

**MOUNTAIN BROOK CITY COUNCIL  
PRE-MEETING AGENDA**

**PRE-COUNCIL ROOM (A106) CITY HALL  
56 CHURCH STREET  
MOUNTAIN BROOK, AL 35213**

**AUGUST 12, 2013  
6:00 P.M.**

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1. Discussion of Morningside Development (former Jim Brown property on Montclair Road) – Dana Hazen. (See attached information)
2. Budget Schedule reminders:
  - A. Tuesday, August 13<sup>th</sup> at 8:00 a.m. – Finance Committee
  - B. Tuesday, August 27<sup>th</sup> at 8:00 a.m. – Mayor/City Council budget review
  - C. Review of requests for funding by appropriated agencies – Hold this meeting also on August 27<sup>th</sup>?
3. Bob Bohorfoush, of 3405 Pine Ridge Road, to address the City Council to request the removal of the two stop signs on Pine Ridge Road at Pine Ridge Trail. (See attached information)
4. Purchase of data back-up and disaster recovery system-Steve Boone (See attached information. This item could be added to the formal agenda)

# MORNINGSIDE

## *Discussion Summary*

In 2002 the Council approved a rezoning from Res-D to RID (Residential Infill District) for the Morningside/Brown property on Montclair Road (property adjoining the previous, temporary City Hall). The site plan approved in conjunction with the RID is attached, indicating 10 detached single family structures in Mountain Brook and 4 of the same in the City of Birmingham (north side of the proposed interior street).

The property has been purchased with the intention of building the single family homes as indicated on the approved site plan. However, an uncertainty as to the actual municipal boundary between Mountain Brook and Birmingham has recently surfaced (with respect to the abandoned RR right-of-way which runs through the property). It now appears that it is possible that only the proposed southerly 4 SFD's are in the City of Mountain Brook, with the remaining property in the City of Birmingham. If this turns out to be the case, the developer is contemplating the possibility of amending the RID master plan to a more holistic approach with a variety of density and price-points.

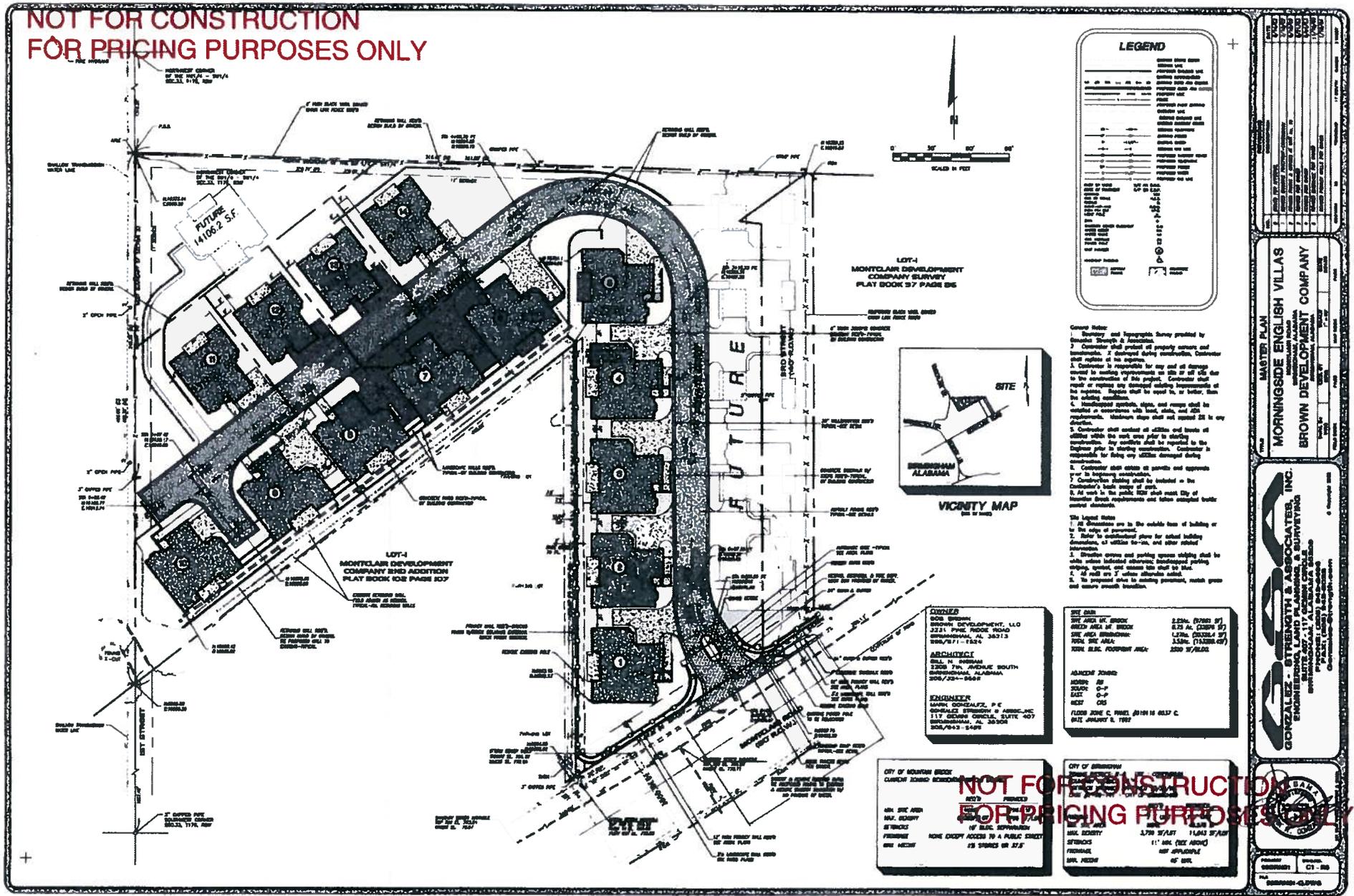
The existing zoning for the Birmingham property is R-8, which would allow for up to 40 units on the property (if it turns out that the bulk of it is in the City limits of Birmingham). The developer is considering the possibility of constructing 18-20 townhomes on the Birmingham side, while developing the four detached single family homes on the Mountain Brook side.

This idea was informally presented to the Planning Commission (for discussion purposes only) at its meeting of August 5, 2013, and the Planning Commission was not opposed to the idea of increased density on the Birmingham side of the property (given the ability of the developer to mitigate and potential negative effects on stormwater, drainage and traffic output).

The purpose of the Council review, at this point, is simply to discuss the possibility of increasing the density of the project and to get an informal reaction from the Council as to the increased density (assuming stormwater/drainage and traffic studies could prove favorable). If the council is favorable to this initial concept of a mixture of densities, then the applicant may pursue an amendment to the RID reflecting the changes described herein, which would entail the full rezoning process through the Planning Commission and Council.

See attached elevations and photographs for an idea of the style that may be proposed with increased density.

**NOT FOR CONSTRUCTION  
FOR PRICING PURPOSES ONLY**



**LEGEND**

Symbol	Description
---	Proposed Building Footprint
---	Proposed Driveway
---	Proposed Parking Area
---	Proposed Walkway
---	Proposed Utility Line
---	Proposed Easement
---	Proposed Setback
---	Proposed Fencing
---	Proposed Landscaping
---	Proposed Signage
---	Proposed Other

- General Notes:**
1. Survey and topographic survey provided by the City of Birmingham.
  2. Contractor shall protect all property owners and adjacent lots during construction. Contractor shall maintain all existing utilities.
  3. Contractor is responsible for any and all damage caused by existing improvements on site or all lots due to the construction of this project. Contractor shall repair or replace any damaged existing improvements at the expense. Repairs shall be equal to, or better than, existing conditions.
  4. Contractor shall submit all utility and locate of utility plans to the City of Birmingham for review and approval. Contractor shall obtain all necessary permits from the City of Birmingham for any utility work during construction.
  5. Contractor shall obtain all permits and approvals from the City of Birmingham.
  6. Construction shall be completed in accordance with the approved plans and specifications.
  7. All work in the public right-of-way shall be done in accordance with the City of Birmingham's standards and specifications.



**OWNER**  
 BROWN DEVELOPMENT, L.L.C.  
 2221 PINE RIDGE ROAD  
 BIRMINGHAM, AL 35213  
 205/971-1524

**ARCHITECT**  
 GONZALEZ, STRENGTH & ASSOCIATES, INC.  
 117 GENESEE CHURCH, SUITE 407  
 BIRMINGHAM, AL 35201  
 205/943-5409

**SITE DATA**  
 SITE AREA: 2.23 AC (97,000 SF)  
 BUILDING AREA: 8.25 AC (359,000 SF)  
 TOTAL SITE AREA: 1.33 AC (58,000 SF)  
 TOTAL BLDG. FOOTPRINT AREA: 220,000 SF

**ADJACENT ZONES**  
 NORTH: R-1  
 SOUTH: O-P  
 WEST: O-1  
 EAST: O-1  
 FLOOD ZONE C, PANEL 010114 0137 C  
 DATE: JANUARY 8, 1997

**CITY OF BIRMINGHAM**  
 CLERK OF COURTS RECORDS  
 205/261-1000

**CITY OF BIRMINGHAM**  
 PLANNING DEPARTMENT  
 205/261-1000

**CITY OF BIRMINGHAM**  
 PLANNING DEPARTMENT  
 205/261-1000

**NOT FOR CONSTRUCTION  
FOR PRICING PURPOSES ONLY**

**MASTER PLAN**

**MORNINGSIDE ENGLISH VILAS**  
 BIRMINGHAM, ALABAMA

**BROWN DEVELOPMENT COMPANY**

**GONZALEZ - STRENGTH & ASSOCIATES, INC.**  
 ENGINEERING, LAND PLANNING, & SURVEYING  
 SUITE 407 - 117 GENESEE CHURCH  
 BIRMINGHAM, ALABAMA 35201  
 205/943-5409

**DATE:** 01/08/97

**PROJECT:** MORNINGSIDE ENGLISH VILAS

**SCALE:** 1" = 40'

**PROJECT NO.:** 97-001

**DATE:** 01/08/97

**PROJECT:** MORNINGSIDE ENGLISH VILAS

**SCALE:** 1" = 40'

**PROJECT NO.:** 97-001

**DATE:** 01/08/97

Approved RID site plan









# HERITAGE PARC

A CUSTOM TOWNHOME DEVELOPMENT



ARTIST'S RENDERING. NEED NOT BE BUILT. PROPERTY OF CHRISTOPHER AND ASSOCIATES  
DUPLICATION OR REPRODUCTION IS STRICTLY PROHIBITED



August 5,2013

Mr. Sam S. Gaston  
City Manager  
City of Mountain Brook, Alabama  
56 Church Street  
Mountain Brook AL. 35213

Dear Mr. Gaston:

Our home is at 3405 Pine Ridge Road. The city installed 3 stop signs on Pine Ridge Road at Pine Ridge Trail in February of 2012, one of which is at the top of our main driveway.

At the time, in addition to the stop signs themselves, two other signs were installed along Pine Ridge Road in front of our home. The installation of these stops signs have proved to be detrimental to us because, among other things, they frequently cause an inability to turn into or exit our own driveway and by creating a new potential traffic hazard as well. I don't recall an accident at that intersection since the subdivision on Pine Ridge Trail was created many years ago and I know of at least one since the stop signs were installed.

Several times each week we are unable to turn into our driveway with the normal flow of traffic because more often than not people do not heed the "Do Not Block Driveway" sign – and we frequently have to wait for 2 or 3 cars to make their way through the stop sign before we can turn left into our driveway. If there are other cars westbound behind us at the stop sign they are also not able to proceed until that traffic clears.

There has now been created and added hazard when we are turning left (west) out of our driveway if there is a car at the stop sign facing east. If we pull out then our view of oncoming traffic from the east is blocked. On at least two occasions we have had near collisions with eastbound traffic in this situation.

Neither the sight distance nor the number of homes has not changed since the city approved the subdivision on Pine Ridge Trail.

The traffic engineer's report (excerpts attached) clearly states on page 23 : "Therefore multi-way stop sign control is not recommended."

And on page 25 provides the engineer's solution in the event the a "change in traffic situations warrant ( such as an increase in crashes) "... the City could consider the installation of supplemental circular yellow flashing warning beacons or multi-way stop control."

This same report indicates that current traffic volume does not warrant these controls so we ask that if the city feels that some measure is desired to enhance the safety of Pine Ridge Trail residents that, instead of the stop signs that you consider the installation something similar to that the city installed on Cahaba Road at Lane Circle (see attached photos) which would alert the drivers on Pine Ridge Trail to oncoming traffic. This solution should address the city's concern as to sight distance, not disrupt the flow of traffic on Pine Ridge and alleviate the problems created by installation of the stop signs.

In addition to the significant change, inconvenience and possible added traffic hazard we feel that having the stop sign at the head of our driveway as well as the other two traffic signs installed in front of our home has negatively impacted the value of our property.

We respectfully request that the city remove the stop sign and other related signs as soon as possible.

Sincerely,

Bob Bohorfoush  
3405 Pine Ridge Road

## CONCLUSIONS AND RECOMMENDATIONS

The results of the analyses performed for this report indicate that there is one existing traffic operational problem on Pine Ridge Road, which is the limited sight distance at the intersection of Pine Ridge Trail. Further, the analyses also indicate that the proposed seven lot residential development on Pine Ridge Road will cause no negative impacts to traffic.

### Alternatives Considered

Several alternatives were considered to address the existing sight distance limitations at the intersection of Pine Ridge Road and Pine Ridge Trail. The following is a discussion of each alternative considered.

*Warning Signs with Flashing Beacons.* On each approach to the intersection of Pine Ridge Road there are currently W2-2 "Side Road Symbol" Warning Signs with a W13-1p "Advisory Speed – 20 MPH Plaque". The 2009 Federal Highway Administration publication *Manual on Uniform Traffic Control Devices* (2009 MUTCD) states that



circular yellow flashing warning beacons may be used to supplement warning signs. The intended use of supplemental circular yellow flashing warning beacons is where traffic conditions do not justify conventional traffic control (multi-way stop control or signal control) but crash rates indicate the possibility of a special need. Since there have been no reported crashes at the intersection of Pine Ridge Road at Pine Ridge Trail over the past three years, it is recommended that use of supplemental circular yellow flashing warning beacons be deferred until such a time that actual conditions indicate a need.

*Multi-Way Stop Sign Control.* The 2009 MUTCD states that use of multi-way stop sign control should be limited to situations where the traffic volumes on two intersecting roadways are roughly equal. Other factors considered are crash frequency and need for traffic signalization. It is evident that traffic volumes on Pine Ridge Road are disproportionately higher than Pine Ridge Trail and there is no recent history of crashes. Therefore, multi-way stop sign control is not recommended. The 2009 MUTCD does

of way and rebuilding existing side roads and driveways. Based on the limited traffic volumes exiting Pine Ridge Trail, the absence of crashes at the intersection, and the cost and effort to correct the problem, it is recommended that no construction be undertaken to physically correct the sight distance deficiency.

*Vegetation Management.* The field review undertaken of the sight lines for traffic exiting Pine Ridge Trail onto Pine Ridge Road by Skipper Consulting, Inc. indicated that a portion of the sight distance restrictions are caused by vegetation, particularly looking to the left. It is recommended that the City regularly review the growth of vegetation within the sight lines exiting Pine Ridge Trail and trim as required to maintain the best possible sight lines.

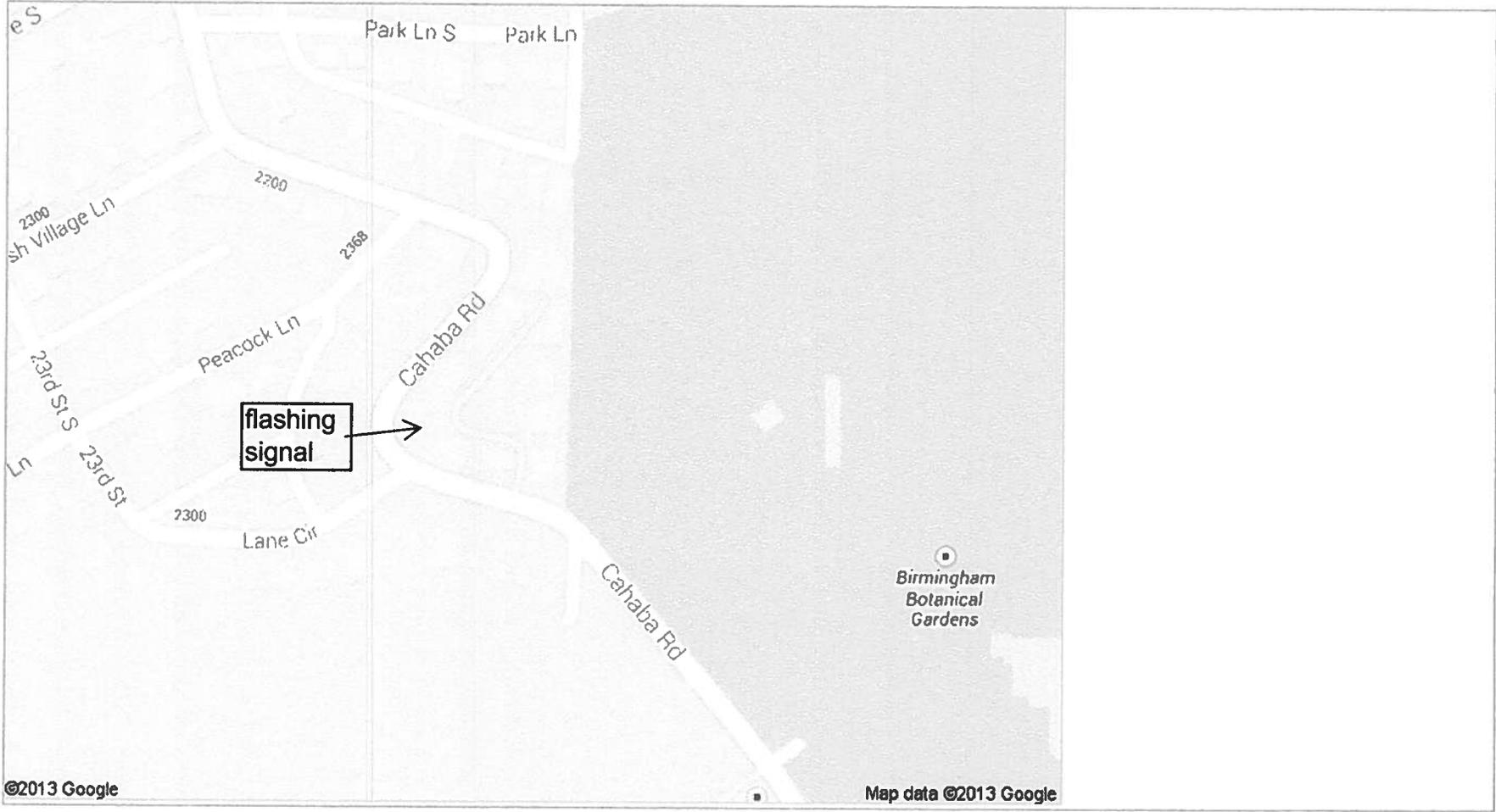


*Enforcement.* The most effective means of providing the safest possible condition for traffic exiting Pine Ridge Trail is to reduce vehicle travel speeds to the posted speed limit through enforcement. It is recognized that the existing roadway geometrics of Pine Ridge Road do not lend themselves well to enforcement because of the lack of places for police officer vehicles to park to monitor traffic and lack of locations for officers to pull over speeding vehicles. It is recommended that the Mountain Brook Police Department further investigate the possibility of increasing enforcement of the posted speed limit on Pine Ridge Road.

### **Recommended Improvements**

Based on the alternatives which have been analyzed in this study, it is recommended that the City monitor and maintain the growth of vegetation in the sight lines for the intersection and that regular enforcement of the posted speed limit be undertaken. In the future, should a change in traffic situations warrant (such as an increase in crashes), the City could consider the installation of supplemental circular yellow flashing warning beacons or multi-way stop sign control.





# memo

## City of Mountain Brook

To: Sam Gaston, City Manager  
From: Steven Boone   
CC: Mayor and members of the City Council  
Date: 8/6/2013  
Re: Data back-up and disaster recovery (includes primary server replacement)

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**Comments:** Currently, the City utilizes a third-party provider to back-up and store off-site the City's electronic data. The [dedicated] hardware hosting the back-up data is covered under the annual back-up fees for the service. We have been informed that the provider's back-up server has reached its capacity and service life and is therefore due for replacement which in turn will affect the City's monthly back-up cost.

In anticipation of the change-over, we have budgeted in fiscal 2014 to: 1) replace our existing server and operating software, and 2) implement another back-up solution (to include disaster recovery). Because of the importance of the back-up system, it is my recommendation that the City proceed with purchase and installation now rather than wait until October 1. While not budgeted in the Capital Projects Fund in fiscal 2013, the funds to purchase the new server and back-up/disaster recovery system have been set aside in the Capital Projects Fund cash/reserves.

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The solution to be implemented is an in-house system which will provide both data back-up and critical operating systems (hardware and software) disaster recovery. The hardware components of the system are available for purchase from the State bid list. The turnkey pricing of the new system will be approximately \$34,000 and is included in the second draft of the 2014 capital budget (page 88). If authorized to proceed, I will remove this item from the 2014 budget and include in the 2013 budget upon the next amendment.