

BIRMINGHAM CITY COMMISSION AGENDA
NOVEMBER 19, 2018
MUNICIPAL BUILDING, 151 MARTIN
7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Patty Bordman, Mayor

II. ROLL CALL

J. Cherilynn Mynsberge, 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 Thursday and Friday, November 22nd and 23rd, for the Thanksgiving holiday.
- Winter Markt will be in Shain Park from November 30th through December 2nd. The park will be illuminated with booths featuring traditional holiday crafts and decorations, art from local artisans, home décor and live entertainment. The Santa House will be open for visits from children and patrons can enjoy free horse-drawn carriage rides. For more information: AllinBirmingham.com

Appointments:

A. Interviews for the Historic District Commission

1. Connae Pisani
2. Corinne Barringer
3. Thomas Killion
4. Patricia A. Lang
5. Gigi Debbrecht

B. Appointments to the Historic District Commission

1. To appoint _____ to the Historic District Commission, as a regular member, for the remainder of a three-year term to expire September 25, 2021.
2. To appoint _____ to the Historic District Commission, as a regular member, for the remainder of a three-year term to expire September 25, 2021.

C. Administration of Oath of Office to Appointees

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. Resolution approving the City Commission meeting minutes of November 12, 2018.
- B. Resolution approving the warrant list, including Automated Clearing House payments, dated November 14, 2018 in the amount of \$1,525,644.96.

- C. Resolution approving the purchase of one (1) new Terex XTPRO 56 from Terex Utilities, Inc. through the Sourcewell cooperative purchasing agreement #012418-TER in the amount of \$179,830 from account #641-441.006.971.0100.
- D. Resolution approving the purchase of one (1) John Deere XUV 835M Utility Vehicle from Bader and Sons Co. through the State of Michigan MiDeal cooperative purchasing contract #071B7700085 in the amount of \$22,867.26 from account #641-441.006.971.0100.
- E. Resolution approving the purchase of one (1) Curbtender "Pup" 6-yard refuse compactor and Isuzu NPR chassis from Bell Equipment Company through the HGAC cooperative purchasing contract #RH08-18 in the amount of \$99,632 from account #641-441.006.971.0100.
- F. Resolution approving the Amendment to the Tennis Facility Lease with the Birmingham Racquet Club authorizing a ten (10) year extension to the lease, ending September 30, 2033, in consideration of the Lessee making long-term improvements and maintenance of the tennis facility according to Attachment A. Further, authorizing the Mayor and Clerk to sign the agreement upon receipt of the required insurance.
- G. Resolution approving the purchase and planting of ninety-eight (98) trees from KLM Landscape for the 2018 Woodward Tree Planting Project with cost share from MDOT in the amount of \$10,000 and Bloomfield Township in the amount of \$11,770 toward the total project cost not to exceed \$28,815.00. Funds are available from the Major Streets Fund-Forestry Service Contract account #202-449.005-819.0000 in the amount of \$14,407.50 and the Major Streets Fund-Operating Supplies account #202-449.005-729.0000 in the amount of \$14,407.50 for these services, to be reimbursed accordingly from the other jurisdictions. Further, authorizing the Mayor and City Clerk to sign the agreement on behalf of the City upon receipt of all required insurances.
- H. Resolution approving the closure of Merrill Street on Sunday, December 16, 2018 to install the Merrill Street Holiday lighting.
- I. Resolution authorizing the mayor to sign the 2018 Program Year Community Development Block Grant (CDBG) Subrecipient Agreement on behalf of the City and approving the appropriations and amendment to the 2018-2019 CDBG Fund Budget.

V. UNFINISHED BUSINESS

VI. NEW BUSINESS

A. SUGGESTED RESOLUTION A:

Resolution directing staff to install new concrete pavement on the following streets, in accordance with the City's Residential Street Width Policy:

- A. Raynale St. between N. Glenhurst Dr. and Chesterfield Ave. at twenty-six (26) feet wide.
- B. Brookwood St. between N. Glenhurst Dr. and Raynale at twenty-four (24) feet wide (matching existing).
- C. N. Glenhurst Dr. between Oak Ave. and Raynale St. at twenty-six (26) feet wide.
- D. Kenwood Ct. from N. Glenhurst Dr. to approximately 250 feet east at twenty-four (24) feet matching the existing and asphalt resurfacing the remaining newer portion of Kenwood Ct.

OR

SUGGESTED RESOLUTION B:

Resolution directing staff to install new concrete pavement on the following streets, in accordance with the recommendation of the Multi-Modal Transportation Board:

- A. Raynale St. between N. Glenhurst Dr. and Chesterfield Ave. at thirty-two (32) feet wide.
- B. Brookwood St. between N. Glenhurst Dr. and Raynale at twenty-four (24) feet wide (matching existing).
- C. N. Glenhurst Dr. between Oak Ave. and Raynale St. at thirty-two (32) feet wide.
- D. Kenwood Ct. from N. Glenhurst Dr. to approximately 250 feet east at twenty-four (24) feet matching the existing and asphalt resurfacing the remaining newer portion of Kenwood Ct.

OR

SUGGESTED RESOLUTION C:

Resolution directing staff to install new concrete pavement on the following streets, in accordance with the City's Residential Street Width Policy as follows:

- A. Raynale St. between N. Glenhurst Dr. and Chesterfield Ave. at _____ feet wide.
- B. Brookwood St. between N. Glenhurst Dr. and Raynale at twenty-four (24) feet wide (matching existing).
- C. N. Glenhurst Dr. between Oak Ave. and Raynale St. at _____ feet wide.
- D. Kenwood Ct. from N. Glenhurst Dr. to approximately 250 feet east at twenty-four (24) feet matching the existing and asphalt resurfacing the remaining newer portion of Kenwood Ct.

OR

SUGGESTED RESOLUTION D:

Resolution directing staff to install new concrete pavement on the following streets, in accordance with the proposal described in Appendix A:

- A. Raynale St. between N. Glenhurst Dr. and Chesterfield Ave. at _____ feet wide, while providing 4 ft. wide bumpouts at the intersections of N. Glenhurst Dr. & Brookwood Lane, and the west leg of the Chesterfield Ave. intersection.
- B. Brookwood St. between N. Glenhurst Dr. and Raynale at twenty-four (24) feet wide (matching existing).
- C. N. Glenhurst Dr. between Oak Ave. and Raynale St. at _____ feet wide.
- D. Kenwood Ct. from N. Glenhurst Dr. to approximately 250 feet east at twenty-four (24) feet matching the existing and asphalt resurfacing the remaining newer portion of Kenwood Ct.

- B. Public Hearing to consider an amendment to Article 3, Section 3.08(E) of the Zoning Ordinance, Additional Building Height, to increase the amount of the one-time payment-in-lieu of parking fee option in the Triangle Overlay District.
 - 1. Resolution approving an amendment to Article 3, Section 3.08(E) of the Zoning Ordinance, Additional Building Height, to increase the amount of the one-time payment-in-lieu of parking fee option in the Triangle Overlay District.

- C. Resolution directing staff to proceed to final design for the Maple Rd. Reconstruction Project from Southfield Rd. to Woodward Ave., intended for construction in 2020, featuring the seven recommended design elements.

VII. REMOVED FROM CONSENT AGENDA

VIII. COMMUNICATIONS

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

X. REPORTS

- A. Commissioner Reports
- B. Commissioner Comments
- C. Advisory Boards, Committees, Commissions' Reports and Agendas
- D. Legislation
- E. City Staff

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 HISTORIC DISTRICT COMMISSION

At the regular meeting of Monday, November 19, 2018 the Birmingham City Commission intends to appoint two regular members to the Historic District Commission to serve the remainder of three-year terms to expire September 25, 2021.

Interested parties may submit an application available from the City Clerk's Office on or before noon on Wednesday, November 14, 2018. Applications will appear in the public agenda at which time the commission will discuss recommendations, and may make nominations and vote on appointments.

The function and duty of the Historic District Commission is to advise the City Commission with respect to the proper development of the City with primary emphasis upon the City's established historic districts, sites, properties and historic resources. The Commission is also authorized to recommend for the guidance of the City Commission amendments to the City Code relating to the control and development of lands within historic districts.

Applicant(s) Presented for City Commission Consideration:

Applicant Name	Criteria/Qualifications
	<ul style="list-style-type: none">• A majority of the members shall have a clearly demonstrated interest in or knowledge of historic preservation.• Must be a resident
Connae Pisani	
Corinne Barringer 1667 Graefield	Resident
Thomas W. Killion 286 Abbey Road	Resident
Patricia A. Lang 1023 Floyd St.	Resident
Gigi Debbrecht 564 Frank St.	Resident
Gregg Laviolette 1323 Ruffner Ave.	Resident

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 the Historic District Commission as a regular member to serve the remainder of a three-year term to expire September 25, 2021.

To appoint _____, to the Historic District Commission as a regular member to serve the remainder of a three-year term to expire September 25, 2021.



HISTORIC DISTRICT COMMISSION

Ordinance #1880

Terms: 3 years

Members: A majority of the members shall have a clearly demonstrated interest in or knowledge of historic preservation. Two members shall be appointed from a list submitted by duly organized local historic preservation organizations. If available, one member shall be an architect who has two years of architectural experience or who is duly registered in the State of Michigan.

Duties: The function and duty of the Historic District Commission is to advise the City Commission with respect to the proper development of the city with primary emphasis upon the city's established historic districts, sites, properties and historic resources. The Commission is also authorized to recommend for the guidance of the City Commission amendments to the City Code relating to the control and development of lands within historic districts.

Last Name	First Name	Home Business E-Mail	Appointed	Term Expires
Burley	Doug	(248) 761-9905 <i>doug.burley@outlook.com</i>	8/14/2017	9/25/2020
Deyer	Keith	(248) 642-6390 <i>kwdeyer@comcast.net</i>	9/25/2006	9/25/2020
Donati	Grace	(248) 633-5033 <i>grace.donati@gmail.com</i>	2/26/2018 Student Representative	12/31/2018
Dukas	Natalia	(248) 885-8535 <i>nataliadukas@yahoo.com</i>	9/9/2013	9/25/2019
Filthaut	Kevin	(248) 761-0009 <i>kfilthau@umich.edu</i>	2/12/2018 Alternate	9/25/2019

Last Name Home Address	First Name	Home Business E-Mail	Appointed	Term Expires
Fuller 255 Pierce	Dulce	(248) 245-4000 <i>d@woodwardandmaple.com</i>	10/27/2016 Alternate	9/25/2019
Henke 724 South Bates	John	(248) 789-1640 <i>jwhenke@aol.com</i>	9/25/2006 historical preservation organization member	9/25/2021
VACANT <i>Thomas Trapnell resigned 8/15/2018. Position currently posted until filled.</i>				9/25/2021
VACANT <i>Adam Charles resigned 10/8/2018. Position currently posted to be filled 11/19/2018.</i>				9/25/2021
Wells 1844 W. Lincoln	Ava	(704) 699-1192 <i>avawells@gmail.com</i>	2/28/2018 Student Representative	12/31/2018
Willoughby 667 Greenwood	Michael	(248) 760-8903 <i>mwilloughby@mwa-architects.com</i>	3/22/2010 architect	9/25/2019



OFFICE USE ONLY Meets Requirements? Yes No <u>Will Attend</u> / Unable to Attend

APPLICATION FOR CITY BOARD OR COMMITTEE

Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly)

Board/Committee of Interest Historic District Commission

Specific Category/Vacancy on Board Regular Member

Name Corinne Barringer

Phone 248.561.9520

Residential Address 1667 Graefield Rd.

Email info@barringerconsultants.com

Residential City, Zip Birmingham, MI 48009

Length of Residence 14+ years

Business Address same

Occupation Speech Pathologist

Business City, Zip Same

Reason for Interest: Explain how your background and skills will enhance the board to which you have applied I thoroughly enjoyed my role at Wayne State University Anthropology Museum identifying, marking and cataloging artifacts, going on archeological digs, researching land plats and genealogy of the Detroit area, and conducting tours of the museum. This experience in anthropology has provided me with a great appreciation of local history and how important it is to record, save documents, materials and important historical sites for the enrichment of current residents and future generations. Teaching and working with various social, cultural and generational populations provided a valuable and unique perspective and one that I can bring to the commission to help further historic preservation.

List your related employment experience Speech Therapy in geriatric/hospital settings; private client coaching/corporate speech training for professionals; teaching/guest lecturer college/university level; course/training development.

List your related community activities Worked with Commemorative Air Force (Ohio) to organize their collection of vintage aviation materials and military aircraft. Worked with Troy Historical Museum to research provenance of signage from Big Beaver Airport. Identified section of land still owned by Anna Main (dec.) Estate (previous owner of airport) and not previously identified or claimed. Volunteered with FAA – initiated recording oral histories of WW2 pilots and served on Board of Great Lakes International Aviation Conference. Currently volunteering as MI FAA Safety Team Representative.

List your related educational experience- MA in speech language pathology, BA in anthropology/archeology/museum studies, 1yr graduate studies in field.

Graduate Assistant with Wayne State University Anthropology Museum; experience with research, archiving, collections management and moving museum; archeology field work.



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_____

Do you currently have a relative serving on the board/committee to which you have applied? __NO_____

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

Signature of Applicant

Date

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to cmynsberge@bhamgov.org or by fax to 248.530.1080.

APPLICATION FOR CITY BOARD OR COMMITTEE

Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly)

Board/Committee of Interest Historic District Commission/Historic District Study Commission

Specific Category/Vacancy on Board Regular member

Name Thomas W. Killion

Phone 248 318-0180

Residential Address 286 Abbey St

Email thomas.killion@wayne.edu

Residential City, Zip Birmingham, MI 48009

Length of Residence 15 years

Business Address Wayne State University

Occupation University Professor of Archaeology

Business City, Zip Detroit, MI 48202

Reason for Interest: Explain how your background and skills will enhance the board to which you have applied My interest is in community service by providing a strong preservation perspective, experience in historic preservation, and skills in publication, presentations, and community outreach.

List your related employment experience Have worked in historical archaeology and historic preservation on projects in Corktown (Detroit) since 2007. Currently working on a project at Historic Fort Wayne in Detroit.

List your related community activities Involved in Michigan Historic Preservation Network, Preservation Detroit, fundraising activities, public outreach, and educational programs about historic Detroit.

List your related educational experience Professor of Archaeology at Wayne State since 2001; PhD 1987 (Anthropology/ Archaeology) University of New Mexico; MA 1981 / BA 1978 University of Connecticut (Anthropology/Archaeology)

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

Do you currently have a relative serving on the board/committee to which you have applied? No

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

Thomas W. Killion
Digitally signed by Thomas W. Killion
DN: cn=Thomas W. Killion, o=Wayne State University,
ou=Department of Anthropology,
email=thomas.killion@wayne.edu, c=US
Date: 2018.11.16 11:50:14 -05'00'

Signature of Applicant

November 16, 2018
Date

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to cmynsberge@bhamgov.org or by fax to 248.530.1080.

Updated 8/16/17



Cherilynn Mynsberge <cmynsberge@bhamgov.org>

Historic Commission position

Thomas Killion <thomas.killion@wayne.edu>
To: Cherilynn Mynsberge <cmynsberge@bhamgov.org>

Mon, Nov 19, 2018 at 9:09 AM

Dear Ms. Mynsberge, sorry for the delay. I don't think the meeting tonight will work for me. I have surgery in Ann Arbor tomorrow that will take me out of the loop for a couple of weeks and prep for that begins later this afternoon.

I hope the City Commission can keep my candidacy for the volunteer position on the Historic District Commission open but I also understand if that the process must move on regardless. Realistically I probably would not be available for an interview until after the Christmas holiday.

Please let the Commissioners know that I'm still interested in volunteer service on the Historic District Commission and willing to talk more at a future date should they desire to do so. I've attached a shorter version of the CV with my most recent Michigan historic archaeology and historic preservation work highlighted. The earlier work, especially in Corktown is documented in the more detailed CV I already sent you. Thank you so much for your consideration and good luck with the search, best, Tom Killion

Sent from my iPhone

[Quoted text hidden]



TWK Abbreviated CV OCT 9 2018.docx
209K

Thomas W. Killion, Ph.D. (Thomas.Killion@Wayne.edu)

286 Abbey Street, Birmingham, MI 48009

Thomas.Killion@Wayne.edu

248-318-0180 (cell)

Abbreviated CV: 2013-2018

(Michigan employment, research and historic preservation activity **highlighted)**

Employment/Education

Associate Professor, Department of Anthropology, Wayne State University (2001-present)

Repatriation Office, National Museum of Natural History, Smithsonian Institution (1991-2000)

University of New Mexico Ph.D. Anthropology 1987

University of Connecticut MA Anthropology 1980

University of Connecticut BA Anthropology 1977

Recent Research Awards

Summer 2018/Summer 2019 Wayne State/OVPR A&H funds awarded for Questioning Abandonment: Historical Ethnoarchaeology in Alpuente, Los Serranos, Valencia, Spain, with Dr. Joan Segi, Museum of Valencia. For 2018-2019 (\$35,000)

Summer 2018/Summer 2019 Questioning Abandonment: Historical Ethnoarchaeology in Alpuente, Los Serranos, Valencia, Spain, with Dr. Joan Segi, Museum of Valencia. Summer June/July 2018 (transportation, housing and meals in Valencia for US team [3 persons]; provided by Valencia Museum of Ethnology; estimated at \$14,000).

LOI to OVPR for Valencia A&H research competition, invited to submit.

Summer 2017 Valencia Landscape Archaeological Research; proposal development (Targets: Government of Valencia, European Union, NSF, NGS) and travel/field reconnaissance to Valencia Spain (collaborating with Dr. Joan Segi, Museum of Ethnology); proposing 3 year ethnoarchaeological survey, Fall 2016/Winter and Summer 2017 (Summer 2017 reconnaissance in Valencia (transportation, housing, and meals) funded by the Museum of Ethnology, Valencia; airfare to Spain covered by the Department of Anthropology, Wayne State University).

Winter/Summer 2017) Archival Research for the River Raisin National Battlefield Park, National Park Service Superintendent's Office, Monroe, MI \$4000 grant for research/technical report on Fort Wayne and the Springwells District, Detroit in the War of 1812; funding for WSU Undergraduate and Graduate Research Assistants (Kat Slocum, Terri Renaud).

Fall 2015 GPR and EM Survey of the Parade Ground at Historic Fort Wayne, conducted October 20-23, with Thomas Urban (Cornell University) and (James Conway, City of Detroit/Detroit Historical Museum), \$5000 provided by an anonymous donor through the Historic Fort Wayne Coalition, research ongoing.

Summer 2015 Exploratory Research with personnel in the Office of the City Historian, Santiago de Cuba and the University of Havana Anthropology Museum, June/July, funded by Study Abroad Program and CLAS Dean's Office, Wayne State University, \$4000

Summer Stipend Recipient, Dumbarton Oaks Pre-Columbian Studies Program, (\$3000)
Washington D.C., July-August 2015 Veracruz, Mexico: archaeological reconnaissance, WSU
CLAS Dean's Office (\$2700) June and July 2014

Wayne State University, College of Liberal Arts and Sciences Teaching Award, 2013
Humanities Center Grant, Summer Salary and Travel Grant, writing in Detroit, archival/field
research in Washington DC and Sonora, Mexico (\$4000) 2011

State of Michigan Governor's Award for Historic Preservation (with community partner, Greater
Corktown Development Corporation) 2009

Recent Publications

2018 "Of Cabbages and Kings: Gulf Olmec Subsistence Strategies" for the Oxford Encyclopedia
of Archaeology, Oxford University Press, Oxford, England (in press Oct 2018)

2017 "Prólogo y Introducción al Volumen" En La Arqueología Contemporánea de la
Costa del Golfo. Editado por Lourdes Budar y Marcie Venter, Universidad Veracruzana,
Jalapa, Mexico (volume published, June, 2017)

2017 Ground Penetrating Radar and Electromagnetic Survey of Parade Ground. Historic Fort
Wayne, report prepared for Historic Fort Wayne Coalition and City of Detroit Park and
Recreation Department, (accepted the *Journal of Field Archaeology* May 2018)

2013 "Non Agricultural Cultivation and Social Complexity: The Olmec, Their Ancestors, and
Mexico's Southern Gulf Coast Lowlands" *Current Anthropology*, Volume 54, Number 5 pp. 1-39.

2012 Review of *Bridging the Divide: Indigenous Communities and Archaeology*, edited by
Caroline Phillips and Harry Allen, *Journal of Anthropological Research* Volume, Pages

2008 Opening Archeology: Repatriation's Impact on Method and Theory, editor (plus 2 chapters),
School of American Research Press, Santa Fe, New Mexico.

2008 "Social, political and economic factors in Classic Period Settlement ACE 750-900,
Veracruz, Mexico," with Javier Urcid In The Dumbarton Oaks Conference on the Archaeology of
Veracruz, edited by Christopher Pool and Phillip Arnold, Dumbarton Oaks, Washington DC. pp.
259-291.

2008 "Cultivating, Farming, and Food Containers: Reflections on Formative Subsistence and
Intensification in the Southern Gulf Coast Lowlands" Journal of Anthropological Research, Volume
64, no.3, pp. 367-381.

Papers Presented

2017 Workshop presentation with K. Slocum and T. Renauld "Springwells, Historic Fort Wayne
and the War of 1812," on an NPS-funded research project for the *NPS Workshop for Michigan
Educators and Tribal Representatives on the War of 1812*, hosted by the River Raisin National
Battlefield Park, Monroe Michigan July 24 and 25, Historic Fort Wayne, Detroit.

2017 “Native American Repatriation in the United States and Internationally” An Informal Presentation to Staff of the Valencia Museum of Ethnography, May 29, Valencia, Spain

2017 “Opening Remarks for the Annual Meeting of the Midwest Conference on Mesoamerican Archaeology and Ethnohistory” Conference Organizer, March 10-11, Detroit.

2016 “Preservation and Prospection: Public Archaeology, Geophysics and the Sacred Landscape at Historic Fort Wayne, Detroit, Michigan” Paper for the Michigan Historic Preservation Network Conference, Detroit, May 6

2016 Symposium Discussant *Incidencia, Articulacion e Innovacion del Conocimiento Arqueologico en La Costa del Golfo Mesoamericano: Organizacion, Ideologica, Politica y Ritual*, organized by Lurdes Budar and Marcie Venter, Orlando, FL April 9

2016 “Long Mound Plaza Ceremonies and Site Formation Processes: a look at artifact surface debris distributions” talk given at the *Midwest Mesoamericanists Conference*, DuPage University, Chicago, IL, March 12

2015 Symposium Discussant for *NAGPRA at 25: A Focus on Repatriation and Education in Anthropology*, organized by April Sievert, Invited Symposium at the AAA annual meetings in Denver Colorado, November, 2015

2015 “Ethnographic analogies for the Late Classic Long Plazas of Southern Veracruz: Processions and Ritual Circuits” talk given at the *Midwest Mesoamericanists Conference*, Middle Tennessee State University, Murfreesboro, TN, March 14

2014 “Elvis Appearance in Classic Period Veracruz: Convergence of maize god imagery and late 20th century pop icon’s tonsure,” talk given at the *Midwest Mesoamericanists Conference*, DeKalb, IL, March 28.

2013 “Urban Archaeology in Metropolitan Detroit,” presentation to the October Meeting of the *Archaeological Society of Michigan*, River Raisin Chapter, Monroe, Michigan.

WAYNE STATE UNIVERSITY

Professional Record

Faculty

NAME: THOMAS W. KILLION

DATE PREPARED: 10/26/01

DATE REVISED: 10/24/2018

OFFICE ADDRESS:

Department of Anthropology

1204 Old Main/3043 FAB

Detroit, MI 48202

HOME ADDRESS:

286 Abbey Road

Birmingham, MI 48009

CELL: 248 318 0180

HOME PHONE: 248-646-2796

EMAIL: Thomas.Killion@Wayne.edu

DEPARTMENT/COLLEGE: Anthropology/Liberal Arts and Sciences, Wayne State University

PRESENT RANK & DATE OF RANK: Associate Professor, August 19, 2001

WSU APPOINTMENT HISTORY:

August 19, 2001, Associate Professor/Tenured and Chair, Department of Anthropology (8/16/2001-12/31/2006)

Associate Professor 1/1/2007- 12/31/2011; 8/1/2014-present

Associate Professor and Interim Chair 1/01/2012-7/31/2014

CITIZEN: United States of America

EDUCATION:

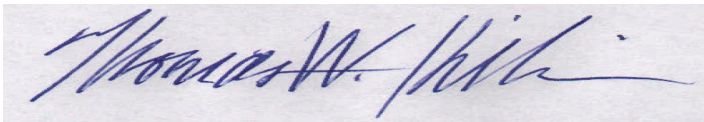
Baccalaureate: University of Connecticut BA Anthropology 1977

Graduate: University of Connecticut MA Anthropology 1980

University of New Mexico Ph.D. Anthropology 1987

Postgraduate:

- Summer Stipend Recipient, Dumbarton Oaks Precolumbian Studies Program, Washington D.C., July/August 2014



Oct 24, 2018

- Visiting Scholar, Dumbarton Oaks Precolumbian Studies Program, Washington D.C., December 2011
- Academic Fellow, Dumbarton Oaks Precolumbian Studies Program, Washington D.C., Winter/Summer, 2007
- NEH Fellow at the John Carter Brown Library Brown University, 1988-1989
- Charles Phelps Taft Postdoctoral Fellow and Instructor, Department of Anthropology, University of Cincinnati, 1987- 1988
- National Endowment for the Humanities Fellow at the School of American Research, Santa Fe, New Mexico, 1986-1987

FACULTY APPOINTMENTS AT OTHER INSTITUTIONS

- Adjunct Associate Professor, Department of Anthropology, St. Mary's College of Maryland, 1996-2001
- Invited Lecturer, Department of Anthropology, George Washington University, 1991-1999
- Lecturer, Department of Anthropology, University of Massachusetts, Boston Harbor Campus, 1990
- Visiting Assistant Professor, Department of Anthropology, Hamilton College, 1989
- Instructor and Taft Postdoctoral Fellow, Department of Anthropology, University of Cincinnati, 1987-1988
- Instructor, Department of Anthropology, University of New Mexico, 1983-1984
- Teaching Assistant, Department of Anthropology, University of New Mexico, 1981-1982
- Teaching Assistant, Department of Anthropology, University of Connecticut, 1979-1980

PROFESSIONAL SOCIETY MEMBERSHIP(S):

- American Anthropological Association, since 1985
- Anthropological Society of Washington, since 1997
- Faculty Council, (President 2003-2004) College of Liberal Arts and Sciences, Wayne State University, 2003-2006; 2010-2013; 2018-present.
- Faculty Senate, WSU, 2007-2010; 2018-present.
- Faculty Senate Budget Sub-Committee, 2008-2010
- Faculty Senate Computing and Infrastructure Sub-Committee, 2007-2008
- Keepers of the Treasures (US and Alaska Native American organizations), 1993-1997
- Pre-Columbian Society of Washington, since 1991
- Senate of Scientists, Councilor, NMNH, SI, 1995-1997
- Sigma Xi, since 1987
- Society for American Archaeology since 1985
- Society for Applied Anthropology since 2003, Fellow since 2006
- Society for Historical Archaeology since 2008

HONORS/AWARDS:

- Research funding for ethnoarchaeological field work in Valencia, Spain through the Wayne State OVPR (Arts and Humanities Grant 2018-2019) \$35,000
- Research funding from the Valencia Museum of Ethnology (Government of Valencia): housing, meals and in country transportation while conducting fieldwork in the Municipality of Alpuente, Valencia, Spain (summer field seasons in 2018 and 2019). Approx. \$14,000 (US)
- Travel Award, Dept. of Antho. Faculty travel fund, Valencia (\$1200) June-July 2017
- Cuba Study Trip, Faculty Associate and Researcher (funded by the Travel Abroad Program, \$3000), June-July 2015
- Dumbarton Oaks Summer Fellowship, July-August 2014 (\$3000)
- Dean's Travel Support (from Chair's start up) for research in Veracruz, Mexico June-July 2014 (\$2700)
- Wayne State University, College of Liberal Arts and Sciences Teaching Award, 2012
- Wayne State University Humanities Center Award 2011-2012 (Summer Salary and travel support; \$4000)
- Founded the Anthropology Learning Community with a grant from the Dean of Student's Office at WSU (\$9200, Fall 2010-Fall 2011)
- State of Michigan Governor's Award for Historic Preservation (as Director of the Corktown Archaeology Project at the Worker's Row House); given to the Department of Anthropology and a community partner, Greater Corktown Development Corporation), May 2010
- Honors College Award for the Corktown Archaeology Service Learning Program, Summer, 2009 (\$2250); summer salary covered by the Honors College.
- Summer Fellow, Dumbarton Oaks Pre-Columbian Studies Program, Washington D.C., 2007 (\$4000)
- Academic Semester Fellow, Dumbarton Oaks Precolumbian Studies Program, Washington D.C., Winter, 2007 (\$13,000 [plus part of 9-month salary awarded by Wayne State for administrative leave/recognition])
- Seminar Participant and Organizer (Opening Archaeology: Repatriation's Effect on Archaeological Theory and Practice), at the School of American Research, Santa Fe, New Mexico, August, 2005 (Travel, room, and board).
- Undergraduate Research Grants, Wayne State University, 2003, 2004, 2005, 2006(2), 2009, 2010, 2018 (2); \$2500 each.
- Summer research awards, Wayne State University, 2002, short-term travel to Veracruz, 2003, short-term travel to Veracruz, 2004 and 2005 support for data analysis of Hueyapan Archaeological Project at Wayne State University.

- National Science Foundation Grant, Hueyapan Archaeological Survey, Hueyapan, Veracruz, Mexico, 1998 and 1999 (\$107,000).
- Department of Anthropology (NMNH, SI) Travel Grant for Archaeological Reconnaissance at Laguna de los Cerros, Veracruz, Mexico, 1994
- Travel to Collections Grant, National Endowment for the Humanities, included preliminary survey of Laguna de los Cerros, Veracruz, Mexico 1989, 1990
- NEH Fellowship at the John Carter Brown Library Brown University, 1989
- Charles Phelps Taft Postdoctoral Fellow and Instructor, Department of Anthropology, University of Cincinnati, 1987- 1988
- Recipient of the Sigma Xi Award for Outstanding Dissertation, at the University of New Mexico, 1987
- Recipient of the Ruth B. Kennedy Memorial Lecture Award by the Maxwell Museum of Anthropology for Outstanding Dissertation in Anthropology at the University of New Mexico, 1987
- Weatherhead Resident Scholar (NEH funded) School of American Research, Santa Fe, New Mexico, 1986-1987
- Newberry Library Short-Term Research Fellow Newberry Library, Chicago, Spring, 1986
- Tuxtla Ethnoarchaeology Project, San Andres Tuxtla, Veracruz, Mexico, 1985-1986 (NSF Doctoral Dissertation Grant)
- Research Grants under the Mellon Program Latin American Institute, University of New Mexico, 1984-1985

Sabbatical/Leave of Absence from Wayne State University

- Fall semester academic sabbatical August-December, 2011
- Administrative leave of absence after 6.5 years as Chair (Anthropology) January-May, 2007
- No leave from 2001-2007; 2012-2014 (Chair, 12-month salary)
- Sabbatical proposed for Fall 2019

I. TEACHING

A. Years at Wayne State (oldest to most recent)

- Fall 2001, 1. Mesoamerican Civilization (ANT 5510/ANT 7620), 2. Chair's release.
- Winter 2002, 1. Chair's release, 2. Start up release.
- Fall 2002, 1. Native Peoples of North America (ANT 3530), 2. Chairs release
- Winter 2003, 1. Introduction to Archaeology (ANT 5270), 2. Chair's release.
- Fall 2003, 1. Lost Cities and Ancient Civilizations (ANT 3200), 2. Chair's release.

- Winter 2004, 1. Mesoamerican Civilization (ANT 5510/ANT 7620), 2. Chair's release.
- Fall 2004, 1. Lost Cities and Ancient Civilizations (ANT 3200), 2. Chair's release.
- Winter 2005, 1. Native Peoples of North America (ANT 3530), 2. Chair's release.
- Fall 2005, 1. Lost Cities and Ancient Civilizations (3200), 2. Chair's release.
- Winter 2006, 1. Introduction to Archaeology (ANT 5270), 2. Chair's release.
- Fall 2006, 1. WSU Archaeological Field School (ANT 5280), 2. Chair's release.
- Winter 2007, Administrative leave
- Fall 2007, 1. WSU Archaeological Field School (ANT 5280), 2. Mesoamerican Civilization (ANT 5270).
- Winter 2008, 1. Lost Cities and Ancient Civilizations (ANT 3200), 2. Introduction to Archaeology (ANT 5270/7620).
- Summer 2008, 3 sections of ANT 3600 (Archaeological Field Methods) for the Honors College (Corktown Archaeology Service Learning Experience).
- Fall 2008, 1. Historical Archaeology (ANT 3600/ANT 6290), 2. Native Peoples of North America (ANT 3530/ANT 6290)
- Winter 2009, 1. Seminar in Cultural Anthropology (Anthropology of War, ANT 7630), 2. Release for Undergraduate Advisor assignment
- Fall 2009, 1. Lost Cities and Ancient Civilization (ANT 3200 large class [n=137] edition), 2. Mesoamerican Civilization (ANT 5510)
- Winter 2010, 1. Archaeological Concepts and Techniques (ANT 5270/7620), 2. Release for Undergraduate Advisor assignment
- Spring/Summer 2010, Archaeological Field School for Undergraduates and Graduate Students (ANT 3600/6550)
- Fall 2010, 1. Lost Cities and Ancient Civilization (ANT 3200 medium large class [n=65]), 2. Native Peoples of North America (ANT 3530/ANT 6290)
- Winter 2011, Lost Cities and Ancient Civilization (1st Faculty to teach ANT 3200 class for Anthropology Undergraduate degree program at Macomb) 2. Release for Undergraduate Advisor assignment
- Summer 2011 Archaeological Field School for Undergraduates and Graduate Students (ANT 3600/6550)
- Fall 2011 on sabbatical
- Winter 2012 (appointed Interim Chair) ANT 5720; 1 release as Chair
- Fall 2012 ANT 3200; 1 release as Chair
- Winter 2013 ANT 3200; 1 release as Chair
- Fall 2013 ANT 7000 (Grad Hunter Gatherer Seminar); 1 release as Chair
- Winter 2014 2 releases as Chair

- Fall 2014 ANT 3020 Introduction to Archaeology; 1 release as Chair
- Winter 2015 2 releases as Chair
- Fall 2015, ANT 3200, Lost Cities and Ancient Civilizations; 1 release from original Interim Chair offer from Dean
- Winter 2016, ANT 5270, Arch. Concepts & Techniques; ANT 5996 Capstone
- Fall 2017, ANT 3200, Intro to Arch.; ANT 7620 Seminar in Problems and Concepts in Archaeology: Landscape Archaeology
- Winter 2018, ANT 3200 Lost Cities and Ancient Civilizations; ANT 3530 Native Americans
- Fall 2018: on medical leave.

B. Years at Other Colleges/Universities (most recent to oldest)

- Adjunct Associate Professor, Department of Anthropology, St. Mary's College of Maryland, 1998-2001.
- Lecturer, Department of Anthropology, University of Massachusetts, Boston Harbor Campus, 1990
- Coordinator, Center for Archaeological Studies, Department of Archaeology, Boston University, 1988-1990
- Visiting Assistant Professor of Anthropology, Department of Anthropology, Hamilton College, 1989
- Instructor and Fellow, Department of Anthropology, University of Cincinnati, 1987-1988
- Instructor Department of Anthropology, University of New Mexico, 1983
- Teaching Assistant, Department of Anthropology, University of New Mexico, 1981-1982
- Teaching Assistant, Department of Anthropology, University of Connecticut, 1979-1980

Courses Taught (not at Wayne State):

1. Introduction to Archaeology and Physical Anthropology
2. Digging Up Our Past (Introduction to Archaeology)
3. World Prehistory
4. Maya Civilization
5. Ancient Mexico and Central America
6. Ancient Andean World
7. Comparative Civilizations (Mesoamerica and the Near East)
8. Cultural Ecology Seminar
9. Prehistoric Economies (Agricultural Systems and their Origins)
10. Data Analysis in Archaeology
11. Research Methods in Anthropology
12. Archaeological Field Methods (Survey and Excavation Techniques)

C. Courses Taught at Wayne State in Last Six Years

1. Undergraduate

- ANT 5510 (Fall 2007)
- ANT 3530 (Winter 2005, Fall 2008, Fall 2010; Winter 2011)
- ANT 5270 (Winter 2006, Winter 2008, Winter 2010)
- ANT 3200 (Fall 2005, Winter 2008, Fall 2009, Fall 2010; Winter 2011)
- ANT 5280 (Fall 2006, Fall 2007)
- ANT 3600 (3 sections, Summer 2008, Fall 2008, 2 sections Summer 2010)
- ANT 6290 (2 sections, Fall 2008; Fall 2010)
- ANT 5510 (Fall 2001, Winter 2003, Winter 2005, Fall 2009)
- FALL 2011 (sabbatical)
- Winter 2012 ANT 5720
- Fall 2012 ANT 3200
- Winter 2013 ANT 3200
- Winter 2014 ANT 3200
- Fall 2014 ANT 3020
- Winter 2015 2 releases
- Fall 2015 ANT 3200; one release
- Winter 2016 ANT 5270; ANT 5996
- Fall 2016 ANT 3020; ANT 7009
- Winter 2017 ANT 3200; ANT 3530
- Fall 2017 ANT 3200; ANT 3020
- Winter 2018 ANT 3200; ANT 5510/3600
- Fall 2018: on medical leave

2. Graduate

- ANT 7620 (Winter 2006, Winter 2008, Winter 2010)
- ANT 7992 (Winter 2005)
- ANT 3530 (6290) Graduate version (Fall 2005, Fall 2010)
- ANT 5280 Graduate version (Fall 2006, Fall 2007)
- ANT 5270 Graduate version (Winter 2006, Winter 2008, Winter 2010)
- ANT 6550 Graduate Version (Summer 2010)
- ANT 7990 (Winter 2005, Fall 2005, Winter 2008)
- ANT 7630 (Winter 2009)
- Winter 2011 (sabbatical)
- Fall 2013 ANT 7000 Grad Seminar (Hunter-Gatherer Anthropology)
- Fall 2017 ANT 7620 Grad seminar; Landscape Archaeology
- Winter 2018 ANT 5150 Mesoamerican Archaeology (7 MAs)
- Fall 2018: on medical leave

D. Essays/Theses/Dissertations Directed/Committee member

- Katherine Slocum, PhD Candidate, archaeology, passed quals January 2017; Prospectus expected Fall 2018, present chair
- Dan Harrison, PhD Candidate, archaeology, prospectus approved, ABD; present chair
- Luke Pickrahn; MA Candidate, Advisor
- Kailey McAlpin, MA graduated, Reader
- Kathy Meloche, MA Candidate, archaeology, timed out of program 2017
- Greg Young, MA Candidate, bioarchaeology, advisor (MA thesis rejected Fall 2016)
- Graham Scheckles, MA Thesis, 2009-2015, graduated MA in archaeology, Advisor
- Kati Eggelson, MA Candidate, archaeology
- Paul Carlson, MA Candidate, archaeology initial advisor, dismissed following probationary period in the Masters program, 2015
- Dovie Jenkins, MA Candidate, bioarchaeology, advisor through 2014
- Ami Atee, MA Essay, awarded Summer 2014, bio-archaeology, reader, Graduated 2014
- Claudia Voit, MA Thesis, awarded Fall 2013, archaeology, advisor
- Jennifer Meyers, MA Synthesis, awarded 2012, archaeology, advisor
- Andrea DiMuzio, MA Essay, awarded 2012, archaeology, advisor
- Jon Brewster, MA Thesis, awarded May 2011, archaeology, advisor
- Kate Frederick, MA Essay reader, archaeology, awarded 2011
- Krystal Hubbard, MA candidate, 2009-2011, archaeology, Advisor
- Nancy Thomas, MA candidate, 2008-2012 (deceased), archaeology, Advisor
- Nicholas Smith, MA Essay, awarded 2009, archaeology, Reader
- Allison Muhammad, Ph.D. Committee Member, awarded 2010, bioarchaeology
- Hasan Ashkanani, Advisor, Masters Essay, Middle Eastern Archaeology, awarded 2009
- Corey Zolondeck, Ph.D. Committee Member, biological anthropology, awarded 2009.
- Dianna Jakubiec, Advisor, Masters Essay, Historical Archaeology, awarded 2008
- Rebecca Connor, M.A. Biological Anthropology, Essay Reader, Winter 2007 (graduated)
- Mathew Hendricks, M.A., Archaeology, Essay Reader, Winter 2008 (graduated)

- Jason Watt, Senior Honors Thesis on Maya Pharmacology, Summer 2006 (graduated)
- Corey Zolondek, Masters, Aboriginal Michigan Osteology, 2002-2005 (graduated, then Ph.D. Candidate in Department)
- William Norris, Ph.D. Sociology 2005 (graduated; outside Committee member)
- Tim Townsend, Ph.D. candidate in History (outside Committee member) awarded 2007
- Marie Maier, Masters Essay reader, Egyptian and Mesopotamian Interaction, Winter 2003 (graduated)
- Nicole Wilson, M.A. Osteological Essay Reader, Winter 2003 (graduated)
- Allon Goldberg, Ph.D. in Biological Anthropology, Committee member, Ph.D. awarded 2003
- Jeff Doan, Ph.D. in Biological Anthropology, Committee member, Ph.D. awarded 2004
- Chantal Esquivias, (at Boston University), outside committee member, Archaeology, Ph.D. awarded, 2002
- Tammy Szatkowski, Doctoral candidate at University of Pittsburgh, outside committee member 1998-2000

Course Curriculum Development

- Mesoamerican Civilization (revamped Fall 2017 for Winter 2018)
- Native Peoples of North America (accepted for Gen Ed credit, May 2018)
- Introduction to Archaeology (undergraduate degree core requirement)
- Lost Cities and Ancient Civilizations (periodic updates, 2001-2018)
- Archaeological Field Methods (Corktown District, Detroit; 2007-2011)
- Historical Archeology
- Spatial Anthropology (in process)
- Cultural Ecology
- Anthropology of War
- Landscape Archaeology (initial graduate offering taught; undergraduate version [Anthropology of the Landscape] in process)
- Field Courses in Historical Archaeology (Archival Documentation, Survey, Excavation and Laboratory Analysis with a Service Learning Component through the Greater Corktown Development Corporation (Fall 2006, Fall 2007, Summer 2008, Summer 2010, Summer 2011))

Fall 2015-Winter 2018:

- Introduction to Archaeology (undergraduate)
- Archaeological concepts and techniques (graduate)
- Anthropology Undergraduate Capstone
- Landscape Anthropology Seminar
- Mesoamerica (MA/UG, seminar model)

II. RESEARCH

A. Research in Progress, Not Funded

- Anthropology Course Reform (Statistics and GIS) proposal development for the STEM WIDER Grant at WSU Winter 2017, not funded.
- GLG Museum Exhibit on *Spring Wells Treaty (1815)* between the US Government and Tribal Nations at Fort Wayne, Detroit, with Joan Sequi, Visiting Scholar from the Valencia Ethnographic Museum (Spain). Fall and Winter 2016-2017. Exhibit presented at GLGMA, Fall 2016-Summer 2017
- Workshop on Spatial Archaeological Techniques: GIS, Settlement Pattern Analysis, Hueyapan Project Data—undergraduates enrolled in the Anthropology Learning Community Research Certificate (Fall and Winter semesters 2013-2014; Winter 2015)
- Interpretive Pocket Park Design and Build with students from the WSU Undergraduate Anthropology Society and Members of the WSU Anthropology Learning Community – park interpretation and archaeological research at the Workers Row House (2010-2013) with sustainable urban agricultural techniques in a dooryard setting behind the WRH to attract bicycle and foot traffic along one of the Urban Greenways of downtown Detroit.
- Corktown Archaeological Survey II (Fieldwork and data analysis Spring/Summer 2011)
- Corktown Archaeological Survey I (Fieldwork and data analysis Spring/Summer 2010)
- Corktown Archaeology, Workers Row House Exhibit preparation and analyses at the Museum of Anthropology, Wayne State University, Fall 2008 to present. Supervising final analyses and developing exhibit displays with students and volunteers in the Museum of Anthropology, Wayne State University.
- Corktown Archaeology, Fieldwork at the Workers Row House, Detroit. Artifact and Site Analysis at the Museum of Anthropology, Wayne State University, 2006-2008. Analyses carried out by students and volunteers in the Museum of Anthropology, Wayne State University continuous thru 2010.
- Archaeological reconnaissance and satellite imagery analysis of the archaeological site of Jonotal, Oaxaca, Mexico, in collaboration with researchers at Brandies University and the University of Veracruz,

Mexico, Summer 2000, 2002, 2004 (partially with Wayne State start up funds).

- Continuing data analysis of chronology and settlement patterns in the Hueyapan region, Veracruz, Mexico, Summer 2002, 2003, 2004, 2005, 2006.
- Slide and Map digitization with anthropology students (Sherry Holland, graduate, Kamal Badresany, undergraduate, Chris Fairchild, undergraduate), Summer 2002, 2004.
- Analysis and final report preparation for the Matacapán Archaeological Project, Veracruz, Mexico (multi-volume work w/ scholars from the University of Kentucky, Loyola University, the University New Mexico, and the University of Veracruz) 2000-2007.
- Analysis and final report preparation for the Petexbatun Settlement Survey, Peten Guatemala (multi-volume work with scholars at Vanderbilt University) 1995-2001

B. Funded Research in Last Five Years

- (Summer 2018/Summer 2019) Wayne State/OVPR A&H funds awarded for *Questioning Abandonment: Historical Ethnoarchaeology in Alpuente, Los Serranos, Valencia, Spain*, with Dr. Joan Segi, Museum of Valencia. For 2018-2019 (\$35,000).
- (Summer 2018/Summer 2019) *Questioning Abandonment: Historical Ethnoarchaeology in Alpuente, Los Serranos, Valencia, Spain*, with Dr. Joan Segi, Museum of Valencia. Summer June/July 2018 (Valencia transportation, housing and meals, for US team [3 persons] provided by Valencia Museum of Ethnology (estimated at \$14,000).
- (Fall 2017) **Applied** for NGS support for *Questioning Abandonment: Historical Ethnoarchaeology in Alpuente, Los Serranos, Valencia, Spain*, with Dr. Joan Segi, Museum of Valencia. For 2018-2019 (\$22,000, not awarded).
- LOI to OVPR for Valencia A&H research competition, **invited to submit**.
- **Applied** (Winter 2017) for STEM WIDER (internal WSU funding through a University NSF Undergraduate Education Grant) for Summer 2017 Anthropology Course Reform Project (\$67,000, not awarded)
- (Summer 2017) Valencia Landscape Archaeological Research; proposal development (Targets: Government of Valencia, European Union, NSF, NGS) and travel/field reconnaissance to Valencia Spain (collaborating with Dr. Joan Segi, Museum of Ethnology); proposing 3 year ethno-archaeological survey, Fall 2016/Winter and Summer 2017 (*Summer 2017 reconnaissance in Valencia (transportation, housing, and meals) funded by the Museum of Ethnology, Valencia; airfare to Spain covered by the Department of Anthropology, Wayne State University*).
- (Winter/Summer 2017) Archival Research for the River Raisin National Battlefield Park, National Park Service Superintendent's Office, Monroe, MI \$4000 grant for research/technical report on Fort Wayne and the Springwells

District, Detroit in the War of 1812; funding for WSU Undergraduate and Graduate Research Assistants (Kat Slocum, Terry Renaud)

- **Applied** (Fall 2016) for NEH Summer Stipend for Historic Fort Wayne Archaeology Project (\$6000, not awarded)
- (Fall 2015) GPR and EM Survey of the Parade Ground at Historic Fort Wayne, conducted October 20-23, with Thomas Urban (Cornell University) and (James Conway, City of Detroit/Detroit Historical Museum), \$5000 provided by an anonymous donor through the Historic Fort Wayne Coalition, research ongoing
- (Summer 2015) Exploratory Research with personnel in the Office of the City Historian, Santiago de Cuba and the University of Havana Anthropology Museum, June/July, funded by Study Abroad Program and CLAS Dean's Office, Wayne State University, \$4000
- Research Collaborator/Coordinator (representing WSU), with the Detroit Historical Museum (City of Detroit) and the Notawassipi Huron Band of Potawatomi (a federally-recognized Native American tribe in Fulton, Michigan) on planning and fund raising for a non-invasive survey of the Old Ft. Wayne Parade Ground, Detroit, MI (\$7500 pledged by the NHBP for non-invasive survey and site interpretation, Fall 2014) ongoing, 2014-2015
- Veracruz, Mexico: archaeological reconnaissance, (travel support from Dean's Office as part of Chair's start up; \$2700) June and July 2014
- Dumbarton Oaks Short-Term Summer Fellow (\$3000) *Agency of the Dead* book project, Washington, DC, July-August, 2014
- Humanities Center Grant (Summer Salary and Travel Grant, writing in Detroit, and partial funding for archival/field research in Washington DC and Sonora, Mexico; \$4000) 2011-2012
- Corktown Archaeological Survey II (Spring/Summer, Roosevelt Park 2011) field school with 2 funded graduate Assistants (\$5000: Gordon L. Grosscup Museum of Anthropology funding)
- Corktown Archaeological Survey I (Spring/Summer, Hurtienne and Meyers Lots 2010) with intern/service learning/practica components for participants in the Anthropology Learning Community initiative (CLAS enrollment percentage and additional funding for 2 graduate student assistants, \$4000)
- Corktown Archaeology (Spring/Summer 2009)—for research assistants to do laboratory and data analysis with funding through the Michigan Cool Cities Initiative (\$3200) and the Gordon L. Grosscup Student Research Fund (\$2000)
- Corktown Archaeology, Laboratory Analysis and Museum Exhibit funding (\$12,000 plus student support attachment, \$4000) from the Local Initiatives Support Corporation, Detroit and Washington, DC. Fall 2009.
- Corktown Archaeology, Fieldwork at Workers Row House, Artifact and Site Analysis at the Museum of Anthropology, Wayne State University, 2006-2009, Initial funding from the Anthropology Chair's Start Up Fund (\$2500) and Honors College Summer Salary for In-Service Learning Program (\$7000). Field work and laboratory research carried out by Wayne State Graduate and Undergraduate Students enrolled in the Archaeological Field School, 2006, 2007, 2008 and Winter 2009 semesters, supported by a small grant from the Greater Corktown Development Corporation (\$2500)

- Dumbarton Oaks, Pre-Columbian Fellow, research and writing for *Ancient Veracruz: Archaeology and Culture History of the Southern Gulf Coast, Mexico*, 2007, Winter semester Residential Fellowship (\$13,000), Summer Research Stipend (\$5000) Washington, DC
- International repatriation research (Libraries and Archives in the US and Mexico) and tribal consultation in Chihuahua, Mexico, Contract Researcher, National Museum of the American Indian, Smithsonian Institution, 2001, \$16,000.
- Repatriation research (Library and Archival Resources in Washington, D.C. and Santa Fe, New Mexico) and tribal consultation for the Salinas Ruins National Monument, New Mexico, Mexico, Contract Researcher, National Museum of Natural History, Smithsonian Institution, 2001, \$7500.
- Co-Director (with Dr. Javier Urcid), Hueyapan Archaeological Project Archaeological Project, Hueyapan, Veracruz, Mexico (NSF funded settlement survey), 1998-2005, \$107,000.

Fellowships/Grants/Special Awards in Last Five Years

- Archival Research for the River Raisin National Battlefield Park, National Park Service Superintendent's Office, Monroe, MI \$6000 grant provided for assembling a report on Fort Wayne and the Springwells District in the War of 1812 (Winter/Summer 2017); funding for WSU Undergraduate and Graduate Research Assistants
- Humanities Center Research Travel Funding for the forthcoming Cave Valley Mummies Volume (Summer/Fall 2011-2012) \$4000.
- Learning Community Grant from the Provost's Office (through Howard Shapiro) for an LCI for Anthropology Learning Community focusing on Detroit as a site for anthropological research (pedagogical as well as archaeological research focus) \$9200, grant author and continuing participant (2010-2011)
- Mythical Foundations/Material Consequence: Archaeological Research at the Worker's Row House in Corktown, Detroit, Funding (\$8,000 in Summer Salary support and \$4000 in student stipends) from the Local Initiatives Support Corporation (Detroit and Washington DC) through the Greater Corktown Development Corporation, Summer 2009.
- Dumbarton Oaks, Postdoctoral Fellow, Veracruz archaeology and culture history January-July 2007 \$13,000.

Research w/ Undergraduate students:

- Undergrad Research Grants:
 - Julia DiLaura Valencia Photogrammetry project through UROP-Baker Fall 2018 (\$3000)
 - Lydia Rehman, Teaching Module Development for *Lost Cities and Ancient Civilizations* UROP 2018 (\$2500)
 - Chris Fairchild (3) 2 student papers on campus, 1 at national meeting
 - Jon Brewster (1) 1 student paper on campus, 1 at national meeting

- Stephanie Winborn (1)
- Jeri Pajor (2) 1 student paper and 1 poster on campus, 1 poster at national meeting (2010-2011)
- Mathew Wilkerson (1, 2010) (film student creating film about Native American Heritage in Detroit, Michigan western Ontario region)

Research w/Graduate Students:

1. Jon Brewster
 - A. Graduate Research Award for Spring/Summer semester assistant on the Corktown Archaeology Survey
 - B. Research Grant through the Cool Cities Initiative for Corktown Pocket Park and interpretive signage (\$2000)

PUBLICATION

A. Scholarly Books Published

Authored

revising for resubmission *Agency of the Dead: The Cave Valley Mummies of Chihuahua, Mexico and the Smithsonian Institution*; publication targets: University Presses of Texas, Oklahoma and New Mexico (approx. length 200 ms. pp.).

in preparation *Ancient Veracruz: Archaeology and Culture History of Mexico's Southern Gulf Coast*, book manuscript; publication target: University of Texas Press. (approx. length 300 ms. pp.).

2008 **Opening Archeology: Repatriation's Impact on Method and Theory**, edited by Thomas W. Killion, School of American Research Press, Santa Fe, New Mexico.

1992 **Gardens of Prehistory: Analytical Approaches to Settlement Agriculture in Greater Mesoamerica**, edited by T. W. Killion, University of Alabama Press. (334 pp.)

Co-Authored

1994 **Reckoning with the Dead: The Larsen Bay Repatriation and the Smithsonian Institution**, co-editor with Tamara Bray, Smithsonian Institution Press, Washington DC. (194 pp.)

B. Chapters Published

In press "Formative Period Subsistence Practices in the Gulf Coast Lowlands" with Phillip J. Arnold, Chapter length entry in the **Oxford Encyclopedia of Mesoamerican Archaeology**, Oxford University Press, Oxford, England. 13 ms. pages plus bibliography.

2017 "Prólogo y Introducción al Volumen" En **La Arqueología Contemporánea de la Costa del Golfo**. Editado por Lourdes Budar y Marcie Venter, Universidad Veracruzana, Jalapa, Mexico 32 ms pages (volume published, June, 2017, need pages)

2008 "Opening Archaeology: Repatriation's Impact on Contemporary Research and Practice" **Chapter I, Opening Archeology: Repatriation's Impact on Method and Theory**, edited by Thomas W. Killion, School of American Research Press, Santa Fe, New Mexico. (pp. 3-28)

2008 "A View From the Trenches: Repatriation Experiences at the National Museum of Natural History, Smithsonian Institution" **Chapter VII, Opening Archeology: Repatriation's Impact on Method and Theory**, edited by Thomas W. Killion, School of American Research Press, Santa Fe, New Mexico. (pp. 133-150)

2008 "Social, political and economic factors in Classic Period Settlement ACE 750-900, Veracruz, Mexico," with Javier Urcid *In The Dumbarton Oaks Conference on the Archaeology of Veracruz*, edited by Chritopher Pool and Plillip Arnold, Dumbarton Oaks, Washington DC. pp. 259-291.

2002 "Contextualizing Repatriation: Widening the Circle of Decision Makers on Heritage and Cultural Property Issues." In **Art, Antiquity and the Law**, edited by Archer St. Clair and Patrick O'Keefe. Rutgers University Press and the Institute for Art and Law, UK.

2001 "Repatriation and Cultural Property in the United States" In **Who Owns Culture: Cultural Property and Patrimony Disputes in an Age Without Borders**, edited by Michael Janeway and Andras Szanto, National Arts Journalism Program, Columbia University, pp. 101-110.

2000 "On the Course of Repatriation: Process, Practice, and Progress at the National Museum of Natural History, Smithsonian Institution' In **The Future of the Past: Archaeologists, Native Americans, and Repatriation**, edited by Tamara Bray, Rutledge Press, New York, pp. 149-168.

2000 "Repatriation's Silver Lining (with a new Postscript)" with P. Molloy, In **Working Together: Native Americans and Archaeologists**, edited by K.E Dongoske, M. Aldenderfer, and K. Doehmer, Society for American Archaeology, Washington DC, pp. 111-118.

1994 "Introduction," In **Reckoning With the Dead: The Larsen Bay Repatriation and the Smithsonian Institution**, edited by Tamara Bray and Thomas W. Killion, Smithsonian Institution Press, Washington DC, pp. 7-9.

1992 "Introduction: Settlement Agriculture in Greater Mesoamerica." In **Gardens of Prehistory: Analytical Approaches to Settlement Agriculture in Greater Mesoamerica**, edited by Thomas W. Killion, University of Alabama Press, pp. 1-13.

1992 "Ethnoarchaeology and Ancient Community Structure at Middle Classic Matacapán," In **Gardens of Prehistory: Analytical Approaches to Settlement Agriculture in Greater Mesoamerica**, edited by Thomas W. Killion, University of Alabama Press, pp. 119-149.

1992 "Factors Influencing Settlement Agriculture in Mesoamerica: Ethnographic and Historic Case Examples," with William T. Sanders In **Gardens of Prehistory: Analytical Approaches to Settlement Agriculture in Greater Mesoamerica**, edited by Thomas W. Killion, University of Alabama Press, pp. 14-31.

C. Editorships of Books/Proceedings

2008 **Opening Archaeology: Repatriation's Impact on Method and Theory**. Volume editor and author of two chapters. School of American Research Press, Santa Fe, New Mexico (300+ pp).

1994 **Reckoning with the Dead: The Larsen Bay Repatriation and the Smithsonian Institution**. co-editor with Tamara Bray, Smithsonian Institution Press, Washington DC. (194 pp.)

1992 **Gardens of Prehistory: Analytical Approaches to Settlement Agriculture in Greater Mesoamerica**, edited by T. W. Killion, University of Alabama Press. (334 pp.)

D. Journal Articles Published and In Progress

In Preparation "The Long Mound Plaza: Architecture of Power in Classic Period Southern Veracruz" for *Journal of Anthropological Research*. (32 ms pp.)

In Preparation "Ethnographic Analogs for the Long Plaza: A Review of Architectural Form and Function" with Jonathan Brewster for *Journal of Anthropological Archaeology*. (30 ms pp.)

Resubmitted; 2nd review "The Springwells Burial Sites and Historic Fort Wayne, Detroit: Historical, Archaeological and Geophysical perspectives" *Journal of Field Archaeology* 30 ms pages plus figures. February 23, 2018

In Press "Springwells, Historic Fort Wayne and The War of 1812 in Southeast Michigan: Exploring Detroit's Past in War and Peace" (with Kat Slocum and Terri Renaud) for the **Michigan Archaeologist**, 45 ms pages, not including figures, October 2017

2013 "Non Agricultural Cultivation and Social Complexity: The Olmec, Their Ancestors, and Mexico's Southern Gulf Coast Lowlands" **Current Anthropology** Volume 54, Number 5 pp. 1-39.

2008 "Cultivating, Farming, and Food Containers: Reflections on Formative Subsistence and Intensification in the Southern Gulf Coast Lowlands" **Journal of Anthropological Research**, Refereed and Invited. Volume 64,no.3, pp. 367-381.

2004 "Ishi's Repatriation" **Anthropology Today**, with J. Kenny, April 2002, pp. 25-27.

2003 "The Olmec Legacy: Cultural Continuity on Mexico's Southern Gulf Coast," with Javier Urcid, **Journal of Field Archaeology**, Vol. 28, pp. 1-23.

- 1999 "Repatriation's Silver Lining" **Bulletin of the Society of American Archaeology**, with Paula Molloy, Volume 17, Number 2, pp. 21-34.
- 1992 "En Los Alrededores de las Ciudades: Asentamientos Intersitio en la Region de Petexbatun, Peten, Guatemala" **Revista del Museo Nacional de Antropologia**, Ciudad de Guatemala, Guatemala (Vol. 33, pp. 321- 356).
- 1990 "Cultivation Intensity and Residential Site Structure: An Ethnoarchaeological Examination of Peasant Agriculture in the Sierra de los Tuxtlas, Veracruz, Mexico," **Latin American Antiquity**, Vol. 1, No. 3: 191-215.
- 1989 "Intensive Surface Collection of Residential Clusters at Terminal Classic Sayil," **Journal of Field Archaeology**, Vol. 16, No. 3: 273-294.
- 1988 "Solar, Jardin, y Milpa: La Significacion de Produccion Agricola Entre Los Campesinos en la Sierra de Los Tuxtlas," **Cuadernos del Museo**, Numero 5, Universidad Veracruzana. Pp. 137-166.
- 1986 "On the Maya Collapse," with R. S. Santley and M. T. Lycett. **Journal of Anthropological Research**, Vol. 42, No. 2: 123-159.
- 1982 "The Development of Complex Societies in North and Central Peru". In Haliks'i, Vol. 1, No. 1, **Journal of the University of New Mexico Anthropological Society**, Albuquerque, New Mexico. Pp. 20-53.

E. Book Reviews Published

2017 Review of **Agricultural Beginnings in the American Southwest**. *Barbara J. Roth*. Lanham: Rowman and Littlefield, 2016. 185 pp. for *American Anthropologist*, issue forthcoming

2012 Review of **Bridging the Divide: Indigenous Communities and Archaeology**, edited by Caroline Phillips and Harry Allen, *Journal of Anthropological Research* Volume, Pages

2001 Review of **A Favored Place: San Juan River Wetlands, Central Veracruz, AD 500 to the Present**, by Alfred Siemens, **American Antiquity**, Vol. 11, No. 3: 310-311.

1999 Review of **Mexican Rural Development and the Plumed Serpent: Technology and Maya Cosmology in the Tropical Forest of Campeche, Mexico**, by Betty Bernice Faust, **American Anthropologist**, Volume 101, No. 4: 847-848.

1997 Review of **The Archaeology of Garden and Field**, by N.F. Miller and K.L. Gleason, **Journal of Field Archaeology** 22: 359-361.

1994 Review of **Maguey Utilization in Highland Central Mexico: An Archaeological Ethnography** by J.R Parsons and M.H. Parsons. **American Antiquity**.

1991 Review of **The Structure of Material Systems: Ethnoarchaeology in the Maya Highlands** by Brian Hayden and Aubrey Cannon, **American Antiquity**. Vol. 56, No. 4: 741-42.

1985 Combined "Review of **The Andean Past: Land, Societies, and Conflicts**, by Magnus Morner and **Huaro-chiri: An Andean Society Under Inca Rule** by Karen Spalding. **Journal of Anthropological Research**, Vol. 41, No. 3: 33-34.

- 1999 Review of **Hatunqolla: A View of Inca Rule from the Lake Titicaca Region**, by Catherine J. Julien. **Journal of Anthropological Research**, Vol. 40, No. 4: 18-19.
- 1983 Review of **The Warm Valley People: Duality and Reform among the Quechua Indians of Highland Peru**, by Harald O. Skar. **Journal of Anthropological Research**, Vol. 40, No. 4: 19-20
- 1982 Review of **Monuments of the Incas**, by John Hemming and Edward Ranney. **Journal of Anthropological Research**, Vol. 39, No.1: 22.

F. Dictionary/Encyclopedia Entries

- 1995 **Mesoamerica, Olmec Civilization, and La Venta**, entries for the **Oxford Encyclopedia of Archaeology**, edited by Brian Fagan. Oxford University Press, London.
- 1994 **Coba, Matacapan, and Sayil**, archaeological site entries in the **Encyclopedia of Latin American History: Mexico and the Spanish Borderlands**, edited by B.A. Tenenbaum. Charles Scribners and Sons, New York.

G. Technical Reports Published/Submitted

- 2017 “Springwells, Historic Fort Wayne and The War of 1812 in Southeast Michigan: Exploring Detroit’s Past in War and Peace. **Report** prepared for the National Park Service Chapter in a document to submitted October 2017 to the United States Congress requesting Historic Fort Wayne (Springwells) be included as a satellite unit within the River Raisin National Battlefield Park. *Revision of this chapter now in press for publication in the **Michigan Archaeologist***
- 2016 “Geophysical Survey of Parade Ground at Historic Fort Wayne,” **Report** prepared for Historic Fort Wayne Coalition, February, 2016 *Revision of this report now under review for publication in the **Journal of Field Archaeology***
- 2002 “Inventory and Assessment of Cultural Affiliation for Human Remains from the Salinas Pueblos of Gran Quivira and Quarai in Central New Mexico Held by the National Museum of Natural History, Smithsonian Institution.” Prepared under contract for the **Repatriation Office at the National Museum of Natural History, Smithsonian Institution**, Washington, D.C. (56 ms. pp.)
- 2000 “Cultural Affiliation of the Human Remains and Funerary Objects From Cave Valley, Chihuahua, Mexico.” Prepared under contract for the **Repatriation Office at the National Museum of the American Indian**, Washington, D.C. (38 ms. pp.)
- 1999 “Cultural Affiliation of the Remains of Ishi, A Yana-Yahi Indian in the National Museum of Natural History, Smithsonian Institution, ” with Stuart Speaker. **National Museum of Natural History, Smithsonian Institution**, Washington, DC.
- 1997 “Inventory and Assessment of Human Remains from St. Lawrence Is., Alaska in the National Museum of Natural History, Smithsonian Institution” (editor). **National Museum of Natural History, Smithsonian Institution**, Washington, DC. Library of Congress catalog no.: GN59.82.U6 158st 1997.

- 1993 "Arapaho repatriation: Human remains from the National Museum of Natural History" **National Museum of Natural History, Smithsonian Institution**, Washington DC. Library of Congress catalog no.: GN59.82.U6 S64ar 1993.
- 1992 "Naevahoo'ohhtseme=We are going back home: Cheyenne Repatriation (Human Remains in the National Museum of Natural History, Smithsonian Institution)" **National Museum of Natural History, Smithsonian Institution**, Washington, DC. Library of Congress catalog no.: E99 .C53 N348 1992
- 1990 "Pexbatun Intersite Archaeological Survey Final Report, Peten, Guatemala (in Spanish). **Department of Anthropology, Vanderbilt University**. (80 ms. pages)
- 1987 "Archaeological Investigations at Sayil, Yucatan, Mexico: Phase II, The 1987 Field Season," with Tourtellot et al.. **University of Pittsburgh Anthropological Papers**, No. 2: 1-17.
- 1983 "Reporte Final del Campo, Proyecto Matcacapan: Temporada 1984, with Santley et al. **Un Informe al INAH**, Mexico y NSF, Washington D.C. Pp 1-86.
- 1985 "Settlement and Community Patterns at the Site of Sayil," with Sabloff et al.. In **Research Paper Series** No. 17, Latin American Institute, University of New Mexico, pp. 1-38.
- 1983 "Final Report of the Matcacapan Archaeological Project: The 1982 Season," with Santley et al.. In **Research Paper Series**, No. 15. Latin American Institute, University of New Mexico, pp. 1-43.
- 1981 "A Ceramic Bibliography for New England Archaeology," with Schreiber et al.. In **Archaeological Research Monographs**, Vol. 3, No. 1, Public Archaeology Survey Team, Department of Anthropology, University of Connecticut, Storrs, Connecticut, pp. 1-66.

H. Articles In Scholarly/Professional Newsletters

- 1999 "The Facts About Ishi" **Anthropology News/Comment**, with William Sturtevant, Dennis Stanford, and David Hunt, September, p. 10.
- 1993 "Repatriation at the Smithsonian," **Physical Anthropology Newsletter**, fall 1991, 1(3): 6-8.
- 1992 "Native Communities and Repatriation: The Smithsonian Institution Perspective," with T.G. Baugh and T.L. Bray. **Federal Archaeology Report**, Vol. 5, No. 1. U.S. Department of the Interior, Archaeological Assistance Division, Wash., DC, pp. 23-24.

I. Papers Presented -- Symposia, Conference Papers, Invited Lectures, and Posters (SAA, AAA, SfAA, SHA and AAM presentations resulted in published abstracts)

- 2018 "Boserup in Reverse: An Argument for the variable role of outfield cultivation during intensification of the ancient humid Neotropical lowlands" invited paper for the **Early Mesoamerican Agricultural Systems** Symposium, *World Archaeological Congress (unable to attend due to fieldwork commitment; paper was prepared and subsequently read by symposium organizer)*, Salamanca, Spain, July.

2018 “Tropical Gardens and Urban development in Lowland Mesoamerican Cities” invited paper for the **Tropical Gardens** Symposium at the *Society for American Archaeology Meetings in Washington DC*, April.

2017 “Workshop Presentations: The case for the Springwells Mound Group at Historic Fort Wayne as a Sacred Mortuary site” team presentations for Michigan Educators and Tribal Representatives, with Kat Slocum and Terri Renauld (Wayne State Graduate Program) for **National Park Service-funded project** “Springwells and the River Raisin National Battlefield Park, Monroe Michigan” July 24 and 25

2017 “Repatriación del restos humanos nativos americanos en un contexto universitario: El caso del Museo de Antropología, Wayne State University, Detroit, Michigan, EE.UU. **Charla informal y mesa redonda en el Museo de Etnología**, Valencia, Espana. May.

2017 Conference Organizer ***Midwest Conference on Mesoamerican Archaeology and Ethnohistory***, Wayne State University, (event funded by the College of Liberal Arts and Sciences, Office of the Vice President for Research, Humanities Center, Anthropology and History Departments, the Center for Latino/a and Latin American Studies and the Gordon L. Grosscup Museum of Anthropology at Wayne State University). An evening keynote address by Professor Emeritus Barbara L. Stark (Arizona State University) followed by a day of presentations by university faculty and graduate students from university programs all over the Midwest. March 10-11.

2016 Co-organizer of Wayne State exhibits and presentations on “Detroit Archaeological Research 2016” for *Michigan Archaeology Day* at the Michigan History Center, Lansing MI) October, 2016

2016 “Historic Fort Wayne and the Geophysical Identification of Settlement Features in the Springwells Late Woodland Burial Mound Complex.” 12th Annual Midwest Historical Archaeology Conference (Archaeology and the Power/Danger of Neighborhoods), Wayne State University, September 23 and 24.

2016 Symposium Organizer “Uncovering the Past Below the Surface: Archaeology in Detroit Today” for the *Conference on Neighborhoods in America’s Legacy Cities: A Dialog in Detroit*, organized and funded by Michigan’s State Historic Preservation Office, the Michigan State Housing and Development Authority and Wayne State University, Office for the Vice President for Research. September 13-16

2016 Organizer and Undergraduate Advisor for “A Mingle at the Museum” *An Undergraduate Keynote Address by Professor Stephen Chrisomalis and Graduation Celebration at the Detroit Institute of Art*, May

2016 “The View from Historic Fort Wayne” Symposium entitled From the Ground Up: Archaeology and Revitalization in Detroit, in *Michigan Historic Preservation Network/Thirty-Sixth Annual Statewide Preservation Conference: Resolve, Revolve and Evolve*. Wayne State University May 11-14, 2016

2016 Symposium Discussant for *Incidencia, Articulacion e Innovacion del Conocimiento Arqueologico en La Costa del Golfo Mesoamericano: Organizacion, Ideologica, Politica y Ritual*, Society for American Archaeology Annual Meetings, organized by Lurdes Budar and Marcie Venter, Orlando, FL April 9, 2016

2016 “Long Mound Plaza Ceremonies and Site Formation Processes: a close look at surface debris distributions” talk given at the *Midwest Mesoamericanists Conference*, DuPage University, Chicago, IL, March 12.

2015 Symposium Discussant for *NAGPRA at 25: A Focus on Education in Anthropology*, organized by April Sievert, Invited Symposium at the American Anthropological Association annual meetings in Denver Colorado, November, 2015

2015 Presentation on the “Juego de Pelota: The Game of Life and Death” *Day of the Dead Conference and Celebration* at the Albert L. Lorenzo Cultural Center, Macomb Community College, Utica MI, October 31.

2015 Co-organizer of Wayne State exhibits and presentations on “Detroit Archaeological Research 2015” for *Michigan Archaeology Day* at the Michigan History Center, Lansing MI) October , 2015

2015 Presentation of “Historic Archaeology in Detroit” with Brenna Moloney and Dan Harrison, *Michigan Historic Preservation Network Conference*, Jackson, MI, May

2015 “Ethnographic analogies for the Late Classic Long Plazas of Southern Veracruz: Processions and Ritual Circuits” talk given at the *Midwest Mesoamericanists Conference*, Middle Tennessee State University, Murfreesboro, TN, March 14

2014 “Elvis Siting in Classic Period Veracruz: Convergence of maize god imagery and late 20th century pop icon’s tonsure,” talk given at the *Midwest Mesoamericanists Conference*, DeKalb, IL, March 28.

2014 Co-organizer of Wayne State exhibits and presentations on “Detroit Archaeological Research 2014” for *Michigan Archaeology Day* at the Michigan History Center, Lansing MI) October

2013 “Urban Archaeology in Metropolitan Detroit,” presentation to the October Meeting of the *Archaeological Society of Michigan*, River Raisin Chapter, Monroe, Michigan, October

2013 Co-organizer of Wayne State exhibits and presentations on “Detroit Archaeological Research 2016” for *Michigan Archaeology Day* at the Michigan History Center, Lansing MI) October

2012 “Archaeology at Roosevelt Park, Detroit Michigan,” *The Algonquin Club* (Detroit Michigan and Windsor, Canada), Troy, MI, October.

2012 Co-organizer of Wayne State exhibits and presentations on “Detroit Archaeological Research 2012” for *Michigan Archaeology Day* at the Michigan History Center, Lansing MI) October , 2012

2011 Who Were the Jova? A Look at Cultural Affiliation Research in American Archaeology, *Department of Anthropology Faculty Research Series*, December.

2011 The Cave Valley Mummies of Chihuahua, Mexico: A Special Case of Repatriation Across International Borders, *Humanities Center Brown Bag Lecture Series*, October

2011 Organizer of Wayne State exhibits and presentations on “Detroit Archaeological Research 2011” for *Michigan Archaeology Day* at the Michigan History Center, Lansing MI) October , 2011

2010 The Archaeology of Early Irish Immigrants in Detroit. *The Irish Geneological Society of Michigan*, presentation at the Gaelic League, Detroit. June

2010 Recent Historical Archaeology Research in Corktown Detroit: Urbanization, Industrialization, and Ethnicity at the Workers Row House. *Detroit Historical Museum Series on the History of Corktown*, Detroit. March.

2009 “Three short presentations to the Corktown Resident’s Council: Excavation, Publication/Exhibition, and a proposed Neighborhood Survey,” January, February and March Meetings of the *Corktown Resident’s Council*, Winter, 2009.

2008 “Mythical Foundations-Material Consequences: Archaeology and the Irish Immigrant and Working Class Experience in Corktown, Detroit, USA” paper presented at a symposium entitled, Engaged and Useful Archaeologies: Civic Engagement, Working Communities, and Historical Archaeologies of Labor. *World Archaeological Congress* (WAC 6), Dublin, Ireland, submitted and read by proxy in July.

2008 “Hunter-Gatherer-Planters of the Gulf Coast Lowlands: A Provisional Look at the Roots of Olmec Subsistence in the Heartland and Beyond” presented in The Olmec in Mesoamerica Symposium at the Society for American Archaeology Meetings, Vancouver, B.C., Canada

2008 “The Irish in Detroit: Archaeology at the Worker’s Row House” Paper presented at a symposium entitled The Irish In America at the *Society for Historical Archaeology* Meetings, Albuquerque, New Mexico

2007 “Olmec Donald Didn’t Have a Farm: A New Model for Subsistence and Complex Society on Mexico’s Southern Gulf Coast” *Lecture to the Windsor Chapter of the Ontario Archaeological Society*. Windsor, Ontario, December.

2007 “Archaeology at Corktown, Detroit” *Presentation for Michigan Archaeology Day*, State Historical Center, Lansing, Michigan, November.

2007 “El Tajin: A Classic Period City on Mexico’s Northern Gulf Coast.” *Lecture to the Society of Active Retirees*, Wayne State University, Oakland Campus, October.

2007 “New Light on Ancient Olmec Subsistence: An Alternative to the Cereal Agriculture Hypothesis for Early Complexity in Mesoamerica’s Tropical Lowlands” *Lectures to the Fellows of the Dumbarton Oaks Library and the Pre-Columbian Society of Washington*, Summer School, Washington, DC, May.

2007 “Cultivating, Farming, and Food Containers: Reflections on Formative Subsistence and Intensification in the Southern Gulf Coast Lowlands.” Presentation for Remembering Robert: The Robert S. Santley Memorial Symposium, Society for American Archaeology Meetings, Austin, Texas, April.

2007 “Highlights from the book project Ancient Veracruz: Archaeology and Culture History of Mexico’s Southern Gulf Coast” *Fellows Research Report to the Staff and Fellows of the Dumbarton Oaks Research Library*, Washington, DC, March.

2006 “Architecture, Settlement, Social Landscapes, and Political Dynamics of the Hueyapan Region, Veracruz, Mexico (AC 750-900).” Society for Active Retirees, Wayne State University, May 9.

2006 “The Olmec Context: Formative Period Settlement in the Hueyapan Region and Greater Southern Veracruz” Presentation in The Gulf Coast Olmec Symposium, Society For American Archaeology Meetings, San Juan, Puerto Rico, April 28.

2006 Olmec Legacy: Social Landscapes and Political Dynamics in Southern Veracruz, Mexico (AC 750-900). University of New Mexico Faculty and Student Presentation, March 3.

2005 “New Light on Old Chaco Canyon” Lecture to the Society of Active Retirees, Wayne State University, Oakland Campus, October

2005 “Opening Archaeology: Impact of Repatriation on Method and Theory” Paper presented at the Society for Applied Anthropology Meetings, Plenary Session (organizer), The Impact of Repatriation on Anthropological Methods and Theory. Santa Fe, New Mexico, April.

2004 “Building Bridges: Repatriation and Its Impact on the Field of Anthropology” A public presentation at the School of American Research, following a Planning Seminar at the School for a Plenary Session at the SfAA Annual Meetings (April 2005), August 5-9.

2004 “The Cave Valley Mummies: NMAI Repatriation Case” General Session on North American Archaeology, Society for American Archaeology, Montreal, April.

2004 “Repatriation Memoirs: Eight Years of Policy and Practice at the National Museum of Natural History” Lecture to the Society of Active Retirees, Wayne State University, March.

2003 “Proposal for Implementing Geophysical Prospection Techniques in the Gulf Coast Lowlands, Veracruz, Mexico,” NPS Workshop for Geophysical Techniques, Collinsville (Cahokia), Illinois, May

2003 “The Mummies of Cave Valley, Chihuahua, Mexico: A Case Study in International Repatriation” Humanities Center Group on Colonial Interaction: Across the Atlantic/Europe and the New World, Humanities Center, Wayne State University, April

2003 “Architecture of Power: Late Classic Long Plaza Groups of Southern Veracruz, Mexico” Brown Bag Colloquium Series, Department of Anthropology, University of Michigan, March

2003 “New Perspectives on the Olmec” Lecture to the Society of Active Retirees, Wayne State University, February.

2002 “Returning Native American Human Remains: Science, Ethics and Cultural Responsibilities” Brown Bag Colloquium Series, Humanities Center, Wayne State University, October

2002 “GPS, Spatial Archaeology and Human Settlement Patterns in Southern Veracruz, Mexico” Talk to the Institute for Information Technology and Culture Seminar, March

2001 “Ishi Update: A Californian Native American in Context” Remarks to attendees of the Ishi Memorial and Celebration, Mt. Lassen National Park, California, September.

2000 “Edward Nelson’s Work in Norton Sound and the Ethnographic Collections at the Smithsonian” Presentation to the Elders Conference on Repatriation, August, Unalakleet, Norton Sound, Alaska, September.

1999 “The return of Ishi to California” Presentation to Curatorial and Collections Management Staff at the National Museum of the American Indian, August, Washington, DC

2000 “Repatriation to Exhibition: A long-term Partnership with the Cheyenne at the National Museum of Natural History” Presentation to the Washington Area Professional Anthropologists, January Meeting, Sumner School, Washington, DC

1999 “Keynote Presentation for Minnesota Archaeology Week: Recent Advances in Gulf Coast Archaeology” Elden Johnson Memorial Lecture, University of Minnesota, May

1999 “Hueyapan Archaeology” Presentation to staff and students at the Lake Itasca University of Minnesota Anthropology Department Retreat, May

1999 “In the Land Between Laguna de los Cerros and Tres Zapotes: Archaeological Survey Along the Middle Course of the Rio San Juan and the Tuxtla Foothills, Veracruz, Mexico” Paper presented in a General Symposium on Mesoamerican Archaeology, Annual Meeting of the Society for American Archaeology, Chicago, Illinois, April.

1999 “Hueyapan Archaeology and the Olmec Legacy in Southern Mexico” Presentation for the *Sin Fronteras* Conference, Smithsonian Institution, March.

1999 “Repatriation and International Cultural Property Issues” Presentation in *Who Owns Culture? A Symposium on Issues in International Cultural Property*, Journalism Department, Columbia University, March.

1999 “What Happened to the Olmec: Recent Archaeological Research on Mexico’s Southern Gulf Coast” Presentation at the Mexican Cultural Institute, Washington, DC, March.

1998 “Repatriation and Cultural Property” *Art, Antiquity and the Law*, A Conference at Rutgers University, October.

1998 “Factors Influencing a Model of Formative Subsistence on the Gulf Coast” 1998 Northeast Mesoamericanist Conference, University of Mass., Boston Harbor Campus, November.

1997 “Four Lectures for the Oasis Center: A History of Mesoamerican Agriculture, Maya Cities, Carving Olmec Monuments, and Pawnee and Steed Kisker: A Case study in Repatriation at NMNH” Oasis/IONA Nonprofit, Senior Services Organization funded by DC Office for Aging, Sept. 22, Oct. 20, Nov. 12, Dec. 4.

1997 “Cultural Affiliation and Kennewick Man: A Case Study in Repatriation” Topics in Museums Studies, Department of Anthropology, George Washington University, October 21.

1997 “Maya Warfare” Invited Lecture in the Latin American Studies Series, Department of Sociology and Anthropology, St Mary’s College of Maryland, October 8.

1997 South Gulf Coast Archaeology Planning Conference, presentation on the Olmec Piedmont Survey, Hueyapan de Ocampo, Veracruz, Mexico. Conference organized by Richard Diehl, University of Alabama, through FAMSI, Birmingham, September 20-26.

1997 "Maya Cities" El Peten Study Tour with Professor William Roberts, St. Mary's College of Maryland, December 11.

1996 "Of Basalt and Maize: The Olmec Political Economy" The Smithsonian Associates Lecture Series entitled *Olmec Civilization*, #2. Washington, DC, July 16.

1996 "NAGPRA Summit Presentation: Smithsonian Repatriation Policies and Accomplishments" at the National Congress of American Indians Mid-Year Conference in Tulsa, Oklahoma, June 23.

1996 "Steed Kisker Archaeology and Prehistoric Plains Cultural Affiliation: Case Example of a Repatriation Dispute" Archaeological Method and Theory Class, George Washington University, March 21.

1995 "Problems in Repatriation" Museum Studies Class with Professor Robert Humphrey, George Washington University, November 15.

1995 "Olmec Roots of the Ancient Maya: A Critical Review" The Smithsonian Associates Lecture Series entitled *The Mysterious Maya*, #3. Washington, DC, October 26.

1995 "Mille Lacs Repatriation Conference: Smithsonian Repatriation in the Great Lakes Region" Mille Lacs Museum, Mille Lacs Indian Reservation, MN. September 5.

1995 "The Archaeological Evidence for Central Plains Cultural Affiliation and the Steed-Kisker Case" Presentation before the National Review Board, National Museum of the American Indian Act and the Pawnee Tribe of Oklahoma, Denver, CO, September 7.

1995 "Formative Period Mesoamerica" The Smithsonian Associates Lecture Series entitled *The Archaeology of Mesoamerica and the Andes*, #1. Washington, DC, July 13.

1995 "Basalt Monument Production at Laguna de los Cerros, Veracruz, Mexico" in Re-examining Theoretical and Methodological Approaches to Production and Specialization: Where Do We Go From Here? a symposium at the Annual Meetings of the Society of the Society for American Archaeology, Minneapolis, MN, May 4.

1994 "Dynastic History, Warfare, and Settlement in the Petexbatun Region, Peten, Guatemala" in Settlement Pattern Studies in the Southern Maya Lowlands, a symposium at the Annual Meetings of the American Anthropological Association, Atlanta, December.

1994 "The Untold Story of the Piedmont Olmec: A New Look at Laguna de los Cerros, Veracruz, Mexico" Invited Lecture for the Pre-Columbian Society of Washington, Bethesda, Maryland, November 4.

1994 "Ethnoarchaeological Perspectives on Farming in Lowland Mesoamerica" Pre-Columbian Studies Talk at Dumbarton Oaks, Washington, DC, February 24.

1992 "Reinventing the Olmec: Formative Period Archaeology on Mexico's Gulf Coast" Illustrated Lecture at the Department of Anthropology, University of Illinois, Chicago, February 28.

1993 "Inside the Repatriation Program at the National Museum of Natural History" Dinner Address for the Director's Circle at the Associate's Court, NMNH, SI, Washington, DC, November 10.

1993 "Repatriation Documentation and Native Collaboration" Presentation for the Keepers of the Treasures (Alaska), Annual Meeting, Anchorage, September 17.

1993 "Ancient Settlement Dispersal and Urban Agriculture in Lowland Mesoamerica" Illustrated Lecture at the Department of Anthropology, University of Massachusetts, Boston, May.

1993 "Repatriation Policy at the National Museum of Natural History" Presentation for the Keepers of the Treasures, National Annual Meetings, Warm Springs, Oregon, May.

1993 "Mesoamerican Bouillabaisse: Another Recipe for Complexity," Mesoamerican Lecture Series at the National Museum of Natural History, Smithsonian Institution, November 18.

1993 "Documentation Methods and Database Management: The Response to Repatriation" panel discussion organized by Jonathan Haas, NAGPRA Review Committee Member and Director of Research Programs Field Museum, Chicago, American Association of Museums Annual Meeting, Fort Worth Texas, May.

1993 "A Question of Scale: Household, Community, and Ethnoarchaeological Research in Mesoamerica" paper for The Ethnoarchaeology of Settlement Patterns: Agricultural Societies, a symposium at the Annual Meetings of the Society of the Society for American Archaeology, St. Louis, April 12-14.

1992 "The Larsen Bay Repatriation and Kodiak Island Prehistory" symposium co-organized with T. L. Bray for the Annual Meetings of the American Anthropological Association, San Francisco, CA, December 2-6.

1992 "City Gardens or Garden Cities?: A Look at Agriculture and Urbanism in Mesoamerica's Tropical Lowlands," a Talk to the Northern Virginia Chapter of the Archaeological Society of Virginia, Fairfax VA, October 8.

1992 "Federal Repatriation Legislation and its Impact on Archaeology in Virginia" Invited Address for the Annual Meetings of the Archaeological Society of Virginia, Manassas, VA, October 3.

1992 Organizer, symposium entitled Land Use, Tenure, and Boundary Maintenance: Issues of Archaeological Method and Theory at the 57th Annual Meetings of the Society for American Archaeology, April 12.

1992 "Land Use, Land Holding, and War Among the Late Classic Maya: A Study of Prehistoric Wall Systems on the Petexbatun Escarpment, Peten, Guatemala," Paper presented in a symposium entitled Land Use, Tenure, and Boundary Maintenance: Issues of Archaeological Method and Theory at the 57th Annual Meetings of the Society for American Archaeology, April 12.

1992 "Earthly Matters: Land, Water, and People in Pre-Colombian America" Round Table Participant, Dumbarton Oaks, Wash., DC, March 21-22.

1992 "Farming, Walls, and Warfare: Prehistoric Agriculture and Settlement in the Maya Lowlands," a Talk for the Americanist Seminar Series in the Department of Anthropology, National Museum of Natural History, Smithsonian Institution, March 3.

1992 "Repatriation Legislation and the Archaeology of Virginia," a Talk to the Northern Virginia Chapter of the Virginia Archaeological Society, February 13.

1991 "Repatriation at the Smithsonian," a Poster at the Annual Meetings of the American Anthropological Association, Chicago, November.

- 1991 "Broken Heartland of Cities: Preliminary Report on the Petexbatun Inter-site Archaeology Survey, Peten, Guatemala", Paper Presented at the 47th International Congress of Americanists, New Orleans, July 15.
- 1991 "Habriendo el corazon de ciudades: Informe preliminar del recorrido intersitio arqueologico del Petexbatun, Peten, Guatemala", Paper presented at the 5th Simposio de Arqueologia Guatemalteca, Guatemala City, Guatemala, July 11.
- 1990a, b, and c "Subsistence, Ceramics and Society in Formative Mesoamerica" Invited Lectures at the State University of New York, Albany, New York; New York University, New York; and The American Museum of Natural History, New York, spring.
- 1989 Organizer, symposium entitled Production Systems at Prehistoric Matacapán, Veracruz, Mexico, Annual Meetings of the American Anthropological Association, November 19, Washington, DC.
- 1989 "Land Use and Settlement at Formative Period Matacapán" Paper presented at the symposium entitled Production Systems at Prehistoric Matacapán, Veracruz, Mexico, at the Annual Meetings of the American Anthropological Association, November 19, Washington, DC.
- 1989 "Prehistoric Gulf Coast Food Production Systems: Issues of Method and Theory" Paper delivered at the 1989 Northeast Mesoamericanist Meetings on Gulf Coast Archaeology, held October 28-29, at Boston University.
- 1988 "Residential Patterns at Middle Classic Matacapán," Paper presented at the Chac Mool Conference, University of Calgary, Calgary, Alberta, Canada.
- 1988 "On Tecomates and Bell-Shaped Storage Cists: A Contribution to the Explanation of Subsistence Organization and Domestic Technology in Formative Mesoamerica," with P. A. McAnany. Paper presented at a symposium entitled The Economics of Storage: Developing an Interpretive Framework for Archaeology, 53rd Annual SAA Meetings, Phoenix.
- 1988 "Refuse and Residential Patterns at Ancient Sayil, Yucatan Mexico". Lecture delivered to the Central Ohio Valley Archaeological Society, Cincinnati Natural History Museum.
- 1987 "Solar, Jardín, y Milpa: La Significación Arqueológica de Producción Agrícola entre los Campesinos de la Sierra de los Tuxtlas, Veracruz, Mexico". Paper presented at a conference entitled Balance y Perspectiva de la Antropología en Veracruz, Encuentro I, Jalapa, Veracruz, Mexico.
- 1987 "On Modern Peasant Agricultural Systems and the Archaeological Record". Paper presented at a symposium entitled New Perspectives in Economic Anthropology, 86th Annual AAA Meetings, Chicago.
- 1987 "Plants, People and Space: Ethnoarchaeology and Tropical Farming on the Gulf Coast of Mesoamerica". Lecture delivered to the Greater Cincinnati Anthropological Society and the Latin American Studies Program at the University of Cincinnati.
- 1987 "An Archaeological Perspective on Formative, Classic, and Modern Farming on the Gulf Coast of Mesoamerica". Lecture delivered at the School of American Research, Santa Fe, New Mexico.
- 1987 Organizer, The Gardens of Prehistory: A Look at Cultivation Near the Residence from the Perspective of the Archaeologist, symposium organized for the 52nd Annual SAA Meetings, Toronto, Canada.

1987 "The Use of Space around the Residence by Ancient Farmers on the Gulf Coast: Recent Research from the Site of Matacapán, Veracruz, Mexico". Paper presented in a symposium entitled The Gardens of Prehistory: A Look at Cultivation Near the Residence from the Perspective of the Archaeologist, 52nd Annual SAA Meetings, Toronto, Canada.

1987 "Solar, Jardín, y Milpa: The Archaeological Implications of Campesino Agriculture in the Sierra de los Tuxtlas, Veracruz, Mexico". Ruth B. Kennedy Memorial Lecture for outstanding dissertation in Anthropology, Maxwell Museum of Anthropology, University of New Mexico.

1986 "Residential Site Structure: A Comparison of Ethnographic, Ethnohistoric, and Archaeological Data". Lecture delivered at the School of American Research, Santa Fe, New Mexico.

1986 "Ethnohistoric Sources and Tropical Gardening in the New World". Lecture delivered to the Fellows and Staff of the Newberry, Library, Chicago.

1985 "Kitchen Gardening as an Indicator of Agricultural Intensification: Houselot Data from the Sierra de los Tuxtlas". Paper presented at a symposium entitled Political and Domestic Economy, at the 84th Annual AAA Meetings, Washington, D.C..

1985 "Agricultural Practices and Houselot Organization in the Sierra de los Tuxtlas: Building a Foundation for Archaeological Inference". Paper presented at the General Session on Recent Latin American Research, 50th Annual SAA Meetings, Denver.

I. Radio Interviews about Detroit Research

- WJR – Paul W. Smith Interview on Corktown Archaeology Survey for Destination 313 (Winter 2010)
 - WDET – Craig Fahle Show Interview on Corktown Archaeology at the Workers Row House (Fall 2009)
 - WJR – Early morning coverage for a Weekend News Feature (Winter 2007)
-

SERVICE

1. Administrative Appointments while at Wayne State

- **Interim Chair**, Department of Anthropology, January, 2012- July 31, 2015
- **Chair**, Department of Anthropology, August 17, 2001- December 31, 2006
- **Acting Director**, Grosscup Museum of Anthropology, Winter-Summer, 2010

2. Administrative Appointments at Other University/Institution Before Last Five Years

- Program Director, Senior Archaeologist, Repatriation Office, National Museum of Natural History, Smithsonian Institution, Washington, D.C. 1993-2000
- Councilor, Senate of Scientists, National Museum of Natural History, 1996-1999
- Central Committee, American Indian Council, Smithsonian Institution, Washington D.C. 1994-1998

3. Committee Assignments

University Committee Membership

- Academic Senate 2018-2021
- Wayne State Campus Crisis Committee, Active Shooter Task Force, appointed by President Wilson; Committee Chaired by Dean Matt Seeger Dean Fine, Performing and Communication Arts, n, 2015-2016
- WSU Humanities Center Board Member 2012-2014
- Spokesperson and Research/Outreach Coordinator of Repatriations for the University, CLAS and Department of Anthropology (*Chippewa, Odawa and Potawatomi consultations, returns and ceremonial participation, William Johnson, Zeibiwing Museum Mt Pleasant, Michigan, NAGPRA tribal coordinator*) 2013-present.
- Academic Senate (elected), 2007-2009
- Academic Senate Sub-Committee on Budget 2008-2009
- Academic Senate Sub-Committee on Information Technology and Infrastructure, 2007-2008

College Committee Membership

- Faculty Council (2018-2021)
- Internal Reviewer, **Department of Geology Academic Review**, Fall and Winter 2018
- Internal Search Committee Chair, Economics, Committee Chair, Winter, 2014
- CLA/CLAS Faculty Council 2003-2007, President 2003-2004, Council member 2012-2014
- Search Panel for the CLAS Personnel Manager, Winter 2006
- Criminal Justice Department Chair Search, fall 2002-winter 2003

Department Committee Membership

- Personell Committee Chair Fall semester 2017-present
- Undergraduate Committee Member 2007-present

- Museum Committee Member 2001-present
- Personnel Committee Member 2001-present
- Interim Chair of the Undergraduate Committee and Coordinator of the Learning Community in Anthropology, Winter 2016
- Chair of the Medical Search, Fall 2015/Winter 2016
- Tenure and Promotion Committee (Allen Batteau evaluation for Full Professor), Fall 2015/Winter 2016
- Founded the Learning Community in Anthropology (Fall 2010-2012, co directed with Sherylyn Briller 2012), funded by the Dean of Students Office (\$9200-\$23,000)
- Faculty Search Committees
 - Anthropology Search, Fall and Winter, 2001-2002
 - Medical Anthropology Search, Fall and Winter, 2001-2002
 - Cultural/Middle Eastern Search, Fall and Winter 2002-2003
 - Cultural/Business Search, Fall and Winter 2003-2004, Fall and Winter 2010-2011
 - Medical Search, Fall 2006
 - Medical Search, Chair, 2008-2009
 - Archaeology Search 2010-2011
 - Medical Anthropology Search, 2015-2016

Other Committees

- Interim Undergrad Advisor and Learning Community Coordinator, Winter 2016
- Museum Space Committee Member, Summer 2015-present
- Undergraduate Advisor/Officer (2007-2011), Faculty Advisor to the Undergraduate Anthropology Society (Winter 2010), and Anthropology Learning Committee Coordinator (2010-2011)
- Museum Committee (Interim Chair and Museum Director, 2010), Department of Anthropology, Fall 2002-present
- Promotion and Tenure Committee, Department of Anthropology, Fall 2007-present
- Personnel and Salary Committee (Chair), Department of Anthropology, Fall 2007-present
- Undergraduate Committee, Advisor and Chair, Department of Anthropology, Fall 2008-present
- Faculty Retreat (Strategic Planning, Chair), March 2002
- Faculty Retreat (Academic Review, Chair), March 2003
- Faculty Retreat (Doctoral Enhancement Proposal, Chair), March 2004
- Faculty Retreat (Curriculum, Chair), March 2005

- Faculty Retreat (Mixed Issues, Chair), March 2006

4. Professional Consultations

Consultations (unpaid)

- Advisor to the Detroit Chapter of the Michigan Archaeological Society Winter (2018-present)
- Advisor to the Workers Row House Cultural Center, Corktown, Detroit, MI (2006-present)
- Advisor to the Historic Fort Wayne Coalition, Detroit, MI (2014-present)

Public Presentations as an Expert in Discipline

- Art, Antiquity and the Law, Conference at Rutgers University, October, 1998
- Who Owns Culture? National Journalism Program, Columbia University, March 1999

Testimony before Public Bodies

- California State Legislature, Budget Committee Testimony on the Ishi Repatriation Case for the Secretary of the Smithsonian Institution, March 2000

Community Outreach and Research Collaboration in Detroit/Michigan

- Collaborator (representing WSU), with the Detroit Historical Museum (City of Detroit) and the Notawassipi Huron Band of Potawattomi (Fulton, Michigan) on planning and fund raising for a non-invasive survey of the Old Ft. Wayne Parade Ground, Detroit, MI, 2014-2015
- Designer and Curator of Wayne State University Museum of Anthropology exhibit (Corktown Archaeology: Past, Present and Future) in the ground floor lobby of the Colman E. Young Municipal Building, Detroit, Michigan; Opening April 2011
- Presentations (Corktown Archaeology) to the Residents Council of Corktown, January, February and March, 2009
- Corktown Archaeology, Detroit—partner with the Greater Corktown Development Corporation (GCDC) 2006-present.
- Fieldwork at the Workers Row House (WRH, Corktown) with students and faculty from Wayne State; University of Michigan (Ann Arbor and Flint); Cass Technical High School, Detroit; the Friends School (Detroit primary and secondary school), 2006-

present (Interpretive Pocket Park with Members of the Undergraduate Anthropology Society Fall 2010 and Winter 2011).

- Presentations on WRH research to the Society for Active Retirees (WSU); for classes in the Department of Anthropology, University of Windsor, Oakland Community College Anthropology classes, the Friends School, and the Cesar Chavez Academy grammar and high schools, 2006-present.
- Greater Corktown Development Corporation (GCDC) Museum Advisory Board (2006-present).
- Archaeological Demonstration Days at the WRH for Annual House Tours of the GCDC, 2006, 2007, 2008, 2010 2011.
- Planning Committee for Corktown Archaeology exhibit at the Detroit Historical Society (2010).

5. Consulting to Public Agencies, Foundations, Professional Associations

Repatriation to the Salinas National Monument, National Park Service and the Smithsonian Institution, February –April, 2001
Repatriation to Casas Grandes Region, Chihuahua, Mexico, Instituto Nacional de Antropologia e Historia and the Smithsonian Institution, May-July, 2001

6. Detroit Area/Organization Service Consultation

International Visitors Council of Metropolitan Detroit 2003 - Present
Maltese Citizens Organization 2007, 2009

7. Native American Consultation and Repatriation Negotiation

Wayne State University representative to 5 Michigan Federally Recognized Tribes for repatriation, 2014-present; ongoing: Wyandote (MI/OK consultation)

Smithsonian Institution (*partial listing*)

Mt. Pima, Chihuahua Mexico, 2001
Hupa Repatriation Delegation, 2000
Pawnee Repatriation Delegation, 2000
Arikara Repatriation Delegation, 2000
Shishmaref, AK, 2000
Unalakleet #2, AK 2000
Salinas #2, Albuquerque, NM, 2000
Grande Ronde/Siletz, OR, 2000
St. Lawrence Island, Alaska, 2000
Unalakleet, Alaska, 2000
Redding Rancheria and Pit River Delegations, 2000
San Ildefonso, 1999
Salinas Monument Consultation (Acoma, Isleta, Hopi,

Jemez, Kiowa, Taos, Ysleta del Sur, Zuni) 1999
 Northern California Consultation (Maidu, Wintu, Yana,
 “Unrecognized Groups”) 1999
 Wounded Knee Consultation (Cheyenne River Sioux Tribe)
 1998
 Ponca Repatriation Delegation 1998
 Oglala Repatriation Delegation, 1998
 Assiniboine Repatriation Delegation, 1998
 Northwest Tribal Workshop (Coleville Confederated Tribes,
 Nez Perce, Umatilla, Wanapum, Warm Springs and Yakama
 1997
 Pomo Repatriation Consortium, 1997
 Creek Tribe of Oklahoma, 1997
 Cheyenne and Arapaho tribe of Oklahoma, 1996
 Acoma Pueblo, 1996
 St. Lawrence Island, Alaska, Tribal Councils, 1996
 Yakama, Warm Spings, Coleville, Umatilla, and Nez Perce
 Tribal Councils, 1996
 Cheyenne River Sioux Tribe, South Dakota 1995
 Pawnee Tribe, Oklahoma 1995
 Hopi Pueblo, Arizona 1995
 Palm Springs Consultation and Workshop with Tribes from
 California, Arizona and Nevada, 1995
 Bering Straits Native Corporation, Alaska 1994
 Cook Inlet Native Corporation, Alaska 1994
 Tanana Chiefs Conference, Alaska 1994
 Arapaho Traditional Leadership, Groups from Oklahoma and
 Wyoming 1994
 Tlingit and Haida Council and Sealaska Foundation 1994
 Cheyenne and Arapaho Tribes of Oklahoma, Tribal Council
 and Traditional Leadership 1993
 Northern Cheyenne Tribe, Montana, Tribal Council and
 Traditional Leadership, 1993
 Chugach Native Corporation, Alaska, 1993
 Inupiat Language, Culture, and History Commission, Point
 Barrow, Alaska, 1993
 Pawnee Tribal Council, Oklahoma, 1992
 Cheyenne and Arapaho Tribes of Oklahoma, Tribal Council
 and Traditional Leadership 1992

APPLICATION FOR CITY BOARD OR COMMITTEE

Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly)

Board/Committee of Interest Historic District Commission & Design Review Board
Specific Category/Vacancy on Board _____
Name Patricia A. Lang Phone 248-540-0991
Residential Address 1023 Floyd St Email pal.family.friends@gmail.com
Residential City, Zip Birmingham Length of Residence 34 years
Business Address 48009 Occupation Retired
Business City, Zip _____

Reason for Interest: Explain how your background and skills will enhance the board to which you have applied
I have been on the HOSC for many years and would like to become more involved in historical preservation of the city

List your related employment experience Town 2, 100 year old homes. One here & one in Harbor Springs.

List your related community activities Community house & Historic District Study Committee

List your related educational experience M.Ed +

RECEIVED BY

NOV 12 2018

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

Do you currently have a relative serving on the board/committee to which you have applied? No

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

Patricia A. Lang
Signature of Applicant

11-11-18
Date



OFFICE USE ONLY
Meets Requirements? Yes No
Will Attend / Unable to Attend

APPLICATION FOR CITY BOARD OR COMMITTEE

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Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly)

Board/Committee of Interest Historic District Commission/Design Review Bd
Specific Category/Vacancy on Board vacancy

Name Gigi Debbrecht

Phone 248-882-9906

Residential Address 564 Frank St

Email gigidebrecht@yahoo.com

Residential City, Zip Birmingham 48009

Length of Residence 35 years

Business Address 275 P. Old Woodward

Occupation Realtor

Business City, Zip Birmingham 48009

Reason for Interest: Explain how your background and skills will enhance the board to which you have applied Previous owner of King Argus house which we remodelled, have listed, sold and advised many buyers & sellers of older & designated homes

List your related employment experience Area Real Estate Sales including many designated homes & other older homes since 1984 in Birmingham as well as other municipalities

List your related community activities HDSC committee & current chairman; Community House Tour volunteer Chairman 5 years; CBRA director

List your related educational experience UW-Madison graduate BS housing & design; Oakland County seminar on historic districts & houses

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

Do you currently have a relative serving on the board/committee to which you have applied? no

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

G. Debbrecht
Signature of Applicant

11/13/2018
Date



Meets Requirements? Yes No

Will Attend / Unable to Attend

APPLICATION FOR CITY BOARD OR COMMITTEE

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Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly)

Board/Committee of Interest Historic District Commission

Specific Category/Vacancy on Board Volunteer/Board member

Name Gregg Laviolette

Phone 248.802.2333

Residential Address 1323 Ruffner Ave

Email Gregg@srsdetroit.com

Residential City, Zip Birmingham, MI 48009

Length of Residence 3.5 years

Business Address 1700 W. Maple Rd

Occupation Founder and President

Business City, Zip Troy, MI 48084

Reason for Interest: Explain how your background and skills will enhance the board to which you have applied _____
I have extensive experience in managing projects that deal with natural stone restoration and preservation. Many of these projects involved knowledge in using methods in historic preservation of natural stone. My skills in consulting and my experience in utilizing national standards can be easily applied to help make decisions that will benefit the Commission.

List your related employment experience Stone Restoration Services (www.srsdetroit.com); Atlas Concrete & Terrazzo (atlasconcretepolishing.com); IICRC/ANSI S210 Dimension Stone Maintenance & Restoration Standard.

IICRC Stone & Ceramic Flooring Inspector Technical Advisory Committee Member.

List your related community activities Active member of St Hugo of the Hills Church.

List your related educational experience Stone Forensics Consulting & Inspection Certificate.

Courses at the University of Ceramic Tile & Stone related to stone standards and preservation.

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

Do you currently have a relative serving on the board/committee to which you have applied? No

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

Gregg Laviolette
Signature of Applicant

11-16-18
Date

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to cmurphree@bhamgov.org or by fax to 248 530 1080 Updated 8/16/17

BIRMINGHAM CITY COMMISSION MINUTES
NOVEMBER 12, 2018
MUNICIPAL BUILDING, 151 MARTIN
7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Mayor Andrew M. Harris called the meeting to order at 7:30 PM.

II. ROLL CALL

ROLL CALL:	Present:	Mayor Harris Mayor Pro Tem Bordman Commissioner Boutros Commissioner DeWeese Commissioner Sherman
	Absent:	Commissioner Hoff Commissioner Nickita

Administration: City Manager Valentine, City Attorney Currier, Senior Planner Baka, IT Director Brunk, Communications Director Byrne, Police Chief Clemence, Planning Director Ecker, Finance Director Gerber, Building Official Johnson, Deputy Treasurer Klobucar, City Engineer O'Meara, City Clerk Mynsberge, BSD Director Tighe, DPS Director Wood

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

11-296-18 ORGANIZATION OF THE CITY COMMISSION

MOTION: Motion by Commissioner DeWeese, seconded by Mayor Pro Tem Bordman:

To nominate Mayor Harris as the temporary chair of the City Commission for purposes of conducting the Mayor and Mayor Pro Tem election.

VOTE: Yeas, 5
 Nays, 0
 Absent, 2

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

To nominate Mayor Pro Tem Bordman as Mayor.

VOTE: Yeas, 5
 Nays, 0
 Absent, 2

MOTION: Motion by Commissioner Harris, seconded by Mayor Bordman:

To nominate Commissioner Boutros as Mayor Pro Tem.

VOTE: Yeas, 5
 Nays, 0
 Absent, 2

The Clerk administered the oath of office to Mayor Bordman and Mayor Pro Tem Boutros.

Mayor Bordman made a presentation melding her family's history with the history of Birmingham.

Mayor Pro Tem Boutros expressed his gratitude and recognized his family.

Mayor Bordman presented a gift on behalf of the City to outgoing Mayor Harris.

Commissioner Harris thanked the City Manager and City Department Heads, his colleagues on the Commission, and recognized his family.

The meeting was recessed at 7:51 p.m.

INTERMISSION

Mayor Bordman reconvened the meeting at 8:04 p.m.

11-297-18 APPOINTMENTS TO THE RETIREMENT BOARD, RETIREES HEALTH CARE FUND COMMITTEE, TRIANGLE DISTRICT CORRIDOR IMPROVEMENT AUTHORITY, AND FOUNDATION FOR BIRMINGHAM SENIOR RESIDENTS.

MOTION: Motion by Commissioner DeWeese:
To appoint Patty Bordman, Mayor, to the Retirement Board.

VOTE: Yeas, 5
 Nays, 0
 Absent, 2

MOTION: Motion by Commissioner DeWeese:
To appoint Pierre Boutros, Mayor Pro Tem, to the Retirement Board.

VOTE: Yeas, 5
 Nays, 0
 Absent, 2

MOTION: Motion by Commissioner DeWeese:
To appoint Patty Bordman, Mayor, to the Retirees Health Care Fund Committee.

VOTE: Yeas, 5
 Nays, 0
 Absent, 2

MOTION: Motion by Mayor Pro Tem Boutros, seconded by Commissioner Harris:
To concur in the Mayor's appointment of Commissioner Sherman to the Triangle District Corridor Improvement Authority.

VOTE: Yeas, 5
 Nays, 0

Absent, 2

MOTION: Motion by Commissioner Harris, seconded by Mayor Pro Tem Boutros:
To concur in the Mayor's appointment of Commissioner Hoff to the Foundation for Birmingham Senior Residents.

VOTE: Yeas, 5
Nays, 0
Absent, 2

11-298-18 RESOLUTION AUTHORIZING THE NEW MAYOR TO SIGN THE CITY'S EMERGENCY ACTION GUIDE ON BEHALF OF THE CITY

MOTION: Motion by Commissioner DeWeese, seconded by Mayor Pro Tem Boutros:
To authorize the Mayor to sign the City's Emergency Action Guide on behalf of the City.

VOTE: Yeas, 5
Nays, 0
Absent, 2

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.

11-299-18 APPROVAL OF CONSENT AGENDA

MOTION: Motion by Commissioner Sherman, seconded by Commissioner Harris:
To approve the Consent Agenda as submitted.

ROLL CALL VOTE: Ayes: Mayor Bordman
Mayor Pro Tem Boutros
Commissioner DeWeese
Commissioner Harris
Commissioner Sherman
Nays: None

- A. Approval of City Commission minutes of October 29, 2018.
- B. Approval of warrant list, including Automated Clearing House payments dated October 24, 2018 in the amount of \$2,835,969.79.
- C. Approval of warrant list, including Automated Clearing House payments dated October 31, 2018, in the amount of \$410,053.28.
- D. Approval of warrant list, including Automated Clearing House payments dated November 7, 2018, in the amount of \$591,584.63.
- E. Resolution adopting the Performance Resolution for Governmental Agencies with the Michigan Department of Transportation (MDOT) and authorizing City Engineer, Paul O'Meara and Assistant City Engineer, Austin Fletcher, to apply to MDOT for the necessary permit work within the State Highway Right-of-Way on behalf of the City of Birmingham.

- F. Resolution authorizing the IT department to purchase the Security Subscription, Support and License renewals for the Palo Alto Firewall and Traps Server and endpoint clients from AmeriNet. The purchase price not to exceed \$26,578.63. Funds are available in the IT Network Upgrade fund account #636-228.000-973.0400.
- G. Resolution setting Monday, December 3, 2018 at 7:30 PM for a public hearing to consider the Program Year 2019 Community Development Block Grant Program.

V. UNFINISHED BUSINESS

None.

VI. NEW BUSINESS

11-300-18 PUBLIC HEARING TO CONSIDER CONFIRMATION OF SPECIAL ASSESSMENT DISTRICT (SAD) NUMBERS 884, 885, 886, AND 887 - FUNDING FOR PRINCIPAL SHOPPING DISTRICT

Mayor Bordman opened the public hearing at 8:10 p.m.

Deputy Treasurer Klobucar reviewed her memo to City Manager Valentine dated November 5, 2018.

With no further comments from the Commission or public, Mayor Bordman closed the public hearing at 8:10 p.m.

MOTION: Motion by Commissioner DeWeese, seconded by Mayor Pro Tem Boutros: To adopt a resolution ratifying and confirming Special Assessment Roll No. 884 for fiscal year 2018-2019, Special Assessment Roll No. 885 for fiscal year 2019-2020, Special Assessment Roll No. 886 for fiscal year 2020-2021 and Special Assessment Roll No. 887 for fiscal year 2021-2022, funding for the Principal Shopping District, and to instruct the City Clerk to endorse said rolls, showing the date of confirmation thereof, and certifying said assessment rolls to the City Treasurer for collection. Further, that for each year of such assessments, special assessments shall be payable in one (1) installment as provided in Section 94-10 of the Code of the City of Birmingham, with an annual interest rate of six and a quarter percent (6.25%) on all due unpaid installments. *(Formal resolution appended to these minutes as Attachment A.)*

VOTE:	Yeas,	5
	Nays,	0
	Absent,	2

11-301-18 PLANNING BOARD ACTION LIST

Planning Director Ecker covered the proposed process to address needed amendments to the Planning Board's Action List between annual reviews.

Commissioner DeWeese said he was in favor but suggested all seven commissioners be present when determining the action list.

Planning Director Ecker explained a decision was not urgent.

Commissioner Harris opined that there was no harm in delaying section A and moving forward with section B.

Commissioner Sherman questioned the move of renovation of commercial properties from #2 to #6 on the list. Planning Director Ecker explained the items higher on the list are almost completed.

Commissioner Sherman noted that the meeting had a quorum, this issue was discussed at the Commission-Planning Board joint meeting, and he would prefer to move it forward.

MOTION: Motion by Commissioner DeWeese, seconded by Commissioner Harris:
To approve the Revised 2018-2019 Planning Board Action List as submitted.

AND

To establish a process to address needed amendments to the Planning Board's Action List between annual reviews. (*Formal resolution appended to these minutes as Attachment B.*)

VOTE: Yeas, 5
 Nays, 0
 Absent, 2

11-302-18 HISTORIC DISTRICT STUDY COMMITTEE (HDSC) ACTION LIST

Senior Planner Baka reviewed his memo to City Manager Valentine dated November 2, 2018, noting there is no budget for some of the items, so funds transfers may be required.

MOTION: Motion by Commissioner DeWeese, seconded by Mayor Pro Tem Boutros:
To approve the 2018 HDSC Action List as submitted.

VOTE: Yeas, 5
 Nays, 0
 Absent, 2

11-303-18 MOPED PARKING – OLD WOODWARD

Planning Director Ecker reviewed her memo to City Manager Valentine dated October 31, 2018, explaining that the MMTB discussed whether or not to charge for the spaces, but forwarded the recommendation without fees during the first year.

City Manager Valentine explained that not charging for spaces offers incentive to use mopeds instead of cars, opening up parking spaces for other drivers.

MOTION: Motion by Mayor Pro Tem Boutros, seconded by Commissioner Harris:
To approve the Multi-Modal Transportation Board's recommendation to add moped parking and to direct City Staff to begin work on implementing moped parking on Old Woodward between Brown Street and Oakland Avenue.

AND

To provide a report back to the City Commission in one year on the status and usage of the designated moped parking.

VOTE: Yeas, 5
 Nays, 0
 Absent, 2

11-304-18 MARIHUANA ORDINANCE

City Manager Valentine explained staff has been working with the City Attorney's office in anticipation of the passage of Proposal 18-1. The City is currently opted-out of medical marihuana dispensaries through Public Act 281 of 2016. In order to opt-out of the new law, the City must adopt an ordinance prohibiting recreational marihuana establishments.

City Manager Valentine confirmed:

- Personal use is still permitted under state law. This proposed ordinance only prohibits commercial activity within the City limits.
- If this ordinance is not passed, a retail marihuana establishment would go through the City's application process like any other retail business in order to maintain a license to operate.

Commissioners Sherman and DeWeese stated it would be prudent to pass this ordinance for now, understanding it could always be changed in the future.

MOTION: Motion by Commissioner Sherman, seconded by Commissioner DeWeese: To adopt the Amendment to Chapter 26. – Business to add Article XII. – Marihuana Establishments Prohibited, as follows:

"The City Code, Part **II**, Chapter 26. Businesses shall be amended to add Article XII.- Marihuana Establishments Prohibited, shall read as follows:

CHAPTER 26 - BUSINESSES

ARTICLE XII. - MARIHUANA ESTABLISHMENTS PROHIBITED.

Sec. 426-500 - Marihuana Establishments Prohibited.

Marihuana establishments as defined in Section 3 of the Michigan Regulation and Taxation of Marihuana Act, and as it may hereafter be amended from time to time, are completely prohibited within the City limits of the City of Birmingham, as provided for in Section 6 of the Act."

VOTE:	Yeas,	4
	Nays,	1 (Harris)
	Absent,	2

VII. REMOVED FROM CONSENT AGENDA

Items removed from the Consent Agenda were addressed earlier in the meeting.

VIII. COMMUNICATIONS

None

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

None

X. REPORTS

11-305-18

COMMISSIONER REPORTS

The City Commission will appoint two regular members to the Board of Review on December 3, 2018.

The City Commission will appoint a member who is a District resident and a member who has an ownership or business interest in property located in the District to the Triangle District Corridor Improvement Authority on December 3, 2018.

B. Commissioner Comments

C. Advisory Boards, Committees, Commissions' Reports and Agendas

D. Legislation

11-306 -18 CITY STAFF

The Commission received the parking utilization report submitted by Assistant City Manager Gunter.

The Commission received the memo regarding the Collector Streets Paving Project, Contract #2-19(P) submitted by Planning Director Ecker, Police Commander Grewe, and City Engineer O'Meara.

XI. ADJOURN

There being no further business, Mayor Bordman adjourned the meeting at 8:37 p.m.

RESOLUTION #11-300-18

**RATIFICATION AND CONFIRMATION OF
SPECIAL ASSESSMENT ROLL
884 FOR FISCAL YEAR 2018-2019,
885 FOR FISCAL YEAR 2019-2020,
886 FOR FISCAL YEAR 2020-2021,
887 FOR FISCAL YEAR 2021-2022,
FUNDING FOR THE PRINCIPAL SHOPPING DISTRICT**

WHEREAS, Special Assessment Roll, designated Roll No. 884 for fiscal year 2018-2019 has been heretofore prepared for collection and Roll No. 885 for fiscal year 2019-2020, Roll No. 886 for fiscal year 2020-2021, and Roll No. 887 for fiscal year 2021-2022 shall be prepared for collection in the respective years; and

WHEREAS, the City Commission has established rates for fiscal years 2018-2019, 2019-2020, 2020-2021 and 2021-2022 included in District 1 at \$0.494 per square foot for the first floor and \$0.346 per square foot for the floors second and above and included in District 1A at \$0.247 for the first floor and \$0.173 per square foot for the floors second and above, respectively, and with a maximum amount to be determined; 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, Commission resolution 10-290-18 provided it would meet this 12th day of November, 2018 for the sole purpose of reviewing the assessment roll; and

WHEREAS, at said hearing held this November 12, 2018 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. 884 for fiscal year 2018- 2019 has been heretofore prepared for collection and Roll No. 885 for fiscal year 2019-2020 Roll No. 886 for fiscal year 2020-2021 and Roll No. 887 for fiscal year 2021-2022 be in all things ratified and confirmed, and that the City Clerk be and is hereby instructed to endorse said rolls, showing the date of confirmation thereof, and to certify said assessment rolls to the City Treasurer for collection.

BE IT FURTHER RESOLVED, that for each year of such assessments, special assessments shall be payable in one (1) installment as provided in Section 94-10 of the Code of the City of Birmingham, with an annual interest rate of six and a quarter percent (6.25%) on all due unpaid installments.

MOTION: Motion by Commissioner DeWeese, seconded by Mayor Pro Tem Boutros: To adopt a resolution ratifying and confirming Special Assessment Roll No. 884 for fiscal year 2018-2019, Special Assessment Roll No. 885 for fiscal year 2019-2020, Special Assessment Roll No. 886 for fiscal year 2020-2021 and Special Assessment Roll No. 887 for fiscal year 2021-

2022, funding for the Principal Shopping District, and to instruct the City Clerk to endorse said rolls, showing the date of confirmation thereof, and certifying said assessment rolls to the City Treasurer for collection. Further, that for each year of such assessments, special assessments shall be payable in one (1) installment as provided in Section 94-10 of the Code of the City of Birmingham, with an annual interest rate of six and a quarter percent (6.25%) on all due unpaid installments.

VOTE:	Yeas,	5
	Nays,	0
	Absent,	2

RESOLUTION 11-301-18

ESTABLISHING A PROCESS TO ADDRESS NEEDED AMENDMENTS TO THE PLANNING BOARD ACTION LIST BETWEEN ANNUAL REVIEWS.

WHEREAS, The City of Birmingham strives to operate in a strategic manner to ensure the needs of the community are addressed in accordance with policy directives of its elected officials; and

WHEREAS, There are several City boards and commissions that serve in this supporting capacity to recommend various actions, improvements and policy changes; and

WHEREAS, The Birmingham Planning Board serves in this role and operates under their Planning Board Action List which is reviewed and approved by the City Commission each year; and

WHEREAS, The City Commission and the Planning Board have discussed at their October 15, 2018 joint workshop the need to clarify a process for miscellaneous items that arise in between reviews of the Planning Board Action List.

NOW, THEREFORE, BE IT RESOLVED, that the Birmingham City Commission wishes to outline a process for the Planning Board to follow in addressing miscellaneous items that arise in between reviews of the Planning Board Action List which warrant some urgency in obtaining action; and

BE IT FURTHER RESOLVED, that the process to initiate changes to the Planning Board Action List between annual reviews shall consist of the following:

1. Topics which can be undertaken by the Planning Board without modification to the Planning Board Action List shall include:
 - a. Clarification of existing ordinance language in order to act on pending applications, including but not limited to preliminary and final site plan approval, SLUPs, regulated uses, rezoning and community impact studies.
2. Topics which must receive approval by the City Commission for modification to the Planning Board Action List shall include:
 - a. Topics which establish or change policy under ordinance
 - b. The creation of new ordinance sections.

Topics requiring Commission approval shall be requested by a majority vote of the Planning Board and be advanced through their staff liaison.

3. Questions on whether a topic complies with Article 1 or 2 of this section shall be directed to the City Manager for determination.

BE IT FINALLY RESOLVED, that the City Commission hereby adopts this Resolution and directs a copy be shared with the Planning Board for their use.

City of Birmingham
Warrant List Dated 11/14/2018

Meeting of 11/19/2018

Check Number	Early Release	Vendor #	Vendor	Amount
<u>PAPER CHECK</u>				
262311	*	008805	21ST CENTURY MEDIA-MICHIGAN	2,095.50
262312	*	000855	48TH DISTRICT COURT	100.00
262313	*	000855	48TH DISTRICT COURT	100.00
262314	*	000855	48TH DISTRICT COURT	100.00
262315	*	000855	48TH DISTRICT COURT	200.00
262316	*	000855	48TH DISTRICT COURT	100.00
262317	*	000855	48TH DISTRICT COURT	100.00
262318	*	008226	KATHI ABELA	248.82
262319		MISC	ACCELERATED BUILDERS	500.00
262320	*	007266	AETNA BEHAVIORAL HEALTH LLC	460.46
262321		MISC	AFFORDABLE RENOVATION CONCEPTS LLC	100.00
262322		MISC	ALEXANDER HOMES	200.00
262323		008937	JOE KIKOS - ALL AMERICAN, LLC	800.00
262324		007745	ALL COVERED	1,192.00
262325		001797	ALLEGRA MARKETING, PRINT, MAIL	930.00
262326		MISC	ALLIED SIGNS INC	200.00
262327		MISC	ALLIED SIGNS, INC.	200.00
262328		MISC	AMERICAN STANDARD ROOFING	300.00
262329		008667	APOLLO FIRE-APPARATUS REPAIR	88.70
262330	*	007437	CHERYL ARFT	86.83
262332		000500	ARTECH PRINTING INC	397.00
262333		MISC	ARTISTIC DEVELOPMENT FIBERGLASS POO	200.00
262334		MISC	ARY MODERNIZATION LLC	200.00
262335		007479	ASB DISTRIBUTORS	16.31
262336	*	006759	AT&T	189.67
262337	*	006759	AT&T	147.46
262338	*	004027	AUTOMATED BENEFIT SVCS INC	91,485.90
262339		MISC	B-DRY SYSTEM OF MICHIGAN INC	100.00
262340		MISC	BABI CONSTRUCTION INC	2,000.00
262341		MISC	BE WELL	200.00
262342		MISC	BENJAMIN HEFNER	100.00
262343		MISC	BERGSMAN WIAND BOUCHARD & CO	1,400.00
262344		MISC	BIRD CONSTRUCTION	100.00
262345	*	001086	CITY OF BIRMINGHAM	536.96
262346	*	001086	CITY OF BIRMINGHAM	588.70
262347	*	001086	CITY OF BIRMINGHAM	179.01
262348		000542	BLUE WATER INDUSTRIAL	88.75
262349		004244	BOLYARD LUMBER	178.28
262350		MISC	BRANDON POTASH	100.00
262351		MISC	BRICKWORKS PROPERTY RESTORATION	100.00
262352		008179	BUCCILLI GROUP, LLC	10,549.00
262353		MISC	BUTCHER & BUTCHER CONSTRUCTION COMP	100.00

City of Birmingham
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Check Number	Early Release	Vendor #	Vendor	Amount
262354		MISC	C & M LANDSCAPING	200.00
262356		000571	CAR TRUCKING INC	150.00
262357		MISC	CARLYSLE & LLOYD INC	100.00
262358		005238	CBTS	1,073.94
262359		000444	CDW GOVERNMENT INC	4,998.61
262360		MISC	CHARLES LOUGHREY DESIGN LLC	100.00
262361		000603	CHEMCO PRODUCTS INC	230.06
262362		MISC	CHRISTINE DALTON	100.00
262363		008919	CHRISTMAS DONE BRIGHT	3,580.00
262364		MISC	CHRISTMAS DONE BRIGHT	720.00
262365		000605	CINTAS CORPORATION	105.65
262365	*	000605	CINTAS CORPORATION	13.64
262366	*	004026	COFINITY	1,422.00
262367		MISC	COMPLETE CONTRACTING SOLUTIONS	100.00
262368	*	000627	CONSUMERS ENERGY	203.76
262369		008938	CRYSTAL BRIGHT JANITORIAL SERVICES	325.00
262370		MISC	DANIEL JOSEPH LYNCH	900.00
262371	*	006907	DENTEMAX, LLC	146.70
262372		MISC	DIAMOND CREEK HOMES INC	100.00
262373		008641	DINGES FIRE COMPANY	171.99
262374		MISC	DROBOT CUSTOM BUILDING INC	300.00
262375	*	000179	DTE ENERGY	73.07
262376	*	000180	DTE ENERGY	40,699.11
262377		MISC	DUNN, WILLIAM A	200.00
262378	*	007538	EGANIX, INC.	720.00
262379		MISC	EGRESS SOLUTIONS INC	200.00
262380		004671	ELDER FORD	448.98
262381		MISC	EMERGENCY EGRESS LLC	200.00
262382	*	004514	FEDEX OFFICE	17.96
262383		MISC	FINISHED BASEMENTS PLUS LLC	200.00
262384	*	007561	FLORENCE CEMENT	20,351.81
262385		MISC	FOUNDATION SYSTEMS OF MICHIGAN INC.	100.00
262387	*	004604	GORDON FOOD	431.87
262388		008293	GRAINGER	200.94
262389		004983	GREAT AMERICAN BUSINESS PRODUCTS	434.93
262390		008940	GREAT LAKES HEARING PROTECTION	670.00
262391		MISC	GREAT LAKES HOME IMPROVEMENTS INC	200.00
262392		000249	GUARDIAN ALARM	235.14
262393		001531	GUNNERS METER & PARTS INC	945.00
262394	*	008701	H BAR C RANCHWEAR	200.00
262395		001447	HALT FIRE INC	6,002.41
262396		MISC	HANSONS GROUP LLC	100.00
262397		001836	HISTORICAL SOCIETY OF MICHIGAN	39.00

City of Birmingham
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Meeting of 11/19/2018

Check Number	Early Release	Vendor #	Vendor	Amount
262398		MISC	HOME & DOOR PRODUCTS	100.00
262399		MISC	HURON SIGN CO	200.00
262400		000948	HYDROCORP	1,315.00
262401		MISC	ICON IDENTITY SOLUTIONS	200.00
262402		MISC	IDEAL BUILDERS AND REMODELING INC	78.48
262403		MISC	INTERCITY NEON	200.00
262404	*	007870	J.C. EHRLICH CO. INC.	176.00
262405		000344	J.T. EXPRESS, LTD.	4,958.77
262406		MISC	JADENS INC	200.00
262407		MISC	JOHN CASIMIR CONSTRUCTION	100.00
262408	*	MISC	JOSEPH & MARIELLE DEIGHAN	1,361.58
262409		MISC	JULYS QUALITY CONSTRUCTION	200.00
262410		007423	K/E ELECTRIC SUPPLY	93.00
262411		MISC	KELLETT CONSTRUCTION COMPANY	200.00
262412		MISC	KEMME, SCOTT	200.00
262413		MISC	KENNETH M LEITER	200.00
262414		MISC	KILLER DECKS & SPAS INC	100.00
262415	*	000353	KNAPHEIDE TRUCK EQUIPMENT	128.73
262416		MISC	KURTIS KITCHEN & BATH CENTERS	200.00
262417		MISC	LATTIE, DAVID L	100.00
262419		MISC	LAVANWAY SIGN CO.INC	200.00
262420	*	008804	LIEBERMAN, GIES & COHEN, PLLC	60.00
262421		MISC	LIVE WELL CUSTOM HOMES LLC	2,000.00
262422		MISC	M2057 BY MARIA PINTO	100.00
262423		MISC	MAINSTREET DESIGN BUILD	500.00
262424		008930	MARIELLA'S CUSTOM DRAPERIES	2,377.36
262425		MISC	MATT CONSTRUCTION	200.00
262426		MISC	MAYDAY CONSTRUCTION LLC	2,000.00
262427		000888	MCKENNA ASSOCIATES INC	50,407.50
262428		000369	MCMI	274.56
262429		008793	MERGE MOBILE, INC.	68.00
262430		MISC	MERRILLWOOD COLLECTION	400.00
262431		008207	METAL MART U.S.A.	111.23
262432		MISC	METRO DETROIT SIGNS INC	400.00
262433		MISC	MHRAC INC	200.00
262434		MISC	MID-MICHIGAN RENOVATIONS	500.00
262435		008319	MKSK	3,577.45
262436		007163	MOBILE HEALTH RESOURCES	1,924.69
262437		MISC	MOSHER DOLAN & CATALDO	100.00
262438		MISC	MULLIGAN CONSTRUCTION	500.00
262440	*	008727	J. CHERILYNN MYNSBERGE	339.67
262441		000668	NATIONAL TIME & SIGNAL CORP	249.39
262442		001194	NELSON BROTHERS SEWER	440.00

City of Birmingham
Warrant List Dated 11/14/2018

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Check Number	Early Release	Vendor #	Vendor	Amount
262443		008853	NORTH AMERICAN RESCUE	2,117.82
262444		MISC	NORTHERN SIGN CO INC	200.00
262445		001864	NOWAK & FRAUS ENGINEERS	15,202.25
262446		000477	OAKLAND COUNTY	438.00
262446	*	000477	OAKLAND COUNTY	728,736.05
262447		008214	OAKLAND COUNTY WATER DEPARTMENT	5,588.72
262448	*	000481	OFFICE DEPOT INC	110.97
262449		006625	PACIFIC TELEMAGEMENT SERVICES	78.00
262451		MISC	PAZZI, DENNIS A	200.00
262452		MISC	PELLA WINDOWS & DOORS, INC.	600.00
262453		001277	PHYSIO-CONTROL CORP.	310.25
262454		MISC	POWER HOME REMODELING GROUP	200.00
262455		MISC	POWER HOME SOLAR	300.00
262456		MISC	PRIME	100.00
262457		000897	PRINTING SYSTEMS INC	137.51
262458		002852	QMI GROUP INC	96.93
262459		MISC	QUALITY WINDOW/DBA DEYONKER WINDOW	100.00
262460		002405	R.D. WHITE CO., INC.	140.00
262461		003447	RAFT	1,200.00
262462		MISC	RENEWAL BY ANDERSEN	700.00
262463		002566	REYNOLDS WATER	205.70
262464		MISC	RICHARD EBEL	100.00
262465		008931	RISE ABOVE FIRE TRAINING & TOOLS	427.50
262466		MISC	ROBERT KELLER	200.00
262467		MISC	ROMANA CONSTRUCTION INC	100.00
262468		MISC	ROYAL OAK AWNING	200.00
262469		000218	ROYAL OAK P.D.Q. LLC	97.95
262470		000221	RUSSELL HARDWARE COMPANY	23.00
262471	*	002806	SAM'S CLUB/SYNCHRONY BANK	827.02
262472		MISC	SAMSON MANUFACTURING CORP	266.00
262473		MISC	SEEDS MARKETING ADVERTISING & DESIG	200.00
262474	*	004202	SHRED-IT USA	245.11
262475		MISC	SIGNS & MORE	200.00
262476		MISC	SIGNS BY TOMMOROW	200.00
262477		MISC	SIGNS BY TOMORROW INC, R.O.	400.00
262478		MISC	SMOLYANOV HOME IMPROVMENT	200.00
262479		MISC	SPARTAN PAVING	100.00
262480		MISC	SPECTRUM NEON CO.	200.00
262481		001005	STATE OF MICHIGAN	5,853.46
262482		000265	STEEL EQUIPMENT CO.	2,060.00
262483		MISC	STERLING DEVELOPMENT CORP	1,400.00
262484	*	006556	STO-COTE PRODUCTS, INC.	1,465.81
262485		MISC	STONIK'S SERVICES LLC	100.00

City of Birmingham

Warrant List Dated 11/14/2018

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Check Number	Early Release	Vendor #	Vendor	Amount
262486	*	004355	SYMETRA LIFE INSURANCE COMPANY	34,394.43
262487		008748	TECHSEVEN COMPANY	1,885.00
262488	*	MISC	THOMAS LUCAS	3,037.67
262489		000275	TIRE WHOLESALERS CO INC	73.96
262490		MISC	TITTLE BROTHERS CONSTRUCTION LLC	100.00
262491		MISC	TMP GROUP	100.00
262492		MISC	TRESNAK CONSTRUCTION INC	200.00
262493		005481	TRI-COUNTY INTL TRUCKS, INC.	649.84
262494		004887	TRUCK & TRAILER SPECIALTIES INC	98.04
262495		004379	TURNER SANITATION, INC	197.00
262496		MISC	UNITED HOME SERVICES	100.00
262497	*	008411	VARIPRO	786.00
262498	*	000158	VERIZON WIRELESS	733.34
262499	*	000158	VERIZON WIRELESS	152.01
262500	*	000158	VERIZON WIRELESS	928.71
262501		MISC	VERVISCH, JAMES RICHARD	100.00
262502		MISC	VOLUNTEER CONSTRUCTION, LLC	100.00
262503		MISC	WALLSIDE INC	1,100.00
262504		004497	WATERFORD REGIONAL FIRE DEPT.	153.78
262505		MISC	WEATHERGARD WINDOWS CO INC	100.00
262506		MISC	WEATHERSEAL HOME IMPROVEMENT CO INC	200.00
262507		MISC	WINDOW PRO HOLDINGS LLC	900.00
262508		005112	WOLVERINE	117.06
262509		MISC	WOLVERINE PAINTING & SECORATING, IN	1,100.00
262510		MISC	WOOD, BRIAN D	1,500.00
262511		MISC	WOODBIDGE BUILDING CO	100.00
262512		008391	XEROX CORPORATION	1,316.17
SUBTOTAL PAPER CHECK				\$1,103,863.39

ACH TRANSACTION

*	008847	ABS- AUTOMATED BENEFIT SVCS, INC	41,783.91
	002284	ABEL ELECTRONICS INC	807.50
	008555	ABELL PEST CONTROL INC	40.00
	007345	BEVERLY HILLS ACE	38.67
	007624	BIRMINGHAM OIL CHANGE CENTER, LLC	80.69
	008840	BIRMINGHAM PUBLIC SCHOOLS-TAXES	59,945.25
	000956	DELTA TEMP INC	400.50
	007359	DETROIT CHEMICAL & PAPER SUPPLY	106.33
	000565	DORNBOS SIGN & SAFETY INC	455.24
	001035	DOUGLASS SAFETY SYSTEMS LLC	367.08
	000207	EZELL SUPPLY CORPORATION	1,258.87
	001672	HAYES PRECISION INC	34.00
	000331	HUBBELL ROTH & CLARK INC	41,958.75
	000261	J.H. HART URBAN FORESTRY	79,620.00

City of Birmingham
Warrant List Dated 11/14/2018

Meeting of 11/19/2018

Check Number	Early Release	Vendor #	Vendor	Amount
		003845	JOHNSON HILL LAND ETHICS STUDIO INC	743.10
	*	000891	KELLER THOMA	247.50
	*	005550	LEE & ASSOCIATES CO., INC.	97.50
		006359	NYE UNIFORM COMPANY	914.25
		008843	OAKLAND COUNTY TREASURER- TAX PYMNT	107,441.83
	*	003554	RKA PETROLEUM	11,983.60
		000254	SOCRRA	73,457.00
SUBTOTAL ACH TRANSACTION				\$421,781.57
GRAND TOTAL				\$1,525,644.96

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.

DATE: November 7, 2018

TO: Joseph A. Valentine, City Manager

FROM: Lauren A. Wood, Director of Public Services

SUBJECT: Vehicle #154 Replacement

INTRODUCTION:

Due to its age and condition the Department of Public Services recommends replacement of vehicle #154, a 1999 Chevy C7500 Chassis modified with a Terex Hi-Ranger aerial platform and debris box.

BACKGROUND:

This vehicle is used extensively for a variety of functions, including tree trimming, branch chipping, security camera maintenance, holiday light installation, and other tasks that require employees to work at extended distances. The equipment was evaluated using the following replacement scoring matrix:

Vehicle #154 – 1999 Chevy C7500 with Aerial Platform

FACTOR	DESCRIPTION	POINTS
Age	1 point each year of age	19
Miles/Hours	1 point each 5,000 miles of usage	2
Type of Service	Type 3 – Multiple duties based on season	3
Reliability	Level 2 – In shop 1 time within 3 month period; 1 breakdown/road call within 3 month period	2
M & R Costs	Level 2 – Maintenance costs are 21-40% of replacement costs	2
Condition	Level 3 – Minor body damage, rust, weak operating system	3
TOTAL POINTS 28+, POOR – Needs priority replacement		31

After a review of several options, staff determined that a Terex XTPRO 56 would best meet functionality requirements. The department's positive experience with Terex products further supports that determination. This equipment is available for purchase from Terex Utilities, Inc. using a cooperative purchasing contract awarded by Sourcewell (formerly National Joint Powers Alliance) for a total of \$179,830.

LEGAL REVIEW:

This purchase includes sale terms and conditions from the manufacturer, which were reviewed by the city's legal counsel and approved by both parties after minor revision.

FISCAL IMPACT:

This replacement was planned for and included in the vehicle/equipment replacement schedule, as published in the 2018-19 budget. Funds for this expenditure – totaling \$179,830 – are available from the Auto Equipment Fund. The replaced vehicle will be stripped of transferrable equipment and listed on the Michigan Inter-Governmental Trade Network for public auction.

SUMMARY

The Department of Public Services recommends approving the purchase of one (1) Terex XTPRO 56 aerial tower from Terex Utilities, Inc, using funds from the Auto Equipment Fund #641-441.006.971.0100 for a total expenditure of \$179,830.

ATTACHMENTS:

Sale terms and conditions, including excised terms, are attached to this report.

SUGGESTED RESOLUTION:

To approve the purchase of one (1) new Terex XTPRO 56 from Terex Utilities, Inc. through the Sourcewell cooperative purchasing agreement #012418-TER in the amount of \$179,830 from account #641-441.006.971.0100.

TERMS & CONDITIONS OF SALE
TEREX SOUTH DAKOTA, INC./TEREX UTILITIES, INC.
U.S. and CANADA (except Quebec)

1. Terms and Conditions. These Terms and Conditions of Sale cancel and supersede any and all terms of sale pertaining to Parts and Equipment (and any supplements thereto) previously issued by Seller to Buyer and are subject to change without advance notice. "Seller" herein shall be the seller identified in the Sales Order Acknowledgement or other applicable sales documents. The prices, charges, discounts, terms of sale and other provisions referred to or contained herein shall apply to Seller's Parts and Equipment (hereinafter collectively referred to as "Products") sold and shipped to Buyer on and after August 1, 2016, and shall remain in effect unless and until superseded in writing by Seller. Acceptance of an order for Products by Seller shall be deemed to constitute a binding agreement between the parties pursuant to the terms and conditions contained herein and Buyer agrees that the order may not thereafter be cancelled, countermanded or otherwise changed without the prior consent of Seller. This agreement supersedes any prior agreements, representations, or other communications between the parties relating to the subject matter set forth herein. No other terms and conditions shall apply including the terms of any purchase order submitted to Seller by Buyer, whether or not such terms are inconsistent or conflict with or are in addition to the terms and conditions set forth herein. Seller's acceptance of Buyer's purchase order is conditional upon Buyer's acceptance of all the terms and conditions contained herein. Any communication construed as an offer by Seller and acceptance thereof is expressly limited to the terms and conditions set forth herein. The Products are intended for industrial/commercial use by professional contractors and their trained employees and are not intended for use by consumers.

2. Terms of Payments. Payment for Products purchased by Buyer shall be made in accordance with any of the following terms, provided they have been previously arranged with and expressly approved by Seller in writing: (1) cash in advance; (2) confirmed, irrevocable letter of credit established in such amount and form and at such time and at such bank as shall be approved by Seller in respect of each order; (3) credit account purchases for which payment will be due and payable on net thirty (30) day terms, plus service and other charges applicable to past due amounts in accordance with Seller's written notices; or (4) other payment arrangements expressly approved by Seller in writing prior to or at the time the order is placed. If any Buyer credit account purchase is not paid in accordance with Seller's credit payment terms, in addition to any other remedies allowed in equity or by law, Seller may refuse to make further shipments without advance payment by Buyer. Nothing contained herein shall be construed as requiring Seller to sell any Products to Buyer on credit terms at any time, or prohibiting Seller from making any and all credit decisions which it, in its sole discretion, deems appropriate for Seller. Seller shall have the right, at its option, to charge interest on all amounts not paid when due and Buyer agrees to pay such interest calculated on a daily basis, from the date that payment was due until the Seller receives payment in full, at the rate of 1.5% per month or the maximum rate permitted by applicable law. Unless otherwise agreed in writing between Seller and Buyer, Seller may, in its sole discretion, increase or decrease the price of any Product, as Seller deems reasonably necessary, at any time prior to shipment and invoice Buyer for the same. If Buyer orders the chassis through Seller, the chassis payment is due upon receipt of chassis by Seller and the balance owed for the completed unit is due in accordance with agreed upon payment terms. When supplied by Buyer, Seller will inspect the chassis upon receipt and will notify Buyer of any chassis mounted components (including but not limited to fuel tanks, air tanks, battery boxes and exhaust systems) that require relocation. Buyer will be invoiced for such work upon completion of the finished Equipment.

3. Taxes and Duties. Unless otherwise noted, prices quoted do not include taxes or duties of any kind or nature. Buyer agrees that it will be responsible for filing all tax returns and paying applicable tax, duty, export preparation charge and export documentation charge resulting from the purchase of the Products. In addition, in the event any other similar tax is determined to apply to Buyer's purchase of the Products from Seller, Buyer agrees to indemnify and hold Seller harmless from and against any and all such other similar taxes, duties and fees. All prices quoted are U.S. dollars unless otherwise specified. The amount of any present or future taxes applicable to the sale, transfer, lease or use of the Products shall be paid by Buyer; or in lieu thereof, Buyer shall provide Seller with a tax exemption certificate satisfactory to the applicable taxing authority proving that no such tax is due and payable upon such sale, transfer, lease or use.

4. Title, Property, Risk and Delivery. Unless otherwise stated in writing, for all intra-continental United States shipments, all prices and delivery are FCA, point of manufacture (Incoterms 2010); for all other shipments, all prices and delivery are FAS, named port of shipment (Incoterms 2010). Title and all risk of loss or damage to Products shall pass to Buyer upon delivery, as per Incoterms 2010. Any claims for loss, damage or delay in transit must be entered and prosecuted by the Buyer directly with the carrier, who is hereby declared to be the agent of the Buyer. Seller shall not be liable for any delay in performance of this agreement or delivery of the Products, or for any damages suffered by Buyer by reason of delay, when the delay is caused, directly or indirectly, by a force majeure event described in Section 20 herein or any other cause beyond Seller's control. Claims for shortages in shipments shall be deemed waived and released by Buyer unless made in writing within five (5) days after Buyer's receipt of shipment. Seller's responsibility for shipment shall cease upon delivery of the Products to the place of shipment, and all claims occurring thereafter shall be made to or against the carrier by Buyer. Delivery shall generally be 240 to 270 days after receipt by Seller of a signed Order, provided that, where applicable: (1) Seller receives the chassis a minimum of 90 days prior to scheduled delivery, (2) drawings are timely sent by Buyer and the approved drawings are returned to Seller by Buyer by the requested date, (3) all vendor-supplied components and Buyer-supplied accessories are received by Seller by the date necessary to comply with scheduled delivery. Seller shall not be liable for any delay in performance of this agreement or delivery of the Products, or for any damages suffered by Buyer by reason of delay, when the delay is caused, directly or indirectly, by a

force majeure event described in Section 20 herein or any other cause beyond Seller's control. Claims for shortages in shipments shall be deemed waived and released by Buyer unless made in writing within fifteen (15) days after Buyer's receipt of shipment. Seller's responsibility for shipment shall cease upon delivery of the Parts and or Equipment to the place of shipment, and all claims occurring thereafter shall be made to or against the carrier by Buyer.

5. Delays Caused By Buyer. In the event of a delay in shipment or delivery due to delay by Buyer in furnishing delivery instructions, arranging a method of payment satisfactory to Seller, submitting valid import permits or licenses, or any other delay caused by Buyer or at Buyer's request, if the Products are not shipped or delivered within five (5) days from the first date they are ready to be shipped or delivered, then Seller shall be entitled to charge, as compensation, any additional costs incurred related to such delay. If the Products are not shipped or delivered by the date which is ten (10) days from the first date they are ready to be shipped or delivered, then Buyer's order shall be deemed cancelled and Seller may, in its sole discretion, sell such Products to another buyer without any liability or responsibility to Buyer whatsoever. Seller shall have the right to keep payments on account already received from Buyer, and the difference between the sales price (increased by any other and all further costs, including but not limited to attorney's fees and expenses, storage and other costs, and interest accrued thereon) and the price received from another buyer shall constitute a debt of Buyer and bear interest at the same rate set forth in Section 2 herein. Seller shall be entitled to claim for any further damages suffered as a consequence of Buyer's breach of its obligations hereunder.

6. Cancellation. Prior to delivery to place of shipment, a Product order may be cancelled only with Seller's prior consent ~~and upon terms indemnifying Seller from all resulting losses and damages.~~ Seller shall have the right to cancel and refuse to complete a Product order if any term and/or condition governing this agreement is not complied with by Buyer. In the event of cancellation by Seller, or in the event Seller consents to a request by Buyer to stop work or to cancel the whole or any part of any order, Buyer shall, in the event that Seller asks Buyer to do so, make reimbursement to Seller, as follows: (i) any and all work that can be completed within thirty (30) days from date of notification to stop work on account of cancellation shall be completed, shipped and paid in full; and (ii) for work in progress and any materials and supplies procured or for which definite commitments have been made by Seller in connection with the order, Buyer shall pay such sums as may be required to fully compensate Seller for actual costs incurred, ~~plus fifteen percent (15%).~~ Buyer may not cancel any order after Seller's delivery to place of shipment. Orders for "Special" Equipment may not be cancelled after acceptance, except by Seller. Items of "Special" Equipment are those that differ from standard Seller specifications, have a limited market, or incorporate specifications that have been determined for a specific application. Determination of whether an item of Equipment is "Special" shall be made by Seller in its sole discretion.

7. Inspection and Acceptance. Buyer agrees that it shall inspect the Products immediately after receipt and promptly (in no event later than fifteen (15) days after receipt) notify Seller in writing of any non-conformity or defect. Buyer further agrees that failure to give such prompt notice or the commercial use of the Products shall constitute acceptance. Acceptance shall be final and Buyer waives the right to revoke acceptance for any reason, whether or not known by Buyer at the time of such acceptance. The giving of any such notice by Buyer shall automatically cause the provisions of Seller's warranty to apply and govern the rights, obligations and liabilities of the parties with respect to such nonconformity or defect, provided under no circumstances shall rejection give rise to any liability of Seller for incidental or consequential damages or losses of any kind. Seller shall not be bound by any agent's, employee's or any other representation, promise or inducement not set forth herein. Seller's catalogues, technical circulars, price lists, illustrations, drawings and any other similar literature are for Buyer's general guidance only and the particulars contained in them shall not constitute representations by Seller and Seller shall not be bound by them.

8. Warranty for New Products. Seller warrants its new Equipment and Parts manufactured and sold worldwide, to be free, under normal use and service, of any defects in material or workmanship for a period of twelve (12) months from the date of delivery (as limited by Seller's Limited Product Warranty); provided that Buyer sends Seller written notice of the defect within thirty (30) days of its discovery and establishes that: (i) the Equipment has been operated and maintained in strict compliance with Seller's operating and maintenance manuals ; and (ii) the defect did not result in any manner from the intentional or negligent action or inaction of Buyer, its agents or employees and (2) a new machine registration certificate has been completed, signed and delivered to the Seller within thirty (30) days of the Equipment's "in-service" date. If requested by Seller, Buyer must return any defective Product to Seller's manufacturing facility, or other location designated by Seller, for inspection, and if Buyer cannot establish that conditions (i) and (ii) above have been met, then this warranty shall not cover the alleged defect. Failure to give written notice of defect within such period shall be a waiver of this warranty and any assistance rendered thereafter shall not extend or revive it. Accessories, assemblies and components included in the Products of Seller, which are not manufactured by Seller, are subject to the warranty of their respective manufacturers. This warranty shall not cover any item on which serial numbers have been altered, defaced or removed. Maintenance and wear parts are not covered by this warranty and are the sole maintenance responsibility of Buyer. This warranty is limited to the original purchaser or end-user if sold to a distributor, and is not assignable or otherwise transferable without written agreement of Seller. **THIS WARRANTY IS EXPRESSLY IN LIEU OF AND EXCLUDES ALL OTHER WARRANTIES, EXPRESS OR IMPLIED (INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE) AND ALL OTHER OBLIGATIONS OR LIABILITY ON SELLER'S PART. THERE ARE NO WARRANTIES THAT EXTEND BEYOND THE LIMITED WARRANTY CONTAINED HEREIN.** Seller neither assumes nor authorizes any other person to assume for Seller any other liability in connection with the sale of Seller's Products. This warranty shall not apply to any of Seller's Products or any part thereof which has been subject to misuse, alteration, abuse, negligence, accident, acts of God or sabotage. No action by either party shall operate to extend or revive this limited warranty without prior written consent of Seller.

9. Warranty for Used Equipment. Used Equipment sold hereunder is sold on an “AS IS, WHERE IS, WITH ALL FAULTS” BASIS WITH NO WARRANTIES WHATSOEVER, EXCEPT AS TO TITLE, UNLESS OTHERWISE SPECIFICALLY AGREED IN WRITING BY BUYER AND SELLER. SELLER ASSUMES NO RESPONSIBILITY FOR THE CONDITION, SAFETY, LEGAL COMPLIANCE, OR USABILITY OF THE USED EQUIPMENT AND MAKES NO REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, WITH RESPECT TO THE USED EQUIPMENT INCLUDING, WITHOUT LIMITATION, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. SELLER MAKES NO REPRESENTATION OR WARRANTY REGARDING THE CONDITION OF THE USED EQUIPMENT, NOR THE SUFFICIENCY OF ANY WARNINGS, INSTRUCTIONS OR MANUALS PROVIDED WITH THE USED EQUIPMENT. Seller recommends and Buyer acknowledges that Buyer should contact the original manufacturer to obtain all available information for the used Equipment, including but not limited to product manuals, warnings, safety bulletins, recall notices, and instructional placards before using the used Equipment. Seller shall not be responsible for providing such information. Buyer agrees not to assert any claims against Seller with respect to the used Equipment or its use. Buyer agrees that it shall inspect the used Equipment prior to issuance of a purchase order for such Equipment and acknowledges that it is not relying upon any photographs, images, videos, representations, statements or other assertions made by Seller with respect to the used Equipment’s condition, but is relying upon its own knowledge and/or inspection of the used Equipment.

10. Remedies for Breach. IN THE EVENT OF ANY BREACH OF THE WARRANTY BY SELLER, THE PARTIES AGREE THAT SELLER’S LIABILITY SHALL BE LIMITED EXCLUSIVELY TO THE REMEDIES OF REPAIR OR REPLACEMENT (AT SELLER’S SOLE DISCRETION) OF ANY DEFECTIVE EQUIPMENT COVERED BY THE WARRANTY. In no event shall any repair or replacement of any defective equipment covered by the Seller’s warranty extend the length of the warranty beyond the period specified in Section 8 herein.

11. Limitation of Liability. NOTWITHSTANDING ANYTHING CONTAINED IN THIS AGREEMENT TO THE CONTRARY, SELLER AND ITS AFFILIATES SHALL NOT BE LIABLE FOR, AND SPECIFICALLY DISCLAIM, ANY LIABILITY FOR ANY: (A) LOST PROFITS AND/OR BUSINESS INTERRUPTION (WHETHER DIRECT OR INDIRECT); AND (B) INDIRECT, INCIDENTAL, CONSEQUENTIAL (WHETHER DIRECT OR INDIRECT) OR OTHER DAMAGES OR LOSSES OF ANY KIND WHATSOEVER, including, without limitation, labor costs, lost profits, loss of use of other equipment, third party repairs, personal injury, emotional or mental distress, improper performance or work, penalties of any kind, loss of service of personnel, or failure of Products to comply with any federal, state, provincial or local laws, regardless of whether arising from a breach of contract, ~~or warranty, legal claims or otherwise. Nothing in this Section shall operate to exclude Seller’s liability for death or personal injury when directly related to Seller’s negligent act or omission.~~

12. Limitation of Actions. Any action for breach of this agreement must be commenced within one (1) year after the cause of action has accrued.

13. Specification Changes. In the event Seller incurs additional expense because of changes in specifications or drawings previously approved by Buyer, or in the event Seller is required to modify the ordered Equipment, perform any additional work or supply any additional Products, the additional expense shall be added to the purchase price. Buyer must submit to Seller a revised purchase order specifying any and all requested changes. Upon receipt of Buyer’s revised purchase order, Seller shall have the right, in its sole discretion, to accept or reject any changes in specifications requested by Buyer.

14. Trade-in Offers. Trade-in offers are subject to Seller’s inspection and acceptance of the equipment, which must have been maintained to U.S. Department of Transportation operating and safety standards. All accessories on the equipment, including without limitation jibs, winches, pintle hooks and trailer connectors, must remain with the equipment unless otherwise agreed by Seller and Buyer in writing. Seller reserves the right to cancel any trade-in offers or agreements if these conditions are not met, or if Buyer has misrepresented any information about the trade-in unit.

15. Insurance. Until the purchase price of any Products is paid in full, the Buyer shall provide and maintain insurance equal to the total value of the Equipment delivered hereunder against customary casualties and risks; including, but not limited to fire and explosion, and shall also insure against liability for accidents and injuries to the public or to employees, in the names of Seller and Buyer as their interest may appear, and in an amount satisfactory to Seller. If the Buyer fails to provide such insurance, it then becomes the Buyer’s responsibility to notify the Seller so that the Seller may provide same; and the cost thereof shall be added to the contract price. All loss resulting from the failure to affect such insurance shall be assumed by the Buyer.

16. Patents, Copyrights, Trademarks, Confidentiality. No license or other rights under any patents, copyrights or trademarks owned or controlled by Seller or under which Seller is licensed are granted to Buyer or implied by the sale of Products hereunder. Buyer shall not identify as genuine products of Seller products purchased hereunder which Buyer has treated, modified or altered in any way, nor shall Buyer use Seller’s trademarks to identify such products; provided, however, that Buyer may identify such products as utilizing, containing or having been manufactured from genuine products of Seller as treated, modified or altered by Buyer or Buyer’s representative, upon prior written approval of Seller. All plans, photographs, designs, drawings, blueprints, manuals, specifications and other documents relating to the business of Seller (“Information”) shall be and remain the exclusive property of Seller and shall be treated by Buyer as confidential information and not disclosed, given, loaned, exhibited, sold or transferred to any third party without Seller’s prior written approval; provided, however, that these restrictions shall not apply to Information that Buyer can demonstrate: (a) at the time of disclosure, is generally known

to the public other than as a result of a breach of this Agreement by Buyer; or (b) is already in Buyer's possession at the time of disclosure by from a third party having a right to impart such Information.

17. Default and Seller's Remedies. In the event of default by Buyer, all unpaid sums and installments owed to Seller, shall, at Seller's sole option, become immediately due and payable without notice of any kind to Buyer. In addition to its right of acceleration, Seller may pursue any and all remedies allowed by law or in equity, including but not limited to any and all remedies available to it under the Michigan Delaware Uniform Commercial Code. In addition to the foregoing, and not in limitation thereof, Seller shall have the right to set off any credits or amounts owed to Buyer against any amounts owed by Buyer to Seller.

~~**18. Indemnification by Buyer.** Buyer hereby agrees to indemnify, release, defend and hold harmless Seller, its directors, officers, employees, agents, representatives, successors, and assigns against any and all suits, actions or proceedings at law or in equity (including the costs, expenses and reasonable attorney's fees incurred in connection with the defense of any such matter) and from any and all claims, demands, losses, judgments, damages, costs, expenses or liabilities, to any person whatsoever (including Buyer's and Seller's employees or any third party), or damage to any property (including Buyer's property) arising out of or in any way connected with the performance or the furnishing of Products under this agreement, regardless of whether any act, omission, negligence (including any act, omission or negligence, relating to the manufacture, design, repair, erection, service or installation of or warnings made or lack thereof with respect to any Products furnished hereunder) of Seller, its directors, officers, employees, agents, representatives, successors or assigns caused or contributed thereto. If Buyer fails to fulfill any of its obligations under this paragraph or this agreement, Buyer agrees to pay Seller all costs, expenses and attorney's fees incurred by Seller to establish or enforce Seller's rights. The provisions of this paragraph are in addition to any other rights or obligations set forth in this agreement.~~

19. Installation. Unless otherwise expressly agreed in writing, Buyer shall be solely responsible for the installation and erection of the Products purchased. Although Seller may in some cases provide a serviceman, data and drawings to aid Buyer with installation or start-up, Seller assumes no responsibility for proper installation or support of any Products when installed and disclaims any express or implied warranties with respect to such installation and support. Notwithstanding whether data and drawings are provided or a serviceman aids in the installation, Buyer shall indemnify and hold Seller harmless and at Seller's request, defend Seller from all claims, demands or legal proceedings (including the costs, expenses and reasonable attorney's fees incurred in connection with the defense of any such matter) which may be made or brought against Seller in connection with damage or personal injury arising out of said installation or start-up.

20. Force Majeure. Seller shall not be liable to Buyer or be deemed to be in breach of this agreement by reason of any delay in performing, or any failure to perform, any of Seller's obligations in relation to the Products if the delay or failure was due to any cause beyond the reasonable control of Seller including (without limitation) strike, lockout, riot, civil commotion, fire, accident, explosion, tempest, act of God, war, epidemic, stoppage of transport, terrorist activity, supply shortage or changes in government, governmental agency, laws, regulations or administrative practices.

21. Anti-Corruption; Export Controls; No Boycotts. Buyer agrees that it shall, and that any party retained by the Buyer ("Retained Party") shall, comply with all applicable laws including, but not limited to, laws prohibiting public corruption and commercial bribery. Buyer further agrees that it shall, and that any Retained Party shall, comply with all applicable export controls, economic sanctions, embargoes and regulations regarding the export, re-export, shipment, distribution and/or sale of the Products, technology, information or warranty related services. Buyer further agrees that it shall comply with applicable laws pursuant to the Joint Comprehensive Plan of Action (JCPOA) of July 14, 2015 and any other applicable laws, resolutions, regulations or licenses for the export or re-export of Products, technology, information or warranty related services directly, or with its knowledge indirectly into Iran. Buyer further agrees that it shall not, and any Retained Party shall not, export or re-export the Products, technology, information or warranty related services directly, or with its knowledge, indirectly, into Sudan. Buyer further agrees that it shall not, and any Retained Party shall not, export or re-export the Products, technology, information or warranty related services directly or with its knowledge indirectly into Cuba without Buyer first obtaining written approval from Seller. Failure to comply strictly with this section and all applicable laws, regulations and licensing/approval requirements shall be grounds for immediate termination of this agreement by Seller. Notwithstanding anything to the contrary contained in any agreement between the Buyer and Seller or in any other document or agreement relating to the Products sold hereunder, Seller will not comply with requests related to the boycott of any country or other jurisdiction, except to the extent such boycott is required by or otherwise not inconsistent with United States law.

22. Telematics. If a telematics system is included with the Equipment, the telematics system is administered by a third party ("Teleservice Provider") and collects a range of operational data about the Equipment including, but not limited to, usage, performance and reliability. Buyer consents to Seller's obtaining such data from the Teleservice Provider for warranty, product improvement and customer support purposes

23. Construction and Severability. These Terms and Conditions of Sale constitute the entire agreement between the parties regarding the subject matter hereof and shall be construed and enforced in accordance with the laws of Delaware. The United Nations Convention on Contracts for the International Sale of Goods (1980) (CISG) shall not apply. The invalidity or unenforceability of any provisions of this agreement shall not affect any other provision and this agreement shall be construed in all respects as if such invalid or unenforceable provision were omitted.

~~24. **Jurisdiction.** The parties agree that the proper and exclusive forum and venue in all legal actions brought to enforce or construe any provisions herein shall be in United States District Court, District of Delaware or, if federal jurisdiction is lacking in such action, in New Castle County Superior Court in Delaware.~~

25. No Assignment. No rights arising under this agreement may be assigned by the Buyer unless expressly agreed to in writing by the Seller.

26. No Set-off. Buyer shall have no right to set-off any amounts it may owe Seller against amounts Seller may owe Buyer under this or any other agreement between Buyer and Seller.

27. Miscellaneous. Buyer represents that: (i) it is solvent and has the financial ability to pay for the Equipment and Parts purchased hereunder and (ii) it has all requisite right, power and authority to perform its obligations under this agreement.

Buyer's Initials: _____



MEMORANDUM

Department of Public Services

DATE: November 7, 2018

TO: Joseph A. Valentine, City Manager

FROM: Lauren A. Wood, Director of Public Services

SUBJECT: Vehicle #102 Replacement

INTRODUCTION:

Due to its age and condition, the Department of Public Services recommends replacement of vehicle #102, a 2009 Toro Workman 2110 utility vehicle.

BACKGROUND:

This small on/off road utility vehicle is extensively used year-round by the Parks and Forestry division for the purpose of landscape maintenance and snow/ice removal at city parks, municipal sites, and public right-of-ways. The equipment was evaluated using the following replacement scoring matrix:

Vehicle #102 – 2009 Toro Workman 2110

FACTOR	DESCRIPTION	POINTS
Age	1 point each year of age	9
Miles/Hours	1 point each 250 hours of usage	4
Type of Service	Type 4 – Extreme duties in adverse atmosphere	4
Reliability	Level 3 – In shop more than 1 time in 3-month period; 1 breakdown/road call within 3-month period	3
M & R Costs	Level 2 – Maintenance costs are 41-60% of replacement costs	3
Condition	Level 3 – Minor body damage, rust, weak operating system	3
TOTAL POINTS 23-27 – Qualifies for replacement if budget allows		26

The Department of Public Services recommends replacing this equipment with a John Deere XUV 835M Utility Vehicle. This model is preferred over others due to its demonstrated reliability, and because it can use existing interchangeable attachments. This vehicle is available for purchase through Bader & Sons Co. through the State of Michigan MiDeal cooperative purchasing contract for a total expenditure of \$22,867.26.

LEGAL REVIEW:

This purchase does not require legal review.

FISCAL IMPACT:

This replacement was planned for and included in the vehicle/equipment replacement schedule, as published in the 2018-19 budget. Funds for this expenditure – totaling \$22,867.26 – are

available from the Auto Equipment Fund. The replaced vehicle will be stripped of transferrable equipment and listed on the Michigan Inter-Governmental Trade Network for public auction.

SUMMARY

The Department of Public Services recommends approving the purchase of one (1) John Deere XUV 835M from Bader & Sons Co., using funds from the Auto Equipment Fund #641-441.006.971.0100 for a total expenditure of \$22,867.26.

ATTACHMENTS:

This report contains no attachments.

SUGGESTED RESOLUTION:

To approve the purchase of one (1) John Deere XUV 835M Utility Vehicle from Bader and Sons Co. through the State of Michigan MiDeal cooperative purchasing contract #071B7700085 in the amount of \$22,867.26 from account #641-441.006.971.0100.



MEMORANDUM

Department of Public Services

DATE: November 7, 2018

TO: Joseph A. Valentine, City Manager

FROM: Lauren A. Wood, Director of Public Services

SUBJECT: Vehicle #91 Replacement

INTRODUCTION:

Due to its age and condition the Department of Public Services recommends replacement of vehicle #91, a 2007 Chevy W4500 Chassis modified with a 6-yard "Pup" refuse compactor body.

BACKGROUND:

This small-capacity refuse compactor is used daily for refuse pickup at parks, municipal sites, and other areas throughout the city. The current vehicle exhibits significant rust, and its drivetrain is showing signs of considerable wear and fatigue. The equipment was evaluated using the following replacement scoring matrix:

Vehicle #91 – 2007 Chevy W4500 w/ 6-yard refuse compactor

FACTOR	DESCRIPTION	POINTS
Age	1 point each year of age	10
Miles/Hours	1 point each 5,000 miles of usage	11
Type of Service	Type 1 – Standard duties are equipped	1
Reliability	Level 2 – In shop 1 time within 3 month period; 1 breakdown/road call within 3 month period	2
M & R Costs	Level 2 – Maintenance costs are 21-40% of replacement costs	2
Condition	Level 3 – Minor body damage, rust, weak operating system	3
TOTAL POINTS 28+, POOR – Needs priority replacement		29

After a review of options, an equivalent new model "Pup" from Curbtender, Inc. was identified as the replacement option that best meets functional requirements and size specifications. The compactor body would be installed on an Isuzu NPR chassis. This vehicle is available for purchase through Bell Equipment Company of Lake Orion, MI through an HGAC competitively-bid cooperative purchasing contract for a total expenditure of \$99,632.

LEGAL REVIEW:

This purchase does not require legal review.

FISCAL IMPACT:

This replacement was planned for and included in the vehicle/equipment replacement schedule, as published in the 2018-19 budget. Funds for this expenditure – totaling \$99,632 – are available

from the Auto Equipment Fund. The replaced vehicle will be stripped of transferrable equipment and listed on the Michigan Inter-Governmental Trade Network for public auction.

SUMMARY

The Department of Public Services recommends approving the purchase of one (1) Curbtender "Pup" 6-yard refuse compactor, mounted on a new Isuzu NPR chassis, from Bell Equipment Company, using funds from the Auto Equipment Fund #641-441.006.971.0100 for a total expenditure of \$99,632.

ATTACHMENTS:

This report contains no attachments.

SUGGESTED RESOLUTION:

To approve the purchase of one (1) Curbtender "Pup" 6-yard refuse compactor and Isuzu NPR chassis from Bell Equipment Company through the HGAC cooperative purchasing contract #RH08-18 in the amount of \$99,632 from account #641-441.006.971.0100.



MEMORANDUM

Department of Public Services

DATE: October 18, 2018

TO: Joseph A. Valentine, City Manager

FROM: Lauren A. Wood, Director of Public Services

SUBJECT: Amendment to Tennis Facility Lease

INTRODUCTION:

The City of Birmingham has received the attached contract extension request from the Birmingham Racquet Club (BRC) dated August 23, 2018 for an additional ten (10) year period. The current lease expires on September 30, 2023. This request is due in large part to the ongoing capital investments to improve the physical structures at the club being performed by Baseline Tennis. The details of the intended improvements to the facility at the estimated budget amount of \$724,216.57 are found in the attached letter.

BACKGROUND:

The City of Birmingham and Birmingham Racquet Club entered into a Tennis Facility Lease beginning July 16, 1998 with several amendments over the years. Baseline Tennis operates the Birmingham Racquet Club located at 2100 E. Lincoln Street, Birmingham, MI. As part of the 2011 amendment to the lease 100 percent of the financial responsibility for the facility and grounds was transferred to the BRC. The latest ten-year lease extension occurred on September 22, 2014. The current requested extension is driven by the BRC commitment and interest in continuing long-term capital improvements and maintenance of the tennis facility. Specifically, they are proposing a new roof for the main building, concrete repairs during 2019 around existing tennis courts, four court replacement and new asphalt projected during summer of 2021 and new dome structures including mechanical equipment during the extension period.

LEGAL REVIEW:

The City Attorney's Office prepared the proposed lease amendment which is included and signed by the Administration and the Birmingham Racquet Club.

FISCAL IMPACT:

The account #101-000.000-654.0001 called Tennis Club Rental is the revenue account for this budget item. Currently, the rent is adjusted annually in accordance with the U.S. city average all items consumer price index for all urban areas (CPIU) as set forth by the Department of Labor and has increased accordingly over the term. The rental amount is \$5,410 per month and we estimate a budget of \$65,860 for the 2018-2019 fiscal year.

SUMMARY:

Based on the long-term relationship and continuing improvements throughout the past years and intended long-term plans to make capital investments to the Birmingham Racquet Club, performed by Baseline Tennis, the Administration recommends the approval of a contract extension for ten (10) years ending on September 30, 2033. This amendment to the tennis facility lease was shared with the Parks and Recreation Board at their meeting on November 13, 2018 as an informational item.

ATTACHMENTS:

A copy of the current Lease Amendment, letter dated August 23, 2018 from the Birmingham Racquet Club and the insurance certificate are included in this report.

SUGGESTED RESOLUTION:

To approve the Amendment to the Tennis Facility Lease with the Birmingham Racquet Club authorizing a ten (10) year extension to the lease, ending September 30, 2033, in consideration of the Lessee making long-term improvements and maintenance of the tennis facility according to Attachment A. Further, to authorize the Mayor and Clerk to sign the agreement upon receipt of the required insurance.



Birmingham Racquet Club
2100 E. Lincoln St.
Birmingham, MI 48009

August 23rd, 2018
Joseph A. Valentine
City of Birmingham
151 Martin Street
Birmingham, MI 48009

Re: Contract extension with Baseline Tennis

Dear Mr. Valentine,

Baseline Tennis would like to thank the City of Birmingham for our excellent business relationship that has been maintained for over 20 years. The Birmingham Racquet Club located at 2100 E. Lincoln St. is operated by Baseline Tennis and has provided the community of Birmingham with a truly family friendly and family-oriented tennis club that offers programming and services for all ages and levels of tennis players.

Baseline Tennis would like to continue this relationship and has immediate and long-term plans to make capital investments to improve the physical structures at the club. Listed below you will see the intended maintenance improvements for the facility.

Baseline Tennis' projected facility improvements & maintenance for the Birmingham Racquet Club:

- New roof for the main building covering the lobby, pro shop, locker rooms
- Concrete repairs around the existing tennis courts to improve dome anchor points
- 4 court replacement with new asphalt and resurfacing
- New dome structures to replace the existing domes covering 6 tennis courts
- New mechanical equipment to operate and heat the dome structures

Attached to this letter for your review are the financial details for these capital investments. In order to financially justify implementing these investments Baseline Tennis is requesting an additional ten years be added to the current contract.

Sincerely,

Jeff Stassen, Baseline Tennis

Attachment A



2100 E. Lincoln St
Birmingham, MI 48009

BUDGET
Total \$724,216.57

Projects for improvements & maintenance		Budget
1	New Roof completed 8/8/18	
1.1	Removal of preexisting roofing systems	
1.2	Installation of ISO board 2"	
1.3	R & R Complete Roofing System Installed	
1.3.1	R & R Rubber roofing -Fully adhered system 60 mil	
1.3.2	R & R Roof Drain - PVC/ABS	
1.3.3	R & R Aluminum termination bar/flashing	
	TOTAL PROJECT COST=	\$43,106.57
2	Concrete Repairs between courts 1 & 5 completion summer 2019	
2.1	Excavate existing cracked concrete	
2.2	Prepare existing sub base and compact	
2.3	Install minimum 4,000-psi concrete	
2.3.1	Install necessary expansion joints	
	TOTAL PROJECT COST =	\$3,906.00
3	4 court replacement with new asphalt completion summer 2021	
3.1	Excavate existing asphalt and dispose offsite	
3.2	Installation of new asphalt in same location tennis courts were located	
3.3	Installation of 4 new sets of tennis posts	
3.4	Installation of 3 coat CourtSMITH tennis surface system	
	TOTAL PROJECT COST =	\$172,600
4	New dome structures & mechanical equipment	
4.1	4 court tennis dome (28oz exterior fabric w/double wall)	\$236,882
4.2	2 court tennis dome (28oz exterior fabric w/double wall)	\$130,145
4.3	Gas fired Arizon high energy efficiency heating system (1.25 MBTU)	\$74,135
4.4	Gas fired Arizon high energy efficiency heating system (.75 MBTU)	\$63,442
	TOTAL PROJECT COST=	\$504,604
TOTAL COST OF ALL PROJECTS		\$724,216.57

**AMENDMENT TO TENNIS FACILITY LEASE DATED MAY 11, 1998
AMENDED AND RESTATED ON SEPTEMBER 22, 2014**

THIS AMENDMENT TO LEASE made the 11th day of May 1998, amended and restated on September 22, 2014, and amended this _____ day of _____, 2018 by and between the **CITY OF BIRMINGHAM**, having its principal municipal office at 151 Martin Street, Birmingham, MI 48009 (hereinafter referred to as “City”), party of the first part, and **BIRMINGHAM RACQUET CLUB**, having its principal offices at 2100 E. Lincoln (hereinafter referred to as “Lessee”), party of the second part, provides as follows:

WITNESSETH:

WHEREAS, the City is desirous of facility improvements and maintenance of the Tennis Club site; and,

WHEREAS, the Lessee has proposed such improvements valued at Seven Hundred Twenty-four Thousand Two Hundred Sixteen and 57/100 Dollars (\$724,216.57), which is included as Attachment A to this Amendment; and,


WHEREAS, the improvements require a long-term investment.

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

1. The Lessee will make improvements and maintenance consistent with Attachment A.
2. The current Lease will be extended for an additional ten (10) years commencing on the date and year written above and ending on _____.
3. All other terms and conditions of the current Tennis Facility Lease, Amendment and Restatement dated September 22, 2014 shall remain in full force and effect.

IN WITNESS WHEREOF, the said parties have caused this Amendment to Tennis Facility Lease to be executed as of the date and year above written.

LESSEE
BIRMINGHAM RACQUET CLUB ACQUISITION
CO., L.L.C. d/b/a BIRMINGHAM RACQUET CLUB


By: 
Its: Managing Partner
JEFF STASSEN


CITY OF BIRMINGHAM

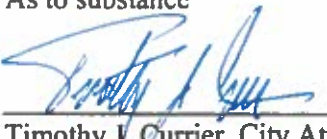
By: _____
Andrew M. Harris, Mayor

By: _____
J. Cherilynn Mynsberge, City Clerk

APPROVAL:

By: 
Joseph A. Valentine, City Manager
As to substance

By: 
Mark Gerber, Finance Director
As to financial obligation

By: 
Timothy J. Currier, City Attorney
As to form

Attachment A



2100 E. Lincoln St
Birmingham, MI 48009

BUDGET
Total \$724,216.57

Projects for improvements & maintenance		Budget
1	New Roof completed 8/8/18	
1.1	Removal of preexisting roofing systems	
1.2	Installation of ISO board 2"	
1.3	R & R Complete Roofing System Installed	
1.3.1	R & R Rubber roofing -Fully adhered system 60 mil	
1.3.2	R & R Roof Drain - PVC/ABS	
1.3.3	R & R Aluminum termination bar/flashing	
	TOTAL PROJECT COST=	\$43,106.57
2	Concrete Repairs between courts 1 & 5 completion summer 2019	
2.1	Excavate existing cracked concrete	
2.2	Prepare existing sub base and compact	
2.3	Install minimum 4,000-psi concrete	
2.3.1	Install necessary expansion joints	
	TOTAL PROJECT COST =	\$3,906.00
3	4 court replacement with new asphalt completion summer 2021	
3.1	Excavate existing asphalt and dispose offsite	
3.2	Installation of new asphalt in same location tennis courts were located	
3.3	Installation of 4 new sets of tennis posts	
3.4	Installation of 3 coat CourtSMITH tennis surface system	
	TOTAL PROJECT COST =	\$172,600
4	New dome structures & mechanical equipment	
4.1	4 court tennis dome (28oz exterior fabric w/double wall)	\$236,882
4.2	2 court tennis dome (28oz exterior fabric w/double wall)	\$130,145
4.3	Gas fired Arizon high energy efficiency heating system (1.25 MBTU)	\$74,135
4.4	Gas fired Arizon high energy efficiency heating system (.75 MBTU)	\$63,442
	TOTAL PROJECT COST=	\$504,604
TOTAL COST OF ALL PROJECTS		\$724,216.57



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/11/2018

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
InPro Insurance Group, Inc.
2095 E. Big Beaver, Ste 100
Troy MI 48083

CONTACT NAME: InPro Insurance Group**PHONE**
(A/C, No, Ext): 248-526-3260**FAX**
(A/C, No): 248-526-3261**E-MAIL ADDRESS:** certificates@inproagent.com**INSURER(S) AFFORDING COVERAGE****NAIC #****INSURER A:** West Bend Mutual Ins Co

15350

INSURER B: Accident Fund InsCo of America

10166

INSURER C:**INSURER D:****INSURER E:****INSURER F:**

INSURED
Baseline Tennis, Inc.
2100 E. Lincoln
Birmingham MI 48009

BASEL-1

COVERAGES**CERTIFICATE NUMBER:** 536164250**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 SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:		A36200801	10/15/2018	10/15/2019	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000 MED EXP (Any one person) \$ Excluded PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 3,000,000 PRODUCTS - COMP/OP AGG \$ 3,000,000 \$
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS		A36200801	10/15/2018	10/15/2019	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	<input type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$	<input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS-MADE				EACH OCCURRENCE \$ AGGREGATE \$ \$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input type="checkbox"/> N/A	WCV6072127	10/15/2018	10/15/2019	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ 500,000 E.L. DISEASE - EA EMPLOYEE \$ 500,000 E.L. DISEASE - POLICY LIMIT \$ 500,000

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

CERTIFICATE HOLDER**CANCELLATION**

Birmingham Racquet Club
2100 E. Lincoln St.
Birmingham MI 48009

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

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**TENNIS FACILITY LEASE DATED MAY 11, 1998
AMENDED AND RESTATED ON _____, 2014**

THIS LEASE made the 11th day of May, 1998, by and between **THE CITY OF BIRMINGHAM**, having its principal municipal office at 151 Martin Street, Birmingham, MI (hereinafter referred to as "City"), party of the first part, and **BIRMINGHAM RACQUET CLUB**, having its principal office at 2100 E. Lincoln (hereinafter referred to as "Lessee"), party of the second part, provides as follows:

WITNESSETH:

WHEREAS, at Kenning Park, a recreational area located within the City of Birmingham, the City of Birmingham owns a number of hard surfaced tennis courts adjoining a clubhouse building. An indoor tennis facility has been created at the Kenning Park site consisting of two air support structures covering the tennis area which is connected by a breezeway, and,

WHEREAS, this Lease sets forth the terms and conditions under which the Lessee is to occupy, improve and operate the tennis courts and clubhouse, which it will do in accordance with its best and most efficient methods and highest standards that it has evolved from its experience, 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. **Description of the Leased Premises.**

The premises covered by this Lease (hereinafter referred to as "Premises") shall include:

1.1 **Tennis Area** - A parcel of land located in Kenning Park approximately 214 feet by 120 feet lying easterly of the existing clubhouse which is presently surrounded by a fence and improved with four hard surfaced tennis courts, together with the air space necessary for a

support structure covering the tennis area lying over said parcel, and a parcel of land approximately 150 feet x 150 feet and an adjacent equipment pad, located on the south side of the clubhouse with two (2) hard surfaced tennis courts, together with the air space necessary for a support structure covering the tennis area lying over said parcel.

1.2 **Clubhouse** - The clubhouse building adjoining the parcel described in 1.1.

1.3 **Easement Around Tennis Area and Clubhouse** - An easement ten (10) feet in width surrounding the areas described in 1.1 and 1.2 to be used to the extent necessary for any landscaping and for equipment service by the Lessee and for the removal and/or planting of any trees and/or shrubbery within the easement, which must be approved by the Department of Engineering and Public Services.

1.4 **Walkway** - An easement for purposes of ingress and egress over the existing walk running from the clubhouse to the parking area to the north.

1.5 **Parking Area** - The nonexclusive right of the Lessee's employees and patrons to use the existing parking area and the driveways connecting it with Lincoln Avenue.

1.6 **Utility Pad Area** - Upon notice by the Lessee requesting an additional utility pad area for the location of mechanical equipment, an additional area may be incorporated into this Lease if the parties can agree upon the size and location of an additional area. In the event that the parties reach an agreement with respect to any additional area, the area, if used, must be screened from site by fencing or vegetative material agreeable to the City. Any agreement by the parties with respect to any additional area shall be in writing signed by both parties or their respective successors in interest.

2. **Lease Term**

2.1 **Term.** The term of this Lease shall be extended ten (10) years, and ending on September 30, 2023.

2.2 **Renewals.** So long as the Lessee shall not be in default in the performance of any of its obligations hereunder, it shall have the option to renew and extend the Lease for an additional ten (10) year term following the expiration of the extended term. The renewal term shall commence on October 1, 2013.

3. **Occupancy During Lease Term** - The Lessee shall have sole possession of the premises for the entire term of the Lease.

4. **Rental**

4.1 **Guaranteed Rent** - The Lessee shall pay the City a guaranteed monthly rent for each year of the Lease in the amount of \$3,500.00. Rent is due and must be paid by the Lessee and received by the City on or before the first day of each month. A late fee in the amount of Fifty Dollars (\$50.00) shall be assessed against the Lessee for each month that rent is not paid on or before the date that it is due. The guaranteed monthly rent shall be increased beginning with the second lease year and for each consecutive lease year thereafter by the U.S. city average all items consumer price index for all urban areas (CPIU) as set forth by the Department of Labor and reported by the Bureau of Labor Statistics. This increase in guaranteed rent shall be calculated by multiplying the amount of the prior lease year's guaranteed monthly rent payment with the total percentage increase in the CPIU which occurred during that prior lease year. The amount of guaranteed rent due for each month of the next consecutive lease year shall be increased by this amount and the resulting figure will be the guaranteed monthly rent for that year of the Lease. This annual increase in guaranteed rent shall in no event be less than Five Hundred Dollars (\$500.00) per year or more than five percent (5%) of the previous year's rent.

4.2 **Inspection of Books and Records** - The City or its duly authorized agents shall have the right, at any time, to examine and copy the Lessee's or any sublessee's books, accounts, membership lists, rosters and records or any other financial documents or reports, including copies of Michigan Sales Tax Returns, cash register contents and tapes, and reports or receipts from the leased premises and the right to audit the same wherever such records may be kept by the Lessee or any sublessee. The costs incurred by the City in conducting such audit shall be reimbursed by the Lessee. However, the Lessee shall not be responsible for reimbursing the City for any amounts exceeding \$5,000 per year. The Lessee shall maintain originals of all such books, records and documents available for inspection by the City at all times.

4.3 **Sublease** - The Lessee may, subject to the approval of the City, sublease or contract with such persons or entities as may be appropriate to fulfill the obligations under this Lease to provide appropriate operation of the facility as set forth in Section 6. Such subleases or contracts must incorporate by reference this Lease Agreement and require all sublessees and contractors to operate consistent with the terms of this Lease. Such subleases and contracts shall require the sublessee or independent contractor to be subject to the obligations set forth in Sections 4.2, 6.8, 7.1, 7.8, 7.9, 7.12, 7.14, 7.28, 7.29, 7.30, 7.31, 7.32 and 7.33. Prior to the proposed effective date, all proposed subleases or contracts shall be provided to the City Manager. The City Manager, or a designee, shall review the proposed subleases and contracts to insure conformity with this provision prior to the effective date. The City Manager or his designee may reject any proposed sublessee or contractor, however, approval with regard to the review of a sublease or contract shall not be unreasonably withheld.

4.4 **Security Deposit** - The Lessee shall pay a security deposit before the commencement of this Lease in the amount of 150% of the guaranteed monthly rent payment due for the initial lease year.

5. **Improvements to Leased Premises by the Lessee**

5.1 **Air Structure** - The Lessee shall acquire, install, maintain, insure, and remove (each summer and at the conclusion of the term or any extension thereof) two insulated (twin-wall) cable reinforced air structures over the tennis courts. Such structures shall include tennis lighting equal to or surpassing lighting standards for tennis clubs recommended by the United States Lawn Tennis Association. These structures and their erections shall fully comply with the City's Building Code.

5.2 **Tennis Court Resurfacing**. The Lessee shall resurface the existing tennis courts by the end of 2019. The resurfacing material will be the commercial product known as Plexicushion or some other material of equal quality.

5.3 **Clubhouse**. The Lessee is required to maintain the clubhouse in good working order in accordance with all applicable federal, state and city statutes, ordinances and regulations. The Lessee is responsible for all costs relative to the maintenance of the clubhouse. The Lessee commits to refurbish the lobby and bathroom, add new signage on building exterior, paint the exterior of the building and add new shrubs and bushes no later than January 31, 2013. The Lessee shall re-roof the clubhouse no later than January 31, 2016.

5.4 **Inspection** - The Fire Marshall and Building Inspectors of the City may make periodic review of the tennis facility for compliance with all applicable ordinances, state and federal laws and regulations.

5.5 **Permits** - The Lessee shall obtain at its expense any and all governmental authorizations and permits which are required or necessary to allow the building of the Lessee's improvements, including building permits, and shall pay the fees therefor. No construction shall take place on the premises until all such authorizations or permits shall have been obtained.

5.6 **Alterations** - Subject to the prior written approval of the City, which approval shall not be unreasonably withheld, the Lessee may, from time to time, make interior and exterior structural and nonstructural alterations, additions or improvements to the premises and may install or remove any signs on the exterior of the building. However, alterations, additions and improvements of a nature which do not affect the continuous operation of the facility and which require less than Two Thousand Five Hundred Dollars (\$2,500.00) to complete may be made without prior approval of the City. Any such work done by the Lessee shall be done in a good and workmanlike manner without impairing the structural soundness of the building and without thereby creating a use other than recreational. All permanent additions to the premises and all alterations and improvements which become attached to the leased premises (other than the air supported structures and their servicing and supporting equipment) shall become part of the premises subject to this Lease.

6. Operation of Facility Following Construction

Upon completion of the improvements above described, the Lessee shall operate a tennis facility on the leased premises for approximately fifty (50) weeks per year, such operation to be subject to the terms and conditions set forth in this section.

6.1 **Membership Fees** - The Lessee shall sell memberships and charge an annual membership fee. Memberships may be accepted from all applicants without regard to taxpayer status.

6.2 **Nonmembers** - Nonmembers may use the facility, but only on a nonreservation basis.

6.3 **Hours** - Subject to the prior written approval of the City, the Lessee shall determine the hours of operation of the Tennis Facility.

6.4 **Court Rental Charges** - The Lessee shall charge such rental rates for court use as it deems appropriate.

6.5 **Changing Fees and Charges** - The fees and charges provided in sections 6.1 and 6.4 may be adjusted from time to time. The fees and charges provided in sections 6.1 and 6.4 should be commensurate with the rates and fees adopted by other comparable commercial tennis facilities in the area.

6.6 **Seaholm High School Tennis Team** - The adult supervisor of the Seaholm High School varsity tennis team shall be permitted to make reservations of court time at a reduced rate to the school and without the members of the team acquiring memberships. The dates and times of these reservations shall be determined by the Lessee, and shall not be unreasonable. The Lessee may require the presence of the team's adult supervisor if deemed to be necessary.

6.7 **Tennis Programs and Instructions** - The Lessee shall provide tennis programs and instructions and may engage such tennis players and instructors, either as direct employees or independent contractors, as the Lessee may determine to be necessary for the purpose of aiding in the operation and management of the tennis facility and the conduct of a program of tennis instruction.

6.8 **Lessee Employees** - The Lessee may employ such persons as it deems are necessary to operate, manage and maintain the indoor tennis facility. The Lessee shall comply with all Federal, State and local laws, ordinances and regulations relating to minimum wages,

social security, and Workmen's Compensation. The Lessee agrees that neither it nor its employees will 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 race, color, religion, national origin, age, sex, height, weight or marital status. The Lessee shall require all employees to exercise courtesy and consideration in their relations with the public, and where requested by the City, to wear an emblem or badge to identify such persons as employees of the Lessee.

6.9 **Pro Shop** - A pro shop shall be provided at the premises in order to make available to the public tennis balls, equipment and clothing. The Lessee shall determine whether it operates the pro shop itself, subleases the same to a third party or provides it by a combination of those two ways.

6.10 **Persons in Tennis Area** - No persons other than those playing tennis, waiting to play tennis, or spectators shall be permitted to be upon the playing surface of the tennis courts and no more than fifty (50) persons shall be allowed in the Clubhouse, in the bubble containing two courts, or in the bubble containing four courts, at any one time.

6.11 **Child Care Supervision** - The Lessee may provide for an area of the Clubhouse to be utilized for supervised child care.

6.12 **Alternate Recreation** - With the consent of the City, the Lessee may utilize the leased premises for alternative sports activities in addition to the playing of tennis.

7. **General Provisions**

7.1 **Taxes and Utilities** - All charges for utility services rendered to the leased premises during the period the Lessee is entitled to possession shall be paid by the Lessee. All taxes, including, but not limited to personal property taxes and taxes imposed pursuant to P.A.

189 of 1953 (Taxation of Lessees and User's of Tax-exempt Real Property), levied against the Lessee's interest in the property used in connection with the tennis structure shall be paid by the Lessee. This section shall not be deemed to deny the Lessee the right to appeal its tax assessment. However, the City and the Lessee expressly acknowledge that this is not a "concession" as that term is used in Act 189.

7.2 **Mortgages and Security Interest** - No interest under this Lease may be assigned as security for any obligation of the Lessee. The Lessee may, however, pledge as security for any obligation its interest in the tennis air structures and any other of its personal property not attached to the premises.

7.3 **Maintenance** - So long as the Lessee shall be in possession of the premises, including easements, it shall maintain them in a clean and orderly condition. The Lessee shall be responsible for the removal of snow on the walkway leading to the Clubhouse. The City shall at all times keep the parking area and driveways reasonably clear of snow, ice and debris.

7.4 **Repairs** - The Lessee shall keep in good order and repair the roof and the four outer walls of the clubhouse as they presently exist, including the doors, door frames, the window glass, window casings, window frames, window or any appurtenances of said doors and windows, at its sole expense. All other repairs to the tennis playing surface and the clubhouse shall be made by the Lessee at its expense.

7.5 **Liens** - The Lessee will not permit any recorded liens to stand against the premises for any labor or material furnished to the Lessee in connection with any work performed by or at the Lessee's direction. The Lessee agrees that if, because of any act or omission (or alleged act or omission) of the Lessee, any mechanic's or other lien, charge, or order for the payment of money or other encumbrance shall be recorded against the premises, the

Lessee shall, at its own cost and expense, cause the same to be discharged of record or bonded within sixty (60) days after notice to the Lessee of the recording thereof.

7.6 **Quiet Title and Enjoyment** - The City covenants and warrants that it owns the fee simple title to the premises, and the City covenants that the Lessee, on performing its obligations hereunder, shall peaceably and quietly hold and enjoy the premises throughout the term and any extension thereof. The City further covenants and warrants that, as of the date hereof, no one other than the City and the Lessee has any interest in or lien, claim or encumbrance against the premises or the income accruing therefrom other than is permitted by this Lease.

7.7 **Possession** - The City covenants and warrants that it will deliver to the Lessee exclusive possession of the premises with appurtenances on or before the commencement of the lease term.

7.8 **Indemnity** - To the fullest extent permitted by law, the Lessee and any entity or person for whom the Lessee 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, 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, 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 Lease. Such responsibility shall not be construed as liability for damage caused by or resulting from the sole act or omission of the City, its elected or appointed officials, employees, volunteers or others working on behalf of

the City. This section shall not apply to any claims, demands, suits or loss as a result of any environmental conditions not caused by, added to or worsened by the Lessee.

7.9 **Conformity to Law** - This Lease shall be governed by and performed, interpreted and enforced in accordance with the laws of the State of Michigan. The Lessee agrees to perform all services provided for in this Lease in accordance with and in full compliance with all local, state and federal laws, regulations and ordinances.

7.10 **Alcohol on Premises** - No alcohol shall be possessed, sold or consumed on the premises.

7.11 **Licenses** - The Lessee, at its own expense, shall obtain and keep in effect all licenses or permits which may be required by law to operate the tennis facility on the premises.

7.12 **Insurance** -

a. The Lessee, at its sole expense, shall obtain and maintain pursuant to the terms of this Lease, the types of insurance coverage and minimum limits as set forth below:

(1) Commercial General Liability including broad form general liability endorsement or equivalent; independent contractor; products and completed operations; owner protective; and contractual liability at a limit of not less than \$1,000,000 per occurrence for personal injury and property damage combined.

(2) Comprehensive Automobile Liability including all statutory coverages for all states of operation, covering all owned, hired, and non-owned vehicles at a limit of not less than \$1,000,000 per occurrence for personal injury and property damage combined.

(3) Workers Compensation at least at the statutory limits for all states of operation.

(4) Employers Liability at limits of not less than \$250,000 for all states of operation.

(5) Professional Liability at limits of not less than \$500,000 per occurrence, if the Lessee will provide services that are customarily subject to this type of coverage.

(6) Property Casualty Insurance covering the Premises, including the Clubhouse and other permanent improvements constructed or installed thereon, for the full replacement cost thereof.

b. The Lessee shall provide the City at the time the Lease is returned to the City for execution, certificate(s) of insurance for each coverage provided. In addition, such certificates shall evidence the City as an additional insured for coverages specified in items (1), (2) and (6) above, for all activities connected with this Lease, and include the following language: "It is understood and agreed that the following shall be additional insured: City of Birmingham, and including all elected and appointed officials, all employees and volunteers, all boards, commissions and/or authorities and their board members, employees and volunteers. This coverage shall be primary to any coverage that may be available to the additional insured, whether any other available coverage be primary, contributing or excess. The Lessee shall provide at least thirty (30) days prior written notice to the City of cancellation, modification, or material change to this insurance."

c. Such certificate(s) of insurance shall be in a form acceptable to, and underwritten by insurance company(ies) satisfactory to the City. The purchase of insurance coverage by the Lessee or the furnishing of certificate(s) of insurance shall not release the Lessee from its obligations or liabilities under this Lease.

7.13 **Restoration**

a. If the Lessee's personal property or improvements on the premises are destroyed or damaged, or if the Clubhouse Building or the air structures or any part of the leased premises is destroyed or damaged, the Lessee, at its expense, whether or not the proceeds of insurance shall be sufficient therefor, shall promptly restore, replace or rebuild the improvements, personal property, Clubhouse Building, air structures or leased premises, as nearly as possible to the condition existing just prior to such destruction or damage. In such event, there shall be no abatement of rent. Should any amount of insurance proceeds remain after completion and payment for the entire work to be performed by the Lessee for such restoration and rebuilding, such amount shall belong to the Lessee.

b. Notwithstanding the foregoing, if the Lessee's personal property or improvements are destroyed or damaged during the last two (2) years of the original term or during the last two (2) years of any extension thereof to the extent of fifty percent (50%) or more of their replacement cost, the Lessee, within sixty (60) days after such damage or destruction, may give written notice to the City of its desire to cancel this Lease. Such notice by the Lessee shall cancel this Lease upon receipt by the City.

c. Upon cancellation of this Lease pursuant to this section, the insurance proceeds shall be distributed as follows:

(1) There shall be paid to the City any sums due it from the Lessee pursuant to the terms of this Lease.

(2) The Lessee's principal and interest obligations to any creditor holding a security interest in the air structures or any other of the Lessee's personal property shall be paid next.

(3) The Lessee shall then receive that amount determined in accordance with the provisions of Section 7.19, less the amount paid pursuant to Subsection a. above.

7.14 Eminent Domain.

a. If the entire leasehold interest created hereby is taken under the power of eminent domain, or so much thereof as to render the remainder, in the judgment of the Lessee and the City, insufficient to enable the continued operation of the tennis facility on a profitable basis, and the City has been so notified in writing, this Lease may be terminated by the Lessee and any condemnation awards (or proceeds from such sale) shall be distributed as follows:

(1) The City shall first receive such portion of said award designated for loss of business or profits as shall relate to five percent (5%) of those gross revenues upon which such award is based. In the event that such award is not directly based upon gross revenues, corresponding adjustments shall be made in determining the amount due the City hereunder. The balance of any such award for loss of business or profits shall be paid to the Lessee.

(2) The Lessee shall next receive the greater of the following amounts:

(a) that amount as shall be required to repay the remaining principal balance and all interest on any obligation secured by a security interest in the air structure or the Lessee's personal property, or (b) that amount which the Lessee would be entitled to receive as the value of its possessory interest as hereinafter provided in Section 7.19 hereof.

(3) The balance, if any, of the award (or proceeds of sale) shall be paid to the City.

b. In the event of such taking, termination shall be effective as of the date that possession is required to be given to the condemning authority, and all liabilities of the parties hereunder shall be apportioned as of that date.

c. If less than the entire leasehold interest is taken under the power of eminent domain and the portion remaining shall be, in the judgment of the Lessee and the City, sufficient to enable the Lessee to continue the profitable operation of the tennis facility, the Lessee shall be entitled to receive all of the proceeds of said award for the purposes of restoration, to the extent possible, of that portion of the premises so remaining so as to form an integral unit. Any excess remaining from such award, after payment of all costs of restoration, shall belong to the City. The Lessee shall give written notice to the City within ninety (90) days from the date of taking of possession under a partial taking, indicating its determination to restore the remaining portion of the leased premises or to terminate this Lease. Under no circumstances shall the Lessee be required to restore the leased premises if the taking shall occur at any time during the last two (2) years of the original term or an extended term.

7.15 **Reservation of Easements.** The City reserves the right to create, acquire, reserve or maintain an easement upon the leased property for any use. The creation, acquisition, reservation or maintenance of this easement shall not invoke the eminent domain provision, section 7.14, of this Lease unless the easement permanently prevents the Lessee from operating the Tennis Facility on a profitable basis.

7.16 **Lessee's Default.** The following shall be deemed defaults under this Lease:

a. Failure of the Lessee for thirty (30) days to pay when due any rental hereunder, or if the Lessee shall fail for thirty (30) days after notice from the City to pay when due any other payment required to be made by the Lessee under the terms of this Lease.

b. Commission of any one of the following acts:

(1) Failure to keep in force any insurance required hereunder.

(2) Failure to maintain and repair the premises as required hereunder.

(3) Failure to comply with all applicable laws, rules, requirements, orders, directives, ordinances and regulations as and in the manner required hereunder.

(4) Failure to keep in effect all licenses and permits required hereunder.

(5) Failure to observe the requirements hereof with regard to recorded liens.

(6) Failure to apply insurance or condemnation proceeds or awards as provided hereunder.

(7) Failure to provide financial reports within the time required herein or a failure to provide access to financial information as required hereunder.

(8) Failure to make any restoration required hereunder.

Provided, in all such events, however, that the Lessee shall have thirty (30) days after written notice by the City of any such act of default, together with such time as is reasonably required thereafter, to remedy such situation, act or circumstance.

c. If the Lessee shall make any assignment for the benefit of creditors or file a voluntary petition in bankruptcy or be by any court adjudicated a bankrupt or take the benefit of any insolvency act or be dissolved, voluntarily or involuntarily, or if a receiver of a trustee of the Lessee and/or its property shall be appointed in any proceedings other than bankruptcy proceedings and such appointment if made in proceedings instituted by the Lessee shall not be vacated within sixty (60) days after it has been made, or if made in proceedings instituted by other than the Lessee, shall not be vacated within sixty (60) days after it has been made.

d. If there shall occur or exist any default in any obligation secured by a security interest on the air structures or the Lessee's personal property.

7.17 **Right of Reentry**. In the event that the Lessee shall default under any one or more of the events of default as herein provided, the City may, upon giving not less than ten (10) days written notice, after the respective periods for compliance as hereinabove provided have expired, terminate this Lease and thereupon, or at any time thereafter, the City may reenter and repossess the leased premises and remove and put out the Lessee and those occupying under it.

7.18 **Right of Removal.** Upon termination of this Lease by expiration of the lease term or upon any other event as herein provided for, the Lessee shall have the right to remove the air supported structures and their support equipment and machinery, including the pressurization and control system; the emergency power system; the heating system (including furnace and blowers); the revolving door (but only if the Lessee places new doors satisfactory to the City) and the emergency exits; the lighting system, including standards, bulbs, ballasts and switch panels, and any personal property not affixed to the leased premises. All fixtures and equipment affixed to the premises shall remain thereon and become the property of the City.

7.19 **Value of Lessee's Possessory Interest.** The value of the Lessee's possessory interest for the purpose of determining the division of insurance proceeds, condemnation awards or the amount due the Lessee under Section 7.14 shall be computed in accordance with the following:

- a. The Lessee shall receive an amount equal to a fraction of its capital invested for improvements during the term of this Lease, exclusive of the air supported structures and their support equipment and machinery, wherein the numerator of the fraction is the number of years remaining in the original lease term and any extension thereof which has been elected by the Lessee while the Lease is not in default, and the denominator is the number of years which will have elapsed between the commencement of the original lease term and the end of the then current lease term, less such sums as may have accrued and be due and unpaid to the City from the Lessee hereunder, which shall be paid to the City. If a capital improvement has been made at other than the outset of the term hereof, the fraction shall be reduced to represent that number of years between the date of the improvement and the end of the then current lease term.

b. The balance of funds remaining, if any, shall belong to the City.

7.20 **Sale of Interest in Lessee.** This Lease is conditioned upon the continued ownership of the Lessee during the term of this Lease by its current owner. In the event that he/she should desire to sell his/her interest to any other person, such person must first obtain the written consent of the City, which consent shall not be unreasonably withheld. Upon the death of the current owner of the Lessee (or his/her approved successor), no consent by the City shall be required to effect a transfer of said interest in such manner as shall occur by law or legal documents executed by the parties contemplating such a contingency. Any subsequent sale by such estate, heir, personal representative, or other recipient and all subsequent sales by approved successors shall require the approval of the City, which approval shall not be unreasonably withheld. Failure of the City to reject any such proposed sale within a period of thirty (30) days from the date of notice from the owner of his or her intention to sell shall constitute an approval of such sale.

7.21 **Resolution of City.** At the time of execution hereof the City shall furnish to the Lessee a certified copy of a duly enacted resolution of the Birmingham City Commission authorizing and directing the execution of this Lease by the proper officers and the performance by the City of the terms and conditions hereof on its part to be performed, including a designation of that person who is to act at the City's direction and for and on its behalf in connection herewith. Should said resolution ever be determined to be legally insufficient or defective and said insufficiency or defect may be cured by the City, the City shall within a period of sixty (60) days (or such longer period as shall reasonably be required) cure such insufficiency or defect at its sole cost and expense. The City further agrees to defend at its sole cost and expense any action contesting the power and authority of the City to enter into this Lease. The

Lessee shall, if requested by the City, reasonably cooperate with the City in the defense of any such action. In the event that there shall be a final determination that said resolution is insufficient or defective and the same cannot be cured and/or it shall be determined that the City lacks the power and authority to enter into this Lease, this Lease shall automatically terminate as of the date of such final determination. In that event, the City shall be responsible for the payment to the Lessee the value of its possessory interest as determined in accordance with Section 7.19 a.

7.22 **Assignment and Sublease.** The Lessee shall not assign this Lease or sublet the leased premises without the prior written consent of the City, which consent shall not be unreasonably withheld.

7.23 **Permits to Operate.** Except as is required of the City in connection with general availability of utility service, the Lessee shall be required to obtain, at its own expense, any and all permits and licenses required by any governmental agency in connection with the operation and maintenance of said tennis facility.

7.24 **Interference with Other Uses.** In the operation and conduct of the tennis facility and in the exercise of any rights and privileges herein granted, the Lessee shall not unreasonably interfere with the general use of the surrounding park and recreational property.

7.25 **Surrender of Premises.** On the last day of the term hereof or any extension, the Lessee will surrender the premises and all improvements thereon owned by the Lessee (except any air supported structures and their support equipment therefor) in as good condition as when the Lessee takes possession, except for ordinary wear and tear, loss by fire or casualty, loss by any cause beyond the Lessee's control, and ownership shall thereupon be vested in the City free and clear of all encumbrances.

7.26 **Notices.** All notices required to be given by the Lessee hereunder shall be in writing and sent by registered or certified mail, return receipt requested, to the following address:

Birmingham City Manager
151 Martin Street
P.O. Box 3001
Birmingham, MI 48012-3001

or at such other address as the City may designate from time to time in writing.

7.27 **Force Majeure.** The provisions of this paragraph shall be applicable if there shall occur during or prior to the term hereof, including any renewal period, any (a) strikes, lockouts or labor disputes, (b) inability to obtain labor or materials or reasonable substitutes therefor, or (c) acts of God, governmental restrictions, regulations or controls, enemy or hostile government action, civil commotion or insurrection, revolution, sabotage or fire or other casualty or acts or failure to act by the other party or other conditions similar to those indicated in the foregoing items (a), (b) or (c) beyond the reasonable control of the party whose performance shall be required. If either party shall, as a result of any such event, fail to perform any obligations hereunder, then said obligations shall be performed as soon as practicable after said event shall abate. If either party shall, as a result of any such event, be unable to exercise any right or option within any time limit provided therefor in this Lease, the time limit shall be deemed extended for a period equal to the duration of such events.

7.28 **Lease Modifications.** This instrument contains all of the agreements and conditions made between the parties and may not be modified orally or in any manner other than by an agreement in writing signed by both parties or their respective successors in interest. No modification of the Lease shall be binding upon the City unless approved by the Birmingham City Commission.

7.29 **Severability.** The invalidity or illegality of any provisions of this Lease shall not affect the remainder of this instrument.

7.30 **Successors and Assigns.** This Agreement shall be binding upon the successors and assigns of the parties hereto, but no such assignment shall be made by the Lessee without the prior written consent of the City. Any attempt at assignment without prior written consent shall be void and of no effect.

7.31 **Relationship Between Parties.** The Lessee and the City agree that they are acting in a landlord and tenant capacity with respect to this Lease, and as such, the Lessee shall be liable for its own actions and neither the Lessee nor its employees shall be construed as employees of the City. Nothing contained in this Agreement shall be construed to imply a joint venture or partnership and 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. Neither the City nor the Lessee shall be considered or construed to be the agent of the other nor shall either have the right to bind the other in any manner whatsoever, except as specifically provided in this Agreement, and this Agreement shall not be construed as a contract of agency. The Lessee 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 or any other employer contributions on behalf of the City.

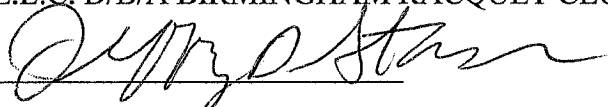
7.32 **Conflict of Interest.** If, after the effective date of this Lease Agreement, any official of the City or spouse, child, parent or in-law, of such official or employee shall become directly or indirectly interested in this Tennis Facility Lease, or the affairs of the Lessee, the City

shall have the right to terminate this Lease Agreement without further liability to the Lessee if the disqualification has not been removed within thirty (30) days after the City has given the Lessee 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.

7.33 **Dispute Resolution.** Any disputes arising under this Lease Agreement shall be settled either by commencement of a suit in Oakland County Circuit Court or by compulsory arbitration, at the election of the City. The Lessee shall advise the City of any dispute it has arising out of this Lease Agreement and shall demand that the City elect whether the dispute is to be resolved by submitting it to compulsory arbitration or by commencement of a suit in Oakland County Circuit Court. The City shall make its election in writing within thirty (30) days from the receipt of such notice. If the City elects to have the dispute resolved by compulsory arbitration, it shall be settled pursuant to Chapter 50 of the Revised Judicature Act for the State of Michigan, with each of the parties appointing one arbitrator and the two thus appointed appointing a third. In the event the City fails to make such an election, any dispute between the parties may be resolved by the filing of a suit in the Oakland County Circuit Court.

IN WITNESS WHEREOF, the said parties have caused this Lease to be executed as of the date and year above written.

LESSEE
BIRMINGHAM RACQUET CLUB ACQUISITION
CO., L.L.C. D/B/A BIRMINGHAM RACQUET CLUB

By:  JEFFREY STASSEN

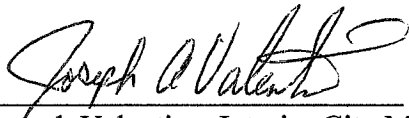
Its: Managing Partner


THE CITY OF BIRMINGHAM

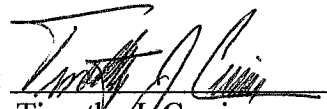
By: _____
Laura Pierce, City Clerk

By: _____
Scott, Mayor

APPROVAL:

By: 
Joseph Valentine, Interim City Manager
as to substance

By: 
B. Sharon Nettie-Ostin, Director
of Finance as to financial
obligation

By: 
Timothy J. Currier,
City Attorney as to form



BIRMI-4

OP ID: SM

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/18/2013

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 InPro Insurance Group, Inc. 2095 E. Big Beaver, Ste 100 Troy, MI 48083 Kory Lange	CONTACT NAME: PHONE (A/C, No, Ext): E-MAIL: ADDRESS:	
	INSURER(S) AFFORDING COVERAGE INSURER A : Philadelphia Indemnity Ins Co INSURER B : Travelers Indemnity Company INSURER C : INSURER D : INSURER E : INSURER F :	
INSURED Birmingham Racquet Club Acquisition Company LLC 2100 East Lincoln Birmingham, MI 48009	NAIC # 18058 25658	

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 SUBR INSR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY	X	PHPK1088376	10/15/2013	10/15/2014	EACH OCCURRENCE \$ 1,000,000
	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY					DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000
	<input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR					MED EXP (Any one person) \$ 1,000
	<input checked="" type="checkbox"/> Prof Liab					PERSONAL & ADV INJURY \$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:					GENERAL AGGREGATE \$ 3,000,000
	<input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC					PRODUCTS - COMP/OP AGG \$ 3,000,000
A	AUTOMOBILE LIABILITY		PHPK1088376	10/15/2013	10/15/2014	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000
	<input type="checkbox"/> ANY AUTO					BODILY INJURY (Per person) \$
	<input type="checkbox"/> ALL OWNED AUTOS					BODILY INJURY (Per accident) \$
	<input checked="" type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> SCHEDULED AUTOS NON-OWNED AUTOS					PROPERTY DAMAGE (PER ACCIDENT) \$
	UMBRELLA LIAB					EACH OCCURRENCE \$
	EXCESS LIAB					AGGREGATE \$
	DED	RETENTION \$				\$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY	N/A	6KUB5B64461A13	10/15/2013	10/15/2014	<input checked="" type="checkbox"/> WC STATU-TORY LIMITS <input type="checkbox"/> OTH-ER
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y / N					E.L. EACH ACCIDENT \$ 500,000
	If yes, describe under DESCRIPTION OF OPERATIONS below					E.L. DISEASE - EA EMPLOYEE \$ 500,000
						E.L. DISEASE - POLICY LIMIT \$ 500,000

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

Additional Insured as Regards General Liability: City of Birmingham, including all elected and appointed officials, all employees and volunteers, all boards commissions and/or authorities and their board members, employees and volunteers. Coverage is primary & non-contributory.

CERTIFICATE HOLDER**CANCELLATION**

BIRM002

City of Birmingham
Joe Valentine, Asst City Mgr
151 Martin St.
Birmingham, MI 48009-3368

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

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MEMORANDUM

Department of Public Services

DATE: November 6, 2018

TO: Joseph A. Valentine, City Manager

FROM: Lauren A. Wood, Director of Public Services

SUBJECT: 2018 Woodward Avenue Tree Purchase and Planting Project

INTRODUCTION:

The City of Birmingham through the Department of Public Services requested proposals for the cost to provide and plant ninety-eight (98) trees on Woodward Avenue Median, beginning at Wimbleton continuing north to just north of Quarton/Big Beaver. This project will be a tri-party arrangement with Bloomfield Township and Michigan Department of Transportation (MDOT) to enhance the Woodward (M-1) Median islands located in the North end of Birmingham, bordering Bloomfield Township as well. MDOT has committed funds to match this project and will be contributing \$10,000 toward the project cost.

BACKGROUND:

Over the past several years, the City of Birmingham has planted numerous trees along Woodward Avenue Median with cost share for the planting projects from MDOT. The most recent Woodward Avenue planting occurred in spring of 2017 and was the area north of Oakland to just south of Wimbleton. Sealed bids were opened on Thursday, November 1, 2018, for the cost to provide the ninety-eight (98) trees, forty-two (42) of which are evergreen, and the remaining consist of a variety of deciduous 2.5" caliper trees. One bidder responded. The result of the sealed bids follows in the table below.

Bidder	Base Bid	Complete Bid
KLM Landscape	\$28,815.00	Yes

In 2012, the City planted thirty-four (34) trees on Woodward Median for a total of \$9,590.00, an average cost of \$282.00 per tree. In 2014, the City planted thirty-three (33) trees on Woodward Median as part of a citywide Spring Planting project, averaging approximately \$288.00 per tree. In 2017, the City planted fifty-three (53) trees on Woodward Median for a total of \$12,310.00 an average cost of \$232.27 per tree. This project consists of ninety-eight (98) trees for a total of \$28,815.00, an average cost of \$294.00 per tree.

The City of Birmingham has already secured a permit from the Michigan Department of Transportation (MDOT) for this work and additionally, MDOT has committed funds in the amount of \$10,000.00 to match this project.

Bloomfield Township will be contributing \$11,770.00 towards the project due to the addition of enhancing an island north of Big Beaver/Quarton at their request.

Birmingham's contribution will be a total of \$7,045.00 for this project.

LEGAL REVIEW:

The City Attorney has completed a review of this contract agreement and approved with signature.

FISCAL IMPACT:

Money has been allocated in the 2018-2019 budget from the Major Streets Fund-Forestry Service Contract account #202-449.005-819.0000 and the Major Streets Fund-Operating Supplies account #202-449.005-729.0000 for this work. Both funds will be reimbursed with dollars from MDOT in the amount of \$10,000.00, and Bloomfield Township in the amount of \$11,770.00, split between the 2 accounts.

SUMMARY:

The bids are evaluated according to: completeness of the bid, reference checks, firm experience and working knowledge of the firm. KLM Landscape will be performing the City's Fall Plant this year so this project partnered with Bloomfield Township and MDOT on Woodward Median is timely.

The Department of Public Services recommends awarding the 2018 Woodward Avenue Tree Purchase and Planting Project to KLM Landscape. This purchase will include providing all trees, planting, topsoil, pruning and watering.

ATTACHMENTS:

The Agreement including the required Insurance Certificate, Bidder's Agreement, Cost Proposal, Completion Date, and Iran Sanctions Act Vendor Certification Form are attached as part of this report.

SUGGESTED RESOLUTION:

To approve the purchase and planting of ninety-eight (98) trees from KLM Landscape for the 2018 Woodward Tree Planting Project with cost share from MDOT in the amount of \$10,000 and Bloomfield Township in the amount of \$11,770 toward the total project cost not to exceed \$28,815.00. Funds are available from the Major Streets Fund-Forestry Service Contract account #202-449.005-819.0000 in the amount of \$14,407.50 and the Major Streets Fund-Operating Supplies account #202-449.005-729.0000 in the amount of \$14,407.50 for these services, to be reimbursed accordingly from the other jurisdictions. Further, to authorize the Mayor and City Clerk to sign the agreement on behalf of the City upon receipt of all required insurances.

ATTACHMENT A - AGREEMENT
For 2018 Woodward Median Tree Purchase and Planting Project

This AGREEMENT, made this _____ day of NOVEMBER, 2018, by and between CITY OF BIRMINGHAM, having its principal municipal office at 151 Martin Street, Birmingham, MI (hereinafter sometimes called "City"), and KLM Landscape, Inc., having its principal office at 70570 Powell, Armada, MI 48005 (hereinafter called "Contractor"), provides as follows:

WITNESSETH:

WHEREAS, the City of Birmingham, through its Public Services Department, is desirous of having work completed to supply and install trees in Woodward Avenue Median Island in the City of Birmingham.

WHEREAS, the City has heretofore advertised for bids for the procurement and performance of services required to perform tree supply and planting of ninety-eight (98) B&B trees, consisting of evergreen and deciduous trees, and in connection therewith has prepared a request for sealed proposals ("RFP"), which includes certain instructions to bidders, specifications, terms and conditions.

WHEREAS, the Contractor has professional qualifications that meet the project requirements and has made a bid in accordance with such request for cost proposals to perform tree supply and planting.

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

1. It is mutually agreed by and between the parties that the documents consisting of the Request for Proposal to perform tree supply and planting and the Contractor's cost proposal dated October 29, 2018 shall be incorporated herein by reference and shall become a part of this Agreement, and shall be binding upon both parties hereto. If any of the documents are in conflict with one another, this Agreement shall take precedence, then the RFP.
2. The City shall pay the Contractor for the performance of this Agreement in an amount not to exceed \$28,815.00, as set forth in the Contractor's October 29, 2018 cost proposal.
3. This Agreement shall commence upon execution by both parties, unless the City exercises its option to terminate the Agreement in accordance with the Request for Proposals.
4. The Contractor shall employ personnel of good moral character and fitness in performing all services under this Agreement.

5. The Contractor and the City agree that the Contractor is acting as an independent Contractor with respect to the Contractor's role in providing services to the City pursuant to this Agreement, and as such, shall be liable for its own actions and neither the Contractor nor its employees shall be construed as employees of the City. Nothing contained in this Agreement shall be construed to imply a joint venture or partnership and 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. Neither the City nor the Contractor shall be considered or construed to be the agent of the other, nor shall either have the right to bind the other in any manner whatsoever, except as specifically provided in this Agreement, and this Agreement shall not be construed as a contract of agency. The Contractor shall not be 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 or any other employer contributions on behalf of the City.

6. The Contractor 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. The Contractor recognizes that unauthorized exposure of such confidential or proprietary information could irreparably damage the City. Therefore, the Contractor agrees to use reasonable care to safeguard the confidential and proprietary information and to prevent the unauthorized use or disclosure thereof. The Contractor shall inform its employees of the confidential or proprietary nature of such information and shall limit access thereto to employees rendering services pursuant to this Agreement. The Contractor further agrees to use such confidential or proprietary information only for the purpose of performing services pursuant to this Agreement.

7. This Agreement shall be governed by and performed, interpreted and enforced in accordance with the laws of the State of Michigan. The Contractor 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.

8. 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.

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

10. The Contractor agrees that neither it nor its subcontractors will 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 race, color, religion, national origin, age, sex, height, weight or

marital status. The Contractor shall inform the City of all claims or suits asserted against it by the Contractor's employees who work pursuant to this Agreement. The Contractor shall provide the City with periodic status reports concerning all such claims or suits, at intervals established by the City.

11. The Contractor shall not commence work under this Agreement until it has, at its sole expense, obtained the insurance required under this paragraph. All coverages shall be with insurance companies licensed and admitted to do business in the State of Michigan. All coverages shall be with carriers acceptable to the City of Birmingham.

12. The Contractor shall maintain during the life of this Agreement the types of insurance coverage and minimum limits as set forth below:

- A. Workers' Compensation Insurance: Contractor shall procure and maintain during the life of this Agreement, Workers' Compensation Insurance, including Employers Liability Coverage, in accordance with all applicable statutes of the State of Michigan.
- B. Commercial General Liability Insurance: Contractor 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 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: Contractor 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 employee and volunteers, all boards, commissions and/or authorities and board members, including employees and volunteers thereof. This coverage shall be primary to any other coverage that may be available to the additional insured, whether any other available coverage by primary, contributing or excess.
- E. Professional Liability: Professional liability insurance with limits of not less than \$1,000,000 per claim if Contractor will provide service that are customarily subject to this type of coverage.

- F. Pollution Liability Insurance: Contractor shall procure and maintain during the life of this Agreement Pollution Liability Insurance, with limits of liability of not less than \$1,000,000, per occurrence preferred, but claims made accepted.
- G. Owners Contractors Protective Liability: The Contractor shall procure and maintain during the life of this contract, an Owners Contractors Protective Liability Policy with limits of liability not less than \$3,000,000 per occurrence, combined single limit, Personal Injury, Bodily Injury and Property Damage. The City of Birmingham shall be "Name Insured" on said coverage. Thirty (30) days Notice of Cancellation shall apply to this policy.
- H. Cancellation Notice: Workers' Compensation Insurance, Commercial General Liability Insurance and Motor Vehicle Liability Insurance (and Professional Liability Insurance, if applicable), 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 Director, City of Birmingham, PO Box 3001, 151 Martin Street, Birmingham, MI 48012-3001.
- I. Proof of Insurance Coverage: Contractor shall provide the City of Birmingham at the time the Agreement is returned for execution, Certificates of Insurance and/or policies, acceptable to the City of Birmingham, as listed below.
- 1) Two (2) copies of Certificate of Insurance for Workers' Compensation Insurance;
 - 2) Two (2) copies of Certificate of Insurance for Commercial General Liability Insurance;
 - 3) Two (2) copies of Certificate of Insurance for Vehicle Liability Insurance;
 - 4) Two (2) copies of Certificate of Insurance for Professional Liability Insurance;
 - 5) If so requested, Certified Copies of all policies mentioned above will be furnished.
- J. Coverage Expiration: If any of the above coverages expire during the term of this Agreement, Contractor shall deliver renewal certificates and/or policies to the City of Birmingham at least (10) days prior to the expiration date.
- K. Maintaining Insurance: Upon failure of the Contractor to obtain or maintain such insurance coverage for the term of the Agreement, the City of Birmingham may, at its option, purchase such coverage and subtract the cost of obtaining such coverage from the Agreement amount. In obtaining such coverage, the City of Birmingham shall have no obligation to procure the most cost-effective coverage but may contract with any insurer for such coverage.
13. To the fullest extent permitted by law, the Contractor and any entity or person for whom the Contractor 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 and 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 Agreement. Such responsibility shall not be construed as liability for damage caused by or resulting from the sole act or omission of its elected or appointed officials, employees, volunteers or others working on behalf of the City of Birmingham.

14. 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 the Contractor, the City shall have the right to terminate this Agreement without further liability to the Contractor if the disqualification has not been removed within thirty (30) days after the City has given the Contractor 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.

15. If Contractor fails to perform its obligations hereunder, the City may take any and all remedial actions provided by the general specifications or otherwise permitted by law.

16. All notices required to be sent pursuant to this Agreement shall be mailed to the following addresses:

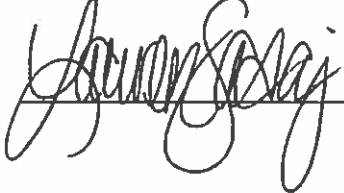
City of Birmingham
Attn: Lauren Wood, Director of Public Services
851 South Eton
Birmingham, MI 48009

17. 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. The laws of the State of Michigan shall govern this Agreement, 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.

18. FAIR PROCUREMENT OPPORTUNITY: Procurement for the City of Birmingham will be handled in a manner providing fair opportunity for all businesses. This will be accomplished without abrogation or sacrifice of quality and as determined to be in the best interest of the City of Birmingham.


IN WITNESS WHEREOF, the said parties have caused this Agreement to be executed as of the date and year above written.

WITNESSES:



Lauren Sadaj

CONTRACTOR

By: 


Kirk Knobloch
Its: Owner

CITY OF BIRMINGHAM


By: _____
Andrew M. Harris
Its: Mayor

By: _____
J. Cherilynn Mynsberge
Its: City Clerk


Approved:




Lauren A. Wood, Director of Public
Services
(Approved as to substance)



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



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



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



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
01/05/2018

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 have ADDITIONAL (INSURED) provisions or 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 The Whims Insurance Agency 322 Main Street Suite 200 Rochester MI 48307	CONTACT NAME: Whims Ins Agency PHONE (A/C, No, Ext): (248) 651-7321 FAX (A/C, No): (248) 651-3992 E-MAIL ADDRESS: whimsins@whimsinsurance.com												
INSURED KLM LANDSCAPE KLM SCAPE & SNOW LLC DBA 70570 POWELL RD ARMADA MI 48005-4009	INSURER(S) AFFORDING COVERAGE <table border="1"><tr><td>INSURER A: EMCASCO Insurance Company</td><td>NAIC # 21407</td></tr><tr><td>INSURER B: Union Insurance Company of Providence</td><td>21423</td></tr><tr><td>INSURER C: Employers Mutual Casualty Company</td><td>21415</td></tr><tr><td>INSURER D: Accident Fund</td><td>10168</td></tr><tr><td>INSURER E:</td><td></td></tr><tr><td>INSURER F:</td><td></td></tr></table>	INSURER A: EMCASCO Insurance Company	NAIC # 21407	INSURER B: Union Insurance Company of Providence	21423	INSURER C: Employers Mutual Casualty Company	21415	INSURER D: Accident Fund	10168	INSURER E:		INSURER F:	
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INSURER D: Accident Fund	10168												
INSURER E:													
INSURER F:													

COVERAGES

CERTIFICATE NUMBER: CL181419997

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 SUBR (N/D) (Y/N)	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS														
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Contractual Liability GEN'L AGGREGATE LIMIT APPLIES PER <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC <input type="checkbox"/> OTHER	Y	5D58776	01/11/2018	01/11/2019	<table border="1"><tr><td>EACH OCCURRENCE</td><td>\$ 1,000,000</td></tr><tr><td>DAMAGE TO RENTED PREMISES (Per occurrence)</td><td>\$ 500,000</td></tr><tr><td>MED EXP (Any one person)</td><td>\$ 10,000</td></tr><tr><td>PERSONAL & ADV INJURY</td><td>\$ 1,000,000</td></tr><tr><td>GENERAL AGGREGATE</td><td>\$ 2,000,000</td></tr><tr><td>PRODUCTS - COMP/OP AGG</td><td>\$ 2,000,000</td></tr><tr><td></td><td>\$</td></tr></table>	EACH OCCURRENCE	\$ 1,000,000	DAMAGE TO RENTED PREMISES (Per occurrence)	\$ 500,000	MED EXP (Any one person)	\$ 10,000	PERSONAL & ADV INJURY	\$ 1,000,000	GENERAL AGGREGATE	\$ 2,000,000	PRODUCTS - COMP/OP AGG	\$ 2,000,000		\$
EACH OCCURRENCE	\$ 1,000,000																			
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GENERAL AGGREGATE	\$ 2,000,000																			
PRODUCTS - COMP/OP AGG	\$ 2,000,000																			
	\$																			
B	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY	Y	5E58776	01/11/2018	01/11/2019	<table border="1"><tr><td>COMBINED SINGLE LIMIT (Per accident)</td><td>\$ 1,000,000</td></tr><tr><td>BODILY INJURY (Per person)</td><td>\$</td></tr><tr><td>BODILY INJURY (Per accident)</td><td>\$</td></tr><tr><td>PROPERTY DAMAGE (Per accident)</td><td>\$</td></tr><tr><td>Underinsured motorist</td><td>\$ 1,000,000</td></tr></table>	COMBINED SINGLE LIMIT (Per accident)	\$ 1,000,000	BODILY INJURY (Per person)	\$	BODILY INJURY (Per accident)	\$	PROPERTY DAMAGE (Per accident)	\$	Underinsured motorist	\$ 1,000,000				
COMBINED SINGLE LIMIT (Per accident)	\$ 1,000,000																			
BODILY INJURY (Per person)	\$																			
BODILY INJURY (Per accident)	\$																			
PROPERTY DAMAGE (Per accident)	\$																			
Underinsured motorist	\$ 1,000,000																			
C	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> CED <input type="checkbox"/> RETENTION \$		5J58776	01/11/2018	01/11/2019	<table border="1"><tr><td>EACH OCCURRENCE</td><td>\$ 10,000,000</td></tr><tr><td>AGGREGATE</td><td>\$ 10,000,000</td></tr><tr><td></td><td>\$</td></tr></table>	EACH OCCURRENCE	\$ 10,000,000	AGGREGATE	\$ 10,000,000		\$								
EACH OCCURRENCE	\$ 10,000,000																			
AGGREGATE	\$ 10,000,000																			
	\$																			
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR, PARTNER, EXECUTIVE OFFICER, MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N/A	WCVS157946	01/11/2018	01/11/2019	<table border="1"><tr><td><input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER</td><td></td></tr><tr><td>E.L. EACH ACCIDENT</td><td>\$ 500,000</td></tr><tr><td>E.L. DISEASE - EA EMPLOYEE</td><td>\$ 500,000</td></tr><tr><td>E.L. DISEASE - POLICY LIMIT</td><td>\$ 500,000</td></tr></table>	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER		E.L. EACH ACCIDENT	\$ 500,000	E.L. DISEASE - EA EMPLOYEE	\$ 500,000	E.L. DISEASE - POLICY LIMIT	\$ 500,000						
<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER																				
E.L. EACH ACCIDENT	\$ 500,000																			
E.L. DISEASE - EA EMPLOYEE	\$ 500,000																			
E.L. DISEASE - POLICY LIMIT	\$ 500,000																			

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

Coverage as defined in policies. 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 are included as Additional Insureds on the General Liability policy and automobile Liability for services performed by KLM Landscape as their interest may appear, if required by written contract with the named insured subject to the terms and conditions of the policies. 30 day Notice of Cancellation applies.

CERTIFICATE HOLDER

CANCELLATION

City of Birmingham PO Box 3001 151 North Street Birmingham MI 48012-3001	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 
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ATTACHMENT B - BIDDER'S AGREEMENT
For 2018 Woodward Median Tree Purchase and Planting Project

In submitting this proposal, as herein described, the Contractor agrees that:

1. They have carefully examined the specifications, terms and Agreement of the Request for Proposal and all other provisions of this document and understand the meaning, intent, and requirement of it.
2. They will enter into a written contract and furnish the item or items in the time specified in conformance with the specifications and conditions contained therein for the price quoted by the proponent on this proposal.

Kirk Knobloch

October 29, 2018

BID PREPARED BY
(Print Name)
Owner

DATE

TITLE

DATE



klm@klmlandscape.net

AUTHORIZED SIGNATURE

E-MAIL ADDRESS

KLM Landscape

COMPANY

70570 Powell - Armada, MI 48005

586.752.5562

ADDRESS

PHONE

KLM Scape & Snow LLC

586.752.5562

NAME OF PARENT COMPANY

PHONE

70570 Powell – Armada, MI 48005

ADDRESS

ATTACHMENT C - COST PROPOSAL
For 2018 Woodward Median Tree Purchase and Planting Project

In order for the bid to be considered valid, this form must be completed in its entirety. The cost for the Scope of Work as stated in the Request for Proposal documents shall be a lump sum, as follows:

Attach technical specifications for all proposed materials as outlined in the Contractor's Responsibilities section of the RFP (p. 7)

ITEM			BID AMOUNT	WATERING COST (ONLY IF ADDITIONAL) per application	NOTES
SPECIES	QUANTITY	UNIT PRICE	WITH 2 YEAR WARRANTY		ANY SUBSTITUTIONS NOTE HERE
ARMSTRONG MAPLE	15 @ 2"-2.5"	\$400.00	\$6,000.00	\$1,500.00/per application	
BLACK HILLS SPRUCE	12 @ 7-8 ft	\$200.00	\$2,400.00		
GINKGO	5 @ 2"-2.5"	\$275.00	\$1,375.00		
HONEY LOCUST	14 @ 2"-2.5"	\$330.00	\$4,620.00		
LIMBER PINE	17 @ 7-8 ft	\$235.00	\$3,995.00		
NORWAY SPRUCE	13 @ 7-8 ft	\$235.00	\$3,055.00		
OHIO BUCKEYE	5 @ 2"-2.5"	\$335.00	\$1,675.00		
ZELKOVA	17 @ 2"-2.5"	\$335.00	\$5,695.00		
TOTAL	98		\$ 28,815.00	\$	

TOTAL PROJECT COST: \$ 28,815.00

Tree stock, related planting materials and installation (per specifications).

The minimum order which shall be accepted on a delivered price is
\$ 400.00

In the event an order of less than the delivered price noted above is requested by the City, an additional delivery cost of **\$ 200.00** may be charged to the City.

ATTACHMENT D – COMPLETION DATE
For 2018 Woodward Median Tree Purchase and Planting Project

COMPLETION DATE: December 21, 2018

A work schedule shall be provided to the Designated City Representative. The work schedule shall be approved by the Designated City Representative prior to the start of the work. His decision as to acceptability shall be deemed in the City of Birmingham's best interest. The City of Birmingham is the only party to this contract that may authorize amendment of this schedule. The contractor is required to start the project within 10 working days after notified to start work.

It is mandatory that the entire project is completed on or before December 21, 2018.

(X) Our company can meet the completion date.

() Our company cannot meet the completion date but offers:

The reason our company cannot complete the work as required is as follows:

Company Name: KLM Landscape

ATTACHMENT E - IRAN SANCTIONS ACT VENDOR CERTIFICATION FORM
For 2018 Woodward Median Tree Purchase and Planting Project

Pursuant to Michigan Law and the Iran Economic Sanction Act, 2012 PA 517 ("Act"), prior to the City accepting any bid or proposal, or entering into any contract for goods or services with any prospective Vendor, the Vendor must certify that it is not an "Iran Linked Business", as defined by the Act.

By completing this form, the Vendor certifies that it is not an "Iran Linked Business", as defined by the Act and is in full compliance with all provisions of the Act and is legally eligible to submit a bid for consideration by the City.

Kirk Knobloch	October 30, 2018
PREPARED BY	DATE
(Print Name)	
Owner	October 30, 2018
TITLE	DATE
	klm@klmlandscape.net
AUTHORIZED SIGNATURE	E-MAIL ADDRESS
KLM Scape & Snow LLC d/b/a KLM Landscape	
COMPANY	
70570 Powell - Armada, MI 48005	586.752.5562
ADDRESS	PHONE
NAME OF PARENT COMPANY	PHONE
ADDRESS	
38-3304871	
TAXPAYER I.D.#	

DATE: November 12, 2018

TO: Joseph A. Valentine, City Manager

FROM: Ingrid Tighe, Executive Director, Birmingham Shopping District

SUBJECT: New Installation Date for Holiday Light Display on Merrill Street

INTRODUCTION:

On October 29, 2018 the City Commission approved the resolution to approve the Merrill Street Holiday Lighting contracts with Merrillwood Investment, LLC and Essco of Birmingham, LLC. Furthermore, as part of the resolution, the Commission approved the closure of Merrill Street on Sunday, November 18, 2018 or November 25, 2018 to install the lighting. The Merrillwood Building property manager informed the BSD that the window installation on their building is taking longer than anticipated and expects the project to be done mid-December. Therefore, the BSD is requesting the approval of the closure of Merrill St. on Sunday, December 16, 2018 to install the lighting. The Merrill Street holiday lighting is displayed December through the end of February. Despite the possible delay in putting up the lighting this year, the BSD board agreed they still would like to proceed with the project given its popularity among residents and visitors and for the fact that the display is up for three months.

BACKGROUND:

The Merrillwood Building is replacing all the windows in their building in October and November 2018. Installation of the windows requires the use of a 90-foot articulated lift and therefore, the contractor must install the holiday lighting upon completion of the Merrillwood Building's window installation. The Birmingham Shopping District is requesting to close Merrill Street for one day for approximately 8-10 hours for the installation of the lights. During installation, the contractor will maintain the pedestrian and vehicle entrance for Merrillwood residents. Due to safety concerns for the vendor, pedestrians on the street, and automobiles, it is best to close the street for a one-day installation vs. installing the lights over a period of four weekends with pedestrians and vehicles moving under the lighting installation while it is being put up (as has been done in years past.) The BSD proposes to schedule the installation on a Sunday as this is the least busy day of the week in downtown and the installation will have minimal impact on businesses, shoppers and vehicular traffic.

LEGAL REVIEW:

Legal counsel consulted during this process.

FISCAL IMPACT:

The holiday lighting is part of the BSD's approved budget.

SUMMARY:

The BSD is requesting that the Commission approve and grant permission to close Merrill St. for one Sunday to install the lights.

ATTACHMENTS:

None

SUGGESTED RESOLUTION:

To approve the closure of Merrill Street on Sunday, December 16, 2018 to install the Merrill Street Holiday lighting.



MEMORANDUM

Finance Department

DATE: November 2, 2018

TO: Joseph A. Valentine, City Manager

FROM: Mark Gerber, Director of Finance/Treasurer
Kathryn Burrick, Senior Accountant

SUBJECT: 2018 Community Development Block Grant Program Year
Subrecipient Agreement.

INTRODUCTION:

In December 2017, the City applied for Community Development Block Grant (CDBG) funds from Oakland County for program year 2018 (July 1, 2018 to June 30, 2019). In order to receive those funds, the City is required to sign a Subrecipient Agreement with Oakland County.

BACKGROUND:

The purpose of the 2018 Program Year Subrecipient Agreement between the County of Oakland and the City of Birmingham is for the Subrecipient (City) to receive 100% federally funded CDBG monies from the Grantee (County).

The CDBG program is a U.S. Department of Housing and Urban Development (HUD) program that provides funds annually to entitlement jurisdictions. CDBG funds housing, public facility and public service activities that benefit low-income households and persons with special needs. Oakland County receives CDBG funds as an "urban county". Participating communities must join with the County to receive CDBG funding. The City of Birmingham has been a participant of the CDBG program for over 27 years.

Oakland County has obligated **\$33,621** of CDBG funding to the City of Birmingham for the 2018 Program Year. This is \$1,601 higher than what the City Commission originally approved on December 4, 2017, and is the result of additional funding that was made available to the County. The additional funds of \$1,601 were allocated to Yard Services and Removal of Architectural Barriers by the County. As a result, Public Service Activity-Yard Services was increased \$480.30 and Removal of Architectural Barriers was increased \$1,120.70.

	Original	Revised	Change
Public Service Activity:			
Yard Services	\$ 6,306.00	\$ 6,786.30	\$ 480.30
Senior Services	3,300.00	3,300.00	-0-
Removal of Architectural Barriers:			
Tennis Bubble – Retrofit front door Entrance to comply with ADA standards	<u>22,414.00</u>	<u>23,534.70</u>	<u>1,120.70</u>
TOTAL	<u>\$32,020.00</u>	<u>\$ 33,621.00</u>	<u>\$1,601.00</u>

Federal regulations require Oakland County as an urban county grantee to execute a Subrecipient Agreement with each participating community, which must be signed by the highest elected official in order to receive funds. The completed agreement is required to be submitted to Oakland County no later than November 21, 2018.

LEGAL REVIEW:

A legal review has been conducted on the Subrecipient Agreement with no issues identified.

FISCAL IMPACT:

The original allocation of funds was approved in the 2018-2019 budget. The budget should be amended for the additional funding.

SUMMARY:

It is suggested that the 2018 Program Year Subrecipient Agreement between the County of Oakland and the City of Birmingham be signed by the mayor and that the budget amendment increasing the funding for this program year be approved.

ATTACHMENTS:

1. 2018 Program Year Community Development Block Grant (CDBG) Subrecipient Agreement

SUGGESTED RESOLUTION:

To authorize the mayor to sign the 2018 Program Year Community Development Block Grant (CDBG) Subrecipient Agreement on behalf of the City and to approve the appropriations and amendment to the 2018-2019 CDBG Fund Budget as follows:

Revenues:

Intergovernmental Revenue 248-000.000-503.0000	\$1,601
--	---------

Expenditures:

Other Charges 248-690.000-836.0100	\$1,121
Other Charges 248-690.000-836.0200	<u>480</u>
Total Expenditures	<u>\$1,601</u>

Catalog of Federal Domestic Assistance (CFDA) #:14.218
Program: Community Development Block Grant/Entitlement
Federal Awarding Agency: U.S. Department of Housing & Urban Development (HUD)
Federal Award Identification Number (FAIN): B-18-UC-26-0002
Federal Award Date: 10/18/2018

**Program Year 2018 Subrecipient Agreement between
the County of Oakland and the City of Birmingham
Data Universal Numbering System (DUNS) #:074239450**

INTRODUCTION

This agreement is entered into by and between the County of Oakland, a Michigan constitutional corporation (herein called the "Grantee"), and the City of Birmingham (herein called the "Subrecipient") in accordance with Community Development Block Grant (CDBG) regulations at 24 CFR 570.501 and 570.503 and the terms of the Cooperative Agreement previously executed by the Grantee and Subrecipient effective for Program Years (PY) 2018 through 2020. The objective of CDBG is to develop viable urban communities by providing decent housing, a suitable living environment, and expanding economic opportunities, principally for persons of low and moderate income. The Grantee is designated as an Urban County entitlement community and has applied for and received funds from the United States Government under Title I of the Housing and Community Development Act of 1974, as amended (HCD Act), Public Law 93-383. As an entitlement community the Grantee has received CDBG funds totaling \$5,439,436 for the program year (PY) 2018 period beginning July 1, 2018 and ending June 30, 2019. Attachment 1 is a copy of the U.S. Department of Housing and Urban Development (HUD) Funding Approval/Agreement, which is part of this Agreement through reference. The Grantee has the right and authority under said CDBG Program to allocate a portion of its funds to the Subrecipient for purposes of administering eligible activities. It is the purpose and intent of this Subrecipient Agreement to enable the Grantee to pass the responsibility to the Subrecipient to carry out the project(s) described in the CDBG application which was approved and funded by the Grantee as the grant. CDBG funding will not be used for Research and Development. The following statements and provisions are acknowledged and agreed upon by and between the parties.

I. TIME PERIOD

This agreement shall go into effect on the day that CDBG funds are accepted by the Oakland County Board of Commissioners and released by letter to the Subrecipient for expenditure and will remain in effect for a period of four years from the date Oakland County releases the final monthly Financial Report verifying all expenditures are complete, or (B) the community terminates participation in the CDBG program at the end of a given three-year cooperative agreement period and the four-year record retention period has expired as specified in Section IV of this agreement, or (C) at the expiration of any additional period specified in the body of this agreement, whichever is longer.

II. SUBRECIPIENT AWARD AND STATEMENT OF WORK

The total amount of CDBG funds obligated to the Subrecipient is \$33,621. The total amount obligated is 100% federal funding. The Subrecipient Project Summary as contained in the Grantee approved CDBG application to the U.S. Department of Housing and Urban Development (HUD) and any changes to the project summary through Grantee approved reprogramming shall constitute the CDBG statement of work which is part of this Agreement through reference. The specific activities, scope of work, national objective identifications, eligibility determinations, levels of accomplishment, project schedule and goals and performance measures are specified in the Subrecipient Project Summary as Attachment 2. The Subrecipient shall assign and maintain personnel to administer CDBG activities and expend funds. The Grantee shall monitor the performance of the Subrecipient against CDBG goals and performance standards and federal CDBG regulations.

III. GENERAL CONDITIONS

A. General Compliance

The Subrecipient agrees to comply with the following:

1. 24 CFR Part 570, U.S. Housing and Urban Development Regulations for CDBG, including Subpart K of these regulations, except that (a) the Subrecipient does not assume the Grantee's environmental responsibilities described at 24 CFR 570.604, and (b) the Subrecipient does not assume the Grantee's responsibility for initiating the review process under the provisions of 24 CFR Part 52;
2. 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
3. all other applicable federal, state, and local laws, regulations, and policies governing the funds provided under this Agreement.

B. System of Award Management Registration

The Subrecipient agrees to register and maintain active status in the System of Award Management (SAM) or with a successor government-wide system officially designated by the Office of Management and Budget until the closeout of this CDBG award in accordance with 2 CFR Part 25, Appendix A. The Subrecipient agrees to authorize their entity's information to be displayed in SAM's (or successor system's) Public Search.

C. Relationship of Grantee and Subrecipient

For purposes of this agreement, the relationship of the Subrecipient to the Grantee shall be that of two independent governmental entities. No partnership, association, or joint enterprise shall arise between the parties hereto as a result of any provision of this agreement except as specified in the most current three-year Cooperative Agreement, as renewed, already executed between the Subrecipient and the Grantee, nor shall any provision herein be construed as making an employee of the Subrecipient an agent or employee of the Grantee. The Subrecipient Agreement is subject to the terms and conditions of the Grant Agreements as approved by the Oakland County Board of Commissioners by resolution on file with the Oakland County Clerk. If the Grantee's original Grant Agreement from HUD is amended, copies of the amendment(s) will be provided to the Subrecipient.

D. Responsibility

The Subrecipient shall be responsible to the Grantee, its officials, volunteers, boards, commissions, and agents against any and all expense and liability arising from any act, omission, or negligence of the Subrecipient.

E. Workers' Compensation

The Subrecipient shall provide Workers' Compensation Insurance coverage for all of its employees involved in the performance of this Agreement.

F. Insurance & Bonding

The Subrecipient shall carry sufficient insurance coverage to protect contract assets from loss due to theft, fraud and/or undue physical damage.

G. Notification of Legal Action

The Subrecipient shall notify the Grantee, through the Manager of Community & Home Improvement, in writing, of its intent to pursue a claim against the Grantee for breach of any of the terms of this Agreement. No suit may be commenced by the Subrecipient for breach of this contract prior to the expiration of ninety days from the date of such notification. Within this ninety-day period, the Subrecipient, at the request of the Grantee, must meet with an appointed representative of the Grantee for purposes of attempting to resolve the dispute.

H. Amendments

The Grantee or Subrecipient may amend this Agreement at any time provided that such amendments make specific reference to this Agreement, and are executed in writing, signed by a duly authorized representative of each organization, and are approved by the Grantee. Such amendments shall not invalidate this Agreement, nor relieve or release the Grantee or Subrecipient from its obligations under this Agreement. The Grantee may, in its discretion, amend this Agreement to conform with Federal, state or local governmental guidelines, policies and available funding amounts, or for other reasons. If such amendments result in a change in the funding, the scope of services, or schedule of the activities to be undertaken as a part of this Agreement, such modifications will be incorporated only by written amendment through the Grantee's Reprogramming Process.

I. Suspension or Termination

1. Remedies for Noncompliance

If the Subrecipient fails to comply with federal statutes, regulations or the terms and conditions of this Agreement, the Grantee may impose additional conditions, as described in 2 CFR §200.207 Specific Conditions. If the Grantee determines that noncompliance cannot be remedied by imposing additional conditions, the Grantee may take one or more of the following actions, as appropriate in the circumstances:

- (a) temporarily withhold cash payments pending correction of the deficiency by the Subrecipient or more severe enforcement action by the Grantee;
- (b) disallow (that is, deny both use of funds and any applicable matching credit for) all or part of the cost of the activity or action not in compliance;
- (c) wholly or partly suspend or terminate the Agreement;
- (d) recommend that the Federal awarding agency initiate suspension or debarment proceedings as authorized under 2 CFR Part 180 and Federal awarding agency regulations;
- (e) withhold further funds for the project or program;
- (f) take other remedies that may be legally available.

2. Termination

This Agreement may be terminated in whole or in part as follows:

- (a) by the Grantee, if the Subrecipient fails to comply with the terms and conditions of this Agreement;
- (b) by the Grantee for cause;
- (c) by the Grantee with the consent of the Subrecipient, in which case the two parties must agree upon the termination conditions, including the effective date and, in the case of partial termination, the portion to be terminated;
- (d) by the Subrecipient upon sending to the Grantee written notification setting forth the reasons for such termination, the effective date, and, in the case of partial termination, the portion to be terminated. However, if the Grantee determines in the case of partial termination that the reduced or modified portion of the sub award will not accomplish the purpose for which this Agreement was made, the Grantee may terminate the Agreement in its entirety.

The Grantee must provide to the Subrecipient a notice of termination. Written suspension or notice of termination will be sent to the Subrecipient's business address. If this Agreement or the three-year Cooperative Agreement is terminated or partially terminated, both the Grantee and the Subrecipient remain responsible for compliance with the requirements at 2 CFR 200.343 Closeout and 2 CFR 200.344 Post-closeout Adjustments and Continuing Responsibilities.

IV. ADMINISTRATIVE REQUIREMENTS

A. Financial Management

1. Accounting Standards

The Subrecipient agrees to comply with 2 CFR Part 200 and agrees to adhere to the accounting principles and procedures required therein, utilize adequate internal controls and maintain necessary source documentation for all costs incurred.

2. Audit Requirements

The Subrecipient agrees to comply with 2 CFR Part 200.501 Audit Requirements. Any deficiencies noted in audit reports shall be fully cleared by the Subrecipient within 60 days after receipt by the Subrecipient. Failure of the Subrecipient to comply with any audit requirements will constitute a violation of this Agreement and may result in the withholding of future payments. Any disallowed CDBG costs identified in an audit that requires a pay back to the federal government or the Grantee shall be the sole responsibility of the Subrecipient and be repaid by the Subrecipient using funds other than federal CDBG funds or any other Grantee resources.

3. Cost Principles

The Subrecipient shall administer its program in conformance with 2 CFR Part 200. These principles will be applied for all costs incurred.

B. Record Retention and Access

1. Records to be Maintained

The Subrecipient shall maintain all records required by the Federal regulations specified in 24 CFR 570.506 that are pertinent to the activities to be funded under this Agreement. Such records shall include but not be limited to:

- (a) records providing a full description of each activity undertaken;
- (b) records demonstrating each activity undertaken meets a national objective of the CDBG program;
- (c) records required to determine the eligibility of activities;
- (d) records required to document the acquisition, improvement, use or disposition of real property acquired or improved with CDBG assistance;
- (e) records documenting compliance with the fair housing and equal opportunity components of the CDBG program;

- (f) financial records as required by 24 CFR 570.502 and 2 CFR 200.333;
- (g) other records necessary to document compliance with Subpart K of 24 CFR Part 570.

2. Retention Requirements for Records

Financial records, supporting documents, statistical records, and all other Subrecipient records pertinent to this Agreement must be retained for a period of four years from the date of submission of the final expenditure report or, for federal awards that are renewed quarterly or annually, from the date of the submission of the quarterly or annual financial report, respectively, as reported to the Grantee, except that:

- (a) The retention period for individual CDBG activities shall be the longer of 4 years after the expiration or termination of this Agreement, or 4 years after the submission of the annual performance and evaluation report, as prescribed in 24 CFR 91.520, in which the specific activity is reported on for the final time;
- (b) Records for individual activities subject to the reversion of assets provisions at 24 CFR 570.503(b)(7) or change of use provisions at 24 CFR 570.505 must be maintained for as long as those provisions continue to apply to the activity;
- (c) Records for individual activities for which there are outstanding loan balances, other receivables, or contingent liabilities must be retained until such receivables or liabilities have been satisfied.

If any litigation, claim, or audit is started before the expiration of the 4-year period, the records must be retained until all litigation, claims, or audit findings involving the records have been resolved and final action taken. Records for real property and equipment acquired with Federal funds must be retained for 4 years after final disposition.

3. Methods for collection, transmission and storage of information

The Subrecipient should, whenever practicable, collect, transmit, and store Federal award-related information in open and machine-readable formats rather than in closed formats or on paper in accordance with 2 CFR 200.335 - Methods for collection, transmission and storage of information.

4. Access to Records

The Federal awarding agency, Inspectors General, the Comptroller General of the United States, and the Grantee, or any of their authorized representatives, shall have the right of access to any documents, papers, or other records of the Subrecipient which are pertinent to the Agreement, in order to make audits, examinations, excerpts, and transcripts. The right also includes timely and reasonable access to the Subrecipient's personnel for the purpose of interview and discussion related to such documents. The right of access to the Subrecipient's records is not limited to the required retention period but last as long as the records are retained. The Subrecipient shall permit the Grantee and auditors to have access to the Subrecipient's records and financial statements as necessary for the Grantee to complete program monitoring and to meet the requirements in 2 CFR 200.331, 200.300 - 200.309, and Subpart F of 2 CFR Part 200.

5. Restriction on Public Access to Records

CDBG records are public to the extent allowed by State and Federal Freedom of Information Act laws. Client information collected under this Agreement is private and the use or disclosure of such information, when not directly connected with the administration of the Grantee's or Subrecipient's responsibilities for services provided under this Agreement, is prohibited unless written consent is obtained from such client or guardian.

C. Reporting and Payment Procedures

1. Program Income

The Subrecipient will report annual program income (as defined at 24 CFR 570.500(a)) generated by activities carried out with CDBG funds made available under this Agreement. The use of program income by the Subrecipient shall comply with the requirements sets forth at 24 CFR 570.504. At the end of the program year, the Subrecipient will remit to the Grantee any and all CDBG program income generated during the program year. The Grantee shall re-issue these funds to the Subrecipient as an addition to its next formula allocation or under a separate release of funds process as mutually agreed by the Subrecipient and the Grantee, unless the Grantee, for good cause, shall in writing inform the Subrecipient that it shall not have the program income returned and the reasons why it shall not be returned.

2. Payment

This Agreement is reimbursement only. The Grantee shall pay to the Subrecipient funds available under this Agreement based upon information submitted by the Subrecipient and consistent with any approved budget and Grantee policy concerning payments. Payments will be made for eligible expenses actually incurred by the Subrecipient, and not to exceed the total grant amount delineated in the Subrecipient's Project Summary.

Drawdowns for the payments of eligible expenses shall be reimbursed to the Subrecipient against line item budgets specified in the Project Summary and in compliance with supporting financial and performance documentation required by the Grantee. Costs must be reasonable and necessary. The Grantee shall not assume any responsibility or liability to pay or ineligible or disallowed obligations, commitments or costs incurred by the Subrecipient during the duration of this Agreement or prior to the full execution of this Agreement. Any ineligible CDBG obligations or disallowed costs incurred by the Subrecipient shall be the sole responsibility of the Subrecipient. Any disallowed or ineligible CDBG costs, contractual obligations or expenditures under this Agreement identified by the Grantee, Auditor, HUD or other responsible entity shall be paid by the Subrecipient to the contractor directly or repaid to the Grantee using Subrecipient cash resources other than CDBG or any other federal funds.

3. Progress and Performance Reports and Monitoring

The Subrecipient shall report on its progress or performance to the Grantee in the form, content and frequency as required by the Grantee. The Grantee shall monitor the performance of the Subrecipient by tracking project progress, reviewing payment requests for applicable costs, managing the timely pass-through of CDBG funds, overseeing compliance with CDBG requirements, and ensuring recordkeeping and audit requirements are met. Substandard performance as determined by the Grantee shall constitute noncompliance with this Agreement. If action to correct such substandard performance is not taken by the Subrecipient within a reasonable period of time after being notified by the Grantee, contract suspension or termination procedures shall be initiated.

D. Procurement

The Subrecipient shall comply with 2 CFR 200 and 24 CFR Part 85.36 or more restrictive local procurement policies concerning the purchase of goods and services with CDBG funds to facilitate fair and open competition. The Subrecipient shall maintain inventory records for equipment purchases (\$5,000 or more) and real property acquisition (\$25,000 or more). All persons, agencies, suppliers, organizations, etc. hired by the Subrecipient to carry out activities funded in whole or in part with CDBG funds are contractors, not subrecipients or subgrantees. All procurement and other requirements as they relate to contractors apply. The Subrecipient must have written agreements with all contractors. The Subrecipient may not subgrant CDBG funds to any person or non-profit or private for-profit organization or agency.

E. Use and Reversion of Assets

The use and disposition of real property and equipment under this Agreement shall be in compliance with the requirements of 2 CFR 200.311, 200.313, 24 CFR 570.502, 570.503, 570.504, as applicable, which include but are not limited to the following:

1. The Subrecipient shall transfer to the Grantee any CDBG funds on hand and any accounts receivable attributable to the use of funds under this Agreement at the time of expiration, cancellation, or termination;
2. Real property under the Subrecipient's control that was acquired or improved in whole or in part with funds under this Agreement in excess of \$25,000.00 will be used to meet one of the CDBG National Objectives pursuant to 24 CFR 570.208 until five years after this Agreement is closed. If the Subrecipient fails to use CDBG-assisted real property in a manner that meets a CDBG National Objective for this five-year period of time, the Subrecipient shall pay the Grantee an amount equal to the current fair market value of the property less any portion of the value attributable to expenditures of non-CDBG funds for acquisition of, or improvement to, the property. Such payment shall constitute program income to the Grantee. The Subrecipient may retain real property acquired or improved under this Agreement after the expiration of the five-year period;
3. In all cases in which equipment acquired, in whole or in part, with funds under this Agreement is sold, the proceeds shall be program income (prorated to reflect the extent to that CDBG funds were used to acquire the equipment). Equipment not needed by the Subrecipient for activities under this Agreement shall be (a) transferred to the Grantee or (b) shall be retained after compensating the Grantee (an amount equal to the current fair market value of the equipment less the percentage of non-CDBG funds used to acquire the equipment).

F. Closeout

1. Closeout

The Grantee shall close-out this Agreement when it determines that all applicable administrative actions and all required work under this Agreement have been completed by the Subrecipient. The Subrecipient must submit, no later than 90 calendar days after the end date of the period of performance, all financial, performance, and other reports as required by the terms and conditions of this Agreement. The Grantee may approve extensions when requested by the Subrecipient.

Unless the Grantee authorizes an extension, the Subrecipient must liquidate all obligations incurred under this Agreement not later than 90 calendar days after the end date of the period of performance as specified in the terms and conditions of this Agreement.

The Grantee must make prompt payments to the Subrecipient for allowable reimbursable costs under this Agreement being closed out. The Subrecipient must promptly refund any balances of unobligated cash that the Grantee paid in advance or paid and that are not authorized to be retained by the Subrecipient for use in other projects. See OMB Circular A-129 and see §200.345 Collection of amounts due, for requirements regarding unreturned amounts that become delinquent debts. Consistent with the terms and conditions of the Federal award, the Grantee must make a settlement for any upward or downward adjustments to the Federal share of costs after closeout reports are received. The Subrecipient must account for any real and personal property acquired with Federal funds or received from the Federal Government in accordance with §200.310 Insurance coverage through §200.316 Property trust relationship and §200.329 Reporting on real property. The Grantee should complete all closeout actions for Federal awards no later than one year after receipt and acceptance of all required final reports.

2. Post-closeout Adjustments and Continuing Responsibilities

The closeout of this Agreement does not affect any of the following:

- (a) The right of the Grantee to disallow costs and recover funds on the basis of a later audit or other review. The Grantee must make any cost disallowance determination and notify the Subrecipient within the record retention period;
- (b) The obligation of the Subrecipient to return any funds due as a result of later refunds, corrections, or other transactions;
- (c) Audit requirements in Subpart F—Audit Requirements of this part;
- (d) Property management and disposition requirements in Subpart D—Post Federal Award Requirements of this part, §200.310 Insurance Coverage through §200.316 Property trust relationship;
- (e) Records retention as required in Subpart D—Post Federal Award Requirements of this part, §200.333 Retention requirements for records through §200.337 Restrictions on public access to records.

V. OTHER PROGRAM REQUIREMENTS

The Subrecipient shall carry out its CDBG activities in a manner consistent with the requirements contained in the three-year Cooperation Agreement between the Grantee and the Subrecipient, as renewed, with the applicable statutes and regulations governing the Consolidated and Annual Action Plans as authorized by the Oakland County Board of Commissioners, and under Subpart K of the CDBG regulations at 24 CFR Part 570, with the exception of the CDBG environmental review responsibilities, which shall be borne by the Grantee using information and/or reports provided by the Subrecipient in accordance with the CDBG environmental review process. CDBG compliance requirements address: affirmatively furthering fair housing, excessive force, drug free workplace, civil rights laws; non-discrimination in providing services, employment and contracting opportunities; affirmative action; prohibited political, religious and lobbying activities; and conflict of interest, copyright and labor standards.

VI. CONFLICTS OF INTEREST

A. Procurement of Supplies, Equipment, Construction, and Services

In the procurement of supplies, equipment, construction, and services by the Subrecipient, the Subrecipient must maintain written standards of conduct covering conflicts of interest and governing the actions of its employees engaged in the selection, award and administration of contracts. No employee, officer, or agent may participate in the selection, award, or administration of a contract supported by this Agreement if he or she has a real or apparent conflict of interest. Such a conflict of interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or other interest in or a tangible personal benefit from a firm considered for a contract. The officers, employees, and agents of the Subrecipient may neither solicit nor accept gratuities, favors, or anything of monetary value from contractors or parties to subcontracts. However, the Subrecipient may set standards for situations in which the financial interest is not substantial or the gift is an unsolicited item of nominal value. The standards of conduct must provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents of the Subrecipient.

B. Acquisition and Disposition of Real Property

1. Applicability

In all cases not governed by paragraph A of this section, including the acquisition and disposition of real property and the provision of assistance by the Subrecipient to individuals, businesses, and other private entities under eligible activities that authorize such assistance (e.g., rehabilitation, preservation, and other improvements of private properties or facilities pursuant to 24 CFR 570.202; or grants, loans, and other assistance to businesses, individuals, and other private entities pursuant to 24 CFR 570.203, 570.204, 570.455, or 570.703(i)).

2. Persons Covered

The conflict of interest provisions of paragraph 3 of this section apply to any person who is an employee, agent, consultant, officer, or elected official or appointed official of the Subrecipient that are receiving funds under this Agreement.

3. Conflicts Prohibited

The general rule is that no persons described in paragraph 2 of this section who exercise or have exercised any functions or responsibilities with respect to CDBG activities assisted under this Agreement, or who are in a position to participate in a decision making process or gain inside information with regard to such activities, may obtain a financial interest or benefit from a CDBG-assisted activity, or have a financial interest in any contract, subcontract, or agreement with respect to a CDBG-assisted activity, or with respect to the proceeds of the CDBG-assisted activity, either for themselves or those with whom they have business or immediate family ties, during their tenure or for one year thereafter.

VII. SEVERABILITY

If any provision of this Agreement is held invalid, the remainder of the Agreement shall not be affected thereby and all other parts of this Agreement shall nevertheless be in full force and effect.

VIII. WAIVER

The Grantee's failure to act with respect to a breach by the Subrecipient does not waive its right to act with respect to subsequent or similar breaches. The failure of the Grantee to exercise or enforce any right or provision shall not constitute a waiver of such right or provision.

IN WITNESS WHEREOF, the authorized representatives of the Grantee and the Subrecipient have signed this agreement below, and agree to abide by all terms as set forth herein.

County of Oakland by

County Executive Signature
 <u>L. Brooks Patterson</u> Printed Name

Date
Witnessed by

Printed Name

Date

City of Birmingham by

Highest Elected Official or Authorized Designee Signature

Printed Name

Date
Witnessed by

Printed Name

Date

Contact Information

Karry L. Rieth, Manager OCCHI
250 Elizabeth Lake Road #1900
Pontiac, MI 48341-0414
(248) 858-5403
riethk@oakgov.com



MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: November 11, 2018

TO: Joseph A. Valentine, City Manager

FROM: Jana Ecker, Planning Director
Scott Grewe, Police Commander
Paul T. O'Meara, City Engineer

SUBJECT: Quarton Lake Subdivision Street Paving Project
Contract #1-19(P)

INTRODUCTION:

As part of our ongoing program to maintain Birmingham's street, sewer, and water system, the following street segments are budgeted for complete reconstruction in 2019:

N. Glenhurst Dr. – Raynale St. to Oak St.
Raynale St. – N. Glenhurst Dr. to Chesterfield Ave.
Brookwood Lane – N. Glenhurst Dr. to Raynale St.
Kenwood Ct. – N. Glenhurst Dr. to East End

The attached map depicts in yellow the location of the proposed street work.

BACKGROUND:

Unlike most streets in the Quarton Lake area, the street segments identified on the attached map were first constructed as gravel roads with curb and gutter in 1929. It appears that the streets were later paved with asphalt in the late 1940's, at which point they were classified as improved. Currently, there are serious deficiencies with portions of the sewer system and asphalt pavement, and the water mains should be retired.

In accordance with standard policy, a review of the Multi-Modal Transportation Plan was conducted for these streets. The plan does not identify any special recommendations for these streets. Handicap ramp updates will be included as they would be for any street project. A review of the City's recently enacted Residential Street Width Policy did identify that two of the streets (N. Glenhurst Dr. and Raynale St.) should be reduced from their current width of 32 ft. to the City's standard of 26 ft. The other two streets in the project (Brookwood Lane and Kenwood Court) were previously built at 24 ft. wide. In accordance with the policy, these streets should be rebuilt to match their current width.

The Multi-Modal Transportation Board (MMTB) reviewed this issue at their regular meeting of August 2, 2018. A resolution was passed agreeing with the suggested new street widths dictated by the City's policy, and a public hearing was scheduled for their next meeting of September 6, 2018. Postcards were sent to all owners within the project area directing people

to the City's website for more information. Signs were also posted at the entrances into the project area to alert residents about the upcoming public hearing.

At the September 6, 2018 public hearing, several residents from the area spoke against the proposal to narrow the two streets. No one spoke in favor of the proposal. The MMTB hearing was cut short due to the scheduling of a Thursday evening City Commission meeting on the same evening, 90 minutes after the start of the MMTB meeting. As a result, the public hearing was not finished, and the Board did not have time to deliberate. The hearing was continued to the next regular meeting, on October 4, 2018.

On October 4, 2018, the Board again heard from several residents indicating that they were not in favor of the proposal. The Board passed two motions at the meeting. The first motion was passed on a vote of 6-0 that is consistent with the City's recently established Residential Street Width Policy for Kenwood and Brookwood:

To keep Kenwood Ct. and Brookwood Ln. at their existing width.

After further discussion, the Board passed a second motion that is not consistent with the City's recently established Residential Street Width Policy for N. Glenhurst and Raynale as follows:

That N. Glenhurst Dr. and Raynale St. be repaved at their existing width, which is 32 ft.

Please refer to the minutes for further detail.

LEGAL REVIEW:

No legal review is required.

FISCAL IMPACT:

The street paving project being discussed has been budgeted for the current fiscal year. Design is starting now with the intention of starting construction in April, 2019. Funds are budgeted in the Local Street Fund, Sewer Fund, and Water Fund based on the improvements needed in these areas.

While the City may gain some savings if the streets are narrowed as proposed, the savings will be nominal. Concrete costs will go down, but other costs, such as driveway approaches, topsoil, sod, and new City tree costs will go up. Staff clarified at the last public hearing that the cost differential is not a factor in determining what the street widths should be.

SUMMARY:

The City recently approved a Residential Street Width Policy to provide guidance for all residential streets being improved. The policy states that most residential streets shall be reconstructed at 26' in width, unless certain conditions are present that may justify an increase in width up to 30'. The MMTB reviewed the new Residential Street Width Policy to consider the width at which to reconstruct sections of Raynale St., N. Glenhurst Dr., Brookwood Lane, and Kenwood Court.. The MMTB also discussed the presence of conditions of the proximity of Quarton Elementary and the use of N. Glenhurst Dr. and Raynale St. as school bus routes, which under the Residential Street Width Policy could justify the reconstruction of both N. Glenhurst Dr. and Raynale St. at 30' in width. However, a majority of the MMTB indicated that

the Residential Street Width Policy may need to be reconsidered to allow for some residential streets to be reconstructed at their original width, and voted to maintain the existing 32' widths of both N. Glenhurst Dr. and Raynale St. This recommendation is not consistent with the City's Residential Street Width Policy. Thus, four suggested resolutions are offered below for your review and consideration. Resolution A is in accordance with the City's Residential Street Width Policy. Resolution B follows the recommendation of the MMTB which is not in accordance with the City's Residential Street Width Policy with regards to N. Glenhurst Dr. and Raynale St. Resolution C reflects an option to modify the standards in the Residential Street Width Policy as permitted within the policy under section 4, Exceptions and Modifications. Resolution D reflects a hybrid option that was not considered by the MMTB, but may be a reasonable approach that combines some of the benefits from Resolutions A, B and C as described in detail in Appendix A (attached).

ATTACHMENTS:

- Map of project area (including existing street width information)
- Appendix A (Detailed description of Option C)
- MMTB agenda package for meeting of August 2.
- MMTB approved minutes for meeting of August 2.
- MMTB agenda package for meeting of September 6.
- MMTB approved minutes for meeting of September 6.
- MMTB agenda package for meeting of October 4.
- MMTB approved minutes for meeting of October 4.
- Letters from residents, in chronological order.

SUGGESTED RESOLUTION A:

To direct staff install new concrete pavement on the following streets, in accordance with the City's Residential Street Width Policy:

- A. Raynale St. between N. Glenhurst Dr. and Chesterfield Ave. at twenty-six (26) feet wide.
- B. Brookwood St. between N. Glenhurst Dr. and Raynale at twenty-four (24) feet wide (matching existing).
- C. N. Glenhurst Dr. between Oak Ave. and Raynale St. at twenty-six (26) feet wide.
- D. Kenwood Ct. from N. Glenhurst Dr. to approximately 250 feet east at twenty-four (24) feet matching the existing and asphalt resurfacing the remaining newer portion of Kenwood Ct.

OR

SUGGESTED RESOLUTION B:

To direct staff install new concrete pavement on the following streets, in accordance with the recommendation of the Multi-Modal Transportation Board:

- A. Raynale St. between N. Glenhurst Dr. and Chesterfield Ave. at thirty-two (32) feet wide.
- B. Brookwood St. between N. Glenhurst Dr. and Raynale at twenty-four (24) feet wide (matching existing).
- C. N. Glenhurst Dr. between Oak Ave. and Raynale St. at thirty-two (32) feet wide.
- D. Kenwood Ct. from N. Glenhurst Dr. to approximately 250 feet east at twenty-four (24) feet matching the existing and asphalt resurfacing the remaining newer portion of Kenwood Ct.

OR

SUGGESTED RESOLUTION C:

To direct staff to install new concrete pavement on the following streets, in accordance with the City's Residential Street Width Policy as follows:

- A. Raynale St. between N. Glenhurst Dr. and Chesterfield Ave. at _____ feet wide.
- B. Brookwood St. between N. Glenhurst Dr. and Raynale at twenty-four (24) feet wide (matching existing).
- C. N. Glenhurst Dr. between Oak Ave. and Raynale St. at _____ feet wide.
- D. Kenwood Ct. from N. Glenhurst Dr. to approximately 250 feet east at twenty-four (24) feet matching the existing and asphalt resurfacing the remaining newer portion of Kenwood Ct.

OR

SUGGESTED RESOLUTION D:

To direct staff to install new concrete pavement on the following streets, in accordance with the proposal described in Appendix A:

- A. Raynale St. between N. Glenhurst Dr. and Chesterfield Ave. at _____ feet wide, while providing 4 ft. wide bumpouts at the intersections of N. Glenhurst Dr. & Brookwood Lane, and the west leg of the Chesterfield Ave. intersection.
- B. Brookwood St. between N. Glenhurst Dr. and Raynale at twenty-four (24) feet wide (matching existing).
- C. N. Glenhurst Dr. between Oak Ave. and Raynale St. at _____ feet wide.
- D. Kenwood Ct. from N. Glenhurst Dr. to approximately 250 feet east at twenty-four (24) feet matching the existing and asphalt resurfacing the remaining newer portion of Kenwood Ct.

APPENDIX A

Quarton Lake Subdivision Street Paving Project Contract #1-19(P) Resolution D

When considering the proposal to reduce the width of Raynale St. and N. Glenhurst Dr., the main benefits that can be envisioned include:

1. Reduction in average speeds.
2. Improved crosswalk conditions for pedestrians at intersections.
3. New opportunity to install street trees on N. Glenhurst Dr. (additional green space and reduced storm water runoff).

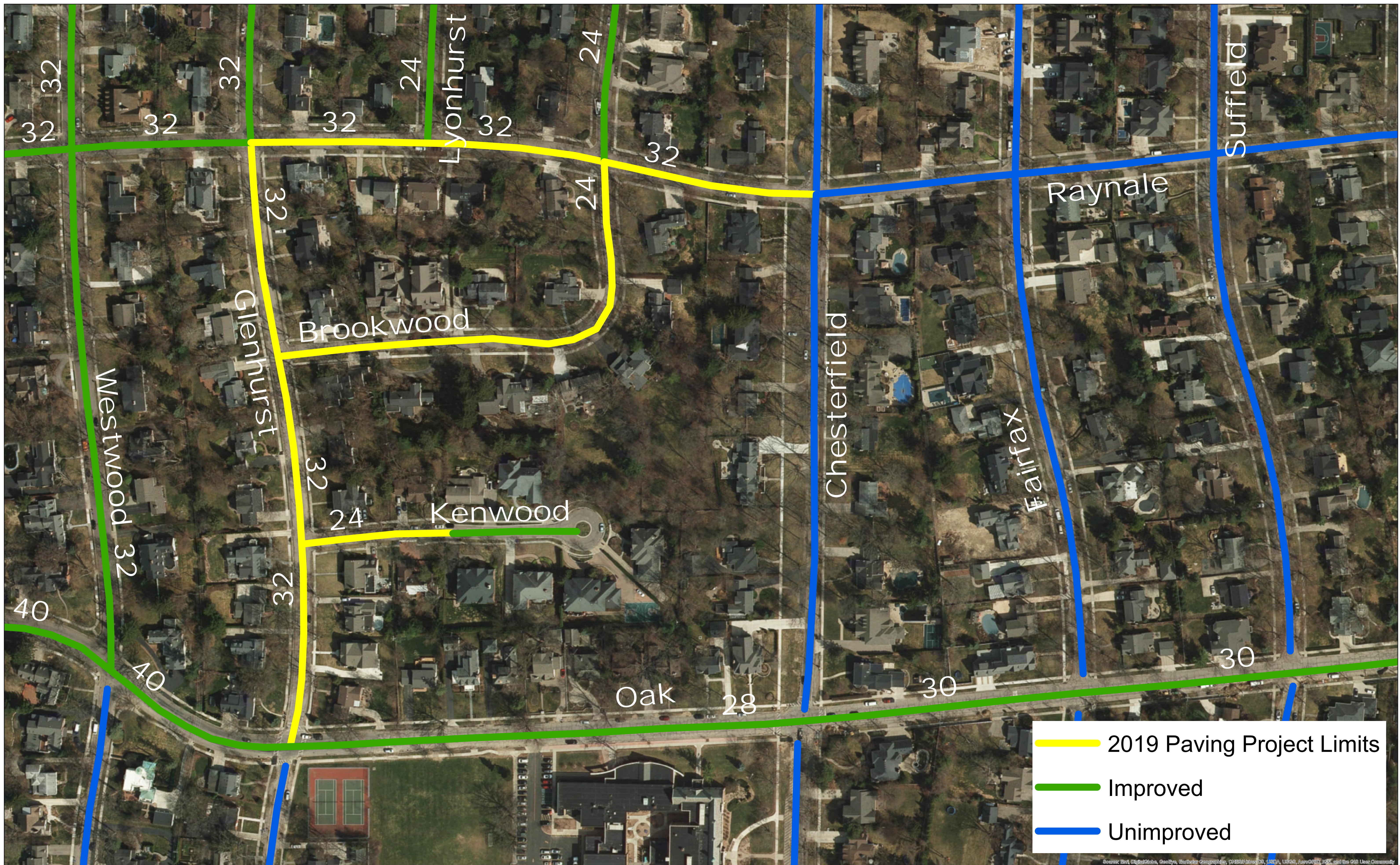
A potential hybrid option that can bring both the benefits of leaving the majority of the street in its present state, while still gaining in smaller part some of the benefits listed above, would be to construct the key intersections within the project area with curb extensions (bumpouts). The preliminary plan attached to this appendix depicts the option of constructing the majority of Raynale St. and N. Glenhurst Dr. at 32 ft. (matching existing conditions) but also providing bumpouts at the following intersections:

Raynale St. & N. Glenhurst Dr.
Raynale St. & Brookwood Lane
Raynale St. & Chesterfield Ave. (west leg of intersection only)

The first two intersections represent four-way intersections where handicap ramps will be constructed to permit pedestrian crossings in all directions. Installing bumpouts at these corners would require vehicles to proceed through the intersections with caution. Crosswalk distances would be reduced, and safety would be enhanced. Only the west leg of the Chesterfield Ave. intersection would be within the scope of this project, therefore, bumpouts would only be introduced on the west leg (the other three legs would remain cape sealed, unimproved streets, each already having narrower pavements averaging 20 to 22 ft. wide).

The bumpouts are sized to provide the minimum 10 ft. wide driving lanes, plus a 2 ft. wide factor of safety. The factor of safety is recommended given that the bumpouts will represent an abrupt narrowing of the street in an area where other bumpouts typically do not exist. The factor of safety is important to provide motorists who may not be expecting the change in width, or did not see them due to poor weather conditions.

Staff sees Resolution D as a potential compromise that provides some of the benefits that both Resolutions A and B may provide. It is noted that between 2 and 4 drainage structures will need to be added to the project in order to drain the street with the bumpouts, at an estimated extra cost of approximately \$20,000.



Street Width Values are Existing Distance Between Curbs (ft)



MEMORANDUM

Engineering Department

DATE: July 27, 2018

TO: Multi-Modal Transportation Board

FROM: Austin W. Fletcher, Assistant City Engineer
Paul T. O'Meara, City Engineer

SUBJECT: Quarton Lake Sub Reconstruction – Phase I

The Engineering Department plans to issue plans for bid on the above-mentioned paving contract during the 2019 construction season.

The project involves the complete reconstruction of the following streets:

Raynale St. – N. Glenhurst Dr. to Chesterfield Ave.
Brookwood St. – N. Glenhurst Dr. to Raynale St.
N. Glenhurst Dr. – Oak Ave. to Raynale St.
Kenwood Court – Glenhurst Dr. to 220 ft. to East

The specific blocks are highlighted in yellow on the attached exhibit. It should be noted that these are the only improved streets in the area that have not been worked on in more than 30 years

The following is a detail of what is proposed.

As you know, the Multi-Modal Transportation Board (MMTB) recently recommended a written policy on determining the width of new and reconstructed streets in Birmingham. The policy was approved by the City Commission at their meeting of July 23. The finalized version of the policy is attached to this report, and has been used as a reference in making the following recommendations. A summary of existing conditions is provided below, followed by a comparison to the City's new street width standards.

Raynale St.

The existing pavement on this block was installed at thirty-two (32) feet wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. City staff was unable to confirm the date from our records. The road width is wider than the current twenty-six (26) foot standard width (per the Residential Street Width Standards). The existing right-of-way is sixty (60) feet wide. A total reconstruction (new concrete pavement and underground utilities) is proposed for this street.

Brookwood St.

The existing pavement on this block was installed at twenty-four (24) feet wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. City staff was unable to confirm the date from our records. The existing right-of-way is fifty (50) feet wide. A total reconstruction (new pavement and underground utilities) is proposed for this street.

N. Glenhurst Dr.

The existing pavement on this block was installed at thirty-two (32) feet wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. City staff was unable to confirm the date from our records. The road width is wider than the current twenty-six (26) foot standard width (per the Residential Street Width Standards). The existing right-of-way is fifty (50) feet wide. There are no existing City trees in the greenbelt (area between the road and sidewalk), due to the right-of-way and pavement widths.

It should be noted that the City recently received a petition to reconstruct N. Glenhurst between Pine St. and Oak Ave. The pavement width of this section of N. Glenhurst is proposed to be constructed at twenty-six (26) feet, in accordance with the Residential Street Width Standards. If the petition is successful, it will likely become a part of this project for logistic purposes and well as to take advantage of economy of scale (better pricing).

Kenwood Court

Kenwood Court was originally constructed as a dead end with a length of approximately 220 feet. The existing pavement was installed at twenty-four (24) feet wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. City staff was unable to confirm date from our records. In the early 1990's Kenwood Court was extended an additional 250 feet. The existing pavement was also installed at twenty-four (24) feet wide. This street has two (2) right-of-way widths, fifty (50) feet on the original section (west) and forty (40) feet on the newer section.

Because this street was constructed in two (2) different eras, the rehabilitation needs are different. A total reconstruction is proposed for the west half of the block (oldest) and resurfacing is proposed for the east half, as it is newer and does not require utility work. The existing curbs will remain in place on the newer section as well.

As stated in the City's Street Width Standards, existing streets that are 28 ft. wide or less are analyzed differently than those that are wider. With that in mind, the wider streets will be considered first.

Glenhurst Dr. & Raynale St. – Decision Factors:

1. Context – To the north, Glenhurst Dr. will remain at 32 ft. However, it is scheduled for utility improvements in 2020. Since that street is currently unimproved with curbs, funding will not be available to reconstruct it unless the City Commission authorized a special assessment district to help defer the cost. It is unclear what will happen in that regard at this time. To the south, Glenhurst Dr. is currently unimproved without curbs. However, should a pending petition for road improvement be approved later this year, it will be

paved as a part of this same paving project. That block would fit the criteria for a standard 26 ft. wide pavement, if paved.

On Raynale St., the existing 32 ft. street to the west has the same conditions as Glenhurst Dr. to the north (it will be under construction in 2020, but rebuilding the street at a different width would require a special assessment district). To the east, Raynale St. is unimproved without curbs, and there are no plans for that to change in the foreseeable future.

2. Parking – During a recent survey, parking was measured at 9% to 18% during the day, and 7% to 14% at night. Both numbers are considered as low demand, suggesting that the streets can be narrowed.
3. Counts for Glenhurst Dr. in 2017 ranged from 250 to 600 per day, much lower than the 1500 vehicles per day required to consider a wider street. No counts exist on record for Raynale St., but given its location in the neighborhood, it is assumed that its numbers would be less than Glenhurst Dr.
4. The streets are not considered a school or fire route.
5. No special uses are on either street that would generate additional traffic. While Quarton Elementary School is located nearby on Oak St., neither street is the primary route when accessing the school.
6. There currently are no trees located on Glenhurst Dr., given the relatively wide pavement compared to the 50 ft. right-of-way available. Narrowing the street to 26 ft. would open an opportunity to install City trees on this section, and widen the parkway. Trees are not an issue on Raynale St., even with the 32 ft. wide street.
7. Speed data for Glenhurst Dr. taken in 2017 measured the 85th percentile speed at 27 mph. There is no data for Raynale St. City staff is not aware of ongoing traffic or safety issues on either street, therefore, no special design considerations are present.

Given the above information, staff recommends that the City's current standard of 26 ft. be installed. While this is a significant change from the current width, the lack of parking demand in this area makes them good candidates for a reduced width.

Brookwood Lane & Kenwood Ct. – Design Factors:

1. Context – Brookwood Lane extends for two blocks. Both blocks are currently 24 ft. wide, and traffic demand is very minimal. Kenwood Ct. is a dead end cul-de-sac street just serving the homes on the block. The easterly section is also built at 24 ft. wide, and is not being changed with this project, other than to resurface the asphalt surface.
2. Parking demand on these streets ranged from 9% to 16% during the day, and 0% to 13% at night. Parking demand is low, and does not justify a need for widening.
3. Given the low volume nature of these streets, there are no other special circumstances that would suggest the need for a change from the current 24 ft. widths.

Staff recommends that the existing street widths of 24 ft. be installed.

Finally, staff reviewed the Multi-Modal Master Plan for any suggested improvements to these streets. Given their localized service nature, no recommendations for any special improvements

exist within the plan. Other than updating all handicap ramps to current standards, no further Multi-Modal improvements are recommended at this time.

In the resolution below, a public hearing is recommended. If approved, staff will implement the notification procedures now detailed in the standard, by both sending out postcards to each affected address, as well as installing temporary signs when driving into the area notifying residents about this upcoming hearing.

SUGGESTED RESOLUTION:

To recommend to the City Commission that the following streets be constructed with ADA compliant handicap ramps at each intersection, further, to install concrete pavement at the following widths:

- A. Reconstructing Raynale St. at twenty-six (26) feet wide between N. Glenhurst Dr. and Chesterfield Ave.;
- B. Reconstructing Brookwood St. at twenty-four (24) feet wide (matching existing) between N. Glenhurst Dr. and Raynale;
- C. Reconstructing N. Glenhurst Dr. at twenty-four (24) feet wide between Oak Ave. and Raynale St.;
- D. Reconstructing the west half of Kenwood Ct. (approximately 250 feet) at twenty-four (24) feet matching the existing and resurface the remaining portion of Kenwood Ct.;
- E. Schedule a Public Hearing at the regularly scheduled meeting of the Multi-Modal Transportation Board for September 6, 2018 at 6:00 P.M.

															Lane1
Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
5/9/2017	0	6	21	83	65	29	11	2	0	0	0	0	0	0	217
5/10/2017	0	16	27	72	81	54	8	0	0	0	0	0	0	1	259
5/11/2017	0	7	15	61	103	66	17	1	0	0	0	0	0	0	270
5/12/2017	0	0	2	4	14	10	2	0	0	0	0	0	0	0	32
Lane1 Total	0	29	65	220	263	159	38	3	0	0	0	0	0	1	778

85 percentile = 27

															Lane2
Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
5/9/2017	0	0	41	73	83	55	7	0	0	0	0	0	0	0	259
5/10/2017	0	3	57	88	105	77	11	3	0	0	0	0	0	1	345
5/11/2017	0	5	34	74	100	65	25	1	1	0	0	0	0	0	305
5/12/2017	0	1	1	13	16	13	5	1	0	0	0	0	0	0	50
Lane2 Total	0	9	133	248	304	210	48	5	1	0	0	0	0	1	959

85 percentile = 27

Combined															
Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
5/9/2017	0	6	62	156	148	84	18	2	0	0	0	0	0	0	476
5/10/2017	0	19	84	160	186	131	19	3	0	0	0	0	0	2	604
5/11/2017	0	12	49	135	203	131	42	2	1	0	0	0	0	0	575
5/12/2017	0	1	3	17	30	23	7	1	0	0	0	0	0	0	82
Combined Total	0	38	198	468	567	369	86	8	1	0	0	0	0	2	1737

85 percentile = 27



MEMORANDUM

Engineering Dept.

DATE: July 27, 2018

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: 2019 Local Streets Paving Project
Parking Survey Results

The following results were tabulated by the Police Dept. for the current parking demand within the 2019 paving project area during the week of July 23:

Street	Daytime	Overnight
Glenhurst	9%	7%
Raynale	18%	14%
Brookwood	9%	0%
Kenwood	13%	13%



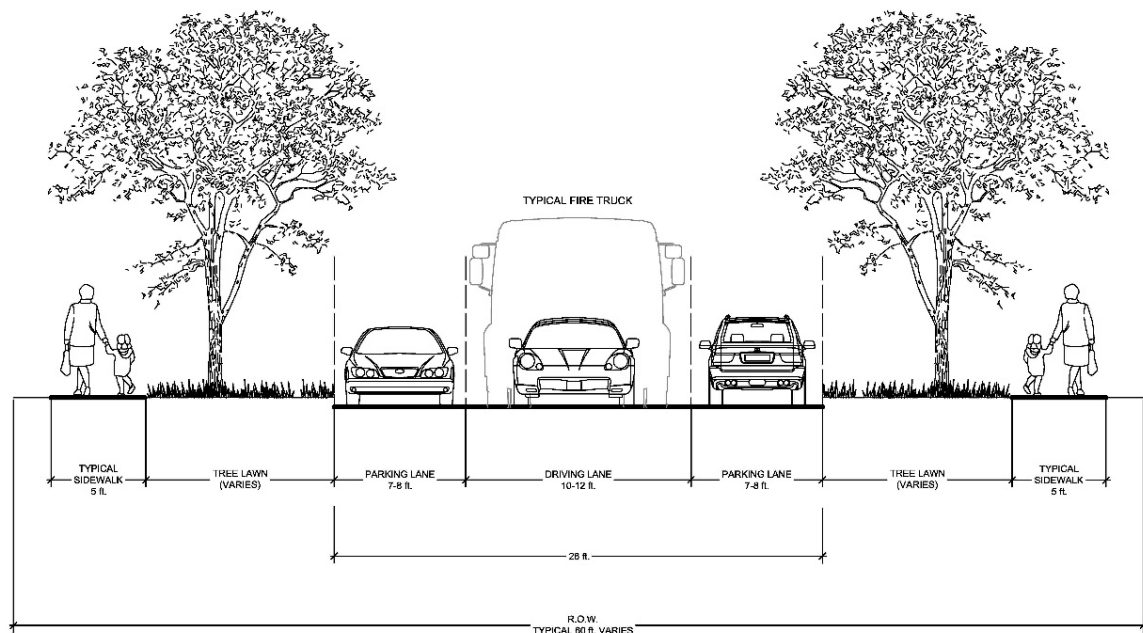








POLICY STATEMENT: BIRMINGHAM RESIDENTIAL STREET DESIGN STANDARDS



INTRODUCTION: The City Commission asked the Multi-Modal Transportation Board (MMTB) to establish a City policy for determining the width of a new street. Accordingly, the MMTB identified goals for residential road width standards, and reviewed the national standards and best practices from professional organizations and peer cities. The board created standards and allowed for modifications if certain criteria are met.

INTENT: The purpose of these standards is to provide consistent street widths throughout the city but with flexibility for very specific situations. The goals for identifying a standard road width for residential roads include the following:

- Functionality;
- Consistency **with adjacent streets**;
- Accident reduction **and public safety**;
- **Adhering to Complete Streets principles**;
 - **Enhancing walkability**;
- **Character of community**;
 - **Block length**;
 - **Size of lots**;
 - **Building setback and lengths**;
- Traffic calming;
- Expediency in planning and engineering;

- Infrastructure costs; and/or
- Storm water runoff management.

The following standards are based on residential street design recommendations published by **American Association of State Highway and Transportation Officials** (AASHTO), the Institute of Transportation Engineers (ITE), the Urban Land Institute (ULI), the Congress for New Urbanism, **National Association of City Transportation Officials** (NACTO), and those used by peer cities. Using those standards as a base, these standards are also based on emergency response access, winter weather, the existing street widths in the city, and the characteristics of different neighborhoods in the City. These widths typically allow for parking along both sides of the street with room for a vehicle to pass in one direction. When there is opposing traffic (vehicles going both ways) one of the motorists will need to yield to the other. This is commonly classified as a "Yield" or "Courtesy" Street.

STREET DESIGN STANDARDS (see also attached flow chart):

1. NEW AND EXISTING, UNIMPROVED RESIDENTIAL STREETS THAT ARE BEING IMPROVED

When streets are improved or newly constructed, the standards below shall be ~~strictly~~ **generally be** applied. **Exceptions may be considered when factors, such as those described in Section 4, are evident.**

- Standard Streets:** 26 ft. in width from curb to curb.
- If the right-of-way is less than 50 ft., the street width shall be a minimum of 20 ft. with parking allowed on one side only (generally the side without fire hydrants).

2. EXISTING, IMPROVED RESIDENTIAL STREETS

When previously built streets are reconstructed, this standard shall generally be applied. Exceptions may be considered when factors, such as those described in Section 4, are evident.

Standard Streets: 26 ft. in width from curb to curb.

Existing Street is 28 feet or less in width: If existing street width is 28 ft. or less in width, street ~~shall~~ **may** generally be reconstructed at the existing width **provided there is a reason present under section 4.**

3. PUBLIC NOTICE AND PUBLIC HEARING

Whenever there is a street project where a change in the existing width is being considered, the Multi-Modal Transportation Board shall have a Public Hearing to inform residents of the project and provide an opportunity for comment. The City shall post a sign along the street that announces street project. Design details shall be advertised and posted on the City's website. If residents express a desire for a non-

standard street width at a public meeting or through a public survey of street residents, those preferences shall be considered. However, engineering or safety factors listed in Section 4 must also be present to support a design exception.

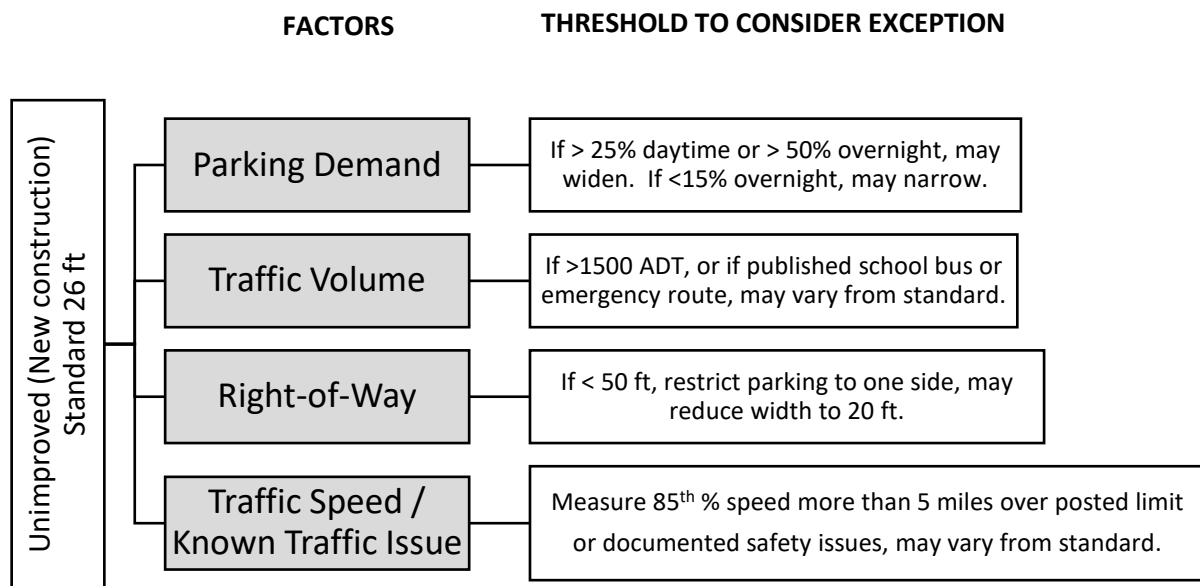
4. EXCEPTIONS AND MODIFICATIONS TO THE WIDTH STANDARDS

Any modification must be consistent with the Intent of these standards and the engineering publications upon which they are based. Street width exceptions may only be approved to a minimum of 20 ft. and a maximum of 30ft. **If residents express a desire for a non-standard street width at a public meeting or through a public survey of street residents, those preferences shall be considered (either wider or narrower)** ~~Modifications to street widths may~~ **only be considered if one or more of the following conditions exist:**

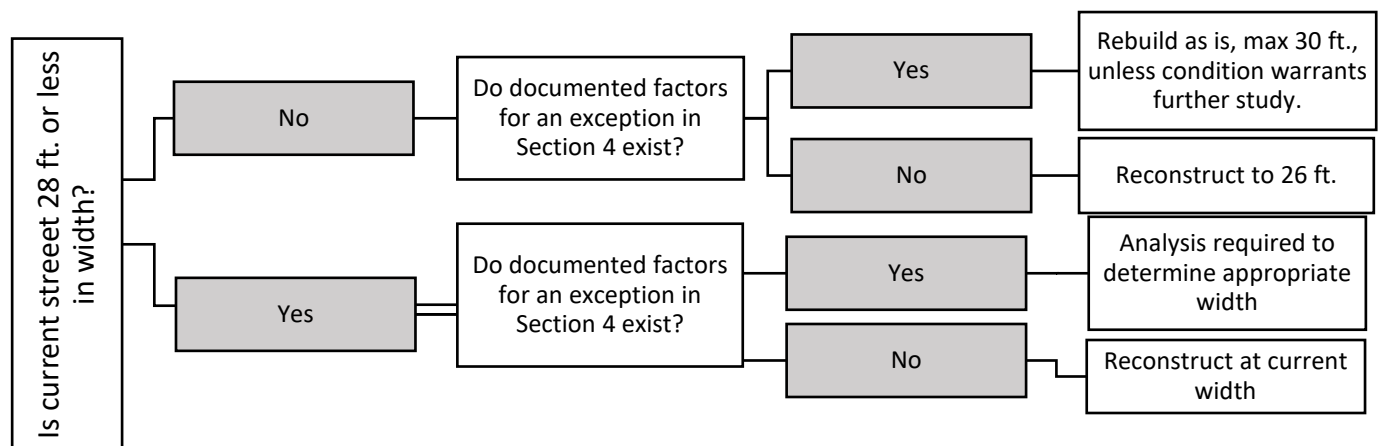
- a. High or low frequency of use of on-street parking. When surveyed on-street parking is utilized 15% or less overnight, the width may be reduced. When parking density is classified as highly utilized, defined as over 25% occupancy throughout the day or more than 50% of the available curb space used overnight, the width may be increased. For calculation of parking, a minimum length of 22 ft. shall be used and not include driveways, spaces adjacent to fire hydrants, or other locations where parking is not allowed.
- b. Daily traffic volumes exceed 1500 vehicles.
- c. The street is a published school bus route used by the Birmingham Public Schools or is a frequent emergency response route.
- d. Street is adjacent to a school, religious institution, City park, multiple-family residential development, or other use with access that generates higher traffic volumes.
- e. Presence of street trees, especially healthy, mature trees, such that rebuilding the road as proposed would result in the removal of two or more trees on any given block.
- f. A speed study confirms that the 85th percentile speed is more than 5 miles per hour over the posted speed limit and/or city police or engineering departments have documented operational or safety concerns related to traffic patterns along the street.
- g. Street may be as narrow as 20 ft. with parking on one side only if right-of-way is less than 50 ft.

5. BOULEVARD STREETS

Reconstruction of streets with a boulevard, median, or other unique design feature, shall be reconstructed to match the current configuration unless geometric changes are needed based on safety or engineering analysis.



RECONSTRUCTION OF IMPROVED STREET





MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: August 29, 2018

TO: Multi-Modal Transportation Board

FROM: Jana Ecker, Planning Director
Scott Grewe, Police Commander
Paul T. O'Meara, City Engineer

SUBJECT: Quarton Lake Subdivision Paving Project
Public Hearing

At the August meeting of the Multi-Modal Transportation Board (MMTB), the Board reviewed an initial conceptual proposal from staff for the reconstruction of several street segments in 2019. Two street segments, N. Glenhurst Dr. and Raynale St., are currently 32 ft. wide. In accordance with the City's new street width policy, the Board passed a motion recommending that these street segments be reconstructed at 26 ft. wide. The project also includes two other street segments, that being Brookwood Lane and Kenwood Ct. These streets are presently 24 ft. wide. No changes are being recommended for either of those streets, again, in accordance with the City's policy.

A public hearing was scheduled for the Board's regular meeting of September 6, 2018. In order to notify the neighborhood, postcards were sent to each address, directing residents to the City's website if more information was desired. In addition, four neighborhood signs were posted at each entrance to the area to help notify residents of these proposed changes.

As of this writing, we have received several comments about the proposal. The written comments received to date can be summarized as follows:

N. Glenhurst Dr. – Two residents opposed to reducing the width.

Raynale St. – Three residents opposed to reducing the width.

Kenwood Ct. – One resident requesting the reduction of the center grass island in the cul-de-sac, and commenting on poor drainage at the end of the block. (I spoke with the resident on Kenwood Ct., and explained that we were not rebuilding the cul-de-sac portion of this street, given its relatively young age, and that only resurfacing was proposed. She understood, and indicated that she could accept that this change is not feasible at this time. Relative to the drainage problem, we have verified that the drain at the end of this street is intentionally restricted to reduce the chance of basements backing up. As part of the engineering design, a review of the storm sewer system capacity is currently underway. If it is determined that the restrictor can be removed at the end of the project, thereby fixing this issue, we will proceed in that direction.

After receiving input from the neighborhood at the public hearing, the Board will need to make a final recommendation to the City Commission relative to the final design for these streets. A suggested recommendation is provided below for your consideration.

SUGGESTED RECOMMENDATION:

After review of the Multi-Modal Master Plan, as well as conducting a public hearing, the Multi-Modal Transportation Board recommends to the City Commission that the final designs for the Quarton Lake Street Paving Project proceed in accordance with the City's Residential Street Width Policy, rebuilding the following street segments at the following width, as measured between the face of the curbs:

N. Glenhurst Dr., Raynale St. to Oak St. – 26 ft. (reduced from 32 ft.)

Raynale St., N. Glenhurst Dr. to Chesterfield Ave. – 26 ft. (reduced from 32 ft.)

Brookwood Lane – N. Glenhurst Dr. to Raynale St. – 24 ft.

Kenwood Ct. – N. Glenhurst Dr. to 220 ft. east – 24 ft.



MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: September 28, 2018

TO: Multi-Modal Transportation Board

FROM: Jana Ecker, Planning Director
Scott Grewe, Police Commander
Paul T. O'Meara, City Engineer

SUBJECT: Quarton Lake Subdivision Paving Project
Public Hearing - Update

At the hearing held on September 6, the Board asked for more information regarding traffic and parking counts. The Police Dept. assisted in that regard, and has the following information to offer:

Traffic Counts

Traffic counts were taken by an outside firm an average of 200 ft. away from two intersections, in all four directions. The subject intersections were:

1. N. Glenhurst Dr. at Oak St.
2. N. Glenhurst Dr. at Raynale St.

The following interesting points of interest can be found from the data:

1. Average daily traffic counts were taken the week of September 24. Oak St. was significantly higher than the other streets in the area. Northbound Glenhurst Dr. was the next busiest, particularly north and south of Oak St.
2. Raynale St. was impacted by school traffic, but to a lesser extent. A large amount of the counts generated were during the peak morning or afternoon school times.
3. Neither of the streets generated traffic counts close to the range considered to be carrying substantial traffic, set at 1,500 vehicles per day.

Parking Counts

Additional parking counts were taken on Glenhurst Dr. during school arrival and dismissal times. Counts were first taken on Thursday, September 20. The weather was raining that day, so counts were taken the next day too (Friday, September 21) in the event that weather had impacted the counts. Parked car counts were slightly higher on Friday than on the day before (during inclement weather).

N. Glenhurst Dr., north of Oak St.:

8:40 AM = 5 cars
3:45 PM = 3 cars

TRAFFIC DATA COLLECTION

7504 Sawgrass Drive
Washington, Michigan 48094
Phone: 586 786-5407
Fax: 248 650-1184

**Traffic Counts for City of Birmingham Police Department
Local Intersections Traffic Studies
Oakland County, MI.
Monday, September 24, 2018 through Thursday September 27, 2018**



Traffic Count Location Map

(8 – 48 Hr. ATR Intersection Approach Count Locations Highlighted In Blue)

TDC
Traffic Data Collection
www.tdccounts.com
7504 Sawgrass Drive.
Washington, MI. 48094
Phone: 589 786-5407
Fax: 248 650-1184
Cell: 248 342-3933

September 28, 2018

Scott Grewe
Operations Commander
Birmingham Police Department
151 Martin Street
Birmingham, MI 48009
Phone: 248.530.1867
sgrewe@bhamgov.org

RE: Intersection Approach Volume Counts for Local Street Intersections:
Oak Ave. & N. Glenhurst Dr.
Raynale St. & N. Glenhurst Dr.
City of Birmingham, Oakland County, MI.

Scott:

Enclosed please find the traffic reports for the eight (8) – 48 hour automatic traffic recorder approach volume counts conducted by Traffic Data Collection, LLC for above local intersections. Traffic studies were conducted this week from Monday (9/24) through Thursday (9/27). Traffic reports have been processed into 15 & 60 minute aggregate summaries with peak hours and exported into Universal Traffic Data Format (UTDF). Traffic studies were performed with latest Jamar High Speed Flex ATR's.

Please contact me at (248) 342-3933 if you have any questions regarding this information, or if I can provide you with any additional processing of the electronic count data to assist you with completion of your project.

Thank you for using our traffic services.

Sincerely,



Marc G. Matich
Principal

MGM/dmm

Attachments: Reports

D:\TDC\Clients\City of Birmingham\Oak & Glenhurst Counts_2018\Birmingham Oak & Glenhurst_CoverLt_9-28-18.docx

September 28, 2018

**Index: Traffic Counts for City of Birmingham Police Department
Local Intersections Traffic Studies
Oakland County, MI.
Monday, September 24, 2018 through Thursday September 27, 2018**

Count No.	Location
-----------	----------

8 – 48 hour automatic traffic recorder intersection approach volume counts conducted for the following site locations:

ATR_1	Oak Ave. & N. Glenhurst Dr. (SB, WB, NB & EB)
ATR_2	Raynale St. & N. Glenhurst Dr. (SB, WB, NB & EB)

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 1 Lane

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department

tdc

ATR_1 Oak & Glenhurst_EB
Oak Ave.
(200' West of N. Glenhurst Dr.)
Station ID: Eastbound
Site Code: ATR 1 EB
Date Start: 24-Sep-18

Start Time	Mon 24-Sep-18	<-----Quarter		Hour----->		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		*	*	*	*	*	
01:00		*	*	*	*	*	
02:00		*	*	*	*	*	
03:00		*	*	*	*	*	
04:00		*	*	*	*	*	
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	*	*	*	*	
11:00		12	10	18	22	62	
12:00 PM		13	15	14	21	63	
01:00		16	17	11	14	58	
02:00		15	14	9	18	56	
03:00		28	33	20	18	99	
04:00		20	35	27	19	101	
05:00		23	30	29	29	111	
06:00		23	24	12	16	75	
07:00		10	9	8	12	39	
08:00		8	5	6	4	23	
09:00		7	0	6	4	17	
10:00		2	3	0	2	7	
11:00		2	0	0	1	3	
Day Total						714	

Traffic Data Collection, LLC

Page 2

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 1 Lane

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department

tdc

ATR_1 Oak & Glenhurst_EB
Oak Ave.
(200' West of N. Glenhurst Dr.)
Station ID: Eastbound
Site Code: ATR 1 EB
Date Start: 24-Sep-18

Start Time	Tue 25-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		0	0	0	0	0	
01:00		0	0	0	0	0	
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		0	0	0	2	2	
05:00		0	0	2	2	4	
06:00		2	6	8	12	28	
07:00		12	21	32	56	121	
08:00		62	48	75	38	223	
09:00		21	20	21	16	78	
10:00		8	10	9	13	40	
11:00		19	23	33	31	106	
12:00 PM		17	20	13	16	66	
01:00		13	12	13	12	50	
02:00		8	15	12	23	58	
03:00		24	21	26	17	88	
04:00		15	18	17	26	76	
05:00		22	19	16	19	76	
06:00		24	23	13	14	74	
07:00		13	13	13	11	50	
08:00		8	6	6	7	27	
09:00		6	3	3	2	14	
10:00		7	1	1	2	11	
11:00		1	0	0	0	1	
Day Total						1193	

Traffic Data Collection, LLC

Page 3

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 1 Lane

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_1 Oak & Glenhurst_EB
Oak Ave.
(200' West of N. Glenhurst Dr.)
Station ID: Eastbound
Site Code: ATR 1 EB
Date Start: 24-Sep-18

Start Time	Wed 26-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		0	0	0	0	0	
01:00		0	0	0	0	0	
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		0	0	0	2	2	
05:00		0	0	3	3	6	
06:00		4	3	6	11	24	
07:00		14	23	37	51	125	
08:00		58	46	79	28	211	
09:00		30	19	20	26	95	
10:00		13	20	26	13	72	
11:00		16	16	26	17	75	
12:00 PM		19	13	16	15	63	
01:00		22	15	11	14	62	
02:00		21	13	23	28	85	
03:00		28	42	30	23	123	
04:00		17	33	20	24	94	
05:00		30	30	29	32	121	
06:00		38	22	18	19	97	
07:00		27	18	11	6	62	
08:00		5	7	8	3	23	
09:00		8	3	4	3	18	
10:00		3	0	3	1	7	
11:00		1	1	0	2	4	
Day Total						1369	

Traffic Data Collection, LLC

Page 4

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 1 Lane

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_1 Oak & Glenhurst_EB
Oak Ave.
(200' West of N. Glenhurst Dr.)
Station ID: Eastbound
Site Code: ATR 1 EB
Date Start: 24-Sep-18

Start Time	Thu 27-Sep-18	<-----Quarter		Hour----->		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		0	0	0	0	0	
01:00		0	0	0	1	1	
02:00		0	0	0	1	1	
03:00		0	0	0	0	0	
04:00		0	0	0	2	2	
05:00		1	1	0	1	3	
06:00		2	4	4	9	19	
07:00		7	13	29	72	121	
08:00		65	60	75	33	233	
09:00		19	23	15	20	77	
10:00		10	13	11	18	52	
11:00		17	11	15	16	59	
12:00 PM		23	13	21	12	69	
01:00		9	16	17	11	53	
02:00		16	13	13	20	62	
03:00		36	48	43	25	152	
04:00		20	*	*	*	20	
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	*	*	*	*	
11:00		*	*	*	*	*	
Day Total						924	
Total						4200	
ADT		ADT 1,261	AADT 1,261				

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study

Type: 48 Hr. ATR Approach Volume Count

Weather: Sunny/Cldy/Rain Tues. 70's Degs.

Count By: M.Match Pav't: Asphalt 1 Lane

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_1 Oak & Glenhurst_EB

Oak Ave.

(200' West of N. Glenhurst Dr.)

Station ID: Eastbound

Site Code: ATR 1 EB

Date Start: 24-Sep-18

Start Time	Mon 24-Sep-18	Tue	Wed	Thu	Fri	Average Day	Sat	Sun	Week Average
12:00 AM	*	0	0	0	*	0	*	*	0
01:00	*	0	0	1	*	0	*	*	0
02:00	*	0	0	1	*	0	*	*	0
03:00	*	0	0	0	*	0	*	*	0
04:00	*	2	2	2	*	2	*	*	2
05:00	*	4	6	3	*	4	*	*	4
06:00	*	28	24	19	*	24	*	*	24
07:00	*	121	125	121	*	122	*	*	122
08:00	*	223	211	233	*	222	*	*	222
09:00	*	78	95	77	*	83	*	*	83
10:00	*	40	72	52	*	55	*	*	55
11:00	62	106	75	59	*	76	*	*	76
12:00 PM	63	66	63	69	*	65	*	*	65
01:00	58	50	62	53	*	56	*	*	56
02:00	56	58	85	62	*	65	*	*	65
03:00	99	88	123	152	*	116	*	*	116
04:00	101	76	94	*	*	90	*	*	90
05:00	111	76	121	*	*	103	*	*	103
06:00	75	74	97	*	*	82	*	*	82
07:00	39	50	62	*	*	50	*	*	50
08:00	23	27	23	*	*	24	*	*	24
09:00	17	14	18	*	*	16	*	*	16
10:00	7	11	7	*	*	8	*	*	8
11:00	3	1	4	*	*	3	*	*	3
Total	714	1193	1369	904	0	1266	0	0	1266

% Avg. WkDay 56.4% 94.2% 108.1% 71.4% 0.0% 100.0%

% Avg. Week 56.4% 94.2% 108.1% 71.4% 0.0% 100.0% 0.0% 0.0%

AM Peak	11:00	08:00	08:00	08:00	-	-	08:00	-	-	-	-	08:00	-	-
Vol.	62	223	211	233	-	-	222	-	-	-	-	222	-	-
PM Peak	17:00	15:00	15:00	15:00	-	-	15:00	-	-	-	-	15:00	-	-
Vol.	111	88	123	152	-	-	116	-	-	-	-	116	-	-
Total	714	1193	1369	904	0	-	1266	-	-	0	0	1266	-	-

ADT ADT 1,261 AADT 1,261

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_1 Oak & Glenhurst_NB
N. Glenhurst Dr.
(250' South of Oak Ave.)
Station ID: 2 Way Volume Ct.
Site Code: ATR 1 NB
Date Start: 24-Sep-18

Start Time	24-Sep-18 Mon	SB	NB	Combined Total	
12:00 AM		*	*	*	
01:00		*	*	*	
02:00		*	*	*	
03:00		*	*	*	
04:00		*	*	*	
05:00		*	*	*	
06:00		*	*	*	
07:00		*	*	*	
08:00		*	*	*	
09:00		*	*	*	
10:00		*	*	*	
11:00		*	*	*	
12:00 PM		13	19	32	
01:00		15	15	30	
02:00		11	16	27	
03:00		13	26	39	
04:00		26	39	65	
05:00		22	20	42	
06:00		20	11	31	
07:00		11	8	19	
08:00		10	5	15	
09:00		6	2	8	
10:00		4	2	6	
11:00		1	0	1	
Total		152	163		
Percent		48.3%	51.7%		

Traffic Data Collection, LLC

Page 2

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_1 Oak & Glenhurst_NB
N. Glenhurst Dr.
(250' South of Oak Ave.)
Station ID: 2 Way Volume Ct.
Site Code: ATR 1 NB
Date Start: 24-Sep-18

Start Time	25-Sep-18 Tue	SB	NB	Combined Total	
12:00 AM		1	0	1	█
01:00		0	0	0	
02:00		0	0	0	
03:00		0	0	0	
04:00		0	0	0	
05:00		0	2	2	█
06:00		4	3	7	██
07:00		24	9	33	██████████
08:00		20	27	47	██████████████
09:00		20	44	64	██████████████████
10:00		13	17	30	██████████
11:00		19	25	44	██████████████
12:00 PM		23	39	62	██████████████████
01:00		14	16	30	██████████
02:00		10	17	27	██████████
03:00		10	13	23	██████████
04:00		18	17	35	██████████████
05:00		14	16	30	██████████████
06:00		20	13	33	██████████████
07:00		13	7	20	██████████
08:00		12	7	19	██████████
09:00		8	6	14	██████████
10:00		0	2	2	█
11:00		0	3	3	█
Total		243	283		
Percent		46.2%	53.8%		

Traffic Data Collection, LLC

Page 3

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_1 Oak & Glenhurst_NB
N. Glenhurst Dr.
(250' South of Oak Ave.)
Station ID: 2 Way Volume Ct.
Site Code: ATR 1 NB
Date Start: 24-Sep-18

Start Time	26-Sep-18 Wed	SB	NB	Combined Total	
12:00 AM		1	0	1	█
01:00		1	0	1	█
02:00		0	1	1	█
03:00		0	0	0	
04:00		0	0	0	
05:00		1	2	3	██
06:00		6	4	10	████
07:00		27	11	38	██████████
08:00		25	28	53	██████████████
09:00		25	41	66	██████████████████
10:00		19	5	24	████████
11:00		23	14	37	██████████
12:00 PM		20	19	39	██████████
01:00		11	11	22	██████
02:00		5	8	13	████
03:00		22	33	55	██████████████
04:00		20	24	44	██████████
05:00		25	8	33	████████
06:00		22	20	42	██████████
07:00		15	22	37	██████████
08:00		9	13	22	██████
09:00		6	7	13	████
10:00		5	5	10	████
11:00		3	0	3	█
Total		291	276		
Percent		51.3%	48.7%		

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M.Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_1 Oak & Glenhurst_NB
N. Glenhurst Dr.
(250' South of Oak Ave.
Station ID: 2 Way Volume CL
Site Code: ATR 1 NB
Date Start: 24-Sep-18

Start Time	24-Sep-18		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	.	.	1	0	1	0	0	1	.	.	1	0	.	.	.	.
01:00	.	.	0	0	1	0	2	1	.	.	1	0	.	.	.	.
02:00	.	.	0	0	0	1	0	0	.	.	0	0	.	.	.	.
03:00	.	.	0	0	0	0	0	1	.	.	0	0	.	.	.	.
04:00	.	.	0	0	0	0	0	0	.	.	0	0	.	.	.	.
05:00	.	.	0	2	1	2	2	3	.	.	1	2	.	.	.	.
06:00	.	.	4	3	6	4	1	0	.	.	4	2	.	.	.	.
07:00	.	.	24	9	27	11	14	14	.	.	22	11	.	.	.	.
08:00	.	.	20	27	25	28	31	24	.	.	25	26	.	.	.	.
09:00	.	.	20	44	25	41	25	39	.	.	23	41	.	.	.	.
10:00	.	.	13	17	19	5	14	12	.	.	15	11	.	.	.	.
11:00	.	.	19	25	23	14	16	15	.	.	19	18	.	.	.	.
12:00 PM	13	19	23	39	20	19	24	26	.	.	20	26	.	.	.	.
01:00	15	15	14	16	11	11	18	13	.	.	14	14	.	.	.	.
02:00	11	16	10	17	5	8	17	8	.	.	11	12	.	.	.	.
03:00	13	26	10	13	22	33	30	18	.	.	19	22	.	.	.	.
04:00	28	39	18	17	20	24	.	.	.	.	21	27	.	.	.	.
05:00	22	20	14	18	25	8	.	.	.	.	20	15	.	.	.	.
06:00	20	11	20	13	22	20	.	.	.	.	21	15	.	.	.	.
07:00	11	8	13	7	15	22	.	.	.	.	13	12	.	.	.	.
08:00	10	5	12	7	9	13	.	.	.	.	10	8	.	.	.	.
09:00	6	2	8	6	6	7	.	.	.	.	7	5	.	.	.	.
10:00	4	2	0	2	5	5	.	.	.	.	3	3	.	.	.	.
11:00	1	0	0	3	3	0	.	.	.	.	1	1	.	.	.	.
Total	152	163	243	283	291	276	194	175	0	0	271	271	0	0	0	0
Day	315		526		567		369		0		542		0		0	
AM Peak	-	-	07:00	09:00	07:00	09:00	08:00	09:00	-	-	08:00	09:00	-	-	-	-
Vol.	-	-	24	44	27	41	31	39	-	-	25	41	-	-	-	-
PM Peak	16:00	16:00	12:00	12:00	17:00	15:00	15:00	12:00	-	-	16:00	16:00	-	-	-	-
Vol.	26	39	23	39	25	33	30	26	-	-	21	27	-	-	-	-

Comb. Total	315	526	567	369	0	542	0	0
ADT	ADT 546	AADT 546						

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_1 Oak & Glenhurst_SB
N. Glenhurst Dr.
(225' North of Oak Ave.
Station ID: Southbound
Site Code: ATR 1 SB
Date Start: 24-Sep-18

Start Time	Mon 24-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		*	*	*	*	*	
01:00		*	*	*	*	*	
02:00		*	*	*	*	*	
03:00		*	*	*	*	*	
04:00		*	*	*	*	*	
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	*	*	*	*	
11:00		1	2	6	3	12	
12:00 PM		4	4	5	2	15	
01:00		3	7	3	4	17	
02:00		7	3	6	3	19	
03:00		7	6	7	21	41	
04:00		15	8	5	7	35	
05:00		4	6	6	3	19	
06:00		5	5	3	3	16	
07:00		4	4	4	3	15	
08:00		1	1	3	1	6	
09:00		2	1	0	0	3	
10:00		1	0	0	0	1	
11:00		0	0	1	0	1	
Day Total						200	

Traffic Data Collection, LLC

Page 2

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_1 Oak & Glenhurst_SB
N. Glenhurst Dr.
(225' North of Oak Ave.)
Station ID: Southbound
Site Code: ATR 1 SB
Date Start: 24-Sep-18

Start Time	Tue 25-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		0	0	0	0	0	
01:00		0	0	0	0	0	
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		1	0	0	0	1	■
05:00		0	0	0	0	0	
06:00		0	4	0	6	10	■■■■■
07:00		3	7	6	5	21	■■■■■■■
08:00		5	3	9	7	24	■■■■■■■■■
09:00		5	9	4	0	18	■■■■■■■
10:00		2	0	1	0	3	■
11:00		6	6	7	8	27	■■■■■■■■■
12:00 PM		12	4	2	4	22	■■■■■■■■■
01:00		4	2	9	2	17	■■■■■■■
02:00		3	5	6	5	19	■■■■■■■
03:00		1	1	5	3	10	■■■
04:00		3	6	2	7	18	■■■■■■■
05:00		11	5	4	8	28	■■■■■■■■■■
06:00		3	6	5	5	19	■■■■■■■
07:00		1	2	3	4	10	■■■■
08:00		4	2	3	5	14	■■■■■
09:00		2	3	2	0	7	■■■
10:00		1	0	0	1	2	■
11:00		0	0	1	0	1	■
Day Total						271	

Traffic Data Collection, LLC

Page 3

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_1 Oak & Glenhurst_SB
N. Glenhurst Dr.
(225' North of Oak Ave.
Station ID: Southbound
Site Code: ATR 1 SB
Date Start: 24-Sep-18

Start Time	Wed 26-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		0	0	0	0	0	
01:00		1	0	0	0	1	|
02:00		0	0	0	0	0	
03:00		0	0	0	1	1	|
04:00		0	0	0	0	0	
05:00		2	0	1	3	6	■
06:00		1	2	3	2	8	■
07:00		9	11	3	6	29	■
08:00		7	5	9	11	32	■
09:00		3	8	7	4	22	■
10:00		3	5	6	1	15	■
11:00		3	7	6	2	18	■
12:00 PM		4	5	5	5	19	■
01:00		5	4	3	5	17	■
02:00		2	4	9	5	20	■
03:00		12	6	7	5	30	■
04:00		5	4	2	3	14	■
05:00		2	7	9	4	22	■
06:00		8	6	2	4	20	■
07:00		5	5	1	4	15	■
08:00		0	2	3	0	5	■
09:00		3	3	3	2	11	■
10:00		1	3	0	3	7	■
11:00		0	1	0	0	1	|
Day Total						313	

Traffic Data Collection, LLC

Page 4

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_1 Oak & Glenhurst_SB
N. Glenhurst Dr.
(225' North of Oak Ave.
Station ID: Southbound
Site Code: ATR 1 SB
Date Start: 24-Sep-18

Start Time	Thu 27-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		0	0	0	0	0	
01:00		3	0	0	0	3	■
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		0	0	0	2	2	■
05:00		0	0	0	1	1	|
06:00		1	0	1	3	5	■
07:00		3	4	10	10	27	■
08:00		7	6	11	8	32	■
09:00		7	10	6	14	37	■
10:00		4	8	5	6	23	■
11:00		0	4	3	6	13	■
12:00 PM		6	13	8	2	29	■
01:00		8	4	4	7	23	■
02:00		5	4	3	8	20	■
03:00		6	10	15	13	44	■
04:00		5	*	*	*	5	■
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	*	*	*	*	
11:00		*	*	*	*	*	
Day Total						264	
Total						1048	
ADT	ADT 310	AADT 310					

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M.Match Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_1 Oak & Glenhurst_SB
N. Glenhurst Dr.
(225' North of Oak Ave.
Station ID: Southbound
Site Code: ATR 1 SB
Date Start: 24-Sep-18

Start Time	Mon 24-Sep-18	Tue	Wed	Thu	Fri	Average Day	Sat	Sun	Week Average
12:00 AM	*	0	0	0	*	0	*	*	0
01:00	*	0	1	3	*	1	*	*	1
02:00	*	0	0	0	*	0	*	*	0
03:00	*	0	1	0	*	0	*	*	0
04:00	*	1	0	2	*	1	*	*	1
05:00	*	0	6	1	*	2	*	*	2
06:00	*	10	8	5	*	8	*	*	8
07:00	*	21	29	27	*	26	*	*	26
08:00	*	24	32	32	*	29	*	*	29
09:00	*	18	22	37	*	26	*	*	26
10:00	*	3	15	23	*	14	*	*	14
11:00	12	27	18	13	*	18	*	*	18
12:00 PM	15	22	19	29	*	21	*	*	21
01:00	17	17	17	23	*	18	*	*	18
02:00	19	19	20	20	*	20	*	*	20
03:00	41	10	30	44	*	31	*	*	31
04:00	35	18	14	*	*	22	*	*	22
05:00	19	28	22	*	*	23	*	*	23
06:00	16	19	20	*	*	18	*	*	18
07:00	15	10	15	*	*	13	*	*	13
08:00	6	14	5	*	*	8	*	*	8
09:00	3	7	11	*	*	7	*	*	7
10:00	1	2	7	*	*	3	*	*	3
11:00	1	1	1	*	*	1	*	*	1
Total	200	271	313	259	0	310	0	0	310

% Avg. WkDay	64.5%	87.4%	101.0%	83.5%	0.0%	100.0%			
% Avg. Week	64.5%	87.4%	101.0%	83.5%	0.0%	100.0%	0.0%	0.0%	
AM Peak	11:00	11:00	08:00	09:00	-	-	08:00	-	-
Vol.	12	27	32	37	-	-	29	-	-
PM Peak	15:00	17:00	15:00	15:00	-	-	15:00	-	-
Vol.	41	28	30	44	-	-	31	-	-
Total	200	271	313	259	0	310	0	0	310

ADT ADT 310 AADT 310

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Concrete 1 Lane

tdccounts.com













Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department

TDc

ATR_1 Oak & Glenhurst_WB
Oak Ave.
(175' East of N. Glenhurst Dr.)
Station ID: Westbound
Site Code: ATR 1 WB
Date Start: 24-Sep-18

Start Time	Mon 24-Sep-18	<-----Quarter		Hour----->		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		*	*	*	*	*	
01:00		*	*	*	*	*	
02:00		*	*	*	*	*	
03:00		*	*	*	*	*	
04:00		*	*	*	*	*	
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	*	*	*	*	
11:00		21	29	14	8	72	
12:00 PM		9	12	11	8	40	
01:00		15	14	20	13	62	
02:00		17	11	12	16	56	
03:00		14	16	38	29	97	
04:00		30	23	24	29	106	
05:00		23	29	22	16	90	
06:00		25	20	15	17	77	
07:00		13	13	12	15	53	
08:00		14	5	14	3	36	
09:00		5	8	3	2	18	
10:00		2	2	0	5	9	
11:00		1	0	1	0	2	
Day Total						718	

Traffic Data Collection, LLC

Page 2

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M.Matich Pav't: Concrete 1 Lane

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_1 Oak & Glenhurst_WB
Oak Ave.
(175' East of N. Glenhurst Dr.)
Station ID: Westbound
Site Code: ATR 1 WB
Date Start: 24-Sep-18

Start Time	Tue 25-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		0	1	1	1	3	
01:00		0	0	0	0	0	
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		0	0	0	0	0	
05:00		0	0	1	1	2	
06:00		5	0	5	3	13	
07:00		14	22	16	23	75	
08:00		32	11	7	11	61	
09:00		12	15	19	9	55	
10:00		9	9	22	16	56	
11:00		17	22	19	29	87	
12:00 PM		23	15	15	15	68	
01:00		17	12	15	10	54	
02:00		11	20	14	20	65	
03:00		15	16	25	15	71	
04:00		19	18	21	14	72	
05:00		19	20	30	21	90	
06:00		28	31	21	17	97	
07:00		12	13	16	23	64	
08:00		12	13	9	12	46	
09:00		6	9	12	4	31	
10:00		2	3	1	3	9	
11:00		0	1	1	1	3	
Day Total						1022	

Traffic Data Collection, LLC

Page 3

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M.Match Pav't: Concrete 1 Lane

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_1 Oak & Glenhurst_WB
Oak Ave.
(175' East of N. Glenhurst Dr.)
Station ID: Westbound
Site Code: ATR 1 WB
Date Start: 24-Sep-18

Start Time	Wed 26-Sep-18	←Quarter→		Hour→		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		1	0	1	0	2	|
01:00		1	0	0	0	1	
02:00		0	0	0	1	1	|
03:00		0	0	0	0	0	
04:00		0	0	0	0	0	
05:00		1	0	1	0	2	
06:00		1	1	4	9	15	████████
07:00		14	11	19	17	61	████████████████
08:00		32	24	22	34	112	████████████████████████████
09:00		35	20	17	12	84	████████████████████████
10:00		16	16	18	16	66	████████████████████
11:00		18	14	10	14	56	██████████████████
12:00 PM		16	24	17	22	79	████████████████████
01:00		12	14	10	26	62	██████████████████
02:00		11	13	21	16	61	██████████████████
03:00		19	25	36	33	113	████████████████████████████
04:00		21	39	31	27	118	████████████████████████████
05:00		31	25	29	29	114	████████████████████████████
06:00		20	18	24	11	73	████████████████████
07:00		14	12	15	10	51	██████████████████
08:00		8	12	5	8	33	██████████
09:00		12	4	7	4	27	████████
10:00		2	4	0	2	8	██
11:00		1	1	1	0	3	|
Day Total						1142	

Traffic Data Collection, LLC

Page 4

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Concrete 1 Lane

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department

tdc

ATR_1 Oak & Glenhurst_WB
Oak Ave.
(175' East of N. Glenhurst Dr.)
Station ID: Westbound
Site Code: ATR 1 WB
Date Start: 24-Sep-18

Start Time	Thu 27-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		2	1	0	1	4	
01:00		0	0	0	1	1	
02:00		0	0	0	0	0	
03:00		0	1	0	0	1	
04:00		1	0	0	0	1	
05:00		1	0	1	0	2	
06:00		2	2	3	5	12	
07:00		9	13	21	31	74	
08:00		35	21	19	19	94	
09:00		16	19	12	17	64	
10:00		14	9	10	17	50	
11:00		15	20	18	17	70	
12:00 PM		20	21	20	13	74	
01:00		13	11	15	10	49	
02:00		14	15	19	21	69	
03:00		20	28	41	37	126	
04:00		*	*	*	*	*	
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	*	*	*	*	
11:00		*	*	*	*	*	
Day Total						691	
Total						3573	
ADT	ADT 1,066	AADT 1,066					

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Concrete 1 Lane

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department

tdc

ATR_1 Oak & Glenhurst_WB
Oak Ave.
(175' East of N. Glenhurst Dr.)
Station ID: Westbound
Site Code: ATR 1 WB
Date Start: 24-Sep-18

Start Time	Mon 24-Sep-18	Tue	Wed	Thu	Fri	Average Day	Sat	Sun	Week Average
12:00 AM	*	3	2	4	*	3	*	*	3
01:00	*	0	1	1	*	1	*	*	1
02:00	*	0	1	0	*	0	*	*	0
03:00	*	0	0	1	*	0	*	*	0
04:00	*	0	0	1	*	0	*	*	0
05:00	*	2	2	2	*	2	*	*	2
06:00	*	13	15	12	*	13	*	*	13
07:00	*	75	61	74	*	70	*	*	70
08:00	*	61	112	94	*	89	*	*	89
09:00	*	55	84	64	*	68	*	*	68
10:00	*	56	66	50	*	57	*	*	57
11:00	72	87	56	70	*	71	*	*	71
12:00 PM	40	68	79	74	*	65	*	*	65
01:00	62	54	62	49	*	57	*	*	57
02:00	56	65	61	69	*	63	*	*	63
03:00	97	71	113	126	*	102	*	*	102
04:00	106	72	118	*	*	99	*	*	99
05:00	90	90	114	*	*	98	*	*	98
06:00	77	97	73	*	*	82	*	*	82
07:00	53	64	51	*	*	56	*	*	56
08:00	36	46	33	*	*	38	*	*	38
09:00	18	31	27	*	*	25	*	*	25
10:00	9	9	8	*	*	9	*	*	9
11:00	2	3	3	*	*	3	*	*	3
Total	718	1022	1142	691	0	1071	0	0	1071
% Avg. WkDay	67.0%	95.4%	106.6%	64.5%	0.0%	100.0%			
% Avg. Week	67.0%	95.4%	106.6%	64.5%	0.0%	100.0%	0.0%	0.0%	
AM Peak	11:00	11:00	08:00	08:00	-	08:00	-	-	08:00
Vol.	72	87	112	94	-	89	-	-	89
PM Peak	16:00	18:00	16:00	15:00	-	15:00	-	-	15:00
Vol.	106	97	118	126	-	102	-	-	102
Total	718	1022	1142	691	0	1071	0	0	1071
ADT	ADT 1,066		AADT 1,066						

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study

tdccounts.com

Type: 48 Hr. ATR Approach Volume Count

Phone: (586) 786-5407

Weather: Sunny/Cldy./Rain Tues. 70's Degs.

Traffic Study Performed For:

Count By: M. Matich Pav't: Asphalt 2 Lanes

City of Birmingham Police Department

ATR_2 Raynale & Glenhurst_EB

Raynale St.

(150' West of N. Glenhurst Dr.)

Station ID: Eastbound

Site Code: ATR 2 EB

Date Start: 24-Sep-18

Start Time	Mon 24-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		*	*	*	*	*	
01:00		*	*	*	*	*	
02:00		*	*	*	*	*	
03:00		*	*	*	*	*	
04:00		*	*	*	*	*	
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	*	*	*	*	
11:00		*	*	*	*	*	
12:00 PM		4	3	3	3	13	
01:00		2	3	1	0	6	
02:00		2	6	3	0	11	
03:00		5	4	12	18	39	
04:00		8	5	3	2	18	
05:00		5	3	6	5	19	
06:00		2	5	5	0	12	
07:00		1	2	2	1	6	
08:00		3	1	0	1	5	
09:00		3	0	3	0	6	
10:00		0	0	1	0	1	
11:00		0	0	0	0	0	
Day Total						136	

Traffic Data Collection, LLC

Page 2

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst_EB
Raynale St.
(150' West of N. Glenhurst Dr.)
Station ID: Eastbound
Site Code: ATR 2 EB
Date Start: 24-Sep-18

Start Time	Tue 25-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		0	0	0	0	0	
01:00		0	0	0	0	0	
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		0	0	0	0	0	
05:00		0	0	0	0	0	
06:00		0	0	1	1	2	
07:00		2	3	0	4	9	
08:00		10	4	10	3	27	
09:00		2	1	1	6	10	
10:00		3	1	2	2	8	
11:00		4	2	6	9	21	
12:00 PM		6	4	3	2	15	
01:00		2	1	4	0	7	
02:00		1	1	5	1	8	
03:00		3	2	3	2	10	
04:00		2	3	5	5	15	
05:00		8	2	2	1	13	
06:00		1	2	2	4	9	
07:00		2	0	2	3	7	
08:00		0	0	0	0	0	
09:00		1	1	0	0	2	
10:00		0	0	1	0	1	
11:00		0	0	0	0	0	
Day Total						164	

Traffic Data Collection, LLC

Page 3

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst_EB
Raynale St.
(150' West of N. Glenhurst Dr.)
Station ID: Eastbound
Site Code: ATR 2 EB
Date Start: 24-Sep-18

Start Time	Wed 26-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		0	1	0	0	1	■
01:00		0	0	0	0	0	
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		0	0	0	0	0	
05:00		0	0	0	0	0	
06:00		0	0	0	3	3	■
07:00		3	3	2	6	14	■■■■
08:00		9	2	10	5	26	■■■■■■■■■■
09:00		3	3	0	1	7	■■■
10:00		2	2	0	1	5	■■■
11:00		3	2	1	9	15	■■■■■
12:00 PM		2	4	2	3	11	■■■■
01:00		3	5	1	4	13	■■■■■
02:00		1	4	6	2	13	■■■■■
03:00		7	7	9	5	28	■■■■■■■■■■■■
04:00		3	6	3	1	13	■■■■■
05:00		6	1	4	5	16	■■■■■
06:00		6	4	7	4	21	■■■■■■■
07:00		3	7	2	1	13	■■■■■
08:00		3	2	0	1	6	■■■
09:00		0	3	0	1	4	■■■
10:00		0	0	0	0	0	
11:00		0	1	0	1	2	■
Day Total						211	

Traffic Data Collection, LLC

Page 4

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst_EB
Raynale St.
(150' West of N. Glenhurst Dr.)
Station ID: Eastbound
Site Code: ATR 2 EB
Date Start: 24-Sep-18

Start Time	Thu 27-Sep-18	<-----Quarter		Hour----->		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		0	0	0	0	0	
01:00		0	0	0	0	0	
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		0	0	0	0	0	
05:00		0	0	0	0	0	
06:00		0	0	0	0	0	
07:00		0	1	1	7	9	
08:00		8	3	8	3	22	
09:00		2	1	2	1	6	
10:00		2	3	0	1	6	
11:00		1	0	0	2	3	
12:00 PM		3	1	0	2	6	
01:00		5	4	2	5	16	
02:00		6	3	2	4	15	
03:00		3	10	14	14	41	
04:00		0	7	*	*	7	
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	*	*	*	*	
11:00		*	*	*	*	*	
Day Total						131	
Total						642	
ADT		ADT 188		AADT 188			

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst_EB
Raynale St.
(150' West of N. Glenhurst Dr.)
Station ID: Eastbound
Site Code: ATR 2 EB
Date Start: 24-Sep-18

Start Time	Mon 24-Sep-18	Tue	Wed	Thu	Fri	Average Day	Sat	Sun	Week Average
12:00 AM	*	0	1	0	*	0	*	*	0
01:00	*	0	0	0	*	0	*	*	0
02:00	*	0	0	0	*	0	*	*	0
03:00	*	0	0	0	*	0	*	*	0
04:00	*	0	0	0	*	0	*	*	0
05:00	*	0	0	0	*	0	*	*	0
06:00	*	2	3	0	*	2	*	*	2
07:00	*	9	14	9	*	11	*	*	11
08:00	*	27	26	22	*	25	*	*	25
09:00	*	10	7	6	*	8	*	*	8
10:00	*	8	5	6	*	6	*	*	6
11:00	*	21	15	3	*	13	*	*	13
12:00 PM	13	15	11	6	*	11	*	*	11
01:00	6	7	13	16	*	10	*	*	10
02:00	11	8	13	15	*	12	*	*	12
03:00	39	10	28	41	*	30	*	*	30
04:00	18	15	13	*	*	15	*	*	15
05:00	19	13	16	*	*	16	*	*	16
06:00	12	9	21	*	*	14	*	*	14
07:00	6	7	13	*	*	9	*	*	9
08:00	5	0	6	*	*	4	*	*	4
09:00	6	2	4	*	*	4	*	*	4
10:00	1	1	0	*	*	1	*	*	1
11:00	0	0	2	*	*	1	*	*	1
Total	136	164	211	124	0	192	0	0	192
% Avg. WkDay	70.8%	85.4%	109.9%	64.6%	0.0%	100.0%			
% Avg. Week	70.8%	85.4%	109.9%	64.6%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	08:00	08:00	08:00	-	08:00	-	-	08:00
Vol.	-	27	26	22	-	25	-	-	25
PM Peak	15:00	12:00	15:00	15:00	-	15:00	-	-	15:00
Vol.	39	15	28	41	-	30	-	-	30
Total	136	164	211	124	0	192	0	0	192
ADT	ADT 188		AADT 188						

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M. Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst NB
N. Glenhurst Dr.
(150' South of Raynale St.)
Station ID: Northbound
Site Code: ATR 2 NB
Date Start: 24-Sep-18

Start Time	Mon 24-Sep-18	<-----Quarter		Hour----->		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		*	*	*	*	*	
01:00		*	*	*	*	*	
02:00		*	*	*	*	*	
03:00		*	*	*	*	*	
04:00		*	*	*	*	*	
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	*	*	*	*	
11:00		*	1	1	0	2	
12:00 PM		6	2	4	2	14	
01:00		2	1	5	7	15	
02:00		8	0	3	1	12	
03:00		2	4	5	12	23	
04:00		6	4	3	1	14	
05:00		1	6	4	2	13	
06:00		3	5	4	1	13	
07:00		4	0	2	3	9	
08:00		0	0	1	0	1	
09:00		1	0	0	1	2	
10:00		0	0	0	0	0	
11:00		0	0	0	0	0	
Day Total						118	

Traffic Data Collection, LLC

Page 2

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M.Match Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department

TDC

ATR_2 Raynale & Glenhurst_NB
N. Glenhurst Dr.
(150' South of Raynale St.)
Station ID: Northbound
Site Code: ATR 2 NB
Date Start: 24-Sep-18

Start Time	Tue 25-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		1	0	0	0	1	■
01:00		0	0	0	0	0	
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		0	0	0	0	0	
05:00		0	0	0	0	0	
06:00		3	2	1	4	10	■■■■
07:00		3	4	5	1	13	■■■■■
08:00		2	0	1	1	4	■■■
09:00		1	5	5	3	14	■■■■■
10:00		1	0	4	1	6	■■■■
11:00		2	1	4	11	18	■■■■■■■
12:00 PM		9	6	1	0	16	■■■■■■■
01:00		1	3	1	4	9	■■■■■
02:00		2	2	5	3	12	■■■■■
03:00		2	1	5	1	9	■■■■■
04:00		1	5	0	7	13	■■■■■
05:00		4	4	5	8	21	■■■■■■■
06:00		3	2	4	4	13	■■■■■
07:00		1	1	1	2	5	■■■
08:00		1	3	2	4	10	■■■■■
09:00		0	3	1	0	4	■■■
10:00		0	1	1	0	2	■■
11:00		0	0	1	0	1	■
Day Total						181	

Traffic Data Collection, LLC

Page 3

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M.Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst_NB
N. Glenhurst Dr.
(150' South of Raynale St.)
Station ID: Northbound
Site Code: ATR 2 NB
Date Start: 24-Sep-18

Start Time	Wed 26-Sep-18	<-----Quarter		Hour----->		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		0	0	0	0	0	
01:00		1	0	0	0	1	1
02:00		1	0	0	0	1	1
03:00		0	0	0	1	1	1
04:00		0	0	0	1	1	1
05:00		0	0	0	2	2	2
06:00		0	3	2	1	6	6
07:00		6	8	3	3	20	20
08:00		5	3	7	6	21	21
09:00		4	5	1	1	11	11
10:00		1	2	3	1	7	7
11:00		2	2	4	3	11	11
12:00 PM		4	2	7	9	22	22
01:00		2	4	7	4	17	17
02:00		2	2	5	9	18	18
03:00		10	12	6	11	39	39
04:00		6	3	3	4	16	16
05:00		0	1	7	5	13	13
06:00		5	5	8	4	22	22
07:00		6	2	5	4	17	17
08:00		3	2	1	0	6	6
09:00		1	5	3	4	13	13
10:00		0	0	2	1	3	3
11:00		1	0	0	1	2	2
Day Total						270	

Traffic Data Collection, LLC

Page 4

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M.Match Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst NB
N. Glenhurst Dr.
(150' South of Raynale St.)
Station ID: Northbound
Site Code: ATR 2 NB
Date Start: 24-Sep-18

Start Time	Thu 27-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		1	0	0	0	1	■
01:00		1	0	0	0	1	■
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		0	0	0	2	2	■
05:00		0	0	0	1	1	■
06:00		0	0	1	2	3	■
07:00		5	6	4	6	21	■
08:00		4	9	11	8	32	■
09:00		4	6	2	5	17	■
10:00		2	5	1	3	11	■
11:00		2	2	3	5	12	■
12:00 PM		3	15	6	5	29	■
01:00		1	1	2	2	6	■
02:00		5	0	1	6	12	■
03:00		3	7	11	16	37	■
04:00		5	*	*	*	5	■
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	*	*	*	*	
11:00		*	*	*	*	*	
Day Total						190	
Total						759	

ADT

ADT 223

AADT 223

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M.Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst_NB
N. Glenhurst Dr.
(150' South of Raynale St.)
Station ID: Northbound
Site Code: ATR 2 NB
Date Start: 24-Sep-18

Start Time	Mon 24-Sep-18	Tue	Wed	Thu	Fri	Average Day	Sat	Sun	Week Average
12:00 AM	*	1	0	1	*	1	*	*	1
01:00	*	0	1	1	*	1	*	*	1
02:00	*	0	1	0	*	0	*	*	0
03:00	*	0	1	0	*	0	*	*	0
04:00	*	0	1	2	*	1	*	*	1
05:00	*	0	2	1	*	1	*	*	1
06:00	*	10	6	3	*	6	*	*	6
07:00	*	13	20	21	*	18	*	*	18
08:00	*	4	21	32	*	19	*	*	19
09:00	*	14	11	17	*	14	*	*	14
10:00	*	6	7	11	*	8	*	*	8
11:00	*	18	11	12	*	14	*	*	14
12:00 PM	14	16	22	29	*	20	*	*	20
01:00	15	9	17	6	*	12	*	*	12
02:00	12	12	18	12	*	14	*	*	14
03:00	23	9	39	37	*	27	*	*	27
04:00	14	13	16	*	*	14	*	*	14
05:00	13	21	13	*	*	16	*	*	16
06:00	13	13	22	*	*	16	*	*	16
07:00	9	5	17	*	*	10	*	*	10
08:00	1	10	6	*	*	6	*	*	6
09:00	2	4	13	*	*	6	*	*	6
10:00	0	2	3	*	*	2	*	*	2
11:00	0	1	2	*	*	1	*	*	1
Total	116	181	270	185	0	227	0	0	227
% Avg. WkDay	51.1%	79.7%	118.9%	81.5%	0.0%	100.0%			
% Avg. Week	51.1%	79.7%	118.9%	81.5%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	11:00	08:00	08:00	-	-	08:00	-	08:00
Vol.	-	18	21	32	-	-	19	-	19
PM Peak	15:00	17:00	15:00	15:00	-	-	15:00	-	15:00
Vol.	23	21	39	37	-	-	27	-	27
Total	116	181	270	185	0	227	0	0	227
ADT	ADT 223		AADT 223						

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M.Match Pav't: Asphalt 2 Lanes

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Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst_SB
N. Glenhurst Dr.
(150' North of Raynale St.)
Station ID: Southboun
Site Code: ATR 2 SB
Date Start: 24-Sep-18

Start Time	Mon 24-Sep-18	<-----Quarter		Hour----->		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		*	*	*	*	*	
01:00		*	*	*	*	*	
02:00		*	*	*	*	*	
03:00		*	*	*	*	*	
04:00		*	*	*	*	*	
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	*	*	*	*	
11:00		*	*	*	*	*	
12:00 PM		1	0	4	1	6	
01:00		3	3	2	3	11	
02:00		4	2	4	1	11	
03:00		1	0	4	5	10	
04:00		6	6	2	3	17	
05:00		1	5	3	1	10	
06:00		1	1	2	1	5	
07:00		3	1	2	1	7	
08:00		0	2	1	0	3	
09:00		2	1	0	1	4	
10:00		1	0	0	0	1	
11:00		0	0	0	0	0	
Day Total						85	

Traffic Data Collection, LLC

Page 2

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M.Match Pav't: Asphalt 2 Lanes

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Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst_SB
N. Glenhurst Dr.
(150' North of Raynale St.)
Station ID: Southboun
Site Code: ATR 2 SB
Date Start: 24-Sep-18

Start Time	Tue 25-Sep-18	<-----Quarter		Hour----->		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		1	0	0	0	1	
01:00		0	0	0	0	0	
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		0	0	0	0	0	
05:00		0	0	0	0	0	
06:00		0	0	2	2	4	
07:00		4	1	4	2	11	
08:00		1	3	1	0	5	
09:00		0	0	0	0	0	
10:00		0	0	0	0	0	
11:00		0	1	0	4	5	
12:00 PM		1	0	1	2	4	
01:00		2	2	3	2	9	
02:00		1	0	3	2	6	
03:00		0	3	3	1	7	
04:00		1	2	0	5	8	
05:00		6	2	3	5	16	
06:00		0	2	4	0	6	
07:00		1	1	0	1	3	
08:00		1	1	2	0	4	
09:00		0	1	0	0	1	
10:00		0	1	0	0	1	
11:00		0	0	1	0	1	
Day Total						92	

Traffic Data Collection, LLC

Page 3

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M.Matich Pav't: Asphalt 2 Lanes

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Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst_SB
N. Glenhurst Dr.
(150' North of Raynale St.)
Station ID: Southboun
Site Code: ATR 2 SB
Date Start: 24-Sep-18

Start Time	Wed 26-Sep-18	<-----Quarter		Hour----->		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		0	0	0	0	0	
01:00		1	0	0	0	1	■
02:00		0	0	0	0	0	
03:00		0	0	0	1	1	■
04:00		0	0	0	1	1	■
05:00		0	0	0	0	0	
06:00		0	1	0	1	2	■
07:00		1	7	1	1	10	■■■■■
08:00		3	0	0	5	8	■■■■■
09:00		0	2	0	1	3	■■■
10:00		0	0	0	0	0	
11:00		0	0	2	0	2	■■
12:00 PM		2	2	0	3	7	■■■■■
01:00		2	0	1	3	6	■■■■■
02:00		0	1	4	3	8	■■■■■
03:00		5	3	3	1	12	■■■■■
04:00		0	0	3	3	6	■■■■■
05:00		5	4	3	2	14	■■■■■
06:00		4	3	3	2	12	■■■■■
07:00		1	0	0	2	3	■■■
08:00		1	2	0	0	3	■■■
09:00		3	2	0	0	5	■■■
10:00		0	0	1	3	4	■■■
11:00		0	0	0	0	0	
Day Total						108	

Traffic Data Collection, LLC

Page 4

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M.Match Pav't: Asphalt 2 Lanes

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Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst_SB
N. Glenhurst Dr.
(150' North of Raynale St.)
Station ID: Southboun
Site Code: ATR 2 SB
Date Start: 24-Sep-18

Start Time	Thu 27-Sep-18	←-----Quarter		Hour----->		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		0	0	0	0	0	
01:00		2	0	0	0	2	
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		0	0	0	0	0	
05:00		0	0	0	1	1	
06:00		0	0	0	2	2	
07:00		2	1	5	5	13	
08:00		3	1	4	5	13	
09:00		2	1	1	3	7	
10:00		1	4	0	3	8	
11:00		3	3	3	3	12	
12:00 PM		0	6	3	2	11	
01:00		2	5	2	4	13	
02:00		3	2	0	2	7	
03:00		1	4	4	6	15	
04:00		2	*	*	*	2	
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	*	*	*	*	
11:00		*	*	*	*	*	
Day Total						106	
Total						391	
ADT		ADT 116		AADT 116			

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M.Match Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst_SB
N. Glenhurst Dr.
(150' North of Raynale St.)
Station ID: Southbound
Site Code: ATR 2 SB
Date Start: 24-Sep-18

Start Time	Mon 24-Sep-18	Tue	Wed	Thu	Fri	Average Day	Sat	Sun	Week Average
12:00 AM	*	1	0	0	*	0	*	*	0
01:00	*	0	1	2	*	1	*	*	1
02:00	*	0	0	0	*	0	*	*	0
03:00	*	0	1	0	*	0	*	*	0
04:00	*	0	1	0	*	0	*	*	0
05:00	*	0	0	1	*	0	*	*	0
06:00	*	4	2	2	*	3	*	*	3
07:00	*	11	10	13	*	11	*	*	11
08:00	*	5	8	13	*	9	*	*	9
09:00	*	0	3	7	*	3	*	*	3
10:00	*	0	0	8	*	3	*	*	3
11:00	*	5	2	12	*	6	*	*	6
12:00 PM	6	4	7	11	*	7	*	*	7
01:00	11	9	6	13	*	10	*	*	10
02:00	11	6	8	7	*	8	*	*	8
03:00	10	7	12	15	*	11	*	*	11
04:00	17	8	6	*	*	10	*	*	10
05:00	10	16	14	*	*	13	*	*	13
06:00	5	6	12	*	*	8	*	*	8
07:00	7	3	3	*	*	4	*	*	4
08:00	3	4	3	*	*	3	*	*	3
09:00	4	1	5	*	*	3	*	*	3
10:00	1	1	4	*	*	2	*	*	2
11:00	0	1	0	*	*	0	*	*	0
Total	85	92	108	104	0	115	0	0	115

% Avg. WkDay	73.9%	80.0%	93.9%	90.4%	0.0%	100.0%			
% Avg. Week	73.9%	80.0%	93.9%	90.4%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	07:00	07:00	07:00	-	-	07:00	-	07:00
Vol.	-	11	10	13	-	-	11	-	11
PM Peak	16:00	17:00	17:00	15:00	-	-	17:00	-	17:00
Vol.	17	16	14	15	-	-	13	-	13
Total	85	92	108	104	0	115	0	0	115
ADT	ADT 116		AADT 116						

Traffic Data Collection, LLC

Page 1

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M.Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst_WB
Raynale St.
(125' East of N. Glenhurst Dr.)
Station ID: Westbound
Site Code: ATR 2 WB
Date Start: 24-Sep-18

Start Time	Mon 24-Sep-18	<-----Quarter		Hour----->		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		*	*	*	*	*	
01:00		*	*	*	*	*	
02:00		*	*	*	*	*	
03:00		*	*	*	*	*	
04:00		*	*	*	*	*	
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	*	*	*	*	
11:00		*	*	*	*	*	
12:00 PM		5	3	2	4	14	
01:00		0	1	3	6	10	
02:00		3	2	2	3	10	
03:00		5	5	5	15	30	
04:00		18	5	6	5	34	
05:00		6	3	3	5	17	
06:00		4	3	0	1	8	
07:00		1	2	1	0	4	
08:00		2	1	0	0	3	
09:00		2	1	0	0	3	
10:00		0	1	0	0	1	
11:00		0	0	0	0	0	
Day Total						134	

Traffic Data Collection, LLC

Page 2

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M.Matich Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst_WB
Raynale St.
(125' East of N. Glenhurst Dr.)
Station ID: Westbound
Site Code: ATR 2 WB
Date Start: 24-Sep-18

Start Time	Tue 25-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		0	0	0	0	0	
01:00		0	0	0	0	0	
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		0	0	0	0	0	
05:00		0	0	0	0	0	
06:00		0	0	1	4	5	
07:00		5	6	5	5	21	
08:00		10	4	22	25	61	
09:00		6	2	4	2	14	
10:00		2	2	5	0	9	
11:00		7	6	7	7	27	
12:00 PM		15	10	3	4	32	
01:00		1	2	3	1	7	
02:00		3	9	3	5	20	
03:00		2	1	4	5	12	
04:00		3	4	4	2	13	
05:00		3	6	5	2	16	
06:00		2	3	6	3	14	
07:00		3	2	3	2	10	
08:00		1	1	0	0	2	
09:00		0	1	0	0	1	
10:00		0	0	0	0	0	
11:00		0	0	0	0	0	
Day Total						264	

Traffic Data Collection, LLC

Page 3

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy./Rain Tues. 70's Degs.
Count By: M.Match Pav't: Asphalt 2 Lanes

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham Police Department



ATR_2 Raynale & Glenhurst_WB
Raynale St.
(125' East of N. Glenhurst Dr.)
Station ID: Westbound
Site Code: ATR 2 WB
Date Start: 24-Sep-18

Start Time	Wed 26-Sep-18	Quarter		Hour		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		1	0	0	0	1	
01:00		0	0	0	0	0	
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		0	0	0	0	0	
05:00		0	0	2	1	3	
06:00		0	2	2	2	6	
07:00		4	6	5	7	22	
08:00		6	1	19	19	45	
09:00		5	2	1	2	10	
10:00		5	2	2	0	9	
11:00		1	3	4	4	12	
12:00 PM		2	4	6	4	16	
01:00		2	3	4	3	12	
02:00		0	5	6	5	16	
03:00		9	4	8	17	38	
04:00		8	8	1	6	23	
05:00		3	3	2	5	13	
06:00		4	3	4	2	13	
07:00		6	1	2	1	10	
08:00		2	1	2	1	6	
09:00		0	3	1	0	4	
10:00		0	1	1	0	2	
11:00		0	0	0	1	1	
Day Total						262	

Traffic Data Collection, LLC

Page 4

Project: Birmingham Traffic Study
Type: 48 Hr. ATR Approach Volume Count
Weather: Sunny/Cldy/Rain Tues. 70's Degs.
Count By: M.Match Pav't: Asphalt 2 Lanes

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Phone: (586) 786-5407

Traffic Study Performed For:

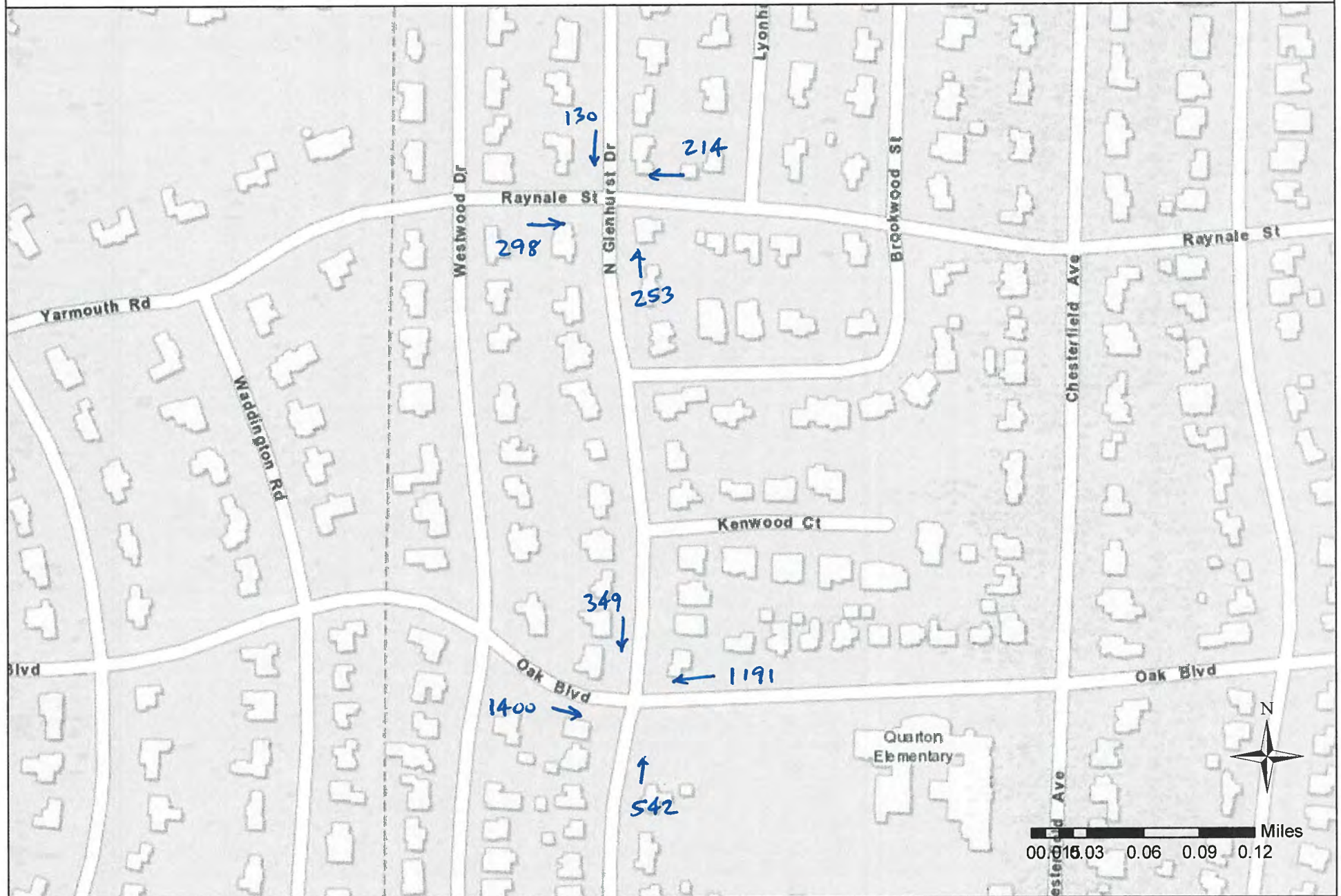
City of Birmingham Police Department

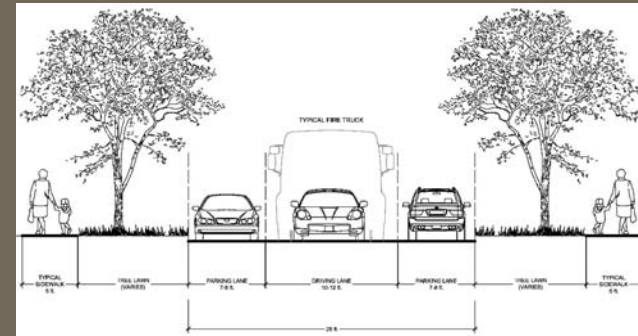


ATR_2 Raynale & Glenhurst_WB
Raynale St.
(125' East of N. Glenhurst Dr.)
Station ID: Westbound
Site Code: ATR 2 WB
Date Start: 24-Sep-18

Start Time	Thu 27-Sep-18	←-----Quarter		Hour----->		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		1	0	0	0	1	
01:00		0	0	0	0	0	
02:00		0	0	0	0	0	
03:00		0	0	0	0	0	
04:00		0	0	0	0	0	
05:00		0	0	0	0	0	
06:00		0	0	1	2	3	
07:00		1	4	8	6	19	
08:00		10	4	28	25	67	
09:00		2	2	2	6	12	
10:00		5	3	2	2	12	
11:00		2	5	1	5	13	
12:00 PM		8	5	8	8	29	
01:00		3	0	2	6	11	
02:00		4	2	3	3	12	
03:00		8	5	7	26	46	
04:00		7	3	*	*	10	
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	*	*	*	*	
11:00		*	*	*	*	*	
Day Total						235	
Total						895	
ADT	ADT 264		AADT 264				

Average Daily Traffic
Week of September 24, 2018





Residential Street Width Standards

October 4, 2018

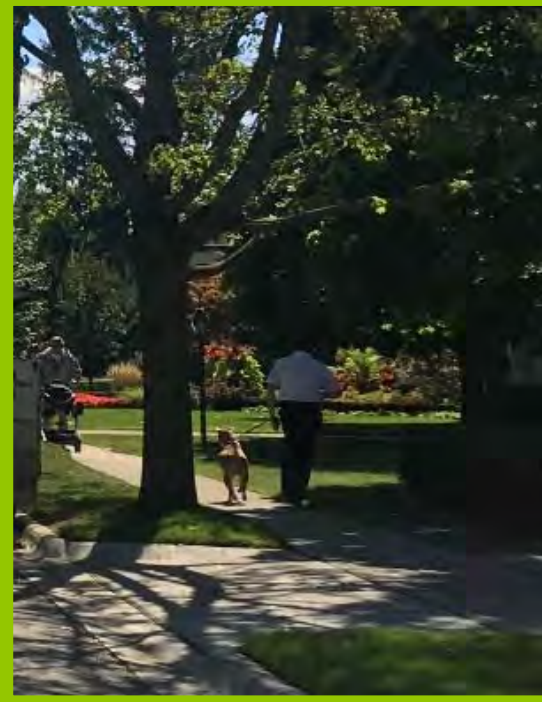
City's Goals & Vision

- Attracting Businesses and Residents to Birmingham
- Enhancing the quality of life for Birmingham residents
- **Cultivate a safe, healthy, and dynamic City.**
 - Foster an innovative and inclusive environment that attracts all people to live, work, shop, and play.
 - Maintain a **vibrant and walkable community.**
- Continue to be proactive with infrastructure maintenance programs and reinvestment in cost-effective improvements to roads, sewers, water mains, parking, parks and public facilities.



Walkable City

- Longstanding goal and vision
- City's slogan & logo for decades
- Follow National Standards & Best Practices
- Detailed streetscape review for all new developments and improvements
- Residential Street Width Guidelines

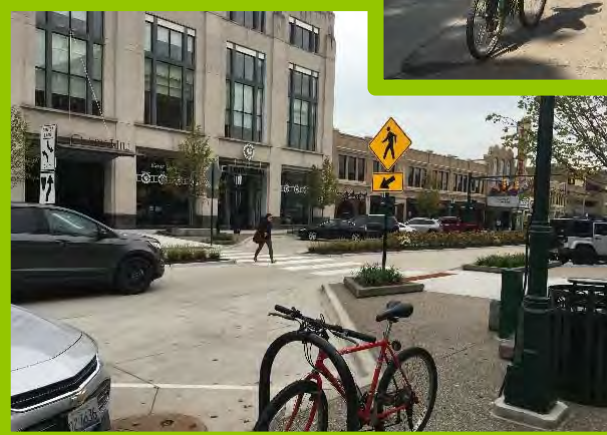


Possible Bump-out Locations



Multi-Modal Planning

- Multi-modal Transportation Plan adopted in 2012 to accommodate:
 - Walkers
 - Cyclists
 - Drivers
 - Transit Riders
- Multi-modal Transportation Board created in 2013 to review all transportation projects
- Follow National Standards & Best Practices

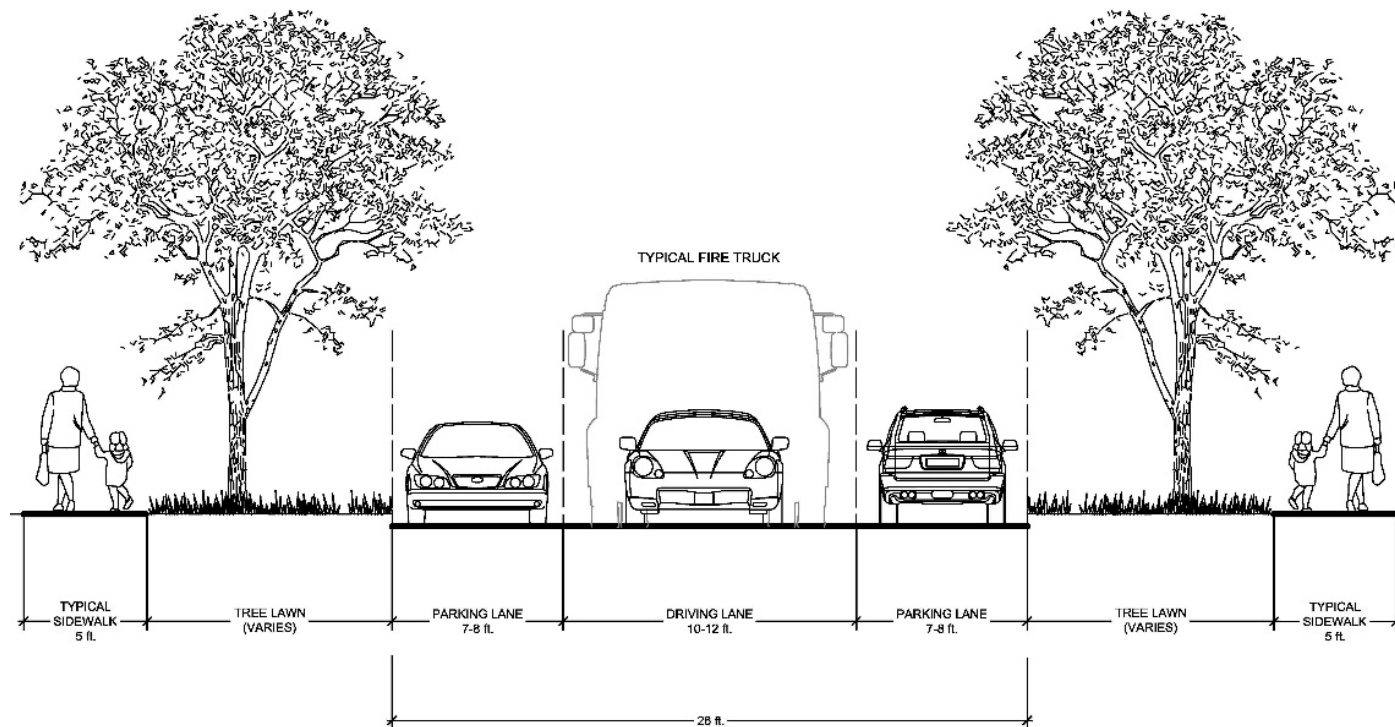


Objectives of Residential Street Standards

- Consistent street widths
- Functionality
- Accident reduction and public safety
- Complete Streets principles
- Enhancing walkability
- Character of community
 - Block length
 - Size of lots
 - Building setback
- Traffic calming
- Expediency in planning and engineering
- Infrastructure costs
- Storm water runoff management

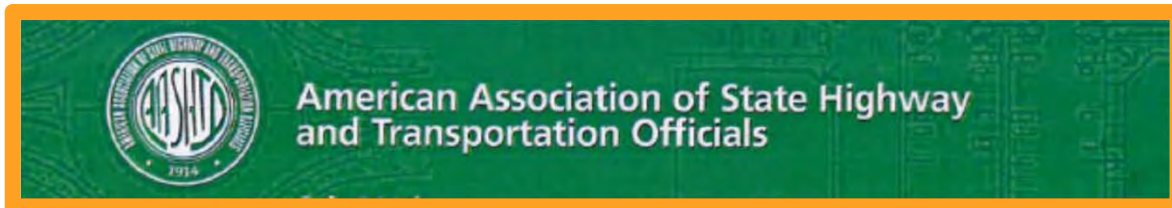
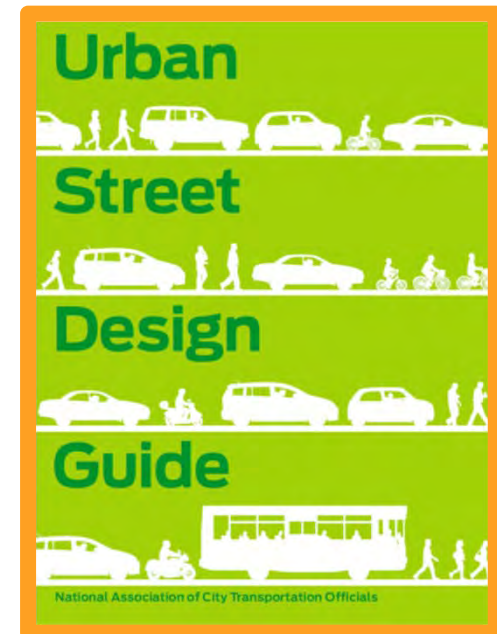


Birmingham's Residential Street Standards



Based on National Standards & Best Practices

- American Association of State Highway and Transportation Officials (AASHTO)
- Institute of Transportation Engineers (ITE)
- Urban Land Institute (ULI)
- Congress for New Urbanism
- National Association of City Transportation Officials (NACTO)
- Peer cities



National Association of City Transportation Officials



STREETS

Neighborhood Street

Local streets in residential neighborhoods are often underutilized as spaces for play and leisure. These streets should provide safe and inviting places to walk with direct access to local stores and schools. Design for local streets can combine stormwater management features, curb extensions, vertical speed control elements, and bicycle facilities that encourage safe speeds and meter through traffic.



RECOMMENDATIONS

- 1 On 1-way neighborhood streets, travel lanes may be striped to narrow the perceived width of the roadway. An undifferentiated traveled way encourages higher speeds. Crash rates have been shown to increase as lane width increases.
- 2 Left-side bike lanes reduce the risk of dooring conflicts and are an effective treatment for most neighborhood streets.
- 3 Raised crosswalks or curb extensions maintain safe travel speeds and reinforce the residential nature of the street.

The street illustrated above depicts a 30-foot roadway within a 50-foot right-of-way.



CAMBRIDGE, MA
Bike lanes narrow this residential street and serve as a valuable low-volume route for commuters.

Yield Street

2-way yield streets are appropriate in residential environments where drivers are expected to travel at low speeds. Many yield streets have significant off-street parking provisions and on-street parking utilization of 40–60% or less. Create a “checked” parking scheme to improve the functionality of a yield street.



RECOMMENDATIONS

For a yield street to function effectively, motorists should be able to use the street intuitively without risk of head-on collision. Depending on whether the yield street has high or low parking utilization, flush curbs, or other features, its configuration may vary. A yield street with parking on both sides functions most effectively at 24–28 feet, while yield streets with parking on only one side can be as narrow as 16 feet.

- 1 All residential streets should provide safe and inviting places to walk and good access to local stores and schools. Design should mitigate the effects of driveway conflicts, reduce cut-through traffic, and maintain slow speeds conducive to traffic safety.

- 2 Driveways should be constructed to minimize intrusion upon the sidewalk. Maintain sidewalk materials and grade across driveways.

- 3 The planted furniture zone of the sidewalk creates opportunities for street trees, bioswales, pervious strips, and rain gardens.

- 4 While most yield streets should have a minimum of signage and striping, signage should be used to indicate bidirectional traffic at transition points or where 2-way operation has recently been introduced.

Parking utilization on yield streets should be monitored closely. Before and after conversion, cities should consult with local residents to see whether or not a “checked” parking scheme should be striped or remain unofficial.

The street illustrated above depicts a 30-foot roadway within a 45-foot right-of-way.



PORTLAND, OR
A curb extension narrows the entry and slows turning vehicles at the mouth of this yield street.



**American Association of State
Highway and Transportation Officials**
444 North Capitol Street, N.W., Suite 249
Washington, D.C. 20001
(202) 624-5800
www.transportation.org

Width of Traveled Way

Street lanes for moving traffic preferably should be at least 3.0 m [10 ft] wide. Where practical, they should be 3.3 m [11 ft] wide, and in industrial areas they should be 3.6 m [12 ft] wide. Where the available or attainable width of right-of-way imposes severe limitations, 2.7-m [9-ft] lanes can be used in residential areas, as can 3.3-m [11-ft] lanes in industrial areas. Added turning lanes where used at intersections should be at least 2.7 m [9 ft] wide, and desirably 3.0 to 3.6 m [10 to 12 ft] wide, depending on the percentage of trucks.

Where bicycle facilities are included as part of the design, refer to the *AASHTO Guide for the Development of Bicycle Facilities* (1).

Number of Lanes

On residential streets where the primary function of the street is to provide access to adjacent development and foster a safe and pleasant environment, at least one unobstructed moving lane must be ensured even where parking occurs on both sides. The level of user inconvenience occasioned by the lack of two moving lanes is remarkably low in areas where single-family units prevail. Local residential street patterns are such that travel distances are less than 1 km [0.5 mi] from the trip origin to a collector street. In multifamily-unit residential areas, a minimum of two moving traffic lanes to accommodate opposing traffic may be desirable. In many residential areas an 8 m [26 ft] wide roadway is typical. This curb-face-to-curb-face width provides for a 3.6-m [12-ft] center travel lane and two 2.2-m [7-ft] parking lanes. Opposing conflicting traffic will yield and pause on the parking lane area until there is sufficient width to pass.

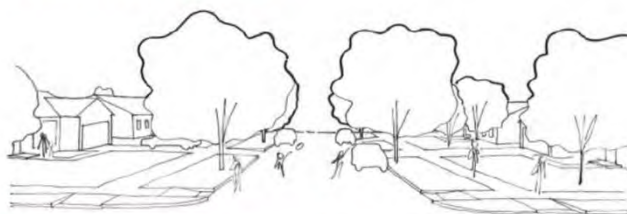


**American Association of State Highway
and Transportation Officials**

Grand Rapids, MI

FORM AND FUNCTION

NEIGHBORHOOD RESIDENTIAL



1. Narrow travel ways, slow speeds
2. Abundant green space
3. Driveways are common
4. On-street parking

Neighborhood Residential streets invite residents to use the streets as common gathering places and linear green space.

Much of Grand Rapids consists of quiet residential communities characterized as "Modern," "Mid-Century" or "Traditional" in the City's Neighborhood Pattern Book.

Land use along these streets is primarily low-to-moderate density in nature, generally with single-family detached or duplex style homes.

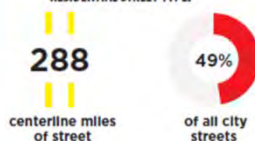
Neighborhood Residential streets are not principal streets in the regional vehicular transportation network, although they may serve as an important link for pedestrians and community bicyclists who generally travel at lower speeds. Neighborhood Residential streets generally do not feature transit service. Additionally, truck traffic may be restricted on these streets.

These streets typically have limited connectivity to the larger network.

EXAMPLE STREETS:

- » Oakleigh Avenue, Westend Avenue, or Jackson Street NW.
- » Lamberton, Graceland, or Mason Streets NE.

PREVALENCE OF NEIGHBORHOOD RESIDENTIAL STREET TYPE:



- » Morris Avenue, Griswold Street, or Meadowbrook Street SE.
- » Dayton Street, Caulfield Avenue, or Olympia Street SE.

ANTICIPATED AND DESIRED USES:

- » Community interactions in the public rights-of-way such as visiting neighbors.
- » Shared use of the street as an extension of recreational space.
- » Community low-stress non-motorized travel by foot or bicycle.
- » Property access through driveways and on-street parking.
- » Short distance (last block) vehicle travel.
- » Grey and green infrastructure (utility corridors).

PRIORITY USERS:

- » **Pedestrians** of all type and abilities but with **particular attention to vulnerable users** including **young children**, seniors, and persons with disabilities.

DESIGN OBJECTIVES:

- » Maintain low vehicle volumes and low travel speeds.
- » Design streets as linear greenways and open spaces.
- » Provide access to homes and residences.

TYPICAL DESIGN FEATURES AND TREATMENTS:

- » Narrow street travel ways that are most commonly bi-directional "yield" streets without a marked center line. Vehicles must pull to the side and slow or stop to enable an approaching vehicle to pass.
- » The limited connectivity and narrow travel lanes generally manage speeds and deter non-local traffic, however in some cases active speed control or traffic deterrents may be needed.
- » Intersections may be stop-controlled, yield-controlled or uncontrolled. Intersections may have diverters, neck downs, or other traffic calming treatments.
- » Crosswalks generally are not marked. Pedestrians may comfortably cross the street at any point along its length.
- » Properties may be accessed from the street or by way of alleys. Multiple access points and driveways are common.

- » Adequate front yards and parkways to support large street trees and dense canopies.
- » Sidewalks on both sides of the street are preferred unless the street is a shared street. A shared street is a street where pedestrians and other users share and mix together using the entire streetscape. Shared streets are typically single block streets with limited connectivity and very few vehicles.
- » Impervious surfaces are minimized.
- » On-street parking is generally provided on one or both sides of the street.
- » Separate bicycle facilities are generally not provided. Vehicle speeds and volumes are low enough to provide safe and low-stress bicycle accommodation within the street.
- » For streets included in the low stress bicycle network, traffic calming, diverters, wayfinding, and other treatments should be provided.

TYPICAL/TARGET METRICS:

- » Vehicle volumes below 2,000 vehicles per day
- » Vehicle speeds <25 MPH
- » Face-to-face of curb 26' to 30'



Traverse City, MI

Traffic Calming Tools

Skinny Streets

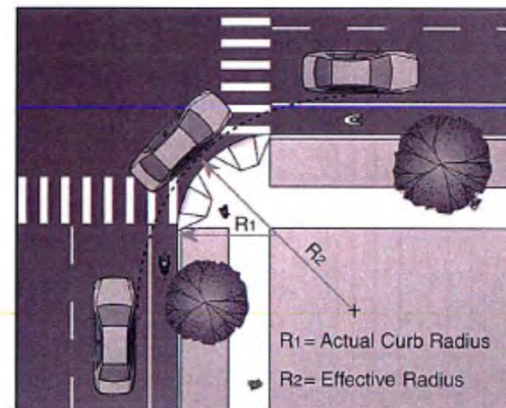
Narrower streets help to reduce driver speeds, especially if on-street parking is prevalent. This measure could be considered if the street is proposed to be totally reconstructed. Studies show that the number of crashes stay the same when a street is narrowed; however, the severity of crashes is lessened due to the slower driver speeds. Narrower streets also require less materials to construct and the amount of storm water runoff is reduced.



Wadsworth Street is 27 feet width, but widens south of Eighth Street.

Tighten Corners

By reducing the radius of the street corners, street intersections can be made tighter. This measure is effective in slowing the driver's speed when turning the corner. The tighter corners also help to shorten the crossing distance for pedestrians thus decreasing the exposure time when crossing the street. Like narrower streets, this technique requires less materials to construct and the amount of storm water runoff is reduced.



By tightening the street corners, turning movements are slowed and pedestrian safety crossing the street is enhanced.

Using established standards as a base, Birmingham's residential street standards are also based on:

- Emergency response access
- Winter weather
- Existing street widths
- Characteristics of different neighborhoods



Yield Street

2-way yield streets are appropriate in residential environments where drivers are expected to travel at low speeds. Many yield streets have significant off-street parking provisions and on-street parking utilization of 40–60% or less. Create a “checkered” parking scheme to improve the functionality of a yield street.



These widths typically allow for parking along both sides of the street with room for a vehicle to pass in one direction. When there is opposing traffic one of the motorists will need to yield to the other. This is commonly classified as a “Yield” or “Courtesy” Street.

New and Existing, Unimproved Residential Streets



When streets are improved or newly constructed, the standards below shall be applied. Exceptions may be considered when factors, such as those described in Section 4, are evident.

Standard Streets: 26 ft. in width from curb to curb.

If the right-of-way is less than 50 ft., the street width shall be a minimum of 20 ft. with parking allowed on one side only (generally the side without fire hydrants).

Existing, Improved Residential Streets

When previously built streets are reconstructed, this standard shall generally be applied. Exceptions may be considered when factors, such as those described in Section 4, are evident.

Standard Streets:

26 ft. in width from curb to curb.

Existing Street is 28 feet or less in width:

If existing street width is 28 ft. or less in width, street may generally be reconstructed at the existing width unless there is a reason present under section 4.



Villa:

- Existing 26' Wide Street
- Parking on both sides of street

-Adams to
Columbia



Greenwood:

- Existing 26' Wide Street
 - Parking on both sides of street
 - Adjacent to Holy Name Church & School
- Willits to Oak



Derby:

- Existing 28' Wide Street
 - Parking on both sides of street
 - Near Pembroke School
 - Near Derby Middle School
- Adams to Coolidge



Pembroke:

- Existing 28' Wide Street
 - Parking on both sides of street
 - Near Pembroke School
- Graefield to Coolidge



Pierce:

- Existing 28' Wide Street
 - Parking on both sides of street
 - Adjacent to Pierce School
 - Access road, not just local residential road
- South of Lincoln to 14 Mile Road



Harmon:

- Existing 26'
- Parking on both sides of street
- Adjacent to Holy Name Church & School
- Greenwood to Woodland block is 30' for bus loading zone



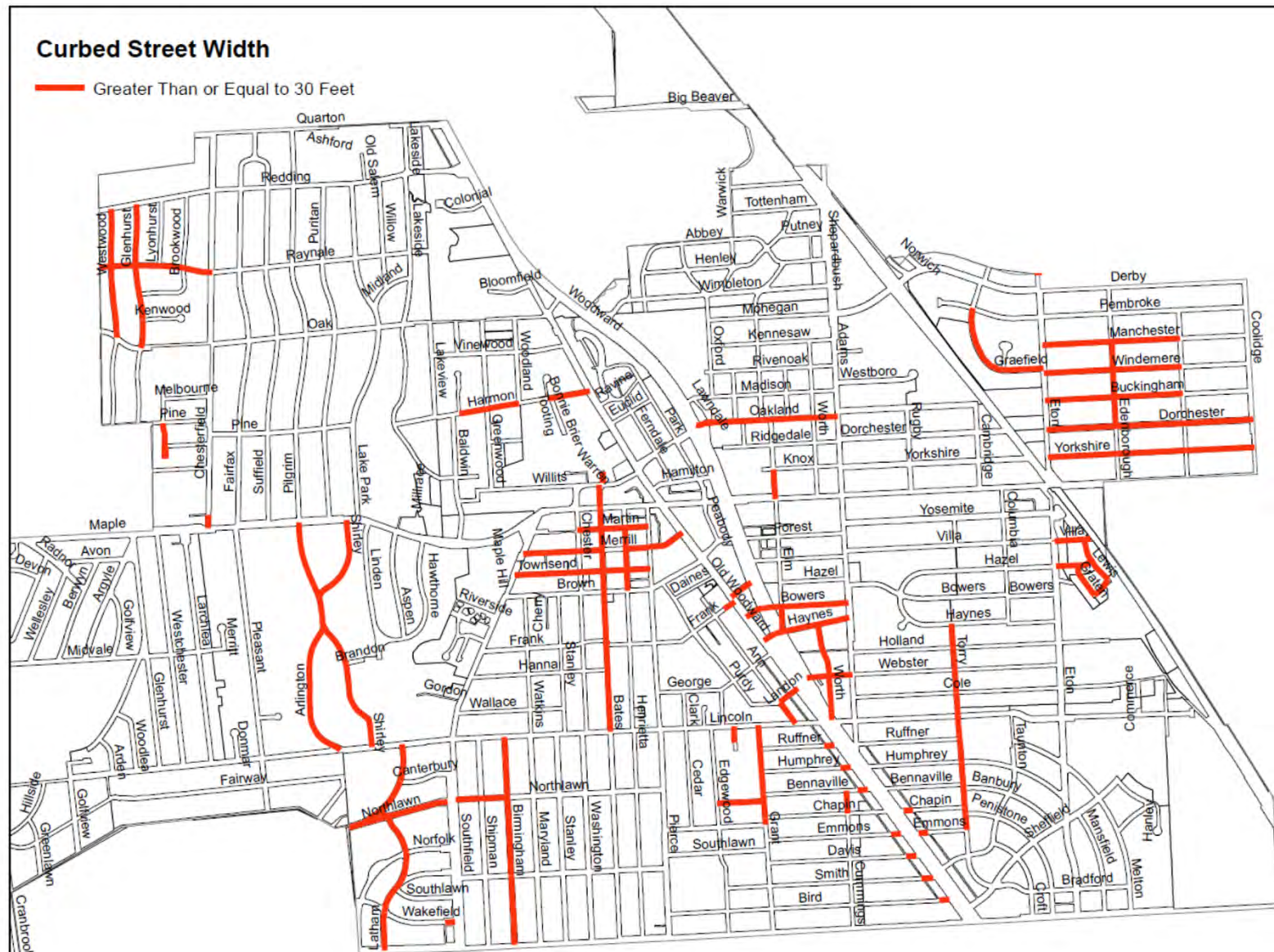
Boulevard Streets



Reconstruction of streets with a boulevard, median, or other unique design feature, shall be reconstructed to match the current configuration unless geometric changes are needed based on safety or engineering analysis.

Curbed Street Width

Greater Than or Equal to 30 Feet



Public Notice

- Whenever there is a street project where a change in the existing width is being considered, the MMTB shall have a Public Hearing to inform residents of the project & provide an opportunity for comment.
- Design details shall be advertised and posted on the City's website Emergency response access
- If residents express a desire for a non-standard street width at a public meeting or through a public survey of street residents, those preferences shall be considered
- However, engineering or safety factors listed in Section 4 must also be present to support a design exception.



Exceptions and Modifications

Any modification must be consistent with the Intent of these standards and the engineering publications upon which they are based. Street width exceptions may only be approved to a **minimum of 20 ft. and a maximum of 30ft.** If residents express a desire for a non-standard street width at a public meeting or through a public survey of street residents, preferences shall be considered only if one or more of the following conditions exist:

- **High or low frequency of use of on-street parking** (over 25% occupancy throughout the day or more than 50% overnight, the width may be increased)
- Daily traffic **volumes exceed 1500 vehicles**
- Street is a **published school bus route** or is a frequent emergency response route
- Street is **adjacent to a school, religious institution, City park, multiple- family residential development**, or other use with access that generates higher traffic volumes
- Presence of street trees such that rebuilding the road as proposed would result in **the removal of two or more trees**
- **85th percentile speed is more than 5 miles per hour** over the posted speed limit and/or documented operational or safety concerns



2019 Paving Program



Street Width Values are Existing Distance Between Curbs (ft)

Raynale Street:

- Existing 32' wide street
- Low use of parking on both sides of street
- EB ADT 298
WB ADT 214
- No loss of street trees



N. Glenhurst Drive:

- Existing 32' wide street
- Low use of parking on both sides of street (5 in AM, 3 in PM)
- NB ADT 253
SB ADT 349
- No loss of street trees
- Near Quarton School



Residential Street Width Recommendations per City Standards:

- **Raynale Street** – Reduce to 26' in width with parking on both sides to create a yield condition street
- **N. Glenhurst Drive** – Reduce to 26' in width with parking on both sides to create a yield condition street
- **Brookwood Lane** – Maintain 24' width with parking on both sides (existing yield condition street)
- **Kenwood Court** – Maintain 24' width with parking on both sides (existing yield condition street)

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, AUGUST 2, 2018**

**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 2, 2018.

Chairperson Slanga convened the meeting at 6:02 p.m.

1. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Vice-Chairperson Lara Edwards, Amy Folberg, Doug White, Student Representative Alex Lindstrom

Absent: Board Members Daniel Rontal, Katie Schafer; Alternate Board Member Daniel Isaksen,

Administration: Lauren Chapman, Asst. City Planner
Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Scott Grewe, Police Dept. Commander
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

Fleis & Vanderbrink ("F&V"):
Julie Kroll

MKSK: Brad Strader
Haley Wolfe, Landscape Architect

2. INTRODUCTIONS

The new student representative, Alex Lindstrom, introduced himself to the Board. He is a junior at International Academy. Everyone welcomed him.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF JULY 12, 2018

Motion by Ms. Edwards

Seconded by Ms. Folberg to approve the MMTB Minutes of July 12, 2018 as presented.

Motion carried, 4-0.

VOICE VOTE

Yeas: Edwards, Folberg, Slanga, White

Abstain: None

Nays: None

Absent: Rontal, Schaefer, Isaksen

5. MAPLE RD. IMPROVEMENTS (PHASE II OF OLD WOODWARD PROJECT)

Recommendation on alternatives to City Commission:

Mr. Strader said they would like to get additional feedback on several topics before finalizing a presentation to the City Commission later in August. He reminded this project is funded by MDOT and so it must be consistent with MDOT standards.

Key topics for tonight's discussion are as follows:

1. Parking layout options
2. More information on street tree selection
3. Landscape options for narrow segments
4. Additional options at Maple/Park/Peabody
5. Additional options at Maple and Bates
6. Additional options at Maple from Chester to Henrietta
7. Mast arm signal at Maple and Southfield

Parking Layout Options

MDOT recommends 22 ft. long parking spaces and a no parking zone at the corners. The City typically has parking much closer to the corner than MDOT. The City may be able to seek a design exception from MDOT to extend the parking closer to the corners. MKSK's recommendation to the City Commission based on MMTB input from last month will be to go with this design without the Xs and give up four spaces. Areas at the corners can be used for more landscaping and bumpouts if they can't extend the parking.

In response to Ms. Slanga, Mr. O'Meara said the positive thing about the Xs is that they allow maneuvering space to get in and out quickly so as not to back up traffic. However, there are less parking spaces. Mr. Strader noted that wherever they can get a bumpout or an amenity for pedestrians they will add it in. He recalled the discussion last month was to recover some of the lost parking if possible. ADA spaces are put at the ends so there is **not** so much of an impasse throughout the day for turning trucks. Conclusion was to meet with MDOT to see what the flexibility is with the different options.

Multi-Modal Transportation Board Proceedings

August 2, 2018

Page 3

Street Tree Selections

Ms. Ecker noted the City will try to put in the bigger, broader canopy trees wherever there is room. Ms. Wolfe noted segments of Maple Rd. sidewalk are more narrow and columnar trees still provide street character with some shade. Board members liked the Armstrong Maple for narrow sidewalks because of its orange-red, yellow Fall color. For the wider sidewalk zones, they preferred Thornless Honey Locust.

Landscape Options for Narrow Segments

Board members considered:

- Option 1 - Silva cells and structural soils;
- Option 2 - Raised planter pots;
- Option 3 - Flush tree grates;
- Option 4 - Linear raised planters with seating.

Consensus was to choose Option 3 for the sidewalk treatment, as it is the most narrow option with a tree rather than a planter. It is the best opportunity to provide shade, plus it is ADA compliant by being flush with the sidewalk. Board members also liked Option 4 for wider sidewalks because of the seating.

Additional options at Maple/Park/Peabody

Ms. Kroll ran Syncro simulations for the board to evaluate. She showed a model of a typical crossing with a push-button activated control to stop right turns. It would be a free-flow movement unless someone pushes the button to stop. Ms. Ecker said with a push-button, pedestrians will be able to cross the first part and the second part will have a stop sign. The members preferred the typical intersection and crossing design that did not include a separate diverter lane for the right hand turn lane.

There was discussion about doing something else with Park other than making it a two-way street. However, there were benefits of keeping it one-way. Ms. Ecker said that generally speaking they try to follow the 2016 Plan which suggests two-way traffic. Further, it will bring value to the vacant site near the Hunter House.

Additional options at Maple and Bates Intersection

- Option A - Left turn lanes, either lose parking or narrow sidewalks;
- Option C-1 - Left turns would be banned at Bates from 7 AM to 7 PM, with the street, tapered towards Chester so there is more sidewalk space between Chester and Bates.
- Option C-2 - No left turn lanes - keep on-street parking all the way to Chester but less room on the sidewalk.

After reviewing the Syncro model, everyone was in favor of Option C-1. Bates will operate the same as Henrietta.

Additional options at Maple from Chester to Henrietta

Mr. Strader stated that the left turn volumes are low. EB turns are higher than the WB. When the center turn lane is taken away, the potential for rear-end collisions increases. Ms. Kroll indicated there have been 3.2 crashes/year. Four crashes were caused by stopped traffic, either in the queue or to park. So, no left turns are recommended from 7 a.m. to 7 p.m.

Mast arm signal at Maple and Southfield

It was shown that the mast arms afford a better view into the Museum from Southfield. The new configuration for the entryway allows the opportunity for gateway features from the west such as signage, landscaping, lighting, seating.

Mr. Strader said they will take this input, repackage it for the City Commission and after the Commission's direction they will come back with the whole design in an animated model.

6. 2019 LOCAL STREETS PROGRAM - PAVING STREET WIDTHS

Mr. Fletcher noted one of the projects planned for the 2019 construction season is the Quarton Lake Subdivision reconstruction. The project involves the complete reconstruction of the following streets:

Raynale St. – N. Glenhurst Dr. to Chesterfield Ave.;
Brookwood St. – N. Glenhurst Dr. to Raynale St.;
N. Glenhurst Dr. – Oak Ave. to Raynale St.;
Kenwood Court – Glenhurst Dr. to 220 ft. to East.

It should be noted that these are the only improved streets in the area that have not been worked on in more than 30 years. The following is a detail of what is proposed. He recalled that the Multi-Modal Transportation Board ("MMTB") recently recommended a written policy on determining the width of new and reconstructed streets in Birmingham. The policy was approved by the City Commission at their meeting of July 23. The finalized version of the policy has been used as a reference in making the following recommendations. A summary of existing conditions is provided below, followed by a recommendation based on the City's new residential street width standards.

Raynale St.: The existing pavement on this block was installed at thirty-two (32) feet wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. The road width is wider than the twenty-six (26) ft. width requirement (per the Residential Street Width Standards). The existing right-of-way is sixty (60) ft. wide. A total reconstruction (new concrete pavement and underground utilities) is proposed for this street. A 26 ft. pavement width is recommended that will narrow the pavement, and provide more green space and City trees. The center line will remain the same.

Brookwood St.: The existing pavement on this block was installed at twenty-four (24) ft. wide. The curbs were originally installed in 1929, with an asphalt surface installed at a

later date. The existing right-of-way is fifty (50) ft. wide. City trees would be an issue if they try to widen the street to 26 ft. Therefore the recommendation is to keep the road width at 24 ft. A total reconstruction (new pavement and underground utilities) is proposed for this street.

N. Glenhurst Dr.: The existing pavement on this block was installed at thirty-two (32) ft. wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. The road width is wider than the twenty-six (26) ft. width requirement (per the Residential Street Width Standards). The existing right-of-way is fifty (50) ft. wide. There are no existing City trees in the greenbelt (area between the road and sidewalk), due to the right-of-way and pavement widths. It should be noted that the City recently received a petition to reconstruct N. Glenhurst between Pine St. and Oak Ave. The pavement width of this section of N. Glenhurst is proposed to be constructed at twenty-six (26) ft., in accordance with the Residential Street Width Standards. The center line would remain the same. If the petition is successful, it will likely become a part of this project for logistic purposes as well as to take advantage of economy of scale (better pricing).

Kenwood Court: Kenwood Court was originally constructed as a dead end with a length of approximately 220 ft. The existing pavement was installed at twenty-four (24) ft. wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. In the early 1990's Kenwood Court was extended an additional 250 ft. The existing pavement was also installed at twenty-four (24) ft. wide. This street has two (2) right-of-way widths, fifty (50) ft. on the original section (west) and forty (40) ft. on the newer section. Because this street was constructed in two (2) different eras, the rehabilitation needs are different. Because of not wanting to jeopardize the existing large mature trees in the greenbelt, the recommendation is to keep the pavement at 24 ft. wide. A total reconstruction is proposed for the west half of the block (oldest) and resurfacing is proposed for the east half, as it is newer and does not require utility work. The existing curbs will remain in place on the newer section as well.

Motion by Ms. Folberg

Seconded by Ms. Edwards to accept the suggested recommendations changing the typo in (C) to twenty-six (26) ft.:

- A. Reconstructing Raynale St. at twenty-six (26) ft. wide between N. Glenhurst Dr. and Chesterfield Ave.;**
- B. Reconstructing Brookwood St. at twenty-four (24) ft. wide (matching existing) between N. Glenhurst Dr. and Raynale;**
- C. Reconstructing N. Glenhurst Dr. at twenty-six (26) ft. wide between Oak Ave. and Raynale St.;**
- D. Reconstructing the west half of Kenwood Ct. (approximately 250 ft.) at twenty-four (24) ft. matching the existing and resurface the remaining portion of Kenwood Ct.;**
- E. Schedule a public hearing at the regularly scheduled meeting of the Multi-Modal Transportation Board for September 6, 2018 at 6 p.m.**

Motion carried, 4-0.

VOICE VOTE

Yeas: Folberg, Edwards, Slanga, White

Nays: None

Absent: Rontal, Schaefer, Isaksen

7. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA

Ms. Folberg passed out two articles. One was from the Detroit Free Press that talks about Detroit starting scooter sharing. The second article was from MNPR which mentions bumps along the way for scooter sharing and walking. She noted that in Detroit the pricing for bike share is \$8/day, \$18/month, and \$80/year. She doesn't see bike share as being a casual use at that price.

Dockless scooter share is priced at \$1up front and then \$.15/minute. This may be a better option than bike sharing.

Ms. Ecker advised that details on bike share and scooter share will be brought back to the MMTB in September. The scooter share company runs everything. In Detroit the scooters are required to be used in the bike lanes and not on the sidewalk.

Ms. Edwards stated she would like to see a task force from the public working to encourage bike share in Birmingham. They would investigate if there are more bikes how to make biking safe and how to encourage a biking environment.

Discussion followed that the City should consider doing some public relations activities that promote cycling in the City, such as bike events, group rides, public service messages for drivers to stop for cyclists and pedestrians, or drafting an ordinance to require bikes to be on the streets and not sidewalks. Board members thought that a slow roll like group ride for cyclists in Detroit would be fun for the community.

9. MISCELLANEOUS COMMUNICATIONS (none)

10. NEXT MEETING SEPTEMBER 6, 2018 at 6 p.m.

11. ADJOURNMENT

No further business being evident, the board members adjourned at 7:28 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, SEPTEMBER 6, 2018**

**City Commission Room
151 Martin Street, Birmingham, Michigan**

Chairperson Johanna Slanga convened the meeting at 6 p.m.

1. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Amy Folberg, Daniel Rontal, Katie Schafer, Doug White

Absent: Board Member Vice Chairperson Lara Edwards; Alternate Board Member Daniel Isaksen; Student Representative Alex Lindstrom

Administration: Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Scott Grewe, Police Dept. Commander
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

Fleis & Vanderbrink ("F&V"):
Julie Kroll

2. INTRODUCTIONS (none)

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF AUGUST 2, 2018

Ms. Folberg made the following changes:

Page 2 - Second line from the end, insert "not" in front of "so much."
Page 6 - Second sentence, replace "MPR" with "NPR."

Motion by Ms. Folberg

Seconded by Mr. White to approve the MMTB Minutes of August 2, 2018 with the changes.

Motion carried, 5-0.

VOICE VOTE

Yeas: Folberg, White, Rontal, Slanga, Schafer

Abstain: None

Nays: None

Absent: Edwards, Isaksen

5. PUBLIC HEARING

2019 Local Streets Program - Paving Street Widths

- a) N. Glenhurst (Oak to Raynale)**
- b) Raynale (Glenhurst to Chesterfield)**
- c) Brookwood**
- d) Kenwood (western portion only)**

The public hearing opened at 6:05 p.m.

Chairperson Slanga asked members of the audience to share their feedback. She established that nothing is set in stone at this time and changes can always be made as they go along.

Ms. Ecker offered a little history. About six months ago the City Commission asked the MMTB to come up with some residential street width guidelines. As a result, a policy statement for residential design standards was prepared by the traffic consultant and planners. They looked at the American Assoc. of State Highway and Traffic Officials Guidelines for Residential Streets; the Institute of Transportation Engineers; the Urban Land Institute; the Congress for New Urbanism; and the National Assoc. of City Transportation Officials. Also they investigated other peer cities to Birmingham in order to decide on the policy statement which was recently approved by the City Commission.

Under the new guidelines, a street that is unimproved or brand new would follow one set of guidelines and a street that is already improved and looking to be reconstructed or resurfaced would follow another set of rules. Unimproved means no curb and gutter and improved has a curb, gutter, sidewalk, etc.

The City Commission's newly adopted policy basically looks at what the street width is to start with. If the existing width is 28 ft. or less, then the street would be rebuilt at the same width. If the street is more than 28 ft. in width it would be reconstructed at 26 ft.. Streets that are less than 28 ft. would be rebuilt as-is. The goal is to make all streets consistent at 26 ft. in width. The whole purpose is to reduce the number and severity of accidents, increase public safety, provide traffic calming, storm water runoff management, and to reduce infrastructure costs.

The policy says that public input will be considered in the process, but in order to change the standard there has to be public input that wants to change it along with one of the safety and traffic engineering issues including but not limited to:

- High traffic speed;

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- Excessive or low amount of on-street parking;
- Daily traffic volume exceeding 1,500 vehicles;
- The street is a published school bus or frequent emergency response route;
- Also, the presence of street trees that need to be taken out for narrowing or widening the road.

The guidelines do not allow a street to be rebuilt at 32 ft. in width. Even after meeting one of the exceptions the widest would be 30 ft.

Mr. O'Meara highlighted a map that showed the streets that are improved but haven't been worked on in quite a while that are scheduled to be reconstructed next year, following the City's new street width guidelines:

- Currently Glenhurst and Raynale are 32 ft. wide and are being recommended at 26 ft.;
- Portions of Brookwood and Kenwood will be rebuilt as-is at 24 ft.

At this time members of the public were invited to speak.

- Ms. Suzanne Lasser, 1120 N. Glenhurst, said the residences along Glenhurst are on the outskirts of town and not in an urban area. That is part of the appeal of Glenhurst. She is against the narrowing of her street
- Mr. Matthew McCardell, 940 N. Glenhurst, was present with his wife, Nicole. He explained they chose Glenhurst specifically to live on because it is wide. They feel that is a selling feature. Because they are close to the school they see a lot of traffic and parking including over their driveway. Construction and maintenance trucks park everywhere. If the City decides to narrow the street, only residents should be allowed to park there. Further, he pointed out that the survey that was done on parking along Glenhurst was completed on July 23rd which is before school started. It is nowhere close to what happens during the school year. He suggested installing a four-way stop at Glenhurst and Raynale.
- Mr. Joel Egelman, 1060 N. Glenhurst, came forward with his wife, Judy. He indicated they are opposed to the proposal for the same reasons that the prior speakers indicated. They have walked down every street between Glenhurst and Lake Park and Maple Rd. to Quarton. Those are all unimproved streets and they have noticed that about 50% of the residents on those streets have paved over a good portion of the green space for parking area. That indicates that they don't value the green area and that there is not enough room to park on the street. So, the Egelmans are opposed to the narrowing.
- Ms. Debby Green who lives at 1888 Kenwood Ct. appeared with her husband, John. She stated they are absolutely opposed to what is being suggested. This is a beautiful street and a beautiful neighborhood. The City plans to spend a lot of money to fix

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something that doesn't need fixing. Part of what they love is the width of that street. At Quarton School it is a nightmare because it is impossible to see to cross the street.

- Mr. Dan Reddy at 1235 N. Glenhurst was there with his wife, Dianne DeAngelo. He agreed with much that was already said. He showed pictures of the next street over that is narrowed. They depict how unsafe a narrow street is and how there is a lot of demand for on-street parking. He agreed with the four-way stop sign suggestion and that the value of their house would be diminished by narrowing his street. He has heard no one speak in favor of this project. There is no reason that every street has to be the same.
- Mr. Timothy Cooper, 1179 N. Glenhurst, came forward along with his wife, Suzanne. He said one of the things they like about their street is the width. It allows a lot of reactionary time if kids should pop out between parked cars. Further, he agreed the home values would be reduced with the narrowing.
- Ms. Judy Egelman, 1060 N. Glenhurst, also a walker, stated they have always been thrilled that their street has curbs. All of the streets they walk on have mud and because of that people park on their lawns and it looks terrible. Do something about that and make Birmingham look wonderful.
- Mr. Steve Hall, 1120 Lyonhurst, was present with his wife, Susan. He noted he is the first to speak about Raynale this evening. They haven't found anyone on Raynale that is in favor of the narrowing. They feel Raynale is totally functional as it is today. A lot of contractors, construction vehicles and delivery trucks park on the street, but it still handles that. Also, Raynale is a school bus route and it is the street that parents come across in order to drop their kids off at Quarton School. Garbage trucks and emergency vehicles can get through fine. So, it is nice to have a wide street. He cannot imagine how he would get out of his driveway and not hit someone with a 26 ft. wide street.
- Mr. John Green, who lives at 1888 Kenwood Ct., noted his wife Debby spoke earlier. He added that spending taxpayers' money for people who don't want anything done doesn't make sense to him. Kenwood Ct. is 24 ft. in width and very often vehicles are parked on both sides of the street and there have been times when they have not been able to get to their driveway. There has not been one comment that this is good for the neighborhood.
- Mr. Alan Lasser, 1120 N. Glenhurst, noted that his wife, Suzanne, led off the comments. If speed is a concern, a four-way stop sign could be put in at the corner of Raynale and Glenhurst and maybe a couple of speed bumps. In Winter when the streets are plowed they end up with a snow berm which narrows the street even more. Also, the fact that vehicles are getting bigger hasn't been taken into consideration.
- Ms. Elizabeth Moore, 967 N. Glenhurst, said she also has issues with school parking and traffic. She barely can get out of her driveway when leaving for work in the

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morning. She cannot turn right out of her driveway, go down Glenhurst and make a left onto Oak because the traffic is so backed up. She also bought her house because of the width of the street.

- Mr. Chris Rath, 1266 N. Glenhurst, added from his observation that 26 ft. width streets don't stop people from driving at high speeds through the neighborhoods. He also thought that four-way stop signs at Raynale and Oak would make a huge impact in terms of safety. Therefore, he is adamantly opposed to the narrowing.
- Mr. Will Fogel, 1025 N. Glenhurst, said he also moved onto Glenhurst because of the wide street and was opposed to the narrowing.
- Mr. Jack Burkett, 1011 N. Glenhurst, noted he agrees with everything that has been said and is strongly against narrowing the street. A four-way stop at Oak would be a big help as it is a dangerous intersection. In answer to Mr. Burkett's question, Mr. O'Meara said the original motivation to rebuild the street is not about the width; it is about the fact that the street needs to be replaced. There might be a nominal savings in reducing the width, but that is not the motivating factor.
- Ms. Dianne DeAngelo, at 1235 N. Glenhurst, whose husband spoke earlier, reported that a friend in another community whose street was narrowed said it has been a nightmare since. There are still plenty of people parking on the street and vehicles cannot get by. The school busses have to stop and that ties up everybody. So, their neighborhood ended up putting in stop signs. She added that she is opposed, as most people are.
- Mike Kell, 1851 Raynale, said he has not seen the consultant's report that made the recommendation to narrow his street. He doesn't know of a pedestrian accident on Raynale for 43 years and he thinks that a collision is fairly rare. He feels the residents have earned the right to know why this is being done. Everyone living on these streets has said "no."
- Mr. Matthew McCardell listed the common themes that have come out to this point:
 - People don't want the street narrowed;
 - They are okay with the road being improved with new curbs, new utilities, so long as it stays at the same width, or whatever they can get - 30 or 32 ft.

Chairperson Slanga closed the public comments for the moment and opened up discussion from board members. She recalled the City Commission came to the MMTB and asked how to adjust street sizes appropriately and they requested a standard. The board deliberated on this for a very long time over many months. There is an exception in the standards which is if the street is adjacent to a school, a religious institution, a city park, or multiple-family resident development with other uses or accesses generally indicating higher traffic volumes. She has heard that this evening and it will be taken into consideration as part of the discussion.

Further, she noted that stop signs generally make people drive faster. They are not installed without a very specific set of criteria being present.

Dr. Rontal said one of the most glaring things he heard is that the parking assessment was done while school was not in session. That probably needs to be re-evaluated to determine what the real parking load is at maximum time.

Chairperson Slanga asked to have a look primarily at Oak and Glenhurst with regard to parking, stop signs, backing out of driveways. Additionally she noted that Pierce is another elementary school that should have similar challenges and has a 28 ft. entrance.

Ms. Fogel said anything they can do to make their infrastructure more friendly to bicycles is something the board should be considering.

The Chairperson opened audience discussion back up for new comments only,

It was noted there is no problem at Pierce School because they have a huge parking lot.

Mr. Jack Burkett received clarification that at the next meeting the Board will understand the limitations and what they need to recommend on the 30 ft. maximum width limitation.

Ms. Ecker told Mr. Matthew McCardell that ultimately the final decision will be from the City Commission. Mr. McCardell added that over the years Quarton School has accepted a lot of people that are out of the proper neighborhood. This means that the amount of traffic and parking has been exasperated significantly.

Barbara and Roger Trunski at 1220 N. Glenhurst indicated they do not want the roads narrowed.

At 7:17 p.m. the public hearing was postponed to October 4, 2018.

6. REQUEST FOR REMOVAL ON ON-STREET PARKING SPACE FOR ELM SOUTH OF MAPLE RD. (not discussed)

7. MAPLE RD. AND PIERCE ST. CROSSWALK SIGNING (not discussed)

8. MOPED/SCOOTER PARKING DOWNTOWN (not discussed)

9. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA
(no discussion)

10. MISCELLANEOUS COMMUNICATIONS (none)

11. NEXT MEETING OCTOBER 4, 2018 at 6 p.m.

11. ADJOURNMENT

No further business being evident, the board members adjourned at 7:17 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, OCTOBER 4, 2018
City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, October 4, 2018.

Chairperson Johanna Slanga convened the meeting at 6:03 p.m.

1. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal, Doug White; Alternate Board Member Daniel Isaksen

Absent: Board Member Katie Schafer; Student Representative Alex Lindstrom

Administration: Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Scott Grewe, Police Dept. Commander
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

Fleis & Vanderbrink ("F&V"):
Justin Rose, Traffic Engineer

MKSK: Brad Strader

2. INTRODUCTIONS (none)

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF SEPTEMBER 6, 2018

Motion by Mr. White

Seconded by Ms. Folberg to approve the MMTB Minutes of September 6, 2018 as presented.

Motion carried, 6-0.

VOICE VOTE

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Yeas: White, Folberg, Edwards, Isaksen, Rontal, Slanga,

Abstain: None

Nays: None

Absent: Schafer

5. CONTINUATION OF PUBLIC HEARING

2019 Local Streets Program - Paving Street Widths

- a) N. Glenhurst Dr. (Oak to Raynale St.)**
- b) Raynale St. (Glenhurst Dr. to Chesterfield)**
- c) Brookwood Ln.**
- d) Kenwood Ct. (western portion only)**

The continued public hearing opened at 6:03 p.m.

Ms. Ecker gave a presentation which began by walking through the residential street width standards that were passed by the City Commission within the last two months. The Commission wanted to do this because they feel it is their responsibility as governing officers to make the infrastructure better such as:

- Promote a walkable city;
- Multi-modal planning to accommodate walkers, cyclists, drivers, and transit users by following National Standards and Best Practices.

The City Commission directed the MMTB to create residential street standards so that every year something consistent would be done and there would not be a big debate every time another street comes up for replacement. Also they were directed to study infrastructure costs and come up with consistent approaches throughout the area.

Birmingham's Residential Street Standards are based on recommended Standards and Best Practices from:

- American Assoc. of State Highway and Transportation Officials ("AASHTO");
- Institute of Transportation Engineers ("ITE");
- Urban Land Institute ("ULI");
- Congress for New Urbanism;
- National Assoc. of City Transportation Officials ("NACTO"); and
- Peer cities.

The yield condition neighborhood street width going down to 26 ft. allows for parking on both sides of the street. A yield condition is created when there is opposing traffic and one of the motorists needs to stop and yield to the other. This slows traffic and is generally considered to make the street safer.

Birmingham's Residential Street Standards use established practices as a base and are also based on:

- Emergency response access;

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- Winter weather;
- Existing street widths;
- Characteristics of different neighborhoods.

➤ New and Existing Unimproved Residential Streets

When streets are improved or newly constructed the standards below are applied:

- 26 ft. in width from curb to curb;
- If the right-of-way is less than 50 ft., the street width shall be a minimum of 20 ft. with parking allowed on one side only.

➤ Existing, Improved Residential Streets

When previously built streets are reconstructed, this standard shall generally be applied:

- If existing street width is 28 ft. or less, street may generally be reconstructed at the existing width unless an exception is met.

➤ Exceptions and Modifications

- High or low frequency use of on-street parking;
- Daily traffic volumes exceed 1500 vehicles;
- Street is a published school bus route or is a frequent emergency response route;
- Street is adjacent to a school, religious institution, City park, multiple-family residential development, or other use that generates high traffic volumes;
- The road as proposed would result in the removal of two or more trees;
- 85th percentile speed is more than 5 mph over the posted speed limit and/or documented operational or safety concerns.

Ms. Ecker clarified that an exception or modification for one of the above reasons could be granted if the residents want it. However, the street would have to be built between 20 ft. and 30 ft. in width based on the new Residential Street Standards.

Mr. O'Meara noted that most of the Quarton Lake area still has unimproved streets. The subject streets were built in the 1940s with curb and gutter and permanent pavement that needs to be replaced. The water and sewer lines also have issues that need to be addressed. For those reasons this area was nominated in the budget as needing work.

Ms. Ecker pointed out that Raynale St. doesn't seem to meet any of the exceptions or modifications that would demonstrate they should consider varying from the 26 ft. wide standard. The only thing would be that it is somewhat near a school and busses travel along it as well.

Even at school pick-up and drop-off times N. Glenhurst Dr. did not have many cars parked along the street. It did not come close to the 1500 average daily traffic volume.

➤ Residential Street Width Recommendations per City Standards

- Raynale St. - Reduce to 26 ft. in width with parking on both sides to create a yield condition street;

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- N. Glenhurst Dr. - Reduce to 26 ft. in width with parking on both sides to create a yield condition street;
- Brookwood Ln. - Maintain 24 ft. width with parking on both sides (existing yield condition street);
- Kenwood Ct. - Maintain 24 ft. width with parking on both sides (existing yield condition street).

➤ Parking Counts

Commander Grewe explained that additional parking counts were taken on Glenhurst Dr. during school arrival and dismissal times. Counts were first taken on Thursday, September 20. The weather was rainy that day, so counts were taken the next day too (Friday, September 21) in the event that weather had impacted the counts. Parked car counts were only slightly higher on Friday than on the day before (during inclement weather).

N. Glenhurst Dr., north of Oak St. during morning drop-off and afternoon pick-up:

8:40 a.m. = 5 cars

3:45 p.m. = 3 cars

Ms. Folberg pointed out that at the last meeting photographs were presented by residents that show huge parking numbers on N. Glenhurst Dr.

Mr. O'Meara acknowledged that both N. Glenhurst Dr. and Raynale St. carry school busses.

Ms. Ecker explained for Ms. Folberg that generally bike lanes are not seen on residential streets that carry less than 1500 vehicles a day because there is already very little traffic and it is going slowly enough for a bike to ride down the street in the existing condition.

Chairperson Slanga opened up discussion to the public at 6:40 p.m.

Mr. John Martin was present with his wife, Chris Martin. They reside on the corner of Lyonhurst and Raynale St. Mr. Martin said they don't experience speeding. The street width allows them to back out without being concerned about an accident. There is no one living on Raynale St. or N. Glenhurst Dr. that in any way supports this design. Most residents have a concern about spending City money to fix something that is a non-problem. Mr. O'Meara verified there is a slight savings by narrowing the street but it is not a major decision factor.

Ms. Debby Greene, 1388 Kenwood Ct., noted that the notification signs were removed from their neighborhood the day after the last meeting and have not been up for a month. Otherwise there would be more residents in attendance. Repair the streets, but do not create an issue where there is none.

Ms. Suzanne Lasser, 1120 N. Glenhurst Dr., said the parking count there is fallacious because of circumstances that occur. When the plan was done it accommodated smaller cars that got better gas mileage. Now that has all changed. GM and Ford are no longer

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going to manufacture sedans. It will all be vans, trucks and SUVs. That will create a more dangerous situation when they are parked on narrow streets. Their streets are wider. Keep them as they are.

Ms. Dianne D'Angelo, 1235 N. Glenhurst Dr., said three other families that couldn't be present tonight agree with her comments. What she is hearing is the reason to do this is for safety and because everybody else is doing it. She doesn't see a problem with being different. As far as safety goes, speeding has not been an issue. Many of the residents have two-car garages and the third car is parked on the street. She thinks that more narrow would be less safe, especially for emergency vehicles. In response to her question about how many people have been injured on N. Glenhurst Dr. because of speeding, Commander Grewe stated there have been no injury accidents in the last three years. Ms. D'Angelo added there are better ways to spend the money. She gets the feeling this smacks of totalitarianism. She doesn't know anyone on her street that wants this done.

Ms. Barbara Trunski, 1220 N. Glenhurst Dr., mentioned that those who live north of Raynale St. were never informed about what is going on. She feels that whatever is done south of Raynale St. will impact them. Further, as people have said, there was no notice about tonight's meeting. She feels they are one of the few areas in the City that has decent streets. That is why they picked their house. With all the cars parked on the narrow streets it is not possible to get by and they are terrible to drive on. Why make their roads bad so they are like the rest of the City. Because houses are constantly being knocked down or having major renovations there are always going to be huge construction and delivery vehicles parked everywhere.

Mr. John Greene, 1388 Kenwood Ct., noted that his wife spoke earlier. He added that with the notice signs being down it feels to him as a citizen that they are trying to wear everyone down by having the same meeting without publicity. Kenwood Ct. is 24 ft. in width and there have been times when they have had to leave their car down the street because of not being able to get through to their driveway. No one has come forth that wants to go to the narrow streets.

Mr. Steve Hall, said he and his wife Susan live at 1120 Lyonhurst. Fourteen residences abut Raynale St. None of them are in favor of this project. They don't know of any speeding or accidents that have happened on Raynale St. They live in Harrowgate Estates. The proposal is to narrow half of Raynale St. in Harrowgate Estates and half of N. Glenhurst Dr. in Harrowgate Estates. The comment made in the proposed project is that in the year following those other halves will be taken care of; but they will require a Special Assessment District because they are unimproved roads. The problem is there must be approval from all of Raynale St. and all of N. Glenhurst Dr. before starting. That will be a big hurdle. If complete approval is not obtained then half the street would be narrow and half would be wide. Therefore, he suggests that the whole neighborhood plan needs to be in place before tackling any one piece.

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Additionally, there is the issue of schools. He thinks their street gets three busses in the morning and three in the afternoon. What the policy doesn't address is that to get to the school other streets must be used. Quarton School has made a big effort to recruit students from outside the area. That drives traffic. Covington is a special school and gets its students from a larger area.

If a school is going to be drawing from a big area, it impacts traffic and that issue is not addressed in the policy statement. Also he doesn't see anything in the policy statement that talks about the future. Half of the residents on Raynale St. have been there for forty years and as they age they will be using more and more contractors for everyday maintenance. Furthermore, houses will be torn down and new ones built, all with associated construction traffic.

Therefore, he suggests that the planning process, given this new policy, needs to change to work on a neighborhood basis before embarking on a project; otherwise there will be a risk of not maintaining the consistent streets policy for a neighborhood.

Mr. Alan Lasser, 1120 N. Glenhurst Dr., asked what harm there is in not following the new rules. Why not just follow what the neighborhood wants? Chairperson Slanga answered that the elected officials for this City asked this board to advise them. This board can change the plan if they feel it is necessary.

Mr. Mike Kal said that he and his wife, Marty, live at 1851 Raynale St. He suggested that with the proposed changes Raynale St., based on everything that has been heard over the last two meetings, will be less safe.

The Chair closed the public hearing, and asked for comments from the Board.

Mr. Isaksen stated he is not comfortable with voting against a policy that the City Commission has made official. Maybe this board needs to send a message to the Commission that the policy is not popular with the residents and it needs to be changed on that basis.

Dr. Rontal noted this body has been appointed by the City Commission to study the problem and to listen to the citizenry. The Board is trying to balance those two things. Perhaps the order of events should be to repave to existing widths unless a series of things exist that indicate the infrastructure needs to be changed, such as high speed, frequent accidents, etc. If there is no problem, why make such a huge change.

Discussion revealed that 30 ft. as a maximum street width was introduced at the City Commission level.

Dr. Rontal motioned to send a message to the City Commission that we need to re-visit the City residential street width standards in terms of triggering events for changing the

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width because the citizenry has decided that it is not happy with where we are at. The motion failed for lack of a second.

Motion by Ms. Folberg

Seconded by Dr. Rontal to keep Kenwood Ct. and Brookwood Ln. at their existing width.

Dr. Rontal noted in terms of the idea of spending the City's money and fixing what needs to be fixed, the money to rebuild the streets is going to be roughly the same regardless of the width.

Ms. Folberg said with respect to N. Glenhurst Dr. the pictures reveal that at times during the day parking is sufficiently aggravated that she is not comfortable recommending going down to a 26 ft. width.

Motion carried, 6-0.

VOICE VOTE

Yeas: Folberg, Rontal, Edwards, Isaksen, Slanga, White

Nays: None

Absent: Schafer

Motion by Ms. Folberg

Seconded by Dr. Rontal that N. Glenhurst Dr. and Raynale St. be repaved at their existing width, which is 32 ft.

Ms. Folberg explained the thinking behind her motion is that it makes more sense for that neighborhood, and it will yield more consistent streets. Also, there are no safety issues. Further, it seems to her that wider streets are safer for bicycles.

Public comments on the motion were taken at 7:40 p.m.

Mr. Steve Hall, 1120 Lyonhurst, did not think there would be any problem with the neighbors in supporting the motion.

Ms. Debby Greene, 1888 Kenwood Ct., said the motion is what the residents want. She doesn't think there is anything wrong with that being a valid reason for the decision making.

Ms. Barbara Trunski, 1220 N. Glenhurst Dr., received clarification that the Commission will receive all of the reasons and thinking behind the motion that was made. Ms. Ecker told her notification signs will go up and there will be another chance for public comment when this matter comes before the City Commission.

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Ms. Suzanne Lasser, 1120 N. Glenhurst Dr., complimented the Board for listening to the residents and what they want.

Ms. Edwards said if the City wants the roads repaved at 26 ft. in width and the Board only wants to take the exceptions into consideration, then they don't even need a public hearing because it is set in stone. Ms. Folberg answered that a public hearing is needed to alert them to a change.

Motion carried, 4-2.

ROLLCALL VOTE

Yeas: Folberg, Rontal, Slanga, White

Nays: Edwards, Isaksen

Absent: Schafer

6. REQUEST FOR REMOVAL OF ON-STREET PARKING SPACE FOR ELM ST. SOUTH OF MAPLE RD.

Commander Grewe recalled that at the April 5, 2018 meeting the Board denied the request from a resident of All Seasons to remove the parking spot.

On August 1st, the Police Dept. received an e-mail from Ms. Cindy Zamplas asking that this parking spot be removed. Ms. Zamplas works at Victoria law firm at the corner of Maple Rd. and Elm St. and stated that their driveway is often blocked by Birmingham fire trucks when they respond to All Seasons. Ms. Zamplas stated the removal of this parking spot would allow emergency vehicles space to park along the curb and not interfere with traffic on Elm St. or access to their parking lot.

Asst. Chief Paul Wells of the Birmingham Fire Dept. was contacted who stated this parking spot has caused problems when they respond to a high frequency of medical runs at All Seasons and often multiple runs at the same time. He stated when this happens there is no room for the extra fire vehicles on-site, which causes them to park on Elm St. Wells said when this happens they are forced to park blocking a private driveway and/or traffic on Elm St. He stated eliminating this spot will reduce the impact on traffic and private lot access and make entering and exiting All Seasons parking lot with their vehicles much easier.

Commander Grewe confirmed that removal of this same space was turned down previously by this board. Mr. Isaksen noted there is some new information and the difference for him is the Fire Dept.'s input that they don't like the spot.

Motion by Ms. Edwards

Seconded by Mr. Isaksen to remove one parking spot on Elm St. located in front of 160 Elm.

Motion carried, 6-0.

VOICE VOTE

Yeas: Edwards, Isaksen, Folberg, Rontal, Slanga, White

Nays: None

Absent: Schafer

7. MAPLE RD. AND PIERCE ST. CROSSWALK SIGNING

Mr. O'Meara said they have asked F&V to consider the fact that people have complained about motorists not stopping when they see a pedestrian and they want to make the intersection more pedestrian friendly. The recommendation that came back was to add yellow diamond signs with the pedestrian picture and arrows. Commander Grewe said that stopping for pedestrians is technically a rule within the State law. His opinion was that these signs do a great job by bringing attention to the crosswalk.

Mr. Justin Rose said because it is at an existing intersection this sign should be sufficient.

It was agreed this signage is a matter of people getting used to it.

Motion by Mr. Isaksen

Seconded by Dr. Rontal to install W11-2 signing at the crosswalk on the west side of the intersection of Maple Rd. and Pierce St.

Motion carried, 6-0.

VOICE VOTE

Yeas: Isaksen, Rontal, Edwards, Folberg, Slanga, White

Nays: None

Absent: Schafer

8. MOPED/SCOOTER PARKING DOWNTOWN

Ms. Ecker advised there are unused triangular spaces 100 sq. ft. in size along Old Woodward Ave. in Downtown between the new bump-outs and the angled parking. The City has been asked to examine these spaces as potential parking locations for mopeds. What is being proposed would not change the configuration of the road but there is an opportunity to fit in three scooter, moped, or motorcycle spots.

Birmingham does not have a policy for a required size or dimension of moped spaces or motorcycles. Nor does the City have a requirement for the provision of these spaces.

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Preliminary examples have been drawn into the unused triangular spaces of the Old Woodward Ave. plans for review.

Example 1: Three 3 ft. wide spaces

Example 2: One 4.5 ft. space and one 3 ft. space

Responding to Dr. Rontal, Ms. Ecker said the direction at this point is that there would be no charge for these spots. As of now, no post signs are meant for the spaces. The recommendation is that stencils of mopeds or motorcycles be painted on the ground in each of the spots.

Mr. Isaksen said the 4.5 ft. x 8 ft. spot would fit a large motorcycle. His inclination was toward Example 2 because it offers more options.

Commander Grewe stated that parking over a line in a designated spot is a violation and it would be the same thing here. The determination is made by looking at the ground. If Example 2 is used, anyone could park. If Example 1 is used, they are saying no to motorcycles unless they are small enough to fit. Adding these spots will give mopeds legal places to park, although there aren't a lot of mopeds around town.

Motion by Mr. Isaksen

Seconded by Ms. Edwards that in the unused triangular spaces along Old Woodward Ave. install three 3 ft, x 6 ft. parking spots for mopeds with a stencil of a moped mark on the pavement.

Motion carried, 6-0.

VOICE VOTE

Yeas: Isaksen, Edwards, Folberg, Rontal, Slanga, White

Nays: None

Absent: Schafer

9. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA

Mr. Strader updated the Board on the Maple Rd. design project. F&V, City staff and MKSK have been working on design refinements and will be presenting a refined design to the City Commission for their input. They have had meetings with M-DOT on the issue of losing parking. This Board had said to get rid of the Xs if more parking can be recovered. They have worked through a number of design sequences and have been able to reduce the amount of lost parking from 20 spaces down to 10, even with the bumpouts. That is partly because M-DOT has allowed them to go a little closer to the crosswalks and go with the typical Birmingham design standards. So they are back to the Xs now.

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Additionally, at the Park, Peabody, Maple Rd. intersection they have come up with an alternative they think meets this Board's objectives. The bumpout will be on the NE corner and there won't be an island. Vehicles will stop and there will be a pedestrian activated signal so the pedestrians can press a button and the westbound to northbound traffic will stop.

Ms. Ecker reminded everyone that this will be preliminary conceptual approval by the City Commission and it will then come back to this board.

10. MISCELLANEOUS COMMUNICATIONS (none)

11. NEXT MEETING NOVEMBER 1, 2018 at 6 p.m.

11. ADJOURNMENT

No further business being evident, the board members adjourned at 8:21 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer



Jana Ecker <jecker@bhamgov .org>

Public hearing re pavement reconstruction

1 message

Susan Conway <suelee25@me.com>
To: jecker@bhamgov.org

Thu, Aug 16, 2018 at 4:33 PM

My name is Susan Conway. I live at 1881 Kenwood Ct in Birmingham. I will not be able to attend the meeting on September 6 regarding pavement reconstruction but would like to mention two things regarding Kenwood Ct. I live at the end of Kenwood Ct and I suggest the island/ cal-de-sac in front of my house (that contains the fire hydrant) be made smaller. I have noticed often that garbage trucks, fire trucks, snow plows, and many delivery trucks cannot get around the cal-de-sac without having to back up two or three times and often end up driving over the curb and onto the lawn of the residents that live around the island. Also when it rains hard all of the water from Kenwood Ct runs down towards the cal de sac and the drain is constantly backed up and the water accumulates at a very high level and often flows up onto my grass and my neighbors grass.

Please let me know if these issues can be addressed at the meeting without my attendance.

Thank you,

Susan Conway
248-804-4499

To: Engineering Department (the "Department")
City of Birmingham
151 Martin St.
Birmingham, MI 48009

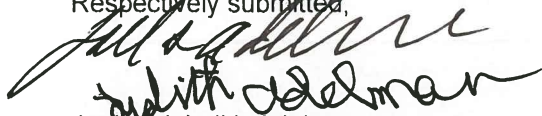
From: Joel and Judith Adelman
1060 N. Glenhurst Dr.
Birmingham, MI. 48009

Re: Planned reconstruction of the pavement on N. Glenhurst Dr. and Raynale St. (the "Project")

Date: August 21, 2018

We live (and have lived for 46 years) at the above address. We received the notice from the Department announcing a public hearing on the Project. As suggested in the notice, we viewed and studied the information and illustrations on web site of the Multi-Modal Transportation Board (the "Board"). We write to express our objections to an aspect of the Project, namely the proposed reduction in the width of N. Glenhurst Dr. and Raynale St. from 32 to 26 feet. Currently, these two streets are among the very few streets in Birmingham neighborhoods where, if there are parked cars or trucks on the street, two vehicles traveling in opposite directions can safely pass each other without having to pull over and wait for oncoming traffic to pass. We have traveled extensively on the neighborhood streets with widths of 26 feet and have encountered much congestion as several vehicles are forced to pull over and wait for oncoming traffic to clear; this problem is exacerbated by the constant presence of construction vehicles parked on, and traveling through, the streets of the neighborhoods as a result of the current high level of residential construction in Birmingham. We also believe that narrowing the width of the two streets, in light of the increased congestion that doing so would surely cause, would pose a safety hazard for pedestrians, and especially children, as they attempt to navigate their way across the street in the face of a line of cars waiting for oncoming vehicles to pass. Finally, we see little advantage to be gained from the supposed benefits outlined on the Board's website: the additional green space, rather than being an advantage, will burden the homeowners with the additional work and expense of maintaining an enlarged green space and there is very little benefit to the homeowners in having a few young trees planted in the right of way. Finally, as we said above, rather than increasing pedestrian safety, we believe that narrowing the width of these two streets will reduce pedestrian safety and pose a safety hazard to children.

Respectively submitted,



Joel and Judith Adelman

Contact information:
Email: j1060n@gmail.com
Home phone: 248-540-0681
Cell phone: 248-891-2424



8/26/2018

To: Multi-Modal Transportation Board

We are residents of Brookwood Street. We are opposed to narrowing the streets in our neighborhood. It is becoming impossible to navigate the streets in this city. We are especially opposed to the narrowing of Raynale from North Glenhurst to Chesterfield and Glenhurst from Oak to Raynale.

Both have school buses traveling on them many times a day and can barely navigate them as it is. Glenhusrt especially during the school hours is congested with cars that park on it and then parents walk their children across the street to Quarton School. We also don't feel we need more "green space". We thought you were trying to make the city more bike friendly. Some children are riding their bikes to Quarton . A bike lane would be more useful than green space.

Another issue we have in this neighborhood is constant construction. There are many days we can barely get down these streets because of all the truck traffic.

A third issue is the lawn services that line the streets during the summer and snow removal companies during the winter.

All these factors have already made Birmingham change from a peaceful neighborhood to constant congestion and traffic. Narrowing these streets in both dangerous and doesn't contribute to making the streets more walkable and safe for biking.

We are asking you not to pursue this plan.

Thank you,
Susan and Bill Conway
998 Brookwood St.
Birmingham, Mi 48009



Jana Ecker <jecker@bhamgov .org>

North Glenhurst Drive street width

1 message

Barbara Trunsky <btrunsky@comcast.net>

Mon, Aug 27, 2018 at 4:27 PM

To: jecker@bhamgov.org

Cc: mbaka@bhamgov.org

Hello Ms. Ecker,

I want to find out what the agenda is for the city hall meeting on Thursday, September 6 at 6:30pm. I live on North Glenhurst Drive between Raynale and Redding and I do not want my street narrowed. We actually have one of the nicest blocks in the entire city since people can actually park on the street and vehicles can still drive by with plenty of room to pass. It would be a shame to make our road nearly unpassable like most of the other roads in the city.

I fear that many people will not find out about this meeting in time to attend. The Birmingham website is hard to navigate and I don't believe that it has been updated yet. I called and was lucky enough to talk to someone who could at least tell me when the meeting was.

Please advise at your earliest convenience.

Thank you,

Barbara Trunsky

Objections to narrowing N. Glenhurst Drive & Raynale

1 message

Barbara Trunsky <btrunsky@comcast.net>
To: Sdelpup@bhamgov.org

Mon, Aug 27, 2018 at 8:49 PM

To: The Multi-Modal Transportation Board

From: Barbara & Roger Trunsky

Re: Planned reconstruction of the pavement on N Glenhurst Drive, and adjacent streets and related work

Dated: August 27, 2018

We have lived at 1220 N. Glenhurst Drive between Raynale and Redding for almost 20 years.

We have recently learned that there is a plan being proposed to reduce the widths of N. Glenhurst Drive and Raynale from 32 feet to 26 feet.

N. Glenhurst Drive (between Oak and Redding) and Raynale are one of the few areas in the entire city where one can actually park on the street and vehicles can still drive by with good visibility and with plenty of room to pass.

Most of Birmingham consists of narrow roads that require one to pull over and wait for oncoming traffic to pass. The continuous construction going on in our city with all of the parked vehicles that brings, along with the narrowed roads, is a safety hazard for both pedestrians and vehicles. It is especially dangerous for children who may not be as adept at crossing congested streets with poor visibility.

We do not need an extra-wide sidewalk for pedestrians especially when the consequence will be to make it more dangerous for pedestrians to cross the street.

If you are truly concerned about speeding, make N. Glenhurst Drive and Raynale a 4-way stop. And, while you are considering the safety of pedestrians, a 4-way stop at N. Glenhurst Drive and Oak should also be strongly considered. It is a miracle that no one has been killed at that intersection due to cars speeding eastbound down Oak around the curve with limited visibility.

We do not need additional green space on our already beautiful streets with our large, well-established trees. Narrowing the roads, expanding the sidewalks and planting a few young trees in the right of way would most likely end up jeopardizing the tree roots of our current trees and would eventually cause their demise.

We strongly object to Birmingham's plan to take one of the few truly safe and beautiful areas of the city and make it more dangerous by narrowing the roads.

Sincerely,

Barbara & Roger Trunsky



Susan Delpup <sdelpup@bhamgov.org>

2019 Local Streets Paving Project - N Glenhurst and Raynale

1 message

Helene Predhomme <helene@predhomme.com>
To: "sdelpup@bhamgov.org" <sdelpup@bhamgov.org>

Mon, Aug 27, 2018 at 9:56 PM

Dear Engineering Department:

We live at 1090 N. Glenhurst on the southeast corner of N Glenhurst and Raynale. We have lived in our home for 27 years and raised two sons. We thoroughly enjoy the beauty of our block between Oak and Raynale on N. Glenhurst with its wide street, its mature, healthy tree canopy and graceful curve. Recently we received a notification regarding the proposed project to narrow N Glenhurst and Raynale from the present 32 ft. width to 26 ft. We are opposed to the narrowing of both streets for the following reasons:

We believe narrowing these streets will not make our streets safer for vehicles and pedestrians. Presently if one car is parked on one side of N. Glenhurst and another car parked on the other side, two moving vehicles can safely fit in the road. Bike riders can safely ride as well and pedestrians can safely walk on our wide sidewalks. The width of our street allowed our boys and their friends to ride their bikes on N Glenhurst and Raynale at a safe distance from moving cars as well as parked cars. With the number of construction and service vehicles that can be parked on our street for months as well as weekly lawn service vehicles parked every day in spring, summer and fall, there would be constant congestion with a 26 ft. wide street. Also such a street would not allow bike riders to safely pass and vehicles would be forced to depend on another's courtesy to let one pass as the other waits adding more congestion.

Since N. Glenhurst does not extend all the way to Quarton, we do not have the cut-through traffic that other streets have in our neighborhood. Accordingly, traffic volume is light compared to other Quarton Lake streets and in our opinion, speeding is not an issue. If the City wants to slow traffic on our street, our suggestion is to simply place stop signs at N Glenhurst and Raynale and make it a four-way stop and keep N. Glenhurst and Raynale at 32 ft. This would be a more fiscally responsible option to the desire to "slow traffic down".

We also understand that the City wants additional green space and less concrete so the narrowing will add three feet of green space on either side of the street. We understand the desire to increase green space but in this particular case, the green space of the lots on our street is already large and we do not believe we need more. Also, the new trees that we have seen the City plant on redone streets are sadly too young and too small. Another concern we have is the potential damage to mature tree roots from this project.

Based upon the above reasons, we are opposed to the project and respectfully ask the City to please reconsider. Our street is unique and beautiful, and we love it!

Sincerely,

Helene and Michael Predhomme

1090 N Glenhurst

Telephone: 248-540-1040



Susan Delpup <sdelpup@bhamgov.org>

Raynale Street

1 message

Margaret Kell <mwk1851@aol.com>

Tue, Aug 28, 2018 at 9:24 PM

To: sdelpup@bhamgov.org

Cc: mkell@howardandhoward.com

As a lifetime resident of Birmingham and a 40 year occupant of 1851 Raynale, I strongly oppose the narrowing of our street. We have waited years for the City to resurface our street, and it's condition is an embarrassment. There can be no rational reason for this wasteful expenditure! The street has existed at it's present width for longer than most of the council members have been alive. Do not change it.

Margaret Kell

Sent from my iPad

Opposition to changing the width of Raynale ...

1 message

Susan B. Hall <SusanB@bfpc.com>
To: sdelpup@bhamgov.org

Tue, Aug 28, 2018 at 9:23 PM

To the Multi-Modal Board:

WE STRONGLY OPPOSE ANY PLAN TO NARROW RAYNALE STREET. DO NOT REDUCE ITS WIDTH.

Our reasons for this are:

1. Raynale is totally functional as it is today, except for long-overdue paving.
2. Reducing the width of Raynale will greatly increase dangers to:
 - a. Drivers, including Moms going to/from Quarton School with their kids
 - b. School bus drivers and kids getting on and off the buses
 - c. Construction crews and their trucks and equipment
 - d. Contractors for lawn care, maintenance projects, tree trimmers, home improvement projects, cleaning, HVAC repairs, electrical services, cable-TV services, etc.
 - e. Garbage trucks
 - f. US Mail and other delivery vans and personnel
 - g. Emergency vehicles
3. We all have plenty of green space today. There is no need for more – that will cost us more time and money to maintain.
4. Speeding on Raynale is NOT a significant issue and never has been.
5. Given NO legal mandate for street width, there is no need to spend more money to change something that works well with NO problems. The old adage is true: *"If it ain't broke, don't fix it."*

See the attachment for more details.

Thank you.

Susan Hall

1120 Lyonhurst

Birmingham

 **Raynale - Opposition to reducing width.pdf**
116K

RAYNALE – OPPOSITION TO REDUCING WIDTH

1. A number of us have enjoyed living here on Raynale for virtually 40 years or more. We moved here and enjoy living here due to the neighborhood's diversity: e.g., different size lots, different size and style of homes, different and creative approaches to landscaping, different width of streets, and more. We did NOT choose to live in a cookie-cutter community.
2. The current width of Raynale is functional and has worked for all of us for decades. We have NO desire to live on a narrower street.
3. Reducing Raynale in width from Chesterfield to Glenhurst would be inconsistent with the street's width from Glenhurst to the city boundary west of Westwood. That makes NO sense at all.
4. The current width allows for street functionality when construction and/or contractor vehicles (typically larger than homeowner vehicles) are parked on the street. New home construction continues to be active in our community, and will continue that way for the foreseeable future. Contractor vehicles for lawn care, maintenance projects, home improvement projects, cleaning, HVAC repairs, electrical services, cable-TV services, etc., are frequently on the streets. They all prefer to park on Raynale, and not on Brookwood or Lyonhurst, in order to maintain street functionality while they are in the neighborhood.
5. Raynale is and always has been a school bus route. A narrower street would make that much more dangerous for the kids, for the bus driver, and for the owners of personal and contractor vehicles parked on the street.
6. Backing out of a driveway anytime vehicles are parked on both sides of the street is even now a bit dangerous. That danger would increase dramatically if the street were narrower. More accidents would undoubtedly occur. Of the 14 homeowners affected by this proposed change, 13 have driveways that require backing out onto Raynale. So, this would be more dangerous for virtually all the homeowners affected.
7. If a child darts out into the street from behind a parked car today, there is room for both the child and a car's driver to avoid an accident which could be life-threatening. A narrower street would not have that same margin of error.
8. If a driver of a parked car opens the car door when another car is approaching, there is room now for both the open car door and the other car's driver to avoid a crash, which at the minimum would be very costly. A narrower street would not have that same margin of error.
9. The difference in the amount of time to cross a 32-foot wide street versus the time to cross a 26-foot wide street is insignificant – potentially less than 2 seconds. Very few people ever walk across Raynale on a daily basis.
10. The Birmingham fire trucks will always choose to use Raynale if at all possible because it is wider and virtually certain to be functional for getting through. If the street were narrower, then they

RAYNALE – OPPOSITION TO REDUCING WIDTH

would have no obvious alternative, and that could result in a delayed response time for their emergency responses.

11. Speeding vehicles have never been a significant problem on Raynale.
12. During winter seasons, snow plowing on narrower streets creates much more significant problems for persons with cars parked on the streets than does snow plowing on wider streets where there is more room to maneuver after the plow has been through the streets.
13. The additional green space created by reducing the width of the street would require each homeowner to take care of more lawn space, an ongoing commitment of time and cost every year. In addition, there would also be some significant one-time cost to redo the sprinkler systems for each homeowner in order to continue to make the lawns (owned by the City but the responsibility of the homeowner for maintenance) green and presentable. Of the 14 homeowners affected by this proposal, 4 have front-facing lots that are about 70 feet wide each on average. The other 10 homeowners have lots facing north/south streets and average about 100 feet of frontage on Raynale. That is significant additional green space to maintain to cut grass and sprinkle with water which is very expensive in Birmingham (since sprinkled water is charged for sewer usage).
14. A street width policy may be good City planning for new streets in new neighborhoods. However, for existing streets in established neighborhoods that have functioned well without any significant problems (other than lack of timely pavement maintenance by the City), there is NO reason for changing the width. This is “policy” and not law or ordinance. The current City policy needs to be modified to accommodate that situation and to eliminate the wasteful expenditure of OUR money.
 - a. What national standard mandates that Birmingham do this?
 - b. What Michigan state standard mandates that Birmingham do this?
15. There is NO expressed rationale in the City’s Policy Statement as to why Birmingham needs “consistent street widths throughout the city”. Certainly NOT in our neighborhood, and we doubt throughout the City. This is a “policy” without a proven need for existence. Birmingham is a long-established city and not an expanding metropolitan area.
16. The enumerated “benefits” as presented are generic and not compelling:
 - a. “Additional green space for pedestrians and homeowners”
 - i. This is obvious. However, in this area, each homeowner already has significant green space given existing lot sizes, so additional green space is not required. Further, it is not desired, in that additional green space would add to the time and cost for each homeowner to maintain every year. Perhaps in other city areas this is a concern. But, not for this area. So, this benefit is not compelling as a benefit for reducing the width of this section of Raynale.

RAYNALE – OPPOSITION TO REDUCING WIDTH

- b. “Narrower streets tend to help keep traffic speeds down”
 - i. Again obvious, since it becomes more difficult to navigate through the streets. However, traffic speeds on this section of Raynale have never been a significant problem. What are the accident statistics – that involved speeding? How many speeding violations have been issued by the Birmingham Police Department? If accidents and/or speeding have not been frequently occurring, then this benefit is not compelling for this proposed change.
 - c. “Reduced crosswalk lengths will reduce the amount of time pedestrians are in the street and increase pedestrian safety”
 - i. The proposed 6-foot reduction in width reduces an insignificant amount of time to cross – probable reduction of much less than 2 seconds. The number of people who cross the street along this section is minimal. What relevant statistics exist to support this benefit for this section of street? If this benefit is not specifically relevant to this section of streets, then it is not compelling.
17. There is no justification for spending money to make Raynale a narrower street when there is nothing wrong with the current width. It is a total waste of OUR money.
18. Just pave Raynale. Don’t waste OUR money.



Paul O'Meara <pomeara@bhamgov.org>

Re: Objections to narrowing N. Glenhurst Drive & Raynale

1 message

Susan Delpup <sdelpup@bhamgov.org>
To: Barbara Trunsky <btrunsky@comcast.net>
Cc: Paul O'Meara <pomeara@bhamgov.org>

Tue, Aug 28, 2018 at 8:12 AM

Dear Mr. and Mrs. Trunsky,

Thank you very much for taking the time to communicate your opinion on the Glenhurst project. I am copying Paul O'Meara, our City Engineer, on this reply, to make sure that your thoughts are passed along to all concerned.

Regards,

On Mon, Aug 27, 2018 at 8:49 PM, Barbara Trunsky <btrunsky@comcast.net> wrote:

To: The Multi-Modal Transportation Board

From: Barbara & Roger Trunsky

Re: Planned reconstruction of the pavement on N Glenhurst Drive, and adjacent streets and related work

Dated: August 27, 2018

We have lived at 1220 N. Glenhurst Drive between Raynale and Redding for almost 20 years.

We have recently learned that there is a plan being proposed to reduce the widths of N. Glenhurst Drive and Raynale from 32 feet to 26 feet.

N. Glenhurst Drive (between Oak and Redding) and Raynale are one of the few areas in the entire city where one can actually park on the street and vehicles can still drive by with good visibility and with plenty of room to pass.

Most of Birmingham consists of narrow roads that require one to pull over and wait for oncoming traffic to pass. The continuous construction going on in our city with all of the parked vehicles that brings, along with the narrowed roads, is a safety hazard for both pedestrians and vehicles. It is especially dangerous for children who may not be as adept at crossing congested streets with poor visibility.

We do not need an extra-wide sidewalk for pedestrians especially when the consequence will be to make it more dangerous for pedestrians to cross the street.

If you are truly concerned about speeding, make N. Glenhurst Drive and Raynale a 4-way stop. And, while you are considering the safety of pedestrians, a 4-way stop at N. Glenhurst Drive and Oak should also be strongly considered. It is a miracle that no one has been killed at that intersection due to cars speeding eastbound down Oak around the curve with limited visibility.

We do not need additional green space on our already beautiful streets with our large, well-established trees. Narrowing the roads, expanding the sidewalks and planting a few young trees in the right of way would most likely end up jeopardizing the tree roots of our current trees and would eventually cause their demise.

We strongly object to Birmingham's plan to take one of the few truly safe and beautiful areas of the city and make it more dangerous by narrowing the roads.

Sincerely,

Barbara & Roger Trunsky



Jana Ecker <jecker@bhamgov.org>

Re: Opposition to changing the width of Raynale ...

1 message

Susan Delpup <sdelpup@bhamgov.org>

Wed, Aug 29, 2018 at 8:02 AM

To: Steve Hall <Steve@sehallco.com>

Cc: Paul O'Meara <pomeara@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>

Dear Mr. Hall,

Thank you very much for taking the time to communicate your opinion on the Raynale project. I am copying Paul O'Meara, our City Engineer, and Jana Ecker, Planning Director, on this reply to ensure that your thoughts are passed along to all concerned.

Regards,

On Tue, Aug 28, 2018 at 8:37 PM, Steve Hall <Steve@sehallco.com> wrote:

To the Multi-Modal Board:

I STRONGLY OPPOSE ANY PLAN TO NARROW RAYNALE STREET. DO NOT REDUCE ITS WIDTH.

My reasons for this are:

1. Raynale is totally functional as it is today, except for long-overdue paving.
2. Reducing the width of Raynale will greatly increase dangers to:
 - a. Drivers, including Moms going to/from Quarton School with their kids
 - b. School bus drivers and kids getting on and off the buses
 - c. Construction crews and their trucks and equipment
 - d. Contractors for lawn care, maintenance projects, tree trimmers, home improvement projects, cleaning, HVAC repairs, electrical services, cable-TV services, etc.
 - e. Garbage trucks
 - f. US Mail and other delivery vans and personnel
 - g. Emergency vehicles
3. We all have plenty of green space today. There is no need for more – that will cost us more time and money to maintain.
4. Speeding on Raynale is NOT a significant issue and never has been.
5. Given NO legal mandate for street width, there is no need to spend more money to change something that works well with NO problems. The old adage is true: "If it ain't broke, don't fix it."

See the attachment for more details.

Thank you.

8/29/2018

City of Birmingham MI Mail - Re: Opposition to changing the width of Raynale ...

Steve Hall

1120 Lyonhurst (NE corner of Lyonhurst and Raynale)

--

Sue DelPup

Admin. Assistant

Planning/Engineering

City of Birmingham

151 Martin

Birmingham, MI 48009

Ph: 248-530-1850 Ext. 1837

Fax: 248-530-1290



Jana Ecker <jecker@bhamgov.org>

Re: Opposition to changing the width of Raynale ...

1 message

Susan Delpup <sdelpup@bhamgov.org>

Wed, Aug 29, 2018 at 8:03 AM

To: "Susan B. Hall" <SusanB@bfpc.com>

Cc: Paul O'Meara <pomeara@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>

Dear Ms. Hall,

Thank you very much for taking the time to communicate your opinion on the Raynale project. I am copying Paul O'Meara, our City Engineer, and Jana Ecker, Planning Director, on this reply to ensure that your thoughts are passed along to all concerned.

Regards,

On Tue, Aug 28, 2018 at 9:23 PM, Susan B. Hall <SusanB@bfpc.com> wrote:

To the Multi-Modal Board:

WE STRONGLY OPPOSE ANY PLAN TO NARROW RAYNALE STREET. DO NOT REDUCE ITS WIDTH.

Our reasons for this are:

1. Raynale is totally functional as it is today, except for long-overdue paving.
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See the attachment for more details.

Thank you.

[Susan Hall](#)[1120 Lyonhurst](#)



Jana Ecker <jecker@bhamgov.org>

Re: Raynale - Opposition to reducing width.pdf

1 message

Susan Delpup <sdelpup@bhamgov.org>

Wed, Aug 29, 2018 at 1:02 PM

To: "Kell, Michael V." <mkell@howardandhoward.com>

Cc: Paul O'Meara <pomeara@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>

Dear Mr. Kell,

Thank you very much for taking the time to communicate your opinion on the Raynale project. I am copying Paul O'Meara, our City Engineer, and Jana Ecker, Planning Director, on this reply to ensure that your thoughts are passed along to all concerned.

Regards,

On Wed, Aug 29, 2018 at 11:29 AM, Kell, Michael V. <mkell@howardandhoward.com> wrote:

Dear Members of the Board,

I am opposed to the narrowing of Raynale Street.

Attached you will find the work product of a recent meeting of unhappy residents. I attended the meeting.

The present width of Raynale is an advantage to the residents, not a disadvantage. That is, of course, obvious to all who think fairly about it and the question which naturally arises, "Why is narrowing being proposed at all?" The reasons forwarded as a basis to execute the work are, most charitably, unpersuasive. Broad boulevards are far more attractive than narrow lanes. By narrowing Raynale, you are diminishing the value of my home. As a result, I intend to follow the progress of this proposal closely, through your Board and through the City Commission's consideration of your thought process and articulated rationale.

I plan on attending your meeting and I will have questions for the Board. Do not hesitate to have the City Attorney attend.

Respectfully submitted,

Michael Kell, Esq.

[1851 Raynale Street](#)[Birmingham, MI 48009](#)



COMMUNICATION: Please copy all Patent and Trademark instructions to IPDocket@h2law.com to ensure proper handling. In addition, please send all original documents for these matters to our head office in Royal Oak, MI.

NOTICE: Information contained in this transmission to the named addressee is proprietary information and is subject to attorney-client privilege and work product confidentiality. If the recipient of this transmission is not the named addressee, the recipient should immediately notify the sender and destroy the information transmitted without making any copy or distribution thereof.

ELECTRONIC SIGNATURE: Nothing contained in this communication is intended to constitute an electronic signature unless a specific statement to the contrary is included in this message.

--

Sue DelPup

Admin. Assistant
Planning/Engineering
[City of Birmingham](#)
151 Martin
[Birmingham, MI 48009](#)
Ph: [248-530-1850](tel:248-530-1850) Ext. 1837
Fax: [248-530-1290](tel:248-530-1290)



Jana Ecker <jecker@bhamgov.org>

Re: Narrowing of Raynale

1 message

Susan Delpup <sdelpup@bhamgov.org>

Wed, Aug 29, 2018 at 1:01 PM

To: John Martin <jcmaalert@hotmail.com>

Cc: Paul O'Meara <pomeara@bhamgov.org>, Jana Ecker <jecker@bhamgov.org>

Dear Mr. and Mrs. Martin,

Thank you very much for taking the time to communicate your opinion on the Raynale project. I am copying Paul O'Meara, our City Engineer, and Jana Ecker, Planning Director, on this reply to ensure that your thoughts are passed along to all concerned.

Regards,

On Wed, Aug 29, 2018 at 11:19 AM, John Martin <jcmaalert@hotmail.com> wrote:

Engineering Dept/Multi-Model Board

WE STRONGLY OPPOSE ANY PLAN TO NARROW RAYNALE STREET. DO NOT REDUCE ITS WIDTH.

Our reasons for this are:

1. Raynale is totally functional as it is today, except for long-overdue paving.
2. Reducing the width of Raynale will greatly increase dangers to:
 - a. Drivers, including Moms going to/from Quarton School with their kids
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5. Given NO legal mandate for street width, there is no need to spend more money to change something that works well with NO problems.
6. Please see the attachment for additional comments.

John/Kris Martin

[1131 Lyonhurst](#)

8/29/2018

City of Birmingham MI Mail - Re: Narrowing of Raynale

[Birmingham, MI 48009](#)

[\(248\) 885-1277](#)

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Sue DelPup

Admin. Assistant
Planning/Engineering

[City of Birmingham](#)

[151 Martin](#)

[Birmingham, MI 48009](#)

Ph: [248-530-1850](#) Ext. 1837

Fax: 248-530-1290

Bethany Obloy
baverrill@gmail.com

August 29, 2018

Via Email to sdelpup@bhamgov.org

Multi-Modal Transportation Board
City of Birmingham

Re: 2019 Local Streets Paving Program
Public Hearing on September 6, 2018

Dear Board Members:

We currently have a conflict with the timing the public of the public hearing in this regard and, therefore, submit this letter in support of the 2019 Local Streets Paving Program.

My family and I have lived at the corner of N. Glenhurst and Raynale for the past five years. During this time, I have been disappointed and shocked by the volume and speed of traffic going north and south on N. Glenhurst between Redding and Oak.

There is no stop sign at N. Glenhurst and Raynale for north/south traffic. This combined with the wider road width creates a thoroughfare producing traffic volumes and speeding inappropriate and dangerous for a residential neighborhood filled with playing children. My husband talked to the police department a couple of years ago about installing a stop sign at the intersection of N. Glenhurst and Raynal for the north/south traffic as a method to slow down and deter traffic. The department denied his request.

The current bumpy and deteriorating condition of these roads possibly mitigates some of the existing traffic and speeding; however, our fear is that if these roads re-paved smooth at existing widths, then a bad situation will be made worse.

In light of the foregoing, we strongly support narrowing Raynale and N. Glenhurst as proposed.

Thank you for your consideration.

Sincerely,

Bethany Obloy



Susan Delpup <sdelpup@bhamgov.org>

Narrowing of Raynale

1 message

John Martin <jcma1ert@hotmail.com>
To: "sdelpup@bhamgov.org" <sdelpup@bhamgov.org>

Wed, Aug 29, 2018 at 11:19 AM

Engineering Dept/Multi-Model Board

WE STRONGLY OPPOSE ANY PLAN TO NARROW RAYNALE STREET. DO NOT REDUCE ITS WIDTH.

Our reasons for this are:

1. Raynale is totally functional as it is today, except for long-overdue paving.
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 - a. Drivers, including Moms going to/from Quarton School with their kids
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5. Given NO legal mandate for street width, there is no need to spend more money to change something that works well with NO problems.
6. Please see the attachment for additional comments.

John/Kris Martin

1131 Lyonhurst

Birmingham, MI 48009

(248) 885-1277

RAYNALE – OPPOSITION TO REDUCING WIDTH

1. A number of us have enjoyed living here on Raynale for virtually 40 years or more. We moved here and enjoy living here due to the neighborhood's diversity: e.g., different size lots, different size and style of homes, different and creative approaches to landscaping, different width of streets, and more. We did NOT choose to live in a cookie-cutter community.
2. The current width of Raynale is functional and has worked for all of us for decades. We have NO desire to live on a narrower street.
3. Reducing Raynale in width from Chesterfield to Glenhurst would be inconsistent with the street's width from Glenhurst to the city boundary west of Westwood. That makes NO sense at all.
4. The current width allows for street functionality when construction and/or contractor vehicles (typically larger than homeowner vehicles) are parked on the street. New home construction continues to be active in our community, and will continue that way for the foreseeable future. Contractor vehicles for lawn care, maintenance projects, home improvement projects, cleaning, HVAC repairs, electrical services, cable-TV services, etc., are frequently on the streets. They all prefer to park on Raynale, and not on Brookwood or Lyonhurst, in order to maintain street functionality while they are in the neighborhood.
5. Raynale is and always has been a school bus route. A narrower street would make that much more dangerous for the kids, for the bus driver, and for the owners of personal and contractor vehicles parked on the street.
6. Backing out of a driveway anytime vehicles are parked on both sides of the street is even now a bit dangerous. That danger would increase dramatically if the street were narrower. More accidents would undoubtedly occur. Of the 14 homeowners affected by this proposed change, 13 have driveways that require backing out onto Raynale. So, this would be more dangerous for virtually all the homeowners affected.
7. If a child darts out into the street from behind a parked car today, there is room for both the child and a car's driver to avoid an accident which could be life-threatening. A narrower street would not have that same margin of error.
8. If a driver of a parked car opens the car door when another car is approaching, there is room now for both the open car door and the other car's driver to avoid a crash, which at the minimum would be very costly. A narrower street would not have that same margin of error.
9. The difference in the amount of time to cross a 32-foot wide street versus the time to cross a 26-foot wide street is insignificant – potentially less than 2 seconds. Very few people ever walk across Raynale on a daily basis.
10. The Birmingham fire trucks will always choose to use Raynale if at all possible because it is wider and virtually certain to be functional for getting through. If the street were narrower, then they

RAYNALE – OPPOSITION TO REDUCING WIDTH

would have no obvious alternative, and that could result in a delayed response time for their emergency responses.

11. Speeding vehicles have never been a significant problem on Raynale.
12. During winter seasons, snow plowing on narrower streets creates much more significant problems for persons with cars parked on the streets than does snow plowing on wider streets where there is more room to maneuver after the plow has been through the streets.
13. The additional green space created by reducing the width of the street would require each homeowner to take care of more lawn space, an ongoing commitment of time and cost every year. In addition, there would also be some significant one-time cost to redo the sprinkler systems for each homeowner in order to continue to make the lawns (owned by the City but the responsibility of the homeowner for maintenance) green and presentable. Of the 14 homeowners affected by this proposal, 4 have front-facing lots that are about 70 feet wide each on average. The other 10 homeowners have lots facing north/south streets and average about 100 feet of frontage on Raynale. That is significant additional green space to maintain to cut grass and sprinkle with water which is very expensive in Birmingham (since sprinkled water is charged for sewer usage).
14. A street width policy may be good City planning for new streets in new neighborhoods. However, for existing streets in established neighborhoods that have functioned well without any significant problems (other than lack of timely pavement maintenance by the City), there is NO reason for changing the width. This is “policy” and not law or ordinance. The current City policy needs to be modified to accommodate that situation and to eliminate the wasteful expenditure of OUR money.
 - a. What national standard mandates that Birmingham do this?
 - b. What Michigan state standard mandates that Birmingham do this?
15. There is NO expressed rationale in the City’s Policy Statement as to why Birmingham needs “consistent street widths throughout the city”. Certainly NOT in our neighborhood, and we doubt throughout the City. This is a “policy” without a proven need for existence. Birmingham is a long-established city and not an expanding metropolitan area.
16. The enumerated “benefits” as presented are generic and not compelling:
 - a. “Additional green space for pedestrians and homeowners”
 - i. This is obvious. However, in this area, each homeowner already has significant green space given existing lot sizes, so additional green space is not required. Further, it is not desired, in that additional green space would add to the time and cost for each homeowner to maintain every year. Perhaps in other city areas this is a concern. But, not for this area. So, this benefit is not compelling as a benefit for reducing the width of this section of Raynale.

RAYNALE – OPPOSITION TO REDUCING WIDTH

- b. “Narrower streets tend to help keep traffic speeds down”
 - i. Again obvious, since it becomes more difficult to navigate through the streets. However, traffic speeds on this section of Raynale have never been a significant problem. What are the accident statistics – that involved speeding? How many speeding violations have been issued by the Birmingham Police Department? If accidents and/or speeding have not been frequently occurring, then this benefit is not compelling for this proposed change.
 - c. “Reduced crosswalk lengths will reduce the amount of time pedestrians are in the street and increase pedestrian safety”
 - i. The proposed 6-foot reduction in width reduces an insignificant amount of time to cross – probable reduction of much less than 2 seconds. The number of people who cross the street along this section is minimal. What relevant statistics exist to support this benefit for this section of street? If this benefit is not specifically relevant to this section of streets, then it is not compelling.
17. There is no justification for spending money to make Raynale a narrower street when there is nothing wrong with the current width. It is a total waste of OUR money.
18. Just pave Raynale. Don’t waste OUR money.



Susan Delpup <sdelpup@bhamgov.org>

Raynale Street Paving

1 message

mboguth <mboguth1@gmail.com>
Reply-To: mboguth@hamiltonchevy.com
To: sdelpup@bhamgov.org

Wed, Aug 29, 2018 at 4:06 PM

My wife and I are new (9 month) residents living on Raynale and we OBJECT to the proposal to narrow the street.

Narrowing the street makes it **MORE** dangerous for every vehicle, bicycle, or pedestrian using it.

Adding green space between the sidewalk and the street adds NO VALUE. The trees now look all off center and it will cost us more time & money to maintain it.

Speeding has not been an issue at all in my time living on Raynale.

We have seen buses using Raynale. Narrower access for the bus is certainly more dangerous, as well as for emergency vehicles.

The additional time called out to cross a 6' narrower street is 1-3 seconds, meaningless on a residential neighborhood street.

Please keep the width as it is now!

Michael & Jean Boguth
1787 Raynale St.



Susan Delpup <sdelpup@bhamgov.org>

Raynale - Opposition to reducing width.pdf

1 message

Kell, Michael V. <mkell@howardandhoward.com>

Wed, Aug 29, 2018 at 11:29 AM

To: "sdelpup@bhamgov.org" <sdelpup@bhamgov.org>

Cc: "steve@hallco.com" <steve@hallco.com>, "JMCAAlert@hotmail.com" <JMCAAlert@hotmail.com>, "mboguth@gmail.com" <mboguth@gmail.com>, "mwk1851@aol.com" <mwk1851@aol.com>

Dear Members of he Board,

I am opposed to the narrowing of Raynale Street.

Attached you will find the work product of a recent meeting of unhappy residents. I attended the meeting.

The present width of Raynale is an advantage to the residents, not a disadvantage. That is, of course, obvious to all who think fairly about it and the question which naturally arises, "Why is narrowing being proposed at all?" The reasons forwarded as a basis to execute the work are, most charitably, unpersuasive. Broad boulevards are far more attractive than narrow lanes. By narrowing Raynale, you are diminishing the value of my home. As a result, I intend to follow the progress of this proposal closely, though your Board and through the City Commission's consideration of your thought process and articulated rationale.

I plan on attending your meeting and I will have questions for the Board. Do not hesitate to have the City Attorney attend.

Respectfully submitted,

Michael Kell, Esq.

1851 Raynale Street

Birmingham, MI 48009



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RAYNALE – OPPOSITION TO REDUCING WIDTH

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RAYNALE – OPPOSITION TO REDUCING WIDTH

would have no obvious alternative, and that could result in a delayed response time for their emergency responses.

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 - i. This is obvious. However, in this area, each homeowner already has significant green space given existing lot sizes, so additional green space is not required. Further, it is not desired, in that additional green space would add to the time and cost for each homeowner to maintain every year. Perhaps in other city areas this is a concern. But, not for this area. So, this benefit is not compelling as a benefit for reducing the width of this section of Raynale.

RAYNALE – OPPOSITION TO REDUCING WIDTH

- b. “Narrower streets tend to help keep traffic speeds down”
 - i. Again obvious, since it becomes more difficult to navigate through the streets. However, traffic speeds on this section of Raynale have never been a significant problem. What are the accident statistics – that involved speeding? How many speeding violations have been issued by the Birmingham Police Department? If accidents and/or speeding have not been frequently occurring, then this benefit is not compelling for this proposed change.
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 - i. The proposed 6-foot reduction in width reduces an insignificant amount of time to cross – probable reduction of much less than 2 seconds. The number of people who cross the street along this section is minimal. What relevant statistics exist to support this benefit for this section of street? If this benefit is not specifically relevant to this section of streets, then it is not compelling.
17. There is no justification for spending money to make Raynale a narrower street when there is nothing wrong with the current width. It is a total waste of OUR money.
18. Just pave Raynale. Don't waste OUR money.

Re: Keep Raynale Wide

1 message

Susan Delpup <sdelpup@bhamgov.org>

Thu, Aug 30, 2018 at 7:46 AM

To: Steve Hall <Steve@sehallco.com>, Paul O'Meara <pomeara@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>

Dear Mr. Hall,

Thank you very much for taking the time to communicate your opinion on the Raynale project. I am copying Paul O'Meara, our City Engineer, and Jana Ecker, Planning Director, on this reply to ensure that your thoughts are passed along to all concerned.

Regards,

On Wed, Aug 29, 2018 at 4:06 PM, Steve Hall <Steve@sehallco.com> wrote:

To the Multi-Modal Board members:

The original designer of Harrowgate Estates was brilliant in his design of roads – create wide boulevards for the main streets of Glenhurst, Raynale, and Westwood – and create small lanes for the local streets of Lyonhurst, Brookwood, and Kenwood Court. Why change that? It has worked beautifully for decades. There is NO good reason for change. The homeowners love it, and to change it would diminish the value of our properties.

Just pave Raynale, and move on to some other project.

Stephan E. Hall

1120 Lyonhurst

Birmingham, MI 48009

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Sue DelPup

Admin. Assistant

Planning/Engineering

City of Birmingham

151 Martin

Birmingham, MI 48009

Fwd: Crosswalks

1 message

Joe Valentine <jvalentine@bhamgov.org>

Thu, Aug 30, 2018 at 8:50 AM

To: "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Patty Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com>
Cc: Jana Ecker <Jecker@bhamgov.org>, Paul O'Meara <Pomeara@bhamgov.org>, Austin Fletcher <afletcher@bhamgov.org>, Scott Grewe <Sgrewe@bhamgov.org>

FYI

----- Forwarded message -----

From: **Joe Valentine** <jvalentine@bhamgov.org>

Date: Thu, Aug 30, 2018 at 8:50 AM

Subject: Re: Crosswalks

To: Jeanette Aiello <jeanetterenee12@gmail.com>

Ms. Aiello,

Thank you for your kind email and sharing your observations of the improvements to the City's streets. The City is committed to improving the pedestrian experience and safety of our streets and evaluating every street up for repair in order to assess what improvements can be implemented. This process involves City staff, our Multi-Modal Transportation Board and the City Commission. It's nice to hear that these efforts are recognized and appreciated and I will gladly extend your appreciation along to them.

You may also be happy to know, a new road striping project is planned for next year along Eton from Maple to 14 Mile as a trial in order to calm traffic and improve the pedestrian experience near your neighborhood as well.

Thank you again for sharing your thoughts on this. If myself or any of my staff can be of further assistance to you, please feel free in contacting us.

Best Regards,
Joe Valentine

On Thu, Aug 30, 2018 at 8:13 AM, Jeanette Aiello <jeanetterenee12@gmail.com> wrote:

Good morning Mr. Valentine,

I just wanted to express a sincere appreciation to your entire leadership team and staff for all of the great work done to improve the roads and crosswalks around Birmingham this summer. Coming home from work I drive along either Maple to get to daycare. I'm so happy to see more raised median crosswalks being installed; similar to Lincoln. I think that they significantly improve the safety for both pedestrians and motorists' awareness of the crossing. I work for Canton Township and understand the value and need for traffic calming and pedestrian safety. Just happy to see it be such a priority in my community.

I live in southeast Birmingham and know that there has been much discussion on how to increase safety features along Eton. If this summer's work on Maple is any indication of the direction that the Birmingham Planning/Engineering department is headed, then I am confident that a good solution will be found for Eton. Please extend appreciation on behalf of the residents to the staff involved in the road improvements. Us parents, are very grateful!

Sincerely,
Jeanette Aiello
1587 Mansfield Rd.

Joseph A. Valentine

Re: Narrowing of Raynale St - Birmingham

1 message

Susan Delpup <sdelpup@bhamgov.org>

Thu, Aug 30, 2018 at 7:51 AM

To: Warwick Stirling <warwick70@yahoo.com>, Paul O'Meara <pomeara@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>

Cc: Jenny Stirling <calhoun_beaufort@yahoo.com>

Dear Mr. Stirling,

Thank you very much for taking the time to communicate your opinion on the Raynale project. I am copying Paul O'Meara, our City Engineer, and Jana Ecker, Planning Director, on this reply to ensure that your thoughts are passed along to all concerned.

Regards,

On Wed, Aug 29, 2018 at 9:47 PM, Warwick Stirling <warwick70@yahoo.com> wrote:
Engineering Dept/Multi-Model Board

WE OPPOSE ANY PLANS TO NARROW RAYNALE STREET

My family and I reside at [1097 Chesterfield Avenue](#) on the corner of Raynale Street. We are confused by why the City of Birmingham is proposing narrowing Raynale Street. This seems to be a **frivolous use of taxpayer funds with little benefit to residents**. An extra 3ft of grass provides no useful benefit to my family and in fact raising the costs for me to maintain this extra grass - irrigation and mowing. We do agree that the street certainly needs to be repaved which is long overdue.

If Raynale is narrowed it will cause a number of other issues and dangers including but not limited to:

1. School bus drop-off and pick-ups for kids - the Quarton and Derby School and high school buses use the street
2. Lawn care crews use the street for parking as Chesterfield is too narrow
3. Construction crews use the street for parking.
4. Garbage trucks - we all put our trash cans and recycling on the street and this will increase congestion and freedom of movement for the garbage trucks
5. Sewage, gas, electrical and other crews are often on the street repairing or working on houses or equipment
6. Visitor parking. Most neighborhood roads are very narrow - below most US normal thresholds - and so visitors park on Raynale instead.
7. Space for biking. Kids use the street for biking and extra room increases their safety.

I would like to understand who is pushing this proposal and their motivations which seem at odds with the needs of the City of Birmingham and current residents. I am sure we can find better ways to spend our funds. Of the 14 residents on Raynale - how many support this proposal?

Regards,

Warwick

Re: Strong need to keep Raynale wide ...

1 message

Susan Delpup <sdelpup@bhamgov.org>

Thu, Aug 30, 2018 at 7:48 AM

To: Steve Hall <Steve@sehallco.com>

Cc: Paul O'Meara <pomeara@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>

Dear Mr. Hall,

Thank you very much for taking the time to communicate your opinion on the Raynale project. Both of your letters will be forwarded. I am copying Paul O'Meara, our City Engineer, and Jana Ecker, Planning Director, on this reply to ensure that your thoughts are passed along to all concerned.

Regards,

On Wed, Aug 29, 2018 at 4:24 PM, Steve Hall <Steve@sehallco.com> wrote:

Multi-Modal Board:

We need to maintain the width of Raynale (as it is today) to accommodate all the construction and contractor vehicles and crews that are in our neighborhood almost every day. We just had a new house completed on Raynale. And, of the 14 properties the abut Raynale (between Chesterfield and Glenhurst), about half of those owners have been there for 40 years or more. So, they are using more and more contract services for lawn and landscape care, repairs to electrical and plumbing issues, remodeling, and similar tasks - some of which they may have done themselves in the past, but no longer due to aging. Additionally, many of those homes will be sold in the next few years, and there is at least a 50/50 chance that those homes will be replaced by new structures - similar to the 3 new homes on Lyonhurst and one on Brookwood. So, there will be more and more new construction going on in the short-term future. A narrower road will be very congested and often impassible.

Keeping Raynale wide is mandatory for our residents in the future.

Thank you.

*S. E. Hall**Raynale at Lyonhurst*

Dear Janet and Bham,

We are the Cooper Family, residents of 1179 N. Glenhurst Dr. This is our story.

My husband and I met in Queens, NY. During our dating years it never crossed my mind that I would leave my home and family to move to a state I've never visited until I met Timothy Cooper.

I, now Susana Cooper was raised in Queens, NY. My husband was raised in New Baltimore, Mi. We couldn't be more opposite. He grew up surrounded by lakes with big lots and fresh air. I grew up surrounded by concrete with large crowds and tight spaces.

Living in Michigan was not an easy transition for me. We lived in New Baltimore where Timothy had friends and family, but it was an environment to which I couldn't relate or feel at home. A couple of years later we moved to Royal Oak. It was better than New Baltimore but not home although we spent four happy and loving years with our first born, Timothy Cooper Jr.

As we prepared for his education we decided on Birmingham schools thus starting our search. It took over two years to find the home that we liked and could make ours over time. Because my husband and I were brought up very differently Birmingham, specifically Quarton Lake became the ideal location. This location was walking distance to city and the elementary school, bigger lot than most and a wide street with curbs which is a premium in QL.

I never wanted to live in a cookie cutter home or neighborhood. It is my opinion but true feeling that the streets of Birmingham have their own "personality". Some streets are narrow, some are wide. Some have big backyards and others have typical city lots. Some streets have huge front yards with sidewalks and others have no sidewalks. The point is that there are choices and preferences. One of our areas unique features will be taken away from us by diminishing the size of our street. Not to mention the city is taking away the safety of my street and placing my children in danger. We feel comfortable when our children are playing in the front yard basketball, baseball or skate boarding because visibility is much greater because of the width of the street. On most streets is QL when cars are parked in the street, visibility is diminished substantially, therefore placing children at greater risk- advantage our section of N. Glenhurst.

We believe that reducing the width of N. Glenhurst will:

- 1) Put my children's safety at risk
- 2) Loose one of the unique values of my property
- 3) Not sure if we will still have curbs afterwards- (leaves?)
- 4) Incur a cost to fix my sprinklers

So, in conclusion...not only will this move put my children's safety at greater risk, it will reduce my property value while incurring greater out of pocket costs.

Susana Cooper

Re: N. Glenhurst Dr. - Raynale St. to Oak St.

1 message

Susan Delpup <sdelpup@bhamgov.org>

Thu, Aug 30, 2018 at 7:49 AM

To: Jeff Siver <jjsiver@hotmail.com>, Paul O'Meara <pomeara@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>

Dear Mr. and Mrs. Siver,

Thank you very much for taking the time to communicate your opinion on the Raynale/Glenhurst project. I am copying Paul O'Meara, our City Engineer, and Jana Ecker, Planning Director, on this reply to ensure that your thoughts are passed along to all concerned.

Regards,

On Wed, Aug 29, 2018 at 5:41 PM, Jeff Siver <jjsiver@hotmail.com> wrote:

We look forward to our meeting with the Multi-Modal Transportation Board on September 6TH, 2018. We are opposed to a reduction in our street width.

As a unique feature of our surrounding blocks the space created by our streets provide visibility and safety for everyone. Twice today I was forced to reverse my course driving from and to home because of a landscape crew with trailer and construction trucks parked on opposite sides of the road on N. Glenhurst south of Oak. A narrow street. This occurrence happens as well in off-construction season. All it takes is two cars parked across from one another on a tight street and it's white knuckle time.

Bottlenecks are never good. The safest streets are the widest with line of site and room to navigate. We reside here because of the characteristics of this neighborhood which includes our streets. Do not alter them.

Liz & Jeff Siver

1076 N. Glenhurst Dr.

Birmingham, MI 48009

Jeff Siver
(248)515-4469

Sue DelPup

Admin. Assistant

Planning/Engineering

City of Birmingham

151 Martin

Birmingham, MI 48009

Ph: 248-530-1850 Ext. 1837



Susan Delpup <sdelpup@bhamgov.org>

Objections to narrowing N. Glenhurst Drive & Raynale

1 message

Tedi Collier <tedicollier@me.com>

Wed, Sep 5, 2018 at 10:20 PM

To: sdelpup@bhamgov.org

Cc: pomeara@bhamgov.org, jecker@bhamgov.org

To: The Multi-Modal Transportation Board

From: Michael and Marion Collier

Re: Planned reconstruction of the pavement on N Glenhurst Drive, and adjacent streets and related work

Dated: September 5, 2018

We have lived at 1178 N. Glenhurst Drive between Raynale and Redding for 36 years.

We have recently learned that there is a plan being proposed to reduce the widths of N. Glenhurst Drive and Raynale from 32 feet to 26 feet.

N. Glenhurst Drive (between Oak and Redding) and Raynale are one of the few areas in the entire city where one can actually park on the street and vehicles can still drive by with good visibility and with plenty of room to pass.

Most of Birmingham consists of narrow roads that require one to pull over and wait for oncoming traffic to pass. The continuous construction going on in our city with all of the parked vehicles that brings, along with the narrowed roads, is a safety hazard for both pedestrians and vehicles. It is especially dangerous for children who may not be as adept at crossing congested streets with poor visibility.

We do not need an extra-wide sidewalk for pedestrians especially when the consequence will be to make it more dangerous for pedestrians to cross the street.

If you are truly concerned about speeding, make N. Glenhurst Drive and Raynale a 4-way stop. And, while you are considering the safety of pedestrians, a 4-way stop at N. Glenhurst Drive and Oak should also be strongly considered. It is a miracle that no one has been killed at that intersection due to cars speeding eastbound down Oak around the curve with limited visibility.

We do not need additional green space on our already beautiful streets with our large, well-established trees. Narrowing the roads, expanding the sidewalks and planting a few young trees in the right of way would most likely end up jeopardizing the tree roots of our current trees and would eventually cause their demise.

Unfortunately we are out of town and can not attend the Meeting tomorrow September 6th.

We strongly object to Birmingham's plan to take one of the few truly safe and beautiful areas of the city and make it more dangerous by narrowing the roads.

Sincerely,

Michael and Marion (Tedi) Collier

tedicollier@me.com
1178 N. Glenhurst Dr.
Birmingham, MI 48009

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Sue DelPup
Admin. Assistant
Planning/Engineering
City of Birmingham
151 Martin
Birmingham, MI 48009
Ph: 248-530-1850 Ext. 1837

Fax: 248-530-1290



Susan Delpup <sdelpup@bhamgov.org>

Proposed Narrowing of Glenhurst between Oak and Raynale

1 message

Claar, Rick <Rick.Claar@martecgroup.com>
To: "sdelpup@bhamgov.org" <sdelpup@bhamgov.org>

Thu, Sep 6, 2018 at 10:06 AM

As a local resident living on Glenhurst, I am very opposed to the narrowing of Glenhurst from Oak to Raynale. We have lived on Glenhurst for 20 years and appreciate the width of our street. We don't experience excessive speeding on the street and with all the construction in the area, is one street where you can actually drive through and not get stuck behind construction vehicles.

Please just pave our street and keep the width the same.

Thanks so much,

Kristin and Rick Claar
1087 North Glenhurst Drive

Rick Claar
Partner

The Martec Group, Inc.

t: 248.327.8013
c: 248.770.8710
e: Rick.Claar@martecgroup.com



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Road Narrowing N Glenhurst

1 message

Rosemary Ricelli <rricellscheidt@gmail.com>

Thu, Sep 6, 2018 at 1:42 PM

To: pomeara@bhamgov.org, sdelpup@bhamgov.org, jecker@bhamgov.org, Steve Scheidt - BPS/BOE
<SMScheidt@gmail.com>

Dear Paul,

My husband Steve and I live at 1289 North Glenhurst.

I am writing regarding the proposed narrowing of North Glenhurst Drive from Oak to Raynale.

There are many days and evenings when that block is loaded with parked cars on both sides of the street of families attending events at Quarton School. On Tuesday, there were cars parked on both sides almost to Kenwood court. The streets in our entire neighborhood are packed with lawn service trucks, construction trucks, service provider vehicles of all types, as well as cars. Driving through many of these streets is like going through a gauntlet with only one way traffic.

One of the nicest aspects of our two blocks are wide streets and curbs. I entertain often and ample street parking was a factor when I purchased my home 30 years ago. (I could have bought a beautiful and much larger home on Lincoln, but didn't due to no street parking). Why would the city want to put money into narrowing the few wide streets we already have, particularly, in a neighborhood like QLE where the size of the homes can balance wider streets? If the city has money to spend on narrowing streets, please put that money into improving our currently non- curbed streets!

For any street that would actually be narrowed, would the city also be planting trees as was done originally in the green space?

I am disappointed that we are not available to attend the Multi-Modal Transportation meeting tonight, but we just heard about it. (We were out of town when the sign on our street went up announcing the meeting). We're hoping the roads can be resurfaced in their current width.

Rosemary Ricelli Scheidt
248-318-4835*Rosemary Ricelli Scheidt*RRicelliScheidt@gmail.com
248-318-4835 cell

To: Joe Valentine, City Manager, Birmingham
cc: Pierre Boutros, City Commissioner, Birmingham
From: Steve Hall, 1120 Lyonhurst (@ Raynale), Birmingham
Date: September 8, 2018
Re: Birmingham Streets Policy

Thanks so much for taking time to meet with me this past Thursday, September 6 in your offices. When combined with my previous meeting with Pierre Boutros and attendance at the Multi-Modal Board meeting Thursday evening, I have learned a lot about the City's new Streets Policy. It is great that the City has been able to develop this policy and pass an enabling ordinance for it. Now, of course, come the next steps of testing, refinement, and implementation – never easy. Of course, the City and its residents have known about the emphasis on “traffic calming” and resulting road narrowing for several years. This new policy expands those initiatives to encompass our entire city. With that in mind, I offer the following observations and suggestions.

(Note: The proposed street improvement project utilizing the new Birmingham Streets Policy was identified by the Engineering Department as “Quarton Lake Sub Reconstruction – Phase I”. This is not correct. The 4 streets involved are all part of the “Harrowgate Estates” subdivision, which has no relation to the “Quarton Lake Estates” subdivision, except for proximity. Harrowgate is unique in its design (with major and minor streets), lot sizes (mostly large and some doubled), and house styles. Residents of Harrowgate made decisions to live here and not in Quarton Lake Estates, often for the unique street design. However, residents of the 2 subdivisions, plus a few other locations, are all able to be members of the Quarton Lake Neighborhood Association, which is not an official “location” of the City of Birmingham.)

TESTING, REFINEMENT, AND IMPLEMENTATION

Every organization (public and private) that embarks on a significant new project needs to have a plan for testing, refinement, and implementation. That is not evident in this case. One guess is that the City believes that it has already tested the traffic calming and street narrowing concept in other places around the City, so that is not required here. But, if that is true, then (to my knowledge) there has been no information disseminated and promoted as to the results of such projects and the benefits that our City has enjoyed from those efforts. Residents have seen the resulting traffic and have mixed views, but it is not generally known what benefits we have achieved.

Further, those previous efforts were not undertaken using the new Streets Policy just put into effect. This is not only the first attempt at implementing this approach, but – importantly – it is the first significant project to be proposed for development in the middle of a single-family-home residential area. Changing streets in a commercial or business area is not the same as changing the streets where residents live everyday and own their single largest investment. This is day-after-day-after-day life for the affected residents. It is not a process for absentee commercial property owners or consultants who do not live daily with their recommendations. So, it begets a whole new set of challenges, the first signs of which began to appear at last Thursday's Multi-Modal Board meeting. No mention was made by the

Board, or the City staff in attendance, of a testing, refinement, and implementation plan. Our residents (perhaps especially in Harrowgate Estates) are professionals and executives who expect to see well thought out plans and strategies. We all missed that.

JUSTIFICATION – OVERALL FOR A STREET POLICY

One challenge facing the City and Staff is apparently to justify the stated need in the Streets Policy that “[t]he purpose of these standards is to provide consistent street widths throughout the city ...”. Obviously, there is no understanding of this “need” by the affected residents of this first proposed project. The well-attended Multi-Modal Board meeting heard very thoughtful 100% negative comments regarding this proposed project. Clearly no one moved into Harrowgate Estates for a cookie-cutter appearance or lifestyle.

The challenge is compounded by reasons for the proposed project presented on the website that are difficult to take seriously, since they are obviously not convincing or persuasive.

First, they comprise “more green space” in an area of large lots with much open green space already and negative tradeoffs to residents thinking of having to take care of even more green space.

Second, for one street, they cite the added ability to plant more trees without offering why that makes sense, given all the mature trees that already exist.

Third, they cite the tendency to reduce traffic speeds with no examples of that being a problem or that the approach really does work.

And, fourth, they note that a narrower street does not take as long for a pedestrian to cross. That’s too obvious and irrelevant for comment.

Other reasons given in the policy statement that reference so-called design recommendations from national organizations are not considered relevant by many of our residents since our City is already fully developed and – at least in Harrowgate Estates – operating well, except for the lack of City attention for years on the conditions of our pavement. (We have been waiting years and years for Raynale to be repaved, NOT narrowed.) (Also see below for problems related to the Oak Street reconstruction for Quarton School.) Such standards may well be appropriate for cities in suburban areas that are experiencing massive subdivision developments. That is not the case for Birmingham, and hasn’t been for many decades. While we have significant residential development, it is all one-at-a-time replacement in existing neighborhoods.

Further, the reasons given do not appear to include any significant analyses of the impact of narrower streets on emergency police, fire, and EMS services. Those services would seem to prefer wider streets wherever possible, but that issue was either not addressed or not reported. It is, however, an important consideration for residents, especially as the population ages and housing becomes older.

So, clearly, there is a significant need for the City and Staff to determine how to “sell” implementation of the Commission’s new streets policy. Since the City Commissioners likely live throughout the City’s various neighborhoods, they may also provide useful insight into this “selling” process.

JUSTIFICATION – DETAIL OF POLICY STATEMENT

As a result of the Thursday evening meeting, the Board has several notes from Board members, plus a huge stack of comments sent in from residents, plus the likelihood of more comments coming. So, the policy refinement process will most likely begin prior to starting the first proposed project. That will not negate the need for additional refinement later. Some examples already identified include –

1. If a street meets certain exceptions, then why is the maximum width still limited to 30 feet? No comments or explanation exists (that we know of) to explain why 30 feet is the magic maximum. Further, the proposed project currently has 2 streets that are 32 feet wide. So far, no resident has been identified who wants the street width reduced even 2 feet, much less than 6 feet. Virtually all residents have been contacted and many attended the Board meeting. (Some had conflicting schedules.)
2. If school buses regularly use a street (and have for the past 40 years at least) but that street is not on the “published Birmingham Public Schools bus route” (though that “fact” was not supported by any evidence provided by the City or Board), why does that NOT count as an exception? As expected, the big yellow buses marked “Birmingham Public Schools” began stopping for kids on Raynale this past Tuesday morning, the first day of school. Are these buses for private schools and if so, does the City have a different policy for that?
3. Why is there an exception for a street that is “adjacent” to a school or other use that generates higher traffic, and not all streets that are significantly impacted by such uses?
4. What is the source of the minimum parking percentages? Are they mandated standards from some law or ordinance? Are they arbitrary from some “national” organization? How do they apply to Birmingham? What difference does it make if the “15%” minimum is “10%” or “20%”? No justification is cited in the policy statement regarding these percentages.
5. What are the minimum survey standards for such items as traffic counts and speeds? Is there a statistically valid minimum for data collection that must be met to provide reliable results? If so, did the data collection for this project meet that criteria?
6. Why are total daily traffic counts useful when capacity planning theory is based on measuring peak loads, not totals and averages?
7. What considerations are appropriate for through streets versus local streets? Should those considerations be noted and analyzed in preparing recommendations for change?
8. What issues were raised by postal and package delivery services regarding the utility of and preference for narrower streets?
9. Why is there not an apparent benefit of wider streets that provide a margin of error in unexpected situations? Examples include kids darting out from between parked cars, occupants

in cars opening the car doors into the street with oncoming traffic, bicyclists navigating along with car traffic, and cars backing out of driveways. These would all seem to benefit from wider streets with resulting lower tight congestion and more opportunities for crash avoidance. But, the omission of this subject suggests that data and analyses exist proving no such benefits exist.

10. Why is there not an analysis included in the policy statement regarding the impact of snow removal and drive ability of narrow streets versus wider streets?

JUSTIFICATION – SPECIFIC PROPOSED PROJECT

As with the above, the Board also has been provided with significant comments related to this specific proposed project. Such comments strongly indicate that the City Staff may not have completed adequate research (termed due diligence) in their preparation for this proposal. Some examples include, but are not limited to (and in no particular order):

1. There is no mention in the proposal regarding the significant traffic congestion problem that has resulted from the new Oak Street configuration at Quarton School. This is true even though both City Staff and the Board were aware of the significant problems. Clearly the proposal to reduce the width of Glenhurst before addressing and fixing the parents' pick up and drop off issue is a major oversight.
2. No traffic counts were made for Raynale before proposing to reduce its width. Rather, an assumption was made that the counts would be less than for Glenhurst. This assumption was not supported, even though Raynale is a major through street running east/west between Chesterfield and Cranbrook.
3. No speed measurements were made for Raynale. However, the proposal states that "[c]ity staff is not aware of ongoing traffic or safety issues ...". As such, that does not support the need to reduce width in order to "help keep traffic speeds down." Speed measurements for Glenhurst (which may or may not be statistically valid – see above) were in the acceptable range, also negating that need for reducing street width.
4. No mention of costs is included in the proposal, even though residents care about the high costs of living in Birmingham, and do not expect costs to be more than necessary. There is a statement that all underground utilities will be replaced without any explanation of why. While Brookwood has experienced flooding problems requiring fixes to storm drains, no such issues are apparent on the other streets. No mention is made of the actual age of the "utilities" versus the expected life of such items; nor is any mention made of the results of recent sewer testing. So, there is no way for residents to assess the necessity of this expenditure of money and displacement of normal living conditions during the proposed construction period.
5. No mention exists in the proposal that any analysis was performed on the potential impact on property values that could result from narrowing Raynale and Glenhurst. Several residents

expressed concern that a reduction in value would occur.

6. As noted above under overall justification, the City desires “consistent street widths”. However, this proposal only addresses half of Glenhurst in Harrowgate Estates and only half of Raynale in Harrowgate Estates. For both of these 32-foot-wide streets, the proposal is to reduce to 26 feet wide. That leaves an implied assumption that the other half of these 2 streets will also be able to be reduced to 26 feet wide in order to result in consistent street widths throughout our neighborhood. But, those second half streets are said to require a special assessment district in order to accomplish that. Given the total objection presented by the residents on the first half of these 2 streets, the idea that the residents of the second half will enjoy a special assessment to make their street less functional is a big assumption that does not appear to have been thoroughly evaluated. No comments regarding this are in the proposal.
7. No mention exists in the proposal regarding the impact of narrower streets on frequent neighborhood construction projects. The past few years have seen numerous new homes being built to replace older homes that are not as desirable for new buyers – a total of 11 in Harrowgate Estates alone. Along the Raynale section alone, about half of the abutting properties are owned by residents who have been here for 40 years or more. So, a reasonable assumption is that these properties will be resold more sooner than later, and that there may be a 50/50 chance (or more) that the existing home will be replaced with a new home (or homes in the case of double lots). Identification of this as a reasonably near-term issue with appropriate analysis would have been prudent.
8. No mention was made of considerations for contractor (lawn care, home maintenance, etc.) and delivery vehicles that are regularly coming and going in Harrowgate Estates. This neighborhood is a high user of such contractors. Such vehicles can clog the narrow local streets in Harrowgate, and in some cases contractors park on Raynale for work on local street homes. With a narrow Raynale as proposed, that option would not alleviate the problem, and more congestion could result.
9. No mention was made regarding comments made by the garbage and trash pickup services on the impact of narrowing the 2 streets on their operations.

These issues and more will need to be satisfactorily addressed before the residents will be able to become comfortable with the City plans, even after a successful “selling” process has been executed.

NEXT STEPS

Clearly there are a number of issues to be addressed, some of which are identified above. This is to be expected in a normal roll-out process. The City Commission, City Staff, and Multi-Modal Board need to take these items as a great first step in molding the new Streets Policy to fit the entire community of Birmingham. But, the efforts to accomplish this also need to be well organized and planned. Otherwise, a high level of frustration will build among all parties involved, including city residents in general and

definitely residents directly affected by every proposed project. With that in mind, I suggest the following be given serious consideration:

1. Organize a Task Force to create a plan to “sell” the Streets Policy and its concept to the residents of Birmingham.
 - a. Determine how to explain in specific ways why Birmingham’s purpose is to have consistent street widths throughout the city. Use actual examples of how the absence of that consistency has caused problems and cost excessive expenditures in the past.
 - b. Determine how to justify each of the various provisions in the Policy in terms that relate specifically to identified situations in Birmingham.
2. Organize a second Task Force to create a comprehensive strategy for implementing the new Streets Policy in Birmingham.
 - a. Determine when and how the new Policy is to be utilized. For example, is it to be applied in all cases? Or, is it to be applied only in cases where significant traffic problems have been identified, either by residents or by emergency services personnel or by postal and delivery services or by service contractors and construction companies, etc.?
 - b. Determine if the Policy should be applied at each specific street project level, or if it should only be applied at a planning level for each neighborhood. If at the larger, neighborhood level, then develop a planning mechanism that allows for multi-year street improvement plans that eventually achieve consistency of streets (not necessarily all being the same width, but rather all being consistent widths) throughout each identifiable neighborhood.
 - c. Based on extensive knowledge of the City’s current conditions, determine an overall strategy for attacking the streets’ problems throughout our entire community. Identify the priorities. Create long range 5 and 10-year outlooks. Allow for flexibilities in cases of unplanned emergencies.
3. Assuming the current proposed first project remains at the top of the implementation list, then do NOT plan to initiate this project until at least the following has been achieved:
 - a. The traffic congestion problem resulting from the new Oak Street configuration at Quarton School has been satisfactorily resolved for all parties.

- b. A comprehensive plan for all of Harrowgate Estates streets has been prepared and approved by all parties.
 - c. Proper due diligence for this project has been completed. Redo the entire project proposal incorporating all the due diligence for the entire Harrowgate Estates neighborhood.
 - d. A majority approval of the residents of Harrowgate Estates has been obtained. Attempt to minimize as much as possible the remaining objections.
- 4. If the above Next Steps result in a delay to scheduling the proposed first project for completion, then create an interim “temporary” project to address the affected residents’ immediate concerns, including at least:
 - a. Reconstruction of the storm drains under Brookwood between Raynale and Glenhurst.
 - b. Resurfacing Raynale with a temporary (last a few years at minimal cost) solution that corrects the appearance and drive ability of the road surface. This could be something similar to this summer’s approach for streets in the Quarton Lake Estates subdivision. Or, perhaps there are other, better alternatives.

Once you have had a chance to read and digest this, I will be pleased to discuss these matters with you at any mutually convenient time. Thanks again for your great leadership of our wonderful City of Birmingham.



Paul O'Meara <pomeara@bhamgov.org>

Re: Roads Reconstruction Project - Public Hearing

1 message

Paul O'Meara <pomeara@bhamgov.org>

Mon, Sep 10, 2018 at 11:54 AM

To: Srinivas Thota <tngs@hotmail.com>

Cc: Jana Ecker <Jecker@bhamgov.org>, Susan Delpup <sdelpup@bhamgov.org>

Bcc: Paul O'Meara <Pomeara@bhamgov.org>

Dear Srinivas,

Thanks for taking the time to make your comments on our upcoming street construction plans.

Regarding the proposal for N. Glenhurst, the Multi-Modal Transportation Board took comments from others that were also not supportive of the suggested change in width. Due to a conflict with another scheduled meeting, and the need for additional information, they determined that it was best to discuss this question further. They will take up the matter again at their next meeting, which is scheduled for Thursday, October 4, at 6 PM. The meeting will be held at City Hall.

Regarding the change in paving materials, I understand your concern relative to the change in materials. When the pavement is being completely replaced, the City is now installing concrete streets, similar to what was done last year on Oak St. The other new streets on the project, such as Glenhurst Dr., will be concrete. We have found that while it costs more, the long term benefit to the City makes it worthwhile, as it will not deteriorate nearly as fast. Since the City is responsible for the costs of future maintenance, concrete is the preferable choice. With the newer section of Kenwood Ct., given its relatively young age, we cannot justify tearing out the pavement in its entirety and replacing it at this time (to match the concrete). With that in mind, since we are working in the area, it is appropriate to do a lower cost rehabilitation of the existing street. By removing and replacing just the upper layer of asphalt, we will be able to achieve a quick, cost effective renewal of the current street.

On Mon, Sep 10, 2018 at 9:48 AM, Susan Delpup <sdelpup@bhamgov.org> wrote:

Dear Srinivas,

Thank you very much for taking the time to communicate your opinion on the Raynale/Glenhurst project. I am copying Paul O'Meara, our City Engineer, and Jana Ecker, Planning Director, on this reply to ensure that your thoughts are passed along to all concerned.

Regards,

On Sun, Sep 9, 2018 at 2:23 PM, Srinivas Thota <tngs@hotmail.com> wrote:

Dear Austin,

First let me apologize for late response. I have read the complete proposal and here are comments

N Glenhurst Dr – Raynale to Oak – The proposal to reduce 32ft to 26th is particularly concerning during the school year as the parents park the cars on both sides of the Glenhurst waiting or picking up the children. Reducing the road by 6ft makes it almost impossible to navigate during this time. So we would recommend to keep the road at 32ft.

Kenwood Ct – The proposal to pave with concrete is a great idea for the first 220 ft and then just repair the street and apply asphalt for 1.5 inches thick may not be a great idea. We would like to keep it consistent either concrete or Asphalt for the entire kenwood ct.

Please review both these concerns and advice.

Thanks,

Srinivas Thota

248-302-0666

[1885 Kenwood Ct](#)

[Birmingham, MI 48009](#)

--

Sue DelPup

Admin. Assistant
Planning/Engineering

[City of Birmingham](#)

[151 Martin](#)

[Birmingham, MI 48009](#)

[Ph: 248-530-1850 Ext. 1837](#)

[Fax: 248-530-1290](#)

--

Paul T. O'Meara
City of Birmingham, MI
City Engineer

248-530-1836

pomeara@bhamgov.org



Jana Ecker <jecker@bhamgov.org>

Re: Roads Reconstruction Project - Public Hearing

1 message

Susan Delpup <sdelpup@bhamgov.org>

Mon, Sep 10, 2018 at 9:48 AM

To: Srinivas Thota <tngs@hotmail.com>

Cc: Jana Ecker <Jecker@bhamgov.org>, Paul O'Meara <pomeara@bhamgov.org>

Dear Srinivas,

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Regards,

On Sun, Sep 9, 2018 at 2:23 PM, Srinivas Thota <tngs@hotmail.com> wrote:

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Kenwood Ct – The proposal to pave with concrete is a great idea for the first 220 ft and then just repair the street and apply asphalt for 1.5 inches thick may not be a great idea. We would like to keep it consistent either concrete or Asphalt for the entire kenwood ct.

Please review both these concerns and advice.

Thanks,

Srinivas Thota

248-302-0666

[1885 Kenwood Ct](#)[Birmingham, MI 48009](#)

--

To: Joe Valentine, City Manager, Birmingham
cc: Pierre Boutros, City Commissioner, Birmingham
cc: Andrew Harris, Mayor, Birmingham
From: Steve Hall, 1120 Lyonhurst (@ Raynale), Birmingham
Date: October 7, 2018
Re: Birmingham Streets Policy – Follow-up

This is a follow-up to my previous memo to you of September 8, 2018, regarding the new Birmingham Streets Policy. As you recall from that memo and my subsequent meeting with you, such new policies and projects always require a testing and refinement period before they become a natural, ongoing part of an operating organization. This streets policy is no different.

The MULTI-MODAL Board meeting this past Thursday, October 4 certainly comprised the next step in testing and refining the new street width standards. Unfortunately, the meeting was not as well attended as the September MULTI-MODAL Board meeting, due in no small part to the absence of any signs in the neighborhood to alert residents of its scheduled happening. For some unknown reason, all the signs were removed very soon after the September meeting, and never replaced. However, for those who did attend, the comments were all totally negative as to reducing the width of the affected segments of Glenhurst and Raynale in the proposed project.

After public comments and appropriate due deliberation, the MULTI-MODAL Board decided to recommend approval of the proposed project but only at the same width of the streets as at present. The Board's vote was not unanimous since it goes against the policy set by the City Commission, and apparently not because those voting "no" are in favor of narrowing the two streets. This problem was compounded by the fact that the current policy as approved by the City Commission expressly limits a street width to 30 feet even if that street meets certain exceptions. Unfortunately, no one on the MULTI-MODAL Board had any recollection of why 30 feet was set as the limit. At present, both Glenhurst and Raynale, within this proposed project, are 32 feet wide.

Also discussed during the MULTI-MODAL Board meeting was the possibility of changing the triggering mechanism used to determine when street narrowing should occur. This change would accommodate situations where an improved street that needs to be re-paved, but is not experiencing any significant issues (e.g., speed, safety, trees, etc.), would not fall under the requirement for a 26-foot-wide street unless it met certain specified exceptions. In such cases, re-paving would proceed without changing the current width. Note that in the current proposed project, both the Glenhurst and Raynale segments are improved streets, even though other segments of those 2 streets within the City are unimproved.

Although such a change in the triggering mechanism was discussed, no vote was taken to recommend that to the City Commission, apparently since the MULTI-MODAL Board had not been asked to make any such type of recommendations. If indeed that is the case, then I would strongly suggest that such a change be made to the process to clearly indicate that initial testing and refinement requires feedback from the Commission's supporting Boards so that policies and procedures are more firmly meshed with our residents' needs and desires.

So, from the residents' perspective, the following refinements are suggested to the City Commission and City Staff:

1. The Streets Policy should state that if an improved street needs to be re-paved, and if that street is not experiencing any significant issues related to safety, speeding, mature trees, or resident complaints, then that street should be re-paved at its current width. Otherwise, the Streets Policy should be used to determine the appropriate width of the street.
2. The Streets Policy should either provide a convincing rationale for having a maximum street width of 30 feet, or it should be changed to whatever is the current maximum width of an improved neighborhood street in Birmingham, which would be at least 32 feet wide.
3. The Streets Policy should be changed in Section 4.c. to remove the word “published” from the phrase “... published school bus route used by the Birmingham Public Schools ...”. This is required since the school bus routes are **not** published for safety reasons, and that fact was apparently not known when the policy was written or when this project was proposed. As of this last MULTI-MODAL Board meeting, the City is now aware that some of the streets in the proposed project are indeed on the school bus routes.
4. The Streets Policy should be changed in Section 4.d. where it states that an exception may be granted if the “Street is adjacent to a school, ...”. This could be reworded to “Street is adjacent to **or significantly impacted by** a school, ...”. In this proposed project, Glenhurst is significantly impacted with both parking and traffic by Quarton School, and Raynale is significantly impacted with traffic by both Quarton School and Covington School, both of which draw students from areas not within walking distance or serviced by school buses.

Other items that residents believe still need to be addressed include:

- A. Although considerably more information was presented at the MULTI-MODAL Board meeting regarding the intent and reasoning for the new street width policy, the residents in attendance did not feel that such information was either compelling or relevant to our life in Birmingham. Thus, the selling process discussed in my previous memo, still needs to be addressed.
- B. The national standards as presented sounded as if they were out-of-date as to at least lifestyles today and current and known future vehicle types. They need to be updated.
- C. Planning for changes to street widths needs to be done at the neighborhood level, not simply at the street segment level in order to realize the goal of consistent street widths.
- D. Future trends within specific neighborhoods need to be formally identified and evaluated before making any recommendations for narrowing streets. This would include both the age of the existing housing stock and the age and longevity of the affected residents.

If you have any questions regarding this, please let me know. However, I will be traveling during the last 2 full weeks of this month and thus will not be available for further discussion during that time.



Jana Ecker <jecker@bhamgov .org>

Fwd: Street narrowing etc.

1 message

Joe Valentine <jvalentine@bhamgov.org> Fri, Oct 19, 2018 at 4:10 PM
To: "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Patty Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com>
Cc: Jana Ecker <Jecker@bhamgov.org>

FYI

----- Forwarded message -----

From: Joe Valentine <jvalentine@bhamgov.org>
Date: Fri, Oct 19, 2018 at 4:03 PM
Subject: Re: Street narrowing etc.
To: <allasser@yahoo.com>

Mr. and Mrs. Lasser,

Thank you for sharing your thoughts for the proposal to have streets in your neighborhood comply with the City's street width standards. Your message has been received and has been shared with me. I am responding on behalf of the City Commission as they are prohibited from collectively engaging in discussions outside of a public meeting on issues that will come before them. Please know your communication will be included with the materials that are presented to them when this topic is considered.

Thank you again for sharing your thoughts and concerns. Should you have any questions, please feel free in contacting me.

Best Regards,
Joe Valentine
City Manager

From: allan lasser <allasser@yahoo.com>
Date: October 15, 2018 at 8:34:21 PM EDT
To: "aharris@bhamgov.org" <aharris@bhamgov.org>, "pbordman@bhamgov.org" <pbordman@bhamgov.org>, "pboutros@bhamgov.org" <pboutros@bhamgov.org>, "cdeweese@bhamgov.org" <cdeweese@bhamgov.org>, "raackyhoff@hotmail.com" <raackyhoff@hotmail.com>, "mnickita@bhamgov.org" <mnickita@bhamgov.org>, "Ssherman@bhamgov.org" <Ssherman@bhamgov.org>
Subject: Street narrowing etc.

Allan and Suzanne Lasser
1120 N. Glenhurst
Birmingham, MI 48009

Dear Commission,

In the matter of narrowing our streets and installing new sewers we have the following thoughts;

We do not feel these streets need to be narrowed only repaved with the planned sewer work.

Narrowing the streets will cause increase congestion, vehicle and pedestrian safety concerns and ruin the aesthetics of Raynale and

Glenhurst.

Thank you for your consideration.

Suzanne and Allan Lasser

--

Joseph A. Valentine
City Manager
[City of Birmingham](#)
[151 Martin Street](#)
Birmingham, MI 48009
(248) 530-1809 Office Direct
(248) 530-1109 Fax
jvalentine@bhamgov.org
Twitter: @JoeValentine151

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Jana Ecker <jecker@bhamgov.org>

Fwd: Raynale Street Project1 message

Joe Valentine <jvalentine@bhamgov.org>

Fri, Oct 19, 2018 at 4:10 PM

To: "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Patty Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com>
Cc: Jana Ecker <Jecker@bhamgov.org>

FYI

----- Forwarded message -----

From: Joe Valentine <jvalentine@bhamgov.org>

Date: Fri, Oct 19, 2018 at 3:51 PM

Subject: Re: Raynale Street Project

To: <ceh@scaffoldinginc.com>

Mr. Hamill,

Thank you for sharing your thoughts for the proposal to have streets in your neighborhood comply with the City's street width standards. Your message has been received and has been shared with me. I am responding on behalf of the City Commission as they are prohibited from collectively engaging in discussions outside of a public meeting on issues that will come before them. Please know your communication will be included with the materials that are presented to them when this topic is considered.

Thank you again for sharing your thoughts and concerns. Should you have any questions, please feel free in contacting me.

Best Regards,
Joe Valentine
City Manager

On Thu, Oct 18, 2018 at 12:04 PM Stuart Sherman <ssherman@bhamgov.org> wrote:

Sent from my iPhone

Begin forwarded message:

From: "Charles E. Hamill" <ceh@scaffoldinginc.com>

Date: October 18, 2018 at 12:02:38 PM EDT

To: ssherman@bhamgov.org

Subject: Raynale Street Project

I have been a resident of Birmingham for 53 years. Specifically a resident of the project area for 22 years at 1964 Redding Road and currently for 21 years at 1122 Brookwood. My property is on the corner of Brookwood and Raynale.

I am in favor of reducing Raynale to 26 feet in width. It will slow traffic on the street and increase green space.

Thank you for your consideration.

10/23/2018

City of Birmingham MI Mail - Fwd: Raynale Street Project

Charles E. Hamill
President
Scaffolding Incorporated

--

Joseph A. Valentine
City Manager
[City of Birmingham](#)
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Birmingham, MI 48009
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jvalentine@bhamgov.org
Twitter: @JoeValentine151

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Twitter: @JoeValentine151

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Jana Ecker <jecker@bhamgov.org>

Fwd: PLEASE KEEP OUR STREET WIDTH ON N. GLENHURST DRIVE AT 32 FEET

1 message

Joe Valentine <jvalentine@bhamgov.org>

Fri, Oct 19, 2018 at 4:09 PM

To: "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Patty Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com>
 Cc: Jana Ecker <Jecker@bhamgov.org>

FYI

----- Forwarded message -----

From: Joe Valentine <jvalentine@bhamgov.org>

Date: Fri, Oct 19, 2018 at 3:55 PM

Subject: Re: PLEASE KEEP OUR STREET WIDTH ON N. GLENHURST DRIVE AT 32 FEET

To: <btrunsky@comcast.net>

Cc: Andrew M. Harris <aharris@bhamgov.org>

Mr. and Mrs. Trunksy,

Thank you for sharing your thoughts and concerns for the proposal to have streets in your neighborhood comply with the City's street width standards. Your message has been received and has been shared with me. I am responding on behalf of the City Commission as they are prohibited from collectively engaging in discussions outside of a public meeting on issues that will come before them. Please know your communication will be included with the materials that are presented to them when this topic is considered.

Thank you again for sharing your thoughts and concerns. Should you have any questions, please feel free in contacting me.

Best Regards,
 Joe Valentine
 City Manager

On Wed, Oct 17, 2018 at 11:59 AM Andrew Harris <aharris@bhamgov.org> wrote:

Barbara,

Thank you for your message below. It is my understanding this issue will return to the Commission after October 29th. We have not, however, finalized when exactly the issue will return. I know the City Manager, copied on this message, plans to inform Susannze Lahser (who appears to speak on behalf of many residents) about the new hearing date as soon as he knows (this is additional to the normal notice procedures the City engages in, website, posting at city hall, etc.). Finally, as you mentioned, I will review the underlying minutes from the MMTB in advance of the issue returning to the City Commission.

Andy Harris

On 10/17/18, Barbara Trunsky <btrunsky@comcast.net> wrote:

> Dear Mr. Harris,

>

> We greatly appreciate your willingness to take the neighborhood's viewpoint
 > into consideration when making this very important decision. We have
 > attended the last two Multi-Modal Transportation Board meetings and there
 > was not one of our neighbors in attendance that had anything positive to say
 > about narrowing the street widths. We are thankful that you will be
 > reviewing the minutes of those meetings and, in addition, we are hoping that

> our neighbors will also contact you directly about their numerous concerns.
>
> Do you happen to know when this issue will be on the City Commission meeting
> agenda? We called the city earlier this week and were told that they
> thought that it would be on the Monday, October 29th agenda.
>
> Thank you again for your consideration,
>
> Barbara & Roger Trunsky
>
>
>> On Oct 16, 2018, at 10:19 PM, Andrew Harris <aharris@bhamgov.org> wrote:
>>
>> Mr. & Mrs. Trunsky:
>>
>> Thank you for your letter, which I read this evening. Your input,
>> along with the input provided by other Birmingham residents, will be
>> an important part of the information I rely upon when this issue
>> returns to the City Commission.
>>
>> Regards,
>>
>> Andy Harris
>>
>> On 10/16/18, Barbara Trunsky <btrunsky@comcast.net> wrote:
>>>
>
>

--

Joseph A. Valentine
City Manager
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(248) 530-1109 Fax
jvalentine@bhamgov.org
Twitter: @JoeValentine151

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Jana Ecker <jecker@bhamgov.org>

Fwd: North Glenhurst Project

1 message

Joe Valentine <jvalentine@bhamgov.org> Fri, Oct 19, 2018 at 3:42 PM
To: "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Patty Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com>
Cc: Jana Ecker <Jecker@bhamgov.org>

FYI

----- Forwarded message -----

From: Joe Valentine <jvalentine@bhamgov.org>
Date: Fri, Oct 19, 2018 at 3:41 PM
Subject: Re: North Glenhurst Project
To: <ecmoore1@gmail.com>

Ms. Moore,

Thank you for sharing your thoughts and concerns for the proposal to have North Glenhurst comply with the City's street width standards. Your message has been received and has been shared with me. I am responding on behalf of the City Commission as they are prohibited from collectively engaging in discussions outside of a public meeting on issues that will come before them. Please know your communication will be included with the materials that are presented to them when this topic is considered.

Thank you again for sharing your thoughts and concerns. Should you have any questions, please feel free in contacting me.

Best Regards,
Joe Valentine
City Manager

From: Elizabeth Moore <ecmoore1@gmail.com>
Date: October 19, 2018 at 11:19:50 AM EDT
To: aharris@bhamgov.org, pbordman@bhamgov.org, pboutros@bhamgov.org, cdeweese@bhamgov.org, rackyhoff@bhamgov.org, mnickita@bhamgov.org, ssherman@bhamgov.org
Subject: North Glenhurst Project

My name is Elizabeth Moore and I am the owner of 967 N. Glenhurst. I am writing to you concerning the proposal to narrow my street when the street is repaved next year. I would like to make very clear my extreme opposition to the idea of narrowing my street in any way. The reasons for my opposition are as follows:

First, you have to understand that most residents do not understand the reason for, nor do they care at all about the existence of your new residential street width policy. I have no desire to live in a city that is completely uniform or over-regulated. Furthermore I do not see any actual purpose or benefit in having uniform residential street widths. I have read the information about the proposal on your website as well as attended the public hearing of the Multi-Modal Transportation Board in September, but I have still not been presented with an adequate answer to the question of what the purpose or benefit may be. The only argument that holds any promise, is that narrowing the streets may slow down traffic and therefore presumably make the street safer. I would only say to that assertion, that I don't believe we really have much of a speeding traffic problem on N Glenhurst. The street does not go all the way through from Maple to Quarton, which makes it a poor cut through street. Also, I would be interested in seeing

statistics on the previous 20 years of traffic incidents on Glenhurst as I doubt there have been a significant number each year - especially involving pedestrians.

I would also argue that narrowing the street may also possibly make it more dangerous for pedestrians as it will narrow the view of flowing traffic around vehicles parked on the side of the street. I would think that it would also make it more likely that parked cars would hit by passing cars. Given my common sense observations, I wonder if there are any studies that were used when creating the new street width policy that support that argument of narrower streets being safer. If so, I would be interested in seeing them. Also I would be interested in any statistics that would demonstrate how much safer residents could expect the streets to be. As I stated above, I would guess that the number of traffic incidents is probably already very low on our street. I'm not sure that reducing almost nothing to slightly more almost nothing would be a significant difference.

While there is not a lot of speeding cut through traffic on Glenhurst, there is a ton of school traffic around school pick up, drop off and event times. The school parents routinely use our street for parking at these times. I live in the 3rd house north of Oak and cars are normally parked in front of my house for school events. I have come home once or twice to find people actually parked across my driveway. This year on the first day of school, I had difficulty turning left out of my own driveway with the cars parked on either side and across the street. If the street had been any narrower, I would have lacked the room for the turn radius and would have been unable to leave for work until the parked cars cleared. The street is already very difficult to negotiate when school traffic is around. Narrowing the street will cause congestion and make it impossible for residents to get to their homes during these peak times. This alone, should be a reason to consider the idea a bad one. There is no reason why residents should be further inconvenienced at any time if it can be avoided.

The narrowing and rebuilding of Oak Street has vastly contributed to the problem. It is now impossible to approach Oak street from N. Glenhurst at school times. If I want to go to turn on Oak to head west, I have to first go north to Raynale and head at least one block west before returning to Oak. You cannot turn onto Oak to head east. It is impossible. I might also add that before the Oak reconstruction project, I used to take Oak east past the school on my way to work every morning at 8:50 am, which is peak drop off time. Despite all the school traffic, I never experienced any delays on this route. Now I cannot even get to the end of my street at that time. Given these results, I am quite disturbed to think of what additional problems might arise from narrowing Glenhurst as well.

The width of Glenhurst was one of the things that first attracted me when purchasing my property, and I feel that it is possible that narrowing the street would in some way diminish my property value and or attractiveness for resale.

I have a 400 year old oak tree in the middle of my front yard and do not need any city planted trees in the extra green space a narrower street would provide, nor would I want city planted trees if I needed them. I prefer to maintain control over my view and satisfy my own preferences for species and types plants that impact my property. I am also not enthusiastic about repairing my sprinkler system to water the extra green space in front of my home.

In short, I see multiple negatives but absolutely no benefits to the proposal and have not been presented with any tangible ones supported by fact so far. In fact, the only reason the Multi-Modal board was able to present at their public hearing was that they needed to comply with the new policy they had just written. Residents do not understand this policy, nor do they care that the board spent probably way too much time developing it. I would respectfully request that you leave our street width alone and let us enjoy are neighborhood just the way it is.

Sincerely,
Elizabeth Moore

--
Joseph A. Valentine
City Manager
City of Birmingham
151 Martin Street
Birmingham, MI 48009
(248) 530-1809 Office Direct
(248) 530-1109 Fax



Jana Ecker <jecker@bhamgov.org>

Fwd: Narrowing of Raynale and Glenhurst Streets

1 message

Joe Valentine <jvalentine@bhamgov.org>

Fri, Oct 19, 2018 at 4:10 PM

To: "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Patty Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com>
Cc: Jana Ecker <Jecker@bhamgov.org>

FYI

----- Forwarded message -----

From: Joe Valentine <jvalentine@bhamgov.org>

Date: Fri, Oct 19, 2018 at 3:58 PM

Subject: Re: Narrowing of Raynale and Glenhurst Streets

To: <jcmalet@hotmail.com>

Mr. and Mrs. Martin,

Thank you for sharing your thoughts and concerns for the proposal to have streets in your neighborhood comply with the City's street width standards. Your message has been received and has been shared with me. I am responding on behalf of the City Commission as they are prohibited from collectively engaging in discussions outside of a public meeting on issues that will come before them. Please know your communication will be included with the materials that are presented to them when this topic is considered.

Thank you again for sharing your thoughts and concerns. Should you have any questions, please feel free in contacting me.

Best Regards,
Joe Valentine
City Manager

On Tue, Oct 16, 2018 at 1:48 PM Stuart Sherman <ssherman@bhamgov.org> wrote:

Sent from my iPhone

Begin forwarded message:

From: John Martin <jcmalet@hotmail.com>

Date: October 16, 2018 at 11:52:39 AM EDT

To: "aharris@bhamgov.org" <aharris@bhamgov.org>, "pbordman@bhamgov.org" <pbordman@bhamgov.org>, "pboutros@bhamgov.org" <pboutros@bhamgov.org>, "cdeweese@bhamgov.org" <cdeweese@bhamgov.org>, "rackyhoff@bhamgov.org" <rackyhoff@bhamgov.org>, "mnickita@bhamgov.org" <mnickita@bhamgov.org>, "ssherman@bhamgov.org" <ssherman@bhamgov.org>
Subject: Narrowing of Raynale and Glenhurst Streets

City Commissioners,

My wife and I have lived in Birmingham since 1972. We moved to our current home at 1131 Lyonhurst (at the corner with Raynale) around 1980. The two of us embrace change....when there is a valid and well articulated reason for the change. So far, as it relates to the narrowing of Raynale and Glenhurst there has been no valid reason put forth for the change. The reasons that have been put forth for narrowing the

10/23/2018

City of Birmingham MI Mail - Fwd: Narrowing of Raynale and Glenhurst Streets

streets i.e. accident reduction and public safety, traffic calming et. al. are not problems/issues any of us who live on Raynale or Glenhurst have ever experienced. And the idea that with a narrower street, someone can cross the street in about a seconds less time is one of the most ridiculous Big Deals of all times. If we have an abundance of money, then after these streets are paved, please use it to get rid of the lily pads over at Quarton Lake and get rid of that eyesore. Leave Raynale and Glenhurst at their current widths.

We are AGAINST the narrowing of Raynale and Glenhurst.

We have been to both Multi-Modal Transportation Board Meetings and will be in attendance on Oct 29, 2018

Thank you,

John/Kris Martin

[1131 Lyonhurst](#)

[Birmingham, MI 48009](#)

(248) 885-1277

--
Joseph A. Valentine
City Manager
[City of Birmingham](#)
[151 Martin Street](#)
Birmingham, MI 48009
(248) 530-1809 Office Direct
(248) 530-1109 Fax
jvalentine@bhamgov.org
Twitter: @JoeValentine151

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Joseph A. Valentine
City Manager
[City of Birmingham](#)
[151 Martin Street](#)
Birmingham, MI 48009
(248) 530-1809 Office Direct



Jana Ecker <jecker@bhamgov.org>

Fwd: 1087 North Glenhurst Drive - NO TO NARROWING OUR STREET

1 message

Joe Valentine <jvalentine@bhamgov.org> Fri, Oct 19, 2018 at 4:11 PM
 To: "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Patty Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com>
 Cc: Jana Ecker <Jecker@bhamgov.org>

FYI

----- Forwarded message -----

From: Joe Valentine <jvalentine@bhamgov.org>
 Date: Fri, Oct 19, 2018 at 4:00 PM
 Subject: Fwd: 1087 North Glenhurst Drive - NO TO NARROWING OUR STREET
 To: <Rick.Claar@martecgroup.com>, <kristin.claar@ge.com>

Mr. and Mrs. Claar,

Thank you for sharing your thoughts and concerns for the proposal to have the streets in your neighborhood comply with the City's street width standards. Your message has been received and has been shared with me. I am responding on behalf of the City Commission as they are prohibited from collectively engaging in discussions outside of a public meeting on issues that will come before them. Please know your communication will be included with the materials that are presented to them when this topic is considered.

Thank you again for sharing your thoughts and concerns. Should you have any questions, please feel free in contacting me.

Best Regards,
 Joe Valentine
 City Manager

From: "Claar, Rick" <Rick.Claar@martecgroup.com>
 Date: October 16, 2018 at 9:19:11 AM EDT
 To: "aharris@bhamgov.org" <aharris@bhamgov.org>, "pbordman@bhamgov.org" <pbordman@bhamgov.org>, "pboutros@bhamgov.org" <pboutros@bhamgov.org>, "cdeweese@bhamgov.org" <cdeweese@bhamgov.org>, "rackyhoff@bhamgov.org" <rackyhoff@bhamgov.org>, "mnickita@bhamgov.org" <mnickita@bhamgov.org>, "ssherman@bhamgov.org" <ssherman@bhamgov.org>
 Cc: Kristin Claar <kristin.claar@ge.com>
 Subject: 1087 North Glenhurst Drive - NO TO NARROWING OUR STREET

Dear City Commissioners:

Kristin and Rick Claar would like to reach out to each of you and let it be known that we DO NOT want our beautiful street North Glenhurst narrowed. Yes, it certainly needs to be repaved but NOT narrowed.

We have lived on the street for 20 years and have not experienced drivers going at excessive speeds because they can in a wider street. What we have experienced is a wonderful street that has ample width to get around all the parked vehicles (construction, landscaping, etc.) and in fact makes the street safer

because it is not so congested like so many other Birmingham streets. I would vote to widen all Birmingham streets because it is such a nicer look and feel, but I am sure that is not going to work budget-wise or even space wise. We do however, have the opportunity to keep our street at the 32 foot wide width.

Please take careful consideration of the wishes of the neighborhood in your decision process here.

Thank you for your consideration,

Kristin and Rick Claar

1087 North Glenhurst Drive

[Birmingham, MI 48009](#)

Rick Claar

Partner

The Martec Group, Inc.

t: 248.327.8013

c: 248.770.8710

e: Rick.Claar@martecgroup.com



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Joseph A. Valentine
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jvalentine@bhamgov.org
Twitter: @JoeValentine151

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Birmingham, MI 48009
(248) 530-1809 Office Direct



Jana Ecker <jecker@bhamgov .org>

Fwd: Street width project

1 message

Joe Valentine <jvalentine@bhamgov.org> Fri, Oct 19, 2018 at 4:11 PM
To: "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Patty Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com>
Cc: Jana Ecker <Jecker@bhamgov.org>

FYI

----- Forwarded message -----

From: Joe Valentine <jvalentine@bhamgov.org>
Date: Fri, Oct 19, 2018 at 4:05 PM
Subject: Re: Street width project
To: <mwk1851@aol.com>

Ms. Kell,

Thank you for sharing your thoughts for the proposal to have streets in your neighborhood comply with the City's street width standards. Your message has been received and has been shared with me. I am responding on behalf of the City Commission as they are prohibited from collectively engaging in discussions outside of a public meeting on issues that will come before them. Please know your communication will be included with the materials that are presented to them when this topic is considered.

Thank you again for sharing your thoughts and concerns. Should you have any questions, please feel free in contacting me.

Best Regards,
Joe Valentine
City Manager

On Tue, Oct 16, 2018 at 1:47 PM Stuart Sherman <ssherman@bhamgov.org> wrote:

Sent from my iPhone

Begin forwarded message:

From: Margaret Kell <mwk1851@aol.com>
Date: October 15, 2018 at 8:03:45 PM EDT
To: aharris@bhamgov.org, pbordman@bhamgov.org, pboutros@bhamgov.org, cdeweese@bham.org, rackyhoff@hotmail.com, mnickita@bhamgov.org, ssherman@bhamgov.org
Subject: Street width project

Dear Commissioners, My husband Michael and I have lived at 1851 Raynale for 43 years. The width of our street is an asset to our neighborhood and in no logical way does it need to be narrowed!

We have rarely, if ever, had any accidents.

At least three school buses, morning and afternoon, use Raynale as a route to access the side street children north of Oak.

Emergency vehicles also know that they can easily get down our street.

With Quarton School so near, many Moms use Raynale to circle around in order to be on the South side of Oak for the pick up line.

The construction in our neighborhood has been non stop and many side streets are virtually impassable on any given day.

Finally, you need to consider that the entire neighborhood is against this very unnecessary change.



Jana Ecker <jecker@bhamgov.org>

Fwd: 2019 Road Reconstruction - Resident of 1885 Kenwood Ct

1 message

Joe Valentine <jvalentine@bhamgov.org>

Mon, Oct 22, 2018 at 10:00 AM

To: "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Patty Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com>
Cc: Jana Ecker <Jecker@bhamgov.org>

fyi

----- Forwarded message -----

From: Joe Valentine <jvalentine@bhamgov.org>

Date: Mon, Oct 22, 2018 at 10:00 AM

Subject: Re: 2019 Road Reconstruction - Resident of 1885 Kenwood Ct

To: <tngs@hotmail.com>

Mr. Thota,

Thank you for sharing your thoughts and concerns for the proposal to have streets in your neighborhood comply with the City's street width standards. Your message has been received and has been shared with me. I am responding on behalf of the City Commission as they are prohibited from collectively engaging in discussions outside of a public meeting on issues that will come before them. Please know your communication will be included with the materials that are presented to them when this topic is considered.

Thank you again for sharing your thoughts and concerns. Should you have any questions, please feel free in contacting me.

Best Regards,
Joe Valentine
City Manager

From: Srinivas Thota <tngs@hotmail.com>

Date: October 21, 2018 at 4:11:26 PM EDT

To: "aharris@bhamgov.org" <aharris@bhamgov.org>, "pbordman@bhamgov.org" <pbordman@bhamgov.org>, "pboutros@bhamgov.org" <pboutros@bhamgov.org>, "cdeweese@bhamgov.org" <cdeweese@bhamgov.org>, "rackyhoff@hotmail.com" <rackyhoff@hotmail.com>, "ssherman@bhamgov.org" <ssherman@bhamgov.org>
Subject: 2019 Road Reconstruction - Resident of 1885 Kenwood Ct

Good Afternoon,

I'm writing this email to reject the following proposals.

#1 Proposal to repave with Concrete first 300 ft and resurfacing remaining street with Asphalt – I reject this proposal and reconsider to repave the entire street including the cul-de-sac with concrete.

#2 proposal to reduce the width of Glenhurst from 32ft to 26th – Again I reject this proposal as this street handle significant traffic during school hours and is already congested. Further reducing the width makes matters worse. Please keep the width at 32ft during reconstruction next year.

Thanks,

Srinivas Thota

1885 Kenwood Ct

248-302-0666

--

Joseph A. Valentine
City Manager
[City of Birmingham](#)
[151 Martin Street](#)
Birmingham, MI 48009
(248) 530-1809 Office Direct
(248) 530-1109 Fax
jvalentine@bhamgov.org
Twitter: @JoeValentine151

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Twitter: @JoeValentine151

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Jana Ecker <jecker@bhamgov.org>

Fwd: Street Width Project - BAD IDEA!

1 message

Joe Valentine <jvalentine@bhamgov.org> Wed, Oct 24, 2018 at 8:19 AM
To: "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Patty Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com>
Cc: Jana Ecker <Jecker@bhamgov.org>

FYI

----- Forwarded message -----

From: Joe Valentine <jvalentine@bhamgov.org>
Date: Wed, Oct 24, 2018 at 8:18 AM
Subject: Re: Street Width Project - BAD IDEA!
To: <debig53@gmail.com>

Mr. and Mrs. Green,

Thank you for sharing your thoughts for the proposal to have streets in your neighborhood comply with the City's street width standards. Your message has been received and has been shared with me. I am responding on behalf of the City Commission as they are prohibited from collectively engaging in discussions outside of a public meeting on issues that will come before them. Please know your communication will be included with the materials that are presented to them when this topic is considered.

Thank you again for sharing your thoughts and concerns. Should you have any questions, please feel free in contacting me.

Best Regards,
Joe Valentine
City Manager

On Tue, Oct 23, 2018 at 6:31 PM Andrew Harris <aharris@bhamgov.org> wrote:
FYI

----- Forwarded message -----

From: Debi Green <debig53@gmail.com>
Date: Tuesday, October 23, 2018
Subject: Street Width Project - BAD IDEA!
To: aharris@bhamgov.org, pbordman@bhamgov.org, pboutros@bhamgov.org, cdeweese@bhamgov.org, rackyhoff@hotmail.com, mnickita@bhamgov.org, ssherman@bhamgov.org

Dear Commissioners,

Our names our Debi and John Green and we have been residents of Birmingham since 1977. We have lived at 1888 Kenwood Court, since 1992. Just like all of our neighbors, we feel very strongly that Glenhurst should be left at it's present width. We have attended 2 meetings on this subject and the attendees have been unanimous in their opinion that this is a bad idea and a waste of funds and resources. We drive it every day, multiple times a day, and the street is packed. Between neighborhood traffic, bike traffic, school traffic, and service vehicle traffic, a narrowing of this street would only increase these issues, especially during peak hours.

We feel that the Commission needs to reconsider this decision.

Thank you,

Debi and John Green

--

Joseph A. Valentine
City Manager
[City of Birmingham](#)
[151 Martin Street](#)
Birmingham, MI 48009
(248) 530-1809 Office Direct
(248) 530-1109 Fax
jvalentine@bhamgov.org
Twitter: @JoeValentine151

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Jana Ecker <jecker@bhamgov.org>

Fwd: Street Width Project

1 message

Joe Valentine <jvalentine@bhamgov.org>
To: Jana Ecker <Jecker@bhamgov.org>

Tue, Oct 30, 2018 at 5:11 PM

From: Neil Gray <cabin20@gmail.com>
Date: October 29, 2018 at 9:00:41 PM EDT
To: undisclosed-recipients;
Subject: Street Width Project

To Whom it may concern,
Thank you for taking the time to read my email. My goal is to provide feedback from a neighbor regarding the proposed narrowing of N. Glenhurst Dr. on the north side of Oak Avenue. I live on Kenwood Ct. and spend a lot of time on foot and in my car on Glenhurst Dr.

I walk my dog on that street daily with my wife and two young children. I also drive on that street daily to transport my children to school and to various appointments.

When it comes to walking, the wider street provides a great view of cars, trucks, and bikes coming down the street unlike on the south side of Oak avenue, where the street is very narrow and it is hard to see what on the other side of delivery and construction vehicles. I feel much safer walking north from Glenhurst when I leave Kenwood Ct. then I do when i am south of Oak St.

When I drive north of Oak, i can pass an oncoming car with ease and usually can pass a parked truck without much hassle. South of Oak is very inconvenient. I constantly have to yield to oncoming traffic when approaching a parked vehicle. Often, I must wait for several oncoming vehicles before proceeding. I usually choose to head North on Glenhurst in order to get places to the East or West when driving.

Please maintain the current width of Glenhurst Drive north of Oak Ave.

Thanks in advance for your consideration
Neil

--
Joseph A. Valentine
City Manager
City of Birmingham
151 Martin Street
Birmingham, MI 48009
(248) 530-1809 Office Direct
(248) 530-1109 Fax
jvalentine@bhamgov.org
Twitter: @JoeValentine151

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Jana Ecker <jecker@bhamgov.org>

Fwd: Raynale Street Project

1 message

Joe Valentine <jvalentine@bhamgov.org> Tue, Oct 30, 2018 at 4:56 PM
To: "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Patty Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com>
Cc: Jana Ecker <Jecker@bhamgov.org>

FYI

----- Forwarded message -----

From: Joe Valentine <jvalentine@bhamgov.org>
Date: Tue, Oct 30, 2018 at 4:55 PM
Subject: Re: Raynale Street Project
To: <mboguth@pls-usa.com>

Mr. and Mrs. Boguth,

Thank you for sharing your thoughts and concerns for the proposal to have streets in your neighborhood comply with the City's street width standards. Your message has been received and has been shared with me. I am responding on behalf of the City Commission as they are prohibited from collectively engaging in discussions outside of a public meeting on issues that will come before them. Please know your communication will be included with the materials that are presented to them when this topic is considered.

Thank you again for sharing your thoughts and concerns. Should you have any questions, please feel free in contacting me.

Best Regards,
Joe Valentine
City Manager

On Mon, Oct 29, 2018 at 7:21 AM Stuart Sherman <ssherman@bhamgov.org> wrote:

Sent from my iPhone

Begin forwarded message:

From: Mike Boguth <mboguth@pls-usa.com>
Date: October 29, 2018 at 7:20:08 AM EDT
To: "aharris@bhamgov.org" <aharris@bhamgov.org>, "pbordman@bhamgov.org" <pbordman@bhamgov.org>, "pboutros@bhamgov.org" <pboutros@bhamgov.org>, "cdeweese@bhamgov.org" <cdeweese@bhamgov.org>, "rackyhoff@bhamgov.org" <rackyhoff@bhamgov.org>, "mnickita@bhamgov.org" <mnickita@bhamgov.org>, "rackyhoff@hotmail.com" <rackyhoff@hotmail.com>, "ssherman@bhamgov.org" <ssherman@bhamgov.org>
Subject: Raynale Street Project

Mayor & Commissioners,

My wife and I are new residents of Birmingham. We built a new home on Raynale and had an excellent experience with the the City and builder. We had options in several parts of the City to buy and build and the wide, curbed, Raynale location was the most attractive to us.

It seems completely unnecessary to change the width of a street for some standardization objectives.

10/31/2018

City of Birmingham MI Mail - Fwd: Raynale Street Project

Birmingham is quite unique and the small differences in the streets throughout the neighborhoods adds to that uniqueness. Please reconsider your plans and rebuild the road in its current configuration. It will be safer for the vehicles and school buses to travel on.

Sincerely,
Mike & Jean Boguth
[1787 Raynale](#)

Sent from my iPad

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Joseph A. Valentine
City Manager
[City of Birmingham](#)
[151 Martin Street](#)
Birmingham, MI 48009
(248) 530-1809 Office Direct
(248) 530-1109 Fax
jvalentine@bhamgov.org
Twitter: @JoeValentine151

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Twitter: @JoeValentine151

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Jana Ecker <jecker@bhamgov.org>

Fwd: Street Width Project

1 message

Joe Valentine <jvalentine@bhamgov.org>
To: Jana Ecker <jecker@bhamgov.org>

Wed, Oct 31, 2018 at 11:21 AM

FYI

----- Forwarded message -----

From: Pierre Boutros <pboutros@bhamgov.org>
Date: Tue, Oct 30, 2018 at 9:14 PM
Subject: Fwd: Street Width Project
To: Joseph Valentine <jvalentine@bhamgov.org>

Pierre Boutros
Pharmacy director
248.663.2273
www.onecareltc.com

Begin forwarded message:

From: Charlie Dillon <Charlie.Dillon@huntington.com>
Date: October 26, 2018 at 4:45:56 PM EDT
To: "pboutros@bhamgov.org" <pboutros@bhamgov.org>
Subject: FW: Street Width Project

Second time is a charm buddy.

From: Charlie Dillon
Sent: Friday, October 26, 2018 4:45 PM
To: 'pboutros@bhamgov.com' <pboutros@bhamgov.com>
Cc: 'Suelasser@yahoo.com' <Suelasser@yahoo.com>; 'btrunsky@comcast.net' <btrunsky@comcast.net>
Subject: Street Width Project

Pierre,

I hope this e-mail finds you well and in good spirits.

I know we touched on this subject at the coffee house when we have run in to each other, but I wanted to make formal written recommendation regarding North Glenhurst Drive between Oak Street and Raynale Street.

The problem resides with the location of Quarton School, the influx of Quarton School parent's parking on both sides the street, then only one car can get through at a time. Most people in the city think this happens very seldom, but it happens quite frequently. Every time there is any forms of school function (morning, noon or night) North Glenhurst is packed with Quarton School Mom's and Dad's parking pretty much where they see fit. By narrowing the road means the residence of Glenhurst will not be able to reach their homes if any event is taking place at School after the road is narrowed.

I feel just by resurfacing the street and leaving the width alone would be a win / win for the residence and city. The residence will feel comfort we can reach our home when school is in session and the city will save a large amount money that can be surely used on the many other streets in our fine city.

Thank you for your time and all your hard work.

Sincerely,

Charlie Dillon

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jvalentine@bhamgov.org
Twitter: @JoeValentine151

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Jana Ecker <jecker@bhamgov.org>

Fwd: Street Width Project

1 message

Joe Valentine <jvalentine@bhamgov.org> Fri, Nov 2, 2018 at 4:22 PM
To: "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Patty Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com>
Cc: Jana Ecker <Jecker@bhamgov.org>

----- Forwarded message -----

From: Joe Valentine <jvalentine@bhamgov.org>
Date: Fri, Nov 2, 2018 at 4:21 PM
Subject: Re: Street Width Project
To: <tedicollier@me.com>

Ms. Collier,

Thank you for sharing your thoughts and concerns for the proposal to have streets in your neighborhood comply with the City's street width standards. Your message has been received and has been shared with me. I am responding on behalf of the City Commission as they are prohibited from collectively engaging in discussions outside of a public meeting on issues that will come before them. Please know your communication will be included with the materials that are presented to them when this topic is considered.

Thank you again for sharing your thoughts and concerns. Should you have any questions, please feel free in contacting me.

Best Regards,
Joe Valentine
City Manager

On Fri, Nov 2, 2018 at 11:09 AM Stuart Sherman <ssherman@bhamgov.org> wrote:

Sent from my iPhone

Begin forwarded message:

From: Tedi Collier <tedicollier@me.com>
Date: November 2, 2018 at 8:12:43 AM EDT
To: aharris@bhamgov.org, pbordman@bhamgov.org, pboutros@bhamgov.org, cdeweese@bhamgov.org, rackyhoff@hotmail.com, mnickita@bhamgov.org, ssherman@bhamgov.org
Subject: Street Width Project

Dear Birmingham Mayor, Mayor Pro Tem and City Commissioners,

We've lived at 1178 North Glenhurst for 36 years. Our son started kindergarten in 1982 and we walked him and later our daughter to Quarton Elementary School. This neighborhood is a very walkable community; I often walk for several miles through the neighborhood with my dog. So there is no problem with safety and walkability on the sidewalks in our neighborhood. However there is a problem with safely driving on some of the narrow streets due to the congestion of parked vehicles which includes the never-ending presence of construction and maintenance vehicles. Thankfully our street, N. Glenhurst and around the corner Raynale are wider streets allowing cars to get through even when there are parked vehicles on the street.

We basically live in a car-based area since we are so far from downtown and, therefore, we are more likely to drive into the city rather than to walk. The plans to increase the walkability of Birmingham by narrowing the streets does not really pertain to those of us who live this far away from downtown Birmingham.

When work is done on Raynale and N. Glenhurst we want the street widths to remain as wide as they presently are. We DO NOT want the width of Raynale or Glenhurst to be narrowed.

Sincerely,

Marion Tedi Collier
[1178 N. Glenhurst Dr.](#)
[Birmingham, MI 48009](#)
tedicollier@me.com

--

Joseph A. Valentine
City Manager
[City of Birmingham](#)
[151 Martin Street](#)
Birmingham, MI 48009
(248) 530-1809 Office Direct
(248) 530-1109 Fax
jvalentine@bhamgov.org
Twitter: @JoeValentine151

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Jana Ecker <jecker@bhamgov.org>

Fwd: N. Glenhurst and Raynale Street Width Project

1 message

Joe Valentine <jvalentine@bhamgov.org>
To: Jana Ecker <Jecker@bhamgov.org>

Mon, Nov 5, 2018 at 8:55 AM

----- Forwarded message -----

From: Andrew Harris <aharris@bhamgov.org>
Date: Sat, Nov 3, 2018 at 8:46 AM
Subject: Fwd: N. Glenhurst and Raynale Street Width Project
To: Joe Valentine <jvalentine@bhamgov.org>

----- Forwarded message -----

From: Helene Predhomme <helene@predhomme.com>
Date: Saturday, November 3, 2018
Subject: N. Glenhurst and Raynale Street Width Project
To: "aharris@bhamgov.org" <aharris@bhamgov.org>

Dear Commissioner Harris:

We live at [1090 N. Glenhurst](#) on the southeast corner of N. Glenhurst and Raynale. We have lived in our home for 27 years and raised two sons there. We thoroughly enjoy the beauty of our block between Oak and Raynale on N. Glenhurst with its wide street, its mature, healthy tree canopy and graceful curve. Recently we received a notification regarding the proposed project to narrow N. Glenhurst and Raynale from the present 32 ft. width to 26 ft. We are opposed to the narrowing of both streets for the following reasons:

We believe narrowing these streets will not make our streets safer for vehicles and pedestrians. Presently if one car is parked on one side of N. Glenhurst and another car parked on the other side, a moving vehicle can safely fit in the road. Bike riders can safely ride as well and pedestrians can safely walk on our wide sidewalks. The width of our street allowed our boys and their friends to ride their bikes on N. Glenhurst and Raynale at a safe distance from moving cars as well as parked cars. With the number of construction and service vehicles that can be parked on our street for months as well as weekly lawn service vehicles parked every day in spring, summer, and fall, plus school bus traffic on both streets, there would be worse congestion with a 26 ft. wide street. Also current Birmingham streets that are 26 feet wide do not allow bike riders to safely pass and vehicles are forced to depend on another's courtesy to let one pass as the other waits adding more congestion and unsafe conditions.

In addition, our driveway is on Raynale. Ever since Oak was reconfigured for Quarton School traffic, if we leave for work at the time parents are driving their children to school, there is a line of cars driving west on Raynale and turning south on N Glenhurst preventing us from backing out of our driveway until all of the traffic clears. Narrowing Raynale would dangerously add to this congestion.

Since N. Glenhurst does not extend all the way to Quarton, we do not have the cut-through traffic that other streets have in our neighborhood. Accordingly, traffic volume is light compared to other Quarton Lake streets and in our opinion, speeding is not an issue. If the City wants to slow traffic on our street, our suggestion is to simply place stop signs at N. Glenhurst and Raynale and make it a four-way stop and keep

N. Glenhurst and Raynale at 32 ft. This would be a more fiscally responsible option to the desire to “slow traffic down”.

We also understand that the City wants additional green space and less concrete so the narrowing will add three feet of green space on either side of the street. We understand the desire to increase green space but in this particular case, the green space of the lots on our street is already large and we do not believe we need more. Also, the new trees that we have seen the City plant on redone streets are sadly too young and too small. Another major concern we have is the potential damage to mature tree roots from this project.

Based upon the above reasons, we are opposed to the project and respectfully ask the City to please reconsider. Our street is unique and beautiful, and we love it the way it is!

Sincerely,

Helene and Michael Predhomme

[1090 N Glenhurst](#)

Telephone: 248-540-1040

--

Helene A. Predhomme, CPA, MST

Predhomme & Co.

[260 E. Brown St., Ste. 320](#)

[Birmingham, MI 48009](#)

Phone: 248-540-1040

Fax: 248-540-1964

E-Mail: helene@predhomme.com

Web: www.predhomme.com

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Joseph A. Valentine

City Manager

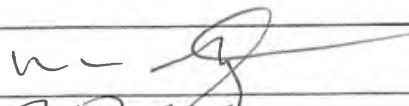
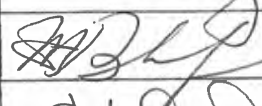

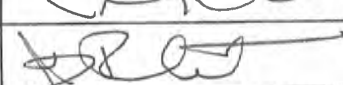
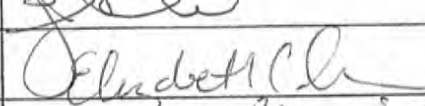
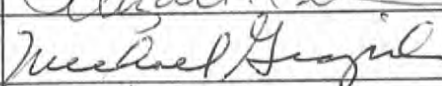
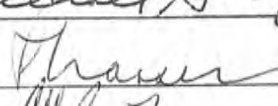
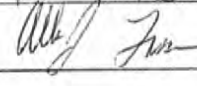
[City of Birmingham](#)

[151 Martin Street](#)

We the residents of N. Glenhurst, Raynale, Brookwood and Kenwood Court, **do not** want N. Glenhurst and Raynale narrowed as per the City Plan for the following reasons:

1. Presently we have daily congestion on these streets due to school bus routes, Quarton School traffic, large SUV's, trucks, and construction and maintenance vehicles. The narrowing of these two roads would worsen this congestion.
2. The safety of pedestrians, bike riders, and drivers would be compromised should these streets be narrowed.
3. The aesthetics of having wide streets with a beautiful tree canopy and an abundance of green space is highly appealing the way it is now to the homeowners who live on these four streets.

Accordingly, the undersigned **do not want these streets narrowed**. We only ask that they be repaved and that the planned sewer work is performed.

	<u>Printed Name</u>	<u>Address</u>	<u>Signature</u>
1	WILL FOGLE	1025 N. GLENHURST	
2	CHARLES BRUNHOFFER	1043 N. GLENHURST DR	
3	Charles Dillon	991 N. Glenhurst	
4	Jack Burkett	1011 N. Glenhurst	
5	Elizabeth Moore	967 N. Glenhurst	
6	Michael Guzik	945 N. Glenhurst	
7	SUZANNE LASSEY	1120 N. Glenhurst	
8	Allan LASSER	1120 N. Glenhurst	
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	<u>Printed Name</u>	<u>Address</u>	<u>Signature</u>
1	Timothy Cooper	1179 N Glenhurst Dr	[Signature]
2	Suzanne Cooper	1179 N Glenhurst Dr	[Signature]
3	Daniel Reddy	1235 N GLENHURST DR	[Signature]
4	Diane D'Angelo	1235 N Glenhurst Dr	[Signature]
5	Katinka Anderson	1369 W Glenhurst	[Signature]
6	Nik Kronwall	1369 N Glenhurst	[Signature]
7	Rosemary Ricelli	1289 N. Glenhurst	[Signature]
8	Steve Scheidt	1289 N. Glenhurst	[Signature]
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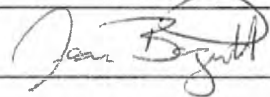
	<u>Printed Name</u>	<u>Address</u>	<u>Signature</u>
1	Pam Corden	1050 Brookwood	Pam Corden
2	Jelynn Nymon	1204 Brookwood	Jelynn Nymon
3	Susan Conroy	998 Brookwood St.	Susan Conroy
4	Walter	298 Brookwood St.	Walter
5	Paul Villalob	900 Brookwood St	Paul Villalob
6	Denise Bittinger	977 Brookwood St	DENISE BITTINGER
7	Andrew M. Bittiger	977 Brookwood St.	ANDREW BITTINGER
8	Leonard Berman	1094 Brookwood	LEONARD BERMAN
9	SUSAN BAKER	1069 BROOKWOOD STREET	Susan Baker
10	Ann Windley	921 Brookwood St	Ann M Windley
11	Zeno R. Windley, Jr	921 Brookwood St	Zeno R. Windley Jr
12	Beth McArthur*	1001 Brookwood	Beth McArthur

(*my concern is the area of Glenhurst near Oak St.)

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	<u>Printed Name</u>	<u>Address</u>	<u>Signature</u>
1	MICHAEL BOGUTH	1787 RAYNALE	
2	Jean Boguth	1787 Raynale	
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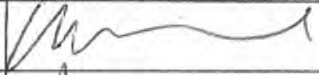
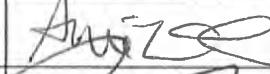
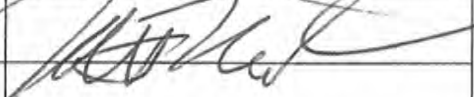
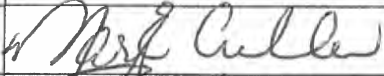
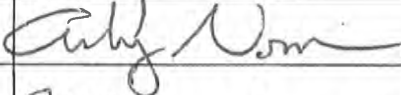
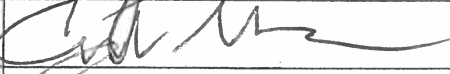

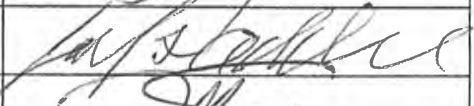

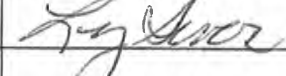
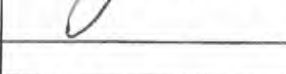
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	<u>Printed Name</u>	<u>Address</u>	<u>Signature</u>
1	Margie Kell	1851 Raynale	Margie Kell
2	M. Kell	" "	M. Kell
3	Robyn O'Keefe	1973 Raynale St.	Robyn O'Keefe
4	Brian O'Keefe	1973 Raynale St	Brian O'Keefe
5	Melissa Morgan	1115 Brookwood St	Melissa Morgan
6	Brian Lyngaas	1935 Raynale St	Brian Lyngaas
7	Sarah Lyngaas	1935 Raynale St.	Sarah Lyngaas
8	Jorge Lombarte	1069 Brookwood St	Jorge Lombarte
9	John Martin	1131 Lyonhurst	John Martin
10	Kristina Martin	1131 Lyonhurst	Kristina Martin
11	Stephen E. Hall	1120 Lyonhurst	Stephen E. Hall
12	Susan B. Hall	1120 Lyonhurst	Susan B. Hall

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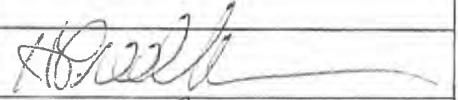


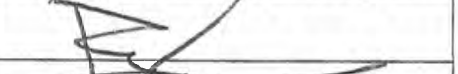


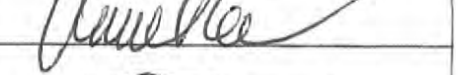
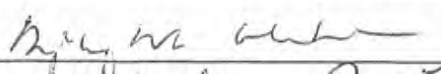
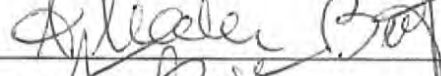
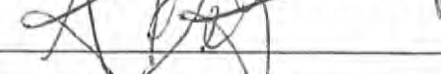
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	<u>Printed Name</u>	<u>Address</u>	<u>Signature</u>
1	VUK MILOJKOVIC	920 N. GLENHURST.	
2	AMELIE VANIEK	920 N. GLENHURST	
3	Matthew McArdle	940 N. Glenhurst	
4		966 N. GLENHURST	
5	MARY CULLER	986 N. GLENHURST	
6		996 N. Glenhurst	
7	CRAIG WILLIAMSON	1010 N. GLENHURST	
8		1030 N. GLENHURST	
9	JOEL S. ADELMAN	1060 N. GLENHURST	
10	JEFF SIVEL	1076 N. GLENHURST	
11	Liz Siver	1076 N. Glenhurst	
12		1044 N. GLENHURST	

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	<u>Printed Name</u>	<u>Address</u>	<u>Signature</u>
1	Helene Predhomme	1090 N. Glenhurst	
2	Mike Predhomme	1090 N. Glenhurst	
3	Barbara Trunsky	1220 N. Glenhurst	Barbara Trunsky
4	Marion T. Collier	1178 N. Glenhurst	Marion T. Collier
5	Michael Collier	1178 N. Glenhurst	
6	Rosa Trunsky	1220 N. Glenhurst	
7	Zachary Trunsky	1220 N. Glenhurst	
8	Anthony Rea	1266 N. GLENHURST DR.	
9	Anna Rea	1266 N. GLENHURST DR.	
10	Karen Rutledge		
11	Alexandra Betz		1348 N. Glenhurst
12	Steven Betz		1348 N. Glenhurst



MEMORANDUM

Planning Division

DATE: November 9, 2018

TO: Joseph A. Valentine, City Manager

FROM: Jana L. Ecker, Planning Director

SUBJECT: Public Hearing for Amendment to Article 3, Section 3.08(E) of the Zoning Ordinance

INTRODUCTION:

Current City policy in the Triangle Overlay District allows for additional height if two out the five options in Section 3.08(E) of the Zoning Ordinance are met. Section 3.08(E)(1) states that *"The applicant may provide a payment-in-lieu to the City for construction of parking in a public parking deck at an offsite location at the rate of \$15,000 per parking space."* The ordinance was written in 2007 and the construction costs of parking decks have increased significantly since then.

BACKGROUND:

On August 8, 2018, the Planning Board discussed changing the price per space in the Triangle Overlay District to meet current market rate construction costs. It was also suggested to implement an annual price increase at a certain percentage. The Planning Board wanted clarification of the intent of the ordinance as to whether it was meant to be tied to current market rate price, or if it was meant to incentivize payment into a parking fund by offering a discounted rate.

On September 12, 2018, it was clarified by the City Manager that the intent of the ordinance is to maintain market rate construction costs for the payment-in-lieu policy of Section 3.08(E)(1) in the Triangle Overlay District. Local comparisons of recent parking structures that have been built or were approved to be built were also provided from the cities of Royal Oak, Rochester, and Detroit. It was noted that Royal Oak recently built a seven level parking structure with 521 spaces that was quoted at \$15,500,000 which is \$29,750 per space. The bid quotes that Royal Oak received were also provided which ranged from \$27,716 to \$31,770 per space. Royal Oak plans to build another parking structure next to its planned City Hall and has quoted \$27,500 per space for the 581 spaces planned.

The Planning Board decided on increasing the price to \$27,500 per space and to implement a 3% annual price increase beginning July 1, 2019.

On October 10, 2018 the Planning Board held a public hearing to increase the price per space to \$27,500 with a 3% increase every year beginning July 1, 2019 and voted unanimously to recommend approval of the amendment to Article 3, Section 3.08(E) of the Zoning Ordinance to amend the amount of the payment in-lieu of parking for extra height in in the Triangle Overlay District.

LEGAL REVIEW:

The City Attorney has reviewed the draft language and has no concerns.

FISCAL IMPACT:

Increasing the amount of payment per space will increase the amount of funding available for a parking structure in the Triangle Overlay District and ease the burden of funding for the City.

SUMMARY:

The Planning Board has recommended increasing the payment-in-lieu rate from \$15,000 to \$27,500 per parking space in the Triangle Overlay District, and having this amount increase by 3.00% annually beginning July 1st, 2019.

ATTACHMENTS:

- Proposed ordinance language
- Planning Board report from October 10, 2018 Planning Board meeting
- Carl Walker *Parking Structure Cost Outlook for 2014, 2015 & 2017*
- Royal Oak, MI parking structure information
- Detroit Tigers parking deck news article
- City of Rochester, MI parking deck news article
- Relevant meeting minutes

SUGGESTED RESOLUTION:

To approve an amendment to Article 3, Section 3.08(E) of the Zoning Ordinance, Additional Building Height, to increase the amount of the one-time payment-in-lieu of parking fee option in the Triangle Overlay District.

ORDINANCE NO. _____

THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE OF THE CITY OF BIRMINGHAM:

TO AMEND ARTICLE 3, SECTION 3.08 (E), ADDITIONAL BUILDING HEIGHT, TO INCREASE THE AMOUNT OF THE ONE-TIME PAYMENT-IN-LIEU OF PARKING FEE OPTION IN THE TRIANGLE OVERLAY DISTRICT.

Section 3.08 (E) Additional Building Height

- E. Additional Building Height: Buildings or portions of buildings that are 100 feet or more from a single-family residential zoning district may have the additional building height (in number of stories and/or feet of height) noted in Section 3.08B, Section 3.08C, and Section 3.08D where 2 or more of the following are provided as part of the development. Additional stories shall be stepped back at a 45-degree angle from the top story allowed by right without the height bonus.
1. A multi-level parking structure that offers parking available to the public at the rate of one parking space available to the public for every 300 square feet of building floor area allowed in the additional stories. Where additional building height is proposed without additional stories, then the parking shall be based upon the building floor area in the top floor. The applicant may provide payment-in-lieu to the City for construction of parking in a public parking deck at an offsite location. ~~at the rate of \$15,000 per parking space.~~ **Parking rates will be calculated as follows:**
 - a. **The rate of \$27,500 per space to match the current cost per above-ground structured parking space in 2018.**
 - b. **Starting July 1st, 2019, the rate of payment per parking space shall be increased by 3 percent each year.**

ORDAINED this _____ day of _____, 2018 to become effective 7 days after publication.

Andrew Harris, Mayor

Cherilynn Mynsberge, City Clerk



MEMORANDUM

Planning Division

Date: October 4, 2018
To: Planning Board
From: Nicholas Dupuis, Planning Intern
Approved: Jana L. Ecker, Planning Director
Subject: Triangle District – Additional Building Height

In Birmingham's Triangle District, developers are required to maintain a maximum building height depending on the zoning district being built upon. However, unique to the Triangle District, there are a series of provisions that allow for the addition of building height if completed. Section 3.08(E) of the Zoning Ordinance reads as follows:

- E. Additional Building Height: Buildings or portions of buildings that are 100 feet or more from a single-family residential zoning district may have the additional building height (in number of stories and/or feet of height) noted in Section 3.08B, Section 3.08C, and Section 3.08D where 2 or more of the following are provided as part of the development. Additional stories shall be stepped back at a 45-degree angle from the top story allowed by right without the height bonus.
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 2. Dedication of an improved public plaza with an area that is at least equal to 25% of the additional floor area of building area allowed in the additional stories. Where additional building height is proposed without additional stories, then public plaza space shall be based upon 25% of the building floor area on the top floor. The location and design of the plaza shall be approved by the Planning Board and shall be in accordance with the Triangle District Urban Design Plan.
 3. A mixed use building that provides residential dwelling units above first-floor commercial where a minimum of 50% of the buildings floor area is residential.
 4. Leadership in Energy and Environmental Design (LEED) building design, accredited based upon the rating system of the United States Green Building Council.

5. Transfer of development rights for additional floor area that zoning would permit on a site containing an historic building or resource designated under Section 127 of the Birmingham Code. The development rights shall be dedicated through recording a conservation easement on the designated historic resource, which shall be reviewed and approved by the Historic District Commission. F. MU3, MU5 and MU7 Front Yard Building Setback Exceptions: In the MU3, MU5

The City has recently discussed the dollar amount in the first requisite item option for a height bonus in the Triangle District shown in Section 3.08(E)(1) noted in bold above. The City understands that due to geography, number of parking levels, façade treatments, number of parking spaces, inflation, market conditions and other factors, the price of constructing structured parking may increase as time goes on. In 2007, when this provision was added, the City deemed the amount of \$15,000 per space to be enough money to satisfy the first item in the additional height bonus section.

However, a study performed by Carl Walker, Inc. determined that the median cost per structured parking space in the City of Detroit in 2017 was \$19,873 per space, and \$59.59 per square foot. Historical Carl Walker, Inc. studies supply these figures:

Year	Median Cost Per Space	Percent Change
2013	\$18,129	-
2014	\$18,543	2.2% increase
2015	\$19,138	3.1% increase
2016	\$19,597	2.4% increase
2017	\$19,837	1.2% increase
2018	\$20,273	2.2% increase

Using the average percent change from 2014-2017, it can be estimated that the cost of a structured parking space might increase by at least 2.2 percent in 2018, bringing the median cost per structured parking space to \$20,273. In an effort to stay current with the pricing trends in the parking structure construction market, the City of Birmingham would like to update its ordinance to reflect a yearly percentage increase in the figure presented in the ordinance. **The goals of the proposed price increase are to stay current with the construction costs, inflation and material costs (etc.) associated with building a parking structure in the future.** The proposed language of Section 3.08 (E)(1) may be amended as follows:

1. A multi-level parking structure that offers parking available to the public at the rate of one parking space available to the public for every 300 square feet of building floor area allowed in the additional stories. Where additional building height is proposed without additional stories, then the parking shall be based upon the building floor area in the top floor. The applicant may provide payment- in-lieu to the City for construction of parking in a public parking deck at an offsite location within the Triangle District. at the rate of \$15,000 per parking space. Parking rates will be calculated as follows:

- a. The rate of \$20,330 per space to match the national median cost per above-ground structured parking space in 2018.
- b. Starting July 1, 2019 the rate of payment per parking space shall be increased by 3 percent each year.

On August 8, 2018 the Planning Board discussed the proposed ordinance amendment to Article 3, section 3.08(E)(1), and directed staff to request clarification from the City Manager as to whether the purpose of the proposed amendments was to simply keep the amount consistent with current and future construction costs, or whether the purpose was to incentivize payment in lieu of parking by keeping the amount per space lower than the actual construction costs for a parking space.

The City Manager has advised that the goal of the proposed ordinance amendment is to ensure that the payment in lieu of parking amount stays current based on actual construction costs, inflation and material costs (etc.) now and into the future.

On September 12, 2018 the Planning Board discussed the proposed amendment as well as additional research on actual parking deck construction costs in Royal Oak and Rochester which showed a significantly higher cost per space than the Carl Walker study. After discussion, board members reached consensus that the Royal Oak recent costs should be used as a basis for the current cost in the draft ordinance amendment of \$27,500 per space. The Planning Board then voted to set a public hearing for October 10, 2018 to consider amending Article 3, Section 3.08 (E)(1) of the Zoning Ordinance to adjust the payment in lieu of parking amount over time.

SUGGESTED ACTION:

To recommend approval to the City Commission to amend Article 3, Section 3.08 (E)(1) of the Zoning Ordinance to adjust the payment in lieu of parking amount over time.

ORDINANCE NO. _____

THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE OF THE CITY OF BIRMINGHAM:

TO AMEND ARTICLE 3, SECTION 3.08 (E), ADDITIONAL BUILDING HEIGHT, TO AMEND THE OPTION ITEMS TO GAIN ADDITIONAL BUILDING HEIGHT/STORIES

Section 3.08 (E) Additional Building Height

- E. Additional Building Height: Buildings or portions of buildings that are 100 feet or more from a single-family residential zoning district may have the additional building height (in number of stories and/or feet of height) noted in Section 3.08B, Section 3.08C, and Section 3.08D where 2 or more of the following are provided as part of the development. Additional stories shall be stepped back at a 45-degree angle from the top story allowed by right without the height bonus.
1. A multi-level parking structure that offers parking available to the public at the rate of one parking space available to the public for every 300 square feet of building floor area allowed in the additional stories. Where additional building height is proposed without additional stories, then the parking shall be based upon the building floor area in the top floor. The applicant may provide payment-in-lieu to the City for construction of parking in a public parking deck at an offsite location. ~~at the rate of \$15,000 per parking space.~~ **Parking rates will be calculated as follows:**
 - a. **The rate of \$27,500 per space to match the current cost per above-ground structured parking space in 2018.**
 - b. **Starting July 1st, 2019, the rate of payment per parking space shall be increased by 3 percent each year.**

ORDAINED this _____ day of _____, 2018 to become effective 7 days after publication.

Andrew Harris, Mayor

Cherilynn Mynsberge, City Clerk

Parking Structure Cost Outlook for 2014

By Gary Cudney, P.E. - President/CEO

National Median Parking Structure Construction Cost 2014

\$18,038 per space
\$54.05 per square foot

It's that time of year again when **Carl Walker, Inc.** prepares a statistical analysis of parking structure construction costs and provides a market forecast for the remainder of the year.

At **Carl Walker, Inc.**, we specialize in parking structure design, structural engineering, parking studies, parking operations consulting, and restoration of parking structures, plazas, facades, and other buildings. Thus, we maintain a database of completed parking structure projects and have developed a methodology to analyze the historical cost information to assist our clients and the industry.

Our construction cost database contains a list of hundreds of completed parking structures of various sizes, scopes and locations. The cost data is assigned a factor based on the time of bidding and location. The time factor is based on the Building Cost Index (BCI), published by

Engineering News-Record (ENR). The location factor is taken from the yearly edition of the RS Means Building Construction Cost Data. Applying these two factors to actual construction cost data adjusts the cost to a current national basis and from that we determine the national median, which can then be re-adjusted to reflect a median construction cost in almost every American city.

As of March 2014, our statistical data indicates that the median construction cost for a new parking structure is \$18,038 per space and \$54.05 per square foot. This is the first time the median cost has exceeded \$18,000 per space, increasing 2.9% from 2013 when the median cost was \$17,533 per space based on our historical database. This relatively minor increase is reflective of the fact that while construction markets are beginning to recover, material price increases were very low due to foreign competition and labor rates were stable as the competitive market place continued. The table below lists the 2014 median cost in various U.S. cities.

Median Parking Structure Construction Costs 2014

City	Index	Cost/Space	Cost/SF
Atlanta	87.5	\$15,783	\$47.29
Baltimore	92.8	\$16,739	\$50.15
Boston	117.6	\$21,212	\$63.56
Charlotte	80.8	\$14,575	\$43.67
Chicago	117.6	\$21,212	\$63.56
Cleveland	99.4	\$17,930	\$53.72
Denver	93.3	\$16,829	\$50.42
Dallas	85.2	\$15,368	\$46.05
Detroit	102.8	\$18,543	\$55.56
Houston	86.6	\$15,621	\$46.80
Indianapolis	92.6	\$16,703	\$50.05
Kansas City	103.8	\$18,723	\$56.10
Los Angeles	107.3	\$19,355	\$57.99
Miami	87.6	\$15,801	\$47.34
Minneapolis	109.0	\$19,661	\$58.91
Nashville	87.5	\$15,783	\$47.29
New York	131.1	\$23,648	\$70.85
Philadelphia	113.9	\$20,545	\$61.56
Phoenix	88.7	\$16,000	\$47.94
Pittsburgh	102.3	\$18,453	\$55.29
Portland	99.1	\$17,875	\$53.56
Richmond	86.7	\$15,639	\$46.86
St. Louis	103.1	\$18,597	\$55.72
San Diego	104.1	\$18,777	\$56.26
San Francisco	122.5	\$22,096	\$66.21
Seattle	103.5	\$18,669	\$55.94
Washington, D.C.	97.2	\$17,533	\$52.53
National Average	100	\$18,038	\$54.05

PARKING INDUSTRY CONSTRUCTION ECONOMIC FORECAST

According to McGraw Hill Construction's 2014 forecast "we will see 2014 as another year of measured expansion for the construction industry."¹ Further, they report that while the construction spending in the institutional sector (higher education, hospitals, government) industry is down about 32% below 2008, the "five-year decline for the institutional building market is finally reaching its end" with a slight 2% increase projected for 2014.¹

Digging out of the deep construction industry recession has been sluggish and hampered by uncertainty. After a nearly 50% plummet in volume in the non-residential building market, and very slow growth for the past five years, current predictions by industry experts point to greater optimism for 2014 and 2015:

- The American Institute of Architects (AIA) chief economist Kermit Baker, PhD stated that "2014 looks to be a better year with non-residential building activity increasing 5.8%" and that the "recovery will continue into 2015 with spending increasing 8%." While there has been fluctuation and regional differences in the AIA Architectural Billings Index (ABI), Baker further reports that the "ABI has risen in vast majority of the last 16 months. With such sustained growth in design activity, continued improvement in construction activity will follow suit".² Unfortunately, the AIA Architectural Billings Index for March 2014 of 48.8 indicates the year is getting off to a slower start than expected.³
- The AIA also compiles a Consensus Construction Forecast based on predictions of seven leading non-residential construction forecasters in the U.S. According to the Consensus Construction Forecast, the non-residential construction industry is expecting better growth than the past five years, with increases in activity projected for the office sector of 9.2% (2014) and 10.8% (2015), healthcare sector of 5.2% (2014) and 7.8% (2015), education sector of 2.8% (2014) and 5.8% (2015).²

(continued from Page 2)

- Gilbane Building Company, in their Market Conditions in Construction report, predicts a 7.4% upturn in non-residential building spending in 2014. Construction cost escalation will be higher than normal as spending continues to increase. Labor and material costs will increase as fees and margins expand 4-7% for 2014 and 5-8% for 2015. Gilbane also reported that the "construction workforce is still 25% below the peak and it will take a minimum of four more years to return to peak levels."⁴
- Turner Construction's Turner Building Cost Index rose 4.65% during 2013. Their 2013 Fourth Quarter Forecast states that "growing demand is fueling optimism in the design and construction industries. Private sector building construction work continues to grow, offsetting reductions in the public sector. Labor costs and material prices are inching up as demand increases."⁵ Additionally, the Turner 2014 First Quarter Forecast indicates a 0.80% increase in costs for the quarter, a "reflection of constrained availability of labor, stability in commodity prices and competition in the market."⁶
- The Engineering News-Record (ENR) recently reported their first quarter 2014 Construction Industry Confidence Index (CICI) increased to a record 72 points on a scale of 100, which represents a growing market. The vast majority of the 414 executives of large construction and design firms responding to the survey believe that the market is stable and growing.⁷ The ENR also reported "the U.S. Economy's CICI rating is five points lower than the overall construction market's rating, showing continuing economic concerns".⁷
- Dale Denda, Parking Market Research Co.'s Director of Research, presented at the Parking Industry Exhibition (PIE) in March 2014 on the parking structure construction market. He estimated an 8.5% increase in project commitments/starts in 2013 over 2012 and predicts about a 5-7% gain nationally in 2014. The parking structure construction market strength will vary greatly by regional and local

geographic area.⁸

SUMMARY

The projected improvement in the architectural firm backlog reported by the Architectural Billings Index (ABI) and the record-high Construction Industry Confidence Index (CICI) are positive signs for the construction and parking industries. In absence of any major economic event or additional federal government budget/debt ceiling debacles, construction activity should be at the highest levels since the market collapse.

With the improved construction activity, project costs are expected to escalate to a greater level than the small projected increase in material and labor costs would indicate. Further, shortages of skilled construction workers who left the industry during the downturn could restrain market growth and raise costs. Thus, there may be a small bubble of pent-up demand that could spring loose as owners seek to have their projects bid ahead of the competition.

Carl Walker's parking professionals will be happy to assist with budgeting of your next parking structure. If you have questions or would like specific cost information for your area, contact Gary Cudney at gcudney@carlwalker.com or 800-FYI-PARK (800-394-7275).

References:

1. "Housing Leads Construction Industry to Moderate Growth in 2014, According to McGraw Hill Construction," McGraw Hill Construction Press Release, October 25, 2013.
2. "After a Year of Moving Sideways, Nonresidential Building Activity Poised to Resume Recovery in 2014," by Kermit Baker, PhD, The American Institute of Architects AIArchitect, January 24, 2014.
3. "Architectural Billings Index Mired in Slowdown," Press Release by Scott Frank, The American Institute of Architects, April 23, 2014.
4. "Market Conditions in Construction – December 2013," by Gilbane Building Company.
5. "Turner Building Cost Index – 2013 Fourth Quarter Forecast," Turner Construction Company.
6. "Turner Building Cost Index – 2014 First Quarter Forecast," Turner Construction Company.
7. "Industry Executives Expect Growth to Accelerate in 2014," by Gary J. Tulacz, Engineering News – Record, March 24/31, 2014.
8. "Behind the National Forecast – Multi-Year Trends in Local Markets Parking Garage Construction," by Dale F. Denda, Director of Research, Parking Market Research Company, Parking Industry Exhibition (PIE) – March, 2014.

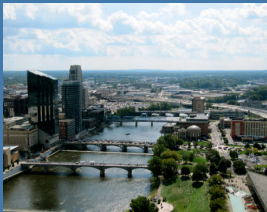
PROJECT HIGHLIGHTS

PARKING STUDY AT LSU HEALTH SCIENCES CENTER WRAPS UP

NEW ORLEANS, LA - Carl Walker, Inc. recently wrapped up a parking study at Louisiana State University Health Sciences Center (LSUHSC), assessing current and future parking needs as well as providing options for improving the management and operation of existing parking supplies. Another key objective was to maximize the effective utilization of existing parking resources. Opportunities to add on- and off-street surface parking spaces were identified and cost estimates of proposed options were prepared.



CARL WALKER, INC. EXPLORES FEASIBILITY OF UNDERGROUND PARKING IN SOUTH ARENA DISTRICT



GRAND RAPIDS, MI - The City of Grand Rapids (City) and Downtown Grand Rapids Inc. (DGRI) (DDA) retained **Carl Walker, Inc.** to explore the feasibility of underground parking in the South Arena District, an area currently occupied by four publicly owned surface parking lots. The underground parking analysis was the recommendation of the recently completed Arena South Visioning Plan, which recommends reclaiming scarce downtown land for people by improving pedestrian connections, adding green space, and supporting mixed-use development that provides residential, office and commercial uses. The study will help the city, DGRI, and developers decide whether the anticipated higher financial returns and improved downtown experience for pedestrians will justify the added cost of underground parking.



April 2014 Issue

MESSAGE FROM THE PRESIDENT

Our current feature article, *Parking Structure Cost Outlook for 2014*, indicates 2014 and 2015 should have better growth than recent years. However, the first quarter was slower than expected, perhaps due to the

harsh winter many of us experienced. Hopefully, the economist's predictions will come true this summer.

The median national parking structure cost is now \$18,038 per space, based on average national construction costs, and will vary depending on geographic location and project features. Our historical cost database goes back over 30 years when our firm was founded. Interestingly, more recent projects have a higher median cost than older projects as the "quality" of many parking structures has improved.

Projects in the median cost range typically include many amenities and features desired by owners and

users. However, if enhancements that are becoming more common nowadays are used, such as wider parking spaces, fancier façade treatments, LED lights with computerized occupancy sensor controls, 75- to 100-year service life, painted ceilings, underground construction, advanced sustainability features (solar panels, storm water detention, lighting, green roofs, etc.), parking space guidance, etc. then costs will likely exceed the median. However, our understanding of project costs means we can design a parking structure to whatever the project budget allows!

We welcome the opportunity to assist you in evaluating plans for parking development and how to achieve the best balance between function, aesthetics, first-cost, and life-cycle costs!

A handwritten signature in blue ink that reads 'Gary Cudney'.

Gary Cudney, P.E.



Park Place Parking Structure, Missoula, Montana

Parking Structure Cost Outlook for 2015

By Gary Cudney, P.E., President/CEO

National Median Parking Structure Construction Cost 2015

\$18,599 per space
\$55.66 per square foot

Carl Walker is pleased to provide its annual statistical analysis of parking structure construction costs and new parking structure market forecast, albeit a little later than usual this year. At **Carl Walker**, we specialize in parking structure design, structural engineering, parking studies, parking operations consulting, and restoration of parking structures, plazas, facades, and other buildings. We maintain a database of completed parking structure projects and have developed a methodology to analyze the historical cost information to assist our clients and the industry.

Our construction cost database contains hundreds of completed parking structure projects of varying size, scope, and geographic location. For this forecast, we only omit the cost of parking structures that are completely below grade, since the cost of such structures is much higher. The cost data is assigned factors based on the time of bidding and location of the parking structure. The time factor is based on the Building Cost Index (BCI), published by Engineering News-Record (ENR). The location factor is taken from the yearly edition of the RS Means Building Construction Cost Data. Applying these two factors to actual construction cost data adjusts

the cost to a current national basis and from that we determine the national median. The national median can then be re-adjusted to reflect a median construction cost in almost every city in America.

As of March 2015, our statistical data indicates that the median construction cost for a new parking structure is \$18,599 per space and \$55.66 per square foot, increasing 3.1% from March, 2014 when the median cost was \$18,038 per space based on our historical database. This relatively minor increase is reflective of the fact that while construction markets are in a recovery, material price increases were very low due to foreign competition, fuel prices were considerably lower, and labor rates were stable as the competitive market place continued. The following table lists the 2015 median parking structure construction cost in various U.S. cities.

It should be noted that the construction cost data does not include costs for items such as land acquisition, architectural and engineering fees, environmental evaluations, materials testing, special inspections, geotechnical borings and recommendations, financing, owner administrative and legal, or other project soft costs. Soft costs are typically about 15% to 20% of construction costs, but can be higher for owners who allocate their internal costs directly to the project.

Median Parking Structure Construction Costs 2015

City	Index	Cost/Space	Cost/SF
Atlanta	87.5	\$16,274	\$48.70
Baltimore	92.6	\$17,222	\$51.54
Boston	118.1	\$21,965	\$65.74
Charlotte	82.2	\$15,288	\$45.75
Chicago	117.2	\$21,797	\$65.23
Cleveland	99.6	\$18,524	\$55.44
Denver	92.5	\$17,204	\$51.49
Dallas	85.5	\$15,902	\$47.59
Detroit	102.9	\$19,138	\$57.28
Houston	86.8	\$16,144	\$48.31
Indianapolis	92.9	\$17,278	\$51.71
Kansas City	103.3	\$19,212	\$57.50
Los Angeles	107.2	\$19,938	\$59.67
Miami	88.2	\$16,404	\$49.09
Minneapolis	108.9	\$20,254	\$60.62
Nashville	87.8	\$16,330	\$48.87
New York	131.8	\$24,513	\$73.36
Philadelphia	114.5	\$21,295	\$63.73
Phoenix	88.1	\$16,385	\$49.04
Pittsburgh	102.0	\$18,970	\$56.77
Portland	99.5	\$18,506	\$55.38
Richmond	87.1	\$16,199	\$48.48
St. Louis	102.7	\$19,101	\$57.16
San Diego	104.5	\$19,435	\$58.17
San Francisco	122.7	\$22,820	\$68.30
Seattle	102.8	\$19,119	\$57.22
Washington, D.C.	97.1	\$18,059	\$54.05
National Average	100	\$18,599	\$55.66

MEDIAN CONSTRUCTION COST

I am often asked what features are included within the “median construction cost”. A median cost parking structure typically includes such features as:

- 8’ 6” wide parking spaces
- Precast concrete superstructure
- Attractive precast concrete façade with basic reveal pattern
- Glass backed elevators and unenclosed stairs clad with glass curtain wall to the exterior
- Basic wayfinding and signage
- Shallow spread footing foundations
- All above grade construction
- Open parking structure with natural ventilation without mechanical ventilation or fire sprinklers
- Little or no grade level commercial space
- Basic parking access and revenue control system
- Energy efficient fluorescent lighting

The construction cost of the parking structure would be higher than the median if it includes such enhanced features as:

- 9’ 0” wide parking spaces for better user comfort
- Cast-in-place post-tensioned concrete superstructure for lower maintenance
- Attractive façade with precast, brick, metal panels, and other materials
- Green Garage Certification following the Green Parking Council standards
- Energy efficient LED lighting with occupancy and photocell computer controls
- Custom wayfinding and signage system
- Storm water management including on-site retention/detention
- Deep foundations, such as caissons or piling
- Below grade construction
- Enclosed stair towers due to local code requirements
- Enclosed parking structure without natural ventilation where mechanical ventilation and fire sprinklers are required
- Grade level commercial space
- Mixed use development where the parking is integrated with office, retail, residential, or other uses
- State-of-the-art parking access and revenue control system
 - License plate recognition
 - Parking guidance system
 - Count system with variable message LED signs
 - Pay-on-foot stations
- Wi-Fi and cellular services

PARKING INDUSTRY CONSTRUCTION ECONOMIC FORECAST

Thankfully, the construction industry is in the midst of a sustained recovery. In the parking industry, growth should be buoyed as the institutional sector (i.e. city governments, higher education, and healthcare) returns to growth in construction spending.

As the construction economy improves, escalation of construction costs and longer construction schedules can be expected in many areas of the country due to labor shortages in construction trades and professional positions and as construction companies increase margins that have been depressed for more than five years. It is predicted that construction inflation could be approximately double consumer inflation!¹ Predictions by industry experts point to increased levels of construction in all sectors for 2015 and 2016:

- The American Institute of Architects (AIA) chief economist Kermit Baker, PhD, stated that “For the coming year, prospects look to continue to improve, with overall growth projected to increase almost eight percent. Institutional activity is expected to return to the positive column, with spending gains of five percent.” While there has been fluctuation and regional differences in the AIA Architectural Billings Index (ABI), Baker further reports that “Since May of last year, ABI scores have been very positive...with all of the major sectors participating in the recovery”.²
- The AIA also compiles a Consensus Construction Forecast based on predictions of seven leading U.S. non-residential construction forecasters in the U.S. The Consensus Construction Forecast indicates the non-residential building construction industry is expecting better growth than the past five years, with increases in activity projected for the office sector of 12.9% (2015) and 12.0% (2016), healthcare sector of 4.7% (2015) and 6.2% (2016), education sector of 4.7% (2015) and 5.2% (2016).²
- Gilbane Building Company, in their Market Conditions in Construction report, reported a 6.8% increase in non-residential building construction in 2014 and they forecast a doubling of last year’s growth during 2015 to 14.0%! Gilbane also reports that labor and material costs will increase as fees, margins, and material costs expand such that construction escalation could increase 5% to 8% for 2015 and 2016.¹
- Turner Construction’s Turner Building Cost Index, which tracks construction cost escalation, rose 4.4% during 2014. Their 2014 Fourth Quarter Forecast states that “Higher construction cost escalations in urban centers with increased construction activity, as well as selective mega-projects, are driving the average domestic construction cost increases.”³

Additionally, the Turner 2015 First Quarter Forecast indicates a 1.09% increase in costs for the quarter and that “material lead times have been extended due to increased demands and a reduced availability of production facilities to support those demands.”⁴

- The Engineering News-Record (ENR) recently reported their first quarter 2015 Construction Industry Confidence Index (CICI) increased to a record 78 points on a scale of 100, which represents a growing market. The vast majority of the 305 executives of large construction and design firms responding to the survey believe that the market is stable and growing and will continue to pick up steam over the next 18 months.⁵

SUMMARY

The sustained improvement in the architectural firm backlog reported by the Architectural Billings Index (ABI) and the record-high Construction Industry Confidence Index (CICI) are positive indicators for near term growth in the construction of parking structures. In absence of any major political or economic event, construction activity is forecasted to grow about 8% the next two years.

With the improved construction activity, project costs are expected to escalate to a greater level than the projected increase in material and labor costs would indicate. Further, shortages of skilled construction workers who left the industry during the long downturn could restrain market growth and raise costs. Because of these factors, Gilbane forecasts construction inflation will be approximately double that of consumer inflation and in the 5% to 8% range over the next two years.¹

The parking professionals at **Carl Walker** will be happy to assist with budgeting of your next parking structure. If you have any questions or would like specific cost information for your area, contact Gary Cudney at gcudney@carlwalker.com or 800-FYI-PARK (800-394-7275).

REFERENCES

1. “Market Conditions in Construction – December 2014,” by Gilbane Building Company.
2. “Steady Construction Growth in the Forecast,” by Kermit Baker, PhD, The American Institute of Architects AIArchitect, January 24, 2014.
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5. “Industry Market Confidence Hits Record High,” by Gary J. Tulacz, Engineering News – Record, March 24, 2015

Parking Structure Planning & Design

At **Carl Walker**, parking is as much an art as it is a science. It is a structural challenge that skillfully blends parking and engineering concepts with innovative solutions designed to streamline and simplify a world in motion.

Parking structures have unique characteristics that distinguish them from other buildings. As parking consultants, one of our strengths is an extensive background in planning and designing parking structures for virtually every use and for every type of client, and in each case intelligently balancing aesthetics, functionality, durability, and cost for maximum benefit to the owner, the user, and the environment.

Over the years, our parking professionals and structural engineers have been responsible for more than 5,500 successful projects. We are “All Things Parking” and provide the entire range of parking design capabilities:

- Structural Engineering
- Feasibility & Site Analyses
- Planning/Functional Design
- Structural Engineering
- Sustainable Design
- Lighting & Drainage
- Revenue, Security & Access Control Systems
- Design/Build Scope Documents
- Graphics & Wayfinding Systems
- Owner’s Representative Services

Studies & Operations Consulting

Parking is not simply about storing cars. It is about providing a valuable link in the transportation system between where you live and your destination. Whether that is a city center, the office, university, hospital, airport or an event, you want to get where you are going without inconvenience, interruptions and lost time. The **Carl Walker** team specializes in solving problems and providing successful solutions for real world applications.

For any parking system to be successful, there needs to be a combination of visionary strategic planning, defined organizational goals and effective management. **Carl Walker** provides comprehensive downtown, campus, and transportation planning services, along with organizational assessments and policy development assistance for a wide range of client types. We understand how planning is supported by strong management and organizational success. We can help make the most of your parking investment with enhanced customer service, proper technology applications, maximizing revenue, and implementing practical, common sense policies that actually work.

- Management & Operational Reviews
- Organizational & Policy Assessment
- Supply & Demand Analysis
- Transportation & Parking Master Plans
- Marketing, Branding & Customer Service
- Feasibility Studies
- Technology Assessments
- Revenue & Rate Analysis
- Enforcement Policy & Operations

Restoration Engineering

Carl Walker provides restoration engineering for existing parking structures, but our expertise does not end there. Our group of Restoration Specialists is knowledgeable and experienced in the evaluation and repair of a variety of structures, including building facades/enclosures, supported plaza systems, tunnels, bridges, stadiums, etc.

Carl Walker’s restoration specialists help clients understand the condition of their facilities, assess repair and maintenance options, and design and facilitate the restoration program. Our goal is to work with our clients to develop a balanced restoration program to meet the repair and maintenance needs of the structure as well as the functional and operational goals of a facility.

Program Development

- Capital Improvement Plan Development
- Life Cycle Cost Analysis
- Maintenance Manual Preparation
- Due Diligence Review
- Public Private Partnerships

Evaluation Services

- Structural Analysis
- Forensic Investigation
- Condition Assessment
 - » Parking Garage Survey
 - » Façade/Building Envelope Survey
 - » Plaza Leaking/Waterproofing Review

Restoration Engineering

- Repair/Rehabilitation
- Leak Mitigation
- Corrosion Protection
- Building Envelope Repair
- Structural Strengthening & Adaptive Reuse



Arena Place, Grand Rapids, MI | Four level cast-in-place post-tensioned concrete parking structure with grade level commercial space and constructed beneath multistory residential and office.

Parking Structure Cost Outlook for 2017

By Gary Cudney, P.E., President/CEO

National Median Parking Structure Construction Cost 2017

\$19,700 per space
\$59.06 per square foot

Carl Walker is pleased to provide its annual statistical analysis of parking structure construction costs and new parking structure market forecast. At Carl Walker,

we specialize in parking structure design, structural engineering, parking studies, parking operations consulting, and restoration of parking structures, plazas, facades, and other buildings. We maintain a database of completed parking structure projects and have developed a methodology to analyze the historical cost information to assist our clients and the industry.

Our construction cost database contains hundreds of completed parking structure projects of varying size, scope, and geographic location. For this forecast, we only omit the cost of parking structures that are completely below grade, since the cost of such structures is much higher. The cost data is assigned factors based on the time of bidding and location of the parking structure. The time factor is based on the Building Cost Index (BCI), published by *Engineering News-Record* (ENR). The location factor is taken from the yearly edition of the *RS Means Building Construction Cost Data*. Applying these two factors to actual

construction cost data adjusts the cost to a current national basis and from that we determine the national median. The national median can then be re-adjusted to reflect a median construction cost in almost every city in America.

As of March 2017, our statistical data indicates that the **median** construction cost for a new parking structure is \$19,700 per space and \$59.06 per square foot, increasing 3.5% from March 2016, when the median cost was \$19,037 per space based on our historical database. This relatively minor increase is reflective of the fact that while construction markets are growing, material price increases were very low due to foreign competition, low fuel prices, and labor rates were stable even as the market ramped up. The table on the following page lists the 2017 **median** parking structure construction cost in various U.S. cities.

It should be noted that the construction cost data does not include costs for items such as land acquisition, architectural and engineering fees, environmental evaluations, materials testing, special inspections, geotechnical borings and recommendations, financing, owner administrative and legal, or other project soft costs. Soft costs are typically about 15% to 20% of construction costs, but can be higher for owners who allocate their internal costs directly to the project.

Median Parking Structure Construction Costs 2017

City	Index	Cost/Space	Cost/SF
Atlanta	88.5	\$17,430	\$52.27
Baltimore	94.0	\$18,514	\$55.51
Boston	114.7	\$22,591	\$67.74
Charlotte	85.8	\$16,899	\$50.67
Chicago	120.0	\$23,634	\$70.87
Cleveland	96.9	\$19,085	\$57.23
Denver	89.8	\$17,686	\$53.03
Dallas	86.2	\$16,977	\$50.91
Detroit	100.9	\$19,873	\$59.59
Houston	85.2	\$16,780	\$50.32
Indianapolis	91.6	\$18,041	\$54.10
Kansas City, MO	102.5	\$20,188	\$60.53
Los Angeles	113.4	\$22,334	\$66.97
Miami	83.8	\$16,505	\$49.49
Minneapolis	105.7	\$20,818	\$62.42
Nashville	87.4	\$17,214	\$51.62
New York	134.6	\$26,510	\$79.49
Philadelphia	115.0	\$22,650	\$67.92
Phoenix	87.3	\$17,194	\$51.56
Pittsburgh	102.3	\$20,148	\$60.42
Portland, OR	99.5	\$19,597	\$58.76
Richmond	87.3	\$17,194	\$51.56
St. Louis	101.7	\$20,030	\$60.06
San Diego	109.1	\$21,488	\$64.43
San Francisco	128.6	\$25,328	\$75.95
Seattle	104.9	\$20,660	\$61.95
Washington D.C.	94.0	\$18,514	\$55.51
National Average	100	\$19,700	\$59.06

MEDIAN CONSTRUCTION COST

I am often asked what features are included within the "median construction cost". A median cost parking structure typically includes such features as:

- 8' 6" to 8' 9" wide parking spaces
- Precast concrete superstructure
- Attractive precast concrete façade, but with basic reveal pattern
- Glass backed elevators and unenclosed stairs clad with glass curtain wall to the exterior
- Basic wayfinding and signage
- Shallow spread footing foundations
- All above grade construction
- Open parking structure with natural ventilation, without mechanical ventilation or fire sprinklers
- Little or no grade level commercial space
- Basic parking access and revenue control system
- Energy efficient fluorescent lighting



City of Orland Park, IL Main Street Triangle

Five-level, precast concrete mixed-use parking structure with grade-level commercial and built over a street.

The construction cost of the parking structure will typically be higher than the median if it includes such enhanced features as:

- 9' 0" wide parking spaces for better user comfort
- Cast-in-place post-tensioned concrete superstructure for lower maintenance
- Attractive façade with precast, brick, metal panels, and other materials
- ParkSmart Certification following the Green Business Certification, Inc (GBCI) program (formerly Green Garage Certification by the Green Parking Council)
- Energy efficient LED lighting with occupancy and photocell computer controls
- Custom wayfinding and signage system
- Storm water management including on-site retention/detention
- Deep foundations, such as caissons or pilings
- Below grade construction
- Enclosed stair towers due to local code requirements
- Enclosed parking structure without natural ventilation where mechanical ventilation and fire sprinklers are required
- Grade level commercial space
- Mixed use development where the parking is integrated with office, retail, residential, or other uses
- State-of-the-art parking access and revenue control system
 - License plate recognition
 - Parking guidance system
 - Count system with variable message LED signs
 - Pay-on-foot stations
- Wi-Fi and cellular services

PARKING INDUSTRY CONSTRUCTION ECONOMIC FORECAST

The construction industry is quite busy and "there is a growing belief among industry execs that the market will continue to expand."¹ Likewise, construction of mixed use and stand-alone parking structures should see continued growth in the near term as construction spending in the institutional sector (i.e. city governments, higher education, and healthcare) is predicted to grow almost 6% during 2017 and 2018 and growth in the commercial, office, and retail sectors are predicted to be even higher during 2017 with some slowing in 2018.

Over the past couple of years, warnings have been coming from the construction industry that projected economic growth would lead to escalation of construction costs and longer construction schedules due to labor shortages in construction trades and professional positions and as construction companies increase margins.



University of North Carolina-Charlotte
Craige Parking Structure Expansion and Restoration



Montgomery College Parking Structure
Rendering

The Engineering News-Record (ENR) Building Cost Index increased 3.3% from March 2016 to March 2017 and Turner Construction's Turner Building Cost Index rose 5.05% over the same period. The Consumer Price Index for All Urban Consumers (CPI-U) rose 2.4 percent for the 12 months ending March 2017, indicating construction inflation reported by both the ENR and Turner indexes well exceeded consumer inflation over the same period. Industry experts recently reported the following on construction activity:

- The American Institute of Architects (AIA) chief economist Kermit Baker, PhD stated that "The prospects for the construction sector for this year (2017) and next (2018) remain quite positive...and the expectations are that construction spending will outperform the broader economy this year and next."² While there has been fluctuation and regional differences in the AIA Architectural Billings Index (ABI), AIA further reports that the "The average ABI score in 2016 was 51.3", suggesting "moderate growth in 2017".³
- The AIA also compiles a Consensus Construction Forecast based on predictions of seven leading U.S. non-residential construction forecasters in the U.S. The Consensus Construction Forecast indicates the non-residential building construction industry is expecting continued growth the next two years. After an estimated 8% growth in nonresidential construction during 2016, the consensus panel projects about 6% growth for 2017 and 5% for 2018, with increases in activity projected for the office sector of 10.6% (2017) and 4.6% (2018), healthcare sector of 4.9% (2017 & 2018), and education sector of 6.3% (2017) and 6.7% (2018).²
- Turner Construction's Turner Building Cost Index which tracks construction cost escalation rose 4.7% during 2016. Their 2016 Fourth Quarter Forecast states that "The shortage of skilled labor continues to be a key factor towards cost impacts across the construction industry. As we move into 2017, this focus on skilled labor is expected to intensify."⁴ Additionally, the Turner 2017 First Quarter Forecast indicates a 1.29% increase in costs for the quarter and that "the availability of skilled labor continues to influence the decision making of subcontractors, who are making a selective approach to pursuits...and a continued high level of construction activity has potential to extend lead times (for materials and project delivery) in the future."⁵
- The Engineering News-Record (ENR) recently reported their first quarter 2017 Construction Industry Confidence Index

(CICI) increased to 76 points on a scale of 100 compared to 61 at this time last year. "The sharp increase in the CICI the past two quarters shows that, of the 263 executives of large construction and design firms responding to the survey, most believe market growth will continue at least through the middle of 2018".¹

SUMMARY

The sustained growth in architectural firm backlogs reported by the Architectural Billings Index (ABI) is a positive indicator for near term growth in the construction of parking structures. In absence of any major political or economic event, construction activity is forecasted to grow about 5% to 6% the next two years, including the institutional and commercial sectors that traditionally build parking structures. With the improved construction activity, project costs are expected to escalate to a greater level than the projected increase in material and labor costs would indicate. Further, shortages of skilled construction workers could restrain market growth and raise construction inflation greater than consumer inflation over the next two years as well as lengthen project schedules.

The parking professionals at Carl Walker will be happy to assist with budgeting of your next parking structure. If you have any questions or would like specific cost information for your area, contact Gary Cudney at gcudney@carlwalker.com or 800-FYI-PARK (800-394-7275).

REFERENCES

1. "Executives See Gains From Trump Administration Agenda," by Gary J. Tulacz, Engineering News Record, March 20/27, 2017.
2. "Even with uncertainties looming, healthy gains projected for 2017 building activity," by Kermit Baker, PhD, The American Institute of Architects AIArchitect, January 25, 2017.
3. The American Institute of Architects (2016, December). "ABI December 2016: Architecture firms report strong finish to the year." Retrieved April 2016 from AIA website: <https://www.aia.org/pages/26736-abi-december-2016-architecture-firms-report->.
4. Turner Construction Company. "Turner Building Cost Index – 2016 Fourth Quarter Forecast." Retrieved April 2016 from Turner Construction Company website: <http://www.turnerconstruction.com/news/item/7619/Turners-Fourth-Quarter-Building-Cost-Index-Reflects-Increasing-Construction-Activity>.
5. Rivetti, Attilio. "Turner's First Quarter Building Cost Index Reflects Strong Market Conditions." Retrieved April 2016 from Turner Construction Company website: <http://www.turnerconstruction.com/cost-index>.

**Second Street Parking Structure Bond Authorization and
Downtown Development Authority Financing Agreement**

521 Total Spaces

November 8, 2016

The Honorable Mayor Ellison and
Members of the City Commission:

\$29,750 / space

The approval of the bond authorizing resolution (Attachment 1) to issue auto parking system revenue bonds in the amount of \$13,500,000 for construction costs of the proposed Second Street parking structure is requested. The total cost for construction (including a five percent contingency and the cost to issue bonds) is estimated at \$15,500,000. It is proposed to use approximately \$2,000,000 from the auto parking fund to help fund the difference between the cost of the project and the bond proceeds. In future years, it may be requested of the Downtown Development Authority (DDA) to reimburse the auto parking fund a portion of the \$2,000,000, as the DDA funds forecast shows an anticipated improvement in the fund balance (Attachment 2).

The 37-page resolution was drafted by bond counsel Mr. Robert Schwartz of Dickinson Wright PLLC, for your review and consideration. The proposed resolution includes (but is not limited to) the following noteworthy provisions:

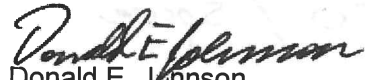
- The term of the bond is no longer than twenty years however it's likely to be fifteen year amortization. (Section 29(b)).
- A statutory first lien upon the net revenues of the parking system. (Section 12)
- Official city approval of an agreement (Attachment 2) drafted by Mr. Schwartz between the city and the DDA, that requires the DDA to pay no less than 50% of the debt service for the term of the bond. (Section 4)
- A statutory first lien upon the DDA payments received by the city. (Section 12)
- The principal and interest are not general obligations of the city. (Section 12)
- Not less than once per fiscal year, the city must set parking system rates to produce net revenue at least equal to 100% (up to 110% if required by the purchaser) of the annual principal and interest on all related bonds during such fiscal year. (Section 16)
- Cannot issue additional bonds of equal standing with respect to the net revenues with the series 2016 bonds (may issue junior lien bonds only) unless net revenues of the system for the last preceding audited fiscal year are equal to 110% (up to 125% if required by the purchaser) of the maximum annual debt service payment on any outstanding bonds and the additional bonds then being issued. (Section 27)
- The city will not sell, lease, mortgage or in any manner dispose of all or any substantial part of the system until all bonds payable from the net revenues of the system have been paid in full or provision has been made for the payment. (Section 26)
- The bonds will be sold pursuant to a negotiated sale. (Section 29)

★ The 11 Mile Parking Structure Next to Planned City Hall is \$27,500 /space (581 Spaces)

Should the city commission desire to authorize the issuance of parking system revenue bonds for the Second Street parking structure project and the DDA agreement then your consideration of the proposed resolution is requested.

Respectfully submitted,
Julie Rudd
Finance Director

Approved,


Donald E. Johnson
City Manager

2 Attachments

**Award of Contract CAP1709 and
Construction Inspection Services
Second Street Parking Deck Project**

521 Total Spaces

November 4, 2016

The Honorable Mayor Ellison and
Members of the City Commission:

At its September 12, 2016 meeting, the city commission authorized city staff to solicit bids for the construction of a new parking structure and related streetscape.

Bids were received and opened at 11:00a.m. local time on October 14, 2016, at the Royal Oak City Hall for the subject work. The project scope includes construction of a new parking structure on the existing surface parking lot located on W. Second St. between S. Center St. and S. Washington Ave. Also included in the design are surrounding streetscape modifications.

Six bids were submitted and evaluated as shown in the table below.

<u>Firm</u>	<u>Bid Amounts</u>	<u>\$ Per Space</u>
Colasanti Construction Services, Inc Macomb Twp MI	\$ 14,440,000	\$ 27,716
Frank Rewold and Son, Inc. Rochester MI	\$ 14,695,000	\$ 28,205
Clark Construction Co. Lansing MI	\$ 14,795,000	\$ 28,397
George W. Auch Company Pontiac MI	\$ 14,965,000	\$ 28,724
Roncelli, Inc. Sterling Heights MI	\$ 16,100,000	\$ 30,902
Spence Brothers Ann Arbor MI	\$ 16,552,000	\$ 31,770

The planning division recommends that the firm of Colasanti Construction Services, Inc. be awarded the construction contract. Colasanti has extensive experience building parking structures and has received favorable reviews from its clients.

The general contractor will be required to obtain a wide variety of building and trade permits. However, staff from the building division of the community development department does not have the level of expertise to regularly supervise or provide clarification and direction to the general contractor on many technical issues that arise during construction. It's customary to retain the services of a firm that specializes in the administration of the construction. The planning division requested a price proposal from Rich and Associates, Inc., who designed the structure, to perform construction administration service. Rich and Associates, Inc. performed the design work for the construction of the parking structure, and has numerous staff with extensive experience.

The city's engineering inspection staff is fully committed to other construction projects and does not have the ability to inspect the streetscape improvements associated with the project. The planning division requested a price proposal from Anderson, Eckstein and Westrick, Inc. (AEW), who designed the

streetscape improvements, to perform construction inspection services. AEW designed the proposed streetscape, and has the specialized experience for inspection of the streetscape installation.

Lastly, an independent party is needed to test the construction materials associated with the project. The planning division requested a price proposal from Testing Engineers & Consultants, Inc. (TEC). TEC is under contract for the testing and inspection of numerous engineering related projects through the city. TEC is a highly regarded geotechnical engineering firm.

The award of the contracts will be subject to and contingent upon the successful sale of bonds by the city to finance the project.

If the city commission is in agreement, the following resolution is recommended for approval:

Be it resolved, the city commission is proceeding forward with the construction of a new parking structure and related streetscape the construction of which and the following awards of contracts related to such construction are subject to and contingent upon the successful sale of bonds to finance the project; and

Be it further resolved, the city commission hereby awards Contract CAP1709 for the construction of a new parking structure and related streetscape to Colasanti Construction Services, Inc. of Macomb Township, Michigan for a bid price of \$14,440,000 and directs staff to issue a purchase order in the amount of the bid price; and

Be it further resolved, the city commission hereby awards Rich and Associates, Inc. of Southfield, Michigan a contract for administration services related to the construction of the new parking structure for the proposal price of \$93,000 and directs staff to issue a purchase order in this amount; and

Be it further resolved, the city commission hereby awards Anderson, Eckstein and Westrick, Inc. of Shelby Township, Michigan a contract for administration and inspection services related to the installation of streetscape for the proposal price of \$29,780 and directs staff to issue a purchase order in this amount; and

Be it further resolved, the city commission hereby awards Testing Engineers & Consultants, Inc. of Troy, Michigan a contract for construction testing and observation services related to the construction of the new parking structure for the proposal price of \$51,835 and directs staff to issue a purchase order in this amount; and

Be it finally resolved, the mayor and city clerk are authorized to sign the agreements on behalf of the city.

Respectfully submitted,
Timothy E. Thwing
Director of Community Development

Approved,


Donald E. Johnson
City Manager

MEMORANDUM

Community Development Department
City of Royal Oak, Michigan

Meeting Date: May 10, 2016
211 Williams St. / P.O. Box 64
Royal Oak, MI 48068-0064
Phone: (248) 246-3280
Fax: (248) 246-3005
www.romi.gov

DATE: April 29, 2016

TO: Planning Commission

FROM: Planning Division

SUBJECT: **SP 16-05-13 – Site Plan to construct new seven-level municipal parking deck (80-ft. height) on south side of W. Second St. between S. Washington Ave. and S. Center St. (parcel no. 25-21-232-001)**
City of Royal Oak, Petitioner & Owner
Rich & Associates, Inc., Engineer & Architect

The above-referenced site plan is scheduled for consideration by the Planning Commission at the next regular meeting. According to the Michigan Planning Enabling Act (Public Act 33 of 2008, as amended), the Planning Commission is required to review and approve plans for the construction of new streets, parks, playgrounds, public buildings, and other public structures such as municipal parking decks. Section 61(1) of Act 33 reads as follows:

MICHIGAN PLANNING ENABLING ACT (EXCERPT)
Act 33 of 2008

125.3861 Construction of certain projects in area covered by municipal master plan; approval; initiation of work on project; requirements; report and advice.

Sec. 61. (1) A street, square, park, playground, public way, ground, or other open space; or public building or other structure shall not be constructed or authorized for construction in an area covered by a municipal master plan unless the location, character, and extent of the street, public way, open space, structure, or utility have been submitted to the planning commission by the legislative body or other body having jurisdiction over the authorization or financing of the project and has been approved by the planning commission. The planning commission shall submit its reasons for approval or disapproval to the body having jurisdiction. If the planning commission disapproves, the body having jurisdiction may overrule the planning commission by a vote of not less than 2/3 of its entire membership for a township that on the enactment date of this act had a planning commission created under former 1931 PA 285, or for a city or village, or by a vote of not less than a majority of its membership for any other township. If the planning commission fails to act within 35 days after submission of the proposal to the planning commission, the project shall be considered to be approved by the planning commission.

Construction of a new seven-level parking deck is proposed on the south side of Second Street between Center Street and Washington Avenue. The deck will replace the existing surface parking lot across Second Street from the Post Office and provide 521 parking spaces.

The new deck will have seven levels and a height of approximately 80 feet to its top level. Stair and elevator towers will project another 17 feet at the northwest and northeast corners.

Entrance and exit lanes are provided to Center Street and Washington Avenue. The new structure will connect to the existing Center Street parking deck on the ground level. The entrance and exit lanes to Center Street from the existing deck will be closed. All access to the existing deck will then be provided from the new entrance and exit lanes.

The new parking deck is designed in such a manner that it can be connected to a new deck when the existing deck is replaced.

Another feature of the deck is space on the ground level that can be leased to a retailer or similar tenant. The leasable space would be located at the northeast corner of the deck's ground level and have approximately 5,000 square feet of floor area. Ground-level retail frontage is required for downtown parking decks according to § 770-30 (E)(6)(a) of the Zoning Ordinance, although the Planning Commission may except or modify that standard during site plan review.

The design and building materials of the new deck's façade elevations were selected to give it the appearance of a traditional building rather than that of a typical parking structure. The intent is to ensure the deck is compatible with the rest of the downtown. An architectural design that is compatible with adjacent buildings is required for downtown parking decks under § 770-30 (E)(6)(d).

Streetscape improvements will also be included as part of the new parking deck. The downtown's established streetscape pattern will be installed on all three sides of the new deck and also on the north side of Second Street in front of the Post Office. Second Street will also be reconfigured to have two lanes of one-way west-bound traffic and on-street parking on the north side next to the Post Office.

Should the Planning Commission wish to consider approval of the site plan, including all discretionary items, the Planning Division recommends the following contingencies:

1. All work within public rights-of-way shall be in accordance with the specifications and standards of the City Engineer.
2. The site plan shall meet all code and ordinance requirements, as determined by the Building Official, prior to issuance of any permits, including, but not limited to, the Michigan Building Code.

2nd STREET PARKING STRUCTURE FOR THE CITY OF ROYAL OAK

ROYAL OAK,

MICHIGAN



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□	C-0.1 TOPOGRAPHIC SURVEY
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□	C-3.0 UTILITY PLAN
□	C-4.0 PAVING AND GRADING PLAN
□	C-4.1 GEOMETRICS JOINTING AND STREETSCAPE PLAN
□	C-5.0 SIGNAGE AND STRIPING PLAN
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□	A-1.2 SECOND LEVEL FLOOR PLAN
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□	A-1.6 SEVENTH LEVEL (ROOF) FLOOR PLAN
□	A-3.1 PARKING STRUCTURE ELEVATIONS
□	A-4.1 LONGITUDINAL SECTION
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□	A-5.1 WALL SECTIONS
□	A-6.1 NORTHEAST STAIR/ELEVATOR TOWER PLANS

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□	E-6.2 ELECTRICAL SCHEDULES AND DETAILS

ISSUE ACTION LEGEND

■	ISSUED
□	NOT ISSUED
Ⓡ	REFERENCE ONLY
Ⓢ	DELETED
Ⓢ	DRAWINGS CHANGED BUT NOT ISSUED
Ⓢ	SKETCH ISSUED FROM SHEET

OWNER

CITY OF ROYAL OAK

ROYAL OAK, MICHIGAN

PARKING CONSULTANT / ARCHITECT / STRUCTURAL ENGINEER

RICH & ASSOCIATES, INC.

SOUTHFIELD, MICHIGAN

MECHANICAL / ELECTRICAL / FIRE PROTECTION ENGINEER

STRATEGIC ENERGY SOLUTIONS

BERKLEY, MICHIGAN

CIVIL ENGINEER

ANDERSON, ECKSTEIN, and WESTRICK, INC.

SHELBY TWP., MICHIGAN

PROGRESS PRINT
NOT FOR CONSTRUCTION

CAR COUNT SUMMARY

LEVELS	STANDARD	BARRIER FREE	TOTAL
GROUND LEVEL	23	1	24
SECOND LEVEL	61	2	64
THIRD LEVEL	85	2	87
FOURTH LEVEL	85	2	87
FIFTH LEVEL	86	2	88
SIXTH LEVEL	86	2	88
SEVENTH LEVEL	78	0	78
TOTALS	510	11	521

CODE :	MICHIGAN BUILDING CODE 2012
CLASSIFICATION :	OPEN PARKING STRUCTURE (NON-SPRINKLED - DRY STANDPIPE SYSTEM)
USE GROUP : LOW-HAZARD STORAGE	8-2
USE GROUP : BUSINESS / MERCANTILE	B / M
TYPE OF CONSTRUCTION :	IIB

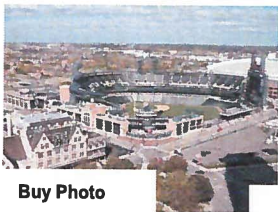
* 2 HR. VERTICAL AND HORIZONTAL FIRE
SEPARATION BETWEEN USE GROUPS.

30% OWNER REVIEW
DATE ISSUED: March 31, 2016

Tigers to add a parking garage next to Comerica Park

John Gallagher, Detroit Free Press

Published 10:36 a.m. ET Feb. 25, 2016 | Updated 4:07 p.m. ET Feb. 25, 2016



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(Photo: Kirthmon F. Dozier, Detroit Free Press)

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The Detroit Tigers plan to build a new 900-space parking garage just north of Comerica Park to enhance parking options in the vicinity of the ballpark and the nearby arena district now under construction.

\$32,000/Space

Detroit's Downtown Development Authority approved the plan Wednesday for the \$28.8-million project.

Construction should begin in April and be finished a year later, limiting inconvenience to the 2016 baseball season.

The garage will be built on what is now a 338-space surface parking lot just north of Comerica Park.

[Video collection: Tigers in action in Lakeland!](#)

The garage will be fully paid for by the Tigers organization or an affiliate that is part of the Ilitch family's pizza, sports and entertainment network.

Contact John Gallagher: 313-222-5173 or gallagher@freepress.com. Follow him on Twitter [@jgallagherfreep](https://twitter.com/jgallagherfreep).

Rochester hopes \$12 million plan eases parking squeeze

Mike Martindale, The Detroit News

Published 10:21 a.m. ET Jan. 18, 2015 | Updated 11:53 p.m. ET Jan. 18, 2015



Buy Photo

(Photo: Brandy Baker / The Detroit News)

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8

Rochester — The city boasts scores of restaurants, shops, festivals and holiday events that draw thousands to its popular downtown every year.

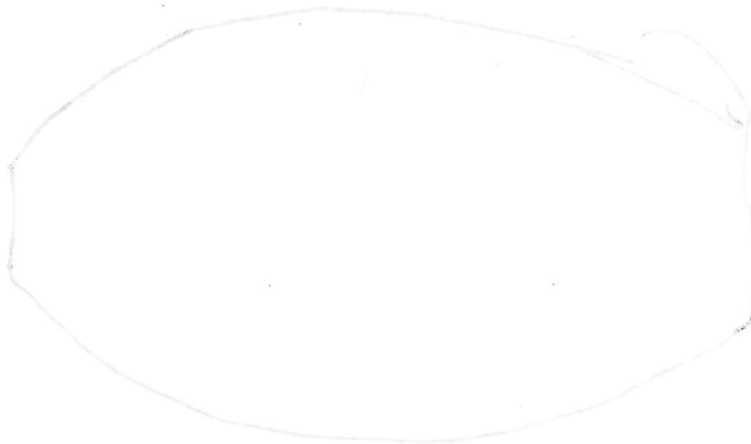
What it doesn't have is a place for them all to park.

Hoping to fix that, the city broke ground earlier this month on a \$12 million project to build two tiered parking facilities in the business district that will provide 550 additional spots by next December.

\$21,818 / Space

East Platform = 235 Spaces

West Platform = 297 Spaces



**CITY OF BIRMINGHAM
PLANNING BOARD ACTION ITEMS
OF WEDNESDAY, AUGUST 8, 2018**

08-144-18

3. Payment in Lieu of Parking in Triangle District

Ms. Ecker explained that In Birmingham's Triangle District, developers are required to maintain a maximum building height depending on the Zoning District being built upon. However, unique to the Triangle District, there are a series of provisions that allow for the addition of building height if completed.

Additional Building Height: Buildings or portions of buildings that are 100 ft. or more from a Single-Family Residential Zoning District may have the additional building height (in number of stories and/or feet of height) noted in Section 3.08B, Section 3.08C, and Section 3.08D where two or more of the following are provided as part of the development. Additional stories shall be stepped back at a 45-degree angle from the top story allowed by right without the height bonus.

1. The applicant may provide payment-in-lieu to the City for construction of parking in a public parking deck at an offsite location at the rate of \$15,000 per parking space.
2. Dedication of an improved public plaza with an area that is at least equal to 25% of the additional floor area of building area allowed in the additional stories.
3. A mixed-use building that provides residential dwelling units above first-floor commercial where a minimum of 50% of the building's floor area is residential.
4. Leadership in Energy and Environmental Design ("LEED") building design, accredited based upon the rating system of the United States Green Building Council.
5. Transfer of development rights for additional floor area that zoning would permit on a site containing an historic building or resource designated under Section 127 of the Birmingham Code.

Ms. Ecker observed that pretty much everyone that comes in picks residential first and LEED certification is almost always their second option.

The City has recently discussed the dollar amount in the first requisite item option for a height bonus in the Triangle District shown in Section 3.08 (E) (1). The City understands that the price of constructing structured parking may increase as time goes on. In 2007, when this provision was added, the City deemed the amount of \$15,000 per space to be enough money to satisfy the first item in the additional height bonus section.

However, a study performed by Carl Walker, Inc. determined that the national median cost per parking space in the United States in 2017 was \$19,700 per space, and \$59.06 per square foot.

it can be estimated that the cost of a structured parking space might increase by at least 3.2 percent in 2018, bringing the national median cost per parking space to \$20,330. In an effort to stay current with the pricing trends in the parking structure construction market, the City of Birmingham would like to update its ordinance to reflect a yearly percentage increase in the figure

presented in the Ordinance. The proposed language of Section 3.08 (E)(1) may be amended to calculate parking rates as follows:

- a. The rate of \$20,330 per space to match the national median cost per above-ground structured parking space in 2018.
- b. Starting July 1 2019, the rate of payment per parking space shall be increased by 3 percent each year.

Mr. Koseck noted that a public parking deck at an offsite location may not serve or benefit the people paying into a parking fund.

Mr. Emerine suggested using Detroit values as opposed as the national average that Carl Walker used. Mr. Koseck said if the number is short it would benefit everybody because it will make for better development. Mr. Jeffares hoped that the money going into a parking fund will be earmarked expressly for parking. Ms. Ecker advised that generally a separate fund is set up that is required to be used only for the designated purpose.

Board members agreed that (1) should read: "The applicant may provide payment-in-lieu to the City for construction of parking in a public parking deck at an offsite location within the Triangle District . . . "

It was discussed that since the amount required is lower than the actual cost to construct a parking space, the intent of the amendment may be to encourage development and to encourage public parking in the Triangle District.

Ms. Ecker established that developers have to provide on-site parking for all of the as of right floors. Then if they pick option (1) the required spaces for the sq. ft. contained on the bonus floors have to be paid for.

The group agreed to defer this discussion to September when Ms. Ecker can ask the City Commission whether the intent is to tie the cost to some form of current market rate, or is the intention that the Commission wants a recommendation incentivizing this policy by taking market rate minus some factor that this group recommends.

**Planning Board Minutes
September 12, 2018**

1. Payment in Lieu of Parking in Triangle District

Mr. Cowan explained that the Triangle District has height limits and an extension on the height is allowed for one to two stories if two of the requirements in section 3.08 (E). One requirement is the applicant may provide payment-in-lieu to the City for construction of parking in a public parking deck at an offsite location at the rate of \$15,000 per parking space. This was written in 2007 and since then the price/parking space has gone up.

After doing some research it was found that a study performed by Carl Walker, Inc. determined that the median cost per parking space in a parking deck in the Detroit Metropolitan Area in 2017 was \$20,250. The Royal Oak Parking Deck that was built in 2016 came out to be about \$29,750/space. The City of Rochester recently built two parking decks that came out to cost \$21,818/space (three levels each).

Some factors that lead to higher priced parking structures are retail first-floor space and enclosed stairways.

The Planning Board has been asked to look into increasing the required payment-in- lieu price in the Triangle District.

Chairman Clein recalled at the last meeting a question came up about the intent of this. Ms. Ecker replied she spoke to the City Manager regarding that question. The City Manager has advised that the intent is not to provide incentives. The goal of the proposed ordinance amendment is to ensure that the payment in lieu of parking amount stays current based on actual construction costs, inflation and material costs (etc.) now and into the future.

Mr. Koseck said his experience is the cost is not driven so much by enclosing an elevator or stair; it is more about the shape, the size, and the footprint. So, he would expect the Royal Oak number is about correct.

Everyone was comfortable with \$27,500/space and a 3% yearly increase.

Motion by Mr. Williams

Seconded by Mr. Koseck to set a public hearing date of October 10, 2018 to consider amending Article 3, section 3.08 (E) (1) of the Zoning Ordinance to adjust the payment-in-lieu of parking amount to \$27,500/space with a 3% yearly increase.

The Chairman called for comments on the motion from members of the public at 8:25 p.m.

Mr. Michael Schwartz, 411 S. Old Woodward Ave., Birmingham Place, noted the American Institute of Architects gives out annual awards for the best parking structure. He knows that the Z Garage in Downtown Detroit is a tourist attraction. He encouraged the Planning Board to consider those things in any new structure that is built in this great city.

Motion carried, 7-0.

VOICE VOTE

Yeas: Williams, Koseck, Boyle, Clein, Emerine, Jeffares, Whipple-Boyce

Nays: None

Absent: Share

CITY OF BIRMINGHAM
REGULAR MEETING OF THE PLANNING BOARD
WEDNESDAY, OCTOBER 10, 2018
City Commission Room
151 Martin Street, Birmingham, Michigan

1. PAYMENT IN LIEU OF PARKING IN TRIANGLE DISTRICT

Chairman Clein opened the public hearing at 7:35 p.m.

Mr. Cowan explained that Birmingham's Triangle District allows an additional story for the height of a commercial building if the applicant meets two or more of the listed provisions under section 3.08E. One of those is that the applicant may provide payment-in-lieu to the City for construction of parking in a public parking deck at an offsite location at the rate of \$15,000 per parking space. This ordinance was written in 2007 and since then the cost of parking spaces has gone up.

On August 8, the Planning Board wanted clarification of whether this was to incentivize payment in lieu of parking by keeping the amount per space lower than the actual construction costs for a parking space. The City Manager advised the goal of this ordinance amendment is to ensure that the payment in lieu of parking stays current based on actual construction costs from now and into the future.

On September 12 the Board discussed the cost of recently built parking structures in local communities and settled on \$27,500/space. That uses the Royal Oak recent costs as a basis for the current cost in the draft ordinance amendment. Starting July 1, 2010, the rate of payment will increase by 3% each year. The Board voted to set a public hearing on this topic for October 10, 2018.

Motion by Mr. Williams

Seconded by Mr. Boyle to RECOMMEND APPROVAL to the City Commission to amend Article 3, section 3.08 (E) (1) of the Zoning Ordinance to adjust the payment in lieu of parking amount over time in accordance with the comments made during the meeting.

Mr. Boyle received confirmation from Ms. Ecker that this is a one-time payment that must be paid at the time the Building Application Permit is submitted.

Motion carried, 7-0.

VOICE VOTE

Yeas: Williams, Boyle, Clein, Jeffares, Koseck, Share, Whipple-Boyce

Nays: None

Absent: Ramin

The Chairman closed the public hearing at 7:38 p.m.

MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: November 10, 2018

TO: Joseph A. Valentine, City Manager

FROM: Jana Ecker, Planning Director
Scott Grewe, Police Commander
Paul T. O'Meara, City Engineer

SUBJECT: Maple Rd. Reconstruction – Southfield Rd. to Woodward Ave.
Conceptual Plans

INTRODUCTION:

At the October 8, 2018 City Commission meeting, the MKSK/F&V consulting team presented conceptual plans for the downtown segment of Maple Rd., based on recommendations from the Multi-Modal Transportation Board (MMTB). Focusing on comments from the City Commission, the plans were revised and then reviewed again by the MMTB at their regular meeting of November 1. Refinements to the plan are now being brought forward to the City Commission.

BACKGROUND:

Several points of concern were raised by the City Commission. The following is a list of those points, and the suggested revisions.

1. ADA Accessible Spaces Design

Staff was under the impression that the Americans with Disabilities Act (ADA) requirements for reconstruction of streets with marked parallel parking spaces had been revised to require extra wide parking spaces, as presented in the previous presentation. The widened parking spaces would disrupt the flow of the City sidewalk and landscaping theme. The City Commission asked that we verify whether this design is suggested or mandatory.

More recently, F&V has confirmed that the widened parking spaces are suggested but not required. With that in mind, the accessible parking space locations will remain as proposed, but the size of the spaces will remain the same as the other parking spaces on the street. The MMTB endorsed this change.

2. Columnar Tree Recommendation

The Commission did not endorse the idea of installing columnar trees in areas of narrower sidewalks, such as adjacent to parking spaces. It was noted that the sidewalk areas will be wider than they are now, and columnar trees have not been installed on Maple Rd. historically.

The City Commission asked that all canopy trees be installed, but was open to larger and smaller varieties of canopy trees, depending on available space.

MKSK reviewed this idea, and have revised the conceptual plans to delete the columnar trees. Zelkova trees are now being recommended, in addition to Honey Locusts. The MMTB endorsed this change.

3. Electrical System for Maple Rd. Planter Boxes

When MKSK presented plans for Old Woodward Ave., it was represented that Old Woodward Ave. should be designed as Birmingham's preeminent corridor, using the highest quality materials and landscaping features. One of those special features that had not been designed into any other downtown street was a separate City-owned electrical system. Other downtown streets have trees that are lit during the holiday season using electrical outlets that are contained on the City's street lights. While this simplifies the design and the construction by having just one electrical system under the sidewalk, the street lighting system shuts off during the day with photocells. Using the separate City-owned electrical system, the holiday lights will be able to stay lit 24 hours a day. Other benefits of the electrical system include charging stations at benches, and power if needed in the future for other street features, such as kiosk displays. The electric system on Old Woodward Ave. cost approximately \$290,000.

When preparing cost estimates for Maple Rd., the electrical system was not included. However, the City Commission expressed interest in having the system installed on the Maple Rd. corridor as well. Working with our electrical consultant, a preliminary cost estimate of \$350,000 to \$400,000 has been prepared for this system. Adding a system along Maple will cost more than it did along Old Woodward as the corridor is slightly longer, and there are approximately 20 more planters that will require receptacles than there were along Old Woodward. Please note this is also an estimate of the cost to install the system in 2020, and the \$290,000 figure for the Old Woodward electrical system is the actual cost in install the system in 2018.

The other concern relative to the electrical system was the placement of the control boxes that are required to be located somewhere within or close to the corridor. The preliminary design for this system has indicated that two such control boxes will be required. Rather than installing them within a landscape bed, the other option is to install them on a side street or other City property, near Maple Rd. A control box is proposed on the southeast corner of Henrietta St. for the western portion of the corridor. On the eastern portion of the corridor a second control box will be required and the use of the via next to Social Kitchen (225 E. Maple) would be the best location. Pictures are attached to this report. Two sites are currently being studied within the City-owned via and the final recommendation on the control box placement will come back to the City Commission at a later date.

This information was not presented to the MMTB, as it was not available at the time of the meeting.

4. Southfield Rd. Intersection

The Commission commented that the southbound lane of Southfield Rd. seemed excessively wide. Since this is the intersection of two important regional streets, full truck turning movements must be designed for. When fully considering required truck turning movements, F&V determined that the lanes actually had to be widened even more than what had been presented, as shown in Option 1A (designed for a WB65 truck turn) and Option 1B (designed for a WB40 truck turn). The areas east and west of the southbound lane for Southfield Rd. represent pavement that would only be used as needed for truck turning movements. The excessive area to the west is the result of the difficult right turn movement from Maple Rd. to Southfield Rd.

Option 1A that was presented to the MMTB, as it was the only one that was available at the time the meeting agenda was being prepared. Staff was concerned that the design was a step backward in terms of the pedestrian crossings design, and other options had to be explored.

F&V researched the issue further, and determined that in areas where truck speeds are low and pedestrian traffic is high, the Federal Highway Administration (FHWA) recommends using the WB40 design, knowing that a WB65 can make the turn if it is done at a slower speed. With that information, F&V has since prepared two additional options, labeled as Option 2 and Option 3. **Please note that none of the options infringe on Martha Baldwin Park. All changes are within the right-of-way.**

Option 2 represents a modified version of the concept that was presented at the last meeting. Additional pavement is needed to the west of the southbound lane for right turns, but pavement markings would help guide smaller vehicles into a normal sized lane. A pedestrian island has been introduced to reduce the length of the pedestrian crossing, similar to the one that exists today. The safety benefits of this design compared to the existing intersection remain, however:

- Northbound traffic is required to make a conventional 90° for both left and right turns.
- Southbound turns on to Southfield Rd. would follow the more conventional pattern for making left turns. Westbound left turning traffic would yield to eastbound right turns, and a protected left turn traffic signal phase would be provided. The current merging traffic condition that is the main source for crashes would be eliminated.

Option 3 has also been provided as a hybrid that contains elements of the current condition with the new proposal:

- All turning movements would benefit from the more conventional 90° turning movements of Options 1 and 2, with the exception of northbound right turns.
- The main drawback of the current northbound right turn design is that it encourages higher speed right turns that then conflict with the Maple Rd. pedestrian crossing. On this design, however, the Maple Rd. pedestrian crossing has been moved to the west, where it will not conflict with any northbound Southfield Rd. traffic.
- The large pedestrian island as designed provides a large refuge area for pedestrians to use while crossing Southfield Rd.
- While extra pavement is still required for truck turning movements, it is not as excessive as it is in Options 1 and 2.

Given the many benefits of Option 3, staff and the consulting team recommend it as the best approach for a final design for this intersection.

5. Taper east of Old Woodward Ave.

The Commission commented that the length of the taper from three lanes to two lanes east of Old Woodward Ave. seemed excessive. F&V looked at the design closer, and determined that the taper length could be shortened, and still meet AASHTO requirements. Doing so actually allowed for the installation of two more parking spaces as well, which is now reflected on the plan.

6. Maple Rd. east of Park St.

The City Commission had two comments relative to the far easterly block:

- a. F&V was asked to look at traffic demands closer to determine if one of the five lanes on this section of Maple Rd. can be deleted, which would then allow the sidewalks to be wider.
- b. An additional marked crosswalk on the east side of the Park St./Peabody St. intersection should be added.

F&V has studied several options for traffic management on this block, labeled as:

Alternative 1 – Elimination of the right westbound lane.

Alternative 2 – Elimination of the right eastbound lane.

Alternative 3 – Five Lane Cross-section, using ten foot wide lanes.

As described in detail in the attached memo by F&V, removal of any of the five lanes on this segment of Maple Rd. is problematic, and not recommended. Not maintaining five lanes would result in unacceptably long traffic queues. However, discussions with MDOT staff have been held about narrowing the lanes to 10 ft. wide each. Given the circumstances, it appears likely that a design exception will be approved for this option, therefore, the staff recommendation is to install five 10 ft. wide lanes on this block. Doing so will maintain the existing 11.5 ft. sidewalk on the north side of Maple, and will increase the sidewalk on the south side of Maple from 6.5 ft. to 11.5 ft in width, which is a substantial improvement over the existing condition.

Regarding the installation of an east leg crosswalk at the Park St./Peabody St. intersection, F&V notes that the timing of the traffic signal at this intersection is critical for the success of traffic flows in this area. The longer distance that pedestrians would have to walk here would require a red time that is longer than can be fit into the timing sequence. The addition of a crosswalk here is not recommended. Fortunately, the distance to the crosswalk to the east (at Woodward Ave.) is only 130 ft.

LEGAL REVIEW:

No legal review is required for this project at this time.

FISCAL IMPACT:

As noted in the previous report, funding for this project will come from both local and federal sources. Funds to cover the cost of the project will be budgeted in the fiscal 2019-2020 budget request. The current design for the most part has followed within the expected cost range as was prepared in the current 2019-2020 budget proposal (the final approval for this budget will be forthcoming in June of next year). Items now being considered that will bring additional costs to the project over and above what had been anticipated include:

1. Mast arm signal upgrade at Southfield Rd. (\$100,000 was originally estimated, however, the more complex signal required with Option 3 presented in this report is estimated to be a total of \$150,000 extra.)
2. Additional mast arm signal for southbound Park St. at Maple Rd. (\$50,000 estimated).
3. Electrical system to supplement street lighting system (\$375,000 estimated).

Total extra costs if approved are currently estimated at \$575,000.

SUMMARY:

The Maple Rd. reconstruction project represents the next important element of the three phase downtown reconstruction plan currently being undertaken by the City of Birmingham. Staff, working with the MKSK/F&V team, as well as the Multi-Modal Transportation Board, have assembled a conceptual plan that continues the successful design theme started with the Old Woodward Ave. reconstruction project. After working with the City Commission, and obtaining input from the Michigan Dept. of Transportation, the conceptual plans as prepared provide a solid working document that will provide direction to the design team, allowing the preparation of final bidding documents to be let in Fall .

ATTACHMENTS:

- Plan sheet comparing original accessible parking space proposal and revised design.
- Presentation slide featuring revised tree recommendations.
- Southfield Rd. intersection plans Options 1, 2, and 3.
- Presentation slide featuring revised design for taper east of Old Woodward Ave. intersection.
- F&V memo with drawings for five lane road section options and pedestrian crossing study at the Park St./Peabody St. intersection.

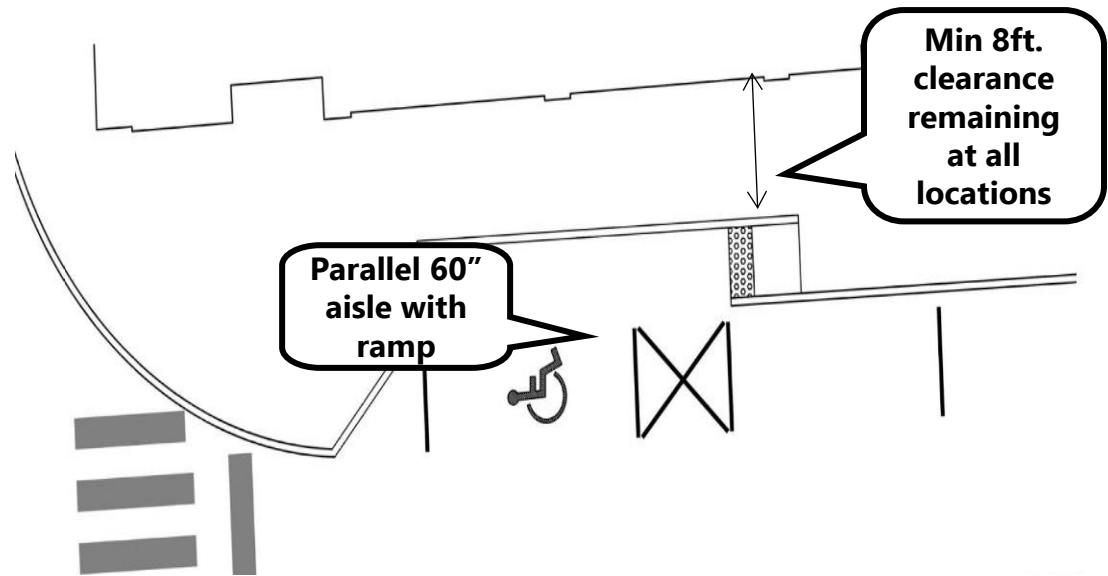
- Cover memo to MMTB for meeting of July 12, 2018.
- Presentation to MMTB for meeting of July 12, 2018.
- Cover memo to MMTB for meeting of August 2, 2018.
- Presentation to MMTB for meeting of August 2, 2018.
- Cover memo to City Commission for meeting of October 8, 2018.
- Memo regarding timing of Maple Rd. project.
- Presentation slide featuring project location map.
- Preliminary detour route plan.
- Original plan for Southfield Rd. intersection.
- Plans comparing conceptual parking and pavement marking layouts to existing conditions.
- F&V memo from September 28, 2018 regarding design options for the Park St./Peabody St. intersection.
- Agenda package to the MMTB for meeting of November 1, 2018.
- Relevant meeting minutes in chronological order.

SUGGESTED RESOLUTION:

To direct staff to proceed to final design for the Maple Rd. Reconstruction Project from Southfield Rd. to Woodward Ave., intended for construction in 2020, featuring the following design elements:

1. Eleven foot wide travel lanes with eight foot wide parking lanes, and ten foot wide travel lanes between Park St./Peabody St. and Woodward Ave., subject to design exception approval by the Michigan Dept. of Transportation.
2. Parallel parking throughout the corridor using the standard Birmingham dimensions of 18 ft. long parking spaces and 8 ft. long "x" maneuvering spaces, as well as three standard sized accessible parking spaces in accordance with the Americans with Disabilities Act.
3. Installation of Honey Locust and Zelkova canopy trees with minimum 3.5 inch caliper size installed with structural organic sand mix and raised curbed planter boxes in accordance with the landscape plan presented.
4. Installation of a separate electrical system for 24 hour operation of holiday lighting and other electrical features.
5. Southfield Rd. intersection reconstruction using Option 3 and featuring mast arm traffic signals.
6. Mid-block pedestrian crossing featuring pedestrian plaza located at 300 E. Maple Rd.
7. Park St./Peabody St. intersection reconstruction using Option 4, featuring full signalization and conversion of Park St. to the north to two-way traffic.

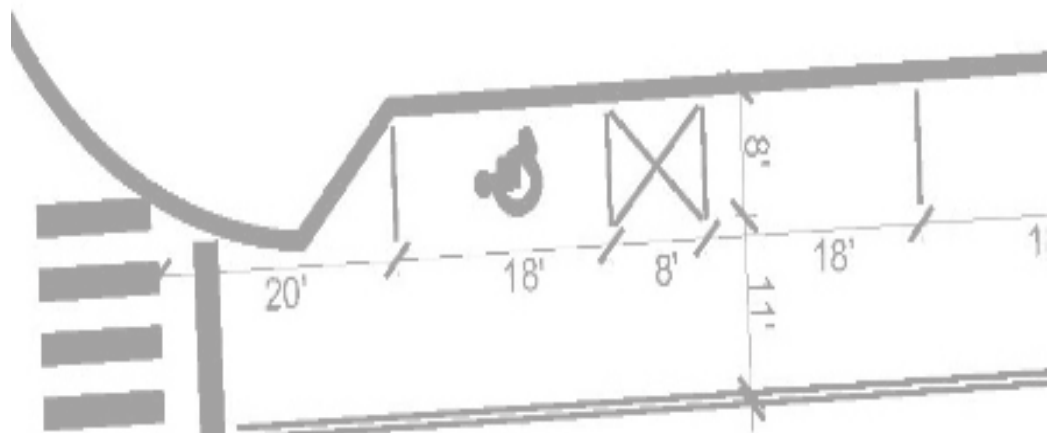
Previous ADA parking layout:



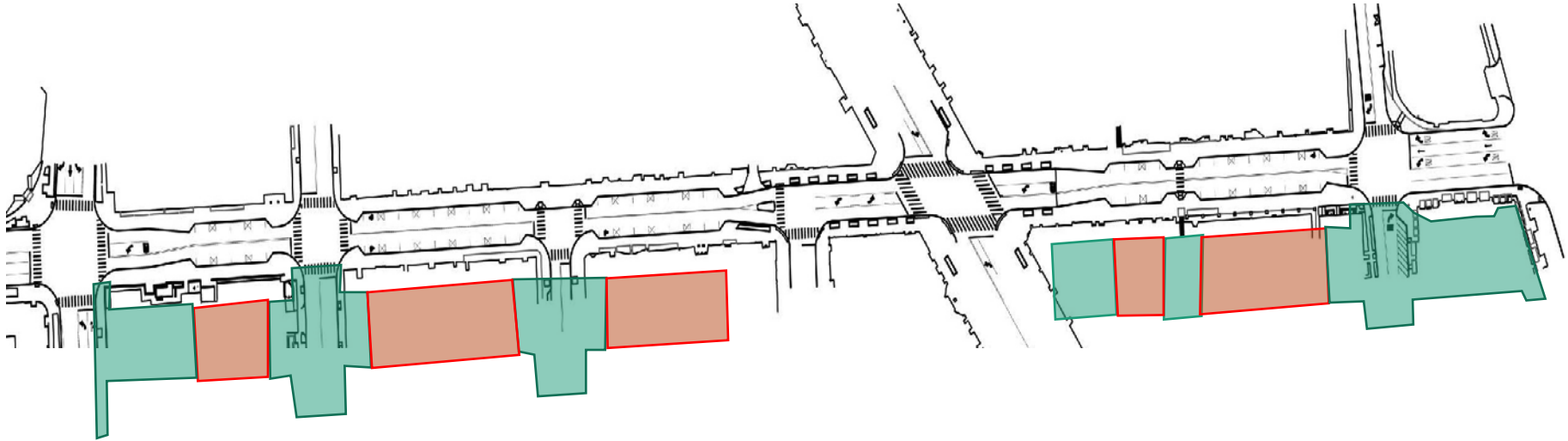
- Current ADA requirements for on-street parking **does NOT require parallel aisles**

Confirmed ADA parking layout:

- Similar to existing



Overall Concept Placement



Sidewalks
with
parking:

Zelkova

Vase-like
branching
habit

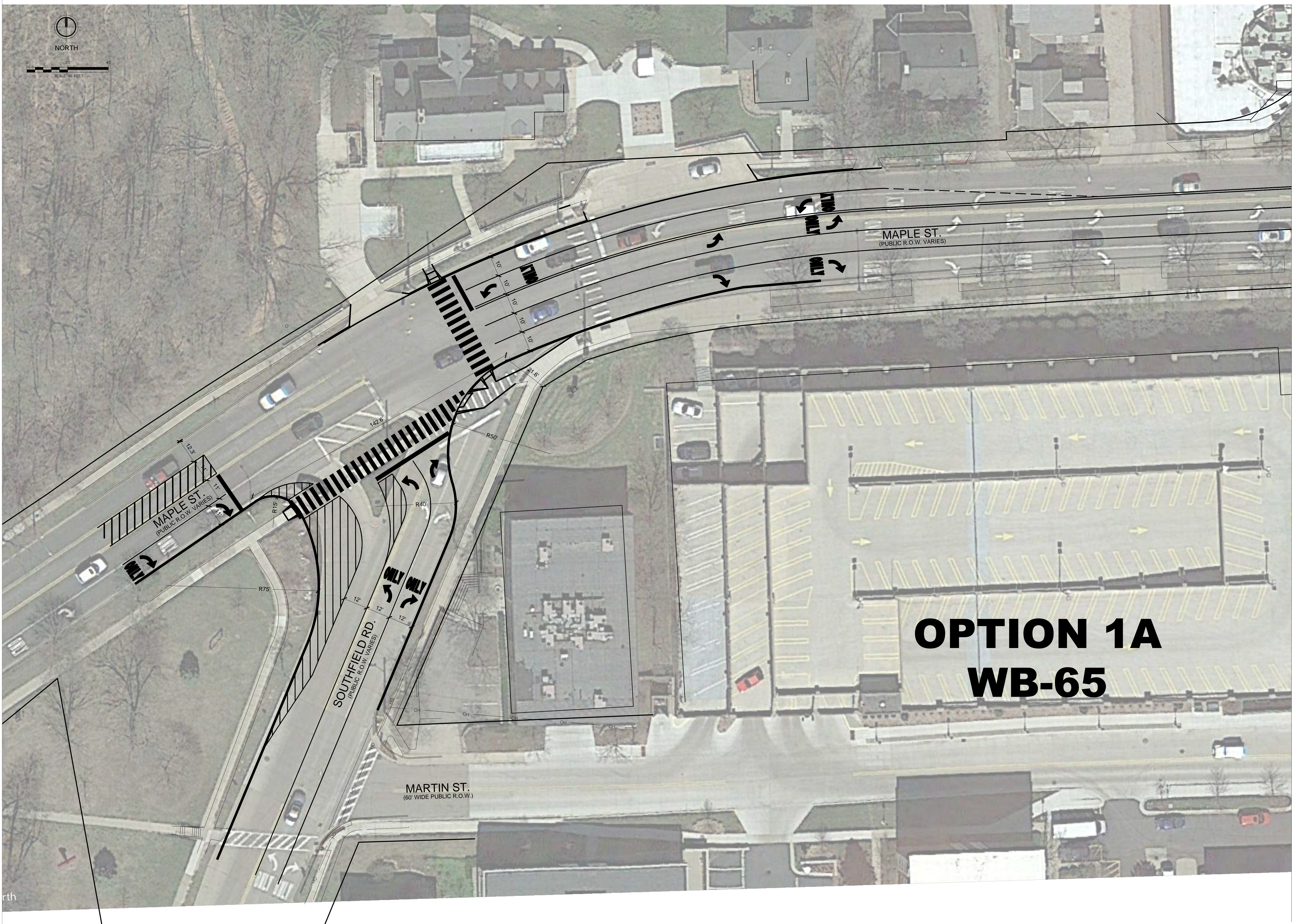


Bump-outs,
intersections,
and mid-block
crossing:

Thornless
Honey
Locust*

Min 30ft.
spread





OPTION 1A
WB-65

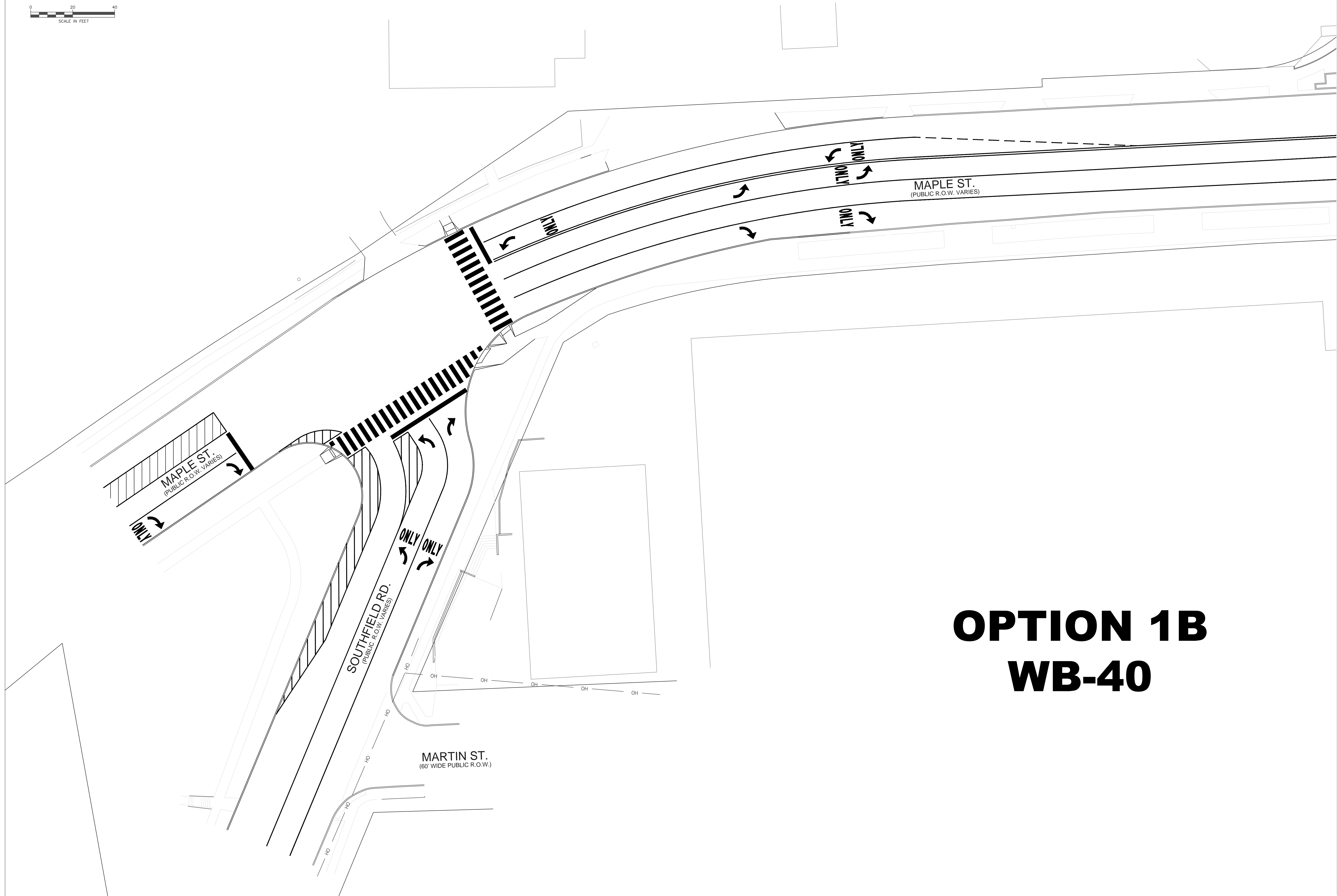
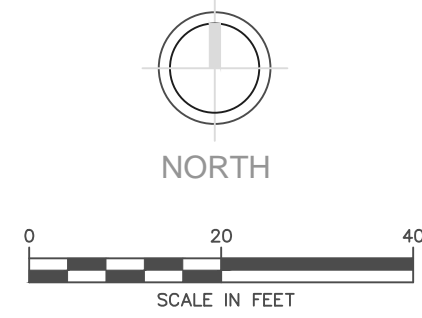
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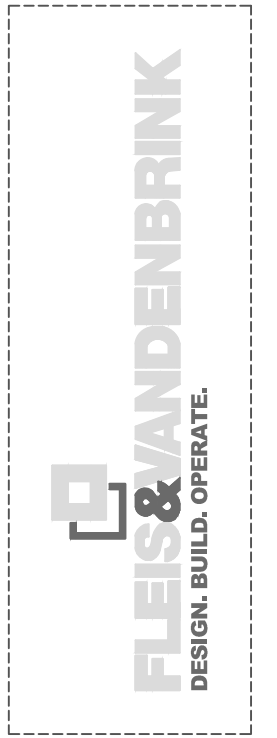
CITY OF BIRMINGHAM
MAPLE ROAD & SOUTHFIELD ROAD
SOUTHFIELD ROAD RE-ALIGNMENT
EX. MAPLE & PR. SOUTHFIELD ROAD

DESIGN TEAM:
CHECK BY:
DRAWING INFORMATION:

10/15/2018
F&V PROJECT NO.
823802



OPTION 1B
WB-40



27725 Samsbury Blvd, Suite #100
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079

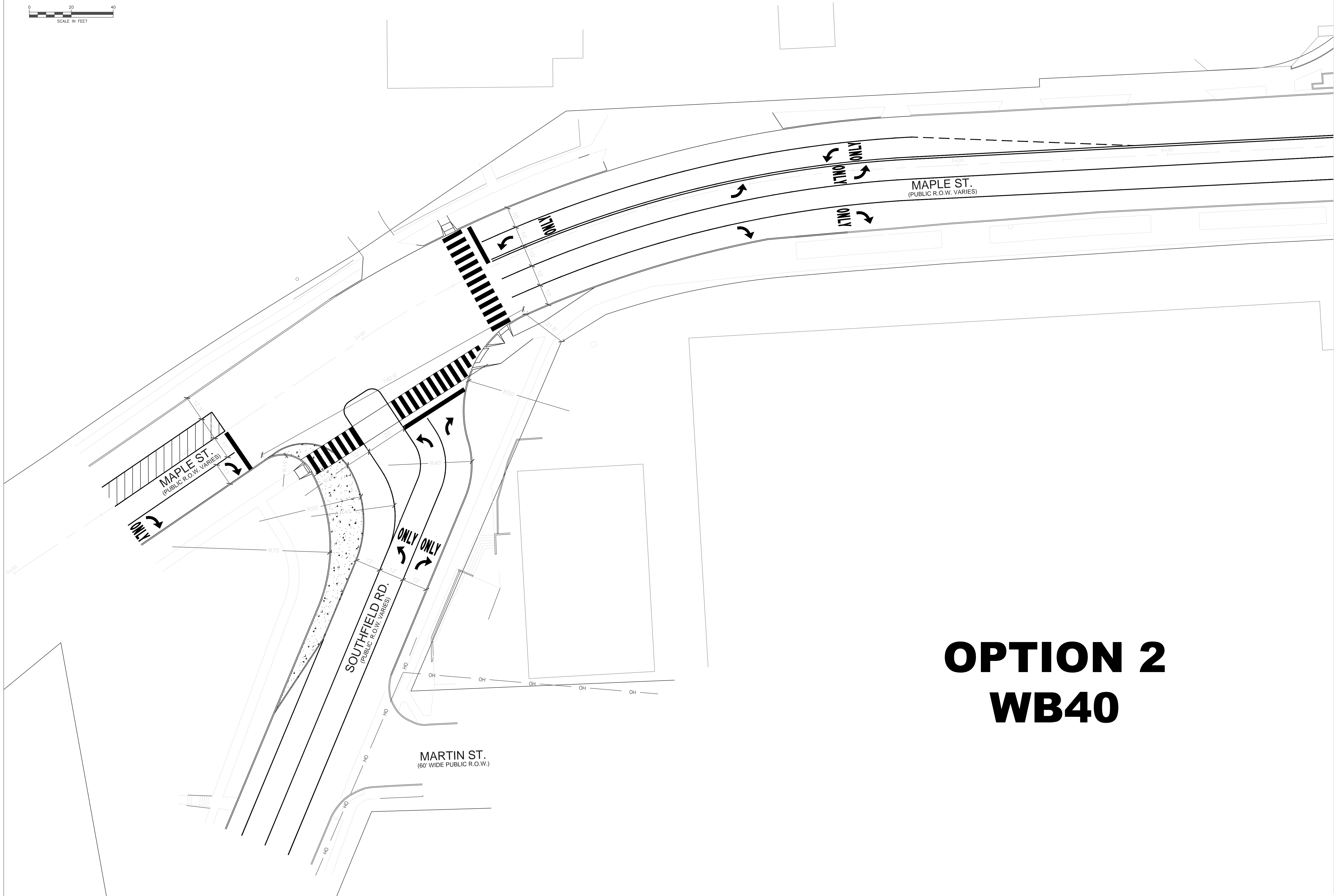
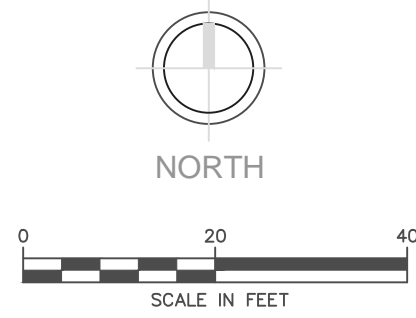
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REVISION:

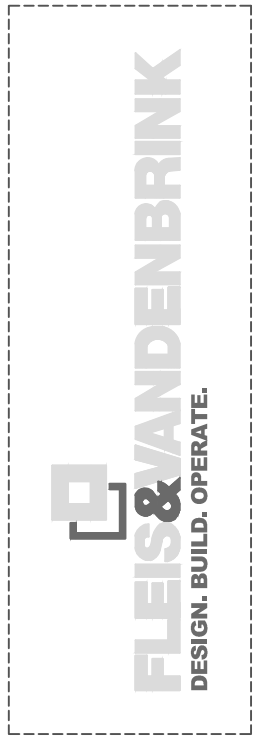
CITY OF BIRMINGHAM
MAPLE ROAD & SOUTHFIELD ROAD
SOUTHFIELD ROAD RE-ALIGNMENT
EX. MAPLE & PR. SOUTHFIELD ROAD

DESIGN TEAM:
CHECK BY:
DRAWING INFORMATION:

10/15/2018
P&V PROJECT NO.
823802



OPTION 2 WB40



27725 Stansbury Blvd, Suite #195
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079

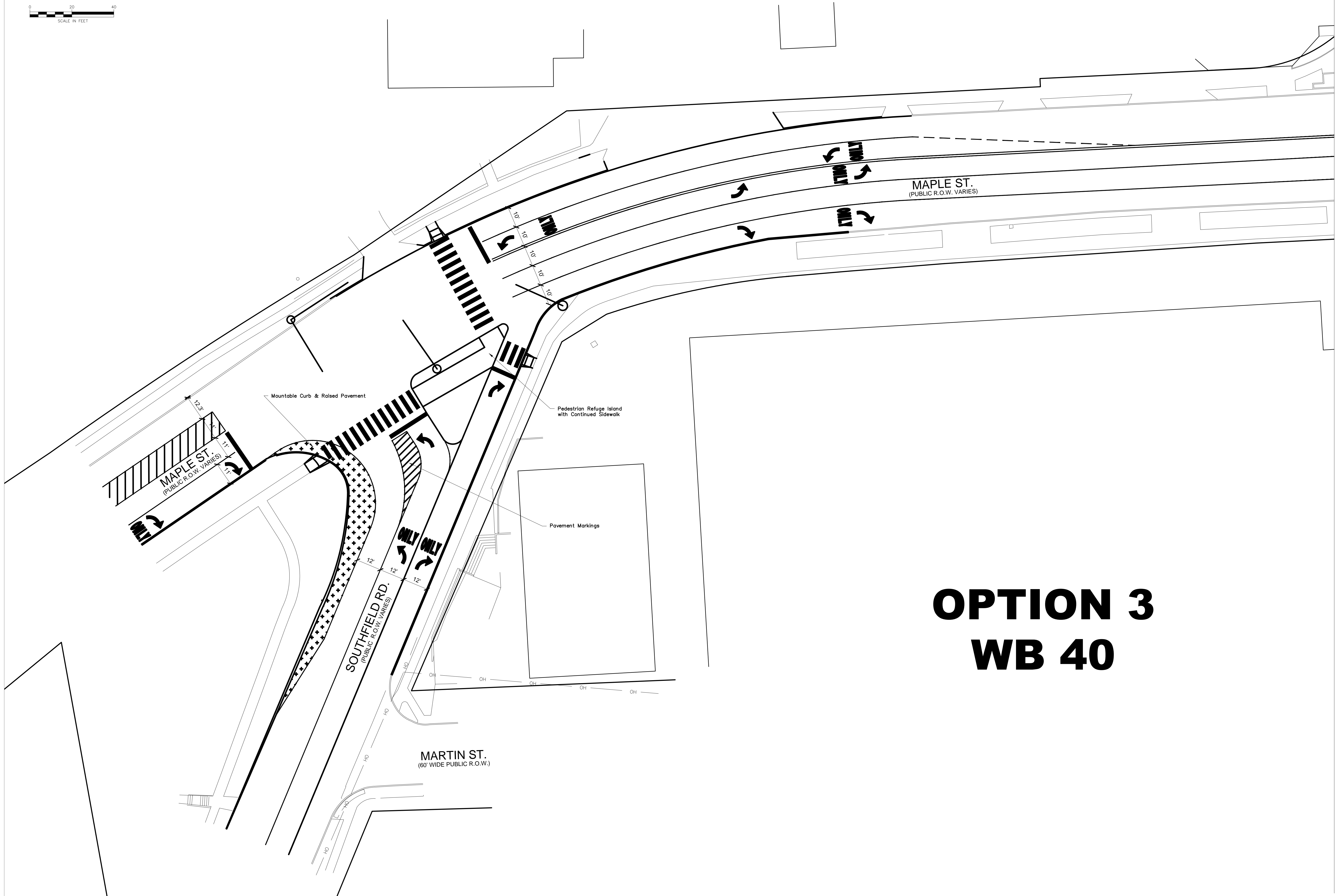
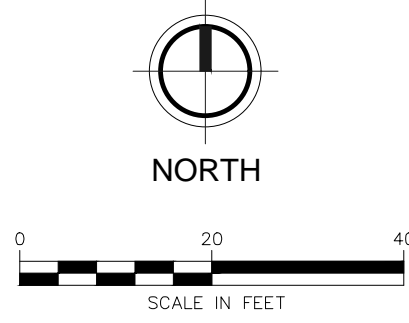
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REVISION:

CITY OF BIRMINGHAM
MAPLE ROAD & SOUTHFIELD ROAD
SOUTHFIELD ROAD RE-ALIGNMENT
EX. MAPLE & PR. SOUTHFIELD ROAD

DESIGN TEAM:
CHECK BY:
DRAWING INFORMATION:

10/15/2018
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823802

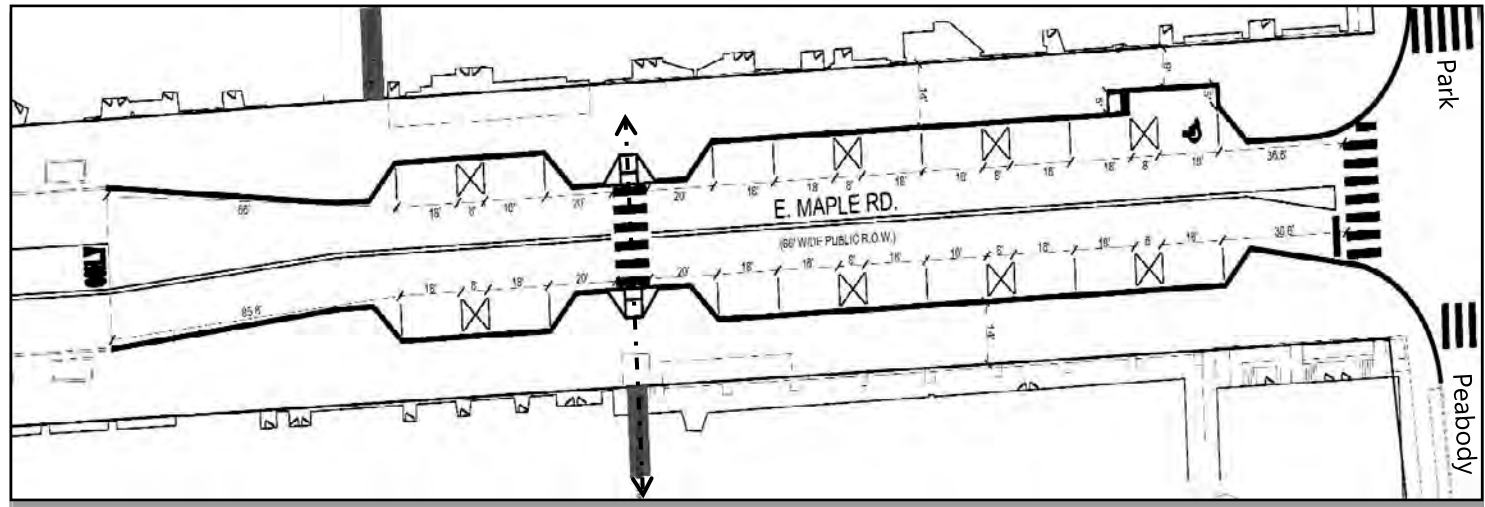


OPTION 3 WB 40

Previous layout

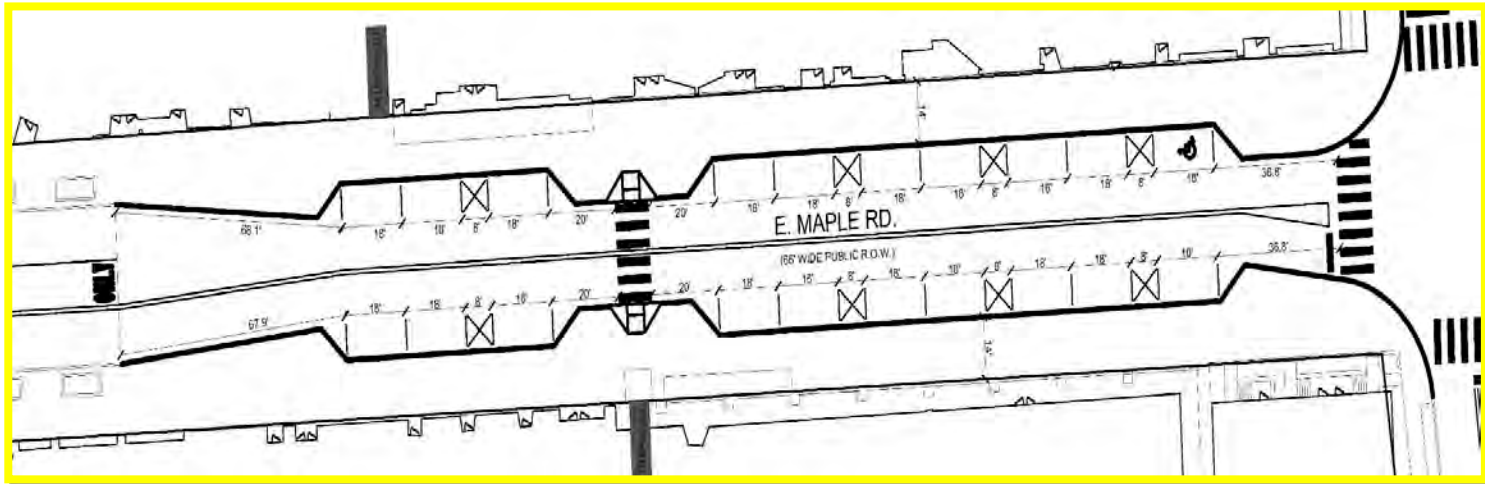
- Previous taper length: **86 ft.**

- Updated taper length: **68 ft.**



current layout

- **Gain two parking spots** with taper reduced closer to MDOT minimum length



October 26, 2018

VIA EMAIL

Mr. Paul O'Meara
City Engineer
City of Birmingham
151 Martin Street
Birmingham, MI 48012

RE: Maple Road & Park Street Intersection Alternatives Analysis

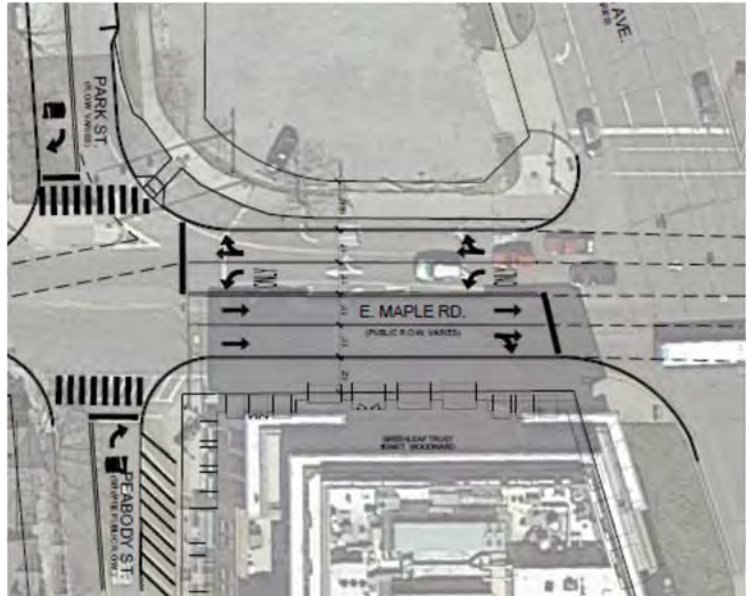
Dear Mr. O'Meara,

The purpose of this letter is to provide a summary of the additional alternatives analysis performed for both the stretch of Maple Road between Park Street and Woodward Avenue, the pedestrian crossings at Maple Road and Park Street intersection, as well as the Maple Road and Southfield intersection, per the City Commission comments. The following alternatives were considered for the design of Maple Road between Park Street and Woodward Avenue:

- Alternative 1: Four lanes, removing westbound right turn lane
- Alternative 2: Four lanes, removing one eastbound through lane
- Alternative 3: Five lanes, using design variance to 10 foot lane widths

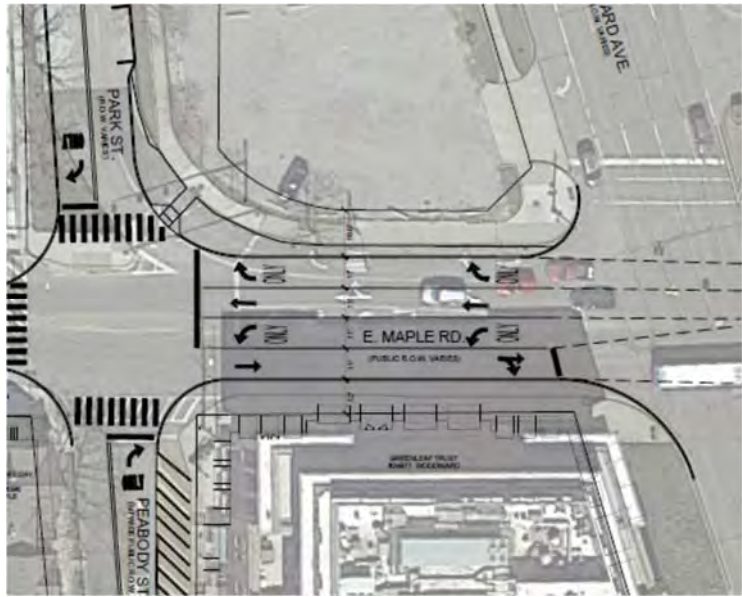
ALTERNATIVE 1: FOUR LANES, REMOVING WESTBOUND RIGHT TURN LANE

This configuration would allow for eastbound traffic to operate similar to the existing conditions; westbound traffic entering the downtown, however, will operate much more poorly. As shown, due to the high number of westbound left turners, the left turn lane could not be removed. Therefore, the existing through lane must be reconfigured to a through / right lane. While operationally this doesn't appear to pose a huge problem as far as delays, this configuration will lead to the blocking of Woodward, which is unacceptable. Because of this blocking and the associated queuing of Maple Road east of Woodward (backing up well past Adams Road), this alternative is **NOT RECOMMENDED**.



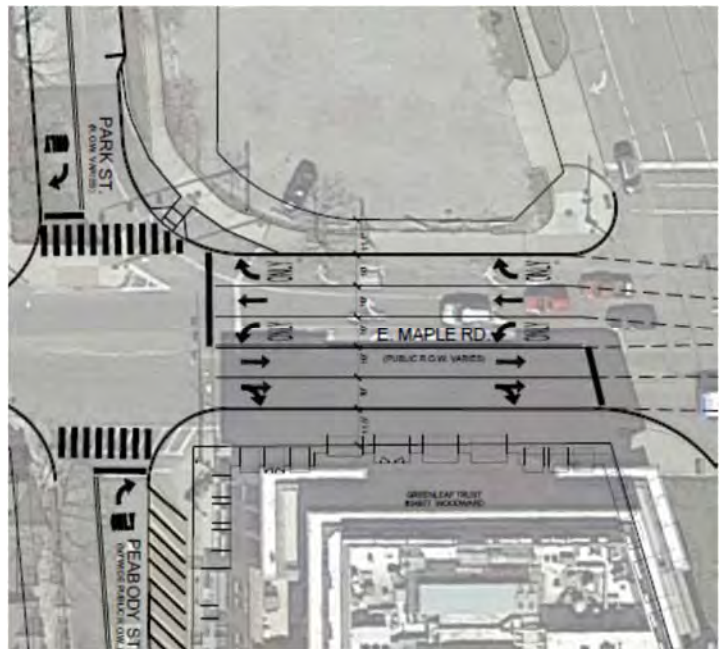
ALTERNATIVE 2: FOUR LANES, REMOVING ONE EASTBOUND THROUGH LANE

This configuration would allow for westbound traffic to operate similar to the existing conditions; eastbound traffic leaving the downtown, however, will operate much more poorly. As shown, the existing two eastbound through lanes would have to be consolidated into a single through / right lane. This configuration will create a delay of **302.8 seconds**, or a Level of Service of F. Because of this large delay, and the associated queuing of Maple Road through the downtown past Southfield Road, this alternative is **NOT RECOMMENDED**.



ALTERNATIVE 3: FIVE LANES, USING DESIGN VARIANCE TO ALLOW 10 FOOT LANE WIDTHS

This configuration would allow for all traffic to operate similarly to existing conditions. Per conversations with MDOT, a design variance to go from 11' lanes to 10' lanes would likely be approved, as Maple Road is not a National Network truck route. By going from 11' lanes to 10' lanes, the sidewalk along the south side of Maple Road would be extended by 5' for a total of 11.5' on both the north and south sides of the road, allowing for a continuation of streetscaping elements through the downtown all the way to Woodward Avenue. This will create a great entrance to the downtown and will allow for optimal traffic operations. Therefore, this alternative is **RECOMMENDED**.



MAPLE ROAD AT PARK / PEABODY

The City Commission commented that they were in favor of adding a pedestrian crossing on the east leg of the Maple Road at Park/Peabody intersection. Based on the timing of the signal at Maple Road and Woodward Avenue, the optimal phase timing for Park and Peabody to prevent queuing onto Woodward is a maximum of 27 seconds. Based on ADA standards for pedestrian walk speed and MDOT guidance for minimum walk times, the minimum phase timing for Park and Peabody would be 32 seconds if the eastern leg had a pedestrian crossing (9 seconds for walk, 20 seconds for pedestrian clearance, and 3 seconds for the end of yellow/all red phase). With the pedestrian crossing staying on the west leg only, the minimum phase timing would be 23 seconds (9 seconds for walk, 11 seconds for pedestrian clearance, and 3 seconds for the end of yellow/all red phase). Based on the signal timing and the proximity to the Woodward pedestrian crossing, the crossing on the east leg is **NOT RECOMMENDED**.

MAPLE ROAD AT SOUTHFIELD ROAD

At the City Commission meeting, the commissioners expressed concerns about the width of the intersection and some of the lanes. In order to decrease the width of the turns and to allow for better turning movements, the intersection of Maple Road at Southfield Road was proposed to be moved further to the west along Maple Road. As shown in the attachments, the intersection would still need to be relatively wide, and would also encroach on the existing park space. Therefore, this is **NOT RECOMMENDED**.

Both Maple Road and Southfield Road are major mile roads and as such are frequently used by large trucks. Adding mountable curb to shorten the width of the southbound lane was also discussed, however this is not optimal as it will require pedestrians waiting to cross the southern leg of the intersection at the ADA ramp to be in conflict with large trucks turning both right and left; therefore, using pavement markings to channelize the right and left turners is **RECOMMENDED**. (see attached sketches)

SUMMARY

Maple Road between Park Street and Woodward Avenue

Alternative 1: Four Lanes, No Westbound Right Turn Lane

- This alternative will allow for similar eastbound operations through the downtown, however there will be a significant increase in the delay for westbound traffic. This alternative is not recommended.

Alternative 2: Four Lanes, One Eastbound Through Lane

- This alternative will allow for similar westbound operations, however there will be a significant increase in the delay for eastbound traffic with queuing throughout the downtown. This alternative is not recommended.

Alternative 3: Five Lanes, Design Variance to 10' Lane Widths

- This alternative will operate in a manner similar to existing conditions, with the added benefit of widening the southern sidewalk by 5 feet. This will allow for streetscape elements to be added to this block while not adversely affecting traffic operations. This alternative is recommended.

Maple Road at Park/Peabody

- Due to signal timing issues, a pedestrian crossing on the east leg of the intersection is not recommended.

Maple Road at Southfield Road

- Pavement markings are recommended to better channelize motorists into more standard sized lanes, but the pavement is required for truck turning.

If you have any questions or concerns, please contact our office.

Sincerely,

FLEIS & VANDENBRINK



Justin Rose, PE
Project Manager

JPR:jpr

Attachments:



MEMORANDUM

Engineering Dept.

DATE: July 3, 2018

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Maple Rd. Reconstruction –
Southfield Rd. to Woodward Ave.

As you know, the City of Birmingham has committed to a three-phased program to reconstruct its major corridors in the Central Business District. Phase I construction, focusing on the central part of Old Woodward Ave., is currently nearing completion, with an expected completion in early August. The remaining two phases will consist of:

Phase 2 – Maple Rd. – Southfield Rd. to Woodward Ave. (Construction planned in 2020)

Phase 3 – S. Old Woodward Ave. – Brown St. to Landon Ave. (Construction planned in 2022)

While the Multi-Modal Transportation Board (MMTB) assisted with the initial street designs used in Phase 1, the City Commission assisted at a high level in the final design package. Per their direction, a planning consultant (MKSK) was hired and assisted the City in the conceptual design package now being constructed. Since there is a desire to be consistent and follow the design theme started in Phase 1 into the remaining projects, MKSK has been retained to assist again to develop the conceptual plans for Phase 2. This is a particularly smooth transition, given that MKSK has now been retained and is teamed with the City's traffic engineering firm F&V. Together, they have prepared the attached conceptual plans as a first review for the MMTB to assist the MMTB with all of its planning needs. It is expected that the initial MMTB comments will be taken at this meeting, and then initial comments will be taken from the City Commission. A final review by the MMTB is expected later this summer.

As plans are prepared for Phase 2, it is important to note that the City was fortunate to be awarded two federal grants to assist in covering the cost of this project. Grants include:

- A grant for \$352,000, awarded by the Oakland Co. Federal Aid Committee, to assist the City in the cost of reconstructing this major road. As a street with high traffic counts, combined with the need for general safety improvements, this segment of Maple Rd. qualified for a grant estimated at covering 80% of the cost of resurfacing this street.
- A grant for \$249,700, awarded under the Highway Safety Improvement Program, covering 80% of the cost of reconstructing the Southfield Rd. at Maple Rd. intersection.

Together, these two grants will cover about \$600,000 of the City's costs in reconstructing Maple Rd. As a result, the project will be bid and paid for through the Michigan Dept. of Transportation (MDOT). The final construction plans will have to be reviewed and approved through MDOT, meaning that MDOT standards will have to be followed as a part of the design process. The following is a summary of the project highlights, from west to east:

1. **Southfield Rd. Intersection** – The skewed angle in which Southfield Rd. meets Maple Rd. has created a high crash environment. It is also considered unfavorable for pedestrians attempting to cross Maple Rd. at this signal, as right turns from Southfield Rd. to eastbound Maple Rd. can be executed at higher than normal speeds. F&V studied crash histories for the City. They determined that moving the intersection to the west (as shown on the attached plans), therein making all turning movements to be executed at a 90° angle, would have a measurable impact on reducing crashes.

Maple Rd. pavement is in marginal condition in this area, and the widths as constructed do not need to be changed. A concrete approach is planned for Southfield Rd., otherwise, Maple Rd. will be asphalt resurfaced. The traffic signal will have to be relocated as a part of this improvement. Being that the City is installing mast arm traffic signals at all of its intersections within the Central Business District, and since this intersection is at the outside edge of the district, the City Commission will be asked to consider whether a mast arm traffic signal design is appropriate here or not. MKSK and F&V have been asked to provide two pieces of information to assist in this decision:

- a. Estimated cost difference between the standard span wire signals (matching the current design) and installing mast arm signals. (The cost differential will not be covered by the federal grant.)
 - b. Photo renderings of the appearance of the two signal designs, as viewed for northbound traffic, and the visual impact they will have on the Birmingham Museum located at this intersection.
2. **Southfield Rd. to Chester St.** – This block serves as a transition into the business district. The traffic lane design was modified in 2016 in conjunction with the three lane road conversion to the west, now providing sufficient storage for the large numbers of left turns being made in both directions. Since the pavement is in marginal condition, and no changes are proposed, milling and resurfacing of the asphalt surface is proposed here. Traffic volumes are inherently higher here as vehicles turn on and off of Chester St. to bypass the congestion in the center of downtown.
 3. **Chester St. to West of Pierce St.** – Complete reconstruction, including water and sewer improvements, fiber optic, street lights, and landscaping (where possible) is proposed. A safety improvement encompassing aligned left turn lanes at Bates St. will likely be required as a part of the design, as will be explained by the consultant. While bumpouts and reduced crosswalk lengths are desired, the smaller road width on Maple Rd. will require that truck turning movements be considered in the design. Historically, left turns have been banned to Henrietta St. from 7 AM to 7 PM. That restriction is proposed to continue with this new design, in order to allow for a reduced road width in this area. MKSK will provide lane and sidewalk width options, as well as conceptual sidewalk design concepts for the Board to review.
 4. **East of Old Woodward Ave. to Park St./Peabody St.** – Similar to paragraph 3 above, complete reconstruction is planned. During discussions on Phase 1, the City Commission clarified the desire for a mid-block pedestrian crossing on this block, to be located at the pedestrian via currently located just west of Café Via (300 E. Maple Rd.). The mid-block crossing has been included in this design. Also, in accordance with the

Downtown 2016 Master Plan, Park St. will be modified to operate as a two-way street, allowing for better circulation of vehicles in the northeast section of the CBD. Due to the short distance from Woodward Ave., the existing traffic signal function must remain as is. Southbound Park St. traffic will be required to turn right, after following a STOP sign. Some form of traffic island is recommended to reinforce this right turn movement. Large and small island options are presented for the Board's review.

5. **Park St. /Peabody St. to Woodward Ave.** – Similar to the section west of Chester St. above, this block acts as a transition out of the Central Business District. Traffic volumes are higher as vehicles turn on and off of Park St. and Peabody St. Given traffic levels, coupled with the short distance available for queues, no changes are suggested. Due to the age of the pavement, complete reconstruction is proposed. MKSK will provide suggested sidewalk conceptual design given the limitation of space.

Parking Options

A design concept that the MMTB will be asked to discuss is how to design the pavement markings. Options include:

A. Parking Space Size

1. 20 ft. long parking spaces adjacent to 8 ft. maneuvering boxes (similar to the current parallel parking concept provided on all downtown Birmingham streets)
2. 22 ft. long parking spaces, with no maneuvering boxes.

Note that the total count of parking that can be provided does not change based on which one is selected.

B. Lane Width

1. 11 ft. wide travel lanes with 8 ft. wide parking spaces.
2. 11 ft. wide travel lanes, a 1 ft. wide parking buffer, and 7 ft. wide parking spaces.

The positives and negatives of both options will be reviewed.

A suggested recommendation to the City Commission is provided below:

SUGGESTED RECOMMENDATION:

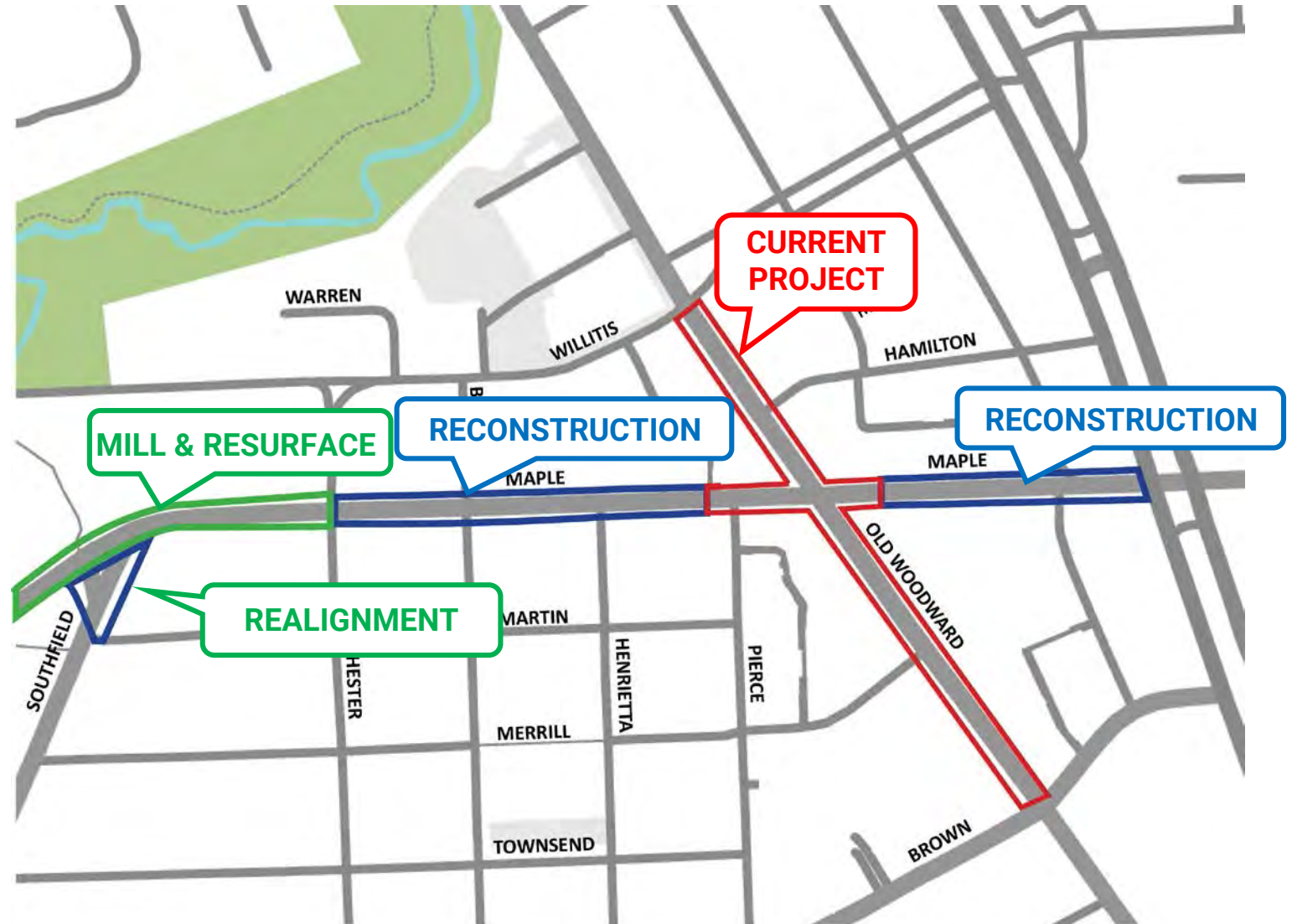
To recommend to the City Commission conceptual design plans for the reconstruction of Maple Rd. from Southfield Rd. to Woodward Ave., with the following design features:

1. Parking spaces sized at _____, and lane widths designed at _____.
2. Option ____ for the design of Maple Rd. between Chester St. and Henrietta St.
3. Option ____ for the design of the Park St. intersection.

Maple Road Project (and extension of current project)

- Full reconstruction Chester to Pierce and E of Old Woodward to Woodward
- Resurfacing from Southfield to Chester St.
- Realignment and signal upgrade at the Southfield intersection

Timeline: Bid Package by December



Project Goals: to the Degree Practical

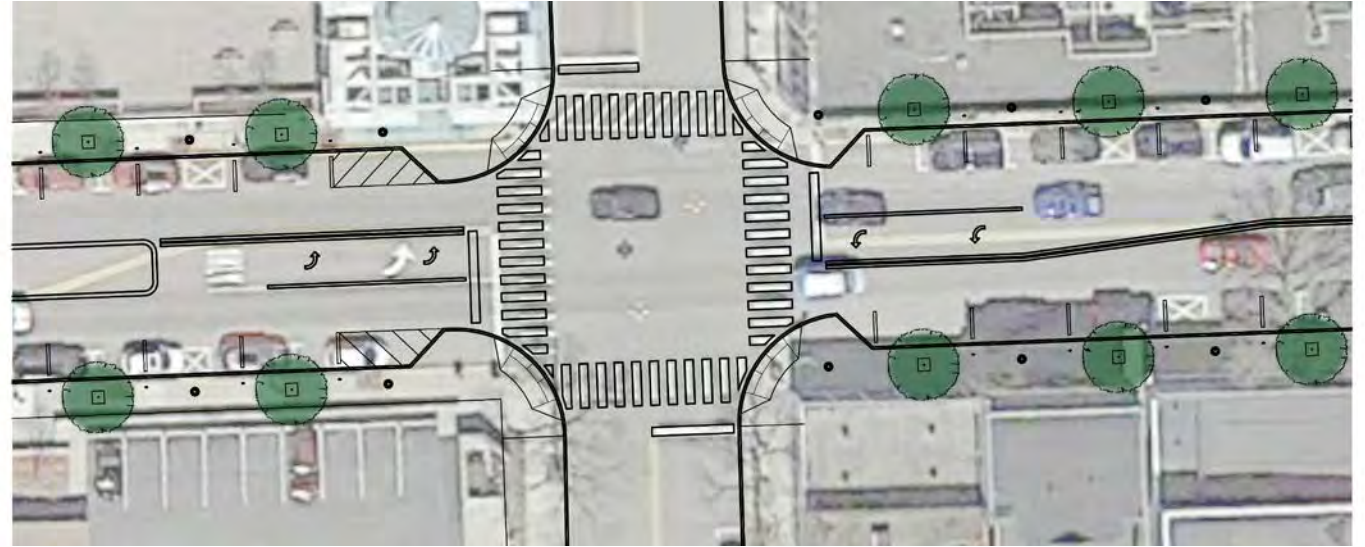
- Consistency with the Phase 1 project
- Improve the pedestrian environment
- Ease pedestrian crossings
- Provide reasonable traffic operations
- Maximize the number of on-street parking spaces
- Consider maintenance costs
- Meet MDOT design standards (MDOT funded)



Recommended Street Tree Pattern: Parking Zones

In Parking Zones:

- Street trees line with center of every other parking space (top right)
- Street lights line the middle of other parking spaces (top right)
- Use of narrow, columnar trees instead of large canopy trees (bottom right)



Trees with columnar branching habit (left) preferred over large canopy trees (right).

Recommended Street Tree Pattern: Widened Sidewalk Option

In Options where Parking Removed (Maple & Bates):

- Street trees reflect pattern of Woodward Ave
- Larger sidewalks allow for larger trees and planters



Phase 1 Study



Phase 1 Study



Maple Road: Existing Conditions

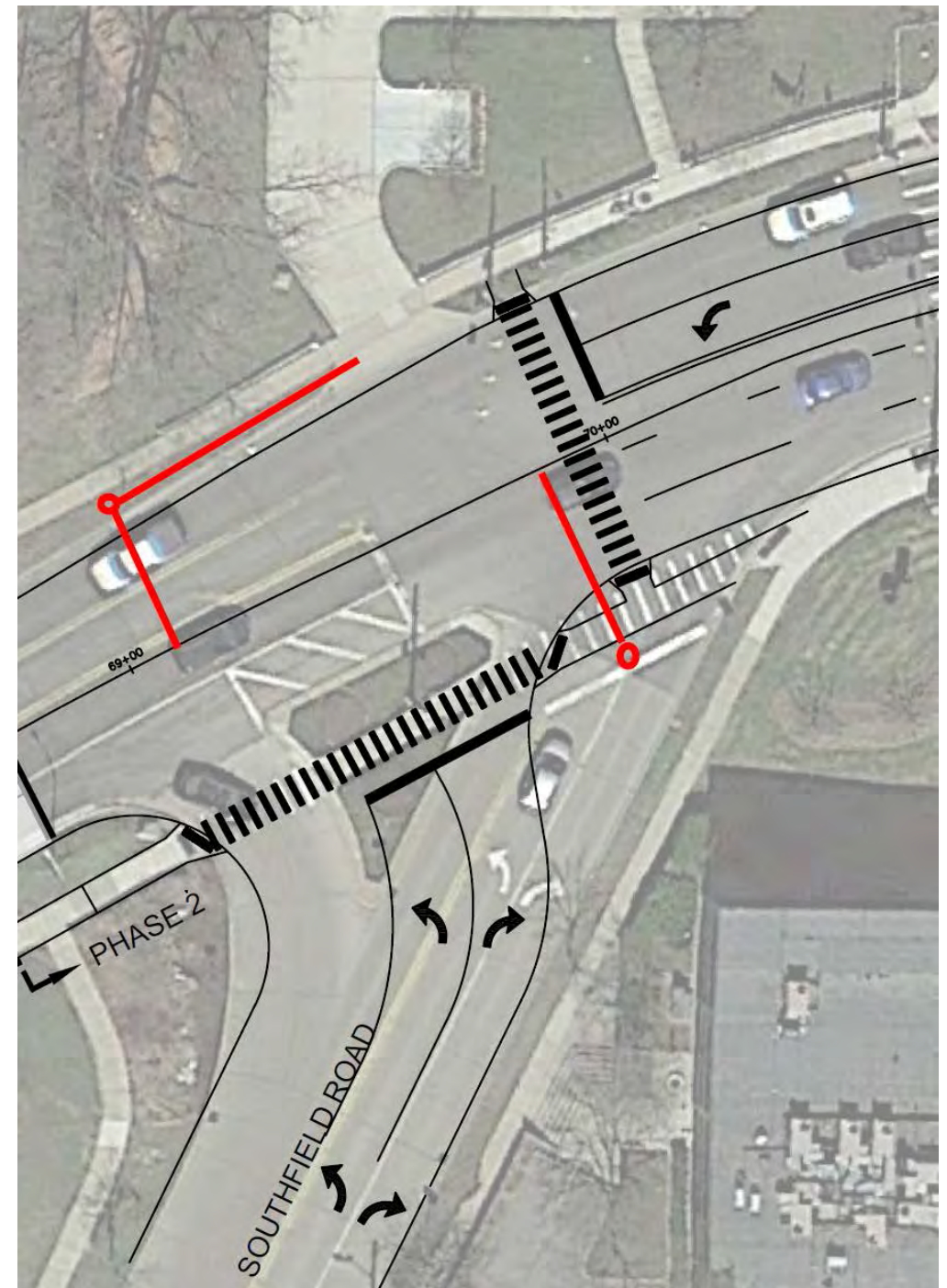


3 1/2' WALKABLE WEST (BETWEEN CHESTER AND BATES)

6 1/2' WALKABLE ZONE

Maple & Southfield Proposed Geometrics: New Signal Options

- Safety Funding for Intersection redesign
 - Includes eliminating the angled intersection approach
 - Signal modifications
- Signal Options:
 - Modify existing signal-included in safety grant
 - Upgrade to mast arms- Additional \$80k-\$120k



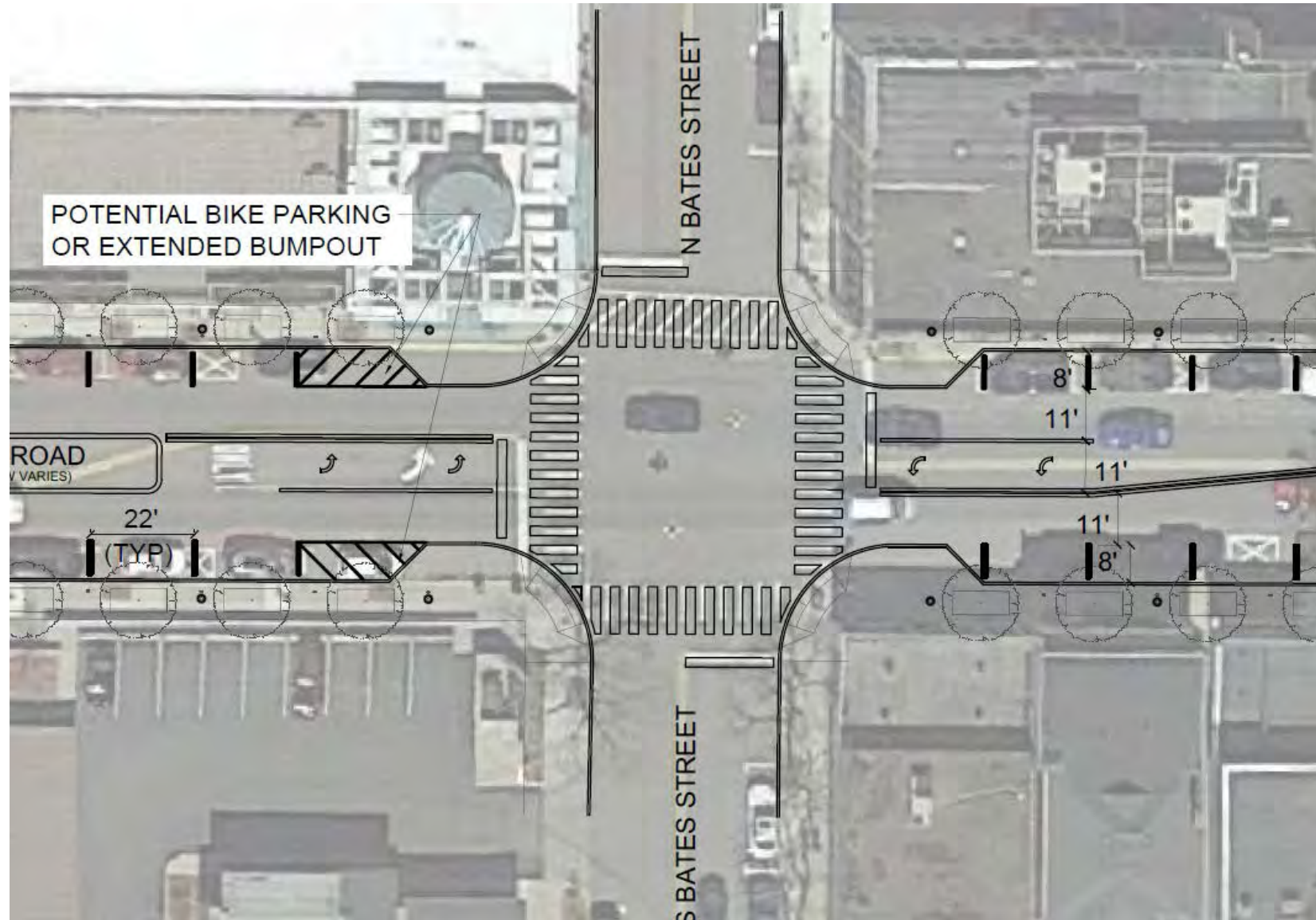
Maple & Bates Existing Conditions

- Options
 - WB left-turns prohibited
 - Provide left-turn lane
- Left-turn Volumes
 - WB (33 AM/32PM) – No existing Left-turn lane
 - EB (6 AM/14 PM) – Existing Left-turn lane



Maple & Bates Option A: Left-turn Lane with Narrower Sidewalk

- Left-turn Volumes
 - WB (33 AM/32PM) – No existing Left-turn lane
 - EB (6 AM/14 PM) – Existing Left-turn lane
- Improve sight distance
- Reduce rear-end crashes
- Reduce vehicle queues on Maple Road

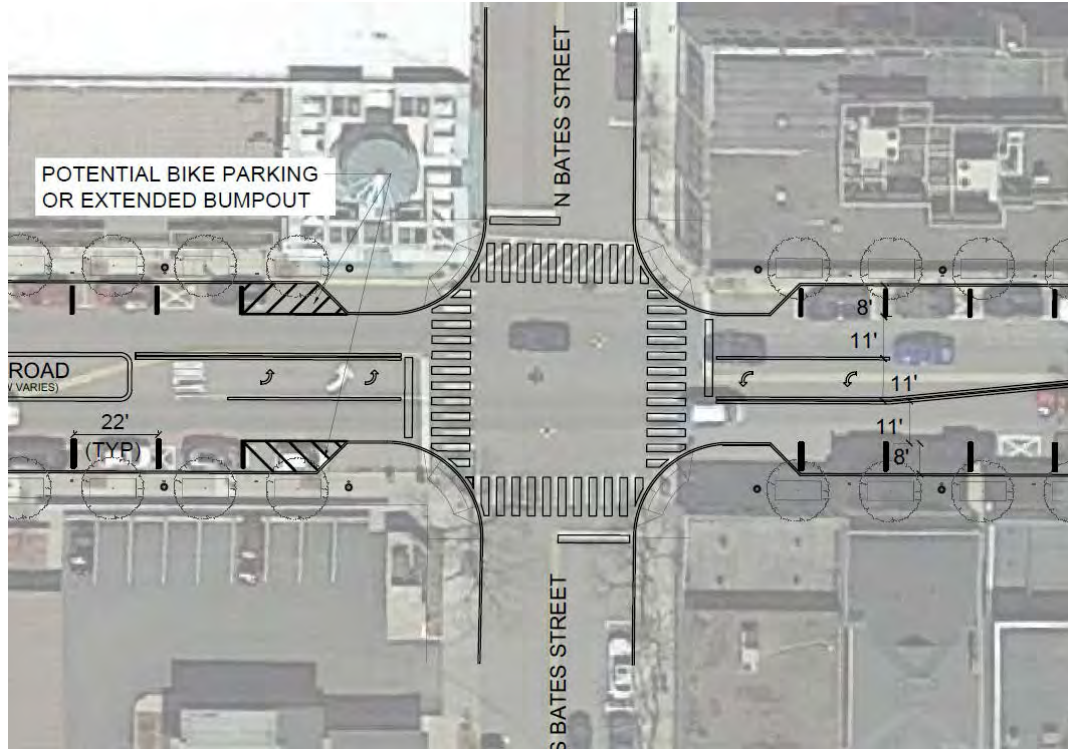


Maple & Bates Option B: Left-turn Lane with Parking Removed

- Left-turn Volumes
 - WB (33 AM/32PM) – No existing Left-turn lane
 - EB (6 AM/14 PM) – Existing Left-turn lane
- Improve sight distance
- Reduce rear-end crashes
- Reduce vehicle queues on Maple Road



Maple & Bates: Which is Preferred?



OR

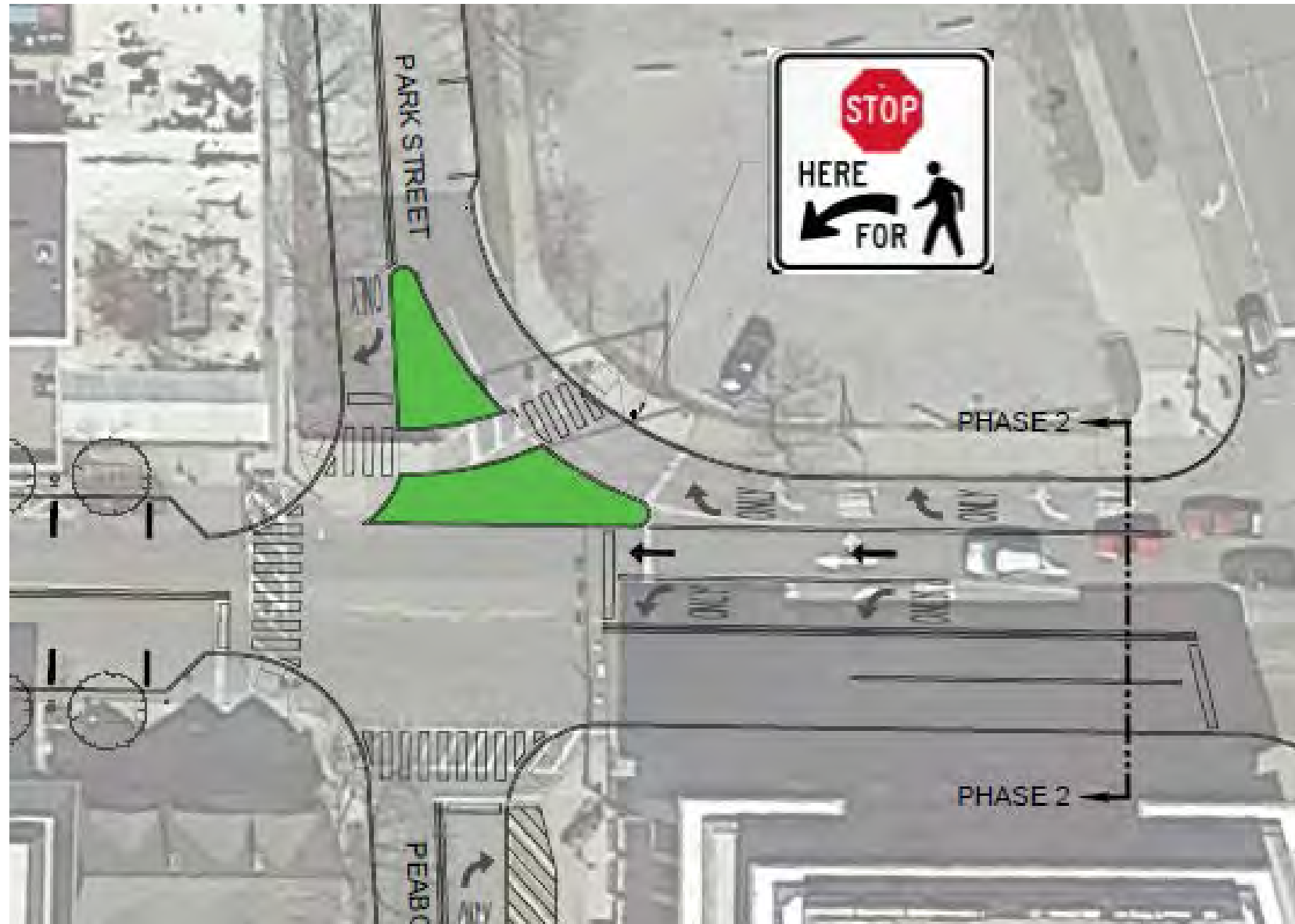


Option A:
Left-turn Lane with Narrower
Sidewalk

Option B:
Left-turn Lane with Parking
Removed

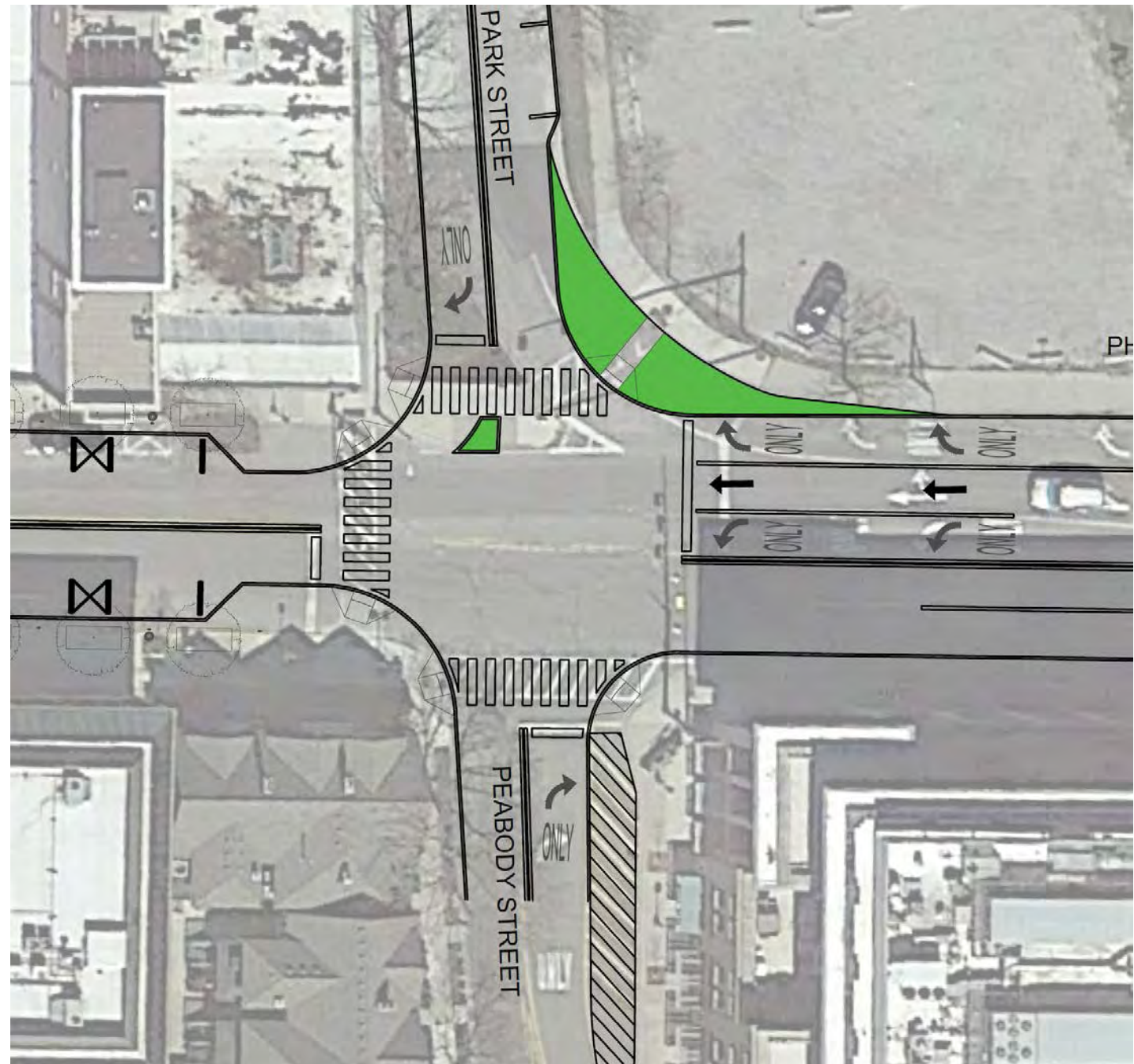
Maple & Park Option A: Channelized Right-turn Lane

- Two stage pedestrian crossing
- Free-flow right-turns onto NB Park Street
- No queueing from right-turns onto Woodward

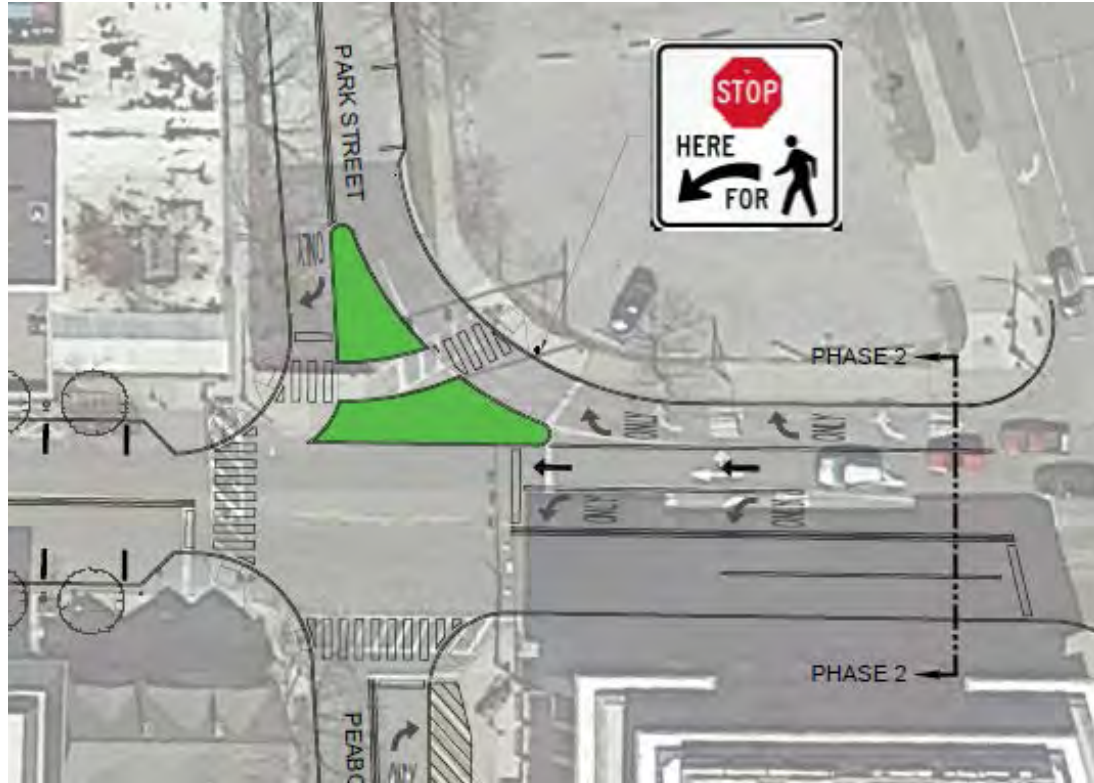


Maple & Park Option B: Reduced Traffic Island

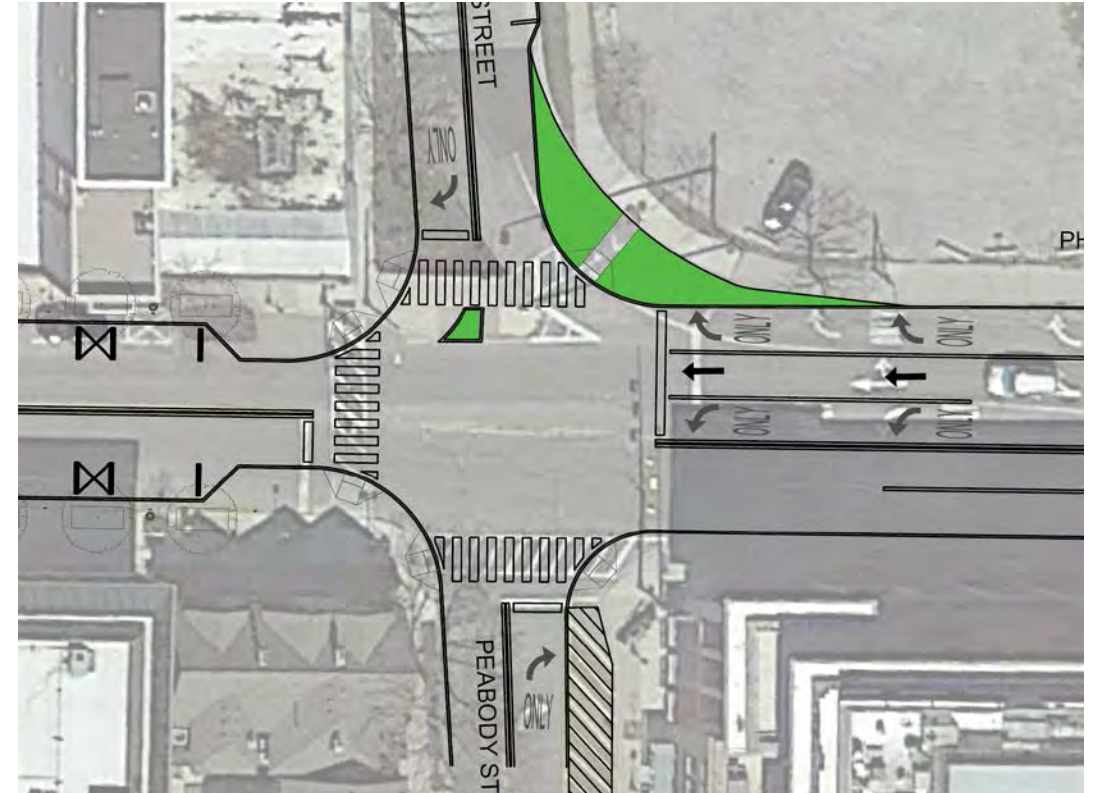
- Typical pedestrian crossing
- Signal Control right-turns onto NB Park Street
- No queueing from right-turns onto Woodward



Maple & Park: Which is Preferred?



OR

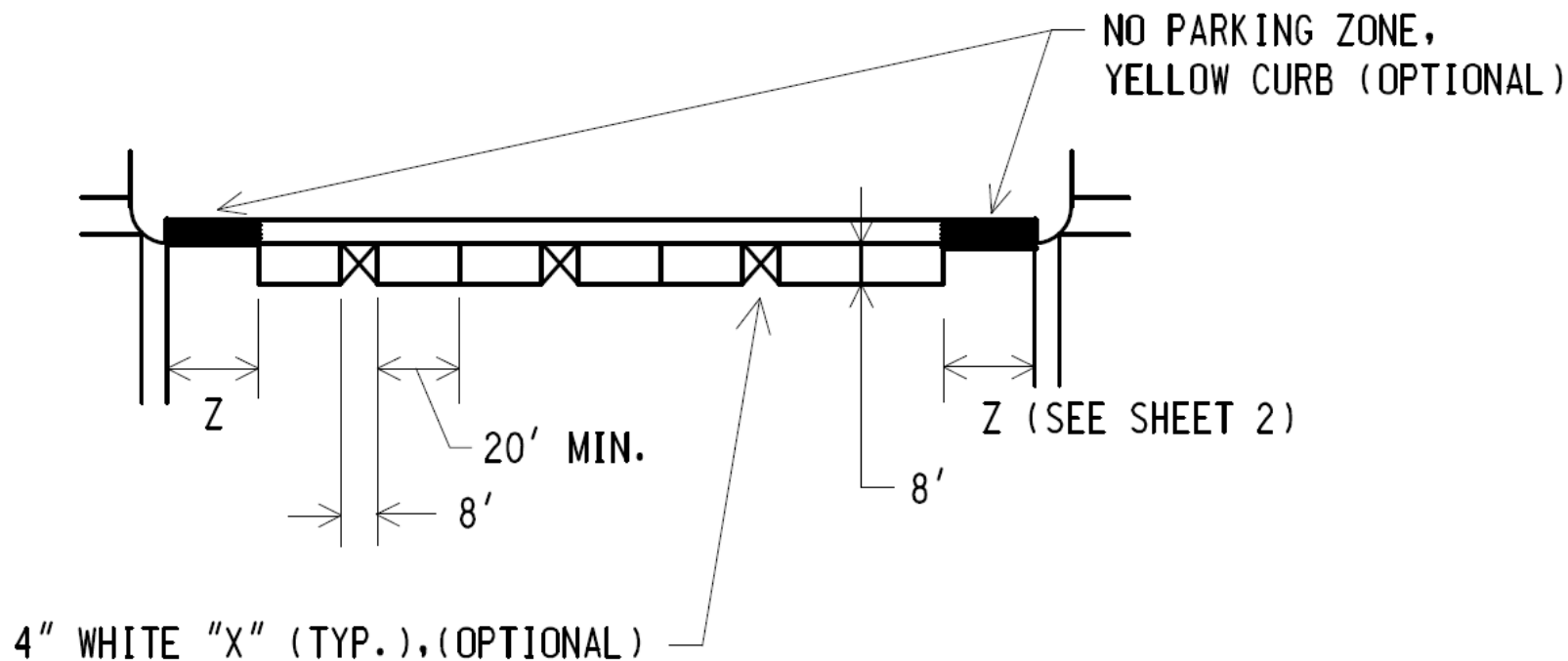


Option A:
Channelized Right-turn Lane

Option B:
Reduced Traffic Island

Parking Options Option A-1: 20 ft Parking with 8 ft Boxes

- No Extra space at end of Blocks



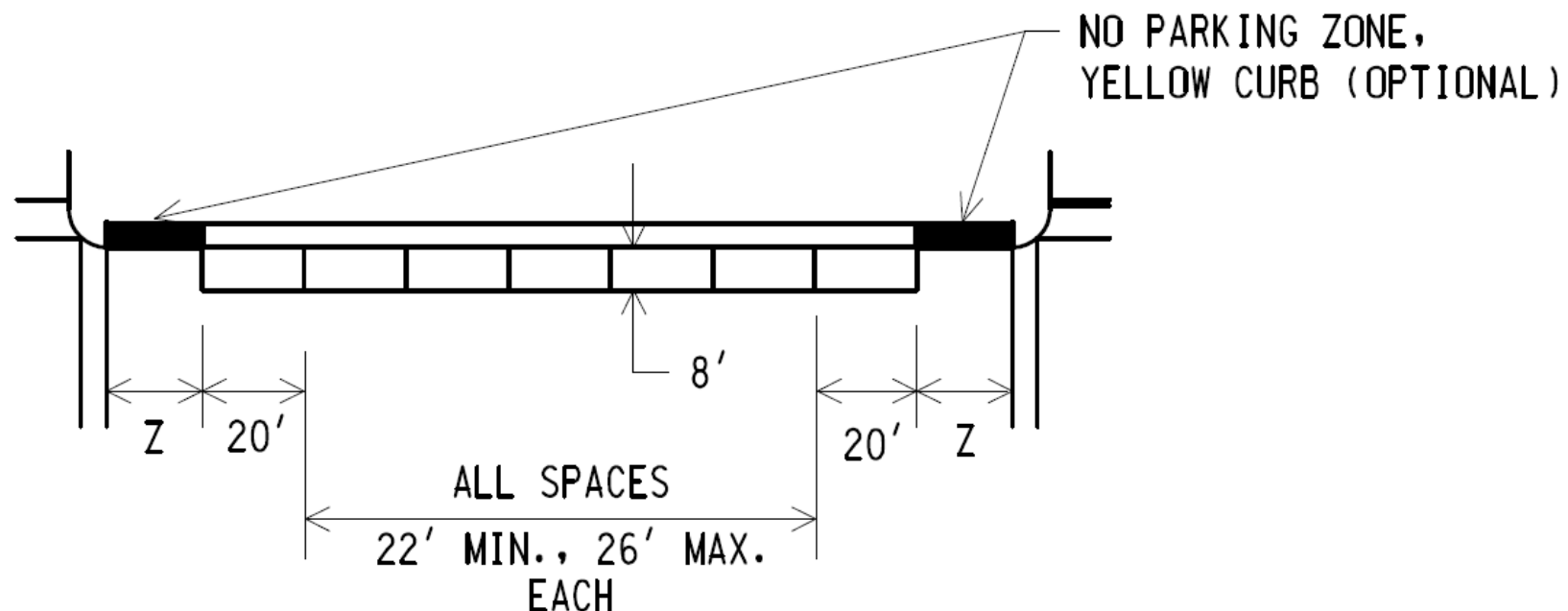
TYPE I

INTERSECTION TYPE	"Z"(FT)
NO TRAFFIC CONTROL NO CROSSWALK	15
NO TRAFFIC CONTROL WITH CROSSWALK	20
TRAFFIC CONTROL PRESENT	30
SEE SECTION 257.674 OF THE MICHIGAN VEHICLE CODE FOR MORE INFORMATION.	

Parking Options

Option A-2: 22 ft Parking

- Extra space at end of block
 - Bike Parking
 - Larger Bump-outs
 - Pedestrian Areas



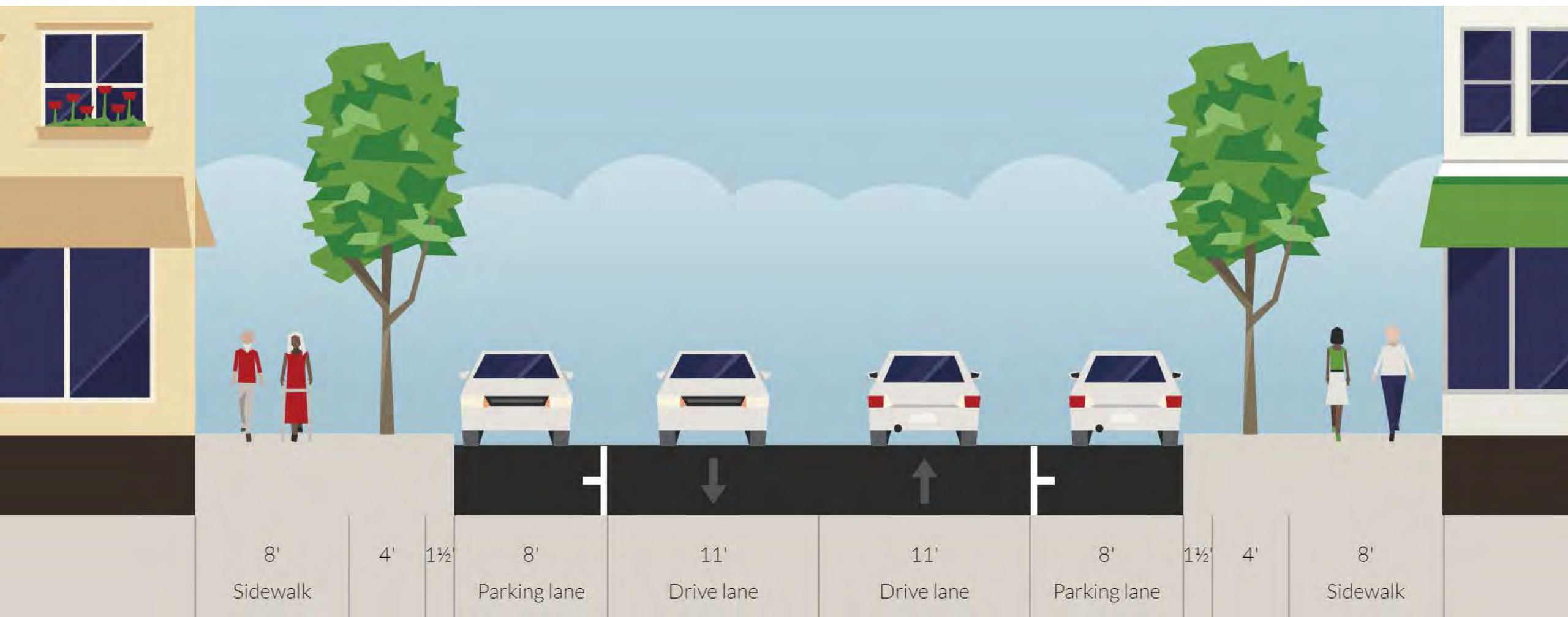
TYPE II

INTERSECTION TYPE	"Z"(FT)
NO TRAFFIC CONTROL NO CROSSWALK	15
NO TRAFFIC CONTROL WITH CROSSWALK	20
TRAFFIC CONTROL PRESENT	30
SEE SECTION 257.674 OF THE MICHIGAN VEHICLE CODE FOR MORE INFORMATION.	

Parking Options

Option B-1:

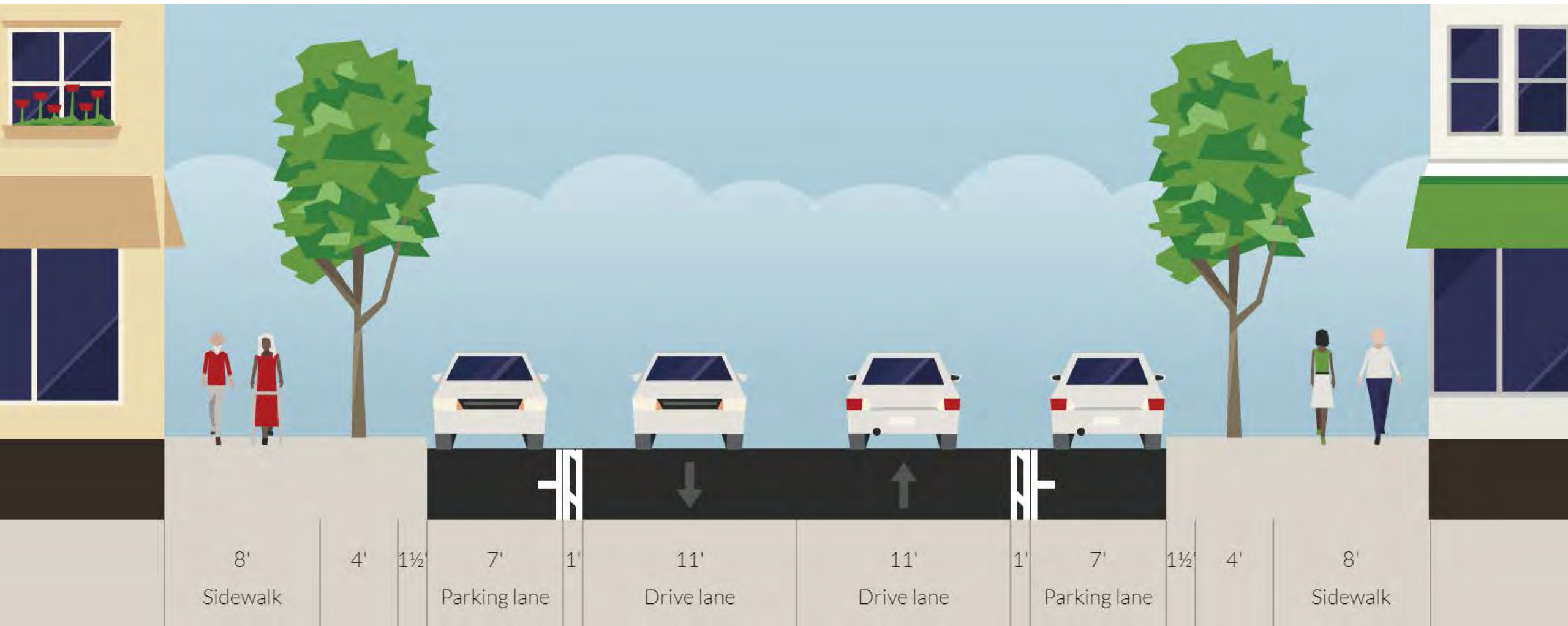
11 ft lanes with 8 ft wide Parking



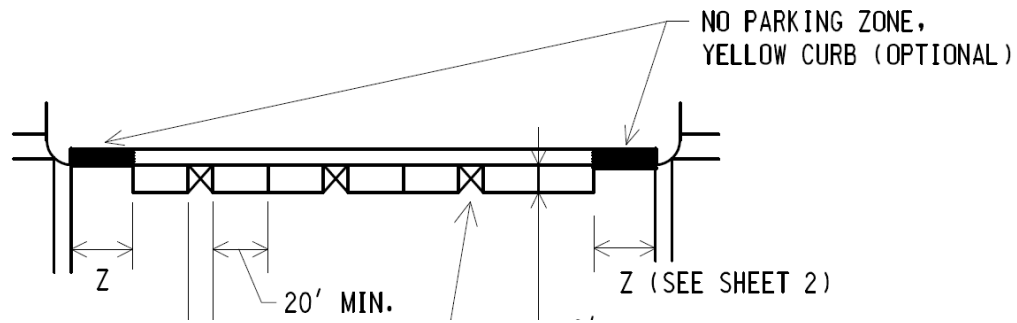
Parking Options

Option B-2:

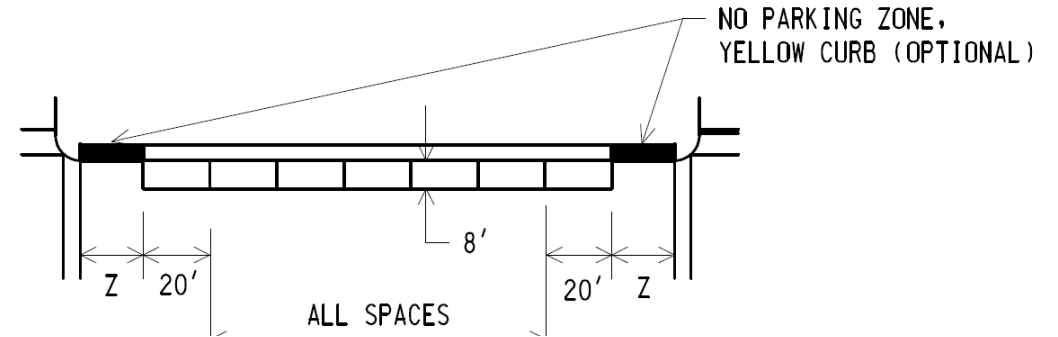
11 ft lanes with 7 ft wide
Parking with 1 ft buffer



Parking Options: Which is Preferred?



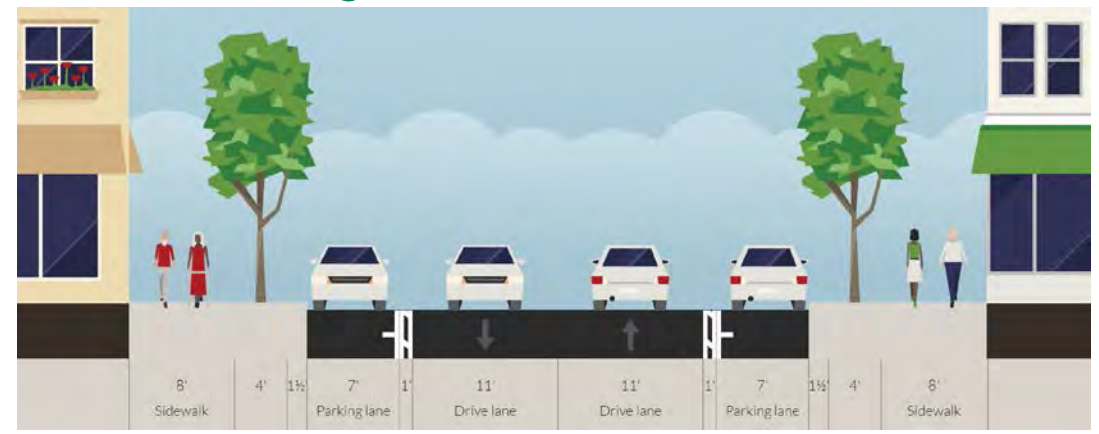
Option A-1:
20 ft Parking with 8 ft Boxes



Option A-2:
22 ft Parking



Option B-1:
11ft lanes with 8 ft wide Parking



Option B-2:
11ft lanes with 7 ft wide Parking with 1 ft buffer



MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: July 31, 2018

TO: Multi-Modal Transportation Board

FROM: Jana Ecker, Planning Director
Scott Grewe, Police Commander
Paul T. O'Meara, City Engineer

SUBJECT: Maple Rd. Reconstruction
Southfield Rd. to Woodward Ave.

At the last meeting of the Multi-Modal Transportation Board (MMTB), the Board discussed initial design concepts for the planned reconstruction of the downtown section of Maple Rd., scheduled for 2020. As you know, our consulting team presented initial design concepts and questions. The meeting helped to provide feedback to further develop the concepts. A revised presentation has been assembled, and will be reviewed by the Board. The summary of topics include:

1. Parking space layout and total count.
2. Tree selection.
3. Planter design options.
4. Park St. intersection design.
5. Bates St. intersection design.
6. Southfield Rd. intersection design.

The design team would like to get additional feedback on these topics before finalizing a presentation to the City Commission. The design elements will then be presented to the City Commission later in August. A suggested recommendation can be found below:

SUGGESTED RECOMMENDATION:

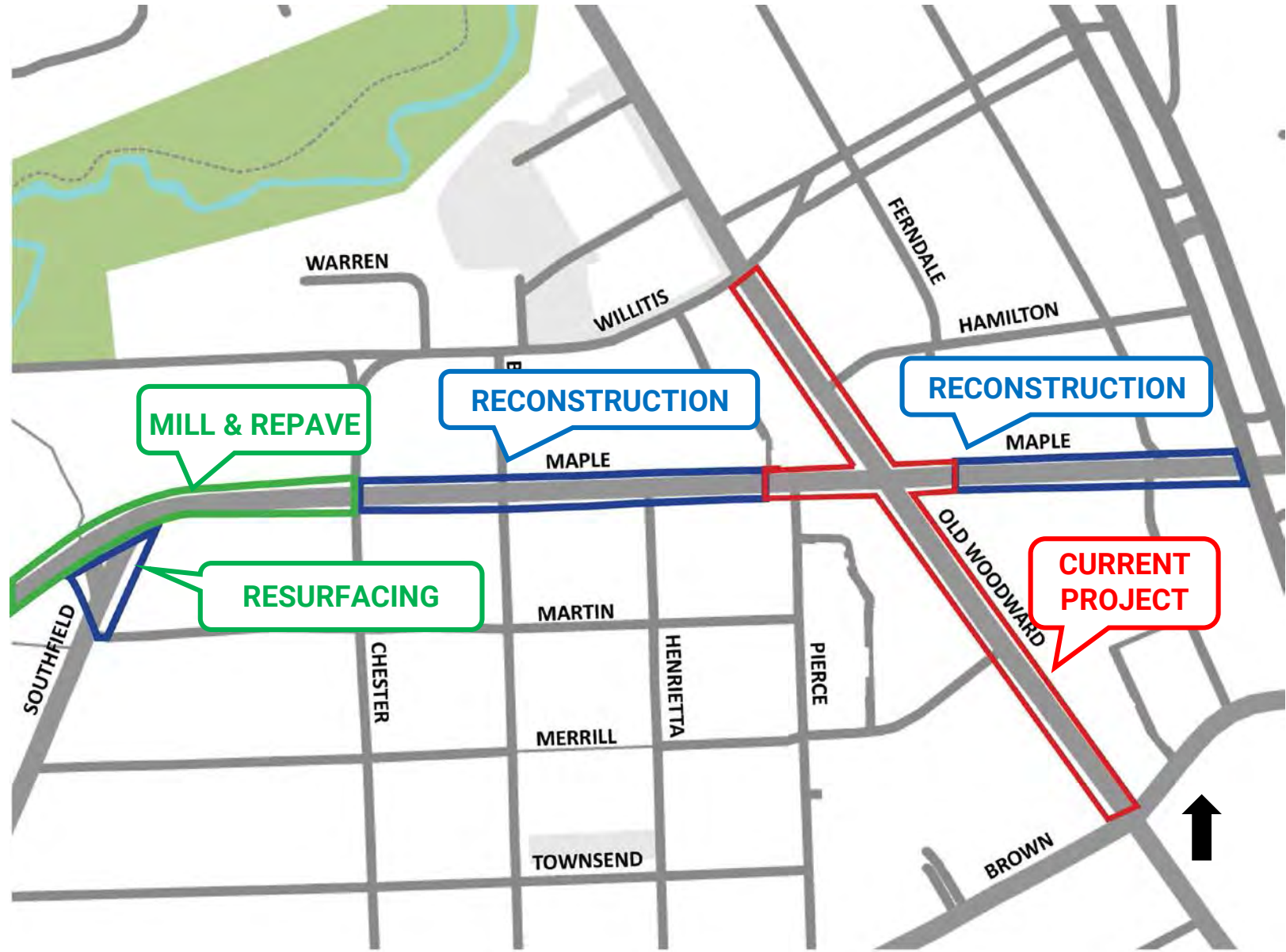
To recommend to the City Commission the conceptual design plans for the reconstruction of Maple Rd. from Southfield Rd. to Woodward Ave., with the following design features:

1. Parking spaces sized at 22 ft. wide per MDOT requirements, and lane widths at 11 ft. wide.
2. Option ____ for the design of Maple Rd. between Chester St. and Henrietta St.
3. Option ____ for the design of the Park St. intersection.

Maple Road Project (and extension of current project)

- Full reconstruction Chester to Pierce and E of Old Woodward to Woodward
- Repaving from Southfield to Chester St.
- Potential realignment and signal upgrade at the Southfield intersection

Timeline: Bid Package by December



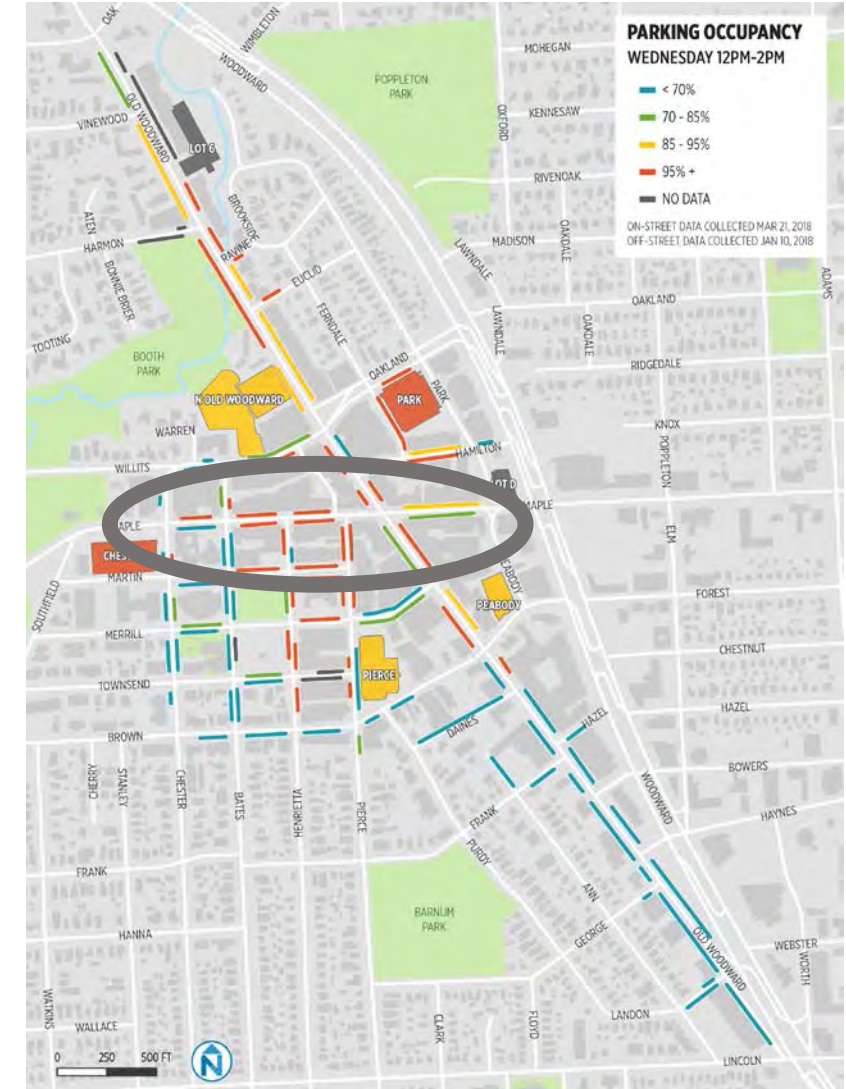
Updates:

1. **Parking layout options**
2. **More information on street tree selection**
3. **Landscape options for narrow segments**
4. **Additional options at Maple/Park/Peabody**
5. **Additional options at Maple & Bates**
6. **Additional options at Maple from Chester to Henrietta**
7. **Mast arm signal at Maple & Southfield**

Current Maple Occupancy Rates

Parking Study Findings:

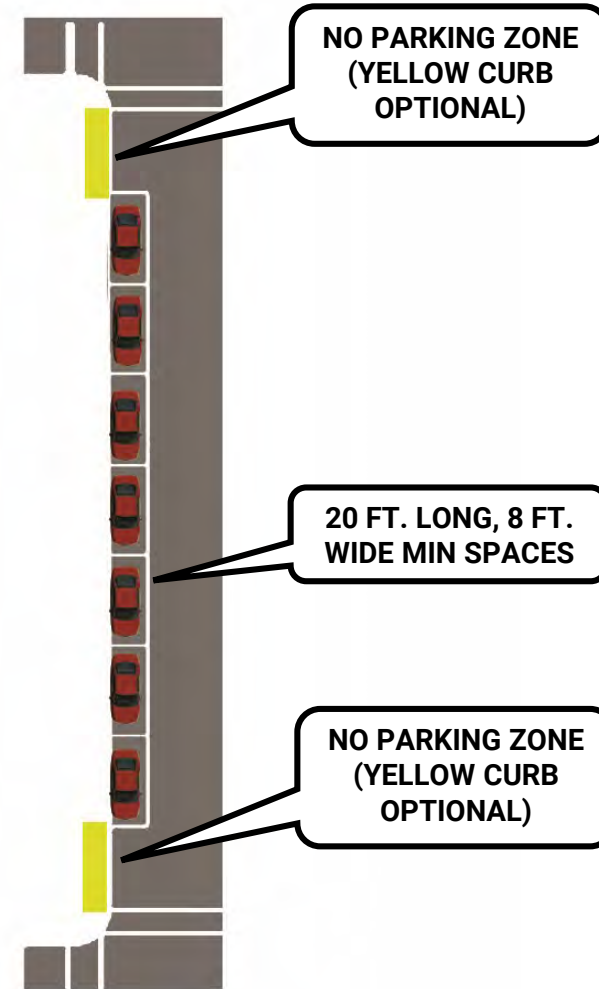
- 43 On-street parking spaces west of Old Woodward. Use of narrow, columnar trees instead of large canopy trees (bottom right) **95% full**
- 29 On-Street east of Old Woodward
- **Total=72 existing spaces**
- Image: Weekday from 12-2pm



Maple Rd. On-Street Parking Options



Existing-
72 Total spaces



MDOT Recommendation-
54 Total spaces

On-Street Parking Existing

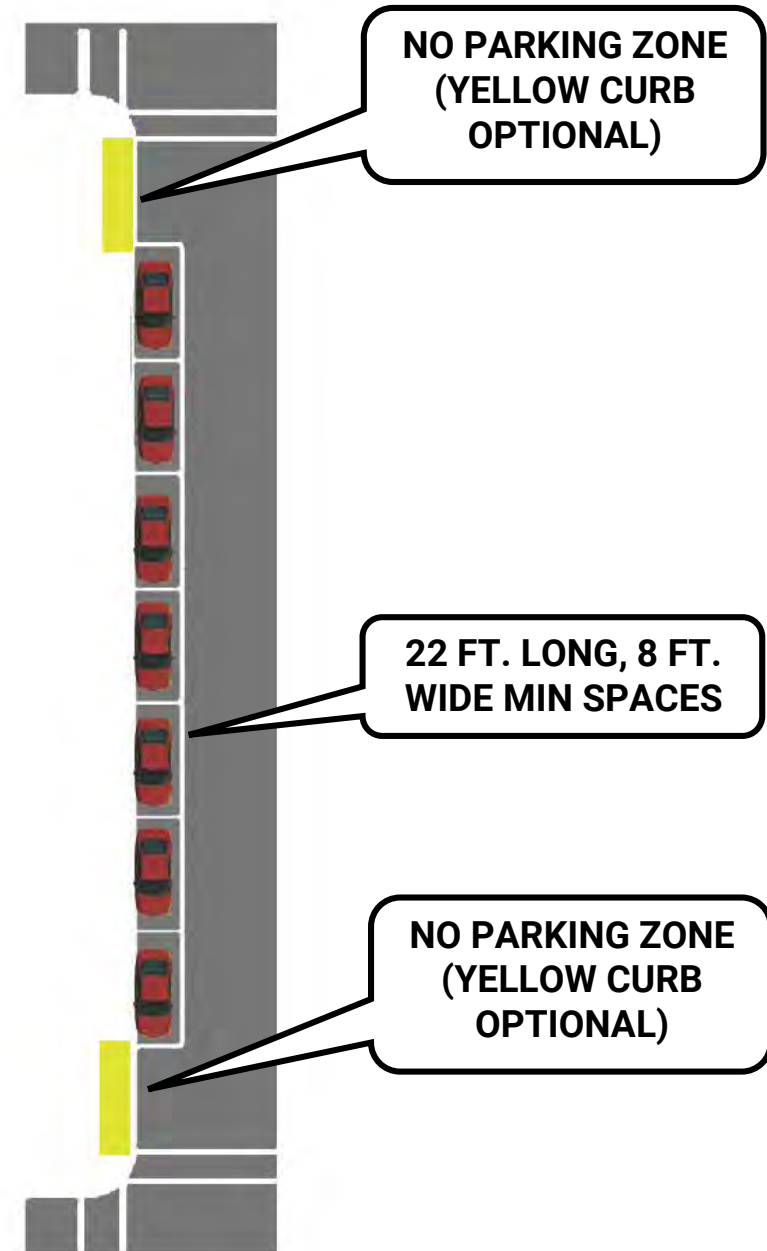
- 43 On-street parking spaces west of Old Woodward
- 29 On-Street east of Old Woodward
- **Total=72 existing spaces**



Existing Google Earth Aerial

MDOT Recommendation: 22 ft Parking Spaces

- City may seek a design exception from MDOT
- Spaces reduced at corner per MDOT specifications
- 36 On-street west of Old Woodward.
- 18 On-Street east of Old Woodward
- **Total= 54 spaces**
Existing=72 spaces
(-18 spaces)



Updates:

1. Parking layout options
2. More information on street tree selection
3. Landscape options for narrow segments
4. Additional options at Maple/Park/Peabody
5. Additional options at Maple & Bates
6. Additional options at Maple from Chester to Henrietta
7. Mast arm signal at Maple & Southfield

Recommended Street Trees

- Segments of Maple Rd sidewalk are **more narrow**
- Businesses do not prefer large canopy trees that **block frontage**
- **Need for shade**
- Columnar trees grow to 10-15' wide and **still provide street character** with some shade
- However, some **wider sidewalk zones can afford canopy trees** (to match those on Old Woodward)



Recommended Columnar Street Tree: Option 1

Ginkgo (columnar)

Ginkgo biloba

- Height: 30-50'
- Spread: 10-15'
- Shape: Narrow, fastigate
- Foliage: Light green
- Fall color: Bright yellow
- Easy to grow, columnar variety of popular urban street tree. Extremely adaptable, can fit into narrow spaces, air pollutant tolerant.

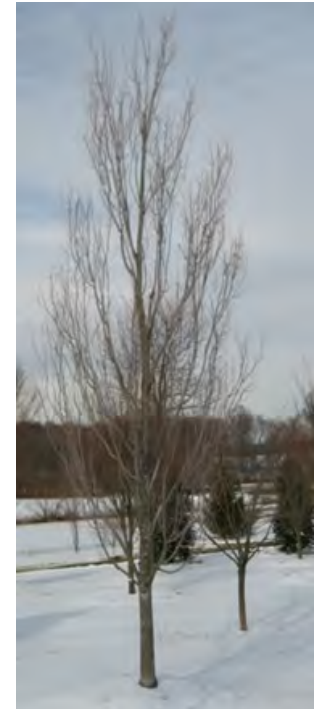


Recommended Columnar Street Tree: Option 2

Armstrong Maple

Acer Rubrum 'Armstrong'

- Height: 45'
- Spread: 15'
- Shape: Narrow, fastigate
- Foliage: Light green
- Fall color: Yellow, orange-red
- Fast growing, columnar tree used in streetscapes with narrow clearances



Recommended Street Tree for Wider Sidewalk Zones

Thornless Honey Locust

Gleditsia triacanthos f. inermis

- Height: 30-70'
- Spread: 25-40'
- Shape: Round, spreading
- Foliage: Dark green
- Fall color: Bright yellow
- Thornless and seedless variety recommended for tree lawns and streets.
- Already specified on Woodward Ave



Updates:

1. Parking layout options
2. More information on street tree selection
3. Landscape options for narrow segments
4. Additional options at Maple/Park/Peabody
5. Additional options at Maple & Bates
6. Additional options at Maple from Chester to Henrietta
7. Mast arm signal at Maple & Southfield

Landscape Options for Narrow Segments



Existing conditions

- Segments of Maple Rd sidewalk are **more narrow**
- Streetscape character must continue in these zones
- Most options are alternative to tree plantings



Option 1: Soil cells/structural soils



Option 2: Raised Planter Pots



Option 3: Flush tree grate



Option 4: Linear raised planters

Landscape for Narrow Segments Option 1 Soil Cell Systems/ Structural Soils

Weight-bearing modules or structural soils lie under street/sidewalks to **maximize root growth and prevent stunted growth of trees**

- Allow trees to grow in small spaces **without sacrificing walkable area**
- **Recommended for first impression entry zone off Woodward Ave**, if trees are desired

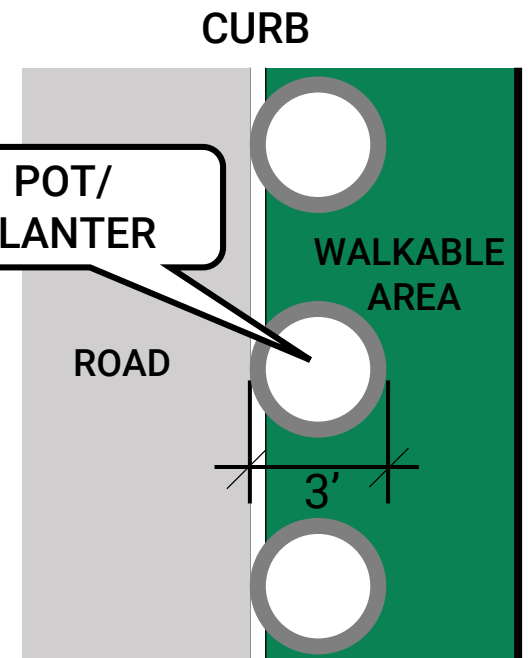


Landscape for Narrow Segments : Option 2 Raised Planter Pots

- Raised pre-cast concrete; planters are **highly customizable**
- Ideal for narrow spaces with not enough underground root space or width for trees
- Separates pedestrians from road
- Provide opportunity to **showcase seasonal/ annual plantings**
- Specialty irrigation/drainage systems and/or maintenance may be required



Existing planter in narrow segment



Proposed planter size in plan

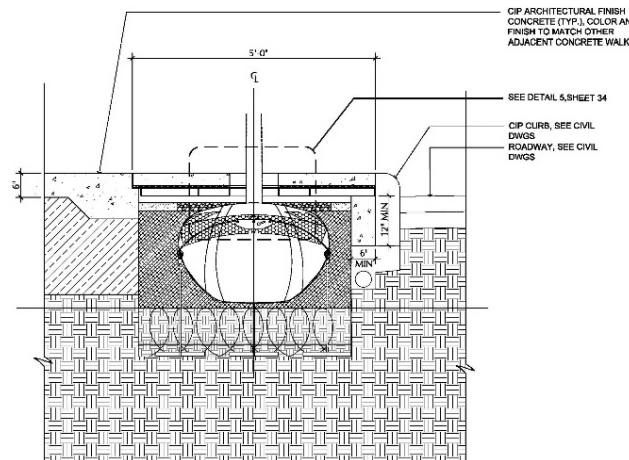


Landscape for Narrow Segments: **Option 3** Flush Tree Grates

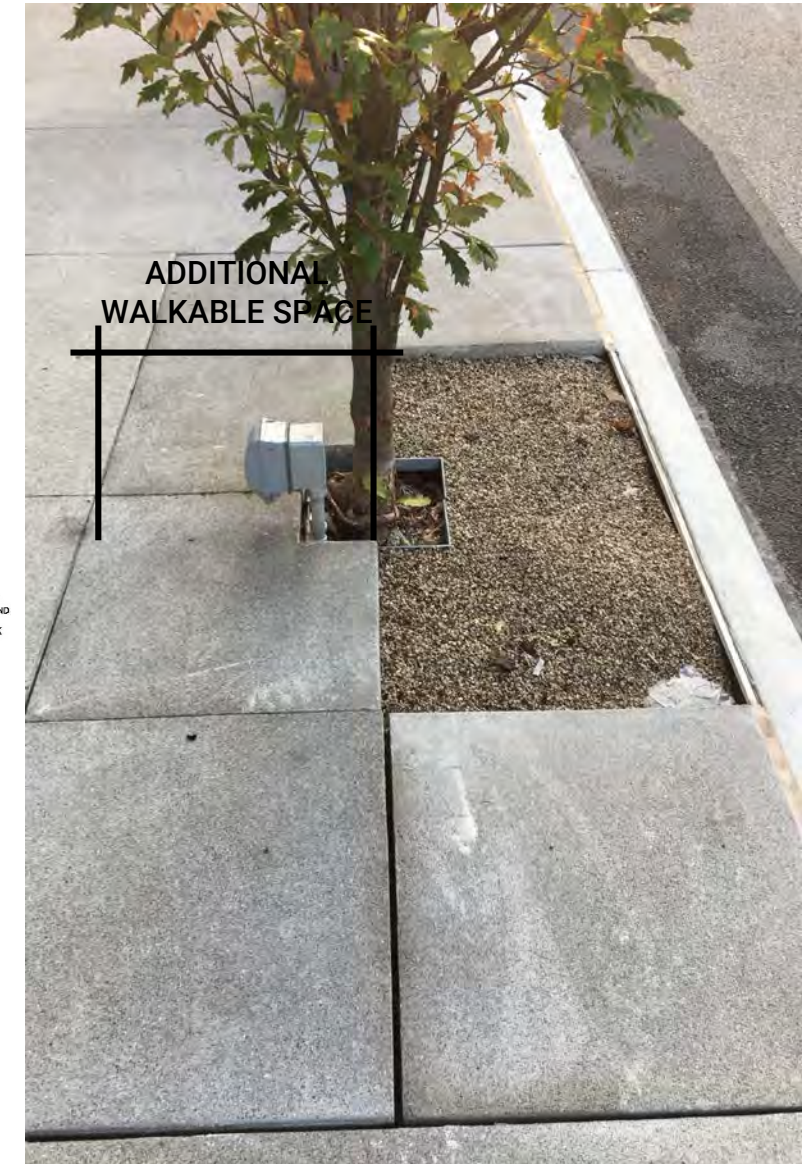
- Tree grate constructed **flush to curb** (does not require the addition 6" redundant tree grate curb)
- Ideal for narrow spaces
- **Maximizes walkable pedestrian hardscape area** around tree
- May be combined with soil cells/stabilized soil to promote sustainable tree health



Existing exposed planter



Proposed tree grate detail (above)
and constructed tree grate (right)

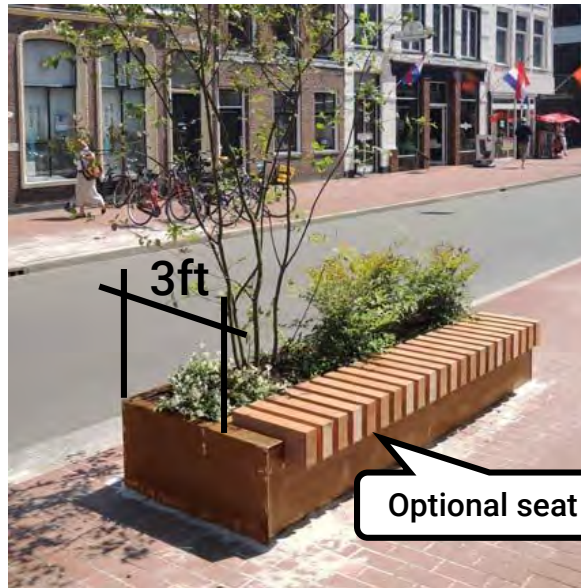


Landscape for Narrow Segments: **Option 4** Linear Raised Planters

- Low, linear raised planters are **highly customizable**
- Ideal for narrow spaces
- **Maximizes walkable pedestrian hardscape area**
- Does not require large width or depth for tree plantings
- Separates pedestrians from road



Existing exposed planter



Proposed linear raised planter
with seat wall



Updates:

1. Parking layout options
2. More information on street tree selection
3. Landscape options for narrow segments
4. Additional options at Maple/Park/Peabody
5. Additional options at Maple & Bates
6. Additional options at Maple from Chester to Henrietta
7. Mast arm signal at Maple & Southfield

Maple, Park & Peabody



Typical



Channelized

F&V asked to evaluate other options...

Park & Peabody SYNCRO Simulations

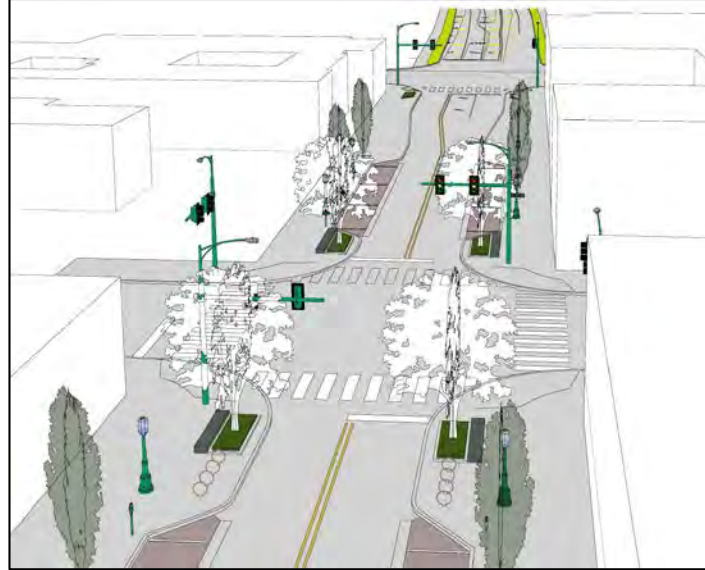
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5. Additional options at Maple & Bates
6. Additional options at Maple from Chester to Henrietta
7. Mast arm signal at Maple & Southfield

Maple & Bates Intersection



Option A- Left turn lanes



Option C1-
No left turn lanes, tapered



Option C2-
No left turn lanes,
with parking

Previous:

- **Option B:** Left turn lane, reduce sidewalk width

**Maple & Bates
Intersection:
Option A:
Left Turn Lanes**



Maple & Bates Intersection:

Option C1

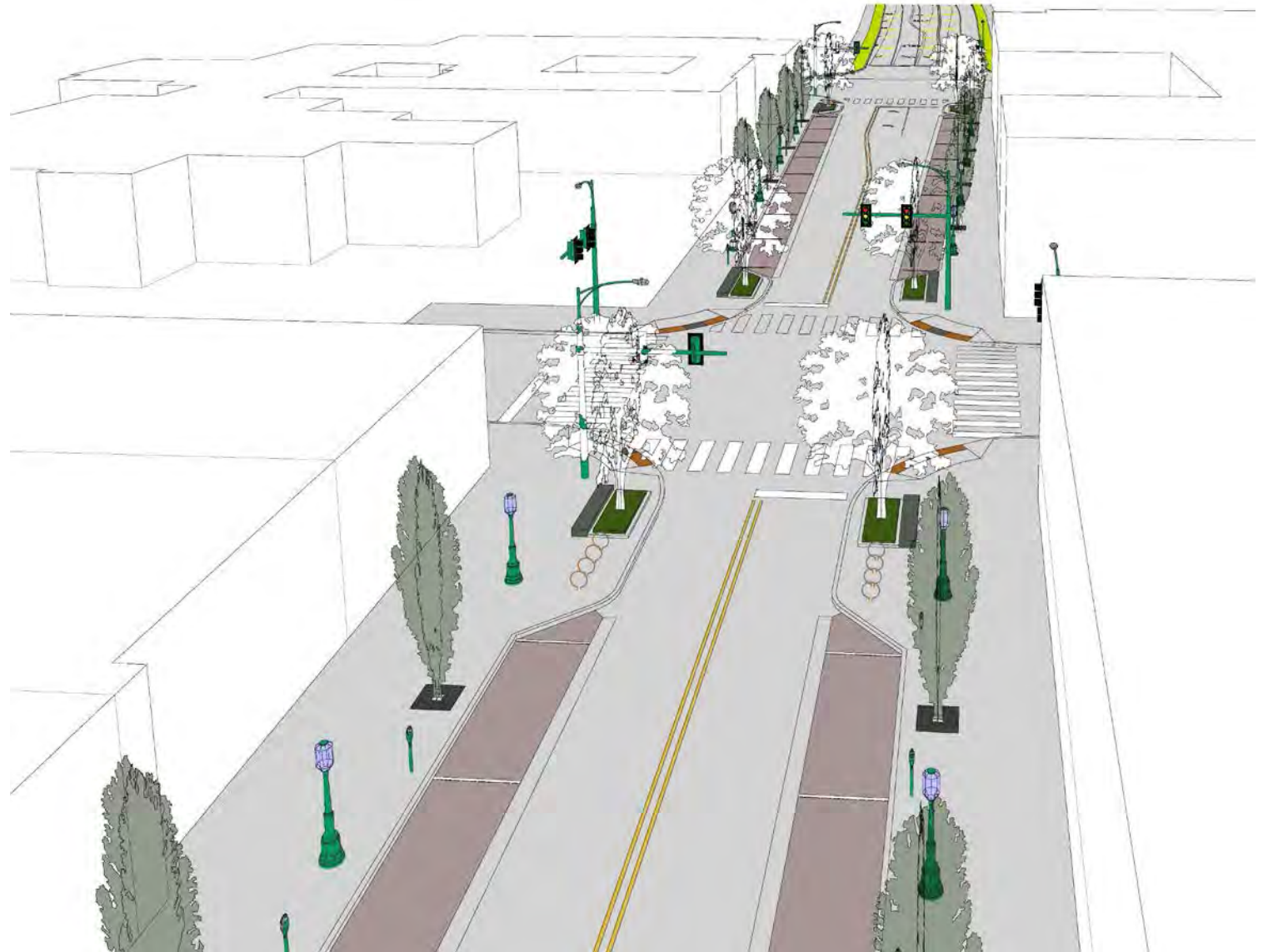
No Left Turn Lanes,
Tapered



Maple & Bates Intersection:

Option C2

No Left Turn Lanes,
with Parking



Updates:

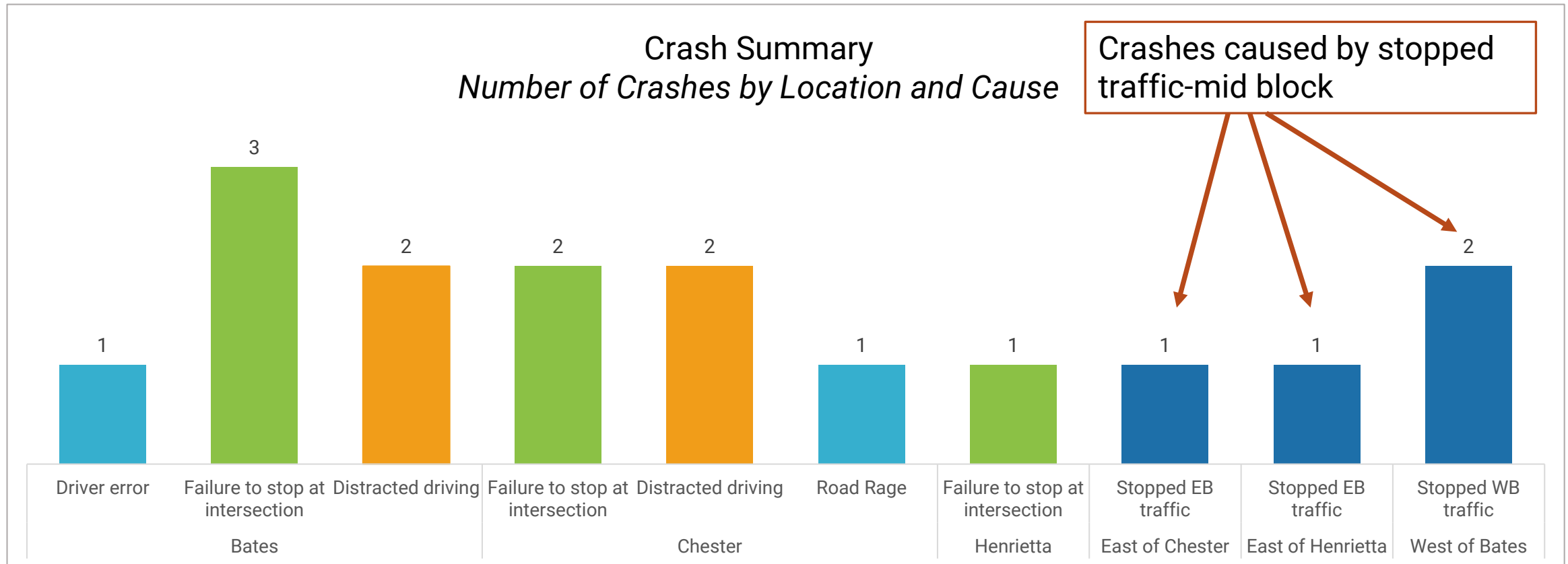
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4. Additional options at Maple/Park/Peabody
5. Additional options at Maple & Bates
6. Additional options at Maple & Chester to Henrietta
7. Mast arm signal at Maple & Southfield

Maple & Chester to Henrietta Crash Analysis

Rear End Crash Summary-Five Year Period (2013-2017)

Total Rear End Crashes (5 Years): 16

Average Rear End Crash Frequency: 3.2 Crashes per year



Updates:

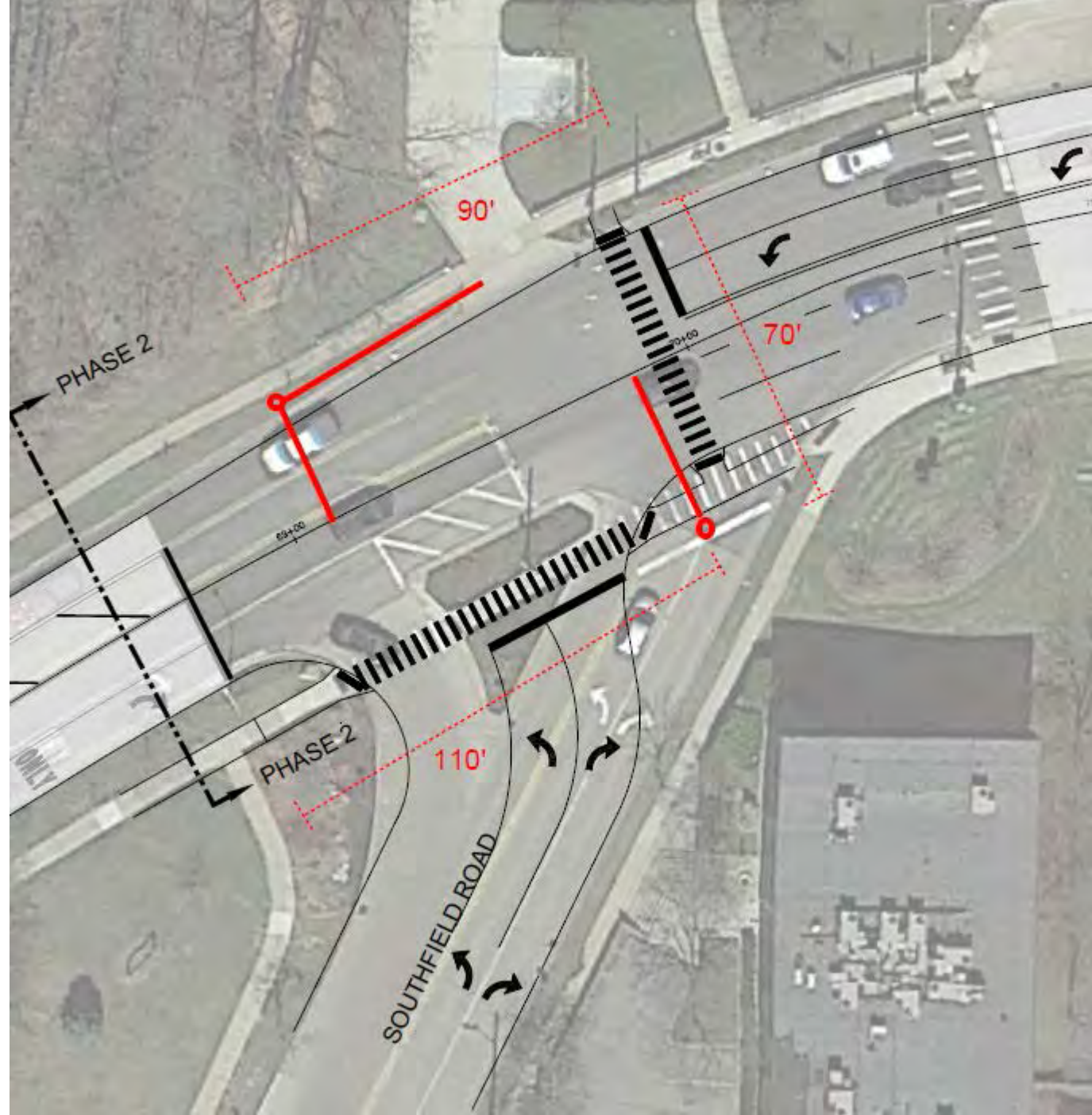
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7. Mast arm signal at Maple & Southfield

Maple & Southfield Intersection Proposed Signal Mast Placement

- Two posts required
- Daylight views to museum
- Opportunity for gateway feature

Maple and Southfield Mast Arms

Direction	Min Distance	Proposed	Max Distance
Northbound	40'	~70'	180'
Eastbound	40'	~110'	180'
Westbound	40'	~90'	180'





Maple & Southfield Intersection Proposed Gateway Opportunities

- New configuration allows opportunity for gateway features
- Signage, landscaping, lighting, seating
- Constructed in stages over time





Recommendation on Alternatives to City Commission

1. **Parking layout options**
2. **More information on street tree selection**
3. **Landscape options for narrow segments**
4. **Additional options at Maple/Park/Peabody**
5. **Additional options at Maple & Bates**
6. **Additional options at Maple from Chester to Henrietta**
7. **Mast arm signal at Maple & Southfield**



MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: October 2, 2018

TO: Joseph A. Valentine, City Manager

FROM: Jana Ecker, Planning Director
Scott Grewe, Police Commander
Paul T. O'Meara, City Engineer

SUBJECT: Maple Rd. Paving Project
Southfield Rd. to Woodward Ave.

Recently, questions have been raised relative to whether it is appropriate to proceed to the reconstruction of Maple Rd. in 2020, in light of the pending reconstruction of the N. Old Woodward Ave. Parking Structure reconstruction. A separate report relative to that topic explains the benefits of proceeding with the Five-Year Capital Improvement Plan as currently laid out. Based on that assumption, construction of the Maple Rd. downtown segment is currently planned to begin in March of 2020. Unlike Phase 1, Phase 2 will include federal funding in the form of two federal grants totaling a value of approximately \$600,000. As a result, the bidding documents will be bid through the MI Dept. of Transportation (MDOT). The additional lead time required to meet the State's bidding timetable to achieve the City's preferred construction schedule requires that final engineering design begin in December of this year. As a result, the MKSK/F&V consulting team that regularly works with the Multi-Modal Transportation Board (MMTB) presented options to the Board at their regular meetings of July 12 & August 2, 2018. After taking input from the MMTB, the following represents their recommendations of the design's highlights through the entire corridor. Input from the City Commission is desired at this time so that a finalized version can be returned at a future meeting for final approval.

PROJECT SUMMARY

As outlined on the attached map, the 2020 Maple Rd. project will consist of three separate sections:

1. At the west end of the job, the Southfield Rd. approach to Maple Rd. will be relocated to the west to allow for true 90° turns to and from Southfield Rd. The more conventional intersection design is expected to reduce crashes, which allows this work to qualify for a grant valued at 80% of the construction cost, or approximately \$250,000.
2. Between Southfield Rd. and Chester St., no changes are proposed to the traffic pattern or street, which was modified in 2016 as a part of the Maple Rd. 3-lane conversion completed that year. The asphalt pavement is in marginal condition, therefore, an asphalt milling and resurfacing is proposed.

3. Starting at Chester St. and extending to Woodward Ave., the Maple Rd. corridor will be completely reconstructed, including new water and sewer improvements, new concrete street, new sidewalk streetscape, new traffic signals, and new fiber optic system conduit. The Maple Rd./Old Woodward Ave. intersection completed in 2018 will be left as is.

DESIGN DETAILS

The following summarizes the design details that have been reviewed and endorsed by the MMTB. These design features will be presented in detail at the meeting:

1. Parking Space Design

Birmingham has traditionally marked parallel parking spaces with alternating "x" areas that allow for easier maneuvering of vehicles into and out of parallel parking spaces. The consultant reviewed this question, and determined that MDOT allows both options. The consultant found that the design with the "x" areas is not very popular in most congested Michigan downtowns. After review, the MMTB recommended that the "x" parking space design be eliminated if this would add parking spaces in the project area. After further study, the consultant has determined that removal of the "x" areas would not create additional parking spaces, therefore, the final recommendation is to construct the street with them being a part of the design.

Once that was decided, staff and the consulting team met with local representatives of MDOT to determine a design that could be approved relative to the important questions of lane widths, parking space dimensions, and distance between crosswalks and parking spaces. Since this is not a state highway, MDOT offered the following design parameters:

- Through traffic lanes and left turn lanes must be a minimum of **11 ft. wide**.
- Parallel parking spaces must be a minimum of **8 ft. wide, and 22 ft. long**.
- The distance from a crosswalk to an adjacent parking space can be reduced from the traditional MDOT standard of 50 ft. down to a minimum of **20 ft.**

We were pleased with these concessions from MDOT. Implementing these standards, the new design will have the following features:

- Standard 38 ft. street width in areas where parking is provided (down from the current 44 ft. width).
- City sidewalks gaining three feet of width in areas where parking spaces are present (plus, in areas where double steps currently exist, all steps will be removed, improving the sidewalks even more so from current conditions).
- Landscape and seating feature areas at Henrietta St. and at the mid-block crossing east of Old Woodward Ave.
- Counting three new parking spaces being introduced on Park St., a final tally showing all but 7 parallel parking spaces remaining, even with the introduction of the mid-block crossing.

The Commission is also advised that as a part of the street reconstruction, the accessible parking spaces that are within the project area will require enhancements, in accordance with revisions made in the Americans with Disabilities Act (ADA). Widened parking spaces with

handicap ramp access are now required for parallel parking spaces on newly constructed streets, similar to the sketch included in this report. It is anticipated that a total of four accessible spaces will have to be constructed along the project length to meet the requirements of the ADA.

2. Landscaping Design

The design theme used from the Old Woodward Ave. project will be continued. Design features will include:

- Raised planter beds at each tree.
- Large areas of structural organic soil around each tree.
- Landscaped seating areas at Henrietta St. and at mid-block crossing.

Unlike the rest of the project, due to the required street width between Park St. and Woodward Ave., the proposed sidewalks will remain similar to what they are today. MKSK provided multiple options on how to provide landscaping features in this area. The MMTB recommended the installation of columnar trees that have innovative concrete removal panels placed between the tree and the right-of-way line, for maximum usable walking space. Photos are attached.

3. Southfield Rd. Intersection

As shown on the attached drawing, the south leg of the Southfield Rd. intersection will be moved about 50 ft. to the west. While still remaining in the right-of-way, the plan is anticipated to reduce traffic crashes at this location. The more conventional design will reduce speeds for northbound Southfield Rd. traffic, which will in turn improve safety for pedestrians crossing at the east leg of the intersection. The safety grant awarded to the City will cover 80% of the construction cost for this part of the project, including relocation of the existing "span wire" style traffic signal. Since this intersection is on the edge of the Central Business District, the City Commission may wish to consider approving the installation of a new "mast arm" style traffic signal at the intersection. It is anticipated that the additional cost of the mast arm style signal would be approximately \$100,000.

When considering this design element, note that the Bates St. and Henrietta St. traffic signals are already planned and budgeted for complete replacement, and they will feature the mast arm design. Further, in 2019, MDOT will be replacing the traffic signal at Maple Rd. & Woodward Ave. The City has already agreed in concept to reimburse MDOT the additional funds required to upgrade that signal to the mast arm style, instead of the standard span wire style. The MMTB did not make a recommendation on this item, since the decision does not impact the function of the streets.

4. Bates St. Intersection

The current configuration of the intersection is unconventional in that the pavement markings provide for a left turn lane on the west side of the intersection, where the current street is 48 ft. wide, vs. the east side of the intersection, which has no left turn lane, and is 44 ft. wide. Based on current standards, if a left turn lane is provided, it must line up with equally sized lanes on both sides of the intersection. Traffic counts were taken, and it was determined that

left turn demand is currently low in both directions, even during the peak hour. Allowing any left turns can be a serious detriment to the flow of through traffic if there is no left turn lane. Further, given the narrow right-of-way, if left turn lanes are provided, either parking must be eliminated, or sidewalks must be constructed at a narrow, undesirable width.

For several decades, left turns have been banned daily at the Henrietta St. intersection from 7 AM to 7 PM. The turn restriction allows Maple Rd. to function well during the day without left turn lanes. The design team and the MMTB recommend that a similar turn restriction be introduced at the Bates St. intersection, thereby requiring motorists to turn at Chester St. instead. Implementing this restriction provides several design benefits:

- Parking spaces can be constructed for the full length of the block to the east, improving accessibility for the multiple retail destinations in the immediate area.
- Vehicle turning movements can be moved to Chester St., where retail activity is reduced.
- Enhanced, wider sidewalks can be constructed on both blocks.
- The transition from a three lane cross-section at Chester St. to a two-lane cross-section closer to Bates St. can be designed to mimic the design concept previously approved for the Maple Rd. segment east of Old Woodward Ave.

Bumpouts are proposed at the intersection to reduce pedestrian crosswalk lengths. Reviewing the plan with truck turning movements, the handicap ramps areas will be designed to accommodate encroachments from trucks turning at this intersection.

5. Henrietta St. Intersection

The traffic configuration at Henrietta St. will match the current street. A larger landscaped sidewalk area will be developed, similar to that done at the three-way intersections on the Old Woodward Ave. project. Crosswalk lengths will be reduced.

Reviewing the truck turning movements, given the narrow width of the existing Henrietta St. pavement, turning trucks at this intersection will have to encroach on to the handicap ramps as designed. Provisions will be incorporated into the final design to accommodate this.

6. E. Maple Rd. Mid-Block Crossing

As requested by the City Commission, a mid-block crossing is provided on the block east of Old Woodward Ave. The crossing is designed to line up with the existing via that extends south into the Central Park Properties complex. Enhanced landscaping and public seating areas similar to what was done on Old Woodward Ave. will be provided.

7. Park St./Peabody St. Intersection

In accordance with the 2016 Downtown Birmingham Master Plan, the plan proposes modifying the north leg of this intersection to accommodate two-way traffic on Park St. Several alternatives were studied. Please refer to the attached memo from Fleis & Vandendbrink (F&V) for more details.

This detailed traffic analysis was just finalized by F&V, and was not fully presented to the MMTB. It was not known at that time whether Alternate 4 would be a viable option. Now that we know that it is, and since it improves the pedestrian environment the best, the consultant and staff team recommend the implementation of Option 4. Option 4 provides the safest pedestrian crossing for the north leg, as described in the attached memo.

Focusing on Option 4, it should be clarified that the drawings show three different options for a traffic island on the north leg, including no island, a small island, or a large island. The drawback of having no island is that some north and southbound motorists may be tempted to violate the turn restriction signs and drive straight through the intersection. We see this as being a relatively minor problem, however.

Removing the island allows for a larger sidewalk streetscape and development opportunity on the northeast corner, adjacent to the currently vacant property. The enhanced pedestrian environment that could result at that corner causes the team to recommend that no island be installed at this intersection.

SUMMARY

Summarizing the above, the design team is requesting specific input on the direction of the design in the following areas:

1. Landscaping design concepts will follow that used on the Old Woodward Ave. project. On the narrow sidewalk section between Park St. and Woodward Ave., columnar trees with removable concrete panels will be implemented to provide maximum sidewalk space.
2. Approval of the funding required for the installation of a new mast arm traffic signal at the Southfield Rd. intersection.
3. Banning left turns from 7 AM to 7 PM at the Bates St. intersection.
4. Reconfiguration of the Park St./Peabody St. intersection, modifying Park St. to the north to allow for two-way traffic with on-street parking, and signaling the north leg of the intersection for improved pedestrian safety.

A detailed resolution follows.

SUGGESTED RESOLUTION:

To direct the MKSK/F&V design team to proceed to final plans for the Maple Rd. project from Southfield Rd. to Woodward Ave., as follows:

1. Designing Maple Rd. with 11 ft. wide travel lanes and 8 ft. wide parking spaces for a new standard road width of 38 ft. between curbs, and continuing to provide the "x" maneuvering areas between parallel parking spaces
2. Landscaping design concepts will follow those used on the 2018 Old Woodward Ave. project. On the narrow sidewalk section between Park St. and Woodward Ave., columnar trees with removable concrete panels will be implemented to provide maximum sidewalk space.

3. Inclusion of a new mast arm traffic signal at the Southfield Rd. intersection, at an estimated additional cost of \$100,000.
4. The Bates St. intersection shall be designed without left turn lanes, and left turns shall be banned from 7 AM to 7 PM.
5. The Henrietta St. intersection will be complemented with additional landscaping and seating areas, similar to that done on Old Woodward Ave.
6. A mid-block pedestrian crossing will be provided on E. Maple Rd., aligning with the existing pedestrian via to the south currently located between 288 & 300 E. Maple Rd.
7. Option 4 shall be implemented for the Park St./Peabody St. intersection, which will convert Park St. to the north to two-way traffic with parking for northbound traffic, and signalization of the north leg of the intersection for improved pedestrian safety.



MEMORANDUM

Engineering Department

DATE: September 28, 2018

TO: Joseph A. Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Phase 2 of Downtown Infrastructure Project

At the July 9th City Commission meeting, the Commission had directed staff to evaluate the trade-offs of changing the sequence of the future planned phases for the S. Old Woodward Ave. and Maple Rd. projects in light of prospective plans for the N. Old Woodward and Bates Street project. The following is a compilation of the key considerations that would be affected.

Project Timing:

The current schedule for the Phase 2 Maple Road project involves two related projects. First is the reconstruction and infrastructure replacement on Maple Rd. from Chester St. to Woodward Ave. The second is the reconfiguration of the intersection at Southfield Rd. and Maple Rd. The timing for this project includes:

- Detailed design work to begin in December, 2018
- Project Submitted for MDOT approval in August, 2019 (for work in 2020).
- Project start in March/April of 2020 (4 month project)

The alternate option for constructing S. Old Woodward in 2020 would follow this basic same schedule. However, design work has already progressed on the Maple Road phase given the current sequencing of the project phases. A change at this time to prepare designs for S. Old Woodward would pose a delay of about 4 months, but could still be accomplished to bid the project in August of 2019.

The coordination with the N. Old Woodward and Bates Street parking structure project is difficult to assess given the plans are still tentative. Based on current timelines provided in the development team's proposals and the desire to begin the parking structure replacement as soon as possible, the following tentative timeline is provided:

- Development Agreement finalized in December, 2018
- Preparation of site plan reviews begin the Spring, 2019
- Bond funding proposal submitted for May, 2019
- Project start in October, 2019 thru November, 2022

The following timeline outlines the overlap between the Maple Rd. Project and S. Old Woodward Ave. Project in relation to the proposed N. Old Woodward and Bates Street project based on the above assumptions. The red line represents the N. Old Woodward and Bates

Street project, the green line represents the Maple Rd. Project and the yellow line represents the South Old Woodward Project.

	2019			2020			2021												2022			2022															
	Oct	Nov	Dec	Jan	Feb.	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb.	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Nov
N Old WW & Bates																																					
Maple Road																																					
South Old WW																																					
	2019			2020			2021												2022			2022															
	Oct	Nov	Dec	Jan	Feb.	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb.	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Nov
N Old WW & Bates																																					
Maple Road																																					
South Old WW																																					

Impact on Downtown Traffic

To help envision how traffic will be managed, a conceptual detour plan for the Maple Rd. project is attached. The project is expected to be built in two phases, as described below:

1. Phase 1 – Underground Phase

Complete pavement removal, followed by all new utilities, is planned between Chester St. and Woodward Ave. To help facilitate this work, we propose to direct all traffic on to the old Ring Road bypass, similar to what was done for the 2018 project. Parking lanes will be removed where feasible to allow for two lanes of through traffic on Willits St., Oakland Blvd., Chester St., and Brown St.

2. Phase 2 – Paving Phase (including Southfield Rd.)

During the paving phase, the detour route will remain as described above. To facilitate the work around Southfield Rd., Maple Rd. will be narrowed to two lanes, and Chester St. and Brown St. will be used for a detour of all through traffic on Southfield Rd.

The use of Ring Road worked very well overall during the 2018 project. An important part of its success was the removal of on-street parking to allow more vehicles through at each intersection. While Maple Rd. is closed, it will be important to have two westbound lanes open on Willits St. Assuming the parking structure is the first priority of the N. Old Woodward Ave. & Bates St. project, and given the timing above, it is anticipated that the parking structure would be under construction from approximately October, 2019, to May, 2021. Once the parking structure is done, and work begins on the smaller private building projects, activity on the Willits St. portion of the site will intensify. Construction of a five-story building on the Willits St. frontage of the site (at the northeast corner of Bates St.) will require closure of the sidewalk and the parking lane for safety of the public. If construction of that building begins in 2021, and extends into 2022, this construction will work well if the City is then focusing on Phase 3, the reconstruction of S. Old Woodward Ave. If the Phase 2 and 3 project order was reversed, however, the use of the westbound Willits St. parking lane would conflict with the detour route for Maple Rd.

From a traffic phasing perspective, constructing Maple Rd. first is the preferred option.

Project Funding

The funding for the two projects is listed below:

	Maple Road Project	S. Old Woodward Ave. Project
Road Costs (net of grants) *	\$1,710,000	\$3,638,000
Streetscape *	\$520,000	\$1,212,000
Signal Replacement *	\$400,000	\$0
Streetlights *	\$325,000	\$460,000
Water	\$660,000	\$100,000
Sewer	\$725,000	\$150,000
Total	\$4,340,000	\$5,560,000
* - Items initially funded by General Fund	\$2,955,000	\$5,310,000

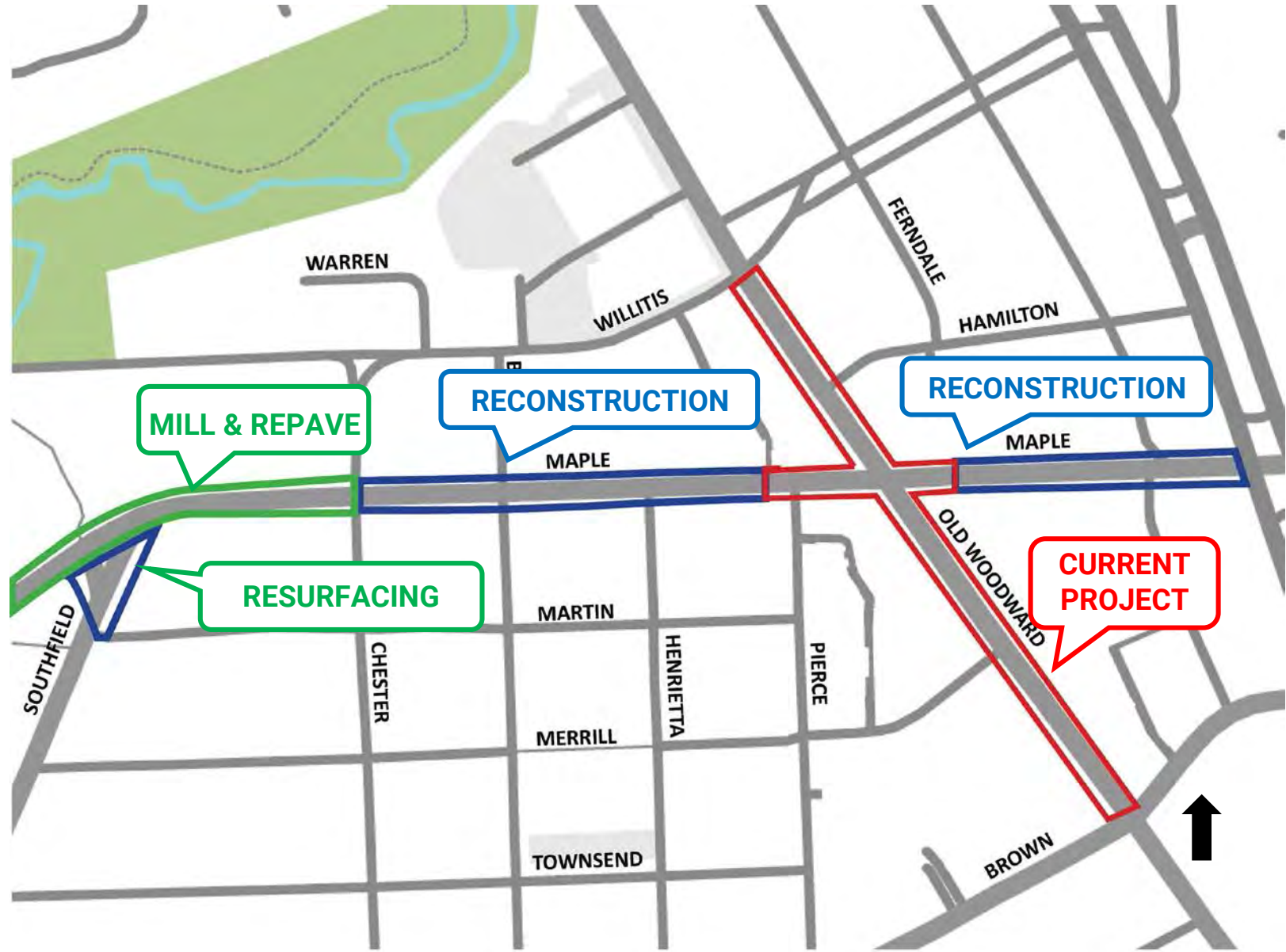
If the timing for the two projects were switched, the General Fund would see an additional reduction in fund balance of \$2,355,000 (\$5,310,000 - \$2,995,000) in 2019-2020 because the S. Old Woodward Project costs are more heavily weighted towards roads and streetscape (which are initially funded by the General Fund) than the Maple Road Project. There isn't sufficient time to build up the reserves in the General Fund or to rearrange current capital improvement projects to offset the increased costs to the General Fund.

To summarize, both from a traffic management perspective and from a funding perspective, the current plan of reconstructing Maple Rd. in 2020 and S. Old Woodward Ave. in 2022 (as reflected in the current five-year Capital Improvement Plan) is preferred. It is staff's recommendation to continue with the phasing previously planned for the reasons stated above.

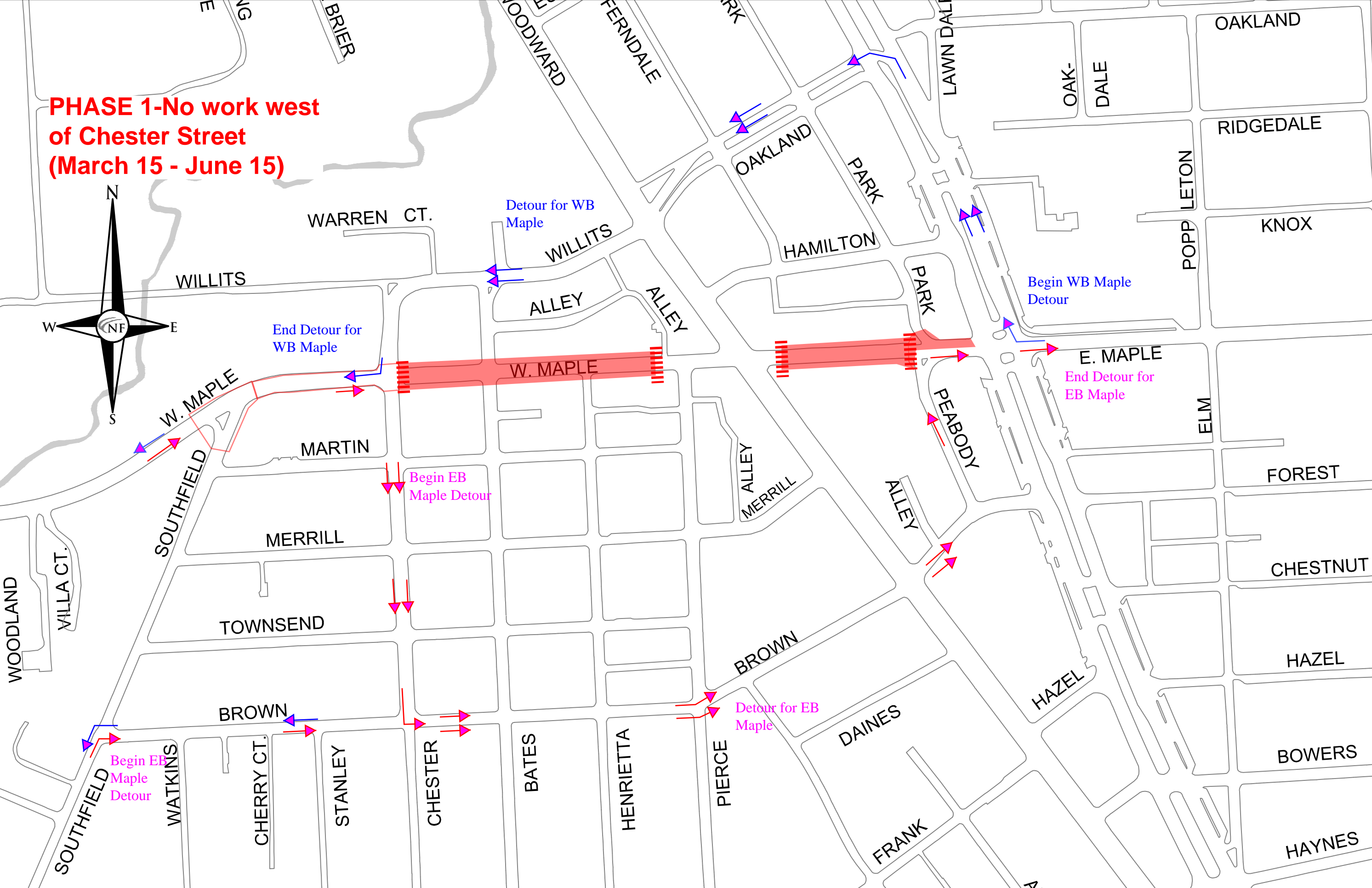
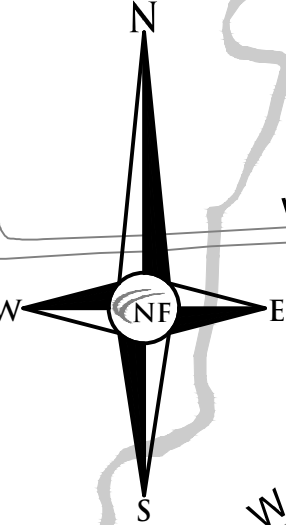
Maple Road Project (and extension of current project)

- Full reconstruction Chester to Pierce and E of Old Woodward to Woodward
- Repaving from Southfield to Chester St.
- Potential realignment and signal upgrade at the Southfield intersection

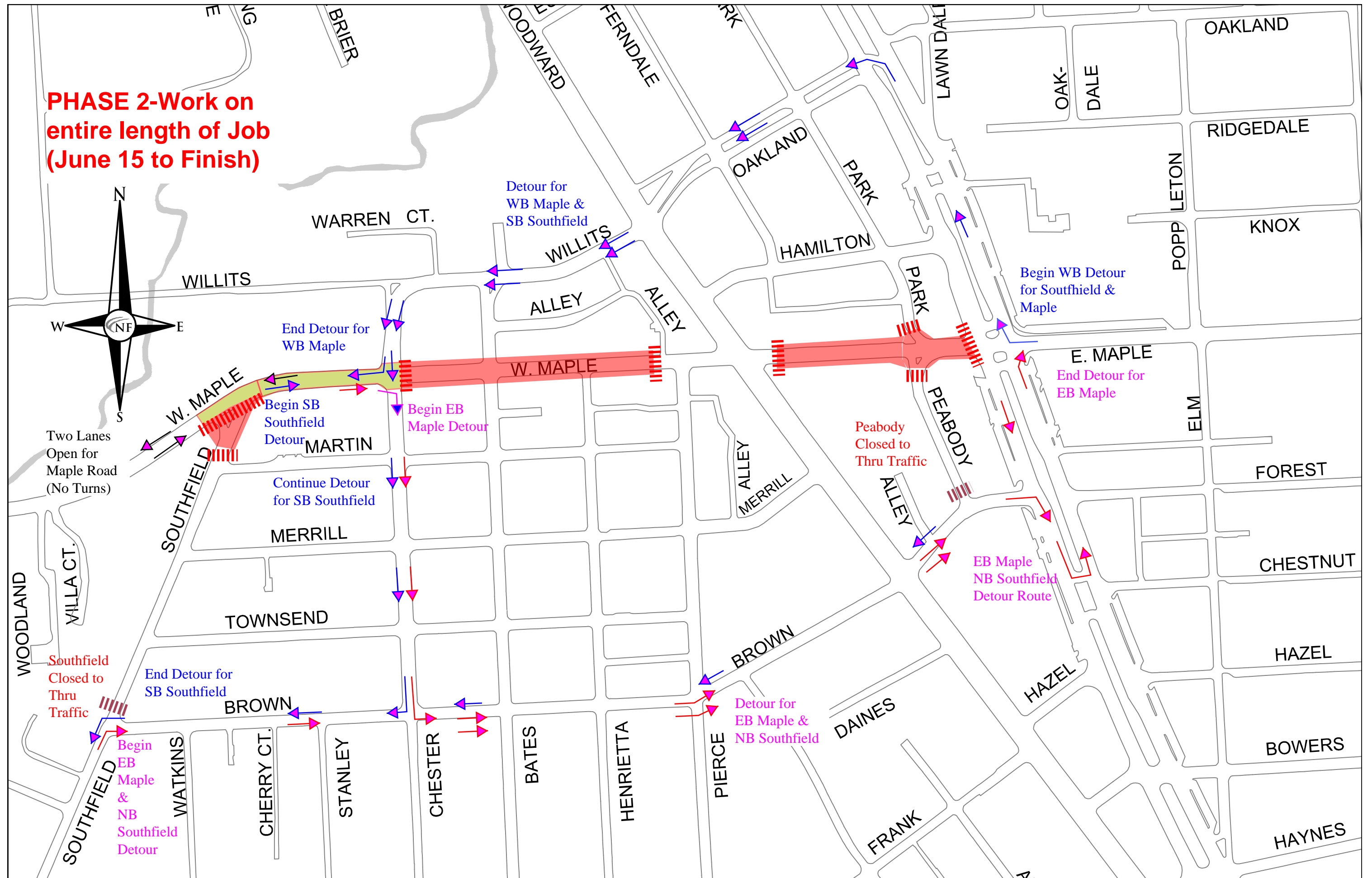
Timeline: Bid Package by December



**PHASE 1-No work west
of Chester Street
(March 15 - June 15)**



**PHASE 2-Work on
entire length of Job
(June 15 to Finish)**



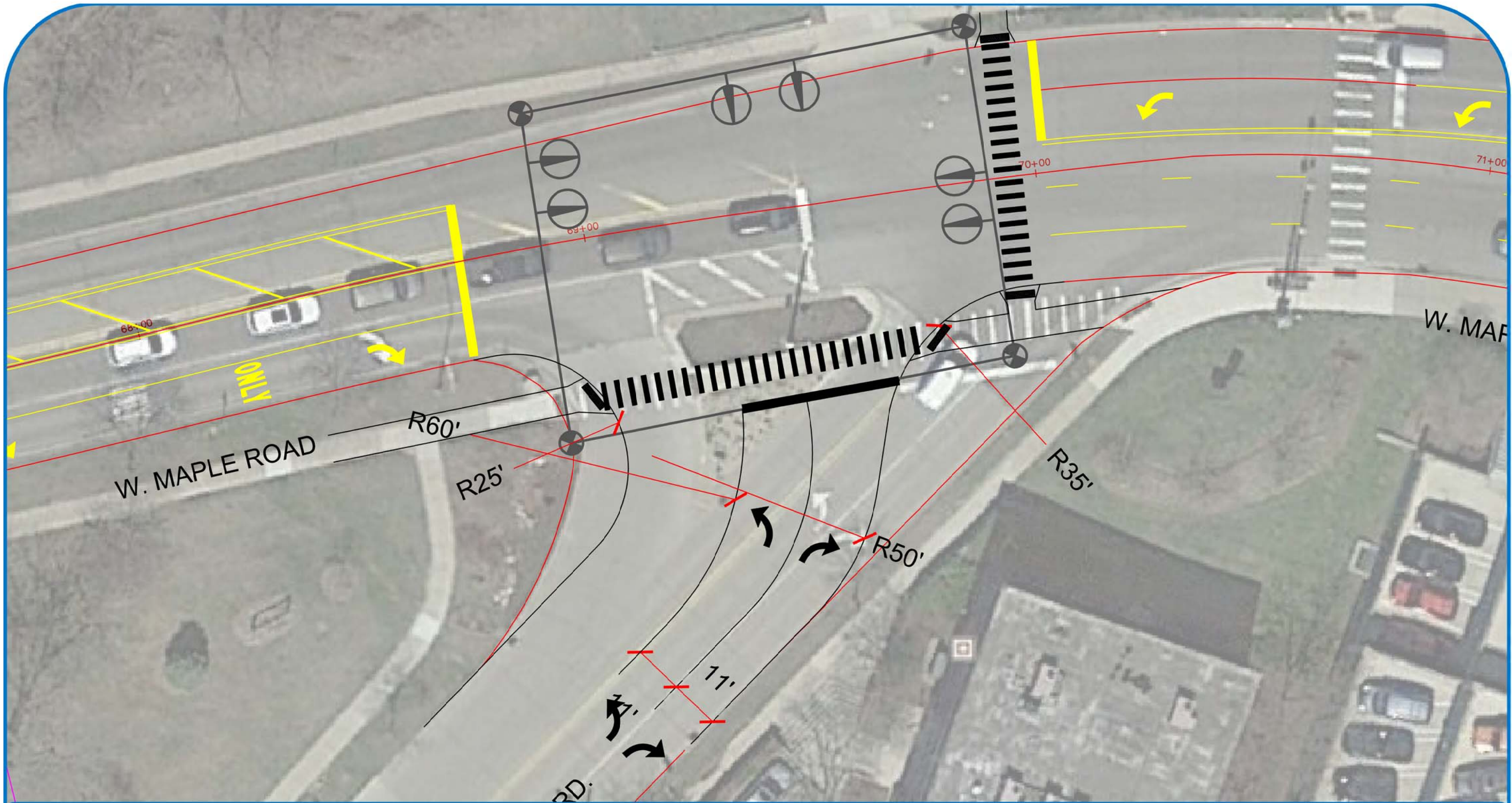




FIGURE 1
INTERSECTION DESIGN

MAPLE ROAD & SOUTHFIELD ROAD
CITY OF BIRMINGHAM, MI

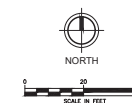
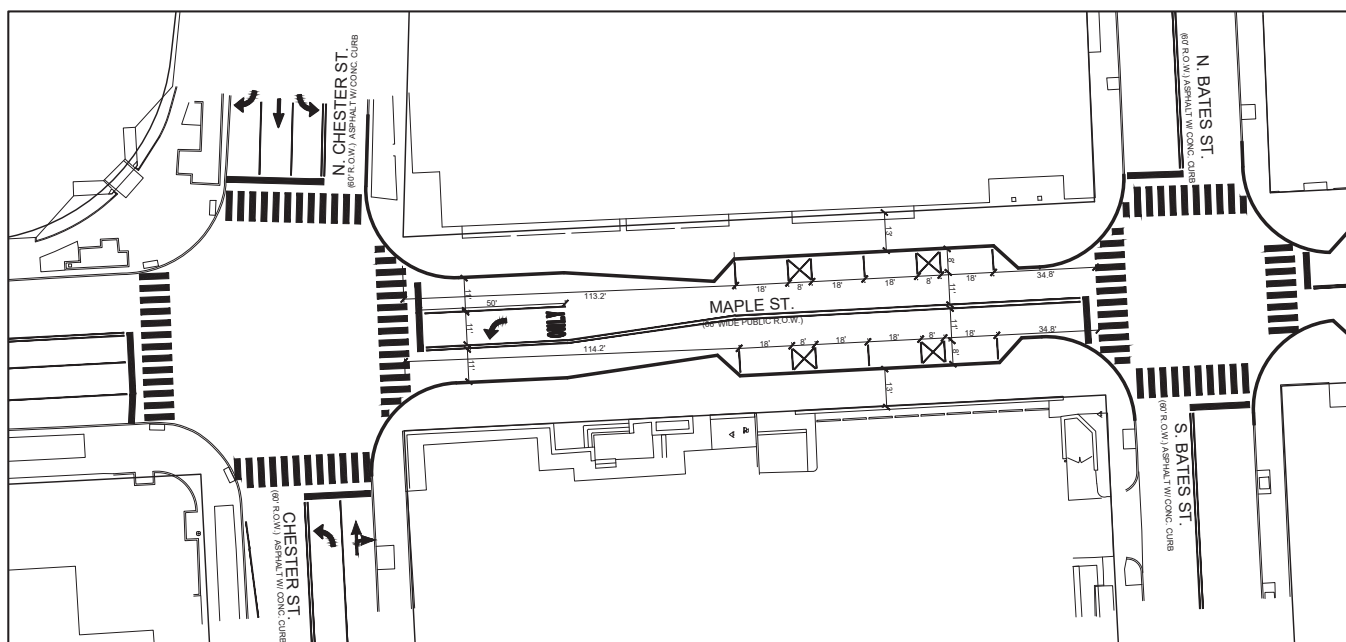
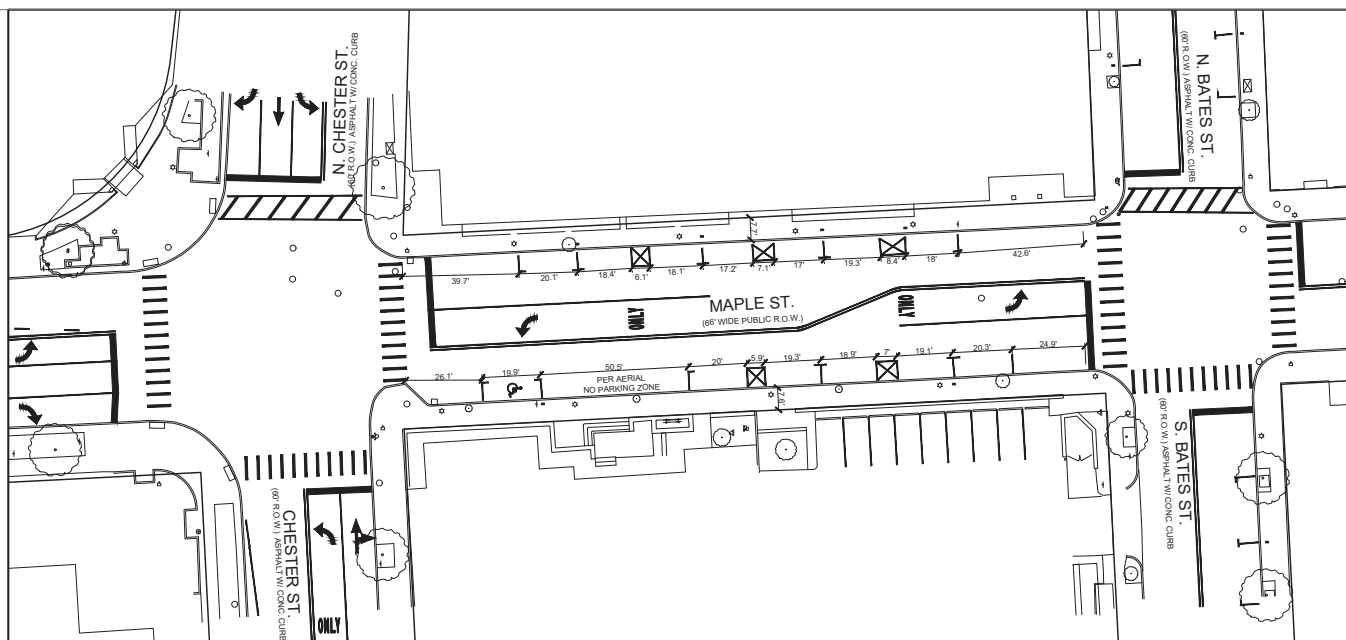
LEGEND

-  BOX SPAN POLE
-  SIGNAL HEAD



NORTH
SCALE: 1:20



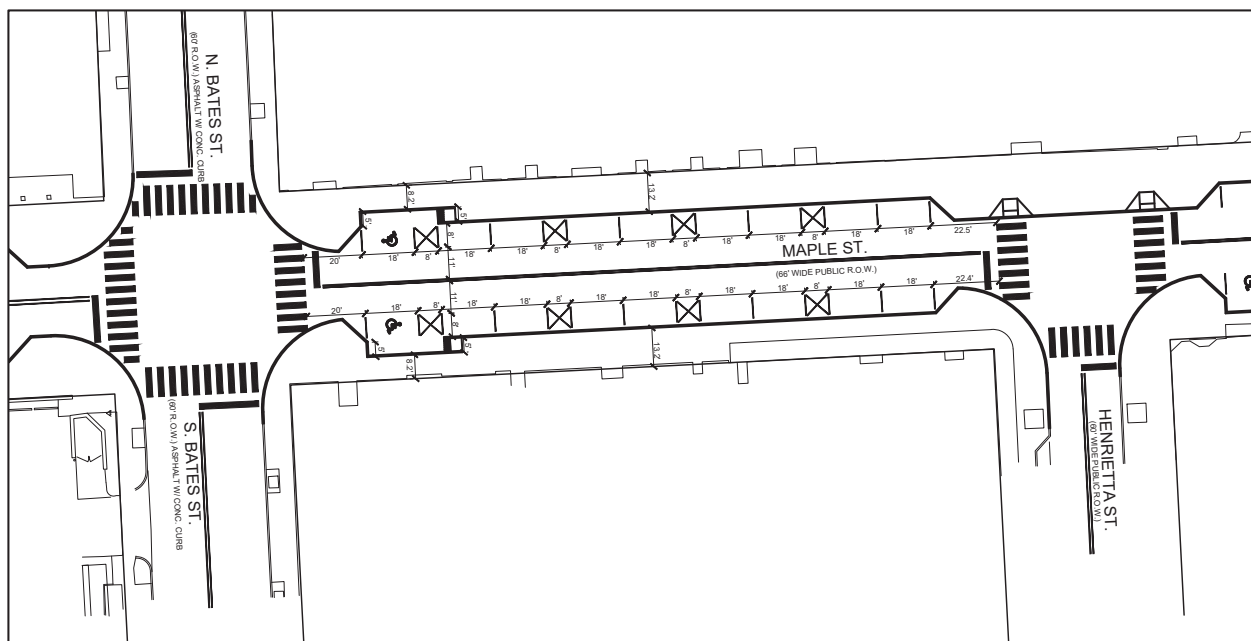
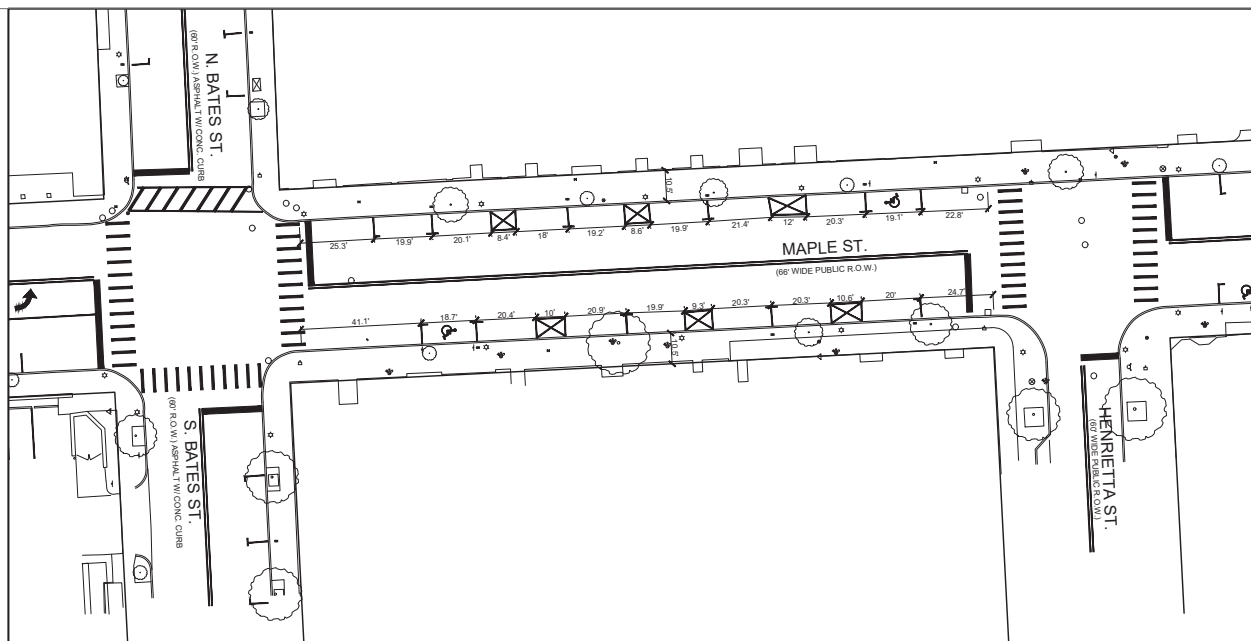


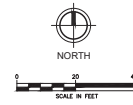
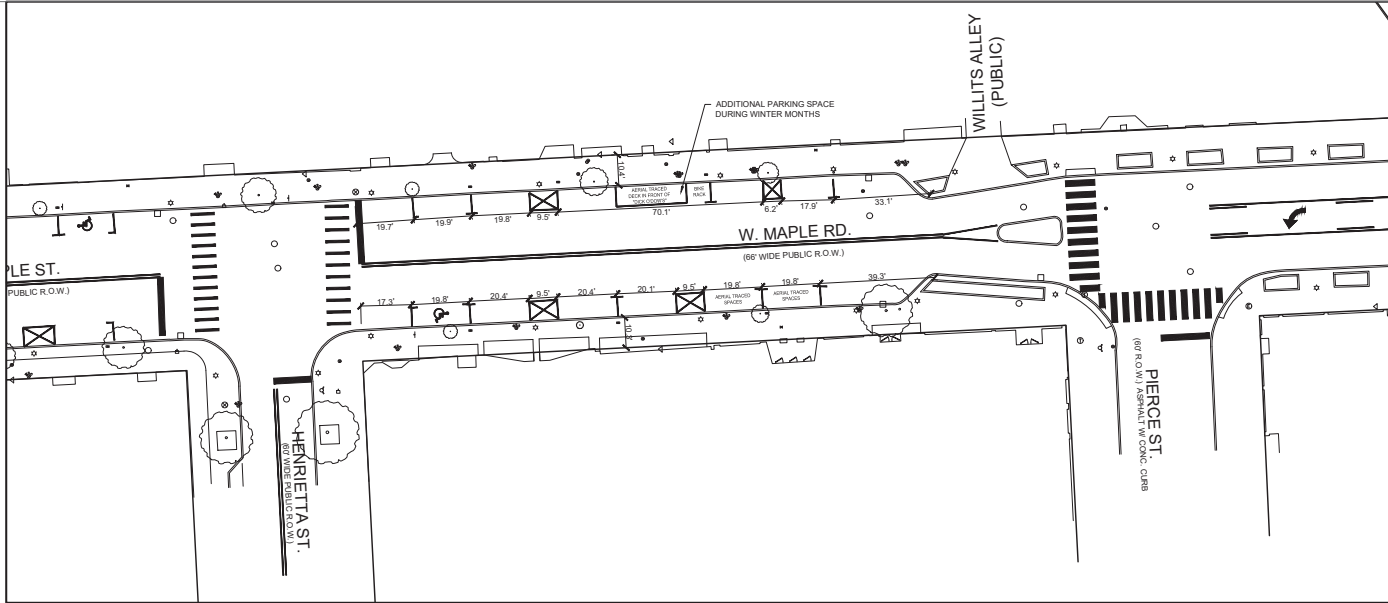
13 EXISTING SPACES EXISTING CONDITIONS

OVERALL PARKING COUNT:
68 EXISTING SPACES (5 ADA)
58 PROPOSED SPACES (4 ADA)

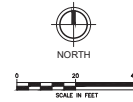
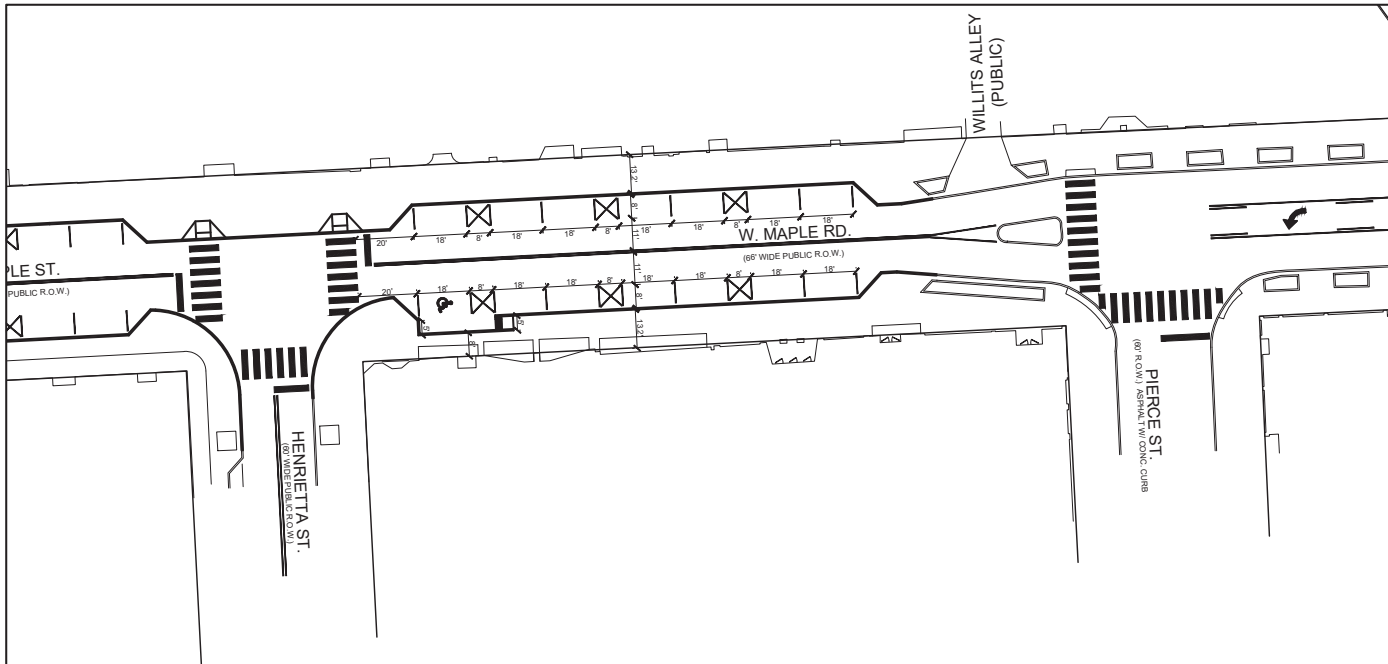


**8 PROPOSED SPACES
PROPOSED PARKING PLAN**

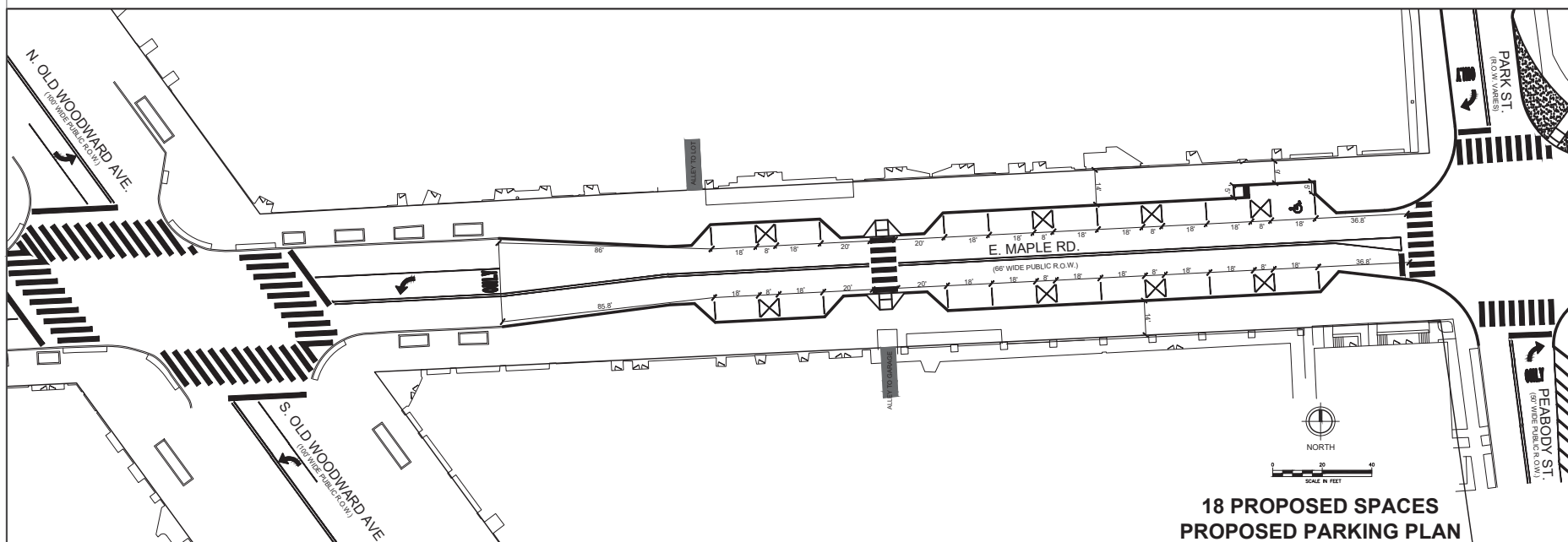
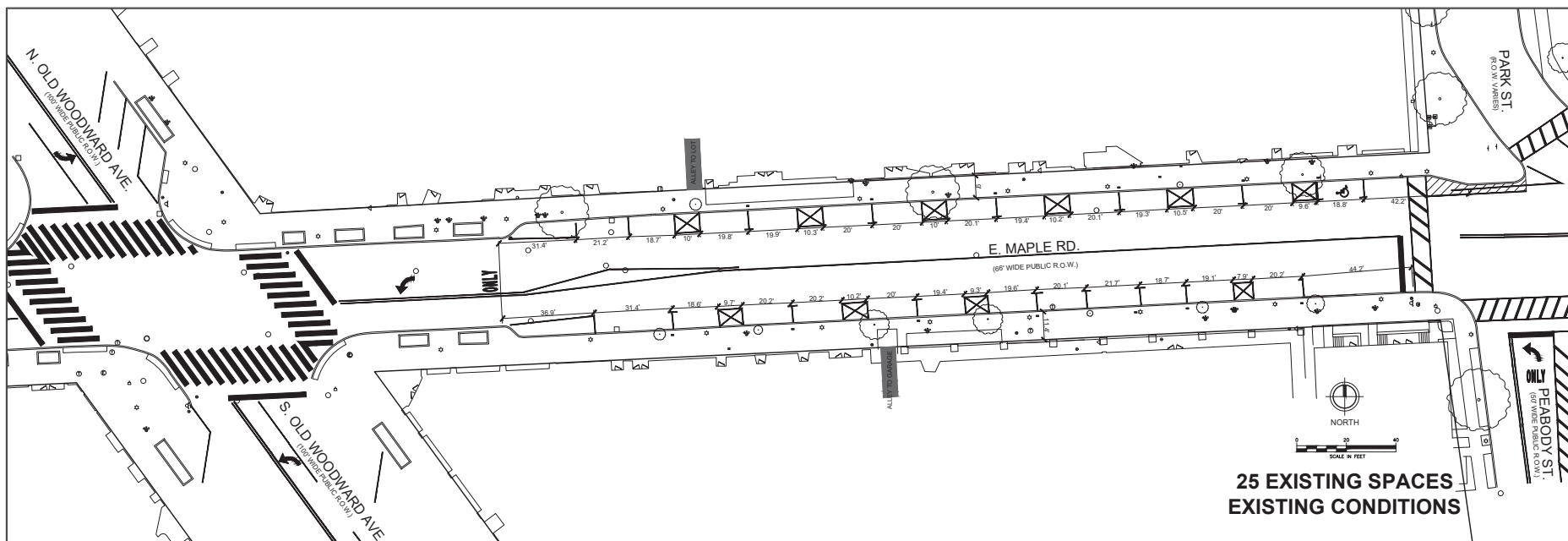


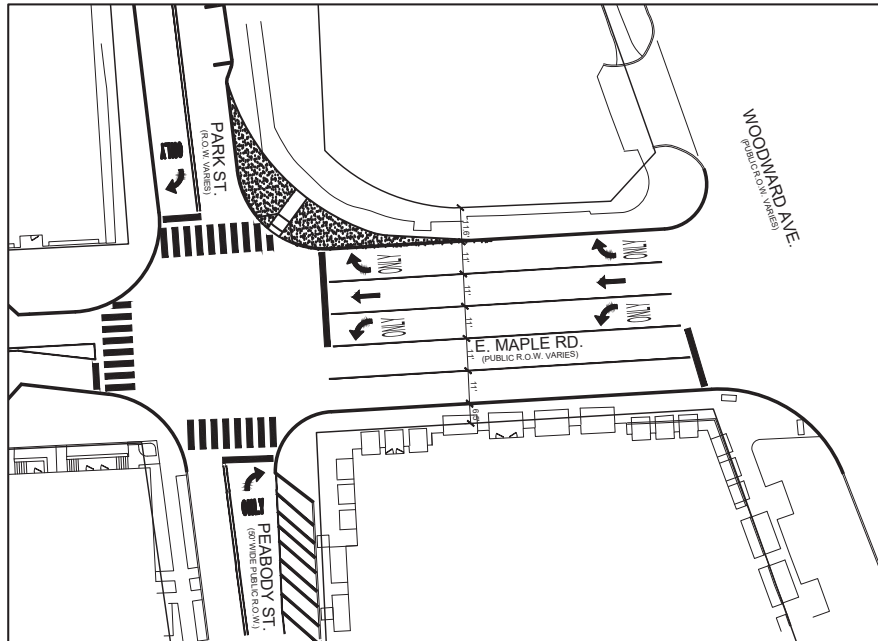
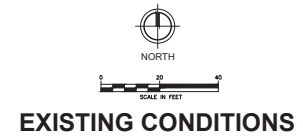
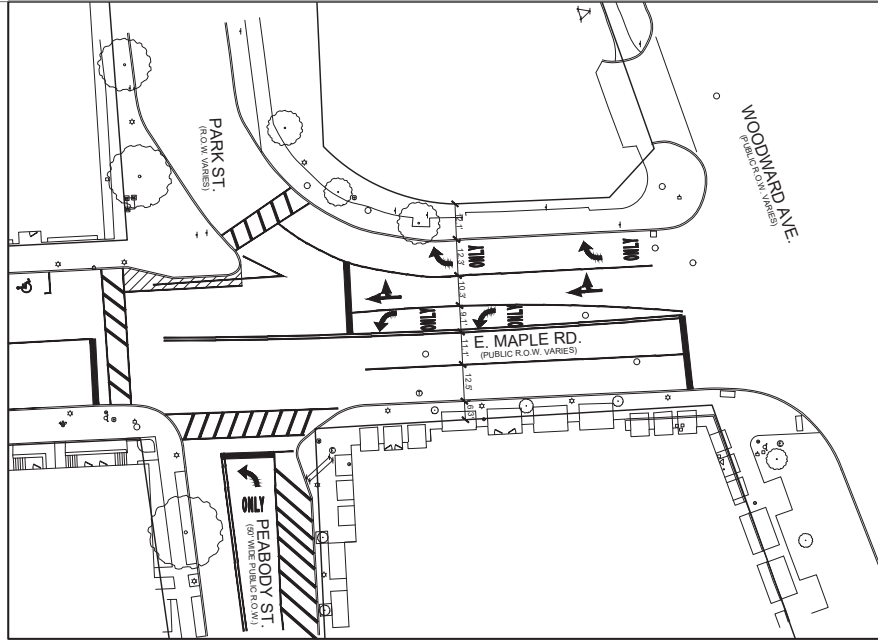


15 EXISTING SPACES EXISTING CONDITIONS



14 PROPOSED SPACES PROPOSED PARKING PLAN





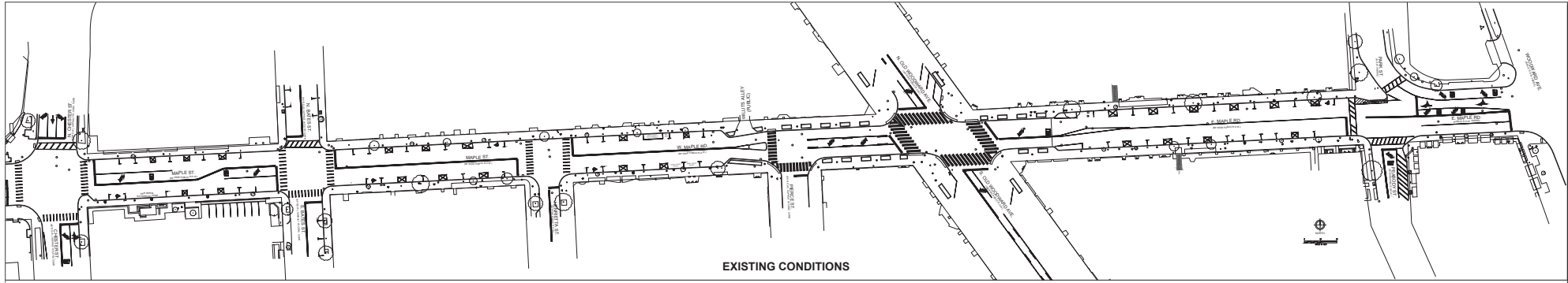
27725 Samsbury Blvd, Suite #105
Farmington Hills, MI 48334
P: 248.534.0880
F: 248.536.8879

DESIGN TEAM
CITY OF BIRMINGHAM
MAPLE ROAD PARKING
18-FT. PARKING SPACES W/ 8-FT BOX
PARK STREET TO WOODWARD AVENUE

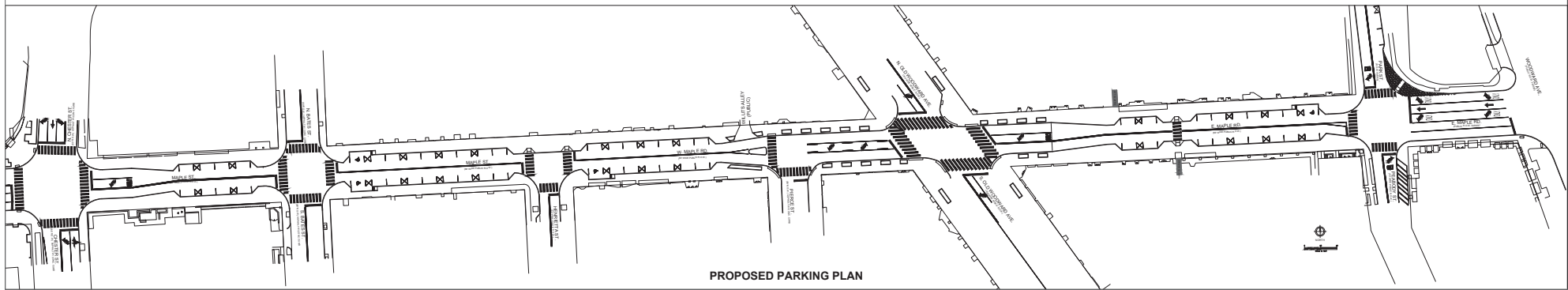
CHECK BY:
DRAWING INFORMATION:

08/27/2019
REVISED NO.
823802

A5



EXISTING CONDITIONS



PROPOSED PARKING PLAN

NOT TO SCALE
 ALL DIMENSIONS SHOWN IN FEET AND INCHES
 UNLESS OTHERWISE NOTED

September 28, 2018

VIA EMAIL

Mr. Paul O'Meara
City Engineer
City of Birmingham
151 Martin Street
Birmingham, MI 48012

RE: Maple Road & Park Street Intersection Alternatives Analysis

Dear Mr. O'Meara,

The purpose of this letter is to provide a summary of the alternatives analysis performed at the Maple Road and Park Street intersection. The following alternatives were considered for the intersection operations and design. Each of the alternatives features are summarized herein.

- Alternative 1: Channelized Right-Turn with Bump-out
- Alternative 2: Full Intersection Operations
- Alternative 3: Channelized Right-Turn with Center Island
- Alternative 4: NB and SB Right-turn Only-Signalized E/W Ped Crossings

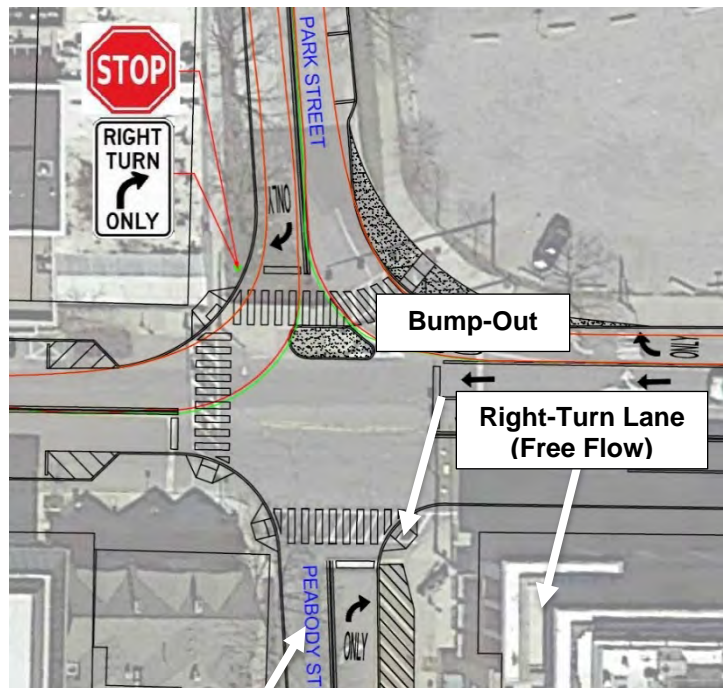
ALTERNATIVE 1: CHANNELIZED RIGHT-TURN WITH BUMP-OUT

The intersection operations with this alternative are similar to the existing conditions, with the following notable changes.

- A single WB right-turn lane is provided (currently a dual right-turn).
- A small island is provided to prevent SB vehicles from making left-turn or through movements and prevents NB vehicles from making through movements.
- A bump-out is provided on the northeast corner of the intersection.

Items of note associated with this alternative:

- The NB, EB and WB approaches will operate with traffic signal control. No changes from the existing signal operations is proposed.
- The SB approach is STOP control and the **Island** is a free flow movement. With the WB right-turn operating as a free-flow movement, there is no concern with these vehicles impacting the adjacent intersection operations at Woodward Ave.



- Pedestrians on the west and south legs of the intersection will have pedestrian signal heads. The north leg of the intersection will operate as an unsignalized crossing and vehicles will need to yield to pedestrians in the crosswalk. This the existing pedestrian operations at this intersection.

Overall, this alternative will operate in a manner similar to existing conditions, with the addition of southbound traffic on Park Street.

ALTERNATIVE 2: FULL INTERSECTION OPERATIONS

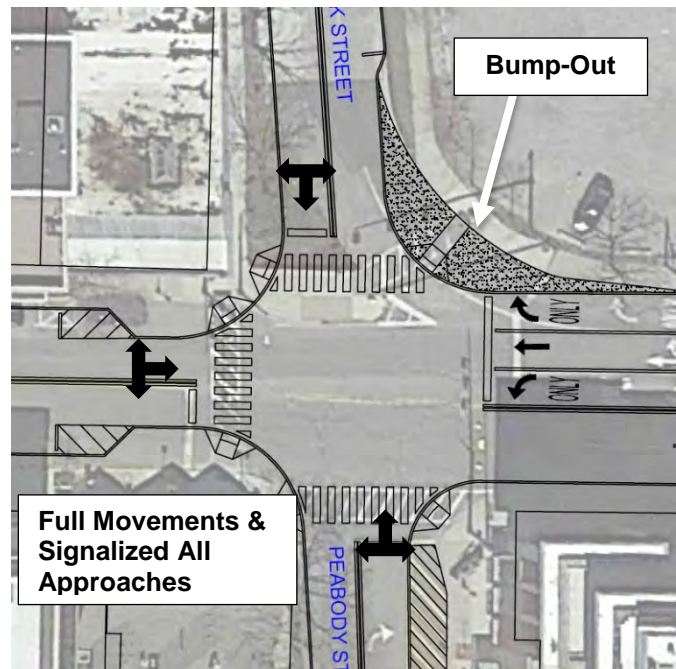
The intersection operations with this alternative provide a typical intersection. This alternative considers the following features:

- Full movements for all approaches.
- Signalized control for all approaches, including signalized pedestrian crossings.

Items of note associated with this alternative:

- All approaches will operate with traffic signal control.
- Pedestrians will have pedestrian signal heads on the north, south and west legs of the intersection.

Overall, this alternative will operate with significant delay for vehicles on all approaches. It is expected that vehicles will back-up on all legs of the intersection, and of particular concern are vehicles on the WB approach impacting the operations of the Woodward Ave. intersection. Therefore, full access at this intersection is not recommended due to the proximity to the Woodward Ave. intersection and the poor intersection operations.



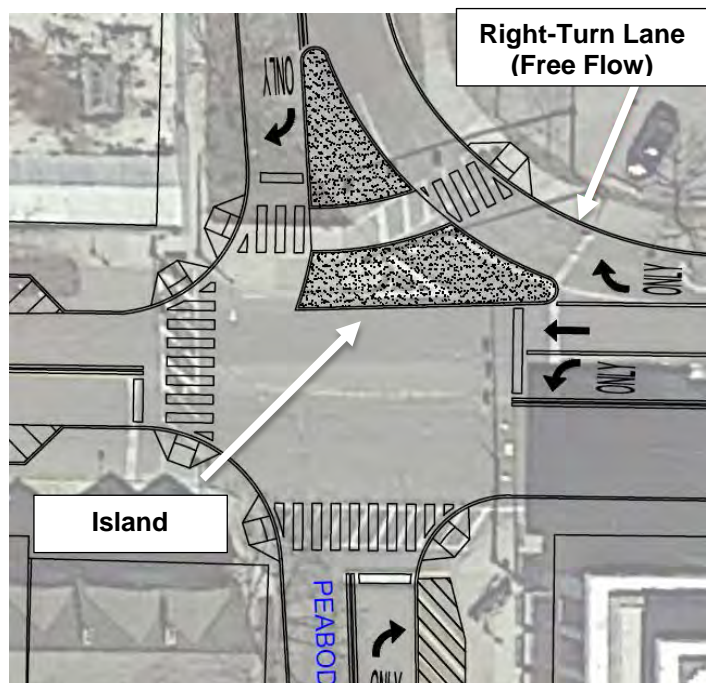
ALTERNATIVE 3: CHANNELIZED RIGHT-TURN WITH CENTER ISLAND

The intersection operations with this alternative are similar to the existing conditions and alternative 1, with the following notable changes.

- A single WB right-turn lane is provided (currently a dual right-turn).
- A large island is provided to prevent SB vehicles from making left-turn or through movement and NB vehicles from making through movements.

Items of note associated with this alternative:

- The large island provides a 2-stage pedestrian crossing with a pedestrian refuge in the island.
- The NB, EB and WB approaches will operate with traffic signal control. No changes from the existing signal operations is proposed. The SB approach is STOP control and the WB right-turn is a free flow movement. With the WB right-turn operating as a free-flow movement, there is not concern with these vehicles impacting the adjacent intersection operations at Woodward Ave.



- Pedestrians on the west and south legs of the intersection will have pedestrian signal heads. The north leg of the intersection will operate as an unsignalized crossing and vehicles will need to yield to pedestrians in the crosswalk. This the existing pedestrian operations at this intersection.

Overall, this alternative will operate in a manner similar to existing conditions, with the addition of southbound traffic on Park Street.

ALTERNATIVE 4: NB AND SB RIGHT-TURN ONLY-SIGNALIZED E/W PED CROSSINGS

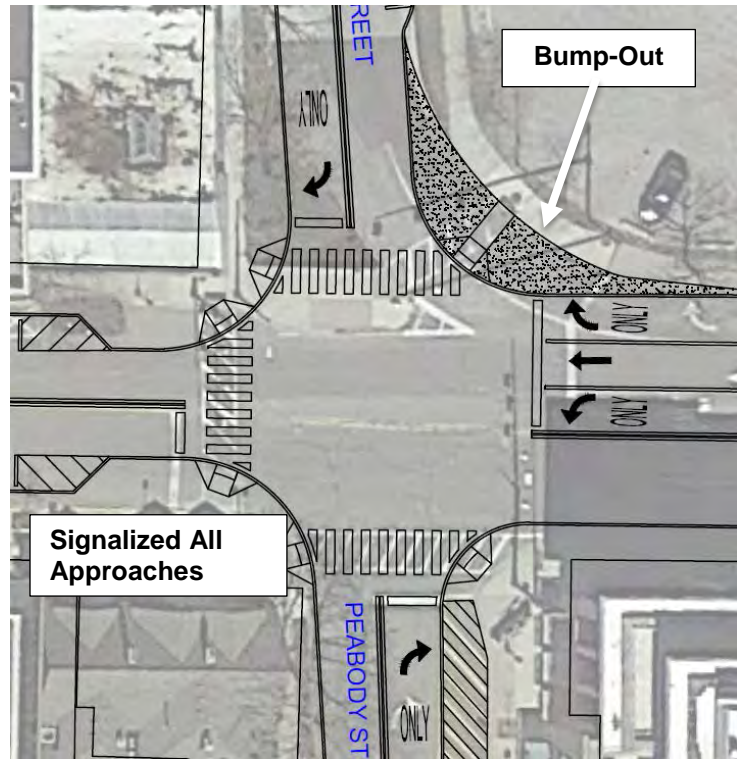
The intersection operations with this alternative are similar to the existing conditions, with the following notable changes.

- A single WB right-turn lane is provided (currently a dual right-turn).
- Signalized control will be provided for all approaches, including signalized pedestrian crossings.

Items of note associated with this alternative:

- All approaches will operate with traffic signal control.
- Pedestrians will have pedestrian signal heads on the north, south and west legs of the intersection.
- There is no room for an island on the north leg with the larger bumpout on the northeast corner.

Overall, this alternative will operate in a manner similar to existing conditions, with the addition of southbound traffic on Park Street. One notable improvement for this intersection is that there is signalized pedestrian control for pedestrians crossing the north leg of the intersection.



This leg of the intersection currently does not have any traffic control for pedestrians. There is no proposed median island with this alternative due to facilitating truck turning movements with the proposed bump-out. Without an island on the north and south legs of the intersection there is nothing preventing vehicles from driving through or making a left-turn.

SUMMARY

Alternative 1: Channelized Right-Turn with Bump-out

- This alternative will operate in a manner similar to existing conditions, with the addition of southbound traffic on Park Street. This alternative provides both a bump-out and a small island on the north leg of the intersection.

Alternative 2: Full Intersection Operations

- This alternative will operate with significant delay for vehicles on all approaches. It is expected that vehicles will back-up on all legs of the intersection, and of particular concern is vehicles on the westbound approach impacting the operations of the Woodward Ave. intersection. Therefore, this alternative is not recommended due to the proximity to the Woodward Ave. intersection and poor intersection operations.

Alternative 3: Channelized Right-Turn with Center Island

- This alternative will operate in a manner similar to existing conditions, with the addition of southbound traffic on Park Street. This alternative provides no bump-out, but does provide a large channelizing island on the north leg of the intersection.

Alternative 4: NB and SB Right-turn Only-Signalized E/W Ped Crossings

- This alternative will operate in a manner similar to existing conditions, with the addition of southbound traffic on Park Street.
- Overall, this alternative will operate in a manner similar to existing conditions, with the addition of southbound traffic on Park Street. One notable improvement for this intersection is that there is signalized pedestrian control for pedestrians crossing the north leg of the intersection. This leg of the intersection currently does not have any traffic control for pedestrians. There is no proposed median island with this alternative due to facilitating truck turning movements with the proposed bump-out. Without an island on the north and south legs of the intersection there is nothing preventing vehicles from driving through or making a left-turn.

RECOMMENDATIONS

Based on a holistic analysis of the intersection, considering all factors including vehicular and pedestrian safety, maneuverability and accessibility, F&V recommends that the City of Birmingham move forward with the design and construction of Alternative 4. The Multi-Modal Transportation Board has stressed pedestrian safety as their highest concern at this intersection, and Alternative 4 grants this. While this option is the most expensive, it provides the greatest benefit to all users.

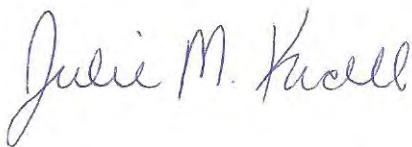
Alternatives 2 and 3 were not found to be acceptable alternatives from both a safety, operational and fiscal standpoint.

If Alternative 4 is not fiscally viable, F&V recommends that the City of Birmingham move forward with the design and construction of Alternative 1. While not as optimal as Alternative 4, Alternative 1 provides benefits to motorists while not diminishing the level of service or level of safety that pedestrians currently have.

If you have any questions or concerns, please contact our office.

Sincerely,

FI FIS & VANDENBRINK



JULIE M. KROLL, PE, PTOE
Sr. Project Manager



Project Manager

JPR:jmk

Attachments: Alternatives 1-4



MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: October 26, 2018

TO: Multi-Modal Transportation Board

FROM: Jana Ecker, Planning Director
Scott Grewe, Police Commander
Paul T. O'Meara, City Engineer

SUBJECT: Maple Rd. Reconstruction – Southfield Rd. to Woodward Ave.
Conceptual Plans

The City's multi-modal transportation consultant (the MKSK/F&V team) has been working with the Multi-Modal Transportation Board (MMTB) to finalize plans for the reconstruction of Maple Rd. between Southfield Rd. and Woodward Ave. An initial presentation was provided to the City Commission at its meeting of October 8, 2018. Comments raised by the City Commission requiring further review and refinement are summarized below:

1. ADA Accessible Spaces Design

Staff was under the impression that the ADA requirements for reconstruction of streets with marked parallel parking spaces had been revised to require extra wide parking spaces, as presented on slide 17 of the attached presentation. As can be seen, the widened parking spaces would disrupt the flow of the City sidewalk and landscaping theme. The City Commission asked that we verify if this design is suggested or mandatory.

Since the meeting, F&V has confirmed that the widened parking spaces are suggested but not required. With that in mind, the accessible parking space locations will remain as proposed, but the size of the spaces will remain the same as the other parking spaces on the street.

2. Columnar Tree Recommendation

The Commission did not endorse the idea of installing columnar trees in areas of narrower sidewalks, such as adjacent parking spaces. It was noted that the sidewalk areas will be wider than they are now, and columnar trees have not been installed on Maple Rd. historically. The City Commission asked that all canopy trees be installed, but was open to larger and smaller varieties of canopy trees.

MKSK reviewed this idea, and have revised the conceptual plans to delete the columnar trees. Zelkova trees are now being recommended, in addition to Honey Locusts.

3. Southfield Rd. Intersection

The Commission commented that the southbound lane seems excessively wide. F&V has since studied the intersection in more detail to confirm the required size of the right turn truck turning radius. The design now included in this package has been designed to ensure that a WB62 truck can make the right turn off of Maple Rd. Extra pavement to the right of this turn is being recommended in order to support this movement.

F&V will be collecting traffic counts at this intersection to confirm the number and size of trucks that are making various turning movements currently to verify that the appropriate design is advanced to the City Commission. Pedestrian counts will be taken as well.

4. Taper east of Old Woodward Ave.

The Commission commented that the length of the taper from three lanes to two lanes east of Old Woodward Ave. seemed excessive. F&V looked at the design closer, and determined that the taper length could be shortened, and still meet AASHTO requirements. Doing so actually allowed for the installation of two more parking spaces as well, which is now reflected on the plan.

5. Maple Rd. east of Park St.

The City Commission had two comments relative to the far easterly block:

- a. The consultant was asked to look at traffic demands closer to determine if one of the five lanes on this section of Maple Rd. can be deleted, which would then allow the sidewalks to be wider.
- b. The installation of an additional marked crosswalk on the east side of the Park St./Peabody St. intersection should be added.

F&V has studied several options for traffic management on this block, labeled as:

Alternative 1 – Elimination of the right westbound lane.

Alternative 2 – Elimination of the right eastbound lane.

Alternative 3 – Five Lane Cross-section, using ten foot wide lanes.

As described in detail in the memo, removal of any of the five lanes on this segment of Maple Rd. is problematic, and not recommended. However, discussions with MDOT staff have been held about narrowing the lanes to 10 ft. wide each. Given the circumstances, it appears likely that a design exception will be approved for this option, therefore, the staff recommendation is to install five 10 ft. wide lanes on this block. Doing so will the installation of 11.5 ft. sidewalks on both sides of the street, a substantial improvement over the existing condition.

Regarding the installation of an east leg crosswalk at the Park St./Peabody St. intersection, F&V notes that the timing of the traffic signal at this intersection is critical for the success of traffic flows in this area. The longer distance that pedestrians would have to walk here would require a red time that is longer than can be fit into the timing sequence. The addition of a crosswalk

here is not recommended. Fortunately, the distance to the crosswalk to the east (at Woodward Ave.) is only 130 ft.

Based on the items noted by the City Commission, and subsequently refined, the following recommendation is provided for the Board.

SUGGESTED RECOMMENDATION:

The Multi-Modal Transportation Board makes the following recommendations relative to the Maple Rd. conceptual design from Southfield Rd. to Woodward Ave.:

1. Three ADA accessible parking spaces will be provided in the corridor. The spaces shall be sized the same as the other parking spaces in the project area, and located near an intersection so as to be able to make use of the proposed ramps at the intersection.
2. Columnar trees will be deleted in favor of trees similar to those used on the Phase 1 project.
3. The Southfield Rd. intersection realignment will be refined to permit all truck turning movements, as shown.
4. The taper length east of Old Woodward Ave. will be reduced to the minimum required, thereby allowing the addition of two more parking spaces on the E. Maple Rd. block.
- 5a. The cross-section of Maple Rd. east of Park St. will be reconstructed with five 10 ft. wide lanes, pending approval of a design exception from MDOT.
- 5b. The addition of a Maple Rd. crosswalk on the east leg of the Park St./Peabody St. intersection will not be pursued given that the traffic signal timing scheme will not allow it.

Maple Road Project

November 1, 2018



Team:

Brad Strader
Haley Wolfe



Justin Rose

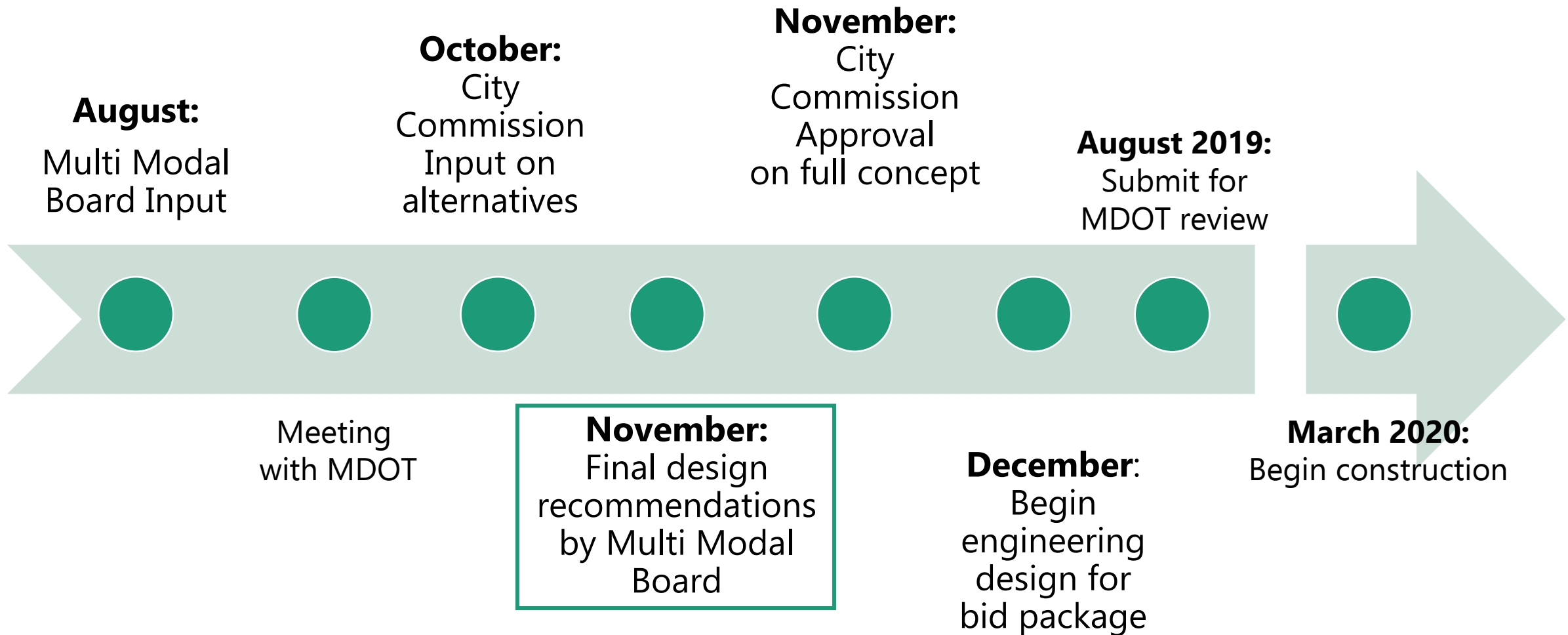
Presentation Prepared by MKSK

Purpose of discussion tonight

Direction from the City Commission was provided for the following topics and locations:

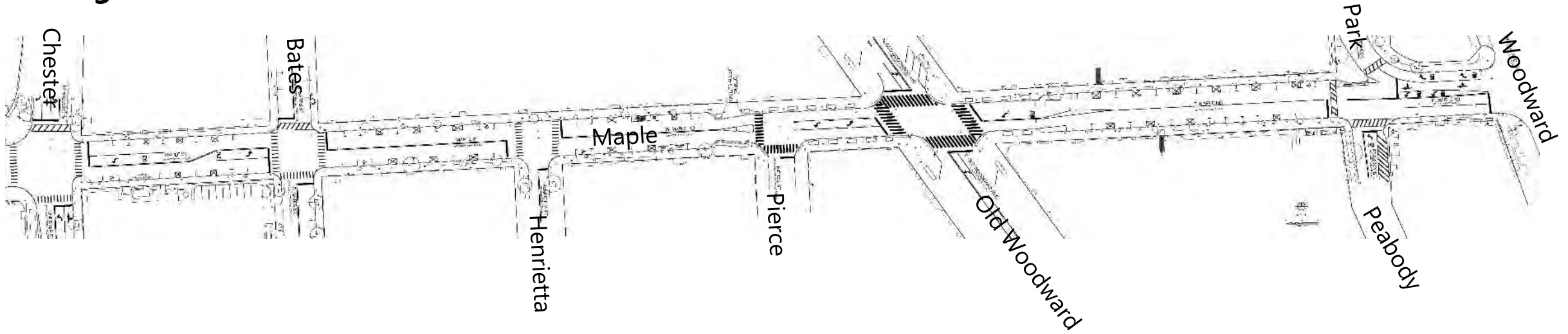
1. Parking spaces- overall design and barrier-free
2. Street trees- all canopy
3. Mast-arm signal recommendation endorsed, requested refinements to the intersection design
4. Intersection at Maple & Henrietta
5. Amenities
6. Request for additional options for intersection at Maple/Park/Peabody to meet MMTB goals

Project Timeline

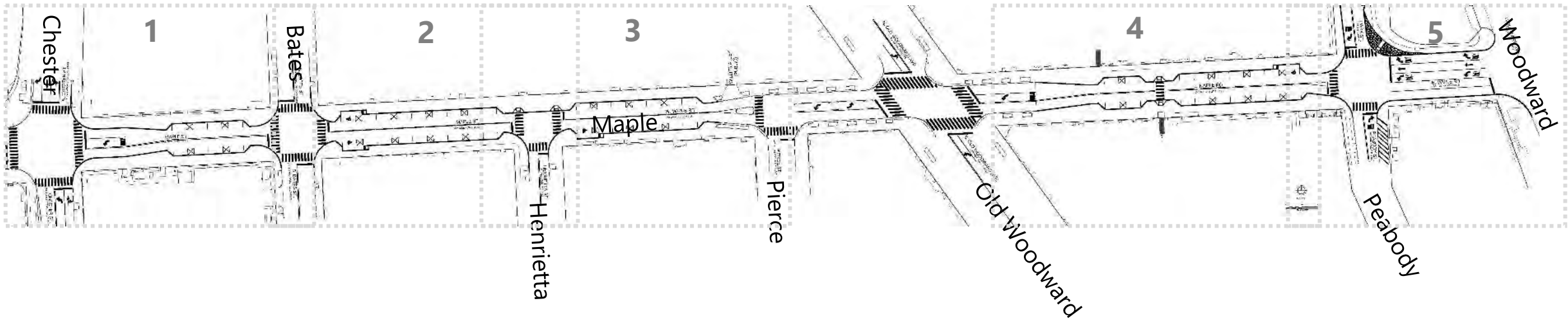


Project Overview (see handout)

Existing



concept



Preliminary concepts for input

Direction from the City Commission was provided for the following topics and locations:

1. **Parking spaces- overall design and barrier-free**
2. Street trees- all canopy
3. Mast-arm signal recommendation endorsed, requested refinements to the intersection design
4. Intersection at Maple & Henrietta
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Existing-

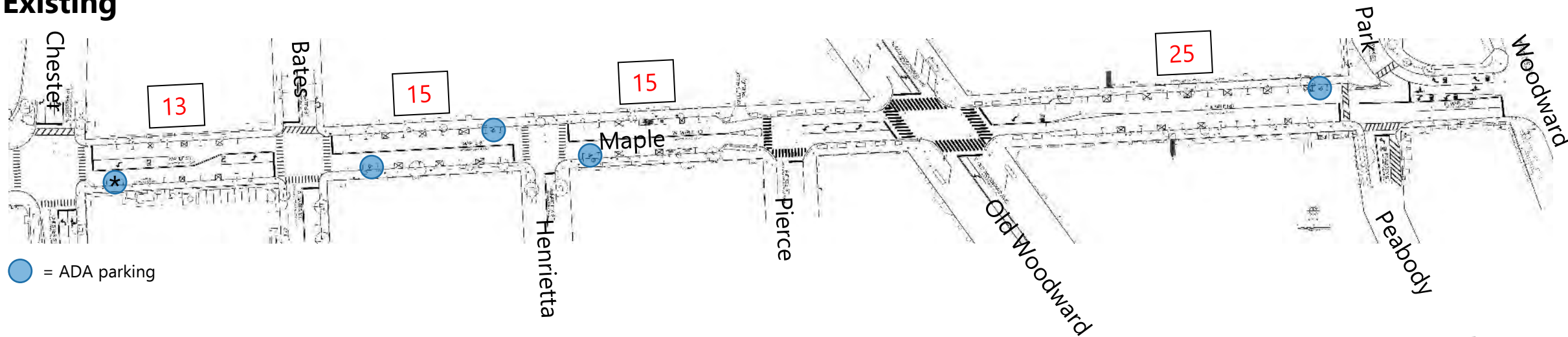
- 20 ft. spaces with 6-10ft. X's
 - Varying spacing from crosswalks
- = 68 total spaces**

Concept-

- With changes, **total number of spaces has increased**
 - 18 ft. spaces with 8ft. X's
 - 20 ft. spacing from crosswalks
- = 60 total spaces**
+ 3 on Park St.

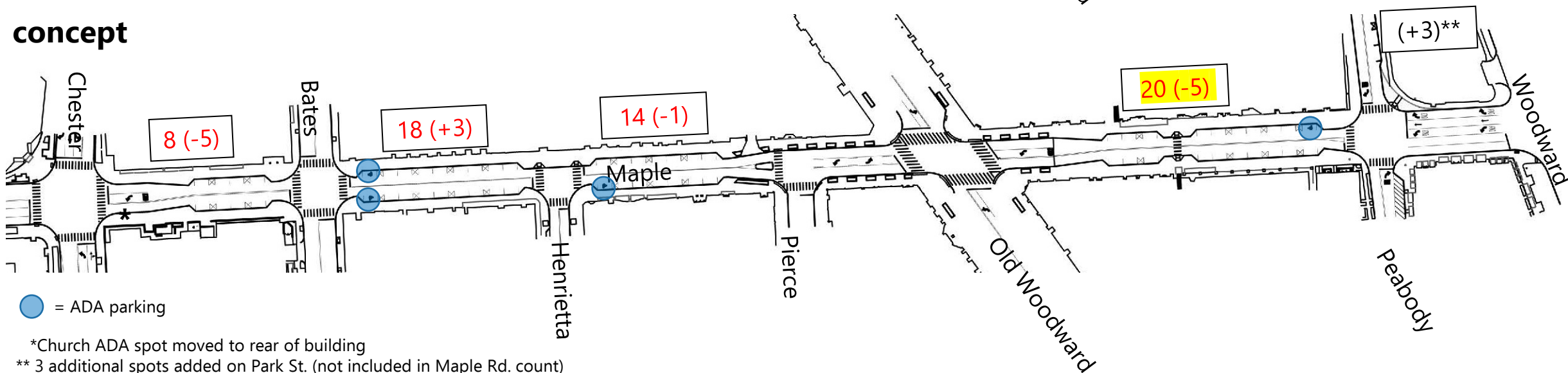
1. PARKING Space Design: On-Street Parking Counts

Existing



● = ADA parking

concept



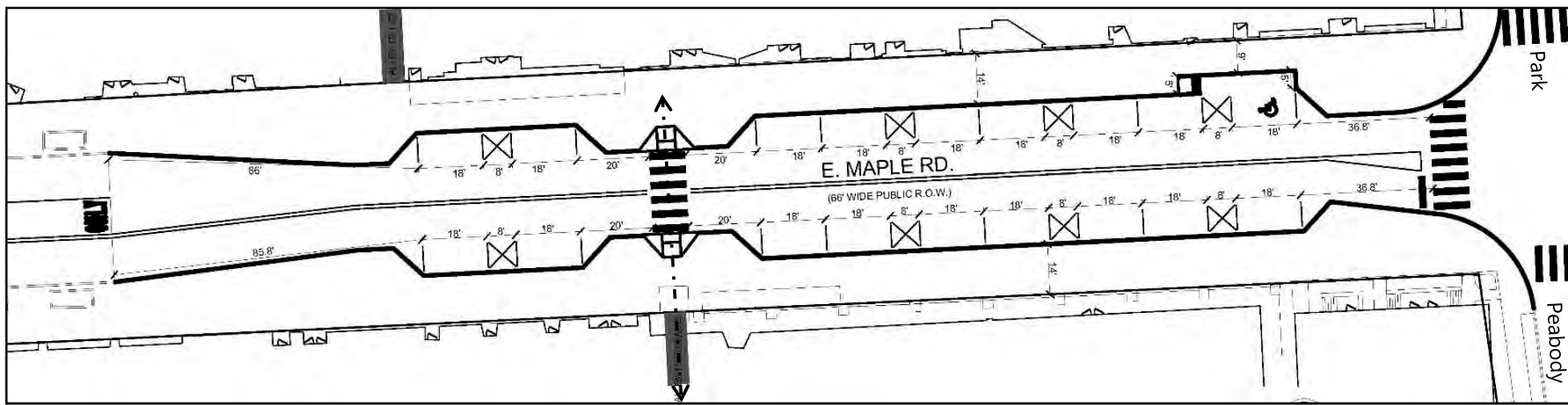
● = ADA parking

*Church ADA spot moved to rear of building

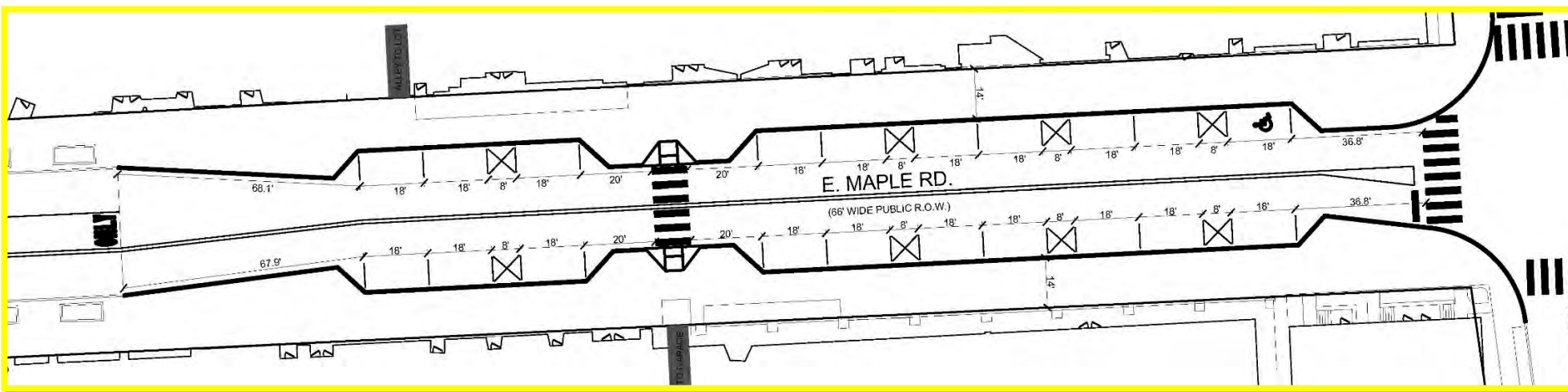
** 3 additional spots added on Park St. (not included in Maple Rd. count)

1. PARKING Space design: On-street Parking

Previous layout



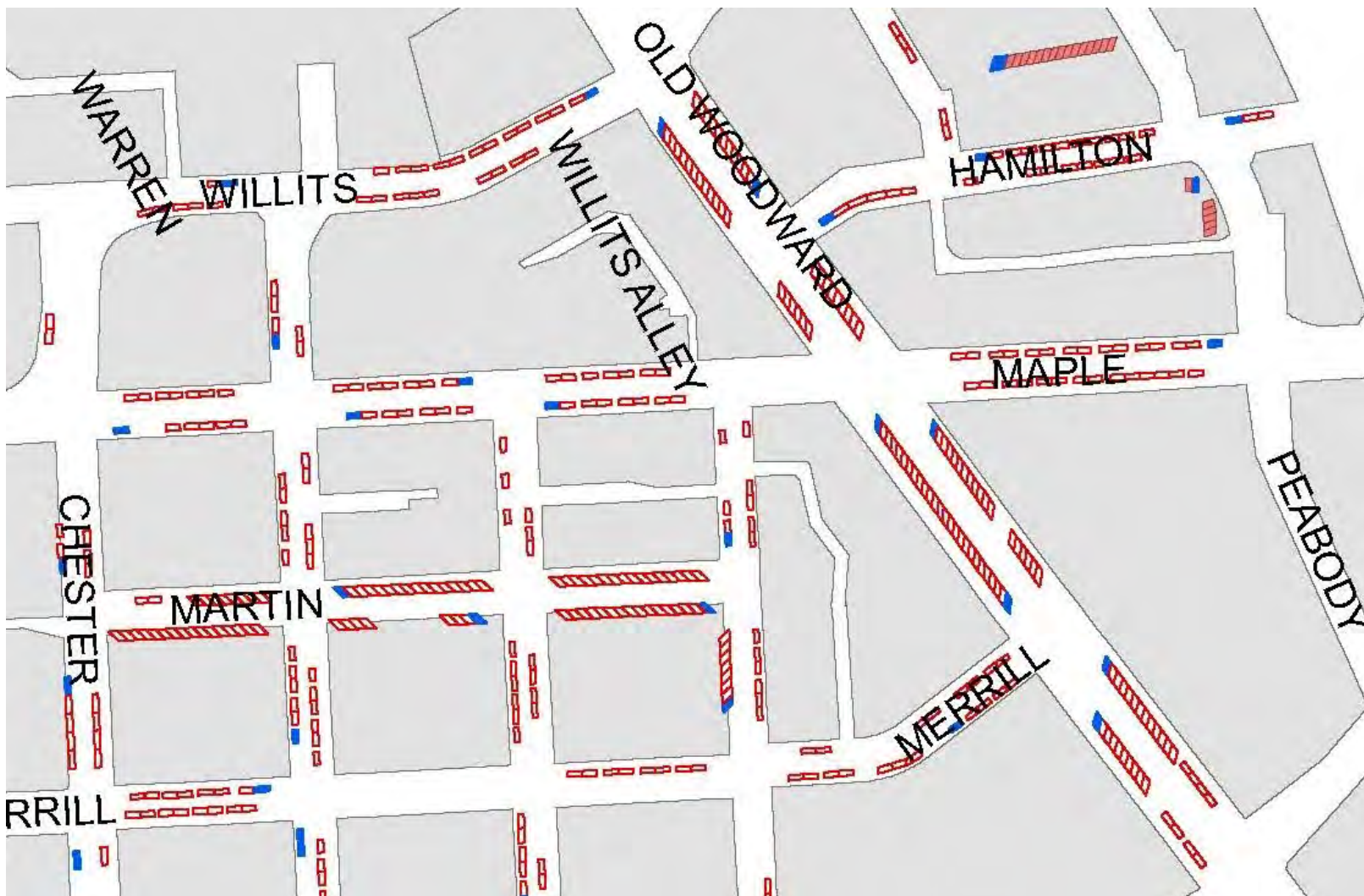
current layout



- Previous taper length: **86 ft.**
- Updated taper length: **68 ft.**
- **Gain two parking spots** with taper reduced closer to MDOT minimum length

1. PARKING Space Design: ADA On-Street Parking

Central business district ad a parking plan



ADA COUNT REQUIREMENT

- 1 space per 25 per block
- Includes counts from other streets that form the blocks

Metered Parking Spaces

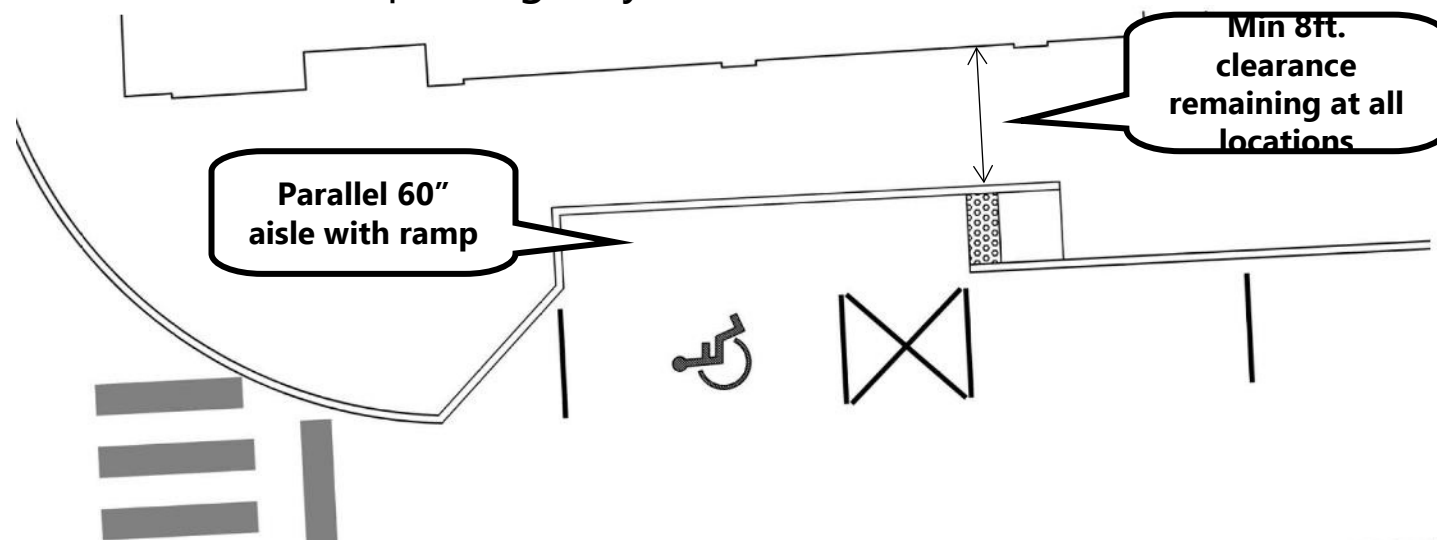
- Standard On Street
- ADA Accessible
- Surface Lot

1. PARKING Space Design: ADA On-Street Parking

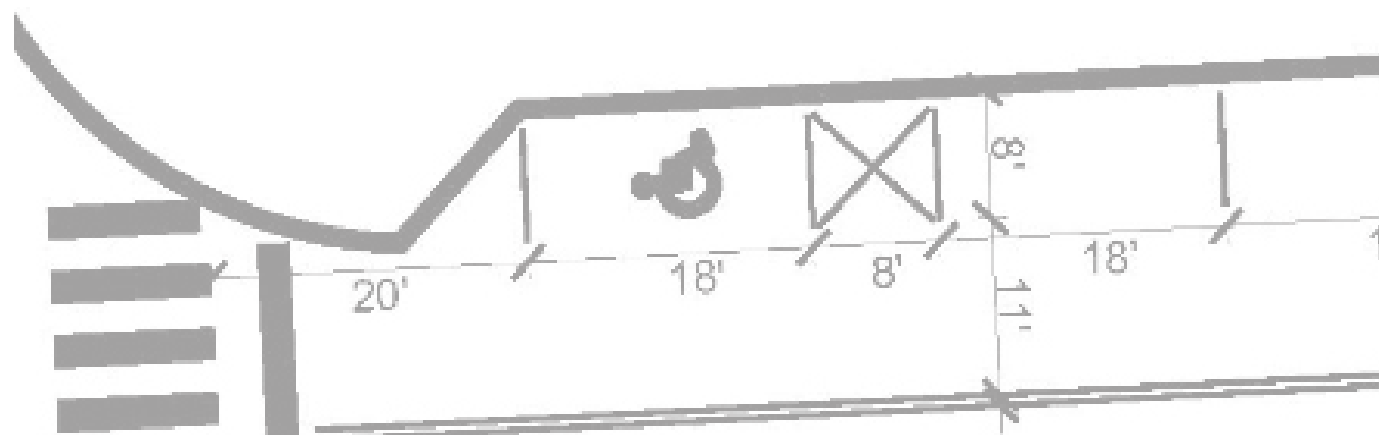
- Current ADA requirements for on-street parking **does NOT require parallel aisles**

- Similar to existing

Previous ADA parking layout:



confirmed ADA parking layout:



Preliminary concepts for input

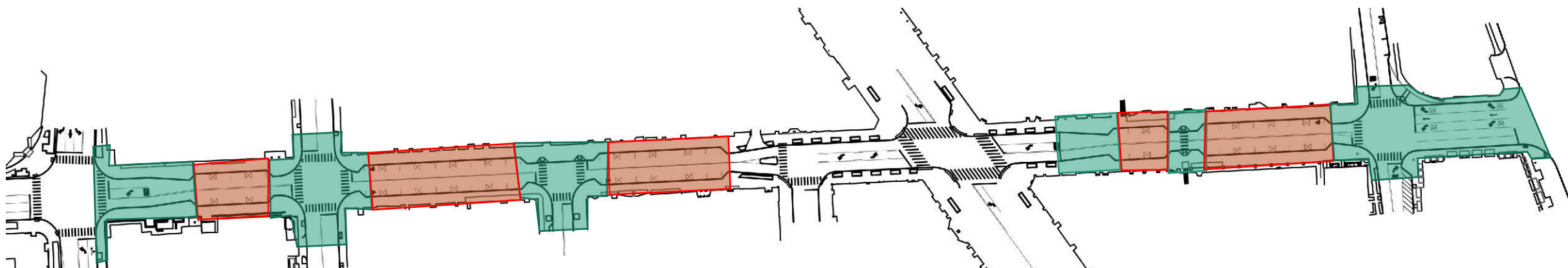
Direction from the City Commission was provided for the following topics and locations:

1. Parking spaces- overall design and barrier-free
2. Street trees- all canopy
3. Mast-arm signal recommendation endorsed, requested refinements to the intersection design
4. Intersection at Maple & Henrietta
5. Amenities
6. Request for additional options for intersection at Maple/Park/Peabody to meet MMTB goals

- City Commission endorses Flush Tree Grates
- City Commission **prefers all canopy trees, no columnar**

2. Recommended Street Trees

Overall Concept Placement



Sidewalks with
parking:

Zelkova

Vase-like
branching habit



Bump-outs,
intersections, and
mid-block crossing:

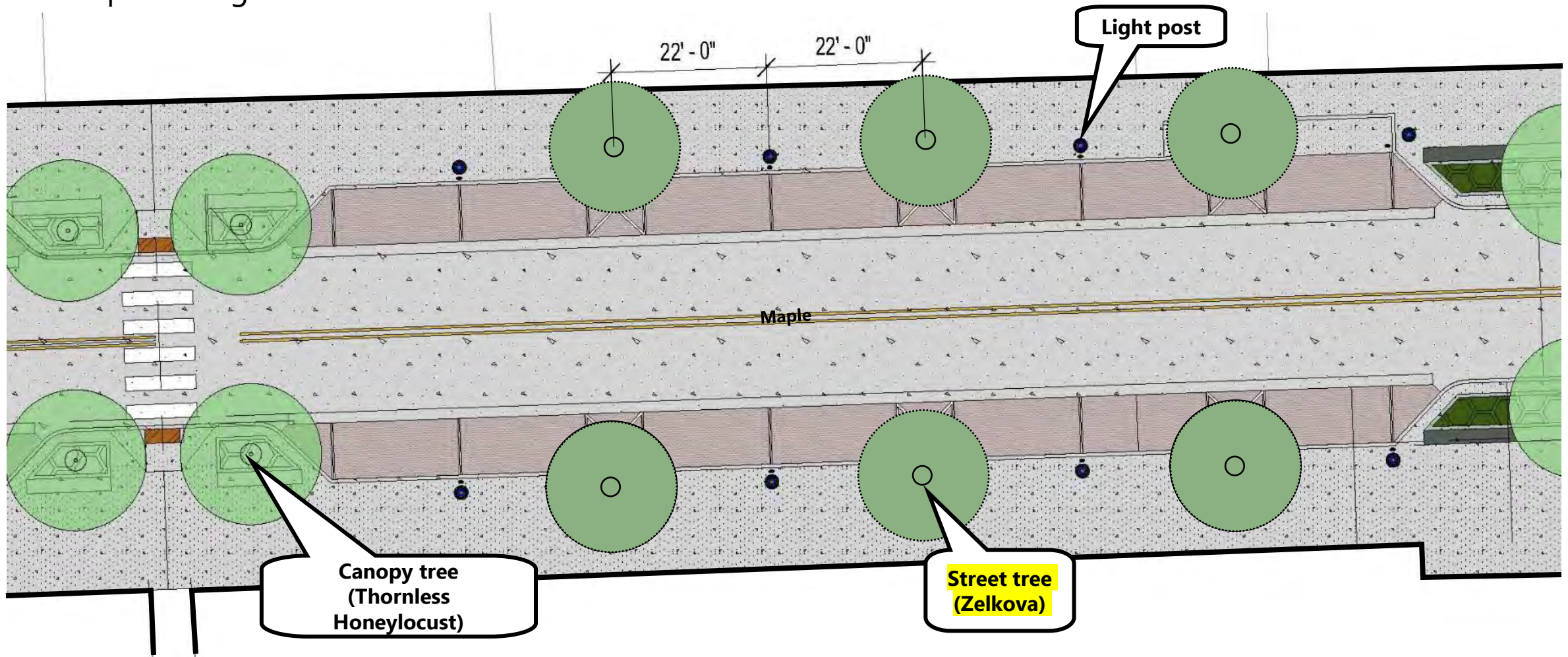
Thornless
Honey Locust*

Min 30ft. spread



2. Recommended Street Tree Layout

Concept Enlargement



Preliminary Concepts for Input

Direction from the City Commission was provided for the following topics and locations:

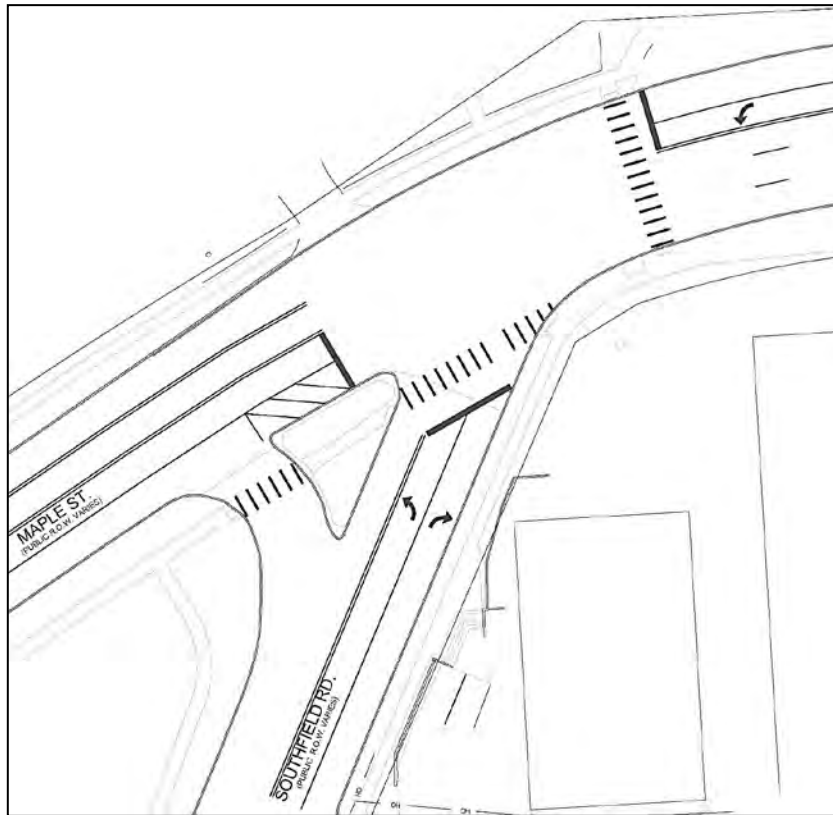
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6. Request for additional options for intersection at Maple/Park/Peabody to meet MMTB goals

- City Commission endorsed mast arm
- Requested more design details to **ease pedestrian crossing** but still **accommodate truck turns**

3. Mast Arm Signal at Maple & Southfield

- Two posts required
- Daylight views to museum
- Opportunity to add gateway feature relocated street areas
- Mast arm has **higher cost:**
estimated as \$100,000 more
- Bid alternative not allowed by MDOT

EXISTING enlargement

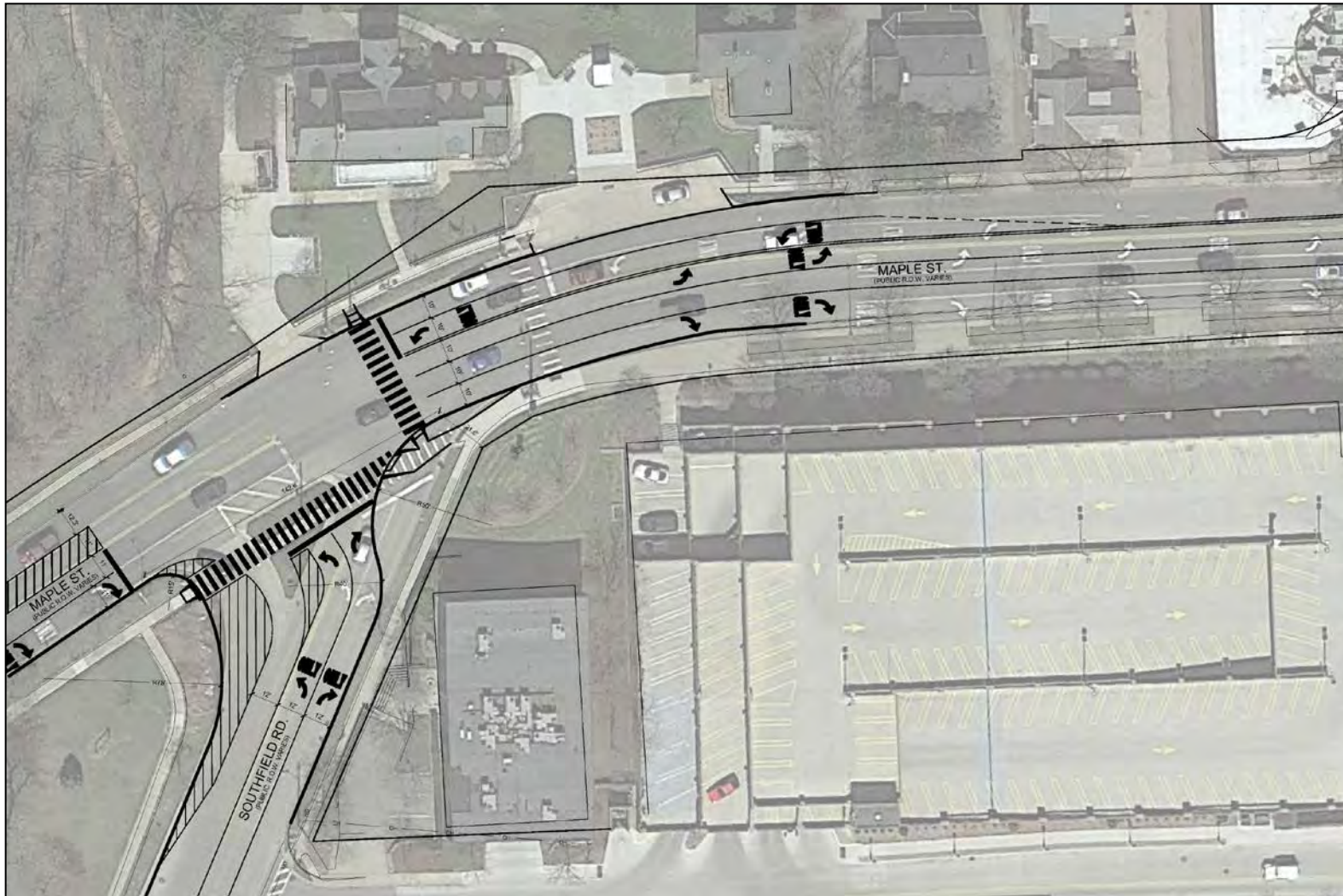


CONCEPT enlargement



3. Mast Arm Signal at Maple & Southfield

CONCEPT enlargement



Preliminary Concepts for Input

Direction from the City Commission was provided for the following topics and locations:

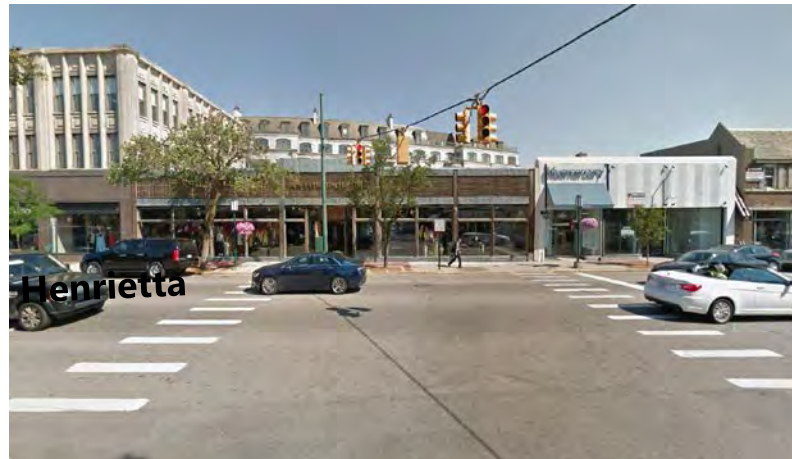
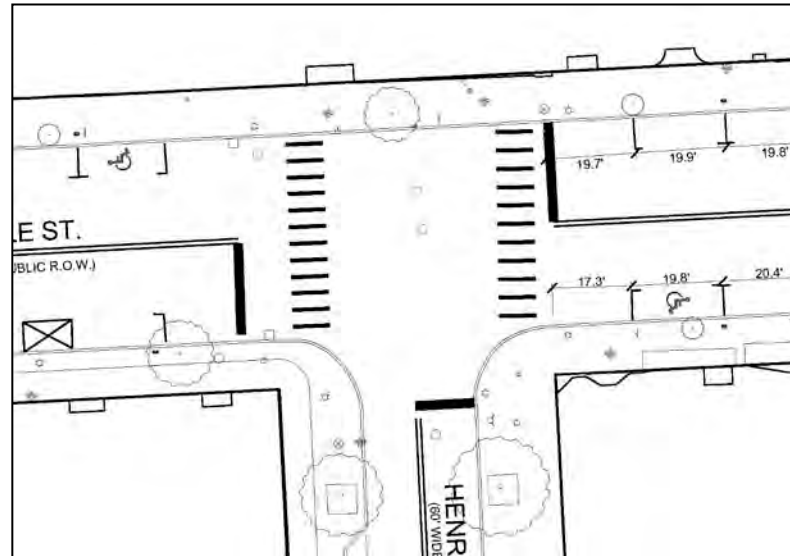
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4. Intersection at Maple & Henrietta
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6. Request for additional options for intersection at Maple/Park/Peabody to meet MMTB goals

- Larger sidewalk area
- Shortened crosswalk length
- "Terminating Vista"

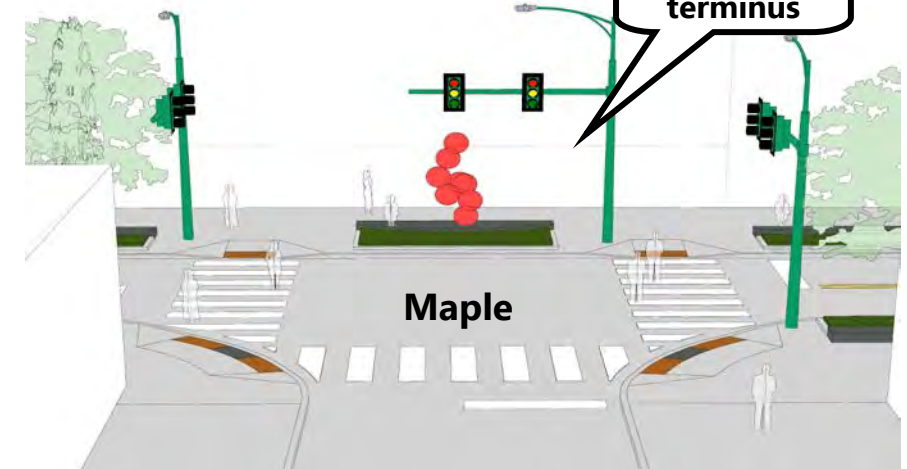
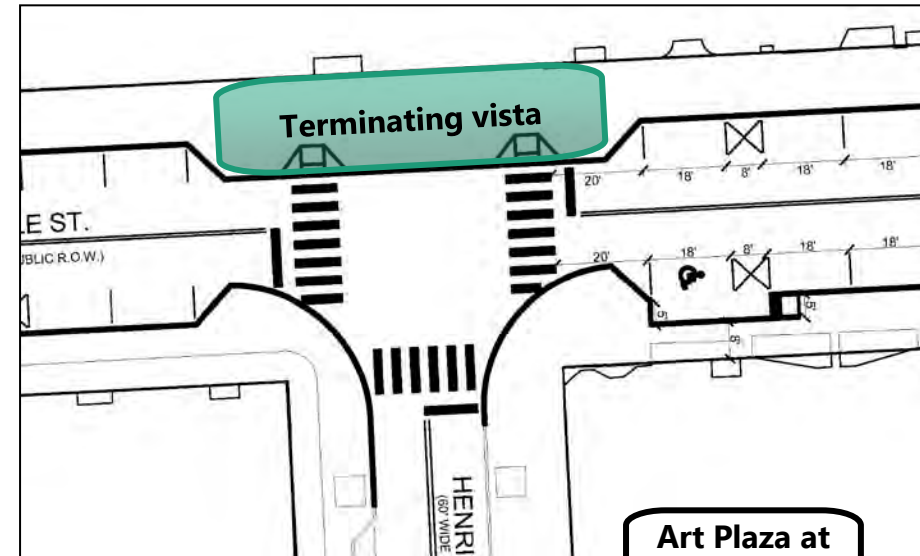
4. Intersection at Maple & Henrietta

- Larger landscaped sidewalk area
- Shortened crosswalk lengths
- "Terminating Vista" treatment:
 - Large art sculpture
 - Seating
 - Enhanced landscaping

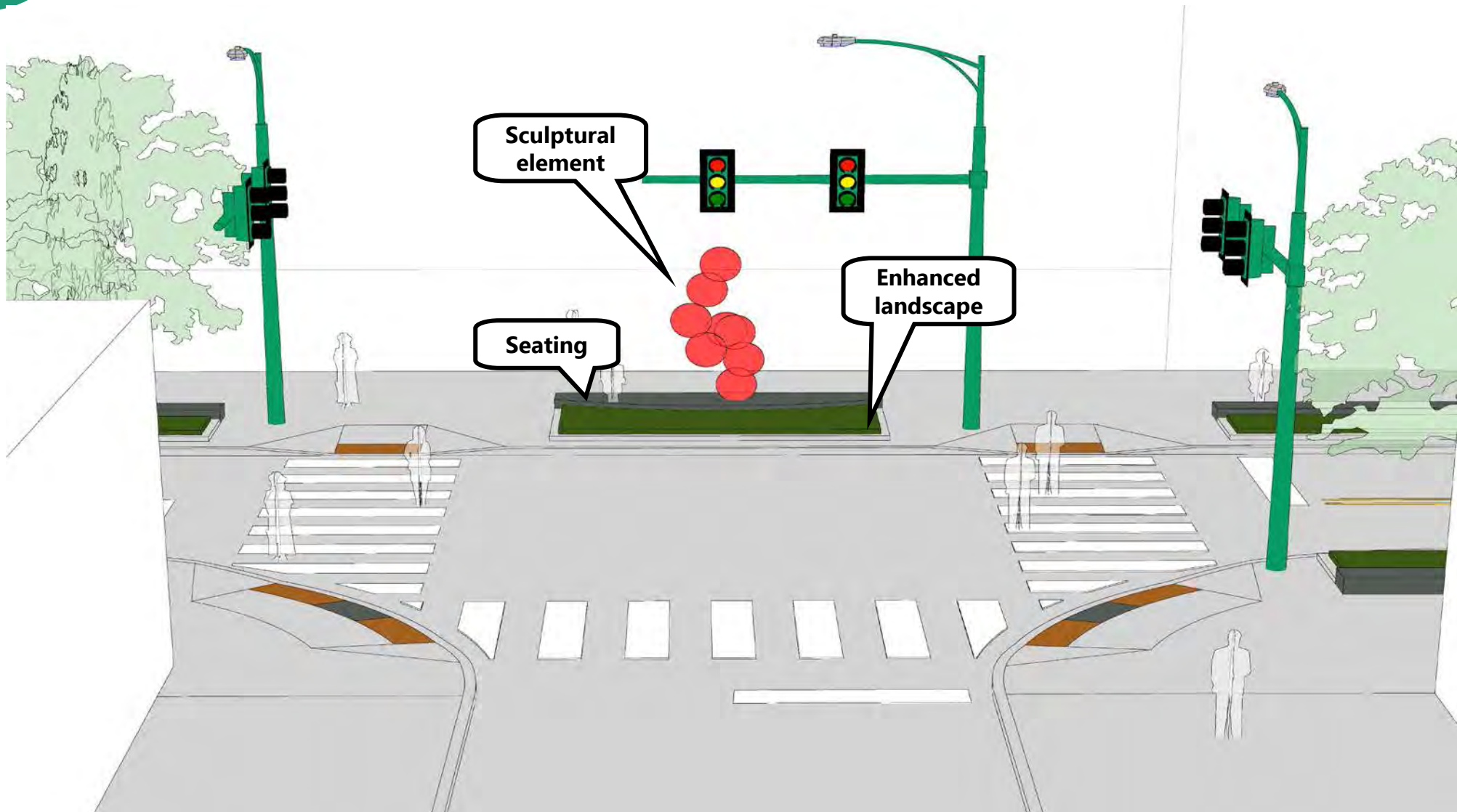
Existing Enlargement and view:



Concept Enlargement and view :



4. Intersection at Maple & Henrietta



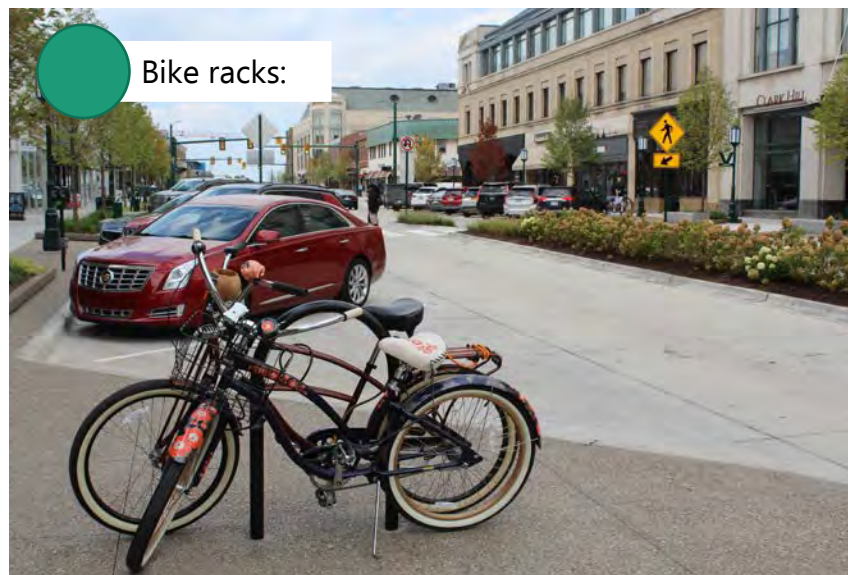
Preliminary Concepts for Input

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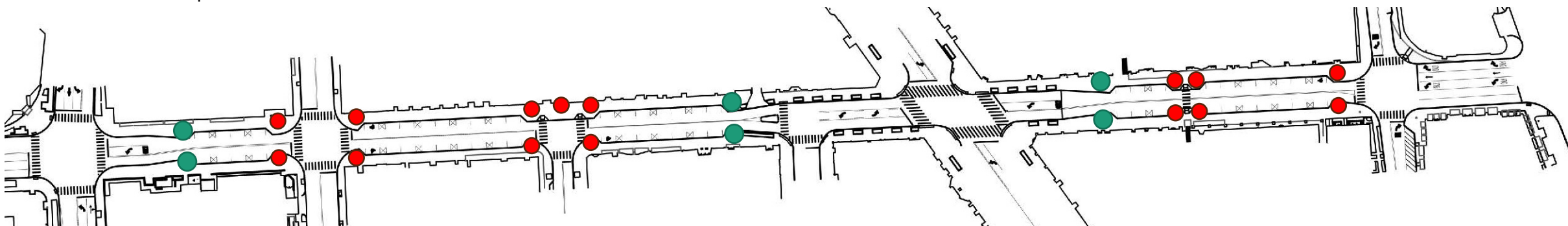
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5. amenities: Overview

- Site furnishings to match Old Woodward
- Bike racks near tapered zones
- Benches at intersections, midblock crossings



Locations on maple rd



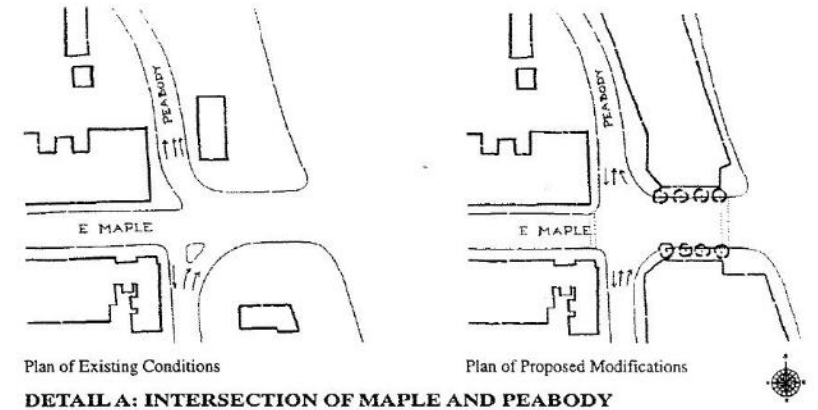
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Downtown Birmingham 2016

APPENDIX C-5
CIRCULATION 1 & 2



- Convert Park to 2 way
- Ease pedestrian crossings
- City Commission requested additional alternatives to reduce lanes or their widths

6. Intersection at Maple/Park/Peabody: Existing Conditions

Existing Plan Enlargement:

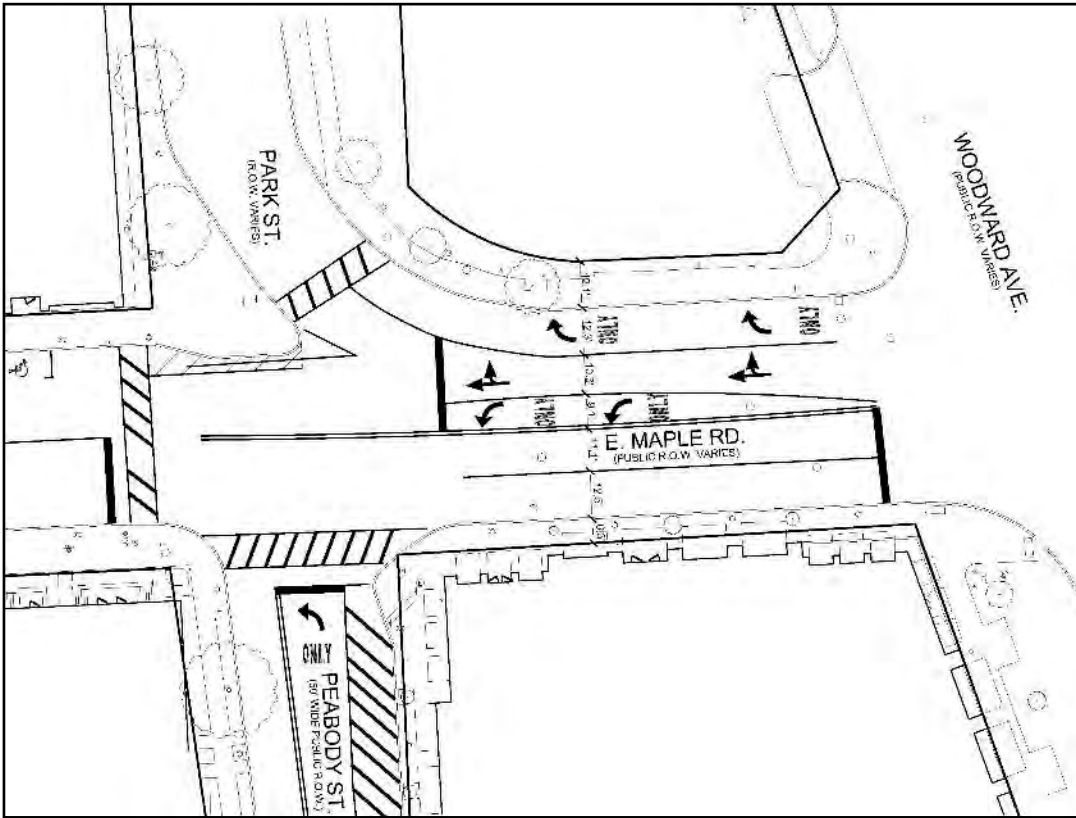


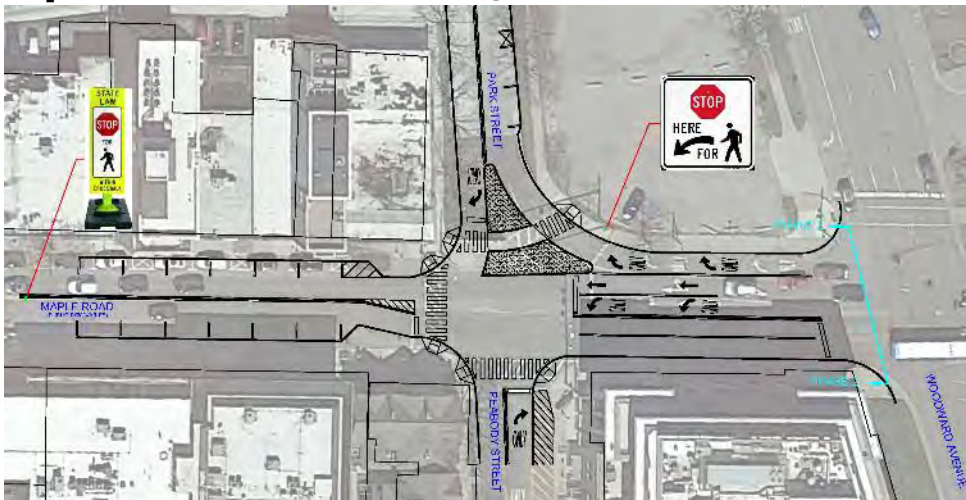
Image of existing free-flow lane



6. INTERSECTION at Maple/Park /Peabody: ORIGINAL Alternatives



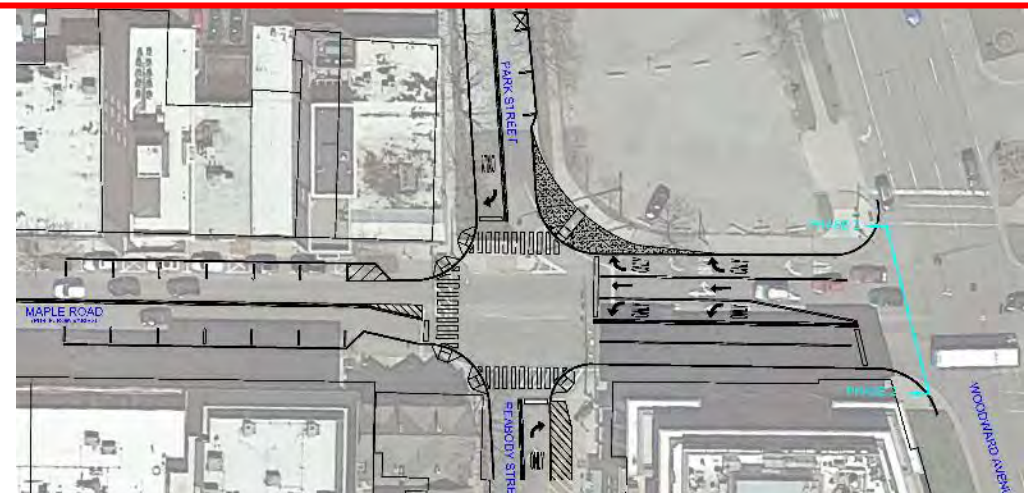
Option 1 : Channelized Right-Turn with Bump-out



Option 3 : Channelized Right-Turn with Center Island



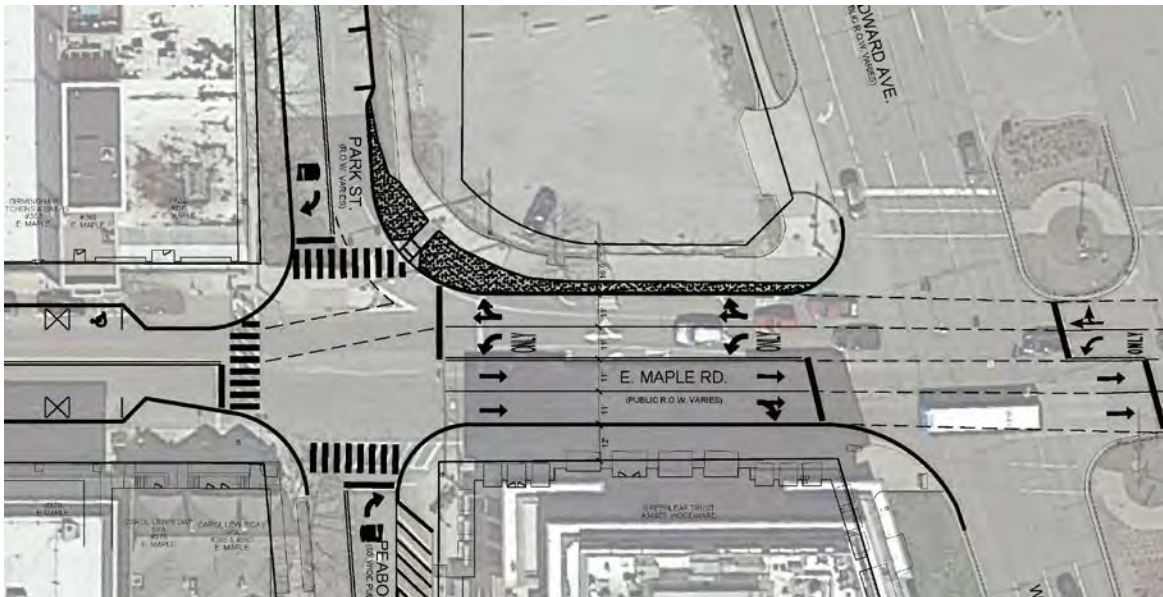
Option 2: Full Intersection Operations



Option 4: NB and SB Right-turn Only-Signalized E/W Ped Crossings

6. INTERSECTION at Maple/Park /Peabody: Option J

Option j: 4 lanes, no WB right turn lane

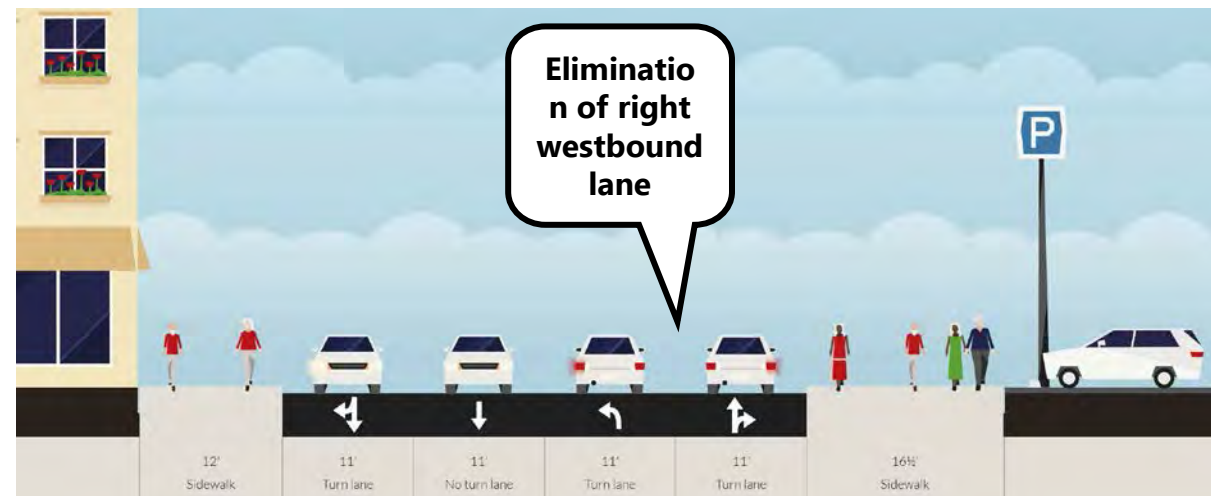


- This alternative will allow for similar eastbound operations through the downtown, however there will be a significant increase in the delay for westbound traffic. **THIS ALTERNATIVE IS NOT RECOMMENDED.**

Original Option : cross section

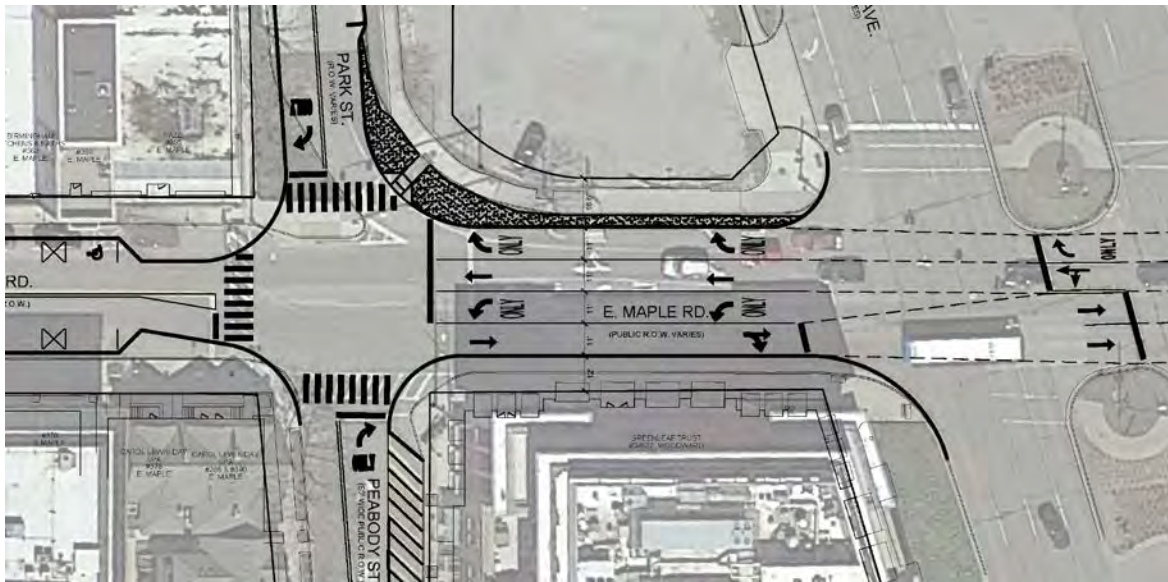


Option j: cross section



6. INTERSECTION at Maple/Park /Peabody: Option k

Option k: 4 lanes, one EB through lane

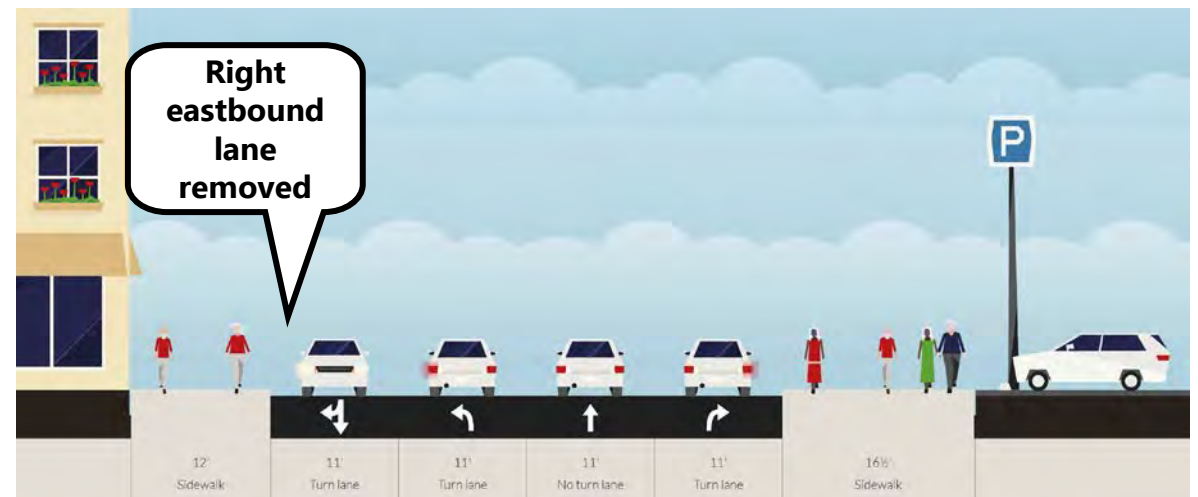


- This alternative will allow for similar westbound operations, however there will be a significant increase in the delay for eastbound traffic with queuing throughout the downtown. **THIS ALTERNATIVE IS NOT RECOMMENDED.**

Original Option: cross section

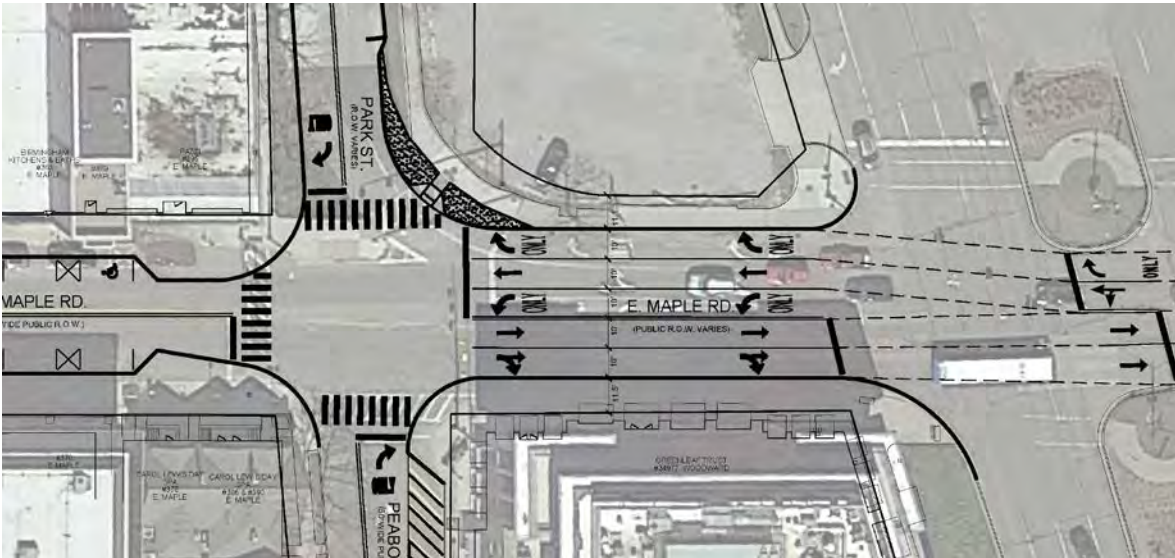


Option K: cross section



6. INTERSECTION at Maple/Park /Peabody: Option I

Option I: 5 lanes, design variance to 10ft. lane widths

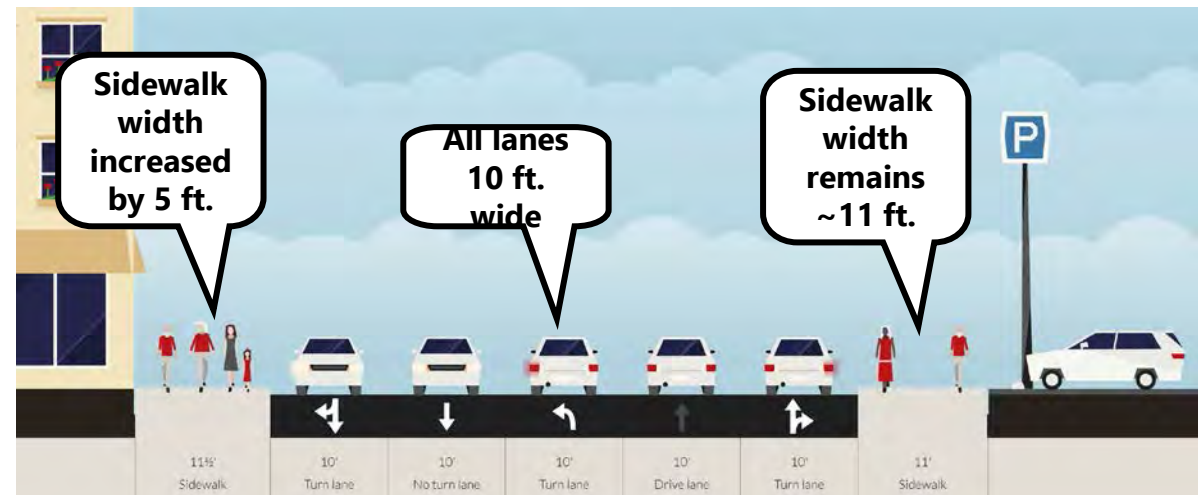


- This alternative will operate in a manner similar to existing conditions while allowing for streetscape elements to be added to this block. **THIS ALTERNATIVE IS RECOMMENDED.**

Original Option : cross section



Option I: cross section



6. INTERSECTION at Maple/Park /Peabody: EAST PED CROSSING

Option L : 5 lanes, design variance to 10ft. lane widths



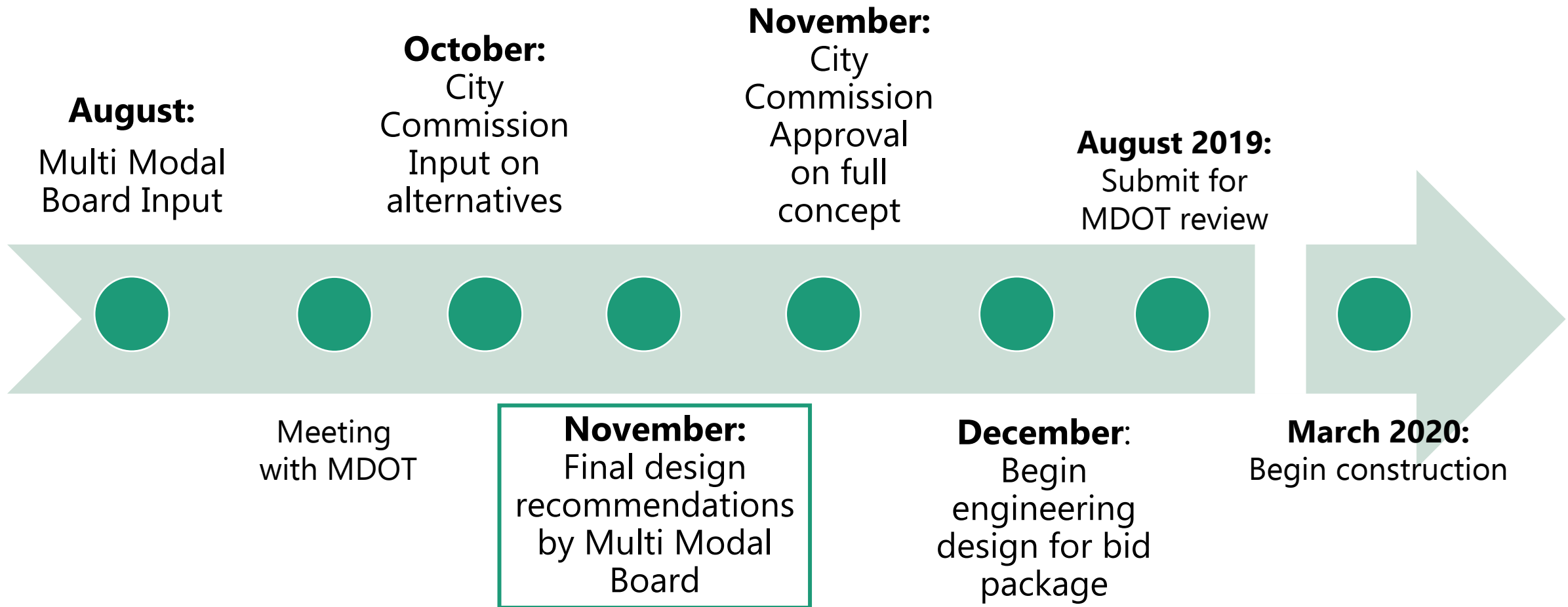
- City Commission asked to review adding a pedestrian crossing on the eastern leg of Maple at Park/Peabody.
- **Maximum** phase time for Park/Peabody of **27 seconds**.
- **Minimum** phase time for east leg pedestrian crossing of **32 seconds**.
- This would **cause queuing** in the block between Park and Woodward to back up into Woodward.
- For this reason, along with the proximity of two other pedestrian crossings, **THIS ALTERNATIVE IS NOT RECOMMENDED.**

Preliminary concepts for input

Direction from the City Commission was provided for the following topics and locations:

1. Parking spaces- overall design and barrier-free
2. Street trees- all canopy
3. Mast-arm signal recommendation endorsed, requested refinements to the intersection design
4. Intersection at Maple & Henrietta
5. Amenities
6. Request for additional options for intersection at Maple/Park/Peabody to meet MMTB goals

Project Timeline



**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, JULY 12, 2018**

**City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, July 12, 2018.

Chairperson Slanga convened the meeting at 6:05 p.m.

1. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal, Katie Schafer, Doug White

Absent: Alternate Board Member Daniel Isaksen

Administration: Lauren Chapman, Asst. City Planner
Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Scott Grewe, Police Dept. Commander
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

Fleis & Vanderbrink ("F&V"): Julie Kroll
MKSK: Brad Strader

2. INTRODUCTIONS (none)

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF JUNE 7, 2018

Page 2 - Add in that Lara Edwards was nominated as Vice-Chair.

Motion by Ms. Folberg

Seconded by Ms. Edwards to approve the MMTB Minutes of June 7, 2018 with the addition.

Motion carried,

VOICE VOTE

Yeas: Folberg, Edwards, Rontal, Slanga, Schafer, White

Abstain: None

Nays: None

Absent: Isaksen

5. RESIDENTIAL STREET WIDTH STANDARDS

Ms. Ecker recalled that on January 22, 2018, the City Commission considered future street widths for Bennaville, Chapin and Ruffner. Several residents appeared on behalf of Bennaville Ave., and additional residents appeared on behalf of the one block of Chapin Ave. After much discussion, the City Commission endorsed the recommendations of the Multi-Modal Transportation Board ("MMTB") with regards to the future street width. However, during the discussion, the Commission expressed confusion as to what the City's policy is for determining the width of a new street. As a result, the MMTB was asked to study the issue in further detail, and send information and policy direction back to the Commission.

Accordingly, the MMTB discussed revising street widths standards over several months and on May 18, 2018, the revised Residential Street Widths Standards were presented to the City Commission. The Commission concluded that the document should be returned to the MMTB for suggested edits to the document. An updated draft with the changes that the Commission requested shows the changes noted in red.

Ms. Folberg commented that on street design standards (1), it looks like for new and existing unimproved residential streets that are being improved that there is no variance from the 26 ft. except when the right-of-way is less than 50 ft. She did not think that was the Board's intent. That is not in agreement with the flow chart, which extends to both newly improved streets and existing but reconstructed streets that if any of the items in 4 are present, a different width for the street may be considered.

Mr. O'Meara and Ms. Ecker agreed that the intent was that a slightly wider width may be considered for new and existing unimproved residential streets that are being improved.

Ms. Ecker concluded the language for (1) should read, "When streets are improved or newly constructed, the standards below shall generally be applied. Exceptions may be considered when factors such as those described in Section 4 are evident." Also, in INTRODUCTION a T is missing.

Mr. Rontal thought the City Commission wants a standard and a means of identifying when the standard can be breached.

Ms. Ecker noted all of this will be together from start to finish in the City Commission Agenda packet when it goes back to the Commission. If approved, the new City Standard will be on the City's website.

Motion by Ms. Edwards

Seconded by Mr. Rontal to recommend approval to the City Commission of the revised Residential Street Width Standards with the changes that were discussed.

Motion carried, 6-0.

VOICE VOTE

Yeas: Edwards, Rontal, Folberg, Slanga, Schafer, White

Nays: None

Absent: Isaksen

6. BIKE SHARE PROGRAM

Ms. Chapman described the different bike share types. Most common is the docked or station based. There is also dockless where people need not return the bike to a kiosk. Additionally, there is another dockless service where the bike is locked to a City rack or a station.

Grant opportunities are available. MoGo (Detroit's bike share) was awarded two grants. SEMCOG awarded a Transportation Alternatives Program grant for \$495,380 to the cities of Berkley, Detroit, Ferndale, Huntington Woods, Oak Park, and Royal Oak for a multi-community bike share. In addition to that grant, MoGo also received a grant from Build a Better Bike Share for \$400,000 to support adaptable bikes that are for users who struggle to use two-wheel bikes.

There are different ways to fund bike shares:

- The entity partnering with the bike share puts up money;
- Through a third party operation;
- Through various partnerships;
- Small business sponsors.

Anyone can use a bike share for any reason, at any time. The City has several miles of trails. Several people have expressed that they would like a bike rental in the City. Ms. Chapman noted 21 potential station locations in Birmingham.

There were several questions that Ms. Chapman asked the board to consider:

If bike share is favored:

What kind would the board prefer?

- Recommendation: The City pursues docked (station based) bike share or dockless (kiosk optional). For dockless: Users would be required to lock bikes to public racks or company provided racks.

Is there interest in multi-community connections?

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Recommendation: The City link with other communities in order to increase the effectiveness for Birmingham and other communities.

What company?

- Recommendation: If linking with other communities the City would have to contract with the same systems MoGo (Shift Transit) or Southfield (Zagster) use. If not, City staff has no specific recommendation.

Should we provide accessible bikes now or withhold opinion until later?

City staff recommends that the MMTB consider accessible bikes after a bike share has been operational for at least a year.

Ms. Ecker noted there is no information that suggests you cannot have a successful bike share program without infrastructure. Or, that you cannot have successful infrastructure without a bike share program. One is not needed before the other.

Mr. Rontal had a hard time seeing people use a bike share program to get around the City of Birmingham. He could see it being useful to get to surrounding communities. In terms of intra-city bike share, he favored something more along the lines of the Lime Electric Scooter Share they have in San Francisco as being more convenient.

Ms. Ecker said with respect to locating the stations the board would lead and public input would be encouraged. Offsite parking locations would be good places to put a station so that commuters can get to Downtown. Mr. Rontal said he has a hard time visualizing people biking down Maple Rd. from some of the outlying churches, wearing their work clothes.

Discussion turned to usage and Ms. Chapman said with both Zagster and MoGo their usage data is proprietary to their participating cities.

With regard to safe bike routes to surrounding communities, Eton, and Pierce were noted.

Ms. Schafer wondered whether if other cities are using bike share and Birmingham is not, is Birmingham shutting itself out of that potential draw of people because they can't leave their bike in Birmingham.

Ms. Ecker stated there is a whole generation of folks that don't want to drive and might want to ride bike share. To Ms. Schafer's point, if surrounding cities have bike share and Birmingham doesn't, is Birmingham left out?

Ms. Chapman said in response to Mr. Rontal that the cost to go with either Zagster or MoGo depends on the number of stations and how many bikes at each station.

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Ms. Slanga noted the Zagster pilot is paid for by Zagster. However, it is much more on the community with MoGo; but then there is the connectivity with surrounding cities. Ms. Chapman said the cities can bring in different sponsors. Advertising can be applied to the bikes or to the kiosks. Mr. Rontal suggested they should look at going to large businesses for sponsorship as well as small businesses. Maybe Ford, GM, and Chrysler would be interested in stepping in. Ms. Ecker advised that in the past the Surnow Group has been interested in sponsorship.

Ms. Ecker thought it would be a mistake to start something and not try to connect with surrounding communities.

Ms. Chapman asked the board members whether they feel bike share is a favorable possibility.

Ms. Folberg said to her the question is whether it is worth \$100,000 to do a feasibility study. Ms. Chapman said that other communities have not done a feasibility study and are basically signing up for bike share a year at a time to see how it goes. MoGo is planning to hold community meetings for them to consider possible station locations.

Ms. Ecker said that opportunities for grants come up every year. She added surrounding municipalities are generally more than happy to share information back and forth with Birmingham. It was discussed that being a year behind may provide Birmingham a lot of information about what might or might not work.

Board members asked staff to come back with:

- A round number of locations with an accessibility map;
- If Birmingham were to go with MoGo in order to connect with surrounding communities it would be around \$_____. If it were \$100,000 to implement, then the \$100,000 feasibility study seems like a waste of money;
- What is the City's perspective on how it would be managed;
- With MoGo the City would have to do more of the heavy lifting than with Zagster. Is there enough resources and staff to do that;
- Provide information from surrounding cities that are starting this up;
- Some thoughts and opinions from the business community on bringing in bike share.

Ms. Ecker predicted that once a bike station is in place people will be surprised how much they might use it. Ms. Chapman said the key for locations are to place bike stations somewhere people can get to and somewhere that people want to be.

7. MAPLE RD. IMPROVEMENTS (Phase 2 of Old Woodward Ave. Project)

Mr. O'Meara noted that the City of Birmingham has committed to a three-phased program to reconstruct its major corridors in the Central Business District. Phase I construction, focusing on the central part of Old Woodward Ave., is currently nearing completion, with an expected completion in early August. The remaining two phases will consist of:

- Phase 2, Maple Rd. – Southfield Rd. to Woodward Ave. (Construction planned in 2020)
- Phase 3, S. Old Woodward Ave. – Brown St. to Landon Ave. (Construction planned in 2022)

While the Multi-Modal Transportation Board ("MMTB") assisted with the initial street designs used in Phase 1, the City Commission assisted at a high level in the final design package. Per their direction, a planning consultant (MKSK) was hired and assisted the City in the conceptual design package now being constructed. Since there is a desire to be consistent and follow the design theme started in Phase 1 into the remaining projects, MKSK has been retained to assist again in developing the conceptual plans for Phase 2. This is a particularly smooth transition, given that MKSK has now been retained and is teamed with the City's traffic engineering firm F&V. Together, they have prepared conceptual plans to assist the MMTB with all of its planning needs. It is expected that the initial MMTB comments will be taken at this meeting, and then initial comments will be taken from the City Commission. A final review by the MMTB is expected later this summer.

As plans are prepared for Phase 2, it is important to note that the City was fortunate to be awarded two federal grants to assist in covering the cost of this project. Grants include:

- A grant for \$352,000, awarded by the Oakland Co. Federal Aid Committee, to assist the City in the cost of reconstructing this major road. As a street with high traffic counts, combined with the need for general safety improvements, this segment of Maple Rd. qualified for a grant estimated at covering 80% of the cost of resurfacing this street.
- A grant for \$249,700, awarded under the Highway Safety Improvement Program, covering 80% of the cost of reconstructing the Southfield Rd. at Maple Rd. intersection.

Mr. Strader spelled out the goals of the Phase 2 project:

- Be consistent with Phase 1;
- Improve the pedestrian and bike environment using recommended design options from the MMTB and the City Commission;
- Provide reasonable traffic operations;
- Consider on-street parking options that maximize the number of spaces;
- Consider maintenance costs;
- Meet the MDOT standards;

- Consider placement of street trees and ornamental street lights;
 - A tree every other parking space interspersed with a street light every other space;
 - Trees to be columnar in nature.

Mr. Strader and Ms. Kroll covered options for the various sections of the road.

1. Southfield Rd. Intersection – The City received a safety grant to improve the geometrics. The skewed angle in which Southfield Rd. meets Maple Rd. has created a high crash environment. It is also considered unfavorable for pedestrians attempting to cross Maple Rd. at this signal. F&V studied crash histories for the City. They determined that moving the intersection to the west, therein making all turning movements to be executed at a 90° angle, would have a measurable impact on reducing crashes. The traffic signal will have to be relocated as a part of this improvement. The MMTB and City Commission will be asked to consider whether a mast arm traffic signal design is appropriate here or not. To upgrade the signal from span wire to a mast arm would be an additional \$80 to \$120 thousand, depending upon the design. The standard for Downtown is a mast arm; outside of Downtown it is not. MKSK and F&V will provide photo renderings of the appearance of the two signal designs as viewed for northbound traffic, and the visual impact they will have on the Birmingham Museum located at this intersection.

Mr. Rontal suggested that if the mast arm is used and it is decided this is Downtown, they should locate signage or public artwork on the SE corner of the intersection so people are notified that they are coming into Downtown. He hoped the options for street trees would include those with fall color.

Mr. Strader assured they will draw the schematics to ensure the intersection is designed for trucks to be able to make the turn onto Southfield Rd.

2. Maple Rd. Between Chester St. and Bates – The consultants looked at a median option but it did not work out because after using the MDOT and Federal funding standards the island became too small.

3. Maple Rd. and Bates - The options are to leave the intersection as it is with left turns prohibited, or to provide a left-turn lane with:

- Option A - Left turn lane with narrower sidewalk
 - Improves site distance;
 - Reduces rear-end crashes;
 - Reduces vehicle queues on Maple Rd.
- Option B - Left turn lane with eight parking spaces removed
 - Improves site distance;
 - Reduces rear-end crashes;
 - Reduces vehicle queues on Maple Rd.

In this case Ms. Kroll opined that the low volume of left turns probably does not warrant a left turn lane.

Mr. Strader said they have a little room to move the street trees out into the road and restore the sidewalk width at the east and west side of Bates. The priority is to either keep the sidewalk as wide as possible even if they sacrifice on-street parking, or is keeping the on-street parking a critical priority and then doing the best they can with the sidewalk and street trees. Option A, allowing on-street parking, benefits the businesses and street life and it buffers the pedestrian from the travel lanes on the positive side. On the downside it adds to congestion because of parallel parking maneuvers. Option B makes it much better for pedestrians and it helps the traffic flow as well. The downside is the loss of parking.

Right now Maple Rd. lanes are 12 ft. wide and they are proposed to be narrowed to 11 ft. which are the least they can be with all of the constraints of high volume of traffic, busses, and heavy vehicles.

Discussion concluded there could be an Option C that would take out both sides of left turn lanes. That may cause backups. Option D would be no left turns at Bates.

Board members leaned towards Option B.

4. Maple Rd. and Park St. –

- Option A - Channelized right-turn lane
 - A center median with a two-stage pedestrian crossing;
 - Allows free-flow right turns onto NB Park St.;
 - No queuing from right turns onto Woodward Ave.
- Option B - Reduced traffic island;
 - Typical pedestrian crossing;
 - Signal Control right turns onto NB Park St. (free-flow);
 - No queuing from right turns onto Woodward Ave.

Ms. Ecker noticed that with Option A the whole pork chop space is wasted. Whereas in Option B usable sidewalk space is being added. Mr. Strader pointed out that a diverter will be needed so that people will not continue SB from Park St. onto Peabody, and they would have to turn right.

Ms. Ecker said to keep in mind that the NE corner of Park St. and Maple Rd. is likely to be redeveloped in the near future. Pretty much everyone who is interested talks about wanting Park St. to be two-way for ease of access to that property.

Chairperson Slanga expressed the opinion that nuggets and pork chops just don't work.

It was agreed that the board needs to think a little more about this intersection.

5. Maple Rd. East of Peabody and Park St. - There is a narrow sidewalk with not a lot of room for street trees. They could do something to keep the small trees but the thought is maybe no street trees and replace them with a low ground cover or some other kind of plant material. Board members agreed.

6. Parking

- Option A-1- 20 ft. parking with 8 ft. boxes
 - No extra space at end of blocks.
- Option A-2 - 22 ft. parking
 - Bike parking;
 - Larger bumpouts;
 - Pedestrian areas.
- Option B-1 - 11 ft. lanes with 8 ft. wide parking
- Option B-2 - 11 ft. lanes with 7 ft. wide parking with 1 ft. buffer

Board members were split on these options.

8. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA
(no public was present)

9. MISCELLANEOUS COMMUNICATIONS (none)

10. NEXT MEETING AUGUST 2, 2018 at 6 p.m.

11. ADJOURNMENT

No further business being evident, the board members adjourned at 8:25 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, AUGUST 2, 2018**

**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 2, 2018.

Chairperson Slanga convened the meeting at 6:02 p.m.

1. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Vice-Chairperson Lara Edwards, Amy Folberg, Doug White, Student Representative Alex Lindstrom

Absent: Board Members Daniel Rontal, Katie Schafer; Alternate Board Member Daniel Isaksen,

Administration: Lauren Chapman, Asst. City Planner
Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Scott Grewe, Police Dept. Commander
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

Fleis & Vanderbrink ("F&V"):
Julie Kroll

MKSK: Brad Strader
Haley Wolfe, Landscape Architect

2. INTRODUCTIONS

The new student representative, Alex Lindstrom, introduced himself to the Board. He is a junior at International Academy. Everyone welcomed him.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF JULY 12, 2018

Motion by Ms. Edwards

Seconded by Ms. Folberg to approve the MMTB Minutes of July 12, 2018 as presented.

Motion carried, 4-0.

VOICE VOTE

Yeas: Edwards, Folberg, Slanga, White

Abstain: None

Nays: None

Absent: Rontal, Schaefer, Isaksen

5. MAPLE RD. IMPROVEMENTS (PHASE II OF OLD WOODWARD PROJECT)

Recommendation on alternatives to City Commission:

Mr. Strader said they would like to get additional feedback on several topics before finalizing a presentation to the City Commission later in August. He reminded this project is funded by MDOT and so it must be consistent with MDOT standards.

Key topics for tonight's discussion are as follows:

1. Parking layout options
2. More information on street tree selection
3. Landscape options for narrow segments
4. Additional options at Maple/Park/Peabody
5. Additional options at Maple and Bates
6. Additional options at Maple from Chester to Henrietta
7. Mast arm signal at Maple and Southfield

Parking Layout Options

MDOT recommends 22 ft. long parking spaces and a no parking zone at the corners. The City typically has parking much closer to the corner than MDOT. The City may be able to seek a design exception from MDOT to extend the parking closer to the corners. MKSK's recommendation to the City Commission based on MMTB input from last month will be to go with this design without the Xs and give up four spaces. Areas at the corners can be used for more landscaping and bumpouts if they can't extend the parking.

In response to Ms. Slanga, Mr. O'Meara said the positive thing about the Xs is that they allow maneuvering space to get in and out quickly so as not to back up traffic. However, there are less parking spaces. Mr. Strader noted that wherever they can get a bumpout or an amenity for pedestrians they will add it in. He recalled the discussion last month was to recover some of the lost parking if possible. ADA spaces are put at the ends so there is **not** so much of an impasse throughout the day for turning trucks. Conclusion was to meet with MDOT to see what the flexibility is with the different options.

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Street Tree Selections

Ms. Ecker noted the City will try to put in the bigger, broader canopy trees wherever there is room. Ms. Wolfe noted segments of Maple Rd. sidewalk are more narrow and columnar trees still provide street character with some shade. Board members liked the Armstrong Maple for narrow sidewalks because of its orange-red, yellow Fall color. For the wider sidewalk zones, they preferred Thornless Honey Locust.

Landscape Options for Narrow Segments

Board members considered:

- Option 1 - Silva cells and structural soils;
- Option 2 - Raised planter pots;
- Option 3 - Flush tree grates;
- Option 4 - Linear raised planters with seating.

Consensus was to choose Option 3 for the sidewalk treatment, as it is the most narrow option with a tree rather than a planter. It is the best opportunity to provide shade, plus it is ADA compliant by being flush with the sidewalk. Board members also liked Option 4 for wider sidewalks because of the seating.

Additional options at Maple/Park/Peabody

Ms. Kroll ran Syncro simulations for the board to evaluate. She showed a model of a typical crossing with a push-button activated control to stop right turns. It would be a free-flow movement unless someone pushes the button to stop. Ms. Ecker said with a push-button, pedestrians will be able to cross the first part and the second part will have a stop sign. The members preferred the typical intersection and crossing design that did not include a separate diverter lane for the right hand turn lane.

There was discussion about doing something else with Park other than making it a two-way street. However, there were benefits of keeping it one-way. Ms. Ecker said that generally speaking they try to follow the 2016 Plan which suggests two-way traffic. Further, it will bring value to the vacant site near the Hunter House.

Additional options at Maple and Bates Intersection

- Option A - Left turn lanes, either lose parking or narrow sidewalks;
- Option C-1 - Left turns would be banned at Bates from 7 AM to 7 PM, with the street, tapered towards Chester so there is more sidewalk space between Chester and Bates.
- Option C-2 - No left turn lanes - keep on-street parking all the way to Chester but less room on the sidewalk.

After reviewing the Syncro model, everyone was in favor of Option C-1. Bates will operate the same as Henrietta.

Additional options at Maple from Chester to Henrietta

Mr. Strader stated that the left turn volumes are low. EB turns are higher than the WB. When the center turn lane is taken away, the potential for rear-end collisions increases. Ms. Kroll indicated there have been 3.2 crashes/year. Four crashes were caused by stopped traffic, either in the queue or to park. So, no left turns are recommended from 7 a.m. to 7 p.m.

Mast arm signal at Maple and Southfield

It was shown that the mast arms afford a better view into the Museum from Southfield. The new configuration for the entryway allows the opportunity for gateway features from the west such as signage, landscaping, lighting, seating.

Mr. Strader said they will take this input, repackage it for the City Commission and after the Commission's direction they will come back with the whole design in an animated model.

6. 2019 LOCAL STREETS PROGRAM - PAVING STREET WIDTHS

Mr. Fletcher noted one of the projects planned for the 2019 construction season is the Quarton Lake Subdivision reconstruction. The project involves the complete reconstruction of the following streets:

- Raynale St. – N. Glenhurst Dr. to Chesterfield Ave.;
- Brookwood St. – N. Glenhurst Dr. to Raynale St.;
- N. Glenhurst Dr. – Oak Ave. to Raynale St.;
- Kenwood Court – Glenhurst Dr. to 220 ft. to East.

It should be noted that these are the only improved streets in the area that have not been worked on in more than 30 years. The following is a detail of what is proposed. He recalled that the Multi-Modal Transportation Board ("MMTB") recently recommended a written policy on determining the width of new and reconstructed streets in Birmingham. The policy was approved by the City Commission at their meeting of July 23. The finalized version of the policy has been used as a reference in making the following recommendations. A summary of existing conditions is provided below, followed by a recommendation based on the City's new residential street width standards.

Raynale St.: The existing pavement on this block was installed at thirty-two (32) feet wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. The road width is wider than the twenty-six (26) ft. width requirement (per the Residential Street Width Standards). The existing right-of-way is sixty (60) ft. wide. A total reconstruction (new concrete pavement and underground utilities) is proposed for this street. A 26 ft. pavement width is recommended that will narrow the pavement, and provide more green space and City trees. The center line will remain the same.

Brookwood St.: The existing pavement on this block was installed at twenty-four (24) ft. wide. The curbs were originally installed in 1929, with an asphalt surface installed at a

later date. The existing right-of-way is fifty (50) ft. wide. City trees would be an issue if they try to widen the street to 26 ft. Therefore the recommendation is to keep the road width at 24 ft. A total reconstruction (new pavement and underground utilities) is proposed for this street.

N. Glenhurst Dr.: The existing pavement on this block was installed at thirty-two (32) ft. wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. The road width is wider than the twenty-six (26) ft. width requirement (per the Residential Street Width Standards). The existing right-of-way is fifty (50) ft. wide. There are no existing City trees in the greenbelt (area between the road and sidewalk), due to the right-of-way and pavement widths. It should be noted that the City recently received a petition to reconstruct N. Glenhurst between Pine St. and Oak Ave. The pavement width of this section of N. Glenhurst is proposed to be constructed at twenty-six (26) ft., in accordance with the Residential Street Width Standards. The center line would remain the same. If the petition is successful, it will likely become a part of this project for logistic purposes as well as to take advantage of economy of scale (better pricing).

Kenwood Court: Kenwood Court was originally constructed as a dead end with a length of approximately 220 ft. The existing pavement was installed at twenty-four (24) ft. wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. In the early 1990's Kenwood Court was extended an additional 250 ft. The existing pavement was also installed at twenty-four (24) ft. wide. This street has two (2) right-of-way widths, fifty (50) ft. on the original section (west) and forty (40) ft. on the newer section. Because this street was constructed in two (2) different eras, the rehabilitation needs are different. Because of not wanting to jeopardize the existing large mature trees in the greenbelt, the recommendation is to keep the pavement at 24 ft. wide. A total reconstruction is proposed for the west half of the block (oldest) and resurfacing is proposed for the east half, as it is newer and does not require utility work. The existing curbs will remain in place on the newer section as well.

Motion by Ms. Folberg

Seconded by Ms. Edwards to accept the suggested recommendations changing the typo in (C) to twenty-six (26) ft.:

- A. Reconstructing Raynale St. at twenty-six (26) ft. wide between N. Glenhurst Dr. and Chesterfield Ave.;**
- B. Reconstructing Brookwood St. at twenty-four (24) ft. wide (matching existing) between N. Glenhurst Dr. and Raynale;**
- C. Reconstructing N. Glenhurst Dr. at twenty-six (26) ft. wide between Oak Ave. and Raynale St.;**
- D. Reconstructing the west half of Kenwood Ct. (approximately 250 ft.) at twenty-four (24) ft. matching the existing and resurface the remaining portion of Kenwood Ct.;**
- E. Schedule a public hearing at the regularly scheduled meeting of the Multi-Modal Transportation Board for September 6, 2018 at 6 p.m.**

Motion carried, 4-0.

VOICE VOTE

Yeas: Folberg, Edwards, Slanga, White

Nays: None

Absent: Rontal, Schaefer, Isaksen

7. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA

Ms. Folberg passed out two articles. One was from the Detroit Free Press that talks about Detroit starting scooter sharing. The second article was from MNPR which mentions bumps along the way for scooter sharing and walking. She noted that in Detroit the pricing for bike share is \$8/day, \$18/month, and \$80/year. She doesn't see bike share as being a casual use at that price.

Dockless scooter share is priced at \$1up front and then \$.15/minute. This may be a better option than bike sharing.

Ms. Ecker advised that details on bike share and scooter share will be brought back to the MMTB in September. The scooter share company runs everything. In Detroit the scooters are required to be used in the bike lanes and not on the sidewalk.

Ms. Edwards stated she would like to see a task force from the public working to encourage bike share in Birmingham. They would investigate if there are more bikes how to make biking safe and how to encourage a biking environment.

Discussion followed that the City should consider doing some public relations activities that promote cycling in the City, such as bike events, group rides, public service messages for drivers to stop for cyclists and pedestrians, or drafting an ordinance to require bikes to be on the streets and not sidewalks. Board members thought that a slow roll like group ride for cyclists in Detroit would be fun for the community.

9. MISCELLANEOUS COMMUNICATIONS (none)

10. NEXT MEETING SEPTEMBER 6, 2018 at 6 p.m.

11. ADJOURNMENT

No further business being evident, the board members adjourned at 7:28 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

BIRMINGHAM CITY COMMISSION MINUTES

OCTOBER 8, 2018

MUNICIPAL BUILDING, 151 MARTIN

7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Patty Bordman, Mayor Pro Tem

II. ROLL CALL

ROLL CALL:	Present,	Mayor Pro Tem Bordman Commissioner Boutros Commissioner DeWeese Commissioner Hoff Commissioner Nickita Commissioner Sherman
	Absent,	Mayor Harris

Administration: City Manager Valentine, Assistant City Manager Gunter, City Attorney Currier, Senior Planner Baka, Fire Chief Connaughton, Fire Deputy Chief Donohue, Police Commander Grewe, Planning Director Ecker, DPS Deputy Director Filipski, Assistant City Engineer Fletcher, Finance Director Gerber, Building Official Johnson, City Clerk Mynsberge, City Engineer O'Meara, BSD Director Tighe

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

10-267-18 INTRODUCTION OF GUESTS

Shelley Goodman Taub, County Commissioner, 12th District

Commissioner Taub reported on the balanced County budget, noting particular line items of interest to Birmingham.

Mike McCready, State Representative, 40th District

Representative McCready provided a brief report on various legislative items.

10-268-18 ANNOUNCEMENTS

Mayor Pro Tem Bordman announced:

- Commissioner Sherman's Birthday
- Tonight marked the official grand opening of Fire Station #2. The Public is invited to tour the new station located on Chesterfield at open public tours on October 11th, 5:30-8:00 pm, and on October 20th, 10:00am-1:00pm.
- Tomorrow, October 9th, is the deadline to register to vote to be eligible to vote in the November general election. If you are not already registered to vote at your current address go to Michigan.gov/Vote to register online, or contact the City Clerk's office at 248-530-1880.

- The Birmingham Fire Department's Annual Open House is Saturday, October 13th, from 1-4 p.m. at the Adams Fire Station. Attendees can operate a fire hose, learn about fire safety, and view an EMS and vehicle extrication display, along with HAZMAT apparatus and equipment. Enter a raffle and enjoy firehouse chili at this family-friendly event. For more information, contact the Birmingham Fire Department at 248.530.1900.
- The Baldwin Public Library is hosting "A Novel Wine Tasting", a fundraiser to support the upcoming Youth Room Expansion and Renovation. The event takes place on Friday, October 19th, 6:00-9:00 pm. Purchase tickets at www.baldwinlib.org/booksandbites.

10-269-18 APPOINTMENTS TO THE BOARD OF ZONING APPEALS

The City Commission interviewed current members Erik Morganroth and John Miller.

MOTION: Motion by Commissioner Boutros:

To appoint Erik Morganroth to the Board of Zoning Appeals as a regular member to serve a three-year term to expire October 10, 2021.

VOTE:	Yeas,	6
	Nays,	0
	Absent,	1

MOTION: Motion by Commissioner Nickita:

To appoint John Miller to the Board of Zoning Appeals as a regular member to serve a three-year term to expire October 10, 2021.

VOTE:	Yeas,	6
	Nays,	0
	Absent,	1

City Clerk Mynsberge administered the Oath of Office to the appointees.

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.

10-270-18 APPROVAL OF CONSENT AGENDA

The following items were removed from the Consent Agenda:

- Commissioner Hoff: Item B, Approval of the City Commission regular meeting minutes of September 17, 2018.
Item N, FY2019 Municipal and Community Credit Funds and FY2018 Contract Addendum
Item T, Lot 12 Parking County Survey
- Mayor Pro Tem Bordman: Item A, Approval of the City Commission special meeting minutes of September 17, 2018.

MOTION: Motion by Commissioner Sherman, seconded by Commissioner Boutros:

To approve the Consent Agenda with Items A, B, N, and T removed.

ROLL CALL:	Ayes:	Mayor Pro Tem Bordman
		Commissioner Boutros

	Commissioner DeWeese
	Commissioner Hoff
	Commissioner Nickita
	Commissioner Sherman
Nays:	None
Absent:	Mayor Harris

- C. Resolution approving the warrant list, including Automated Clearing House payments, dated September 19, 2018 in the amount of \$29,692,487.78.
- D. Resolution approving the warrant list, including Automated Clearing House payments, dated September 26, 2018 in the amount of \$2,757,529.68.
- E. Resolution approving the warrant list, including Automated Clearing House payments, dated October 3, 2018 in the amount of \$400,349.29.
- F. Resolution accepting the resignation of Jeffery Jones from the Board of Zoning Appeals, thanking him for his service, and directing the City Clerk to begin the process of filling the vacancy.
- G. Resolution accepting the resignation of John Rusche as Alternate Member of Parks and Recreation Board, thanking him for his service, and directing the City Clerk to begin the process of filling the vacancy.
- H. Resolution accepting the resignation of Lauren Tolles from the Design Review Board, thanking her for her service, and directing the City Clerk to begin the process of filling the vacancy.
- I. Resolution accepting the resignation of Adam Charles from the Design Review Board and from the Historic District Commission, thanking him for his service, and directing the City Clerk to begin the process of filling the vacancy.
- J. Resolution setting a Public Hearing of Necessity for the Birmingham Shopping District on October 29, 2018. Further, setting a Public Hearing of Confirmation of Assessment Rolls for November 12, 2018 for the Birmingham Shopping District.
- K. Resolution setting a public hearing for October 29, 2018 to consider the proposed Lot rearrangement of 120 Hawthorne, Parcel #1935230015 and 125 Aspen, Parcel #1935230001.
- L. Resolution authorizing an expenditure of \$25,000 from the Parking Enterprise Fund #585-538.001-901.0300 in support of the BSD holiday television campaign.
- M. Resolution approving the purchase of (2) workstations, (2) secure storage cabinets and (16) lateral files in the amount of \$16,744.42 from Kentwood Office Furniture, Inc.; further authorizing this budgeted expenditure from account number 101-301-000-972.0000; further authorizing and directing the mayor and city clerk to sign the agreement on behalf of the city.
- O. Resolution authorizing the City Manager to cast a vote, on the City's behalf, for the two incumbent members of the Michigan Municipal League Liability and Property Pool Board of Directors for three year terms, beginning January 1, 2019.
- P. Resolution awarding parts 2 and 3 of Contract 9-18(S) to Doetsch Industrial Services of Warren, MI, in the amount of \$691,485.02, to be charged to account number 590-

- Q. Resolution authorizing the purchase of the Tennant Sweeper in the amount of \$37,843.00. Funds are available in account #585-538.001-971.0100.
- R. Resolution approving the purchase of one (1) new 2018 GMC Sierra 2500 HD from Todd Wenzel Buick GMC through the Oakland County cooperative purchasing contract #5222 in the amount of \$36,838.00 from account #641-441.006.971.0100.
- S. Resolution authorizing an increase in the authorized amount for the 2018 Sidewalk Trip Elimination Program, Contract #6-18(SW), to Precision Concrete Cutting, Inc., in the amount of \$34,174, to be charged to the Sidewalk Fund, account number 101-444.001-981.0100.
- U. Resolution approving the appointment of election inspectors, absentee voter counting board inspectors, receiving board inspectors and other election officials as recommended by the City Clerk for the November 6, 2018 General Election pursuant to MCL 168.674(1) and granting the City Clerk authority to make emergency appointments of qualified candidates should circumstances warrant to maintain adequate staffing in the various precincts, counting boards and receiving boards.
- V. Resolution scheduling a meeting of the Election Commission on Monday, October 29, 2018 at 6:30 p.m. for the purpose of conducting the Public Accuracy Test for the November 6, 2018 General Election.

Mayor Pro Tem Bordman noted that Joseph Fazio is with the law firm Miller Canfield, not Beier Howlett.

VOTE: Yeas, 5
Nays, 0
Absent, 2 (Mayor Harris absent; Commissioner Nickita abstained due to his absence at the September 17, 2018 meeting.)

Commissioner Hoff noted that Teresa Bridges is the Assistant City Engineer, not the Assistant City Manager.

VOTE: Yeas, 5

Nays, 0
Absent, 2 (Mayor Harris absent; Commissioner Nickita abstained due to his absence at the September 17, 2018 meeting.)

10-273-18 FISCAL YEAR 2019 MUNICIPAL AND COMMUNITY CREDIT FUNDS AND FISCAL YEAR 2018 CONTRACT ADDENDUM (ITEM N)

City Manager Valentine confirmed that the next new bus shelter to be built with these funds would be at the corner of Maple and Coolidge.

MOTION: Motion by Commissioner Hoff, seconded by Commissioner DeWeese:

To approve \$19,760 in Municipal Credits and \$7,217 in Community Credits from fiscal year 2019 and \$1,901 in Community Credits from fiscal year 2018 to Next in support of their specialized transportation program; to approve \$21,932 in Community Credits from fiscal year 2019 to purchase and install a bus shelter (location to be determined); and further to direct the Mayor to sign the Municipal Credit and Community Credit contract for fiscal year 2019 and the amendment to the fiscal year 2018 contract on behalf of the City.

VOTE: Yeas, 6
Nays, 0
Absent, 1

10-274-18 LOT 12 PARKING COUNT SURVEY (ITEM T)

Commissioner Hoff stated a need to find out why people are not parking in Lot 12 before the City sells an additional 75 parking permits for the lot.

City Manager Valentine said:

- The goal of the Advisory Parking Committee (APC) was to take the intermediary step of selling more passes for Lot 12 while also assessing the parking conditions vis-a-vis the lot.
- Since only twelve of the passholders seem to be parking in Lot 12 on a regular basis, the APC is hoping that selling more passes would increase utilization of the lot.
- At the same time, the APC and staff can go back to the current passholders and investigate why they are not parking in Lot 12 more frequently.
- The 3,000-person waiting list number cited contains some redundancy, and is for all five parking structures in the City.
- There are approximately 135 spaces in Lot 12, and 150 passes have been sold thus far for the lot.

Mayor Pro Tem Bordman agreed with Commissioner Hoff, saying that a survey of the current passholders is in order. She continued:

- That perhaps the Advisory Parking Committee could monitor those passholders underutilizing their parking pass, who would then be subject to a three-month limit, at which point the pass would be transferred to another person.
- It is embarrassing that the City has prepared this lot for parking and that it sits largely unused.

City Manager Valentine opined that even if the people holding passes are contacted for feedback, the City still needs to issue additional passes in order to increase utilization of the lot. The City always has the option to rescind passes that are not being used.

Commissioner Boutros agreed with Commissioner Hoff and Mayor Pro Tem Bordman as far as investigating the issues with the lot, while saying it is also a good idea to issue more passes.

Commissioner Hoff agreed to move the resolution as long as further research is done into the lot's underutilization.

MOTION: Motion by Commissioner Hoff, seconded by Commissioner DeWeese:
To accept the recommendation of the Advisory Parking Committee to authorize an additional 75 parking permits for Lot 12 located at the southeast corner of Woodward and Maple Road, and to direct staff to contact the current pass holders for Lot 12 and determine why they are not utilizing their permits.

VOTE: Yeas, 6
 Nays, 0
 Absent, 1

V. UNFINISHED BUSINESS

10-275-18 CONTINUATION OF PUBLIC HEARING FOR BISTRO ORDINANCE AMENDMENTS

Mayor Pro Tem Bordman suggested postponing this item due to the size of the agenda.

MOTION: Motion by Commissioner Sherman, seconded by Commissioner Nickita:
To continue the public hearing for Bistro Ordinance Amendments to December 3, 2018.

VOTE: Yeas, 6
 Nays, 0
 Absent, 1

10-276-18 MASTER PLAN CONSULTANT SELECTION

City Manager Valentine noted that the purpose of tonight's item was to allow the Commission to pose questions for clarification to MKSK.

Planning Director Ecker stated that MKSK is available for questions, and the DPZ team returned should there be any further questions. She clarified that two rounds of scoring were done: one based on the initial submissions, and one after the Ad Hoc Master Plan Selection Committee (MPSC) completed interviews with both MKSK and DPZ.

Chris Hemann, MKSK, introduced members of the team: Megan O'Hara, Principal with United Design Associates, Brad Strader, Principal with MKSK, and Tom Brown, Principal with Nelson Nygaard.

Commissioner DeWeese asked for clarification regarding MKSK's community engagement process. He also asked the MKSK team to differentiate their process from DPZ's community engagement process.

Mr. Hermann said he could not speak to DPZ's community engagement process, but that community involvement is essential. He continued that MKSK:

- Meets with stakeholders from development, neighborhoods, business, real estate, and retail early in the process, seeking to understand their critical issues.

- After these meetings, MKSK holds a weeklong Charrette process in which they begin to address the previous concerns and opportunities expressed by the community stakeholders during the initial meetings.
- Works further on the plan based on the initial meetings and the charette, returning to the community a final time to present recommendations and understand any further concerns the stakeholders have about how the plan has evolved.

Ms. O'Hara stated that United Design Associates (UDA) was founded 54 years ago and was one of the first firms in the world to involve citizens in making decisions in planning their communities. Public engagement and involvement is a standard part of their planning practices.

Ms. O'Hara stressed:

- Listening is a central aspect of their process, and that the feedback from citizens is incorporated into the planning work.
- The people interviewing the citizens are the same ones designing the plans.
- There are many ways of soliciting community feedback, including lecture series, online invitations to provide feedback, MKSK team attendance at community soccer games, visits to schools, and public meetings, as some examples. The MKSK team would work with Birmingham to come up with the most appropriate avenues for community engagement.
- UDA is experienced in both neighborhoods and downtown, and they would be working with MKSK on both.

Mr. Hermann said:

- His team at MKSK and Ms. O'Hara's team from UDA would be working primarily on the public engagement pieces, with other members of the team focusing on other aspects of the plan such as parking and the downtown.
- Comprehensive plans are an opportunity to both educate and engage the community. City staff and the Commission would highlight particular concerns, and the MKSK team would do presentations on those issues for the community, soliciting feedback on how those issues could be improved. Using their professional expertise, the MKSK team would synthesize the community's goals and offer options for how to achieve those goals, highlighting both the benefits and drawbacks of each option.
- The goal is to find consensus on a number of issues which the City can then move forward, and to continue to work with the issues that remain as sticking points.

Mr. Strader emphasized:

- MKSK's present involvement in Birmingham, adding that he lives in Birmingham, Ms. O'Hara grew up in Birmingham, and another member of their team lives in Royal Oak, meaning the team brings a lot of local knowledge. It also means that the community engagement activities would be led by local people who are already known entities to the community.
- MKSK's work with Birmingham so far has included both recommendations that have been accepted and recommendations that have been influenced by the citizens' preferences and concerns. Mr. Strader conceded that sometimes the resident feedback led MKSK to make even better recommendations than the ones initially offered.
- The process so far has led to more flexibility on both the MKSK team's end and the community stakeholders' end, moving them more towards consensus.

Commissioner Sherman said that previous interactions with the MKSK team vis-a-vis Old Woodward often ended with MKSK opining something 'could not be done', only to return to the Commission soon after to have implemented the request. Commissioner Sherman continued:

- This was a frustration the Commission had with the MKSK team.
- It would be a problem if the community, during a public engagement process, is told something 'cannot be done' because that is the MKSK team's initial reaction.

Mr. Strader said the MKSK team now comes to the Commission earlier on in the process to solicit feedback and integrate it. He added that sometimes the things the Commission requested could not be done engineering-wise, but the MKSK team worked to find other solutions that met many of the original goals of the request.

Commissioner Nickita stated the City's area plans are good. The goal of the Master Planning process is to explore the areas that have not yet been planned, and how they will integrate with the extant area plans. The Commission does not want to see already extant area plans redone.

Mr. Hermann confirmed that the MKSK understands Birmingham's goals as stated by Commissioner Nickita.

Ms. O'Hara explained:

- The MKSK team recognizes Birmingham neighborhoods as very stable. This means the focus is not interventions like new parks, but becoming very clear on the specific characteristics of each neighborhood, tracking things such as whether the streets have curbs, the width of the streets, what the tree canopy looks like, the lot sizes, and the age and era of the houses. From this information, the MKSK team would recommend standards for construction, park types, tear-downs, re-builds, parking, and other relevant items for each neighborhood based on their specific characteristics.
- UDA has a copyrighted process through which they look at a City as a set of different systems. They then look at each system by itself to see what could be improved. Some of the systems looked at include street connections, park locations, commercial-use distribution, and multi-family residence distribution. UDA plans on doing this as part of its process with Birmingham.
- A pattern book documents the characteristics of a place, and then recommends guidelines for future interventions so that they would fit into that place. Pattern book houses historically referenced homes with similar floorplans and different architectural elevations. Pattern books also contain neighborhood and community patterns at a block level. It is something created for each community.

Mr. Hermann said:

- Discussing the benefits and potential drawbacks of the current area plans with stakeholders, seeing what gaps exist in the current planning, and discussing what the community would like to see further developed will all be part of the process of creating a master plan that integrates all the planning Birmingham has done to date.
- Designing appropriate transitions between the neighborhoods, especially the downtown and residential, will also be discussed with community members.
- The MKSK team will synthesize community feedback, discuss the new recommendations synthesized from that feedback with the community, and further revise those recommendations based on further feedback. In this way, MKSK generates community buy-in, as they see their ideas, concerns and goals reflected in the planning.

Mr. Hermann said that the team aims to meet with influential people early in the process who can then encourage other residents to participate as well.

Tom Brown, of Nelson Nygaard, stated he is the project manager for Birmingham's current downtown parking study. He said:

- One of the key takeaways from the RFP in terms of parking was that there is a desire to explore parking in the planned districts like the Rail District and the Triangle District.
- Figuring out the different parking conditions and expectations in the different neighborhoods is critical as well.
- One example of an approach to parking issues is that residents who value being within walking distance from downtown are sometimes willing to allow employees to permit park on the residential streets during the day, with the understanding that this helps keep the downtown functioning and vibrant.

Mr. Hermann said aspects of a market study would be pulled in on a macro scale since Birmingham has already performed market studies. The goal would be focusing on the transition zones between neighborhoods. If Birmingham desires a further market study at any point, however, Mr. Hermann confirmed the MKSK team would be able to provide that as well.

Commissioner Hoff wanted to ask questions of DPZ. The DPZ team introduced themselves as Andres Duany, DPZ, Robert Gibbs, Gibbs Planning Group, Sara Trexler, of McKenna, Phil McKenna, former owner of McKenna and now consultant to McKenna, and John Jackson, owner of McKenna.

Mr. Jackson reviewed McKenna's history in working with Birmingham.

Mr. Duany noted that DPZ invented the Charrette process 35 years ago. He then:

- Reviewed the Charrette process as described on pages 432-434 of the October 8, 2018 agenda packet. He noted that there is a high failure rate with Charrettes, but that DPZ has changed its process over the last five or six years and has become successful.
- Clarified that DPZ expects to make individualized reports for each neighborhood.
- Said the central focus is synthesizing the expertise of the residents and the expertise of the DPZ team. He said the residents are experts in the present and in the details of their neighborhoods. The DPZ team brings a different kind of expertise, with an eye towards general trends and evolving technology.
- Said DPZ provides reports with three different scenario types to provide perspective. The first is how the community would develop with no changes to its planning. The second is how the community would develop if all the residents' preferences were implemented. The third scenario how the community would develop if the DPZ recommendations are implemented.
- Emphasized that the residents are experts in their neighborhoods, but only in the present, whereas planners endeavor to create something based on trends and forecasting for twenty or thirty years from now. He explained that DPZ clarifies the options before the stakeholders, rather than making the decisions for the community.
- Said older residents are usually resistant to the new ideas presented in Charettes, while younger residents are usually more interested in change. Often, when a younger resident speaks in favor of an idea in a Charrette, older residents also tend to take a more positive view. Because of this, DPZ always invites the youngest person in the Charrette to weigh in first, because the young people will be interacting most with the community changes being proposed.

- Said DPZ is careful to get a random sample of attendees to attend Charrettes now, because often the most resistant residents are the ones most likely to attend of their own accord. Inviting attendees randomly allows for a more accurate representation of the community's view.
- Said that, during planning, DPZ correlates each concern raised by residents to the appropriate level of decision making: household, block, street, city, state, nation, or United Nations. In this way, DPZ is able to clarify for everyone involved that the decisions being focused on are city-level ones.
- Said in order not to lose the more advanced participants in a Charrette, more elementary questions are answered by providing written information that can be reviewed at the inquirer's leisure.
- Said the Commission will be an integral and active part of the process the whole time, and can provide feedback all the way along.
- Said the market study mentioned in the submittal was probably a mistake of including boilerplate language, because the submittals are not usually taken as seriously by the planners or by the community. The plan receives DPZ's utmost attention, however.
- Said DPZ goes after the problems in a community to see where the fundamental issues are, even if they are uncomfortable topics for the community to broach, because this allows for the best planning proposals.
- Said he would be running the Charrettes, and other members of his team would write up the plan.

Ms. Traxler stated the DPZ team plans on meeting with neighborhood associations, and on being available for follow-up conversations with residents. Residents are invited to participate in Charrettes in a number of ways determined early on in the process through discussions between the DPZ team, city staff, and the Commission. Addressing the budget presented in the RFP, Ms. Traxler explained the Charrette is included in plan preparation, whereas the comprehensive community engagement is included in DPZ's preliminary work.

Mayor Pro Tem Bordman noted that, within the RFP, Charrettes were included under comprehensive community engagement. Therefore, their inclusion under plan preparation makes little sense in terms of what the Commission asked for.

Commissioner Sherman pointed out that in paragraph six of the RFP, it is possible to have made the interpretation of the Charrette being part of the plan preparation phase. In addition, the Commission was provided an explanation by Mr. Lambert at the September 17, 2018 meeting as to how the time was allocated, which met the Commission's expectations. He continued:

- Certain Commissioners have decided Mr. Lambert's previous explanation was not good enough.
- The MPSC worked hard on vetting these proposals, and the Commission has now spent two hours tonight and two hours at the last meeting going over this information again. The Commission originally appointed the MPSC to avoid this kind of process.
- That some members from the MPSC are present at this meeting, and should be invited to share their perspective with the Commission.

Commissioner Hoff said the meeting minutes of the MPSC are very complete in providing the MPSC's perspective, and that no further input should be necessary to make this decision.

Commissioner Nickita opined it was reassuring that both teams had similar ways of allotting time and resources to the various aspects of the planning process

Mayor Pro Tem thanked both teams and asked for comments from the Commission.

Commissioner Boutros reviewed the process thus far, and said he now is sure DPZ is capable of carrying out the master planning process to the City's satisfaction. He made a motion to award DPZ the contract, and it failed due to a lack of a second.

Commissioner Hoff said that she was more confident in the MKSK team.

Commissioner DeWeese, Mayor Pro Tem Bordman, and Commissioner Nickita all said they would like to wait for a full Commission to make a decision.

Commissioner Sherman noted that Mayor Harris did not have the benefit of asking questions this evening. He continued that the Commission has made a habit of deferring decisions, and that the decision should be made by the Commissioners present. Both teams are capable of doing the job well. He opined the decision should not be made on a 4-3 vote.

Commissioner Hoff said this is not a deferral, even if the Commission often does defer decisions. She said the vote would be 3-3 tonight, and having the Mayor participate in the vote will be the tie-breaking vote.

Mayor Pro Tem Bordman stated that Mayor Harris could review the video recording of the meeting to catch himself up on the discussion, and that a 4-3 vote will have to be an acceptable option for the Commission on this matter.

Commissioner Boutros urged the Commission to move forward with the vote because the Commission received a recommendation from the very qualified MPSC.

Mayor Pro Tem Bordman noted two Commissioners in favor of voting now, and four in favor of waiting, so Mayor Pro Tem Bordman deferred the vote.

VI. NEW BUSINESS

10-276-18 PUBLIC HEARING FOR ORDINANCE LANGUAGE UPDATES FOR CHURCH & RELIGIOUS INSTITUTION USES

Commissioner Boutros temporarily left the commission table.

Senior Planner Baka reviewed the issue as presented in the agenda packet, explaining that church is more exclusively used with Christianity, and the goal is to be more inclusive of other religions.

Mayor Pro Tem Bordman opened the public hearing at 9:59 p.m.

Commissioner Sherman excused himself from the meeting at 10:00 p.m. due to illness.

Mayor Pro Tem Bordman closed the public hearing at 10:00 p.m.

MOTION: Motion by Commissioner DeWeese, seconded by Commissioner Nickita:
To approve the following amendments to Chapter 126, Zoning, of the City Code to remove all references to Church or Churches and replace the terms with religious institution(s) and provide a definition for same:

1. TO AMEND ARTICLE 2, SECTION 2.03, R1A (SINGLE-FAMILY RESIDENTIAL) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
2. TO AMEND ARTICLE 2, SECTION 2.05, R1 (SINGLE-FAMILY RESIDENTIAL) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
3. TO AMEND ARTICLE 2, SECTION 2.07, R2 (SINGLE-FAMILY RESIDENTIAL) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
4. TO AMEND ARTICLE 2, SECTION 2.09, R3 (SINGLE-FAMILY RESIDENTIAL) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
5. TO AMEND ARTICLE 2, SECTION 2.11, R4 (TWO-FAMILY RESIDENTIAL) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
6. TO AMEND ARTICLE 2, SECTION 2.13, R5 (MULTIPLE-FAMILY RESIDENTIAL) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
7. TO AMEND ARTICLE 2, SECTION 2.15, R6 (MULTIPLE-FAMILY RESIDENTIAL) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
8. TO AMEND ARTICLE 2, SECTION 2.17, R7 (SINGLE-FAMILY RESIDENTIAL) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
9. TO AMEND ARTICLE 2, SECTION 2.21, O1 (OFFICE) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
10. TO AMEND ARTICLE 2, SECTION 2.25, P (PARKING) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
11. TO AMEND ARTICLE 2, SECTION 2.27, B1 (NEIGHBORHOOD BUSINESS) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE PERMITTED USES, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
12. TO AMEND ARTICLE 2, SECTION 2.29, B2 (GENERAL BUSINESS) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE PERMITTED USES, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
13. TO AMEND ARTICLE 2, SECTION 2.31, B2B (GENERAL BUSINESS) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE PERMITTED USES, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
14. TO AMEND ARTICLE 2, SECTION 2.33, B2C (GENERAL BUSINESS) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE PERMITTED USES, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;

15. TO AMEND ARTICLE 2, SECTION 2.37, B4 (BUSINESS-RESIDENTIAL) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE PERMITTED USES, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
16. TO AMEND ARTICLE 2, SECTION 2.39, MX (MIXED USE) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
17. TO AMEND ARTICLE 2, SECTION 2.43, TZ2 (TRANSITION ZONE) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
18. TO AMEND ARTICLE 2, SECTION 2.45, TZ3 (TRANSITION ZONE) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT, TO REMOVE CHURCH AND REPLACE WITH RELIGIOUS INSTITUTION;
19. TO AMEND ARTICLE 3, SECTION 3.07 – PERMITTED USES AND SPECIAL USES, TO REMOVE CHURCH IN THE LAND USE MATRIX;
20. TO AMEND ARTICLE 4, SECTION 4.45 (G)(5)(a)(ii) and (iii) – PK-01 GENERAL PARKING STANDARDS – TO AMEND THE METHODS OF PROVIDING PARKING FACILITIES, TO REPLACE CHURCH WITH RELIGIOUS INSTITUTION;
21. TO AMEND ARTICLE 4, TO AMEND TABLE A – REQUIRED OFF-STREET PARKING SPACES, TO REPLACE CHURCH WITH RELIGIOUS INSTITUTION;
22. TO AMEND ARTICLE 4, SECTION 4.66 (A)(1)(STORAGE AND DISPLAY STANDARDS), TO REPLACE CHURCH WITH RELIGIOUS INSTITUTION;
23. TO AMEND ARTICLE 4, SECTION 4.84 TU-01 (A)(2)(TEMPORARY USE STANDARDS), TO REPLACE CHURCH OR OTHER RELIGIOUS FACILITY WITH RELIGIOUS INSTITUTION;
24. TO AMEND ARTICLE 4, SECTION 4.86 TU-03 (A)(1)(TEMPORARY USE STANDARDS), TO REPLACE CHURCH WITH RELIGIOUS INSTITUTION;
25. TO AMEND ARTICLE 7, SECTION 7.21 (A)(1) – REQUIREMENTS, TO REPLACE CHURCHES WITH RELIGIOUS INSTITUTIONS;
26. TO AMEND ARTICLE 9, SECTION 9.02 – DEFINITIONS, TO ADD A DEFINITION OF RELIGIOUS INSTITUTION;
27. TO AMEND APPENDIX A, LAND USE MATRIX, TO MERGE CHURCH AND CHURCH AND RELIGIOUS INSTITUTION ROWS INTO ONE ROW UNDER RELIGIOUS INSTITUTION; AND
28. TO AMEND APPENDIX B, INDEX, TO ELIMINATE INDEXED PAGES WHERE CHURCH NO LONGER EXISTS, ADD RELIGIOUS INSTITUTION AND CORRESPONDING PAGE NUMBERS.

VOTE: Yeas, 4
 Nays, 0
 Absent, 2

10-277-18 EMERGENCY RESPONSE VEHICLE PURCHASES

Fire Chief Connaughton thanked the Commission for its continued support of the Fire Department and reviewed the issue on the agenda.

Commissioner Boutros returned to the table.

Assistant Fire Chief Donohue presented a short presentation on the two vehicles.

Fire Chief Connaughton explained the ambulance will be at the Adams Fire Station and the mini-pumper will be at the Chesterfield Fire Station. Each station will have a full-size engine as well. If the call is a rescue, the mini-pumper and the ambulance will go out. If the call is a fire, the full-size engine and the ambulance will go out.

Commissioner Boutros pointed out that the mini-pumper will be less expensive to maintain than a full-size engine, and that it is a necessary addition to the changing needs of the Birmingham community.

MOTION: Motion by Commissioner Boutros, seconded by Commissioner Hoff:

To authorize the purchase of a 2019 Life Line Type1 ambulance on a Ford F-450 chassis for the cost of \$237,241.00 and a 2019 Danko mini-pumper mounted on a Ford F-550 chassis for a cost of \$338,431.00; further to authorize this budgeted expenditure from account number 663-338.000-971.0100; further authorizing and directing the mayor to sign the respective agreements on behalf of the City.

VOTE:	Yeas,	5
	Nays,	0
	Absent,	2

**10-278-18 MAPLE ROAD PAVING PROJECT – SOUTHFIELD ROAD TO
WOODWARD AVENUE**

Planning Director Ecker introduced Brad Strader and Haley Wolf from MKSK, and Justin Rose from Fleis & Vanderbrink (F&V).

Mr. Strader made a presentation of the findings and recommendations made by F&V and endorsed by the Multi-Modal Transportation Board (MMTB) in the agenda packet. He continued that the design of the barrier-free spaces will be updated to meet current standards and expectations. As a result some of the barrier free spaces were relocated to accommodate the design change.

Mr. Rose explained that having the barrier-free spaces across from each other allowed them to be closer to the 'X', and the MMTB emphasized the desire to have the 'X's located in a consistent way.

City Engineer O'Meara explained:

- Handicapped parking standards require a certain number per block, not necessarily per smaller unit of road.
- His understanding is that the new ADA standards do require the proposed changes to the handicapped spaces, even though they are more invasive to the land- and street-scapes.

Mr. Rose clarified that:

- The changes to the handicapped spaces may be required if using federal funding, but not necessarily on a local project.
- MDOT's standard is 20-foot spaces with an eight-foot box, or 22-foot spaces. The only way F&V was able to get to 22-foot spaces was with Birmingham's current 18-foot spaces and eight-foot boxes.

Mr. Strader said that F&V drew out both options, and the MMTB said to remove the 'X's if the yield increased, but to leave them if the yield remained the same.

Commissioner Nickita asked the team to consider whether these changes to the handicapped spaces should be done at all, or perhaps only at some spaces as they are not required.

The team confirmed for Commissioner Nickita that from Southfield to Old Woodward the proposed changes would remove seven spaces.

Commissioner DeWeese pointed out that wider sidewalks would mean businesses no longer need to use parking spaces to accommodate their decks, which could lead to an increase in available spaces. He added that the biggest issue with wheelchairs and parking is curb height. Lower curbs are easier to navigate.

Mr. Strader said that the team would get more clarity on the ADA requirements for parking and would look into potential modifications that would accommodate Commissioner DeWeese's observation about curb height.

City Engineer O'Meara confirmed Maple would have wall-to-wall, optic lines, and irrigation. The power lines were foregone because installing them was a large expense and the City can always light things on Maple by plugging in the lights.

Mayor Pro Tem Bordman said that skipping the power lines on Maple may be unwise because it is a large east-west thoroughfare.

Mr. Strader said that MDOT projects do not have bid options, so the Commission would need to decide on installing power lines or not before moving the project on to MDOT.

Mayor Pro Tem Bordman replied that the City can then internally research the option.

Mr. Strader explained that benches and other amenities were not included in this early version because this presentation was just of the proposed infrastructure changes. Amenities would be included in the later design.

Mr. Strader continued with the presentation, reviewing the tree and landscaping options as included in the agenda packet.

Commissioner Nickita opined that canopy trees are essential to the quality of the streetscape.

Commissioner DeWeese noted that different kinds of canopy trees could be used in different locations as necessary instead of switching to columnar trees.

There was consensus among the Commissioners that canopy trees are to be maintained.

Mr. Strader continued with the presentation, next addressing the mast arm signal at Maple and Southfield. He confirmed that the light on Southfield is facing south.

Mr. Rose explained the new conditions would turn the road considerably, facing where the stop bar would be, which is not dead-on like the other ones are. The goal was to eliminate the pork chop for the right turns. The City got some safety funding from MDOT to do this reconfiguration which is why the City cannot do the mast arm and the box span, as the decision needs to be made prior.

Mr. Strader said the MMTB focused more on the view into the Museum, not the view of the signal.

Mr. Rose confirmed that the team would be putting more of a bend in the road. He continued that:

- The right turn movements along with the people turning left off of Maple yielded the most crashes.
- Going from Maple to Southfield, turning right and going eastbound, the road will look slightly different because the movement will be controlled with the intersection.
- Currently there is a yield situation in which many vehicles are not yielding to the left-turning vehicles, which is creating the conflict. After the proposed change, rights onto Southfield will still be possible, just within the confines of the intersection.

Commissioner DeWeese said it was wise to include mast arms at both locations, and that the 90° angle will increase safety. Commissioner Nickita concurred.

Commissioner Nickita continued that the width of the southbound lane may need further study. He said the width of the proposed lane is so wide as to be potentially dangerous.

Mr. Rose said that lane is not yet to scale, because these were the schematics used in the proposal. He agreed with Commissioner Nickita that the lane cannot be that wide.

There was Commission consensus on adopting Commissioner DeWeese's recommendation for mast arms.

Mr. Strader continued with the presentation, reviewing the intersection at Maple and Bates.

Mr. Rose said the intersection would work fine with left-turns onto Bates, even without a left-turn lane, according to models.

Mr. Strader continued with the presentation, reviewing the intersection at Maple and Henrietta.

Commissioner Nickita opined that the City needs to adhere to its plan of celebrating terminating vistas. He continued that where Henrietta terminates to the north something needs to be done to accentuate the end of that visual corridor.

Mr. Strader continued with the presentation, reviewing the mid-block crossing between Peabody and Old Woodward.

Mr. Rose confirmed that removing the three 'X's to the east of the crosswalk would not equal another parking space. This is because with the federal fund requirement, the spaces are the same at 22-feet or 20-feet with an eight-foot 'X'.

Mr. Strader said that an eleven-foot lane is an MDOT standard, and was found to be no less safe than a 12-foot lane.

Commissioner Nickita said he liked the lane narrowing, that the taper-length is excessive, and that he would like to see less space on either side of the crosswalk.

Mr. Rose noted that a fifteen-foot lane tends to increase speeds, that the team would look into shortening the taper in order to add an additional space, and that the space on either side of the crosswalk is required by MDOT.

Mr. Strader continued with the presentation, reviewing the intersection at Maple, Park and Peabody.

Commissioner Nickita explained that this is one of the remnants of the ring road system from the 1960s that Birmingham has been replacing, and that this section of road should be fixed similarly. He suggested:

- Peabody should allow drivers to either go through or right, instead of limiting drivers' options to a right turn.
- That then the five lanes become four lanes.

Mr. Rose agreed, saying the team would update the plan with these recommended changes.

Mayor Pro Tem suggested there should be a crosswalk installed on the east side, at Peabody and Park, going north to south.

Mr. Strader reviewed the Commission's direction:

- Barrier-free parking will be reviewed to see if its frequency can be reduced.
- Electric systems as part of Maple will be reviewed.
- The next round of drawings will include amenities.
- Maple and Bates will have no left turns on either side, and there will be mid-block crossings.
- Canopy trees will be reviewed as the preferable option for landscaping.
- Maple-Southfield graphics will be cleaned up to show a better signal view.
- Terminating vistas which are part of this plan will be designed with an eye towards celebration.
- F&V will model removing the fifth lane at the Woodward, Peabody and Park intersection.

Commissioner Nickita excused himself from the meeting at 11:32 p.m. due to an early morning flight.

10-279-18 DOWNTOWN PARKING STRATEGIES AND RECOMMENDATIONS REPORT AND PRESENTATION

Assistant City Manager Gunter summarized the report as studying the effective management, use of capacity, and the City's technological environment. She emphasized:

- This is a dynamic plan and a recommendation.
- The implementation guide for immediate action steps that the Advisory Parking Committee (APC) should consider.

Assistant City Manager Gunter concluded by introducing Tom Brown, Julie Dixon, and Brad Strader.

Mr. Brown provided an overview of pages ten through thirty-one of the September 2018 Final Downtown Parking Plan Report.

Ms. Dixon suggested that Lot 12's underutilization could be because employees work from home a number of days a week. Thus, a potential option would be a pass that allows passholders to purchase a certain number of lot uses per month instead of the flat rate. This can encourage drivers to consider alternate forms of transportation. She continued:

- The Commission's instinct to study Lot 12 is a good one, as it can be a study for how exactly to design a flexible pass that will work for Birmingham drivers.

- When overselling passes, the process has to be increased incrementally beginning with an additional ten percent.
- Factors like day-use passes or night-use passes could also be considered in the process of tracking the car counts.
- A flex-pass is more similar to a 'license to hunt' than a guaranteed space. The pass would offer a good likelihood of finding a space. It would also be beneficial to the City to allow the pass to be used in a few different areas so a failure to find a space in one lot does not end a driver's opportunity to find a space.
- The most essential part of these recommendations is that someone needs to be interpreting the data and making recommendations based on that. If the data is ignored the recommendations are not sound.
- Nelson-Nygaard tends to write the report, Dixon often helps municipalities interpret the data and implement the report, and through part of Dixon's work they help municipalities design and hire for a permanent position monitoring parking trends and implementing changes. Several parking operators are able to do this. Municipal oversight has to be engaged in this process.
- There are sustainable solutions that allow municipalities to retain their parking revenue.
- Birmingham can definitely justify a dedicated parking manager for the City, given the age of the industry and the demand for parking in Birmingham.

Commissioner Hoff said she liked the idea of parking ambassadors.

Commissioner DeWeese said he appreciated the 'Quick Wins'.

Mr. Brown noted that sometimes these decisions are sensitive, so one of the best approaches is to combine something like a rate hike with one of the recommended 'Quick Wins' or something else positive so that it is clear the changes are part of a program.

Al Vaitis, Chair of APC, liked the idea of a valet at Lot 6. He explained:

- One company bought a block of permits that are not being used at Lot 12, so the APC's idea was to get more utilization.
- One of the negatives of Lot 12 is that it means people have to cross Woodward.
- SP+ has been doing a great job for the City.

MOTION: Motion by Commissioner Boutros , seconded by Commissioner DeWeese:
To accept the Downtown Parking Strategies and Recommendations report, as presented by the Nelson Nygaard Consultants and further to direct the APC to evaluate and prioritize implementation of the recommended strategies in future meetings.

VOTE:	Yeas,	4
	Nays,	0
	Absent,	3

VII. REMOVED FROM CONSENT AGENDA

The items removed were discussed earlier in the meeting.

VIII. COMMUNICATIONS

None.

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

None.

X. REPORTS

10-280-18 COMMISSIONER REPORTS

The City Commission will interview for three positions on the Birmingham Shopping District Board on November 19, 2018.

The City Commission will appoint one member to the Cablecasting Board on November 19, 2018.

The City Commission will appoint one regular member to the Board of Zoning Appeals on November 19, 2018.

The City Commission will appoint one alternate member to the Parks and Recreation Board on November 19, 2018.

The City Commission will appoint two members to the Design Review Board on November 19, 2018.

The City Commission will appoint one member to the Historic District Commission on November 19, 2018.

10-281-18 CITY STAFF REPORTS

The Commission received the Parking Utilization Report, as submitted by Assistant City Manager Gunter.

The Commission received the Oakland County Board of Commissioners Ad Hoc Committee on Election Infrastructure Report, as submitted by City Clerk Mynsberge.

The Commission received the CN Maple Road Bridge Update, as submitted by Director of Public Services Wood.

XI. ADJOURN

Mayor Pro Tem Bordman adjourned the meeting at 11:58 p.m.

J. Cherilynn Mynsberge, City Clerk

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, NOVEMBER 1, 2018
City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, November 1, 2018.

Vice-Chairperson Lara Edwards convened the meeting at 6:04 p.m.

1. ROLL CALL

Present: Board Members Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal, Katie Schafer, Doug White; Alternate Board Member Daniel Isaksen

Absent: Chairperson Johanna Slanga; Student Representative Alex Lindstrom

Administration: Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Scott Grewe, Police Dept. Commander
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

Fleis & Vanderbrink ("F&V"):
Justin Rose, Traffic Engineer

MKSK: Brad Strader

2. INTRODUCTIONS

Mr. Strader introduced Scott Shogan from WSP who is their national speaker on autonomous connected vehicles.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF OCTOBER 4, 2018

Motion by Ms. Folberg

Seconded by Mr. Rontal to approve the MMTB Minutes of October 4, 2018 as presented.

Motion carried, 6-0.

VOICE VOTE

Yeas: Folberg, Rontal, Edwards, Isaksen, Schafer, White

Abstain: None

Nays: None

Absent: Slanga

5. MAPLE RD. IMPROVEMENTS - SOUTHFIELD RD. TO WOODWARD AVE.

Mr. Strader recalled that since they last met and this board made recommendations, they went to the City Commission and the Commission agreed with most of the recommendations. However, there were some that they wanted to revisit in more detail, so MKSK and F&V have been working to respond to those and to the Commission's additional ideas as well. He offered the refined design in a PowerPoint presentation.

- Direction from the City Commission on the following topics and locations:
 - Parking spaces - MKSK and F&V went with the Xs and proposed a barrier free design. The City Commission felt the barrier free design intruded too much on the sidewalk and they wanted to go with the standard design with a wider sidewalk.
 - The street trees were revised to delete the columnar trees. Zelkova trees are now being recommended, in addition to Honey Locusts.
 - The City Commission wanted more detail on the Southfield Rd./Maple Rd. Intersection.
 - The Commission wanted to terminate the view at the intersection of Maple Rd. and Henrietta.
 - They requested clarity on the amenities.
 - Also, they requested additional options for the intersection at Maple Rd./Park/Peabody to meet MMTB goals.
- MKSK and F&V are still on their time line; coming back to this board in November for the final design recommendations, then beginning the engineering drawings and looking at a 2020 construction.
- Only five overall parking spaces will be lost after working with MDOT, City staff and the design team. Initially they thought 25 spaces would be lost. They were able to keep the Xs between parking spaces.
- There is very good coverage on barrier-free spaces along Old Woodward Ave. with one ADA accessible space for every 25 spaces in a block. With the angled parking, extra barrier space is allowed for van accessibility.
- The City Commission agreed with the flush tree grates if they are needed to get as much sidewalk width as possible. However, they think after working with MDOT that there is now enough width so the grates may not be needed.
- Mr. Rose took over the presentation at this point. He advised that the City Commission endorsed the mast arm signal recommendation and requested more design details to

ease pedestrian crossing but still accommodate truck turns. Their data collection consultant is scheduled to determine what size trucks need to be accommodated.

- Ms. Ecker commented that they don't want the big trucks to go through Downtown. However, once the truck counts are received they will see if it is worth dedicating all of that pavement to them.
 - Mr. Rose said they are looking at something to differentiate and guide the passenger vehicles into the normal concrete but allow trucks to go over it.
 - Mr. O'Meara verified that they have asked F&V to explore a couple of other ideas that are still in the design stages before this gets to the Commission.
 - Mr. Rontal suggested if they do away with the bumpout on the SE corner and add a pedestrian refuge in between, it would effectively cut the crosswalk distance in half.
- Mr. Strader said at the intersection of Maple Rd. and Henrietta the terminating vista treatment could be a large art sculpture, seating, and/or enhanced landscaping.
- The amenities in Phase 1 will be included in Phase 2, such as bike racks near tapered zones, benches at intersections, and mid-block crossings.
- For the intersection at Maple Rd./Park/Peabody Mr. Rose recalled that everyone was in agreement that Option 4 which is a fully signalized intersection where there is stop control for the right turns heading WB would work the best. However, the City Commission's issue was the width of the sidewalk on the south side of Maple Rd. between Woodward Ave. and Park/Peabody. They asked that several different options be explored. However, every option to reduce the number of lanes forced cars to become backed up. So the conclusion was that five lanes are important. Also, eliminating the right turn lane ended up being a catastrophe.
- Then they went to MDOT and asked what else they could do. MDOT was open to reducing the five lanes to 10 ft. in width for that one block. That enabled them to get 11.5 ft. of sidewalk to the south which is enough room to continue all of the streetscaping elements.
 - Discussion concluded that a gateway treatment at both the east and west would be a good idea.
- The City Commission wondered if they could include a pedestrian crossing on the east leg of the Park/Peabody intersection. However, analysis showed that if that crossing was added it would not work for vehicles or pedestrians.

Motion by Ms. Folberg

Seconded by Mr. Rontal that with the understanding that the intersection of Southfield Rd. and Maple Rd. still needs some refinement, the Multi-Modal Transportation Board makes the following recommendations relative to the Maple Rd. conceptual design from Southfield Rd. to Woodward Ave.:

- 1. The crossing of Maple Rd. on the eastern leg at Peabody/Park will not be pursued.**
- 2. Three ADA accessible parking spaces will be provided in the corridor. The spaces shall be sized the same as the other parking spaces in the project area, and located near an intersection so as to be able to make use of the proposed ramps at the intersection.**

3. Columnar trees will be deleted in favor of trees similar to those used on the Phase 1 project.

4. The Southfield Rd. intersection realignment will be refined to permit all truck turning movements, as shown.

5. The taper length east of Old Woodward Ave. will be reduced to the minimum required, thereby allowing the addition of two more parking spaces on the E. Maple Rd. block.

6a. The cross-section of Maple Rd. east of Park St. will be reconstructed with five 10 ft. wide lanes, pending approval of a design exception from MDOT.

Motion carried, 6-0.

VOICE VOTE

Yeas: Folberg, Rontal, Edwards, Isaksen, Schafer, White

Nays: None

Absent: Slanga

6. COLLECTOR STREET PAVING PROGRAM IMPROVEMENTS

Park St. – Oakland Blvd. to Hamilton Ave.

Peabody St. – E. Maple Rd. to E. Brown St.

Bowers St. – Woodward Ave. to S. Adams Rd.

Elm St. – Bowers St. to Woodward Ave.

The above commercial street segments are budgeted for maintenance work in 2019. The work varies from asphalt resurfacing to full depth pavement replacement. Other than Park St., no curb and gutter sections are planned for removal, other than patching. With that in mind, no street widths are being changed with this project. As is typically done, staff has reviewed the Multi-Modal Transportation Plan (MMTP) to verify if any multi-modal improvements should be incorporated into the project at this time. The following summarizes this review:

1. Park St. - Oakland Blvd. to Hamilton Ave.: The MMTP does not call for any improvements on this segment.

Staff Recommendation:

- Replace handicap ramps and pavement markings at the Oakland Blvd. intersection with new 12 ft. wide walking surface.
- Replace handicap ramps and pavement markings at the mid-block crossing with new 8 ft. wide walking surface.

2. Peabody St. – E. Maple Rd. to E. Brown St.: The MMTP does not call for any improvements on Peabody St.

Staff Recommendation:

- Require construction of a mid-block crossing at a later date as a part of the new construction as 34965 Woodward Ave.
- At Brown St., replace the handicap ramps and pavement markings to meet the City's current standards at the mid-block crossing at 8 ft. wide.

3. Bowers St. – Woodward Ave. to S. Adams Rd.: The MMTP recommended the addition of sharrows to mark this stretch as a part of a neighborhood connector route.

Elm St. – Bowers St. to Woodward Ave.: The MMTP does not call for any improvements on Elm St. A widened crosswalk is also proposed on Elm St. where it meets Woodward Ave.

Discussion considered eliminating parking along the south side of Bowers St. and adding two bike lanes. Board members discussed adding markings for bicycles at a later date when there are other connections for the neighborhood connector route. Ms. Ecker noted the number one complaint from the Triangle District is the lack of parking. Further, getting rid of the parking would not provide enough room for bike lanes.

Staff Recommendation:

- On Bowers St., replace handicap ramps at the Elm St. and Adams Rd. intersections to meet the City's current crosswalk standards at 8 ft. wide.
- On Elm St., replace handicap ramps at the Elm St. and Woodward Ave. intersection to meet the City's current crosswalk standards at 6 ft. wide.

Motion by Mr. Rontal

Seconded by Ms. Folberg to recommend to the City Commission the following improvements to be included in the Collector Streets Paving Program, in accordance with the Multi-Modal Transportation Plan:

Regarding Park St.:

- **Replace handicap ramps and pavement markings to meet the City's current standards such that the Oakland Blvd. crossing has a 12 ft. wide walking surface, and the mid-block crossing has an 8 ft. wide walking surface.**

Regarding Peabody St.:

- **Postpone construction of a mid-block crossing until new construction at 34965 Woodward Ave. is completed.**
- **Replace handicap ramps and pavement markings to meet the City's current crosswalk standards such that the Brown St. crossing has an 8 ft. wide walking surface.**

Regarding Bowers St. and Elm St.:

- **Replace handicap ramps and pavement markings to meet the City's current crosswalk standards such that the Bowers St. intersections of Elm St. and**

Adams Rd., as well as the Elm St. intersection at Woodward Ave. have 8 ft. wide walking surfaces.

There was no public present to comment.

Motion carried, 6-0.

VOICE VOTE

Yeas: Rontal, Folberg, Edwards, Isaksen, Schafer, White

Nays: None

Absent: Slanga

7. CONTINUING EDUCATION: AUTONOMOUS VEHICLES

Guest Speaker: Scott Shogan, PE, PTOE
Connected/Automated Vehicle Market Leader, WSP

Mr. Shogan presented background regarding the latest thinking on autonomous vehicles (AV). There is pressure on the companies that are developing this technology to race ahead. There will be opportunities opening up for new users that may not be able to access the system well today, such as the elderly and people with disabilities. The car companies are looking increasingly at how they would provide mobility as a service rather than selling vehicles directly to consumers.

Almost all of these automated vehicles are being built on electric vehicle platforms. So, advancing battery technology will be a big piece going forward. General Motors is talking about next year launching driverless fleets of taxis in three different locations.

Most of the automated vehicles do everything via sensors that are onboard as opposed to connected vehicles which use a cooperative communication system where the vehicles are actually talking digitally to one another, the roadside, and to the cloud interoperable systems that work across all equipment and manufacturers.

It's not just about the technology, there is also the reality of physical street space.

- Mr. Strader spoke about the new mobility era:
 - Ride hailing (Uber, Lyft, car-share)
 - Shared bike systems
 - Rapid bus systems
 - Communication technology
 - On-board vehicle safety features

25% of peak hour traffic in San Francisco is Uber/Lyft.

- Impacts on cities and timing will depend upon:

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- Will vehicle travel go up or down?
- Who will own the AVs - individuals or shared use?
- Where will the vehicles park and drop off?
- Will convenience of AVs reduce the willingness to walk or bike?

Self-driving vehicles are likely to increase total vehicle travel, although it depends on the ownership model and the level of supporting infrastructure.

Connected autonomous vehicles will improve the capacity of intersections.

- Impacts to certain land uses:
 - Gas stations replaced by electric charging stations.
 - Will we have fewer or more auto-oriented uses?
- Impacts on street design:
 - Will more narrow lanes be feasible?
 - Demands for curbside space.
 - Cost to upgrade "Smart Transportation" infrastructure.
- Parking Impacts:
 - How will autonomous vehicles affect parking demand?
 - There is likely to be a reduced overall parking demand.
 - Developers and cities may be less willing to build expensive parking structures, or seek alternatives.

Design new garages for flexibility, such as having flat floors to accommodate new uses in the future.

Mr. Rontal questioned if there is anything that can be done to try and future proof some of their plans and make it easier to do conversions down the road. Mr. Shogan suggested:

- Putting in the conduit for fiber optic cable when doing a road project.
- Plan parking structures in terms of re-use.
- Consider drop-off space in design schemes.

Mr. Rose asked what can be done from a traffic signal perspective. Mr. Shogan replied:

- Size the signal control cabinets to be ready.
- Add inexpensive features to the traffic signal controller that would make it easier to add new functionality later.

Ms. Edwards asked if there are any plans for electric vehicle charging stations. Mr. Shogan advised that the range has been increasing a lot. Already they can go 300 miles without a charge. The technology will definitely improve. Mr. O'Meara said there hasn't been enough demand in Birmingham that they would close off parking spaces and make them only available to electric vehicles.

Ms. Edwards asked about cyber security for the connected vehicles. Mr. Shogan said that is a whole industry unto itself because of the disastrous effect if there is vulnerability.

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

9. MISCELLANEOUS COMMUNICATIONS (none)

10. NEXT MEETING DECEMBER 6, 2018 at 6 p.m.

11. ADJOURNMENT

No further business being evident, the board members adjourned at 7:42 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer