore made by the assessor for the purpose of defraying the cost of extending existing sewer in Haverrill Road to an existing sewer in Lane Pine Court is now in my office for public inspection. Notice is also hereby given that the Commission of the City of Bloomfield Hills will meet at the City Hall in said city on Tuesday, the 12th day of July, 1949, at eight o'clock P. M., to review said assessment, at which time and place opportunity will be given all persons interested to be heard.

Dated: June 28, 1949.

Signed: Robert J. Stadler, City Clerk