

**MOUNTAIN BROOK CITY COUNCIL
PRE-MEETING DISCUSSION
MAY 11, 2015**

The City Council of the City of Mountain Brook, Alabama met in public session in the Pre-council Room (A106) of City Hall at 6:00 p.m. on Monday, the 11th day of May. The Council President Pro-Tempore called the meeting to order and the roll was called with the following results:

Present: William S. Pritchard, III, Council President Pro Tempore
Jack D. Carl
Lloyd C. Shelton
Alice B. Womack
Lawrence T. Oden, Mayor

Absent: Virginia C. Smith, Council President

Also present were City Attorney Whit Colvin, City Manager Sam Gaston, and City Clerk Steven Boone.

1. AGENDA

1. Piggly Wiggly development update – Jeffrey Brewer with Goodwyn, Mills & Cawood:
 - Mr. Brewer introduced Mike Schor, Brasfield & Gorrie project manager
 - Mr. Brewer and Mr. Pritchard will be meeting soon with School officials and Mountain Brook Athletics officials to study logistical issues affecting the school and fall athletic events on the playing field
 - Construction will commence once school ends
 - Construction is expected to be completed in eight (8) months
 - The Vine Street sidewalk will likely be constructed during the holiday school recess
 - The building is expected to be turned over to the grocery store operator in January 2016 and the store to open for business in February 2016
2. Finance Committee appointments/recommendations – Lloyd Shelton.
 - Messrs. Fravert and Yardley were introduced to the Mayor and members of the City Council (Ms. Daniel was unavailable for the meeting)
 - Resolution Nos. 2015-065, 2015-066, and 2015-067 were added to the formal meeting agenda
3. Paving update – Ronnie Vaughn.
 - Paving is to begin around June 1
 - Like last year, Dunn Construction will be milling and repaving the streets
4. Parking recommendations – Dana Hazen:
 - Long- term (employee) parking for English Village–Appendix 1 (Resolution No 2015-069 was added to the formal meeting agenda);
 - o Mike Mouron (land owner) and Frank Davies (co-owner of Little Hardware) expressed their desire to have the on-street parking designated for the hardware store’s employees
 - o The property/public right-of-way line for the on-street parking spaces runs through the parking spaces
 - o In all other similar instances around the City, store owners would prefer such parking spaces be designated for patron parking as opposed to employee parking (Messrs. Mouron and Davies do not view the City’s granting of their request as setting an undesirable precedent)

- If the City designates these on-street parking spaces as “long-term”, Messrs. Mouron and Davies fear that the spaces will be used by employees of other area merchants
 - The members of the City Council stated that it cannot legally designate public right-of-way for use by private entities
 - The City’s objective of the proposed change is to get the employees of Little Hardware to stop parking in the (lower) public parking lot. It was the consensus of the members of the City Council that the on-street parking spaces be restricted to 4-hour parking (currently 2-hour) and that the hardware store owners encourage their employees park in these on-street spaces.
 - The situation can be re-evaluated as necessary
 - Short-term (15-minute) for all three villages (Appendix 2)
 - It was the general consensus of the members of the City Council that the short-term parking designations be implemented and re-evaluated as necessary
 - 2-hour parking increase (to 3 and 4 hours) in Crestline and English Villages, respectively (Resolution No 2015-069 was added to the formal meeting agenda)
5. Equipment yard behind the Police Station update – Steven Boone (Appendix 3). Mr. Boone reported that no further information was available with respect to the sound remediation alternatives. Council member Carl expressed his opinion that no further action is warranted based on the sound readings provided in the agenda materials.
6. Apple Grant recommendations for the Montevallo Road/Overbrook Road intersection (Appendix 4) and the Overbrook Road/Mountain Brook Parkway/Pine Ridge Road intersection – Richard Caudle of Skipper Consultants. (Motion No. 2015-070 was added to the formal meeting agenda.)



City Clerk



Dana G. Hazen, AICP
City Planner
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www.mountainbrook.org

TO: Mayor, City Council & City Manager
DATE: May 7, 2015

FROM: Dana Hazen, City Planner
RE: Long Term Parking in English Village

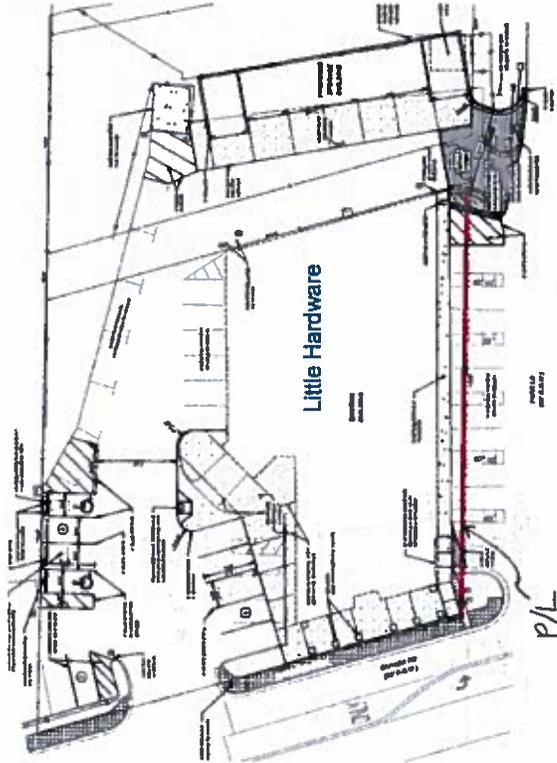
On April 27, 2015, the Council discussed the shortage of long-term parking for the employees of English Village. The discussion was about whether to convert the upper public lot from 2-hour to all-day parking for use by village employees. The council had a concern with the upper lot becoming saturated with employee parking, thereby putting a burden on patron parking. As an alternative, the council suggested returning the 2-hour public parking along Park Lane (south side of Little Hardware) to all-day parking, and asking 11 of the 12-14 Little Hardware employees to park along Park Lane instead of in the lower public lot, which is comprised of 32 all-day spaces.

During these discussions it was noted that the owner of the Little Hardware property (Mike Mouron) had initially asked the council to post 2-hour parking on Park Lane so that there would not be a conflict with over-night/long-term residential parking in the 11 public spaces along the south side of Little Hardware. (Council previously passed ORD 1913 (July 14, 2014) to post said public parking for a 2-hour limit). It was also discussed that, if this parking were returned to all-day parking, signs could perhaps be posted along Park Lane to limit parking to "Employees Only, No Overnight Parking."

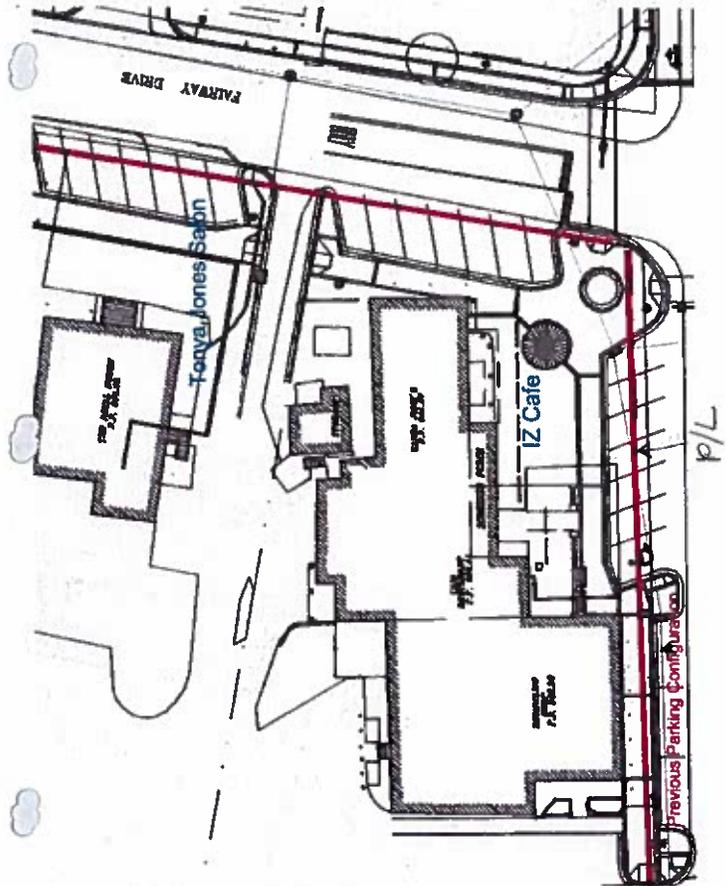
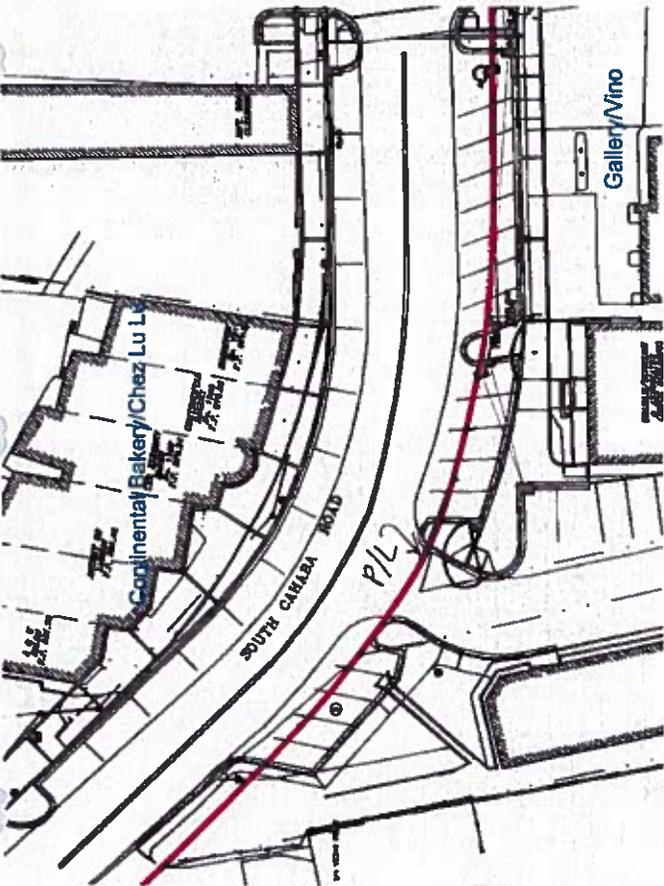
Mike Mouron is opposed to such a posting and asks that the City post the 11 public spaces along Park Lane to "Little Hardware Customers and Employees Only," with the commitment that Little Hardware employees park in said spaces instead of the lower public lot. While this proposal might achieve the same goal set forth by the council at the last pre-meeting, it has not traditionally been the practice of the City to designate public street parking for a specific merchant (even when a portion of the public street parking is on private property). Mr. Mouron (in attached email) claims that since the parking spaces are partially on his private property, the City is obligated to obtain his permission for any change to the use of these parking spaces. However, public street parking that utilizes private property is not unique to Park Lane and occurs throughout English Village (see attached maps) and is also prevalent in the other villages.

Mr. Mouron also mentions (in attached email) that the Council had concurred (in previous minutes) that he should be able to control any parking on his property. Staff has reviewed all of the 2014 Council minutes (and listened to all audio recordings of council meetings) pertaining to this property (Tavern Restaurant, Little Hardware rezoning for accessory building, alterations in public r-o-w of Park Lane for LH entrance, and Park Lane public parking posted as 2-hour) and has found no commitment on the part of the Council to this effect. In the audio recording of the pre-meeting of March 3, 2014 (for the proposed Tavern Restaurant) there was some discussion of the Park Lane public parking being partially on the private property. Councilman Carl did conclude that, in his opinion, if a survey were to show that the Park Lane public parking was on the private property then the owner might have some control, and specifically mentioned the possibility of the owner having the right to put parallel parking wholly on the private portion of the lot, along the south side of the building. However, in the same meeting it was noted that since a survey had not yet been presented to the council that it was a moot point until one had been proffered.

As may be seen on the attached map of the Little Hardware site, the majority of the public parking along Park Lane resides in the public right-of-way. Staff recommends that this parking be designated for employee use only, with no overnight or residential parking, and that a letter from the City be sent to residents of Park Lane, asking for their cooperation in this matter.



APPENDIX 1



City of Mountain Brook Mail - RE: Parking on south side of Little Hardware

City of Mountain Brook Mail - RE: Parking on south side of Little Hardware

actually achieve the City's objectives while addressing my private ownership rights. I would agree to the parking along the southern side of Little Hardware - including my land - to be limited to "Little Hardware Customers and Employees". With this limitation Frank could "reclaim" his employees to park in the subject spaces - thus eliminating about 12 of his employees from the "lower" parking lot and doing so before others start work - while not subjecting the parking spaces of which I own some of the land to use by persons non-beneficial to Little Hardware. Call me at your convenience to discuss. Mike

Sent from my iPhone

On Apr 16, 2015, at 4:14 PM, Dana Hazen <hazen@mtbrook.org> wrote:

Mike,

I understand your concerns, and I am happy to discuss and, of course, keep you in the loop. I am unable to meet with you today or tomorrow (I am fully committed both days) and will be out of the office Friday - Wednesday. I will be back in the office Thursday and Friday April 23-24. The council may want to discuss this at its pre-meeting on Monday April 27. Not to say than any formal decision will be made that night (I don't think there is a huge rush).

At the last council meeting we discussed changing the upper lot to all-day parking, because we have received many complaints that the lower lot is full early in mornings and stays full all day. There simply is not enough employee parking in EV to meet the need.

There was a concern at the council level that by making the upper lot all-day parking that it would quickly become fully saturated with employees and put a burden on patrons.

Obviously there are a limited number of spaces in English Village and we all need to work together to utilize them as

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best we can. The spaces along the south side of Little Hardware are very underutilized (with no more than 2-3 cars parked there on average weekday). The council mentioned returning those to all-day parking and asking the Little Hardware employees to park there instead of taking up 11-14 of the 32 spaces available to all employees in the lower lot. I relayed the original concern of yours to the council that the previous all-day parking along Park Lane may have been saturated with overnight residential parking from those living on Park Lane. It was suggested by the council that maybe we post the public parking along Park Lane for "employee parking only" and send a letter to all residents asking them to cooperate and leave those spaces available for commercial use.

I have to admit that with parking so scarce it is a shame to have those spaces along Park Lane underutilized. Patrons of the core of the village don't seem to know that the parking exists behind LH and are not using it. If we could keep the residents from parking there it would make sense to have the LH employees park there and better-share the all-day parking with others.

I have asked Frank to just make a conscious effort to stick his head outside 3-4 times over the course of the day in the next few weeks and gauge his parking. When I have counted the vacant private parking on the LH site is has averaged 17 vacant spaces. This has been on week days... I am sure it is more full on Saturdays. No one wants to put LH in a bind... we love having it in EV! That is why I have asked Frank to just do some counting and see what his comfort level is.

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APPENDIX 1

872014 City of Mountain Brook Mail - RE: Parking on south side of Little Hardware

Let me know your thoughts... and if we are to discuss at the next council meeting I will let you know in advance. Thanks...

On Wed, Apr 15, 2015 at 3:47 PM, Michael A. Mouron <mmouron@capstonemail.com> wrote:

Dana - I visited with Frank Davies at Little Hardware, and understand from him that there is a good bit of discussion about parking in English Village in general, and the parking on the south side of Little Hardware. As I am sure you recall, the commitment of the City was to "monitor" this parking so as to have it available for Little Hardware's and other retail customers in English Village - that and the fact that I own a portion of the parking. Therefore, I am requesting if any change to such parking arrangements are being considered that I be notified in advance.

I am not insensitive to the lack of Employee Parking in English Village and fear it will get worse when/ if the Dreher's develop the corner lots - and I want to be a good citizen/neighbor. That said, I do not want, however, to wake up one day and learn the City has unilaterally changed a commitment that impacts land I own. I hope you can appreciate my concern and my position.

Call if you would like to speak, or let me know and I will visit with you at City Hall. Thanks!

Michael A. Mouron
Chairman
CAPSTONE REAL ESTATE INVESTMENTS, LLC
402 Office Park Drive
Suite 150
Birmingham, AL 35223
205.849.3048 Direct
205.838.6423 Cell

Dana O. Hazen, MPA, AICP

https://mail.google.com/mail/u/0/?ui=2&ik=6220150511-87&as_from=mtbrook142@mtbrook.org&as_subject=Mike_Hazen-4_20150511_87

CITY OF MOUNTAIN BROOK
 Don O. Ivins, AICP
 City Planner
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 www.mountainbrook.org



DATE: May 7, 2015
 TO: Mayor, City Council & City Manager
 FROM: Don Ivins, City Planner
 RE: 15-minute Parking in Villages

Over the past few years the City has received requests from an increasing number of merchants asking for a 15-minute parking space for those users whose patronage needs a short-term "pick up" parking space. Such short-term spaces have been installed at the request of Ricks Pharmacy and Quaker's (both in MB Village). These spaces are not "undesirable" from a parking standpoint, but have proven difficult for the two merchants mentioned above. These spaces are not designated for any particular name, but are for use by the general public.

Merchants who have requested short-term parking are:

- The Cook Store (MB Village)
 - White Room Books (MB Village)
 - City of Mountain Brook (MB Village)
 - Olson's (MB Village)
 - Mountain Brook Cleaners (Crestline)
 - IZ Cafe (English Village)
- A list of other potential locations:
- Mountain Brook Community (MB Village)
 - Berklin's Steak & Purr's (MB Village)
 - Olson (MB Village)
 - Van Deer's Veterinary Services (English Village)
 - Yates (Mountain Brook)
 - Chickadee Woodman/Berardi's Book 2 (MB Village)
 - Honk! Charoponic (Crestline)
 - Town Market/Harkins (Crestline)
 - City Hall (Hoyt)

Each of the merchants on the second list has been contacted by the City and has indicated a strong desire for each short-term parking space in the vicinity of their respective business. Also, staff has met with representatives from each of the three villages, and has gained consensus that the result of 100% requests of these public.

One short-term space along Hoyt has been added to the list of potential locations for use by those visiting City Hall for permits and licenses.

Three new lots of 15-minute locations would put one short-term space on most blocks in the villages. Public Works has indicated that the cost of curbside and landscaping for each space would be \$75.00.



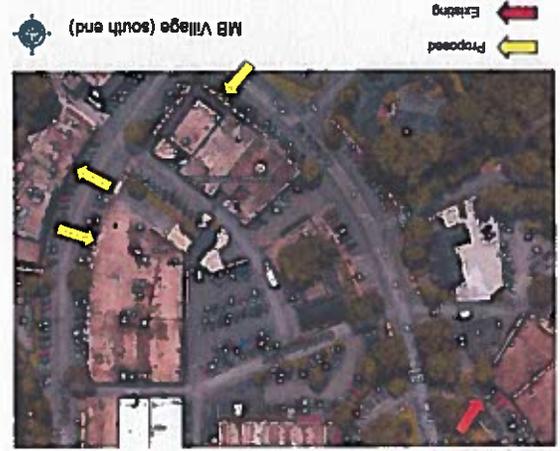
Crestline (north end)

Proposed
 Existing (Private for First
 Comments)



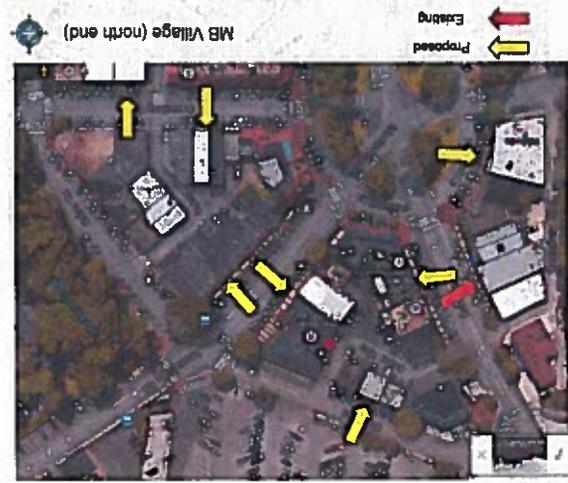
English Village

Proposed



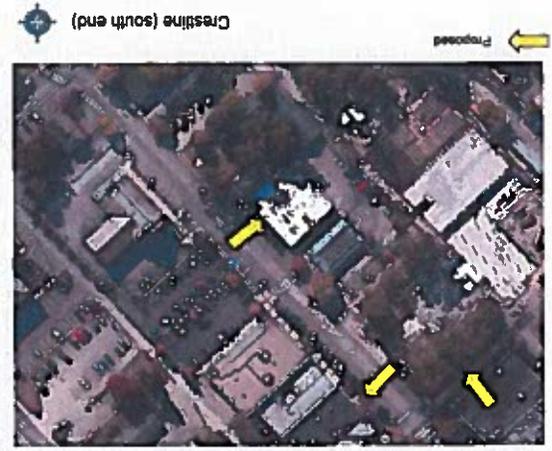
MB Village (south end)

Proposed
 Existing



MB Village (north end)

Proposed
 Existing



Crestline (south end)

Proposed

APPENDIX 2



CITY OF MOUNTAIN BROOK
P. O. Box 130000
Mountain Brook, Alabama 35213-0000
Telephone: 205.802.1400
www.mtbrook.org

To: Sam Gaston, City Manager
From: Steven Boone
Subject: City mechanical equipment noise and aesthetics complaints
Date: April 21, 2015 (May 8 update)

As you are aware, 4-6 weeks ago Virginia received a complaint from Albert Tinsley about fan noise from the equipment yard behind the police department and about the unsightly appearance of the black-screened chain link fence around the equipment yard.

NOISE

During the meeting, we observed normal fan noise from the City's cooling tower and some metal-on-metal noise at start-up from one of the ATT mobile telephone equipment buildings.

On April 10, the City's HVAC maintenance contractor reported to me that the one of the fan motors on the cooling tower is making a noise most likely due to a bearing issue.

On April 29, Mr. Tinsley reported a loud noise coming from one of the cell tower HVAC fans. Earlier in that same week, he called dispatch to report an alarm noise emanating from the equipment yard.

On April 30, Mr. Tinsley resent Virginia a June 2013 e-mail where he recorded decibel levels in and around his home. The noise levels recorded by Mr. Tinsley are consistent with noise levels recorded by Fire officials on June 6, 2013.

I am still waiting to hear from the City's HVAC maintenance contractor about the possibility of whether or not there exists any mechanical or other attachment that can be added to the City's chiller towers to reduce noise.

From: Albert Tinsley <alberttinsley@hotmail.com>
Subject: Mechanical Yard Readings
Date: April 30, 2015 11:00:37 AM CDT
To: Virginia Smith <vsmith@mtb.com>

From: alberttinsley@hotmail.com
Subject: Mechanical Yard Readings
Date: Thu, 27 Jun 2013 15:27:16 -0500

Virginia,

Interestingly these readings below are so loud that they even drown out a passing car from the consistent loud noise coming from new the mechanical yard. I'll be honest I can't live here with significant noise constantly coming from all this new mechanical equipment.

Thursday, June 20, 2013, 2:23PM, 86 D; Degree's Humidity H: 43%
1. 48-50 dB (inside my home with windows closed in the rear of my house.); (W. C.)
2. 61-63 dB (inside the rear of my home with window cracked.); (W. C. O.)

Sunday, June 23, 2013, 6:36PM, 86D, 67%RH
1. 48-50 dB (Inside W. C.)
2. 59-62 dB (Inside W. C. O.)
One car drove by 59-61 dB (Inside W. C. O.)
3. 61-64 dB (Sitting on back porch, outside.); (S. BP. O.)
61-62 dB One car drove by (S. BP. O.)
4. 61-64 dB (Standing in backyard.); (S. B. Y.)
61-62 dB when one car drove by (S. B. Y.)

Sunday, June 23, 2013, 7:32PM, 86D, 69%RH
1. 47-50 dB (Inside W. C.)
2. 60-61 dB (Inside W. C. O.)
61 dB One car drove by (Inside W. C. O.)
3. 61-63 dB (S. BP. O.)
61-62 dB One car drove by (S. BP. O.)
4. 61-64 dB (S. B. Y.)
61-62 dB One car drove by (S. B. Y.)
62-64 dB Standing in backyard near back corner of my lot inside fenced area.
63-65 dB One car drove by *

Sunday, June 23, 2013, 8:37PM, 82D, 71%RH
1. 47-50 dB (Inside W. C.)
2. 61-63 dB (Inside W. C. O.)
3. 62-64 dB (S. BP. O.)

City mechanical equipment noise and aesthetics complaints
April 21, 2015 (May 8 update)
Page two

AESTHETICS

Mr. Tinsley stated that he is displeased with the appearance of the equipment/cell tower compound. He further stated that the City's architect told him during construction that if he was unhappy with the compound, the City would implement corrective measures.

I have obtained verbal permission from Crown Castle to construct and maintain a wooden fence (to be built in front of the existing chain link fence). I have also obtained a quote in the amount of \$4,462 for the construction of a 28-foot fence 10 to 12 feet tall (equal to the chain link fence).

The area between the chain link fence and curb is very narrow. Within this area is a holly (?) tree and some low bushes. I think a fence can be installed within the area without adversely affecting these plantings but we may need an opinion from the Arborist to confirm should the Council decide to proceed.

OBSERVATIONS/COMMENTS

- 1. The ATT fan noise at start-up is better (no more metal-on-metal sound)
2. The cooling tower fan noise issue reported April 10 has been resolved.
3. Fan noise from the City's cooling tower is noticeable from Mr. Tinsley's house. I informed Mr. Tinsley that the fan noise sounded normal to me and that relocating the equipment was not possible.
4. I stated that I would research the possibility of constructing a fence for the Council to consider. The stained wooded fence will likely look better than the black-screened chain link. It is also possible that the fence could muffle the fan noise somewhat.
5. Mr. Tinsley's home is largely screened from the equipment yard by a privet hedge. One must strain to see through the hedge row. The density of the hedge row does change with the seasons and is subject to trimming by City and utility workers. The hedge row is denser now than it was 4-6 weeks ago at the initial meeting. I see little value of the fence from an aesthetics view. However, the fence may be worth pursuing in an effort to muffle the noise and as a sign of the City's good faith attempt to address their appearance and noise concerns.
6. I am also researching whether there are any mechanical or attachment options that can be added to the cooling tower to reduce noise.
7. Decibel readings from within and around Mr. Tinsley's home appear to be in the normal range. It is likely that the fan noises are audible from Mr. Tinsley's home. It is obvious that Mr. Tinsley is frustrated (most likely due to the recent equipment malfunctions). His frustration appears to have increased his attentiveness to the compound.
8. Due to Mr. Tinsley's hedge buffer and the lack of complaints from passersby about the appearance of the compound, I do not recommend a wooden fence for aesthetics. However, such fence may still be justified from a noise buffering (or placebo) perspective.

TINSLEY

62-63 dB One car drove by (S. BP. O.) and a few people talking and laughing on sidewalk along Oak Street
4. 60-62 dB (S. B. Y.)
60-61 dB One car drove by (S. B. Y.)

Sunday, June 23, 2013, 9:39PM, 77D, 74%RH
1. 47-49 dB (Inside W. C.)
2. 60-61 dB (Inside W. C. O.)
3. 62-64 dB (S. BP. O.)
4. 61-63 dB (S. B. Y.)

Sunday, June 23, 2013, 10:44PM, 76-75D, 74-78%RH
1. 45-49 dB (Inside W. C.)
2. 58-60 dB (Inside W. C. O.)
58-61 dB inside rear of house with back door open and screen door closed.
3. 60-61 dB (S. BP. O.)
4. 59-61 dB (S. B. Y.)

Monday, June 24, 2013, 4:51PM, 87D, 54%RH
1. 47-50 dB (Inside W. C.); Window Closed
2. 62-63 dB (Inside W. C. O.); Window Cracked Open
62-63dB One car drove by (Inside W. C. O.)
3. 61-64 dB (S. BP. O.); Sitting on back porch outside
4. 61-63 dB (S. B. Y.)
54-65 dB two cars drove by (S. B. Y.); Standing in backyard

Monday, June 24, 2013, 8:39PM, 82D, 64%RH
1. 47-49 dB (Inside W. C.)
2. 60-61 dB (Inside W. C. O.)
3. 62-64 dB (S. BP. O.)
4. 60-64 dB (S. B. Y.)
60-61dB One car drove by (S. B. Y.)

Tuesday, 6/25/2013, 10:55PM, 77D, 79%RH
1. 47-49 dB (Inside W. C.)
2. 60-62 dB (Inside W. C. O.)
3. 62-63 dB (S. BP. O.)
4. 62-64 dB (S. B. Y.)

Wednesday, 6/26/2013, 9:15PM, 82D, 62%RH
1. 47-50 dB (Inside W. C.)
2. 60-63 dB (Inside W. C. O.)
60-61 dB one car drove by (Inside W. C. O.)
3. 63-64 dB (S. BP. O.)
4. 61-63 dB (S. B. Y.)

Wednesday, 6/26/2013, 10:23PM, 80D, 68%RH
1. 47-50 dB (Inside W. C.)
2. 61-62 dB (Inside W. C. O.)
3. 63-64 dB (S. BP. O.)
4. 62-63 dB (S. B. Y.)

APPENDIX 3

TINSLEY

62-63 dB One car drove by [S. B. Y.]

Virginia in looking at these numbers its louder sitting on my back porch than in the backyard by one or more dB and the car driving by is a wash in dB since its so loud in the back mechanical yard. Interestingly before they ever started the building of this new project I pre-warned the city & architect that my frame house is from the 1940's with single pane windows and the way they had this new mechanical yard shown my area; yard and house couldn't with stand all this noise. So I asked them to spread this equipment around the whole site like the old buildings had before & on the property like they had before tearing all this down. I even suggested putting some of this under ground since they were digging a huge basement anyway. The architect continued to say that it was going to be better than what was there before and hardly any new change in noise as before. The architect even came by my yard before the new water cooling tower was turned on and said that the four HVAC loud blow torch sound in cooler days was awful sounding from the street at my driveway.

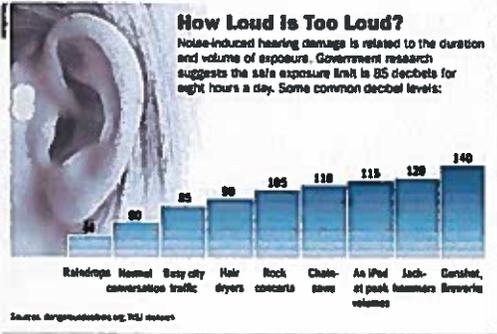
Thank you,
 Albert Tinsley, Realtor
 705-586-3180
alberttinsley@hotmail.com

FIRE DEPT READINGS

June 6, 2013
 dB readings around City Hall

10:00 AM	Front of apparatus bays	50 to 70 dB A
10:03 AM	Oak and Tibbett (Up Tibbett)	50 to 54 dB A
10:04 AM	Oak and Tibbett (Up Oak)	54 dB A (No traffic) 68 dB A (oncoming truck)
10:05 AM	Oak at Parking entrance	51 to 63 dB A
10:07 AM	Oak at Sallyport entrance	63 dB A (2 of 3 fans running)
10:12 AM	3776 Jackson Blvd (Up Jackson)	53 to 56 dB A
10:15 AM	3776 Jackson Blvd (Rear)	58 to 63 dB A (toward equipment yard)
11:06 AM	3776 Jackson Blvd	65 dB A (air conditioner at residence)
11:06 AM	3760 East Fairway Drive	62 dB A (air conditioner next door)
8:30 PM	3776 Jackson Blvd	53 dB A (on street)
8:32 PM	Oak Street	57 dB A (at hedges behind 3776)
8:33 PM	Oak Street	60 dB A (at fence around equip. yard)

APPENDIX 3



Montevilla Road at Overbrook Road

The intersection of Montevilla Road at Overbrook Road was examined to determine the scope of both non-widening and widening projects which could alleviate existing traffic congestion experienced at the intersection. The general study area for the analysis is shown in Figure 1.



Figure 1. Site Location Map

In the vicinity of the intersection, Montevilla Road is a two lane urban minor arterial roadway with a posted speed limit of 30 miles per hour. Overbrook Road is a two lane local roadway with a posted speed limit of 30 miles per hour. The intersection of Montevilla Road at Overbrook Road is controlled by a traffic signal. Traffic conditions at the intersection are significantly influenced by the presence of Mountain Brook Junior High School, located on Overbrook Road approximately 1,100 feet south of Montevilla Road.

Existing Intersection Turning Movement Traffic Counts

An existing intersection turning movement traffic count was performed at the intersection of Montevilla Road at Overbrook Road on Thursday to Friday, March 12 to 13, 2015, during the hours of 7:00 to 9:00 a.m., 2:30 to 3:30 p.m., and 4:00 to 8:00 p.m., by Traffic Data, LLC on behalf of Skipper Consulting, Inc. The traffic count data is included in Appendix A. Peak hour turning movement traffic volumes are illustrated in Figure 2.

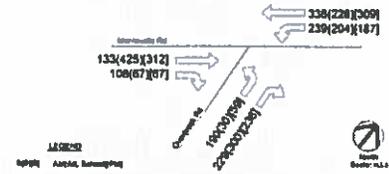


Figure 2. Existing Intersection Turning Movement Traffic Counts

Existing Traffic Signal Phases and Timing

The existing traffic signal operates with a leading westbound protective-permissive arrow for Montevilla Road (Phase 1 + Overlap A), main street through movements on Montevilla Road (Phase 2) and the side street movement (Phase 4). There is a pedestrian phase associated with Phase 2 for a pedestrian crossing of Overbrook Road. The existing traffic signal operating plan is shown in Figure 3. The existing traffic signal programming chart is shown in Table 1.

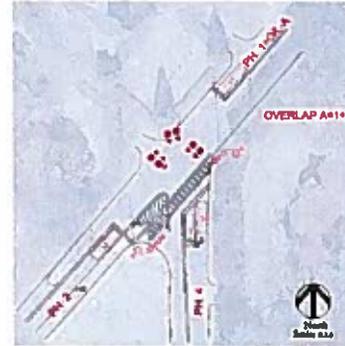


Figure 3. Existing Traffic Signal Operating Plan

Table 1. Existing Traffic Signal Controller Programming

	1	2	3	4
Min. Green	5	20	5	5
Passage	5	5	5	5
Max. Green 1	20	40	40	35
Max. Green 2	20	40	40	35
Yellow	4	4	4	4
All Red	1	1	1	1
Walk		10		
Don't Walk		10		
Recall		Min.		
Non-Lock	X			X
Detector Switch	2			

Existing Intersection Capacity Analysis and Queue Calculations

Existing peak hour intersection capacity analyses and queue calculations were performed for the intersection of Montevilla Road at Overbrook Road using the methods of analysis contained in the 2010 Highway Capacity Manual, published by the Transportation Research Board. Capacities are expressed as levels of service, and range from a level of service "A" (highest quality of service) to a level of service "F" (jammed conditions). As a general rule, operation at a level of service "C" or better is desirable, with a level of service "D" considered acceptable during the peak hours of traffic flow. The results of the intersection capacity analyses and queue calculations are included in Appendix B and are summarized in Table 2.

Table 2. Existing Intersection Capacity Analysis and Queue Calculations

Approach	Movement	AM Peak		PM Peak		LOS	Queue			
		Vol	Cap	Vol	Cap					
Montevilla Road Eastbound	Through	B	17	150'	B	17	285'	B	14	355'
	Right	B	16	130'	B	14	130'	B	11	130'
Overall approach		B	177	18'	B	16	18'	B	14	180'
Montevilla Road Westbound	Left-Through	B	11	430'	B	10	485'	A	7	435'
	Left	C	26	510'	C	14	275'	C	30	180'
Overbrook Road Northbound	Right	C	27	55'	C	16	55'	C	30	55'
	Overall approach	C	142	11'	C	22	11'	C	30	55'

Note: Delay is expressed in average seconds per vehicle

Crash History

Crash information for the intersection of Montevilla Road at Overbrook was provided by the City of Mountain Brook Police Department for 2012, 2013, and 2014. During the period, there were five crashes related to the intersection of Montevilla Road at Overbrook Road. All five crashes were rear-end crashes, with three of the crashes occurring on Montevilla Road eastbound and the other two crashes on Montevilla Road westbound. A crash diagram is provided in Figure 4.

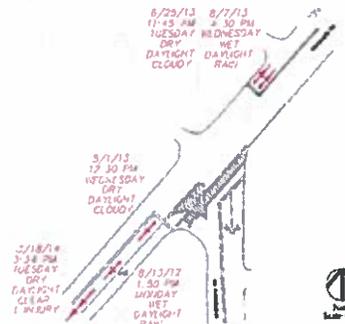


Figure 4. Crash History

Observations

Observations of traffic flow at the intersection of Montevilla Road at Overbrook Road was performed on Thursday, April 9 and Monday April 13, 2015 by Skipper Consulting, Inc. Observations were conducted from 7:15 to 8:00 a.m., 2:55 to 3:35 p.m., and 4:45 to 5:45 p.m. The findings of the observations are discussed below.

AM Peak Period Observations

- The maximum queue of northbound left turning vehicles on Overbrook Road was 9 vehicles, which would require queue storage of approximately 200 feet. There is currently available left turn storage of approximately 50 feet, sufficient for 2 vehicles. Once the third left turning vehicle queues, vehicles desiring to turn right are blocked. This situation prevailed from 7:23 a.m. to 8:00 a.m.
- The maximum queue of eastbound through vehicles Montevilla Road was 6 vehicles. Clearing this queue requires approximately 15 seconds of green time.
- The green time for the westbound left + through movement is short by approximately 10 seconds.

APPENDIX 4

Afternoon School Peak Period Observations

- The maximum queue of northbound left turning vehicles on Overbrook Road was 7 vehicles. The ability for vehicles to turn right onto Montevello Road was blocked from 2:58 p.m. until 3:22 p.m.
- Vehicles turning left from Montevello Road westbound onto Overbrook Road conflicted frequently with vehicles turning right from Montevello Road eastbound. It appears that the left turning drivers may assume that the right turning vehicles have a YIELD sign.
- Traffic operations at the intersection were significantly impacted by vehicles queued on Montevello Road eastbound, backing up from the signal at Church Street through the intersection of Overbrook Road. This situation prevailed from 3:17 p.m. until 3:32 p.m. It appears that traffic at the intersection of Montevello Road at Overbrook Road would operate in a satisfactory manner if it was not adversely impacted by traffic backing up from the Church Street intersection.

PM Peak Period Observations

- Phase 1 (the westbound left turn + through movement) has limited demand and needs much less green time than it is allotted.
- Traffic operations at the intersection were significantly impacted by vehicles queued on Montevello Road eastbound, backing up from the signal at Church Street through the intersection of Overbrook Road. This situation prevailed from 5:09 p.m. until 5:45 p.m. It appears that traffic at the intersection of Montevello Road at Overbrook Road would operate in a satisfactory manner if it was not adversely impacted by traffic backing up from the Church Street intersection.

Recommended Improvements - Short-Term

During the a.m. peak period, there is an opportunity to provide immediate improvement to the westbound traffic flow on Montevello Road, which is to use a time-of-day maximum green 2 program to increase the amount of green time on Phase 1 (the westbound left+through movement) by decreasing a corresponding amount of green time on Phase 2 (the eastbound + westbound through movements). Phase 1 is currently programmed with 20 seconds of green time and Phase 2 is currently programmed with 40 seconds of green time. It is recommended that during the a.m. peak period, these values be reprogrammed using a time-of-day control to allow 40 seconds of green time on Phase 1 and 20 seconds of green time on phase 2. The new programming chart is shown in Table 3.

The existing traffic signal equipment at this intersection is capable of implementing the proposed timing changes. There would be no additional costs incurred by the City to implement this recommendation.

The effectiveness of the proposed improvement was tested by capacity analysis and queue analysis techniques. The results of the intersection capacity analyses and queue calculations with short-term improvements are included in Appendix C and are summarized in Table 4.

Table 3. Proposed Traffic Signal Controller Programming

	1	2	3	4
Min. Green	5	20		8
Passage	5	5		5
Max. Green 1	20	40		35
Max. Green 2	40	20		35
Yellow	6	4		4
All Red	1	1		1
Walk		10		
Don't Walk		10		
Recall		Min.		
Non-Lock	X			X
Detector Switch	2			

Max. Green 2 active weekdays from 7:25 a.m. to 8:50 a.m.
Modified values are indicated with a yellow highlight

Table 4. Intersection Capacity Analysis and Queue Calculations for Short-Term Improvements

Approach	Movement	AM Peak - Existing			AM Peak - with Short-Term Improvements		
		Level of Service	Delay	Queue	Level of Service	Delay	Queue
Montevello Road Eastbound	Through	B	17	150'	B	19	180'
	Right	B	18	130'	B	18	100'
Overall approach		B	27		B	19	
Montevello Road Westbound	Left-Through	B	31	430'	B	11	195'
	Left	C	28	350'	C	27	495'
Overbrook Road Northbound	Right	C	27	55'	C	27	55'
	Overall approach	C	32		C	27	
Overall intersection		B	32		B	19	

Note: Delay is expressed in average seconds per vehicle

Recommended Improvements - Long-Term

Two potential improvements were examined for long-term widening solutions for the intersection of Montevello Road at Overbrook Road based on the results of the analyses and observations conducted for this study:

1. Construction of a left turn lane on Montevello Road westbound
2. Extension of the right turn lane on Overbrook Road northbound.

These improvements are discussed in the following sections of this report.

APPENDIX

Proposed Left Turn Lane on Montevello Road

In order to determine if a left turn lane is warranted on Montevello Road westbound, the existing a.m. peak hour traffic volumes (worst case scenario) were analyzed using the left turn warrant methodology contained in the National Cooperative Highway Research Project (NCHRP) Report 457. The results of this analysis are depicted in Figure 5, and indicate a left turn lane is warranted on Montevello Road westbound.

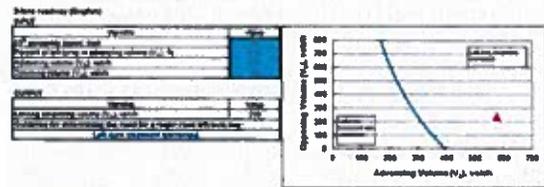


Figure 5. Left Turn Lane Warrant Analysis

Seeing that a left turn lane is warranted, the first consideration given to the construction of a left turn lane on Montevello Road westbound was the availability of right-of-way and the impact to the adjacent homes. In order to estimate these impacts, a preliminary design was developed assuming symmetrical widening around the centerline using 11 foot wide lanes. A 100 foot long turn bay and 100 foot long taper into the turn bay were used. The preliminary design is shown in Figure 6.

An examination of Figure 6 reveals the following constraints:

1. There are existing improvements which are off the right-of-way in the quadrant of the intersection occupied by Mountain Brook Baptist Church. The proposed widening would encroach farther into the church property in this quadrant.
2. There is an offset in the right-of-way on the northwest side of the Montevello Road. Beginning at this offset and extending to the north, the required widening would come to within 2 feet of the right-of-way line.
3. The proposed widening would impact the frontage of 9 homes along Montevello Road.



Figure 6. Preliminary Design of Left Turn Lane on Montevello Road

Proposed Right Turn Lane Extension on Overbrook Road

The need for extension of the right turn lane on Overbrook Road northbound approaching Montevallo Road was noted in observations of traffic flow at the intersection. If the left turn storage on Overbrook Road was capable of stacking the entire left turn demand, then traffic desiring to turn right from Overbrook Road onto Montevallo Road eastbound could turn right during both Phase 4 (Overbrook Road green) and Phase 1 (Montevallo Road westbound left turn). The signal could be modified to have an overlap right turn arrow for Overbrook Road which would show a green arrow during both Phase 4 and Phase 1 (see illustration to the right), and the green time on Overbrook Road could be decreased to the maximum green time required to serve only the left turns from Overbrook Road onto Montevallo Road westbound. This reduction in green time for Phase 4 would help improve traffic on Montevallo Road since the Montevallo Road traffic would experience a decrease in red time each signal cycle.



In order to provide sufficient stacking for the left turning traffic, the left turn lane on Overbrook Road will need to be extended approximately 150 feet to provide a total of 200 feet of storage. In addition, a taper section will be needed to transition from two lanes to three lanes. A 100 foot taper was used for the preliminary design. Lane widths of 10 feet for the left turn lane and 10 feet for the right turn lane were used in the design. The preliminary design for the right turn lane on Overbrook Road is shown in Figure 7. The basis of design to provide the additional width of paving for the proposed extension of the right turn lane can be described as follows:

- The existing 4 foot sidewalk would be shifted to the east 2 feet so that it would be flush against the existing utility poles.
- The proposed valley gutter would be constructed flush with the relocated sidewalk, eliminating the 3 foot wide green space between the sidewalk and the valley gutter.
- Approximately 30 feet of asphalt surface would then be available for use as three 30 foot travel lanes.

The following constraints were noted in developing the conceptual plan shown in Figure 7:

1. There is an existing sewer line with manholes which would need to be relocated.
2. Two residential driveways would need to be reconstructed.

Operational Analysis of Recommended Lane-Term Improvements

An operational assessment of the proposed long-term improvements was performed by determining the resultant levels of service, delay, and queues for the intersection of Montevallo Road at Overbrook Road with the proposed improvements in place. The results of these analyses are included in Appendix D and are summarized in Table 5.

Table 5. Intersection Capacity Analysis and Queue Calculations with Long-Term Improvements

Approach	Movement	Left Turn		Thru		Right Turn	
		Queue (ft)	Delay (s)	Queue (ft)	Delay (s)	Queue (ft)	Delay (s)
Montevallo Road Eastbound	Through	B	13	60'	B	13	100'
	Right	B	13	55'	B	10	20W
Montevallo Road Westbound	Through	A	6	130'	A	5	170'
	Right	A	6	210'	A	5	170'
Overbrook Road Northbound	Left	C	20	115'	B	19	45'
	Right	B	17	50'	B	18	75'

Note: Delay is expressed in average seconds per vehicle

Cost Estimates

Cost estimates for construction were prepared for the two long-term projects. The cost estimate for construction for the proposed left turn lane on Montevallo Road is shown in Table 6. The cost estimate for construction for the proposed right turn lane extension on Overbrook Road is shown in Table 7. The following is a summary of the estimated construction costs.

Left Turn Lane on Montevallo Road

Construction Cost	\$601,000
Preliminary Engineering	\$ 20,000
Total	\$621,000

Right Turn Lane Extension on Overbrook Road

Construction Cost	\$151,000
Preliminary Engineering	\$ 23,000
Total	\$174,000

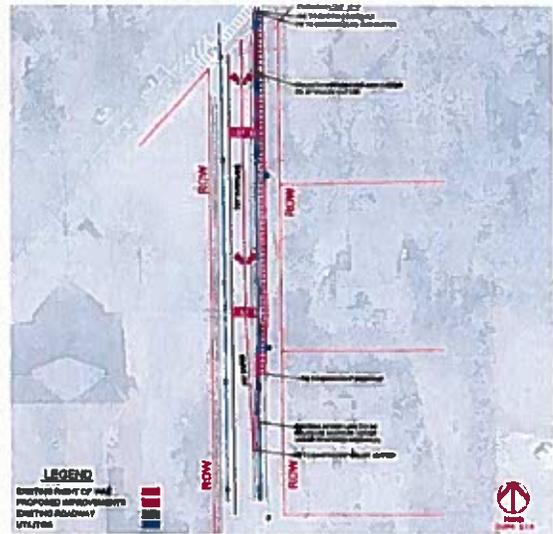


Figure 7. Preliminary Design of Right Turn Lane on Overbrook Road

Table 6. Cost Estimate - Left Turn Lane on Montevallo Road

REMOVALS/MISLOCATIONS	Quantity	Units	Unit Cost	Estimated Cost
Removal of existing traffic control markings	825	sq ft.	\$ 2.00	\$ 1,650.00
Removal of existing grade lines	1	each	\$ 1,875.00	\$ 1,875.00
Removal of existing drainage pipe	20	ft	\$ 30.00	\$ 600.00
Removal of existing traffic signal (partial)	1	lamp arm	\$ 5,000.00	\$ 5,000.00
Removal of north lead gutter	1,000	ft	\$ 12.00	\$ 12,000.00
Removal of existing driveway apron	90	sq yd	\$ 12.00	\$ 1,080.00
Removal of existing sidewalk	120	sq yd	\$ 12.00	\$ 1,440.00
Removal of existing utility pole	5	each	\$16,000.00	\$ 80,000.00
				\$
				\$ 112,565.00
INSTALLATIONS				
Unpaved extension	330	sq yd	\$ 20.00	\$ 6,600.00
Sealed existing paving	1340	sf	\$ 3.00	\$ 4,020.00
Base and curb	925	sq yd	\$ 20.00	\$ 18,500.00
Overlays	1765	sq yd	\$ 11.00	\$ 19,415.00
Sidewalk, P	170	sq yd	\$ 98.00	\$ 16,660.00
Curb and gutter	1340	sf	\$ 25.00	\$ 33,500.00
Storm drain	1340	sf	\$ 70.00	\$ 93,800.00
ADA ramp	0	sq yd	\$ 70.00	\$ 0.00
Islet	6	each	\$ 8,000.00	\$ 48,000.00
Driveway apron	88	sq yd	\$ 10.00	\$ 880.00
Traffic control markings	1500	sq ft.	\$ 4.00	\$ 6,000.00
Traffic signal modifications	1	lamp arm	\$38,000.00	\$ 38,000.00
Adjust sewer manhole	1	each	\$ 400.00	\$ 400.00
Sewer line relocation	1	each	\$ 1,000.00	\$ 1,000.00
Adjust sewer main	1	each	\$ 400.00	\$ 400.00
Wear course raise	5	each	\$ 500.00	\$ 2,500.00
				\$
				\$ 366,825.00
				\$ 479,390.00
OVERHEAD				
Matheson (2%)				\$ 9,607.80
Geometric controls (15%)				\$ 7,190.25
Signal control (2%)				\$ 7,571.52
Traffic handling (2%)				\$ 14,226.55
Cleaning and grubbing (2%)				\$ 11,327.79
Landscaping (2%)				\$ 7,571.52
Construction fuel (1%)				\$ 4,793.90
Construction engineering and inspection (1%)				\$ 4,793.90
				\$ 52,785.28
				\$ 532,175.28
				\$ 76,268.00
				\$ 608,443.28
PERMISSIBILITY (CONSTRUCTION SURVEY (2%))				
				\$ 10,041.30
				\$ 60,062.00
				\$ 90,123.00
				\$ 30,041.70
				\$ 690,669.28

Table 7. Cost Estimate - Right Turn Lane Extension on Overbrook Road

ITEMS	Quantity	Unit	Unit Cost	Estimated Cost
REMOVALS				
Removal of existing traffic control markings	22.82	sq ft	\$ 1.00	\$ 22.82
Removal of existing traffic signal	16.3	sq ft	\$ 2.00	\$ 32.60
Removal of existing traffic signal base	1	each	\$ 150.00	\$ 150.00
Removal of 30" utility gutter	205	ft	\$ 11.20	\$ 2,296.00
Removal of curb and gutter	80	ft	\$ 11.20	\$ 896.00
Removal of existing sidewalk	125	sq yd	\$ 12.00	\$ 1,500.00
Removal of existing driveway apron	10	sq yd	\$ 12.00	\$ 120.00
Removal existing power conduits	1	each	\$ 2,000.00	\$ 2,000.00
INSTALLATIONS				
Unexcavated concrete	345	sq yd	\$ 20.00	\$ 6,900.00
Excavated concrete	207	sf	\$ 3.00	\$ 621.00
Base and pave	130	sq yd	\$ 60.00	\$ 7,800.00
Driveway	900	sq yd	\$ 15.00	\$ 13,500.00
Sidewalk, 4"	125	sq yd	\$ 36.00	\$ 4,500.00
Curb and gutter	80	ft	\$ 26.00	\$ 2,080.00
Utility gutter	205	ft	\$ 35.00	\$ 7,175.00
Driveway apron	10	sq yd	\$ 60.00	\$ 600.00
4" solid white line	870	ft	\$ 3.00	\$ 2,610.00
4" dashed white line	102	ft	\$ 2.00	\$ 204.00
4" double yellow line	130	ft	\$ 6.00	\$ 780.00
Traffic control markings	65.54	sq ft	\$ 4.00	\$ 262.16
40" traffic control signals	69.54	sq ft	\$ 4.00	\$ 278.16
traffic signal head, 5 section	1	each	\$ 1,200.00	\$ 1,200.00
70" x 4" long traffic signal cable	300	ft	\$ 0.50	\$ 150.00
Pipe, 60" dia, 10' long, 10' high	1	each	\$ 150.00	\$ 150.00
Traffic signal controller cabinet modifications	1	hour man	\$ 150.00	\$ 150.00
Sewer line extension	175	ft	\$ 10.00	\$ 1,750.00
Sewer manhole, 60" diameter, 5' deep or less	2	each	\$ 4,200.00	\$ 8,400.00
Sewer manhole extension	2	each	\$ 2,000.00	\$ 4,000.00
Wave under coat	2	each	\$ 600.00	\$ 1,200.00
Subtotal - Installations				\$ 36,624.16
OVERHEAD				
Material (5%)				\$ 1,831.08
Equipment (5%)				\$ 183.11
Overhead (5%)				\$ 1,831.08
Traffic handling (5%)				\$ 1,831.08
Clearing and grubbing (5%)				\$ 1,831.08
Landscaping (5%)				\$ 1,831.08
Contingency (5%)				\$ 1,831.08
Construction opening and inspection (10%)				\$ 3,662.16
Subtotal Overhead (Total estimate without contingencies)				\$ 12,682.21
Contingency (10%)				\$ 3,662.16
Total construction cost estimate with contingencies				\$ 16,344.37
PRELIMINARY EXPENSES				
Survey (5%)				\$ 7,200.00
Preliminary engineering (10%)				\$ 16,344.37
Subtotal preliminary engineering				\$ 23,544.37
TOTAL PROJECT COST				\$ 39,888.74

Funding Sources

There are two possible funding sources for the proposed long-term projects: federal funding and local funding. Since Montevallo Road is a classified urban minor arterial roadway, it would qualify for the use of Federal transportation funding. The most likely source of Federal transportation would be through the Birmingham area Metropolitan Planning Organization as a Surface Transportation Program (STP) Birmingham Attributable (BH) project. This could include the work just Montevallo Road or all the proposed work at the intersection. But it could not include only the work on Overbrook Road. The only realistic potential funding source for the work on Overbrook Road would be local (City) funding. If the entire project was pursued as an STPBH project, the funding split would be 80% Federal/20% City. The allocation of funds would be:

Preliminary Engineering	
Federal share	\$ 90,400
City share	\$ 22,800
Total	\$113,200
Construction	
Federal share	\$401,600
City share	\$150,400
Total	\$552,000

APPENDIX 4

Appendix A

Intersection Turning Movement Traffic Counts

TRAFFIC DATA, LLC
1409 Turnham Lane
Birmingham, AL 35218
205-824-0126

File Name : mountainbrook04
Site Code : 00000000
Start Date : 03/12/2015
Page No : 1

Mountain Brook, AL

Start Time	MONTVALLO RD			OVERBROOK RD			MONTVALLO RD			Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
02:30 PM	20	18	0	0	87	0	0	11	0	0	217
02:45 PM	27	21	0	13	87	0	0	19	0	0	117
Total	103	144	0	13	174	0	0	30	0	0	334
03:00 PM	85	97	0	14	40	0	0	21	0	0	202
03:15 PM	78	78	0	36	83	0	0	18	0	0	234
Total	161	165	0	50	123	0	0	39	0	0	438
04:00 PM	41	70	0	7	88	0	0	11	0	0	200
04:15 PM	61	75	0	13	89	0	0	11	0	0	236
04:30 PM	47	88	0	7	88	0	0	9	0	0	200
04:45 PM	43	87	0	6	75	0	0	8	0	0	200
Total	179	300	0	33	270	0	0	39	0	0	711
05:00 PM	57	65	0	8	71	0	0	13	0	0	203
05:15 PM	64	68	0	16	80	0	0	21	0	0	239
05:30 PM	63	66	0	10	71	0	0	17	0	0	236
05:45 PM	64	61	0	10	69	0	0	16	0	0	210
Total	248	260	0	34	291	0	0	47	0	0	746
07:00 AM	85	88	0	8	34	0	0	22	0	0	207
07:15 AM	88	78	0	33	88	0	0	20	0	0	279
07:30 AM	88	77	0	91	70	0	0	35	0	0	330
07:45 AM	88	83	0	88	82	0	0	34	0	0	355
Total	349	326	0	117	324	0	0	111	0	0	1116
08:00 AM	81	92	0	21	49	0	0	44	11	0	209
08:15 AM	71	88	0	6	81	0	0	37	14	0	207
08:30 AM	88	91	0	3	38	0	0	20	0	0	230
08:45 AM	84	87	0	8	34	0	0	23	0	0	209
Total	344	368	0	38	161	0	0	124	14	0	1021
Grand Total	1081	1487	0	342	1177	0	0	1370	334	0	6783
Approach %	41.8	88.5	0.0	22.4	78.8	0.0	0.0	88.4	19.8	0.0	83.0
Total %	18.0	28.8	0.0	8.8	25.5	0.0	0.0	25.8	5.8	0.0	28.0

Start Time	MONTVALLO RD			OVERBROOK RD			MONTVALLO RD			Total	Int. Total				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right						
04:45 PM	0	304	228	0	432	30	350	2	332	435	87	0	482	1266	
Volume	0	47.2	32.8	0.0	62.0	4.0	46.4	0.0	41.0	68.4	12.8	0.0	81.2	327	
Post Factor	0	82	86	0	139	10	71	0	81	101	17	0	118	228	
High Int. Volume	0	08:30 PM	83	88	0	139	10	80	0	80	121	13	0	134	0.887
Post Factor	0	0.827	0.827	0	0.827	0.100	0.600	0	0.827	0.827	0.100	0	0.910	0.910	

TRAFFIC DATA, LLC
 1409 Turnham Lane
 Birmingham, AL 35216
 205-824-0126

File Name : mountainbrook04
 Site Code : 00000000
 Start Date : 03/12/2015
 Page No : 2

Start Time	MONTVALLO RD Intersection				OVERBROOK RD Intersection				MONTVALLO RD Intersection				App. Type	Vol. Total
	App. Type	Left	Thru	Right	App. Type	Left	Right	Thru	App. Type	Left	Thru	Right		
Peak Hour From 04:30 PM to 05:00 PM - Peak 1 of 1														
By Approach	0	200	240	0	440	30	200	2	232	425	67	0	492	
Volume		48.4	63.6	0.0	112.0	8.0	50.4	0.6	59.0	98.4	13.6	0.0	112.0	
High Int.		0	0	0	0	0	0	0	0	0	0	0	0	
Peak Factor		0.13	0.13	0.000	0.13	0.13	0.000	0.13	0.13	0.13	0.000	0.13	0.13	
Peak Hour From 07:30 AM to 08:00 AM - Peak 1 of 1														
By Approach	0	230	220	1	451	180	220	0	410	133	100	0	241	
Volume		41.3	40.0	0.2	81.5	40.3	54.7	0.0	95.0	34	26	0	72	
High Int.		0	0	0	0	0	0	0	0	0	0	0	0	
Peak Factor		0.14	0.14	0.000	0.14	0.14	0.000	0.14	0.14	0.14	0.000	0.14	0.14	
Peak Hour From 07:30 AM to 08:00 AM - Peak 1 of 1														
By Approach	0	344	388	0	732	180	220	0	410	133	100	0	241	
Volume		38.0	42.1	0.0	80.1	40.3	54.7	0.0	95.0	34	26	0	72	
High Int.		0	0	0	0	0	0	0	0	0	0	0	0	
Peak Factor		0.14	0.14	0.000	0.14	0.14	0.000	0.14	0.14	0.14	0.000	0.14	0.14	

Appendix B
Intersection Capacity Analysis Worksheets
Existing

APPENDIX

HCM Signalized Intersection Capacity Analysis
1. Montevallo Road & Overbrook Road

AM Peak Existing
 4/13/2015

Movement	EBT	EBR	WB	WBT	WB	WB
Lane Configurations	1	1	1	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	10	12	11	11	10
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected	1.00	1.00	0.85	0.95	1.00	1.00
Satd. Flow (prot)	1837	1507	1799	1745	1507	1507
Flt Permitted	1.00	1.00	0.78	0.95	1.00	1.00
Satd. Flow (perm)	1837	1507	1429	1745	1507	1507
Volume (vph)	133	100	239	338	190	229
Peak-hour factor, P _h F	0.84	0.84	0.90	0.90	0.72	0.72
Adj. Flow (vph)	158	129	244	345	264	318
RTOR Reduction (vph)	0	85	0	0	0	88
Lane Group Flow (vph)	158	44	0	589	264	230
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm D.F+P		Perm		Perm	
Protected Phases	2		1	1	2	4
Permitted Phases		2		2		4
Actuated Green, G (s)	23.3	23.3		39.4	18.8	18.8
Effective Green, g (s)	24.3	24.3		41.4	17.6	17.6
Actuated g/C Ratio	0.34	0.34		0.58	0.25	0.25
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	629	616		622	433	374
vs Ratio Prot	0.09			c0.15	0.15	
vs Ratio Perm		0.03		c0.22		c0.15
vs Ratio	0.25	0.09		0.84	0.61	0.81
Uniform Delay, d1	18.0	15.8		9.8	23.7	23.7
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.2	0.1		1.5	2.4	3.0
Delay (s)	17.0	15.0		11.3	26.1	26.7
Level of Service	B	B		B	C	C
Approach Delay (s)	16.5			11.3	26.4	
Approach LOS	B			B	C	
Intersection Summary						
HCM Average Control Delay	18.4			HCM Level of Service		B
HCM Volume to Capacity ratio	0.83					
Actuated Cycle Length (s)	71.0			Sum of lost time (s)	12.0	
Intersection Capacity Utilization	68.2%			ICU Level of Service		C
Analysis Period (min)	15					
c Critical Lane Group						

Queuing and Blocking Report
AM Peak Existing

AM Peak Existing
 4/13/2015

Intersection: 1. Montevallo Road & Overbrook Road

Movement	EBT	EBR	WB	WBT	WB	WB
Directions Served	T	R	LT	L	R	
Maximum Queue (ft)	167	180	548	624	51	
Average Queue (ft)	80	51	254	305	48	
85th Queue (ft)	148	111	429	549	54	
Link Distance (ft)	1822		1974	2598		
Upstream Bk Time (%)						
Queuing Penalty (vph)						
Storage Bay Dist (ft)		155			25	
Storage Bay Time (%)	0.01	0.00		0.47	0.10	
Queuing Penalty (vph)	1	0		151	26	
Network Summary						
Network wide Queuing Penalty: 178						

HCM Signalized Intersection Capacity Analysis
1: Montevillo Road & Overbrook Road

Afternoon School Existing
4/13/2015

Movement	EBT	EBL	WB	WBT	NEE	NEB
Lane Configurations	T	L	T	L	T	L
Ideal Flow (vph/ft)	1900	1900	1900	1900	1900	1900
Lane Width	11	10	12	11	11	10
Total Lost Time (s)	4.0	4.0	0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected	1.00	1.00	0.85	0.85	1.00	1.00
Satd. Flow (prot)	1837	1507	1801	1745	1507	1507
Flt Permitted	1.00	1.00	0.85	0.85	1.00	1.00
Satd. Flow (perm)	1837	1507	1079	1745	1507	1507
Volume (vph)	312	87	167	309	59	236
Peak-hour Factor, PHF	0.92	0.80	0.82	0.89	0.46	0.83
Adj. Flow (vph)	339	84	228	347	129	375
RTOR Reduction (vph)	0	82	0	0	0	228
Lane Group Flow (vph)	339	32	0	575	129	147
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm D,P+P		Perm		Perm	
Protected Phases	2		1	1, 2	4	
Permitted Phases		2	2			4
Actuated Green, G (s)	24.8	24.8	40.8	12.8	12.8	
Effective Green, g (s)	25.8	25.8	42.8	13.8	13.8	
Actuated g/C Ratio	0.35	0.38	0.62	0.20	0.20	
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	695	670	852	348	301	
vs Ratio Prot	0.18		0.17	0.07		
vs Ratio Perm		0.02	0.28	0.10		
vc Ratio	0.49	0.08	0.67	0.37	0.49	
Uniform Delay, d1	18.2	13.8	8.3	23.8	24.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	0.0	2.1	0.7	1.2	
Delay (s)	18.7	13.8	10.4	24.2	25.5	
Level of Service	B	B	B	C	C	
Approach Delay (s)	16.1		10.4	25.1		
Approach LOS	B		B	C		
Intersection Summary						
HCM Average Control Delay		17.0		HCM Level of Service		B
HCM Volume to Capacity ratio		0.53				
Actuated Cycle Length (s)		68.2		Sum of lost time (s)		12.0
Intersection Capacity Utilization		89.8%		ICU Level of Service		B
Analysis Period (min)		15				
c Critical Lane Group						

Montevillo Road at Overbrook Road 4/13/2015 Afternoon School Existing Synchro 8 Report
Slipper Consulting Page 1

Queuing and Blocking Report
Afternoon School Existing

Afternoon School Existing
4/13/2015

Intersection: 1: Montevillo Road & Overbrook Road

Movement	EB	EB	WB	NE	NE
Directions Served	T	R	LT	L	R
Maximum Queue (ft)	332	180	607	390	51
Average Queue (ft)	184	45	285	138	49
95th Queue (ft)	287	132	498	294	54
Link Distance (ft)	1922		1974	2599	
Upstream Blk Time (%)					
Queueing Penalty (veh)					
Storage Bay Dist (ft)		155		25	
Storage Bay Time (%)	0.10	0.00		0.29	0.21
Queueing Penalty (veh)	8	0		110	26

Network Summary
Network wide Queueing Penalty: 143

Montevillo Road at Overbrook Road 4/13/2015 Afternoon School Existing SimTraffic Report
Slipper Consulting Page 1

HCM Signalized Intersection Capacity Analysis
1: Montevillo Road & Overbrook Road

PM Peak Existing
4/13/2015

Movement	EBT	EBL	WB	WBT	NEE	NEB
Lane Configurations	T	L	T	L	T	L
Ideal Flow (vph/ft)	1900	1900	1900	1900	1900	1900
Lane Width	11	10	12	11	11	10
Total Lost Time (s)	4.0	4.0	0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected	1.00	1.00	0.85	0.85	1.00	1.00
Satd. Flow (prot)	1837	1507	1794	1745	1507	1507
Flt Permitted	1.00	1.00	0.48	0.95	1.00	1.00
Satd. Flow (perm)	1837	1507	890	1745	1507	1507
Volume (vph)	425	67	204	228	30	300
Peak-hour Factor, PHF	0.92	0.92	0.94	0.84	0.82	0.92
Adj. Flow (vph)	462	73	243	271	33	326
RTOR Reduction (vph)	0	30	0	0	0	280
Lane Group Flow (vph)	462	43	0	514	33	48
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm D,P+P		Perm		Perm	
Protected Phases	2		1	1, 2	4	
Permitted Phases		2	2			4
Actuated Green, G (s)	36.6	36.6	82.9	9.9	9.9	
Effective Green, g (s)	37.6	37.6	84.9	10.9	10.9	
Actuated g/C Ratio	0.48	0.48	0.71	0.14	0.14	
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	858	728	629	244	211	
vs Ratio Prot	0.25		0.14	0.02		
vs Ratio Perm		0.03	0.30	0.03		
vc Ratio	0.52	0.08	0.82	0.14	0.22	
Uniform Delay, d1	13.9	10.7	8.0	29.3	29.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	0.0	1.4	0.3	0.5	
Delay (s)	14.4	10.7	7.4	28.8	30.2	
Level of Service	B	B	A	C	C	
Approach Delay (s)	13.9		7.4	30.1		
Approach LOS	B		A	C		
Intersection Summary						
HCM Average Control Delay		15.7		HCM Level of Service		B
HCM Volume to Capacity ratio		0.55				
Actuated Cycle Length (s)		77.8		Sum of lost time (s)		12.0
Intersection Capacity Utilization		82.3%		ICU Level of Service		B
Analysis Period (min)		15				
c Critical Lane Group						

Montevillo Road at Overbrook Road 4/13/2015 PM Peak Existing Synchro 6 Report
Slipper Consulting Page 1

Queuing and Blocking Report
PM Peak Existing

PM Peak Existing
4/13/2015

Intersection: 1: Montevillo Road & Overbrook Road

Movement	EB	EB	WB	NE	NE
Directions Served	T	R	LT	L	R
Maximum Queue (ft)	441	181	547	207	51
Average Queue (ft)	195	40	231	80	48
95th Queue (ft)	357	118	434	178	57
Link Distance (ft)	1922		1974	2599	
Upstream Blk Time (%)					
Queueing Penalty (veh)					
Storage Bay Dist (ft)		155		25	
Storage Bay Time (%)	0.10	0.00		0.05	0.25
Queueing Penalty (veh)	7	0		17	5

Network Summary
Network wide Queueing Penalty: 33

Montevillo Road at Overbrook Road 4/13/2015 PM Peak Existing SimTraffic Report
Slipper Consulting Page 1

APPENDIX 4

Appendix C
Intersection Capacity Analysis Worksheets
Short-Term

HCM Signalized Intersection Capacity Analysis
 1: Montevallo Road & Overbrook Road AM Peak Short Term 4/27/2015

Movement	EST	TRK	WB	WB	TRK	EST
Lane Configurations	1	1	1	1	1	1
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	11	10	12	11	11	10
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	0.85	
Pfl Protected	1.00	1.00		0.98	0.85	1.00
Satd. Flow (prot)	1837	1507		1799	1745	1507
Pfl Permitted	1.00	1.00		0.78	0.85	1.00
Satd. Flow (perm)	1837	1507		1404	1745	1507
Volume (vph)	133	168	239	336	190	229
Peak-hour factor, PkF	0.84	0.84	0.96	0.96	0.72	0.72
Adj. Flow (vph)	158	129	244	348	264	318
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	158	39	0	589	264	230
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm D.P+P		Perm		Perm	
Protected Phases	2		1	1.2	4	
Permitted Phases		2	2			4
Actuated Green, G (s)	21.1	21.1		40.4	18.9	18.9
Effective Green, g (s)	22.1	22.1		42.4	17.9	17.9
Actuated g/C Ratio	0.31	0.31		0.59	0.25	0.25
Clearance Time (s)	8.0	8.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	562	481		934	432	373
w/s Ratio Prot	0.00			0.18	0.15	
w/s Ratio Perm		0.03		0.19		0.15
w/c Ratio	0.28	0.09		0.63	0.81	0.82
Uniform Delay, d1	19.1	17.9		9.8	24.1	24.2
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	0.1		1.4	2.8	3.0
Delay (s)	18.3	18.0		11.2	26.7	27.2
Level of Service	B	B		B	C	C
Approach Delay (s)	18.7			11.2	26.9	
Approach LOS	B			B	C	
Intersection Summary						
HCM Average Control Delay	19.0		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.63					
Actuated Cycle Length (s)	72.3		Sum of lost time (s)		12.0	
Intersection Capacity Utilization	68.2%		ICU Level of Service		C	
Analysis Period (min)	15					
c Critical Lane Group						

APPENDIX C

Montevallo Road at Overbrook Road 4/13/2015 AM Peak Short Term Synchro 8 Report
 Skipper Consulting Page 1

Appendix D
Intersection Capacity Analysis Worksheets
Long-Term

Queuing and Blocking Report AM Peak Short Term 4/27/2015

Intersection: 1: Montevallo Road & Overbrook Road

Movement	TR	TR	WB	WB	TR	TR
Directions Served	T	R	LT	L	R	
Maximum Queue (ft)	245	161	485	864	51	
Average Queue (ft)	104	49	238	318	49	
95th Queue (ft)	191	99	395	496	54	
Link Distance (ft)	1922		1974		2599	
Upstream Blk. Time (%)						
Queuing Penalty (veh)						
Storage Blk. Dist (ft)	155				25	
Storage Blk. Time (%)	0.03		0.52		0.08	
Queuing Penalty (veh)	4		194		22	
Network Summary						
Network wide Queuing Penalty: 190						

HCM Signalized Intersection Capacity Analysis
1: Montevallo Road & Overbrook Road

AM Peak Long Term
4/23/2015

Movement	EBT	EBL	WBL	WBT	NEE	NEB
Lane Configurations	1	1	1	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	10	12	11	11	10
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
FR Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1837	1507	1805	1837	1745	1507
FR Permitted	1.00	1.00	0.55	1.00	0.95	1.00
Satd. Flow (perm)	1837	1507	1051	1837	1745	1507
Volume (vph)	133	155	238	338	190	229
Peak-hour factor, PHF	0.84	0.84	0.88	0.88	0.72	0.72
Adj. Flow (vph)	158	129	244	345	264	316
RTOR Reduction (vph)	0	82	0	0	0	234
Lane Group Flow (vph)	158	47	244	345	264	84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm pm+pt			Perm		
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	20.3	20.3	33.9	33.9	14.4	14.4
Effective Green, g (s)	21.3	21.3	34.9	34.9	15.4	15.4
Actuated g/C Ratio	0.37	0.37	0.60	0.60	0.28	0.28
Clearance Time (s)	8.0	8.0	8.0	8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	671	551	753	1100	461	398
vs Ratio Prot	0.09		0.05	0.19	0.15	
vs Ratio Perm		0.03	0.14			0.08
vs Ratio	0.24	0.08	0.32	0.31	0.57	0.21
Uniform Delay, d1	12.8	12.1	5.8	5.8	18.6	18.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.1	0.3	0.2	1.7	0.3
Delay (s)	13.0	12.2	6.1	6.0	20.3	19.0
Level of Service	B	B	A	A	C	B
Approach Delay (s)	12.6			5.9	18.5	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	58.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Montevallo Road at Overbrook Road 4/13/2015 AM Peak Long Term Synchro 6 Report
Slipper Consulting Page 1

Queuing and Blocking Report
AM Peak Long Term

AM Peak Long Term
4/23/2015

Intersection: 1: Montevallo Road & Overbrook Road						
Movement	EB	EBL	WB	WB	NE	NEB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	75	55	126	216	158	82
Average Queue (ft)	41	32	83	111	81	20
95th Queue (ft)	76	55	132	211	116	80
Link Distance (ft)	1917			1979	2591	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		155	100		200	
Storage Blk Time (%)			0.04	0.05		
Queuing Penalty (veh)			14	12		

Network Summary
Network wide Queuing Penalty: 26

Montevallo Road at Overbrook Road RLC SimTraffic Report
Slipper Consulting Page 1

HCM Signalized Intersection Capacity Analysis
1: Montevallo Road & Overbrook Road

Afternoon School Long Term
4/23/2015

Movement	EBT	EBL	WBL	WBT	NEE	NEB
Lane Configurations	1	1	1	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	10	12	11	11	10
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
FR Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1837	1507	1805	1837	1745	1507
FR Permitted	1.00	1.00	0.55	1.00	0.95	1.00
Satd. Flow (perm)	1837	1507	1051	1837	1745	1507
Volume (vph)	312	87	187	309	99	236
Peak-hour factor, PHF	0.82	0.80	0.82	0.89	0.48	0.83
Adj. Flow (vph)	338	84	228	347	128	375
RTOR Reduction (vph)	0	80	0	0	0	296
Lane Group Flow (vph)	338	34	228	347	128	80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm pm+pt			Perm		
Protected Phases	2		1	8	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	20.9	20.9	34.0	34.0	10.6	10.6
Effective Green, g (s)	21.9	21.9	35.0	35.0	11.6	11.6
Actuated g/C Ratio	0.40	0.40	0.84	0.84	0.21	0.21
Clearance Time (s)	8.0	8.0	8.0	8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	737	604	856	1176	371	320
vs Ratio Prot	0.18		0.08	0.19	0.07	
vs Ratio Perm		0.02	0.18			0.05
vs Ratio	0.46	0.06	0.35	0.29	0.35	0.25
Uniform Delay, d1	12.0	10.0	4.7	4.3	18.3	17.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.5	0.3	0.1	0.8	0.4
Delay (s)	12.5	10.1	5.0	4.5	18.8	18.3
Level of Service	B	B	A	A	B	B
Approach Delay (s)	12.0			4.7	18.4	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	11.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	54.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Montevallo Road at Overbrook Road 4/13/2015 Afternoon School Long Term Synchro 6 Report
Slipper Consulting Page 1

Queuing and Blocking Report
Afternoon School Long Term

Afternoon School Long Term
4/23/2015

Intersection: 1: Montevallo Road & Overbrook Road						
Movement	EB	EBL	WB	WB	NE	NEB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	190	181	126	289	89	122
Average Queue (ft)	87	31	73	85	16	30
95th Queue (ft)	181	101	117	172	47	73
Link Distance (ft)	1917			1979	2591	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		155	100		200	
Storage Blk Time (%)		0.01	0.00	0.02	0.04	
Queuing Penalty (veh)		1	0	7	8	

Network Summary
Network wide Queuing Penalty: 16

Montevallo Road at Overbrook Road RLC SimTraffic Report
Slipper Consulting Page 1

APPENDIX 4

HCM Signalized Intersection Capacity Analysis
1: Montevallo Road & Overbrook Road

PM Peak Long Term
4/29/2015

	EB	WB	EB	WB	EB	WB
Lane Configurations	1	1	1	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	10	12	11	11	10
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fit	1.00	0.85	1.00	1.00	1.00	0.85
PH Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1837	1907	1805	1837	1745	1807
PH Permitted	1.00	1.00	0.30	1.00	0.95	1.00
Satd. Flow (perm)	1837	1907	568	1837	1745	1807
Volume (vph)	429	67	204	228	30	300
Peak-hour factor, PHF	0.92	0.92	0.84	0.84	0.92	0.92
Adj. Flow (vph)	462	73	243	271	33	328
RTOR Reduction (vph)	0	42	0	0	0	264
Lane Group Flow (vph)	462	31	243	271	33	62
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm	permpt	Perm	Perm	Perm	Perm
Protected Phases	2	1	0	4		
Permitted Phases	2	0	0	4		
Actuated Green, G (s)	22.3	22.3	35.4	35.4	9.4	9.4
Effective Green, g (s)	22.3	23.3	36.4	36.4	10.4	10.4
Actuated g/C Ratio	0.43	0.43	0.98	0.98	0.19	0.19
Clearance Time (s)	8.0	8.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	781	641	683	1220	331	288
wt Ratio Prot	e0.25	e0.07	0.15	0.02		
wt Ratio Perm	0.02	0.21		e0.04		
wt Ratio	0.59	0.05	0.42	0.22	0.10	0.22
Uniform Delay, d1	12.1	9.2	5.0	3.5	19.3	18.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	0.0	0.5	0.1	0.1	0.4
Delay (s)	13.3	9.3	5.5	3.7	19.5	19.1
Level of Service	B	A	A	A	B	B
Approach Delay (s)	12.8			4.8	19.1	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	11.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	54.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Montevallo Road at Overbrook Road 4/13/2015 PM Peak Long Term
Skipper Consulting

Synchro 6 Report
Page 1

Queuing and Blocking Report
PM Peak Long Term

PM Peak Long Term
4/29/2015

Intersection: 1: Montevallo Road & Overbrook Road

Movement	ES	EB	WB	WE	RE	RE
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	259	35	129	259	28	160
Average Queue (ft)	124	20	78	98	5	47
95th Queue (ft)	207	49	128	202	16	103
Link Distance (ft)	1917			1979	2591	
Upstream Blk Time (%)						
Queueing Penalty (veh)						
Storage Bay Dist (ft)		155	100		200	
Storage Bay Time (%)	0.02		0.03	0.05		
Queueing Penalty (veh)	2		7	10		

Network Summary
Network wide Queueing Penalty: 18

Montevallo Road at Overbrook Road
RLC
Skipper Consulting

SimTraffic Report
Page 1

APPENDIX

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**MINUTES OF THE REGULAR MEETING OF THE
CITY COUNCIL OF THE CITY OF MOUNTAIN BROOK, ALABAMA
MAY 11, 2015**

The City Council of the City of Mountain Brook, Alabama met in public session in the City Hall Council Chamber at 7:00 p.m. on Monday, the 11th day of May, 2015. The Council President Pro Tempore called the meetings to order and the roll was called with the following results:

Present: William S. Pritchard, III, Council President Pro Tempore
Jack D. Carl
Lloyd C. Shelton
Alice B. Womack
Lawrence T. Oden, Mayor

Absent: Virginia C. Smith, Council President

Also present were City Attorney Whit Colvin, City Manager Sam Gaston, and City Clerk Steven Boone.

The City Council President Pro Tempore stated that a quorum was present and that the meeting was open for the transaction of business.

1. CONSENT AGENDA

Council President Pro Tempore Pritchard announced that the following matters will be considered at one time on the consent agenda provided no one in attendance objects:

Approval of the minutes of the April 27, 2015 regular meeting of the City Council.

2015-062 Proclamation	Women's Lung Health Week	Exhibit 1 Appendix 1
2015-063	Accept the professional services proposal submitted by Lose & Associates, Inc., with respect to the master plan study and development for the Parks and Recreation Board of the City of Mountain Brook and authorize the execution of a professional services agreement with respect thereto	Exhibit 2 Appendix 2
2015-064	Approve the conditional use application submitted by Paulette DeGraw for the operation of "Cup, Food-to-Go" to be located at 73 Church Street in Crestline Village	Exhibit 3 Appendix 3
2015-065	Appoint Paige B. Daniel to the Finance Committee, to serve without compensation, with the term of office to end May 11, 2019	Exhibit 4, Appendix 4
2015-066	Appoint W. Craig Fravert to the Finance Committee, to serve without compensation, with the term of office to end May 11, 2019	Exhibit 5, Appendix 5
2015-067	Appoint Thomas K. Yardley to the Finance Committee, to serve without compensation, with the term of office to end May 11, 2019	Exhibit 6, Appendix 6

- | | | |
|----------------------------|--|--------------------------|
| 2015-068 | Authorize the execution of license agreements with respect to the West Montcrest Drive sidewalk construction project as follows: | Exhibit 7,
Appendix 7 |
| | <ol style="list-style-type: none"> 1. Robert Bradford and Katie Avery, 12 West Montcrest Drive, 35213 2. John and Gina F. Thomas, 16 West Montcrest Drive, 35213 3. John B. and Kerri C. Windle, 14 West Montcrest Drive, 35213 | |
| 2015-069 | Authorize the following parking signage changes pursuant to Sec. 50-107 of the City Code: 1) Change all existing 2-hour parking signs to 4-hour parking signs in Crestline Village, and 2) change all 2-hour parking signs to 4-hour parking signs in English Village | Exhibit 8,
Appendix 8 |
| 2015-070
Motion | Authorize Skipper Consulting, Inc. to proceed with the design of the traffic improvement plans for Overbrook Road at its intersection with Mountain Brook Parkway and Pine Ridge Road (a professional services agreement shall be presented to the City Council for formal consideration on Tuesday, May 26, 2015) | Appendix 9 |

Thereupon, the foregoing minutes, proclamation, resolutions, and motion were introduced by Council President Pro Tempore Pritchard and their immediate adoption was moved by Council member Shelton. The minutes, proclamation, resolutions, and motion were then considered by the City Council. Council member Carl seconded the motion to adopt the foregoing minutes, proclamation, resolutions, and motion. Then, upon the question being put and the roll called, the vote was recorded as follows:

Ayes: William S. Pritchard, III, Council President Pro Tempore
Jack D. Carl
Lloyd C. Shelton
Alice B. Womack

Nays: None

Council President Pro Tempore Pritchard thereupon declared that said minutes, Proclamation 2015-062, Resolution Nos. 2015-063 through 2015-069, and Motion No. 2015-070 are adopted by a vote of 4—0.

2. ANNOUNCEMENTS REGARDING THE NEXT REGULAR MEETING OF THE CITY COUNCIL

Council President Pro Tempore Pritchard announced that the next meeting of the Mountain Brook City Council will be held on Tuesday, May 26, 2015 at 7:00 p.m. in the Council Chamber of City Hall located at 56 Church Street, Mountain Brook, AL 35213. Please visit the City's web site (www.mtnbrook.org) for more information.

3. ADJOURNMENT

There being no further business to come before the City Council, President Pro Tempore Pritchard adjourned the meeting.



City Clerk

EXHIBIT 1**PROCLAMATION**

WHEREAS, every five minutes, a woman in the United States of America is told she has lung cancer; and

WHEREAS, lung cancer is the number one cancer killer of women in the United States of America; and

WHEREAS, the lung cancer death rate in women has almost doubled over the past 37 years; and

WHEREAS, advocacy and increased awareness will result in more and better treatment for women with lung cancer and other lung diseases and will ultimately save lives; and

WHEREAS, **LUNG FORCE** is the national movement led by the American Lung Association, with the mission of making lung cancer history—uniting women to stand together with a collective strength and determination to lead the fight against lung cancer and for lung health.

Now, Therefore, I, Lawrence T. Oden, Mayor of the City of Mountain Brook, do hereby **proclaim** May 10, 2015 through May 16, 2015, as

“Women’s Lung Health Week”

in the City of Mountain Brook, and I encourage all residents of Mountain Brook to learn more about the detection and treatment of lung cancer.

Given under my hand and the City of Mountain Brook, Alabama, on this 11th day of May, in the year of our Lord, 2015, and of the Independence of the United States of America, 239th.

Lawrence T. Oden, Mayor

APPENDIX 1**EXHIBIT 2****RESOLUTION NO. 2015-063**

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama that the City Council hereby accepts the professional services proposal submitted by Lose & Associates, Inc., with respect to the master plan study and development for the Parks and Recreation Board of the City of Mountain Brook.

BE IT FURTHER RESOLVED by the City Council of the City of Mountain Brook that the Mayor or the City Manager of the City is hereby authorized and directed, for and on behalf of the City, to execute a professional services agreement between the City and Lose & Associates, Inc., in the form as attached hereto as Exhibit A, with respect to said Parks and Recreation Board master plan project.

APPENDIX 2

EXHIBIT 3**RESOLUTION NO. 2015-064**

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama that the City Council hereby approves the lunchtime restaurant conditional use application for CUP Food You Pick Up at 73 Church Street.

APPENDIX 3

EXHIBIT 4**RESOLUTION NO. 2015-065**

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama, that Paige B. Daniel is hereby appointed to the Finance Committee, to serve without compensation, with the term of office to end May 11, 2019.

APPENDIX 4

EXHIBIT 5**RESOLUTION NO. 2015-066**

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama, that W. Craig Fravert is hereby appointed to the Finance Committee, to serve without compensation, with the term of office to end May 11, 2019.

APPENDIX 5

EXHIBIT 6**RESOLUTION NO. 2015-067**

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama, that Thomas K. Yardley is hereby appointed to the Finance Committee, to serve without compensation, with the term of office to end May 11, 2019.

APPENDIX 6

EXHIBIT 7**RESOLUTION NO. 2015-068**

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama that the City Council hereby authorizes the execution of license agreements with respect to the West Montcrest Drive sidewalk construction project as follows:

1. Robert Bradford and Katie Avery, 12 West Montcrest Drive, 35213 (Exhibit A)
2. John and Gina F. Thomas, 16 West Montcrest Drive, 35213 (Exhibit B)
3. John B. and Kerri C. Windle, 14 West Montcrest Drive, 35213 (Exhibit C)

APPENDIX 7

EXHIBIT 8**RESOLUTION NO. 2015-069**

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama, that the City Manager is hereby authorized and directed to implement the following parking signage changes pursuant to Sec. 50-107 of the City Code:

1. With respect to Crestline Village, change all existing 2-hour parking signs to ~~3~~ 4-hour parking signs.
2. With respect to English Village, change all existing 2-hour parking signs to 4-hour parking signs.

APPENDIX 8

2015-062

From: Ashley Lyerly [mailto:Ashley.Lyerly@lungse.org]
Sent: Tuesday, April 14, 2015 6:04 PM
To: 'gastons@mtnbrook.org'
Subject: Proclamation Request: Women's Lung Health Week

Good Evening, Mr. Gaston –

As a resident of the City of Mountain Brook and staff member of the American Lung Association, I would like Mayor Oden to consider proclaiming that the second week in May is Women's Lung Health Week as part of our LUNGFORCE initiative. LUNGFORCE is a strategic campaign to raise awareness about lung cancer in women.

We have draft language for Mayor Oden to consider as part of the proclamation, which I have listed below. Many organizations across Alabama have recognized the importance of lung cancer as it has become the leading cancer killer in women. Mayor Oden's proclamation will strategically help to reduce the stigma associated with lung cancer through increased community awareness.

If you have any questions, please do not hesitate to outreach to me by email, office phone, or by cell phone ([205-913-4760](tel:205-913-4760)).

Sincerely,
 Ashley Lyerly

DRAFT PROCLAMATION LANGUAGE

The Second Full Week in May is

Women's Lung Health Week

Proclamation

Designating the second full week in May as "Women's Lung Health Week"

WHEREAS, every five minutes, a woman in the U.S. is told she has lung cancer; and

WHEREAS, lung cancer is the #1 cancer killer of women in the U.S.; and

WHEREAS, the lung cancer death rate in women has almost doubled over the past 37 years; and

WHEREAS, advocacy and increased awareness will result in more and better treatment for women with lung cancer and other lung diseases and will ultimately save lives; and

WHEREAS, LUNG FORCE is the national movement led by the American Lung Association, with the mission of making lung cancer history—uniting women to stand together with a collective strength and determination to lead the fight against lung cancer and for lung health.

BE IT RESOLVED, that, I, Mayor Lawrence Terry Oden, Mayor of the City of Mountain Brook, do hereby designate the second full week in May as Women's Lung Health Week throughout the City of Mountain Brook and encourage all residents of Mountain Brook to learn more about the detection and treatment of lung cancer.

Please note my email address has changed to ashley.lyerly@lungse.org.

Ashley Lyerly, MPA | Director of Public Policy

American Lung Association in Alabama

P.O. Box 661465 | Birmingham, AL 35266

O: [205-968-2266](tel:205-968-2266) |

LungSE.org | Ashley.Lyerly@LungSE.org

APPENDIX I



If this Agreement is terminated by the Client for its convenience, is terminated by the Design Professional for cause, or the performance of services is suspended for Client's failure to make payments, the Design Professional agrees that its sole and exclusive remedy for any such termination or suspension shall be the payment for services it has performed up to the termination notice date or the time of suspension in relation to the point in the Project at which such termination or suspension has occurred. Additionally, if the Design Professional has suspended its services due to the Client's failure to make timely payments hereunder, the Design Professional, as a condition to resuming its services, may request the Client to pay a mutually-agreed amount for rescheduling, reassignment of personnel, and costs due to reinitiation that arose from the suspension of services.

Opinion of Probable Cost - If the Design Professional provides the Client an opinion on probable construction costs related to the Project, the Client understands that the Design Professional has no control over costs or the price of labor, equipment, or materials, or over the contractor's method of pricing, and that the opinion of probable construction costs provided are to be made on the basis of the Design Professional's qualifications and experience. The Design Professional makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.

Limitation of Liability/Exclusion of Consequential Damages - In recognition of the relative risks and benefits of the Project to both the Client and the Design Professional, the risks associated or arising from the performance of this Agreement have been allocated as follows:

- (a) The Client agrees, to the fullest extent permitted by law, to limit the liability of the Design Professional to the Client for any and all claims, losses, costs, damages of any nature whatsoever or claims and expenses from any such cause or causes (including, but not limited to, negligence, professional errors or omissions, strict liability, breach of contract or warranty) to \$5000 (the available limit of the comprehensive liability, automobile and professional liability coverage required herein).
(b) NOTWITHSTANDING ANY OTHER PROVISION IN THIS AGREEMENT, THE DESIGN PROFESSIONAL AGREES THAT, IN THE EVENT IT MAKES ANY CLAIM, DEMAND OR ACTION OF ANY TYPE AGAINST THE CLIENT ARISING FROM ITS BREACH OR ALLEGED BREACH OF THIS AGREEMENT OR ITS FAILURE TO PERFORM ANY OF ITS OBLIGATIONS HEREUNDER, THE MAXIMUM AMOUNT THAT THE DESIGN PROFESSIONAL MAY RECOVER FROM THE CLIENT AS DAMAGES IN ANY SUCH ACTION IS LIMITED TO THE DESIGN PROFESSIONAL'S ACTUAL DIRECT DAMAGES ARISING FROM THE CLIENT'S BREACH. THE DESIGN PROFESSIONAL AGREES AND ACKNOWLEDGES THAT THE COMMERCIAL TERMS HEREIN WERE PROPOSED AND BASED ON THE ASSUMPTION THAT THIS SPECIFIC LIMITATION IS APPLICABLE, AND THAT OWNER WOULD NOT HAVE ENTERED INTO THIS AGREEMENT WITHOUT THE INCLUSION OF THIS LIMITATION. IN NO EVENT WILL THE CLIENT BE LIABLE TO THE DESIGN PROFESSIONAL FOR ANY INDIRECT, INCIDENTAL, CONSEQUENTIAL, PUNITIVE, RELIANCE OR SPECIAL DAMAGES (INCLUDING WITHOUT LIMITATION DAMAGES FOR LOST PROFITS, LOST ADVANTAGE, LOST OPPORTUNITY, LOSS OF SAVINGS OR REVENUES OR FOR INCREASED COST OF OPERATIONS) ARISING FROM ANY BREACH OR ALLEGED BREACH OF THIS AGREEMENT BY THE CLIENT.

Retirement - Intentionally Deleted. N/A to this Project.

Contract Termination - See Term/Early Termination Section above.

Mountain Brook Park and Rec Master Plan April 27, 2015

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Head Office: 1314 3rd Avenue North, Suite 200 • Nashville, Tennessee 37203 • Phone: 615-242-0240 • Fax: 615-242-1415 Atlanta Office: 220 W. Congress Street, Suite 100 • Lawrenceville, Georgia 30046 • Phone: 770-338-0277 • Fax: 770-338-0297

No Assignment - The Design Professional may not assign or subcontract any of its rights, obligations or the benefits of this Agreement to any third party without the written consent of the Client, which consent may be unreasonably withheld.

No Third Party Beneficiaries. The Agreement is made only for the benefit of the Client and the Design Professional. It is not intended, nor shall it be construed, to grant or bestow any benefit, right or privilege to any third party.

Conflicting Provisions - In the event of any conflict between the provisions in these Terms and Conditions and those in the Scope of Services, the provisions in these Terms and Conditions shall govern and control.

Intellectual Property Warranty. With respect to any deliverables or Instruments of Services (unless by the Design Professional to the Client in connection with this Project, the Design Professional warrants that it owns, it licensed or has the right to supply all such work product, including all intellectual rights attendant thereto. To the fullest extent permitted by law, the Design Professional shall defend, indemnify, and hold harmless the Client (and its representatives) from and against all claims, damages, judgments, losses, expenses (including but not limited to attorneys' fees, expert fees, court costs and other litigation costs) and claims for patent, copyright or other infringement of intellectual property rights to the extent caused by the Design Professional's breach of this warranty.

Entire Agreement - This Agreement (including Attachment A and Attachment B - the Scope of Services) represents the entire agreement between the parties concerning the matters herein, and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be amended only by written instrument signed by both parties.

Counterparts - This Agreement may be executed in counterparts each of which when executed by the parties shall be deemed to be a complete original. An electronic or facsimile copy of the executed contract or counterpart shall be deemed, and shall have the same legal force and effect as an original document.

No Waiver - Any forbearance or delay on the part of the Client in enforcing any of its rights under this Agreement shall not be construed as a waiver of such rights. No terms herein shall be waived unless expressly waived in writing.

Immigration Law Compliance. The Design Professional represents and warrants that (a) it does not knowingly employ, hire for employment, or continue to employ an "unauthorized alien," as defined by the Season-Hamman Alabama Taxpayer and Citizen Protection Act, Act No. 2011-535 (H. B. 56), as amended from time to time (the "Act"), and that, during the performance of this Agreement, it shall participate in the E-Verify program as required under the terms of the Act; (b) it will comply with all applicable provisions of the Act with respect to its contractors or subcontractors by entering into an agreement with or by obtaining an affidavit from such entities providing that such entities are in compliance with the Act with respect to their participation in the E-Verify program; and (c) it shall not hire, retain or contract with any contractor or subcontractor that it knows is not in compliance with the Act. The Design Professional further agrees and warrants that it will fully comply with the Immigration Reform and Control Act of 1986, as amended by the Immigration Act of 1990, in its hiring and employment practices, and that if it receives actual knowledge of the unauthorized status of one of its employees in the State of Alabama, it will remove that employee from the Project and shall require each of its contractors, subcontractors or other parties with whom it has a contract, to act in a similar fashion. If the Design Professional violates any term of this paragraph, the Agreement will be subject to immediate termination by the Client. To the fullest extent permitted by law, the Design Professional shall defend, indemnify and hold harmless the Client from any and all losses, consequential damages, expenses (including, but not limited to, attorneys' fees, claims, suits, liabilities, fines, penalties, and any other costs to the extent caused by the Design Professional's failure to fulfill its obligations contained in this paragraph.

APPENDIX 2

Mountain Brook Park and Rec Master Plan April 27, 2015

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Head Office: 1314 3rd Avenue North, Suite 200 • Nashville, Tennessee 37203 • Phone: 615-242-0240 • Fax: 615-242-1415 Atlanta Office: 220 W. Congress Street, Suite 100 • Lawrenceville, Georgia 30046 • Phone: 770-338-0277 • Fax: 770-338-0297



Insurance Requirements - For the duration of the Agreement and for limits not less than stated below, the Design Professional shall maintain the following insurance with a company(ies) lawfully authorized to do business in Alabama and reasonably acceptable to the Client:

- (a) Comprehensive General Liability: Five Hundred Thousand Dollars (\$500,000);
(b) Automobile Liability: Automobile Liability covering owned and rented vehicles operated by the Design Professional with policy limits of not less than Five Hundred Thousand Dollars (\$500,000) combined single limit and aggregate for bodily injury and property damage;
(c) Workers Compensation: Workers' Compensation and Employers Liability as required by statute; and
(d) Professional Liability: Professional Liability covering the Design Professional's negligent acts, errors and omissions in its performance of professional services with policy limits of not less than Five Hundred Thousand Dollars (\$500,000) per claim and in the aggregate.

The Design Professional may use umbrella or excess liability insurance to achieve the required coverage for Comprehensive General Liability and Automobile Liability, provided that such umbrella or excess insurance results in the same type of coverage as required for the individual policies.

Before the execution of the Agreement, the Design Professional shall provide Client a certificate(s) of insurance evidencing compliance with the requirements in this section. The certificate shall name the Client, and its officials and employees, as additional insureds on the Comprehensive General Liability, Automobile Liability, and any applicable umbrella and excess policies.

Indemnification for Claims against Client by Third Parties - The Design Professional agrees to defend, indemnify, and hold harmless the City of Mountain Brook, and its agents, employees and officials (hereinafter the "Indemnitees"), from and against all demands, actions, damages, judgments, expenses (including but not limited to attorneys' fees, expert fees, court costs and other litigation costs), losses, damages, and claims (including those for bodily injury, sickness, disease or death, or to injury to, destruction or loss of use of tangible property, or those for financial loss or damages) (collectively herein "Claims") made by any third parties (including any subcontractor of the Design Professional) to the extent a Claim is caused by any negligent act, omission or conduct by the Design Professional, or any of its employees, subcontractors or representatives, in performing or failing to perform its (or their) responsibilities under this Agreement. Nothing herein shall obligate the Design Professional to indemnify any of the Indemnitees for Claims resulting from the negligence or willful misconduct of the Indemnitees.

Licensing - Before commencing its services, the Design Professional, at its own expense, will obtain all licenses, permits or other governmental authorizations needed to complete that work, including without limitation, a business license issued by the City of Mountain Brook (collectively, "Licensing"). The Design Professional further agrees to maintain that Licensing throughout the performance of its work.

Standard of Services -The Design Professional specifically will perform its services in a manner that is consistent with professional skill and care that would be provided by other professionals in its industry under same or similar conditions, and in the orderly progress of the Project.

Independent Contractor - The Design Professional is an independent contractor of the Client. This Agreement does not create any partnership, joint venture or principal-agent relationship between the Client and the Design Professional. Further, the Client retains no control or authority with respect to its means and methods in which the Design Professional (or any of its employees or representatives) performs the services or work.

Mountain Brook Park and Rec Master Plan April 27, 2015

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ATTACHMENT A - Hourly Rate Schedule

This Schedule is applicable only if Additional Services are approved by Client and performed by Loss.

Professional Services Hourly Rate

Table listing hourly rates for various roles: Senior Principal/President (\$230.00), Principal/VICE President (\$210.00), Principal II/Vice President (\$190.00), Division Director I, President Emeritus, Associate (\$185.00), Division Director II (\$140.00), Sr. Environmental Biologist (\$125.00), Senior Landscape Architect, Architect, and Engineer (\$120.00), Certified Park & Recreation Specialist (\$110.00), Engineer Specialist/Project Coordinator (\$110.00), L A I, Architect I, Engineer I, Project Manager I (\$110.00), LA II, Architect II, Engineer II, Project Manager II (\$105.00), BIM Planner I, Intern Architect I, Engineer in Training I (\$90.00), BIM Specialist, GIS Specialist I, Assistant Graphic Designer I (\$90.00), Land Planner II, Intern Architect II, Engineer in Training II (\$85.00), GIS Specialist II, Assistant Graphic Designer II (\$70.00), Technician (\$70.00), Corporate Controller (\$65.00), Marketing Director (\$65.00), Assistant Accounts Manager, Administrative Assistant I (\$45.00), Administrative Assistant II (\$35.00)

Reimbursable Expenses

Table listing reimbursable expenses: Consultants' Services (cost + 10%), Prints (cost + 10%), Long Distance Telephone Charges (cost + 10%), Postage and Shipping (cost + 10%), Mileage and Travel Expenses (cost + 10%), Copies (cost + 10%)

January 1, 2015

NOTE: All the above-stated fees and expenses are to be billed monthly, and the invoices are due and payable upon receipt. Other reimbursable expenses not shown herein will be invoiced at our cost plus 10%. These rates are current until January 1, 2016, at which time they may be adjusted by the Design Professional.

Mountain Brook Park and Rec Master Plan April 27, 2015

Page 7 of 7 LA #14235

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ATTACHMENT B

April 15, 2015

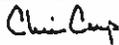
Mr. Sam S. Gaston, City Manager
 City of Mountain Brook, Alabama
 P. O. Box 15609
 Mountain Brook, AL 35215

Dear Mr. Gaston:

Per your request I have revised our scope of services for the development of a Comprehensive Parks and Recreation Master Plan. We have added Mary Henderson back into the project to look at programming, staffing and fees and charges. We will also provide facility recommendations, benchmarking, demographics and connectivity. I have also included a web based survey as I think it will give the city more information on community desires for new facilities. We did not include concept sketches for each park to keep the cost down. If you would like to add them, the costs would be \$1,500.00 for each park's concept plan.

I have enclosed a revised approach and an updated spread sheet. Please review these items and let me know if you have any questions.

Sincerely,



Chris Camp, ASLA
 President

Director Office 1319 24th Avenue North, Suite 200 • Nashville, Tennessee 37203 • Phone 615-242-6940 • Fax 615-242-1495
 Georgia Office 270 W. College Street, Suite 100 • Lawrenceville, Georgia 30046 • Phone 770-962-9117 • Fax 770-962-9117

Mountain Brook Comprehensive Parks Plan	Hourly Rate	Hours	Amount	Hours	Amount	Hours	Amount	Hours	Amount
Employee Initial	\$145.00	14	\$2,030.00	0	\$0.00	0	\$0.00	0	\$0.00
Project Definition		0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
Site Inventory		0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
Site Assessment		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Public Participation		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Site Assessment		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Public Participation		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Site Assessment		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Public Participation		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Site Assessment		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Public Participation		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Site Assessment		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Public Participation		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Site Assessment		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Public Participation		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Site Assessment		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Public Participation		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Site Assessment		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Public Participation		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Site Assessment		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Public Participation		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Site Assessment		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Public Participation		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Site Assessment		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Public Participation		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
Site Assessment		12	\$1,740.00	12	\$1,740.00	0	\$0.00	0	\$0.00
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standards specific to the City. During the meeting, the project team will also address citizens' questions about the master plan and will record opinions and ideas about the current delivery system.

The meeting will also provide opportunities for people to offer ideas for change and improvement. This first round of public input will occur on the second team site visit after the team has developed inventories and a basic understanding of the department. A presentation on initial findings, as well as recreation trends and opportunities, will be made to explain the planning process and to encourage the community to think of recreation opportunities outside of those that currently exist. We will solicit comments on recreation needs, open space and conservation needs, programming opportunities and issues of connectivity with greenways and sidewalks as part of the presentations. Comment cards will be distributed; the resulting submissions will be compiled with the verbal comments from the workshops for inclusion in the final report.

Product of This Phase

We will record all comments during interviews, meetings and presentations and assemble the material into a summary report illustrated with charts and graphs to indicate clearly the outcome of the process. This information will be evaluated and tabulated for use in the demand analysis and/or recommended program offerings. This information will also be used in subsequent evaluations and recommendations of the Department. All summaries, results, charts and graphs will be included in the final master plan document.

DEMAND ANALYSIS AND EVALUATION/NEEDS INDEX/FACILITY ASSESSMENT/ACTION PLAN

This phase begins with previous phases, but continues after the initial phases are complete. The analysis phase of the project is a detailed process that identifies community characteristics and allows the project team to become familiar with previous and current planning efforts. At this stage of the process, we will consolidate and analyze all public input, demographics and existing planning documents. Existing parks and recreation goals will be analyzed and restructured in response to interviews, workshops, and public comment. We will review the goals and objectives of existing planning reports to determine the extent to which those goals have been achieved. We will utilize the consensus results of public input, personal interviews, workshops and steering committee meetings to shape demand analysis questions that are part of a Community Needs Assessment survey.

Demand Analysis/Community Needs Assessment Survey

We will use a technique we used on several recent plans, which is to post on the City's website the link to the community survey we will host on a separate web site. This will give people who were not able to attend public input meetings an opportunity to participate in the process. While these responses will not be fully statistically valid, they

do provide us with valuable preference data that can be used to shape programming and facility recommendations. We will work with staff to tailor the questions for the survey to focus on the most critical issues related to parks, open space, greenways and access to park programs and facilities.

Our staff will compile and analyze the survey results, looking for preferences and tendencies within the survey responses. Because we have completed multiple recreation surveys as part of our comprehensive planning process for other communities around the country, we will be able to compare Mountain Brook area responses to other communities and see if local trends are similar to regional and national trends. As part of the master plan report, the survey responses will be tabulated and documented with charts and graphs. A PowerPoint presentation of survey findings will also be provided in addition to the survey narrative in the master plan report.

Demographic Research

In order to fully reflect the community for which the plan is being developed, the project team will utilize current and projected demographic and sociological factor data, including population composition, population growth projection and trends, economic factors, and land-use patterns to prepare charts and graphs illustrating the City's actual growth between 2000 and 2010, as well as projected growth through the year 2030. Available data from the U.S. Bureau of the Census will be used to express the overall gender, age, education and economic health of the citizens served by Mountain Brook parks. General comparisons of these statistics will be made at state and national levels in order to understand community characteristics in a broader sense. We will prepare a detailed comparative analysis with the selected benchmark communities. We will look at the data both globally throughout the City and by census tract when evaluating service areas. We will also apply the demographics analysis to the service area of the parks to determine how each park is serving the surrounding population, both currently and in the future.

Park Distribution Mapping and Gap Analysis

A critical element of the planning and evaluation service will be to develop level-of-service maps with service area boundaries for existing parks using GIS base information provided by the City. These maps will then be overlaid with other community data, such as location of libraries, schools and school playgrounds, colleges, large private recreation facilities and state or federal park facilities, to determine access to park facilities on a community-wide basis. These maps will allow the planning team to determine where service gaps are located and the relationship of facilities to major population centers within Mountain Brook. All of this data will be critical to developing recommendations for new park facilities and recommending open space. Completed maps will be formatted so that GIS staff can update them in the future.

As part of the park distribution gap analysis, we will review the impacts of the growth projections and land use guidelines outlined in the City's comprehensive plan. It will

include analysis of the impact of the desired growth patterns on existing parks and identify where new parks, greenways and open space will be needed to provide a well rounded system as growth and new development patterns develop. It will look at travel times and impediments to travel that limit access to existing and proposed facilities. Short term and long term recommendations will be made in order to minimize the gaps in service and create more connectivity through greenway and sidewalk development. This part of the analysis will also look at where potential passive open space may be needed to provide relief from development and to protect ecologically sensitive areas.

Using a combination of the demographics analysis and the park distribution analysis, we will develop a scoring strategy that outlines areas of the city based on how well they are served and how future demographic trends will affect these levels of service.

Connectivity Analysis

Team members will review any existing and planned greenway corridors in Mountain Brook, recommendations of the City's comprehensive transportation plan and projected land use plans to see if there are opportunities to expand greenway corridors. The team will assess the overall connectivity of the community in order to determine areas where connectivity is limited and where improved community access is needed. The team will also look at the potential to link City greenway corridors with those of surrounding communities in order to maximize overall connectivity within the region.

After the analysis of connectivity and environmental benefits has been completed, the team will prepare a greenway corridor map that details existing systems and recommended facilities. The team will develop a phasing plan and cost analysis for the recommendations.

Program Analysis

The planning team will use the results of all the input methods and inventories to make recommendations for programs. Recommendations will identify new programs that will require new facilities, in addition to programming opportunities that have the potential to serve new user groups and program opportunities to expand revenue generation within the department.

An important part of this analysis will be to maximize the effective leadership groups that are already playing a role in programming, such as athletic associations or SOLE 3 organizations. Taking advantage of non-paid staff and volunteer groups is an effective tool that is utilized by parks and recreation departments across the country. The key is to establish clear policies and guidelines that these groups follow when operating on public property.

Working with the park staff and our stakeholder groups, we will develop a ranking strategy to determine which programs receive priority.

Partnering Analysis/Public Private System Considerations

The goal of this assessment is to determine what agreements might be enacted to improve the overall recreation delivery system and make optimal use of facilities. The team will also review capital improvement projects/CIP and program costs to determine the effectiveness of existing policies and the viability of future policies.

This process will include an assessment of groups such as private youth associations, adult sports leagues, civic groups, SOLE 3 organizations, schools, and other secondary group agreements relative to maintenance and operating costs and revenue generated. The process will also include an evaluation of communitywide programming potential for the department. Particular attention will be paid to developing recommendations for continued and future coordination with youth associations and other groups; these recommendations will also focus on achieving the highest degree of efficiency and effectiveness possible. Our team will identify potential opportunities for revenue generation and funding in addition to those already in place, including sources for grants.

Additionally, we will identify opportunities for private providers to assume some department roles, where it makes sense. Part of that analysis involves consideration of situations where private providers may be able to provide services more efficiently, but must also consider which private providers may not be a good solution in cases where access to park and recreation activities are not as inclusive as at public facilities and programs.

Budget Analysis, Fees and Charges

We will look at the park's budget to determine the current level of per capita spending by the City, to determine percentage of total City budget and to compare these spending levels with other communities of similar size in the state and region. These comparisons will provide the planning team with a better understanding of the level of funding for recreation programs and services. This assessment will also look at areas to increase financial/revenue production based on the current fees and charges. The planning team will determine the best business practice for fees and charges. The planning team will evaluate your current fee determination process and make recommendations for development of a standardized approach to assessing resident and nonresident fees.

Staffing Assessment and Operational Budget

Working with City staff and elected officials, the team will evaluate and provide recommendations for the future department staff structure. Recommendations will be developed for staff organization, titles, new planning and programming divisions, and new staff needed to operate and maintain new park programs and facilities. These recommendations will be made to provide for the delivery of recreation services and programs. Budgeting projections for new staff and future staff in new facilities will be provided along with estimates for operational expenses for each basic park using per-acre cost and for all major facilities.

As part of this evaluation, the planning team will look at which staff positions will optimize service delivery by full time City staff and which positions can be contract positions. Many parks and recreation agencies today routinely utilize part-time staff and

contract staff to direct programs, oversee entire facilities and as part of the overall maintenance operation. We recently did a similar evaluation in a recent plan and recommended a combination of contract services and City staff to maximize delivery of services for a new department with challenges similar to those Mountain Brook faces.

Park, Facility and Land Needs Assessment:

The planning team will review existing facilities relative to expandability, existing design standards and levels of maintenance. In addition to site based assessments, the distribution of facilities relative to travel times and population served will be developed. Facilities will also be categorized using established park standards (mini-park, neighborhood, community, open space, greenway) to analyze the makeup of the parks within the system relative to national standards for park facilities. Use and overview of facilities based on program requirements and community input will be evaluated to aid in the development of recommendations. Strategies and policy recommendations will be made to enhance existing facilities and to maximize recreation opportunities. We will identify where additional focused studies may be needed in order to take the master plan recommendations and develop recommendations related to the operations and maintenance of parks and facilities. We will analyze these factors to determine their carrying capacity and if they have reached, or are near reaching, that capacity. We will review and rank major green space resources for applicability to overall park land needs and will recommend criteria for park land acquisition.

We will utilize national standards published by the National Recreation and Park Association (NRPA), staff and steering committee recommendations and benchmark communities to develop standards and recommendations specific to Mountain Brook. The proposed standards will be tailored to achieve the consensus goals, objectives and vision identified in the planning process; it is understood that local trends and desires are vital to this planning process and should take precedence over national planning standards.

Capital Improvement Priorities:

We will prepare a preliminary Capital Improvements Plan (CIP) for the City's park system. We will use information gathered throughout the process to create a short-term phasing recommendation (years 1-2), a long-term phasing recommendation (years 3-5) and a future term (years 6-10). The plan will also include recommendations for implementing changes using partnering agencies (schools, private groups, community organizations, etc.) to carry some of the responsibility. Recommendations will be based on actionable, not theoretical, methods of funding, and will consider possibilities such as fees, foundations, sales tax, millage increases, grants and endowments, etc. These will be presented to the City as well as to the Steering Committee for review and comment. Following review discussions and recommended modifications, we will prepare the final capital recommendations and phasing report.

Public Outreach Recommendations:

The results of the survey data will identify strengths and weaknesses of how the public is made aware of the department's activities. From the survey questions, we will be able to recommend ways to increase your presence in the community and identify which media resources, partnering community organizations, etc. are the best avenues for communication.

PRESENTATION OF THE PRELIMINARY MASTER PLAN REPORT AND FINDINGS ALONG WITH THE PRELIMINARY MASTER PLAN, COST AND FUNDING RECOMMENDATIONS

Preliminary Recommendations Input Meetings and Web Posting:

Our planning team will present the preliminary recommendations and findings for the park system and the individual park/connectivity master plans to the Steering Committee, Elected Officials and City staff to gain their feedback on the recommendations. We will also conduct communitywide public meeting to gather input and review comments on the proposed plan recommendations. We will provide the City with a .PDF copy of the preliminary master plan report to post on the City's website for a two-week comment period. This will give citizens who were unable to attend the public meetings an opportunity to comment on the plan.

Price/cost strategies will be prepared for implementation of recommended facilities. These strategies will include recommendations for improvements and renovations to existing facilities, as well as new facilities required to meet the identified public need. Vision statements along with short- and long-term goals and objectives will be provided to direct implementation of the master plan.

Product of This Phase:

The technical report from this phase will include:

- Summaries of data analysis
- Survey summaries and analysis
- Policy and Program summaries and recommendations
- Budget summaries and recommendations
- Budget review and recommendations
- Individual park assessments and potential new land acquisition recommendations.
- New park facility cost estimates
- Distribution pattern maps
- Benchmarking comparisons
- Facility inventory charts
- Greenway and trails connectivity maps and cost estimates
- Land acquisition recommendations for future development or reserved open space
- Funding sources and recommendations
- Overall capital spending and phasing plans

An executive summary

After we have gathered all the comments, we will meet with staff, City Administration and Elected Officials to go over a comment summary. At this meeting, comments will be presented by topic area, and the team will ask for final input before the final master plan is prepared.

Deliverables

We will provide a digital copy in .PDF format on CD and a copy of our PowerPoint presentation to staff for distribution. We will also provide a full-size print of key maps. A master plan appendix will have copies of all meeting and planning session summaries. Other critical data that is felt to be important to explaining the master plan recommendations will also be included in the appendix.

FINAL MASTER PLAN PREPARATION

After a thorough evaluation of all comments on the Preliminary Master Plan, our team will prepare a Final Master Plan Report and will present it first to City staff as a draft, and then after revision, to the City Manager and City Council. This plan will include the following:

Final Deliverables

We will provide a digital copy in .pdf format on CD and a copy of our PowerPoint presentation to staff for distribution. We will also provide a full-size version of key maps. A master plan appendix will have copies of all meeting and planning session summaries. Other critical data that is felt to be important to explaining the master plan recommendations will also be included in the appendix.

PROJECT TIMELINE AND MILESTONES

We regularly perform comprehensive master plans for cities and counties in approximately 3-4 months. We feel that in order to perform the scope of work in a professional and meaningful manner, the amount of time we have dedicated to each step is appropriate, and includes sufficient time for City officials to review the recommendations at each step. If desired, we can condense the schedule as desired.

Project Initiation:	Weeks 1-3
Public Participation:	Weeks 4-5
Demand Analysis/Survey and Evaluation/Needs Index/ Facility Assessment/Action Plan & Creation of Preliminary Plan:	Weeks 1-14

Presentation of the Preliminary Master Plan Report and Findings & Associated Meetings:	Weeks 15-16
Creation of Final Master Plan	Weeks 16-20
Final Master Plan Presentation:	Week 21



CITY OF MOUNTAIN BROOK
Dana C. Hazen, AICP
City Planner
54 Church Street
Mountain Brook, Alabama 35213
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Fax: 205/879-8913
hazen@mtmbrook.org
www.mtmbrook.org

2015-064

CUP Food You Pick Up, LLC
174 Watercolor Way
Suite 103
Santa Rosa Beach FL 32459
May 1, 2015



Mountain Brook City Council
54 Church Street
PO Box 130009
Mountain Brook AL 35213

MEMO

DATE: May 7, 2015
TO: Mayor, City Council
City Manager
City Attorney
FROM: Dana Hazen, City Planner
RE: Conditional Use for CUP - Food You Pick Up
73 Church Street (previous Gia's Cakes) Crestline Village

Request for approval of a fast-casual, pick up food use (lunchtime operation) in the previous Gia's Cakes location in Crestline Village. As may be seen in the attached letter of operational characteristics, the establishment is proposed to be open during the lunch peak hours of 11:00 a.m. to 1:00 p.m., thereby requiring approval of a conditional use. There are only 6-8 seats proposed inside, with another 6 proposed on the outdoor sidewalk (sidewalk cafe permit on VDR agenda for May 20th).

The concept is walk-in/take-out. Meals are pre-packaged and serve mostly to-go customers. The applicant has indicated that the experience in other CUP locations is that it is not a "destination" use, but tends to serve mostly walk-up patrons.

The number of employees present between is minimal, with the peak employee time in the early morning and late evening shifts (3-4 employees). The applicant has indicated that the employees will park in designated long-term public parking.

The zoning ordinance requires council approval of a lunchtime conditional use, and states that any proposed conditional use will be reviewed as to the following:

- Whether the use would disparately impact public parking in the area;
Whether vehicular or pedestrian circulation would be impacted by the use;
Whether the use is compatible with surrounding existing uses;
Whether the hours of operation or peak traffic times would impact existing uses.

Dear Mountain Brook City Council:

We are requesting a land use permit to allow our business CUP Food You Pick Up, LLC to operate from the hours of 7:00AM to 9:00PM. We have signed a lease on the property located at 73 Church Street and were not made aware of this requirement until this week.

CUP provides healthy and delicious meals for people on the go. Our breakfast, lunch, and dinner menu items are made fresh daily and packaged for convenience. We rely on foot traffic and grab and go customers for our sales.

Our kitchen will be most heavily staffed in the early morning (3-4 staff members) and late evening shifts (3-4 staff members). With the limited parking available our employees will be using the all-day parking on Don Watson.

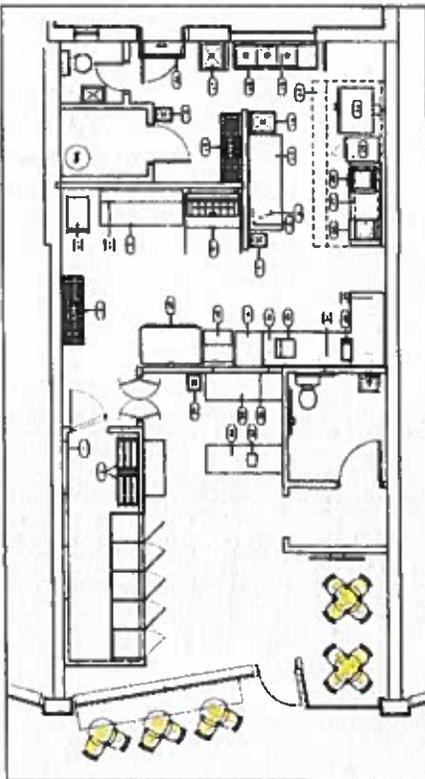
We currently plan to have 6-8 seats inside and will be making an application for cafe seating for an additional 6-8 seats. Most of our customers take their meals to go and because the meals are pre-packaged the time they spend in the restaurant is simply the time it takes to complete the sales transaction.

Please feel free to contact me directly if you require additional information.

Sincerely,

Paulette DeGrow

Direct: 770.633.8534
paulette@pickupcup.com
www.pickupcup.com



5/5/2015 1:03 PM

2015-065



November 4, 2014

Sam Gaston
City Manager
City of Mountain Brook
56 Church Street
Mountain Brook, AL 35213

Dear Mr. Gaston,

My name is Paige Daniel and I would like to submit my name for consideration for the Finance Committee for the City of Mountain Brook. I am a lifelong resident of the city and thus I am deeply interested in the continued success of our city.

As you can see from my attached resume, I do have deep experience in the area of finance. I have 20 years of institutional investment expertise and have had the pleasure of serving on several finance and investment committees during my career.

I thank you in advance for the consideration and if I can answer any follow up questions please do not hesitate to contact me at 939-8308 (w) or pdaniel@highlandassoc.com

Sincerely,

Paige B. Daniel
Paige B. Daniel

EDUCATION

Georgia State University, Atlanta, GA
Master of Business Administration, Finance
December 1997

Vanderbilt University, Nashville, TN
Bachelor of Arts, Economics
Minor concentration in Fine Arts
June 1994

COMMUNITY INVOLVEMENT

Mountain Brook City Schools Foundation
• Board Member
• Investment Committee
• Investment Committee Chair
• Executive Committee
January 2012- present
January 2012-present
May 2014-present
May 2014-present

Rotary Club of Birmingham
• VP New Generations, 2010-2011
August 2009- present

YWCA
• Executive Committee
• VP of Finance
• Board Member
• Foundation Board Member
• Junior Board Member
January 2014-present
January 2014-present
January 2012-present
November 2009- present
August 2005-May 2010

Symphony 38
• President, 2012
• Vice President, 2011
• Picnic Chair, 2010
• Picnic Co-Chair, 2009
April 2007- October 2012

Girls Scouts of Central Alabama
• Board Member
• Finance Committee Chair
• Finance Committee
May 2010- June 2013
May 2010- June 2013
August 2009- June 2013

Parkinson's Association of Alabama
• Board Member
September 2011-present

HIGHLAND ASSOCIATES | 2545 Highland Ave. South, Suite 200 Birmingham, AL 35291-3478 P (205) 933-8664 F (205) 933-7628

Paige B. Daniel
2880 Hastings Road
Birmingham AL 35223
205-870-5479 (H)

PROFESSIONAL PROFILE

Highland Associates, Birmingham, AL August 2006- Present
Principal Shareholder

AmSouth Asset Management, Birmingham, AL November 2002- August 2006
Director of Alternative Strategies Group
Vice President

- Created current alternative investment platform which includes hedge funds, private equity, real estate and timber offerings
- Developed the equity derivatives platform for high net worth clients of AmSouth's Wealth Management Division
- Responsible for meeting annual goals on products that the Group offers
- Member of AmSouth's Asset Management Strategy Group
- Member of AmSouth's Due Diligence Committee
- Received Chairman's Performance Award in February of 2004

AmSouth Asset Management, Birmingham, AL April 1999- November 2002
• Portfolio Manager
• Managed institutional and high net worth accounts totaling \$850 million
• Advised customers on asset allocation and different investment solutions

CIBC Oppenheimer, Atlanta, GA January 1998- April 1999
• Financial Consultant
• Worked in a partnership within the Private Client Group
• Assisted high net worth clients with their investment needs
• Focused primarily on clients with large low basis equity concentrations and help designed risk management solutions to suit their needs

Quirk and Ralby, Chicago IL February 1995- August 1996
Financial Consultant

- Licensed broker servicing the company's client base

Quirk and Ralby, New York City, NY June 1994- February 1995
• Completed company training program

Licenses: active Series 7, 63 and 65

APPENDIX 4

Finance Committee

2015-066



November 17, 2014

City of Mountain Brook
P.O. Box 130009
Mountain Brook, Alabama 35213

Attention: Mr. Sam Gaston - City Manager

Regarding: Finance Committee Opening

Dear Mr. Gaston,

In reading the City of Mountain Brook website, I see that there is a current opening on the Finance Committee. I would be interested in serving on this committee if the opening has not already been filled.

I have been fortunate to have the opportunity to serve on several non-profit boards in various capacities including Finance and Investments as well as my experience in operating my own company for over 26 years. Hopefully these experiences would be relevant and useful in a public capacity. I have taken the liberty of attaching a copy of my resume for your review.

I appreciate your consideration and the opportunity to serve my community.

Sincerely

W. Craig Fravert
3227 E. Briarcliff Road
Mountain Brook, Alabama 35223

Fravert Services, Inc. | 153 Wood Park Drive | Birmingham, Alabama 35211 | 205.940.7100 | 205.940.7100 fax | www.fravert.com

- Member of the Mountain Brook City Schools Foundation (2005 - 2014) and served on several committees including Program & Needs, Investment, Executive as well as Chairman from 2010 to 2012. During this period we oversaw the hiring of the Foundations first Development Director.
- Chosen to the 2014 Class of UAB Excellence in Business Top 25 Award Program. The program identifies and recognizes the success of UAB Alumni owned/operated businesses. Fravert Services, was also recognized as the 3rd fastest growing company in the 2014 class.
- Member of the Birmingham Business Alliance Entrepreneur's Roundtable 2014 -

Hobbies

- Working on old cars
- Playing golf
- Spending time with family and friends at our home at Smith Lake (current Board President) of the Stoney Point Homeowners Association)

APPENDIX 5

W. Craig Fravert - Resume & History

- Born - September 8th, 1936 to William Burton and Warren Auster Fravert, Louisville Kentucky.
- Lived in Columbus, Ohio from 1962 - 1974 graduating from Westland High School
- Attended the University of Alabama in Tuscaloosa and graduated from the University of Alabama in Birmingham (UAB) in 1980 with a degree in Marketing
 - Member of the Pi Kappa Alpha Fraternity - several leadership roles including Chapter President
 - Inducted into the Omicron Delta Kappa (ODK) Academic and Leadership Honor Society
 - Member of Who's Who Among Students in American Universities and Colleges
 - Member of the UAB Chapter of the American Marketing Association - Chapter Vice-President.
- Married - August 11th, 1984 to Cynthia Harlow Fravert, three children, Drew, Evan & Reid
- After working in the power generation field for several years, I began a career in the construction industry as a Project Manager for a Birmingham based electrical contractor. While there, I worked on the Galleria Mall & Winfrey Hotel project, at the time the largest single retail project ever built. After the completion of the Galleria project, I was the Senior Project Manager on the Compass Bank Administrative Office Building. At the time, this was one of the early data processing centers and required a complex power generation, uninterrupted power supply and computer cooling systems to support their operations.
- In 1988 purchased Fluorescent Maintenance & Sign Company in Birmingham, which eventually became Fravert Services, Inc. At the time of purchase Fluorescent Maintenance & Sign Company generated about 1 million dollars in annual sales. Today, Fravert Services is a multi-million dollar company and operates in seven southeastern states.
- Member of the Sunrise Rotary Club of Birmingham, 1989 - 2013, Paul Harris Fellow
- Member of the Rotary Club of Birmingham, 2014 -
- Member of the 1991 Class of the Birmingham Business Journal's Top 40 Under 40
- One of the founding members of the Junior Board at Gateway (formally Family & Child Services) from 1993 - 1995 and served as the first Junior Board President (1993-1994)
- Member of the Board at Gateway (formally Family & Child Services) since 1996 and served on numerous committees including Investment, Property & Grounds, Finance, Audit, Executive and served as Board Chairman from 2000-2002.
- Member of Associated Builders & Contractors, Board of Directors 2013 -

2015-67

December 8, 2014

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

Dear Mr. Gaston

I am interested in serving on the Mountain Brook Finance Committee. I have been a resident of Mountain Brook for over 50 years. I am a retired investment banker and spent the majority of my career in the field of municipal finance, both in the underwriting of municipal bonds and advising municipalities.

If you have any questions, please contact Jack Martin.

Sincerely Yours,



Thomas K. Yardley
3908 Hillock Drive
Mountain Brook, AL, 35213

December 9, 2014

Thomas K. Yardley
3908 Hillock Drive
Mountain Brook, AL 35213

Dear Mr. Yardley:

Thank you for your interest in serving as a member on the Mountain Brook Finance Committee. I have forwarded your letter of interest to the Mayor, City Council and Finance Chairman for their consideration.

Again, thank you for your interest in our City government. If you have any questions, please contact me at 802-3800.

Sincerely,


Sam S. Gaston
City Manager

cc: Lloyd Shelton - Chairman
Mayor/City Council

2015-068

LICENSE AGREEMENT

This License Agreement (the "Agreement") is made and entered into on the date last written below (Date: May 8, 2015) by and between Robert Bradford A. Kelle Avery, (hereinafter referred to as "Grantor") and the City of Mountain Brook, Alabama, a municipal corporation (hereinafter referred to as "City").

WHEREAS, Grantor is the owner of the following described real estate (hereinafter referred to as the "Property") located in the City of Mountain Brook, Alabama, to-wit:

Lot 9 BLK 6, according to the survey of Shades Valley, 2nd Sector, as recorded in Map Book 24, page 55, in the Probate Office of Jefferson County, Alabama.

At the time of this Agreement the Property is also known as 11 West Montcrest Drive.

WHEREAS, the City is constructing a new well that will be approximately 3' high and a sidewalk approximately 4' wide on the municipal right of way along the street in front of the structure located on the Property (the "Project");

WHEREAS, in order to construct the Project, the City may be required to perform operations on the Property that may include, but are not limited to, the following:

- a. alter and re-slope the existing grade of the Property to align with new well;
- b. disturb and replant grass, turf and other pre-existing plantings;
- c. remove sections of the existing driveway and re-pave/recreate same;
- d. as needed, install, maintain, repair and replace drainage structures (including pipes, culverts, and catch basins) on and/or under the Property;
- e. store machinery, equipment and supplies on the Property throughout the Project; and
- f. perform other work, activities and operations reasonably related to the construction of the aforesaid well and sidewalk.

(collectively hereinafter the "Operations");

WHEREAS, the location on the Property at which the Operations may be conducted on is depicted on the attached Exhibit A and hereinafter referenced as the "License Area," and

WHEREAS, pursuant to the terms set forth in this Agreement, the undersigned desire to enter into this Agreement to facilitate the construction of the improvements contemplated on the Project

WITNESSETH

For and in consideration of the sum of one dollar (\$1.00) in hand paid to Grantor by the City, and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Grantor and the City agree as follows:

1. The Grantor grants the City and its employees, contractors and representatives (collectively hereinafter the "City") an irrevocable, non-exclusive right to enter, occupy and use the License Area to conduct its Operations.
2. The City agrees to perform its Operations in a commercially reasonable manner, and in compliance with applicable federal, state and other governmental laws, rules and regulations.
3. This term of this Agreement shall commence on the Effective Date and, unless extended by the parties in writing, expire six (6) months later.
4. At the completion of construction of the Project, the City shall restore the surface and improvements on Grantor's Property to the condition reasonably existing at the time of this Agreement, excepting changes in grade and other modifications on the Property made to construct the Project.
5. This Agreement only grants the City a license, not any interest or estate of any kind, nature or extent in the Property. The City does not and shall not claim any such interest or estate in the Property by virtue of entering into this Agreement or performing the Operations.
6. The City shall not permit any mechanic's or materialman's lien to be filed against the Property by reason of any labor, services, materials or equipment supplied in connection with the Operations. If any such lien is filed affecting the Property, the Grantor shall promptly furnish the City with notice of that lien and the City shall promptly cause the same to be discharged.
7. Nothing in this Agreement shall be construed to create a partnership, joint venture, principal-agent relationship, or any other relationship between the parties other than as independent parties to a contract entered as aforesaid.
8. This Agreement expresses the complete intent and agreement of the parties. The provisions herein supersede all prior negotiations, conversations, and understandings concerning the matters addressed herein. All terms and conditions of this Agreement shall be binding upon the parties and their respective successors and assigns, and cannot be amended, varied or waived by any oral representation or promise of any representative of the parties unless made in a subsequent writing that is signed by all parties. This Agreement may be executed (a) in counterparts, a complete set of which together shall constitute an original and (b) in duplicates, each of which shall constitute an original. Copies of this Agreement showing the signatures of the respective parties, whether produced by photographic, digital, computer, or other reproduction, may be used for all purposes as originals.

(Signature Page Follows)

EXHIBIT A

EXHIBIT A

APPENDIX 7

2015-068

EXHIBIT A - DEPICTION OF LICENSE AREA

See attached.

IN WITNESS WHEREOF, the parties have caused this instrument to be executed as of the date(s) shown below

GRANTOR

Signature: Robert Bradford Avery
Printed Name: Robert Bradford Avery
Date: 5/11/15

GRANTOR

Signature: Katie Avery
Printed Name: Katie Avery
Date: 5/11/15

CITY OF MOUNTAIN BROOK, ALABAMA

By: Lawrence J. Adams
Date: 5/11/2015

ATTEST
Steven Boone
City Clerk

EXHIBIT A

EXHIBIT A



LICENSE AGREEMENT

This License Agreement (the "Agreement") is made and entered into on the date last written below (Date: 5/12/15) by and between Jaha J. & Gina F. Thomas (hereinafter referred to as "Grantor") and the City of Mountain Brook, Alabama, a municipal corporation (hereinafter referred to as "City").

WHEREAS, Grantor is the owner of the following described real estate (hereinafter referred to as the "Property") located in the City of Mountain Brook, Alabama, to-wit:

Lot 11 BLK 6, according to the survey of Shades Valley Gardens, 2nd Sector, as recorded on Map Book 25, page 55, in the Probate Office of Jefferson County, Alabama.

At the time of this Agreement the Property is also known as 16 West Monticrest Drive.

WHEREAS, the City is constructing a new well that will be approximately 3' high and a sidewalk approximately 4' wide on the municipal right of way along the street in front of the structure located on the Property (the "Project");

WHEREAS, in order to construct the Project, the City may be required to perform operations on the Property that may include, but are not limited to, the following:

- a. alter and re-slope the existing grade of the Property to align with new well;
- b. disturb and replace grass, turf and other pre-existing plantings;
- c. remove sections of the existing driveway and repave/restore same;
- d. as needed, install, maintain, repair and replace drainage structures (including pipes, culverts, and catch basins) on under the Property;
- e. store machinery, equipment and supplies on the Property throughout the Project; and
- f. perform other work, activities and operations reasonably related to the construction of the aforesaid well and sidewalk.

(collectively hereinafter the "Operations");

WHEREAS, the location on the Property at which the Operations may be conducted on is depicted on the attached Exhibit A and hereinafter referenced as the "License Area," and

WHEREAS, pursuant to the terms set forth in this Agreement, the undersigned desire to enter into this Agreement to facilitate the construction of the improvements contemplated on the Project

EXHIBIT B

APPENDIX 7

2015-068

WITNESSETH

For and in consideration of the sum of one dollar (\$1.00) in hand paid to Grantor by the City, and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Grantor and the City agree as follows:

1. The Grantor grants the City and its employees, contractors and representatives (collectively hereinafter the "City") an irrevocable, non-exclusive right to enter, occupy and use the License Area to conduct its Operations.
2. The City agree to perform its Operations in a commercially reasonable manner, and in compliance with applicable federal, state and other governmental laws, rules and regulations.
3. This term of this Agreement shall commence on the Effective Date and, unless extended by the parties in writing, expire six (6) months later.
4. At the completion of construction of the Project, the City shall restore the surface and improvements on Grantor's Property to the condition reasonably existing at the time of this Agreement, accepting changes in grade and other modification on the Property made to construct the Project.
5. This Agreement only grants the City a license, not any interest or estate of any kind, nature or extent in the Property. The City does not and shall not claim any such interest or estate in the Property by virtue of entering into this Agreement or performing the Operations.
6. The City shall not permit any mechanic's or materialman's lien to be filed against the Property by reason of any labor, services, materials or equipment supplied in connection with the Operations. If any such lien is filed affecting the Property, the Grantor shall promptly furnish the City with notice of that lien and the City shall promptly cause the same to be discharged.
7. Nothing in this Agreement shall be construed to create a partnership, joint venture, principal-agent relationship, or any other relationship between the parties other than as independent parties to a contract entered at arms' length.
8. This Agreement expresses the complete intent and agreement of the parties. The provisions herein supersede all prior negotiations, conversations, and understandings concerning the matters addressed herein. All terms and conditions of this Agreement shall be binding upon the parties and their respective successors and assigns, and cannot be amended, varied or waived by any oral representation or promise of any representative of the parties unless made in a subsequent writing that is signed by all parties. This Agreement may be executed (a) in counterparts, a complete set of which together shall constitute an original and (b) in duplicates, each of which shall constitute an original. Copies of this Agreement showing the signatures of the respective parties, whether produced by photographic, digital, computer, or other reproduction, may be used for all purposes as originals.

(Signature Page Follows)

IN WITNESS WHEREOF, the parties have caused this instrument to be executed as of the date(s) shown below:

GRANTOR

Signature: Jaha J. Thomas
 Printed Name: Jaha J. Thomas
 Date: 5-12-15

GRANTOR

Signature: Gina F. Thomas
 Printed Name: Gina Thomas
 Date: 5-12-15

CITY OF MOUNTAIN BROOK, ALABAMA

By: [Signature]
 Date: 5/12/15

ATTEST
[Signature]
 City Clerk

EXHIBIT B

EXHIBIT B

EXHIBIT A - DEPICTION OF LICENSE AREA

See attached.

EXHIBIT B



LICENSE AGREEMENT

This License Agreement (the "Agreement") is made and entered into on the date last written below (Date June 11, 2015) by and between John B.A. Kerri L. Waddle (hereinafter referred to as "Grantor") and the City of Mountain Brook, Alabama, a municipal corporation (hereinafter referred to as "City").

WHEREAS, Grantor is the owner of the following described real estate (hereinafter referred to as the "Property") located in the City of Mountain Brook, Alabama, to-wit:

Lot 10 BLK 6, according to the survey of Shades Valley Gardens, 2nd Sector, as recorded in Map Book 25, page 52, in the Probate Office of Jefferson County, Alabama.

At the time of this Agreement the Property is also known as 14 West Mountain Drive;

WHEREAS, the City is constructing a new well that will be approximately 3' high and a sidewalk approximately 4' wide on the municipal right of way along the street in front of the structure located on the Property (the "Project").

WHEREAS, in order to construct the Project, the City may be required to perform operations on the Property that may include, but are not limited to, the following:

- a. alter and re-slope the existing grade of the Property to align with new well;
- b. disturb and replace grass, turf and other pre-existing plantings;
- c. remove sections of the existing driveway and re-pave/replace same;
- d. as needed, install, maintain, repair and replace drainage structures (including pipes, culverts, and catch basins) on under the Property;
- e. store machinery, equipment and supplies on the Property throughout the Project; and
- f. perform other work, activities and operations reasonably related to the construction of the aforesaid well and sidewalk.

(collectively hereinafter the "Operations").

WHEREAS, the location on the Property at which the Operations may be conducted on is depicted on the attached Exhibit A and hereinafter referenced as the "License Area," and

WHEREAS, pursuant to the terms set forth in this Agreement, the undersigned desire to enter into this Agreement to facilitate the construction of the improvements contemplated on the Project

WITNESSETH

For and in consideration of the sum of one dollar (\$1.00) in hand paid to Grantor by the City, and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Grantor and the City agree as follows:

1. The Grantor grants the City and its employees, contractors and representatives (collectively hereinafter the "City") an irrevocable, non-exclusive right to enter, occupy and use the License Area to conduct its Operations.
2. The City agrees to perform its Operations in a commercially reasonable manner, and in compliance with applicable federal, state and other governmental laws, rules and regulations.
3. This term of this Agreement shall commence on the Effective Date and, unless extended by the parties in writing, expire six (6) months later.
4. At the completion of construction of the Project, the City shall restore the surface and improvements on Grantor's Property to the condition reasonably existing at the time of this Agreement, excepting changes in grade and other modification on the Property made to construct the Project.
5. This Agreement only grants the City a license, not any interest or estate of any kind, nature or extent in the Property. The City does not and shall not claim any such interest or estate in the Property by virtue of entering into this Agreement or performing the Operations.
6. The City shall not permit any mechanic's or materialman's lien to be filed against the Property by reason of any labor, services, materials or equipment supplied in connection with the Operations. If any such lien is filed affecting the Property, the Grantor shall promptly furnish the City with notice of the lien and the City shall promptly cause the same to be discharged.
7. Nothing in this Agreement shall be construed to create a partnership, joint venture, principal-agent relationship, or any other relationship between the parties other than as independent parties to a contract entered at arms' length.
8. This Agreement expresses the complete intent and agreement of the parties. The provisions herein supersede all prior negotiations, conversations, and understandings concerning the matters addressed herein. All terms and conditions of this Agreement shall be binding upon the parties and their respective successors and assigns, and cannot be amended, varied or waived by any oral representation or promise of any representative of the parties unless made in a subsequent writing that is signed by all parties. This Agreement may be executed (a) in counterparts, a complete set of which together shall constitute an original and (b) in duplicates, each of which shall constitute an original. Copies of this Agreement showing the signatures of the respective parties, whether produced by photographic, digital, computer, or other reproduction, may be used for all purposes as originals.

(Signature Page Follows)

2015-068

IN WITNESS WHEREOF, the parties have caused this instrument to be executed as of the date(s) shown below

GRANTOR

Signature: [Signature]
Printed Name: John DeLoach
Date: 5/11/15

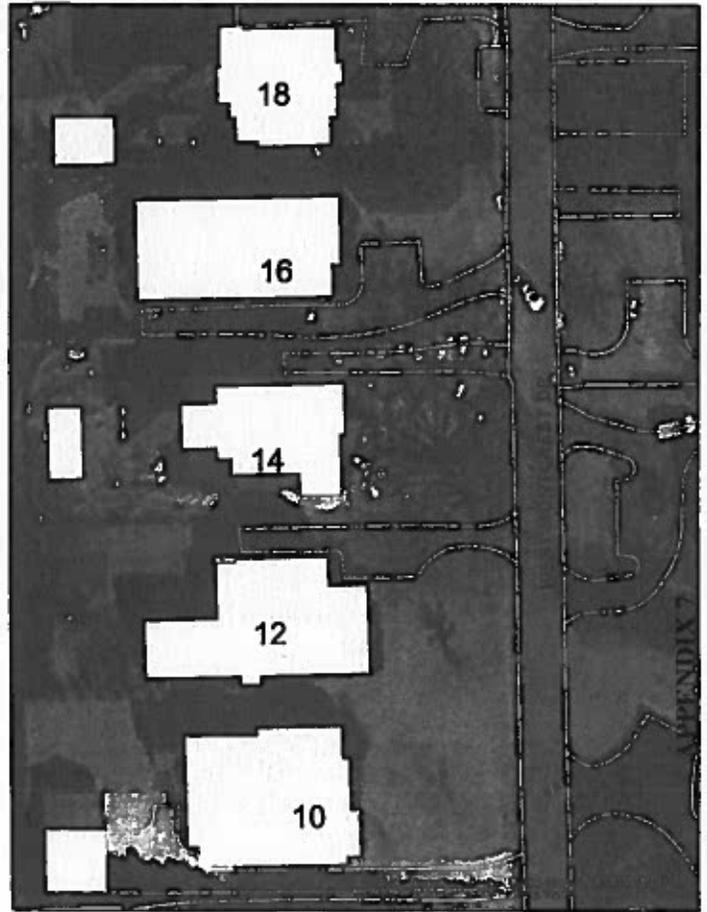
GRANTOR

Signature: [Signature]
Printed Name: Kerry Wilson
Date: 5/11/15

CITY OF MOUNTAIN BROOK, ALABAMA

By: [Signature]
Printed Name: Lawrence T. Oden
Date: 5/11/2015

ATTEST
[Signature]
City Clerk





2015-069

CITY OF MOUNTAIN BROOK

Dana O. Hazen, AICP
City Planner
56 Church Street
Mountain Brook, Alabama 35213
Telephone: 205/802-3821
Fax: 205.879.6913
hazend@mtnbrook.org
www.mtnbrook.org

DATE: May 7, 2015
TO: Mayor, City Council & City Manager
FROM: Dana Hazen, City Planner

changed to 4 to be consistent in all villages

RE: Increasing 2-hour parking to 3-hour and 4-hour parking in Villages

Staff has met with Chamber Representatives from each of the villages regarding time limits on public parking.

Mountain Brook Village is happy with the previous change from 2-hour to 4-hour parking;

English Village has requested 4-hour parking;

Crestline Village has requested 3-hour parking (citing for a reason that a patron could conceivably patronize all of the merchants in Crestline within a 3-hour period...that 4 hours is not needed in order to encourage multiple merchant shopping/dining).

Staff recommends these changes be implemented.

APPENDIX 8

Overbrook Road at Mountain Brook Parkway/Pine Ridge Road

The intersection of Overbrook Road at Mountain Brook Parkway/Pine Ridge Road was studied to determine the feasibility of both non- widening and widening improvements to alleviate traffic congestion at the intersection. The general layout of the intersection is shown in Figure 1. The intersection is characterized by long queues of vehicles, particularly during the a.m. peak period. Traffic is heavily influenced at the intersection by both traffic generated by Mountain Brook Junior High School, located on Overbrook Road approximately 2,300 feet north of the intersection and the fact that Mountain Brook Parkway serves as a direct connector for commuter traffic to U.S. Highway 286, U.S. Highway 31, and Atlanta Highway 349.

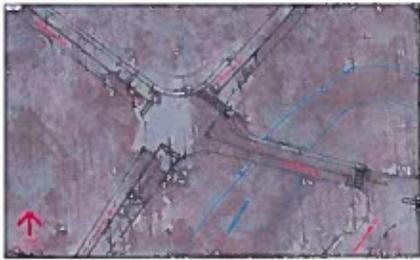


Figure 1. Study Area Map

Existing Intersection Turning Movement Traffic Counts

Existing intersection turning movement traffic counts were conducted at the intersection of Overbrook Road at Mountain Brook Parkway/Pine Ridge Road on Thursday to Friday, March 12 to 13, 2015 by Traffic Data, LLC on behalf of Slapper Consulting, Inc. The intersection turning movement traffic count data is included in Appendix. The a.m., afternoon school, and p.m. peak hour traffic counts are depicted in Figure 2.

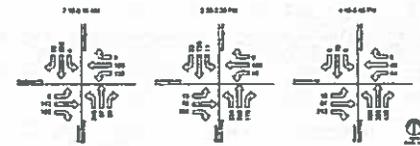


Figure 2. Existing Intersection Turning Movement Traffic Counts

Crash History

Crash information for the intersection of Overbrook Road at Mountain Brook Parkway/Pine Ridge Road was provided by the City of Mountain Brook Police Department for the years 2012, 2013, and 2014. During the three-year period, a total of nine crashes were reported at the intersection. Figure 3 presents the crash diagram for the intersection.



Figure 3. Crash History

Existing Traffic Signal Operating Plan

The existing traffic signal is operated by a four-phase Transit 1000CL controller. All four phases are active, at one time. The phasing is as follows:

- Phase 1 Mountain Brook Parkway northbound left turn
- Phase 2 Pine Ridge Road southbound
- Phase 3 Overbrook Road westbound left turn
- Phase 4 Overbrook Road southbound
- Overbrook Mountain Brook Parkway northbound through (Phases 1+3)
- Overbrook Overbrook Road northbound through (Phases 2+4)

Phase 5 (Overbrook Road westbound left turn) is granted by time-of-day, and is only permitted on weekdays from 6:30 a.m. to 9:00 a.m.

The intersection is pre-timed, that is, there is no vehicle detection on any movement, and the controller is programmed for maximum recall on all four phases.

The existing traffic signal operating plan is shown in Figure 4, and the existing traffic signal programming is shown in Table 1.



Figure 4. Existing Traffic Signal Operating Plan

Matter 2015-070

Table 1. Existing Traffic Signal Controller Programming

	1	2	3	4
Idle Green	6	6	4	6
Yellow	6	6	4	6
Yellow	4	6	4	6
all Red	2	2	2	2
Max Green 1	15	35	13	22
Max Green 2	18	39	10	15
Beep	Min	Min	Min	Min

Observations

Observations of traffic flow at the intersection of Overbrook Road at Mountain Brook Parkway/Pine Ridge Road were conducted by Slapper Consulting, Inc. on Thursday, April 30, 2015 from 7:30 a.m. to 1:15 p.m. Specific items noted in the observations were queue lengths, lack of queue clearance on phase green, time of beginning and ending of congestion, and possible improvements to mitigate congestion.

AM Peak Period Observations

Failure of queues to clear on Overbrook Road southbound began at 7:15 a.m. and extended until 8:09 a.m. Failure of queues to clear on Overbrook Road westbound began at 7:30 a.m. and extended until 7:50 a.m. These two approaches reflect the most severe congestion during the a.m. peak period between 7:30 a.m. and 7:52 a.m., the queues on Overbrook Road westbound and westbound extended beyond the ability to observe, both queues more in excess of 30-35 vehicles in length.

On Mountain Brook Parkway northbound, the queue of vehicles turning left into Overbrook Road routinely extended beyond the taper for the through/right turn lane. Maximum queues of 13-15 vehicles were noted, and occasional queue failures to clear on green were also noted.

On Pine Ridge Road southbound, the maximum queue of vehicles was 20 vehicles. There was only queue failure to clear on green noted.

Existing Intersection Capacity Analysis

Existing peak 15 minute period intersection capacity analyses were performed for the intersection of Overbrook Road at Mountain Brook Parkway/Pine Ridge Road using the method of analysis included in the 2012 Highway Capacity Manual, published by the Transportation Research Board. Capacity are expressed as levels of service, and range from a level of service "A" (highest quality of service) to a level of service "F" (worst service conditions). As a general rule, operation at a level of service "C" or better is desirable, with a level of service "D" considered an acceptable during peak periods of traffic flow. The existing peak 15 minute period intersection capacity analysis are included in Appendix B and are summarized in Table 2. Measures of effectiveness documented included levels of service, control delay, and 95th percentile queue lengths.

Table 2. Existing Intersection Capacity Analysis and Queue Calculations

Approach	Left-Through-Right	P	SI	400'	D	40	375'	D	30	300'
Overbrook Rd Southbound	Left-Through-Right	P	120	674'	D	40	300'	C	11	140'
Mountain Brook Parkway Northbound	Through-Right	D	61	100'	G	11	100'	B	10	110'
Mountain Brook Parkway Northbound	Through-Right	D	14	100'	G	0	100'	B	17	600'
Pine Ridge Rd Southbound	Left-Through-Right	D	42	400'	D	15	140'	E	14	77'

Note: Delay is expressed in average seconds per vehicle

Physical Constraints to Construction

It is evident from the results of the peak period intersection capacity analyses and the observations conducted during the a.m. peak period that physical construction improvements are needed at the intersection of Overbrook Road at Mountain Brook Parkway. The improvements which would clearly be beneficial would include:

- Construction of a right turn lane on Overbrook Road eastbound
- Construction of a left turn lane on Overbrook Road westbound
- Extension of the through-right lane on Mountain Brook Parkway northbound

However, existing physical structures and geographic features at the intersection make any of the widening improvements listed above undesirable. These limiting constraints include:

- Presence of historically significant stone walls to all four quadrants of the intersection;
- A two lane historically significant bridge structure on Overbrook Road westbound; and
- Proximity of the Shades Creek stream bank to the edge of Mountain Brook Parkway northbound

Pictures of these constraints are included on the following page. As a result of these constraints, all recommended improvements for the intersection are non-widening in nature.



Recommended Improvements

The following is a list of recommended improvements for the intersection of Overbrook Road at Mountain Brook Parkway/Pine Ridge Road

1. Install vehicle detection for all lanes at the intersection. The detection zones should be 6 feet wide by 33 feet long and located at the stop line. A technology which does not involve extensive sawcutting of the pavement and routing multiple wires to controller is recommended, which would include:
 - Video detection cameras;
 - Magnetometer sensors (loops); or
 - Radar detection
2. As part of the vehicle detection, implement a queueing detector for Phase 3 (the westbound left turn in Overbrook Road). This queueing detector should be a 6 foot by 20 foot zone located approximately 100 feet in advance of the stop line and should activate Phase 3 after a delay of at least 30 seconds.

2015-070

Existing AM 4/22/2015
1. Overbrook Rd & Pine Ridge Rd

Table with columns: Lane Group, Sat Flow, Sat Delay, Sat Queue, Sat Length, Sat Util, Sat Level of Service. Rows include Lane Group Flow, Act Effic Green, Actuated g/C Ratio, v/c Ratio, Control Delay, Queue Delay, Total Delay, LOS, Approach Delay, Approach LOS, Queue Length, Queue Length 95th, Internal Link Dist, Turn Bay Length, Base Capacity, Storage Cap, and Reduced v/c Ratio.

Maximum v/c Ratio: 1.01
Analysis Period (min): 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown to maximum after two cycles.

Overbrook at Min Branch Pkwy 4/22/2015 Existing AM
Signal Consulting Synchro 8 Report Page 1

Existing PM 4/22/2015
1. Overbrook Rd & Pine Ridge Rd

Table with columns: Lane Group, Sat Flow, Sat Delay, Sat Queue, Sat Length, Sat Util, Sat Level of Service. Rows include Lane Group Flow, Act Effic Green, Actuated g/C Ratio, v/c Ratio, Control Delay, Queue Delay, Total Delay, LOS, Approach Delay, Approach LOS, Queue Length, Queue Length 95th, Internal Link Dist, Turn Bay Length, Base Capacity, Storage Cap, and Reduced v/c Ratio.

Maximum v/c Ratio: 0.79
Analysis Period (min): 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown to maximum after two cycles.

Overbrook at Min Branch Pkwy 4/22/2015 Existing PM
Signal Consulting Synchro 8 Report Page 1

Existing AM School 4/22/2015
1. Overbrook Rd & Pine Ridge Rd

Table with columns: Lane Group, Sat Flow, Sat Delay, Sat Queue, Sat Length, Sat Util, Sat Level of Service. Rows include Lane Group Flow, Act Effic Green, Actuated g/C Ratio, v/c Ratio, Control Delay, Queue Delay, Total Delay, LOS, Approach Delay, Approach LOS, Queue Length, Queue Length 95th, Internal Link Dist, Turn Bay Length, Base Capacity, Storage Cap, and Reduced v/c Ratio.

Maximum v/c Ratio: 1.01
Analysis Period (min): 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown to maximum after two cycles.

Overbrook at Min Branch Pkwy 4/22/2015 Existing AM School
Signal Consulting Synchro 8 Report Page 1

Existing PM 4/22/2015
1. Overbrook Rd & Pine Ridge Rd

Table with columns: Lane Group, Sat Flow, Sat Delay, Sat Queue, Sat Length, Sat Util, Sat Level of Service. Rows include Lane Group Flow, Act Effic Green, Actuated g/C Ratio, v/c Ratio, Control Delay, Queue Delay, Total Delay, LOS, Approach Delay, Approach LOS, Queue Length, Queue Length 95th, Internal Link Dist, Turn Bay Length, Base Capacity, Storage Cap, and Reduced v/c Ratio.

Maximum v/c Ratio: 0.77
Analysis Period (min): 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown to maximum after two cycles.

Overbrook at Min Branch Pkwy 4/22/2015 Existing PM
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Existing AM School 4/22/2015
1. Overbrook Rd & Pine Ridge Rd

Table with columns: Lane Group, Sat Flow, Sat Delay, Sat Queue, Sat Length, Sat Util, Sat Level of Service. Rows include Lane Group Flow, Act Effic Green, Actuated g/C Ratio, v/c Ratio, Control Delay, Queue Delay, Total Delay, LOS, Approach Delay, Approach LOS, Queue Length, Queue Length 95th, Internal Link Dist, Turn Bay Length, Base Capacity, Storage Cap, and Reduced v/c Ratio.

Maximum v/c Ratio: 0.88
Analysis Period (min): 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown to maximum after two cycles.

Overbrook at Min Branch Pkwy 4/22/2015 Existing AM School
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