Special Study Session City Council Meeting
6:00 PM, MONDAY, OCTOBER 21, 2013
Conference Room A
Farmington City Hall
23600 Liberty St
Farmington, MI 48335

SPECIAL STUDY SESSION MEETING AGENDA

1. **ROLL CALL**

   Roll Call

2. **APPROVAL OF AGENDA**

3. **PUBLIC COMMENT**

4. **TEN MILE ROAD IMPROVEMENTS**

   1. **Review of Ten Mile Road On-Street Parking Study and Sidewalk Improvements**

5. **IMPROVEMENTS AT GRAND RIVER/SHIAWASSEE CORNER**

   1. **Discussion - Establish Ad Hoc Committee for Improvement at Grand River/Shiawassee**

6. **OTHER BUSINESS**

7. **COUNCIL COMMENT**

8. **ADJOURNMENT**

Farmington City Council
Staff Report

Council Meeting Date: October 21, 2013

Reference Number (ID # 1399)

Submitted by: Vincent Pastue, City Manager

Description: Review of Ten Mile Road On-Street Parking Study and Sidewalk Improvements

Requested Action:

Background:
The City of Farmington Hills is planning improvements along Ten Mile Road from Farmington to Orchard Lake. They received a federal grant toward these improvements. Recognizing that Farmington is the south boundary and the cooperative relationship between the two cities, Farmington Hills inquired whether we would be interested in working cooperatively with them regarding sidewalk improvements and parking improvements near the commercial area approaching Ten Mile and Orchard Lake.

The purpose of this item is to discuss the on-street parking study prepared for the commercial area south of the Ten Mile/Orchard Lake intersection and to discuss sidewalk improvements. After reviewing the alternatives, Economic and Community Development Director Kevin Christiansen and I are recommending option #4. This option will provide additional parking that is more structured. The estimated cost is $31,000 which would be paid out of the Major Street Fund, via the Municipal Street Fund tax levy.

City Administration is also recommending that a sidewalk be constructed from Power Road and Ten Mile Road. The area is pretty bleak and does not offer any pedestrian connectivity from the residential area near Power Road to the shopping center at Orchard Lake and Ten. The estimated cost for the sidewalk would be approximately $95,000. City Administration would recommend that this come from the Capital Improvements Fund.

Attachment

Agenda Review

Review:
Vincent Pastue Pending
City Manager Pending
City Council Pending

ON-STREET PARKING STUDY

Ten-Mile Road West of Orchard Lake Road
City of Farmington Hills

Table of Contents

Appendices

Introduction

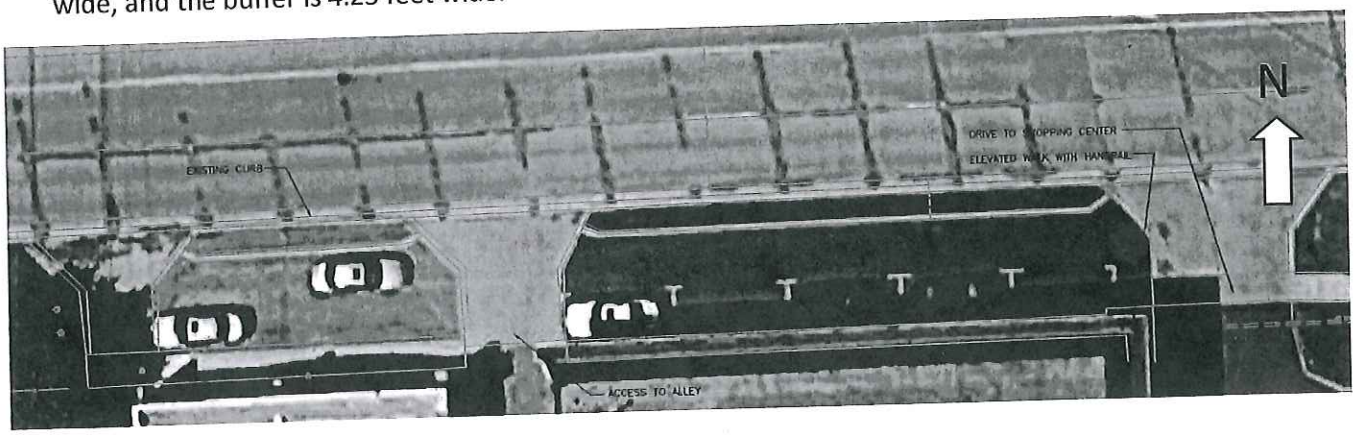
As part of the rehabilitation of the Ten Mile Road project, the City of Farmington Hills (City) is conducting an on-street parking study to determine the most feasible approach to provide parking for the businesses fronting Ten Mile Road at the southwest corner of the intersection with Orchard Lake Road. These businesses are located within the City of Farmington, as such; costs associated with providing parking within the right-of-way (ROW) will be paid by the City of Farmington.

Existing Conditions

The existing back-of-curb parking is located on the south side of 10 Mile Road just west of Orchard Lake Road. A total of seven stalls were located in the field:

- Five stalls are located directly north of the sidewalk in front of three businesses. These businesses are Farmington Vision Clinic, Around the World Travel of Farmington, and Family and Cosmetic Dentistry. In this section, the sidewalk is 3.75 feet wide, the stalls are 8.5 feet wide, the aisle is 10 feet wide, and the buffer is 4 feet wide.

- Two stalls are located further west of the above five stalls. These two stalls are in front of a Barber Shop and Innovative Network Solutions. In this section, the sidewalk is 5.5 feet, the parking/aisle lane is 16.5 feet wide, and the buffer is 4.25 feet wide.



A plan view of the existing parking is shown in Figure 1. An evaluation of the all stalls reveals substandard parking:

- Stall dimensions do not meet the ITE recommended stall dimensions.
- There is no designated Americans with Disabilities Act (ADA) accessible parking.
- Slopes of parking surface do not meet ADA guidelines.
- Two-way traffic was observed within the parking isle creating undesirable conditions.
- The provided turning radii are substandard.

Additional observations regarding the existing sidewalks were made:

- Sidewalk width is less than 5 ft wide
- Sidewalk slopes are irregular and substandard to ADA guidelines.
- Store finish floor elevations are higher than sidewalk elevations by several inches, preventing wheelchair access to all businesses fronting this parking.
- All sidewalk is within the road ROW including steps and handrails at the building north east corner.
- Building walls appear to be located at the ROW line.

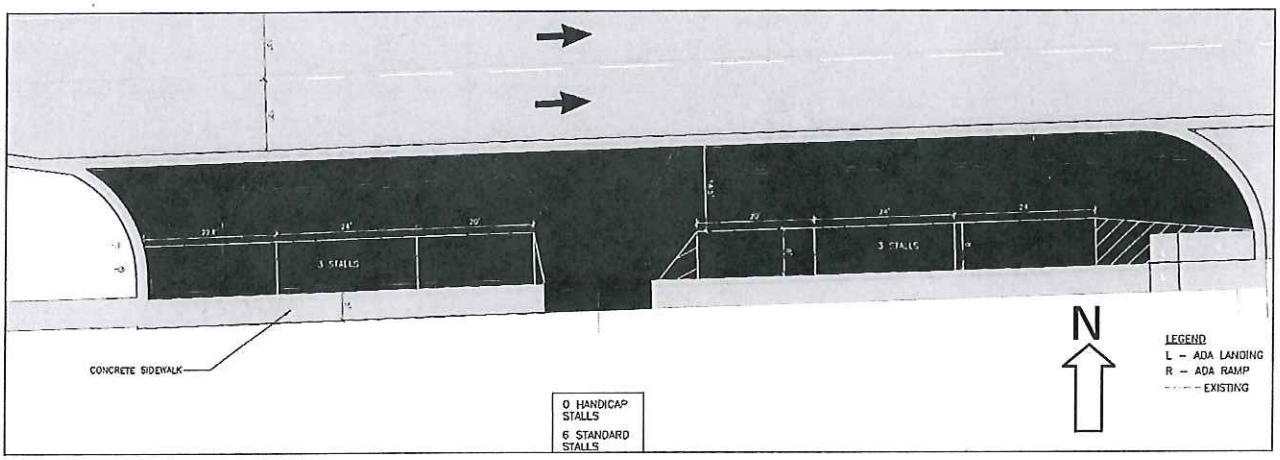
Proposed Options

Five options were examined as part of the study, they include:

1. A single row of parallel parking behind the curb.
2. Option 1 in addition to parallel on-street parking located in front of the curb.
3. Two rows of parallel parking located between the sidewalk and curb.
4. Angled parking at 60° located between the sidewalk and curb.
5. Back-in angled parking at 60° located between the sidewalk and curb.

FTCH evaluated all five options for cost, number of parking stalls, safety, construction material, and ADA compliance among others. The cost of each option is the cost of additional work at the back of curb needed to provide the parking only. Sidewalk and pavement costs are assumed to be included in the road rehabilitation cost. A summary of each option is below.

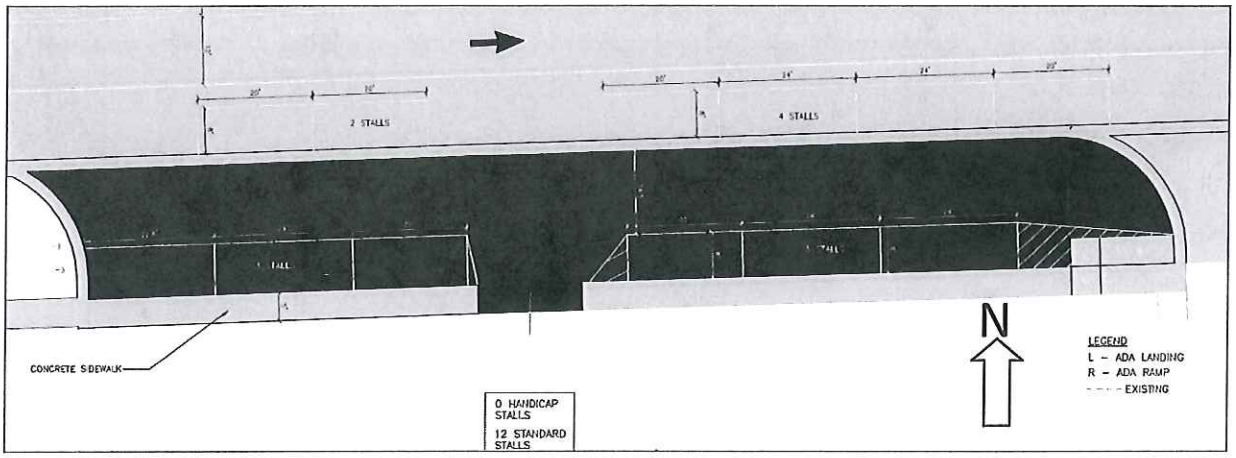
Option 1: A single row of parallel parking behind the curb.



This option provides six stalls located along the sidewalk. Parking surface will be flush with the sidewalk and graded to meet the ADA guidelines. To provide visual delineation, parking areas will be paved with hot asphalt mix or concrete to provide a visual contrast and define both the travelled roadway and parking areas.

This option provides fewer stalls than the existing. The proposed stalls; however, meet the ITE and ADA guidelines. The cost of this option is estimated at $20,000.

Option 2: Consists of Option 1 in addition to parallel on-street parking located in front of the curb.

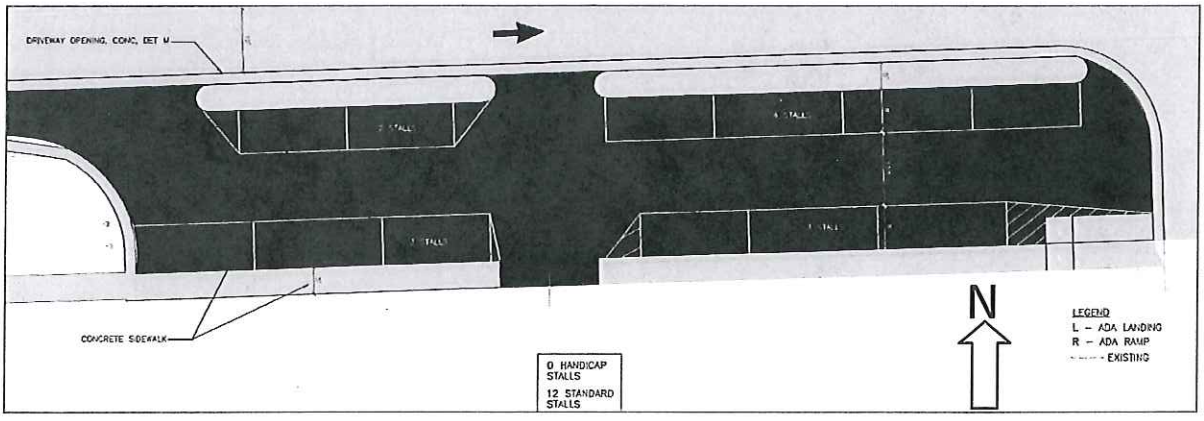


This option provides six stalls located along the sidewalk and an additional six stalls on the roadway right lane. Parking surface at the back of curb will be flush with the sidewalk and graded to meet the ADA guidelines. On-street parking consists of yellow pavement markings to delineate the six additional stalls. On-street parking signs will be installed to regulate the use of these stalls.

For added safety, the eastbound right lane (outside south lane) will be terminated at the west limits of the parking area; a taper meeting the American Association of State Highway and Transportation Officials (AASHTO) requirements will be provided to transition out the outside lane. At the Orchard Lake intersection, five lanes will be maintained.

This option provides five more stalls than the existing. The proposed stalls meet the ITE and ADA guide lines. The cost of this option is estimated at $20,000.

Option 3: Two rows of parallel parking located between the sidewalk and curb.



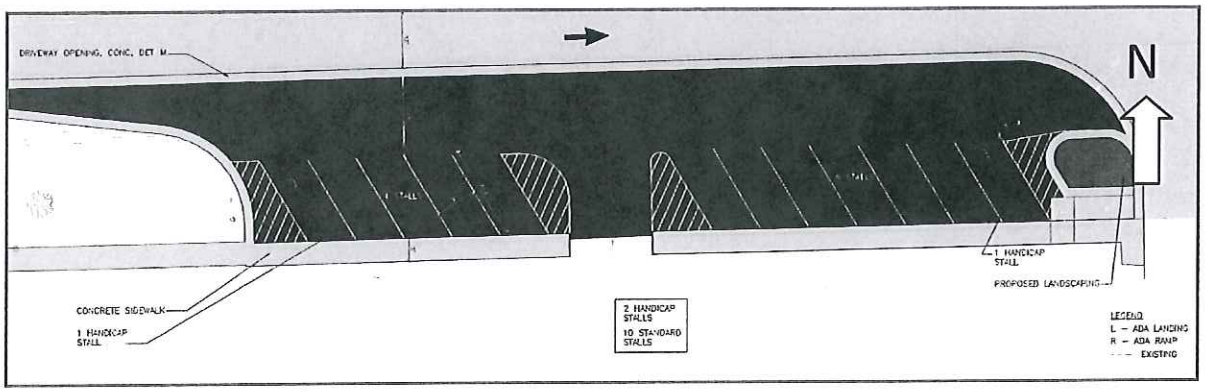
This option provides six stalls located along the sidewalk and an additional six stalls along the island located at the back of curb. Parking surface at the back of curb will be flush with the sidewalk and graded to meet the ADA guidelines.

39500 MacKenzie Drive, Suite 100 | 248.324.2090 | Fishbeck, Thompson, Carr & Huber, Inc.
Novi, Michigan 48377 | www.ftch.com | engineers I scientists I architects I constructors

The eastbound right lane (outside south lane) will be terminated at the west limits of the parking area; a taper meeting the AASHTO requirements will be provided to transition out the outside lane. Only one eastbound lane will be provided along the parking area. At the Orchard Lake intersection, five lanes will be maintained. This option isolates all parking and maneuvers outside the through traffic lanes.

This option provides five more stalls than the existing. The proposed stalls meet the ITE and ADA guidelines. The cost of this option is estimated at $35,000.

Option 4: Angled parking at 60° located between the sidewalk and curb.

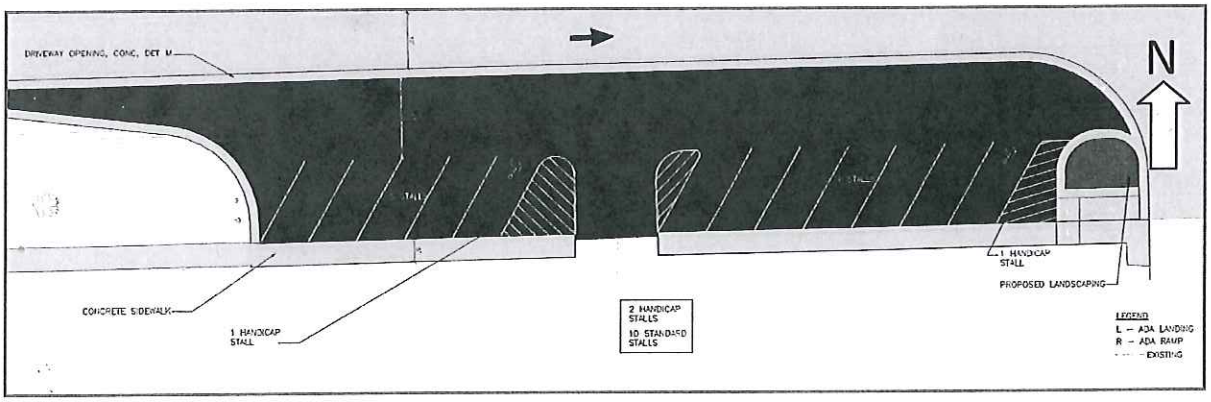


This option provides twelve stalls located along the sidewalk at 60° angle. Parking surface at the back of curb will be flush with the sidewalk and graded to meet the ADA guidelines.

The eastbound right lane (outside south lane) will be terminated at the west limits of the parking area; a taper meeting the AASHTO requirements will be provided to transition out the outside lane. Only one eastbound lane will be provided along the parking area. At the Orchard Lake intersection, five lanes will be maintained. This option isolates all parking and maneuvers outside the through traffic lanes.

This option provides five more stalls than the existing. The proposed stalls meet the ITE and ADA guide lines. The cost of this option is estimated at $31,000.

Option 5: Back-in angled parking at 60° located between the sidewalk and curb.



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This option provides twelve stalls located along the sidewalk at reversed 60° angle. Parking surface at the back of curb will be flush with the sidewalk and graded to meet the ADA guidelines. Traffic using this parking would back-in the vehicle when parking allowing the driver to pull out while directly looking at traffic within the parking area and the roadway. It is considered a safer parking practice, given that senior citizens can perform the back-in maneuver.

The eastbound right lane (outside south lane) will be terminated at the west limits of the parking area; a taper meeting the AASHTO requirements will be provided to transition out the outside lane. Only one eastbound lane will be provided along the parking area. At the Orchard Lake intersection, five lanes will be maintained. This option isolates all parking and maneuvers outside the through traffic lanes.

This option provides five more stalls than the existing. The proposed stalls meet the ITE and ADA guide lines. The cost of this option is estimated at $31,000.

Summary

Option	City Cost	Number of stalls	Advantages	Disadvantages
1. A single row of parallel parking behind the curb	$20,000	6	• ADA compliance • Maintain five lanes	• Fewer stalls than existing
2. Option 1 in addition to parallel on-street parking located in front of the curb	$20,000	12	• ADA compliance • Six on-street stalls included in cost of project	• Loss of lane of roadway • Possible crashes involving on-street parking
3. Two rows of parallel parking located between the sidewalk and curb	$35,000	12	• ADA compliance • All parking is outside traffic lanes • Allows more spaces in front of all businesses	• Most expensive option • Parking maneuvers can be challenging • Short right lane
4. Angled parking at 60° located between the sidewalk and curb	$31,000	12	• ADA compliance • Allows more parking in front of buildings	• Sight issues for drivers backing out of stalls • Short right lane
5. Back-in angled parking at 60° located between the sidewalk and curb	$31,000	12	• ADA compliance • Allows more parking directly in front of businesses	• Cars must back-in to space • Concerns with seniors ability to back into stalls • Short right lane

Opinion of Construction Costs

Fishbeck, Thompson, Carr & Huber, Inc.

Project: 10-Mile Road On-Street Parking - Option 1
Location: Farmington Hills/Farmington, Michigan

Date: 8/14/2013
Project No. G130411
Engineer: ATP
Reviewer: NO

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT PRICE	QTY	TOTAL	
2050016	Excavation, Earth	CYD	$5.00	116	$577.90	
3020020	Aggregate Base, 8 inch	SYD	$8.00	520	$4,160.89	
5010005	HMA Suface, Rem	SYD	$3.50	469	$1,639.94	
5010061	HMA Approach	TON	$150.00	90	$13,529.54	
	Parking Total			**TOTAL**	**$20,000.00**	**$20,000.00**

Assumptions:
General Conditions/Mobilization/Maintaining Traffic not included.
Updated unit prices reflect MDOT average unit prices.
No contaminated soils.
HMA surface removal limits to existing road curb.

Opinion of Construction Costs

Fishbeck, Thompson, Carr & Huber, Inc.

Project: 10-Mile RoadOn-Street Parking - Option 2
Location: Farmington Hills/Farmington, Michigan

Date: 8/14/2013
Project No. G130411
Engineer: ATP
Reviewer: NO

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT PRICE	QTY	TOTAL	
2050016	Excavation, Earth	CYD	$5.00	116	$577.90	
3020020	Aggregate Base, 8 inch	SYD	$8.00	520	$4,160.89	
5010005	HMA Suface, Rem	SYD	$3.50	469	$1,639.94	
5010061	HMA Approach	TON	$150.00	90	$13,529.54	
	Parking Total			**TOTAL**	**$20,000.00**	**$20,000.00**

Assumptions:
General Conditions/Mobilization/Maintaining Traffic not included.
Updated unit prices reflect MDOT average unit prices.
No contaminated soils.
HMA surface removal limits to existing road curb.

Opinion of Construction Costs

Fishbeck, Thompson, Carr & Huber, Inc.

Project: 10-Mile Road On-Street Parking - Option 3
Location: Farmington Hills/Farmington, Michigan

Date: 8/14/2013
Project No. G130411
Engineer: ATP
Reviewer: NO

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT PRICE	QTY	TOTAL	
2050016	Excavation, Earth	CYD	$5.00	174	$868.77	
3020020	Aggregate Base, 8 inch	SYD	$8.00	782	$6,255.11	
5010005	HMA Suface, Rem	SYD	$3.50	695	$2,434.06	
5010061	HMA Approach	TON	$150.00	134	$20,080.96	
8030044	Sidewalk , Conc, 4 inch	SFT	$7.00	726	$5,082.00	
	Parking Total			TOTAL	$35,000.00	$35,000.00

Assumptions:
General Conditions/Mobilization/Maintaining Traffic not included.
Updated unit prices reflect MDOT average unit prices.
No contaminated soils.
HMA surface removal limits to existing road curb.

Opinion of Construction Costs

Fishbeck, Thompson, Carr & Huber, Inc.

Project: 10-Mile Road On-Street Parking - Option 4
Location: Farmington Hills/Farmington, Michigan

Date: 8/14/2013
Project No. G130411
Engineer: ATP
Reviewer: NO

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT PRICE	QTY	TOTAL	
2050016	Excavation, Earth	CYD	$5.00	19	$96.19	
3020020	Aggregate Base, 8 inch	SYD	$8.00	866	$6,925.33	
5010005	HMA Suface, Rem	SYD	$3.50	741	$2,593.11	
5010061	HMA Approach	TON	$150.00	143	$21,393.17	
	Parking Total			**TOTAL**	**$31,000.00**	**$31,000.00**

Assumptions:
General Conditions/Mobilization/Maintaining Traffic not included.
Updated unit prices reflect MDOT average unit prices.
No contaminated soils.
HMA surface removal limits to existing road curb.

Opinion of Construction Costs

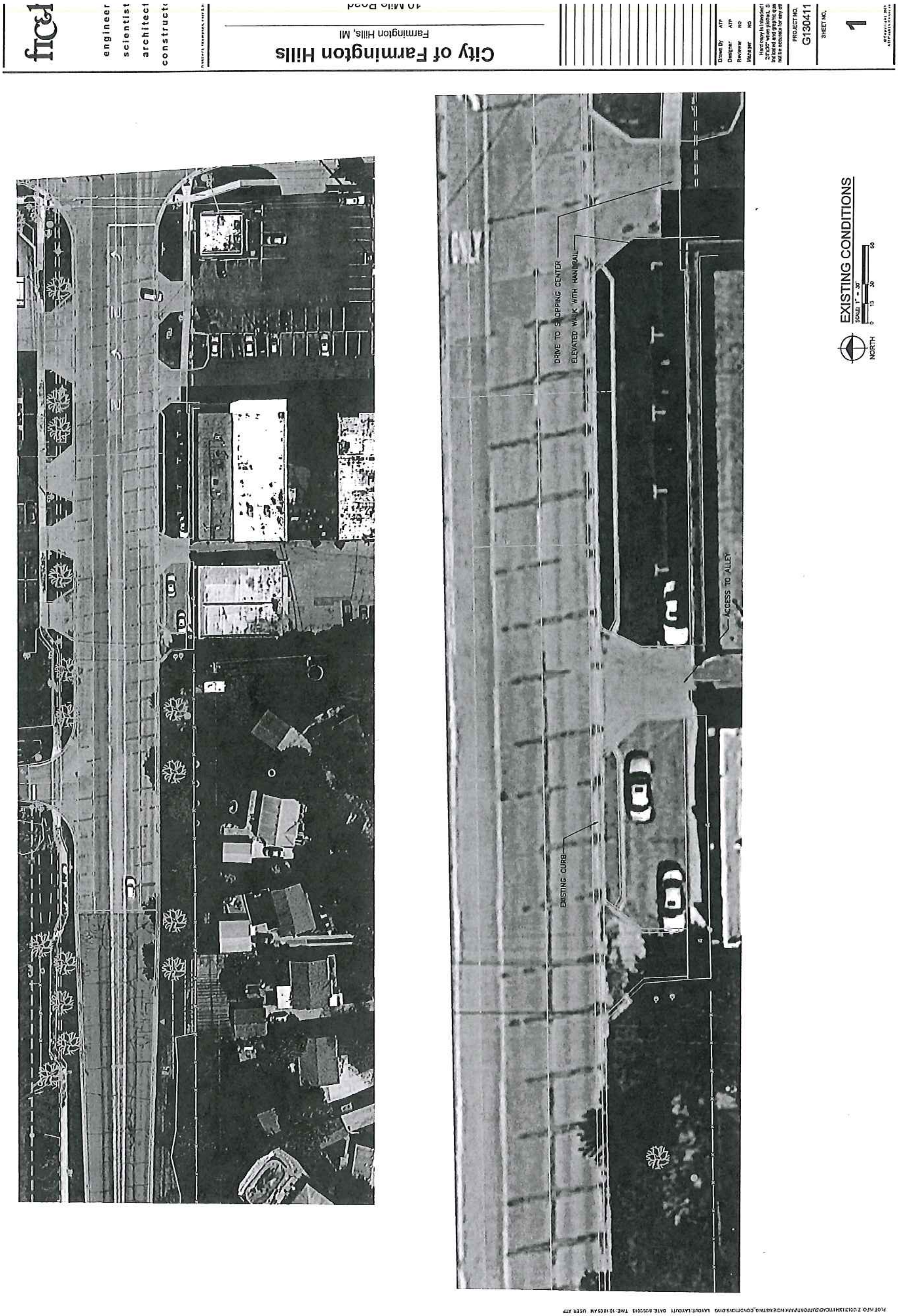
Fishbeck, Thompson, Carr & Huber, Inc.

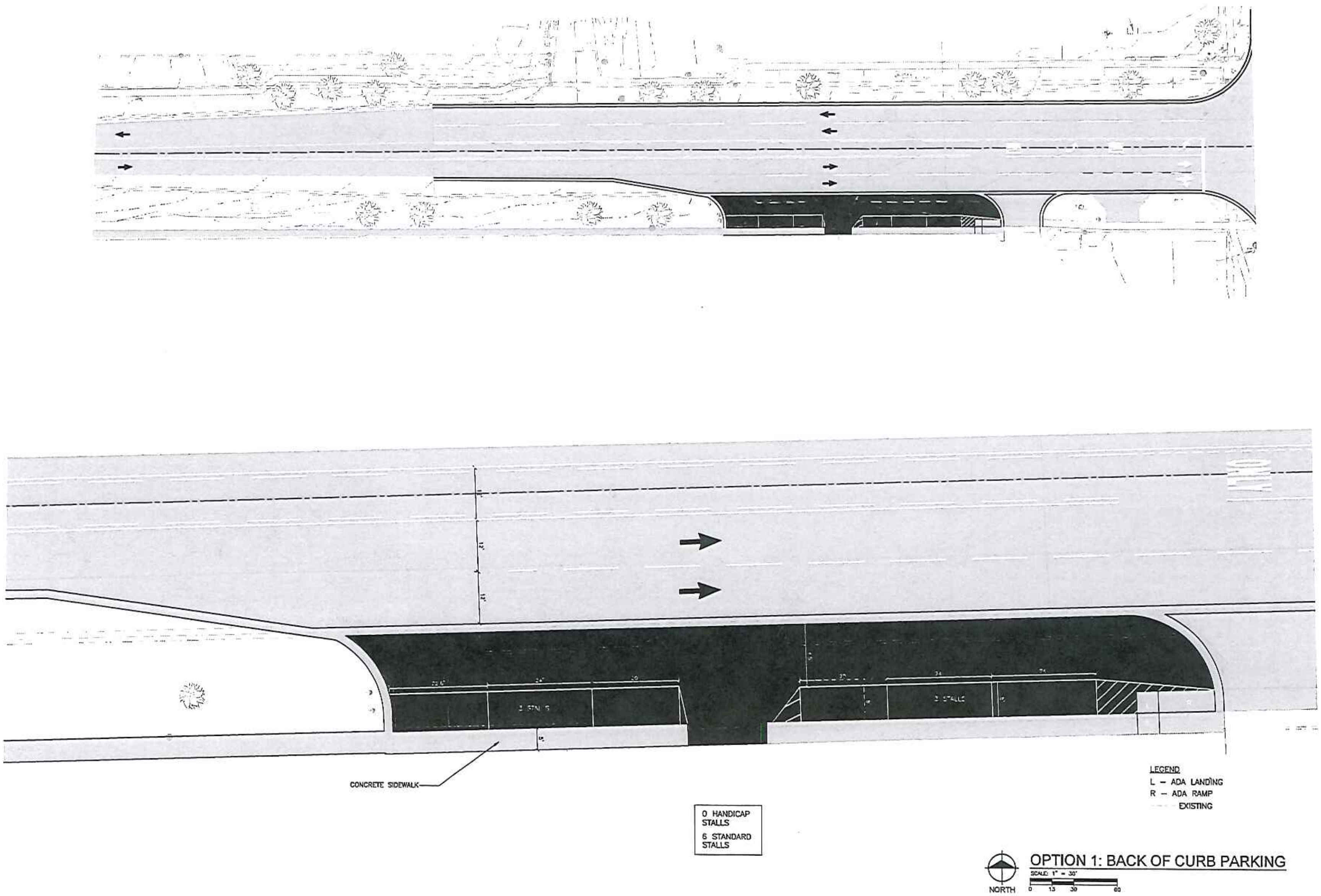
Project: 10-Mile Road On-Street Parking - Option 5
Location: Farmington Hills/Farmington, Michigan

Date: 8/14/2013
Project No. G130411
Engineer: ATP
Reviewer: NO

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT PRICE	QTY	TOTAL	
2050016	Excavation, Earth	CYD	$5.00	19	$96.32	
3020020	Aggregate Base, 8 inch	SYD	$8.00	867	$6,935.11	
5010005	HMA Suface, Rem	SYD	$3.50	742	$2,597.39	
5010061	HMA Approach	TON	$150.00	143	$21,428.46	
	Parking Total			**TOTAL**	**$31,000.00**	**$31,000.00**

Assumptions:
General Conditions/Mobilization/Maintaining Traffic not included.
Updated unit prices reflect MDOT average unit prices.
No contaminated soils.
HMA surface removal limits to existing road curb.


City of Farmington Hills
Farmington Hills, MI
10 Mile Road
EXISTING CONDITIONS
NORTH
DRIVE TO SHOPPING CENTER
ELEVATED WALK WITH HANDRAIL
ACCESS TO ALLEY
EXISTING CURB
PROJECT NO.
G130411
SHEET NO.
1



fTC&I

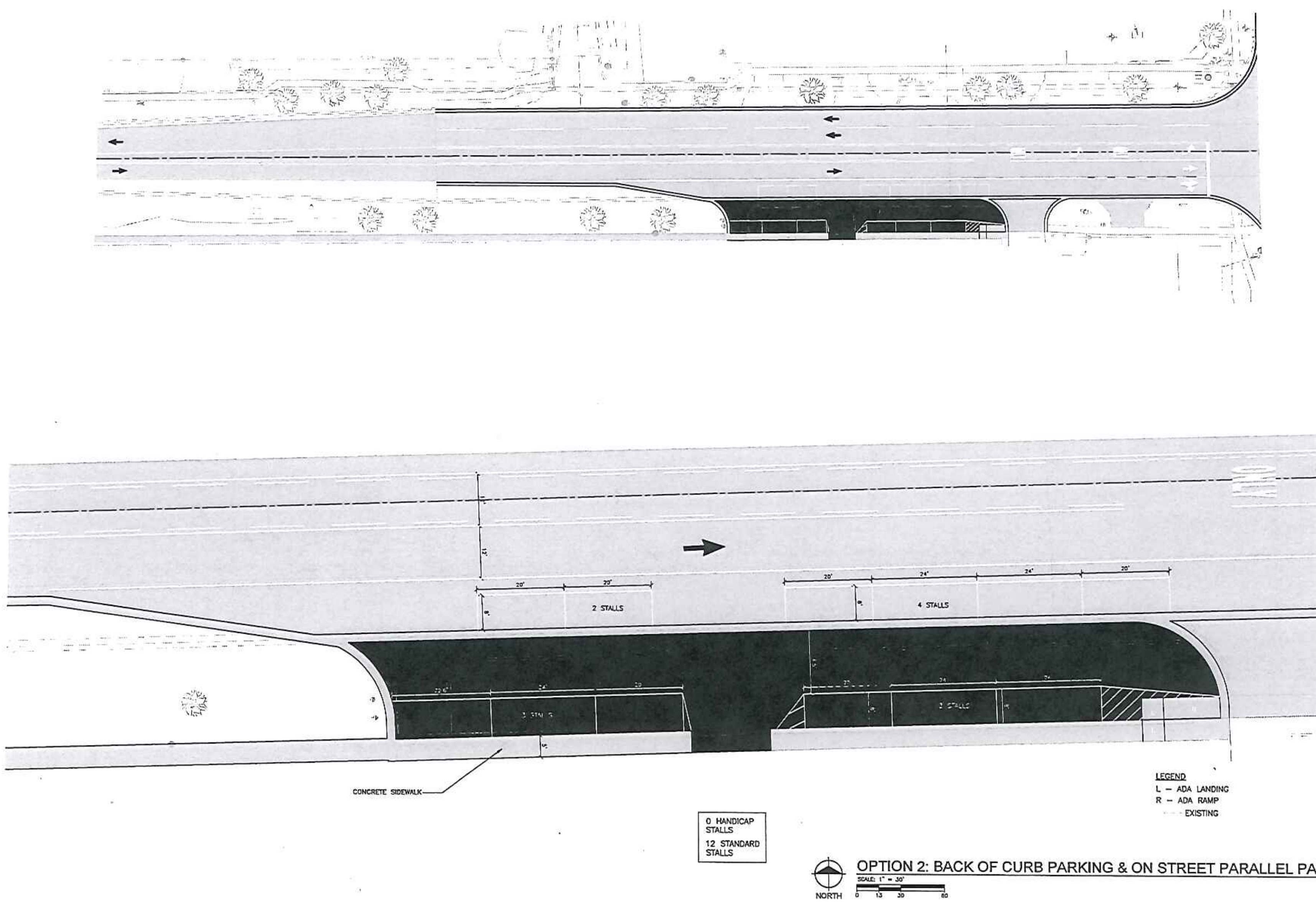
engineers
scientists
architects
constructors

City of Farmington Hills
Farmington Hills, MI

Drawn By	ATP
Designer	ATP
Reviewer	NO
Manager	NO

PROJECT NO.
G130411

SHEET NO.
2



OPTION 2: BACK OF CURB PARKING & ON STREET PARALLEL PARKING

City of Farmington Hills
Farmington Hills, MI

engineers
scientists
architects
constructors

Drawn By	ATP
Designer	ATP
Reviewer	NO
Manager	NO

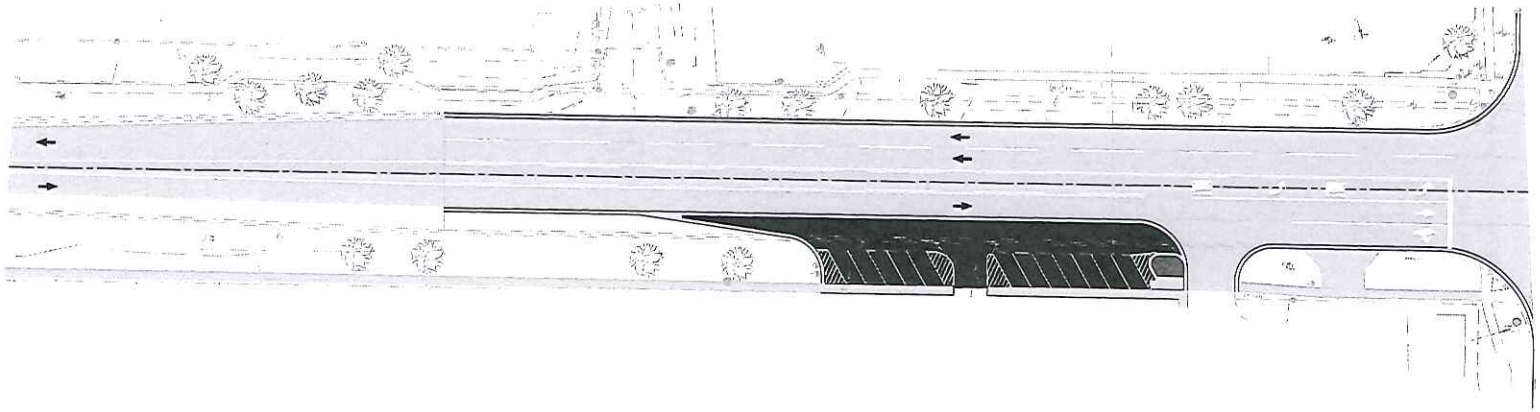
Hard copy is intended 24"x36" when plotted. Indicated and graphic q... not be accurate for any...

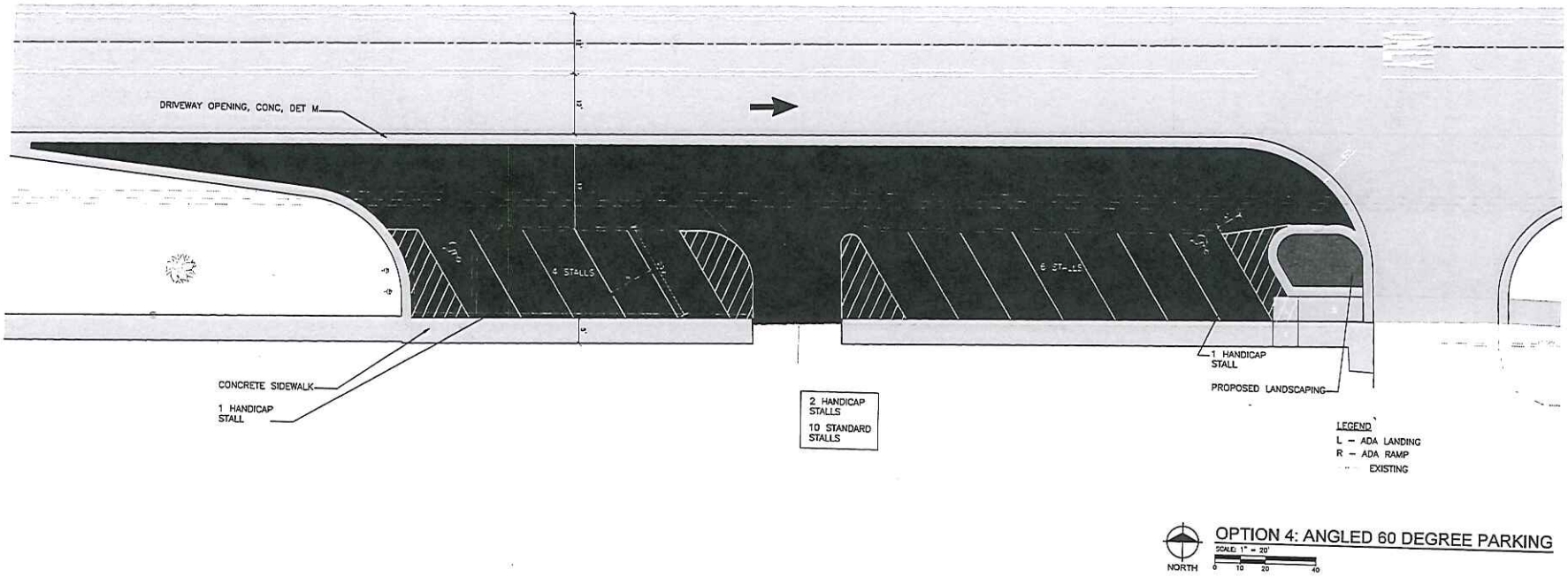
PROJECT NO. G13041

SHEET NO. 3

OPTION 3: TWO ROWS OF BACK OF CURB PARKING
SCALE: 1" = 20'
0
10
20
40
NORTH
LEGEND
L – ADA LANDING
R – ADA RAMP
– – EXISTING
0 HANDICAP STALLS
12 STANDARD STALLS
DRIVEWAY OPENING, CONC. DET M
CONCRETE SIDEWALK
4 STALLS
3 STALLS
3 STALLS
2 STALLS
12'
5'

City of Farmington Hills
Farmington Hills, MI
engineers
scientists
architects
construct
PROJECT NO.
G13041
SHEET NO.
4





OPTION 4: ANGLED 60 DEGREE PARKING

NORTH

SCALE: 1" = 20'

0 10 20 40

City of Farmington Hills

fteI

engineer
scientist
architect
constructe

City of Farmington Hills
Farmington Hills, MI

40 Mile Road

Drawn By	ATP
Designer	ATP
Reviewer	MD
Manager	MD

Hard copy is intended to be 24"x36" when plotted. Scale information may not be accurate for any o

PROJECT NO.
G13041

SHEET NO.
6

OPTION 5: BACK IN ANGLED 60DEG PARKING

SCALE: 1" = 20'

NORTH

LEGEND
L – ADA LANDING
R – ADA RAMP
EXISTING

PROPOSED LANDSCAPING

1 HANDICAP STALL

2 HANDICAP STALLS
10 STANDARD STALLS

1 HANDICAP STALL

CONCRETE SIDEWALK

DRIVEWAY OPENING, CONC, DET M

5 STALLS

12'

13'

5'

PLOT INFO: Z:\2013\13017\CAD\LDP\DETAILS\ON_STREET_PARKING.DWG LAYOUT: LAYOUT1 DATE: 8/20/2013 TIME: 10:31:39 AM USER: ATP

Opinion of Construction Costs

Fishbeck, Thompson, Carr & Huber, Inc.

Project: 10-Mile Road - Famington Sidewal k
Location: Farmington Hills/Farmington, Michiga n

Date: 8/26/2013
Project No. G130411
Engineer: ATP
Reviewer: NO

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT PRICE	QTY	TOTAL	
2010001	Clearing	Acre	$8,000.00	0.25	$2,000.00	
2040055	Sidewalk, Rem	Syd	$6.00	111	$666.67	
2050010	Embankment, CIP	Cyd	$6.00	150	$900.00	
2050016	Excavation, Earth	Cyd	$6.00	348	$2,090.22	
3020010	Aggregate Base, 4 inch	Syd	$4.00	1568	$6,270.67	
8030010	Detectable Warning Surface	Ft	$20.00	11	$220.00	
8030036	Sidewalk Ramp, Conc, 6 inch	Sft	$6.50	165	$1,072.50	
8030044	Sidewalk, Conc, 4 inch	Sft	$4.25	14109	$59,963.25	
8160101	Slope Restoration, Type B	Syd	$4.00	2934	$11,737.78	
	CE and testing cost	LS			$12,300.00	
	Mainline Total			TOTAL	$94,554.42	$94,554.42

Assumptions:
General Conditions/Mobilization/Maintaining Traffic not included.
Updated unit prices reflect MDOT average unit prices.
No contaminated soils.
HMA surface removal limits to existing road curb.

Farmington City Council Staff Report	Council Meeting Date: October 21, 2013	Reference Number (ID # 1403)

Submitted by: Vincent Pastue, City Manager

Description: Discussion - Establish Ad Hoc Committee for Improvement at Grand River/Shiawassee

Requested Action:

Background:

Penny Oglesby discussed at a recent study session her interest in working with the City to make the Grand River/Shiawassee intersection more aesthetically appealing. Penny and her husband Lynn are property owners just east of the triangle of this intersection; the City owns the triangle. The Oglesby's have maintained this area in the past.

The Beautification Committee has $5,000 in their budget that is not allocated for any specific project. City Administration recommends a small working ad hoc committee that would include the Oglesby's, representatives from the Beautification Committee, and staff representatives to develop a modest design that would improve the aesthetics of this area while simultaneously making it relatively easy to maintain in the future.

It is important to note that the Beautification Committee is considering other projects that would draw from this $5,000 budget allocation.

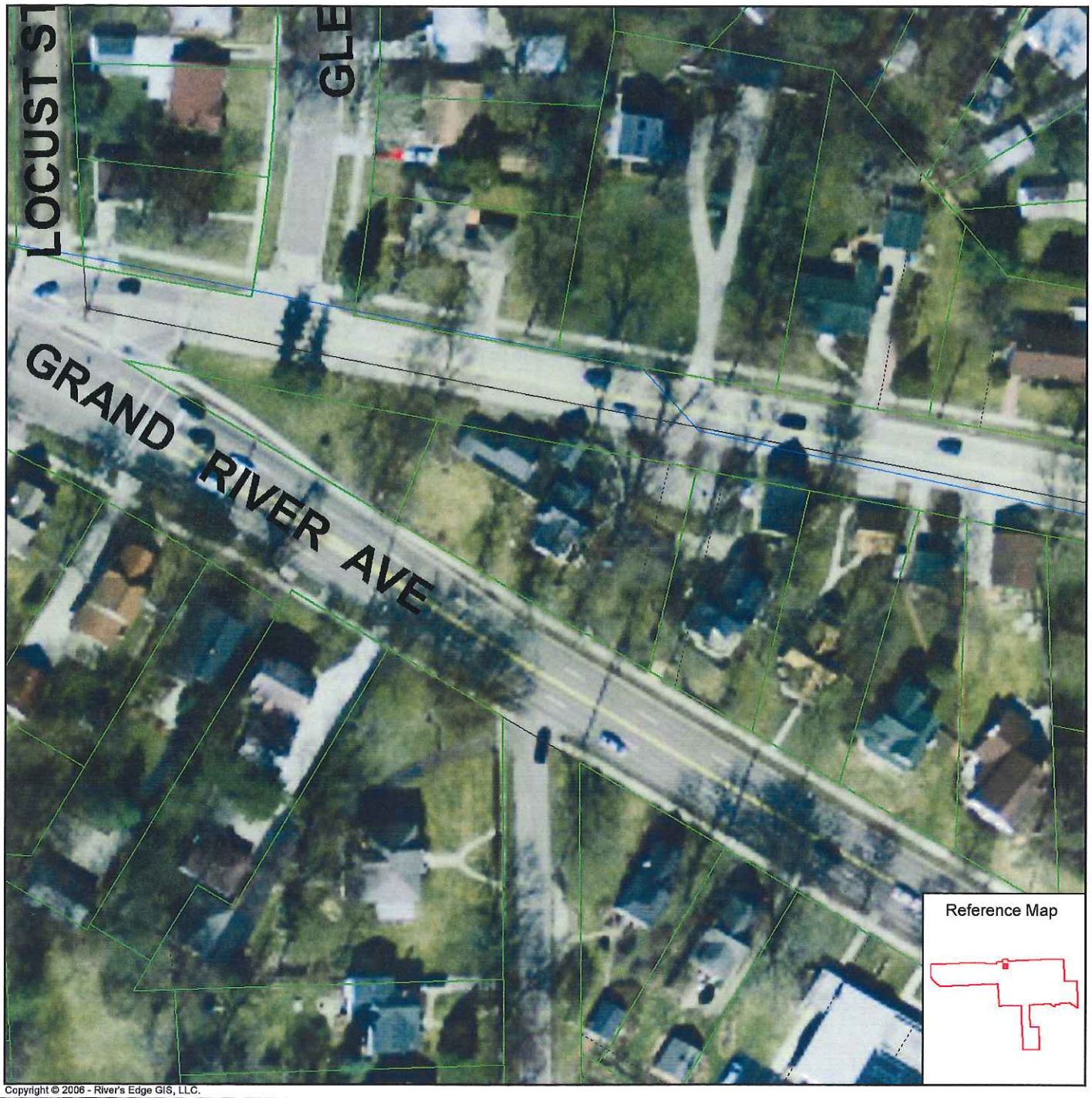
Attachment

cc: Larry Kilner, Beautification Committee Chairperson

Agenda Review

Review:

Vincent Pastue	**Pending**
City Manager	**Pending**
City Council	**Pending**



City of Farmington
CivicSight Map

MAP LEGEND:

- CITY BOUNDARY
- RIVERS-STREAMS
- MULTITENANTBUILDING (Type)
  - BUILT
  - PROPOSED
- COMM_INDUST BLDGS
- RAPHAEL STREET(POLY)2
- RAPHAEL STREET(POLY)
- PARCELS
- ROADS OUTSIDE FARMINGTON
- RIGHTOFWAY
- MULTITENANTPAVING
- ROW EXTEND
- LOT HISTORY
- OPEN WATER (FEATURETYP)
  - DetentionPond
  - StreamRiver
  - LakePond
  - Channel
  - SwampMarsh
- 2012 AERIAL PHOTOS (Image)

Map Scale: 1 inch = 86 feet
Map Date: 10/18/2013
Data Date: September 20, 2013

Sources: City of Farmington, Oakland County GIS Utility, River's Edge GIS, LLC.

Disclaimer:
Note: The information provided by this program has been compiled from recorded deeds, plats, taxmaps, surveys, and other public records and data. It is not a legally recorded map or survey and is not intended to be used as one. Users of this data are hereby notified that the information sources mentioned above should be consulted for verification of the information. Once again, USE AT YOUR OWN RISK !!!