



Rochester Hills

Minutes

Planning Commission

1000 Rochester Hills Dr.
Rochester Hills, MI
48309
(248) 656-4600
Home Page:
www.rochesterhills.org

Chairperson William Boswell, Vice Chairperson Deborah Brnabic
Members: Gerard Dettloff, Kathleen Hardenburg, Greg Hooper, Nicholas O. Kaltsounis,
David A. Reece, C. Neall Schroeder, Emmet Yukon

Tuesday, April 15, 2008

7:30 PM

1000 Rochester Hills Drive

CALL TO ORDER

Chairperson William Boswell called the Regular Planning Commission meeting to order at 7:30 p.m. in the Auditorium.

ROLL CALL

Present 9 - William Boswell, Deborah Brnabic, Gerard Dettloff, Kathleen Hardenburg, Greg Hooper, Nicholas Kaltsounis, David Reece, C. Neall Schroeder and Emmet Yukon

Quorum present.

Also present: Ed Anzek, Director of Planning and Development
Julie Jenuwine, Director of Finance
Roger Rousse, Director of DPS/Engineering
Alan Buckenmeyer, Manager of Parks
Jim Bradford, Fire Department Deputy Chief
Dan Casey, Manager of Economic Development
Maureen Gentry, Recording Secretary

APPROVAL OF MINUTES

2008-0153 April 1, 2008 Regular Meeting

A motion was made by Schroeder, seconded by Kaltsounis, that this matter be Approved as Presented.

The motion CARRIED by the following vote:

Aye 9 - Boswell, Brnabic, Dettloff, Hardenburg, Hooper, Kaltsounis, Reece, Schroeder and Yukon

COMMUNICATIONS

- A) Planning & Zoning News dated April 2008
- B) Memo from M. Gentry, dated April 15, 2008 re: PC Rep to ZBA

NEW BUSINESS

2008-0152 2009-2014 Capital Improvement Plan Workshop - Presentation of projects

(Reference: Memo from Julie Jenuwine, dated April 9, 2008, and draft CIP document had been placed on file and by reference became part of the record thereof.)

Ms. Jenuwine began the workshop with a brief statement about the CIP process. She summarized that the CIP was developed as a tool to implement the City's Master Land Use Plan, and also assisted the City with its long-term financial planning. The threshold for non-operating budget projects was \$25,000.00 or more, however, Professional Services had to be \$50,000.00 or more. She advised that the Green Space Land Acquisition had been excluded from the process, as the committee was doing its own work.

Ms. Jenuwine advised that the 2009 CIP was similar to those in prior years. The Policy Committee changed criterion eight of the Needs Assessment Form, which rated projects based on saving a fixed dollar amount, because they felt it should be relative to the project cost. It was now more of a "return on investment" calculation and would include cost saving measures. It was an effort to allow projects to get more points. There were 11 total criteria. She noted that some of the projects were fairly old, and had not been rated in quite a few years, so they thought it would be a good exercise and appropriate to re-rate all the 90 or so projects. The Engineering Department had asked if the pathways could be submitted and rated by the Pathway Committee rather than the Policy Team. The Policy Team decided it would be appropriate, since that Committee focused on and dedicated time looking at and analyzing the pathway projects more intimately. It was her understanding that the Pathway Committee was in the process of rating the projects and establishing a Needs Assessment Form

that would be very similar to what the CIP Team used. She hoped that by the end of April they would have the information accumulated so it could be given to the Planning Commission. She noted that the Public Hearing would be May 20 to allow the Pathway Committee enough time.

Ms. Jenuwine related that there were 19 new projects proposed, plus they pulled two projects from the "Under Review Section" (formerly the Companion Section) - the Dequindre Road and Water Reservoir projects. The 21 projects amounted to a little over twelve million dollars, City share. The CIP totaled \$192,500,000.00, and the City's share was around \$132,000.00. The water and sewer projects made up 29% of the costs; local streets were 28%; major roads were 23%; internal services were 10%; pathways were 5%; drains were 3%; parks were 1%; and facilities were 1%. She mentioned that none of the costs included any borrowing costs. If the City bonded for any of the projects, such as the water and sewer projects, the interest costs would have to be added to the total. Ms. Jenuwine referred to pages 86-88, and said they were a brief summary of the added projects, the completed projects and any timeline shifts.

Ms. Jenuwine referred to page 87, projects removed, and said that some were completed and some were pulled, and it explained it further. On page 88, the projects with timeline changes were listed, and they were generally pushed back because the priorities had changed or the funding was not available. She noted that the Local Street PQ1 Summary listed some major roads, such as Drexelgate and Meadowfield, because the software was not reporting as it should, but that they would be removed.

The first project discussed was IS-02B, Website Update

Project, (page 57) submitted by MIS in conjunction with Planning and Development. It related to a proposed Branding and Communications project. Mr. Anzek advised that the Website Update was closely tied to the Communications plan, and that Mr. Casey was working with MIS to upgrade the web page. They intended to unify the City's image and appearance with logos, letterheads and similar.

Mr. Casey stated that the City had been looking at a Branding and Communication Plan for a couple of years. The Mayor formed a Business Council about a year ago, and some strong recommendations from the group were that the City needed to do more to market itself to the community. They needed to present programs and services available to residents and to the business community. To do it correctly, they had to look at what the City had now. They would take a comprehensive approach, and gather public and stakeholder input, as well as the City's input. The project would evaluate the current business cards, letterhead, cable, etc., and afterwards, they would decide whether the current brand was effective and meaningful, and if not, what could be better. They also currently had competing tag lines within the City, and that would be evaluated to try to consolidate into one common theme and brand that the entire City would market. The project also involved development of a major marketing piece the City would use for the attraction of residents and businesses to the community. At the end of the project, there would be a document for City staff that would identify the types of fonts they should use in public communications, and when and where to use the City's logo, and things of that nature. They would use faxes and news releases and business cards all concise in appearance throughout the organization. The Website Update was a standalone project, but it would rely upon the

results of the work related to the Communication Plan. Communities typically redid their websites every four or five years. On the private side, most businesses redid their websites every two or three years. It had been about four years since the City's website was redeveloped. The City's website could also be improved from a technology standpoint. They could look at doing online permitting in the Building Department, for example. The current website was a template-type, and they needed a fresh perspective to determine what type of system they wanted.

Chairperson Boswell reminded that it was a workshop, and that the Commissioners should feel free to comment on any project.

Mr. Dettloff stated that he fully supported the Communications project, and that marketing a community was extremely important from an attraction standpoint. He asked if the City would hire an outside firm or if some things would be done in house. Mr. Casey said that the proposal in the CIP assumed that a consultant would be brought in to manage the Branding and Communications side of the project. They would do as much internally as they could, in terms of design and development of the marketing materials and templates. Mr. Dettloff commented that unfortunately, a lot of the information/technology became outdated quickly, and he asked if the project allowed for updates on an annual basis. Mr. Casey said that it was a good question, and that the print piece would potentially be the only part that could be out of date quickly. As long as they were cautious with how it was developed, he expected it to last for two or three years, but it would probably have to be redone after that.

Mr. Hooper agreed with Mr. Dettloff, and said he supported the project. He thought there would be many returns for the

City for a minimal cost. Chairperson Boswell suggested that there were a lot of local talents and resources in the City that they could tap into, and they could potentially be used for free.

Mr. Kaltsounis recalled that Mr. Casey said he wanted to evaluate whether what the City had was good enough. He remarked that if he even had to ask that question, they should just change everything and save the money. He thought changing the website was a step in the right direction and he would just do it, not ask if they should.

Ms. Jenuwine next referred to IS-04G (page 59), Heart Monitor Replacement Schedule, and said it was a new project, although the City had been purchasing heart monitors. They decided to put it in the CIP to get it on the schedule as a recurring cost. She emphasized that the CIP prevented things from falling through the cracks when they began the budget process.

Deputy Chief Bradford explained that the heart monitors helped the paramedics monitor heart rhythms and vital signs, and gave a whole range of diagnostics they could use on the ambulances. They were required by the State of Michigan to be in ambulances, and they put the project into the CIP to be on a replacement schedule. Mr. Schroeder asked if they needed one for each vehicle, which was confirmed. Mr. Bradford said they had four, and they would replace three and add the fourth. It was better to buy them at the same time. Mr. Schroeder asked how one physically worked. Mr. Bradford said there were leads for EKGs to attach to the chest, and the information was transmitted over a phone from the scene to the hospital. Mr. Schroeder said they were something the City absolutely needed, and he stressed that they should be the most up-to-date available.

Ms. Jenuwine referred to IS-05B (page 59), DPS Maintenance Facility - Floor Cleaner. Mr. Rousse advised that the proposal was for purchase of a sweeper for the interior of the new DPS garage. The existing street sweeper created too much dust and affected the lighting. The device was more than a sweeper - it was also a cleaner. When the building was cleaned after construction, they rented one. The cleaning feature sprayed detergent, and they felt it would greatly prolong the life of the floor. Ms. Hardenburg asked how often they would use it, and Mr. Rousse said it would be done weekly, maybe more during the winter. Ms. Hardenburg asked the cost to rent one, and was told \$500 per day. She asked how long it took to use it, and Mr. Rousse answered about four hours. Mr. Schroeder asked if it had a vacuum. Mr. Rousse advised that it was a combination of detergent sprayer for the grease and something to capture the sand and gravel. Mr. Schroeder said they should get it as soon as possible for the new floor. Ms. Hardenburg commented that the information would have been nice to have earlier when they rated the projects. She was not aware they were using the street sweeper. Mr. Hooper asked if the funding for the internal service program was from the Water and Sewer funds. Ms. Jenuwine agreed, and said they considered that the building was owned by the Water and Sewer Fund. Mr. Dettloff asked the average longevity for a floor cleaner. Mr. Rousse said that if it were properly maintained, it should last 12-15 years. Mr. Schroeder clarified that it was diesel powered. Mr. Yukon asked what type of maintenance was required. Mr. Rousse said it had a higher maintenance frequency, but the City was well equipped to provide that.

Ms. Jenuwine said that IS-07B, City-wide Records Management Implementation, had already begun. There had been an analysis over the last couple of years, which

was the first phase. Originally, the project was in the CIP for almost two million dollars, because they did not know what the results of the analysis would be. It was her understanding the consultant determined that things were not too bad, and the City was not in need of much software to manage the various records. The implementation included selection of the main document management platform and installation of a vital statistics management system module - basically, the births and deaths records at Clerk's - to replace the existing, obsolete system from 1997. The second phase was about \$200,000.00 (the first was \$100,000.00), and included the large-scale format plan imaging system. That would mostly help Building, Engineering and Planning to record large documents electronically. Fortunately, the project's estimation decreased significantly from its original submission. Mr. Schroeder asked if it included copying all the documents, and was told no. Mr. Hooper asked if the funding would come from the General Fund, and Ms. Jenuwine said that it ultimately would.

Ms. Jenuwine referred to LS-12 and MR-12 (pages 30 and 24), Local and Major Street Traffic Calming Programs. Mr. Rousse said that the projects were intended to jump-start the seed funding for a proposed pilot program. The City received complaints from residents and a traffic study was done. That information was taken to the Advisory, Traffic and Safety Board and a recommendation was made regarding speed humps for calming traffic. The Homeowner's Associations generally did not have the money to install them, and consequently, the goal of achieving traffic speed reduction was not reached. The local road would have a 50-50 match with the Homeowner's Association. The major road would be funded 100% by the City. A number of subdivisions had expressed interest, and the City felt it could accomplish a great deal with the

devices. They were already in the Arcadia Park and Powder Horn subs, and they worked quite well. They were different from speed bumps. The residents would have to approve them, and if they ever wanted them removed, the Homeowner's Association would have to pay for it.

Mr. Schroeder asked if they had problems with the snowplows. Mr. Rouse said they had to alert the drivers to let up on the plow pressure. Mr. Schroeder asked if there was signage to warn them, and Mr. Rouse said there were street markings and signs. Mr. Schroeder wondered if there were problems with kids playing on them. Mr. Rouse said that the design was rather unique, and if someone went over the local speed, it was a real jarring jolt. Mr. Schroeder said that in his experience, residents had never wanted to go along with it.

Ms. Hardenburg asked who was responsible for repairing them. Mr. Rouse said that the City would be responsible for any repair or maintenance and painting. Mr. Hooper said he drove over one in Arcadia, and he said it was more like a "speed table." It was about 18 feet and flat on top. He went over the speed limit about 10 miles per hour to test it, but he did not feel it did much. Mr. Rouse said they got a lot of requests for stop signs, but that they did not really slow people down. They found that an unwarranted stop sign actually increased the speed. Mr. Schroeder said that residents usually ignored unwarranted stop signs. Mr. Hooper asked if the fire trucks had problems with the speed tables, and according to Mr. Rouse, they apparently did not. Ms. Hardenburg said they put empty tricycles in driveways in her neighborhood to slow vehicles. People started looking for children nearby and slowed down. Mr. Kaltsounis mentioned that in Novi, they took out speed bumps after a year because of the fire trucks. Mr. Dettloff asked if the noise issue was a non-issue where the devices

were currently at, and Mr. Rousse advised that they had not received any complaints.

Mr. Yukon asked how the devices were installed. Mr. Rousse said that the asphalt was ground down and they were built on top of that. It could not be knocked off, but was an integral part of the road. It was best if it was installed initially with the asphalt, but there were other techniques. Mr. Yukon asked what they used for concrete streets. Mr. Rousse said it was a challenge, and that the CIP projects were asphalt. Mr. Yukon asked if they had traffic-related concerns for certain concrete streets, and Mr. Rousse said that they did, but the largest amount of complaints came from subdivision homeowners.

Ms. Jenuwine referred to proposed lighting for Crooks, Hamlin, Livernois, Walton and Adams. Mr. Rousse said that the CDV had actually approved a street lighting policy. The most attention for Council was during the Crooks Road project. At that time, the proposal was for three different types of street lighting. One was similar to the lighting in Troy, another had certain lighting for the residential and another for businesses. Council decided they wanted to think about it and the policy never got formalized. They added underground piping for the electrical and irrigation when they did Crooks. He noted that funding might become available through the Metric Act, which prompted the proposals throughout the City. Ms. Hardenburg asked if the funding helped pay for irrigation also. She asked if there was enough funding to do both, questioning whether the City would want a lit area or a green area.

Mr. Rousse stated that the proposal staggered the projects. It would not use all the funding at once. Ms. Hardenburg said it would eventually all be in and have to be paid. She said they had to look down the road and at maintenance,

which was ongoing. She thought that having the underground in as they redid the roads made sense. She commented that the Planning Commission talked with developers about reducing light pollution, but the Advisory and Traffic Board talked about lighting things up. It was a contradiction, and she felt they all needed to be on the same page. Mr. Schroeder agreed it was a problem.

Mr. Hooper agreed with Ms. Hardenburg. He thought they should first do the irrigation, but he was not sure about the lighting. Ms. Hardenburg said that if the piping was put in with the road and in the future something was available, that was different, but she did not think they should tear up the roads. Mr. Hooper asked if there were dark intersections that might create a need for lighting. Mr. Rousse said that each proposal would be preceded by a lighting study for the casting of the lights. He noted the school on Crooks, and said one proposal was to put lights just at the intersection and on each side of the school. Mr. Hooper reminded that energy conservation was high on the list of goals and objectives, and secondly, that there was a funding issue. He thought green grass would be more aesthetically pleasing. If they put lights on Crooks, he could envision complaints from the people living on Crooks. Hamlin Road, where no one lived, was a different story. Ms. Hardenburg asked why it would be lit. She wondered if lighting should even be kept in the CIP because if it were, eventually Council would have to entertain it.

Mr. Kaltsounis said he was happy to see it planned for Crooks Road. He was often asked why the City of Rochester Hills was so cheap about lighting. When people came to Rochester Hills, their first impression was of darkness. He agreed with energy conservation, and would suggest single pole lighting rather than double. Ms.

Hardenburg said there were some people who did not like glaring lights. Mr. Reece maintained that they had to balance the peoples' needs, but he cautioned about being contradictory from an energy conservation standpoint. They would literally be throwing a lot of money down the drain watering all the nice boulevards. He said there were other options besides putting down seed and watering it.

Mr. Schroeder added that it was a battle - the residents were in opposition, and it was a safety feature that should be given to the drivers. He suggested that they could reduce the wattage, put in a flat rather than a curved lense, and put shields in the back, but even with no spillover to the residential, the people could still see it and argue about it. He stated that it was a struggle every time, and in the past, the City of Rochester Hills had always listened to the residents.

Mr. Kaltsounis asked if they had ever looked into drilling a well in those areas, rather than paying for water from the City of Detroit. Mr. Schroeder advised that there would be a lot of maintenance, and it was expensive and there was really not a payback. The water dropped with each development. Mr. Rouse said they evaluated it, but it would have required a couple of wells and they would have to be very deep and would be costly. He pointed out that through proper maintenance, the cost of water could be reduced. A new lawn required a lot of water, but once it matured, it only used one inch of water per week, depending on the conditions.

Ms. Brnabic said that she would personally like to see both. She was not totally against lights, because they were necessary for safety. There were certain areas of the community that were very dark. There was a lot of bad weather this year, which hampered visibility, and there were

times it was very difficult to see the roads. She would like to see a plan of where they might go and determine if they could have lighting and irrigation. Mr. Rouse mentioned LED lights, and said that there could be something on the horizon that could greatly reduce the energy costs. He also pointed out that there were a lot of pathways used, and that in certain locations it seemed appropriate to add lighting.

Mr. Schroeder referred to irrigation, and noted that Somerset Apartments in Troy had a wet detention pond that they pumped water from for irrigation. If the City had one, it would work well, although he could not think of one along Crooks. Mr. Anzek asked if they discussed landscaping for the boulevards. Mr. Rouse said they planned to have finished lawn in those areas. He said that Crooks was a County road, but they left that portion of the maintenance up to the City. The County did not provide the level of finished cut mowing the City would like so they assumed the maintenance.

Mr. Anzek said he was hearing differences of opinion from the Commissioners as to whether it should be lights or landscaping. He felt that discussion needed to be held with Council to firm up a policy before the Commission was asked to support it in the CIP. He asked if it would be acceptable to push each of the items back another year until the discussion. Mr. Rouse agreed it was a good suggestion, and said it would give them more time to evaluate.

Mr. Schroeder said they really needed to look at Livernois, and Ms. Hardenburg agreed it was a mess because all the trees had died. Ms. Hardenburg said that Mr. Reece mentioned there were other options, such as stonework or low ground cover that did not need mowing. Mr. Hooper

said that Council looked at that last year, and the plants had to be salt-resistant, which ruled most everything out. Mr. Rouse noted that the Livernois boulevard was narrow and it got hot in the summer and the conditions for growing grass were harsh. When the Livernois boulevard was initially installed, there was approximately \$100,000.00 worth of plantings installed. In five years, about 80% had died. They did not want that to happen again, and the first solution was to use irrigation.

Mr. Casey noted that Hamlin was proposed for construction next year, and he asked if it would be appropriate to install irrigation at that time, or at least the infrastructure for lighting and irrigation. Mr. Rouse advised that they were doing the underground infrastructure, and they found it was better to put the irrigation in after the project was completed. Mr. Schroeder said he would agree 100%. They had problems in Troy with State contracts, and the State was very loose with requirements for landscape and irrigation contractors. They would buy the cheapest materials, and Big Beaver was a disaster. Somerset Mall took out the landscaping and replaced it. They put the conduits in to service the irrigation after the contract was done. They waited until the maintenance period for the contractor was over, and it was a much better job.

Ms. Brnabic asked why it took five years to evaluate Livernois. The average driver had noticed it sooner, and she had numerous comments regarding it over the years. Mr. Rouse said it was initially proposed with irrigation, and when the bids came in, they decided to take it out and try another type of ground cover, with wood chips. The idea was that when the trees grew, they would provide shade and protect the grass. Unfortunately, the ground was heavy clay and the trees did not grow and the weeds took over, even though they treated the weeds.

Mr. Yukon asked if there was a specific criterion that had to be met when street lighting was installed, such as pole placement for each area. He asked if they placed the poles according to where the residents were so there would not be a problem and how that worked. Mr. Rousse said they first did a casting study, which gave an idea where the lights would cast. One proposal was for a cobra light mounted in the middle of the boulevard with two heads to light the street. Another alternative was for a single pole at the intersections. In many cases, the business community would provide enough lighting so exterior lighting could be minimized. Mr. Yukon clarified that the study would take residential areas into consideration. Mr. Anzek asked if the Michigan lefts counted as intersections, noting that those areas also needed lighting. Mr. Rousse said that the primary concern was for pedestrians coming out of the side streets because on local roads, there were no pathways. Mr. Schroeder said that with cobra lighting, you could direct the lighting toward the roads, away from the subdivisions. Ms. Hardenburg questioned whether they would light the pathways or the boulevard, and Mr. Schroeder said it would primarily be for the median. Mr. Rousse reiterated that a lighting policy was listed on the Council's goals and objectives, and he felt that a year's delay would be appropriate. Mr. Schroeder said that the materials should be consistent throughout the City. Ms. Hardenburg added that they did not necessarily have to be consistent with Troy, because it was a different community.

Chairperson Boswell moved to the next item, MR-04A, Walton Rehabilitation (Adams - Livernois). Mr. Rousse said it would be a joint project with the Road Commission, because Walton was a County road. There would also be federal funding, and the City's contribution would be 10%. The road seemed to have structural stability, but there were

a number of joint failures. It would not need to be fully rebuilt, but it needed resurfacing. The scheduling was very specific for 2011.

The next project was the relocation of Dequindre (Avon - 23 Mile, MR-13A). Mr. Anzek said that through the Master Thoroughfare analysis, doing something with Dequindre that improved movement through the Avon and 23 Mile and Dequindre intersection would solve a lot of problems for residents of Shelby, Rochester and Rochester Hills. Macomb was treating 26 Mile like the next Hall Road, and it would create a better flow on Dequindre, which would take the burden off Washington and Tienken. It would lessen the need to widen Tienken. It would be a long-term project, and they were meeting with Shelby Township the next day. It was a high ranking project in the Master Thoroughfare Plan process. Ms. Hardenburg asked what it would do to Yates Cider Mill.

Mr. Anzek said they would be very careful to miss it. Ms. Hardenburg asked if the road would be moved, and Mr. Anzek said it would swing into Macomb a little to miss the historic building. The project would take a long time, but with three cities involved, they felt there would be a better chance for federal funding, and they wanted to get started. Mr. Schroeder thought it would be hard to get federal funding because of the cost. It would take ten years or more to get the project through. Ms. Hardenburg asked why it was dropped a few years ago, and Mr. Anzek said the person who put it on there believed that it had a limited chance of success. The three cities had identified it as a need, however, and they were trying to get a coordinated effort going, so they put it back in the CIP. Mr. Schroeder said that Macomb County had a lot more success than Oakland County getting funding, and that they were good to work with.

Mr. Dettloff asked when the project was first put in the plan. Chairperson Boswell said that it was identified in 1989. Mr. Reece asked if the cost included acquisition of property, and was advised that it did not. He asked if the costs included any type of escalation, noting the project was not scheduled until 2014. Mr. Schroeder said they were projected at today's prices. Mr. Reece said he agreed, in principal, with the need to align Dequindre, but he felt there were missing costs, and that the reality of it happening with the State's funding issues were slim, and he said he would like to see the money used elsewhere on roads in the City. Mr. Anzek said it was not being prioritized highly at the expense of other projects, but it was one project that would do the most to relieve by-pass traffic that did not start and end in Rochester Hills, but went through it. He agreed the right-of-way costs were not included, but noted the fact that there were wetlands that would make it more of an environmental issue. They would have to build two bridges. Mr. Schroeder said they had to be careful about improving intersections. There was a grading system for funding - accidents, volume of traffic - and when they filled out forms points were issued. If they improved the intersections and also wanted to improve Dequindre, they might get zero points and have to pay 100% of the costs. They had to look at the big picture and not get too carried away with intersection improvements.

Mr. Buckenmeyer explained PK-11, the Clinton River Access project. He said it was for a parking lot to the river's edge and for a handicap accessible launch. They might couple it with the Restoration project for the Clinton River. It would serve as a launch for anyone who wanted to go from the Rochester Hills site downriver. Mr. Yukon asked what the operating costs would be. Mr. Buckenmeyer said that over the life span there would be simple maintenance

because of the hard packed surface and the manufactured launch. They might have to pull it out in the winter, so there would be some labor. Mr. Kaltsounis said there was already a parking area there, and he asked if they wanted to expand it by 15 spaces. Mr. Buckenmeyer said it was for the other side of the river (west side of Livernois), where there were no parking spots. There used to be a house sitting there. Ms. Hardenburg asked if it was for the "take-out" for canoes at that spot. Mr. Buckenmeyer said that the launch would be handicap accessible, but there was nothing downriver before the dam at Yates to take canoes out. They were looking upstream in Auburn Hills to do something similar because there was no place to take them out with an accessible launch. Ms. Hardenburg said she wished the information had been given at the policy meeting. They were told there would be a place to put canoes in, and that they would be taken out at Yates. They would not be put in at Yates. Mr. Anzek clarified that when the project was submitted, they thought it would be ideal to put it in at Livernois and get canoes out at Yates. Looking further into that, they found they would have to make it ADA compliant, which Yates was not, and they might work something out with Auburn Hills. Livernois would be an egress point for ADA. Ms. Hardenburg said there would still have to be ADA compliance for people to get out. Mr. Anzek agreed that if they did the project, it would. Ms. Hardenburg asked if this went along with the part of the Trail that needed to be repaired. Mr. Rousse noted the project for Trail restoration (SW-08B, Clinton River - Natural Channel Restoration).

Mr. Anzek brought up the M-59 Corridor Study (PS-14), and said that the Planning Department came up with three studies, two of which were added projects - the M-59 Corridor and the Landfill Area Study - and they revamped the Old Towne Study. That project had been in the CIP, but

it had been stalled in trying to deal with the merchants along the Auburn Road corridor. The new Economic Development Assistant, Clarinda Harrison, had suggested that they not just look at the corridor, but they should look at how it would impact the Brooklands neighborhood behind the corridor. They wanted to do a better study for the entire area, which would be done mostly in-house. He continued that in conjunction with the Master Plan that was adopted in February of 2007, there were discussions about the Regional Employment Center, and how they would promote and support that area. Mr. Anzek said there was also an overlay landfill area in the Master Plan, and policies to be considered. They needed to find out more about the landfill areas and the environmental impacts, and would do a study and more research using a consultant.

This matter was Discussed

Mr. Casey discussed the M-59 Corridor Study project next, noting that during the Master Plan review, they contemplated doing a corridor study for the Regional Employment Center down the road. The purpose of the study was to look at the feasibility of multi-story office along M-59. There were already a couple of consent judgments in place that provided for six and eight stories (the Grand Sakwa and Madison Park properties). There were other areas within the REC on M-59 where it might make sense for redevelopment purposes in the future. The considerations for the study would be to look at existing land uses, transition of land uses, a market study of office development, and existing and future development. They would look at the connectivity of road systems and pathways, infrastructure capacity, potential redevelopment areas, and they would continue to evaluate roads like Leach and Devondale. They would look at design standards as well. There were existing light industrial and high tech parks within the REC, but as redevelopment occurred, they needed to determine how to connect the

parks with those areas, and how they would transition away from M-59 in terms of height and appearance. Those were all aspects of the study, and the study area would be from Auburn north to Hamlin and from Adams east to Crooks. They would require the services of a consultant to do the study, which would be funded by the LDFA.

Mr. Yukon asked how long the study would take, and Mr. Casey advised that it would be five to six months. Mr. Yukon asked what the next step(s) would be after the study was completed. Mr. Casey said they would use the document to market the area for redevelopment, so they would need to develop marketing materials. He explained that the LDFA had a master infrastructure plan that was developed in 1996, which was now out of date. The corridor study had to occur before doing another infrastructure plan because the connectivity aspect could be affected. They were beginning to do the preliminary engineering for the extension of Austin Ave., which was a CIP and LDFA project. They would pave Austin to Devondale, but looking long term at the potential redevelopment of the mobile home park, they would need to extend Austin further west.

Mr. Anzek said that McKenna was working on the Regional Employment Center overlay district for the Zoning Ordinance update. If the Corridor Study showed something different, that might change the REC setbacks, height or other incentives. He stated that there was more to the M-59 Corridor Study than looking at height and placement. He asked if there were questions about the Landfill Area Study. Mr. Schroeder asked if it would include all the landfills, and Mr. Anzek said it would be for the entire City. Mr. Hooper said he would like to see the revolving fund from brownfield activities used rather than the General Fund. Mr. Anzek agreed that if they were collecting money from the

Hamlin-Adams redevelopment, for example, it would be used to fund the studies. Mr. Anzek said they had identified 13 landfills in Rochester Hills. Mr. Hooper said he supported the studies, but they would all be in competition for General Fund dollars. Mr. Anzek said he felt that the numbers were a little generous, and that a lot would be done in house. They could begin crafting the skeleton of the studies and then decide about focusing on the environmental work.

Mr. Rousse referred to the SCADA System Update, SS-01B, and said it was a project that became apparent when they constructed the new DPS garage. They went to relocate the equipment and the vendor would not touch it. The system was about six years old, but the vendor said it needed a new head system. There was a data collection component, which sent signals. SCADA was an acronym for System Control and Data Acquisition. It was used to monitor the activities at the pump stations, lift stations and at the PRV pits. It had the capability to make adjustments from a central processing unit. It would also alert Staff to any failures at the pump stations. No one wanted to move it, and one vendor said they had to replace the whole thing. The system was still located in the old DPS garage and they wanted to move it. There had been money in the budget for a couple of years to upgrade the system, but they needed to put in two new servers and update the software. The original system had a number of patches but they could not find a vendor to service it now.

Mr. Schroeder said it would be from an Enterprise Fund, and it was something that was needed. If there was one problem with a sewer backup, it would be worth it to have. He said he would not fool around with an old system; he would get a whole new system. If they tried to mix the old and new, they would have nothing but problems. Ms.

Hardenburg asked if there was money in the budget for it. Mr. Rousse said they proposed to submit it as a budget amendment in the second quarter of 2008.

Mr. Kaltsounis asked the age of the current system, and was told it was installed in 2000. There were four vendors that worked on it and it had a lot of patches. They did not have any backup now, and the new system would be a dual system, with a primary and a backup should the server fail. Mr. Kaltsounis remarked that they would see it again in three years. Mr. Rousse said that the system would be almost identical to what was used in Detroit.

Mr. Dettloff asked if the update would alleviate the problem of working with a lot of vendors. Mr. Rousse agreed, and said that the proposal was for a design, build and maintenance for three years with the same vendor. They had to bid it out every three to five years. Ms. Hardenburg asked if they had any problems with the current system and if they needed a backup system. Mr. Rousse said they had been very fortunate that it had not crashed. Ms. Hardenburg questioned the need for a new system since they had not had a problem in eight years. Mr. Rousse advised that they had lost some of the reports because of the patches. The reports showed when a call came, who responded, the time it took, and those types of things. They needed reports about the pump stations also. Ms. Hardenburg asked if he really saw a need for a backup system, reiterating that there had not been one for eight years, and Mr. Rousse stressed that they did. Mr. Schroeder remarked that they had been living a "charmed life."

Mr. Rousse referred to the Rewold Drain (Phase D) project, SW-05D, which was the fourth stage of the project. It started just east of Rochester Road on Avon and went in a southeasterly direction to service that area. It was a

continuation of other projects that occurred upstream to address drainage problems along Avon. Mr. Schroeder asked if it was a County project on the books. Mr. Rouse said the other projects were, and they were looking at it for this stage. He noted that the City's administrative costs were higher with a County program. Mr. Schroeder recommended doing it without the County to keep the costs down. Mr. Rouse claimed that they ended up fielding the complaints and design issues anyway.

Mr. Hooper asked if the drain projects were all funded by the Major Road Fund. Mr. Schroeder said it was only for the portion of the drainage that went into the drain, which was a very small percentage. Mr. Hooper asked if was split between the General Fund and Major Roads. Ms. Jenuwine explained that that the drain projects historically seen in the CIP had been expended under the Drain Fund, which was really money from the General Fund. It was currently in existence to support the construction projects in the CIP, but they had not been putting money there for two or three years. She advised that ultimately, it was General Fund money. Mr. Hooper asked if SW-03 (Karas Drain Extension) should be planned for 2009 construction. Mr. Anzek said that construction was planned for 2009 and right-of-way was taking place currently. Mr. Hooper said that it showed construction planned for 2008, but he stated that it should be for 2009. Ms. Jenuwine said she would verify the dollars in the budget, but she felt it was a significant part of the estimated City's cost, and that the construction should start in 2008. Mr. Hooper said that the only portion the City would do this year was the right-of-way, and he asked if there would be a budget amendment. Ms. Jenuwine said that if they were not on track, it would probably be deferred. Mr. Hooper believed that there would not be a shovel in the ground this year.

Mr. Rousse moved on to the Clinton River Natural Channel Restoration, and said they hoped to implement the project following a 319 grant for the planning. He described that during periods of high flow, the banks of the River eroded and the River became wider and shallower. The Restoration Plan would keep the channel deep and the water cooler for fish. There would be two phases to the project; the first would be the grant for the channel planning and designing the repairs. He showed some photos of the erosion to the River over the last 45 years and the portion of the Trail that was threatened. The River was about 15 feet from the edge of the Trail. Phase two would be the construction for the Channel Restoration. They would survey the remaining mile of the River and determine how to maintain the cooler depth for better fish habitat.

Mr. Hooper asked if the project could be paid from the Pathway Millage. Mr. Rousse said that a portion of the proposal would come out of that fund. Mr. Hooper asked if up to 100% of what threatened the Trailway could come from the Pathway Millage, to which Mr. Rousse agreed.

Mr. Kaltsounis referred to an area where the Clinton River crossed Crooks Road, and said there was water seeping from the River up through the pavement all winter long. He asked if there was a potential for failure there. Mr. Rousse said he would investigate it, because it was the first he had heard of it. He thought that the elevation of the River was such that it was unlikely to be River water. There possibly was a water main, or one of the many springs that seemed to pop up. Mr. Kaltsounis said it had been that way for over a year. Mr. Anzek agreed it was always wet in front of Heritage Oaks. Mr. Kaltsounis said he brought it up because the shoreline might be eroding there and there was nothing about a fix for it in the CIP. Mr. Schroeder added that there were a lot of wetlands in that area.

Mr. Anzek referred to the last new project, the Water Storage Facility, and asked Mr. Rouse to explain. Mr. Rouse said it had a long history, which started in 1998. There was an evaluation of the water distribution system relative to fire flow rates. At that time, it identified four sections of the City that did not have the needed flow rate in the water mains during the peak demands of summer months. The preferred method to address that was water storage. They actually had some water shortages in the northwest corner of the City, and the residents complained they had low or no water pressure. They found that there was a deficiency in the line size of the water main. They added a pump station, which helped somewhat, but because there were about 2,500 more residents, the problem was not going away - it was getting worse. They hired a consultant to look at everything, and they supported the Water Storage Facility. They looked at peak rates the City paid and came back with a proposal for savings for purchasing water. There would be a four to seven-year return on investment for the facility. It was coupled with the DPS garage and the bonding was approved by City Council for both. They built the DPS garage, but put the water storage facility on hold. It had been brought forward again to try and address the issue of water supply and for the low flow areas identified.

Mr. Schroeder asked if the Detroit Water Board agreed with it. Mr. Rouse said they placed some restrictions on the City. Mr. Schroeder said they looked at it in the 1970's, when he worked for the City. They met with Detroit, and they would not allow Rochester Hills to have any storage. Mr. Rouse said that at that time, Detroit wanted the storage, and they built reservoirs in the City. That did not address the internal size of the water mains. Mr. Schroeder asked where the Storage Facility would be. Mr. Rouse said they had identified possible locations: One reservoir

just north of Avon on John R., and one on Tienken just west of Adams High School. Mr. Schroeder said that would be closer to the problem. Mr. Schroeder asked if the tank would be buried, and Mr. Rouse said that the DEQ was steering them away from that. Mr. Schroeder asked if there would be a tower, and he was informed that it just had to be above ground. Mr. Schroeder asked if it could be covered with trees, and Mr. Rouse said it would be about 45 feet high and 80 feet wide, and it could be decorated with concrete pilasters or something similar. He had seen one with a tennis court on the top, and he had seen pump stations that looked like homes. Mr. Kaltsounis recalled that there was one in Royal Oak painted a dark green gloss, which he thought looked great. Mr. Schroeder noted that Beverly Hills had a nice one that looked like an old fashioned barn.

Ms. Brnabic mentioned that she felt it would be very helpful to have a column with page numbers for each new project added (page 86). She questioned why the CIP document was organized the way it was, and thought it would be helpful to alphabetize it. She was not sure if there was a purpose to the way it was organized, and Ms. Jenuwine said that they could certainly change the order. Ms. Brnabic thanked Staff for the CIP presentation and explanation.

Mr. Anzek reminded that any subsequent questions should be directed to him or Ms. Jenuwine. It was important to adopt the CIP in May because it was critical for the budget preparation. Mr. Hooper referred to page 25, Adams Road Traffic Signal, and asked if the Advisory, Traffic and Safety Board had talked about it. Mr. Anzek said they did not get into that detail. Mr. Hooper asked about installing a roundabout at Adams and Butler instead. Mr. Rouse said that all the environmental assessments would consider

different configurations, and before they got to that phase, they would look at different designs and evaluate. He thought that a roundabout was a great solution to traffic patterns. Drivers got used to them, and they moved traffic well. He had heard people voice concerns about the learning process. Ms. Hardenburg said she hoped they were looking at a new traffic configuration at Drexelgate and Livernois, because when the roundabout was installed at Hamlin and Livernois, people would use Drexelgate to get to their homes, and there was no left turn signal there now.

Ms. Brnabic noted a correction to page 19, which said that the update to the Master Thoroughfare would be completed by the end of 2007, rather than 2008.

This matter was Discussed

ANY OTHER BUSINESS

2008-0190 Request to Confirm the Mayor's reappointment of Deborah Brnabic as Planning Commission representative to the Zoning Board of Appeals for a one-year term to expire March 31, 2009.

Mr. Schroeder moved the following motion:

Motion by Schroeder, seconded by Hardenburg, the Planning Commission hereby recommends to City Council that Deborah Brnabic be its representative on the Zoning Board of Appeals for a one year term to expire March 31, 2009.

A motion was made by Schroeder, seconded by Hardenburg, that this matter be Recommended for Approval to the City Council Regular Meeting.

The motion CARRIED by the following vote:

Aye 9 - Boswell, Brnabic, Dettloff, Hardenburg, Hooper, Kaltsounis, Reece, Schroeder and Yukon

NEXT MEETING DATE

The Chair reminded the Commissioners that the next Regular meeting was scheduled for May 6, 2008.

ADJOURNMENT

Hearing no further business to come before the Commission, and upon motion by Kaltsounis, the Chair adjourned the Regular Planning Commission meeting at 9:50 p.m., Michigan time.

William F. Boswell, Chairperson
Rochester Hills Planning Commission

Maureen Gentry, Recording Secretary