



FINAL

SPECIAL STUDY SESSION MEETING MINUTES

A Special Study Session of the Farmington City Council was held on October 6, 2014, in Farmington Community Library, 23500 Liberty, Farmington, MI. Notice of the meeting was posted in compliance with Public Act 267-1976.

The meeting was called to order at 6:00 PM by Mayor William Galvin.

1. ROLL CALL

Attendee Name	Title	Status	Arrived
Greg Cowley	Councilmember	Present	
William Galvin	Mayor	Present	
JoAnne McShane	Councilmember	Present	
Steve Schneemann	Mayor Pro Tem	Present	
Jeff Scott	Councilmember	Present	

City Administration Present

Superintendent Eudy
 Director Christiansen
 Interim Director Demers
 City Clerk Halberstadt
 Treasurer Weber
 Attorney Saarela

2. APPROVAL OF AGENDA

RESULT:	APPROVED [UNANIMOUS]
MOVER:	JoAnne McShane, Councilmember
SECONDER:	Greg Cowley, Councilmember
AYES:	Cowley, Galvin, McShane, Schneemann, Scott

3. PUBLIC COMMENT

4. GRAND RIVER TRAFFIC CALMING STUDY

A. Review of Grand River Traffic Calming Study

Director Christiansen stated that one of the goals of Council was to study and create more on-street parking, particularly along Grand River and the suitability

of using surplus lanes along Grand River for other modes of transportation. He stated Grand River is an MDOT trunk line and therefore it was necessary to conduct a traffic analysis to determine feasibility of proposed changes. He advised in March Council authorized OHM to study the area on Grand River, beginning at Shiawassee and proceeding east to Orchard Lake Road. He indicated Steve Dearing from OHM was present to discuss their findings.

Dearing advised this study was conducted to ascertain whether or not there could be a reduction in travel lanes on Grand River between Shiawassee and Orchard Lake Road. He indicated that MDOT's preference is to extend the study to the next intersection in each direction beyond the scope to make sure there are no unintended consequences. Therefore the report prepared by OHM actually extends from Drake Road to Nine Mile Road.

Dearing stated their number one priority is safety when they conduct their analysis, determining what the crash patterns are and whether or not the proposed changes would have an impact on those numbers, good or bad.

Dearing stated that according to the data they reviewed, the kind of crashes found at major intersections were very typical of what you would find in a suburban area such as Farmington. Hot spots included Grand River at Farmington Road where rear end crashes were prevalent as well as sideswiped vehicles associated with on-street parking at that location. They found a concentration of crashes between Grove Street and Power Road he believes is due to the density of driveways in that area.

Dearing reviewed the criteria associated with the gradation of accidents as well as defining peak periods. He indicated that Grand River has an east/west bias in the morning rush hour and then westbound coming back out at night, with a 20% increase in the evening rush hour traffic volume.

Dearing then detailed the turning movements in the corridor. He went over the analytical software utilized in the study and how the results are portrayed in the report.

Schneemann questioned the validity of the data if the study was done during the I-96 construction. He stated the data would be skewed based on observations during the I-96 closure.

Dearing indicated although the data was collected in May during the closure, he used historical data as well from the SEMCOG website to generate his findings and further discussion was held.

McShane commented on the traffic tie-ups that occur on Shiawassee and expressed her concern regarding further impact if a three-lane option on Grand River goes forward. She also inquired if the study included consideration of bike lanes. Dearing responded they took into account areas of surplus pavement for community to utilize in whatever way they saw fit.

Cowley asked for clarification regarding the recommendation for a Grand River

road diet. Dearing responded it would begin just east of Wilmarth. Cowley cautioned him about the dangers of that intersection. Discussion of pass-thru traffic then ensued.

Schneemann expressed concern about making any decisions based on the data that may have been impacted by the I-96 closure and may not be relevant.

Mayor Galvin asked Chief Demers if he had any concerns from a public safety standpoint. Demers responded there has been significant traffic increase on Grand River westbound from Drake to Halstead as a result of the I-96 construction. He stated the Grand River and Farmington intersection hosted the most accidents this past year.

Galvin then asked regarding the next steps in this process. Christiansen responded that administration would continue to work with OHM and respond to concerns expressed by Council. He assured everyone that this is at the evaluation stage only.

5. POWER ROAD BRIDGE PROJECT

A. Review of Power Road Bridge Project

Christiansen stated the purpose of this agenda item is to discuss the inspection findings related to the bridge that crosses the Rouge River on Power Road just north of Grand River. He indicated that according to a report by OHM, there is an impact and undermining of the footing on the south abutment that supports the bridge. This is not yet at the critical stage, but should be addressed during the 2015 construction season. He stated the inspection reports have been provided to MDOT. He advised the estimated cost of the project would be approximately \$70,000 with the bid going out in the Spring of next year.

Matt Parks of OHM advised bridge inspections are done on behalf of the State. He reviewed his findings on the aforementioned bridge. He advised the best time to address the problems would be in July/August of 2015 when water levels are low.

Parks then discussed an exposed sanitary sewer trunkline that exists just south on the same stretch of the river. He advised this situation was discovered a few years back and poses no immediate threat, but should be addressed. He suggested the two projects are similar in nature and timing and could be bundled together for bids.

Parks indicated they had applied for a grant a few years back to address the sanitary sewer portion of the project but were unsuccessful in their attempt.

Weber indicated \$47,000 has been allocated for the sewer repair in the coming year.

McShane inquired if there would be street closings affiliated with the project and Parks responded in the negative.

Scott and Schneemann expressed concern over the costs of both projects.

Cowley expressed the need for a "permanent fix" and not one that will continue to keep recurring.

Christiansen stated that these are two of the top three projects that need to be addressed. He advised some revenues have been set aside for these projects.

Christiansen inquired under whose jurisdiction the bridge falls. Parks responded MDOT requires the bridge inspection and report, but the City is responsible for its repairs. He further stated MDEQ oversees the stream and channel so there will need to be a coordination of the three entities in handling same.

6. CITY WATER DISTRIBUTION

A. Presentation - City Water Distribution Reliability Study

Christiansen advised OHM is in the process of completing a water reliability study of the entire City distribution system. The City is required every five years to submit an updated study to the MDEQ. It evaluates the system and identifies areas for capital and operational improvement. This agenda item is intended to provide Council with an update regarding the City's water system. He stated that Council expressed some concerns over the City's ability to deliver water under acceptable pressure to several redevelopment sites and that this report addresses that issue.

Matt Parks of OHM stated the MDEQ requires a study to review the existing system, growth factors, and projected population increases in the next five and then twenty-year period. He worked with Director Christiansen in identifying the new projects that are on the table. He stated that about a year and a half ago they began their study, looking at pressures and flows and acquired a new calibrated model to measure same. He described the benefits of the new instrument and the tools available to them with its use. He indicated Farmington's system is in good shape, with good working pressure. He noted a few areas demonstrated a decrease in fire protection, but this is not uncommon.

Parks stated the City of Farmington has always been proactive in identifying and making necessary repairs to their system. He pointed out that when roads are redone, the City takes the opportunity to look at the water mains that are underneath and make any necessary repairs. He noted his report suggested some maintenance routines that will help keep the system up and running and cited specific areas that need attention.

Scott asked if the report addressed water pressure for potential high-rise structures. Parks responded they looked at several potential redevelopment areas and determined water pressure would be adequate.

Galvin reiterated that no decisions would be made tonight on this issue. The purpose of this report is to identify long term capital improvement projects. He requested the study include 5-story structures in specific areas on Grand River from Farmington to Orchard Lake.

Cowley expressed concern regarding capacity for redevelopments and anticipated growth. He would like to see pump stations placed in strategic areas to accommodate multi-story buildings.

McShane inquired about wooden water mains in Farmington. Eudy responded there are none in service in Farmington at this time. She then questioned the determinants on the efficacy of water mains. Parks responded it is material based and efficiency has more to do with size than age.

Responding to a question from Galvin, Eudy stated that he has been working with City Manager Pastue to ensure there is sufficient water for future developments.

7. FARMINGTON ROAD GRANT PRE-CONSTRUCTION

1. Discussion - Farmington Road Grant Pre-Construction Items

Christiansen advised there are a few items that need to be addressed and require Council action before the Farmington Road streetscape project takes place next summer. He cited a number of issues that need to be addressed with OHM including: removal of trees, the removal of cobra street lights, electrical and site preparation work before the grant portion of the project begins.

Eudy volunteered DTE has already paid for the removal of the cobra lights and the only thing left to do is coordinate timing of same.

Parks spoke regarding a new Federal Funding mandate relative to tree removal. He stated trees must be cleared of bat species before they are removed. He discussed the arduous procedures required under grant funding and pointed out changes cannot be made once the bid has gone out.

Cowley pointed out the campaign surrounding the Grand River streetscape that publicized downtown businesses were open during construction. He suggested doing the same for the Farmington Road project. He would like to try and minimize the financial impact to the affected downtown businesses.

Scott cited concerns that documentation leaving the hands of the City is self-contained, that there will not be any uncovering of hidden conditions in the process.

Galvin advised the project will begin the day after Founder's Festival and there is no time for delays. It is a large project for Farmington that will continue to redefine the downtown through streetscapes.

Christiansen confirmed that the Farmington Road project is a \$1.4 million dollar project and detailed the stages thereof.

8. DRAKE ROAD SPEED LIMIT

1. Discussion - Drake Road Speed Limit Study

Director Christiansen advised the City of Farmington has engaged the services of the Traffic Improvement Association (TIA), to study the speed limits on Drake Road between Grand River and Freedom. Historically the speed limit on that section of Drake Road has been 25 miles per hour. It was indicated this may not be a speed which is adequate for design and function of the road or the amount of traffic on the road. The results of the study indicated the posted speed limit should be increased to 35 miles per hour.

Interim Director Demers stated there have been few accidents over the last three years on Drake Road. He noted that section of Drake Road is heavily enforced as far as traffic citations. He advised the increase in speed to 35 miles per hour was warranted at this time.

Schneemann stated he had questioned the reasoning behind conducting the study and one of the reasons given was the ability to have a traffic ticket dismissed on the basis of validity. He queried Demers as to if that had ever happened. Demers stated he is personally unaware of citations issued along Drake Road being called into question as to validity of the posted speed limit.

Schneemann then asked if almost 50 percent of people entering that stretch are driving over 45 miles per hour or more and Demers responded in the affirmative. He cautioned against raising the speed limit in an area where there is an elementary school present.

McShane expressed concern that if the speed limit was raised to 35 mph would motorists then drive 55 mph.

Demers advised raising the speed limit would not curtail enforcement efforts to maintain the 35 mile per hour speed limit. He noted the study revealed the average speed of motorists was 36 mph and he hoped that would stay the same with the change.

Discussion followed regarding the impact raising the speed limit would have on pedestrian/school crossings.

Responding to a question from Galvin, Christiansen advised the 25 mph speed limit was established due to the residential nature of the road.

Galvin pointed out Drake Road north of Grand River and south of Freedom are completely different roads. He stated the real concern is the crosswalk at the corner of Tall Pine and Drake and the safety of pedestrians.

Schneemann noted there does not seem to be a lot of support from Council for changing the speed limit. He questioned the need for going forward with a public hearing on the matter.

Galvin asked Christiansen to take Council comments back to city administration and suggested this item could be brought back to Council at a future study.

9. PURCHASE OF NEW MOWER FOR DPW

1. Consideration to Approve Purchase of New Mower for Public Works Department

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Steve Schneemann, Mayor Pro Tem
SECONDER:	Jeff Scott, Councilmember
AYES:	Cowley, Galvin, McShane, Schneemann, Scott

The votes were taken in the following order: Galvin, McShane, Schneemann, Scott, Cowley.

10. INTRODUCE ORDINANCE C-778-2014

1. Consideration to Introduce Ordinance #C-778-2014 to Establish Grand River Corridor Improvement Overlay District

Christiansen advised City Administration is recommending City Council introduce Ordinance C-778-2014 to establish the Grand River Corridor Improvement Overlay District. He stated this represents the culmination of the Grand River Corridor Improvement Authority's efforts to develop an ordinance that allows redevelopment flexibility within the context of the Vision Plan for the Grand River Corridor.

Christiansen advised the Planning Commission held a Public Hearing at their September 22nd, 2014 meeting where approval of the ordinance was recommended to City Council. He indicated Councilmember Scott serves as liaison and Sherrin Hood from LSL Planning is present to answer questions.

Scott gave a brief description of an overlay district and discussed the benefits of same. He mentioned incentives for developers that will draw them to future developments within the corridor. He will provide Christiansen with a recommendation of a few tweaks to the proposed ordinance.

Christiansen explained that tonight is the first step in a two-step process to adopt the ordinance.

Schneemann discussed modification to the INTENT section with regard to the traffic and pedestrian studies.

McShane questioned front yard building setbacks and pointed out that the Grand Cafe sits too close to Grand River. She requested consideration be given to increasing setbacks as part of the new construction or redevelopment.

Hood stated setbacks could be defined depending on the area. The ordinance will be flexible in terms of setbacks.

McShane commented on the progressiveness of the document for the City.

Mayor Galvin advised that with the creation of the overlay district the focus is changed from the downtown and demonstrates to citizens the city is interested in the community as a whole.

Christiansen discussed the activities of the Corridor Improvement Authority to date. He stated the purpose of the CIA is not to replicate the downtown, but complement it.

Motion to introduce Ordinance C-778-2014 amending Chapter 35, "Zoning" of the Farmington City Code, to add a new Article 11, "Grand River Corridor Overlay District," to establish regulations applicable within such district.

RESULT:	INTRODUCED [UNANIMOUS]
MOVER:	Greg Cowley, Councilmember
SECONDER:	Steve Schneemann, Mayor Pro Tem
AYES:	Cowley, Galvin, McShane, Schneemann, Scott

11. FOOD TRUCK RALLY SPECIAL EVENT

1. Consideration to Approve Food Truck Rally Special Event Request Proposed for October 12, 2014 at Riley Park

Christiansen advised city administration received a Special Event Request from Sal Palland, owner of Off the Beaten Path, LLC, to host a food truck rally in Riley Park on October 12, 2014 from 1:00 to 6:00 p.m.

Palland was present to provide details of the proposed food truck rally including the types of vendors that will be involved.

Cowley expressed concern restaurants in the immediate area would be negatively impacted by the event and further discussion ensued.

Schneemann stated he would not want to support any event that takes business away from downtown merchants. He indicated this is not an apples-to-apples comparison and thinks at the very least this event will increase awareness of downtown by bringing people to the area.

McShane expressed support for this type of event in the downtown. She compared it to the Farmer's Market where vendors compete with local businesses. She noted there is great support for the Farmer's Market.

Further discussion was held concerning the numbers attending the rally, insurance requirements and impact on Public Safety.

City Attorney Saarela spoke about the ordinance, policy and application for special events.

Galvin noted the event is somewhat ambiguous with no clear goal. He stated it needs to align with the goals of the Downtown Development Authority events. He pointed out the city lacks a comprehensive special events policy.

Scott suggested the sponsors of the food truck rally cover city costs for the event.

McShane questioned whether Council can request fees from one entity and not another.

MOTION to approve a Food Truck Rally Special Event Request scheduled for Sunday, October 12, 2014 at Riley Park with the provision that the Department of Public Works be compensated for costs resulting from the event.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Jeff Scott, Councilmember
SECONDER:	Steve Schneemann, Mayor Pro Tem
AYES:	Cowley, Galvin, McShane, Schneemann, Scott

12. COUNCIL COMMENT

Cowley challenged Councilmembers to speak to local businesses who would be impacted by the Food Truck Rally.

McShane urged the community to make an effort to see "cabbage island" located at Grand River and Shiawassee. She stated the beautiful island was planted by the Beautification Committee.
Schneemann recognized Demers in his new position as Interim Director of Public Safety.

13.ADJOURNMENT.

1. Motion to adjourn the meeting.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	JoAnne McShane, Councilmember
SECONDER:	Greg Cowley, Councilmember
AYES:	Cowley, Galvin, McShane, Schneemann, Scott

The meeting adjourned at 9:06 p.m.

William E. Galvin, Mayor

Susan K. Halberstadt, City Clerk

Approval Date: December 15, 2014