



**CITY COMMISSION MEETING AGENDA
MARCH 14, 2016
7:30 PM**



Municipal Building, 151 Martin, Birmingham, MI 48009

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BIRMINGHAM CITY COMMISSION AGENDA
MARCH 14, 2016
MUNICIPAL BUILDING, 151 MARTIN
7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Rackeline J. Hoff, Mayor

II. ROLL CALL

Laura M. Pierce, City Clerk

III. PROCLAMATIONS, CONGRATULATORY RESOLUTIONS, AWARDS, APPOINTMENTS, RESIGNATIONS AND CONFIRMATIONS, ADMINISTRATION OF OATHS, INTRODUCTION OF GUESTS AND ANNOUNCEMENTS.

Announcements:

- City Offices will be closed on March 25th in observance of the Easter holiday.

Appointments:

- A. Interviews for appointment to the Multi-Modal Transportation Board as the bicycle advocate member.
 - 1. Michael Surnow, 320 Martin, #100
 - 2. Daniel Miarka, 1208 Villa (unable to attend)
- B. To appoint_____ to the Multi-Modal Transportation Board, as the bicycle advocate member, to serve a three-year term to expire March 24, 2019.
- C. Interviews for appointment to the Multi-Modal Transportation Board as the member with traffic focused education/experience.
 - 1. Johanna Slanga, 2175 Dorchester Rd.
- D. To appoint_____ to the Multi-Modal Transportation Board, as the member with traffic focused education/experience, to serve a three-year term to expire March 24, 2019.
- E. Interviews for appointment to the Parks & Recreation Board.
 - 1. Lilly Stotland, 698 Hanna
 - 2. Therese Quattrociocchi Longe, 1253 Yosemite
- F. To appoint_____ to the Parks & Recreation Board to serve a three-year term to expire March 13, 2019.
- G. To appoint_____ to the Parks & Recreation Board to serve a three-year term to expire March 13, 2019.
- H. Interviews for appointment to the Planning Board.
 - 1. Scott Clein, 1556 Yosemite
 - 2. Robin Boyle, 840 Wimbledon
 - 3. Amy Pohlod, 1360 Edgewood
- I. To appoint_____ to serve a three-year term on the Planning Board to expire March 28, 2019.
- J. To appoint_____ to serve a three-year term on the Planning Board to expire March 28, 2019.
- K. Interviews for appointment to the Cablecasting Board.
 - 1. Jeffrey Heldt, 1415 Lakeside

- L. To appoint_____ to serve a three-year term on the Cablecasting Board to expire March 30, 2019.
- M. Interviews for appointment to the Public Arts Board.
 - 1. Kaitlyn Tuson, 1007 Gardenia Ave, Royal Oak
- N. To appoint_____ to the Public Arts Board to serve the remainder of a three-year term to expire January 28, 2019.
- O. Interviews for appointment to the Board of Building Trades Appeals.
 - 1. Adam Charles, 1539 Bennaville
- P. To appoint _____ to serve the remainder of a three-year term on the Board of Building Trades Appeals to expire May 23, 2016.
- Q. Administration of oath to the appointed board members.

IV. CONSENT AGENDA

All items listed on the consent agenda are considered to be routine and will be enacted by one motion and approved by a roll call vote. There will be no separate discussion of the items unless a commissioner or citizen so requests, in which event the item will be removed from the general order of business and considered under the last item of new business.

- A. Approval of City Commission minutes of February 8, 2016.
- B. Approval of warrant list, including Automated Clearing House payments, of February 24, 2016 in the amount of \$1,858,364.75.
- C. Approval of warrant list, including Automated Clearing House payments, of March 2, 2016 in the amount of \$3,398,208.33.
- D. Approval of warrant list, including Automated Clearing House payments, of March 9, 2016 in the amount of \$812,570.26.
- E. Resolution approving a request from the City of Birmingham to hold the In the Park Concerts on Wednesday evenings from June, 2016 through August, 2016 and the Band Jam on June 17, 2016 in Shain Park, contingent upon compliance with all permit and insurance requirements and payment of all fees, and, further, pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.
- F. Resolution approve a request from the Birmingham Shopping District to hold the Family Movie Night on June 24, July 15, and August 12 in Booth Park, contingent upon compliance with all permit and insurance requirements and payment of all fees and, further pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.
- G. Resolution approving a request from the Birmingham Shopping District to hold the Birmingham Cruise Event on August 20, 2016, contingent upon compliance with all permit and insurance requirements and payment of all fees, and, further, pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.
- H. Resolution approving a request from the Birmingham Shopping District requesting permission to hold Day on the Town in downtown Birmingham, July 23, 2016 contingent upon compliance with all permit and insurance requirements and payment of all fees and, further pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.
- I. Resolution approving Amendment #2 to Contract Number 2015-0212 with the Michigan Department of Transportation to increase the Contract amount to a revised total of \$90,000, and authorizing the Mayor to sign the amendment. (complete resolution in agenda packet)

- J. Resolution authorizing the Chief of Police to sign the MLCC Police Investigation Report (LC-1800) and approving the liquor license request of La Strada Café that requests a new Class C License to be issued under MCL 436.1521(A)(1)(B) and SDM License with Outdoor Service (1 Area) to be located at 243 E Merrill, Birmingham, Oakland County, MI 48009. Furthermore, pursuant to Birmingham City Ordinance, authorizing the City Clerk to complete the Local Approval Notice at the request of La Strada Café approving the liquor license request of La Strada Café that requested a New Class C License to be issued under MCL 436.1521 (A)(1)(B) & SDM License with Outdoor Service (1 Area) to be located at 243 E Merrill, Birmingham, Oakland County, MI 48009.
- K. Resolution approving the service agreement with the Cultural Council of Birmingham/Bloomfield in the amount of \$4,200 for services described in Attachment A of the agreement for fiscal year 2015-2016, account number 101-299.000-811.0000, and further directing the Mayor and City Clerk to sign the agreement on behalf of the City.
- L. Resolution approving the purchase of ten (10) Dumor benches and twelve (12) trash receptacles for a total purchase price of \$29,871.00 from the sole source vendor, Penchura, LLC. Further, waiving the formal bidding requirements for this purchase with a sole source vendor. The money has been budgeted in fiscal year 2015-2016 Capital Projects Fund- Park Benches & Trash Cans for Streetscapes account #401-901.009-981.0100 for this equipment purchase.
- M. Resolution accepting the resignation of Ms. Kara Lividini from the Public Arts Board, thanking her for her service, and directing the Clerk to begin the process to fill the vacancy.
- N. Resolution setting Monday, April 11, 2016, at 7:30 P.M., to conduct a public hearing of necessity for the installation of new street lights where none currently exist within the Hamilton Ave. Paving project area. If necessity is declared, setting Monday, April 25, 2016, at 7:30 P.M. for a public hearing to confirm the roll for the installation of street lights where none currently exist in the Hamilton Ave. Paving project area.

V. UNFINISHED BUSINESS

- A. Continued Public Hearing for the proposed lot rearrangement of 1366 Haynes Ct. and 725 S. Adams.
 - 1. Resolution closing the public hearing for the lot split application for 1366 Haynes Ct. & 725 S. Adams and taking no further action.
- B. Resolution adopting the proposed Street Name Change Review Policy, and submitting the November 18, 2015 request for the street name change of Millrace Road to Lakeside Court for review in accordance with the Street Name Change Review Policy.
- C. Resolution to concur with the recommendation of the Multi-Modal Transportation Board, and directing staff to implement a Neighborhood Connector Route in 2016 as follows:
 - 1. Per the revised map, the connector route will be denoted using signs and pavement markings as directed in this package, using the bike symbol sign with a white arrow on green background at all turns and key crossings, as well as sharrows pavement markings at similar locations,
 - 2. Banning all street parking on Oak St. between Lakepark Dr. and Lakeside Dr. to allow the extension of the existing Oak St. bike lanes for one block to the east as depicted on the attached plan,
 - 3. Installing a ten foot wide concrete off street bike path on W. Maple Rd. between Larchlea Dr. and Chesterfield Ave., to be constructed as a part of the W. Maple Rd. Resurfacing Project.

Once bids are received and the contract is ready for award, a separate motion awarding the Contract and authorizing the expenditures shall be returned to the Commission for approval.

- D. Resolution directing staff to make the following improvements to the Torry Neighborhood sideyard easement at each public street crossing, as follows:
- Villa Ave. – Install new handicap ramps at all four corners of the Yankee Ave. intersection and install marked crosswalks, as part of the Villa Ave. Paving Project.
 - Hazel Ave. – Remove and replace the existing crosswalk pavement markings with current City standard (continental style).
 - Bowers Ave. - Remove and replace the existing crosswalk pavement markings with current City standard (continental style).
 - Haynes Ave. - Install new handicap ramps at all four corners of the Torry St. intersection and install marked crosswalks, as part of the Webster Ave./Torry St. Paving Project.
- E. Resolution adopting the Bumpout (Curb Extension) Policy as amended and recommended by the Multi-Modal Transportation Board on February 11, 2016.
- F. Resolution accepting the recommendation of the Multi-Modal Transportation Board, and direct the Engineering Dept. to have the Hamilton Ave. pavement design revised to reflect a six foot encroachment for the bumpouts on the project, except for those located at the Woodward Ave. intersection, which will remain unchanged. The additional costs, estimated at \$2,000, shall be charged to account number 203-449.001-981.0100.

VI. NEW BUSINESS

- A. Public Hearing to consider objecting to renewal of liquor license – Rojo, 250 Merrill.
1. Resolution cancelling the Public Hearing to consider objecting to the renewal of the liquor license held by Rojo, 250 Merrill.
- AND -
Resolution approving the renewal, for the 2016 licensing period, of the liquor license held by the owners/operators of Rojo, 250 Merrill.
- B. Public Hearing of Confirmation for sidewalk enhancements on Hamilton Ave. from N. Old Woodward Ave. to Woodward Ave., and Park St. from Hamilton Ave. to E. Maple Rd.
1. Resolution confirming the Special Assessment Roll #874 to defray the cost of the streetscape on Hamilton Avenue. (complete resolution in agenda packet)
- C. Public Hearing of Confirmation for the replacement of sewer laterals within the limits of the Hamilton Avenue paving project area.
1. Resolution confirming the Special Assessment Roll #873 for the Hamilton Ave. Sewer Lateral Project. (complete resolution in agenda packet)
- D. Resolution directing the Historic District Study Committee to prepare a study committee report on 927 Purdy as outlined in section 127-4 of the City Code. (complete resolution in agenda packet)
- E. Resolution approving the use of six (6) parking spaces in the right of way directly abutting the property located at 33422 & 33466 Woodward to fulfill a portion of the off-street parking requirements per Article 4, section 4.43 (G)(1) of the Zoning Ordinance.
- F. Resolution approving the proposed name change for the museum from "Birmingham Historical Museum & Park" to "The Birmingham Museum"
- AND -
- Resolution approving the recommended change in the Museum Mission statement from "The Birmingham Historical Museum and Park seeks to foster a greater appreciation and

understanding of the city's unique heritage by collecting, preserving, cataloguing, and exhibiting cultural material relevant to Birmingham's story, and by providing engaging and entertaining educational programs that promote this story to a diverse audience" to "The Birmingham Museum will explore meaningful connections with our past, in order to enrich our community and enhance its character and sustainability. Our mission is to promote understanding of Birmingham's historical and cultural legacy through preservation and interpretation of its ongoing story."

- AND -

Ordinance amending Sections 62-31 and 62-33 of the Code of the City of Birmingham to reflect the museum name change and revised mission statement.

- G. Resolution endorsing the Birmingham Citizens Academy program for the City of Birmingham.
- H. Resolution directing the Administration to prepare a resolution on the 175 project addressing the following issues:_____.

VII. REMOVED FROM CONSENT AGENDA

VIII. COMMUNICATIONS

IX. OPEN TO THE PUBLIC FOR MATTERS NOT ON THE AGENDA

X. REPORTS

- A. Commissioner Reports
 - 1. Notice to appoint member to the Architectural Review Committee and Public Arts Board on April 11, 2016.
- B. Commissioner Comments
- C. Advisory Boards, Committees, Commissions' Reports and Agendas
- D. Legislation
- E. City Staff
 - 1. Golf Report, submitted by Golf Manager Brito
 - 2. Community Development Department Planning Division Report, submitted by Planning Director Ecker

XI. ADJOURN

INFORMATION ONLY

NOTICE: Individuals requiring accommodations, such as mobility, visual, hearing, interpreter or other assistance, for effective participation in this meeting should contact the City Clerk's Office at (248) 530-1880 (voice), or (248) 644-5115 (TDD) at least one day in advance to request mobility, visual, hearing or other assistance.

Las personas que requieren alojamiento, tales como servicios de interpretación, la participación efectiva en esta reunión deben ponerse en contacto con la Oficina del Secretario Municipal al [\(248\) 530-1880](tel:248-530-1880) por lo menos el día antes de la reunión pública. (Title VI of the Civil Rights Act of 1964).



NOTICE OF INTENTION TO APPOINT TO THE MULTI-MODAL TRANSPORTATION BOARD

At the regular meeting of Monday, March 14, 2016, the Birmingham City Commission intends to appoint two members to the Multi-Modal Transportation Board to serve three-year terms to expire March 24, 2019.

Interested citizens may submit an application available at the city clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the city clerk's office on or before noon on Wednesday, March 9, 2016. These documents will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and vote on appointments.

In so far as possible, the seven member committee shall be composed of the following: one pedestrian advocate member; one member with a mobility or vision impairment; one member with traffic-focused education and/or experience; one bicycle advocate member; one member with urban planning, architecture or design education and/or experience; and two members at large from different geographical areas of the city. Applicants must be electors or property owners in the City of Birmingham.

Duties of the Multi-modal Transportation Board

The purpose of the Multi-Modal Transportation Board shall be to assist in maintaining the safe and efficient movement of motorized and non-motorized vehicles and pedestrians on the streets and walkways of the city and to advise the city commission on the implementation of the Multi-Modal Transportation Plan, including reviewing project phasing and budgeting.

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

Applicant(s) Presented For City Commission Consideration:

Applicant Name	Criteria/Qualifications
Michael Surnow	Bicycle Advocate Property Owner, 320 Martin
Daniel Miarka	Bicycle Advocate Registered Voter, 1208 Villa
Johanna Slanga	Engineer, works in the transportation industry Registered Voter, 2175 Dorchester

SUGGESTED ACTION:

To appoint _____ to the Multi-Modal Transportation Board, as the bicycle advocate member, to serve a three-year term to expire March 24, 2019.

To appoint _____ to the Multi-Modal Transportation Board, as the member with traffic-focused education and/or experience, to serve a three-year term to expire March 24, 2019.

MULTI-MODAL TRANSPORTATION BOARD

Resolution No. 02-31-14

The purpose of the Multi-Modal Transportation Board shall be to assist in maintaining the safe and efficient movement of motorized and non-motorized vehicles and pedestrians on the streets and walkways of the city and to advise the city commission on the implementation of the Multi-Modal Transportation Plan, including reviewing project phasing and budgeting.

In so far as possible, the seven member committee shall be composed of the following: one pedestrian advocate member; one member with a mobility or vision impairment; one member with traffic-focused education and/or experience; one bicycle advocate member; one member with urban planning, architecture or design education and/or experience; and two members at large from different geographical areas of the city. Board members shall be electors or property owners in the city.

Term: Three years.

Last Name	First Name	Home Business Fax E-Mail	Appointed	Term Expires
Adams 2109 Dorchester Birmingham	Vionna 48009	(202) 423-7445 <i>vionnajones@gmail.com</i>	12/15/2014 Member at large from different geographical areas of the city.	3/24/2018
Edwards 1636 Bowers Birmingham	Lara 48009	(734) 717-8914 <i>lmedwards08@gmail.com</i>	4/28/2014 Member at large from different geographical areas of the city.	3/24/2017
Folberg 1580 Latham Birmingham	Amy 48009	(248) 890-9965 <i>amy.folberg@gmail.com</i>	12/14/2015 Member at large from different geographical areas of the city.	3/24/2017

Last Name	First Name	Home Business Fax	E-Mail	Appointed	Term Expires
Lawson	Andy	(586) 944-6701		4/28/2014	3/24/2018
1351 E. Maple				Pedestrian Advocate Member	
Birmingham	48009		<i>andlawson@deloitte.com</i>		
Slanga	Johanna	248-761-9567		5/5/2014	3/24/2016
1875 Winthrop Lane				Traffic-Focus Education/Experience Member	
Birmingham	48009		<i>jopardee@gmail.com</i>		
Surnow	Michael	(248) 865-3000		4/13/2015	3/24/2016
320 Martin St. #100				Bicycle Advocate Member	
Birmingham	48009		<i>michael@surnow.com</i>		
Warner	Amanda	248-719-0084		5/5/2014	3/24/2017
671 E. Lincoln				Urban Planning/Architecture/Design Member	
Birmingham	48009		<i>awarner@aol.com</i>		

RECEIVED BY

FEB 17 2016

CITY CLERK'S OFFICE
CITY OF BIRMINGHAM



City of Birmingham
A Walkable Community

OFFICE USE ONLY

Meets Requirements? ☒ Yes ☐ No

Confirmed Interview Date: _____

☒ Will Attend ☐ Unable to Attend

APPLICATION FOR CITY BOARD OR COMMISSION

(Please print clearly)

MUTB

Board/Commission of Interest

BICYCLE ADVOCATE

Position of Interest

Name MICHAEL SURNOW

Address 320 MARTIN Business SALE

STE 100

Phone 249 865-3000 x104

E-mail MICHAEL@SURNOW.COM

Length of Residence 5 yrs. Occupation ATTY.

Reason for interest _____

CURRENTLY SERVING ON MUTB

Related Employment Experience (Please indicate dates)

A. _____

B. _____

C. _____

Education: JURIS DOCTOR 1974

Past Experience or Other Relevant Information (City Boards, Churches, Civic or Community Groups, Memberships, Associations, etc. Attach resume or additional page if necessary):

MUTB

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain:

No

Are you an elector (registered voter) in the City of Birmingham? NO

Signature of Applicant

Date

2-12-16

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement. Questions regarding this may be directed to the city clerk - 248.530.1880.

RECEIVED BY

MAR - 4 2016

CITY CLERK
CITY OF BIRMINGHAM



City of Birmingham
A Walkable Community

OFFICE USE ONLY

Meets Requirements ☒ Yes ☐ No

Confirmed Interview Date:

Will Attend/Unable to Attend

APPLICATION FOR CITY BOARD OR COMMISSION

(Please print clearly)

Multi-Modal Transportation Board

Bicycle advocate member

Board/Commission of Interest

Position of Interest

Name

Daniel Laurence Miarka

Address

1208 Villa Rd.
Birmingham AL 35209

Business

Plex Systems
900 Taber Dr.

Phone

248-766-9245

Troy, MI

E-mail

dan.miarka@gmail.com

Length of Residence

Since Aug. 2014

Occupation

IT Consultant

Reason for interest

My family and I love living in Birmingham. The walkability, the Park System, the city services, and sense of community. I have a particular interest in bike and foot transportation and would love to be part of the multi-modal transportation board to help the community improve and stay the best place to live in Metro Detroit.

Related Employment Experience (Please indicate dates)

- A. Senior Delivery Consultant - Plex Systems (Sept 2014 - Present)
- B. SCM Director - TSM Corporation (Dec 13 - Sept 14)
- C. Senior SCM Proj Manager - General Dynamics Land Systems (June 2005 - Dec. 2013)

Education:

MBA - Wayne State University - Management + Marketing
BA - Univ. of Michigan - Ann Arbor - Org. Studies

Past Experience or Other Relevant Information (City Boards, Churches, Civic or Community Groups, Memberships, Associations, etc. Attach resume or additional page if necessary):

- Volunteer at Local Animal Shelter - MARL
- Led Petition for Villa Rd Street Improvement - Project Approved Nov 2015.

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain:

No -

Are you an elector (registered voter) in the City of Birmingham?

Yes

Signature of Applicant

Date

3/4/16

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement. Questions regarding this may be directed to the city clerk - 248.530.1880.

9 Mar 2016

Dear Board Members,

My name is Dan Miarka, and I would like to start by thanking you for the opportunity to interview for the Bicycle Advocate seat on the Multi-Modal Transportation Board. I apologize pre-emptively for not being able to attend in person, as a work trip to Seattle was previously scheduled, but would like to provide you with a summary of my background and interest in the position for consideration.

As my application notes, I am an IT Consultant for a Cloud Based Software product company called Plex Systems. My educational background consists of a BA from the University of Michigan – Ann Arbor, and an MBA from Wayne State University. My professional background is well rounded, from Manufacturing to Supply Chain to IT, with significant experience and daily practice in Consultative and Project Management Methodologies.

My family and I moved to Birmingham from Oakland Township in August 2014. We absolutely love our neighborhood and the greater downtown Birmingham area. Each day we've been here has solidified our decision to raise our family in this area. The sense of community, the city services, the downtown, the park system, and the public school system are a few of the reasons that drew us to the city of Birmingham.

I first became involved with the city while championing the petition for road improvement on my own street. Upon moving to Villa Road, our street was under construction for water main repair. Once finished, the street was chip sealed and left as an unimproved street. I began this process with the City Engineer, Paul O'Meara, in March 2015, and I am proud to say that I obtained the majority vote and the project was passed through the City Board in November of 2015. Being this was my first involvement in local government matters, it was very satisfying to see something through that will not only improve the safety of our streets, but provide solidified infrastructure for years to come by bringing in new sewers and curbed approaches.

Throughout the process of petitioning my neighbors, I received praise and accolades for my communication skills and organization in all phases of the process. In fact, a few of my neighbors planted the seed by asking me if I was going to get involved further and apply for a position on a City Board. This led me to research what the City of Birmingham has to offer in that regard.

I am an avid bicyclist and walker of the community. I absolutely love the fact that I can put the car in park on a Friday and truly not have to start it back up until Monday morning if I don't want to. With

that said, my interests were quickly drawn to the Multi-Modal Transportation Board. As a bicyclist and walker, I am particularly interested in maintaining and improving the safety of our residents and guests to our city.

I am personally invested in this position as a family man, a father of a five year old daughter, and an advocate for all other residents and visitors in maintaining the safety of our neighborhoods and downtown areas. My passion for the city and its residents drove me to champion the Villa Road improvement project and will continue on as part of the Multi-Modal Transportation Board if elected.

Becoming a member of the Board will be extremely gratifying. I am confident that I can bring personal experience, as well as a Project Management-based mindset, to help improve the city and execute the Multi-Modal Transportation Plan. I hope to be a part of making Birmingham a center for continuous improvement that makes it the best place to live in Metro Detroit.

Thank you for your consideration. I look forward to the potential honor of serving on the Board.

Regards,

Dan Miarka

1208 Villa Rd.



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Meets Requirements? ☒ Yes ☐ No

Confirmed Interview Date:

☒ Will Attend ☐ Unable to Attend

APPLICATION FOR CITY BOARD OR COMMISSION

(Please print clearly)

Multi-modal Transportation Board
Board/Commission of Interest

Member
Position of Interest

Name Johanna Sanga

Address 2175 Dunwoody Rd Business _____

Birmingham, AL

Phone 248-761-9567

E-mail jpsanga@gmail.com

Length of Residence 6 months Occupation Engineer

Reason for interest Continue board seat

Related Employment Experience (Please indicate dates)

A. Ford Motor Company 2012 - Present

B. _____

C. _____

Education: MSME, BSME

Past Experience or Other Relevant Information (City Boards, Churches, Civic or Community Groups, Memberships, Associations, etc. Attach resume or additional page if necessary):

Multi-modal Board, Traffic & Safety, South Old Woodward Committee, Parking Adhoc

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain:

NA

Are you an elector (registered voter) in the City of Birmingham? YES

Johanna Sanga
Signature of Applicant

3/7/2016
Date

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement. Questions regarding this may be directed to the city clerk - 248.530.1880.



NOTICE OF INTENTION TO APPOINT TO THE PARKS & RECREATION BOARD

At the regular meeting of Monday, March 14, 2016, the Birmingham City Commission intends to appoint two members to the Parks and Recreation Board to serve three-year terms to expire March 13, 2019.

Interested citizens may submit an application available at the city clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the city clerk's office on or before noon on Wednesday, March 9, 2016. These applications will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and vote on the appointments.

Responsibilities

The Parks & Recreation Board consists of seven members who serve for three-year terms without compensation. The goal of the board is to promote a recreation program and a park development program for the city of Birmingham. The Board shall recommend to the city commission for adoption such rules and regulations pertaining to the conduct and use of parks and public grounds as are necessary to administer the same and to protect public property and the safety, health, morals, and welfare of the public.

The meetings are held the first Tuesday of the month at 6:30 P.M.

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

Applicant(s) Presented For City Commission Consideration:

Applicant Name	Criteria/Qualifications
	Members must be electors (registered voters) of the City of Birmingham.
Lilly Stotland	Registered Voter, 698 Hanna
Therese Quattrociocchi-Longe	Registered Voter, 1253 Yosemite

SUGGESTED ACTION:

To appoint _____ to the Parks & Recreation Board to serve a three-year term to expire March 13, 2019.

To appoint _____ to the Parks & Recreation Board to serve a three-year term to expire March 13, 2019.

PARKS AND RECREATION BOARD

Article II, Section 78

Objectives: The Parks and Recreation Board shall promote a recreation program and a park development program for the City. The Board shall recommend to the city commission for adoption such rules and regulations pertaining to the conduct and use of parks and public grounds as are necessary to administer the same and to protect public property and the safety, health, morals, and welfare of the public.

Seven members, Three-year Terms, Appointed by the City Commission

Members must be electors of the City of Birmingham

Meetings held the first Tuesday of each month at 6:30 PM.

Last Name	First Name	Home Business Fax	Appointed	Term Expires
Kaplan	Ross	(248) 645-6526	10/22/2007	3/13/2017
635 Oak		<i>rkaplan@neumannsmith.com</i>		
Longe	Therese	(248) 258-6744	3/29/2004	3/13/2016
1253 Yosemite		(313) 745-0138	Chairperson	
		<i>tmquattro@gmail.com</i>		
McMaster	Nichole	(862) 812-1211	2/8/2016	12/31/2016
1592 Buckingham			Student Representative	
		<i>nicholemcmasterr@gmail.com</i>		
Meehan	John	(248) 644-5923	3/18/2002	3/13/2017
656 Chester		<i>john.meehan@att.net</i>		

Last Name	First Name	Home Business Fax	E-Mail	Appointed	Term Expires
Ross 1872 Derby	Ryan	(248) 705-6465		5/21/2012 Vice Chairperson	3/13/2018
			<i>ryan.countryside@gmail.com</i>		
Stevens 1243 Ruffner	Raymond	(248) 514-3740		4/15/1996	3/13/2018
			<i>rastevens2@yahoo.com</i>		
Stotland 698 Hanna	Lilly	(248) 433-3148		12/7/2015	3/13/2016
			<i>lstotland@vescooil.com</i>		
Wiebrecht 1714 Torry	William	(248) 703-6503		10/14/1991	3/13/2018
			<i>billwiebrecht@wowway.com</i>		



OFFICE USE ONLY
Meets Requirements? ☒ Yes ☐ No

Confirmed Interview Date: _____

☒ Will Attend ☐ Unable to Attend

APPLICATION FOR CITY BOARD OR COMMISSION

(Please print clearly)

Parks and Recreation

Board/Commission of Interest

Board Member

Position of Interest

Name Lilly Epstein Stotland

Address 698 Hanna St
Birmingham, MI 48009

Business Vesco Oil Corporation
16055 W. 12 Mile Road

Phone 248-433-3148

Southfield, MI 48076

E-mail lstotland@vescooil.com

Length of Residence 2011-present Occupation Business Executive

Reason for interest My family and I are frequent users of city parks and I am interested in being a part of their future development and ensuring access to everyone in our community. As a current member of the Parks Board, I am eager to use my business background to pursue business and public partnerships to help with park improvements.

Related Employment Experience (Please indicate dates)

A. Vesco Oil Corporation (co-owner, General Manager): 2004-present

B. Goldman, Sachs & Co (Financial Analyst): 2000-2002

C. _____

Education: BA, Economics, Harvard University; MBA, University of Michigan Ross School of Business

Past Experience or Other Relevant Information (City Boards, Churches, Civic or Community Groups, Memberships, Associations, etc. Attach resume or additional page if necessary): Resume attached

Anti-Detamation League, Executive Board Member (2004-present)

Harvard Club of Eastern Michigan Board Member (2004-present)

Detroit Foundation, Executive Board Member (2011-2012)

Birmingham Parks and Rec Board Member (Dec 2015-present)

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain:

No

Are you an elector (registered voter) in the City of Birmingham? Yes

Lilly Epstein Stotland
Signature of Applicant

2-22-16
Date

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement. Questions regarding this may be directed to the city clerk - 248.530.1880.

LILLY EPSTEIN STOTLAND
16055 W. 12 Mile Road, Southfield, MI 48076
lstotland@vescooil.com • 248.557.1600

EDUCATION	UNIVERSITY OF MICHIGAN University of Michigan Ross School of Business Master of Business Administration with Distinction, 2004	Ann Arbor, MI
	HARVARD UNIVERSITY Harvard College Bachelor of Arts in Economics, cum laude, 2000 <ul style="list-style-type: none">• Recipient of John Harvard and Harvard College Scholarships for highest academic distinction• Economics department nominee for Harry Truman Fellowship• Leverett House nominee for Wendell Phillips Prize for contributions to student government• Candidate for student body vice-president. Elected vice-chair of the Student Affairs Committee of the student government• Women's Leadership Delegate at the Harvard Institute of Politics	Cambridge, MA
EXPERIENCE 2004-Present	VESCO OIL CORPORATION General Manager, Business Development; Member, Board of Directors <ul style="list-style-type: none">• Co-owner of family-owned automotive and industrial lubricant distribution company with annual sales in excess of \$155 million• Manage strategic acquisitions, new product evaluation, and geographic expansion• President of Visible Solutions Midwest, LLC, an affiliated company that licenses patented washer solvent products	Southfield, MI
2000-2002	GOLDMAN, SACHS & CO. Financial Analyst, Fixed Income Capital Markets <ul style="list-style-type: none">• Provided strategic advice on and execution of debt financings in both domestic and foreign currencies• Assisted with over a dozen corporate bond offerings, including a joint offering between investment grade and high yield capital markets• Coordinated cross-selling and marketing of derivative products, foreign exchange, and other risk management services	New York, NY
Summer 1999	Summer Analyst, Fixed Income Capital Markets <ul style="list-style-type: none">• Worked directly with Managing Director covering media and telecommunications companies• Participated in several investment-grade debt financings and provided clients with market information• Presented to analyst class on the factors affecting corporate and sovereign credit ratings, and on interpreting financial statements	
Summer 1998	UNITED STATES SENATE JOINT ECONOMIC COMMITTEE Summer Intern <ul style="list-style-type: none">• Worked directly with the Chief and Senior Economists on several public policy analyses• Conducted an independent analytic study of long-term changes in currency values (in both major countries and emerging markets)• Studied fluctuations in median income and link between labor market indicator and inflation• Attended hearings and briefed staff economists on social security reform, financial modernization, and the Asian financial crisis	Washington, DC
Summer 1997	DAIMLERCHRYSLER CORPORATION Summer Intern, Process Management Division <ul style="list-style-type: none">• Examined processes across the company, and developed cost-cutting and technological improvements. Submitted proposal to redesign the department	Southfield, MI



OFFICE USE ONLY	
Meets Requirements?	<input checked="" type="radio"/> Yes <input type="radio"/> No
Confirmed Interview Date:	____/____/____
Will Attend/Unable to Attend	<input checked="" type="radio"/> Will Attend <input type="radio"/> Unable to Attend

APPLICATION FOR CITY BOARD OR COMMISSION

(Please print clearly)

Parks & Recreation Board

Member

Board/Commission of Interest**Position of Interest****Name** Therese M. Quattrociocchi Longe**Address** 1253 Yosemite Blvd.Birmingham, MI 48009**Business** 3901 BeaubienDetroit, MI 48201**Phone** 248-258-6744313-745-0138**E-mail** tmquattro@gmail.com**Length of Residence** 32 years**Occupation** Director, Corporate & Foundation Relations

Reason for interest Wish to continue as a member of the Parks & Recreation Board to help to protect and improve our parks and other recreational resources as they are an important asset that contributes to the quality of life of our residents and visitors.

Related Employment Experience (Please indicate dates)

- A. Director, Corporate & Foundation Relations, Children's Hospital of Michigan Foundation, 2011 - Present
- B. Manager, Corporate and Foundation Giving, Children's Hospital of Michigan, 20017-2010
- C. Director, Grant Development, Beaumont Hospital Foundation, 1997 - 2006

Education:Oakland University, MS, Biol/Biochem 1983**Past Experience or Other Relevant Information (City Boards, Churches, Civic or Community Groups, Memberships, Associations, etc. Attach resume or additional page if necessary):**

Parks & Recreation Board: Member 3/2004; Vice-Chair 9/2004; Chair 4/2005, 12/2006, 1/2011, 1/2012, 1/2014, and 1/2016. Shain Park Parking Study Committee, Ad Hoc Joint Venture Committee, YMCA-City of Birmingham Joint Venture Ad Hoc Committee, Ad Hoc Barnum Steering Committee

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain:

No**Are you an elector (registered voter) in the City of Birmingham?** Yes**Signature of Applicant**February 24, 2016**Date**

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement. Questions regarding this may be directed to the city clerk - 248.530.1880.



NOTICE OF INTENTION TO APPOINT TO PLANNING BOARD

At the regular meeting of Monday, March 14, 2016, the Birmingham City Commission intends to appoint two members to serve three-year terms to expire March 28, 2019. Members must consist of an architect duly registered in this state, a building owner in the Central Business or Shain Park Districts, and the remaining members shall represent, insofar as possible, different occupations and professions such as, but not limited to, the legal profession, the financial or real estate professions, and the planning or design professions. Members must be residents of the City of Birmingham.

Interested citizens may submit an application available at the city clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the city clerk's office on or before noon on Wednesday, March 9, 2016. These applications will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and vote on the appointments.

PLANNING BOARD DUTIES

The planning board consists of nine members who serve three-year terms without compensation. The board meets at 7:30 P.M. on the second and fourth Wednesdays of each month to hear design reviews, zoning ordinance text amendments and any other matters which bears relation to the physical development or growth of the city.

Specifically, the duties of the planning board are as follows:

1. Long range planning
2. Zoning ordinance amendments
3. Recommend action to the city commission regarding special land use permits.
4. Site plan/design review for non-historic properties
5. Joint site plan/design review for non-residential historic properties
6. Rezoning requests.
7. Soil filling permit requests
8. Requests for opening, closing or altering a street or alley

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

Applicant(s) Presented For City Commission Consideration:

Applicant Name	Criteria/Qualifications Members shall represent, insofar as possible, different occupations and professions such as, but not limited to, the legal profession, the financial or real estate professions, and the planning or design professions. Members must be residents of the City of Birmingham.
Scott Clein	Resident, 1556 Yosemite Civil Engineer & Business Owner
Robin Boyle	Resident, 840 Wimbledon University Professor of Planning
Amy Pohlod	Resident, 1360 Edgewood Building & Business Owner

SUGGESTED ACTION:

To appoint _____ to serve a three-year term on the Planning Board to expire March 28, 2019.

To appoint _____ to serve a three-year term on the Planning Board to expire March 28, 2019.

PLANNING BOARD

Chapter 82 – Section 82-26 – Nine Members

Job Requirements: An architect duly registered in this state, a building owner in the Central Business or Shain Park Districts, and remaining members, must represent, insofar as possible, different occupations and professions such as, but not limited to, the legal profession, the financial or real estate professions, and the planning or design professions.

Terms: Three Years

Appointment by City Commission

Meeting Schedule: Second and Fourth Wednesday of the month at 7:30 PM.

Last Name	First Name	Home Business Fax	Appointed	Term Expires
Home Address	E-Mail			
Boyce 179 Catalpa	Janelle <i>jlwboyce@hotmail.com</i>	(248) 321-3207	12/10/2007	3/28/2017
Boyle 840 Wimbledon	Robin <i>robinboyle@ameritech.net</i>	(248) 258-6456 (313) 577-2702	4/19/2004 Planner/Professor	3/28/2016
Clein 1556 Yosemite	Scott <i>s.clein@comcast.net</i>	(248) 203-2068	3/22/2010	3/28/2016
Cusimano 1063 West Southlawn	Colin <i>colin.cusimano14@gmail.com</i>	(248) 795-0393	2/8/2016 Student Representative	12/31/2016
Jeffares 1381 Birmingham Blvd	Stuart <i>stuartjeffares@gmail.com</i>	(248) 321-2120	12/14/2015 (served as alternated 11/2014-12/2015)	3/28/2018

Last Name	First Name	Home Business Fax	E-Mail	Appointed	Term Expires
Koseck 2441 Dorchester	Bert	(248) 302-4018		10/12/2009 (Architect) Design Professional	3/28/2017
			<i>bkoseck@comcast.net</i>		
Lazar 420 Harmon	Gillian	(248) 613-3400 (248) 644-2500		4/10/2006 Building Owner in the Central Business	3/28/2018
			<i>glazar@hallandhunter.com</i>		
Prasad 622 Vinewood	Lisa	(248) 241-6092		1/25/2016 alternate	11/2/2017
			<i>lprasad@fullcircleadvisory.com</i>		
Share 1040 Gordon Lane	Daniel	(248) 642-7340		11/24/2014 Alternate	11/2/2017
			<i>dshare@bsdd.com</i>		
Williams 534 Graten Street	J. Bryan	(248) 420-3522 (248) 433-7289		4/16/2007 attorney	3/28/2018
			<i>jwilliams@dickinsonwright.com</i>		



OFFICE USE ONLY
 Meets Requirements? Yes No
 Confirmed Interview Date: _____
 Will Attend/Unable to Attend

APPLICATION FOR CITY BOARD OR COMMISSION

(Please print clearly)

Planning Board _____ Member _____
 Board/Commission of Interest _____ Position of Interest _____

Name Scott Clein, PE, LEED AP

Address 1556 Yosemite Blvd
Birmingham, MI 48009

Business 28 W. Adams Street
Suite 1200

Phone 248.203.2068

Detroit, MI 48226

E-mail s.clein@comcast.net

Length of Residence 13+ Occupation Civil Engineer and Business Owner

Reason for interest As a current member of the Planning Board I wish to continue my service to my community.
Over the past 6 years I believe I have volunteered my time and effort on the Planning Board for the betterment of the
City. I have a passion for urban settings and a desire to help protect and improve our city through good planning/design.

Related Employment Experience (Please indicate dates)

- A. Giffels Webster | August 1996 to present | Currently president of the firm and in charge of urban design
 B. Wayne County | August 1994 to August 1996 | Design engineer for road improvements
 C. _____

Education:

Bachelor of Science in Civil Engineering (Structural) | University of Michigan 1993
Master of Science in Civil Engineering (Transportation) | Wayne State University 2000

Past Experience or Other Relevant Information (City Boards, Churches, Civic or Community Groups, Memberships, Associations, etc. Attach resume or additional page if necessary):

Current member of the Planning Board and Ad Hoc Parking Committee, former member of the Multi-modal Task Force
Leed AP and Professional Engineer in 17 states (including Michigan), Member of Detroit Athletic Club

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: NO

Are you an elector (registered voter) in the City of Birmingham? Yes

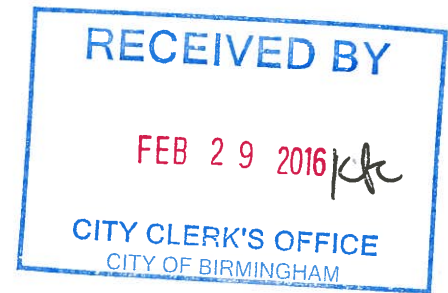
Signature of Applicant _____

February 29, 2016
 Date _____

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement. Questions regarding this may be directed to the city clerk - 248.530.1880.

February 29, 2016

Ms. Laura Pierce
City Clerk
City of Birmingham
151 Martin Street
Birmingham, MI 48012



RE: Continued Service on the City Planning Board

Ms. Broski and City Commission Members:

Please accept this submittal package as my request for consideration to continue serving on the City Planning Board. I have included the completed application along with my professional resume, as requested.

I believe this is a position from which I can continue to provide true value to my community, drawing upon my 21 years of experience in the planning, design and implementation of land and infrastructure improvements. As a professional engineering consultant I have had the fortune to help many urban communities improve their surroundings through good planning and design.

My current role as the President of Giffels Webster has forged my expertise in the urban realm. From corridor studies to the design of road and utility improvements, I understand the challenges and opportunities that older communities face. I strive to balance that technical understanding with my strong beliefs about the importance of community and sustainability.

My expertise in another aspect of planning and design, namely in non-motorized transportation, should be of particular interest to the City Commission. I oversaw the team responsible for the preparation of a non-motorized transportation master plan for the City of Detroit. I have leveraged that experience, and my personal passion for improving America's urban cores, into further detailed studies and implementation work for numerous other entities in southeast Michigan.

Lastly, my experience includes working with both public and private clients. This balance helps me understand the perspectives of each and ultimately helps me better counsel them during projects. As a result, I have submitted plans and appeared before planning boards in numerous communities. I therefore understand the process intimately.

Thank you again for consideration. I am looking forward to the prospect of continuing to helping my community in this capacity.

Respectfully,

Scott Clein, P.E., LEED AP



Scott Klein, PE, LEED AP President/Partner

Scott Klein is the President of Giffels Webster and a partner of the firm. He is responsible for the overall management of the company, including policy and long-term strategy. He is also responsible for the day-to-day management of the Detroit Office. In this capacity, he has overseen the design and implementation of hundreds of projects throughout the country. His expertise lies in the helping both public and private clients successfully plan, design and implement the rehabilitation of existing infrastructure. He extends this expertise to the redevelopment of our urban cores, helping clients build better communities and improve quality of life.

He also strongly believes that planners and engineers need to work together to achieve lasting results, and has led or supported numerous master planning efforts. His particular strength in these efforts is the ability to help planners achieve their goals while maintaining sound engineering principles. The resulting master plans are therefore not intended to sit on shelves but rather lead directly to implementation.

In a deeper sense, Scott's commitment is to strike the correct balance in every phase of a project, such as between the construction of improvements and environmental stewardship or motorized and non-motorized transportation, in order to meet the needs of his clients by creating an end product that works for people. His vision also helps clients understand the balance between capital costs, infrastructure lifespan and the client's bottom line.

YEARS OF EXPERIENCE 21

EDUCATION

Master of Science
Civil Engineering
Wayne State University

Bachelor of Science
Civil Engineering
University of Michigan

LICENSES/REGISTRATION

Professional Engineer
Michigan
Arizona
Connecticut
Georgia
Kansas
Louisiana
Minnesota
Missouri
New York
North Carolina
Ohio
Oklahoma
Rhode Island
South Carolina
Tennessee
Texas
Wisconsin

SPECIAL EXPERTISE

Campus/Facilities
Complete Streets
Entitlements
Infrastructure Rehabilitation
Non-Motorized Transportation
Sustainable Design
Urban Redevelopment

Transportation

Midtown Viaducts, Detroit
Brush Park North Infrastructure Reconstruction, Detroit
Street Repair Program, Inkster
Campus Martius: Downtown Road Reconstruction, Detroit
South Lake Drive: Road Reconstruction, Novi
Hannan/Pennsylvania Road Establishment, Huron Township
Inkster/Huron Road Widening and Resurfacing, Brownstown
Southwest Detroit Greenway Bike Lanes and Routes, Detroit
Second/Third Avenue Two-way Conversion/Bike Lanes, Detroit
West Vernor Streetscape, Detroit
Livernois Streetscape, Detroit
Park Avenue Streetscape, Detroit
Madison Avenue Streetscape, Detroit
Harmonie Park Streetscape (Phase III), Detroit
Downriver Linked Greenways North/South Connector

Planning

Downtown Complete Streets Plan, Detroit
Southfield DDA Sub-area Non-motorized Plan, Southfield
Southfield Civic Center Sub-area Non-motorized Plan, Southfield
Detroit Non-Motorized Transportation Master Plan, Detroit
New Center Non-Motorized Transportation Master Plan, Detroit
Midtown Non-Motorized Transportation Master Plan, Detroit
Woodward Non-Motorized Transportation Plan, Oakland County
Gratiot Avenue Development and Corridor Plans, Eastpointe
Michigan Avenue Corridor Plan, Detroit
M-102 (Eight Mile) Concept Framework Plan, MDOT
Far East Development Study, Detroit
East Side Floodplain Study, Detroit

Urban Redevelopment

Wurlitzer Building, Detroit
Lear State Street Design Studio, Detroit
Capitol Park Renovations, Detroit
28 W. Grand River, Detroit
El Moore, Detroit
Orleans Landing, Detroit
Foundation Hotel, Detroit
Quicken Loans Data Center, Detroit
Orchestra Place Mixed-use, Detroit
The Ellington Mixed-use, Detroit
Garden Theatre Mixed-use, Detroit
Detroit Life Building Mixed-use, Detroit
Newberry Lofts Multi-family, Detroit
71 Garfield Multi-family, Detroit

The Villages of Parkside Multi-family, Detroit
St. Anne's Gate Multi-family, Detroit
Hancock Square Multi-family, Detroit
North Corktown Estates Single and Multi-family, Detroit
Jefferson Village Single-family, Detroit
Shorepointe Village of Grayhaven Single-family, Detroit

Health Care

Henry Ford Health Systems South Campus, Detroit
Pediatric Specialty Center, Children's Hospital (DMC), Detroit
Cardiovascular Wing Addition, Sinai-Grace Hospital, Detroit
Poe Avenue Parking Lot Expansion, Henry Ford Health Systems, Detroit
Karmanos Cancer Center, Detroit Medical Center, Detroit
Harper Hospital Condominium, Detroit Medical Center, Detroit

Education

Charles Drew Academy, Detroit
Wayne County Community College District/Northwest Campus, Detroit
Oakland University Campus Facilities, Auburn Hills
Scott Hall Access Study, Wayne State University
Upper Preparatory Science and Math High School, Detroit
Finney-Crocket High School, Detroit Public Schools, Detroit
Denby High School, Detroit Public Schools, Detroit
Public Safety Operations Center, Detroit Public Schools, Detroit

Retail

Whole Foods, Detroit
Twelve Mile Crossing, Novi
Novi Town Center, Novi
Shops at Jefferson Village, Detroit

ADA Compliance

Novi ADA Transition Plan, Novi
Upper Woodward ADA Compliance Program, Detroit
Delta Airlines ADA Compliance Study, Metro Airport

Public Works

Comerica Park/Ford Field: Infrastructure Mapping, Detroit
Harding Canal Seawall, Detroit



City of Birmingham
A Walkable Community

RECEIVED BY

FEB 22 2016

APPLICATION FOR CITY BOARD OR COMMISSION

(Please print clearly)

OFFICE USE ONLY
Meets Requirements? ☒ Yes ☐ No

Confirmed Interview Date:

☒ Will Attend ☐ Unable to Attend

CITY CLERK'S OFFICE
CITY OF BIRMINGHAM

PLANNING BOARD

BOARD MEMBER

Board/Commission of Interest

Position of Interest

Name

ROBIN BOYLE

Address

840 WIMBLETON DR.
48009

Business

WAYNE STATE UNIVERSITY
DETROIT, MI 48202

Phone

248-961-1514

E-mail

R.BOYLE@WAYNE.EDU

Length of Residence

24y.

Occupation

UNIVERSITY PROFESSOR

Reason for interest

WISH TO CONTINUE AS MEMBER OF
THE PLANNING BOARD; LONG INTEREST IN URBAN PLANNING; SEEK
TO PROMOTE BALANCED GROWTH OF THE CITY

Related Employment Experience (Please indicate dates)

A. PROFESSOR OF PLANNING - WSU - 1992 - to date (24y)

B. PROFESSOR OF PLANNING - STRATHCLYDE UNIV. (SCOTLAND) (16y)

C.

Education:

BA - GLASGOW SCHOOL OF ART, UK
MSc - UNIVERSITY OF READING, UK
MPTPI - UK

Past Experience or Other Relevant Information (City Boards, Churches, Civic or Community Groups, Memberships, Associations, etc. Attach resume or additional page if necessary):

PLANNING BOARD SINCE 2004

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain:

NONE

Are you an elector (registered voter) in the City of Birmingham?

YES

Signature of Applicant

Date

FEB. 15, 2016

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement. Questions regarding this may be directed to the city clerk - 248.530.1880.

PRINT FORM

RECEIVED BY

MAR - 9 2016

CITY CLERK'S OFFICE
CITY OF BIRMINGHAM



City of Birmingham
A Walkable Community

APPLICATION FOR CITY BOARD OR COMMISSION

(Please print clearly)

OFFICE USE ONLY

Meets Requirements? Yes ☒ No ☐

Confirmed Interview Date:

/ /

Will Attend/Unable to Attend

PLANNING BOARD

Board/Commission of Interest

REGULAR MEMBER

Position of Interest

Name Amy Pohlod

Address 1360 EDGEWOOD

BIRMINGHAM, MI 48009

Business BRIDAL COUTURE

912 S. OLD WOODWARD

Phone 248-219-5042

BIRMINGHAM, MI 48009

E-mail amypohlod@hotmail.com

Length of Residence 10 YEARS

Occupation SELF-OWN BRIDAL COUTURE

Reason for interest AS A BUILDING, ~~THE~~ BUSINESS OWNER, AND

RESIDENT OF BIRMINGHAM I HAVE A STRONG INTEREST IN THE

COMMUNITY. THE DESIGN AND IMPLEMENTATION ASPECTS OF THE

PLANNING BOARD HAVE BEEN A STRONG INTEREST FOR ME.

Related Employment Experience (Please indicate dates)

01-07-08 A. OWNER OF BUILDING IN BSD. OWNER OF BRIDAL COUTURE OF BIRM

01-07-07 B. DIRECTOR OF INFORMATION TECHNOLOGY - HANDLEMAN CO.

11-2001 C. MANAGING CONSULTANT - ARTHUR ANDERSON

Education: BACHELORS - ACCOUNTING

Past Experience or Other Relevant Information (City Boards, Churches, Civic or Community Groups, Memberships, Associations, etc. Attach resume or additional page if necessary):

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain:

NO

Are you an elector (registered voter) in the City of Birmingham?

Amy Pohlod

Signature of Applicant

3/9/2016

Date

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement. Questions regarding this may be directed to the city clerk - 248.530.1880.



NOTICE OF INTENTION TO APPOINT TO THE CABLECASTING BOARD

At the regular meeting of Monday, March 14, 2016 the Birmingham City Commission intends to appoint to the Cablecasting Board three regular members and one alternate member to serve the remainder of the three-year terms. Applicants must be residents of the City of Birmingham.

Interested citizens may submit an application available at the city clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the city clerk's office on or before noon on Wednesday, March 9, 2016. These applications will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and vote on the appointments.

Duties of the Cablecasting Board

- 1) Advise the municipalities on matters relating to cable communications;
- 2) Monitor the franchisee's compliance with the franchise agreement and the cable communications ordinance;
- 3) Conduct performance reviews as outlined in Chapter 30, Article VII of the city code;
- 4) Act as liaison between the franchisee and the public; hear complaints from the public and seek their resolution from the franchisee;
- 5) Advise the various municipalities on rate adjustments and services according to the procedure outlined in Chapter 30; Article VI
- 6) Advise the municipalities on renewal, extension or termination of a franchise;
- 7) Appropriate those moneys deposited in an account in the name of the cablecasting board by the member communities;
- 8) Oversee the operation of the education, governmental and public access channels;
- 9) Apprise the municipalities of new developments in cable communications technology;
- 10) Hear and decide all matters or requests by the operator (Comcast Cablevision);
- 11) Hear and make recommendations to the municipalities of any request of the operator for modification of the franchise requirement as to channel capacity and addressable converters or maintenance of the security fund;
- 12) Hear and decide all matters in the franchise agreement which would require the operator to expend moneys up to fifty thousand dollars;
- 13) Enter into contracts as authorized by resolutions of the member municipalities;
- 14) Administer contracts entered into by the board and terminate such contracts.

Applicant(s) Presented For City Commission Consideration:

Applicant Name	Criteria/Qualifications
	Must be a resident of Birmingham
Jeffrey Heldt	Resident, 1415 Lakeside

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

SUGGESTED ACTION:

To appoint _____ to serve a three-year term on the Cablecasting Board to expire March 30, 2019.

CABLECASTING BOARD

Chapter 30 - Section 30-226 - Birmingham City Code
Meeting Schedule: 3rd Wednesday of the month - 7:45 A. M

The Board shall consist of 12 members, which includes 7 members who are residents of the City of Birmingham. Each member community shall also appoint one alternative representative. (30-226)

Last Name Home Address	First Name	Home Business	E-Mail	Appointed	Term Expires
Bozell 1564 Penistone	Jeffrey	(313) 204-5489 <i>jeffrey.bozell@gmail.com</i>		2/22/2016	3/30/2018
Eick 559 Greenwood	R. David	(248) 231-8067 <i>eickhouse@comcast.net</i>		12/14/2015	3/30/2018
Heldt 1415 Lakeside	Jeffrey	(248) 646-4678 (248) 646-1050 <i>jheldt@kotsangster.com</i>		3/22/2010	3/30/2016
Linsenman 1196 Holland	Colin	(248)205-6166 (810) 235-9000 <i>clinsen1@gmail.com</i>		7/8/2013	3/30/2017
McAlear 1742 Latham	Matthew	(248)420-5635 <i>mbmcalear@gmail.com</i>		2/25/2013	3/30/2018
McLain 528 Pilgrim	Elaine	(248) 225-9903 <i>ekmclain@gmail.com</i>		1/9/2006	3/30/2017

For Cable Inquires:

Cathy White 248-336-9445
P.O. Box 165, Birmingham, MI 48012

Last Name	First Name	Home Business		
Home Address				
		E-Mail	Appointed	Term Expires

Vacant

3/30/2017

Vacant

3/30/2016

ALTERNATE

For Cable Inquires:

Cathy White 248-336-9445
P.O. Box 165, Birmingham, MI 48012

Wednesday, March 09, 2016

Page 2 of 2



OFFICE USE ONLY	
Meets Requirements?	Yes <input checked="" type="radio"/> No <input type="radio"/>
Confirmed Interview Date: ____/____/____	
<input checked="" type="radio"/> Will Attend	<input type="radio"/> Unable to Attend

APPLICATION FOR CITY BOARD OR COMMISSION

(Please print clearly)

Birmingham Area Cable Board Board Member
Board/Commission of Interest Position of Interest

Name Jeffrey A Heldt

Address 1415 Lakeside Business 36700 Woodward Ste 202
Birmingham 48009 Bloomfield Hills 48304

Phone _____

E-mail heldtje@excite.com

Length of Residence 10+ years Occupation Attorney

Reason for interest 9 years BACB member

Related Employment Experience (Please indicate dates)

- A. _____
- B. _____
- C. _____

Education: BA, JD MS, Taxation

Past Experience or Other Relevant Information (City Boards, Churches, Civic or Community Groups, Memberships, Associations, etc. Attach resume or additional page if necessary):

9 years BACB member

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain:

NO

Are you an elector (registered voter) in the City of Birmingham? Yes

Signature of Applicant

Date

Feb 11, 2016

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement. Questions regarding this may be directed to the city clerk - 248.530.1880.



NOTICE OF INTENTION TO APPOINT TO PUBLIC ARTS BOARD

At the regular meeting of Monday, January 11, 2016 the Birmingham City Commission intends to appoint three members to the Public Arts Board to serve three-year terms to expire January 28, 2019.

In so far as possible, the members shall represent a major cultural institution, a registered architect of the State of Michigan, an artist, an art historian, and an art consultant. Members may also be members of the Historic District Commission, Design Review Board, the Parks and Recreation Board, or the Planning Board.

The objectives of the Public Arts Board are to enrich the City's civic and cultural heritage; to promote a rich, diverse, and stimulating cultural environment in order to enrich the lives of the City's residents, business owners, employees, and all visitors; and to establish an environment where differing points of view are fostered, expected, and celebrated by providing the opportunity for such expression through the display of public art.

Interested citizens may apply for this position by submitting an application available from the city clerk's office. Applications must be submitted to the city clerk's office on or before noon on Wednesday, January 6, 2016. These applications will appear in the public agenda for the regular meeting at which time the commission will discuss recommendations, and may make nominations and vote on the appointments.

Applicant(s) Presented For City Commission Consideration:

Applicant Name	Criteria/Qualifications
Kaitlyn Tuson	Marketing & Business Development Consultant, Former Owner of an Art Gallery in New York City

SUGGESTED ACTION:

To appoint _____ to the Public Arts Board to serve the remainder of a three-year term to expire January 28, 2019.

PUBLIC ARTS BOARD

City Code - Chapter 78, Article V

Terms - 3 years

Members - At least 4 members shall be residents of the City of Birmingham. The remaining members may or may not be residents of Birmingham. In so far as possible, the members shall represent a major cultural institution, a registered architect of the State of Michigan, an artist, an art historian, and an art consultant. Members may also be members of the HDDRC, the Parks and Recreation Board, or the Planning Board.

Objectives -

- to enrich the City's civic and cultural heritage;
- to promote a rich, diverse, and stimulating cultural environment in order to enrich the lives of the City's residents, business owners, employees, and all visitors;
- to establish an environment where differing points of view are fostered, expected, and celebrated by providing the opportunity for such expression through the display of public art.

Last Name	First Name	Home Business Fax	E-Mail	Appointed	Term Expires
Heller	Barbara	(248) 540-1310		1/28/2002	1/28/2018
176 Linden		(313) 833-7834		Resident Member	
Birmingham	48009		<i>bheller@dia.org</i>		
Klinger	Phyllis	(248) 594-4240		3/18/2013	1/28/2018
1844 Bowers				Resident Member	
Birmingham	48009		<i>pklingerlawfirm@yahoo.com</i>		
Kowaleski	Diane	248-594-1974		4/23/2012	1/28/2017
750 Hazelwood				Resident Member	
Birmingham	48009		<i>dfkowal@gmail.com</i>		
Lividini	Kara	313.645.9511		7/28/2014	1/28/2017
412 Berwyn				Resident Member	
Birmingham	48009		<i>ktertzag@ford.com</i>		

Last Name	First Name	Home Business Fax	E-Mail	Appointed	Term Expires
Mettler 544 Wallace Birmingham	Maggie 48009	(248) 703-8006	<i>mlmettler@gmail.com</i>	1/12/2015	1/28/2019
Suchara 2160 Fairway Birmingham	Ava 48009	(248) 645-1319		2/8/2016 Student Representative	12/31/2016
VACANT					1/28/2019
Wells 588 Cherry Ct. Birmingham	Linda 48009	(248) 647-1165	<i>lawells126@gmail.com</i>	2/11/2013 Resident Member	1/28/2019



OFFICE USE ONLY	
Meets Requirements?	<input checked="" type="radio"/> Yes <input type="radio"/> No
Confirmed Interview Date:	____/____/____
Will Attend/Unable to Attend	<input checked="" type="radio"/> Will Attend <input type="radio"/> Unable to Attend

APPLICATION FOR CITY BOARD OR COMMISSION

(Please print clearly)

Public Arts Board

Regular Board Member

Board/Commission of Interest

Position of Interest

Name

Kaitlyn Tuson

Address

1007 Gardenia Ave

Business

Royal Oak, MI 48067

Phone

2488428508

E-mail

kt@harmonizedstrategies.com

Length of Residence

4 years

Occupation

Marketing & Business Dev. Consultant

Reason for interest

I have been working in the city of Birmingham for over 6 years, previously had an office in the PSD for 5. I have been looking to join a board for quite some time. Art is more of a hobby rather than a profession although most of my professional and personal affairs revolved around Birmingham so I know the market well.

Related Employment Experience (Please indicate dates)

- A. Birmingham Investments (boutique financial firm) - Partner, Director of Business & Marketing
- B. Harmonized Marketing (current business) - Business Development & Marketing consulting
- C. CARA Gallery (recent client) - owner of an art gallery in Chelsea Market in NYC

Education:

I have recently gone back to school to continue my education where I have found a deeper passion for creativity and the arts. Although they are not my primary focus of education, I believe that my recent studies will become a valuable asset.

Past Experience or Other Relevant Information (City Boards, Churches, Civic or Community Groups, Memberships, Associations, etc. Attach resume or additional page if necessary):

I have been involved in many community events in the city of Birmingham and Bham's PSD which have included sponsorships of various charitable and community development events such as the longevity 5 k, the Birmingham Bike Fest, Magic of Birmingham and many others over the years.

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain:

NO.

Are you an elector (registered voter) in the City of Birmingham? NO

Signature of Applicant

Date

2/2/2016

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement. Questions regarding this may be directed to the city clerk - 248.530.1880.



NOTICE OF INTENTION TO APPOINT TO BOARD OF BUILDING TRADES APPEAL

At the regular meeting of Monday, May 11, 2015 the Birmingham City Commission intends to appoint one member to serve the remainder of a three-year term to expire May 23, 2016 and one member to serve the remainder of a three-year term to expire May 23, 2017. Applicants shall be qualified by experience or training.

Interested citizens may submit an application available at the city clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the city clerk's office on or before noon on Wednesday, May 6, 2015. These documents will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and vote on appointments.

The Board of Building Trades Appeal hears and grants or denies requests for variances from strict application of the provisions of the Michigan Building, Residential, Mechanical and Plumbing Codes and the National Electrical Code. The board will decide on matters pertaining to specific code requirements related to the construction or materials to be used in the erection, alteration or repair of a building or structure.

Applicant(s) Presented For City Commission Consideration:

Applicant Name	Criteria/Qualifications
	Applicants shall be qualified by experience or training.
Adams Charles	General Contractor

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

SUGGESTED ACTION:

To appoint _____ to serve the remainder of a three-year term on the Board of Building Trades Appeals to expire May 23, 2016.

BOARD OF BUILDING TRADES APPEALS

Chapter 22, Article II, 1972 PA 230, MCL 125.1514

Members shall be qualified by experience or training (such as Architect, Engineer, Mechanical Engineer, Building Contractor, Electrical Contractor, Plumbing Contractor, Heating Contractor, and Refrigeration Contractor).

Term: Three years – 6 members

The Board of Building Trades Appeal hears and grants or denies requests for variances from strict application of the provisions of the Michigan Building, Residential, Mechanical and Plumbing Codes and the National Electrical Code. The board will decide on matters pertaining to specific code requirements related to the construction or materials to be used in the erection, alteration or repair of a building or structure.

Last Name	First Name	Home Business	E-Mail	Appointed	Term Expires
Force	David	(248) 644-1724		12/11/2006	5/23/2018
1099 N. Cranbrook				Building Contractor	
Bloomfield Hills	48301	<i>force0621@ameritech.net</i>			
Mando	Dennis	(248) 767-0515		1/30/2006	5/23/2017
2225 Ironwood Dr		(248) 669-4338		Heating Contractor	
Clarkston	48348	<i>denny@dennysonline.com</i>			
Partridge	A. James	(248)642-1739		7/8/1996	5/23/2018
3916 Cottontail Lane		(248) 645-1465		Mechanical Engineer	
Bloomfield Hills	48301	<i>jim@jpconsulting-llc.com</i>			
Stahelin	Benjamin	(248) 210-7764		2/22/2016	5/23/2017
1832 East Lincoln					
Birmingham	48009	<i>stahelinbenjamin@gmail.com</i>			
VACANT					5/23/2016

Last Name	First Name	Home Business		
Home Address				
		E-Mail	Appointed	Term Expires
White	Ronald	(248) 543-5532	7/15/1991	5/23/2018
1898 Tahquamenon		(810) 543-5532	Electrical Contractor	
Bloomfield Hills	48302	<i>offices@rdwhiteco.com</i>		

PRINT FORM

JUN 23 2015

CITY CLERK'S OFFICE
CITY OF BIRMINGHAM



OFFICE USE ONLY
Meets Requirements? Yes ☒ No
Confirmed Interview Date: _____
Will Attend/Unable to Attend

APPLICATION FOR CITY BOARD OR COMMISSION

(Please print clearly)

Board Of Building Trades Appeals

Board Member

Board/Commission of Interest

Position of Interest

Name Adam Charles

Address 1539 Bennaville
Birmingham, MI 48009

Business 3198 Winterberry
West Bloomfield, MI

Phone 248-672-3486

48324

E-mail mradamcharles@bartonmalow.com

Length of Residence 1 year

Occupation General Contractor

Reason for interest I am a construction professional and want to use my education, expertise, and experience to serve the community I live in.

Related Employment Experience (Please indicate dates)

A. Barton Malow Company - Engineer - 2012 to current

B. Main Street Building Group - Officer - 2008 to current

C. Beal Inc. Construction - Project Manager - 2009

Education: Central Michigan University - Bachelors degree in construction management

Michigan Licensed Homebuilder (participated in required pre licensing courses, and continued ed), Michigan Association of Homebuilders Memeber, OSHA 30 Hour Training, Excavation Safety Training, NAHB Green Build Certification, NAHB Member,

Past Experience or Other Relevant Information (City Boards, Churches, Civic or Community Groups, Memberships, Associations, etc. Attach resume or additional page if necessary):

Board memeber of the Westacres 75th celebration, Chairman of the Westacres Garden Tour 2011, Member of St. Mathews Luthern Church

Luthern Church, Habitat for Humanity Volunteer, South Oakland Shelter Volunteer, Forgotten Harvest Volunteer,

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain:

NO

Are you an elector (registered voter) in the City of Birmingham?

YES

Signature of Applicant

Date

6/20/2015

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement. Questions regarding this may be directed to the city clerk - 248.530.1880.

**BIRMINGHAM CITY COMMISSION REGULAR MEETING MINUTES
AND GOAL SETTING WORKSHOP MINUTES
FEBRUARY 8, 2016
MUNICIPAL BUILDING, 151 MARTIN
7:30 P.M.**

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Rackline J. Hoff, Mayor, called the meeting to order at 7:32 PM.

II. ROLL CALL

ROLL CALL:	Present,	Mayor Hoff Commissioner Bordman Commissioner Boutros Commissioner DeWeese Commissioner Harris Mayor Pro Tem Nickita Commissioner Sherman
	Absent,	None

Administration: City Manager Valentine, City Attorney Currier & Kucharek, Clerk Pierce, Assistant to the Manager Haines, Planners Ecker Baka, Police Chief Studt, Fire Chief Connaughton, DPS Director Wood, Building Official Johnson, Finance Director Gerber, City Engineering O'Meara, IT Director Gemmell

III. PROCLAMATIONS, CONGRATULATORY RESOLUTIONS, AWARDS, APPOINTMENTS, RESIGNATIONS AND CONFIRMATIONS, ADMINISTRATION OF OATHS, INTRODUCTION OF GUESTS AND ANNOUNCEMENTS.

02-36-16 RECOGNITION OF 2015 STUDENT BOARD REPRESENTATIVES

The Commission recognized the 2015 Student Board Representatives.

02-37-16 APPOINTMENT OF 2016 STUDENT BOARD REPRESENTATIVES

MOTION: Motion by DeWeese, seconded by Sherman:

To appoint the following students as non-voting members for the calendar year 2016:

Colin Cusimano	Planning Board
Loreal Salter-Dodson	Historic District Commission & Design Review Board
Nichole McMaster	Parks and Recreation Board
Ava Suchara	Public Arts Board
Nayri Carman	Museum Board

VOTE: Yeas, 7
Nays, None
Absent, None

The Clerk administered the oath to the appointed student board members.

IV. CONSENT AGENDA

All items listed on the consent agenda are considered to be routine and will be enacted by one motion and approved by a roll call vote. There will be no separate discussion of the items unless a commissioner or citizen so requests, in which event the item will be removed from the general order of business and considered under the last item of new business.

02-38-16 APPROVAL OF CONSENT AGENDA

The following item was removed from the consent agenda:

- Item B (Minutes of January 25, 2016) by Mayor Hoff

MOTION: Motion by Sherman, seconded by Bordman:

To approve the consent agenda as follows:

- A. Approval of City Commission Long Range Planning minutes of January 16, 2016.
- B. Approval of City Commission minutes of January 25, 2016.
- C. Approval of warrant list, including Automated Clearing House payments, of January 27, 2016 in the amount of \$781,164.22.
- D. Approval of warrant list, including Automated Clearing House payments, of February 3, 2016 in the amount of \$1,643,215.17.
- E. Resolution approving the appointment of election inspectors for the March 8, 2016 Presidential Primary Election pursuant to MCL 168.674(1) and authorizing the City Clerk to make revisions as needed.
- F. Resolution approving a request submitted by the City of Birmingham to hold Celebrate Birmingham Parade on Sunday, May 15, 2016, contingent upon compliance with all permit and insurance requirements and payment of all fees and, further pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.
- G. Resolution accepting the resignation of Alexander Chapman as a member of the Board of Review, thanking him for his service and directing the Clerk to begin the process to fill the vacancy.
- H. Resolution accepting the resignation of Ruth Clevers as a member of the Board of Review, thanking her for her service and directing the Clerk to begin the process to fill the vacancy.

ROLL CALL VOTE:	Yeas,	Commissioner Bordman Commissioner Boutros Commissioner DeWeese Commissioner Harris Mayor Pro Tem Nickita Commissioner Sherman Mayor Hoff
	Nays,	None
	Absent,	None
	Abstention,	None

V. UNFINISHED BUSINESS

VI. NEW BUSINESS

02-39-16

PUBLIC HEARING – LOT REARRANGEMENT 1366 HAYNES COURT & 725 SOUTH ADAMS

Mayor Hoff opened the Public Hearing to consider a lot rearrangement at 1366 Haynes Court and 725 South Adams at 7:45 PM.

City Planner Baka explained the request to take a strip of property from the back of the residential lot at 1366 Haynes Court and transfer it to 725 South Adams. He noted that there is a letter in the agenda packet from the applicant's attorney basically stating that this encroachment has essentially existed since the property was under the same ownership since 1964. There is a three foot strip of pavement that encroaches into the backyard along the length of the property and a larger portion at the southwest corner there is an AT&T utility box. The applicant is requesting to transfer this property to Adams Square. Because this was under common ownership for a number of years, it was not an issue. Now the applicant is considering selling one or both properties so they are requesting this to clean up any title issues that may come up with the sale of the property. He confirmed that both lots meet the lot split requirements as required by City Code.

Dawn Macaddino, representing the applicants, explained the ownership information on the properties. She confirmed for Mayor Hoff that the owner of the shopping center is a family member of the owner of the residential parcel. She commented that the access to the AT&T pad is from the shopping center. She confirmed for Mayor Hoff that it is her understanding that the AT&T pad, located on the residential property, services the entire area.

Steve Pole, representing Bobby and Sandy Parris at 1374 Haynes, expressed objection to the lot rearrangement. He expressed concern that the shopping center activity would creep into the neighborhood and increase the issues with the noise and inconvenience. In addition, he expressed concern with the property value of his client's house with a stripmall closer to the house.

Bobby Parris, 1374 Haynes, stated that the lot rearrangement will not enhance the neighborhood and is only a convenience for the applicant. He stated that there is a dedication that the easement is supposed to stay residential, not commercial. He referenced language on a plat map which stated that the streets and walkways shown on the plat are dedicated to the use of the public and that the private easements shown are reserved for the public utilities and that no permanent structure should be erected in the boundaries of the easements. Regulation and control of the use of the easements is vested in the local government authority. He noted that there is an easement that runs along the back of the properties.

Mr. Baka confirmed for Commissioner Harris that the portion of land will remain in the R2 zone district and anything done to that property would have to conform with residential.

Mr. Pole expressed concern that once the stripcenter owns the land, they could request a variance and circuit the zoning change. Commissioner Sherman noted that even if a request for a zoning change was submitted, it would still be subject to the restrictions of the easement. He noted that whether or not this is done, it does not affect the restrictions on the property.

Ms. Macaddino commented that she did not have the opportunity to review the declaration that Mr. Parris was referencing. If it is an issue, she stated that she would like the opportunity to look at it and respond.

MOTION: Motion by Sherman, seconded by DeWeese:
To continue the Public Hearing to March 14, 2016.

Mayor Pro Tem Nickita requested more clarity in the documentation to clarify the existing conditions versus the proposed condition. He suggested aerial photos of the area.

VOTE: Yeas, 7
Nays, None
Absent, None

**02-40-16 CLOSED SESSION REQUEST
ATTORNEY/CLIENT PRIVILEGE COMMUNICATION**

MOTION: Motion by Sherman, seconded by Boutros:
To meet in closed session to discuss an attorney/client privilege communication in accordance with Section 8(h) of the Open Meetings Act.

ROLL CALL VOTE:	Yeas,	Commissioner Boutros Commissioner DeWeese Commissioner Harris Mayor Pro Tem Nickita Commissioner Sherman Commissioner Bordman Mayor Hoff
	Nays,	None
	Absent,	None
	Abstention,	None

VII. REMOVED FROM CONSENT AGENDA

**02-41-16 CITY COMMISSION MEETING MINUTES
JANUARY 25, 2016**

Mayor Hoff suggested the following revisions to Resolution #01-24-16:

"Mike Labadie, Fleis & VandenBrink, presented the interim study report on the progress of the West Maple Road Lane Trial Reconfiguration Project. He explained the number of crashes, average speeds and the daily traffic volume dropped, except on Oak because it was recently resurfaced. The cut through traffic was reduced and there was no change to the level of service and travel time in the corridor."

"Mr. Labadie explained for Commissioner Bordman that the traffic volume figures, on all streets other than Maple, are more recent. He confirmed for Commissioner Harris that the comparison information is current except for the traffic volume information on West Maple."

MOTION: Motion by Bordman, seconded by DeWeese:
To approve the City Commission minutes of January 25, 2016 as amended.

VOTE: Yeas, 7

Nays, None
Absent, None

VIII. COMMUNICATIONS

IX. OPEN TO THE PUBLIC FOR MATTERS NOT ON THE AGENDA

X. REPORTS

02-42-16 COMMISSIONER REPORTS

The Commission intends to appoint members to the Board of Review on February 22, 2016, Parks & Recreation Board, Multi-Modal Transportation Board, Planning Board, and Cablecasting Board on March 14, 2016.

02-43-16 COMMISSIONER COMMENTS

Commissioner DeWeese commented on HB5232 & SB720 which would take away certain rights associated with how the City operates historical districts. He noted that has contacted his state representative as his primary concern is that the state is telling the local level of government how to operate its business. He noted that it could constrain the City's ability to its own historical resources.

Mayor Hoff noted that the City Manager has been in contact with the State Representative and State Senator to express the concerns of the City.

02-44-16 CITY STAFF REPORTS

The Commission received the report regarding the 14 Mile Rd. resurfacing (Greenfield to Crooks) submitted by City Engineer O'Meara. Mr. O'Meara confirmed for Mayor Hoff that the work is scheduled for 2018.

The Commission received the Train Station Demolition update submitted by City Engineer O'Meara.

The Commission recessed to closed session at 8:28 PM.

The Commission reconvened in open session at 9:30 PM to begin the workshop session.

02-45-16 CITY COMMISSION GOAL SETTING WORKSHOP

Debbie Macon, Facilitating Connections, facilitated a discussion on the draft goals from the previous goal setting workshop. The Commission discussed the draft goals and recommended revisions to those goals.

XI. ADJOURN

The meeting adjourned at 10:35 PM.

Laura M. Pierce
City Clerk

City of Birmingham
Warrant List Dated 02/24/2016

Meeting of 03/14/2016

Check Number	Early Release	Vendor #	Vendor	Amount
240426		MISC	4-EVER-WATER-TITE LLC	200.00
240427	*	000855	48TH DISTRICT COURT	100.00
240428	*	000855	48TH DISTRICT COURT	500.00
240429	*	000855	48TH DISTRICT COURT	100.00
240430	*	000855	48TH DISTRICT COURT	100.00
240431	*	000855	48TH DISTRICT COURT	100.00
240432	*	000855	48TH DISTRICT COURT	100.00
240433	*	000855	48TH DISTRICT COURT	100.00
240434	*	000855	48TH DISTRICT COURT	100.00
240435		005358	AARON'S EXCAVATING INC	4,750.00
240436		000151	ACE-TEX ENTERPRISES INC	537.00
240437		MISC	ADVANCED HOME SOLUTIONS	200.00
240438		007266	AETNA BEHAVIORAL HEALTH LLC	462.05
240440		003708	AIRGAS GREAT LAKES	151.43
240441		004657	AKT PEERLESS	750.00
240442		MISC	ALBAUGH MASONRY STONE AND TILE	100.00
240443		007964	ALL IN ONE VENDING	58.50
240444		005795	ALLIE BROTHERS, INC	15.00
240445	*	007787	ALLIED PLUMBING & SEWER	1,810.00
240446		000143	AM-DYN-IC FLUID POWER INC	403.77
240447		MISC	AMERICAN POOL SERVICE INC	200.00
240448		007033	APPLIED IMAGING	835.55
240449	*	006759	AT&T	49.00
240450	*	006759	AT&T	126.62
240451	*	006759	AT&T	93.55
240453	*	007216	AT&T	105.00
240454		004027	AUTOMATED BENEFIT SVCS INC	5,298.49
240455		MISC	BABI CONSTRUCTION INC	2,900.00
240456		003012	BATTERIES PLUS	148.55
240457		001103	BCI ADMINISTRATORS INC	770.00
240458	*	002482	CITY OF BERKLEY	241.14
240459	*	002974	VILLAGE OF BEVERLY HILLS	142,042.58
240460	*	007188	LYAL BIGGER	55.00
240461		007624	BIRMINGHAM OIL CHANGE CENTER, LLC	64.95
240462		MISC	BLUE FRAME DESIGN BUILDERS, LLC	2,500.00
240463		003526	BOUND TREE MEDICAL, LLC	298.28
240464		006177	BULLSEYE TELECOM	74.70
240466		007753	CARL WALKER, INC.	1,000.00
240467		MISC	CHRISTINE DALTON	100.00
240468		000605	CINTAS CORPORATION	83.41
240470	*	000912	MARK CLEMENCE	71.87
240471		004026	COFINITY	1,305.00
240472	*	000627	CONSUMERS ENERGY	13,249.44

City of Birmingham
Warrant List Dated 02/24/2016

Meeting of 03/14/2016

Check Number	Early Release	Vendor #	Vendor	Amount
240473		002668	CONTRACTORS CLOTHING CO	952.84
240474		MISC	CRAIG STEINHAUS	100.00
240475		MISC	CROSS, STEPHEN JOSEPH	200.00
240476		MISC	CURB APPEAL CONCEPTS INC	200.00
240477		000956	DELTA TEMP INC	4,843.40
240478	*	000177	DELWOOD SUPPLY	429.46
240479		006907	DENTEMAX, LLC	142.20
240480	*	006077	DI PONIO CONTRACTING INC	26,064.76
240481		MISC	DM HOMES OF METRO DETROIT LLC	2,500.00
240482	*	000179	DTE ENERGY	20,306.76
240483	*	000180	DTE ENERGY	8,524.57
240484	*	007968	EDUCATION & TRAINING SERVICES	499.00
240485		004671	ELDER FORD	156.45
240486		MISC	EVER-DRY OF SOUTHEASTERN MI	200.00
240487		MISC	F S CONCRETE	100.00
240488		004574	FAIR-WAY TILE & CARPET, INC.	115.00
240489		000592	GAYLORD BROS., INC	272.68
240490		MISC	GITTLEMAN CONSTRUCTION INC.	200.00
240491		MISC	GO GREEN CONTRACTING INC	100.00
240492		004604	GORDON FOOD	357.00
240493		000243	GRAINGER	82.50
240495		001447	HALT FIRE INC	27.60
240496		MISC	HAMID, SAFIOLLAH	200.00
240497		MISC	HANSON'S ADMINISTRATIVE GROUP, LLC	100.00
240498		000261	J.H. HART URBAN FORESTRY	7,551.84
240499		001672	HAYES GRINDING	81.50
240500		MISC	HEWSON HOMES LLC	200.00
240502	*	001956	HOME DEPOT CREDIT SERVICES	2,089.51
240503		MISC	HOMES WITH DISTINCTION, LLC	300.00
240504		000331	HUBBELL ROTH & CLARK INC	8,417.53
240505		MISC	ITEC ENTERPRISES LLC	300.00
240506		007870	J.C. EHRLICH CO. INC.	35.00
240507	*	006102	JENNIFER JEFFREY	318.00
240508		003458	JOE'S AUTO PARTS, INC.	239.15
240509		004904	KONICA MINOLTA-ALBIN	50.03
240510		005327	L-3 GCS	54.50
240511		001362	LACAL EQUIPMENT INC	140.18
240512		005550	LEE & ASSOCIATES CO., INC.	1,850.00
240514	*	007521	LUIGI FERDINANDI & SON INC	2,014.91
240515		MISC	METRO SIGNS	200.00
240516	*	004663	MGIA	355.00
240517		MISC	MICHAEL SAVINO CONCRETE	200.00
240518		MISC	MICHAEL'S CARPENTRY & BLDG. CO	500.00

City of Birmingham

Warrant List Dated 02/24/2016

Meeting of 03/14/2016

Check Number	Early Release	Vendor #	Vendor	Amount
240519		001660	MICHIGAN CAT	2,398.66
240520		000377	MICHIGAN MUNICIPAL LEAGUE	103.20
240521		002089	MICHIGAN SHIGA SISTER STATE BOARD	65.00
240522	*	006238	STATE OF MICHIGAN	200.00
240523		007659	MICHIGAN.COM	1,796.54
240524	*	007974	MICROSOFT CORPORATION	2,439.76
240525		000462	MOTOR CITY FASTENER INC	192.27
240526		001194	NELSON BROTHERS SEWER	110.00
240527	*	007755	NETWORK SERVICES COMPANY	493.28
240528	*	007856	NEXT	299.00
240529		006359	NYE UNIFORM COMPANY	364.04
240530	*	000477	OAKLAND COUNTY	1,108.75
240531		004370	OCCUPATIONAL HEALTH CENTERS	44.00
240532		000481	OFFICE DEPOT INC	1,132.25
240533		007970	PACIFIC CASCADE CORP	147.50
240534		MISC	PELLA WINDOWS & DOORS, INC.	100.00
240535		MISC	PELLA WINDOWS AND DOORS	200.00
240536	*	001753	PEPSI COLA	632.68
240537		000487	POM INC	5,989.20
240538		000897	PRINTING SYSTEMS INC	959.60
240539		MISC	PRM CUSTOM BUILDERS LLC	2,500.00
240540		007336	REVIZE LLC	1,500.00
240541		MISC	ROOFING DEPOT LLC	200.00
240542		001181	ROSE PEST SOLUTIONS	70.00
240543		004202	SHRED-IT USA	95.91
240544		MISC	SINGH CONSTRUCTION	500.00
240545		MISC	SMITHS WATERPROOFING	100.00
240546	*	000254	SOCRRA	59,382.51
240547		005787	SOUTHEASTERN EQUIPMENT CO. INC	555.82
240548		007907	SP+ CORPORATION	3,445.00
240549		000265	STEEL EQUIPMENT CO.	200.00
240550		MISC	STEPHEN PETERMAN	100.00
240551		000273	TERMINAL SUPPLY CO.	42.40
240552		MISC	TITTLE BROTHERS CONSTRUCTION LLC	200.00
240553	*	005481	TRI-COUNTY INTL TRUCKS, INC.	384.74
240554	*	001279	US FIGURE SKATING ASSOC.	1,001.04
240555	*	000158	VERIZON WIRELESS	70.08
240556	*	000158	VERIZON WIRELESS	82.55
240557	*	000158	VERIZON WIRELESS	354.87
240558	*	000158	VERIZON WIRELESS	50.40
240559		000969	VIGILANTE SECURITY INC	354.00
240560	*	004334	VILLAGE CONEY	154.00
240561		MISC	WAINWRIGHT JR, J KENNETH	100.00

City of Birmingham
Warrant List Dated 02/24/2016

Meeting of 03/14/2016

Check Number	Early Release	Vendor #	Vendor	Amount
240562		MISC	WALLSIDE INC	600.00
240563		004497	WATERFORD TWP FIRE DEPT.	100.00
240564	*	007355	LINDSAY WILLEN	509.25
240565		005112	WOLVERINE	484.00
240566		000306	WOLVERINE CONTRACTORS INC	731.50
240567	*	003890	LAUREN WOOD	525.00
Sub Total Checks:				<u>\$366,991.05</u>
Sub Total ACH:				<u>\$1,491,373.70</u>
Grand Total:				<u><u>\$1,858,364.75</u></u>

All bills, invoices and other evidences of claim have been audited and approved for payment.



Mark Gerber
Finance Director/ Treasurer

*-Indicates checks released in advance and prior to commission approval in order to avoid penalty or to meet contractual agreement/obligation.

City of Birmingham
Warrant List Dated 03/02/2016

Meeting of 03/14/2016

Check Number	Early Release	Vendor #	Vendor	Amount
240568	*	007981	41-B DISTRICT COURT	700.00
240569	*	000819	44TH DISTRICT COURT	250.00
240570	*	000855	48TH DISTRICT COURT	778.00
240571	*	000855	48TH DISTRICT COURT	100.00
240572	*	000855	48TH DISTRICT COURT	100.00
240573	*	000855	48TH DISTRICT COURT	39.00
240574	*	000855	48TH DISTRICT COURT	100.00
240575		002284	ABEL ELECTRONICS INC	1,737.00
240576		003708	AIRGAS GREAT LAKES	328.39
240577		007440	AMICI PET SERVICES	175.00
240578		007033	APPLIED IMAGING	574.37
240579		007586	ARROW INTERNATIONAL INC	339.78
240580	*	006759	AT&T	94.14
240581		001282	BEAR PACKAGING & SUPPLY INC	309.50
240582		000518	BELL EQUIPMENT COMPANY	304.93
240583		007345	BEVERLY HILLS ACE	31.98
240584		MISC	BEZTAK LAND COMPANY	2,920.00
240585	*	000522	BIG BEAVER PLUMBING, HEATING INC.	241.20
240586	*	001086	CITY OF BIRMINGHAM	477.06
240587	*	003282	LISA MARIE BRADLEY	316.25
240588		007732	CAPITAL TIRE, INC.	490.12
240590		002067	CENTRAL PARKING SYSTEM	11.00
240591		007710	CINTAS CORP	97.41
240592		000605	CINTAS CORPORATION	93.03
240593		MISC	CLEMENT CONSTRUCTION COMPANY LLC	200.00
240594	*	004188	COFFEE BREAK SERVICE, INC.	171.75
240595	*	007625	COMCAST	285.45
240596		002668	CONTRACTORS CLOTHING CO	1,840.20
240597		004386	CYNERGY WIRELESS	204.00
240598		MISC	DJL2 LLC	199.33
240599	*	000179	DTE ENERGY	274.31
240600	*	000180	DTE ENERGY	44,066.84
240601		005322	DTE ENERGY COMPANY	85,972.67
240602		000207	EZELL SUPPLY CORPORATION	724.70
240603		MISC	FLECK, MICHAEL T	300.00
240604		007314	FLEIS AND VANDENBRINK ENG. INC	4,156.50
240605		MISC	G J PERELLI	100.00
240606		007172	GARY KNUREK INC	113.00
240607		MISC	GLENN A. HARRIS & ALEXANDRA A.	550.00
240608		004604	GORDON FOOD	207.74
240609		000243	GRAINGER	140.96
240610		004983	GREAT AMERICAN BUSINESS PRODUCTS	809.99
240611		003981	GUARANTEED FURN SVC INC	1,318.00

City of Birmingham
Warrant List Dated 03/02/2016

Meeting of 03/14/2016

Check Number	Early Release	Vendor #	Vendor	Amount
240612		001447	HALT FIRE INC	782.05
240613		MISC	HANSONS ADMINISTRATIVE GROUP LLC	100.00
240614		MISC	HANSONS ADMINISTRATIVE GROUP LLC	200.00
240615	*	001836	HISTORICAL SOCIETY OF MICHIGAN	216.00
240616		MISC	HM HOMES LLC	2,500.00
240617		003824	THOMAS I. HUGHES	95.39
240618		006500	INTERIOR ENVIRONMENTS	596.84
240619		002407	J & B MEDICAL SUPPLY	264.60
240620	*	004391	JANSSEN REFRIGERATION CO., INC	279.42
240621		003366	JOE'S ARMY NAVY	44.98
240622		003458	JOE'S AUTO PARTS, INC.	789.40
240623	*	007837	LARYSSA KAPITANEC	207.50
240624	*	MISC	KELSEY LEIGH FAY	485.19
240625		004088	KGM DISTRIBUTORS INC	214.00
240626		005452	KNOX COMPANY	768.00
240627	*	MISC	KOSTAN KOSTOPOULOS	20.00
240628		MISC	KROLL CONSTRUCTION CO	100.00
240629	*	007975	ADAM KULINSKI	75.00
240630		001362	LACAL EQUIPMENT INC	2,446.16
240631		002767	OSCAR W. LARSON CO.	240.62
240632		005550	LEE & ASSOCIATES CO., INC.	793.40
240633	*	007977	KAREN LINGENFELTER	360.00
240634		MISC	LOTT, ROBERT	100.00
240635	*	003945	SANDRA LYONS	428.88
240636		MISC	MAPLE ELM DEVELOPMENT CO LLC	10,000.00
240637		006364	MATTHEWS HARGREAVES CHEVROLET	58.09
240638		MISC	MEMMER, MARK A	200.00
240639		007765	MICHIGAN INDEPENDENT DOOR CO.	270.00
240640		007163	MOBILE HEALTH RESOURCES	1,305.60
240641		000972	MOORE MEDICAL LLC	306.18
240642		MISC	MOSHER DOLAN & CATALDO	2,000.00
240643		000462	MOTOR CITY FASTENER INC	167.02
240644		001089	MUNICIPAL CODE CORP.	748.00
240645	*	MISC	NICHOLAS DRYSDALE	481.80
240646		006359	NYE UNIFORM COMPANY	453.50
240647	*	002792	PAUL O'MEARA	182.00
240648	*	000477	OAKLAND COUNTY	206,687.50
240649		004370	OCCUPATIONAL HEALTH CENTERS	100.50
240650		000481	OFFICE DEPOT INC	1,153.29
240651		003881	ORKIN PEST CONTROL	1,800.00
240652	*	MISC	PATRICIA MOSAFFA	165.00
240653	*	MISC	PEABODY FAMILY LLC &	3,158.39
240654		MISC	PELLA WINDOWS AND DOORS	100.00

City of Birmingham
Warrant List Dated 03/02/2016

Meeting of 03/14/2016

Check Number	Early Release	Vendor #	Vendor	Amount
240655		MISC	PRM CUSTOM BUILDERS LLC	5,900.00
240656	*	005344	RESERVE ACCOUNT	8,000.00
240657		MISC	RONALD ROY WILNER	100.00
240658	*	MISC	RONNISCH CONSTRUCTION GROUP	10,000.00
240659		001181	ROSE PEST SOLUTIONS	84.00
240660		000218	ROYAL OAK P.D.Q. PRINTING INC	12.25
240661	*	000221	RUSSELL HARDWARE COMPANY	40.78
240662		007663	SAROKI ARCHITECTURE	52,250.00
240663		000230	MIKE SAVOIE CHEVROLET INC	33.46
240664		007881	SIDOCK GROUP INC	15,460.00
240665		MISC	SPECTRUM NEON CO.	200.00
240666		001369	SPEEDWAY SUPERAMERICA LLC	106.60
240667		MISC	SUNGLO RESTORATION SERVICES IN	200.00
240668		MISC	SUNSET HOMES LLC	500.00
240669		000273	TERMINAL SUPPLY CO.	37.31
240670	*	MISC	THOMAS MCCARTHY	277.38
240671		MISC	THOMAS O SHAFFOU	100.00
240672		MISC	THORNTON & GROOMS INC.	1,000.00
240673		000275	TIRE WHOLESALERS CO INC	531.40
240674		MISC	TKO HOME MAINTENANCE	100.00
240675		MISC	TOWER CONSTRUCTION LLC	500.00
240676		MISC	TOWN BUILDING COMPANY	783.11
240677		MISC	TRADEMARK BUILDING COMPANY INC	2,500.00
240678		006881	TUUCI	2,989.00
240679	*	000158	VERIZON WIRELESS	616.96
240680	*	000158	VERIZON WIRELESS	76.02
240681	*	000158	VERIZON WIRELESS	247.38
240682	*	MISC	WALGREEN COMPANY & HONIGMAN	18,957.22
240683		004497	WATERFORD TWP FIRE DEPT.	116.85
240684		007978	WEST BLOOMFIELD TOWNSHIP	52.50
240685		001438	WINDER POLICE EQUIPMENT	181.84
240686		MISC	WOZNIAK, WILLIAM	200.00

City of Birmingham
Warrant List Dated 03/02/2016

Meeting of 03/14/2016

Check Number	Early Release	Vendor #	Vendor	Amount
Sub Total Checks:				\$515,841.96
Sub Total ACH:				\$2,882,366.37
Grand Total:				\$3,398,208.33

All bills, invoices and other evidences of claim have been audited and approved for payment.



Mark Gerber
Finance Director/ Treasurer

*-Indicates checks released in advance and prior to commission approval in order to avoid penalty or to meet contractual agreement/obligation.

3/14/2016

City of Birmingham
ACH Warrant List Dated 3/2/2016

Vendor Name	Transfer Date	Transfer Amount
Birmingham Schools	2/29/2016	2,161,065.97
Oakland County Treasurer	2/29/2016	652,256.06
Automated Benefit Services, Inc.	2/29/2016	69,044.34
TOTAL		2,882,366.37

City of Birmingham
Warrant List Dated 03/09/2016

Meeting of 03/14/2016

Check Number	Early Release	Vendor #	Vendor	Amount
240687	*	000855	48TH DISTRICT COURT	100.00
240688	*	000855	48TH DISTRICT COURT	100.00
240689	*	000855	48TH DISTRICT COURT	100.00
240690	*	000146	6TH CIRCUIT COURT	895.00
240691		002284	ABEL ELECTRONICS INC	10.00
240692	*	MISC	AMANDA WARNER	834.56
240693		007696	AMERICAN CLEANING COMPANY LLC	1,350.00
240694		MISC	AMERICAN STANDARD ROOFING	100.00
240695	*	007578	LORI ANDERSON-PESTA	24.00
240696		000881	APWA	26.00
240697		MISC	ARNOLD ROOFING & CONSTRUCTION INC	200.00
240699	*	007216	AT&T	145.00
240700		MISC	AVIVA SUSSER	200.00
240701		MISC	B-DRY SYSTEM OF MICHIGAN INC	100.00
240702		005214	THE BANK OF NEW YORK MELLON	346,342.50
240703		005324	THE BANK OF NEW YORK MELLON	375.00
240704		001122	BOB BARKER CO INC	1,468.50
240705		007624	BIRMINGHAM OIL CHANGE CENTER, LLC	26.98
240707		003526	BOUND TREE MEDICAL, LLC	147.99
240708		MISC	BRIGGS, AMY C	300.00
240711		006380	C & S ICE RESURFACING SERVICES, INC	331.32
240712		003907	CADILLAC ASPHALT, LLC	5,609.70
240713	*	MISC	CHARLES R HUNTER	1,436.72
240714		000603	CHEMCO PRODUCTS INC	442.00
240715	*	007835	SARAH CHUNG	155.00
240716		000605	CINTAS CORPORATION	35.00
240718		004188	COFFEE BREAK SERVICE, INC.	73.75
240719	*	007625	COMCAST	340.57
240720		MISC	CONCRETE IMPRESSION LLC	100.00
240721		002668	CONTRACTORS CLOTHING CO	308.59
240722		004386	CYNERGY WIRELESS	897.98
240723		MISC	David Glass	100.00
240724		003825	DEERE ELECTRIC INC	275.30
240725		000956	DELTA TEMP INC	154.50
240726		001035	DOUGLASS SAFETY SYSTEMS LLC	281.65
240728	*	000179	DTE ENERGY	7,032.16
240729		007538	EGANIX, INC.	720.00
240731		MISC	FISHER, MARJORIE M	1,000.00
240732		007314	FLEIS AND VANDENBRINK ENG. INC	15,706.78
240733		002510	GAMCO INVESTORS INC	21,588.00
240734		007172	GARY KNUREK INC	49.00
240735		004604	GORDON FOOD	143.66
240736		MISC	GREAT LAKES CUSTOM BUILDER LLC	199.33

City of Birmingham
Warrant List Dated 03/09/2016

Meeting of 03/14/2016

Check Number	Early Release	Vendor #	Vendor	Amount
240737		001531	GUNNERS METER & PARTS INC	1,501.50
240738	*	006799	NATALIA HAASE	360.00
240739		001447	HALT FIRE INC	585.07
240740		MISC	HANSON'S ADMINISTRATIVE GROUP, LLC	100.00
240741		MISC	HANSONS ADMINISTRATIVE GROUP LLC	100.00
240742		MISC	HARMON SIGN INC	200.00
240744		000261	J.H. HART URBAN FORESTRY	3,145.74
240745		001672	HAYES GRINDING	161.00
240746		000948	HYDROCORP	1,060.00
240747		002407	J & B MEDICAL SUPPLY	109.08
240748		003458	JOE'S AUTO PARTS, INC.	705.84
240749		007423	K/E ELECTRIC SUPPLY	1,312.00
240750		MISC	KADDO, TONY	100.00
240751		007986	RHONDA KASPER	155.00
240753	*	000352	JILL KOLAITIS	2,290.00
240754	*	MISC	KRISTEN ANN VON BERNTHAL	15.00
240756		007985	L.E.O.R.T.C.	650.00
240757	*	002466	MIKE LABRIOLA	199.00
240758	*	MISC	LIVE WELL CUSTOM HOMES	613.75
240759		MISC	LIVE WELL CUSTOM HOMES LLC	2,500.00
240760		MISC	MANCO BUILDERS LLC	1,900.00
240762		MISC	METRO PIPE & DRAIN INC	400.00
240763		007984	MICHIGAN ACADEMY OF EMER SERVICES	70.00
240765		003099	MICHIGAN POLICE EQUIP.	4,370.00
240768		001864	NOWAK & FRAUS ENGINEERS	50,174.04
240769		006359	NYE UNIFORM COMPANY	264.50
240770		006599	OBSERVER & ECCENTRIC	32.50
240771		004370	OCCUPATIONAL HEALTH CENTERS	597.75
240772		000481	OFFICE DEPOT INC	920.91
240773		003881	ORKIN PEST CONTROL	4,095.00
240774		006625	PACIFIC TELEMAGEMENT SERVICES	78.00
240775	*	001753	PEPSI COLA	557.80
240778		000493	ED RINKE CHEVROLET BUICK GMC	4.84
240779		000478	ROAD COMM FOR OAKLAND CO	27.36
240780		MISC	ROOF ONE LLC	200.00
240781		MISC	RS PROJECT MANAGEMENT LLC	500.00
240782	*	002806	SAM'S CLUB/SYNCHRONY BANK	959.73
240783		MISC	SCRIPPS FINANCIAL SERVICE CENTER	100.00
240784		002427	SEMBOIA	300.00
240785		000254	SOCRRA	59,075.00
240786		001097	SOCWA	117,919.60
240788		MISC	TITTLE BROTHERS CONSTRUCTION LLC	300.00
240789	*	002037	TOTAL ARMORED CAR SERVICE, INC.	694.01

City of Birmingham
Warrant List Dated 03/09/2016

Meeting of 03/14/2016

Check Number	Early Release	Vendor #	Vendor	Amount
240790		MISC	TOTAL HOME SOLUTIONS LLC	300.00
240791		007587	TRI-COUNTY AQUATICS, INC.	400.00
240794	*	000158	VERIZON WIRELESS	731.27
240795		MISC	WALLSIDE INC	100.00
240796		004497	WATERFORD TWP FIRE DEPT.	2,876.19
240797		MISC	WEATHERGARD WINDOWS CO INC	100.00
240798	*	MISC	WELLS FARGO REAL EST TAX SERV LLC	582.80
240799		007278	WHITLOCK BUSINESS SYSTEMS, INC.	1,851.21
240800	*	007894	BRENDA WILLHITE	800.00
240803	*	007083	XEROX CORPORATION	253.82
240804		MISC	ZBSAOS LLC	200.00
Sub Total Checks:				\$677,425.85
Sub Total ACH:				\$135,144.41
Grand Total:				\$812,570.26

All bills, invoices and other evidences of claim have been audited and approved for payment.



Mark Gerber
Finance Director/ Treasurer

*-Indicates checks released in advance and prior to commission approval in order to avoid penalty or to meet contractual agreement/obligation.

3/14/2016

City of Birmingham
ACH Warrant List Dated 3/9/2016

Vendor Name	Transfer Date	Transfer Amount
Comerica Bank*	*	2,548.39
Automated Benefit Services, Inc.	3/7/2016	132,596.02
TOTAL		135,144.41

*In October 2015, the City Manager's credit card company was changed from Bank of America to Comerica Bank. Comerica Bank requires payment by ACH.



MEMORANDUM

City Clerk's Office

DATE: March 9, 2016

TO: Joseph A. Valentine, City Manager

FROM: Laura M. Pierce, City Clerk

SUBJECT: Special Event Request
In the Park Concerts

Attached is a special event application submitted by the City of Birmingham requesting permission to hold the In the Park Concerts on Wednesday evenings from June, 2016 through August, 2016 and the Band Jam on June 17, 2016 in Shain Park.

The application has been circulated to the affected departments and approvals and comments have been noted.

The following events have either been approved by the Commission or are planned to be held June - August and have not yet submitted an application. These events do not pose a conflict with the proposed event.

Event Name	Date	Location
Farmers Market	Every Sunday May - October	Lot 6 (North Old Woodward)
Village Fair	June 2-5	Shain Park
Breathe Deep Michigan 5K	June 4	Booth Park & surrounding neighborhood
Movie Night	June 24, July 15, August 12	Booth Park
Day on the Town	July 23	Downtown
Birmingham Cruise Event	August 20	South Old Woodward

SUGGESTED RESOLUTION:

To approve a request from the City of Birmingham to hold the In the Park Concerts on Wednesday evenings from June, 2016 through August, 2016 and the Band Jam on June 17, 2016 in Shain Park, contingent upon compliance with all permit and insurance requirements and payment of all fees, and, further, pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.

CITY OF BIRMINGHAM
APPLICATION FOR SPECIAL EVENT PERMIT
PARKS AND PUBLIC SPACES

I. EVENT DETAILS

- Incomplete applications will not be accepted.
- Changes in this information must be submitted to the City Clerk, in writing, at least three weeks prior to the event

FEES: **FIRST TIME EVENT:** **\$200.00**
 ANNUAL APPLICATION FEE: **\$165.00**

(Please print clearly or type)

Date of Application Monday, January 25, 2016

Name of Event City of Birmingham in the Park Concert Series

Detailed Description of Event (attach additional sheet if necessary) Summer Concert Series sponsored by the City of Birmingham.

Friday, June 17, 2016 Battle of the Bands (3pm-10pm)
Wednesday, June 22, 2016 Your Generation (7pm-10pm)
Wednesday, June 29, 2016 Nemesis (7pm-10pm)
Wednesday, July 6, 2016 Detroit Brass Society (7pm-10pm)
Wednesday, July 13, 2016 Air Margaretville (7pm-10pm)
Wednesday, July 20, 2016 Jill Jack (7pm-10pm)
Wednesday, July 27, 2016 Magic Bus Band (7pm-10pm)
Wednesday, August 3, 2016 Mainstreet Soul (7pm-10pm)
Wednesday, August 10, 2016 CrossRoads (7pm-10pm)
Wednesday, August 17, 2016 Steve King & The Dittilies (7pm-10pm)
Wednesday, August 24, 2016 Sinjon Smith (7pm-10pm)

Location Shain Park (Thomas M. Markus Pavilion)

Date(s) of Event (see above) Hours of Event (see above)

Date(s) of Set-up Day of Concert Hours of Set-up (see above)

Date(s) of Tear-down Evening After The Concert

Hours of Tear-down Evening After Concert

Organization Sponsoring Event City of Birmingham Department of Public Services

Organization Address 851 South Eton, Birmingham, MI 48009

Organization Phone 248.530.1642

Contact Person Connie Folk, Recreation Coordinator

Contact Phone 248.530.1642

Contact Email Cfolk@bhamgov.org

II. EVENT INFORMATION

1. Organization Type City of Birmingham

(city, non-profit, community group, etc.)

2. Additional Sponsors or Participants (Provide name, address, contact person, status, etc. for all additional organizations sponsoring your event.) TBA

3. Is the event a fundraiser? YES **NO v**

List beneficiary _____

List expected income _____

Attach information about the beneficiary.

4. First time event in Birmingham? YES **NO v**

If no, describe _____

5. Total number of people expected to attend per day 500 people (approximate)

6. The event will be held on the following City property: (Please list)

☐ Street(s) _____

☐ Sidewalk(s) _____

☒ Park(s) Shain Park (Thomas M. Markus Pavilion)

7. Will street closures be required? YES **NO v**

8. What parking arrangements will be necessary to accommodate attendance? Parking will be available at the parking structures located in Birmingham
9. Will staff be provided to assist with safety, security and maintenance? **YES v** NO
Describe A city representative will be present for each concert.
10. Will the event require safety personnel (police, fire, paramedics)? YES **NO v**
Describe _____

11. Will alcoholic beverages be served? YES **NO v**
If yes, additional approval by the City Commission is required, as well as the Michigan Liquor Control Commission.
12. Will music be provided? **v YES** NO
v Live v Amplification _____ Recorded v Loudspeakers
Time music will begin 7:00 pm
Time music will end 10:00 pm
Location of live band, DJ, loudspeakers, equipment must be shown on the layout map.
13. Will there be signage in the area of the event? **v YES** NO
Number of signs/banners 1 banner
Size of signs/banners There will be sponsor banner that will be placed the day of the event.
Submit a photo/drawing of the sign(s). A sign permit is required.
14. Will food/beverages/merchandise be sold? YES **NO v**
 - Peddler/vendor permits must be submitted to the Clerk's Office, at least two weeks prior to the event.
 - All food/beverage vendors must have Oakland County Health Department approval.
 - Attach copy of Health Dept approval.
 - There is a \$50.00 application fee for all vendors and peddlers, in addition to the \$10.00 daily fee, per location. A background check must be submitted for each employee participating at the event.

LIST OF VENDORS/PEDDLERS

(attach additional sheet if necessary)

VENDOR NAME	GOODS TO BE SOLD	WATER HOOK- UP REQUIRED?	ELECTRIC REQUIRED?

III. EVENT LAYOUT

- Include a map showing the park set up, street closures, and location of each item listed in this section.
 - Include a map and written description of run/walk route and the start/finish area
2. Will the event require the use of any of the following municipal equipment?
(show location of each on map)

EQUIPMENT	QUANTITY	COST	NOTES
Picnic Tables		6 for \$200.00	A request for more than six tables will be evaluated based on availability.
Trash Receptacles		\$4.00 each	Trash box placement and removal of trash is the responsibility of the event. Additional cost could occur if DPS is to perform this work.
Dumpsters		\$200.00 per day	Includes emptying the dumpster one time per day. The City may determine the need for additional dumpsters based on event requirements.
Utilities (electric)	___ # of vendors requiring utilities	Varies	Charges according to final requirements of event.
Water/Fire Hydrant		Contact the Fire Department.	Applicant must supply their own means of disposal for all sanitary waste water. Waste water is NOT allowed to be poured into the street or on the grass.
Audio System		\$200.00 per day	Must meet with City representative.
Meter Bags / Traffic Cones / Barricades	# to be determined by the Police Department.		

2. Will the following be constructed or located in the area of the event? **✓ YES** NO
(show location of each on map) NOTE: Stakes are not allowed.

TYPE	QUANTITY	SIZE
Tents/Canopies/Awnings (A permit is required for tents over 120 sq ft)		
Portable Toilets	2	4 x 4 x 7
Rides		
Displays		
Vendors		
Temporary Structure (must attach a photo)		
Other (describe)		

SIGNATURE OF APPLICANT REQUIRED

EVENT NAME City of Birmingham In The Park Concert Series
EVENT DATE Band Jam, Friday 6/17/16 3:00 pm-10:00 pm ,
Wednesday evenings (6/22, 6/29, 7/6, 7/13, 7/20, 7/27, 8/3,
8/10, 8/17, 8/24, 2016) 7:00 pm -10:00 pm

The Birmingham City Commission shall have sole and complete discretion in deciding whether to issue a permit. Nothing contained in the City Code shall be construed to require the City Commission to issue a permit to an applicant and no applicant shall have any interest or right to receive a permit merely because the applicant has received a permit in the past.

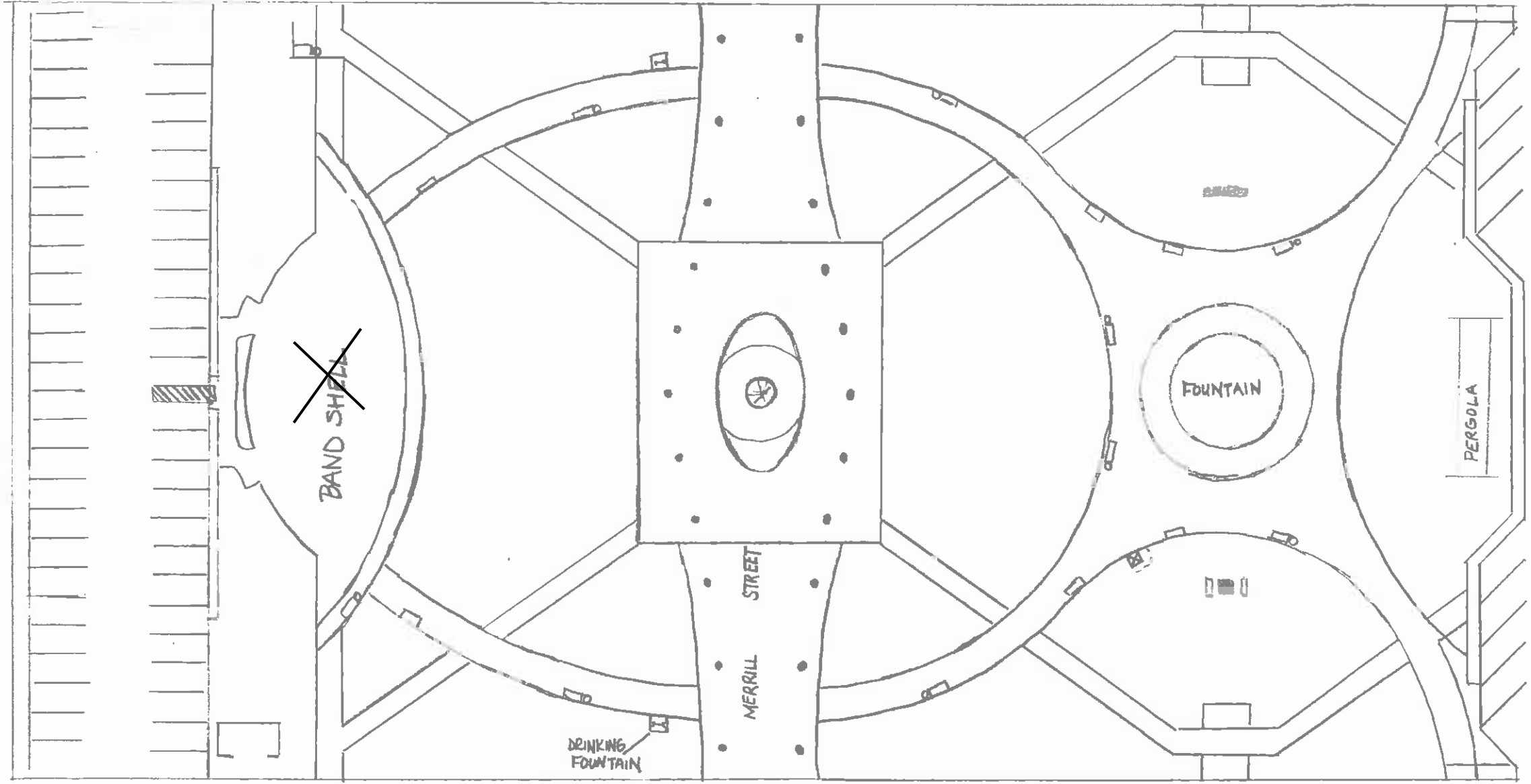
As the authorized agent of the sponsoring organization, I hereby agree that this organization shall abide by all conditions and restrictions specific to this special event as determined by the City administration and will comply with all local, state and federal rules, regulations and laws.

<hr/>	
Signature	Date
<hr style="border-top: 1px dashed;"/>	

**IV. SAMPLE LETTER TO NOTIFY ANY AFFECTED
PROPERTY/BUSINESS OWNERS**

- Organizer must notify all potentially affected residential property and business owners of the date and time this application will be considered by the City Commission. *(Sample letter attached to this application.)*
- Attach a copy of the proposed letter to this application. The letter will be reviewed and approved by the Clerk’s Office. The letter must be distributed at least two weeks prior to the Commission meeting.
- A copy of the letter and the distribution list must be submitted to the Clerk’s Office at least two weeks prior to the Commission meeting.
- If street closures are necessary, a map must be included with the letter to the affected property/business owners.

TOWNSEND STREET



HENRIETTA STREET

MARTIN STREET



SPECIAL EVENT NOTIFICATION TO ALL PROPERTY/BUSINESS OWNERS

The Birmingham City Code requires that we receive approval from the Birmingham City Commission to hold the following special event. The code further requires that we notify any property owners or business owners that may be affected by the special event of the date and time that the City Commission will consider our request so that an opportunity exists for comments prior to this approval.

NAME OF EVENT: In The Park Summer Concerts
LOCATION: Shain Park (Thomas M. Markus Pavilion)
DATES/TIMES: Wed. Evenings (7pm-10pm)
6/22, 6/29, 7, 6, 7/13, 7/20, 7/27,
8/3, 8/10, 8/17, 8/24, 2016
Band Jam on Friday Evening: 6/17/16 (3pm-10pm)
DATE/TIME OF CITY COMMISSION MEETING:
Monday, March 14, 2016, 7:30 PM

The City Commission meets in room 205 of the Municipal Building at 151 Martin. A complete copy of the application to hold this special event is available for your review at the City Clerk's office (248/530.1880).

EVENT ORGANIZER: City of Birmingham, DPS
851 South Eton, Birmingham, MI 48009

City Contact Person: Connie Folk, 248.530.1642, Cfolk@bhamgov.org

TO MANAGERS OF BUILDINGS CONTAINING MORE THAN ONE UNIT:
PLEASE POST THIS NOTICE AT THE MAIN ENTRANCE TO YOUR BUILDING.



SPECIAL EVENT NOTIFICATION TO ALL PROPERTY/BUSINESS OWNERS

The Birmingham City Code requires that we receive approval from the Birmingham City Commission to hold the following special event. The code further requires that we notify any property owners or business owners that may be affected by the special event of the date and time that the City Commission will consider our request so that an opportunity exists for comments prior to this approval.

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LOCATION: Shain Park (Thomas M. Markus Pavilion)
DATES/TIMES: Wed. Evenings (7pm-10pm)
6/22, 6/29, 7, 6, 7/13, 7/20, 7/27,
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NAME OF EVENT: In The Park Summer Concerts
LOCATION: Shain Park (Thomas M. Markus Pavilion)
DATES/TIMES: Wed. Evenings (7pm-10pm)
6/22, 6/29, 7, 6, 7/13, 7/20, 7/27,
8/3, 8/10, 8/17, 8/24, 2016
Band Jam on Friday Evening: 6/17/16 (3pm-10pm)
DATE/TIME OF CITY COMMISSION MEETING:
Monday, March 14, 2016, 7:30 PM

The City Commission meets in room 205 of the Municipal Building at 151 Martin. A complete copy of the application to hold this special event is available for your review at the City Clerk's office (248/530.1880).

EVENT ORGANIZER: City of Birmingham, DPS
851 South Eton, Birmingham, MI 48009

City Contact Person: Connie Folk, 248.530.1642, Cfolk@bhamgov.org

TO MANAGERS OF BUILDINGS CONTAINING MORE THAN ONE UNIT:
PLEASE POST THIS NOTICE AT THE MAIN ENTRANCE TO YOUR BUILDING.

DEPARTMENT APPROVALS

EVENT NAME 2016 IN THE PARK CONCERTS

LICENSE NUMBER #16-00010635

COMMISSION HEARING DATE MARCH 14, 2016

NOTE TO STAFF: Please submit approval by FEB. 26, 2016

DATE OF EVENT JUNE 17 – AUGUST 24, 2016

DEPARTMENT	APPROVED	COMMENTS	PERMITS REQUIRED (Must be obtained directly from individual departments)	ESTIMATED COSTS (Must be paid two weeks prior to the event. License will not be issued if unpaid.)	ACTUAL COSTS (Event will be invoiced by the Clerk's office after the event)
BUILDING 101-000.000.634.0005 248.530.1850	Scott L.	No building department involvement	None	\$0.00	
FIRE 101-000.000-634.0004 248.530.1900		<ol style="list-style-type: none"> 1. No Smoking in any tents or canopy. Signs to be posted. 2. All tents and Canopies must be flame resistant with certificate on site. 3. Tents and Canopies must be properly anchored for the weather conditions, no stakes allowed. 4. Pre-event site inspection required. 5. Cords, hoses, etc. shall be matted to prevent trip hazards. 6. Paramedics will respond from the fire station as needed. Dial 911 for fire/rescue/medical emergencies. 7. A permit is required for Fire hydrant usage. 8. Do Not obstruct fire hydrants or fire sprinkler connections on buildings. 	None	\$40	

POLICE 101-000.000.634.0003 248.530.1870	SG	On duty officers to give extra patrol. 3 meters average. Battle of the Bands one officer plus on duty personnel.		\$598.00	
PUBLIC SERVICES 101-000.000-634.0002 248.530.1642	Carrie Laird	Includes set-up and take down for concerts.		\$5,200	
ENGINEERING 101-000.000.634.0002 248.530.1839	A.F.	No Comments	None	\$0	\$0
INSURANCE 248.530.1807	CA	City Event		\$0	\$0
CLERK 101-000.000-614.0000 248.530.1803	LP	Notification letters mailed by applicant <u>2/18/16</u> . Notification addresses on file in the Clerk's Office. Evidence of required insurance must be on file with the Clerk's Office no later than (City event) .	Applications for vendors license must be submitted no later than <u>6/3/16</u> .	\$165	
				TOTAL DEPOSIT REQUIRED \$6,003	ACTUAL COST

FOR CLERK'S OFFICE USE

Deposit paid _____

Actual Cost _____

Due/Refund_____



MEMORANDUM

City Clerk's Office

DATE: March 9, 2016

TO: Joseph A. Valentine, City Manager

FROM: Laura M. Pierce, City Clerk

SUBJECT: Special Event Request
Movie Night

Attached is a special event application submitted by the Birmingham Shopping District requesting permission to hold the Family Movie Night on June 24, July 15, and August 12 in Booth Park.

The application has been circulated to the affected departments and approvals and comments have been noted.

The following events have either been approved by the Commission or are planned to be held June – August and have not yet submitted an application. These events do not pose a conflict with the proposed event.

Event Name	Date	Location
Farmers Market	May – October (Sundays)	Lot 6
In the Park Concerts	June – August (Wednesdays)	Shain Park
Breathe Deep Michigan 5K	June 4	Booth Park & surrounding neighborhood
Battle of the Bands	June 17	Shain Park
Day on the Town	July 23	Downtown & Shain Park
Birmingham Cruise Event	August 20	South Old Woodward

SUGGESTED RESOLUTION:

To approve a request from the Birmingham Shopping District to hold the Family Movie Night on June 24, July 15, and August 12 in Booth Park, contingent upon compliance with all permit and insurance requirements and payment of all fees and, further pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.

**CITY OF BIRMINGHAM
APPLICATION FOR SPECIAL EVENT PERMIT
PARKS AND PUBLIC SPACES**

I. EVENT DETAILS

- Incomplete applications will not be accepted.
- Changes in this information must be submitted to the City Clerk, in writing, at least three weeks prior to the event

FEES: **FIRST TIME EVENT:** **\$200.00**
 ANNUAL APPLICATION FEE: **\$165.00**

(Please print clearly or type)

Date of Application February 22, 2016

Name of Event Birmingham Movie Nights

Detailed Description of Event (attach additional sheet if necessary) _____

Three outdoor movies and entertainment.

Location Booth Park

Date(s) of Event Friday, June 24, Friday, July 15, Friday, August 12, 2016 Hours of Event 7:30 pm, movie begins at dusk

Date(s) of Set-up Day of Event Hours of Set-up 4:00 pm

Date(s) of Tear-down Day of Event Hours of Tear-down 11:00 pm

Organization Sponsoring Event Birmingham Shopping District

Organization Address 151 Martin Street, Birmingham

Organization Phone 248-530-1200

Contact Person John Heiney/Lori Rondello

Contact Phone 248-530-1200

Contact Email JHeiney@bhamgov.org/LRondello@bhamgov.org

II. EVENT INFORMATION

1. Organization Type City, BSD
(city, non-profit, community group, etc.)
2. Additional Sponsors or Participants (Provide name, address, contact person, status, etc. for all additional organizations sponsoring your event.) _____
TBD

3. Is the event a fundraiser? ☐ YES ☒ NO
List beneficiary _____
List expected income _____
Attach information about the beneficiary.
4. First time event in Birmingham? ☐ YES ☒ NO
If no, describe Annual event.

5. Total number of people expected to attend per day 500-1,000
6. The event will be held on the following City property: (Please list)
☒ Street(s) Harmon at North Old Woodward

☐ Sidewalk(s) _____

☒ Park(s) Booth Park

7. Will street closures be required? ☐ YES ☒ NO
8. What parking arrangements will be necessary to accommodate attendance? _____

9. Will staff be provided to assist with safety, security and maintenance? ☒ YES ☐ NO
Describe BSD Staff will be on site during event.
10. Will the event require safety personnel (police, fire, paramedics)? ☒ YES ☐ NO
Describe On call status.
11. Will alcoholic beverages be served? ☐ YES ☒ NO
If yes, additional approval by the City Commission is required, as well as the Michigan Liquor Control Commission.
12. Will music be provided? ☒ YES ☐ NO
☐ Live ☒ Amplification ☐ Recorded ☐ Loudspeakers
Time music will begin 7:30 pm
Time music will end 10:30 pm
Location of live band, DJ, loudspeakers, equipment must be shown on the layout map.
13. Will there be signage in the area of the event? ☐ YES ☒ NO
Number of signs/banners _____
Size of signs/banners _____
Submit a photo/drawing of the sign(s). A sign permit is required.
14. Will food/beverages/merchandise be sold? ☒ YES ☐ NO
- Peddler/vendor permits must be submitted to the Clerk's Office, at least two weeks prior to the event.
 - All food/beverage vendors must have Oakland County Health Department approval.
 - Attach copy of Health Dept approval.
 - There is a \$50.00 application fee for all vendors and peddlers, in addition to the \$10.00 daily fee, per location. A background check must be submitted for each employee participating at the event.

LIST OF VENDORS/PEDDLERS

(attach additional sheet if necessary)

VENDOR NAME	GOODS TO BE SOLD	WATER HOOK-UP REQUIRED?	ELECTRIC REQUIRED?
TBD			

III. EVENT LAYOUT

- Include a map showing the park set up, street closures, and location of each item listed in this section.
- Include a map and written description of run/walk route and the start/finish area

1. Will the event require the use of any of the following municipal equipment?
(show location of each on map)

EQUIPMENT	QUANTITY	COST	NOTES
Picnic Tables		6 for \$200.00	A request for more than six tables will be evaluated based on availability.
Trash Receptacles	TBD	\$4.00 each	Trash box placement and removal of trash is the responsibility of the event. Additional cost could occur if DPS is to perform this work.
Dumpsters		\$200.00 per day	Includes emptying the dumpster one time per day. The City may determine the need for additional dumpsters based on event requirements.
Utilities (electric)	____ # of vendors requiring utilities	Varies	Charges according to final requirements of event.
Water/Fire Hydrant		Contact the Fire Department.	Applicant must supply their own means of disposal for all sanitary waste water. Waste water is NOT allowed to be poured into the street or on the grass.
Audio System		\$200.00 per day	Must meet with City representative.
Meter Bags / Traffic Cones / Barricades	# to be determined by the Police Department.		

2. Will the following be constructed or located in the area of the event? ☒ YES ☐ NO
(show location of each on map) NOTE: Stakes are not allowed.

TYPE	QUANTITY	SIZE
Tents/Canopies/Awnings (A permit is required for tents over 120 sq ft)	4	10' x 10'
Portable Toilets	2	
Rides		
Displays		
Vendors		
Temporary Structure (must attach a photo)		
Other (describe)	6 - tables	6' x 8'

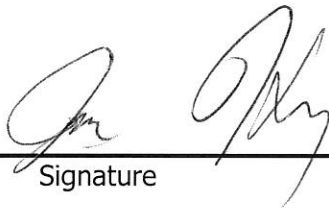
SIGNATURE OF APPLICANT REQUIRED

EVENT NAME Movie Nights

EVENT DATE June 24, July 15, and August 12, 2016

The Birmingham City Commission shall have sole and complete discretion in deciding whether to issue a permit. Nothing contained in the City Code shall be construed to require the City Commission to issue a permit to an applicant and no applicant shall have any interest or right to receive a permit merely because the applicant has received a permit in the past.

As the authorized agent of the sponsoring organization, I hereby agree that this organization shall abide by all conditions and restrictions specific to this special event as determined by the City administration and will comply with all local, state and federal rules, regulations and laws.


Signature

2-19-16
Date

IV. SAMPLE LETTER TO NOTIFY ANY AFFECTED PROPERTY/BUSINESS OWNERS

- Organizer must notify all potentially affected residential property and business owners of the date and time this application will be considered by the City Commission. (*Sample letter attached to this application.*)
- Attach a copy of the proposed letter to this application. The letter will be reviewed and approved by the Clerk's Office. The letter must be distributed at least two weeks prior to the Commission meeting.
- A copy of the letter and the distribution list must be submitted to the Clerk's Office at least two weeks prior to the Commission meeting.
- If street closures are necessary, a map must be included with the letter to the affected property/business owners.

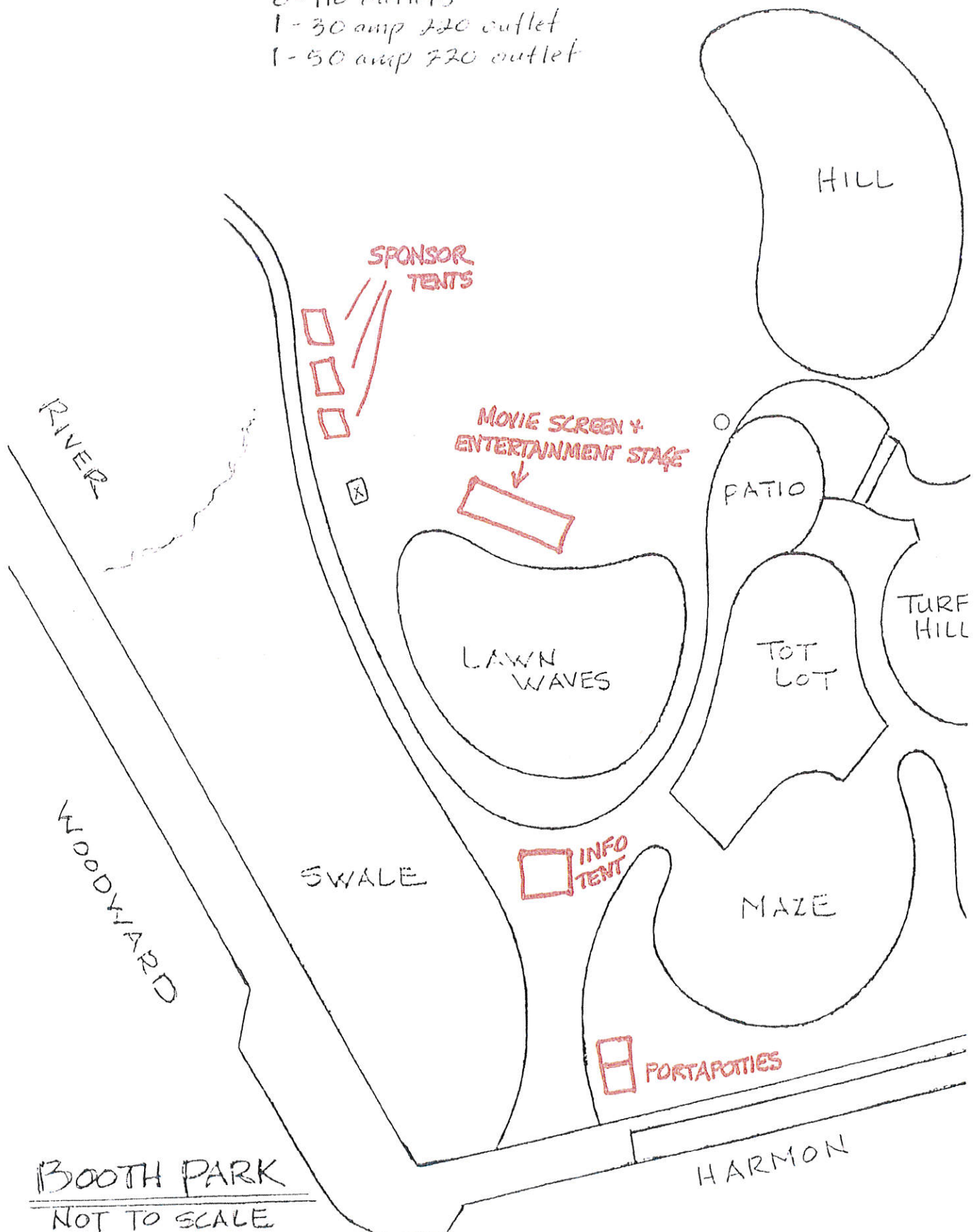


HOLD-HARMLESS AGREEMENT

"To the fullest extent permitted by law, the Birmingham PSD and any entity or person for whom the Birmingham PSD is legally liable, agrees to be responsible for any liability, defend, pay on behalf of, indemnify, and hold harmless the City of Birmingham, its elected and appointed officials, employees and volunteers and others working on behalf of the City of Birmingham against any and all claims, demands, suits, or loss, including all costs and reasonable attorney fees connected therewith, and for any damages which may be asserted, claimed or recovered against or from the City of Birmingham, its elected and appointed officials, employees, volunteers or others working on behalf of the City of Birmingham, by reason of personal injury, including bodily injury and death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with this activity/event. Such responsibility shall not be construed as liability for damage caused by or resulting from the sole act or omission of the City of Birmingham, its elected or appointed officials, employees, volunteers or others working on behalf of the City of Birmingham."

Applicant's signature

- Base Pub Location
- ☒ Electrical Panel Location
 - 8-110 outlets
 - 1-30 amp 220 outlet
 - 1-50 amp 220 outlet



NOTIFICATION

DATE: February 12, 2016

TO: Downtown Birmingham Business/Property Owner

The Birmingham City Code requires that we receive approval from the Birmingham City Commission to hold the following special event. The code further requires that we notify any property owners or business owners that may be affected by the special event of the date and time that the city commission will consider our request so that an opportunity exists for comments prior to this approval.

NAME OF EVENT: Movie Nights

LOCATION: Booth Park

DATES/TIMES: Fridays,
June 24, 2016
July 15, 2016
August 12, 2016
7:30 p.m. with movies beginning at dusk

DATE/TIME OF CITY COMMISSION MEETING: Monday, March 14, 2016 at 7:30 p.m.

The city commission meets in room 205 of the Municipal Building at 151 Martin. A complete copy of the application to hold this special event is available for your review at the city clerk's office (248/530-1880). To receive updates on special events held in the city log on to www.bhamgov.org/enotify.

EVENT ORGANIZER: Birmingham Shopping District

ADDRESS: 151 Martin

PHONE: 248/530-1200

NOTIFICATION

DATE: February 12, 2016

TO: Downtown Birmingham Business/Property Owner

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LOCATION: Booth Park

DATES/TIMES: Fridays,
June 24, 2016
July 15, 2016
August 12, 2016
7:30 p.m. with movies beginning at dusk

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ADDRESS: 151 Martin

PHONE: 248/530-1200

NOTIFICATION

DATE: February 12, 2016

TO: Downtown Birmingham Business/Property Owner

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NAME OF EVENT: Movie Nights

LOCATION: Booth Park

DATES/TIMES: Fridays,
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EVENT ORGANIZER: Birmingham Shopping District

ADDRESS: 151 Martin

PHONE: 248/530-1200

DEPARTMENT APPROVALS

EVENT NAME Movie Nights

LICENSE NUMBER #16-00010641

COMMISSION HEARING DATE MARCH 14, 2016

NOTE TO STAFF: Please submit approval by FEB. 29, 2016

DATE OF EVENT: 6/24, 7/15, 8/12/16

DEPARTMENT	APPROVED	COMMENTS	PERMITS REQUIRED (Must be obtained directly from individual departments)	ESTIMATED COSTS (Must be paid two weeks prior to the event. License will not be issued if unpaid.)	ACTUAL COSTS (Event will be invoiced by the Clerk's office after the event)
BUILDING 101-000.000.634.0005 248.530.1850	Scott L	No building department involvement	none	none	\$0.00
FIRE 101-000.000-634.0004 248.530.1900	FMB	1. No Smoking in any tents or canopy. Signs to be posted. 2. All tents and Canopies must be flame resistant with certificate on site. 3. No open flame or devices emitting flame, fire or heat in any tents. Cooking devices shall not be permitted within 20 feet of the tents. 4. Tents and Canopies must be properly anchored for the weather conditions, no stakes allowed. 5. Pre-event site inspection required. 7. All food vendors are required to have an approved 5lbs. multi-purpose (ABC) fire extinguisher on site and accessible. 8. Cords, hoses, etc. shall be matted to prevent trip hazards. 9. Paramedics will respond from the	None	\$100	

		fire station as needed. Dial 911 for fire/rescue/medical emergencies. 10. Provide protective barriers between hot surfaces and the public.			
POLICE 101-000.000.634.0003 248.530.1870	SG	Personnel and Barricades		\$300	
PUBLIC SERVICES 101-000.000-634.0002 248.530.1642	Carrie Laird	NO STAKES DRIVEN IN THE GROUND. ESTIMATED COSTS INCLUDE BANNER PLACEMENT AND REMOVAL, BARRICADE PLACEMENT AND REMOVAL EACH EVENT, SET UP AND CLEAN UP EACH EVENT		\$1.900	
ENGINEERING 101-000.000.634.0002 248.530.1839	A.F.	Approved	N/A	\$0	
INSURANCE 248.530.1807	CA	CITY EVENT	NONE	0	0
CLERK 101-000.000-614.0000 248.530.1803	LP	Notification letters mailed by applicant on <u>2/24/16</u> Notification addresses on file in the Clerk's Office. Evidence of required insurance must be on file with the Clerk's Office no later than N/A.	Applications for vendors license must be submitted no later than <u>6/10, 7/1, 7/29/16.</u>	\$165	
				TOTAL DEPOSIT REQUIRED \$2,465	ACTUAL COST

FOR CLERK'S OFFICE USE

Deposit paid _____

Actual Cost _____



MEMORANDUM

City Clerk's Office

DATE: May 9, 2016

TO: Joseph A. Valentine, City Manager

FROM: Laura M. Pierce, City Clerk

SUBJECT: Special Event Request
Birmingham Cruise Event

Attached is a special event application submitted by the Birmingham Shopping District requesting permission to hold the Birmingham Cruise Event on August 20, 2016.

The application has been circulated to the affected departments and approvals and comments have been noted.

The following events have either been approved by the Commission or are planned to be held August and have not yet submitted an application. These events do not pose a conflict with the proposed event.

Event Name	Date	Location
Farmers Market	Every Sunday May - October	Lot 6 (North Old Woodward)
In the Park Concerts	June – August (Wednesdays)	Shain Park
Movie Night	June 24, July 15, August 12	Booth Park
Birmingham Cruise Event	August 20	South Old Woodward

SUGGESTED RESOLUTION:

To approve a request from the Birmingham Shopping District to hold the Birmingham Cruise Event on August 20, 2016, contingent upon compliance with all permit and insurance requirements and payment of all fees, and, further, pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.

**CITY OF BIRMINGHAM
APPLICATION FOR SPECIAL EVENT PERMIT
PARKS AND PUBLIC SPACES**

I. EVENT DETAILS

- Incomplete applications will not be accepted.
- Changes in this information must be submitted to the City Clerk, in writing, at least three weeks prior to the event

FEES: **FIRST TIME EVENT:** **\$200.00**
 ANNUAL APPLICATION FEE: **\$165.00**

(Please print clearly or type)

Date of Application February 22, 2016

Name of Event Birmingham Cruise Event

Detailed Description of Event (attach additional sheet if necessary) _____

Car show and cruise with related activities and entertainment.

Location Old Woodward from Merrill to Lincoln and Brown St. from Pierce Parking Structure entrance to Peabody Street. Boundary includes frontage along Woodward Avenue.

Date(s) of Event Saturday, August 20, 2016 Hours of Event 9:00 am - 7:00 pm

Date(s) of Set-up Friday, August 19, 2016 Hours of Set-up Beginning at 7:00 am

Date(s) of Tear-down Sunday, August 21, 2016 Hours of Tear-down Complete by 12 noon

Organization Sponsoring Event Birmingham Shopping District

Organization Address 151 Martin Street, Birmingham 48009

Organization Phone 248-530-1200

Contact Person John Heiney/Lori Rondello

Contact Phone 248-530-1200

Contact Email jheiney@bhamgov.org/lrondello@bhamgov.org

II. EVENT INFORMATION

1. Organization Type BSD
(city, non-profit, community group, etc.)
2. Additional Sponsors or Participants (Provide name, address, contact person, status, etc. for all additional organizations sponsoring your event.) _____
Chevrolet, WXYZ, WOMC, Lincoln of Troy, others TBD

3. Is the event a fundraiser? ☒ YES ☐ NO
List beneficiary Local non-profits & school groups are offered an opportunity to sell water and merchandise.
List expected income \$1,000. +
Attach information about the beneficiary.
4. First time event in Birmingham? ☐ YES ☒ NO
If no, describe The Birmingham Cruise Event is an annual event, beginning in 1995.

5. Total number of people expected to attend per day 50,000-75,000
6. The event will be held on the following City property: (Please list)
☒ Street(s) South Old Woodward

☐ Sidewalk(s) _____

☐ Park(s) _____

7. Will street closures be required? ☒ YES ☐ NO
8. What parking arrangements will be necessary to accommodate attendance? City parking structures.

9. Will staff be provided to assist with safety, security and maintenance? ☒ YES ☐ NO
Describe Approximately 100 volunteers will assist. There will also be BSD personnel on site.
-
10. Will the event require safety personnel (police, fire, paramedics)? ☒ YES ☐ NO
Describe May be needed in emergencies.
-
11. Will alcoholic beverages be served? ☐ YES ☒ NO
If yes, additional approval by the City Commission is required, as well as the Michigan Liquor Control Commission.
12. Will music be provided? ☒ YES ☐ NO
☒ Live ☒ Amplification ☒ Recorded ☒ Loudspeakers
Time music will begin 10:00 am
Time music will end 9:00 pm
Location of live band, DJ, loudspeakers, equipment must be shown on the layout map.
13. Will there be signage in the area of the event? ☒ YES ☐ NO
Number of signs/banners _____
Size of signs/banners TBD
Submit a photo/drawing of the sign(s). A sign permit is required.
14. Will food/beverages/merchandise be sold? ☒ YES ☐ NO
- Peddler/vendor permits must be submitted to the Clerk's Office, at least two weeks prior to the event.
 - All food/beverage vendors must have Oakland County Health Department approval.
 - Attach copy of Health Dept approval.
 - There is a \$50.00 application fee for all vendors and peddlers, in addition to the \$10.00 daily fee, per location. A background check must be submitted for each employee participating at the event.

LIST OF VENDORS/PEDDLERS

(attach additional sheet if necessary)

VENDOR NAME	GOODS TO BE SOLD	WATER HOOK- UP REQUIRED?	ELECTRIC REQUIRED?
TBD	Official Merchandise	NO	NO
TBD	Food	NO	NO
TBD	Bottled Water	NO	NO

III. EVENT LAYOUT

- Include a map showing the park set up, street closures, and location of each item listed in this section.
- Include a map and written description of run/walk route and the start/finish area

1. Will the event require the use of any of the following municipal equipment?
(show location of each on map)

EQUIPMENT	QUANTITY	COST	NOTES
Picnic Tables		6 for \$200.00	A request for more than six tables will be evaluated based on availability.
Trash Receptacles		\$4.00 each	Trash box placement and removal of trash is the responsibility of the event. Additional cost could occur if DPS is to perform this work.
Dumpsters	2	\$200.00 per day	Includes emptying the dumpster one time per day. The City may determine the need for additional dumpsters based on event requirements.
Utilities (electric)	____ # of vendors requiring utilities	Varies	Charges according to final requirements of event.
Water/Fire Hydrant		Contact the Fire Department.	Applicant must supply their own means of disposal for all sanitary waste water. Waste water is NOT allowed to be poured into the street or on the grass.
Audio System		\$200.00 per day	Must meet with City representative.
Meter Bags / Traffic Cones / Barricades	# to be determined by the Police Department.		

2. Will the following be constructed or located in the area of the event? ☒ YES ☐ NO
(show location of each on map) NOTE: Stakes are not allowed.

TYPE	QUANTITY	SIZE
Tents/Canopies/Awnings (A permit is required for tents over 120 sq ft)	5 +/-	various
Portable Toilets	25 +/-	regular & handicap
Rides		
Displays	10 +/-	various
Vendors	TBD	
Temporary Structure (must attach a photo)		
Other (describe)		

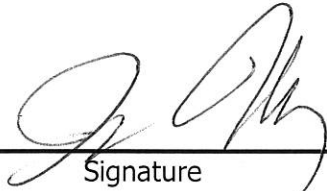
SIGNATURE OF APPLICANT REQUIRED

EVENT NAME Birmingham Cruise Event

EVENT DATE Saturday, August 20, 2016

The Birmingham City Commission shall have sole and complete discretion in deciding whether to issue a permit. Nothing contained in the City Code shall be construed to require the City Commission to issue a permit to an applicant and no applicant shall have any interest or right to receive a permit merely because the applicant has received a permit in the past.

As the authorized agent of the sponsoring organization, I hereby agree that this organization shall abide by all conditions and restrictions specific to this special event as determined by the City administration and will comply with all local, state and federal rules, regulations and laws.

 Signature

2-19-16 Date

**IV. SAMPLE LETTER TO NOTIFY ANY AFFECTED
PROPERTY/BUSINESS OWNERS**

- Organizer must notify all potentially affected residential property and business owners of the date and time this application will be considered by the City Commission. *(Sample letter attached to this application.)*
- Attach a copy of the proposed letter to this application. The letter will be reviewed and approved by the Clerk's Office. The letter must be distributed at least two weeks prior to the Commission meeting.
- A copy of the letter and the distribution list must be submitted to the Clerk's Office at least two weeks prior to the Commission meeting.
- If street closures are necessary, a map must be included with the letter to the affected property/business owners.



HOLD-HARMLESS AGREEMENT

"To the fullest extent permitted by law, the Birmingham PSD and any entity or person for whom the Birmingham PSD is legally liable, agrees to be responsible for any liability, defend, pay on behalf of, indemnify, and hold harmless the City of Birmingham, its elected and appointed officials, employees and volunteers and others working on behalf of the City of Birmingham against any and all claims, demands, suits, or loss, including all costs and reasonable attorney fees connected therewith, and for any damages which may be asserted, claimed or recovered against or from the City of Birmingham, its elected and appointed officials, employees, volunteers or others working on behalf of the City of Birmingham, by reason of personal injury, including bodily injury and death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with this activity/event. Such responsibility shall not be construed as liability for damage caused by or resulting from the sole act or omission of the City of Birmingham, its elected or appointed officials, employees, volunteers or others working on behalf of the City of Birmingham."



Applicant's signature

SPECIAL EVENT REQUEST NOTIFICATION

February 22, 2016

TO: Property Owners and Business Owners

The Birmingham City Code requires that we receive approval from the Birmingham City Commission to hold the following special event. The code further requires that we notify any property owners or business owners that may be affected by the special event of the date and time that the City Commission will consider our request so that an opportunity exists for comments prior to this approval.

NAME OF EVENT: Birmingham Cruise Event
LOCATION: Old Woodward from Merrill to Lincoln and Brown Street from Pierce Parking Structure entrance to Peabody Street. Boundary includes frontage along Woodward Ave.
DATE/TIME: Saturday, August 20, 2016 from 9 a.m. to 7 p.m.
DATE OF CITY COMMISSION MEETING: Monday, March 14, 2016

The City Commission meets in room 205 of the Municipal Building at 151 Martin at 7:30 p.m. A complete copy of the application to hold this special event is available for your review at the City Clerk's Office (248/530-1880). To receive updates on special events held in the city log on to www.bhamgov.org

EVENT ORGANIZER: Birmingham Shopping District
ADDRESS: 151 Martin Street, Birmingham
PHONE: 248/530-1200

SPECIAL EVENT REQUEST NOTIFICATION

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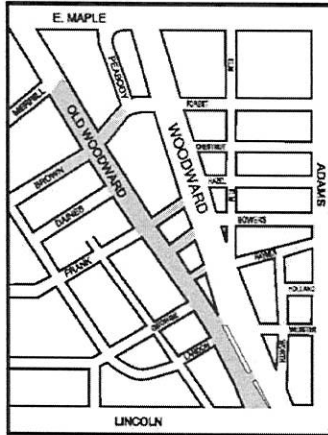
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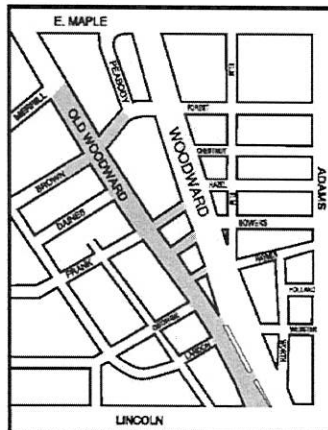
Birmingham Shopping District
151 Martin Street
Birmingham, MI 48009

BIRMINGHAM CRUISE EVENT
2016



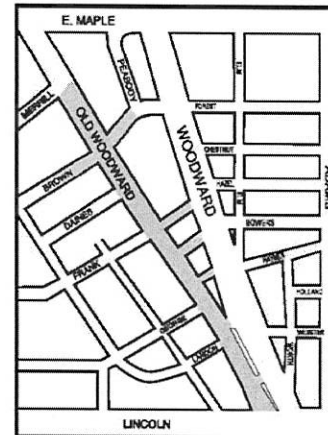
Birmingham Shopping District
151 Martin Street
Birmingham, MI 48009

BIRMINGHAM CRUISE EVENT
2016



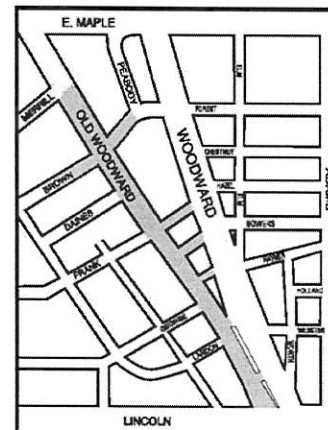
Birmingham Shopping District
151 Martin Street
Birmingham, MI 48009

BIRMINGHAM CRUISE EVENT
2016



Birmingham Shopping District
151 Martin Street
Birmingham, MI 48009

BIRMINGHAM CRUISE EVENT
2016



DEPARTMENT APPROVALS

EVENT NAME Cruise Event

LICENSE NUMBER #16-00010640

COMMISSION HEARING DATE MARCH 14, 2016

NOTE TO STAFF: Please submit approval by FEB. 29, 2016

DATE OF EVENT: AUGUST 20, 2016

DEPARTMENT	APPROVED	COMMENTS	PERMITS REQUIRED (Must be obtained directly from individual departments)	ESTIMATED COSTS (Must be paid two weeks prior to the event. License will not be issued if unpaid.)	ACTUAL COSTS (Event will be invoiced by the Clerk's office after the event)
BUILDING 101-000.000.634.0005 248.530.1850	Scott L	<ol style="list-style-type: none">1. Tents and canopies over 120 square feet require permits.2. Electrical, plumbing, and mechanical permits are required for generators, heaters, and water connections.3. Tents and canopies must be secured with weights, sand, or water ballast.	Refer to comment section.	\$2,771.14	
FIRE 101-000.000-634.0004 248.530.1900	FMB	<ol style="list-style-type: none">1. No Smoking in any tents or canopy. Signs to be posted.2. All tents and Canopies must be flame resistant with certificate on site.3. No open flame or devices emitting flame, fire or heat in any tents. Cooking devices shall not be permitted within 20 feet of the tents.4. Tents and Canopies must be properly anchored for the weather conditions, no stakes allowed.5. Clear Fire Department access of minimum 12 foot aisles must be maintained, no tents, canopies or other obstructions in the access aisle unless	None	\$4,000	

		<p>approved by the Fire Marshal.</p> <p>6. Pre-event site inspection required.</p> <p>8. All food vendors are required to have an approved 5lbs. multi-purpose (ABC) fire extinguisher on site and accessible.</p> <p>9. Cords, hoses, etc. shall be matted to prevent trip hazards.</p> <p>10. Exits must be clearly marked in tents/structures with an occupant load over 50 people.</p> <p>11. Additional Paramedics/firefighters will be staffed for the Dream Cruise event and respond from predetermined locations as needed.</p> <p>12. A permit is required for Fire hydrant usage.</p> <p>13. Do Not obstruct fire hydrants or fire sprinkler connections on buildings.</p> <p>14. Provide protective barriers between hot surfaces and the public.</p>			
POLICE 101-000.000.634.0003 248.530.1870	SG	Personnel and Barricades		\$5500	
PUBLIC SERVICES 101-000.000-634.0002 248.530.1642	Carrie Laird	2 roll off dumpsters, location TBD Costs include dumpsters, setup, staffing during event and cleanup		\$15,000	
ENGINEERING 101-000.000.634.0002 248.530.1839	A.F.	<p>Coordinate cross-over closure from Northbound Woodward to Northbound S. Old Woodward w/DPS and Police</p> <p>Maintain Brown St. to allow thru vehicle traffic and direct pedestrian traffic to nearest signal crossing</p>	N/A	\$0	

INSURANCE 248.530.1807	CA	Must obtain an additional insurance rider. Approval contingent upon compliance with insurance requirements.	NONE	0	0
CLERK 101-000.000-614.0000 248.530.1803		Notification letters mailed by applicant on <u>2/24/16</u> Notification addresses on file in the Clerk's Office. Evidence of required insurance must be on file with the Clerk's Office no later than N/A.	Applications for vendors license must be submitted no later than <u>8/5/16.</u>	\$165	
				TOTAL DEPOSIT REQUIRED \$27,436.14	ACTUAL COST

FOR CLERK'S OFFICE USE

Deposit paid _____

Actual Cost _____

Due/Refund_____



MEMORANDUM

City Clerk's Office

DATE: March 9, 2016

TO: Joseph A. Valentine, City Manager

FROM: Laura M. Pierce, City Clerk

SUBJECT: Special Event Request
Day on the Town

Attached is a special event application submitted by the Birmingham Shopping District requesting permission to hold Day on the Town in downtown Birmingham, July 23, 2016.

The application has been circulated to the affected departments and approvals and comments have been noted.

The following events have either been approved by the Commission or are planned to be held in July and have not yet submitted an application. These events do not pose a conflict with the proposed event.

Event Name	Date	Location
Farmers Market	Every Sunday May - October	Lot 6 (North Old Woodward)
In the Park Concerts	Every Wednesday June - August	Shain Park
Village Fair	June 2-5	Shain Park
Breathe Deep Michigan 5K	June 4	Booth Park & surrounding neighborhood
Battle of the Bands	June 17	Shain Park
Movie Night	June 24, July 15, August 12	Booth Park

SUGGESTED RESOLUTION:

To approve a request from the Birmingham Shopping District requesting permission to hold Day on the Town in downtown Birmingham, July 23, 2016 contingent upon compliance with all permit and insurance requirements and payment of all fees and, further pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.

**CITY OF BIRMINGHAM
APPLICATION FOR SPECIAL EVENT PERMIT
PARKS AND PUBLIC SPACES**

I. EVENT DETAILS

- Incomplete applications will not be accepted.
- Changes in this information must be submitted to the City Clerk, in writing, at least three weeks prior to the event

FEES: **FIRST TIME EVENT:** **\$200.00**
 ANNUAL APPLICATION FEE: **\$165.00**

(Please print clearly or type)

Date of Application February 22, 2016

Name of Event Day On The Town

Detailed Description of Event (attach additional sheet if necessary) _____

All day shopping event in downtown Birmingham with family friendly activities and Corvette Generations Car Show.

* Merchants would like permission to conduct sidewalk sale on Sunday, July 24. No street closures needed. Merchants may place racks outside their front entrances, not blocking pedestrian right-of-way on sidewalk.

Location Downtown Birmingham

Date(s) of Event July 23, 2016 Hours of Event 9 am - 7 pm

Date(s) of Set-up July 23, 2016 Hours of Set-up 7 am - 9 am

Date(s) of Tear-down July 23, 2016 Hours of Tear-down 7 pm - 9 pm

Organization Sponsoring Event Birmingham Shopping District

Organization Address 151 Martin Street, Birmingham

Organization Phone 248-530-1200

Contact Person John Heiney/Lori Rondello

Contact Phone 248-530-1200

Contact Email jheiney@bhamgov.org/lrondello@bhamgov.org

II. EVENT INFORMATION

1. Organization Type City, BSD
(city, non-profit, community group, etc.)
2. Additional Sponsors or Participants (Provide name, address, contact person, status, etc. for all additional organizations sponsoring your event.) _____
None

3. Is the event a fundraiser? ☐ YES ☒ NO
List beneficiary _____
List expected income _____
Attach information about the beneficiary.
4. First time event in Birmingham? ☐ YES ☒ NO
If no, describe Day On The Town began in 2002.

5. Total number of people expected to attend per day 10,000-15,000
6. The event will be held on the following City property: (Please list)
☒ Street(s) Old Woodward, Maple, Pierce, Merrill, Hamilton, Henrietta, Martin (See attached map)

☒ Sidewalk(s) After 7 pm, stores may elect to move sale items from street to storefront sidewalk, allow for pedestrians.

☐ Park(s) _____

7. Will street closures be required? ☒ YES ☐ NO
8. What parking arrangements will be necessary to accommodate attendance? WE would like to provide free parking in all structures and meters from 9 am - 7 pm. Pending staff approval.

9. Will staff be provided to assist with safety, security and maintenance? ☒ YES ☐ NO
Describe BSD staff will be on-site during event.
10. Will the event require safety personnel (police, fire, paramedics)? ☒ YES ☐ NO
Describe On call status.
11. Will alcoholic beverages be served? ☐ YES ☒ NO
If yes, additional approval by the City Commission is required, as well as the Michigan Liquor Control Commission.
12. Will music be provided? ☒ YES ☐ NO
☒ Live ☒ Amplification ☒ Recorded ☒ Loudspeakers
Time music will begin 12 noon
Time music will end 7 pm
Location of live band, DJ, loudspeakers, equipment must be shown on the layout map.
13. Will there be signage in the area of the event? ☒ YES ☐ NO
Number of signs/banners 2 banners
Size of signs/banners 9.5' x 5' (sample attached).
Submit a photo/drawing of the sign(s). A sign permit is required.
14. Will food/beverages/merchandise be sold? ☒ YES ☐ NO
- Peddler/vendor permits must be submitted to the Clerk's Office, at least two weeks prior to the event.
 - All food/beverage vendors must have Oakland County Health Department approval.
 - Attach copy of Health Dept approval.
 - There is a \$50.00 application fee for all vendors and peddlers, in addition to the \$10.00 daily fee, per location. A background check must be submitted for each employee participating at the event.

LIST OF VENDORS/PEDDLERS

(attach additional sheet if necessary)

VENDOR NAME	GOODS TO BE SOLD	WATER HOOK- UP REQUIRED?	ELECTRIC REQUIRED?
TBD			

III. EVENT LAYOUT

- Include a map showing the park set up, street closures, and location of each item listed in this section.
- Include a map and written description of run/walk route and the start/finish area

1. Will the event require the use of any of the following municipal equipment?
(show location of each on map)

EQUIPMENT	QUANTITY	COST	NOTES
Picnic Tables		6 for \$200.00	A request for more than six tables will be evaluated based on availability.
Trash Receptacles	TBD	\$4.00 each	Trash box placement and removal of trash is the responsibility of the event. Additional cost could occur if DPS is to perform this work.
Dumpsters		\$200.00 per day	Includes emptying the dumpster one time per day. The City may determine the need for additional dumpsters based on event requirements.
Utilities (electric)	TBD # of vendors requiring utilities	Varies	Charges according to final requirements of event.
Water/Fire Hydrant	1	Contact the Fire Department.	Applicant must supply their own means of disposal for all sanitary waste water. Waste water is NOT allowed to be poured into the street or on the grass.
Audio System		\$200.00 per day	Must meet with City representative.
Meter Bags / Traffic Cones / Barricades	# to be determined by the Police Department.		

2. Will the following be constructed or located in the area of the event? ☐ YES ☐ NO
(show location of each on map) NOTE: Stakes are not allowed.

TYPE	QUANTITY	SIZE
Tents/Canopies/Awnings (A permit is required for tents over 120 sq ft)	30-40	10' x 10'
Portable Toilets	TBD	
Rides		
Displays	TBD	
Vendors	TBD	
Temporary Structure (must attach a photo)		
Other (describe)		

SIGNATURE OF APPLICANT REQUIRED

EVENT NAME Day On The Town

EVENT DATE July 23, 2016

The Birmingham City Commission shall have sole and complete discretion in deciding whether to issue a permit. Nothing contained in the City Code shall be construed to require the City Commission to issue a permit to an applicant and no applicant shall have any interest or right to receive a permit merely because the applicant has received a permit in the past.

As the authorized agent of the sponsoring organization, I hereby agree that this organization shall abide by all conditions and restrictions specific to this special event as determined by the City administration and will comply with all local, state and federal rules, regulations and laws.


Signature

2-19-16
Date

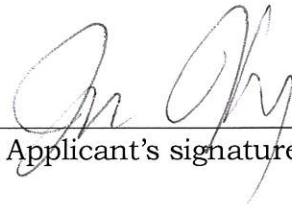
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- Organizer must notify all potentially affected residential property and business owners of the date and time this application will be considered by the City Commission. (*Sample letter attached to this application.*)
- Attach a copy of the proposed letter to this application. The letter will be reviewed and approved by the Clerk's Office. The letter must be distributed at least two weeks prior to the Commission meeting.
- A copy of the letter and the distribution list must be submitted to the Clerk's Office at least two weeks prior to the Commission meeting.
- If street closures are necessary, a map must be included with the letter to the affected property/business owners.



HOLD-HARMLESS AGREEMENT

"To the fullest extent permitted by law, the Birmingham PSD and any entity or person for whom the Birmingham PSD is legally liable, agrees to be responsible for any liability, defend, pay on behalf of, indemnify, and hold harmless the City of Birmingham, its elected and appointed officials, employees and volunteers and others working on behalf of the City of Birmingham against any and all claims, demands, suits, or loss, including all costs and reasonable attorney fees connected therewith, and for any damages which may be asserted, claimed or recovered against or from the City of Birmingham, its elected and appointed officials, employees, volunteers or others working on behalf of the City of Birmingham, by reason of personal injury, including bodily injury and death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with this activity/event. Such responsibility shall not be construed as liability for damage caused by or resulting from the sole act or omission of the City of Birmingham, its elected or appointed officials, employees, volunteers or others working on behalf of the City of Birmingham."



Applicant's signature

PROPOSED

Day

on THE

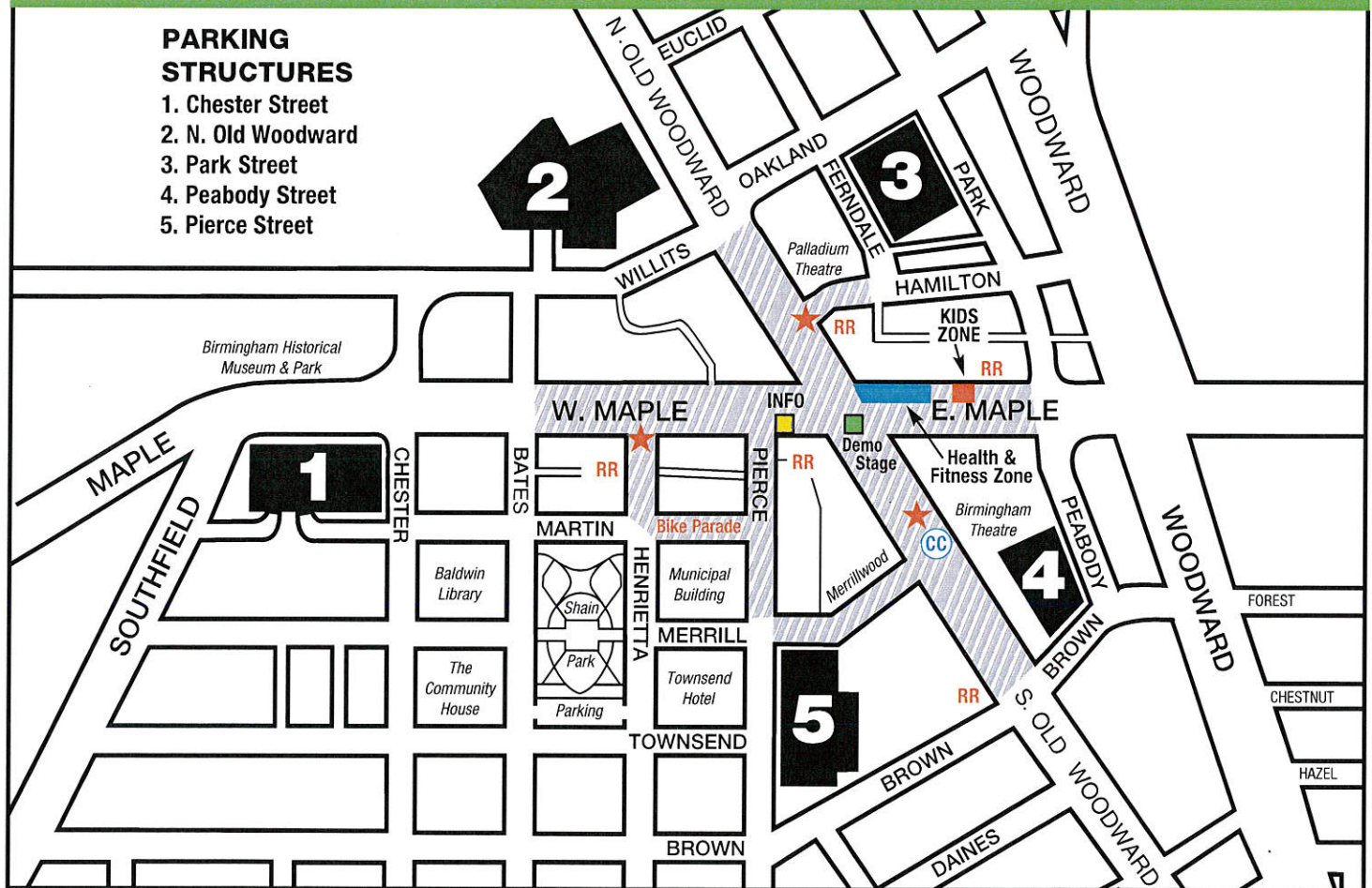
TOWN

Saturday
7.23.16
9 am - 7 pm



WHEN UPScale goes on sale!

STREET CLOSURE MAP



Streets closed to traffic & parking, DAY ON THE TOWN,
Saturday, July 23, 2016 • 9 am – 7 pm

★ Entertainment Stage(s)

CC Corvette Club

RR Rest Rooms

Info Tent

Health & Fitness Zone

Kids Zone

Demo Stage

The Premier Shopping Event Of The Summer
Awesome Deals • Big Sales • Live Entertainment
Corvette Show 'til 4 p.m. • Children's Activities
Free Parking All Day

Kids Bike Parade kicks off the event at 8:30 a.m.
in front of City Hall at 151 Martin Street.



Birmingham
IT ALL STARTS HERE

EVENT INFO @ EnjoyBirmingham.com/calendar
Like us! [facebook.com/EnjoyBirminghamNOW](https://www.facebook.com/EnjoyBirminghamNOW)



SAMPLE - BANNER

DOTT2016-large banner layout

5' x 9.5'

Day on THE TOWN



Saturday 7.23.16 9 am - 7 PM

The Premier Shopping Event Of The Summer
Awesome Deals • Big Sales • Live Entertainment
Corvette Show 'til 4 p.m. • Children's Activities

WHEN UPScale Goes on Sale!

Free Parking All Day



KIDS BIKE PARADE
8:30 am City Hall

Birmingham

IT ALL STARTS HERE

EnjoyBirmingham.com/calendar
Like us! facebook.com/EnjoyBirminghamNOW



NOTIFICATION

DATE: February 22, 2016

TO: Downtown Birmingham Business/Property Owner

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NAME OF EVENT: Day On The Town**LOCATION:** DOWNTOWN BIRMINGHAM

Old Woodward from Oakland/Willits to Brown

Hamilton from Old Woodward to Ferndale

Henrietta from Maple to Martin - Pierce from Maple to Merrill

Merrill from Pierce to Old Woodward - Maple from Bates to Peabody

DATES/TIMES: Saturday, July 23, 2016 from 9 a.m. until 7 p.m.**DATE/TIME OF CITY COMMISSION MEETING:** Monday March 14, 2016 at 7:30 p.m.

The City Commission meets in room 205 of the Municipal Building at 151 Martin. A complete copy of the application to hold this special event is available for your review at the City Clerk's office (248/530-1880). To receive updates on special events held in the city log on to www.bhamgov.org/enotify.

EVENT ORGANIZER: Birmingham Shopping District**ADDRESS:** 151 Martin**PHONE:** 248/530-1200**NOTIFICATION**

DATE: February 22, 2016

TO: Downtown Birmingham Business/Property Owner

The Birmingham City Code requires that we receive approval from the Birmingham City Commission to hold the following special event. The code further requires that we notify any property owners or business owners that may be affected by the special event of the date and time that the City Commission will consider our request so that an opportunity exists for comments prior to this approval.

NAME OF EVENT: Day On The Town**LOCATION:** DOWNTOWN BIRMINGHAM

Old Woodward from Oakland/Willits to Brown

Hamilton from Old Woodward to Ferndale

Henrietta from Maple to Martin - Pierce from Maple to Merrill

Merrill from Pierce to Old Woodward - Maple from Bates to Peabody

DATES/TIMES: Saturday, July 23, 2016 from 9 a.m. until 7 p.m.**DATE/TIME OF CITY COMMISSION MEETING:** Monday March 14, 2016 at 7:30 p.m.

The City Commission meets in room 205 of the Municipal Building at 151 Martin. A complete copy of the application to hold this special event is available for your review at the City Clerk's office (248/530-1880). To receive updates on special events held in the city log on to www.bhamgov.org/enotify.

EVENT ORGANIZER: Birmingham Shopping District**ADDRESS:** 151 Martin**PHONE:** 248/530-1200**NOTIFICATION**

DATE: February 22, 2016

TO: Downtown Birmingham Business/Property Owner

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TO: Downtown Birmingham Business/Property Owner

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EVENT ORGANIZER: Birmingham Shopping District**ADDRESS:** 151 Martin**PHONE:** 248/530-1200

DEPARTMENT APPROVALS

EVENT NAME DAY ON THE TOWN

LICENSE NUMBER #16-00010639

COMMISSION HEARING DATE MARCH 14, 2016

NOTE TO STAFF: Please submit approval by FEBRUARY 29, 2016

DATE OF EVENT JULY 23, 2016

DEPARTMENT	APPROVED	COMMENTS	PERMITS REQUIRED (Must be obtained directly from individual departments)	ESTIMATED COSTS (Must be paid two weeks prior to the event. License will not be issued if unpaid.)	ACTUAL COSTS (Event will be invoiced by the Clerk's office after the event)
BUILDING 101-000.000-634.0005 248.530.1850	Scott L	<ol style="list-style-type: none"> 1. All exits, exit accesses, and exit discharges must be maintained 2. Tents that require permits need a tent layout plan for review 3. All tents are required to have flame certification 4. Tents and canopies must be stabilized with weights 5. Electrical cords or water lines must be taped or matted to prevent trip hazards 	Tents over 200 square feet require permits. Electrical and plumbing permits needed for generators and water connections.	<p>6 Hours of overtime costs \$471.27</p> <p>Fees for required tent or canopy permits.</p>	
FIRE 101-000.000-634.0004 248.530.1900	FMB	<ol style="list-style-type: none"> 1. No Smoking in any tents or canopy. Signs to be posted. 2. All tents and Canopies must be flame resistant with certificate on site. 3. No open flame or devices emitting flame, fire or heat in any tents. Cooking devices shall not be permitted within 20 feet of the tents. 4. Tents and Canopies must be properly anchored for the weather conditions, no stakes allowed. 5. Clear Fire Department access of minimum 12 foot aisles must be maintained, no tents, canopies or other obstructions in the access 	None	\$100	

		aisle unless approved by the Fire Marshal. 6. Pre-event site inspection required. 7. All food vendors are required to have an approved 5lbs. multi-purpose (ABC) fire extinguisher on site and accessible. 8. Cords, hoses, etc. shall be matted to prevent trip hazards. 9. Exits must be clearly marked in tents/structures with an occupant load over 50 people. 10. Paramedics will respond from the fire station as needed. Dial 911 for fire/rescue/medical emergencies. 11. A permit is required for Fire hydrant usage. 12. Do Not obstruct fire hydrants or fire sprinkler connections on buildings. 13. Provide protective barriers between hot surfaces and the public.			
POLICE 101-000.000.634.0003 248.530.1870	SG	Personnel and Barricades		\$1300	
PUBLIC SERVICES 101-000.000-634.0002 248.530.1642	CL	Additional cost could occur if trash is needed to be picked up after the event		\$3,600	
ENGINEERING 101-000.000.634.0002 248.530.1839	A.F.	All stores must maintain 5' clear pedestrian pathway on the sidewalks. No damage to pavements allowed for tents, tables, shelters, etc.	None	\$0	\$0
INSURANCE 248.530.1807	CA	Under review. Contingent upon compliance with all insurance requirements.	None	0	0

CLERK 101-000.000-614.0000 248.530.1803	LP	Notification letters mailed by applicant on <u>2/25/16</u> . Notification addresses on file in the Clerk's Office. Evidence of required insurance must be on file with the Clerk's Office no later than <u>N/A</u> .	Applications for vendors license must be submitted no later than <u>7/8/16</u> .	\$165	
				TOTAL DEPOSIT REQUIRED \$5,636.27	ACTUAL COST

FOR CLERK'S OFFICE USE

Deposit paid _____

Actual Cost _____

Due/Refund _____



MEMORANDUM

Engineering Dept.

DATE: February 23, 2016

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Birmingham Train Station Demolition
MDOT Reimbursement Agreement
Amendment #2

As you may recall, the MI Department of Transportation (MDOT) has offered to reimburse up to 100% of the costs incurred by the City in its efforts to remove the now defunct Birmingham Train Station located at the east end of Villa Ave. Originally, the reimbursement agreement stipulated that the work must be done in calendar year 2015, and that total reimbursement would not exceed \$40,000. The demolition project was originally bid in October of last year, with the requirement that the work be completed prior to the end of December.

Only one incomplete bid was received. Our office took this as an indication that the job was not desirable because it did not provide enough time to put it into a contractor's schedule. In November, an amendment to the MDOT agreement was prepared that allowed the project to be completed by September, 2016. With this additional time, the project was rebid in December essentially unchanged, except that the work could be done anytime prior to June 15, 2016.

The December bid opening resulted in three complete bids. The low bidder's cost was almost \$72,000. Considering the over \$14,000 in engineering fees already incurred, it was clear that the original estimate of \$40,000 for the total project was inadequate. I reviewed this situation with MDOT staff. After internal discussions, they agreed to provide another amendment to the agreement, this time putting a cap of \$90,000 (total) in the available reimbursement. The second amendment is now attached.

Should the Commission concur, the City should bear virtually no cost at all towards the demolition of the Birmingham Train Station. Upon approval, we will forward the bidding documents containing information about the low bidder to MDOT for their review and approval to proceed with this project. Upon receipt of said written approval, a recommendation to award the contract to the low bidder will be forwarded to the Commission at a later date.

SUGGESTED RESOLUTION:

To authorize the Mayor to sign the Amendment to Contract Number 2015-0212 with the Michigan Department of Transportation to increase the Contract amount to a revised total of \$90,000, and further to adopt the following resolution:

WHEREAS, The CONTRACT provides for the final design/demolition and restoration of the relocated Birmingham passenger rail platform at the Intermodal Transit Facility; and

WHEREAS, the parties desire to increase the CONTRACT value to provide sufficient funds for the City to perform the services;

NOW THEREFORE, the parties agree that the CONTRACT exists and that the same is amended as follows:

1. In order increase the CONTRACT by \$50,000, for a revised total CONTRACT amount of \$90,000, Sections 1, 3, 4, and 5(c) of the CONTRACT are amended as follows:

“MDOT will reimburse the CITY for all eligible PROJECT costs, as set forth in Revised Attachment A, within thirty (30) days of receiving said billings, up to a maximum amount of Ninety Thousand Dollars (\$90,000).”

2. All other provisions of the CONTRACT, except as herein amended, remain in full force and effect as originally set forth.
3. The CITY waives any and all claims it has or may have against the DEPARTMENT that arise out of the need to amend and/or extend the CONTRACT.
4. This amendatory Contract will become binding on the parties and of full force and effect upon signing by the duly authorized representatives of the CITY and the DEPARTMENT and upon adoption of a resolution approving said Amendatory Contract and authorizing the signature(s) thereto of the respective representative of the CITY, a certified copy of which resolution will be sent to the DEPARTMENT with this Amendatory Contract, as applicable.

IN WITNESS WHEREOF, the parties have caused this Amendatory Contract to be awarded.



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 18, 2016

Mr. Joseph Valentine
City of Birmingham
151 Martin Street, P.O. Box 3001
Birmingham, Michigan 48012

BIRMINGHAM

FEB 23 2016

CITY MANAGER'S OFFICE

Dear Mr. Valentine:

RE: MDOT Contract 2015-0212/A2

Enclosed are two originals and one copy (for your records) of the above described contract between City of Birmingham and the Michigan Department of Transportation (MDOT). If this contract meets with your approval, please complete the following items:

- Secure the necessary signature(s) on **BOTH** original contracts. **PLEASE PRINT NAME AND TITLE OF SIGNER(S)** in the space provided.
- Please **DO NOT DATE, UNSTAPLE, OR MAKE ANY MARKS** on the original contracts. An extra copy has been provided for you. We will date the contracts when they are awarded. A contract is not awarded unless it has been signed by both parties.
- Include a **CERTIFIED RESOLUTION or CONSULTANT DATA AND SIGNATURE SHEET** (MDOT form 5100J at <http://mdotcf.state.mi.us/public/webforms/public/5100J.pdf>). The resolution or MDOT Form 5100J should specifically name the officials who are authorized to sign the contracts and be included with your signed contract. If this is an amendment or revision or if you already have a blanket signature resolution/Consultant Data and Signature sheet (MDOT form 5100J) on file with us and there have been no changes, there is no need to include either document.
- Return **BOTH** original contracts to **MDOT- Mail Code B460, Attention: Brenda Allen, P.O. Box 30050, Lansing, Michigan 48909**. If returning via overnight delivery, please send to MDOT – Mail Code B460, Attention: Brenda Allen, 425 West Ottawa, Lansing, Michigan 48933. One original of the awarded contract will be forwarded to you.

Please contact your project manager if you have any questions. If your project manager is unavailable, feel free to contact me at (517) 373-0348 or Connie Hanrahan at (517) 335-2526.

Sincerely,

Kelly Villarreal
Contract Administrator
Economic Development, Budget and Contracts

KV/ba
Enclosure

MICHIGAN DEPARTMENT OF TRANSPORTATION

CITY OF BIRMINGHAM

AMENDMENT

This Amendatory Contract is made and entered into this date of _____ by and between the Michigan Department of Transportation (MDOT) and the City of Birmingham (CITY) for the purpose of amending Contract No. 2015-0212 (CONTRACT), dated August 28, 2015, as amended.

Recitals:

The CONTRACT provides for the final design/demolition and restoration of the relocated Birmingham passenger rail platform at the Intermodal Transit Facility in the city of Birmingham; and

The parties desire to amend the CONTRACT to increase the amount in order to cover higher than anticipated costs associated with the project.

The parties agree that the CONTRACT be and that the same is amended as follows:

1. In order to increase the CONTRACT amount by Fifty Thousand Dollars (\$50,000.00), for a revised total CONTRACT amount of Ninety Thousand Dollars (\$90,000.00), Section 1, the first paragraph of Section 3, the first paragraph of Section 4, and subsection (c) of Section 5 of the CONTRACT, respectively, are amended to read as follows; and Attachment A of the CONTRACT, dated March 26, 2015, is replaced with Revised Attachment A, dated February 8, 2016, attached hereto and made a part hereof, and all references in the CONTRACT to Attachment A will be construed to mean Revised Attachment A, dated February 8, 2016:

“Section 1. PURPOSE

This Contract is to provide for the final design/demolition and restoration of the relocated Birmingham passenger rail platform at the Intermodal Transit Facility, as set forth in Revised Attachment A, dated February 8, 2016 (PROJECT). The PROJECT will be performed in accordance with the Statement of Work submitted to the FRA by MDOT, attached to and made part of the Grant Agreement (as defined in Section 2 below).

MDOT will participate in the PROJECT by making up to Ninety Thousand Dollars (\$90,000.00) in ARRA funding available to the CITY for use in financing the PROJECT, as set forth in Section 4."

"MDOT and the CITY agree that the maximum PROJECT amount of Ninety Thousand Dollars (\$90,000.00) set forth in Revised Attachment A represents estimated line item costs required to complete the PROJECT and may be subject to revision and adjustment. Therefore, MDOT and the CITY agree that revisions or adjustments to estimated line item costs set forth in Revised Attachment A are permitted, provided, however, that such revisions or adjustments will not result in an increase in the financial obligations of MDOT, as set forth in Section 4 of this Contract, or in a change in the scope of the PROJECT, unless by prior award of a written amendment to this Contract. All costs in excess of the amount stated above will be the CITY's responsibility"

"The PROJECT cost will be met by contributions from the federal government. Federal ARRA funds will be applied to 100 percent of the eligible items of PROJECT cost not to exceed Ninety Thousand Dollars (\$90,000.00), as set forth in Revised Attachment A. All costs in excess of the amount stated above will be the CITY's responsibility."

"c. MDOT will reimburse the CITY for all eligible PROJECT costs, as set forth in Revised Attachment A, within thirty (30) days of receiving said billings, up to a maximum amount of Ninety Thousand Dollars (\$90,000.00)."

2. All other provisions of the CONTRACT, except as herein amended, remain in full force and effect as originally set forth.
3. The CITY agrees that the compensation noted above represents payment in full for all services requested by MDOT and waives any and all claims it has or may have against MDOT that arise out of the need to amend the CONTRACT.

4. This Amendatory Contract will become binding on the parties and of full force and effect upon signing by the duly authorized representatives of the CITY and MDOT and upon adoption of a resolution approving said Amendatory Contract and authorizing the signature(s) thereto of the respective representatives(s) of the CITY, a certified copy of which resolution will be sent to MDOT with this Amendatory Contract, as applicable.

CITY OF BIRMINGHAM

By: _____
Title:

MICHIGAN DEPARTMENT OF TRANSPORTATION

By: _____
Title: Department Director

REVISED ATTACHMENT A
THE CITY OF BIRMINGHAM
AND
THE STATE OF MICHIGAN

February 8, 2016

Total estimated cost breakdown for the final design, demolition and restoration of the relocated Birmingham platform/site in Birmingham, Michigan:

Professional services, architectural and engineering, and construction management	\$15,000
Demolition, Site Restoration	<u>75,000</u>
Project Total to be contributed by the Michigan Department of Transportation	\$ 90,000

Funding source:

ARRA

FY10/77619 \$90,000

WB 0030



MEMORANDUM

Engineering Dept.

DATE: November 13, 2015

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Birmingham Train Station Demolition
MDOT Reimbursement Agreement Amendment

In about February of this year, the Troy Transit Center was opened to the public. At that time, the Birmingham Train Station ceased operations, and all public users of the train station were directed to start using the Troy facility. It is now the City of Birmingham's responsibility to remove the existing train station, which is no longer needed. Removal will include the following:

1. Removal of the concrete ramp that assists riders in walking up from the end of Villa Ave. up to the train loading platform area.
2. Removal of the loading platform area adjacent to the tracks (CN Railroad has indicated a desire to be in control of the removal operation for the pavement located between the two tracks, so they have offered to do this at their expense.)
3. Removal of the simple passenger shelter, and the shelter that previously housed a handicap lift device.
4. Removal of any remaining signs.
5. Installation of chain link fence to connect to existing fencing already in place to the north and south of the facility, making this area inaccessible to trespassers.

The MI Dept. of Transportation (MDOT) offered to assist the City by covering 100% of the City's costs to remove the facility, provided that all MDOT requirements relative to following federal funding requirements are met, up to a total of \$40,000. The agreement was written with a deadline of the end of the calendar year for job completion.

At the meeting of July 13, 2015, the reimbursement agreement was approved by the City Commission. Hubbell, Roth, & Clark was hired to assist with the preparation of plans and specifications. Completion of the final bidding documents was delayed in part due to the need to obtain approval from both CN Railroad, and MDOT. Bids were accepted on October 2, 2015, with the intention that the work would be done by December 18, 2015. Unfortunately, only one company submitted a bid, and it was declared irregular because only some work items were priced, while other work items were left blank. After reviewing the irregularity with the one bidder, they were under the mistaken impression that they could elect to do some of the work, but not all of it.

The lack of bids received was considered to be a function of the time of year, and that most contractors had full schedules already for the end of the 2015 construction season. We

reviewed the results with MDOT, and they offered to provide an amendment to the contract extending the completion date by 9 months, or September 30, 2016.

The attached amendment to the original contract accomplishes the time extension required. If approved by the Commission, it is our intention to reissue the project in similar format in the near future, allowing contractors the right to complete the demolition by June 30, 2016. Reimbursement terms (100% up to \$40,000) with MDOT will still apply.

It is recommended that the City Commission agree to the amendment to the original MDOT contract offering reimbursement of costs to the City for the demolition of the Birmingham Amtrak Train Station facility located at the east end of Villa Ave.

SUGGESTED RESOLUTION:

WHEREAS, The CONTRACT provides for the final design/demolition and restoration of the relocated Birmingham passenger rail platform at the Intermodal Transit Facility; and

WHEREAS, the parties desire to extend the CONTRACT term to provide sufficient time for the City to perform the services;

NOW THEREFORE, the parties agree that the CONTRACT exists and that the same is amended as follows:

1. In order to extend the term of the CONTRACT by nine (9) months, Section 18 of the CONTRACT is amended as follows:

"This contract will be in effect from August 28, 2015, through September 30, 2016. No PROJECT work may begin until the CITY received a written notification to proceed from MDOT."
2. All other provisions of the CONTRACT, except as herein amended, remain in full force and effect as originally set forth.
3. The CITY waives any and all claims it has or may have against the DEPARTMENT that arise out of the need to amend and/or extend the CONTRACT.
4. This amendatory Contract will become binding on the parties and of full force and effect upon signing by the duly authorized representatives of the CITY and the DEPARTMENT and upon adoption of a resolution approving said Amendatory Contract and authorizing the signature(s) thereto of the respective representative of the CITY, a certified copy of which resolution will be sent to the DEPARTMENT with this Amendatory Contract, as applicable.

IN WITNESS WHEREOF, the parties have caused this Amendatory Contract to be awarded.



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

October 26, 2015

Mr. Joseph Valentine
City of Birmingham
151 Martin Street, P.O. Box 3001
Birmingham, Michigan 48012

Dear Mr. Valentine:

RE: MDOT Contract 2015-0212/A1

Enclosed are two originals and one copy (for your records) of the above described contract between City of Birmingham and the Michigan Department of Transportation (MDOT). If this contract meets with your approval, please complete the following items:

- Secure the necessary signature(s) on **BOTH** original contracts. **PLEASE PRINT NAME AND TITLE OF SIGNER(S)** in the space provided.
- Please **DO NOT DATE, UNSTAPLE, OR MAKE ANY MARKS** on the original contracts. An extra copy has been provided for you. We will date the contracts when they are awarded. A contract is not awarded unless it has been signed by both parties.
- Include a **CERTIFIED RESOLUTION or CONSULTANT DATA AND SIGNATURE SHEET** (MDOT form 5100J at <http://mdotcf.state.mi.us/public/webforms/public/5100J.pdf>). The resolution or MDOT Form 5100J should specifically name the officials who are authorized to sign the contracts and be included with your signed contract. If this is an amendment or revision or if you already have a blanket signature resolution/Consultant Data and Signature sheet (MDOT form 5100J) on file with us and there have been no changes, there is no need to include either document.
- Return **BOTH** original contracts to **MDOT- Mail Code B460, Attention: Brenda Allen, P.O. Box 30050, Lansing, Michigan 48909**. If returning via overnight delivery, please send to MDOT – Mail Code B460, Attention: Brenda Allen, 425 West Ottawa, Lansing, Michigan 48933. One original of the awarded contract will be forwarded to you.

Please contact your project manager if you have any questions. If your project manager is unavailable, feel free to contact me at (517) 373-0348 or Connie Hanrahan at (517) 335-2526.

Sincerely,

Kelly Villarreal
Contract Administrator
Economic Development, Budget and Contracts

BIRMINGHAM

OCT 29 2015

CITY MANAGER'S OFFICE

KV/ba
Enclosure

MICHIGAN DEPARTMENT OF TRANSPORTATION

CITY OF BIRMINGHAM

AMENDMENT

THIS AMENDATORY CONTRACT is made and entered into this date of _____ by and between the Michigan Department of Transportation, hereinafter referred to as the "DEPARTMENT," and City of Birmingham, hereinafter referred to as the "City," for the purpose of amending Contract No. 2015-0212, dated August 28, 2015, hereinafter referred to as the "CONTRACT."

WITNESSETH:

WHEREAS, the CONTRACT provides for the final design/demolition and restoration of the relocated Birmingham passenger rail platform at the Intermodal Transit Facility; and

WHEREAS, the parties desire to extend the CONTRACT term to provide sufficient time for the City to perform the services;

NOW, THEREFORE, the parties agree that the CONTRACT be and that the same is amended as follows:

1. In order to extend the term of the CONTRACT by nine (9) month(s), Section 18 of the CONTRACT is amended to read as follows:

"This Contract will be in effect from August 28, 2015, through September 30, 2016. No PROJECT work may begin until the CITY receives a written notification to proceed from MDOT."
2. All other provisions of the CONTRACT, except as herein amended, remain in full force and effect as originally set forth.
3. The CITY waives any and all claims it has or may have against the DEPARTMENT that arise out of the need to amend and/or extend the CONTRACT.

4. This Amendatory Contract will become binding on the parties and of full force and effect upon signing by the duly authorized representatives of the CITY and the DEPARTMENT and upon adoption of a resolution approving said Amendatory Contract and authorizing the signature(s) thereto of the respective representative(s) of the CITY, a certified copy of which resolution will be sent to the DEPARTMENT with this Amendatory Contract, as applicable.

IN WITNESS WHEREOF, the parties have caused this Amendatory Contract to be awarded.

CITY OF BIRMINGHAM

By: _____
Title:

MICHIGAN DEPARTMENT OF TRANSPORTATION

By: _____
Title: Department Director



MEMORANDUM

Engineering Dept.

DATE: July 1, 2015

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Birmingham Train Station Demolition

In 2004, when the property in the immediate area of the train station parking lot was being redeveloped, the City updated and reconstructed a simple train station consisting of a concrete ramp for passengers to walk from Villa Ave. up to the loading platform, and a new simple shelter. The improvements were intentionally kept simple with the idea that something better would be built in the near future with the City of Troy.

Now that the Troy Transit Center is fully operating, the Birmingham Train Station needs to be removed. The MI Dept. of Transportation (MDOT) has offered to cover the cost of this work. Working with their staff, we have estimated that the cost of putting together bidding documents with an engineering firm, and paying a contractor to complete the work will cost about \$40,000. The attached agreement has been prepared by MDOT to document the terms that the City will have to follow to accept these funds. The agreement has been reviewed by the City Attorney's office, and has been endorsed.

Of particular note in the agreement is Section 2.a.(xvi), which clarifies that participation in this agreement in no way is intended to somehow involve Birmingham in the operation or maintenance of other related facilities, such as the one recently constructed for the City of Troy.

Hubbell, Roth, & Clark was hired by Birmingham to prepare the design documents for this facility that must now be removed. Further, they were the lead civil engineer on the design team for the Troy Transit Center. They are familiar with working with CN RR staff, and obtaining needed approvals from their office. With that in mind, it is our intent to hire them to create the bidding documents needed to proceed. Once the agreement has been finalized with MDOT, our office will bring a separate proposal from HRC so that they can get started on their portion of this work.

SUGGESTED RESOLUTION:

To approve the agreement with the MI Department of Transportation to reimburse the City of Birmingham for all related costs to demolish the existing Birmingham Train Station up to a cost not to exceed \$40,000.



MICHIGAN DEPARTMENT OF TRANSPORTATION
CITY OF BIRMINGHAM
RAIL PASSENGER STATION
CAPITAL CONTRACT

This Contract is made and entered into this date of _____ by and between the Michigan Department of Transportation (MDOT) and the City of Birmingham (CITY).

Recitals:

The Federal Railroad Administration (FRA) has awarded High Speed Rail funds for the final design/demolition and restoration of the relocated Birmingham passenger rail platform at the Intermodal Transit Facility located in the city of Birmingham; and

The federal funding will be provided under the American Recovery and Reinvestment Act of 2009 (ARRA) pursuant to the FRA's High-Speed Intercity Passenger Rail program (HSIPR); and

The purpose of the project is to benefit intercity passenger rail service, and the CITY is committed to helping to achieve, to the extent to which it is capable, the anticipated project benefits.

The parties agree as follows:

Section 1. PURPOSE

This Contract is to provide for the final design/demolition and restoration of the relocated Birmingham passenger rail platform at the Intermodal Transit Facility, as set forth in Attachment A, dated March 26, 2015 (PROJECT). The PROJECT will be performed in accordance with the Statement of Work submitted to the FRA by MDOT, attached to and made part of the Grant Agreement (as defined in Section 2 below).

MDOT will participate in the PROJECT by making up to Forty Thousand Dollars (\$40,000.00) in ARRA funding available to the CITY for use in financing the PROJECT, as set forth in Section 4.

Section 2. PROJECT

- a. The CITY will perform or cause to be performed all of the PROJECT work. It is understood that the CITY will contract for all or portions of the PROJECT work, including the final design/demolition and restoration services. The performance of the PROJECT work will be subject to all requirements contained in MDOT's grant/cooperative agreement with the FRA concerning the PROJECT, Grant Agreement Number FR-HSR-0084-11-01-00 (Grant Agreement), a copy of which will be provided under separate cover when available, and to the following:
- (i) The PROJECT will comply with the requirements of the Americans with Disabilities Act.
 - (ii) All CITY subcontracts will be submitted for approval to MDOT and, if necessary, to the FRA, prior to award. Any such approvals will not be construed as a warranty of the subcontractors' qualifications, professional standing, ability to perform the work being subcontracted, or financial integrity.
 - (iii) It is understood that the CITY will, under contract with a licensed engineer and/or architect, perform all engineering activities required for completion of the PROJECT.
 - (iv) The CITY will neither advertise nor award the construction contract(s) for the PROJECT prior to receipt of written authorization from MDOT to proceed.
 - (v) The CITY, prior to receiving authorization from MDOT to advertise the construction contract(s), will certify to MDOT that the plans, specifications, and estimates for the PROJECT have been prepared in compliance with applicable state and federal standards and regulations.
 - (vi) It is understood that the construction contract(s) for the PROJECT will be publicly advertised and awarded on the basis of the lowest responsive and responsible bid, in accordance with current FRA and MDOT procedures, including 49 CFR Part 18. The successful bidder(s) will be qualified to perform the work in accordance with all bidding requirements, as determined and approved by MDOT and the FRA.
 - (vii) The CITY, prior to receipt of authorization from MDOT to award the construction contract(s), will certify to MDOT that the selection of the contractor(s) was made in accordance with the terms of this Contract and applicable federal, state, and local statutes, regulations, and ordinances.

- (viii) During the construction phase of the PROJECT, the CITY, through its PROJECT engineer/architect, will be in charge of the PROJECT and will ensure that the plans and specifications are followed.
- (ix) The CITY will secure any and all necessary permits with concerned federal, state, and local agencies, etc., as may be necessary under federal, state, and local laws for the performance of work required for the PROJECT and will forward such permits to MDOT for such reviews and approvals as may be required.
- (x) The CITY will require any contractor that is awarded a contract for the construction of the PROJECT to provide and maintain, at a minimum, the following insurance:

Personal injury, bodily injury, and property damage insurance for the duration of the PROJECT in the amount of One Million Dollars (\$1,000,000.00) for each occurrence and Two Million Dollars (\$2,000,000.00) general aggregate.

Owner's protective liability insurance naming as insured the State of Michigan, the Michigan State Transportation Commission, MDOT, the CITY, and their officials, agents, and employees for the duration of the PROJECT. Copies of certificates of insurance will be provided to the insured. The insurer will be required to give 30 days written notice of any cancellation or change in coverage to the insured. It is understood that MDOT does not assume ownership of the PROJECT building(s) or of the PROJECT as a result of being named as an insured on the owner's protective liability insurance policy.

The CITY will provide MDOT with written notice by certified mail of any cancellation or change in insurance coverage within fourteen (14) days of receiving notice of any such cancellation or change.

The CITY agrees that ARRA funds will not be used for first-dollar liability costs for insurance.

- (xi) The CITY will, within ten (10) days of any ceremony to be held in connection with the PROJECT, notify MDOT.
- (xii) The CITY will, when issuing any news release or promotional material regarding the PROJECT, give MDOT and the FRA credit for participation in the PROJECT and provide that the PROJECT is funded by the FRA with funds provided through ARRA.
- (xiii) The CITY will consider posting a sign at all fixed PROJECT locations at the most publicly accessible location announcing that the PROJECT is

funded by the U.S. Department of Transportation, Federal Railroad Administration, with funds provided through the American Recovery and Reinvestment Act. The configuration of the sign(s) will be consistent with guidance issued by the Office of Management and Budget (OMB) and/or the U.S. Department of Transportation and must be approved by the FRA.

- (xiv) Within sixty (60) days of completion of all PROJECT work, the CITY will prepare a PROJECT report, in accordance with current MDOT requirements, and submit it to

Al Johnson, Supervisor
Office of Rail/MDOT
425 West Ottawa Street, P. O. Box 30050
Lansing, MI 48909

- (xv) Upon completion of the PROJECT work and acceptance thereof by the CITY, the CITY will so notify MDOT and will request a final acceptance inspection of the PROJECT work. MDOT will make a final acceptance inspection of the PROJECT work, as necessary to meet federal aid requirements.
- (xvi) It is understood that the CITY is responsible for the facilities constructed under the PROJECT and that said facilities may require special or unusual operation and/or maintenance. The CITY certifies, by award of this Contract, that upon completion of construction and at no cost to the PROJECT or MDOT, it will properly maintain, or provide for the maintenance and operation of, the PROJECT facilities in a state of good repair, making ample provisions each year for the performance of such maintenance work as may be required, for a period of a minimum of twenty (20) years from the date the PROJECT property is placed in service.

It is further understood that this PROJECT, as set forth in Attachment A, is for the final design/demolition and restoration of the relocated Birmingham passenger rail platform site located in the city of Birmingham. The CITY is not responsible for the construction, operation, and/or maintenance of any other facilities, including, but not limited to, certain facilities designed and constructed pursuant to a separate contract dated October 1, 2011, between MDOT and the City of Troy.

Failure of the CITY to fulfill its responsibilities as outlined herein may disqualify the CITY from future federal aid participation in transportation projects or in other projects for which it has maintenance responsibility. Federal aid may be withheld until such time as deficiencies in regulations have been corrected and the improvements constructed as the PROJECT is brought to a satisfactory condition of maintenance.

- (xvii) The CITY will comply with Section 114 of the Clean Air Act, 42 USC 7414, and Section 308 of the Federal Water Pollution Control Act, 33 USC 1318, and all regulations issued thereunder. The CITY will include this provision in all subcontracts relating to this PROJECT and will also include in such subcontracts the criteria and requirements of the "Environmental Protection" section of the Grant Agreement and an affirmative covenant requiring the contractor(s) and/or subcontractor(s) to immediately inform MDOT upon the receipt of a communication from the U.S. Environmental Protection Agency (EPA) regarding the EPA's List of Violating Facilities.
- (xviii) The CITY will promptly refer to the U.S. Department of Transportation Inspector General any credible evidence that a principal, employee, agency, contractor, sub-grantee, subcontractor, or other person has submitted a false claim under the False Claims Act or has committed a criminal or civil violation of laws pertaining to fraud, conflict of interest, bribery, gratuity, or similar misconduct involving ARRA funds.
- (xix) The CITY agrees to comply with the cargo preference requirements of 46 USC 1241(b), the regulations issued thereunder, 46 CFR Part 381, and the Grant Agreement. The CITY will include this provision in all PROJECT subcontracts.
- (xx) The CITY agrees to comply with the "Patent Rights" and "Rights in Data and Copyrights" sections of the Grant Agreement.
- (xxi) The PROJECT property, equipment, and supplies financed by the Grant Agreement will be used for the PROJECT purposes for the duration of their useful life, as determined by FRA. Such property, equipment, and supplies are subject to the property management standards, including disposition, of 49 CFR Part 18.
- (xxii) The CITY agrees not to execute any transfer of title, lease, lien, pledge, mortgage, encumbrance, contract, grant anticipation note, alienation, or other obligation that in any way would affect FRA interest in any PROJECT property or equipment.
- (xxiii) The CITY agrees to include in all subcontracts involving ARRA funds a clause providing that the performance of the PROJECT work will be subject to all requirements contained in the Grant Agreement.
- (xxiv) MDOT, its successors, and its assignees will have the right to use the PROJECT property for the purpose of providing intercity passenger rail service during the term of this Contract.

- (xxv) The CITY will not modify or otherwise alter the PROJECT property in a manner that would decrease reliability for the existing intercity passenger rail service during the term of this Contract without MDOT's prior written approval.
- b. The CITY will comply with all applicable federal, state, and local statutes, ordinances, regulations, and requirements and will obtain all permits and approvals required for the performance of the PROJECT work.

Section 3. COST

MDOT and the CITY agree that the maximum PROJECT amount of Forty Thousand Dollars (\$40,000.00) set forth in Attachment A represents estimated line item costs required to complete the PROJECT and may be subject to revision and adjustment. Therefore, MDOT and the CITY agree that revisions or adjustments to estimated line item costs set forth in Attachment A are permitted, provided, however, that such revisions or adjustments will not result in an increase in the financial obligations of MDOT, as set forth in Section 4 of this Contract, or in a change in the scope of the PROJECT, unless by prior award of a written amendment to this Contract. All costs in excess of the amount stated above will be the CITY's responsibility.

No work may begin on the PROJECT until the work plan is approved by MDOT and MDOT provides the CITY with written notification to proceed. MDOT will allow costs to be incurred by the CITY for the PROJECT prior to award of this Contract. If costs are incurred for the PROJECT that are not approved by MDOT, those costs will not be eligible for reimbursement and will remain the responsibility of the CITY. If for any reason this Contract is not awarded, MDOT will not be responsible for any expenses that have been incurred.

Funding for this Contract made available through legislative appropriation is based on projected revenue estimates. MDOT may reduce the amount of this Contract if the revenue actually received is insufficient to support the appropriation under which this Contract is made.

Section 4. COST REIMBURSEMENT

The PROJECT cost will be met by contributions from the federal government. Federal ARRA funds will be applied to 100 percent of the eligible items of PROJECT cost not to exceed Forty Thousand Dollars (\$40,000.00), as set forth in Attachment A. All costs in excess of the amount stated above will be the CITY's responsibility.

Reimbursement for costs incurred is subject to the cost criteria set forth in OMB Circular A-87, 49 CFR Part 18, and Federal Acquisition Regulations, 48 CFR Chapter I, Subpart 31.2, incorporated herein by reference. ARRA funds used for management and administrative costs will be allowable, reasonable, allocable, and in accordance with applicable OMB cost principles.

Section 5. METHOD OF REIMBURSEMENT

- a. The reimbursements identified in Section 4 will be made by MDOT against invoices presented to it by the CITY detailing actual costs by the CITY and/or its subconsultants as well as evidence of payment and/or other supporting documentation by the CITY. Reimbursement for costs incurred is subject to review and approval by MDOT.
- b. The CITY will submit along with each invoice, as identified in Section 5(a), a PROJECT billing summary showing actual PROJECT costs to date. The CITY agrees that the costs reported to MDOT for this Contract will represent only those items that are properly chargeable in accordance with this Contract. The CITY also certifies that it has read the Contract terms and has made itself aware of the applicable laws, regulations, and terms of this Contract that apply to the reporting of costs incurred under the terms of this Contract.
- c. MDOT will reimburse the CITY for all eligible PROJECT costs, as set forth in Attachment A, within thirty (30) days of receiving said billings, up to a maximum amount of Forty Thousand Dollars (\$40,000.00).

Section 6. AUDIT AND RECORD RETENTION

The CITY agrees to the following:

- a. The CITY will establish and maintain accurate records, in accordance with generally accepted accounting principles, of all expenses incurred for which payment is sought or made under this Contract (RECORDS). Separate accounts will be established and maintained for all costs incurred under this Contract.
- b. The CITY will also maintain accurate records of all information relating to the following (as part of the RECORDS): support for any proposal, change order, or request for equitable adjustment submitted by the CITY; Contract compliance and performance, including any work or deliverables in progress; compliance with applicable provisions of the Grant Agreement; and support for all direct and indirect costs or prices charged to MDOT.
- c. The CITY will comply with the Single Audit Act of 1984, as amended, including, but not limited to, the Single Audit Amendments of 1996 (31 USC 7501-7507) and the OMB Circular A-133, as revised or amended, and the provisions of 1951 PA 51; MCL 247.660h, as applicable with regard to audits, that are in effect at the time of Contract award.
- d. The CITY will maintain the RECORDS for at least three (3) years from the date of final payment made by MDOT under this Contract. In the event of a dispute with regard to the allowable expenses or any other issue under this Contract, the

CITY will thereafter continue to maintain the RECORDS at least until that dispute has been finally decided and the time for all available challenges or appeals of that decision has expired, or until the end of the three (3) year period, whichever is later.

- e. MDOT, the FRA, the U.S. Department of Transportation, and the Comptroller General of the United States, and their authorized representatives will have access to and the right to inspect, copy, and/or audit the RECORDS, at any reasonable time after giving reasonable notice. In connection with such audit and inspection activities, MDOT, the FRA, the U.S. Department of Transportation, and the Comptroller General of the United States, and their authorized representatives will be afforded access to the PROJECT facilities and to contract work and/or deliverables in progress, the opportunity to interview the CITY's employees concerning any matter relating to the Contract, and adequate and appropriate workspace.
- f. The entire PROJECT will be subcontracted. The CITY will assure, and is responsible for, compliance with subsections (a), (b), (c), (d), and (e) above for all subcontracted work, and will require all subcontractors to include these subsections in all lower tier subcontract(s) and/or purchase order(s).
- g. The CITY must comply with applicable state laws and regulations relative to audit requirements.
- h. The CITY is subject to state monitoring activities, which may include limited scope reviews and other on-site monitoring.
- i. MDOT, the FRA, the U.S. Department of Transportation, and the U.S. Comptroller General, and their authorized representatives have the right to make site visits at all reasonable times, and the CITY must provide access to all reasonable facilities at such visits.

Section 7. AUDIT AND REPAYMENT

In the event that an audit performed by or on behalf of MDOT indicates an adjustment to the costs reported under this Contract or questions the allowability of an item of expense, MDOT will promptly submit to the CITY a Notice of Audit Results and a copy of the audit report, which may supplement or modify any tentative findings verbally communicated to the CITY at the completion of an audit.

Within sixty (60) days after the date of the Notice of Audit Results, the CITY will (a) respond in writing to MDOT indicating whether or not it concurs with the audit report, (b) clearly explain the nature and basis for any disagreement as to a disallowed item of expense, and (c) submit to MDOT a written explanation as to any questioned or no opinion expressed item of expense (RESPONSE). The RESPONSE will be clearly stated and will provide any supporting documentation necessary to resolve any disagreement or

questioned or no opinion expressed item of expense. Where the documentation is voluminous, the CITY may supply appropriate excerpts and make alternate arrangements to conveniently and reasonably make that documentation available for review by MDOT. The RESPONSE will refer to and apply the language of the Contract. The CITY agrees that failure to submit a RESPONSE within the sixty (60) day period constitutes agreement with any disallowance of an item of expense and authorizes MDOT to finally disallow any items of questioned or no opinion expressed cost.

MDOT will make its decision with regard to any Notice of Audit Results and RESPONSE within one hundred twenty (120) days after the date of the Notice of Audit Results. If MDOT determines that an overpayment has been made to the CITY, the CITY will repay that amount to MDOT or reach agreement with MDOT on a repayment schedule within thirty (30) days after the date of an invoice from MDOT. If the CITY fails to repay the overpayment or reach agreement with MDOT on a repayment schedule within the thirty (30) day period, the CITY agrees that MDOT will deduct all or a portion of the overpayment from any funds then or thereafter payable by MDOT to the CITY under this Contract or any other agreement or payable to the CITY under the terms of PA 51, as applicable. Interest will be assessed on any partial payments or repayment schedules based on the unpaid balance at the end of each month until the balance is paid in full. The assessment of interest will begin thirty (30) days from the date of the invoice. The rate of interest will be based on the Michigan Department of Treasury common cash funds interest earnings. The rate of interest will be reviewed annually by MDOT and adjusted as necessary based on the Michigan Department of Treasury common cash funds interest earnings. The CITY expressly consents to this withholding or offsetting of funds under those circumstances, reserving the right to file a lawsuit in the Court of Claims to contest MDOT's decision only as to any item of expense the disallowance of which was disputed by the CITY in a timely filed RESPONSE.

Section 8. INDEMNIFICATION

Each party to this Contract will remain responsible for any claims arising out of its performance of this Contract, as provided by this Contract or by law.

This Contract is not intended to increase or decrease either party's liability for or immunity from tort claims.

This Contract is not intended to give nor will it be interpreted as giving either party a right of indemnification, either by contract or by law, for claims arising out of the performance of this Contract.

Section 9. NONDISCRIMINATION

- a. The CITY and MDOT will comply with the fair employment and equal opportunity practices of Executive Order (E.O.) 11246, as amended by E.O. 11375, and as supplemented by 41 CFR Part 60. The CITY will include this provision in all subcontracts relating to this Contract.

- b. In connection with the performance of the PROJECT under this Contract, the CITY (hereinafter in Appendix A referred to as the "contractor") agrees to comply with the State of Michigan provisions for "Prohibition of Discrimination in State Contracts," as set forth in Appendix A, dated June 2011. This provision will be included in all subcontracts relating to this Contract.
- c. During the performance of this Contract, the CITY, for itself, its assignees, and its successors in interest (hereinafter in Appendix B referred to as the "contractor"), agrees to comply with the Civil Rights Act of 1964, being P.L. 88-352, 78 Stat. 241 as amended, being Title 42 USC Sections 1971, 1975a-1975d, and 2000a-2000h-6, and the Regulations of the Department of Transportation (49 CFR Part 21) issued pursuant to said Act, including Appendix B, dated June 2011. This provision will be included in all subcontracts relating to this Contract.
- d. The CITY will carry out the applicable requirements of MDOT's DBE program and 49 CFR Part 26, including, but not limited to, those requirements set forth in Appendix C, dated October 1, 2005, attached hereto and made a part hereof.

Section 10. SUBLETTING

No portion of the PROJECT will be sublet without the prior written consent of MDOT. Consent to sublet any portion of the PROJECT will not be construed to relieve the CITY of any responsibility or obligation under or for the fulfillment of this Contract. All contracts, including amendments with subcontractors, in excess of Twenty- Five Thousand Dollars (\$25,000.00), will be submitted to MDOT for approval prior to award and will contain all applicable provisions of this Contract. Any such approvals will not be construed as a warranty of the subcontractor's qualifications, professional standing, ability to perform the work being subcontracted, or financial integrity.

Section 11. ENTIRE CONTRACT

This Contract constitutes the entire agreement between the parties with respect to the PROJECT. There are no other agreements, either expressed or implied. All prior contracts, agreements, and understandings between the parties with respect to the PROJECT are subsumed within this Contract. Except as otherwise provided in this Contract, no change in, modification to, or amendment to this Contract will be of any force or effect unless in writing, dated, and awarded by the duly authorized representatives of the parties.

Section 12. CHANGES

All changes in the scope or character of the PROJECT or in the cost, compensation, or term of this Contract will be by award of a prior written amendment to this Contract by the parties. The parties will not enter into or agree to any substantive changes in the Contract without the FRA's prior written consent.

Section 13. TERMINATION

MDOT may terminate this Contract for convenience or cause, as set forth below, before the PROJECT is completed. Written notice of termination will be sent to the CITY. The CITY will be reimbursed in accordance with the following:

a. Termination for Convenience:

If MDOT terminates this Contract for convenience, MDOT will give the CITY written notice of such termination thirty (30) days prior to the date of such termination, and the CITY will be reimbursed for eligible PROJECT costs incurred up to the effective date set forth in the notice of termination. In no case will the compensation paid to the CITY for partial completion of the PROJECT exceed the amount the CITY would have received had the PROJECT been completed.

b. Termination for Cause:

In the event the CITY fails to complete any part of the PROJECT in a manner satisfactory to MDOT, MDOT may terminate this Contract. If MDOT terminates this Contract for cause before the PROJECT is completed, MDOT will not reimburse the CITY for any PROJECT costs. Written notice of termination will be sent to the CITY.

In the event that termination by MDOT is necessitated by any wrongful breach, failure, default, or omission by the CITY, MDOT will be entitled to pursue whatever remedy is available to it, including, but not limited to, withholding funds or off-setting against funds owed to the CITY under this Contract, as well as any other existing or future contracts between the CITY and MDOT, for any and all damages and costs incurred or sustained by MDOT as a result of its termination of this Contract due to the wrongful breach, failure, default, or omission by the CITY. In the event of termination of this Contract, MDOT may procure the PROJECT work from other sources and hold the CITY responsible for any damages or excess costs occasioned thereby.

Section 14. UNFAIR LABOR PRACTICES

- a. In accordance with 1980 PA 278, MCL 423.321 *et seq.*, the CITY, in the performance of this Contract, will not enter into a contract with a subcontractor, manufacturer, or supplier listed in the register maintained by the United States Department of Labor of employers who have been found in contempt of court by a federal court of appeals on not less than three (3) occasions involving different violations during the preceding seven (7) years for failure to correct an unfair labor practice, as prohibited by Section 8 of Chapter 372 of the National Labor Relations Act, 29 USC 158. MDOT may void this Contract if the name of the

CITY or the name of a subcontractor, manufacturer, or supplier utilized by the CITY in the performance of this Contract subsequently appears in the register during the performance period of this Contract.

- b. The CITY will comply with the requirements of 40 USC 3141.
- c. The CITY and MDOT will comply with the state, local government, and contractor whistleblower protections of ARRA.

Section 15. SEVERABILITY

If any part of this Contract is determined to be invalid, illegal, or unenforceable, such determination will not affect the validity, legality, or enforceability of any other part of this Contract, and the remaining parts of this Contract will be enforced as if such invalid, illegal, or unenforceable part were not contained herein.

Section 16. ASSIGNMENT OF ANTITRUST RIGHTS

With regard to claims based on goods or services that were used to meet the CITY's obligation to MDOT under this Contract, the CITY hereby irrevocably assigns its right to pursue any claims for relief or causes of action for damages sustained by the State of Michigan or MDOT due to any violation of 15 USC, Sections 1 - 15, and/or 1984 PA 274, MCL 445.771 - 445.788, excluding Section 4a, to the State of Michigan or MDOT.

The CITY will require any subcontractors to irrevocably assign their rights to pursue any claims for relief or causes of action for damages sustained by the State of Michigan or MDOT with regard to claims based on goods or services that were used to meet the CITY's obligation to MDOT under this Contract due to any violation of 15 USC, Sections 1 - 15, and/or 1984 PA 274, MCL 445.771 - 445.788, excluding Section 4a, to the State of Michigan or MDOT as a third-party beneficiary.

The CITY will notify MDOT if it becomes aware that an antitrust violation with regard to claims based on goods or services that were used to meet the CITY's obligation to MDOT under this Contract may have occurred or is threatened to occur. The CITY will also notify MDOT if it becomes aware of any person's intent to commence, or of commencement of, an antitrust action with regard to claims based on goods or services that were used to meet the CITY's obligation to MDOT under this Contract.

Section 17. ARRA REQUIREMENTS

This Contract is subject to all applicable requirements and conditions of ARRA, including, but not limited to, the requirements set forth in Attachment B, pages 1 through 6, attached hereto and made a part hereof.

The CITY agrees that it and its subcontractors will provide all documentation requested by MDOT for its use in preparing reports required by the Grant Agreement, including all

ARRA reporting requirements, and any supplemental reports as may be required. Should the CITY and/or any of its subcontractors fail to provide such documentation, MDOT may withhold reimbursement of federal funds for the PROJECT work until compliance is achieved.

The CITY agrees that ARRA funds will not be used for any casino or other gaming establishment, aquarium, zoo, golf course, or swimming pool.

The CITY agrees that, to the maximum extent possible, contracts funded under ARRA will be awarded as fixed-price contracts through the use of competitive procedures, and that the CITY will provide a summary of any contract awarded with ARRA funds that is not fixed-price and not awarded using competitive procedures to MDOT.

The CITY agrees to comply with the Buy American requirements of 49 USC 24405(a).

Section 18. TERM

This Contract will be in effect from the date of award through December 31, 2015. No PROJECT work may begin until the CITY receives a written notification to proceed from MDOT.

The timely delivery of ARRA projects is critical. The expectation is that all PROJECT funds will be obligated within a year.

Prior to expiration, the time for completion of performance under this Contract may be extended by MDOT upon written request and justification from the CITY. The parties will not enter into or agree to any such extension of the Contract without the FRA's prior written consent. Upon approval and authorization, a written time extension amendment will be issued by MDOT. The terms and conditions of the extension will be set forth in the amendment. Any such extension will not operate as a waiver by MDOT of any of its rights herein set forth.

Section 19. ASSIGNMENT

The CITY will retain and not voluntarily sell, dispose, or abandon the PROJECT property without the prior written approval of MDOT.

Section 20. APPLICATION OF FEDERAL LAW

The CITY and MDOT agree that federal requirements, including federal laws, regulations, policies, and related administrative practices, may change and the changed requirements will apply to the PROJECT, as required. The CITY will include this provision in all subcontracts financed with ARRA funds relating to this Contract.

Section 21. AWARD

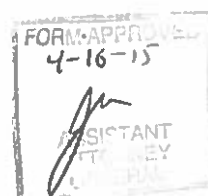
This Contract will become binding on the parties and of full force and effect upon signing by the duly authorized representatives of the CITY and MDOT and upon adoption of a resolution approving said Contract and authorizing the signature(s) thereto of the respective representative(s) of the CITY, a certified copy of which resolution will be sent to MDOT with this Contract, as applicable.

CITY OF BIRMINGHAM

By: _____
Title:

MICHIGAN DEPARTMENT OF TRANSPORTATION

By: _____
Title: Department Director



ATTACHMENT A
THE CITY OF BIRMINGHAM
AND
THE STATE OF MICHIGAN

March 26, 2015

Total estimated cost breakdown for the final design, demolition and restoration of the relocated Birmingham platform/site in Birmingham, Michigan:

Professional services, architectural and engineering, and construction management	\$5,000
Demolition, Site Restoration	<u>35,000</u>
Project Total to be contributed by the Michigan Department of Transportation	\$ 40,000

Funding source:

ARRA

FY10/77619 \$40,000

WB 0030

ATTACHMENT B

The following conditions apply to work funded under the American Recovery and Reinvestment Act 2009 (ARRA).

- A. This work is funded under the American Recovery and Reinvestment Act 2009 (ARRA).
- B. As such it will be monitored and audited by the federal government or their representatives. The Contractor is required to keep complete records including but not limited to invoices, payroll information, and timesheets. The Contractor is required to make such records available for federal government or their representatives for inspection and/or audit.
- C. Buy American Requirement: The Buy American requirement will be met by compliance with 49 USC 24405 (a).
- D. Wage Requirements: All laborers and mechanics employed by contractors and subcontractors of projects funded in whole or in part with funds available under the ARRA shall be paid wages at rates not less than those prevailing on projects of a character similar in the locality, as determined by the United States Secretary of Labor in accordance with subchapter IV of chapter 31 of Title 40 of the United States Code (see ARRA section 1606). The Secretary of Labor's determination regarding prevailing wages applicable to Michigan is available at <http://www.gpo.gov/davisbacon/mi.html>.
- E. Whistleblower Protection: Section 1553 of Title XV of Division A of the ARRA prohibits all non-federal recipients of ARRA funds, including the State of Michigan, and all contractors and grantees, from discharging, demoting or otherwise discriminating against an employee for disclosures by the employee that the employee reasonably believes there is evidence of (1) gross mismanagement of a contract or grant relating to ARRA funds; (2) a gross waste of ARRA funds; (3) a substantial and specific danger to public health or safety related to implementation or use of ARRA funds; (4) an abuse of authority related to the implementation or use of recovery funds; or (5) a violation of law, rule or regulation related to an agency contract (including competition for or negotiation of a contract) or grant, awarded or issued relating to ARRA funds. The recipient must post notice of the rights and remedies available to employees under section 1553 of Title XV of Division A of ARRA.

This requirement must be included in all subcontracts or sub grants involving the use of funds made available under ARRA.

Contractors are to display the poster included below under section 'M'.
- F. Reporting Requirements: Reporting has to be done under ARRA and the Federal Funding Accountability and Transparency Act of 2006 (Public Law 109-282). Prime responsibility for such reporting is with the Owner. However this Contractor will be required to provide monthly reports accompanying each

Payment Request. This information will be in addition to the typical payment request format and back-up.

The Owner will provide in electronic format a form to be completed each month. The form will include but not be limited to the following information:

1. Name of Contractor
2. Amount of Contract
3. Type of Contract*
4. Agency*
5. NAICS Code *
6. Program Source*
7. Purpose
8. Location of Contract
9. City
10. State
11. Congressional District*
12. County
13. Country
14. Unique Identifier*
15. Subcontracts
16. Amount of each Subcontract
17. Completion Status
18. Number of Jobs Created or Retained

Items marked * will be completed by the Owner. The Contractor shall complete all other items.

- G. Inspection of Records: The Contractor shall permit the United States Comptroller General or his representative or the appropriate inspector general appointed under Section 3 or 8G of the Inspector General Act of 1998 or his representative (1) to examine any records that directly pertain to and involve transactions relating to this contract, and (2) to interview any officer or employee of the contractor or any of its subcontractors regarding the activities funded with funds appropriated or otherwise made available by ARRA.
- H. Non-Discrimination: The Contractor shall comply with Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, Title IX of the Education Amendments Act of 1972, the Age Discrimination Act of 1975, and other civil rights laws applicable to recipients for Federal financial assistance.
- I. Job Opportunity Posting Requirements: contractors shall post notice of job opportunities created in connection with activities funded in whole or in part with ARRA funds in the Michigan Talent bank www.michworks.org/mtb.

J.

Notification
ARRA MONTHLY EMPLOYMENT REPORTS

Note: This notification is only applicable for those projects/contracts funded with ARRA funds.
If you have questions please contact MDOT Contract Services Division at (517) 335-0071.

The American Recovery and Reinvestment Act of 2009 (ARRA), requires states receiving stimulus funds for railroad projects to provide monthly reports to the Federal Railroad Administration (FRA) regarding the number of employees of the prime contractors, all-tier subcontractors and consultants on ARRA funded projects.

The cost for complying with this Notification must be borne by the prime contractor, and all tiers of subcontractors and consultants, as part of their overhead and is deemed to be included in the payments made under this contract.

Within 10 days after the end of each month in which work is performed on this contract, all prime contractors and consultants must provide the Engineer a monthly report on MERS at <https://sso.state.mi.us/> providing employment information on each ARRA project, which will include, for work performed in that preceding month:

- The total number of employees who performed work on this contract
- The total number of hours worked by employees who performed work on this contract
- The total wages of employees who performed work on this contract

Prime Consultants are responsible for reporting on all sub consultants' employment information in MERS, as the subconsultants will not have access to do so.

In addition, the prime contractor must provide a total payment amount made to any subcontractor who is certified DBE in that preceding month.

This Notification shall be included as a part of each subcontract executed by the prime contractor, and all-tiers of subcontractors and consultants.

If necessary to conform to guidance provided by FRA concerning the ARRA reporting requirements, the prime contractor, and all-tiers of subcontractors and consultants will revise their reporting as directed by the Engineer.

Failure to comply with the reporting requirements under ARRA would jeopardize the Department's continued receipt of ARRA funding.

Accordingly, if a contractor or any-tier of subcontractor of consultant fails to comply with this Notification, the Department may withhold contract payments until compliance is achieved. If the Department is compelled to incur costs because of such a breach, the amount of those costs may be deducted from payments otherwise to be made under this contract. Additional sanctions may include reduction or elimination of prequalification ratings and removal of bidding privileges.

Revised: 8-4-2010

K.

03NB41
03-26-09

NOTICE TO BIDDERS
ARRA REQUIREMENTS

As a part of the American Recovery and Reinvestment of 2009 (ARRA), Davis-Bacon prevailing wage requirements apply to all ARRA funded construction projects regardless of location (including projects on local roads or rural minor collectors, and Transportation Enhancement projects outside the highway right-of-way).

**NOTICE TO BIDDERS
REQUIRED CONTRACT PROVISIONS TO IMPLEMENT
AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)
SECTIONS 902 AND 1515**

In accordance with requirements under section 902 of the American Recovery and Reinvestment Act of 2009 (ARRA), the following language is made a part of this contract and is to be made a part of all tier subcontracts or consultant contracts:

The U.S. Comptroller General and his representatives have the authority:

- (1) to examine any records of the contractor or any of its subcontractors, or any State or local agency administering such contract, that directly pertain to, and involve transactions relating to, the contract or subcontract; and
- (2) to interview any officer or employee of the contractor or any of its subcontractors, or of any State or local government agency administering the contract, regarding such transactions.

The Comptroller General and his representatives have the authority and rights provided under Section 902 of the ARRA with respect to this contract. As provided in section 902, nothing in section 902 shall be interpreted to limit or restrict in any way any existing authority of the Comptroller General.

In accordance with the requirements of section 1515(a) of the ARRA any representatives of the Inspector General have the authority:

- (1) to examine any records of the contractor or grantee, any of its subcontractors or subgrantees, or any State or local agency administering such contract, that pertain to, and involve transactions relating to the contract, subcontract, grant, or subgrant; and
- (2) to interview any officer or employee of the contractor, grantee, subgrantee or agency regarding such transactions.

Nothing set forth in section 1515 of the ARRA shall be interpreted to limit or restrict in any way any existing authority of an inspector general.

M. Whistleblower Poster to be Displayed

Know Your Rights Under the Recovery Act!

Did you know?

The American Recovery and Reinvestment Act of 2009 ¹ provides protections for certain employees of non-federal employers who make specified disclosures relating to possible fraud, waste and/or abuse of Recovery Act funds.

Who is protected?

Employees of non-federal employers receiving recovery funds. This includes State and local governments, contractors, subcontractors, grantees or professional membership organizations acting in the interest of recovery fund recipients.

How are Whistleblowers Protected?

You cannot be discharged, demoted or otherwise discriminated against as a reprisal for making a protected disclosure.

What types of disclosures are protected?

The disclosure must be made by the employee to the Recovery Accountability and Transparency Board, an Inspector General, the Comptroller General, a member of Congress, a state or federal regulatory or law enforcement agency, a person with supervisory authority over the employee, a court or grand jury, or the head of a federal agency or his/her representatives.

The disclosure must involve information that the employee believes is evidence of:

- gross mismanagement of an agency contract or grant relating to recovery funds;
- a gross waste of recovery funds;
- a substantial and specific danger to public health or safety related to the implementation or use of recovery funds;
- an abuse of authority related to the implementation or use of recovery funds; or
- a violation of law, rule, or regulation related to an agency contract or grant awarded or issued relating to recovery funds.

Take Action!

Log on to Recovery.gov for more information about your rights and details on how to report at www.recovery.gov.

¹ Section 1553 of Division A, Title XV of the American Recovery and Reinvestment Act of 2009, P.L. 111-5

APPENDIX A

PROHIBITION OF DISCRIMINATION IN STATE CONTRACTS

In connection with the performance of work under this contract; the contractor agrees as follows:

1. In accordance with Public Act 453 of 1976 (Elliott-Larsen Civil Rights Act), the contractor shall not discriminate against an employee or applicant for employment with respect to hire, tenure, treatment, terms, conditions, or privileges of employment or a matter directly or indirectly related to employment because of race, color, religion, national origin, age, sex, height, weight, or marital status. A breach of this covenant will be regarded as a material breach of this contract. Further, in accordance with Public Act 220 of 1976 (Persons with Disabilities Civil Rights Act), as amended by Public Act 478 of 1980, the contractor shall not discriminate against any employee or applicant for employment with respect to hire, tenure, terms, conditions, or privileges of employment or a matter directly or indirectly related to employment because of a disability that is unrelated to the individual's ability to perform the duties of a particular job or position. A breach of the above covenants will be regarded as a material breach of this contract.
2. The contractor hereby agrees that any and all subcontracts to this contract, whereby a portion of the work set forth in this contract is to be performed, shall contain a covenant the same as hereinabove set forth in Section 1 of this Appendix.
3. The contractor will take affirmative action to ensure that applicants for employment and employees are treated without regard to their race, color, religion, national origin, age, sex, height, weight, marital status, or any disability that is unrelated to the individual's ability to perform the duties of a particular job or position. Such action shall include, but not be limited to, the following: employment; treatment; upgrading; demotion or transfer; recruitment; advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.
4. The contractor shall, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, national origin, age, sex, height, weight, marital status, or disability that is unrelated to the individual's ability to perform the duties of a particular job or position.
5. The contractor or its collective bargaining representative shall send to each labor union or representative of workers with which the contractor has a collective bargaining agreement or other contract or understanding a notice advising such labor union or workers' representative of the contractor's commitments under this Appendix.
6. The contractor shall comply with all relevant published rules, regulations, directives, and orders of the Michigan Civil Rights Commission that may be in effect prior to the taking of bids for any individual state project.

7. The contractor shall furnish and file compliance reports within such time and upon such forms as provided by the Michigan Civil Rights Commission; said forms may also elicit information as to the practices, policies, program, and employment statistics of each subcontractor, as well as the contractor itself, and said contractor shall permit access to the contractor's books, records, and accounts by the Michigan Civil Rights Commission and/or its agent for the purposes of investigation to ascertain compliance under this contract and relevant rules, regulations, and orders of the Michigan Civil Rights Commission.
8. In the event that the Michigan Civil Rights Commission finds, after a hearing held pursuant to its rules, that a contractor has not complied with the contractual obligations under this contract, the Michigan Civil Rights Commission may, as a part of its order based upon such findings, certify said findings to the State Administrative Board of the State of Michigan, which State Administrative Board may order the cancellation of the contract found to have been violated and/or declare the contractor ineligible for future contracts with the state and its political and civil subdivisions, departments, and officers, including the governing boards of institutions of higher education, until the contractor complies with said order of the Michigan Civil Rights Commission. Notice of said declaration of future ineligibility may be given to any or all of the persons with whom the contractor is declared ineligible to contract as a contracting party in future contracts. In any case before the Michigan Civil Rights Commission in which cancellation of an existing contract is a possibility, the contracting agency shall be notified of such possible remedy and shall be given the option by the Michigan Civil Rights Commission to participate in such proceedings.
9. The contractor shall include or incorporate by reference, the provisions of the foregoing paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Michigan Civil Rights Commission; all subcontracts and purchase orders will also state that said provisions will be binding upon each subcontractor or supplier.

Revised June 2011

APPENDIX B TITLE VI ASSURANCE

During the performance of this contract, the contractor, for itself, its assignees, and its successors in interest (hereinafter referred to as the "contractor"), agrees as follows:

1. **Compliance with Regulations:** For all federally assisted programs, the contractor shall comply with the nondiscrimination regulations set forth in 49 CFR Part 21, as may be amended from time to time (hereinafter referred to as the Regulations). Such Regulations are incorporated herein by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed under the contract, shall not discriminate on the grounds of race, color, sex, or national origin in the selection, retention, and treatment of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the contractor covers a program set forth in Appendix B of the Regulations.
3. **Solicitation for Subcontracts, Including Procurements of Materials and Equipment:** All solicitations made by the contractor, either by competitive bidding or by negotiation for subcontract work, including procurement of materials or leases of equipment, must include a notification to each potential subcontractor or supplier of the contractor's obligations under the contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and facilities as may be determined to be pertinent by the Department or the United States Department of Transportation (USDOT) in order to ascertain compliance with such Regulations or directives. If required information concerning the contractor is in the exclusive possession of another who fails or refuses to furnish the required information, the contractor shall certify to the Department or the USDOT, as appropriate, and shall set forth the efforts that it made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the Department shall impose such contract sanctions as it or the USDOT may determine to be appropriate, including, but not limited to, the following:
 - a. Withholding payments to the contractor until the contractor complies; and/or
 - b. Canceling, terminating, or suspending the contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor shall include the provisions of Sections (1) through (6) in every subcontract, including procurement of material and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the Department or the USDOT may direct as a means of enforcing such provisions, including sanctions for non-compliance, provided, however, that in the event a contractor becomes involved in or is threatened with litigation from a subcontractor or supplier as a result of such direction, the contractor may request the Department to enter into such litigation to protect the interests of the state. In addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

Revised June 2011

(Revised October 1, 2005)

APPENDIX C
Assurances that Recipients and Contractors Must Make
(Excerpts from US DOT Regulation 49 CFR § 26.13)

- A. Each financial assistance agreement signed with a DOT operating administration (or a primary recipient) must include the following assurance:

The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any US DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of US DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR Part 26 and as approved by US DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

- B. Each contract MDOT signs with a contractor (and each subcontract the prime contractor signs with a subcontractor) must include the following assurance:

The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of US DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.



MEMORANDUM

Police Department

DATE: February 16, 2016

TO: Joseph A. Valentine, City Manager

FROM: Donald A. Studt, Police Chief

SUBJECT: La Strada Café's request for a new Class C and SDM liquor licenses with Sunday sale (AM and PM) and an Outdoor Service Permit to be located at 243 E Merrill, Birmingham, Oakland County, Michigan, to be issued pursuant to MCL 436.1521(A)(1)(B).

The Police Department has received a request from the law firm of Fried, Saperstein, and Abbatt P.C. regarding an application from La Strada Café at 243 E Merrill, Birmingham, Oakland County, MI 48009, in regard to the listed subject. La Strada Café has paid the initial fee of \$1,500.00 for a business that serves alcoholic beverages for consumption on the premises per section 7.33 of the Birmingham City Code.

On July 22, 2015 the Birmingham Planning Board approved the Final Site Plan Review and a SLUP for 243 E Merrill, seeking a Bistro License under Chapter 10, Alcoholic Liquors, of the Birmingham City Code (minutes attached). On September 21st, 2015 the Birmingham City Commission approved the SLUP to operate an establishment with a Bistro License for 243 E Merrill, pursuant to Article 7, Section 7.34, Zoning, of the Birmingham City Code.

There will be two stockholders for La Strada Café LLC. The majority stockholder at 51% is Phyllis Lapiana who will be a silent investor. The other owner/operator will be Zharko Palushaj who will own a 49% share of La Strada Café. Palushaj has been the operating partner of Tre Monti Ristorante in Troy, MI since 2008. Palushaj resides in Troy, MI with his wife Dalis Palushaj.

La Strada Cafe proposes to install seating for ten patrons on private property directly adjacent to the building in front of the cafe's proposed French doors and new window. The outdoor dining area, as proposed, will be enclosed by pots and provides for safe and efficient pedestrian flow. Palushaj, the restaurateur, said he is the operating partner of Tre Monti Restaurant in Troy. His idea for the last four or five years has been to open an Old World Italian Cafe right in the city that is a place to be and to meet. He will share the 5,000 sq. ft. space with his wife, who plans to open a nail salon. The tables and bar at the front will be granite. The prep work will be done at the back where it will be open for people to see. Breakfast and lunch service is planned. At dinner, gourmet meats and cheeses will be served along with an array of crostini's, salads, pizzas, and desserts. They have applied for a Bistro License in order to serve fine wines.

The renovations of the establishment, furniture, fixtures and equipment amounted to \$200,000 and were financed by Lapiana's savings. There are sufficient funds in Palushaj's bank account (\$367,132) that were provided by Lapiana, to pay for additional related business start-up costs.

A background check was conducted on both stockholders as well as Palushaj's wife, Dalis Palushaj, who will be authorized to write checks/pay bills. Phyllis Lapiana is clear, with no negative information obtained using the Law Enforcement Information Network (LEIN), the Court's Law Enforcement Management Information System (CLEMIS) and the Middle Atlantic-Great Lakes Organized Crime Law Enforcement Network (MAGLOCLEN).

Zharko Palushaj was also checked using the Law Enforcement Information Network (LEIN), the Court's Law Enforcement Management Information System (CLEMIS) and the Middle Atlantic-Great Lakes Organized Crime Law Enforcement Network (MAGLOCLEN). Palushaj has no criminal convictions.

Dalis Palushaj was also checked using the Law Enforcement Information Network (LEIN), the Court's Law Enforcement Management Information System (CLEMIS) and the Middle Atlantic-Great Lakes Organized Crime Law Enforcement Network (MAGLOCLEN). Dalis has no criminal convictions.

SUGGESTED RESOLUTION:

To authorize the Chief of Police to sign the MLCC Police Investigation Report (LC-1800) and to approve the liquor license request of La Strada Café that requests a new Class C License to be issued under MCL 436.1521(A)(1)(B) and SDM License with Outdoor Service (1 Area) to be located at 243 E Merrill, Birmingham, Oakland County, MI 48009.

Furthermore, pursuant to Birmingham City Ordinance, to authorize the City Clerk to complete the Local Approval Notice at the request of La Strada Café approving the liquor license request of La Strada Café that requested a New Class C License to be issued under MCL 436.1521 (A)(1)(B) & SDM License with Outdoor Service (1 Area) to be located at 243 E Merrill, Birmingham, Oakland County, MI 48009.

**CITY OF BIRMINGHAM
PLANNING BOARD ACTION ITEMS
OF WEDNESDAY, JULY 22, 2015**

Item	Page
<p>OLD BUSINESS Preliminary Site Plan Review 2100 E. Maple Rd. Whole Foods Market</p> <p>Motion by Mr. Boyle Seconded by Mr. Koseck to postpone the decision on the Preliminary Site Plan Review for 2100 E. Maple Rd., Whole Foods Market, to August 12, 2015.</p> <p>Motion carried, 5-0.</p>	<p>2</p> <p>6</p> <p>6</p>
<p>SPECIAL LAND USE PERMIT ("SLUP") REVIEW FINAL SITE PLAN REVIEW 243 E. Merrill La Strada Dolci E Caffee Application for a SLUP to allow the operation of a new bistro serving alcoholic liquors</p> <p>Motion by Ms. Whipple-Boyce Seconded by Ms. Lazar to recommend approval of the applicant's request for Final Site Plan and a SLUP to permit a Bistro License for La Strada Caffee at 243 Merrill with the following conditions:</p> <ol style="list-style-type: none"> 1) The applicant will be required to enter into a license agreement with the City, and to provide the required insurance. Liquor liability insurance will also be required for the service of liquor as well as an Outdoor Dining Permit; 2) The applicant provide a trash receptacle within the outdoor dining area as required by the Zoning Ordinance; 3) The applicant must provide specifications and layout of the outdoor dining enclosure. <p>Motion carried, 5-0.</p>	<p>6</p> <p>8</p> <p>8</p>

Item	Page
SPECIAL LAND USE PERMIT ("SLUP") REVIEW FINAL SITE PLAN REVIEW 735 Forest Ave. Forest Grill Application for a SLUP Amendment to allow a name change for the restaurant, as well as interior and exterior modifications to an existing bistro serving alcoholic liquors	8
<p>Motion by Ms. Lazar</p> <p>Seconded by Mr. Boyle to recommend approval to the City Commission for the Revised Final Site Plan and SLUP Amendment for Forest Grill located at 735 Forest Ave. with the following conditions:</p> <ol style="list-style-type: none"> 1) The applicant comply with the requirements of Article 04, Section 4.41 OD-01 of the Zoning Ordinance as they relate to licensing and insurance requirements for the use of the public right-of-way; 2) The applicant provide street lights and hanging planters required by the Triangle Overlay District and submit for administrative approval or obtain a variance from the Board of Zoning Appeals; 3) A fully executed contract must be signed with the applicant and the City of Birmingham outlining the details of the operation of the bistro; and 4) Prior to appearing before the City Commission the applicant provide artwork or another design element to address the recessed brick panel of the wall in the former window opening on the east elevation; and 5) Applicant verify that the type of glass proposed for the NANA wall will match the existing glazing and conform to the District standards. <p>Motion carried, 5-0.</p>	10
	10

**CITY OF BIRMINGHAM
REGULAR MEETING OF THE PLANNING BOARD
WEDNESDAY, JULY 22, 2015
City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Planning Board held on July 22, 2015. Chairman Scott Clein convened the meeting at 7:30 p.m.

Present: Chairman Scott Clein; Board Members Robin Boyle, Bert Koseck, Gillian Lazar, Janelle Whipple-Boyce; Student Representative Andrea Laverty

Absent: Board Members Carroll DeWeese, Bryan Williams; Alternate Board Members Stuart Jeffares, Daniel Share; Student Representative Scott Casperson

Administration: Matthew Baka, Senior Planner
Jana Ecker, Planning Director
Carole Salutes, Recording Secretary

Also Present: Michael Labadie, Fleis & Vanderbrink, Birmingham Traffic Consultant

07-138-15

**APPROVAL OF THE MINUTES OF THE REGULAR PLANNING BOARD MEETING
OF JULY 8, 2015**

Motion by Ms. Whipple-Boyce

Seconded by Ms. Lazar to approve the Minutes of the Planning Board meeting of July 8, 2015 as presented.

VOICE VOTE

Yeas: Whipple-Boyce, Lazar, Boyle, Clein, Koseck

Nays: None

Absent: DeWeese, Williams

07-139-15

CHAIRPERSON'S COMMENTS (none)

APPROVAL OF THE AGENDA

The chairman noted that Forest Grill submitted new plans yesterday. The board's policy has been that if something is not in the packet it will not be reviewed. Ms. Ecker said she has had adequate time to look at the changes and for the most part they are minor in nature. Therefore, board members were willing to proceed using the new plans.

07-141-15

OLD BUSINESS

Preliminary Site Plan Review 2100 E. Maple Rd. Whole Foods Market

Ms. Ecker advised the subject site currently contains a vacant building that was previously an office building, and then an urgent care medical clinic. At this time, the applicant is proposing a new single-story 46,500 sq. ft. retail building. The subject site is located on the south side of E. Maple Rd., west of the existing LA Fitness facility and east of the railroad tracks. The proposed new building will house a Whole Foods grocery store, selling natural and organic foods. The site occupies a total of 4.62 acres. The applicant proposes to relocate Whole Foods Market from E. Maple Rd. in Troy to this site.

On May 27, 2015, the Planning Board reviewed a detailed proposal from the applicant for the development of the site, including a review of a Community Impact Study and Preliminary Site Plan for the proposed retail facility. In addition, the Planning Board voted to recommend to the City Commission that the property at 2100 E. Maple Rd. be rezoned from O-1 Office to B-2 General Business.

On June 10, 2015, the Planning Board voted to accept the CIS for the proposed Whole Foods development with several conditions.

On June 29, 2015, the City Commission approved the rezoning of the parcel from O-1 to B-2, with the condition that the rezoning be approved, but the use be limited to grocery store uses only.

The plans note that the applicant is proposing to remove two existing street trees and to plant four new trees. The applicant has stated that more trees cannot be provided due to conflicts with easements and utility lines. ***The applicant will be required to obtain a waiver from the arborist, or obtain a variance from the Board of Zoning Appeals, or provide the required total of 14 street trees and revise the landscape to ensure that all notes and drawings are consistent on all of the plan sheets.***

Design Review

The materials proposed are the same as those previously presented to the Planning Board. Material samples and colors will be required at the time of Final Site Plan Review. The applicant has added significantly more glazing to the north elevation along

E. Maple Rd. as requested by the Planning Board. In addition, numerous windows have been added to the east elevation.

The plans do not indicate the percentage of glazing provided; however it does not appear that the building as proposed meets the 70% glazing requirement as listed in section 4.83 of the Zoning Ordinance. The applicant has submitted a variance request to the Board of Zoning Appeals in that regard.

Mr. Boyle noted this is a destination market. However, it strikes him that the market doesn't say anything for Birmingham. He thought there should be a place in front where people could sit and gather. Ms. Ecker explained the applicant proposes a seating area near the rear entrance of the store and a pedestrian plaza along E. Maple Rd.

Mr. Rick Rattner, Attorney, 380 N. Old Woodward Ave., represented Whole Foods. He announced they met with 20 members of the Pembroke Subdivision and received a favorable response. The neighbors' suggestions were incorporated into the preliminary plans. Secondly, with the proposed improvements to the intersection and to the Whole Foods, traffic along E. Maple Rd. will flow better than it does today.

Mr. Joe Marson with Parsons, Traffic Consultants for Whole Foods, came forward to explain their plans to make the intersection of E. Maple Rd. and Eton work better. Signage and markings will indicate where turns can be made onto and out of the Whole Foods site. A deceleration lane will allow east bound traffic to turn right onto the site. Pushbuttons will be installed for pedestrians to cross. The light will be re-timed to allow it to operate in the proper fashion. The present a.m. level of service at this intersection is E. The improvements they are proposing will actually improve it to a level of service D. Therefore the delay getting through the intersection will drop from 78 seconds down to 40 seconds. Every time traffic flow is improved, it improves traffic safety. The p.m. peak hour level of service should drop from about 150 down to 120 seconds. The object is to improve the intersection so people don't have a reason to cut through the neighborhoods.

Mr. Mike Labadie said the picture of putting the by-right office building on the existing traffic would be quite a bit worse. He concluded they could go either way with the deceleration right turn lane. For the most part everything Mr. Marson said was 100% true. Because of the reduced delay and reduced congestion, he thought they would end up with something good. From a traffic operations standpoint it will be better for the neighbors. The store will offset its impacts and then some.

Mr. Mike Fitzgerald with OKW Architects, 600 W. Jackson Blvd., Chicago, talked about the preliminary site plan. He described the modifications they have made to the elevations in accordance with input from the last meeting. On the north elevation they propose an enhanced main entry along E. Maple Rd., a raised front porch with stairs and a ramp, and offices that have views in from the public lining the north wall,. The east elevation will include a couple of full height windows with views into the employee lounge. There will be a cafe along the south elevation with a covered terrace. The west elevation facing the railroad tracks will have clerestory windows and contain the loading area.

Mr. Koseck noted there are some challenges between what the ordinance requires and what the applicant needs to make their business function. The outdoor cafe overlooks the parking lot rather than out onto E. Maple Rd. where there is the opportunity for diners to engage with pedestrians and passing vehicles; and conversely the diners can be seen from the street. In response to Ms. Lazar, Mr. Fitzgerald said Whole Foods buildings meet the requirements of LEED certification but may not go through the process of certification.

At 9:25 p.m. the chairman invited members of the public to provide input.

Ms. Dianne Orly who is moving to Pierce spoke in favor of the project. Whole Foods will spare no expense to keep it pristine. It will do nothing but up the value of property in the area.

Ms. Gwen Berringer who lives on Graefield thought the construction of a Whole Foods store in this high speed traffic area is not in the best interest of the community.

Ms. Michelle Rogers said she lives on Eton. The residential integrity of her neighborhood is absolutely at stake. The pedestrian button will make traffic worse. Perhaps Whole Foods could direct traffic to Doyle or Coolidge, but not through her neighborhood.

Ms. Alicia Verak, 1845 Hazel, spoke in support of the project that she thinks will be a wonderful addition to the community. More importantly, the City traffic expert indicates this will improve the flow of traffic. Also, if the space is leased to an office building, there is no obligation for them to improve the traffic flow at the intersection. Here, Whole Foods is willing to spend a ton of money to make the intersection better and more workable for the residents.

Ms. Georgia Vittic, 667 N. Eton, said when people are leaving from the west driveway only about six cars turning left will fit onto westbound E. Maple Rd. Therefore, cars will head on to N. Eton. The other issue is there will be increased traffic on N. Eton all day and part of the night; whereas with an office building the increase in traffic would only occur in the morning and evening.

Mr. Chris Cuter, 2474 Yorkshire, noted that 84 letters were sent to the City. Of that 14 were in favor of the project and 87% were against it. Putting traffic through Eton literally drives traffic through a neighborhood. People leaving the site to go east will go right down Edinborough onto Yorkshire and then out on Eton. The west entrance is a disaster in addition to the fact that truck traffic that never existed before will go down there. Additionally, noise bouncing off of that large building will migrate into the neighborhood.

Mr. Brandon Orly was supportive of the project. The traffic engineers have stated that it works. With improvements and money being spent by the developer and by the retailer the City will benefit in the long-term rather than the taxpayers having to fix a problem in the future.

Mr. Mike Umbarger who lives on Pembroke said he was incredulous along with his neighbors that the increase in volume would improve traffic flow.

Mr. David McIlroy, a Pembroke Manor resident, noted the use of signage in terms of traffic flow is only as good as it is enforced.

Ms. Dani Torcolacci, a resident on Buckingham, noted the semi deliveries will be limited to certain hours. She was happy to see the small setback because it promotes walking. Traffic is certainly a concern but she trusts the traffic engineers.

Ms. Marty Logue who lives on Buckingham spoke in favor of Whole Foods. She feels the traffic situation will be taken care of.

Ms. Karen Ettier whose home is on Windermere said she looks forward to a bigger Whole Foods in her neighborhood.

Ms. Leslie Adams Kiddo, a resident who lives on Derby, felt there are some things with this plan that aren't workable.

Ms. Lazar said she doesn't care for the offices facing E. Maple Rd. It is an oxymoron to have a grocery store and be looking in at office space.

Mr. Koseck indicated that without some additional information the traffic matter concerns him and he can't support anything tonight. He would be willing to mandate that no one goes north onto N. Eton from the site.

Ms. Whipple-Boyce thought the proposed improvements to the intersection will improve the flow of traffic. It has been explained tonight by two traffic engineers why that will be the case. She wondered whether the light on the west side of the bridge will be timed to the light on the east side of the bridge so it won't create a five or six car backup. She noted the drawings show directional curbs that will force traffic to go where the signs indicate.

Mr. Boyle observed there is no evidence that cars exiting the power center at E. Maple Rd. and Coolidge flood onto Pembroke. They don't; they go on the main roads. He thinks that is exactly what will happen with Whole Foods traffic with the exception of the exit onto N. Eton.

Mr. Koseck suggested having one main entrance for traffic to get into the site. Chairman Clein thought that based on the evidence presented the traffic on E. Maple Rd. will work. However, he is uncertain about the interaction of traffic from the site, specifically up onto N. Eton.

Ms. Lazar spoke in favor of the project. She doesn't think Whole Foods would make this kind of investment in a project that they don't think can function for them. Further, she feels that having a very renowned vendor in a neighborhood enhances property values and it isn't a negative at all.

Ms. Whipple-Boyce asked whether the applicant would consider swapping the front of the building with the back.

Motion by Mr. Boyle

Seconded by Mr. Koseck to postpone the decision on the Preliminary Site Plan Review for 2100 E. Maple Rd., Whole Foods Market, to August 12, 2015.

At 10:24 p.m. there were no comments from the public on the motion.

Motion carried, 5-0.

VOICE VOTE

Yeas: Boyle, Koseck, Clein, Lazar, Whipple-Boyce

Nays: None

Absent: DeWeese, Williams

The board took a brief recess at this time.

07-142-15

**SPECIAL LAND USE PERMIT ("SLUP") REVIEW
FINAL SITE PLAN REVIEW**

243 E. Merrill

La Strada Dolci E Caffee

Application for a SLUP to allow the operation of a new bistro serving alcoholic liquors

Mr. Baka offered background. The subject site is located at 243 Merrill St., between S. Old Woodward Ave. and Pierce. The parcel is zoned B-4 Business-Residential and D-4 in the Downtown Overlay District. The applicant, a new restaurant by the name of "La Strada Caffee", is seeking approval of a Bistro License under Chapter 10, Alcoholic Liquors, of the City Code. La Strada Caffee has been approved for exterior changes by the Historic District Commission and is currently under construction. Chapter 10 requires that the applicant obtain a SLUP and approval from the City Commission to operate an establishment with a Bistro License within the City of Birmingham in order to sell alcoholic liquors. La Strada Caffee will be required to obtain a recommendation from the Planning Board on the Final Site Plan and SLUP, and then obtain approval from the City Commission for the Final Site Plan, SLUP, and for the operation of a Bistro License.

Design Review

The applicant was approved by the Historic District Commission at their meeting held on June 17, 2015 to install one new window in a previously existing opening, a new set of swing-out French doors and the establishment of an outdoor dining area in a non-contributing historic building in the CBD Historic District. The applicant was also recently granted administrative approval to reinstall four of the original copper awnings that had been removed and put in storage at some time in the past.

The French doors are proposed to replace an existing window to allow an open air atmosphere between the sidewalk and the inside of the cafe.

La Strada Caffè proposes to install seating for ten patrons on private property directly adjacent to the building in front of the cafe's proposed French doors and new window. The outdoor dining area as proposed will be enclosed by pots and provides for safe and efficient pedestrian flow.

Based on the plans submitted, the applicant is proposing to provide 71% glazing between 1 ft. and 8 ft. above grade. Accordingly, the proposal meets the Zoning Ordinance requirements for a minimum of 70% glazing.

Signage

The applicant was approved to install a name letter sign on the front. The approved sign will measure a total of 26.7 sq. ft. The proposed size is in accordance with Article 1.0, section 1.04 (B) of the Birmingham Sign Ordinance, Combined Sign Area. The wall sign is proposed to be mounted over 8 ft. above grade which meets the requirement of Article 1.0, Table B of the Birmingham Sign Ordinance.

Illumination

No new lighting is proposed for this project.

Ms. Whipple-Boyce pointed out that the furniture layout will not fit into the small space shown on the outdoor seating plan.

Mr. Zharko Palushaj, the restaurateur, said he is the operating partner of Tremonte Restaurant in Troy. His idea for the last four or five years has been to open an Old World Italian Cafe right in the city that is a place to be and to meet. He will share the 5,000 sq. ft. space with his wife, who plans to open a nail salon. The tables and bar at the front will be granite. The prep work will be done at the back where it will be open for people to see. Breakfast and lunch service is planned. At dinner, gourmet meats and cheeses will be served along with an array of crostinis, salads, pizzas, and desserts. They have applied for a Bistro License in order to serve bubbles and wines.

Motion by Mr. Boyle

Seconded by Ms. Whipple-Boyce to extend the meeting 30 minutes to 11:30 p.m.

Motion carried, 5-0.

VOICE VOTE

Yeas: Boyle, Whipple-Boyce, Clein, Koseck, Lazar

Nays: None

Absent: DeWeese, Williams

There were no public comments at 11 p.m.

Motion by Ms. Whipple-Boyce

Seconded by Ms. Lazar to recommend approval of the applicant's request for Final Site Plan and a SLUP to permit a Bistro License for La Strada Caffè at 243 Merrill with the following conditions:

- 1) The applicant will be required to enter into a license agreement with the City, and to provide the required insurance. Liquor liability insurance will also be required for the service of liquor as well as an Outdoor Dining Permit;**
- 2) The applicant provide a trash receptacle within the outdoor dining area as required by the Zoning Ordinance;**
- 3) The applicant must provide specifications and layout of the outdoor dining enclosure.**

No one from the audience wished to discuss the motion at 11:02 p.m.

Motion carried, 5-0.

VOICE VOTE

Yeas: Whipple-Boyce, Lazar, Boyle, Clein, Koseck

Nays: None

Absent: DeWeese, Williams

07-143-15

**SPECIAL LAND USE PERMIT ("SLUP") REVIEW
FINAL SITE PLAN REVIEW**

735 Forest Ave.

Forest Grill

Application for a SLUP Amendment to allow a name change for the restaurant, as well as interior and exterior modifications to an existing bistro serving alcoholic liquors

Ms. Ecker explained the subject site is located on the north side of Forest Ave., west of Elm St. The existing bistro is located on the ground floor of an existing three-story building located on the northwest corner of Forest Ave. and Elm St. The property is currently zoned O-2 Office Commercial and zoned MU-3 on the eastern portion of the property and MU-5 on the western portion of the property in the Triangle Overlay District.

The applicant is now seeking approval for a Revised Final Site Plan and a SLUP Amendment for the existing establishment, Forest Grill. Accordingly, the applicant is required to obtain a recommendation from the Planning Board and then approval from the City Commission for the Final Site Plan and SLUP. The bistro has outdoor seating adjacent to the building and meets the goals of the Triangle District Urban Design Plan. The major changes to the approved site and use are the replacement of windows with a retractable glass wall and the addition of a new owner to the ownership team. The application includes minor design changes to the interior and two new signs.

Design Review

The proposed exterior design change includes replacement of the middle first-floor window/door system with an operable NANA wall. This will provide access to and from the outdoor cafe and the interior of the bistro. The NANA wall will be designed to look exactly like the existing storefront.

Signage

Two new signs are proposed, one wall sign to replace the existing sign and one blade sign on the Elm St. frontage. The existing wall sign above the outdoor dining area is proposed to be removed. A new address acrylic panel with stainless steel edging is proposed to be mounted on the wall at a height of 10.79 ft. above grade. The blade sign is proposed to be double-sided and to be internally illuminated with LED lighting. Both signs meet all of the requirements of the Sign Ordinance.

The applicants are proposing that a new owner, Mr. Sami Eid, be added to the ownership team.

Ms. Ecker advised that the street lights and hanging plants that were proposed on the original plan were never installed, so that should be completed. Also, a recessed panel on the Elm St. elevation where a window was bricked in has never been addressed by the applicant. The City continues to hold money that was posted by the applicant to ensure that the street lights go in and to cover the artwork the applicant was supposed to add on the Elm Street facade.

Mr. Victor Saroki, Architect for the Forest Grill, was present with Mr. John Kelly, the general contractor and part owner; along with Mr. Sami Eid from Phoenicia Restaurant who is part of the new ownership team; and Mr. Nick Janero, Executive Chef. The restaurant will still offer fine dining with a high attention to detail. At this point the owners believe it is time to refresh the restaurant along with creating indoor/outdoor activity. The kitchen will be enclosed in glass and a wine cellar will display wines on the main floor. Along with that, some interior decor changes will be made. The feel of the restaurant will continue to be modern and open.

Regarding the street lights, the underground conduits and electrical service to the lights have been installed. However, at the time the street lights for the Triangle District had not yet been selected. When the building across the street is started it may be the right time to put in the street lights and illuminate the whole street.

The recessed panel on Elm St. is the location of an interior walk-in cooler in the kitchen. If the board feels some type of architectural grill needs to be developed, they are open to that, but his honest opinion is that it is fine. The owners are very excited about the second phase of Forest Grill.

Motion by Ms. Whipple-Boyce

Seconded by Mr. Koseck to extend the meeting another ten minutes to 11:40 p.m.

Motion carried, 5-0.

VOICE VOTE

Yeas: Whipple-Boyce, Koseck, Boyle, Clein, Lazar

Nays: None

Absent: DeWeese, Williams

Mr. Lazar felt something should be done to enhance the recessed panel. Mr. Boyle echoed that thought. It could be a place for a piece of interesting art that would draw attention to the space. Mr. Koseck thought maybe a sign would work there. Chairman Clein indicated the wall is not that big an issue for him.

No one from the public wished to join the discussion at 11:31 p.m.

Motion by Ms. Lazar

Seconded by Mr. Boyle to recommend approval to the City Commission for the Revised Final Site Plan and SLUP Amendment for Forest Grill located at 735 Forest Ave. with the following conditions:

- 1) The applicant comply with the requirements of Article 04, Section 4.41 OD-01 of the Zoning Ordinance as they relate to licensing and insurance requirements for the use of the public right-of-way;**
- 2) The applicant provide street lights and hanging planters required by the Triangle Overlay District and submit for administrative approval or obtain a variance from the Board of Zoning Appeals;**
- 3) A fully executed contract must be signed with the applicant and the City of Birmingham outlining the details of the operation of the bistro; and**
- 4) Prior to appearing before the City Commission the applicant provide artwork or another design element to address the recessed brick panel of the wall in the former window opening on the east elevation; and**
- 5) Applicant verify that the type of glass proposed for the NANA wall will match the existing glazing and conform to the District standards.**

Motion carried, 5-0.

VOICE VOTE

Yeas: Lazar, Boyle, Clein, Koseck, Whipple-Boyce

Nays: None

Absent: DeWeese, Williams

07-144-15

STUDY SESSION

Amendment to Article 1, Zoning Map, Section 1.14 of the Zoning Ordinance

Ms. Ecker explained that on June 29, 2015 the City Commission voted to approve the rezoning of the property at 2100 E. Maple Rd. from O-1 Office to B-2 General Business. Shortly thereafter, it was discovered that the ordinance language in Article 1 of the Zoning Code established the official Zoning Map as the map that was dated July 14, 2008, without the "as amended" thereafter.

Motion by Ms. Whipple-Boyce

Seconded by Ms. Lazar to set a public hearing on August 26 to consider the Amendment to Article 1, Zoning Map, section 1.14 of the Zoning Ordinance to provide an update as needed.

Motion carried, 5-0.

VOICE VOTE

Yeas: Whipple-Boyce, Lazar, Boyle, Clein, Koseck

Nays: None

Absent: DeWeese, Williams

07-145-15

MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA (no public remained)

07-146-15

MISCELLANEOUS BUSINESS AND COMMUNICATIONS

- a. Communications (none)
- b. Administrative Approval Correspondence
 - 555 S. Old Woodward Ave., Dumpster enclosure - Currently 555 Commercial has no dumpster, and uses the 555 Residential dumpster on the south side of the building. Dumpster enclosure will have beige Roman brick walls and the new gates will be made from beige composite fencing.
 - 33588 Woodward Ave., Shell/Dunkin Donuts -
 - 1. Remove Azek from canopy ceiling and columns. Replace w/dark bronze plus paint columns;
 - 2. Revise monument sign, keep same square footage;
 - 3. Paint color on brick now Fatigue Green.
 - 304 Hamilton Row - Add one RTU to roof and two fans screened per Ordinance.
- c. Draft Agenda for the Regular Planning Board Meeting on August 12, 2015 (not discussed)
- d. Other Business (not discussed)

07-147-15

PLANNING DIVISION ACTION ITEMS

- a. Staff report on previous requests (none)
- b. Additional items from tonight's meeting (none)

07-148-15

ADJOURNMENT

No further business being evident, board members motioned to adjourn at 11:40 p.m.

Jana Ecker
Planning Director



MEMORANDUM

Finance Department

DATE: March 3, 2016

TO: Joseph A. Valentine, Interim City Manager

FROM: Mark Gerber, Director of Finance/Treasurer

SUBJECT: Cultural Council 2015-2016 Service Agreement

The City Commission previously approved a master service agreement to be used by various outside agencies that are requesting and have previously received funding from the City. The Cultural Council of Birmingham/Bloomfield has completed the required agreement and Attachment A, which provides a description of the services to be provided and the direct benefit of their services to the City.

The Cultural Council is requesting funding totaling \$4,200. This is the same amount of funding requested by the Cultural Council last year. Funding has been approved in the fiscal year 2015-2016 budget for this expenditure. Based on the services that the Cultural Council provides and the direct benefit to the City, it is recommended that the City Commission approve the Cultural Council's funding request in the amount of \$4,200.

SUGGESTED RESOLUTION: To approve the service agreement with the Cultural Council of Birmingham/Bloomfield in the amount of \$4,200 for services described in Attachment A of the agreement for fiscal year 2015-2016, account number 101-299.000-811.0000, and further direct the Mayor and City Clerk to sign the agreement on behalf of the City

SERVICES AGREEMENT

THIS SERVICES AGREEMENT ("Agreement"), made this ____ day of _____, 2015
by and between the **CITY OF BIRMINGHAM**, having its principal office at 151 Martin Road,
Birmingham, MI 48009 ("CITY"), and Cultural Council of Birmingham/Bloomfield whose address is
_____ ("SERVICE PROVIDER"), provides as follows:

WITNESSETH:

WHEREAS, the CITY desires to have certain services provided, which shall be of the type,
nature and extent as set forth on Attachment A; and

WHEREAS, SERVICE PROVIDER desires to provide said services for the CITY, which it shall
do in accordance with the experience it has attained from providing similar services of this nature,
under the terms and conditions hereinafter stated.

NOW, THEREFORE, for and in consideration of the respective agreements and
undertakings herein contained, the parties agree as follows:

1. SERVICE PROVIDER shall perform the services as set forth on Attachment A. The
type, nature and scope may be changed if mutually agreed upon in writing by SERVICE PROVIDER
and the CITY.

2. The CITY shall pay a total of \$ 4,200 to SERVICE PROVIDER for the
performance of this Agreement, which amount shall compensate SERVICE PROVIDER for all aspects
of the services to be performed including, but not limited to, all preparation, coordination,
management, staffing and all other services incidental thereto. Payment shall be made to SERVICE
PROVIDER pursuant to the schedule contained in Attachment A.

3. All services performed shall be of the highest quality and standards that meet or
exceed that which is required and expected in that service industry.

4. SERVICE PROVIDER shall provide and designate one supervisor responsible for the coordination of services provided, who shall handle problem solving and be the contact person for the CITY.

5. This Agreement shall commence immediately after both parties have signed in the place and manner indicated below and shall terminate in accordance with the provisions as set forth in Attachment A.

6. This Agreement shall be governed by and performed, interpreted and enforced in accordance with the laws of the State of Michigan. SERVICE PROVIDER agrees to perform all services provided for in this Agreement in accordance with and in full compliance with all local, state and federal laws and regulations.

7. If any provision of this Agreement is declared invalid, illegal or unenforceable, such provision shall be severed from this Agreement and all other provisions shall remain in full force and effect.

8. This Agreement shall be binding upon the successors and assigns of the parties hereto, but no such assignment shall be made by SERVICE PROVIDER without the prior written consent of the CITY. Any attempt at assignment without prior written consent shall be void and of no effect.

9. SERVICE PROVIDER agrees that neither it nor its employees will discriminate against any employee, independent contractor, or applicant for employment with respect to hire, tenure, terms, conditions or privileges of employment, or a matter directly or indirectly related to employment because of race, color, religion, national origin, age, sex, height, weight or marital status. SERVICE PROVIDER shall inform the CITY of all claims or suits asserted against it by SERVICE PROVIDER's employees or contractors who work pursuant to this Agreement. SERVICE

PROVIDER shall provide the CITY with periodic status reports concerning all such claims or suits, at intervals established by the CITY.

10. To the fullest extent permitted by law, SERVICE PROVIDER and any entity or person for whom SERVICE PROVIDER is legally liable, agrees to be responsible for any liability, defend, pay on behalf of, indemnify, and hold harmless the CITY, its elected and appointed officials, employees and volunteers and others working on behalf of the CITY against any and all claims, demands, suits, or loss, including all costs connected therewith, including reasonable attorney fees, and for any damages which may be asserted, claimed or recovered against or from the CITY, its elected and appointed officials, employees, volunteers or others working on behalf of the CITY, which arises out of or is in any way connected or associated with this Agreement. Such responsibility shall not be construed as liability for damage caused by or resulting solely from the act or omission of the CITY, its elected or appointed officials, employees, volunteers or others working on behalf of the CITY.

11. SERVICE PROVIDER shall not commence work under this Agreement until it has, at its sole expense, obtained the insurance required by this paragraph. All certificates of insurance shall be with insurance carriers licensed and admitted to do business in the State of Michigan. All certificates of insurance shall be with insurance carriers acceptable to the CITY. SERVICE PROVIDER shall maintain during the life of this Agreement the types of insurance coverage and minimum limits as set forth below:

- A. Workers' Compensation Insurance: SERVICE PROVIDER shall procure and maintain during the life of this contract, Workers' Compensation Insurance, including Employers Liability Coverage, in accordance with all applicable statutes of the State of Michigan.
- B. Commercial General Liability Insurance: SERVICE PROVIDER shall procure and maintain during the life of this Agreement, Commercial General Liability Insurance on an "Occurrence Basis" with limits of liability not less than \$1,000,000 per occurrence for combined single limit, Personal Injury, Bodily Injury and Property Damage. Coverage shall include the following extensions: (A) Contractual Liability; (B) Products and Completed Operations; (C) Independent Contractors Coverage; (D) Broad Form General Liability

Extensions or equivalent; (E) Deletion of all Explosion, Collapse and Underground (XCU) Exclusions, if applicable.

- C. Motor Vehicle Liability: SERVICE PROVIDER shall procure and maintain during the life of this Agreement Motor Vehicle Liability Insurance, including all applicable no-fault coverages, with limits of liability of not less than \$ 1,000,000 per occurrence combined single limit Bodily Injury and Property Damage. Coverage shall include all owned vehicles, all non-owned vehicles, and all hired vehicles.
- D. Additional Insured: Commercial General Liability and Motor Vehicle Liability Insurance, as described above, shall include an endorsement stating the following shall be *Additional Insureds*: The City of Birmingham, including all elected and appointed officials, all employees and volunteers, all boards, commissions and/or authorities and board members, including employees and volunteers thereof. This coverage shall be primary and any other insurance maintained by the additional insureds shall be considered to be excess and non-contributing with this insurance required from SERVICE PROVIDER under this Section.
- E. Cancellation Notice: Workers' Compensation Insurance, Commercial General Liability Insurance and Motor Vehicle Liability Insurance, as described above, shall include an endorsement stating the following: "Thirty (30) days Advance Written Notice of Cancellation or Non-Renewal shall be sent to: Finance Department, City of Birmingham, P.O. Box 3001, 151 Martin Street, Birmingham, Michigan 48012.
- F. Proof of Insurance Coverage: SERVICE PROVIDER shall provide the CITY at the time the contracts are returned for execution, Certificates of Insurance and/or policies, acceptable to the CITY, as listed below.
 - 1. Two (2) copies of Certificate of Insurance for Workers' Compensation;
 - 2. Two (2) copies of Certificate of Insurance for Commercial General Liability;
 - 3. Two (2) copies of Certificate of Insurance for Vehicle Liability Insurance;
 - 4. If so requested, Certified Copies of all policies mentioned above will be furnished.
- G. Coverage Expiration: If any of the above coverages expire during the term of this Agreement, SERVICE PROVIDER shall deliver renewal certificates and/or policies to the CITY at least (10) days prior to the expiration date.

12. If, after the effective date of this Agreement, any official of the CITY or spouse, child, parent or in-law, of such official or employee shall become directly or indirectly interested in this Agreement, or the affairs of SERVICE PROVIDER, the CITY shall have the right to terminate this Agreement without further liability to SERVICE PROVIDER if the disqualification has not been removed within thirty (30) days after the CITY has given SERVICE PROVIDER notice of the disqualifying interest. Ownership of less than one percent (1%) of the stock or other equity interest in a corporation or partnership shall not be a disqualifying interest. Employment shall be a disqualifying interest.

13. Any controversy or claim arising out of or relating to this Agreement, or the breach thereof, shall be settled either by commencement of a suit in Oakland County Circuit Court, the 48th District Court or by arbitration. If both parties elect to have the dispute resolved by arbitration, it shall be settled pursuant to Chapter 50 of the Revised Judicature Act for the State of Michigan and administered by the American Arbitration Association with one arbitrator being used, or three arbitrators in the event any party's claim exceeds \$1,000,000. Each party shall bear its own costs and expenses and an equal share of the arbitrator's and administrative fees of arbitration. Such arbitration shall qualify as statutory arbitration pursuant to MCL §600.5001 et. seq., and the Oakland County Circuit Court or any court having jurisdiction shall render judgment upon the award of the arbitrator made pursuant to this Agreement. This Agreement shall be governed by the laws of the State of Michigan and the arbitration shall take place in Oakland County, Michigan. In the event that the parties elect not to have the matter in dispute arbitrated, any dispute between the parties may be resolved by the filing of a suit in the Oakland County Circuit Court or the 48th District Court.

14. This Agreement constitutes the entire agreement between the parties hereto pertaining to the subject matter hereof and supersedes all prior and contemporaneous agreements, understandings, negotiations and discussions, whether oral or written, of the parties, except as

specifically set forth herein. No supplement, modification, addition, deletion or waiver of this Agreement or any provision of this Agreement shall be binding unless executed in writing by both parties to be bound thereby.

15. SERVICE PROVIDER and the CITY agree that SERVICE PROVIDER shall be liable for its own actions and neither SERVICE PROVIDER nor its employees or contractors shall be construed as employees of the CITY. Neither party, by virtue of this Agreement, shall have any right, power or authority to act or create any obligation, express or implied, on behalf of the other party, except as specifically outlined herein. SERVICE PROVIDER, including its employees and contractors, shall not be considered entitled or eligible to participate in any benefits or privileges given or extended by the CITY, or be deemed an employee of the CITY for purposes of federal or state withholding taxes, FICA taxes, unemployment, workers' compensation and other employer contributions on behalf of SERVICE PROVIDER or SERVICE PROVIDER's employees or contractors.

16. SERVICE PROVIDER acknowledges that in performing services pursuant to this Agreement, certain confidential and/or proprietary information (including, but not limited to, internal organization, methodology, personnel and financial information, etc.) may become involved. SERVICE PROVIDER recognizes that unauthorized exposure of such confidential or proprietary information could irreparably damage the CITY. Therefore, the SERVICE PROVIDER agrees to use reasonable care to safeguard the confidential and proprietary information and to prevent the unauthorized use or disclosure thereof. SERVICE PROVIDER shall inform its employees and contractors of the confidential or proprietary nature of such information and shall limit access thereto to employees rendering services pursuant to this Agreement. SERVICE PROVIDER further agrees to use such confidential or proprietary information only for the purpose of performing services pursuant to this Agreement.


The said parties have caused this Agreement to be executed as of the date and year above written.

THE CITY OF BIRMINGHAM

By: _____
Rackeline J. Hoff, Mayor


By: _____
Laura M. Pierce, City Clerk

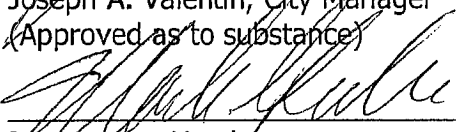
[SERVICE PROVIDER]


By: 

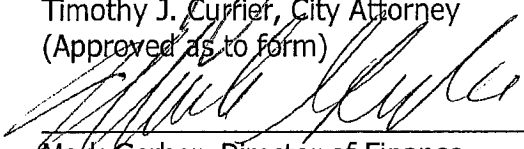
Its: Pres. Cultural Council

APPROVED:


Joseph A. Valentin, City Manager
(Approved as to substance)


Department Head
(Approved as to substance)


Timothy J. Currier, City Attorney
(Approved as to form)


Mark Gerber, Director of Finance
(Approved as to financial obligation)

ATTACHMENT A

- I. Funding Request: \$4,200
- II. Amount of Funding Previously Received From City: \$3,900 Actual Budget \$4,200 FY 2014-2015
- III. Organization's Purpose or Mission with Emphasis on how Organization Serves the City: _____

- IV. Date(s) of Service(s): 7/1/2015 - 6/30/2016
- V. Description of Services to be Provided (Scope of Work): _____

- VI. Describe Direct Benefit of Services to Birmingham Residents: _____

Please note: Organizations receiving funding are required to provide invoices to the City for services coinciding with the timing of the delivery of those services.

ATTACHMENT A

I. Funding Request: \$4,200.00

A. CityScapes	\$3,400
B. Birmingham in Stitches	<u>\$ 800</u>
TOTAL	\$4,200

II. Amount of Funding Previously Received From City: \$4,200

III. Organization's Purpose or Mission with Emphasis on how Organization Serves the City:
The Cultural Council of Birmingham/Bloomfield promotes the area as an arts and cultural center and serves as an information resource, catalyst, and advocate for cultural resources in the City of Birmingham as well as the greater community it serves as a "downtown" center.

Increases in cultural programming have been demonstrated to result in enhanced community image, appeal to educated citizens, increased desirability as a city to live in and visit, sustained residential property value, and overall citizen satisfaction. The strategic partnership between the Cultural Council and the City of Birmingham results in unique programming that contributes to the quality of life, the economy and the vibrancy of the City.

The main activities of this service to the City and CityScapes are a visible expression of the City of Birmingham moniker, *A Walkable Community*. CityScapes contributes to Birmingham as a destination downtown, strengthen visibility for residential and business concerns through increased foot traffic and media publicity, provide diversion and entertainment for residents and visitors, and enhance the image and reputation of the City of Birmingham as a special place to live, work, do business and pursue recreational activities.

IV. Date(s) of Service(s):

CityScapes Ongoing throughout the year

V. Description of Services to be Provided (Scope of Work):

CITYSCAPES, a joint project of the City of Birmingham Public Arts Board and the Cultural Council of Birmingham/Bloomfield, through the Joint Committee for CityScapes, installs outdoor sculptures at designated locations throughout downtown Birmingham. The present program is a revival of a Cultural Council program originally created in 1990 that had languished for a time following City establishment of the Public Arts Board. The Cultural Council acts as contractor



Cultural Council of Birmingham/Bloomfield

P.O. Box 465

Birmingham, Michigan 48012

June 6, 2015

City of Birmingham
Attn.: B. Sharon Ostin, Director of Finance
151 Martin Street, P.O. Box 3001
Birmingham, MI. 48012

This letter is to confirm the following:

Workers Compensation coverage is not required for the Cultural Council of Birmingham Bloomfield due to the fact all of the staff are volunteers. There are no employees.

Auto insurance coverage is not required for the Cultural Council of Birmingham Bloomfield due to the fact that CCBB does not own any automobiles and no autos are utilized for services provided.

Sincerely

Laurie Tennent
President



CERTIFICATE OF LIABILITY INSURANCE

OP ID: LW

DATE (MM/DD/YYYY)

02/24/16

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER TFC O'Connell Agency 27500 Farmington Rd Farmington Hills, MI 48334 Nancy A. O'Connell		Phone: 248-848-1900 Fax: 248-848-1912	CONTACT NAME: PHONE (A/C, No, Ext): E-MAIL ADDRESS: PRODUCER CUSTOMER ID #: CULTU-1	FAX (A/C, No):	
INSURED Cultural Council of Birmingham/Bloomfield P.O. Box 465 Birmingham, MI 48012-0465		INSURER(S) AFFORDING COVERAGE INSURER A: Auto Owners Insurance Co. INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:			NAIC # 18988

COVERAGES**CERTIFICATE NUMBER:****REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY	X		04108614-15	07/15/15	07/15/16	EACH OCCURRENCE \$ 1,000,000
	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY						DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 50,000
	<input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR						MED EXP (Any one person) \$ 5,000
							PERSONAL & ADV INJURY \$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE \$ 2,000,000
	<input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC						PRODUCTS - COMP/OP AGG \$ 2,000,000
	AUTOMOBILE LIABILITY			NOT INCLUDED			COMBINED SINGLE LIMIT (Ea accident) \$
	ANY AUTO						BODILY INJURY (Per person) \$
	ALL OWNED AUTOS						BODILY INJURY (Per accident) \$
	SCHEDULED AUTOS						PROPERTY DAMAGE (Per accident) \$
	HIRED AUTOS						\$
	NON-OWNED AUTOS						\$
	UMBRELLA LIAB			NOT INCLUDED			EACH OCCURRENCE \$
	EXCESS LIAB						AGGREGATE \$
	DEDUCTIBLE						\$
	RETENTION \$						\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY			NOT INCLUDED			WC STATUTORY LIMITS \$
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)						E.L. EACH ACCIDENT \$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE \$
							E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

*30 day notice of cancellation provided

*10 day notice for nonpayment of premium

CERTIFICATE HOLDER**CANCELLATION**

City of Birmingham
Attn: Finance Department
P.O. Box 3001
Birmingham, MI 48012-1669

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
Nancy A. O'Connell

NOTEPAD

INSURED'S NAME Cultural Council of

CULTU-1
OP ID: LW

PAGE 2
DATE 02/24/16

It is understood and agreed that the following shall be Additional Insd-
the City of Birmingham,including all elected and appointed officials,all
employees and volunteers,all boards,commissions and/or authorities and all
board members,including employees and volunteers thereof. This coverage
shall be primary and any other insurance maintained by the Additional Insd
shall be considered to be excess and non-contributing with this insurance.



MEMORANDUM

Department of Public Services

DATE: March 1, 2016

TO: Joseph A. Valentine, City Manager

FROM: Lauren A. Wood, Director of Public Services

SUBJECT: Benches and Trash Receptacle Purchase

The City of Birmingham currently uses a sole source vendor, Dumor Site Furnishings, sold through Penchura LLC (FKA Superior Play, LLC), for the purchase of site furnishings uptown, in select parks and for our Recognition Program, which includes such items as City benches. This is the result of previous reviews and evaluations of other providers to supply the City of Birmingham with equipment in the approved "Birmingham Green" color, style and custom lettering. Penchura, LLC is the only vendor that can provide the approved style and color. Therefore, no competitive bids were obtained for this purchase.

In order to replenish the supply and continue providing standardized equipment throughout uptown and City Parks, I am requesting the purchase of ten (10) Dumor benches and twelve (12) trash receptacles, in the amount of \$29,871.00, from Penchura, LLC. This purchase will be used to replace various receptacles uptown and supplement our inventory. This total purchase amount of the benches and receptacles includes freight and the custom color green. Funds are available in the fiscal year 2015-2016 Capital Projects Fund - Park Benches & Trash Cans for Streetscapes account #401-901.009-981.0100 in the amount of \$30,000.

Generally, each year we replenish the inventory for benches and trash receptacles. Last year we purchased just twenty-two (22) benches in the amount of \$29,665.00. Pricing the past two years is virtually identical for the benches.

SUGGESTED RESOLUTION:

To approve the purchase of ten (10) Dumor benches and twelve (12) trash receptacles for a total purchase price of \$29,871.00 from the sole source vendor, Penchura, LLC. Further, to waive the formal bidding requirements for this purchase with a sole source vendor. The money has been budgeted in fiscal year 2015-2016 Capital Projects Fund- Park Benches & Trash Cans for Streetscapes account #401-901.009-981.0100 for this equipment purchase.



Make all P.O.s, Contracts, and Checks to:
Penchura, L.L.C.
889 S. Old US 23
Brighton, MI 48114

Proposal

Date	Project #
3/1/2016	16-197-2

Name / Address
City of Birmingham P.O. Box 3001 151 Martin Street Birmingham, MI 48012-3001

Ship To
City of Birmingham Public Services (#2552) Carrie Laird, 248-530-1714 851 S. Eton Birmingham, MI 48009

Customer Contact	Customer Phone	Customer Fax	Terms	P.O. No.	Rep
Carrie Laird	248-530-1714	248-530-1754	Net 30		SH

Item	Description	Qty	Weight	Price	Total
19-50-Q30	DuMor 5' Bench, Steel, 2 arms, Insert for 4 x 6 Plaque, Custom Color and Lettering for City of Birmingham	10		1,200.10	12,001.00T
Insert	DuMor Insert - Plaque	10		110.00	1,100.00T
Misc	Mold Set Up For CAST-57-00078	1		150.00	150.00T
63-947-32-BT-1	DuMor 32 Gal Steel Receptacle, W/Old Bonnet Top	12		1,200.00	14,400.00T
CUST-1	IFS # PLSF-32284PT PARK BENCH GREEN	1		975.00	975.00T
Freight	Freight	1		1,245.00	1,245.00T

Proposal good for 30 days.
Ship Via: common carrier
Delivery contact name and number: _____

Customer signature below constitutes a purchase order.

Subtotal	\$29,871.00
Sales Tax (0.0%)	\$0.00
Total	\$29,871.00



Laura Pierce <lpierce@bhamgov.org>

RE: Public Arts Board

1 message

Tertzag Lividini, Kara (N.) <ktertzag@ford.com>
To: Laura Pierce <lpierce@bhamgov.org>

Wed, Feb 24, 2016 at 2:15 PM

Laura: Thank you so much for your note. I apologize for letting down the team. My work and family commitments right now are preventing me from being a valuable board member. At this time, I unfortunately have to resign from the board but would love the chance to volunteer in the future if my schedule allows. Thank you!

From: Laura Pierce [mailto:lpierce@bhamgov.org]
Sent: Friday, February 19, 2016 4:21 PM
To: Tertzag Lividini, Kara (N.)
Subject: Public Arts Board

Ms. Lividini,

I have been notified that you were unable to attend the Public Arts Board meetings last year. The Board has recently had issues with obtaining a quorum for their meetings, therefore, I am reaching out to the Board members who have not been able to attend multiple meeting to confirm whether they wish to remain on the Board.

If you would like to continue to serve, please let me know what dates/times would better work with your schedule.

If you no longer wish to serve on the Public Arts Board, please send a resignation letter or respond to this email so that we may fill your position.

Feel free to contact me if you have any questions – [248.530.1802](tel:248.530.1802) or Lpierce@bhamgov.org.

Sincerely,

Laura Pierce

SUGGESTED RESOLUTION:

To accept the resignation of Kara Lividini from the Public Arts Board, to thank Ms. Lividini for her service, and to direct the Clerk to begin the process to fill the vacancy.

2/27/2016

City of Birmingham MI Mail - RE: Public Arts Board

Laura M. Pierce, MMC, CMMC | City Clerk | City Clerk's Office |

P.O. Box 3001, 151 Martin | Birmingham, Michigan 48012 |

Phone [248.530.1802](tel:248.530.1802) or [248.530.1880](tel:248.530.1880) | Fax [248.530.1080](tel:248.530.1080) | www.bhamgov.org



MEMORANDUM

Engineering Dept.

DATE: March 10, 2016

TO: Joseph A. Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Hamilton Ave. Paving Project
Street Lighting Special Assessment District

In the 1970's, pedestrian sized street lighting was installed on City sidewalks around the majority of the Central Business District. The cost of this work was special assessed to the adjacent business owners. The cost of replacing these lights, when initiated by the City as part of a streetscape project, has been paid for under the Capital Improvement Fund, in consideration of the fact that these buildings had been assessed for this before. Street lights were not installed on the side frontages of two buildings within the Hamilton Ave. Paving Project area. They are:

220 Park St.
395 E. Maple Rd.

An attached map clarifies the location of these properties.

It is anticipated that once the partially vacant property at 35001-35075 Woodward Ave. is redeveloped, they will be installing new streetscape and street lights on their Hamilton Ave. and Park St. frontages. In order to make the street lighting system complete on these two blocks, street lights should be installed adjacent to these buildings as well.

Two lights are proposed in front of each buildings' side frontages. Based on the cost being charged by DTE Energy, it is appropriate to pass this direct cost to these building owners. The cost of two lights each would be \$10,497.38. Like other special assessment districts, it is recommended that the owners would have the option of spreading these payments out over a ten year period, with interest, if so desired.

It is recommended that a public hearing of necessity be scheduled at the Monday, April 11, 2016 City Commission meeting. It is further recommended that the public hearing to confirm the roll be held on Monday, April 25, 2016 at the suggested price of \$10,497.38 per property.


SUGGESTED RESOLUTION:

RESOLVED, that the City Commission shall meet on Monday, April 11, 2016, at 7:30 P.M., for the purpose of conducting a public hearing of necessity for the installation of new street lights where none currently exist within the Hamilton Ave. Paving project area. Be it further

RESOLVED, that the City Commission meet on Monday, April 25, 2016, at 7:30 P.M. for the purpose of conducting a public hearing to confirm the roll for the installation of street lights where none currently exist in the Hamilton Ave. Paving project area.



Legend

 Street Light Special Assessment



RINDALE AVE

OAKLAND AVE

PARK ST

N OLD WOODWARD AVE

W MAPLE AVE

E MAPLE AVE

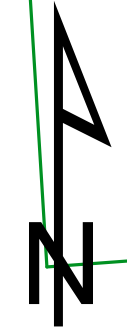
PIERCE ST

S HUNTER BLVD

RIDGEDALE AVE

KNOX ST

POPPLETON ST



LEGEND

- SET NEW POLE
- CABLE POLE / RISER
- POSITION OF SWEEP UP CABLE POLE
- BURIED PRIMARY CABLE (ALL VOLTAGES)
- BURIED SECONDARY CABLE
- SINGLE DUCT OCCUPIED
- DOUBLE DUCT 1 - OCCUPIED
- SINGLE DUCT-TO BLIND END FOR FUTURE USE
- PAD-MOUNTED TRANSFORMER
- DIRECTION OF TRANSFORMER DOOR OPENING
- GUARD POST
- P.S.C PRIMARY SWITCH CABINET
- S.C.C SEPARABLE CONNECTION CABINET

WL 1:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS893 -- 7205 BIHAM -- O050 -- 563 -- B

WL 2:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS896 -- 7205 BIHAM -- O050 -- 563 -- R

WL 3:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS898 -- 7205 BIHAM -- O050 -- 563 -- B

WL 4:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS900 -- 7205 BIHAM -- O050 -- 563 -- R

WL 5:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS901 -- 7205 BIHAM -- O050 -- 563 -- B

WL 6:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS902 -- 7205 BIHAM -- O050 -- 563 -- R

WL 7:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS904 -- 7205 BIHAM -- O050 -- 563 -- B

WL 8:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS906 -- 7205 BIHAM -- O050 -- 563 -- R

WL 9:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS907 -- 7205 BIHAM -- O050 -- 563 -- B

WL 10:
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS908 -- 7205 BIHAM -- O050 -- 563 -- R
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE

WL 11:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS915 -- 7205 BIHAM -- O050 -- 563 -- B

WL 12:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS912 -- 7205 BIHAM -- O050 -- 563 -- R

WL 13:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS911 -- 7702 BIHAM -- O050 -- 563 -- B

WL 14:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS894 -- 7205 BIHAM -- O050 -- 563 -- R

WL 15:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS895 -- 7205 BIHAM -- O050 -- 563 -- B

WL 16:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS897 -- 7205 BIHAM -- O050 -- 563 -- R

WL 17:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS899 -- 7205 BIHAM -- O050 -- 563 -- B

WL 18:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS903 -- 7205 BIHAM -- O050 -- 563 -- R

WL 19:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS905 -- 7205 BIHAM -- O050 -- 563 -- B

WL 20:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS919 -- 7205 BIHAM -- O050 -- 563 -- R

WL 21:
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS918 -- 7205 BIHAM -- O050 -- 563 -- B
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE

WL 22:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS917 -- 7205 BIHAM -- O050 -- 563 -- R

WL 23:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS916 -- 7205 BIHAM -- O050 -- 563 -- B

WL 24:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS914 -- 7205 BIHAM -- O050 -- 563 -- R

WL 25:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS913 -- 7205 BIHAM -- O050 -- 563 -- B

WL 26:
IN: POST CODE 51A
IN: FOUNDATION TYPE S98L CONCRETE
IN: UG MULTIPLE LED 85 LU RICHLAND
L 85 AFS910 -- 7702 BIHAM -- O050 -- 563 -- R

WL 28:- WL 31
IN: UG CUBE TAP

Streetlight Billing Summary
O050 - BIRMINGHAM CITY OF
7205 BIHAM IN 24 *563
7702 BIHAM IN 2 *563

Created on: 3/9/2016 1:31:18 PM

Trench-Bore Summary			
Type	Occupants	Length	
ST LT - BORE - IN CONDUIT	E		1752
Total		=	1752

Cable Summary		
Type	Legacy Stock # /SAP #	Length
IN #2 ALX2 - #4 ALX1	713-0878/100075024	1834

Created on: 3/9/2016 1:44:01 PM

PWO# 44571430

DTE Energy									
DTE Electric - Distribution Engineering and Planning									
Service Planner					Work Order Description				
Work Order Owner					CWO NBUS - 27 UG - HAMILTON AVE PAVING PROJECT - BIRMINGHAM				
Phone					44573761				
WO Owner Telephone					44573761				
Supervisor					Circuit #1				
WO Supervisor					Circuit #2				
Service Center					Geographic City				
Worksite City					Geographic Township				
Planning Engineer					County				
Telephone					RSD				
Contact					Email				
Phone					Phone				
CUE Number					Ver				
606010					1				
Plot Date					3/9/2016				
Scale					Town				
					Range				
					Section				
					Qtr				



MEMORANDUM

Planning Division

DATE: March 9, 2016

TO: Joseph A. Valentine, City Manager

FROM: Matthew Baka, Senior Planner

APPROVED: Jana Ecker, Planning Director

SUBJECT: Continuation of the Public Hearing for a Lot Rearrangement of 1366 Haynes Ct., Parcel #2031151009, T2N, R11E, SEC 31 ADAMS VILLAGE SUB LOT 22. & 725 S. Adams, Parcel #2031151002 (Adams Square), T2N, R11E, SEC 31 ADAMS VILLAGE SUB LOT 29 EXC BEG AT NW LOT COR, TH S ALG W LOT LINE 189 FT, TH E PARA WITH S LOT LINE 434 FT, TH N PARA WITH W LINE OF LOT 28 134 FT, TH WLY ON N LOT LINE TO BEG

On February 8, 2016 the City Commission opened a public hearing to consider a lot split application for the above referenced properties. At that time the City Commission postponed the continuation of the public hearing to March 14, 2016 in order to allow the applicant time to resolve concerns identified by a neighbor and to investigate the implications of a utility easement. **The City has now received communication from the counsel of the applicant that they no longer wish to pursue the lot split and therefore have requested that the application be withdrawn.**

SUGGESTED ACTION:

To close the public hearing for the lot split application for 1366 Haynes Ct. & 725 S. Adams and take no further action.



Matthew Baka <mbaka@bhamgov.org>

Proposed Lot Split from 1366 Haynes Court

Dawn M. Macaddino <dmm@macaddinolaw.com>

Wed, Mar 9, 2016 at 3:46 PM

To: "Matthew Baka (mbaka@bhamgov.org)" <mbaka@bhamgov.org>

Cc: "jvalentine@bhamgov.org" <jvalentine@bhamgov.org>

Matthew:

Please be advised that applicants The Philip D. Stevens Living Trust and the Philip Stevens Building Company, LLC are withdrawing their application for a lot division from property known as 1366 Haynes Court, which application which was originally submitted to the City of Birmingham on December 16, 2015. The application was initially before the City Commission for public hearing on February 8, 2016, and was adjourned on that date until March 14, 2016. Please contact me if you have any questions.

Thank you,

Dawn M. Macaddino, Esq.

[Law Office of Kevin S. Macaddino, PLLC](#)

39555 Orchard Hill Place, Suite 245

Novi, Michigan 48375

Phone: [\(248\) 513-4117](tel:(248)513-4117)

Facsimile [\(248\) 513-4127](tel:(248)513-4127)

E-mail dmm@macaddinolaw.com

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MEMORANDUM

Planning Division

DATE: January 29, 2016

TO: Joseph A. Valentine, City Manager

FROM: Matthew Baka, Senior Planner

APPROVED: Jana Ecker, Planning Director

SUBJECT: Public Hearing for a Lot Rearrangement of 1366 Haynes Ct., Parcel #2031151009, T2N, R11E, SEC 31 ADAMS VILLAGE SUB LOT 22. & 725 S. Adams, Parcel #2031151002 (Adams Square), T2N, R11E, SEC 31 ADAMS VILLAGE SUB LOT 29 EXC BEG AT NW LOT COR, TH S ALG W LOT LINE 189 FT, TH E PARA WITH S LOT LINE 434 FT, TH N PARA WITH W LINE OF LOT 28 134 FT, TH WLY ON N LOT LINE TO BEG

The owners of the properties known as 1366 Haynes Ct. and 725 S. Adams are seeking approval for the division of property in order to transfer a portion of 1366 Haynes Ct. to the property abutting the rear property line located at 725 S. Adams, commonly known as Adams Square. The parcel at 1366 Haynes Ct. is a triangular shaped lot. The paved area behind the building at 725 S. Adams encroaches 3.5' into the rear yard of 1366 Haynes. There is also a utility pad containing an AT&T box in this area. As stated in the attached letter, the two properties have had associated ownership since 1964. The applicant states that the encroachment has also existed since approximately 1964. The utility pad has been in place since 2005. The owners of the two properties are requesting permission to transfer this portion of 1366 Haynes Ct. to 725 S. Adams. This rearrangement will reduce the square footage of 1366 Haynes Ct. by 1067.4 square feet, creating a 12,166 square foot parcel. The rearrangement will add 1067.4 square feet to 725 S. Adams, creating a 220,587.8 square foot parcel. **This division will not result in the creation of any additional buildable lots.**

The Subdivision Regulation Ordinance (Chapter 102, Section 102-53) requires that the following standards be met for approval of a lot division.

- (1) *All lots formed or changed shall conform to minimum Zoning Ordinance Standards.*

Enclosed are copies of surveys provided by the applicant depicting existing and proposed conditions. The proposed rearrangement has been reviewed by the Community Development Department. The altered parcel that results from the

lot rearrangement at 1366 Haynes Ct. would conform to minimum Zoning Ordinance standards as set out in Article 02, Section 2.08 of the Zoning Ordinance, for the R-2 Zoning District. The proposed rearrangement would reduce the size of 1366 Haynes Ct. from 13,233.4 sq. ft. to 12,166 sq. ft. and would increase 725 S. Adams, from 219,520.4 sq. ft. to 220,587.8 sq. ft. The R2 parcel, 1366 Haynes Ct., would be in excess of the required 6,000 sq. ft. minimum lot size required for the R-2 Single Family Residential District. The B2 parcel, 725 S. Adams, does not have a minimum lot size.

- (2) *All residential lots formed or changed by the division shall have a lot width not less than the average lot width of all lots on the same street within 300 feet of the lots formed or changed and within the same district.*

The parcels created by the lot split will not alter the width of either lot in question; rather it will re arrange a strip of land towards the back of the lot.

- (3) *The division will not adversely affect the interest of the public and of the abutting property owners. In making this determination, the City Commission shall consider, but not be limited to the following:*

- a. *The location of proposed buildings or structures, the location and nature of vehicular ingress or egress so that the use of appropriate development of adjacent land or buildings will not be hindered, nor the value thereof impaired.*
- b. *The effect of the proposed division upon any flood plain areas, wetlands or other natural features and the ability of the applicant to develop buildable sites on each resultant parcel without unreasonable disturbance of such natural features.*
- c. *The location, size, density and site layout of any proposed structures or buildings as they may impact an adequate supply of light and air to adjacent properties and the capacity of essential public facilities such as police and fire protection, drainage structures, municipal sanitary sewer and water, and refuse disposal.*

No new buildings are proposed in conjunction with the proposed lot rearrangement. Current ingress and egress to both parcels will not be altered. The proposed lot division will not hinder the development of adjacent properties.

The subject property is not located within the floodplain or soil erosion limit of a recognized stream, river, lake or other water body. The site does not appear to exhibit evidence of regulated wetlands or endangered species of flora and fauna. The

proposed lot rearrangement and property transfer will not affect any natural features on the site.

The proposed lot rearrangement will not negatively affect the supply of light and air to adjacent properties. It will not negatively affect the capacity of essential public facilities. City departments have no objections to the proposed lot split.

SUGGESTED ACTION:

1) To APPROVE the proposed lot rearrangement of 1366 Haynes Ct. and 725 S. Adams,

or

2) Deny the proposed rearrangement of 1366 Haynes Ct. and 725 S. Adams as proposed, based on the following conditions that adversely affect the interest of the public and of the abutting property owners:

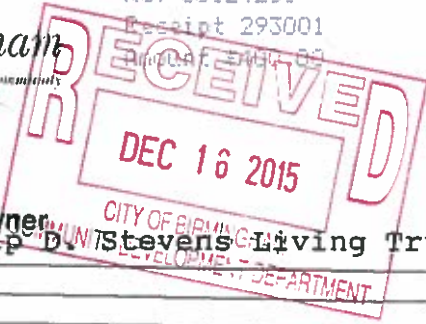


City of Birmingham
A Walkable Community

CITY OF BIRMINGHAM
Date 12/21/2015 3:38:45 PM
Ref 00124263

Receipt 293001

Amount \$400.00



Division of Platted Lots Application

1. Applicant

Name: Deborah Andrus, Trustee

Address: _____

Phone Number: _____

Fax Number: _____

Email Address: _____

Property Owner

Name: Philip D. Stevens Living Trust

Address: _____

Phone Number: _____

Fax Number: _____

Email Address: _____

2. Applicant's Attorney/Contact Person

Name: Dawn M. Macaddino

Address: 39555 Orchard Hill Place, #245

Novi, Michigan 48375

Phone Number: 248-513-4117

Fax Number: 248-513-4127

Email Address: dmm@macaddinolaw.com

Survey Company

Name: Hubbell Roth & Clark, Inc.

Address: 555 Hulet Dr., P. O. Box 824

Bloomfield Hills, MI 48303

Phone Number: 248-454-6300

Fax Number: 248-454-6312

Email Address: rpiggott@hrc-engr.com

3. Project Information

Address/Location of Property: 1366 Haynes Court

Birmingham, MI

Sidwell #: 20-31-151-009

Current Zoning: _____

Legal Description: See attached survey

4. Attachments

- Proof of ownership
- Written statement of reasons for request
- A letter of authority or power of attorney in the event the application is made by a person other than the property owner
- Other data having a direct bearing on the request
- Sketches of proposed development (optional)
- One digital copy of plans
- Two (2) copies of a registered land survey showing:
 - all existing and proposed platted lot lines
 - legal descriptions of proposed lots
 - locations of existing/ surrounding structures and setbacks
 - footprints of proposed development

(I), (We), the undersigned, do hereby request to divide lots of record in the City of Birmingham, Oakland County, Michigan. (I), (We), do hereby swear that all of the statements, signatures, and descriptions appearing on and with this request are in all respects true and accurate to the best of (my), (our), knowledge.

Signature of Property Owner: Deborah J. Stevens

Print Name: Deborah J. Stevens Trustee, Philip D. Stevens Living Trust

Date: 12-9-15

Signature of Applicant: Dawn M. Macaddino

Print Name: Dawn M. Macaddino

Date: 12-16-2015

Fee: \$200.00 per lot affected, minimum fee \$400

124263



Division of Platted Lots Application

1. Applicant

Name: Philip Stevens Building Co., LLC
Address: 725 S. Adams, Suite 175
Birmingham, MI 48012
Phone Number: 248-646-5900
Fax Number: _____
Email Address: _____

Property Owner

Name: Philip Stevens Building Co., LLC
Address: 725 S. Adams, Suite 175
Birmingham, MI 48012
Phone Number: 248-646-5900
Fax Number: _____
Email Address: _____

2. Applicant's Attorney/Contact Person

Name: Dawn M. Macaddino
Address: 39555 Orchard Hill Place, #245
Novi, Michigan 48375
Phone Number: 248-513-4117
Fax Number: 248-513-4127
Email Address: dmm@macaddinolaw.com

Survey Company

Name: Hubbell Roth & Clark, Inc.
Address: 555 Hulet Dr., P. O. Box 824
Bloomfield Hills, MI 48303
Phone Number: 248-454-6300
Fax Number: 248-454-6312
Email Address: rpiggott@hrc-engr.com

3. Project Information

Address/Location of Property: South Adams
Shopping Center, 725 S. Adams
Birmingham, MI 48009
Sidwell #: 20-31-151-002
Current Zoning: B2

Legal Description: See attached survey

4. Attachments

- Proof of ownership
- Written statement of reasons for request
- A letter of authority or power of attorney in the event the application is made by a person other than the property owner
- Other data having a direct bearing on the request
- Sketches of proposed development (optional)
- One digital copy of plans
- Two (2) copies of a registered land survey showing:
 - all existing and proposed platted lot lines
 - legal descriptions of proposed lots
 - locations of existing/ surrounding structures and setbacks
 - footprints of proposed development

(I), (We), the undersigned, do hereby request to divide lots of record in the City of Birmingham, Oakland County, Michigan. (I), (We), do hereby swear that all of the statements, signatures, and descriptions appearing on and with this request are in all respects true and accurate to the best of (my), (our), knowledge.

Signature of Property Owner: [Signature]
Print Name: Philip Stevens Building Company, LLC
Signature of Applicant: [Signature]
Print Name: Dawn M. Macaddino

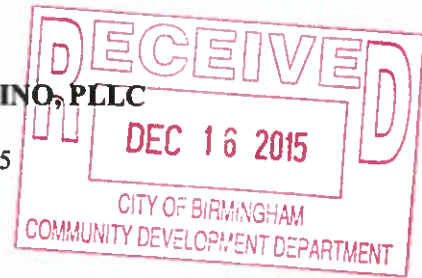
Date: 12-9-15

Date: 12-16-2015

Fee: \$200.00 per lot affected, minimum fee \$400

LAW OFFICE OF KEVIN S. MACADDINO, PLLC

Attorneys and Counselors
39555 Orchard Hill Place, Suite 245
Novi, Michigan 48375
Office: (248) 513-4117
Fax: (248) 513-4127



Dawn M. Macaddino, Esq.
dmm@macaddinolaw.com

December 16, 2015

Matt Baka, Senior Planner
City of Birmingham
151 Martin Street
P.O. Box 3001
Birmingham, MI 48012

RE: Proposed Lot Split from 1366 Haynes Court

Dear Mr. Baka:

This letter is written on behalf of The Philip D. Stevens Living Trust (the "Trust") and the Philip Stevens Building Company, LLC (the "Building Company"), joint applicants of the accompanying Lot Split Application. The Trust is the owner of 1366 Haynes Court, a residential lot, and the Building Company is the owner of South Adams Shopping Center, which center adjoins the west border of the residential lot at the southeast corner of the shopping center property. In this request to the City of Birmingham, the Trust is proposing to remove a narrow portion of its west property line, hence the "split," and add the narrow property to the shopping center property, due to a longstanding encroachment of the shopping center property on 1366 Haynes Court.

At present, the shopping center property encroaches on the western edge of the 1366 Haynes Court by approximately 3 and a half feet. The area of encroachment consists of a paved area which runs along the back, or easterly side, of the shopping center and a high wooden fence. The paved area is used for parking and also holds a large storage shed.

Upon information and belief, the encroachment area has existed since 1964 when the Harry Stevens Building Company, the predecessor of the Building Company, purchased the shopping center property for development. The Harry Stevens Building Company also purchased 1366 Haynes Court in 1964. In 1979 the Harry Stevens Building Company conveyed 1366 Haynes Court to Philip Stevens. In sum, the adjoining properties have had affiliated ownership since 1964 therefore the encroachment was not causing any adverse issues.

The Trust also proposes to include a rectangular AT&T (formerly Michigan Bell) easement area in the split at the south end of 133 Haynes Court. The AT&T easement holds a utility box/pad. The fence which extends along the above-described encroachment extends an additional 12 or so


feet east to surround the AT&T pad. The utility pad has been accessed through the shopping center property since the utility pad was constructed in 2005.

Recently, the joint applicants have considered selling one or both properties. Therefore, to avoid potential title issues with the existing encroachment, the Trust wishes to split the encroachment area from its property and the Building Company wishes to accept the split parcel. As a result, the split property will be added to the shopping center property and will not be a separate parcel.

On behalf of both applicants, the undersigned is appreciative of the consideration of the Planning Department and the Planning Commission, and requests that the Commission approve the accompanying Application. This Application package includes the requisite filing fee of \$400.00, as well two(2) sets of survey plans. Please call the undersigned if you have any questions.

Sincerely,

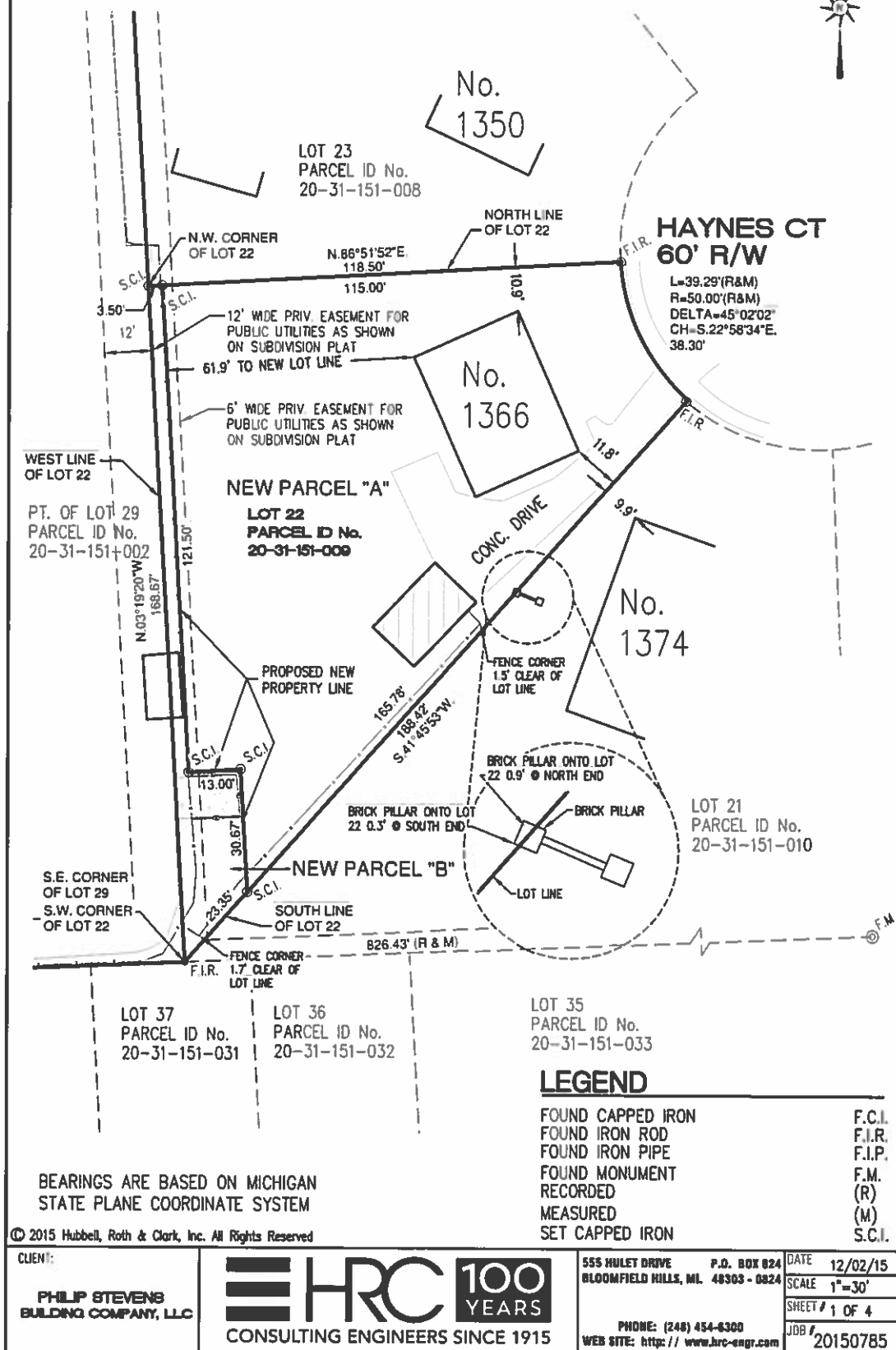
Law Office of Kevin S. Macaddino, PLLC

By: 
Dawn M. Macaddino

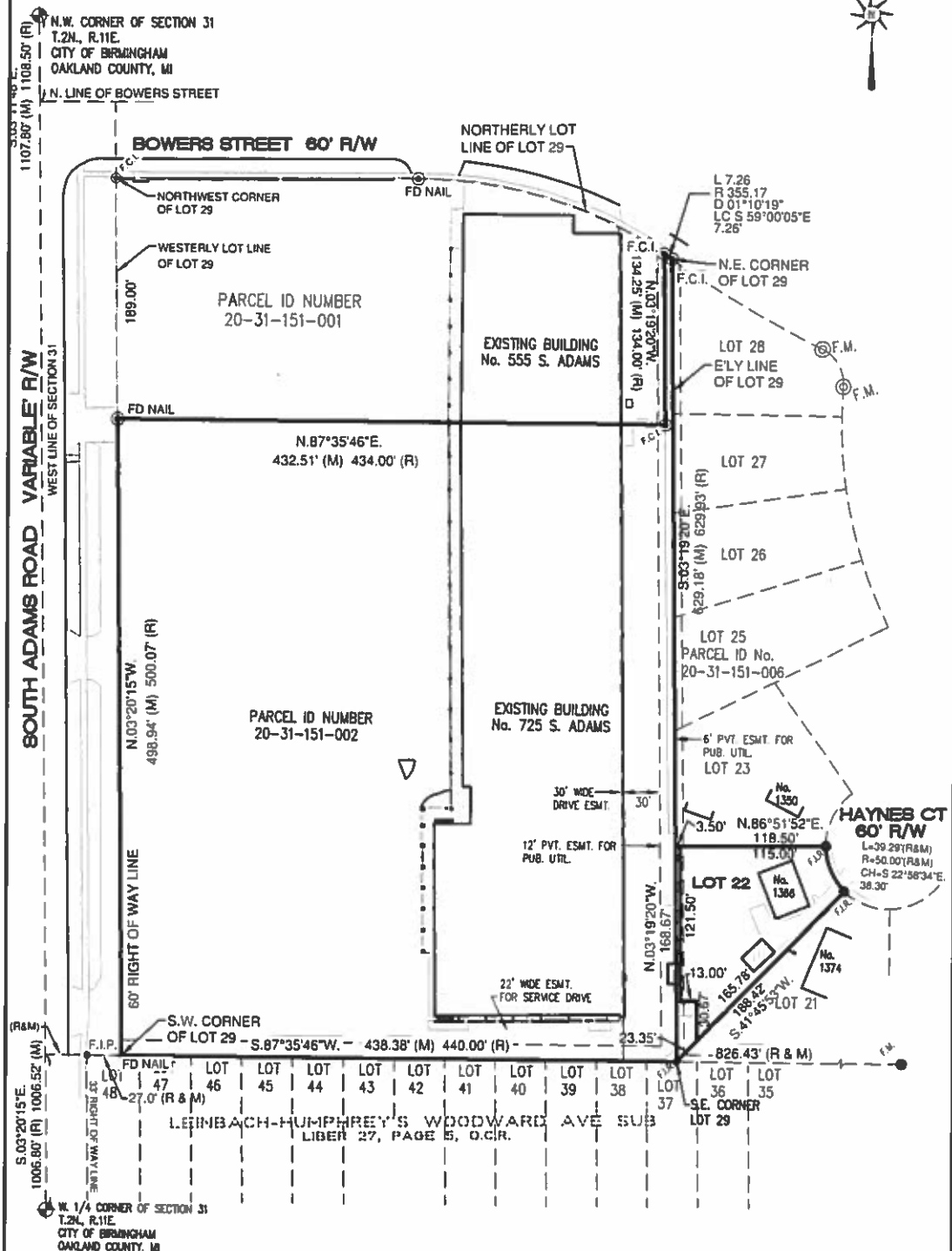
DMM

cc: The Philip D. Stevens Living Trust
The Philip Stevens Building Company, LLC

LOT SPLIT/COMBINATION SURVEY



LOT SPLIT/COMBINATION SURVEY



LOT SPLIT/COMBINATION SURVEY

CURRENT PROPERTY DESCRIPTIONS

PARCEL ID No. 20-31-151-002: AKA 597 S. ADAMS

PART OF THE N.W. 1/4 OF SECTION 31, T.2N., R.11E., CITY OF BIRMINGHAM, OAKLAND COUNTY MICHIGAN:

LOT 29 IN "ADAMS VILLAGE SUB" (RECORDED IN LIBER 73, PAGE 1 & 2, OAKLAND COUNTY RECORDS) EXCEPT THAT PART DESCRIBED AS BEGINNING AT THE NORTHWEST LOT CORNER; THENCE SOUTH ALONG THE WEST LOT LINE 189.00 FEET; THENCE EAST PARALLEL WITH THE SOUTH LOT LINE, 434.00 FEET; THENCE NORTH PARALLEL WITH THE WEST LINE OF LOT 28, 134.00 FEET; THENCE WESTERLY ON THE NORTH LOT LINE TO THE POINT OF BEGINNING. CONTAINING 219520.4 SF AND/OR 5.04 ACRES OF LAND. SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

PARCEL ID No. 20-31-151-009: AKA 1366 HAYNES

PART OF THE N.W. 1/4 OF SECTION 31, T.2N., R.11E., CITY OF BIRMINGHAM, OAKLAND COUNTY MICHIGAN:

LOT 22 IN "ADAMS VILLAGE SUB" (RECORDED IN LIBER 73, PAGE 1 & 2, OAKLAND COUNTY RECORDS). CONTAINING 13,237.2 SF. SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

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CLIENT:

PHILIP STEVENS
BUILDING COMPANY, LLC

 **HRC** 100 YEARS
CONSULTING ENGINEERS SINCE 1915

555 HULEY DRIVE P.O. BOX 824
BLOOMFIELD HILLS, MI. 48303 - 0824

PHONE: (248) 454-6300
WEB SITE: <http://www.hrc-engr.com>

DATE	12/02/15
SCALE	N/A
SHEET #	3 OF 4
JOB #	20150785

LOT SPLIT/COMBINATION SURVEY

PROPOSED PROPERTY DESCRIPTIONS

NEW PARCEL "A"

PART OF THE N.W. 1/4 OF SECTION 31, T.2N., R.11E., CITY OF BIRMINGHAM, OAKLAND COUNTY MICHIGAN:
LOT 22 IN "ADAMS VILLAGE SUB" (RECORDED IN LIBER 73, PAGE 1 & 2, OAKLAND COUNTY RECORDS) EXCEPT THAT
PART DESCRIBED AS BEGINNING AT THE N.W. CORNER OF SAID LOT 22; THENCE ALONG THE NORTH LINE OF SAID
LOT 22 3.50 FEET; THENCE SOUTHERLY ALONG A LINE PARALLEL WITH THE WEST LINE OF SAID LOT 22, 121.50
FEET; THENCE EASTERLY ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID LOT 22, 13.00 FEET; THENCE
SOUTHERLY ALONG A LINE PARALLEL WITH THE WEST LINE OF SAID LOT 22, 30.67 FEET TO A POINT ON THE
SOUTHERLY LOT LINE OF SAID LOT 22; THENCE SOUTHWESTERLY ALONG THE SOUTH LINE OF SAID LOT 22, 23.35
FEET TO THE S.W. CORNER OF SAID LOT 22; THENCE 168.67 FEET ALONG THE WEST LINE OF SAID LOT 22 TO THE
POINT OF BEGINNING. CONTAINING 12,166.0 SF. SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

NEW PARCEL "B"

PART OF THE N.W. 1/4 OF SECTION 31, T.2N., R.11E., CITY OF BIRMINGHAM, OAKLAND COUNTY MICHIGAN:
PART OF LOT 22 IN "ADAMS VILLAGE SUB" (RECORDED IN LIBER 73, PAGE 1 & 2, OAKLAND COUNTY RECORDS)
DESCRIBED AS BEGINNING AT THE N.W. CORNER OF SAID LOT 22; THENCE ALONG THE NORTH LINE OF SAID LOT 22
3.50 FEET; THENCE SOUTHERLY ALONG A LINE PARALLEL WITH THE WEST LINE OF SAID LOT 22, 121.50 FEET;
THENCE EASTERLY ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID LOT 22, 13.00 FEET; THENCE
SOUTHERLY ALONG A LINE PARALLEL WITH THE WEST LINE OF SAID LOT 22, 30.67 FEET TO A POINT ON THE
SOUTHERLY LOT LINE OF SAID LOT 22; THENCE SOUTHWESTERLY ALONG THE SOUTH LINE OF SAID LOT 22, 23.35
FEET TO THE S.W. CORNER OF SAID LOT 22; THENCE 168.67 FEET ALONG THE WEST LINE OF SAID LOT 22 TO THE
POINT OF BEGINNING. CONTAINING 1067.4 SF. SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

PARCEL ID No. 20-31-151-002 ALONG WITH NEW PARCEL "B"

PART OF THE N.W. 1/4 OF SECTION 31, T.2N., R.11E., CITY OF BIRMINGHAM, OAKLAND COUNTY MICHIGAN:
LOT 29 IN "ADAMS VILLAGE SUB" (RECORDED IN LIBER 73, PAGE 1 & 2, OAKLAND COUNTY RECORDS) EXCEPT THAT
PART DESCRIBED AS BEGINNING AT THE NORTHWEST LOT CORNER; THENCE SOUTH ALONG THE WEST LOT LINE
189.00 FEET; THENCE EAST PARALLEL WITH THE SOUTH LOT LINE, 434.00 FEET; THENCE NORTH PARALLEL WITH THE
WEST LINE OF LOT 28, 134.00 FEET; THENCE WESTERLY ON THE NORTH LOT LINE TO THE POINT OF BEGINNING;
ALSO PART OF LOT 22 IN "ADAMS VILLAGE SUB" (RECORDED IN LIBER 73, PAGE 1 & 2, OAKLAND COUNTY RECORDS)
DESCRIBED AS BEGINNING AT THE N.W. CORNER OF SAID LOT 22; THENCE EASTERLY ALONG THE NORTH LINE OF
SAID LOT 22 3.50 FEET; THENCE SOUTHERLY ALONG A LINE PARALLEL WITH THE WEST LINE OF SAID LOT 22, 121.50
FEET; THENCE EASTERLY ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID LOT 22, 13.00 FEET; THENCE
SOUTHERLY ALONG A LINE PARALLEL WITH THE WEST LINE OF SAID LOT 22, 30.67 FEET TO A POINT ON THE
SOUTHERLY LOT LINE OF SAID LOT 22; THENCE SOUTHWESTERLY ALONG THE SOUTH LINE OF SAID LOT 22, 23.35
FEET TO THE S.W. CORNER OF SAID LOT 22; THENCE NORTHERLY 168.67 FEET ALONG THE WEST LINE OF SAID LOT
22 TO THE POINT OF BEGINNING.
CONTAINING 220,587.8 SF. SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

CERTIFICATION

I HEREBY CERTIFY THAT I HAVE SURVEYED AND
MAPPED THE ABOVE DESCRIBED LAND, THAT THERE
ARE NO ENCROACHMENTS EXCEPT AS SHOWN; THAT
THE RATIO OF CLOSURE ON THE UNADJUSTED FIELD
OBSERVATIONS WAS NO GREATER THAN 1:5000; AND
THAT SAID SURVEY COMPLIES WITH THE REQUIREMENTS
OF SECTION 3 OF ACT No. 132 OF THE PUBLIC ACTS
OF 1970, AS AMENDED.



STEPHEN R. JACOBI
PROFESSIONAL SURVEYOR NO. 43057



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CLIENT:

PHILIP STEVENS
BUILDING COMPANY, LLC



555 HULEY DRIVE P.O. BOX 824
BLOOMFIELD HILLS, MI 48303 - 0824

PHONE: (248) 454-8300
WEB SITE: <http://www.hrc-engr.com>

DATE	12/02/15
SCALE	N/A
SHEET	# 4 OF 4
JOB #	20150785



MEMORANDUM

Office of the City Manager

DATE: February 24, 2016

TO: Joseph A. Valentine, City Manager

FROM: Joellen Haines, Assistant to the City Manager

SUBJECT: Street Name Change Review Policy With Revisions

The following policy is a revised version of the Street Name Change Review policy that was presented at the February 22, 2016 City Commission meeting. This revised policy incorporates the changes recommended by the Commission during the meeting and include the following:

1. Change number 1 to read: "Initial requests and petitions for consideration of street name changes shall contain support from a minimum of 60% of the property owners on the street and be filed with the City Clerk in order to be considered."
2. Change the second bullet point under number 2 to: "a review and recommendation from the Historic District Commission and ~~not~~ the Historic District Study Committee."
3. Expand the bullet point regarding reports from other agencies to include, "Reports from other relevant agencies and city boards impacted relative to the street name change (e.g. U.S. Post Office, Parks and Recreation Board, etc.)."

The Street Name Change Review Policy provides a procedure to follow to consider administrative and historical implications of each submitted request, and provides a means of review by the City Commission prior to making a decision to set a public hearing as provided for in the City Charter Chapter XI, Section 7 under Street Names.

SUGGESTED RESOLUTION:

To adopt the proposed Street Name Change Review Policy, and

To submit the November 18, 2015 request for the street name change of Millrace Road to Lakeside Court for review in accordance with the Street Name Change Review Policy.



STREET NAME CHANGE REVIEW POLICY

The City of Birmingham recognizes the need to provide a review policy to evaluate requests to change a street name in the City. The Street Name Change Review Policy has been provided to establish a process whereby a street name change request can be reviewed for historical and administrative considerations prior to the City Commission making a decision to set a public hearing and implementing the provisions of the City Charter, Chapter XI, Section 7.

The following procedure shall comprise the policy for the review of street name change requests in the City.

1. Initial requests and petitions for consideration of street name changes shall contain support from a minimum of 60% of the property owners on the street and be filed with the City Clerk in order to be considered.
2. Upon receipt of a valid request or petition an internal review will be conducted to gather information to provide to the City Commission for consideration within ninety (90) days. The request shall undergo a review process which shall include, but is not limited to:
 - A review and recommendation from the Birmingham Historical Museum
 - A review and recommendation from the Historic District Commission and the Historic District Study Committee
 - City Staff review by each department regarding administrative considerations
 - Reports from other relevant agencies and City boards impacted relative to the street name change (e.g. U.S. Post Office, Parks and Recreation Board, etc.)
3. Once the request has been circulated through this review process, the findings and recommendations will be compiled and presented to the City Commission in the form of a report, with notification of the date of the City Commission meeting provided to the requesting/petitioning parties.
4. Upon review and consideration of the report, the City Commission may either set a public hearing in accordance with Chapter XI, Section 7 of the City Charter, or decline a public hearing following a review of information prescribed by this policy.



MEMORANDUM

Office of the City Manager

DATE: February 18, 2016

TO: Joseph A. Valentine, City Manager

FROM: Joellen Haines, Assistant to the City Manager

SUBJECT: Street Name Change Review Policy

The decision to develop a Street Name Change Review Policy was made in response to a request submitted to the City Manager's Office on November 15, 2015 via a petition from all five homeowners on Millrace Road to have their street name changed from Millrace Road to Lakeside Court. An initial memo was submitted to the City Commission by Museum Director Leslie Pielack, which detailed a brief history of the street and its historical references.

At the January 25, 2016 City Commission meeting, the Commission voted to have staff develop a policy to consider street name change requests. This policy would provide a review by the Historical Museum, the Historical District Study Committee, City Departments, and other agencies as may be necessary to determine the street name change's impact on the city, along with associated costs. The City Commission decided to table all requests for street name changes until a street name change policy is adopted by the City Commission.

In response to the City Commission's request to develop a review policy, the City has developed a Street Name Change Review Policy which provides a procedure to follow to consider administrative and historical implications of each submitted request, and provides a means of review by the City Commission prior to making a decision to set a public hearing as provided for in the City Charter Chapter XI, Section 7 under Street Names.

SUGGESTED RESOLUTION:

To adopt the proposed Street Name Change Review Policy, and

To submit the November 18, 2015 request for the street name change of Millrace Road to Lakeside Court for review in accordance with the Street Name Change Review Policy.



STREET NAME CHANGE REVIEW POLICY

The City of Birmingham recognizes the need to provide a review policy to evaluate requests to change a street name in the City. The Street Name Change Review Policy has been provided to establish a process whereby a street name change request can be reviewed for historical and administrative considerations prior to the City Commission making a decision to set a public hearing and implementing the provisions of the City Charter, Chapter XI, Section 7.

The following procedure shall comprise the policy for the review of street name change requests in the City.

1. Initial requests and petitions for consideration of street name changes shall be filed with the City Clerk.
2. Upon receipt of such request or petition, the request shall undergo a review process which shall include, but is not limited to:
 - A review and recommendation from the Historical Museum
 - A review and recommendation from the Historic District Commission and/or the Historic District Study Committee
 - City Staff review by each department regarding administrative considerations
 - Reports from other agencies impacted relative to the street name change
3. Once the request has been circulated through this review process, the findings and recommendations will be compiled and presented to the City Commission in the form of a report, with notification of the date of the City Commission meeting provided to the requesting/petitioning parties.
4. Upon review and consideration of the report, the City Commission may either set a public hearing in accordance with Chapter XI, Section 7 of the City Charter, or decline a public hearing following a review of information prescribed by this policy.



MEMORANDUM

Engineering Dept.

DATE: March 8, 2016

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Multi-Modal Transportation Master Plan
Neighborhood Connector Route

At the November 23, 2015 City Commission meeting, the Neighborhood Connector Route was presented. At that time, the following suggestions were made:

1. The Commission indicated a preference to installing signs only at each point where the route turns, using the bike symbol and an arrow. They also requested a visual of the specific bike symbol sign and arrow suggested.
2. The Commission requested that the Oak St. bike lanes be extended another block to the east to include the section between Lakepark Dr. and Lakeside Dr. (The existing pavement is wide enough to support this. A new striping plan to depict how this would be accomplished is attached to this package.)
3. The Commission requested that all property owners along the newly impacted streets be notified about the meeting being held in front of the MMTB.

In response, staff prepared the attached package of information and reviewed it with the Multi-Modal Transportation Board (MMTB) at their meeting of February 11. The package included the following information:

1. The map depicting where signs and pavement markings would be installed was revised. The plan now proposes a bike symbol sign and arrow to be installed in front of each proposed turn, as well as at significant crossings, such as Woodward Ave. The suggested bike sign combination is now attached as well for your review.
2. A plan for the block of Oak St. between Lakepark Dr. and Lakeside Dr. has been prepared, and is attached. Due to the wide existing pavement, there is plenty of space for two drive lanes, two bike lanes, and buffer zones between the two. Parking will have to be banned on this block to accommodate this change. Since there are no homes on this block, and parking demand has historically been very low, we do not see this as an issue.
3. Confirmation that all property owners along the route were notified.

The MMTB reviewed the changes, and concurred with the suggestions. The Board passed the following recommendation:

To recommend to the City Commission the implementation of a Neighborhood Connector Route in accordance with the attached map, installing bike symbol signs and arrows at each turning point, sharrow pavement markings at the beginning of each segment, and extension of the bike

lane on Oak St. between Lakepark Dr. and Lakeside Dr. Further, to include information about the Route on the City's website, and to notify all relevant websites that contain information relative to bike paths and routes.

To recommend to the City Commission the implementation of a Neighborhood Connector Route in accordance with the attached map, installing bike symbol signs and arrows at each turning point, sharrow pavement markings at the beginning of each segment, and extension of the bike lane on Oak St. between Lakepark Dr. and Lakeside Dr. Further, to include information about the Route on the City's website, and to notify all relevant websites that contain information relative to bike paths and routes.

A suggested resolution is provided below:

SUGGESTED RESOLUTION:

To concur with the recommendation of the Multi-Modal Transportation Board, and to direct staff to implement a Neighborhood Connector Route in 2016 as follows:

1. Per the revised map, the connector route will be denoted using signs and pavement markings as directed in this package, using the bike symbol sign with a white arrow on green background at all turns and key crossings, as well as sharrow pavement markings at similar locations,
2. Banning all street parking on Oak St. between Lakepark Dr. and Lakeside Dr. to allow the extension of the existing Oak St. bike lanes for one block to the east as depicted on the attached plan,
3. Installing a ten foot wide concrete off street bike path on W. Maple Rd. between Larchlea Dr. and Chesterfield Ave., to be constructed as a part of the W. Maple Rd. Resurfacing Project.

Once bids are received and the contract is ready for award, a separate motion awarding the Contract and authorizing the expenditures shall be returned to the Commission for approval.



February 4, 2016

TO: Property Owner

RE: Neighborhood Connector Route

In 2013, a Multi-Modal Transportation Master Plan was created and adopted for the City of Birmingham. The plan includes several ideas on how to modify city streets and pathways to encourage the use of alternative modes of transportation, such as walking, biking, or transit. Soon after, a Multi-Modal Transportation Board was formed to help oversee projects of this nature.

In the past few years, multi-modal ideas have helped improve sections of Oak St., Lincoln Ave., and N. Eton Rd.

The City is now considering the implementation of a Neighborhood Connector Route for bicycle travel within the City, as depicted on the attached map. The route would use existing streets where noted in blue. The route would be designated using simple signs that have a bike symbol and arrows. In addition, in areas where the route changes direction, a bike symbol with an arrow would be painted on the existing pavement. Similar symbols have already been added to parts of the streets noted above. While marked bike lanes have been built on some streets, that is not envisioned for the streets now under consideration. Traffic patterns would not be changed in any way. Rather, the signs and pavement markings would simply show bicyclists where to turn if they wish to use this route for a tour around the city.

The Multi-Modal Transportation Board will be discussing this issue at their next meeting, scheduled for **Thursday, February 11, 2016, at 6 PM**. The meeting will be held in Room 205, on the second floor of the Municipal Building (151 Martin St.). You are invited to attend if you wish to add any information to the discussion. Please use the Police Dept. entrance located on the Pierce St. side of the building.

If you have any questions, feel free to contact the Engineering Dept. at 248-530-1850.



MEMORANDUM

Engineering Dept.

DATE: February 4, 2016

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Neighborhood Connector Route

At the meeting of November 23, 2015, the City Commission reviewed the Multi-Modal Transportation Board (MMTB) recommendation for a Neighborhood Connector Route (details and minutes attached). At that time, the following suggestions were made:

1. The Commission indicated a preference to installing signs only at each point where the route turns, using the bike symbol and an arrow. They also requested a visual of the specific bike symbol sign and arrow suggested.
2. The Commission requested that the Oak St. bike lanes be extended another block to the east to include the section between Lakepark Dr. and Lakeside Dr. (The existing pavement is wide enough to support this. A new striping plan to depict how this would be accomplished is attached to this package.)
3. The Commission requested that all property owners along the newly impacted streets be notified about the meeting being held in front of the MMTB.

Considering the above modifications, the Commission asked for a final review and recommendation by the MMTB. A new suggested recommendation follows below:

SUGGESTED RECOMMENDATION:

To recommend to the City Commission the implementation of a Neighborhood Connector Route in accordance with the attached map, installing bike symbol signs and arrows at each turning point, sharrow pavement markings at the beginning of each segment, and extension of the bike lane on Oak St. between Lakepark Dr. and Lakeside Dr. Further, to include information about the Route on the City's website, and to notify all relevant websites that contain information relative to bike paths and routes.

forward, the City can certainly look at it. It has always been contemplated that any new structures going in would then be allocated in an entirely different calculation as the dynamics downtown have changed.

MOTION: Motion by Nickita, seconded by Sherman:

To accept the recommendation of the Advisory Parking Committee to include the property known as 369-397 N. Old Woodward Ave. into the Parking Assessment District, upon payment of a one-time inclusion fee of \$29,682.

VOTE: Yeas, 6
Nays, 1 (DeWeese)
Absent, None

11-280-15 CREATION OF THE NEIGHBORHOOD CONNECTOR ROUTE PHASE 1

City Engineer O'Meara presented the recommendation to create neighborhood connector routes designed to encourage bike riding throughout the City. He explained that the Multi-Modal Transportation Board (MMTB) recommended "Share the Road" signs as opposed to the traditional arrow-type bike signs as the bicyclist are now using GPS. He noted that the bike symbol could be used at each turn.

Commissioner Bordman expressed concern with moving forward on this until the South Eton Corridor is fully discussed. She stated that she would like to see striping of bike lanes.

The Commission discussed the directional signage and sharrows. Mayor Pro Tem Nickita noted that sharrows are the fundamental baseline. He suggested exploring the idea of installing signs only at the turns. Commissioner Sherman stated that he would like to see the location of the sharrows.

Herb Knowles, 329 West Brown, suggested notifying residents that their street may be part of the bike path.

The Commission agreed to bring this item back with a diagram of the sign design and the reduced number of signs. In addition to notify residents of affected streets who are not currently on the bike path.

12-281-15 RESIDENTIAL PERMIT PARKING BATES STREET BETWEEN BROWN AND FRANK

Commander Grewe presented the request for residential permit parking on Bates Street between Brown and Frank. He noted that 84% of the residents signed the petition and the Multi-Modal Transportation Board endorsed the petition as well.


Mayor Pro Tem Nickita suggested a study be done to determine the actual parking capacity of the street to identify the reality of the situation in terms of numbers.


MOTION: Motion by Sherman, seconded by DeWeese:


To approve the installation of Residential Permit Parking for Bates Street between Brown and Frank at all times. Further, to direct the Chief of Police and the City Clerk to sign the traffic


Revised February 5, 2016


LEGEND


 Existing Sharrow

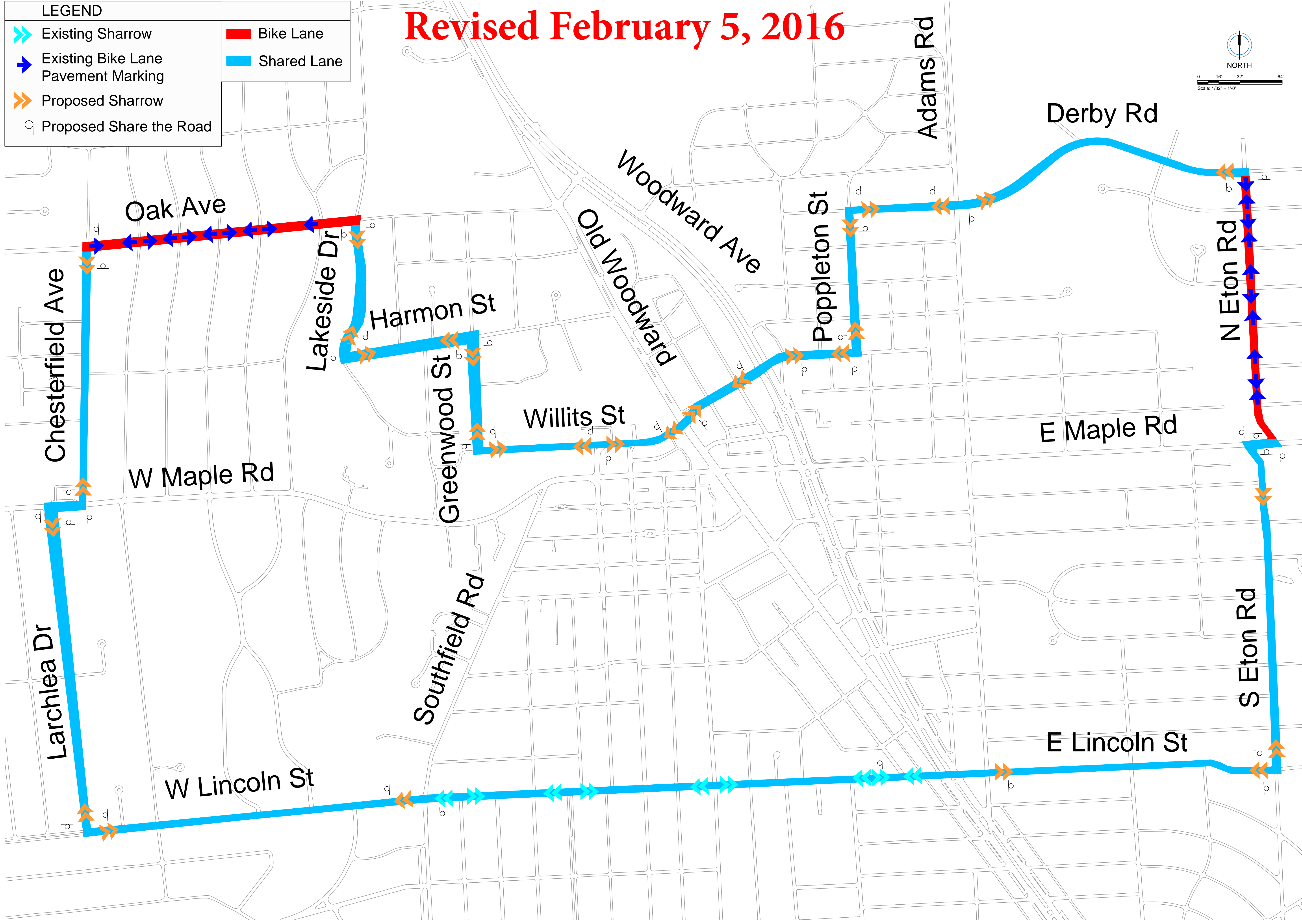
 Existing Bike Lane Pavement Marking


 Proposed Sharrow

 Proposed Share the Road

 Bike Lane

 Shared Lane



**FLEIS VANDENBRINK**
DESIGN. BUILD. OPERATE.

27725 Stansbury Blvd, Suite #150
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079

REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MI
NEIGHBORHOOD CONNECTOR ROUTE
BIKE ROUTE SIGNING AND PAVEMENT MARKINGS

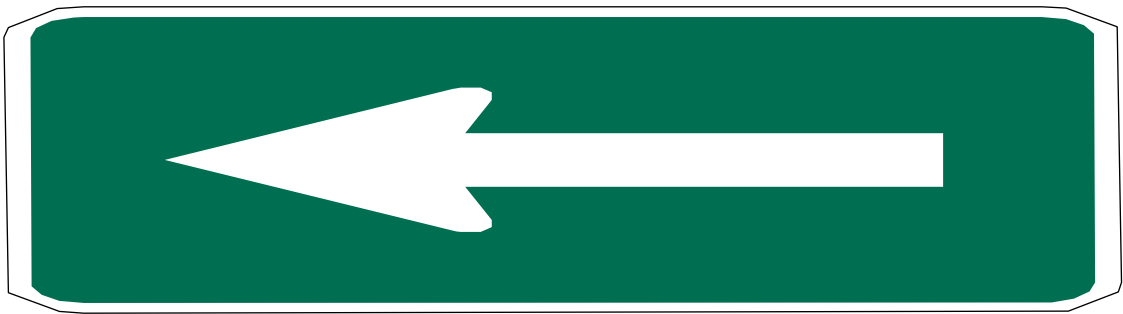
DESIGN TEAM:
CKS
CHECKED BY:

DRAWING INFORMATION:
Bike Path V2
122415 charless

NOT FOR
CONSTRUCTION

F&V PROJECT NO.

2

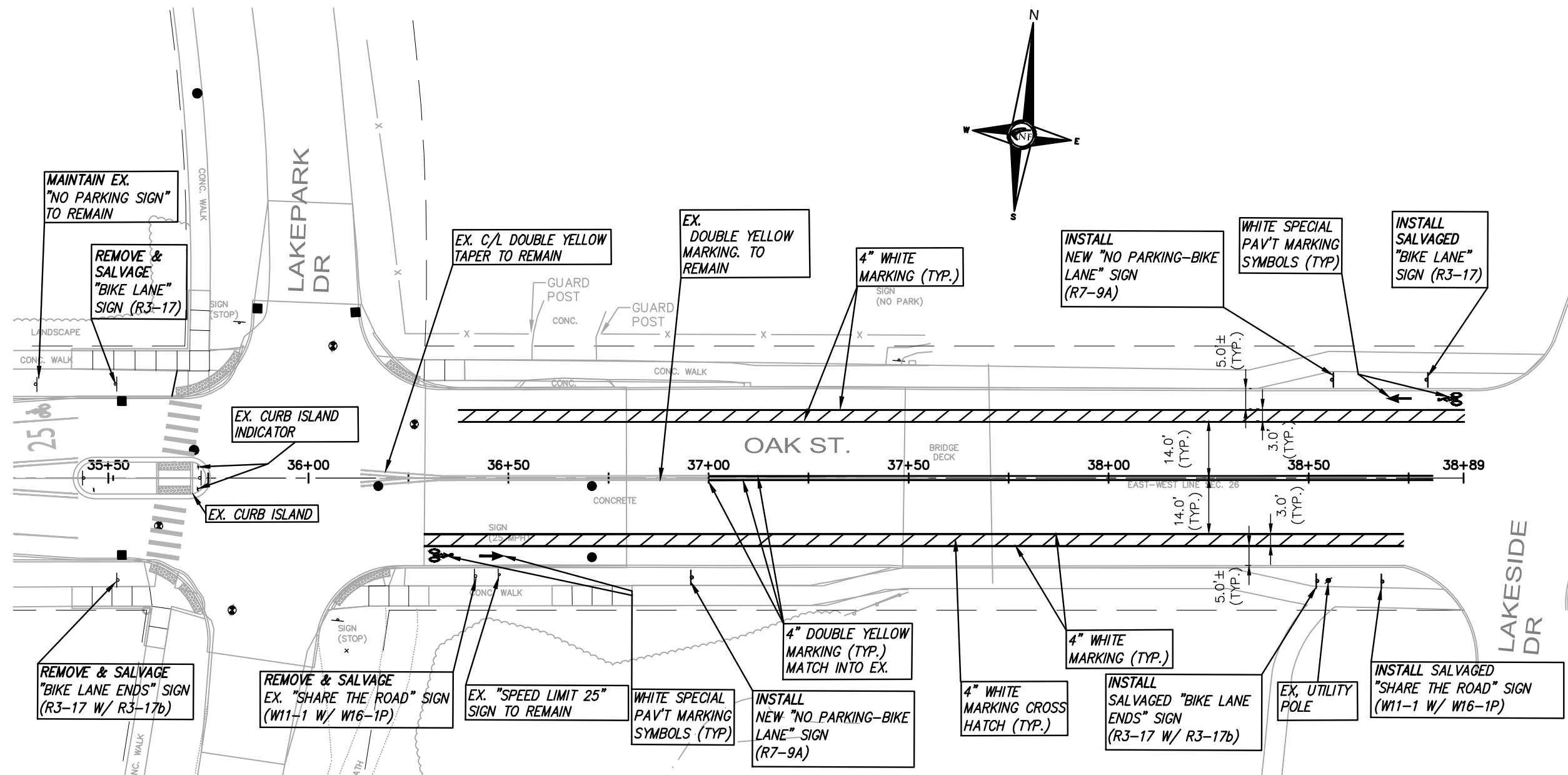




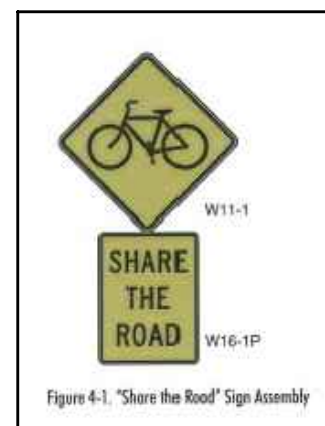
Know what's below
Call before you dig.

REVISIONS

DRAWN BY:
TW
DESIGNED BY:
BB
APPROVED BY:
BB
DATE:
January 6, 2016
SCALE:
1" = 30'



SIGN DETAIL - R7-9A
N.T.S.



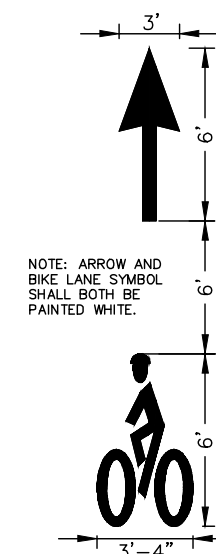
SIGN DETAIL -
W11-1 & W16-1P
N.T.S.



SIGN DETAIL -
R3-17
N.T.S.



SIGN DETAIL -
R3-17 & R3-17bP
N.T.S.



BIKE LANE SYMBOL DETAIL
N.T.S.



MEMORANDUM

Engineering Dept.

DATE: November 16, 2015

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Multi-Modal Master Plan
Neighborhood Connector Route, Phase 1

The City's Multi-Modal Master Plan was finalized and approved by the City Commission in late 2013. Among other things, the Plan recommends that the City create several neighborhood connector routes designed to encourage recreational bike riding throughout the City. After completion of segments of Oak St., N. Eton Rd., and Lincoln Ave., staff noticed that a loop matching the Multi-Modal Master Plan recommendations for a phase 1 neighborhood connector route were starting to take shape. With a relatively small effort, a bike loop using these streets, as well as others, could be developed.

After reviewing internet publicized routes that are already popular in Birmingham, a Phase 1 loop was developed and fine tuned in discussions with the Multi-Modal Transportation Board (MMTB) at their October and November meetings. The final recommended plan is attached for your reference.

Following is an executive summary of the most important features of the suggested loop:

1. Initially, staff proposed that the loop would be signed in the traditional sense seen in other cities offering bike routes. A green sign with a bike symbol is posted at regular intervals, with arrows provided whenever the route is making a turn onto a different street. During the first Board meeting, bike representative Michael Surnow suggested that the biking community is now primarily using GPS devices to determine their routes, and such a sign scheme may no longer be necessary. Rather than spend funds and add clutter to the streetscape, it was suggested that the bike route could be promoted on the City's website, as well as other biking websites. The Board liked this suggestion, although some were concerned that the signs are important not only for bike riders, but for motorists to get the message to watch for bike traffic. A compromise position was adopted wherein a bike symbol sign, with a SHARE THE ROAD sign below, should be added at regular intervals to remind motorists that this is a designated bike route. Sharrows (pavement markings with an arrow in the direction of travel) would also be added at regular intervals. There would be no signs directing bike riders where to turn.

A map depicting the locations of the signs and sharrows is attached to this report. Other than reducing costs and clutter, one additional benefit of this sign scheme is that some homeowners may feel that a posted bike route with arrows may encourage through vehicular traffic as well as bike traffic. Without arrows, there are no signs to encourage vehicles to use a certain road.

After further review, staff feels that the recommended signing scheme may work well for more professional bicyclists, but may not be that helpful to more casual bike riders. For that reason, an alternate sign scheme resolution is provided below.

2. The designated route crossing Woodward Ave. at Oakland Ave. is not very intuitive for eastbound bicyclists. Directional signing is recommended for both directions to encourage use of the existing sidewalk and pedestrian crosswalk located on the north end of the Oakland Ave. signalized intersection. An attached aerial photograph helps explain these signs.
3. The finalized 3 lane pavement marking plan for W. Maple Rd. does not provide a signed bike lane. Since bike traffic will not be actively promoted on this street, an off-road bike path is suggested for the short segment of the connector route that uses Maple Rd. between Larchlea Dr. and Chesterfield Ave. A suggested plan that would involve a new 10 ft. wide strip of concrete adjacent to the City sidewalk is detailed on an attached plan. If approved, the bike path will be constructed next year in conjunction with the W. Maple Rd. pavement resurfacing project. We intend to include the path as a part of the federally subsidized project. If approved, the cost of this new concrete would be 80% federally funded.

Most of the work involved to complete this project involves signs and pavement markings. Such work can be added to other planned contracts during the 2016 construction season, and funded primarily from the Major Street Fund, at a relatively low cost. A suggested resolution follows:

SUGGESTED RESOLUTION A:

To accept the recommendation of the Multi-Modal Transportation Board, authorizing the creation of the Neighborhood Connector Route, Phase 1, in the spring of 2016, in accordance with the attached map. Upon completion of the physical improvements, the route shall be forwarded to websites such as Mapmyride and Strava, as well as the City's website, to encourage its use.

OR –

SUGGESTED RESOLUTION B:

To accept the recommendation of the Multi-Modal Transportation Board, authorizing the creation of the Neighborhood Connector Route, Phase 1, in the spring of 2016, in accordance with the attached map, except that directional signs at each turn shall be erected, to replace the SHARE THE ROAD signs depicted on the attached map. Upon completion of the physical improvements, the route shall be forwarded to websites such as Mapmyride and Strava, as well as the City's website, to encourage its use.



MEMORANDUM

Engineering Dept.

DATE: October 29, 2015

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Neighborhood Connector Route, Phase 1

At the meeting of October 1, the Multi-Modal Transportation Board (MMTB) was introduced to a conceptual plan for the first phase of a neighborhood connector route. After taking the input from the Board, the attached maps have been prepared. The following points of interest are offered, starting at the northwest corner of the City, and moving clockwise:

1. **Willits St. – Baldwin Rd. to Greenwood Ave.** – This short block, which has bad sight distance due to containing two 90° turns. It has been signed as a ONE WAY street (from west to east) for many years to discourage its use for through traffic from downtown. Encouraging the use of this block for westbound traffic would be encouraging bikes to travel against the posted traffic restriction. The City may be liable if an incident occurred involving a bicyclist injury.

A viable alternative would be to have bikes use Harmon St. and Greenwood Ave. instead. The route as shown was identified from Mapmyride.com, and was likely selected because it allows riders to see more of Quarton Lake. If the Board agrees, staff recommends that the route be changed in this area to eliminate the westerly block of Willits St.

2. **Woodward Ave. crossing at Oakland Ave.** – This intersection has not allowed vehicles using Oakland Ave. to cross Woodward Ave. straight through since the 1980's. Under the current scenario, bikes can benefit from this signalized intersection, using an existing marked pedestrian crosswalk on the north side of the intersection. Eastbound bikes traveling on the south side of Oakland Ave. may be confused if they are not familiar with the intersection, unless directional signs are provided. Referring to the aerial photo of the intersection attached, as well as the sheet depicting all the various bike signs designated by the state, D11-1a signs can be used in conjunction with an arrow, to assist in this regard. For eastbound bikes, two signs would direct bikes to use the west side Woodward Ave. sidewalk to get to the northwest corner of the intersection. A second sign would be installed there to encourage use of the marked crosswalk. The route is more direct for westbound bikes, so just one D11-1a sign with an "up" arrow could be installed at the east end of the crosswalk.
3. **Woodward Ave. crossing at Lincoln Ave.** – The Master Plan had recommended the use of a wide green pavement marking in the two right lanes of Lincoln Ave. (one in both directions) to help encourage Lincoln Ave. motorists to share the road with bikes.

Since Woodward Ave. is under the jurisdiction of MDOT, we researched this issue to determine if MDOT has approved this application on any of their streets.

As shown on the attached documents, the FHWA has recently granted MDOT approval to allow the use of this green pavement marking in areas that are designated bike lanes. If the City was providing a designated bike lane on Lincoln Ave. as it crosses Woodward Ave., it likely would be approved across the intersection as well. However, since the City is only installing sharrows (not designated bike lanes), MDOT cannot approve the use of the green pavement markings in this area. As a result, we will remove this feature as being a part of the neighborhood connector route proposal.

4. W. Maple Rd. between Larchlea Dr. and Chesterfield Ave. –

Since we are finalizing the construction plans for the 2016 resurfacing work on W. Maple Rd., the attached draft plans are now prepared detailing the two-way bike path proposed for the south side of Maple Rd., between Larchlea Dr. and Chesterfield Ave. We believe this will be a nice feature that will encourage the use of the connector route on this side of town, while keeping bike traffic out of the vehicle travel lanes of Maple Rd.

Finally, after researching available signs, there is not an official sign that is currently available to encouraging drivers to SHARE THE ROAD. It is our recommendation that at the locations shown on the attached map, a D11-1a (bike symbol) sign be installed with a separate sign below it that says SHARE THE ROAD.

Other than the minor issues noted above, we believe the Neighborhood Connector Route Phase 1 can be finalized and forwarded to the City Commission. Funding for this work will come from the Major and Local Street Fund current fiscal year budget, where funds for work such as this have been identified.

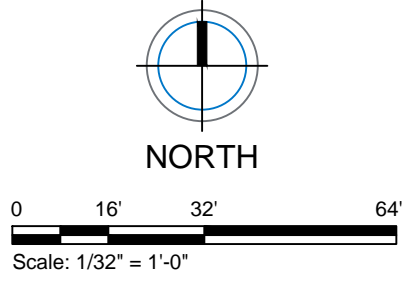
SUGGESTED RECOMMENDATION:

The Multi-Modal Transportation Board recommends that the City Commission authorize the creation of the Neighborhood Connector Route, Phase 1, in the spring of 2016, in accordance with the attached map. Upon completion of the physical improvements, the route shall be forwarded to websites such as Mapmyride and Strava, as well as the City's website, to encourage its use.

LEGEND

Bike Lane

Shared Lane



27725 Stanbury Blvd, Suite #150
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079

LEGEND

>>

Existing Sharrow

>

Existing Bike Lane Pavement Marking

>>

Proposed Sharrow

○

Proposed Share the Road

Bike Lane

Shared Lane



27725 Stansbury Blvd, Suite #150
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079

REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MI

NEIGHBORHOOD CONNECTOR ROUTE

BIKE ROUTE SIGNING AND PAVEMENT MARKINGS

DESIGN TEAM:
CKS

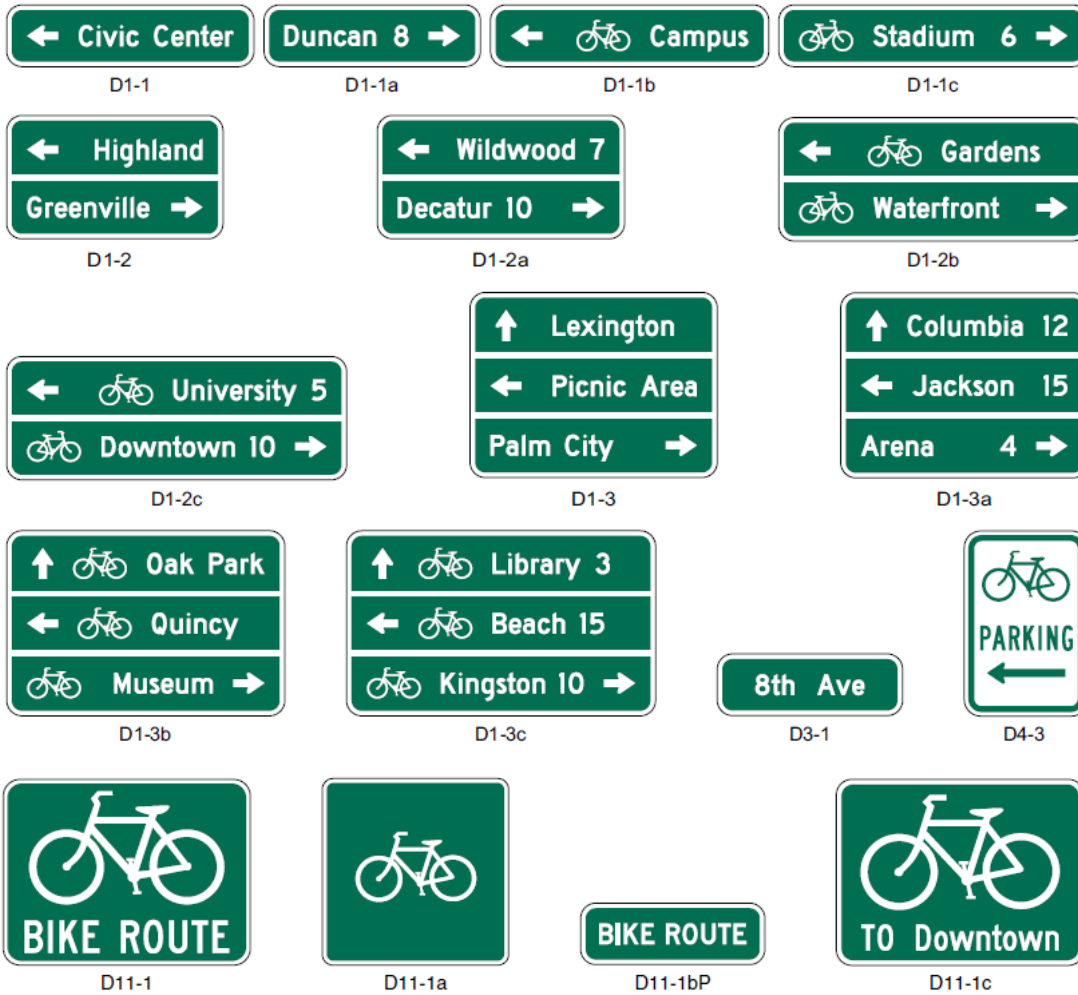
CHECKED BY:

DRAWING INFORMATION:
Bike Path V2
11/16/15 charless

NOT FOR
CONSTRUCTION

F&V PROJECT NO.

Standard MMUTCD Bike Guide Signs



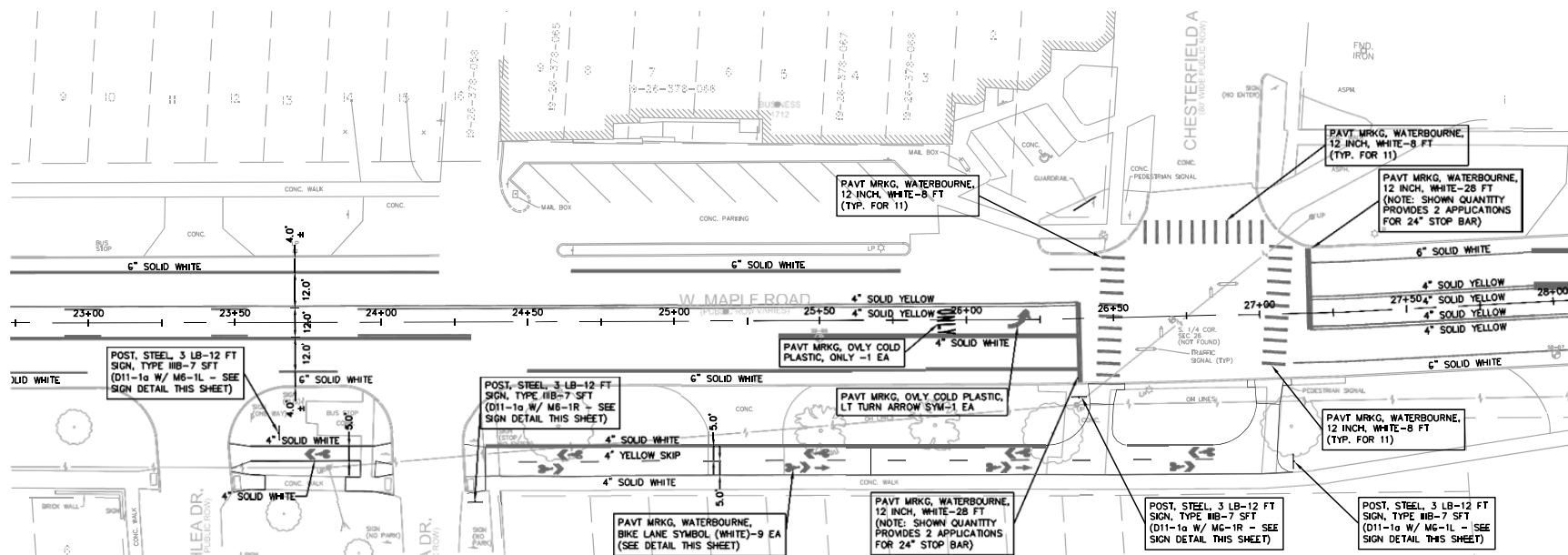
Alternative-Bike Guide Sign



Google Maps Google Maps

D11-1a
→D11-1a
↑

Imagery ©2015 Google, Map data ©2015 Google 50 ft





MEMORANDUM

Engineering Dept.

DATE: March 8, 2016

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Multi-Modal Transportation Master Plan
Torry Neighborhood Connection Improvements

The City Commission reviewed proposed changes to the intersection of Haynes Ave. and Torry St. at their meeting of December 14, 2015, as recommended by the Multi-Modal Transportation Board (MMTB). At that time, the following changes were suggested:

1. The City Commission asked that the entire sideyard easement system be reviewed for improvements, rather than just the Haynes Ave. and Torry St. intersection. (Now that we have started design on the reconstruction of Villa Ave., this suggestion is appropriate.)
2. Comment was raised both from a Commissioner as well as an adjacent resident relative to the advisability of keeping the existing ramp on the north side of the Haynes Ave. intersection.

The attached report reviewed by the MMTB at their meeting of February 11, 2016 outlines recommendations now at all four intersections where the Torry Neighborhood sideyard easement intersects with City streets (at Villa Ave., Hazel Ave., Bowers Ave., and Haynes Ave.). Since Villa Ave. is now being designed for reconstruction later this year, this holistic plan is entirely appropriate.

All homeowners located near the changes proposed were notified in advance of the MMTB meeting. After review, the MMTB passed the following recommendation:

The Multi-Modal Transportation Board recommends the following changes to the sideyard easement sidewalk system located within the Torry Neighborhood, as follows:

Villa Ave. – Install new handicap ramps at all four corners of the Yankee Ave. intersection and install marked crosswalks, as part of the Villa Ave. Paving Project.

Hazel Ave. – Remove and replace the existing crosswalk pavement markings with current City standard (continental style).

Bowers Ave. - Remove and replace the existing crosswalk pavement markings with current City standard (continental style).

Haynes Ave. - Install new handicap ramps at all four corners of the Torry St. intersection and install marked crosswalks, as part of the Webster Ave./Torry St. Paving Project.

A suggested resolution for the Commission's consideration is provided below:

SUGGESTED RESOLUTION:

To direct staff to make the following improvements to the Torry Neighborhood sideyard easement at each public street crossing, as follows:

Villa Ave. – Install new handicap ramps at all four corners of the Yankee Ave. intersection and install marked crosswalks, as part of the Villa Ave. Paving Project.

Hazel Ave. – Remove and replace the existing crosswalk pavement markings with current City standard (continental style).

Bowers Ave. - Remove and replace the existing crosswalk pavement markings with current City standard (continental style).

Haynes Ave. - Install new handicap ramps at all four corners of the Torry St. intersection and install marked crosswalks, as part of the Webster Ave./Torry St. Paving Project.



February 4, 2016

TO: Property Owner

RE: Neighborhood Circulation Improvements

In 2013, a Multi-Modal Transportation Master Plan was created and adopted for the City of Birmingham. The plan includes several ideas on how to modify city streets and pathways to encourage the use of alternative modes of transportation, such as walking, biking, or transit. Soon after, a Multi-Modal Transportation Board was formed to help oversee projects of this nature.

As you know, an easement was created for walkers or bikers to use as a means of access between the streets Villa Ave., Hazel Ave., Bowers Ave., and Haynes Ave. The Master Plan identified the points where it crosses each street as an area where improvements should be completed. This year, the City is reconstructing Villa Ave. and Torry St. (at Haynes Ave.). As a result, these intersections, as well as the ones in between, have been reviewed by staff. Haynes Ave. has already been discussed by the Board, as well as the City Commission. A review of suggested changes at all four intersections is now planned before the Multi-Modal Transportation Board. The following is now recommended:

Villa Ave. – In order to update the Yankee Ave. intersection to current standards, handicap ramps and marked crosswalks are now proposed, as shown on the attached plan.

Hazel Ave. – The existing pavement markings at the crosswalk will be removed and replaced with the more current design (using straight lines parallel to traffic, similar to that shown on the plans for the other streets). No changes will be made to the existing ramp.

Bowers Ave. – Updated pavement markings will be installed, similar to Hazel Ave.

Haynes Ave. – The plan presented previously has been updated to reflect the fact that a tree previously in front of 1591 Haynes Ave. has since been removed. Marked crosswalks are now planned on both sides of the intersection, as shown on the attached plan.

The Multi-Modal Transportation Board will be discussing this issue at their next meeting, scheduled for **Thursday, February 11, 2016, at 6 PM.** The meeting will be held in Room 205, on the second floor of the Municipal Building (151 Martin St.). You are invited to attend if you wish to add any information to the discussion. Please use the Police Dept. entrance located on the Pierce St. side of the building.

If you have any questions, feel free to contact the Engineering Dept. at 248-530-1850.



MEMORANDUM

Engineering Dept.

DATE: February 5, 2016

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Torry Neighborhood Sidewalk Easement
Villa Ave. to Haynes Ave.

The City Commission reviewed the recommendation of the Multi-Modal Transportation Board (MMTB) at their meeting of December 14, 2015. Minutes are attached. The following comments were raised at that time:

1. The City Commission asked that the entire sideyard easement system be reviewed for improvements, rather than just the Haynes Ave. and Torry St. intersection. (Now that we have started design on the reconstruction of Villa Ave., this suggestion is appropriate.)
2. Comment was raised both from a Commissioner as well as an adjacent resident relative to the advisability of keeping the existing ramp on the north side of the Haynes Ave. intersection.

Based on the above, the following is now proposed, starting from the north, and moving south:

Villa Ave. – In order to update the Yankee Ave. intersection to current standards, handicap ramps and marked crosswalks are now proposed, as shown on the attached plan. (Villa Ave. will be reconstructed in the latter part of the summer and fall of 2016, as requested by the majority of the residents of this street.)

Hazel Ave. – The existing pavement markings at the crosswalk will be removed and replaced with the more current design (using straight lines parallel to traffic, similar to that shown on the plans for the other streets). No changes will be made to the existing ramps.

Bowers Ave. – Updated pavement markings will be installed, similar to Hazel Ave.

Haynes Ave. – The plan presented previously has been updated to reflect the fact that a tree previously in front of 1591 Haynes Ave. has since been removed. Marked crosswalks are now planned on both sides of the intersection, as shown on the attached plan. Now that a crosswalk is planned on both sides, it is recommended that the existing ramp in the middle of the intersection be removed.

In accordance with the Commission's wishes, the property owners most impacted by these changes have been notified about this meeting (notice attached).

A suggested recommendation to move these changes forward follows below.

SUGGESTED RECOMMENDATION:

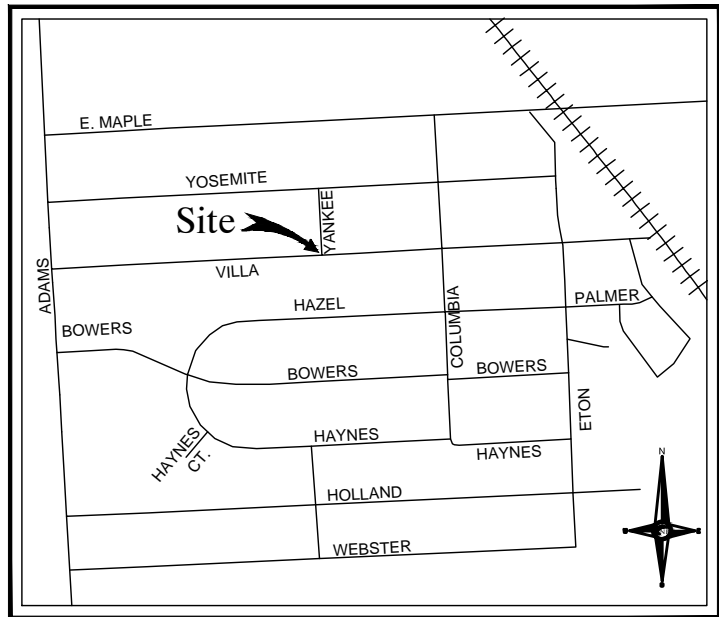
The Multi-Modal Transportation Board recommends the following changes to the sideyard easement sidewalk system located within the Torry Neighborhood, as follows:

Villa Ave. – Install new handicap ramps at all four corners of the Yankee Ave. intersection and install marked crosswalks, as part of the Villa Ave. Paving Project.

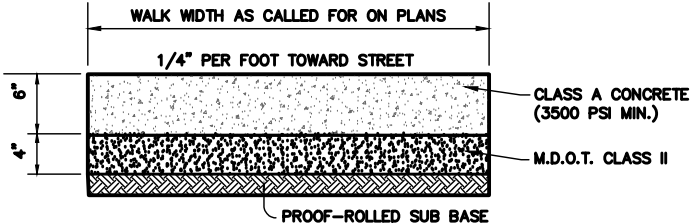
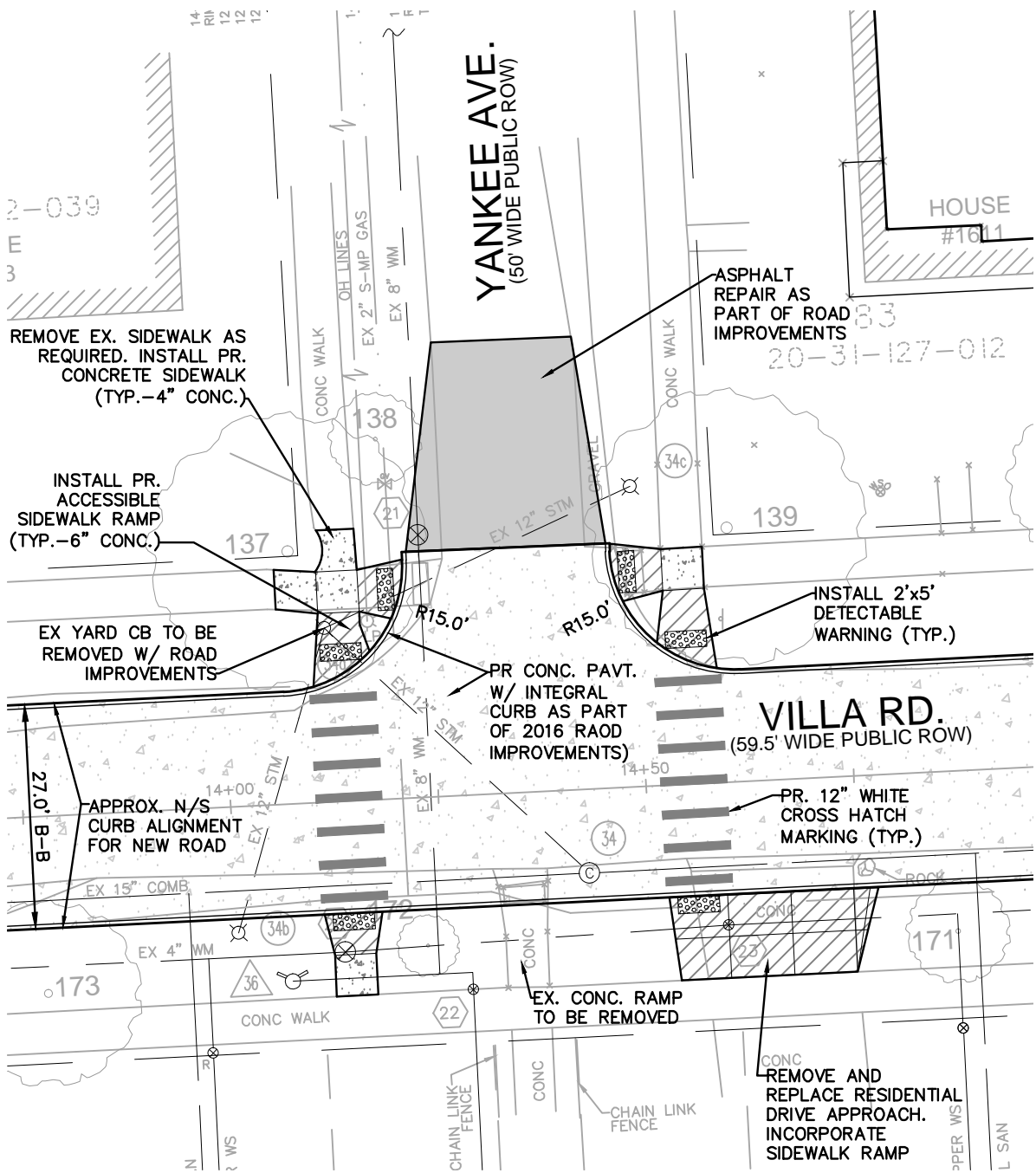
Hazel Ave. – Remove and replace the existing crosswalk pavement markings with current City standard (continental style).

Bowers Ave. - Remove and replace the existing crosswalk pavement markings with current City standard (continental style).

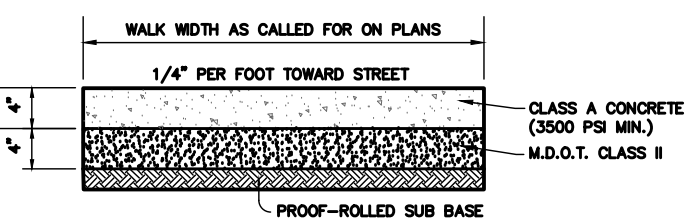
Haynes Ave. - Install new handicap ramps at all four corners of the Torry St. intersection and install marked crosswalks, as part of the Webster Ave./Torry St. Paving Project.



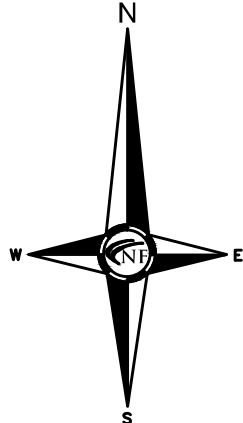
Location Map
N.T.S.



CONCRETE SIDEWALK RAMP SECTION
N.T.S.



CONCRETE SIDEWALK SECTION
N.T.S.



NF
ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257

PROJECT
Villa Road
Paving Project
S.A.D.

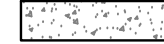
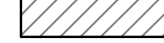
CLIENT

Engineering Department
151 Martin Street
Birmingham, MI 48012










PROJECT LOCATION
Part of the NW 1/4 of Section
31, Town 2 North, Range 11
East, City of Birmingham,
Oakland County, Michigan

SHEET
Conceptual Pedestrian
Crossing Layout Villa and
Yankee

PAVING LEGEND

	PROPOSED 4" CONCRETE SIDEWALK
	PROPOSED 6" CONCRETE SIDEWALK RAMP

LEGEND

	EXISTING SANITARY SEWER
	SAN. CLEAN OUT
	EXISTING WATERMAIN
	EXISTING STORM SEWER
	EXISTING BURIED CABLES
	OVERHEAD LINES
	LIGHT POLE
	SIGN
	EXISTING GAS MAIN



REVISIONS

DRAWN BY:
P. Tulikangas
DESIGNED BY:
P. Tulikangas

APPROVED BY:
B. Buchholz

DATE:
01-21-2015

SCALE: 1" = 20'

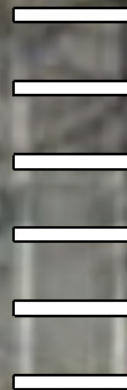
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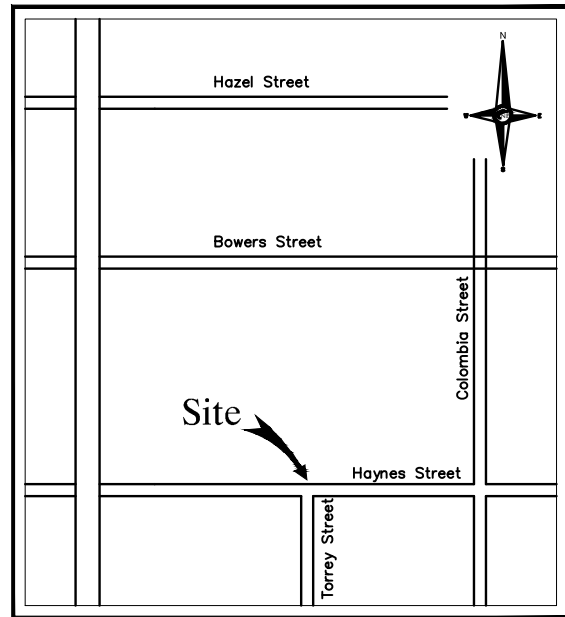
1908 1 of 1

Hazel Street

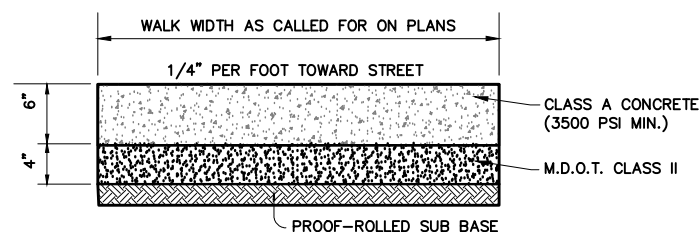
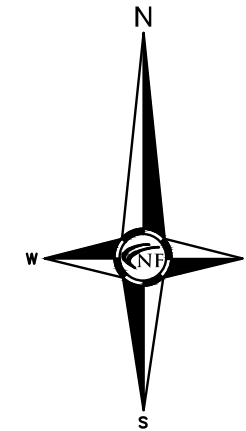
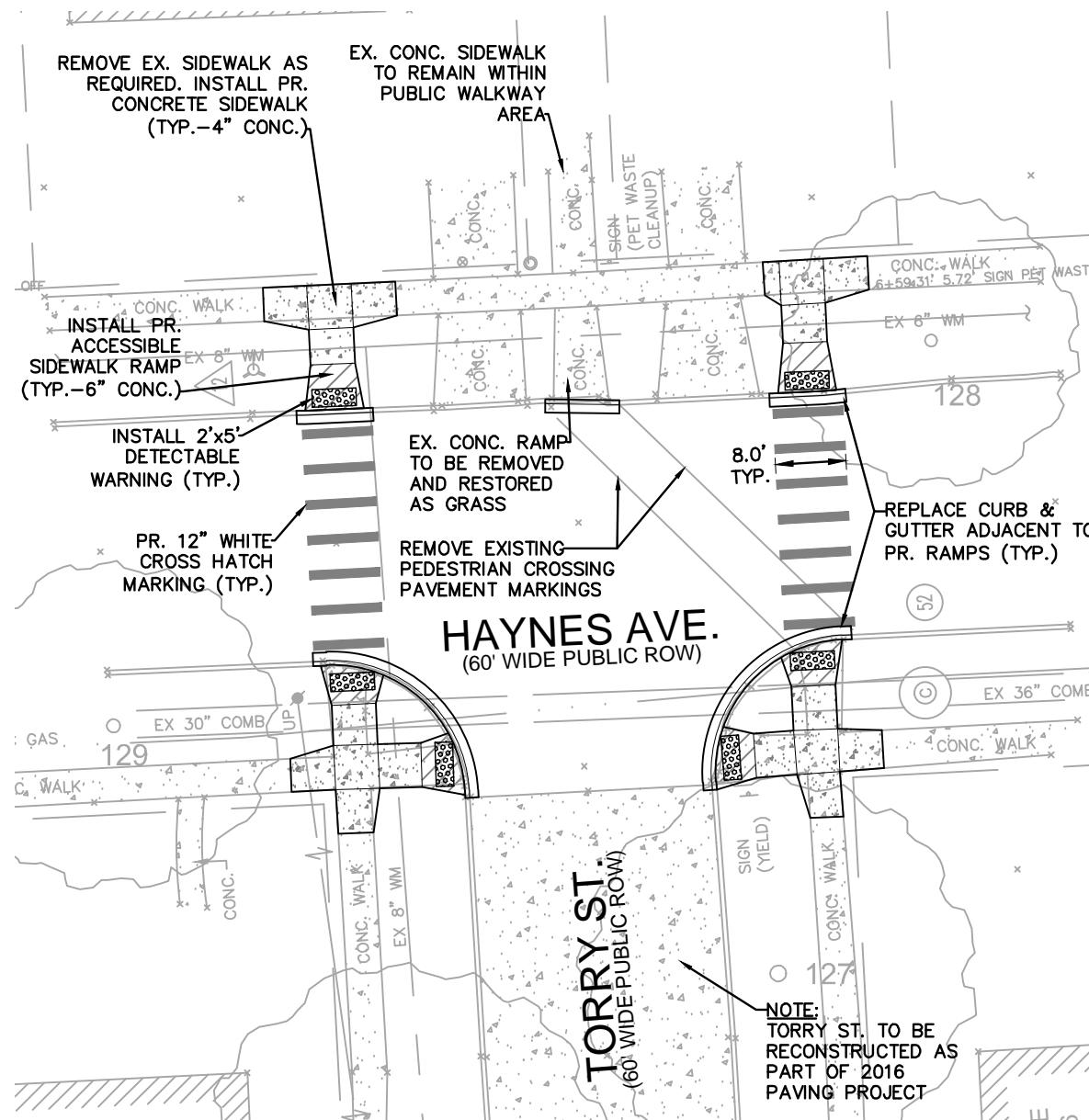


Bowers Street

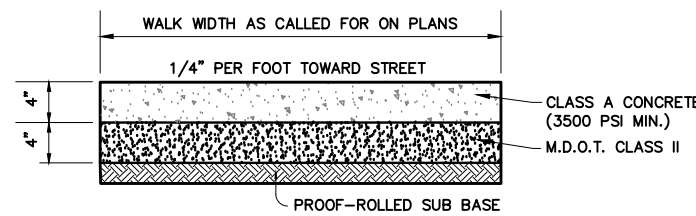




Location Map
N.T.S.



CONCRETE SIDEWALK RAMP SECTION
N.T.S.



CONCRETE SIDEWALK SECTION
N.T.S.

PAVING LEGEND

	PROPOSED 4" CONCRETE SIDEWALK
	PROPOSED 6" CONCRETE SIDEWALK RAMP

LEGEND

	MANHOLE		EXISTING SANITARY SEWER
	HYDRANT		SAN. CLEAN OUT
	GATE VALVE		EXISTING WATERMAIN
	MANHOLE CATCH BASIN		EXISTING STORM SEWER
			EX. R. Y. CATCH BASIN
	UTILITY POLE		EXISTING BURIED CABLES
	GUY POLE		OVERHEAD LINES
	GUY WIRE		LIGHT POLE
			SIGN
			EXISTING GAS MAIN

NF
ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257

PROJECT
Webster Avenue
Paving Project
Contract #5-16(P)

CLIENT

Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Center Section
31, Town 2 North, Range 11
East, City of Birmingham,
Oakland County, Michigan

SHEET
Conceptual Pedestrian
Crossing Layout Haynes
and Torrey



REVISIONS

DRAWN BY:
T. Wood
DESIGNED BY:
P. Tulikangas
APPROVED BY:
B. Buchholz
DATE:
02-05-2015

SCALE: 1" = 20'

NFE JOB NO. SHEET NO.

1908 1 of 1



MEMORANDUM

Engineering Dept.
Planning Dept.

DATE: March 8, 2016

TO: Joe Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer
Jana Ecker, Planning Director

SUBJECT: Curb Bumpout Policy

The City Commission reviewed the Curb Bumpout Policy as recommended by the Multi-Modal Transportation Board (MMTB) at their meeting of January 11. The Commission made the following suggestions relative to the policy as submitted:

1. The Multi-Modal Transportation Board should review their recommendation after having the opportunity to consider the additional information provided for the City Commission.
2. The policy should provide direction on when to install midblock bumpouts.
3. The policy should provide direction on what size radius the arced section of the corner should have.
4. The policy should clarify that every street project will be reviewed on an individual basis both by the MMTB and the City Commission.

On February 11, 2016, the MMTB reviewed the Curb Bumpout Policy, and discussed the requests of the City Commission to review the policy with reference to the additional information provided to the City Commission on street design guidelines for urban areas, and to consider specific standards for mid-block bumpouts and curb radii. The MMTB reviewed the attached policy as refined in the highlighted areas to address the issues raised by the City Commission. The modifications made are as follows:

1. All proposals for curb bump-outs shall be reviewed both by the MMTB and the City Commission prior to final construction.
2. A section on mid-block bumpouts has been provided. Mid-block crossings without a crosswalk should be installed to help regulate speeds.
3. A section with respect to curb radii has been provided.

The MMTB discussed the additional reference materials and the revised standards, and voted unanimously to approve the revised Curb Bumpout Policy.

SUGGESTED RESOLUTION:

To adopt the Bumpout (Curb Extension) Policy as amended and recommended by the Multi-Modal Transportation Board on February 11, 2016.

CITY OF BIRMINGHAM BUMPOUT (CURB EXTENSION) POLICY

All City street projects shall be reviewed by the Multi-Modal Transportation Board to compare the proposed design to the Multi-Modal Master Plan. Recommendations shall then be forwarded to the City Commission for final approval.

Curb bumpouts at intersections should be considered under the following conditions:

1. When a City street is being reconstructed.
2. When a commercial or multi-family residential building is being built.
3. When a specific crosswalk has been identified as having high pedestrian demand.
4. When a City street has been measured with the 85th percentile speed 5 mph or more above the posted speed limit.

Curb bumpouts at midblock points shall be considered under the following conditions:

1. In combination with a marked crosswalk, when significant pedestrian generators are situated relatively far from an intersection such that demand for midblock crossings is significant.
2. Not in combination with a marked crosswalk, when a City street has been identified by the public as having a persistent speeding issue, and has been measured with the 85th percentile speed 5 mph or more above the posted speed limit.

Curb bumpouts shall be designed with the following features:

1. The bumpout shall be located on streets where parking is legal and wide enough to accommodate a road narrowing.
2. Bumpouts shall be designed with the following widths:
 - a. 6 ft. wide on streets with parallel parking.
 - b. 12 ft. wide on streets with 45° angled on-street parking, provided the drive lane is the standard minimum of 16 ft. wide.
 - c. 8 ft. wide on streets with parallel parking where a contiguous full width bike lane has been provided in addition to the full vehicle drive lanes.
3. Bumpouts shall be eliminated or reduced in width if the existing street widths, combined with frequent turns from large vehicles, will result in large vehicles conflicting with oncoming traffic or pulling over the top of curbs on a regular basis. This standard can be relaxed if the corner is identified as one that will not have vehicles above a certain size turning on a regular basis.
4. The length of the bumpout shall be as long as practical, but not so long that it would eliminate a parking place (except in areas where on-street parking is in low demand).
5. The transition from the bumpout back to the normal curb alignment shall be at a 45° angle to accommodate easier, efficient street sweeping and snow plowing.
6. When a bumpout interrupts the gutter line drainage course, a new catch basin shall be installed at the point where the normal curb line intersects with the 45° angled curb referenced above.
7. Curb radii shall be consistent with that used at the intersection if a bumpout was not

installed (15 ft. at intersections with posted speeds of 30 mph or less, 25 ft. with posted speeds between 35 and 40 mph, and 35 ft. with posted speeds of 45 mph or higher).

**DRAFT Minutes of the Multi-Modal Transportation Board
February 11, 2016**

7. BUMPOUT (CURB EXTENSION) POLICY

Mr. O'Meara noted that at the City Commission review of the Multi-Modal Transportation Board ("MMTB") on January 11, 2016, the following comments were made relative to the policy submitted:

1. The MMTB should review their recommendation after having the opportunity to consider the additional information provided for the City Commission.
2. The policy should provide direction on when to install midblock bumpouts.
3. The policy should provide direction on what size radius the arced section of the corner should have.
4. The policy should clarify that every street project will be reviewed on an individual basis both by the MMTB and the City Commission. Where specific guidelines are provided, they tend to agree with the AASHTO standards, as well as what was already recommended by the MMTB. City staff recommends that the Association of State Highway and Transportation Officials ("AASHTO") standards continue to be the guidelines that are prioritized, given that they represent standard accepted practices within the United States.

Ms. Ecker advised the guidelines the board recommended to the City Commission last time are not only consistent with AASHTO standards; but in fact they are also consistent with the following publications:

- Urban Street Design Guide, National Association of City Transportation Officials ("NACTO");
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, Institute of Transportation Engineers ("ITE"); and
- Best Design Practices for Walking and Bicycling in Michigan, Michigan Department of Transportation ("MDOT").

The City Commission decided that because all of this new information had been reviewed since the MMTB has seen it, the recommendation should be brought back to the MMTB to make sure the board is still comfortable with the policy recommendation made at the previous meeting regarding the bumpouts. Specifically they wanted to make it clear that every time there is going to be a new change to a street it will be reviewed by the MMTB and then forwarded to the City Commission for final approval.

The other big issue that the Commission talked about extensively was curb bumpouts, not just at intersections but also for a mid-block crossing where there are significant pedestrian generators that are situated relatively far from an intersection. They wanted something in the policy that specifically addresses mid-block crossings.

Also a bumpout could be installed as a traffic calming mechanism (no crosswalk) where there is a speeding problem as identified by the public.

'Designing Walkable Urban Thoroughfares' says that curb extension radii should be designed to allow street cleaning vehicles to reach and turn all inside and outside corners. Normally this requires a radius of 15 ft. Therefore, the curb extension policy recommendation is consistent with that.

Moved and Seconded that the MMTB after reviewing the additional resources and information provided by staff, recommends to the City Commission the approval of the modified bumpout policy as attached.

Motion carried, 4-0.

VOICE VOTE

Yeas: Adams, Folberg, Slanga Warner

Nays: None

Absent: Edwards, Lawson, Surnow, Tatuch



MEMORANDUM

Engineering Dept.

DATE: February 5, 2016

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Curb Bumpout Policy

City Commission review of the Multi-Modal Transportation Board (MMTB) recommendation relative to bumpouts was postponed until the meeting of January 11, 2016. The additional time was provided to give staff time to review other relevant resources, and to provide many examples of what has been built both in Birmingham as well as other cities. The following comments were made relative to the policy as submitted:

1. The Multi-Modal Transportation Board should review their recommendation after having the opportunity to consider the additional information provided for the City Commission.
2. The policy should provide direction on when to install midblock bumpouts.
3. The policy should provide direction on what size radius the arced section of the corner should have.
4. The policy should clarify that every street project will be reviewed on an individual basis both by the MMTB and the City Commission.

As stated in more detail in the attached summary provided by Jana Ecker, most of the additional resources provide additional ideas and photos of creative solutions. However, they tend not to provide specific dimensions or design guidelines. Where specific guidelines are provided, they tend to agree with the AASHTO standards, as well as what was already recommended by the MMTB. City staff recommends that the AASHTO standards continue to be the guidelines that are prioritized, given that they represent standard accepted practices within the United States. Deviating from standard accepted practices can result in liability issues for both the City and the designer personally should an incident occur on a public facility and it is found that a street was not built in accordance with standard accepted practices.

The policy has been refined in the highlighted areas to address the issues raised above. A suggested recommendation is provided below:

SUGGESTED RECOMMENDATION:

The Multi-Modal Transportation Board, after reviewing the additional resources and information provided by staff, recommends to the City Commission the approval of the modified bumpout policy as attached:

CITY OF BIRMINGHAM BUMPOUT (CURB EXTENSION) POLICY

February 5, 2016

All City street projects shall be reviewed by the Multi-Modal Transportation Board to compare the proposed design to the Multi-Modal Master Plan. Recommendations shall then be forwarded to the City Commission for final approval.

Curb bumpouts at intersections should be considered under the following conditions:

1. When a City street is being reconstructed.
2. When a commercial or multi-family residential building is being built.
3. When a specific crosswalk has been identified as having high pedestrian demand.
4. When a City street has been measured with the 85th percentile speed 5 mph or more above the posted speed limit.

Curb bumpouts at midblock points shall be considered under the following conditions:

1. In combination with a marked crosswalk, when significant pedestrian generators are situated relatively far from an intersection such that demand for midblock crossings is significant.
2. Not in combination with a marked crosswalk, when a City street has been identified by the public as having a persistent speeding issue, and has been measured with the 85th percentile speed 5 mph or more above the posted speed limit.

Curb bumpouts shall be designed with the following features:

1. The bumpout shall be located on streets where parking is legal and wide enough to accommodate a road narrowing.
2. Bumpouts shall be designed with the following widths:
 - a. 6 ft. wide on streets with parallel parking.
 - b. 12 ft. wide on streets with 45° angled on-street parking, provided the drive lane is the standard minimum of 16 ft. wide.
 - c. 8 ft. wide on streets with parallel parking where a contiguous full width bike lane has been provided in addition to the full vehicle drive lanes.
3. Bumpouts shall be eliminated or reduced in width if the existing street widths, combined with frequent turns from large vehicles, will result in large vehicles conflicting with oncoming traffic or pulling over the top of curbs on a regular basis. This standard can be relaxed if the corner is identified as one that will not have vehicles above a certain size turning on a regular basis.
4. The length of the bumpout shall be as long as practical, but not so long that it would eliminate a parking place (except in areas where on-street parking is in low demand).
5. The transition from the bumpout back to the normal curb alignment shall be at a 45° angle to accommodate easier, efficient street sweeping and snow plowing.
6. When a bumpout interrupts the gutter line drainage course, a new catch basin shall be installed at the point where the normal curb line intersects with the 45° angled curb referenced above.
7. Curb radii shall be consistent with that used at the intersection if a bumpout was not installed (15 ft. at intersections with posted speeds of 30 mph or less, 25 ft. with posted speeds between 35 and 40 mph, and 35 ft. with posted speeds of 45 mph or higher).

motion and approved by a roll call vote. There will be no separate discussion of the items unless a commissioner or citizen so requests, in which event the item will be removed from the general order of business and considered under the last item of new business.

01-02-16 APPROVAL OF CONSENT AGENDA

The following item was removed from the consent agenda:

- Item A (Minutes of December 14, 2015) by Mayor Hoff

MOTION: Motion by Harris, seconded by Bordman:

To approve the consent agenda as follows:

- B. Approval of warrant list, including Automated Clearing House payments, of December 16, 2015 in the amount of \$719,749.12.
- C. Approval of warrant list, including Automated Clearing House payments, of December 23, 2015 in the amount of \$938,702.42.
- D. Approval of warrant list, including Automated Clearing House payments, of January 6, 2016 in the amount of \$3,091,998.82.
- E. Resolution accepting the resignation of Stuart Jeffares as an Alternate Member on the Planning Board, thanking Mr. Jeffares for his service, and directing the Clerk to begin the process to fill the vacancy.
- F. Resolution setting a Public Hearing for February 8, 2016 to consider the proposed lot rearrangement of 1366 Haynes Ct. and 725 S. Adams.
- G. Resolution confirming the City Manager's emergency expenditure for the repair of the Chester Parking Structure Passenger Elevator with the expenditure in the amount not to exceed \$21,150.00. Cost will be charged to the Chester Street Parking Structure elevator maintenance account #585-538.008-930.0200.

ROLL CALL VOTE:	Yeas,	Commissioner Bordman Commissioner Boutros Commissioner DeWeese Commissioner Harris Mayor Pro Tem Nickita Commissioner Sherman Mayor Hoff
	Nays,	None
	Absent,	None
	Abstention,	None

V. UNFINISHED BUSINESS

**01-03-16 MULTI-MODAL TRANSPORTATION BOARD RECOMMENDATION
BUMPOUT (CURB EXTENSION) POLICY**

City Planner Ecker explained that the Multi-Modal Transportation Board (MMTB) reviewed the informal City bumpout policy and has recommended that it be increased from four feet to six feet in size. The MMTB also recommended that bumpouts should be installed when the street is reconstructed, when there is a new multi-family residential or commercial building being built, when there is a specific area that has a high pedestrian demand even if it is not set to be reconstructed, or when there is a City street that is measured with high speeds. The suggested design policy for streets with existing parallel parking recommend that the bumpout should be six feet wide and on streets with existing angled parking recommend that the bumpout should be twelve feet wide and streets with parallel parking and a bike lane recommend that the bumpout should be eight feet wide.

Ms. Ecker noted that there are four main documents to review when considering curb bumpouts which include Planning Design and Operation of Pedestrian Facilities, by AASHTO (American Association of State Highway and Transportation Officials), the Urban Street Design Guide by the National Association of City Transportation Officials, Designing Walkable Urban Thorough Fares: A Contact Sensitive Approach by the Institute of Transportation Engineers, and The Best Design Practices for Walking and Bicycling in Michigan by MDOT (Michigan Department of Transportation). She explained the recommended guidelines for bumpouts as recommended by each source. She noted that the proposed policy is in line with these documents. She explained that the City Commission should determine whether they want to adopt the recommended policy or send it back to the MMTB to include a review of the four documents for reference.

Commissioner Bordman suggested that a statement about unique or extenuating circumstances be considered by the MMTB and included in the policy. She also suggested the MMTB consider adding midblock crossings and pinch points to the policy. In addition, she suggested emergency vehicles be added to #5 under features.

Mayor Pro Tem Nickita agreed that the MMTB should review the policy again taking into consideration the other standards. He noted that consideration of the other standards will provide a more thorough evaluation of what has already been done. He suggested that the MMTB review the criteria be clarified as to when the bumpouts are installed and review the criteria for pinch points and where pinch points would be appropriate.

Commissioner Harris agreed that the MMTB should review the professional material to allow them to make a fully informed decision. He noted that the length of the radius should be considered as well.

Commissioner DeWeese noted that the policy does not seem to address anything other than curb bumpouts and corners.

Mayor Hoff commented that the policy states that each project should be considered separately by the MMTB. She noted that it should be incorporated into the policy.

MOTION: Motion by Bordman, seconded by DeWeese:

To request the Multi-Modal Transportation Board review the additional documents addressing this topic, as well as the comments made by the City Commission tonight, and to confirm or modify their recommendation accordingly.

VOTE: Yeas, 7
Nays, None
Absent, None

VI. NEW BUSINESS

01-04-16 TEMPORARY PARKING POLICY FOR PARKING LOT #6

City Engineer O'Meara explained that a sewer project will be done by Oakland County which will impact parking in the area of Lot #6 along North Old Woodard. He noted that the Advisory Parking Committee has studied this issue and has recommended that permit parkers in that



MEMORANDUM

DATE: January 7, 2016

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer
Jana Ecker, Planning Director

SUBJECT: Multi-Modal Transportation Board Recommendation
Curb Bumpout Policy

In areas of high pedestrian demand, the City has constructed curb extensions (or bumpouts) at crosswalks. A full introduction to this topic can be found on the attached memorandum that was prepared for the Multi-Modal Transportation Board (MMTB).

As demand for bumpouts grows, the Engineering Dept. thought it would be appropriate to establish a policy to help guide the construction of bumpouts in Birmingham. There are numerous current publications that may be used as a reference for designing roadways and pedestrian facilities. These include the following:

- Guide for the Planning, Design, and Operation of Pedestrian Facilities, American Association of State Highway and Transportation Officials ("AASHTO");
- Urban Street Design Guide, National Association of City Transportation Officials ("NACTO");
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, Institute of Transportation Engineers ("ITE"); and
- Best Design Practices for Walking and Bicycling in Michigan, Michigan Department of Transportation ("MDOT").

Please find attached for your review a chart summarizing the standards and recommendations contained in each of the above publications with regards to curb the width, length and placement guidelines for curb bump outs. In addition to the Michigan specific and national publications, three examples are also included for comparison purposes as examples of curb bump out standards that are in use in New York City, San Francisco and Washington.

The MMTB discussed the implementation of the suggested policy at their meeting of November 4. The policy was modified somewhat by the MMTB to bring it more in accordance with the national standards created by the American Association of State Highway and Transportation Officials (AASHTO). The modification was to specify that a bumpout standard width on streets with parallel parking shall be 6 ft. wide. This is a departure from the 4 ft. that the majority of bumpouts have been built to date on streets with parallel parking, but it is in accordance with AASHTO standards prepared in 2004. It should be noted that this proposed bump out policy for Birmingham is also consistent with the standards and recommendations of NACTO, ITE and MDOT.

As a part of this analysis, it is important to note that departing from national standards is not recommended if such a departure would result in constructing a public street facility that is contrary to accepted practice. Accepted practice in the United States is the guidelines prepared after input from thousands of engineers nationwide, represented by AASHTO. We cannot recommend building public street facilities that are in conflict with these standards. Fortunately, the other documents included in this list, for the most part, are consistent with AASHTO. The guidelines recommended by the MMTB are in accordance with AASHTO as well.

As modified by the MMTB, the attached policy is now being recommended for adoption by the City Commission. Please also find attached illustrations and photos of the different size options for bump-outs, ranging from 4' to 12' in width. As was discussed at the Board meeting, each project should still be prepared conceptually and reviewed by the MMTB, and ultimately approved by the City Commission, prior to being constructed. The policy will serve as an initial basis for the design, after which unique or extenuating circumstances will be reviewed and considered prior to finalizing the design.

Two suggested resolutions are provided below. Resolution A finalizes the policy. Since there is additional information here that was not shared with the Multi-Modal Transportation Board, Resolution B is provided should the Commission wish to have that Board review its recommendation in light of this additional information.

SUGGESTED RESOLUTION A:

To accept the recommendation of the Multi-Modal Transportation Board, approving the provided bumpout (curb extension) policy for the City of Birmingham for all future City street projects, or private building projects, where bumpouts may be constructed.

OR

SUGGESTED RESOLUTION B:

To request the Multi-Modal Transportation Board to review the additional documents addressing this topic, and to confirm or modify their recommendation accordingly.

CITY OF BIRMINGHAM BUMPOUT (CURB EXTENSION) POLICY

November 4, 2015

Curb bumpouts should be considered under the following conditions:

1. When a City street is being reconstructed.
2. When a commercial or multi-family residential building is being built.
3. When a specific crosswalk has been identified as having high pedestrian demand.
4. When a City street has been measured with the 85th percentile speed 5 mph or more above the signed speed limit.

Curb bumpouts shall be designed with the following features:

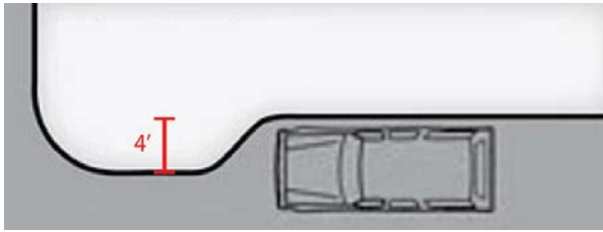
1. The bumpout shall be located on streets where parking is legal and wide enough to accommodate a road narrowing.
2. Bumpouts shall be designed with the following widths:
 - a. 6 ft. wide on streets with parallel parking.
 - b. 12 ft. wide on streets with 45° angled on-street parking, provided the drive lane is the standard minimum of 16 ft. wide.
 - c. 8 ft. wide on streets with parallel parking where a contiguous full width bike lane has been provided in addition to the full vehicle drive lanes.
3. Bumpouts shall be eliminated or reduced in width if the existing street widths, combined with frequent turns from large vehicles, will result in large vehicles conflicting with oncoming traffic or pulling over the top of curbs on a regular basis. This standard can be relaxed if the corner is identified as one that will not have vehicles above a certain size turning on a regular basis.
4. The length of the bumpout shall be as long as practical, but not so long that it would eliminate a parking place (except in areas where on-street parking is in low demand).
5. The transition from the bumpout back to the normal curb alignment shall be at a 45° angle to accommodate easier, efficient street sweeping and snow plowing.
6. When a bumpout interrupts the gutter line drainage course, a new catch basin shall be installed at the point where the normal curb line intersects with the 45° angled curb referenced above.

Source	Extension Length	Extension Width	Extension Radii Design	Placement Considerations	Landscaping and Drainage Design Considerations	Bicycle Facility Design Considerations
Urban Street Design Guide <i>National Association of City Transportation Officials (NACTO)</i>	Length of curb extension should be at least be equal to the width of the crosswalk, but is recommended to extend to the advanced stop bar.	Curb extension should be 1-2 feet narrower than the parking lane.		Curb extensions should be installed whenever on-street parking is present to increase visibility, reduce the crossing distance, provide extra queuing space, and allow for enhancements such as seating and greenery.		
Best Design Practices for Walking and Bicycling in Michigan <i>Michigan Department of Transportation</i>		The new curb line should not encroach the traveled way where bicyclists or motor vehicles may be traveling.		Curb extensions may be used anywhere with permitted on-street parallel or angle parking. They should be considered in particular where pedestrian crossings are too long.		
Guide for the Planning, Design, and Operation of Pedestrian Facilities <i>American Association of State Highway and Transportation Officials (AASHTO)</i>		In general, curb extensions should extend the width of the parking lane, approximately 1.8 m [6 ft.] from the curb.		Curb extensions may not be needed or desirable on every leg of an intersection if: -The street leg is narrow; - Parking is not permitted; or -The curb extension would interfere with a bicycle lane or the ability of the design vehicle to negotiate a right turn.	Low-level landscaping, planting stripes or boxes, is recommended to provide alignment cues for pedestrians and conspicuity for approaching motorists.	
Designing Walkable Urban Thoroughfares: A Context Sensitive Approach <i>Institute of Transportation Engineers</i>		Extend curb line into the street by 6 feet for parallel parking and to within 1 foot of stall depth with angled parking.	Design curb-extension radii to allow street cleaning vehicles to reach and turn all inside and outside corners. Normally this requires a radius of 15 feet.	Curb extensions may be used at intersections in any context zone but are emphasized in urban centers (C-5), urban cores (C-6) and other locations with high levels of pedestrian activity. Curb extensions are used only where there is on-street parking and where only a small percentage of turning vehicles are larger than the design vehicle. Curb extensions are not applicable to intersections with exclusive right-turn lanes adjacent to the curb, or intersections with a high volume of right turning trucks or busses turning into narrow cross streets.	Carefully consider drainage in the design of curb extensions to avoid interrupting the flow of water.	Where bicycle lanes exist the curb extension must be outside the width of the bicycle lane.
Curb Extensions (Bulb-Outs) <i>San Francisco Better Streets</i>	Curb extensions should continue at least to the inside edge of the crosswalk, and ideally extend 5 feet beyond the property line before beginning to return to the curb to provide additional width for pedestrians, landscaping or other streetscape features.	Curb extensions should be maximized based on space for adjacent vehicle and bicycle travel lanes. Curb extensions should extend to the full width of the parking lane or leave: -10 Feet for the nearest auto travel lane -11 to 12 Feet for the nearest travel lane if it is a transit lane -12 Feet for the nearest travel lane if it is a designated freight route or industrial street -5 Feet or the full width of any adjacent bicycle lane. Curb extensions less than 4 feet in length may not be a cost effective solution.	Curb extensions should follow all curb radius guidelines. Where turn radii make adding bulb-outs at each corner prohibitive, strive for two bulbs per intersection, kitty-corner to each other, in order to improve pedestrian conditions for all four crossings of an intersection.			
WSDOT Design Manual <i>Washington State Department of Transportation</i>		Extend the curb no farther than the width of the parking lane. Design the approach nose to ensure adequate setback of vehicles to provide visibility of pedestrians.				Avoid interrupting bicycle traffic with curb extensions.
Street Design Manual: Sidewalks and Medians <i>City of New York</i>	Minimum curb extension length is typically equal to the full width of the crosswalk, however it can be longer when appropriate or necessary.	Curb extension width is typically two feet less than the width of the parking lane, but the curb extension can also extend to the bicycle lane when one is striped.	A fire truck turning zone with a 50-foot outside radius should be maintained clear of physical obstructions (signs, planters, non-flexible bollards, trees).		The design and placement of street furniture, trees, and plantings on a curb extension must not impede pedestrian flow, obstruct clear path, or interfere with "daylighting" the intersection, emergency operations, or sight lines.	
			When a curb extension conflicts with design vehicle turning movements, the curb extension should be reduced in size rather than eliminated wherever possible.		Vertical elements should be used to alert drivers and snow plow operators to presence of the curb extension to reduce the cost and implementation time of curb extension, trench drains can be considered instead of catch-basin relocation if a maintenance partner exists to clean the trench drain.	

Size Options for Constructing Bump-outs

Birmingham has constructed 'bump-outs' with widths of 4', 6', 8', and 12'. Please see plans and photos below of each size of bump-out constructed in Birmingham. For illustration purposes, one example of a 6' wide bump-out is provided as constructed in Royal Oak.

1. Four Foot 'Bump-Outs'



Birmingham Example Pierce and Martin:

Both Pierce and Martin have 1 lane in each direction

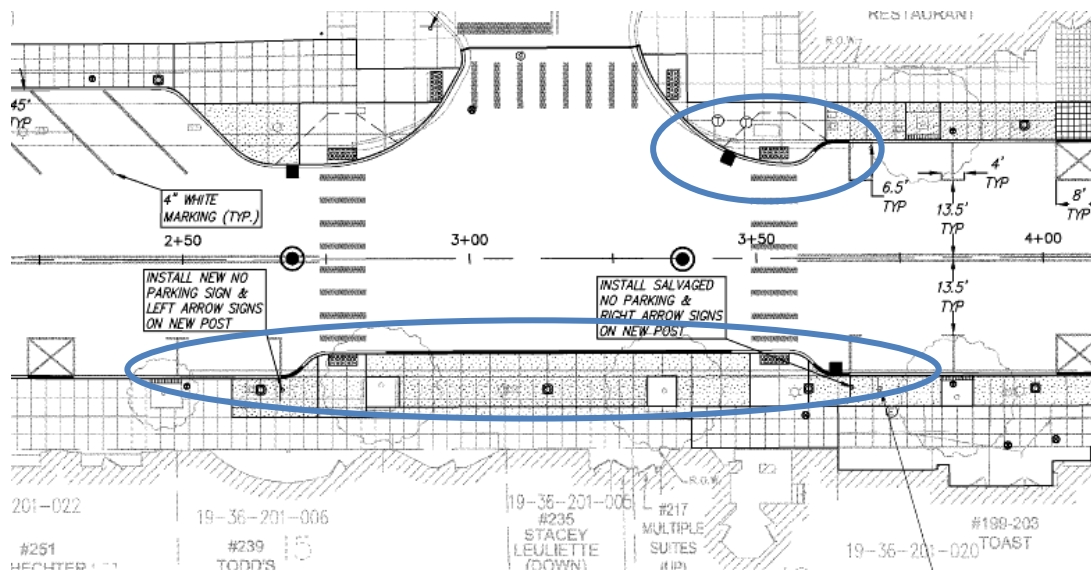


Figure 1 Engineering Drawings

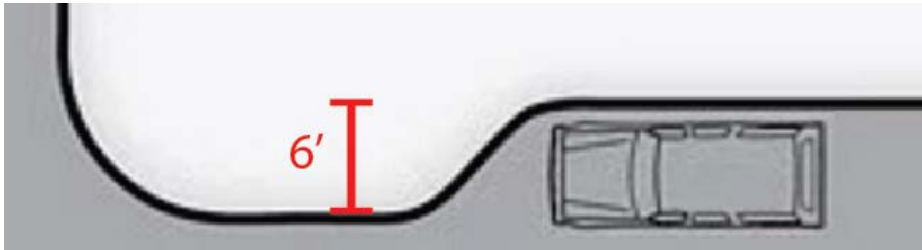


Figure 2 Looking South on Pierce (bump-out on left).



Figure 3 Looking North on Pierce (bump-out on left and right) Notice vehicle idling alongside bump-out. The city engineer reports that this is common. As designed, the intersection provides an area for delivery trucks to stop and deliver packages.

2. Six Foot 'Bump-Outs'



Birmingham Example: Chester and Martin

Both Chester and Martin have one lane of traffic in each direction. Martin has angled parking east of Chester, and Chester has parallel parking.

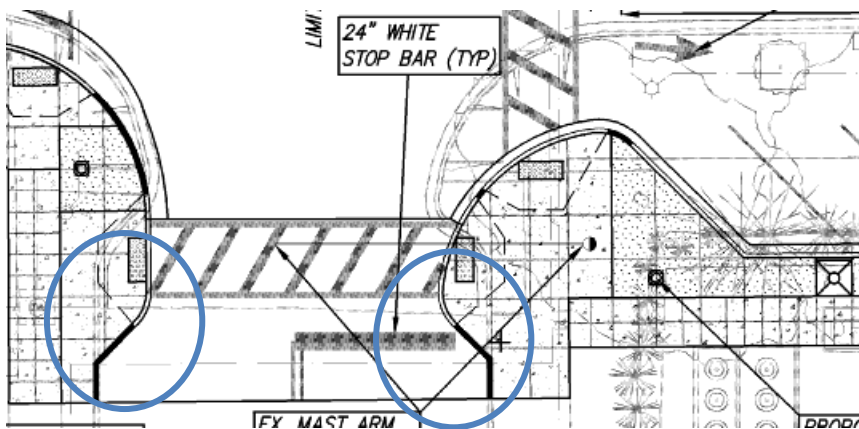


Figure 4 Engineering drawing of curb extensions



Figure 5 Looking South on Chester.

Royal Oak Example: Second and Main

Since Birmingham has limited examples of 6' 'bump-outs,' this second example is taken from Main and Second Street in Royal Oak.

Main street has 2 lanes in each direction while Second street has 1 lane in each direction. Both Main and Second have parallel parking.



Figure 6 Looking north on Main Street.

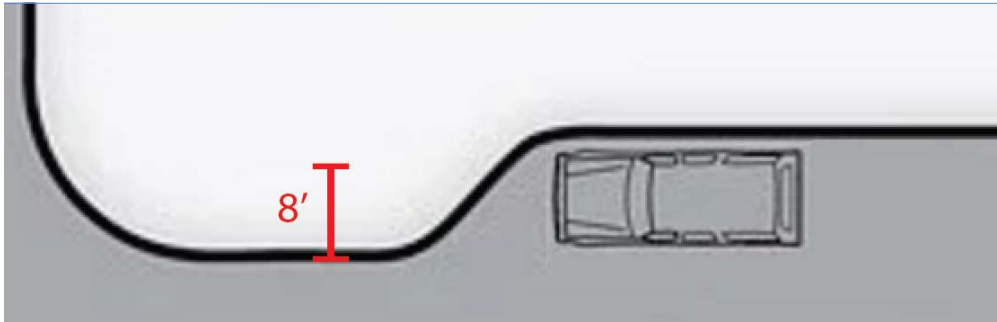


Figure 7 Looking east across Main Street on the south side of Second Street.



Figure 8 Looking north on the east side of Main Street. Notice use of increased space for inclusion of tree planting, benches and trash receptacles.

3. Eight Foot 'Bump-Outs'



Birmingham Example 1: N. Eton and Derby

Both Eton and Derby have one lane of traffic in both directions. Eton contains bike lanes on both sides of the road.

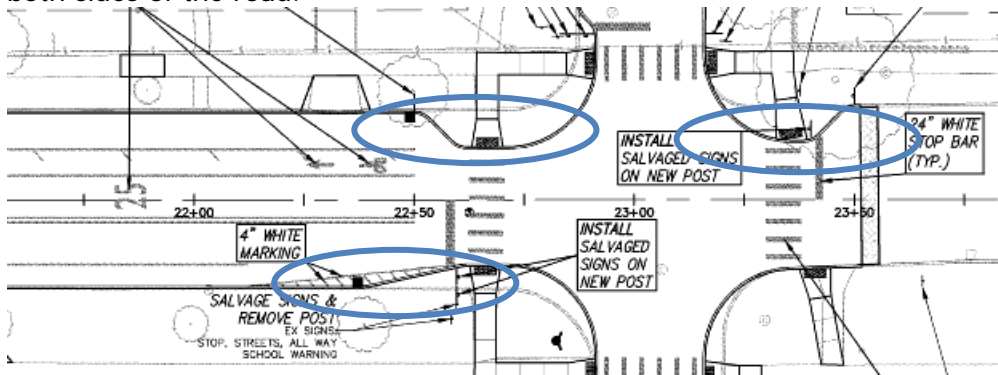


Figure 9 Engineering drawing of N. Eton and Derby



Figure 10 Looking north on the west side of N. Eton Street.

Birmingham Example 2: Lincoln and Pierce

Both Lincoln and Pierce have one lane in both directions. Lincoln has parallel parking.

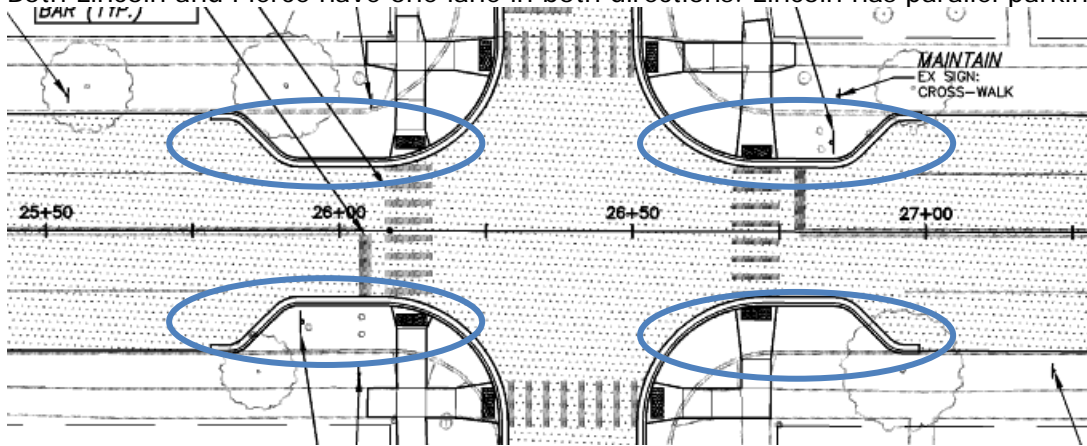


Figure 11 Engineering drawing of Lincoln and Pierce



Figure 12 Looking west on Lincoln, curb 'bump-out' on the left.

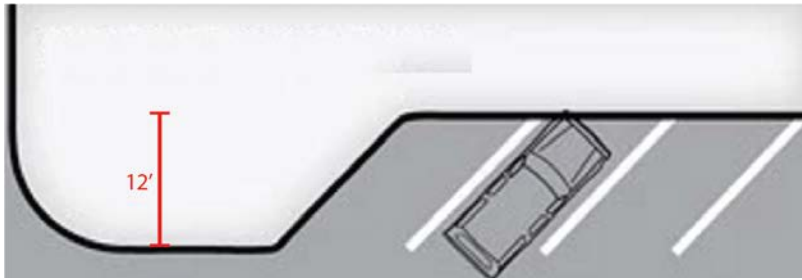


Figure 13 Looking across Lincoln on the west side of Pierce.



Figure 14 Close up of bump-out. Notice tire tracks have eroded grass and created rut as vehicles have difficulty navigating turns.

4. Twelve Foot 'Bump-Outs'



Birmingham Example: Martin and Bates

Martin and Bates both contain 1 lane in each direction. Martin contains angled parking.

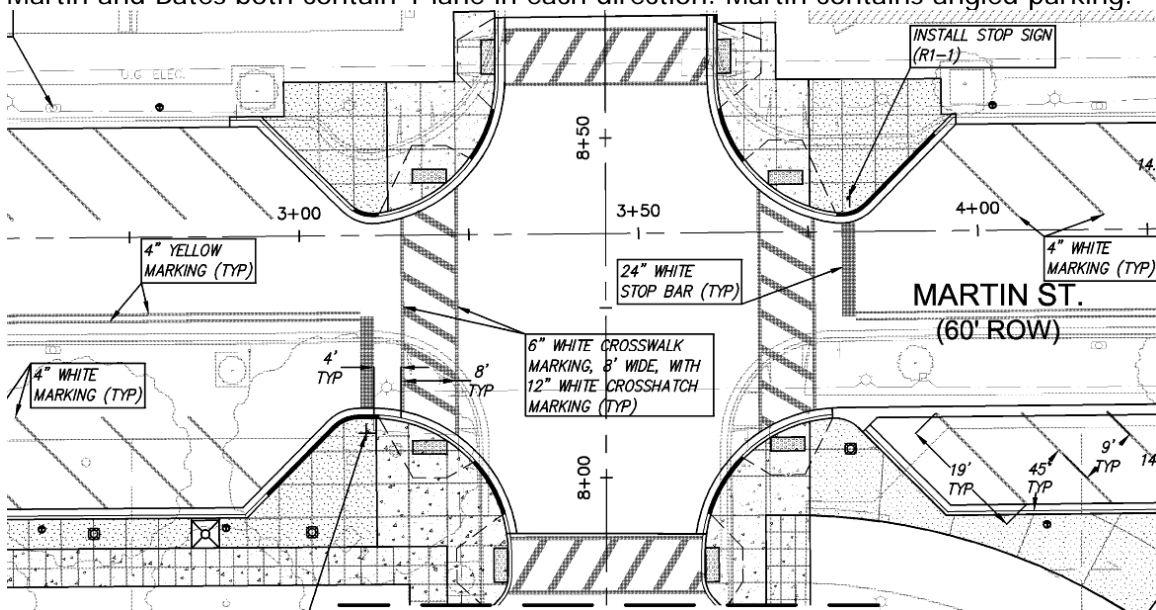


Figure 13 Engineering drawing of Martin and Bates



Figure 14 Looking west on Martin.



Curb Extensions

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. They may be implemented on downtown, neighborhood, and residential streets, large and small. Curb extensions have multiple applications and may be segmented into various sub-categories, ranging from traffic calming to bus bulbs and midblock crossings.



APPLICATION

Curb extension is an umbrella term that encompasses several different treatments and applications. These include:

- Midblock curb extensions, known as pinchpoints or chokers, which may include cut-throughs for bicyclists.
- Curb extensions used as gateways to minor streets known as neckdowns.
- Offset curb extensions that force vehicles to move laterally, known as chicanes.
- Curb extensions at bus (or transit) stops, also known as bus bulbs.
- Conventional curb extensions, which are a recommended feature where there is on-street parking.

BENEFITS & CONSIDERATIONS

Curb extensions decrease the overall width of the roadway and can serve as a visual cue to drivers that they are entering a neighborhood street or area.

Curb extensions increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians, creating more time for preferential treatments, such as leading pedestrian interval and transit signal priority.¹

Curb extensions tighten intersection curb radii and encourage slower turning speeds.

Installation of curb extensions may require moving a fire hydrant to maintain adequate curbside access in case of a fire. In such cases, a curb extension may incur additional expense or be reoriented to avoid conflict with the hydrant.²

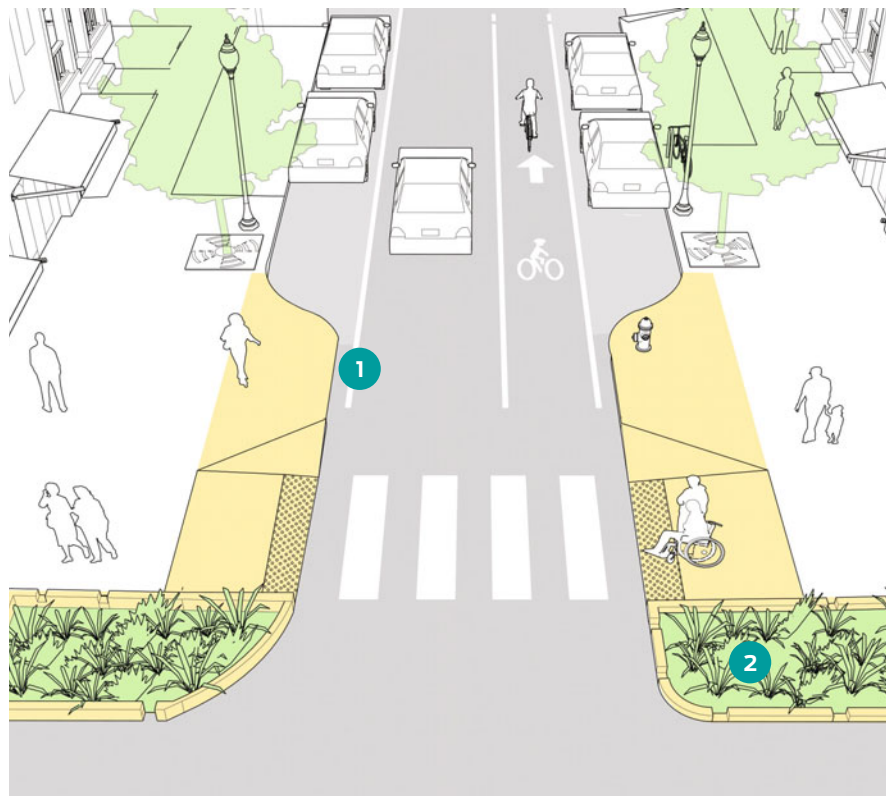
Used as a bus bulb, curb extensions may improve bus travel times by reducing the amount of time a bus takes to merge with traffic after boarding. Bus bulbs also help to prevent motorists from double parking in the bus stop.³

Where application of a curb extension adversely impacts drainage, curb extensions may be designed as edge islands with a 1–2-foot gap from the curb or a trench drain.

Curb extensions can be implemented using low-cost, interim materials. In such cases, curb extensions should be demarcated from the existing roadbed using temporary curbs, bollards, planters, or striping.

Gateway

Curb extensions are often applied at the mouth of an intersection. When installed at the entrance to a residential or low-speed street, a curb extension is referred to as a “gateway” treatment and is intended to mark the transition to a slower speed street.



CRITICAL

The length of a curb extension should at least be equal to the width of the crosswalk, but is recommended to extend to the advanced stop bar.

RECOMMENDED

1 A curb extension should generally be 1–2 feet narrower than the parking lane, except where the parking lane is treated with materials that integrate it into the structure of the sidewalk.



NEW YORK, NY

Curb extensions should be installed whenever on-street parking is present to increase visibility, reduce the crossing distance, provide extra queuing space, and allow for enhancements, such as seating or greenery.

2 Combine stormwater management features, such as bioswales or rain gardens, with curb extensions to absorb rainwater and reduce the impervious surface area of a street.



INDIANAPOLIS, IN

Curb extensions may be combined with bioswales in order to decrease puddling at crosswalks.

OPTIONAL

Curb extensions may be treated with corner street furniture and other amenities that enhance the public realm.



NEW YORK, NY

In advance of a full reconstruction, gateways can be designed using striping or signage that communicates the entrance into a slow zone.

Pinchpoint

Curb extensions may be applied at midblock to slow traffic speeds and add public space. When utilized as a traffic calming treatment, midblock curb extensions are referred to as "pinchpoints" or "chokers".



RECOMMENDED

- 1 Plant street trees on curb extensions aligned to the parking lane to narrow the overall profile of the roadway. Before installing street trees on the curb extension, assess surrounding utilities to ensure that the trees' roots will not damage underground infrastructure.

OPTIONAL

Pinchpoints can facilitate midblock pedestrian crossings of low-volume streets. These crossings do not need to be marked, unless volumes exceed 2,000–3,000 vehicles per day or midblock destinations warrant an enhanced treatment.

- 2 Bicycle racks can be combined with curb extensions, especially in areas where bicycle parking is insufficient or demand for long-term or short-term parking is unmet.

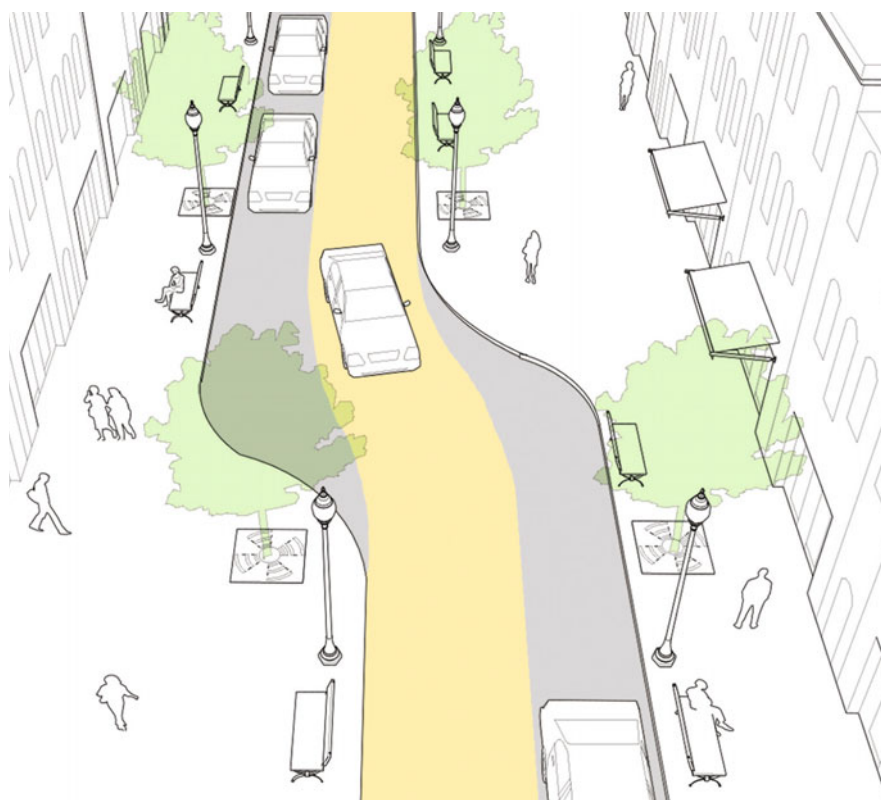


NEW YORK, NY

6 1/2 Avenue in New York City connects a series of privately-owned public spaces that cut midblock through Midtown. The visibility of crossing pedestrians was improved here using pinchpoints constructed with interim materials.

Chicane

Offset curb extensions on residential or low volume downtown streets create a chicane effect that slows traffic speeds considerably. Chicanes increase the amount of public space available on a corridor and can be activated using benches, bicycle parking, and other amenities.



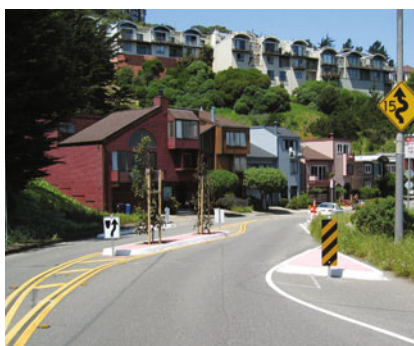
RECOMMENDED

A chicane design may warrant additional signing and striping to ensure that drivers are aware of a slight bend in the roadway.

OPTIONAL

Where application of a curb extension adversely impacts drainage, curb extensions may be designed as edge islands with a 1–2-foot gap from the curb.

Curb extensions can be implemented using low-cost or temporary materials. In such cases, curb extensions should be demarcated from the existing road-bed using temporary curbs, bollards, planters, or striping.



SAN FRANCISCO, CA

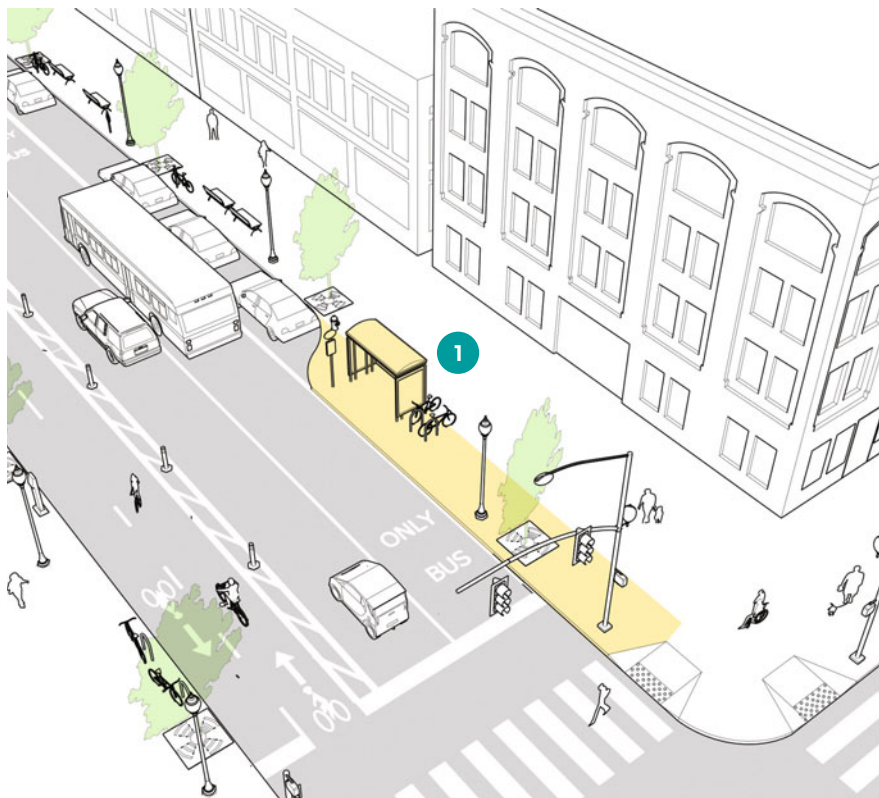
A chicane was added to slow speeds entering this residential block.

Chicanes may be designed using a return angle of 45 degrees, or a more gradual taper and transition, resulting in an S-shaped roadway.

A chicane configuration may also be created using a “checkered” parking scheme.

Bus Bulbs

Bus bulbs are curb extensions that align the bus stop with the parking lane, allowing buses to stop and board passengers without ever leaving the travel lane. Bus bulbs help buses move faster and more reliably by decreasing the amount of time lost when merging in and out of traffic.



CRITICAL

Bus bulbs have a desired length of the equivalent of two buses for a route with frequent service (e.g., 140 feet for two articulated buses). Routes with less frequent service may have the length of one bus from the front of the vehicle to the back door (e.g., 30 feet). The width should reflect the need for maneuvering and accommodation of bus shelters, at least 6 feet but preferably 8–10 feet.⁴

Cities should work with transit providers to determine the clear width necessary to deploy a wheelchair-accessible lift onto the bus bulb.

A bus bulb should be roughly equal to the width of the parking lane with a return angle of 45 degrees.⁵



SEATTLE, WA

The bike lane can be routed behind a bus boarding island.

RECOMMENDED

Use cut-throughs for curbside bike lanes and cycle tracks at intersections and midblock bus bulbs. Curbside bike lanes should not be dropped on the approach to an intersection with a curb extension.

Where a near-side bus bulb is combined with a turn restriction, design the curb to self-enforce the turn restriction and monitor closely to ensure that transit vehicles are not suffering from delays.

1 Bus bulbs should be equipped with transit shelters whenever possible. Shelters make transit more attractive and may be combined with off-board fare collection for faster payment options.

OPTIONAL

When applied near-side, bus bulbs may require right-turn-on-red restrictions where motorists are likely to queue in the right-hand lane. At these locations, enforcement is absolutely necessary to ensure that the curb extension serves its purpose successfully.

Bus bulbs may be combined with amenities such as wayfinding maps, plantings, and trees to enhance the overall transit user experience.

Bulb-Outs

What: Bulb-outs (also known as curb extensions or bump-outs) extend the sidewalk or planting space out into the existing roadway, taking up space in a parking lane.

Where: Bulb-outs may be used anywhere with permitted on-street parallel or angle parking. They should be considered in particular where pedestrian crossings are too long.

Why: Bulb-outs increase visibility between pedestrians and motorists. They also shorten the distance a pedestrian must cross to reach the other side of the street.

How: Curbs must be reconstructed to extend the pedestrian space. The new curb line should not encroach the traveled way where bicyclists or motor vehicles may be traveling.

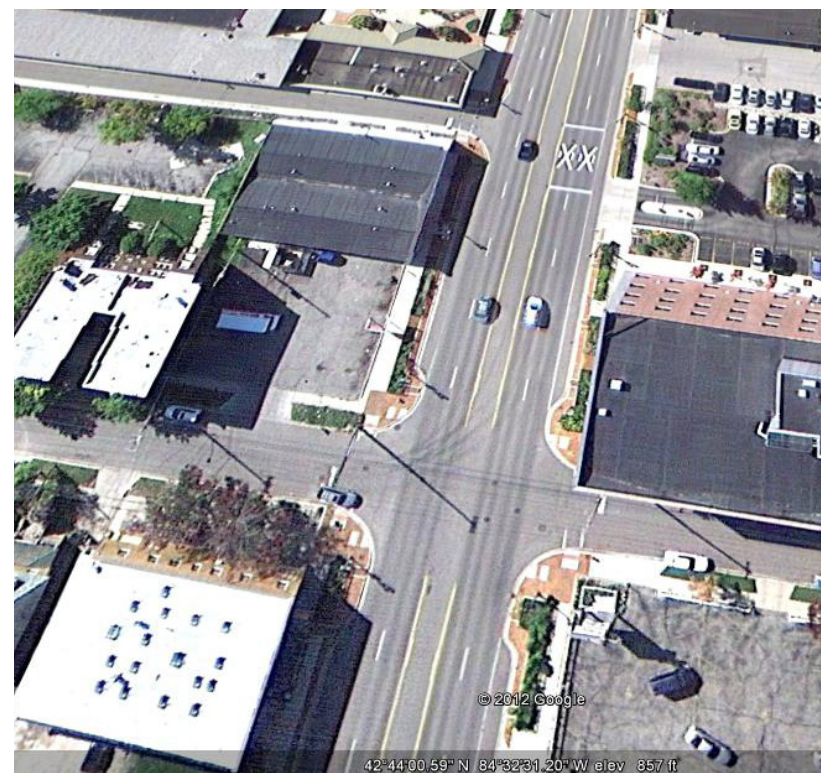


Image: Lansing, Michigan. Source: Google Earth Professional

Potential Crashes			Potential Mobility Improvements			Cost
Motor Vehicles	Pedestrians	Bicyclists	Motor Vehicles	Pedestrians	Bicyclists	
Reduce	Reduce	No Difference	No Difference	Better	No Difference	Med/High

Pedestrians can legally cross the street at any intersection whether a marked crosswalk exists or not. To enhance awareness by motorists, install crosswalks on all approaches of signalized intersections. If special circumstances make it unsafe to do so, attempt to mitigate the circumstance.

Curb Extensions

Background and Purpose

Curb extensions (also called nubs, bulb-outs, knuckles, or neck-downs) extend the line of the curb into the traveled way reducing the width of the street. Curb extensions typically occur at intersections, but can be used at mid-block locations to shadow the width of a parking lane, bus stop, or loading zone. Curb extensions can provide the following benefits:

- Reduce pedestrian crossing distance and exposure to traffic;
- Improve driver and pedestrian sight distance and visibility at intersections;
- Separate parking maneuvers from vehicles turning at the intersections;
- Visually and physically narrow the traveled way, resulting in a calming effect;
- Encourage and facilitate pedestrian crossing at preferred locations;
- Keep vehicles from parking too close to intersections and blocking crosswalks;
- Provide wider waiting areas at crosswalks and intersection bus stops;
- Reduce the effective curb return radius and slow turning traffic;
- Enhance ADA requirements by providing space for level landings; and
- Provide space for streetscape elements if extended beyond crosswalks.

Curb extensions serve to better define and delineate the traveled way as being separate from the parking lane and roadside. They are used only where there is on-street parking and the distance between curbs is greater than what is needed for the vehicular traveled way.

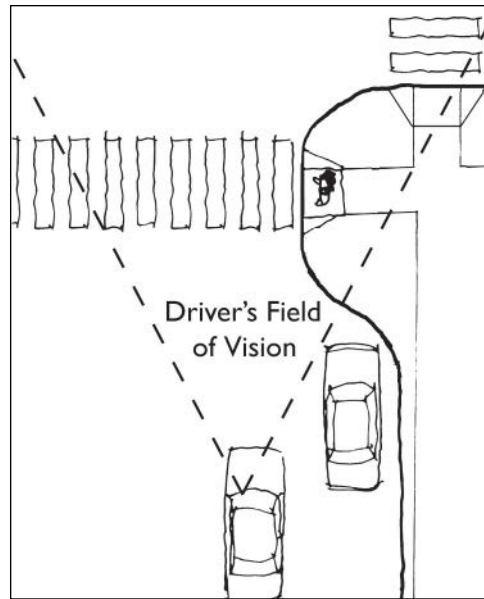


Figure 10.15 Curb extensions can improve pedestrian visibility and reduce crossing distance. Source: Community, Design + Architecture.

General Principles and Considerations

General principles and considerations regarding curb extensions include the following.

- Curb extensions may be used at intersections in any context zone, but are emphasized in urban centers (C-5), urban cores (C-6) and other locations with high levels of pedestrian activity.
- Curb extensions help manage conflict between modes, particularly between vehicles and pedestrians. The curb extension is an effective measure to improve pedestrian safety and comfort and might contribute to slower vehicle speed.
- The design of the curb extension should create an additional pedestrian area in the driver's field of vision, thereby increasing the visibility of pedestrians as they wait to cross the street, as shown in Figure 10.15.
- Curb extensions are used only where there is on-street parking and only a small percentage of turning vehicles that are larger than the design vehicle.
- Curb extensions are not applicable to roadways without on-street parking lanes, intersections



Figure 10.16 A mid-block crossing with a flush curb in Australia. Pedestrians are separated from passing vehicles with bollards. Source: Community, Design + Architecture.

with exclusive right-turn lanes adjacent to the curb, or intersections with a high volume of right-turning trucks or buses turning into narrow cross streets.

- Carefully consider drainage in the design of curb extensions to avoid interrupting the flow of water along the curb, thus pooling water at the crosswalk.
- Curb extensions work especially well with diagonal parking, shadowing the larger profile of

the row of parking and providing large areas in the pedestrian realm.

- Adjusting the curb return radius can accommodate emergency vehicle and large design vehicles. An “effective” radius can accommodate the design vehicle through the use of a mountable (or flush with pavement) extension with bollards to protect the pedestrian area as shown in Figures 10.16 and 10.17. Flush curb extensions are frequently combined with raised intersec-



Figure 10.17 Use of contrasting material and bollards to delineate the pedestrian and vehicle areas. Source: Kimley-Horn and Associates Inc.

tions. However, care should be taken to provide adequate vehicle turning paths outside the designated pedestrian waiting area.

- Where bicycle lanes exist, the curb extension must be outside the width of the bicycle lane.
- Design curb extension radii to allow street cleaning vehicles to reach and turn all inside and outside corners. Normally this requires a radius of 15 ft. This will also help stormwater flow in the gutters around corners.

Recommended Practice

The following practices are recommended when designing curb extensions on major urban thoroughfares:

- Reduce crossing width at intersections by extending the curb line into the street by 6 or 7 ft. for parallel parking and to within 1 ft. of stall depth with angled parking. Ensure that the curb extension does not extend into travel or bicycle lanes.
- Apply the appropriate curb return radius in the design of a curb extension. If necessary, use three-centered or asymmetric curb returns to accommodate design vehicles.
- Where buses stop in the travel lane, curb extensions can be used to define the location of the stop and create additional waiting area and space for shelters, benches and other pedestrian facilities.
- When possible, allow water to drain away from the curb extension. In other cases a drainage inlet may need to be installed and connected to an existing underground stormdrain system.
- Curb extensions are usually constructed integral with the curb. In retrofit projects, curb extensions may be constructed away from the curb to allow drainage along the original flowline (Figure 10.18). Consider that this design might require additional maintenance to keep the flowline clear.

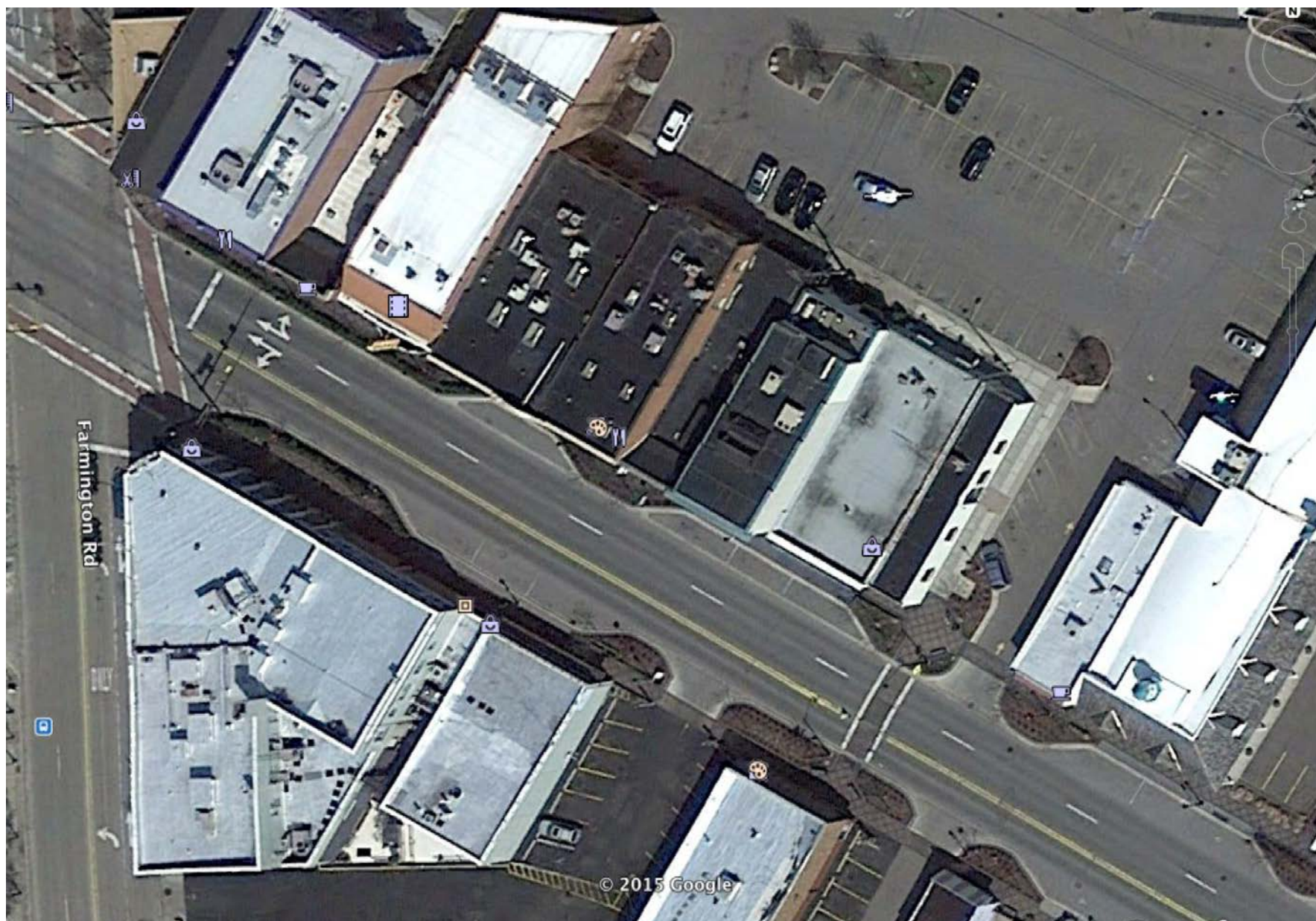


Figure 10.18 Curb extensions may be used as landscaping or hardscape opportunities. This example shows a retrofit curb extension with drainage retained between the extension and the curb. Source: Community, Design + Architecture.

- When considering construction of curb extensions where an existing high road crown exists, reconstruction of the street might be necessary to avoid back draining the sidewalk toward abutting buildings. Slot drains along the sidewalk may provide an alternate solution.
- Sidewalks, ramps, curb extensions and crosswalks should all align with no unnecessary meandering.

Justification

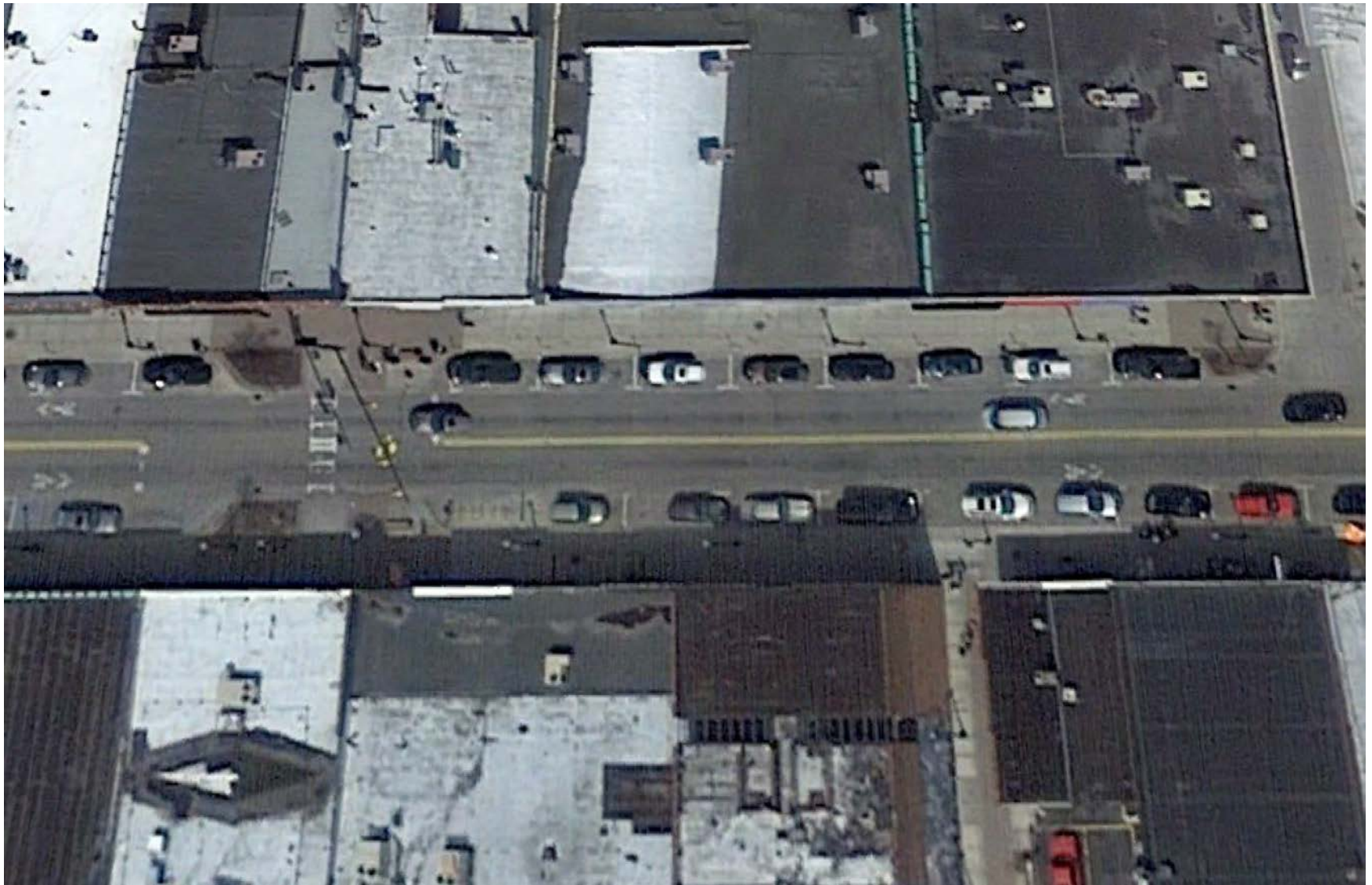
Curb extensions in unused or underutilized street space can be used to shorten pedestrian crossing distance, increase pedestrian visibility and provide additional space for pedestrian queuing and support activity. Extensions can increase safety, efficiency and attractiveness.



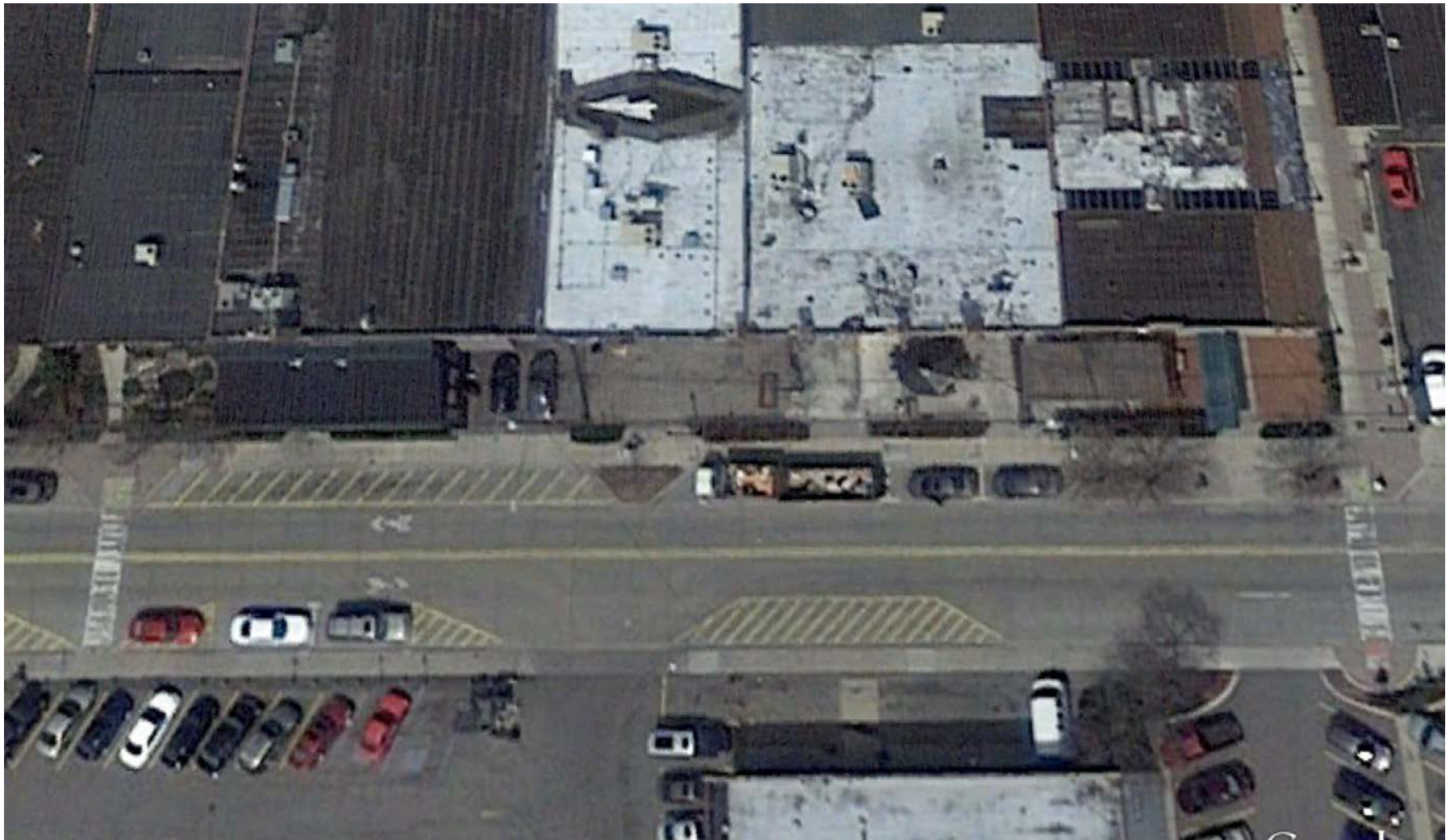
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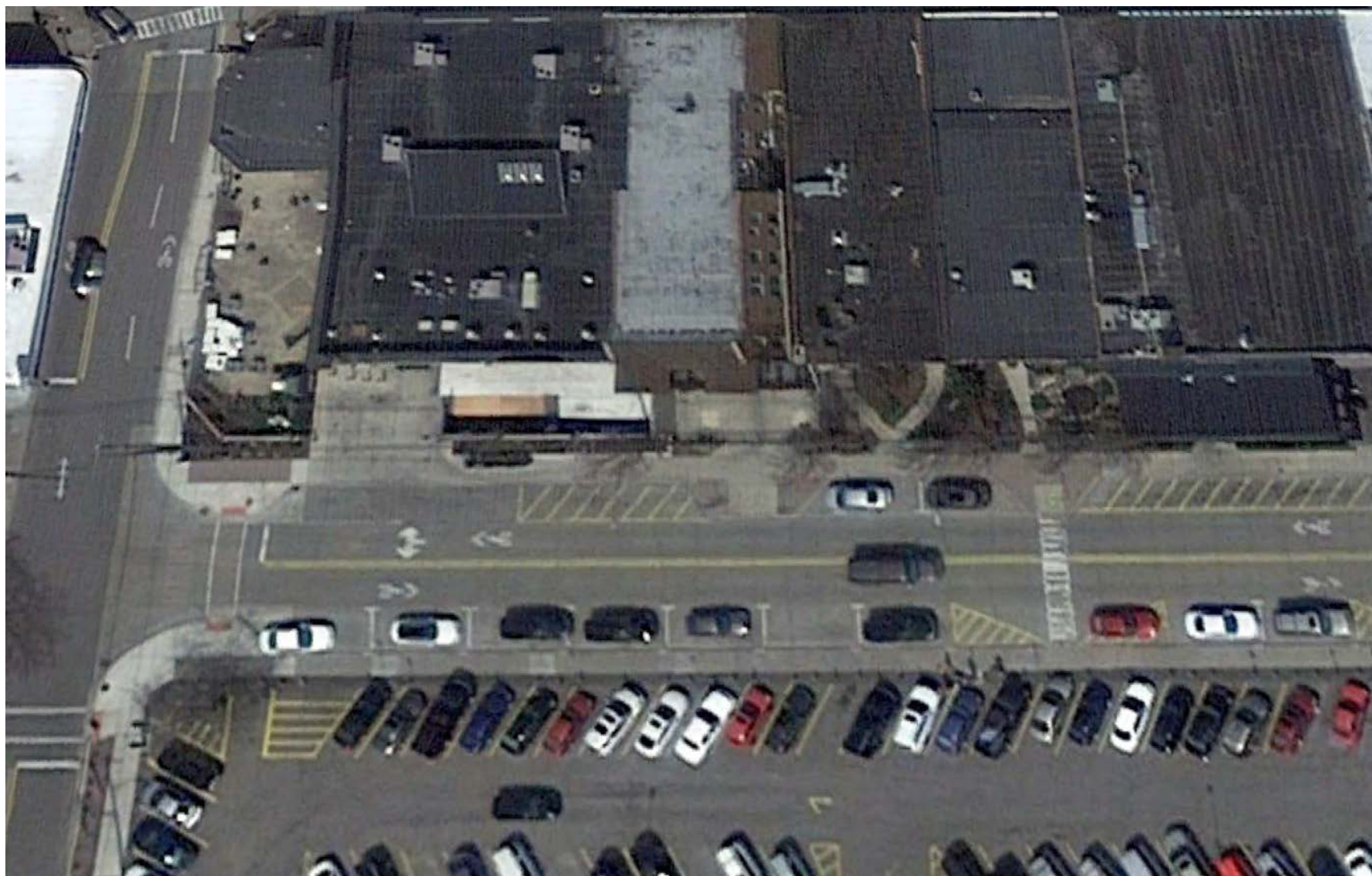
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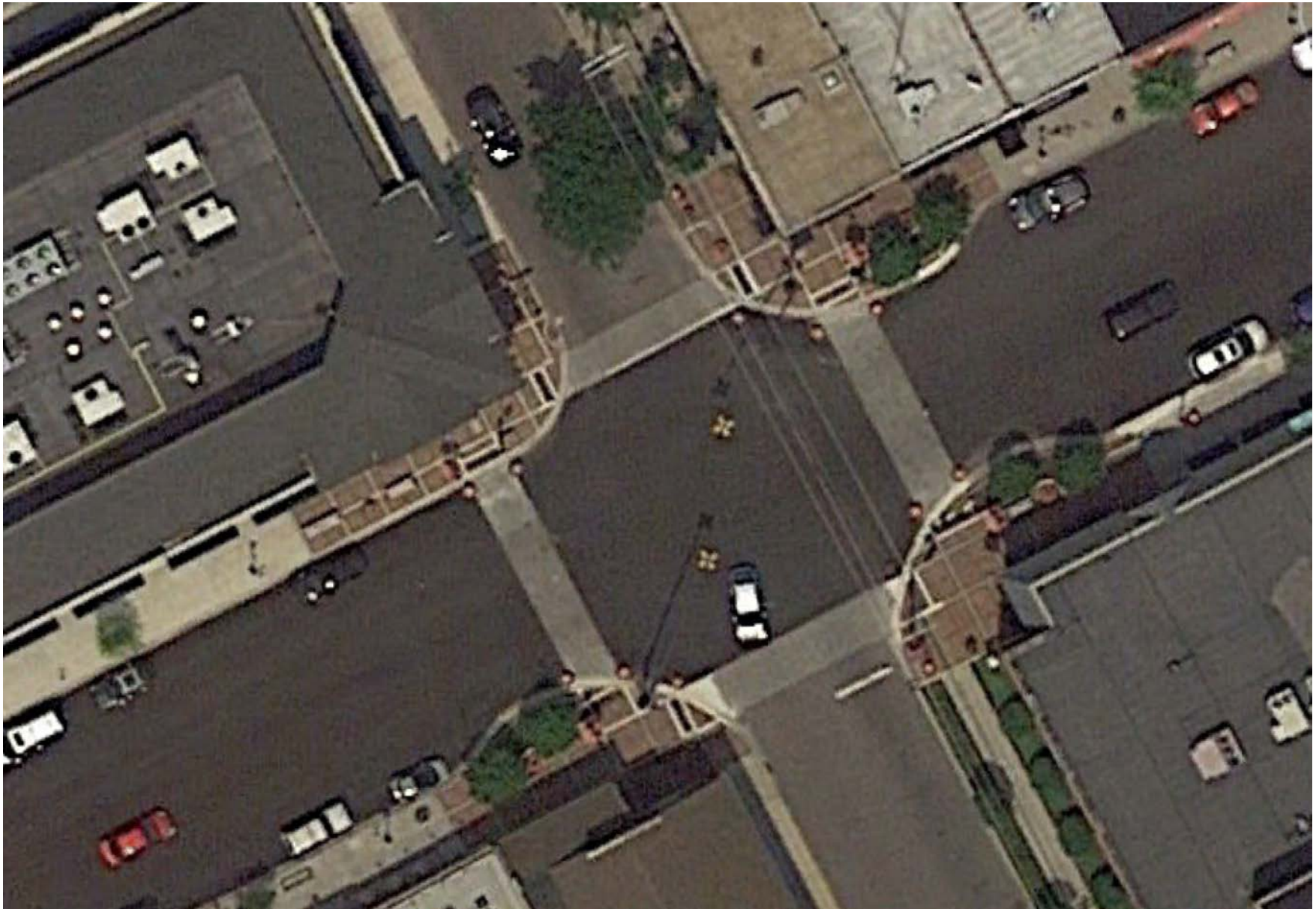
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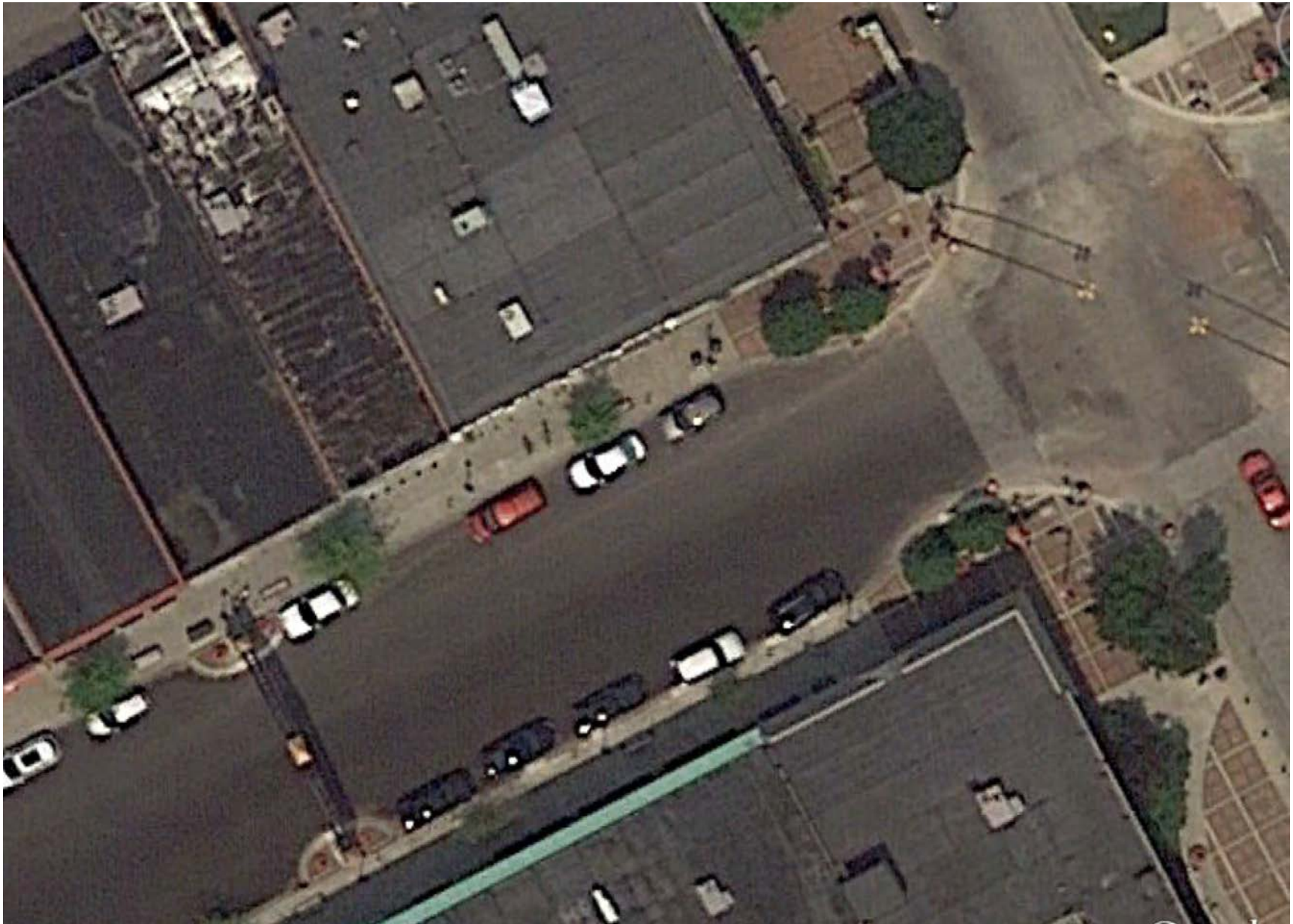
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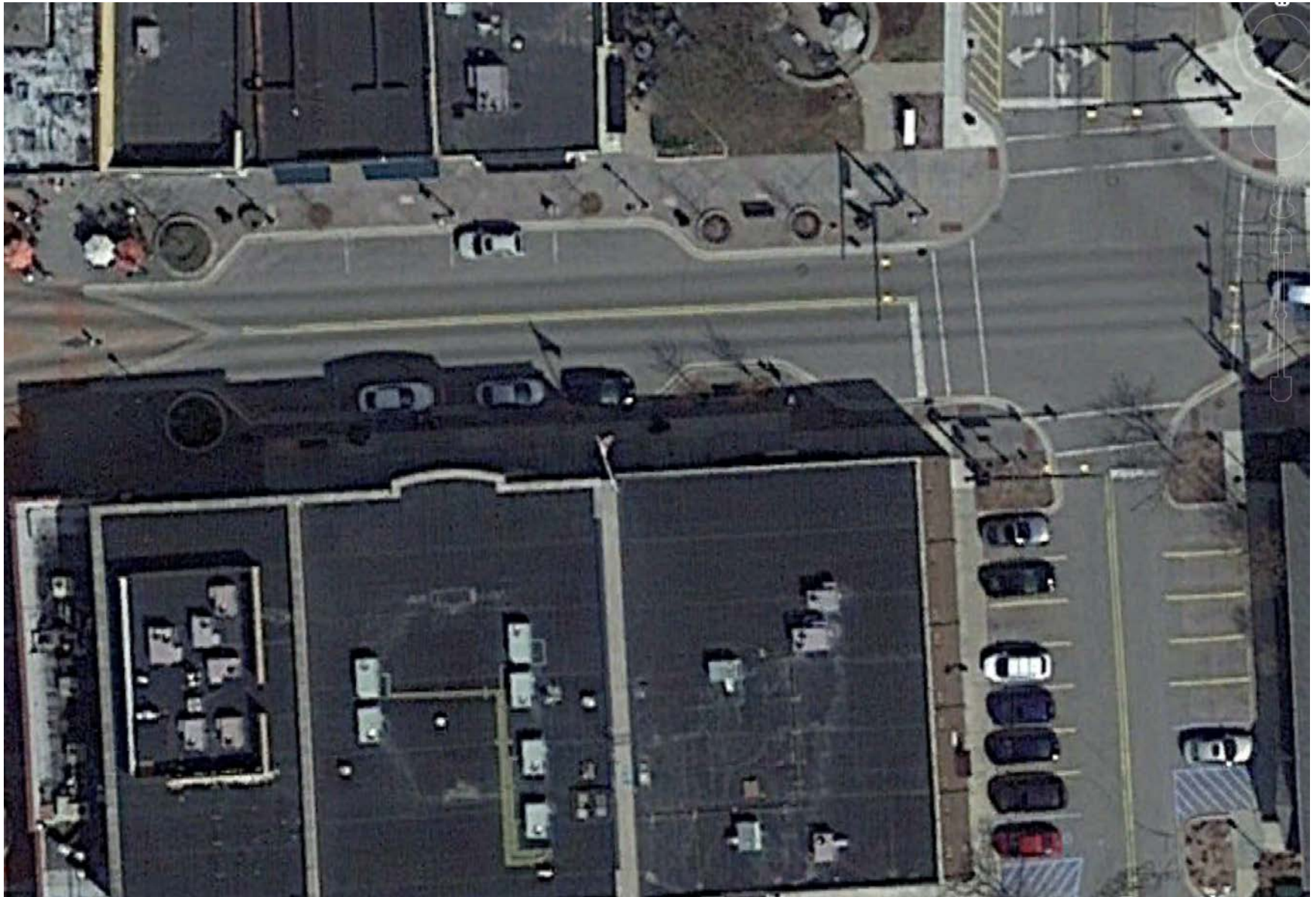
Ferndale – 3



Grosse Pointe – 1



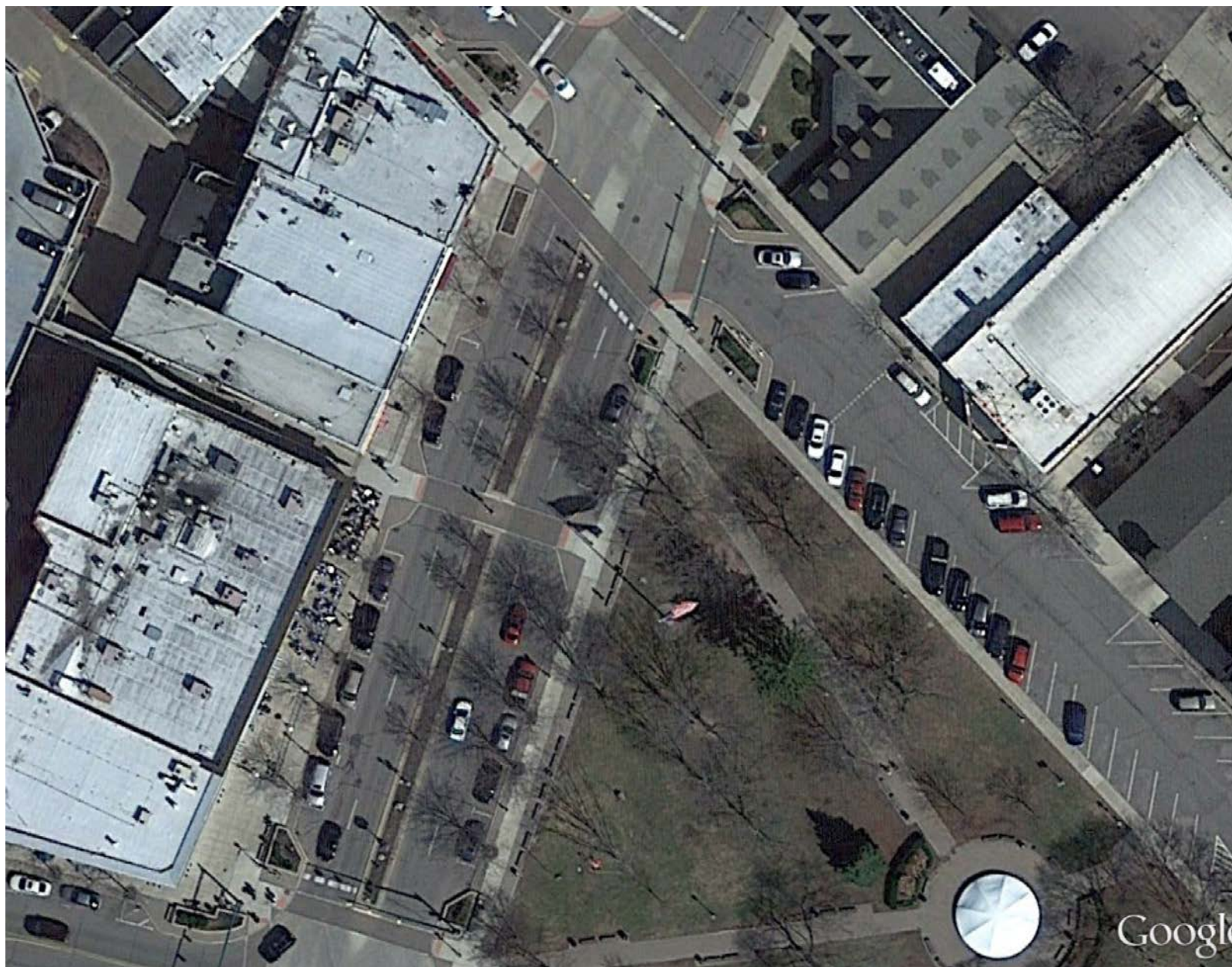
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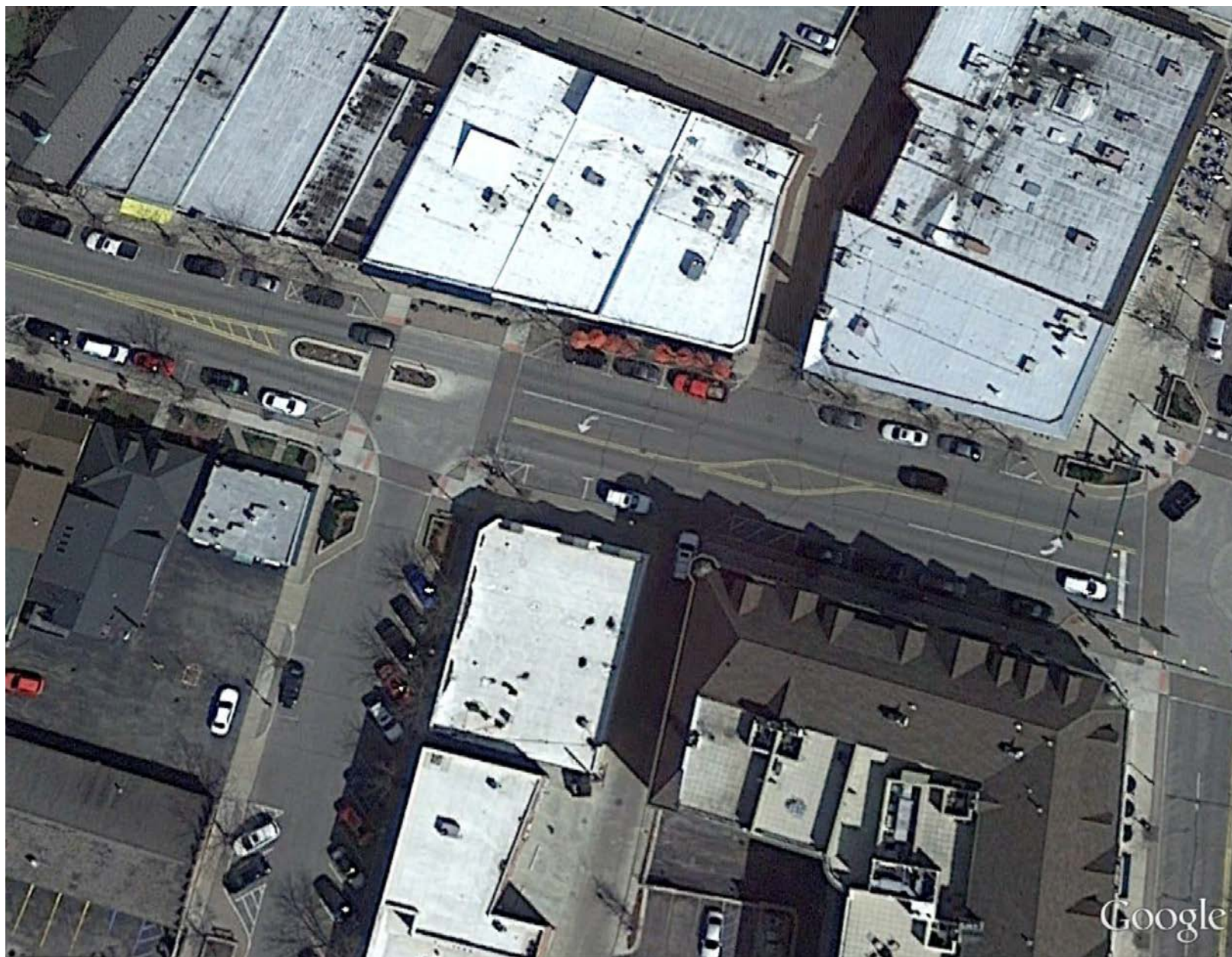
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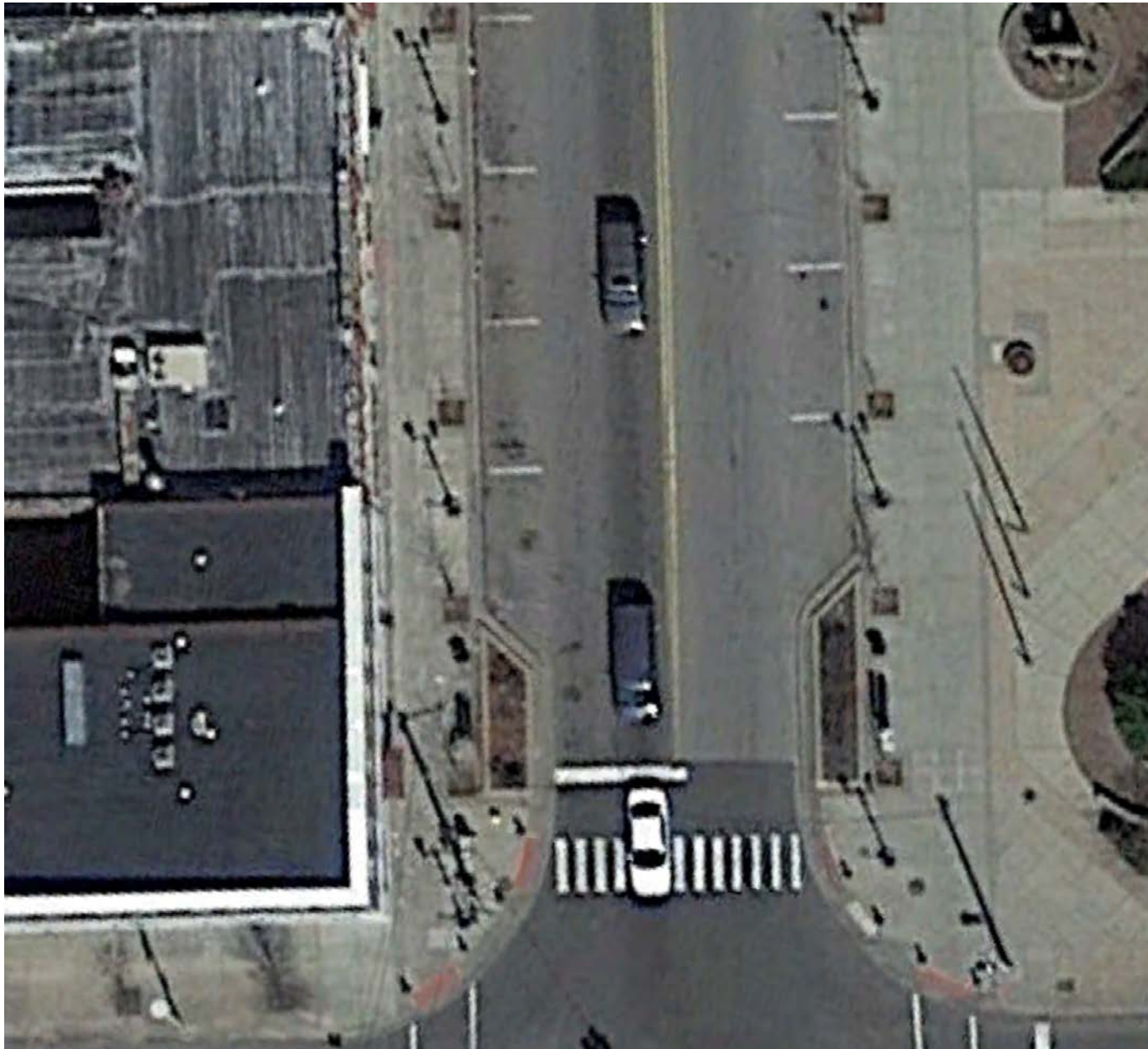
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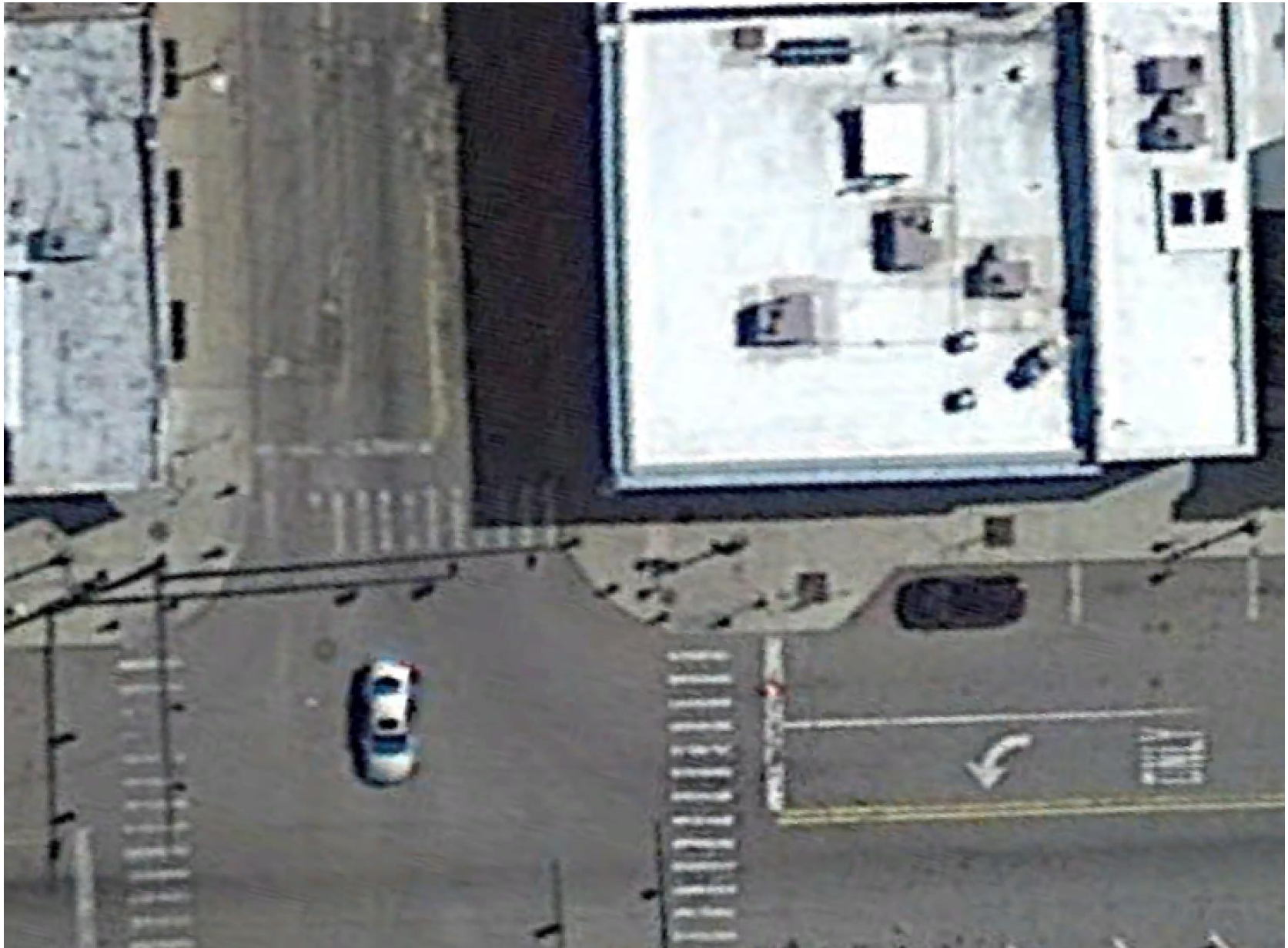
Plymouth – 1



Plymouth – 2



Pontiac – 1



Pontiac – 2



Royal Oak – 1



MEMORANDUM

Engineering Dept.

DATE: March 8, 2016

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Hamilton Ave. Paving Project
Contract #3-16(P)
Bumpout Design

Hamilton Ave. between N. Old Woodward Ave. and Woodward Ave. will soon be reconstructed. The City Commission reviewed and approved a design for bumpouts on this project at their meeting of August 24, 2016 (after having been recommended by the Multi-Modal Transportation Board (MMTB)). Subsequent to that, the MMTB has held discussions and recommended an overall policy with regard to bumpout designs in general. (That final policy is now recommended for approval by the Commission under separate cover.) The policy is recommending that the standard size of a bumpout, in terms of how much it encroaches into the street width, would be six feet. The Hamilton Ave. project bumpouts were designed with a four foot encroachment, consistent with the size generally used on other City projects. Since the Hamilton Ave. project is poised to be built soon (with paving planned to start in late May), the Commission requested that the Hamilton Ave. bumpouts be considered for redesign at this time.

Simple truck turning radii sketches (similar to those prepared for the Commission initially) were prepared and reviewed by the MMTB at their meeting of February 11. Those sketches are now attached. Staff made the following notes to the MMTB at that time:

1. The high priority turning movements in the Ferndale St. intersection remain passable with the larger bumpouts.
2. The turning movements in the Park St. intersection were already difficult with the four foot bumpouts. However, given the truck traffic patterns in the area, trucks should not be attempting to make these turns on a regular basis.
3. The southbound Woodward Ave. right-turn movement on to Hamilton Ave. was passable with a four foot encroachment. It becomes impossible to make with the six foot design now being considered. Given the higher speeds on Woodward Ave., and the frequency in which trucks would make this turn, we do not recommend reducing this bumpout further than what was designed before, as it will increase the probability of rear end accidents on Woodward Ave. Given that MDOT must also approve this change, it is not clear that they would be willing to do so.

At the end of the discussion, the MMTB passed the following motion:

To recommend to the City Commission that all bumpouts (curb extensions) on the upcoming Hamilton Ave. Paving Project be redesigned from 4 ft. to 6 ft. wide, except that those bumpouts that influence the Woodward Ave. intersection shall remain at 4 ft.

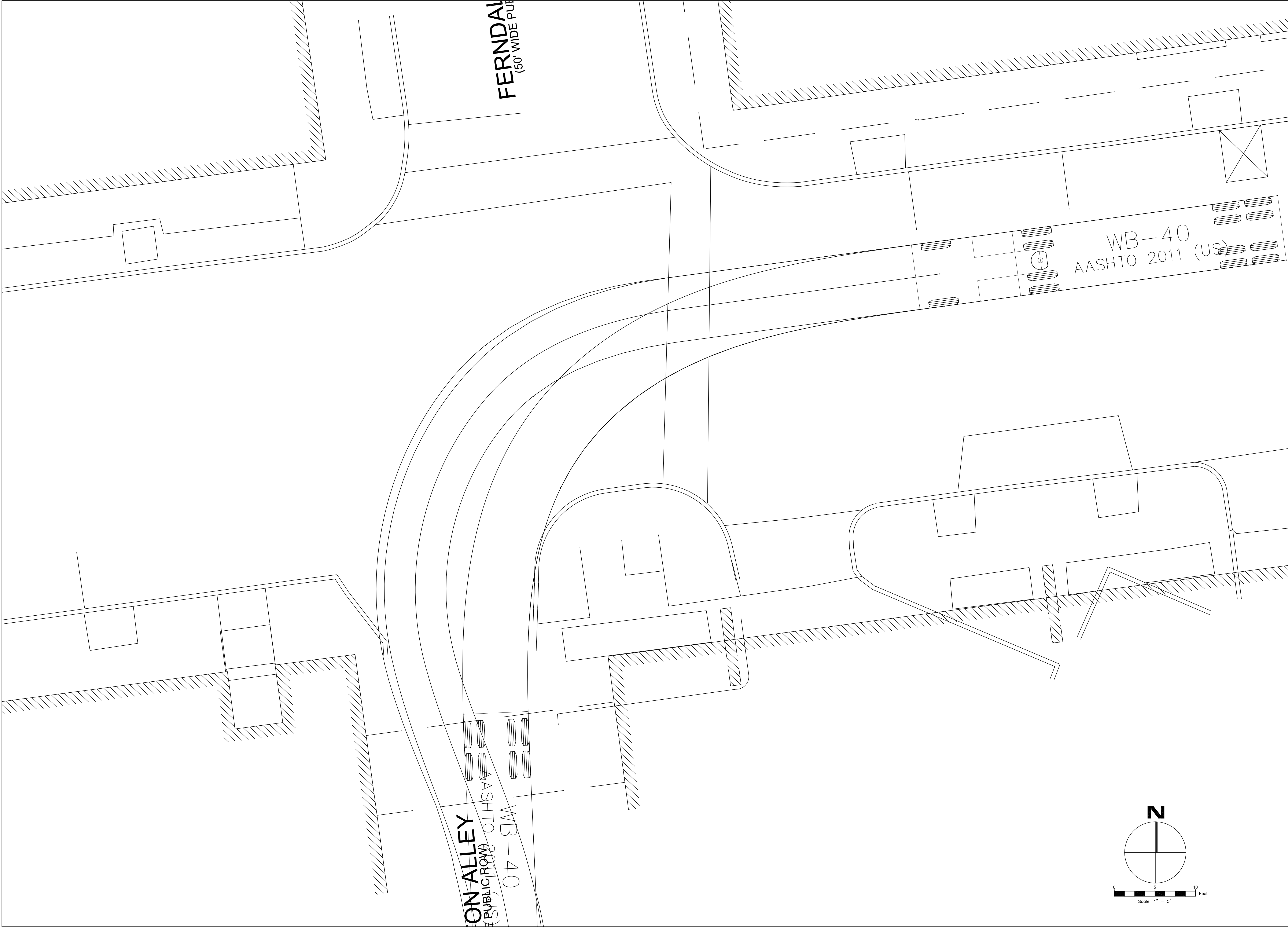
At the time the Commission requested that the Hamilton Ave. design be reconsidered, questions were raised about the additional costs involved to make this change at this time. We do not foresee any additional costs being incurred on the construction phase of the project. The grading plan for the street will have to be reworked, however. Our consulting engineer is proposing an additional fee of \$2,000 to redesign the grades in these areas.

Also in the recent past, the Commission has requested that the unique traffic pattern present in the Hamilton Ave. & Park St. intersection be reconsidered at this time, since it is being reconstructed. Traffic counts have been taken for this intersection, and it is currently being prepared for review by the Multi-Modal Transportation Board at their April meeting.

Relative to the Hamilton Ave. bumpouts, a suggested resolution is provided below:

SUGGESTED RESOLUTION:

To accept the recommendation of the Multi-Modal Transportation Board, and direct the Engineering Dept. to have the Hamilton Ave. pavement design revised to reflect a six foot encroachment for the bumpouts on the project, except for those located at the Woodward Ave. intersection, which will remain unchanged. The additional costs, estimated at \$2,000, shall be charged to account number 203-449.001-981.0100.



**FLEIS & VANDENBERG**
DESIGN. BUILD. OPERATE.

27725 Stensbury Blvd, Suite #150
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079

REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

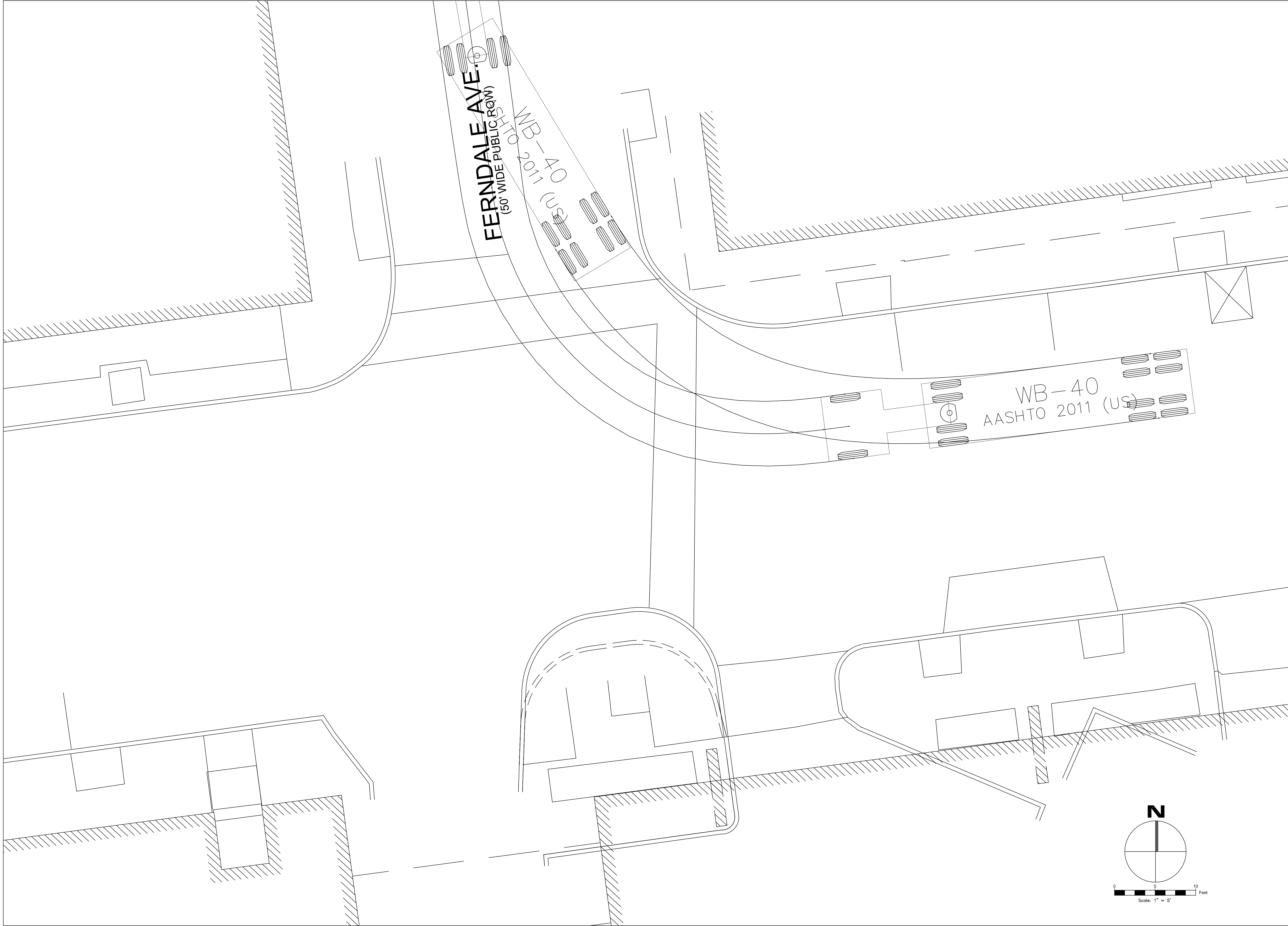
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CKS:SR

CHECK BY:

DRAWING INFORMATION:

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CONSTRUCTION**

F&V PROJECT NO.



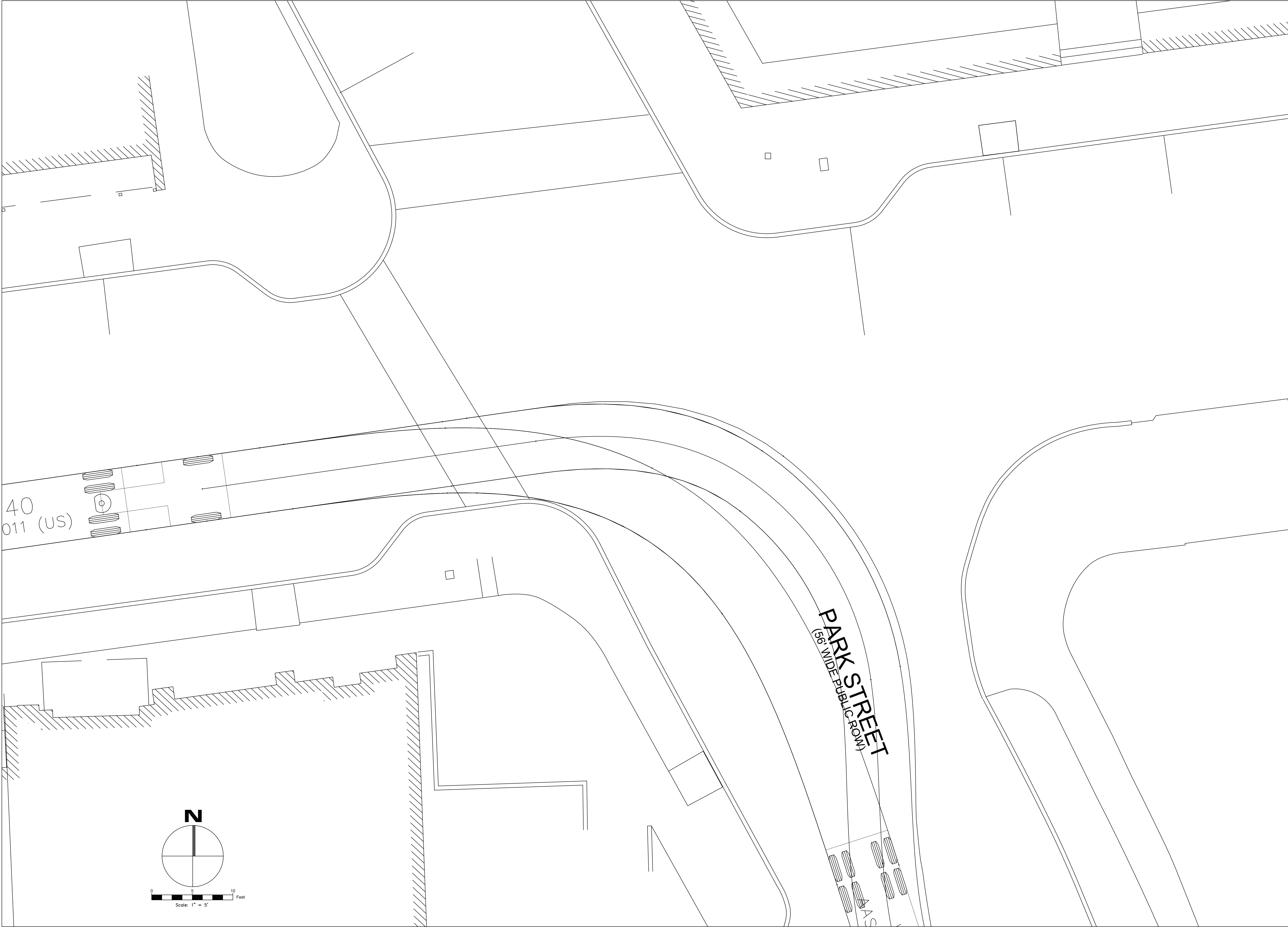
REVISION:


CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

DESIGN TEAM:
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REVISION:

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BIRMINGHAM, MICHIGAN
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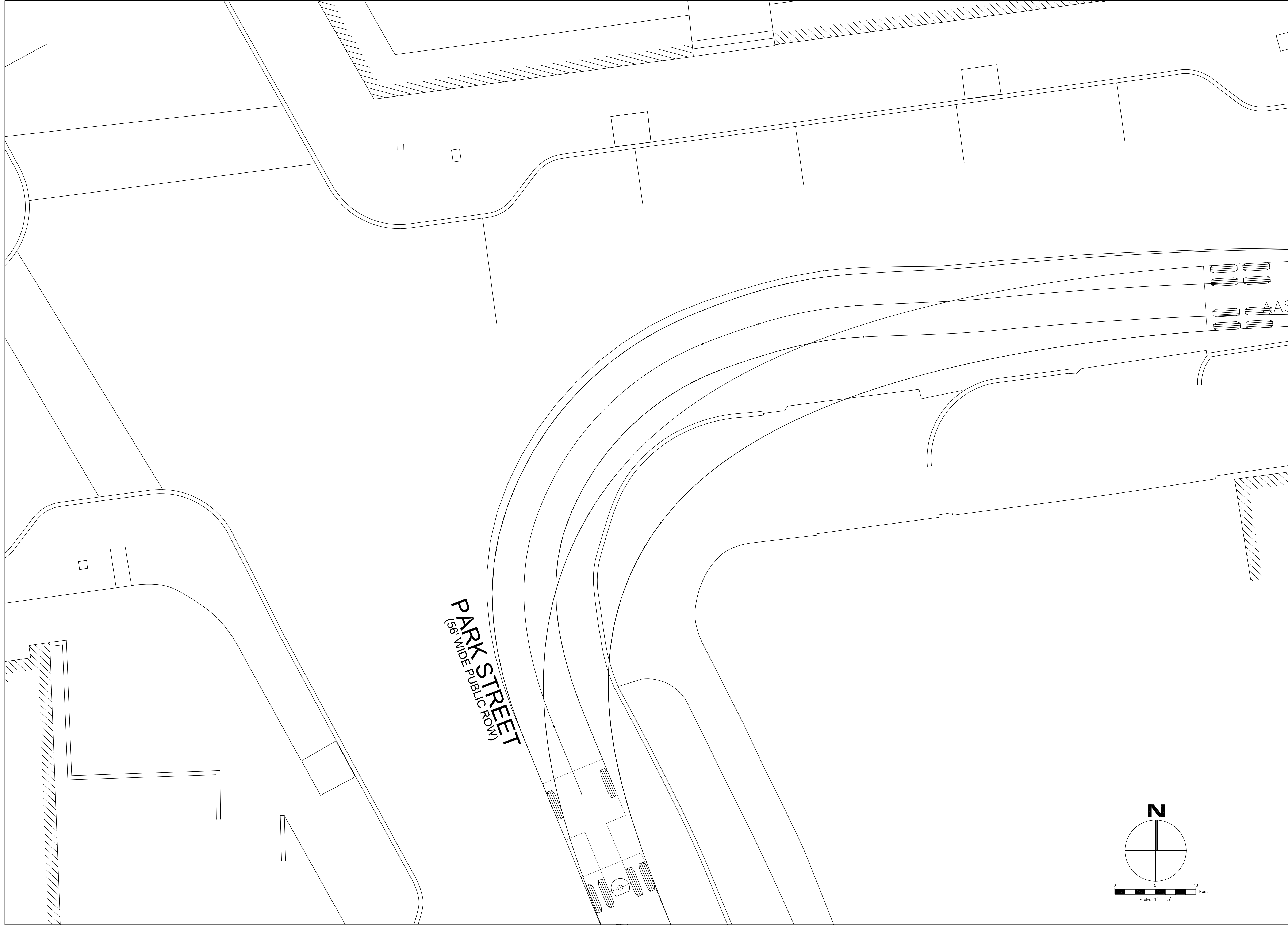
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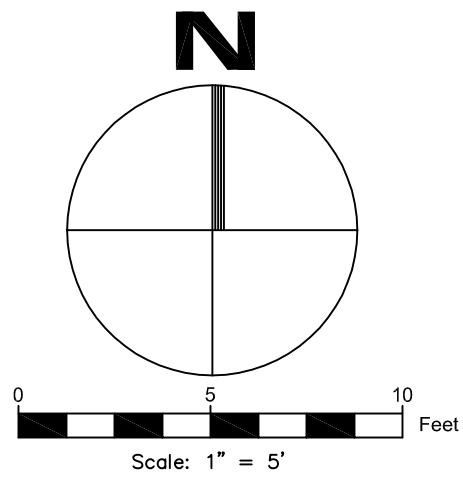
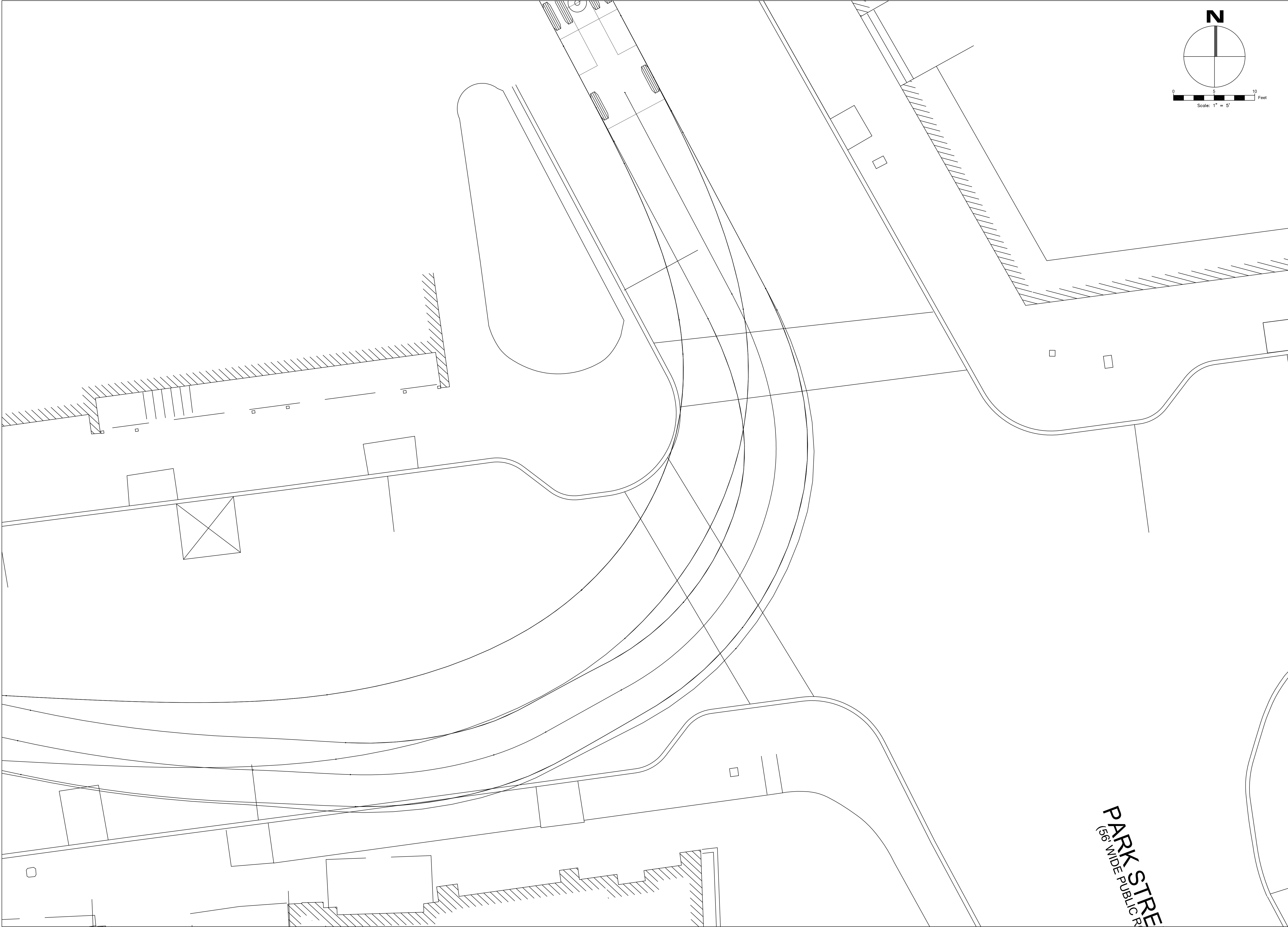
DESIGN TEAM:
CKS:SR

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DRAWING INFORMATION:

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CONSTRUCTION**

F&V PROJECT NO.



27725 Stensbury Blvd, Suite #150
Farmington Hills, MI 48334
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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

DESIGN TEAM:
CKS:SR

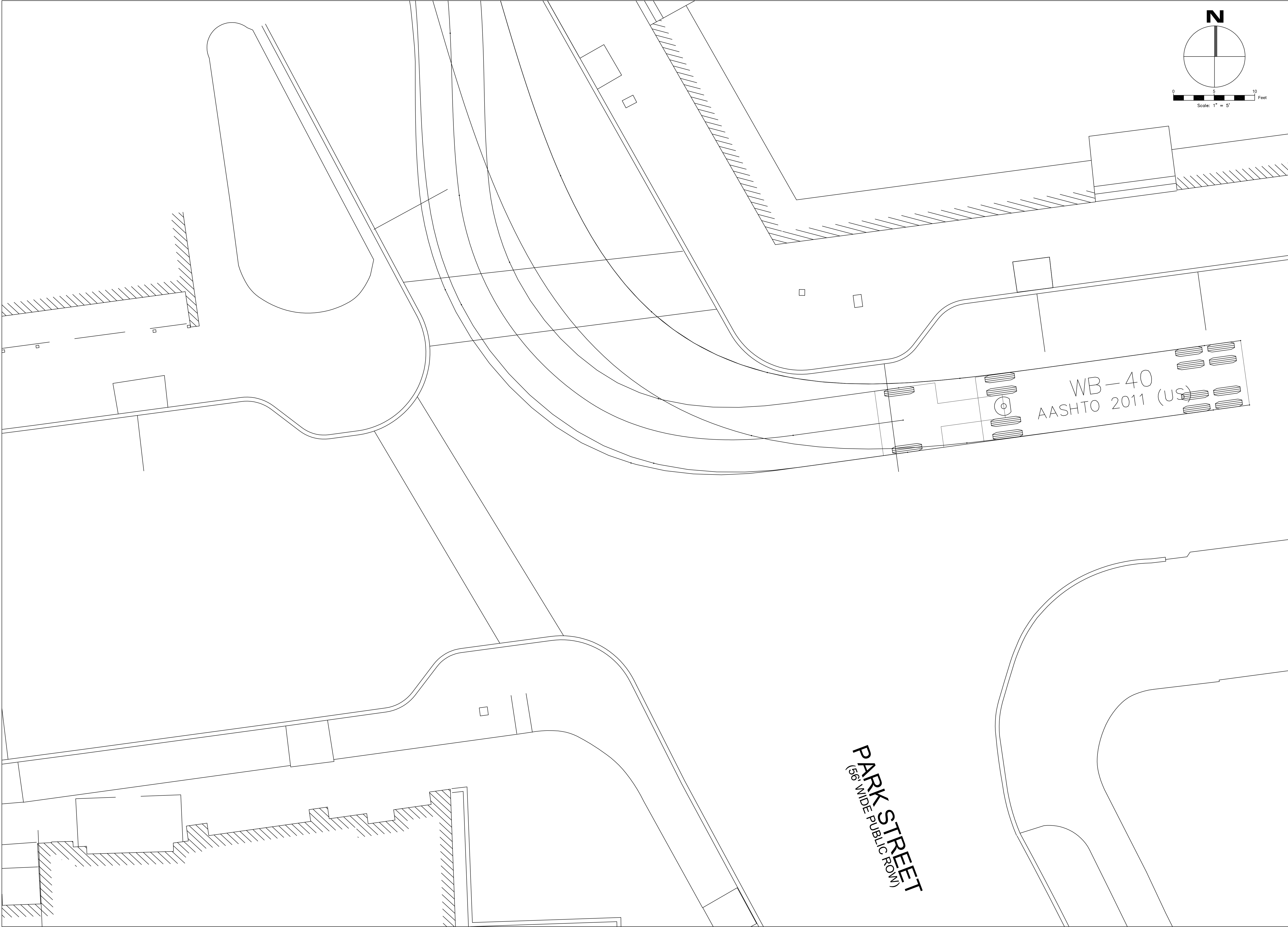
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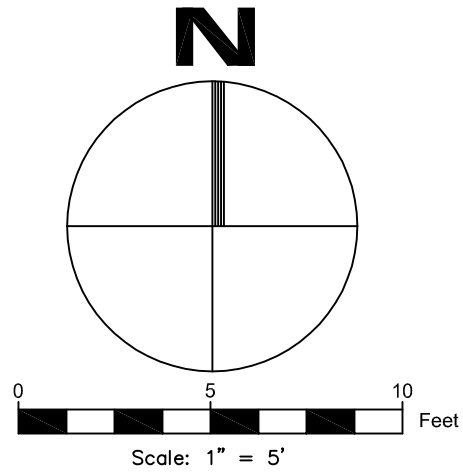
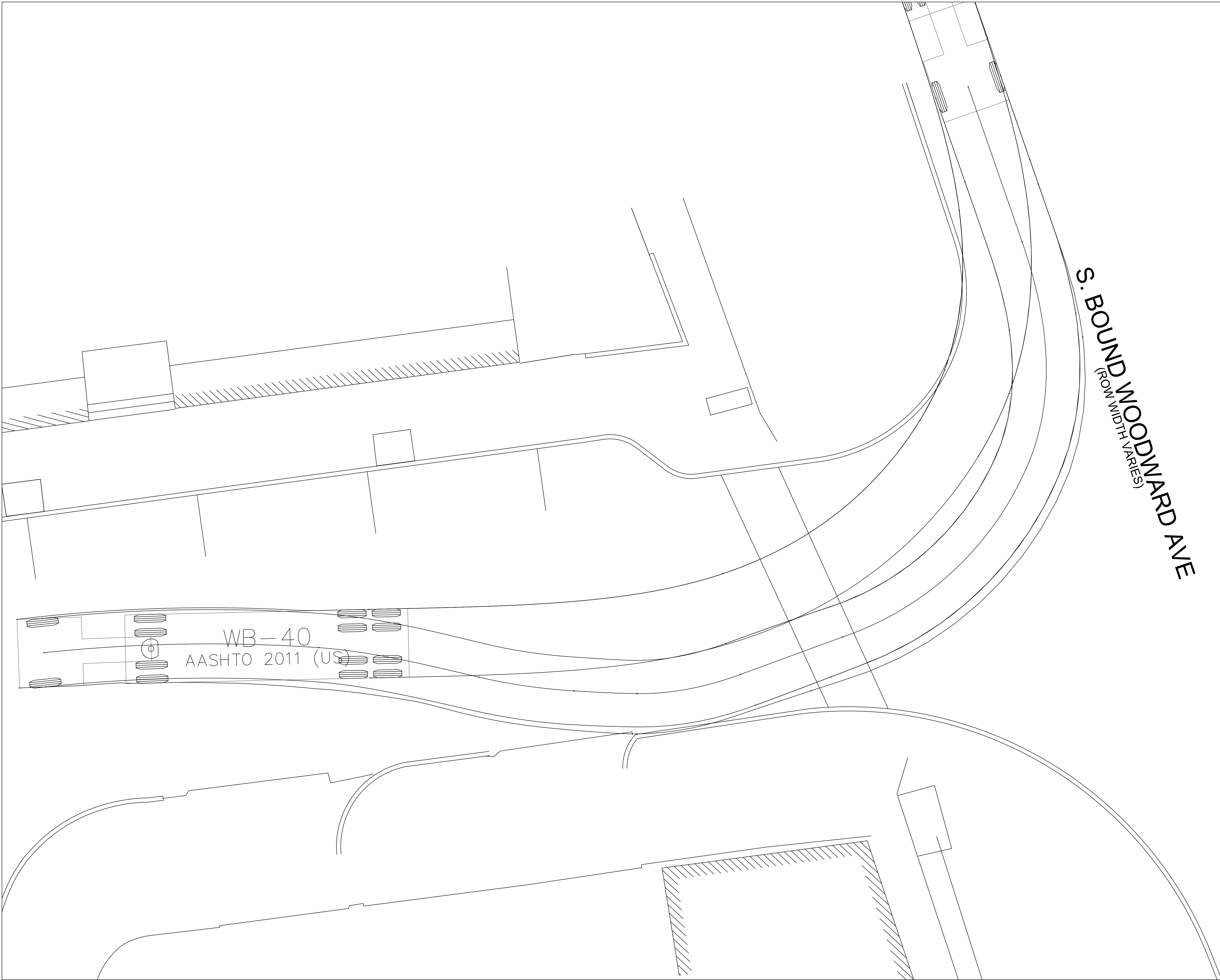
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CONSTRUCTION**

F&V PROJECT NO.

PARK STREET
(66' WIDE PUBLIC R





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P: 248.536.0080
F: 248.536.0079

REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

DESIGN TEAM:
CKS:SR

CHECK BY:

DRAWING INFORMATION:

**NOT FOR
CONSTRUCTION**

F&V PROJECT NO.



MEMORANDUM

Engineering Dept.

DATE: September 29, 2015

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: 2016 City Street Projects
MMTB Recommendations
Response to Commissioner Comments

At the meeting of August 24, 2015, I presented the Multi-Modal Transportation Board recommendations for the remaining 2016 City street projects to the City Commission. The approved minutes from that portion of the meeting are attached. Comments raised at the meeting require further review and comment, which follow below.

Hamilton Ave. – Old Woodward Ave. to Woodward Ave.

The MMTB recommendations to install bumpouts at various locations on the above project was approved by the Commission. The bumpouts were presented on the conceptual drawings at 4 feet wide, or half the width of the proposed parking lanes. A question was raised about why the bumpouts are repeatedly proposed at this size, rather than the full width of the parking lane, as is sometimes done in other cities. The following is our response.

On downtown City streets, parking lanes provide an opportunity to build a curb extension, or bumpout, toward the center of the road to reduce the distance that pedestrians need to walk in the street, exposed to traffic. The bumpouts make the environment more pedestrian friendly, and help reduce the average speed of motor vehicles in the area. Bumpouts have drawbacks that include increased storm sewer costs (to accommodate more complex drainage patterns), more time consuming maintenance efforts such as street sweeping and snow removal, and less space for turning larger vehicles.

When bumpouts were first being implemented in Birmingham, there was no standard guidelines on how to design them. City Engineer Dennis Dembiec and I made an internal policy that included:

1. The bumpout shall be located so that it reduces the crosswalk length, and not extended away from the intersection so far that it begins to compromise adjacent parking spaces.
2. The bumpout shall be a standard of 4 feet in width (that is, a four foot encroachment into the street) as a fair compromise between the needs of the pedestrians, and the needs of all others using the road, such as motorists, bicyclists, delivery trucks, and emergency vehicles. On narrow streets, the 4 foot width should be reduced if it restricts the turning movement of commonly used trucks.

3. The bumpout shall be tapered back into the adjacent curb line at a 45° angle to simplify street sweeping, hopefully reducing or eliminating any street surfaces that cannot be reached by the mechanical sweeper.

All of the bumpouts constructed in the downtown area have been built to this 4 ft. standard (or less where travel lanes or turning movements would be routinely obstructed). We have always felt that providing an extra four feet of road surface beyond the minimum lane width is imperative. It provides a factor of safety for bad weather conditions, errant drivers, extra wide vehicles, times when a portion of the road has to be closed for utility or road repairs, snow emergencies, bicyclists, etc. Although the bumpouts adjacent to angled parking on Martin St. may appear to be the full width of the parking lane, they too have this factor of safety in the design. Angled parking lanes actually have an additional four feet of space between the travel lane and the parked cars so that vehicles exiting parking spaces can pull out partially before entering the traffic lane. This same four feet is kept clear in the area of the bumpout as well.

Applying this question specifically to the Hamilton Ave. project, 8 ft. wide bumpouts were added to the conceptual drawings attached, and then tested with the truck turning movements shown. The truck template used is not the largest 50 ft. long semi trailer type vehicle that is considered legal on these streets. For this exercise, we used the shorter 40 ft. semi trailer that is much more commonly used for deliveries to the businesses in the immediate area. As shown on the plans, the majority of the turns cannot be made unless the trailer is driven over the curb or driven into oncoming traffic. Neither situation is appropriate. The smaller 4 ft. wide bumpouts are shown with a dashed line. The majority of these fair better, although they also force these largest trucks to either drive over the curb or into oncoming traffic, only to a lesser extent.

The Engineering Dept. deviated from the above standard on the 2014 Lincoln Ave. resurfacing project, where numerous new bumpouts were installed. The original Multi-Modal committee that oversaw the design of this project directed the extreme width of the bumpouts, which resulted in no factor of safety in many cases, particularly for through Lincoln Ave. traffic. Our office recommends that the Lincoln Ave. design be considered a deviation, and that we return to the design standards that have been used on other City projects.

Since the resolution passed by the Commission does not specify a change in the width of the bumpouts, we plan to proceed as presented in the plans (as recommended by the MMTB), unless further direction is provided by the Commission.

Crosswalk at the Haynes St. & Torry St. Intersection

During the meeting of August 24, 2015, I presented the MMTB recommendation of installing a new crosswalk in front of 1601 Haynes St., and leaving the existing ramp on the north side of the street (for the use of bicyclists). The recommendation was based on an opinion from our traffic engineer (Mike Labadie, of F&V) stating that the long diagonal crosswalk that is present in the intersection today should be reduced in length by making it perpendicular to the street.

At the meeting, the City Commission passed the following resolution, in part:

"Haynes St. and Torry St. intersection – A new handicap ramp shall be installed in the northeast section of the intersection (in front of 1601 Haynes St.), and the pavement markings for the

crosswalk shall be removed and relocated to match the new and existing ramps at the east leg of the intersection.”

Sensing that this resolution was problematic, our office asked F&V for an opinion. F&V prepared the attached letter, with aerial photographs of the first proposal (recommended), and the proposal as directed by the City Commission. For safety, and reduced liability in the event of an incident, we feel it is important that street designs conform to the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

The MMUTCD makes reference to the fact that crosswalk pavement markings help guide those with poor eyesight to understand where the handicap ramps are at the end of the crossing. An overly wide crosswalk that directs people into two different ramps, a private driveway, and the grass in between is in conflict with the directives of the MMUTCD. Second, the purpose of installing the second ramp was to eliminate the diagonal markings. While pedestrians may choose to go this direct route, the City should not officially encourage this behavior. By removing the diagonal crosswalk, the City is indicating to the public that it is recommended that they cross the street using the shortest path possible.

Our office does not recommend proceeding as directed. A suggested resolution is provided below:

SUGGESTED RESOLUTION:

To accept the recommendation of the Multi-Modal Transportation Board with respect to the Haynes St. & Torry St. intersection, in accordance with the Master Plan, to install a new handicap ramp in the northeast section of the intersection (in front of 1601 Haynes St.), and to remove the pavement markings for the crosswalk to match the new and existing ramps at the east leg of the intersection.

08-184-15**ORDINANCE AMENDMENT – CHAPTER 74
OFFENSES AGAINST PUBLIC SAFETY**

Police Chief Studt explained that the proposed ordinance amendment is to be consistent with state law.

MOTION: Motion by McDaniel, seconded by Rinschler:

To adopt an ordinance amending Chapter 74, Offenses, Article VI, Offenses Against Public Safety, Division 2- Weapons.

VOTE: Yeas, 6
Nays, None
Absent, 1 (Moore)

Commissioner Moore returned at 10:43 PM.

08-185-15**MULTI-MODAL TRANSPORTATION BOARD RECOMMENDATIONS
2016 PAVING PROJECTS**

City Engineer O'Meara presented the recommendations from the Multi-Modal Transportation Board. He explained that the recommendations include bump-outs on Brown at Bates, Henrietta, Pierce and South Old Woodward and would be included in the future as projects develop in those areas. The Board also recommended sharrows as part of the project next year.

He stated that the Board looked at the Hamilton and Park Street project and recommended that this improvement be postponed because the intersection of North Old Woodward would be reconstructed in 2018. He explained that Ferndale is narrow and difficult for the truck turning radius. He noted that the Board recommended rebuilding it as it is today as there is a bump out on the southside. The Board is also recommending bump outs at Park Street and Hamilton and Woodward and Hamilton. He noted that there would be three new parking places on the northside. At Torry Street, there is currently a side yard easement that extends the sidewalk north to Bowers Street and recommending that it be shortened with a new crosswalk to reduce the amount of time pedestrians are in the road.

Commissioner Nickita commented that the connection between the passageway to passageway should be direct. He suggested that other options be considered such as a wider crosswalk. Commissioner Nickita expressed concern with the size of the bump outs.

MOTION: Motion by Rinschler, seconded by McDaniel:

To accept the recommendations of the Multi-Modal Transportation Board with respect to 2016 paving projects planned by the City of Birmingham, in accordance with the Master Plan, as follows:

1. Brown St. – Sharrows shall be painted on all segments of Brown St. from Southfield Rd. to Woodward Ave. Crosswalk bumpouts shall be installed as a part of future projects at the intersections of Brown St., Henrietta St., Pierce St., and S. Old Woodward Ave.
2. Hamilton Ave./Park St. – Crosswalk bumpouts shall be installed at the intersections of N. Old Woodward Ave., Ferndale St., Park St., and Woodward Ave. Three additional metered parking spaces shall be installed on the north side

of Hamilton Ave., between Park St. and Woodward Ave. The south side sidewalk shall be widened on the block between Park St. and Woodward Ave. to enhance the streetscape.

3. Haynes St. & Torry St. intersection – A new handicap ramp shall be installed in the northeast section of the intersection (in front of 1601 Haynes St.), and the pavement markings for the crosswalk shall be removed and relocated to match the new and existing ramps at the east leg of the intersection.

VOTE: Yeas, 7
Nays, None
Absent, None

**08-186-15 CLOSED SESSION REQUEST
LAND ACQUISITION**

MOTION: Motion by Nick, seconded by McDaniel:

To meet in closed session to discuss land acquisition pursuant to Section 8(d) of the Open Meetings Act.

ROLL CALL VOTE:	Yeas,	Mayor Pro Tem Hoff Commissioner McDaniel Commissioner Moore Commissioner Nickita Commissioner Rinschler Commissioner Dilgard Mayor Sherman
	Nays,	None
	Absent,	None
	Abstentions,	None

VII. REMOVED FROM CONSENT AGENDA

VIII. COMMUNICATIONS

IX. OPEN TO THE PUBLIC FOR MATTERS NOT ON THE AGENDA

X. REPORTS

08-187-15 COMMISSIONER REPORTS

The Commission intends to appoint a member to the Museum Board on September 21, 2015.

08-188-15 COMMISSIONER COMMENTS

Commissioner McDaniel expressed concern with the tree trimming done by DTE on Greenwood and suggested another letter is in order. City Manager Valentine stated that the issue on Greenwood was more of a trimming, than a clear cutting issue. The challenge being that the Michigan Public Service Commission (MPSC) which oversees DTE is the one who directed them to enhance their reliability and service provided in the neighborhoods which is what they are doing. To challenge that issue would put the City at odds with the directive put forward by the MPSC. This was not part of the ground to sky program.



MEMORANDUM

Engineering Dept.

DATE: August 14, 2015

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Multi-Modal Transportation Board
2016 Paving Projects
Review and Recommendations

As you know, for several months, the Multi-Modal Transportation Board (MMTB) spent extensive time and effort on the City's largest 2016 paving project, W. Maple Rd. At the meeting of August 6, 2015, the Board reviewed the other street projects currently planned for next year. The projects that were reviewed were as follows:

W. Brown St. – Southfield Rd. to Chester St.
Hamilton Ave. – N. Old Woodward Ave. to Woodward Ave.
Park St – Hamilton Ave. to E. Maple Rd.
Webster Ave. – S. Adams Rd. to S. Eton Rd.
Torry St. – Haynes Ave. to Webster Ave.

The report as prepared by the Engineering Dept. is attached for your reference.

The MMTB agreed with the staff recommendations except for the following:

1. The southeast corner of N. Old Woodward Ave. and Hamilton Ave. was reconstructed to current Americans with Disabilities Act (ADA) standards in 2014 as part of our routine sidewalk repair program. The attached preliminary plan prepared by the Engineering Dept. recommended that this corner be replaced next year to include a pedestrian bumpout toward Hamilton Ave. to match the one built previously on the northeast corner. It was noted that the N. Old Woodward Ave. intersection is planned for complete reconstruction in 2018, and that the final proposed width of the street has not yet been determined. It appears likely that this corner will have to be reconstructed in 2018 as a part of that project. The Board saw value in reducing the length of the crosswalk toward Hamilton Ave. as proposed. However, since the ramp is in good condition, and since it will need to be reconfigured again in 2018, the MMTB recommended that this ramp be left as is until it can be reconstructed in its final form in 2018.
2. The MMTB discussed the tight truck turning radii at the intersection of Hamilton Ave. and Ferndale St. Ferndale St. acts as an important route for trucks heading to loading zones in this part of downtown. Yet, the pavement is relatively narrow for a downtown street, due to its narrow 50 ft. wide right-of-way. As currently built, trucks cannot make the right turn at this corner without interfering with southbound Ferndale St. traffic.

Constructing a full bumpout at these corners would compound this problem. The suggested bumpout as designed on the conceptual plan for the northeast corner of Hamilton Ave. and Ferndale St. did not actually reduce the length of the pedestrian path in the street for either direction, although it provided some protection for those waiting to cross from eastbound traffic. The MMTB discussed the value of this design as compared to leaving it in its current conventional format. They concluded that it would be best to leave the corner as it is currently constructed.

When reviewing the attachments, it should be noted that only the west end of Brown St. (west of Chester St.) is being reconstructed in 2016. Other than Sharrows, no enhancements were recommended for this segment in the Multi-Modal Master Plan. Since lots of other pedestrian enhancements are recommended on other parts of the Brown St. corridor, our consultant F&V put together some conceptual drawings of the other locations of interest, for review. None of this work is planned now, other than installing Sharrows throughout the corridor.

Finally, the existing crosswalk at the corner of Haynes Ave. and Torry St. is excessively long. The proposal as recommended will remove this problem but still leave the City-owned sideyard corridor that acts as an extension of Torry St. to the north a good passageway for bicyclists as well as pedestrians.

SUGGESTED RESOLUTION:

To accept the recommendations of the Multi-Modal Transportation Board with respect to 2016 paving projects planned by the City of Birmingham, in accordance with the Master Plan, as follows:

1. Brown St. – Sharrows shall be painted on all segments of Brown St. from Southfield Rd. to Woodward Ave. Crosswalk bumpouts shall be installed as a part of future projects at the intersections of Brown St., Henrietta St., Pierce St., and S. Old Woodward Ave.
2. Hamilton Ave./Park St. – Crosswalk bumpouts shall be installed at the intersections of N. Old Woodward Ave., Ferndale St., Park St., and Woodward Ave. Three additional metered parking spaces shall be installed on the north side of Hamilton Ave., between Park St. and Woodward Ave. The south side sidewalk shall be widened on the block between Park St. and Woodward Ave. to enhance the streetscape.
3. Haynes St. & Torry St. intersection – A new handicap ramp shall be installed in the northeast section of the intersection (in front of 1601 Haynes St.), and the pavement markings for the crosswalk shall be removed and relocated to match the new and existing ramps at the east leg of the intersection.

DRAFT

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, AUGUST 6, 2015
City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, August 6, 2015. Vice Chairperson Andy Lawson convened the meeting at 6:05 p.m.

A. ROLL CALL

Present: Chairperson Johanna Slanga (arrived at 6:14 p.m.); Board Members Vionna Adams, Stuart Bordman, Lara Edwards, Andy Lawson, Michael Surnow, Amanda Warner

Absent: Student Representatives Daniel Evans, Rebecca Mendel

Administration: Mark Clemence, Deputy Chief of Police
Scott Drewery, Police Dept.
Austin Fletcher, Asst. City Engineer
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

Also Present: Mike Labadie from Fleis & Vandenbrink ("F&V"),
Transportation Engineering Consultants

B. INTRODUCTIONS

Mr. Clemence introduced Commander Scott Drewery of the Police Dept. who will be taking his place on the MMTB.

C. REVIEW AGENDA

Mr. O'Meara noted that a matter involving S. Eton will be taken up towards the end of the meeting. Also Mr. Malcomb Hendy has requested time to speak regarding Northlawn.

D. APPROVAL OF MINUTES, MEETING OF MAY 7, 2015

Moved and seconded to approve the Minutes of July 9, 2015 as presented.

Motion carried, 6-0.

E. 2016 CITY STREET PROJECTS

Mr. O'Meara advised the Board needs to review the remaining City street projects that are planned, and finalize any multi-modal improvements that should be included in these projects. Following is a list of the other street reconstruction projects planned and budgeted for 2016:

W. Brown St. – Southfield Rd. to Chester St.

Hamilton Ave. – N. Old Woodward Ave. to Woodward Ave.

Park St. – Hamilton Ave. to E. Maple Rd.

Webster Ave. – S. Adams Rd. to S. Eton Rd.

Torry St. – Haynes Ave. to Webster Ave.

At this time Chairperson Slanga arrived and Vice-Chairperson Lawson handed the gavel over to her.

W. Brown St.

The segment of Brown St. between Southfield Rd. and Chester St. is the only one that still has its original pavement. A complete reconstruction of the 36 ft. wide street is planned. Since Brown St. is an important corridor that has lots of pedestrian activity, it was decided to consider the whole corridor at this time. Only the pavement west of Chester St. would actually be constructed in 2016.

The Brown St. corridor is highlighted in two respects in the Master Plan. First it is part of a Neighborhood Connector route for bikes, connecting Southfield Rd. at its west end with the Woodward Ave. and Forest St. intersection on its east end. Likely due to the high traffic and parking demand in this area, no bike lanes are suggested, but sharrows are recommended.

Second, the Master Plan suggests improved pedestrian crossings at four locations:

- Bates St.
- Henrietta St.
- Pierce St.
- Mid-block crossing at Pierce St. Parking Structure entrance.

As projects are planned in the area, bumpouts are recommended on the south corners of Bates St., Henrietta St., and Pierce St., and all four corners of S. Old Woodward Ave. Mr. Clemence added this is a huge improvement because the bumpouts will make people feel safer with the crossing distance being shortened.

Mr. O'Meara noted that a bumpout is not recommended at the Pierce St. Structure due to the high number of left turns, as that would interfere with traffic. She wondered if that may also be an issue at the intersection of Pierce St. He advised that it could be a potential issue. Since this is a Master Plan proposal, it

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would make sense to look at this question closer, and perhaps conduct counts, when the City is actually ready to make these improvements.

Hamilton Ave. and Park St.

The City has decided to move forward to implement the following changes. The work will be done on two phases.

1. The majority of the Park St. block will be rebuilt in 2016; however, the Maple Rd. intersection will be left as is. As a result, during the first year it will be left as a one-way street (northbound).
2. In 2017, this segment of Maple Rd. will be completely reconstructed. At that time, the Park St. intersection can be reconfigured to allow for two-way traffic. The traffic signal will remain as-is.

Bumpouts are recommended as follows:

- East leg of N. Old Woodward Ave. (with the south side matching what has already been built on the north side).
- Ferndale St., with particular emphasis on the existing crosswalk on the east leg of the intersection. (Ferndale St. acts as an important access to truck loading zones, and turning space is already inadequate for large vehicles at this intersection, therefore, the bumpout improvements on the north side are minimal.)
- At Park St., all four corners.
- At Woodward Ave.

Two other changes are proposed for the block of Hamilton Ave. between Park St. and Woodward Ave. On the north side, the plan will propose the installation of three new metered parking spaces. On the south side, the existing Hunter House driveway makes on-street parking on this short block impractical. As long as parking is not allowed, the street can be rebuilt narrower, which will enhance the sidewalk in this area. (Before this is finalized, discussions with the adjacent property owner should be held to confirm if they have any plans to remove this driveway when the property is redeveloped. If so, it may be appropriate to rebuild Hamilton Ave. at its current width, and allow the installation of more on-street metered parking in the future.)

As a part of the detailed design, it is also recommended that staff review the current bike parking areas that are provided, and if additional opportunities exist, to include those enhancements as a part of the final project.

Chairperson Slanga asked about the upcoming plans for N. Old Woodward Ave. in the area of Hamilton Ave. Mr. O'Meara noted that N. Old Woodward Ave. is planned for reconstruction in 2018. The work that is proposed now would not extend out into that intersection, since it is subject to change. It was also noted that the S.E. corner ramp has just been rebuilt in the last year or two, and meets current code requirements.

Chairperson Slanga suggested that since this corner would likely change again in 2018, she thought it would be best to leave it as-is for now, and rebuild it complete in 2018.

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The board discussed the design of the bumpout at the northeast corner of Ferndale St. Mr. O'Meara clarified that the bumpout as designed does not shorten the walking distance, but could give pedestrians some comfort because it extends out beyond the main sidewalk line. After debating the issue further, the board decided it would be best to delete this bumpout because, as Mr. Lawson pointed out, it doesn't really narrow the distance to cross the street.

Further, Ms. Warner noted it invites the public to use the bumpout instead of the marked crosswalk.

At 6:35 p.m. discussion regarding W. Brown St., Hamilton Ave., and Park St. was opened to the public.

Ms. Cecilia Ting, 1800 Northlawn, asked about the Brown St. bumpouts. She said she has noticed trucks go over the bumpout at Lincoln St. when they make a right turn. Therefore she feels the bumpout is too big. Mr. O'Meara indicated that the Brown St. bumpouts as proposed are smaller.

Webster Ave. and Torry St.

The Master Plan identifies Torry St. as part of a much larger Neighborhood Connector route, starting at Bowers St. and extending south to Woodward Ave. via Emmons Ave. Particular emphasis is suggested at the intersection of Haynes St. and Torry St. (installing ramps and high visibility markings). No improvements are suggested for Webster Ave.

Looking closer at the Haynes St. & Torry St. intersections, the following changes are recommended:

1. The existing marked crosswalk is at an awkward angle, and encourages pedestrians to take a longer path across Haynes St. than is necessary. The existing pedestrian markings should be removed. A new handicap ramp on the northeast section of the intersection (east of the driveway in front of 1601 Haynes St.) should be installed to line up with the ramp at the southeast corner of the intersection, and then a new, shorter marked crosswalk can be installed.
2. Since the sidewalk connector to Bowers St. is also part of a designated neighborhood connector (for bikes), it is recommended that this ramp be left as-is (without a marked crosswalk). The existing ramp will remain a benefit to bike riders using this intersection while heading north or south. In the winter the residents will help with shoveling the ramp.

No other changes are recommended.

Motion by Ms. Edwards

Seconded by Ms. Adams to move forward with the suggested recommendations 1, 2, and 3 as written by the city engineer. However, in no. 1, Brown St. becomes Bates St. In no. 2, eliminate the intersections of N. Old Woodward Ave. and N. side of Ferndale St. Add that N. Old Woodward

Ave. should be addressed when that intersection is rebuilt. The rest of the language to remain as-is:

- 1. Brown St. – Sharrows should be painted on all segments of Brown St. from Southfield Rd. to Woodward Ave. Crosswalk bumpouts shall be installed as a part of future projects at the intersections of Bates St., Henrietta St., Pierce St., and S. Old Woodward Ave.**
- 2. Hamilton Ave./Park St. – Crosswalk bumpouts shall be installed at the intersections of S. side of Ferndale St., Park St., and Woodward Ave. Three additional metered parking spaces shall be installed on the north side of Hamilton Ave., between Park St. and Woodward Ave.**
- 3. Haynes St. & Torry St. intersection – A new handicap ramp shall be installed in the northeast section of the intersection (in front of 1601 Haynes St.), and the pavement markings for the crosswalk shall be removed and relocated to match the new and existing ramps at the east leg of the intersection.**

Comments on the motion were opened up to members of the public but no one spoke.

Motion carried, 7-0.

VOICE VOTE

Yeas: Edwards, Adams, Bordman, Lawson, Slanga, Surnow. Warner

Nays: None

Absent: None

F. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA

Northlawn

Mr. Malcolm Hendy who lives on Northlawn said that his street is an unimproved road and it has seriously deteriorated. Traffic has increased and the residents believe it has become a dangerous road. The following traffic calming changes are suggested:

- Speed bumps;
- Stop signs;
- No left turn off Southfield Rd. and no right turn off Cranbrook at specific hours;
- No access by heavy trucks;
- Replace the stop signs on Pleasant and put one on Golfview to impede the traffic flow onto Northlawn;
- Solar fixed radar speed monitor on the west. end of Northlawn.

Mr. Clemence advised the stop signs were removed from the intersection at Pleasant and east bound and west bound on Northlawn because an 18 month

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study revealed the speed actually increased and the volume of traffic didn't change after the signs were installed.

Mr. Hendy said speeding is not of great concern to the residents; it is volume of traffic. Resurfacing the street and adding curbs and gutters will cost each resident approximately \$10 – \$15 thousand on an 80 ft. frontage. So their proposal this evening is to reinstate the stop signs at Pleasant and at Golfview.

Chairperson Slanga said this topic needs to be brought back for a more formal discussion on the stop signs as well as any update on the unimproved road.

Mr. Clemence noted that unfortunately neither of the two intersections on Northlawn at Pleasant and at Golfview meet the criteria necessary for stop signs to be installed. They met with the neighborhood association and suggested the residents should go to an improved road and add sidewalks. Obviously there is associated cost with that. The solar fixed radar speed monitor is ready to go but the Police Dept. wants to make sure that where they put it is acceptable to the residents.

Public comments were taken at 7:16 p.m.

Ms. Sharon Goodman, 1914 Northlawn, said people cut through because there is either zero or one stop sign on Northlawn. So, stop signs are needed at Pleasant and Golfview. That will decrease the volume of traffic because people will go down Lincoln because it is a better road.

Ms. Cecilia Ting said a stop sign at Northlawn and Pleasant would increase safety for the kids. Mr. Clemence noted the street is designed to handle 2,000 vehicles/day and the most recent study shows 1,500 vehicles/day go through there.

Mr. Labadie noted that stop signs are intended for assigning right-of-way.

S. Eton

Mr. O'Meara explained he was prepared to take all of the recommendations regarding S. Eton that were talked about at the last meeting to the City Commission. At that meeting Mr. Labadie had suggested perhaps they should acknowledge the American Assoc. of State Highway and Transportation Officials ("AASHTO") determination number for residential streets when setting yellow lines to help visibility at intersections. The board agreed to that, not really understanding what it meant. So after investigating further, staff found it is a much more significant zone than the board was envisioning. Therefore he did not feel comfortable moving the recommendations to the Commission without first checking with this board.

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Mr. Labadie advised the corner sight distance is based on where the driver sits, how high the driver is, the obstructions, and what the speed limit is. Mr. O'Meara said this will be a major change from removing two parking spaces/block or 40 ft. to removing six spaces/block, or 119 ft., leaving two spaces left on each block. He thought the Commission may not want to proceed in this direction. He noted they would only be doing this for two blocks but that is where the biggest parking demand is.

Board members indicated they understand and agree with what was approved last month and that Mr. O'Meara should present the information to the City Commission. Mr. Clemence stated that when parking spaces are removed speeds will go up. Mr. Labadie established that parking helps to calm traffic, but it creates hazards for the people on the side streets and driveways. Discussion turned to incorporating a bike lane, but that idea was rejected.

Mr. Clemence agreed to run accident collision data on the whole corridor. If the collisions are really low, maybe they could go with the 40 ft. recommendation and at least allow some parking places to remain. He will bring the data to the next meeting and the board can re-discuss it. It was considered that Birmingham might set its own rules regarding intersections and then follow them in each instance going forward.

G. MISCELLANEOUS COMMUNICATIONS (none)

H. ADJOURNMENT

No further business being evident, the chairperson adjourned the meeting at 8 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer



MEMORANDUM

Engineering Dept.

DATE: July 31, 2015
TO: Joseph Valentine, City Manager
FROM: Paul T. O'Meara, City Engineer
SUBJECT: 2016 City Street Projects

The Multi-Modal Transportation Board has studied and finished its review of the City's largest 2016 project, W. Maple Rd. Now that it is completed, the Board needs to review the remaining City street projects that are planned, and finalize any multi-modal improvements that should be included in these projects. Moving generally west to east, here is a list of the other street reconstruction projects planned and budgeted for 2016:

W. Brown St. – Southfield Rd. to Chester St.
Hamilton Ave. – N. Old Woodward Ave. to Woodward Ave
Park St. – Hamilton Ave. to E. Maple Rd.
Webster Ave. – S. Adams Rd. to S. Eton Rd.
Torry St. – Haynes Ave. to Webster Ave.

W. Brown St.

The segment of Brown St. between Southfield Rd. and Chester St. is the only one that still has its original pavement. A complete reconstruction of the 36 ft. wide street is planned. Since Brown St. is an important corridor that has lots of pedestrian activity, it was decided to consider the whole corridor at this time. The attached plan depicts future improvements that are suggested as projects make such opportunities practical, although only the pavement west of Chester St. would actually be constructed in 2016.

As a relatively high demand collector street, the busiest sections of Brown St. have two to three full lanes of marked traffic lanes. Where demand is slightly less, a parking lane was added in 2000 on the south side of the road (Chester St. to Pierce St.). The segment being rebuilt in 2016 has the least traffic demand. It is intended to generally remain as is, with two traffic lanes, and two lower demand parking lanes. At each end of this segment (Southfield Rd. and Chester St.), parking is reduced or eliminated to handle traffic queues.

The Brown St. corridor is highlighted in two respects in the Master Plan. First, it is part of a Neighborhood Connector route for bikes, connecting Southfield Rd. at its west end with the Woodward Ave. & Forest St. intersection on its east end (then extending easterly to S. Eton Rd.). Likely due to the high traffic and parking demand in this area, no bike lanes are recommended, but Sharrows are recommended. Since Sharrows are a relatively simple improvement, it is recommended that sharrows be added to the 2016 Brown St. project not only for the segment being rebuilt, but extending all the way to Woodward Ave. The Neighborhood Connector route will require changes to the Woodward Ave. intersection that are

not ready to be implemented at this time, therefore, signage designating this as a bike route would be premature.

The Master Plan also suggests improved pedestrian crossings at four locations:

- Bates St.
- Henrietta St.
- Pierce St.
- Mid-block crossing at Pierce St. Parking Structure entrance

Since a parking lane exists on the south side, we recommend bumpouts be installed on the south side of the three intersections, but not the mid-block crossing. At that location, significant left turn movements require that the adjacent passing lane be kept open to allow through traffic to flow freely past left turning vehicles.

In addition to what is shown on the plan, bumpouts are recommended at the S. Old Woodward Ave. intersection, which is currently planned for reconstruction in 2018. There are no opportunities for bumpouts between S. Old Woodward Ave. and Woodward Ave., as all lanes are open and needed to handle current traffic demands.

To summarize, as projects are planned in the area, bumpouts are recommended on the south corners of Bates St., Henrietta St., and Pierce St., and all four corners of S. Old Woodward Ave. The attached plan reflects these improvements as suggested.

Hamilton Ave. & Park St.

As part of an upcoming ambitious plan to rebuild several streets downtown in the upcoming years, the above streets will be completely reconstructed, including water and sewer systems, street lighting, and sidewalks.

Neither street segment is noted for improvements in the Master Plan. However, as an important component of downtown in a high pedestrian area, pedestrian improvements should be considered wherever possible.

When reviewing the plan, it is important to understand the long term plan for this section of Park St. When built in the early 1970's, this segment was built as one-way northbound, with three available lanes of traffic. The design was done to encourage westbound Maple Rd. vehicles to use the new Ring Road system, giving them an easy clear alternative to the more congested Maple Rd. Since creation of the 2016 Plan, the City has moved away from the Ring Road concept. A proposal to reconfigure this block has been planned for several years. It was initially going to be done as a part of the reconstruction of the vacant property adjacent to the Hunter House. However, since this project has not materialized, and the pavement on this block is in poor condition, the City has decided to move forward to implement these changes. The work will be done in two phases:

1. The majority of the block will be rebuilt in 2016, as shown on the attached drawing. To not disrupt traffic on Maple Rd., however, the Maple Rd. intersection will be left as is. As a result, during the first year, it will be left as a one-way street (northbound).

2. In 2017, this segment of Maple Rd. will be completely reconstructed. At that time, the Park St. intersection can be reconfigured to allow for two-way traffic. However, westbound Maple Rd. must remain free flowing as much as possible, therefore, the intersection will remain unique. The traffic signal will remain as is. Local vehicle traffic traveling south on Park St. will be forced to turn right on to Maple Rd. after obeying a STOP sign. Proceeding south to Peabody St., or turning left on to Maple Rd. will not be allowed. To allow these other movements, Maple Rd. traffic would have to be stopped for greater time periods, thereby queuing vehicles into Woodward Ave. to unacceptable levels (through traffic on Woodward Ave. must remain a priority for safety).

Changing Park St. to two way traffic will allow local traffic attempting to access properties or parking spaces in the area will have an option to access Maple Rd. from Hamilton Ave. without using Woodward Ave. to do so.

Referring to the plan attached, bumpouts are recommended as follows:

- East leg of N. Old Woodward Ave. (with the south side matching what has already been built on the north side).
- Ferndale St., with particular emphasis on the existing crosswalk on the east leg of the intersection. (Ferndale St. acts as an important access to truck loading zones, and large vehicles already cannot make a complete turn on to this street, therefore, the bumpout improvements on the north side are minimal.)
- At Park St., all four corners (note that Park St. itself cannot be reduced due to its three traffic lane configuration).
- At Woodward Ave.

Two other changes are proposed for the block of Hamilton Ave. between Park St. and Woodward Ave. On the north side, it is not clear why parking has never been allowed. The plan will propose the installation of three new metered parking spaces. On the south side, the existing Hunter House driveway makes on-street parking on this short block impractical. As long as parking is not allowed, the street can be rebuilt narrower, which will enhance the sidewalk in this area. (Before this is finalized, discussions with the adjacent property owner should be held to confirm if they have any plans to remove this driveway when the property is redeveloped. If so, it may be appropriate to rebuild Hamilton Ave. at its current width, and allow the installation of more on-street parking in the future.)

As a part of the detailed design, it is also recommended that staff review the current bike parking areas that are provided, and if additional opportunities exist, to include those enhancements as a part of the final project.

Webster Ave. & Torry St.

The Master Plan identifies Torry St. as part of a much larger Neighborhood Connector route, starting at Bowers St. and extending south to Woodward Ave. via Emmons Ave. Particular emphasis is suggested at the intersection of Haynes St. and Torry St. (installing ramps and high visibility markings). No improvements are suggested for Webster Ave.

Looking closer at the Haynes St. & Torry St. intersections, the following changes are recommended:

1. The existing marked crosswalk is at an awkward angle, and encourages pedestrians to take a longer path across Haynes St. than is necessary. The existing pedestrian markings should be removed. A new handicap ramp on the northeast section of the intersection (east of the driveway in front of 1601 Haynes St.) should be installed to line up with the ramp at the southeast corner of the intersection, and then a new, shorter marked crosswalk can be installed.
2. Typically, the existing ramp on the north side would be removed as a part of the improvements described in #1. However, since the sidewalk connector to Bowers St. is also part of a designated neighborhood connector (for bikes), it is recommended that this ramp be left as is (without a marked crosswalk). The existing ramp will remain a benefit to bike riders using this intersection while heading north or south.

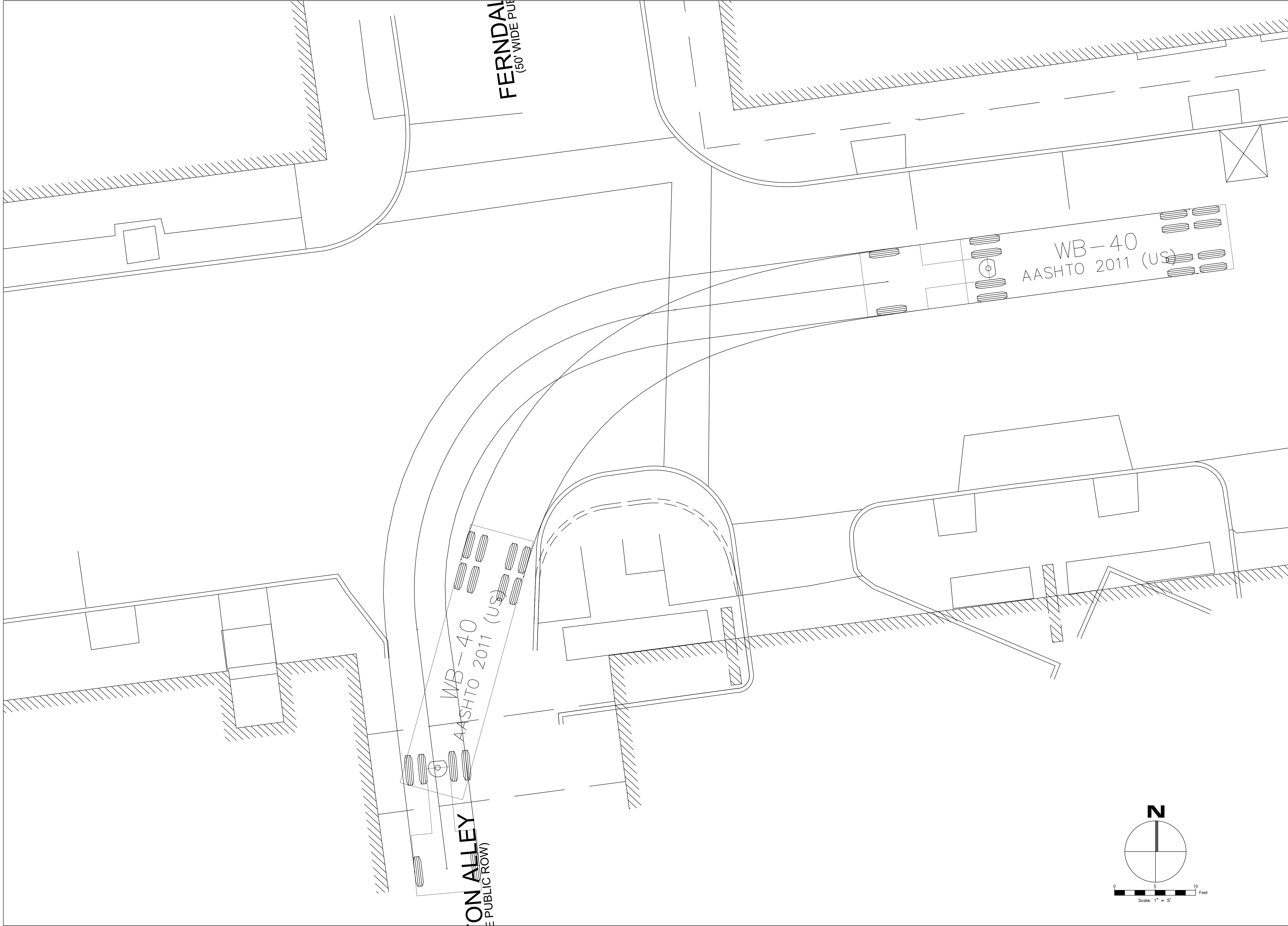
No other changes are recommended.


To summarize, the suggested Multi-Modal improvements for the 2016 street projects are as listed below:

SUGGESTED RECOMMENDATIONS:

The Multi-Modal Transportation Board has reviewed the remaining City street reconstruction projects for the 2016 construction season, and recommends to the City Commission that the following multi-modal improvements be included in accordance with the Master Plan:

1. Brown St. – Sharrows should be painted on all segments of Brown St. from Southfield Rd. to Woodward Ave. Crosswalk bumpouts shall be installed as a part of future projects at the intersections of Brown St., Henrietta St., Pierce St., and S. Old Woodward Ave.
2. Hamilton Ave./Park St. – Crosswalk bumpouts shall be installed at the intersections of N. Old Woodward Ave., Ferndale St., Park St., and Woodward Ave. Three additional metered parking spaces shall be installed on the north side of Hamilton Ave., between Park St. and Woodward Ave.
3. Haynes St. & Torry St. intersection – A new handicap ramp shall be installed in the northeast section of the intersection (in front of 1601 Haynes St.), and the pavement markings for the crosswalk shall be removed and relocated to match the new and existing ramps at the east leg of the intersection.



**FLEIS & VANDENBERG**
DESIGN. BUILD. OPERATE.

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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

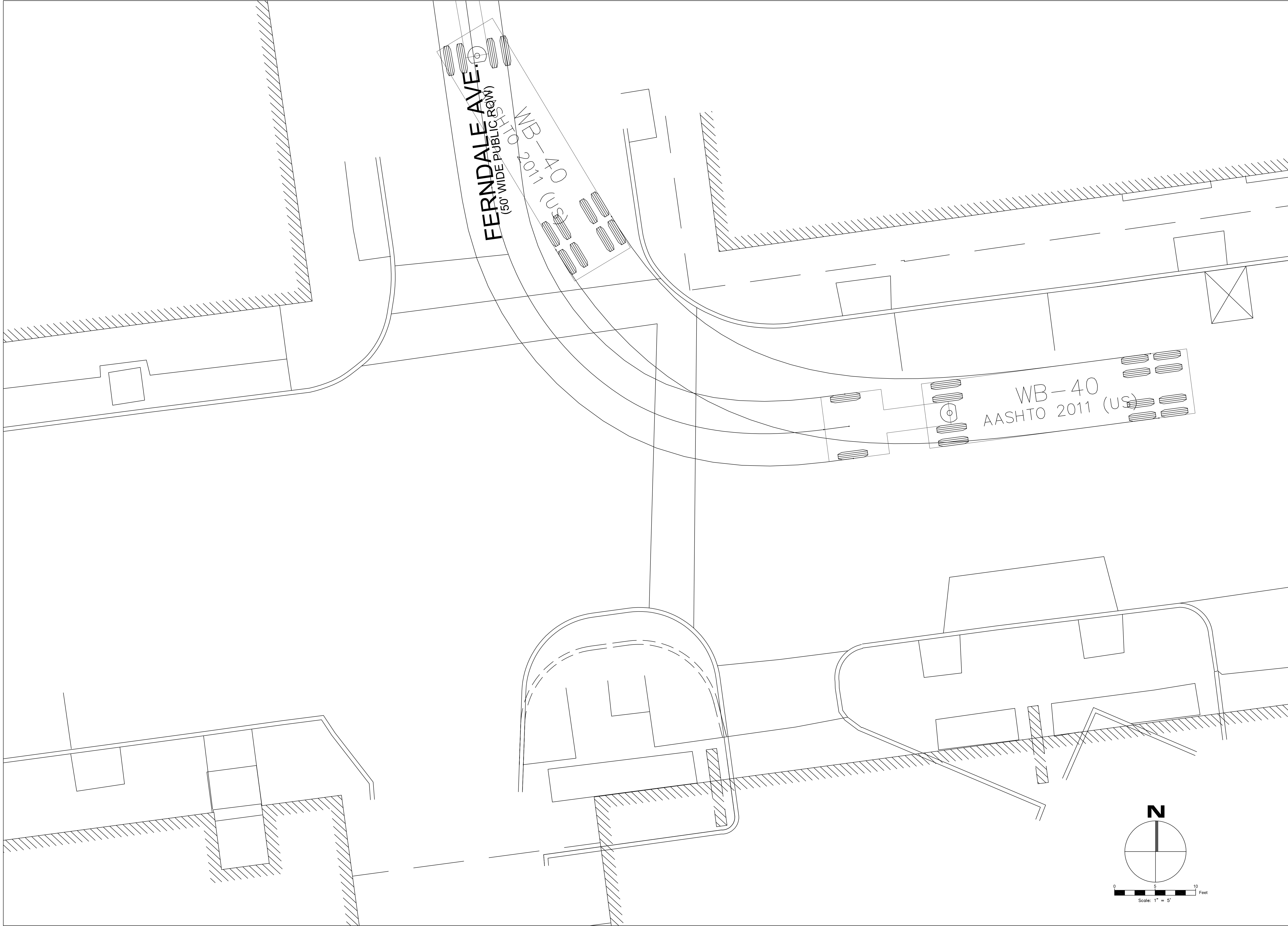
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**NOT FOR
CONSTRUCTION**

F&V PROJECT NO.



REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

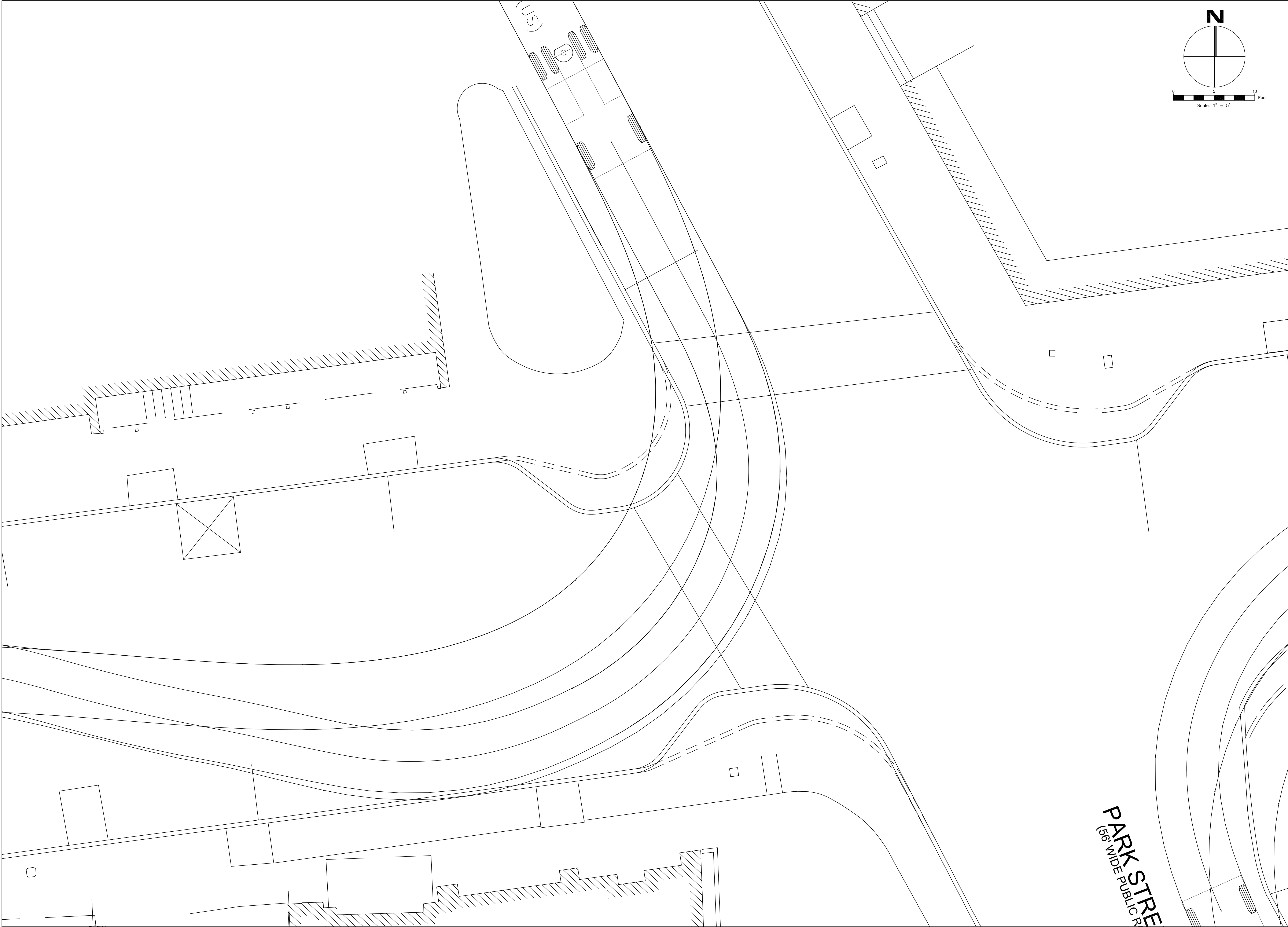
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**NOT FOR
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F&V PROJECT NO.



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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

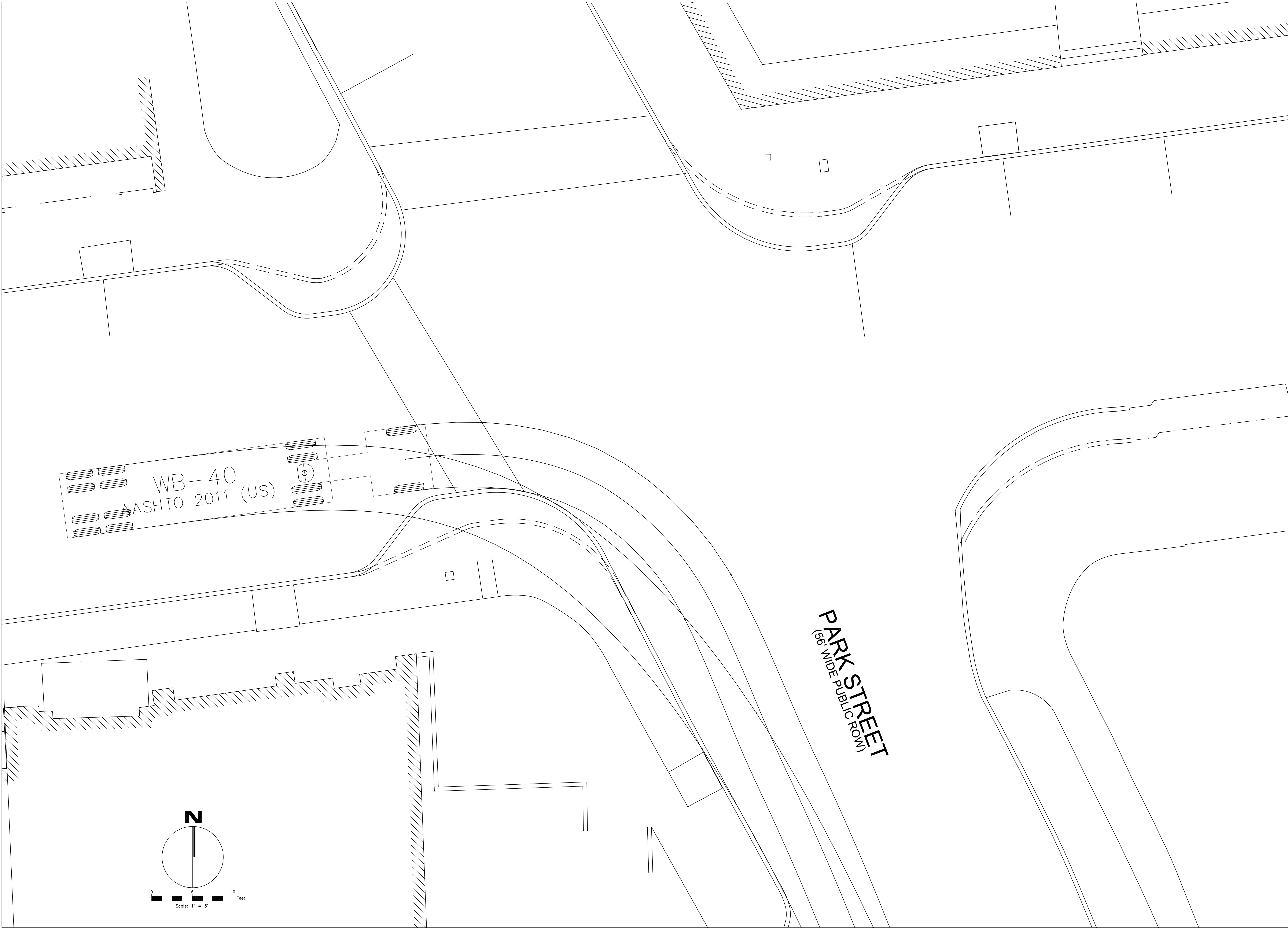
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REVISION:

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BIRMINGHAM, MICHIGAN
HAMILTON STREET

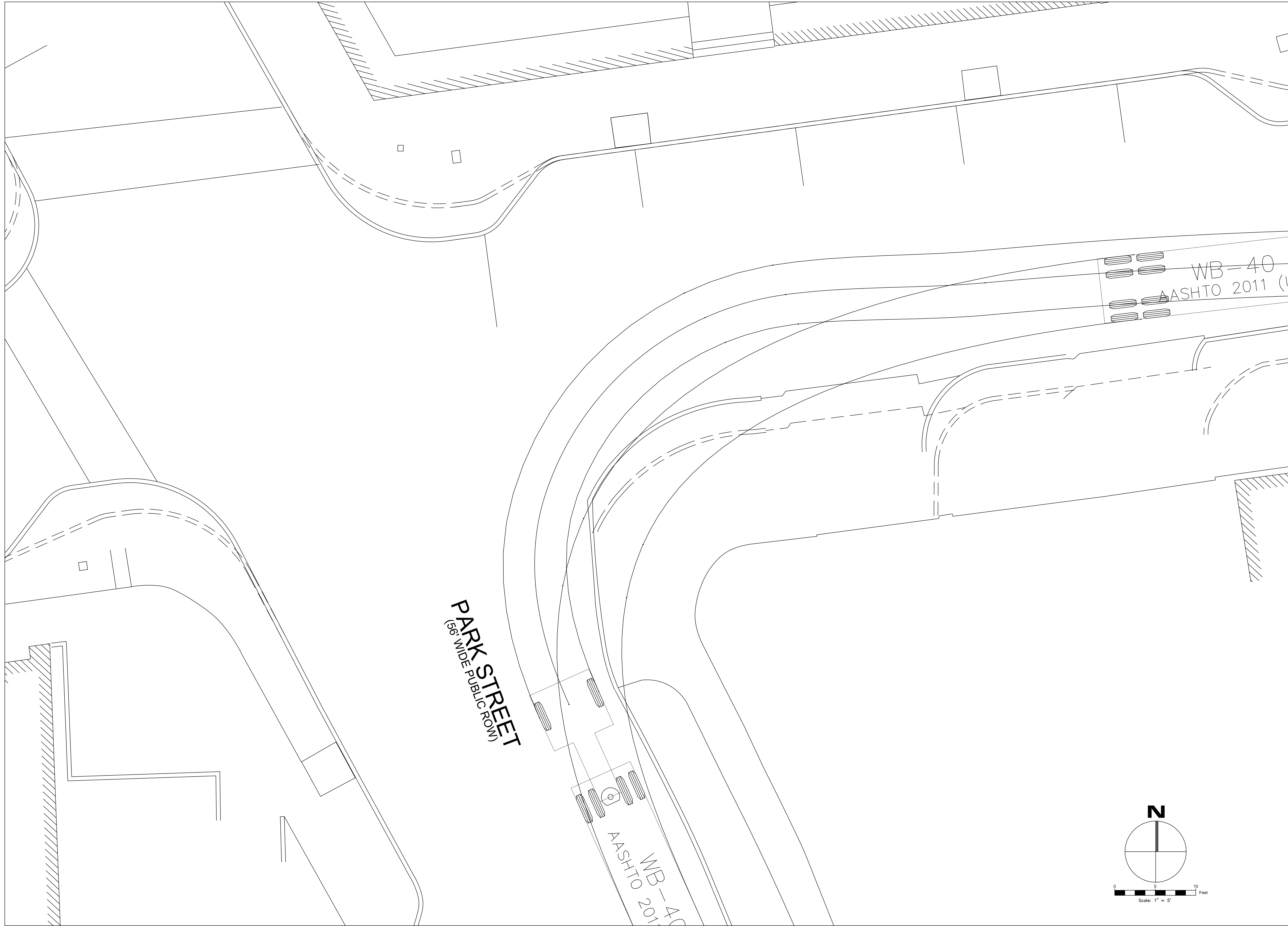
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F&V PROJECT NO.



**FLEIS & VANDENBRINK**
DESIGN. BUILD. OPERATE.

27725 Stensbury Blvd, Suite #150
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079

REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

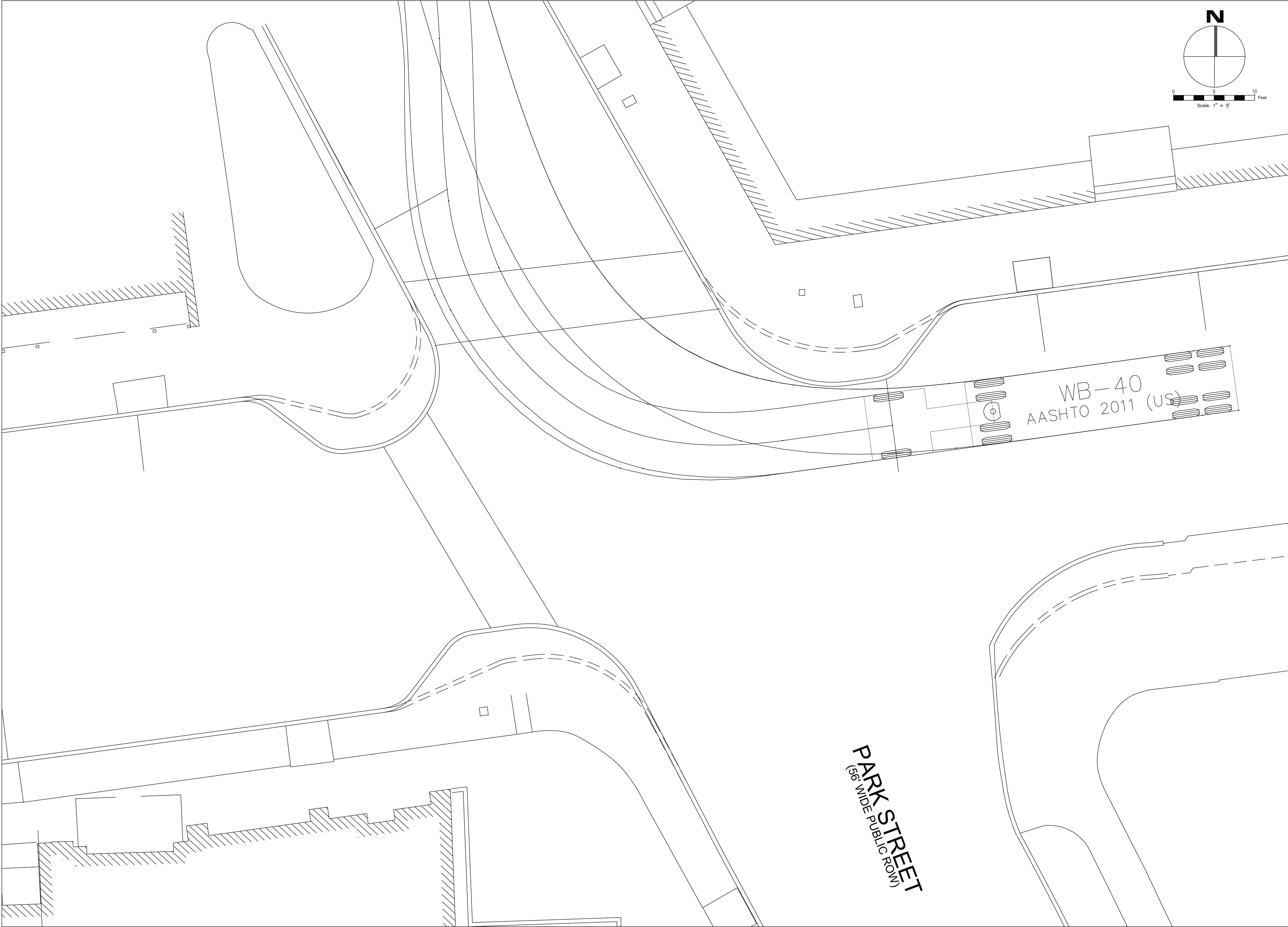
DESIGN TEAM:
CKS:SR

CHECK BY:

DRAWING INFORMATION:

**NOT FOR
CONSTRUCTION**

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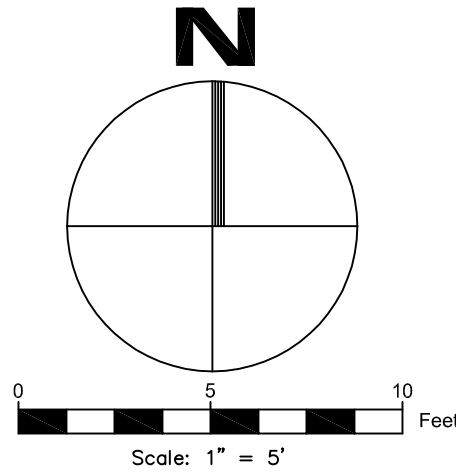
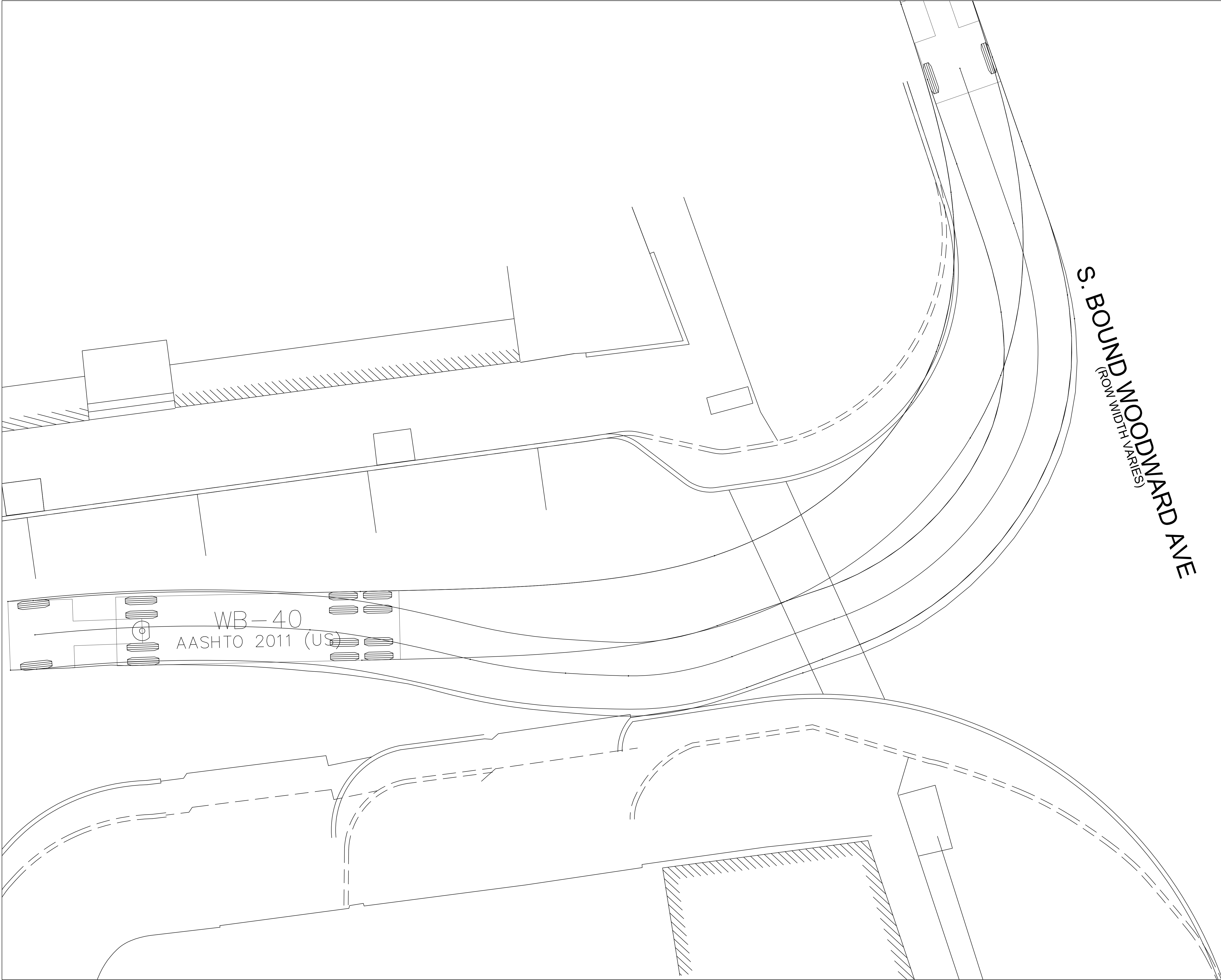
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BIRMINGHAM, MICHIGAN
HAMILTON STREET

DESIGN TEAM:
CKS:SR

CHECK BY:

DRAWING INFORMATION:

**NOT FOR
CONSTRUCTION**

F&V PROJECT NO.

VIA EMAIL

September 17, 2015

Mr. Paul O'Meara
City Engineer
City of Birmingham
151 Martin Street
Birmingham, MI 48012

RE: Torry Street & Haynes Street Crosswalk Review

Dear Mr. O'Meara,

We have received comments from the City regarding the revised plan for the proposed crosswalk at the Torry Street & Haynes Street intersection in the City of Birmingham, Michigan. The purpose of this letter is to provide further analysis of crosswalk design in regards to proposed changes in the plan layout and evaluate an alternate crosswalk option as suggested by the City.

The recommended crosswalk configuration is to provide a new ADA ramp in the northeast quadrant of the intersection that aligns with the existing ADA ramp in the southeast quadrant of the intersection, as shown on the attached Figure 1. The existing ADA ramp on the north side of the intersection would remain for bike use.

The alternative crosswalk marking would include a large crossing area striped for the entire area between the existing ADA ramps and the proposed ADA ramp as shown in Figure 2. The alternative crosswalk striping was reviewed for compliance with the Michigan Manual of Uniform Traffic Control Devices (MMUTCD). The following guidance regarding crosswalk placement is provided in the MMUTCD:

- Crosswalk lines should extend across the full width of the pavement, to discourage diagonal walking between crosswalks. (Section 3B.17)
- Crosswalk markings should be located so that the curb ramps are within the extension of the crosswalk markings. (Section 3B.18)
- Diagonal crossing is permitted only with an exclusive pedestrian phase at signalized intersections. (Section 3B.18)

Therefore, per the MMUTCD, the alternative crosswalk markings proposed are not acceptable for this location. The recommended crosswalk pavement markings at this intersection are shown on Figure 1.

If you have any questions, please feel free to contact us.

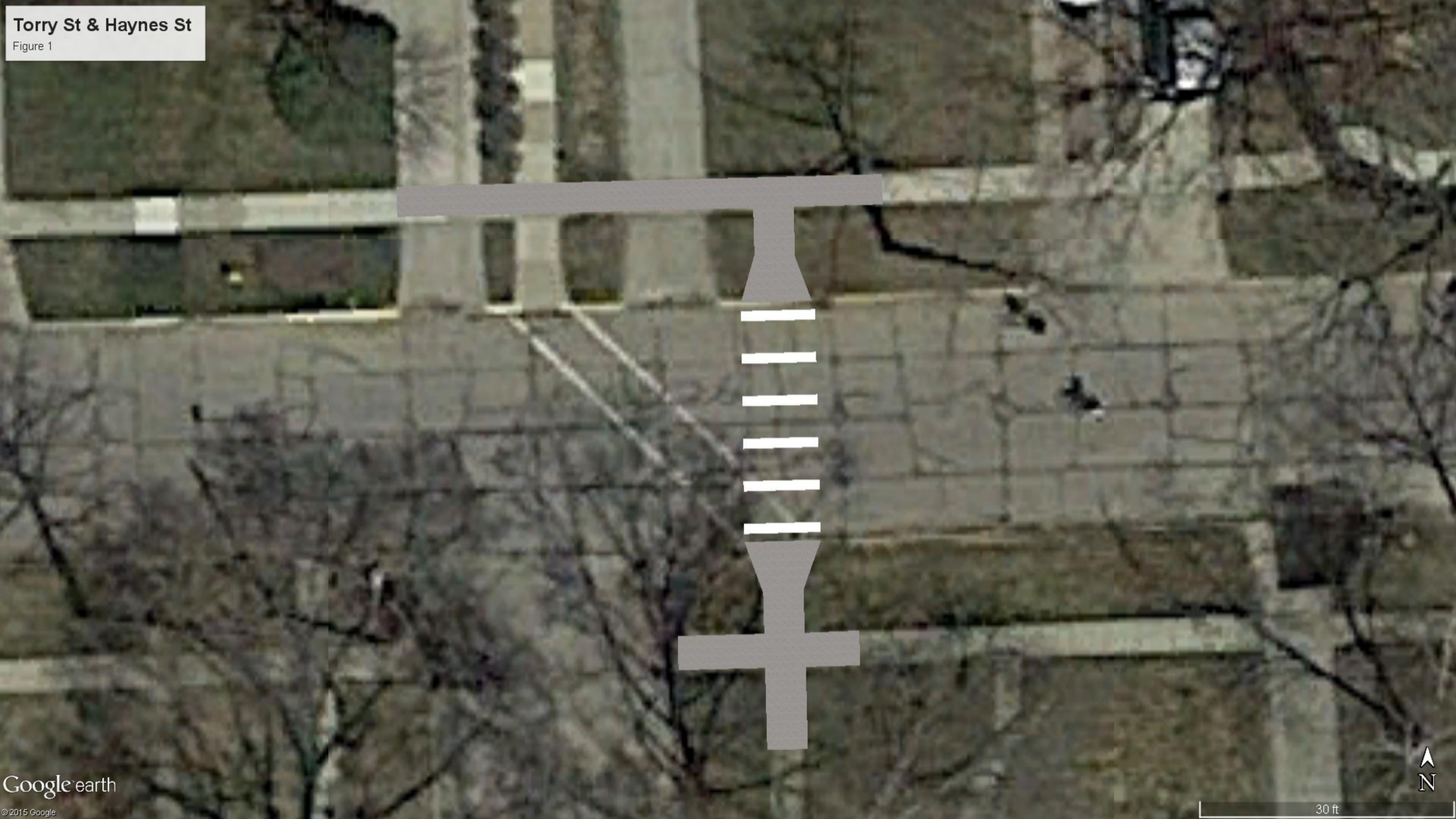
Sincerely,

FLEIS & VANDENBRINK



Michael J. Labadie, PE
Group Manager

Attached: Figures 1 & 2



Torry St & Haynes St
Figure 1



Torry St & Haynes St
Figure 2



MEMORANDUM

City Clerk's Office

DATE: March 9, 2016

TO: Joseph A. Valentine, City Manager

FROM: Laura M. Pierce, City Clerk

SUBJECT: Public Hearings Regarding 2016 Liquor License Renewal

At the City Commission meeting of February 22, 2016, the City Commission adopted a resolution setting a public hearing for March 14, 2016 to consider objecting to the renewal of the liquor license held by Rojo, 250 Merrill, due to the licensee's failure to comply with the terms of its liquor license or any conditions imposed by the City Commission or the Liquor Control Commission at the time of issuance or transfer of the license. (Section 10-40(5) and the licensee's failure to timely pay its taxes or other monies due the city. (Section 10-40(7).

The Commission set the Public Hearing with the understanding that should the licensee enter into a payment agreement, the Public Hearing would be cancelled. Since that time, the licensee has entered into a delinquent payment agreement with the City of Birmingham and a personal property tax payment agreement with Oakland County.

In light of these developments, the Public Hearings for Rojo should be cancelled. Staff recommends that the City Commission approve the renewal of the liquor license held by the owners/operators of Rojo, 250 Merrill for the 2016 licensing period.

SUGGESTED RESOLUTION:

To cancel the Public Hearing to consider objecting to the renewal of the liquor license held by Rojo, 250 Merrill.

- AND -

To approve the renewal, for the 2016 licensing period, of the liquor license held by the owners/operators of Rojo, 250 Merrill.

February 24, 2016

Rojo Mexican Bistro
ATTN: Dan Linnen
250 Merrill
Birmingham, MI 48009

Re: 2016 Liquor License Renewal for Rojo Mexican Bistro (250 Merrill)
****VIA CERTIFIED MAIL****

Mr. Linnen,

At the City Commission meeting of February 22, 2016, the Birmingham City Commission adopted a resolution to hold a public hearing on Monday, March 14, 2016 at 7:30 PM to consider whether to file an objection with the Michigan Liquor Control Commission to the renewal of the license for consumption of intoxicating liquor on the premises currently held for the subject business. The public hearing will be held in the City Commission Room at the Birmingham City Hall, located at 151 Martin, Birmingham, MI 48009.

The reasons stated for said hearing include questions as to the licensee's compliance with the following provision of Chapter 10 of the City Code (enclosed):

- Section 10-40 (5) Licensee's failure to comply with the terms of its liquor license or any conditions imposed by the city commission or the liquor control commission at the time of issuance or transfer of the license.
- Section 10-40 (7) Licensee's failure to timely pay its taxes or other monies due the city.

o Delinquent Water Bill & Delinquent Personal Property Tax Bill

You may submit any written material for consideration by the City Commission prior to the date of the public hearing or at the hearing, you may appear in person at the hearing or be represented by counsel, and you may present witnesses or written evidence at the hearing. If you wish to submit any written materials prior to the public hearing, please submit them to the City Clerk's Office no later than noon on Monday, March 7, 2016.

Note: The resolution to hold the public hearing was made with the understanding that should the licensee enter into a payment arrangement, the Public Hearing would be cancelled. Should you wish to clear up the outstanding balance on your water bill and tax bill, payment can be made at the Treasurer's Office, 151 Martin.

Sincerely,

Joseph A. Valentine
City Manager

Enclosures: Chapter 10 of the Birmingham City Code
February 22, 2016 City Commission Resolution

February 8, 2016



City of Birmingham

A Walkable Community

ROJO
Attn: Liquor Licensing
250 Merrill
Birmingham, MI 48009

**Re: Notice of City Commission Meeting regarding
Liquor License Review & Renewal Process
*Sent Via Priority Mail***

The City Commission's annual review and renewal of city-issued Liquor Licenses will take place at the Commission meeting on Monday, February 22, 2016 at 7:30 p.m.

The meeting will be held in the City Commission room on the 2nd floor of the Municipal Building, 151 Martin. If your license is approved, you will receive notification from the City Clerk, including the renewal fee information, within several weeks.

City staff conducted physical inspections of your facility and reviewed City records associated with your establishment with respect to taxes owed and police activity, if any. The following item(s) were found as a result of the City staff inspections:

Planning: Illegal A-frame sidewalk sign

If you have any questions regarding this information, contact Planner Sean Campbell at 248.530.1855.

Treasury: July, 2015 taxes due & delinquent water due

If you have any questions regarding this information, contact Deputy Treasurer Teresa Klobucar at 248.530.1825.

This information as well as the Health Department inspection reports for the last twelve months and will be presented to the City Commission for review.

Should you have any questions regarding these proceedings, please contact the City Clerk's Office at 248.530.1802.

Sincerely,

Laura M. Pierce
City Clerk



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Tracking Number: 9114901496450549121632**Updated Delivery Day:** Tuesday, February 9, 2016

Product & Tracking Information

Postal Product:**Features:**

USPS Tracking™

DATE & TIME	STATUS OF ITEM	LOCATION
February 9, 2016 , 1:18 pm	Delivered, In/At Mailbox	BIRMINGHAM, MI 48009
Your item was delivered in or at the mailbox at 1:18 pm on February 9, 2016 in BIRMINGHAM, MI 48009.		
February 9, 2016 , 7:32 am	Arrived at Post Office	BIRMINGHAM, MI 48012
February 8, 2016 , 9:45 pm	Arrived at USPS Facility	PONTIAC, MI 48340

Available Actions

[Text Updates](#)[Email Updates](#)

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Tracking (or receipt) number

9114901496450549121632,

[Track It](#)

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MEMORANDUM

Finance Department

DATE: March 14, 2016

TO: Joseph A. Valentine, City Manager

FROM: Teresa Klobucar, Deputy Treasurer
Paula Moore, M.A.A.O, P.P.E.

CC: Mark Gerber, Finance Director/Treasurer

SUBJECT: Resolution for Confirming S.A.D. # 874- Hamilton Sidewalk Streetscape Project

For purposes of new streetscape in front of each business that would benefit properties within the limits of Hamilton Avenue, it is requested that the City Commission adopt the following resolution confirming S.A.D. No. 874 at the regular City Commission meeting of March 14, 2016. Comments during the hearing of confirmation are limited to those questions specifically addressing the assessment roll pursuant to Section 94-9 of the City Code. The hearing declaring the necessity of the Special Assessment District was held at the City Commission meeting of February 22, 2016.

SUGGESTED RESOLUTION:

To confirm Special Assessment Roll No. 874, to defray the cost of the streetscape on Hamilton Avenue:

WHEREAS, Special Assessment Roll, designated Roll No. 874, has been heretofore prepared for collection, and

WHEREAS, notice was given pursuant to Section 94-7 of the City Code, to each owner or party-in-interest of property to be assessed, and

WHEREAS, the Commission has deemed it practicable to cause payment of the cost thereof to be made at a date closer to the time of construction and

WHEREAS, Commission Resolution No. 02-53-16 provided it would meet this 14th day of March, 2016 for the sole purpose of reviewing the assessment roll, and

WHEREAS, at said hearing held this March 14, 2016, all those property owners or their representatives present have been given an opportunity to be heard specifically concerning costs appearing in said special assessment roll as determined in Section 94-9 of the Code of the City of Birmingham,

NOW, THEREFORE, BE IT RESOLVED, that Special Assessment Roll No. 874 be in all things ratified and confirmed, and that the City Clerk be and is hereby instructed to endorse said roll,

showing the date of confirmation thereof, and to certify said assessment roll to the City Treasurer for collection at or near the time of construction of the improvement.

BE IT FURTHER RESOLVED, that special assessments shall be payable in ten (10) payments as provided in Section 94-10 of the Code of the City of Birmingham, with an annual interest rate of four and a quarter percent (4.25%) on all unpaid installments.

Hamilton Ave. Paving Project - Contract #3-16(P)

Parcel	Address	Street	Estimated Area	Estimated Cost
			Sq.Ft.	6"

\$11

Hamilton Ave. - Old Woodward Ave. to Woodward Ave.

NORTH SIDE

19-25-453-011	200-250	N. Old Woodward	0	\$0
19-25-454-005	221-327	Hamilton	1435	\$15,785
19-25-454-006	375		334	\$3,674
19-25-454-007	377		338	\$3,718
19-25-454-008	381-383		345	\$3,795
19-25-454-007	379-395		559	\$6,149
19-25-455-017	220	Park	1253	\$13,783

SOUTH SIDE

19-25-456-001	188	N. Old Woodward	1146	\$12,606
19-25-456-007	220	Hamilton	1221	\$13,431
19-25-456-041	300		437	\$4,807
19-25-456-009	330		636	\$6,996
19-25-456-010	344		238	\$2,618
19-25-456-011	360		238	\$2,618

Park St. - Hamilton Ave. to Maple Rd.

WEST SIDE

19-25-456-029	395	E. Maple	310	\$3,410
---------------	-----	----------	-----	---------

TOTALS

8490

\$93,390.00



MEMORANDUM

Finance Department

DATE: March 14, 2016

TO: Joseph A. Valentine, City Manager

FROM: Teresa Klobucar, Deputy Treasurer
Paula Moore, M.A.A.O, P.P.E.

CC: Mark Gerber, Finance Director/Treasurer

SUBJECT: Resolution for Confirming S.A.D. # 873- Hamilton Ave
Sewer Lateral Project

For purposes of replacing sewer laterals underneath the proposed paving of the road that would benefit properties within the limits of Hamilton Avenue, it is requested that the City Commission adopt the following resolution confirming S.A.D. No. 873 at the regular City Commission meeting of March 14, 2016. Comments during the hearing of confirmation are limited to those questions specifically addressing the assessment roll pursuant to Section 94-9 of the City Code. The hearing declaring the necessity of the Special Assessment District was held at the City Commission meeting of February 22, 2016.

SUGGESTED RESOLUTION:

To confirm Special Assessment Roll No. 873, to defray the cost of replacing sewer laterals on Hamilton Avenue:

WHEREAS, Special Assessment Roll, designated Roll No. 873, has been heretofore prepared for collection, and

WHEREAS, notice was given pursuant to Section 94-7 of the City Code, to each owner or party-in-interest of property to be assessed, and

WHEREAS, the Commission has deemed it practicable to cause payment of the cost thereof to be made at a date closer to the time of construction and

WHEREAS, Commission Resolution No. 02-52-16 provided it would meet this 14th day of March, 2016 for the sole purpose of reviewing the assessment roll, and

WHEREAS, at said hearing held this March 14, 2016, all those property owners or their representatives present have been given an opportunity to be heard specifically concerning costs appearing in said special assessment roll as determined in Section 94-9 of the Code of the City of Birmingham,

NOW, THEREFORE, BE IT RESOLVED, that Special Assessment Roll No. 873 be in all things ratified and confirmed, and that the City Clerk be and is hereby instructed to endorse said roll,

BE IT FURTHER RESOLVED, that special assessments shall be payable in ten (10) payments as provided in Section 94-10 of the Code of the City of Birmingham, with an annual interest rate of four and a quarter percent (4.25%) on all unpaid installments.

Hamilton Ave. Paving Project - Contract #3-16(P)							
Parcel	Address	Street	Pipe Type	Date	SAD?	Estimated	Estimated
				Install		Length	Cost
							6"
Hamilton Ave. - Old Woodward Ave. to Woodward Ave.							\$75
NORTH SIDE							
19-25-453-011	200-250	N. Old Woodward	On other streets	2000	N	0	\$0
19-25-454-005	221	Hamilton	O.B.	1962	Y	36	\$2,700
19-25-454-005	245		O.B.	1962	Y	36	\$2,700
19-25-454-005	283		O.B.	1962	Y	36	\$2,700
19-25-454-005	315		O.B.	1962	Y	36	\$2,700
19-25-454-005	327		O.B.	1962	Y	36	\$2,700
19-25-454-006	375		O.B.	1962	Y	36	\$2,700
19-25-454-007	377		O.B.	1962	Y	36	\$2,700
19-25-454-008	381-395		Wedgelock	1963	Y	36	\$2,700
19-25-454-007	379		O.B.	1952	Y	36	\$2,700
19-25-455-017	220	Park	P.V.C.	1988	N	0	\$0
SOUTH SIDE							
19-25-456-001	188	N. Old Woodward	Clay	1947	Y	20	\$1,500
19-25-456-007	220	Hamilton	To alley	---	N	0	\$0
19-25-456-041	300		To alley	1976	N	0	\$0
19-25-456-009	330		To alley	1979	N	0	\$0
19-25-456-010	344		O.B.	1961	Y	25	\$1,875
19-25-456-011	360		O.B.	1950	Y	25	\$1,875
19-25-456-044 thru 19-25-456-049	400		P.V.C.	2001	N	0	\$0
19-25-456-044 thru 19-25-456-049	400		P.V.C. Storm	2001	N	0	\$0
19-25-456-014	35075	Woodward	On Woodward	1954	N	0	\$0
		TOTAL				394	\$29,550.00
	RATIO =	12/20	60%				



MEMORANDUM

Planning Division

DATE: March 7, 2016

TO: Joseph A. Valentine, City Manager

FROM: Matthew Baka, Senior Planner

APPROVED: Jana Ecker, Planning Director

SUBJECT: 927 Purdy – Historic Designation Request

The owner of the house located at 927 Purdy, Luis Barrio, has requested that the City Commission consider designating his home as a historic structure within the City of Birmingham. Previous City research indicates that the home is at least 100 years old. Mr. Barrio has submitted extensive research that he has done detailing the history of the home, which is attached for your information. It appears, based on the information that Mr. Barrio submitted, that the home is likely quite a bit older than 100 years. The process for designating a property or structure as historic is outlined in section 127 of the City Code. Section 127-5, **Establishing additional, modifying, or eliminating historic districts**, states the following:

- (a) *The city commission may at any time establish by ordinance additional historic districts, including proposed districts previously considered and rejected, may modify boundaries of an existing historic district, or may eliminate an existing historic district. Before establishing, modifying, or eliminating a historic district, the standing historic district study committee, as established in section 127-4, shall follow the procedures as stated in section 127-4. The committee shall consider any previously written committee reports pertinent to the proposed action.*

The first step in the process towards considering historic designation of this property is for the City Commission to pass a resolution directing the Historic District Study Committee to commence with the creation of a study committee report as outlined in Section 127-4 - **Historic district study committee and the study committee report, which states the following:**

- (c) *When directed by a resolution passed by the city commission, the standing historic district study committee shall meet and do all of the following:*

- (1) *Conduct a photographic inventory of resources within each proposed historic district following procedures established by the state historic preservation office of the state historical center.*

(2) Conduct basic research of each proposed historic district and historic resources located within that district.

(3) Determine the total number of historic and non-historic resources within a proposed historic district and the percentage of historic resources of that total. In evaluating the significance of historic resources, the committee shall be guided by the criteria for evaluation issued by the United States secretary of the interior for inclusion of resources in the National Register of Historic Places, as set forth in 36 CFR Part 60, and criteria established or approved by the state historic preservation office of the state historical center.

(4)

Prepare a preliminary historic district study committee report that addresses at a minimum all of the following:

a. The charge of the committee.

b. The composition of committee membership.

c. The historic district(s) studied.

d. The boundaries of each proposed historic district in writing and on maps.

e. The history of each proposed historic district.

f. The significance of each district as a whole, as well as the significance of sufficient number of its individual resources to fully represent the variety of resources found within the district, relative to the evaluation criteria.

(5) Transmit copies of the preliminary report for review and recommendations to the city planning board, the state historic preservation office of the Michigan Historical Center, the Michigan Historical Commission, and the state historic preservation review board.

(6) Make copies of the preliminary report available to the public pursuant to Section 399.203(4) of Public Act 169 of 1970, as amended.

(7) Not less than 60 calendar days after the transmittal of the preliminary report, the historic district study committee shall hold a public hearing in compliance with Public Act 267 of 1976, as amended. Public notice of the time, date and place of the hearing shall be given in the manner required by Public Act 267. Written notice shall be mailed by first class mail not less than 14 calendar days prior to the hearing to the owners of properties within the proposed historic district, as listed on the most current tax rolls. The report shall be made available to the public in compliance with Public Act 442 of 1976, as amended.

(8) After the date of the public hearing, the committee and the city commission have not more than one year, unless otherwise authorized by the city commission, to take the following actions:

a. The committee shall prepare and submit a final report with its recommendations and the recommendations, if any, of the city planning board and the historic district commission, to the city commission as to the establishment of a historic district(s). If the recommendation is to establish

a historic district(s), the final report shall include a draft of the proposed ordinance(s).

b. After receiving a final report that recommends the establishment of a historic district(s), the city commission, at its discretion, may introduce and pass or reject an ordinance(s). If the city commission passes an ordinance(s) establishing one or more historic districts, the city shall file a copy of the ordinance(s), including a legal description of the property or properties located within the historic district(s) with the register of deeds. The city commission shall not pass an ordinance establishing a contiguous historic district less than 60 days after a majority of the property owners within the proposed historic district, as listed on the tax rolls of the local unit, have approved the establishment of the historic district pursuant to a written petition.

(9) A writing prepared, owned, used, in the possession of, or retained by a committee in the performance of an official function of the historic district commission should be made available to the public in compliance with Public Act 442 of 1976, as amended.

Thus, the owner of the house at 927 Purdy requests that the City Commission direct the Historic District Study Committee to conduct a study in accordance with section 127-4 of the City Code to consider the designation of 927 Purdy as a Historic Structure.

SUGGESTED ACTION:

The City Commission approves the attached resolution directing the Historic District Study Committee to prepare a study committee report as outlined in section 127-4 of the City Code.

**927 PURDY
HISTORIC DESIGNATION REQUEST
MARCH 14, 2016**

WHEREAS, the owner of the Property located at 927 Purdy has requested that this home be considered for Historic Designation within the City of Birmingham,

WHEREAS, The land for which the Historic Designation is sought is located on the east side of Purdy between George and Ann St.,

WHEREAS, Section 127-5 of the City Code, Historic Districts, requires that the City Commission pass a resolution directing the Historic District Study Committee to prepare a Study Committee Report;

WHEREAS, The Birmingham City Commission has reviewed the request of the property owner and has found that a Study Committee Report to determine the historic merit of the home at 927 Purdy is warranted;

NOW, THEREFORE, BE IT RESOLVED, The Birmingham City Commission directs the Historic District Study Committee to prepare a Study Committee Report as outlined in section 127-4 of the City Code for the property located at 927 Purdy:

I, Laura Pierce, City Clerk of the City of Birmingham, Michigan, do hereby certify that the foregoing is a true and, correct copy of the resolution adopted by the Birmingham City Commission at its regular meeting held on March 14, 2016.

Laura Pierce, City Clerk

February 18th, 2016

City Of Birmingham

151 Martin St.

Birmingham, MI 48012

Att.: Matthew Baka, Senior Planner

Re.: Historic Designation

Dear Matthew,

Thanks a lot for your time and help last week. I would like to submit for your and the Historic District Commission a request to give my house historic designation.

My house was originally built in the Historic District; I made a research with the Baldwin Public Library, the Birmingham Historical Museum and Park, the Oakland County Recorder of Deeds, Ancestry, and other web sites. Here below are my findings

- The Birmingham Historical Museum and Park records indicate the house was built between 1880 and 1900 (see Annex 1)
- The lot where the house is located today (927 Purdy St.) was purchased by Mr. J. Harry McBride, former Birmingham Mayor for two terms (Annex 2) from MM Baker on September 11, 1945 (per the Oakland County Recorder of Deeds records)
- The house was moved from its original location to the present location in September 1945, per the Birmingham Eccentric Edition of 9/20/1945 (see Annex 3)
- The house was purchased by Edith and J. Harry McBride, and Dorothy and Russell McBride (Edith and J. Harry's son) from Irving Bailey on March 18th, 1940 (per the Oakland County Recorder of Deeds records, see Annex 4)
- The house was located at the Assessor's plat 24, part of lots 15 and 16, current street address 217 Pierce St.
- Mr. Irving Bailey Purchased and remodel the house between 1900 and 1910. The Sanborn Fire Insurance Map of 1910 shows the house with the exact footprint as current basement (see Annex 5)
- The address of the house in the 1910s was 121 Pierce St., and Mr. Bailey had an oil station in the same address (as shown in the Federal Census of 1910 and city directory , see Annex 6)
- There is a picture of the house on Pierce Street during that period (see Annex 7)

- The house was there in 1900 and 1893, in the exact same location, the front part of the house was the same, the back part of the house was later modified by Mr. Bailey (see Sanborn Fire Insurance Maps in Annex 8)
- The house was not there in 1872 (see Annex 9)
- The house has the same design as the historical houses across the street from the City Hall, and same architectural fixtures (404 Bates St. built 1880, 339 Townsend St. built 1881, 211 Townsend St. built 1885., see Annex 10).
- Federal Censuses prior to 1910 (1880 and 1900), and State Censuses prior to 1900 (1894 and 1884) do not have the street names and numbers; it is very difficult to know what family lived in what house. Mr. Bailey was living in Detroit in 1900. Out of all Mr. Baileys Pierce St. neighbors in 1910, only one lived on Pierce St. in 1900. None lived there in the State Census of 1894.
- My conclusion is that the house was built circa 1880.

I have much more information after the house was moved, but the important part is between the years 1872 and 1893. I will very much appreciate any help you can provide me investigating the house history during those years.

I remain at your disposition for any question or additional information you may need.

Best regards,



Luis Barrio

927 Purdy St.

Birmingham, MI 48009

Cell: 248 729 6299

② 927 PURDY
929

NO BUILD DATE
MOVED FROM 205
PIERCE
(VILLAGE STREET)

FARM HOUSE STYLE CIRCA 1880-1900
ALUM. SIDING

CITY E.C. 45-41

1881 - 1968

vol. 10
See Original
Accession File

Michigan: A History

Lillian Drake Avery, 1925

J. Harry McBride, the progressive business man and influential citizen who figures as the proprietor of the Hardware House of McBride, one of the leading business establishments in the city of Birmingham, Oakland county, is known as one of the liberal and public spirited citizens of this community and has served as mayor of Birmingham. Mr. McBride reverts to the old Buckeye state as the place of his nativity, his birth having occurred at Beaver Dam, Allen county, Ohio, January 24, 1881. He is a son of William and Lillie (Gates) McBride, the former of whom was born at Chardon, that state, in 1850, and the latter of whom was born at Cortland, Ohio, in 1854. The public schools of his native place afforded Mr. McBride his early education, which was therein continued until 1899, and later he attended the Ohio Northern University, at Ada. He made a record of specially successful service as a teacher in the public schools of his old home town of Beaven Dam, where his professional activities along this line were continued from 1899 to 1903. Thereafter he was for a time employed as a clerk in the establishment of the J. J. Ewing Hardware Company, of Lima, Ohio, and since November 3, 1910, he has been engaged successfully in the retail hardware business at Birmingham, Michigan. His large and well equipped establishment is maintained on a metropolitan standard and is known as the Hardware House of McBride. In the conducting of this substantial business Mr. McBride now has as his valued assistant his son, Russell A. Mr. McBride has not abated his lively interest in educational affairs, and he was treasurer of the Birmingham board of education in the period of 1917-21.

In 1922 he was elected mayor, or president of the municipal board of trustees of Birmingham, and his two terms of service in this office were marked by characteristically liberal and progressive policies. Mr. McBride married Miss Edith M. Wood, of Detroit, and the one child of this union is Russell A., who was born February 26, 1903, who was graduated in the Birmingham high school as a member of the class of 1921 and who is now actively associated with his father's hardware business. Thomas L. Wood a brother of Mrs. McBride, served with the Shirley hospital unit over seas in the World war period, and another brother, Harry Wood, was in the aviation service of the United States navy, he having been at the Great Lakes Naval Training Station, near Chicago, at the time when the armistice brought the great World war to a close.

203 - 235 Pierce

According to the Birmingham Eccentric, dated September 20, 1945, construction began for a new store building on Pierce Street for three establishments. According to the article, the old house on the property was moved to 929 Purdy. The home, for many years occupied by Mr. & Mrs. Edwin Bailey, was to be repaired, improved and occupied by Mr. & Mrs. Russell McBride. J.H. & Russell McBride had completed the plans for the new Pierce Street building for which Edward Bissell was the architect. The architectural design was intended to harmonize with the municipal building across the street and the public library.

no info found on them
some info found

Whaley's

Van Interiors

Hack's

City Drafting New Plan for Handling Its Street Paying

Birmingham — To receive attention from Commission, **Irish** Manager **Rahall/K** asked to secure a

handling the cry of two or three
shots fired in various parts of
the city, and is expected to present
the facts and figures to the
council at an early meeting.

Mayor William F. Moody called
Manager Conrad, Monday morning
for a report on the street situation
and traffic situation. It was pointed

ad that the city and proctor for road oil are here, and would for use and a tank car of road oil has been ordered for the fall delivery.

Flam Wall Register

Mr. Carson reported that the

Football Season At Pierce Field Friday

ham grid warriors will blow the lid off the local football season tomorrow night at a "kick-off" at Florida Field. They have plans laid to tear wild hair in the Van Dyke field, to shove the apple in for some thrilling red pants and to leave the boys far down the field into the winter arms of their note re-

Flower field is expected to hold quite a crowd for this first group for a lot of fans are anxious to see what the 1925 edition of the Birmingham gridiron machine looks like. The American Association over at the ... for a

cluded today, not only for this (the first day) but for the next three days. They will be held in the main hall of the city hall, which is being used as a temporary court house.

Mayor Wood suggested that the city should have a "day of mourning" for the victims of the riot. He suggested that the city should have a "day of mourning" for the victims of the riot. He suggested that the city should have a "day of mourning" for the victims of the riot.

The city's historic 19th-century building, which was the site of the first public library, is being renovated and will be the new home of the city's public library. The city's historic 19th-century building, which was the site of the first public library, is being renovated and will be the new home of the city's public library.

Coach Helmer says his 1945 machine is going to be fairly hoety and fairly fast. "If they will just do some good thinking and, blast it, we are going to surprise a lot of our opponents. We are giving

House Three Storey
Along Pierce Street

the steady improvement with each succeeding game. With our rationing a thing of the past we are looking forward in stronger support from the home front at our game away from home. Please find us usually lined and at most games we could not win twice as many goals. At most games we could 25 in.

Frank Flamer said today he had not worked on the starting line-up. "We have a lot of new men and I hope to give every one of them a chance to show his stuff. If the going gets tough we may have to leave our more experienced men in for longer times. We have to

men who startle us from the men who today are sharing the most grief. Next week we may change the focus radically; but for the opening gun tomorrow night you likely will see this focus. (See FOOTBALL, Page 2)

**Band Promises To
Mingham's History**

ALL City Grade School Band will be organized. Participation will be

Mr. Bennett hopes that by giving to the Harmon girls and the trade school boys will help increase growth that they need.

"Clean Out Your Attic"
You are safer if your attic is not filled with inflamm-

...and Washington, D.C.,
 Bill Robertson, Shirley (Green),
 Dana Kahner, Ed Van DerVelde,
 Bruce Smiley, Chae Young, Alan
 Morrison, Sally Smith, Kate Clae-
 ment, Martha Penfield, Rosemar-
 y Malabar, Carolyn, Morris
 Jackson, Henry Price, Richard
 Johnson, David Badgerline, War-
 ren Payne, Ed Deane, Bill Mar-

(See BAND PAGE 1)
 calling their son, who had just
 been directly killed, 478 St. Wendel
 1007. A-4. 12

New Building Will House Three Stores Along Pierce Street

Pierce street is to have a new store building housing three mercantile establishments. J. H. and Russell McBride of the McBride Hardware have plans completed for the new structure, just south of Maple street. The new building will face west and will be of an architectural design to harmonize with the municipal building and the public library.

Work started last week when the old house on the property was moved to 325 Purdy street. The house is to be repaired and improved into a modern home and will be occupied by Mr. and Mrs. Russell McBride. The residence property was known as the Bailey home and was occupied for years by Mr. and Mrs. Edwin Bailey, now residing at East Tawas, Mich.

The new store building will have a frontage of 80 feet on Pierce street. Edward E. Bissell is the architect now drawing the plans. Contracts are now being let for various parts of the building operations and the excavation for the basement is expected to be started this week.

J. H. McBride stated today that no leases had been signed for the stores because of the uncertainty of date of completion of the structure.

September 20, 1945

(08) 19-36-201-020

CVT:	City of Birmingham	PIN:	(08) 19-36-201-020
Status:	Active	Parcel Type:	Land
Add Date:	12/14/1976	Delete Date:	
		Last Activity:	1/5/2016 11:41:53 AM

Tax Description

1	T2N, R10E, SEC 36	
2	ASSESSOR'S PLAT NO 24	March 18, 1940
3	PART OF LOTS 15 & 16	Irving Bailey (I) sold it to
4	BEG AT PT DIST	
5	N 01-52-25 W 22 FT	Edith J Harry McBride and (parents)
6	FROM SW COR OF LOT 16,	Russell + Dorothy Grace McBride
7	TH N 87-00-00 E 100.56 FT,	(son)
8	TH N 05-21-50 E 20.34 FT,	Ass PLAT #24 Lot 16
9	TH N 35-22-05 W 57.55 FT,	
10	TH N 11-52-30 W 17.15 FT,	
11	TH S 54-26-10 W 82.08 FT,	McBride purchased the lot @ 927 (929)
12	TH S 01-52-25 E 41.48 FT	Purdy St from MM Baker on 9/11/45
13	TO BEG, ALSO	for \$3700
14	SLY PART OF LOT 17 MEAS	
15	3 FT ON ELY LOT LINE &	
16	48.53 FT ON WLY LOT LINE	

Legacy Lineage

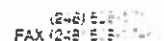
Parent(s)	Delete Date	Child(ren)	Add Date
FROM 19-36-201-003/004	12/14/1976		

Address Information

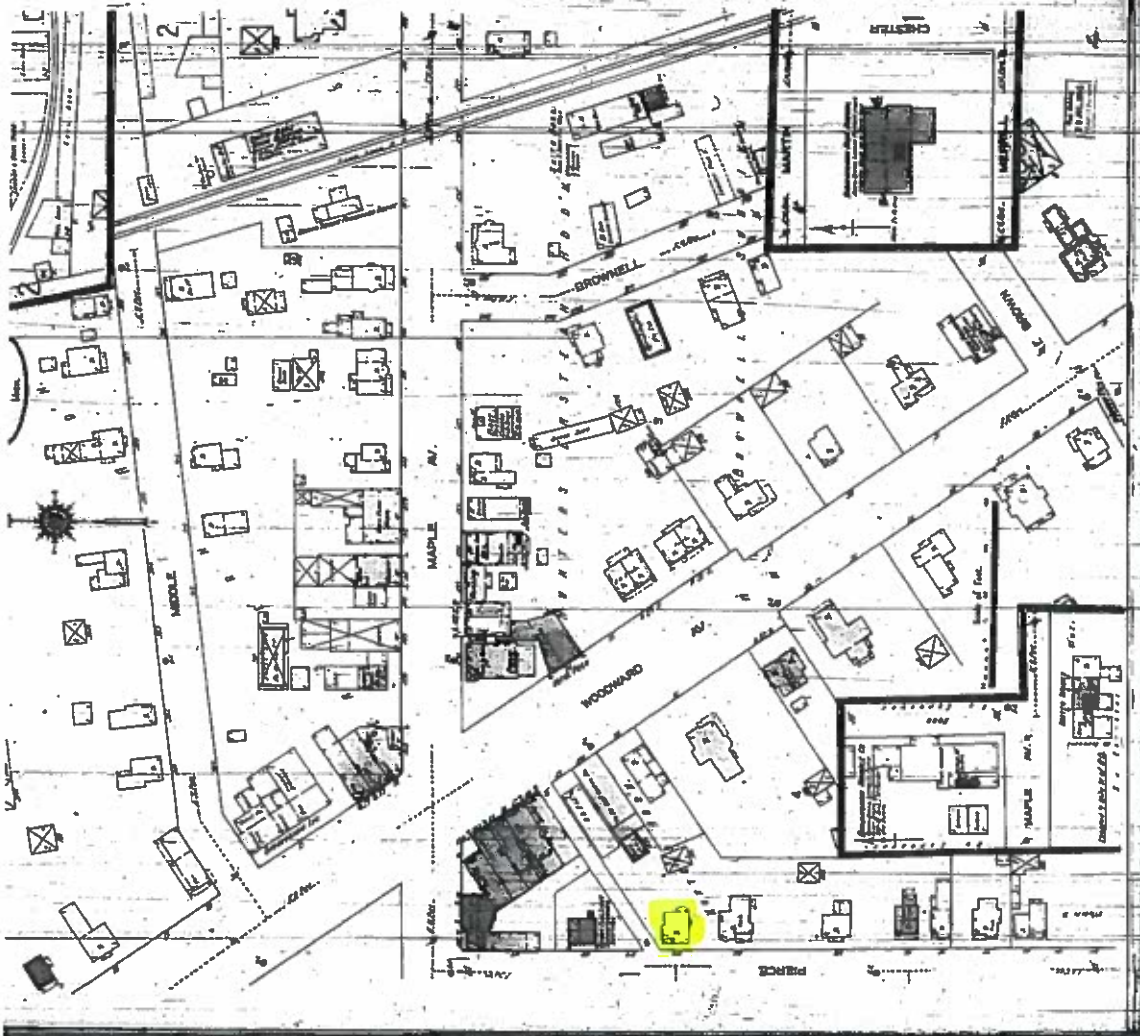
Primary Mailing Address	Site Address Indicator	Addressee(s)	Address
<input checked="" type="checkbox"/>		★Cedarcliff LLC	18855 Warwick St Beverly Hills MI 48025-4068
	🏠	★Cedarcliff LLC Crimson Rose Antiques	165 Pierce St Birmingham MI 48009
	🏠	★Cedarcliff LLC	217 Pierce St Built 1968 Birmingham MI 48009-6046

Related PINs

CVT	PIN	Parcel Type	Status
08	99-00-000-019	Business Account	Inactive
08	99-00-000-158	Business Account	Inactive
08	99-00-003-063	Business Account	Active
08	99-00-003-097	Business Account	Inactive
08	99-00-003-098	Business Account	Inactive
08	99-00-005-064	Business Account	Inactive
08	99-00-010-098	Business Account	Inactive



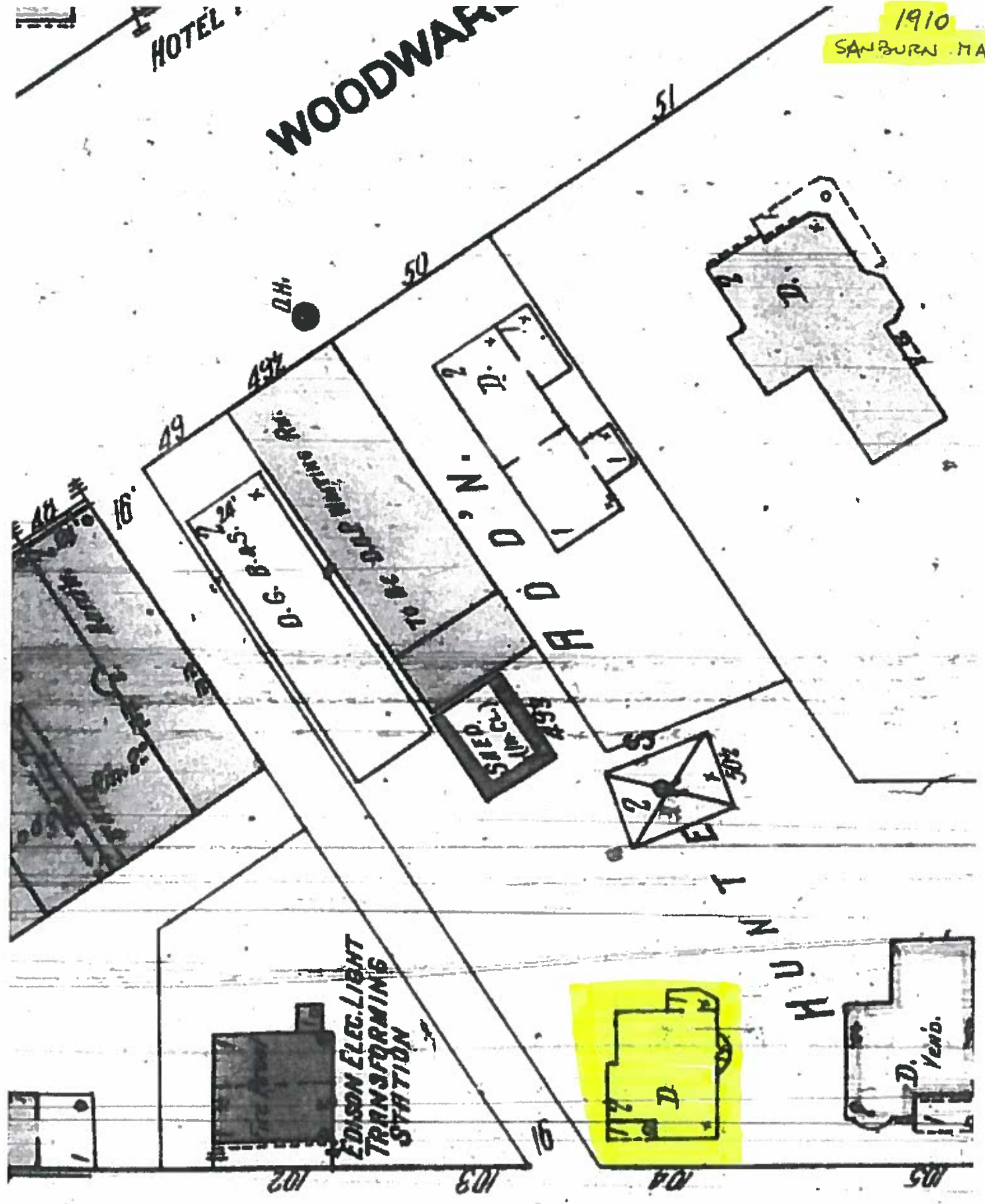
sanborn map 1910



HOTEL

WOODWARD

1910
SANBURN MAP



Irving Bailey

in the 1910 United States Federal Census



- View blank form
- Add alternate information
- Report issue

Name: Irving Bailey
Age in 1910: 44
Birth Year: abt 1866
Birthplace: New York
Home in 1910: Bloomfield, Oakland, Michigan
Street: Pierce Street
Race: White
Gender: Male
Relation to Head of House: Head
Marital Status: Married
Spouse's Name: Hattie Bailey
Father's Birthplace: New York
Mother's Birthplace: New York
Native Tongue: English
Occupation: Repairer
Industry: Rep Shop
Employer, Employee or Other: Own Account
Home Owned or Rented: Own
Home Free or Mortgaged: Free
Farm or House: House
Able to Read: Yes
Able to Write: Yes
Years Married: 26
Neighbors: View others on page

Household Members:

Name	Age
Irving Bailey	44
Hattie Bailey	44

PARTIES and SUNDAY DINNERS A SPECIALTY**172 S. Woodward Avenue****Phone 294**

Atkinson, Frank W., lawyer, 411 Harmon.

Atkinson, Olivia, housewife, 411 Harmon.

Atwell, James, Ford Motor, 311 Townsend.

Atkinson, Nancy I., student, 411 Harmon.

Atkinson, Frank W. Jr., student, 411 Harmon.

Atwell, Elizabeth, housewife, 311 Townsend.

Austin, Melville M., oil broker, Lincoln.

Austin, Edna M., housewife, 521 Lincoln.

Averill, George R., owner Birmingham Eccentric, 203 Poppleton.

Averill, Louise, housewife, 203 Poppleton.

B.

Babcock, Maud, maid, 314 Frank.

Babcock, May Miss, 401 Townsend.

Babcock, Clyde, Ford motor, 401 Townsend.

Bacon, L. W., Chevrolet sales, 511 Watkins.

Bailey, Irving, oil station, 121 Pierce

Bailey, Hattie, housewife, 121 Pierce

Bailey, E. L., Detroit United Lines, 227 Hamilton.

Bailey, Alice, housewife, 227 Hamilton.

Bailey, Manley, student, 227 Hamilton.

Bailey, Milo L., Radio eng., 218 N. Woodward.

Bailey, Elsie, housewife, 218 North Woodward.

Bailey, Edgar L., electrical engineer, 233 Ferndale.

Bailey, Margaret W., housewife, 233 Ferndale.

Baird, J. W., plumbing, 206 Park.

Baird, Rose, housewife, 206 Park.

Baird, Ella V., 631 Wallace.

Baird, Russel, 631 Wallace.

Baird, Ella Mrs., housewife, 631 Wallace.

Baker, R. D., contractor, 536 Southfield.

Baker, Harriet, housewife, 536 Southfield.

Baker, L. M., salesman, 423 E. Maple

Baker, Adele, housewife, 423 East Maple.

Baker, Carrie Mrs., Ford motor, 315 Haynes.

Baker, Howard, cement blocks, 315 Haynes.

Baldwin, Ruth, housewife, 614 Dorchester.

Baldwin, Stowe D., salesman, 614 Dorchester.

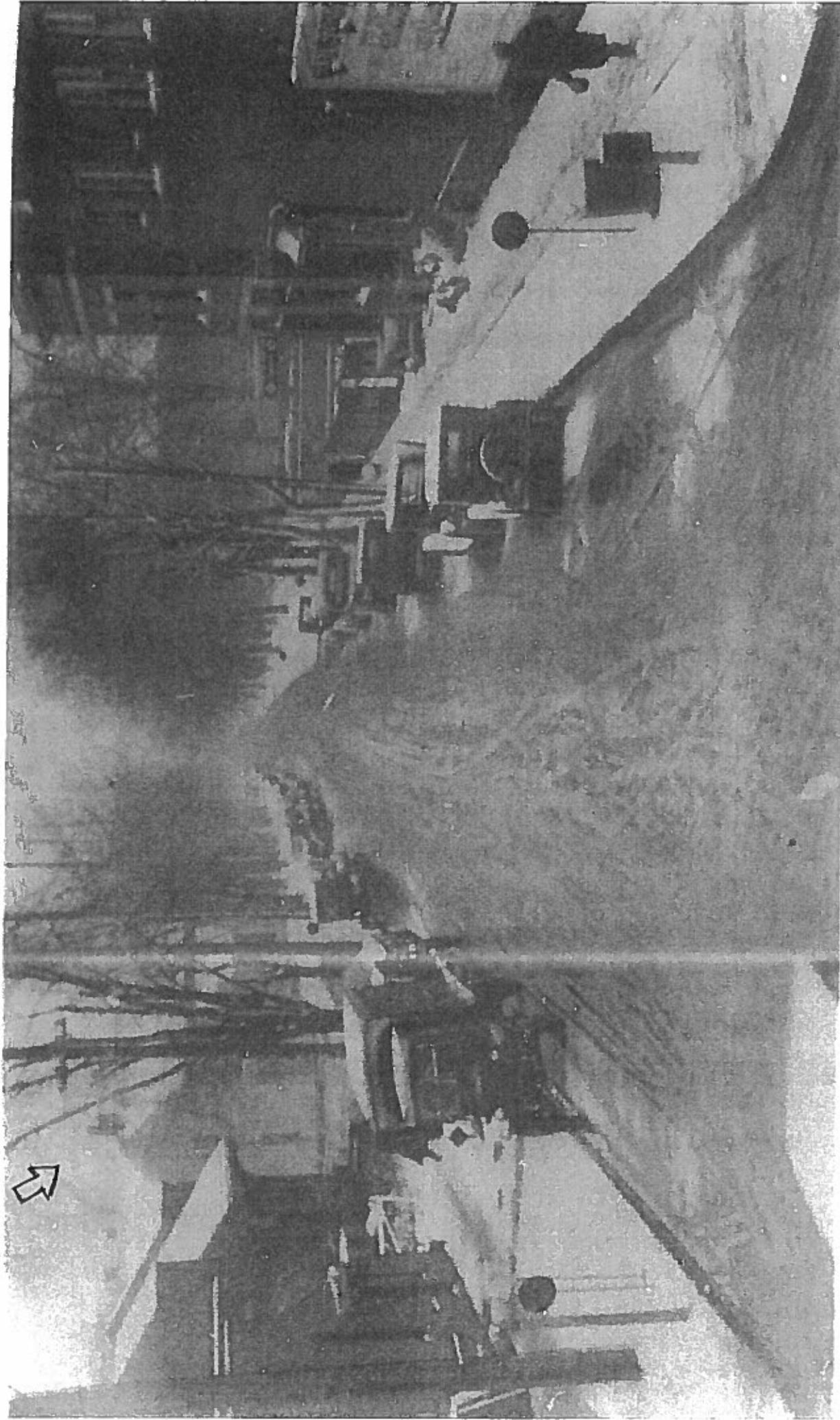
Baldock, L. F., veterinary, 401 Brown

Baldock, Maud, housewife, 401 Brown.

Baldwin, J. W., retired, 416 Harmon

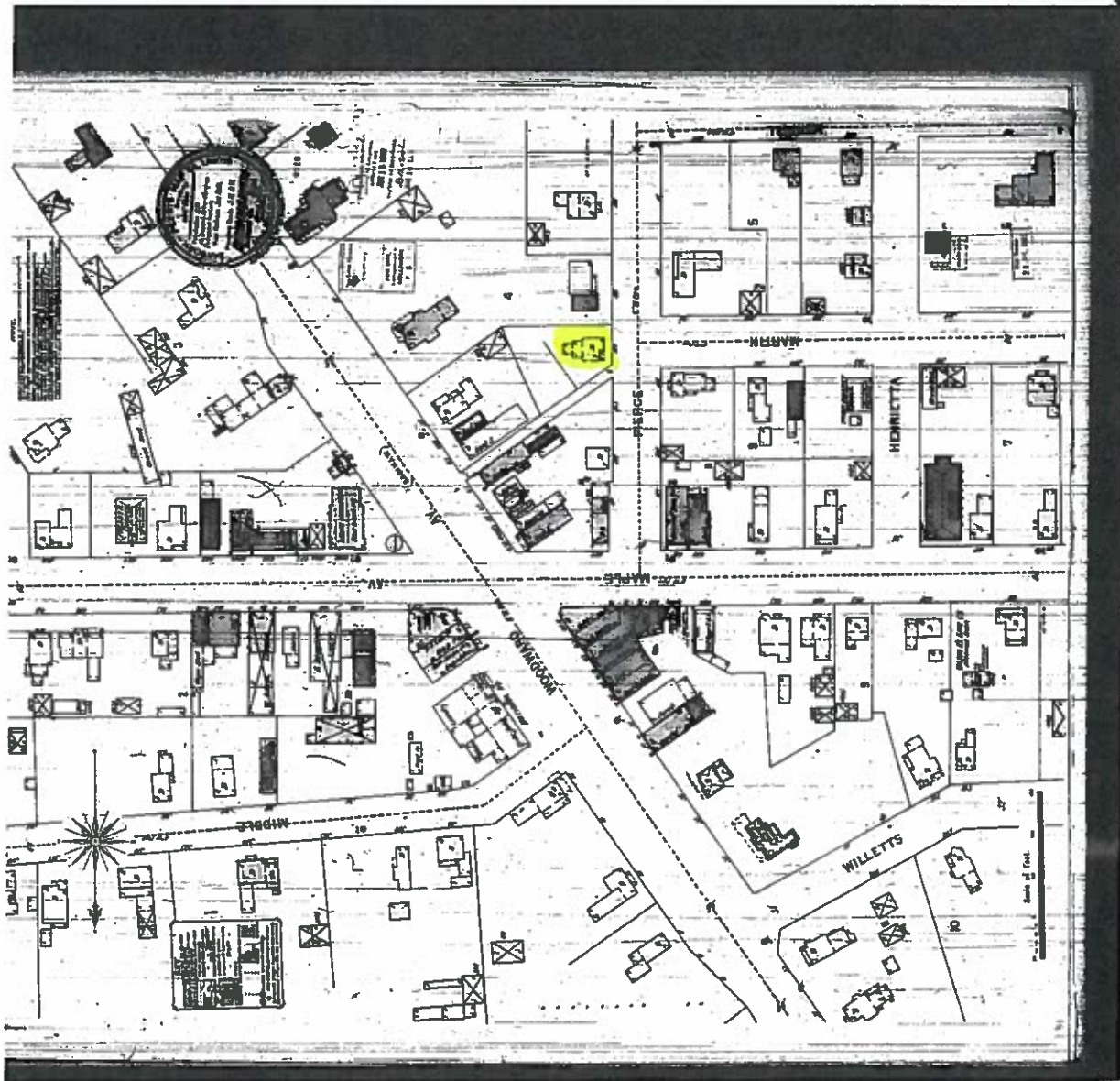
Baldwin, Florence C., housewife, 416 Harmon.

Baldwin, Geo. E., Fuel Co., 600 Pierce.



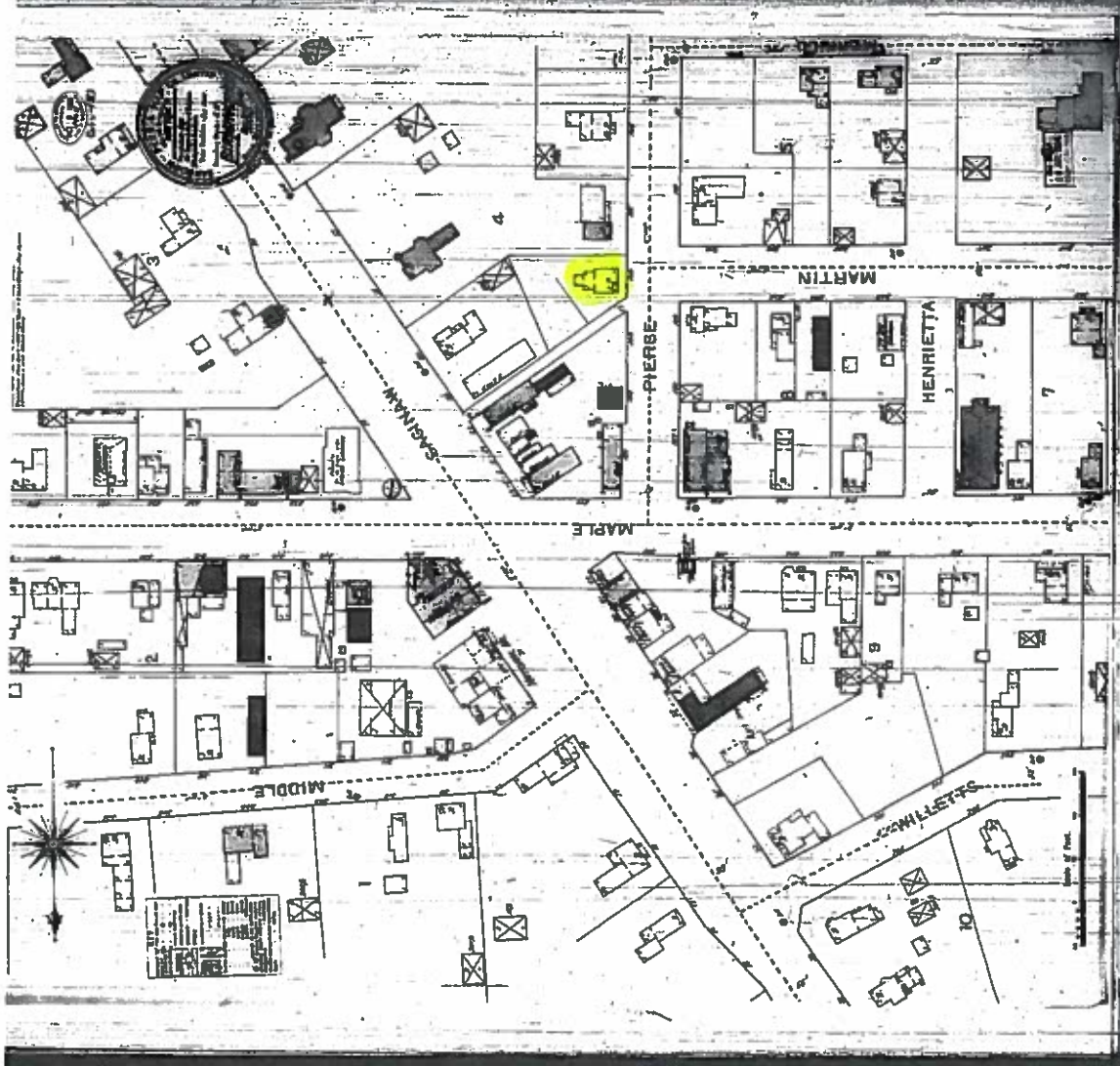
South on Pine St 92.114
Shaw's Day Store R.H.

SANBORN MAP 1900

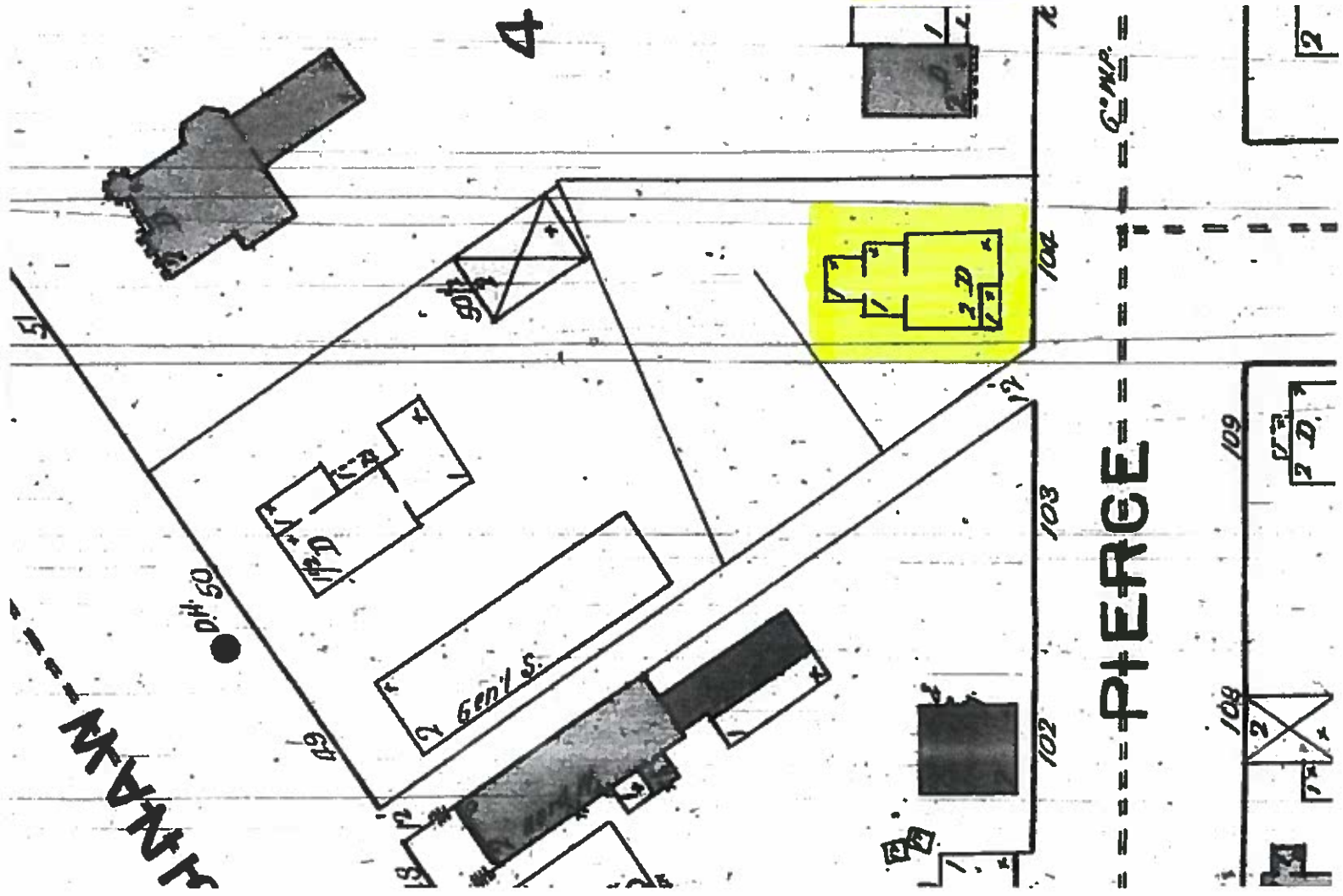


SANBORN MAP

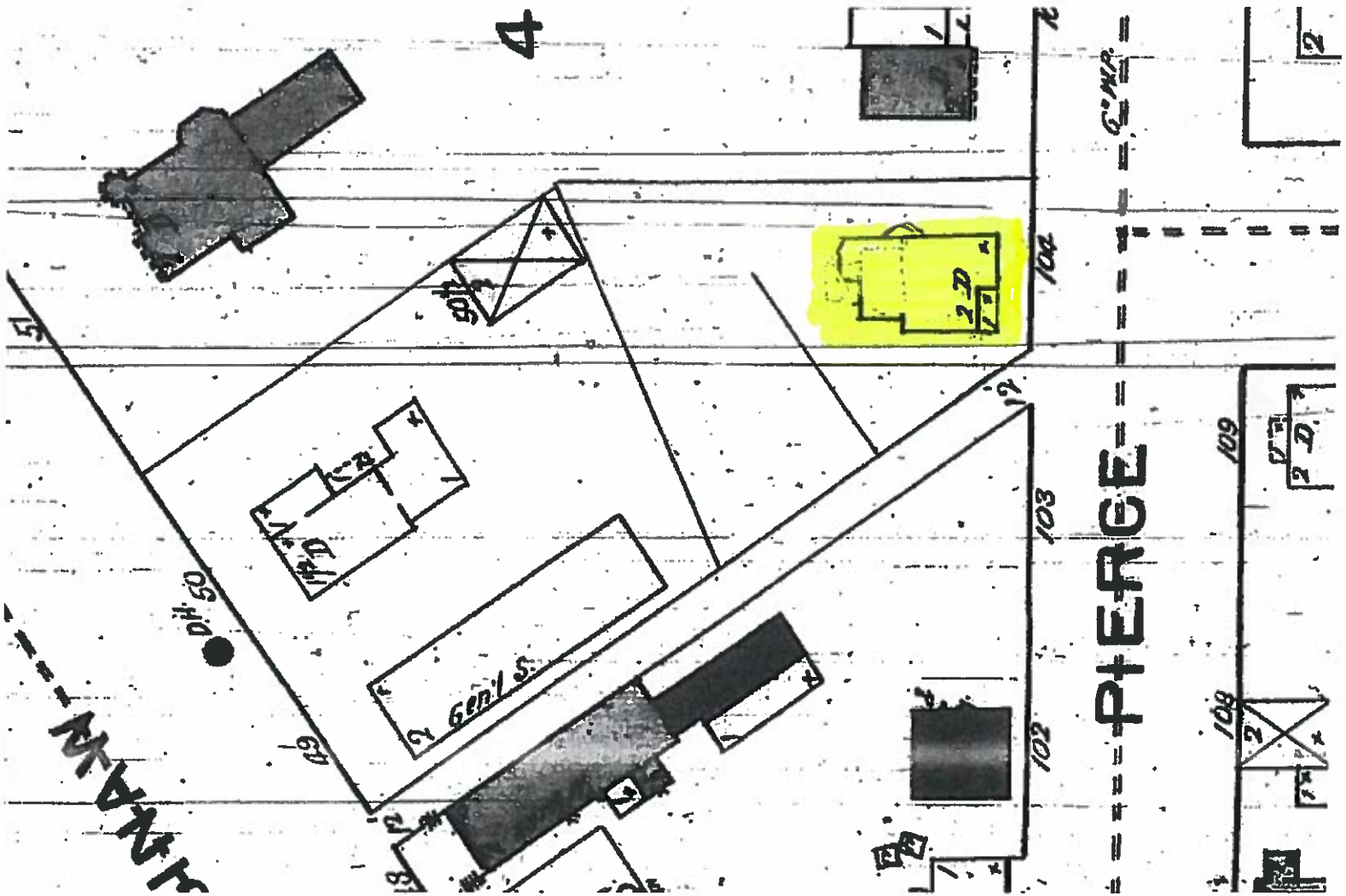
1893



SANBORN MAP 1893



1893



Remodelling done by Irving Bailey c1904

927 Purdy St., formerly @ 121 Pierce St. (Today 217 Pierce St.)



404 Bates St.



Built 1880

339 Townsend St.



Built 1881

211 Townsend St.



Built 1885



339 Townsend St. Trim (1881)



927 Purdy St. Original Trim



MEMORANDUM

Planning Division

DATE: February 25, 2016

TO: Joseph A. Valentine, City Manager

FROM: Matthew Baka, Senior Planner

APPROVED: Jana Ecker, Planning Director

SUBJECT: Parking in the Right-of-Way at 33422 & 33466 Woodward

The owners of the above referenced property are seeking permission to include the six (6) parking spaces in the right-of-way on Woodward towards their off-street parking requirement. The property located at 33422 & 33466 Woodward is currently vacant and has been so for several years. Per Article 06, section 6.02 of the Zoning Ordinance, Commercial spaces within the City of Birmingham that have been vacant for more than six months lose their legal non-conforming status and are required to meet current Zoning Ordinance standards, including the off-street parking requirement. There are six (6) existing on-site parking spaces, located at the rear of each building. The existing site is zoned B2B, General Business, which allows for an extended list of retail uses as well as office. At this time, the applicant is requesting approval to utilize the six (6) parking spaces in the right-of-way on Woodward towards their total parking count, which would create a total of twelve (12) parking spaces for the site. Approval of this request would provide adequate parking to allow for the majority of retail or office uses, which require 1 parking space per 300 square feet of space.

Article 4, section 4.43 (G) (1) of the Zoning Ordinance states:

- G. The required off-street parking facilities for buildings used for other than residential purposes may be provided by the following method:
 - 1. By providing the required off-street parking on the same lot as the building being served, or where practical, and **with the permission of the City Commission**, the area in the public right-of-way abutting the property in question may be included as a portion of the required parking area if such area is improved in accordance with plans which have been approved by the engineering department.

In accordance with Article 4, section 4.43(G)(1) of the Zoning Ordinance, the applicant may include the six (6) right-of-way parking spaces adjacent to their building in their required parking calculation if approved by the City Commission. The inclusion of these six (6) spaces will eliminate the necessity for a parking variance.

The Engineering Dept. has made the following evaluation of the site;

- The concrete parking area needs some repairs. Before starting the work, the owner should meet with our office on site to confirm what is needed. For now, they should be prepared to remove and replace: Four rectangular areas where pavement is most damaged, approximately 50 sq.ft. each or less. Three sections of curb and gutter adjacent to the City sidewalk, 5 ft. long by 18 inches wide.

The applicant has agreed to comply with the recommendation of the Engineering Division.

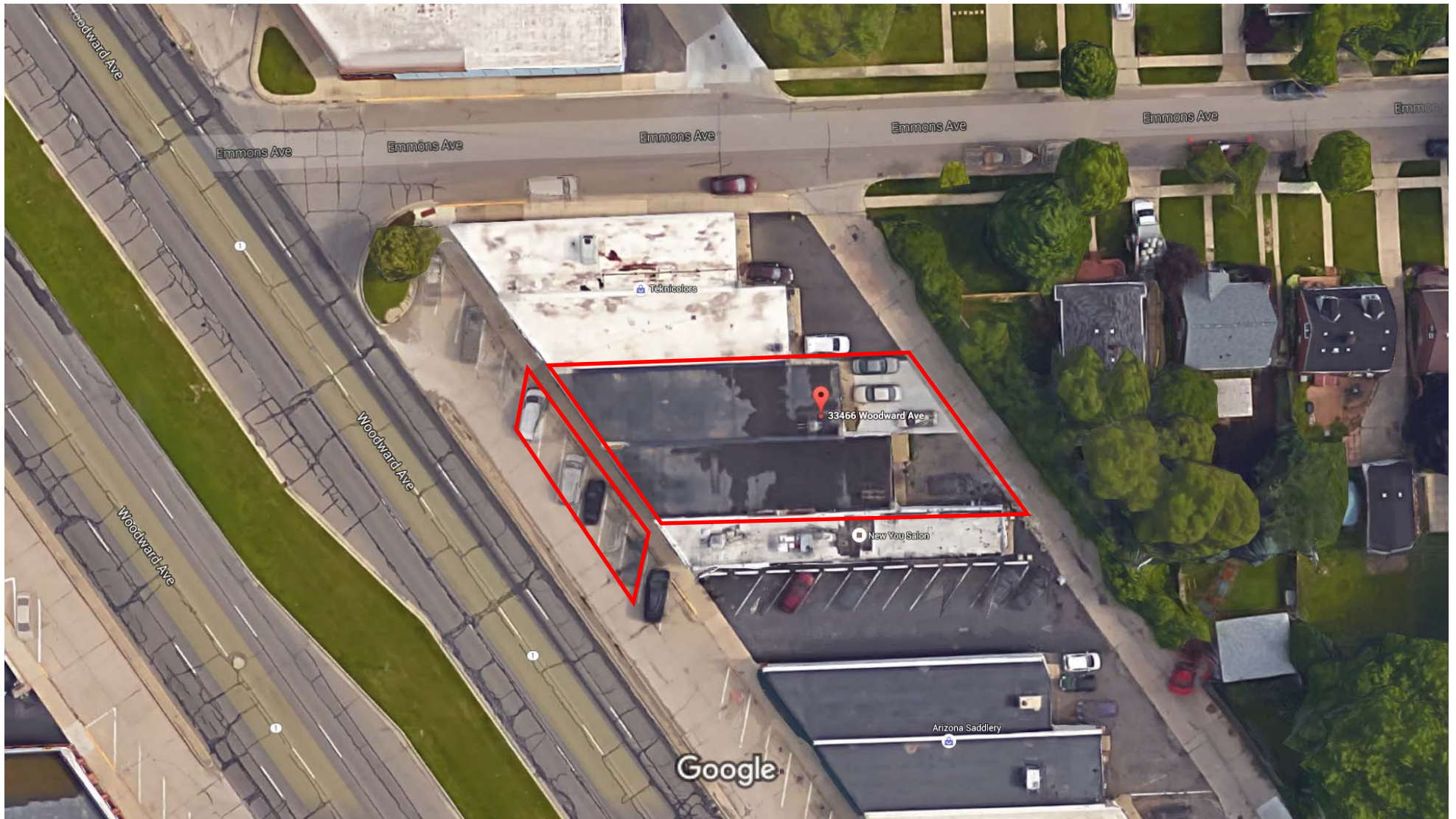
SUGGESTED RESOLUTION:

To approve the use of six (6) parking spaces in the right of way directly abutting the property located at 33422 & 33466 Woodward to fulfill a portion of the off-street parking requirements per Article 4, section 4.43 (G)(1) of the Zoning Ordinance.



33466 Woodward Ave

33422 & 33466 Woodward Right of Way parking request



Imagery ©2016 Google, Map data ©2016 Google 20 ft



MEMORANDUM

Clerk's Office

DATE: March 14, 2016

TO: Joe Valentine, City Manager

FROM: Leslie Pielack, Museum Director

SUBJECT: Museum Name Change Proposal

The Birmingham Historical Museum & Park has had its name since 2001, when it came under city operation. Previously, since the late 1960s, the museum had consisted of the Hunter House only, and was operated as the Birmingham Historical Museum by the Birmingham Historical Society. When it opened in 2001, the Hunter House was added to the Allen House site, with the addition of the 4 acre grounds as well. The term 'Park' was added to its official name shortly after the city formally began its operation to clarify the park component of the site.

In the past decade, museums have undergone a transition, driven both by the recession and rapid changes in technology. Audiences have different needs and expectations, and museums are changing to keep pace with this societal change. In general, museums are serving a wider audience through multiple platforms of engagement and interaction. Museums of all kinds have found it necessary to refresh their missions, image, or in some cases, undertake a complete re-branding and name change. These re-branding efforts consistently work to simplify a museum's image while being more inclusive.

A significant goal of the Birmingham Historical Museum & Park's 2013-2016 Strategic Plan involved exploring and refining the museum's mission and brand, including a possible name change. At its September 3, 2015 meeting, the Museum Board unanimously approved an updated version of the Museum mission statement (see below). Following this, the Museum Board studied the issue of the Museum's name and concluded that the Museum and the community would benefit from a name change similar to those other museums are instituting.

This led to a public input survey during December of 2015. Five name choices were offered; 1) The Birmingham Museum, 2) the Museum of Birmingham, 3) The Birmingham Museum & Archives, 4) The Birmingham Cultural Museum and 5) the Birmingham Heritage Center. There were 201 total respondents (including businesses and community stakeholders) who learned about the survey through direct email, Facebook, local media articles, the city's e-newsletter, or the city's Twitter messaging. 85 respondents were residents. Responses of Birmingham residents and the larger group were markedly similar (see attached survey data). The preferred name for the museum was **The Birmingham Museum** (35% of residents; 32% of all respondents), followed by The Birmingham Heritage Center (26% residents; 27% all respondents).

At its February 4, 2016 meeting, the Museum Board unanimously voted to recommend to the commission that the museum name be changed from Birmingham Historical Museum & Park to The Birmingham Museum. This name change, if adopted, would help the museum update its image and engage a broader audience. The proposed updated mission statement likewise is more engaging and inclusive, while maintaining the preservation of Birmingham's history at the core of the museum's focus.

SUGGESTED RESOLUTION:

- 1) To approve the proposed name change for the museum from

Birmingham Historical Museum & Park
to
The Birmingham Museum

- 2) To approve the recommended change in the Museum Mission statement from

The Birmingham Historical Museum and Park seeks to foster a greater appreciation and understanding of the city's unique heritage by collecting, preserving, cataloguing, and exhibiting cultural material relevant to Birmingham's story, and by providing engaging and entertaining educational programs that promote this story to a diverse audience.

to

The Birmingham Museum will explore meaningful connections with our past, in order to enrich our community and enhance its character and sustainability. Our mission is to promote understanding of Birmingham's historical and cultural legacy through preservation and interpretation of its ongoing story.

- 3) To amend the relevant sections of Ordinance 62-31 and 62-33 as follows:

- **Sec. 62-31. - Powers and duties.**

(a)

~~Mission statement. The Birmingham Historical Museum and Park seeks to foster a greater appreciation and understanding of the city's unique heritage by collecting, preserving, cataloguing, and exhibiting cultural material relevant to Birmingham's story, and by providing engaging and entertaining educational programs that promote this story to a diverse audience. (Approved by the city commission on August 11, 2008, as part of the Birmingham Historical Museum and Park's 2008-2013 Strategic Plan).~~ The Birmingham Museum will explore meaningful connections with our past, in order to enrich our community and enhance its character and sustainability. Our mission is to promote

understanding of Birmingham's historical and cultural legacy through preservation and interpretation of its ongoing story.

(d)

The museum board shall have the power to develop, operate and maintain the 1928 Allen House, 1822 John West Hunter House and John West Hunter Memorial Park, as part of the ~~Birmingham Historical Museum and Park~~, Birmingham Museum, as a museum and to serve as an advisory authority exercising control and management over this cultural resource.

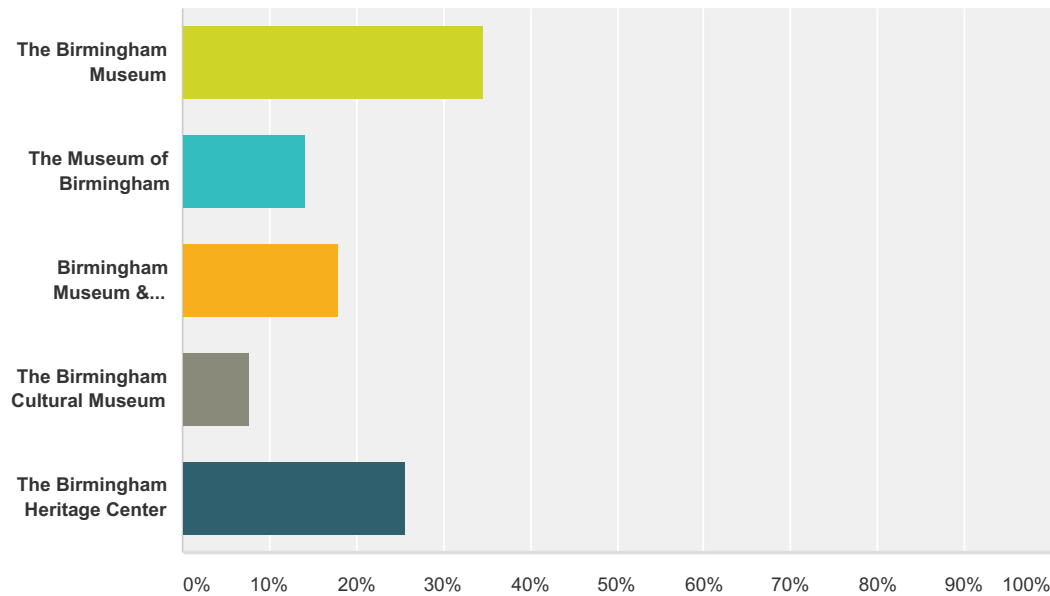
- **Sec. 62-33. - Reports.**

The museum board shall make and submit to the city commission annually a report of the general activities, operation, and condition of the ~~Birmingham Historical Museum and Park~~ Birmingham Museum for the preceding 12 months. The museum board shall, from time to time, as occasion requires, either in the annual report, or at any time deemed necessary by the museum board, advise the city commission in writing on all matters necessary and proper for and pertaining to the proper operation of the ~~Birmingham Historical Museum and Park~~ Birmingham Museum and any of its activities or properties.

Q1 MUSEUM NAME: Our current name is “Birmingham Historical Museum & Park.” Please review the mission statement above, and then indicate your preference for a new name (PLEASE CHOOSE ONLY ONE).

Answered: 78 Skipped: 7

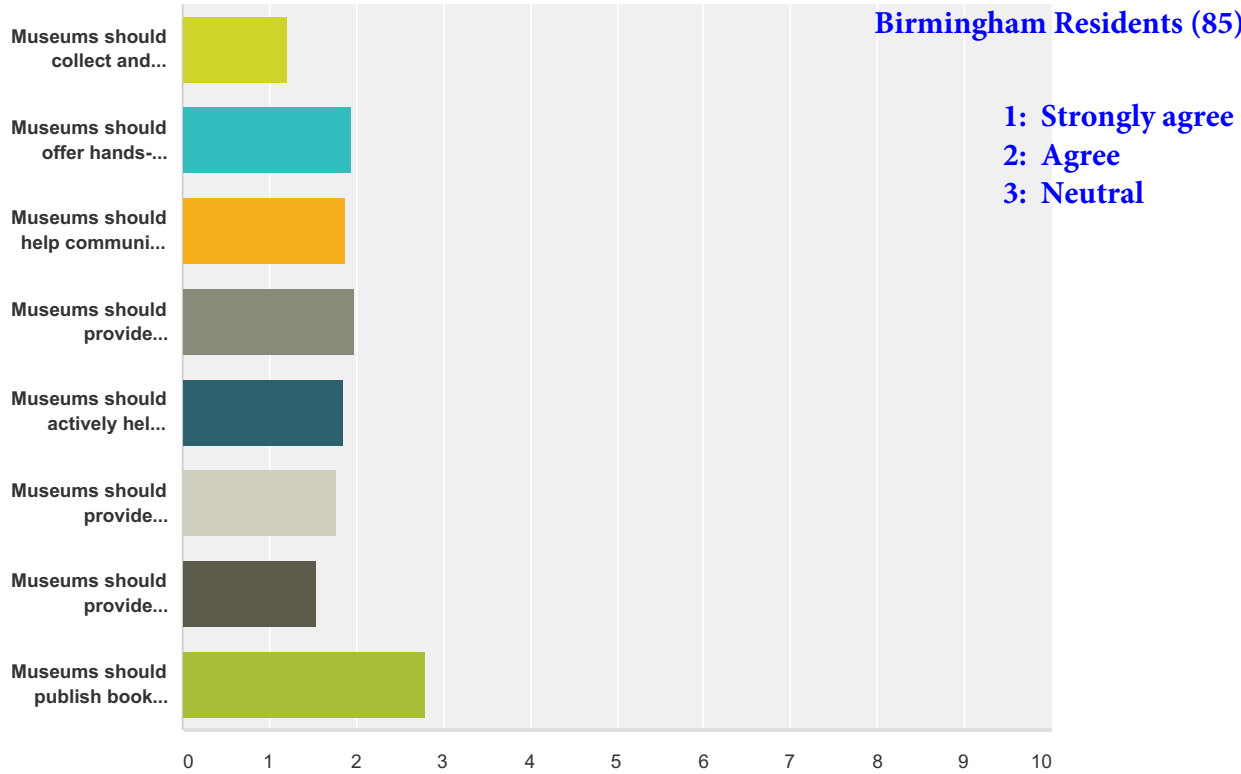
Birmingham Residents (85)



Answer Choices	Responses
The Birmingham Museum	34.62%27
The Museum of Birmingham	14.10%11
Birmingham Museum & Archives	17.95%14
The Birmingham Cultural Museum	7.69%6
The Birmingham Heritage Center	25.64%20
Total	78

Q2 Please rate the following to show how you feel about museums and what they do.

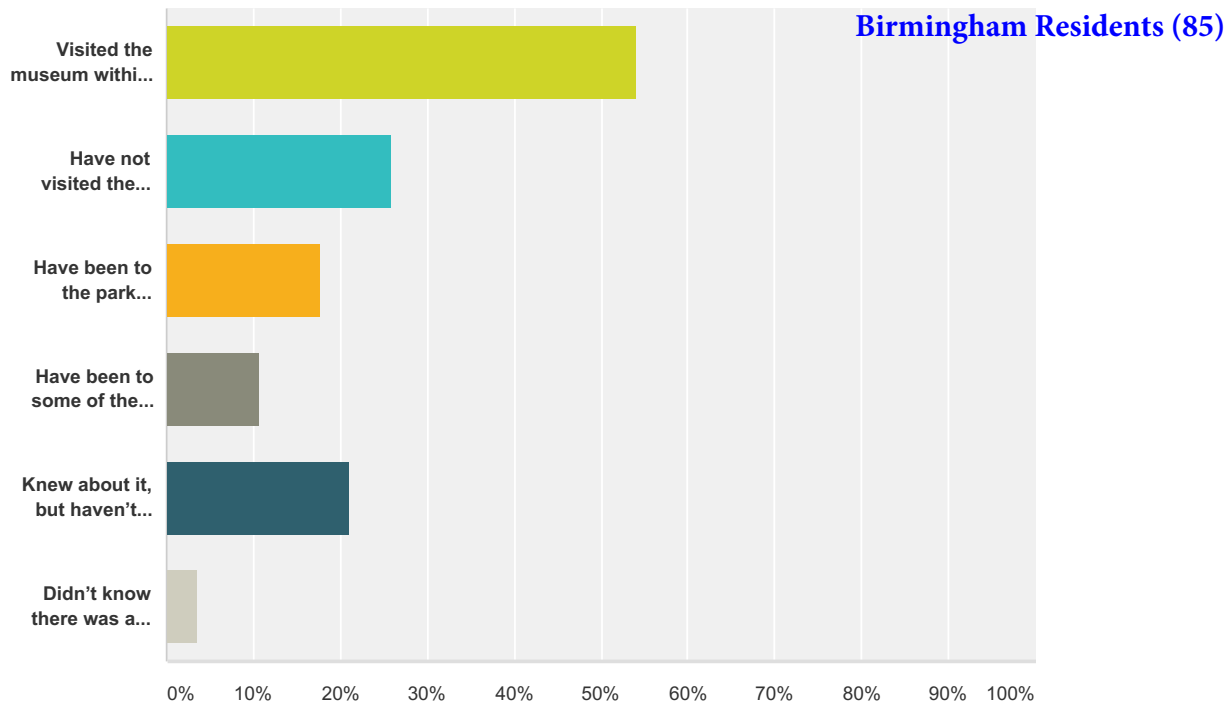
Answered: 85 Skipped: 0



	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total	Weighted Average
Museums should collect and display objects that have cultural or historical value.	82.35% 70	15.29% 13	1.18% 1	0.00% 0	1.18% 1	85	1.22
Museums should offer hands-on experiences for all ages.	39.76% 33	31.33% 26	24.10% 20	3.61% 3	1.20% 1	83	1.95
Museums should help community members research their interests.	41.18% 35	37.65% 32	14.12% 12	5.88% 5	1.18% 1	85	1.88
Museums should provide information and materials online.	31.76% 27	43.53% 37	20.00% 17	3.53% 3	1.18% 1	85	1.99
Museums should actively help people become more culturally aware and experience new ideas.	44.05% 37	34.52% 29	16.67% 14	2.38% 2	2.38% 2	84	1.85
Museums should provide child-oriented content, programs, and events.	42.86% 36	44.05% 37	7.14% 6	4.76% 4	1.19% 1	84	1.77
Museums should provide adult-oriented content, programs, and events.	55.29% 47	38.82% 33	3.53% 3	1.18% 1	1.18% 1	85	1.54
Museums should publish books and other educational materials.	8.33% 7	28.57% 24	44.05% 37	14.29% 12	4.76% 4	84	2.79

Q3 MUSEUM VISITS: Please check AS MANY of the statements below that apply to you and/or your family:

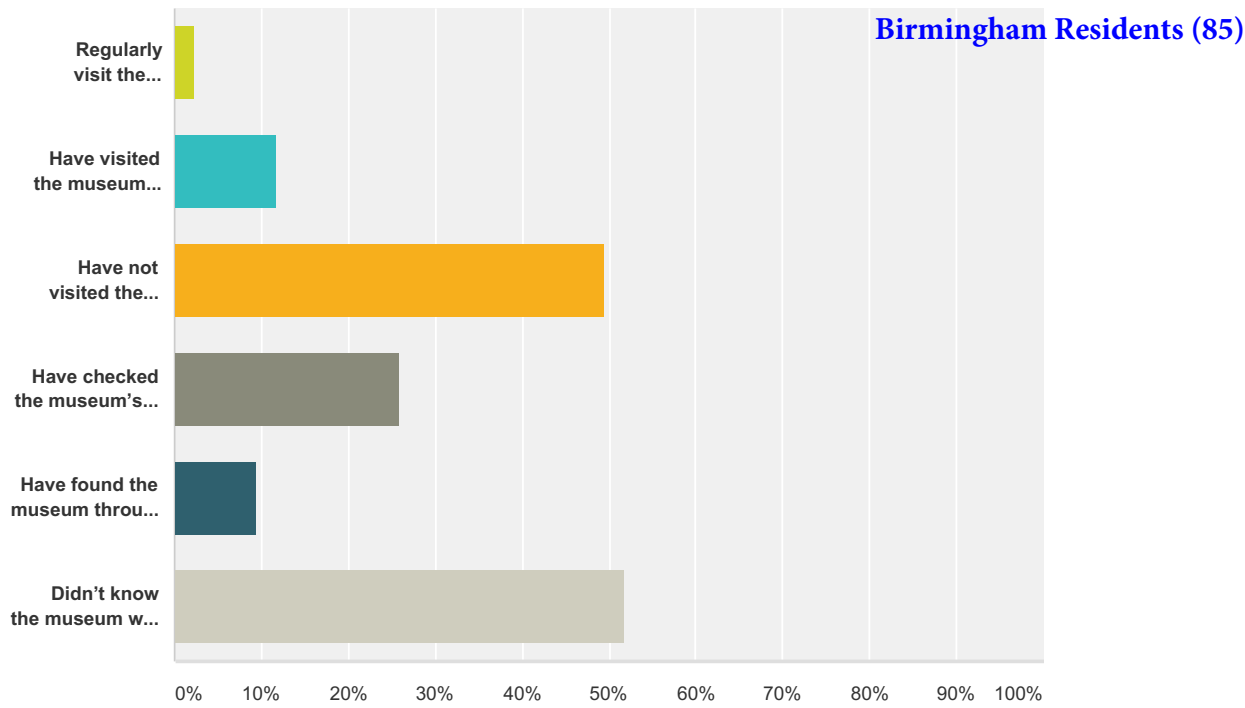
Answered: 85 Skipped: 0



Answer Choices	Responses	
Visited the museum within the last 3 years.	54.12%	46
Have not visited the museum for 3 or more years.	25.88%	22
Have been to the park grounds, but not inside the buildings.	17.65%	15
Have been to some of the off-site museum-sponsored lectures and programs.	10.59%	9
Knew about it, but haven't visited.	21.18%	18
Didn't know there was a museum.	3.53%	3
Total Respondents: 85		

Q4 MUSEUM ONLINE: Please check AS MANY of the statements below that apply to you and/or your family:

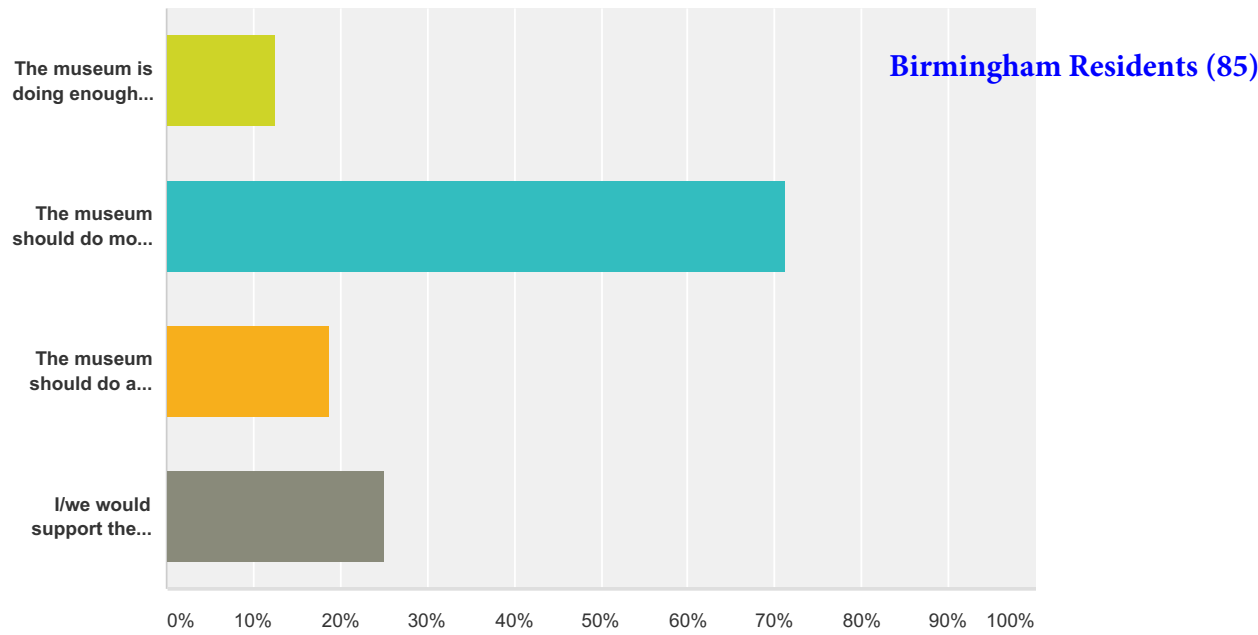
Answered: 85 Skipped: 0



Answer Choices	Responses	
Regularly visit the museum's Facebook page.	2.35%	2
Have visited the museum Facebook page.	11.76%	10
Have not visited the museum Facebook page.	49.41%	42
Have checked the museum's website.	25.88%	22
Have found the museum through Google or another search engine.	9.41%	8
Didn't know the museum was online.	51.76%	44
Total Respondents: 85		

Q5 ADVERTISING: Please check AS MANY of the statements below that apply to you and/or your family.

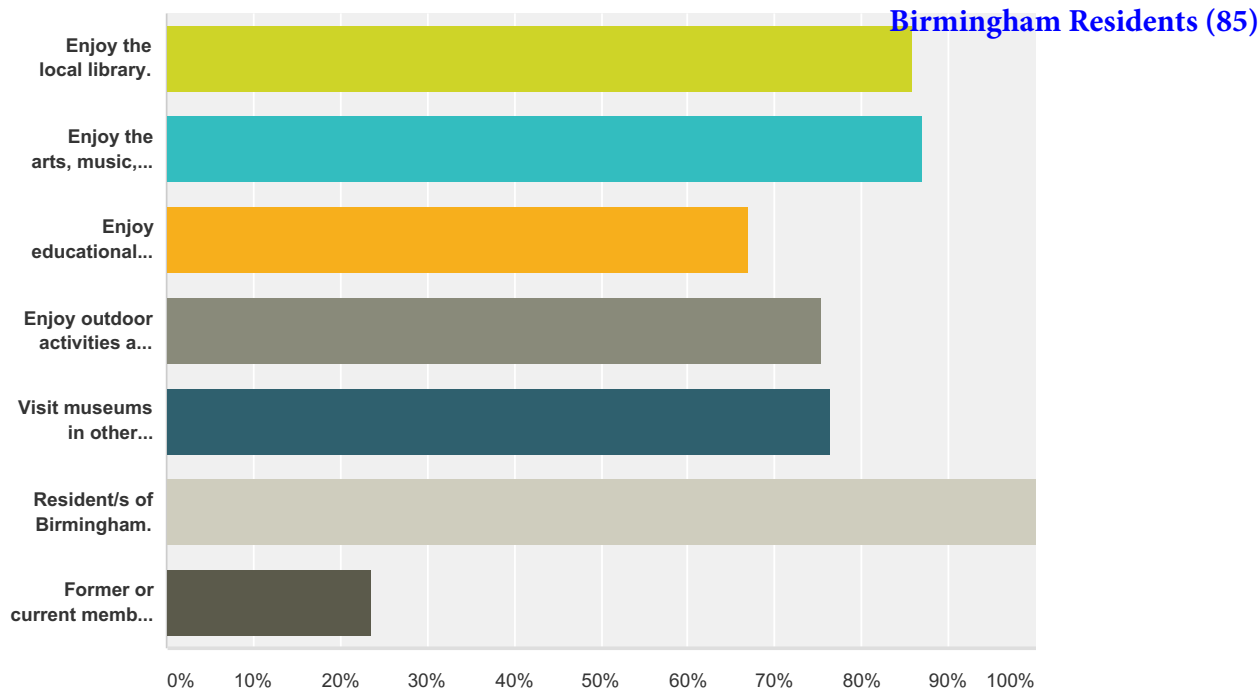
Answered: 80 Skipped: 5



Answer Choices	Responses	
The museum is doing enough advertising.	12.50%	10
The museum should do more to get the word out.	71.25%	57
The museum should do a major advertising campaign.	18.75%	15
I/we would support the museum spending money to better advertise.	25.00%	20
Total Respondents: 80		

Q6 ABOUT YOU: Please check any/all that apply to you and/or your family:

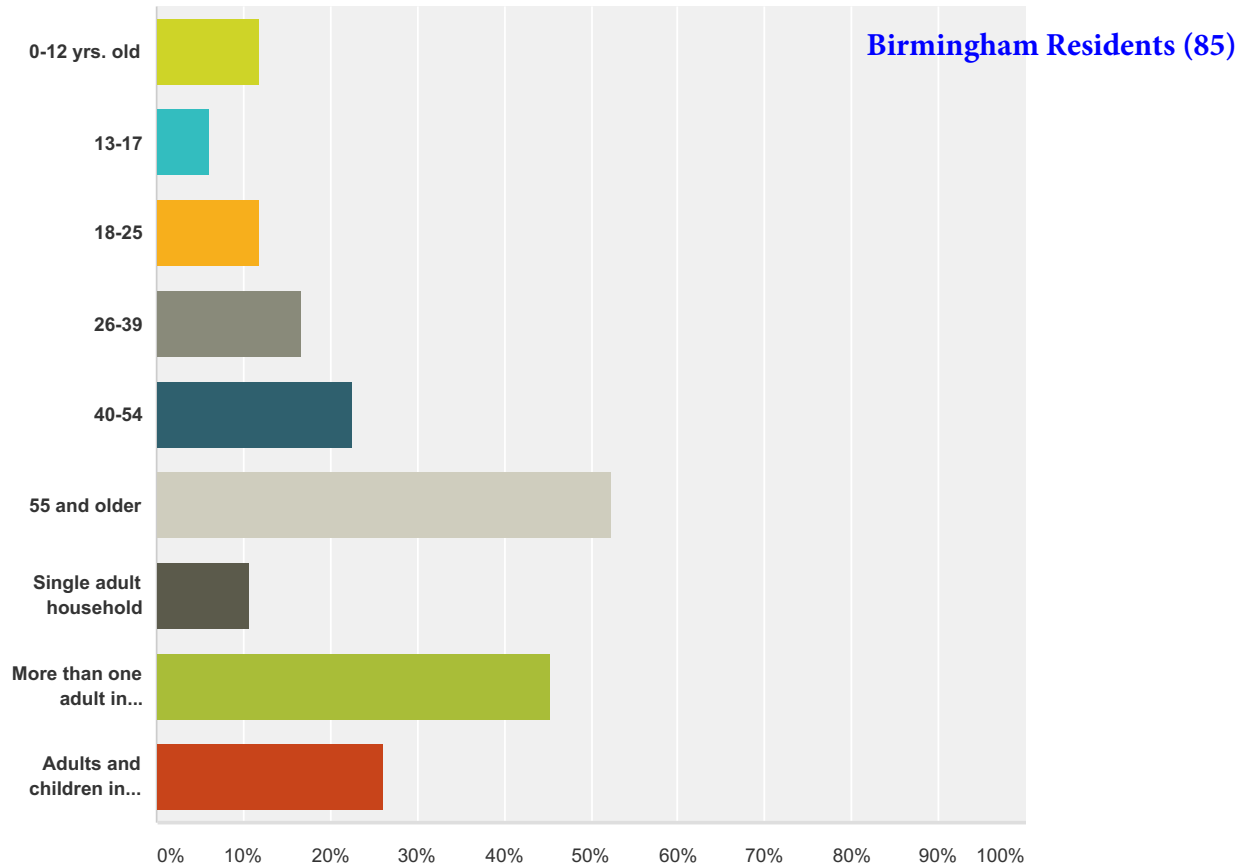
Answered: 85 Skipped: 0



Answer Choices	Responses	
Enjoy the local library.	85.88%	73
Enjoy the arts, music, & culture.	87.06%	74
Enjoy educational programs.	67.06%	57
Enjoy outdoor activities and programs.	75.29%	64
Visit museums in other communities.	76.47%	65
Resident/s of Birmingham.	100.00%	85
Former or current member of the Friends of the Birmingham Historical Museum & Park (Birmingham Historical Society).	23.53%	20
Total Respondents: 85		

Q7 A LITTLE MORE ABOUT YOU: Please check any/all that apply to you and/or your family.

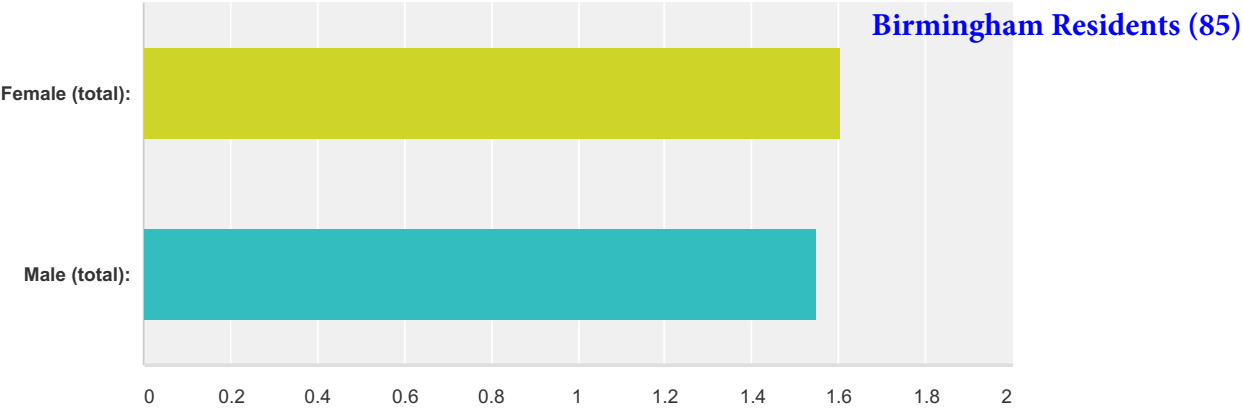
Answered: 84 Skipped: 1



Answer Choices	Responses
0-12 yrs. old	11.90% 10
13-17	5.95% 5
18-25	11.90% 10
26-39	16.67% 14
40-54	22.62% 19
55 and older	52.38% 44
Single adult household	10.71% 9
More than one adult in household	45.24% 38
Adults and children in household	26.19% 22
Total Respondents: 84	

Q8 GENDER: Please indicate how many people in your family are female and male:

Answered: 80 Skipped: 5

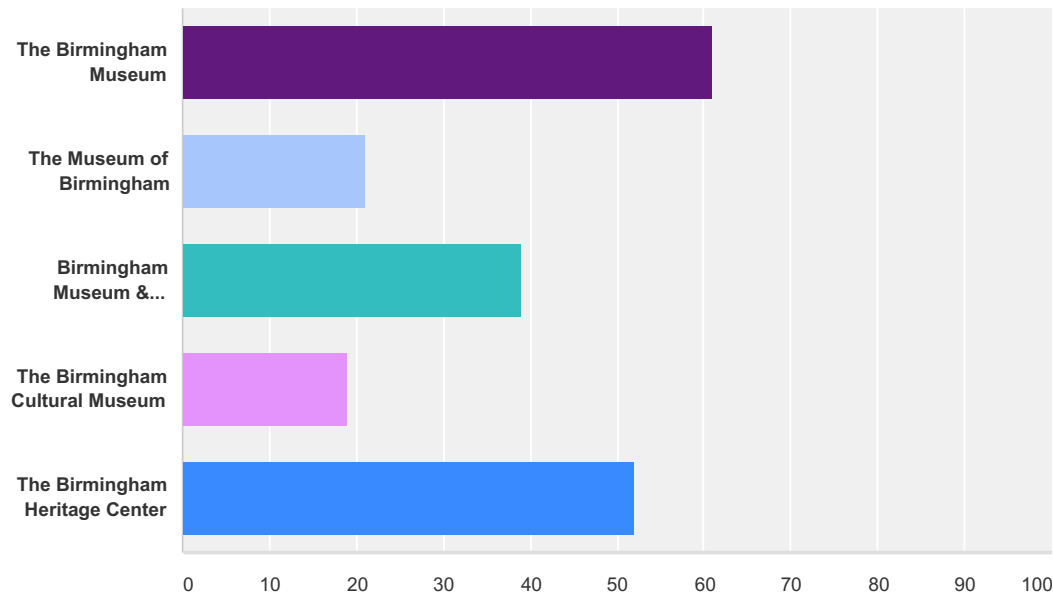


Answer Choices	Average Number	Total Number	Responses
Female (total):	2	125	78
Male (total):	2	107	69
Total Respondents: 80			

Q1 MUSEUM NAME: Our current name is “Birmingham Historical Museum & Park.” Please review the mission statement above, and then indicate your preference for a new name (PLEASE CHOOSE ONLY ONE).

Answered: 192 Skipped: 9

ALL RESPONDENTS (201)

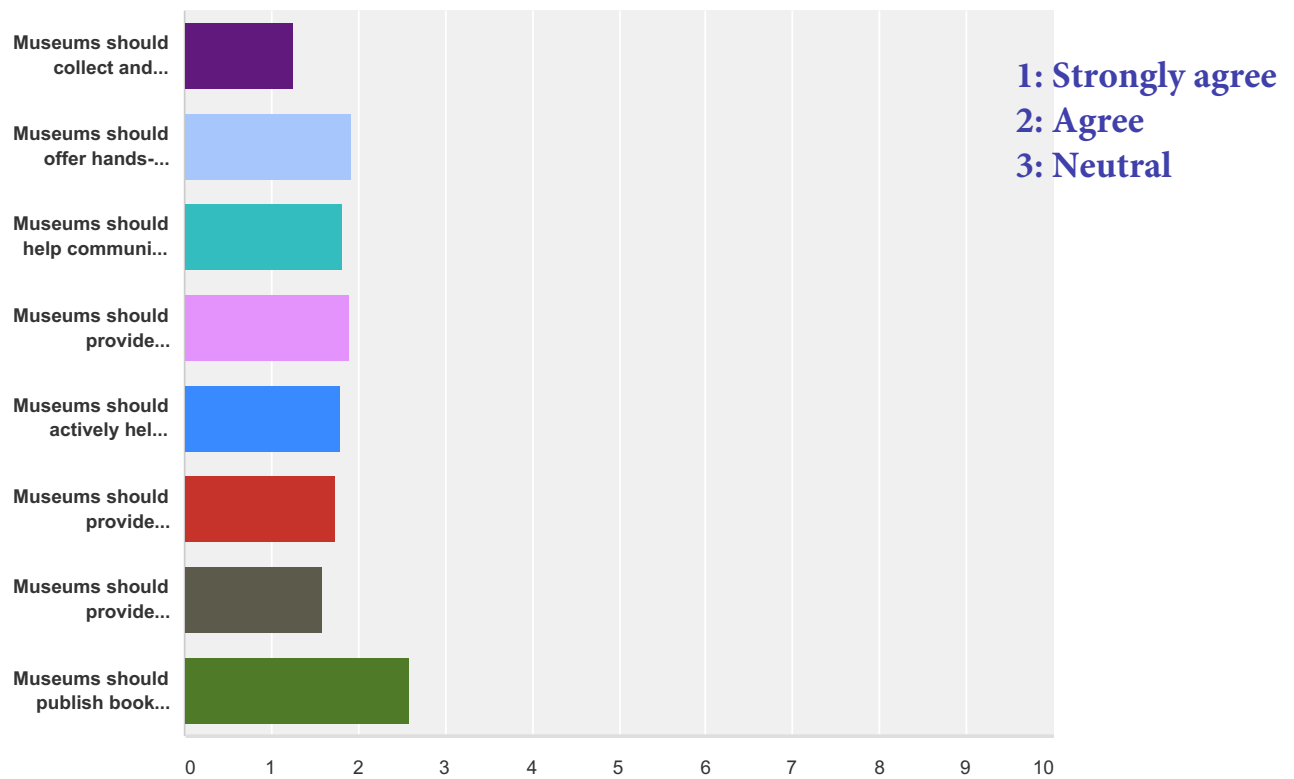


Answer Choices	Responses	
The Birmingham Museum	31.77%	61
The Museum of Birmingham	10.94%	21
Birmingham Museum & Archives	20.31%	39
The Birmingham Cultural Museum	9.90%	19
The Birmingham Heritage Center	27.08%	52
Total		192

Q2 Please rate the following to show how you feel about museums and what they do.

Answered: 183 Skipped: 18

ALL RESPONDENTS (201)

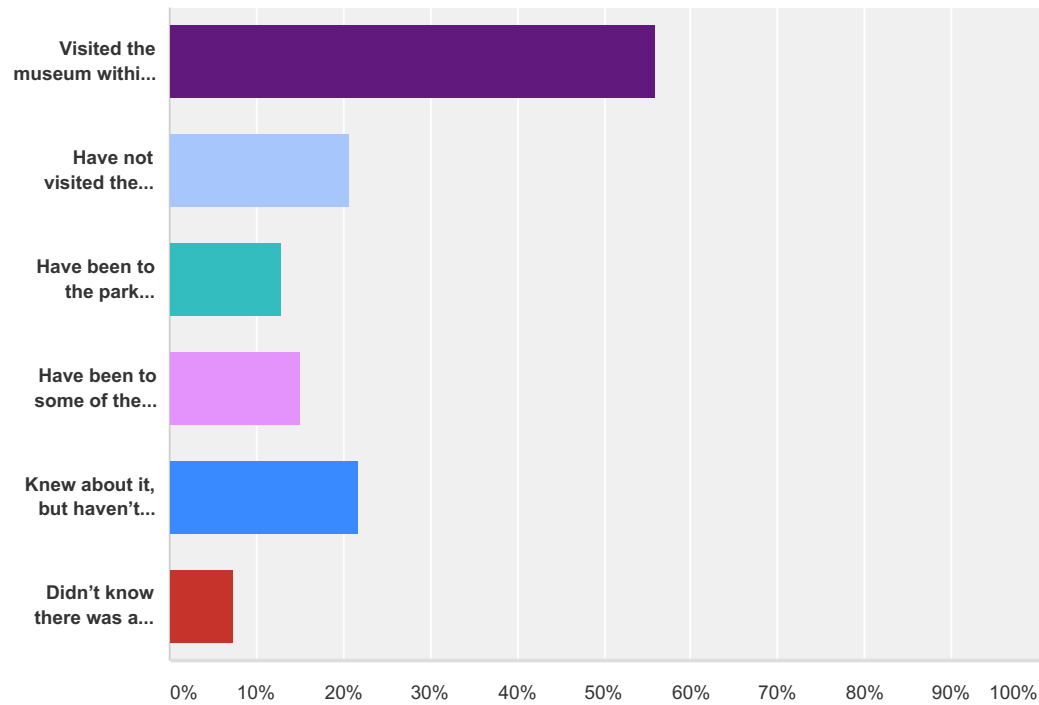


	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total	Weighted Average
Museums should collect and display objects that have cultural or historical value.	81.97% 150	14.75% 27	1.09% 2	1.09% 2	1.09% 2	183	1.25
Museums should offer hands-on experiences for all ages.	38.67% 70	35.36% 64	22.10% 40	3.31% 6	0.55% 1	181	1.92
Museums should help community members research their interests.	43.72% 80	36.61% 67	14.75% 27	4.37% 8	0.55% 1	183	1.81
Museums should provide information and materials online.	36.07% 66	42.08% 77	17.49% 32	3.28% 6	1.09% 2	183	1.91
Museums should actively help people become more culturally aware and experience new ideas.	43.65% 79	37.57% 68	15.47% 28	2.21% 4	1.10% 2	181	1.80
Museums should provide child-oriented content, programs, and events.	44.20% 80	43.09% 78	8.84% 16	3.31% 6	0.55% 1	181	1.73
Museums should provide adult-oriented content, programs, and events.	49.73% 91	43.72% 80	4.92% 9	1.09% 2	0.55% 1	183	1.59
Museums should publish books and other educational materials.	16.48% 30	26.37% 48	42.31% 77	12.09% 22	2.75% 5	182	2.58

Q3 MUSEUM VISITS: Please check AS MANY of the statements below that apply to you and/or your family:

Answered: 179 Skipped: 22

ALL RESPONDENTS (201)

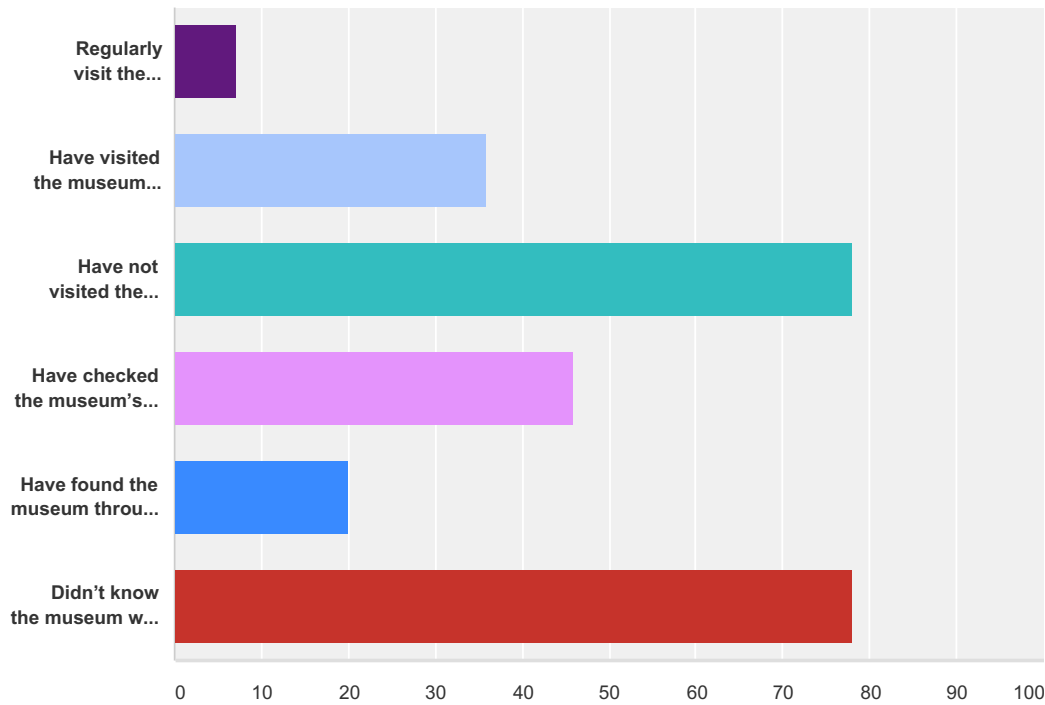


Answer Choices	Responses	
Visited the museum within the last 3 years.	55.87%	100
Have not visited the museum for 3 or more years.	20.67%	37
Have been to the park grounds, but not inside the buildings.	12.85%	23
Have been to some of the off-site museum-sponsored lectures and programs.	15.08%	27
Knew about it, but haven't visited.	21.79%	39
Didn't know there was a museum.	7.26%	13
Total Respondents: 179		

Q4 MUSEUM ONLINE: Please check AS
MANY of the statements below that apply to
you and/or your family:

Answered: 173 Skipped: 28

ALL RESPONDENTS (201)

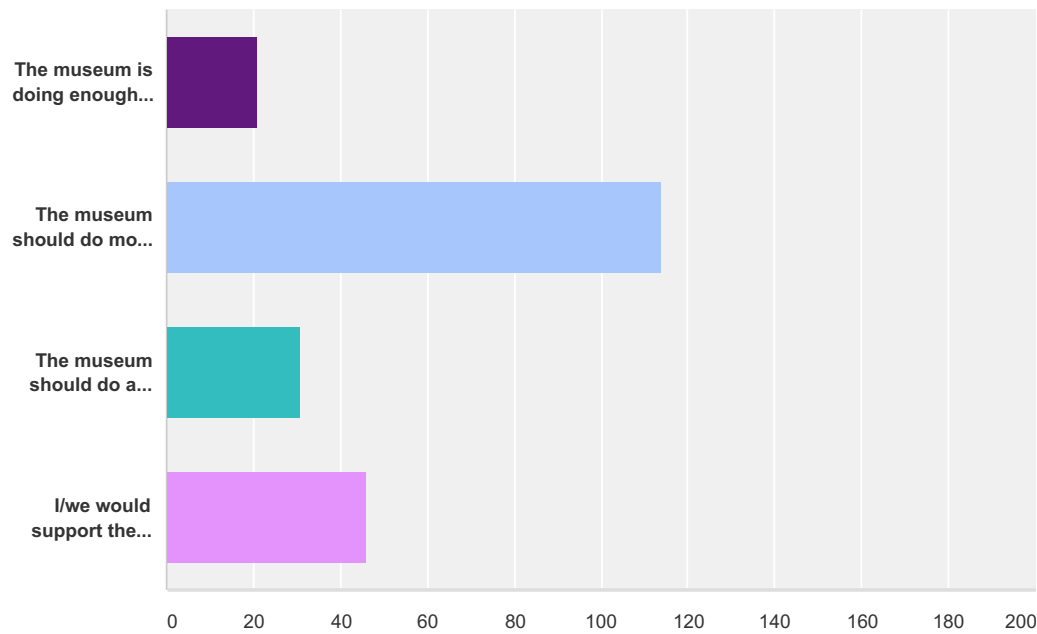


Answer Choices	Responses	
Regularly visit the museum's Facebook page.	4.05%	7
Have visited the museum Facebook page.	20.81%	36
Have not visited the museum Facebook page.	45.09%	78
Have checked the museum's website.	26.59%	46
Have found the museum through Google or another search engine.	11.56%	20
Didn't know the museum was online.	45.09%	78
Total Respondents: 173		

Q5 ADVERTISING: Please check AS MANY of the statements below that apply to you and/or your family.

Answered: 161 Skipped: 40

ALL RESPONDENTS (201)

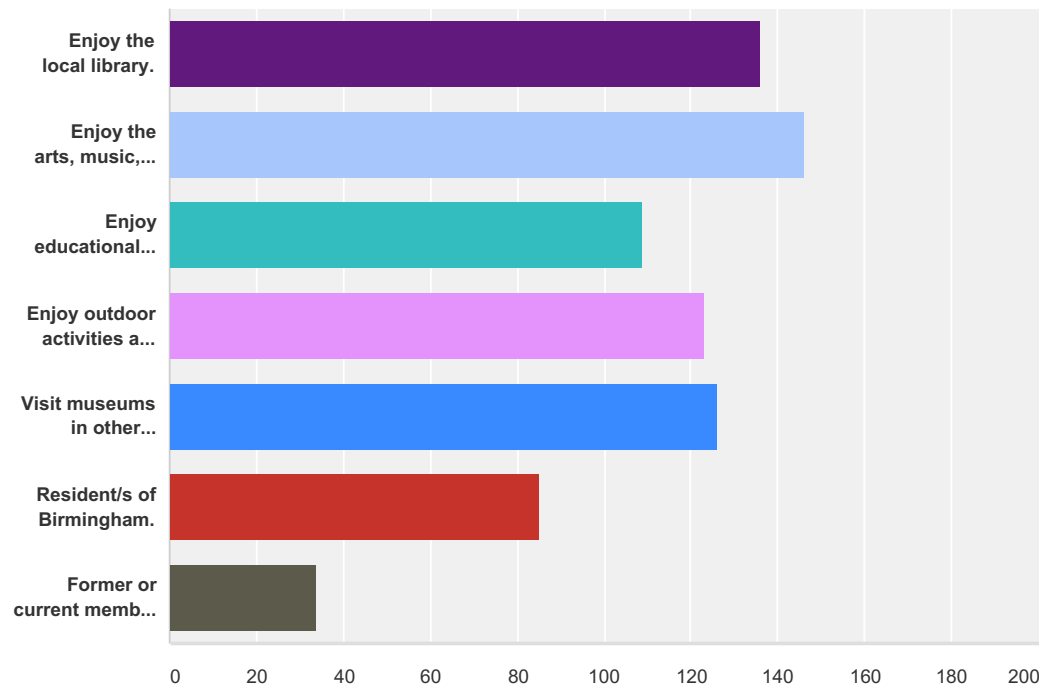


Answer Choices	Responses	
The museum is doing enough advertising.	13.04%	21
The museum should do more to get the word out.	70.81%	114
The museum should do a major advertising campaign.	19.25%	31
I/we would support the museum spending money to better advertise.	28.57%	46
Total Respondents: 161		

Q6 ABOUT YOU: Please check any/all that apply to you and/or your family:

Answered: 173 Skipped: 28

ALL RESPONDENTS (201)

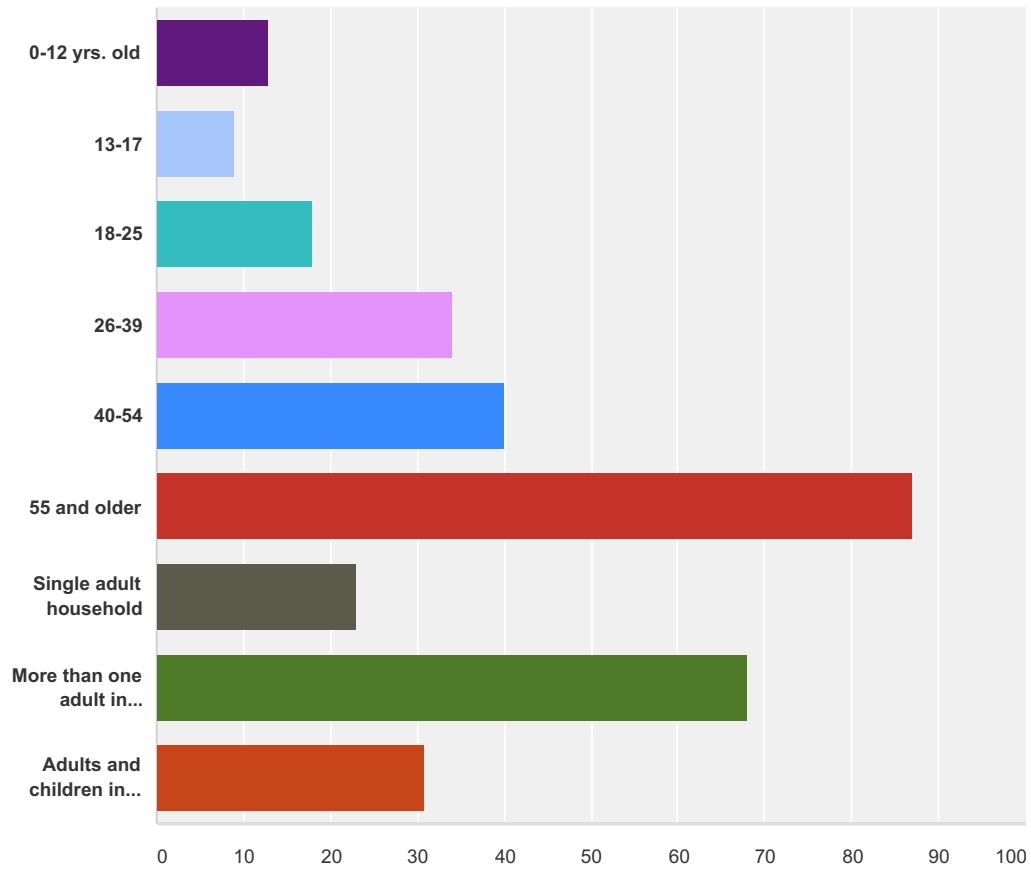


Answer Choices	Responses	
Enjoy the local library.	78.61%	136
Enjoy the arts, music, & culture.	84.39%	146
Enjoy educational programs.	63.01%	109
Enjoy outdoor activities and programs.	71.10%	123
Visit museums in other communities.	72.83%	126
Resident/s of Birmingham.	49.13%	85
Former or current member of the Friends of the Birmingham Historical Museum & Park (Birmingham Historical Society).	19.65%	34
Total Respondents: 173		

Q7 A LITTLE MORE ABOUT YOU: Please check any/all that apply to you and/or your family.

Answered: 174 Skipped: 27

ALL RESPONDENTS (201)

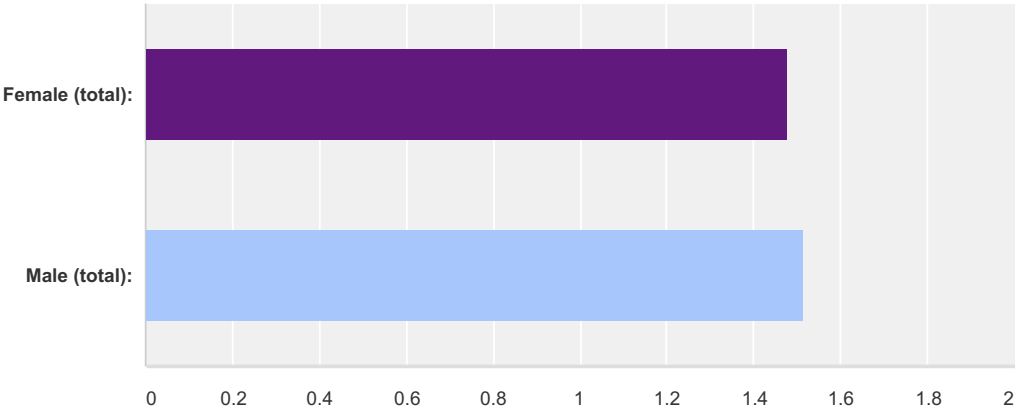


Answer Choices	Responses
0-12 yrs. old	7.47% 13
13-17	5.17% 9
18-25	10.34% 18
26-39	19.54% 34
40-54	22.99% 40
55 and older	50.00% 87
Single adult household	13.22% 23
More than one adult in household	39.08% 68
Adults and children in household	17.82% 31
Total Respondents: 174	

Q8 GENDER: Please indicate how many people in your family are female and male:

Answered: 157 Skipped: 44

ALL RESPONDENTS (201)



Answer Choices	Average Number	Total Number	Responses
Female (total):	1	223	151
Male (total):	2	200	132
Total Respondents: 157			



MEMORANDUM

Office of the City Manager

DATE: March 9, 2016

TO: Joseph A. Valentine, City Manager

FROM: Joellen L. Haines, Assistant to the City Manager

SUBJECT: Birmingham Citizens Academy Program Proposal

The proposal to design a Birmingham Citizens Academy was brought before the City Commission during the Long-Range Planning meeting of January 16, 2016.

The following is the proposed program for the Birmingham Citizens Academy, including the scope and content of the program (See attached Program Guide). The program itself is a series of informative and interactive sessions presented by City staff and designed to give citizens an in-depth understanding about how our city government functions. The program will be administered through the City Manager's Office and coordinated with the various city departments that are involved. Through this series of sessions, residents will learn about the responsibilities of City departments and the services they provide to the community. Presentations and facility tours will give participants a better understanding of the role Birmingham government plays in the providing these services to the community. The program has three goals:

- To improve understanding of how the city of Birmingham operates
- To inform citizens about the city departments and the services provided
- To increase awareness of the opportunities citizens have to serve in their city

Each department will develop curriculum that will share creative and engaging content focused on the above goals. The Birmingham Citizens Academy will be offered in the evening, from 6-8 p.m. and is limited to up to 25 residents. The initial academy is planned to begin in the Spring, starting Tuesday, April 12, 2016 and will continue each Tuesday until the graduation ceremony which will be conducted during the regular City Commission meeting on May 23, 2016. The program is offered free to residents, and registration will be done on a first come, first serve basis. Graduates of the academy will be awarded a graduation certificate acknowledging their participation in the program. The estimated cost of materials for the program is \$600 for the academy. Due to the City's busy calendar, it is proposed that this program initially be offered once a year, and reevaluated after the pilot academy had been offered. Below is a sample outline and schedule of the seven sessions:

Session One: The Structure and Roles of City Government

Commission, City Manager & City Clerk

Session Two: Police Department Services

Police Department

Session Three: Fire Department Services

Fire Department

Session Four: The Building and Development Process

Planning, Engineering and Building

Session Five: Parks and Public Services

Department of Public Services

Session six: Budgeting and Finances

Finance and Treasury

Session Seven: Graduation ceremony

Staff recommends endorsement of the program.

SUGGESTED RESOLUTION:

To endorse the Birmingham Citizens Academy program for the City of Birmingham.



Birmingham Citizens Academy

Program Guide



I. GENERAL

1. Duration of Program

The Birmingham Citizens Academy is a multi-week program that is held in the evenings.

2. Program Requirements

The City requires participants to live in the City of Birmingham, and they must be age 18 or older. Residents submit a completed application form to be considered for the program. Once the form is submitted to the City Manager's Office, the applicant's address is verified by the Clerk's Office to determine if it falls within the City's limits. If the applicant is not a city resident, a letter is sent notifying them that they are not eligible to participate in the program.

Please refer to Appendix: A for a sample Application.

Please refer to Appendix: B for a sample Non-Resident Letter.

3. Selection of Participants

Participants are selected on a first-come first-serve basis. Prior to the class, a welcome letter is sent to each of the participants, along with a Frequently Asked Questions (FAQ) sheet.

Please refer to Appendix: C for a sample Welcome Letter with Schedule.

Please refer to Appendix: D for a sample Frequently Asked Questions.

4. Fees and Attendance

This program is offered free of charge. For this reason, the City has implemented an attendance requirement. Residents are allowed to miss a maximum of two of the academy sessions to successfully graduate.

Participants are required to sign-in at the beginning of each session and a head count is taken. This helps to keep track of each participant's attendance record throughout the program.

II. MATERIALS

The City provides each student with a binder to hold all course materials, schedules and itinerary for the program, along with a list of frequently asked questions.

For graduation, each participant is presented with a certificate of graduation at a Monday night City Commission meeting by the Mayor.

III. BUDGET

A budget of \$600 is allocated for this program to cover the cost of materials.

IV. SCHEDULE AND ITINERARY

A full itinerary is provided to the participants upon signing in at the first session.

Please refer to Appendix: E for a sample Itinerary.

V. SESSION DETAILS

1. General

Each department provides the syllabus for their individual sessions.

Please refer to Appendix: F for a sample Syllabus.

The sessions should focus on being as interactive and hands-on as possible. Usually department directors or one of their employees will be involved in the presentation and/or demonstrations, sharing creative and engaging content regarding their department. The program has three goals:

- To improve understanding of how the City of Birmingham operates
- To inform citizens about the City departments and the services provided
- To increase awareness of the opportunities citizens have to serve in their city

2. Meeting Locations

The participants meet at the session locations, which is provided in the Itinerary.

3. Evaluations

Evaluations are given to the residents at the beginning of each class. This is an opportunity for them to rate their experience and provide comments. Evaluations are turned in at the end of each class, offering the City feedback on everything from class content to level of interest in the presentations.

Please refer to Appendix: G for a sample Evaluation Form.

4. Graduation

A graduation ceremony will be held at the conclusion of the program. Participants will be invited to a City Commission meeting to be presented with their graduation certificate.

Please refer to Appendix: H for a sample Graduation Certificate.

VI. MEDIA

1. Promotion

Promotion for the program may be done via Press Release, the City's Around Town e-Newsletter, Constant Contact, Birmingham City Newsletter- Printed, Facebook, and Twitter.

2. Photos/Video

A Waiver statement is included in the application and must be signed.

Photos and video may be taken during each session.

VII. APPENDICES

Appendix: A sample Application.

Appendix: B sample Non-Resident Letter.

Appendix: C sample Welcome Letter with Schedule.

Appendix: D sample Frequently Asked Questions.

Appendix: E sample Itinerary.

Appendix: F sample Syllabus.

Appendix: G sample Evaluation Form.

Appendix: H sample Graduation Certificate.



BIRMINGHAM CITIZENS ACADEMY APPLICATION FORM

The Birmingham Citizens Academy is designed to provide Birmingham residents with insight on how city government functions and how the various departments play a vital role in the community. (Please print or type) Applicants will be notified of the status of their application within 1 week of submission.

Full Name _____

Mailing Address _____

City _____ Zip _____

Home Phone _____ Business/Mobile Phone _____

Email Address _____

Are you a resident of Birmingham? Yes / No. If so, number of years: _____

How did you hear about the Birmingham Citizens Academy? _____

Are you a member of a County Board or Commission? (please circle one) Yes No If yes, which one?

Please tell us something about yourself, professional, education, training, community involvement, etc.

Photographs may be taken during the Birmingham Citizens Academy sessions and may be used in Birmingham's printed and electronic promotional materials. Do you give the City of Birmingham permission to use photos of you? (please circle one) Yes No

Briefly discuss what you hope to learn as a participant in the Birmingham Citizens Academy, and how you plan to apply skills learned

Birmingham Citizens Academy Rules of Participation

1. Arrive on time for each session.
2. Participants must not miss more than 2 class sessions in order to receive a certificate of graduation.
3. Cell phone use is strongly discouraged during the class session.
4. No guests are allowed to attend with the participant due to space limitations.
5. The City reserves the right to ask anyone who is disruptive or acting inappropriately to leave the program.
6. Feel free to interact with classmates, participate in activities and have fun!

I HAVE READ AND UNDERSTAND THE RULES OF PARTICIPATON, AND I AGREE TO ABIDE BY THE RULES SET FORTH IN THIS REGISTRATION FORM.

PRINT NAME: _____

SIGNATURE: _____

DATE: _____

Return form to: Birmingham Manager's Office, Attn: Joellen Haines, 151 Martin St., Birmingham, MI 48012
For Questions: Please Contact the City Manager's Office at (248) 248-1807 or email us at jhaines@bhamgov.com

APPENDIX: B

Dear Sir or Madam:

Thank you for your interest in the City of Birmingham Citizens Academy. However, to be eligible for the program, you must be a resident of Birmingham.

The address you provided for pre-registration into the program has been carefully reviewed. Regretfully, your address does not fall within the city limits, which means you do not currently receive services from the City of Birmingham.

Thank you for your interest in the City of Birmingham Citizens Academy.

Sincerely,

Joellen L. Haines
Assistant to the City Manager
City of Birmingham

APPENDIX: C

Dear Sir or Madam:

The City of Birmingham is pleased to welcome you as a part of the 2016 Spring Birmingham Citizens Academy. Below you will find a list outlining the dates for the program. The first session will take place on **Tuesday, April 12, 2016 at the Birmingham City Hall, 151 Martin Street, Birmingham**. You will be provided a more in-depth schedule at the first session.

The Spring 2016 Birmingham Citizens Academy Schedule is as follows:

(All events take place on Tuesday nights from 6:00 p.m. – 8:00 p.m. unless otherwise noted)

April 12

City Commission Room 205,
Birmingham City Hall, 151 Martin St.

SESSION 1

The Structure and Roles of City Government
Commission, City Manager, & City Clerk

April 19

Police Department
City Hall, 151 Martin St.

SESSION 2

Police Department Services
Police Department, City Hall Building

April 26

Adams Fire Station
572 S. Adams

SESSION 3

Fire Department Services
Fire Department

May 3 (6-9 p.m.)

City Commission Room 205,
Birmingham City Hall, 151 Martin St.

SESSION 4

The Building and Development Process
Planning, Engineering and Building

May 10

Dept. of Public Services
851 S. Eton, Birmingham

SESSION 5

Parks and Public Services
Department of Public Services

May 17

City Commission Room 205,
Birmingham City Hall, 151 Martin

SESSION 6

Budgeting and Finance

May 23 (Monday at 7:30 p.m.)

City Commission Room 205,
Birmingham City Hall, 151 Martin

SESSION 7

Graduation ceremony
during City Commission Meeting

We look forward to having you participate in the program. If you have any questions, contact me at 248-530-1807 or jhaines@bhamgov.org

Sincerely,

Joellen L. Haines
Assistant to the City Manager
City of Birmingham

City of Birmingham Citizens Academy Program

FREQUENTLY ASKED QUESTIONS

FAQ 1: WHAT IS THIS?

A free program created and organized by the City of Birmingham to educate residents about city government.

FAQ 2: WHY WAS THIS PROGRAM CREATED?

To provide residents an educational program that informs citizens about how local governments are organized, and how services are funded and delivered.

FAQ 3: WHO CAN PARTICIPATE?

The program is open to residents who live within the City limits. Participants **must** be at least 18 years old.

FAQ 4: WHEN IS THE PROGRAM?

The program consists of consecutive sessions offered in the evenings with a graduation during the regular City Commission meeting on a Monday night.

FAQ 5: WHAT DO I DO AT THE BEGINNING OF EACH CLASS?

When you arrive at each class, be sure to sign in and pick up your evaluation form for that session. You will be asked to.

FAQ 6: WHAT DO I WEAR TO CLASS?

The classes are informal. Participants are encouraged to wear comfortable shoes and pants, as there will be tours and interactive exercises.

FAQ 7: WHERE ARE THE CLASSES HELD?

The classes will be held primarily at City Hall; however for the Fire Department and DPS segment, those will be held at their locations. Information on the classes is in each participant's acceptance packet, and a detailed agenda of each class will be provided.

FAQ 8: MAY I BRING A GUEST OR RELATIVE TO THESE ACTIVITIES?

Because of space limitations, participants may not bring any guests to the classes; however, they will be encouraged to bring one guest to their graduation ceremony.

FAQ 9: WHAT DO I DO IF I NEED TO MISS A CLASS?

Participants are allowed to miss two of the sessions; however, they are strongly encouraged not to miss the graduation ceremony.

FAQ 10: WHAT DO I DO AFTER I COMPLETE THIS CLASS AND GRADUATE?

The City encourages you to apply for open positions on boards or committees in the City.

FAQ 11: WHAT IF I STILL HAVE MORE QUESTIONS?

For more details, please contact the City of Birmingham City Manager's Office at 248-530-1807, or contact jhaines@bhamgov.org.

2016 Birmingham Citizens Academy Program

ITINERARY

Welcome to the 2016 Spring Birmingham Citizens Academy. Below you will find a list outlining the dates for the program. The first session will take place on **Tuesday, April 12, 2016 at the Birmingham City Hall, 151 Martin Street, Birmingham.** You will be provided a more in-depth schedule at the first session.

(All events take place from 6:00 p.m. – 8:00 p.m. unless noted)**

April 12

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Police Department Services
Police Department, City Hall Building

April 26

Adams Fire Station
572 S. Adams

SESSION 3

Fire Department Services
Fire Department

May 3 **(6-9 p.m.)

City Commission Room 205,
Birmingham City Hall, 151 Martin St.

SESSION 4

The Building and Development Process
Planning, Engineering and Building

May 10

Dept. of Public Services
851 S. Eton, Birmingham

SESSION 5

Parks and Public Services
Department of Public Services

May 17

City Commission Room 205,
Birmingham City Hall, 151 Martin

SESSION 6

Budgeting and Finance

May 23 **(Monday at 7:30 p.m.)

City Commission Room 205,
Birmingham City Hall, 151 Martin

SESSION 7

Graduation ceremony
during City Commission Meeting

2016 Birmingham Citizens Academy Program SESSION SYLLABUS

Session Name:
Presenter Name:
Office Phone Number:
Email:
Date and Time:
Session Location:

Session Objectives

Describe what the participant should gain from the course. (ie. Participants should be able to understand the entire process involved in building a home, starting a business, etc)

Session Outline

Introduction of department, staff, your locations (ie. Fire Dept.), and # of staff, titles and what they do

Department description:

Services provided:

Questions

Course Topics

A list of topics covered in the course.

1.
2.
3.
4.
5.
6.
7.

Other Resources

Identify urls for reference materials on City website (ie. 2016 Report, City Code, etc.)

2016 Birmingham Citizens Academy Program COURSE EVALUATION

(1=Poor, 5=Excellent)

Course Name: _____

Presentation 1 2 3 4 5

Comments: _____

Activities 1 2 3 4 5

Comments: _____

Content 1 2 3 4 5

Comments: _____

Overall Rating 1 2 3 4 5

Comments: _____

Suggestions: _____



BIRMINGHAM CITIZENS ACADEMY

This certificate acknowledges that:

Sample Citizen

has successfully completed The City of Birmingham Citizens Academy on this 23rd day of May, 2016. This resident of Birmingham has attained the knowledge and skills of City government which may be applied to future civic and community commitments or opportunities afforded this individual to enhance quality of life in Birmingham, Michigan. The City recognizes your effort and commitment to learning about city government and wishes you all the best in your future endeavors.

Rackeline J. Hoff, Mayor



MEMORANDUM

Office of the City Manager

DATE: March 10, 2016

TO: Joseph A. Valentine, City Manager

FROM: Joellen Haines, Assistant to the City Manager

SUBJECT: I-75 Expansion Project

At the February 8, 2016 City Commission meeting, there was a request to gather information relative to The Michigan Department of Transportation (MDOT) proposed I-75 Corridor Project and to investigate its impact on the City of Birmingham. It was also suggested that Birmingham look into what other municipalities in the area have done or are planning to do relative to the project.

The I-75 Corridor Project is a widening and reconstruction project that has been in the planning and development stages for nearly 20 years. It involves 18 miles of freeway from M-102 (8 Mile Rd.) to just south of M-59. The improvements include reconstructing the freeway, adding a lane to increase capacity with a High Occupancy Vehicle (HOV) lane, bridge replacement, upgraded road design, interchange improvements at 12 Mile Road, 14 Mile Road and the Square Lake Business Loop, ramp enhancements at M-102 and I-696 and a new drainage system for the corridor. The fourth lane, a HOV lane, is being added to northbound and southbound I-75, and would be the first of its kind along a freeway in Michigan, though it is common in urban areas nationwide.

The federal government is funding 80 percent of the project, with the state contributing the rest. The project includes eight phases starting this summer, 2016. The phases are start times are:

2016: from north of Coolidge Highway to north of South Boulevard
2018: from north of I-696 to south of 12 Mile Road
2020: from north of Wattles Road to north of Coolidge Highway
2022: from north of Rochester Road to north of Wattles Road
2024: from north of 13 Mile Road to north of Rochester Road
2026: from south of 12 Mile Road to north of 13 Mile Road
2028: from north of Nine Mile Road to I-696
2030: from north of Eight Mile Road to north of Nine Mile Road

The status of what a few other municipalities have done regarding the I-75 corridor expansion is as follows:

Berkley	Currently only talking about the project.
Ferndale	Resolution passed Feb. 22, 2016 opposing the project.
Madison Hts.	Resolution passed Oct. 26, 2015 opposing the project.
Royal Oak	Resolution passed Feb. 22, 2016 opposing the project.
Southfield	Nothing has been done regarding the project.

Municipalities such as Ferndale, Madison Hts., and Royal Oak who oppose the project, are opposed to the funding methodology and are in support of Senate Bill 557, introduced by Senator Knollenberg, which would eliminate Act 51 requirements for local share contributions on this and other MDOT Trunkline projects. Senate Bill 557 does not apply to Birmingham, since it only applies to cities having a population of 25,000 or more, which Birmingham does not.

A copy of each of their resolutions is attached.

In response to the many questions regarding this project, MDOT provides a detailed summary of the project online, with maps, timetables, and Frequently Asked Questions regarding the project, which have been attached for your review.

In addition, two news articles are attached; one from Crain's Detroit Business, Feb. 14, 2016, and the other from the Detroit Free Press, Feb. 20, 2016.

Also attached is the Record of Decision Final Environmental Impact Statement, from the Federal Highway Administration, January 18, 2006, and the SEMCOG "Creating Success with Our Transportation Assets," 2040 Regional Transportation Plan for Southeast Michigan Executive Summary, June 20, 2013.

Should the Commission wish to provide a resolution regarding the I-75 expansion project, the following resolution has been prepared.

SUGGESTED RESOLUTION:

To direct the Administration to prepare a resolution on the I-75 project addressing the following issues: _____.

**CITY OF FERNDALE
REQUEST FOR COUNCIL ACTION**

FROM: April L. Lynch, City Manager

SUBJECT: Resolution for Responsible Spending of Transportation Funds in Southeast Michigan

SUMMARY & BACKGROUND:

The City of Royal Oak has prepared a draft resolution opposing the widening of I-75. Council has requested that the City of Ferndale support the resolution.

Attached is the resolution for the City of Ferndale.

ATTACHMENTS: Resolution

COUNCIL AGENDA DATE: February 22, 2016

CITY ATTORNEY REVIEW: NA

FINANCE DIRECTOR REVIEW: NA

CITY MANAGER REVIEW: February 18, 2016

RECOMMENDED ACTION:

Moved by, and supported by, the City of Ferndale hereby request the two I-75 expansion projects be excluded from the 2040 Long-Range Plan, and funding redirected towards other needs, until such time as their utility is re-examined in the light of current transportation and funding conditions.

A RESOLUTION FOR RESPONSIBLE SPENDING OF TRANSPORTATION FUNDS IN SOUTHEAST MICHIGAN

WHEREAS, communities across the southeast Michigan face an acute shortage of transportation funds to repair existing streets and bridges, address safety needs, and provide the quality of life that attracts and retains residents and employers; and

WHEREAS, within the City of Ferndale these needs specifically include the repair of existing roads; and

WHEREAS, the Michigan Department of Transportation has approved and intends to commence major highway reconstruction and capacity expansion projects on I-75 in Oakland County and I-94 in Detroit, with expected costs that may exceed \$4 billion dollars, including hundreds of millions for capacity expansion; and

WHEREAS, the 2040 Long-Range Plan states that traffic congestion in southeast Michigan is "limited," that the region will not regain its 2000 population within the next 25 years, and that any increase in traffic levels will be modest; and

WHEREAS, surveys performed by SEMCOG show that a majority of the region's residents do not support raising taxes for the purpose of expanding highway capacity; and

WHEREAS, the expansions threaten significant negative impacts to the communities they traverse, including displacement of residents, destruction of local tax base, loss of property value, increases in traffic noise, aggravated air pollution, and continued disinvestment;

WHEREAS, it has been well established that such road expansions provide only temporary relief, while exacerbating traffic congestion in the long run; and

WHEREAS, \$4 billion would be far better spent addressing our region's desperate need for a comprehensive regional transit system to meet the needs of residents; and

WHEREAS, cities across the state are suffering consequences of decades of anti-urban policies, such as freeway expansions, which encourage sprawl while decreasing investment in the very population centers where the majority of residents live; and

WHEREAS, state law dictates that not only must cities and villages suffer the consequences of these policies, but in fact, must bear a portion of the cost of opening, widening, and improving state trunk line highways resulting in further deterioration of existing local infrastructure; and

WHEREAS, SB 557 introduced by State Senator Knollenberg proposed to eliminate the requirement that Ferndale residents' tax dollars be redirected to a project that harms our community; and

NOW THEREFORE BE IT RESOLVED, the City Council of the City of Ferndale opposes the inclusion of these highway capacity expansion projects in the 2040 Long-Range Plan; and

BE IT FURTHER RESOLVED, the City Council especially opposes the proposed Transportation Improvement Project amendments pertaining to the acceleration of the widening of I-75 between Eight Mile Road and M-59; and

BE IT FURTHER RESOLVED, the Ferndale City Council requests that the funding currently programmed for these capacity projects be redirected to other roadway projects, such as performing preventive maintenance and rehabilitating existing major roads, bridges and local streets; addressing critical safety

needs; developing and implementing mass transit; and enhancing the overall quality of life through these measures; and

BE IT FURTHER RESOLVED, that the City of Ferndale supports the passage of SB 557 which, at the very least, would end the requirement that Ferndale residents fund a project that will bring harm to our city; and

BE IT FURTHER RESOLVED, this Resolution shall be transmitted to SEMCOG and its Member Communities, the Michigan Municipal League, the Michigan Department of Transportation (MDOT), Governor Rick Snyder, and Representative Robert Wittenburg and Senator Vincent Gregory.

BE IT FINALLY RESOLVED, the City of Ferndale hereby adopts this Resolution requesting that the two expansion projects be excluded from the 2040 Long-Range Plan, and funding redirected towards other needs, until such time as their utility is re-examined in the light of current transportation and funding conditions.



City of Madison Heights

City Hall Municipal Offices
300 W. Thirteen Mile Road
Madison Heights, MI 48071

Department of Public Services
801 Ajax Drive
Madison Heights, MI 48071

Fire Department
31313 Brush Street
Madison Heights, MI 48071

Police Department
280 W. Thirteen Mile Road
Madison Heights, MI 48071

www.madison-heights.org

**EXCERPT
CITY OF MADISON HEIGHTS
REGULAR CITY COUNCIL MEETING MINUTES
OCTOBER 26, 2015**

The following is an excerpt from the Regular Meeting of the Madison Heights City Council, Madison Heights, Oakland County, Michigan held on October 26, 2015, at 7:30 p.m. Eastern Time.

Present: Mayor Swanson, Mayor Pro Tem Corbett, Councilmembers Bliss, Clark, Gettings, Scott and Soltis.

Absent: None.

Motion by Mayor Pro Tem Corbett, seconded by Councilman Gettings, to approve:

**RESOLUTION IN OPPOSITION TO I-75 WIDENING PROJECT FUNDING METHODOLOGY
AND IN SUPPORT OF SENATE BILL 557**

WHEREAS, the Michigan Department of Transportation (MDOT) proposes to widen and improve I-75 from Hazel Park to Auburn Hills; and,

WHEREAS, this project has been in some phase of study and analysis since 2000; and,

WHEREAS, MDOT has publicly denoted the construction phases since February 18, 2014, with the Madison Heights phases scheduled for 2020, 2022 and 2024; and,

WHEREAS, MDOT unilaterally, without discussion or notice, changed the proposed construction phasing in the summer of 2015 such that the Madison Heights phases are now proposed to be in 2018, 2024 and 2026; and,

WHEREAS, MDOT proposes to utilize the Public Act 51 road funding formula to require that Madison Heights pay an estimated local share of \$4,025,000 for all three phases (\$800,000 in 2018, \$425,000 in 2024, and \$2,800,000 in 2026); and,

WHEREAS, this local match would essentially eliminate the City's ability to provide road maintenance and reconstruction for more than three years; and,

WHEREAS, the City has repeatedly voiced opposition to MDOT's proposed change to the project phasing as well as the use of the Act 51 funding formula for road projects with regional, national, and even international significance and impact; and,

J:\Council Agenda\Resolutions\2015\I-75 Project.doc

Area Code (248)

Assessing 588-0776
City Clerk 583-0826
City Manager 583-0829
Community Development 583-0831
Department of Public Services 589-2294
Finance 583-0846

Fire Department 583-3605
43rd District Court 583-1800
Housing Commission 583-0843
Human Resources 583-0828
Library 588-7763
Mayor & City Council 583-0829

Nature Center 585-0100
Police Department 585-2100
Purchasing 837-2602
Recreation 589-2294
Senior Citizen Center 545-3464
Water & Treasurer 583-0845

WHEREAS, the City has cited the lack of any public or municipal notice or opportunity for input regarding the change in project phasing, the extensive and widespread impact on the City's road network during construction with no compensation by MDOT, the recent I-75 service drive improvements made by the City (based in major part on the previous project schedule), and the complete loss of future tax revenue from the 25 total property takings and 5 partial property takings.

NOW, THEREFORE BE IT RESOLVED, that the City Council of Madison Heights strongly objects to MDOT's planned advancement of the I-696 / I-75 "Braid" phase of construction from the original 2020 to 2018.

BE IT FURTHER RESOLVED, Council strongly supports Michigan Senate Bill 557, introduced by Senator Knollenberg, which would eliminate Act 51 requirements for local share contributions on this and other MDOT Trunkline projects.

BE IT FURTHER RESOLVED, that the City requests that MDOT honor its previous construction segment phasing.

BE IT FINALLY RESOLVED, that the City Clerk provide a copy of this Resolution to U.S. Senators Stabenow and Peters, U.S. Representative Levin, Governor Snyder, State Representative Townsend, State Senator Knollenberg, State Senator Gregory, State Senator and Transportation Committee Chair Casperson, the Cities of Royal Oak, Hazel Park, Troy and Auburn Hills, and Bloomfield Township, the Southeast Michigan Council of Governments, and the Michigan Municipal League.

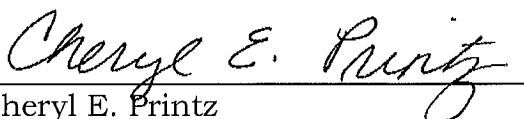
ADOPTED by the City Council of the City of Madison Heights, Michigan, this 26th day of October, 2015

Yeas: Bliss, Clark, Corbett, Gettings, Scott, Soltis, Swanson
Nays: None

Motion Carried

CERTIFICATION:

I, Cheryl E. Printz, the duly appointed City Clerk of the City of Madison Heights, County of Oakland, State of Michigan, do hereby certify that the foregoing is a resolution adopted by the Madison Heights City Council at their Regular Meeting held on October 26, 2015.


Cheryl E. Printz
City Clerk



JAMES B. ELLISON, MAYOR

OFFICE OF THE MAYOR

211 South Williams Street

Royal Oak, MI 48067

COMMISSION MEMBERS

Sharlan Douglas

Kyle DuBuc

Michael Fournier

Jeremy Mahrle

Patricia Paruch

David Poulton

**A RESOLUTION FOR RESPONSIBLE SPENDING OF TRANSPORTATION FUNDS IN
SOUTHEAST MICHIGAN**

WHEREAS, communities across the southeast Michigan face an acute shortage of transportation funds to repair existing streets and bridges, address safety needs, and provide the quality of life that attracts and retains residents and employers; and

WHEREAS, within the City of Royal Oak these needs specifically include the repair of existing roads; and

WHEREAS, the Michigan Department of Transportation has approved and intends to commence major highway reconstruction and capacity expansion projects on I-75 in Oakland County and I-94 in Detroit, with expected costs that may exceed \$4 billion dollars, including hundreds of millions for capacity expansion; and

WHEREAS, the 2040 Long-Range Plan states that traffic congestion in southeast Michigan is "limited," that the region will not regain its 2000 population within the next 25 years, and that any increase in traffic levels will be modest; and

WHEREAS, surveys performed by SEMCOG show that a majority of the region's residents do not support raising taxes for the purpose of expanding highway capacity; and

WHEREAS, the expansions threaten significant negative impacts to the communities they traverse, including displacement of residents, destruction of local tax base, loss of property value, increases in traffic noise, aggravated air pollution, and continued disinvestment;

WHEREAS, it has been well established that such road expansions provide only temporary relief, while exacerbating traffic congestion in the long run; and

WHEREAS, \$4 billion would be far better spent addressing our region's desperate need for a comprehensive regional transit system to meet the needs of residents; and

WHEREAS, cities across the state are suffering consequences of decades of anti-urban policies, such as freeway expansions, which encourage sprawl while decreasing investment in the very population centers where the majority of residents live; and

WHEREAS, state law dictates that not only must cities and villages suffer the consequences of these policies, but in fact, must bear a portion of the cost of opening, widening, and improving state trunk line highways resulting in further deterioration of existing local infrastructure; and

WHEREAS, SB 557 introduced by State Senator Knollenberg proposed to eliminate the requirement that Royal Oak residents' tax dollars be redirected to a project that harms our community; and

NOW THEREFORE BE IT RESOLVED, the City Commission of the City of Royal Oak opposes the inclusion of these highway capacity expansion projects in the 2040 Long-Range Plan; and

BE IT FURTHER RESOLVED, the City Commission especially opposes the proposed Transportation Improvement Project amendments pertaining to the acceleration of the widening of 1-75 between Eight Mile Road and M-59; and

BE IT FURTHER RESOLVED, the Royal Oak City Commission requests that the funding currently programmed for these capacity projects be redirected to other roadway projects, such as performing preventive maintenance and rehabilitating existing major roads, bridges and local streets; addressing critical safety needs; developing and implementing mass transit; and enhancing the overall quality of life through these measures; and

BE IT FURTHER RESOLVED, that the city of Royal Oak will utilize all legal means at its disposal to prevent this expansion from taking place; and

BE IT FURTHER RESOLVED, that the city of Royal Oak supports the passage of SB 557 which, at the very least, would end the requirement that Royal Oak residents fund a project that will bring harm to our city; and

BE IT FURTHER RESOLVED, this Resolution shall be transmitted to SEMCOG and its Member Communities, the Michigan Municipal League, the Michigan Department of Transportation (MDOT), Governor Rick Snyder, and Representative James Townsend and Senator Marty Knollenberg.

BE IT FINALLY RESOLVED, the City of Royal Oak hereby adopts this Resolution requesting that the two expansion projects be excluded from the 2040 Long-Range Plan, and funding redirected towards other needs, until such time as their utility is re-examined in the light of current transportation and funding conditions.

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MDOT / PROJECTS AND PROGRAMS / STUDIES

I-75 Corridor Project

The I-75 widening and reconstruction project has been in the planning and development stages for nearly 20 years. It encompasses approximately 18 miles of freeway from M-102 to south of M-59 and has a current daily traffic volume of 103,000 to 174,000. The freeway was built in the 1960s but has not received comprehensive corridor improvements since that time. The need for increased capacity to relieve congestion is driven by the growth along the corridor due to land use changes and the migration of people, services and industry. It is a critical commercial route, a key commuter route, a vital tourist route and a local area business route moving people and goods across the state daily.



Proposed corridor improvements will ease traffic congestion, meet travel demand for personal mobility and movement of freight, while allowing for future traffic and commercial needs for the entire region. It will also improve motorist safety, reliability and efficiency.

In 1991, a county corridor study projected future roadway needs, improvements and costs. This was based on the current condition, expected future growth and the use of land use planning tools to mitigate impacts, but largely in response to the rapid growth occurring along the I-75 corridor. A feasibility study identifying the corridor problems and offering broad solutions concluded in 2000. The next, environmental phase of study advanced the analysis by providing detailed information regarding the impacts as a result of the proposed improvements. This study concluded in 2006 with formal federal project approval. Engineering reports to further refine the selected and approved set of improvements was completed in 2010.

Improvements include: reconstructing the freeway, adding a lane to increase capacity with a High Occupancy Vehicle (HOV) lane that would operate as such, only in the peak hours of travel, bridge replacement, upgraded road design, interchange improvements at 12 Mile Road, 14 Mile Road and the Square Lake Road Business Loop, ramp enhancements at M-102 and I-696 and a new drainage system for the corridor.

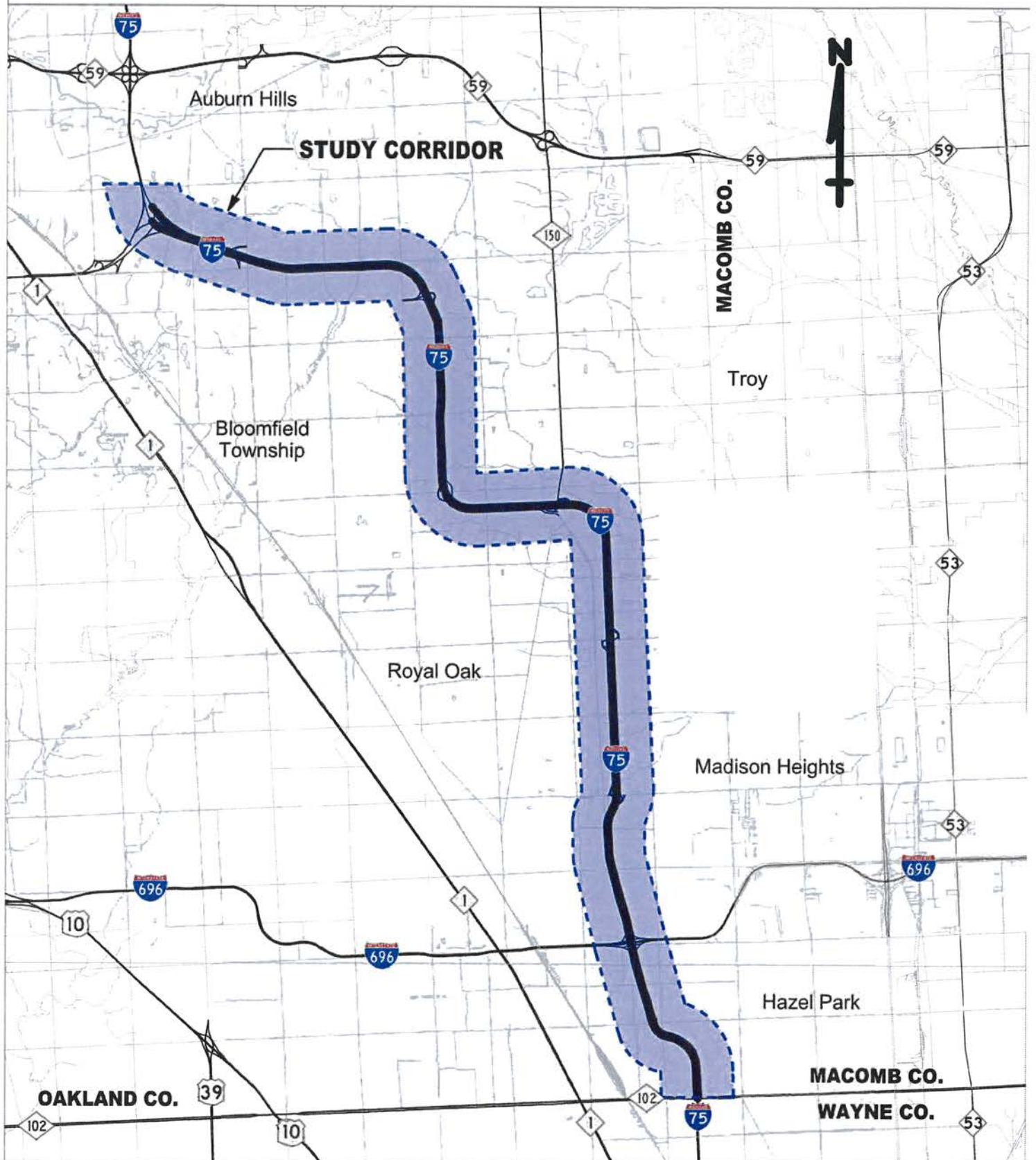
Stakeholders have been engaged through the many phases of study. During the early phases, local advisory groups were established that helped guide the study. These groups were comprised of local municipalities, businesses, residents, and anyone that was affected or interested in participating. General public information meetings, targeted small group meetings, informal one-on-one meetings and a formal public hearing were all conducted. A project website, dedicated e-mail address and toll-free telephone number were also used to involve and be more accessible. As the project advances from studying into designing and constructing, additional opportunities and meetings will be held to collaborate on corridor features, the maintenance of traffic during construction and construction activities itself.

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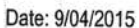
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I-75 Project Location Map





Construction Segments



I-75 Modernization Project
Frequently Asked Questions (FAQs)
October 2015

Question #1: What are the key features of the project?

Answer: MDOT will be reconstructing the existing three lanes and adding an additional left lane in each direction of I-75 in the project area. The new lane will be a High Occupancy Vehicle (HOV) lane that requires two or more people in a vehicle using the lane. The HOV lane will be in effect for peak hours of travel only, generally on weekdays from 7 to 9 a.m. and 4 to 6 p.m. During all other times, anyone will be able to use the HOV lane.

New carpool lots will be developed and existing carpool lots will be enhanced to encourage and support carpooling. All road and pedestrian bridges will be replaced and a new drainage system will be constructed.

The interchanges at 12 Mile Road, 14 Mile Road and Square Lake Road will be improved and modernized. Geometric improvements will be made at the M-102 (Eight Mile Road) ramps in Hazel Park and near the I-696 service drive and 11 Mile Road exit areas.

Aesthetic improvements that were developed in collaboration with the community will be constructed as well.

Question #2: Who benefits from this project?

Answer: Everyone. This portion of I-75 currently carries up to 174,000 vehicles per day, which includes residents, commuters, carpoolers, local businesses, intrastate and interstate commercial vehicles, and tourists. Since this freeway was originally built in the 1960s and has never been rebuilt, modernization is greatly needed. The addition of the HOV lane will help ease the increasing congestion.

Improving this aging segment of freeway infrastructure will increase safety and provide an improved driving surface and experience.

Question #3: Can significant changes be made to the project at this time?

Answer: During the project's development and environmental analysis phase (1998-2006), all reasonable transportation alternatives were studied, evaluated, reviewed, documented and shared with the public. The preferred alternative set of improvements was developed and selected based on information gathered, technical analyses and input from stakeholders.

The Federal Highway Administration (FHWA) approved the 2006 Environmental Impact Statement (EIS), which includes identification of the preferred alternative. The project must be built as shown and approved in the EIS, and particularly within the footprint of the project. Deviating from this would require additional analysis and a restudy that could take several more years and millions more dollars to complete. The cost of the original feasibility and environmental studies has already exceeded several million dollars due to the comprehensive requirements of federal analysis, documentation and public coordination activities required.

Question #4: Will MDOT take into consideration new developments and other changes that have taken place within the project area?

Answer: Yes. MDOT understands that communities are always changing, and that transportation modes and traffic patterns may change over time. As this is a large, regionally significant, and complex project that will take many years to complete, MDOT will continue to review the project area and proposed improvements to ensure that they are valid under the current conditions.

Question #5: Will there be money available to start the project soon?

Answer: The current funding plan provides for rebuilding the pavement and bridges, and constructing the other improvements in eight construction segments, starting in 2016 and concluding in 2030. Each of the construction segments will average \$200 million or less and will be started in the even years. Funding in the odd years will be allocated to other major regional projects.

Project schedule:

- 2016: from north of Coolidge Hwy to north of South Boulevard.
- Braid/2018: from north of I-696 to south of 12 Mile Road.
- 2020: from north of Wattles Road to north of Coolidge Hwy.
- 2022: from north of Rochester Road to north of Wattles Road.
- 2024: from north of 13 Mile Road to north of Rochester Road.
- 2026: from south of 12 Mile Road to north of 13 Mile Road.
- 2028: from north of 9 Mile Road to I-696.
- 2030: from north of M-102 to north of 9 Mile Road.

Question #6: Why is construction starting in the so-called wealthier neighborhoods first?

Answer: The first construction segment from north of Coolidge to north of South Boulevard was initially funded several years ago and has nothing to do with socio-economics of the corridor. This 2.69-mile section is the least costly segment of the overall project and does not require property acquisition, which often adds years to a project. Additionally, the Square Lake Road interchange will be modernized with right-hand exits and entrances, which will significantly improve the current outdated design. The improved interchange will be safer and operate more efficiently, with less opportunity for crashes. It will be easier for motorists to enter, drive through, and exit.

This segment can be built and can operate independently of the other project improvements.

Question #7: What areas will be most affected by the project?

Answer: All motorists and communities in the corridor will be impacted. Improvements include 18 miles of freeway through Hazel Park, Madison Heights, Royal Oak, Troy, Bloomfield Township, and Auburn Hills, with impacts at different times as indicated in the project schedule.

Question #8: Is every effort being made to decrease sound levels?

Answer: Yes. Per federal guidelines, all federally funded projects that improve the roadway by adding capacity are required to be studied to determine the reasonableness and feasibility of noise protection. If any area qualifies for noise protection by the FHWA, it will be built as part of the project.

Question #9: Are there any plans to build an interchange at Maple Road?

Answer: No. Due to federal interchange spacing requirements and design constraints, including the existing environment, it is not conceptually feasible nor a part of this project.

Question #10: Can you just expand the Adams Road carpool lot?

Answer: The carpool lot at Adams Road will be expanded and upgraded with aesthetics and improvements to support carpoolers using the HOV lane. This lot was already expanded in 2008, so further expansion as part of this project will be minimal so as to not intrude on the surrounding community.

Question #11: Will you be addressing the drainage issues at Squirrel Road?

Answer: Yes. This project includes constructing a new drainage system that will be better able to handle water and drainage in the project area.

Question #12: Will improvements be made at the Big Beaver Road overpass to increase pedestrian safety?

Answer: MDOT has worked and will continue to work with the city of Troy to provide better crossings within the project limits to make it safer for nonmotorized travel, including pedestrians and bicyclists.

Question #13: Will the new roadway be asphalt or concrete?

Answer: The material of the roadway will be determined during the design process. The MDOT Soils and Materials engineer will perform thorough analysis and determine the best material for construction.

Question #14: Will any trees be removed during construction? Will there be plantings?

Answer: It is expected that some trees will be removed during construction. However, they will be replaced, and in some cases with more trees than what was originally in place. Additional opportunities for landscaping are also included within the project.

Question #15: How is MDOT going to address mobility issues with the stamped concrete surfaces?

Answer: Stamped concrete surfaces have been installed around the state and region, and have not created mobility issues for those with disabilities. As always, surfaces are and will continue to be designed and constructed to be compliant with the Americans with Disabilities Act (ADA). During construction, inspections will be performed to ensure surfaces are properly installed.

CRAIN'S DETROIT BUSINESS

Detroit and Southeast Michigan's premier business news and information website

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I-75 plan opens transportation rift

Business planners, mass transit backers differ on 20-year freeway widening project

By Bill Shea
By Kirk Pinho
By Robert Snell



Photo by Crain's Detroit Business MDOT plans to ease the congestion on I-75 by widening the freeway in Oakland County between Eight Mile Road and M-59.

An estimated \$1 billion plan to widen I-75 in Oakland County has exposed tension between supporters who view the project as a boon to economic development and opponents who favor a greater investment in mass transit.

The rift adds a layer of drama to a 20-year construction project that will widen I-75 between Eight Mile Road and M-59. The project is designed to accommodate the region's continued recovery from the Great Recession, job gains in Oakland County and growth among communities straddling one of metro Detroit's busiest and most important commercial corridors.

Some transit and planning experts call the plan — **touted during Oakland County Executive L. Brooks Patterson's State of the County** speech on Feb. 10 — a waste of taxpayer dollars. The project flies in the face of younger generations' preferences for more densely packed urban communities where most of their needs are within a short walk, bike ride or trip on another form of transportation.

Patterson "is promoting the kind of planning that destroyed our cities in the postwar 1950s," said Robert Gibbs, managing principal of Birmingham-based **Gibbs Planning Group Inc.**, which recently completed a master plan for the headache-inducing I-696/Woodward Avenue area. "It's going to make Oakland County less appealing to the next generation, and it's a tremendous waste of money."

Not so, others say.

The widening of an interstate driven by 174,000 motorists a day will stimulate the economy by creating construction jobs, shave commuting times and help companies that haul goods along the corridor, said Donald Grimes, senior research associate at the **University of Michigan's** Institute for Research on Labor, Employment and the Economy. Plus, the project is a better use of taxpayer funds than improving mass transit, he said.

"You need a very densely populated core to get a real mass transit system," Grimes said. "The population is too spread out and there are not enough people who live in Detroit to make it work."

The fourth lane being added to northbound and southbound I-75 will be a high occupancy vehicle lane requiring two or more people during peak hours, generally 7-9 a.m. and 4-6 p.m. weekdays. The lanes, common in urban areas nationwide, would be the first along a freeway in Michigan.

The federal government is bankrolling 80 percent of the project, with the state contributing the rest. The 17-mile stretch of I-75 has not been modernized since being built in the 1960s.

The project includes eight phases starting this summer. The phases and start times are:

- 2016: from north of Coolidge Highway to north of South Boulevard.
- 2018: from north of I-696 to south of 12 Mile Road.
- 2020: from north of Wattles Road to north of Coolidge Highway.
- 2022: from north of Rochester Road to north of Wattles Road.
- 2024: from north of 13 Mile Road to north of Rochester Road.
- 2026: from south of 12 Mile Road to north of 13 Mile Road.
- 2028: from north of Nine Mile Road to I-696.
- 2030: from north of Eight Mile Road to north of Nine Mile Road.

The project reflects an outdated and misguided transit philosophy, Ferndale Mayor David Coulter said.

He prefers investments in an **M-1 Rail** line expansion beyond Detroit and providing bus rapid transit along Woodward to woo millennials.

"That is exactly the demographic we're trying to attract in Oakland County and Michigan and that we're losing at an alarming rate," Coulter said.

Providing more mass transit hubs along Woodward, instead of adding lanes along I-75, would stimulate economic development and create more walkable communities, he said.

"What we've seen in other cities that have done this is that housing and jobs cluster around those transit stops," Coulter said. "Economic development ... is about creating a sense of place. There is nothing about an expanded freeway that enhances sense of place in Oakland County."

BRT lines typically cost \$15 million to \$25 million per mile, meaning the Woodward project could range from \$405 million to \$675 million, according to a 2014 estimate from Carmine Palombo, deputy executive director of the **Southeast Michigan Council of Governments** regional planning agency.

The highway project is driven, in part, by Oakland County's growth and importance to the state economy.

By 2020, Oakland County is expected to have almost 19 percent of the state's total employment and more than 29 percent of the state's total earnings. More than 23,000 businesses are within three miles of the I-75 corridor — more than half the businesses in Oakland County.

Maureen Krauss, the **Detroit Regional Chamber's** senior adviser for economic development, advocates a balanced approach. "People look at it as an either/or — do better mass transit or expand the freeway," she said. "But it isn't either/or. It's both."

SEMCOG supports the interstate project based on a rise in traffic volumes and the economic recovery. Since the recession, Oakland County has gained more than 79,000 jobs and is on track to add 49,000 more through next year.

"This should provide some capacity for trucks and improve the movement of goods," Palombo said.

TI Automotive expects the project to benefit employees, particularly for workers who commute from Windsor to the auto supplier's new 140,000-square-foot offices in Auburn Hills on the west side of I-75, said Frank Buscemi, global communications director.

"Obviously, we aren't looking forward to the construction process, but we do see the improvements in the infrastructure as benefiting the community as a whole," Buscemi wrote in an email.

A 2000 MDOT study showed that rapid transit and an extensive bus system would have little impact on traffic along I-75 and would not eliminate the need for a fourth lane.

That's due, in part, to dispersed residential development and because demand exceeds capacity along the corridor. Any commuter shifting to mass transit would be replaced by another motorist along I-75, the study concluded.

Gibbs, however, said that expanding the freeway will only induce people who otherwise avoid it by taking local roads to use it. "When you make it easier to use the roadway, people not using the roadway will go slightly out of their way to start using it, and it will reach its current inefficiency," he said.

MDOT announced the project Wednesday, two weeks after shelving an \$80 million project that would have reshaped I-375 in downtown Detroit. That project was indefinitely delayed pending further study.

Spending \$1 billion widening and restructuring I-75 is not a priority given an inadequate regional transit system, said Joel Batterman, coordinator of the advocacy group **Motor City Freedom Riders**.

"Compared to other metro areas, we really don't have a serious congestion problem," Batterman said. "What we do have is a serious accessibility problem for the hundreds of thousands of people who don't have access to an automobile or who are too young, too old or simply prefer not to drive."

Marie Donigan, a former state representative from Royal Oak who is transit projects coordinator for the Detroit-based nonprofit **Harriet Tubman Center**, expressed disappointment that Patterson didn't discuss regional mass transit alongside the I-75 initiative.

"When I met with Clarkston residents and business owners, they said they would love for us southerners to get to a **DTE** concert in something other than a single family car — on concert nights, they can't get home," she said. "A new lane and additional safety features will never fix that. So sure, fix the road, make it safe, but there are other important transportation projects happening in 2016, projects people have been working on for more than 50 years."

Donigan said Patterson should have highlighted the **Regional Transit Authority of Southeast Michigan** because it will be seeking voter approval in Oakland, Macomb, Washtenaw and Wayne counties and the city of Detroit for a tax to support regional mass transit such as bus-rapid transit.

The RTA will have its financial estimates for what will go on the ballot when a draft of the master plan is released for public comment in the spring, likely May, said Travis Gonyou, the RTA's communications manager.

The plan will reflect MDOT's I-75 project, and all other transportation and transit-related data in the region, he said, as part of the RTA's effort to consider the area's needs and realities. "We're looking at all the projects out there," he said.

Still, traffic congestion is a key factor that companies weigh when deciding where to relocate offices, so the project could help lure more firms to Southeast Michigan, Krauss said. She said she supports the project but also would like to see better mass transit.

"When companies are making a decision about where to locate and where their employees are coming from, too much traffic congestion is a hindrance to growth," Krauss said.

- *Crain's senior reporter Dustin Walsh contributed to this report.*

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I-75: Mixed feelings on the \$1B project

Eric D. Lawrence, Detroit Free Press 9:42 a.m. EST February 21, 2016



(Photo: Salwan Georges, Detroit Free Press)

In a few months, those familiar bright orange barrels will sprout along I-75 like daffodils, marking the beginning of road construction season in southeast Michigan.

But for some in Oakland County, the I-75 reconstruction and expansion is more like dandelions -- a pest; a headache; and something to avoid.

Terrell Robert wants to see I-75 resurfaced, but widen the freeway and the 82-year-old sees trouble ahead.

"They're doing 90 m.p.h. (now). Hell, they'll be doing 100 then," said the Pontiac man as he prepared to leave a shopping center in Bloomfield Township last week.

With the 14-year, \$1-billion reconstruction and widening project expected to begin this summer, those who drive what County Executive L. Brooks Patterson called Oakland County's Main Street are considering what it will mean for them. The project will modernize interchanges, replace all vehicle and pedestrian bridges and add a lane north and south to be used for carpooling during rush hour and regular traffic at other times.

Buy Photo



Rebuilding I-75 by segment (Photo: Martha Thierry, Detroit Free Press)

The initial reaction to the project has been mixed. Some are pleased that a major highway with obvious signs of wear and tear over the past five decades is finally getting rebuilt. Others suggest widening the more than 17-mile route from Auburn Hills to Hazel Park is an outdated approach to regional planning that would divert attention and resources from public transit.

It also has highlighted a split among communities, with Royal Oak, Ferndale and some other southern Oakland County communities considering resolutions opposing the project, but officials in cities such as Troy expressing support for it.

Public transit advocate Megan Owens, executive director for Transportation Riders United, said it is "absurd to spend a billion dollars to widen a highway without full and recent evaluation of alternatives and public involvement." That kind of information, according to MDOT, was gathered between 1998 and 2006.

Rob Morosi, a spokesman for the Michigan Department of Transportation, stressed that the reconstruction is a "fix-it first" project. He estimated that 90% of the cost will go toward reconstruction.

"We have a highway that was built in the '60s and has reached its design life," he said.

I-75: Mixed feelings on the \$1B project

Ultimately, MDOT could not let the highway continue to deteriorate, Morosi said, noting that a Band-Aid approach to maintenance is not cost-effective.

The project also will fix problem areas like the current convergence of traffic at I-696, where a so-called braid will elevate traffic heading from I-696 to I-75 north so it flows over the traffic exiting for 11 Mile.

Morosi said traffic is projected to increase, citing data from the Southeast Michigan Council of Governments updated in 2014, showing an 8% to 9% boost yearly over 20 years.

For residents, the concerns range from Robert's fear of higher speeds to sticker shock at the estimated price tag, 80% of which is to come from federal funds with the rest coming from state and local governments. In the case of Royal Oak, for example, that means more than \$4.3 million. But many residents also referenced the current traffic congestion — an estimated 103,000 to 174,000 vehicles travel the road every day — which makes some think twice about driving on it.

The freeway project is planned in eight segments, starting with a section between South Boulevard in Auburn Hills and Coolidge Highway in Troy that should be completed next year. The final section, from north of 9 Mile to north of 8 Mile in Hazel Park, is not slated to start until 2030.

"Fourteen years? I thought it was four years," said Bryan Clavet, 58, of Ferndale, noting that he tells his tree trimming crews to take side streets and avoid the highway when they can because of the congestion.

As Clavet walked into a Rite Aid in Hazel Park, northbound traffic was moving slowly under the overpass at 9 Mile for the evening commute.

Construction will also clearly mean delays for commuters.

"It's going to suck for the people who have to use (the road) every day," said John Wingate, 28, of Hazel Park, noting that he can usually rely on side streets to get where he needs to go.

Negative reaction

Morosi said the negative reaction to the project is not unprecedented.

The reconstruction of a 7-mile stretch of I-96 in Redford Township and Livonia in 2014 garnered much of the same reaction, Morosi said, noting that once the construction was completed residents saw the advantage of having the highway rebuilt.

The I-96 project was completed in one season, but Morosi said that is not a feasible time frame for I-75. Tackling 3- and 4-mile segments at a time is much more reasonable.

"I don't think anyone wants to go through a 17-mile-long rebuild," he said, insisting that closing I-75, as happened with I-96, is also not reasonable because Oakland County lacks the redundancy in highway options that Wayne County has.

It's unclear how much property MDOT might need to acquire for the project. Morosi said the majority would be south of 12 Mile Road, and officials are trying to determine if any structures would need to be removed. But he said the affected areas should be relatively small.

Morosi said at least two lanes each way would remain open during construction, but if possible that would be increased to three lanes. A construction schedule has been developed, but the time of work on later sections could be adjusted.

"Maybe there's a way to cut down on the duration of the project and get it done quicker," Morosi said.

Funding limits and the need to accommodate other regional transportation projects also influenced the construction schedule, Morosi said.

Interestingly, lack of funding is the reason the M-59 cloverleaf interchange, which is farther north, is not included in the project. Morosi said modernizing the interchange was deemed too expensive to include, in part because of the need to acquire additional property.

But Rochester Hills resident Jean Latour said he understands why MDOT wants to widen the road, but he said not including the interchange is a mistake because it adds a significant amount of traffic to I-75.

"I think they need to go back and look at it," said Latour, 61. "It's a bad corner and everyone knows it."

Nick Schroeck, director of the Transnational Environmental Law Clinic and an associate clinical professor at Wayne State University Law School, who has also been involved in the opposition to the proposed and similarly controversial I-94 reconstruction project on Detroit's east side, said he's not sure the need for additional lanes has been demonstrated. And expressing the skepticism of many public transit advocates, Schroeck said more lanes can actually lead to additional traffic, which can offset benefits from a wider road, a phenomenon known as induced demand.

"It's an open question as to whether it will reduce congestion," Schroeck said.

MDOT should be commended for planning to add high-occupancy vehicle (HOV), or carpool, lanes, Schroeck said.

The HOV lanes for I-75 lanes are billed as Michigan's first HOV lanes, requiring two or more riders. HOV lanes are widely used in other regions, such as the highways in and around Washington, D.C.

But Schroeck called the HOV addition a small consolation, which would actually add to the long-term cost of the project.

"Every mile of concrete that we add is more that we have to maintain. I don't think we have a solid plan to deal with deferred maintenance" on roads now, Schroeck said.

He said no one is against safety improvements, such as rebuilding the crash-plagued interchange at Square Lake Road so that drivers exit on the right vs. the left, but the cost associated with widening the interstate should be questioned.

Carmine Palombo, deputy executive director of the Southeast Michigan Council of Governments, said the highway's traffic issues are real, as are its safety problems. And he said rather than taking away from public transit, the widening could and should benefit transit.

HOV lanes, for example, should allow buses to move faster. Palombo said public transit should be able to take advantage of that, which in turn should make such services more attractive.

Pitting the I-75 project against public transit does not make sense, Palombo said.

"The reality is we need both improvements to that roadway and improvements to transit," Palombo said. "Never has that been an either or in my world. ... They're both very much needed."

The Suburban Mobility Authority for Regional Transportation, which runs bus service in Detroit's suburbs, appears to be looking at the highway's construction as an opportunity for its service.

"SMART has reached out to us," Morosi said. "Talks are very preliminary. There has been some interest expressed in maybe developing some special routes during construction."

But not everyone is convinced that the highway expansion is good for mass public transit.

Royal Oak City Commissioner Kyle DuBuc said such projects are directly at odds with the goals of public transportation and highlight the kinds of infrastructure neglect represented by the Flint water crisis.

"What happened in Flint is the end result of disinvestment in our infrastructure — policies that were designed to dismantle our population centers and encourage sprawl. And the expansion of I-75 will do the same thing. We understand that the expansion will just lead to more congestion. That's what always happens when you add lanes to a freeway," DuBuc said.

The Royal Oak City Commission will consider a resolution on Monday night opposing the project.

"The City of Royal Oak — ask any of us on the commission — we will tell you, this is the wrong thing to do with our tax dollars. More concrete, more freeways — this is crazy. We're going to pay for people to drive past Royal Oak?"

But other officials see it differently.

Oakland County Commissioner Wade Fleming, R-Troy, whose district includes Clawson, most of Troy and a portion of Royal Oak, supports the project. Fleming is also a former Troy City Council member.

"You certainly need it because if you're ever on I-75 at rush hour, you know it's a stalemate out there," he said. "I-75 has certainly been in need of repair and expansion for at least the last 10 years."

When asked whether he thinks adding a lane will encourage more traffic, Fleming said the traffic is already there.

"Certainly we need better public transportation here, but I don't ever think that's going to take the place of the automobile in this region," he said.

Riding the bus

I-75: Mixed feelings on the \$1B project

AS Brandon Gaffke, 27, of Ferndale waited for a SMART bus on Adams Road in Bloomfield Township, he considered his choice not to drive to his construction job in Rochester Hills every day. Gas prices have come down in recent weeks, but Gaffke said he'd rather not spend what he estimated is almost four times the cost of his bus pass on gas.

But the trip to and from home is an hour each way, and because of a limited bus schedule, he has to catch the bus before 6 a.m and does not get home until about 5 p.m.

Gaffke said certain areas of I-75 do need work, but he would like to see the money go to pay for more buses.

"There's way better things they could spend that billion dollars on," Gaffke said.

Owens, the transit advocate, echoed that comment.

"At a fraction of the cost, our region could probably develop both a commuter train and bus rapid transit from Pontiac to Detroit, potentially taking tens of thousands of cars off the road and spurring greater economic development benefits. But that was never thoroughly considered," she said.

Others point to a generational shift in attitudes about driving as exemplified by a University of Michigan Transportation Research Institute study released earlier this year showing a continuous decrease in the percentage of those age 16-44 with driver's licenses between 1983 and 2014 and the unknown impact of autonomous vehicle technology in coming years as factors that could reduce the need for expanded highways.

Transit advocates have also worried that road construction is at odds with the efforts under way at the Regional Transit Authority of Southeast Michigan, which is expected to ask voters to support an as-yet-unannounced millage. Part of its regional transportation plan is expected to include bus rapid transit on Woodward Avenue. Patterson was criticized for his timing in touting the I-75 project ahead of the millage effort.

Patterson, who touted the project as a boost to the economy and said it would improve the quality of life by reducing congestion, and MDOT have stopped short of pledging support for the millage, although both have indicated they support the RTA.

"Executive Patterson has been supportive of the RTA and been a partner at the table in creating a regional plan. We would not have gotten this far and ... feel we will get the support we need to move forward," said Travis Gonyou, RTA spokesman.

MDOT's Morosi called the vote coming in November an important one, but said "it's not MDOT's job to tell people how to vote." The transit advocacy group Motor City Freedom Riders has also launched a petition drive asking Patterson, Detroit Mayor Mike Duggan, Wayne County Executive Warren Evans and Macomb County Executive Mark Hackel to announce their support for the millage.

Staff writer Bill Laitner contributed to this report. Contact Eric D. Lawrence: elawrence@freepress.com. Follow him on Twitter: @_ericdlawrence.

Ferndale, Royal Oak to discuss I-75

City councils in both Ferndale and Royal Oak are expected to pass resolutions Monday night that unequivocally oppose any investment in I-75 that would increase its capacity.

And neighboring communities soon might add their voices to the opposition, some officials said.

The resolution on Royal Oak's agenda suggests an expansion is not warranted because the region is not expected to regain its 2000 population within the next 25 years and that traffic congestion in southeast Michigan will remain "limited." It says the expansion threatens significant negative impacts to communities, such as the displacement of residents, destruction of the local tax base, increases in traffic noise and loss of property values. The resolution also says surveys show a majority of residents do not support raising taxes for highway expansion.

The resolution says Royal Oak will use "all legal means" to prevent the expansion.

Madison Heights Mayor Brian Hartwell said he endorses the Royal Oak resolution and he intends to ask city council to pass a similar resolution.

--Bill Laitner and Eric D. Lawrence

SENATE BILL No. 557

October 13, 2015, Introduced by Senator KNOLLENBERG and referred to the Committee on Transportation.

A bill to amend 1951 PA 51, entitled

"An act to provide for the classification of all public roads, streets, and highways in this state, and for the revision of that classification and for additions to and deletions from each classification; to set up and establish the Michigan transportation fund; to provide for the deposits in the Michigan transportation fund of specific taxes on motor vehicles and motor vehicle fuels; to provide for the allocation of funds from the Michigan transportation fund and the use and administration of the fund for transportation purposes; to promote safe and efficient travel for motor vehicle drivers, bicyclists, pedestrians, and other legal users of roads, streets, and highways; to set up and establish the truck safety fund; to provide for the allocation of funds from the truck safety fund and administration of the fund for truck safety purposes; to set up and establish the Michigan truck safety commission; to establish certain standards for road contracts for certain businesses; to provide for the continuing review of transportation needs within the state; to authorize the state transportation commission, counties, cities, and villages to borrow money, issue bonds, and make pledges of funds for transportation purposes; to authorize counties to advance funds for the payment of deficiencies necessary for the payment of bonds issued under this act; to provide for the limitations, payment, retirement, and security of the bonds and pledges; to provide for appropriations and tax levies by counties and townships for county roads; to authorize contributions by townships for county roads; to provide for the establishment and administration of the state trunk line fund, local bridge fund, comprehensive transportation fund, and

certain other funds; to provide for the deposits in the state trunk line fund, critical bridge fund, comprehensive transportation fund, and certain other funds of money raised by specific taxes and fees; to provide for definitions of public transportation functions and criteria; to define the purposes for which Michigan transportation funds may be allocated; to provide for Michigan transportation fund grants; to provide for review and approval of transportation programs; to provide for submission of annual legislative requests and reports; to provide for the establishment and functions of certain advisory entities; to provide for conditions for grants; to provide for the issuance of bonds and notes for transportation purposes; to provide for the powers and duties of certain state and local agencies and officials; to provide for the making of loans for transportation purposes by the state transportation department and for the receipt and repayment by local units and agencies of those loans from certain specified sources; and to repeal acts and parts of acts,"

by amending section 1c (MCL 247.651c), as amended by 2010 PA 28.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

1 Sec. 1c. (1) ~~The state transportation department shall bear~~
2 the cost of opening, widening, and improving, including
3 construction and reconstruction, **ALL STATE TRUNK LINE HIGHWAYS**, in
4 accordance with standards and specifications of the department. 7
5 ~~all state trunk line highways, subject to all of the following~~
6 ~~provisions:~~

7 ~~—— (a) Incorporated cities and villages shall participate with~~
8 ~~the department in the cost of opening, widening, and improving,~~
9 ~~including construction and reconstruction of state trunk line~~
10 ~~highways within cities and villages to which may be added, subject~~
11 ~~to the approval of the state transportation commission, streets~~
12 ~~that are connecting links of trunk line highways or streets that~~
13 ~~are made connecting links of trunk line highways, according to the~~
14 ~~following schedule subject to the definition of population as~~
15 ~~provided in section 13:~~

16 ~~—— (i) In cities and villages having a population of 50,000 or~~

1 more, 12.5% of the cost shall be borne by the city or village, and
2 87.5% by the state transportation department.

3 ——— (ii) In cities and villages having a population of 40,000 or
4 more and less than 50,000, 11.25% of the cost shall be borne by the
5 city or village, and 88.75% by the state transportation department.

6 ——— (iii) In cities and villages having a population of 25,000 or
7 more and less than 40,000, 8.75% of the cost shall be borne by the
8 city or village, and 91.25% by the state transportation department
9 except in the case of projects related to international border
10 crossing, in which case the department shall bear the entire
11 project cost.

12 ——— (iv) In cities and villages having a population of less than
13 25,000, the state transportation department shall bear the entire
14 cost.

15 ——— (b) As used in this act, "opening, widening, and improving,
16 including construction and reconstruction, of state trunk line
17 highways" includes, but is not limited to, the cost of right of
18 way; the cost of removal and replacement of sidewalks, street
19 lighting, curbing, where removal and replacement is made necessary
20 by construction or reconstruction of a trunk line highway; and the
21 cost of bridges and structures, including that part of the cost of
22 grade separation structures not paid by the railroad companies.

23 (2) (c) In a city or village, the width of a state trunk line
24 highway shall be the width required to serve anticipated future
25 traffic needs for a 20-year period as determined by a department
26 transportation survey, which width, except as prescribed by this
27 subdivision, BUT shall not be less than the currently accepted

standards prescribed for a 4-lane highway; the width as may be built on the same trunk line route immediately beyond and adjacent to either legal boundary of the city or village; or on trunk lines eligible for federal highway funds, a width as may be prescribed by the federal government, whichever width is greater. However, the department and the governing body of a city or village by mutual agreement may determine that the width of a state trunk line highway shall be less than the width otherwise prescribed by this ~~subdivision~~. **SUBSECTION.**

(3) ~~(d)~~ If a city or village ~~shall desire~~ **CHOOSSES** to widen a state trunk line highway for local purposes beyond the width prescribed in ~~subdivision (c)~~, **SUBSECTION (2)**, the entire cost of the extra width, less the federal highway funds ~~which~~ **THAT** may be allocated to the portion of the project by the department, shall be borne by the city or village.

(4) ~~(e)~~ The state transportation commission and the boards of county road commissioners may enter into agreements with townships or private persons for the improvement or widening of state trunk line highways or county roads. The state transportation commission and the boards of county road commissioners may require full or partial participation in the cost of the improvement or widening by the requesting party as considered appropriate.

(5) AS USED IN THIS SECTION, "OPENING, WIDENING, AND IMPROVING, INCLUDING CONSTRUCTION AND RECONSTRUCTION, ALL STATE TRUNK LINE HIGHWAYS" INCLUDES, BUT IS NOT LIMITED TO, THE COST OF RIGHT OF WAY; THE COST OF REMOVAL AND REPLACEMENT OF SIDEWALKS, STREET LIGHTING, AND CURBING, WHERE REMOVAL AND REPLACEMENT ARE

1 MADE NECESSARY BY CONSTRUCTION OR RECONSTRUCTION OF A TRUNK LINE
2 HIGHWAY; AND THE COST OF BRIDGES AND STRUCTURES, INCLUDING THAT
3 PART OF THE COST OF GRADE SEPARATION STRUCTURES NOT PAID BY THE
4 RAILROAD COMPANIES.

5 Enacting section 1. This amendatory act takes effect 90 days
6 after the date it is enacted into law.

Costs for other maintenance projects diverted to this project.



U.S. Department
of Transportation

Federal Highway
Administration

Michigan Division

315 W. Allegan St., Room 201
Lansing, Michigan 48933

January 23, 2006

Ms. Susan Mortel, Director
Bureau of Transportation Planning (B340)
Michigan Department of Transportation
Lansing, Michigan

Dear Ms. Mortel:

Record of Decision
Final Environmental Impact Statement
FHWA-MI-EIS-03-01-F
Proposed Widening and Reconstruction
I-75 from M-102 to M-59
Oakland County, Michigan

The Federal Highway Administration (FHWA) has completed its review of the environmental documentation, comments received from the public, and comments received from interested agencies for the above project. We have accordingly signed the attached Record of Decision (ROD) on January 18, 2006, documenting this decision. To the extent practicable, the ROD shall be provided to all persons, organizations, and agencies that received a copy of the final EIS pursuant to CFR 771.125 (g). The ROD contains commitments by FHWA/MDOT, which must be followed through. This action completes the environmental review process for the project and you may now proceed with further project development.

Sincerely,

Abdelmoez A. Abdalla
Environmental Program Manager

For: James J. Steele
Division Administrator

Attachment

cc: Mike O'Malley, MDOT, Environment (B340,) w/attach
Doug Proper, MDOT, Environment (B340), w/attach.
Sue Datta, MDOT, Metro Region, w/attach.

RECORD OF DECISION

Proposed I-75 Widening and Reconstruction from M-102 to M-59 Oakland County, Michigan

FHWA-MI-EIS-03-01-F

1. DECISION

The following sets forth the basis for choosing of the Selected Alternative for the I-75 reconstruction project from M-102 to a point south of M-59 (exit 77) in Oakland County, Michigan (Figure 1). These are logical termini for the proposed project. The Notice of Intent (NOI) to prepare the Environmental Impact Statement (EIS) was issued in the Federal Register June 14, 2002. The Selected Alternative is a lane addition as a High-Occupancy-Vehicle (HOV) lane in the peak hours (approximately four hours a day) and a general-purpose lane for the remaining 20 hours. The lane addition will bring the entire project length to four through lanes in each direction.

The selected alternative will also include improvements to the I-696/I-75 interchange, the 12 Mile Road interchange, the 14 Mile Road interchange, and M-102 ramps. A new drainage system will be constructed as a part of the Selected Alternative, as well. The Selected Alternative will be constructed in stages and will follow the existing I-75 alignment within the project limits. This decision is based upon full consideration of information contained in the Draft DEIS approved December 24, 2003, the Public Hearing held January 27, 2004, the Final EIS approved May 31, 2005, and public and agency comments pertaining to the proposed action, the other alternatives considered, the respective environmental consequences, and issues related to the proposed action. Analysis performed for this ROD, subsequent to the FEIS and discussed more fully herein: 1) confirmed that the Lincoln Bridge will be reconstructed in its same location; and 2) reexamined a noise wall in Hazel Park and found it reasonable and feasible.

An Interchange Access Justification Report has been reviewed and accepted by the FHWA on October 26, 2005. If there are no major changes to the proposed design, final approval will be given upon completion of the environmental process.

2. ALTERNATIVES CONSIDERED

The alternatives are adequately addressed in Section 3 of both the Draft EIS (DEIS) and the Final EIS (FEIS). As noted in Section 1.2 of the Summary of the FEIS, the Selected Alternative is environmentally selected; with positive air quality effects and only a small loss of low-quality wetland acreage (0.4 acres) within the Square Lake Road interchange.

Section 3 of the DEIS described the alternatives evaluated to determine the Selected Alternative. Alternatives were evaluated to address current and projected travel demand, reduce the number of traffic crashes, and rehabilitate the pavement and bridges along I-75. Also considered were the No Build Alternative, Transportation Systems Management (TSM) techniques, Transportation Demand Management (TDM) techniques, Intelligent Transportation Systems (ITS) applications, and mass transit. Development of an additional lane for general-purpose use by all traffic was examined as a Practical Alternative, but was not selected as the Selected Alternative. A number of specific design issues were addressed in the DEIS that were not included in the Selected Alternative. These include:

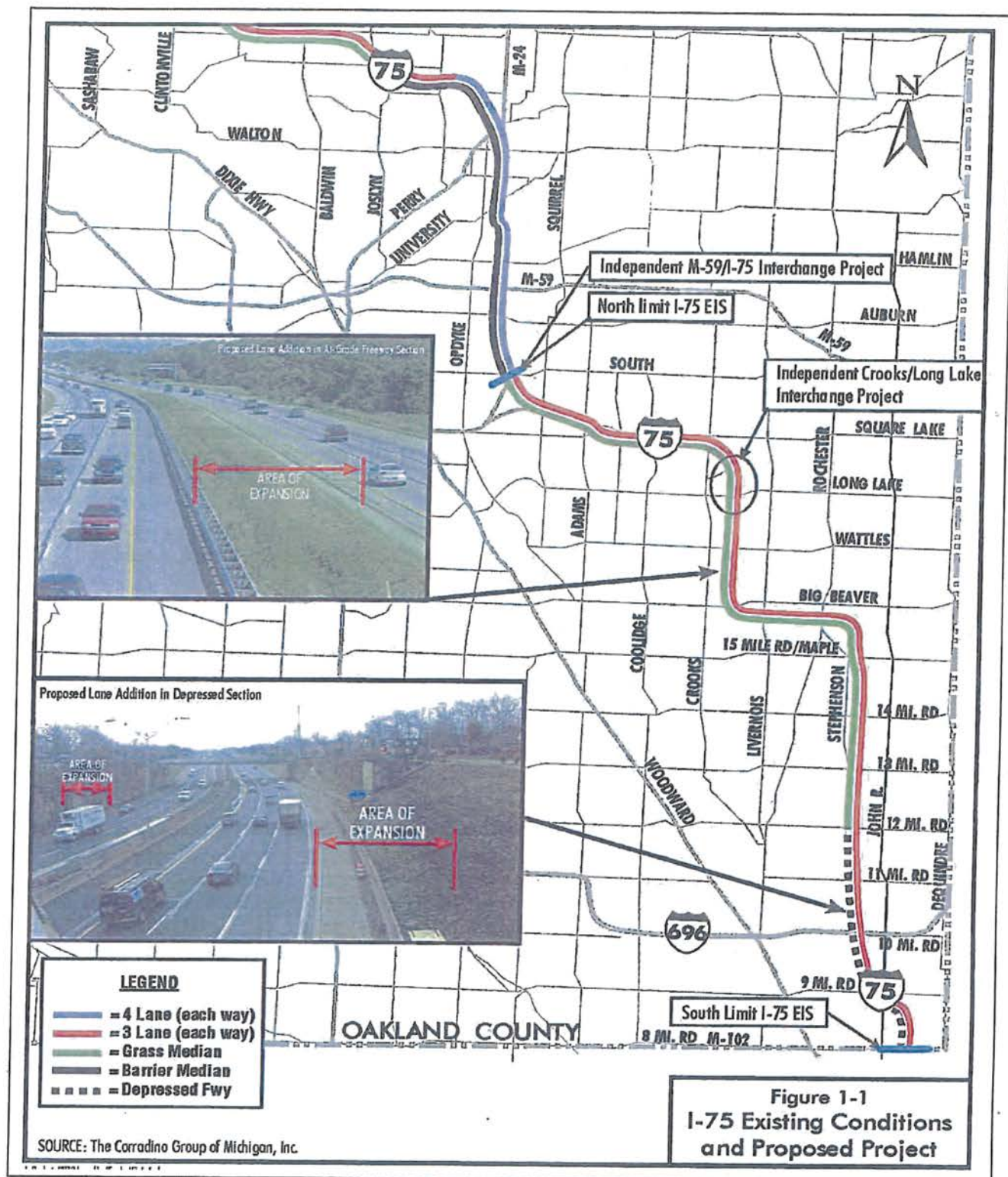


Figure 1
Figure 1-1 from FEIS

- A 10-foot inside (median) shoulder as part of the Selected Alternative, consistent with American Association of State Highway and Transportation Officials (AASHTO) guidelines. A 12-foot inside shoulder was considered, but was found to have significant socioeconomic and cost impacts. In addition, it had the potential to create safety problems, as the sections adjacent north and south have 10-foot shoulders and will continue to have them.
- Redesigning the Big Beaver curve. The I-75 curve at Big Beaver Road does not conform to current rural standards, but does meet urban standards. The once-rural area is now urbanized. Therefore, redesigning the curve to rural standards is not possible due to extensive socioeconomic impacts and is not included in the Selected Alternative.
- Eliminating the left exit and entrance on northbound I-75 at Square Lake Road. Extensive traffic analysis found that the current ramp configuration functions well and that removing the left exit/entrance would have significant socioeconomic and cost impacts. It would also increase weaving conflicts. Traffic volumes do not support such a change and could interfere with driver expectations. It is not part of the Selected Alternative.
- Consideration was given to reconstructing the 12 Mile and 14 Mile Road interchanges as Single Point Urban Interchanges (SPUIs).
 - Cost and travel demand data indicate the 14 Mile interchange can be reconstructed in its same basic configuration with some additional capacity. Several design options on 14 Mile Road were proposed by MDOT to the Road Commission for Oakland County, the city of Troy, the city of Madison Heights, and representatives of the Oakland Mall. Unfortunately, no consensus on improvements resulted from these meetings. MDOT indicated a continued willingness to participate in discussions related to improvements.
 - At 12 Mile Road two options were examined in the DEIS. The first was to reconstruct the interchange with its same basic configuration, except that the loop ramp in the northwest quadrant would be replaced with a westbound to southbound left turn. This change would allow the southbound off ramp to be shifted away from Stephenson Highway, allowing for more vehicle storage on the westbound approach to that intersection. The second was to reconstruct the interchange as a SPUI. During the design and value engineering phases, the interchange design will be reevaluated.

Several modifications to the DEIS Build Alternative were considered in preparing the FEIS and choosing the Selected Alternative. Each modification was directly responsive to public and agency input. The modifications, as a result of additional analysis and comments, are listed below (see Section 3.9 of the FEIS).

- A recommended safety improvement to shift the northbound on and southbound off ramps serving M-102 (8-Mile Road).
- A modified braiding of ramps on northbound I-75 north of I-696.
- A reconstructed 12 Mile Road interchange, subject to review again during the design and value engineering phases of the project.

Description of the Selected Alternative

A Selected Alternative was identified after the public hearing, when the comment period had ended and all comments had been considered. The Selected Alternative is based on HOV Option C (signing & stripping) within the project limits, as identified in Section 3.8 of the FEIS. This HOV application is consistent with the findings of an MDOT study conducted in 1999 to identify potential HOV lane development locations in southeast Michigan.¹ The Selected Alternative lane addition will be built as shown in Figure 1 and will include:

- Replacing all bridges in the depressed section from north of M-102 to south of 12 Mile Road, as all need to be lengthened to accommodate the lane addition.
- Shifting the northbound on and southbound off ramps serving M-102 (8-Mile Road) to improve safety.
- Widening I-75 bridges north of 14 Mile Road (plus the I-75 bridge over 13 Mile Road) to accommodate the lane addition.
- Improving the 12 Mile Road interchange (ramp modifications) and 14 Mile Road interchange (ramp modifications and widening 14 Mile Road under I-75).
- Maintaining 10-foot inside median shoulders, consistent with the remaining corridor.
- Braiding the ramp north of I-696 (with the relocation of the Dallas Avenue crossover bridge to south of Lincoln Avenue).
- Reconstructing the pedestrian bridges over the depressed section of the freeway, plus a sidewalk addition to the service drive under I-696 on the east side of I-75.
- Constructing a new storm water system in the southern section of the corridor.
- Developing new storm water retention in the northern section of the corridor.

The Selected Alternative:

- Satisfies the Purpose and Need for the project.
- Has the least social, economic and environmental impacts to construct.
- Addresses public, stakeholder, and agency concerns.
- Is the least costly.

3. SECTION 4(F)

Section 4(f) Properties

The Selected Alternative will not use any publicly owned land from a public park, recreational, wildlife or waterfowl refuge, or historic sites.

Section 106

The Selected Alternative will have no effect on any property on, or eligible for, listing in the *National Register of Historic Places* within the approved area of potential effect.

¹ *Southeast Michigan High-Occupancy-Vehicle (HOV) Feasibility Study Final Report*, Parsons Brinckerhoff Michigan, Inc. for the Michigan Department of Transportation, May 7, 1999.

4. MEASURES TO MINIMIZE HARM

FEIS Section 5 addresses mitigation measures being considered for the Selected Alternative and is based on the information available through November 2005. The project mitigation summary "Green Sheet" is attached and details project specific mitigation.

Social and Economic Environment

Table 4-14 of the FEIS lists 18 individual noise walls that were found to be reasonable and feasible. These walls fall within the communities of Hazel Park, Madison Heights and Troy. In total, approximately 4.9 miles of walls were proposed. Comments on the FEIS led to reconsideration of a wall in Hazel Park on the west side of I-75 north of Woodward Heights Boulevard. The reconsideration led to the conclusion that a wall at that location would be reasonable and feasible, bringing the total number of walls to 19 and the approximate total length to 5.0 miles. See Section 5 (Hazel Park comments) of this document for a more complete discussion. Discussions will continue to be held with the affected public in the vicinity of each wall during the design phase to explain the noise wall construction and potential construction materials used. MDOT will coordinate with local fire departments during the design phase to ensure adequate placement of, and access to, fire hydrants in locations where noise walls are to be constructed.

The proposed lane addition will require no dwelling units, but approximately one acre of land is needed, and two businesses in Hazel Park must be relocated. One business currently encroaches on the existing right-of-way and another is so close that it cannot be avoided. Also in Hazel Park, approximately 16 parking spaces of 340 could be needed from one commercial area, and approximately 17 spaces of 380 spaces could be required from a church.

Right-of-way will be required for the "braiding" of ramps north of I-696. This safety and operational improvement will relocate approximately 23 single-family dwellings and a church. The land needed would be approximately seven acres.

Approximately an acre of right-of-way will be required as six pedestrian bridges are going to be reconstructed. The northern bridge is in Madison Heights. The others are in Hazel Park. The clearances under the bridges must increase (for safety) and reconstruction must be in accordance with the Americans with Disabilities Act (ADA), which requires more gradually sloping ramps and therefore, more land.² Steps will be provided where feasible, in addition to the ramps to provide more direct routings for ambulatory persons. The pedestrian bridge at Harry Avenue in Hazel Park could require the relocation of three homes. The relocation impacts of the pedestrian bridges will be refined during the design phase when more detailed information is available.

Storm water pump stations in the depressed section of the corridor will be relocated to other locations within the right-of-way to avoid land acquisition. Storm water detention requirements in the north section of the project could require right-of-way acquisition of up to seven acres in Troy southeast of Rochester Road. Detention will be designed to avoid relocations.

² Draft ADA guidelines under review may allow the option of ramps or elevators. There are issues with regard to elevators with respect to ongoing maintenance, but their implementation may avoid right-of-way acquisition. For more discussion see Section 4.2.2 of the FEIS.

A summary of relocations is presented in Table 1. Adequate housing is available close to the residential units that would be relocated, and sufficient commercial space is also available. Relocations are subject to refinement during the design phase.

Table 1
Relocation Summary

IMPROVEMENT	DISPLACEMENTS
LANE ADDITION	2 businesses
RAMP BRAIDING	23 single-family dwellings and one church
PEDESTRIAN BRIDGES	3 single-family dwellings
STORM WATER DETENTION	Land only
TOTAL	26 single-family dwellings, 2 businesses, and one church

Source: The Corradino Group of Michigan, Inc., Rowe, Inc., and Orchard, Hiltz, and McCliment

Natural Environment

In the Square Lake Road interchange, 0.4 acres of wetlands will be directly affected by the project. These wetlands will be replaced by 0.6 acres of wetlands in Armada Township in Macomb County, an approved MDOT wetland mitigation site. A permit will be obtained from the Michigan Department of Environmental Quality (MDEQ) for this compensatory wetland mitigation. A preliminary Wetland Mitigation Plan has been approved by MDEQ.

Mature trees that are determined to be desired and healthy will be preserved within MDOT right-of-way (principally at fence lines), where safety requirements are met. Property owners will be notified before any trees in front of their residences are removed and will be offered replacement trees. Native vegetation will be considered in plantings, wherever possible.

For highway runoff, storm water management facilities will include detention basins and grassed channels or swales to reduce the concentration of road contaminants reaching receiving bodies of water. Ditch check dams will be installed to control runoff velocities. Storm water management will be incorporated into final roadway design. The Selected Alternative will include separation of MDOT storm water south of 12 Mile Road from the combined sewer system that now carries this storm water. Detention will be included in pump stations and possibly within the 12 Mile Road interchange, allowing settling of debris and sediment. Oil/water separators will also be included in the system.

Hazardous/Contaminated Materials

A Project Area Contamination Survey has been completed. One site at 402 South Stephenson Highway has been identified for a Preliminary Site Investigation (PSI) prior to right-of-way acquisition. Any areas of contamination found by that PSI will be marked on design plans.

Additional standard mitigation measures that could apply include:

- Treatment of water from any dewatering operations before pumping to storm drains or surface water discharge points.
- Testing of river bottom sediments to determine proper disposal methods.
- Preparation of underground utility plans to ensure no deep utility cuts will impact any contaminated areas. Any utility cuts in contaminated areas will be reviewed to ensure proper excavation and backfill methods.
- Preparation of a Risk Assessment Plan, which includes a Worker Health and Safety Plan, to reduce dermal exposure and address direct contact issues, if contaminated materials are encountered.
- Closing and abandoning any monitoring wells properly.

5. COMMENTS ON THE FINAL ENVIRONMENTAL IMPACT STATEMENT

The FEIS was signed May 31, 2005, made available for agency and public review, and sent to the EPA for filing. The Notice of Availability appeared in the Federal Register Friday, June 17, 2005. The comment period closed on August 5, 2005.

The U.S. E.P.A. stated that the FEIS adequately addressed their concerns. The Michigan Department of Environmental Quality concurred in the identification of the Selected Alternative. A number of businesses and organizations wrote in support of the Selected Alternative including: Automation Alley, HarleyEllis, Merian Financial Group, the Oakland County Business Roundtable, Rehmann Robson, Spaulding DeDecker Associates, the Road Commission for Oakland County, SEMCOG, and the Traffic Improvement Association. MichiVan Commuter Vanpools also supported selection of the "HOV Alternative." Support for the Selected Alternative was expressed by the cities of Auburn Hills, Troy, Madison Heights, and Royal Oak, as well as Oakland County and the Oakland County Board of Commissioners.

The city of Royal Oak submitted a resolution related to increased traffic on Lincoln Avenue with the proposed braid configuration of the Selected Alternative. The Oakland County Board of Commissioners recommended that MDOT address and mitigate the effect of additional traffic on Lincoln Avenue. This issue is discussed in detail below.

Other comments were provided by: Bloomfield Township, the city of Hazel Park, the city of Ferndale, the city of Madison Heights, the Road Commission for Oakland County, and Transportation Riders United. Below are responses to those FEIS comments.

Bloomfield Township – Sound Walls

Comment: The Bloomfield Township Treasurer states, "Sound Attenuation Walls are a must for any expansion of I-75 through Bloomfield Township" (this would apply between Adams Road and South Boulevard along I-75).

Response: Noise walls have been in place for some years on the east side of the Square Lake interchange. Additional walls were constructed in 2003 west of Squirrel Road (as a separate project from this one). Through analysis, it was found that those walls are still adequate to mitigate noise from the proposed lane expansion. East of Squirrel Road new noise abatement was

considered, but walls were not found to be reasonable and feasible. Supporting documentation is found in Section 4.8.5, Segment 12 (page 4-51) of the FEIS. The only residential exposure between Squirrel Road and Adams Road is on the north side. A patio home development (Adams Woods) constructed its own private noise wall. This wall is effective enough that a new full height MDOT wall outside this private wall would not be feasible or reasonable, when considering the minimal additional noise mitigation the MDOT wall would provide. For these reasons, no additional noise walls in Bloomfield Township are proposed with the Selected Alternative.

City of Hazel Park – Sound Walls

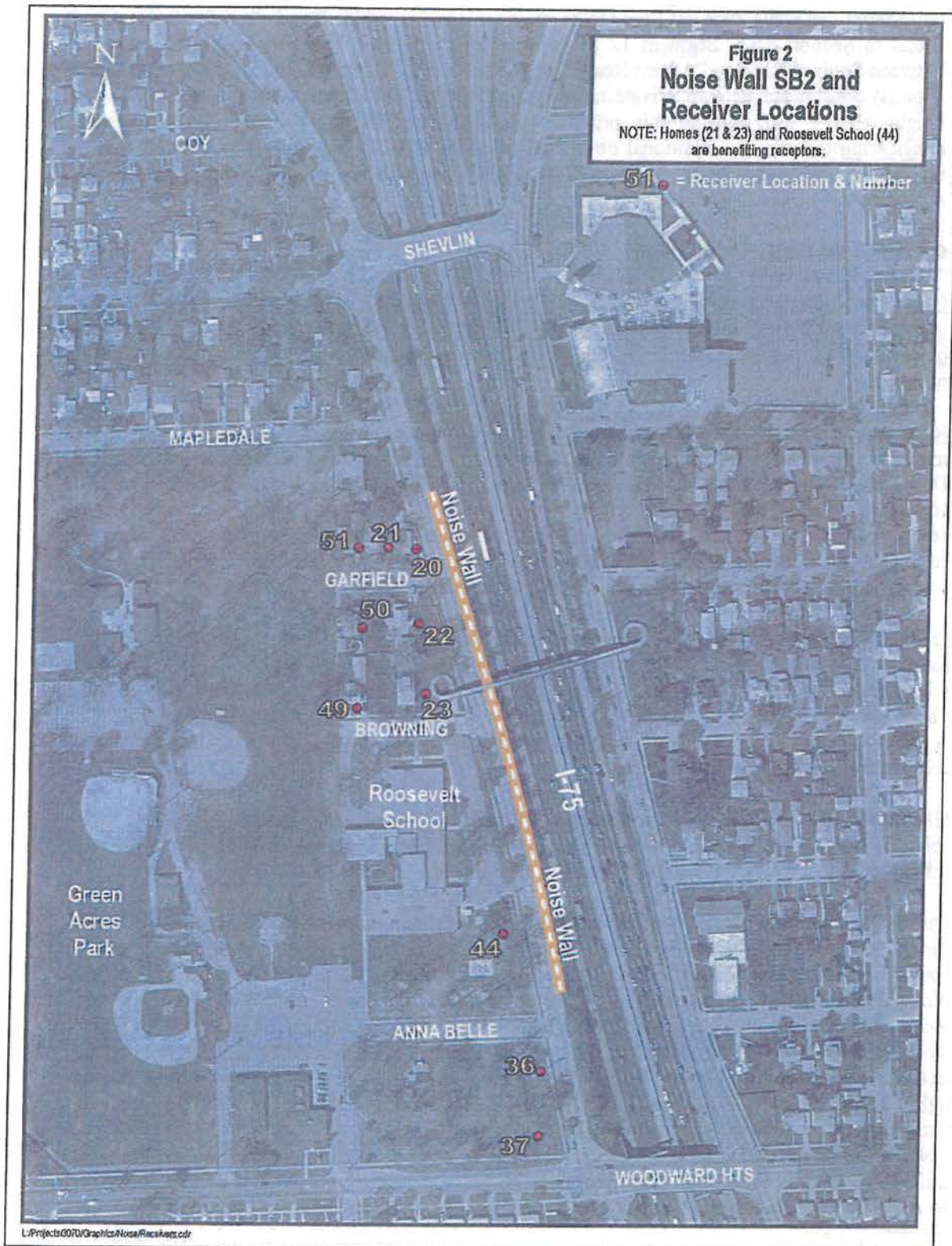
Comment: Comments were received from citizens at the public meeting of July 19, 2005 related to noise, and a letter was received from the City Manager of Hazel Park asking that a sound barrier wall be reevaluated between Woodward Heights and I-696, citing new home construction in the area.

Response: A reevaluation of the data and results in the southwest quadrant of I-696 and I-75 was undertaken and a reconfiguration of the FEIS noise wall was found reasonable and feasible. During the course of the study, elements of Michigan's Noise Policy were clarified. Churches and schools were given special status, but the method of calculating benefits changed over the course of the project. In the final analysis, churches and schools may be counted as the equivalent of 10 dwellings units in determining whether walls are reasonable and feasible. But to be counted in this manner, they must have an adjacent benefiting dwelling unit.

In the FEIS, wall SB2 was not considered reasonable and feasible. A review of the analysis found that by adjusting wall SB2, two homes north of the school can benefit, which allows the school to be counted as ten units. (Figure 2 shows the homes and the extent of the revised wall.) The homes are on the north side of West Garfield and north side of West Browning Avenue. The latter street separates the school from the residences to the north. Thus, wall SB2 is now considered reasonable and feasible.

In executing the TMN2.5 noise model again, the wall was lengthened as much as possible to the north, while still meeting the per unit cost criterion of \$34,772 (2004 dollars). It now would extend north to midway between Garfield and Mapledale.

The wall cannot be extended south to protect the area of new homes noted by the city of Hazel Park. Half of the new homes front onto Woodward Heights (a local arterial street) and so a wall placed between the service drive and I-75 would not abate the noise these homes receive from Woodward Heights, because it would not be between the homes and Woodward Heights. Meanwhile, a noise wall placed between the service drive and I-75 could only reach halfway down the block between the school and Woodward Heights. The wall could not be extended any further south toward Woodward Heights because vehicles must be able to have a clear line-of-sight as they approach the Woodward Heights intersection. Because the wall can reach no further south, and cannot abate noise from Woodward Heights, it cannot benefit any receivers south of the school. This means it cannot feasibly and reasonably be justified beyond the south limit of the school. As a result, there would be no noise abatement for the area of new homes on the north side of Woodward Heights. The benefiting receivers are all north of the school.



Road Commission for Oakland County (RCOC) - Single Point Urban Interchange (SPUI)

Comment: The Road Commission for Oakland County supports the findings of the FEIS, but advocates development of a SPUI at 12 Mile Road.

Response: Table 3-5 of the FEIS shows a 2025 PM peak hour Level of Service of C at the reconstructed partial cloverleaf interchange. This is part of the Selected Alternative, and includes the intersections at the ramp ends on the east and west sides of I-75. The single intersection associated with the SPUI would also perform at LOS C in the same future peak hour. They perform the same on the basis of traffic. A preliminary planning cost estimate found that the modified partial cloverleaf would be approximately \$3.8 million less expensive than the SPUI. Section 3.9 of the FEIS states that reconstruction of the 12 Mile Road interchange will be subject to review again during the design and value engineering phases, and consideration of a SPUI design will be examined again at that stage.

City of Royal Oak, Individuals, and Oakland County Board of Commissioners - Increased Traffic on Lincoln Avenue

The comment of an individual is addressed first and the concerns of Royal Oak and the Oakland County Board of Commissioners thereafter.

Comment: A letter from a private citizen states that the available access from northbound I-75 to Lincoln Avenue will ruin it as a local neighborhood street, that Lincoln will become the shortest link to downtown Royal Oak, and that the diversion from 11 Mile Road will negatively affect Royal Oak's businesses.

Response: If the destination of the traffic that is attracted to Lincoln Avenue is downtown business, it is not clear how Royal Oak's businesses will suffer. Further, Lincoln Avenue is a collector road that traverses Southfield, Oak Park, Huntington Woods, Royal Oak and Madison Heights, a distance of eight miles. It serves not only residential purposes, but also adjacent neighborhood businesses, light industries and manufacturing centers through these communities. It is a collector road in SEMCOG's roadway network. That means its function is to collect traffic from local neighborhood streets and carry it to arterial streets. Additional information is provided in the response to the next comment.

Comment: A city of Royal Oak resolution dated August 1, 2005, states, "Therefore, be it resolved that the City of Royal Oak wishes to reserve the option of not having the Lincoln Bridge rebuilt amongst other possible considerations." Two letters, four emails, and 39 opposition forms were submitted, principally by those living on, or near, Lincoln Avenue in Royal Oak. The Oakland County Board of Commissioners adopted Resolution #05148, August 18, 2005, recommending that MDOT "address and mitigate the effect of additional traffic on Lincoln in the possible design of the Lincoln Road exit."

Response: These comments are based on a concern that the revised FEIS braid design (Figure 3) will increase westbound traffic on Lincoln Avenue in Royal Oak. Braiding the I-75 northbound off ramp and I-696 on ramps to prevent conflicts in the resulting weave area was found to be the single most important component to travel flow and safety of the Selected Alternative. Of the 18 one-way project miles, this section of I-75 has the third highest crash rate of any section between M-102 and M-59, and the section to the south has the second highest crash rate.

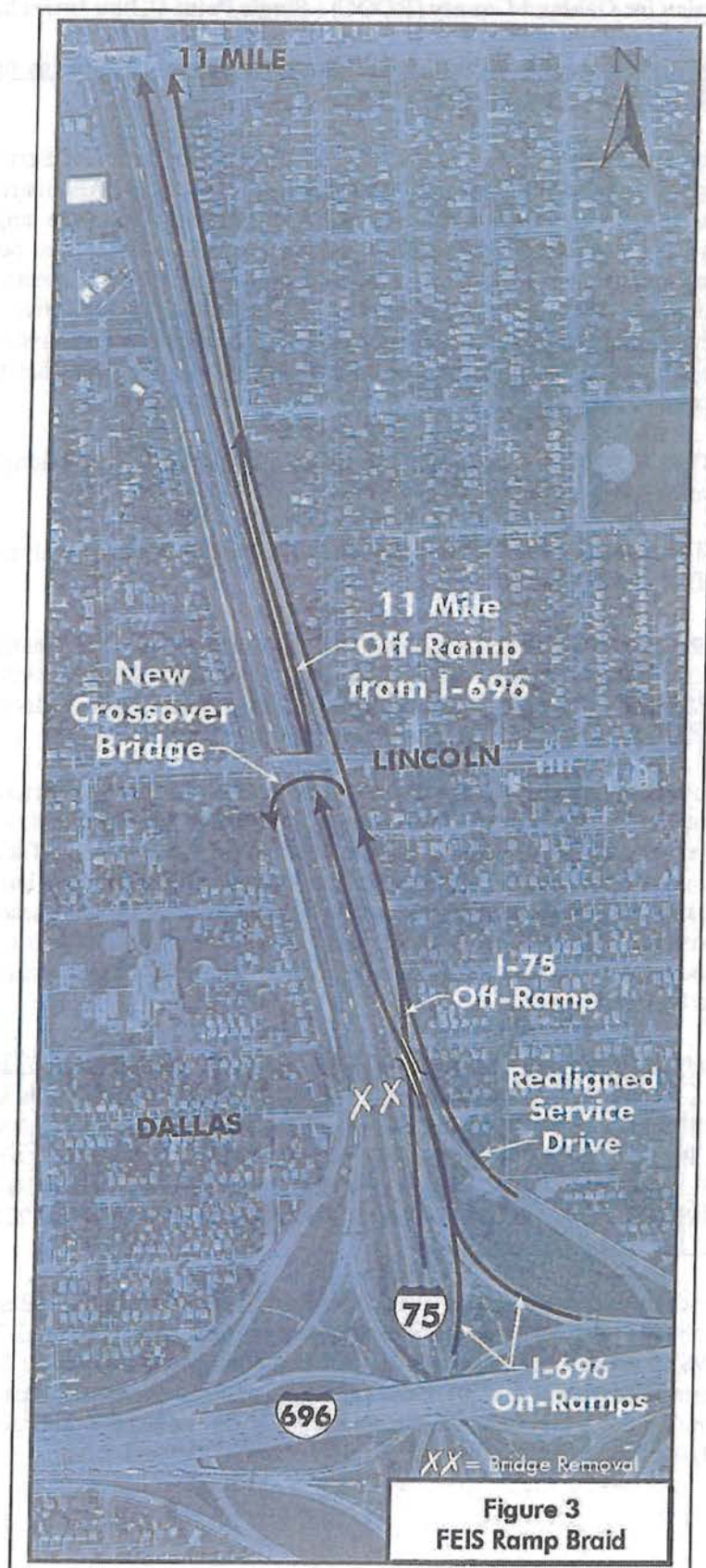


Figure 3
FEIS Ramp Braid

This response covers: 1) the Selected Alternative braid design; 2) a special traffic analysis of Lincoln Avenue prepared for this ROD that has examined alternative future scenarios at Lincoln Avenue; 3) Lincoln Avenue's role in support of emergency access; 4) Lincoln's Avenue's function in the area's transportation network; and, 5) the analysis conclusion.

Selected Alternative Braid Design

The DEIS braid design did not allow access to 11 Mile Road from the eastbound and westbound off ramps from I-696. Royal Oak and Madison Heights objected to that design in their comments on the DEIS, stating that it was important to their businesses along 11 Mile Road that access be provided from I-696 as well as I-75. The access was reinstituted as a result of additional local coordination and design review and included in the FEIS braid design. As expressed in their comments on the FEIS, Royal Oak continues to be concerned about the northbound I-75 exit, which has been planned to occur prior to Lincoln Avenue (Figure 3) from the time of the DEIS on. That exit position has not changed from the design presented in the DEIS.

The northbound I-75 exit ramp must tie to the northbound service drive prior to Lincoln Avenue. There are two areas where a ramp can tie into the northbound service drive in the section north of I-696: 1) between I-696 and Lincoln Avenue; and, 2) between Lincoln Avenue and 11 Mile Road. The "exit area" to the service drive between Lincoln Avenue and 11 Mile Road is occupied by the exit from the I-696 ramp collector distributor (CD) road. This means that the exit from I-75 must occur prior to Lincoln Avenue.

Vehicles on the northbound service drive can make a left turn at Lincoln Avenue today. Vehicles from northbound I-75 cannot, as they exit north of Lincoln Avenue. The braid design of the Selected Alternative, like the braid design presented in the DEIS, provides the opportunity for vehicles from northbound I-75 to turn left at Lincoln Avenue, if that turn were not prohibited by Royal Oak. If the turn were not allowed, the existing turn opportunity would be eliminated. Other pertinent information related to this location follows.

- The Selected Alternative requires the removal of the Dallas Avenue Bridge because of a vertical conflict with the new northbound I-75 off ramp. This is unchanged from the DEIS. The existing Dallas Bridge is a back-to-back U-turn bridge that acts to provide continuity of the westbound service drive serving I-696. A motorist today can follow the westbound service drive along I-696 across I-75.
- In order to maintain the westbound I-696 service drive continuity, a new bridge is included in the Selected Alternative south of, and adjacent to, the Lincoln Avenue Bridge. This will be a U-turn bridge for northbound service drive to southbound service drive movements, replacing the function of the Dallas Avenue Bridge (although the new bridge does not provide the southbound service drive to northbound service drive U-turn function – that function will occur at Lincoln Avenue, as the volume is fewer than 30 vehicles in the peak hour).
- The northbound service drive at Lincoln Avenue is a local road within the city of Madison Heights. It will be reconstructed as part of this project.
- The Lincoln Avenue intersections with the north- and southbound service drives are signalized.
- Lincoln Avenue west of the northbound service drive is a collector road under the jurisdiction of the city of Royal Oak. The southbound service drive is also under the jurisdiction of Royal Oak.

- The Selected Alternative will reconstruct and lengthen the Lincoln Avenue Bridge.

While MDOT addressed in the FEIS the issue of access to 11 Mile Road and other issues by modifying the braid design presented in the DEIS, the Lincoln Avenue left turn noted as an issue in the DEIS (see Letter 9a and Resolutions 9b and 9c on pages 6-56 to 6-69 of the FEIS) continued. In its comments on the DEIS, the city of Royal Oak estimated new traffic on Lincoln Avenue would be 399 vehicles a day in both directions. (Comment 9-4 on page 6-60). If this were so, and a ten percent peak hour volume were presumed, the increase in traffic on westbound Lincoln Avenue would equal one vehicle every three minutes. Per Royal Oak's request, a traffic analysis was performed to address that estimate and determine future traffic patterns under several possible options.

Traffic Analysis of Lincoln Avenue

The following paragraphs summarize a traffic analysis performed specifically to address the Lincoln Avenue traffic issue.³ The traffic analysis report has full data on the alternative modifications examined.

Traffic was counted in 2004 and 2005 in Royal Oak and Madison Heights in the Lincoln Avenue/11 Mile Road area. Peak hours were established and existing signal timings were measured. Ramp and mainline traffic data were obtained from MDOT automatic daily traffic count recorders and permanent traffic recorders. Existing traffic is shown in Figure 4.

An origin-destination survey was also conducted in the morning and afternoon of June 2004, to determine how vehicles move through the ramp system from I-696 and I-75 to 11 Mile Road, so that the future traffic patterns could be estimated. In the PM peak (two hour) period, 39 percent of vehicles using the 11 Mile Road off-ramp come from eastbound or westbound I-696 and 61 percent come from northbound I-75 (Figure 4).

A microsimulation model called SYNCHRO/SIMTRAFFIC uses the traffic data described above, geometric data, and traffic control device information to calculate measures of performance of local roads and intersections (Campbell on the west, John R on the east, 11 Mile on the north, and I-696 westbound service drive on the south). The 2000 Highway Capacity Manual (HCM) and the microsimulation tool were used to perform a baseline capacity analysis. Overall, the existing local system is functioning efficiently at a Level of Service (LOS) C or better, with a maximum Volume/Capacity ratio of 1.01 in the PM peak hour at Campbell and 11 Mile Road. The northbound service drive at Lincoln and at 11 Mile Road operates at LOS B. Lincoln Avenue west of I-75 carries approximately 440 vehicles, almost equally split between eastbound and westbound. (Note these are the volumes on the west leg of the intersection of the southbound service drive and Lincoln Avenue. Volumes vary along the link due to driveways and local cross streets.)

Traffic was increased 25 percent to reflect future (2025) conditions, and several future scenarios were examined (Table 2 and Figure 5). In examining future potential turns at Lincoln Avenue, the existing pattern of turns at 11 Mile Road was used. For the Selected Alternative it was assumed that half of the traffic now using 11 Mile Road would use Lincoln Avenue. It is unlikely the proportion would be this high, but this was analyzed as a worst case scenario. It is important to note that changing Lincoln Avenue's access would increase local traffic in other locations.

³ Technical Memorandum No. 4, *I-75 at Lincoln Avenue Alternatives*, The Corradino Group, October 2005.

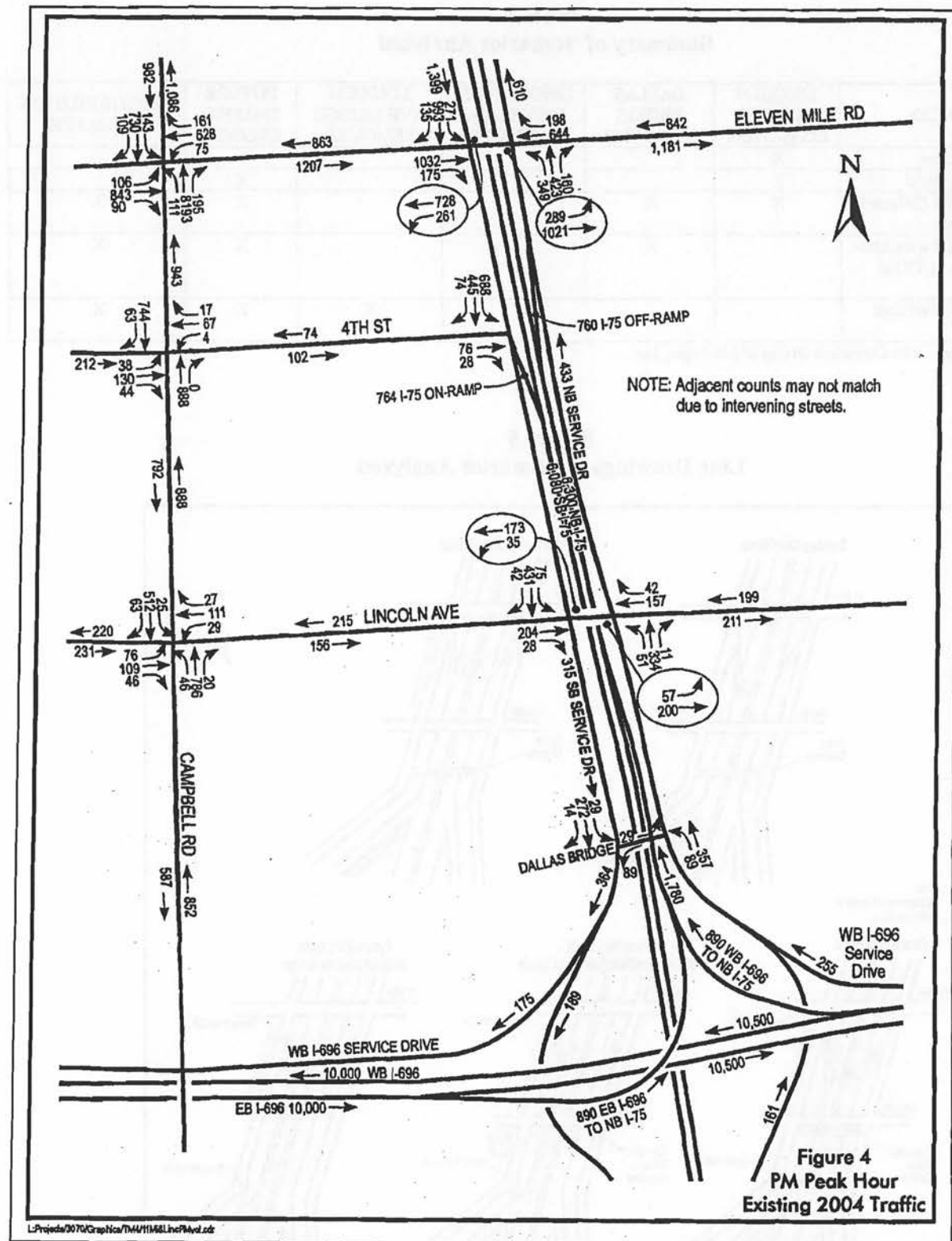
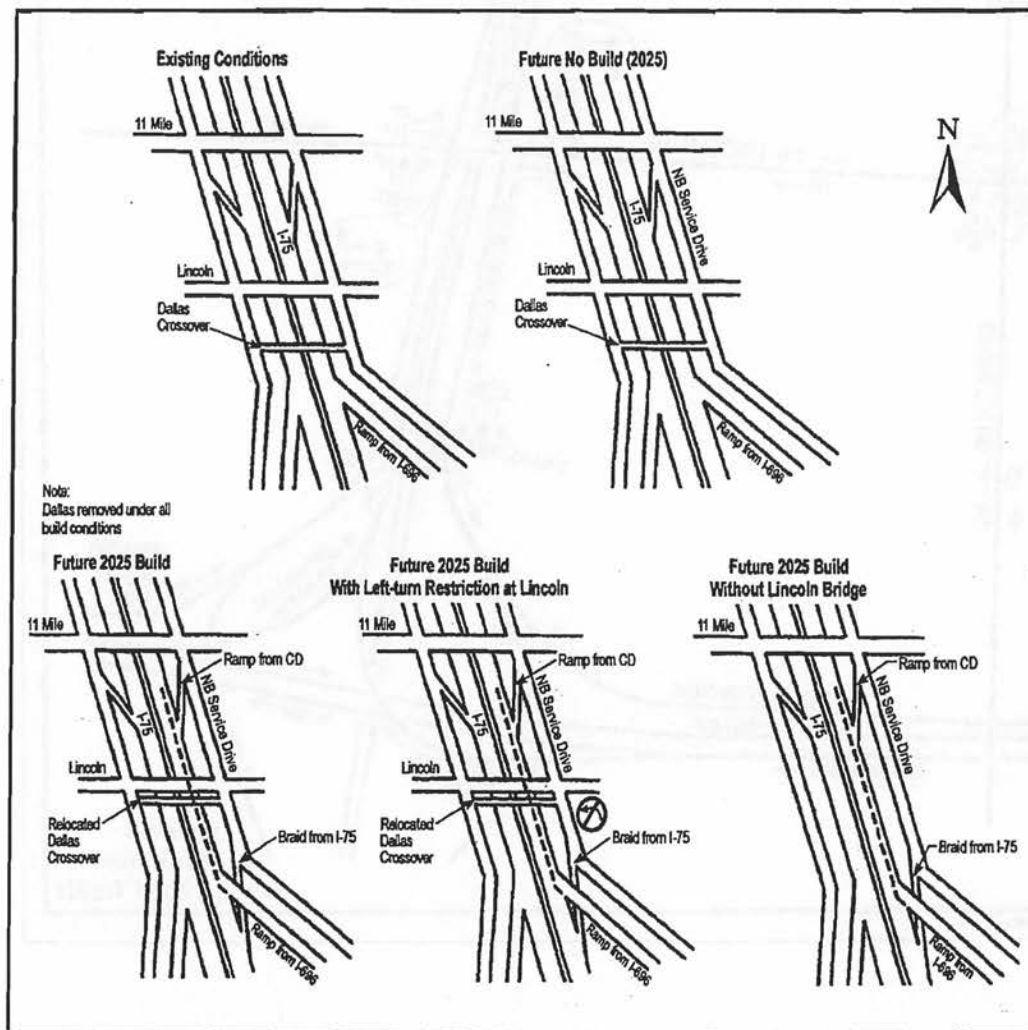


Table 2
Summary of Scenarios Analyzed

SCENARIO	LINCOLN CURRENT CONDITION	DALLAS BRIDGE RELOCATED	LINCOLN AVE LEFT TURNS RESTRICTED	LINCOLN AVE BRIDGE REMOVED	FUTURE TRAFFIC GROWTH	REDISTRIBUTION OF TRAFFIC
Existing Conditions	X					
Future 2025 No Build	X				X	
Future 2025 Build (Selected FEIS Alternative)	X	X			X	X
Future 2025 Build with Left- Turn Restriction (LTR) at Lincoln		X	X		X	X
Future 2025 Build without Lincoln Bridge				X	X	X

Source: The Corradino Group of Michigan, Inc.

Figure 5
Line Drawings of Scenarios Analyzed



Source: The Corradino Group of Michigan, Inc.

Under no build conditions, the 25 percent growth in background traffic results in a deteriorating LOS at Campbell and 11 Mile Road (LOS E) in the afternoon peak hour, but the intersections of the I-75 northbound service drive at Lincoln and at 11 Mile Road remain at a LOS of B or C. Table 3 summarizes the LOS and V/C information for pertinent local intersections under all the future scenarios in the AM and PM peak hours. Where the V/C ratio is greater than 1.0 or the LOS is E, there is yellow highlighting. Of note is that for most intersections, and most scenarios, there is little difference. The most notable changes occur as a result of the assumed 25 percent growth in background traffic. When comparing the various future scenarios, the data that stand out most are those for the intersection of 11 Mile Road and the I-75 northbound service drive for the "without Lincoln" scenario. The future PM peak hour V/C ratio under this scenario jumps to 1.06, from 0.70 under no build conditions. This is logical, as closing Lincoln Avenue pushes traffic to 11 Mile Road, including local traffic that now crosses into Royal Oak via Lincoln Avenue. While the LOS of the intersection of the northbound service drive and 11 Mile Road falls only from B to C, based on delay, the V/C ratio indicates that individual movements within the intersection can fail, and the intersection overall is much less stable.⁴

If Lincoln Avenue were closed (bridge removed), individual movements at the intersection of the northbound service drive and 11 Mile Road would fail by 2025. In the AM peak hour these include the northbound left turn and through movement, and the eastbound to northbound left turn. In the PM peak hour the northbound left turn would fail. These failures suggest that lane additions may be needed, which would require right-of-way acquisition.

Traffic on westbound Lincoln Avenue west of I-75 would increase with the Selected Alternative. The estimated 215 vehicles today in the PM peak hour would grow to 270 (assumed 25 % background growth to 2025) under no build conditions, then another 107 vehicles with the northbound I-75 off ramp positioned as planned in the Selected Alternative (worst case scenario, assuming half the traffic uses Lincoln, rather than 11 Mile Road). The 107 additional vehicles equate to fewer than two additional vehicles per minute.

Lincoln Avenue Emergency Access

The Royal Oak Fire Department, in their comments on the DEIS, stated that "the Dallas Avenue Bridge should not be removed," as "it is needed as a lookout point to locate life safety problems in the I-75/I-696 interchange" (see FEIS, Comment 9.2 page 6-61), and the Police Department stated it "should not be removed because the removal of the Dallas Bridge over I-75 will increase South End police response times between Royal Oak and Madison Heights Police Departments" (Comment 9-2, page 6-62). These statements of maintaining vantage points and access across I-75 are not consistent with Royal Oak's Council Resolution of August 1, 2005, "to reserve the option of not having the Lincoln Bridge rebuilt amongst other possible considerations." The Dallas Bridge must be removed to construct the braid. Several options were examined, but removal of the Dallas Bridge was the only one consistent with federal interstate design standards. The Lincoln Bridge does not need to be removed and can continue to support emergency service use, which was specifically identified as a need by Royal Oak in their comments on the DEIS cited above. The function of the Lincoln Avenue Bridge becomes more important with the removal of the Dallas Bridge.

⁴ The Level of Service is based on delay. If the volume of an individual movement is exceeded, the traffic will eventually advance and move through the intersection, but only after a delay. Thus, when all the movements of an intersection are considered in total, delay may be acceptable, but individual movements can still exceed capacity, leading to unstable conditions.

Table 3
Summary of Measures of Effectiveness for Scenarios

INTERSECTION DESCRIPTION	EXISTING CONDITIONS			FUTURE 2025 NO BUILD			FUTURE 2025 BUILD WITH LINCOLN			FUTURE 2025 BUILD WITH LTR			FUTURE 2025 BUILD WITHOUT LINCOLN		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
AM PEAK HOUR															
Lincoln and I-75 SB Service Drive	B	10.6	0.17	B	10.2	0.21	B	12.1	0.26	B	10.6	0.25	B	10.1	0.10
Lincoln and I-75 NB Service Drive	A	7.9	0.25	A	7.9	0.31	B	13.6	0.48	B	14.0	0.48	B	13.9	0.57
11 Mile and I-75 SB Service Drive	B	19.1	0.64	C	21.4	0.76	B	18.9	0.77	B	19.4	0.78	C	21.3	0.86
11 Mile and I-75 NB Service Drive	C	23.4	0.82	D	41.3	0.98	D	40.9	1.00	D	40.9	1.00	E	67.2	1.09
Dallas and I-75 SB Service Drive	A	6.3	0.14	A	6.7	0.18	A	9.6	0.09	B	11.4	0.09	A	4.7	0.09
Lincoln and Campbell	B	10.1	0.37	A	6.5	0.47	A	9.1	0.51	A	9.2	0.52	B	11.8	0.64
Lincoln and John R.	B	14.2	0.28	B	10.2	0.34	A	9.3	0.34	A	9.6	0.34	B	10.7	0.36
Lincoln and Helene	B	10.6	0.12	B	10.4	0.15	A	9.2	0.25	B	10.0	0.20	B	12.8	0.28
11 Mile and Campbell	C	22.8	0.87	C	32.4	1.41	C	32.1	1.26	D	36.9	1.26	E	61.5	1.82
11 Mile and John R.	C	27.2	0.56	C	25.7	0.77	B	12.0	0.61	B	12.3	0.61	B	14.4	0.61
11 Mile and Hampden	B	10.4	0.53	B	10.1	0.65	A	7.2	0.65	A	7.2	0.65	A	7.3	0.67
Fourth Street and Campbell	A	6.8	0.29	B	10.9	0.35	A	8.9	0.36	A	8.7	0.36	A	8.8	0.41
NB I-75 Service Drive and I-696 Service Drive	B	13.3	0.16	A	6.8	0.20	A	5.7	0.20	A	5.7	0.20	A	5.9	0.20
PM PEAK HOUR															
Lincoln and SB I-75 Service Drive	B	11.4	0.32	A	9.2	0.39	B	13.5	0.47	B	10.9	0.42	B	18.0	0.48
Lincoln and NB I-75 Service Drive	B	19.6	0.26	B	10.8	0.32	B	17.7	0.56	B	17.4	0.55	B	15.6	0.57
11 Mile and SB I-75 Service Drive	C	32.5	0.86	D	40.9	1.01	D	43.1	1.01	D	45.8	1.03	D	45.3	1.03
11 Mile and NB I-75 Service Drive	B	16.4	0.58	B	19.7	0.70	C	21.8	0.70	C	21.5	0.74	C	30.0	1.06
Dallas and SB I-75 Service Drive	B	12.2	0.17	B	10.8	0.21	A	7.7	0.14	A	7.6	0.14	A	7.3	0.14
Lincoln and Campbell	B	13.8	0.43	A	8.6	0.55	B	10.6	0.61	B	10.9	0.61	A	9.6	0.62
Lincoln and John R.	B	18.9	0.46	B	10.3	0.54	B	11.7	0.56	B	11.6	0.56	B	11.7	0.60
Lincoln and Helene	B	17.5	0.17	B	10.9	0.21	A	8.9	0.34	B	11.3	0.25	A	7.8	0.34
11 Mile and Campbell	C	26.3	1.01	E	57.2	1.98	E	56.5	1.98	E	56.7	1.98	D	51.0	1.83
11 Mile and John R.	C	31.8	0.72	D	36.5	0.89	D	39.2	0.90	D	39.2	0.90	D	53.4	0.98
11 Mile and Hampden	A	6.5	0.44	A	8.0	0.52	A	4.9	0.53	A	5.6	0.53	A	9.9	0.54
4th Street and Campbell	A	9.2	0.37	B	11.9	0.46	B	11.3	0.46	B	11.8	0.46	B	10.5	0.46
WB I-696 and NB I-75 Service Drive	B	15.0	0.11	A	7.4	0.13	A	8.1	0.15	A	7.5	0.13	A	6.3	0.13

Note: Yellow highlighting shows situations where the Volume/Capacity ratio is greater than 1.0 and where the LOS is E.
Source: The Corradino Group of Michigan, Inc.

Madison Heights, Royal Oak, Hazel Park and Ferndale are currently working together to consider pooling their police, fire, and other emergency services, to improve services and reduce response times. Maintaining access across the Lincoln Bridge would appear important to those multi-jurisdictional efforts. If the Lincoln Avenue Bridge were removed, the 11 Mile Road Bridge is the next opportunity to cross I-75. Removal of the Lincoln Avenue Bridge would act to nullify any improvement the multijurisdictional effort might gain and would hinder life saving activities.

Lincoln Avenue Function in the Transportation Network

In SEMCOG's regional transportation model, Lincoln Avenue is shown as a "collector" road. This means it is a step above a local road and is, therefore, intended to accumulate and distribute local traffic. The only other road so designated in Royal Oak south of 11 Mile Road is 4th Street. When it was proposed in the DEIS to eliminate access to the southbound entrance from 4th Street to I-75, Royal Oak objected. MDOT modified the preliminary design to maintain the connection from 4th Street to the southbound I-75 on ramp. The basis of the objection was the need for emergency vehicles to get to I-75 and the concern that traffic would be diverted away from 4th Street to local streets. That is, 4th Street was expected to be the collector road carrying traffic, rather than shifting that traffic to adjacent local roads. Lincoln Avenue, like 4th Street, is a collector, and should be expected to collect local traffic. If Lincoln Avenue were closed, local traffic would divert to other local north-south roads such as Helene, Minerva, Edgeworth, Kenwood and others to get to/from 11 Mile Road. Additionally, 11 Mile Road between Woodward and I-75 is considered a county primary road.

Lincoln Avenue is a "half mile" road. Ten Mile Road is to the south and 11 Mile Road is to the north. Lincoln Avenue is a continuous link between Southfield, Oak Park, Huntington Woods, Royal Oak and Madison Heights. Locally, it connects Woodward Avenue (M-1) to the west and I-696 to the east, where there is an interchange connection at Dequindre (the road separating Oakland and Macomb counties). Again, it functions as a collector road.

Some motorists enter Royal Oak by exiting I-696 westbound at Lincoln Avenue/Dequindre and traveling westbound over Lincoln Avenue through Madison Heights to Royal Oak. This is a direct route from the last exit ramp on westbound I-696 before I-75. The reverse pattern is also true. This movement reduces demand on other entry points to Royal Oak, including Mohawk Avenue. Earlier, there was opposition to the DEIS braid design because of a perceived increase in traffic on Mohawk. Closing the Lincoln Avenue Bridge would push more traffic to Mohawk. It would also sever a pedestrian link over I-75, and school buses that use Lincoln Avenue would have to be rerouted.

A trip generation analysis performed in conjunction with the Lincoln Avenue traffic analysis indicates the extent of locally generated traffic in southeast Royal Oak. In the area bounded by Campbell on the west, I-696 on the south, I-75 on the east, and Lincoln on the north, an estimated 800+ trips are generated by homes in the PM peak hour. These trips have a limited number of routes into and out of the neighborhood. Closing Lincoln Avenue would reduce travel options and force the traffic now using Lincoln Avenue to other streets.

Analysis Conclusion on Lincoln Avenue

Because Lincoln Avenue and the service drives are under the jurisdiction of Royal Oak, that city could, at any time, choose to make Lincoln Avenue a right-in, right-out intersection at the southbound service drive. Likewise, left turns could be prohibited at Lincoln Avenue and the

northbound service drive. These actions would restrict the movements that presently occur there, as well as any future movements brought about by the ramp change. These changes to Lincoln Avenue would not require state or federal approvals.

A meeting was held October 21, 2005, with Royal Oak, Madison Heights, Oakland County, and FWHA to discuss the Lincoln Avenue Bridge. The traffic analysis results were presented. After discussion, the Selected Alternative continued to be accepted with the Lincoln Bridge left intact. Correspondence related to the conclusions of the meeting is in Appendix C.

MDOT has a responsibility to a broad public. The Lincoln Avenue Bridge serves a constituency larger than Royal Oak alone. The benefits of the Selected Alternative braid will accrue to the 8,000 motorists that use that braid each day, as well as the tens of thousands of motorists on northbound I-75 and on I-696. Relieving the congestion on northbound I-75 and on I-696 will also keep more motorists on the freeways and reduce pressure on service drives, collectors, and local roads. Safety will improve. Leaving the Lincoln Avenue Bridge in its place, relocating the Dallas Crossover Bridge, and constructing the improvements to I-75 will benefit the adjacent communities, motorists, and the entire system. Improvements will reduce the number of crashes, increase efficiency, alleviate congestion, and promote carpooling.

For these reasons, MDOT plans to proceed with the braid design of the Selected Alternative as presented in the FEIS. This design will be reexamined in the design phase, which will continue to include involvement of local communities. As stated previously, Royal Oak has the option of taking local action by restricting left turns onto Lincoln Avenue at the northbound service drive or movements into Lincoln Avenue at the southbound service drive intersection.

Individual - Increased Traffic at Maddock Park in Royal Oak

Comment: A private citizen takes exception to the determination on page 4-66 of the FEIS that there will be no effect on Maddock Park.

Response: The increase in traffic volume on Lincoln Avenue of one to two vehicles per minute in the peak hour is not considered to have a significant effect on Maddock Park.

Individual - Selected Alternative is Inconsistent with the Royal Oak Master Plan

Comment: A private citizen states the Selected Alternative "runs counter to Royal Oak's master plan," citing several points. OBJECTIVE 1.1 is to "preserve, maintain and enhance the character of existing neighborhoods." OBJECTIVE 1.4 is to "promote safety and security through the management of traffic volumes and speeds which are detrimental to residential neighborhoods." GOAL 4 is "to improve both the function and visual appearance of the major commercial corridors within Royal Oak while protecting and enhancing neighboring residential areas."

Response: The addition of one to two vehicles per minute to Lincoln Avenue, which is a collector road built before the neighborhoods were fully developed around it, is not expected to result in a deterioration of the character, safety or security of the residential neighborhoods. Neither is it expected to have an effect on the function or visual appearance of the major commercial corridors.

Individual - Reassertion of Previous Comments on DEIS

Comment: An individual commenter states the FEIS does not address comments made on the DEIS and is "woefully deficient in satisfying the broad requirements of the National Environmental Policy Act and the rules of the Council of Environmental Quality."

Response: Both the DEIS and FEIS are FHWA documents. They were specifically reviewed by FHWA for legal sufficiency and NEPA requirements. The I-75 FEIS was signed on May 31, 2005. NEPA requires a "hard look" at the reasonably foreseeable actions and environmental consequences of proposed alternatives before decisions are made and before actions are taken. "Reasonably foreseeable" generally means based on the best available data and does not require speculation or the determination of a selected future. NEPA requirements ensure that this environmental information is available to public officials and citizens.

City of Ferndale

Comment: The FEIS neglects Ferndale's concerns and recent university research that fine particulate matter generated by vehicles contributes significantly to increased heart problems, aggravates asthma, and is a carcinogen, with the FEIS stating there are no standards.

Response: See response in Section 6.3.13 on page 6-18 in the FEIS. There are no standards for air toxics. There are PM_{2.5} annual and 24-hour standards, but there is no guidance with respect to project level analysis. The analyses that were completed were consistent with FHWA and U.S. E.P.A. requirements.

Comment: The FEIS offers no specific noise mitigation plans.

Response: Noise mitigation plans are outlined in Section 4.8.5, Table 4-14 and the "Green Sheet" of the FEIS. It should be noted that Ferndale has no frontage on I-75, being more than 600 feet from I-75 at its closest point. In that area, the reconsideration of wall SB2 has been found to be reasonable and feasible, as noted on page 8 of this document.

Comment: The FEIS does not adequately address the issue of 10-foot wide inside shoulders.

Response: The inside shoulder width was addressed specifically in Section 3.7.3 of the FEIS and was responded to in Section 6.3.9 of the FEIS comments section. Ten-foot inside shoulders meet American Association of State Highway and Transportation Officials (AASHTO) standards and match the roadway cross-sections to the north and south on I-75. Twelve-foot shoulders would result in significant social and environmental impacts and were not considered reasonable in the Selected Alternative.

Comment: The expansion of I-75 should be deferred until MDOT, SEMCOG and the region agree on a strategic and financial plan.

Response: SEMCOG has an approved long-range transportation plan in place. MDOT's 2005-2009 Five Year Transportation Program is approved and is updated each year. MDOT is about to embark on an update of its 2005 to 2030 State Long Range Plan and has ongoing activities, including public involvement supporting Plan development. The project's status with respect to MDOT's and SEMCOG's plans is covered in Section 1.6 of the FEIS.

Comment: There is no adequate construction mitigation plan. The remedy is to first construct a rapid transit system on Woodward Avenue.

Response: This issue was addressed in the FEIS (Section 4.2.4) and will be further refined during the design phase with local coordination. See specific responses in Section 6.3.20 and Response 8.11 in Section 6.4.8. The maintenance of traffic program will be developed through local coordination during future phases of the project in order to minimize impacts to the greatest extent possible. Mitigation will also then be reevaluated.

Madison Heights

Comment: Enforcement of HOV lanes should be the responsibility of the State Police.

Response: As Madison Heights acknowledges, the FEIS responded to this comment. (See response 8.1, Section 6.4.8.) There is no new information to present. Additional funding sources for enforcement activities will be explored in future phases of this project.

Comment: The FEIS does not specifically address the conveyance of the proposed new storm drainage to Dequindre. The exact location of the proposed storm pipe must take into account the surface and subsurface facilities that occupy the intended route.

Response: Comment acknowledged. The exact location will be determined in a more detailed drainage study in the design phase.

Comment: The City continues to recommend that a dedicated I-75 access lane be an extension of a westbound right-turn lane out of Home Depot on 12 Mile Road.

Response: Unfortunately, such a lane does not meet design criteria. Detailed analysis and discussions between MDOT and FHWA were held on this issue and such a lane was found not to be viable for inclusion in the Selected Alternative. See response 8.4, Section 6.4.8 of the FEIS for specifics.

Comment: The City plans to install a sidewalk this summer on the south side of 14 Mile Road from Concord to Stephenson Highway and provide maintenance overlays for portions of the service drive at the I-75/I-696 interchange. The City requests these expenditures be credited toward any local contribution that may be required by the I-75 project.

Response: For specifics, see responses 8.6 and 8.7 in Section 6.4.8 of the FEIS. The I-75 improvements are still unfunded.

Comment: Comments on nonmotorized access are repeated, noting that the non-motorized path requested north along the east side of I-75 from the Gardenia area to 14 Mile Road not be predicated on the referenced countywide nonmotorized plan.

Response: When there is an approved countywide non-motorized plan, this non-motorized access will be considered. See responses 8.8 and 8.9 in Section 6.4.8 of the FEIS.

Comment: The FEIS is non-responsive regarding the cost of projects related to the I-75 expansion.

Response: There are no such related projects in Madison Heights. See responses 8.10 and 8.11 in Section 6.4.8 of the FEIS.

Comment: The FEIS does not address the cost to local jurisdictions for impacts on adjacent streets and communities during construction. The process must include analysis of closing/restricting access to side streets during construction, as well as on a permanent basis.

Response: These details will be coordinated by MDOT and the local jurisdictions during further phases of the project. Response 8.11 in Section 6.4.8 of the FEIS does not change.

Comment: The City supports efforts to reduce the impacts to properties in Madison Heights during the design phase.

Response: Comment acknowledged.

Comment: The City recommends additional evaluation of the existing and proposed sound walls and opposes transferring responsibility for maintenance and reconstruction of the walls to the City.

Response: The Selected Alternative replaces the existing walls in Madison Heights, in kind, where they would be removed by the improvements to the I-75/I-696 interchange. Ownership and maintenance are a function of the statewide policy on noise walls and are not negotiable.

Comment: The City continues to support use of land area freed up by new interchanges for private economic development and any proceeds of sales be credited toward the local contribution.

Response: Property at interchanges has been purchased for transportation purposes. Any excess property will continue to be used for transportation purposes, such as carpool lots or detention ponds. See response 8-15 in the FEIS.

Transit Riders United (TRU)

This organization commented on the FEIS in a manner substantively the same as their comments on the DEIS. Where comments were new, they are summarized and responded to below.

Purpose/Need and Alternatives

Comment: There has been a systemic failure by the officials of MDOT and SEMCOG to ask the programmatic policy questions that ought to be addressed in any given corridor, and the purpose and need is flawed. It is imperative that induced demand be taken into account. Part of the rationale for the project is that Oakland County is a leading job producer, but this is not the correct rationale. Using transportation modeling with land-use feedback is critical to properly characterize options. They all predict lower vehicle miles of travel growth than the typical traffic model, making the expansion project unnecessary.

Response: Programmatic policy questions are addressed in MDOT's and SEMCOG's long range planning processes. The status of the project is addressed in Section 1.6 of the FEIS. The Selected Alternative is consistent with SEMCOG's 2030 Regional Transportation Plan, with construction scheduled for the 2011-2015 time period. It also meets the MDOT's State Long

Range Plan 2000-2025 goals. The tools used in all the analyses are approved by the U.S. E.P.A., SEMCOG, MDOT, and FHWA. The CEQ Regulations at 1502.13 make it clear that the Purpose and Need statement "shall briefly specify the underlying purpose and need to which the agency is responding in proposing alternatives including the proposed action." This has been consistent throughout the development of the DEIS and FEIS. The need for additional capacity on I-75 was demonstrated in a 2000 feasibility study⁵ and the DEIS, and even after diversion was maximized to a high quality rapid transit system tested in the Woodward Corridor. The test of transit viability included adding an extensive feeder bus service at frequent intervals through much of Oakland County. The system was developed to give every opportunity to capture potential transit ridership and divert trips from automobiles. Nevertheless, the project need remained. Meanwhile, as documented in the FEIS, travel demand already exceeds capacity on I-75.

Safety

Comment: Commuting on a train or bus is safer than commuting by car.

Response: Comment acknowledged.

Construction Mitigation

Comment: No adequate construction mitigation plan has been proposed. The remedy is to first construct a rapid transit system on the Woodward Corridor to provide congestion mitigation during the construction process.

Response: The maintenance of traffic program will be developed through local coordination during future phases of the project in order to minimize impacts to the greatest extent possible. Mitigation will also then be reevaluated. Response 8.11 in Section 6.4.8 of the FEIS does not change.

HOV Lane Enforcement and High Occupancy Toll (HOT) Lanes

Comment: The FEIS should be rejected for not outlining a permanent, dedicated source of revenue to enforce the HOV lane. The expansion project should be paid for by users by establishing a HOT lane instead of an HOV lane.

Response: Identification of responsibilities related to enforcement will be examined in future phases of the project and at the onset of project implementation, which is in the future, as the project is unfunded. Implementation of HOT lanes⁶ was considered, but not found feasible.

⁵ *I-75 Corridor Study in Oakland County*, The Corradino Group for the Michigan Department of Transportation, The Southeast Michigan Council of Governments, the Road Commission for Oakland County and the Traffic Improvement Association, November 2000.

⁶ The concept of the HOT lane is to offer the option to the public of using the HOV lane for a fee. Any underused capacity in the HOV lane can be filled up by allowing single-occupant vehicles into the lane for a fee. The fee can be adjusted to control the number of additional users, so that a high level of service continues to be provided.

Cost Estimates

Comment: The FEIS is not responsive to TRU's recommended use of a "triple bottom Line" acknowledged in both MDOT's mission statement and the Michigan Land Use Leadership Council's Report.

Response: MDOT's Mission Statement is to "Provide the highest-quality transportation for economic benefit and improved quality of life." There is neither specification as to how the economic benefit is calculated, nor is there a reference to "triple bottom line." Similarly, in the Michigan Land Use Leadership Council's Report there are no references to "triple bottom line." The DEIS and FEIS used accepted professional standards and methodologies to make planning level cost estimates, at this, the planning stage of the study.

Unlawful Segmentation

Comment: As MDOT and the county move to follow through on the numerous connected road expansions envisioned along this corridor, the region loses the potential to better diversify transportation infrastructure at much less cost.

Response: The three elements of 23 CFR 771 related to segmentation: logical termini, independent utility, and full consideration of alternatives have been met. The proposed action connects four-lane sections of I-75 to the north and south and all practical alternatives to meeting the Purpose and Need have been considered. Projects described in the Secondary and Cumulative Effects (Section 4.18) of the FEIS all have independent utility and would be funded on a project-by-project basis. See FEIS response on segmentation in Section 6.3.3, on page 6-7.

Pedestrian and Bicycle Access

Comment: Certainly pedestrians and bicyclists are impacted by the loss of the Dallas Avenue Bridge. For cyclists I-75 is Oakland County's longest contiguous barrier; only one safe crossing exists between 12 Mile Road and M-59.

Response: Currently, pedestrians and bicyclists are not allowed on the Dallas Avenue Bridge so there is no lost connection. Section 4.2.2 and Table 4-2 of the FEIS outline the improvements in bicycle and pedestrian access that will accompany the project. Six pedestrian bridges would be replaced and meet Americans with Disabilities guidelines. Seven replacement bridges in the south section of the corridor would be replaced and would include sidewalks. I-75 overpasses five roads from 13 Mile Road to Big Beaver that would have new or replacement sidewalks. Bridges further north would maintain or improve the existing conditions for pedestrians or bicyclists.

Noise

Comment: The FEIS provides inadequate documentation of plans for noise attenuation and no predictions of noise increases due to more and faster traffic.

Response: The plans for noise attenuation are found in Table 4-14 of the FEIS, except that, as noted above in this document, wall SB2 (modified) is now considered reasonable and feasible. As stated in the opening paragraph of Section 4.8 of the FEIS, a separate *Noise Study Report* was conducted and was available that includes additional information and the noise analysis model

output. The *Noise Study Report* has been available at all the distribution centers noted in the preface of the FEIS.

Increased Air Pollution, Health Effects, and Air Toxics

Comment: MDOT must study health effects. The no-build alternative has lower CO values than the build alternative. Increased travel speed actually increases CO and VOC emissions. The FEIS is almost silent on the increase in toxic pollutants. TRU requests that the I-75 project expressly address induced travel demand in the regional planning process.

Response: Air quality discussions were held with regulatory agencies and language was coordinated and agreed upon for content in the FEIS. The air quality standards set for mobile sources by the U.S. E.P.A. are based on many health risk studies. The studies are based on the at-risk population (asthmatics, children, and elderly). The air quality analysis performed for the I-75 Project indicates that it will not violate the applicable standards. The project also was found to conform to the State Implementation Plan for air quality by SEMCOG. Further information on air quality is contained in FEIS Section 4.7. There are no air quality standards for air toxics and it is not a requirement of air quality analysis for environmental documentation.

Public Comment

Comment: The project has been unresponsive to public comment received. A number of promises made at the Scoping Meeting of August 29, 2002, were not kept related to: air toxics, population shifts, environmental justice, economic impacts of the HOV lanes, and effects of diesel exhaust on special groups.

Response: The notes from the Scoping Meeting include:

- Air toxics would be addressed consistent with U.S. E.P.A. information. U.S. E.P.A. has accepted the FEIS.
- Population shifts were addressed in the *Indirect and Cumulative Impact Analysis Technical Report* and summarized in Section 4.18 of the FEIS.
- Environmental justice is addressed in Section 4.3 of the FEIS. As noted, the HOV lanes will offer further travel options for those with no vehicle of their own due to increased ridesharing and potential transit use of HOV.
- Regarding economic impacts of the HOV lanes, the HOV lanes are supported by Automation Alley, Oakland County, and others, as they recognize the need to provide alternative means of travel to the workers in Oakland County. The analysis of the economic impacts related to enforcement will occur when the project moves closer to implementation.
- U.S. E.P.A. did note a concern for the effects of diesel on special groups, however, continued discussion among agencies indicates that no health risk assessments will be performed.

January 18, 2006
Date

James Steele
For the Federal Highway Administration

Project Mitigation Summary "Green Sheet" **For the Selected Alternative**

for

Record of Decision - January 2006

I-75 from M-102 to M-59 **Oakland County, Michigan**

This updated project mitigation summary "Green Sheet" contains the project specific mitigation measures being considered at this time. These mitigation items and commitments may be modified during the final design, right-of-way acquisition or construction phases of this project.

<i>Impact Category</i>	<i>Mitigation Measures</i>
I. Social and Economic Environment	
a. Pedestrian and Bicycle	Section 4.2.2 and Table 4-2 of the FEIS outline the improvements in bicycle and pedestrian access that will accompany the project. Six pedestrian bridges will be replaced and meet Americans with Disabilities guidelines. Seven bridges in the south section of the corridor will be replaced and include sidewalks. I-75 over five roads from 13 Mile Road to Big Beaver Road will have new or replacement sidewalks. Bridges further north will maintain or improve the existing conditions for pedestrians or bicyclists.
b. Noise	Analysis finds 19 individual reasonable and feasible noise walls, plus replacement noise walls in Madison Heights would total 5.0 miles in length (see FEIS Table 4-14 and Figure 4-5 in the FEIS, plus wall SB2 is now considered reasonable and feasible as shown in Figure 2 in the ROD).
c. Fire Hydrant Access	MDOT will consult with local fire departments during the design phase to ensure adequate placement of, and access to, fire hydrants in locations where noise walls are to be constructed.
d. Visual Effects	Noise wall construction and construction materials will be discussed with the affected public in the vicinity of potential construction during design.
II. Natural Environment	
a. Wetlands	0.4 acres of impacted wetlands in the Square Lake Road Interchange will be replaced by 0.6 acres of wetlands in Armada Township in Macomb County. A permit will be obtained from the Michigan Department of Environmental Quality for this compensatory wetland mitigation. A preliminary Wetland Mitigation Plan has been approved by MDEQ.
b. Tree Removal/ Clearing/ Landscaping	Mature trees will be preserved within MDOT right-of-way (principally at fence lines), where safety requirements are met. Property owners will be notified before any trees in front of their residences are removed and will be offered replacement trees. Native vegetation will be considered in plantings.
c. Water Quality	For highway runoff, storm water management facilities will include detention basins and grassed channels or swales to reduce the concentration of road contaminants reaching receiving bodies of water. Ditch check dams

c. Water Quality (continued)	<p>will be installed to control runoff velocities. Storm water management will be incorporated into final roadway design.</p> <p>The project will include separation of MDOT storm water south of 12 Mile Road from the combined sewer system that now carries this storm water.</p> <p>Detention will be included in pump stations and possibly within the 12 Mile Road interchange, allowing settling of debris and sediment. Oil/water separators will be included in the system.</p>
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III. Hazardous / Contaminated Materials

a. Contaminated Sites	<p>A <i>Project Area Contamination Survey</i> has been completed. One site has been identified for a Preliminary Site Investigation (PSI) prior to right-of-way acquisition. Any areas of contamination found by that PSI will be marked on design plans.</p> <p>Additional standard mitigation measures that could apply include:</p> <ul style="list-style-type: none"> • Testing/treatment of water from any dewatering operations before pumping to storm drains or surface water discharge points. • Testing of river bottom sediments to determine proper disposal methods. • Preparation of underground utility plans to ensure no deep utility cuts will impact any contaminated areas. Any utility cuts in contaminated areas will be reviewed to ensure proper excavation and backfill methods. • Preparation of a Risk Assessment Plan, which includes a Worker Health and Safety Plan, to reduce dermal exposure and address direct contact issues, if contaminated materials are encountered. • Closing and abandoning any monitoring wells properly.
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IV. Construction

a. Maintenance of Traffic	Two lanes of traffic will be maintained in both directions at all times on I-75. A Motorist Information Plan (temporary electronic message boards and website) will be developed and implemented during construction to identify lane closures and alternate routes. Coordination with local officials will occur to facilitate emergency services.
b. Vibration	Basement surveys will be offered in areas where vibration effects could occur. These areas will be identified during the design phase, where pavement and bridge removal will occur, or where piling and/or steel sheeting is planned. Impacts are not anticipated at this time.
c. Wetlands	Delineated wetlands are to be included on construction plans sheets, so they can be flagged for avoidance during construction.
d. Parks	Reconstruction of the service drive adjacent to Maddock Park may be necessary. No grading permit will be obtained from the park and access will be maintained at all times.

Creating Success with Our Transportation Assets

2040 Regional Transportation Plan for Southeast Michigan

Executive Summary

June 20, 2013

SEMCOG . . . *Shaping the future of Southeast Michigan*

Southeast Michigan Council of Governments

SEMCOG . . . *Shaping the future of Southeast Michigan*

Mission

SEMCOG, the Southeast Michigan Council of Governments, is the only organization in Southeast Michigan that brings together all of the region's governments to solve regional challenges.

SEMCOG strengthens local governments and regional decision making by:

- Providing data and unbiased analysis for informed decision making affecting Southeast Michigan and its local governments;
- Promoting the efficient use of tax dollars for both long-term infrastructure investment and shorter-term governmental efficiency;
- Delivering direct assistance to member governments in the areas of transportation, environments, and community and economic development;
- Solving regional issues that go beyond the boundaries of individual local governments; and
- Advocating on behalf of Southeast Michigan in Lansing and Washington.

Creating Success with Our Transportation Assets

June 20, 2013

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Abstract

Creating Success with Our Transportation Assets: 2040 Regional Transportation Plan for Southeast Michigan describes how over \$50 billion in revenues will be invested to support our transportation system, including the approximately \$36 billion directed by this plan. It is responsive to the many new realities in the region, the country, and the world. Actions needed to improve the quality and reliability of the transportation system, increase our economic prosperity, reach a higher level of fiscal sustainability, broaden our access to vital destinations, make our communities more desirable, and protect our environment are described. Implementation of this plan will help improve Southeast Michigan's quality of life. The plan includes transportation projects anticipated during the life of the plan. *Creating Success with Our Transportation Assets* can be viewed online at www.semcog.org.

Preparation of this document may be financed in part through grants from and in cooperation with the Michigan Department of Transportation with the assistance of the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration; U.S. Department of Housing and Urban Development; the Michigan Department of Natural Resources with the assistance of the U.S. Environmental Protection Agency; and local membership contributions.

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Creating Success with Our Transportation Assets

June 24, 2010

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Executive Summary

Southeast Michigan's Transportation Assets

Southeast Michigan has a wealth of transportation assets that are vital to the economy and quality of life, and that are essential to the well-being of our residents and business community.

Southeast Michigan Transportation Assets

Southeast Michigan has a sophisticated transportation network that includes 23,400 miles of roads and supports over 100 million miles of travel each and every day.

It connects people to work, school, shopping, hospitals, social events, and other businesses.

- 23,400 miles of major roads
- More than 2,900 bridges
- More than 2,300 miles of fixed-route bus service
- at least 600 miles of walking or biking paths
- 4,000 miles of all-season truck routes
- 800 miles of main line rail
- 35 airports
- Eight international border crossings
- Five commercial marine ports
- Seven rail/truck terminals

Our transportation system connects residents with their individual community, the region, and to areas beyond. A variety of travel choices gives people who have differing transportation needs access to jobs, health care, shopping, educational and recreational opportunities, and the everyday necessities of life. Our transportation assets also provide for movement of freight throughout the region, and connect us to markets around the globe. Clearly, an effective transportation system is vital to economic vitality, business attraction and expansion, trade, tourism, and quality of life.

Southeast Michigan's transportation assets are key drivers of our economy and can be major contributors to the desirable communities that attract and retain a talented workforce.

Our transportation system supports and attracts private sector investment by linking businesses with customers, markets, supply chains/distribution networks, and employees.

Creating Success with Our Transportation Assets

Creating Success with Our Transportation Assets, Southeast Michigan's 2040 Regional Transportation Plan, is designed to reflect SEMCOG's adopted outcomes and performance measures. It emphasizes effectively using our finite resources to meet the needs of residents, businesses, and visitors in a manner that fits with the realities of the 21st Century and contributes to:

1. Economic Prosperity
2. Desirable Communities
3. Fiscally Sustainable Public Services
4. Reliable, Quality Infrastructure
5. Healthy, Attractive Environmental Assets
6. Access to Services, Jobs, Markets, and Amenities

The following *Creating Success in Southeast Michigan* framework highlights the performance measures SEMCOG will be tracking to monitor how our region's progress in achieving our desired outcomes. As a result of undertaking this more holistic, comprehensive approach to the Regional Transportation Plan, several lessons were learned. These lessons are described in many of the findings and culminated in the creation of a new framework for setting targets and maximizing our rate of return on our transportation investments. This framework is described in Chapter 4: Investing in Transportation.

Figure 1
Creating Success in Southeast Michigan Outcomes and Performance Measures

We Manage What We Measure: Performance Measures	What We Need to Achieve: Outcomes					
	Economic Prosperity	Desirable Communities	Fiscally Sustainable Public Services	Reliable, Quality Infrastructure	Healthy, Attractive Environmental Assets	Access to Services, Jobs, Markets, & Amenities
	Percent of population age 25 and over with a bachelor's degree or above	Percent of 4 th and 8 th grade students at or above proficiency in reading, math, and science (MEAP scores)	Community Fiscal Indicator Score – number that are: - fiscal neutral - fiscal watch - fiscal stress	Percent of roads in good, fair, poor, condition	Percent of time in compliance with air quality standards	Percent of households with access to jobs
	Percent of population age 25 and over with an associate's degree	ACT scores	Municipal credit rating	Percent of bridges in good, fair, poor condition	Percent of green cover	Percent of households with reasonable access to amenities such as: - entertainment venues - museums/cultural attractions - walking/biking facilities - parks - sports venues
	Change in real regional Gross Domestic Product (GDP)	Violent crime rate Property crime rate	Number of region's local governments with multi-year budget	Infrastructure utilization rate	Volume of stormwater flowing into our waterways	Percent of households with reasonable access to services such as: - educational institutions - medical facilities/hospitals - libraries - full service grocery stores
	Real per capita personal income growth	Number/percent of occupied housing units	Local governments unfunded liabilities relative to budget	Peak infrastructure service demand and total consumption: - water - sewer - energy - transportation	Number of areas with known water quality impairments	Rate of export activity
	Poverty rate	Access to amenities such as: - entertainment venues - museums/cultural attractions - walking/biking facilities - parks - sports venues		Percent of water and sewer system in good, fair, poor condition	Condition of macroinvertebrates (bugs) in rivers	Broadband accessibility
	Labor underutilization rate (U-6)	Access to services such as: - educational institutions - medical facilities/hospitals - libraries - full service grocery stores		Percent of drinking water meeting standards	Diversity of fish species	
	Change in jobs	Migration rates		Transit ridership	Number of known invasive species	
	Industry concentration	Voter participation rate		Rate of traffic fatalities and serious injuries		
Several measures that reflect the outcomes will be based on a regional survey. In general, they will measure public sentiment related to all six outcomes. (See examples above.)						

Creating Success with Our Transportation Assets: Key points in the plan

Specifically, *Creating Success with Our Transportation Assets*, Southeast Michigan's 2040 Regional Transportation Plan:

- promotes an infrastructure management approach, and the strategic investment of limited financial resources, in ways that prioritize needs and leverage our resources;
- provides information to the public to aid in decision-making;
- sets forth policies, actions, and recommendations to maintain and maximize the integrity of our transportation system;
- guides efforts to enhance transportation connections across various types of travel, with residents, within communities, and across the globe;
- provides for the flexibility needed to be responsive and adaptable in an increasingly dynamic environment;
- provides a framework for, and relies upon, collaboration and alignment among numerous organizations to implement its recommended actions;
- summarizes how over \$50 billion in total revenue will be invested through 2040, including the approximately \$36 billion directed by this plan;
- specifically identifies \$3.8 billion in near-term projects programmed between 2014 and 2017; and
- is interwoven with other mutually reinforcing SEMCOG plans and programs such as the comprehensive economic development strategy, sustainability framework, housing strategy, environmental programs, green infrastructure, and complete streets, to name a few.

Key Findings Impacting Actions and Recommendations in *Creating Success with Our Transportation Assets*

The complete version of *Creating Success with Our Transportation Assets* contains an extensive set of findings and data developed to inform the plan. The collection of data and analysis was driven by the adopted measures in SEMCOG's Creating Success program (Figure 1).

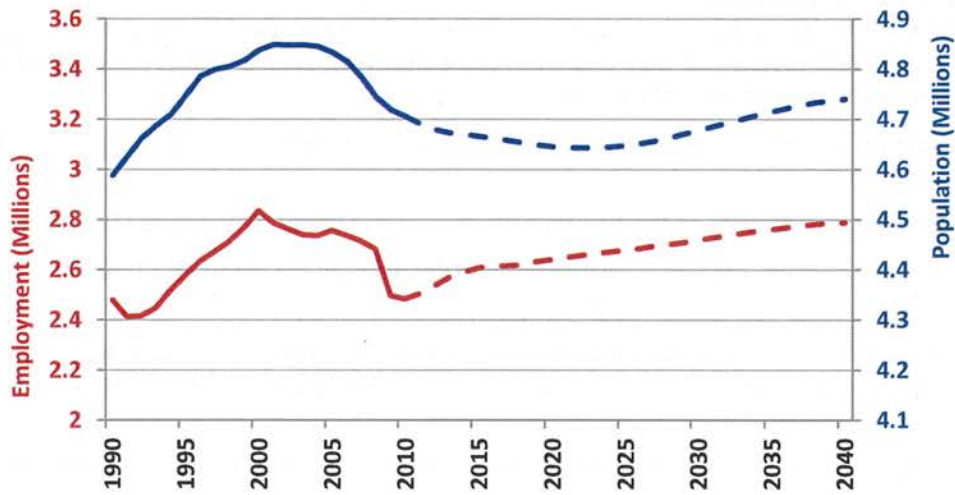
Following is a consolidated list of findings developed to communicate the breadth of issues addressed in this plan. Notably, during SEMCOG's ongoing outreach efforts as this plan was being developed, a few comments referenced the approach as a "360 degree" look at a complicated topic.

Forecasts and their Implications for this Transportation Plan

- From 2000 to 2009, the Southeast Michigan region lost an astounding 351,000 jobs. Ironically, the region gained a similar number, almost 357,000 jobs, in the robust growth era between 1990 and 2000. Almost 198,000 of the job losses – over half of them – occurred in a single year, during the devastating crash of 2009. Some of those losses are likely permanent.
- After a deep recession, all three domestic auto companies are now making a profit, but with a smaller work force.
- Cautious optimism is reflected in SEMCOG's forecast for the region. We are recovering from a very deep recession induced by a financial crisis where recovery is slow. Therefore, SEMCOG predicts lower levels of growth for the region.

Figure 2

Past and Expected Future Change in Population and Employment



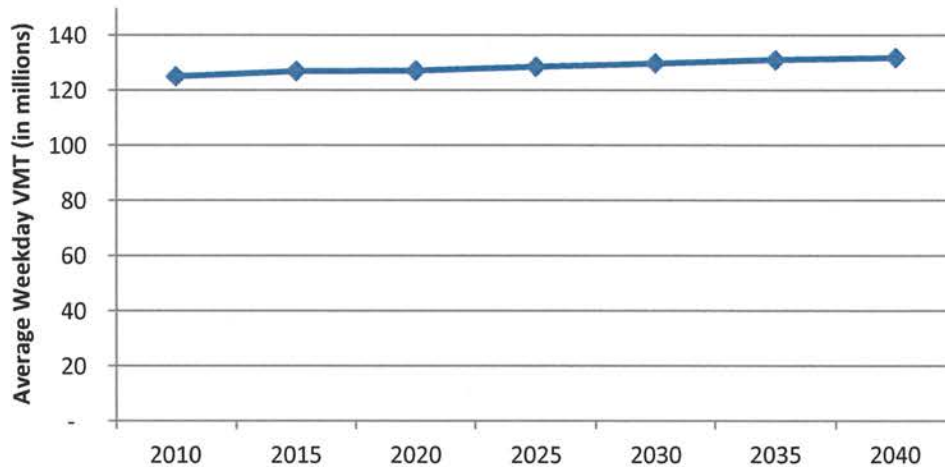
Source: SEMCOG 2040 Regional Development Forecast

- This demographic forecast contributes to a similarly modest forecast for growth in daily levels of travel.

Figure 3

Forecasted Growth in Regional Travel Is Modest

Including Impact of Projects in 2040 RTP



Feedback and Insight from Southeast Michigan Residents

An extensive regional survey on resident's knowledge and opinions on Southeast Michigan's infrastructure system¹ found the following:

- Overall, the vast majority of residents feel that the region's infrastructure condition is deteriorating. Roads are only rated good/excellent by one-quarter of residents. Most people predict road condition will stay the same or get even worse in the future.
- Most residents rate the current transit system as fair/poor and nearly half expect the transit system condition to stay the same.
- Nearly half believe the current ways of funding infrastructure won't work in the future (49 percent).
- While 70 percent indicate more funding is needed, 73 percent also say the amount of funding is not the problem; it's how efficiently we're using it.
- There is a great deal of confusion about how our infrastructure is funded. For example, over 50 percent of the region's residents incorrectly believe that most funding for roads is derived from property taxes.
- In general, the majority of residents prefer to personally engage in actions to reduce costs rather than pay more for services.
- The vast majority of residents (80 percent) believe "we must reinvest in the region's infrastructure so we can prosper economically."

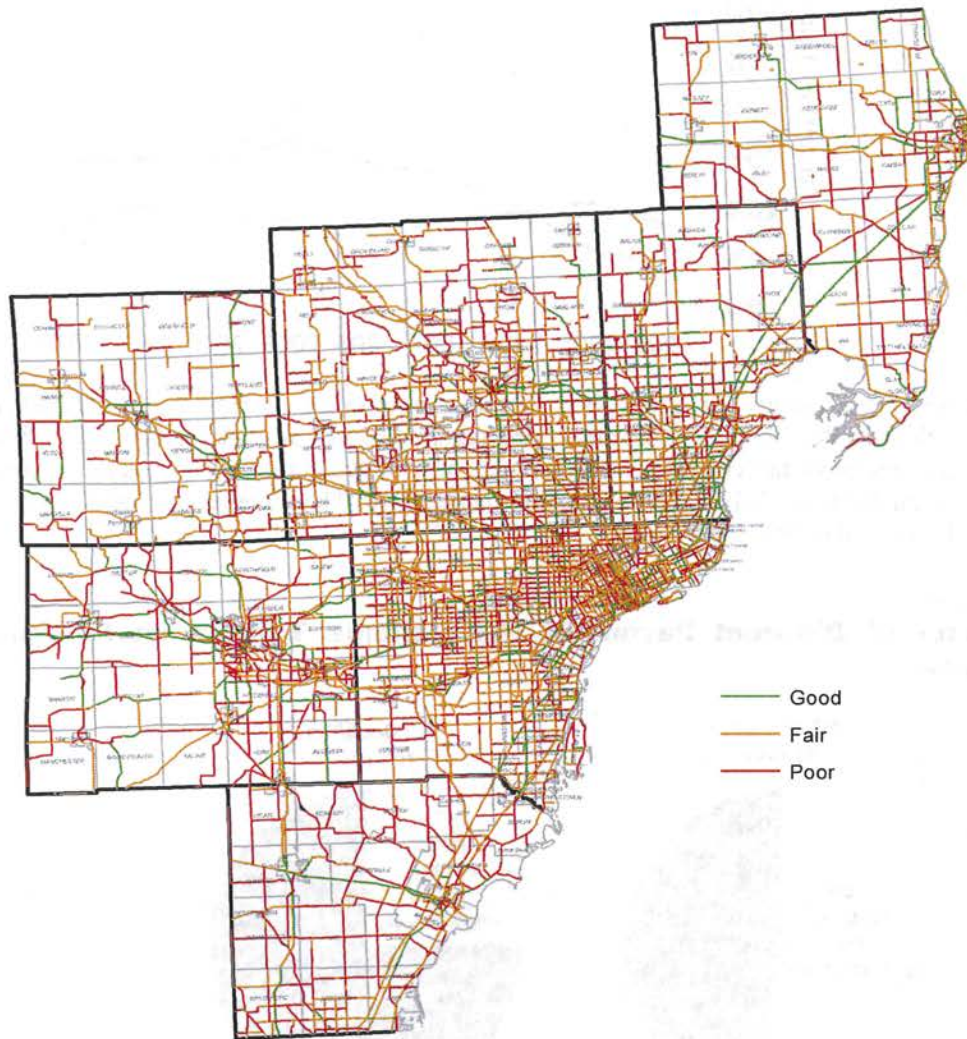
Pavement Condition

SEMCOG and the Michigan Department of Transportation have some of the more comprehensive data on pavement condition anywhere.

¹ SEMCOG; Infrastructure Public Opinion Survey, November 2012.

Figure 4

Pavement Condition, 2011



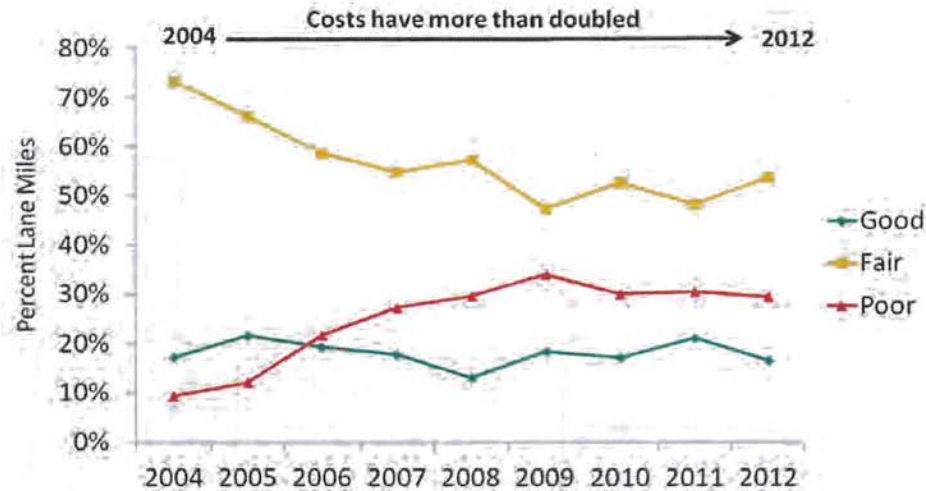
Source: SEMCOG

- These asset management data, collected to guide decision-making, are consistently sending the same message: current levels of investment are not strategic, they are inadequate. This is most evident in the continued deterioration in pavement condition.

Figure 5

Road Condition is Deteriorating and Taxpayer Costs are Escalating

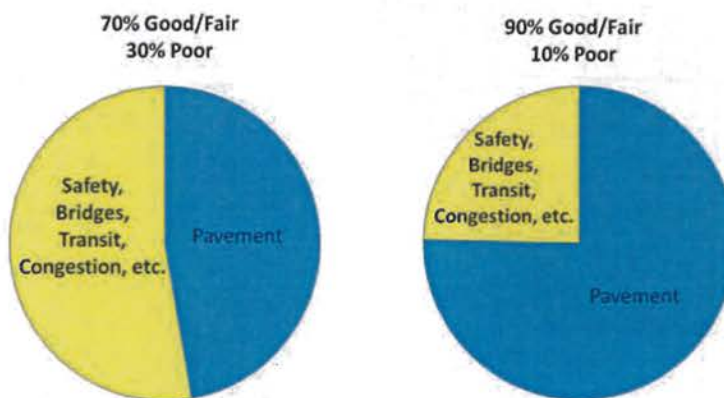
Changing Pavement Condition and Resulting Escalation in Maintenance Costs



- Investment levels for other parts of the transportation system are heavily impacted by road-condition decisions. To illustrate, improving the regional average road condition from its current 70 percent good/ fair condition to 90 percent good/ fair condition would require that over three-fourths of all funds be dedicated to pavement management. Therefore, performance measure targets must be viewed holistically.

Figure 6

Impact of Different Pavement Performance Targets on Funding for Other Needs



Bridge Condition

- Overall, the condition of bridges has improved each year since 2008.

Table 1

Condition of Bridges in Southeast Michigan

Year	Trunkline				Non-Trunkline				Total			
	Good	Fair	Poor	Percent Good or Fair	Good	Fair	Poor	Percent Good or Fair	Good	Fair	Poor	Percent Good or Fair
2008	508	812	179	88.1%	688	478	232	83.4%	1196	1290	411	85.8%
2009	552	789	162	89.2%	681	492	231	83.5%	1233	1281	393	86.5%
2010	536	825	143	90.5%	677	515	217	84.6%	1213	1340	360	87.6%
2011	577	824	103	93.2%	678	523	211	85.1%	1255	1347	314	89.2%

Source: Michigan Department of Transportation

Levels of Congestion in the Region

- A SEMCOG analysis using traffic counts and travel model data shows that sustained periods of congestion in the region are fairly limited.
 - Using the 0.9 percent V/C threshold, only six percent of roadways in the region are congested throughout either the 3-hour morning peak period or the 3-hour evening peak.
 - Two percent of all roadways are congested throughout both the morning and evening peak periods.
 - And only 0.4 percent is persistently congested from 7am to 6pm.
- On the other hand, over 600 miles of roadway in the region may have more traffic lanes than are needed to accommodate current and expected future travel. One or more lanes on these roadways could potentially be removed or repurposed (e.g., allow for green infrastructure to reduce stormwater runoff, provide bike lanes, etc.). Policy is needed to address this excess capacity in order to reduce long-term costs and advance other Creating Success outcomes.

Trends in Safety

- Over 300 people are killed and approximately 2,000 are severely injured in traffic crashes every year on the roads in our region.
- In addition to the tragic loss of life, traffic fatalities cost our economy billions of dollars annually.

Figure 7

Fatalities, 2007-2012

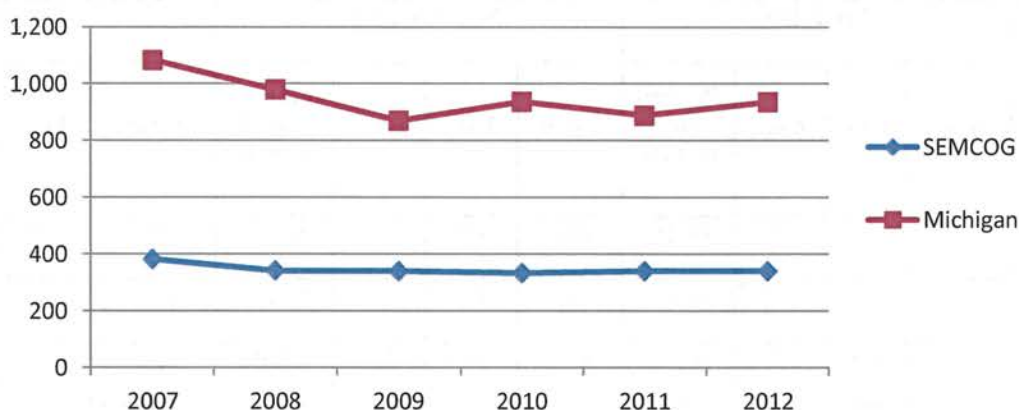
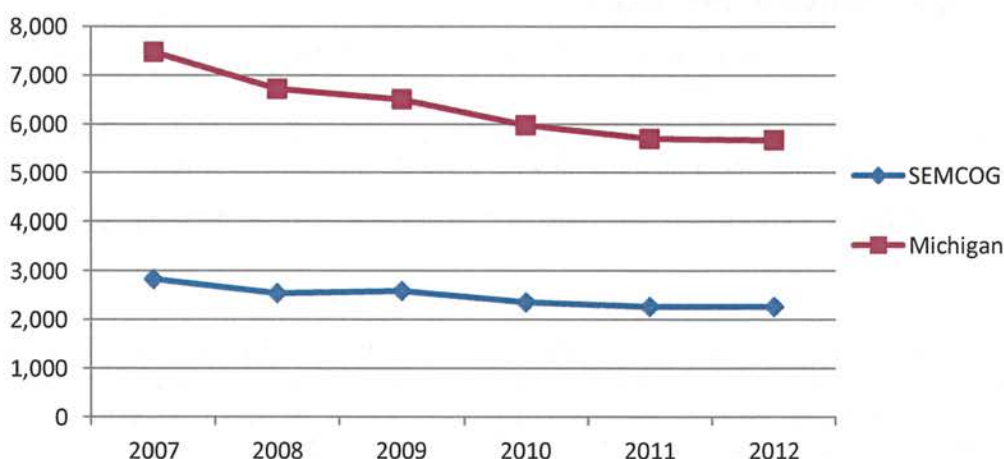


Figure 8

Severe Injuries, 2007-2012

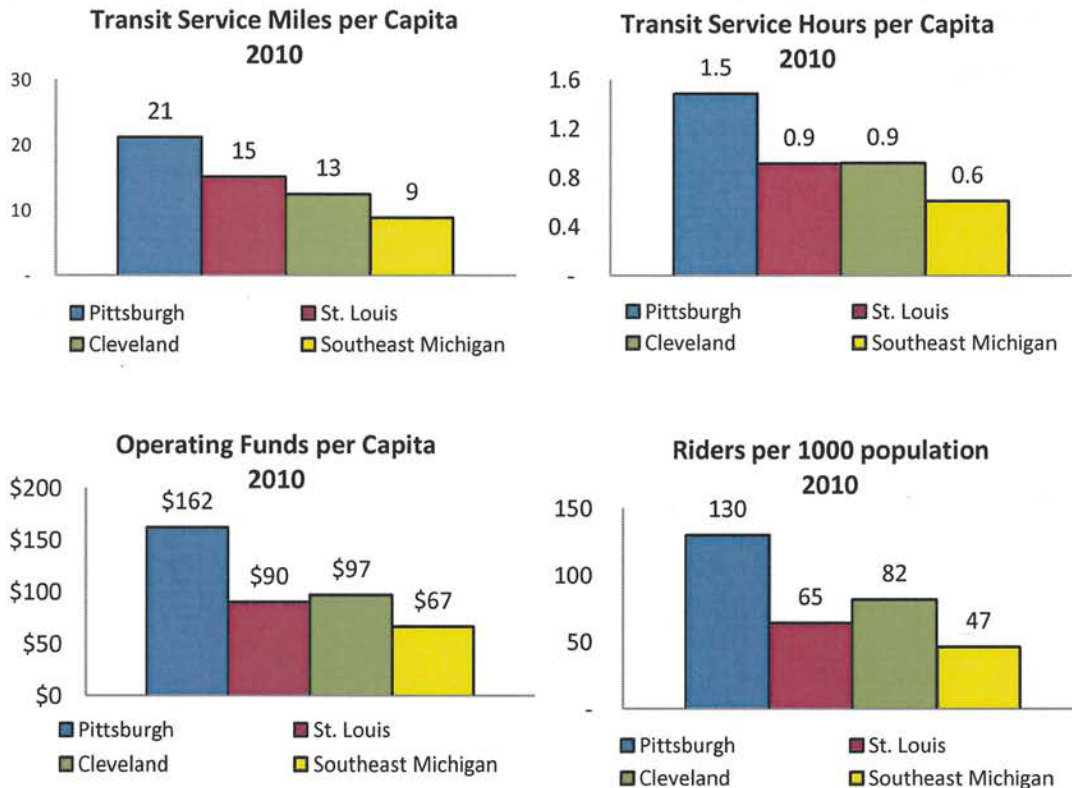


Transit and Access

- One of the guiding principles of SEMCOG 2040 Regional Transportation Plan is that transit service in the region must be significantly improved in order to attract the same levels of ridership that exists in thriving metropolitan areas across the country. There are several reasons for this principle including: the need to attract and retain young professionals, the need to connect people to jobs, and the need to address the challenges presented by a rapidly increasing elderly population. To provide some context as to how Southeast Michigan's transit service competes at present, our region currently ranks below Pittsburgh, St. Louis and Cleveland in both the amount of service and funding it provides, as well as the amount of ridership it attracts.

Figure 9

No Matter How it is Measured, Southeast Michigan Transit Ranks Poorly



- Southeast Michigan also rates poorly when compared with many other major metropolitan areas. Data from the National Transit Administration² shows that, of the 25 largest metropolitan areas in the country, Southeast Michigan ranks:
 - 22nd in transit ridership,
 - 23rd in hours and miles of transit service per capita, and
 - 22nd in total transit operating funds per capita.

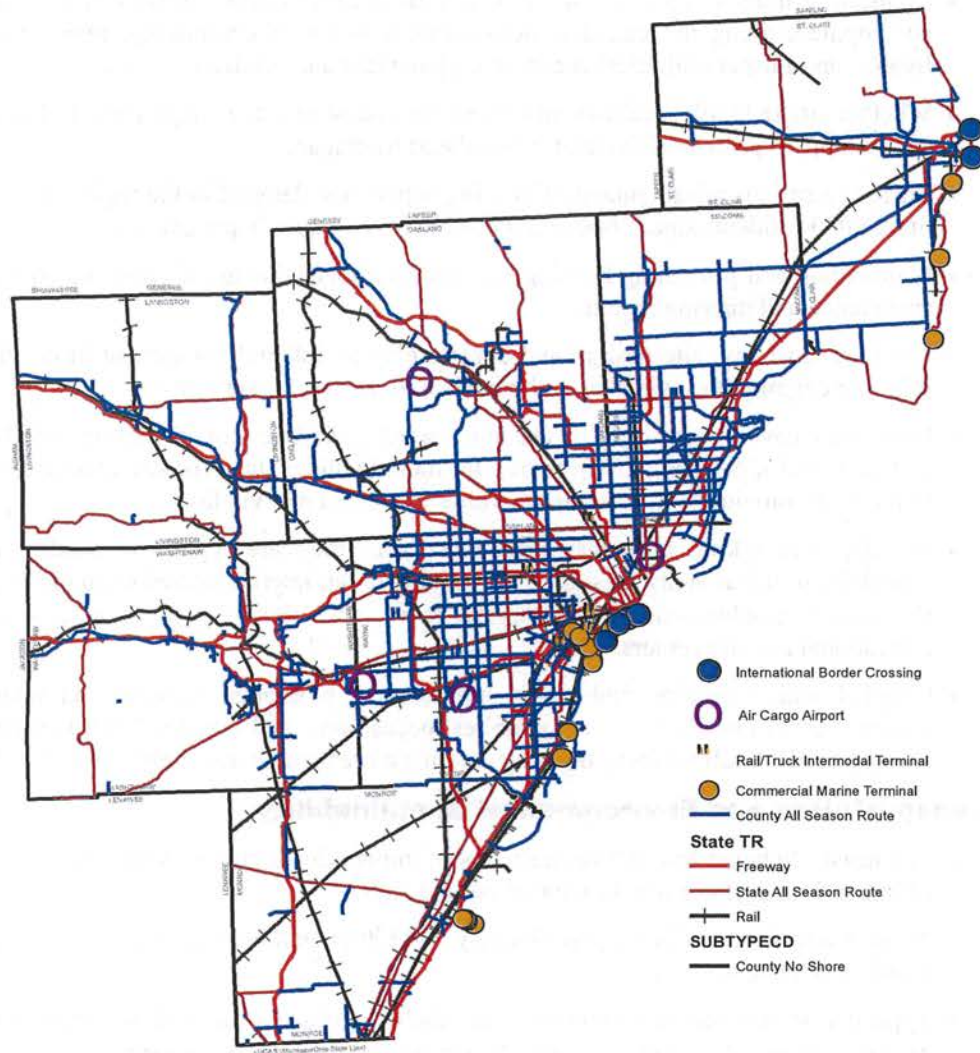
A Regional Look at Freight Movement and Economic Vitality

- The present-day regional freight system is an extensive network of interstate highways, arterial roads, international border crossings, railroads, commercial marine ports, airports, and pipelines.
- Southeast Michigan is home to the United States' most valuable collection of international land border crossings, hosting over one-third (34.5 percent in 2012) of trade with Canada, our largest trading partner.
- The freight system is important to the growth and health of Southeast Michigan's regional economy. It delivers materials for core utility and manufacturing activity, carries goods produced here to North American and world markets, and supplies consumers with finished products for purchase at stores or delivery.

² Federal Transit Administration; National Transit Database Profiles, 2010.

- Plans to address critical link deficiencies have led to project proposals for a new international bridge and rail tunnel connecting Detroit and Windsor, Ontario; improvements to the urban rail and intermodal terminal network in Detroit; and a new customs plaza for the Blue Water Bridge in Port Huron.

Figure 10
Southeast Michigan's Freight System is Extensive and Complex



Source: SEMCOG

Economic Vitality and its Connections with Housing, Land Use, Safety, and Nonmotorized Travel

- There is currently an over-supply of commercial and industrial properties in the region.
- Redevelopment can take many forms, ranging from repurposing buildings and parcels of property to utilizing green infrastructure, creating public spaces and greenway connections, and mixed use development.
- Connecting transportation corridors with surrounding neighborhoods can contribute to economic development along the corridor, help create a sense of community, make a community more livable, and further individual access to employment and needed services.
- Whether single family, multi-family, or vacant, housing is the single largest land use in the region, comprising 45 percent of the land in Southeast Michigan.
- There is a serious misalignment of housing supply and demand in the region resulting from the loss of 125,000 residents since 2000 and the aging of the region's population.
- Maintaining and promoting housing and neighborhoods that are diverse and equitable is vital for a sustainable and thriving region.
- Land use diversity, site design, and density play an integral component in creating walkable and bikeable communities, whether within a small or a large community.
- Bike lanes have become one of the most popular facilities for increasing mobility and access of bicycle travel. Communities are asking for more facilities that promote complete streets in an effort to increase community attractiveness, value, and economic vitality.
- Walking and biking are more than recreation; they are legitimate modes of transportation, especially in urban areas. Residents are relying on an interconnected nonmotorized system to help them reach employment, transit service, retail, educational, medical, entertainment, cultural or recreational activity centers.
- Coupled with education and traffic enforcement programs, walking and biking facilities can decrease crash rates between automobiles, pedestrians, and cyclists. Such facilities provide added safety benefits to all roadway users by creating a predictable travel path for nonmotorized users.

Transportation and Environmental Sustainability

- Southeast Michigan has 680 square miles of impervious surfaces. Approximately 245 square miles of impervious surfaces are designated as roadways.
- These roadways contribute approximately 100 billion gallons annually of stormwater runoff that is mostly unmanaged.
- Typically, stormwater management is an eligible cost under the federal system, but is often viewed as an "add on" by road agencies. When having to choose spending limited road funding on resurfacing additional roads or adding stormwater management to their projects, runoff management is often not included.
- The shortage of revenue to even maintain the existing transportation system is causing the perpetuation of actions that increase long-term costs associated with the entire system. One example is that incorporating stormwater management in design is far cheaper than retrofitting.
- Federal air quality standards continue to be more stringent, making compliance increasingly complicated and expensive. This plan conforms to the State Implementation Plan for air quality as required under the federal Clean Air Act.

- Air pollutant emissions from vehicles have been steadily declining due to tightened vehicle emissions standards for both cars and trucks. Even accounting for future growth in regional travel, these emission reductions will continue to decline through 2035 as the fleet turns over and older, more polluting vehicles are replaced by newer, cleaner ones.

What We Know About Transportation Funding and Transportation Costs

- Current methods of funding transportation infrastructure are largely outdated and mostly out of alignment with current realities.
- While important, improving efficiency and reducing costs will be completely insufficient to compensate for revenue losses resulting from this structural obsolescence.
- Until both formulas for funding and levels of funding change, costs to the public will continue to escalate.
- It is essential that we shift to infrastructure funding mechanisms that are more sustainable and equitable. A possible option for transportation is to shift from a tax on the gallons of fuel used to a charge per vehicle mile traveled (VMT).

Figure 11

New Fuel Economy Standards Will Significantly Reduce Transportation Revenue

Projected Impact of New Fuel Economy Standards on State Gas Tax Revenue Generated in Southeast Michigan

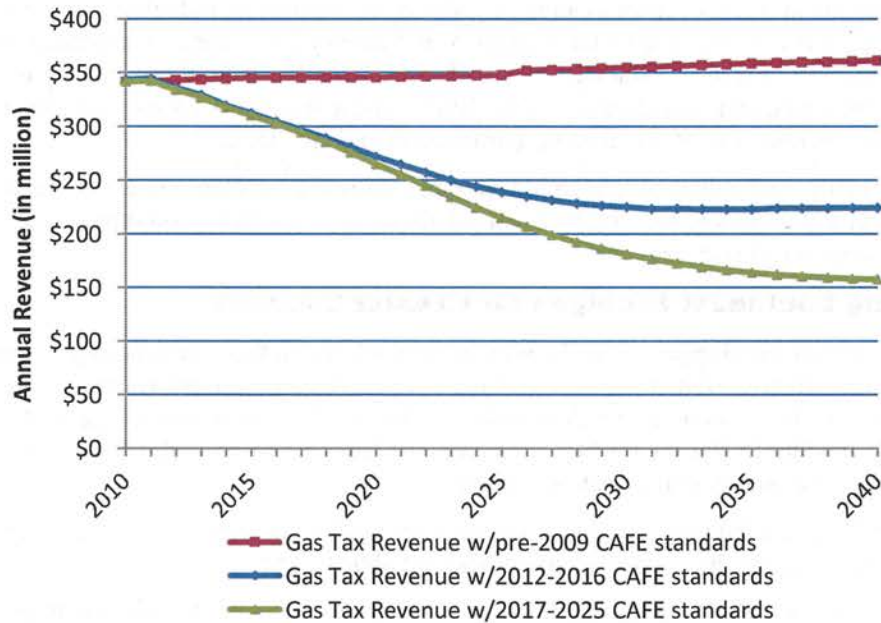
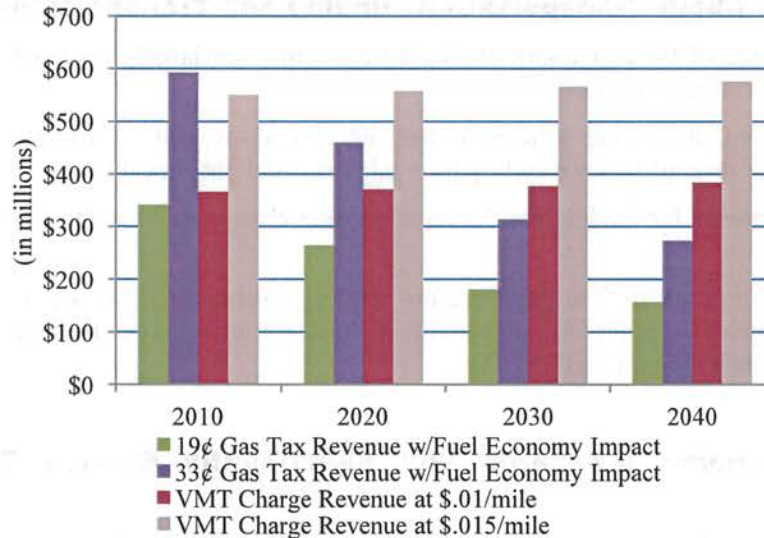


Figure 12

Funding Transportation Through Fuel Tax is Fiscally Unsustainable

Annual Revenue Generated in Southeast Michigan from Different Funding Mechanisms
Gas Tax vs. VMT Charge



- Low-cost tools are available that could significantly reduce congestion. For example, small adjustments in travel decisions can have a significant impact on reducing congestion at virtually no out of pocket cost and often with benefits of increased convenience. A combination of ridesharing, increased use of transit, expanded use of flexible work hours to allow employees to travel during non-peak hours, and providing real-time data to advise travelers of less-congested alternative routes will help increase use of our existing infrastructure and reduce costs.
- Additionally, technological innovations are making real-time management of traffic less costly and more readily available to drivers. Some of these innovations in communications can be used to make some travel unnecessary.

Positioning Southeast Michigan for Greater Success

- A business-as-usual approach will continue to be a limiting factor in reaching the region's potential economic vitality, even if the most strategic distribution of current revenues is achieved. This is because available revenues are drastically insufficient in comparison to needs. A primary basis of current funding (a flat tax on fuel consumption) has little to do with the real cost of creating and maintaining a quality transportation system.
- Maximizing the benefits of our transportation system and positioning the region for success requires a much higher degree of investment in public transit.
- We all have a stake in improving transit in the region. A quality transit system plays a key role in providing access to jobs, services, and amenities; improving income; and creating desirable communities. A recent survey by SEMCOG shows that a significant portion of the public understands this; 62 percent of respondents agreed that transit affects each one of us.
- A quality transit system that is competitive with other major metropolitan areas must include core bus service as well as rapid transit corridors that are supported by integrated feeder bus service. The system must also include demand responsive service to accommodate those with special needs.

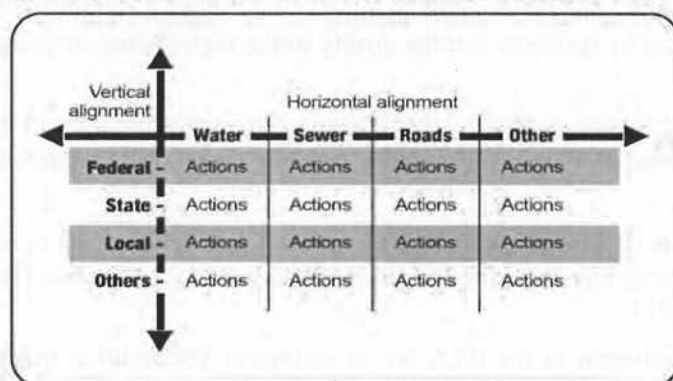
- The responsibilities and authorities provided to the newly formed Regional Transit Authority address the oversight and governance issue consistent with SEMCOG's Regional Transportation Plan. The new law also gives the RTA the much needed ability to seek voter-approved local funding for additional transit service. These changes represent a major step forward in positioning the region for success.
- Several other positive developments in the area of public transit are positioning the region to move forward in improving and expanding service:
 - Commuter rail service between Downtown Detroit and Ann Arbor will begin with event service, scheduled to start in 2013.
 - Results of SEMCOG's recently completed public opinion survey showed significant support for transit and a strong conviction by residents that the quality of the region's transit service impacts each one of us.
 - The advancement of the M-1 Streetcar project, which will begin construction in 2013 and provide service on a three-mile segment of Woodward Avenue, between Downtown Detroit and the New Center area.
 - A transit alternatives analysis is currently underway to review higher-level transit options for the 27-mile Woodward Avenue corridor from the Detroit River to the City of Pontiac. The analysis will be completed in early 2014.
 - A federal government commitment to the RTA for an additional \$6.5 million to study transit development in other high-priority transit corridors including express bus, rail, and bus rapid transit (e.g., Gratiot Ave. (M-3) from Detroit to Mt. Clemens; M-59 corridor between Pontiac and Mt. Clemens; and Michigan Ave. (M-12) from Downtown Detroit to Ann Arbor, including service to Detroit Metropolitan Airport). The RTA will be responsible for prioritizing these corridors and securing local matching funds for these studies.
 - Funding has been received to continue developing stations for commuter rail service between Ann Arbor and Howell, which will begin in 2013.
- Significant and competing infrastructure needs in the region, coupled with limited resources to meet these needs, necessitates a reduction in service costs. Adopting different levels of service offer an opportunity to realize some of this cost reduction and improve fiscal sustainability.
- Lowering infrastructure costs will require both a change in policies related to managing these services and willingness on the part of the public to accept and embrace this new approach. To make this happen, more detailed information on the costs associated with differing levels of service must be developed and shared with policy makers and the public.
- A comprehensive approach is required to integrate corridor transportation planning and implementation activities in a manner that supports economic development, considers community desires, creates quality of place, and promotes environmental and fiscal sustainability. A comprehensive approach recognizes that different corridors and various locations along a single transportation corridor have different and unique characteristics.
- Some limited investment in capacity expansion may be needed to support commerce and the economy. In particular, strategic investments that may facilitate movement of freight and on-time delivery of products and parts may be needed.
- More strategic investment is likely when there is consistency of purpose in the actions taken by one or more of the three levels of government: federal, state, and local. Some refer to this as vertical alignment in government decision-making.

- Strategic investment is also more likely when there is consistency of purpose in actions taken by any particular level of government across infrastructure services (transportation, water, sewer, energy, etc.). Some refer to this as horizontal alignment within and between service providers.
- Focusing on a common set of outcomes and measures provides a means for achieving the needed consistency of purpose. It results in more aligned actions at all levels of government (vertical) and across all sectors (horizontal).

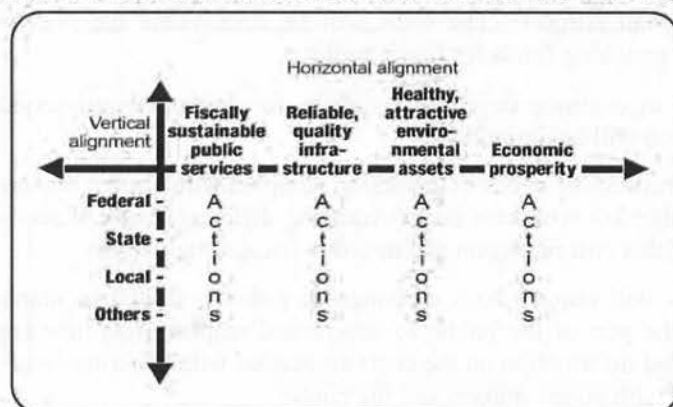
Figure 13

Leveraging Actions in Differing Decision Structures

Actions in a subject matter decision structure are less aligned



Actions in an outcome focused decision structure are more aligned

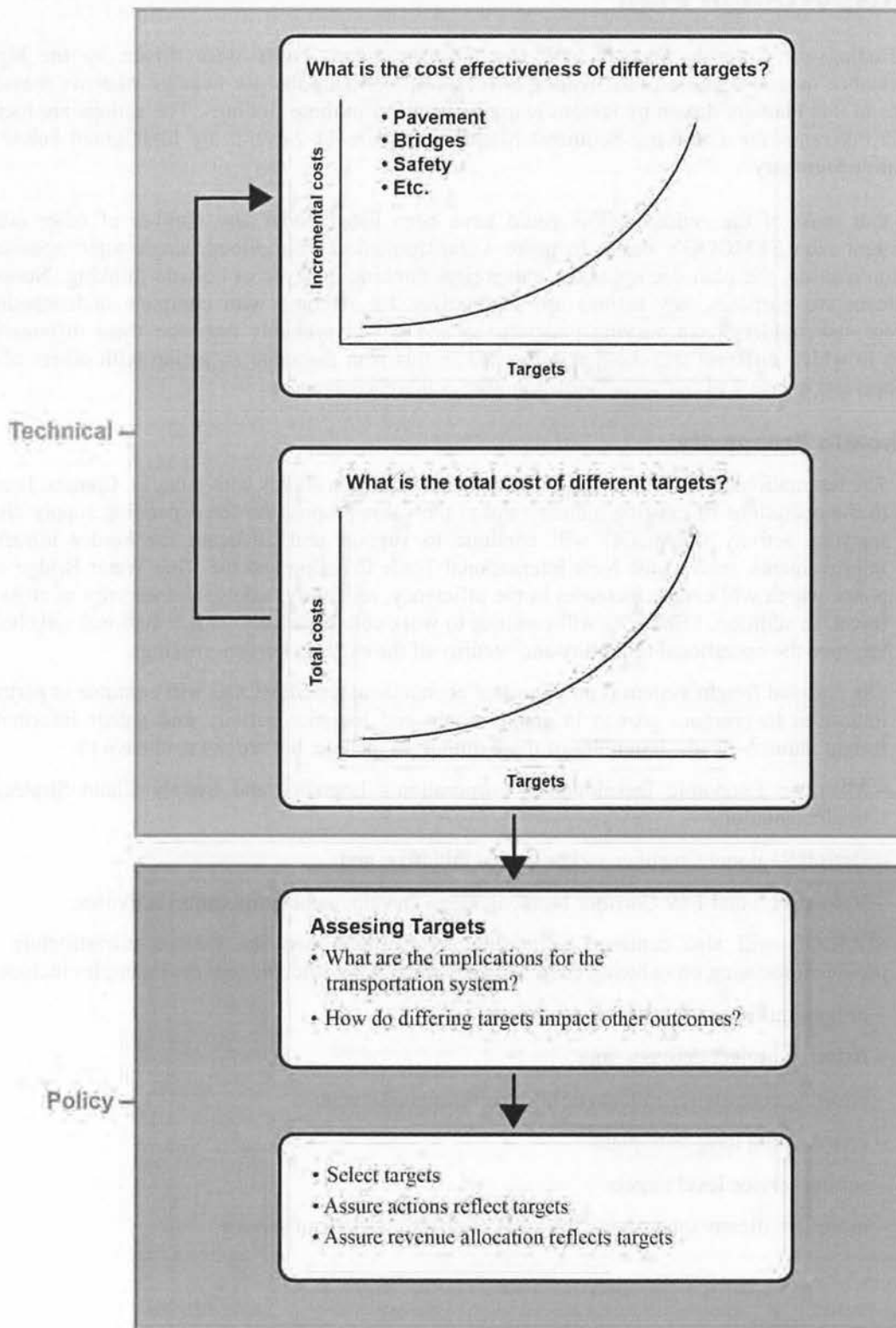


7

- Positioning Southeast Michigan for greater success requires a continued transitioning to a more holistic, strategic approach where transportation performance targets are agreed upon based on a combination of three factors:
 - How much achieving the target contributes to performance relative to a specific issue area within the transportation system (e.g., road condition);
 - How much achieving the target contributes to performance of the overall transportation system (e.g., mobility, access, condition, etc.); and
 - How much achieving the target contributes to achieving other outcomes and performance targets also valued by the region (e.g., fiscal sustainability, healthy environmental assets, etc.).

Figure 14

Strategic Investment That Encompasses All Outcomes



Advancing Outcomes through Actions in this Regional Transportation Plan

The findings in *Creating Success with Our Transportation Assets* were driven by the high-level performance measures chosen for Creating Success. Recognizing that we manage what we measure, the actions in this Plan are driven by lessons learned contained in these findings. The actions are focused on the six outcomes for a thriving Southeast Michigan (Figure 1). Several are highlighted below in this Executive Summary.

Note that most of the actions below could have been listed under any number of other outcomes. Consistent with SEMCOG's desire to make a transformation from siloed, single-topic approaches to decision making, the plan deemphasizes categorical thinking in favor of holistic thinking. Nonetheless, for illustrative purposes, key actions are summarized by outcome with complete understanding that different stakeholders have varying perspectives and would probably organize them differently. The degree to which different stakeholders interested in this plan associate an action with others of the six outcomes is a measure of our success toward more comprehensiveness.

Economic Prosperity

- The international border crossing that Southeast Michigan shares with Ontario, Canada, is essential to the operations of existing industry and to the value proposition for expanding supply chain and logistics activity. SEMCOG will continue to support and advocate for border infrastructure improvements, such as the New International Trade Crossing and the Blue Water Bridge customs plaza, which will enable increases in the efficiency, reliability, safety, and security of cross border travel. In addition, SEMCOG will continue to work collaboratively with bi-national stakeholders to improve the operational reliability and security of the existing border crossings.
- The regional freight system is an important economic asset. SEMCOG will continue to partner with initiatives to promote growth in supply chain and logistics activity and gather information on freight industry needs. Examples of these initiatives include, but are not exclusive to:
 - Michigan Economic Development Corporation's Logistics and Supply Chain Strategic Plan implementation,
 - Detroit Regional Chamber's *Translinked* initiative, and
 - VenturePort and I-69 Corridor Next Michigan Development Corporation activities.
- SEMCOG will also continue facilitating collaboration between various infrastructure service providers focusing on reducing costs and providing more efficient service. Examples include:
 - programming and scheduling of projects
 - reducing project delivery time
 - ensuring consistency in local utility permitting requirements
 - coordinating long-term plans
 - setting service level targets
 - more specifically quantifying the costs of differing levels of service

- SEMCOG will work with appropriate stakeholders to develop and implement a more refined and comprehensive Strategic Investment Process as generically illustrated in Figure 14. Details will be added to ensure the process design accomplishes the following:
 - generation of information on the incremental and total costs of differing targets;
 - setting of targets for measures based partly on the cost effectiveness of different levels of investment as they relate to the transportation system;
 - setting of targets for measures based partly on the cost effectiveness of different levels of investment as they relate to all six of the region's outcomes;
 - accountability to continue to assure the public that investments made are aligned with adopted targets;
 - use of asset management in evaluation and implementation of projects;
 - transparency in all parts of the process; and
 - collaboration and opportunity for input by other infrastructure service providers including water, sewer, and energy.

Reliable, Quality Infrastructure

- SEMCOG will advocate for and pursue determining infrastructure revenue needs based on the long-term, real costs of service including:
 - maintenance,
 - capital,
 - financing,
 - replacement, and
 - costs associated with achieving environmental protection.
- SEMCOG will promote and support a framework for paying transportation infrastructure costs using a two-part formula:
 - Part 1: A variable cost based on extent of use.
 - Part 2: Some costs for all based on principle that everyone benefits regardless of use (e.g., fixed fee).
 - Each of these parts would include some portion of investing in replacement of infrastructure.
- SEMCOG will identify options for more fully incorporating asset management for roads and bridges into project selection.
- SEMCOG will allocate resources to assisting operating agencies in using its tools for maximizing the benefit of varying distributions of available revenues.
- SEMCOG will allocate resources to refining these tools based on updated data or improved knowledge.
- SEMCOG will work with implementing agencies to set targets based on:
 - incremental costs of achieving differing targets,
 - total costs of achieving differing targets, and
 - other transportation needs.

Desirable Communities

- SEMCOG will work with local governments to prioritize repurposing of areas with excess capacity using some combination of:
 - nonmotorized travel and
 - green infrastructure.
- SEMCOG will create a comprehensive toolkit that will allow communities, and others, with a vested interest in corridor redevelopment, to easily find information on appropriate tools that address the unique characteristics of a location and meet community needs.
- SEMCOG will engage in technical support activities in the priority corridors for higher levels of transit to help identify systematic opportunities. This includes applying some of the tools included in the corridor toolkit.
- SEMCOG will support financially incentivizing housing development in mature areas – especially infill development near or along transit corridors and locations near employment centers and services.
- SEMCOG will use its Sustainable Community Recognition Program to assist in, and to encourage; higher density, Transit Oriented Development (TOD), and the LEED-ND Smart Location and Linkage rating system to increase housing development in areas that already have existing infrastructure.
- SEMCOG will assist communities interested in maximizing walkability and bikeability through its Sustainable Communities program and auditing activities.
- SEMCOG will seek opportunities to further connect and integrate nonmotorized facilities in the broader transportation network, especially when repaving, restoring, and reconstructing existing roadways.
- SEMCOG will continue to pursue opportunities to include or expand nonmotorized facilities and bicycle parking on all fixed-route bus lines, at activity centers, and in future rapid transit corridors in the Nonmotorized Plan.
- SEMCOG will continue to advocate for investment in safety and collaborate with partners to leverage resources.

Access to Services, Jobs, Markets, and Amenities

To help position the region for the needed expansion of transit service, SEMCOG recommends that the RTA's initial steps include the following:

- Quickly begin working with transit operators to identify and implement additional service coordination and consolidation, and to adopt a common set of service standards and performance measures. These actions must be clearly communicated to the public so they understand the progress being made.
- Work with transit operators to identify actions that resolve the likely confusion that would result from several votes on "funding transit" at different times and in different parts of the region.
- When estimating the amount of revenue needed to fund a proposed transit system, SEMCOG recommends this be based on the real cost of that system. The real cost includes capital needs, operations, maintenance, and long-term replacement of both regional and local service.
- Begin its planning using the Regional Transit Coordinating Committee (RTCC) and Ann Arbor Transit Authority (AATA) transit plans, but subsequently conduct a high-level review of these

plans to identify and, if necessary, adopt updates at the level of specificity needed to align local bus service with rapid transit service in the four priority corridors: Woodward, Gratiot, M-59, and Michigan Avenue. SEMCOG offers to assist with this update with the understanding that the purpose is narrowly focused on proposing modifications as described above, not revisiting the basic direction already established in these plans.

- SEMCOG will promote actions that the RTA can take to improve public transit with an emphasis on linking housing to jobs and services.

Fiscally Sustainable Public Services

- In order to improve the quality and fiscal sustainability of our infrastructure services, we must seize the opportunity presented by the public's willingness to take personal actions that help more cost-effectively deliver services. Examples include carpooling, use alternative routes, using public transit, and traveling at non-peak times.
- Advocate that construction and maintenance techniques be reviewed by Michigan's Asset Management Council and implemented based on consideration of both short- and long-term costs.
- SEMCOG will continue collaborating with the large service providers to advocate for a transition from higher-cost infrastructure designs aimed at addressing short-duration peak demand, to less expensive infrastructure designs aimed at providing quality service a majority of the day.
- SEMCOG's analytical tools for maximizing pavement and bridge condition benefits from available revenue should be used by operating agencies as part of project programming.

Healthy, Attractive Environmental Assets

- SEMCOG will advocate that a revised structure for transportation funding include the design, construction, maintenance, and replacement of necessary stormwater management infrastructure.
- SEMCOG will continue to work with the state and local stakeholders to monitor local air quality and use its holistic approach to ensure that the region attains and maintains all national ambient air quality standards in a manner most consistent with supporting the region's six adopted outcomes.
- SEMCOG will promote using various funding sources, including the new Transportation Alternatives Program, to implement projects that address both transportation and environmental outcomes.
- SEMCOG will complete and promote implementation of the Regional Green Infrastructure Vision.

Overview of Projects in the 2040 Regional Transportation Plan

Federal law requires that SEMCOG maintain two project lists. The first list represents projects programmed to date for the 2040 Regional Transportation Plan. Projects in the plan will be implemented via the region's short-range 2014-2017 Transportation Improvement Program (TIP), which represents the list of projects programmed for funding over the next four years. Both of these lists must be financially constrained; meaning that the cost of planned projects cannot exceed the amount of funding reasonably expected to be available over respective periods.

SEMCOG maintains detailed data sources used to track the condition of the region's transportation system. SEMCOG has received national recognition for its work in safety, asset management using pavement data and for facilitating collaboration on managing operations.

In preparation for the Regional Transportation Plan and the Transportation Improvement Program, SEMCOG and road and transit implementing agencies all used the data in various ways to support decision-making. Examples include:

- Condition of roads;
- Condition of bridges;
- Vehicle counts;
- Current and future demographic data by traffic analysis zone on population, age of population, households, and jobs;
- Forecasted travel by road segment;
- Safety data by road segment;
- Transit user survey data;
- Representative public perspective on infrastructure;
- Location of sensitive environmental resources; and
- Intermodal connectivity.

Several other sections of this plan include various analyses undertaken using these data. These analyses were designed and used to guide decision-making for policies, actions and project selection.

Based on these analyses, a series of policies and principles to guide plan development were proposed and adopted by the elected officials representing the region. These policies and principles were used to structure a formal call for submittal of projects in fall 2012.

Specifically, the call for projects was based on all of the following, each of which is described in considerable detail in other parts of this plan:

- Consistency with the national goals set forth in the new federal transportation program Moving Ahead for Progress in the 21st Century (MAP-21),
- SEMCOG's Creating Success Outcomes and Performance Measures,
- Guiding Principles and Policies adopted by SEMCOG,
- Recognition of key societal changes impacting the provision of transportation services and,

- Identification of congested corridors through the Congestion Management Process.

Investment Prioritization

SEMCOG's various needs analyses demonstrated that much of the existing system continued to decline despite the heavy emphasis already placed on maintaining it. SEMCOG recommended retaining priorities in the 2035 Plan, stressing continued emphasis on care of the current system by focusing on the following:

- Road and bridge condition;
- Household access to jobs, services, and amenities;
- Safety;
- Transit ridership; and
- The infrastructure utilization rate.

Performance Measures

SEMCOG noted its expectation that in the future, increasing emphasis would be placed on setting targets for performance measures to guide investment and distribution of transportation funding. SEMCOG noted the need for a process where decisions on distribution of funds would be increasingly weighted by their rate of return on investment and value in moving the region toward achieving the adopted targets. In fact, that structure has now been framed and is described in Figure 16.

Summary of Projects and Investment in the Region's Transportation System

There are over a 1,000 projects in the Regional Transportation Plan. The following table is a sample of projects found in the Regional Transportation Plan.

Table 2

Example Projects from the Regional Transportation Plan

Transit			
Ann Arbor - Detroit commuter rail service: Illustrative	From Ann Arbor to Detroit	Construct and operate commuter rail service	Wayne County Washtenaw County
Huron and Jackson Real Time Transit Traveler Information	Along Huron/Jackson Corridor	Ridership enhancement	Washtenaw County
Preventive maintenance	Regionwide	Maintain vehicles or equipment	Regionwide
Bridge			
Grand River	At West Branch of Cedar River	Replace Bridge	Livingston County
New International Trade Crossing	From Southwest Detroit to Windsor Ontario	New Bridge	Wayne County Essex County, Ontario
Pavement			

I-96	From Newburgh to Telegraph (US-24)	Reconstruct	Wayne County
Lewis Avenue	From Todd to Lulu	Mill and fill, edge, repair	Monroe County
11 Mile Road	From Inkster to 2200' East	Rehabilitate	Oakland County
Capacity			
Jefferson Avenue	From Crocker to Metropolitan Parkway	Widen from 2 to 5 lanes	Macomb County
I-94	From I-96 to Connor	Widen from 6 to 8 lanes, reconstruct interchanges	Wayne County
Safety			
I-94 EB	Near Kalmbach Road	Install de-icing system	Washtenaw County
Krafft Road	From Campbell to State	Add center turn lane	St. Clair County
M-24 (Lapeer Rd)	At Harmon	Upgrade traffic signal and indirect left.	Oakland County
Traffic Operations			
M-10 (Lodge Freeway)	At M-39 (Southfield Freeway)	Road Weather Information system	Oakland County
SEMCOG MI Rideshare	Regionwide	Continue operating SEMCOG's regional MiRideshare program	Regional
MITS Center operations	Regionwide	Continue control room operations activities	Regional
Optimize signals	Along M-1 (Woodward Ave)	Optimize signals	Oakland County
Nonmotorized			
Detroit Riverfront Walk	Along the Detroit River from Meldrum and Belle Isle	Construct nonmotorized path	Wayne County
Border to Border Trail	Trail linking communities and destinations along the Huron River	Construct nonmotorized path	Washtenaw County
Studies			
Ann Arbor Connector Study	From Plymouth at US-23 to State at I-94	NEPA and PE for outcomes of feasibility study	Washtenaw County

Various Roads	Throughout Walled Lake	Study	Oakland County
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Collectively, projects in the transportation plan will yield numerous benefits such as:

- Better bridges and fewer detours reducing travel costs;
- Decreased air pollution;
- Increased safety and economic productivity;
- More pedestrian and bicycle travel;
- Improved personal health and community vitality
- Better connections for different modes such as transit;
- Better transit, which will attract development, business, and tourism, and connect people to the places they want to go;
- Better pavement for less wear and tear on vehicles;
- Improved traffic flow;
- Safer roads saving lives, and
- Decreased congestion.

There are numerous federal and state laws, rules, and policies that impact both the level of funding available and how that funding can be used. The table below is a high level summary of the various sources of funding to support the Region's Transportation System. Each source is guided by a separate and very specific set of requirements.

Table 3

Transportation Funding Sources

Federal	State	Local	Other
Highway Trust Fund <ul style="list-style-type: none"> • Federal gas tax revenue • General fund transfers Periodic special funding from other federal agencies	Michigan Transportation Fund (MTF) <ul style="list-style-type: none"> • State gas taxes • Vehicle registration fees • Auto-related sales taxes and driver's license fees General Fund transfers	Local distribution of MTF funds General funds/millages Downtown Development Authorities (DDA) Local Development Finance Authorities (LDFA) Local transit farebox revenue	Transfers from Canada for New International Bridge Crossing Private funds

The table below represents SEMCOG's current best estimate of total investment from all these funding sources by category through 2040. It also shows the near term investment programmed in the 2014-2017 Transportation Improvement Program.

Table 4

Summary of Investment in Southeast Michigan's Transportation System through 2040

Funding Category	Projected Investment Included in 2040 RTP (in millions)	Programmed in the 2014-2017 TIP (in millions)	Uses	Included in TIP	Source of Funding
Operation & Maintenance of Federal-Aid Roads	\$8,844	NA	Operations and minor capital	No	State
Operation & Maintenance of Other Roads	\$8,731	NA	Operations and minor capital	No	State
Federal Transit Funds	\$3,521	\$287	Capital ²	Yes	Federal
State Transit Funds	\$3,713	\$466	Capital and Operating	Yes ⁴	State
Local Transit Funds	\$4,940	\$493	Capital and Operating	Yes ⁴	Local
MDOT Capital – repair and improvement ³	\$12,752	\$990	Capital	Yes ⁴	Federal and State
Local Road Agencies – repair and improvement ³	\$4,446	\$866	Capital	Yes ⁴	Federal and State
MDOT Capacity Improvements	\$5,905 ⁵	\$594 ⁶	Capital	Yes ⁴	Federal, State, Canada and Private ⁷
Local Road Capacity Improvements	\$925	\$106	Capital	Yes ⁴	Federal and State
Total	\$53,777	\$3,802			

¹Federal-aid roads are those that are part of the National Highway System (NHS) or have a functional classification of Urban Collector/Rural Major Collector or higher.

²Some preventative maintenance costs are also allowed.

³Includes reconstruction, rehabilitation, safety, bridge, and Congestion Mitigation and Air Quality (CMAQ) projects

⁴Exceptions apply if project is not federally funded and not considered regionally significant

⁵Includes major freeway projects on I-75 and I-94 that involve both widening and reconstruction; the Blue Water Bridge Plaza; the New International Bridge Crossing (NITC); construction of a new loop ramp at I-75/Sashabaw Rd.; and, the reconfiguration of the I-96/U.S. 23 interchange.

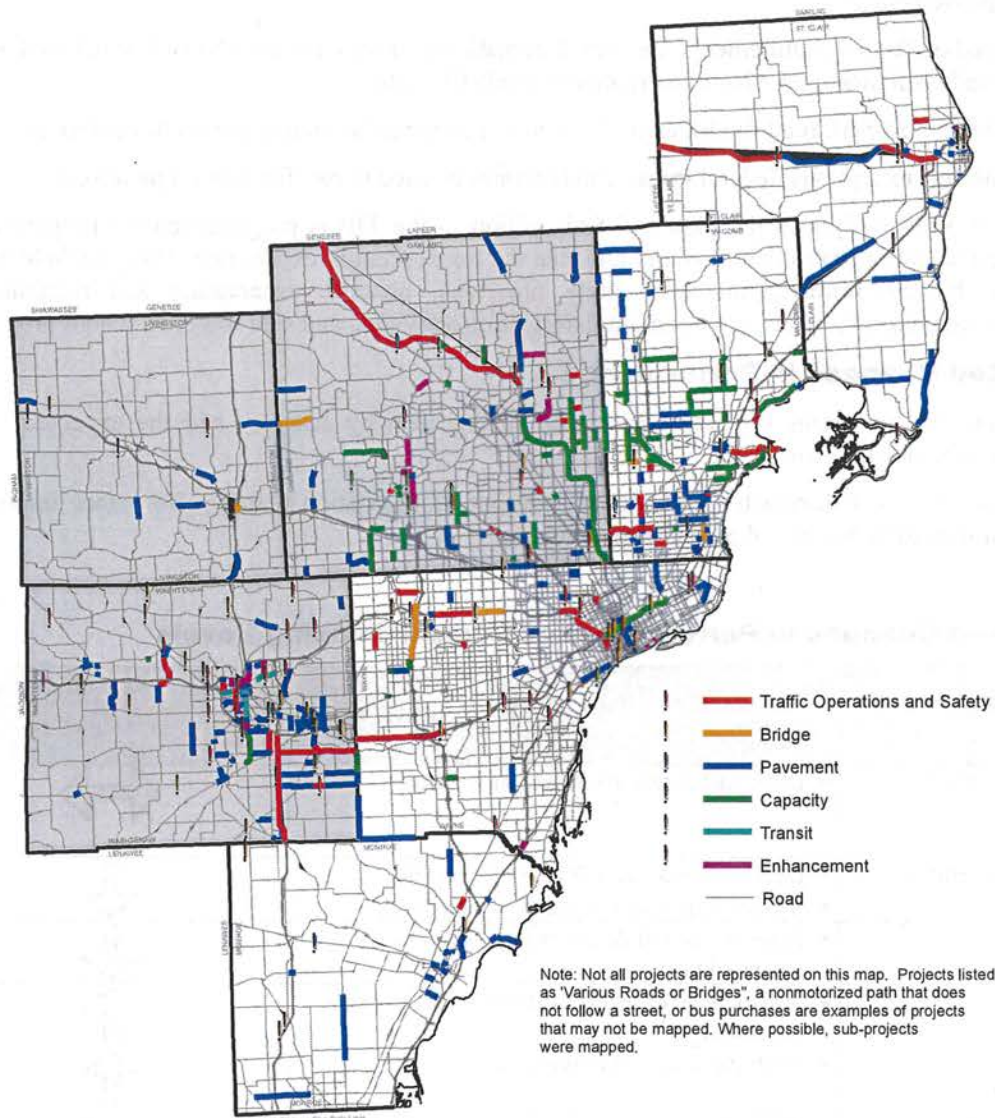
⁶Includes work associated with the Blue Water Bridge Plaza and access road improvements for the NITC

⁷Canadian and private funds are associated with the New International Bridge Crossing

Below is a map depicting the projects thus far in the Regional Transportation Plan. There are numerous projects of various types in each of the region's seven counties.

Figure 15

Projects Included in the 2040 Regional Transportation Plan



Source: SEMCOG

- The projects reflect the recommended priority of maintaining the existing system.
- The plan's emphasis on use of the existing system and a different approach to congestion is reflected in the funding allocation. The vast majority of the minimal funding targeted for congestion management projects that include some capacity expansion results from the need to rehabilitate, repair, and replace portions of two aging Interstates. Only a small portion of the funding for each of these large-scale projects will be used for capacity expansion. Project costs are dominated by the need for repair and replacement of existing roadway, bridges and safety improvements.
- Based on federal requirements, the New International Trade Crossing (NITC) is included. However, Canada is financing the New International Trade Crossing.
- For the most part, road funds cannot be used to pay for either transit capital or operations.
- With few exceptions, federal transit funds cannot be used to pay for transit operations.
- Over \$250 million in the plan and \$45 million in the TIP is programmed for projects that help expand transportation choices and enhance the transportation experience. These include pedestrian and bicycle infrastructure and safety programs, historic preservation and rehabilitation of transportation facilities, environmental mitigation activities, and safe routes to school programs.

Expected Changes in Performance

- Table 5 summarizes key needs identified in this plan by category and the expected change in performance that will result.
- Consistent with forecasts in SEMCOG's recent transportation plans, performance improvements continue to be hampered by inadequate funding.

Table 5

Expected Changes in Performance at Current Funding Levels

Component	Key Needs	Expected Change in Performance
Transit Capital	• Dedicated/Adequate Source of Revenue	↔
Transit Operating	• Dedicated/Adequate Source of Revenue • Service Expansion: frequency and coverage	↓
Pavement	• Reverse trend of deteriorating condition and increased taxpayer costs	↓
Bridges	• Sustain level of investment that prevents cost escalation	↑
Safety	• Continue steady improvement	↑
Congestion/Capacity	• Minimize need for expansion/maximize use of existing system	↔
Major Improvement Projects	• Move forward with the projects persistently identified as high priority	↑
Road Operations	• Increase emphasis as a cost effective means of addressing multiple system needs	↑
Nonmotorized	• Increase emphasis on expanding as a viable transportation choice	↑

In summary, available funding for both the 2040 Regional Transportation Plan and the 2014-2017 Transportation Improvement Program is properly focused on caring for the existing system. But, the insufficient amount of funding is impeding our ability to develop and improve the transportation system needed to advance our economic prosperity.



NOTICE OF INTENTION TO APPOINT TO ARCHITECTURAL REVIEW COMMITTEE

At the meeting of Monday, April 11, 2016 the Birmingham City Commission intends to appoint one member to the Architectural Review Committee to serve a three-year term to expire April 11, 2019. Members of this Committee will be appointed by the Commission. The Committee shall consist of three Michigan licensed architects who reside in the City of Birmingham.

The purpose of this committee is to review certain public improvement projects initiated by the City and referred to the committee by the City Manager or his/her designee. The Committee is expected to offer opinions as to what physical alterations or enhancements could be made to these projects in order to improve the aesthetic quality of the project and the City's overall physical environment.

Interested citizens may submit an application available at the City Clerk's Office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the city clerk's office on or before noon on Wednesday, April 6, 2016. These applications will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and vote on the appointments.

All members of boards and commission are subject to the provisions of City of Birmingham Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

Criteria/Qualifications of Open Position	Date Applications Due (by noon)	Date of Interview
Michigan Licensed Architect & Resident of the City of Birmingham	4/6/16	4/11/16

ARCHITECTURAL REVIEW COMMITTEE

Resolution #: 03-101-04

Purpose: To review certain public improvement projects initiated by the city and referred to the committee by the city manager or his/her designee. The committee is expected to offer opinions as to what physical alterations or enhancements could be made to these projects in order to improve the aesthetic quality of the project and the city's overall physical environment.

Members: The committee shall consist of three Michigan licensed architects who reside in the City of Birmingham.

Term: Three years

Last Name	First Name	Home Business Fax E-Mail	Appointed	Term Expires
Bertollini 1275 Webster	Larry	(248) 646-6677 <i>lbertollini@att.net</i>	6/25/2012 Michigan Licensed Architect & Resident of Birmingham	4/11/2018
Bonney 633 Vinewood	Scott	(248) 646-3572 (248) 352-8310 <i>zoot@comcast.net</i>	5/24/2004 Michigan Licensed Architect & Resident of Birmingham	4/11/2017
Longe 1253 Yosemite	Christopher	(248) 258-6940 (248) 258-6940 <i>cjlonge@cjlongeaia.com</i>	5/24/2004 Michigan Licensed Architect & Resident of Birmingham	4/11/2016



NOTICE OF INTENTION TO APPOINT TO PUBLIC ARTS BOARD

At the regular meeting of Monday, April 11, 2016 the Birmingham City Commission intends to appoint one member to the Public Arts Board to serve the remainder of a three-year term to expire January 28, 2017.

In so far as possible, the members shall represent a major cultural institution, a registered architect of the State of Michigan, an artist, an art historian, and an art consultant. Members may also be members of the Historic District Commission, Design Review Board, the Parks and Recreation Board, or the Planning Board. At least four members of the Board shall be residents of the City of Birmingham.

The objectives of the Public Arts Board are to enrich the City's civic and cultural heritage; to promote a rich, diverse, and stimulating cultural environment in order to enrich the lives of the City's residents, business owners, employees, and all visitors; and to establish an environment where differing points of view are fostered, expected, and celebrated by providing the opportunity for such expression through the display of public art.

Interested citizens may apply for this position by submitting an application available from the city clerk's office. Applications must be submitted to the city clerk's office on or before noon on Wednesday, April 6, 2016. These applications will appear in the public agenda for the regular meeting at which time the commission will discuss recommendations, and may make nominations and vote on the appointments.

All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

Criteria/Qualifications of Open Position	Date Applications Due (by noon)	Date of Interview
Members shall, in so far as possible, represent a major cultural institution, a registered architect of the State of Michigan, an artist, an art historian, and an art consultant. Members may also be members of the Historic District Commission, Design Review Board, the Parks and Recreation Board, or the Planning Board. At least four members of the Board shall be residents of the City of Birmingham.	4/6/16	4/11/16

NOTE: This is to fill the vacancy due to the resignation of Kara Lividini.

PUBLIC ARTS BOARD

City Code - Chapter 78, Article V

Terms - 3 years

Members - At least 4 members shall be residents of the City of Birmingham. The remaining members may or may not be residents of Birmingham. In so far as possible, the members shall represent a major cultural institution, a registered architect of the State of Michigan, an artist, an art historian, and an art consultant. Members may also be members of the HDDRC, the Parks and Recreation Board, or the Planning Board.

Objectives -

- to enrich the City's civic and cultural heritage;
- to promote a rich, diverse, and stimulating cultural environment in order to enrich the lives of the City's residents, business owners, employees, and all visitors;
- to establish an environment where differing points of view are fostered, expected, and celebrated by providing the opportunity for such expression through the display of public art.

Last Name	First Name	Home Business Fax	Appointed	Term Expires
Home Address		E-Mail		
Heller 176 Linden Birmingham	Barbara 48009	(248) 540-1310 (313) 833-7834 <i>bheller@dia.org</i>	1/28/2002 Resident Member	1/28/2018
Klinger 1844 Bowers Birmingham	Phyllis 48009	(248) 594-4240 <i>pklingerlawfirm@yahoo.com</i>	3/18/2013 Resident Member	1/28/2018
Kowaleski 750 Hazelwood Birmingham	Diane 48009	248-594-1974 <i>dfkowal@gmail.com</i>	4/23/2012 Resident Member	1/28/2017
Lividini 412 Berwyn Birmingham	Kara 48009	313.645.9511 <i>ktertzag@ford.com</i>	7/28/2014 Resident Member	1/28/2017

Last Name	First Name	Home Business Fax	E-Mail	Appointed	Term Expires
Mettler 544 Wallace Birmingham	Maggie 48009	(248) 703-8006	<i>mlmettler@gmail.com</i>	1/12/2015	1/28/2019
Suchara 2160 Fairway Birmingham	Ava 48009	(248) 645-1319		2/8/2016 Student Representative	12/31/2016
VACANT					1/28/2019
Wells 588 Cherry Ct. Birmingham	Linda 48009	(248) 647-1165	<i>lawells126@gmail.com</i>	2/11/2013 Resident Member	1/28/2019



MEMORANDUM

Department of Public Services

DATE: March 4, 2016

TO: Joseph A. Valentine, City Manager

FROM: Jacquelyn Brito, Golf Manager

SUBJECT: Golf Report – 2015 Review – 2016 Prospectus

Attached is the Golf Report – 2015 Review – 2016 Prospectus. This annual report is a compilation of the results of the 2015 golf season, a 10 year review of annual rounds, revenue and expenditure comparisons, a five-year financial projection and a forecast for the 2016 season. It also includes an update on the upcoming 2016 marketing strategies. There is no change from the 2015 golf course fees and rates or with the rates for the passes and packages. The Parks and Recreation Board received and reviewed the report at their March 1, 2016 meeting.



GOLF REPORT

2015 Review—2016 Prospectus

www.golfbirmingham.org

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GOLF REPORT

2015 REVIEW / 2016 PROSPECTUS

2015 REVIEW:

First and foremost, I would like to thank all of our staff for their continuous efforts throughout the season to make this another successful year. We are pleased to report that we made a **net operating income** of \$237,485, this is an increase of \$25,118, or 11% compared to 2014. Lincoln Hills generated a net surplus of \$210,802 and we are excited to report that Springdale was in the black again with a net surplus of \$26,683.

Opening Day at Lincoln Hills was April 1st and Springdale followed on April 6th. Spring was nothing like 2014 with the low temperatures and precipitation we experienced, we were only closed 3 days at Lincoln Hills and 4 days at Springdale this year.

We did endure skunk damage late in the season at Springdale that affected numerous areas in the rough and fairways. The skunks feed upon grubs and were treated but these areas were beat up twice: the grubs ate the roots of the grass plant, and then the skunks came in and tore up the turf to feed on the grubs. The maintenance crew addressed these areas with insecticides, seed, and cultivating practices and we will be back to our pristine conditions in 2016.

As with each season, our goal is to increase memberships across the board. Our Resident memberships totaled 2,090 which is an increase of 357, or 20% compared to 2014. Non-Resident membership also increased this season by 89, or 13% and the Business membership had a slight increase of 7, or 6%. We contribute these increases to our aggressive marketing campaign in the Spring as we focused on targeting those Residents who have not been with us in the past years with a special invitation to come back and visit us. For the first time, we sent out a direct mailer to the surrounding residents of Springdale for an Open House event.

5 Year Membership Analysis (2011 - 2015)

	CY 2015		CY 2014		CY 2013		CY 2012		CY 2011	
RESIDENT MEMBERSHIPS	#		#		#		#		#	
Resident	2,090		1,733		2,007		1,843		1,244	
OTHER MEMBERSHIPS	#	%	#	%	#	%	#	%	#	%
Business	109	12.73%	102	13.42%	99	13.20%	101	13.56%	84	14.81%
Non-Resident - Individual	475	55.49%	406	53.42%	401	53.47%	398	53.42%	343	60.49%
Non-Resident - Dual	194	22.66%	175	23.03%	185	24.67%	186	24.97%	111	19.58%
Non-Resident - Family	78	9.11%	77	10.13%	65	8.67%	60	8.05%	29	5.11%
Total	856	100%	760	100%	750	100%	745	100%	567	100%
TOTAL MEMBERSHIPS	2,946		2,493		2,757		2,588		1,811	

A direct correlation to increasing our member base is the increase to our rounds of golf. We ended with a combined total of 55,603 which was an increase of 5,519 or 11%. Every year we alternate closing a course in the fall. Springdale closed on October 11th and Lincoln Hills remained open until December 16th. We had a much better spring than 2014 as the month of May surpassed last season by 16% and with a beautiful September we exceeded rounds by 11%. The weather continued through the fall as we had a total of 5,577 rounds for the months of October, November and December, an increase of 31% compared to 2014 (4,240 rounds.) Overall, we enjoyed great weather with only a few interruptions from "Mother Nature".

MONTH	2014	2015	ROUNDS DIFFERENCE	% DIFFERENCE
January	0	0	0	0.00%
February	0	0	0	0.00%
March	0	0	0	0.00%
April	4,357	4,800	443	10.17%
May	7,886	9,185	1,299	16.47%
June	9,546	9,824	278	2.91%
July	9,775	10,936	1,161	11.88%
August	8,460	8,811	351	4.15%
September	5,820	6,470	650	11.17%
October	3,408	3,574	166	4.87%
November	708	1,489	781	110.31%
December	124	514	390	314.52%
TOTALS	50,084	55,603	5,519	11.02%

We are constantly striving to increase our food and beverage revenues. We did reach our goal of increasing these revenues by 10% over last year with an increase of \$8,976, or 11% as shown in the table below. Our overall sales mix remained consistent with 2014 where our food and beverage sales consisted of 57% of total sales, 41% for beer and 2% for wine.

Food and Beverage 5 Year Comparison (2011-2015)

	2015		2014		2013		2012		2011	
REVENUES	SALES	%	SALES	%	SALES	%	SALES	%	SALES	%
Food & Beverage	\$48,125	56.94%	\$42,882	56.77%	\$46,935	60.25%	\$37,890	73.72%	\$24,652	100.00%
Beer	\$34,999	41.41%	\$31,050	41.11%	\$29,494	37.86%	\$12,728	24.76%		
Wine	\$1,390	1.64%	\$1,602	2.12%	\$1,469	1.89%	\$779	1.51%		
TOTAL F&B	\$84,514	100%	\$75,534	100%	\$77,897	100%	\$51,396	100%	\$24,652	100%

The food and beverage department is slowly growing and we keep striving to raise the bar each season. We analyze the "end of the year" survey and listen to the requests of our members and update the menu items to their liking. I have found over the years that you constantly need to be updating, renovating and evolving with the ever-changing taste of the public to be successful.

Another attribute to building this revenue item, is the addition of golf outings. We are competitively priced and offer the whole package just as our local competitors. We will continue to market this segment at our upcoming annual Suburban Golf Show that is held in March. This has been a proven venue for enhanced exposure of our beautiful golf courses. In the tables below are a list of our golf outings that have brought additional food and beverage revenues of \$8,245

Club Events for 2015	Date	#
Nine & Dine	June	25
Nite Golf	May, July, Sept	135
Parent/Child	July & Sept	68
Club Championship	8/1 & 8/2	21
Jr Club Championship	13-Aug	66
City Championship	17-Sep	21
Turkey Shoot Charity	17-Nov	32
		368

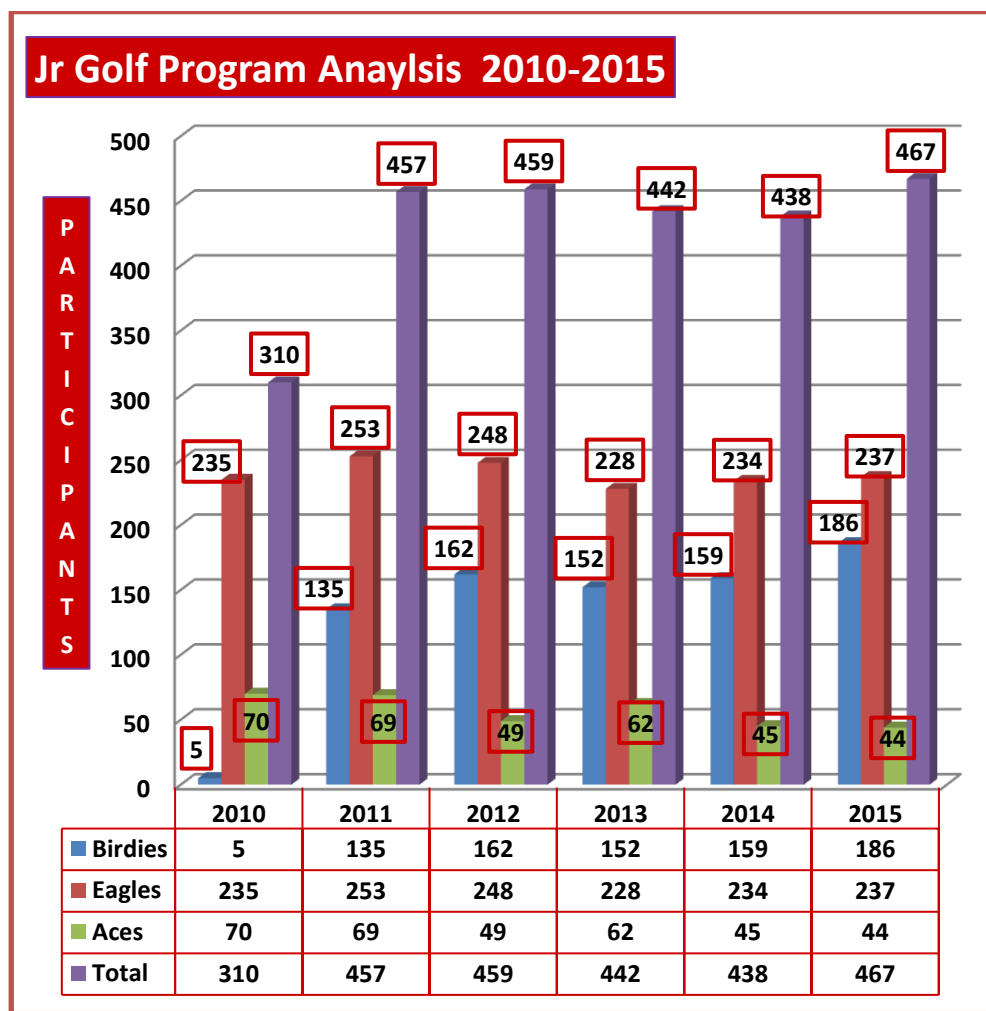
Outside Events for 2015	Date	#
Groves JV Parent/Child	16-May	16
Church of Light	30-May	24
NEXT	1-Jun	54
Redico	9-Jun	20
Asset Health	11-Jun	20
Sr Men's VS Grosse Pointe	16-Jun	44
NCC Media	17-Jun	24
Sofgi	19-Jun	24
Optimist	20-Jun	17
One Club Event	2-Jul	26
Redeemer Luthern Church	20-Aug	20
Seaholm Football Boosters	22-Aug	44
NEXT League Finale	31-Aug	21
Thur Sr Men's	10-Sep	35
Wells Fargo	16-Sep	16
Rolling Golfer Club	23-Sep	40
		445

JUNIOR GOLF PROGRAM

We had a total of 467 participants this year that generated revenues of \$86,140, an increase of \$2,370 compared to 2014 (\$83,770) with a ***net operating profit*** of \$48,427.

Our program consists of three groups that are comprised of different skill and age levels: The Birdies; The Eagles; and the Aces. The Birdies range from age six to nine and have very little or no experience. The Eagles range from age ten to thirteen and have been playing on the course and has knowledge of the game. The Aces range from twelve to fifteen and focuses on course management and fine tuning their game.

Our online registrants totaled 145 which were 16% above last year's registrations of 124. Eliminating all tee times from Springdale this season worked incredibly well and the members enjoyed the additional tee times. Below is a chart showing the last six years of activity.



ROUNDS AT LINCOLN HILLS

We are excited to report that we reached 31,741 rounds this season which is an increase of 4,776, or 17% compared to last year. In fact, it is one of the highest seasons on record with the closest year being 2004 (31,401).

Customer Type Analysis				
LINCOLN HILLS	2014	%	2015	%
Resident Adult	2,283	8.47%	2,496	7.86%
Resident Sr	3,052	11.32%	3,858	12.15%
Resident Jr	901	3.34%	908	2.86%
Non-Resident Adult	1,030	3.82%	1,057	3.33%
Non-Resident Sr	3,198	11.86%	4,753	14.97%
Non-Resident Jr	350	1.30%	483	1.52%
Business	338	1.25%	589	1.86%
Guests	5,834	21.64%	6,807	21.45%
City	49	0.18%	80	0.25%
Leagues	4,778	17.72%	4,696	14.79%
Outings	352	1.31%	469	1.48%
Jr Golf Program	2,249	8.34%	2,248	7.08%
High School	639	2.37%	722	2.27%
Unlimited Pass	255	0.95%	258	0.81%
Twilight	1,569	5.82%	1,926	6.07%
Other	88	0.33%	391	1.23%
TOTALS	26,965	100%	31,741	100%

Lincoln Hills Rounds Played

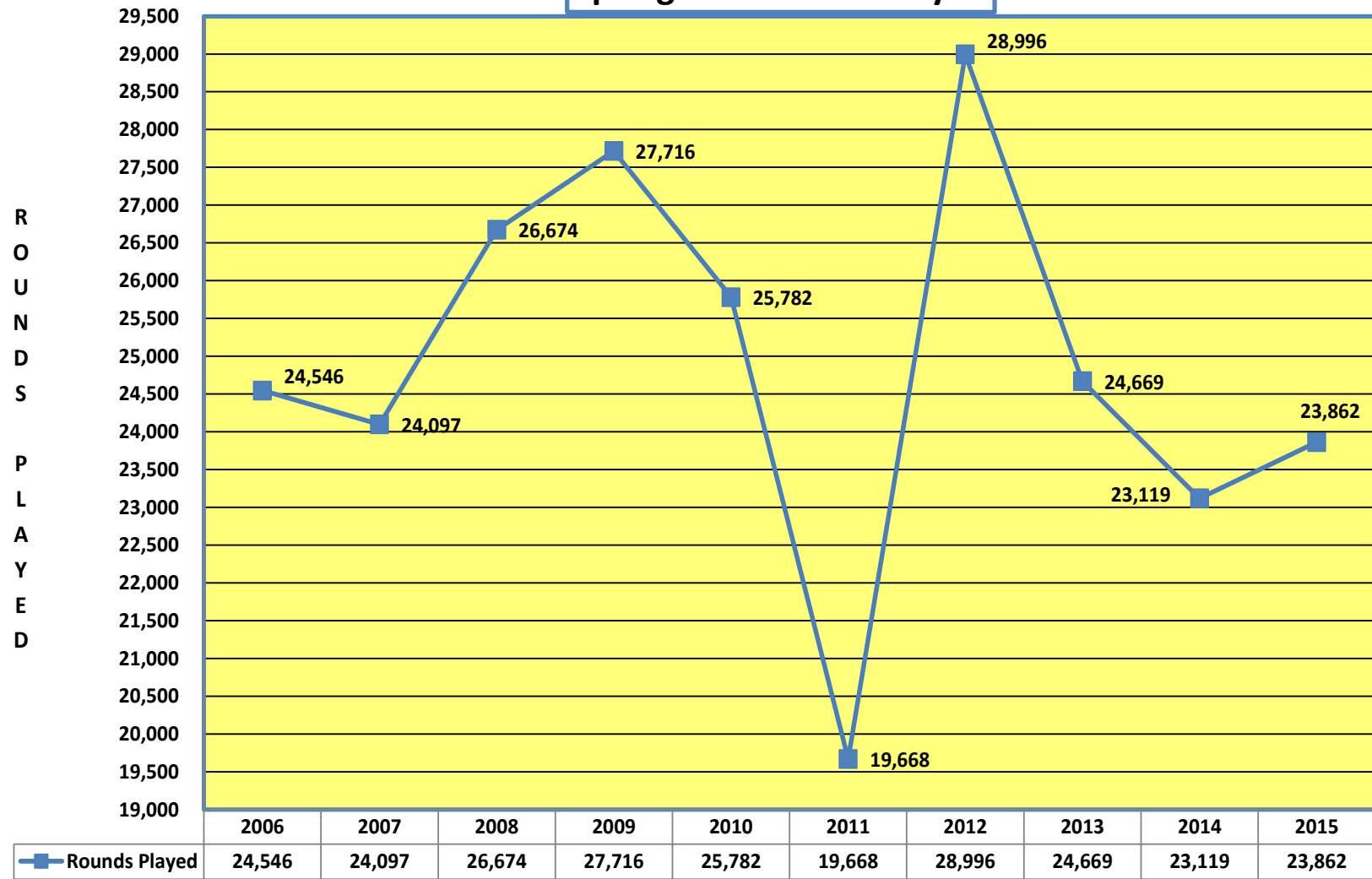


ROUNDS AT SPRINGDALE

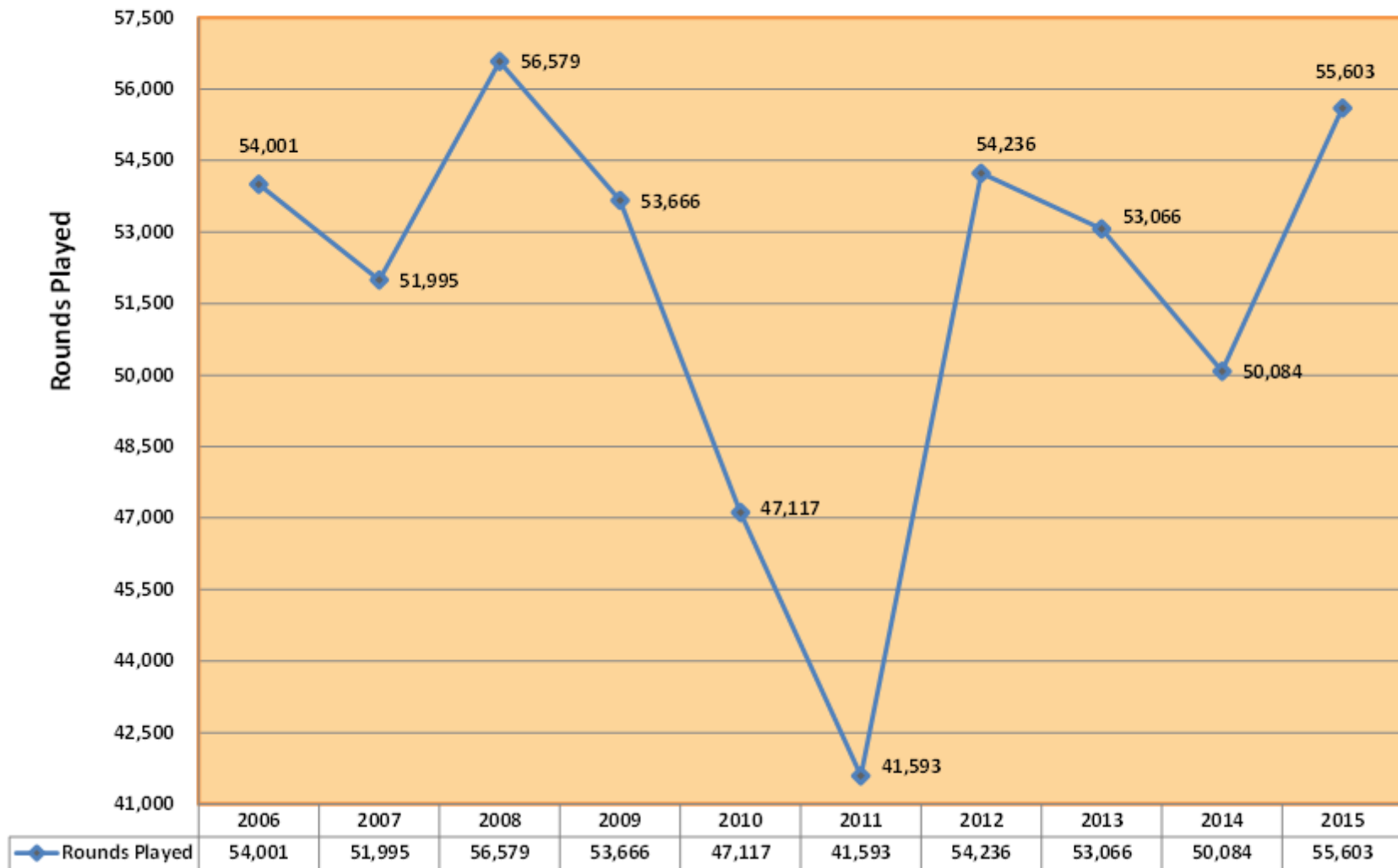
Springdale ended with 23,862 rounds which is a 3% increase compared to last year. We strongly look at the activity during May through September for they are the peak periods of the season. The months of October through April are considered our "gravy" months and we never know what "Mother Nature" has planned. This year during the peak, we had a total of 21,241 rounds compared to 2014 (19,175), an increase of 2,066, or 10%.

SPRINGDALE	Customer Type Analysis			
	2014	%	2015	%
Resident Adult	2,237	9.68%	2,119	8.88%
Resident Sr	3,642	15.75%	3,162	13.25%
Resident Jr	712	3.08%	780	3.27%
Non-Resident Adult	673	2.91%	635	2.66%
Non-Resident Sr	4,041	17.48%	4,510	18.90%
Non-Resident Jr	195	0.84%	153	0.64%
Business	458	1.98%	479	2.01%
Guests	4,417	19.11%	4,302	18.03%
City	82	0.35%	62	0.26%
Leagues	3,960	17.13%	4,306	18.05%
Outings	269	1.16%	344	1.44%
Jr Golf Program	0	0.00%	0	0.00%
High School	444	1.92%	495	2.07%
Unlimited Pass	292	1.26%	166	0.70%
Twilight	1,580	6.83%	2,009	8.42%
Other	117	0.51%	340	1.42%
TOTALS	23,119	100%	23,862	100%

Springdale Rounds Played



Combined Rounds Played Lincoln Hills & Springdale



History of Rounds - Calendar Years 2006 - 2015

MONTH	2006			2007			2008			2009			2010		
	LH	SD	Total	LH	SD	Total	LH	SD	Total	LH	SD	Total	LH	SD	Total
January	0	0	0	164	0	164	0	0	0	0	0	0	0	0	0
February	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
March	714	0	714	630	0	630	0	0	0	0	1,282	1,282	0	1,048	1,048
April	2,802	2,477	5,279	1,789	1,254	3,043	2,467	2,229	4,696	1,736	2,089	3,825	1,154	2,873	4,027
May	3,401	3,698	7,099	3,777	3,622	7,399	4,012	3,686	7,698	3,884	3,770	7,654	3,345	2,641	5,986
June	5,127	4,697	9,824	5,101	4,404	9,505	5,208	4,884	10,092	5,035	4,455	9,490	4,386	3,958	8,344
July	5,663	5,362	11,025	5,655	4,885	10,540	6,071	5,479	11,550	5,783	5,423	11,206	5,058	4,361	9,419
August	5,340	4,696	10,036	4,887	3,821	8,708	5,860	5,149	11,009	5,308	4,576	9,884	4,659	4,172	8,831
September	2,921	2,711	5,632	3,586	3,155	6,741	3,377	2,955	6,332	3,237	2,988	6,225	2,733	2,636	5,369
October	1,660	905	2,565	2,309	1,984	4,293	2,040	2,292	4,332	967	1,567	2,534	0	3,049	3,049
November	1,450	0	1,450		972	972	870	0	870	0	1,493	1,493	0	1,044	1,044
December	377	0	377		0	0	0	0	0	0	73	73	0	0	0
TOTALS	29,455	24,546	54,001	27,898	24,097	51,995	29,905	26,674	56,579	25,950	27,716	53,666	21,335	25,782	47,117

MONTH	2011			2012			2013			2014			2015		
	LH	SD	Total	LH	SD	Total	LH	SD	Total	LH	SD	Total	LH	SD	Total
January	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
February	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
March	181	0	181	405	1,572	1,977	0	292	292	0	0	0	0	0	0
April	1,527	720	2,247	2,420	2,591	5,011	1,573	2,260	3,833	3,705	652	4,357	3,087	1,713	4,800
May	2,725	2,512	5,237	4,433	4,129	8,562	4,314	3,797	8,111	4,393	3,493	7,886	4,892	4,293	9,185
June	4,148	3,994	8,142	5,206	4,522	9,728	5,774	4,406	10,180	5,330	4,216	9,546	5,556	4,268	9,824
July	4,177	4,258	8,435	4,707	4,651	9,358	5,098	4,286	9,384	5,139	4,636	9,775	5,718	5,218	10,936
August	4,289	4,491	8,780	4,128	4,449	8,577	5,195	4,695	9,890	4,376	4,084	8,460	4,408	4,403	8,811
September	1,925	2,366	4,291	3,145	3,071	6,216	3,019	3,154	6,173	3,074	2,746	5,820	3,411	3,059	6,470
October	1,932	1,327	3,259	796	2,495	3,291	2,795	1,779	4,574	915	2,493	3,408	2,666	908	3,574
November	1,021	0	1,021	0	1,104	1,104	576	0	576	33	675	708	1,489	0	1,489
December	0	0	0	0	412	412	53	0	53	0	124	124	514	0	514
TOTALS	21,925	19,668	41,593	25,240	28,996	54,236	28,397	24,669	53,066	26,965	23,119	50,084	31,741	23,862	55,603

2015 ROUNDS STATISTICS

CATEGORY	L.H.G.C.	%	S.D.G.C.	%	TOTAL ROUNDS	%
	ROUNDS		ROUNDS			
Weekdays	16,919	53.30%	11,875	49.77%	28,794	51.78%
Weekends	9,912	31.23%	7,463	31.28%	17,375	31.25%
Leagues	4,696	14.79%	4,306	18.05%	9,002	16.19%
Other	214	0.67%	218	0.91%	432	0.78%
Total	31,741	100%	23,862	100%	55,603	100%

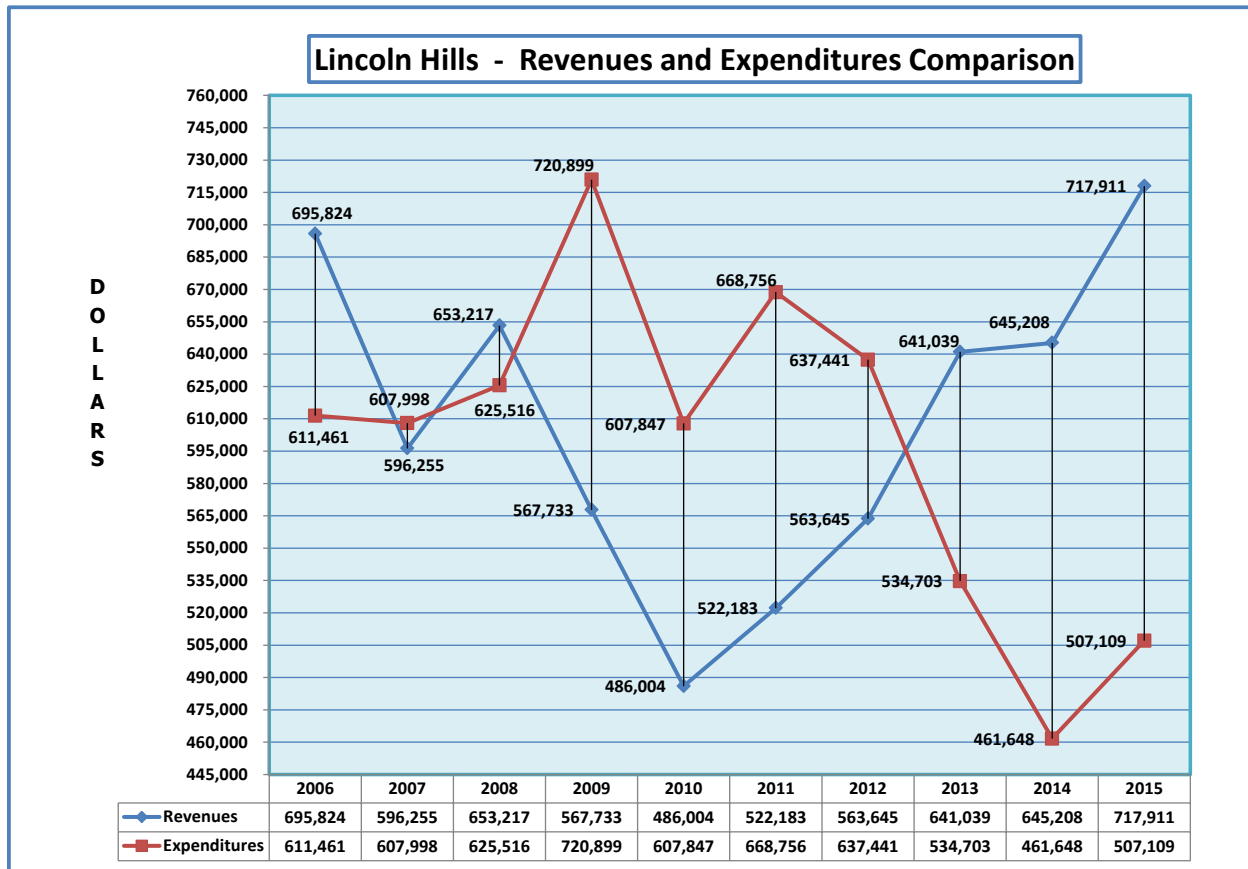
CATEGORY	L.H.G.C.	%	S.D.G.C.	%	TOTAL ROUNDS	%
	ROUNDS		ROUNDS			
Resident	7,262	22.88%	6,061	25.40%	13,323	23.96%
Non-Resident	6,293	19.83%	5,298	22.20%	11,591	20.85%
Business	589	1.86%	479	2.01%	1,068	1.92%
Leagues	4,696	14.79%	4,306	18.05%	9,002	16.19%
Guest	6,807	21.45%	4,302	18.03%	11,109	19.98%
City Employee	80	0.25%	62	0.26%	142	0.26%
Outings	469	1.48%	344	1.44%	813	1.46%
Twilight	1,926	6.07%	2,009	8.42%	3,935	7.08%
High School	722	2.27%	495	2.07%	1,217	2.19%
Jr Golf Program	2,248	7.08%	0	0.00%	2,248	4.04%
Unlimited Pass	258	0.81%	166	0.70%	424	0.76%
Other	391	1.23%	340	1.42%	731	1.31%
Total	31,741	100%	23,862	100%	55,603	100%

CATEGORY	L.H.G.C.	%	S.D.G.C.	%	TOTAL ROUNDS	%
	ROUNDS		ROUNDS			
Senior	17,031	53.66%	14,622	61.28%	31,653	56.93%
Adult	8,592	27.07%	6,338	26.56%	14,930	26.85%
Junior	5,798	18.27%	2,455	10.29%	8,253	14.84%
Other	320	1.01%	447	1.87%	767	1.38%
Total	31,741	100%	23,862	100%	55,603	100%

REVENUES AND EXPENDITURES – LINCOLN HILLS

CALENDAR YEAR 7-YEAR ANALYSIS (2009 - 2015)

LINCOLN HILLS G.C.	2015	2014	2013	2012	2011	2010	2009
REVENUES	717,911	645,208	829,695	773,645	1,370,629	486,004	567,733
IMPRELIS FUNDS			122,986				
G.F. CONTRIBUTION			65,670	210,000	848,446		
REVENUES NET OF G.F. CONT.	717,911	645,208	641,039	563,645	522,183	486,004	567,733
EXPENDITURES	446,476	408,831	481,400	573,685	586,736	551,231	686,987
OPERATING INCOME/(LOSS) Before Dep	271,436	236,377	159,640	(10,040)	(64,554)	(65,227)	(119,254)
DEPRECIATION	60,634	52,817	57,893	53,756	62,017	36,616	13,912
CONTRIBUTION TO G.F.				10,000	20,003	20,000	20,000
NET SURPLUS/(LOSS)	210,802	183,560	101,747	(73,796)	(146,574)	(121,843)	(153,166)

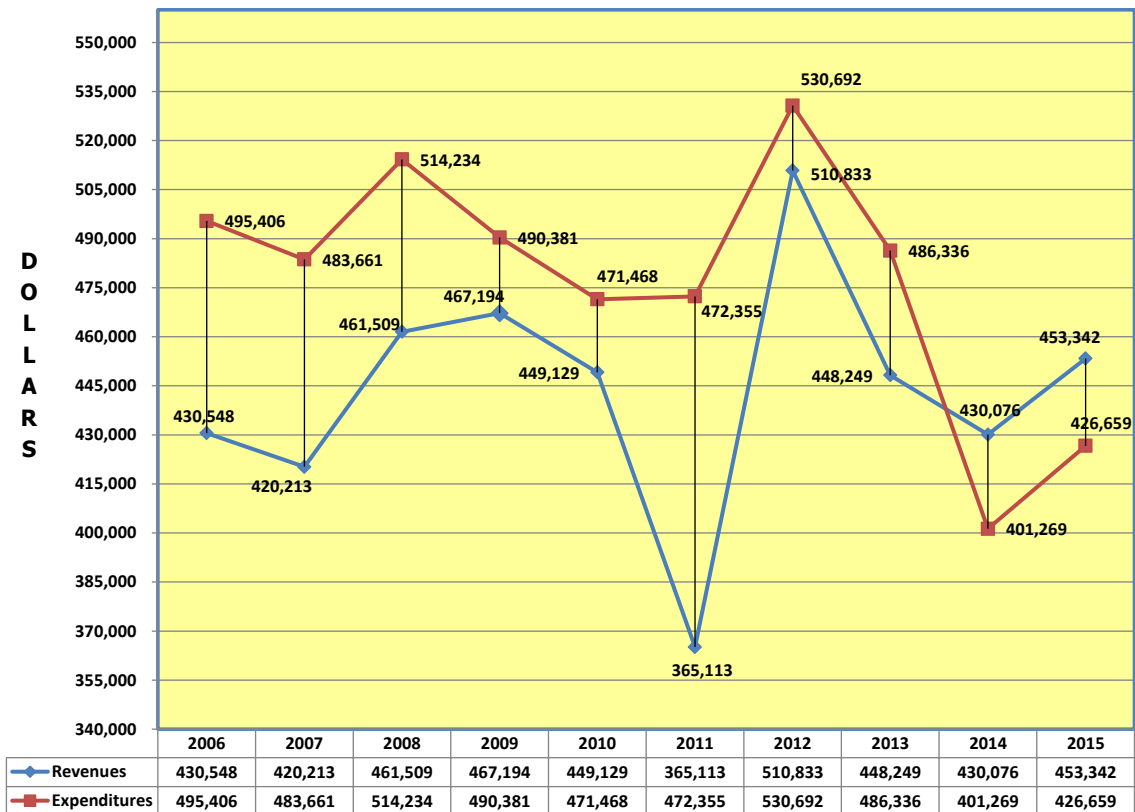


REVENUES AND EXPENDITURES – SPRINGDALE

CALENDAR YEAR 7-YEAR ANALYSIS (2009 - 2015)

SPRINGDALE G.C.	2015	2014	2013	2012	2011	2010	2009
REVENUES	453,342	430,076	543,239	510,833	365,113	449,129	467,194
IMPRELIS FUNDS			69,060				
G.F. CONTRIBUTION			25,930				
REVENUES NET OF CONTRIBUTIONS	453,342	430,076	448,249	510,833	365,113	449,129	467,194
EXPENDITURES	376,739	353,568	444,705	469,336	426,679	452,885	471,798
OPERATING INCOME/(LOSS) Before Dep	76,603	76,508	3,544	41,498	(61,565)	(3,757)	(4,604)
DEPRECIATION	49,919	47,701	49,511	61,357	45,676	18,583	18,583
NET SURPLUS/(LOSS)	26,683	28,807	(45,968)	(19,859)	(107,241)	(22,339)	(23,187)

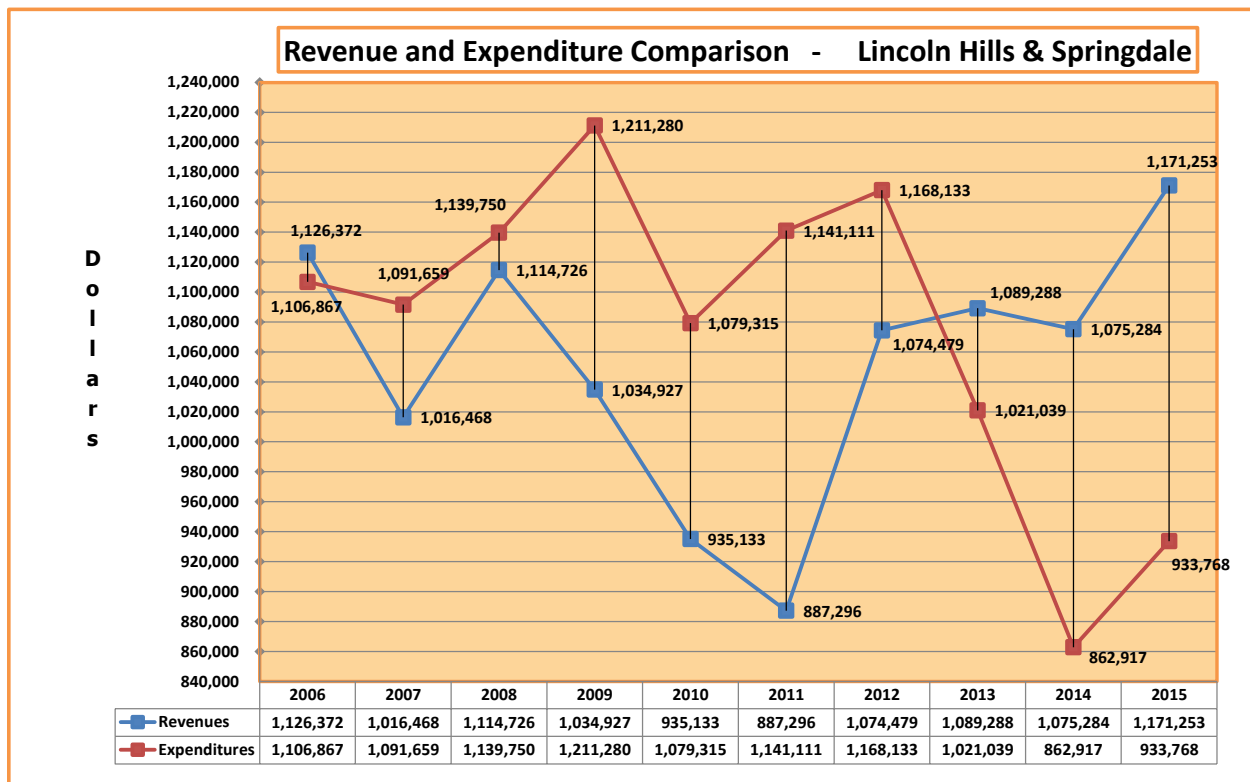
Springdale - Revenues and Expenditures Comparison



REVENUES AND EXPENDITURES – COMBINED COURSES

CALENDAR YEAR 7-YEAR ANALYSIS (2009 - 2015)

COMBINED COURSES	2015	2014	2013	2012	2011	2010	2009
REVENUES	1,171,253	1,075,284	1,372,934	1,284,479	1,735,742	935,133	1,034,927
IMPRELIS FUNDS			192,046				
G.F. CONTRIBUTION (G.F. CONT.)			91,600	210,000	848,446		
REVENUES NET OF G.F. CONT.	1,171,253	1,075,284	1,089,288	1,074,479	887,296	935,133	1,034,927
EXPENDITURES							
ADMINISTRATIVE	38,423	37,250	35,097	32,860	33,194	31,614	30,132
MAINTENANCE	343,681	295,154	445,849	535,625	556,524	541,033	564,075
CLUBHOUSE	441,111	429,995	445,159	474,536	423,697	431,470	564,578
TOTAL EXPENDITURES	823,215	762,399	926,105	1,043,021	1,013,415	1,004,117	1,158,785
OPERATING INCOME/(LOSS) Before Dep	348,038	312,885	163,183	31,458	(126,119)	(68,984)	(123,858)
DEPRECIATION (DEP.)	110,553	100,518	107,404	115,112	107,693	55,198	32,495
G.F. CONTRIBUTION (G.F. CONT.)				10,000	20,003	20,000	20,000
NET SURPLUS/(LOSS)	237,485	212,367	55,779	(93,655)	(253,815)	(144,182)	(176,353)



Revenue and Expenditures – Calendar Years – 2011 -2015

REVENUES:	2011			2012			2013			2014			2015		
	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL
WEEKDAY GREENS FEES	154,927	160,536	315,462	217,027	168,098	385,125	181,583	197,074	378,657	162,552	180,890	343,442	186,016	207,924	393,940
WEEKEND GREENS FEES	68,683	97,490	166,173	101,281	107,019	208,299	89,905	105,302	195,208	94,702	110,808	205,510	84,132	116,219	200,351
FOOD & BEVERAGE	9,178	15,474	24,652	26,246	25,150	51,396	29,458	48,439	77,897	31,507	44,027	75,534	34,535	49,979	84,514
MERCHANDISE	3,830	5,012	8,842	6,316	8,445	14,761	6,908	16,401	23,309	7,413	13,534	20,947	7,669	18,727	26,395
PULL CART RENTAL	4,772	4,807	9,579	5,512	4,423	9,935	4,163	4,015	8,178	4,643	4,274	8,917	4,817	4,823	9,639
GOLF CART RENTAL	51,638	57,366	109,004	79,377	72,104	151,481	73,021	82,906	155,927	71,323	77,780	149,103	74,204	96,111	170,314
GAM HANDICAP	0	0	0	505	1,150	1,655	650	1,322	1,972	596	1,142	1,738	452	1,232	1,684
CLASSES	0	88,655	88,655	0	86,798	86,798	11	89,882	89,893	0	90,142	90,142	0	95,130	95,130
BUSINESS MEMBERSHIPS	4,200	4,200	8,400	5,885	4,535	10,420	5,200	4,600	9,800	4,440	5,800	10,240	4,120	6,800	10,920
NON-RESIDENT MEMBERSHIPS	46,750	46,750	93,500	53,585	63,035	116,620	41,760	66,881	108,641	38,855	77,765	116,620	40,059	89,709	129,768
UNLIMITED GOLF PASS	0	0	0	3,100	2,800	5,900	3,475	3,945	7,420	0	4,600	4,600	1,000	4,050	5,050
PACKAGE CLUB PASSES	0	0	0	0	1,015	1,015	435	1,705	2,140	435	145	580	145	580	725
TOURNAMENT ENTRY FEES	700	2,450	3,150	2,970	2,232	5,202	1,319	7,990	9,309	3,909	6,447	10,356	5,221	5,129	10,350
INTEREST INCOME	0	4,021	4,021	0	8,311	8,311	0	(2,272)	(2,272)	0	15,036	15,036	0	11,937	11,937
LEASE INCOME	9,750	12,291	22,041	9,000	11,705	20,705	9,495	12,056	21,551	9,600	12,418	22,018	9,600	8,093	17,693
CELL TOWER ACCESS FEE	0	0	0	0	0	0	645	645	1,289	0	0	0	998	999	1,997
MISCELLANEOUS INCOME	10,801	23,343	34,144	5	(3,187)	(3,182)	69,281	123,130	192,410	91	375	467	337	415	752
CASH OVERAGE/(SHORTAGE)	(114)	(213)	(327)	24	13	37	0	5	5	11	25	36	38	54	93
GENERAL FUND CONTRIBUTION	0	848,446	848,446		210,000	210,000	25,930	65,670	91,600	0	0	0	0	0	0
TOTAL REVENUES	365,113	1,370,629	1,735,742	510,833	773,645	1,284,479	543,239	829,695	1,372,934	430,076	645,208	1,075,284	453,342	717,911	1,171,253

EXPENSES:	2011			2012			2013			2014			2015		
	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL
ADMINISTRATIVE CHARGE	15,997	15,997	31,994	16,430	16,430	32,860	16,875	16,875	33,750	18,525	18,525	37,050	18,510	18,510	37,020
AUDIT	600	600	1,200	0	0	0	674	674	1,347	100	100	200	702	702	1,403
SUB-TOTAL ADMINISTRATIVE	16,597	16,597	33,194	16,430	16,430	32,860	17,549	17,549	35,097	18,625	18,625	37,250	19,212	19,212	38,423

	2011			2012			2013			2014			2015		
MAINTENANCE	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL
SALARIES AND WAGES	98,521	127,782	226,303	103,069	122,038	225,107	92,044	93,255	185,298	57,322	63,643	120,964	75,166	89,259	164,425
OVERTIME PAY	2,651	7,021	9,671	323	720	1,042	12,443	12,141	24,583	232	227	459	(2,158)	(3,157)	(5,315)
LONGEVITY	1,584	1,597	3,182	990	990	1,981	682	682	1,364	648	648	1,296	(600)	(600)	(1,199)
FICA	7,824	10,386	18,210	7,968	9,423	17,391	8,112	8,181	16,292	4,142	5,090	9,232	5,503	6,505	12,008
HOSPITALIZATION	10,745	15,333	26,078	11,157	13,214	24,371	10,447	10,397	20,844	4,163	4,072	8,234	3,519	3,508	7,027
LIFE	208	273	481	216	245	460	202	201	403	171	169	340	184	183	367
RETIREE HEALTH CARE	13,566	18,835	32,401	15,314	17,348	32,662	17,037	16,965	34,002	5,866	5,758	11,624	(852)	(977)	(1,828)
DENTAL/OPTICAL	928	1,259	2,187	1,059	1,223	2,282	1,015	1,010	2,025	727	722	1,450	674	672	1,346
DISABILITY INSURANCE	505	676	1,181	433	499	932	421	418	839	301	299	600	280	279	559
WORKER'S COMPENSATION	1,457	1,885	3,341	1,317	1,545	2,863	1,251	1,263	2,513	665	804	1,469	731	858	1,589
SICK TIME PAY OUT	0	0	0	0	0	0	153	153	306	(226)	(226)	(452)	0	0	0
RETIREMENT CONTRIBUTION	9,548	12,506	22,054	11,138	12,602	23,740	12,094	12,039	24,133	929	858	1,787	(954)	(971)	(1,925)
HRA BENEFIT	256	250	506	522	522	1,044	529	529	1,058	510	510	1,020	10	10	20
HEALTH SAVINGS BENEFIT	2,081	2,556	4,638	343	553	896	214	210	424	1,451	1,446	2,897	2,148	2,162	4,310
OPERATING SUPPLIES	39,536	53,031	92,567	48,438	49,238	97,677	40,261	40,245	80,506	37,352	41,563	78,915	38,840	38,170	77,011
OTHER CONTRACTUAL SERVICE	1,382	1,882	3,264	858	3,015	3,874	0	1,512	1,512	2,004	3,872	5,876	11,150	5,707	16,857
TELEPHONE	0	0	0	0	0	0	0	52	52	0	0	0	0	0	0
ELECTRICITY	4,011	9,339	13,350	4,580	11,770	16,350	3,578	11,598	15,176	2,079	9,389	11,468	2,978	10,410	13,388
GAS	1,598	902	2,500	1,411	1,119	2,531	1,572	1,165	2,738	1,141	887	2,028	1,532	935	2,467
WATER	0	678	678	3,534	516	4,051	0	332	332	0	194	194	0	182	182
TRAINING	245	589	833	228	228	455	270	270	540	50	50	100	593	593	1,187
PRINTING & PUBLISHING	360	359	720	25	25	50	180	440	620	54	54	109	60	60	119
EQUIPMENT RENTAL	44,095	48,836	92,931	32,829	43,038	75,868	7,551	9,658	17,208	15,597	19,948	35,545	22,078	24,018	46,096
BUILDINGS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MACHINERY & EQUIPMENT	(275)	(275)	(550)	0	0	0	7,880	4,589	12,470	0	3,995	3,995	0	0	0
PUBLIC IMPROVEMENTS			0			0			0	0	18,590	18,590	2,495	2,495	4,990
CONTRIBUTED EXP - CAP OUTLAY			0			0	(7,270)	(4,589)	(11,860)	0	(22,585)	(22,585)	0	0	0
SUB-TOTAL MAINTENANCE	240,826	315,699	556,524	245,753	289,872	535,625	210,664	222,715	433,379	135,177	159,977	295,154	163,378	180,303	343,681

	2011			2012			2013			2014			2015		
CLUBHOUSE:	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL	SPRINGDALE	LINC. HILLS	TOTAL
SALARIES AND WAGES	83,106	101,373	184,478	94,606	102,232	196,838	99,916	111,801	211,717	98,279	112,320	210,599	88,016	123,961	211,977
OVERTIME	2,179	712	2,891	2,582	1,284	3,866	3,552	6,070	9,622	940	1,180	2,120	(782)	1,885	1,103
LONGEVITY	1,068	1,068	2,136	890	890	1,780	478	478	956	291	291	583	(221)	(221)	(442)
FICA	6,553	7,838	14,390	7,537	8,021	15,557	7,937	9,036	16,973	8,426	9,053	17,479	6,656	9,608	16,263
HOSPITALIZATION	5,974	5,974	11,947	3,483	3,422	6,904	2,849	2,877	5,726	818	823	1,641	11,026	11,150	22,176
LIFE	143	143	287	87	87	174	54	57	111	43	44	87	22	23	45
RETIREE HEALTH CARE	9,135	9,122	18,257	5,926	5,885	11,812	4,370	4,437	8,807	2,157	2,177	4,334	165	252	416
DENTAL/OPTICAL	543	543	1,087	415	413	828	285	298	583	148	149	298	59	66	126
DISABILITY	290	290	580	169	167	336	116	120	235	60	60	120	24	28	52
WORKER'S COMPENSATION	1,159	1,395	2,553	1,190	1,268	2,458	1,219	1,377	2,596	1,268	1,374	2,642	840	1,217	2,057
SICK TIME PAYOUT	301	301	602	0	0	0	0	0	0	0	0	0	0	0	0
RETIREMENT CONTRIBUTION	6,876	6,884	13,760	4,378	4,348	8,726	2,313	2,359	4,673	(1,245)	(1,237)	(2,481)	(700)	(712)	(1,412)
HRA BENEFIT	288	250	538	20	20	40	21	23	44	20	20	40	20	20	40
HEALTH SAVINGS BENEFIT	313	350	663	231	229	460	158	205	363	218	219	437	20	53	72
OPERATING SUPPLIES	7,960	9,989	17,949	17,581	15,498	33,079	6,689	11,694	18,383	6,914	14,571	21,485	9,600	10,030	19,630
CONCESSIONS	0	0	0	0	0	0	(944)	(1,663)	(2,608)	0	0	0	0	0	0
FOOD & BEVERAGE	7,181	9,686	16,867	11,480	12,581	24,061	10,951	14,978	25,929	11,001	15,324	26,324	12,537	18,225	30,762
BEER & WINE PURCHASES	0	0	0	2,601	1,914	4,515	4,597	5,679	10,276	5,068	5,586	10,654	5,759	6,562	12,321
INSTRUCTORS	0	69,009	69,009	0	62,440	62,440	0	0	0	0	0	0	0	0	0
OTHER CONTRACTUAL SERVICES	0	0	0	7,001	3,388	10,388	12,497	11,235	23,733	11,343	9,817	21,160	9,171	10,082	19,253
TELEPHONE	0	0	0	141	126	267	550	746	1,296	764	771	1,535	1,198	952	2,150
MERCHANDISE	3,366	3,092	6,458	4,517	7,144	11,660	7,320	12,279	19,599	4,491	10,575	15,066	6,197	12,733	18,931
CONTRACTUAL ALARM	647	1,882	2,530	912	2,173	3,085	1,074	2,273	3,347	946	1,546	2,491	747	1,674	2,421
ELECTRICITY	4,476	0	4,476	6,448	25	6,473	5,349	0	5,349	4,281	0	4,281	4,563	0	4,563
GAS	2,109	269	2,378	1,161	474	1,635	1,629	452	2,081	1,729	282	2,011	1,632	282	1,915
WATER	1,613	488	2,101	1,473	932	2,405	1,631	2,393	4,023	1,480	1,735	3,215	2,323	3,982	6,305
LIQUOR LICENSE	0	0	0	1,340	1,270	2,610	1,253	1,253	2,505	1,253	1,253	2,505	1,253	1,253	2,505
PRINTING & PUBLISHING	1,688	1,847	3,535	947	1,072	2,019	545	544	1,088	1,511	1,387	2,898	1,128	1,629	2,756
MARKETING & ADVERTISING	0	0	0	1,030	1,030	2,061	1,983	2,016	3,999	921	1,071	1,991	3,387	2,051	5,438
MISCELLANEOUS	5,807	5,458	11,265	4,852	4,958	9,810	0	0	0	0	0	0	0	0	0
DEPRECIATION	45,676	62,017	107,693	61,357	53,756	115,112	49,511	57,893	107,404	47,701	52,817	100,518	49,919	60,634	110,553
EQUIPMENT RENTAL	12,728	12,685	25,413	12,797	12,705	25,502	10,707	16,225	26,931	13,125	16,106	29,231	15,603	16,268	31,871
LIABILITY INSURANCE	4,029	4,069	8,097	11,357	11,357	22,715	17,309	17,309	34,618	21,664	21,664	43,327	13,909	13,909	27,817
CONTRIBUTED EXP. - CAP. OUTL	0	0	0	0	0	0	(2,002)	0	(2,002)	(2,533)	(2,460)	(4,993)	(15,846)	0	(15,846)
Machinery & Equipment	0	0	0	0	0	0	4,207	0	4,207	1,853	2,070	3,923	0	0	0
FURNITURE	0	0	0	0	0	0	0	0	0	2,533	2,460	4,993	0	0	0
BUILDINGS	(275)	(275)	(550)	0	32	32	0	0	0	0	0	0	0	0	0
PUBLIC IMPROVEMENTS						0			0			0	15,846	0	15,846
CONTRIBUTION TO GENERAL FU	0	20,003	20,003	0	10,000	10,000	0	0	0	0	0	0	0	0	0
SUB-TOTAL CLUBHOUSE	214,932	336,461	551,393	268,509	331,139	599,648	258,124	294,440	552,563	247,467	283,046	530,513	244,070	307,594	551,664
TOTAL OPERATING EXPENSE	472,355	668,756	1,141,111	530,692	637,441	1,168,133	486,336	534,703	1,021,039	401,269	461,648	862,917	426,659	507,109	933,768
TOTAL REVENUES	365,113	1,370,629	1,735,742	510,833	773,645	1,284,479	543,239	829,695	1,372,934	430,076	645,208	1,075,284	453,342	717,911	1,171,253
OPERATING INCOME (LOSS)	(107,241)	701,872	594,631	(19,859)	136,204	116,345	56,903	294,993	351,895	28,807	183,560	212,367	26,683	210,802	237,485

LINCOLN HILLS - 5 YEAR LONG TERM PLAN - FISCAL YEAR

REVENUES	F.Y. 2012-2013	F.Y. 2013-2014	F.Y. 2014-2015	F.Y. 2015-2016	F.Y. 2016-2017	F.Y. 2017-2018	F.Y. 2018-2019	F.Y. 2019-2020	F.Y. 2020-2021
LINE ITEM	ACTUAL	ACTUAL	ACTUAL	6/30/2016	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
WEEKDAY GREEN FEES	176,811	192,369	180,825	195,000	198,900	202,878	206,936	211,074	215,296
WEEKEND GREEN FEES	104,628	113,746	103,760	114,000	116,280	118,606	120,978	123,397	125,865
FOOD & BEVERAGE	34,541	50,058	45,140	50,000	55,000	60,500	66,550	73,205	80,526
MERCHANDISE	10,867	17,036	14,523	18,000	19,800	21,780	23,958	26,354	28,989
PULL CART RENTAL	4,051	4,234	4,262	4,500	4,590	4,682	4,775	4,871	4,968
GOLF CART RENTAL	71,305	81,630	83,102	85,000	86,700	88,434	90,203	92,007	93,847
GAM HANDICAP	1,150	1,322	1,142	1,200	1,300	1,300	1,300	1,300	1,300
CLASSES	100,336	90,326	90,895	90,000	90,000	92,000	92,000	92,000	92,000
BUSINESS MEMBERSHIPS	4,410	5,850	6,750	6,800	6,800	6,800	6,800	6,800	6,800
NON-RESIDENT MEMBERSHIPS	64,668	79,925	86,974	87,000	88,000	88,000	88,000	88,000	88,000
UNLIMITED GOLF PASS	3,545	5,000	4,050	4,100	5,000	5,000	5,000	5,000	5,000
PACKAGE CLUB PASS	1,705	435	580	1,000	1,500	1,500	2,000	2,000	2,500
TOURNAMENT ENTRY FEES	3,357	7,965	7,347	8,000	8,400	8,820	9,261	9,724	10,210
INTEREST INCOME	(2,088)	14,404	11,309	11,000	11,000	11,000	11,000	11,000	11,000
LEASE INCOME	11,879	12,236	11,037	11,000	11,000	11,000	11,000	11,000	11,000
CELL TOWER/CABLE GRANT	0	645	999	0	0	0	0	0	0
SUNDRY & MISCELLANEOUS	123,800	120	538	400	400	400	400	400	400
CASH OVERAGE/SHORTAGE	7	0	73	0	0	0	0	0	0
GENERAL FUND CONTRIBUTION	65,670	0	0	0	0	0	0	0	0
TOTALS	780,642	677,300	653,305	687,000	704,670	722,699	740,160	758,132	777,701

% INCREASE	-13.24%	-3.54%	5.16%	2.57%	2.56%	2.42%	2.43%	2.58%
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ADMINISTRATIVE FEE

EXPENDITURES	F.Y. 2012-2013	F.Y. 2013-2014	F.Y. 2014-2015	F.Y. 2015-2016	F.Y. 2016-2017	F.Y. 2017-2018	F.Y. 2017-2018	F.Y. 2017-2018	F.Y. 2017-2018
LINE ITEM	ACTUAL	ACTUAL	ACTUAL	6/30/2016	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
ADMINISTRATIVE FEE	16,560	17,190	19,860	17,160	17,417	17,679	17,944	18,213	18,486
AUDIT	0	674	100	700	700	700	700	700	700
TOTALS	16,560	17,864	19,960	17,860	18,117	18,379	18,644	18,913	19,186

% INCREASE	7.87%	11.74%	-10.52%	1.44%	1.44%	1.44%	1.44%	1.44%
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MAINTENANCE									
EXPENDITURES	F.Y. 2012-2013	F.Y. 2013-2014	F.Y. 2014-2015	F.Y. 2015-2016	F.Y. 2016-2017	F.Y. 2017-2018	F.Y. 2017-2018	F.Y. 2017-2018	F.Y. 2017-2018
LINE ITEM	ACTUAL	ACTUAL	ACTUAL	6/30/2016	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
SALARIES & WAGES	96,489	80,663	78,999	83,420	84,320	85,163	86,015	86,875	87,744
OVERTIME PAY	7,623	4,616	(3,007)	1,000	1,000	1,000	1,000	1,000	1,000
LONGEVITY	1,024	648	24	20	20	20	20	20	20
FICA	8,174	7,126	5,425	6,674	6,746	6,813	6,881	6,950	7,019
HOSPITALIZATION	10,664	8,083	2,685	4,480	5,120	5,390	5,390	5,390	5,390
LIFE	208	170	192	180	200	200	200	200	200
RETIRE CONTRIB HEALTH	15,434	13,770	777	5,440	330	330	330	330	330
DENTAL/OPTICAL	1,026	852	716	850	740	740	740	740	740
LT/ST DISABILITY	424	351	297	370	320	320	320	320	320
WORKERS COMPENSATION	1,280	1,114	786	980	850	850	850	850	850
SICK TIME PAYOUT	0	(226)	0	0	0	0	0	0	0
RETIREMENT EMPLOYER CONTRIBUTION	11,431	6,539	(276)	2,010	1,090	1,090	1,090	1,090	1,090
HRA BENEFIT	541	510	10	510	510	510	510	510	510
RETIRE HAS CONTR EMPLOYER	215	483	2,189	2,180	2,520	2,520	2,520	2,520	2,520
OPERATING SUPPLIES	45,000	42,927	43,455	42,000	42,000	42,000	42,000	42,000	42,000
OTHER CONTRACTUAL SERVICE	1,512	3,702	5,147	6,800	6,800	6,800	6,800	6,800	6,800
TELEPHONE	0	52	0	0	0	0	0	0	0
ELECTRIC UTILITY	11,111	11,193	8,346	12,000	13,000	13,000	13,000	13,000	13,000
GAS UTILITY	1,155	1,105	195	1,200	1,200	1,200	1,200	1,200	1,200
WATER	138	279	194	300	300	300	300	300	300
TRAINING	208	233	551	600	600	600	600	600	600
PRINTING & PUBLISHING	335	184	60	200	200	200	200	200	200
EQUIPMENT RETAL OR LEASE	19,250	20,004	19,018	29,000	29,000	29,000	29,000	29,000	29,000
BUILDINGS	0	0	0	0	0	0	0	0	0
EQUIPMENT & MACHINERY	4,589	3,995	0	0	0	0	0	0	0
PUBLIC IMPROVEMENTS	0	18,590	2,495	13,000	15,000	15,000	15,000	0	0
CAPITAL OUTLAY	(4,589)	(22,585)	0	(13,000)	(15,000)	(15,000)	(15,000)	0	0
TOTALS	233,241	204,380	168,277	200,214	196,866	198,046	198,966	199,895	200,833

% INCREASE	-12.37%	-17.66%	18.98%	-1.67%	0.60%	0.46%	0.47%	0.47%
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CLUBHOUSE									
EXPENDITURES	F.Y. 2012-2013	F.Y. 2013-2014	F.Y. 2014-2015	F.Y. 2015-2016	F.Y. 2016-2017	F.Y. 2017-2018	F.Y. 2018-2019	F.Y. 2019-2020	F.Y. 2019-2020
LINE ITEM	ACTUAL	ACTUAL	ACTUAL	6/30/2016	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
SALARIES & WAGES DIRECT	99,356	120,535	107,366	112,430	113,554	114,690	115,837	116,995	118,165
OVERTIME PAY	2,617	4,240	734	1,160	1,160	1,160	1,160	1,160	1,160
LONGEVITY	924	444	35	40	40	40	40	40	40
FICA	7,918	9,567	8,625	8,994	8,994	9,175	9,267	9,360	9,453

CLUBHOUSE									
EXPENDITURES	F.Y. 2012-2013	F.Y. 2013-2014	F.Y. 2014-2015	F.Y. 2015-2016	F.Y. 2016-2017	F.Y. 2017-2018	F.Y. 2018-2019	F.Y. 2019-2020	F.Y. 2019-2020
LINE ITEM	ACTUAL	ACTUAL	ACTUAL	6/30/2016	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
HOSPITALIZATION	3,489	1,767	5,723	11,850	13,010	13,750	13,750	13,750	13,750
LIFE	68	53	25	25	30	30	30	30	30
RETIRE CONTRIBUTION HEALTH	4,836	3,411	843	1,750	310	330	330	330	330
DENTAL/OPTICAL	346	220	79	80	140	140	140	140	140
LT/ST DISABILITY	139	89	32	40	60	60	60	60	60
WORKERS COMPENSATION	1,254	1,452	1,183	1,250	1,260	1,275	1,285	1,295	1,305
RETIREMENT EMPLOYER CONTRIBUTION	2,755	(470)	(286)	1,100	1,110	1,000	1,000	1,000	1,000
HRA BENEFIT	23	20	20	20	20	20	20	20	20
HAS CONTRIBUTION	247	254	42	10	350	350	350	350	350
OPERATING SUPPLIES	9,586	13,396	12,973	13,000	13,600	13,600	13,600	13,600	13,600
CONCESSIONS	(1,663)	0	0	0	0	0	0	0	0
FOOD & BEVERAGE	13,059	15,819	16,338	17,000	17,000	18,000	19,000	19,000	19,700
BEER & WINE PURCHASES	4,464	6,282	6,200	7,000	6,500	7,000	7,000	7,500	8,500
INSTRUCTORS	44,778	0	0	0	0	0	0	0	0
OTHER CONTRACTUAL SERVICES	9,161	11,134	10,933	11,000	11,000	11,000	11,000	11,000	11,000
TELEPHONE	533	705	796	900	900	900	900	900	900
MERCHANDISE	10,890	11,568	11,555	11,500	11,500	12,000	13,000	13,500	14,000
CONTRACTUAL ALARM	2,273	1,520	1,583	1,600	1,600	1,600	1,600	1,600	1,600
ELECTRIC UTILITY	25	0	0	0	0	0	0	0	0
GAS UTILITY	543	363	307	450	450	450	450	450	450
WATER UTILITY	1,457	1,718	3,953	3,000	3,500	3,500	3,500	3,500	3,500
LIQUOR LICENSE	1,253	1,253	1,253	1,300	1,300	1,300	1,300	1,300	1,300
PRINTING & PUBLISHING	544	750	2,266	2,000	2,000	2,000	2,000	2,000	2,000
MARKETING & ADVERTISING	2,369	995	1,963	5,000	5,000	5,000	5,000	5,000	5,000
MISCELLANEOUS	0	0	0	0	0	0	0	0	0
DEPRECIATION	57,393	57,134	54,317	57,000	58,000	58,000	58,000	58,000	58,000
EQUIPMENT RENTAL & LEASE	14,636	14,851	16,727	20,000	20,000	20,000	20,000	20,000	20,000
TRAINING	0	0	0	700	600	700	600	600	700
LIABILITY INSURANCE	13,664	22,492	16,725	15,000	15,000	15,000	16,000	16,000	16,000
CAPITAL OUTLAY	0	(2,460)	0	(8,500)	(10,800)	(10,000)	0	0	0
EQUIPMENT & MACHINERY	0	1,853	218	3,000	0	0	0	0	0
FURNITURE	0	2,460	0	0	0	5,000	0	0	0
BUILDINGS	0	0	0	0	0		0	0	0
PURBLIC IMPROVEMENTS	0	0	0	5,500	10,800	5,000	0	0	0
TOTALS	308,934	303,413	282,525	305,194	307,988	312,070	316,219	318,480	322,053
% INCREASE		-1.79%	-6.88%	8.02%	0.92%	1.33%	1.33%	0.72%	1.12%
REVENUES	780,642.10	677,300.22	653,305.06	687,000.00	704,670.00	722,699.40	740,160.39	758,132.07	777,701.13
EXPENDITURES	558,734.67	525,655.86	470,761.67	523,267.60	522,971.30	528,494.95	533,828.54	537,287.69	542,072.69

SPRINGDALE - 5 YEAR LONG TERM PLAN - FISCAL YEAR

REVENUES	F.Y. 2012-2013	F.Y. 2013-2014	F.Y. 2014-2015	F.Y. 2015-2016	F.Y. 2016-2017	F.Y. 2017-2018	F.Y. 2018-2019	F.Y. 2019-2020	F.Y. 2020-2021
LINE ITEM	ACTUAL	ACTUAL	ACTUAL	6/30/2016	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
WEEKDAY GREEN FEES	196,262	161,273	182,737	185,000	188,700	192,474	196,323	200,250	204,255
WEEKEND GREEN FEES	100,017	88,166	90,428	95,000	96,900	98,838	100,815	102,831	104,888
FOOD & BEVERAGE	31,034	31,655	35,050	40,000	44,000	48,400	53,240	58,564	64,420
MERCHANDISE	7,054	7,000	7,774	8,000	8,800	9,680	10,648	11,713	12,884
PULL CART RENTAL	4,896	3,997	4,975	5,000	5,150	5,305	5,464	5,628	5,796
GOLF CART RENTAL	74,426	69,605	74,104	75,000	76,500	78,030	79,591	81,182	82,806
GAM HANDICAP	505	650	596	500	600	700	700	700	700
CLASSES	0	0	0	0	0	0	0	0	0
BUSINESS MEMBERSHIPS	5,000	4,390	4,150	5,000	4,400	4,400	4,500	4,500	4,700
NON-RESIDENT MEMBERSHIPS	47,123	47,594	41,084	50,000	50,000	50,000	50,000	50,000	50,000
UNLIMITED GOLF PASS	3,475	0	1,000	2,000	2,000	3,000	3,000	3,000	3,000
PACKAGE CLUB PASS	435	435	145	500	525	551	579	608	638
TOURNAMENT ENTRY FEES	1,570	2,373	5,109	4,500	5,000	5,500	6,050	6,655	7,321
INTEREST INCOME	0	0	0	0	0	0	0	0	0
LEASE INCOME	10,740	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600
CELL TOWER/CABLE GRANT	0	0	998	0	0	0	0	0	0
SUNDRY & MISCELLANEOUS	69,963	85	80	200	200	200	200	200	200
CASH OVERAGE/SHORTAGE	0	0	66	0	0	0	0	0	0
GENERAL FUND CONTRIBUTION	25,930	0	0	0	0	0	0	0	0
TOTALS	578,431	426,822	457,895	480,300	492,375	506,678	520,709	535,431	551,208

% INCREASE	-26.21%	7.28%	4.89%	2.51%	2.90%	2.77%	2.83%	2.95%
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ADMINISTRATIVE FEE

EXPENDITURES	F.Y. 2012-2013	F.Y. 2013-2014	F.Y. 2014-2015	F.Y. 2015-2016	F.Y. 2016-2017	F.Y. 2017-2018	F.Y. 2017-2018	F.Y. 2017-2018	F.Y. 2017-2018
LINE ITEM	ACTUAL	ACTUAL	ACTUAL	6/30/2016	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
ADMINISTRATIVE FEE	16,560	16,560	19,860	17,160	17,503	17,853	18,210	18,575	18,946
AUDIT	0	640	100	702	700	700	700	700	700
TOTALS	16,560	17,200	19,960	17,862	18,203	18,553	18,910	19,275	19,646

% INCREASE	3.86%	16.05%	-10.51%	1.91%	1.92%	1.92%	1.93%	1.93%
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MAINTENANCE

EXPENDITURES	F.Y. 2012-2013	F.Y. 2013-2014	F.Y. 2014-2015	F.Y. 2015-2016	F.Y. 2016-2017	F.Y. 2017-2018	F.Y. 2017-2018	F.Y. 2017-2018	F.Y. 2017-2018
LINE ITEM	ACTUAL	ACTUAL	ACTUAL	6/30/2016	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
SALARIES & WAGES	87,523	80,490	72,696	79,420	80,214	81,016	81,827	82,645	83,471
OVERTIME PAY	7,924	4,609	(2,008)	1,000	1,000	1,000	1,000	1,000	1,000
LONGEVITY	1,024	648	24	30	20	20	20	20	20
FICA	7,511	6,574	4,554	6,354	6,862	7,411	8,004	8,644	9,336
HOSPITALIZATION	10,738	8,001	2,710	4,480	5,120	5,390	5,390	5,390	5,390
LIFE	209	161	194	180	200	200	200	200	200
RETIRE CONTRIB HEALTH	15,481	13,936	922	1,000	1,000	1,000	1,000	1,000	1,000
DENTAL/OPTICAL	1,030	818	722	850	850	850	850	850	850
LT/ST DISABILITY	427	338	299	370	370	370	370	370	370
WORKERS COMPENSATION	1,197	1,026	665	950	950	950	950	950	950
RETIREMENT EMPLOYER CONTRIBUTION	11,466	9,495	(254)	2,120	1,090	1,090	1,090	1,090	1,090
HRA BENEFIT	541	510	10	510	510	510	510	510	510
RETIRE HAS CONTR EMPLOYER	218	381	2,195	2,180	2,520	2,520	2,520	2,520	2,520
OPERATING SUPPLIES	40,754	30,187	36,920	42,000	42,000	42,000	42,000	42,000	42,000
OTHER CONTRACTUAL SERVICE	0	891	5,765	11,000	6,500	6,500	6,500	6,500	6,500
TELEPHONE	0	0	0	0	0	0	0	0	0
ELECTRIC UTILITY	4,147	2,722	1,998	4,200	4,200	4,500	4,500	4,500	4,500
GAS UTILITY	1,605	1,600	1,397	1,600	1,600	1,800	1,800	1,800	1,800
TRAINING	208	283	551	600	600	600	600	600	600
PRINTING & PUBLISHING	75	130	60	200	20	200	200	200	200
EQUIPMENT RETAL OR LEASE	15,081	15,572	15,078	29,000	29,000	29,000	29,000	29,000	29,000
BUILDINGS	0	0	0	0	0	0	0	0	0
EQUIPMENT & MACHINERY	7,270	610	0	0	0	0	0	0	0
PUBLIC IMPROVEMENTS	0	0	2,495	15,000	15,000	15,000	15,000	0	0
CAPITAL OUTLAY	0	0	0	(15,000)	(15,000)	(15,000)	(15,000)	0	0
TOTALS	214,428	178,982	146,993	188,044	184,626	186,927	188,330	189,789	191,307

% INCREASE	-16.53%	-17.87%	27.93%	-1.82%	1.25%	0.75%	0.77%	0.80%
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CLUBHOUSE

EXPENDITURES	F.Y. 2012-2013	F.Y. 2013-2014	F.Y. 2014-2015	F.Y. 2015-2016	F.Y. 2016-2017	F.Y. 2017-2018	F.Y. 2018-2019	F.Y. 2019-2020	F.Y. 2019-2020
LINE ITEM	ACTUAL	ACTUAL	ACTUAL	6/30/2016	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
SALARIES & WAGES DIRECT	104,029	97,302	97,447	99,000	99,000	99,000	99,000	99,000	99,000
OVERTIME PAY	3,300	2,188	(873)	2,000	2,000	2,000	2,000	2,000	2,000
LONGEVITY	924	444	35	40	40	40	40	40	40
FICA	8,314	7,633	8,209	7,920	7,920	7,920	7,920	7,920	7,920

CLUBHOUSE

EXPENDITURES	F.Y. 2012-2013	F.Y. 2013-2014	F.Y. 2014-2015	F.Y. 2015-2016	F.Y. 2016-2017	F.Y. 2017-2018	F.Y. 2018-2019	F.Y. 2019-2020	F.Y. 2019-2020
LINE ITEM	ACTUAL	ACTUAL	ACTUAL	6/30/2016	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
HOSPITALIZATION	3,536	1,756	5,719	11,850	13,010	13,750	13,750	13,750	13,750
LIFE	66	53	25	25	30	30	30	30	30
RETIRE CONTRIBUTION HEALTH	4,858	3,384	831	1,000	310	330	330	330	330
DENTAL/OPTICAL	339	218	78	80	140	80	80	80	80
LT/ST DISABILITY	137	89	32	40	60	30	30	30	30
WORKERS COMPENSATION	1,315	1,166	1,130	990	990	990	990	990	990
SICK TIME PAYOUT	0	0	0	0	0	0	0	0	0
RETIREMENT EMPLOYER CONTRIBUTION	2,772	(488)	(254)	1,100	1,100	1,000	1,000	1,000	1,000
HRA BENEFIT	21	20	20	20	20	20	20	20	20
HAS CONTRIBUTION	208	252	41	40	350	350	350	350	350
OPERATING SUPPLIES	8,091	6,769	8,327	11,500	12,700	12,700	13,000	13,000	13,000
FOOD & BEVERAGE	10,684	12,500	12,602	14,000	14,000	15,000	15,000	16,000	16,000
BEER & WINE PURCHASES	4,352	5,000	5,714	6,000	6,000	7,000	7,000	8,000	8,000
OTHER CONTRACTUAL SERVICES	14,824	9,000	11,477	10,000	10,000	10,000	10,000	10,000	10,000
TELEPHONE	491	613	947	900	900	900	900	900	900
MERCHANDISE	7,286	4,500	5,160	6,000	7,000	8,000	8,000	8,000	8,000
CONTRACTUAL ALARM	887	1,101	867	1,100	1,100	1,100	1,100	1,100	1,100
ELECTRIC UTILITY	6,060	4,770	4,494	6,000	6,000	6,200	6,200	6,200	6,200
GAS UTILITY	1,832	1,776	1,682	1,700	1,700	1,700	1,900	1,900	1,900
WATER UTILITY	1,454	1,670	1,606	1,800	1,800	1,800	1,800	1,800	1,800
LIQUOR LICENSE	2,505	1,253	1,253	1,300	1,300	1,300	1,300	1,300	1,300
PRINTING & PUBLISHING	1,089	1,068	1,571	1,500	1,500	1,500	1,500	1,500	1,500
MARKETING & ADVERTISING	2,336	995	3,149	5,000	5,000	5,000	5,000	5,000	5,000
MISCELLANEOUS	0	0	0	0	0	0	0	0	0
DEPRECIATION	49,011	49,518	47,103	49,000	49,980	50,980	50,979	51,999	51,998
EQUIPMENT RENTAL & LEASE	10,927	12,711	14,025	13,000	13,000	13,000	13,000	13,000	13,000
TRAINING	0	0	0	700	600	600	700	600	600
LIABILITY INSURANCE	13,664	22,492	16,725	15,000	15,000	15,000	15,450	15,450	15,450
CAPITAL OUTLAY	(6,352)	(4,386)	(12,046)	(10,000)	(25,000)	(10,000)	(10,000)	0	0
EQUIPMENT & MACHINERY	1,850	1,853	0	0	0	0	0	0	0
FURNITURE	2,500	2,533	0	0	0	0	0	0	0
BUILDINGS	0	0	0	0	0	0	0	0	0
PURBLIC IMPROVEMENTS	0	0	12,046	10,000	25,000	10,000	10,000	0	0
TOTALS	263,309	249,750	249,142	253,605	272,550	277,320	278,369	281,289	281,288
% INCREASE		-5.15%	-0.24%	1.79%	7.47%	1.75%	0.38%	1.05%	0.00%
REVENUES	578,430.66	426,821.79	457,894.50	480,300.00	492,375.00	506,677.75	520,709.29	535,430.51	551,208.18
EXPENDITURES	494,297.09	445,931.94	416,094.55	459,510.10	475,379.29	482,800.05	485,609.54	490,351.89	492,240.77

2016 MARKETING PLAN

Our mission at Lincoln Hills and Springdale Golf Courses, as a business, is dedicated to serving our community by providing high quality golfing experiences to players of all ages and abilities with exceptional service.

Our competitive advantage is rooted in its community-based focus and the course locations. Both courses are aesthetically pleasing, well landscaped and challenging in their own ways. The fact that these courses are not 18-holes provides an advantage when it relates to the essence of time, one can play 9-holes in about two hours compared to 4-6 hours when playing 18-holes. This setting is also a great avenue to grow the game with our juniors and just enough length for our senior players.

Upon my arrival, I was given the 2012 Strategic Plan with the main focus of increasing memberships, rounds, merchandise, food and beverage revenues for both facilities. I embraced this plan and created marketing strategies each season. The majority of campaigns have proven to be an asset in accomplishing these goals while a few did not go as well.

Campaigns Implemented:

- Create new Club Events for our Members and their Guests: Nine and Dine, Nite Golf, Parent-Child, Turkey Shoot, Jr Club Championship and Club Championship
- Focus on marketing to local business and organizations to host the smaller golf outings to include food and beverage packages
- Expanded our food menus to include more than just hotdogs: Now you can enjoy Grilled Burgers, Grilled Chicken, Chicken Kabobs, Veggie Burgers, Turkey Burgers, Cold Sandwiches, Caesar Salad, Greek Chicken Salad, Wings, Chicken Fingers, Golden Fries and other items
- Hosted several "end of season" banquets for our golf leagues
- E-Blast Membership our Promotions and Club Events
- Utilized the City's E-Notify Database for all course information
- Worked with BSD to market Business Memberships
- Introduced "Family Day" on Sunday Afternoons
- Participated in City Parade

- Introduced online tee time reservations
- Introduced online registration for Jr Golf Program
- Participated in the annual Department of Public Services "Open House"
- Participated in the Farmer's Market in Spring
- Participate in the Suburban Golf Show annually in March for exposure
- Hosted a Bocci Golf Event for Chamber of Commerce
- Hosted Business Tournaments to showcase facilities
- Introduced PGA Jr League and we host two teams each season
- Introduced FootGolf at Lincoln Hills to the community
- Hosted Get.Golf.Ready clinics to create new golfers
- Marketing Piece with Jack Berry and former Mayor Scott Moore, speaking about the history of Birmingham Golf with designer, Jerry Matthews
- Direct Mailers to communities surrounding Springdale
- A Special Invitation to all lapsed Residents to come back and visit
- Introduced Loyalty Program to Members – "Play Ten Rounds and Get One Free"
- "Sign-Up Early" Promotion for all Members – sign up in March and receive your first round on us (Valid through April)
- We had aerial videos produced of both courses and they are posted on our website at www.golfbirmingham.org
- Utilize Social Media with the City's Facebook and Twitter accounts

Our marketing strategies will again focus on the strategic plan of three elements: increase memberships, increase rounds, and increase revenues in other departments. We will continue to implement many of the successful campaigns mentioned above, but in addition, our focus will be on the following:

- Direct mailer to the communities surrounding Lincoln Hills
- “Open House” at Lincoln Hills on Saturday – May 14th
- Enhancing our Jr Golf by adding a new program – “14 & Up”
- Hosting our First Annual “Luau Golf Event” on Saturday – July 16th
- New software that will enhance our emailing abilities to our members
- Introducing a new league, Get.Golf.Ready for beginners
- Bringing in new merchandise per our “end of season” survey requests

Our efforts will remain focused on creating “Raving Fans” as we serve our members and guests this upcoming season. We are very fortunate to have such a wonderful membership and the opportunity to offer them a great golfing experience.

2016 CLUB EVENTS

MAY

Sunday May 8th
Friday May 20th

Mother's Day "Closest to the Pin"
Nite Golf @ Springdale

JUNE

Friday June 3rd
Sunday June 19th
Sunday June 26th

Nine and Dine @ Springdale
Father's Day "Closest to the Pin"
Parent/Child Alternate Shot @ Lincoln Hills

JULY

Saturday July 16th
Friday July 22nd
Sunday July 24th

Luau Golf Tourney @ Lincoln Hills
Nite Golf at Springdale
Parent/Child Alternate Shot @ Springdale

AUGUST

Friday Aug 5th
Sat & Sun Aug 6th & 7th
Thursday Aug 18th

Nine and Dine @ Lincoln Hills
Club Championship
Jr Club Championship @ Lincoln Hills

SEPTEMBER

Monday Sept 5th
Friday Sept 23rd

Patriot Day
Nite Golf at Springdale

OCTOBER

Saturday Oct 15th

FootGolf Opens at Lincoln Hills

NOVEMBER

Saturday Nov 12th

4th Annual Turkey Shoot at Springdale

****Family Day will be every Sunday*** – May through August and Will Alternate Courses



MEMORANDUM

Planning Division

DATE: March 3, 2016

TO: Joseph A. Valentine, City Manager

FROM: Jana L. Ecker, Planning Director

SUBJECT: Community Development Department/Planning Division Annual Report & Planning Board, Historic District Commission, and Design Review Board Action Lists for 2016-2017

Please find attached the Planning Division's annual report for 2015-2016, including the Planning Board's Action List 2016-2017, the Historic District Commission's Action List, and the Design Review Board's Action List for your review.

**COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION ANNUAL REPORT &
2016-2017 ACTION LIST OF THE PLANNING BOARD,
THE HISTORIC DISTRICT COMMISSION, AND THE DESIGN REVIEW BOARD**

PLANNING BOARD

Scott Clein, Chairperson
Gillian Lazar, Vice Chairperson
Bryan Williams
Janelle Whipple Boyce
Bert Kosek
Robin Boyle
Stuart Jeffares
Lisa Prasad, Alternate Member
Dan Share, Alternate Member
Colin Cusimano, Student Representative

HISTORIC DISTRICT COMMISSION AND DESIGN REVIEW BOARD

John Henke, III, Chairperson
Shelli Weisberg, Vice Chairperson
Mark Coir
Keith Deyer
Michael Willoughby
Natalia Dukas
Thomas Trapnell
Vacant (Alternate Member)
Vacant (Alternate Member)
Loreal Salter-Dodson, Student Representative

PLANNING DIVISION STAFF

Jana L. Ecker, Planning Director
Matthew Baka, Senior Planner
Sean Campbell, Assistant City Planner

**THE 2015 -2016 COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION ANNUAL REPORT
PLANNING BOARD, HISTORIC DISTRICT COMMISSION, AND THE DESIGN REVIEW BOARD**

Each year, the City Commission asks the Planning Division to prepare a report outlining the board and commission activities from the previous year. This report covers the year beginning **April 1, 2015 and ending March 31, 2016**. In preparing the report, the Planning Board, the HDC, and the DRB have the chance to review their goals and objectives for the upcoming year.

The report is separated into two distinct parts: 1) Accomplishments and 2) Goals. The Accomplishments section cites in narrative form the activities conducted by each board. This narrative will include a list of public hearings, studies and reviews.

The Goals section lists the items from the Planning Board's 2016-2016 Action List, the HDC's 2016-2017 Action List, and the DRB's 2016-2017 Action List, and speaks to the action taken on each item. From this list, each board, as well as the City Commission, has the opportunity to evaluate their goals and objectives, and make any needed amendments.

SECTION ONE: ACCOMPLISHMENTS

PLANNING BOARD

Site Plans

The Planning Board, which meets the second and fourth Wednesdays of each month, sets aside their first meeting of the month for discussion or study items and their second meeting of the month for site plan reviews. The following list includes all the site plans reviewed from **April 1, 2015 to March 31, 2016**. It should be noted that each site plan may have been reviewed more than once:

1. 1964 Southfield Road – Market Square
2. 33877 Woodward Avenue – Sav On Drugs
3. 2483 West Maple Road – DFCU
4. 2100 East Maple Road – Whole Foods Market
5. 1691 / 1693 Haynes – two new garages on site
6. 1193 Floyd Street – new two story residential building
7. 1098 South Adams Road – Platinum Motor Cars
8. 243 East Merrill – La Strada Dolci e Caffè
9. 735 Forest – Forest Grill
10. 369 – 397 North Old Woodward Avenue (Brookside Terrace Condominiums) – construction of new five story mixed use building
11. 200 East Brown – MA Engineering
12. 2400 East Lincoln Street – construction of a new four story assisted living building
13. 559 West Brown – two new attached single family homes
14. 1051 Oakland – Roeper School
15. 250 – 280 East Merrill – ROJO Restaurant
16. 2159-2295 E. Lincoln – new 4 story mixed use building
17. 856 North Old Woodward Avenue – construction of a new mixed use building
18. 885 Redding – new construction of two residential condominiums with attached garage
19. 404 Park Street
20. 555 S. Old Woodward – Triple Nickel
21. 835 & 909 Haynes – Fred Lavery Porsche / Audi

Special Land Use Permits

The Planning Board reviewed the following special land use permits (SLUP's):

1. 33877 Woodward Avenue – Sav On Drugs
2. 1098 South Adams – Platinum Motor Cars
3. 243 East Merrill – La Strada Dolci e Caffè
4. 735 Forest – Forest Grill
5. 250 – 280 East Merrill – Rojo Restaurant
6. 555 S. Old Woodward – Triple Nickel
7. 835 & 909 Haynes – Fred Lavery Porsche / Audi

Community Impact Statements

For proposed construction over 20,000 square feet, the developer must provide a Community Impact Statement (CIS), which addresses planning, zoning, land use and environmental issues, as well as public service and transportation concerns.

1. 2100 East Maple Road – Whole Foods Market (former Urgent Care)
2. 369-397 North Old Woodward Avenue – Brookside Development
3. 2400 East Lincoln Street – new construction of a four story assisted living building
4. 856 North Old Woodward – Vacant property

Rezoning Applications

Over the past year, there were six requests for rezoning on property within the City of Birmingham.

1. 2100 East Maple Road – Application of rezoning from O-1 (Office) to B-2 (General Business) to allow retail and commercial uses on the site.
Or, in the alternative,
2. 2100 East Maple Road – Application for rezoning from O-1 (Office) to B-2B (General Business) to allow retail and commercial uses on the site.
3. 555 South Old Woodward, 555 Building – Application for rezoning of the property from D-4 in the Downtown Overlay District to D-5, a new zoning classification proposed for the Downtown Overlay District, to allow renovation and expansion of the existing mixed use building.
4. 369-397 N. Old Woodward, Brookside Development – Application for rezoning of property from R-6 Multiple Family Residential to R-6 and D-4 in the Downtown Birmingham Overlay District
5. 412 East Frank – Application to rezone from R3 – Single Family Residential to B2B – General Business
6. 420 East Frank – Application to rezone from B1 – Neighborhood Business to B2B – General Business
7. 191 North Chester, First Church of Christ, Scientist – Application to rezone from TZ1 – Transition Zone to TZ3 – Transition Zone

Pre-Application Discussions, as suggested in the DB2016 Report, are recommended for new construction. This type of discussion is beneficial to both the applicant and the Planning Board, giving both the opportunity to informally discuss proposals. However, the placement of the discussion, at the end of a site plan review meeting, often precludes all issues from being discussed. The following Pre-Application discussions occurred from April 1, 2015 to March 31, 2016:

1. 856 North Old Woodward – Vacant Property
2. 369 – 397 North old Woodward, Brookside Terrace Condos
3. 191 Chester – First Church of Christ, Scientist

Courtesy Reviews

1. 300 West Merrill, Baldwin Library External Book Return
2. Chesterfield Fire Station, Birmingham Fire Department

Study Sessions/ Discussions

The Planning Board also engaged in many study sessions and discussions with regards to the following topics. It should be noted that these topics are often discussed at multiple meetings:

1. MX Ordinance Amendments
2. Medical Marijuana
3. Transitional Zoning
4. Glazing Standards
5. Update on South Woodward Corridor Master Plan
6. Proposal to add D5: Downtown Gateway Over Five Stories to the Downtown Birmingham Overlay District
7. Amendment to Article 1, Zoning Map, Section 1.14 of the Zoning Ordinance
8. Planning Board Action List 2016 – 2017
9. Zoning Ordinance Clerical Errors
10. Outdoor Storage

Public Hearings/ Zoning Amendments

Public hearings were held by the Planning Board to ensure public participation at various stages in the planning process. The following ordinances were reviewed at public hearings by the Planning Board:

1. An ordinance to amend Chapter 126, Zoning, of the Birmingham City Code as follows:

TO ADD ARTICLE 02 DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, SECTION 2.41, TZ1 (TRANSITION ZONE) DISTRICT TO CREATE A DISTRICT INTENT AND LIST PERMITTED AND SPECIAL USES IN THIS ZONE DISTRICT;
TO ADD ARTICLE 02 DEVELOPMENT STANDARDS, SECTION 2.42, TZ1 (TRANSITION ZONE) DISTRICT TO CREATE DEVELOPMENT STANDARDS IN THIS ZONE DISTRICT;
TO ADD ARTICLE 02 DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, SECTION 2.43, TZ2 (TRANSITION ZONE) DISTRICT TO CREATE A DISTRICT INTENT AND LIST PERMITTED AND SPECIAL USES IN THIS ZONE DISTRICT;
TO ADD ARTICLE 02 DEVELOPMENT STANDARDS, SECTION 2.44, TZ2 (TRANSITION ZONE) DISTRICT TO CREATE DEVELOPMENT STANDARDS IN THIS ZONE DISTRICT;
TO ADD ARTICLE 02 DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, SECTION 2.45, TZ3 (TRANSITION ZONE) DISTRICT TO CREATE A DISTRICT INTENT AND LIST PERMITTED AND SPECIAL USES IN THIS ZONE DISTRICT;
TO ADD ARTICLE 02 DEVELOPMENT STANDARDS, SECTION 2.46, TZ3 (TRANSITION ZONE) DISTRICT TO CREATE DEVELOPMENT STANDARDS IN THIS ZONE DISTRICT;
TO ADD ARTICLE 4, SECTION 4.53, PARKING STANDARDS, PK-09, TO CREATE PARKING STANDARDS FOR TZ1, TZ2 AND TZ3 ZONE DISTRICTS;
TO ADD ARTICLE 4, SECTION 4.58, SCREENING STANDARDS, SC-06, TO CREATE SCREENING STANDARDS FOR TZ1, TZ2 AND TZ3 ZONE DISTRICTS;

TO ADD ARTICLE 4, SECTION 4.62, SETBACK STANDARDS, SB-05 , TO CREATE SETBACK STANDARDS FOR TZ1 ZONE DISTRICTS;		
TO ADD ARTICLE 4, SECTION 4.63, SETBACK STANDARDS, SB-06 , TO CREATE SETBACK STANDARDS FOR TZ2 AND TZ3 ZONE DISTRICTS;		
TO ADD ARTICLE 4, SECTION 4.69, STREETSCAPE STANDARDS, ST-01 , TO CREATE STREETSCAPE STANDARDS FOR TZ1, TZ2 AND TZ3 ZONE DISTRICTS;		
TO ADD ARTICLE 4, SECTION 4.77, STRUCTURE STANDARDS, SS – 09 , TO CREATE STRUCTURE STANDARDS FOR THE TZ1 ZONE DISTRICT;		
TO ADD ARTICLE 4, SECTION 4.78, STRUCTURE STANDARDS, SS – 10 , TO CREATE STRUCTURE STANDARDS FOR TZ2 AND TZ3 ZONE DISTRICTS;		
TO ADD ARTICLE 5, SECTION 5.14, TRANSITION ZONE 1 , TO CREATE USE SPECIFIC STANDARDS FOR THE TZ1 ZONE DISTRICT;		
TO ADD ARTICLE 5, SECTION 5.15, TRANSITION ZONES 2 AND 3 , TO CREATE USE SPECIFIC STANDARDS FOR THE TZ2 AND TZ3 ZONE DISTRICTS;		
AND		
TO AMEND CHAPTER 126, ZONING, OF THE CODE OF THE CITY OF BIRMINGHAM, ARTICLE 4, ALL SECTIONS NOTED BELOW , TO APPLY EACH SECTION TO THE NEWLY CREATED TZ1, TZ2 AND/OR TZ3 ZONE DISTRICTS AS INDICATED:		
Ordinance Section Name	Section Number	Applicable Zone to be Added
Accessory Structures Standards (AS)	4.2	TZ1, TZ2, TZ3
	4.3	TZ1
	4.4	TZ1, TZ2, TZ3
Essential Services Standards (ES)	4.09	TZ1, TZ2, TZ3
Fence Standards (FN)	4.10	TZ1, TZ2, TZ3
	4.11	TZ1
Floodplain Standards (FP)	4.13	TZ1, TZ2, TZ3
Height Standards (HT)	4.16	TZ1, TZ2, TZ3
	4.18	TZ1, TZ2, TZ3
Landscaping Standards (LA)	4.20	TZ1, TZ2, TZ3
Lighting Standards (LT)	4.21	TZ1, TZ2, TZ3
	4.22	TZ1, TZ2, TZ3
Loading Standards (LD)	4.24	TZ1, TZ2, TZ3
Open Space Standards	4.30	TZ1, TZ2, TZ3

(OS)			
Outdoor Dining Standards (OD)	4.44	TZ2, TZ3	
Parking Standards (PK)	4.45 4.46 4.47	TZ1, TZ2, TZ3 TZ1, TZ2, TZ3 TZ1, TZ2, TZ3	
Screening Standards (SC)	4.53	TZ1, TZ2, TZ3	
Setback Standards (SB)	4.58	TZ1, TZ2, TZ3	
Structure Standards (SS)	4.69	TZ1, TZ2, TZ3	
Temporary Use Standards (TU)	4.77	TZ1, TZ2, TZ3	
Utility Standards (UT)	4.81	TZ2, TZ3	
Vision Clearance Standards (VC)	4.82	TZ1, TZ2, TZ3	
Window Standards (WN)	4.83	TZ2, TZ3	
AND			
TO AMEND ARTICLE 9, DEFINITIONS, SECTION 9.02 TO ADD DEFINITIONS FOR BOUTIQUE, PARKING, SOCIAL CLUB, TOBACCONIST, INDOOR RECREATION FACILITY AND SPECIALTY FOOD STORE.			

3. To consider a proposal to rezone the following transitional parcels that are adjacent to residential zones throughout the City as follows:

300 Ferndale, 233, 247, 267 & 287 Oakland, 416 & 424 Park, Parcel # 1925451021, Birmingham, MI.

Rezoning from R-2 Single-Family Residential to TZ1 - Attached Single-Family to allow attached Single-Family and Multi-Family Residential which are compatible with adjacent Single-Family Residential uses.

191 N. Chester Rd. Birmingham, MI.

Rezoning from R-2 Single-Family Residential to TZ1 - Attached Single-Family to allow Attached Single-Family and Multi-Family Residential uses which are compatible with adjacent Single-Family Residential uses.

400 W. Maple Birmingham, MI. - O1 Office to TZ3 Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses.

564, 588, Purdy, 115, 123, 195 W. Brown, 122, 178 E. Brown Birmingham, MI. Rezoning from O2 Office to TZ2 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses.

1221 Bowers & 1225 Bowers Birmingham, MI.

Rezoning from O1- Office/ P - Parking to TZ1 - Attached Single-Family to allow Attached Single-Family, Multi-Family Residential uses which are compatible with adjacent Single-Family Residential uses.

<p>1111 & 1137 Holland; 801, 887, 999, 1035 & 1105 S. Adams Rd.; 1108, 1132 & 1140 Webster; 1137 & 1143 Cole St.; 1101 & 1120 E. Lincoln. Birmingham, MI.</p> <p>Rezoning from O2 Office to TZ2 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses.</p>
<p>500, 522 & 576 E. Lincoln; 1148 & 1160 Grant; 1193 Floyd; Parcel # 1936403030, Birmingham, MI.</p> <p>Rezoning from B-1 Neighborhood Business to TZ2 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses.</p>
<p>36801, 36823 & 36877 Woodward, Parcel #'s 1925101001, 1925101006, 1925101007, 1925101008, 1925101009, Birmingham MI.</p> <p>Rezoning from O1- Office & P-Parking to TZ3 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses.</p>
<p>1775, 1803, 1915, 1971, 1999, 2055, 2075 & 2151 Fourteen Mile Rd., Parcel # 2031455006, Birmingham, MI.</p> <p>Rezoning from O1- Office to TZ2 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses.</p>
<p>100, 124, 130 & 152, W. Fourteen Mile Rd. & 101 E. Fourteen Mile Rd. Parcel #1936379020, Birmingham, MI.</p> <p>Rezoning from B1-Neighborhood Business, P-Parking, R5-Multi-Family Residential to TZ2 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses.</p>
<p>880 W. Fourteen Mile Rd., 1875, 1890 & 1950 Southfield Rd. Birmingham, MI.</p> <p>Rezoning from B1-Neighborhood Business, O1-Office to TZ2 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses.</p>
<p>1712, 1728, 1732, 1740, 1744, 1794 & 1821 W. Maple Rd. Birmingham, MI.</p> <p>Rezoning from B1-Neighborhood Business, P-Parking, O1-Office to TZ2 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses.</p>
<p>2483 W. Maple Rd. Birmingham MI.</p> <p>Rezoning from B1-Neighborhood Business to TZ2 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses.</p>
<p>151 N. Eton, Birmingham MI.</p> <p>Rezoning from B-1 Neighborhood Business to TZ2 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses.</p>
<p>412 & 420 E. Frank, Parcel # 1936253003, Birmingham MI.</p> <p>Rezoning from B1-Neighborhood Business, B2B-General Business, R3-Single-Family Residential to TZ1 – Attached Single-Family Residential to allow Attached Single-Family and Multi-Family Residential uses which are compatible with adjacent Single-Family Residential uses.</p>

3. An ordinance to amend Chapter 126, Zoning, of the Birmingham City Code as follows:

To amend Article 1, Zoning Ordinance Foundation, Section 1.14, Zoning Map, to provide for the update of the Zoning Map as needed.

4. An ordinance to amend Chapter 126, Zoning, of the Birmingham City Code as follows:

- a) To amend Article 03, section 3.09 to specify that the required 70% glazing is between 1' and 8' above grade on the ground floor in the Triangle District; and
- b) To amend Article 04, section 4.83 WN-01 (window standards) to specify that the required 70% glazing is between 1' and 8' above grade on the ground floor and to prohibit blank walls longer than 20' from facing the street in all commercial zone districts.

Regional Planning with the Woodward Corridor Communities

Bus Rapid Transit: The City of Birmingham continues to work with the cities of Detroit, Highland Park, Pleasant Ridge, Huntington Woods, Ferndale, Berkley, Royal Oak, Bloomfield Hills and Pontiac, and Bloomfield Township to conduct a federally funded Alternatives Analysis to study mass transit opportunities along the entire 27 mile Woodward Corridor. Other partners in this effort include SEMCOG, MDOT, the Woodward Avenue Action Association, the Michigan Suburbs Alliance, DDOT, SMART, Wayne State University, the Detroit Zoological Society and Beaumont Hospital. The Woodward Corridor Alternatives Analysis Steering Committee ("WCAASC") meets every several months at this point in the process.

Woodward Complete Streets Project: The City of Birmingham also continued to work with the Woodward communities and the Woodward Avenue Action Association to formulate a Complete Streets Plan for the entire Woodward Corridor, which was adopted by the Woodward Avenue Action Association in October 2015.

National Planning Initiatives

Guidelines for Creating Walkable and Bikeable Communities: Ms. Ecker served on the Agency and Advocate Organization Review Panel to assist with the compilation and review of the upcoming publication Guidelines for Creating Walkable and Bikeable Communities, prepared by the U.S. Department of Housing and Urban Development.

Planning Board Action List 2016/2017

	TOPIC	STUDY SESSION	PUBLIC HEARING	STATUS	NOTES
1	Southern Downtown Overlay Gateway	5/13/2015, 6/10/2015, 7/08/2015, 9/09/2015, 9/30/2015		In Progress	Consideration of a new D5 overlay zone requested by the owners of the 555 Building.
2	Zoning Transition Overlay	2/27/13, 4/10/13 4/24/13, 5/8/13 5/22/13, 6/12/13 7/24/13, 8/28/13 9/11/13, 11/13/13 1/8/14, 3/12/14 10/8/14, 2/25/15 4/08/15, 5/15/15	10/9/13 2/26/14 4/9/14 4/23/14 6/24/15 PB 08/24/15 CC	In Progress	CC approved rezoning of parcels to the TZ1 and TZ3 zoning classification on 8.24.15. TZ2 sent back to the Planning Board for further study of permitted uses.
3	Consider outdoor storage and display standards	4/10/13 4/24/13 6/12/13 8/14/13 8/28/13 1/22/14		In Progress	Develop standards for outdoor storage and display.
4	Glazing Standards	8/28/2013, 3/11/2015, 4/22/2015, 10/14/2015	9/11/13, 9/25/13, 1/27/14, 11/11/2015 PB, 11/23/15 CC	In Progress	CC approved changes to the Triangle Overlay and Article 04 of the Z. O. on 11.23.15 to be consistent with the DB Overlay by measuring Glazing between 1 and 8 feet above grade. Further changes to be considered at future study sessions.
5	Ordinance adjustments and corrections			On Going	Review current Zoning Ordinance for inconsistencies.

6	Consider looking at principal uses allowed and add flexibility ("and other similar uses")				
7	Comprehensive Master Plan				Discussed at the long range planning meeting.
8	Potential residential zoning changes: MF & MX garage doors, garage house standards, dormers	1/22/2014, 11/14/14, 1/28/15, 2/11/15	3/11/2015	In Progress	Ordinance Amendments on garage houses recommended for approval to City Commission at PH.
9	S. Woodward Avenue Gateway Plan (Woodward Corridor Lincoln to 14 Mile Road)	2/27/08 9/24/08 10/20/08 (PB/CC) 2/10/09 (LRP) 10/17/2011 (Joint with CC) 1/22/2012 (LRP) 4/24/13 5/8/13		In Progress	LSL/Hamilton Anderson contracted to lead master plan process - Subcommittee formed to guide master plan process in 2013 - Charrette held in May of 2013. Draft plan received from LSL early in 2014 - Project postponed in summer of 2014 due to staff shortage and pending projects.

10	Sustainable Urbanism – Green building standards, impervious surface, solar and wind ordinances, deconstruction, geothermal, native plants, low impact development etc.	2/09/2005 7/11/2007 8/08/2007 9/12/2007 1/9/2008 9/10/08 1/14/09 1/28/09 2/10/09 (LRP) 5/13/09 8/12/09 11/11/09 1/23/10 (LRP) 5/12/2010 6/9/10	2/25/09 (PB - Solar) 1/13/10 (PB-Wind) 2/10/10 (PB-Wind) 6/14/2010 (CC-Wind)	Solar ordinance completed; Wind ordinance completed	Incentive option in Triangle District Guest speakers in LEED Certification, Pervious Concrete, LED Lighting, Wind Power, Deconstruction Sustainability website & Awards Native plant brochure
11	Regional Planning Projects	6/12/13 10/9/13 11/13/13 2/1/14 (LRP)		Ongoing	Woodward Complete Streets and Woodward Alternatives Analysis
12	Wayfinding			On Hold	Implement way finding plan
13	Medical Marijuana	2/25/2015		On Hold	

HISTORIC DISTRICT & DESIGN REVIEW COMMISSION, THE HISTORIC DISTRICT COMMISSION, AND THE DESIGN REVIEW BOARD

Both the HDC (Historic District Commission) and the DRB (Design Review Board) meet on the first and third Wednesdays of each month, with a limit of 4 regular reviews per meeting, and up to 8 reviews without formal presentation. Limiting reviews in this way allows the HDC & DRB time to conduct public hearings and discuss study session items.

Design Reviews

The following businesses requested design reviews by the DRB to alter the appearance of their buildings:

1. 33495 Woodward Avenue, US Mattress – Lighting Feature
2. 34602 Woodward Avenue, Audi of Birmingham
3. 501 South Eton, Whistle Stop Diner, Inc. – 3 Unit Commercial Plaza
4. 1744 West Maple, Holiday Market
5. 555 South Old Woodward – New Curtain Walls
6. 1137 S. Adams – Revised plaza design

Historic Reviews

The following historic buildings proposed changes that required review by the HDC:

1. 220 East Merrill – Pergola Review
2. 243 East Merrill, La Strada Caffè
3. 159 Pierce, St. Clair Edison Building
4. 300 West Merrill – Baldwin Public Library Book Drop (*courtesy review*)
5. 250 - 280 East Merrill, ROJO and Sidecar Slider Bar
6. 189 W. Merrill, R+D Kitchen (*withdrawn by applicant*)
7. Baldwin School Historic Bell
8. 235 S. Old Woodward – Sundance Shoes

Sign Reviews

The following businesses requested sign reviews:

1. 400 East Lincoln, YMCA
2. 255 East Brown, REMAX
3. 250 - 280 E. Merrill, ROJO and Sidecar Slider Bar
4. 189 W. Merrill, R+D Kitchen (*withdrawn by applicant*)
5. 330 Hamilton Row, Jeff Glover Realtor
6. 235 S. Old Woodward – Sundance Shoes
7. 210 S. Old Woodward – Rivage Day Spa

Study Session Discussions:

Last year the HDC and the DRB were involved in no study session discussions.

SECTION TWO: GOALS

The Planning Division boards and commissions set specific goals and priorities each year as part of the annual report. The formulation of these goals comes from the City Commission, Planning Board, HDC, DRB, and City Staff. Upon review of the items noted on the action lists that follow (see attached), the Planning Board, the HDC, and the DRB will make recommendations to the City Commission, as they deem important and necessary.

2016 HDC ACTION LIST RANKING

HISTORIC	Rank
Historic District Ordinance Enforcement	1
Coordinate Overlay/Historic/General sign standards	2
Preservation Education	3
Commercial In-fill Guidelines	4
Certified Historic Homes Plaques	5
Print Eco City Neighborhood Survey	6
Alleys and Passages	7

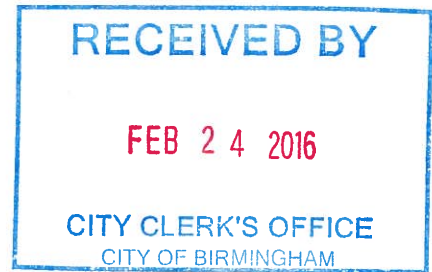
2016 DRB ACTION LIST RANKING

SIGNS	Rank
Sign Ordinance Enforcement	1
Coordinate Overlay/Historic/General sign standards	2
Develop Informational Sign Guidelines	3
Sign Band Designation on New buildings	4

DESIGN REVIEW	Rank
Ordinance Enforcement	1
Improve Sequence of Reviews Between Boards	2
Continue to Implement 2016 Plan	3
Alleys and Passages	4



February 22, 2016



Ms. Laura Pierce, Clerk
City of Birmingham
151 Martin St.
Birmingham, MI 48012-3001

Dear Ms. Pierce:

As part of Comcast's commitment to keep you informed about important developments that affect our customers in your community, I am writing to notify you a change to the channel lineup. Customers are being notified of this change via bill message.

Al Jazeera America (channel 107) has announced it will cease operations and its programming on April 12, 2016.

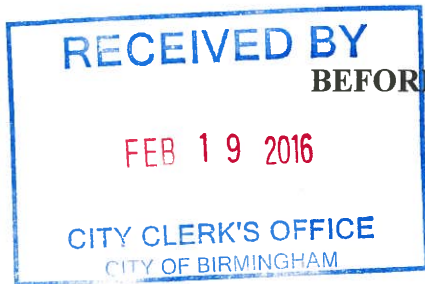
As always, feel free to contact me directly at 734-254-1557 with any questions you may have

Sincerely,

A handwritten signature in blue ink, appearing to read "Kyle V. Mazurek".

Kyle V. Mazurek
Manager of External Affairs
Comcast, Heartland Region
41112 Concept Drive
Plymouth, MI 48170

INFORMATION ONLY



**STATE OF MICHIGAN
BEFORE THE MICHIGAN PUBLIC SERVICE COMMISSION
NOTICE OF HEARING
FOR THE CUSTOMERS OF
DTE ELECTRIC COMPANY**

CASE NO. U-18014

- DTE Electric Company requests Michigan Public Service Commission approval to increase its annual base electric revenues by approximately \$344 million above existing base electric rate levels along with other requested relief.
- **A TYPICAL RESIDENTIAL CUSTOMER'S AVERAGE ELECTRIC BILL MAY BE INCREASED BY UP TO \$6.15 PER MONTH, IF THE MICHIGAN PUBLIC SERVICE COMMISSION APPROVES THE REQUEST.**
- The information below describes how a person may participate in this case.
- You may call or write DTE Electric Company, One Energy Plaza, Detroit, Michigan 48226, (800) 477-4747, for a free copy of its application. Any person may review the application at the offices of DTE Electric Company.
- A public hearing in this matter will be held:

DATE/TIME: **Thursday, March 3, 2016, at 9:00 a.m.**
This hearing will be a prehearing conference to set future hearing dates and decide other procedural matters.

BEFORE: Administrative Law Judge **Sharon L. Feldman**

LOCATION: Michigan Public Service Commission
7109 West Saginaw Highway
Lansing, Michigan

PARTICIPATION: Any interested person may attend and participate. The hearing site is accessible, including handicapped parking. Persons needing any accommodation to participate should contact the Commission's Executive Secretary at (517) 284-8090 in advance to request mobility, visual, hearing or other assistance.

The Michigan Public Service Commission (Commission) will hold a public hearing to consider DTE Electric Company's (DTE Electric) February 1, 2016 application, which seeks Commission approval to increase its annual base electric revenues by approximately \$344 million along with other requested relief. DTE Electric is also requesting Commission approval, among other items to: 1) implement certain accounting practices including the continuation of the Other Post Employment Benefit cost (OPEB) deferral mechanism approved in Case No. U-17767; 2) implement capitalization of certain demand side equipment, amortization of an anticipated regulatory asset for obsolete inventory, regulatory asset treatment for certain tree trim expenditures, recovery of the capital investment for the relocation of certain electric facilities; 3) implement a provisional Energy Optimization Revenue Decoupling Mechanism program to be

March 2, 2016

Board of Trustees
Southeastern Oakland County Water Authority

Subject: Water Quality

Board Members:

This report is intended to update the Board on recent information regarding water quality in the SOCWA and Flint systems. For the SOCWA system, the summary is the most recent lead samples, which were taken in 2014, did not identify any SOCWA community for which the EPA lead action level of 15 parts per billion (ppb) was exceeded. The lead test results are reported in the annual Consumer Confidence Report (CCR). The GLWA (and DWSD before the GLWA was formed) adds phosphoric acid as part of the water treatment process in order to control corrosion in the water distribution system. As a result, our testing has demonstrated that lead is not a concern in the water provided to SOCWA by the GLWA. All of our water quality results are summarized in the Consumer Confidence Report (CCR) that is prepared for each community in the spring. The lead information in the current (2014) CCR will not change when the 2015 CCRs are published because no additional testing for lead took place in 2015.

GLWA

Sue McCormick, CEO of the GLWA issued a statement regarding the quality of GLWA water, which is attached.

Additional Testing in the SOCWA System

A Beverly Hills' resident, who has worked for the EPA and has been involved in the analysis of the lead issue in the Flint water system, conducted some independent lead analysis of locations in Southeast Michigan, including many in the SOCWA communities. The results of this testing is attached. This analysis was performed in order to identify a "baseline" lead level that could be expected in the Flint water system after the corrosion control supplied with the GLWA water becomes fully effective. The report of this study is attached. The study concluded that the 90th percentile for the 24 samples taken was 4.1 ppb, which is well below the EPA action level of 15 ppb. The highest lead sample was 7.3 ppb, which is also well below the EPA action level.

The sample locations were selected to homes built between 1910 and 1964 but were not selected for lead service lines.

The results provide some additional confidence that the water being supplied by SOCWA is consistently below the EPA action level of 15 ppb and is consistent with the CCR data from the SOCWA communities.

Flint

Michigan is publishing the results of the many Flint water samples on the mich.gov website. As of February 28, 2016, the results of 13,342 tests were posted. The results from these tests, and the actions being taken, are summarized below:

Lead Level	Number of Samples	Action Being Taken
0 to < 16 ppb	12,394	Continue filter use and maintenance
16 to 100 ppb	765	Continue filter use and maintenance, additional documentation sent to residents
100 to 150 ppb	56	Perform water home visit within 7 days
>150 ppb	127	Perform health home visit within 48 hours

While 92.9% of the samples are less than the 15 ppb action level, there are 948 locations over the action level. The highest lead level recorded was 10,467 ppb and 25 samples were over 1,000 ppb. The locations having lead over the EPA action level seem to be fairly randomly distributed across Flint.

Respectfully submitted,

Jeffrey A. McKeen, P.E.
General Manager

Suggested Resolution: "That the report on Water Quality be received and filed."



STATEMENT ON FLINT and WATER QUALITY IN THE GLWA SERVED COMMUNITIES

Our thoughts are with those who are struggling without access to safe and reliable water in their homes. The Great Lakes Water Authority (GLWA) is paying close attention to what unfolded in Flint and we are doing what we can to assist. We have restored GLWA service to the city, and are working cooperatively with Flint's environmental consultants and others in assuring high quality water is restored to all properties. Flint underscores that the GLWA's first job is to protect the families we serve. Those of us involved in managing, cleaning and delivering water share a solemn obligation to protect public health.

Several of our customer communities brought to my attention that they are receiving calls from residents concerned that the water quality issues in Flint may be affecting the water quality in their community. I want to clarify the issue and provide assurance that what is in the press daily regarding Flint is an unfortunate circumstance, limited solely to the homes and businesses served by Flint.

The water crisis in Flint began when Flint switched its water supply source. Flint did not take the required steps to manage water chemistry. The new water from the Flint River was more corrosive, and as a result removed protective coatings in the pipes that come with properly treated water. This caused lead to leach from service lines and home plumbing – lead that ended up in water coming out of the taps. Lead did not come from the treatment plant and water mains; it came from lead service lines running between the water main and homes, and from plumbing inside the homes themselves, which contributes to test results varying from home to home. Flint has now switched back to GLWA water and improvement in the quality at the tap is being seen.

As the CEO of GLWA I want to provide you this assurance. GLWA is not content to simply comply with regulations. We observe the letter of the law as well as embrace the spirit of it. We have worked to achieve and maintain optimal corrosion control in our treatment of water. Federal regulations acknowledge that this treatment technique is the best approach to minimize exposure to lead in drinking water – establishing that protective coating – and minimizing the ability of lead or other materials from the service lines or plumbing fixtures in the homes we serve to leach into the water. While Federal regulations consider the path forward for us as individuals and communities to remove lead service lines and plumbing that are the sources of lead, GLWA will continue our commitment to maintain optimal corrosion control.

Testing for lead and copper occurs within the local communities served by GLWA. To our knowledge, no community consistently served water by GLWA, formerly DWSD, has reported any lead issues.

I encourage you to share this message with your local constituents, along with your Community's Water Quality Report that contains your lead and copper test results.

Best regards,

A handwritten signature in blue ink that reads "Sue F. McCormick". The signature is fluid and cursive, with the first name "Sue" and last name "McCormick" clearly legible.

Sue F. McCormick, CEO
Great Lakes Water Authority

January 2016 Lead Sampling Study in Detroit Service Area

*Elin Betanzo, Northeast-Midwest Institute
Dr. Marc Edwards, Virginia Tech
Dr. Jeff Parks, Virginia Tech
Anurag Mantha, Virginia Tech*

In January 2016, Virginia Tech and the Northeast-Midwest Institute initiated a random sampling effort to measure lead in drinking water at homes served by the Great Lakes Water Authority (GLWA) in the Detroit metropolitan area. The results of these tests can be considered a baseline for lead levels that would have been found in Flint homes if corrosion control had continued uninterrupted from April 2014 through October 2015. These results also indicate the potential for future lead levels in Flint homes as effectiveness of corrosion control is restored, and the pipes form a protective scale to minimize lead release in service lines and household plumbing.

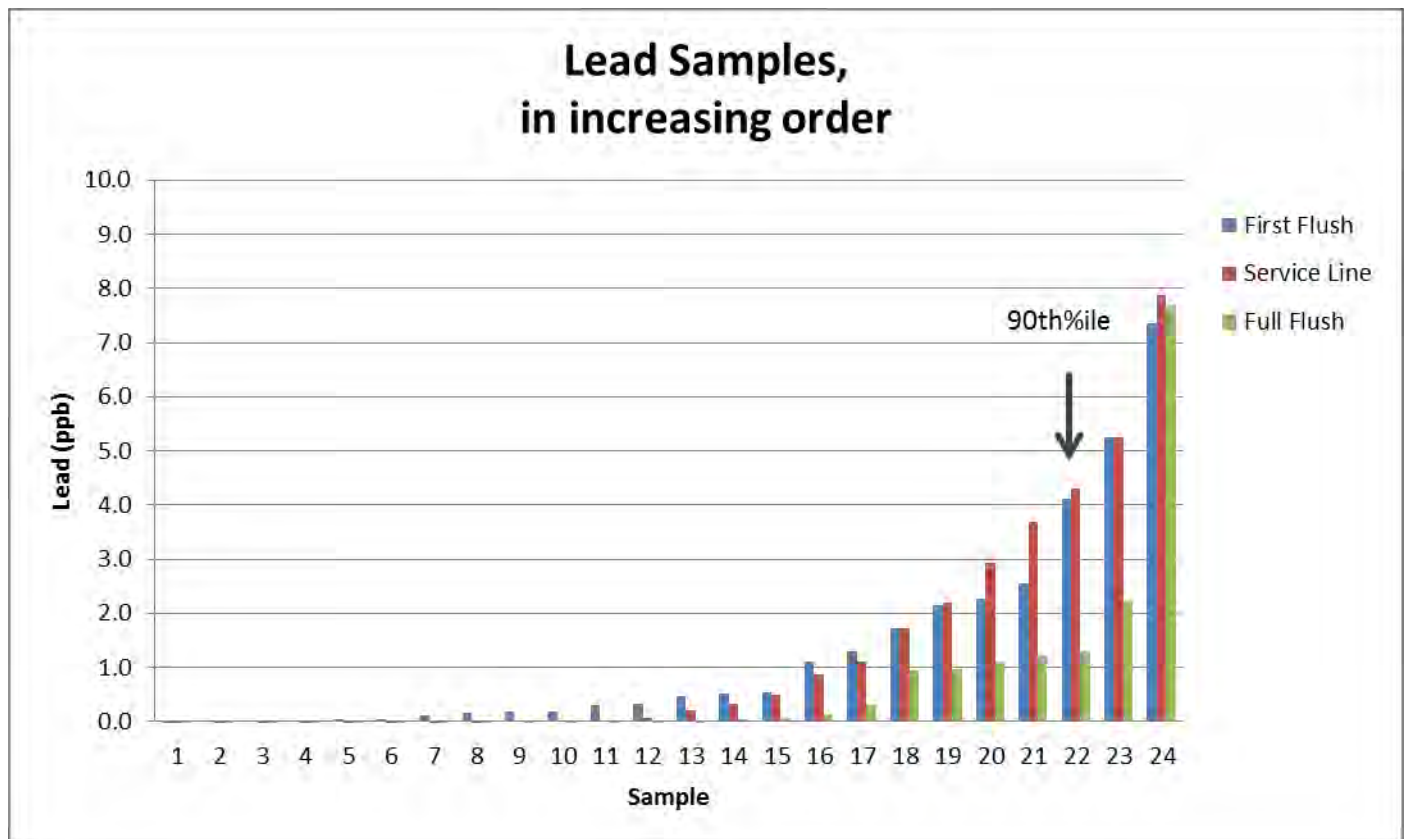
Twenty-four homes in the Detroit area built in 1910 through 1964 were sampled using the same 3 sample protocol that Virginia Tech used in collaboration with Flint residents. The water sampled at these homes comes from one or more of the treatment plants operated by the GLWA, which can originate from Lake Huron or the Detroit River. The GLWA uses orthophosphate for corrosion control, and use of corrosion control has been consistent at the GLWA treatment plants. The samples were analyzed by Virginia Tech.

The sampling sites were selected based on age with a focus on homes built prior to 1950; these sites also represent a spatial distribution of neighborhoods throughout the GLWA service area. Older homes were selected for the probability of lead service lines being present, but lead service lines were not confirmed through this study. Thus, this data set may, or may not, represent the highest risk homes for lead exposure in the GLWA service area.

For 1 liter first draw samples, which are comparable to compliance samples taken for the Lead and Copper Rule (LCR), the 90th percentile for this set of homes was 4.1 ppb. For reference, The 2014 Water Quality Report for the Detroit Water and Sewer Department (DSWD) reported 2.3 ppb as the 90th percentile for DWSD. The 2014 DWSD Water Quality Report reflects sampling within the City of Detroit, whereas the sampling for this study encompasses additional communities. The 90th percentile for the second sample, which is intended to measure water from lead service lines when present, was 4.3 ppb. The third sample provides an estimate of lead concentrations that can be achieved by flushing, for which the 90th percentile measured was 1.3 ppb. None of the samples taken for this study in the Detroit area exceeded the USEPA action level of 15 ppb.

	First Draw 90 th percentile (Range)	45 second flush 90 th percentile (Range)	5 minute flush 90 th percentile (Range)
Detroit 2014 Water Quality Report	2.3 ppb (0-not reported)	Not reported	Not reported
2016 Sampling	4.1 ppb (0-7.3)	4.3 ppb (0-7.9)	1.3 ppb (0-7.7)

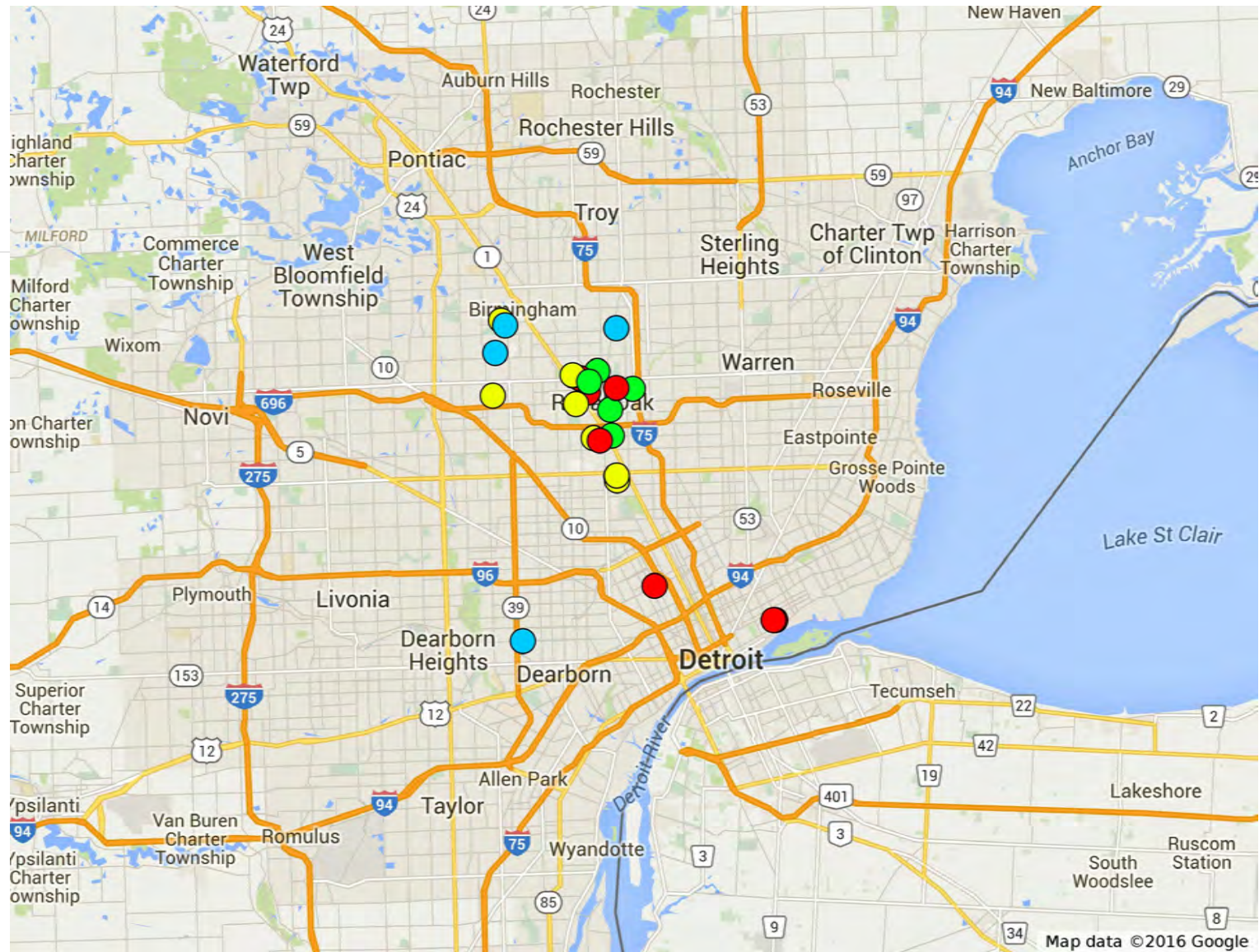
It is notable that the 90th percentile for this set of random sampling sites is somewhat higher than the 90th percentile reported in the DWSD 2014 Water Quality Report. Compliance samples for the LCR should be taken at high risk homes (at least 50%) with confirmed lead service lines. In addition, the samples in this study were taken in January; lead concentrations measured in the summer are expected to be higher due to higher solubility and dissolution reaction rates associated with warmer temperatures.



January 2016 Lead Sampling Study in Detroit Service Area

Year Home Built

- 1910.0–1922.0
- 1929.0–1940.0
- 1941.0–1948.0
- 1949.0–1964.0



deployed in the event that the Michigan Legislature enacts enabling legislation; 4) recover expenditures related to additional renewable generation; and 5) facilitate the inclusion of negative net-generation fuel costs in the Company's Power Supply Cost Recovery (PSCR). DTE Electric represents that the requested increase is required to recover costs associated with the capital costs associated with the addition of plant involving generation and the electric distribution system; capital structure cost changes; operation and maintenance of the Company's electric distribution system and generation plants; and environmental compliance costs and costs associated with inflation, as described in its filing.

All documents filed in this case shall be submitted electronically through the Commission's E-Dockets website at: michigan.gov/mpscedockets. Requirements and instructions for filing can be found in the User Manual on the E-Dockets help page. Documents may also be submitted, in Word or PDF format, as an attachment to an email sent to: mpscedockets@michigan.gov. If you require assistance prior to e-filing, contact Commission staff at (517) 284-8090 or by e-mail at: mpscedockets@michigan.gov.

Any person wishing to intervene and become a party to the case shall electronically file a petition to intervene with this Commission by February 25, 2016. (Interested persons may elect to file using the traditional paper format.) The proof of service shall indicate service upon DTE Electric's Attorney, Jon P. Christinidis, DTE Electric Company, One Energy Plaza, 688 WCB, Detroit, Michigan 48226.

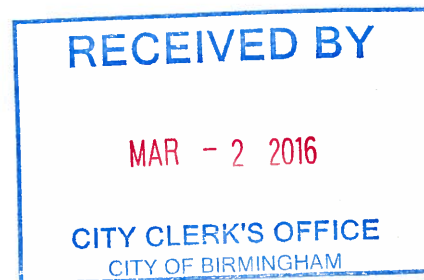
Any person wishing to appear at the hearing to make a statement of position without becoming a party to the case may participate by filing an appearance. To file an appearance, the individual must attend the hearing and advise the presiding administrative law judge of his or her wish to make a statement of position. All information submitted to the Commission in this matter becomes public information, thus available on the Michigan Public Service Commission's website, and subject to disclosure. Please do not include information you wish to remain private.

Requests for adjournment must be made pursuant to the Michigan Administrative Hearing System's Administrative Hearing Rules R 792.10422 and R 792.10432. Requests for further information on adjournment should be directed to (517) 284-8130.

A copy of DTE Electric's application may be reviewed on the Commission's website at: michigan.gov/mpscedockets, and at the office of DTE Electric Company. For more information on how to participate in a case, you may contact the Commission at the above address or by telephone at (517) 284-8090.

Jurisdiction is pursuant to 1909 PA 106, as amended, MCL 460.551 et seq.; 1919 PA 419, as amended, MCL 460.54 et seq.; 1939 PA 3, as amended, MCL 460.1 et seq.; 1969 PA 306, as amended, MCL 24.201 et seq.; and the Michigan Administrative Hearing System's Administrative Hearing Rules, 2015 AC, R 792.10401 et seq.

February 5, 2016



February 19, 2016

Laura Broski
City of Birmingham
151 Martin St.
Birmingham, MI 48012

Dear Laura Broski,

As part of our ongoing efforts to keep you informed of changes that impact WOW! customers, I want to share an upcoming change in our payment processes.

Effective April 5, 2016, WOW! will impose a Missed Appointment charge of \$50.00 if customer is not at home for a scheduled WOW! appointment and fails to contact WOW! to cancel the appointment at least one (1) hour in advance of the scheduled appointment start time.

Also effective April 5, 2016, the fee for a Wall Fish will be \$75.00 and will include the installation of one outlet.

Customers impacted by these changes will receive a notice in their March billing statement. Notices will also be placed in the newspaper beginning March 6th and on our website at wowway.com and wowforbusiness.com.

Thank you for your continued support and cooperation. If you have any questions, please contact me at 248-677-9030 or by email at Robert.DiNardo@wowinc.com.

Sincerely,

Robert DiNardo
Family Guy, Coach, Chocolate Enthusiast
Vice President and General Manager of WOW! Indiana, Kansas and Michigan
WOW! Internet, Cable and Phone