



**CITY COMMISSION SPECIAL MEETING  
FEBRUARY 2, 2017  
5:00 PM**



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**Municipal Building, 151 Martin, Birmingham, MI 48009**

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**BIRMINGHAM CITY COMMISSION  
SPECIAL MEETING AGENDA  
FEBRUARY 2, 2017  
MUNICIPAL BUILDING, 151 MARTIN  
5:00 P.M.**

**I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Mark Nickita, Mayor

**II. ROLL CALL**

Cheryl Arft, Acting City Clerk

**III. NEW BUSINESS**

- A. Resolution accepting the MKSK design for Old Woodward and Maple and directing City staff to prepare bid specifications for Phase 1 of the Old Woodward and Maple project utilizing the City's existing standards, and solicit alternatives for the components of the enhanced plan in order to make any adjustments based on cost considerations at the time actual bids are received.
- B. Resolution approving the execution of the First Amendment to the MKSK Old Woodward Corridor Agreement to provide detailed design input services in accordance with their January 18, 2017 proposal in an amount not to exceed \$39,500, and further, charging the Major Street Fund #202-449.001-981.0000 for these services.

**IV. OPEN TO THE PUBLIC FOR MATTERS NOT ON THE AGENDA**

**V. ADJOURN**

*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).*



## MEMORANDUM

Planning & Engineering Divisions

**DATE:** January 31, 2017

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

**FROM:** Jana L. Ecker, Planning Director  
Paul O'Meara, City Engineer

**SUBJECT:** Old Woodward and Maple Reconstruction Plans for 2017

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On December 12, 2016, the MKSK team presented their final plans and recommendations to the City Commission, including their recommended design elements, streetscape and furnishing materials and final striping and landscaping recommendations. After much discussion, the City Commission directed the MKSK team to further study and add mid-block pedestrian crossings on Old Woodward south of Maple, on E. Maple east of Old Woodward, and to add pedestrian safety islands or medians with landscaping at Hamilton and N. Old Woodward, Merrill and S. Old Woodward, and on W. Maple just west of Pierce. In addition, the City Commission noted that the corrections had not been made to the drawings to show the existing alley just west of Pierce on the north side of W. Maple. The MKSK team was requested to refine the plans based on the comments made, and to return to the City Commission on January 9, 2017 with the proposed changes.

On January 9, 2017, MKSK presented revised plans that added a mid-block crossing on S. Old Woodward south of Maple, and on E. Maple east of Old Woodward as requested by the City Commission, and street views of each of these crossings. The MKSK team indicated that their studies have shown that the installation of medians or crossing islands at each of the identified locations would interfere with truck turning movements, and thus they cannot recommend the addition of such islands or medians at Hamilton and N. Old Woodward, Merrill and S. Old Woodward or at Pierce and W. Maple. The MKSK team also presented the revised the design of W. Maple at Pierce to show the one way entrance to the alley on the north side of W. Maple, and has updated the plans to show the use of flush curbs on only two corners of Maple and Old Woodward where acute angles are present. In reviewing the proposed plans, the City Commission expressed concern regarding the location of the proposed mid-block crossing on E. Maple, and expressed their desire to have landscape medians installed at S. Old Woodward and Merrill, and N. Old Woodward and Hamilton. The City Commission further suggested switching the direction of vehicular flow in the alley adjacent to W. Maple and Pierce to accommodate the installation of a landscape median on W. Maple to further protect the pedestrian crossing.

Based on the input provided by the City Commission on January 9, 2017, MKSK has now revised the plans to include the requested landscape medians on N. and S. Old Woodward and on Maple. The mid-block crossing on E. Maple has been shifted to the east to line up with the Café Via pedestrian passage as requested by the City Commission, and the curb bump outs on the

proposed mid-block crossing on Old Woodward have been reconfigured to minimize impacts of reverse movement of vehicles into the crosswalk. In addition, some of the handicapped parking spaces have been relocated near crosswalks to reduce conflicts between reverse movements of vehicles and pedestrians in the crosswalk. Finally, MKSK has refined the drive entrance to the Willits Alley from W. Maple by widening the approach, maintaining one way inbound traffic, and restricting eastbound left turns into the alley with a landscape median. Please find attached the revised plans and minutes from the relevant meetings.

Based on the input of the City Commission, staff will develop a bid package with two alternatives: one option including specifications for the use of the existing City standard materials in the proposed design; and a second set of alternate specifications for the use of enhanced materials as proposed. The project will then be bid out with both alternatives, and the City Commission will have the opportunity to select the appropriate materials and level of finish based on the actual costs for each option as submitted by respondents.

In addition, the City is proposing to hire MKSK during the engineering phase of plan preparation (over the next month or two) to ensure that all design issues are addressed in the final plans to be bid out. If MKSK is hired, they would work alongside Nowak and Fraus to ensure that all engineering, planning and design elements work together and follow the concept plans approved by the City Commission. This will allow any issues that arise to be resolved prior to bidding out the project.

**Suggested Action:**

To accept the MKSK design for Old Woodward and Maple and direct City staff to prepare bid specifications for Phase 1 of the Old Woodward and Maple project utilizing the City's existing standards and solicit alternatives for the components of the enhanced plan in order to make any adjustments based on cost considerations at the time actual bids are received.



## **City Commission Minutes November 21, 2016**

### **11-351-16 ROAD DESIGN**

Mayor Nickita noted that his firm Archive DS has teamed with MKSK to submit to the City of Detroit for a potential project. To date, the project has not been awarded, so there is no contract, but he wished to disclose the relationship with MKSK.

City Engineer O'Meara provided some historical background for the reasons this project is being undertaken, which includes the aging water and sewer system, and ADA accessibility issues.

Planning Director Ecker explained that this is not a new concept and was included in the 2016 plan from 1996. The conditions include the overly wide street which does not work well for pedestrians, pedestrians have difficulty crossing some intersections, sidewalks too narrow for cafes', general sidewalk conditions, outdated lighting, and street trees not thriving. This is something the city has been working on for 20 years with many having been addressed already. The last big area is Maple and Woodward. It is a difficult project to deal with, but should be done for many reasons, including the design elements.

In September 2016, a RFP was issued to review the preliminary plans for the reconstruction of segments of Old Woodward and Maple that are scheduled for construction in 2017. MKSK was awarded the contract by the City Commission in October 2016 after a selection panel met to review and discuss the proposals submitted by MKSK and McKenna Associates.

Ms. Ecker introduced Brad Strader of MKSK, Brian Kinzelman, MKSK, and Joe Marsden, Traffic Engineer from Parsons Transportation who are representing MKSK. It has been a very tight schedule. She suggested that since this a great deal of information to be presented and digested tonight, that the City Commission may want to focus on the cross section width and type of parking, since they are fundamental decisions that have to be made before the concepts can be refined for the whole area. The goal was to get this to go to bid over this winter and start construction in the spring.

Mr. Strader emphasized the main focus tonight includes the street section studies, type of parking, street character and materials. He said the goals are to create a more vibrant, walkable downtown, retain as much of the parking as possible, create a safe and efficient traffic flow, make the street safe for pedestrians, bikes and cars, accommodate trucks, and consider past plans. The idea is that Old Woodward and Maple is the signature street in Birmingham. The focus is on the first phase now.

The original plan that the city Engineering department came up with was 70 foot section which would keep the angled parking as it is and have a 9 foot wide center turn lane and 16.5 foot travel lanes in each direction, which is similar to N. Old Woodward but without the median. The Multi-Modal Transportation Board felt that it was too intense an area and activity for medians for this segment. It provided about the same number of parking spaces but did not do much to add pedestrian area or sidewalk space. The alternatives were to look at a 61 foot section so the sidewalks could be widened, but ended up with a sub-standard travel lane. A 12 foot travel lane is tight when you have head-in-in angled parking. They also considered the alternative of

parallel parking, or a combination of both, retaining the same number of parking spaces. Parallel parking eliminated too many spaces, so that is not an alternative.

They considered a 65 foot wide street, trying to strike a balance with a little wider sidewalk and more passable area. Currently there are places with pedestrian walking area of about 6.5 – 7 feet width. The goal is to have at least 10 feet for pedestrians so this gets us closer to that goal. The recommendation is for 66 feet.

They also looked at Maple, which is tighter, with 11 feet of sidewalk area with some of that taken up with lights. Parallel parking of 8 foot and a 14 foot lane exists. At the public open house, many said the sidewalk on Maple should be wider. They could potentially widen the sidewalk 2 feet on either side, then end up with a 12 foot travel lane. It becomes tight with parallel parking, and vehicles stopping in head-in of buildings to unload. So their recommendation is to move forward on Maple with 12 foot lanes and get a couple more feet of sidewalk.

Mr. Kinzelman added that as the street is being rebuilt, the double curb condition would be eliminated, planters which are tripping hazards replaced, which will capture more sidewalk space.

Mr. Strader summarized that MKSK's recommendations include a 66 foot section on Woodward, with back-in angled parking which gains a wider sidewalk area, a 13 foot travel lane and 9 foot center turn lane. One of the reasons for recommending back-in angled parking is the city plans call for this to be a bike-way with sharrows encouraging people to bike on it. Head-in angled parking is not a safe design when biking is trying to be promoted. They tried to decrease the width for pedestrians to cross by moving curb extensions or bump-outs which protects the parking area, extends the pedestrian out with flush curbs among other things to make it a shorter distance for pedestrians and also more aesthetic.

He said they also looked at turning dimensions for trucks, which led to some details on the intersection design and the radii. Mr. Kinzelman added there is an inherent conflict of trying to accommodate larger vehicles and the desire to have a shorter cross walk dimension. Mr. Kinzelman referred to a detail to illustrate that calls for a drop curb condition at these intersections with the pedestrians protected with a series of low bollards. The periodic large vehicle can drive over a flush curb condition, yet the pedestrian has the shorter walking distance with the change of pavement texture and marked crosswalks.

Mr. Strader explained the reason for recommending back-in angled parking. He noted that there are about 20 accidents a year with about half of those directly related to the maneuver of backing out of the space. So, it is sifter for vehicles, because the oncoming vehicles can be seen. It is less disruptive to traffic flow. The backing in maneuver is similar to parallel parking with drivers waiting while you back-in. The other reason is safety for bikers. Many communities that encourage bikes have gone to the back-in angled parking. MKSK has provided case study information and reviewed the numbers of accidents after changing to back-in angled parking.

The big downside is that people are not accustomed to it, so promotion would be important to emphasize the safety advantages. Their recommendation is for 9.5 foot space. He noted the

MDOT has issued their standard, and it opposed head-in angled parking because of the safety concerns.

Mr. Strader explained that the MMTB met prior to this meeting, and voted 4-3 in favor of back-in angled parking with a 66 foot wide cross section. He felt the real debate was on the design of the street. The dissenting opinions questioned the need for a center turn lane and felt there should be wider sidewalks. He explained that MKSK looked at some of those alternatives, but they were all at the expense of parking, which was about a third to half of on-street parking.

Ms. Ecker added that the board felt it was not progressive enough for our main street. They felt we should take more from the vehicle traffic and give it to the pedestrians on the sidewalks. There were no negative comments about the back-in angled parking by the board.

Mayor Nickita confirmed with Mr. Strader that the 66 feet curb to curb can be done with head-in angled parking, using a 40 degree angled and 9 foot wide spaces. There is a little bit of a loss of parking with head-in method.

Mayor Nickita asked about the MMTB suggestion to eliminate the center turn lane in order to gain sidewalk area. Mr. Strader explained that the board suggested eliminating the center turn in some area of the street and extend the sidewalk by 4.5 feet on either side. He added that the spaces that are currently angled would then have to be parallel. The positive to that design that mid-block areas would gain more parking width, the downside is that about 20-25 % of the parking would be lost at the corners when going to parallel.

Commissioner Boutros asked if we remove the center lane, would be the travel lane be 12 feet. Mr. Strader said they could still maintain 13 feet of travel lane, and the gain of 4 feet of sidewalk.

Mr. Strader explained that the reason for center turn lanes is to accommodate left turns at an intersection. Continuing it through the mid-block is for consistency so the travel lane is straight instead of weaving in and out. In addition, it gives a bit of forgiveness zone where angled parking is present, and it is a place to store the snow until it can be removed later.

Mr. O'Meara clarified that today we have a 40 foot wide travel way which is enough room for 4 lanes, so when a vehicle is waiting to make a left turn, others have enough room to go around. Without a left turn lane, backups will be much greater. Also, the left turn lanes line up to each other which is safest and best for visibility.

Mayor Nickita added that if the left lane is removed, that changes the traffic pattern. He said there are long stretches of Woodward that never function as a left turn lane. For example, just in head-in of the Birmingham Theater, southbound the entire center lane is unused for left turns. Similarly, heading north at Hamilton is the same situation. It is quite a significant amount of area where the center turn lane has actually no use, other than the spillover uses we have discussed. He said that is why the discussion earlier whether part of that could become a median or not. He wondered if the amount of center turn lane that is required to create a proper queuing was studied.

Commissioner DeWeese said the center turn lane has a purpose other than turning. That is the place the city puts the snow when we have a heavy snow. When vehicles are pulling out, it provides a safety zone. It may not be heavily used by cars or trucks, but emergency vehicles use it to access the scene. If it is considered in a more complete sense, rather than strictly the immediacy of travel, he thinks there is purpose to the center lane that goes above and beyond normal turning. It may not have to be as wide as regular lanes, and 9 feet is probably fine, but it does have value. It effectively provides a second more emergency type lane.

Mayor Nickita expressed concern about designing our streetscape based on the few times we have snow.

Mayor Pro Tem Harris questioned the MDOT standard for back-in parking and whether that is a standard which suggests that this type of project should use back-in parking,

Mr. Strader clarified that MDOT will not allow head-in angled parking on a state road which has been their position for some time. Where it exists now, it is grandfathered in.

Commissioner Bordman understands the city had back-in parking at one time and asked about that trial. City Manager Valentine said the trial occurred on North Old Woodward.

City Attorney Studt clarified that this took place on North Old Woodward, north of Harmon on the east side of the street and took place in 2002. He said signs were put up, the road re-striped, and parking ambassadors were on hand to explain the change. The thought was it was safer for children emptying out of a vehicle towards the sidewalk. Also, loading is done from the sidewalk, and it is easier to see when exiting the space. Survey cards were passed out and 52% in favor, and 45% against. At the time, the road was not being redone. It was much safer to back-in and pull straight in. It did not go forward at that time, basically because it too much of a change and too much work. He added that it involved only five spaces.

Mayor Nickita clarified that the change City Attorney Studt referred to was the change throughout the city. The commission did not feel that based on the survey results, there was a mandate to make such a wholesale change in the city.

City Attorney Studt added that the survey was quite extensive. He said that one of the complaints received was that it was easy to back-into a meter or tree. He added there was no instance when a car backing in hit a car parked next to it.

Commissioner DeWeese clarified that the spacing then was 9 feet.

Commissioner Boutros noted that it appears the backing up or backing in is the problem. He said it is not a safety issue. City Attorney Studt said the safety issue is the backing up into the oncoming traffic.

Mayor Nickita asked about the idea of testing the back-in angled parking. Mr. Strader said that could be done, but the angled would have to be changed. The location of the meters may have to be changed also. Mr. Marsden added there is a possibility of using tape instead of paint to avoid the grinding off of paint. He estimated the tape could last a month or two.

Mr. Kinzelman addressed the fact that a 2 foot clear zone has been kept behind the curb, so that a meter could be hit in a very few situations.

Mayor Pro Tem Harris clarified if spaces would be lost if we maintain head-in angled parking with the 66 foot road. Mr. Strader confirmed they think it will remain the same number of spots. He added that either one may reduce the number of spaces that are available now because some of the parking now interferes with cross walks. He said they also want to meet the standards for on-street barrier-free parking, so that means some spaces will be wider for handicapped, so some spaces would be lost.

Commissioner Bordman said the commissioners received a letter from businesses and retailers that oppose back-in parking. She is concerned that if we go with back-in parking and because our retailers are opposed to it, it will negatively affect our retail environment both from empty stores, and attitude from shoppers. There is nowhere else in the metropolitan area that has back-in parking and she is very reluctant to experiment here which she thinks would be at the expense of the retailers.

Mr. Strader asked that the commission keep in mind that options considered were some or all of the angled parking was converted to parallel. The MMTB wanted wider sidewalks, by converting to parallel parking which results in a loss of parking spaces.

Commissioner Sherman said he is not sure it is an either/or situation. He recalls the discussion on Maple Road and there was a clear advantage to going from a 4 lane to 3 lanes. It could be easily seen and demonstrated. With this situation, there is no comparable community in the area, and he is reluctant to do this in our downtown. He thinks it will scare people. It may be safer, or may not be. People who cannot back out of the spots cannot back-into the spots. If he was going to consider this, he would designate a small area on one end of Woodward and try for four to five months to see if people would adapt to it. He considers it a toss-up, and on a toss-up, he would stay with what we have.

Mayor Pro Tem Harris referenced the letter from retailers opposing back-in angled parking, and asked if BSD has weighed in on this. He was advised it has not.

Commissioner DeWeese said he is uneasy proceeding with this with no comparable. He has heard from other people who are concerned. He is in consensus with Commissioner Bordman and Sherman. It may be potentially better, but it is not clearly better. He added that the issue of assessments and it is not a good situation that we are assessing the people who oppose this to help pay for what we are doing. Without more public support, clarity and definition, he thinks we are better with traditional head-in parking.

Commissioner Boutros understands the eagerness to move ahead with this. He thanked MKSK for their efforts thus far. He questioned the congestion a person might cause while trying to back-in to an angled space on Woodward.

Mr. Strader said that the impact on through traffic is a valid one, and there could be a delay similar to what is experienced in a parallel parking scenario when a driver is not comfortable with that maneuver. However, the driver has an option here in Birmingham of parking in a structure, or using the valet option if that is retained.

Mr. Strader said if the consensus is to go with head-in angled parking and keep generally the parking count, then he would recommend the city needs to remove the idea in the Multi-Modal Plan to have sharrows, because bikes should not be promoted on Old Woodward. If the option is to keep Old Woodward bike-able with head-in angled parking, then parallel parking should replace head-in parking. The sidewalks could be widened, and it would still be bike-able.

Craig Menuck, resident, was concerned about experimenting with parking. He is in favor of improving the sidewalks.

Gary Wachler, business owner, expressed concern about the back-in angled parking and thinks it may hinder the businesses.

Richard Greenstein, business owner, was concerned about experimenting with parking, and suggested the city wait to see the effect it has on other cities that decide to change to back-in parking.

Mr. Strader noted that Findlay, Ohio has started experimenting with side streets to gauge the effectiveness of back-in angled parking.

Mike Ceresnie, business owner, has received a negative reaction to the proposal from customers and business owners.

Mr. Strader clarified that the reported crash data is much higher with head-in angled parking than with back-in angled parking.

Mr. Ceresnie commented that he received notification only two weeks ago and understands the time constraints.

City Manager Valentine clarified that public notice of the public hearing was provided to all the members of the Birmingham Shopping District.

**MOTION:** Motion by DeWeese, seconded by Bordman:

To accept the recommended road design by MKSK and continue to refine the plan with head-in angled parking, preferably in such a way to be flexible in the future.

City Manager Valentine noted that the recommended road design refers to the 66 feet road width that is being proposed. Mayor Nickita added this proposal adds two feet to each side and a nine foot center lane to be utilized in some capacity to be determined.

Commissioner Boutros commented about the flexibility to change the parking in the future, and Commissioner DeWeese noted that his motion indicates a preference for flexibility to allow that in the future.

Bordman commented that the proposed motion excludes the possibility of further widening the sidewalks.

Mayor Nickita said the motion does solidify that and if there is a question on whether or not there is some variation then we have to adjust the motion remove that dimension.

Commissioner Sherman asked if the commissioners want to propose a motion strictly on the back-in angled parking

**MOTION:** Motion by DeWeese, seconded by Bordman:

To amend the motion on the table to refine the plan for head-in angled parking, preferably in such a way to be flexible in the future.

City Manager Valentine clarified that the motion amendment includes the caveat for the flexibility to allow for a change in the future.

Mayor Nickita commented he does not question the studies that show that back-in angled parking is a safer option. He said the commission has to balance the effect of the change on the public, retailers, and offices with the gain by doing the alternative. He said he is comfortable with moving forward with maintaining the consistency of what we have had, but allowing the flexibility to move forward with an alternative situation in the future as we may see fit.

VOTE:           Yeas,   5  
                  Nays,   1, (Harris)  
                  Absent, 1 (Hoff)

Commissioner Bordman expressed interest in the concept of widening the sidewalk further. If we have doubts about the utility of the turn lane, then it would make sense to eliminate it or narrow it for some other purpose

City Manager Valentine said there has been discussion in terms of the 9 foot width and what that provides. He noted that when going from a 20 foot drive lane which we have currently to a 13 foot lane which is being proposed, the ability is lost for the vehicles to have anywhere to park and unload. The 9 foot drive lane provides a safe section of road that these vehicles can utilize on the street. We can see this used this way on the North Old Woodward side currently. That ability would not exist with a 13 foot drive lane. That was one of the key drivers for maintaining the turn lane throughout the area and not just at the intersections.

City Manager Valentine confirmed for Commissioner Bordman that the engineers said that is the minimum width for a lane of that nature.

City Engineer O'Meara explained for Commissioner DeWeese that 66 feet is the bare minimum according to the engineering team. He said that space is needed to back out of a parking space.

Mayor Nickita said the commission needs to identify if we have a comfort level with 66 feet or if there is an alternative that the commission would like them to move toward.

City Manager Valentine noted that if the commission wanted to go narrower, the commission would then have to consider a parallel parking situation.

City Manager Valentine added that part of the 12 foot drive lane excluding the gutter, allowed for the flexibility for turns into a space to occur.

Commissioner Bordman suggested that another benefit for the 9 foot lane is it can be used by pedestrians to use waiting for traffic to clear.

Commission Sherman commented that it makes sense to allow room for deliveries, and he is comfortable with it for that reason.

**MOTION:** Motion by Boutros, seconded by DeWeese:

To accept the recommended road design by MKSK for 66 feet curb to curb.

Vote: Yeas, 6  
Nays 0  
Absent 1 (Hoff)

Mayor Nickita said the recommendation for Maple is to be narrowed a couple feet and having a 12 foot dimension which would allow for more sidewalk area.

Commissioner Sherman commented that the proposal looked at minimal parking loss where the bump-outs are proposed on Maple west of Old Woodward, and Mr. Strader confirmed. Commissioner Sherman's concern is that on the east side we would lose parking on both sides of Maple with the bump-outs. Mr. Kinzelman said exactly where the taper starts is going to be subject to final engineering.

Mayor Nickita said the general dimension of the road is the question and the team will come back with the tapers and bump-outs. He added that the commission must decide if 12 foot travel lanes and 8 foot parallel parking as it exists currently is acceptable.

Commissioner Sherman asked Mr. O'Meara for the width of lanes on Maple we just did. Mr. O'Meara said they are 12 feet.

Commissioner Sherman asked what the standard is for cars parked on the side and cars travelling next to them. Mr. Strader said 12 feet is normal and 13-14 feet is preferred. That is the trade-off for wider sidewalks. Mr. Strader noted that the MMTB recommended that engineering work with the 12 feet lane.

Mayor Pro Tem Harris asked about the MMTB vote on Maple. Mr. Strader said there was no vote, and it was the consensus for 12 feet in order to have wider sidewalks.

Commissioner Boutros asked if any problems are foreseen with large trucks using Maple. Mr. Strader said trucks and SMART prefer a wider lane because of the mirrors, and the MDOT standard is if there is a truck route, a 12 lane is needed.

Mr. Kinzelman noted that he has designed a number of streets that move trucks and buses with 11 foot lanes.



**MOTION:** Motion by Sherman, seconded by DeWeese:

To accept the recommended road design by MKSK for Maple Road for a 40 foot width curb to curb in a design to be determined.

Vote: Yeas, 6  
Nays, 0  
Absent, 1 (Hoff)

Mr. Kinzelman described Old Woodward as the city's main street. Maple and Old Woodward is a very important intersection. He feels that it has a special character and should have an upgrade in materials and quality. There will be capital costs associated with the enhanced materials.

Mr. Kinzelman said currently the curbs, street and sidewalks are cast in place concrete. He presented some suggestions for the improvements, using pavers in the intersection, left turn lane, crosswalks and sidewalks. Granite curb tree wells are also recommended, as well as new, energy efficient lighting and fixtures.

Mayor Nickita noted that the consultants are looking for tonight is some comments and direction to help them refine plans in accordance with what the commission comments are.

Commissioner Bordman understands the desirability of having different materials to delineate different areas of the street, and apparently, we are already over the budget by double for just concrete. Adding the brick would be more costly. She is interested to know what else we could do to keep the cost down, but still accomplish the goal of differentiating the areas. She suggested perhaps different color concrete, or a narrow, darker strip to separate the drive lane from the parking area.

Mr. Kinzelman recommended that the commission not use stamped or colored concrete, because it fades, is not as durable as normal cast in place concrete, and when needing patching, the color and texture will never match. He suggested using good quality concrete and use finishes and scoring. He said the stiffest concrete cast in place is 4000-4500 psi. Some of the brick materials are 12000-14000 psi material. He suggested the commission look for good value for the city to add a special character to portions of Old Woodward without turning this into something that is outside the value proposition.

Mayor Pro Tem Harris questioned the budget figures, since it was unclear that the figures Commissioner Bordman referenced represent the entire cost. City Engineer O'Meara stated that the budget of \$1.55 million is the entire cost. Parts of that could be assessed, but not a large part of it.

Commissioner DeWeese believes the reason the city used brushed concrete was to reduce slipping or tripping. Mayor Nickita stated that part of the 2016 plan defined specifically that the team recommended clean white concrete, scored finely in small increments. The goal was to not detract from what we wanted everyone to look at which was the storefronts. That was the concept behind the materials that we use, and for the differentiation of the functional vs. the walkable zone, we have the brown/tan aggregate.

One of the concerns Mayor Nickita has is whether or not we accommodate something different along Woodward and Maple, or if we deviate from what we have throughout the rest of the downtown. The question is do we want these to be different, or do we want them to be consistent with Pierce, Hamilton and with the other streets.

Mr. Kinzelman explained that they are proposing that only Old Woodward would become this special street. They suggest that maybe only the intersection of Old Woodward and Maple would have some special detail.

Commissioner DeWeese commented that everyone can agree on such as bigger trees, bigger spaces, plantings, but when it comes to the detailing of the streets, we question what the value is for the money.

Mr. Kinzelman suggested that the commission give the team the opportunity to come back with our recommendations and options.

Mayor Nickita said cost and durability are concerns. He said this is an opportunity for the commission to provide insight for the team to bring back a refined series of recommendations. He added that there is a lot of interest in breaking down the 66 feet, but without a significant cost. There is a reluctance to brick paving, and to a deviation from the existing conditions which are working well for us. Focus on the retail, and less focus on the street was a concern in the 2016 plan.

Commissioner Boutros added that we need to be clear on our directions to the team due to the timelines. Cost is very important but we need to be clear on whether we want standard options or enhanced options. He suggested that we are only doing this once and Birmingham needs to stand out. He is very aware of spending the tax dollars, but he is hearing mixed messages. He believes that we should go with enhanced options, but to get good value.

Mayor Nickita said we all would like the Rolls Royce of streetscapes, but it comes down to comparative analysis of costs vs. what we gain for that. We need to know more about the comparisons and what it will cost us.

Mr. Kinzelman stated that the direction given tonight is exactly what they wanted to generate. They want to make sure it is the right value-oriented clean-up of the corridor. The proof is in the bid documents which provide opportunity to look at bid alternates.

Mayor Nickita would like to add for further study and incorporation into the plan. We have a system of passageways and within the scope of work, we asked to see where the passageway system can we be incorporated. He would like to see serious consideration of crosswalk mid-block to add more pedestrian access and emphasize the pedestrian via. Also, a similar situation exists on Maple, and taking out a few parking spaces can enhance the pedestrian network by utilizing the passageways. Regarding the taper issue on Maple that Commissioner Sherman talked about, Mayor Nickita suggested studying diminishing the taper and allowing additional parking there. He would also like to see the radius tightened a bit and he would like them to look at that situation. Mayor Nickita would like the team to err on the side of the pedestrians.

**DRAFT City Commission Minutes  
December 12, 2016**

These minutes are not yet available.

**DRAFT City Commission Minutes**  
**January 9, 2017**

These minutes are not yet available.

# Old Woodward Ave & W Maple Road

## Streetscape Design

Presentation | February 2, 2017



**PARSONS**

**MKSK**

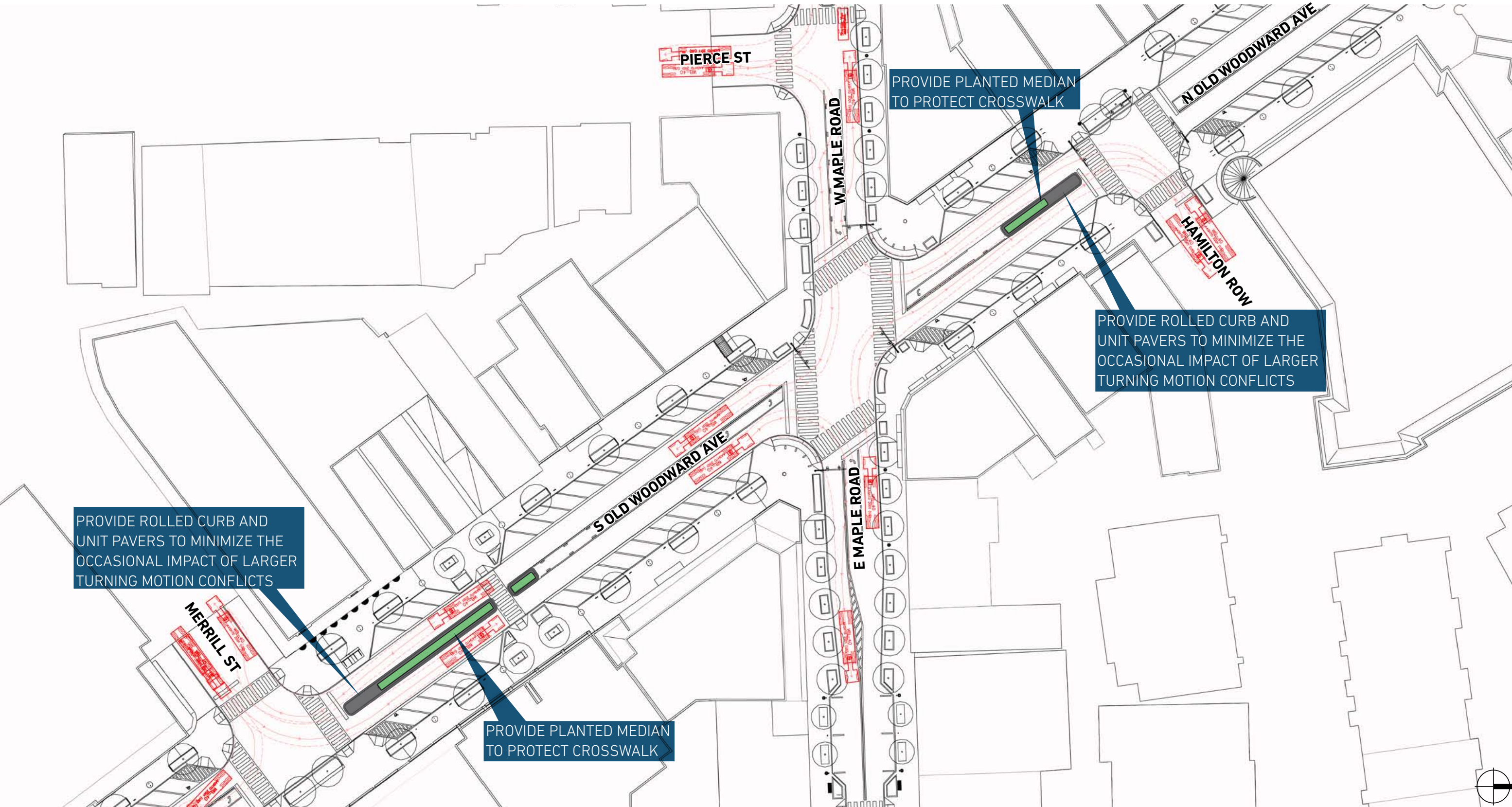
# Revisions To The Design Concept Per The City Commission

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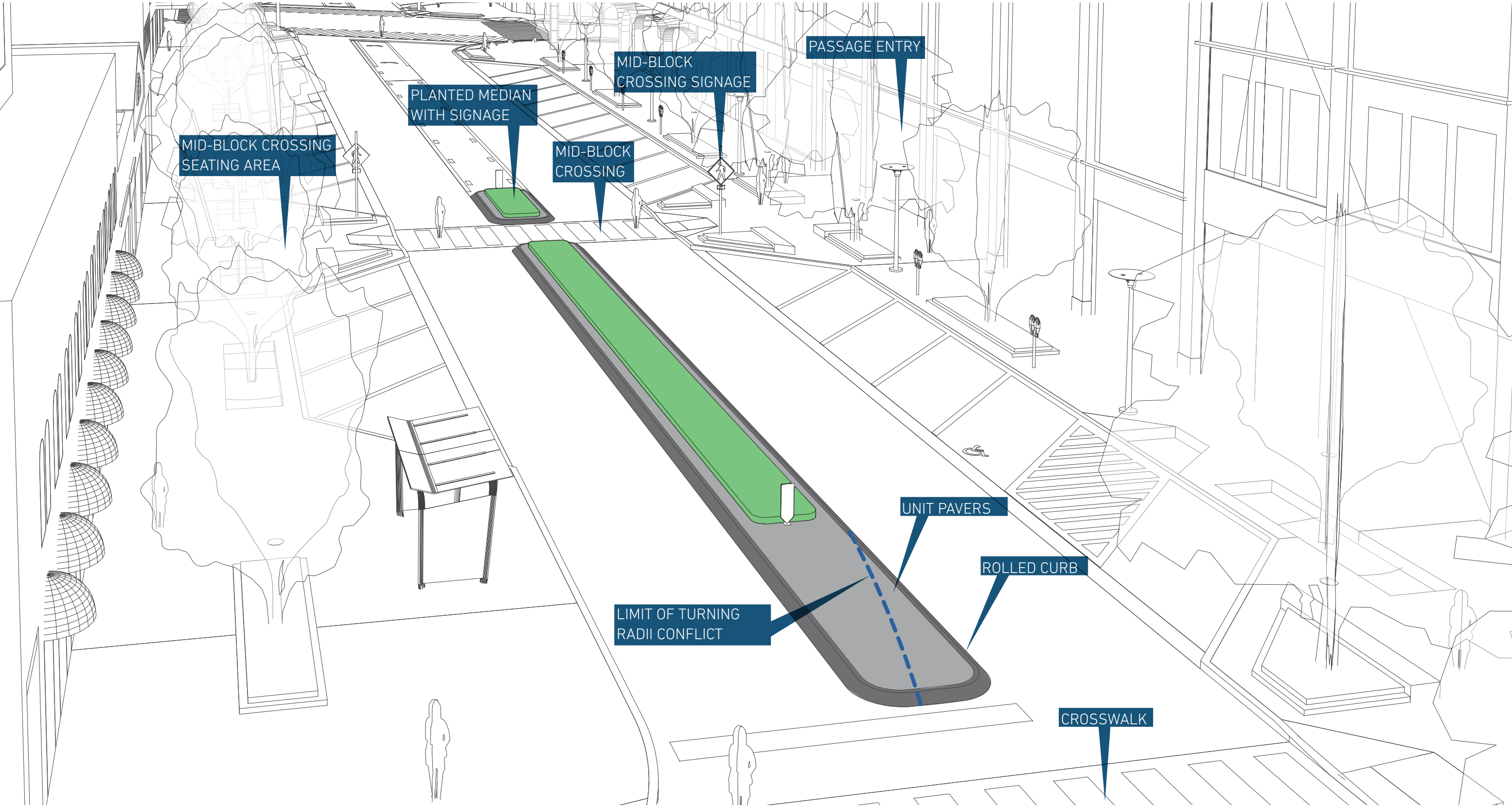
- » Add planted medians to Old Woodward Ave center turn lane; Hamilton Row & Old Woodward Ave, Merrill Street & Old Woodward Ave
- » Add protective median islands where possible at crossings to protect pedestrians; Maple Road & Pierce Street (alley access)
- » Relocate mid-block pedestrian crossing at East Maple to the Cafe Via passage
- » Study the possibilities of narrowing Old Woodward mid-block crossing to add parking



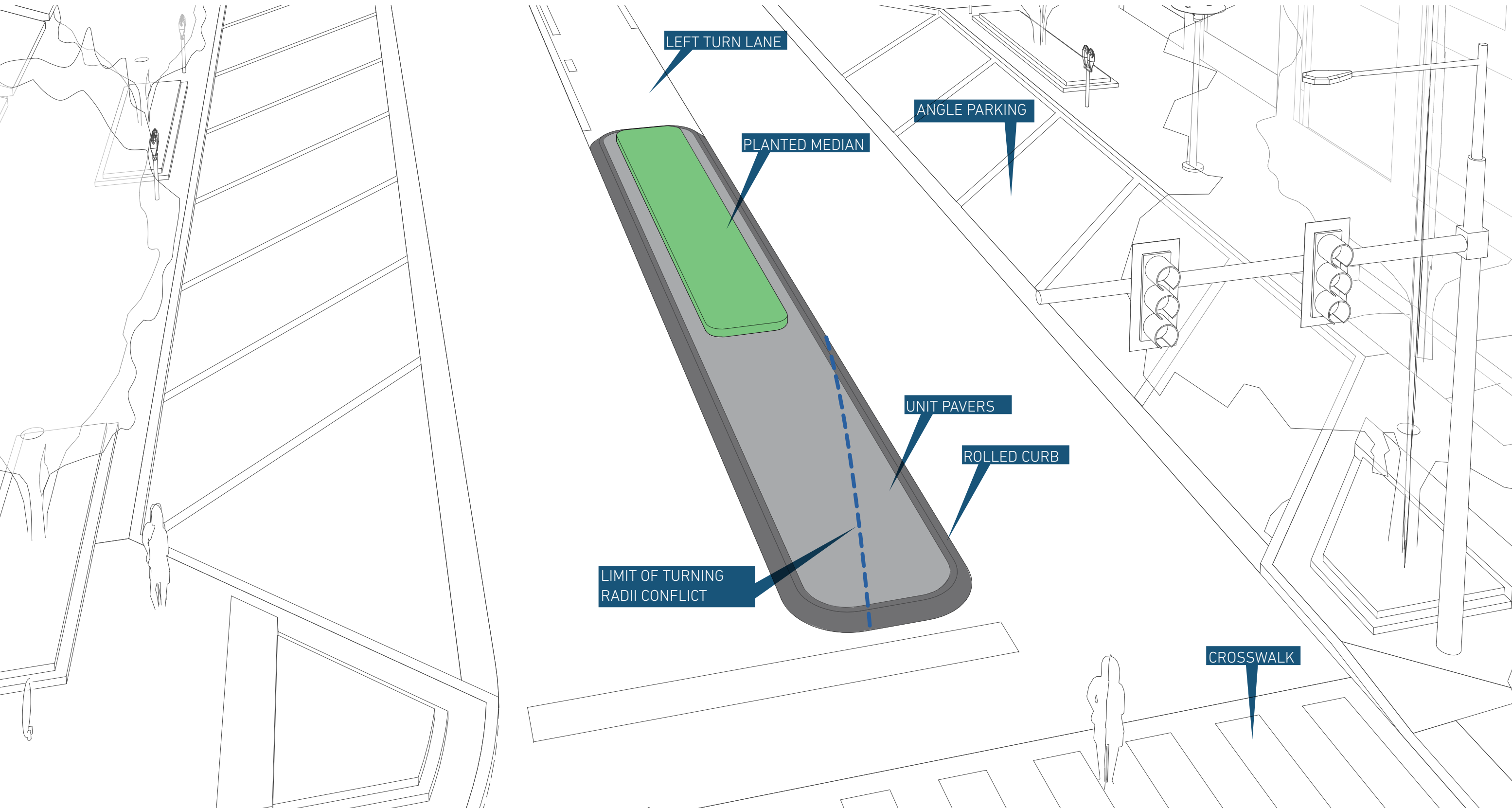




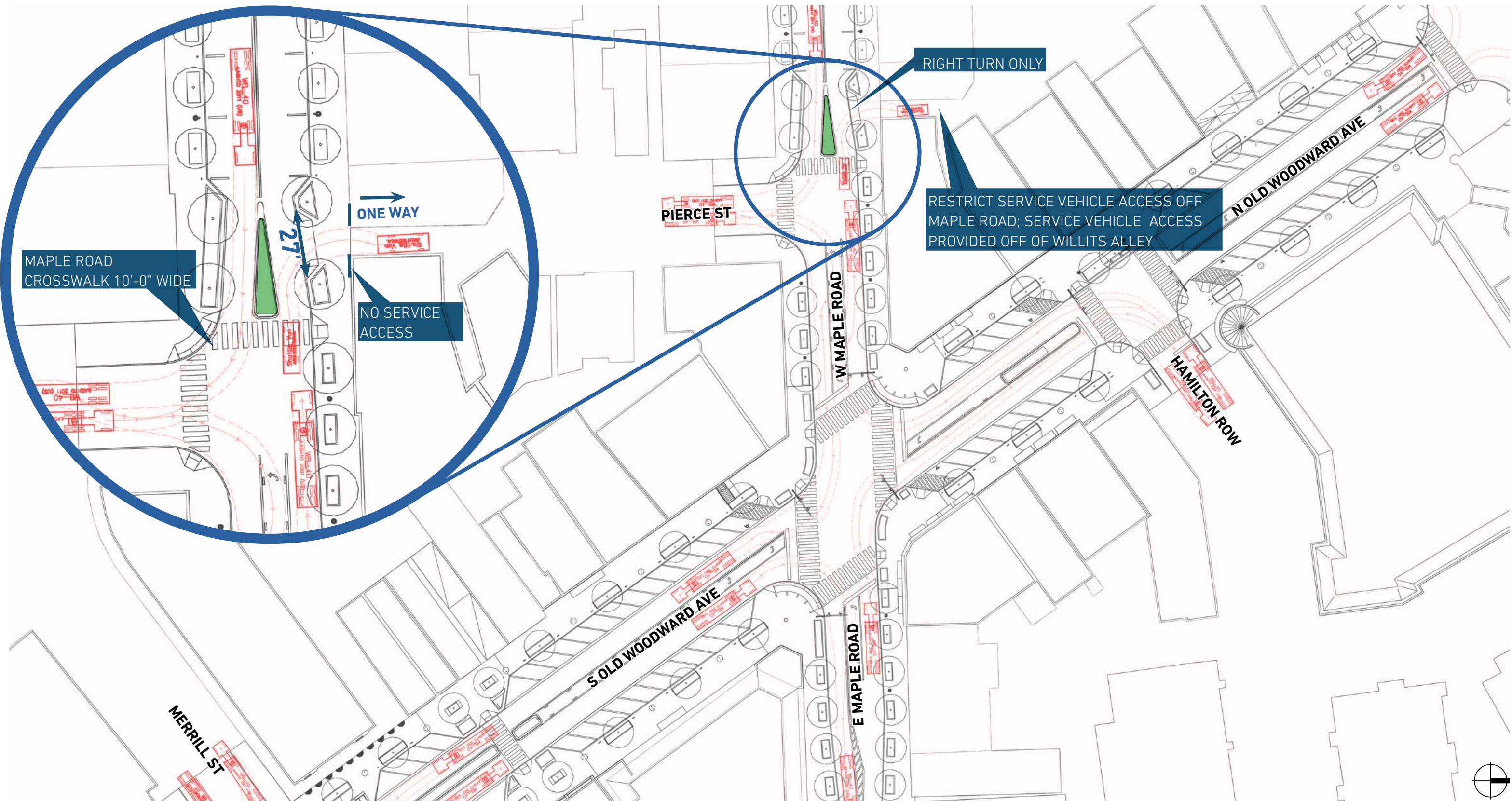




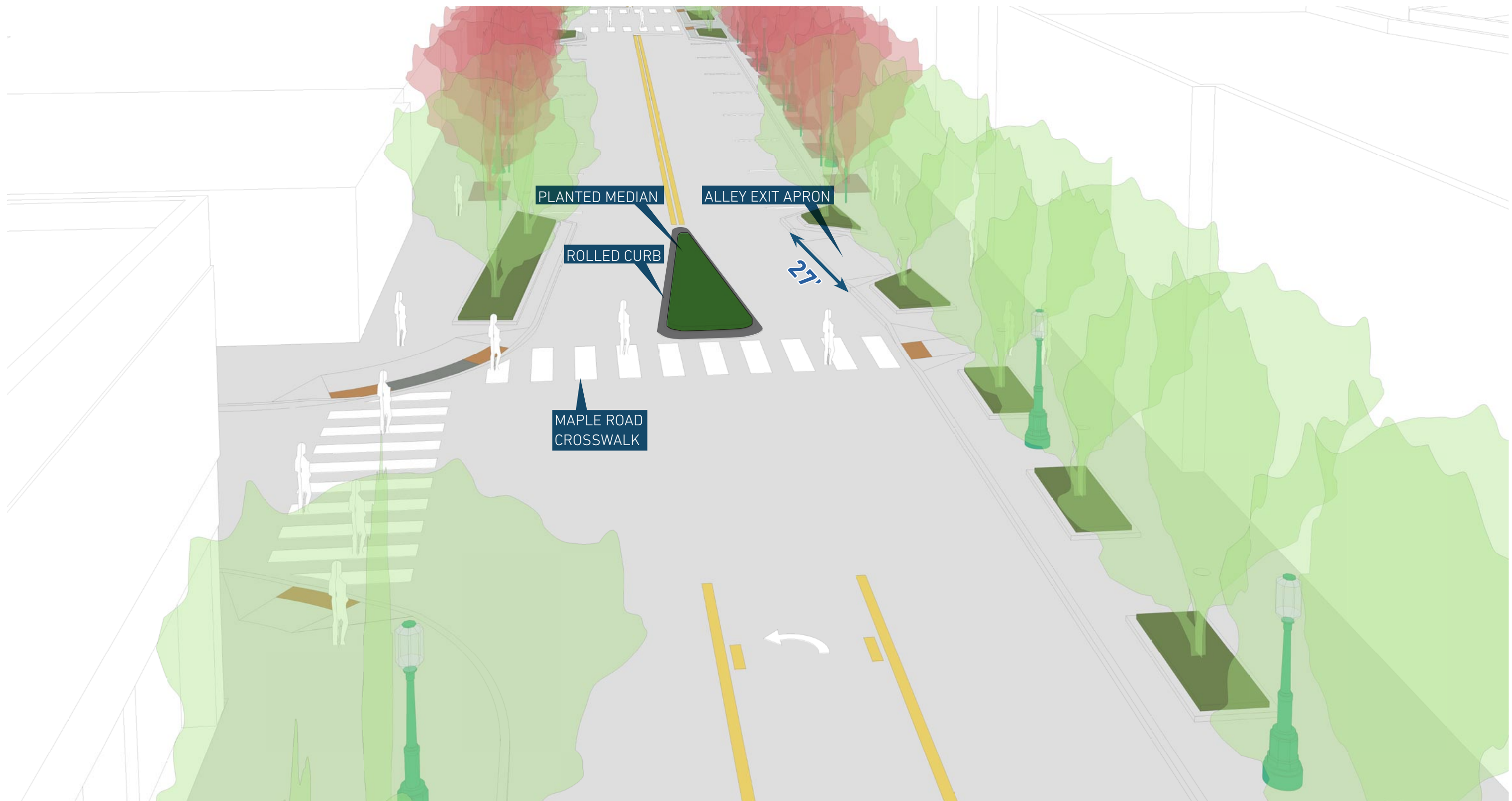


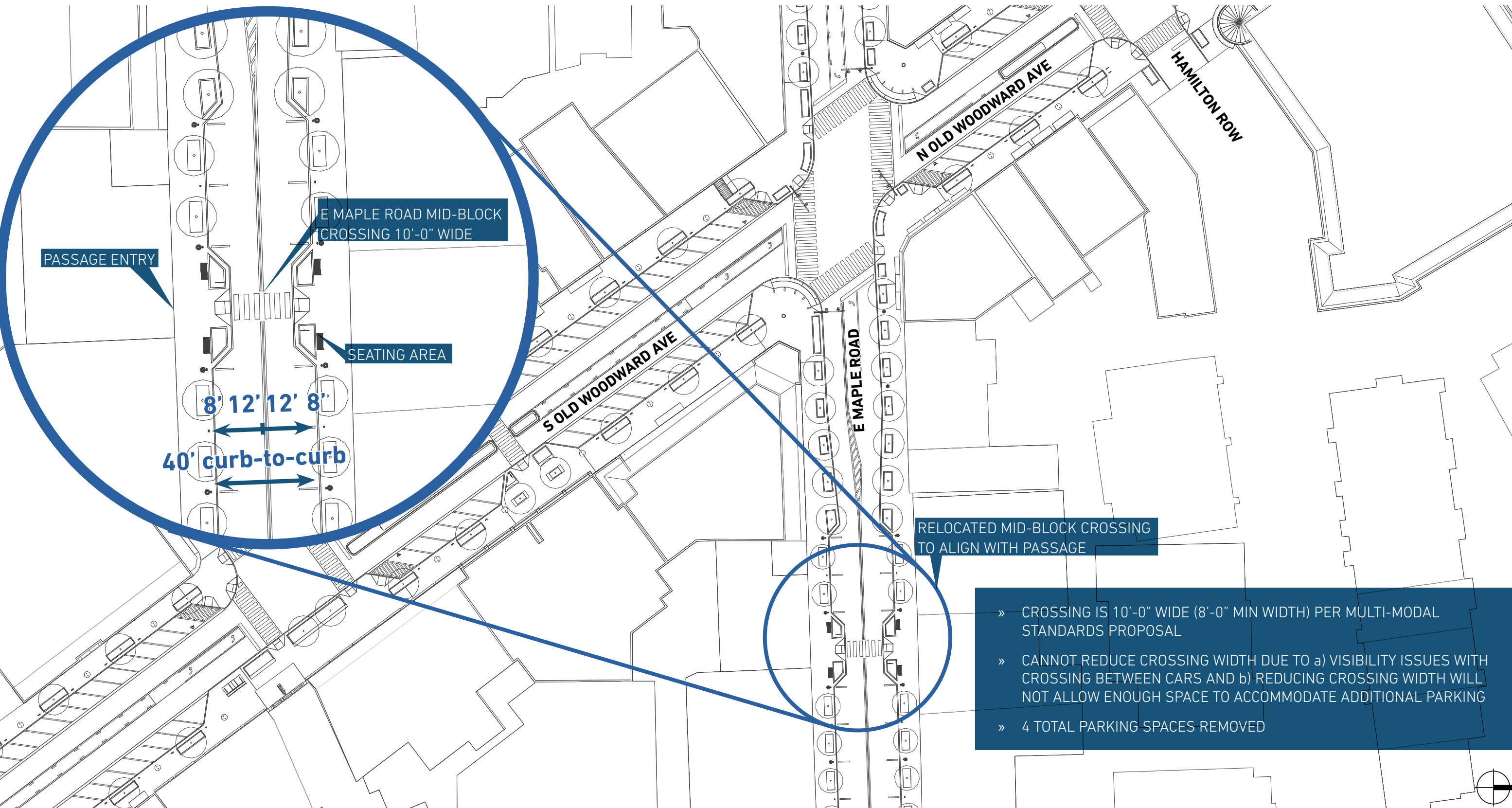




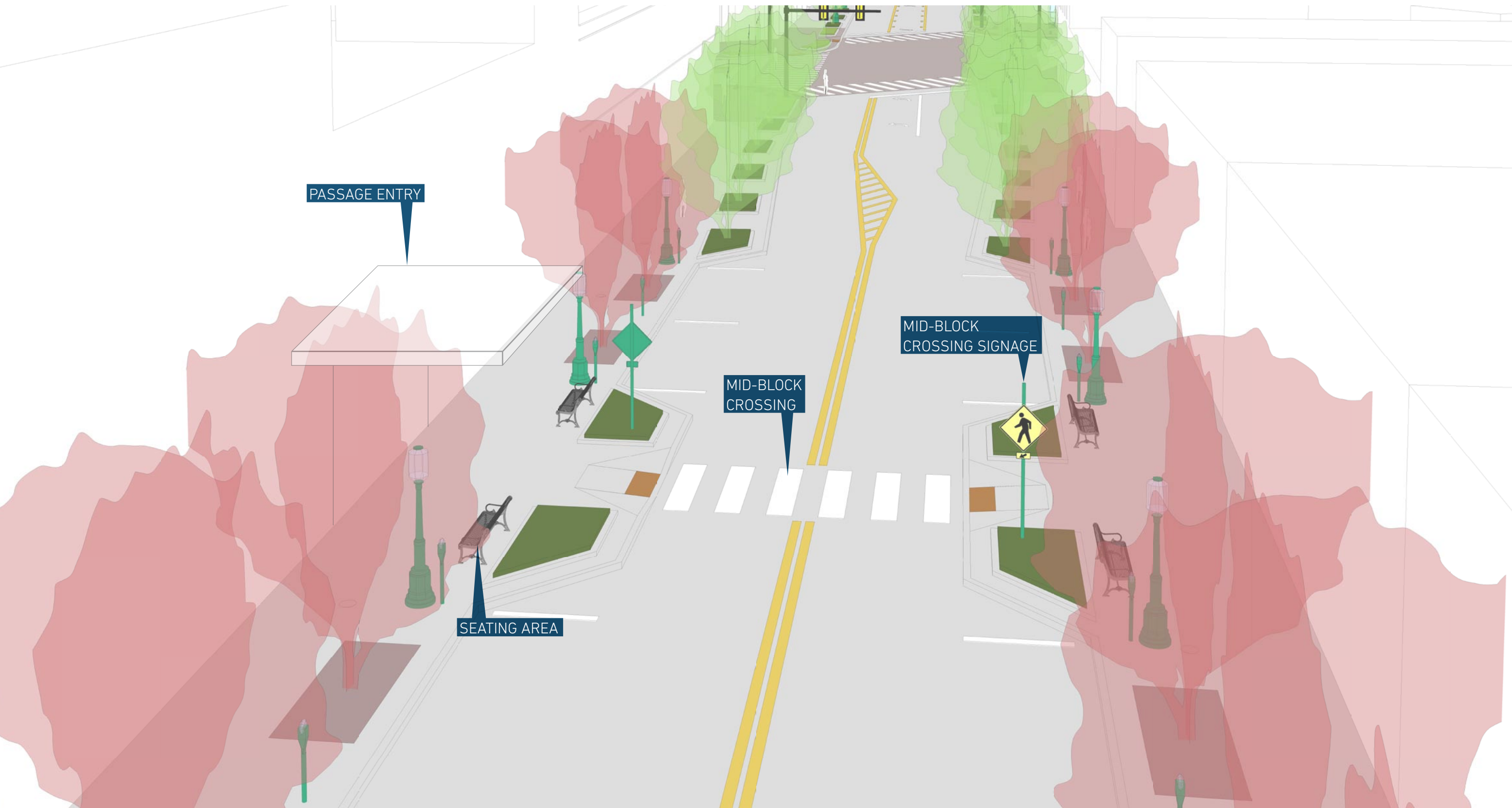


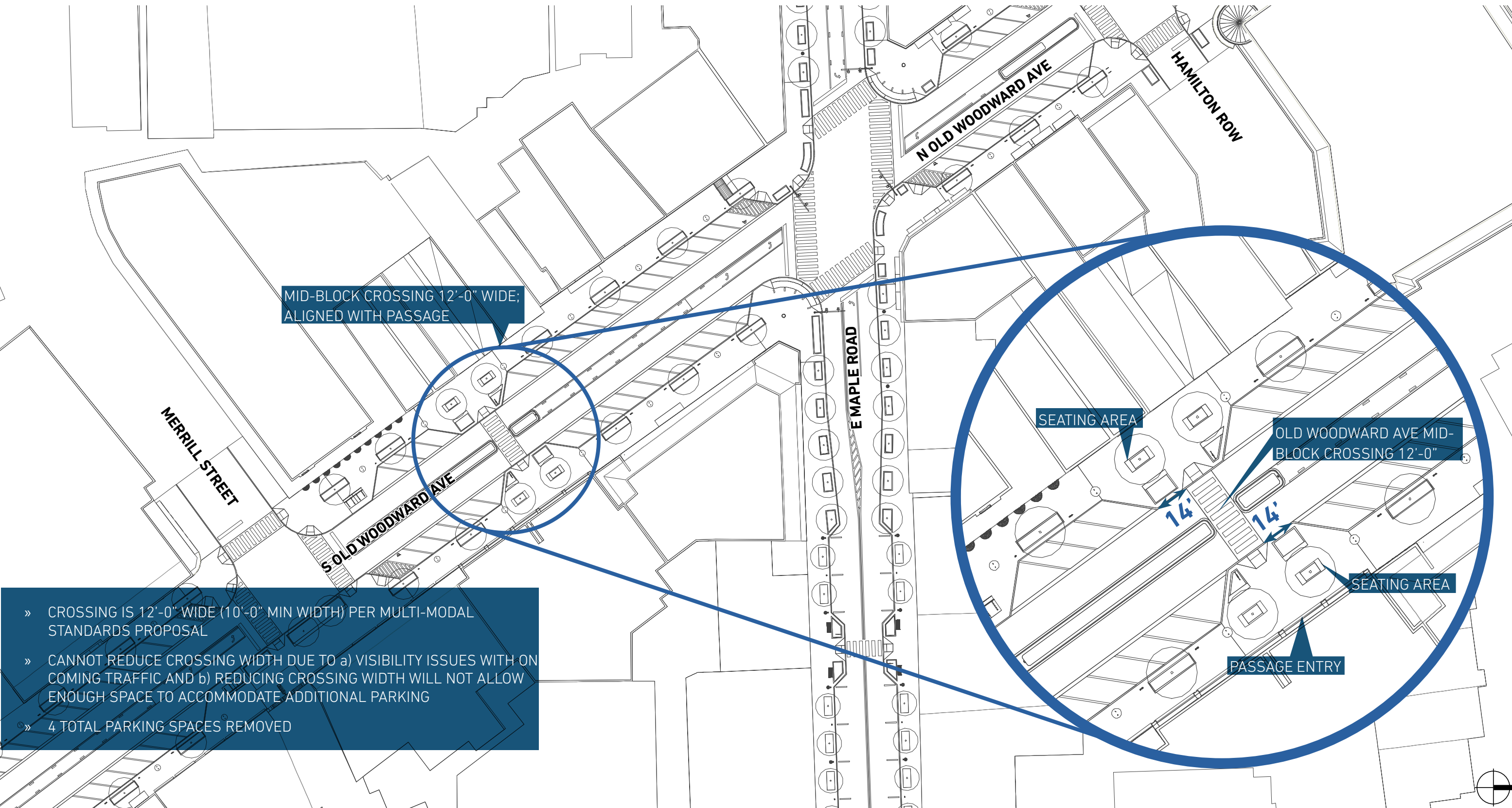
















## » Next Steps

- > Design Study Directs Final Engineering Process
- > Design Adjusted to accurate site survey, not changed
- > Documentation for Bidding (with alternates) & construction
- > “The Devil is in the Details” - many fine-grain items still need to be resolved (i.e. paving markings, signage location, construction details & specifications)
- > Many Landscape Architecture Elements to be Fully Developed (i.e. hardscape material selection & details, plant selection & soils, fine grading & site furniture locations)





## MEMORANDUM

Office of the City Manager

**DATE:** January 30, 2017

**TO:** City Commission

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

**SUBJECT:** Amendment to MKSK Service Agreement

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The City engaged the urban design consulting firm of MKSK on October 10, 2016 to review the City's existing plans governing all elements involving the Old Woodward and Maple corridors. After an analysis of the City's existing preliminary concept plans and a public input session, the consultant presented preliminary design plans for approval by the City Commission. Following specific design input received at prior meetings, the final elements of the design plan will be presented to the City Commission on February 2, 2017.

These design plans set forth a new road design, as well as, numerous streetscape elements for incorporation into the City's bidding documents. The City has already begun the engineering work necessary for the underground phases of the project. Given the number of various elements for above grade improvements that have been introduced and still require some refinement and further detail for incorporation into the bidding documents I am proposing we engage MKSK to ensure the streetscape element details are effectively incorporated as intended in the construction phase.

I have requested a proposal from MKSK to provide detailed design input on the remaining plan elements. Attached is a proposal from MKSK in an amount not to exceed \$39,500.00 to provide these services, which will allow this project to continue seamlessly as bidding documents are prepared. Staff does not anticipate any need for Bidding or Contract Administration services, only a continuation meeting to clarify timelines and scope and then engage in detailed design input so bidding documents can effectively completed and issued as quickly as possible. MKSK is aware of the City's desire to issue the bidding documents in a timely fashion and has tailored their proposal accordingly.

Given the nature of this work is integral to the finalization of the engineering drawings necessary to complete this project, funding will be charged to the Major Street Fund.

**Suggested Resolution:**

To execute the First Amendment to the MKSK Old Woodward Corridor Agreement to provide detailed design input services in accordance with their January 18, 2017 proposal in an amount not to exceed \$39,500, and further, to charge the Major Street Fund #202-449.001-981.0000 for these services.

**FIRST AMENDMENT TO THE MKSK OLD WOODWARD  
CORRIDOR AGREEMENT**

**THIS FIRST AMENDMENT** to the MKSK Old Woodward Corridor Agreement ("Agreement") made this \_\_\_\_ day of \_\_\_\_\_, 2017 by and between the **CITY OF BIRMINGHAM**, having its principal office at 151 Martin Street, P.O. Box 3001, Birmingham, Michigan, 48012 (hereafter "**CITY**"), and **MKSK, LLC**, having its principal office at 462 South Ludlow Alley, Columbus, OH 43215 (hereinafter "**CONSULTANT**"), provides as follows:

**WITNESSETH:**

**WHEREAS**, the **CITY** desires to have the Old Woodward Corridor Agreement amended to add an addition to the scope of work; and,

**WHEREAS**, the **CONSULTANT**, also desires to amend the contract.

**NOW, THEREFORE, AND IN CONSIDERATION OF THE RESPECTIVE AGREEMENTS AND UNDERTAKINGS HEREIN CONTAINED, THE PARTIES AGREE AS FOLLOWS:**

The Old Woodward Corridor Agreement dated October 10, 2016 shall be and the same is hereby amended to add Exhibit A the MKSK Old Woodward Corridor final design (MKSK #16157.01) dated January 19, 2017, which is attached hereto and incorporated by reference. All of the remaining terms and conditions set forth in the October 10, 2016 Agreement shall remain in full force and effect. However, notwithstanding the term of the agreement, the City shall have the right to terminate this Agreement on ten (10) days written notice. In the event of termination, the Consultant shall receive compensation for services to the date the termination takes effect and the City shall be entitled to retain and use the results of all information, documents and recommendations prepared by the Consultant through such date.

**MKSK, LLC**

By:   
BRIAN P. KINKERMAN

Its: CEO / MKSK

**CITY OF BIRMINGHAM**

By: \_\_\_\_\_

Mark Nickita

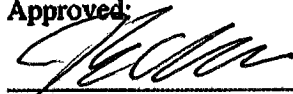
Its: Mayor

By: \_\_\_\_\_

Cheryl Arft

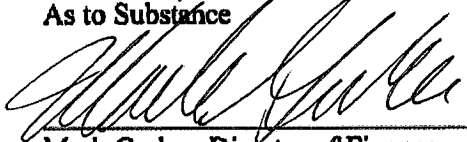
Its: Acting Clerk

Approved:




JANA EAKER  
PLANNING DIRECTOR

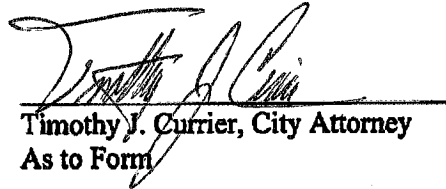
As to Substance



Mark Gerber, Director of Finance  
As to Financial Obligation



Joseph A. Valentine, City Manager  
As to Substance



Timothy J. Currier, City Attorney  
As to Form

# **EXHIBIT A**



MKSK COLUMBUS  
462 South Ludlow Alley  
Columbus, Ohio 43215  
614.621.2796

January 18, 2017 (Revised)

Mr. Joseph Valentine  
City Manager  
City of Birmingham Municipal Building  
151 Martin Street  
Birmingham, Michigan 48012

**RE: OLD WOODWARD CORRIDOR FINAL DESIGN  
MKSK #16157.01**

Dear Mr. Valentine:

MKSK is pleased to present our proposal for the above referenced project. Over the course of the past three months, we have been engaged in an intense design process that has received input from various committees, stakeholder groups, city staff, commission and the public at large. The resultant design plan is one that truly balances the (sometimes conflicting) issues of parking, vehicle movement, enhanced pedestrian environment and business vitality, but always with consideration to safety. We wish to thank all involved for all of their time and input to us as authors of this plan.

Now this plan moves into Final Engineering/Landscape Architectural design, documentation for bidding to the contractor community, and completed construction in the coming construction season for the Phase 1 portion of the overall project (geographic limits as described in the planning document). With this transition, it is the desire of all concerned (including this planning team!) that all of this effort and collection of agreed-to design thought get captured in this next stage of design/document preparation and manifest into the built product. As such, we hereby humbly propose that MKSK continue our involvement moving forward as a partner/resource to the city and their consultant engineer to Phase 1 project completion. For this future effort, I will be your main point of contact for all administrative needs in addition to remaining intimately involved in the design moving forward and Matt Manda will remain as the Project Landscape Architect likely with daily and hourly contact with your consultant engineer.

Based on this understanding of the project, we propose the following Scope of Services:

**A. KICK-OFF/BRIEFING**

1. Conduct review Meeting with City and their consultant engineer to discuss the process just completed, specific elements of the plan that have been decided upon and why, schedule of production, design thoughts presented by the plan, clarify the issues/goals for the project, and establish communications protocol.

*Deliverables*

Design document

*Schedule*

January 23, 2017

**B. DETAILED DESIGN INPUT**

1. Prepare, research, select and forward certain design information and detailed construction-related information to the consulting engineer for their refinement/incorporation into their final

drawings and specifications. These efforts are broken down into two (2) separate geographic areas below.

- a. Vehicular way (generally back-of-curb to back-of curb)
  - i. Select and inform specialty pavement type, color, standard of manufacturer.
  - ii. Crosswalk and pavement markings recommendations
  - iii. Suggested street/curb sections at major intersections, detail/construction technique recommendation
  - iv. Median treatments including curb, plantings, pavement infills.
  - v. All final design detailing and specifications to be by consultant engineer as part of the bidding and construction document set being prepared by them.
  - vi. Editorial review of the above consultant engineer-produced documents as an assistance in understanding design intent and utilization of our experiences on other similar projects being brought to bear here.
- b. Pedestrian Environment (generally back-of-curb to face of building)
  - i. Select and inform hardscape elements including walkway pavement, intersection corners, bollards, planter curbs all in terms of material, color, texture.
  - ii. Light fixture selection with photometrics, installation/foundations, circuitry by the consultant engineer.
  - iii. Planting soils and plant selection recommendations.
  - iv. Street furniture and incidentals including benches, bike racks, trash receptacles, and furniture manufacturers/models selected.
  - v. All final design detailing and specifications to be by consultant engineer as part of the bidding and construction document set being prepared by them.
  - vi. Editorial review of the above consultant engineer-produced documents as an assistance in understanding design intent and utilization of our experiences on other similar projects being brought to bear here.

*Deliverables*

Design drawings/sketches, free-hand drawn, product information

*Schedule*

February 27, 2017, assumed completion date for engineering bid package

**C. BIDDING/CONTRACT ADMINISTRATION (If Authorized)**

1. During the course of bidding, participate as requested in pre-bid meetings, assistance to consultant engineer in their clarifications/addenda preparations.
2. Assist the city and their consultant engineer in reviewing bid forms and consulting into the vetting/award process.
3. Attend pre-construction meetings as requested.
4. Aid the consultant engineer in their review of contractor submittals, RFI clarifications, supplemental drawing preparation.
5. Periodic on-site review of the construction activity as an aid to the city and consultant engineer in their performance of overall contract administration services. All such reviews to be in the company of the city and/or the consultant engineer, who is to be the official connection/communicator with the contractor.
6. Input into the punch list preparation, back check and close-out of the construction project by the city and consultant engineer.

*Deliverables*

Miscellaneous drawing and memorandum input and editing, on-site field observation

*Schedule*

Through bidding and construction period, TBD

**ASSUMPTIONS**

- 1. Base information, including but not limited to existing conditions survey, existing and proposed utilities, proposed corridor configurations as represented by the design plan, that are to be utilized by this effort is assumed to be prepared by the consultant engineer.
- 2. All final drawings and specifications information that is to be a part of the final engineering documents are to be prepared by the consultant engineer.

**PROFESSIONAL FEES**

For the above stated services and on the schedules put forth herein, MKSK proposes the following fee structure:

<b>KICK-OFF/BRIEFING thru DETAILED DESIGN INPUT</b>	
Fixed fee amount.....	\$39,500.00
<b>BIDDING/CONTRACT ADMINISTRATION (If Authorized)</b>	
Estimated Hourly fee .....	TBD

Should these arrangements be acceptable to you, please provide your preferred method of contract and any supplemental information that you may need. We are prepared to begin our work immediately.

Given our valued relationship with you and the positive experience working in this community on the design plan for this corridor, we would be very pleased to continue on with this project. I look forward to your favorable review of our proposal.

Sincerely,  
MKSK



Brian P. Kinzelman, RLA, FASLA, AICP, LEED AP  
Senior Principal

cc: Jana Ecker, Brad Strader, Matt Manda, Jane Jordan