

AGENDA

Traffic Committee Meeting

July 16, 2014 – 7:30 P.M.

Lower Level Conference Room – Troy City Hall

500 West Big Beaver Road

1. Roll Call
2. Minutes – June 18, 2014

PUBLIC HEARINGS

3. Request for Sidewalk Waiver – Sidwell #88-20-07-101-001- 5990 Adams Road
4. Request for Sidewalk Waiver – Sidwell #88-20-14-401-034 – 1643 Rockfield

REGULAR BUSINESS

5. Request for No Parking Zone – Burdic, Edith to Ravenna
6. Request for Traffic Control – Duchess at Grenadier
7. Public Comment
8. Other Business
9. Adjourn

cc: Item 3: Edward Mancini, 6850 Nineteen Mile, Sterling Heights, MI 48314
Bob Gosselin, 5773 Sussex, Troy, MI 48098
Nancy Bromley, 2815 Lenox, Troy, MI 48098
Properties within 300'

Item 4: Ken Crum, 1642 Rockfield, Troy, MI 48085
Properties within 300'

Item 5: Christine Fricke, 2145 Burdic
Properties within 300'

Item 6: Sharon Koerber, 6912 Duchess Court, Troy, MI 48098
Properties within 300'

Traffic Committee Members

Captain Robert Redmond & Sgt. Mike Szuminski, Police Department

Lt. Eric Caloia, Fire Department

William J. Huotari, Deputy City Engineer/Traffic Engineer

TRAFFIC COMMITTEE

MESSAGE TO VISITORS, DELEGATIONS AND CITIZENS

The Traffic Committee is composed of seven Troy citizens who have volunteered their time to the City to be involved in traffic and safety concerns. The stated role of this Committee is:

- a. To give first hearing to citizens' requests and obtain their input.
- b. To make recommendations to the City Council based on technical considerations, traffic surveys, established standards, and evaluation of citizen input.
- c. To identify hazardous locations and recommend improvements to reduce the potential for traffic crashes.

Final decisions on sidewalk waivers will be made by the Committee at this meeting.

The recommendations and conclusions arrived at on regular items this evening will be forwarded to the City Council for their final action. Any citizen can discuss these recommendations before City Council. The items discussed at the Traffic Committee meeting will be placed on the City Council Agenda by the City Manager. The earliest date these items might be considered by City Council would normally be 10 days to 2 weeks from the Traffic Committee meeting. If you are interested, you may wish to contact the City Manager's Office in order to determine when a particular item is on the Agenda.

Persons wishing to speak before this Committee should attempt to hold their remarks to no more than 5 minutes. Please try to keep your remarks relevant to the subject at hand. Please speak only when recognized by the Chair. These comments are made to keep this meeting moving along. Anyone wishing to be heard will be heard; we are here to listen and help in solving or resolving your particular concerns.

PUBLIC HEARINGS**3. Request for Sidewalk Waiver – Sidwell #88-20-07-101-001 – 5990 Adams Road**

Edward Mancini requests a sidewalk waiver for the sidewalk at 5990 Adams Road (Sidwell #88-20-20-427-038), along Sussex only, as part of the Oakland Troy Senior Facility proposed at the corner of Adams and Square Lake Road. Petitioner states that eliminating the sidewalk along Sussex would preserve existing trees for screening the proposed development from existing residential homes along Sussex. Sussex is a gravel road with no sidewalks.

Sidewalk would still be required along Adams, Square Lake and Arlund Way.

The Department of Public Works (DPW) recommends approving this waiver request per the attached memo from the Director and Superintendent of Parks, Streets and Drains.

SUGGESTED RESOLUTIONS:

1. **WHEREAS**, City of Troy Ordinances, Chapter 34, allows the Traffic Committee to grant waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Edward Mancini has requested a waiver of the requirement to construct sidewalk to preserve existing trees for screening the proposed Oakland Troy Senior Facility from existing residential homes along Sussex; and

WHEREAS, the Traffic Committee has determined the following:

- a. A waiver will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED, that the Traffic Committee grants a waiver of the sidewalk requirement for 5990 Adams Road (Sidwell #88-20-20-427-038), along Sussex only, as part of the Oakland Troy Senior Facility proposed at the corner of Adams and Square Lake Road.

2. **WHEREAS**, the Traffic Committee has determined, after a public hearing, that Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED, that the Traffic Committee denies a waiver of the sidewalk requirement for 5990 Adams Road (Sidwell #88-20-20-427-038), along Sussex only, as part of the Oakland Troy Senior Facility proposed at the corner of Adams and Square Lake Road.

4. Request for Sidewalk Waiver – Sidwell #88-20-14-401-034 – 1643 Rockfield

Ken Crum requests a sidewalk waiver for the sidewalk at Lot 16 of the Square Acres Subdivision (Sidwell #88-20-14-401-034) 1643 Rockfield. Petitioner states that there are no other sidewalks in the neighborhood to connect to; open ditches where sidewalk goes; and that it is out of character for the neighborhood.

The Department of Public Works (DPW) recommends denial of this waiver request per the attached memo from the Director and Superintendent of Parks, Streets and Drains. However, if the sidewalk requirements were to be waived, DPW recommends that an “Agreement for Irrevocable Petition for Sidewalk” be executed and recorded or the submission of a cash deposit for future construction to assure consent and participation if there is future sidewalk installation.

SUGGESTED RESOLUTIONS:

1. **WHEREAS**, City of Troy Ordinances, Chapter 34, allows the Traffic Committee to grant waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Ken Crum has requested a waiver of the requirement to construct sidewalk due to the fact that there are no other sidewalks in the neighborhood to connect to; open ditches where sidewalk goes; and that it is out of character for the neighborhood.; and

WHEREAS, the Traffic Committee has determined the following:

- a. A waiver will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED, that the Traffic Committee grants a waiver of the sidewalk requirement for Lot 16 of the Square Acres Subdivision (Sidwell #88-20-14-401-034) 1643 Rockfield.

2. **WHEREAS**, the Traffic Committee has determined, after a public hearing, that Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED, that the Traffic Committee denies a waiver of the sidewalk requirement for Lot 16 of the Square Acres Subdivision (Sidwell #88-20-14-401-034) 1643 Rockfield.

REGULAR BUSINESS

5. Request for No Parking Zone – Burdic, Edith to Ravenna

Christine Fricke of 2145 Burdic requests that a No Parking zone be established on the south

side of Burdic, between Edith and Ravenna. Ms. Fricke reports that landscape contractors park on the south side of the road up to three (3) times per week (two separate companies) and block mailboxes and also park at locations making backing out of her driveway very difficult.

SUGGESTED RESOLUTIONS:

- a. **RESOLVED**, that a No Parking zone be established on the south side of Burdic, between Edith and Ravenna.
- b. **RESOLVED**, that NO changes be made on Burdic.

6. Request for Traffic Control – Duchess at Grenadier

Ms. Sharon Koerber of 6912 Duchess Court requests that traffic control be placed at the intersection of Duchess and Grenadier. Ms. Koerber states that the lack of traffic control at the intersection creates a hazardous situation.

SUGGESTED RESOLUTIONS:

- a. **RESOLVED**, that the intersection of Duchess at Grenadier be modified from No traffic control to a YIELD sign on the Grenadier approach to Duchess.
- b. **RESOLVED**, that the intersection of Duchess at Grenadier be modified from No traffic control to a STOP sign on the Grenadier approach to Duchess.
- c. **RESOLVED**, that NO changes be made at the intersection of Duchess and Grenadier.

7. Public Comment

8. Other Business

9. Adjourn

A regular meeting of the Troy Traffic Committee was held Wednesday, June 18, 2014 in the Lower Level Conference Room at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m.

1. Roll Call

PRESENT: Sarah Binkowski
Tim Brandstetter
Ted Halsey
Al Petrusis
Pete Ziegenfelder

ABSENT: Richard Kilmer
Stevan Popovic

Also present: Tina Collins, 1231 Sherwood Forest
Chris Carr, 2504 Avonhurst
Jim Tafelski, 2505 Oxford
Lt. Eric Caloia, Fire Department
Sgt. Mike Szuminski, Police Department
Bill Huotari, Deputy City Engineer/Traffic Engineer

2. Minutes – April 16, 2014

RESOLUTION # 2014-06-18

Moved by Binkowski
Seconded by Halsey

To approve the April 16, 2014 minutes as printed.

YES: 5 (Binkowski, Brandstetter, Halsey, Petrusis, Ziegenfelder)
NO: None
ABSENT: 2 (Kilmer, Popovic)

MOTION CARRIED

REGULAR BUSINESS

3. Speeding Issues – Beach Road, South of Wattles Road

Heather Carr of 2504 Avonhurst and Jelena Tafelski of 2505 Oxford request that traffic control be placed on Beach Road, south of Wattles Road to slow traffic down. Ms. Carr and Ms. Tafelski state that the lack of traffic control on Beach encourages speeding on this section of road.

Traffic Engineering received one call from Mrs. Faust of 2505 Avonhurst who stated that a Stop sign was not necessary. She states that very few people speed on Beach when she observes traffic except for the occasional teenage driver. She is also concerned that her neighbor may have difficulty backing out of their driveway if a Stop sign were installed.

Traffic Engineering received an email from Mr. Jeff Carley who lives on Eastbourne Drive, which runs parallel to Beach in the area of concern. He would support additional pavement markings, speed limit signs or a Stop sign. He objects to a permanent radar speed sign, speed bump [hump] or any type of light.

A speed study was conducted and it does show that for northbound Beach, south of Oxford that there is a speed issue. The 85th percentile speed is 34 mph and is primarily an issue during AM and PM peak hours. The other locations studied did not show speeds that would be considered outside of the normal.

The speed study was shared with Troy Police and they responded by placing the radar trailer on Beach the week of May 19th and May 26th. Additional enforcement is planned when officers are not on higher priority calls.

This section of Beach is somewhat unique in that it is more akin to a collector street than a residential street. The existing right-of-way is 86' wide and the existing pavement width varies between 28'-30' wide. The right-of-way is primarily open with minimal roadside obstacles. The other local streets in this area are within 60' right-of-way and are generally 20'-22' wide pavement sections.

Parking is prohibited on the east side of Beach due to fire hydrants. Stop signs are located at each intersection between Wattles and Palmerston (near Schroeder Park) but Beach only stops at Palmerston and at Cheswick. At all of the other intersections, Beach is the through street and Stop signs are on the intersecting streets. For northbound traffic on Beach, there are no Stop signs after the All-Way Stop at Cheswick until the driver reaches Wattles Road. This is the section where speeds are the highest.

Beach is the primary access from Wattles Road but volumes are under 1,000 vehicles per day (vpd). There does not appear to be a cut-through problem as volumes are fairly consistent from day-to-day, Beach ends at Hampton and does not provide a convenient route to another major road.

In the past, a request like this would have been addressed by direct enforcement with the Traffic Safety Unit assigning officers to patrol the area as most of the drivers are consistent from day-to-day and educating drivers through enforcement is a powerful tool. With the downturn in the economy, just a few years ago, the Traffic Safety Unit was eliminated. Concentrated direct enforcement is no longer available even though Troy Police was able to provide a radar speed trailer and provide some level of enforcement recently. Enforcement now is provided by officers when they are not on higher priority calls so the level of enforcement available is significantly less than what was customary in the past.

Traffic Calming measures can take many forms. Typically, education is the first stage, then enforcement and finally physical measures.

To date, only one location in the City has a physical measure in place. A speed hump was placed on Walnut Hill, just north of Wattles and east of Adams. The speed hump was paid for by the residents. Feedback on this location in the past has been mixed as it was a singular installation and issues associated with the existing speed hump have included: additional noise; it does not slow traffic down; and inconvenient for residents.

Some options reviewed for Beach Road were:

1. **Additional speed limit signs** – placement of additional speed limit signs to reinforce the speed can be placed to enhance driver recognition of the residential area. Effectiveness is generally assumed to be minimal as most drivers proceed at a speed that they believe is “reasonable and prudent” for the conditions they encounter regardless of a posted speed limit.
2. **Longitudinal pavement markings** – mark the centerline of the road with a solid, double yellow marking and solid, white edge lines. Pavement markings have shown some effectiveness in reducing speeds due to a perceived narrowing of the traveled way. Other studies show an increase in speed due to the pavement markings making the driver’s task of tracking the roadway easier. Residential streets typically do not have pavement markings so some drivers may assume that Beach is not a residential street if they encounter full pavement markings (double-yellow center line and white edge lines)
3. **In street speed limit markings** – large overlay cold plastic or painted “25 MPH” markings are placed on the pavement to remind motorists of the residential speed limit. Long term studies on the use of in street markings alone have shown little impact.
4. **Permanent radar speed sign** – these signs show drivers their speed as they approach the sign and one model considered allows for supplemental messages and traffic data to be recorded (eliminating the need to place traffic counters on the pavement). Speed boards are effective initially, but results over longer periods of time are inconclusive without intermittent enforcement. Rochester Hills has had positive results in reducing speeds at locations where they have speed boards installed.

Stop signs are not recognized as a traffic calming device. Stop signs are intended to assign right-of-way at intersections and are to be placed based on guidance from the Michigan Manual of Uniform Traffic Control Devices (MMUTCD). Studies have shown that Stop signs are not effective in reducing speeds and in many instances increase speeds due to drivers attempting to make up time due to a stop that they believe was not necessary. In addition, unwarranted Stop signs have the potential to reduce safety by creating a false sense of security for other drivers, children or pedestrians assuming a motorist will stop at a Stop sign.

Mr. Chris Carr of 2504 Avonhurst was in attendance at the meeting and has lived in his

house since July 2013. He believes that the 25 mph speed limit is not observed. They have a small child so they spend a lot of time outside and see many drivers exceeding the posted speed limit. There are several new families that have moved into the neighborhood and many of them have small children that they worry about. There is a blind curve on southbound Beach that makes sight distance less than ideal. He believes that the double-yellow striping on Beach, as you turn from Wattles, may lead drivers to believe that this section of Beach is not a residential road. Mr. Carr would like to see a Stop sign installed on Beach at Oxford or Avonhurst.

Mr. Jim Tafelski of 2505 Oxford agreed with the statements made by Mr. Carr. He also added that many older residents are moving out and new residents are moving in with children. He watches traffic frequently when he is outside and the majority of people drive at reasonable speeds but a few are moving at what he feels are excessive speeds. He also reports that there are a lot of bikers that use Beach Road frequently. Mr. Tafelski also would like to see Stop signs installed on Beach at Oxford or Avonhurst.

Ms. Binkowski discussed the use of Stop signs for speed control. Stop signs do not control speed but are used for assigning right-of-way at an intersection when warranted. Stop signs can create a false sense of security for pedestrians, when unwarranted, creating a potentially unsafe situation.

Mr. Ziegenfelder stated that when unwarranted Stop signs are installed speeds may actually increase as drivers may slow at a Stop sign but increase speeds after the Stop sign as they feel they were stopped for no apparent reason.

Mr. Petrusis stated that one of the issues on this section of Beach is that the intersecting streets are T-intersections so they are not full intersections. He also discussed the installation of unwarranted Stop signs. Mr. Petrusis stated that the same drivers travel this section of Beach everyday and his concern is that an unwarranted Stop sign may be ignored and create an unsafe situation.

Sgt. Szuminski discussed the Police Department's ability to enforce speed limits. The concerns on Beach are the same as numerous other areas in Troy and occur at the same time as at other locations, primarily in the AM and PM peak hours. Troy Police has done enforcement at this location and has issued citations.

Mr. Brandstetter has concerns about installing a Stop sign and having children assuming a car will Stop.

Mr. Halsey stated that no matter what may be done that parents must still be responsible for their children when they are outside.

Discussion of physical measures such as speed humps ensued. This section of Beach has no curb so there is the potential that vehicles could drive around a speed hump creating an unsafe situation due to the ditches along Beach. Speed humps are most effective when used in a series. This section of Beach would require at least three speed

humps. Concerns relative to speeds between speed humps, noise, snow plowing and emergency vehicle access times were discussed. If speed humps were to be pursued they would need to be approved by residents in the area as they are paid for by the residents through a Special Assessment District. This area is scheduled for a mill and overlay project next spring, so any physical changes could be done at that time to benefit from the larger project. Traffic Committee members and residents in attendance agreed that other lower cost measures should be pursued at this time.

The members discussed the use of radar speed boards and a recommendation was made to install one on northbound Beach with the possibility of moving it to southbound Beach to provide additional feedback to drivers. Traffic Engineering will discuss this option with the supplier as some models of the speed boards are portable. The radar speed boards are informational signs so no Traffic Control Order is required.

The radar speed board is to be installed this summer and then a follow up speed study will be conducted in the fall after school is in session to compare speeds before and after the installation. The results of the speed study will be brought back to the Traffic Committee for discussion and if needed for further discussion of traffic calming measures on this section of Beach.

4. Traffic Calming Measures – Speed Humps

Traffic Engineering performed an informal survey of neighboring and similar communities relative to their use of Traffic Calming measures and specifically speed humps. One of the primary criteria for determining the use of speed humps is 85th percentile speeds (the speed at which 85% of traffic is travelling at or below). Listed are the 85th percentile speeds that are one factor used as part of the minimum criteria for consideration of speed hump installation for those agencies that have a program in place.

- Rochester Hills – 85th percentile speeds exceed the posted speed by 6 mph or greater
- Farmington Hills – 85th percentile speeds of 35 mph or greater
- Road Commission for Oakland County – 85th percentile speed greater than or equal to 35 mph

Rochester Hills is by far the most aggressive in promoting and implementing speed humps and have placed them at several locations throughout their city. The feedback they have received has been mostly positive and they have found that the speed humps have been effective in reducing vehicle speeds.

The Road Commission for Oakland County has placed speed humps at two (2) locations in the County and also found that speeds were reduced.

Farmington Hills has installed speed humps in seven (7) locations and found that speeds in general have decreased but there have been some resident concerns relative to noise and aesthetics.

Agencies that do not have Traffic Calming programs in place:

- Novi
- Clawson
- Madison Heights
- Birmingham
- Sterling Heights

One large area of concern with speed humps is their impact on emergency vehicle response time. The City of Los Angeles has over 3,700 speed humps installed and in February 2013 recommended that their program be stopped and that a ban be placed on the installation of new and replacement of existing speed humps. This recommendation was not acted on at that time and it is still under review.

There are numerous other types of traffic calming measures and a summary of various options was provided to the Traffic Committee members as information.

5. Public Comment

No members of the public provided comment.

6. Other Business

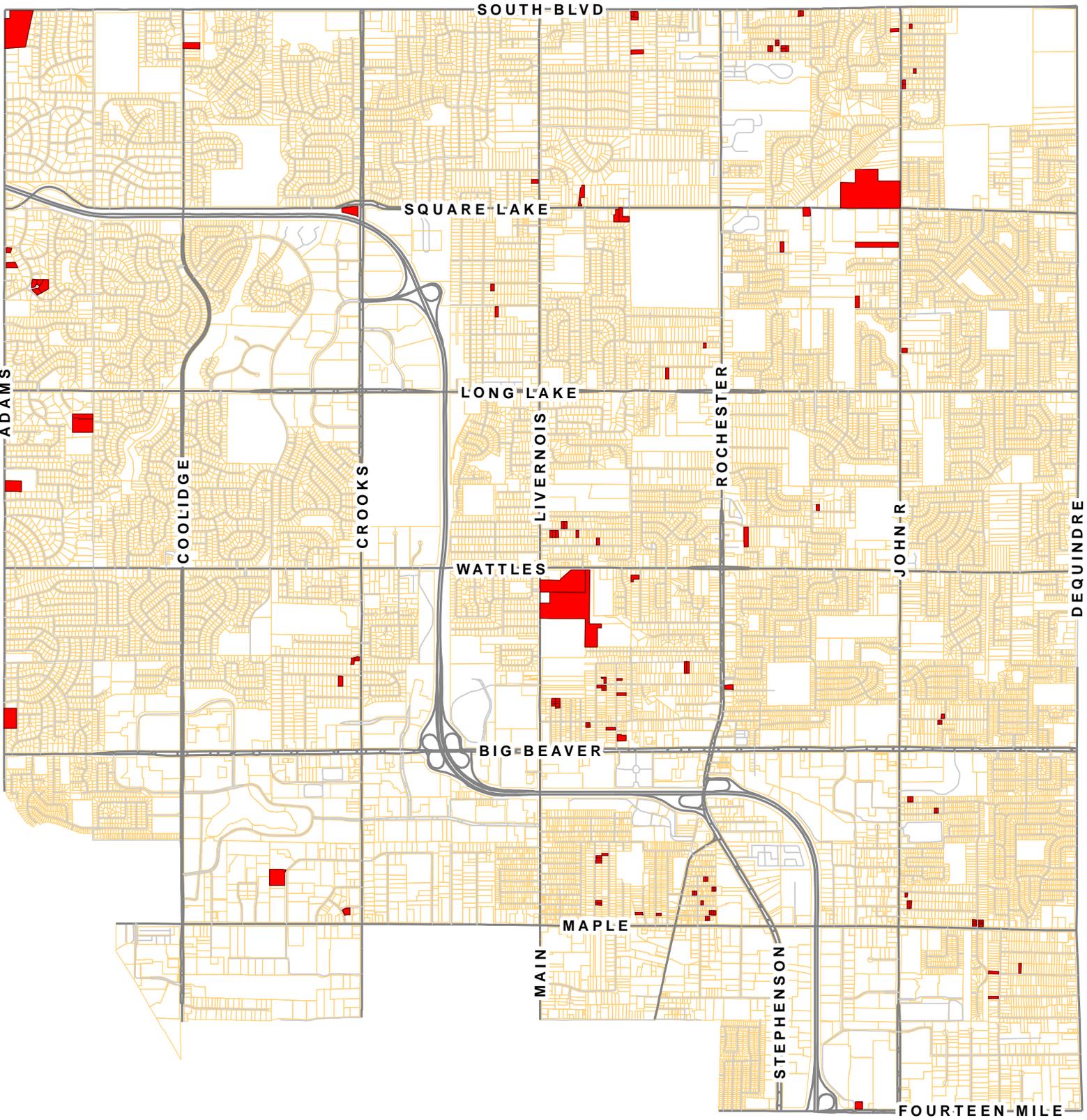
No other business was brought forward by the Committee.

7. Adjourn

The meeting adjourned at 8:48 p.m.

Pete Ziegenfelder, Chairperson

Bill Huotari, Deputy City Engineer/Traffic Engineer

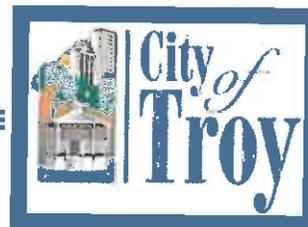


Legend

- Parcels with Sidewalk Waiver
- Road Centerline**
- All Others
- Major Road
- State Road

Sidewalk Waiver Map





6-18-2014

TO: The City of Troy Traffic Committee

FROM: Timothy Richnak, Public Works Director 
Kurt Bovensiepe, Superintendent Parks, Streets, and Drains 

SUBJECT: Request for Waiver of Sidewalk Requirement
Sidwell Number 88-20-07-101-001

Per the attached waiver form, Mr. Edward Mancini is requesting a waiver for the sidewalk on the property located at 88-20-22-401-096.

Chapter 34 City of Troy Sidewalks and Driveway Approaches Ordinance # 34-07 requires, all owners of lots and premises abutting dedicated streets open to the public shall be required to construct sidewalks and driveway approaches at the time of construction of any new buildings or structures, or additions to buildings or structures, or at the time a nonconforming use changes to a permitted use in the Zoning District. No occupancy permit shall be issued until such time as the owners of said property have complied with the requirements of this provision provided only that the Director of Building and Zoning may extend the time for completion of the required sidewalks and driveway approaches in accordance with established procedure.

City of Troy Sidewalks and Driveway Approaches Ordinance # 34.07.01 also requires that a sidewalk be installed in conjunction with the development of this parcel because of a recent lot split, combined and re-platted

Please be advised that Sussex and Arlund Way are already developed with no sidewalks

We recommend that the sidewalk not be installed as per ordinance # 34.07 on Sussex. City administration also believes there is value to leaving the current trees to protect the abutting properties, which would eliminate the sidewalk along Sussex. However, we do recommend the installation of the sidewalk along Arlund Way because there are no current vegetation or trees that would need to be removed for the installation of the sidewalk.



City of Troy
Mr. Timothy L. Richnak
Public Works Director
4693 Rochester Road
Troy, MI 48098

Mr. Richnak,

I am/we are the owner(s) of the property at 5990 ADAMS ROAD

Lot number N/A

Subdivision Name N/A

Sidewell Number 88-20-07-101-001

I/we would like to request a sidewalk variance for the following reasons:

ELIMINATING SIDEWALK ALONG SUSSEX ROAD WOULD PRESERVE EXISTING TREES.

LANDSCAPE SCREENING THAT WAS APPROVED BY PLANNING COMMISSION WILL NOT BE AFFECTED BY SIDEWALK WAIVER.

NEIGHBORS ARE IN FAVOR OF THIS REQUEST TO PRESERVE EXISTING VEGETATION. NO PUBLIC SIDEWALK EXISTS ALONG SUSSEX ROAD FOR ANY OTHER NEARBY PROPERTIES.

See attached plan/sketch.

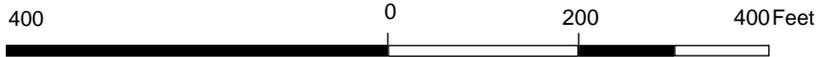
I/We can be contacted at (586) 685-1000
Phone Number

EDWARD MANCINI
Name

6850 NINETEEN MILE
Address

STERLING HEIGHTS, MI 48314
City, State, Zip


Signature

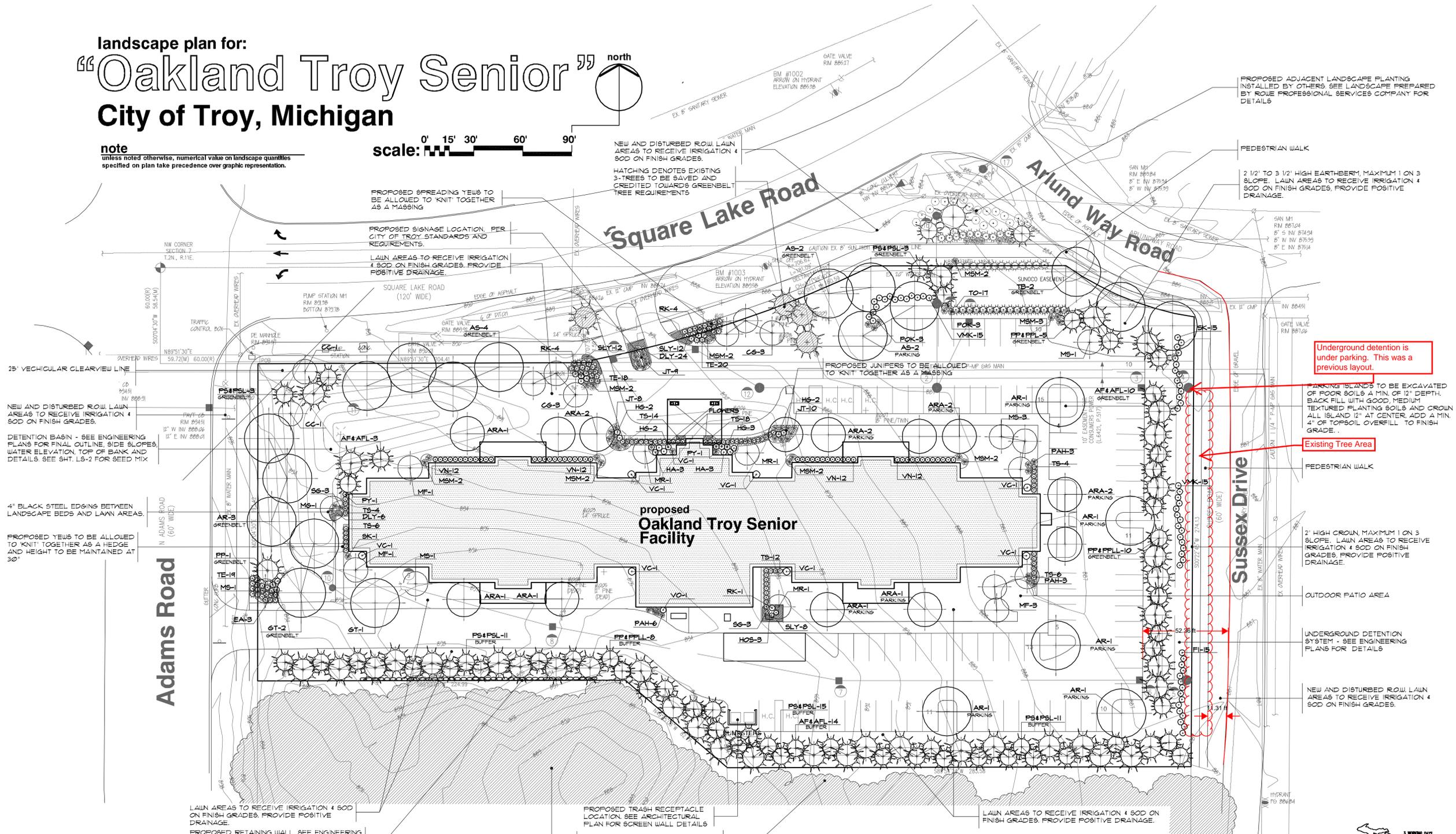


Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.

landscape plan for:
“Oakland Troy Senior”
 City of Troy, Michigan

note
 unless noted otherwise, numerical value on landscape quantities specified on plan take precedence over graphic representation.

scale: 0' 15' 30' 60' 90'



landscape requirements:

greenbelt requirements	REQUIRED	PROVIDED
NO. OF GREENBELT TREES (SQUARE LAKE ROAD) (50' SQUARE LAKE ROAD FRONTAGE / 1-TREE PER 30' = 16.6 TREES)	17	14+ 3-EXISTING
NO. OF GREENBELT TREES (ADAMS ROAD) (10' ADAMS ROAD FRONTAGE / 1-TREE PER 30' = 0.33 TREES)	6	6
NO. OF GREENBELT TREES (ARLUND WAY) (85' SUSSEX DR + 85' FRONTAGE / 1-TREE PER 30' = 2.83 TREES)	3	3
NO. OF GREENBELT TREES (SUSSEX DRIVE) (214' SUSSEX DR = 214' FRONTAGE / 1-TREE PER 30' = 7.13 TREES)	9	22
parking lot landscape	REQUIRED	PROVIDED
NO. OF PARKING SPACES	90	
NO. OF PARKING LOT TREES 1-TREE PER 8-SPACES (90-SPACES/8-SPACES X 1-TREES = 11.25 TREES)	11.25	12

site landscape area	REQUIRED	PROVIDED
TOTAL AREAS OF RETAIL SITE		140,898 S.F.
AREAS OF SITE LANDSCAPE AREAS REQUIRED (20% OF SITE = 140,898 S.F. X .20 = 28,179 S.F.)	29,780 S.F.	
AREAS OF SITE LANDSCAPE AREAS PROVIDED (SITE AREA 140,898 S.F. - 76,040 S.F. NON LANDSCAPE AREAS = 64,858 S.F.)	72,491 S.F. (48%)	
TOTAL NON-LANDSCAPED AREA		76,401 S.F.
BUILDING AREA		24,398 S.F.
WALKS, PARKING + DRIVES AREA		41,003 S.F.
buffer requirements	REQUIRED	PROVIDED
TOTAL LINEAL FT. BUFFER (SOUTH PROPERTY LINE) 591' @ 1-EVERGREEN TREE PER 10' + 59.1 @ 1-EVERGREEN TREES	59	59

Underground detention is under parking. This was a previous layout.

Existing Tree Area

2' HIGH CROWN, MAXIMUM 1 ON 3 SLOPE. LAWN AREAS TO RECEIVE IRRIGATION + SOD ON FINISH GRADES. PROVIDE POSITIVE DRAINAGE.

OUTDOOR PATIO AREA

UNDERGROUND DETENTION SYSTEM - SEE ENGINEERING PLANS FOR DETAILS

NEW AND DISTURBED ROW LAWN AREAS TO RECEIVE IRRIGATION + SOD ON FINISH GRADES. PROVIDE POSITIVE DRAINAGE.



CAUTION
 THE LOCATION AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN ON THIS DRAWING AND ARE APPROXIMATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION AND ELEVATION PRIOR TO THE START OF CONSTRUCTION.



Community Land Planner and registered Landscape Architect
 24333 Orchard Lake Road, Suite G
 Farmington Hills, Michigan 48075

ph. (248) 557-5588
 fax. (248) 557-5416



client:
WINDEMERE PARK of TROY LAND HOLDING, LLC
 6850 19-Mile Road
 Sterling Heights, Michigan 48314
 ph. (586) 685-1000
 ph. (586) 685-1001

OAKLAND TROY SENIOR

project location:
 Square Lake Road,
 Adams Road and
 Sussex Drive
 City of Troy,
 Michigan

sheet title:
Conceptual Landscape Plan

rev job no./issue/revision date:
LS13.067.07 review 8-7-2013
LS13.067.07 city 8-8-2013
LS13.067.09 city 9-13-2013
LS13.067.10 city 10-5-2013
LS13.067.10A city 10-22-2013
LS13.067.11 city 11-8-2013
city 11-20-2013
LS14.042.04 city 4-21-2014

drawn by:
JP, CZ
 checked by:
FP
 date:
4-18-2014

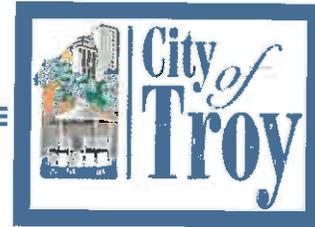
notice:
 Copyright © 2012
 This document and the subject matter contained therein is proprietary and is not to be used or reproduced without the written permission of Felino Pascual and Associates.

Do Not scale drawings. Use figured dimensions only
 project no:
LS14.042.04

sheet no:
LS-1 of 2







6-18-2014

TO: The City of Troy Traffic Committee

FROM: Timothy Richnak, Public Works Director *TR*
Kurt Bovensiep, Superintendent Parks, Streets, and Drains *KB*

SUBJECT: Request for Waiver of Sidewalk Requirement
Sidwell Number 88-20-14-401-034

Per the attached waiver form, Mr. Ken Crum is requesting a waiver for the sidewalk on the property located at Lot 16- of the Square Acres Subdivision, 88-20-14-401-034.

Chapter 34 City of Troy Sidewalks and Driveway Approaches Ordinance # 34-07 requires, all owners of lots and premises abutting dedicated streets open to the public shall be required to construct sidewalks and driveway approaches at the time of construction of any new buildings or structures, or additions to buildings or structures, or at the time a nonconforming use changes to a permitted use in the Zoning District. No occupancy permit shall be issued until such time as the owners of said property have complied with the requirements of this provision provided only that the Director of Building and Zoning may extend the time for completion of the required sidewalks and driveway approaches in accordance with established procedure.

City of Troy Sidewalks and Driveway Approaches Ordinance # 34.07.01 also requires that a sidewalk be installed in conjunction with the development of this parcel because of a recent lot split, combined and re-platted

Please be advised that Trombley are already developed with no sidewalks

We recommend that the sidewalk be installed as per ordinance # 34.07 However, if the sidewalk requirements were to be waived, we recommend the approval be subject to the execution and recording of an "Agreement for Irrevocable Petition for Sidewalk", or the submission of a cash deposit for future construction to assure consent and participation if there is future sidewalk installation.



City of Troy
Mr. Timothy L. Richnak
Public Works Director
4693 Rochester Road
Troy, MI 48098

Mr. Richnak,

I am/we are the owner(s) of the property at 1643 Rockfield Troy MI 48065

Lot number ~~88~~ 16

Subdivision Name Square Acres Sub.

Sidewell Number 88-20-14-401-3A

I/we would like to request a sidewalk variance for the following reasons:

No other sidewalks in neighborhood to connect to. Open
ditches where sidewalk goes. Out of character for
the neighborhood.

See attached plan/sketch.

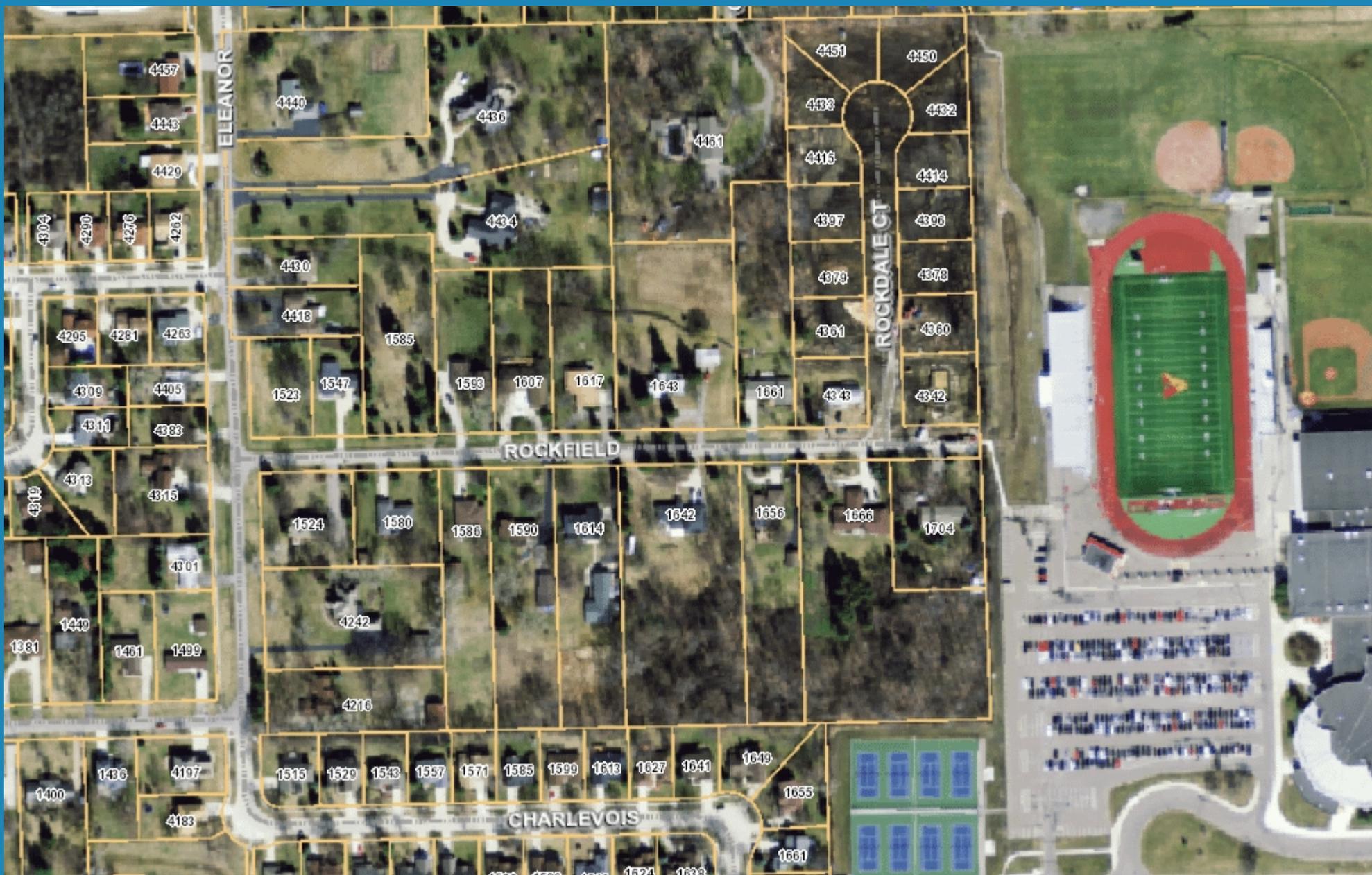
I/We can be contacted at 248 703 8981
Phone Number

Ken Crum
Name

1642 Rockfield
Address

Troy MI 48065
City, State, Zip

[Signature]
Signature



621 0 311 621 Feet



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.





TRAFFIC COMMITTEE REPORT

June 30, 2014

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request for No Parking Zone – Burdic, Edith to Ravenna

Background:

Christine Fricke of 2145 Burdic requests that a No Parking zone be established on the south side of Burdic, between Edith and Ravenna. Ms. Fricke reports that landscape contractors park on the south side of the road up to three (3) times per week (two separate companies) and block mailboxes and also park at locations making backing out of her driveway very difficult.

Ms. Fricke reports that the post office will not deliver mail when the mailboxes are blocked and has talked with her carrier. She has also talked with Troy Police about issuing tickets, but with no legally posted No Parking signs they are not able to enforce no parking.

The south side of Burdic is the fire hydrant side of the street and was posted No Parking in the past. A review of 2003 road videos does show No Parking signs installed but sometime between 2003 and today the signs were removed. If there are no signs in place, parking is prohibited only in areas as listed in Chapter 106 (see attached).

The No Parking signs were removed in John Arbor Subdivision based on direction provided by City Council Resolution #80-247. A brief history follows:

No Parking signs were required on the fire hydrant side of the street by a blanket Traffic Control Order as approved by City Council Resolution #65-419. This Resolution only applies to subdivisions approved after May 10, 1965. This was rectified by Resolution #79-15-P which required ALL streets to have No Parking signs on the fire hydrant side of the street. The City operated under this resolution until the program was stopped by Resolution #80-247 and discontinued the program of placement of No Parking signs on the fire hydrant side of the street, effectively removing the requirement for all streets except for those approved after May 10, 1965. This effectively “grand fathered” in older subdivisions like John Arbor Subdivision which was platted on December 2, 1939. DPW removes No Parking signs in older subdivisions (approved prior to May 10, 1965) as they move through the City with their sign replacement program.

Residents can request that No Parking zones be established, for specific reasons, in areas where the blanket No Parking requirements do not apply.

Recommendations:

Recommend that a No Parking zone be established on the south side of Burdic, between Edith and Ravenna.



590 0 295 590Feet



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.



Resolution #65-419

By Commissioner Houghten

Supported by Commissioner Hudson

BE IT RESOLVED, that the following sign regulations are hereby approved as a standard requirement, to be installed at the expense of the developer in all subdivisions within the City of Troy which are approved after this date:

1. All intersections to have reflectorized signs showing names of both streets. Four inch white letters on green background.
2. The Traffic and Safety Committee shall make recommendations concerning stop or yield signs at all intersections.
3. Fire Hydrant sides of street may be posted "No Parking Fire Routes". Placement of signs to be at the discretion of the Police and Fire Chiefs; and further, No parking zones shall be established as necessary at street intersections. *
4. 25 M.P.H. signs to be placed on streets leading off main roads.

yes	All-6
no	none
absent	Halsey

COMMERCIAL & INDUSTRIAL DEVELOPMENT STUDY COMM. (7)

Resolution #65-420

By Commissioner Hudson

Supported by Commissioner Houghten

RESOLVED, that Albert E. Walke be appointed to the Commercial and Industrial Development Study Committee to serve at the pleasure of the City Commission.

yes	All-6
no	none
absent	Halsey

(e) "No Parking" Signs on Fire Hydrant Side of all City Streets

Resolution #79-1233
Moved by Taucher
Supported by Pallotta

RESOLVED, That Traffic Control Order No. 79-15 -P for the installation of "No Parking" signs on Fire Hydrant side of all City Streets, is hereby approved, as recommended by the Traffic Committee.

Yeas: All-6
Absent: Doyle

NO PARKING SIGNS

C-18

Resolution #80-192
Moved by McKenna
Supported by Taucher

RESOLVED, that the installation of "No Parking" signs on the Fire hydrant side of city streets be halted, pending Council review.

Yeas: All-6
Absent: Pallotta

RESOLUTION TO DISCONTINUE PROGRAM OF PLACEMENT OF "NO PARKING" SIGNS
ON FIRE HYDRANT SIDE OF STREET

C-2

Resolution #80-247
Moved by Taucher
Supported by Pallotta

RESOLVED, That the City Council hereby desires to discontinue the program of placement of "no parking" signs on fire hydrant sides of all existing streets; and

BE IT FURTHER RESOLVED, That Resolution #79-1233 is hereby rescinded; and

BE IT FINALLY RESOLVED, That all signs previously installed on existing streets as provided by Resolution #79-1233 shall be removed, except on major streets where necessary or in subdivisions where they have been specifically requested.

Amendment to Resolution #80-247

Moved by Husk
Supported by Pallotta

RESOLVED, That the Resolution be amended by changing the word "rescinded" to "discontinued" in paragraph two, and deleting "removed, except on major streets where necessary or in subdivisions where they have been specifically requested" and adding "considered for removal at the request of the neighborhood" in paragraph three.

Yeas: Doyle, Husk, McKenna, Pallotta, Taucher
Nays: Liebrecht
Absent: Stine
Motion Passed

Vote on Amended Resolution #80-247

RESOLVED, That the City Council hereby desires to discontinue the program of placement on "no parking" signs on fire hydrant sides of all existing streets; and

BE IT FURTHER RESOLVED, That Resolution #79-1233 is hereby discontinued; and

BE IT FINALLY RESOLVED, That all signs previously installed on existing streets as provided by Resolution #79-1233 shall be considered for removal at the request of the neighborhood.

Yeas: Doyle, Husk, Pallotta, Taucher
Nays: Liebrecht, McKenna
Absent: Stine
Motion Passed

- 2) A person who violates this section is responsible for a civil infraction.

8.10. **Stopping, Standing, or Parking Vehicles; Violation as Civil Infraction.**

- 1) A person shall not stop, stand, or park a vehicle in any of the following places, except when necessary to avoid conflict with other traffic or to comply with the law or the directions of a police officer or traffic-control device:
 - a) On a sidewalk.
 - b) In front of a public or private driveway.
 - c) Within an intersection.
 - d) Within 15 feet of a fire hydrant.
 - e) On a crosswalk.
 - f) Within 20 feet of a crosswalk, or if none, then within 15 feet of the intersection of property lines at an intersection of streets.
 - g) Within 30 feet of any flashing beacon, stop sign, yield sign, or traffic-control signal located at the side of a street.
 - h) Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless a different length is indicated by signs or markings.
 - i) Within 50 feet of the railroad crossing.
 - j) Within 20 feet of the any fire station and, opposite the entrance within 75 feet of the signposted.
 - k) Alongside or opposite any street excavation obstruction when such stopping, standing, or parking would obstruct traffic.
 - l) On the street side of any vehicle stopped or parked at the edge or curb of a street.
 - m) On any bridge or other elevated structure on a street or within a street tunnel.
 - n) Within 200 feet of an accident at which police officers are in attendance.
 - o) In front of any theater.

- p) In any place or in any manner so as to block immediate egress from any emergency exit or exits which are conspicuously marked as building emergency exits.
- q) In any place or in any manner so as to block or hamper the immediate use of an immediate egress from any fire escape which is conspicuously marked as a fire escape and which provides an emergency means of egress from any building.
- r) At any place where official signs prohibit stopping, standing, or parking.
- s) In a parking space which is clearly identified by an official sign as being reserved for use by handicappers and which is on public property or private property that is available for public use, unless the person is a handicapper as described in the act or unless the person is parking the vehicle for the benefit of a handicapper. A certificate of identification issued under section 675(5) of the act to a handicapper shall be displayed on the lower left corner of the front windshield. A special registration plate issued under section 803d of the act to a handicapper shall be displayed on the vehicle.
- t) Within 500 feet of a fire at which fire apparatus are in attendance when the scene of the fire lies outside a city or village. However, volunteer fire fighters responding to the fire may park within 500 feet in a manner that does not interfere with fire apparatus at the scene. Vehicles legally parked before the fire shall be exempt from this subdivision.
- u) In a clearly identified access aisle or access lane immediately adjacent to a space designated for parking by persons with disabilities.
- v) On a street or other area open to the parking of vehicles that results in the vehicle interfering with the use of a curb-cut or ramp by persons with disabilities.
- w) In violation of an official sign restricting the period of time for or manner of parking.
- x) In a place or in a manner that blocks access to a space clearly designated as a fire lane.

(Rev. 10-21-2013)

8.10A AUTHORITY TO AUTHORIZE ISSUANCE OF CITATIONS BY PERSONS OTHER THAN POLICE OFFICERS, AND IMPLEMENTATION, ADMINISTRATION AND TRAINING OF THE PROGRAM



TRAFFIC COMMITTEE REPORT

June 30, 2014

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request for Traffic Control
Duchess Court at Grenadier

Background:

Sharon Koerber of 6912 Duchess Court requests that traffic control be placed at the intersection of Duchess and Grenadier. Ms. Koerber states that the lack of traffic control at the intersection creates a hazardous situation.

There is currently no traffic control at the intersection of Duchess Court at Grenadier.

There have been no crashes reported at this intersection in the past five (5) years. Ms. Koerber reports that there have been several near crashes at the intersection and drivers do not realize who has the right-of-way.

The posted speed limit on both streets is 25 mph. Duchess Court should be assigned right-of-way as it is the continuing road while Grenadier terminates at Duchess Court.

There are no sight distance obstructions in the two quadrants of the intersection. The houses adjacent to the road are 65 feet or more away from the road. These houses come into play when determining the safe approach speed for the intersection.

The safe approach speed was found to be 25.7 mph; therefore a YIELD sign is the recommended treatment.

The city requested that OHM review the request and provide their findings and recommendations (copy attached).

Recommendation:

Recommend that the intersection control be modified from "No Traffic Control" to a YIELD sign on the Grenadier approach to Duchess Court.

William J Huotari

From: sharon koerber [shrndiva@yahoo.com]
Sent: Saturday, June 28, 2014 8:00 AM
To: William J Huotari
Subject: re: Stop sign for subdivision street

Hello, I hope I have the right department; if not, please forward this e-mail to the correct Troy City official or Road Commission. I live at 6912 Duchess Ct. in Troy. I am concerned by the lack of a stop sign at the end of the street Grenadier which runs into Duchess Ct.

A stop sign should be placed at the end of Grenadier and Duchess Ct. asap. Three times in the last week I have almost been broadsided after leaving my driveway, entering Duchess Ct., and driving towards S. Blvd. The cars coming down Grenadier were going about 50 miles an hour and they do not seem to realize that they do not have the right of way; that they should at least slow down/yield before turning onto Duchess Ct.. Instead they drive like mad dogs and just turn without even looking!

There are a lot of children in the sub now and I am afraid these nuts are going to run someone over. It is especially bad in the morning and around dinner time.

Regards,

Sharon Koerber, Esq.
248 879-1240

June 30, 2014

Mr. William Huotari, PE
Deputy City Engineer
City of Troy
500 W Big Beaver Rd
Troy, MI 48084

Subject: Traffic Control Recommendation for the intersection of Duchess Court and Grenadier Drive
OHM JN: 0128-14-0150

Dear Mr. Huotari:

As requested, we have reviewed the Duchess Ct/Grenadier Dr intersection to determine the proper traffic control. The subject intersection is a T-intersection located in the City of Troy approximately .06 miles east of Coolidge Hwy and .04 south of W South Blvd. Both Duchess Ct and Grenadier Dr are local streets with Duchess Ct running north-south direction and Grenadier running east-west. The speed limit on both streets is 25mph. There is currently no traffic control at the intersection. Reference the attachments for an aerial and intersection photos.

Background on Traffic Control Determination

Based on the *Michigan Manual of Uniform Traffic Control Devices (MMUTCD)* there are four conditions where STOP signs may be warranted:

- At the intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
- On a street entering a through highway or street.
- At an unsignalized intersection in a signalized area.
- At other intersections where a combination of high speed, restricted view, or crash records indicate a need for control by the STOP sign.

Many times STOP signs are installed where they may not be warranted. Traffic experts agree that unnecessary STOP signs:

- Cause accidents they are designed to prevent.
- Breed contempt for other necessary STOP signs.
- Waste millions of gallons of gasoline annually.
- Create added noise and air pollution.
- Increase, rather than decrease, speeds between intersections.



The use of a YIELD sign is intended to assign the right-of-way at intersections where it is not usually necessary to stop before proceeding into the intersection. Conversely, the STOP sign is intended for use where it is usually necessary to stop before proceeding into the intersection.

The following conditions should be fully evaluated to determine how the right-of-way should be assigned:

- Traffic Volumes: Normally, the heavier volume of traffic should be given the right-of-way.
- Approach Speeds: The higher speed traffic should normally be given the right-of-way.
- Types of Highways: When a minor highway intersects a major highway, it is usually desirable to control the minor highway.
- Sight Distance: Sight distance across the corners of the intersection is the most important factor and is critical in determining safe approach speeds.

Crash Analysis

Based on information obtained through Traffic Improvement Association of Michigan, there were no crashes recorded in the past 5-years at the Duchess Ct/Grenadier Dr intersection.

Approach Speeds

The approach speed limit on both streets is 25 mph. Speed limits alone cannot be used in this case to determine which direction of traffic should be assigned the right-of-way.

Types of Highways

Although both Duchess Ct and Grenadier Dr are considered local streets, Duchess Ct should be assigned right of way in this case, as it is the continuing road and Grenadier Dr terminates at Duchess Ct. Driver expectation is that the continuing road does not have to stop and the terminating road must at a minimum slow to make the turn.

Sight Distance

The major sight distance obstructions at the intersection are the houses adjacent to the road. The houses are 65 feet or more away from the road. These houses come into play when determining the safe approach speeds for the intersection. The safe approach speed is the speed at which a vehicle can approach an intersection and still stop in time to avoid a collision with a vehicle on the cross street. Safe approach speeds are determined through calculations.

When the safe approach speed is found to be more than 10 mph, a YIELD sign is commonly used. In this case, the safe approach speed was found to be 25.7 mph; therefore a YIELD sign is the recommended treatment. The safe approach speed calculation spreadsheet is attached for your reference.

Recommendation

OHM recommends that the intersection control be modified from “no traffic control” to a YIELD sign on the Grenadier Dr approach to the intersection.



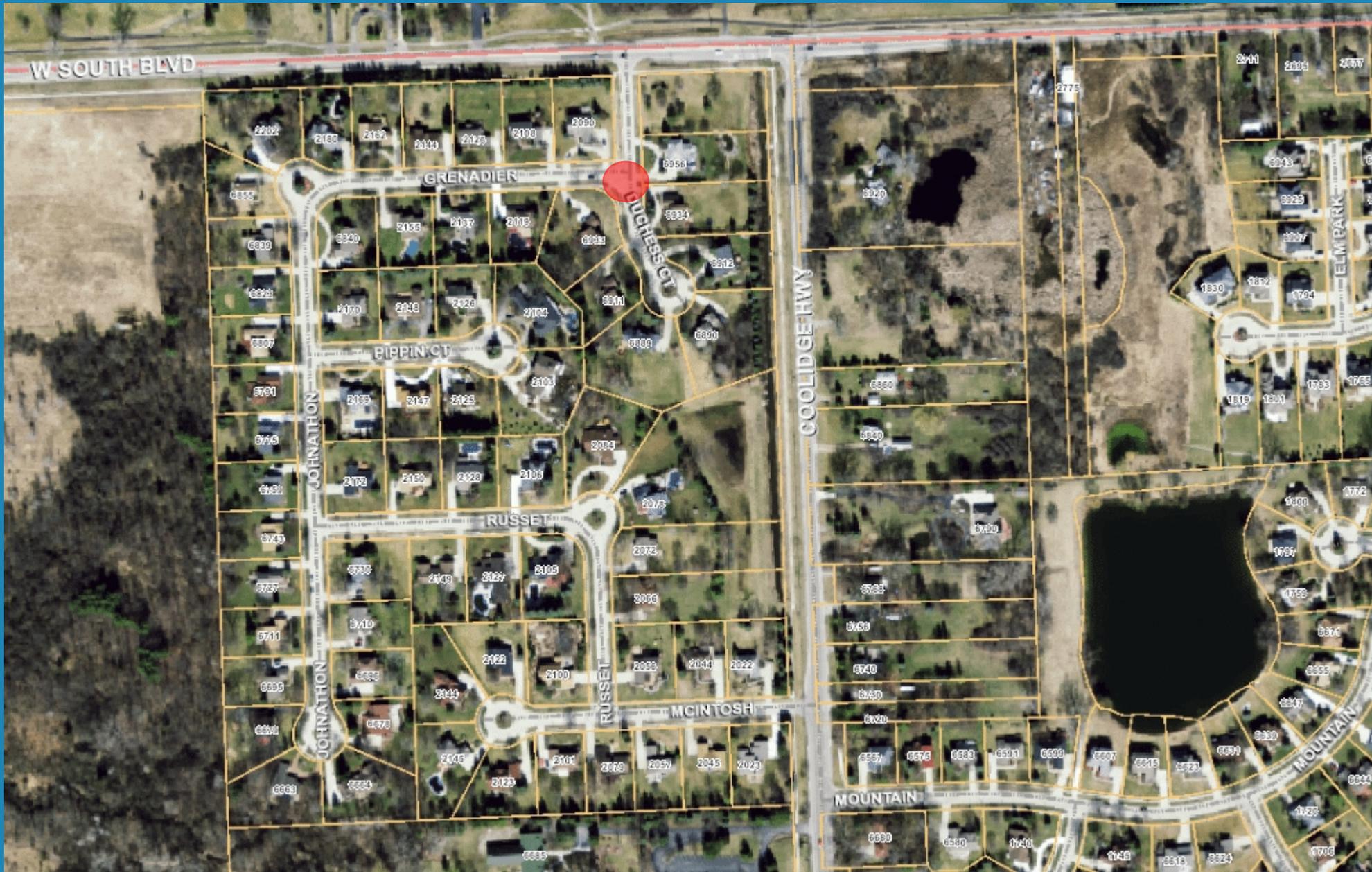
Sincerely,
Orchard Hiltz & McCliment, Inc.

A handwritten signature in black ink, appearing to read "S. Loveland".

Steven M. Loveland, PE, PTOE
Traffic Project Engineer

Attachments:

- Aerial and Intersection Photos
- Safe Approach Speed Calculation Spreadsheet



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.



Eastbound Grenadier Drive



Northbound Duchess Court



Eastbound Grenadier Drive



Southbound Duchess Court

Safe Approach Speed Calculation

Ardmore at Brookfield
Village of Dexter MI

Road A = Grenadier Dr
Road B = Duchess Ct

Date: 6/30/2014
Analyst: M.T. Hoxsie

Measured:

Width of Roads

Road A = 28 (ft)

Road B = 28 (ft)

Distance to Obstruction

a = 79 (ft)

b = 67 (ft)

Angle of Intersection

Delta = 90 (degrees)

Road A Posted

Speed Limit = 25 (mph)

Assumed:

Speed of Vehicle A = Posted Speed Limit

on Road A + 5 (mph)

Va = 30 (mph)

Perception / Reaction Time (AASHTO)

t = 2.5 (sec)

Deceleration rate (AASHTO)

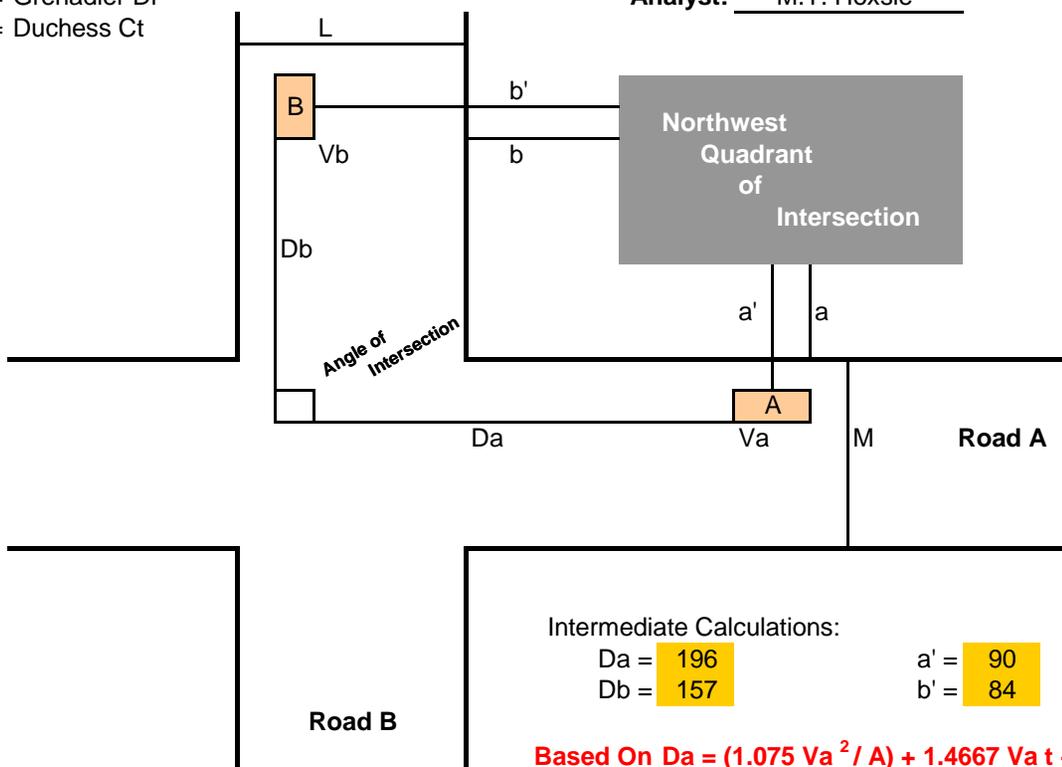
A = 11.20

Clearance distance in excess of safe stopping distance (AAA)

C = 0 (ft)

Calculated Safe Approach Speed for Vehicle
Approaching on Road B

Vb = 25.7 (mph)



Intermediate Calculations:

Da = 196 a' = 90

Db = 157 b' = 84

Based On $Da = (1.075 Va^2 / A) + 1.4667 Va t + C$

$Db = \frac{a * Da}{(Da - b)}$

Notes: Enter field measurements in yellow highlighted area.
Blue fields are std. default values; change only for cause.
Calculated by spreadsheet

Recommended ROW control for Road B

based on safe approach speed : **YIELD Sign**