

2024 Annual Meeting

Oct 23, 2024

Rochester Hills Public Library

Meeting called to order 7pm



[www.christianhills.net](http://www.christianhills.net)

# 2024 Board of Directors

- ▶ Susan Strunk - President (and Web Master)
- ▶ **Mary Ann Kerstein (proposed) - Vice President**
- ▶ Bob Schuler - Treasurer
- ▶ **Assistant Treasurer – need one**
- ▶ Vickie Schuler - Secretary
- ▶ Jon Strunk - Architectural Chair
- ▶ Jon Rowland - Member at Large
- ▶ Ninetta Vieceli - Member at Large (New Member Gifts)
- ▶ Jason Graves - Member at Large
- ▶ Ron Vettraino - Member at Large



# 10-23-2024 HOA Annual Meeting Agenda

- ▶ Introduction of the Board
- ▶ 2024 Board Projects
- ▶ Spring Mulch
- ▶ Playground Update
- ▶ Social Activities Report
- ▶ Finance Report
- ▶ Architectural Committee Report
- ▶ Holiday Lighting Update
- ▶ New Member Report
- ▶ Innovation Hills Update
- ▶ Adams Road Corridor Update
- ▶ Questions
- ▶ Elections



# Board Projects 2024



Participation in Rochester Hills Road Commission assessment of Adams corridor Hamlin to Walton



Playground upgrades 2024

Painting of existing structures-

Refurbish Little Library

Replacement of broken panels

Repair of wood fort



DTE power outlets at 3 main entrances for Holiday Lighting Complete



9 New Homeowners (2023-2024) Welcome mugs and directory distributed



Social Activities  
Ice Cream Social  
Garage Sale  
Halloween Party  
Cider & Donuts



# Park Update - V. Schuler

## Mulch replacement



- ▶ Thank you to those who assisted with the mulch distribution.
- ▶ Bob & Vickie Schuler
- ▶ Jon Strunk + Sophia
- ▶ Miles McFee
- ▶ Tocco Family

# Replacement of Broken Panels



Capital cost to replace 2 new panels  
\$1965.

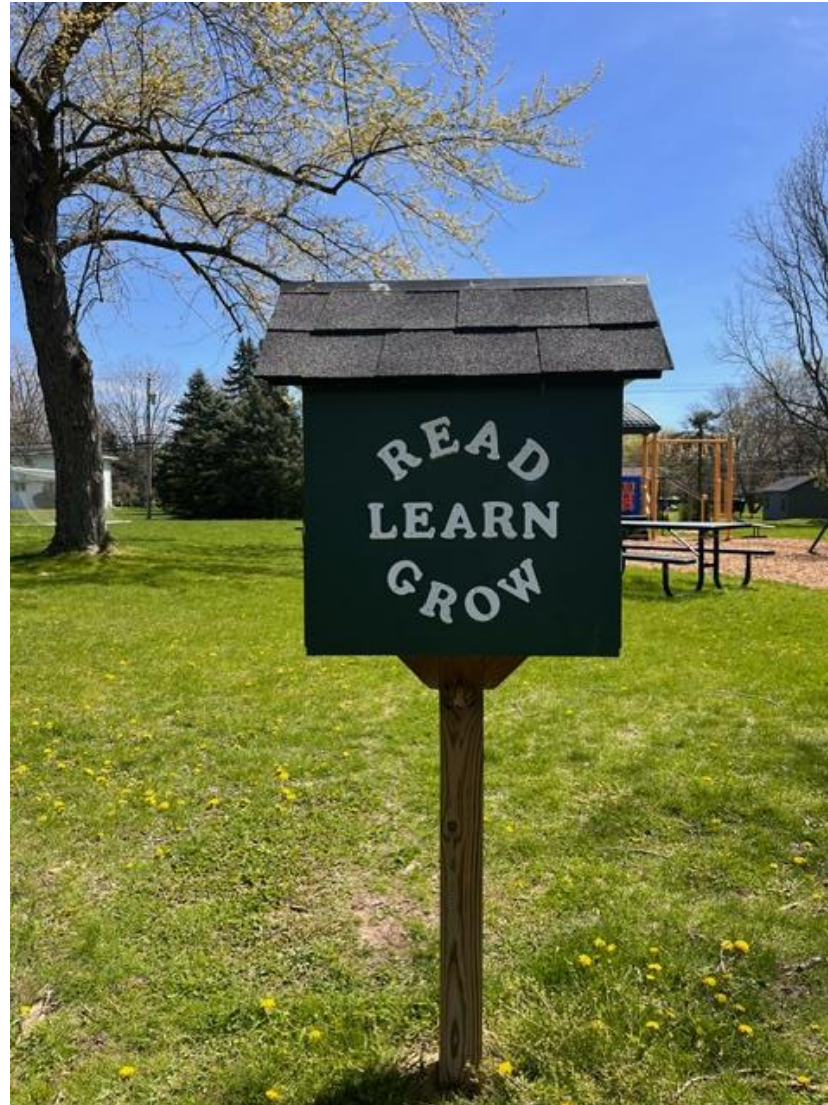


# Park Refresh

## Paint Structures and Repair Fort



# Little Library Refresh



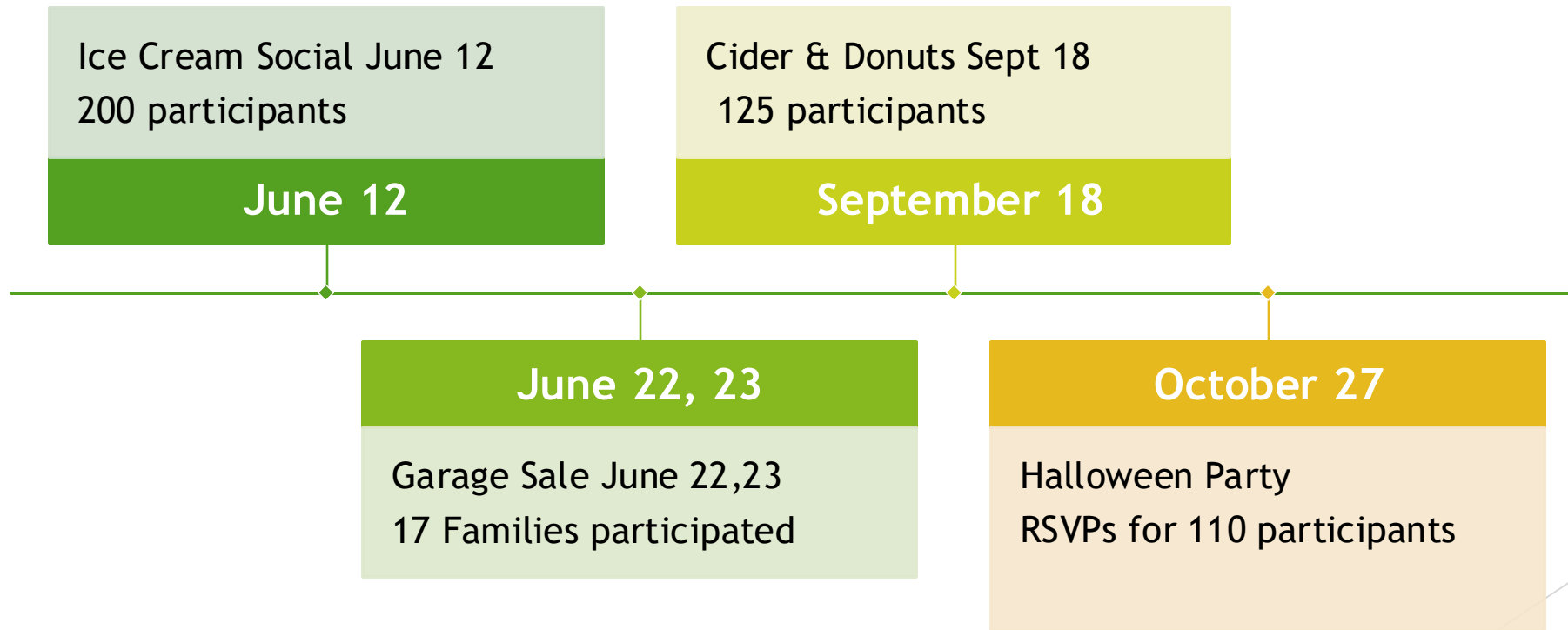
Thank you Diane Donahue for checking the Library for appropriate books and restocking. Thank you to all the neighbors who donated books.



# Miscellaneous Fixes



# Social Events for 2024 - S. Strunk



# Ice Cream Social



# Cider and Donuts



# 2024 Financial YTD Report - R. Schuler

- ▶ Current dues are \$40 (\$25 to operating expenses; \$15 to capital expenses)
  - ▶ Dues payments received 350 YTD as of 10/19/2024
- ▶ 2024 Current operating Revenue \$9,480 Expenses \$8,460
  - ▶ Entrance mulch and flowers, lawn cutting
  - ▶ Insurance
  - ▶ Directory, mailings, postage
  - ▶ Social Activities
- ▶ 2024 Capital Collections \$5,250 Capital Expenses \$4,300



# Architectural Committee Report-J. Strunk

- ▶ 5 Architectural Improvement/Modification applications reviewed/approved:
  - 2 standby generators
  - 1 shingle color change
  - 1 deck rebuild/expansion
  - 1 gazebo
- ▶ Future plans for 2025
  - Fill 1 vacancy on committee to have a full committee (4 members)





# Holiday Lighting Update

## R. Vettraino

- ▶ What entrances are included:
  - ▶ Three main boulevard entrances
  - ▶ East & West Crooks, & Adams
- ▶ When: Month of December
- ▶ What: Holiday lights
- ▶ Total Cost:
  - ▶ Capital Cost: \$600 for all 3 lights
  - ▶ \$42.15 for electric expense for all 3 entrances per month of use
  - ▶ Electric fees funded through the HOA.

# 2024 HOA Welcome Report- V. Schuler

- ▶ 9 New Homeowners in 2024
- ▶ Welcome Bag contains:
  - ▶ Coffee Mug
  - ▶ Directory
  - ▶ Local Information

Thank you to Ninetta Veceli and Lauri Freers for delivering the welcoming bags to new homeowners





# Innovation Hills Rope Bridge Update- S. Strunk



# Adams Road Corridor Update - J.

**VISIONING ADAMS ROAD | CORRIDOR PEL STUDY**  
**STAKEHOLDER ENGAGEMENT MEETING**  
September 18, 2024  
City of Rochester Hills - Government, 1000 Rochester Hills Dr, Rochester Hills, MI 48309


**Today's Agenda**

» Presentation:

- Project overview
- Public Engagement Summary
- Purpose and Need
- Alternatives for Evaluation

» Post-Presentation:

- Evaluation Stations
- Project Team Available for Questions
- General Comment Forms

  
PROJECT WEBSITE

**Alternatives are for evaluation, not construction**

**3-Lane**




**3-Lane with Roundabouts**



**5-Lane**



**4-Lane Boulevard**



**No Build**



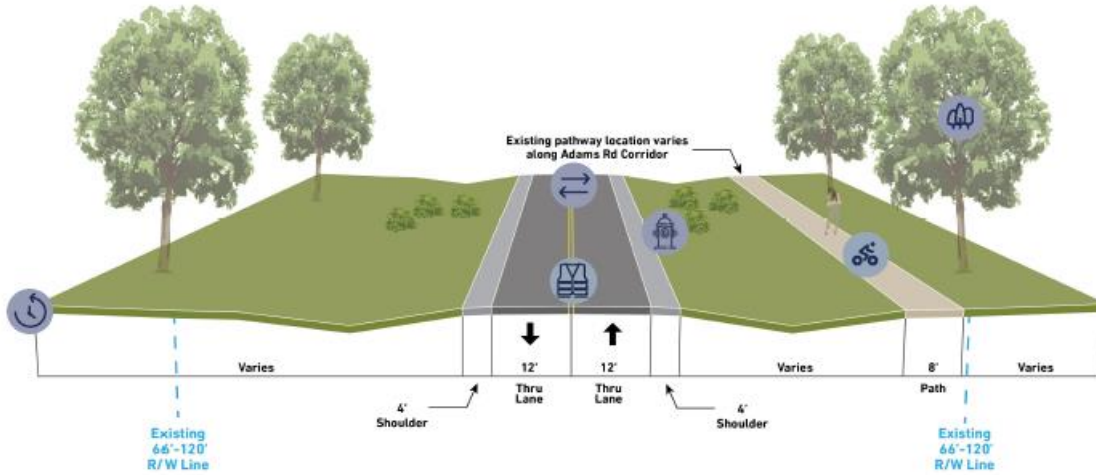
**ROAD COMMISSION**  
for OAKLAND COUNTY

**OAKLAND UNIVERSITY**

**ROCHESTER HILLS**  
MICHIGAN



# ALTERNATIVE FOR EVALUATION - NO BUILD



## EXISTING CONDITIONS



## SAFETY + CAPACITY

This alternative does not include any design elements that improve safety or capacity along the corridor or at intersections.

| INTERSECTION | CAPACITY (NO BUILD) |         | % CHANGE IN CRASH FREQUENCY |
|--------------|---------------------|---------|-----------------------------|
|              | Narrowing           | Downing |                             |
| Meadowbrook  |                     |         | +14.6%                      |
| Avon         |                     |         | +13.6%                      |
| Butler       |                     |         | +22.6%                      |

Heavy Delay (F) | E | D | C | B | Minimal Delay (A)

Level of Service Grade



## INFRASTRUCTURE

This alternative does not improve aging infrastructure and pavement condition that will continue to decline over time, resulting in future reconstruction. Any reconstruction of the road utilities or stormwater will include impacts, but none can be identified at this time.

## MULTI-MODAL

This alternative does not include any new non-motorized facilities. No improvements to safety and connectivity for pedestrians, bicyclists or other vulnerable road users will be implemented.

## ENVIRONMENT

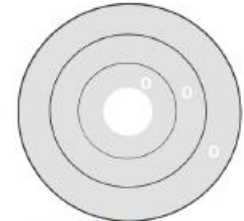
This alternative has little to no impact to existing trees along Adams Road. Of the trees surveyed on the project corridor, approximately 5% have a condition rating of poor or very poor indicating they need to be removed due to their hazardous condition. There is no opportunity to improve landscaping.



## Estimated % of Trees to Remain

## HISTORY & CULTURE

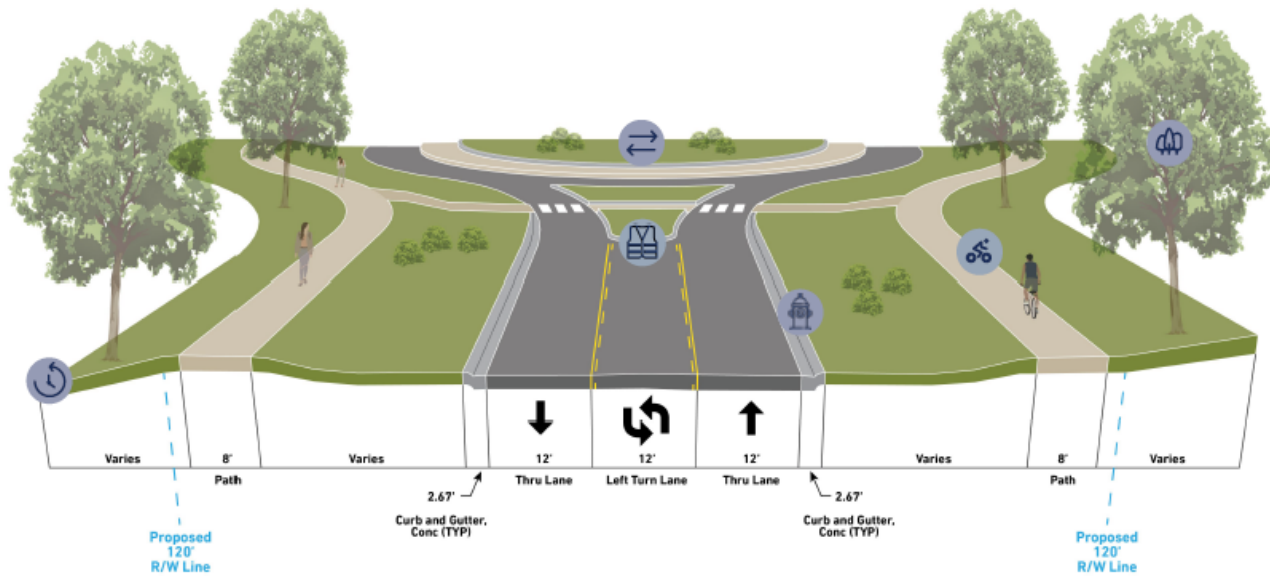
This alternative has little to no impact on existing conditions reducing the need to include any measures of historic preservation.



## Estimated # of Properties Affected



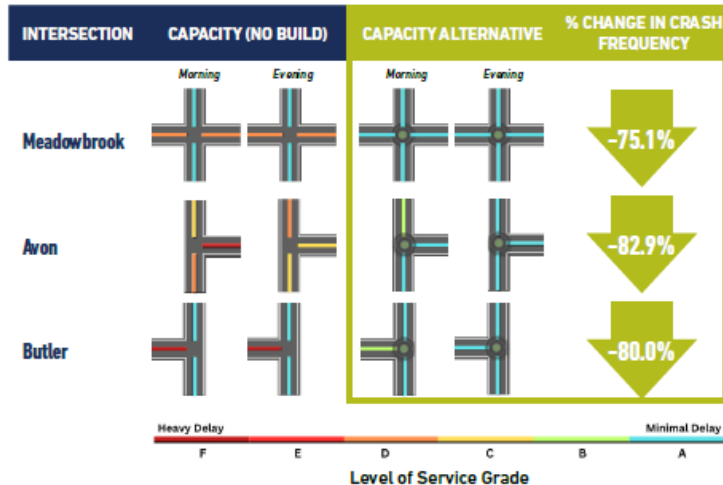
# ALTERNATIVE FOR EVALUATION - 3 LANE WITH ROUNDABOUTS



## SAFETY + CAPACITY

Many elements of the design for this alternative, including the addition of roundabouts at intersections, reduce the potential of crashes for all modes along the corridor. This alternative provides a continuous center left turn lane between intersections. Traffic analysis shows a reduction of crash frequency and improves level-of-service during the morning and evenings at every intersection.

| TYPE          | DESIGN ELEMENT              | CRASH TYPE                 | % REDUCTION |
|---------------|-----------------------------|----------------------------|-------------|
| Road Segment  | Center Left-Turn Lane       | Rear-End Left-Turn         | 80%         |
|               |                             | Head-On Left-Turn          | 50%         |
|               |                             | Head-On, Angle, Sideswipe  | 20%         |
|               |                             | Rear-End                   | 15%         |
|               | Vertical Curve Modification | All Vertical Curve Related | 20%         |
| Intersection  | Roundabout                  | Fatal and Serious Injuries | 78%         |
|               |                             | Minor Injuries             | 57%         |
| Non-Motorized | Pathways                    | Bicycle                    | 33%         |
|               | HAWK Signals                | Pedestrian                 | 55%         |
|               | Pedestrian Refuge Island    | Pedestrian                 | 50%         |



## INFRASTRUCTURE

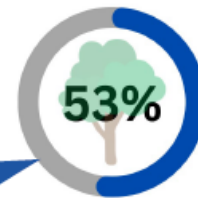
This alternative will improve aging infrastructure alongside the corridor and will allow for stormwater best management practices.

## MULTI-MODAL

This alternative promotes non-motorized activity by providing safe and accessible facilities. This alternative includes 4.1 miles of multi-use pathways. The addition of roundabouts and HAWK signals increases safety for non-motorized users at major intersections.

## ENVIRONMENT

This alternative provides an opportunity to save a significant number of trees, replant new trees, and add additional landscaping at the roundabouts and along the corridor. This alternative also includes updates to stormwater infrastructure.

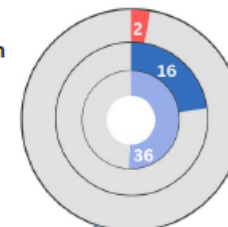


Estimated % of Trees to Remain

## HISTORY & CULTURE

This alternative will impact and require mitigation of the boundary wall and workers stairway.

Temporary Easements are space needed for construction that expire upon completion of the project. Permanent Easements are needed to construct and maintain infrastructure (roadway, pathways, utilities, etc.). Fee acquisition includes full purchase of property and relocating tenant.

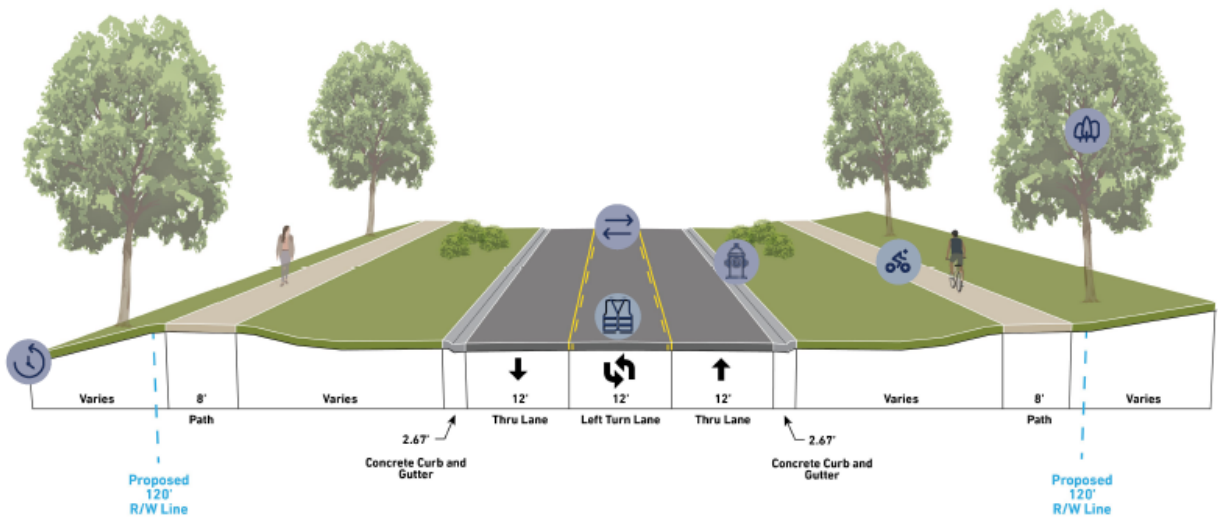


73 total properties in project area

Estimated # of Properties Affected



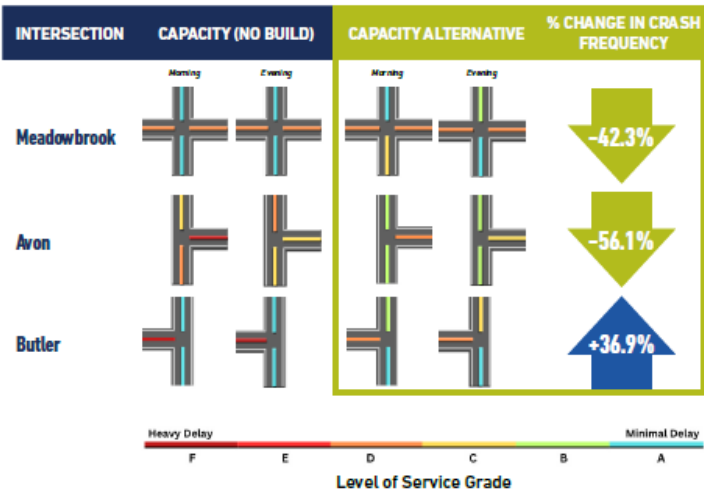
# ALTERNATIVE FOR EVALUATION - 3 LANE



## SAFETY + CAPACITY

Many elements of the design for this alternative, reduce the potential of crashes for all modes along the corridor. This alternative provides a continuous center left turn lane and traffic analysis shows a level-of-service improvement at every intersection.

| TYPE         | DESIGN ELEMENT   | CRASH TYPE                 | % REDUCTION |
|--------------|--|----------------------------|-------------|
| Road Segment | Center Left-Turn Lane                                      | Rear-End Left-Turn         | 80%         |
|              |  | Head-On Left-Turn          | 50%         |
|              |  | Head-On, Angle, Sideswipe  | 20%         |
|              |  | Rear-End                   | 15%         |
|              | Vertical Curve Modification                                | All Vertical Curve Related | 20%         |
| Intersection | Signal Equipment & Timing Upgrades                         | All Intersection Related   | 15%         |
|              |  | Geometric Improvements     | Angle       |
|              | Rear-End   |                            | 15%         |
|              | Head-On, Sideswipe, Pedestrian, Bicycle, Left-Turn Related |                            | 10%         |
|              | Non-Motorized  | Pathways                   | Bicycle     |
| Pedestrian   |  |                            | 85%         |
|              | Pedestrian Countdown Signals                               | Pedestrian                 | 30%         |



## INFRASTRUCTURE

This alternative will improve aging infrastructure alongside the corridor and will allow for stormwater best management practices.

## MULTI-MODAL

This alternative promotes non-motorized activity by providing safe and accessible facilities throughout the entire corridor. This alternative includes 4.1 miles of multi-use pathways and signalized crosswalks at intersections.

## ENVIRONMENT

This alternative provides an opportunity to save a significant number of trees, replant new trees, and add landscaping along the corridor. This alternative also includes updates to stormwater infrastructure.

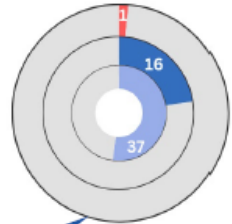


## Estimated % of Trees to Remain

## HISTORY & CULTURE

This alternative will impact and require mitigation of the boundary wall and workers stairway.

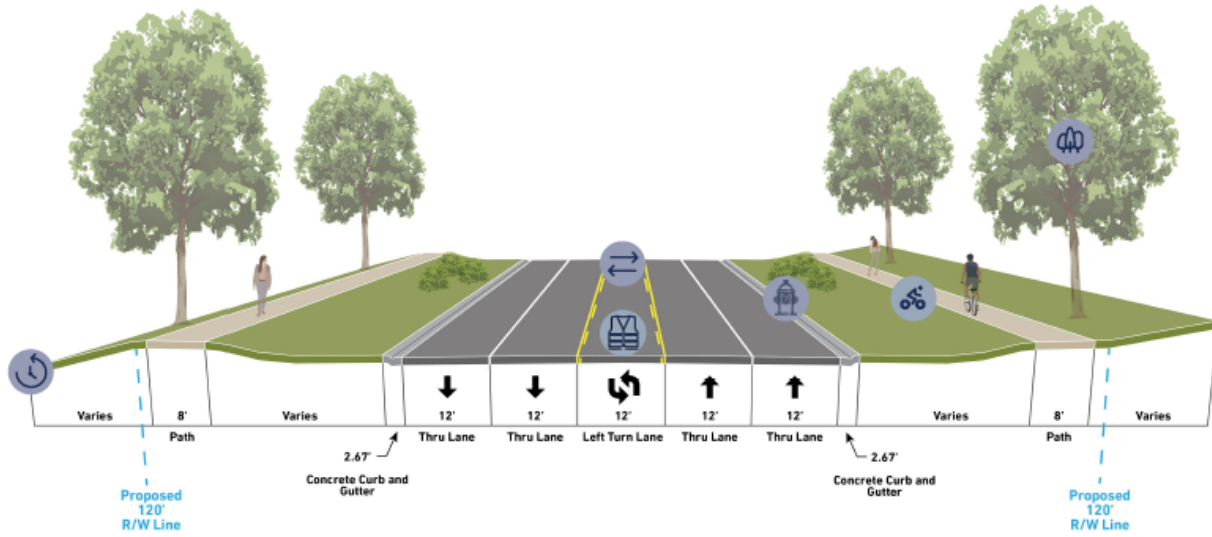
Temporary Easements are space needed for construction that expire upon completion of the project. Permanent Easements are needed to construct and maintain infrastructure (roadway, pathways, utilities, etc.). Fee acquisition includes full purchase of property and relocating tenant.



## Estimated # of Properties Affected



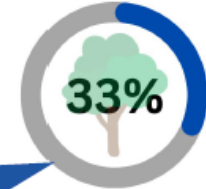
# ALTERNATIVE FOR EVALUATION - 5 LANE



**INFRASTRUCTURE**  
This alternative will improve aging infrastructure alongside the corridor and will allow for stormwater best management practices.

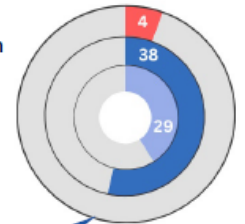
**MULTI-MODAL**  
This alternative promotes non-motorized activity by providing safe and accessible facilities throughout the entire corridor. This alternative includes 4.1 miles of multi-use pathways and crossings at signalized intersections. This alternative presents longer crossing distances for non-motorized travelers.

**ENVIRONMENT**  
This alternative impacts a significant number of existing trees, but there is an opportunity to replant new trees and add landscaping along the corridor. This alternative also includes updates to stormwater infrastructure.



Estimated % of Trees to Remain

**HISTORY & CULTURE**  
This alternative will impact and require mitigation of the boundary wall and workers stairway. Temporary Easements are space needed for construction that expire upon completion of the project. Permanent Easements are needed to construct and maintain infrastructure (roadway, pathways, utilities, etc.). Fee acquisition includes full purchase of property and relocating tenant.



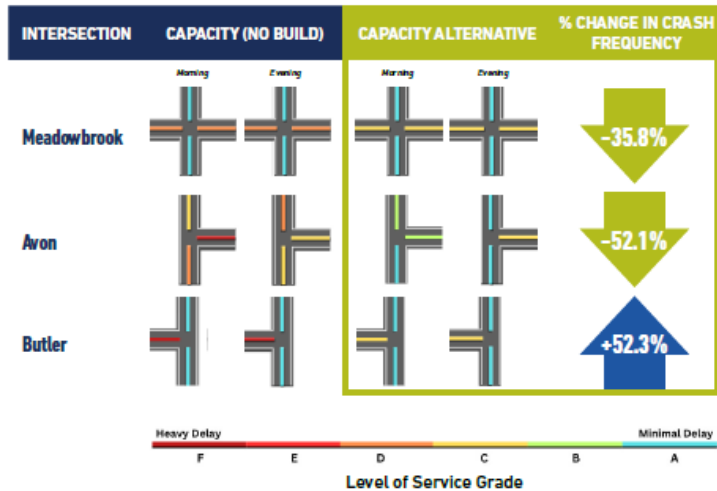
Estimated # of Properties Affected

Type of Impact: Unaffected (29), Temporary Easement (38), Permanent and Temporary Easement (4), Fee Acquisition (4)

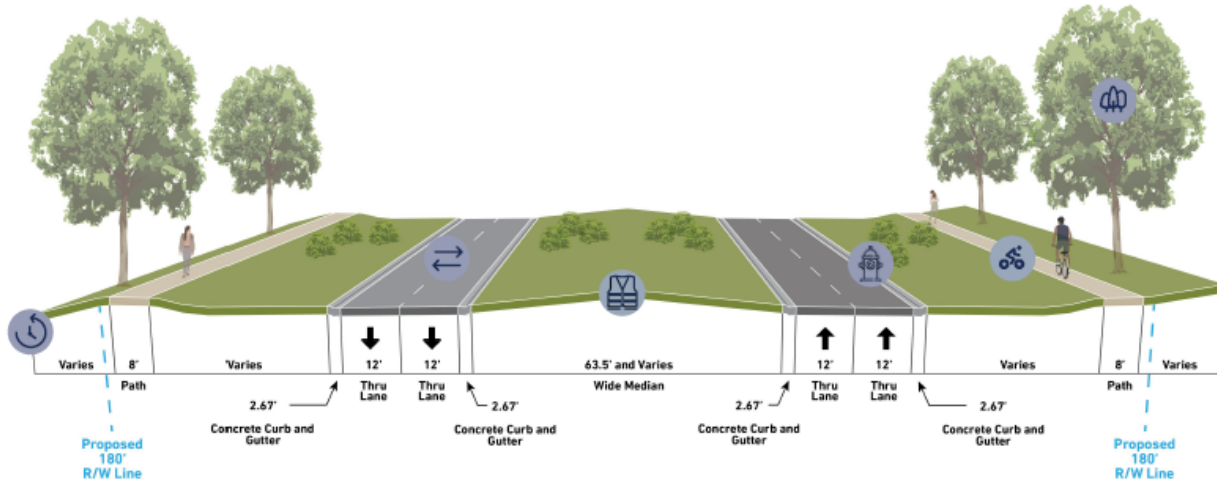
## SAFETY + CAPACITY

Many elements of the design for this alternative, reduce the potential of crashes for all modes along the corridor. This alternative provides a continuous center left turn lane and traffic analysis shows a level-of-service improvement at every intersection.

| TYPE         | DESIGN ELEMENT   | CRASH TYPE                 | % REDUCTION |
|--------------|--|----------------------------|-------------|
| Road Segment | Center Left-Turn Lane                                      | Rear-End Left-Turn         | 80%         |
|              |  | Head-On Left-Turn          | 50%         |
|              |  | Head-On, Angle, Sideswipe  | 20%         |
|              |  | Rear-End                   | 15%         |
|              | Vertical Curve Modification                                | All Vertical Curve Related | 20%         |
| Intersection | Signal Equipment & Timing Upgrades                         | All Intersection Related   | 15%         |
|              |  | Geometric Improvements     | Angle       |
|              | Rear-End   |                            | 15%         |
|              | Head-On, Sideswipe, Pedestrian, Bicycle, Left-Turn Related |                            | 10%         |
|              | Non-Motorized  | Pathways                   | Bicycle     |
| Pedestrian   |  |                            | 85%         |
|              | Pedestrian Countdown Signals                               | Pedestrian                 | 30%         |



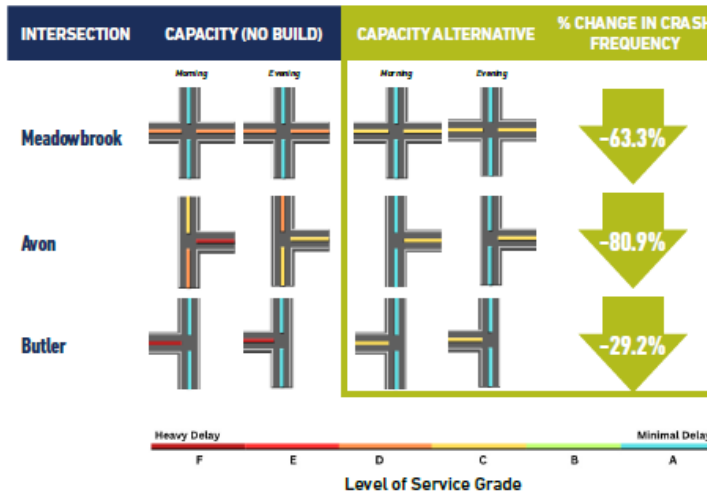
# ALTERNATIVE FOR EVALUATION - 4 LANE BOULEVARD



## SAFETY + CAPACITY

Many elements of the design for this alternative, reduce the potential of crashes for all modes along the corridor. This alternative provides a median eliminating direct left turns. Traffic analysis shows a level-of-service improvement at every intersection.

| TYPE          | DESIGN ELEMENT                     | CRASH TYPE   | % REDUCTION |
|---------------|------------------------------------|--|-------------|
| Road Segment  | Median with Indirect Left Turns    | Driveway & Side Street Related                             | 15%         |
|               | Vertical Curve Modification        | All Vertical Curve Related                                 | 20%         |
| Intersection  | Signal Equipment & Timing Upgrades | All Intersection Related                                   | 15%         |
|               | Geometric Improvements             | Angle  | 30%         |
|               |                                    | Rear-End   | 15%         |
|               |                                    | Head-On, Sideswipe, Pedestrian, Bicycle, Left-Turn Related | 10%         |
| Non-Motorized | Pathways                           | Bicycle  | 33%         |
|               | Pedestrian Refuge Island           | Pedestrian   | 85%         |
|               | Pedestrian Countdown Signals       | Pedestrian   | 30%         |



## INFRASTRUCTURE

This alternative will improve aging infrastructure alongside the corridor and will allow for stormwater best management practices.

## MULTI-MODAL

This alternative promotes non-motorized activity by providing safe and accessible facilities throughout the entire corridor. This alternative includes 4.1 miles of multi-use pathways and signalized crosswalks at intersections. This alternative requires longer crossing distances for non-motorized travelers, with center of road refuge in the median.

## ENVIRONMENT

This alternative has the largest impact to existing trees along the corridor. The boulevard provides an opportunity to plant new trees, provide additional landscaping, and update stormwater infrastructure.



## HISTORY & CULTURE

This alternative will impact and require mitigation of the boundary wall and workers stairway.

Temporary Easements are space needed for construction that expire upon completion of the project. Permanent Easements are needed to construct and maintain infrastructure (roadway, pathways, utilities, etc.). Fee acquisition includes full purchase of property and relocating tenant.

## Estimated # of Properties Affected



# Homeowner Questions

- ▶ Do Generators need approval by the ACC? Yes, for esthetic reasons.
- ▶ Parking on Bunker Hill for the Rope Bridge? It is posted as no parking at the end of street.
- ▶ Can we access the Rope bridge from Bunker Hill? Yes, there is a walking path and no parking at this location.
- ▶ Concern that people are not disposing of tree cuttings, and creating mulch piles that may attract rodents.
- ▶ Can you provide us any updates on the Green Ridge/Concord House?
  - ▶ There has been activity at the home and these are the adult daughters of the parents. The daughters are the owners of the house.
  - ▶ The case is with the City and a Consent Judgment will be entered soon.
  - ▶ The HOA has been working with the City on this for years.





# Homeowner Questions

- ▶ Can you help us understand the Shed Rule in the Deed Restrictions?
  - ▶ The deed restrictions prohibit detached garages or sheds
  - ▶ Deed restrictions were written in 1964
  - ▶ Changes to the deed restrictions require approval from 51% of the homeowners
  - ▶ One homeowner indicated that many years ago, after litigation, a lien was put on the property of 10 homeowners who put in a shed - once the homes changed ownership the shed was required to be removed.
  - ▶ Anyone interested in deed restriction changes is welcome to meet with the board and form a committee to develop changes and secure signatures of 51% of the homeowners. Contact the president if interested
  - ▶ Any homeowner can sue another homeowner for deed restriction violations. Nothing ever becomes 'grandfathered.'
  - ▶ Basically, the deed restrictions are to assist in keeping this a nice, aesthetically pleasing neighborhood,
- ▶ The official Christian Hills website is [www.ChristianHills.net](http://www.ChristianHills.net). Send questions and concerns to this address and click on the "Contact" tab to send your message. This is a better way to contact the Board as opposed to the Neighbor Facebook page.



# Elections

- ▶ Vice President - Mary Ann Kerstein - Elected
- ▶ Assistant Treasurer - No Interest
- ▶ ACC Committee - Joan Tinsley- Elected



# Meeting adjourned 7:55pm

- ▶ 16 homeowners attended the meeting

