City of Birmingham
A Walkable Community

MEMORANDUM

Police Department

DATE: **October 8, 2014**

TO: **Joseph A. Valentine, City Manager**

FROM: **Donald A. Studt, Police Chief**

SUBJECT: **Residential Permit Parking Zone for Golfview Street**

The Multi-Modal Transportation Board considered a petition circulated by the residents of Golfview Street between Midvale and Argyle to have residential permit parking. According to the petition, 87.5% of the streets residents were in favor of the petition asking for residential permit parking between the hours of 8:00 AM and 4:00 PM on school days.

The Multi-Modal Transportation Board discussed the request. It was determined that the parking problems were related to Seaholm HS students. The Multi-Modal Transportation Board made a motion to approve residential permit parking for Golfview Street between Midvale and Argyle on school days between the hours of 8:00 AM and 4:00 PM. The motion passed 4-0 (see attached minutes). The request is consistent with the recent residential permit parking zone approved for Argyle Street early this year.

SUGGESTED RESOLUTION:
To approve the installation of residential permit parking for Golfview Street between Midvale and Argyle from 8:00 am to 4:00 pm on school days only. Further, to direct the Chief of Police and the City Clerk to sign the traffic control order on behalf of the City establishing residential permit parking on Golfview Street between Midvale and Argyle on school days only between the hours of 8:00 am and 4:00 pm.

City of Birmingham
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MEMORANDUM

Police Department

DATE: **August 14, 2014**

TO: **Jana Ecker (Planning), Paul O'Meara (Engineering) and the Multi-Modal Board**

FROM: **Mark Clemence, Deputy Chief of Police**

SUBJECT: **Residential Permit Parking Request**

The police department has received a petition from the residents of Golfview Street requesting residential permit parking between Midvale and Golfview (see attached petition).

Designated residential permit parking can only be authorized by the city commission, (see attached ordinance, Sec. 110-138E). In 1986, the city commission established prerequisites governing the issuance of designated residential permit parking (see attached).

The police department has examined the Golfview Street petition and found that it meets the prerequisites for designated residential permit parking:

1. 87.5% of residents are in favor of the petition.
2. Golfview is a residential street.
3. The area of the petition is one city block.
4. Spill over parking is occurring on Golfview from Seaholm High School.

The petition should be discussed by the Multi-Modal Board for a recommendation. The recommendation of the Multi-Modal Board is then forwarded to the city commission for review.

Harry G. Kokkinakis

August 14, 2014

Mark Clemence
Deputy Chief of Police
City of Birmingham
151 Martin Street
Birmingham, MI 48009

Re: Golf View Boulevard Petition

Dear Deputy Chief of Police Clemence:

Attached is a Golf View Boulevard Petition requesting the City of Birmingham to install parking restriction signs on both sides of Golf View Boulevard, between Midvale and Argyle. Our request is consistent with the signs installed by the City of Birmingham along Argyle Street this past spring. The signs which read, **"RESIDENTIAL PERMIT PARKING ONLY 8 AM – 4 PM SCHOOL DAYS"**, have resolved the parking issue on Argyle Street.

Fourteen of sixteen homes (87.5%) along Golf View Boulevard are represented by residents signing this petition. We look forward to the same consideration afforded Argyle residents to resolve the Seaholm High School parking issue on our street.

I understand that the Traffic & Safety Board, which handled these requests, has dissolved. It is unclear to me if our request should be presented before the newly formed Multi-Modal Transportation Board or if your office can proceed accordingly. I can be reached at 248.496.2530.

Sincerely,

Cc: Donald Studt, Chief of Police
William Royle, 463 Golf View Blvd.

598 Golf View Boulevard Birmingham, Michigan 48009 248.496.2530

GOLF VIEW BOULEVARD PETITION

The following residents of Golf View Boulevard request the City of Birmingham to install parking restriction signs on both sides of Golf View Blvd., between Midvale and Argyle Streets, that read, "**RESIDENTIAL PERMIT PARKING ONLY 8 AM – 4 PM SCHOOL DAYS**". This sign has corrected the parking issue on Argyle Street and we are looking for consistent consideration on our street.

Name	Address
Maria Koktsinakis	1 598 GOLF VIEW BLVD.
Susan Zies	1 552 Golf View Blvd.
[illegible]	552 GOLFVIEW BLVD.
Julie Sherrard	1 468 Golfview Blvd.
[illegible]	468 Golfview Blvd
[illegible]	1 585 Golfview Blvd.
Lorraine Bratt	1 385 GOLFVIEW BLVD.
Matthew Rudnick	1 390 Golfview Blvd
Rebecca Rudnick	390 Golfview Blvd.
Christy Yates	1 510 GOLFview Blvd.
Gerald Yates	510 Golfview Blvd
Joanna [illegible]	1 521 Golf View Blvd.
Nobue Takemoto	1 576 Golf View Blvd.
Carnelia A. Duggan	1 311 GOLFVIEW BLVD
Debra M. Morris	1 539 Golfview Blvd.
Willie K. Kyle	1 463 Golfview Blvd.

GOLF VIEW BOULEVARD PETITION

The following residents of Golf View Boulevard request the City of Birmingham to install parking restriction signs on both sides of Golf View Blvd., between Midvale and Argyle Streets, that read, "**RESIDENTIAL PERMIT PARKING ONLY 8 AM – 4 PM SCHOOL DAYS**". This sign has corrected the parking issue on Argyle Street and we are looking for consistent consideration on our street.

Name	Address
Margie P Butler	1 & 411 Golfview Blvd
Katie McBride	1 & 599 Golfview Blvd.

residents of the area and their guests and to occupants (including employees) of buildings in the area who carry on nonresidential uses as nonconforming uses or under a special land use permit. Such resolution shall specify the hours during which such restriction shall be in effect.

The city commission is authorized to adopt regulations for the administration of such designated residential parking area.

(1) The city commission may by such resolution establish fees for a residential parking permit and a visitors' parking permit and shall establish the guidelines for issuance of such permits.

(2) Such hours and days as thus established shall be posted on signs in the residential parking area so as to give notice thereof to the general public.

(3) All costs incurred by the city to provide the signs required by this section shall be paid by the benefited property owners of the residential parking area.

(4) No person shall:

a. Park in a residential parking area without a residential parking permit or visitors' parking permit during designated hours.

b. Allow another person to use a residential parking permit.

c. Falsify information to obtain such permits.

d. Fail to surrender such permit to the police chief, or his assignee, on his demand, if such permits are used in violation of this section.

e. Otherwise violate the regulations governing the issuance of such permits.

(b) A person who violates this section is responsible for a civil infraction.
(Ord. No. 1740, 7-24-00)

Sec. 110-138F. Stopping, standing or parking of buses, taxicabs, commercial vehicles and trailers regulated, violation as civil infraction.

(a) The operator of a bus or taxicab shall not stop, stand, or park upon any street in any business district at any place other than at a bus stop or taxicab stand respectively, except that this provision shall not prevent the operator of any such vehicle from temporarily stopping in accordance with other stopping, standing, or parking regulations at any place for the purpose of and while engaged in the expeditious unloading or loading of passengers.

(b) No person shall park any commercial vehicle or trailer (as defined in section 110-161 et seq. of this Code) on any street in the city for a period of longer than 30 minutes between the hours of 2:00 a.m. and 6:00 a.m. on the same day, except when engaged in the rendering of emergency services, without first obtaining a permit from the police chief.

(c) The police chief shall, upon application, permit the parking of commercial vehicles or trailers during the above hours for periods not to exceed two weeks in any six-month period.

(d) A person who violates this section is responsible for a civil infraction.
(Ord. No. 1740, 7-24-00)

Sec. 110-139. Impoundment of illegally parked vehicle with unpaid parking violations.

If a vehicle is illegally parked and has received more than six parking violation notices or citations which remain unpaid, the police department may call a towing agency and take the vehicle into custody. If the vehicle is taken into custody, the police department must follow the procedures set forth in MCL 257.252b. The police department may also issue a citation to the owner of the impounded vehicle.
(Ord. No. 1740, 7-24-00)

Sec. 110-140. Snow emergencies.

No person shall park or allow to remain parked any vehicle on any portion of any roadway within any area designated within the city during a snow emergency, or park or allow to remain parked any vehicle in violation of any parking restriction instituted as part of a declared snow emergency

PREREQUISITES FOR PERMIT PARKING REQUESTS

The City Commission has established the following prerequisites governing requests for permit parking in residential areas:

1. Requests shall be by petition submitted to the City Commission and signed by the residential and non-residential non-conforming occupants of the area of consideration.

   A. At least 75% of the addresses in the area of consideration must favor the request.

   B. Regardless of the number of signatures per address, each address shall have only one "vote".

2. Permit parking requests shall apply to residential areas only.

3. Non-residential non-conforming businesses in the residential area petitioning for permit parking shall be included in any subsequent permit parking district.

   A. Each non-residential non-conforming address shall count as one vote regardless of the number of signatures for that address.

4. The area of consideration for permit parking must consist of at least one city block on at least one side of the street, except;

   A. Where a portion of the street is zoned non-residential, that portion shall not be included.

5. The area of consideration for permit parking must be located in close proximity to a major commercial, industrial or school area where the City Commission determines that the spill-over parking is or may be detrimental to the neighborhood.

6. The City Commission may refer the request to the Traffic & Safety Board for a recommendation.

2/13/86
MDS/dl

Approved March 3, 1986 Resol. # 03-273-86

GUIDELINES FOR RESIDENTIAL PERMIT PARKING REQUESTS
(Amended)

The City Commission has established the following prerequisites governing requests for permit parking in the residential areas.

1. Requests shall be by petition submitted to the City Commission and signed by the residential and non-residential non-conforming occupants of the area of consideration.

   A. At least 75% of the addresses in the area of consideration must favor the request.

   B. Regardless of the number of signatures per address, each address shall have only one "vote".

2. Permit parking requests shall apply to residential areas only.

3. Non-residential non-conforming businesses in the residential area petitioning for permit parking shall be included in any subsequent permit parking district.

   A. Each non-residential non-conforming address shall count as one vote regardless of the number of signatures for that address.

4. The area of consideration for permit parking must consist of at least one city block on at least one side of the street, except;

   A. Where a portion of the street is zoned non-residential, that portion shall not be included.

5. The area of consideration for permit parking must be located in close proximity to a major commercial, industrial or school area where the City Commission determines that the spill-over parking is or may be detrimental to the neighborhood.

6. Residential permit parking shall not be permitted on a street or side of a street where municipal parking meters exist.

7. The City Commission may refer the request to the Traffic & Safety Board for a recommendation.

5/20/99
RP/ah

CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
MONDAY, OCTOBER 2, 2014
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the special meeting of the City of Birmingham Multi-Modal Transportation Board held Monday, October 2, 2014. Chairperson Johanna Slanga convened the meeting at 6 p.m.

A. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Stuart Bordman, Lara Edwards, Amanda Warner

Absent: Vice-Chairman Andy Lawson; Board Members Jeff Surnow, Adriana Tatuch

Administration: Lauren Chapman, Asst. City Planner
Brendan Cousino, Asst. City Engineer
Jana Ecker, Planning Director
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

B. INTRODUCTIONS Representatives from Fleis & Vandenbrink ("F&V"), Transportation Engineering Consultants were introduced. In attendance were Lisa Easterbrook, Mike Labadie, and Rick Stout.

C. REVIEW AGENDA (approved)

D. APPROVAL OF MINUTES, MEETING OF SEPTEMBER 8, 2014

Moved and seconded to approve the Minutes of September 8, 2014 as presented.

Motion carried unanimously, 4-0.

E. OAK ST. PAVING PROJECT

Mr. O'Meara advised that for next construction season the City has budgeted to reconstruct the section between Glenhurst to the west of Quarton School all the way to Lakepark. This board will review the various ways to rebuild the road with the idea of making it better for all modes of transportation.

The Multi-Modal Master Plan recommends the elimination of parking on one side of the street, and the introduction of bike lanes on both sides. The question then

is which side of the street should the parking be eliminated and is that a good idea. A survey request was mailed out to the residents who live on Oak St. along that stretch and the results were:

Chesterfield to Lakepark

Almost two-thirds of the respondents felt that parking is an important asset and did not want it removed.

Glenhurst to Chesterfield (in front of the school)

83% of respondents indicated that having the ability to park on Oak St. is important to them on the north side of the road.
An idea that came out of discussions with the school is that safety would be improved if there was no parking during the school drop-off and pick-up times so that kids wouldn't have to cross the road.

Ms. Edwards announced that as a parent she would never let her child bike on a street as wide as Oak St. with sharrows. She noticed families have been biking on the sidewalk along Oak St. because of safety concerns.

Mr. O'Meara advised the goal of this board will be to zero in on what it feels is best and that will be advertised as a public hearing at a future meeting. That input will be considered before a final decision is made.

The chairperson opened up discussion to the public at 6:20 p.m.

Ms. Karen Shoenberg, 888 Puritan at Oak St., listed reasons parking along Oak St. is important to her.

Mr. Rick Buckston, 895 Puritan, SW corner of Oak St., said he likes the idea of ways to limit the speed of cars. As a rule, parking is not an issue on this stretch. The parking plan could be changed a few blocks away from the school.

Mr. Gregory Misterovich, 1810 Oak St. between Chesterfield and Glenhurst, said that any way that traffic can be slowed down, such as narrowing the road, would be an improvement.

Ms. Pat Hammer, 1764 Oak St., west of Chesterfield, supported narrowing the drive lanes to slow down traffic. She suggested having limited time parking on the south side of the street and bike lanes with no parking on the north side. Quarton School could be part of the solution by adding on to its parking lot.

Mr. Mike Kennedy, 1712 Oak St. at the NW corner of Chesterfield, supported parking along the whole road. He didn't see the need for a bike lane down Oak St. Families primarily use the sidewalk. Chairperson Slanga advised that

bike riding on the sidewalk is actually more dangerous for children and bikers than riding on the street. Mr. Kennedy appreciated board members taking their personal time to address this problem. The decision that is made needs to keep in mind the peak periods of the school. Overall he finds the street is pretty quiet.

Mr. Misterovich observed that school parkingcreates a large demand on Oak St. and surrounding streets. The school does not contain it on their own property. They offer no parking for visitors or events and they use Oak St. as their parking lot and pick-up area. If the City would ticket illegal parkers along the streets, the parkers would complain and force the school to accommodate the needed parking. He would prefer to have two lanes of traffic and two bike lanes along the street.

Mr. Mike Labadie, F&V, noted that people who live in a neighborhood expect to have street parking. His experience is that it is the residents who are speeding on their own streets. A narrow road reduces speeds. He is not sure that eliminating the parking is the correct solution.

Ms. Ecker summarized the previous comments. Three people agreed the road should be narrowed. Two people didn't say it should be narrowed or left the same but talked about parking versus bike lanes. There was no one that thought the road should be kept as wide as it is or widened. She said bike lanes and parking can be accommodated by having a parking lane on one side and still have bike lanes in both directions along with travel lanes. If parking is wanted on both sides it requires shared lanes. Mr. O'Meara stated if the board wants to designate an area for bikes and parking the road will be as wide as it is now.

Mr. Labadie noted that when white lines are brought in speeds decrease whether cars are parked there or not.

Mr. Bordman did not think it necessary to install a crossing island on Oak St. at Lakepark. It is safe the way it is.

A survey conducted by the Police Dept. indicated there is not a heavy volume of parking on Oak St. Chairperson Slanga led the group through the data and comments one section at a time, heading toward the school along Oak St. From Lakepark to Puritan it would not seem catastrophic if no parking were allowed. The same logic applies from Puritan to Pilgrim. Pilgrim to Suffield starts to enter the area where people park in the afternoon.

Mr. O'Meara pointed out the City is taking this opportunity to talk with the school about the parent loading area. This board can't come to any conclusion until it knows the school's decision for the long term. Also, the City has asked the transportation engineer to conduct a complete study on the traffic signal and to

come up with a recommendation that might be different than what exists today.

Chairperson Slanga took discussion from the audience at 7:08 p.m.

Ms. Karen Shoenberg encouraged taking a study of parking on Oak St. at a peak school time as well as on a random day.

Mr. Gregory Misterovich suggested installing bump-outs to squeeze the road down at all the intersections.

Mr. Mike Kennedy observed that fire trucks use Fairfax and Chesterfield quite often. If parking on Oak is eliminated it will spill over onto the north/south streets.

Mr. Rick Buckston, 895 Puritan, noted it wouldn't be practical to create infrastructure to accommodate the busiest day of the year. For instance, on busy days at Seaholm people park on the grass.

F. GOLFVIEW BLVD. RESIDENTIAL PERMIT PARKING REQUEST

Mr. O'Meara advised the Police Dept. has received a petition from the residents of Golfview Blvd. requesting residential permit parking between Midvale and Argyle. The recommendation of the Multi-Modal Board will be forwarded to the City Commission for review. It was noted that surrounding streets to the west and south have residential permit parking to keep the high school students off of their street.

Mr. Harry Kokinukis, 598 Golfview Blvd., stated there is not a single parking spot available on his street until about 3:30 p.m. Mr. O'Meara said that Mr. Clemence has indicated the Police Dept. is fine with the permit request. Ms. Ecker noted the petition indicates that 87.5% of the residents along the street are in favor.

Motion by Ms. Edwards
Seconded by Mr. Bordman to recommend to the City Commission that they allow Golf View to have permit parking for residents only between Midvale and Argyle.

Motion carried, 4-0.

VOICE VOTE
Yeas: Edwards, Bordman, Slanga, Warner
Nays: None
Absent: Lawson, Surnow, Tatuch

Ms. Edwards announced her willingness to visit Seaholm in order to remind students about the parking pinch and to recommend carpooling and biking to school. Mr. Kokinukis offered that a solution might be to find another lot in the area for parkers.

G. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA
(no one spoke)

H. MISCELLANEOUS BUSINESS AND COMMUNICATIONS

a. Communications (not discussed)

b. Other Business (not discussed)

K. ADJOURNMENT

No further business being evident, the chairperson adjourned the meeting at 7:30 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer