

**City of Swartz Creek
AGENDA**

**Regular Council Meeting, Monday, June 26, 2023, 7:00 P.M.
Paul D. Bueche Municipal Building, 8083 Civic Drive Swartz Creek, Michigan 48473
THIS WILL BE A HYBRID MEETING, WITH IN PERSON ATTENDANCE BY COUNCIL MEMBERS.**

- 1. **CALL TO ORDER:**
- 2. **INVOCATION & PLEDGE OF ALLEGIANCE:**
- 3. **ROLL CALL:**
- 4. **MOTION TO APPROVE MINUTES:**
 - 4A. Council Meeting of June 12, 2023 MOTION Pg. 28
- 5. **APPROVE AGENDA:**
 - 5A. Proposed / Amended Agenda MOTION Pg. 1
- 6. **REPORTS & COMMUNICATIONS:**
 - 6A. City Manager's Report MOTION Pg. 8
 - 6B. Staff Reports & Meeting Minutes Pg. 56
 - 6C. Brown Road Option Offer and Maps Pg. 65
 - 6D. Grant Writing Proposal Pg. 70
 - 6E. Miller Road Bid & Miller Parking Study Pg. 76
- 7. **MEETING OPENED TO THE PUBLIC:**
 - 7A. General Public Comments
- 8. **COUNCIL BUSINESS:**
 - 8A. 2023-2024 Grant Writing & Support Services RESO Pg. 23
 - 8B. Brown Road Sale Option RESO Pg. 24
 - 8C. Miller Road Parking Provision RESO Pg. 25
 - 8D. Appointments RESO Pg. 26
- 9. **MEETING OPENED TO THE PUBLIC:**
- 10. **REMARKS BY COUNCILMEMBERS:**
- 11. **ADJOURNMENT:** MOTION Pg. 26

Next Month Calendar

City Council	Monday, June 26, 2023, 7:00 p.m., PDBMB
Metro Police Board:	Wednesday, June 28, 2023, 11:00 a.m., Metro HQ
City Council	Monday, July 10, 2023, 7:00 p.m., PDBMB
Planning Commission:	Tuesday, July 11, 2023, 7:00 p.m., PDBMB (One week later)
Downtown Development Authority:	Thursday, July 13, 2023, 6:00 p.m., PDBMB
Fire Board:	Monday, July 17, 2023, 6:00 p.m., Station #1
Park Board:	Tuesday, July 18, 2023, 5:30 p.m. Elms Park
Zoning Board of Appeals:	Wednesday, July 19, 2023, 6:00 p.m., PDBMB

City of Swartz Creek Mission Statement

The City shall provide a full range of public services in a professional and competent manner, assuring that the needs of our constituents are met in an effective and fiscally responsible manner, thus promoting a high standard of community life.

City of Swartz Creek Values

The City of Swartz Creek's Mission Statement is guided by a set of values which serve as a common operating basis for all City employees. These values provide a common understanding of responsibilities and expectations that enable the City to achieve its overall mission. The City's values are as follows:

Honesty, Integrity and Fairness

The City expects and values trust, openness, honesty and integrity in the words and actions of its employees. All employees, officials, and elected officials are expected to interact with each other openly and honestly and display ethical behavior while performing his/her job responsibilities. Administrators and department heads shall develop and cultivate a work environment in which employees feel valued and recognize that each individual is an integral component in accomplishing the mission of the City.

Fiscal Responsibility

Budget awareness is to be exercised on a continual basis. All employees are expected to be conscientious of and adhere to mandated budgets and spending plans.

Public Service

The goal of the City is to serve the public. This responsibility includes providing a wide range of services to the community in a timely and cost-effective manner.

Embrace Employee Diversity and Employee Contribution, Development and Safety

The City is an equal opportunity employer and encourages diversity in its work force, recognizing that each employee has unlimited potential to become a productive member of the City's team. Each employee will be treated with the level of respect that will allow that individual to achieve his/her full potential as a contributing member of the City staff. The City also strives to provide a safe and secure work environment that enables employees to function at his/her peak performance level. Professional growth opportunities, as well as teamwork, are promoted through the sharing of ideas and resources. Employees are recognized for his/her dedication and commitment to excellence.

Expect Excellence

The City values and expects excellence from all employees. Just "doing the job" is not enough; rather, it is expected that employees will consistently search for more effective ways of meeting the City's goals.

Respect the Dignity of Others

Employees shall be professional and show respect to each other and to the public.

Promote Protective Thinking and Innovative Suggestions

Employees shall take the responsibility to look for and advocate new ways of continuously improving the services offered by the City. It is expected that employees will perform to the best of his/her abilities and shall be responsible for his/her behavior and for fulfilling the professional commitments they make. Administrators and department heads shall encourage proactive thinking and embrace innovative suggestions from employees.

**CITY OF SWARTZ CREEK
VIRTUAL REGULAR CITY COUNCIL MEETING ACCESS INSTRUCTIONS
MONDAY, JUNE 26, 2023, 7:00 P.M.**

The regular virtual meeting of the City of Swartz Creek city council is scheduled for **June 26, 2023** starting at 7:00 p.m. and will be conducted virtually (online and/or by phone), due to health concerns surrounding Coronavirus/COVID-19 and rules promulgated by the Michigan Department of Health and Human Services.

To comply with the **Americans with Disabilities Act (ADA)**, any citizen requesting accommodation to attend this meeting, and/or to obtain the notice in alternate formats, please contact Connie Olger, 810-429-2766 48 hours prior to meeting,

Zoom Instructions for Participants

To join the conference by phone:

1. On your phone, dial the teleconferencing number provided below.
2. Enter the **Meeting ID** number (also provided below) when prompted using your touch-tone (DTMF) keypad.

Before a videoconference:

1. You will need a computer, tablet, or smartphone with speaker or headphones. You will have the opportunity to check your audio immediately upon joining a meeting.
2. Details, phone numbers, and links to videoconference or conference call is provide below. The details include a link to “**Join via computer**” as well as phone numbers for a conference call option. It will also include the 9-digit Meeting ID.

To join the videoconference:

1. At the start time of your meeting, enter the link to join via computer. You may be instructed to download the Zoom application.
2. You have an opportunity to test your audio at this point by clicking on “Test Computer Audio.” Once you are satisfied that your audio works, click on “Join audio by computer.”

You may also join a meeting without the link by going to join.zoom.us on any browser and entering the Meeting ID provided below.

If you are having trouble hearing the meeting, you can join via telephone while remaining on the video conference:

1. On your phone, dial the teleconferencing number provided below.
2. Enter the **Meeting ID number** (also provided below) when prompted using your touchtone (DMTF) keypad.
3. If you have already joined the meeting via computer, you will have the option to enter your participant ID to be associated with your computer.

Participant controls in the lower left corner of the Zoom screen:



Using the icons in the lower left corner of the Zoom screen you can:

- Mute/Unmute your microphone (far left)
- Turn on/off camera (“Start/Stop Video”)
- Invite other participants
- View participant list-opens a pop-out screen that includes a “Raise Hand” icon that you may use to raise a virtual hand during Call to the Public
- Change your screen name that is seen in the participant list and video window
- Share your screen

Somewhere (usually upper right corner on your computer screen) on your Zoom screen you will also see a choice to toggle between “speaker” and “gallery” view. “Speaker view” show the active speaker.

Connie Olger is inviting you to a scheduled Zoom meeting.

Topic: Swartz Creek City Council Meeting

Time: June 26, 2023 at 7:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/83096401128>

Meeting ID: 830 9640 1128

One tap mobile

+13017158592,,83096401128# US (Washington DC)

+13126266799,,83096401128# US (Chicago)

Dial by your location

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 929 205 6099 US (New York)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

Meeting ID: 830 9640 1128

Find your local number: <https://us02web.zoom.us/j/kz4Jb4etg>

If you have any further questions or concern, please contact 810-429-2766 or email colger@cityofswartzcreek.org.

A copy of this notice will be posted at City Hall, 8083 Civic Drive, Swartz Creek, Michigan.

CITY OF SWARTZ CREEK VIRTUAL (ELECTRONIC) MEETING RULES AND PROCEDURES

In order to conduct an effective, open, accessible, and professional meeting, the following protocols shall apply. These protocols are derived from the standard practices of Swartz Creek public meetings, Roberts Rules of Order, the City Council General Operating Procedures, and other public board & commission procedures. These procedures are adopted to govern participation by staff, councilpersons and members of the public in all City meetings held electronically pursuant to PA 228 of 2020. Note that these protocols do not replace or eliminate established procedures or practices. Their purpose is to augment standing expectations so that practices can be adapted to a virtual meeting format.

The following shall apply to virtual meetings of the city's public bodies that are held in accordance with the Open Meetings Act.

1. Meetings of the City Council, Planning Commission, Zoning Board of Appeals, Downtown Development Authority, Park Board, or committees thereunder may meet electronically or permit electronic participation in such meetings insofar as (1) the Michigan Department of Health and Human Services restricts the number of persons who can gather indoors due to the COVID-19 pandemic; (2) persons have an illness, injury, disability or other health-related condition that poses a risk to the personal health or safety of members of the public or the public body if they were to participate in person; or (3) there is in place a statewide or local state of emergency or state of disaster declared pursuant to law or charter by the governor or other person authorized to declare a state of emergency or disaster.
2. All meetings held hereunder must provide for two-way communication so that members of the public body can hear and respond to members of the general public, and vice versa.
3. Members of the public body who participate remotely must announce at the outset of the meeting that he/she is in fact attending the meeting remotely and by further identifying the specific physical location (by county, township, village and state) where he/she is located. The meeting minutes must include this information.
4. Notice of any meeting held electronically must be posted at the City Offices at least 18 hours before the meeting begins and must clearly explain the following:
 - (a) why the public body is meeting electronically;
 - (b) how members of the public may participate in the meeting electronically, including the specific telephone number, internet address or similar log-in information needed to participate in the meeting;
 - (c) how members of the public may contact members of the public body to provide input or ask questions on any business that will come before the public body at the meeting;

- (d) how persons with disabilities may participate in the meeting.
- 5. The notice identified above must also be posted on the City's website homepage or on a separate webpage dedicated to public notices for non-regularly scheduled or electronic public meetings that is accessible through a prominent and conspicuous link on the website's homepage that clearly describes the meeting's purpose.
- 6. The City must also post on the City website an agenda of the meeting at least 2 hours before the meeting begins.
- 7. Members of the public may offer comment only when the Chair recognizes them and under rules established by the City.
- 8. Members of the public who participate in a meeting held electronically may be excluded from participation in a closed session that is convened and held in compliance with the Open Meetings Act.

MAINTAINING ORDER

Public body members and all individuals participating shall preserve order and shall do nothing to interrupt or delay the proceedings of public body.

All speakers shall identify themselves prior to each comment that follows another speaker, and they shall also indicate termination of their comment. For example, "Adam Zettel speaking. There were no new water main breaks to report last month. That is all."

Any participants found to disrupt a meeting shall be promptly removed by the city clerk or by order of the Mayor. Profanity in visual or auditory form is prohibited.

The public body members, participating staff, and recognized staff/consultants/presenters shall be the only participants not muted by default. All other members must request to speak by raising their digital hand on the virtual application or by dialing *9 on their phone, if applicable.

MOTIONS & RESOLUTIONS

All Motions and Resolutions, whenever possible, shall be pre-written and in the positive, meaning yes is approved and no is defeated. All motions shall require support. A public body member whom reads/moves for a motion may oppose, argue against or vote no on the motion.

PUBLIC ADDRESS OF COUNCIL

The public shall be allowed to address a public body under the following conditions:

- 1. Each person who wishes to address the public body will be first recognized by the Mayor or Chair and requested to state his / her name and address. This applies to staff, petitioners, consultants, and similar participants.

2. Individuals shall seek to be recognized by raising their digital hand as appropriate on the digital application.
3. Petitioners are encouraged to appropriately identify their digital presence so they can be easily recognized during business. If you intend to call in only, please notify the clerk in advance of your phone number.
4. The city clerk shall unmute participants and the members of the public based upon the direction of the mayor or chair. Participants not recognized for this purpose shall be muted by default, including staff, petitioners, and consultants.
5. Individuals shall be allowed five (5) minutes to address the public body, unless special permission is otherwise requested and granted by the Mayor or Chair.
6. There shall be no questioning of speakers by the audience; however, the public body, upon recognition of the Mayor or Chair, may question the speaker.
7. No one shall be allowed to address the public body more than once unless special permission is requested, and granted by the Mayor or Chair.
8. One spokesperson for a group attending together will be allowed five (5) minutes to address the public body unless special permission has been requested, and granted by the Mayor or Chair.
9. Those addressing the public body shall refrain from being repetitive of information already presented.
10. All comments and / or questions shall be directed to and through the Mayor or Chair.
11. Public comments (those not on the agenda as speakers, petitioners, staff, and consultants) are reserved for the two "Public Comment" sections of the agenda and public hearings.

VOTING RECORD OF PUBLIC BODIES

All motions, ordinances, and resolutions shall be taken by "YES" and "NO" voice vote and the vote of each member entered upon the journal.

**City of Swartz Creek
CITY MANAGER'S REPORT**

Regular Council Meeting of Monday, June 26, 2023 - 7:00 P.M.

TO: *Honorable Mayor, Mayor, Pro-Tem & Council Members*
FROM: Adam Zettel, City Manager
DATE: June 21, 2023

ROUTINE BUSINESS – REVISITED ISSUES / PROJECTS

- ✓ **MICHIGAN TAX TRIBUNAL APPEALS** (*No Change of Status*)
As of now, the city has not received any new tax tribunal appeals.

- ✓ **STREETS** (*See Individual Category*)
 - ✓ **2020-2023 TRAFFIC IMPROVEMENT PROGRAM (TIP)** (*Business Item*)
The Miller Road rehabilitation award has been made to Ace Paving of Saginaw. The project is estimated to cost \$1,368,913.42 with current quantities. At this time, we are going through the notice of award process and have yet to set a preconstruction meeting date or project timeline.

As a follow-up to the June 12 meeting, council is expected to deliberate and decide on the option for striping or lane change configurations downtown that would accommodate on-street parking on Miller from Morrish to Hayes. OHM has modeled an option for this segment with on street parking. I am including their letter from a previous report, which includes a practical narrative, layout, and much technical data.

In short, we can accommodate the parking, but it is not as extensive as most would like. As previously noted, it will certainly have the impact of slowing traffic (not a desire by all stakeholders), as well as the obvious increase to parking spaces, and a bigger buffer for sidewalk users. This is one of those 50-50 calls. The DDA considered this much in the last six months. At their May meeting, they unanimously voted in favor of including the on street parking on Miller. A resolution is included in the affirmative.

- ✓ **STREET PROJECT UPDATES** (*Update*)
This is a standing section of the report on the status of streets as it relates to our dedicated levy, 20 year plan, ongoing projects, state funding, and committee work. Information from previous reports can be found in prior city council packets.

Crack filling is likely to occur towards the end of summer.

OHM is finalizing bids for Winchester Village and Woods for bid this month. This is a very large scope of work. As observed with the recent streets in the Village, the water main that is in place is 70-year-old cast iron, with failing joints. As such, it is imperative to replace water main for those streets that have original pipe (note that this excludes Don Shenk, which has ~20 year old water main, with a corresponding top coat of asphalt).

In order to tackle such a large scope of water main, we intend to bond with the USDA for another phase. This means that the water main work must be completed in two construction seasons. The removal of the street and existing main further necessitates that the streets be completed in the same timeline. As such, a street bond is prudent.

The USDA and street bond processes will be conducted concurrently, but they are separate and distinct. Because of the importance and complexity, I added a section to the packet to cover the borrow process specifically.

✓ **BRIDGE WORK** (*No Change of Status*)

I do not have a timeline, but we expect the county contractor to start work on maintenance of the Elms Road bridge this summer. The previous report follows.

We are cooperatively bidding work for the Elms Road bridge with the Genesee County Road Commission. The work required consists of an epoxy overlay on the Elms Road bridge. This work was called for during the last bridge inspection. The proposal from the GCRC indicates that the total cost is expected to be \$25,000. Because this is being bid with sixteen other county bridges, we expect the cost to be lower.

The county indicates that traffic will be maintained and no detours will be required.

✓ **WATER – SEWER ISSUES PENDING** (*See Individual Category*)

✓ **SEWER REHABILITATION PROGRAM** (*Update*)

The contractor started work in April and left to accommodate Hometown Days. They are mobilizing to finish the job.

Inliner will tackle Morrish, from I-69 to Miller Road (I-69 north was constructed in about 2006 when the county interceptor was installed in Clayton Township, and Morrish Road, from the south city limits to the creek is now an inter-community collector). They will also be doing Miller from Paul Fortino to the west city limit of the line.

We will also be putting together a more formal five-year city-wide cleaning program, based upon this information. This is being put on the back burner so that we can put more resources into lining instead of cleaning. Again, the benefit is that lining is relatively cheap, so the more we do now the better. In addition, the lining program is so aggressive that the result is still about 2 miles (10%) of the system being cleaned in the process. This is short of the 20% we seek to attain, but it is reasonable.

The total cost for 2023 work is \$646,078. The big ‘take away’ is that we are still aggressively lining the system, which is extraordinary. The next implication is that our 20 year plan has been modified enough to lose some of its validity. This is common when plans mature. Knowing this, we plan to update our maintenance and lining records into our GIS mapping system as soon as possible so we can put forth a modified 5 and 20 year sewer maintenance plan. I do not have a timeline on this.

✓ **WATER MAIN REPLACEMENT - USDA** (*Update*)

OHM has approvals from GCDC-WWS for water main. We should be able to bid this with the streets this month. Under the current timeline, we are 50/50 to see the total

completion of all Village water main and streets by the end of 2024. I expect we will see work in 2025.

Concerning the loan, we are looking at about \$270,000 in annual loan installments to pay for phase II. No grant funds were included this round. With that said, the USDA is going to require a rate increase prior to closing on the loans. They are using our fiscal year 2022 revenues of \$2,268,328 against our fiscal year 2025 expected expenses of \$2,562,849 (including the new debt service) as the basis for new rates. This means that we need to cover a gap of about \$294,521, an increase of 12.9%. This is obviously extremely high and undesirable.

However, keep in mind that our last payment on the GO Tax Bonds borrowing in 2016 will be in May of 2027, relieving expenses by about 2%. In addition, our projects for FY2025 are not reflected in the FY2022 actual. As such, I think we will experience lighter increases than what the USDA gap indicates. Furthermore, we have the ability to adjust rates in FY23, FY24 and FY25 to get there. This might be 4% a year instead of a large bump up front. Given recent and current inflation, this is not out of line. Lastly, this investment will cover the vast majority of capital maintenance projects for the next 30-40 years.

See the borrowing section below. In addition to the USDA lending, we considered an application to the Michigan Drinking Water State Revolving Fund. As revealed in late 2022, this program is not competitive for our needs.

This water project, regardless of the funding source, will help us afford the remainder of the Winchester Village Streets:

Greenleaf
Winshall
Durwood
Norbury
Whitney
Seymour (partial section only)

✓ **WATER SYSTEM MISCELLANEOUS** *(No Change of Status)*

We are proceeding to have the county begin work to abandon the 8" Dye Road water main in the vicinity of the rail line (west side of Dye). The county approved the move, and they will be using their pre-qualified contractor to perform the work. The cost to perform the work is estimated to be \$17,740. We have budgeted for this, and based upon our operating agreements with the county, we should not require any other formalities or resolutions to proceed.

Moving these customers from the west side to the east side will allow the city to abandon the Dye line south of the rail. We think this is a great move to avoid potentially serious issues down the road. This line is a dead end and is prone to breaks, which can be very costly and dangerous near the rail spur. Note that the city will still maintain the water customers, even though they are on the county's intercommunity line. This is a clear long-term win for the city.

The previous report follows.

GCDC, Mundy, and Gaines have bid out a new section of water main that is supposed to connect Elms/Maple to Hill, and on to Morrish. This will provide some additional redundancy for the system. However, it does not take care of our extreme west end, where we have a pronounced need for a second feed from either Clayton or Gaines. Note that this could also encourage some new development south of the city, which is common to experience when utilities are extended during strong economic periods.

As presented by the GCDC on April 12, 2022, the new county Master Plan includes a northern loop and southern loop option to provide redundancy and stability to the system. This is good news since Gaines and Clayton Township rely on the overstressed Miller line. There will not be any cost participation by the city, but the timeline is unclear. There are rumors that recovery act funds may be put forth to accelerate a loop.

✓ **COMMERCIAL METERS AND TRANSPONDERS** (*No Change of Status*)

It appears the equipment is installed. We expect to have the software up and running in time for a fall or winter billing cycle. See the report from August 11, 2022, for details on this program.

✓ **HERITAGE VACANT LOTS** (*No Change of Status*)

The last of the lots acquired prior to the special assessment have been sold. The city also has two more lots that were acquired through the tax reversion process. There is interest by the builder to proceed with acquisition and construction. In addition, the association manager reached out about permitted designs and builders for the subdivision. There could be renewed interest in some building. This would finally clear us of the subdivision and put the association in a better position to build membership and dues for their operations.

Though the city cannot retain funds in addition to expenses for these lots, we are still expected to sell them at market value. Listings in Heritage for vacant units are \$10,000-\$12,000, and none of them are moving. I propose a price of \$10,000 for each lot. If there is no objection, I will bring this back to the council for the first step of the sale process.

✓ **NEWSLETTER** (*Update*)

The summer newsletter is due to be out soon. Let me know if you have ideas!

✓ **CONSTRUCTION & DEVELOPMENT UPDATE** (*See Individual Category*)

This will be a standing section of the report that provides a consolidated list for a brief status on public and private construction/developmental projects in the city.

1. **The Genesee Valley Trail Extension construction is underway and almost done!** Final restoration is complete. We also had a loop installed in Elms Park with leftover millings. We may have budget available to expand this or add one at Abrams.
2. **The raceway owner appears to be moving on from racing.** We met with the owner on February 16th. He indicates that he is ordering demolition of the out-buildings and plans to scrape the entire site within about 18 months. As it happens,

we received a Miss Dig notice on the same day for utility disconnects from said buildings. Though not listing the site for sale, he is preparing the site for future use as a tech park/industrial park. We believe we are cultivating a very positive relationship that will set the table for a bright shared future. For now, they have a temporary zoning permit to store surplus vehicles for GM.

3. The **demolition of Mary Crapo is done**. It appears that a plan is coming together to put a varsity baseball field here. The school is open to a partnership that may allow the DDA to pursue seasonal skating and/or public art.
4. The **school bond** will exceed \$50 million in district wide improvements that are close to completion. The improvements so far are very impressive, especially what is occurring at the middle and high schools. Most buildings have enhanced access and drop off lanes, as well as STEM labs.
5. **(Update) Street repair in 2023** is moving forward. Bids are in for Miller, and this project can commence in July. Local street work will be out for bid in mid to late June. Repairs on School Street are imminent, and crack filling should be mid-summer.
6. The **Brewer Condo Project** first tri-plex is complete and for sale. We can affirm now that two of three units have sold! It is good to see activity, because there are clearly issues in the housing market that will slow this project. The project includes 15 townhome condos off Morrish Road in downtown. They are approximately 1,750 square feet, with two car garages and basements.
7. The next **Springbrook East** phase is under construction. **There appears to be a sale of this project occurring**. Nothing is official yet, but it is likely that there will be a new builder for future phases.
8. The **southwest corner of Elms & Miller** is seeing some increased activity. This is likely due to the consolidation of two more properties at a recent auction, greatly expanding the available footprint.
9. **Park projects** have been authorized. I will report the status of the Elms Basketball and Tennis Courts, as well as the Abrams Basketball court conversions.

✓ **TAP/DNR TRAIL (Update)**

The Genesee Valley Trail project is substantially complete, with final concrete work and restoration occurring last week. We need to inspect a storm line to see if Consumers Energy damaged this during movement of their poles. If so, they must replace it. If not, the project will need to be extended to account for this failure because it is creating collapse conditions near the trail.

✓ **SAFE ROUTES TO SCHOOL (Update)**

The project is underway and should be substantially complete by September. There have been some concerns from residents on Seymour Road. However, I think we are able to address most of these. Part of the issues are related to design. The engineer proposed moving the sidewalk closer to the houses in the original plans. This was done to preserve landscaping that owners installed in the right of way. We have learned that they would rather have the landscaping moved, with the walks closer to the curb. We can accommodate this.

See the report of March 13 for more details.

✓ **REDEVELOPMENT READY COMMUNITIES (No Change of Status)**

We have hosted a pair of meetings with different groups of downtown investors. If things go well, we may have some new plans for some transformational projects downtown. We hope for good things this year!

Our community continues to pursue a crowd funding match for a public place enhancement. The Public Places, Community Spaces opportunity is a big deal and can provide up to \$50,000 towards a downtown project (perhaps as much as \$75,000 if it includes universal design)!

A steering committee has been formed to tackle this project. Initial pricing for an engineered space was very high. We are now working with a community group that consists of a local architect, builder, and staff to see if we can source something more approachable.

The primary option for this is to invest in Holland Square to provide built-in structures for community seating, vending, entertainment, and related activities. There are a couple examples of this already that seem to work well in public spaces. Such a concept would activate Holland Square along Miller Road by providing social interactions, market activities, and some recreation. It would also include lighting, sound systems, and some shade/weather protection. Parking would be reduced but only minimally. Another Michigan community achieved their funding goal to realize their vision this month!

✓ **TAX REVERTED PROPERTY USE** (*No Change of Status*)

The county notified the city that they were to process the foreclosing of three properties. Each of these MAY be offered to the city for the value of the taxes owed. The list includes:

7484 Wade Street (Thompson's Garage)

5323 Miller (Vacant house in the wooded area, south side, about 400' from Dye)

Vacant Land on Dye (Small wedge of vacant land attached to 5323 Miller)

Since the original letter, 7484 Wade has been removed from the list, leaving the house on Miller only. Given the circumstances of the reversion process and the potential for public use of this site, I say we pass on this. I am including the letter, as well as a recent news article about this matter. In short, there is a lot of uncertainty concerning whether or not a sale to a municipality should be at market price or not. There are also active lawsuits requiring payment to compensate prior property interests that were subjected to this process.

This is a complex topic that I can discuss more at the meeting. However, since the home on Miller is likely to be purchased and improved without the city's involvement, I simply don't see public acquisition being worth the uncertainty and risk. If Wade Street was still available, that might be a different matter.

Concerning previously acquired property, the Wade Street property that the city acquired on the corner of Second Street is in the flood plain. J.W. Morgan was looking at it, but they have their hands full elsewhere, and this is a marginal site. I think we should consider looking to sell the property to a neighbor or having a home built ourselves. For the later option, I suspect we will not get our money back in the sale. However, we can take a tax

exempt property with annual maintenance costs and put it on the tax rolls. Doing so would provide over \$1,000 a year to our respective local levies & assessments...forever.

The site has been cleared of personal property as requested.

✓ **CDBG** *(No Change of Status)*

Applications were submitted for the 2022-2024 cycle which will go towards senior services and new downtown residential neighborhood sidewalks. We signed updated agreements to receive and use these funds on September 2nd. However, though funds will be available in 2023 for the sidewalks, this will not be until late fall. As such, this project is slated for 2024.

As time continues to pass and prices climb substantially, I do not believe we can tackle the scope of work that we planned. The regional planning commission indicated that we have the ability to scale back the project prior to bidding. I recommend we do so to keep the project affordable. This does not mean that the other sidewalks cannot be placed with local funds. However, I recommend that if the city wishes to install such walks, that we do so at a separate time with local funds and not in tandem with the federal CDBG funds, which require prevailing wages.

✓ **GIS MAPS** *(No Change of Status)*

Our staff is doing very well at collecting sanitary sewer data. As noted above, this is crucial to future maintenance of the system in an efficient manner. Getting accurate field data combined with past contractor work will allow us to map past maintenance, existing issues, and future plans. The accompanying data will help us create sustainable, annualized costs and procedures to operate the system.

✓ **DISC GOLF** *(No Change of Status)*

Shattered Chains has completed a lot of work on site. They have been able to use some of our wood chips, donated fill/soil, and many volunteers to establish many of the basket areas and fairways. We will see if we can be of further assistance to address some drain crossings and final site restoration from contractor staging.

✓ **PAVILION COMMITMENT/GRANTS** *(No Change of Status)*

The city applied for a recreation passport grant. Our grant writer has also submitted requests to Congressman Kildee's office and both US Senators for congressional directed spending. There is some positive feedback on these requests. We are still hopeful that Jentery Farmer's family will be able to contribute a sizable donation, perhaps as large as \$50,000.

✓ **SPEEDING AND TRAFFIC CONTROL** *(No Change of Status)*

I am included some examples for speed humps that Robert has solicited in the May 22, 2023 packet. There is not a 'silver bullet' solution for speeding. Instead, we can look to implement various strategies for traffic calming and enforcement that each play a role in moving average traffic speeds to the slower end of the spectrum.

With that said, speed bumps can play a part on certain streets, such as Seymour at Oakview or on Ingalls. We can also continue to look at narrow lanes, onstreet parking, street trees, radar signs, traffic officers, and pavement stencils. The downside is that there

is not currently a budget set up for this. It may be a worthy idea to test a pilot area, such as Seymour or Ingalls, where multiple strategies are enacted at the same time. The previous report follows.

Metro PD is providing two permanent speed monitoring and feedback signs. These resemble the portable signs, but they are bigger, self-powered, and more stationary. We have selected two city gateways that have some ongoing issues as prime candidates. One is Morrish, south of I-69, southbound. The other is likely to be Elms. We were leaning towards Miller, east of downtown, but the curve and right of way may not be the best.

The DPW is very impressed with these. I inquired to Metro about pricing and if the mobile trailer is available. If our experience is positive and prices reasonable, we may look to budget more as part of our community speed control program.

The idea is to create more awareness and accountability as folks enter the community and enter neighborhoods. We may be able to move or place such signs on Seymour, Ingalls, or other areas if we find they are useful. The previous report follows.

With the surface of so many streets improving, we are fielding more and more speed complaints. Since there is not long standing data on this, it is not clear if drivers are speeding more, people complain more, or standards are getting higher. In any event, we are now getting complaints for Hill Road (2022 resurfacing), as well as streets in Winchester Village. Regardless of the posted speed limits, a smooth road surface has the obvious impact of enabling higher speeds.

In the interest of calming traffic in all neighborhoods, it may be prudent to invest in some measures to create more awareness of speed, in addition to opportunities for great enforcement and physical design considerations. Some obvious markings that we can consider for Ingalls, Hill, and other streets are below. These are relatively inexpensive and can send a strong message, especially around schools. They are also easy to add, whereas design considerations such as narrower lanes can take years and cost much.



I have liaised with the school concerning the reuse of Mary Crapo. It seems likely that this property is going to house a new varsity baseball field. It is also apparent that onsite parking will be limited. I suspect on street parking will be very useful, if not essential, for this use. As such, I recommend we delay indefinitely the prospect of on street parking. This can be ascertained once the site is operating in its new mode. The previous report follows.

OHM has delivered a memo regarding a striping option for Ingalls Street. This is in the November 14, 2022 council packet. Since this memo outlines a traffic calming solution based on new markings, there is nothing we can act on at this time that will result in action due to the lateness of the season.

In short, council could eliminate on street parking on Ingalls, which is little used. This would enable a center double yellow marking and edge lines which could constitute bike lanes. In combination with other pavement markings within lanes, as well as some strategic forestry, we could see some meaningful traffic calming on this corridor.

✓ **CIVIC PARKING LOT SCOPE CHANGE** *(Update)*

Work on the concrete removal and replacement of the lot is underway! Paving will commence when Ace can mobilize to finish the job. The lot is still in usable condition.

The city council has approved a bid by Ace Saginaw Paving Company to resurface the civic parking lot. In addition, the council has approved a work scope change to double the thickness. We have agreeable prices from the prior USDA unit costs to do some necessary concrete work prior to paving. This includes some areas of broken curbing of the landscape islands, as well as failing sidewalk.

✓ **FIBER INSTALLATION** *(No Change of Status)*

Approvals are being granted for some of the work areas, and you probably have observed limited installation in and around the community. Other areas have conflicts that still exist, and they are being worked out. Overall, about half the work is approved. We needed to increase the escrow that Frontier has paid in order to keep OHM on the reviews. I am not certain when all reviews will be complete since we rely on revisions from the applicant. The previous report follows:

OHM is reviewing the right of way permits for Frontier. Based upon a cursory review by myself, this appears necessary to avoid some conflicts in the right of way with their new 'flowerpot' utility boxes. This process will take a few weeks and will cost the petitioner about \$5,000. The previous report follows.

Frontier is planning to expand the fiber communications network to the entire city. In the next 12-24 months, we should see buildout of the primary fiber network, which will enable nearly every commercial and residential user to have access.

In short, the network will follow the existing copper lines. If the lines are buried, the fiber will be bored into the same 'trench'. If they are aerial, the fiber will be wrapped into place on the existing lines. (Copper lines are required to remain in place because they function on their own battery backup system and provide an essential service during power outages).

We do not expect any new utility conflict issues, nor do we expect any of our right of ways to experience unreasonable disturbances or pavement breaks. We also talked at length about the need to clean up the current overhead wires in cases where there is superfluous cable/wire, sagging lines, stub poles, etc. They indicate this is a big part of the investment.

✓ **USDA AND ROAD BORROWING** *(No Change of Status)*

With projects out for bid soon, the city's financial advisor has crafted draft bonding documents. They look good. I expect further activity to occur with this in tandem with bid approvals in April or May.

✓ **POTENTIAL MUNDY MEGA SITE/COSTCO** *(No Change of Status)*

Mundy held a public informational session on May 31st. Based upon some anecdotal accounts and social media, there is certainly a mixed opinion on the matter. There is also a lot of contradictory information. I advise we all try to get as many facts as possible. Though we have no say in either matter, our community will be impacted (good and bad). The previous report follows.

For some time now, there has been vague statements by the MEDC and others that a land consolidation may be occurring near the city in Mundy Township. More information is being released that indicates a large site, around 900 acres may be under contract by state and/or regional economic development entities. It appears that these agencies are working with unnamed users that represent advanced industries, such as chip or battery manufacturing.

Such endeavors are not uncommon. We can all recall "Project Tim" near Durand a few years back, which never came to fruition. However, with the announcement of the battery facility near Marshall, it is prudent to be mindful of the changes that could occur if a transformational project should be announced near the city. I am working with Mundy Township, our legislators, and our planner to set the table for immediate and pro-active action to accommodate the impacts (both positive and negative), should such an investment appear likely or imminent. I will keep the council informed to the best of my ability. There is certainly a degree of secrecy that surrounds such a matter.

In other news, Costco has made an application to build a store on Hill Road, right at US-23. This is on the edge of the Swartz Creek School District (just in or out, perhaps on the line). This Hill Road corridor is developing fast and does impact our community. The corridor includes some fast growing housing, new retail, employers, and Miracle Commons park. It connects Grand Blanc and Swartz Creek, as well as regions north and south on US-23. With the site selection of Costco, it is obvious that this area is of focus for a very large catchment of population. With future announcements coming from the Grand Blanc area, we can see a pattern evolving in which pressure for more intensive land uses is coming from the east, what this means for the core of the community on I-69 is less clear. What is obvious is that our community should continue to have proactive plans and strategies to handle existing and potential pressures for change.

✓ **CONSUMERS ENERGY "PUT YOUR TOWN ON THE MAP" GRANT** *(Update)*

We did not win the competition, which actually surprises me. We made a dopey video and everything!

Despite that, this is a really good idea, and we are getting some positive feedback from an observatory in Nelson, NZ. We may see if this is something our community could submit for crowdfunding for in conjunction with the MEDC Public Places Community Spaces initiative. The previous report follows.

We contrived an interactive scale model of the solar system that could be displayed and described on the new trail. The idea is that the sun would be at the Elms trail head, with

Neptune at Otterburn Park. Folks can walk/bike the distance and learn about the solar system, seeing the solar bodies in scale imagery/models.

We have begun preliminary conversations with Nelson, New Zealand to participate. Their community is 8,630 miles away, which reflects the approximate distance to the next closest star.

The park board approved this concept for installation at their May meeting.

✓ **MML LIABILITY AND EMPLOYEE TRAINING** (*No Change of Status*)

There were three recommendations made by the insurance provider as it relates to employee training. We are in the process of addressing all three. We have created and implemented policies for volunteer use of the side-by-side that is used by the Womens' Club for watering. Their volunteers have been trained on the equipment and policy, along with the waivers.

We have completed annual harassment training for all staff using a new safety training online platform. Council members must also complete this. I will look to have this made available at the city offices prior to council meetings for the next quarter or so.

Lastly, we are updating and adding to all of our material safety data sheets at the DPW and office locations. Our policy has also been updated and distributed.

I will remove this section from future reports.

✓ **OTHER COMMUNICATIONS & HAPPENINGS** (*See Individual Category*)

✓ **MONTHLY REPORTS** (*Update*)

The standard set of monthly reports are included for your enjoyment.

✓ **BROWN ROAD LAND SALE OPTION** (*Business Item*)

We discussed the option to sell the Brown Road site at our June 12 meeting. Following that, it appears council may consider a vote so I am putting an affirmative resolution on the agenda. Note that land sales must follow the city's land sale policy (see attached). The previous report follows.

For those that recall "Project Tim," it appears there is still some life in the prospect of a mega-site in Shiawassee County. As things stand, the Shiawassee Economic Development Partnership (SEDP) is working with the MEDC to package and market a mega site for advanced manufacturing near Durand. This site generally coincides with a site that was being looked into for steel production a few years back.

The area in question was very close to a piece of land that the city has owned for over 50 years. This site is approximately eleven acres and was the well-head for city water prior to being connected to the county system. The property had pump stations and connected to a 16" concrete main that provided water to the city. We refer to the site as the "Brown Road" site.

Over the years, we have made inquiries to see if the county would purchase or take possession of the site and/or the main as a backup supply to the area. They have mulled this over, and they even tested the main about 15 years ago (it was serviceable at the time).

At this time, the SEDP is leading the effort to secure purchase options on properties to market the area as home to another mega site. This is similar to the effort that we are seeing in Mundy Township. This time, they seek to acquire the eleven acres that the city has. They are NOT seeking rights or purchase of the water main. However, they note that a user MAY wish to have access to this supply via the city and/or our water authority.

With that said, they have submitted an option to purchase the real estate. The option itself does not amount to much, being \$2,000 for the rights to purchase the property by May 24, 2026. What the option requires is that the city sell the property at various values (\$16,000 to \$25,000 per acre) if the SEDP (Shia 3S Holdings, LLC) chooses to exercise the option. Note that the option would likely be assigned to the end user prior to sale. This would likely only occur if the site was purchased to be used as a mega site.

✓ **BOARDS & COMMISSIONS** *(See Individual Category)*

✓ **PLANNING COMMISSION** *(No Change of Status)*

The PC met on June 6. They reviewed changes to the zoning code as it applies to Planned Unit Developments and held a public hearing. Some minor changes were made and the commission unanimously recommended approval of the ordinance to the City Council. The council did affirm the ordinance.

If affirmed, the PC will then commence review of a specific Downtown Preliminary Planned Unit Development District in accordance with the most recent master plan and DDA plan. This will involve integrating the downtown design guidelines and build-out plan into the zoning code. I strongly support these measures and think they will encourage quality improvements to buildings and properties in downtown.

✓ **DOWNTOWN DEVELOPMENT AUTHORITY** *(No Change of Status)*

The DDA met on June 8th. There was routine updates and discussion on downtown events, projects, and the Holland Square project. The business of the meeting was focused on the TIF incentive guidelines. Unfortunately, the scoring system adopted in May appears to allow most projects to qualify for funds, negating a lot of effort to require and promote quality designs and functions.

The DDA revisited this scoring system and the meeting and updated the threshold to 70 points and \$750,000 minimum investment. The next step here is to approve the scoring sheet, policy, and application. Since this is a crucial and important financial aspect of the city's incentive program, the city council must approve it. **To better understand what the DDA is asking, they have requested a joint meeting of the DDA and City Council for July. This is taking shape to be a regular meeting of the DDA on July 13th, with a special meeting of the City Council at the same time. Please plan to attend.**

Their next meeting is scheduled for July 13.

✓ **ZONING BOARD OF APPEALS** *(No Change of Status)*

The ZBA held their annual meeting, including Advanced ZBA training, on March 14th. They selected incumbent, James Packer, for the chair. They replaced the late Robert Plumb with John Gilbert for the vice chair position. Mr. Ron Smith was selected for another term as secretary. There are no pending variances, appeals, or interpretations.

✓ **PARKS AND RECREATION COMMISSION** *(Update)*

The June meeting was at 5:30pm on Tuesday, June 20th at Elms Park. We started with the official ribbon cutting for the Genesee Valley Trail extension! This went really well, with the Mayor and Park Board chair saying words along with a couple people from Flint Township. Thanks to the SC Chamber for the ribbon, scissors, and complete turnout of their board!

At the meeting, we were joined by our newest member, Brandon Greiner! The park board discussed the possibility of the upcoming slip and slide on August 12, the potential for a splash pad (found to be too costly for the time being), and the donation for Abrams Park. This last item is quite exciting and generous.

A community member, working with the Friends of Abrams Park, is donating \$6,000 towards a new composite sandbox for the tot lot. This will include a sand wall, a tabletop sand area for disabled kids to access, and a digger. There will be some uncovered costs, but I think the city can cover the rest. I will get total pricing and present this to the council in July. The idea is to make this the Bill Pittsley Tot Area.

✓ **BOARD OF REVIEW** *(Update)*

The July BOR will be Tuesday July 18 at 2:00. It is for Qualified Errors, Disabled Veterans Exemptions and Poverty Exemptions.

✓ **CLERK'S OFFICE/ELECTION UPDATE** *(Update)*

Routine duties include record management, publications, FOIA request, human resources, payroll approval and everything related to elections.

As always, please remember to check your mailbox.

✓ **DEPARTMENT OF COMMUNITY SERVICES UPDATE** *(Update)*

- ❑ DPS continues to GPS water and sewer assets. This will be ongoing for most of the year as we have time available.
- ❑ DPS filled the sandboxes at Elms Park with fresh sand.
- ❑ We are working with Consumers on getting the park electricity hooked up.
- ❑ Civic Center parking lot is under construction including some sidewalk replacement and curb work.
- ❑ SRTS trail project is moving along nicely and currently is ahead of schedule. Concrete will be poured the week of the 4th of July and asphalt paving is scheduled the week after.
- ❑ We received the signed contract for the Miller Rd. repaving project. We haven't gotten a start date yet.
- ❑ Sewer lining is ongoing but nearing completion. Currently they are working on Morrish Rd. cleaning, prepping and measuring the sewer for liners.

✓ **TREASURER UPDATE (Update)**

The 2023 tax roll has been prepared. We await the public hearings for Mott College and Swartz Creek Schools to finalize the roll and print tax notices. Preparations continue for the FY23 audit. Routine operations include, but are not limited to, processing payments for utility bills, tax bills, delinquent personal and qualified real taxes, building permits, daily/weekly/monthly journal entries, bank wires, review/approval of accounts payable invoices, issuance of building permits and rental inspection collections, processing payroll, accounting for grants and projects and other financial matters impacting the city.

✓ **ECONOMIC DEVELOPMENT UPDATE (Update)**

We recently met with two lead staff from Bridgman, Michigan that worked on their courtyard project through Public Spaces Community Places. They had a lot of good insight and information. With the quote received coming in way over budget, we are adapting and looking for possible in-kind support and simplifying the design.

The timeline for our project has shifted to next spring. We have continued to work with 2 property owners and the MEDC/RRC redevelopment staff about possible redevelopment opportunities, and how the annual budget of \$35,000 for predevelopment services can be split between the two sites. Although that budget can be split, one site would receive more support than the other, as the funds would be spread thin.

I attended the Small Town Rural Development Conference and gained some good contacts and learned new information. I presented our pitch for “Cosmos in the Creek: A Solar System Voyage”. We did not win, but I was told to expect some other grant information early next week that the judges thought would be helpful.

Other projects such as Family Movie Night, and the Historical Interpretive Signs are moving forward as expected.

NEW BUSINESS / PROJECTED ISSUES & PROJECTS

✓ **APPOINTMENTS (Update)**

Six appointments expire at the end of June. There are two each from Board of Review, the Planning Commission, and the Zoning Board of Appeals. The holders of these positions are competent members that maintain good attendance. The mayor recommends new terms for all members.

✓ **GRANT WRITING SERVICES AGREEMENT (Update)**

One year ago, the city entered into a professional service agreement with Linda Davis Kirksey (CSC and Davis Kirksey Associates, Inc) for professional grant writing services. This was a move by the city to further our abilities to secure more complex federal funds and more political congressional designated spending from the federal and state government (earmarks). Prior to this, the city had much success with state departmental grants, but we hit a wall with funds that involved more political or lobbying efforts.

It appears this approach has paid off. As of writing, Congressman Kildee’s office has submitted a large request (\$750,000) to fund Otterburn Park improvements. In addition to this, Linda has submitted a request for funding to the DNR. One request was unsuccessful (SPARK Grant). The other is still pending.

The professional services agreement is due to expire in mid-July. Since we still have a lot of work to do with Kildee's office and the Recreation Passport grant, this is a relationship I think we should maintain. Linda has submitted a proposal to continue the services under the same conditions. She does note that she will be able to supply the city with efforts towards additional grants and funding opportunities since much of the 'heavy lifting' is complete with Otterburn Park.

I think there is value in these services. Again, we have had success in the past with State departmental awards. We also have Samantha on staff to help with micro-grants, economic development work, and some degree of political lobbying. However, Linda has very valuable skills and connections that are prudent to maintain to ensure the congressional spending process continues smoothly. I also have confidence that she can and should be able to funnel some funds towards us that we otherwise might not get over the next twelve months. The proposal and a resolution are included.

Council Questions, Inquiries, Requests, Comments, and Notes

City Boundary: There is a discrepancy in the municipal boundary between what is in our charter and what was filed with the state in 1958. This is reflected as a difference between the boundary we use for all intents and purposes with that of the census map that is utilized by the state. We are making corrections now. This will result in more accurate (increased) population counts, road miles, and GIS information. As of writing, I am not sure this is going to be worked out.

Blight/Building Enforcement: We are writing more citations than ever. Most are for commercial properties that have deteriorating conditions and will not respond to practical/conventional means. If you see something in the community you think is considered blight, property maintenance failure, or dangerous, let us know. We may already be aware of it and in a process, but it does not hurt to check.

Citizen of the Year: It is that time of year again to honor one of the community's finest. The mayor is seeking nominations of city residents that demonstrate dedication to the community through their efforts as a volunteer, community leader, and role model. If you have anyone in mind that is recently distinguished and/or has a lifetime of effort in the community that deserves this recognition, let Dave or myself know!

**City of Swartz Creek
RESOLUTIONS
Regular Council Meeting, Monday, June 26, 2023, 7:00 P.M.**

Motion No. 230626-4A **MINUTES – JUNE 12, 2023**

Motion by Councilmember: _____

I Move the Swartz Creek City Council approve the Minutes of the Regular Council Meeting held Monday, June 12, 2023, to be circulated and placed on file.

Second by Councilmember: _____

Voting For: _____

Voting Against: _____

Motion No. 230626-5A **AGENDA APPROVAL – JUNE 26, 2023**

Motion by Councilmember: _____

I Move the Swartz Creek City Council approve the Agenda as presented / printed / amended for the Regular Council Meeting of June 26, 2023, to be circulated and placed on file.

Second by Councilmember: _____

Voting For: _____

Voting Against: _____

Motion No. 230626-6A **CITY MANAGER’S REPORT**

Motion by Councilmember: _____

I Move the Swartz Creek City Council accept the City Manager’s Report of June 26, 2023 including reports and communications, to be circulated and placed on file.

Second by Councilmember: _____

Voting For: _____

Voting Against: _____

Resolution No. 230626-8A **RESOLUTION TO RENEW A PROFESSIONAL SERVICE AGREEMENT FOR GRANT WRITING SERVICES**

Motion by Councilmember: _____

WHEREAS, the City undertakes a number of routine and special projects, many of which are supplemented or are only feasible because of additional state or federal grants; and

WHEREAS, the City has had success in acquiring many traditional grant sources that are offered through the state MEDC, MDOT, and DNR; and

WHEREAS, the City seeks to obtain less traditional grants and appropriations that are made available through state and federal legislative offices, specifically to fund the build out of Otterburn Park; and

WHEREAS, the provision of federal allocations is a complex and specific process that requires specialized experience, knowledge, and contacts to successfully administer; and

WHEREAS, the City approved a one year proposal from an experienced grant writer that has since had success in getting preliminary congressional designated spending approved for Otterburn Park, as well as engagements on ongoing grants, including the Michigan Department of Natural Resources Recreation Passport Grant; and

WHEREAS, the grant writer, CSC and Davis Kirksey Associates, Inc. has submitted a proposal to continue to consult on existing submissions and to work on additional, miscellaneous opportunities for a fee of \$1,000 per month.

NOW, THEREFORE BE IT RESOLVED that the Swartz Creek City Council approve the Agreement between the City of Swartz Creek and Davis Kirksey Associates, Inc., as included in the city council packet of June 26, 2023, and further authorizes and directs the Mayor to execute the agreement on behalf of the City.

Second by Councilmember: _____

Voting For: _____

Voting Against: _____

Resolution No. 230626-8B

RESOLUTION TO APPROVE A SALE OPTION FOR THE SALE OF REAL PROPERTY OWNED BY THE CITY

Motion by Councilmember: _____

WHEREAS, the city owns eleven vacant acres on Brown Road, In Shiawassee County, PID 012-02-100-004; and

WHEREAS, the purpose of this site was to act as a well to supply the city with potable water, prior to the connection to the Genesee County water distribution system; and

WHEREAS, the property no longer provides primary or backup water to the city, and is far outside of the city’s municipal boundaries and jurisdiction; and

WHEREAS, the city finds that the site has very negligible, if any, direct public purpose; and

WHEREAS, the city finds that the site has minimal exchange value; and

WHEREAS, Shia 3S Holdings, LLC. wishes to purchase an option for \$2,000 to acquire the acreage for \$176,000 through May 24, 2024, \$220,000 through May 24, 2025, and \$275,000 through May 24, 2026, for the purpose of assembling acreage to market a ‘mega site.’

NOW, THEREFORE, BE IT RESOLVED, the City of Swartz Creek City Council authorizes the Mayor, in consultation with the city attorney, to complete and execute the option as included in the June 26, 2023 city council packet.

BE IT FURTHER RESOLVED, the sale instrument shall be made available to the general public, for a period of not less than 30 days, in accordance with the City's Land Sale Policy of April 28, 2014.

BE IT FURTHER RESOLVED, the option shall be reviewed by the city council subsequent to the review period.

BE IT FURTHER RESOLVED, the City of Swartz Creek City Council designates, authorizes, and directs the Mayor to act as signatory and to execute any and all sale and transfer instruments required to complete this transaction.

Second by Councilmember: _____

Voting For: _____

Voting Against: _____

Resolution No. 230626-8C

RESOLUTION TO APPROVE MILLER ROAD ONSTREET PARKING

Motion by Councilmember: _____

WHEREAS, the City maintains a system of major and local streets; and

WHEREAS, Miller Road is being resurfaced between Morrish and Seymour this construction season; and

WHEREAS, OHM conducted a traffic study to ascertain options for limited on street parking on Miller Road, between Morrish and Hayes, that could be implemented during this project; and

WHEREAS, the Swartz Creek DDA deliberated the merits of said parking and resolved to recommend the addition of on street parking to Miller at their meeting on May 18, 2023.

NOW, THEREFORE BE IT FURTHER RESOLVED the City of Swartz Creek City Council approves the conversion of Miller Road from Morrish to Hayes to accommodate on street parking in accordance with the concept plans included in the June 26, 2023 city council packet, subject to final engineering.

Second by Councilmember: _____

Voting For: _____

Voting Against: _____

Second by Councilmember: _____

Voting For: _____

Voting Against: _____

**CITY OF SWARTZ CREEK
SWARTZ CREEK, MICHIGAN
MINUTES OF THE REGULAR COUNCIL MEETING
DATE 06/12/2023**

The meeting was called to order at 7:00 p.m. by Mayor Krueger in the Swartz Creek City Council Chambers, 8083 Civic Drive.

Invocation and Pledge of Allegiance.

Councilmembers Present: Cramer, Spillane, Gilbert, Krueger, Pinkston, Henry.

Councilmembers Absent: Hicks.

Staff Present: City Manager Adam Zettel, Clerk Connie Olger, Treasurer Deanna Korth.

Others Present: Jim Barclay, Rob Merinsky, Josh Pfeiffer.

Others Virtually Attended: Lania Rocha.

EXCUSE MAYOR PRO TEM HICKS

Resolution No. 230612-01 **(Carried)**

Motion by Councilmember Henry
Second by Councilmember Cramer

I Move the Swartz Creek City Council excuse Mayor Pro Tem Hicks and Councilmember Cramer.

YES: Unanimous Voice Vote.
NO: None. Motion declared carried.

APPROVAL OF MINUTES

Resolution No. 230612-02 **(Carried)**

Motion by Councilmember Spillane
Second by Councilmember Gilbert

I Move the Swartz Creek City Council approve the Minutes of the Regular Council Meeting held Monday May 22, 2023, to be circulated and placed on file.

YES: Gilbert, Krueger, Knickerbocker, Henry, Cramer, Spillane.
NO: None. Motion Declared Carried.

APPROVAL OF AGENDA

Resolution No. 230612-03

(Carried)

Motion by Councilmember Henry
Second by Councilmember Gilbert

I Move the Swartz Creek City Council approve the Agenda as distributed for the Regular Council Meeting of June 12, 2023, to be circulated and placed on file.

YES: Krueger, Knickerbocker, Henry, Cramer, Spillane, Gilbert..

NO: None. Motion Declared Carried.

CITY MANAGER'S REPORT

Resolution No. 230612-04

(Carried)

Motion by Councilmember Cramer
Second by Councilmember Gilbert

I Move the Swartz Creek City Council accept the City Manager's Report of June 12, 2023, including reports and communications to be circulated and placed on file.

Discussion Ensued.

YES: Krueger, Knickerbocker, Henry, Cramer, Spillane, Gilbert.

NO: None. Motion Declared Carried.

MEETING OPENED TO THE PUBLIC:

Josh Pfeiffer 5464 Seymour Road hasn't seen a change in the speeding or police presence.

Lania Rocha reminded everyone that Maker's Market is tomorrow at Holland Square.

COUNCIL BUSINESS:

RESOLUTION TO PURCHASE ROAD SALT

Resolution No. 230612-05

(Carried)

Motion by Councilmember Gilbert
Second by Councilmember Cramer

WHEREAS, the city finds it necessary to control ice and snow accumulation on public streets and parking areas with the application of road salt during winter months; and

WHEREAS, this process requires approximately 1,100 tons of rock salt during a winter season; and

WHEREAS, the City's Purchasing Ordinance, Chapter 2, Article VI, Section 2-406 provides for and encourages cooperative government purchasing practices; and

WHEREAS, the Genesee County Road Commission has previously bid and/or negotiated the purchase of rock salt for application to public right-of-ways during those relentless and invasive Michigan winters; and

WHEREAS, the GCRC negotiated a salt price for the coming winter, with year over year decrease, with Detroit Salt Company of 12841 Sanders St., Detroit, at a unit cost of \$65.37 per ton, and a cooperative purchasing invitation has been extended to the City from the Genesee County Road Commission on May 23, 2023; and

WHEREAS, the City finds the per-ton cost of \$65.37 to be extremely competitive.

NOW, THEREFORE, BE IT RESOLVED the City of Swartz Creek City Council accepts the Genesee County Road Commission's cooperative purchasing agreement and appropriate an amount not to exceed \$71,907, plus 10% contingency, for the purchase of rock salt from the Detroit Salt Company, expenses to be distributed proportionate to use at the direction of the City's Treasurer.

Discussion Ensued.

YES: Knickerbocker, Henry, Cramer, Spillane, Gilbert, Krueger.

NO: None. Motion Declared Carried.

RESOLUTION TO APPROVE THE FISCAL YEAR 2023-2024 CITY BUDGET

Resolution No. 230612-06

(Carried)

Motion by Councilmember Knickerbocker

Second by Councilmember Henry

WHEREAS, the Swartz Creek City Council is required to approve a budget in accordance with the General Appropriations Act and Uniform Budgeting and Accounting Act; and

WHEREAS, a public hearing was posted and held in accordance with the city charter on May 22, 2023; and

WHEREAS, the Swartz Creek City Council finds the following Fund-based budget to be an accurate and desirable instrument to appropriate funds to serve the needs of the City of Swartz Creek; and

WHEREAS, the Swartz Creek City Council desires the budget to be accompanied by additional illustrative, narrative, and data materials to make the budget more transparent and useful to staff, officials, and the public.

THEREFORE BE IT RESOLVED, the Swartz Creek City Council hereby adopt the following 2023-2024 fiscal budget based upon the following tax mills:

General Operating Levy	4.6938	mills
Public Safety SAD	4.9000	mills
Street Levy	4.1019	mills
Sanitation Levy	2.6270	mills

101 GENERAL FUND	Estimated Beginning Fund Balance	\$	1,756,836
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Estimated Revenues	Adopted
General Fund Estimated Operating Revenues	2,943,039
	<u>2,943,039</u>

Appropriations	Adopted
General Government Activities 000-299	682,953
Public Safety Activities 301-399	1,623,753
Public Works Activities 400-799	527,360
Other Government Activities 800-999	313,460
	<u>3,147,526</u>
	3,147,526

Effect on General Fund's Fund Balance	(204,487)
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Estimated Ending Fund Balance June 30, 2024	\$	1,552,349
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202 MAJOR STREETS	Estimated Beginning Fund Balance	\$	215,817
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Estimated Revenues	Adopted
Major Streets Fund Estimated Operating Revenues	1,733,424
	<u>1,733,424</u>

Appropriations	Adopted
General Government Activities 101-299	900
Public Safety Activities 301-399	0
Public Works Activities 400-799	1,780,800

Other Government Activities 800-999	0
	1,781,700
	1,781,700

Effect on Major Street's Fund Balance **(48,276)**

Estimated Ending Fund Balance June 30, 2024 **\$ 167,542**

203 LOCAL STREETS FUND Estimated Beginning Fund Balance **\$ 387,957**

Estimated Revenues	Adopted
Local Streets Fund Estimated Operating Revenue	3,800,600
	3,800,600

Appropriations	Adopted
General Government Activities 101-299	0
Public Safety Activities 301-399	0
Public Works Activities 400-799	3,752,395
Other Government Activities 800-999	0
	3,752,395
	3,752,395

Effect on Local Streets Fund's Fund Balance **48,205**

Estimated Ending Fund Balance June 30, 2024 **\$ 436,162**

204 MUNICIPAL STREET FUND Estimated Beginning Fund Balance **\$ 490,504**

Estimated Revenues	Adopted
Municipal Street Fund Estimated Revenue	7,150,145
	7,150,145

Appropriations	Adopted
General Government Activities 101-299	0
Public Safety Activities 301-399	0
Public Works Activities 400-799	0
Other Government Activities 800-999	3,767,954
	3,767,954

Effect on Municipal Street Fund's Fund Balance **3,382,191**

Estimated Ending Fund Balance June 30, 2024 **\$ 3,872,695**

226 GARBAGE FUND Estimated Beginning Fund Balance **\$ 365,703**

<u>Estimated Revenues</u>	Adopted
Garbage Fund Estimated Operating Revenue	471,920
	<hr/>
	471,920

<u>Appropriations</u>	Adopted
General Government Activities 000-299	37,677
Public Safety Activities 301-399	0
Public Works Activities 400-799	419,016
Other Government Activities 800-999	0
	<hr/>
	456,693

Effect on Garbage Fund's Fund Balance **15,227**

Estimated Ending Fund Balance June 30, 2024 **\$ 380,929**

248 DDA FUND Estimated Beginning Fund Balance **\$ 123,466**

<u>Estimated Revenues</u>	Adopted
DDA Fund Estimated Operating Revenue	167,755
	<hr/>
	167,755

<u>Appropriations</u>	Adopted
General Government Activities 101-299	25,303
Public Safety Activities 301-399	0
Public Works Activities 400-799	95,169
Other Government Activities 800-999	0
	<hr/>
	120,472
	<hr/>
	120,472

Effect on Local Streets Fund's Fund Balance **47,283**

Estimated Ending Fund Balance June 30, 2024 **\$ 170,748**

401 CAPITAL PROJECT FUND Estimated Beginning Fund Balance **\$ -**

<u>Estimated Revenues</u>	Adopted
Capital Project Fund Est Operating Rev.	60,000
	<hr/>
	60,000

<u>Appropriations</u>	Adopted
General Government Activities 101-299	0
Public Safety Activities 301-399	0
Public Works Activities 400-799	0
Other Government Activities 800-999	0
	<hr/>
	0
	0

Effect on Capital Project Fund Balance	60,000
Estimated Ending Fund Balance June 30, 2024	\$ 60,000

402 FIRE EQUIPMENT FUND Estimated Beginning Fund Balance	\$ 117,025
Estimated Revenues	Adopted
Fire Equipment Replacement Fund Est Operating Rev.	228,000
	<u>228,000</u>
Appropriations	Adopted
General Government Activities 101-299	0
Public Safety Activities 301-399	341,618
Public Works Activities 400-799	0
Other Government Activities 800-999	0
	<u>341,618</u>
	341,618

Effect on Fire Equip Replacement Fund's Fund Balance	(113,618)
Estimated Ending Fund Balance June 30, 2024	\$ 3,408

590 SEWER FUND Estimated Beginning Fund Balance	\$ 6,819,877
Estimated Revenues	Adopted
Sanitary Sewer Fund Estimated Operating Revenue	1,393,078
	<u>1,393,078</u>
Appropriations	Adopted
General Government Activities 000-299	145,904
Public Safety Activities 301-399	1,240,317
Public Works Activities 400-799	10,500
Other Government Activities 800-999	0
	<u>1,396,721</u>
	1,396,721

Effect on Sanitary Sewer Fund's Fund Balance	(3,644)
Estimated Ending Fund Balance June 30, 2024	\$ 6,816,233

SEWER FUND EXPENSES INCLUDE \$320,000 IN DEPRECIATION

591 WATER FUND Estimated Beginning Fund Balance	\$	7,349,888
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Estimated Revenues	Adopted
Water Supply Fund Estimated Operating Revenue	2,309,750
	2,309,750

Appropriations	Adopted
General Government Activities 000-299	168,195
Public Safety Activities 301-399	0
Public Works Activities 400-799	6,778,199
Other Government Activities 800-999	79,870
	7,026,264
	7,026,264

Effect on Water Supply Fund's Fund Balance		(4,716,514)
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Estimated Ending Fund Balance June 30, 2024	\$	2,633,374
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WATER FUND EXPENSES INCLUDE \$400,000 IN DEPRECIATION

661 MOTOR POOL FUND Estimated Beginning Fund Balance	\$	511,118
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Estimated Revenues	Adopted
Motor Pool Fund Estimated Operating Revenue	218,795
	218,795

Appropriations	Adopted
General Government Activities 101-299	403,357
Public Safety Activities 301-399	0
Public Works Activities 400-799	0
Other Government Activities 800-999	3,000
	406,357
	406,357

Effect on Motor Pool Fund's Fund Balance		(187,562)
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Estimated Ending Fund Balance June 30, 2024	\$	323,557
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MOTOR POOL EXPENSES INCLUDE \$75,000 IN DEPRECIATION

	\$
Total All Funds Estimated Revenues	20,476,505
	\$
Total All Funds Appropriations	22,197,699

BE IT FURTHER RESOLVED, the Swartz Creek City Council hereby approve the 2023-2024 Budget Book as included in the June 12, 2023 city council packet.

Discussion Ensued.

YES: Henry, Cramer, Spillane, Gilbert, Krueger, Knickerbocker

NO: None. Motion Declared Carried.

RESOLUTION TO APPROVE MILLER ROAD PAVEMENT REHABILITATION

Resolution No. 230612-07

(Carried)

Motion by Councilmember Spillane
Second by Councilmember Henry

WHEREAS, the City maintains a system of major and local streets; and

WHEREAS, the City submitted Miller Road to the Traffic Improvement Program for federal funding and subsequently received federal funds commiserate with approximately 80% of the anticipated construction value of \$1,619,852; and

WHEREAS, the City opted to receive 90% of these funds to complete the project independent of MDOT oversight, an amount equal to \$1,124,549; and

WHEREAS, the project was designed by OHM and released for state-wide bids, with the sole bid being Ace-Saginaw Paving Company in the amount of \$1,368,913.42; and

WHEREAS, the City finds Ace to be a competent company in good standing; and

WHEREAS, the City finds that full construction engineering services are not essential for this project, but that some engineering oversight and consultation is required to ensure quantities, joint inspection, prevailing wage affirmation, and miscellaneous related tasks; and

NOW, THEREFORE, BE IT RESOLVED the City of Swartz Creek City Council hereby approves the bid from Ace-Saginaw Paving Company, as a unit based bid

in the projected amount of \$1,368,913.42 to repair and rehabilitate Miller Road from Morrish to Seymour, in accordance with the bid documents included in the June 12, 2023 city council packet.

NOW, THEREFORE, BE IT RESOLVED the City of Swartz Creek City Council hereby approves and authorizes the City Manager to engage OHM Advisors for project oversight, administration, and miscellaneous consultation on an as-needed basis per their existing hourly fee schedule.

Discussion Ensued.

YES: Cramer, Spillane, Gilbert, Krueger, Knickerbocker, Henry.
NO: None. Motion Declared Carried.

RESOLUTION TO RECOMMEND AMEND THE ZONING ORDINANCE APPENDIX A TO REMOVE AND REPLACE ARTCLE 7, PUD PLANNED UNIT DEVELOPMENT DISTRICT

Resolution No. 230612-08

(Carried)

Motion by Councilmember Henry
Second by Councilmember Cramer

WHEREAS, the Public Act 110 of 2006, the Michigan Zoning Enabling Act, enables cities to regulate land use through the creation and enforcement of zoning maps and regulations, and

WHEREAS, the city updated its master plan and DDA plan in 2022, which stressed the need to create a Planned Unit Development overlay for the downtown, further requiring changes to the zoning ordinance, and;

WHEREAS, the planning commission, with the assistance of staff, and input by the public, reviewed specific changes to the zoning ordinance at their regular meeting on June 6, 2023, and;

WHEREAS, the planning commission, at a public hearing at their meeting on June 6, 2023 and in reviewing the criteria in Zoning Ordinance Section 24.05, found the proposed zoning ordinance amendments to be in the best interest of the public.

THEREFORE, I MOVE the City of Swartz Creek ordains:

**CITY OF SWARTZ CREEK
ORDINANCE NO. 462**

An ordinance to amend the Code of Ordinances: Zoning Appendix A to remove and replace Article 7 PUD, Planned Unit Development District

THE CITY OF SWARTZ CREEK ORDAINS:

Section 1. Removal and replacement of Article 7 from Appendix A of the Code of Ordinances.

The City hereby removes Article 7 from the Code of Ordinances of Appendix and replaces it with the following:

Article 7. PUD, Planned Unit Development District

Section 7.00. Intent.

Planned Unit Development District (PUD) standards are provided to:

- a) Permit flexibility in the regulation of land development allowing for higher quality of design through innovation in land use, variety in design, layout, and type of structures constructed.
- b) Ensure various land uses and building bulk will relate to each other and to adjoining existing and planned uses in such a way that they will be compatible, with no material adverse impact of one use on another.
- c) Protect and preserve natural resources, natural features, open space, and historical or significant architectural features.
- d) Minimize adverse traffic impacts.
- e) Provide convenient vehicular access throughout the development and minimizing adverse traffic impacts.
- f) Provide complete non-motorized circulation to, from, and within developments.
- g) Encourage development of convenient recreational facilities as an integral part of residential developments.
- h) Eliminate or reduce the degree of non-conforming uses or structures.
- i) Promote efficient provision of public services and utilities.
- j) Promote adequate housing and employment.

The PUD standards are not intended to avoid the imposition of standards and requirements of other zoning classifications rather than to achieve the stated purposes herein set forth.

For properties approved for PUD designation, the PUD standards consist of those requirements provided within this Article and by waivers granted by the Planning Commission authorizing a departure from one (1) or more of the requirements or standards of the underlying zoning district.

This article provides for four types of PUD: 1) a residential overlay, 2) a Morrish Road Overlay, 3) a downtown overlay and 4) an industrial overlay. Each of the PUDs include both supplementary standards which apply simultaneously or replace standards of the underlying residential zoning district.

(Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 7.01. Eligibility criteria.

To be eligible for PUD approval, the applicant must demonstrate that each of the following criteria will be met:

- (a) Demonstrated benefit. The PUD shall provide one or more of the following benefits not possible under the requirements of another zoning district, as determined by the planning commission:

- (1) The site has significant natural or historic features which will be preserved through development under the PUD standards, as determined by the planning commission.
 - (2) A complementary mixture of uses or a variety of housing types.
 - (3) The PUD will create a more desirable environment than would be possible through the application of strict zoning requirements applied in other sections of this ordinance.
 - (4) Common open space for passive or active recreational use or a design which preserves common open space, not possible under the standards of another zoning district.
 - (5) Mitigation to offset community impacts.
 - (6) Redevelopment of a non-conforming site where creative design can address unique site constraints.
- (b) Availability and capacity of public services. The site shall be served by a sanitary sewer system and the municipal water system. The proposed type and density of use shall not result in an unreasonable increase in the use of public services, public facilities, and utility capacities.
 - (c) Compatibility with the master plan. The proposed development shall not have an adverse impact on future development as proposed in the Swartz Creek Master Plan.
 - (d) Compatibility with the planned unit development intent. The proposed development shall be consistent with the intent and spirit of this ordinance.
 - (e) Development impact. The proposed development shall not impede the continued use or development of surrounding properties for uses that are permitted in this ordinance.
 - (f) Unified control of property. The Planned Unit Development District site shall be under the control of one owner or group of owners and shall be capable of being planned and developed as one integral unit.
 - (g) Petition for PUD. A PUD zoning classification may be initiated only by a petition.
 - (h) Minimum land area. No minimum size is required.
- (Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 7.02. Types of PUD zoning designations.

A property meeting the eligibility criteria may be rezoned to a PUD District, based on the requirements shown in Table 7.03 and appropriate requirements contained elsewhere in this ordinance. The PUD rezoning shall be concurrent with the approval of a Preliminary PUD site plan. Any changes to the underlying/pre-PUD zoning designation may be done concurrently with the PUD rezoning where such rezoning would be in accordance with the city's master plan. The PUD designation shall be noted in the application and on the official zoning map upon approval.

Section 7.03. City of Swartz Creek—Planned Unit Development Districts.

District Name	Type of District	Permitted Uses	Special Land Uses	Additional Provisions
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Residential Planned Unit Development (RPUD)	Overlay of a residential district	Open space or cluster housing projects with one or more types of residential uses Existing dwellings	Same as underlying residential district	Maximum density, minimum floor area and maximum height shall comply with the dimensional standards of the underlying zoning district, but the lot area, setback and width requirements may be reduced by up to 20 percent with the resultant area preserved as open space. Wetland setbacks may not be reduced. Wetlands and land without perkable soils shall be credited as 25 percent of their area for purposes of calculating overall density. <i>The overall density may be increased by up to ten percent for sites of at least 100 acres where the planning commission determines significant natural resources and open space will be preserved in a natural state and the increased density would be compatible with surrounding zoning.</i>
Morrish Road Planned Unit Development (MRPUD)	Overlay of a GBD District	Same as underlying district Existing dwellings	Same as underlying residential district	Maximum density, minimum floor area and maximum height shall comply with the dimensional standards of the underlying zoning district, but the lot area, setback and width requirements may be reduced by up to 20 percent upon a determination that the building contributes to an attractive entranceway into Swartz Creek, preferably with an emphasis on the well-being of downtown.
Downtown Planned Unit Development (DPUD)	Overlay of the CBD, Central Business District	Same as underlying district Existing dwellings	Same as underlying district	Projects shall comply with the density and dimensional standards of the underlying zoning district, but can be changed through the granting of a waiver from the Planning Commission, upon a determination that the building contributes to the well-being of the downtown area and meets the Intent of Section 7.00.
Planned Industrial Parks (PID)	Overlay of Industrial District	Uses permitted in the Industrial and Office Districts	Special Land Uses of the Industrial and Office Districts	All buildings, structures, accessory structures and parking areas shall meet the minimum setback standards of the Industrial District along the site lot lines, as specified in the Table of Dimensional Standards. Minimum lot size shall be two acres except up to 25 percent of the total number of lots

				may be between one and one-half and two acres in size. Maximum building height shall be consistent with the standards for the Industrial District.
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(Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 7.04. Application and review procedure.

The application process for a PUD involves the following steps:

- A. An optional pre-application review by the Planning Commission to provide guidance to the applicant.
- B. Request for rezoning to appropriate PUD designation and a Preliminary PUD site plan.
- C. A final PUD site plan(s).
- D. A contractual agreement between the applicant and the city.
- E. A final PUD site plan review for each building or project phase, where appropriate.

(Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 7.05. Zoning and Preliminary PUD site plan approval process.

- (a) Pre-application workshop. An optional pre-application workshop with the planning commission may be requested by the applicant to discuss the appropriateness of a PUD concept, solicit feedback and receive requests for additional materials supporting the proposal. An applicant desiring a workshop shall request placement on the planning commission agenda.
- (b) Application. A petition for a PUD District classification for a parcel of land may be made by the owner(s) of record or by any person(s) acting on behalf of the owner(s) of record of the subject parcel. The petition, including 12 copies of all Preliminary PUD site plan submittal items listed in section 7.06, shall be filed with the city clerk who shall transmit the petition and the PUD concept plan to the planning commission. The complete application shall be submitted at least 45 days prior to the meeting at which the planning commission shall first review the request.
- (c) Planning commission public hearing. The planning commission shall review the rezoning request, the Preliminary PUD site plan, and draft PUD agreement, conduct a public hearing, said hearing to be held within 32 days of the receipt by the planning commission of the information required for the PUD. The planning commission shall give notice of the public hearing as required by The Michigan Zoning Enabling Act (Public Act 110 of 2006).
- (d) Following the public hearing, the planning commission shall make a recommendation to the city council based on the following standards:
 - (1) The PUD shall satisfy the eligibility criteria of section 7.01.
 - (2) The PUD shall comply with the requirements of this article, other applicable sections of this ordinance and the subdivision or condominium requirements of the city, as applicable.
 - (3) The PUD shall be designed and constructed in a manner harmonious with the character of adjacent property and the surrounding area.

- (4) The PUD shall be adequately served by essential public facilities and services, such as roads, pedestrian or bicycle facilities, police and fire protection, drainage systems, water supply, and sewage facilities. The design shall minimize the negative impact on the road system in consideration of items such as vehicle trip generation, access location and design, circulation, roadway capacity, traffic operations at proposed access points and nearby intersections.
- (5) The proposed PUD shall not have a significant adverse effect on the quality of the natural environment in comparison to the impacts associated with a conventional development.
- (e) Revisions. The applicant shall make any revisions to incorporate conditions noted by the planning commission and submit 12 copies to the city to provide sufficient time for review prior to the city council meeting.
- (f) City council approval of Preliminary PUD site plan. Within 90 days following receipt of a recommendation from the planning commission, the city council shall conduct a public hearing on the requested PUD rezoning and the Preliminary PUD site plan and either approve, deny or approve with a list of conditions made part of the approval. The city council may require a re-submittal of the Preliminary PUD site plan reflecting the conditions for approval by the zoning administrator prior to submittal of a final PUD site plan.
- (g) Time limits for Preliminary plan approval. Approval of the Preliminary PUD site plan by the city council shall confer upon the owner the right to proceed through the subsequent planning phase for a period not to exceed two years from date of approval. If application for final PUD site plan approval is not requested within this time period, the planning commission shall hold a public hearing to revert the site to the pre-PUD zoning. The city council may extend the period up to an additional two years upon a showing of substantial progress in development of previously approved phases, or upon a showing of good cause for not having made such progress.
- (h) Conditions. Reasonable conditions may be required with the approval of a PUD for the purpose of ensuring that public services and facilities affected by a proposed land use or activity will be capable of accommodating increased service and facility loads caused by the land use or activity, protecting the natural environment and conserving natural resources, ensuring compatibility with adjacent uses of land, promoting the use of land in a socially and economically desirable manner, and further the implementation of the Swartz Creek Master Plan. Conditions attached shall be included in the PUD agreement.
- (i) Final approvals. Following approval of the Preliminary PUD plan, the application shall follow the procedures and requirements for approvals under the subdivision, condominium or site plan review process, as applicable. All site plans or tentative Preliminary plats subsequently submitted shall conform with the Preliminary PUD plan, all conditions attached to Preliminary approval, the PUD agreement and the requirements of this ordinance. Where the planning commission determines that changes to the final site plan or final Preliminary plat significantly deviate from the Preliminary PUD plan, the planning commission shall conduct another public hearing and review the plan

as an amended resubmission of the Preliminary PUD plan under the requirements of this article.

- (k) The City Council may, by resolution and upon recommendation of the Planning Commission, approve an overall Preliminary PUD site plan establishing specific design guidelines and development standards for a site or multiple sites, which may include waivers for certain requirements and standards of the underlying zoning district or special use(s). For the purposes of this Article, an approved Preliminary PUD site plan requires each developer to follow the process for final PUD site plan approval outlined in this Article. The Planning Commission may require each developer to enter into a separate PUD Agreement for each individual site or series of projects as a condition of approval to the final PUD site plan approval. Deviations from an approved Preliminary PUD site plan or final PUD site plan shall be permitted only in accordance with Section 7.14. Amendments and deviations from approved final PUD site plan.

(Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 7.06. Preliminary PUD site plan submittal requirements.

The purpose of the Preliminary review is to provide a mechanism whereby the applicant can obtain a substantial review of the proposed project in order to prepare final site engineering and architecture plans, and to execute necessary agreements between the applicant and the city. Submittal requirements are listed below.

- A. Current proof of ownership of the land to be utilized or evidence of a contractual ability to acquire such land, such as an option or purchase agreement.
- B. A completed application form, supplied by the city clerk and an application fee. A separate escrow deposit may be required for administrative charges to review the PUD submittal.
- C. Sheet size of submitted drawings shall be at least 24 inches by 36 inches, with graphics at an engineer's scale, or in another format acceptable to the city.
- D. Cover sheet providing:
 - 1. The applicant's name, mailing address, telephone/fax number(s) and email address;
 - 2. The name of the development;
 - 3. The preparer's name and professional seal of architect, engineer, surveyor or landscape architect indicating license in the State of Michigan;
 - 4. Date of preparation and any revisions;
 - 5. North arrow;
 - 6. Property lines and dimensions;
 - 7. Complete and current legal description and size of property in acres;
 - 8. Small location sketch of the subject site and area within one-half mile; and to scale;
 - 9. Zoning and current land use of applicant's property and all abutting properties and of properties across any public or private street from the PUD site;

10. Lot lines and all structures on the property and within 100 feet of the PUD property lines;
 11. Location of any access points on both sides of the street within 100 feet of the PUD site along streets where access to the PUD is proposed.
- E. An overall area map at a scale of not less than one-inch equals 2,000 feet showing the relationship of the development to its surroundings such as major roads or collector roads.
1. Physical development plan prepared at a minimum scale of one-inch equals 100 [feet].
 2. Boundaries of proposed PUD and overall property dimensions.
 3. Property lines of adjacent tracts of subdivided and unsubdivided land shown in relation to the PUD site, including those of areas across abutting roads.
 4. Location, widths, and names of existing or prior platted roads and private roads, and public easements within or adjacent to the PUD site, including those located across abutting roads.
 5. Location of existing sewers, water mains, storm drains and other underground facilities within or adjacent to the PUD site.
 6. Topography drawn as contours with a one-foot contour interval. Topography to be based on USGS datum and be extended a minimum distance of 200 feet outside the PUD boundaries.
 7. Location of existing buildings and structures.
 8. Location of significant natural and historical features.
 9. Existing limits of major stands of trees and a tree survey indicating the location, species and caliper of all trees with a caliper over eight inches, measured four feet above grade.
- F. A Preliminary PUD site plan sheet including:
1. Preliminary layout of proposed land use, acreage allotted to each use, residential density overall and by underlying zoning district (calculations shall be provided for both overall and useable acreage), building footprints, structures, roadways, parking areas, drives, driveways, and pedestrian paths.
- Note: Useable area is total area less public road rights-of-way, year-round surface water bodies, and MDEQ regulated wetlands.
2. Building setbacks and spacing.
 3. General location and type of landscaping proposed (evergreen, deciduous, berm, etc.) noting existing trees over eight inches in caliper to be retained, and any woodlands that will be designated as "areas not to be disturbed in development of the PUD.
 4. A storm water management system, water supply and wastewater disposal systems, any public or private easements, and a note of any utility lines to be removed.
 5. A list of any requested (and known) deviations from the dimensional standards of the zoning ordinance or sign ordinance that otherwise would apply (permitted deviations include: minimum lot width, area or setbacks; private road standards).
 6. If a multi-phase Planned Unit Development District is proposed, the area of each phase must be identified. For residential uses identify the number, type, and density proposed by phase.

(Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 7.07. Standards for approval of a Planned Unit Development District and Preliminary PUD site plan.

Based upon the following standards, the planning commission may recommend denial, approval, or approval with conditions, and the city council may deny, approve, or approve with conditions the proposed Planned Unit Development District.

- A. The Planned Unit Development District meets the qualification requirements.
- B. The uses proposed will have a beneficial effect, in terms of public health, safety, welfare, or convenience, on present and future potential surrounding land uses. The uses proposed will not adversely affect the public utility and circulation system, surrounding properties, or the environment. The public benefit shall be one which could not be achieved under the regulations of the underlying district alone, or that of any other zoning district.
- C. The Planned Unit Development District is generally consistent with the goals, objectives and land use map of the future land use plan.
- D. Judicious effort has been used to preserve significant natural and historical features, surface and underground water bodies and the integrity of the land.
- E. Public water and sewer facilities are available or shall be provided for by the developer as part of the site development.
- F. Safe, convenient, uncongested, and well defined vehicular and pedestrian circulation within and to the site is provided. Drives, streets and other elements shall be designed to discourage through traffic, while promoting safe and efficient traffic operations within the site and at its access points.
- G. Any waivers from the requirements or standards of the underlying zoning district or special use(s) in accordance with Section 13.13, such as but not limited to density, lot sizes, setbacks, height limits, required facilities, buffers, open space, or permitted sign area, will be reviewed and approved by the Planning Commission when it is determined that the waivers will accomplish the objectives identified in this Article and be consistent with the intent and purpose of the underlying zoning district.
- . The city council may impose additional reasonable conditions, 1) to ensure that public services and facilities affected by a Planned Unit Development District will be capable of accommodating increased service and facility loads caused by the Planned Unit Development District, 2) to protect the natural environment and conserve natural resources and energy, 3) to ensure compatibility with adjacent uses of land, and 4) to promote the use of land in a socially and economically desirable manner.
- H. In a Planned Industrial Park (PID) a setback of 50 feet wide shall be provided along the perimeter of the PID fronting on a public street.
- I. In a Planned Industrial Park (PID) a setback of 20 feet wide shall be provided along the perimeter of a PUD development not fronting on a public street. Such setback shall be designed and landscaped as a buffer strip; parking lots and driveways shall not be permitted in such yard, except that drives may cross such setback.

- J. A setback at least 35 feet wide shall be provided along the right-of-way of a public collector street proposed within any PUD, and a setback 50 feet wide shall be provided along the right-of-way of a public principal or minor arterial street proposed within the PUD. Collector roads and principal and minor arterials roads are shown on the Transportation Map in the Swartz Creek Master Plan.
- K. A landscaped setback at least ten feet wide shall be provided between a parking lot of five or more spaces and a property line within any PUD, and 20 feet from the perimeter property line of the PUD, except when adjacent to a public street right-of-way line, existing or proposed, in which case the preceding setbacks shall apply.
- L. All required setbacks shall be landscaped and adequately and permanently maintained by the property owner, tenant, or organization responsible for maintaining common areas as provided herein.
- M. Any single-family dwelling structure shall be located at least 20 feet from any other single-family dwelling structure unless structurally attached thereto.
- N. The location of buildings and uses, and the distances between buildings shall be clearly shown on the area plan and shall control the development and continued use of the property.
- O. Buildings exceeding a height of two and one-half stories or 35 feet shall be approved as to specific height by the Planning Commission, based upon the following:
 - 1. There not being a negative impact on light, air circulation, views, or airport flight patterns;
 - 2. The proposed building being in scale with the existing or intended character of the district; and
 - 3. A positive recommendation from the city fire chief regarding fire protection and safety.
- P. Each lot or principal building in a PUD shall have vehicular access from a public street or from a private street.
- Q. Each lot or principal building in a PUD shall have pedestrian access from a public or private sidewalk, where deemed necessary by the city council. All parts and phases of the PUD shall be interconnected by a sidewalk system which will provide the necessary, safe and convenient movement of pedestrians. A bicycle path system shall also be provided in the PUD and may be part of the sidewalk system, where approved by the city council. Said system shall be connected to the public sidewalk system.
- R. Public and private streets shall be designed and constructed according to standards established for public streets. If, in the future, private streets in a PUD are to be dedicated to a public agency, the owners shall first fully agree to bear the full expense of construction or any other action required to make streets suitable for public acceptance.
- S. An individual dwelling unit in any single-family, two-family townhouse, or similar residential structure shall not have direct access to a collector or arterial street.
- T. Electrical, telephone, and cable television lines shall be underground.
- U. Usable open space areas shall be conveniently and equitably located through the PUD in relation to the location of dwelling units and natural features.

- V. Open space areas shall have minimum dimensions which, in the planning commission's opinion, are usable for the functions intended and which will be maintainable.
- W. The city council may require, that natural amenities such as ravines, rock outcrops, wooded areas, tree or shrub specimens, unique wildlife habitats, ponds, streams, and marshes be preserved as part of the open space system of the PUD.
- X. The city council may require dedication for road rights-of-way, schools and/or parks.
- y. Where there is conflict between required setbacks and the Preliminary PUD Site Plan, the setbacks shown on the Preliminary PUD Site Plan will prevail.

(Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 7.08. Approval of Preliminary PUD site plan.

Upon approval of the Preliminary PUD site plan by the city council the property shall be rezoned to an appropriate Planned Unit Development District Zoning District, with the underlying zoning district noted on the official zoning.

(Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 7.09. Process for Final PUD site plan(s).

- A. The applicant shall submit 12 copies of a detailed final site plan for the entire approved Preliminary PUD site plan area to the city clerk to initiate the review process.
- B. Upon submission of all required materials and fees required by Article 29, the planning commission shall hold such hearings as may be required by law, and shall approve, deny, or approve with conditions in accordance with the standards and regulations of Article 29, Site Plan Review.
- C. If the final PUD site plan was approved with conditions, the applicant shall submit a revised site plan to the city clerk for approval prior to the issuance of any building permits.

(Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 7.10. Final PUD site plan submittal procedures and approval.

- A Final PUD site plan review for each building or project phase shall be submitted according to the procedures and standards contained within this ordinance. The purpose of the PUD final review is to consider the final site plan for the entire PUD, which is consistent with the approved Preliminary PUD site plan. Receipt of a building permit shall require final approval by the city council.

The final submittal shall include the site plan information required by Article 29, and the following:

- A. Development agreement. A proposed written agreement specifying all the terms and understanding of the PUD development, and the conditions upon which the PUD approval was based including a specific list of any approved deviations from the standards of this ordinance. The final site plan shall not be officially approved until said agreement has

been reviewed by the city attorney, signed by representatives of both parties and received by the city clerk. The agreement shall be recorded in the office of Genesee County, Registrar of Deeds at the expense of the applicant.

- B. Hydrological impact assessment. The planning commission may determine that a hydrological impact assessment is needed describing the existing ground and surface water resources including, but not limited to, a description of the water table, direction of groundwater flow, recharge and discharge areas, lake levels, surface drainage, floodplains, and water quality as well as the projected impact of the proposed development on such resources, in particular impacts associated with water supply development, wastewater disposal, and storm water management.

For projects over 100 acres, the applicant may submit a schematic site plan illustrating general building footprints, parking lot areas, road alignments, open space and general landscaping; with more detailed site plans submitted for the first building or project phase. Each detailed site plan shall be reviewed according to the procedures and standards of Article 29, Site Plan Review.

The final PUD site plan shall be reviewed by the planning commission, which shall make recommendations to city council, according to the procedures outlined in Article 29, Site Plan Review.

(Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 7.11. Condominium projects.

For any condominium section of a PUD, the applicant shall provide a copy of the master deed and condominium association bylaws for approval by the city council. The condominium documents shall provide limits on use of common areas or open space for accessory structures such as swimming pools, decks, playground equipment and buildings.

A plan shall be provided indicating the limits of such accessory structures within a defined envelope.

Prior to approval of the final PUD site plan, the applicant shall submit a written agreement to the city attorney for review and approval by the city council. The agreement shall:

- A. Set forth the conditions upon which the approval is based, with reference to the approved final PUD site plan.
- B. When open space or common areas are indicated in the PUD plan for use by the residents, the open space or common areas shall be conveyed in fee or otherwise committed by dedication to an association of the residents, and the use shall be irrevocably dedicated for the useful life of the residences, and retained as open space for park, recreation or other common uses.
- C. Set forth a program and financing for maintaining common areas and features, such as walkways, signs, lighting and landscaping.

- D. Assure that trees and woodlands will be preserved as shown on the site plan, or replaced on a caliper for caliper basis.
- E. Assure the construction and maintenance of all streets and necessary utilities (including public water, wastewater collection and treatment) through bonds or other satisfactory means, for any and all phases of the PUD. In the case of phased PUDs this requirement shall be reviewed at the time of any final site plan approval.
- F. Address any other concerns of the city regarding construction and maintenance.

(Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 7.12. Schedule of construction.

Final site plan approval of a PUD, PUD phase or a building within a PUD shall be effective for a period of three years. Further submittals under the PUD procedures shall be accepted for review upon a showing of substantial progress in development of previously approved phases, or upon a showing of good cause for not having made such progress.

In the development of a PUD, the percentage of single-family dwelling units under construction, or lots sold, shall be at least in the same proportion to the percentage of multiple-family dwelling units under construction at any one time, provided that this section shall be applied only if single-family dwelling units comprise 25 percent or more of the total housing stock proposed for the PUD. Non-residential structures designed to serve the PUD residents shall not be built until the PUD has enough dwelling units built to support such non-residential use. The planning commission may modify this requirement in their Preliminary or final submittal review process. Further, this restriction does not apply to a Downtown PUD or the Morrish Road PUD since only non-residential might be constructed in the PUD.

(Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 7.13. Amendments and deviations from approved final PUD site plan.

Deviations from the approved final PUD site plan may occur only when an applicant or property owner who was granted final PUD site plan approval notifies the zoning administrator of the proposed amendment to such approved site plan in writing, accompanied by a site plan illustrating the proposed change. The request shall be received prior to initiation of any construction in conflict with the approved final PUD site plan.

- A. Procedure. Within 14 days of receipt of a request to amend the final PUD site plan, the zoning administrator shall determine whether the change is major, warranting review by the planning commission, and city council or minor, allowing administrative approval, as noted below.
- B. Minor changes. The zoning administrator may approve the proposed revision upon finding the change would not alter the basic design nor any conditions imposed upon the original plan approval by the planning commission. The zoning administrator shall inform the planning commission of such approval in writing. The zoning administrator shall consider the following when determining a change to be minor.
 - 1. For residential buildings, the size of structures may be reduced; or increased by five percent, provided the overall density of units does not increase and the minimum square footage requirements are met.

2. Gross floor area of non-residential buildings may be decreased; or increased by up to five percent or 10,000 square feet, whichever is smaller.
 3. Floor plans may be changed if consistent with the character of the use.
 4. Horizontal and/or vertical elevations may be altered by up to five percent.
 5. Relocation of a building by up to five feet, if consistent with required setbacks and other standards.
 6. Designated "Areas not to be disturbed" may be increased.
 7. Plantings approved in the final PUD landscape plan may be replaced by similar types of landscaping on a one-to-one or greater basis. Any trees to be preserved which are lost during construction may be replaced by at least two trees of the same or similar species.
 8. Improvements or slight relocation of site access or circulation, such as inclusion of deceleration lanes, boulevards, curbing, pedestrian/bicycle paths, etc.
 9. Changes of building materials to another of higher quality, as determined by the zoning administrator.
 10. Slight modification of sign placement or reduction of size.
 11. Internal rearrangement of parking lot which does not affect the number of parking spaces or alter access locations or design.
 12. Changes required or requested by the city, county or state for safety reasons.
- C. Major changes. Where the zoning administrator determines the requested amendment to the approved final PUD site plan is major, re-submittal to the planning commission and city council shall be required. Should the planning commission determine that the modifications to the final PUD site plan significantly alter the intent of the Preliminary PUD site plan, a revised Preliminary PUD site plan shall be submitted.
(Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 7.14. Appeals, Variances and Waivers.

- A. No decision related to a PUD, including the approval or denial of a preliminary PUD plan or final PUD site plan or a decision to grant or deny a waiver, may be appealed to the Zoning Board of Appeals, nor are waivers granted subject to variance approval or modification by the Zoning Board of Appeals. Any departure from an approved final PUD site plan shall be permitted only as authorized in Section 7.14 Amendments and Deviations from Approved Preliminary PUD Plan or Approved Final PUD Site Plan.
- B. Waivers. A waiver may be granted as part of an approval according to the provisions of this Article for certain requirements and standards of the underlying zoning district or proposed special use upon the City Council or Planning Commission's own discretion or written request by the applicant. The requirements or standards shall be applied to the maximum extent possible, but suitable alternatives that substantially achieve the purpose of this Zoning Ordinance may be accepted, if any, if the requirements or standards are deemed impractical or unreasonable. Any final approval of the City Council or Planning Commission that provides for a relaxation of standards required by the

underlying zoning district or this Chapter is presumed to have been waived in accordance with this Article.

The Planning Commission can approve waivers under this Article when the following conditions have been met:

1. The waiver will result in an improvement to the design or function of a building or site which would not be possible following the standards of the zoning district.
2. The need for the waiver cannot be the result of a self-created situation.
3. The waiver cannot be sought as a way to circumvent or avoid the requirements of the zoning ordinance.

Section 7.15. Performance guarantees.

- A. Performance bonds, irrevocable bank letters of credit, cash deposits, or other forms of security acceptable as to type and amount to the city council shall be provided by the applicant to the city clerk. Such security shall be for construction of site improvements shown on the approved area plan.
- B. The applicant shall submit a cost estimate of the improvements to be covered by the guarantee, and verified as to amount by the city manager. The city council may release portions of a deposit in relation to work completed and approved upon inspection as complying with an approved plan provided however, that the balance on deposit will be sufficient to complete remaining site improvements. In the event that the applicant shall fail to provide improvements according to an approved plan, the city council shall have the authority to have such work completed, and to reimburse itself for costs of such work by appropriating funds from the deposited security, or may require performance by the bonding company.

(Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 7.16. Violations.

A violation of the PUD plan or agreement shall be considered a violation of this ordinance.

- A. Violations or any deviation from the approved PUD site plan, except as authorized in this ordinance, shall be considered a violation of this article and treated as a misdemeanor. Further, any such deviation shall invalidate the PUD designation.
- B. Violations of any plan approved under this section, or failure to comply with any requirements of this section, including any agreements and conditions attached to any approved plan, shall be considered a violation of this ordinance.

(Ord. No. 440 , §§ 1, 10, 6-10-19)

Section 2. Effective date.

This Ordinance shall take effect thirty (30) days following publication.

Discussion Ensued.

YES: Spillane, Gilbert, Krueger, Knickerbocker, Henry Cramer.

NO: None. Motion Declared Carried.

BROWN ROAD LAND SALE OPTION

DISCUSSION

Mr. Zettel reviewed with the council the land purchase option agreement we received for the 11 acres the city owns in Shiawassee County. He asked the council to think about it and ask any questions about the agreement over the next few weeks. He will put a resolution for it in the next council packet.

A RESOLUTION TO AFFIRM THE PURCHASE OF VACANT LAND ON BRISTOL ROAD

Resolution No. 230612-09

(Carried)

Motion by Councilmember Cramer
Second by Councilmember Knickerbocker

WHEREAS, the City of Swartz Creek made a good faith offer on listed real estate, consisting of approximately 15 acres of vacant land on Bristol Road, parcel ID 58-30-300-012; and

WHEREAS, the offer was accepted by the seller, with contingencies for the buyer; and

WHEREAS, a Phase I environmental study was performed with no adverse findings; and

WHEREAS, the city finds there to be numerous public purchase options for this property in the long term, including potential resale, recreation, and planned development; and

NOW, THEREFORE, BE IT RESOLVED THAT, the City affirms the intent to purchase parcel 58-30-300-012 as outlined in the purchase agreement included in the June 12, 2023 city council packet.

BE IT FURTHER RESOLVED THAT, the City authorizes and directs the Mayor to execute any and all documents related to and necessary to close the real estate transaction.

YES: Gilbert, Krueger, Knickerbocker, Henry, Cramer, Spillane .

NO: None. Motion Declared Carried.

A RESOLUTION TO ESTABLISH A REQUEST FOR FUNDING, DESIGNATE AN AGENT, ATTEST TO THE EXISTENCE OF FUNDS AND COMMIT TO IMPLEMENTING A MAINTENANCE PROGRAM FOR THE WINCHESTER WOODS REHABILITATION PROJECT PARTIALLY FUNDED BY THE TRANSPORTATION ECONOMIC

DEVELOPMENT FUND CATEGORY B PROGRAM.

Resolution No. 230612-10

(Carried)

Motion by Councilmember Gilbert
Second by Councilmember Cramer

WHEREAS, the City of Swartz Creek is applying for \$250,000.00 in funding through MDOT from the Transportation Economic Development Category B Program to rehabilitate several local streets in the Winchester Woods Subdivision. Specifically, Chesterfield Drive, Eton Court, Birchcrest Drive, Valleyview Drive, Young Drive, and Oakview Drive; and

WHEREAS, MDOT requires a formal commitment from the public agency that will be receiving these funds and will be implementing and maintaining these infrastructure projects; and

NOW, THEREFORE, BE IT RESOLVED THAT, the City has authorized Adam Zettel, City Manager, to act as agent on behalf of the City to request Transportation Economic Development Fund Category B Program funding, to act as the applicant's agent during the project development, and to sign a project agreement upon receipt of a funding award.

BE IT FURTHER RESOLVED THAT, the City attests to the existence of, and commits to, providing at least \$460,978.00 toward the construction costs of the project(s), and all costs for design, permit fees, administration costs, and cost overruns.

BE IT FURTHER RESOLVED THAT, the City commits to owning operating, funding, and implementing a maintenance program over the design life of the facilities constructed with Transportation Economic Development Fund Category B Program funding.

Discussion Ensued.

YES: Krueger, Knickerbocker, Henry, Cramer, Spillane, Gilbert.
NO: None. Motion Declared Carried.

RESOLUTION TO APPROVE ANNUAL COVERAGE AND PAYMENT FOR GENERAL AND LIABILITY INSURANCE OF THE CITY TO MEADOWBROOK

Resolution No. 230612-11

(Carried)

Motion by Councilmember Knickerbocker
Second by Councilmember Cramer

WHEREAS, the City of Swartz Creek has a need to insure property, equipment, and services that it owns and provides; and

WHEREAS, the City of Swartz Creek has been engaged in risk management with the Michigan Municipal League Liability and Property Pool, as serviced by Meadowbrook Insurance Group since 1986; and

WHEREAS, the City of Swartz Creek finds this professional service to meet or exceed financial expectations, as well as the staffing and service needs of the city.

NOW, THEREFORE, BE IT RESOLVED, the City of Swartz Creek appropriate and approve payment for an amount not to exceed \$48,177 to Michigan Municipal League Meadow Brook Insurance, payment of the City's annual 2023-2024 premiums for property and liability insurance, funds to be apportioned to reflect departmental coverage as noted in the invoice.

YES: Krueger, Knickerbocker, Henry, Cramer, Spillane, Gilbert .

NO: None. Motion Declared Carried.

MEETING OPENED TO THE PUBLIC:

None.

REMARKS BY COUNCILMEMBERS:

Councilmember Spillane wanted to know if we had any reports on HTD'S. Mr. Zettel responded that it appears that the curfew and early shutdown were successful. Councilmember Spillane commented that the Historical Society's yard sale was very successful.

Councilmember Henry congratulated his family members that graduated.

Councilmember Cramer reported HTD'S had a few instances, and he thinks people felt safer due to the police presence. He also wanted to thank all who participated in the Veterans Memorial Day Ceremony.

Councilmember Knickerbocker was happy that HTD's went good even with the early shutdown.

Councilmember Spillane noted that the railroad crossing on Miller Road is getting bad.

Mayor Krueger is hoping since we had enhanced police protection at HTD's this will prevent future festivals and events of having issues.

ADJOURNMENT

Resolution No. 230612-12

(Carried)

Motion by Councilmember Gilbert

Second by Councilmember Cramer

I Move the Swartz Creek City Council adjourn the regular meeting at 8:32 p.m.

Unanimous Voice Vote.

David A. Krueger, Mayor

Connie Olger, City Clerk

REVENUE AND EXPENDITURE REPORT FOR CITY OF SWARTZ CREEK
PERIOD ENDING 05/31/2023

GL NUMBER	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD BALANCE 05/31/2023	AVAILABLE BALANCE	% BDGT USED
Fund 101 - General Fund					
000.000 - General	2,697,088.00	2,701,502.11	2,314,629.25	386,872.86	85.68
172.000 - Executive	0.00	0.00	15,927.04	(15,927.04)	100.00
266.000 - Legal Council	0.00	0.00	560.00	(560.00)	100.00
301.000 - Police Dept	4,500.00	4,708.00	6,224.00	(1,516.00)	132.20
345.000 - PUBLIC SAFETY BUILDING	23,700.00	23,700.00	21,536.29	2,163.71	90.87
371.000 - Building/Zoning/Planning	53,500.00	53,936.75	59,969.60	(6,032.85)	111.19
444.000 - Sidewalks	3,500.00	3,500.00	2,439.00	1,061.00	69.69
448.000 - Lighting	9,221.52	9,221.52	7,078.06	2,143.46	76.76
523.000 - Grass, Brush & Weeds	5,000.00	5,000.00	5,560.00	(560.00)	111.20
694.000 - Community Development Block Grant	54,756.50	2,101.00	2,101.00	0.00	100.00
728.005 - Holland Square Streetscape	40,000.00	40,000.00	40,000.00	0.00	100.00
780.500 - Mundy Twp Park Services	10,008.90	10,008.90	7,483.62	2,525.28	74.77
782.000 - Facilities - Abrams Park	70.00	260.00	450.00	(190.00)	173.08
783.000 - Facilities - Elms Rd Park	12,000.00	12,700.00	9,785.00	2,915.00	77.05
786.000 - Non-Motorized Trailway	700,000.00	700,000.00	674,435.82	25,564.18	96.35
790.000 - Facilities-Senior Center/Libr	5,300.00	5,300.00	4,901.31	398.69	92.48
794.000 - Community Promotions Program	0.00	130.00	130.00	0.00	100.00
TOTAL REVENUES	3,618,644.92	3,572,068.28	3,173,209.99	398,858.29	
000.000 - General	13,580.00	13,580.00	12,392.05	1,187.95	91.25
101.000 - Council	23,484.73	23,228.17	22,132.37	1,095.80	95.28
172.000 - Executive	161,084.00	163,290.56	133,995.11	29,295.45	82.06
215.000 - Administration and Clerk City Council Packet	31,156.00	31,156.00	28,295.68	2,860.32	90.82

GL NUMBER	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD BALANCE 05/31/2023	AVAILABLE BALANCE	% BDGT USED
228.000 - Information Technology	20,080.00	20,080.00	21,737.57	(1,657.57)	108.25
247.000 - Board of Review	3,163.00	3,163.00	2,601.22	561.78	82.24
253.000 - Treasurer	107,712.00	107,833.74	92,818.48	15,015.26	86.08
257.000 - Assessor	58,507.00	58,507.00	34,344.12	24,162.88	58.70
262.000 - Elections	42,625.00	51,197.00	47,887.08	3,309.92	93.53
265.000 - Facilities - City Hall	49,785.00	49,785.00	14,637.93	35,147.07	29.40
266.000 - Legal Council	18,500.00	18,500.00	11,353.00	7,147.00	61.37
301.000 - Police Dept	7,900.00	7,924.28	11,800.18	(3,875.90)	148.91
301.266 - Legal Council PSFY	24,000.00	24,000.00	18,612.02	5,387.98	77.55
301.851 - Retiree Employer Health Care PSFY	28,004.30	28,004.30	30,272.73	(2,268.43)	108.10
334.000 - Metro Police Authority	1,126,733.00	1,148,663.00	1,148,447.00	216.00	99.98
336.000 - Fire Department	177,712.00	180,877.00	163,633.46	17,243.54	90.47
345.000 - PUBLIC SAFETY BUILDING	50,878.30	72,878.30	66,540.73	6,337.57	91.30
371.000 - Building/Zoning/Planning	118,653.00	128,653.00	92,798.00	35,855.00	72.13
444.000 - Sidewalks	6,200.00	8,125.00	2,775.00	5,350.00	34.15
448.000 - Lighting	106,000.00	106,000.00	78,381.29	27,618.71	73.94
463.000 - Routine Maint - Streets	0.00	642.72	642.72	0.00	100.00
523.000 - Grass, Brush & Weeds	2,000.00	2,000.00	150.00	1,850.00	7.50
538.500 - Intercommunity storm drains	0.00	11,350.50	0.00	11,350.50	0.00
567.000 - Facilities - Cemetery	945.16	3,395.16	3,150.10	245.06	92.78
694.000 - Community Development Block Grant	54,766.50	2,101.00	2,101.00	0.00	100.00
728.000 - Economic Development	650.00	10,025.00	3,206.91	6,818.09	31.99
780.000 - Parks & Recreation	6,256.77	22,264.57	21,915.00	349.57	98.43
780.500 - Mundy Twp Park Services	9,138.00	9,138.00	7,008.34	2,129.66	76.69
782.000 - Facilities - Abrams Park	98,420.82	98,711.40	32,914.26	65,797.14	33.34

GL NUMBER	2022-23	2022-23	YTD BALANCE 05/31/2023	AVAILABLE BALANCE	% BDGT USED
	ORIGINAL BUDGET	AMENDED BUDGET			
783.000 - Facilities - Elms Rd Park	239,933.00	185,433.00	93,812.31	91,620.69	50.59
786.000 - Non-Motorized Trailway	909,488.00	916,249.00	798,627.34	117,621.66	87.16
788.000 - Otterburn Disc Golf Park	31,000.00	31,000.00	0.00	31,000.00	0.00
790.000 - Facilities-Senior Center/Libr	34,373.58	34,373.58	23,725.87	10,647.71	69.02
794.000 - Community Promotions Program	52,814.00	52,814.00	44,600.31	8,213.69	84.45
797.000 - Facilities - City Parking Lots	11,715.00	252,434.00	3,820.64	248,613.36	1.51
851.000 - Retired Employee Health Care	26,550.00	26,550.00	18,622.21	7,927.79	70.14
965.000 - Transfers Out	155,000.00	155,000.00	160,000.00	(5,000.00)	103.23
TOTAL EXPENDITURES	3,808,808.16	4,058,927.28	3,249,752.03	809,175.25	
Fund 101 - General Fund:					
TOTAL REVENUES	3,618,644.92	3,572,068.28	3,173,209.99	398,858.29	88.83
TOTAL EXPENDITURES	3,808,808.16	4,058,927.28	3,249,752.03	809,175.25	80.06
NET OF REVENUES & EXPENDITURES	(190,163.24)	(486,859.00)	(76,542.04)	(410,316.96)	
Fund 202 - Major Street Fund					
000.000 - General	553,070.00	803,287.45	705,623.65	97,663.80	87.84
441.000 - Miller Rd Park & Ride	5,000.00	5,000.00	2,387.27	2,612.73	47.75
454.000 - Major Streets Projects	89,134.83	89,134.83	12,083.11	77,051.72	13.56
474.000 - Traffic Services	0.00	12,625.00	12,625.00	0.00	100.00
478.000 - Snow & Ice Removal	2,100.00	2,100.00	3,732.66	(1,632.66)	177.75
TOTAL REVENUES	649,304.83	912,147.28	736,451.69	175,695.59	
228.000 - Information Technology	1,100.00	1,100.00	1,171.63	(71.63)	106.51
429.000 - Occupational Safety	0.00	147.20	191.57	(44.37)	130.14
441.000 - Miller Rd Park & Ride	5,822.00	5,822.00	3,754.87	2,067.13	64.49
448.000 - Lighting	0.00	6,014.00	6,014.00	0.00	100.00
449.500 - Right of Way - General	15,000.00	15,000.00	13,071.06	1,928.94	87.14
449.501 - Right of Way - Storms	15,000.00	15,000.00	0.00	15,000.00	0.00

GL NUMBER	2022-23	2022-23	YTD BALANCE 05/31/2023	AVAILABLE BALANCE	% BDGT USED
	ORIGINAL BUDGET	AMENDED BUDGET			
452.100 - Safe Routes to School Grant	132,105.00	135,112.50	13,917.71	121,194.79	10.30
454.000 - Major Streets Projects	317,842.00	317,842.00	96,934.03	220,907.97	30.50
463.000 - Routine Maint - Streets	389,213.00	638,713.00	379,964.64	258,748.36	59.49
463.307 - Oakview - Seymour to Chelmsford	29,000.00	73,952.62	73,952.62	0.00	100.00
474.000 - Traffic Services	34,213.00	39,213.00	41,405.67	(2,192.67)	105.59
478.000 - Snow & Ice Removal	53,515.00	53,515.00	51,377.64	2,137.36	96.01
482.000 - Administrative	15,382.00	15,382.00	13,550.24	1,831.76	88.09
538.500 - Intercommunity storm drains	11,000.00	14,055.00	8,142.23	5,912.77	57.93
TOTAL EXPENDITURES	1,019,192.00	1,330,868.32	703,447.91	627,420.41	
Fund 202 - Major Street Fund:					
TOTAL REVENUES	649,304.83	912,147.28	736,451.69	175,695.59	80.74
TOTAL EXPENDITURES	1,019,192.00	1,330,868.32	703,447.91	627,420.41	52.86
NET OF REVENUES & EXPENDITURES	(369,887.17)	(418,721.04)	33,003.78	(451,724.82)	
Fund 203 - Local Street Fund					
000.000 - General	173,525.00	302,856.79	277,622.44	25,234.35	91.67
449.000 - Right of Way Telecomm	15,000.00	15,000.00	0.00	15,000.00	0.00
478.000 - Snow & Ice Removal	1,400.00	1,400.00	2,488.44	(1,088.44)	177.75
931.000 - Transfers IN	300,000.00	300,000.00	0.00	300,000.00	0.00
TOTAL REVENUES	489,925.00	619,256.79	280,110.88	339,145.91	
228.000 - Information Technology	850.00	850.00	1,171.63	(321.63)	137.84
429.000 - Occupational Safety	0.00	181.04	257.01	(75.97)	141.96
449.500 - Right of Way - General	14,000.00	14,000.00	3,268.08	10,731.92	23.34
449.501 - Right of Way - Storms	1,500.00	1,500.00	327.85	1,172.15	21.86
455.000 - Local Street Projects	340,990.00	340,990.00	87,231.50	253,758.50	25.58
463.000 - Routine Maint - Streets	167,771.00	296,771.00	184,959.83	111,811.17	62.32
463.107 - Chelmsford - Seymour to Oakview	0.00	49,301.74	49,301.74	0.00	100.00
474.000 - Traffic Services	18,559.00	18,633.32	11,919.42	6,713.90	63.97

GL NUMBER	2022-23	2022-23	YTD BALANCE 05/31/2023	AVAILABLE BALANCE	% BDGT USED
	ORIGINAL BUDGET	AMENDED BUDGET			
478.000 - Snow & Ice Removal	39,561.00	39,561.00	32,455.66	7,105.34	82.04
482.000 - Administrative	11,535.00	11,535.00	10,162.64	1,372.36	88.10
538.500 - Intercommunity storm drains	14,000.00	17,055.00	8,142.23	8,912.77	47.74
TOTAL EXPENDITURES	608,766.00	790,378.10	389,197.59	401,180.51	
Fund 203 - Local Street Fund:					
TOTAL REVENUES	489,925.00	619,256.79	280,110.88	339,145.91	45.23
TOTAL EXPENDITURES	608,766.00	790,378.10	389,197.59	401,180.51	49.24
NET OF REVENUES & EXPENDITURES	(118,841.00)	(171,121.31)	(109,086.71)	(62,034.60)	
Fund 204 - MUNICIPAL STREET FUND					
000.000 - General	720,548.00	720,548.00	721,282.12	(734.12)	100.10
TOTAL REVENUES	720,548.00	720,548.00	721,282.12	(734.12)	
905.000 - Debt Service	170,402.00	170,402.00	170,342.61	59.39	99.97
965.000 - Transfers Out	300,000.00	300,000.00	0.00	300,000.00	0.00
TOTAL EXPENDITURES	470,402.00	470,402.00	170,342.61	300,059.39	
Fund 204 - MUNICIPAL STREET FUND:					
TOTAL REVENUES	720,548.00	720,548.00	721,282.12	(734.12)	100.10
TOTAL EXPENDITURES	470,402.00	470,402.00	170,342.61	300,059.39	36.21
NET OF REVENUES & EXPENDITURES	250,146.00	250,146.00	550,939.51	(300,793.51)	
Fund 226 - Garbage Fund					
000.000 - General	445,285.00	446,167.91	457,508.36	(11,340.45)	102.54
TOTAL REVENUES	445,285.00	446,167.91	457,508.36	(11,340.45)	
101.000 - Council	3,898.13	3,996.13	3,805.00	191.13	95.22
172.000 - Executive	9,158.50	9,158.50	8,541.14	617.36	93.26
215.000 - Administration and Clerk	2,159.00	2,159.00	2,289.00	(130.00)	106.02
228.000 - Information Technology	2,180.00	2,180.00	2,540.04	(360.04)	116.52
253.000 - Treasurer	19,355.60	19,386.03	12,126.53	7,259.50	62.55
265.000 - Facilities - City Hall	4,963.00	4,963.00	3,586.44	1,376.56	72.26
528.000 - Sanitation Collection City Council Packet	324,619.00	324,619.00	260,127.08	64,491.92	80.13

GL NUMBER	2022-23	2022-23	YTD BALANCE 05/31/2023	AVAILABLE BALANCE	% BDGT USED
	ORIGINAL BUDGET	AMENDED BUDGET			
530.000 - Wood Chipping	68,107.50	68,107.50	42,092.74	26,014.76	61.80
782.000 - Facilities - Abrams Park	12,645.00	12,645.00	11,117.11	1,527.89	87.92
783.000 - Facilities - Elms Rd Park	17,281.00	17,281.00	13,815.03	3,465.97	79.94
TOTAL EXPENDITURES	464,366.73	464,495.16	360,040.11	104,455.05	
Fund 226 - Garbage Fund:					
TOTAL REVENUES	445,285.00	446,167.91	457,508.36	(11,340.45)	102.54
TOTAL EXPENDITURES	464,366.73	464,495.16	360,040.11	104,455.05	77.51
NET OF REVENUES & EXPENDITURES	(19,081.73)	(18,327.25)	97,468.25	(115,795.50)	
Fund 248 - Downtown Development Fund					
000.000 - General	100,004.00	100,004.00	108,900.77	(8,896.77)	108.90
TOTAL REVENUES	100,004.00	100,004.00	108,900.77	(8,896.77)	
173.000 - DDA Administration	2,804.00	4,504.00	4,922.85	(418.85)	109.30
728.000 - Economic Development	20,000.00	23,407.58	1,339.58	22,068.00	5.72
728.002 - Streetscape	42,000.00	45,628.21	43,628.21	2,000.00	95.62
728.003 - Facade Program	12,500.00	12,500.00	9,475.00	3,025.00	75.80
728.004 - Family Movie Night	6,960.00	6,960.00	3,736.00	3,224.00	53.68
TOTAL EXPENDITURES	84,264.00	92,999.79	63,101.64	29,898.15	
Fund 248 - Downtown Development Fund:					
TOTAL REVENUES	100,004.00	100,004.00	108,900.77	(8,896.77)	108.90
TOTAL EXPENDITURES	84,264.00	92,999.79	63,101.64	29,898.15	67.85
NET OF REVENUES & EXPENDITURES	15,740.00	7,004.21	45,799.13	(38,794.92)	
Fund 402 - Fire Equip Replacement Fund					
000.000 - General	75.00	75.00	1,027.40	(952.40)	1,369.87
931.000 - Transfers IN	155,000.00	155,000.00	160,000.00	(5,000.00)	103.23
TOTAL REVENUES	155,075.00	155,075.00	161,027.40	(5,952.40)	
336.000 - Fire Department	0.00	615,162.50	387,424.50	227,738.00	62.98
TOTAL EXPENDITURES	0.00	615,162.50	387,424.50	227,738.00	
Fund 402 - Fire Equip Replacement Fund:					
TOTAL REVENUES	155,075.00	155,075.00	161,027.40	(5,952.40)	103.84
TOTAL EXPENDITURES	0.00	615,162.50	387,424.50	227,738.00	62.98

GL NUMBER	2022-23	2022-23	YTD BALANCE 05/31/2023	AVAILABLE BALANCE	% BDGT USED
	ORIGINAL BUDGET	AMENDED BUDGET			
NET OF REVENUES & EXPENDITURES	155,075.00	(460,087.50)	(226,397.10)	(233,690.40)	
Fund 590 - Sanitary Sewer Fund					
000.000 - General	600.00	2,753.22	16,496.27	(13,743.05)	599.16
536.000 - Sewer System	1,301,140.00	1,301,140.00	1,029,675.75	271,464.25	79.14
TOTAL REVENUES	1,301,740.00	1,303,893.22	1,046,172.02	257,721.20	
101.000 - Council	13,195.82	13,270.23	9,531.31	3,738.92	71.82
172.000 - Executive	34,242.00	34,242.00	34,760.21	(518.21)	101.51
215.000 - Administration and Clerk	10,082.50	10,082.50	10,212.78	(130.28)	101.29
228.000 - Information Technology	8,290.00	8,290.00	7,782.99	507.01	93.88
253.000 - Treasurer	63,194.00	63,270.09	63,402.55	(132.46)	100.21
265.000 - Facilities - City Hall	9,013.00	9,787.02	8,910.23	876.79	91.04
536.000 - Sewer System	1,151,619.59	1,155,019.59	672,993.11	482,026.48	58.27
537.000 - Sewer Lift Stations	13,098.00	13,098.00	11,589.69	1,508.31	88.48
542.000 - Read and Bill	48,097.00	48,097.00	54,335.16	(6,238.16)	112.97
543.310 - Sewer District Rehabilitation	0.00	161.00	0.00	161.00	0.00
543.400 - Reline Existing Sewers	400,000.00	678,381.90	20,187.50	658,194.40	2.98
543.401 - Flush & TV Sewers	250,000.00	0.00	0.00	0.00	0.00
850.000 - Other Functions	8,000.00	8,000.00	0.00	8,000.00	0.00
TOTAL EXPENDITURES	2,008,831.91	2,041,699.33	893,705.53	1,147,993.80	
Fund 590 - Sanitary Sewer Fund:					
TOTAL REVENUES	1,301,740.00	1,303,893.22	1,046,172.02	257,721.20	80.23
TOTAL EXPENDITURES	2,008,831.91	2,041,699.33	893,705.53	1,147,993.80	43.77
NET OF REVENUES & EXPENDITURES	(707,091.91)	(737,806.11)	152,466.49	(890,272.60)	
Fund 591 - Water Supply Fund					
000.000 - General	1,100.00	4,293.91	14,890.52	(10,596.61)	346.78
540.000 - Water System	2,265,370.00	2,265,370.00	1,719,305.76	546,064.24	75.90
543.230 - Water Main Repair USDA Grant City Council Packet	0.00 62	611,538.91	618,049.61	(6,510.70) June 26, 2023	101.06

GL NUMBER	2022-23	2022-23	YTD BALANCE 05/31/2023	AVAILABLE BALANCE	% BDGT USED
	ORIGINAL BUDGET	AMENDED BUDGET			
TOTAL REVENUES	2,266,470.00	2,881,202.82	2,352,245.89	528,956.93	
101.000 - Council	13,195.82	13,270.82	9,535.57	3,735.25	71.85
172.000 - Executive	34,344.00	34,344.00	35,371.49	(1,027.49)	102.99
215.000 - Administration and Clerk	10,007.50	10,007.50	10,210.46	(202.96)	102.03
228.000 - Information Technology	5,800.00	5,800.00	7,782.99	(1,982.99)	134.19
253.000 - Treasurer	82,499.50	82,575.59	52,344.25	30,231.34	63.39
265.000 - Facilities - City Hall	8,739.00	8,739.00	9,024.33	(285.33)	103.27
540.000 - Water System	2,397,276.40	2,399,976.40	1,430,128.67	969,847.73	59.59
542.000 - Read and Bill	50,310.00	50,310.00	37,109.88	13,200.12	73.76
543.230 - Water Main Repair USDA Grant	20,000.00	744,156.45	724,433.95	19,722.50	97.35
850.000 - Other Functions	10,000.00	10,000.00	0.00	10,000.00	0.00
905.000 - Debt Service	41,813.00	68,727.89	69,679.50	(951.61)	101.38
TOTAL EXPENDITURES	2,673,985.22	3,427,907.65	2,385,621.09	1,042,286.56	
Fund 591 - Water Supply Fund:					
TOTAL REVENUES	2,266,470.00	2,881,202.82	2,352,245.89	528,956.93	81.64
TOTAL EXPENDITURES	2,673,985.22	3,427,907.65	2,385,621.09	1,042,286.56	69.59
NET OF REVENUES & EXPENDITURES	(407,515.22)	(546,704.83)	(33,375.20)	(513,329.63)	
Fund 661 - Motor Pool Fund					
000.000 - General	167,355.00	168,611.66	146,482.37	22,129.29	86.88
TOTAL REVENUES	167,355.00	168,611.66	146,482.37	22,129.29	
172.000 - Executive	11,240.00	11,240.00	9,854.62	1,385.38	87.67
228.000 - Information Technology	760.00	760.00	1,096.95	(336.95)	144.34
253.000 - Treasurer	2,325.00	2,325.00	2,169.03	155.97	93.29
265.100 - Facilities - City Garage	335,386.00	455,840.54	93,965.31	361,875.23	20.61
850.000 - Other Functions	4,000.00	4,000.00	0.00	4,000.00	0.00
TOTAL EXPENDITURES	353,711.00	474,165.54	107,085.91	367,079.63	

GL NUMBER	2022-23	2022-23	YTD BALANCE 05/31/2023	AVAILABLE BALANCE	% BDGT USED
	ORIGINAL BUDGET	AMENDED BUDGET			
TOTAL REVENUES	167,355.00	168,611.66	146,482.37	22,129.29	86.88
TOTAL EXPENDITURES	353,711.00	474,165.54	107,085.91	367,079.63	22.58
NET OF REVENUES & EXPENDITURES	(186,356.00)	(305,553.88)	39,396.46	(344,950.34)	

Professional Services Agreement

Contract Not to Exceed \$12,000.00

Term:

PARTIES: This Agreement is made this 15th day of July 2023 between City of Swartz Creek hereinafter called CSC and DAVIS KIRKSEY ASSOCIATES, INC., hereinafter called CONTRACTOR.

City of Swartz Creek	DAVIS KIRKSEY ASSOCIATES, INC
(CSC)	(CONTRACTOR)
8083 Civic Drive	1337 North Acre Drive
Swartz Creek, MI 48473	Rochester Hills, MI 48306

1. CONSIDERATION

In consideration of the mutual promises, obligations, representations, assurances and agreements in this Agreement, CSC and Contractor agree to be bound by the terms and conditions herein.

2. SCOPE OF CONTRACTOR'S SERVICES

Contractor shall perform the work and provide services as follows. All such work and services shall be under the supervision of CSC.

- A. Aid in actively pursuing federal grants and funding opportunities for CSC for the development Electric Charging and Fueling Infrastructure.
- B. Aid in Actively pursuing Federal Transportation dollars to improve safety of local roads and streets through the Safe Streets for All Programs.
- C. Aid in forming and supporting partnerships with other organizations and governmental programs.

3. TERM

The term of this Agreement *begins* **July 15, 2023**, and unless otherwise ended, canceled, or amended as provided herein ends 11:59:59 PM on **July 15, 2024**, at which time this Agreement expires without any further act or notice of either party being required.

4. TERM EXTENSIONS

The parties may mutually agree to renew or extend the term of this Agreement, but the parties are under no obligation to do so.

5. **CONTRACTOR'S REPRESENTATIONS**

Contractor stands for and calls for to CSC and CSC relies on, the following facts as material inducement to enter into this Agreement.

- A. Contractor is not related to any employee or elected or appointed official of CSC.
- B. All services performed hereunder will be performed in a manner that follows all applicable statutes, regulations, ordinances, and professional standards.
- C. Contractor will pay Contractor's own local, state, and federal taxes, including without limitation, social security taxes and unemployment compensation taxes and will file tax return(s) with the proper federal, state, and local authorities.
- D. Contractor keeps a business office at the address listed above.
- E. Contractor will not seek employment as an employee of CSC during the term of the contract.
- F. Nothing in this Agreement is intended to set up an employer-employee relationship with CSC.

6. **CONTRACTOR RELATIONSHIP**

The contractor's relationship to CSC is that of an Independent Contractor. This Agreement shall not cause CSC to be liable for, or Contractor to accrue, employee benefits such as, but not limited to, worker's compensation, retirement, pension, vacation, pay, sick pay, merit increases, annual leave days, promotion, disability pay insurance of any kind or any other right or liabilities that may raise out of an employer-employee relationship.

7. **PAYMENT**

1st Flat Rate Payment of 3,000.00 Due August 15, 2023

2nd Flat Rate Payment of \$3,000 due on November 15, 2023.

3rd Flat Rate Payment of \$3,000 due on March 15, 2024.

4th Final Flat Rate Payment of \$3,000 due on July 15, 2024

The contractor shall send an invoice to CSC for the balance of payment for the work or services performed.

CSC shall have no obligation to remit payment until a proper invoice is sent. CSC shall provide the Contractor with a proper contract to send an invoice to CSC on a scheduled prompt basis for a flat professional services rate. CSC shall supply prompt payment according to the terms of the Professional Services Agreement as set forth.

8. **IN-KIND SERVICES**

This agreement does not authorize any in-kind services unless previously agreed by CSC and specifically listed here.

9. **CONTRACTOR'S RESPONSIBILITY FOR COSTS**

Contractor is responsible at Contractor's sole expense for getting any necessary equipment and supplies not otherwise provided by CSC. Contractor shall bear and be responsible and liable for all costs and expenses incidental to Contractor's performance of services for CSC, including but not limited to professional dues, association fees, license fees, fines, and penalties. CSC shall not be liable for any expenses incurred by Contractor in performing work or services for CSC unless the parties otherwise agree.

10. **AUDIT**

Contractor shall allow CSC auditors to perform financial and compliance audits as proper with the authority to access all pertinent records and interview Contractor throughout the term of the Agreement and for a period of ONE YEAR (1) year after end, termination, or cancellation of the Agreement.

11. **CSC RESPONSIBILITY FOR SUPPORT**

CSC shall try to supply reasonable and necessary support including but not limited to needed analytical, statistical, or departmental information, resources or any other information considered proper by the parties in the spirit of good faith and cooperation for Contractor to conduct, complete or otherwise perform work or render the services under this Agreement.

12. **ACCESS TO CSC FACILITIES**

While Contractor keeps the right to perform services at any time any services require access to CSC facilities may only be performed during the CSC regular business hours.

13. **CONFIDENTIALITY**

Contractor agrees that except for Contractor's personal data, resources and information, all data, documentation, software, and information. in whatever form, produced, created, shown to, or received by Contractor in connection with the performance of work, or the rendition of services under this Agreement shall be the sole and exclusive property of CSC. Contractor shall treat such data, documentation, software and information on a confidential basis and Contractor shall not, without CSC consent, show the same to any third party or use it for the benefit of anyone other than CSC. Contractor's responsibility to maintain confidentiality benefit of anyone other than CSC Contractor's responsibility is to keep confidentiality of information shall survive and continue beyond any termination, cancellation, amendment, or expiration of this Agreement.

14. **NON-EXCLUSIVITY**

Nothing contained in this Agreement is intended to prevent Contractor from offering or supplying services to the public or other business entities, municipalities, or governmental agencies,

during or after the term of this Agreement, or from working for more than one firm, entity, or agency during the term of this Agreement. Contractor may supply services to others during the periods when Contractor is not engaged in performing services for CSC. This Agreement is a non-exclusive agreement and CSC may engage other contractors, consultants, or employees to perform the same services Contractor performs.

16. **PERSONAL SERVICE NON-ASSIGNABILITY**

This Agreement is intended to be a professional service contract with Contractor, personally based on Contractor's unique skill, talent, ability, and experience. The work performed and the services to be rendered hereunder shall be performed by the Contractor personally and such work or services may not be assigned, delegated, subcontracted, or otherwise performed or rendered by third parties on behalf of the Contractor without the prior, express permission of CSC.

17. **CONTRACTOR'S INABILITY TO PERFORM**

In the event Contractor is unable to perform the services required under this Agreement within the time or in the manner which performance is due. Contractor stays solely responsible for complete performance which includes but is not limited to, the retention of an assistant who is satisfactory to CSC in the event Contractor foresees that she will be unable to perform such services when due. All assistants employed by the Contractor are employed at the Contractor's own expense (including taxes and insurance) and Contractor stays solely responsible for and fully liable for the conduct and supervision of any assistants it employs. Contractor calls for that any services performed by Contractor's assistants shall fully follow the terms of this Agreement and shall be of the same quality of service as Contractor has customarily provided to CSC. All assistants employed by the Contractor shall be considered employees of the Contractor and not employees, agents, or sub-contractors of CSC.

18. **TERMINATION**

This Agreement may be terminated or canceled by either party upon the occurrence of any of the following events and the terminating/canceling party shall have no liability to the other party in the exercise of such right:

- A. By either party, if the other party has breached a covenant, obligation or warranty under this Agreement and such breach, remains uncured for a period of ten (10) days after notice thereof is sent to such other party.
- B. By either party if Contractor ceases to conduct business or.
- C. By CSC, if the Contractor does not correct or resubmit previously rejected work, service or deliverable that Contractor is responsible for under the Agreement.
- D. This Agreement may be stopped or canceled by either party for convenience on thirty (30) days prior written notice to the other party.

In the event either party stops, cancels or this agreement expires. CSC shall have no further liability to Contractor, except to pay Contractor for the works or services performed by Contractor before the notice of termination, cancellation or end and pay for any work or services performed by Contractor after the notice of termination, cancellation or end of this agreement has been sent.

19.

ENTIRE AGREEMENT AMENDMENT

This Agreement is the sole and entire agreement between the parties relating to the subject matter hereof and supersedes any prior understanding or agreements. Any amendment to the Agreement must be in writing, signed, dated, and agreed to by both parties.

Dated: _____

CONTRACTOR:

DAVIS KIRKSEY ASSOCIATES, INC.

By: Linda K. Davis-Kirksey

President

City of Swartz Creek

(CSC)

Dated: _____

By: Adam Zettel

City Manager

**Land Purchase Option
Agreement**

This agreement is made on **May 24, 2023** by City of Swartz Creek (**012-02-100-004**), Durand, Michigan 48429 (“Owner”), and the Shia 3S Holdings, LLC, 201 N. Shiawassee Street, Corunna, Michigan 48817 (“Buyer”), to convey and option on the following terms and conditions.

1. Purpose. Owner owns 11 acres described on the attached **Exhibit A** (“premises”). Buyer anticipates purchasing the premises at some time in the future. The parties have entered into this option to allow buyer to acquire the Owner’s land in the future.

2. Property Subject to Option. The property described on the attached Exhibit A (“optioned property”) shall be subject to the purchase by Buyer under this option agreement.

3. Term of Option. This option agreement shall be in existence for a (36) month period. Buyer may elect to acquire the optioned property at any time during the term of this agreement by giving Owner notice of its election to purchase the optioned property at any time during the term of this agreement.

4. Election of Option. Buyer may exercise the option at any time during the term of this option to acquire the optioned property.

5. Purchase Price. The purchase price of the optioned property shall be as follows:

Price Per Acre	Closing Deadline	Total Sale Price
\$16,000	May 24, 2024	\$176,000
\$20,000	May 24, 2025	\$220,000
\$25,000	May 24, 2026	\$275,000

6. Consider In consideration of granting this option, Buyer shall pay the Owner on **May 24, 2023** the sum of **\$2,000.00** for entirety of three-year option. Option payment to be given at the time of signing the agreement.

7. Title. Owner agrees to furnish Buyer with good and marketable title to the optioned property if this option is exercised. Any Conveyance given pursuant to this option shall be by Warranty Deed, and at the time of closing, Owner shall purchase title insurance from ATA National Title Company in Owosso, MI on the conveyed property in the name of Buyer. The insurance shall show good and marketable title to be in the Buyer’s name.

8. Survey. At the time of exercise of this option, Buyer may order a survey of the property to be conveyed pursuant to the exercise of this option. The survey shall be a boundary and improvements survey prepared by a registered surveyor. It shall pay the invoice for the survey at the time of the closing. The survey shall be certified to Buyer.

9. Closing. This sale shall be closed within 30 days after all closing documents are prepared, but in no event later than 45 days after the date of the notice exercising the option. Buyer shall be responsible for preparing the Purchase Agreement. ATA National Title Company to prepare the Warranty Deed to be signed and given at the closing and any other necessary documents. Owner shall pay the transfer tax at the time of closing.

10. Environmental. At the time of exercise of the option, the Buyer has the right to complete Phase I, Phase II, BEA Environmental Inspection(s) or other assessments on the subject property, as necessary in buyer's sole discretion, at Buyer's expense, however that such testing shall not cause physical damage to the crops. If the environmental report(s) is not acceptable to Buyer in their sole discretion, Buyer may elect not to close and this option shall be terminated. This information to be kept confidential.

11. Prorations. All real estate taxes for all years billed before the closing date shall be fully paid by Owner. Current taxes shall be prorated as paid in advance to the date of closing. Real estate taxes billed after the closing date shall be paid by Buyer. Any special assessments levied against the premises on the closing date shall be paid in full by Owner, whether the assessments are payable in installments or otherwise.

12. Termination of Option Period. If Buyer fails to exercise the option before the expiration date, the election to exercise the option shall terminate.

13. Exercise of Option. Buyer may exercise this option by giving written notice signed by Buyer and personally served or delivered by certified mail, before the expiration date of the option, to Owner at Owner's address set forth above or at any subsequent address that Owner may provide to Buyer in writing.

14. Assignment and Binding Effect. This option shall be assignable by the Buyer to any related or unrelated entity by providing written notice to the Owner. Upon assignment, the assignee shall be responsible for the option and the Shia 3S Holdings, LLC shall be relieved of all responsibility. This option shall inure to the benefit of and be binding on the parties to this agreement and their heirs, legal representatives, successors, and assigns, and shall run with the land affected by this agreement.

15. Effective Date. This agreement shall become effective as of the date on which the last of the parties listed below signs this agreement and the consideration has been given to the seller.

16. Owner's Right to Use the Property. During the time the property is under contract for this Option Agreement, the Seller has the right to farm, harvest planted crops and/or continue to collect farm rent. Once a crop is planted the seller has the right to harvest that crop in that calendar year. If Buyer requires land for development prior to crop harvest, Buyer agrees to pay Seller for current un-harvested crops at fair market value.

Witness:

Dated _____

Witness:

City of Swartz Creek—Owner

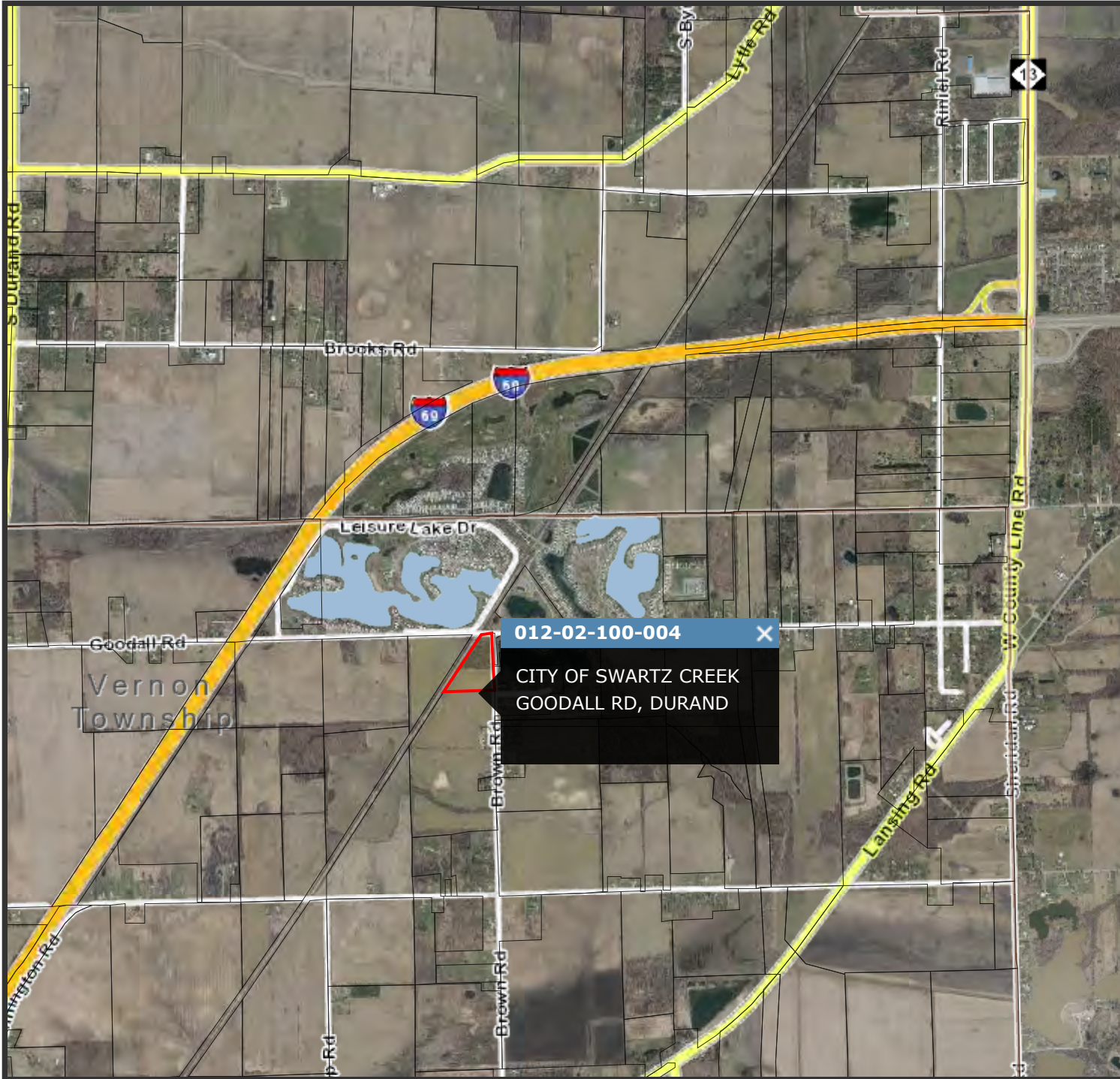
By: City of Swartz Creek
Its: Owner

Buyer: Shia 3S Holdings, LLC

By: Justin Horvath
Its: Member

Exhibit A

012-02-100-004



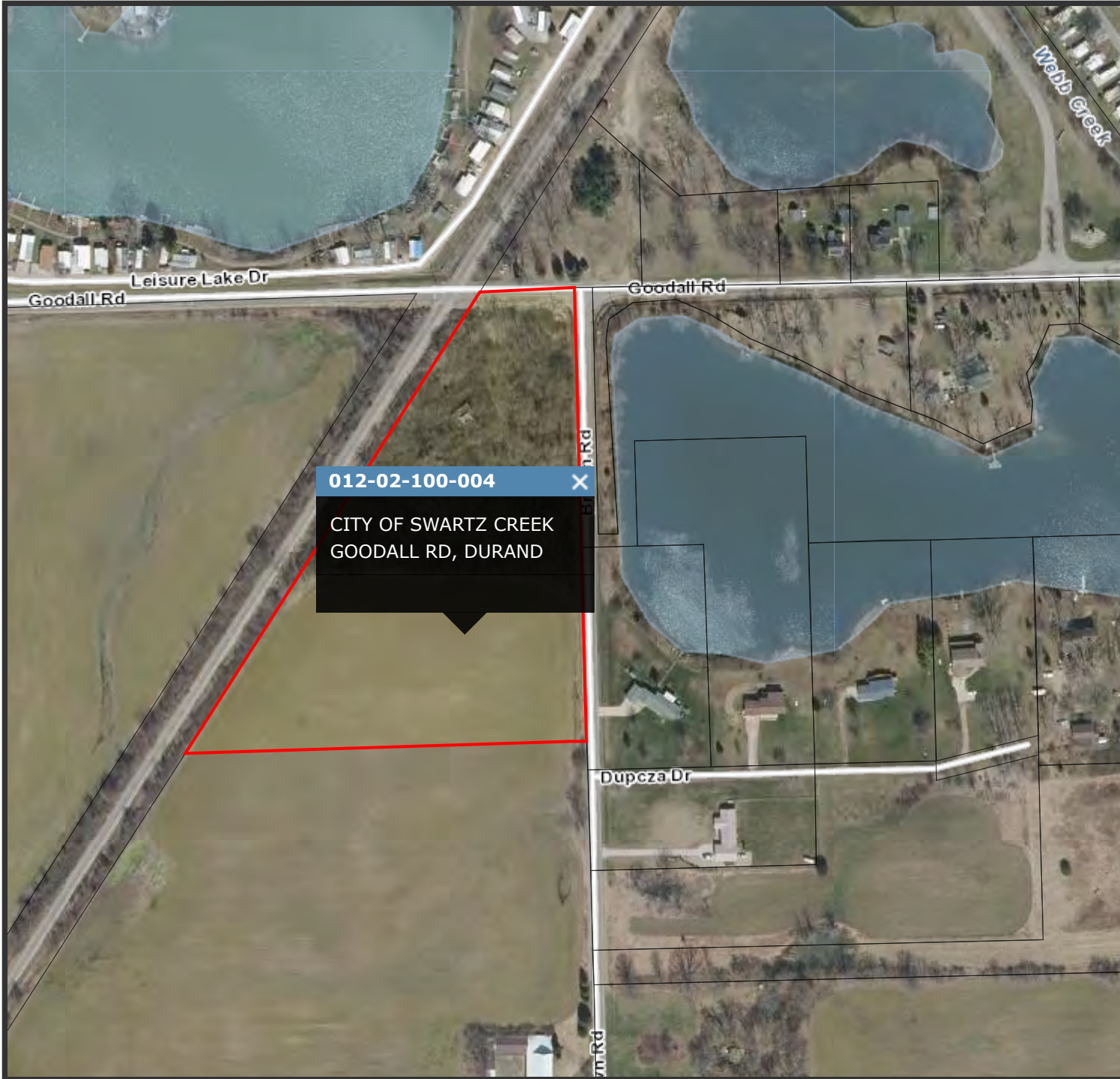
Shiawassee GIS



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Shiawassee GIS



Map Publication:
06/01/2023 1:14 PM



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memorandum

Date: October 31, 2022

To: Adam Zettel, AICP

cc: Steven Loveland, PE, PTOE; Rob Merinsky, PE; Andy Harris, PE

From: Stephan Maxe, PE

Re: Parking and Traffic Study on Miller Road from Hayes Street to Morrish Road

Background

The City of Swartz Creek desires to create a downtown atmosphere along Miller Road by providing parking, slowing traffic, and maintaining pedestrian and bicycle facilities. Miller Road currently exists as a 3-lane cross section between bike lanes in the study area, with one lane in each direction and a continuous center left turn lane. The city is looking for concepts that will add on-street parking to this area while maintaining satisfactory left turn operations and bicycle facilities (either on Miller Road or via an alternative route). This memo details the operations at the Miller and Morrish intersection, explores alternatives and presents a recommended design concept.

Traffic Information

Traffic data was obtained from a previous study “Miller Road and Morrish Road Traffic Study” prepared by OHM Advisors in December 2015. The Synchro traffic model prepared for this study was used to analyze the operations of Miller Road and Morrish Road if the eastbound left turn lane was removed and an option for a shortened left turn lane.

Proposed Lane Configuration

The existing cross section consists of three 12-foot vehicular lanes and two 4-foot bike lanes with curb and gutter. In order to add parking, the vehicular lanes would be reduced to 11 feet and the center lane would be removed. Parking lanes are required to be 7 feet to 9 feet in width and bike lanes adjacent to parking are required to be 5 feet. The bike lane is dashed across the driveways to indicate that it is not a parking lane while still delineating the bike lane. With the parking lanes adjacent to the curb the 1.5 foot gutter would be included in the parking lane width which provides approximately 7.5' parking lanes on both sides of Miller Road. This alternative will preserve the existing pedestrian crossing and refuge island just west of Hayes Street, while removing the existing island between Holland Street and Hayes Street. A pedestrian crossing is proposed at the west side of Holland Street to replace the removed island and crossing.

Intersection Alternatives

Two different intersection alternatives for the west leg of the Miller Road and Morrish Road intersection were reviewed.



Two Lane

This concept would have a single eastbound lane and a single westbound lane on the west leg of the intersection. The eastbound approach would have a single shared lane for left turn, right turn and thru movements.

Shortened Left Turn Lane

This concept would have a shared eastbound thru/right turn lane, an eastbound left turn lane and a single westbound lane on the west leg of the intersection. The left turn lane would be limited to the 50' of storage, 75' lane opening and an 85' taper back to the 2-lane cross section for the rest of the downtown study area to Hayes Street.

Operational Analysis

The study intersection was analyzed according to the methodologies published in the Highway Capacity Manual, 2010 edition. For this project, Synchro Version 11 software was used to conduct the analysis for traditional intersections. Rodel software was used to conduct the analysis of the roundabout alternatives. Software printouts for the evaluations of intersections have been included in Appendix B. These software packages compute delay values based on factors such as number and type of lanes, intersection controls such as STOP signs or traffic signals, traffic volumes, pedestrian volumes, signal timing characteristics, roadway grade, speed limit, etc. This analysis determines the average delay experienced by vehicles. This value is an average across the entire peak hour, vehicles arriving during the busiest portion of the peak hour or arriving in a clustered group of vehicles instead of in a random pattern could experience longer delays. On the other hand, vehicles arriving during a lighter portion of the peak hour could experience a shorter delay. The average delay is used to determine the corresponding level of service (LOS) values for each intersection movement as well as the intersection as a whole.

The LOS of an intersection is based on factors such as number and types of lanes, intersection controls such as STOP signs or traffic signals, traffic volumes, pedestrian volumes, etc. LOS is expressed as a letter grade, in a range from A through F. In this context, 'A' represents the best conditions, with very little or no average delay to vehicles. LOS 'F' is the worst of conditions, equated with very large average delays and few gaps of acceptable length. The following tables identify level of service criteria for signalized intersections.

Table 1: Level of Service Criteria For Signalized Intersections

Level of Service	Average Delay/Vehicle (seconds)	Description
A	Less than or equal to 10	Most vehicles do not stop at all. Most arrive during the green phase. Little or no delay.
B	> 10 to 20	More vehicles stop than for LOS A. Still good progression thru lights. Short traffic delays.
C	> 20 to 35	Significant numbers of vehicles stop, although many pass thru without stopping.
D	> 35 to 55	Many vehicles stop. Individual signal cycle failures are noticeable. Progression is intermittent.
E	> 55 to 80	Considered to be the limit of acceptable delay. Individual cycle failures are frequent and progression is poor.
F	>80	Extreme and unacceptable traffic delays.

SOURCE: Transportation Research Board, Highway Capacity Manual 2010.

An intersection LOS 'D' is considered by many traffic safety professionals to be the minimum acceptable condition in an urban/suburban area. For rural areas, most highway agencies consider LOS 'C' the minimum. Given the location of the study intersections, within an urbanized boundary, LOS 'D' was utilized as the study goal.



The intersection was evaluated for the two concepts during each of the peak hour periods. Table 2 shows the intersection LOS and delays during the AM Peak hour. Table 3 shows the intersection LOS and delays during the PM Peak hour.

Table 2: AM Peak Delay and Level of Service

	LOS (Avg Delay in sec./veh)				
	NB	SB	EB	WB	Intersection
2-Lane	C (27.4)	C (27.1)	B (11.9)	A (6.7)	B (17.2)
Short Left-Turn Lane	B (19.8)	C (20.0)	B (12.8)	B (10.4)	B (15.3)

Table 3: PM Peak Delay and Level of Service

	LOS (Avg Delay in sec./veh)				
	NB	SB	EB	WB	Intersection
2-Lane	C (23.8)	C (34.3)	B (17.7)	B (11.1)	C (20.7)
Short Left-Turn Lane	B (17.7)	C (21.5)	B (17.3)	B (16.8)	B (18.2)

Under both configurations the intersection operates and LOS C or better but the delays are higher in the 2-lane configuration. The results of the capacity analysis are attached as Appendix A.

The intersection operations were simulated using Simtraffic during the busier PM peak to determine the EB queue length. The results are below in Table 4.

Table 4: EB Miller Queue Lengths

	Average EB Queue Length in ft.
2-Lane	309
Short Left-Turn Lane	137

The queue length on Miller Road is more than doubled if the left turn lane is removed. A 309 foot queue would extend to the intersection of Holland Drive. The results of the Simtraffic analysis are attached as Appendix B.

Concept Discussion and Conclusion

While the 2-lane intersection configuration operates with an adequate LOS it does not operate nearly as well as providing a shortened left turn lane. In addition, without the left turn lane the lanes would not line up with the east leg of the intersection which could lead to crashes due to the lane shift and visibility issues with left turning vehicles. OHM is recommending a shortened left turn lane with 50 feet of storage be maintained.

This recommended alternative would have a lane shift just west of Hayes Street going from a 3-lane cross section to a 2-lane cross section with parking provided. The bike lanes would remain on Miller Road positioned between the travel lanes and on street parking lanes. There would be another shift just west of Morrish Road






















to return to the 3-lane configuration and the bike lanes would shift back to adjacent to the curb. This would provide 16 on-street parking spaces along Miller Road in the Swartz Creek downtown area. While the existing pedestrian crossing between Hayes Street and Holland Street would need to be removed, a new crossing at Holland Street is proposed. A drawing of the proposed plan is attached as Appendix C.

APPENDIX A

Synchro Analysis

HCM 2010 Signalized Intersection Summary
 1: Morrish & Miller




















09/30/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	271	18	40	172	17	30	153	77	33	114	114
Future Volume (veh/h)	246	271	18	40	172	17	30	153	77	33	114	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1827	1827	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	246	271	18	40	172	17	30	153	77	33	114	114
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.77	0.77	0.77	0.60	0.60	0.60	0.69	0.69	0.69	0.60	0.60	0.60
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	444	462	29	692	972	96	258	293	148	261	214	214
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	621	777	49	1065	1636	162	1144	1167	587	1142	852	852
Grp Volume(v), veh/h	535	0	0	40	0	189	30	0	230	33	0	228
Grp Sat Flow(s),veh/h/ln	1447	0	0	1065	0	1798	1144	0	1754	1142	0	1704
Q Serve(g_s), s	13.9	0.0	0.0	0.0	0.0	3.3	1.6	0.0	7.9	1.8	0.0	8.1
Cycle Q Clear(g_c), s	17.2	0.0	0.0	1.3	0.0	3.3	9.7	0.0	7.9	9.7	0.0	8.1
Prop In Lane	0.46		0.03	1.00		0.09	1.00		0.33	1.00		0.50
Lane Grp Cap(c), veh/h	935	0	0	692	0	1068	258	0	441	261	0	429
V/C Ratio(X)	0.57	0.00	0.00	0.06	0.00	0.18	0.12	0.00	0.52	0.13	0.00	0.53
Avail Cap(c_a), veh/h	935	0	0	692	0	1068	258	0	441	261	0	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	6.0	0.0	6.4	26.8	0.0	22.6	26.8	0.0	22.6
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.2	0.0	0.4	0.9	0.0	4.4	1.0	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	0.0	0.4	0.0	1.7	0.6	0.0	4.4	0.6	0.0	4.4
LnGrp Delay(d),s/veh	11.9	0.0	0.0	6.2	0.0	6.8	27.8	0.0	27.0	27.8	0.0	27.4
LnGrp LOS	B			A		A	C		C	C		C
Approach Vol, veh/h		535			229			260			261	
Approach Delay, s/veh		11.9			6.7			27.1			27.4	
Approach LOS		B			A			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		47.0		23.0		47.0				
Change Period (Y+Rc), s		5.4		5.4		5.4		5.4				
Max Green Setting (Gmax), s		17.6		41.6		17.6		41.6				
Max Q Clear Time (g_c+I1), s		11.7		19.2		11.7		5.3				
Green Ext Time (p_c), s		0.7		3.9		0.7		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay				17.2								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary




















1: Morrish & Miller

09/30/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	377	47	52	323	70	45	113	83	94	106	118
Future Volume (veh/h)	153	377	47	52	323	70	45	113	83	94	106	118
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1881	1881	1900	1863	1863	1900	1881	1881	1900
Adj Flow Rate, veh/h	153	377	47	52	323	70	45	113	83	94	106	118
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.78	0.78	0.78	0.91	0.91	0.91	0.75	0.75	0.75	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	1	1	1
Cap, veh/h	256	603	70	579	890	193	262	250	184	288	204	227
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	321	1014	118	969	1497	324	1148	995	731	1188	810	902
Grp Volume(v), veh/h	577	0	0	52	0	393	45	0	196	94	0	224
Grp Sat Flow(s),veh/h/ln	1453	0	0	969	0	1821	1148	0	1725	1188	0	1711
Q Serve(g_s), s	11.8	0.0	0.0	0.0	0.0	7.8	2.5	0.0	6.7	5.1	0.0	7.9
Cycle Q Clear(g_c), s	19.6	0.0	0.0	2.6	0.0	7.8	10.4	0.0	6.7	11.8	0.0	7.9
Prop In Lane	0.27		0.08	1.00		0.18	1.00		0.42	1.00		0.53
Lane Grp Cap(c), veh/h	929	0	0	579	0	1082	262	0	434	288	0	430
V/C Ratio(X)	0.62	0.00	0.00	0.09	0.00	0.36	0.17	0.00	0.45	0.33	0.00	0.52
Avail Cap(c_a), veh/h	929	0	0	579	0	1082	262	0	434	288	0	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	6.3	0.0	7.3	27.0	0.0	22.1	27.1	0.0	22.6
Incr Delay (d2), s/veh	3.2	0.0	0.0	0.3	0.0	0.9	1.4	0.0	3.4	3.0	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	0.0	0.5	0.0	4.2	0.9	0.0	3.6	1.9	0.0	4.3
LnGrp Delay(d),s/veh	12.8	0.0	0.0	6.6	0.0	8.3	28.4	0.0	25.5	30.1	0.0	27.1
LnGrp LOS	B			A		A	C		C	C		C
Approach Vol, veh/h		577			445			241			318	
Approach Delay, s/veh		12.8			8.1			26.1			28.0	
Approach LOS		B			A			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		47.0		23.0		47.0				
Change Period (Y+Rc), s		5.4		5.4		5.4		5.4				
Max Green Setting (Gmax), s		17.6		41.6		17.6		41.6				
Max Q Clear Time (g_c+I1), s		12.4		21.6		13.8		9.8				
Green Ext Time (p_c), s		0.6		4.3		0.6		3.0				
Intersection Summary												
HCM 2010 Ctrl Delay				16.6								
HCM 2010 LOS				B								





















HCM 2010 Signalized Intersection Summary
1: Morrish & Miller

09/30/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	359	17	55	430	72	40	159	48	57	149	240
Future Volume (veh/h)	138	359	17	55	430	72	40	159	48	57	149	240
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	138	359	17	55	430	72	40	159	48	57	149	240
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.86	0.86	0.86	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	214	528	23	506	866	145	184	404	122	338	189	305
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	270	957	42	1012	1571	263	991	1371	414	1166	643	1036
Grp Volume(v), veh/h	514	0	0	55	0	502	40	0	207	57	0	389
Grp Sat Flow(s),veh/h/ln	1269	0	0	1012	0	1834	991	0	1786	1166	0	1680
Q Serve(g_s), s	12.9	0.0	0.0	0.0	0.0	11.8	2.7	0.0	6.5	2.9	0.0	14.9
Cycle Q Clear(g_c), s	24.7	0.0	0.0	3.3	0.0	11.8	17.6	0.0	6.5	9.4	0.0	14.9
Prop In Lane	0.27		0.03	1.00		0.14	1.00		0.23	1.00		0.62
Lane Grp Cap(c), veh/h	765	0	0	506	0	1011	184	0	525	338	0	494
V/C Ratio(X)	0.67	0.00	0.00	0.11	0.00	0.50	0.22	0.00	0.39	0.17	0.00	0.79
Avail Cap(c_a), veh/h	765	0	0	506	0	1011	184	0	525	338	0	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	7.8	0.0	9.7	30.8	0.0	19.7	23.4	0.0	22.7
Incr Delay (d2), s/veh	4.8	0.0	0.0	0.4	0.0	1.8	2.7	0.0	2.2	1.1	0.0	13.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	0.0	0.6	0.0	6.3	0.9	0.0	3.5	1.0	0.0	8.6
LnGrp Delay(d),s/veh	17.7	0.0	0.0	8.2	0.0	11.4	33.5	0.0	21.9	24.5	0.0	35.7
LnGrp LOS	B			A		B	C		C	C		D
Approach Vol, veh/h		514			557			247			446	
Approach Delay, s/veh		17.7			11.1			23.8			34.3	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.0		44.0		26.0		44.0				
Change Period (Y+Rc), s		5.4		5.4		5.4		5.4				
Max Green Setting (Gmax), s		20.6		38.6		20.6		38.6				
Max Q Clear Time (g_c+I1), s		19.6		26.7		16.9		13.8				
Green Ext Time (p_c), s		0.1		3.0		1.0		3.7				
Intersection Summary												
HCM 2010 Ctrl Delay				20.7								
HCM 2010 LOS				C								





















HCM 2010 Signalized Intersection Summary
 1: Morrish & Miller

09/30/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	271	18	40	172	17	30	153	77	33	114	114
Future Volume (veh/h)	246	271	18	40	172	17	30	153	77	33	114	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1827	1827	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	246	271	18	40	172	17	30	153	77	33	114	114
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.77	0.77	0.77	0.60	0.60	0.60	0.69	0.69	0.69	0.60	0.60	0.60
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	638	878	58	546	832	82	372	394	198	374	288	288
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1186	1727	115	1063	1636	162	1145	1167	588	1143	853	853
Grp Volume(v), veh/h	246	0	289	40	0	189	30	0	230	33	0	228
Grp Sat Flow(s),veh/h/ln	1186	0	1842	1063	0	1797	1145	0	1755	1143	0	1706
Q Serve(g_s), s	10.1	0.0	6.4	1.6	0.0	4.0	1.4	0.0	7.0	1.6	0.0	7.2
Cycle Q Clear(g_c), s	14.1	0.0	6.4	8.0	0.0	4.0	8.6	0.0	7.0	8.6	0.0	7.2
Prop In Lane	1.00		0.06	1.00		0.09	1.00		0.33	1.00		0.50
Lane Grp Cap(c), veh/h	638	0	937	546	0	914	372	0	592	374	0	575
V/C Ratio(X)	0.39	0.00	0.31	0.07	0.00	0.21	0.08	0.00	0.39	0.09	0.00	0.40
Avail Cap(c_a), veh/h	638	0	937	546	0	914	372	0	592	374	0	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	10.0	12.4	0.0	9.4	21.0	0.0	17.7	21.0	0.0	17.8
Incr Delay (d2), s/veh	1.8	0.0	0.9	0.3	0.0	0.5	0.4	0.0	1.9	0.5	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	3.4	0.5	0.0	2.1	0.5	0.0	3.7	0.5	0.0	3.7
LnGrp Delay(d),s/veh	15.1	0.0	10.9	12.6	0.0	10.0	21.5	0.0	19.6	21.4	0.0	19.8
LnGrp LOS	B		B	B		A	C		B	C		B
Approach Vol, veh/h		535			229			260			261	
Approach Delay, s/veh		12.8			10.4			19.8			20.0	
Approach LOS		B			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.0		41.0		29.0		41.0				
Change Period (Y+Rc), s		5.4		5.4		5.4		5.4				
Max Green Setting (Gmax), s		23.6		35.6		23.6		35.6				
Max Q Clear Time (g_c+I1), s		10.6		16.1		10.6		10.0				
Green Ext Time (p_c), s		1.1		2.6		1.2		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			15.3									
HCM 2010 LOS			B									





















HCM 2010 Signalized Intersection Summary
 1: Morrish & Miller

09/30/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	377	47	52	323	70	45	113	83	94	106	118
Future Volume (veh/h)	153	377	47	52	323	70	45	113	83	94	106	118
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1881	1881	1900	1863	1863	1900	1881	1881	1900
Adj Flow Rate, veh/h	153	377	47	52	323	70	45	113	83	94	106	118
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.78	0.78	0.78	0.91	0.91	0.91	0.75	0.75	0.75	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	1	1	1
Cap, veh/h	453	802	100	433	740	160	395	350	257	422	285	317
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	985	1623	202	967	1497	324	1149	996	732	1190	811	903
Grp Volume(v), veh/h	153	0	424	52	0	393	45	0	196	94	0	224
Grp Sat Flow(s),veh/h/ln	985	0	1825	967	0	1821	1149	0	1727	1190	0	1714
Q Serve(g_s), s	8.3	0.0	10.7	2.6	0.0	9.7	2.1	0.0	5.8	4.4	0.0	6.8
Cycle Q Clear(g_c), s	18.0	0.0	10.7	13.3	0.0	9.7	9.0	0.0	5.8	10.2	0.0	6.8
Prop In Lane	1.00		0.11	1.00		0.18	1.00		0.42	1.00		0.53
Lane Grp Cap(c), veh/h	453	0	902	433	0	900	395	0	607	422	0	602
V/C Ratio(X)	0.34	0.00	0.47	0.12	0.00	0.44	0.11	0.00	0.32	0.22	0.00	0.37
Avail Cap(c_a), veh/h	453	0	902	433	0	900	395	0	607	422	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	11.7	16.1	0.0	11.4	20.3	0.0	16.6	20.3	0.0	16.9
Incr Delay (d2), s/veh	2.0	0.0	1.8	0.6	0.0	1.5	0.6	0.0	1.4	1.2	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	5.7	0.8	0.0	5.2	0.7	0.0	3.0	1.6	0.0	3.5
LnGrp Delay(d),s/veh	19.3	0.0	13.4	16.6	0.0	13.0	20.9	0.0	18.0	21.6	0.0	18.7
LnGrp LOS	B		B	B		B	C		B	C		B
Approach Vol, veh/h		577			445			241			318	
Approach Delay, s/veh		15.0			13.4			18.5			19.5	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		40.0		30.0		40.0				
Change Period (Y+Rc), s		5.4		5.4		5.4		5.4				
Max Green Setting (Gmax), s		24.6		34.6		24.6		34.6				
Max Q Clear Time (g_c+I1), s		11.0		20.0		12.2		15.3				
Green Ext Time (p_c), s		1.0		3.0		1.3		2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			16.0									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 1: Morrish & Miller

09/30/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	359	17	55	430	72	40	159	48	57	149	240
Future Volume (veh/h)	138	359	17	55	430	72	40	159	48	57	149	240
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	138	359	17	55	430	72	40	159	48	57	149	240
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.86	0.86	0.86	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	341	830	39	438	732	123	294	521	157	451	245	394
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	901	1782	84	1012	1571	263	991	1372	414	1167	643	1036
Grp Volume(v), veh/h	138	0	376	55	0	502	40	0	207	57	0	389
Grp Sat Flow(s),veh/h/ln	901	0	1866	1012	0	1834	991	0	1786	1167	0	1680
Q Serve(g_s), s	9.3	0.0	9.4	2.7	0.0	14.1	2.4	0.0	5.7	2.5	0.0	13.1
Cycle Q Clear(g_c), s	23.4	0.0	9.4	12.1	0.0	14.1	15.5	0.0	5.7	8.2	0.0	13.1
Prop In Lane	1.00		0.05	1.00		0.14	1.00		0.23	1.00		0.62
Lane Grp Cap(c), veh/h	341	0	869	438	0	854	294	0	679	451	0	638
V/C Ratio(X)	0.40	0.00	0.43	0.13	0.00	0.59	0.14	0.00	0.30	0.13	0.00	0.61
Avail Cap(c_a), veh/h	341	0	869	438	0	854	294	0	679	451	0	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	12.5	16.6	0.0	13.8	23.7	0.0	15.2	18.1	0.0	17.5
Incr Delay (d2), s/veh	3.6	0.0	1.6	0.6	0.0	3.0	1.0	0.0	1.2	0.6	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	5.2	0.8	0.0	7.8	0.7	0.0	3.0	0.9	0.0	6.8
LnGrp Delay(d),s/veh	25.9	0.0	14.1	17.2	0.0	16.7	24.7	0.0	16.4	18.7	0.0	21.9
LnGrp LOS	C		B	B		B	C		B	B		C
Approach Vol, veh/h		514			557			247			446	
Approach Delay, s/veh		17.3			16.8			17.7			21.5	
Approach LOS		B			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		38.0		32.0		38.0				
Change Period (Y+Rc), s		5.4		5.4		5.4		5.4				
Max Green Setting (Gmax), s		26.6		32.6		26.6		32.6				
Max Q Clear Time (g_c+I1), s		17.5		25.4		15.1		16.1				
Green Ext Time (p_c), s		0.9		1.8		2.1		3.3				
Intersection Summary												
HCM 2010 Ctrl Delay			18.2									
HCM 2010 LOS			B									

APPENDIX B

Simtraffic Queuing Results

Intersection: 1: Morrish & Miller

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	513	50	92	118	224	94	312
Average Queue (ft)	214	17	39	35	87	28	112
95th Queue (ft)	453	45	82	83	171	65	242
Link Distance (ft)	615		596		218		434
Upstream Blk Time (%)					0		
Queuing Penalty (veh)					0		
Storage Bay Dist (ft)		500		500		500	
Storage Blk Time (%)					0		
Queuing Penalty (veh)					0		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Morrish & Miller

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	593	70	186	182	161	314	176
Average Queue (ft)	206	26	87	40	91	84	79
95th Queue (ft)	436	61	155	104	154	202	148
Link Distance (ft)	615		596		218		434
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		500		500		500	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Morrish & Miller

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	630	112	223	115	164	93	336
Average Queue (ft)	309	34	119	28	84	42	148
95th Queue (ft)	588	80	182	79	135	78	257
Link Distance (ft)	615		596		218		434
Upstream Blk Time (%)	1						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)		500		500		500	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

09/30/2022

Intersection: 1: Morrish & Miller

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	120	303	50	163	88	201	91	201
Average Queue (ft)	80	131	23	44	27	65	27	82
95th Queue (ft)	137	250	52	103	67	138	66	142
Link Distance (ft)		615		596		218		434
Upstream Blk Time (%)						0		
Queuing Penalty (veh)						0		
Storage Bay Dist (ft)	50		500		500		500	
Storage Blk Time (%)	24	21				0		
Queuing Penalty (veh)	77	52				0		

Network Summary

Network wide Queuing Penalty: 129

Intersection: 1: Morrish & Miller

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	120	309	91	202	72	117	138	176
Average Queue (ft)	60	133	31	109	24	71	57	66
95th Queue (ft)	114	240	66	173	60	119	99	120
Link Distance (ft)		615		596		218		434
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		500		500		500	
Storage Blk Time (%)	18	24						
Queuing Penalty (veh)	78	38						

Network Summary

Network wide Queuing Penalty: 115

Queuing and Blocking Report

09/30/2022

Intersection: 1: Morrish & Miller

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	120	270	112	195	131	133	72	293
Average Queue (ft)	75	137	32	138	28	69	41	131
95th Queue (ft)	128	252	73	195	79	116	71	218
Link Distance (ft)		615		596		218		434
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		500		500		500	
Storage Blk Time (%)	36	22						
Queuing Penalty (veh)	139	31						

Network Summary

Network wide Queuing Penalty: 170

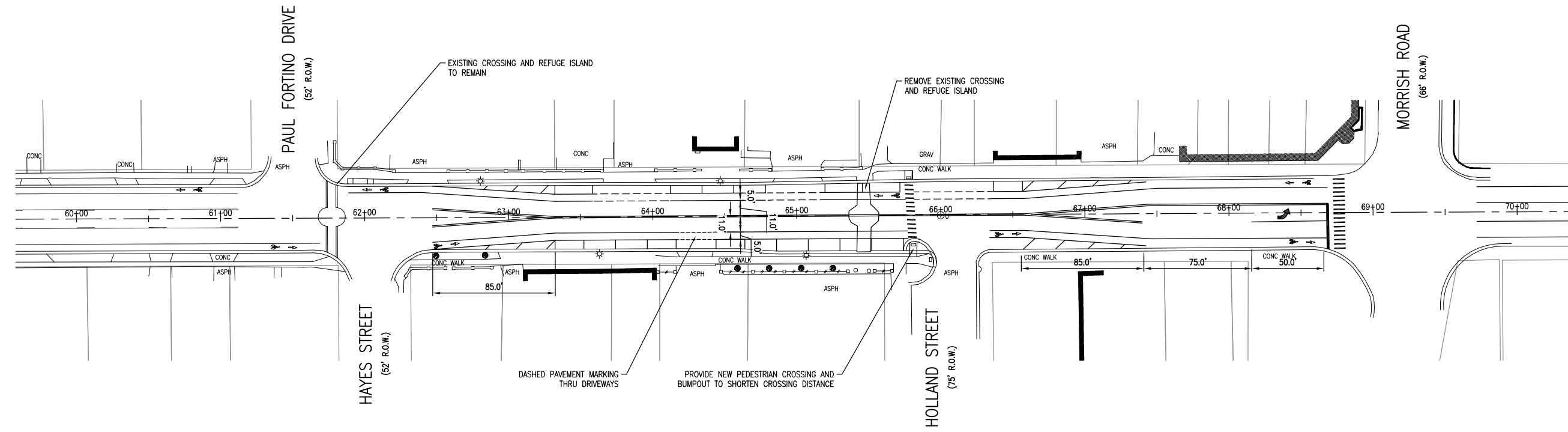
APPENDIX C

Proposed On-Street Parking Concept

MILLER ROAD (110' R.O.W)



G3101 W Bristol Rd
Flint, MI 48507
P (810) 396-4015
OHM-ADVISORS.COM



DRAWING PATH: P:\4000_4100\4023220030_Miller_Rd_Traf_Study\Drawings\CKM\PLUS2\10030\PKNS.dwg Nov 02, 2022 - 8:25am



DATE	PROJ NUMBER	ENG	PROJ LEAD	COUNTY	CITY/TOWNSHIP	SCALE	HORIZ DATUM	VERT DATUM
12/1/2021	4002-P-1000	MC	JHS	GENESEEE	SWARTZ CREEK	H: 1"=40' V: 1"=4'	NAVD83	NAVD83
CITY OF SWARTZ CREEK MILLER ROAD ON-STREET PARKING CONCEPT PAVEMENT MARKINGS AND SIGNAGE SHEET								
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