1. Mayor Michael C. Taylor called the meeting to order at 7:00 p.m.

2. Mayor Taylor led the Pledge of Allegiance to the Flag and Melanie D. Ryska, City Clerk, gave the Invocation.


   Absent: Liz Sierawski

   Also Present: Mark Vanderpool, City Manager; Marc D. Kaszubski, City Attorney; Melanie D. Ryska, City Clerk; Carol Sobosky, Recording Secretary.

4. **APPROVAL OF AGENDA**
   Moved by Koski, seconded by Ziarko, **RESOLVED**, to approve the Agenda, moving Consent Agenda Item #6-L to Consideration Item #7-B.

   Yes: Koski, Radtke, Schmidt, Taylor, Yanez, Ziarko.
   No: None. Absent: Sierawski. The motion carried.

5. **REPORT FROM CITY MANAGER**
   Mr. Vanderpool stated that the city offices will be closed on Labor Day, Monday, September 2, 2019, and refuse collection will also be delayed one day throughout the week, so the collection will be on Tuesday through Saturday of that week. He advised anyone with questions on the schedule to visit their website or call their Public Works Department at 446-2440.
Mr. Vanderpool provided an update on the numerous construction projects throughout the City, starting with the major roads, including 14 Mile Road from Dequindre to Ryan, 18 Mile Road, 19 Mile Road between Hayes and Saal and between Saal and Schoenherr, Merrill Road and Metropolitan Parkway near Van Dyke. He also noted other projects that are currently underway, will soon begin or have been completed, including Schoenherr from Clinton River to Canal, as well as repair work between Clinton River and the Plumbrook Drain. He noted Utica and Hayes Roads have both been completed, and Dequindre, from 14 Mile Road to Metropolitan Parkway, is nearing completion. Mr. Vanderpool also reviewed the neighborhood reconstruction program for 2019 and provided a status on each of those projects, noting they are all ahead of schedule. A list was shown of the neighborhood streets being repaved this summer, including Fox Hill, just east of Ryan Road to Mound Road, which was recently added and will start in the next couple of weeks. Another street recently added was Maas Drive, from Metropolitan Parkway to Greendale, which will also start in a few weeks. He explained that all of these road projects will be completed by the end of this construction season. He also outlined the asphalt resurfacing projects, which will be starting soon, including Fox Hill Drive, from Dequindre to Ryan; Fortner Drive, from 19 Mile to Wheaton; and Sterritt, from Canal to M-59, all of which will be finished by the end of this construction season. He summarized that their total road projects for this season will have exceeded $24 million, and of that amount, about $3 million
comes from the Safe Streets millage, which will be up for renewal this November. He explained the rest of the money comes from the General Fund, and bonding in some cases. Public Act 51 also provides some money for the roads. Mr. Vanderpool stated he will provide one more update as all of the construction winds down, which is anticipated to occur in October.

Mr. Vanderpool invited Human Resources and Benefits Manager Kate Baldwin to provide an update on the Sterling University program started last year, including a number of items under that program that are very significant and cutting edge.

Ms. Kate Baldwin stated one of the goals of Human Resources is to provide the best services to residents and businesses, while providing optimal customer service. Through a PowerPoint presentation, she explained the new training initiatives that have been implemented over the last two years which promise to revitalize and improve employee performance. She informed that the foundational “Sterling U” program allows employees to participate both in classrooms and in hands-on learning at each of their main departments, including DPW, Fire, Police and City Hall, which includes Parks & Recreation and the Library. She stated that they have completed three sessions to date, with over 170 employees completing the Sterling U program. This program allows employees to gain a complete understanding of the critical functions of each department and how departments interact with each other. This program will run on an annual basis for all employees to participate, and they are looking
into a condensed version for residents to participate in the future. She provided some of the unsolicited feedback they have received from those who participated to date.

Ms. Baldwin explained how Sterling U has evolved, including One Day Sabbatical, Lean Six Sigma, Executive Leadership Training and Knowledge City, and she provided information on each of these training initiatives. The One Day Sabbatical is an opportunity for employees to take one-day-long training of their choice that will professionally enhance their skillset. She stated that to date, they have had 427 employees formally submit their request, and at some point this year, they will take their sabbaticals, noting some have already completed them. She added the average cost is $115 per employee, which is lower than the initially budgeted $150 per employee.

Ms. Baldwin explained Lean Six Sigma and their recent collaboration with Macomb Community College on this program, and this will allow employees of the City to be formally trained by an expert in Lean Six Sigma, a method to streamline processes and efficiencies in a collaborative culture, while reducing waste and processes. A total of 40 employees will participate in the “White Belt” training, and 20 of those will go through the more in-depth “Green Belt” training. All participants will be issued a certificate of completion through Macomb Community College, and those completing the “Green Belt” training will have the opportunity to be formally accredited by the American Society of Quality. She outlined some of the benefits of this program, including
continuous improvement of processes, projects and tasks, employee morale, increased efficiencies and customer service. She cited examples where lean methodologies have been implemented in other communities. She noted that this is an exciting program that will allow about 40 employees to participate each year, and they will be going live this September.

Ms. Baldwin reviewed the Executive Leadership Training, where 5 leaders in the organization will have an opportunity to take advantage of this training. She outlined where these trainings will take place, including Harvard Kennedy School, the College of Charleston, University of Michigan’s Ross School of Business and Michigan State University.

Ms. Baldwin explained details of the Knowledge City program, where all unionized employees have access to over 13,000 trainings through software, with an icon on their computer desktops for easy access. They started this program at the end of July, and so far, 50 trainings have been completed by employees. Employees who complete a training through Knowledge City receive a certificate of completion. Managers have access to trainings and can assign trainings to their employees, and the City has the capability of uploading their own training courses and materials.

Ms. Baldwin summarized that they are looking at the Sterling U platform for other training opportunities and want to keep the momentum going. They will be vetting other programs, such as The Disney Way. This involvement has gotten their employees to think outside the box and has provided them with
unique training ideas. Adding value and opportunity like this not only adds to the professional well-being of the employees, but also has a positive impact on their customers, the City’s residents and businesses.

Mr. Vanderpool concluded his report by thanking the Mayor and City Council for their support of the Sterling U program, adding it is a very unique program that Sterling Heights created and branded on their own. He noted the Mayor had an opportunity to highlight this on a national level before the U.S. Council of Mayors, and it received some attention. He emphasized it is important to have programs like this to ensure they are implementing best practices, and that is needed for continuous improvement.

6. **CONSENT AGENDA**

Mayor Taylor stated this item is consideration of the Consent Agenda except for Item #6-L, which has been moved to the Consideration Items. He invited public comments from the audience.

- Mr. Thomas Neil – questioned Item “D”, and whether there are guarantees provided for asphalt work; concerned about new asphalt splitting and cracking.

Moved by Koski, seconded by Ziarko, **RESOLVED**, to approve the Consent Agenda as amended:

A. To approve the minutes of the Regular Meeting of August 6, 2019.
B. To approve payment of the bills as presented: General Fund - $1,604,805.57, Water & Sewer Fund - $4,199,200.82, Other Funds - $6,281,037.14, Total Checks - $12,085,043.53.
C. **RESOLVED**, to award Section I and Section II of the bid for the Senior Center Parking Lot Addition, City Project #19-336, to Best Asphalt, Inc., 6334 N. Beverly Plaza, Romulus, MI 48174 in the cumulative amount of $338,337.75, reject the bid for Section III, and authorize the Mayor and City Clerk to sign all required documents on behalf of the City.
D. **RESOLVED**, to award the bid for the 2019 Neighborhood Asphalt Resurfacing Program, City Project #19-340, to Asphalt Specialists, Inc., 1780 E. Highwood, Pontiac, MI 48340 for Sections I, II and III in the cumulative amount of $1,083,037.50 and authorize the Mayor and City Clerk to sign the contract on behalf of the City.

E. **RESOLVED**, to award the bid for the 2019 Joint Sealing Program, City Project #19-353, to Michigan Joint Sealing, 28830 W. 8 Mile, Suite 103, Farmington Hills, MI 48336, for Section I – Joint Sealing – Local Roads in the amount of $86,200.00 and Section II – Joint Sealing – Major Roads in the amount of $86,200.00 and authorize the Mayor and City Clerk to sign all documents required on behalf of the City.

F. **RESOLVED**, to receive the lawsuit, ledn Zaya v Sterling Heights Police Department, 41A District Court Case No. S-19-3003-GZ.

G. **RESOLVED**, to approve final payment to Anglin Civil, LLC, 13000 Newburgh Road, Livonia, MI 48150, in the amount of $217,344.18, plus interest on retainage, for the Clinton River Corridor Habitat Restoration, City Project #15-278.

H. **RESOLVED**, to purchase builders risk insurance coverage for construction of the Department of Public Works Facility from VTC Insurance Group, 1175 W. Long Lake, Ste. 200, Troy, MI 48098-4960 at an expected cost of $18,869.

I. **RESOLVED**, to:
   a) Purchase two 2019 Dodge Charter Police Pursuit AWD vehicles from Galeana’s Van Dyke Dodge, 28400 Van Dyke Ave, Warren, MI 48093, at pricing available through the State of Michigan MiDeal cooperative bid, contract #071B7700182, in the cumulative amount of $51,525.50; and
   b) Purchase two 2020 Ford Interceptor Utility Police Pursuit AWD vehicles, one 2020 Ford F-150 Police Responder Super Crew 4x4, and one Ford F-150 Super Crew 4x4 pick-up truck from Signature Ford – Lincoln, 1960 E. Main St., Owosso, MI 48867, at pricing available through the Macomb County cooperative bid, #21-18, in the cumulative amount of $136,737.00.

J. **RESOLVED**, to waive the competitive bidding requirements in accordance with City Code §2-217(A)(9)(b) and extend the terms and conditions of a proposal by Doxim, 747 East Whitcomb, Madison Heights, MI 48071, for the printing and mailing of city forms for a two-year period ending August 21, 2021.

K. **RESOLVED**, to approve Traffic Control Order #6-83 to:
   a) Prohibit on-street parking on the south side of Poplar Avenue from the east back of curb of Mound Road extending 297 feet east; and
   b) Prohibit on-street parking on the north side of Higgins Avenue from the east back of curb of Mound Road extending 297 feet east.

L. This item was moved to “Consideration Item 7-B.”
Yes: Koski, Radtke, Schmidt, Taylor, Yanez, Ziarko.  
No: None.  Absent: Sierawski.  The motion carried.

7. **CONSIDERATION**  
   A. Mayor Taylor stated this is to consider adopting a resolution urging the Michigan Legislature and Governor Gretchen Whitmer to create a long-term, sustainable strategy to repair and maintain Michigan roads that does not jeopardize local government funding. He invited Finance & Budget Director Jennifer Varney to give a presentation.

Ms. Varney stated the Sterling Heights City Council has prioritized road reconstruction by investing significant budgetary dollars into both major and local roads, but in order for a long-term solution, a significant increase in resources is needed from the State of Michigan. She informed the Governor has put forth a proposal to raise $2.5 billion annually for roads, and although they applaud the Governor’s efforts to solve the road funding crisis, the proposed plan in its current form will actually hurt road funding for the City of Sterling Heights. The Resolution presented this evening recognizes the Governor’s efforts but asks for a more equitable distribution of the funds raised and for a sustainable strategy that considers best practices. Ms. Varney summarized the plan that was submitted in the current state budget proposal, which increases the gas tax by 45 cents per gallon. She explained Sterling Heights would receive an additional $665,000 annually from that new gas tax; however, the plan also eliminates a planned transfer from the State’s General Fund to the roads of $275 million in FY 2021. As a result, Sterling Heights will
lose $1.2 million of anticipated funding with the elimination of that transfer, resulting in a net loss of over $600,000 in the current proposal.

Ms. Varney explained why Sterling Heights would receive only $665,000 from the new tax, and that is because the proposed distribution of the new fund is very different from the current distribution, which is commonly referred to as the Public Act 51 formula. The new formula proposes a distribution of 70% to state-owned roads, 15% to county-owned roads and only 6% left to be divided amongst the municipalities. She compared this to the Act 51 formula, where state-owned roads receive 39%, counties receive 39% and municipalities receive 22%. She added that the proposed formula is weighted heavily toward cities that have freeways, which is why cities like Warren and St. Clair Shores would receive considerably more than Sterling Heights. She displayed a comparison chart showing how Sterling Heights would be negatively affected with the funding proposal currently being considered by the State when calculating what could be expected in fiscal years 2020 and 2021 under the proposed plan and under the current Public Act 51. She added that Sterling Heights is not the only city that would lose money or receive only a small increase under the proposed plan, and she cited some other cities in Michigan and how they would be affected. She reminded that the Governor’s plan is only a proposal at this time, and she mentioned other ideas that have been discussed:
• Phase out Michigan sales tax on gas and replace with a higher state gas tax dedicated to fixing roads. She noted, however, that the sales tax currently paid on gasoline does not go toward roads but is distributed to schools and local governments via revenue sharing so a reduction in revenue-sharing could offset any increase in money for roads.

• Issuance of pension bonds to fund the state’s pension system, on the assumption $900 million would be freed up by replacing the required pension contribution with a bond payment. Its success is dependent upon earning a higher rate of return on the bond proceeds than what would be paid in interest. If the returns were not high enough, it could result in both a bond payment and contribution to the pension fund.

• Allow counties and larger cities to levy their own gas taxes and vehicle registration fees to pay for roads.

Ms. Varney stressed that these solutions will not impact the need for the Safe Streets renewal in order to continue the progress on neighborhood streets. She depicted a graph showing a breakdown of the dollars invested by the City since 2016 on neighborhood street improvements, noting the amount coming from Safe Streets millage represents over 80 percent of the budgeted dollars for reconstruction.

Ms. Varney stated because of the large decrease of road dollars anticipated with the Governor’s proposal and the fact that it is not nearly enough to cover
the City’s road funding needs, City Administration has prepared this Resolution, and she offered to answer questions.

Mayor Taylor opened the floor for public comments.

- Mr. Thomas Neil – questioned percentage of road repairs funded by Safe Streets millage compared to overall road funding; questioned if road dollars were used for employee raises.

Moved by Ziarko, seconded by Schmidt, **RESOLVED**, to adopt the resolution urging the Michigan Legislature and Governor Gretchen Whitmer to create a long-term, sustainable strategy to repair and maintain Michigan’s roads that does not jeopardize local government funding and considers other best practices such as reduced weight limits, quality control and the impact of increased fuel energy.

Councilwoman Ziarko thanked Ms. Varney for her presentation. She felt it is important to do something because the City stands to lose money. She felt most of Council has seen the presentation at least four times of what the Governor is proposing. She felt if something were written that would enable cities to receive money for roads based on either the new formula or the formula under Public Act 51, whichever is greater, they know they would at least be able to get the amount of money they have previously been receiving. She did not feel that will happen, but she stressed a city the size of Sterling Heights putting forth a Resolution like this makes a statement and she is confident it will get attention.
Councilman Radtke agreed with Councilwoman Ziarko and found it difficult to believe the fourth largest city, soon to be the third largest city in the state, would lose money under the Governor’s road funding plan. He stressed more money is going to places where they are building more infrastructure, and they do not have the money to sustain what they have. He noted that communities have to ask for more and more money from their residents because they are being short-changed by funding from the State. He hoped the Governor and legislators come up with a solution that works for all residents of Michigan, and to lose a half million dollars next year is not acceptable.

Mayor Taylor calculated what his household spends on gas each year, multiplied by the proposed forty-five-cent gas tax, and estimated it to be about $600 a year. He indicated that even if the average household in Sterling Heights would spend $400 or $500 per year on this gas tax, and if that amount was generated from a road millage in Sterling Heights, they could do an incredible amount of road work for that money. He assured he is not proposing that, but he stressed it is unacceptable to spend that kind of money each year in gas taxes, with none of it coming back to Sterling Heights. He credited the Governor for trying to solve the problem, and he understands there needs to be a new revenue generated, but he stressed this is not the formula. He did not feel they can replace the bad formula under Public Act 51 with an even worse formula. He has heard his colleagues state that they are tired of being a donor community, and he has spoken with State Representative Nate Shannon, who
is fighting this in Lansing, making sure his colleagues in Lansing know this will not work for Sterling Heights. He felt that a forty-five-cent gas tax is a “non-starter” for most people, and especially if they find out those road dollars generated will not be coming in any meaningful way to the roads in this community. He noted that Representative Shannon has been hearing others justify it by noting that Sterling Heights residents drive in other parts of the State; however, he stressed a lot of people leave their communities and drive through Sterling Heights, especially those from the northern Macomb County communities to get to Detroit or Warren. He thanked the Administration and Ms. Varney for her presentation.

Mayor Taylor addressed an earlier comment by Mr. Neil and clarified that not all city employees received a raise in January 2014. He requested Ms. Varney explain how the millage works.

Ms. Varney brought up the graph showing the neighborhood streets and the breakdown of funding for the roadwork on those streets. The millage that was referred to that was raised last year, which increased the taxes by one mill to raise $4 million, was entirely spent on major roads, so that is not represented on this graph. She clarified the graphs depict how much money was spent in a particular year, not necessarily how much was brought in. She cited the example of 2017, where they spent $4 million and had a fund balance that they rolled over and spent on projects in 2018. The chart going up and down reflects when they actually spent the dollars raised. The portion related to the
Safe Streets millage is consistent each year. She explained the breakdown on the graph. She replied to inquiry that the slide depicting the $24 million spent in 2019 was for both major and local roads. She noted they had a bond last year for $8 million, plus the $4 million they received from the tax increase, as well as the transfer of additional monies from the General Fund. She stressed that without Safe Streets, the local road portion would come to a halt, noting if they took away the portion on the graph for Safe Streets, in addition to the portion of the graph that is spent on maintaining those roads, she estimated only $1.5 million would be remaining to spend on neighborhood road reconstruction, and that would equate to only two or three streets.

Mayor Taylor clarified that $6.3 million is for neighborhood roads and the other $18 million is for major roads. Without the Safe Streets funding, which is only for neighborhood roads, the decrease would go from $6.3 million to $1 million, which is about 80% of the funding. There would be virtually no neighborhood road maintenance money. He thanked Ms. Varney for clarification.

Ms. Varney stated the Safe Streets portion of the neighborhood streets money goes into a separate local road fund so it can only be spent on neighborhood streets. She assured they cannot legally, nor do they, spend that money on anything other than local road reconstruction.

Mayor Taylor felt it is important to let the residents know that, even if the forty-five-cent per gallon gas tax goes into effect, it is not a way to solve their road problems but will exacerbate them instead. He appreciated Administration
bringing this to their attention. He assured they have had conversations with the Governor and her office, and he hopes this Resolution will send a clear message to those in Lansing and other communities throughout Michigan that also stand to lose money.

Yes: Koski, Radtke, Schmidt, Taylor, Yanez, Ziarko.
No: None. Absent: Sierawski. The motion carried.

B. Mayor Taylor stated this is to consider Consent Agenda Item 6-L, which is to approve the grant to conduct a shared path feasibility study between the City of Sterling Heights and Southeast Michigan Council of Governments (SEMCOG) in the amount of $35,000, with a local match of $6,352.50. He invited Mr. Vanderpool to provide a presentation of this item.

Mr. Vanderpool provided an overview of this agenda item, stating this came about because the Southeastern Michigan Council of Government (SEMCOG) periodically has programming available to communities for planning grants. These grants are necessary to be able to apply for a construction grant, whether it is from SEMCOG, Michigan Department of Transportation (MDOT) or a federal grant. They recently became aware of the SEMCOG Planning Assistance Program, which is a one-time program for creative non-motorized transportation improvements across southeastern Michigan. They looked at their non-motorized transportation plan and the various needs and gaps across the City that connect to other regional areas, which is a requirement for this grant. They realized the need for this along Dobry, with no good connectivity to other communities such as Rochester Hills, the City of Utica, Jimmy John’s
Baseball Field, or even Heritage Park, which then connects to the bike/hike trail throughout the County. He informed that they applied for the grant and it was approved in the amount of $35,000, with the City’s local match of $6,352.50. This grant would allow the hiring of an engineering firm, who would prepare concept drawings of an improved sidewalk system. He explained the optional routes, one connecting to the Heritage Park area, and another branch into downtown Utica, connecting to Jimmy John’s field. He explained what would occur after the planning is done, noting the City may be eligible for a Transportation Alternative Program Grant, which may fund actual construction of this improved pathway. He clarified that is a separate process that would have to come before City Council and before any other participating jurisdictions, including the City of Utica. He indicated if this all goes through, the soonest they would be eligible for construction would be a year from now, with construction starting the following year. He noted there is some sidewalk along Dobry that has been installed with the development, noting it is a five-foot-wide sidewalk and under this planning grant and to be eligible for any state or federal grants, it would need to be a ten-foot-wide walk. He is not sure whether they would add to the sidewalk or be required to replace it. He assured if it has to be replaced, property owners would not be charged because that has already been paid for through the development, so this grant would pay for that portion of it. He summarized that this would complete a major gap problem in the City and connect to a number of other jurisdictions
and improve non-motorized transportation options for residents not only in
the northwest quadrant of the City but also some of the newer development
anticipated at Mound and M-59, including a hotel that is scheduled to be
constructed in that area. He offered to answer questions and added he looks
forward to their feedback.

Mayor Taylor opened the floor for public comment, but no one from the
audience spoke.

Moved by Ziarko, seconded by Taylor, RESOLVED, to approve the grant
agreement between the City of Sterling Heights and Southeast Michigan
Council of Governments (SEMCOG) and authorize the Mayor to sign all
documents required on behalf of the City.

Councilwoman Ziarko felt Mr. Vanderpool explained the process and the
intention.

Councilman Radtke commented this is a tremendous pathway that fills a large
gap, adding it is a great connection to Jimmy John’s Field and a great way for
people to come to this area and spend their money. He preferred Option 1 to
Option 2 but would like to see both.

Councilwoman Koski did not feel this is the proper time for this project,
considering the Safe Streets millage coming up. She noted this grant involves
other communities as well, including Rochester, Troy and Utica. She
questioned whether the City of Utica is capable of following through on this
grant. She assumed that all of the plans will be laid out, and they would then
apply for another grant for the construction. She questioned how they intend to monitor the bathroom facilities at the Nature Preserve if they are open to the public. She questioned another note on the conceptual plan that indicates “possible trail head” and questioned whether the plans are to put a trail around or through the Nature Preserve. She felt if they are going to move forward with this, there should be a forum where the people who will be most affected by this should be given the exact information and have an opportunity to voice their objections and concerns. She felt it would be better to host the forums and obtain input from residents before they conduct their study. She indicated she will be voting no on this because she does not feel it is the right time to move forward with it.

Councilwoman Schmidt questioned whether the feasibility study includes the conceptual drawings.

Mr. Vanderpool clarified the planning study is only a concept plan and not a construction plan, so the level of detail is not something they can use to bid out the project. It is a concept plan that allows them to pursue funding to design it, prepare construction documents and determine whether it will be constructed. It is a planning document that is required for any type of grant applications moving forward.

Councilwoman Schmidt questioned whether it would be brought back to Council before moving forward, and she felt they would also have opportunities to have meetings with the residents to get their input.
Mr. Vanderpool confirmed Councilwoman Schmidt’s comments. He noted there is multi-family residential currently on Dobry, but there is existing sidewalk in front of those areas. He explained the largest gap area is east of Mound, and that area is comprised of all businesses and no residential homes. He stated there are no single-family homes along this route, but indicated this would have to come back to City Council at multiple points, first to approve the Transportation Alternative Program Grant in order to participate in it, the budget amount for actual construction, which would include the local share, and then the bids would have to be approved. He was confident through that process they would have time to engage in any affected stakeholders. He agreed with Councilwoman Koski that it would be a good idea to do that as part of this process.

Councilwoman Schmidt questioned whether this study includes putting a trail system in the Nature Preserve.

Mr. Vanderpool replied no and referred to the renderings in the agenda package that this includes only a 10-foot sidewalk along Dobry, from Dequindre to Utica Road, with a branch toward Jimmy John Field and the other toward Heritage Park. He stated the latter portion would go through residential areas in Utica to a 10-foot path that Utica already has from Heritage Park going to the tunnel under M-59.
Councilwoman Schmidt stated she is comfortable with the proposal, and if there was to be any further intrusion into the Nature Preserve, the discussion could take place at that point.

Mayor Taylor agreed that this is a good proposal, noting a 10-foot-wide sidewalk is fairly common throughout the City. He did not feel it is disruptive to the residents but will be of tremendous benefit to them to have paths near their homes, connecting to different communities. He stated he is in favor of this, noting it is a minimal expenditure of money to find out whether they can qualify for construction grants. He felt this is the right thing for the community.

Yes: Radtke, Schmidt, Taylor, Yanez, Ziarko.
No: Koski. Absent: Sierawski. The motion carried.

8. COMMUNICATIONS FROM CITIZENS
Mayor Taylor opened the floor for public comments.

- Ms. Joyce Tye – recommended check valves for basement drains; reminded that nomination deadline for this year’s Beautification awards is Friday, August 23; t-shirts supporting Safe Streets available on Facebook through the Police Department.
- Ms. Jasmin Early – notification from City about driveway approaches when road construction is done; referred to Shelley Lynn Drive road construction project.
- Ms. Linda Komer – commended City on wonderful Sterlingfest; questioned procedure for sidewalk replacement when sidewalk is tagged; concerned about speeding problem in Sterling Hunt Club; comments on handling disruptive comments at Council meetings.
- Mr. Thomas Neil – confused about order of sections being done for Schoenherr road project.

9. REPORTS FROM CITY ADMINISTRATION AND CITY COUNCIL
Mr. Vanderpool responded to a couple of comments made this evening. He addressed the concern about driveway approaches that have to be removed
with reconstruction projects, and in some cases, the elevation of the road has
to be changed, causing it to no longer be lined up with the driveway approach.
He assured that in the limited number of cases where this occurs, the City pays
for the new driveway approach and reinstalls it to get it to the correct grade.
He addressed a comment from Ms. Komer about the need to look at sidewalks,
and he stated they have a sidewalk repair program through a special
assessment. He explained they give residents the choice of either replacing the
sidewalk on their own or using the contractor obtained by the City through a
bid process for a significantly large sidewalk replacement program. He noted
that through economy of scale, the City is able to get favorable pricing so it is
cost-effective for residents to use the City’s contractor and participate through
the City’s sidewalk program. He added that financing for the work is also
offered through that program. He stated he would have to look at the
applicability to the Hunt Club, and although he does not know the condition of
the sidewalks in that area, he assured they will look at them to see if that is an
area that can be included in the program. He addressed the comment about
the construction on Schoenherr, and he informed there has been a flip-flop of
projects on Schoenherr. He stated the project currently underway was
previously scheduled for next year, and the County was able to accelerate that
particular section from Clinton River to just south of Canal. He commented
that certain areas are very bad. He explained they are delaying the portion
from Plumbrook to Clinton River until next year because there are complexities
with that project, including significant bridgework requiring a higher level of review and more detailed construction documents, so the more cumbersome process precluded it from being included this construction season; however, he assured it will be completed next year, and the entire road will be completed within a couple of years. He explained they will be making some significant repairs to some of the bad sections prior to winter.

Mr. Kaszubski stated he has nothing to report this evening.

Councilman Radtke questioned whether paving warranties are in place.

Mr. Vanderpool replied the City has a two-year warranty program for all of their roadwork, starting at the time the project is finalized and signed off. It is typical, and exceeds the State's warranty program, so they are in compliance with the new State warranty program. He added that has been in place for a number of years. He does not know of any community in Michigan or across the country that would have a longer warranty period, noting it is very expensive to go up to a five-year warranty period. He assured that two years is the industry standard.

Councilman Radtke requested that the City Administration prepare a report for City Council on affordable housing. He cited a couple of communities that have adopted Affordable Housing Ordinances, and he would like a report, possibly within six months, to discuss options on how they can move forward.

Mayor Taylor requested whether Councilman Radtke can be more specific as far as the scope of the report.
Councilman Radtke replied to inquiry that he has talked to Mr. Vanderpool about this. He noted a lot of communities are adopting ordinances to mandate affordable housing projects as part of new developments. He pointed out that they have some new developments coming into Sterling Heights with proposals for very expensive homes that are not affordable for young families, and he noted they have been trying to encourage more young families to move into this community. He would like to look at what Ferndale and Ann Arbor have done to encourage affordable housing and how successful it has been in their communities. He replied to inquiry he is requesting administration to prepare a report of what other communities in Michigan are doing and suggestions that Sterling Heights might adopt.

There were no objections to Councilman Radtke’s request.

Councilman Radtke stated he would like administration to craft a budget amendment to have the Sterling Heights City Council agenda printed in the Sterling Heights Sentry going forward.

Mayor Taylor felt administration will advise them what this would cost and they can vote on it.

There were no objections to Councilman Radtke’s request.

Councilman Yanez stated he was at Dodge Park today with his daughter and grandson, and he observed significant wear-and-tear on some of the playground equipment. He questioned whether the Parks & Recreation
Director and his staff go through the parks at the end of each season to look at the equipment and make the necessary repairs.

Mr. Vanderpool replied affirmatively, noting they go through Dodge Park frequently. They have to tend to the basketball fencing that often gets knocked down, they need to put up nets, scrub the boards in the soccer field area, among other repairs, but he would like to look closely at the playground equipment to make sure they are not missing anything. He requested that Councilman Yanez, after tonight’s meeting, provide him with the exact location of the playground equipment that needs repair. He stated they do not necessarily wait until the end of the season, although some of it has to wait if it requires significant painting.

Councilwoman Koski explained a resident questioned her as to whether the City’s waste haulers are having any difficulties with the recyclables. These residents heard that there is no market for them, and they are being put into the landfills.

Mr. Vanderpool stated that there is currently a constrained market for recyclables, in large part because China is not accepting many of the materials they used to accept. As a result, waste haulers must be more rigid in terms of how they define contaminated recyclables, and unfortunately, items with any type of contamination are not making it to the necessary markets. He had a discussion with the Mayor and other Council members as well, and they plan to work with GFL to improve their outreach and informational material to make
sure residents fully understand what can and cannot be recycled through curbside recycling or dropped off at their centers. He stressed they need to do all they can to minimize recycling contamination. He indicated much more information will be coming out on this, and the DPW Director is working hard to put together a public information effort, along with GFL and the City’s Community Relations Department.

Mayor Taylor stated, regarding the Schoenherr Road construction, it is disappointing and frustrating for the City, as well as residents, that one of the sections will not be done this fall as previously scheduled. He noted, however, that the section that is being done was definitely in need of it. He stressed the City has worked diligently and has had a number of conference calls with the Director of the Michigan Department of Transportation, imploring them to do whatever possible to expedite them, but it did not work out. He assured they have worked with the County to try to get it done, but the project would have likely been started but not completed, which is not good for anyone to have the street torn up all winter. He assured it is not because of a lack of diligence on the part of the City or County. He hoped they will be able to get through the winter with the temporary repairs referred to by Mr. Vanderpool.

10. **UNFINISHED BUSINESS**
   There was no unfinished business.

11. **NEW BUSINESS**
    There was no new business.

12. **CLOSED SESSION PERMITTED UNDER ACT 267 OF 1976**
    There was no Closed Session this evening.
13. **ADJOURN**  
Moved by Ziarko, seconded by Taylor, to adjourn the meeting.

Yes: Koski, Radtke, Schmidt, Taylor, Yanez, Ziarko.

No: None. Absent: Sierawski. The motion carried.

The meeting adjourned at 8:26 p.m.

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MELANIE D. RYSKA, City Clerk