

**MOUNTAIN BROOK CITY COUNCIL
PRE-MEETING DISCUSSION
SEPTEMBER 23, 2019**

The City Council of the City of Mountain Brook, Alabama met in public session in the Pre-council Room (A106) of City Hall at 6:15 p.m. on the 23rd day of September, 2019. The Council President called the meeting to order and the roll was called with the following results:

Present: Virginia C. Smith, Council President
William S. Pritchard III, Council President Pro Tempore
Philip E. Black
Lloyd C. Shelton
Alice B. Womack
Stewart Welch III, Mayor

Absent: None

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

1. AGENDA

1. Teresa Callahan to discuss her ideas (Appendix 1) on proposed changes to the stop signs at the intersection of Dexter Avenue and Vine Street—Richard Caudle of Skipper Consultants (Appendix 2)

It was the consensus of the elected officials that Council President Pro Tempore meet with School Board officials to discuss the traffic engineer's recommendations and report back to the City Council. Council President Pro Tempore Pritchard recommended that the City Council consider delaying implementation of any modifications until after the area construction (approximately 2 months) is completed to determine whether conditions still warrant the recommended changes.

2. Feral Cat ordinance amendments—Whit Colvin (Ordinance No. 2058 was added to the formal meeting agenda)

Police Chief Cook was instructed to communicate the no feeding of feral cats as provided in the proposed ordinance and to enforce existing laws with respect to the collections and disposition of the subject feral cats.

3. Review of the other matters to be considered at the formal (7 p.m.) meeting. (Resolution No. 2019-133 was added to the formal meeting agenda.)

2. ADJOURNMENT

There being no further matters for discussion, the pre-meeting was adjourned at approximately 6:50 p.m.

3. CERTIFICATION

I, Steven Boone, City Clerk of the City of Mountain Brook, Alabama, certify the above is a true and correct synopsis of the discussion from the work session of the City Council of the City of Mountain Brook, Alabama held at City Hall, Pre-Council Room (A106) on September 23, 2019, and that the meeting was duly called and held in all respects in accordance with the laws of the State of Alabama and bylaws of the City and that no formal action or votes were conducted at said work session.



City Clerk

Approved by City Council October 14, 2019

Sam Gaston

From: Teresa Callahan
Sent: Friday, September 13, 2019 12:18 PM
To: gastons@mtnbrook.org
Subject: Fwd: Dexter and Vine

I am hoping to get on the pre meeting agenda for September 23rd.

Begin forwarded message:

From: Teresa Callahan <treecal@gmail.com>
Subject: Dexter and Vine
Date: September 13, 2019 at 12:08:38 PM CDT
To: gastons@mtnbrook.org

Dear Mr. Gaston,

I, Teresa Callahan, am a former resident at 413 Dexter Avenue, am a future resident at 78 Vines Street. I have been on site everyday since the project began; end of school, start of school, during school and summer. There is no time of the year this intersection at Dexter and Vine does not pose a significant danger to our citizens, residents and most importantly our children.

It is completely unclear who is to stop if you are not familiar with this area. Drivers way exceed the speed limit coming from the pig up, over Dexter and onto Vine through to Euclid. This poses an immense danger for homeowners, pedestrians and drivers alike.

There will be an additional 12 perpendicular parking places facing the new townhomes, which also cause need for great concern. I have witness, on several occasions, iron tribe athletes close to being hit due to no stop sign on Vine street; they run a rout down dexter and back and some of the time do not look BOTH WAYS.

There will be a new tenant at the Vine street townhome commercial space on Dexter and a new establishment occupying the old Mafiosa pizza building, both of which cause ample need for change in the intersection of Dexter and Vine. This has not been considered, as the space is currently unoccupied, and this small are has substantially grown.

My own personal observation of the danger at this cross street, and down Vine proves to be a horrific accident waiting to happen. We must be vigilant in our changing villages to provide safety to our families!

Many parents I know also have the same concerns. One grandparent, I noticed, picked up her grandchild from school and had no idea what to do at the intersection. I was fortunately there to guide her. There are days I want to guide the school traffic myself, but it is not my responsibility. Children walking are put themselves in danger hoping a driver will see and obey the two way stop. (Not often)

This construction is nearing completion in a few months, it is my hope and prayer we can resolve

a terrible danger right in the heart of one of our busiest and most vibrant villages. Keeping our community safe as we grow and change must be our first objective.

Thank you,

Respectfully,
Teresa Callahan

Summary Notes
Intersection of Dexter Avenue at Vine Street

- Prior to June, 2016, the intersection of Dexter Avenue/Vine Street was controlled by stop signs facing Vine Street and no stop signs on Dexter Avenue
- In November, 2014 a traffic impact study was prepared for the Piggly Wiggly grocery store which was subsequently constructed in Crestline Village and which opened in June, 2016.
 - o This traffic impact study addressed the intersection of Dexter Avenue/Vine Street
 - o Traffic at this intersection is abnormally influenced by the traffic pattern of Crestline Elementary School
 - o Observations of traffic conducted in 2014 showed long queues on Vine Street approaching Dexter Avenue during both the morning and afternoon school drop-off and pick-up times
 - o Additional traffic generated by the Piggly Wiggly was projected to have an adverse impact to traffic on Vine Street northbound approaching Dexter Avenue
 - o Four alternatives were analyzed:
 1. Keep the existing orientation of the stop signs
 2. Reverse the orientation of the stop signs, such that Dexter Avenue would have stop signs and Vine Street would be free flowing
 3. Install stop signs on Dexter Avenue, resulting in a four-way stop
 4. Install a traffic signal
 - o Analysis results showed Alternative (2) reversing the stop signs, or Alternative (4) installing a traffic signal, were the only viable options for mitigating the impacts of Piggly Wiggly and improving traffic operations at the intersection
 - o The City Council determined to reverse the orientation of the stop signs
- In October, 2016, the City undertook a traffic study of several issues in Crestline Village, including the intersection of Dexter Avenue/Vine Street
 - o This study was conducted after the changes were implemented in June, 2016 for the new Piggly Wiggly
 - o Observations at the intersection were conducted 7:15-8:00 a.m. and 2:45-3:15 p.m.
 - o Observations included:
 - Vehicles on Vine Street which stopped when they should not have stopped
 - Vehicles on Dexter Avenue which proceeded when they should have stopped
 - The results of these observations are shown in Table 1
 - o Two alternatives were analyzed for potential changes to the intersection
 1. Keep the existing orientation of the stop signs
 2. Install stop signs on Vine Street, resulting in a four-way stop
 - o Results of the analysis showed better results with Alternative 1 (keeping the existing orientation of the stop signs), but also found that Alternative 2 (four-way stop) would not be significantly problematic.
 - A maximum queue on 6 vehicles was projected on Vine Street
 - o A meeting was held with the Mountain Brook Board of Education (Superintendent and Principal of Crestline Elementary School) on October 7, 2016 to discuss the potential of converting Dexter Avenue/Vine Street to a four-way stop
 - The Board of Education was opposed to any change to the traffic control at the intersection because of the positive impact to queuing on Vine Street which resulted with the change in June, 2016
 - o The City Council determined to keep the existing orientation of the stop signs

- On Monday to Tuesday, September 16-17, 2019, observations were repeated at the intersection of Dexter Avenue/Vine Street, matching the observations conducted in 2016.
 - o The results of the 2018 observations as compared to the 2016 observations are included in Table 1, which compares the results from 2016 to 2019
 - o Results show that the percent of vehicles on Vine Street which stop when they should not stop has significantly decreased over the last 3 years
 - o The percent of vehicles which failed to yield right-of-way on Dexter Avenue is similar from 2016 to 2019

Table 1
Observations from 2016 Compared to 2019 – Dexter Avenue/Vine Street Intersection

	2016 Observations		2019 Observations	
	7:15-8:00 a.m.	2:45-3:15 p.m.	7:15-8:00 a.m.	2:45-3:15 p.m.
Vehicles on Vine Street which stopped when they should not have stopped	20 out of 163 (12%)	15 out of 96 (16%)	4 out of 156 (3%)	7 out of 87 (8%)
Vehicles on Dexter Avenue which proceeded when they should have stopped	3 out of 47 (6%)	0 out of 38 (0%)	2 out of 47 (4%)	1 out of 34 (3%)

- Crash reports for the intersection of Dexter Avenue/Vine Street were obtained from the Mountain Brook Police Department. There were 8 recorded crashes at or near the intersection since June, 2016.
 - o 5 of these crashes were not related to the intersection, but involved crashes such as hitting parked cars, backing out of parking spaces, hitting fixed objects, or rear-end crashes not at the intersection
 - o 3 crashes occurred at the intersection of Dexter Avenue/Vine Street. The following is a summary of these three crashes:
 - Wednesday, November 2, 2016, 1:03 p.m. A vehicle westbound on Dexter Avenue ran a stop sign and struck a vehicle northbound on Vine Street
 - Saturday, October 28, 2017, 11:20 a.m. A vehicle westbound on Dexter Avenue ran a stop sign and hit a vehicle northbound on Vine Street
 - Monday, September 17, 2018, 9:13 p.m. A vehicle westbound on Dexter Avenue ran a stop sign and hit a vehicle northbound on Vine Street
 - o No injuries were reported for any crash
 - o In summary, since the stop signs were reversed at the intersection of Dexter Avenue/Vine Street in June, 2016, there have been 3 right-angle crashes at the intersection which involved a driver running the stop sign
 - The October, 2016 report contains a statement that there was no crash history at this intersection for 3 years prior to the reversal of the stop signs.

APPENDIX 2

Recommendations

- Just as in 2016, making a recommendation is difficult for this intersection because of the abnormal traffic pattern due to Crestline Elementary School.
- A factor to consider is that every four-legged intersection on Dexter Avenue north of Vine Street is a four-way stop.
 - o The only intersection on Dexter Avenue which is not a four-way stop is the three-legged intersection at Honeysuckle Lane
- The analysis conducted in 2016 indicated that, if the intersection of Dexter Avenue/Vine Street were converted to a four-way stop, the maximum queue of vehicles on Vine Street would be six vehicles.
- There have been three crashes with vehicles on Dexter Avenue failing to yield right-of-way to vehicles on Vine Street.
- Therefore, the following recommendations are presented for consideration by the City:
 1. Meet with representatives of the Board of Education and Crestline Elementary School staff to determine their current opinion regarding installing a four-way stop at the intersection of Dexter Avenue/Vine Street in light of this new information.
 2. Install stop signs on both approaches of Vine Street at the intersection of Dexter Avenue if the Board of Education does not have a compelling reason not to do so. This should include the following actions:
 - Add "All Way" placards to all four stop signs
 - Paint stop lines on both approaches of Vine Street
 - Install temporary signs (orange/black construction signs) on both approaches of Vine Street notifying drivers of the new stop signs
 3. Monitor the queue on Vine Street during school drop-off and pick-up times after implementation of the four-way stop. If queues are excessive, further mitigation efforts may be required.

**MINUTES OF THE REGULAR OF THE
CITY COUNCIL OF THE CITY OF MOUNTAIN BROOK
SEPTEMBER 23, 2019**

The City Council of the City of Mountain Brook, Alabama and met in public session in the City Hall Council Chamber at approximately 7:00 p.m. on the 23rd day of September, 2019. The Council President called the meeting to order and the roll was called with the following results:

Present: Virginia C. Smith, Council President
William S. Pritchard III, Council President Pro Tempore
Philip E. Black
Lloyd C. Shelton
Alice B. Womack
Stewart Welch III, Mayor

Absent: None

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

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

1. RECOGNITION OF GUESTS

Council President Smith recognized Boy Scouts Sam Fowler of Troop 63 and Ward Holt of Troop 53 (and others) in attendance for their Citizenship in the Community merit badge.

2. JUDGE MARIA FORTUNE CANDIDATE FOR RE-ELECTION TO DISTRICT COURT PLACE 10 (DRUG COURT)

Judge Fortune addressed the governing body and attendees requesting their vote in the upcoming election.

3. SUPERINTENDENT DICKIE BARLOW REGARDING THE SEPTEMBER 24, 2019, SPECIAL ELECTION

The Superintendent presented a 4-minute video explaining the need for the requested 10-mill ad valorem tax increase for the School System.

4. PRESENTATIONS

State Representative David Faulkner presented Mayor Welch with a check in the amount of \$11,200 to be used for the installation of two water fountains in City parks.

State Representative David Faulkner then presented the family of Thomas C. Clark, Jr. with a resolution recognizing and memorializing Mr. Clark for his service to the community.

Mayor Welch presented Kevin Alexander, DMD with a key to the City in recognition of the 30th anniversary of his dental practice in the City.

Mayor Welch read aloud and presented the Magic Moments Day proclamation (No. 2019-140, Exhibit 6) to a representative of Magic Moments.

5. CONSENT AGENDA

Council President Smith 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 September 9, 2019, regular, joint meeting of the City Council and Mountain Brook Emergency Communications District

2019-135	Gynecological Cancer Awareness Month proclamation	Exhibit 1
2019-136	Expression of gratitude to Sally Legg for her service on the Village Design Review Committee	Exhibit 2
2019-137	Expression of gratitude to James Ernest (“Bo”) Grisham, III for his service on the Village Design Review Committee	Exhibit 3
2019-138	Authorize the execution of an agreement with ETC Institute with respect to a resident survey	Exhibit 4, Appendix 1
2019-139	Award the bid for portable target system for the City’s target range (B-20190828-554)	Exhibit 5, Appendix 2
2019-140	Magic Moments Day proclamation	Exhibit 6

Thereupon, the foregoing minutes, resolutions and proclamations were introduced by Council President Smith and a motion for their immediate adoption made by Council member Shelton. The minutes, resolutions and proclamations were then considered by the City Council. Council member Black seconded the motion to adopt the foregoing minutes, resolutions and proclamations. Then, upon the question being put and the roll called, the vote was recorded as follows:

Ayes: Virginia C. Smith, Council President
William S. Pritchard III, Council President Pro Tempore
Philip E. Black
Lloyd C. Shelton
Alice B. Womack

Nays: None

Council President Smith thereupon declared that said minutes, resolutions (Nos. 2019-136 through 2019-139) and proclamations (Nos. 2019-135 and 2019-140) are adopted by a vote of 5—0

6. CONSIDERATION OF AN ORDINANCE (NO. 2058) AMENDING SEC. 6-3 OF THE CITY CODE WITH RESPECT TO STRAY, FERAL OR ABANDONED CATS AND FELINES (EXHIBIT 7)

The ordinance was introduced in writing by Council President Smith who then invited comments. There being no comments or questions, President Smith called for a motion. Council member Black made a motion that all rules and regulations which, unless suspended, would prevent the immediate consideration and adoption of said ordinance be suspended, and that unanimous consent to the immediate consideration of said ordinance is given and that the reading of the ordinance at length be waived. The motion was seconded by Council President Pro Tempore Pritchard. Thereupon, Council President Smith called for vote with the following results:

Ayes: Virginia C. Smith
William S. Pritchard, III
Philip E. Black
Lloyd C. Shelton

Alice B. Womack

Nays: None

The Council President Smith declared the motion passed by a vote of 5—0.

After said ordinance had been considered in full by the Council, Council member Shelton moved for the adoption of said ordinance. The motion was seconded by Council member Womack. Thereupon, Council President Smith called for vote with the following results:

Ayes: Virginia C. Smith
William S. Pritchard, III
Philip E. Black
Lloyd C. Shelton
Alice B. Womack

Nays: None

The Council President Smith declared that the said ordinance (No. 2058) is hereby adopted by a vote of 5—0 and, as evidence thereof, she signed the same.

7. PUBLIC HEARING: CONSIDERATION OF AN ORDINANCE (NO. 2057) AMENDING THE LANE PARKE PLANNED UNIT DEVELOPMENT MASTER (PUD) MASTER DEVELOPMENT PLAN WITH RESPECT TO DRIVE THROUGHS (EXHIBIT 8, APPENDIX 3)

The ordinance was introduced in writing by Council President Smith who requested that persons who wish to speak address their comments to the governing body, avoid repeating comments and keep comments focused on the proposed amendment. She then invited comments and questions from the audience.

Mel McElroy of 1901 6th Avenue North representing Evson, Inc.:

- The owner has been working hard to replace the tenants lost due to extraneous circumstances
- The owner maintains a positive outlook for the development
- Crawford Square Real Estate has been added to the team to recruit new tenants
- The developer has identified two national tenants interested in opening locations within the development both of which are requiring drive-throughs which has prompted the requested modifications to the PUD master development plan
- The PUD modifications include 1) the addition of one drive-through in the “Treadwell’s block” which shall be limited to only a bank, pharmacy or dry cleaners and 2) specify the location of a new drive-through in the “Regions block” providing access to the new drive-through and 3) confirming the other location of a drive-through already permitted in the PUD
- [35:58] In exchange for these modifications, the owner is agreeing to grant the City the right to approve a traffic/queuing study for the proposed [coffee shop] and future drive-through such approval not required in the current PUD
- If the Council approves the traffic/queuing study, the developer will be requesting approval of a coffee shop to be located in Building E
- A point of clarification is that the PUD does not allow for a fast food operation in the development
- Mr. Caudle studied an additional coffee shop located in Cahaba Heights and added the results thereof to his report and studied the traffic patterns along Jemison Lane and the potential impact of a drive-through
- Star Buck’s (national) requires stacking capacity for 9 vehicles
- Regarding the loss of plantings along Building E to accommodate the proposed drive-through, a supplemental planting plan has been prepared to demonstrate conformance to the existing PUD green space requirements
- The tenants for the spaces cannot be expressed presently

Richard Caudle, P.E. of Skipper Consulting:

- The major change since the August 12 hearing, Skipper studied another Star Buck's located on Cahaba Heights Road
- The revised study is attached hereto (Appendix 3)
- The vehicle storage from Jemison Lane to the drive-through window is 195 feet or 9 vehicles of 22 feet each
- It appears that the que for the coffee shops studied may have more to do with the traffic volume of the adjacent street than the coffee shop itself
- Therefore, Caudle expects the proposed que to be more in line with the Montclair Road and Cahaba Heights stores than the Trussville store
- The Montclair site begins and ends in a parking lot
- The updated study suggests there will be no issues in the mid-day and afternoon peak times [49:42]. The 10th vehicle will block the crosswalk. The 11th vehicle will block one lane of traffic on Jemison Lane. The 12th vehicle will block both lanes on Jemison Lane. The updated study suggests that the que will exceed the storage capacity for 4 minutes during the morning peak times. Of those 4 minutes, the cross walk will be blocked for 1 minute, for 2 minutes at approximately 8:30 a.m. one lane of Jemison Lane will be blocked and for 1 minute both lanes of Jemison Lane will be blocked.
- Jemison Lane traffic was machine counted in 5-minute increments which showed the peak flow to be 15 vehicles or 3 vehicles per minute for 5 minutes. At this rate, during the peak times when the que is at its projected maximum, Jemison Lane should experience up to 3 vehicles in que behind the stopped vehicle in the drive-through.
- The original study did not indicate any issues with vehicles exiting a drive-through onto Rele Street
- The original Lane Parke traffic study would not be invalidated by the proposed modifications
- The third car in the Jemison Lane que described above could be blocked for up to one minute assuming the motorist is unable to pass using the three available lanes provided by Jemison Lane

Sam Heide of 2800 Heathermoor Road of Crawford Square Real Estate Advisors:

- The principals of Crawford Square are all residents of the City
- People like the convenience of a drive-through
- A pharmacy drive-through provides more privacy than a store counter
- Accessing the current Star Bucks is unsafe for pedestrians due to having to cross a thoroughfare
- Patrons will still be able to go inside the Star Bucks as opposed to going through the drive-through
- Traffic is important to a retailer's success
- The success of this project is another step toward success for this community
- A big announcement for the development is scheduled for tomorrow
- Fast food is not in the plan
- Would it be the worst thing for Mountain Brook Village to have any of the following all with a drive-through: coffee shop, bank, dry cleaners, pharmacy or organic juice bar—No
- The opposition is not all about the drive-through but perhaps an urge to say "I told you so"
- This project needs the community's support
- Asked for the community to root for the development, developer, marketing firm and the City
- The developer wants to bring businesses to the development that are complimentary to the Village
- The tenant at one of the three spaces for the building adjacent to the "Kinnucan's alley" cannot be formally announced yet but it is a retailer with a little of bottles. The others include the post office and talks are underway for an organic juice bar with a drive-through

Victor Hanson of 2328 Chester Road:

- The objection is not to the drive-through per se but rather the Star Bucks drive-through which he believes is more akin to a fast food drive-through
- Re: Mike OnTraffic graph (Appendix 4) illustrates the analogy of the drive-through requirements of various business types

- His son recently reported that he was 12th in line on a Saturday morning at the Cahaba Heights Star Bucks on Cahaba Heights Road
- Encouraged the Council members to visit some area Star Bucks at peak times to see for themselves what these drive-through ques look like
- Star Bucks' states on their website they want 11 cars in their drive-through ques
- The City does not need to rescue this development by granting this modification

Philip Grover of 2714 Carriage Place [1:20:28]:

- Previously asked [during the 2013 hearings] what impact the development will have on Montevallo Road and never heard a response
- Supports what Victor Hanson said completely
- Hope the Council represents the residents as much or more than the developer as we live here and will be most impacted

John Hornsby of 3400 Montevallo Road [1:22:36]:

- Mountain Brook is a city of relationships
- Is most concerned about the que and what delays motorists will encounter or whether they will be able back out of on-street parking spaces
- Thinks the que will be longer than the traffic consultant's report suggests
- Urged the Council to consider how an usually long que will be accommodated

Richard Caudle:

- The most recent study did not include the entire PUD area
- The land uses and accesses of the PUD are not being modified so the original PUD study does not require an update
- Regarding motorists exiting onto Rele Street, it is not projected to carry a large amount of traffic.
- Additionally, the drive-through peaks will occur before stores along Rele Street open
- Jemison Lane was not studied due to its current state of incompleteness. Yes, once completed Jemison Lane will experience greater traffic but the roadway will be improved to accommodate the increased traffic.
- Unable to respond to Mr. Hornsby's question about demographics and its impact on traffic

Edmond Siebels of 2871 Bamoral Road [1:30:18]:

- Here in support of the proposal
- Works with BB&T Bank
- Retail is under stress
- The success of this project is not guaranteed and it needs every opportunity to available to do so
- Urged the Council to vote in favor of this ordinance

Ann Relfe of 3043 Canterbury Road [1:32:23]:

- There is always a lot traffic from her house to Montevallo Road
- Driving through Mountain Brook Village, she frequently encounters numerous delivery trucks in the middle of the road
- Views a blocked road will be a detriment to the community
- Mountain Brook does not want to be like Trussville or Cahaba Heights
- It is ridiculous that the City wants to accommodate someone wanting to make money and allowing a Star Bucks at this location to do so

Abbie Molling of 2505 Mountain Brook Circle [1:34:43]:

- Is the que measured from the pick-up window or the ordering board to which Mr. Caudle responded that the que was measured from the pick-up window? Gaps can occur between the window and the order board

Amy Tully of 2619 Watkins Road [1:39:29]:

- Inquired about the traffic flow direction which was pointed out by Council member Black on the illustration shown by the overhead projector

Simeon Johnson of 9 Woodhill Road [1:42:11]:

- Mr. McElroy described the various drive-throughs approved and questioned whether the Star Bucks drive-through is currently allowed
- Passed out copies of the August 12 Council minutes with portions highlighted about the discussion of the 2 or 3 drive-throughs
- Council President Pro Tempore Pritchard responded that Mr. McElroy was mistaken when he stated on August 12 that the PUD only included 2 drive-throughs
- Council President Smith stated that it was the recollection of the governing body that the PUD included 3 drive-throughs and that the inconsistency included in the PUD pointed out on August 12 is a mistake. She went on to say that the irony of this discussion is that it her interpretation that the developer likely has the right to proceed with the installation of this drive-through without the approval of the City Council.
- Council member Womack stated that she was not present on August 12 and was confused when she read the minutes as she recalled the PUD including 3 drive-throughs
- John Evans had a plan for Lane Parke for over a decade. Just this year the plan has been changed to include these drive-throughs.
- The current PUD calls for numerous pocket parks and green space. Has not heard why the developer's original vision has changed or why the City is willing to give away the public green space and what is the City getting in return.
- Council President Smith: The greenery to be lost to accommodate the subject drive-through was never part of the "green space" for their numbers
- What is the City getting in return for giving away this green space?
- Council President Pro Tem Pritchard: The City is not giving away anything. The City is gaining a project that is moving forward and satisfies the needs of the community

Dona Musgrave of 2620 Carriage Place [1:51:26]:

- It was reported that the City would be giving up at 11 to 17 hardwoods and parking spaces
- A friend has been monitoring the Cahaba Heights Star Bucks and has reported that 3 p.m. appears to be that store's peak time. This individual has reported 13-15 cars in queue and traffic backed-up everywhere as all of the surrounding stores are open
- The statement that the Lane Parke store's peak flows will occur when surrounding businesses are closed is bogus
- Council President Smith: There is a landscape plan for the development. The City Council does not review the landscape plan. The Village Design Review Committee reviews the plan in relation to the Council-approved PUD master development plan. If the Council passes the drive-through tonight, the developer will be required to update its landscape plan. President Smith has seen a preliminary landscape plan that does show new plantings to replace those to be lost. Based on what President Smith has seen, the landscape is not a concern.
- City Planner Dana Hazen: Regarding parking spaces, there is a surplus of 18 spaces currently. It is projected that 11-14 spaces will be lost to accommodate the proposed drive-through. So, if approved, there will still be a parking space surplus. It is not the Council's responsibility to design the drive-through. And, if approved, the developer must still satisfy the parking requirements.

Elizabeth Pointer of 3500 Country Club Boulevard:

- Supports the development moving forward
- Drive-throughs do not encourage shopping
- Thinks the lost parking spaces would better promote shopping
- Does not believe the queuing study to be accurate
- Visited the Cahaba Heights location and believes the study presented by the developer to be unscientific. Does not believe a one-day study to be relevant. During her 2-hour observation,

disagrees with the 22-foot/vehicle measurement used to determine the number of vehicles that can be stored in the drive-through.

- Views this proposal, if approved, will have long-range negative effects on the development and surrounding village

Louise Gale of 2937 Southwood Road [2:03:08]:

- Often when people are in a drive-through they are distracted and do not pull-up timely
- When Canterbury Road was closed off, traffic was impeded. If this drive-through is approved, traffic exiting Rele Street onto Montevallo Road will be similarly impeded when turning left.

Alleen Cater of 327 Easton Circle [2:05:23]:

- Visits the Cahaba Heights Star Bucks and the one in Mountain Brook Village often. When she visits the store with a drive-through it is an errand as compared to when she visits the Star Bucks in Mountain Brook Village when she shops nearby stores.
- Does the City want to make Lane Parke the best errand destination or shopping destination?

Terry Oden of 6 Rockledge Road [2:07:55]:

- When this development was first considered, great effort was exerted to get “it right”. The plan that was agreed to at the time was the plan sold to the public. Questions why the City would agree to a change now.
- Believes it is disingenuous of the developer to make such a request
- The community is counting on the City Council to keep its word

Council President Smith [2:11:23] stated that she assumes no one has any new questions or concerns as she has not heard any for quite some time. There being none, the public hearing was closed. She then asked whether any of the elected officials had any questions or comments.

Council member Womack:

- What is the distance between the proposed Star Bucks drive-through and Culver Road? Caudle: Based on the scale of the depiction, approximately 300 feet.

Council President Pro Tempore Pritchard [2:12:47]:

- Sincerely appreciates the comments and interest
- The comments have been considered and much study has been conducted since the August 12 public hearing
- As pointed out by Terry Oden, considerable thought and effort was exerted before the initial approval of the PUD. One thing that was clearing understood by the governing body when the PUD was approved is that as the project evolved, it was going to require some tweaks.
- The world has changed in the last six years
- This drive-through proposal represents a significant change but one that is warranted under the circumstances
- It appears people may be concerned that the City Council has not given sufficient consideration to the publics’ interests (not true), the person with the most to lose is John Evans and his family
- Questions have been raised about the validity of the traffic consultant’s report. Skipper Consulting has been used by the City and others on numerous City projects. Mr. Pritchard could not envision how reconfiguring Green Valley Road at U. S. Highway 280 [re: Cahaba Village development] could work but the consultant’s report proved to be correct in that study and many others. Views Skipper Consulting to be experts. Skipper has advised the Evans that this drive-through will work and if it does not, it will be the Evans’ who suffer most.
- Made a motion to approve the requested modifications to the PUD [2:17:38]

Council member Shelton:

- Could not disagree more
- Tends to agree with Terry Oden in that the City Council got it right back in 2013 and is not sure that the drive-through proposal is the magic bullet that is going to make the project successful

- It is crystal clear that the City does not want a fast food operation in Lane Parke. Call it what you want but Star Bucks is a fast food operation.
- This proposal seems to contradict what we are trying to do all over the City
- We are considering a proposal that says we are okay blocking traffic
- The City Council modified Canterbury Road to achieve a reduction of commute time by seconds, yet here the City is considering a proposal that will block traffic for up to 4 minutes daily
- Intends to vote no and believes the City has more to lose than the Evans' family

Council member Black [2:20:09]:

- The Planning Commission voted unanimously for this proposal given the same information and data sets
- This community expects excellence in all facets of this community (education, public safety, recreation, etc.) Excellence is not perfection. Daily we see 18-wheel delivery trucks parked in the middle of the roadways all over the villages including Star Bucks in Mountain Brook Village and we all simply deal with it.
- If a car does block traffic on Jemison Lane and the motorist cannot maneuver around it, the driver will cope.
- Believes the City should allow the developer the ability to develop this property
- The developer has navigated a lengthy PUD review process to get where we are today for what Mr. Black considers to be a fairly minor modification

Council President Smith [2:22:26]:

- Has wrestled with this proposal from the start
- Initially, Ms. Smith could not have been more opposed
- Has read the documents and all of the e-mails (some twice)
- It was not until this morning that Ms. Smith had a change of heart
- Believes the facts do not support the beliefs that the drive-through will be the burden that she has been hearing from the people who have expressed their opinions and opposition
- Does not view this drive-through adversely impacting traffic along Rele Street and agrees with Council member Black regarding its impact on Jemison Lane
- Intends to vote in favor of the requested PUD amendment

Council member Womack:

- Has also waived in her opinion regarding this proposal
- Keeps coming back to the issue that if the proposal is denied, the developer can still put the coffee shop and drive-through at this location. Also, if the proposal is approved, the City gains more control over future tenants
- This proposal allows for a pharmacy

Mayor Welch [2:24:38]:

- Tends to lean toward the perspective of the businessman as he understands how hard it is to start, maintain and be successful in business
- Something really has to impress as being significantly detrimental to lean against a business
- Does not view this proposal as significantly adverse to the public's interests

Council President Pro Tempore Pritchard:

- There are two matters for consideration: 1) an ordinance approving the amendment to the PUD [which does not require unanimous consent for immediate consideration as the matter has already been before the City Council] and 2) approval of a coffee shop at this location
- Made a motion for the approval of an ordinance amending the Lane Parke PUD master development plan as presented

The motion was seconded by Council member Womack. Thereupon, Council President Smith called for vote by a show of hands with the following results:

Ayes: Virginia C. Smith
William S. Pritchard, III
Philip E. Black
Alice B. Womack

Nays: Lloyd C. Shelton

The Council President Smith declared the ordinance (No. 2057) passed by a vote of 4—1.

Council President Pro Tempore Pritchard then made a motion (No. 2019-141, Exhibit 9, Appendix 5) to approve the drive through for a coffee shop for Block 10 as presented. The motion was seconded by Council President Smith. Thereupon, Council President Smith called for vote by a show of hands with the following results:

Ayes: Virginia C. Smith
William S. Pritchard, III
Philip E. Black
Alice B. Womack

Nays: Lloyd C. Shelton

The Council President Smith declared that the said motion (No. 2019-141) is hereby adopted by a vote of 4—1 and, as evidence thereof, she signed the same.

8. ANNOUNCEMENT

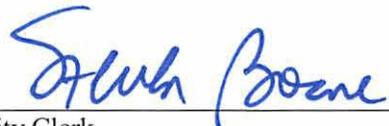
The next regular meeting of the City Council will be October 14, 2019, at 7:00 p.m. in the Council Chamber of City Hall located at 56 Church Street, Mountain Brook, AL 35213.

9. ADJOURNMENT

There being no further business to come before the City Council, Council President Smith adjourned the meeting at approximately 9:30 p.m.

10. CERTIFICATION

I, Steven Boone, City Clerk of the City of Mountain Brook, Alabama, certify the above is a true and correct transcript of the regular meeting of the City Council of the City of Mountain Brook, Alabama held at City Hall, Council Chamber (Room A108) on September 23, 2019, and that the meeting was duly called and held in all respects in accordance with the laws of the State of Alabama and bylaws of the City and that a quorum was present.



City Clerk
Approved by City Council October 14, 2019

EXHIBIT 1

PROCLAMATION NO. 2019-135

GYNECOLOGIC CANCER AWARENESS MONTH

WHEREAS, gynecologic (GYN) cancers are among the leading cancer killers of women in the United States, and more than 107,000 women will be diagnosed, and more than 31,000 women will die from these diseases this year and the absence they leave in our hearts will be deeply felt forever; and

WHEREAS, the Laura Crandall Brown Foundation and their “A State of Teal” initiative brings awareness of all GYN cancers to the people throughout the State of Alabama; and

WHEREAS, the good health and well-being of women in our state and the City of Mountain Brook are enhanced by increased awareness of GYN cancers and their symptoms and treatments; and

WHEREAS, it is also crucial that all women in our state and the City of Mountain Brook take an active role in learning the symptoms and risk factors associated with GYN cancers, developing healthy habits, and undergoing regular medical examinations so that any occurrence of these diseases may be detected in their early and treatable stages; and

WHEREAS, we reflect upon the memory of those lost to these diseases, the bravery of those currently battling these diagnoses, and the need for increased awareness, screening, and research so that the women of our state and the City of Mountain Brook might be spared from them in the future, and encourage all citizens to work together to raise awareness of GYN cancers; and

NOW, THEREFORE, I, Stewart Welch III, Mayor of the City of Mountain Brook, Alabama, do hereby proclaim September 2019, as

“GYNECOLOGIC CANCER AWARENESS MONTH”

throughout the City and encourage all residents of Mountain Brook to work together to raise awareness of GYN cancers and do commend this observance to all our citizens.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Mountain Brook to be affixed the 23rd day of September of the year of our Lord 2019 and of the Independence of the United States of America, the 243rd.

Stewart H. Welch III, Mayor

EXHIBIT 2

RESOLUTION NO. 2019-136

**EXPRESSION OF GRATITUDE TO SALLY LEGG
FOR HER DEDICATED SERVICE TO THE CITY ON THE
VILLAGE DESIGN REVIEW COMMITTEE**

WHEREAS, Sally Legg served on the City of Mountain Brook Village Design Review Committee for twelve (12) years, beginning on August 13, 2007. This committee, especially in its early years, was instrumental in drafting and promoting the adoption of a strong sign ordinance which has served to preserve the integrity of the village streetscapes; and

WHEREAS, Sally Legg’s dedication to *place-making* has enhanced the visual aesthetic of the village storefronts and sidewalks. Her enthusiasm for pedestrian friendly environs has influenced the adoption of many design review guidelines used by the Village Design Review Committee today; and

WHEREAS, Sally Legg’s attention to detail and her artistic perspective were positive contributions to the Village Design Review Committee, as well as to many public projects throughout the city; and

WHEREAS, Sally Legg’s recommendations have always stemmed from a belief in the specialness of Mountain Brook and its villages; as she is passionately dedicated to improving the city’s public spaces; and

WHEREAS, it is the desire of the residents of Mountain Brook to express their appreciation to Sally Legg and recognize her service to our City.

NOW, THEREFORE, be it resolved that the Mayor and City Council, on behalf of all the residents of Mountain Brook, do publicly thank Sally Legg for her years of dedicated service and wish her well in her endeavors.

EXHIBIT 3

RESOLUTION NO. 2019-137

**EXPRESSION OF GRATITUDE TO JAMES E. (“BO”) GRISHAM III
FOR HIS DEDICATED SERVICE TO THE CITY ON THE
VILLAGE DESIGN REVIEW COMMITTEE**

WHEREAS, The Village Design Review Committee has been instrumental in drafting and promoting the adoption of a strong sign ordinance, serving to preserve the integrity of the village streetscapes; and

WHEREAS, Bo Grisham served on the Village Design Review Committee for seven (7) years, beginning in 2012, having served as Co-Chair 2015-2018 and Chair since March of 2018; and

WHEREAS, Bo Grisham has been a steady and dedicated member of the Village Design Review Committee, with fresh ideas and a passion for the city of Mountain Brook; and

WHEREAS, Bo Grisham embraced his leadership role with a renewed sense of pride in Mountain Brook’s environs, while leading the Village Design Review meetings with level-headedness in an otherwise very subjective environment ; and

WHEREAS, Bo Grisham’s detail-oriented nature made him a natural in his role as Chairman, his demeanor promoting a sense of calm and organization to the meetings, always offering a “space” for all voices to be heard; and

WHEREAS, it is the desire of the residents of Mountain Brook to express their appreciation to Bo Grisham and recognize his service to our City.

NOW, THEREFORE, be it resolved that the Mayor and City Council, on behalf of all the residents of Mountain Brook, do publicly thank Bo Grisham for his years of dedicated service and wish him well in his endeavors.

EXHIBIT 4

RESOLUTION NO. 2019-138

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama that the City Council hereby authorizes the execution of a contract for services between the City and ETC Institute, in the form as attached hereto as Exhibit A subject to such minor revisions as may be determined appropriate by the City Attorney, with respect to the design, administration and evaluation of a resident survey.

APPENDIX 1

EXHIBIT 5

RESOLUTION NO. 2019-139

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama, that the bid for the purchase of portable targets for the Police Department target range (B-20190828-554) submitted by Action Targets is hereby accepted having been the sole bid received and determined to meet specifications.

BE IT FURTHER RESOLVED by the City Council of the City of Mountain Brook, Alabama, that the Mayor or City Manager of the City is hereby authorized and directed to issue a purchase order and to execute such other documents that may be determined necessary with respect to said purchase.

APPENDIX 2

EXHIBIT 6

**MAGIC MOMENTS DAY
PROCLAMATION (2019-140)**

WHEREAS, the emotional and general well-being of children ages 4-18 in the state of Alabama diagnosed with chronic life-threatening diseases is enhanced by services provided by Magic Moments; and

WHEREAS, children in Alabama suffering with chronic life-threatening diseases are granted opportunities to live life without the trials of medical appointments and hospital stays for even for a moment; and

WHEREAS, the Magic Moments staff sets an annual goal of fulfilling 100 children’s requests throughout Alabama; and

WHEREAS, Alabama residents will be aware of Magic Moments, the mission and become involved as referring sources; and

WHEREAS, with awareness of services provided by Magic Moments, Alabama citizens in all 67 counties will come together to assist in the assurance that all qualifying children reap from deserving benefits and live their dreams magically and experience childhood normalcy to the fullest.

NOW, THEREFORE, I, Stewart Welch III, Mayor of the City of Mountain Brook, Alabama, do hereby proclaim **October 21, 2019**, as

MAGIC MOMENTS DAY

throughout the City and encourage all residents of Mountain Brook to work together to raise awareness of Magic Moments and do commend this observance to all our citizens.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Mountain Brook to be affixed the 23rd day of September of the year of our Lord 2019 and of the Independence of the United States of America, the 243rd.

Stewart H. Welch III, Mayor

EXHIBIT 7

ORDINANCE NO. 2058

**ORDINANCE AMENDING SECTION 6-3 OF THE CITY CODE
WITH RESPECT TO STRAY, FERAL OR ABANDONED CATS AND FELINES**

BE IT ORDAINED by the City Council of the City of Mountain Brook, Alabama, that Section 6-3 of the City Code is hereby amended to as follows:

Section 1. Amendment

Sec. 6-3. - Stray, feral, or abandoned cats and felines.

(a) *Impoundment of Stray, Feral or Abandoned Cats and Felines.*

- 1) The City of Mountain Brook or its representatives, including the dog warden, animal control officer, or person serving in like capacity, or such persons or firms as may be designated or employed by the city or with whom the city may contract for such purposes, shall have the authority to trap or collect by humane means and impound any cat or member of the feline family that appears to be stray, abandoned, feral, undomesticated, or uncared for based on the behavior or physical condition of the cat, and the absence of any collar, tag, microchip, or other means of identifying the name, address, or telephone number of the owner of the cat.
- 2) If the impounded cat is not redeemed by its owner or placed with a new owner, the city or its representatives shall be authorized to euthanize and/or dispose of the cat in a merciful manner after following the process prescribed by section 6-110 of this Code.
- 3) The collection, care, and disposition of any impounded cat shall be subject to state law governing such practices, including but not limited to sterilization requirements set forth in the Code of Ala. 1975, § 3-9-2.
- 4) If the impounded cat is determined by reasonable means to be infected with rabies, the cat shall be deemed a public nuisance and a danger to the health and safety of the community and shall be euthanized in a merciful manner.
- 5) A cat that is trapped and impounded pursuant to subsection (1) herein may be released into the general area from which it was trapped subject to the following requirements:
 - a. The cat is determined by reasonable means to be feral or undomesticated and not suitable for adoption;
 - b. The cat is determined by reasonable means to be healthy and without disease or infection of any kind, including not falling within the purview of subsection (d) herein;
 - c. The cat is sterilized pursuant to the sterilization requirements set forth in the Code of Ala. 1975, § 3-9-2 and other state law governing such practices;
 - d. The cat is vaccinated for rabies; and
 - e. The cat is marked with ear tags, a clipped ear, or other means to identify that said cat has been sterilized.
- 6) The purpose of this section is to authorize the humane trapping, collection, and sterilization and/or disposal of cats that are reasonably believed not to be owned or under the care of any person and which, by virtue of such status and other indicia, are deemed to represent an actual or potential threat to the health, safety, and welfare of the public. Nothing herein shall be deemed to prevent the city and its employees or agents from using reasonable discretion in discharging the functions and activities hereby authorized. Nothing herein shall be interpreted or deemed to create or to impose on the city, its agents, employees, persons, or entities acting on behalf thereof any duty, standard of care, or liability to the public generally or to any member thereof with respect to the collection, care, or disposition of cats impounded under the authority hereof.

(b) *Feeding of Stray, Feral or Abandoned Cats or Felines.*

- (1) *Prohibited.* Except as otherwise provided in this subsection, it shall be unlawful for any person to knowingly feed, offer food, or in any manner provide food to any stray, feral or abandoned cat or feline on private or public property within the city limits for the purpose of attracting or harboring such animals. This prohibition does not apply to any of the following:
- a. Employees or agents of the city, county, state, and federal government, or veterinarians who, in the course of their official duties, have such animals in their custody or under their management;
 - b. The provision of food to domesticated dogs or cats that are household pets and that are owned by or whose care and feeding has been entrusted to the person providing the food;
 - c. The provision of food that is incidental to other lawful activities and that is not intended to attract or harbor the stray, feral or abandoned cats or felines; and
 - d. The provision of food in connection with the humane trapping of such animals. ~~for the purposes of relocating said animals to nonresidential areas.~~
- (2) *Violation.* Persons believed to have committed an offense shall first be given three days' written notice by the city or its duly authorized representative to cease and desist the activities that constitute an actual or suspected violation of subsection (b)(1) of this section. Such notice may be sent by United States mail, by personal delivery, or by other customary and generally accepted means of transmittal and delivery. If additional evidence that the recipient of the notice heretofore described has violated subsection (b)(1) of this section on or after the fourth business day following mailing of the notice, the person shall be guilty of a misdemeanor.
2. **Repealer.** All ordinances or parts of ordinances heretofore adopted by the City Council of the City of Mountain Brook, Alabama that are inconsistent with the provisions of this ordinance are hereby expressly repealed.
3. **Severability.** If any part, section or subdivision of this ordinance shall be held unconstitutional or invalid for any reason, such holding shall not be construed to invalidate or impair the remainder of this ordinance, which shall continue in full force and effect notwithstanding such holding.
4. **Effective Date.** This ordinance shall become effective immediately upon adoption and publication as provided by law.

EXHIBIT 8

ORDINANCE NO. 2057

**AN ORDINANCE AMENDING THE LANE PARKE
PUD MASTER DEVELOPMENT PLAN**

BE IT ORDAINED by the City Council of the City of the City of Mountain Brook, Alabama, as follows:

1. **Development Standards.** The Master Development Plan and the materials submitted by the applicant, as required by Section 129-265 of the Mountain Brook City Code, as approved upon the adoption of Ordinance 1871 dated May 21, 2012 are hereby amended to include the changes specified as attached hereto.
2. **Description of Affected Property.** The property that is the subject of the rezoning approved by this ordinance is described as follows:

A parcel of land being situated in the Northeast quarter of the Northwest quarter and the Southeast quarter of the Northwest quarter of Section 8, Township 18 South, Range 2 West, more particularly described as follows:

Begin at the Southwest Corner of the Northeast Quarter of the Northwest Quarter of Section 8, Township 18 South, Range 2 West; being the Point of Beginning; thence run Northerly along the West line of said Quarter - Quarter a distance of 665.12 feet; thence right 91°-08'-04" a distance of 1325.11 feet; thence right 88°-58'-55" a distance of 74.22 feet; thence right 37°-49'-05" a distance of 736.41 feet; thence right 52°-46'-30" a distance of 62.37 feet; thence right 00°-14'-22" a distance of 179.92 feet; thence left 90°-58'-32" a distance of 355.39 feet; thence right 88°-43'-29" a distance of 24.53 feet; thence left 87°-29'-35" a distance of 139.13 feet; thence right 89°-27'-49" a distance of 14.61 feet; thence left 117°-30'-00" a distance of 175.92 feet; thence right 84°-32'-17" a distance of 46.85 feet; thence tangent to a curve to the left having a radius of 1243.26 feet and a central angle of 9°-20'-05" along the curve an arc distance of 202.55 feet; thence right 62°-49'-52" from the tangent of said curve a distance of 329.33 feet; thence tangent to a curve to the left having a central angle of 18°-00'-50" and a radius of 66.12 feet an arc distance of 20.79 feet; thence left 2°-03'-01" to the tangent of a curve to the left having a central angle of 34°-34'-36" and a radius of 60.77 feet, an arc distance of 36.67 feet; thence continue from the tangent of said curve a distance of 45.64 feet; thence right 90°-00'-00" a distance of 119.49 feet; thence right 33°-25'-36" a distance of 245.11 feet; thence right 0°-00'-42" a distance of 377.82 feet to the Point of Beginning.

Said Parcel contains 27.59 acres more or less.

3. **Repealer.** All ordinances or parts of ordinances heretofore adopted by the City Council of the City of Mountain Brook, Alabama that are inconsistent with the provisions of this ordinance are hereby expressly repealed.
4. **Severability.** If any part, section or subdivision of this ordinance shall be held unconstitutional or invalid for any reason, such holding shall not be construed to invalidate or impair the remainder of this ordinance, which shall continue in full force and effect notwithstanding such holding.
5. **Effective Date.** This ordinance shall become effective immediately upon adoption and publication as provided by law.

APPENDIX 3

EXHIBIT 9

MOTION NO. 2019-141

Whereas, the City Council amended the Lane Parke Planned Unit Development master plan with respect to the number of and approval process for drive throughs within the development upon its adoption of Ordinance No. 2057 dated September 23, 2019; and

Whereas, the developer has requested approval of a drive through pursuant to the modified master plan;

Council President Pro Tempore Pritchard made a motion that the City Council approves the drive through for a coffee shop for Block 10 as illustrated in Exhibit A attached hereto. The motion was seconded by Council President Smith.

There being no further discussion or comments or questions from the audience, Council President Smith called for a vote with the following results:

Ayes: Virginia C. Smith, Council President
William S. Pritchard III, Council President Pro Tempore
Philip E. Black
Alice B. Womack

Nays: Lloyd C. Shelton

Council President Smith thereupon declared that said motion (No. 2019-141) is adopted by a vote of
4-1.

APPENDIX 5

Contract for Services and Scope of Work
Between ETC Institute and the City of Mountain Brook, AL

ARTICLE I: SCOPE OF SERVICES

- Overview of Services to Be Performed.** ETC Institute will design and administer a citizen survey for the City of Mountain Brook, AL. The survey will be designed and administered during the fall of 2019. ETC Institute will provide a draft report within 8 weeks of the time the survey is approved by the City. ETC Institute will provide a final report within 1 week of receiving feedback from the City on the draft report.
- Maximum fixed fee.** The total fee for the project is \$16,500.
- ETC Institute's responsibilities.** The tasks that will be performed by ETC Institute as part of this agreement include the following:
 - ✓ finalizing the methodology for administering the survey based on input from the City.
 - ✓ designing a resident survey instrument that is up to 15 minutes in length (6-7 pages).
 - ✓ creating the online survey
 - ✓ selecting a random sample of households to be surveyed
 - ✓ setting up the database
 - ✓ conducting a pretest of the survey instrument
 - ✓ completing 400 surveys by a combination of mail, phone, and internet (ETC Institute's costs include all labor, postage and printing associated with the administration of the survey). The results of a random sample of 400 completed surveys will have a precision of at least +/-5% at the 95% level of confidence.
 - ✓ conducting data entry and quality control review for all completed surveys
 - ✓ providing complete printouts of the data
 - ✓ conducting benchmarking analysis that shows how the results for Mountain Brook compare to other communities regionally and nationally.
 - ✓ conducting importance-satisfaction analysis to identify the types of improvements that will have the most impact on satisfaction with city services.

ETC Institute

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2019-138

- ✓ completing a final report that will include an executive summary, charts and graphs, GIS mapping, benchmarking analysis, importance-satisfaction analysis, tables showing the results to all questions on the survey, and a copy of the survey instrument.
 - ✓ making one on-site presentation of the survey results to the City.
- Responsibilities for the City of Mountain Brook will include the following:
 - ✓ approving the survey instrument
 - ✓ providing a cover letter for the mail version of resident surveys
 - ✓ providing GIS shapefiles that show the boundaries of the City

ARTICLE II: PAYMENT FOR SERVICES

- Invoices will be submitted throughout the duration of the project, for a total project fee of \$16,500.

ARTICLE III: MISCELLANEOUS PROVISIONS

- Change in Scope.** The Scope of Services for this contract shall be subject to modification or supplement upon the written agreement of the contracting parties. Any such modification in the Scope of Services shall be incorporated in this agreement by supplemental agreement executed by the parties.
- Termination of Contract.** This agreement may be terminated by either party upon 14 days written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party. If the contract is terminated by the City, the City shall reimburse ETC Institute for the full value of any tasks that have been initiated, up to the total amount of the next scheduled invoice.
- Rights to Use the Data.** ETC Institute has the right to use the data as a component of ETC Institute's DirectionFinder® benchmarks, but ETC Institute will not release specific results for the City of Mountain Brook without written approval from the City.

ETC Institute

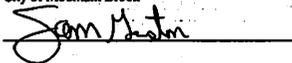
Page 2 of 3

APPENDIX 1

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be signed by their duly authorized officers.

Sam Gaston, City Manager
City of Mountain Brook

Date 9-25-19



Greg Emas, CFO
ETC Institute

Date _____

From: Whit Colvin <wcolvin@bishopcolvin.com>
Date: Mon, Sep 16, 2019 at 5:52 PM
Subject: Re: Final Bid
To: Jason Carmack <carmackj@mtbbook.org>
Cc: <wcolvin@bishopcolvin.com>

Jason,

Thank you for the information on the portable target bids. Action Target was the only bidder and I understood that they met all the requirements in the bid specifications.

I have reviewed the information presented and concur with your conclusion that there are no issues and that the bid can be awarded to Action. Accordingly, I believe you can forward the recommendation to them that the bid be awarded and I suspect they will concur.

Whit Colvin
Bishop, Colvin, Johnson & Kent, LLC
Phone: (205) 251-2881
Direct Line: (205) 224-4195
Mobile: (205) 222-6225
wcolvin@bishopcolvin.com
www.bishopcolvin.com

On 9/16/2019 2:26 PM, Jason Carmack wrote:

Attached is the spec sheet from Action Target in response to the portable target bid as well as my bid, tabulation and recommendation memo. Action Target met all of the bid specs and was the only company to respond to the bid. I don't see any issues, but wanted to run it by you.

Lt. Jason Carmack
Patrol Division
Mountain Brook Police Department
101 Tibbett Street
Mountain Brook, AL 35213
(205) 802-3858

BID TABULATION AND RECOMMENDATION
BID NUMBER B-20190828-554
CITY OF MOUNTAIN BROOK
PORTABLE TARGET BID

**BID TABULATION AND RECOMMENDATION
BID NUMBER B-20190828-554
CITY OF MOUNTAIN BROOK
PORTABLE TARGET BID**

One bid was received on September 11, 2019 by 2:00 pm at Mountain Brook City Hall.

\$29,974 Action Target \$29,974.00

The only bid received was that provided by Action Target, and it met all of the desired product specifications. It is my recommendation to award the bid to Action Target.

Lt. Jason Carmack
Patrol Division Commander
Mountain Brook Police Dept.

2019-139

P-19-20

Petition Summary

Request for approval of an amendment to the Planned Unit Development (PUD) for Lane Parke.

Recent Background

At its meeting of August 26, 2019, the city council approved the applicant's request to carry the case over to September 23, 2019 for revisions.

At its meeting of August 12, 2019, the city council held a public hearing on this case, announcing at the beginning of the meeting the no vote would be taken at that time, in the absence of two of its members. The applicant presented the case and public comment was taken.

Analysis

The proposed PUD amendment has 4 prongs:

1. To amend the Traffic & Access Plan to add Block 8 to the list of blocks that may contain a drive-thru.
2. To exclude coffee shops and specialty food related concepts from the list of permitted drive-thru uses for proposed Block 8.
3. To amend the Base Zoning Standards to allow 4 drive-thrus.
4. To add language to require a stacking/queue analysis and city council approval for each and every proposed drive-thru in the project; every time a new tenant drive-thru is proposed.

Planning Commission Recommendation

At its meeting of July 1, 2019, the planning commission recommended approval of the proposed drive-thru amendment (P-19-20), with a condition that the language be made more restrictive with regard to specific proposed tenant types and specific locations within Lane Parke.

Language has been added to require a stacking/queue analysis and city council approval for each and every proposed drive-thru in the project; every time a new tenant drive-thru is proposed; and language has been added which further limits the uses that may contain a drive-thru in Block 8.

Traffic Study of Drive-Through Queue

Analysis of Queue Lengths

Excerpt of Skipper Queue Study, Page 5 (Revised September 3, 2019):

"The longest average queues (both in length and duration) for the Coffee Shop are during the morning peak period (between 6:05 and 8:40 a.m.). Based on the data collected, it is estimated that the queue

for the proposed Coffee Shop will exceed the available storage of nine (9) vehicles for four (4) minutes during the morning peak period.

More specifically:

- The queue will exceed storage by one vehicle for three (3) minutes, at dispersed times throughout the peak period.
- The queue will exceed storage by two vehicles for one (1) minute, likely to occur around 8:30 a.m.

During the midday and afternoon peak periods, it is projected that the queue will not exceed the storage.

A queue which exceeds the storage by one vehicle will block the crosswalk which crosses the entrance to the drive-through at Gemison Lane, but will not impede traffic flow on Gemison Lane. A queue which exceeds the storage by two vehicles will impede one direction of traffic flow on Gemison Lane. This situation is projected to occur for one (1) minute, at around 8:30 a.m.

** In the previous edition of this report, issued on June 10, 2019, the available queue storage would be exceeded for approximately nine (9) minutes on a typical weekday (six minutes during the morning peak period and three minutes during the afternoon peak period). The revised report indicates that the queue storage is anticipated to be exceeded for four (4) minutes, all during the morning peak period. *The difference in the results is due to the addition of queue observations at a third site during the morning peak period (Starbucks on Cahaba Heights Road in Vestavia Hills). The additional data points reduced the average queue lengths calculated in the analysis.*"

Landscape Plan for Phase 2

The PUD contains a list of approved plant species, and indicates that street trees and other landscaping along street frontages should resemble that of the traditional village and be compatible with it. The PUD also indicates that the landscape plan is subject to the Village Design Review process. This means that a proposed landscape plan should be presented to the VDR for review and approval prior to implementation. However, such an approved landscape plan does not, then, become part of the PUD; and as such, is not subject to city council review when changes are made to an approved landscape plan.

Likewise, the city council, in its review of any proposed PUD amendment, is not bound by any landscape plan previously approved by the VDR. This does not preclude the council from taking into consideration an approved landscape plan, during the course of its review of all factors of a PUD amendment.

2059

Affected Regulation

Article XVI, Planned Unit Development District; Section 129-266, Additional Requirements and Provisions

Appends

LOCATION: 2655 Lane Parke Road

ZONING DISTRICT: Planned Unit Development

OWNER: Evson, Inc.

NOTICE OF PUBLIC HEARING

PROPOSED ZONING NOTICE

Notice is hereby given that at a regular meeting of the City Council of the City of Mountain Brook to be held on Monday, September 23, 2019, at 7:00 p.m., in the Council Chamber of the Mountain Brook City Hall located at 56 Church Street, Mountain Brook, Alabama 35213, the City Council will hold a public hearing to consider proposed amendments to the Lane Parke PUD, as approved upon the adoption of Ordinance 1871 dated May 21, 2012.

Proposed PUD changes (with respect to the number of drive-thrus and their locations) are available for review during regular business hours at City Hall or by going to: www.mtnbrook.org - Calendar - September 23, 2019 - City Council - Supporting Documents - Lane Parke PUD Amendment.

ORDINANCE NO.

AN ORDINANCE AMENDING THE LANE PARKE PUD

BE IT ORDAINED by the City Council of the City of Mountain Brook, Alabama, as follows:

1. **Development Standards.** The Master Development Plan and the materials submitted by the applicant, as required by Section 129-265 of the Mountain Brook City Code, as approved upon the adoption of Ordinance 1871 dated May 21, 2012 are hereby amended to include the changes specified as attached hereto.

2. **Description of Affected Property.** The property that is the subject of the rezoning approved by this ordinance is described as follows:

A parcel of land being situated in the Northeast quarter of the Northwest quarter and the Southeast quarter of the Northwest quarter of Section 8, Township 18 South, Range 2 West, more particularly described as follows:

Begin at the Southwest Corner of the Northeast Quarter of the Northwest Quarter of Section 8, Township 18 South, Range 2 West; being the Point of Beginning; thence run Northerly along the West line of said Quarter - Quarter a distance of 665.12 feet; thence right 91°-08'-04" a distance of 1325.11 feet; thence right 88°-58'-55" a distance of 74.22 feet; thence right 37°-49'-05" a distance of 736.41 feet; thence right 52°-46'-30" a distance of 62.37 feet; thence right 00°-14'-22" a distance of 179.92 feet; thence left 90°-58'-32" a distance of 355.39 feet; thence right 88°-43'-29" a distance of 24.53 feet; thence left 87°-29'-35" a distance of 139.13 feet; thence right 89°-27'-49" a distance of 14.61 feet; thence left 117°-30'-00" a distance of 175.92 feet; thence right 84°-32'-17" a distance of 46.85 feet; thence tangent to a curve to the left having a radius of 1243.26 feet and a central angle of 9°-20'-05" along the curve an arc distance of 202.55 feet; thence right 62°-49'-52" from the tangent of said curve a distance of 329.33 feet; thence tangent to a curve to the left having a central angle of 18°-00'-50" and a radius of 66.12 feet an arc distance of 20.79 feet; thence left 2°-03'-01" to the tangent of a curve to the left having a central angle of 34°-34'-36" and a radius of 60.77 feet, an arc distance of 36.67 feet; thence continue from the tangent of said curve a distance of 45.64 feet; thence right 90°-00'-00" a distance of 119.49 feet; thence right 33°-25'-36" a distance of 245.11 feet; thence right 0°-00'-42" a distance of 377.82 feet to the Point of Beginning.

Said Parcel contains 27.59 acres more or less.

3. **Repealer.** All ordinances or parts of ordinances heretofore adopted by the City Council of the City of Mountain Brook, Alabama that are inconsistent with the provisions of this ordinance are hereby expressly repealed.

APPENDIX 3

- 4. **Severability.** If any part, section or subdivision of this ordinance shall be held unconstitutional or invalid for any reason, such holding shall not be construed to invalidate or impair the remainder of this ordinance, which shall continue in full force and effect notwithstanding such holding.
- 5. **Effective Date.** This ordinance shall become effective immediately upon adoption and publication as provided by law.

At the aforesaid time and place, all interested parties will be heard in relation to the changes proposed by said ordinance.

CERTIFICATION

I, Tammy Reid, Administrative Analyst for the City of Mountain Brook, Alabama, do hereby certify that I have caused notice of the proposed amendment to the zoning ordinance and of public meeting thereupon set forth above to be published and provided in the manner specified by Article XXV of the Mountain Brook City Code. I further certify that I have posted said notice in four conspicuous places within the City of Mountain Brook, in the manner and within the time permitted by law, said places being:

Mountain Brook City Hall, 56 Church Street
 Gilchrist Pharmacy, 2850 Cahaba Road
 Cahaba River Walk, 3503 Overton Road
 Overton Park, 3020 Overton Road

Tammy Reid, Administrative Analyst



Lane Parke

MOUNTAIN BROOK, ALABAMA

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PARKING, ACCESS AND TRAFFIC PLAN

TRAFFIC AND ACCESS

The plan of traffic and access for Lane Park shall be as more particularly set forth herein in this Section 10 (the "Traffic and Access Plan"). The traffic and access improvements constructed in connection with the Lane Park Plan shall be in accordance with the Traffic and Access Plan, the Alternate Drive Through and Access Plan

The Traffic and Access Plan has been prepared in accordance with the recommendations of a Traffic Impact Study prepared by Skupper Consulting, Inc., a leading regional traffic consultant, a copy of which has been submitted with the PUD Application as Appendix B (the "Traffic Impact Study").

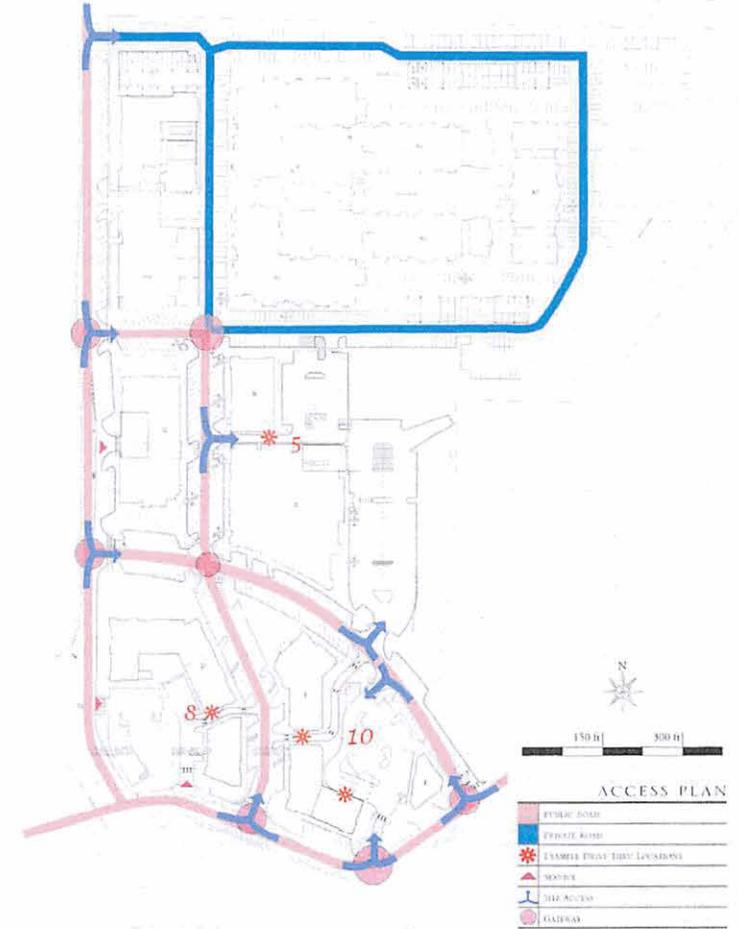
The Traffic Impact Study recommends that the following improvements be constructed to better service the traffic demands resulting from the uses and improvements to be included within Lane Park (collectively, the "Traffic Improvements"):

- Widening Lane Park Road to a three lane cross section from the intersection of Calaba Road/Culver Road (U.S. Hwy. 280 ramp for approximately 440 feet northward (including turn bay storage, turn bay taper, and extension taper).
- Widening of Culver Road to a three lane cross section.
- Restriping Monteville Road to provide a left turn lane into the site access.
- Modifying the traffic signal at the intersection of Calaba Road/Lane Park Road/Culver Road (U.S. 280 Ramps) to provide a protected-permissive left turn arrow for traffic turning left from the U.S. 280 ramp northward onto Calaba Road and Lane Park Road.

In accordance with the recommendations of the Traffic Impact Study, the Traffic Improvements shall be constructed and/or implemented.



APPENDIX G: ALTERNATE DRIVE THROUGH AND ACCESS PLAN



APPENDIX 3

Lane Parke PUD Drive-Through Analysis
Mountain Brook, Alabama

Introduction

This report documents a traffic analysis to support a change in the Lane Parke PUD in Mountain Brook, Alabama, in order to allow construction of a drive-through window for a proposed Coffee Shop. The proposed shop location within the PUD and orientation of the drive-through lane is shown in figure 1.



Figure 1. Drive-Through Locations

Skipper Consulting, Inc.

Page 1

DRIVE-THROUGH QUEUE TRAFFIC STUDY

Lane Parke PUD

Mountain Brook, Alabama

Prepared for:

Evson, Inc.
2621 Lane Park Road
Mountain Brook, Alabama 35223

Prepared by:

Skipper Consulting, Inc.
3644 Vann Road, Suite 100
Birmingham, Alabama 35235

June 10, 2019

Revision 1: September 3, 2019



SIGNED:

DATE:

Richard Lyn Cable
9/3/19

Drive-Through Storage

The drive-through lane for the Coffee Shop has the capacity to store approximately nine (9) vehicles beginning at the window, before the queue blocks the crosswalk crossing the entrance to the drive-through lane. The length of available storage is 195 feet, and the assumed queue per stored vehicle is 22 feet, on average.

Existing Queue Length Studies

Existing studies for drive-through queues for Coffee Shops are limited to one report containing maximum queue lengths for six Coffee Shops located in Minnesota and Kansas. The data in the report is limited to reporting the maximum observed queue during a 24-hour period. A graphical depiction of the data is shown below.

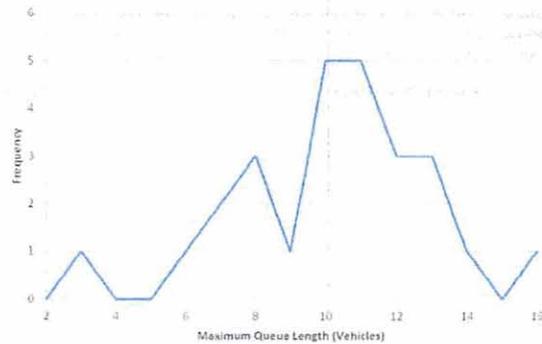


Figure 3.3.2 – Drive-Through Coffee Shop Maximum Queue Frequency – MN + KS Data
Source: *Drive-Through Queue Generation*, Mike Spack, P.E., et al

The data collected in Minnesota and Kansas was statistically analyzed in the Spack report to yield the following:

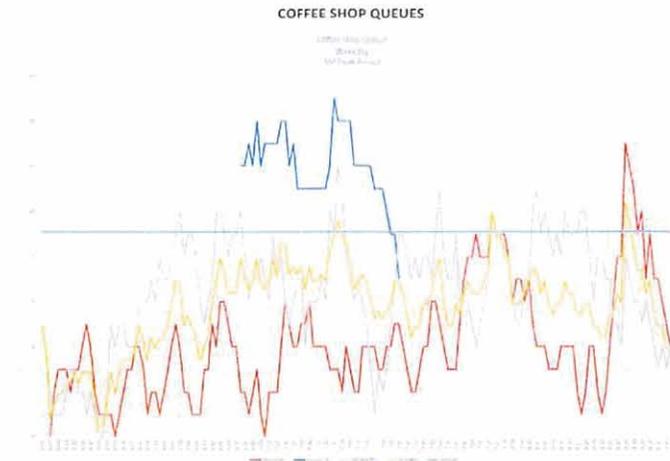
- Average Maximum Queue – 10.2 vehicles
- 85th Percentile Queue – 13 vehicles
- Maximum Queue – 16 vehicle

New Queue Length Data Collection

Existing queue length studies available were determined by Skipper Consulting, Inc. to be insufficient for the purposes of this report. In order to provide a complete picture of the queues, not only the length of the maximum queues must be determined, but also the duration (in minutes) of any queues which exceed the storage available needs to be known in order to make sound decisions regarding the proposal. Therefore, in order to provide a complete picture of queue lengths, Skipper Consulting, Inc. undertook new research to determine queue lengths for drive-throughs for Coffee Shops. The sites selected for detailed data collection were:

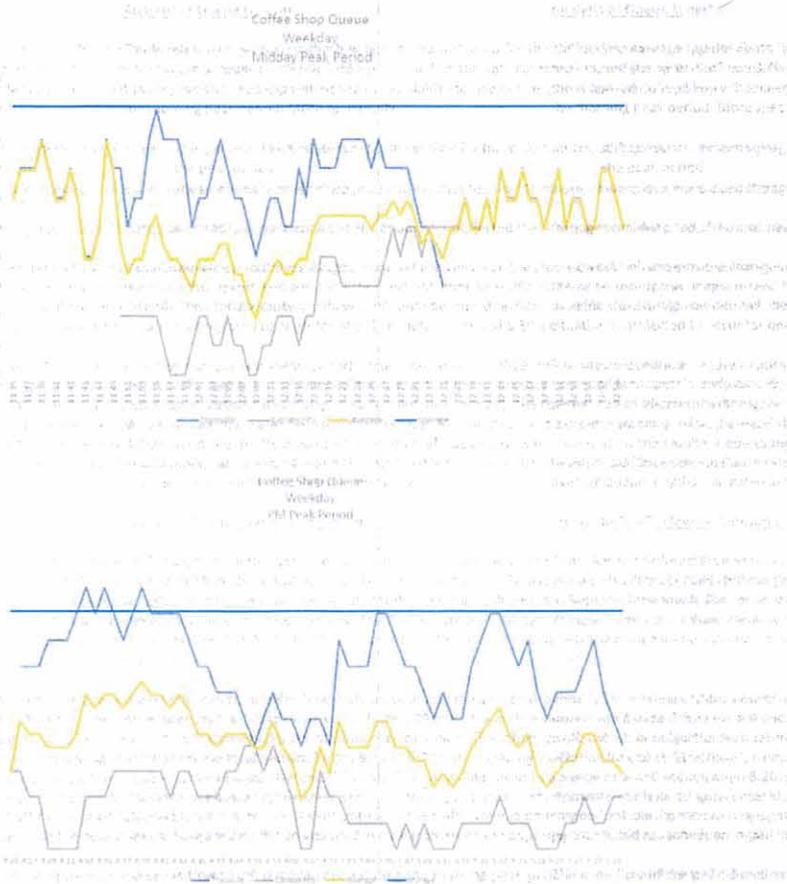
- Coffee Shops
 - Starbucks on U.S. Highway 11 in Trussville
 - Starbucks on Montclair Road in Birmingham
 - Starbucks on Cahaba Heights Road in Vestavia Hills

Data collection was performed by observing the queues during the morning, midday, and afternoon peak periods, with the queue data collected minute-by-minute. The results of the queue length data collection, including a calculation of the average queue, are depicted in the following graphs.



Lane Parke PUD Drive-Through Analysis

Mountain Brook, Alabama



Lane Parke PUD Drive-Through Analysis

Mountain Brook, Alabama

Analysis of Queue Lengths

The longest average queues (both in length and duration) for the Coffee Shop are during the morning peak period (between 6:05 and 8:40 a.m.). Based on the data collected, it is estimated that the queue for the proposed Coffee Shop will exceed the available storage of nine (9) vehicles for four (4) minutes during the morning peak period. More specifically,

- The queue will exceed storage by one vehicle for three (3) minutes, at dispersed times throughout the peak period
- The queue will exceed storage by two vehicles for one (1) minute, likely to occur around 8:30 a.m.

During the midday and afternoon peak periods, it is projected that the queue will not exceed the storage.

A queue which exceeds the storage by one vehicle will block the crosswalk which crosses the entrance to the drive-through at Jemison Lane, but will not impede traffic flow on Jemison Lane. A queue which exceeds the storage by two vehicles will impede one direction of traffic flow on Jemison Lane. This situation is projected to occur for one (1) minute, at around 8:30 a.m.

The previous edition of this report, issued on June 10, 2019, the available queue storage would be exceeded for approximately nine (9) minutes on a typical weekday (six minutes during the morning peak period and three minutes during the afternoon peak period). The revised report indicates that the queue storage is anticipated to be exceeded for four (4) minutes, all during the morning peak period. The difference in the results is due to the addition of queue observations at a third site during the morning peak period (Starbucks on Cahaba Heights Road in Vestavia Hills). The additional data points reduced the average queue lengths calculated in the analysis.

Impact to Traffic Flow on Jemison Lane

A 24 hour machine traffic count was performed on Jemison Lane near the point of intersection of the proposed Coffee-Shop drive-through lane on Wednesday to Thursday, August 28 to 29, 2019. The data is included in Appendix A. The count data for the morning peak period in five-minute intervals was extracted directly from the machine memory. The five-minute interval data retrieved from the count machine is shown in Table 1. Note: five-minute intervals are the shortest interval which is stored in the traffic counter memory.

The peak five-minute traffic flow on Jemison during the a.m. peak period is 15 vehicles, and occurs twice, once from 7:50 to 7:55 a.m. and once from 8:20 to 8:25 a.m. The second time period nearly corresponds (within four minutes) to the maximum calculated Coffee Shop queue, which is projected to be 10.4 vehicles (round to 11 vehicles) from 8:29 to 8:30 a.m. Impeding traffic flow in one direction on Jemison Lane for one minute between 8:20 and 8:25 a.m. would result in a queue of 1 to 2 vehicles behind the stopped vehicle waiting to enter the drive-through, if these vehicles were not able to go around the stopped vehicle; however, the magnitude of the traffic volume on Jemison Lane during the morning peak period should not inhibit an impeded vehicle from using the opposing lane to bypass a stopped vehicle.

The peak flow in the peak direction during the morning peak period occurs from 7:50 to 7:55 a.m. on Jemison Lane eastbound, with a flow of 13 vehicles over five minutes. If this flow were impeded for one minute, then the queue of vehicles behind the stopped vehicle would be 2-3 vehicles, if these vehicles were not able to bypass the stopped vehicle.

APPENDIX 3

Table 1
Machine Traffic Count – Jemison Lane

Time Beginning	Total	Eastbound	Westbound
6:05	0	0	0
6:10	1	0	1
6:15	0	0	0
6:20	1	0	1
6:25	0	0	0
6:30	2	2	0
6:35	1	0	1
6:40	0	0	0
6:45	1	0	1
6:50	5	4	1
6:55	2	2	0
7:00	3	3	0
7:05	8	3	5
7:10	1	1	0
7:15	3	3	0
7:20	6	3	3
7:25	9	6	3
7:30	7	7	0
7:35	13	10	3
7:40	13	11	2
7:45	8	7	1
7:50	15	13	2
7:55	10	9	1
8:00	8	5	3
8:05	9	6	3
8:10	5	3	2
8:15	5	4	1
8:20	15	8	7
8:25	10	3	7
8:30	8	5	3
8:35	10	5	5
8:40	6	3	3

Appendix A
Traffic Count
Jemison Lane

Appendix A
Traffic Count
Jemison Lane

Minute Book 90

TRAFFIC DATA, LLC
1409 Turnham Lane, Birmingham, AL 35216
205-824-0125

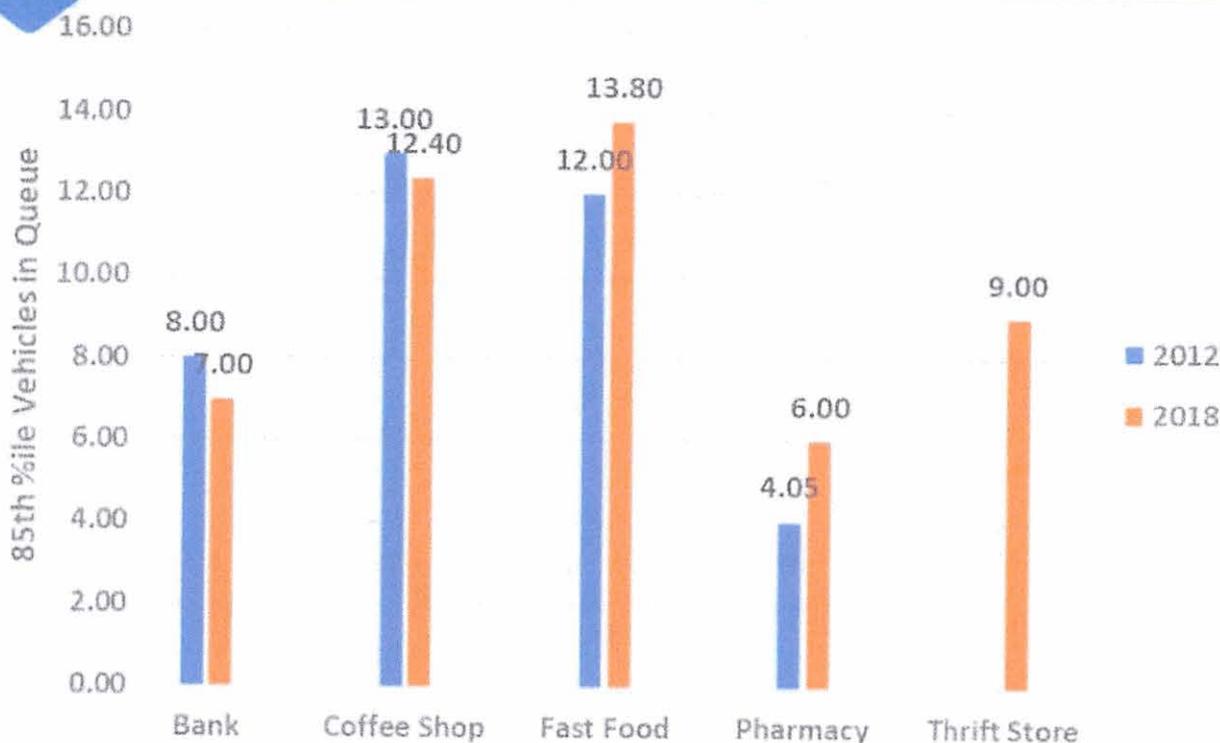
Location: JENISON LN east of RELE ST
City, State: MOUNTAIN BROOK, AL
Speed Limit: 5 mph

Date: 8/28/2019
Wednesday

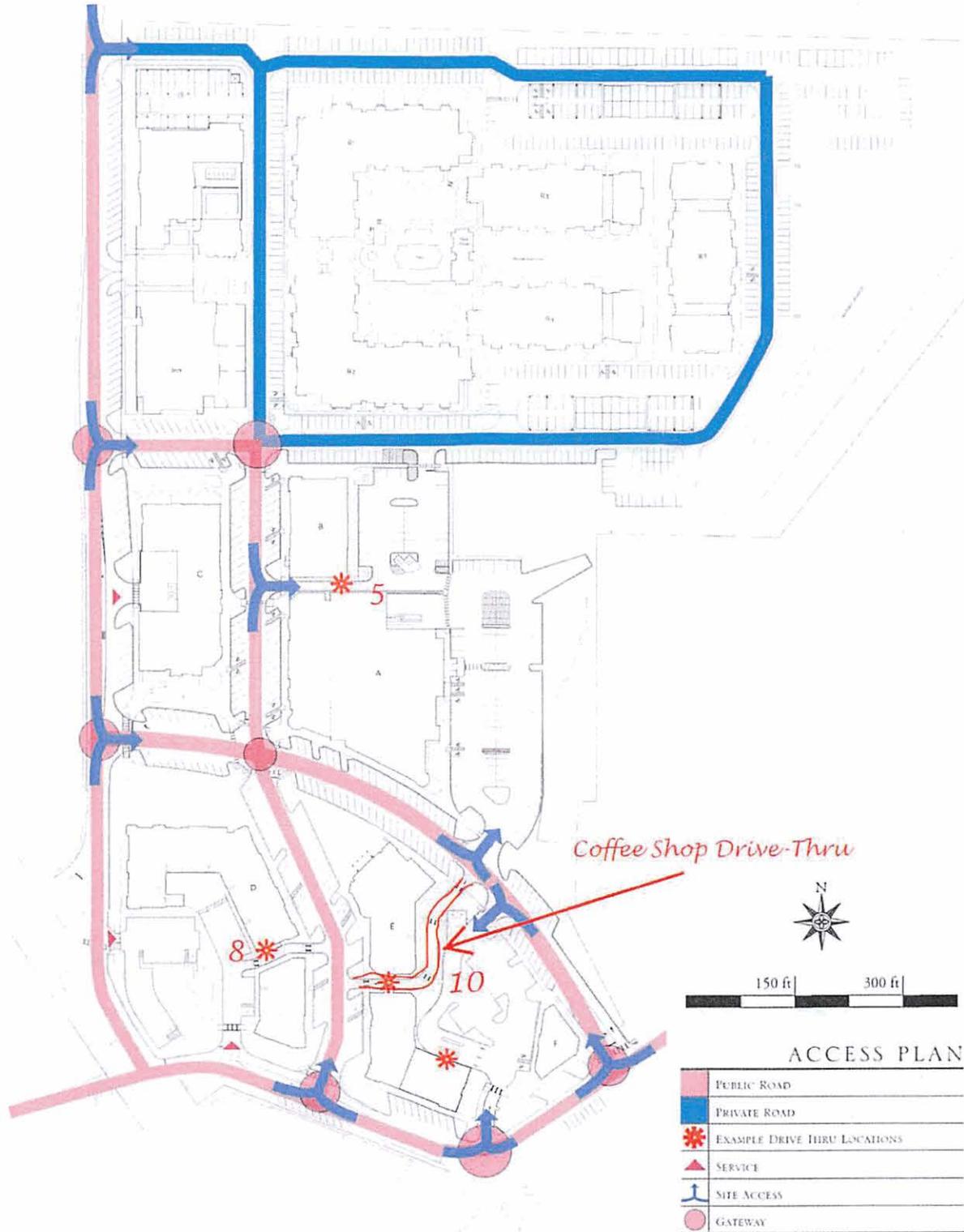
24 Hour Volume					24 Hour Volume				
Begin	EB	WB	WB	Combined	Begin	EB	WB	WB	Combined
11:00 AM	22	65	13	55	11:00 PM	0	1	1	2
11:15 AM	21	13	13	34	11:15 PM	0	0	0	0
11:30 AM	21	15	14	36	11:30 PM	0	0	0	0
11:45 AM	22	14	14	36	11:45 PM	0	0	0	0
12:00 PM	24	80	10	44	12:00 AM	2	2	0	2
12:15 PM	16	14	14	30	12:15 AM	0	0	0	0
12:30 PM	16	10	10	26	12:30 AM	0	0	0	0
12:45 PM	24	10	10	34	12:45 AM	0	0	0	0
1:00 PM	28	94	11	42	1:00 AM	0	0	0	0
1:15 PM	18	8	8	26	1:15 AM	0	0	0	0
1:30 PM	20	12	12	32	1:30 AM	0	0	0	0
1:45 PM	28	11	11	39	1:45 AM	0	0	0	0
2:00 PM	10	70	8	35	2:00 AM	0	0	0	0
2:15 PM	18	8	8	26	2:15 AM	0	0	0	0
2:30 PM	18	6	6	24	2:30 AM	0	0	0	0
2:45 PM	22	6	6	28	2:45 AM	0	0	0	0
3:00 PM	22	115	12	45	3:00 AM	0	1	0	1
3:15 PM	44	8	8	52	3:15 AM	0	1	1	1
3:30 PM	22	10	10	32	3:30 AM	0	0	0	0
3:45 PM	27	15	15	42	3:45 AM	0	0	0	0
4:00 PM	16	59	7	36	4:00 AM	0	2	0	2
4:15 PM	9	12	12	21	4:15 AM	0	0	0	0
4:30 PM	19	8	8	27	4:30 AM	0	0	0	0
4:45 PM	19	9	9	24	4:45 AM	2	1	1	3
5:00 PM	25	83	6	31	5:00 AM	3	12	0	4
5:15 PM	22	9	9	31	5:15 AM	1	0	0	1
5:30 PM	19	7	7	26	5:30 AM	2	2	2	4
5:45 PM	17	9	9	26	5:45 AM	6	1	1	8
6:00 PM	19	69	5	32	6:00 AM	1	9	2	6
6:15 PM	28	13	13	39	6:15 AM	0	1	1	1
6:30 PM	10	9	9	19	6:30 AM	2	1	1	3
6:45 PM	18	5	5	23	6:45 AM	6	2	2	8
7:00 PM	10	46	2	18	7:00 AM	7	76	5	20
7:15 PM	16	2	2	18	7:15 AM	12	6	6	18
7:30 PM	16	5	5	11	7:30 AM	20	5	5	23
7:45 PM	16	9	9	23	7:45 AM	29	4	4	33
8:00 PM	8	25	11	27	8:00 AM	14	56	8	41
8:15 PM	9	7	7	16	8:15 AM	15	15	15	30
8:30 PM	4	6	6	10	8:30 AM	13	11	11	24
8:45 PM	1	3	3	7	8:45 AM	14	7	7	21
9:00 PM	1	11	5	14	9:00 AM	18	28	5	16
9:15 PM	5	3	3	8	9:15 AM	10	3	3	13
9:30 PM	4	2	2	6	9:30 AM	6	4	4	10
9:45 PM	1	4	4	5	9:45 AM	5	6	6	11
10:00 PM	1	4	5	15	10:00 AM	8	56	7	34
10:15 PM	2	2	2	4	10:15 AM	13	8	8	21
10:30 PM	1	1	1	6	10:30 AM	15	8	8	23
10:45 PM	1	2	2	3	10:45 AM	20	11	11	31
24 Hour Volume					24 Hour Volume				
EB 993 (65.6%)					WB 520 (34.4%)				
12:00 AM - 12:00 PM					12:00 PM - 12:00 AM				
Count 336					Count 516				
Peak Hour 11:00 AM					Peak Hour 11:00 AM				
Volume 86					Volume 141				
Factor 0.99					Factor 0.99				
12:00 PM - 12:00 AM					12:00 PM - 12:00 AM				
Count 657					Count 997				
Peak Hour 3:00 PM					Peak Hour 3:00 PM				
Volume 115					Volume 160				
Factor 0.65					Factor 0.77				

APPENDIX 3

Transportation Research Results – Comparison to 2012 Study



APPENDIX G: ALTERATE DRIVE THROUGH AND ACCESS PLAN



APPENDIX 5

