TROY CITY COUNCIL

REGULAR MEETING AGENDA

AUGUST 24, 2015
CONVENING AT 7:30 P.M.

Submitted By
The City Manager

***NOTICE**: Persons with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk at (248) 524-3316 or via e-mail at clerk@troymi.gov at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.*

500 W. Big Beaver
Troy, MI 48084
(248) 524-3300

The City of Tomorrow... ...Today

TO: The Honorable Mayor and City Council
Troy, Michigan

FROM: Brian Kischnick, City Manager

SUBJECT: Background Information and Reports

Ladies and Gentlemen:

This booklet provides a summary of the many reports, communications and recommendations that accompany your agenda. Also included are suggested or requested resolutions and/or ordinances for your consideration and possible adoption.

Supporting materials transmitted with this Agenda have been prepared by department directors and staff members. I am indebted to them for their efforts to provide insight and professional advice for your consideration.

As always, we are happy to provide such added information as your deliberations may require.

Respectfully submitted,

Brian Kischnick, City Manager

TROY CITY COUNCIL

VISION STATEMENT AND GOALS

Adopted: Monday, February 7, 2011

VISION:

To honor the legacy of the past and build a strong, vibrant future and be an attractive place to live, work, and grow a business.

GOALS:

Provide a safe, clean, and livable city

Practice good stewardship of infrastructure
Maintain high quality professional community oriented police and fire protection
Conserve resources in an environmentally responsible manner
Encourage development toward a walkable, livable community

Provide effective and efficient local government

Demonstrate excellence in community services
Maintain fiscally sustainable government
Attract and support a committed and innovative workforce
Develop and maintain efficiencies with internal and external partners
Conduct city business and engage in public policy formation in a clear and transparent manner

Build a sense of community

Communicate internally and externally in a timely and accurate manner
Develop platforms for transparent, deliberative and meaningful community conversations
Involve all stakeholders in communication and engagement activities
Encourage volunteerism and new methods for community involvement
Implement the connectedness of community outlines in the Master Plan 2008

Attract and retain business investment

Clearly articulate an economic development plan
Create an inclusive, entrepreneurial culture internally and externally
Clarify, reduce and streamline investment hurdles
Consistently enhance the synergy between existing businesses and growing economic sectors
Market the advantages of living and working in Troy through partnerships

2015/2016

TOP 10 STRATEGIES

Adopted by City Council 3/9/2015

'Why' We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best.

1 Improve and invest in our assets, both people and infrastructure

2 Define our organizational culture

3 Consistently tell our story

4 Create a sense of place

5 Embrace a sustainable Library

6 Implement a Trails and Pathways Plan and increase walkability

7 Maintain strong Public Safety

8 Improve interaction online and in-person

9 Modernize wayfinding opportunities

10 Celebrate diversity

CITY COUNCIL
AGENDA

August 24, 2015 – 7:30 PM
Council Chambers
City Hall - 500 West Big Beaver
Troy, Michigan 48084
(248) 524-3317

INVOCATION: Fr. Simion Timbuc from Bethesda Romanian Pentecostal Church 1

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INVOCATION: Fr. Simion Timbuc from Bethesda Romanian Pentecostal Church

PLEDGE OF ALLEGIANCE:

A. CALL TO ORDER:

B. ROLL CALL:

a) Mayor Dane Slater
Jim Campbell
Steve Gottlieb
Dave Henderson
Ellen Hodorek
Ed Pennington
Doug Tietz

b) Excuse Absent Council Members:

Suggested Resolution
Resolution #2015-08-
Moved by
Seconded by

RESOLVED, That Troy City Council hereby **EXCUSES** the absence of _____ at the Regular City Council Meeting of August 24, 2015, due to _____.

Yes:
No:

C. CERTIFICATES OF RECOGNITION AND SPECIAL PRESENTATIONS:

C-1 No Certificates of Recognition and Special Presentations

D. CARRYOVER ITEMS:

D-1 No Carryover Items

E. PUBLIC HEARINGS:

E-1 Public Hearing - Conditional Rezoning Application (File Number CR 013) – Proposed Amber Studios and Lofts, East Side of Livernois Between Vermont and Birchwood, Section 21, From O (Office) District to MR (Maple Road) District

Suggested Resolution
Resolution #2015-08-
Moved by
Seconded by

WHEREAS, The City is in receipt of a proposed rezoning request from O Office District to MR Maple Road District.; and

WHEREAS, The applicant voluntarily offered a number of conditions, as described in the Conditional Rezoning Agreement and related attachments, as per Section 16.04 of the City of Troy Zoning Ordinance; and

WHEREAS, The subject property, located on the east side of Livernois, between Birchwood and Vermont (1824 Livernois), parcels 88-20-27-353-029 and 88-20-27-353-001 through 008, being approximately 0.5 acres in size, is described in and illustrated on the attached Topographic Survey drawing; and

WHEREAS, The conditional rezoning was recommended for approval by the Planning Commission; and

WHEREAS, The proposed rezoning is supported by the Master Plan and advances the general and specific development policies of the Master Plan; and

WHEREAS, The proposed site design mitigates the potential impacts on adjacent properties; and

WHEREAS, The proposed rezoning will facilitate redevelopment of the site.

THEREFORE, BE IT RESOLVED, That Troy City Council hereby **APPROVES** the O Office to MR Maple Road Conditional Rezoning Agreement and related attachments.

BE IT FURTHER RESOLVED, That Troy City Council **AUTHORIZES** the Mayor and City Clerk to sign the Conditional Rezoning Agreement on behalf of the City of Troy.

BE IT FINALLY RESOLVED, That the City of Troy Zoning District Map is hereby **AMENDED**.

Yes:
No:

E-2 Public Hearings Regarding Approval of District Boundary Amendments and Approval of Amended, Restated and Extended Development Plan and Tax Increment Financing Plan of the Cities of Southfield and Troy Joint Local Development Finance Authority

a) Public Hearing Regarding Approval of District Boundary Amendments

b) Public Hearing Regarding Approval of Amended, Restated and Extended Development Plan and Tax Increment Financing Plan

c) Resolution Approving the District Boundary Amendments and Approving the Amended, Restated and Extended Development Plan and Tax Increment Financing Plan of the Cities of Southfield and Troy Joint Local Development Finance Authority

Suggested Resolution
Resolution #2015-08-
Moved by
Seconded by

RESOLUTION APPROVING DISTRICT BOUNDARY AMENDMENTS AND APPROVING THE AMENDED, RESTATED AND EXTENDED DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN OF THE CITIES OF SOUTHFIELD AND TROY JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY

WHEREAS, The City of Troy (the "City of Troy" or "Troy") and the City of Southfield ("Southfield") have previously established the Cities of Southfield and Troy Joint Local Development Finance Authority (the "Authority"), a multi-jurisdictional local development finance authority under the provisions of Act 281, Public Acts of Michigan, 1986, as amended ("Act 281"); and

WHEREAS, The Authority currently exercises its powers within the authority district (the "Authority District") identified in the Development Plan and Tax Increment Financing Plan previously approved by the Authority, Southfield and Troy (the "Current Plan"); and

WHEREAS, The Michigan Economic Development Corporation ("MEDC") has previously designated the Authority District as a "certified technology park" (commonly known as a "SmartZone") in accordance with Act 281; and

WHEREAS, The Authority, Southfield and Troy are negotiating an agreement with the MEDC under which Southfield and Troy are authorized to amend the Current Plan to extend the duration of the Current Plan for an additional period of 15 years and to amend the boundaries of Authority District to include additional lands in Southfield that have been or that are expected to be designated as a "certified technology park" by the MEDC, all in accordance with the provisions of Act 281; and

WHEREAS, The Authority, by resolution adopted on July 14, 2015, has requested that Southfield and Troy amend the boundaries of the Authority District to include additional lands in Southfield that have been or that are expected to be designated as a "certified technology park" by the MEDC; and

WHEREAS, On August 24, 2015, after the giving of due notice in accordance with the requirements of Act 281, the City Council conducted a public hearing on the proposed amendments to the boundaries of the Authority District as required by Act 281; and

WHEREAS, The Authority has prepared and submitted an Amended, Restated and Extended Development Plan and Tax Increment Financing Plan (the "Amended Plan"), which amends and restates and extends the duration of the Current Plan; and

WHEREAS, Southfield and Troy have made certain revisions to the Amended Plan, and the Amended Plan, as so revised and dated August 24, 2015, is on file with the City Clerk; and

WHEREAS, On August 24, 2015, after the giving of due notice in accordance with the requirements of Act 281, the City Council conducted a public hearing on the Amended Plan.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. Determination of Necessity of Boundary Amendments. In order to assist in the elimination of conditions of unemployment, underemployment and joblessness and to promote economic growth, the City Council determines that it is necessary to expand the boundaries of the Authority District pursuant to the provisions of Act 281.

2. Designation of Amended Authority District Boundaries. The boundaries of the Authority District, as amended, in which the Authority shall exercise its powers in accordance with Act 281 shall consist of the territory described in Exhibit A attached to this resolution and made a part hereof.

3. Considerations for Review of Amended Plan. As required by Act 281, the City Council has, in reviewing the Amended Plan, taken into account the following considerations:

   (a) The development plan included in the Amended Plan meets the requirements set forth in section 15(2) of Act 281 and the tax increment financing plan included in the Amended Plan meets the requirements set forth in section 12(1), (2) and (3) of Act 281.

   (b) The proposed method of financing the public facilities is feasible and the Authority has the ability to arrange the financing.

   (c) The development is reasonable and necessary to carry out the purposes of Act 281.

   (d) The amount of “captured assessed value” (as defined in Act 281) estimated to result from adoption of the Amended Plan is reasonable.

   (e) The land to be acquired under the Amended Plan, if any, is reasonably necessary to carry out the purposes of the Amended Plan and the purposes of Act 281.

   (f) The Amended Plan is in reasonable accord with the master plan of the City of Troy.

   (g) Public services, such as fire and police protection and utilities, are or will be adequate to service the property described in the development plan included in the Amended Plan.

   (h) Changes in zoning, streets, street levels, intersections, and utilities, to the extent required by the Amended Plan, are reasonably necessary for the project and for the City of Troy.

4. Public Purpose. The City Council hereby determines that it is in the best interests of the public to proceed with the Amended Plan in order to assist in the elimination of conditions of unemployment, underemployment and joblessness and to promote

economic growth. The City Council hereby determines that the Amended Plan constitutes a public purpose.

5. Approval and Adoption of Amended Plan. The Amended Plan submitted by the Authority, as subsequently revised and dated August 24, 2015, and which is on file with the City Clerk, is hereby approved and adopted. A copy of the Amended Plan and all subsequent amendments thereto shall be maintained on file in the office of the City Clerk.

6. Filing and Publication of Resolution. The City Clerk shall file a certified copy of this resolution with the Michigan Secretary of State promptly after its adoption and shall cause this resolution to be published once in full in a newspaper of general circulation in the City of Troy.

7. Rescission. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution be and the same hereby are rescinded to the extent of such conflict.

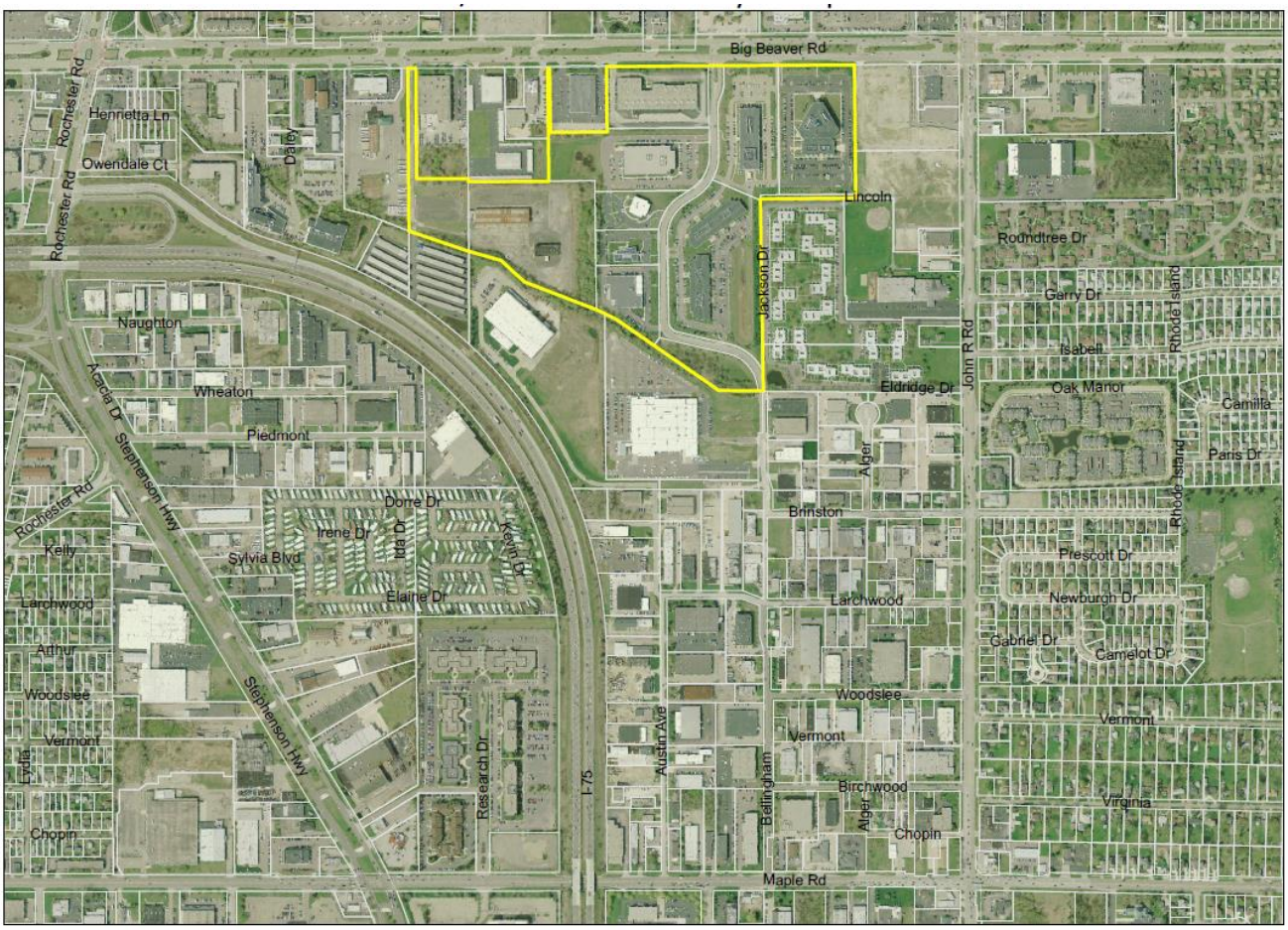
EXHIBIT A

DESCRIPTION OF BOUNDARIES OF THE AUTHORITY DISTRICT, AS AMENDED

[SEE ATTACHED MAPS FOR THE SOUTHFIELD AND TROY PORTIONS OF THE AUTHORITY DISTRICT BOUNDARIES, AS AMENDED]

A legal description of the boundaries of the Authority District, as amended, is set forth in the Amended Plan.

Troy CTP

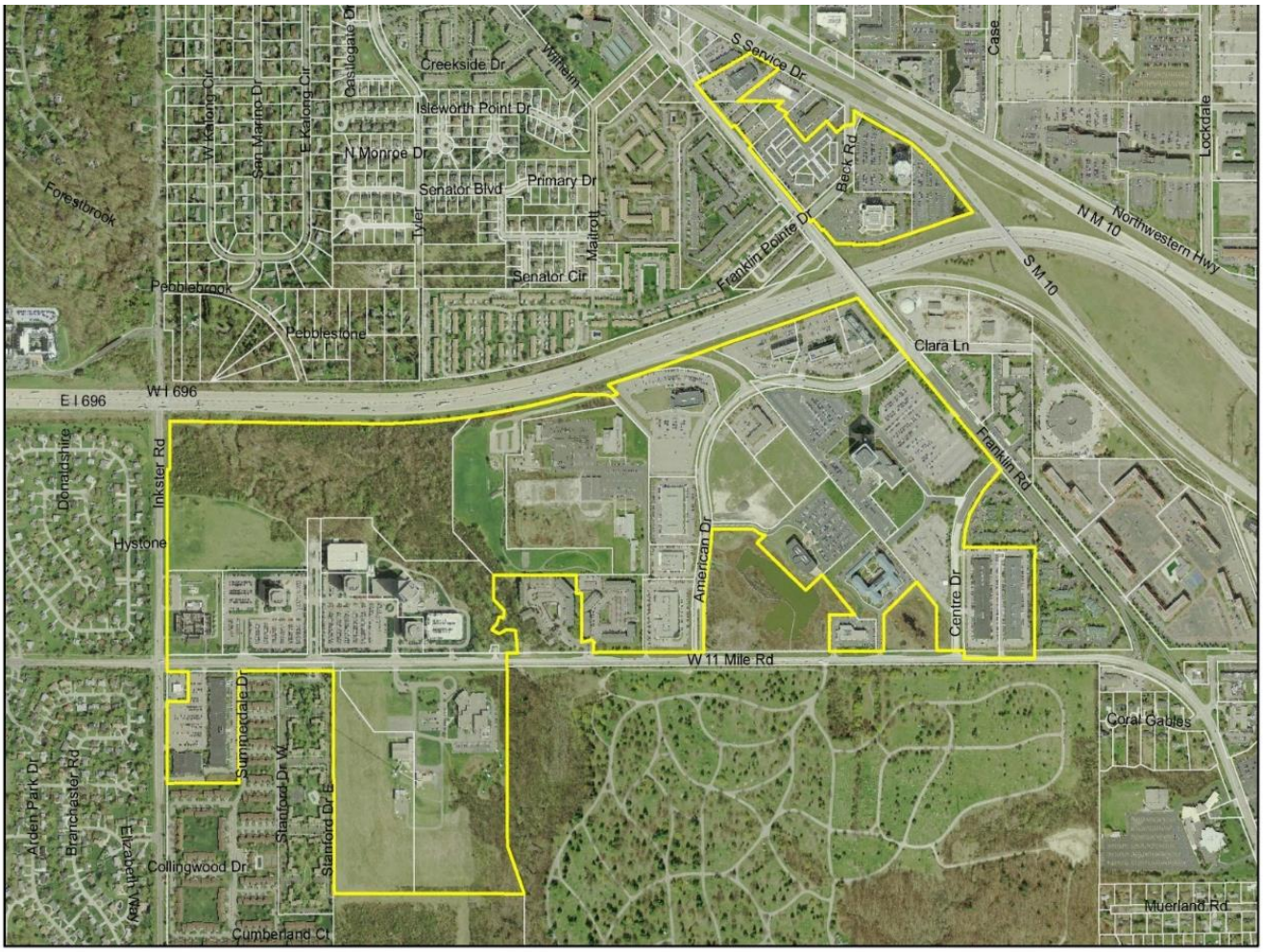


N

0 250 500 1,000 Feet

Carlisle/Wortman Associates, Inc.
Source: City of Troy, Oakland County GIS
7/10/2015

Southfield CTP

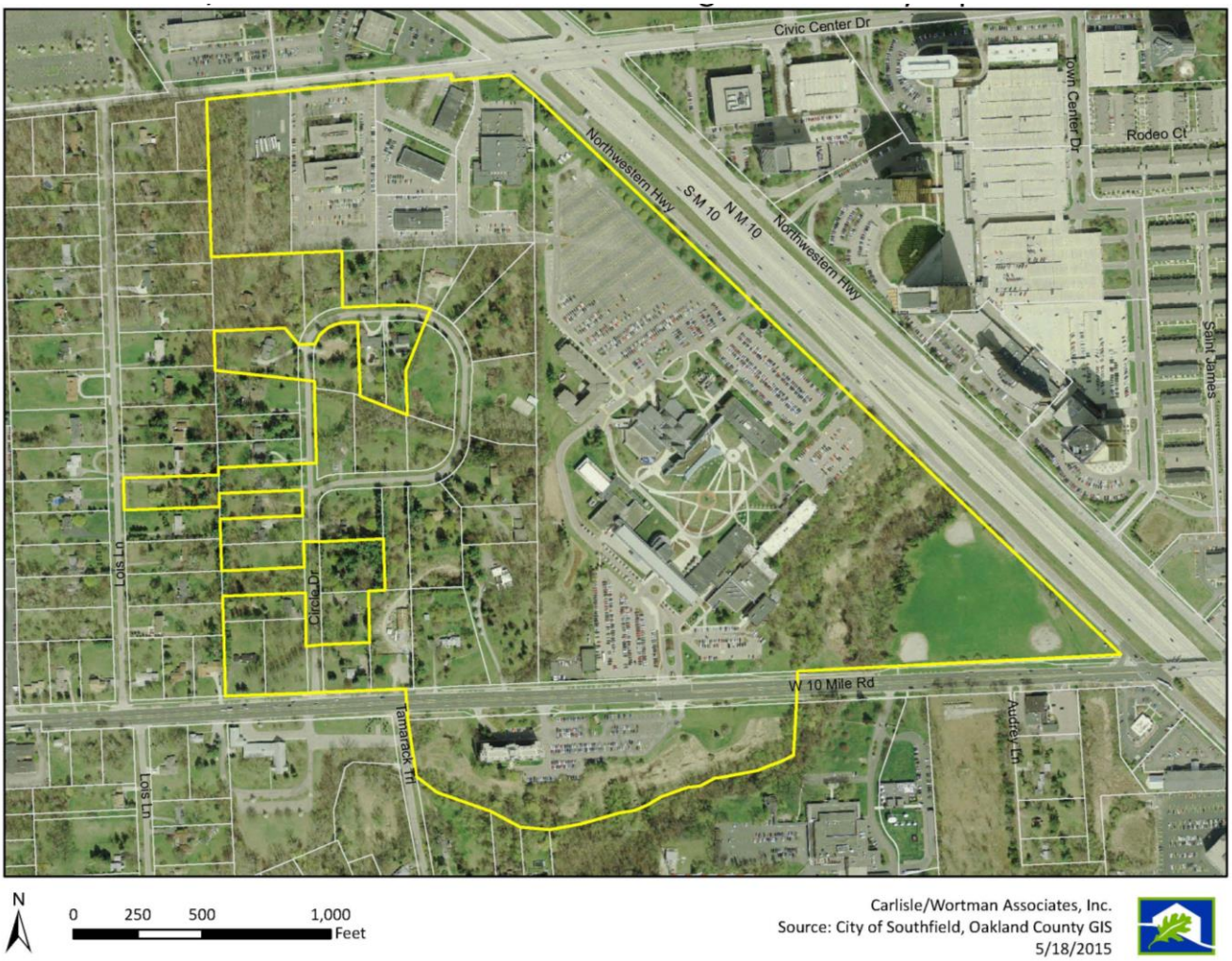


N

0 500 1,000 2,000 Feet

Carlisle/Wortman Associates, Inc.
Source: City of Southfield, Oakland County GIS
5/18/2015

Southfield CTP – Lawrence Technological University Expansion



Yes:
No:

F. PUBLIC COMMENT FOR ITEMS ON THE AGENDA FROM TROY RESIDENTS AND BUSINESSES:

In accordance with the Rules of Procedure for the City Council, Article 17 – Members of the Public and Visitors:

Any person not a member of the City Council may address the Council with recognition of the Chair, after clearly stating the nature of his/her inquiry or comment. *City Council requests that if you do have a question or concern, to bring it to the attention of the appropriate department(s) whenever possible. If you feel that the matter has not been resolved satisfactorily, you are encouraged to bring it to the attention of the City Manager, and if still not resolved satisfactorily, to the Mayor and Council.*

- Petitioners shall be given a fifteen (15) minute presentation time that may be extended with the majority consent of City Council.

- Any member of the public, not a petitioner of an item, shall be allowed to speak for up to three (3) minutes to address any Public Hearing item.
- Any Troy resident or Troy business representative, not a petitioner of an item, shall be allowed to speak for up to three (3) minutes total to address Postponed, Regular Business, Consent Agenda or Study items or any other item on the Agenda as permitted under the Open Meetings Act during the *Public Comment for Items On the Agenda from Troy Residents and Businesses* portion of the Agenda.
- Any Troy resident or Troy business representative, not a petitioner of an item, shall be allowed to speak for up to three (3) minutes to address any topic not on the Agenda as permitted under the Open Meetings Act during the *Public Comment for Items Not on the Agenda from Troy Residents and Businesses* portion of the Agenda.
- Any member of the public who is not a Troy resident or Troy business representative shall be allowed to speak for up to three (3) minutes to address any topic on or not on the Agenda as permitted under the Open Meetings Act during the *Comments for Items On or Not On the Agenda from Members of the Public Outside of Troy (Not Residents of Troy and Not From Troy Businesses)* portion of the Agenda.
- All members of the public who wish to address the Council at a meeting shall be allowed to speak only if they have signed up to speak within thirty minutes before or within fifteen minutes after the meeting's start time. Signing up to speak requires each speaker provide his or her name and residency status (Troy resident, non-resident, or Troy business owner). If the speaker is addressing an Item (or Items) that appear on the pre-printed agenda, then the speaker shall also identify each such agenda item number(s) to be addressed.
- City Council may waive the requirements of this section by a majority vote of the City Council members.
- Agenda items that are related to topics where there is significant public input anticipated should initiate the scheduling of a Special meeting for that specific purpose.

The following has been approved by Troy City Council as a statement of the rules of decorum for City Council meetings. The Mayor will also provide a verbal notification of these rules prior to Public Comment:

The audience should be aware that all comments are to be directed to the Council rather than to City Administration or the audience. Anyone who wishes to address the Council is required to sign up to speak within thirty minutes before or within fifteen minutes of the start of the meeting. There are three Public Comment portions of the Agenda. For Items On the Agenda, Troy Residents and Business Owners can sign up to address Postponed, Regular Business, Consent Agenda, or Study items or any other item on the Agenda. Troy Residents and Business Owners can sign up to address all other topics under Items Not on the Agenda. All Speakers who do not live in Troy or own a Troy business may sign up to speak during the Comments on Items On and Not On the Agenda from Members of the Public Outside of Troy. Also, there is a timer on the City Council table in front of the Mayor that turns yellow when there is one minute of speaker time remaining, and turns red when the speaker's time is up.
In order to make the meeting more orderly and out of respect, please do not clap during the meeting, and please do not use expletives or make derogatory or disparaging comments about any one person or group. If you do so, then there may be immediate consequences, including having the microphone turned off, being asked to leave the meeting, and/or the deletion of speaker comments for any re-broadcast of the meeting. Speakers should also be careful to avoid saying anything that would subject them to civil liability, such as slander and defamation.

Please avoid these consequences and voluntarily assist us in maintaining the decorum befitting this great City.

G. CITY COUNCIL/CITY ADMINISTRATION RESPONSE/REPLY TO PUBLIC COMMENT:

H. POSTPONED ITEMS:

H-1 **No Postponed Items**

I. REGULAR BUSINESS:

I-1 **Board and Committee Appointments: a) Mayoral Appointments – None; b) City Council Appointments – Historic District Commission**

a) **Mayoral Appointments: None**

b) **City Council Appointments:**

Suggested Resolution
Resolution #2015-08-
Moved by
Seconded by

RESOLVED, That Troy City Council hereby **APPOINTS** the following nominated person(s) to serve on the Boards and Committees as indicated:

Historic District Commission
Appointed by Council
7 Regular Members
3 Year Term

Term Expires: 5/15/2018 **Howard Adams**

Term currently held by: Doris Schuchter

Yes:
No:

I-2 **Board and Committee Nominations: a) Mayoral Nominations – Brownfield Redevelopment Authority, Downtown Development Authority; b) City Council Nominations – Animal Control Appeal Board, Charter Revision Committee, Liquor Advisory Committee, Parks and Recreation Board, Personnel Board, Traffic Committee**

a) **Mayoral Nominations:**

Suggested Resolution
Resolution #2015-08-

Moved by
Seconded by

RESOLVED, That the Mayor of the City of Troy hereby **FORWARDS** the following nominated person(s) to serve on the Boards and Committees as indicated to the next Regular City Council Meeting for action:

Brownfield Redevelopment Authority

Appointed by Mayor
7 Regular Members
3 Year Term

Current Members:

Last Name	First Name	App Res Expire	Appointment Expire	Notes 2	Notes 3	
Dziurman	Theodore	5/7/2017	4/30/2015	BCBA exp 1/1/2020	NO Reappointment	
Kerwin	Mary	1/16/2017	4/30/2017			
Kornacki	Rosemary	12/12/2015	4/30/2017			
Swartz	Robert D.	12/16/2017	4/30/2017			
Vacancy			4/30/2016	Bruce Wilberding's unexpired term.		
Vassallo	Joseph J.	5/7/2017	4/30/2018			

Nominations to the Brownfield Redevelopment Authority:

Term Expires: 4/30/2018

Term currently held by: Vacancy – Bruce Wilberding's unexpired term (resigned 4/11/2014)

Term Expires: 4/30/2018

Term currently held by: Theodore Dziurman

Interested Applicants:

Last Name	First Name	App Resume Expire	Notes 1
Salgat	Charles	5/20/2017	

Downtown Development Authority

Appointed by Mayor
13 Regular Members
4 Year Term

Current Members:

Last Name	First Name	App Res Expire	Appointment Expire	Notes 1	Notes 2

Blair	Timothy	6/17/2017	9/30/2015		Partial Term (Van Dyke resigned)
Bostick	Dennis	1/31/2015	9/30/2016	In District	Partial Term (Carnago resigned)
Hay	David	11/16/2013	9/30/2015	In District	
Jonna	Arkan	10/22/2014	9/30/2016	In District	
Keisling	Laurence	5/25/2014	9/30/2016	At Large	
Kiriluk	Alan	10/12/2014	9/30/2016	In District	
Knight	P. Terry	1/15/2016	9/30/2015	At Large	(Deceased)
MacLeish	Daniel	5/26/2014	9/30/2016	In District	
Papa	Albert	8/5/2015	9/30/2017	At Large	
Randol	Ward Jr.	10/23/2016	9/30/2018	In District	
Reschke	Ernest	10/15/2016	9/30/2018	At Large	
Schroeder	Douglas	10/23/2016	9/30/2018	At Large	
Slater	Dane			At Large	City Council exp 11/11/2013; DDA; LDFA

Nominations to the Downtown Development Authority:

Unexpired Term Expiring 9/30/2015:

Term currently held by: P. Terry Knight (Deceased)

Interested Applicants:

Last Name	First Name	App Resume Expire	Notes 2
Huber	Robert	6/10/2017	
Kaltsounis	Andrew	10/15/2016	Liquor Advisory Comm. exp. 1/31/2016
Knight	Barbara	1/15/2016	EDC exp. 4/30/2015
Kornacki	Rosemary	12/12/2015	Brownfield Redev Authority exp 4/30/2014
Petrulis	Al	1/8/2016	ACAB exp 9/30/2015; Traffic Comm. exp 1/31/2014
Schick	Michael	1/13/2017	
Strat	Thomas	10/15/2016	Planning Comm exp 12/31/2014; Sust Design Rev Comm-Ad Hoc
Swartz	Robert	12/15/2016	Brownfield exp 4/30/2014; EDC exp 4/30/2018

Yes:
No:

b) City Council Nominations:

Suggested Resolution

Resolution #2015-08-
Moved by
Seconded by

RESOLVED, That Troy City Council hereby **FORWARDS** the following nominated person(s) to serve on the Boards and Committees as indicated to the next Regular City Council Meeting for action:

Animal Control Appeal Board

Appointed by Council
5 Regular Members
3 Year Term

Current Members:

Last Name	First Name	App Res Expire	Appointment Expire	Notes 2
Carolan	Patrick	6/17/2015	9/30/2016	
Knight	P. Terry	1/15/2016	9/30/2017	(Deceased)
Petrulis	Al	6/16/2017	9/30/2015	ACAB exp 9/30/2015; Traffic Comm exp 1/31/2017
Saeger	Jayne	10/15/2016	9/30/2017	
Waters	Gretchen	10/3/2013	9/30/2015	

Nominations to the Animal Control Appeal Board:

Unexpired Term Expiring 9/30/2017:

Term currently held by: P. Terry Knight (Deceased)

Interested Applicants:

Last Name	First Name	App Resume Expire	Notes 1
Floch	Patrick	11/18/2016	

Charter Revision Committee

Appointed by Council
7 Regular Members
3 Year Term

Current Members:

Last Name	First Name	App Res Expire	Appointment Expire	Notes 1
Berk	Robert	2/27/2015	4/30/2016	
Bernardi	Maryann	11/18/2013	4/30/2015	NO Reappointment
Bliss	Daniel	11/16/2013	4/30/2015	NO Reappointment

Howrylak	Frank	2/1/2014	4/30/2017	
Kanoza	Shirley	2/21/2015	4/30/2016	
Weisgerber	William	11/17/2013	4/30/2015	NO Reappointment
Wilsher	Cynthia	2/27/2016	4/30/2017	

Nominations to the Charter Revision Committee:

Term Expires: 4/30/2018

Term currently held by: Maryann Bernardi

Term Expires: 4/30/2018

Term currently held by: Daniel Bliss

Term Expires: 4/30/2018

Term currently held by: William Weisgerber

Interested Applicants:
No applicants on file.

Liquor Advisory Committee
Appointed by Council
7 Regular Members
3 Year Term

Current Members:

Last Name	First Name	App Res Expire	Appointment Expire	Notes 1	Notes 3
Comiskey	Ann M.	3/18/2016	1/31/2018		
Ehlert	Max K.	11/5/2016	1/31/2018		
Godlewski	W. Stan	12/14/2012	1/31/2017		
Gorcyca	David	12/6/2015	1/31/2017		
Hall	Patrick C.	12/12/2014	1/31/2016		
Huber	Robert M.	8/26/2016	7/31/2015	STUDENT	Graduated 2015
Kaltsounis	Andrew	12/13/2014	1/31/2016		
Oberski	Jeff				
Payne	Timothy P.	2/8/2014	1/31/2018		

Nominations to the Liquor Advisory Committee

Term Expires: 7/31/2016 **STUDENT**

Term currently held by: Robert Huber (Student)

Interested Applicants:
No student applicants on file.

Parks and Recreation Board

Appointed by Council
7 Regular Members and 1 Troy School Board Member:
Regular Member: 3 Year Term / Troy School Board Member: 1 Year Term

Current Members:

Last Name	First Name	App Res Expire	Appointment Expire	Notes 1
Baker	Julia (Judy)	5/7/2015	9/30/2016	
Bo	Elaine			
Hauff	Gary	2/6/2014	7/31/2015	Troy School Board on P&R Board
Huber	Laurie	2/8/2014	9/30/2015	
Kaltsounis	Orestis Rusty	1/20/2014	9/30/2015	
McGee	Timothy	8/13/2014	9/30/2017	
Slifkin	Elizabeth	3/24/2017	7/31/2016	STUDENT
Stewart	Jeffrey	6/27/2015	9/30/2016	
Toth	Steve	10/3/2013	9/30/2016	
Zikakis	Janice	10/15/2016	9/30/2017	

Nominations to the Parks and Recreation Board:

Term Expires: 7/31/2016 **Troy School Board**

Term currently held by: Gary Hauff, Troy School Board Member

Personnel Board

Appointed by Council
5 Regular Members
3 Year Term

Current Members:

Last Name	First Name	App Res Expire	Appointment Expire	Notes 2
Abrahim	Edna	8/15/2013	4/30/2018	
Baughman	Deborah	2/22/2013	4/30/2017	
Knight	P. Terry	1/15/2016	4/30/2018	(Deceased)
New	Lorraine	5/1/2017	4/30/2018	
Rosenberg	Michael	4/19/2015	4/30/2017	

Nominations to the Personnel Board:

Unexpired Term Expiring 4/30/2018:

Term currently held by: P. Terry Knight (Deceased)

Interested Applicants:
No applications on file.

Traffic Committee
Appointed by Council
7 Regular Members
3 Year Term

Current Members:

Last Name	First Name	App Res Expire	Appointment Expire	Notes 1
Brandstetter	Tim	10/17/2016	1/31/2018	
Easterbrook	David	12/2/2015	1/31/2016	Stevan Popovic's unexpired term
Huotari	William			Ex-Officio Member
Kilmer	Richard	12/12/2015	1/31/2017	
Mayer	Gary			Ex-Officio Member
Nelson	William			Ex-Officio Member
Petrulis	Al	1/8/2016	1/31/2017	ACAB exp 9/30/2015
Regan	Kathleen	3/26/2017	7/31/2015	Student
Vacancy			1/31/2016	O. Apahidean resigned 2/13/15
Wilsher	Cynthia	10/9/2016	1/31/2018	
Ziegenfelder	Peter	12/9/2015	1/31/2017	

Nominations to theTraffic Committee:

Term Expires: 1/31/2016

Term currently held by: Vacancy (O. Apahidean resigned 2/13/15)

Interested Applicants:

Last Name	First Name	App Resume Expire	Notes 1	Notes 3
Huber	Robert	6/10/2017		

Yes:
No:

I-3 Closed Session Requested

Suggested Resolution
Resolution #2015-08-
Moved by
Seconded by

BE IT RESOLVED, That Troy City Council **SHALL MEET** in Closed Session, as permitted by MCL15.268 (e) Pending Litigation – *Michael v. City of Troy, et. al.*

Yes:
No:

I-4 Tucker Street Emergency Vehicle Access (EVA) *(Presented by: Brian Kischnick, City Manager)*

Suggested Resolution A
Resolution #2015-08-
Moved by
Seconded by

RESOLVED, That Troy City Council hereby **SENDS** this Item back to the Traffic Committee and the Planning Commission for barrier and EVA analysis.

Yes:
No:

OR

Suggested Resolution B
Resolution #2015-08-
Moved by
Seconded by

RESOLVED, That Troy City Council hereby **AUTHORIZES** the Tucker Street barricade **SHALL BE REMOVED** and the gravel portion **SHALL REMAIN** gravel.

Yes:
No:

OR

Suggested Resolution C
Resolution #2015-08-
Moved by
Seconded by

RESOLVED, That Troy City Council hereby **AUTHORIZES** that the Tucker Street barricade be **REMOVED** and the gravel portion **SHALL BE PAVED**, at an estimated cost of $149,000 to residents fronting the gravel portion of Tucker Street, and an estimated cost of $264,000 to the City.

Yes:
No:

OR

Suggested Resolution D
Resolution #2015-08-
Moved by
Seconded by

RESOLVED, That Troy City Council hereby **AUTHORIZES** that the Tucker Street barricade **BE REMOVED** and **REPLACED** with an Emergency Vehicle Access (EVA).

Yes:
No:

OR

Suggested Resolution E
Resolution #2015-08-
Moved by
Seconded by

RESOLVED, That Troy City Council hereby **AUTHORIZES** that barriers be **REMOVED** and **REPLACED** with EVA's on public-to-public streets.

Yes:
No:

J. CONSENT AGENDA:

J-1a Approval of "J" Items NOT Removed for Discussion

Suggested Resolution
Resolution #2015-08-
Moved by
Seconded by

RESOLVED, That Troy City Council hereby **APPROVES** all items on the Consent Agenda as presented with the exception of Item(s) _____, which shall be **CONSIDERED** after Consent Agenda (J) items, as printed.

Yes:
No:

J-1b Address of "J" Items Removed for Discussion by City Council

J-2 Approval of City Council Minutes

Suggested Resolution
Resolution #2015-08-

RESOLVED, That Troy City Council hereby **APPROVES** the following Minutes as submitted:

a) Special City Council Meeting Minutes-Draft – August 10, 2015
b) City Council Meeting Minutes-Draft – August 10, 2015

J-3 Proposed City of Troy Proclamations: None Submitted

J-4 Standard Purchasing Resolutions: None Submitted

J-5 Bid Waiver – Three Year Agreement – Towing Services

Suggested Resolution
Resolution #2015-08-

WHEREAS, On September 14, 2009, Troy City Council awarded a three (3) year contract with an option to renew for three (3) additional years to provide towing and storage services to *A & M Service Center, Inc. of Troy, MI* (Resolution #2009-09-272); and

WHEREAS, On September 10, 2012, Troy City Council approved a three (3) year renewal option upon mutual consent of both parties and successful performance of the contract with *A & M Service Center, Inc*. to provide towing and storage services (Resolution #2012-09-180-J-4e); and

WHEREAS, A market study was conducted and the current contracted prices from *A & M Service Center, Inc*. are at or below prices charged by other towing service providers; and

WHEREAS, *A & M Service Center, Inc*. has agreed to maintain the same prices, terms and conditions as set forth in the previous agreement;

NOW, THEREFORE, BE IT RESOLVED, That Troy City Council hereby **DETERMINES** it to be in the best interest of the City to **EXERCISE** the option to waive the bid process and **APPROVE** the attached contract with *A & M Service Center, Inc. of Troy, MI*, for towing and storage services for three (3) years; contract expiring September 30, 2018 and **AUTHORIZES** the Mayor and City Clerk to **EXECUTE** the documents on behalf of the City of Troy.

J-6 Request to Temporarily Waive Parking Restrictions From Shir Tikvah

Suggested Resolution
Resolution #2015-08-

RESOLVED, That Troy City Council of the City of Troy hereby **WAIVES** the no parking restrictions on the East side of Northfield Parkway from the parking lot entrance to Congregation Shir Tikvah to the entrance to Boulan Park, on Sunday, September 13, 2015, 7:00 p.m.-11:00 p.m.; Monday, September 14, 2015, 9:00 a.m.-5:00 p.m.; Tuesday, September 22, 2015, 7:00 p.m.-11:00 p.m.; and, Wednesday, September 23, 2015, 9:00 a.m.-9:00 p.m.

J-7 Traffic Committee Recommendations and Minutes – July 15, 2015

Suggested Resolution
Resolution #2015-08-

8. Request for Traffic Control – Almond at Crestview

RESOLVED, That Troy City Council hereby **AUTHORIZES** the intersection of Almond at Crestview to be modified from NO traffic control to ONE-WAY STOP control with a sign on the eastbound Almond approach to Crestview.

9. Request for Traffic Control – Marcus at Sparta

RESOLVED, That Troy City Council hereby **AUTHORIZES** no changes to the intersection of Marcus at Sparta.

10. Request for Warning Signs – 1201 Stephenson Highway

RESOLVED, That Troy City Council hereby **AUTHORIZES** no changes be made near 1201 Stephenson Highway.

J-8 Bid Waiver – Pelco Camera System Upgrade for the Community Center and Troy Family Aquatic Center

Suggested Resolution
Resolution #2015-08-

RESOLVED, That Troy City Council hereby **WAIVES** formal bidding procedures and **AUTHORIZES** the City of Troy to utilize the ongoing contract with *SimplexGrinell of Farmington Hills, MI,* an authorized licensed installer in Michigan to purchase and install the Pelco Endura and access control equipment so as to upgrade the current Integrated Security Management System for the Troy Community Center and Troy Aquatic Center at an estimated cost of $122.457.00, as detailed in the quotations; a copy of which shall be **ATTACHED** to the original Minutes of this meeting.

J-9 Bid Waiver – One Year Extension of Kitchen Use Agreement

Suggested Resolution
Resolution #2015-08-

WHEREAS, On November 15, 2010, Troy City Council awarded a two-year contract with an option to renew for three (3) additional years to lease the Community Center kitchen to *Emerald Food Services LLC* (Resolution #2010-11-262-J-5); and

WHEREAS, On September 24, 2012, Troy City Council determined it to be in the City's best interest to extend the Community Center kitchen use agreement for three additional years with *Emerald Food Services LLC of Troy*, under the same prices, terms, and conditions as the 2010 contract expiring September 30, 2015 (Res #2012-09-187-J-6); and

WHEREAS, That the contract between *Emerald Food Service, LLC* and the Area Agency on Aging expires *September 30, 2016* and the contract for kitchen use for the purpose of preparing food for Meals on Wheels program between *Emerald Food Service LLC* and the City of Troy expires on *September 30, 2015*;

THEREFORE, BE IT RESOLVED, That Troy City Council hereby **DETERMINES** it to be in the City's best interest to **EXTEND** the kitchen user agreement between *Emerald Food Service LLC* and the City of Troy for one year to coincide with the Area Agency on Aging contract for Meals on Wheels under the same prices, terms and conditions as the 2012 contract expiring September 30, 2016.

BE IT FURTHER RESOLVED, That Troy City Council hereby **AUTHORIZES** the Mayor and City Clerk to **EXECUTE** the Contract Extension; a copy of which shall be **ATTACHED** to the original Minutes of this meeting.

J-10 Bid Waiver – Expand EnvisionWare Products for the Library and Budget Amendment

Suggested Resolution
Resolution #2015-08-

WHEREAS, The Library has been utilizing EnvisionWare for patron authentication in the technology room and for printing services in conjunction with the Suburban Library Cooperative; and

WHEREAS, Automating printing services in the Library's Technology Center requires purchasing additional sets of modules to expand the current system directly from *EnvisionWare, Inc.*;

NOW, THEREFORE, BE IT RESOLVED, That Troy City Council hereby **WAIVES** formal bidding procedures and **AUTHORIZES** City Management to purchase additional software modules, as well as hardware, from *EnvisionWare, Inc. of Duluth, GA* to automate printing services in the Library's Technology Center, as detailed in the attached quote for a total estimated cost of **$16,564.45,** with annual maintenance totaling **$3,338.75**.

BE IT FURTHER RESOLVED, That Troy City Council **AMENDS** the 2016 Budget in the amount of $16,600.00 as a transfer from the Library Fund to the Capital Fund to cover the cost incurred by the Capital Fund.

J-11 Fireworks Permit - Troy Family Daze Festival

Suggested Resolution
Resolution #2015-08-

RESOLVED, That Troy City Council hereby **ISSUES** a fireworks permit to North Woodward Community Foundation of Troy together with *Great Lakes Fireworks, LLC of Eastpointe, Michigan*, for the public display of fireworks at the Troy Family Daze Festival at the Troy Civic Center Complex, near the intersection of Town Center Drive and Civic Center Drive, Troy, Michigan, on September 19, 2015, or the rain date of September 20, 2015; pending proof of required insurance coverage no later than ten (10) business days before the event.

BE IT FURTHER RESOLVED, That Troy City Council hereby **DIRECTS** the Troy Fire Department to inspect the fireworks to be displayed in advance, and also review the proposed discharge location(s) and site, and take any action to assure safety and compliance with applicable codes and standards for such a fireworks display.

J-12 Request for Recognition as a Nonprofit Organization from Troy High Band Boosters

Suggested Resolution
Resolution #2015-08-

RESOLVED, That Troy City Council hereby **APPROVES** the request from Troy High Band Boosters, asking that they be recognized as a nonprofit organization operating in the community for the purpose of obtaining a charitable gaming license as recommended by City Management.

J-13 Private Agreement – Contract for Installation of Municipal Improvements – Pinery Woods Site Condominiums – Project No. 15.905.3

Suggested Resolution
Resolution #2015-08-

RESOLVED, That Troy City Council hereby **APPROVES** the Contract for the Installation of Municipal Improvements (Private Agreement) between the City of Troy and *Mondrian Properties, Pinery, LLC,* for the installation of sanitary sewer, storm sewer, water main, detention, sidewalks, soil erosion and landscaping, and the Mayor and City Clerk are **AUTHORIZED** to execute the documents, a copy of which shall be **ATTACHED** to the original Minutes of this meeting.

J-14 Request for Acceptance of a Permanent Easement from Zoryana Lisna and Petro Lisnyy – Sidwell #88-20-09-227-016

Suggested Resolution
Resolution #2015-08-

RESOLVED, That Troy City Council hereby **ACCEPTS** a permanent easement for sidewalk from Zoryana Lisna and Petro Lisnyy, owners of the property having Sidwell #88-20-09-227-016.

BE IT FURTHER RESOLVED, That the City Clerk is hereby **DIRECTED** to record the permanent easement with Oakland County Register of Deeds, a copy of which shall be **ATTACHED** to the original Minutes of this meeting.

J-15 Request for Acceptance of Two Permanent Easements from Francis and Olga Cizmar – Sidwell #88-20-27-481-029

Suggested Resolution
Resolution #2015-08-

RESOLVED, That Troy City Council hereby **ACCEPTS** two permanent easements for sidewalk and drainage & storm sewer from Francis J. Cizmar and Olga N. Cizmar, owners of the property having Sidwell #88-20-27-481-029.

BE IT FURTHER RESOLVED, That the City Clerk is hereby **DIRECTED** to record the permanent easements with Oakland County Register of Deeds, copies of which shall be **ATTACHED** to the original Minutes of this meeting.

K. MEMORANDUMS AND FUTURE COUNCIL AGENDA ITEMS:

K-1 Announcement of Public Hearings: None Submitted

K-2 Memorandums (Items submitted to City Council that may require consideration at some future point in time): None Submitted

L. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA FROM TROY RESIDENTS AND BUSINESSES:

M. CITY COUNCIL/CITY ADMINISTRATION RESPONSE/REPLY TO PUBLIC COMMENT:

N. COUNCIL REFERRALS:

Items Advanced to the City Manager by Individual City Council Members for Placement on the Agenda

N-1 No Council Referrals

O. COUNCIL COMMENTS:

O-1 No Council Comments Advanced

P. REPORTS:

P-1 Minutes – Boards and Committees:

a) Employees' Retirement System Board of Trustees-Final – October 8, 2014
b) Employees' Retirement System Board of Trustees-Final – April 8, 2015
c) Retiree Healthcare Benefit and Trust Board of Trustees-Final – May 13, 2015
d) Employees' Retirement System Board of Trustees-Final – June 10, 2015
e) Building Code Board of Appeals-Final – July 1, 2015
f) Election Commission-Final – July 23, 2015
g) Planning Commission-Draft – July 28, 2015
h) Planning Commission-Final – July 28, 2015
i) Building Code Board of Appeals-Draft – August 5, 2015
j) Planning Commission-Draft – August 11, 2015
k) Election Commission-Draft – August 20, 2015

P-2 Department Reports:

a) Invitation from LJPR Financial Advisors to Celebrate Their New Headquarters at 5480 Corporate Drive
b) Boomers and Shakers Forum – Troy Master Plan Update

P-3 Letters of Appreciation:

a) To Mayor Slater and City Council from Vera Mitchell Regarding the Proposed New Apartment Development on Livernois

P-4 Proposed Proclamations/Resolutions from Other Organizations: None Submitted

Q. COMMENTS ON ITEMS ON OR NOT ON THE AGENDA FROM MEMBERS OF THE PUBLIC OUTSIDE OF TROY (NOT RESIDENTS OF TROY AND NOT FROM TROY BUSINESSES):

R. CLOSED SESSION:

R-1 Closed Session

S. ADJOURNMENT:

Respectfully submitted,

Brian Kischnick, City Manager

FUTURE CITY COUNCIL PUBLIC HEARINGS:

PROPOSED SPECIAL CITY COUNCIL MEETINGS AND STUDY SESSIONS:

SCHEDULED SPECIAL CITY COUNCIL MEETINGS:

September 14, 2015 ..... Joint City Council and Planning Commission Meeting

2015 SCHEDULED REGULAR CITY COUNCIL MEETINGS:

September 14, 2015 ..... Regular Meeting
September 28, 2015 ..... Regular Meeting
October 12, 2015 ..... Regular Meeting
October 26, 2015 ..... Regular Meeting
November 9, 2015 ..... Regular Meeting
November 23, 2015 ..... Regular Meeting
December 7, 2015 ..... Regular Meeting
December 14, 2015 ..... Regular Meeting

CITY COUNCIL AGENDA ITEM

Date: August 20, 2015

To: Brian Kischnick, City Manager

From: Mark F. Miller, Director of Economic & Community Development
R. Brent Savidant, Planning Director

Subject: PUBLIC HEARING - CONDITIONAL REZONING APPLICATION (File Number CR 013) – Proposed Amber Studios and Lofts, East side of Livernois between Vermont and Birchwood, Section 21, From O (Office) District to MR (Maple Road) District

The applicant, Amber Properties Company, seeks a conditional rezoning of the subject parcel from O (Office) District to MR (Maple Road) District. The conditional rezoning application includes a Preliminary Site Plan for a 3-story building with mezzanine, approximately 36 feet in height. The Preliminary Site Plan is a condition offered by the applicant and will control the future development of the site.

The Planning Commission held a public hearing on this item on July 28, 2015 and recommended approval of the application by a 7-0 vote. The applicant addressed all of the Planning Commission's design considerations with the exception of eliminating the parking space on the north side of the building. The applicant wants to keep as many parking spaces on site as possible and is willing to designate the space for compact cars only.

The applicant submitted a street vacation application for the 18-foot wide alley located to the east of the subject property. The western 9-feet of the alley is proposed to be used as parking and landscaping. The eastern 9-feet of the alley is proposed to remain as is.

The site is within the Maple Road classification in the City of Troy Master Plan, which supports multi-story residential development. The application is consistent with the Master Plan.

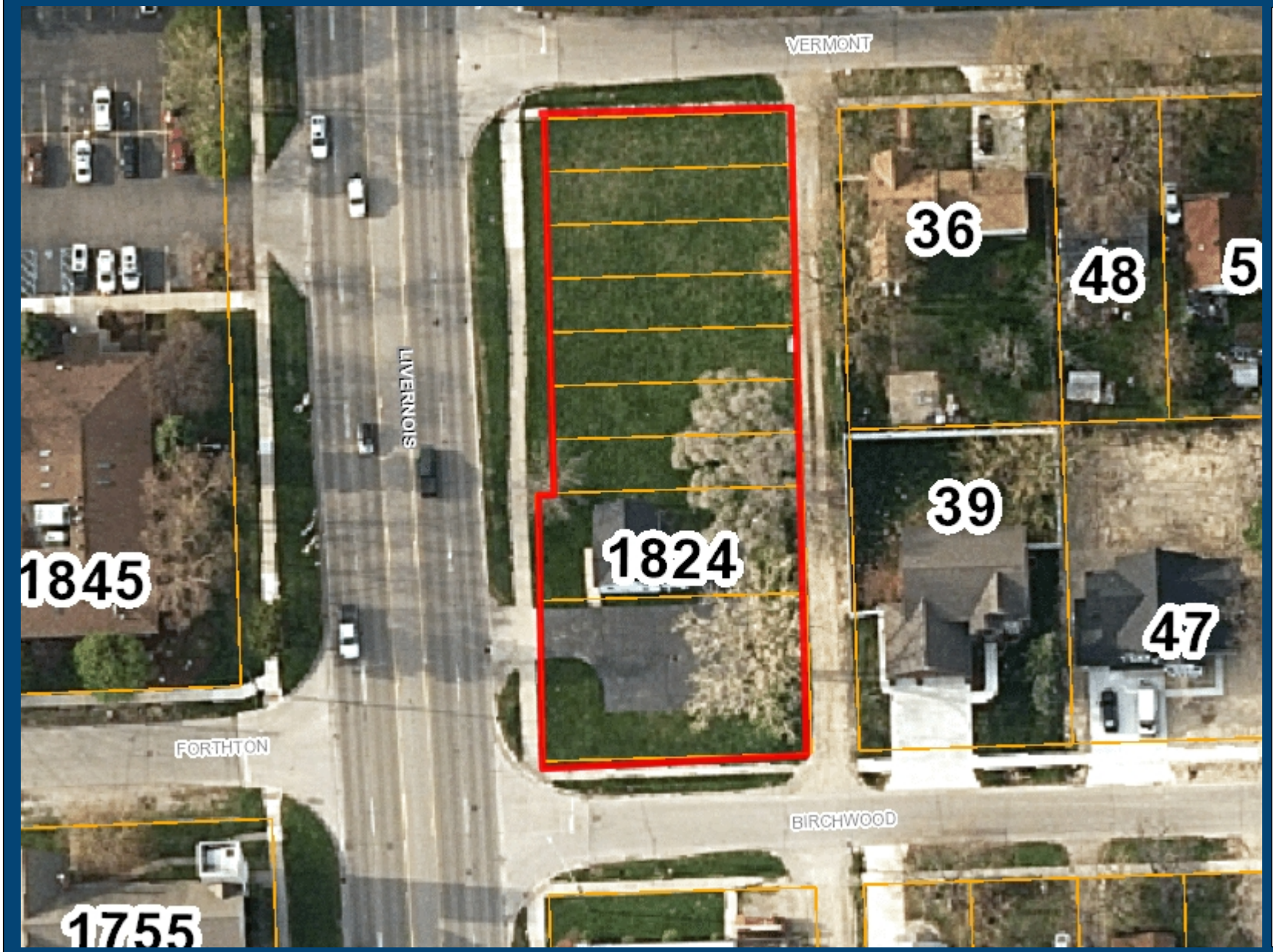
The attached report prepared by Carlisle/Wortman Associates, Inc. (CWA), the City's Planning Consultant, summarizes the rezoning request. City Management recommends approval of the rezoning request from O (Office) District to MR (Maple Road) District.

Attachments:

1. Map
2. Site Plan Revised 2015 08 03
3. Conditional Rezoning Agreement
4. Minutes from June 23, 2015 Planning Commission Regular meeting
5. Minutes from July 28, 2015 Planning Commission Special/Study meeting (excerpt)
6. Agenda item from July 28, 2015 Planning Commission Regular meeting
7. Public Comment

Amber Studios & Lofts

City of Troy Planning Department



Legend:

Aerial

- Red: Band_1
- Green: Band_2
- Blue: Band_3

150 0 75 150 Feet

Scale 1: 900

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.

Printed: 5/22/2015

Amber Studios & Lofts

City of Troy Planning Department

Legend:

Form Based Zoning 2

- (PUD) Planned Unit Development
- (CF) Community Facilities District
- (EP) Environmental Protection District
- (BB) Big Beaver Road
- (MR) Maple Road
- (NN) Neighborhood Nodes (A-U)
- (CB) Community Business
- (GB) General Business
- (IB) Integrated Industrial Business District
- (O) Office Building District
- (OM) Office Mixed Use
- (P) Vehicular Parking District
- (R-1A) One Family Residential District
- (R-1B) One Family Residential District
- (R-1C) One Family Residential District
- (R-1D) One Family Residential District
- (R-1E) One Family Residential District
- (RT) One Family Attached Residential Distric
- (MF) Multi-Family Residential
- (MHP) Manufactured Housing
- (UR) Urban Residential
- (RC) Research Center District
- (PV) Planned Vehicle Sales

Aerial

- Red: Band_1
- Green: Band_2
- Blue: Band_3

183 0 92 183 Feet

Scale 1: 1,100

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.

Printed: 5/22/2015

AMBER STUDIOS AND LOFTS

AMBER PROPERTIES COMPANY

1800 - 1870 LIVERNOIS ROAD, TROY, MI 48083

KEM-TEC & ASSOCIATES
22556 GRATIOT AVENUE
EASTPOINTE, MI 48021
T:586.772.2222
F:586.772.4048

GENERAL	
G001	PROJECT COVER SHEET
CIVIL	
C-1	SITE PLAN
C-2	GRADING PLAN
LANDSCAPING	
L-1	LANDSCAPE PLAN
L-2	LANDSCAPE DETAILS
ARCHITECTURAL	
AS01	ARCHITECTURAL SITE PLAN
A111	FIRST & SECOND FLOOR PLANS
A121	THIRD FLOOR & MEZZANINE PLANS
A131	ROOF PLAN
A201	EXTERIOR ELEVATIONS
A202	GROUND STORY ACTIVATION
ELECTRICAL	
ESC01	EXTERIOR SITE LIGHTING PLAN

Stantec

FOR REVIEW
NOT FOR
PERMITTING, OR
CONSTRUCTION

AMBER PROPERTIES COMPANY
380 N. CROOKS RD
CLAWSON, MI 48017

AMBER STUDIOS AND LOFTS
TROY, MI 48083

CHECKED:
SCALE:
© 2015 Stantec

ISSUE:

2015.08.03	CONDITIONAL REZONING

SHEET TITLE:
PROJECT COVER SHEET

ELECTRICAL ENGINEER
KEVIN RETTICH
STATE OF MICHIGAN

CIVIL ENGINEER
JEFFERY A MARTELL
STATE OF MICHIGAN

ARCHITECT
JUSTIN F WIEBER
STATE OF MICHIGAN 58488

Project: **G001**
214100111

7/30/2015 5:05:08 PM
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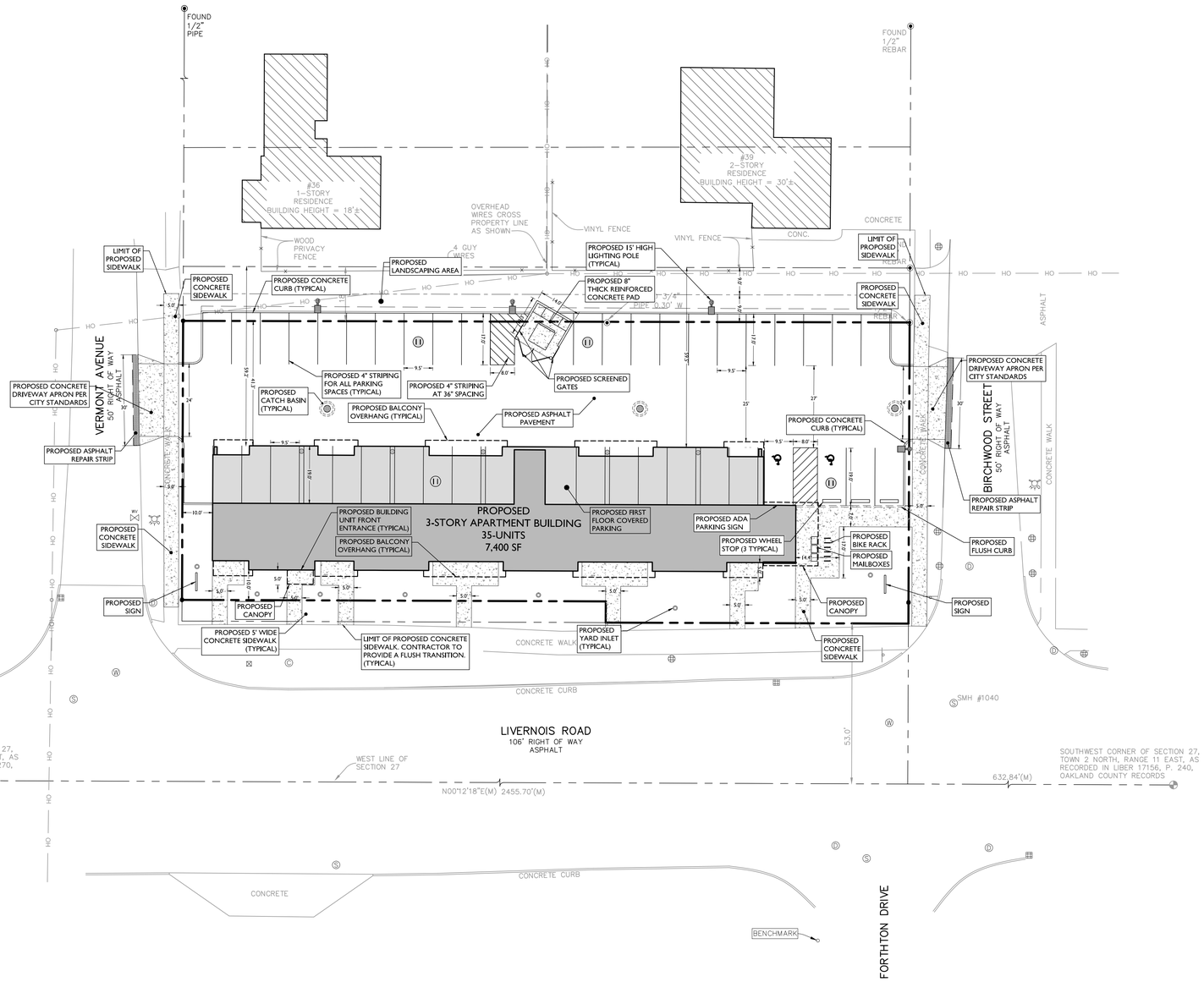


SYMBOL	DESCRIPTION
	PROPERTY BOUNDARY
	PROPOSED CURB
	EXISTING CURB
	PROPOSED SAWCUT LINE
	PROPOSED BUILDING
	PROPOSED CONCRETE AREA
	PROPOSED SIGN
20	PARKING STALL COUNTER

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY AND FAMILIARIZE THEMSELVES WITH THE EXISTING SITE CONDITIONS AND THE PROPOSED SCOPE OF WORK (INCLUDING DIMENSIONS, LAYOUT, ETC.) PRIOR TO INITIATING THE IMPROVEMENTS IDENTIFIED WITHIN THESE DOCUMENTS. SHOULD ANY DISCREPANCY BE FOUND BETWEEN THE EXISTING SITE CONDITIONS AND THE PROPOSED WORK THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. PRIOR TO THE START OF CONSTRUCTION.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND ENSURE THAT ALL REQUIRED APPROVALS HAVE BEEN OBTAINED PRIOR TO THE START OF CONSTRUCTION. COPIES OF ALL REQUIRED PERMITS AND APPROVALS SHALL BE KEPT ON SITE AT ALL TIMES DURING CONSTRUCTION.
3. ALL CONTRACTORS WILL, TO THE FULLEST EXTENT PERMITTED BY LAW, INDEMNIFY AND HOLD HARMLESS STONEFIELD ENGINEERING & DESIGN, LLC. AND ITS SUB-CONSULTANTS FROM AND AGAINST ANY DAMAGES AND LIABILITIES INCLUDING ATTORNEY'S FEES ARISING OUT OF CLAIMS BY EMPLOYEES OF THE CONTRACTOR IN ADDITION TO CLAIMS CONNECTED TO THE PROJECT AS A RESULT OF NOT CARRYING THE PROPER INSURANCE FOR WORKERS COMPENSATION, LIABILITY INSURANCE, AND LIMITS OF COMMERCIAL GENERAL LIABILITY INSURANCE.
4. THE CONTRACTOR SHALL NOT DEVIATE FROM THE PROPOSED IMPROVEMENTS IDENTIFIED WITHIN THIS PLAN SET UNLESS APPROVAL IS PROVIDED IN WRITING.
5. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF CONSTRUCTION.
6. THE CONTRACTOR SHALL NOT PERFORM ANY WORK OR CAUSE DISTURBANCE ON A PRIVATE PROPERTY NOT CONTROLLED BY THE PERSON OR ENTITY WHO HAS AUTHORIZED THE WORK WITHOUT PRIOR WRITTEN CONSENT FROM THE OWNER OF THE PRIVATE PROPERTY.
7. THE CONTRACTOR IS RESPONSIBLE TO RESTORE ANY DAMAGED OR UNDERMINED STRUCTURE OR SITE FEATURE THAT IS IDENTIFIED TO REMAIN ON THE PLAN SET. ALL REPAIRS SHALL USE NEW MATERIALS TO RESTORE THE FEATURE TO ITS EXISTING CONDITION AT THE CONTRACTORS EXPENSE.
8. CONTRACTOR IS RESPONSIBLE TO PROVIDE THE APPROPRIATE SHOP DRAWINGS, PRODUCT DATA, AND OTHER REQUIRED SUBMITTALS FOR REVIEW. STONEFIELD ENGINEERING & DESIGN, LLC. WILL REVIEW THE SUBMITTALS IN ACCORDANCE WITH THE DESIGN INTENT AS REFLECTED WITHIN THE PLAN SET.
9. THE CONTRACTOR IS RESPONSIBLE FOR TRAFFIC CONTROL IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
10. THE CONTRACTOR IS REQUIRED TO PERFORM ALL WORK IN THE PUBLIC RIGHT-OF-WAY IN ACCORDANCE WITH THE APPROPRIATE GOVERNING AUTHORITY AND SHALL BE RESPONSIBLE FOR THE PROCUREMENT OF STREET OPENING PERMITS.
11. SHOULD AN EMPLOYEE OF STONEFIELD ENGINEERING & DESIGN, LLC. BE PRESENT ON SITE AT ANY TIME DURING CONSTRUCTION, IT DOES NOT RELIEVE THE CONTRACTOR OF ANY OF THE RESPONSIBILITIES AND REQUIREMENTS LISTED IN THE NOTES WITHIN THIS PLAN SET.

20' 0' 20' 40'
GRAPHIC SCALE IN FEET
1" = 20'

ISSUE	DATE	BY	DESCRIPTION
3	08/03/2015	JAM	CONDITIONAL REZONING
2	07/09/2015	MTP	SITE PLAN REVIEW
1	05/21/2015	JAM	SUBMISSION FOR PLANNING COMMISSION

NOT APPROVED FOR CONSTRUCTION

KEM-TEC & ASSOCIATES
PROFESSIONAL ENGINEERS
PROFESSIONAL SURVEYORS
22556 GRATIOT AVENUE
EASTPOINTE, MI 48021

STONEFIELD engineering & design, llc.
Rutherford, NJ · Farmingdale, NY · Bloomfield Hills, MI
www.stonefieldeng.com
2350 Franklin Road, Suite 210, Bloomfield Hills, MI 48302
Phone 248.247.1115

SITE DEVELOPMENT PLANS

AMBER STUDIOS AND LOFTS

PROPOSED 3-STORY APARTMENT BUILDING

1800-1870 LIVERNOIS ROAD
CITY OF TROY
OAKLAND COUNTY, MICHIGAN

STATE OF MICHIGAN
JEFFREY A. MARTELL
ENGINEER
No. 6201061061
JEFFREY A. MARTELL, P.E.
MICHIGAN LICENSE No. 6201061061
LICENSED PROFESSIONAL ENGINEER

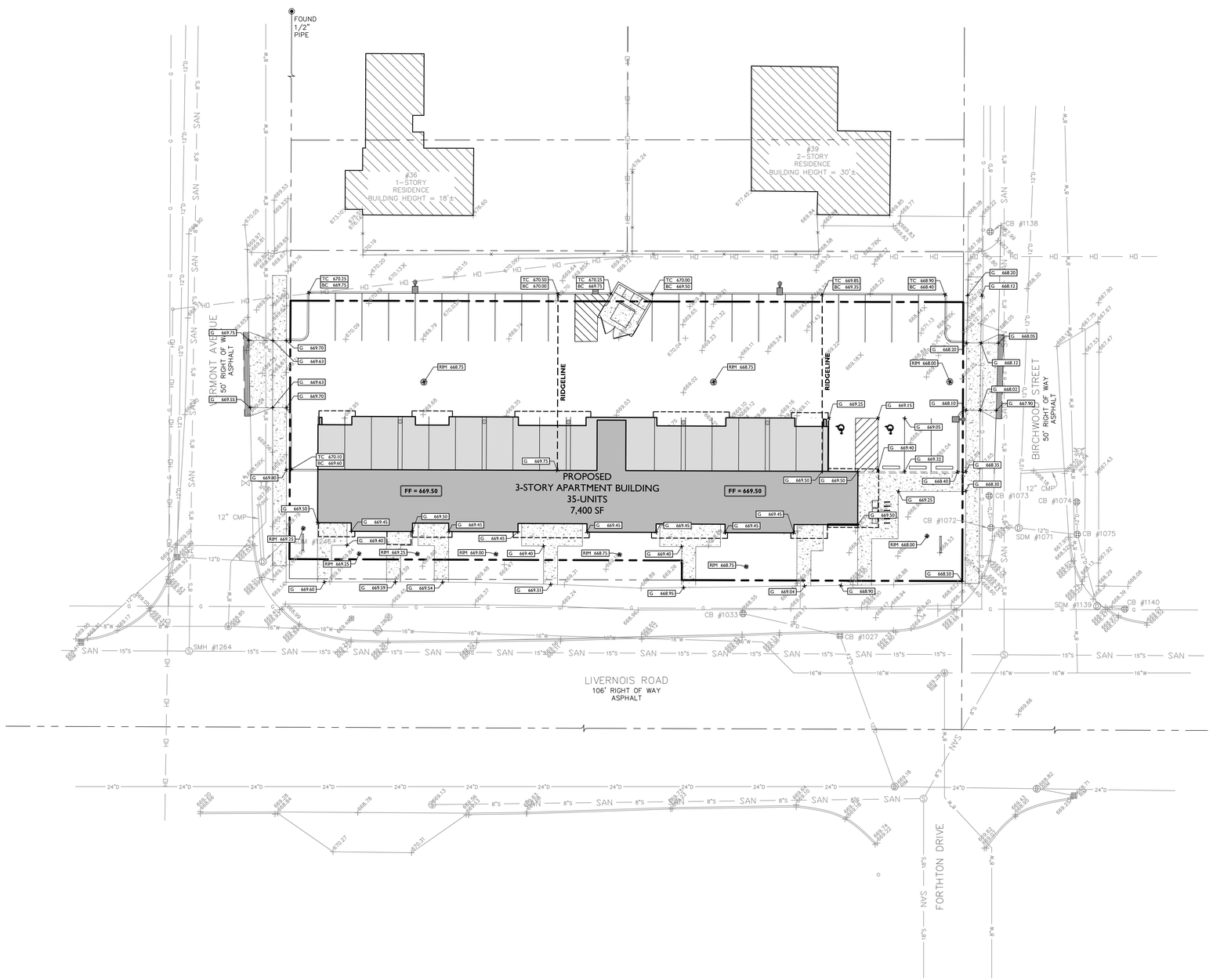
STONEFIELD engineering & design, llc.

SCALE: 1" = 20' | PROJECT ID: M-15073

TITLE: SITE PLAN

DRAWING: C-1

M:\M-15073\M-15073-ADM\TEC-LEN LIVERNOIS ROAD, TROY, MI\CADD\PLOTTP\P-01-SITE.DWG



SYMBOL / DESCRIPTION

SYMBOL	DESCRIPTION
	PROPERTY LINE
100	PROPOSED GRADING CONTOUR
RIDGELINE	PROPOSED GRADING RIDGELINE
	PROPOSED DIRECTION OF DRAINAGE FLOW
G 100.00	PROPOSED GRADE SPOT SHOT
TC 100.50 / BC 100.00	PROPOSED TOP OF CURB / BOTTOM OF CURB SPOT SHOT
FC 100.00	PROPOSED FLUSH CURB SPOT SHOT
DC 100.12 / BC 100.00	PROPOSED DEPRESSED CURB / BOTTOM OF CURB SPOT SHOT
TW 102.00 / BW 100.00	PROPOSED TOP OF WALL / BOTTOM OF WALL SPOT SHOT

GRADING NOTES

1. ALL SOIL AND MATERIAL REMOVED FROM THE SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS. ANY GROUNDWATER DE-WATERING PRACTICES SHALL BE PERFORMED UNDER THE SUPERVISION OF A QUALIFIED PROFESSIONAL. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FOR THE DISCHARGE OF DE-WATERED GROUNDWATER. ALL SOIL IMPORTED TO THE SITE SHALL BE CERTIFIED CLEAN FILL. CONTRACTOR SHALL MAINTAIN RECORDS OF ALL FILL MATERIALS BROUGHT TO THE SITE.
2. THE CONTRACTOR IS REQUIRED TO PROVIDE TEMPORARY AND/OR PERMANENT SHORING WHERE REQUIRED DURING EXCAVATION ACTIVITIES, INCLUDING BUT NOT LIMITED TO UTILITY TRENCHES, TO ENSURE THE STRUCTURAL INTEGRITY OF NEARBY STRUCTURES AND STABILITY OF THE SURROUNDING SOILS.
3. PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 4 INCHES TO 7 INCHES ABOVE EXISTING GRADES UNLESS OTHERWISE NOTED. THE CONTRACTOR WILL SUPPLY ALL STAKEOUT CURB GRADE SHEETS TO KEM-TEC & ASSOCIATES FOR REVIEW AND APPROVAL PRIOR TO POURING CURBS.
4. THE CONTRACTOR IS RESPONSIBLE TO SET ALL PROPOSED UTILITY COVERS AND RESET ALL EXISTING UTILITY COVERS WITHIN THE PROJECT LIMITS TO PROPOSED GRADE IN ACCORDANCE WITH ANY APPLICABLE MUNICIPAL, COUNTY, STATE AND/OR UTILITY AUTHORITY REGULATIONS.
5. MINIMUM SLOPE REQUIREMENTS TO PREVENT PONDING SHALL BE AS FOLLOWS:
   - CURB GUTTER: 0.50%
   - CONCRETE SURFACES: 1.00%
   - ASPHALT SURFACES: 1.00%
6. A MINIMUM SLOPE OF 1.00% SHALL BE PROVIDED AWAY FROM ALL BUILDINGS. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE FROM THE BUILDING IS ACHIEVED AND SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IF THIS CONDITION CANNOT BE MET.

ADA NOTES

1. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION WITHIN THE ADA PARKING SPACES AND ACCESS AISLES.
2. THE CONTRACTOR SHALL PROVIDE COMPLIANT SIGNAGE AT ALL ADA PARKING AREAS IN ACCORDANCE WITH STATE GUIDELINES.
3. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 5.00% RUNNING SLOPE AND A MAXIMUM OF 2.00% CROSS SLOPE ALONG WALKWAYS WITHIN THE ACCESSIBLE PATH OF TRAVEL (SEE THE SITE PLAN FOR THE LOCATION OF THE ACCESSIBLE PATH). THE CONTRACTOR IS RESPONSIBLE TO ENSURE THE ACCESSIBLE PATH OF TRAVEL IS 36 INCHES WIDE OR GREATER UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
4. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION AT ALL LANDINGS. LANDINGS INCLUDE, BUT ARE NOT LIMITED TO, THE TOP AND BOTTOM OF AN ACCESSIBLE RAMP, AT ACCESSIBLE BUILDING ENTRANCES, AT AN AREA IN FRONT OF A WALK-UP ATM, AND AT TURNING SPACES ALONG THE ACCESSIBLE PATH OF TRAVEL. THE LANDING AREA SHALL HAVE A MINIMUM CLEAR AREA OF 60 INCHES BY 60 INCHES UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
5. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 8.33% RUNNING SLOPE AND A MAXIMUM 2.00% CROSS SLOPE ON ANY CURB RAMPS ALONG THE ACCESSIBLE PATH OF TRAVEL. WHERE PROVIDED, CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 10.00% IF A LANDING AREA IS PROVIDED AT THE TOP OF THE RAMP. FOR ALTERATIONS, A CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 8.33% IF A LANDING AREA IS NOT PROVIDED AT THE TOP OF THE RAMP. CURBS RAMPS SHALL NOT RISE MORE THAN 6 INCHES IN ELEVATION WITHOUT A HANDRAIL. THE CLEAR WIDTH OF A CURB RAMP SHALL BE NO LESS THAN 36 INCHES WIDE.
6. THE CONTRACTOR SHALL ENSURE A MAXIMUM OF ¼ INCHES VERTICAL CHANGE IN LEVEL ALONG THE ACCESSIBLE PATH. WHERE A CHANGE IN LEVEL BETWEEN ¼ INCHES AND ½ INCHES EXISTS, CONTRACTOR SHALL ENSURE THAT THE TOP ¼ INCH CHANGE IN LEVEL IS BEVELED WITH A SLOPE NOT STEEPER THAN 1 UNIT VERTICAL AND 2 UNITS HORIZONTAL (2:1 SLOPE).
7. THE CONTRACTOR SHALL ENSURE THAT ANY OPENINGS (GAPS OR HORIZONTAL SEPARATION) ALONG THE ACCESSIBLE PATH SHALL NOT ALLOW PASSAGE OF A SPHERE GREATER THAN ½ INCH.

20' 0' 20' 40'
GRAPHIC SCALE IN FEET
1" = 20'

ISSUE	DATE	BY	DESCRIPTION
3	08/03/2015	JAM	CONDITIONAL REZONING
2	07/09/2015	MTP	SITE PLAN REVIEW
1	05/21/2015	JAM	SUBMISSION FOR PLANNING COMMISSION

NOT APPROVED FOR CONSTRUCTION

KEM-TEC & ASSOCIATES
PROFESSIONAL ENGINEERS
PROFESSIONAL SURVEYORS
22556 GRATIOT AVENUE
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LICENSED PROFESSIONAL ENGINEER

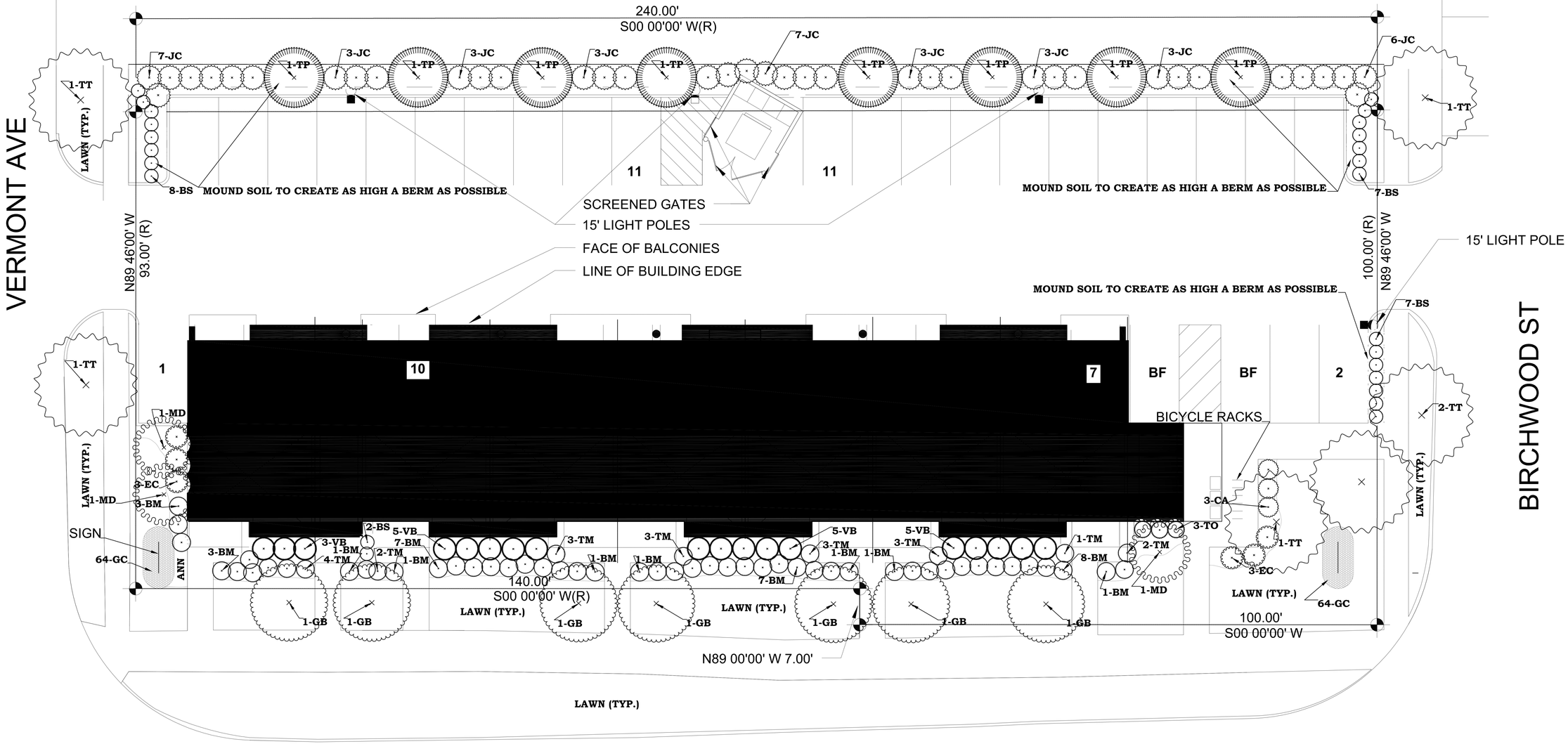
STONEFIELD engineering & design, llc.

SCALE: 1" = 20' | PROJECT ID: M-15073

TITLE: GRADING PLAN

DRAWING: C-2

M:\M15073\M-15073-KEM-TEC-1834 LIVERNOIS ROAD, TROY, MI\CAD\PR-C\7PSP-01-GRAD.DWG



0 5' 10' 20' 30'
Scale: 1" = 10'

N

PLANT MATERIALS LIST

Key	Name	Size (MINIMUM)	Quantity	Root Type	Comments	Use
ANN	Annuals				- Per owner	
BM	*Buxus microphylla 'Winter Gem* Winter Gem Littleleaf Boxwood	5 gallon	35	cont.	- Full, rounded crowns.	
BS	*Buxus sempervirens 'Dee Runk'* Dee Runk Boxwood	30" height	24	cont.	- Full, rounded crowns.	Parking Lot Screen
CA	*Clethra alnifolia 'Ruby Spice'* Ruby Spice Summersweet Clethra	2' height	3	cont.	- Multiple canes with full crowns.	
EC	*Enkianthus campanulatus* Redvein Enkianthus	2' height	6	b&b	- Full crowns. - Acidify well-drained soil. - May substitute with 'Mohawk' Viburnum.	
GB	*Ginkgo biloba 'Princeton Sentry'* Princeton Sentry Male Ginkgo	2.5" caliper	7	b&b	- Single-leader only, with full crown.	Greenbelt R-O-W
GC	*Geranium x cantabrigiense 'Karmina* Bikovo Hardy Geranium	#1 pot	128	cont.	- Space 12" on center.	Sign
JC	*Juniperus chinensis 'Blue Point* Blue Point Juniper	5' height	38	b&b	- Do not substitute with other Juniper species.	Screening
MD	*Malus 'Donald Wyman'* Donald Wyman Crabapple	2.5" caliper	3	b&b	- Full crown.	Greenbelt R-O-W
TM	*Taxus x media 'Vermeulen* Vermeulen Yew	2' height	21	b&b	- Full specimen.	
TO	*Thuja occidentalis 'Holmstrup* Holmstrup Arborvitae	3' height	3	b&b	- Single-leader only, with full crown.	
TP	*Thuja plicata* Western Redcedar	5' height	8	b&b	- Single leader.	Screening
TT	*Tilia tomentosa 'Sterling Silver'* Sterling Silver Linden	2.5" caliper	6	b&b	- Single-leader only, with full crown.	Greenbelt R-O-W
VB	*Viburnum x burkwoodii* Burkwood Viburnum	2' height	18	b&b	- Multiple canes with full crowns.	

All areas outside of beds to be seeded or sodded with cool season grass hardy to Oakland County, Michigan.
All planting beds to have mulch.

Base Plan provided by Stantec

Know what's **below.**
Call before you dig.

Date:
Issued: Jul. 22, 2015 For Site Plan Approval
Revisions:
July 9, 2015 Revisions per City.
Aug. 3, 2015 Revisions per Planning Commission

Not to be used unless original signature of Eric Olson and contains the official embossed seal of a licensed landscape architect from the State of Michigan.

Design by:
Eric A. Olson, PLLC
115 ½ South Saginaw Street
Holly, Michigan 48442
(248) 634-4320
fax (248) 634-4409
EOlsonRLA@sbcglobal.net

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CONDITIONAL REZONING
Landscape Plan for.
AMBER STUDIOS and LOFTS
1800 - 1870 Livernois Road, City of Troy, Michigan 48083

Sheet
L-1

Job No. 15IF-03

Landscape Notes:

Pre-installation

1) Qualifications of the Landscape Contractor
   a) The landscape contractor shall be licensed by the State of Michigan, Department of Agriculture Plant Industries Division to handle plant materials.
   b) The landscape contractor will be covered by a public liability and property damage insurance policy.
   c) The landscape contractor shall conform to all Federal and State Labor Laws.
2) Landscape Contractor to verify all measurements in the field.
3) Landscape Contractor to report all discrepancies to the Landscape Architect.
4) Verify substitutions with the Landscape Architect prior to purchase of plant materials. Substitution of materials included in an approved plan shall be made with the consent of the City. The developer shall provide an as-built drawing indicating the changes prior to the release of the landscape deposit.
5) Landscape Contractor to contact MISS DIG (800-482-7171) at least 5 working days prior to digging on site.

Landscape installation

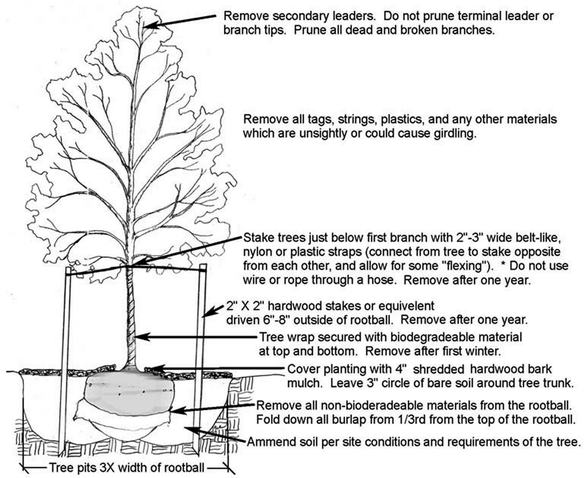
6) Soils in planting beds to be loosened and amended where necessary for good drainage and appropriateness for the individual plant needs. Organic matter should be worked into the soils.
7) Plant materials shall be of generally acceptable varieties and species, free from insects and diseases, hardy to Oakland County, conform to the current minimum standards for nursery stock of the American Nursery and Landscape Association and shall have proof of any required governmental regulations and/or inspections.
8) The landscape contractor shall guarantee that all plants are true to botanical name, and that the quality and size meet the approved specifications.
9) All plant material shall conform in botanical name, dimensions, and quality of the "Horticultural Standards" adopted by the American Association of Nurserymen.
10) Balled and Burlapped plant material shall be balled with original clay soil, intact with the fibrous roots to insure maximum recovery after transplanting.
11) Potted plants shall have sufficient root structures to insure full recovery and development.
12) Nursery stock shall be vigorous, free from disease, insects, insect eggs, or larvae.
13) All landscaping and landscape elements shall be planted, and earth moving or grading performed, in a sound workmanlike manner, according to accepted planting and grading procedures.
14) Artificial plant materials are prohibited.
15) Native species of trees and shrubs shall constitute at least fifty percent (50%) of the total proposed plantings in accordance with the standards set forth in Section 13.02.A.7.
16) Water all plant materials thoroughly during planting.
17) Beds to be edged with a trench. Top of mulch to be level with the lawn.
18) Mulch shall be applied at a minimum depth of four inches, composed of shredded materials (not recycled construction materials or pallets), and installed in a manner as to present a finished appearance.
19) The landscape contractor shall fully guarantee that all plants are in a vigorous growing condition during and at the end of the guarantee period. This guarantee period shall be minimum of one (1) year from the completion date of the project.
20) Replacement plants and/or landscape materials other than plants shall be in accordance with the approved original specifications.
21) All trees between the sidewalk and curb should be a minimum of 15 feet away from a driveway that opens onto a public street.
22) Trees planted within 25 feet of the inside corner shall have no limbs lower than 8 feet above the lowest established street grade.
23) If required, berms shall be constructed with slopes not to exceed a one to three (1:3) gradient. Berm slopes shall be protected with sod, seed, or other form of natural ground cover.
24) Landscape Contractor to coordinate landscaping with existing and proposed underground and overhead utility lines so as to avoid interference with plant growth.
25) Areas adjacent to parking lots, a minimum distance of three (3) feet from the backside of the curb and the proposed landscape plantings shall be provided. Where vehicles overhang a landscape island or strip, a minimum distance of five (5) feet from the backside of the curb and the proposed landscape plantings shall be provided.
26) The contractor shall at all times keep the premises and public streets free from any excessive accumulation of soil and waste material or rubbish caused by his employees or work, and at the completion of the work, he shall remove all his waste, excessive material, rubbish and equipment so as to leave the premises neat and clean and ready for the purpose for which it was intended.
27) The contractor shall properly protect all existing structures and property. This is to include, but not to be limited to: sidewalks, curbs, fences, buildings, lawns, trees and shrubbery. Repair of all parts shall be done in strict accordance with the requirements of the proper City authorities.

Post installation

28) All diseased, damaged, or dead materials shall be replaced in accordance with the standards of this Ordinance.
29) Landscaping required by this Ordinance shall be maintained in a reasonably healthy condition, free from refuse and debris. All unhealthy and dead material shall be replaced within one (1) year of damage or death or the next appropriate planting period, whichever comes first.
30) All landscaped areas shall be provided with irrigation or a readily available and acceptable water supply.

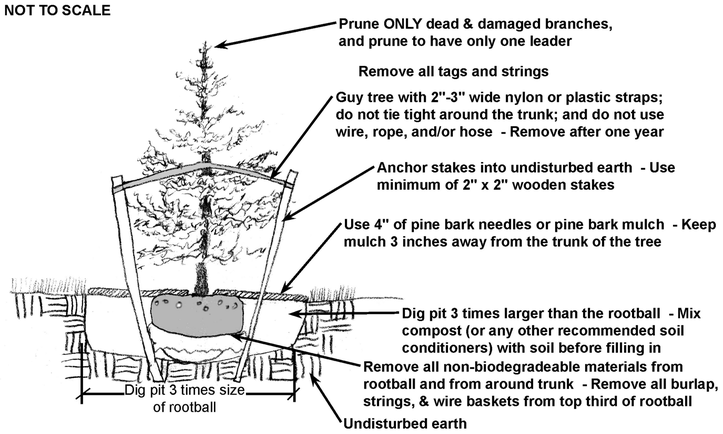
TREE PLANTING DETAIL

NOT TO SCALE



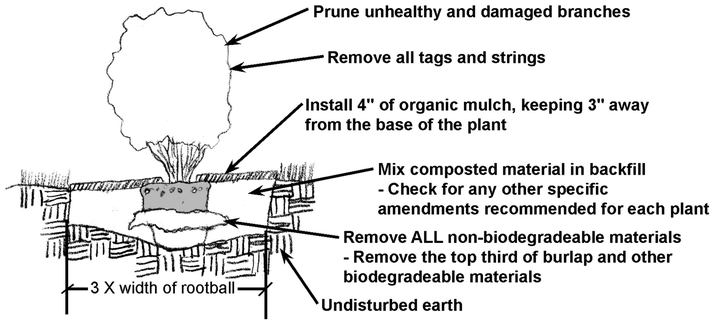
EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE



SHRUB PLANTING DETAIL

NOT TO SCALE



Requirements:

Screening Between Land Uses [§13.02.B.]

- Requirement: Screen Alternative #1 or #2 along East property line
  - + Provided: Evergreen Screening along East property line
  - + Provided: 6′ 4″ wide greenbelt, and if the entire alley is considered, then a 15′ 4″ wide greenbelt

Greenbelt Along Right-Of-Way [§13.02.D.]

- Requirement: 16 Trees [110.22′ + 239.98′ + 117.56 = 467.76 ÷ 30 = 16]]
  - + Provided: 16 Trees
- Requirement: 10′ wide greenbelt
  - + Provided: 10′+ greenbelt

Site Landscaping

- Requirement: 15% of site as greenspace
  - + Provided: 20.4% of site as greenspace

Off-street Parking Visibility [§5.05.E.5.b.iv & §13.02.C.3.b]

- Requirement: Berm or wall 3′ high
  - + Provided: Berm with evergreen shrubs

Tree Preservation Plan [§8.05.A.9.]

- Requirement: Tree Preservation Plan
  - + Provided: Not Required - No regulated trees on site.

Know what's **below.**
Call before you dig.

Date: Nov. 22, 2015 For Site Plan Approval
Revisions:
July 9, 2015 Revisions per City
aUG. 3, 2015 Revisions per Planning Commission

Not to be used unless original signature of Eric Olson, RLA, appears on the document. Contains the official embossed seal of the Landscape Architect from the State of Michigan.

Design by:
Eric A. Olson, PLLC
115 ½ South Saginaw Street
Holly, Michigan 48442
(248) 634-4320
fax (248) 634-4409
EOlsonRLA@sbcglobal.net

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CONDITIONAL REZONING
Landscape Details for.
AMBER STUDIOS and LOFTS
1800 - 1870 Livernois Road, City of Troy, Michigan 48083

Sheet
L-2

Job No. 15IF-03

GROSS BUILDING SQUARE FOOTAGE:
NET SQUARE FOOTAGE SUMMARY:

FIRST FLOOR:	2,975 SQ FT NET UNITS 404 SQ FT MECH + WALLS + STAIRS (4,157 GROSS SQ FT)
SECOND FLOOR:	5,040 SQ FT NET UNITS + WALLS + STAIRS (7,160 GROSS SQ FT)
THIRD FLOOR & MEZZANINE:	6,879 SQ FT NET UNITS + WALLS + STAIRS (7,497 GROSS SQ FT)
BUILDING GROSS SQ FT:	18,814 SQ FT*

*MEZZANINES DO NOT CONTRIBUTE TO EITHER BUILDNG AREA OR NUMBER OF STORIES AS REGULATED BY SECTION 503.1.

SITE INFORMATION:

EXISTING SITE: LAND SITUATED IN THE CITY OF TROY, COUNTY OF OAKLAND, STATE OF MICHIGAN IS DESCRIBED AS FOLLOWS:

20-27-353-029
LOTS 63, 64 AND 65, ADDISON HEIGHTS SUBDIVISION No. , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-008
LOTS 61 AND 62, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS , OAKLAND COUNTY RECORDS.

20-27-353-007
THE EAST 93 FEET OF LOT 60, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS , OAKLAND COUNTY RECORDS.

20-27-353-006
THE EAST 93 FEET OF LOT 59, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS , OAKLAND COUNTY RECORDS.

20-27-353-005
THE EAST 93 FEET OF LOT 58, ADDISON HEIGHTS SUBDIVSION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-004
THE EAST 93 FEET OF LOT 57, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-003
THE EAST 93 FEET OF LOT 56, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-002
THE EAST 93 FEET OF LOT 55, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-001
THE EAST 93 FEET OF LOT 54, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

SITE AREA:	25,032 SQ FT* (+/- 0.575 ACRES) *INCLUDES WEST 9' - 0" OF THE VACATED ALLEY
CURRENT ZONING:	OFFICE DISTRICT
PROPOSED ZONING:	MAPLE ROAD DISTRICT
PROPOSED USE:	EFFICIENCY APARTMENTS

PROPOSED MULTIPLE FAMILY RESIDENTIAL USE:
STUDIO APARTMENTS (RENTAL).

35 UNITS PROPOSED -	1 PARKING SPACES / EACH DWELLING UNIT (REQUIRED)
PARKING REQUIRED:	35 SPACES
PARKING PROVIDED:	41 SPACES + 2 SPACES BARRIER FREE = 43 TOTAL SPACES*

*ADDITIONAL 4 ON STREET PARKING SPACES ADJACENT TO PROPERTY.

PROPOSED OPEN SPACE: 4,511 SQ FT (OPEN) / 25,032 SQ FT (SITE) = 18.75%*

* 15% REQUIRED OPEN SPACE BASED ON TABLE 5.03.B.3 BUILDING FORM C

BUILDING SITE COVERAGE: 7,497 SQ FT (BUILDING FOOTPRINT) / 25,032 SQ FT (SITE) = 30.00%

SETBACK INFORMATION:

PROPERTY SETBACKS SUBJECT TO SETBACK REQUIREMENTS AS FOLLOWS PER TABLE 5.03.B.3 BUILDING FORM C, UNLESS OTHERWISE ALLOWED BY THE PLANNING COMMISSION:

FRONT:	REAR:	SIDE:
MINIMUM: 10'-0"	MINIMUM: 30'-0"	MINIMUM: N/A
MAXIMUM: 30'-0"	MAXIMUM: NONE	MAXIMUM: NONE

THE PROPOSED BUILDING SETBACKS ARE:

FRONT (WEST, NORTH) BUILD TO LINE:	10'-0" TO FACE OF BUILDING
FRONT (SOUTH) BUILD TO LINE:	30'-0" TO FACE OF BUILDING
REAR (EAST):	50'-4" TO FACE OF BUILDING

BUILDING HEIGHT INFORMATION:

THE PROPOSED BUILDING HEIGHT IS 36' - 0" TO THE MID POINT OF THE ROOF.

BARRIER FREE REQUIREMENTS:

BARRIER FREE PARKING:
2 BARRIER FREE DESIGNATED PARKING SPACES ARE PROVIDED PER ADA

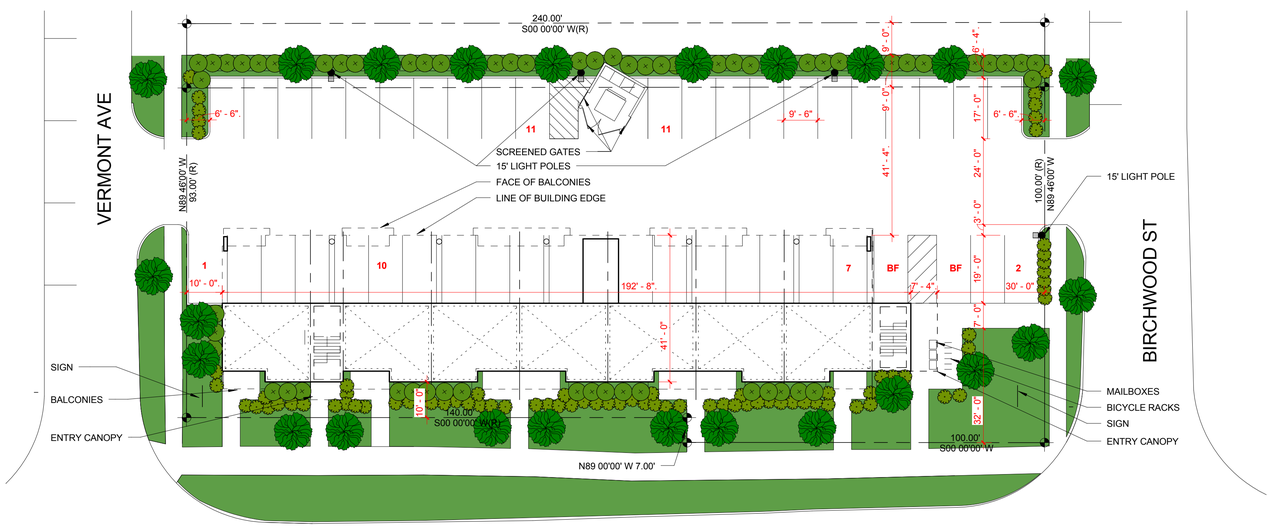
BARRIER FREE DWELLING UNITS:
2% OF TOTAL UNITS ARE REQUIRED TO BE "TYPE A" (MIN OF 1) PER MBC 1107.6.2.1.1.
THE 1 "TYPE A" UNIT IS LOCATED ON THE FIRST FLOOR.

BUILDING INFORMATION:

OCCUPANCY USE:	R-2
CONSTRUCTION TYPE:	5B
FIRST FLOOR AREA:	4,157 GROSS SQ FT
SECOND FLOOR AREA:	7,160 GROSS SQ FT
THIRD FLOOR AREA:	7,497 GROSS SQ FT
MEZZANINE FLOOR AREA:	1,305 NET SQ FT
TOTAL:	18,814 GROSS SQ FT*

*MEZZANINES DO NOT CONTRIBUTE TO EITHER THE BUILDING AREA OR THE NUMBER OF STORIES AS REGULATED BY MBC SECTION 503.1

APARTMENTS TYPES	UNIT TYPE	QUANTITY	NET SQ FT
TYPE "01" STUDIO	(0)	7	**425**
TYPE "02A" STUDIO	(0)	12	**355**
TYPE "02B" STUDIO	(0)	2	**390**
TYPE "03A" STUDIO LOFT	(0)	10	**486** (399+93)
TYPE "03B" STUDIO LOFT	(0)	2	**442** 360+82
TYPE "03C" STUDIO LOFT	(0)	1	**470** 390+87
TYPE "03D" STUDIO LOFT	(0)	1	**665** 542+124
		35 UNITS	



A1 ARCHITECTURAL SITE PLAN
1" = 20'-0"

Stantec

FOR REVIEW
NOT FOR
PERMITTING, OR
CONSTRUCTION

AMBER PROPERTIES COMPANY
380 N. CROOKS RD
CLAWSON, MI 48017

AMBER STUDIOS AND LOFTS
TROY, MI 48083

CHECKED:
SCALE: **As indicated**
© 2015 Stantec

ISSUE:

2015.08.03	CONDITIONAL REZONING

SHEET TITLE:
ARCHITECTURAL SITE PLAN

AS01

Project: **214100111**

8/3/2015 8:39:08 AM
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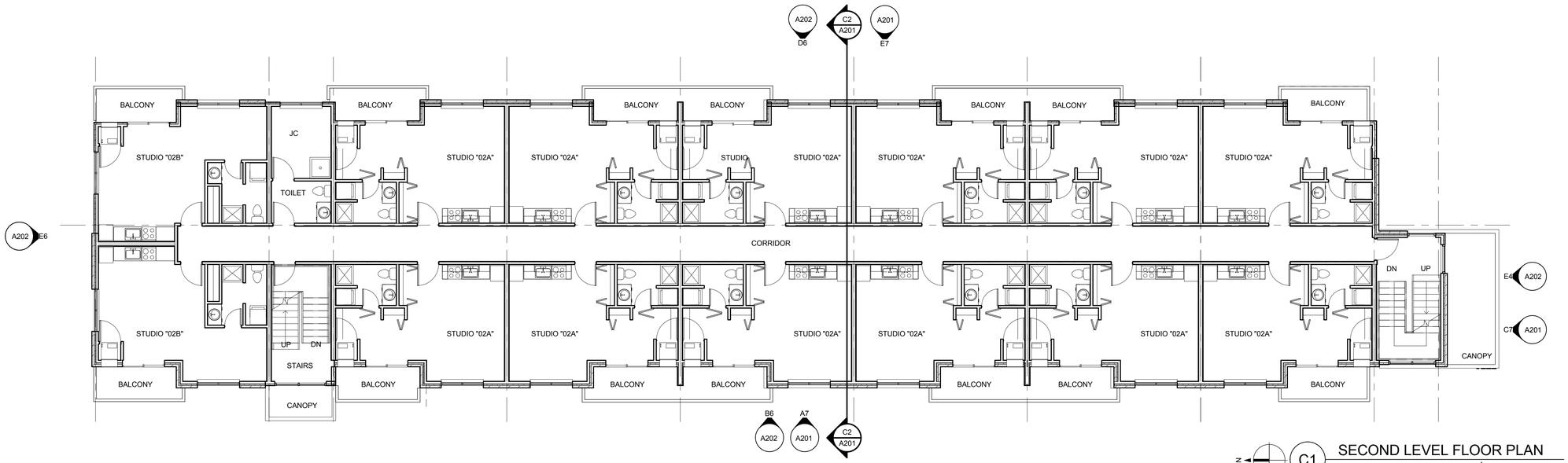
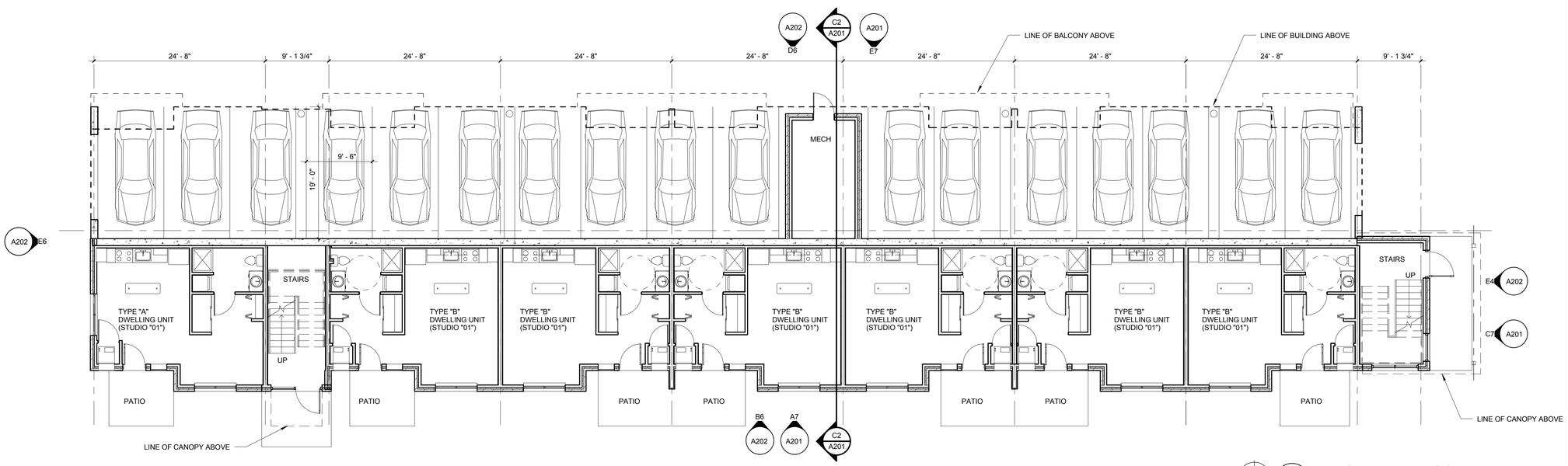


C1 SECOND LEVEL FLOOR PLAN

1/8" = 1'-0" REFERENCED ON **A7 / A201**

REFER TO FIRST FLOOR PLAN FOR OVERALL DIMENSIONS



A1 FIRST LEVEL FLOOR PLAN

1/8" = 1'-0" REFERENCED ON **A7 / A201**

Stantec

FOR REVIEW
NOT FOR
PERMITTING, OR
CONSTRUCTION

AMBER PROPERTIES COMPANY
380 N. CROOKS RD
CLAWSON, MI 48017

AMBER STUDIOS AND LOFTS
TROY, MI 48083

CHECKED:
SCALE: **1/8" = 1'-0"**
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ISSUE:

2015.08.03	CONDITIONAL REZONING

SHEET TITLE:

FIRST & SECOND FLOOR PLANS

A111

Project: **214100111**

7/30/2015 4:12:02 PM
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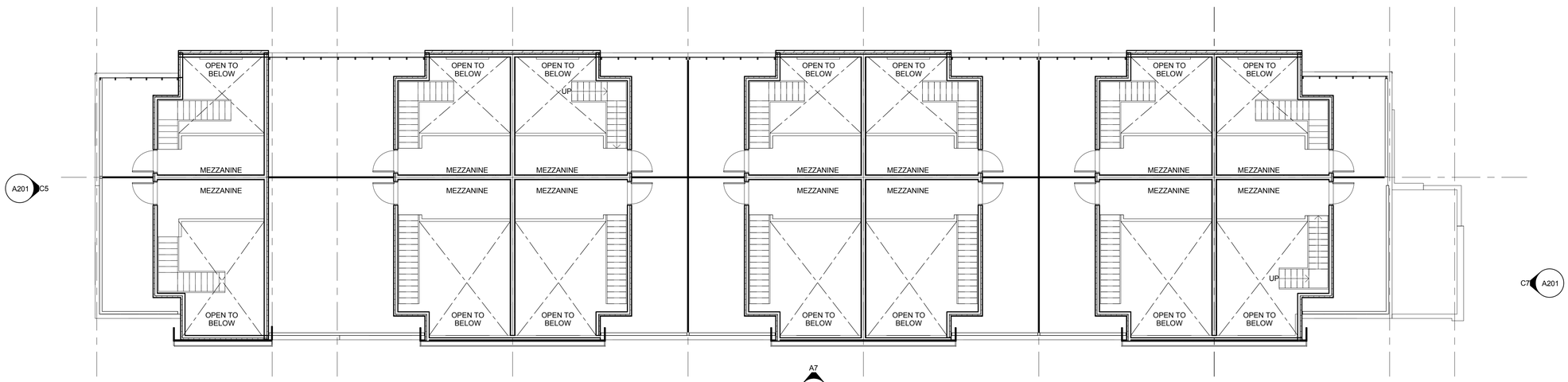
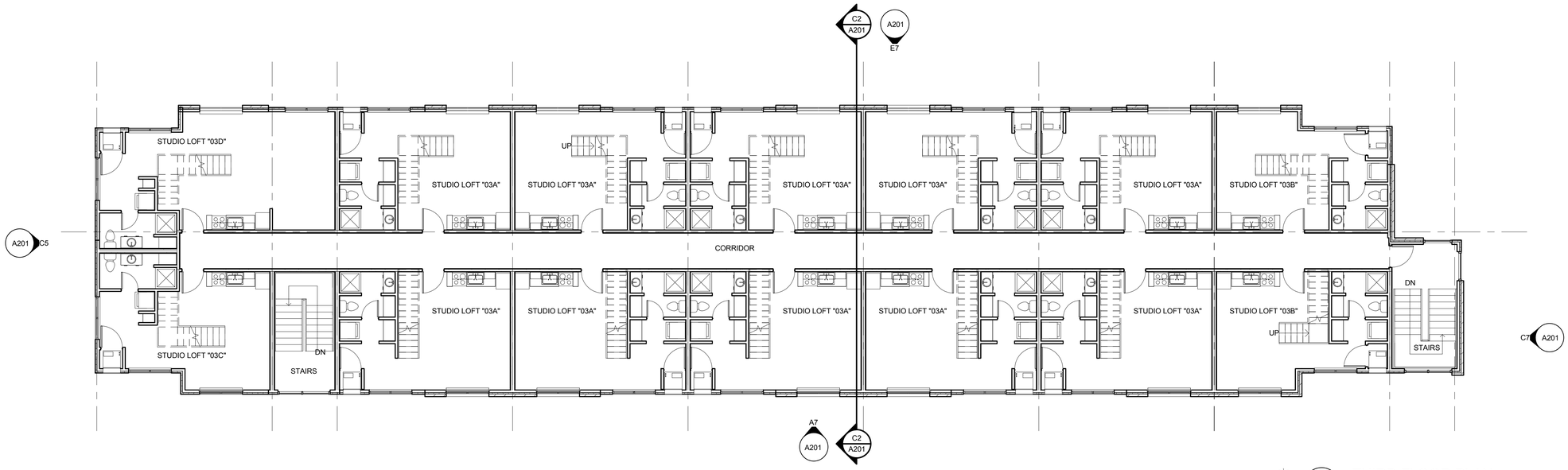


C1 MEZZANINE FLOOR PLAN
1/8" = 1'-0" REFERENCED ON A7 / A201



A1 THIRD FLOOR PLAN
1/8" = 1'-0" REFERENCED ON A7 / A201

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ISSUE:

2015.08.03	CONDITIONAL REZONING

SHEET TITLE:
THIRD FLOOR & MEZZANINE PLANS

A121

Project: **214100111**

7/30/2015 4:09:57 PM
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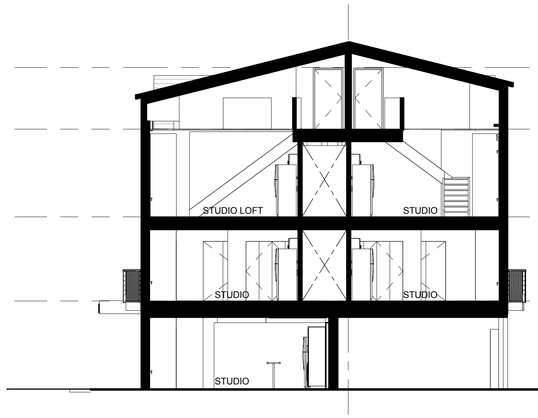
PROPOSED MATERIALS

- BRICK 1: **#1348** BOWERSTON SHALE COMPANY
- BRICK 2: **#50** BOWERSTON SHALE COMPANY
- GLAZED BLOCK: **GAS LIGHT BLUE** BELDEN BRICK COMPANY
- TERRACE RAILING: **BLACK** VINYL METAL MESH
- GALVALUME PROFILED SIDING: CENTRIA
- ASPHALT SHINGLES: **HARVARD SLATE** IKO CAMBRIDGE AR

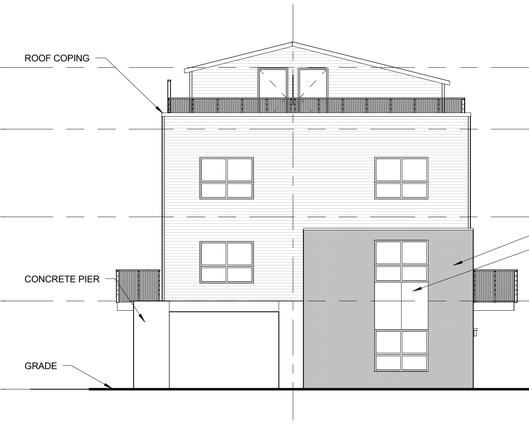
E7 EXTERIOR ELEVATION - EAST

1/8" = 1'-0"



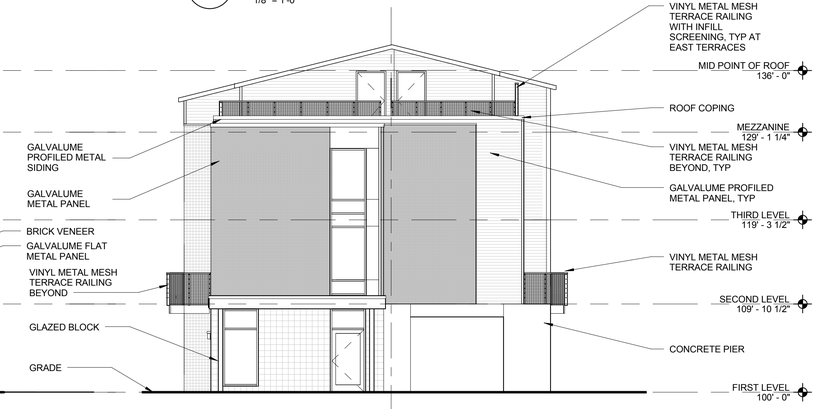
C2 BUILDING SECTION

1/8" = 1'-0"



C5 EXTERIOR ELEVATION - NORTH

1/8" = 1'-0"



C7 EXTERIOR ELEVATION - SOUTH

1/8" = 1'-0"

A7 EXTERIOR ELEVATION - WEST

1/8" = 1'-0"

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TROY, MI 48083

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2015.08.03	CONDITIONAL REZONING

SHEET TITLE:
EXTERIOR ELEVATIONS

A201

Project: **214100111**

7/30/2015 5:01:35 PM
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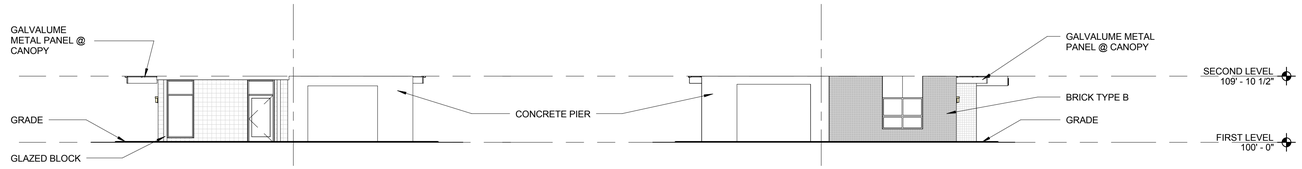
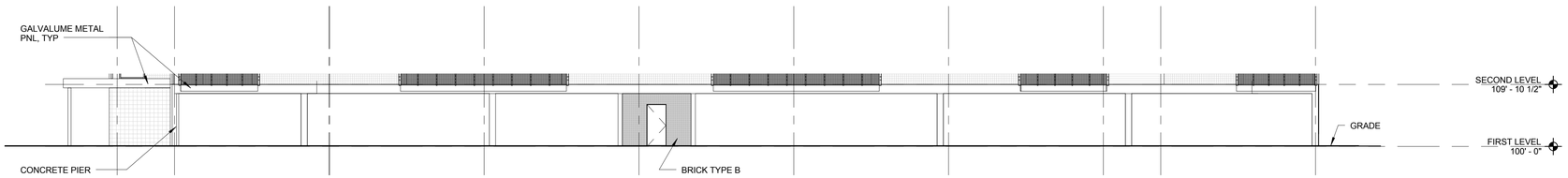


E4 GROUND LEVEL EXTERIOR ELEVATION - SOUTH

3/32" = 1'-0"

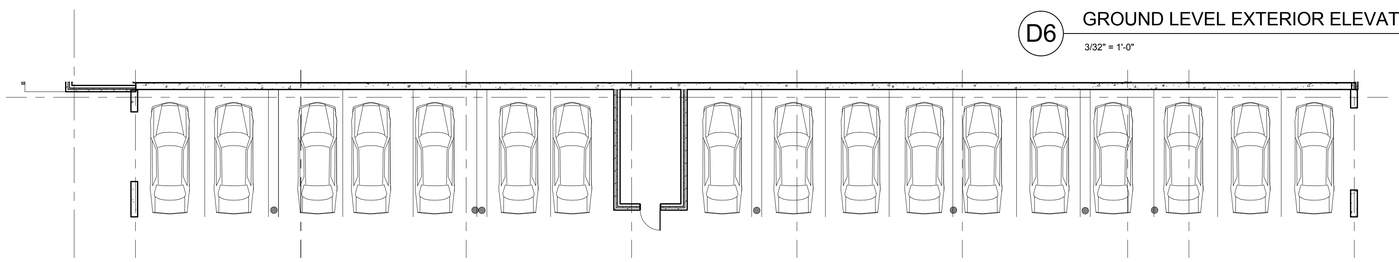
E6 GROUND LEVELEXTERIOR ELEVATION - NORTH

3/32" = 1'-0"



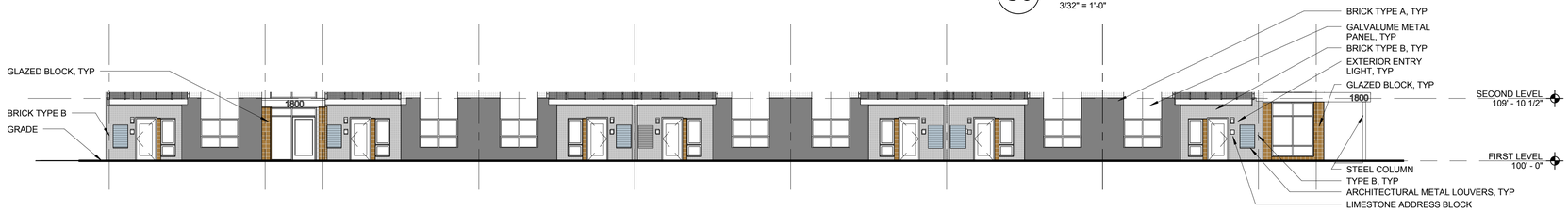
D6 GROUND LEVEL EXTERIOR ELEVATION - EAST

3/32" = 1'-0"



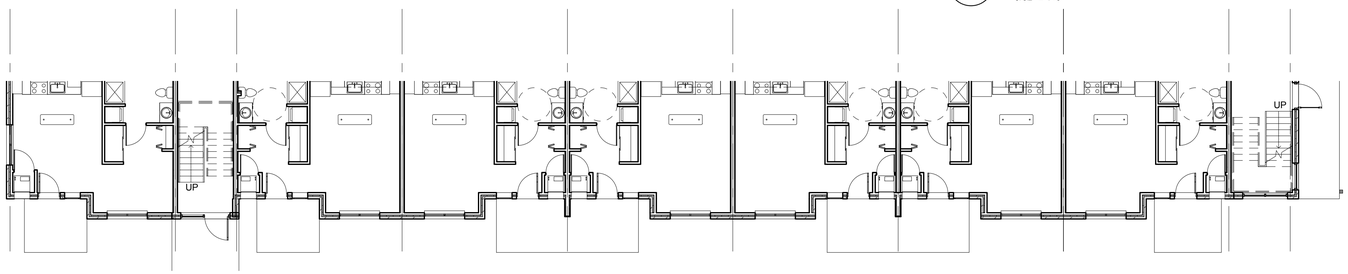
C6 GROUND LEVEL PARTIAL FLOOR PLAN - EAST

3/32" = 1'-0"



B6 GROUND LEVEL EXTERIOR ELEVATION - WEST

3/32" = 1'-0"



A6 GROUND LEVEL PARTIAL FLOOR PLAN - WEST

3/32" = 1'-0"

GROUND STORY ACTIVATION

FACADE VARIATION - 5.05 E.1

UNINTERRUPTED PUBLIC STREET FACADE LENGTH

MAX ALLOWED :		25'-0"
PROPOSED :	SOUTH ELEVATION	18'-10"
	NORTH ELEVATION	19'-0"
	WEST ELEVATION	24'-8"

TRANSPARANCY ALTERNATIVES - 5.05E3b

(A) EXPRESSION OF STRUCTURAL SYSTEM
- EXPRESSION OF CONCRETE WALLS, BEAMS, AND BALCONIES
- INDENTED/OUTDENTED UNIT PLACEMENT

(D) MATERIAL VARIATION
- ALTERNATING BRICK COLOR
- FLAT METAL PANELS

(E) INTEGRATED ARCHITECTURAL ORNAMENTATION
- GLAZED BLOCK TO SIGNIFY ENTRANCES
- LIMESTONE ADDRESS BLOCKS

(F) OUTDOOR SEATING (5.05E3bii)

GROUND STORY ACTIVATION CALCULATIONS

SOUTH ELEVATION

REQUIREMENT	% PROPOSED	% REQUIRED
TRANSPARENCY TOTAL	55.6%	50% MIN*
GLAZING/DOORS	12.9%	
THE BASE MATERIAL FOR THIS ELEVATION IS : **GLAZED BLOCK** THE FOLLOWING CHART LISTS THE ALTERNATIVE MATERIALS USED		
TRANSPARENCY ALTERNATIVES	42.7%	80% MAX
MATERIAL VARIATION	42.7%	50% MAX
CONCRETE	28.6%	
METAL PANEL	14.1%	

NORTH ELEVATION

REQUIREMENT	% PROPOSED	% REQ
TRANSPARENCY TOTAL	51.0%	50% MIN*
GLAZING/DOORS	9.7%	
THE BASE MATERIAL FOR THIS ELEVATION IS : **BRICK TYPE B** THE FOLLOWING CHART LISTS THE ALTERNATIVE MATERIALS USED		
TRANSPARENCY ALTERNATIVES	41.3%	80% MAX
MATERIAL VARIATION	41.3%	50% MAX
FLAT METAL PNL	9.1%	
CONCRETE	32.2%	

EAST ELEVATION

REQUIREMENT	% PROPOSED	% REQ
TRANSPARENCY TOTAL	47.5%	30% MIN*
DOORS	4.5%	
THE BASE MATERIAL FOR THIS ELEVATION IS : **CONCRETE** THE FOLLOWING CHART LISTS THE ALTERNATIVE MATERIALS USED		
TRANSPARENCY ALTERNATIVES	43.4%	100% MAX
MATERIAL VARIATION	43.4%	50% MAX
BRICK TYPE B	21.1%	
FLAT METAL PANEL	22.3%	

WEST ELEVATION

REQUIREMENT	% PROPOSED	% REQ
TRANSPARENCY TOTAL	99.6%	50% MIN*
GLAZING/DOORS	29.7%	
THE BASE MATERIAL FOR THIS ELEVATION IS : **BRICK TYPE B** THE FOLLOWING CHART LISTS THE ALTERNATIVE MATERIALS USED		
TRANSPARENCY ALTERNATIVES	69.9%	80% MAX
MATERIAL VARIATION	40.4%	50% MAX
GLAZED BLOCK	4.2%	
BRICK TYPE A	22.2%	
FLAT METAL PNL	11.4%	
ARCHITECTURAL METAL LOUVERS	2.6%	
OUTDOOR DINING/SEATING	29.5%	60% MAX

*TRANSPARENCY REQUIREMENT EQUALS TRANSPARENCY ALTERNATIVES IN ADDITION TO GLAZING AND DOORS.

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TROY, MI 48083

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ISSUE:

2015.08.03	CONDITIONAL REZONING

SHEET TITLE:

GROUND STORY ACTIVATION

A202

Project: **214100111**

7/30/2015 5:00:22 PM
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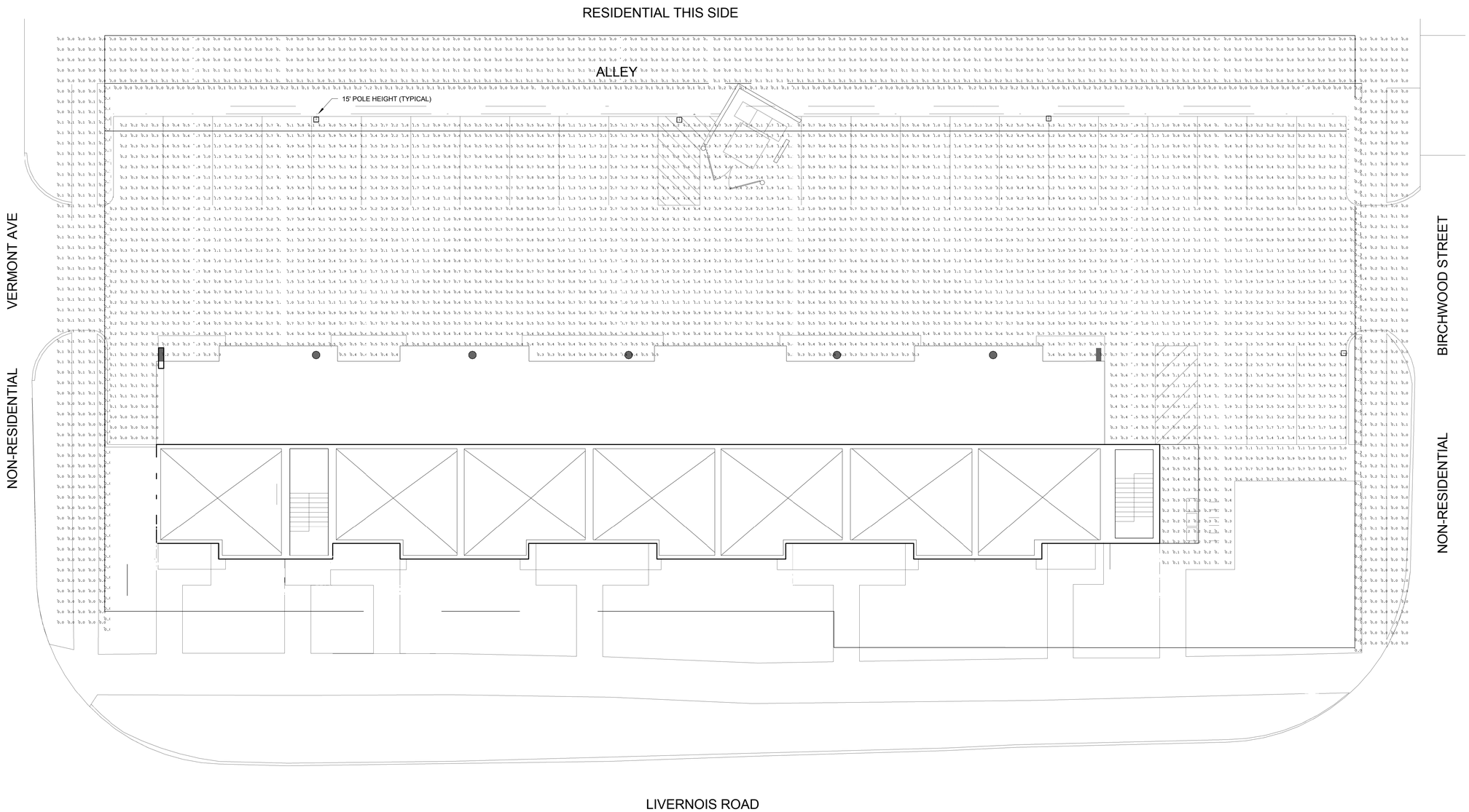

CALCULATION SUMMARY							
LABEL	CALC TYPE	UNITS	AVG	MAX	MIN	AVG/MIN	MAX/MIN
10' BEYOND BOUNDARY	ILLUMINANCE	FC	0.05	0.7	0.0	N.A.	N.A.
5' AFF PROPERTY LINE	ILLUMINANCE	FC	0.12	1.3	0.0	N.A.	N.A.
PARKING LOT	ILLUMINANCE	FC	1.56	6.3	0.0	N.A.	N.A.

LUMINAIRE SCHEDULE					
DESCRIPTION	TOTAL LAMP LUMENS	LLF	LLD	LDD	TOTAL WATTS
LITHONIA KSF1 150S R4SC-KSF1 IV 150W HP	16000	0.720	0.80	0.9	189
LITHONIA KSF1 250M R4SC 250W HP	22500	0.720	0.80	0.9	864

1 ELECTRICAL SITE LIGHTING PHOTOMETRICS
1" = 10'-0"

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AMBER PROPERTIES COMPANY
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2015.08.03	CONDITIONAL REZONING

SHEET TITLE:
ELECTRICAL SITE LIGHTING PHOTOMETRICS

ESC01

Project: **214100111**

7/31/2015 8:01:12 AM
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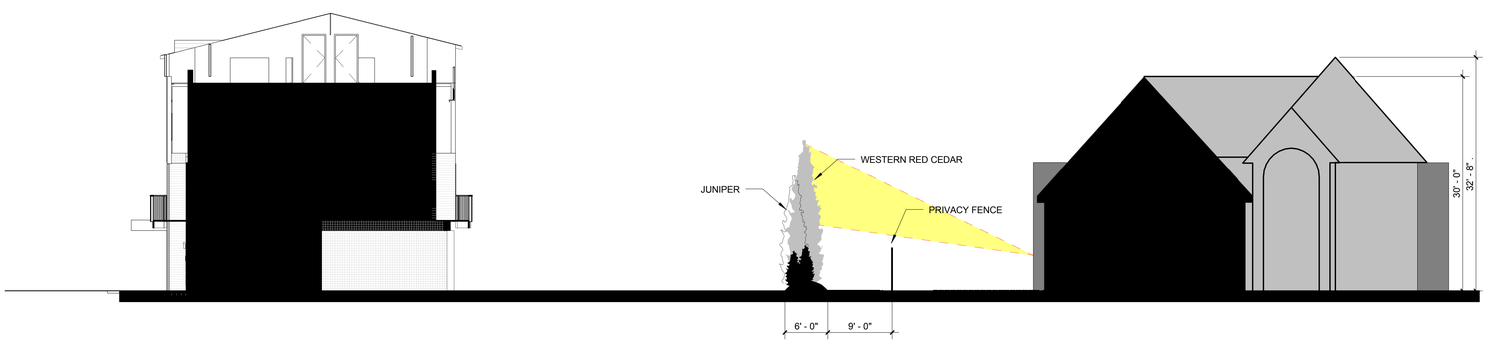
C1 SITE PLAN - LINE OF SIGHT DIAGRAM FROM HOUSES

1" = 20'-0" REFERENCED ON A7 / A201

LINE OF SIGHT



A1 SECTION - LINE OF SIGHT DIAGRAM FROM HOUSES

1" = 10'-0" REFERENCED ON /

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AMBER PROPERTIES COMPANY
380 N. CROOKS RD
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AMBER STUDIOS AND LOFTS
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ISSUE:

SHEET TITLE:
LINE OF SIGHT TO BUILDING

A204

Project: 214100111

8/14/2015 3:48:06 PM
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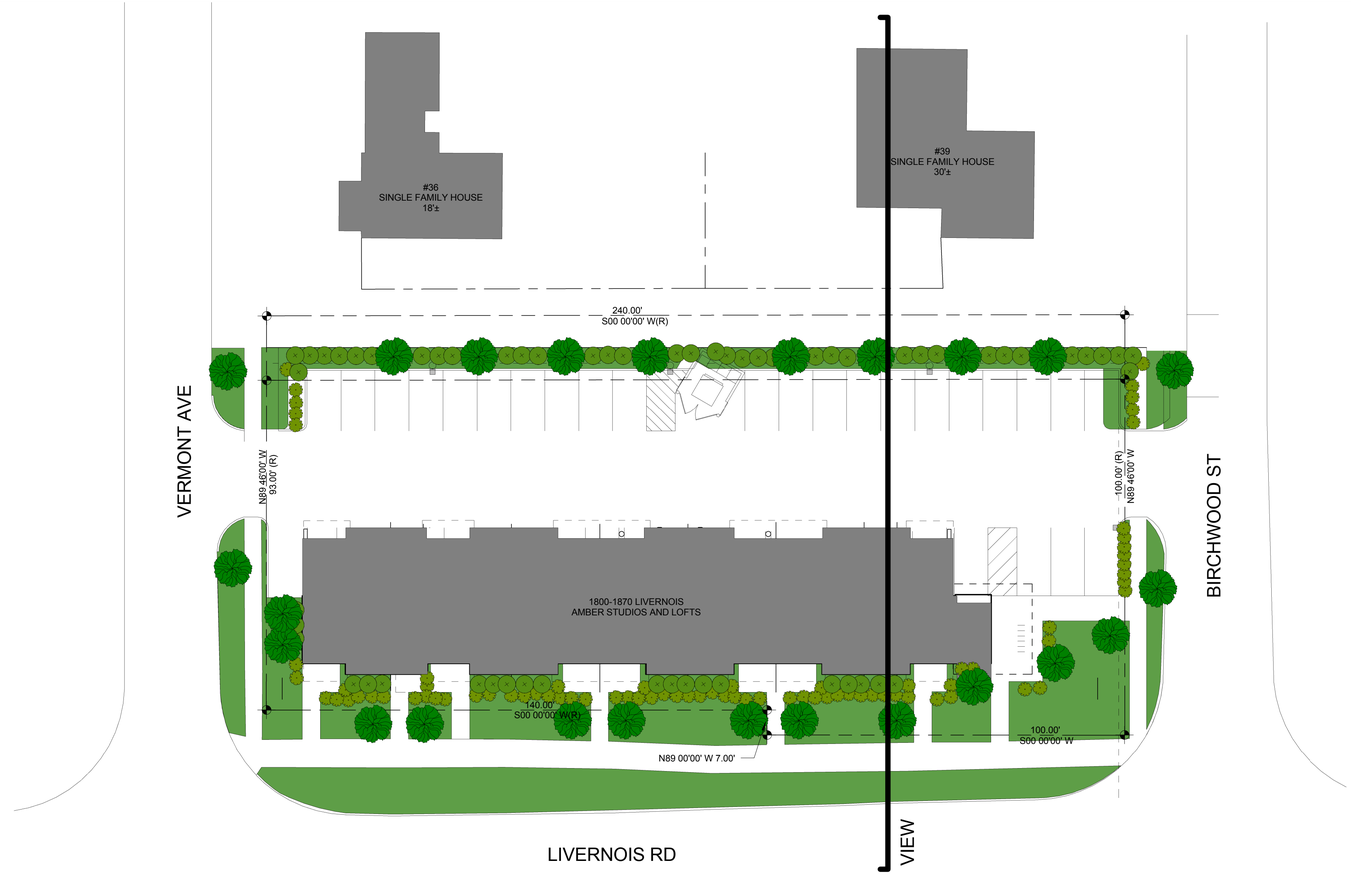
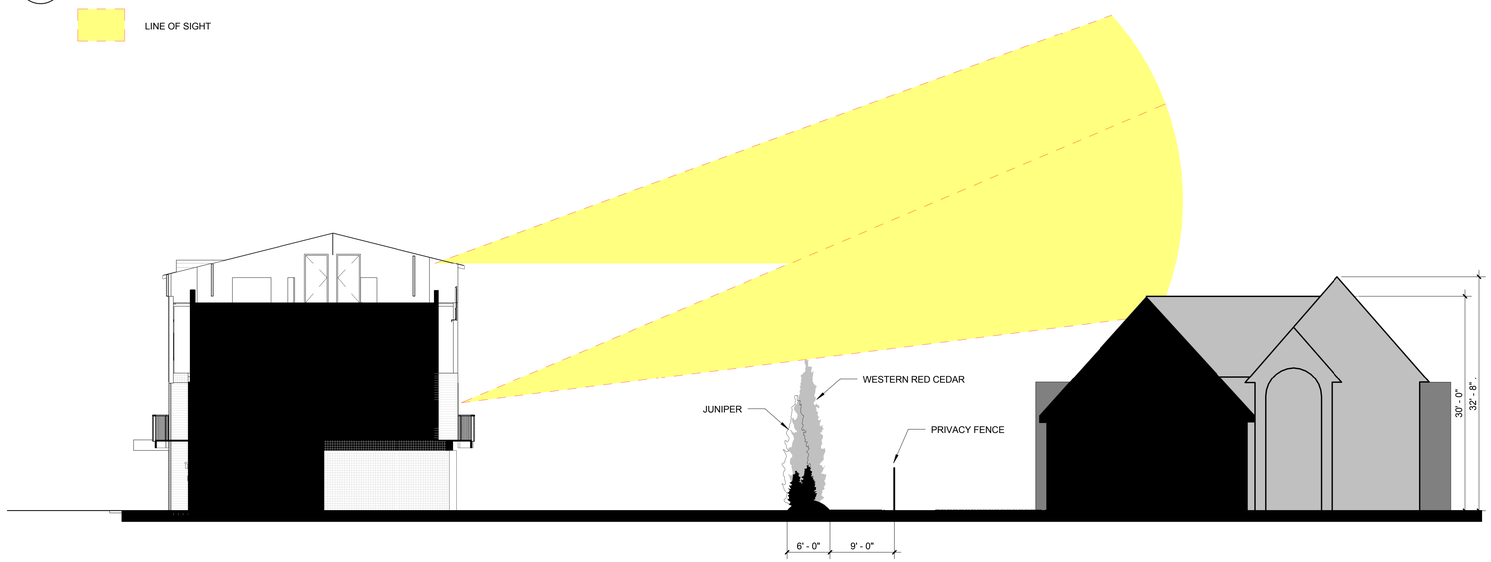


C1 SITE PLAN - LINE OF SIGHT DIAGRAM TO HOUSES

1" = 20'-0" REFERENCED ON A7 / A201

LINE OF SIGHT



A1 SECTION - LINE OF SIGHT DIAGRAM TO HOUSES

1" = 10'-0" REFERENCED ON /

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CONSTRUCTION

AMBER PROPERTIES COMPANY
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ISSUE:

SHEET TITLE:
LINE OF SIGHT FROM BUILDING

A205

Project: 214100111

8/14/2015 3:49:15 PM
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PLUNKETT COONEY

August 18, 2015

Mayor Dane Slater
and Troy City Council
City of Troy
500 W. Big Beaver Rd.
Troy, MI 48084

Re: Amber Properties Company
1800-1870 Livernois, Troy, Michigan ("Property")
Conditional Rezoning Agreement

Dear Mayor Slater and City Council Members:

Amber Properties Company ("Amber") proposes to construct a 35-unit studio apartment building on the Property. Amber has signed a Purchase Agreement with the Sellers for the Property, which has been vacant for many years with little interest shown by potential buyers. Amber's goal is to turn this vacant lot into a cutting edge, residential living building consistent with similar new projects that have been built in Washington, D.C., Chicago, New York and Boston.

Amber has submitted plans to build the 35 units that range in size from 355 to 542 square feet. The first and second floor units will be studio apartments and the third floor units will be studio lofts.

Each apartment will include the following amenities:

- Kitchen area, including stove, refrigerator, dishwasher and microwave;
- In-unit washer/dryer;
- Individually-controlled heating/cooling; and
- Polished concrete or hardwood floors.

Since submitting its request for conditional rezoning to you in correspondence dated May 22, 2015, Amber has diligently pursued requisite Project approvals. We are pleased that the Troy Planning Commission voted unanimously to recommend conditional rezoning and the preliminary site plan at its meeting of July 28, 2015. Prior to that meeting, we extended an invitation to all residents on the City's notice list to attend an informational meeting at the Troy Community Center on July 22, 2015. We hosted eight of our residential and commercial neighbors.

This Project is "variance-free." 43 parking spaces are provided, in excess of zoning requirements. While we do not anticipate any parking issues, Amber is willing to commit to limit one person to each studio apartment.

Following the initial meeting with the Planning Commission, Amber made substantial revisions to the design of the building. These changes include:

- Architectural improvements to redistribute the overall building mass and better incorporate activation design elements to the elevations.
- Enhancements to the south building entry in addition of a building canopy to signify the main entry point for pedestrians. This area closest to Maple Road now includes the bicycle parking area and mailboxes.
- Provisions for terrace screening along the east elevation for improved residential neighborhood privacy.

Amber has also filed its request for alley vacation with the Planning Department. The purpose of the alley vacation will be to allow us to utilize the nine westerly feet of the alley for the Project. We had discussions with one of the property owners to potentially acquire the nine easterly feet of the alley to be an additional greenbelt between the properties.

Amber is very pleased that it has the opportunity to develop this Project in the Maple Road/Livernois area. Redevelopment efforts, as most exemplified by the opening of the new MJR Theater, indicates this will continue to be a growing area in the City. Due to the flexibility of the City has exhibited in its Master Plan, Amber has chosen to place its Project in this exact location to take advantage of the redevelopment momentum that is occurring.

Amber respectfully requests approval of its conditional rezoning request. We look forward to attending the August 24, 2015 City Council meeting to further discuss the Project. In the meantime, if you have any questions, please feel free to contact me at your earliest convenience.

Sincerely,

Dennis G. Cowan
PLUNKETT COONEY
Direct Dial: (248) 901-4029
Email: dcowan@plunkettcooney.com

DGC/cmw
cc: Jerry Amber
Justin Wieber
Open.19331.70425.15813195-1

(Above space for recording purposes.)

CONDITIONAL REZONING AGREEMENT

THIS CONDITIONAL REZONING AGREEMENT ("Agreement") is hereby entered into by and between AMBER PROPERTIES COMPANY, a Michigan corporation, 380 N. Crooks Road, Clawson, Michigan 48017 ("Amber"), MICHAEL FARRUG, 1824 Livernois, Troy, Michigan 48083, JAMES D. SHEPPARD, 269 Reddingwood Drive, Rochester, Michigan 48306 ("Farrug/Sheppard") and the CITY OF TROY, MICHIGAN, a Michigan municipal corporation, 500 W. Big Beaver Road, Troy, Michigan 48084 ("City") on August ____, 2015.

RECITALS

A. Farrug/Sheppard is currently the fee owner of certain vacant real property located at 1801-1870 Livernois Road, Troy, Oakland County, Michigan, more particularly described on Exhibit A, attached hereto ("Property").

B. Amber and Farrug/Sheppard have entered into an Agreement of Purchase and Sale (the "Purchase Agreement') for the purchase of the Property and Amber intends to improve and develop the Property as a multi-family residential development.

C. In order to facilitate the sale and development, Amber and Farrug/Sheppard desire to have the Property be rezoned from O (Office) District to Maple Road District under the Troy Zoning Code.

D. As part of approval of this Agreement, which will result in a rezoning of the Property from O (Office) District to Maple Road District, Amber has offered and agrees to make the improvements, proceed with the project and comply with document submission dates and/or project completion dates, as described in this Agreement and any incorporated documents. Any conditions, representations or promises included in the Agreement have been voluntarily offered by Amber to induce the City to rezone the land to the proposed classification. Amber and the City agree that the rezoning and the terms of this Agreement provides for: (i) the promotion of the public health, safety and welfare; (ii) compatibility with the Master Plan; (iii) compliance with all terms and conditions of the zoning district to which the land is to be rezoned, except as otherwise allowed in the Agreement; (iv) the accommodation of service and facility loads for public

services and facilities affected by the proposed development; (v) compatibility with adjacent uses of land; and (vi) other legitimate objectives authorized under the Michigan Planning Enabling Act, MCL 125.3801, et. seq., the Michigan Zoning Enabling Act, MCL 125.3101, et. seq. and Chapter 39, Section 16.04 of the City of Troy Zoning Ordinance. The burden of the conditions on Amber is roughly proportionate to the burdens being created by the development, and to the benefit which will accrue to Property as a result of the requirements represented in the project and/or development.

E. For the purpose of confirming the rights, obligations and restrictions in connection with the improvements and development to be undertaken on the Property, the parties have entered into this Agreement. The rezoning of the Property to Maple Road District shall become effective as set out in Section 4.1 of this Agreement. Once this Agreement is approved by the Troy City Council, it shall be binding upon the City, Amber, Farrug/Sheppard, and their agents, successors and assigns. The City's Zoning District Map shall be updated to reflect the amendment to the Zoning Ordinance and the District Map shall be updated to reflect the amendment to the Zoning Ordinance and the District Map within a reasonable period of time after the effective date of the rezoning. This Conditional Rezoning Agreement is being proposed by Amber and entered into voluntarily by Amber and the City.

F. Amber has voluntarily offered to enter into this Conditional Rezoning Agreement consistent with the Zoning Enabling Act, as defined in Article 1 of this Agreement and the City of Troy Zoning Ordinance, Chapter 39, Section 16.04 (Conditional Rezoning Procedures).

G. This Conditional Rezoning Agreement is made by the City pursuant to authority granted to the City under MCLA §125.3405, as amended.

H. The City's Planning Commission, at its July 28, 2015 meeting, passed its resolution recommending to the City Council that Amber's O (Office) District to Maple Road District rezoning request, which incorporates Site Plan approval, be granted.

I. The City, by action of its City Council at its meeting of August ___, 2015, passed its resolution and has accepted the offer of Amber to enter into this Conditional Rezoning Agreement, which incorporates Site Plan approval.

NOW, THEREFORE, Amber and the City for the good and valuable consideration outlined in this Agreement, the receipt and sufficiency of which are hereby acknowledged, agree as follows:

ARTICLE 1
DEFINITIONS AND COVENANTS

1.1 "Commencement Date" means the date of _____, 2015, which is ten (10) days after the acceptance of the conditional zoning offer by the City.

1.2 "Conditional Rezoning Agreement Documents" shall mean Chapter 39, Section 16.04 of the City's Zoning Ordinance, as amended, this Agreement and the Site Plan (see Section 2.4).

1.2 "Improvements" means (a) acquisition of building permits; (b) submission of required site bonds to City; and (c) on-site improvements on the exterior Property such as landscaping.

1.3 "Troy Zoning Code" means Chapter 39 of the Code of Ordinances of the City of Troy.

1.4 "Zoning Enabling Act" means State of Michigan's Act 110 of the Public Acts of 2006, as amended (MCLA §125.3101, et. seq., as amended).

ARTICLE 2
DESCRIPTION OF DEVELOPMENT

2.1 **Development Description.** The development involves the construction of a multi-family building on the Property, as described as Exhibit A attached.

2.2 **Development Parcel.** The Property is described on Exhibit A, attached hereto and also constitutes the entire property to be rezoned.

2.3 **Current Ownership of Property.** The Property is currently owned by Farrug/Sheppard. At such time as Amber acquires fee title to the Property, Farrug/Sheppard shall be released from all obligations hereunder, without the requirement of further act or deed.

2.4 **Site Plan.** The drawings and submittals for the Property which constitute the Site Plan and related plans are identified and attached hereto as Exhibit B ("Site Plan").

2.5 **Development Documents.** The Property shall be developed and improved only in accordance with the Conditional Rezoning Agreement Documents.

ARTICLE 3
CONDITIONS FOR REZONING

3.1 **Rezoning.** In consideration for the City's rezoning of the Property from its current classification of O (Office) District to Maple Road District, Amber agrees to be bound by the following conditions:

a. The Building Form C requirements of Maple Road District are applicable.

b. Density on the Property shall not exceed 35 multi-family dwelling units.

c. Building(s) on the Property shall be limited to no more than three stories and mezzanine, with a maximum roof height of 36 feet.

d. Unless approved by the City of Troy, the use of the Property shall be limited to the construction, maintenance and operation of a multi-family building(s) and any uses ancillary thereto.

e. Amber shall develop and improve the Property in accordance with the Site Plan documents that were recommended for approval including the site plan design considerations that were included in the Troy Planning Commission resolution adopted at its July 28, 2015 meeting, and as adopted by the City Council on _____, 2015.

3.2 **Representation**. Amber represents and confirms that the Property shall not be used or developed in a manner inconsistent with the conditions placed on rezoning as set out in this Agreement.

3.3 **Expiration**. Amber shall be subject to the expiration of the provisions of Section 16.04.E. of the Troy Zoning Ordinance and Section 6.2 of this Agreement.

ARTICLE 4
REZONING

4.1 **Resolution and Zoning Map Amendment**. Directly after City Council's approval of this Conditional Rezoning Agreement, City Council shall pass a Resolution rezoning the Property from an O (Office) District zoning classification to a Maple Road District classification. That Resolution shall also state that the Zoning Map shall be amended to reflect a new zoning classification. The Planning Director shall take necessary action to amend the Zoning Map to the new classification along with a relevant designation that will provide reasonable notice of the Conditional Rezoning Agreement. The Conditional Rezoning Approval and the amendment to the Zoning Map shall not become effective until the Conditional Rezoning Agreement is recorded with the Oakland County Register of Deeds and a certified copy of the Agreement is filed with the City Clerk.

ARTICLE 5
DEVELOPER'S RIGHTS, OBLIGATIONS AND PROPERTY RESTRICTIONS

5.1 **Right to Develop**. Amber shall have the right to develop the Property in accordance with the Conditional Rezoning Agreement Documents. The Site Plan included in the Conditional Rezoning Agreement Documents is deemed approved and in compliance with the conditions as stated in Section 3.1. If development and/or actions

are undertaken on or with respect to the Property in violation of the Conditional Rezoning Agreement, such development and/or actions shall constitute a violation of the City of Troy Code of Ordinances and deemed a nuisance per se. In such cases, the City may issue a stop work order relative to the Property and seek any other lawful remedies. Until curative action is taken to bring the Property into compliance with the Conditional Rezoning Agreement, the City may withhold or, following notice and an opportunity to be heard, revoke permits and certificates in addition to or in lieu of such other lawful action to achieve compliance.

5.2 **Compliance with Agreement.** All development, use, and improvement of the Property shall be subject to and in accordance with this Agreement, the Conditional Rezoning Agreement Documents, all applicable City Ordinances, and shall also be subject to and in accordance with all other approvals and permits required under applicable City Ordinances and State law.

5.3 **Compliance with City Ordinances.** Amber shall comply with the City Code of Ordinances, make any necessary application for permits and obtain any necessary permits for the development of the Property, including signage.

5.4 **Amendment to Plans.** In the event that during the course of final site plan review, building permits review or construction and development of the Property, the City's Planning Department or Building Department determine that the engineering or building plans, as submitted by Amber, shall need to vary from the approved Site Plan, then the Building Department and/or Planning Department shall be empowered to administratively approve such change or variance, consistent with City Ordinances, without amending this Agreement, provided that such changes or variances are consistent with the Conditional Rezoning Agreement Documents. Notwithstanding the foregoing, any change that affects Section 3.1(a), (b), (c) or (d) of this Agreement shall require an amendment of the Agreement.

ARTICLE 6
THE CITY'S RIGHTS AND OBLIGATIONS

6.1 **Police Powers.** The action of the City in entering into this Conditional Rezoning Agreement is based upon the understanding that the intent and spirit of the police power objectives of the City relative to the Property are embodied in the Conditional Rezoning Agreement Documents and those powers are assured based upon the development and/or undertakings on the Property. The City is thus achieving its police power objective and has not, by this Agreement, bargained away or otherwise compromised any of its police power objectives.

6.2 **Expiration.** Conditional Rezoning approval shall expire following a period of two (2) years from the effective date of the rezoning as set out above unless progress has been diligently pursued and substantial completion has occurred in accordance with permits issued by the City. The City shall have the sole discretion to determine if progress has been diligently pursued by Amber. The City, through its employees and agents, shall

at all times be allowed to enter onto the Property to determine the progress of the development.

6.3 **Enforcement.** The City may initiate legal action for the enforcement of any of the provisions, requirements, and obligations set forth in the Conditional Rezoning Agreement. In the event the City obtains any relief as a result of such litigation, Amber shall pay all court costs and attorney fees incurred by the City in connection with such suit.

6.4 **Non-Compliance.** If Amber is developing the Property in non-compliance with the Conditional Rezoning Agreement, the City may issue a stop work order as to any or all aspects of the Development, may deny the issuance of any requested building permit or certificate of occupancy within any part or all of the Development regardless of whether the Developer is the named applicant for such permit or certificate of occupancy, and may suspend further inspections of any or all aspects of the Development.

6.5 **Compliance.** To the extent the Conditional Rezoning Agreement Documents deviate from the City of Troy Development Standards, Zoning Ordinance or other City ordinances, or any amendments thereto, the Conditional Rezoning Agreement Documents shall control. All improvements constructed in accordance with the Conditional Rezoning Agreement Documents shall be deemed to be conforming under the Zoning Ordinance and in compliance with all ordinances of the City.

ARTICLE 7
GENERAL PROVISIONS

7.1 **The City's Representations and Warranties.** The City represents and warrants to Amber as follows:

a. **Authority.** The City has the authority to enter into this Conditional Rezoning Agreement and to perform and carry out all obligations, covenants and provisions hereof. The City's authority shall be evidenced by appropriate resolutions.

b. **Transfer of Ownership.** The transfer of title of the Property from Farrug/Sheppard to Amber or an entity in which the principals of Amber do have an ownership interest, if such transfer is made prior to substantial completion of the Improvements, shall not constitute an event of default under this Conditional Rezoning Agreement;

c. **Compliance.** The Conditional Rezoning Agreement complies with the requirements of City Ordinances, including the Troy Zoning Code.

d. **Sole Authority.** The City Council is the sole and appropriate municipal body to enter into the Conditional Rezoning Agreement with Amber and Farrug/Sheppard.

e. **Plan Review.** The City will timely review the plans and documents submitted for building permits, public utilities and signage, and any amendments thereto submitted by Amber to achieve the purposes of this Conditional Rezoning Agreement.

f. **Use.** The intended land use for the Property is a permissible use under the Troy Zoning Code and Troy Master Plan.

g. **Validity of Use.** In the event that the Troy Zoning Code is amended such that the use provided for in this Conditional Rezoning Agreement for the Property are no longer permitted uses of right in the Maple Road District, the use provided for in this Conditional Rezoning Agreement and continuation of those uses shall be governed by the provisions of Troy's Zoning Ordinance governing non-conforming lots, uses and structures currently set forth in Article 14 of the Zoning Ordinances.

h. **Restraints**. Neither the execution nor delivery of this Conditional Rezoning Agreement nor the consummation of the transaction contemplated hereby is in violation of any provision of any existing law or regulation, order or decree of any court or governmental entity, the City's Charter, or any agreement to which the City is a party or by which it is bound.

i. **Disclosure**. No representation or warranty by the City, or any statement or certificate furnished to Amber pursuant hereto or in connection with the transactions contemplated hereby, contains or will contain any untrue statement of a material fact or will omit to state any fact necessary to make the statements contained herein or therein not misleading.

j. **Litigation**. The City has no notice of and there is no pending or threatened litigation, administrative action or examination, claim or demand before any court or any federal, state or municipal governmental department, commission, board, bureau, agency or instrumentality thereof which would affect the City or its principals from carrying out the covenants and promises made herein.

7.2 **Amber's Representations and Warranties.** Amber represents and warrants to the City as follows:

a. **Organization**. Amber has all requisite power and authority to own and operate its assets and properties, to carry on business as now being conducted, and to enter into and perform the terms of the Conditional Rezoning Agreement.

b. **Authorization**. The execution and delivery of this Conditional Rezoning Agreement and consummation of the transactions contemplated hereby have been duly authorized by Amber.

c. **Restraints**. Neither the execution nor delivery of this Conditional Rezoning Agreement nor the consummation of the transaction contemplated hereby is in violation of any provision of any existing law or regulation, order or decree of any court or governmental entity, Amber's organizational documents, or any agreement to which the Amber is a party or by which it is bound.

d. **Disclosure**. No representation or warranty by Amber, or any statement or certificate furnished to the City pursuant hereto or in connection with the transactions contemplated hereby, contains or will contain any untrue statement of a material fact or will omit to state any fact necessary to make the statements contained herein or therein not misleading.

e. **Litigation**. Amber has no notice of and there is no pending or threatened litigation, administrative action or examination, claim or demand before any court or any federal, state or municipal governmental department, commission, board, bureau, agency or instrumentality thereof which would affect Amber or its principals from carrying out the covenants and promises made herein.

f. **Financial**. Amber is financially able to develop the Property.

g. **Compliance with Laws**. Amber shall comply with all Laws and all City ordinances applicable to the construction, ownership, maintenance, operation and use of the Property.

7.3 **Effective Date**. The effective date of this Conditional Rezoning Agreement is _____, 2015, ten (10) days after the date the Troy City Council approved the rezoning or on the date the Agreement is recorded with the Oakland County Register of Deeds, whichever date is later.

ARTICLE 8
NOTICES

All notices, consents, approvals, requests and other communications, herein collectively called "Notices," required or permitted under this Conditional Rezoning

Agreement shall be given in writing, signed by an authorized representative of the City, Amber or Farrug/Sheppard and mailed by certified or registered mail, return receipt requested, personally delivered, sent by overnight courier or sent by e-mail to a party as follows:

To City:
Planning Director
City of Troy
500 W. Big Beaver Road
Troy, Michigan 48084
Tel: (248) 524-3364
Email: SavidantB@troymi.gov

With a Copy to:
City Attorney
City of Troy
500 W. Big Beaver Road
Troy, Michigan 48084
Tel: (248) 524-3320
Email: bluhmlg@troymi.gov

To Farrug/Sheppard:
Michael Farrug
1824 Livernois
Troy, Michigan 48083
Email:

James D. Sheppard
269 Reddingwood Drive
Rochester, Michigan 48306
Email:

To Amber:
Jerome Amber
Amber Properties Company
380 N. Crooks Road
Clawson, MI 48017
Tel: (248) 280-1700
Email: jamber@comcast.net

With a copy to:
Dennis G. Cowan
Plunkett Cooney
38505 Woodward, Suite 2000
Bloomfield Hills, MI 48304
Tel: (248) 901-4029
Email: dcowan@plunkettcooney.com

All such notices, certificates or other communications shall be deemed served upon the date of personal delivery, the day after delivery to a recognized overnight courier, the date of the transmission by facsimile or other electronic means is verified or two days after mailing by registered or certified mail. Any party may by notice given under this

Conditional Zoning Agreement designate any further or different addresses or recipients to which subsequent notices, certificates or communications hereunder shall be sent.

ARTICLE 9
MISCELLANEOUS

9.1 **Non-Liability of City, Officials and Employees.** No City official, officer, employee, board member, city council member, elected or appointed official, attorneys, consultants, advisors, agents and representatives, shall be personally liable to Amber for any default or breach by the City of any obligation under this Conditional Rezoning Agreement or in any manner arising out of the performance of this Conditional Rezoning Agreement by any party.

9.2 **Successors/Provisions Running With the Land.** This Conditional Rezoning Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns. The provisions of Sections 3.1 and 5.1 of this Conditional Rezoning Agreement shall be deemed benefits and burdens which shall run with the Property.

9.3 **Recording.** This Conditional Rezoning Agreement shall be recorded with the Oakland County Register of Deeds at the expense of Amber. The Site Plan documents, drawings and submittals referenced in Section 2.4 are not required to be recorded and the City shall maintain such documents in its books and records. Amber shall provide the City Clerk with a certified copy of the Agreement as recorded, showing the date of recording, liber and page numbers.

9.4 **Complete Agreement.** This Conditional Rezoning Agreement constitutes the entire agreement between the parties with respect to the subject of this Conditional Rezoning Agreement and it may not be amended or its terms varied except in writing and signed by the required parties, except for matters pursuant to Section 5.4 above.

9.5 **Conflicts.** In the event of conflict between the provisions of this Conditional Rezoning Agreement and the provision of the Troy Zoning Code, the provisions of this Conditional Rezoning Agreement shall prevail.

9.6 **Default Remedies of Amber.** The City shall not be in default in any term or condition of this Agreement unless and until Amber has provided the City with written notice that the City has failed to comply with an obligation under this Agreement, and the City has failed to cure such failure within thirty (30) days of the written notice, unless the nature of the noncompliance is such that it cannot be cured with due diligence within such period, in which case the City has failed to commence the cure within such period and thereafter diligently pursued the cure. In the event of a default, Amber's sole remedy at law or in equity shall be the right to seek specific performance as to the issuance of approvals, consents, or the issuance of building permits required by the City pursuant to this Conditional Rezoning Agreement.

9.7 **Default Remedies of City.** Amber shall not be in default in any term or condition of this Agreement unless and until the City has provided Amber with written notice that Amber has failed to comply with an obligation under this Agreement, and Amber has failed to cure such failure within thirty (30) days of the written notice, unless the nature of the noncompliance is such that it cannot be cured with due diligence within such period, in which case Amber has failed to commence the cure within such period and thereafter diligently pursued the cure. In the event of a default, the City's sole remedy at law or in equity shall be the right to seek specific performance of the obligations of Amber pursuant to this Conditional Rezoning Agreement.

9.8 **Third-Party Beneficiaries.** No term or provision of this Conditional Rezoning Agreement is intended to be, or shall be, for the benefit of any person not a party to the Agreement, and no such person shall have any right or cause of action hereunder.

9.9 **Severability.** The invalidity or any article, section, subsection, clause or provision of this Agreement shall not affect the validity of the remaining articles, sections, subsections, clauses, or provisions hereof, which shall remain valid and enforceable to the fullest extent permitted by law.

9.10 **Waiver of Breach.** A party to this Agreement does not waive any default, condition, promise, obligation, or requirement applicable to any other party hereunder, unless such waiver is in writing, signed by an authorized representative of that party, and expressly stated to constitute such waiver. Such waiver shall only apply to the extent given and shall not be deemed or construed to waive any such or other default, condition, promise, obligation, or requirement in any past or future instance. No failure of a party to insist upon strict performance of any covenant, agreement, term or condition of this Conditional Rezoning Agreement or to the exercise of any right or remedy in the event of a default shall constitute a waiver of any such default in such covenant, agreement, term, or condition.

9.11 **Governing Law.** This Conditional Rezoning Agreement shall be governed by, construed and enforced in accordance with the laws of the State of Michigan. Amber agrees, consents and submits to the personal jurisdiction of any competent court of jurisdiction in Oakland County, Michigan, for any action brought against it arising out of this Conditional Rezoning Agreement. Amber also agrees that it will not commence any action against the City because of any matter whatsoever arising out of, or relating to, the validity, construction, interpretation and enforcement of this Agreement in any courts other than those within Oakland County, Michigan. Nothing hereunder shall be construed to limit or prohibit Amber to petition or submit land use or zoning requests to the City after the Effective Date.

9.12 **Joint Drafting.** This Conditional Rezoning Agreement has been negotiated by the parties and each party has joined in and contributed to its drafting. Accordingly, there shall be no presumption favoring or burdening any of the parties based upon draftsmanship.

9.13 **Reasonableness.** After consulting with their respective attorneys, Developer and City confirm that this Agreement is authorized by and consistent with all applicable state and federal law and the United States and Michigan Constitutions, that the terms of this Agreement are reasonable, that they shall be estopped from taking a contrary position in the future, and that each shall be entitled to injunctive relief to prohibit any actions by the other inconsistent with the terms of this Agreement. Developer and the City fully accept and agree to the final terms, conditions, requirements and obligations of the Agreement and all Conditional Rezoning Agreement Documents, and shall not be permitted in the future to claim that the effect of the Agreement and the Conditional Rezoning Agreement Documents result in an unreasonable limitation upon uses of all or a portion of the Property, or claim that enforcement of any of the Agreement and the Conditional Rezoning Agreement Documents causes an inverse condemnation or taking of all or a portion of the Property. Furthermore, it is agreed that the improvements and undertakings set forth in the Agreement and the Conditional Rezoning Agreement Documents are roughly proportional to the burden being created by the development, and to the benefit which will accrue to the Property as a result of the requirements represented by the development.

9.14 **Counterparts.** This Agreement may be executed in multiple counterparts, each of which shall be deemed an original and all of which shall constitute one agreement. The signature of any party to any counterpart shall be deemed to be a signature to, and may be appended to, any other counterpart.

MICHAEL FARRUG

_____ By:_____
Witness Michael Farrug

STATE OF MICHIGAN)
) SS.
COUNTY OF OAKLAND)

The foregoing Conditional Rezoning Agreement was acknowledged before me this ____ day of _____, 2015, by Michael Farrug.

_____
_____, Notary Public
_____ County, Michigan
Acting in Oakland County
My Commission Expires: _____

Signatures continued on Page 13.
Signatures continued from Page 12.

JAMES D. SHEPPARD

_____ By:_____
Witness James D. Sheppard

STATE OF MICHIGAN)
) SS.
COUNTY OF OAKLAND)

The foregoing Conditional Rezoning Agreement was acknowledged before me this ____ day of _____, 2015, by James D. Sheppard.

_____
_____, Notary Public
_____ County, Michigan
Acting in Oakland County
My Commission Expires: _____

AMBER PROPERTIES COMPANY

_____ By:_____
Witness Jerome S. Amber
Its: Vice-President

STATE OF MICHIGAN)
) SS.
COUNTY OF OAKLAND)

The foregoing Conditional Rezoning Agreement was acknowledged before me this ____ day of _____, 2015, by Jerome S. Amber, as Vice-President of Amber Properties Company.

_____
_____, Notary Public
_____ County, Michigan
Acting in Oakland County
My Commission Expires: _____

Signatures continued on Page 14.
Signatures continued from Page 13.

CITY OF TROY, MICHIGAN,
a Michigan municipality

_____
Witness

By:_____
Dane Slater
Its: Mayor

_____
Witness

By: _____
Aileen Dickson
Its: Clerk

STATE OF MICHIGAN)
) SS.
COUNTY OF OAKLAND)

The foregoing Conditional Rezoning Agreement was acknowledged before me this ____ day of _____, 2015, by Dane Slater on behalf of the City of Troy, a Michigan municipality.

_____
_____, Notary Public
_____ County, Michigan
Acting in Oakland County
My Commission Expires: _____

STATE OF MICHIGAN)
) SS.
COUNTY OF OAKLAND)

The foregoing Conditional Rezoning Agreement was acknowledged before me this ____ day of _____, 2015, by Aileen Dickson on behalf of the City of Troy, a Michigan municipality.

_____
_____, Notary Public
_____ County, Michigan
Acting in Oakland County
My Commission Expires: _____

Prepared by and recorded return to:

Dennis G. Cowan
Plunkett Cooney
38505 Woodward, Suite 2000
Bloomfield Hills, MI 48304

Open.19331.70425.15474325-1

Exhibit A

SITE INFORMATION:

EXISTING SITE: LAND SITUATED IN THE CITY OF TROY, COUNTY OF OAKLAND, STATE OF MICHIGAN IS DESCRIBED AS FOLLOWS:

20-27-353-029
LOTS 63, 64 AND 65, ADDISON HEIGHTS SUBDIVISION No. , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-008
LOTS 61 AND 62, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS , OAKLAND COUNTY RECORDS.

20-27-353-007
THE EAST 93 FEET OF LOT 60, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS , OAKLAND COUNTY RECORDS.

20-27-353-006
THE EAST 93 FEET OF LOT 59, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS , OAKLAND COUNTY RECORDS.

20-27-353-005
THE EAST 93 FEET OF LOT 58, ADDISON HEIGHTS SUBDIVSION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-004
THE EAST 93 FEET OF LOT 57, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-003
THE EAST 93 FEET OF LOT 56, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-002
THE EAST 93 FEET OF LOT 55, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-001
THE EAST 93 FEET OF LOT 54, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

Exhibit B

The Site Plan and related plans referenced in Section 2.4 of the Conditional Rezoning Agreement are maintained in the records of the City of Troy, Michigan and are identified as follows:

1)	AS01	Architectural Site Plan prepared by SHW Group dated _____ (Conditional Rezoning Rev)
2)	C-1	Topographic Survey and Site Plan prepared by KEM-TEC & Associates dated _____ (Conditional Rezoning Rev)
3)	C-2	Grading & Utility Plan prepared by KEM-TEC & Associates dated _____ (Conditional Rezoning Rev)
4)	L-1	Landscape Plan prepared by Erica A. Olson, PLLC dated _____ (Conditional Rezoning Rev)

OTHER BUSINESS

11. CONDITIONAL REZONING APPLICATION (File Number CR 013) – Proposed Amber Studios and Lofts, East side of Livernois between Vermont and Birchwood, Section 21, From O (Office) District to MR (Maple Road) District

Mr. Carlisle introduced the proposed Conditional Rezoning application. He addressed the application with respect to the Master Plan and site plan issues relating to height, density and parking.

Present were Dennis Cowan of Plunkett Cooney, Jerome Amber of Amber Properties Company and Justin Wieber of Stantec.

There was discussion on:

- Master Plan consistency
- Market demand for studio living
- Building architecture, height, mezzanine, balcony screening.
- Good location, positive reuse of vacant property
- Vacation of alley
- Parking
- Snow removal
- Stormwater management.
- Surrounding vitality, magnets (MJR Theatre)
- Single person tenancy
- Pet policy

CONDITIONAL REZONING REQUEST

10. PUBLIC HEARING - CONDITIONAL REZONING APPLICATION (File Number CR 013) – Proposed Amber Studios and Lofts, East side of Livernois between Vermont and Birchwood, Section 21, From O (Office) District to MR (Maple Road) District

Mr. Carlisle reviewed the proposed Conditional Rezoning application. He addressed the conditions offered by the applicant, parking, landscaping, applicant's intent to vacate the 18 foot alley and the height of light poles.

Mr. Carlisle recommended approval of the proposed Conditional Rezoning application for the reasons identified in his report dated March 13, 2015 and subject to the conditions as identified in his report dated March 13, 2015.

Present were Dennis Cowan of Plunkett Cooney, Jerome Amber of Amber Properties Company and Justin Wieber of Stantec.

Mr. Cowan addressed the re-design of the building since last presented to the Board. He agreed conditions identified in the Planning Consultant report would be adhered to with one exception. The applicant does not want to eliminate the two parking spaces, as recommended.

Mr. Cowan addressed their intent and timeline to vacate the 18-foot alley. He said a meeting to discuss the proposed development was held with property owners who were given notice by the City of the public hearing, of which nine attended.

Mr. Wieber gave a detailed overview of the building architectural features.

Mr. Amber addressed snow removal and screening of the terraces. He circulated photographs and building material samples.

Mr. Savidant reported the department received numerous written responses to the public hearing notices which were distributed to the Planning Commission prior to the beginning of tonight's meeting.

PUBLIC HEARING OPENED

Denise Whitmer, 76 Vermont, spoke in opposition. She addressed concerns with traffic, cut-through traffic, noise, screening and privacy.

Ted LaVanaway, 6952 Dublin Fair, spoke in support.

PUBLIC HEARING CLOSED

Discussion followed on:

- Defined height of light pole.
- Trash enclosure materials.
- Zoning requirements for trash enclosures.

Resolution # PC-2015-07-050

Moved by: Tagle
Seconded by: Krent

RESOLVED, That the Planning Commission hereby recommends to the City Council that the O to MR Conditional Rezoning request, which incorporates Preliminary Site Plan Approval, as per Section 16.04 of the City of Troy Zoning Ordinance, located on the east side of Livernois, between Vermont and Birchwood, within Section 21, being approximately 0.5 acres in size, be granted, for the following reasons:

1. The request complies with the Master Plan.
2. The Form-Based District would permit greater flexibility in use and development of the property.
3. The abundance of Office District property in the City has been well documented.
4. The rezoning would be compatible with surrounding zoning and land use.
5. The site can be adequately served with municipal water and sewer.

BE IT FURTHER RESOLVED, That the Planning Commission recommends the following site plan design considerations:

1. Obtain alley vacation prior to Final approval.
2. Provide one (1) additional barrier free parking space.
3. Remove the single space directly adjacent to the north side of the building.
4. Remove one (1) parking space along the western property line and add five (5) additional feet to each greenbelt along Vermont and Birchwood.
5. Address berming and landscaping within north and south greenbelt.
6. Purchase additional 9-foot of alley or if additional 9-foot of alley cannot be purchased, address screening and landscape deficiencies within eastern greenbelt.
7. Trash enclosure screening will be with poured concrete with gates similar in construction and appearance as the screening on the upper terrace level, metal slats and wood, and to comply with enclosure requirements.
8. Light pole height shall be maximum 15 feet high to mitigate impact upon adjacent single-family properties.

Yes: All present (7)
Absent: Sanzica

MOTION CARRIED

Chair Edmunds opened the floor for one additional public comment.

Randy Whitmer, 76 Vermont, spoke in opposition. He said if a vote was taken, the City would find the residents along Vermont and Birchwood are opposed to the proposed development.

Mr. Carlisle informed the audience that the recommending body on the proposed development is City Council and those residents within the required 300 foot radius would be notified of the scheduled date and time of the City Council public hearing.

DATE: July 27, 2015

TO: Planning Commission

FROM: R. Brent Savidant, Planning Director

SUBJECT: CONDITIONAL REZONING APPLICATION (File Number CR 013) – Proposed Amber Studios and Lofts, East side of Livernois between Vermont and Birchwood, Section 21, From O (Office) District to MR (Maple Road) District

The applicant, Amber Properties Company, seeks a conditional rezoning of the subject parcel from O (Office) District to MR (Maple Road) District. As part of the application, the applicant submitted a Preliminary Site Plan for a three-story building with a mezzanine. The proposed 35-unit building is 36 feet in height, measured at the midpoint of the roof.

The site is within the Maple Road classification in the City of Troy Master Plan. This classification supports a wide range of uses including multiple-family residential development.

The attached report prepared by Carlisle/Wortman Associates, Inc. (CWA), the City's Planning Consultant, summarizes the project. CWA prepared the report with input from various City departments including Planning, Engineering, Public Works and Fire. City Management supports the findings of fact contained in the report and the recommendations included therein.

Attachments:

1. Maps
2. City of Troy Master Plan (excerpt)
3. Report prepared by Carlisle/Wortman Associates, Inc.
4. Public comment

G:\Conditional Rezoning\CR-013 Amber Studios and Lofts Sec 27\PC Memo 07 28 2015.doc

PROPOSED RESOLUTION

PUBLIC HEARING - CONDITIONAL REZONING APPLICATION (File Number CR 013) – Proposed Amber Studios and Lofts, East side of Livernois between Vermont and Birchwood, Section 21, From O (Office) District to MR (Maple Road) District

Resolution # PC-2015-07-
Moved by:
Seconded by:

RESOLVED, That the Planning Commission hereby recommends to the City Council that the O to MR conditional rezoning request, which incorporates Preliminary Site Plan Approval, as per Section 16.04 of the City of Troy Zoning Ordinance, located on the east side of Livernois, between Vermont and Birchwood, within Section 21, being approximately 0.5 acres in size, be granted for the following reasons.

1. The request complies with the Master Plan
2. The Form-Based District would permit greater flexibility in use and development of the property.
3. The abundance of Office District property in the City has been well documented.
4. The rezoning would be compatible with surrounding zoning and land use.
5. The site can be adequately served with municipal water and sewer.

BE IT FURTHER RESOLVED, That the Planning Commission recommends the following site plan design considerations:

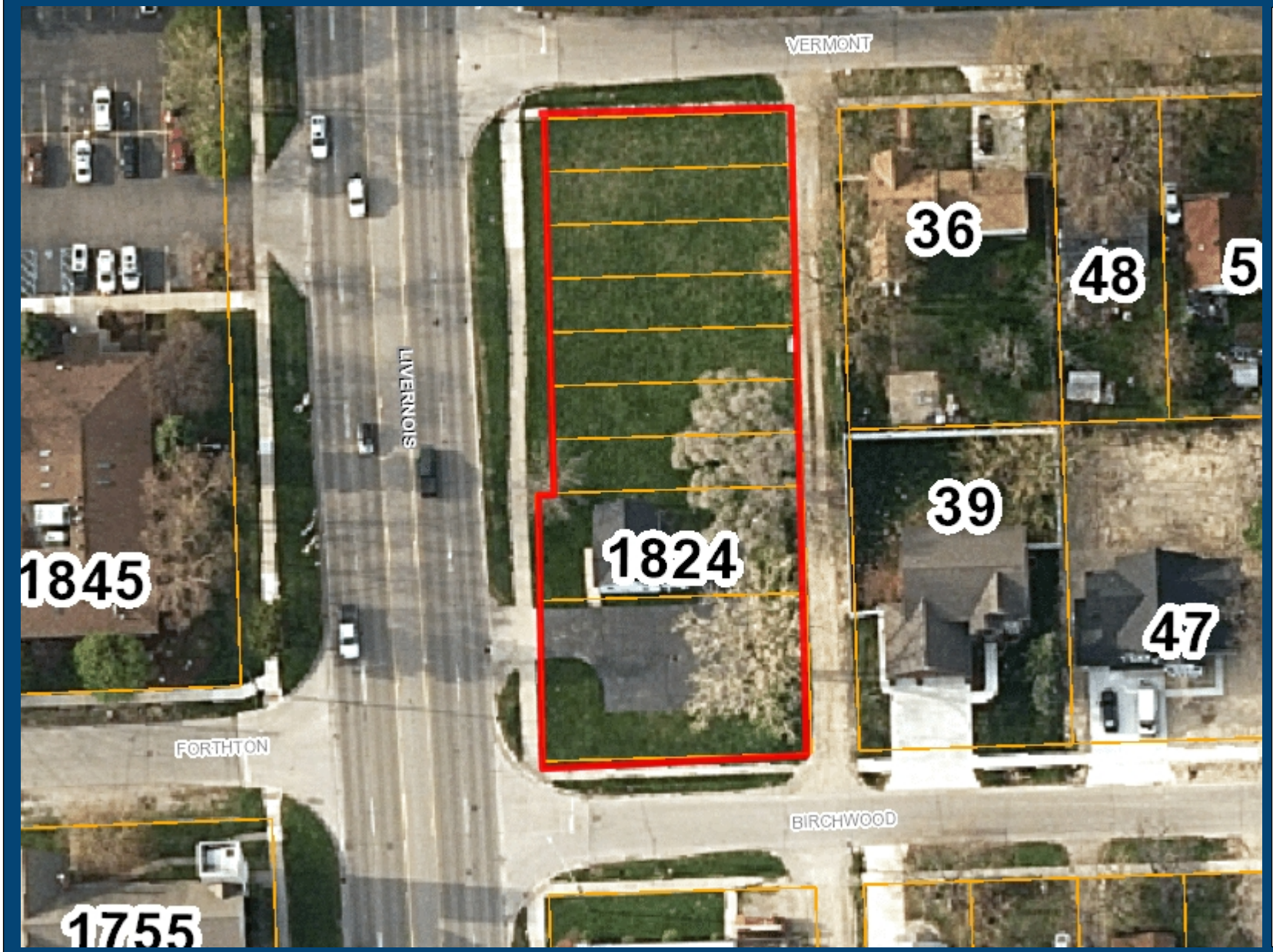
1. Obtain alley vacation prior to Final approval.
2. Provide one (1) additional barrier free parking space.
3. Remove the single space directly adjacent to the north side of the building.
4. Remove one (1) parking space along the western property line and add five (5) additional feet to each greenbelt along Vermont and Birchwood.
5. Address berming and landscaping within north and south greenbelt.
6. Purchase additional 9-foot of alley or if additional 9-foot of alley cannot be purchased, address screening and landscape deficiencies within eastern greenbelt.
7. Address trash enclosure screening including material use and southern side of trash enclosure.
8. Propose pole height as low as possible to mitigate impact upon adjacent single-family properties, as determined by Planning Commission.

Yes:
No:

MOTION PASSED / FAILED

Amber Studios & Lofts

City of Troy Planning Department



Legend:

Aerial

- Red: Band_1
- Green: Band_2
- Blue: Band_3

150 0 75 150 Feet

Scale 1: 900

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.

Printed: 5/22/2015

Amber Studios & Lofts

City of Troy Planning Department

Legend:

Form Based Zoning 2

- (PUD) Planned Unit Development
- (CF) Community Facilities District
- (EP) Environmental Protection District
- (BB) Big Beaver Road
- (MR) Maple Road
- (NN) Neighborhood Nodes (A-U)
- (CB) Community Business
- (GB) General Business
- (IB) Integrated Industrial Business District
- (O) Office Building District
- (OM) Office Mixed Use
- (P) Vehicular Parking District
- (R-1A) One Family Residential District
- (R-1B) One Family Residential District
- (R-1C) One Family Residential District
- (R-1D) One Family Residential District
- (R-1E) One Family Residential District
- (RT) One Family Attached Residential Distric
- (MF) Multi-Family Residential
- (MHP) Manufactured Housing
- (UR) Urban Residential
- (RC) Research Center District
- (PV) Planned Vehicle Sales

Aerial

- Red: Band_1
- Green: Band_2
- Blue: Band_3

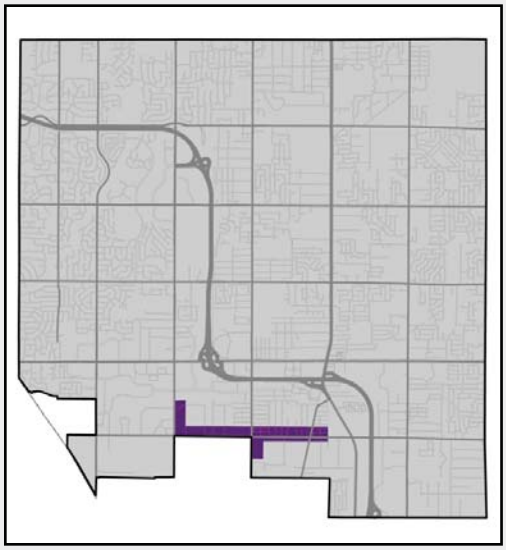
183 0 92 183 Feet

Scale 1: 1,100

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.

Printed: 5/22/2015

Maple Road: Mixed-Use



- *Predominantly industrial area, but with limited opportunities for transitional or service-oriented uses that complement the primary adjacent industrial areas*
- *Potential for urban-style open floorplan housing in redeveloping areas*
- *Focus on the quality of access management throughout Maple Road*

The Maple Road Corridor provides an opportunity for new, emerging land use types in the City of Troy. Limited development of industrial-style 3 to 4 story buildings with open-floorplan housing, developed in a transit-oriented setting, for instance, may be appropriate in some places. This type of development would help diversify the City's housing stock and provide a more effective buffer between the Corridor and the industrial uses located in the immediate area.

Uses designed to support the workforce in the area may also be appropriate. Local commercial or small, mixed-use developments having a combination of such uses could greatly improve the character and image of this area. Such amenities would also help smaller, local industrial uses to recruit the best workforce.

New loft style, open floorplan residential development in Nashville

DESIGN CONCEPT

- This area will be a high-quality, eclectic mix of land uses and architectural types.
- Emphasis should be placed less on land use and more on building and site design. Design should not reflect traditional forms of "colonial" architecture.
- Development should be linked together visually and functionally throughout the corridor.

SITE DESIGN ATTRIBUTES

- Uniform "build-to" lines guiding a uniform containment of open space within the right-of-way should be established.
- Primary parking areas should be within rear or interior side yards.
- Landscape design creativity will be encouraged by setting general parameters relating to environmental sustainability such as limiting storm water runoff.
- Larger sites with deep set buildings should redevelop with buildings near the Maple Road right-of-way line.
- Mass transit stops should be accommodated (see page 115)

BUILDING DESIGN ATTRIBUTES

- Maximum height should not exceed four stories and limited to two stories for properties abutting single-family residential neighborhoods.
- Design creativity with regard to materials will be encouraged, although low quality materials or building designs that inhibit activity on the corridor will not be permitted.
- Primary parking areas within rear or interior side yards.
- Landscape design creativity should be encouraged by setting broad general parameters relating to environmental sustainability such as limiting storm water runoff or reusing gray water for irrigation.

Maple Road may provide a unique venue to expand opportunities for public art placement and for area artists to work and live.

CARLISLE | WORTMAN associates, inc.

605 S. Main Street, Ste. 1
Ann Arbor, MI 48104

(734) 662-2200
(734) 662-1935 Fax

Date: March 13, 2014

Conditional Rezoning and Preliminary Site Plan Review
For
City of Troy, Michigan

Applicant:	Jerome S. Amber, Amber Properties Company 380 N. Crooks Road Clawson, Michigan 48017
Project Name:	Amber Studios and Lofts
Plan Date:	July 7, 2015
Location:	East side of Livernois between Birchwood and Vermont
Zoning:	O, Office District, requesting rezoning to MR, Maple Road District
Action Requested:	Conditional Rezoning and Preliminary Site Plan Approval
Required Information:	Noted Below

SITE DESCRIPTION AND PROJECT STATUS

The applicant has submitted a conditional rezoning application and site plan for a property located on the east side of Livernois between Birchwood and Vermont, just north of Maple Road. The 0.5 acre site is currently improved with a small office building on the south end. The site is currently zoned O, Office.

The applicant proposes a 35-unit, three-story plus mezzanine, 36-foot tall apartment building. The applicant is proposing studios and studio/lofts that range from size from 355 to 485 sq/ft. The applicant notes that this apartment type is unique to Troy and is an underserved market aimed at young professionals.

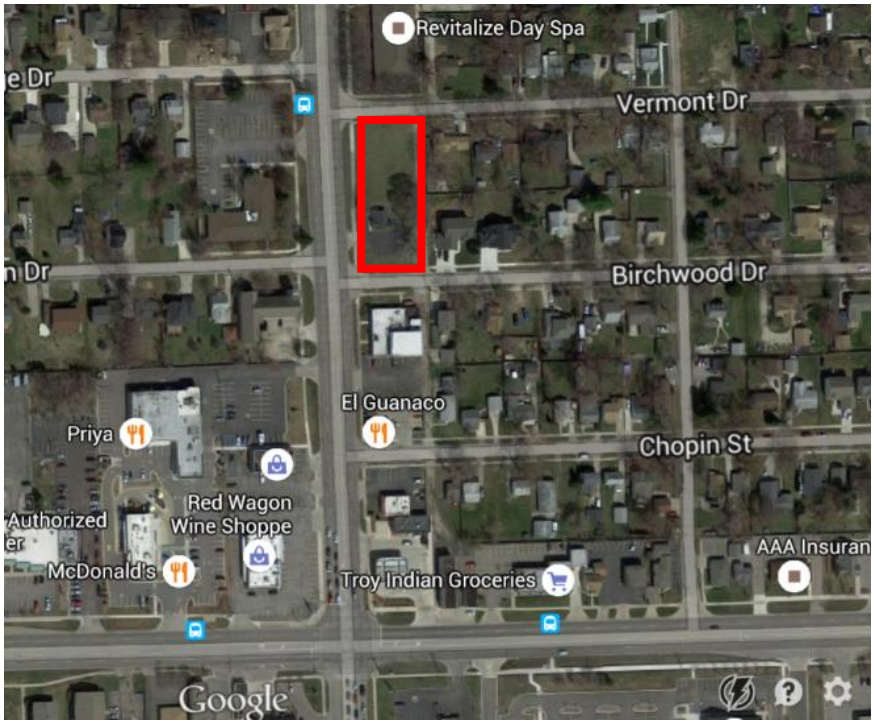
The applicant proposes to vacate and obtain ½ of the alley that abuts the property to the east. The other ½ of the alley will be offered to the adjacent single-family property owners. The applicant has

approached the adjacent property owners to purchase their half of the alley to be used as a permanent greenbelt.

The applicant seeks a conditional rezoning from O, Office to Maple Road Form-Base District. O, Office District does not permit multiple-family residential. Maple Road Form-Base District does permit multiple-family residential.

Location of Subject Property:

The property is located on the northwest corner of Livernois Road and Town Center Drive.



Surrounding Zoning and Uses:
A table summarizing zoning of the surrounding areas is as follows.

Direction	Zoning	Land Use
North	O, Office	Office
South	CB, Community Business	Office
East	R1-E, One Family Residential	Single Family Residential
West	O, Office	Office

MASTER PLAN

The site is located in the *Maple Road Corridor* classification in the 2008 Master Plan and the 2015 Master Plan update. The plans calls for segments without a strong existing market consider alternative uses including residential and useable open space as a market driven solution. Troy has started to experience a demand for alternative housing options. Segments along Maple Road supply vast areas of underused land that is available to meet the demand for alternative housing types. Because many sections of Maple Road are bordered by residential neighborhoods, it is much easier for these segments to attract reinvestment by integrating with the surrounding neighborhoods rather than compete with larger, developable parcels at major mile intersections. Furthermore, since many established residential neighborhoods are only one parcel off Maple Road, converting some segments to residential replaces the conflicting land use with a compatible land use that completes the neighborhood along the Maple Road boundary. Re-making sections of the corridor by putting some residential on the frontage is an opportunity to complete the residential neighborhood and provide an appropriate transition.

Neighboring zoning, land use, and master plan designations are summarized in the following chart:

	Property in Question	NORTH	South	East	West
Zoning	O	O	CB	R-1E	O
Land Use	Vacant Office	Office	Office	Residential	Office
Master Plan	Maple Road	Single Family Residential	Maple Road	Single Family Residential	Single Family Residential

While the use is desired, a key feature of the *Maple Road Corridor* is an emphasis on quality building and site design. Specifically, proper building siting and design creativity with regard to materials and architectural style is encouraged. The desire for design and architectural quality is reflected in the building placement and design requirements for Maple Road. Provided that the applicant is able to address site plan issues noted below, we find that a rezoning to Maple Road Form-Base District would be consistent with Master Plan.

Items to be addressed: *None.*

CONDITIONAL REZONING

The applicant notes that currently there is little market for office use, highlighted by the high office vacancy rate. Furthermore, the applicant notes that the O, Office District zoning is limited in terms of uses.

The conditions offered by the applicant include:

- Buildings will be developed under Building Form C
- Density shall not exceed 35 multi-family dwelling units
- Building height is limited to no more than three stories and mezzanine, with a maximum roof height of 36 feet.
- Use is limited to multiple family residential
- Submitted Site Plan

DEVELOPMENT POTENTIAL

The City has an abundance of land zoned and used for office purposes. With the current vacancy rate, it is unlikely that office use of the property is reasonable in the foreseeable future. The applicants proposed residential development is not permitted under the current O, Office zoning.

Items to be addressed: *None.*

CONDITIONAL REZONING STANDARDS

Conditional rezoning standards are set forth in Section 16.04.C.3. The Planning Commission should consider and the applicant should address the following rezoning standards:

a. *The conditions, proposed development, and/or proposed use of the land are designed or proposed for public health, safety, and welfare purposes.*
b. *The conditions, proposed development and/or proposed use are not in material conflict with the Master Plan, or, if there is material conflict with the Master Plan, such conflict is due to one of the following:*
    1. *A change in City policy since the Master Plan was adopted.*
    2. *A change in conditions since the Master Plan was adopted.*
    3. *An error in the Master Plan.*
c. *The conditions, proposed development and/or proposed use are in accordance with all terms and provisions of the zoning district to which the land is to be rezoned, except as otherwise allowed in the Conditional Rezoning Agreement.*
d. *Public services and facilities affected by a proposed development will be capable of accommodating service and facility loads caused by use of the development.*
e. *The conditions, proposed development and/or proposed use shall insure compatibility with adjacent uses of land.*

We would recommend approval of the subject rezoning for the following reasons:

- The request complies with the Master Plan
- The Form-Based District would permit greater flexibility in use and development of the property.
- The conditions offered by the applicant reasonably protect the adjacent properties.
- The abundance of Office District property in the City has been well documented.
- The rezoning would be compatible with surrounding zoning and land use.
- The site can be adequately served with municipal water and sewer.

Items to be addressed: *None.*

BUILDING ARRANGEMENT

The proposed building is oriented towards Livernois, with parking both under the building and at-grade in the rear of the site. The site is accessed via two (2) drives, one (1) off Vermont and one (1) off Birchwood. The applicant proposes to vacate and obtain ½ of the alley that abuts the property to the east. The other ½ of the alley will be offered to the adjacent single-family property owners.

Items to be addressed: *None*

AREA, WIDTH, HEIGHT, SETBACKS

Table 5.03.B.3, Building Form C of Section 5.03, Standards Applicable to All Districts of the Zoning Ordinance establishes the dimensional requirements for the MR, Maple Road District. The requirements and proposed dimensions are as follows:

	Required	Provided	Compliance
Front (Livernois.)	10 foot build-to-line	10 feet	Complies
Front (Vermont)	10 foot build-to-line	10 feet	Complies
Front (Birchwood)	10 foot build-to-line	30 feet	Complies with Planning Commission approval
Rear (east)	30-foot minimum setback	70 feet	Complies
Building Height	Maximum 4 stories, 55 feet	36 feet to midpoint of roof.	Complies
Minimum Open Space	15%	18.75 %	Complies
Building Coverage	30%	30 %	Complies

The Planning Commission may adjust the required building line to a maximum of 30-feet beyond the property line for projects incorporating a permanent public/pedestrian space. The applicant is proposing a covered canopy to meet the Building Form C zoning requirement. The covered canopy will add massing towards the Birchwood Street elevation but more importantly provide a covered walkway and covered bike parking space.

Items to be addressed: *None.*

PARKING

Section 13.06.G of the Zoning Ordinance requires:

Residential	Required	Provided
Efficiency housing requires 1 space per unit	1 spaces X 35 units= 35 spaces	44 spaces
Barrier-Free Parking	**Required**	**Provided**
Barrier-free spaces:	44 spaces = 2 spaces	1 space

Applicant shall add one (1) additional barrier-free space.

Based on discussion with the Planning Commission the applicant was able to add four (4) additional parking spaces to the site. The total of 44 spaces exceeds the minimum parking requirements by 9 spaces. However, we note that the space directly adjacent to the north side of the building will be difficult to access and may cause traffic backups for cars entering the site off Vermont. We recommend that the space directly adjacent to the north side of the building be removed. In addition, the applicant has not provided a sufficient greenbelt along the parking spaces adjacent to Birchwood and Vermont. If the applicant were to remove one (1) parking space along the eastern property line, they could add five (5) additional feet to each greenbelt.

In total, if the applicant were to address our comments, they will provide a total of 42 spaces on site.

Items to be addressed: *1). Add one (1) barrier free space; 2). Remove the single space directly adjacent to the north side of the building; and 3). Remove one (1) parking space along the western property line and add five (5) additional feet to each greenbelt along Vermont and Birchwood.*

LANDSCAPING

The applicant has provided a landscape plan in accordance with these sections of the Zoning Ordinance:

	Required:	Provided:	Compliance:
Greenbelts (13.02.D): The Ordinance requires that the greenbelt shall be landscaped with a minimum of one (1) deciduous tree for every thirty (30) lineal feet, or fraction thereof, of frontage abutting a public road right-of-way.	Livernois: Approximately 470 lineal feet of improved space along Livernois, Vermont, and Birchwood b= 16 trees	16 trees	Complies
Site Landscaping (13.02.E): A minimum of fifteen percent (15%) of the site area shall be comprised of landscape material.	15%	17%	Complies

We find the greenbelts along the north (Vermont), south (Birchwood), and east (adjacent to single-family residential) property lines are inadequate.

North (Vermont) and south (Birchwood) greenbelt: The proposed berm and landscaping along these greenbelts are three (3) feet in width; however, half of that 3 feet is located in the public ROW. 1.5 feet is not sufficient to berm and landscape. As previously noted, we advise the applicant to remove one (1) parking space and add five (5) feet along the each greenbelt adjacent to parking. This would provide approximately 6.5 feet to landscape. Within these greenbelts, the applicant shall consider the berming and plant selection to ensure driver visibility.

East property line: The applicant is providing a 6.5 feet landscape and berm buffer along the eastern property line to serve as a buffer between the parking lot and the adjacent single-family properties. Within the 6.5-foot buffer, the applicant proposes to use that area for landscaping, snow removal, in addition for a 2-foot parking overhang area. We note that the applicant has contacted the adjacent

property owners to purchase their half of the alley to add to the permanent greenbelt. If they were able to obtain this half, they would have approximately 15 feet, which is a sufficient area to landscape. However, with only a 6.5 feet buffer, the landscaping as shown interferes with overhang parking, and the proposed spruce trees are located along the edge of the property line and will greatly overhang into the adjacent properties. If the applicant is not able to obtain the additional nine (9) feet, the applicant should find alternative planting and screening options including the potential installation of a six-foot high screen wall along the eastern property line.

Trash enclosure screening: The applicant shows trash enclosure screening but does not indicate material. Material of screening shall match building. We note that the southern end of the trash enclosure is not completely screened. This must be fully screened for final site plan approval.

Equipment screening: The applicant does not show any equipment. Any equipment will be required to be screened in accordance with ordinance requirements.

***Items to be addressed**: 1). Remove parking space to add 5 feet to north (Vermont) and south (Birchwood) greenbelt; 2). Address berming and landscaping within north (Vermont) and south (Birchwood) greenbelt; 3). Purchase additional 9-foot of alley or if additional 9-foot of alley cannot be purchased, address screening and landscape deficiencies within eastern greenbelt; and 4). Address trash enclosure screening including material use and southern end of trash enclosure.*

SITE ACCESS AND CIRCULATION

Vehicular access and Circulation

The site is access via two (2) drives, one (1) off Vermont and one (1) off Birchwood. Vehicular access and circulation is sufficient.

Pedestrian access and Walkways:

Buildings are accessible from Livernois, Vermont, and Birchwood.

***Items to be addressed:** None*

PHOTOMETRICS

The lighting plan indicates three (3) pole mounted lights located along the edge of the parking lot that is adjacent to the single family neighborhood and one (1) light adjacent to Birchwood Street. The pole heights are not indicated. The pole heights should be as low as possible to mitigate impact upon adjacent single-family properties.

***Items to be Addressed:** Propose pole height as low as possible to mitigate impact upon adjacent single-family properties.*

FLOOR PLAN AND ELEVATIONS

The applicant has submitted floor plans and elevations. The architecture complies with the Maple Road Form Based District standards including the use of material changes, projections, façade articulation and

fenestration and windows. The architecture provides architectural detail as well as changes in horizontal and vertical scaling, variations in material, pattern, and color, to provide ground story activation.

The applicant has amended the architecture to address the comments from the Planning Commission. Planning Commission to determine if proposed architecture is of high quality and compatible with surrounding area.

Items to be Addressed: *Planning Commission to determine if proposed architecture is of high quality and compatible with surrounding area.*

DESIGN STANDARDS

The Maple Road design standards provide the Planning Commission with direction when reviewing the proposed design features of this development.

Façade Variation.

The maximum linear length of an uninterrupted building façade facing public streets and/or parks shall be thirty (30) feet. ***Through the use of material changes, projections, façade articulation and fenestration, the all buildings comply with this standard.***

Pedestrian Access / Entrance.

a. *Primary Entrance: The primary building entrance shall be clearly identifiable and useable and located in the front façade parallel to the street.* ***Building entrances are provided on Livernois Road.***

b. Pedestrian Connection. The pedestrian connection shall be fully paved and maintained surface not less than five (5) feet in width. ***The applicant has provided an 8-foot wide sidewalk along Livernois Road. There are direct pedestrian connections from LIvernois, Birchwood Street, and Vermont Avenue.***

c. Additional Entrances. In addition to the primary façade facing front façade and/or the right-of-way, if a parking area is located in the rear or side yard, must also have a direct pedestrian access to the parking area that is of a level of materials quality and design emphasis at least equal to that of the primary entrance. ***Complies***

Ground Story Activation.

The first floor of any front façade facing a right-of-way shall be no less than fifty (50) percent windows and doors, and the minimum transparency for facades facing a side street, side yard, or parking area shall be no less than 30 percent of the façade. Transparency alternatives are permitted up to 80% of the 50% total along the front of buildings, and up to 100% of the sides of buildings. The minimum transparency requirement shall apply to all sides of a building that abut an open space, including a side yard, or public right-of-way. Transparency requirements shall not apply to sides which abut an alley.

The applicant meets the transparency requirement.

Transitional Features

a. *Transitional features are architectural elements, site features, or alterations to building massing that are used to provide a transition between higher intensity uses and low- or moderate-density residential areas. These features assist in mitigating potential conflicts between those uses. Transitional features are intended to be used in combination with landscape buffers or large setbacks.*

   The applicant is providing a six (6) foot greenbelt along the east property line adjacent to the single-family uses. See landscaping screening section for more details.

b. Intensity. A continuum of use intensity, where moderate intensity uses are sited between high-intensity uses and low-intensity uses, shall be developed for multi-building developments. An example would be an office use between commercial and residential uses.

   A multiple-family apartment building can serve as an appropriate transition between a major mile road and a single-family neighborhood.

c. Height and Mass. Building height and mass in the form of building step-backs, recess lines or other techniques shall be graduated so that structures with higher intensity uses are comparable in scale with adjacent structures of lower-intensity uses.

   The applicant has applied vertical and horizontal elements including sloped roofs and building insets to reduce the scaling and mass.

d. Architectural Features. Similarly sized and patterned architectural features such as windows, doors, arcades, pilasters, cornices, wall offsets, building materials, and other building articulations included on the lower-intensity use shall be incorporated in the transitional features.

   The applicant has applied consistent architectural features through the building elevations.

Site Access and Parking

a. *Required Parking. Off-street parking shall be provided in accordance with the standards set forth in Article 13, Site Design Standards.* ***The applicant has provided the necessary parking.***

b. *Location.*
   I. *When parking is located in a side yard (behind the front building line) but fronts on the required building line, no more than fifty (50) percent of the total site's linear feet along the required building line or one hundred (100) feet, whichever is less, shall be occupied by parking.* ***All the parking is located to the rear of the building and complies with parking location requirements. Parking is screened from Birchwood Street and Vermont Avenue.***

   II. *For a corner lot, shall be no more than fifty (50) percent of the site's cumulative linear feet along the required building lines or one hundred (100) feet, whichever is less, shall be occupied by parking. The building shall be located in the corner of the lot adjacent to*

the intersection. ***All the parking is located to the rear of the building and complies with parking location requirements. Parking is screened from Birchwood Street and Vermont Avenue.***

III. *For a double frontage lot or a lot that has frontage on three (3) streets, the cumulative total of all frontages occupied by parking shall be no more than sixty-five (65) percent of the total site's linear feet along a required building line or one hundred and twenty-five (125) feet, whichever is less.* ***Not Applicable***

IV. *Where off-street parking is visible from a street, it should be screened in accordance with the standards set forth in Section 13.02.C.* ***The applicant has screened their parking lot in compliance with section 13.0.2.C.***

Items to be Addressed: *None*

LETTERS

The Planning Department received two letters in opposition to the proposed application. The letters are included in the packet for Planning Commission review.

RECOMMENDATION

Because the site plan is a condition of the conditional rezoning, we are addressing both the site plan and conditional rezoning in our recommendation.

We recommend that the Planning Commission recommend approval of the subject conditional rezoning for the following reasons:

- The request complies with the Master Plan
- The Form-Based District would permit greater flexibility in use and development of the property.
- The abundance of Office District property in the City has been well documented.
- The rezoning would be compatible with surrounding zoning and land use.
- The site can be adequately served with municipal water and sewer.

Such recommendation is subject to the following conditions:

1. Planning Commission approval of proposed elevations
2. Obtain alley vacation
3. Add one (1) barrier free space.
4. Remove the single space directly adjacent to the north side of the building.
5. Remove one (1) parking space along the western property line and add five (5) additional feet to each greenbelt along Vermont and Birchwood.
6. Address berming and landscaping within north (Vermont) and south (Birchwood) greenbelt.
7. Purchase additional 9-foot of alley or if additional 9-foot of alley cannot be purchase, address screening and landscape deficiencies within eastern greenbelt.
8. Address trash enclosure screening including material use and southern end of trash enclosure.

9. Propose pole height as low as possible to mitigate impact upon adjacent single-family properties.

Sincerely,

CARLISLE/WORTMAN ASSOC., INC.
Benjamin R. Carlisle, LEED AP, AICP

Kathy Czarnecki

From: ZCI Detroit <zb@zcigroup.com>
Sent: Friday, July 17, 2015 8:25 AM
To: Planning
Subject: 1800-1870 livernois (Comments)

I'm the home owner at 68 Birchwood. My immediate family all live in three block neighborhood.

Over dinner, we discussed the Amber development and we're very familiar with his sites.

We "don't" believe Amber's proposal is the **correct fit** for our neighborhood. His buildings are very **"unappealing"** and bring no value to the neighbors.

Most of the neighbors would agree that a better use would be retail shops on the lower level with housing units on top. This would allow the neighborhood to benefit from shopping and continue the entertainment theme that MJR Theater has brought to the area.

In closing, my family (Bogdanovic) we own over 10 homes on Chopin, Birchwood, and Vermont. We would support a live/work/retail development but **"not" t**he type Amber is proposing.

Zoran Bogdanovic
(Direct) 248-379-6458

RECEIVED
JUL 20 2015
PLANNING

Gmail

COMPOSE

Inbox (4)
Starred
Important
Sent Mail
Drafts
Travel
More

John

No Hangouts Contacts
Find someone

Rezoning request

Inbox x

John Hillert <jhillert@gmail.com> Jul 18 (2 days ago)
to planning

An Amber apartment complex at 1870 Livernois would be a major departure in architecture in contrast to most of the existing buildings in close proximity. Planner Micheal Hutson according to the somerset gazette called the architectur bland and vanilla. I agree , Section 27 and 26 are NOT industrial areas like the architect wants to match. And how long will it be before they finish the project? Will we in section 26 and 27 have to look at this project drag on like the one just north of the Troy community center?

The city at this point in time does have the right
to keep this property zoned office to preserve the aesthetics, integrity and property values of the neighborhood. These reasons and other concerns brought up by the planning department (and I'm sure by some adjacent and nea by home owners),make it important to deny this particular zoning request.

John R Hillert
1867 Westwood
Troy Michigan
48083

Mail Delivery Subsystem <mailer-daemon@go Jul 18 (2 days ago)
to me

Delivery to the following recipient failed permanently:

planning@troymi.gov

July 27, 2015

To: Planning Commission Members

Subject: Proposed New Apartment Development on Livernois

I am an almost 30 year resident of Troy and longtime supporter of the Troy Community.

I like seeing some of the new developments that are coming to our city and I think we need to enthusiastically support them.

New apartments that will attract young professionals and millennials is just what we need in our city.

I therefore urge you to support Amber's conditional rezoning request and site pan approval for the land on the east side of Livernois north of Maple Rd. when this proposed project comes before you.

Thank you.

Vera Mitchell

Vera Mitchell
1063 Kirts Blvd #134
Troy, Mi 48084

AMBER STUDIOS AND LOFTS

AMBER PROPERTIES COMPANY

1800 - 1870 LIVERNOIS ROAD, TROY, MI 48083

KEM-TEC & ASSOCIATES
22556 GRATIOT AVENUE
EASTPOINTE, MI 48021
T:586.772.2222
F:586.772.4048

GENERAL	
G001	PROJECT COVER SHEET
CIVIL	
C-1	SITE PLAN
C-2	GRADING PLAN
LANDSCAPING	
L-1	LANDSCAPE PLAN
L-2	LANDSCAPE DETAILS
ARCHITECTURAL	
AS01	ARCHITECTURAL SITE PLAN
A111	FIRST & SECOND FLOOR PLANS
A121	THIRD FLOOR & MEZZANINE PLANS
A131	ROOF PLAN
A201	EXTERIOR ELEVATIONS
A202	GROUND STORY ACTIVATION
ELECTRICAL	
ESC01	EXTERIOR SITE LIGHTING PLAN

ELECTRICAL ENGINEER
KEVIN RETTICH
STATE OF MICHIGAN

CIVIL ENGINEER
JEFFERY A MARTELL
STATE OF MICHIGAN

ARCHITECT
JUSTIN F WIEBER
STATE OF MICHIGAN 58488

Stantec

**FOR REVIEW
NOT FOR
PERMITTING, OR
CONSTRUCTION**

**AMBER PROPERTIES COMPANY
380 N. CROOKS RD
CLAWSON, MI 48017**

**AMBER STUDIOS AND LOFTS
TROY, MI 48083**

CHECKED:
SCALE:
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ISSUE:

2015.07.09	SITE PLAN REVIEW

SHEET TITLE:
PROJECT COVER SHEET

Project: **214100111**

G001

7/9/2015 8:30:21 AM
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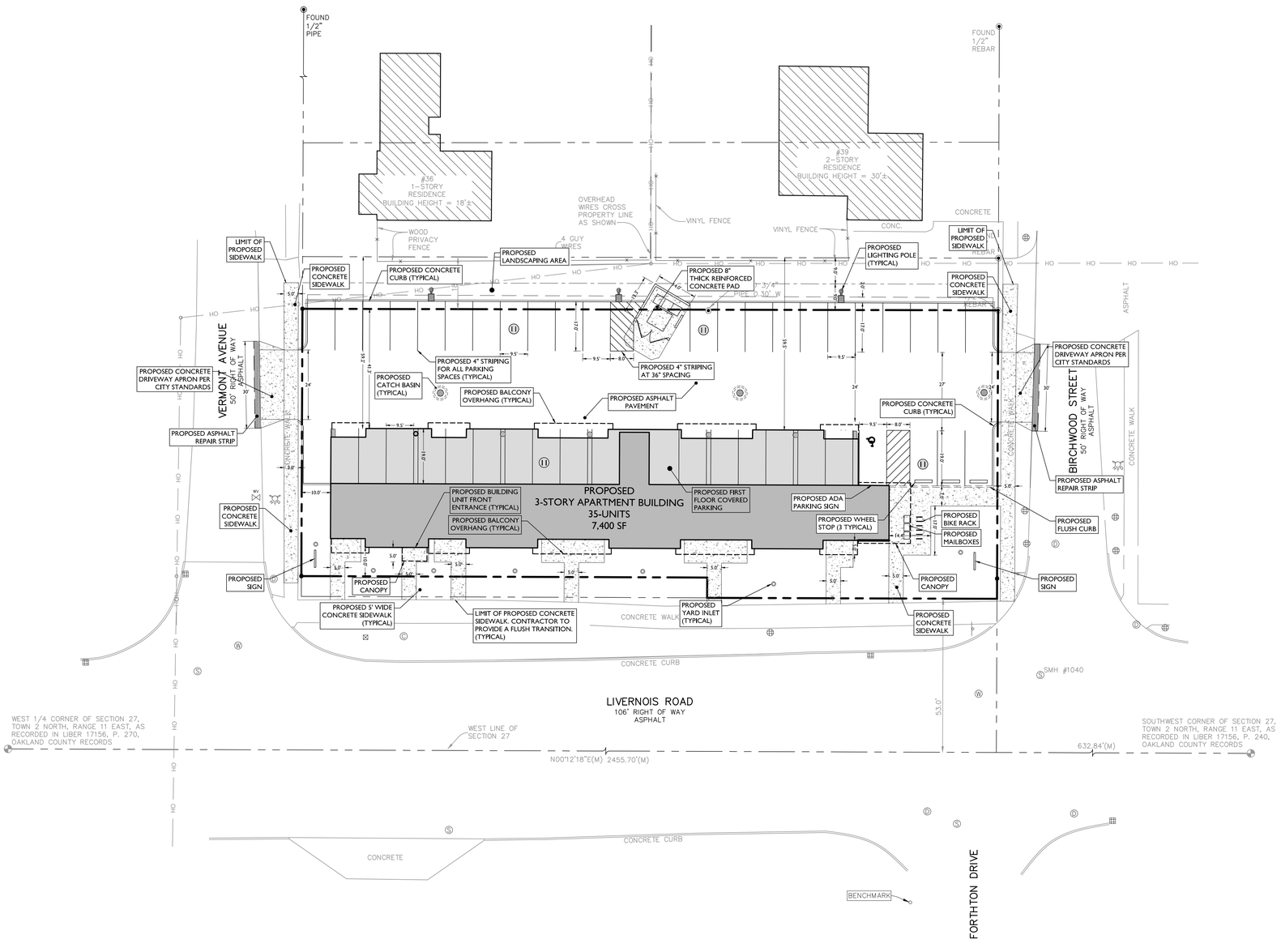


SYMBOL	DESCRIPTION
	PROPERTY BOUNDARY
	PROPOSED CURB
	EXISTING CURB
	PROPOSED SAWCUT LINE
	PROPOSED BUILDING
	PROPOSED CONCRETE AREA
	PROPOSED SIGN
20	PARKING STALL COUNTER

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY AND FAMILIARIZE THEMSELVES WITH THE EXISTING SITE CONDITIONS AND THE PROPOSED SCOPE OF WORK (INCLUDING DIMENSIONS, LAYOUT, ETC.) PRIOR TO INITIATING THE IMPROVEMENTS IDENTIFIED WITHIN THESE DOCUMENTS. SHOULD ANY DISCREPANCY BE FOUND BETWEEN THE EXISTING SITE CONDITIONS AND THE PROPOSED WORK THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. PRIOR TO THE START OF CONSTRUCTION.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND ENSURE THAT ALL REQUIRED APPROVALS HAVE BEEN OBTAINED PRIOR TO THE START OF CONSTRUCTION. COPIES OF ALL REQUIRED PERMITS AND APPROVALS SHALL BE KEPT ON SITE AT ALL TIMES DURING CONSTRUCTION.
3. ALL CONTRACTORS WILL, TO THE FULLEST EXTENT PERMITTED BY LAW, INDEMNIFY AND HOLD HARMLESS STONEFIELD ENGINEERING & DESIGN, LLC. AND ITS SUB-CONSULTANTS FROM AND AGAINST ANY DAMAGES AND LIABILITIES INCLUDING ATTORNEY'S FEES ARISING OUT OF CLAIMS BY EMPLOYEES OF THE CONTRACTOR IN ADDITION TO CLAIMS CONNECTED TO THE PROJECT AS A RESULT OF NOT CARRYING THE PROPER INSURANCE FOR WORKERS COMPENSATION, LIABILITY INSURANCE, AND LIMITS OF COMMERCIAL GENERAL LIABILITY INSURANCE.
4. THE CONTRACTOR SHALL NOT DEVIATE FROM THE PROPOSED IMPROVEMENTS IDENTIFIED WITHIN THIS PLAN SET UNLESS APPROVAL IS PROVIDED IN WRITING.
5. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF CONSTRUCTION.
6. THE CONTRACTOR SHALL NOT PERFORM ANY WORK OR CAUSE DISTURBANCE ON A PRIVATE PROPERTY NOT CONTROLLED BY THE PERSON OR ENTITY WHO HAS AUTHORIZED THE WORK WITHOUT PRIOR WRITTEN CONSENT FROM THE OWNER OF THE PRIVATE PROPERTY.
7. THE CONTRACTOR IS RESPONSIBLE TO RESTORE ANY DAMAGED OR UNDERMINED STRUCTURE OR SITE FEATURE THAT IS IDENTIFIED TO REMAIN ON THE PLAN SET. ALL REPAIRS SHALL USE NEW MATERIALS TO RESTORE THE FEATURE TO ITS EXISTING CONDITION AT THE CONTRACTORS EXPENSE.
8. CONTRACTOR IS RESPONSIBLE TO PROVIDE THE APPROPRIATE SHOP DRAWINGS, PRODUCT DATA, AND OTHER REQUIRED SUBMITTALS FOR REVIEW. STONEFIELD ENGINEERING & DESIGN, LLC. WILL REVIEW THE SUBMITTALS IN ACCORDANCE WITH THE DESIGN INTENT AS REFLECTED WITHIN THE PLAN SET.
9. THE CONTRACTOR IS RESPONSIBLE FOR TRAFFIC CONTROL IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
10. THE CONTRACTOR IS REQUIRED TO PERFORM ALL WORK IN THE PUBLIC RIGHT-OF-WAY IN ACCORDANCE WITH THE APPROPRIATE GOVERNING AUTHORITY AND SHALL BE RESPONSIBLE FOR THE PROCUREMENT OF STREET OPENING PERMITS.
11. SHOULD AN EMPLOYEE OF STONEFIELD ENGINEERING & DESIGN, LLC. BE PRESENT ON SITE AT ANY TIME DURING CONSTRUCTION, IT DOES NOT RELIEVE THE CONTRACTOR OF ANY OF THE RESPONSIBILITIES AND REQUIREMENTS LISTED IN THE NOTES WITHIN THIS PLAN SET.

20' 0' 20' 40'
GRAPHIC SCALE IN FEET
1" = 20'

ISSUE	DATE	BY	DESCRIPTION
2	07/09/2015	MTP	SITE PLAN REVIEW
1	05/21/2015	JAM	SUBMISSION FOR PLANNING COMMISSION

NOT APPROVED FOR CONSTRUCTION

KEM-TEC & ASSOCIATES
PROFESSIONAL ENGINEERS
PROFESSIONAL SURVEYORS
22556 GRATIOT AVENUE
EASTPOINTE, MI 48021

STONEFIELD engineering & design, llc.
Rutherford, NJ · Farmingdale, NY · Bloomfield Hills, MI
www.stonefieldeng.com
2350 Franklin Road, Suite 210, Bloomfield Hills, MI 48302
Phone 248.247.1115

SITE DEVELOPMENT PLANS

AMBER STUDIOS AND LOFTS

PROPOSED 3-STORY APARTMENT BUILDING

1800-1870 LIVERNOIS ROAD
CITY OF TROY
OAKLAND COUNTY, MICHIGAN

STATE OF MICHIGAN
JEFFREY A. MARTELL
ENGINEER
No. 62106
JEFFREY A. MARTELL, P.E.
MICHIGAN LICENSE No. 62106
LICENSED PROFESSIONAL ENGINEER

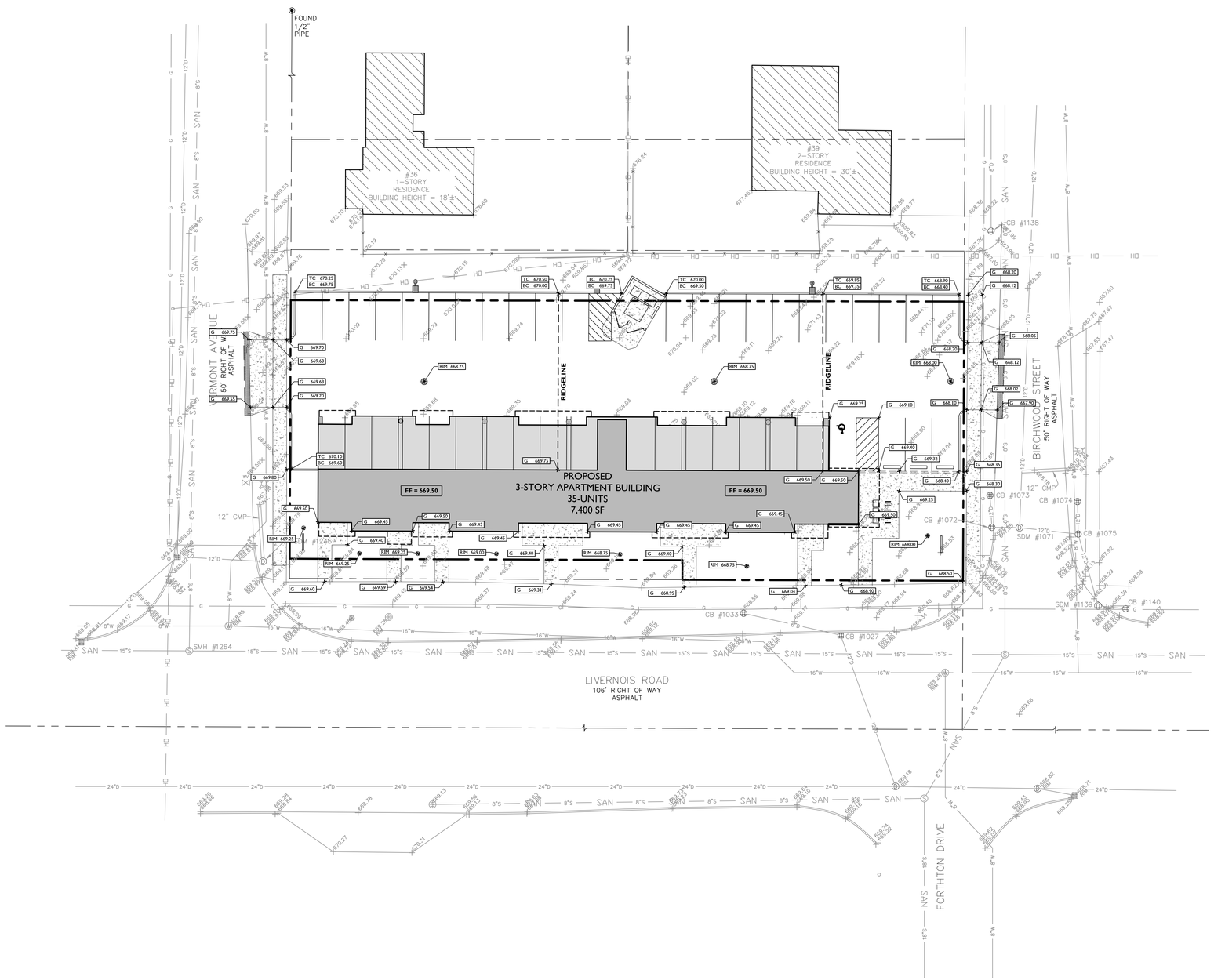
STONEFIELD engineering & design, llc.

SCALE: 1" = 20' | PROJECT ID: M-15073

TITLE: SITE PLAN

DRAWING: C-1

V:\P\2015\M-15073-KEM-TEC-1834 LIVERNOIS ROAD, TROY, MI\CAD\PLOT\PP-01-SITE.DWG



SYMBOL	DESCRIPTION
	PROPERTY LINE
100	PROPOSED GRADING CONTOUR
RIDGELINE	PROPOSED GRADING RIDGELINE
	PROPOSED DIRECTION OF DRAINAGE FLOW
G 100.00	PROPOSED GRADE SPOT SHOT
TC 100.50 / BC 100.00	PROPOSED TOP OF CURB / BOTTOM OF CURB SPOT SHOT
FC 100.00	PROPOSED FLUSH CURB SPOT SHOT
DC 100.12 / BC 100.00	PROPOSED DEPRESSED CURB / BOTTOM OF CURB SPOT SHOT
TW 102.00 / BW 100.00	PROPOSED TOP OF WALL / BOTTOM OF WALL SPOT SHOT

GRADING NOTES

1. ALL SOIL AND MATERIAL REMOVED FROM THE SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS. ANY GROUNDWATER DE-WATERING PRACTICES SHALL BE PERFORMED UNDER THE SUPERVISION OF A QUALIFIED PROFESSIONAL. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FOR THE DISCHARGE OF DE-WATERED GROUNDWATER. ALL SOIL IMPORTED TO THE SITE SHALL BE CERTIFIED CLEAN FILL. CONTRACTOR SHALL MAINTAIN RECORDS OF ALL FILL MATERIALS BROUGHT TO THE SITE.
2. THE CONTRACTOR IS REQUIRED TO PROVIDE TEMPORARY AND/OR PERMANENT SHORING WHERE REQUIRED DURING EXCAVATION ACTIVITIES, INCLUDING BUT NOT LIMITED TO UTILITY TRENCHES, TO ENSURE THE STRUCTURAL INTEGRITY OF NEARBY STRUCTURES AND STABILITY OF THE SURROUNDING SOILS.
3. PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 4 INCHES TO 7 INCHES ABOVE EXISTING GRADES UNLESS OTHERWISE NOTED. THE CONTRACTOR WILL SUPPLY ALL STAKEOUT CURB GRADE SHEETS TO KEM-TEC & ASSOCIATES FOR REVIEW AND APPROVAL PRIOR TO POURING CURBS.
4. THE CONTRACTOR IS RESPONSIBLE TO SET ALL PROPOSED UTILITY COVERS AND RESET ALL EXISTING UTILITY COVERS WITHIN THE PROJECT LIMITS TO PROPOSED GRADE IN ACCORDANCE WITH ANY APPLICABLE MUNICIPAL, COUNTY, STATE AND/OR UTILITY AUTHORITY REGULATIONS.
5. MINIMUM SLOPE REQUIREMENTS TO PREVENT PONDING SHALL BE AS FOLLOWS:
   - CURB GUTTER: 0.50%
   - CONCRETE SURFACES: 1.00%
   - ASPHALT SURFACES: 1.00%
6. A MINIMUM SLOPE OF 1.00% SHALL BE PROVIDED AWAY FROM ALL BUILDINGS. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE FROM THE BUILDING IS ACHIEVED AND SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IF THIS CONDITION CANNOT BE MET.

ADA NOTES

1. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION WITHIN THE ADA PARKING SPACES AND ACCESS AISLES.
2. THE CONTRACTOR SHALL PROVIDE COMPLIANT SIGNAGE AT ALL ADA PARKING AREAS IN ACCORDANCE WITH STATE GUIDELINES.
3. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 5.00% RUNNING SLOPE AND A MAXIMUM OF 2.00% CROSS SLOPE ALONG WALKWAYS WITHIN THE ACCESSIBLE PATH OF TRAVEL (SEE THE SITE PLAN FOR THE LOCATION OF THE ACCESSIBLE PATH). THE CONTRACTOR IS RESPONSIBLE TO ENSURE THE ACCESSIBLE PATH OF TRAVEL IS 36 INCHES WIDE OR GREATER UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
4. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION AT ALL LANDINGS. LANDINGS INCLUDE, BUT ARE NOT LIMITED TO, THE TOP AND BOTTOM OF AN ACCESSIBLE RAMP, AT ACCESSIBLE BUILDING ENTRANCES, AT AN AREA IN FRONT OF A WALK-UP ATM, AND AT TURNING SPACES ALONG THE ACCESSIBLE PATH OF TRAVEL. THE LANDING AREA SHALL HAVE A MINIMUM CLEAR AREA OF 60 INCHES BY 60 INCHES UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
5. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 8.33% RUNNING SLOPE AND A MAXIMUM 2.00% CROSS SLOPE ON ANY CURB RAMPS ALONG THE ACCESSIBLE PATH OF TRAVEL. WHERE PROVIDED, CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 10.00% IF A LANDING AREA IS PROVIDED AT THE TOP OF THE RAMP. FOR ALTERATIONS, A CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 8.33% IF A LANDING AREA IS NOT PROVIDED AT THE TOP OF THE RAMP. CURBS RAMPS SHALL NOT RISE MORE THAN 6 INCHES IN ELEVATION WITHOUT A HANDRAIL. THE CLEAR WIDTH OF A CURB RAMP SHALL BE NO LESS THAN 36 INCHES WIDE.
6. THE CONTRACTOR SHALL ENSURE A MAXIMUM OF ¼ INCHES VERTICAL CHANGE IN LEVEL ALONG THE ACCESSIBLE PATH. WHERE A CHANGE IN LEVEL BETWEEN ¼ INCHES AND ½ INCHES EXISTS, CONTRACTOR SHALL ENSURE THAT THE TOP ¼ INCH CHANGE IN LEVEL IS BEVELED WITH A SLOPE NOT STEEPER THAN 1 UNIT VERTICAL AND 2 UNITS HORIZONTAL (2:1 SLOPE).
7. THE CONTRACTOR SHALL ENSURE THAT ANY OPENINGS (GAPS OR HORIZONTAL SEPARATION) ALONG THE ACCESSIBLE PATH SHALL NOT ALLOW PASSAGE OF A SPHERE GREATER THAN ½ INCH.

20' 0' 20' 40'
GRAPHIC SCALE IN FEET
1" = 20'

ISSUE	DATE	BY	DESCRIPTION
2	07/09/2015	MTP	SITE PLAN REVIEW
1	05/21/2015	JAM	SUBMISSION FOR PLANNING COMMISSION

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SITE DEVELOPMENT PLANS

AMBER STUDIOS AND LOFTS

PROPOSED 3-STORY APARTMENT BUILDING

1800-1870 LIVERNOIS ROAD
CITY OF TROY
OAKLAND COUNTY, MICHIGAN

STATE OF MICHIGAN
JEFFREY A. MARTELL
ENGINEER
No. 62408
JEFFREY A. MARTELL, P.E.
MICHIGAN LICENSE No. 62408
LICENSED PROFESSIONAL ENGINEER

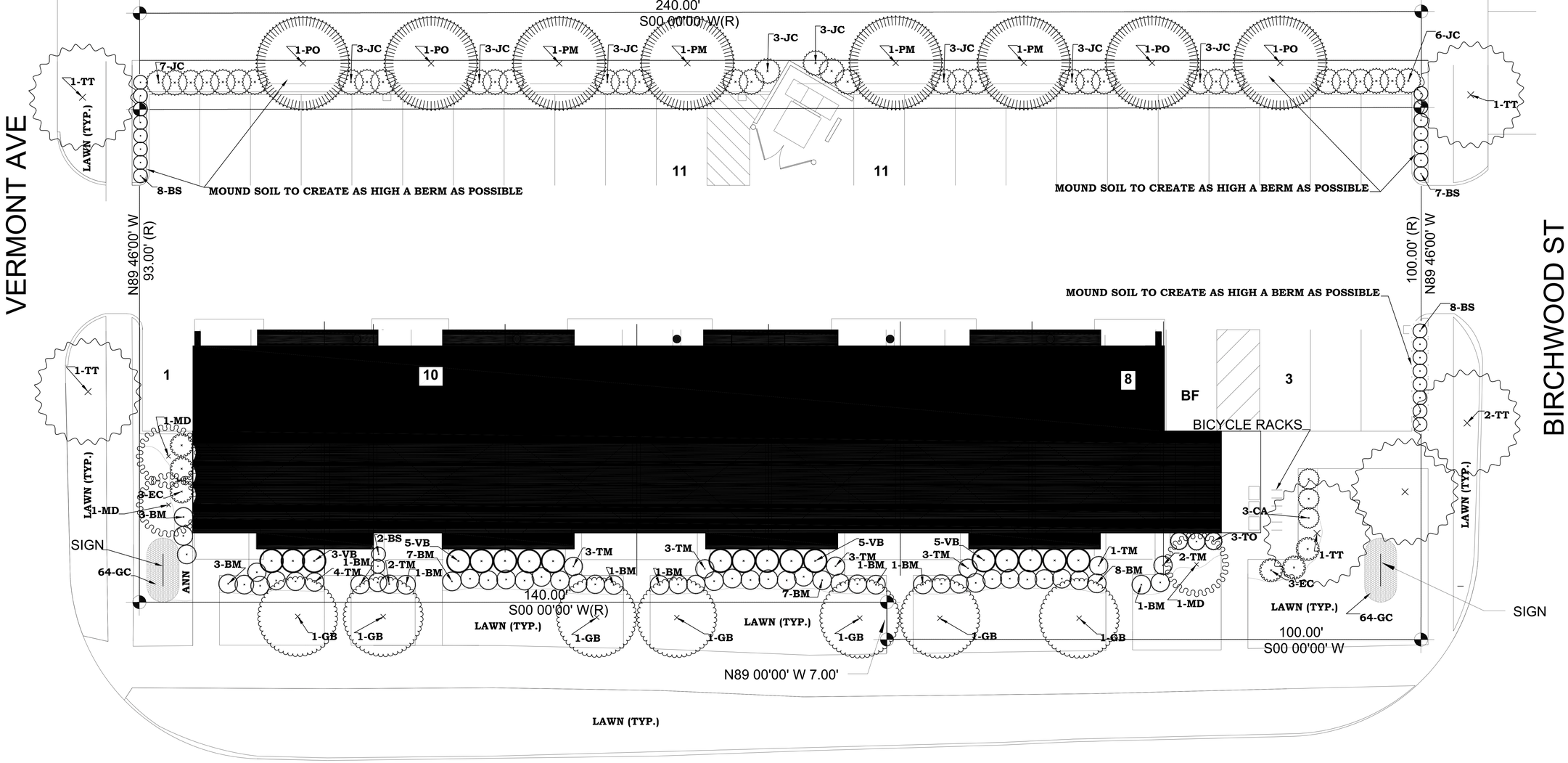
STONEFIELD engineering & design, llc.

SCALE: 1" = 20' | PROJECT ID: M-15073

TITLE: GRADING PLAN

DRAWING: C-2

V:\M\2015\M-15073-KEM-TEC-1834 LIVERNOIS ROAD, TROY, MI\CADD\PLOTTIP\SITE-GRAD.DWG



Scale: 1" = 10'

N

PLANT MATERIALS LIST

Key	Name	Size (MINIMUM)	Quantity	Root Type	Comments	Use
ANN	Annuals				- Per owner	
BM	*Buxus microphylla 'Winter Gem* Winter Gem Littleleaf Boxwood	5 gallon	35	cont.	- Full, rounded crowns.	
BS	*Buxus sempervirens 'Dee Runk'* Dee Runk Boxwood	30" height	25	cont.	- Full, rounded crowns.	Parking Lot Screen
CA	*Clethra alnifolia 'Ruby Spice'* Ruby Spice Summersweet Clethra	2' height	3	cont.	- Multiple canes with full crowns.	
EC	*Enkianthus campanulatus* Redvein Enkianthus	2' height	6	b&b	- Full crowns. - Acidify well-drained soil. - May substitute with 'Mohawk' Viburnum.	
GB	*Ginkgo biloba 'Princeton Sentry'* Princeton Sentry Male Ginkgo	2.5" caliper	7	b&b	- Single-leader only, with full crown.	Greenbelt R-O-W
GC	*Geranium x cantabrigiense 'Karmina* Bikovo Hardy Geranium	#1 pot	128	cont.	- Space 12" on center.	Sign
JC	*Juniperus chinensis 'Blue Point* Blue Point Juniper	5' height	37	b&b	- Do not substitute with other Juniper species.	Screening
MD	*Malus 'Donald Wyman'* Donald Wyman Crabapple	2.5" caliper	3	b&b	- Full crown.	Greenbelt R-O-W
PM	*Pseudotsuga menziesii* Douglasfir	5' height	4	b&b	- Single leader.	Screening
PO	*Picea omorika* Serbian Spruce	5' height	4	b&b	- Single leader.	Screening
TM	*Taxus x media 'Vermeulen* Vermeulen Yew	2' height	21	b&b	- Full specimen.	
TO	*Thuja occidentalis 'Holmstrup* Holmstrup Arborvitae	3' height	3	b&b	- Single-leader only, with full crown.	
TT	*Tilia tomentosa 'Sterling Silver'* Sterling Silver Linden	2.5" caliper	6	b&b	- Single-leader only, with full crown.	Greenbelt R-O-W
VB	*Viburnum x burkwoodii* Burkwood Viburnum	2' height	18	b&b	- Multiple canes with full crowns.	

All areas outside of beds to be seeded or sodded with cool season grass hardy to Oakland County, Michigan.
All planting beds to have mulch.

Base Plan provided by Stantec

Know what's **below.**
Call before you dig.

06.09.2015 Site Plan Review
Landscape Plan for.
AMBER STUDIOS and LOFTS
1800 - 1870 Livernois Road, City of Troy, Michigan 48083

Sheet
L-1

Job No. 15IF-02

Date: March 22, 2015 For Site Plan Approval
Revisions: July 9, 2015 Revisions per City

Design by:
Eric A. Olson, PLLC
115 1/2 South Saginaw Street
Holly, Michigan 48442
(248) 634-4320
fax (248) 634-4409
EOlsonRLA@sbcglobal.net

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Landscape Notes:

Pre-installation

1) Qualifications of the Landscape Contractor
   a) The landscape contractor shall be licensed by the State of Michigan, Department of Agriculture Plant Industries Division to handle plant materials.
   b) The landscape contractor will be covered by a public liability and property damage insurance policy.
   c) The landscape contractor shall conform to all Federal and State Labor Laws.
2) Landscape Contractor to verify all measurements in the field.
3) Landscape Contractor to report all discrepancies to the Landscape Architect.
4) Verify substitutions with the Landscape Architect prior to purchase of plant materials. Substitution of materials included in an approved plan shall be made with the consent of the City. The developer shall provide an as-built drawing indicating the changes prior to the release of the landscape deposit.
5) Landscape Contractor to contact MISS DIG (800-482-7171) at least 5 working days prior to digging on site.

Landscape installation

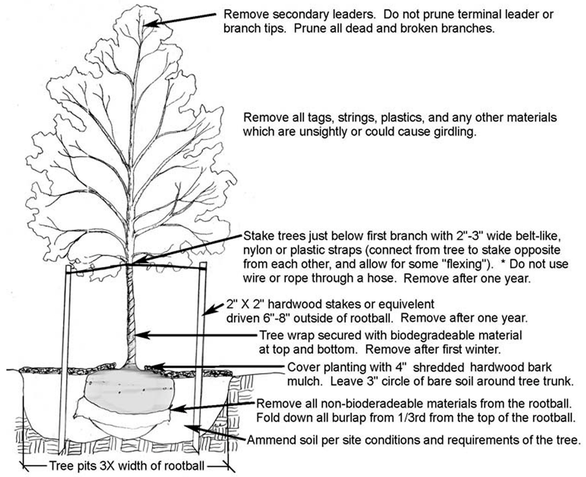
6) Soils in planting beds to be loosened and amended where necessary for good drainage and appropriateness for the individual plant needs. Organic matter should be worked into the soils.
7) Plant materials shall be of generally acceptable varieties and species, free from insects and diseases, hardy to Oakland County, conform to the current minimum standards for nursery stock of the American Nursery and Landscape Association and shall have proof of any required governmental regulations and/or inspections.
8) The landscape contractor shall guarantee that all plants are true to botanical name, and that the quality and size meet the approved specifications.
9) All plant material shall conform in botanical name, dimensions, and quality of the "Horticultural Standards" adopted by the American Association of Nurserymen.
10) Balled and Burlapped plant material shall be balled with original clay soil, intact with the fibrous roots to insure maximum recovery after transplanting.
11) Potted plants shall have sufficient root structures to insure full recovery and development.
12) Nursery stock shall be vigorous, free from disease, insects, insect eggs, or larvae.
13) All landscaping and landscape elements shall be planted, and earth moving or grading performed, in a sound workmanlike manner, according to accepted planting and grading procedures.
14) Artificial plant materials are prohibited.
15) Native species of trees and shrubs shall constitute at least fifty percent (50%) of the total proposed plantings in accordance with the standards set forth in Section 13.02.A.7.
16) Water all plant materials thoroughly during planting.
17) Beds to be edged with a trench. Top of mulch to be level with the lawn.
18) Mulch shall be applied at a minimum depth of four inches, composed of shredded materials (not recycled construction materials or pallets), and installed in a manner as to present a finished appearance.
19) The landscape contractor shall fully guarantee that all plants are in a vigorous growing condition during and at the end of the guarantee period. This guarantee period shall be minimum of one (1) year from the completion date of the project.
20) Replacement plants and/or landscape materials other than plants shall be in accordance with the approved original specifications.
21) All trees between the sidewalk and curb should be a minimum of 15 feet away from a driveway that opens onto a public street.
22) Trees planted within 25 feet of the inside corner shall have no limbs lower than 8 feet above the lowest established street grade.
23) If required, berms shall be constructed with slopes not to exceed a one to three (1:3) gradient. Berm slopes shall be protected with sod, seed, or other form of natural ground cover.
24) Landscape Contractor to coordinate landscaping with existing and proposed underground and overhead utility lines so as to avoid interference with plant growth.
25) Areas adjacent to parking lots, a minimum distance of three (3) feet from the backside of the curb and the proposed landscape plantings shall be provided. Where vehicles overhang a landscape island or strip, a minimum distance of five (5) feet from the backside of the curb and the proposed landscape plantings shall be provided.
26) The contractor shall at all times keep the premises and public streets free from any excessive accumulation of soil and waste material or rubbish caused by his employees or work, and at the completion of the work, he shall remove all his waste, excessive material, rubbish and equipment so as to leave the premises neat and clean and ready for the purpose for which it was intended.
27) The contractor shall properly protect all existing structures and property. This is to include, but not to be limited to: sidewalks, curbs, fences, buildings, lawns, trees and shrubbery. Repair of all parts shall be done in strict accordance with the requirements of the proper City authorities.

Post installation

28) All diseased, damaged, or dead materials shall be replaced in accordance with the standards of this Ordinance.
29) Landscaping required by this Ordinance shall be maintained in a reasonably healthy condition, free from refuse and debris. All unhealthy and dead material shall be replaced within one (1) year of damage or death or the next appropriate planting period, whichever comes first.
30) All landscaped areas shall be provided with irrigation or a readily available and acceptable water supply.

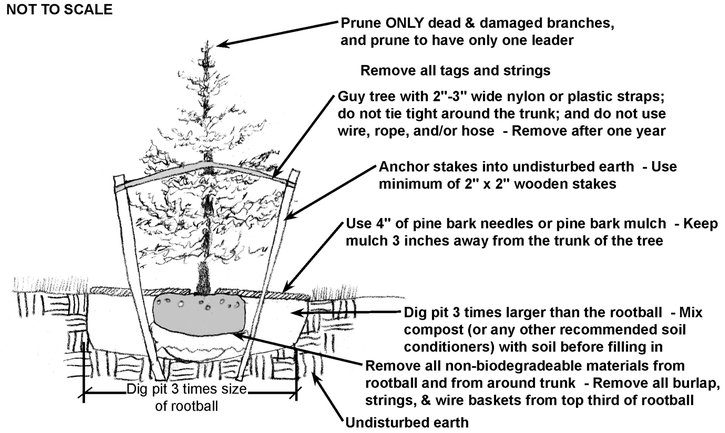
TREE PLANTING DETAIL

NOT TO SCALE



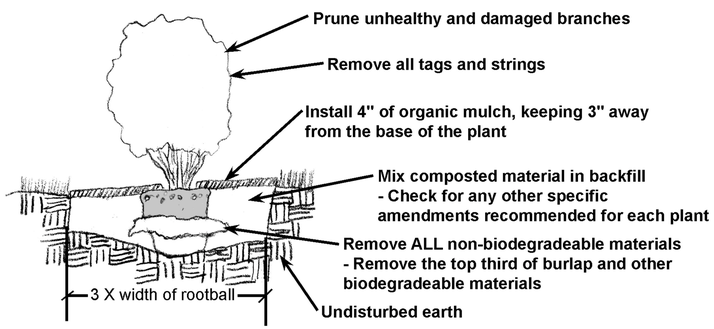
EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE



SHRUB PLANTING DETAIL

NOT TO SCALE



Requirements:

Screening Between Land Uses [§13.02.B.]
- Requirement: Screen Alternative #1 or #2 along East property line
  - + Provided: Evergreen Screening along East property line
  - + Provided: 6′ 4″ wide greenbelt, and if the entire alley is considered, then a 15′ 4″ wide greenbelt

Greenbelt Along Right-Of-Way [§13.02.D.]
- Requirement: 16 Trees [110.22′ + 239.98′ + 117.56 = 467.76 ÷ 30 = 16]]
  - + Provided: 16 Trees
- Requirement: 10′ wide greenbelt
  - + Provided: 10′+ greenbelt

Site Landscaping
- Requirement: 15% of site as greenspace
  - + Provided: 17.4% of site as greenspace

Off-street Parking Visibility [§5.05.E.5.b.iv & §13.02.C.3.b]
- Requirement: Berm or wall 3′ high
  - + Provided: Berm with evergreen shrubs

Tree Preservation Plan [§8.05.A.9.]
- Requirement: Tree Preservation Plan
  - + Provided: Not Required - No regulated trees on site.

Know what's **below.**
Call before you dig.

Not to be used unless original signature of Eric Olson, RLA, appears on this document. Contains the official embossed Landscape Architect seal from the State of Michigan.

Date: March 22, 2015 For Site Plan Approval
Revisions: July 9, 2015 Revisions per City

Design by:
Eric A. Olson, PLLC
115 ½ South Saginaw Street
Holly, Michigan 48442
(248) 634-4320
fax (248) 634-4409
EOlsonRLA@sbcglobal.net

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06.09.2015 Site Plan Review
Landscape Details for.
AMBER STUDIOS and LOFTS
1800 - 1870 Livernois Road, City of Troy, Michigan 48083

Sheet
L-2

Job No. 15IF-02

GROSS BUILDING SQUARE FOOTAGE:
NET SQUARE FOOTAGE SUMMARY:

FIRST FLOOR:	2,975 SQ FT NET UNITS 404 SQ FT MECH + WALLS + STAIRS (4,157 GROSS SQ FT)
SECOND FLOOR:	5,040 SQ FT NET UNITS + WALLS + STAIRS (7,160 GROSS SQ FT)
THIRD FLOOR & MEZZANINE:	6,879 SQ FT NET UNITS + WALLS + STAIRS (7,497 GROSS SQ FT)
BUILDING GROSS SQ FT:	18,814 SQ FT*

*MEZZANINES DO NOT CONTRIBUTE TO EITHER BUILDNG AREA OR NUMBER OF STORIES AS REGULATED BY SECTION 503.1.

SITE INFORMATION:

EXISTING SITE: LAND SITUATED IN THE CITY OF TROY, COUNTY OF OAKLAND, STATE OF MICHIGAN IS DESCRIBED AS FOLLOWS:

20-27-353-029
LOTS 63, 64 AND 65, ADDISON HEIGHTS SUBDIVISION No. , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-008
LOTS 61 AND 62, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS , OAKLAND COUNTY RECORDS.

20-27-353-007
THE EAST 93 FEET OF LOT 60, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS , OAKLAND COUNTY RECORDS.

20-27-353-006
THE EAST 93 FEET OF LOT 59, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS , OAKLAND COUNTY RECORDS.

20-27-353-005
THE EAST 93 FEET OF LOT 58, ADDISON HEIGHTS SUBDIVSION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-004
THE EAST 93 FEET OF LOT 57, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-003
THE EAST 93 FEET OF LOT 56, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-002
THE EAST 93 FEET OF LOT 55, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

20-27-353-001
THE EAST 93 FEET OF LOT 54, ADDISON HEIGHTS SUBDIVISION No. 2 , AS RECORDED IN LIBER 33, PAGE 28 OF PLATS, OAKLAND COUNTY RECORDS.

SITE AREA:	25,032 SQ FT* (+/- 0.575 ACRES) *INCLUDES WEST 9' - 0" OF THE VACATED ALLEY
CURRENT ZONING:	OFFICE DISTRICT
PROPOSED ZONING:	MAPLE ROAD DISTRICT
PROPOSED USE:	EFFICIENCY APARTMENTS

PROPOSED MULTIPLE FAMILY RESIDENTIAL USE:
STUDIO APARTMENTS (RENTAL).

35 UNITS PROPOSED -	1 PARKING SPACES / EACH DWELLING UNIT (REQUIRED)
PARKING REQUIRED:	35 SPACES
PARKING PROVIDED:	43 SPACES + 1 SPACES BARRIER FREE = 44 TOTAL SPACES*

*ADDITIONAL 4 ON STREET PARKING SPACES ADJACENT TO PROPERTY.

PROPOSED OPEN SPACE: 4,511 SQ FT (OPEN) / 25,032 SQ FT (SITE) = 18.75%*

* 15% REQUIRED OPEN SPACE BASED ON TABLE 5.03.B.3 BUILDING FORM C

BUILDING SITE COVERAGE: 7,497 SQ FT (BUILDING FOOTPRINT) / 25,032 SQ FT (SITE) = 30.00%

SETBACK INFORMATION:

PROPERTY SETBACKS SUBJECT TO SETBACK REQUIREMENTS AS FOLLOWS PER TABLE 5.03.B.3 BUILDING FORM C, UNLESS OTHERWISE ALLOWED BY THE PLANNING COMMISSION:

FRONT:	REAR:	SIDE:
MINIMUM: 10'-0"	MINIMUM: 30'-0"	MINIMUM: N/A
MAXIMUM: 30'-0"	MAXIMUM: NONE	MAXIMUM: NONE

THE PROPOSED BUILDING SETBACKS ARE:

FRONT (WEST, NORTH) BUILD TO LINE:	10'-0" TO FACE OF BUILDING
FRONT (SOUTH) BUILD TO LINE:	30'-0" TO FACE OF BUILDING
REAR (EAST):	50'-4" TO FACE OF BUILDING

BUILDING HEIGHT INFORMATION:

THE PROPOSED BUILDING HEIGHT IS 36' - 0" TO THE MID POINT OF THE ROOF.

BARRIER FREE REQUIREMENTS:

BARRIER FREE PARKING:
2% OF THE TOTAL NUMBER OF SPACES REQUIRED. (MIN OF 1)
(2 BARRIER FREE SPACES ARE REQUIRED FOR THE 94 SPACES PROVIDED.)

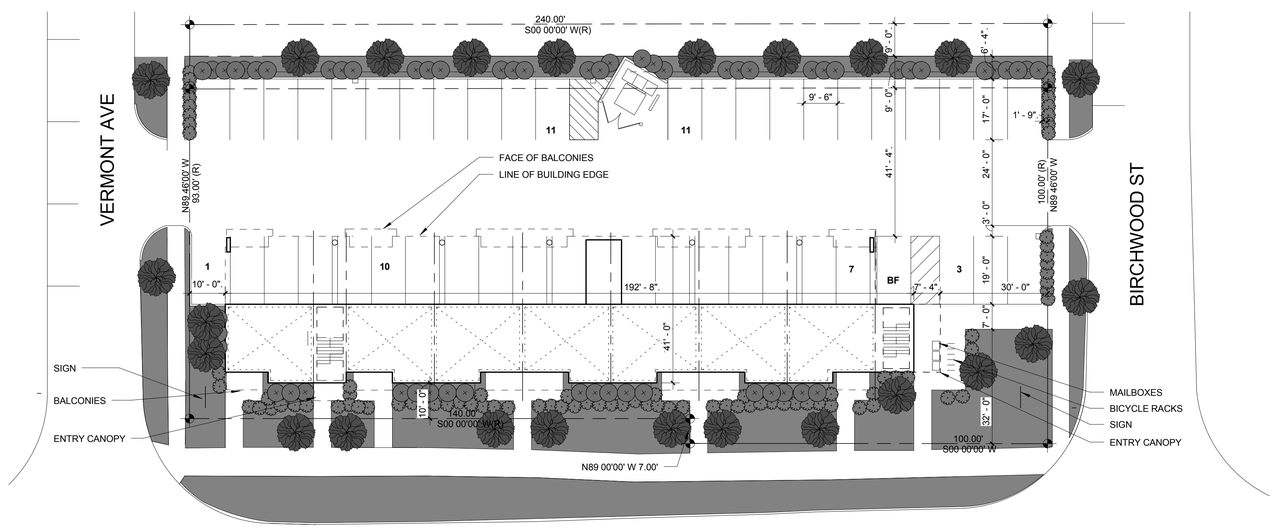
BARRIER FREE DWELLING UNITS:
2% OF TOTAL UNITS ARE REQUIRED TO BE "TYPE A" (MIN OF 1) PER MBC 1107.6.2.1.1.
THE 1 "TYPE A" UNIT IS LOCATED ON THE FIRST FLOOR.

BUILDING INFORMATION:

OCCUPANCY USE:	R-2
CONSTRUCTION TYPE:	5B
FIRST FLOOR AREA:	4,157 GROSS SQ FT
SECOND FLOOR AREA:	7,160 GROSS SQ FT
THIRD FLOOR AREA:	7,497 GROSS SQ FT
MEZZANINE FLOOR AREA:	1,305 NET SQ FT
TOTAL:	18,814 GROSS SQ FT*

*MEZZANINES DO NOT CONTRIBUTE TO EITHER THE BUILDING AREA OR THE NUMBER OF STORIES AS REGULATED BY MBC SECTION 503.1

APARTMENTS TYPES	UNIT TYPE	QUANTITY	NET SQ FT
TYPE "01" STUDIO	(0)	7	**425**
TYPE "02A" STUDIO	(0)	12	**355**
TYPE "02B" STUDIO	(0)	2	**390**
TYPE "03A" STUDIO LOFT	(0)	10	**486** (399+93)
TYPE "03B" STUDIO LOFT	(0)	2	**442** 360+82
TYPE "03C" STUDIO LOFT	(0)	1	**470** 390+87
TYPE "03D" STUDIO LOFT	(0)	1	**665** 542+124
		35 UNITS	



N

A1 ARCHITECTURAL SITE PLAN
1" = 20'-0"

Stantec

FOR REVIEW NOT FOR PERMITTING, OR CONSTRUCTION

AMBER PROPERTIES COMPANY
380 N. CROOKS RD
CLAWSON, MI 48017

AMBER STUDIOS AND LOFTS
TROY, MI 48083

CHECKED:
SCALE: **As indicated**
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ISSUE:

2015.07.09	SITE PLAN REVIEW

SHEET TITLE:
ARCHITECTURAL SITE PLAN

AS01

Project: **214100111**

7/9/2015 9:10:11 AM
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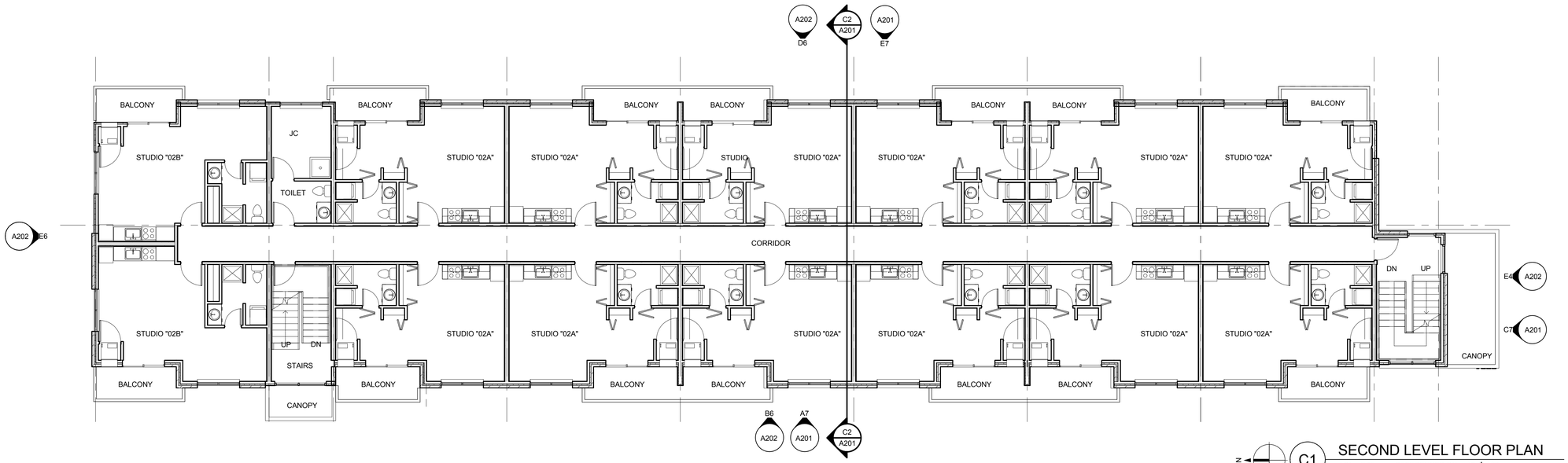
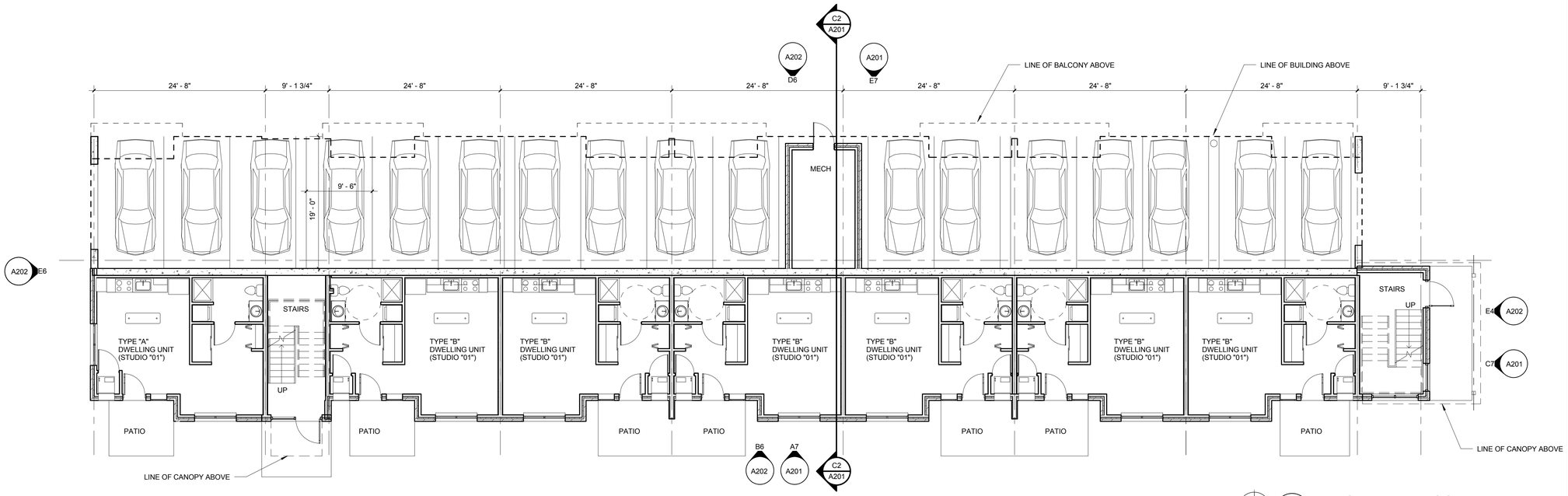


C1 SECOND LEVEL FLOOR PLAN

1/8" = 1'-0" REFERENCED ON **A7 / A201**

REFER TO FIRST FLOOR PLAN FOR OVERALL DIMENSIONS



A1 FIRST LEVEL FLOOR PLAN

1/8" = 1'-0" REFERENCED ON **A7 / A201**

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FOR REVIEW NOT FOR PERMITTING, OR CONSTRUCTION

AMBER PROPERTIES COMPANY
380 N. CROOKS RD
CLAWSON, MI 48017

AMBER STUDIOS AND LOFTS
TROY, MI 48083

CHECKED:

SCALE: **1/8" = 1'-0"**

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ISSUE:

2015.07.09	SITE PLAN REVIEW

SHEET TITLE:

FIRST & SECOND FLOOR PLANS

A111

Project: **214100111**

7/9/2015 9:09:40 AM
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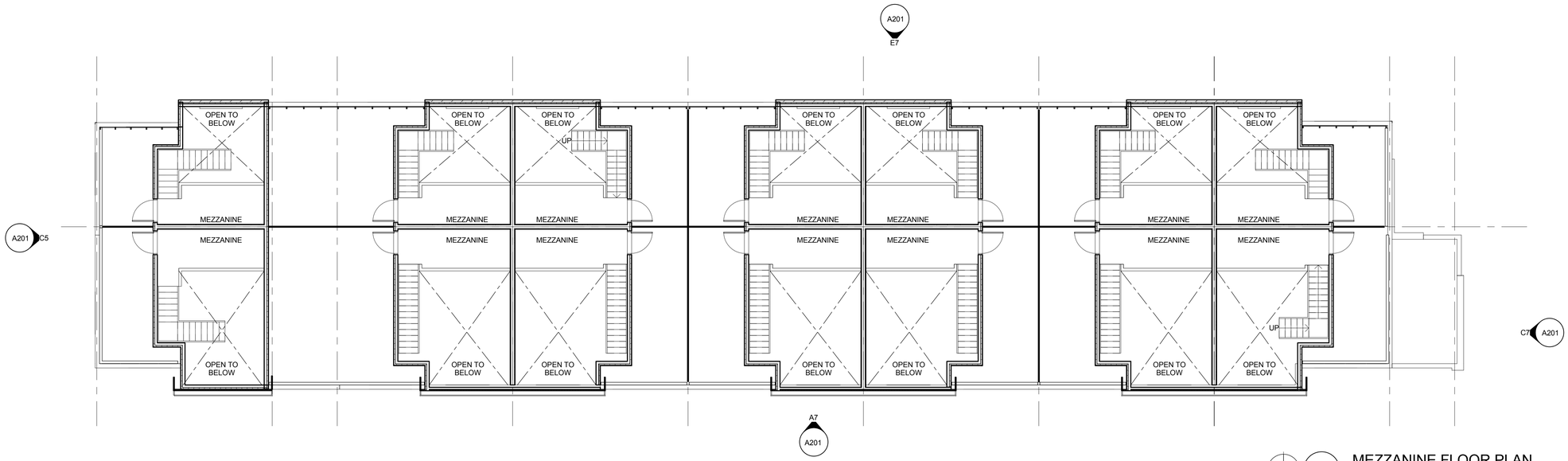
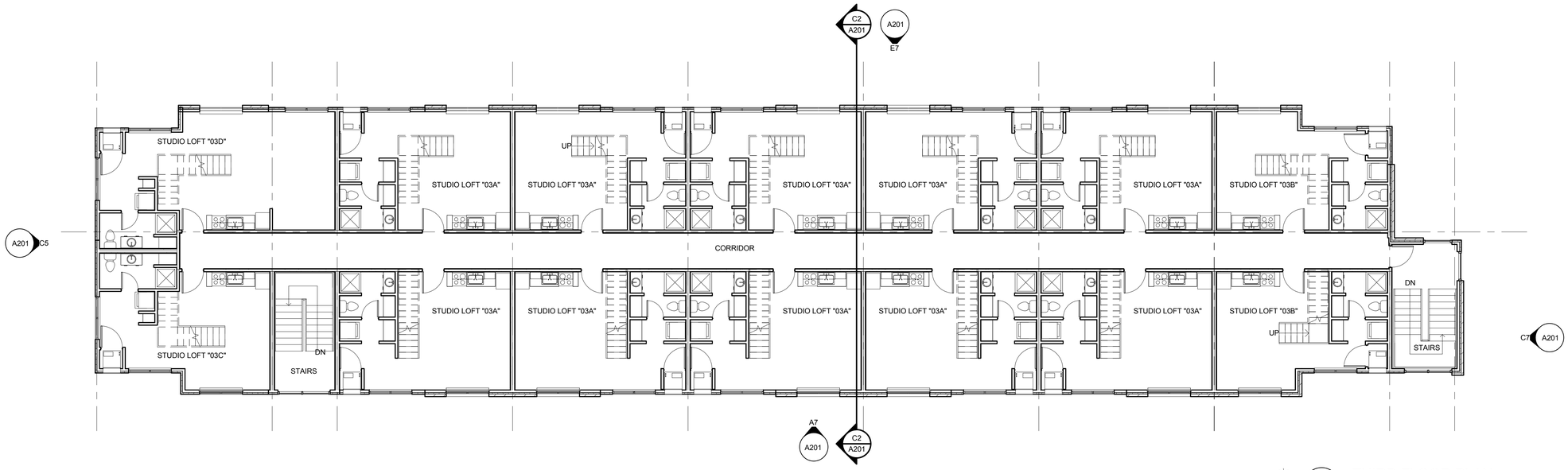


C1 MEZZANINE FLOOR PLAN
1/8" = 1'-0" REFERENCED ON A7 / A201



A1 THIRD FLOOR PLAN
1/8" = 1'-0" REFERENCED ON A7 / A201

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COMPANY
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AMBER STUDIOS AND
LOFTS
TROY, MI 48083

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SCALE: 1/8" = 1'-0"
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ISSUE:

2015.07.09	SITE PLAN REVIEW

SHEET TITLE:
THIRD FLOOR &
MEZZANINE PLANS

A121

Project: 214100111

7/9/2015 10:05:27 AM
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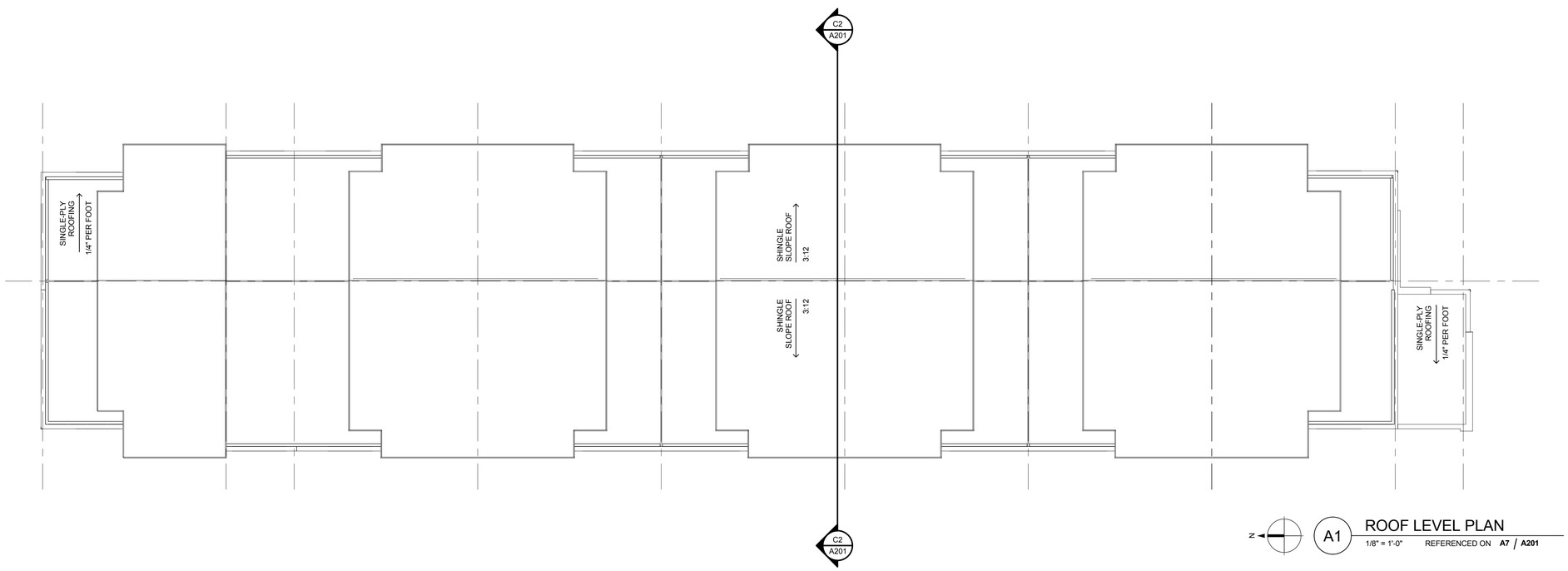

N

A1 ROOF LEVEL PLAN

1/8" = 1'-0" REFERENCED ON A7 / A201

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SCALE: 1/8" = 1'-0"
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ISSUE:

2015.07.09	SITE PLAN REVIEW

SHEET TITLE:
ROOF PLAN

Project: 214100111

A131

7/9/2015 9:40:18 AM
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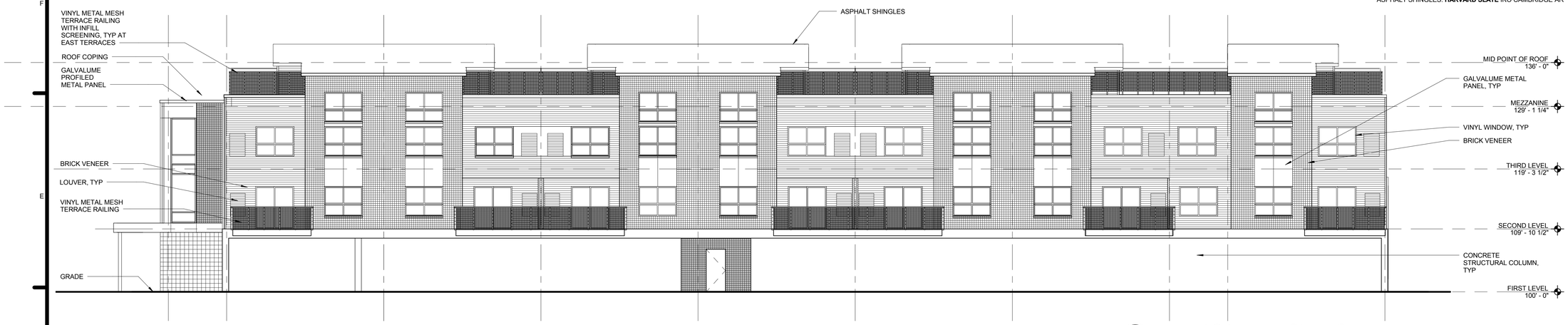
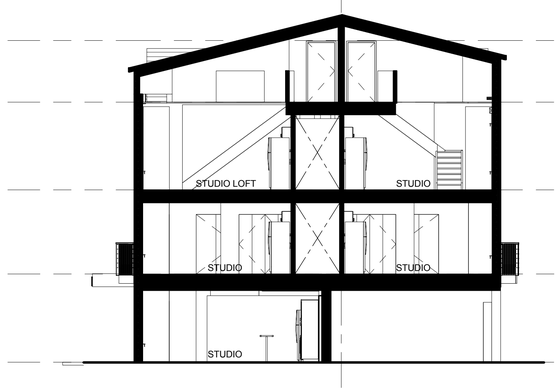
PROPOSED MATERIALS

- BRICK 1: **#1348** BOWERSTON SHALE COMPANY
- BRICK 2: **#50** BOWERSTON SHALE COMPANY
- GLAZED BLOCK: **GAS LIGHT BLUE** BELDEN BRICK COMPANY
- TERRACE RAILING: **BLACK** VINYL METAL MESH
- GALVALUME PROFILED SIDING: CENTRIA
- ASPHALT SHINGLES: **HARVARD SLATE** IKO CAMBRIDGE AR



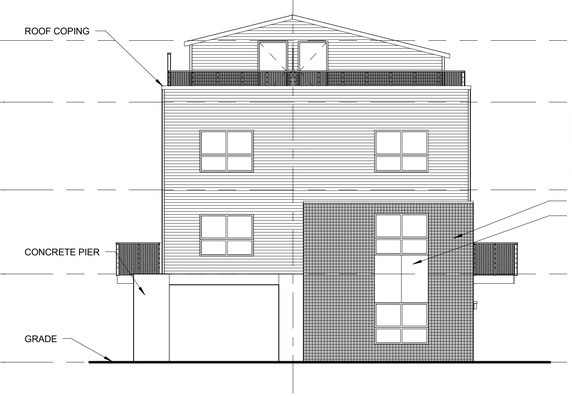
E7 EXTERIOR ELEVATION - EAST

1/8" = 1'-0"



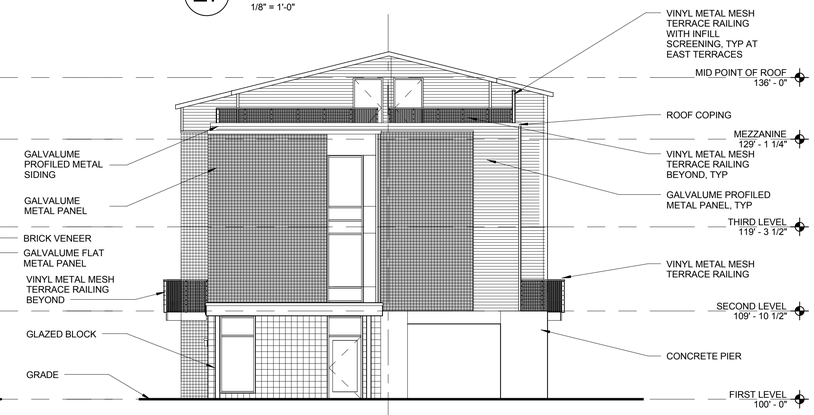
C2 BUILDING SECTION

1/8" = 1'-0"



C5 EXTERIOR ELEVATION - NORTH

1/8" = 1'-0"



C7 EXTERIOR ELEVATION - SOUTH

1/8" = 1'-0"

A7 EXTERIOR ELEVATION - WEST

1/8" = 1'-0"

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AMBER PROPERTIES COMPANY
380 N. CROOKS RD
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AMBER STUDIOS AND LOFTS
TROY, MI 48083

CHECKED:

SCALE: **1/8" = 1'-0"**

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ISSUE:

2015.07.09	SITE PLAN REVIEW

SHEET TITLE:

EXTERIOR ELEVATIONS

Project: **214100111**

A201

7/9/2015 9:11:12 AM
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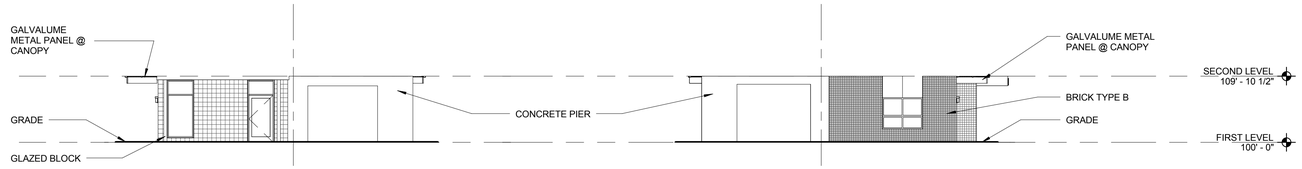
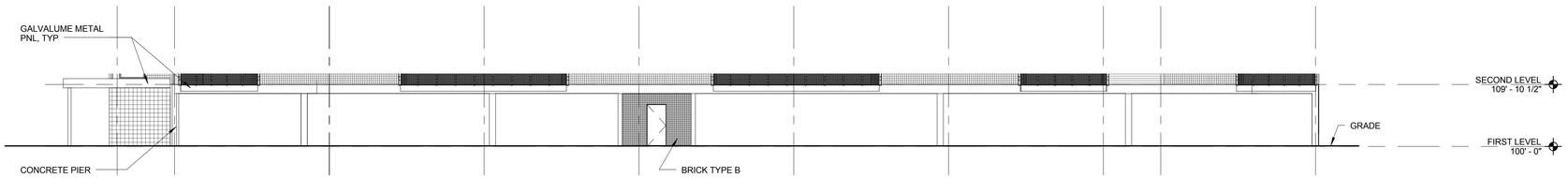


E4 GROUND LEVEL EXTERIOR ELEVATION - SOUTH

3/32" = 1'-0"

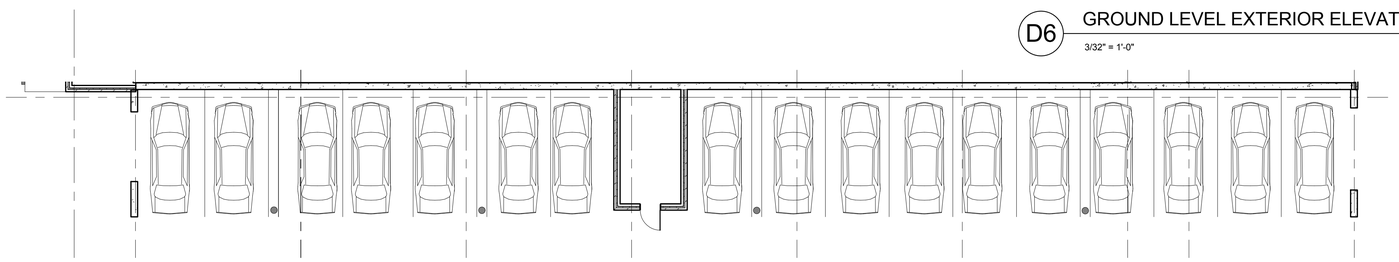
E6 GROUND LEVELEXTERIOR ELEVATION - NORTH

3/32" = 1'-0"



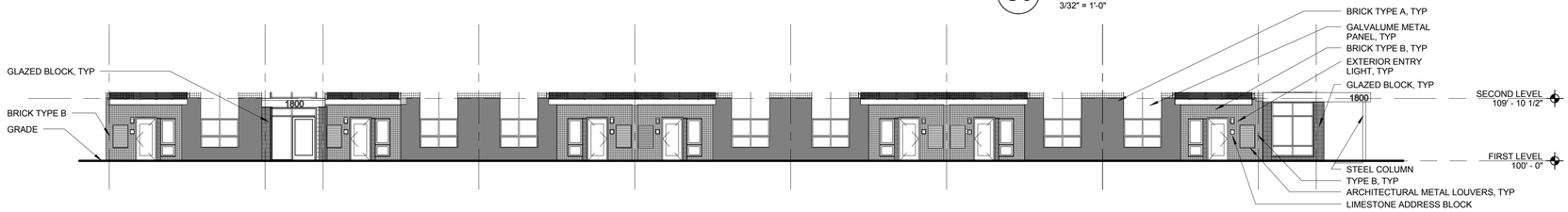
D6 GROUND LEVEL EXTERIOR ELEVATION - EAST

3/32" = 1'-0"



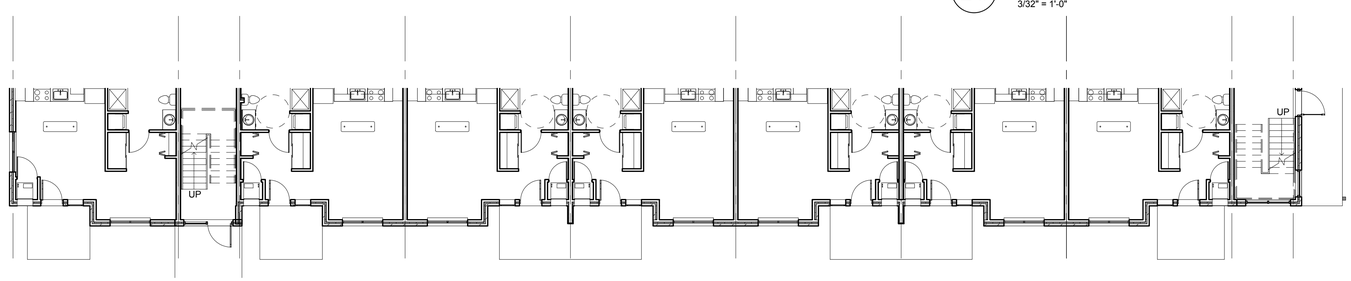
C6 GROUND LEVEL PARTIAL FLOOR PLAN - EAST

3/32" = 1'-0"



B6 GROUND LEVEL EXTERIOR ELEVATION - WEST

3/32" = 1'-0"



A6 GROUND LEVEL PARTIAL FLOOR PLAN - WEST

3/32" = 1'-0"

GROUND STORY ACTIVATION

FACADE VARIATION - 5.05 E.1

UNINTERRUPTED PUBLIC STREET FACADE LENGTH

MAX ALLOWED :		25'-0"
PROPOSED :	SOUTH ELEVATION	18'-10"
	NORTH ELEVATION	19'-0"
	WEST ELEVATION	24'-8"

TRANSPARANCY ALTERNATIVES - 5.05E3b

(A) EXPRESSION OF STRUCTURAL SYSTEM
- EXPRESSION OF CONCRETE WALLS, BEAMS, AND BALCONIES
- INDENTED/OUTDENTED UNIT PLACEMENT

(D) MATERIAL VARIATION
- ALTERNATING BRICK COLOR
- FLAT METAL PANELS

(E) INTEGRATED ARCHITECTURAL ORNAMENTATION
- GLAZED BLOCK TO SIGNIFY ENTRANCES
- LIMESTONE ADDRESS BLOCKS

(F) OUTDOOR SEATING (5.05E3bii)

GROUND STORY ACTIVATION CALCULATIONS

SOUTH ELEVATION

REQUIREMENT	% PROPOSED	% REQUIRED
TRANSPARENCY TOTAL	55.6%	50% MIN*
GLAZING/DOORS	12.9%	
THE BASE MATERIAL FOR THIS ELEVATION IS : **GLAZED BLOCK** THE FOLLOWING CHART LISTS THE ALTERNATIVE MATERIALS USED		
TRANSPARENCY ALTERNATIVES	42.7%	80% MAX
MATERIAL VARIATION	42.7%	50% MAX
CONCRETE	28.6%	
METAL PANEL	14.1%	

NORTH ELEVATION

REQUIREMENT	% PROPOSED	% REQ
TRANSPARENCY TOTAL	51.0%	50% MIN*
GLAZING/DOORS	9.7%	
THE BASE MATERIAL FOR THIS ELEVATION IS : **BRICK TYPE B** THE FOLLOWING CHART LISTS THE ALTERNATIVE MATERIALS USED		
TRANSPARENCY ALTERNATIVES	41.3%	80% MAX
MATERIAL VARIATION	41.3%	50% MAX
FLAT METAL PNL	9.1%	
CONCRETE	32.2%	

EAST ELEVATION

REQUIREMENT	% PROPOSED	% REQ
TRANSPARENCY TOTAL	47.5%	30% MIN*
DOORS	4.5%	
THE BASE MATERIAL FOR THIS ELEVATION IS : **CONCRETE** THE FOLLOWING CHART LISTS THE ALTERNATIVE MATERIALS USED		
TRANSPARENCY ALTERNATIVES	43.4%	100% MAX
MATERIAL VARIATION	43.4%	50% MAX
BRICK TYPE B	21.1%	
FLAT METAL PANEL	22.3%	

WEST ELEVATION

REQUIREMENT	% PROPOSED	% REQ
TRANSPARENCY TOTAL	99.6%	50% MIN*
GLAZING/DOORS	29.7%	
THE BASE MATERIAL FOR THIS ELEVATION IS : **BRICK TYPE B** THE FOLLOWING CHART LISTS THE ALTERNATIVE MATERIALS USED		
TRANSPARENCY ALTERNATIVES	69.9%	80% MAX
MATERIAL VARIATION	40.4%	50% MAX
GLAZED BLOCK	4.2%	
BRICK TYPE A	22.2%	
FLAT METAL PNL	11.4%	
ARCHITECTURAL METAL LOUVERS	2.6%	
OUTDOOR DINING/SEATING	29.5%	60% MAX

*TRANSPARENCY REQUIREMENT EQUALS TRANSPARENCY ALTERNATIVES IN ADDITION TO GLAZING AND DOORS.

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AMBER PROPERTIES COMPANY
380 N. CROOKS RD
CLAWSON, MI 48017

AMBER STUDIOS AND LOFTS
TROY, MI 48083

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SCALE: **As indicated**

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2015.07.09	SITE PLAN REVIEW

SHEET TITLE:

GROUND STORY ACTIVATION

A202

Project: **214100111**

7/9/2015 9:41:29 AM
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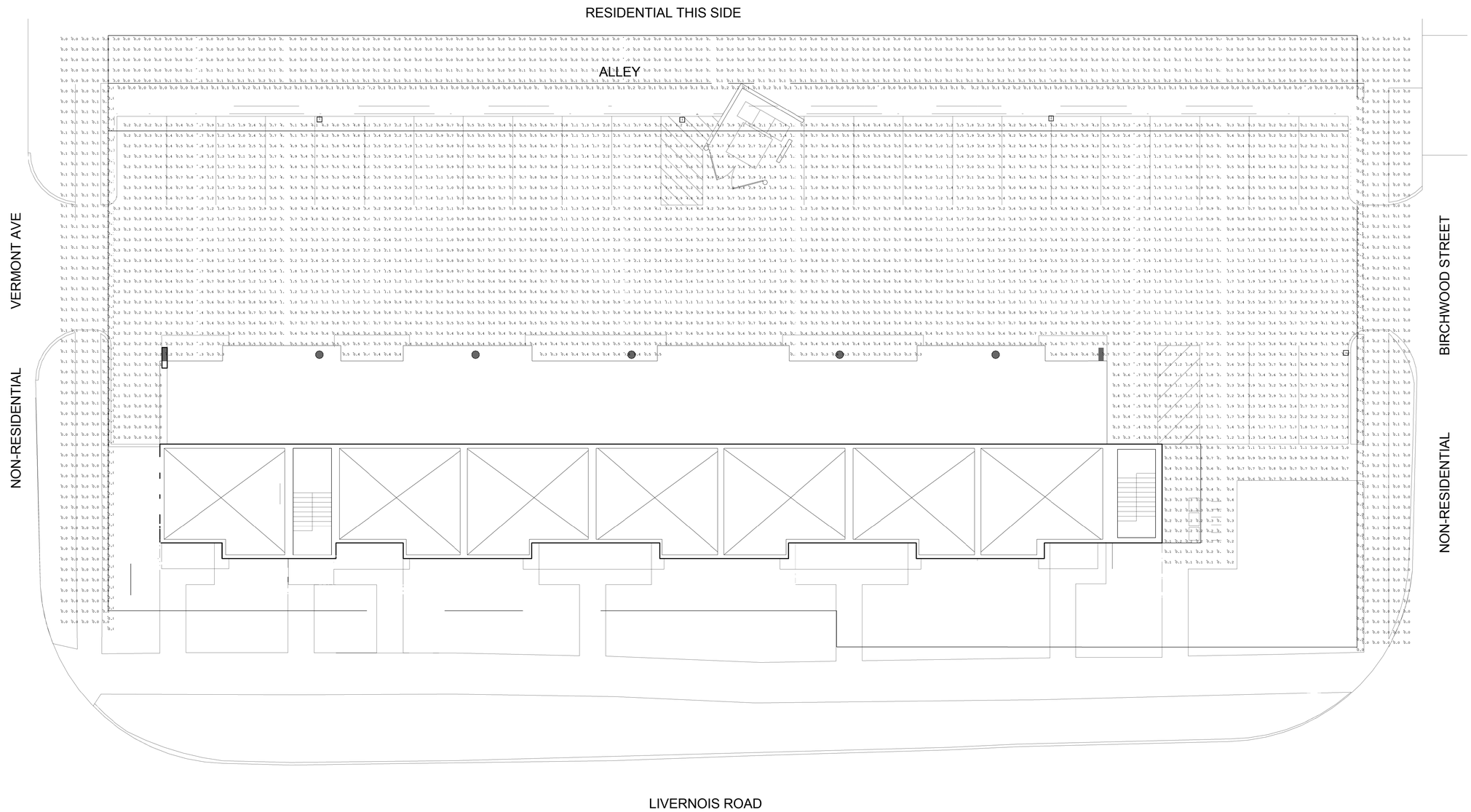

CALCULATION SUMMARY							
LABEL	CALC TYPE	UNITS	AVG	MAX	MIN	AVG/MIN	MAX/MIN
10' BEYOND BOUNDARY	ILLUMINANCE	FC	0.05	0.7	0.0	N.A.	N.A.
5' AFF PROPERTY LINE	ILLUMINANCE	FC	0.12	1.3	0.0	N.A.	N.A.
PARKING LOT	ILLUMINANCE	FC	1.56	6.3	0.0	N.A.	N.A.

LUMINAIRE SCHEDULE					
DESCRIPTION	TOTAL LAMP LUMENS	LLF	LLD	LDD	TOTAL WATTS
LITHONIA KSF1 150S R4SC-KSF1 IV 150W HP	16000	0.720	0.80	0.9	189
LITHONIA KSF1 250M R4SC 250W HP	22500	0.720	0.80	0.9	864

1 ELECTRICAL SITE LIGHTING PHOTOMETRICS
1" = 10'-0"

Stantec

AMBER PROPERTIES COMPANY
380 N. CROOKS RD
CLAWSON, MI 48017

AMBER STUDIOS & LOFTS
TROY, MI

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ISSUE:

1	2015.07.09	SITE PLAN REVIEW

SHEET TITLE:
ELECTRICAL SITE LIGHTING PHOTOMETRICS

ESC01

Project: **214100111**

7/9/2015 10:34:46 AM
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CITY OF TROY
AMBER STUDIOS AND LOFTS
1800 - 1870 LIVERNOIS ROAD
TROY, MICHIGAN 48083
SOUTHWEST VIEW

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CITY OF TROY
AMBER STUDIOS AND LOFTS
1800 - 1870 LIVERNOIS ROAD
TROY, MICHIGAN 48083
SOUTHEAST VIEW

PLUNKETT COONEY

July 14, 2015

Planning Commission
City of Troy
500 W. Big Beaver Road
Troy, MI 48084

Re: Amber Properties Company
Multi-Family Rezoning Request
1800-1870 Livernois ("Project")

Dear Planning Commissioners:

Our Amber Development Team was very pleased to be able to meet with you on June 23rd to review the proposed Project. We listened very carefully to your comments and, since that time, have taken the following steps while submitting revised plans for the Project:

1) Parking. After discussions with the Planning Department staff, we were able to reconfigure the layout of the building and create 4 additional on-site parking spaces. The Project now has 9 extra spaces, or 26% parking over ordinance requirements. If you informally count the 4 additional on-street spaces on Vermont (3) and Birchwood (1) that are immediately adjacent to the Project, 13 additional spaces, or 37% over ordinance requirements, would be available for visitors and guests.

2) Design. We have made substantial revisions to the design of the building. These changes include:

   - Architectural improvements to redistribute the overall building mass and better incorporate activation design elements to the elevations.

   - Enhancements to the south building entry and addition of a building canopy to signify the main entry point for pedestrians. This area closest to Maple Road now includes the bicycle parking area and mailboxes.

   - Provisions for terrace screening along the east elevation for improved residential neighborhood privacy.

   - Additional brick and glazed block to various building elevations.

3) Alley Vacation. Following our recent meeting, we immediately sent letters to the two adjacent property owners bordering the alley. We have reached one of them and are arranging a meeting to discuss disposition of the 9 easterly feet of the alley which we are proposing be dedicated as additional greenbelt between properties. We hope to be able to report to you at the time of the July 28th Planning Commission meeting on a potential resolution of the alley vacation.

4) Neighborhood Meeting. We have sent an invitation to all residents and businesses on the City's notice list to attend a meeting to discuss the project at the Troy Community Center on Wednesday, July 22nd.

We believe our meeting with you on June 23rd was very productive, and we look forward to your review of the new design and site plan. In the meantime, should you have any questions, please feel free to contact us at your earliest convenience.

Sincerely,

Dennis G. Cowan
PLUNKETT COONEY
Direct Dial: (248) 901-4029
Email: dcowan@plunkettcooney.com

DGC/kj
cc: Jerry Amber
Brent Savidant
Justin Wieber

Open.19331.70425.15673689-1

Kathy Czarnecki

From: ZCI Detroit <zb@zcigroup.com>
Sent: Friday, July 17, 2015 8:25 AM
To: Planning
Subject: 1800-1870 livernois (Comments)

I'm the home owner at 68 Birchwood. My immediate family all live in three block neighborhood.

Over dinner, we discussed the Amber development and we're very familiar with his sites.

We "don't" believe Amber's proposal is the **correct fit** for our neighborhood. His buildings are very **"unappealing"** and bring no value to the neighbors.

Most of the neighbors would agree that a better use would be retail shops on the lower level with housing units on top. This would allow the neighborhood to benefit from shopping and continue the entertainment theme that MJR Theater has brought to the area.

In closing, my family (Bogdanovic) we own over 10 homes on Chopin, Birchwood, and Vermont. We would support a live/work/retail development but **"not" t**he type Amber is proposing.

Zoran Bogdanovic
(Direct) 248-379-6458

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COMPOSE

Inbox (4)
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More

John

No Hangouts Contacts
Find someone

Rezoning request

Inbox x

John Hillert <jhillert@gmail.com> Jul 18 (2 days ago)
to planning

An Amber apartment complex at 1870 Livernois would be a major departure in architecture in contrast to most of the existing buildings in close proximity. Planner Micheal Hutson according to the somerset gazette called the architectur bland and vanilla. I agree , Section 27 and 26 are NOT industrial areas like the architect wants to match. And how long will it be before they finish the project? Will we in section 26 and 27 have to look at this project drag on like the one just north of the Troy community center?

The city at this point in time does have the right
to keep this property zoned office to preserve the aesthetics, integrity and property values of the neighborhood. These reasons and other concerns brought up by the planning department (and I'm sure by some adjacent and nea by home owners),make it important to deny this particular zoning request.

John R Hillert
1867 Westwood
Troy Michigan
48083

Mail Delivery Subsystem <mailer-daemon@go Jul 18 (2 days ago)
to me

Delivery to the following recipient failed permanently:

planning@troymi.gov

Joseph M. Farrug
274 Lesdale St.
Troy, MI 48085-1590

METROPLEX MI 480

25 JUL 2015 PM 6 L

Liberty
FOREVER

Planning Commission, City of Troy
500 W Big Beaver
Troy, MI
48084

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JUL 28 2015
PLANNING

July 25, 2015

To Planning Commission City of Troy:

We are happy to hear that you are considering building apartments and lofts with bicycle racks available which would appeal to a younger population. There is a demand that other communities are moving like R.O., Royal Oak etc.

Thank you

Joseph M Farrug
Virginia Farrug

Kathy Czarnecki

From: Brent Savidant
Sent: Tuesday, July 28, 2015 12:41 PM
To: Kathy Czarnecki
Subject: FW: Proposed conditional rezoning request and site plan approval ....

From: Ted Lavanway [mailto:tedlavanway@me.com]
Sent: Tuesday, July 28, 2015 12:40 PM
To: Brent Savidant <SavidantB@troymi.gov>
Subject: Proposed conditional rezoning request and site plan approval ....

July 27, 2015

Planning Commission Members
City of Troy
500 W. Big Beaver Rd.
Troy, MI 48084

Subject: Proposed Conditional Rezoning Request and Site Plan Approval vacant property on the east side of Livernois north of Maple .

Dear Planning Commission Members:

My name is Ted Lavanaway and I am a 23 year resident of Troy and a registered voter. I reside on Dublin Fair in northwest Troy.

I support conditional rezoning of the vacant property on Livernois Rd. north of Maple to the Maple Road District. This property has been dormant for a very long time, and being near the new MJR Theater and all of the businesses along Maple Rd. would be an excellent location for a new apartment development.

Young professionals with good educations and good jobs should be welcomed to the city of Troy. Those relocating from nearby cities and other states will shop in Troy and visit local restaurants and businesses. This helps everyone who lives in our city.

We should all welcome new developments to our city, especially those near the Maple Road Corridor. Accordingly, I urge the Planning Commission to support the conditional rezoning and site plan as I do.

Thank you,

_____

Ted Lavanaway
6952 Dublin Fair
Troy, MI 48098

Ted LaVanway

-2- cont.

Once the younger generation becomes accustomed to the amenities offered by the city of Troy, they will be entitled to becoming long residents.

My understanding is the residents of Troy constitute an older population.

Also the cities of Royal Oak, Birmingham, and Rochester have closed already, and this appears to be the wave of the future.

The area seems ripe for new development and what is being proposed seems a step in the right direction.

I support the proposed zoning change and the future for a varietie which will gene

1/24/15

Planning Commission
City of Troy

Dear Sirs:

The proposed development of 1824 Livernois Troy, MI, 48083 will enhance the site for the following reasons:

(1) The proposed development is attractive and will improve the site

(2) The seven vacant lots which have been vacant for years will be developed improving the tax base for the City of Troy

(3) The proposed lofts will be an attraction for the younger generation.

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JUL 28 2015
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~~Bay~~ the developer enough latitude to develop the site in a manner which is consistent with the building ordinances in the City of Troy, considering

Thank you for ~~considering~~ my position, and I see this as an opportunity to make a great Troy even greater.

Sincerely yours,

Michael J. Farney
6781 Little Creek Ct
Troy, MI 48085

July 27, 2015

To: Planning Commission Members

Subject: Proposed New Apartment Development on Livernois

I am an almost 30 year resident of Troy and longtime supporter of the Troy Community.

I like seeing some of the new developments that are coming to our city and I think we need to enthusiastically support them.

New apartments that will attract young professionals and millennials is just what we need in our city.

I therefore urge you to support Amber's conditional rezoning request and site pan approval for the land on the east side of Livernois north of Maple Rd. when this proposed project comes before you.

Thank you.

Vera Mitchell

Vera Mitchell
1063 Kirts Blvd #134
Troy, Mi 48084

July 23, 2015

Planning Commission Members
City of Troy
500 W. Big Beaver Rd.
Troy, MI 48084

Subject: Proposed Amber Studios and Lofts
1800 – 1870 Livernois Rd.
Troy, MI 48083

Ladies and Gentlemen:

I am a 26 year resident of Troy and moved into Amber Creek East Apartments on Kirts Blvd. in 1999. I'm a registered voter and proud to be a member of the Troy Community. I like renting from Amber Apartments and especially like that they handle the water bill, cut the grass, plow the snow, pay the taxes, and maintain my apartment so I don't have to.

I support Amber's conditional rezoning request and proposed site plan for the property on Livernois Rd. north of Maple Rd. and think a new apartment development there would greatly benefit the community as a whole. Young professionals who are looking for a nice place to live and want to move to Troy will find this location near the new MJR Theater and nearby businesses the place to be in the Maple Road District of the City.

I respectfully request that my letter of support for conditional rezoning of this property to the Maple Road District and the proposed Amber Studios and Lofts site plan be entered into the public record of the Troy Planning Commission Public Hearing scheduled for July 28, 2015.

Thank you for allowing me the opportunity to submit these comments.

Sincerely,

Robert M. Plater
659 Kirts Blvd., Apt. 110
Troy, MI 48084

Kathy Czarnecki

From: Peter Ruppe Jr <pruppejr@gmail.com>
Sent: Friday, July 24, 2015 7:18 PM
To: Planning
Subject: Conditional Rezoning Request - 1800-1870 Livernois, Apartment Use

Hi Brent,

We attended an informal presentation of the subject request last Tuesday evening by Amber Properties. Our opinion of the proposed conditional rezoning is as follows:

1. This use will be a good improvement of this vacant land.
2. The additional residents will create additional business opportunities for local vendors.
3. The curb view is attractive.
4. Parking and traffic based on this use will not be a negative impact.
5. This use is consistent with the theater district being created at this intersection in Troy.
6. Since this rezoning is conditional, any changes from the proposed use will need to pass additional Troy review, which protects the neighborhood from potential undesirable zoning or use changes.

Based on these assumptions and generally positive feedback at this meeting, we are therefore in favor of this zoning request. We were also pleased with the developer inviting the neighbors affected by this proposed rezoning to this informational meeting one week before the public hearing on July 28. This additional interest in developing this intersection is encouraging; hopefully there will be more development in accordance with Troy's master plan.

If you have any questions, please contact me at your earliest convenience, thank you.

Sincerely,

Peter P. Ruppe, Jr.
President - Peter P. Ruppe, Inc.
Cell: 313-929-2480 Fax: 313-882-4741
www.troymapleplaza.com

Kathy Czarnecki

From: Brent Savidant
Sent: Tuesday, July 28, 2015 8:36 AM
To: Kathy Czarnecki
Subject: FW: Planning Commission

Please distribute to Planning Commission tonight.

-----Original Message-----
From: Sharon [mailto:laboo106@yahoo.com]
Sent: Monday, July 27, 2015 9:22 PM
To: Brent Savidant <SavidantB@troymi.gov>
Subject: Planning Commission

It appears that the resolution BC-2015-07 recommending approval of the Amber Project 15 and Livernois is a good solution to help encourage young people to live and stay in Troy. I agree that it fits the City's Master plan. I support it's passage.

Sharon Wagner
6085 St Paul Rd
Troy, Michigan 48098

Sent from my iPad

Kathy Czarnecki

From: Brent Savidant
Sent: Tuesday, July 28, 2015 1:33 PM
To: Kathy Czarnecki
Subject: FW: Proposed New Apartment Development on Livernois

From: Grayson Welch [mailto:graysonwelch@gmail.com]
Sent: Tuesday, July 28, 2015 1:32 PM
To: Brent Savidant <SavidantB@troymi.gov>
Subject: Proposed New Apartment Development on Livernois

To: Planning Commission Members

I have lived in Troy for over four years now, and my family and I plan on staying here long-term. We like the schools, parks, and neighborhoods very much. We often frequent places such as the Troy Community Center, the Aquatic Center, and many Troy restaurants. As renters ourselves, we love to see new apartment buildings going up in the area. They will attract young professionals to our city, which is good for our neighborhoods and local businesses.

I therefore ask you to support the conditional rezoning and site plan approval for Amber Properties at Livernois north of Maple Rd. I believe this location is a perfect fit for a new apartment building.

Sincerely,

Grayson Welch
1035 Kirts Blvd.
Troy, MI 48084

E-02a

CITY COUNCIL AGENDA ITEM

Date: August 18, 2015

To: Brian Kischnick, City Manager

From: Mark F. Miller, Director of Economic and Community Development
Glenn Lapin, Economic Development Specialist

Subject: Public Hearing: Approval of Cities of Southfield and Troy Joint Local Development Finance Authority, Certified Technology Park District Boundary Amendments

Background

In 2003 the Cities of Troy and Southfield created a Joint Local Development Finance Authority (JLDFA) and Certified Technology Park (CTP), which is also designated as the Automation Alley SmartZone. The reason for creating a Joint LDFA is that the State of Michigan, through the Michigan Economic Development Corporation (MEDC), authorized a limited number of SmartZones throughout the state. The collaborative effort was the only way to create a SmartZone in Troy. This Joint LDFA does not capture tax (TIF) or have a budget.

Over the past eighteen months the City of Troy, City of Southfield and Automation Alley collaborated to solve the long term funding issues for Automation Alley. By hosting a Satellite SmartZone in the City of Port Huron, Southfield and Troy qualified for a 15-year extension of the LDFA's, Certified Technology Park (CTP) and Automation Alley SmartZone. In September of 2014 all three LDFA's and the two City Councils approved an MEDC application for the 15-year extension. The MEDC subsequently approved the extension. Therefore the Cities of Southfield and Troy are required to approve Cities of Southfield and Troy, Joint Local Development Finance Authority, Certified Technology Park, Amended, Restated and Extended Development Plan and Tax Increment Financing Plan. The City of Port Huron is a separate entity with a completely independent approval process.

The Cities of Southfield and Troy, Joint Local Development Finance Authority, Certified Technology Park, Amended, Restated and Extended Development Plan and Tax Increment Financing Plan

1. City of Troy
    - 15-year extension of LDFA, CTP and Automation Alley SmartZone
    - Updates tax capture estimates
    - 60% of the tax capture is devoted for operation, furnishing and equipping the Automation Alley business incubator/accelerator
    - 40% of tax capture is devoted to marketing (Automation Alley Foundation Membership), public infrastructure improvements, building and site improvements for Automation Alley and City of Troy administrative costs
    - Increased collaboration with Automation Alley, City of Southfield, City of Port Huron and St. Clair Innovation and Technology SmartZone (SCCiTech)

2. City of Southfield
    - 15-year extension of LDFA, CTP and Automation Alley SmartZone
    - Updates tax capture estimates
    - $50,000 a year in support to Automation Alley
    - Extend boundaries of LDFA, CTP and Automation Alley SmartZone
    - Lawrence Technological University establishes a business incubator and accelerator
    - Significant public infrastructure improvements
    - Improved marketing

3. City of Port Huron
    - Although not part of the Southfield/Troy Plan the process, the St. Clair Innovation and Technology SmartZone within Port Huron provides financial support to Automation Alley

Recommendation

City Administration recommends that City Council adopt the resolution making a determination of necessity of the boundary amendments and designating the boundary amendments.

Attachments: JLDFA Resolution
JLDFA/Troy Subcommittee Minutes
JLDFA Development Plan and Tax Increment Financing Plan

CITY COUNCIL AGENDA ITEM

City Attorney's Review as to Form and Legality

Lori Grigg Bluhm, City Attorney

8/19/2015
Date

RESOLUTION APPROVING
AMENDED, RESTATED AND EXTENDED DEVELOPMENT PLAN
AND TAX INCREMENT FINANCING PLAN

CITIES OF SOUTHFIELD AND TROY
JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY

Minutes of a special meeting of the Board of the Cities of Southfield and Troy Joint Local Development Finance Authority held on the 14th day of July, 2015, at 3:00 p.m., prevailing Eastern Time.

MEMBERS PRESENT: Mayor Dane Slater (alternate)
John Sharp
Nickolas Vitale, Secretary
Irene Spanos (County representative, non-voting)
James Pierce, Treasurer
Fred Zorn
Mike Racklyeft

MEMBERS ABSENT: Robin Beltramini, Chair
Councilperson Ellen Hodorek (alternate)
Paul Hoef
David Shields
Michael Kidder

The following preamble and resolution were offered by Member Zorn and supported by Member Pierce:

WHEREAS, the City of Southfield ("Southfield") and the City of Troy ("Troy") have created the Cities of Southfield and Troy Joint Local Development Finance Authority (the "Authority"), a multi-jurisdictional local development finance authority under the provisions of Act 281, Public Acts of Michigan, 1986, as amended ("Act 281"); and

WHEREAS, the Authority currently exercises its powers within the authority district (the "Current District") specified in the Development Plan and Tax Increment Financing Plan previously approved by the Authority, Southfield and Troy (the "Current Plan"); and

WHEREAS, the Michigan Economic Development Corporation ("MEDC") has previously designated the Current District as a "certified technology park" (commonly known as a "SmartZone") in accordance with Act 281; and

5. All resolutions and parts of resolutions in conflict with the provisions of this resolution are hereby repealed or amended to the extent of such conflict.

AYES: Zorn, Pierce, Racklyeft, Sharp, Slater, Vitale

NAYS: None

RESOLUTION DECLARED ADOPTED.

MARK F. MILLER,

SECRETARY/TREASURER, CITIES OF SOUTHFIELD AND TROY JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY – TROY SUBCOMMITTEE

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Board of the Cities of Southfield and Troy Joint Local Development Finance Authority at a special meeting held on July 14, 2015, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

MARK F. MILLER

SECRETARY/TREASURER, CITIES OF SOUTHFIELD AND TROY JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY – TROY SUBCOMMITTEE

RESOLUTION APPROVING
AMENDED, RESTATED AND EXTENDED DEVELOPMENT PLAN
AND TAX INCREMENT FINANCING PLAN

CITIES OF SOUTHFIELD AND TROY
JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY TROY SUBCOMMITTEE

Minutes of a special meeting of the Board of the Cities of Southfield and Troy Joint Local Development Finance Authority Troy Subcommittee held on the 14th day of July, 2015, at 3:00 p.m., prevailing Eastern Time.

MEMEBERS PRESENT: DANE SLATER
NICKOLAS VITALE
JOHN SHARP

MEMBERS ABSENT: ROBIN BELTRAMINI, CHAIRPERSON
PAUL HOEF
ELLEN HODOREK (ALTERNATE)
MICHAEL KIDDER
DAVID SHIELDS

The following preamble and resolution were offered by Member Vitale and supported by Member Sharp:

WHEREAS, the City of Southfield ("Southfield") and the City of Troy ("Troy") have created the Cities of Southfield and Troy Joint Local Development Finance Authority (the "Authority"), a multi-jurisdictional local development finance authority under the provisions of Act 281, Public Acts of Michigan, 1986, as amended ("Act 281"); and

WHEREAS, the Authority currently exercises its powers within the authority district (the "Current District") specified in the Development Plan and Tax Increment Financing Plan previously approved by the Authority, Southfield and Troy (the "Current Plan"); and

WHEREAS, the Michigan Economic Development Corporation ("MEDC") has previously designated the Current District as a "certified technology park" (commonly known as a "SmartZone") in accordance with Act 281; and

WHEREAS, the Authority, Southfield and Troy are negotiating an agreement with the MEDC under which Southfield and Troy are authorized to amend the Current Plan to extend the duration of the Current Plan for an additional period of 15 years and to amend the boundaries of Current District to include additional areas in Southfield that have been or will be designated as a "certified technology park" by the MEDC, all in accordance with the provisions of Act 281; and

WHEREAS, in order to accomplish the foregoing and to provide for other matters relating thereto, the Authority has caused to be prepared an Amended, Restated and Extended Development Plan and Tax Increment Financing Plan (the "Amended Plan"), which amends and restates and extends the duration of the Current Plan; and

WHEREAS, the Authority has determined that it is necessary, in order to achieve the purposes of Act 281, to approve the Amended Plan and to request that the City Council of Southfield and the City Council of Troy approve the Amended Plan and approve the amendment of the boundaries of the Current District, as specified in the Amended Plan.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Authority hereby requests that the City Council of Southfield and the City Council of Troy amend the boundaries of the Current District to include the additional areas in Southfield as specified and described in the Amended Plan.

2. The Authority hereby determines that it is necessary for the achievement of the purposes of Act 281 to approve the Amended Plan and to submit the Amended Plan to the City Council of Southfield and the City Council of Troy for approval.

3. The Amended Plan, a copy of which is on file with the Secretary of the Authority, is hereby approved.

4. The Secretary of the Authority is hereby authorized and directed to submit a certified copy of this Resolution and the Amended Plan to the Clerks of Southfield and Troy, together with a request that the City Council of Southfield and the City Council of Troy each hold public hearings concerning the Amended Plan and the amendment of the boundaries of the Current District, and to take all other actions required to approve the Amended Plan and the amendment of the boundaries of the Current District in accordance with Act 281.

5. All resolutions and parts of resolutions in conflict with the provisions of this resolution are hereby repealed or amended to the extent of such conflict.

AYES: Vitale, Sharp, Slater

NAYS: None

RESOLUTION DECLARED ADOPTED.

Mark F. Miller Secretary/Treasurer

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Board of the Cities of Southfield and Troy Joint Local Development Finance Authority Troy Subcommittee at a special meeting held on July 14, 2015, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

Mark F. Miller Secretary/Treasurer

CITIES OF SOUTHFIELD AND TROY

JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY

CERTIFIED TECHNOLOGY PARK

AMENDED, RESTATED AND EXTENDED

DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

Joint Local Development Finance Authority Board

City of Southfield

Fred Zorn, City Administrator
James Pierce, Assistant Finance Director
Michael Racklyeft, City Assessor

City of Troy

Robin Beltramini, Chair
Paul Hoef
Michael Kidder
John Sharp
David Shields
Nickolas Vitale
Dane Slater, Mayor (Alternate)
Ellen Hodorek, City Council (Alternate)
Irene Spanos, Oakland County

Current Plan Adopted: May 2003

Amended, Restated and Extended Plan Adopted: _____

CITIES OF SOUTHFIELD AND TROY

JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY

CERTIFIED TECHNOLOGY PARK

AMENDED, RESTATED AND EXTENDED

DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

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INTRODUCTION AND PLAN SUMMARY

The purpose of Act No. 281, Public Acts of Michigan, 1986, as amended (Act 281 or the LDFA Act), is to encourage local development, to prevent conditions of unemployment and to promote economic growth. Act 281 provides that if the board of a local development finance authority determines that it is necessary for the achievement of the purposes of Act 281, the authority is required to prepare and submit a tax increment financing plan in accordance with the requirements of Act 281. Act 281 further provides that a tax increment financing plan shall include a development plan.

Background

The LDFA Act provides for the creation of Certified Technology Parks (CTP) (sometimes referred to herein as "SmartZones"). SmartZones are designed to create clusters of technological businesses and research institutions throughout the state. The SmartZones program is designed to encourage partnerships between municipalities, universities and businesses by creating an environment of cooperation and competition.

In November 2002, Automation Alley granted a license to the City of Southfield to use the service mark "Automation Alley" in connection with its proposed Certified Technology Park. On December 16, 2002, the City of Southfield contracted with the Michigan Economic Development Corporation (MEDC) to receive the designation of **Automation Alley SmartZone** for its Certified Technology Park (CTP). Automation Alley and the MEDC encouraged expansion of the Automation Alley SmartZone to other jurisdictions.

The LDFA Act also provides that two or more municipalities may join with one or more other municipalities located within the same county to establish a joint authority. Pursuant to the provisions of the LDFA Act, in April 2003 the City of Southfield, and in May 2003 the City of Troy, passed resolutions approving the creation of the Cities of Southfield and Troy Joint Local Development Finance Authority[1] (JLDFA) and the extension of the JLDFA district boundaries into a portion of the City of Troy. The original boundaries of the JLDFA in Southfield and Troy are also coterminous of Certified Technology Park designation.

Since being designated as a SmartZone by the Michigan Economic Development Corporation, the Automation Alley Certified Technology Park and SmartZone has been marketed both nationally and internationally by the City of Troy, City of Southfield, Oakland County and the State of Michigan as one of Michigan's prime real estate locations. The current Development Plan and Tax Increment Financing Plan (hereinafter referred to as the Current Plan) adopted by the JLDFA in May 2003 was intended to define and promote the partnership between the City of Southfield, the City of Troy, Oakland County, the State of Michigan, Lawrence Technological University (LTU), Oakland University, Automation Alley and numerous major and smaller high-tech businesses within the designated SmartZone areas within Southfield and Troy. This Amended, Restated and Extended Development Plan and Tax Increment Financing Plan (herein referred to as the Amended, Restated and Extended Plan) amends and restates the Current Plan and addresses the extension of the JLDFA Certified Technology Park designations for an additional fifteen (15) year period beginning January 1, 2019 and ending December 31, 2033.

[1] Also known as the Automation Alley Joint Local Development Finance Authority

Under the Current Plan, the Southfield CTP is located in Sections 17 and 18 of the City of Southfield. The Amended, Restated and Extended Plan expands the Southfield CTP into Section 22 to include the campus of Lawrence Technological University and one additional property directly west of the campus on Civic Center Drive. The Amended, Restated, and Extended Plan also expands the boundaries of the Southfield CTP to include an additional approximately 234 acres of land in Southfield that was not part of the Current Plan. This 234 acres has already received designation as a Certified Technology Park by agreement with the MEDC. A legal description of the original boundaries of the Southfield CTP as provided in the Current Plan, and a legal description and map of the amended and expanded boundaries of the Southfield CTP as provided in the Amended, Restated, and Extended Plan are provided as Exhibits A and B. Southfield has become the home for nearly 400 high-tech companies including 90 software development companies, more than 30 telecommunication companies, three television stations and two satellite companies. Southfield also houses several "telco hotels" and numerous companies involved in research and development. These companies which are involved in many phases of high-tech activity prefer to locate in clusters due to proximity to high-speed fiber optics, broadband and satellite facilities; financial resources and other complementary businesses for efficient and quick interaction. The Southfield Development Plan and Tax Increment Financing Plan, included as part of the Current Plan, was originally intended to provide for the development of an approximately 27-acre site in northwestern Southfield as Southfield's portion of one of Michigan's Certified Technology Parks. The Certified Technology Park designation was later expanded by agreement with MEDC to encompass a total of approximately 261 acres in the City of Southfield, although the boundaries of the JLDFA district were not expanded at that time to include the additional 234 acres.

In the Amended, Restated and Extended Plan, the boundaries of the Southfield CTP are expanded to include the campus of Lawrence Technological University (LTU). Including LTU in the CTP further strengthens the relationship between the City and LTU for economic development and specifically permits support of the LTU business incubator/accelerator. In addition, in the Amended, Restated and Extended Plan, the boundaries of the Southfield CTP are expanded to include an additional approximately 234 acres of land in the City of Southfield previously designated as a Certified Technology Park by agreement with MEDC.

The City of Troy CTP is located in Section 26 of the City of Troy. A legal description of the City of Troy CTP and a map are provided as Exhibits A and B. Troy has become the home for nearly 500 high tech companies as defined by the Bureau of Labor Statistics[2] involved in research and development in all aspects of business and industry. These companies which are involved in many phases of high tech activity prefer to locate in clusters due to proximity to high speed fiber optics, broadband and satellite facilities: financial resources and complementary businesses for efficient and quick interaction. The Troy CTP was intended to provide for the development of an approximately 75 acre site in southeastern Troy, as the Automation Alley SmartZone.

THE CURRENT PLAN ADOPTED IN MAY 2003 INCLUDED THE FOLLOWING STATEMENT WHICH SHALL REMAIN IN EFFECT FOR THE AMENDED, RESTATED, AND EXTENDED

[2] These include manufacturers of chemical, plastics, drugs, paints, petroleum products, special industrial machinery, computers, electronics, communications equipment, motor vehicles, aircraft, navigation equipment, instruments, measuring & controlling devices and photographic equipment. Also included are service firms specializing in computers & data processing, engineering, research, testing, management and public relations.

PLAN. IT IS HEREBY UNDERSTOOD AND AGREED BY BOTH THE CITY OF SOUTHFIELD AND THE CITY OF TROY THAT ALL REVENUES GENERATED IN EACH COMMUNITY WILL ONLY BE USED FOR EXPENSES OF THAT PARTICULAR COMMUNITY AND WILL NOT BE TRANSFERRED OR USED BY THE JOINT LDFA OR OTHERWISE TO PAY EXPENSES OF THE OTHER COMMUNITY WITH THE EXCEPTION OF THE JOINT ADMINISTRATIVE EXPENSES TO OPERATE THE JOINT BOARD, INCLUDING AUDITING AND OTHER ADMINISTRATIVE EXPENSES AS APPROVED BY THE JOINT LDFA BOARD.

The City of Southfield Development Plan and Tax Increment Financing Plan

The purpose of the Southfield CTP Development Plan and Tax Increment Financing Plan adopted by the JLDFA in May 2003 was to provide for the construction and financing of public facilities within the City of Southfield necessary for the project. Specifically, it included the I-696 Interchange improvements, the repaving of portions of Franklin Road, Center Drive and American drive, improvements to Eleven Mile Road and improved landscaping/lighting/infrastructure as needed. The implementation of specific projects is more fully described in the Development Plan.

The Southfield CTP Amended, Restated and Extended Plan will provide for the completion of infrastructure improvements to serve the CTP, provide greater support to enhance the marketability and image of the CTP (SmartZone), assist in the attraction of additional services within the CTP, and promote placemaking activities within the CTP.

The Plan will provide support to Automation Alley in order to create additional jobs and technology-based businesses within the CTP, as well as support broader efforts at regional collaboration. Finally, the Plan will provide support to the collaboration effort between the City of Southfield and Lawrence Technological University to establish a business incubator and accelerator on property owned by LTU and contiguous to the campus of LTU.

The City of Troy Development Plan and Tax Increment Financing Plan

The purpose of the Troy CTP Development Plan and Tax Increment Financing Plan adopted by the JLDFA in May 2003 was to provide for the construction and financing of public facilities within the City of Troy necessary for the project. Specifically it included the local share of costs for the widening of Big Beaver Road from John R to Dequindre, and the improvement of the McCulloch Drain from the south side of Big Beaver Road for approximately ¾ mile to Bellingham Road. In addition, an on-ramp from southbound Rochester Road to northbound I-75 was intended as a long-term project associated with the Certified Technology Park and Smart Zone. The implementation of specific projects is more fully described in the Development Plan.

The Troy CTP Amended, Restated and Extended Plan will provide for the improvements to the McCulloch Drain within the Troy CTP, reconstruction/resurfacing of Bellingham Drive which provides service to the Troy CTP, improvement of access to the Troy CTP from John R. Road, reconstruction/resurfacing of Big Beaver Road in proximity and providing access to the Troy CTP, and improvement of pedestrian crossings of Big Beaver in proximity to and serving the Troy CTP, as well as improvements to the Automation Alley building and site.

The Plan will provide support to Automation Alley in order to create additional jobs and technology-based businesses within the Troy CTP, as well as support broader efforts at regional collaborations.

The Finance Plans will provide for the capture of tax revenues from all property within the Certified Technology Park including the capture of City, County, Community College, and SMART taxes and ½ of the operating levies of State, K-12 school districts and Intermediate School Districts.

The construction of the public facilities described herein will facilitate the construction of the project and thereby create economic growth and development in the Authority District and other areas of the Cities and Oakland County.

The Development Plans contain the information required by Section 15(2) of Act 281 and the Tax Increment Financing Plans contain the information required by Section 12(2) of Act 281.

Amendment and Extension of the CTP Development Plan and Tax Increment Financing Plan

In September of 2014, the Cities of Southfield and Troy sought and received approval from the Michigan Economic Development Corporation for a 15-year TIF Extension. The following summarizes how the Joint LDFA intends to meet the required legislative criteria including:

1. The Cities of Southfield and Troy, their respective LDFA's, and the Joint Southfield/Troy LDFA have agreed to host the St. Clair Innovation and Technology SmartZone (SCCiTech) as a satellite SmartZone. The Host has entered into a Memorandum of Agreement with the Satellite.
2. Satellite SCCiTech has agreed to include Local TIF in response to receiving state school TIF capture.
3. Satellite SCCiTech has a budget in excess of $200,000 a year for operations.
4. The respective parties of the JLDFA agree to additional reporting requirements including:
    - Providing monthly reporting during the term of the TIF capture on the following information for companies served by the SmartZone: companies created, jobs created, and investment in companies by source (federal grants, state grants, venture capital, angel funding, and increase in revenue).
    - Providing annual reports during the term of the TIF capture reporting on the progress of regional collaboration.
5. Host JLDFA agrees to modify its TIF plan to include regional collaboration as part of the agreement with the satellite.
6. The Host has previously provided a summary of TIF performance against current plan as part of the extension request to MEDC.

Satellite LDFA

The Host Cities of Southfield and Troy, their respective LDFA's, and the Joint Southfield-Troy LDFA have designated the St. Clair Innovation and Technology SmartZone (SCCiTech) as a Satellite SmartZone. The boundaries of the proposed SCCiTech SmartZone are set forth in the Satellite SmartZone Plan.

In the course of considering the designation of the SCCiTech as a Satellite, the Host made the following conclusions:

A) The Satellite has the following unique characteristics and specialties:

1) SCCiTech is located within a region which is the gateway for international trade, particularly Canada. It provides vital linkages to the automotive and chemical supply chains in Michigan, Ontario and the Midwest.

2) SCCiTech is in a unique position in Michigan to capitalize upon commercialization and development of technologies that improve border security and improve efficiencies in the transport of goods.

3) SCCiTech will focus on promoting enhanced mobility through autonomous and connected vehicles software and technologies and lightweight material research.

4) SCCiTech is a key sponsor and supporter of Tech Port, a co-working and business accelerator program which is a critical catalyst to diversify the economy and drive innovation.

5) SCCiTech has also formed key partnerships with Spartan Innovations, Center of Automotive Research, MSU Eli Broad School of Business, Automation Alley and other organizations.

B) Both regional collaboration and cooperation would benefit the Host and Satellite in the following manner:

1) There will be a benefit from regional collaboration and cooperation to help the growth of technology based businesses and jobs. The Host and Satellite recognize the benefit of collaborative arrangements with other community partners. Expanded collaboration could be a benefit through attraction and retention of a trained workforce, nurturing existing second stage companies and formation of new technology based businesses.

2) The Host and Satellite agree to financially support the activities of Automation Alley. The Hosts and Satellite each agree to provide financial support to Automation Alley. In return, enhanced services and regional collaboration will be provided by Automation Alley to the Host and Satellite.

C) The Satellite will add to the mission of the Host in the following manner:

1) The unique position of SCCiTech to capitalize on all aspects of international trade meshes seamlessly with the mission of Automation Alley and the Automation Alley Smart Zone, particularly the International Trade Center.

2) Commercialization and technologies that support border security and improve efficiencies in the transport of goods offer significant opportunities for innovation from the private sector as well as our educational partners.

Regional Collaboration

The Cities of Southfield and Troy, in collaboration with public- and private-sector partners, are focused on helping businesses grow. Both Cities recognize the benefit of collaborative arrangements with other community partners. Expanded collaboration will be a benefit through attraction and retention of a trained workforce, nurturing existing second stage companies and formation of new technology based businesses.

The City of Troy has formed a strong alliance with key stakeholders including Automation Alley, Walsh College, Troy Chamber of Commerce, Oakland County's Economic Development Office and the Michigan Economic Development Corporation (MEDC) to provide targeted business assistance, through an economic gardening approach. Troy's economic development staff assists local companies by identifying specific business needs and providing the information, infrastructure and connectivity necessary to address those needs. By leveraging Troy's unique community assets, partnerships and available tools to promote business growth, the City is creating an environment for investment.

The City of Southfield established a strong track record of intergovernmental collaboration with more than 150 partnerships. Centrally located within the region, the City coordinates economic development activities with MEDC, Oakland County, the Detroit Regional and Southfield Area Chambers and other state and regional organizations. Southfield also has an active partnership with Lawrence Technological University (LTU). LTU is launching the LTU Detroit Design and Technology Center in Midtown Detroit.

Troy's partnership with and support for Automation Alley has resulted in one of the most successful regional collaboration efforts in Michigan. Since its inception, Automation Alley has gained members in Oakland, Macomb, Wayne, Washtenaw, Livingston, Genesee, Ingham and St. Clair Counties. Automation Alley has opened satellite offices in Sterling Heights and Detroit. As part of the request for a 15 year extension, the City of Southfield has agreed to participate in efforts at regional collaboration by providing support for Automation Alley, including, but not limited to, becoming a foundation member and providing financial support. Therefore, both Troy and Southfield agree to support the Alley's extensive program of regional collaboration. The SCCiTech Satellite has also agreed to provide financial support to Automation Alley.

With the support of the Host and Satellite, in part, Automation Alley will continue to conduct the following regional activities:

- Workforce training across region
- Programming presented across region
- Investment in companies within region that will result in the creation of jobs
- Introduction of companies within region to global marketplace
- Continue with the Automation Alley Technology Gala which has been held in Detroit, Wayne County, Oakland County and Macomb County
- Preparation of the only State of Technology Report in Michigan

The designation of the SCCiTech satellite will greatly enhance regional collaboration. The Host communities have identified the assets of the Satellite and how such assets will be of mutual benefit. To further foster regional cooperation and collaboration, both the Host and Satellite have agreed to designate responsibility for coordination of activities between the Host and Satellite to Automation Alley.

CITY OF SOUTHFIELD

AMENDED, RESTATED AND EXTENDED DEVELOPMENT PLAN

Section 1: Amended, Restated and Extended Development Plan

Section 15 (1) of Public Act 281 of 1986 states that if a board decides to finance a project under the Act, it shall prepare a development plan. The activities of the Southfield Development Plan adopted by the JLDFA in May 2003 (hereinafter referred to as Current Plan) and the proposed activities of the Amended, Restated and Extended Plan are described. Section 15(2) states that, to the extent necessary to accomplish the proposed development program, the development plan shall contain the following:

(a) A DESCRIPTION OF THE PROPERTY TO WHICH THE PLAN APPLIES IN RELATION TO THE BOUNDARIES OF THE AUTHORITY DISTRICT AND A LEGAL DESCRIPTION OF THE PROPERTY.

At the time of adoption of the Current Plan in May, 2003, the property to which the Development Plan applied (Property) included approximately 27 acres of property designated as the CTP.

In conjunction with the approval of the Amended, Restated and Extended Plan, the boundaries of the JLDFA district in the City of Southfield will be expanded to include (i) the campus of Lawrence Technological University, which encompasses approximately 60 acres and one additional property of approximately 4.8 acres needed to expand the LTU incubator/accelerator and (ii) an additional approximately 234 acres of land in the City of Southfield that previously received Certified Technology Park designation by agreement with the MEDC.

The Amended, Restated, and Extended Plan applies to the total area within the City of Southfield portion of the original JLDFA district boundaries and the expanded JLDFA district boundaries described above. A legal description of the Property to which the Amended, Restated, and Expanded Plan applies is attached hereto as Exhibit A and is illustrated in Exhibit B.

(b) THE DESIGNATION OF BOUNDARIES OF THE PROPERTY TO WHICH THE PLAN APPLIES IN RELATION TO HIGHWAYS, STREETS, OR OTHERWISE.

The Current Plan included property to which the Development Plan applies in the area generally bounded on the north by I-696 and Northwestern Highway; on the east by Franklin Road and; on the south by Eleven Mile Road.

The Amended, Restated and Extended Plan will expand the existing boundaries of the Southfield CTP to include the campus of LTU and one additional property. The campus of Lawrence Technological University is generally bounded on the north by Civic Center Drive, on the east by the John C. Lodge Freeway, and on the south by W. 10 Mile Road. The legal boundaries are provided in Exhibit A and illustrated in Exhibit B. The Amended, Restated and Extended Plan will also expand the existing boundaries of the Southfield CTP to include an additional approximately 234 acres of land, which is contiguous to the original 27 acres and extends the boundaries north of Eleven Mile Road to Inkster Road.

(c) THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES IN THE VICINITY OF THE PROPERTY TO WHICH THE PLAN APPLIES; THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE PROPERTY TO WHICH THE PLAN APPLIES, INCLUDING RESIDENTIAL, RECREATION, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES.

The Current Plan described the following area associated with the CTP:

I-696 (M-102) is located near the northern boundary of the Southfield portion of the JLDFA. I-696 is a major east-west Federal Highway extending through the community. It consists of an eight-lane divided highway with four lanes in each direction and contains an average right-of-way of two hundred and four (204) feet.

Northwestern Highway (M-4) is a major northwesterly to southeasterly State Trunkline which is an extension of the M-10 Freeway extending through the community. It consists of an eight-lane divided highway with four lanes in each direction and contains an average right-of-way of two hundred and four (204) feet. It is located near the northeastern corner of the Southfield portion of the JLDFA.

Eleven Mile Road is an east-west, City owned, part concrete and part asphalt road with a ninety-eight-foot wide right-of-way,. forming the southern boundary of the Southfield portion of the JLDFA. It extends across the City from the west to the east boundaries.

Centre Road is an eighty-six-foot wide, City owned, concrete road located near the eastern and southern boundaries of the Southfield portion of the JLDFA. It extends northerly then easterly from Eleven Mile Road to Franklin Road.

American Drive is an eighty-six-foot wide, City owned, concrete road located in the center of the Southfield portion of the JLDFA. It extends northerly then easterly from Eleven Mile Road to Franklin Road.

Inkster Road is a one-hundred and twenty foot wide right-of-way, north-south, City-owned, for the most part asphalt road. It forms the western boundary of the Southfield portion of the JLDFA and the City of Southfield.

Franklin Road is a one-hundred and twenty-foot wide, north-south, City-owned, concrete road which forms most of the eastern border of the Southfield portion of the JLDFA.

The property to which the Amended, Restated and Expanded Plan applies includes approximately 125 acres of commercial and industrial property, 21 acres of parklands, 24 acres devoted to military use and 91 acres of vacant property. All property is zoned RC Regional Center. The Amended, Restated and Extended Plan will also include Lawrence Technological University. The campus of Lawrence Technological University is an educational institution zoned ERO – Education Research Office.

(d) A DESCRIPTION OF PUBLIC FACILITIES TO BE ACQUIRED FOR THE PROPERTY TO WHICH THE PLAN APPLIES, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS NECESSARY TO MAKE THOSE IMPROVEMENTS, AND AN ESTIMATE OF THE TIME REQUIRED FOR THE COMPLETION OF THE IMPROVEMENTS.

The Current Plan described the following:

I-696 Interchange with new on and off ramps and a new parking structure will be constructed and the Franklin Road Bridge will be widened to accommodate the improvements. ROW acquisition has been negotiated for the ramps and parking structure.

American Drive and Centre Drive will be reconstructed – no additional ROW is required.

Eleven Mile from Franklin westerly will be reconstructed – no additional ROW is required.

Franklin Road will be reconstructed – no additional ROW is required.

In regards to projects described in the Current Plan, the I-696 project and a portion of the Eleven Mile reconstruction was completed. Only the Eleven Mile project used the Southfield portion of the JLDFA funds.

With the Amended, Restated and Extended Plan, the balance of Eleven Mile reconstruction will be completed by 2020. There will be reconstruction and improvements made to streets, including any necessary improvements in the right-of-way, within the Southfield portion of the JLDFA including Northwestern Hwy., Service Drive, American, Center and Franklin. These will be scheduled based upon need but are not expected to occur before 2015-2030. The parking structures will also be scheduled based on need but will not occur before 2032. Improvements to Civic Center Drive and Service Drive adjacent to and serving the LTU incubator and accelerator are also planned for 2025.

It is the intent of the Amended, Restated and Extended Plan that infrastructure improvements employ advanced "state of the art" technology to promote innovation and long-term sustainability, throughout the CTP.

The Southfield CTP will also support the establishment of the Lawrence Technological University Business and Technology business incubator and accelerator, described more fully in subsection (p). Tax increment revenues from the Southfield CTP will be used to support the establishment and operation of the business incubator/accelerator for the duration of the Amended, Restated and Extended Plan. Tax increment revenues will be used to pay for certain operational costs of the business incubator/accelerator and all or a portion of the costs of other "public facilities" for the business incubator/accelerator permitted by the LDFA Act, including costs related to the construction, improvement, renovation, maintenance, repair, furnishing and equipping of facilities to house the operations of the business incubator/accelerator.

Based on stakeholder input sessions held in December of 2014, the following additional projects, which will enhance the marketability and image of the CTP, are planned within the Southfield CTP:

- Improvements to Pebble Creek Park – Stormwater Management
- Enhanced pedestrian accessibility throughout SmartZone

- Improvements to visibility of and accessibility to SmartZone including better gateway signage and wayfinding
- Branding and marketing of SmartZone
- Streetscaping and gateway improvements
- Stormwater management improvements

The project also includes administrative costs related to the public facilities described above, including, but not limited to, architectural, engineering, legal and accounting fees and other related costs.

The anticipated construction schedule is included in Section (e) following.

(e) THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE PUBLIC FACILITIES FOR THE PROPERTY TO WHICH THE PLAN APPLIES, AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The Current Plan described the following projects:

- I-696 Interchange

  Construction is anticipated to begin in Fall, 2003 with completion by December, 2004. The estimated total cost is $14,000,000 with the local cost of $3,000,000. This project is complete.

- Parking Deck

  Construction is anticipated to begin in Fall, 2003 with completion by Spring, 2004. The estimated cost is $6,000,000, all local cost. This project has been postponed until a later date when demand increases.

- American Drive, Centre Drive reconstruction

  Construction of this project is projected to take place in 2005, with completion by Fall, 2005. The estimated cost for the American Drive and Centre Drive projects is $840,000.

- Eleven Mile reconstruction (partial)

  Construction of this project is projected to take place in 2005, with completion by Fall, 2005. The estimated local cost for Eleven Mile Reconstruction is $230,000. This project is complete.

- Franklin Road reconstruction

  Construction of this project is projected to take place in 2006, with completion by Fall, 2006. The estimated cost for Franklin Road Reconstruction is $1,900,000. This project is complete.

Projects and estimated costs that are anticipated within the time frame of the Amended, Restated and Extended Plan include the following:

Project	Est. Cost	Time Frame
Roads		
Northwestern Hwy. Service Drive	$750,000	2015
Eleven Mile (balance of reconstruction)	$2,000,000	2020
Clare Lane	$2,000,000	2022
Franklin (north of I-696)	$3,000,000	2025
Civic Center Drive (between Lahser and Northwestern)	$1,600,000	2025
Civic Center Service Drive	$2,000,000	2025
Swanton (between Franklin and Northwestern)	$1,300,000	2030
American Drive	$2,500,000	2030
Miscellaneous		
Gateway signage	$500,000	2016
Lawrence Technological University Business Incubator/Accelerator – Initial Facility Build-Out	$200,000	2015/2016
Lawrence Technological University Business Incubator/Accelerator – Operational Costs	Up to $100,000 per year	Duration of Plan
Pebble Creek Park – Stormwater Management	$200,000	2018
Pedestrian Improvements	$1,500,000	2021
Parking Structure	$7,500,000	2032
Stormwater Management	$2,500,000	2021
Operating and Planning Costs	$150,000 per year	Duration of Plan

(f) A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.

Please refer to Section 1.(e).

(g) A DESCRIPTION OF ANY PORTIONS OF THE PROPERTY TO WHICH THE PLAN APPLIES, WHICH THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FORM THE MUNICIPALITY AND THE PROPOSED TERMS.

The Current Plan described the following:

The parking deck will be constructed by the project and will be transferred to the current property owners upon completion. All roads and improvements will remain under their current jurisdictions.

With the Amended, Restated and Extended Plan, no changes are proposed.

(h) A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, AND UTILITIES.

The Current Plan described the following:

The new I-696 Eastbound off ramp and Westbound on ramp will be constructed, an additional capacity lane will be added to I-696, and the Franklin Road Bridge will be widened to accommodate these improvements.

The proposed redevelopment area will be provided with a full complement of urban utility services which currently exist or which will be included in all new construction. They are, or will be sufficient to accommodate the additional development.

As indicated, the I-696 project and a portion of the I-696 project has been completed.

With the Amended, Restated and Extended Plan, no changes are proposed, other than street improvements set forth in Section 1.(e) under the Amended, Restated and Extended Plan.

(i) AN ESTIMATE OF THE COST OF THE PUBLIC FACILITY OR FACILITIES, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE PUBLIC FACILITY OR FACILITIES, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

The Current Plan described the following:

The estimated cost of all public facilities is $35,000,000 with a Southfield share of $14,000,000 and an MDOT share of $21,000,000. The Current Plan stated the Southfield CTP will borrow its $14,000,000 share from the City of Southfield or will bond as needed and will repay the debt from tax increment revenues with an agreed upon interest rate. However, due to other sources of funding, the Southfield CTP did not borrow funds to complete any projects.

The estimated cost of the proposed projects are included in Section 1 (e) under the Amended, Restated and Extended Plan. Projects will be funded either partially or solely through tax increment funds. Where possible, TIF funds will be supplemented by grants or other sources of funding the City will seek. The City does not anticipate incurring bonded indebtedness to complete these projects.

(j) DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE PUBLIC FACILITY OR FACILITIES IS TO BE LEASED, SOLD, OR CONVEYED AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN, IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY.

The Current Plan described the following:

I-696 is part of the Federal Highway System and all improvements to it will remain Federal. All other roads are City owned and will remain so. The parking structure will be constructed on private adjacent property and will be transferred at no cost to the property owners upon completion. All roadway improvements are being made for the benefit of the public and will be dedicated for public use.

No changes are proposed under the Amended, Restated and Extended Plan.

(k) THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING OF ALL OR A PORTION OF THE PUBLIC FACILITY OR FACILITIES UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND

PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED TO THOSE PERSONS.

The Current Plan described the following:

All improvements will be constructed on a competitive basis. The parking structure will be conveyed to the current land owner at no cost. The newly constructed roadway improvements will be dedicated to the appropriate public authority upon their completion.

No changes are proposed under the Amended, Restated and Extended Plan.

(l) ESTIMATES OF THE NUMBER OF PERSONS RESIDING ON THE PROPERTY TO WHICH THE PLAN APPLIES AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE OR UNDER CONSTRUCTION, THE CONDITION OF THOSE IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS.

The Current Plan described the following:

The Development Plan does not require public acquisition of any residential property nor the relocation of any residents. All privately owned commercial property ROW's will be acquired by negotiations. No residents will be displaced.

There is no public housing presently available in the City. On the whole, housing conditions in the City of Southfield can be classified as standard and adequate opportunity exists for relocation within the City on an owner or rental basis.

No changes are proposed under the Amended, Restated and Extended Plan.

(m) A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT.

The Current Plan described the following:

The Development Plan does not include the construction of new housing within the Development Area nor the relocation by public means of any existing residents as no relocation is necessary to implement the development plan.

No changes are proposed under the Amended, Restated and Extended Plan.

(n) PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT, AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, 42 U.S.C. 4601 TO 4655.

The Current Plan described the following:

No relocation is anticipated under the development plan. Relocation benefits, if necessary, will be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).

No changes are proposed under the Amended, Restated and Extended Plan.

(o) A PLAN FOR COMPLIANCE WITH ACT NO. 227 OF THE PUBLIC ACTS OF 1972, BEING SECTIONS 213.321 TO 213.332 OF THE MICHIGAN COMPILED LAWS.

The Current Plan described the following:

Act 227 of P.A. 1972 is an act to provide financial assistance, advisory services and reimbursement of certain expenses to persons displaced from real property or deprived of certain rights in real property. Under this Act, a displaced person is defined as a "person who vacates real property or removes his personal property therefrom pursuant to a program undertaken by a state agency (political subdivision of the state) which results in the acquisition of the real property in whole or in part, or in order to vacate the real property". This Act requires procedures and policies comparable to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the benefits references in paragraph (n) satisfy the requirements of this paragraph.

No changes are proposed under the Amended, Restated and Extended Plan.

(p) OTHER MATERIAL WHICH THE AUTHORITY OR GOVERNING BODY CONSIDERS PERTINENT.

The Current Plan described the following:

Although the Interchange portion of the Development Plan has received Michigan Department of Transportation and Federal Highway Administration approval for funding and it is included in the Regional Transportation Improvement Program, there may be a delay in the interchange portion of the Development Plan due to MDOT's Preserve First policy. If this occurs, there may be some shifting in construction schedules and phasing of work to be done.

With the Amended, Restated and Extended Plan, the partners in the Host-Satellite relationship are providing financial support of Automation Alley provided sufficient TIF funds are available. Automation Alley will be responsible for coordinating between the Host-Satellite communities to advance regional collaboration. The Southfield CTP is also undertaking a number of other programs and projects to enhance economic development as follows:

Design Plan and Improvements - A Design Plan has been prepared that will identify improvements and amenities that will make the CTP more attractive to new investment. Stakeholders have identified a need for better identification of the CTP along with an upgraded image. Specific improvements identified in the Design Plan process include improved identification and wayfinding.

Marketing and Promotion – Additional funding will be directed towards the Marketing and Promotion of the CTP. Such activities may include, but not limited to, improved website promotion, special events and brochures.

LTU Business and Technology Center – The Southfield CTP will support the establishment of a business incubator/accelerator on the campus of Lawrence Technological Center. Establishing the LTU Business Technology Center business incubator/accelerator is a natural outgrowth of entrepreneurial education and support that has been a focus of the University for many years.

LTU and the City of Southfield through the Automation Alley SmartZone are collaborating to establish a temporary Business and Technology Center in a 4,000 square foot space within a building located on the campus of and owned by LTU until the 17,000 square foot facility to be located in Mark Plaza property is available. Property has also been sought to permit future expansion of the business incubator. The LTU Center will be operated by LTU Economic Development, with day to day management provided by the LTU Collaboratory. Oversight will be provided by a seasoned Advisory Board that includes business and economic developers, innovators, entrepreneurs, investors, and attorneys.

Specific objectives of the Center will be to:

- Create jobs through new and expanded economic activity
- Help start-ups define their customers, improve their products and raise capital
- Foster production of ground-breaking technologies in key industry sectors
- Benefit businesses through public/private participation
- Improve access to LTU's academic resources applied research capabilities, and entrepreneurial culture
- Leverage the City's location, accessibility and assets as a major economic catalyst
- Enhance the quality of life in the City and Region to retain and attract talent

CITY OF SOUTHFIELD

AMENDED, RESTATED AND EXTENDED

TAX INCREMENT FINANCING PLAN

Section 2: Amended, Restated and Extended Tax Increment Financing Plan

The activities of the Tax Increment Financing Plan adopted by the JLDFA in May 2003 (hereinafter referred to as Current Plan) and the proposed activities of the Amended, Restated and Extended Plan are described. Section 12 (1) of the LDFA Act states that when a board decides to finance a project pursuant to the Act, it shall prepare a tax increment financing plan which shall include:

(a) A STATEMENT OF THE REASONS THAT THE PLAN WILL RESULT IN THE DEVELOPMENT OF CAPTURED ASSESSED VALUE THAT COULD NOT OTHERWISE BE EXPECTED. THE REASONS MAY INCLUDE, BUT ARE NOT LIMITED TO, ACTIVITIES OF THE MUNICIPALITY, AUTHORITY, OR OTHERS UNDERTAKEN BEFORE FORMULATION OR ADOPTION OF THE PLAN IN REASONABLE ANTICIPATION THAT THE OBJECTIVES OF THE PLAN WOULD BE ACHIEVED BY SOME MEANS.

The Current Plan described the following:

New ramps on I-696 would provide improved access to and from the freeway for businesses, police, fire, and other emergency vehicles. They would provide safer, direct movements between I-696, Northwestern Highway, and the Southfield CTP, negating the existing convoluted movements through the congested Northwestern/Telegraph interchange. The District has been zoned "Regional Center" since 1965 but has not been fully developed as such indicating the lack of adequate public facilities including roads. American Drive and Centre Drive are both in poor condition and they have deteriorated partially as a result of their proximity to the wetlands in the area. Franklin Road has substantially deteriorated due to the unusually high heavy truck traffic generated by the public road agency yards located at the north end of the project area. Eleven Mile Road has similarly deteriorated due to the truck traffic to the yards and to heavy traffic patterns caused by employees working at the Blue Cross facility. Due to the poor condition of these roads, adjacent property owners have been unwilling or unable to expand and have expressed a need to move out of the City if conditions do not improve. The Chrysler Corporation has already moved from the area and will consolidate outside the City.

The construction of the project will provide additional assessed valuation resulting in tax increments to finance the public facilities and redevelopment. Without the planned public facilities to be acquired, constructed and financed pursuant hereto the project would not be feasible.

The above statements are accurate, although Blue Cross relocated out of the area. The facility has been purchased and is being reoccupied by a variety of businesses.

The Amended, Restated and Extended Plan is intended to invest in technologically advanced infrastructure supporting the CTP, improve the marketing and image of the CTP, assist in establishing a business incubator and accelerator at LTU and to support the activities of Automation Alley to attract and retain technology based businesses and jobs within the Southfield CTP, the City of Southfield and the region. Without the Amended, Restated and Extended Plan, the City of Southfield would not be able to support these activities to the extent that is set forth in this Plan.

(b) AN ESTIMATE OF THE CAPTURED ASSESSED VALUE FOR EACH YEAR OF THE PLAN. THE PLAN MAY PROVIDE FOR THE USE OF PART OR ALL OF THE CAPTURED ASSESSED VALUE OR, SUBJECT TO THE SUB-SECTION (3), OF THE TAX INCREMENT REVENUES

ATTRIBUTABLE TO THE LEVY OF ANY TAXING JURISDICTION, BUT THE PORTION INTENDED TO BE USED SHALL BE CLEARLY STATED IN THE PLAN. THE BOARD OR THE MUNICIPALITY CREATING THE AUTHORITY MAY EXCLUDE FROM CAPTURED ASSESSED VALUE A PERCENTAGE OF THE CAPTURED ASSESSED VALUE AS SPECIFIED IN THE PLAN OR GROWTH IN PROPERTY VALUE RESULTING SOLELY FROM INFLATION. IF EXCLUDED, THE PLAN SHALL SET FORTH THE METHOD FOR EXCLUDING GROWTH IN PROPERTY VALUE RESULTING SOLELY FROM INFLATION.

Current Plan

Please refer to Exhibit C for the original estimates of captured assessed value for each year of the Current Plan. No exclusion for inflation is planned. From the time of approval of the TIF Plan for the Southfield CTP, the City captured TIF revenue from only the original 27 acre portion. Revenues were not collected from the balance of the 261 acres. Referring to the estimates found in Exhibit C, the actual performance of the tax increment financing plan is set forth in Table 1 as follows:

Table 1
Estimated and Actual Captured Taxes
Southfield Portion of JLDFA
2003-2018

Fiscal Year	*Estimated Captured Taxes*	*Actual Captured Taxes*
2003/2004	32,146	0[1]
2004/2005	177,332	116,478
2005/2006	246,634	259,676
2006/2007	391,635	272,671
2007/2008	550,332	282,825
2008/2009	642,237	271,692
2009/2010	656,822	309,095
2010/2011	672,835	283,717
2011/2012	688,032	276,990
2012/2013	703,533	243,403
2013/2014	719,344	242,477
2014/2015	735,471	246,114
2015/2016	751,921	N/A
2016/2017	768,699	N/A
2017/2018	785,814	N/A

1. Delay due to amendment of District boundaries.

An estimate of the captured assessed value for each year of the Amended, Restated and Extended Plan is provided in Exhibit D. The TIF capture under the Amended, Restated and Extended Plan will include tax capture from the entire area of the Southfield CTP, with the exception of the campus of LTU. This additional capture is reflected in Exhibit D. No exclusion for inflation is planned.

(c) THE ESTIMATED TAX INCREMENT REVENUES FOR EACH YEAR OF THE PLAN.

The original estimates of tax increment revenues for the Current Plan are provided in Exhibit C.

Exhibit D provides an estimate of the tax increment revenues for each year of the Amended, Restated and Extended Plan. No exclusion for inflation is planned.

(d) A DETAILED EXPLANATION OF THE TAX INCREMENT PROCEDURE.

Tax increment financing for a Certified Technology Park permits the JLDFA to capture certain tax revenues attributable to increases in the Taxable Values of all real and personal property that is located in the Certified Technology Park and included in the tax increment financing plan.

At the time the tax increment financing plan is approved by the City Council the Taxable Value of the real and personal property located in the Certified Technology Park (the "Initial Assessed Value") is established. The Initial Assessed Value is the Taxable Value of all of the real and personal property within the Certified Technology Park for the base year. Property exempt from taxation at the time of determination of the Initial Assessed Value will be given an Initial Assessed Value of zero. In each subsequent year for the duration of the tax increment financing plan the "Current Assessed Value" of the real and personal property in the Certified Technology Park will be determined. The Current Assessed Value for each year is the Taxable Value of all of the real and personal property located in the Certified Technology Park for that year.

The amount by which the Current Assessed Value exceeds the Initial Assessed Value in any one year is the "Captured Assessed Value." For the duration of the tax increment financing plan, the local taxing jurisdiction will continue to receive tax revenues based upon the Initial Assessed Value established in the base year. The JLDFA, however, receives that portion of the tax levy of all taxing jurisdictions paid each year on the Captured Assessed Value of the property included in the tax increment financing plan. It should be noted that the JLDFA does not receive any part of millage specifically levied for the payment of principal and interest on obligations approved by the electors or obligations pledging the unlimited taxing power of the local governmental unit. The JLDFA will also capture only ½ of the "Education mills" which includes the local school district, the intermediate school district and the State Education Tax mills. The capture of the local school district, intermediate school district and State Education Tax mills will be subject to adjustment by the JLDFA if and to the extent required by Section 12(3) of the LDFA Act.

Tax increment revenues from the Southfield Certified Technology Park may be used for public facilities for any eligible property located in the Southfield Certified Technology Park (or for the repayment of advances made for such purposes) as provided in and in accordance with Act 281, subject to approval of the MEDC if such approval is required by Act 281.

The Southfield CTP will have two initial assessed values: one for the real property comprising the original approximately 27 acres of the Southfield CTP (2002 initial assessed value) and one for all personal property in the Southfield CTP and the balance of the real property in the Southfield CTP (2015 initial assessed value).

Table 2 shows current millages and portions of each jurisdiction millage captured under the Current Plan.

Table 2
Captured Millages
Current Plan

Taxing Authority	Total Mills	Non-Captured or Debt Mills	Captured Mills
City of Southfield	15.8781	0	15.8781
Oakland County	4.6523	0	4.6523
Oakland Interm SD*	3.4224	1.7112	1.7112
Community College	1.6090	0	1.6090
State Education*	6.0000	3.0000	3.0000
School Operating*	20.6345	10.3173	10.3173
OCPTA	0.3207	0	0.3207
Total Mills	52.5086	15.0283	37.4801

* = ½ millage levy minus debt

Table 3 shows the current millages and the portions of each jurisdiction millage captured under the Amended, Restated, and Extended Plan. The millage rates used are only for the purpose of estimating tax revenue and are not intended to be a cap on the total mills that may be captured in the future.

Table 3
Captured Millages
Amended, Restated and Extended Plan

Taxing Authority	Total Mills	Non-Captured or Debt Mills	Captured Mills
City of Southfield	23.7441	0	23.7441
Oakland County	4.6461	0	4.6461
Oakland Interm[1]	3.369	1.6845	1.6845
Community College	1.5844	0	1.5844
State Education[2]	6.0000	3.0000	3.0000
School Operating[3]	18.0/6.0	9.0000/3.00	9.0000/3.000
OCPTA	1.0000	0	1.0000
Total Mills	58.3436/46.3436	13.6845/7.6845	44.6591/38.6591

[1] = ½ millage levy minus debt
[2] = ½ millage levy of real property and commercial personal property
[3] = ½ millage levy of real property or 9.0 mills and commercial personal property or 3.0 mills

Table 2 and 3 represent the millage rates for the purposes of estimating tax increment revenues but are not intended to be a cap on the total mills that can be captured in the future.

(e) THE MAXIMUM AMOUNT OF NOTE OR BONDED INDEBTEDNESS TO BE INCURRED, IF ANY.

The maximum amount of note indebtedness to the Southfield CTP will be $14,000,000 plus interest subject to actual construction costs. While the Current Plan called for bonded indebtedness, no debt was incurred.

Under the Amended, Restated and Extended Plan, the Southfield CTP does not plan on incurring any bonded indebtedness.

(f) THE AMOUNT OF OPERATING AND PLANNING EXPENDITURES OF THE AUTHORITY AND MUNICIPALITY, THE AMOUNT OF ADVANCES EXTENDED BY OR INDEBTEDNESS INCURRED BY THE MUNICIPALITY, AND THE AMOUNT OF ADVANCES BY OTHERS TO BE REPAID FROM TAX INCREMENT REVENUES.

The amount of operating and planning expenditures of the Southfield CTP and the City of Southfield in connection with the activities of the JLDFA under the Current Plan was estimated to be $100,000 per year. It was not anticipated that there would be any indebtedness incurred by the City. The Current Plan provides that the JLDFA Board may request a loan from the City of Southfield to provide interim financing for the Southfield costs of the Development Plan. The loan will be repaid from tax increment revenues as received.

The amount of operating and planning expenditures of the Southfield CTP are not expected to exceed $150,000 per year under the Amended, Restated and Extended Plan. The JLDFA Board may request a loan from the City of Southfield to provide interim financing for the Southfield costs of the Development Plan. The loan will be repaid from tax increment revenues as received.

(g) THE COSTS OF THE PLAN ANTICIPATED TO BE PAID FROM TAX INCREMENT REVENUES AS RECEIVED.

It was anticipated that the costs of the implementation of the Current Development Plan would be paid entirely from tax increment revenues as received.

No change is proposed with the Amended, Restated and Extended Development Plan.

(h) THE DURATION OF THE DEVELOPMENT PLAN AND THE TAX INCREMENT PLAN.

The Current Development Plan and the Tax Increment Financing Plan provided that it would continue for the period of time needed to collect and disburse tax increment revenues resulting from taxes levied prior to December 31, 2018, or such other period as may be needed to repay the amounts borrowed by the Authority.

The Amended, Restated and Extended Development Plan and Tax Increment Financing Plan becomes effective when approved and will continue for the additional period of time needed to collect and disburse tax increment revenues resulting from taxes levied before December 31, 2033.

(i) AN ESTIMATE OF THE IMPACT OF TAX INCREMENT FINANCING ON THE REVENUES OF ALL TAXING JURISDICTIONS IN WHICH THE ELIGIBLE PROPERTY IS OR IS ANTICIPATED TO BE LOCATED.

Except for those portions of millage specifically levied for the payment of principal and interest of obligations approved by electors or obligations pledging the unlimited taxing power of the local governmental units (the 'debt' portion of their millage) and ½ of all school captures for the duration of the extended plan, the tax revenues of the taxing jurisdictions for property within the CTP will not increase as a result of increases in the taxable value of property in the CTP until the termination of the Amended, Restated and Extended Tax Increment Financing Plan. However, the taxing jurisdictions have and are expected to continue to benefit from increased property values and accompanying tax increases from other nearby property outside the CTP.

(j) A LEGAL DESCRIPTION OF THE ELIGIBLE PROPERTY TO WHICH THE TAX INCREMENT FINANCING PLAN APPLIES OR SHALL APPLY UPON QUALIFICATION AS ELIGIBLE PROPERTY.

The property to which the Current Plan applies consists of all real property in the City of Southfield, County of Oakland, State of Michigan, located within the original JLDFA district boundaries described on Exhibit A.

The property to which the Amended, Restated and Extended Plan applies includes all real and personal property in the original JLDFA district boundaries in the City of Southfield described in the Current Plan and, in addition, includes all real and personal property in the expanded JLDFA district boundaries in the City of Southfield described in Exhibit A.

(k) AN ESTIMATE OF THE NUMBER OF JOBS TO BE CREATED AS A RESULT OF IMPLEMENTATION OF THE TAX INCREMENT FINANCING PLAN.

The Current Plan estimated that the construction of the Project will result in the creation of approximately 5000 new jobs and the retention of approximately 250 jobs in the City. It was expected that the direct job creation would result in additional indirect jobs.

There are currently an estimated 4,650 jobs within the Southfield CTP. Improvements that have been included and improvements contemplated by this plan will help ensure the retention of these jobs. Federal Mogul recently made a $700 million investment bringing 700 jobs. With additional improvements to the CTP, it is anticipated that at least one new employer or employers of 1,000 jobs will be attracted.

While not located in the Southfield CTP, BASF will be making a $19 million investment adding 154 jobs to the 400 which exist. Road improvements completed by the LDFA have assisted in their expansion. It is expected that the existence of this project will result in additional indirect jobs.

(l) THE PROPOSED BOUNDARIES OF A CERTIFIED TECHNOLOGY PARK TO BE CREATED UNDER AN AGREEMENT PROPOSED TO BE ENTERED INTO PURSUANT TO SECTION 12a, AN IDENTIFICATION OF THE REAL PROPERTY WITHIN THE CERTIFIED TECHNOLOGY PARK TO BE INCLUDED IN THE TAX INCREMENT FINANCING PLAN FOR PURPOSES OF DETERMINING TAX INCREMENT REVENUES, AND WHETHER PERSONAL PROPERTY

LOCATED IN THE CERTIFIED TECHNOLOGY PARK IS EXEMPT FROM DETERMINING TAX INCREMENT REVENUES.

The boundaries of the current Southfield CTP are included in Exhibit A and are illustrated in the map included as Exhibit B.

The boundaries under the Amended, Restated and Extended Plan area also included in Exhibit A and are illustrated in the map included as Exhibit B.

The entirety of the current JLDFA district boundaries in the City of Southfield and of the expanded JLDFA district boundaries in the City of Southfield described in Exhibit A have been or will be designated as a Certified Technology Park pursuant to agreements entered into or to be entered into with the MEDC.

Under the Amended, Restated and Extended Plan, personal property is not exempt from determining tax increment revenues.

SOUTHFIELD EXHIBITS

Exhibit	Description
A	Southfield CTP Legal Description
B	Map of Southfield CTP
C	Original Estimated Captured Assessed Value as Provided in Current Plan
D	Estimated Captured Assessed Value of Amended, Restated and Extended Plan

EXHIBIT A – SOUTHFIELD CTP LEGAL DESCRIPTION

District Boundaries in Current Plan

[SEE ATTACHED LEGAL DESCRIPTIONS]

LEGAL DESCRIPTIONS 2002 BASE YEAR

76-24-17-352-002
ASHLEY SOUTHFIELD CROSSING LLC
2575 S HAGGERTY RD STE 500
CANTON MI 48188

PROPERTY ADDRESS:
25510 W 11 MILE RD

LEGAL DESCRIPTION:
T1N,R10E,SEC 17 PART OF SW 1/4 OF SW 1/4 BEG AT PT DIST N 89-55-00 E 1085.75 FT FROM SW SEC COR, TH N 00-17-12 W 717.2 FT, TH N 89-42-48 E 35 FT, TH N 00-17-12 W 40 FT, TH S 89-42-48 W 70 FT, TH N 00-17-12 W 40 FT, TH N 89-42-48 E 305 FT, TH S 00-17-12 E 798.12 FT, TH S 89-55-00 W 270 FT TO BEG 4.940A RD INTERSECTION N 01-29-00 W408.99 FT TH N 88-26-00 E 389.52 FT TO PT OF BEG 3.614ANET = 4.94 AC

76-24-18-451-008
MEADOWBROOK INSURANCE GROUP
26255 AMERICAN DR
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
26255 AMERICAN DR

LEGAL DESCRIPTION:
T1N, R10E, SECS 17 & 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 15 L 18714 P 477 4-30-10 FR 006 & 007

76-24-18-476-009
A C PROPERTIES
26100 AMERICAN DR STE 550
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
AMERICAN DR

LEGAL DESCRIPTION:
T1N, R10E, SEC 17 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 10 L 18714 P 477 COMBINED ON 03-22-01 FROM 005 & 006

76-24-18-476-011
A C PROPERTIES
26100 AMERICAN DR STE 550
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
AMERICAN DR

LEGAL DESCRIPTION:
T1N, R10E, SEC 17 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 12 L 18714 P 477 SPLIT ON 3-2-01 FR 006

76-24-18-477-001
ISI HOLDINGS LLC
25900 W 11 MILE RD #100
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
25900 W 11 MILE RD

LEGAL DESCRIPTION:
T1N, R10E, SECS 17 & 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2005 MARSHLAND BUSINESS CENTER UNIT 1 L 42397 P 340 FIRST FLOOR UNIT 1 12-28-10 FR 24-18-476-008

76-24-18-477-002
SOUTHFIELD PROPERTIES GROUP LLC
25900 W ELEVEN MILE RD STE 250
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
25900 W ELEVEN MI RD

LEGAL DESCRIPTION:
T1N, R10E, SECS 17 & 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2005 MARSHLAND BUSINESS CENTER UNIT 2 L 42397 P 340 12-28-10 FR 24-18-476-008 LAND LINEAGE 2011 TO 17-477-002

76-24-18-477-003
ISI HOLDINGS LLC
40 OAK HOLLOW STE 120
SOUTHFIELD MI 48033

PROPERTY ADDRESS:
25900 W 11 MILE RD

LEGAL DESCRIPTION:
T1N, R10E, SECS 17 & 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2005 MARSHLAND BUSINESS CENTER GEN COM ELE ASSESSED WITH ALL UNITS IN CONDO L 42397 P 340 12-28-10 FR 24-18-476-008

EXHIBIT A – SOUTHFIELD CTP LEGAL DESCRIPTION (CONTINUED)

Expanded District Boundaries included in the Amended, Restated and Extended Plan

The district boundaries in the City of Southfield to which the Amended, Restated and Extended Plan applies includes all of the property described in the Current Plan (as set forth above) and, in addition thereto, includes the following:

[SEE ATTACHED LEGAL DESCRIPTIONS]

76-24-17-151-005

HC SOUTHFIELD LLC

101 WEST OHIO STREET SUITE 720

INDIANAPOLIS IN 46204

PROPERTY ADDRESS:

28100 FRANKLIN RD

LEGAL DESCRIPTION:

T1N,R10E,SEC 17 PART OF NW 1/4 OF SEC 17 & PART OF LOTS 46, 47 & 48, 'SUPERVISOR'S PLAT NO 2' OF PART OF NE 1/4 OF SEC 18, ALL DESC AS BEG AT PT DIST N 00-05-31 E 317.88 FT FROM E 1/4 COR OF SEC 18, TH N 00-05-31 E 10.88 FT, TH N 89-54-29 W 138.94 FT, TH N 41-10-20 W 136.33 FT, TH S 48-49-40 W 15.00 FT TO NELY R/W LINE OF FRANKLIN RD, TH N 41-10-20 W 102.74 FT TO SELY R/W LINE OF RELOC BECK RD, TH N 48-49-40 E 409.60 FT TO MOST NLY COR SD LOT 46, 000 TH S 00-05-31 W 75.10 FT, TH S 89-54-29 E 441.00 FT, TH S 00-05-31 W 291.76 FT TO WLY R/W LINE OF I-696, TH S 72-24-31 W 259.60 FT, TH S 88-34-31 W 193.73 FT, TO BEG 5.360A TO BEG 000

76-24-17-151-009

OAKLAND COUNTY

31001 LAHSER RD

BEVERLY HILLS MI 48025-4036

PROPERTY ADDRESS:

NORTHWESTERN HWY

LEGAL DESCRIPTION:

T1N,R10E,SEC 17 PART OF NW 1/4 BEG AT PT DIST N 01-58-37 W 1053.25 FT FROM W 1/4 COR, TH N 01-58-37 W 221.76 FT, TH S 63-51-50 E 75 FT, TH S 26-08-10 W 77.79 FT, TH ALG CURVE TO LEFT, RAD 250 FT, CHORD BEARS S 12-04-47 W 121.44 FT, DIST OF 122.67 FT TO BEG .140A ALG CURVE TO LEFT, RAD 993.00 FT, CHORD BEARS N 04-19-50 E 219.14 FT, DIST OF 219.59 FT & N 02-00-16 W 48.78 FT, TH N 88-56-57 E 234.44 FT & 000 .14 AC

76-24-17-151-010

ONP OWNER LLC

21 E LONG LAKE STE 101

BLOOMFIELD HIL MI 48304

PROPERTY ADDRESS:

28411 NORTHWESTERN HWY

LEGAL DESCRIPTION:

T1N,R10E,SEC 17 PART OF NW 1/4 BEG AT PT DIST N 00-05-31 E 693.62 FT FROM W 1/4 COR, TH N 00-05-31 E 581.39 FT TO SWLY LI OF NORTHWESTERN HWY, TH S 61-47-42 E 500 FT, TH S 00-05-31 W 345.75 FT, TH N 89-54-29 W 441 FT TO BEG EXC BEG AT PT DIST N 01-58-37 W 1053.25 FT FROM W 1/4 COR, TH N 01-58-37 W 221.76 FT, TH S 63-51-50 E 75 FT, TH S 26-08-10 W 77.79 FT TH ALG CURVE TO LEFT, RAD 250 FT, CHORD BEARS 000 S 12-04-47 W 121.44 FT, DIST OF 122.67 FT TO BEG 4.550A

76-24-17-151-011

ONP OWNER LLC

21 E LONG LAKE STE 101

BLOOMFIELD HIL MI 48304

PROPERTY ADDRESS:

NORTHWESTERN HWY

LEGAL DESCRIPTION:

R10E, SEC 17 PART OF NW 1/4 BEG AT PT DIST N 01-58-37 W 317.88 FT & N 86-30-23 E 193.73 FT & N 70-20-23 E 259.60 FT FROM W 1/4 COR, TH N 70-20-23 E 460.00 FT, TH N 41-54-37 W 400.00 FT, TH N 47-02-23 W 256.39 FT, TH S 01-58-37 E 627.54 FT TO BEG, ALSO BEG AT PT DIST N 01-58-37 W 317.88 FT & N 86-30-23 E 193.73 FT & N 70-20-23 E 719.60 FT FROM W 1/4 COR, TH N 70-20-23 E 25.48 FT, TH N 42-58-05 W 238.03 FT, TH N 42-10-17 W 159.96 FT, TH N 46-07-46 W 109.44 FT, TH N 50-41-48 W 127.05 FT, TH N 52-31-53 W 40.72 FT, TH S 01-58-37 E 10 FT, TH S 47-02-23 E 256.39 FT, TH S 41-54-37 E 400 FT TO BEG 3.54 AC 7-21-92 FR 007 & 008

76-24-17-328-001

DANA REALTY GROUP

PO BOX2079

BIRMINGHAM MI 48012-2079

PROPERTY ADDRESS:

27650 FRANKLIN RD

LEGAL DESCRIPTION:

TIN, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 1 L 37664 P 001 6-8-06 FR 326-018

76-24-17-328-002
DANA REALTY GROUP
PO BOX 2079
BIRMINGHAM MI 48012-2079

PROPERTY ADDRESS:
27770 FRANKLIN RD

LEGAL DESCRIPTION:

TIN, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 2 L 37664 P 001 6-8-06 FR 326-018

76-24-17-328-003
DANA REALTY GROUP
PO BOX 2079
BIRMINGHAM MI 48012-2079

PROPERTY ADDRESS:
27752 FRANKLIN RD

LEGAL DESCRIPTION:

TIN, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 3 L 37664 P 001 6-8-06 FR 326-018

76-24-17-328-004
DANA REALTY GROUP
PO BOX 2079
BIRMINGHAM MI 48012-2008

PROPERTY ADDRESS:
27722 FRANKLIN RD

LEGAL DESCRIPTION:

TIN, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 4 L 37664 P 001 6-8-06 FR 326-018

76-24-17-328-005
DANA REALTY GROUP
PO BOX 2079
BIRMINGHAM MI 48012-2079

PROPERTY ADDRESS:
27734 FRANKLIN RD

LEGAL DESCRIPTION:

TIN, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 5 L 37664 P 001 6-8-06 FR 326-018

76-24-17-328-006
LIME BOX LLC
27704 FRANKLIN RD
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
27704 FRANKLIN RD

LEGAL DESCRIPTION:

TIN, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 6 L 37664 P 001 6-8-06 FR 326-018

76-24-17-328-007
DANA REALTY GROUP
PO BOX 2079
BIRMINGHAM MI 48012-2079

PROPERTY ADDRESS:
27692 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 7 L 37664 P 001 6-8-06 FR 326-018

76-24-17-328-008
DANA REALTY GROUP
PO BOX 2079
BIRMINGHAM MI 48012-2079

PROPERTY ADDRESS:
27680 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 8 L 37664 P 001 6-8-06 FR 326-018

76-24-17-351-016
BROOKDALE SENIOR HOUSING
6737W WASHINGTON ST #2300
MILWAUKEE WI 53214

PROPERTY ADDRESS:
25800 W 11 MILE RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 17 & 18 PART OF SW 1/4 OF SEC 17 & PART OF SE 1/4 OF SEC 18 BEG AT PT DIST N 00-02-03 W 60 FT & N 89-55-53 E 154.07 FT FR SE SEC COR OF SEC 18, TH N 225.97 FT, TH W 130 FT, TH N 40-56-58 W 419.76 FT, TH N 49-03-02 E 506.23 FT, TH S 40-56-58 E 507.01 FT, TH S 47-07-16 W 340.52 FT, TH S 260.07 FT, TH S 89-55-53 W 60 FT TO BEG 6.18 AC FR 18-400-024 JL LEGAL FROM COUNTY

76-24-17-351-018
AMERICAN CENTER ACQUISITION
1 TOWNE SQUARE #1600
SOUTHFIELD MI 48076

PROPERTY ADDRESS:
27777 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 17 & 18 PART OF SW 1/4 OF SEC 17 & PART OF SE 1/4 OF SEC 18 ALL DESC AS BEG AT PT DIST N 00-02-03 W 60 FT & N 89-55-53 E 615.69 FT & N 00-17-33 W 317.91 FT & N 40-56-58 W 603.97 FT FROM SW COR OF SEC 17, TH N 40-56-58 W 1426.86 FT, TH ALG CURVE TO RIGHT, RAD 617 FT, CHORD BEARS N 84-00-16 E 306.66 FT, DIST OF 309.90 FT, TH S 81-36-22 E 164.51 FT, TH ALG CURVE TO LEFT, RAD 728.74 FT, CHORD BEARS N 75-43-20 E 561.79 FT, DIST OF 576.72 FT, TH N 53-03-02 E 139.81 FT, TH S 40-56-58 E 969.51 FT, TH S 45-03-02 W 152.56 FT, TH ALG CURVE TO LEFT, RAD 710.27 FT, CHORD BEARS S 37-23-43 W 189.24 FT, DIST OF 189.80 FT, TH N 86-43-50 W 268.98 FT, TH N 40-41-46 W 214.57 FT, TH S 49-01-07 W 170.74 FT, TH N 40-58-53 W 75.66 FT, TH S 49-01-07 W 156.94 FT,

76-24-17-351-019
AMERICAN CENTER ACQUISITION
1 TOWNE SQUARE #1600
SOUTHFIELD MI 48076

PROPERTY ADDRESS:
FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 17 & 18 PART OF SW 1/4 OF SEC 17 & PART OF SE 1/4 OF SEC 18 ALL DESC AS BEG AT PT DIST N 00-02-03 W 60 FT & N 89-55-53 E 615.69 FT FROM SW COR OF SEC 17, TH N 00-17-33 W 317.91 FT, TH N 40-56-58 W 603.97 FT, TH N 48-57-54 E 144.68 FT, TH N 41-15-33 W 323.48 FT, TH N 49-01-07 E 156.94 FT, TH S 40-58-53 E 75.66 FT, TH N 49-01-07 E 170.74 FT, TH S 40-41-46 E 214.57 FT, TH S 86-43-50 E 268.98 FT, TH ALG CURVE TO LEFT, RAD 710.27 FT, CHORD BEARS S 14-43-25 W 368.06 FT, DIST OF 372.30 FT, TH S 00-17-33 E 735.90 FT, TH S 89-55-53 W 114 FT TO BEG 8.88 A 12-17-01 FR -014

76-24-17-352-001
KBA INC
7401 W WILSON AVE
HARWOOD HEIGH IL 60706

PROPERTY ADDRESS:
25650 W ELEVEN MI RD

LEGAL DESCRIPTION:

T1N,R10E,SEC 17 PART OF SW 1/4 OF SW 1/4 BEG AT PT DIST N 89-55-00 E 815.75 FT FROM SW SEC COR, TH N 00-17-12 W 796.24 FT TH N 89-42-48 E 235 FT TH S 00-17-12 E 40 FT TH N 89-42-48 E 70 FT TH S 00-17-12 E 40 FT TH S 89-42-48 W 35 FT TH S 00-17-12 W 717.20 FT TH S 89-55-00 W 270 FT TO BEG 4.740A RD INTERSECTION N 01-29-00 W408.99 FT TH N 88-26-00 E 389.52 FT TO PT OF BEG 3.614ANET = 4.74 AC, 000000

76-24-18-276-041
EYL ASSOCIATES
34975 W TWELVE MILE RD STE 200
FARMINGTON MI 48331

PROPERTY ADDRESS:
28625 NORTHWESTERN HWY

LEGAL DESCRIPTION:

T1N,R10E,SEC 18 SUPERVISORS PLAT NO 2 PART OF LOT 36 BEG AT PT DIST N 61-49-30 W 474.56 FT FROM SE LOT COR, TH S 53-45-30 W 389.25 FT, TH S 89-19-10 W 204.57 FT, TH N 41-10-20 W 166.91 FT, TH N 61-44-30 E 345.30 FT, TH S 28-25-00 E 0.62 FT, TH N 61-44-30 E 50.50 FT, TH N 28-25-00 W 0.50 FT, TH N 61-44-30 E 75 FT, TH S 61-49-30 E 240 FT TO BEG 000

76-24-18-276-051
Z G FRANKLIN PROPERTIES
30800 TELEGRAPH RD STE 3800
BINGHAM FARMS MI 48025

PROPERTY ADDRESS:
28444 FRANKLIN RD

LEGAL DESCRIPTION:

Parcel 2 T1N, R10E, SEC 18 SUPERVISOR'S PLAT NO 2 PART OF LOTS 38 & 39 BEG AT A PT DIST N 48-56-10 E 27 FT & N 41-10-20 W 185.82 FT FROM SWLY COR OF LOT 39, TH N 41-10-20 W 13.87 FT, TH S 48-56-10 W 27 FT, TH N 41-10-20 W 244.55 FT, TH N 89-19-10 E 376.54 FT, TH N 89-43-39 E 21.40 FT, TH S 48-50-08 W 275.53 FT TO BEG .89 AC 5-10-01 FR 047

76-24-18-276-052
Z G FRANKLIN PROPERTIES
30800 TELEGRAPH RD STE 3800
BINGHAM FARMS MI 48025

PROPERTY ADDRESS:
28382 FRANKLIN RD

LEGAL DESCRIPTION:

Parcel 3 T1N, R10E, SEC 18 SUPERVISOR'S PLAT NO 2 PART OF LOTS 38 & 39 BEG AT A PT DIST N 48-56-10 E 202.04 FT FROM SWLY COR OF LOT 39, TH N 41-10-20 W 186.13 FT, TH N 48-50-08 E 100.49 FT, TH N 89-43-39 E 152.05 FT, TH S 48-53-30 W 69.19 FT, TH S 61-18-20 E 92.63 FT, TH S 48-56-10 W 178.11 FT TO BEG .69 AC 5-10-01 FR 047

76-24-18-276-053
M & D PROPERTY VENTURES LLC
28366 FRANKLIN RD
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
28366 FRANKLIN RD

LEGAL DESCRIPTION:

Parcel 1 T1N, R10E, SEC 18 SUPERVISOR'S PLAT NO 2 PART OF LOTS 38 & 39 BEG AT A PT DIST N 48-56-10 E 27 FT FROM SWLY COR OF LOT 39, TH N 41-10-20 W 185.82 FT, TH N 48-50-08 E 175.04 FT, TH S 41-10-20 E 186.13 FT, TH S 48-56-10 W 175.04 FT TO BEG .76 AC 5-10-01 FR 047

76-24-18-279-001

ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28310 FRANKLIN RD

LEGAL DESCRIPTION:

1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 1 L 43020 P 212 4-28-11 FR 276-046 SPLIT/COMBINED ON 08/16/2012 FROM 76-24-18-276-046;

76-24-18-279-002

ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28300 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 2 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-003

ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28330 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 3 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-004

ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28240 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 4 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-005

ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28220 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 5 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-006
SKU HOLDINGS LLC
6611 STONEBRIDGE EAST
WEST BLOOMFIEI MI 48322

PROPERTY ADDRESS:
28260 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 6 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-007
ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28202 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 7 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-008
ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28200 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 8 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-009
ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28290 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 9 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-010
ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES GEN COM ELE TO BE ASSESSED WITH ALL UNITS IN CONDO L 43020 P 212 4-28-11 FR 276-046 GENERAL COMMOM ELEMENTS PARCEL

76-24-18-351-006
DTE ELECTRIC COMPANY
PO BOX 33017
DETROIT MI 48232

PROPERTY ADDRESS:
27400 W 11 MILE RD

LEGAL DESCRIPTION:

T1N,R10E,SEC 18 PART OF SW 1/4 BEG AT PT DIST N 00-32-40 E 60 FT & S 89-48-20 E 60 FT FROM SW SEC COR TH N 00-32-40 E 600 FT TH S 89-48-20 E 420 FT TH S 00-32-40 W 600 FT TH N 89-48-20 W 420 FT TO BEG 5.780A EX C THAT PART TAKEN FOR HWY I-696 10.300A 000000

76-24-18-351-007
AMERICAN LANDMARK PROPERTIES II LLC

PROPERTY ADDRESS:
27350 W 11 MILE RD

XXXXX

LEGAL DESCRIPTION:

T1N,R10E,SEC 18 PART OF SW 1/4 BEG AT PT DIST S 89-48-20 E 480 FT & N 00-32-40 E 60 FT FROM SW SEC COR TH N 00-32-40 E 600 FT TH S 89-48-20 E 642 FT TH S 00-32-40 W 600 FT TH N 89-48-20 W 642 FT TO BEG 8.840A EX C THAT PART TAKEN FOR HWY I-696 10.300A 000000

76-24-18-351-008
CITY OF SOUTHFIELD
26000 EVERGREEN
SOUTHFIELD MI 48076

PROPERTY ADDRESS:
W 11 MILE RD

LEGAL DESCRIPTION:

T1N,R10E,SEC 18 PART OF S 1/2 OF SEC BEG AT PT DIST N 00-03-57 E 615 FT FROM S 1/4 COR, TH N 89-56-03 W 101.20 FT, TH N 44-56-03 W 437.41 FT, TH N 00-03-57 E 671.41 FT, TH N 45-03-57 E 437.41 FT, TH S 89-56-03 E 869.91 FT, TH S 44-56-03 E 100 FT, TH SWLY TO PT DIST E 120 FT & N 1717 FT FROM S 1/4 CO, TH S 00-03-57 W 240 FT, TH N 89 -56-03 W 120 FT, TH S 00-03-57 W 674 FT, TH S 89-56-03 E 798 FT, TH S 00-03-57 W 188 FT, TH N 89-56-03OW 798 FT TO BEG EXC PART IN 000000 I-696 HWY 16.270A 000

76-24-18-351-011
AMERICAN LANDMARK PROPERTIES II LLC
855 MILITARY AVE UNIT 57

PROPERTY ADDRESS:
W 11 MILE RD

XXXXX

LEGAL DESCRIPTION:

T1N,R10E,SEC 18 PART OF SW 1/4 BEG AT PT DIST N 00-22-00 R 660.00 FT FROM SW SEC COR, TH N 00-22-00 E 475.22 FT, TH S 89-38-00 E 50.00 FT, TH N 00-22-00 E 250.00 FT, TH S 89-38-00 E 25.00 FT, TH N 00-22-00 E 346.19 FT TO S R/W LINE OF I-696 HWY, TH S 89-01-00 E 1474.49 FT, TH ALG CURVE TO LEFT, RAD 5832.58 FT, CHORD BEARS N 86-55-56 E 824.10 FT, DIST OF 824.79 FT, TH S 45-03-57 W 217.31 FT, TH S 00-03-57 W 671.41 FT, TH S 44-56-03 E 289.25 FT, TH W 567.82 FT, 000000 TH N 45-00-00 W 350.71 FT, TH N 60.00 FT, TH W 488.28 FT, TH S 00-23-00 W 368.01 FT, TH W 1122.18 FT TO BEG EXC WLY 60 FT TAKEN FOR INKSTER RD 47.340A

76-24-18-351-012
SKYMARK PROPERTIES SPE LLC
855 MILITARY AVENUE UNIT 57

PROPERTY ADDRESS:
27100 W 11 MILE RD

XXXXX

LEGAL DESCRIPTION:

T1N,R10E,SEC 18 PART OF SW 1/4 BEG AT PT DIST E 1222.00 FT FROM SW SEC COR, TH N 00-23-00 E 637.91 FT, TH E 354.51 FT, TH S 190.00 FT, TH E 227.80 FT, TH S 129.30 FT, TH E 195.00 FT, TH S 318.60 FT, TH W 781.58 FT TO BEG EXC S 60 FT TAKEN FOR ELEVEN-MILE RD 7.910A61.52 FT & N 65-20-10 E 66.71 FT & S 83-17-50 E 61.52 FT & S 06-04 -20 E 170.83 FT & S 31-14-15 E 55.83 FT TO BEG.EXC.SLY 60 FT DED TO R.O.W. 8.715A 000000

76-24-18-351-014
SKYMARK PROPERTIES SPE LLC
855 MILITARY AVENUE UNIT 57
XXXXX

PROPERTY ADDRESS:
27200 W 11 MILE RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 PART OF S 1/2 OF SEC BEG AT PT DIST E 1222.00 FT & N 00-23-00 E 637.91 FT FROM SW SEC COR, TH N 00-23-00 E 390.10 FT, TH E 388.28 FT, TH S 60.00 FT, TH S 45-00-00 E 350.71 FT, TH E 567.82 FT, TH S 44-56-03 E 148.16 FT, TH S 00-03-57 W 171.94 FT, TH S 44-43-20 E 117.66 FT, TH S 11-33-40 W 52.46 FT, TH N 74-01-20 W 33.11 FT, TH S 18-31-40 W 52.89 FT, TH S 41-07-40 W 58.23 FT, TH S 64-39-20 E 61.52 FT, TH N 65-20-10 E 66.71 FT, TH S 83-17-50 E 61.52 FT, TH S 06-04-20 E 170.83 FT, TH S 31-14-15 E 55.83 FT, TH W 109.00 FT TO S 1/4 COR, TH W 634.52 FT, TH N 318.60 FT, TH W 195.00 FT, TH N 129.30 FT, TH W 227.80 FT, TH N 190.00 FT, TH W 354.51 FT TO BEG EXC S 60 FT TAKEN FOR ELEVEN MILE RD, ALSO EXC BEG AT PT DIST N 144.74 FT FROM SE COR OF SD PARCEL TH W 70

76-24-18-400-017
A C PROPERTIES
26100 AMERICAN DRIVE STE 550
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
26455 AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 PART OF S 1/2 OF SE 1/4 BEG AT PT DIST W 1077.63 FT & N 00-02-03 W 60 FT FROM SE SEC COR, TH W 398 FT, TH N 00-03-57 E 840 FT, TH E 398 FT, TH S 00-03-57 W 840 FT TO BEG 7.67 A

76-24-18-400-022
US GOVT B BATTERY 18
BOX 660 AAA
FRANKLIN MI 48025

PROPERTY ADDRESS:
26400 W 11 MILE RD

LEGAL DESCRIPTION:

T1N,R10E,SEC 18 PART OF SE 1/4 BEG AT PT DIST N 00-03-57 E 803 FT FROM S 1/4 COR, TH N 00-03-57 E 674 FT, TH S 89-56-03 E 120 FT, TH N 00-03-57 E 240 FT, TH N 80-48-22 E 728.91 FT, TH S 44-56-03 E 337.41 FT, TH S 00-03-57 W 980.70 FT, TH N 89-56-03 W 280 FT, TH N 00-03-57 E 188 FT, TH N 89-56-03 W 798 FT TO BEG 24.120A 000

76-24-18-400-027
HANTZ REAL ESTATE VENTURES LLC
26200 AMERICAN DRIVE 5TH FL
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
26100 AMERICAN DR

LEGAL DESCRIPTION:

T1N,R10E,SEC 17 PART OF SW 1/4 OF SEC 17 & PART OF SE 1/4 OF SEC 18, ALL DESC AS BEG AT PT DIST N 00-02-03 W 60.00 FT & W 1561.63 FT & N 00-03-57 E 2009.91 FT & N 72-22-14 E 1147.49 FT FROM SE COR OF SEC 18, TH N 72-22-14 E 325.00 FT ALG SLY R/W LINE I-696 HWY, TH S 15-26-02 E 360.00 FT, TH N 68-39-19 E 190.00 FT, TH S 31-42-20 E 163.00 FT, TH ALG CURVE TO RIGHT, RAD 642.74 FT, CHORD BEARS S 77-57-04 W 448.98 FT, DIST OF 458.65 FT, TH N 81-36-22 W 270.00 FT, TH N 33-54-05 E 190.34 FT, TH N 17-37-46 W 225.00 FT TO BEG 4.640A

76-24-18-400-028
SOUTHFIELD GRAND HOSPITALITY INC
26000 AMERICAN DR
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
26000 AMERICAN DR

LEGAL DESCRIPTION:

T1N,R10E,SEC 17 PART OF SW 1/4 OF SEC 17 & PART OF SE 1/4 OF SEC 18, ALL DESC AS BE AT PT DIST N 00-02-03 W 60.00 FT & W 1561.63 FT & N 00-03-57 E 2009.91 FT & N 72-22-14 E 1472.29 FT FROM SE COR OF SEC 18, TH N 72-22-14 E 180.64 FT ALG SLY R/W LINE I-696 HWY, TH S 40-56-58 E 491.72 FT ALG SW R/W LINE FRANKLIN RD TH S 53-03-02 W 118.75 FT, TH ALG CURVE TO RIGHT, RAD 642.74 FT, CHORD BEARS S 55-16-45 W 49.99 FT, DIST OF 50.00 FT, TH N 31-42-20 W 163.00 FT, TH S 68-39-19 W 190.00 FT TH N 15-26-02 W 360.00 FT TO BEG 2.620A

76-24-18-400-034

HANTZ REAL ESTATE VENTURES LLC

26200 ANERICAN DRIVE 5TH FLOOR
SOUTHFIELD MI 48075

PROPERTY ADDRESS:
26200 AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 PART OF SE 1/4 BEG AT PT DIST N 00-02-03 W 60 FT & W 1561.63 FT & N 00-03-57 E 2009.91 FT & N 72-22-14 E 663.03 FT FROM SE SEC COR, TH N 72-22-14 E 484.46 FT, TH S 17-37-46 E 225 FT, TH S 33-54-05 W 190.34 FT, TH N 81-36-22 W 373.28 FT, TH N 17-37-46 W 179.64 FT TO BEG EXC BEG AT PT DIST N 00-02-03 W 60 FT & W 1561.63 FT & N 00-03-57 E 2009.91 FT & N 72-22-14 E 663.03 FT & S 17-37-46 E 145.87 FT FROM SE SEC COR, TH ALG CURVE TO RIGHT, RAD 744.74 FT, CHORD BEARS S 52-33-58 E 62.51 FT, DIST OF 62.53 FT, TH N 81-36-22 W 39.83 FT, TH N 17-37-46 W 33.77 FT TO BEG, ALSO BEG AT PT DIST N 00-02-03 W 60 FT & W 1561.63 FT & N 00-03-57 E 2009.91 FT & N 72-22-14 E 7.82 FT FROM SE SEC COR, TH N 72-22-14 E 655.21 FT, TH S 17-37-46 E 179.64 FT, TH N 81-36-22 W

76-24-18-451-002

PANTECH

39533 WOODWARD AVENUE STE 150
BLOOMFIELD HIL MI 48304

PROPERTY ADDRESS:
26455 AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 2 L 18714 P 477 SPLIT ON 01/04/2000 FROM 76-24-17-351-017, 76-24-18-400-030, 76-24-18-400-031;

76-24-18-451-004

AMERICAN COMMERCE BUILDING

39533 WOODWARD AVE. STE 150
BLOOMFIELD HIL MI 48304

PROPERTY ADDRESS:
26545 AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 8 L 18714 P 477 SPLIT ON 01/28/2000 FROM 76-24-18-451-001

76-24-18-451-005

QUADCAST

39533 WOODWARD AVENUE STE 150
BLOOMFIELD HIL MI 48304

PROPERTY ADDRESS:
26495 AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 9 L 18714 P 477 SPLIT ON 01/28/2000 FROM 76-24-18-451-001

76-24-18-476-007

BARTON MALOW ENTERPRISES INC

26500 AMERICAN DR
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
26500 AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 6 L 18714 P 477 8.48 AC SPLIT ON 01/28/2000 FROM 76-24-18-476-001, 76-24-18-476-003,

76-24-18-476-010
BRE/ESA PORTFOLIO
P O BOX 49550 PROP TAX 4192
CHARLOTTE NC 28277-9550

PROPERTY ADDRESS:
26250 AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 17 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 11 L 18714 P 477 SPLIT ON 03/22/01 FR 006

76-24-18-476-012
AMERICAN CTR ACQUISITION
20500 CIVIC CTR. DR. #3000
SOUTHFIELD MI 48076

PROPERTY ADDRESS:
AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 PART OF SE 1/4 BEG AT PT DIST N 00-02-03 W 60 FT & N 89-55-53 E 615.69 FT & N 00-17-33 E 317.91 FT & N 40-56-58 W 2030.84 FT FROM SE SEC COR, TH N 40-56-58 W 116.96 FT, TH S 81-36-22 E 385.77 FT, TH ALG CURVE TO LEFT, RAD 617 FT, CHORD BEARS S 84-00-17 W 306.65 FT, DIST OF 309.90 FT TO BEG 0.25 A 12-17-01 FR 17-351-014 12-19-01 CORR

76-24-19-100-221
CUMBERLAND GLOBAL LLC
1205 FRANKLIN AVE SUITE 110
GARDEN CITY NY 11530

PROPERTY ADDRESS:
27301 W 11 MILE RD

LEGAL DESCRIPTION:

T1N,R10E,SEC 19 PART OF NW 1/4 OF NW 1/4 BEG AT PT DIST S 60 FT & N89-48-30 E 220.00 FT FROM NW SEC COR, TH N 89-48-30 E 383.65 FT, TH S 801.25 FT, TH S 89-48-30 W 543.65 FT, TH N 586.25 FT, TH N 89-48-30 E 160.00 FT, TH N 215.00 FT TO BEG 9.210A 000

76-24-19-100-223
RICHLAND TOWERS MANAGEMENT LLC
PO BOX 723597
ATLANTA GA 31139

PROPERTY ADDRESS:
26955 W 11 MILE RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 19 PART OF NW 1/4 BEG AT PT DIST S 89-54-07 W 317.19 FT & S 00-12-45 W 60 FT FROM N 1/4 COR, TH N 89-54-07 E 50 FT, TH S 00-12-45 W 110 FT, TH S 37-38-26 E 415.56 FT, TH N 89-54-07 E 304 FT, TH S 00-12-45 W 1159 FT, TH N 89-43-13 W 609 FT, TH N 00-12-45 E 1594.49 FT TO BEG 17.64 A PARCEL I 5-21-10 FR 222

76-24-19-100-224
DETROIT TELEVISION STATION WKBD INC
2800 POST OAK BLVD-- STE 4200
HOUSTON TX 77056

PROPERTY ADDRESS:
26905 W 11 MILE RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 19 PART OF NE 1/4, ALSO PART OF NW 1/4 BEG AT PT DIST S 00-02-57 W 60 FT FROM N 1/4 COR, TH S 00-02-57 W 1259.54 FT, TH S 20-04-31 E 368.12 FT, TH N 89-02-51 W 126.67 FT, TH N 89-43-13 W 712.91 FT, TH N 00-12-45 E 1159 FT, TH S 89-54-07 W 304 FT, TH N 37-38-26 W 415.56 FT, TH N 00-12-45 E 110 FT, TH N 89-54-07 E 1267.36 FT TO BEG 31.29 A 5-21-10 FR 222

76-24-22-326-001
KLM VENTURES
21411 CIVIC CENTER DR #114
SOUTHFIELD MI 48076

PROPERTY ADDRESS:
21411 CIVIC CENTER DR

LEGAL DESCRIPTION:

T1N,R10E,SEC 22 330C SECTION 22 PART OF E 1/2 OF SW 1/4 BEG AT PT DIST S 86-40-50 W 616.67 FT FROM CEN OF SEC, TH S 02-02-30 W 692.95 FT, TH W 330 FT, TH N 02-02-30 E674 FT APPROX TO CEN LINE OF101/2 MILE RD TH N 86-40-50 E 330 FT ALG CEN LINE OF 101/2 MILE RD TO THE BEG EXC NLY 41 FT DED TO R.O.W. 4.850A 000000

76-24-22-326-002
LAWRENCE TECH UNIVERSITY
21000 TEN MI RD W
SOUTHFIELD MI 48075

PROPERTY ADDRESS:
21255 CIVIC CENTER DR

LEGAL DESCRIPTION:

T1N,R10E,SEC 22 330B-1 PART OF SW 1/4 BEG AT PT DIST S 86-40-50 W 237.76 FT FROM CEN OF SEC, TH ALG CEN LINE OF PERPETUAL 40 FT EASEMENT FOR EGRESS & INGRESS S 3-26-50 E 111.18 FT & 97.70 FT ALG ARC OF A CURVE CONCAVE TO W WITH RAD OF 186.58 FT & CHORD BEARING S 11-33-16 W 96.59 FT, TH S 26-33-23 W 143.86 FT , TH S 2-02-30 W 32.02 FT TO THE END OF THE EASEMENT OF THIS LAND DESC. TH N 63-26-37 W 342.68 FT, TH N 2-02-30 E 192.25 FT, TH N 86-40-50 E 378.91 FT TO BEG, EXC THAT PART TAKEN 000000 FOR HWY 2.180A

76-24-22-326-003
LAWRENCE TECH UNIVERSITY
1 TOWNE SQUARE #1200
SOUTHFIELD MI 48076

PROPERTY ADDRESS:
21301 CIVIC CENTER DR

LEGAL DESCRIPTION:

T1N,R10E,SEC 22 330B-2 PART OF SW 1/4 BEG AT A PT DIST S 86-40-50 W 616.67 FT & S 02-02-30 W 192.25 FT FROM CEN 1/4 COR OF SEC 22 TH S 63-26-37 E 342.68 FT TH S 02-02-30 W PARALLEL TO N &S 1/4 LINE 145 FT TH N 88- 28-34 W 311.39 FT TH N 02- 02-30 E 290 FT TO BEG SUBJECT TO AN EASEMENT OVER WLY 20 FT OF DESC PROP ALSO OV ER ELY 30 FT OF PROP FO INGRESS & EGRESS 1.554A M J MURPHYS ORCHARD ESTS. DUE WEST 311.50 FT, TH N 2-02-30 E 500.70 FT TO BEGINNING CONTAINING 3.0277 000000

76-24-22-326-004
LAWRENCE TECH UNIVERSITY
21000 WEST TEN MILE
SOUTHFIELD MI 48076

PROPERTY ADDRESS:
21311 CIVIC CENTER DR

LEGAL DESCRIPTION:

T1N,R10E,SEC 22 330B-3 PART OF SW 1/4 BEG AT A PT DIST S 86-40-50 W 616.67 FT & S 02-02-30 W 482.25 FT FROM CEN 1/4 COR OF SEC 22 TH S 88-28-34 E 311.39 FT TH S 02-02-30 W PARALLEL TO N &S 1/4 LINE 201.64 FT TH DUE W ALG NLY LINE S. P. OF M. JMURPHY ORCHARD EST 311.50 FTTH N 02-02-30 E 210.70 FT TOBEG SUBJECT TO AN EASEMENT OV ER ELY 30 FT OF ELY 100FTFOR PUBLIC UTILITIES 1.474A M J MURPHYS ORCHARD ESTS. DUE WEST 311.50 FT, TH N 2-02-30 E 500.70 FT TO BEGINNING CONTAINING 3.0277 000000

76-24-22-326-005
LAWRENCE TECH UNIVERSITY
21000 TEN MI RD W
SOUTHFIELD MI 48075

PROPERTY ADDRESS:
21201 CIVIC CENTER DR

LEGAL DESCRIPTION:

T1N,R10E,SEC 22 330A SECTION 22 PART OF SW 1/4 BEG AT PT DIST S 86-40-50 W 237.76 FT FROM CEN OF SEC, TH S 03-26-50 E 111.18 FT, TH ALG CURVE TO LEFT, RAD 186.58 FT CHORD BEARS S 11-33-16 W 96.59 FT DIST 97.70 FT TH S 26-33-23 W 143.86 FT TH S 02-02-30 W 379.66 FT TH E 302.90 FT TH N 02-02-30 578 .90 FT TH NWLY ALG N'WESTERN HWY ALG CURVE TO LEFT RAD 3615.87 FT CHORD BEARS N 48-46-19 W 210.86 FTDIST 210.89 FT TH S 86-40-50W 74.02 FT TO BEG, EXC THAT PART TAKEN FOR HWY 000000 4.240A

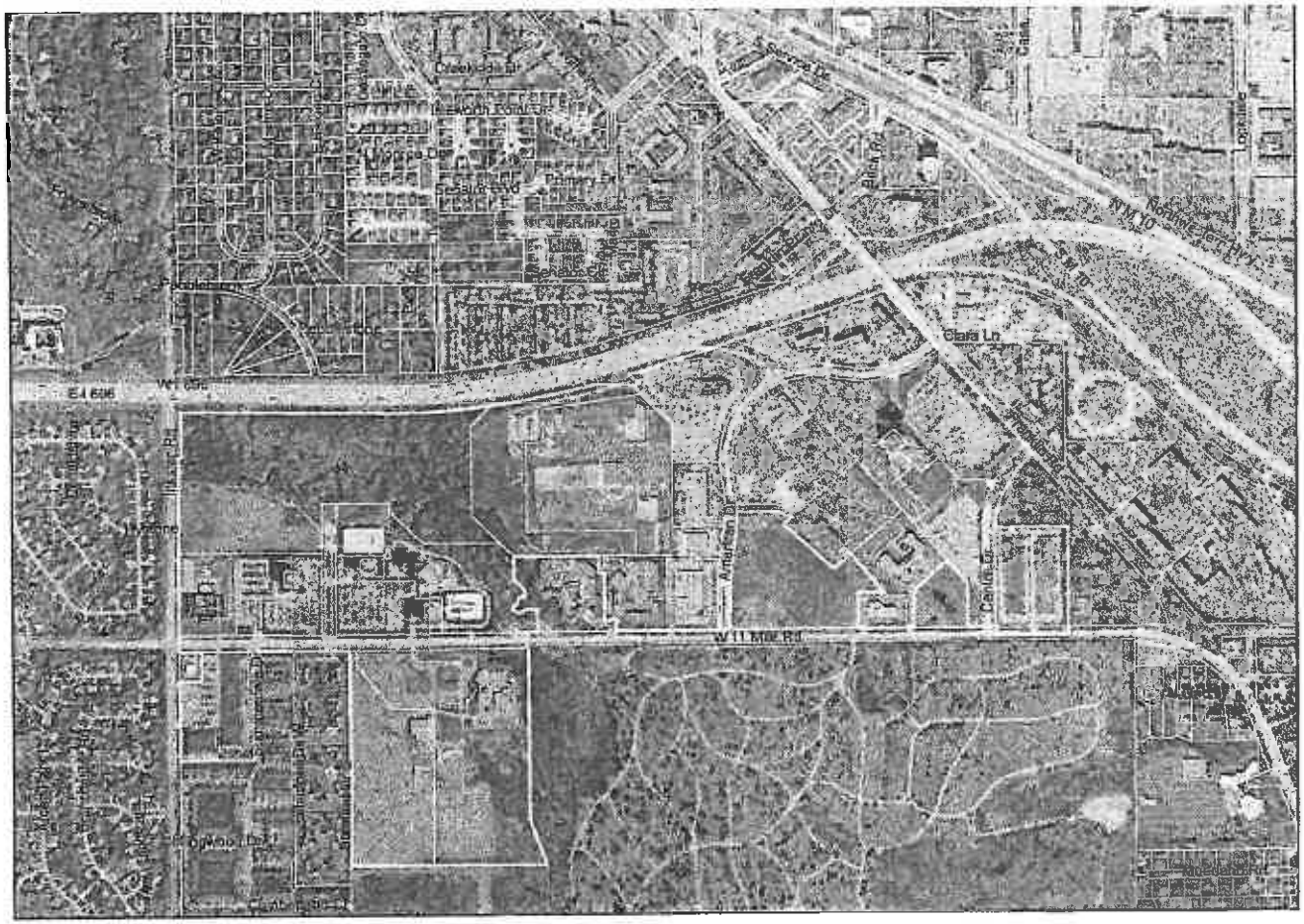
76-24-22-451-004
LAWRENCE TECH UNIVERSITY
21000 W 10 MILE
SOUTHFIELD MI 48075

PROPERTY ADDRESS:
21222 W TEN MI RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 22 SUPERVISOR'S PLAT OF M J MURPHY ORCHARD ESTATES PART OF LOTS 1 TO 4 INCL, ALSO ALL OF LOTS 23 TO 27 INCL, ALSO PART OF SE 1/4 ALL DESC AS BEG AT PT DIST N 02-47-50 E 60.04 FT FROM S 1/4 COR, TH N 89-14-40 W 650.06 FT, TH N 01-32-50 E 386 FT, TH S 89-14-40 E 166.10 FT, TH N 01-32-50 E 399.01 FT, TH S 89-14-40 E 52.26 FT, TH ALG CURVE TO LEFT, RAD 194.62 FT, CHORD BEARS N 48-25-05 E 262.15 FT, DIST OF 287.62 FT, TH N 06-04-50 E 250 FT, 22 TH ALG CURVE TO LEFT, RAD 257.79 FT, CHORD BEARS N 35-51-39 W 344.60 FT, 25 DIST OF 377.41 FT, TH N 12-11-40 E 229.01 FT, TH S 89-14-35 E 425 FT, TH N 02-47-50 E 572.09 FT, TH ALG CURVE TO RIGHT, RAD 3660.72 FT, CHORD BEARS S 44-32-48 E 191.72 FT, DIST OF 191.74 FT, TH S 43-02-46 E

Exhibit B
Southfield CTP



N

0 500 1,000 2,000 Feet

Carlisle/Wortman Associates, Inc.
Source: City of Southfield, Oakland County GIS
5/18/2015

Exhibit B
Southfield CTP – Lawrence Technological University Expansion

N

0 250 500 1,000 Feet

Carlisle/Wortman Associates, Inc.
Source: City of Southfield, Oakland County GIS
5/18/2015

EXHIBIT C – CITY OF SOUTHFIELD CTP

Exhibit C City of Southfield CTP Original Estimated Captured Assessed Value as Provided in Current Plan 2003-2017				
Year	***Base Assessed Value***	***Estimated Total Taxable Value***	***Estimated Captured Value***	***Estimated Captured Taxes (37.4801) ($)***
2003/2004	2,321,650	3,179,330	857,680	32,146
2004/2005	2,321,650	5,452,163	3,130,513	117,332
2005/2006	2,321,650	8,902,048	6,580,398	246,634
2006/2007	2,321,650	12,770,804	10,449,154	391,635
2007/2008	2,321,650	17,004,974	14,683,324	550,332
2008/2009	2,321,650	19,457,074	17,135,424	642,237
2009/2010	2,321,650	19,846,215	17,524,565	656,822
2010/2011	2,321,650	20,273,437	17,951,787	672,835
2011/2012	2,321,650	20,678,906	18,357,256	688,032
2012/2013	2,321,650	21,092,484	18,770,834	703,533
2013/2014	2,321,650	21,514,334	19,192,684	719,344
2014/2015	2,321,650	21,944,621	19,622,971	735,471
2015/2016	2,321,650	22,383,513	20,061,863	751,921
2016/2017	2,321,650	22,831,183	20,509,533	768,699
2017/2018	2,321,650	23,287,807	20,966,157	785,814
				Total Captured Taxes - $8,462,787

EXHIBIT D – City of Southfield CTP
Captured Assessed Value of Amended, Restated and Extended Plan
2015/16 – 2018/19 and 2019/20 – 2033/34

Year	Base Taxable Value	Taxable Value Projected	Base PP TV	PP Taxable Value Projected	Base Real TV	Real Taxable Value Projected	PP Total Increment per Year	Real Total Increment per Year	Total Increment per Year	Capture of City taxes, or 23.74410 mills	Capture County Operating Taxes, or 4.6461 mills	Capture of OCPTA taxes, or 1.0 mills	50% Capture of ISD, or 1.68450 mills	Capture of OCC taxes, or 1.5844 mills	50% Capture of School Operating Taxes, or RP 9.0 mills and Comm PP taxes, or 3.0 mills	50% State Education Tax RP & Comm PP Taxes, or 3.0 mills	Total Annual Capture
2015	2,321,650	7,858,110															
2015/16	104,555,430	110,091,890	28,912,440	28,912,440	75,643,840	81,180,300	0	5,536,460	5,536,460	131,458	25,723	5,536	9,326	8,772	49,828	33,219	263,863
2016/17	104,555,430	107,890,052	28,912,440	28,334,191	75,643,840	81,180,300	-578,249	5,536,460	4,958,211	117,728	23,036	4,958	8,352	7,856	48,093	29,749	239,773
2017/18	104,555,430	106,811,152	28,912,440	28,050,849	75,643,840	81,586,202	-861,591	5,942,361	5,080,771	120,638	23,606	5,081	8,559	8,050	50,896	30,485	247,315
2018/19	104,555,430	107,345,207	28,912,440	28,191,104	75,643,840	82,809,995	-721,336	7,166,155	6,444,818	153,026	29,943	6,445	10,856	10,211	62,331	38,669	311,482
2019/20	104,555,430	107,881,933	28,912,440	28,332,059	75,643,840	84,052,144	-580,381	8,408,304	7,827,923	185,867	36,369	7,828	13,186	12,403	73,934	46,968	376,554
2020/21	104,555,430	108,421,343	28,912,440	28,473,719	75,643,840	85,312,927	-438,721	9,669,087	9,230,366	219,167	42,885	9,230	15,549	14,625	85,706	55,382	442,543
2021/22	104,555,430	108,963,450	28,912,440	28,616,088	75,643,840	86,592,621	-296,352	10,948,781	10,652,428	252,932	49,492	10,652	17,944	16,878	97,650	63,915	509,463
2022/23	104,555,430	109,508,267	28,912,440	28,759,168	75,643,840	87,891,510	-153,272	12,247,670	12,094,398	287,171	56,192	12,094	20,373	19,162	109,769	72,566	577,328
2023/24	104,555,430	110,055,808	28,912,440	28,902,964	75,643,840	89,209,882	-9,476	13,566,042	13,556,567	321,888	62,985	13,557	22,836	21,479	122,066	81,339	646,151
2024/25	104,555,430	110,606,087	28,912,440	29,047,479	75,643,840	90,548,031	135,039	14,904,191	15,039,230	357,093	69,874	15,039	25,334	23,828	134,543	90,235	715,946
2025/26	104,555,430	111,712,148	28,912,440	29,337,954	75,643,840	91,906,251	425,514	16,262,411	16,687,925	396,240	77,534	16,688	28,111	26,440	147,638	100,128	792,778
2026/27	104,555,430	112,829,270	28,912,440	29,631,333	75,643,840	93,284,845	718,893	17,641,005	18,359,898	435,939	85,302	18,360	30,927	29,089	160,926	110,159	870,703
2027/28	104,555,430	113,957,563	28,912,440	29,927,647	75,643,840	94,684,118	1,015,207	19,040,278	20,055,484	476,199	93,180	20,055	33,783	31,776	174,408	120,333	949,735
2028/29	104,555,430	115,097,138	28,912,440	30,226,923	75,643,840	96,104,379	1,314,483	20,460,539	21,775,023	517,028	101,169	21,775	36,680	34,500	188,088	130,650	1,029,891
2029/30	104,555,430	116,248,110	28,912,440	30,529,192	75,643,840	97,545,945	1,616,752	21,902,105	23,518,857	558,434	109,271	23,519	39,618	37,263	201,969	141,113	1,111,187
2030/31	104,555,430	117,410,591	28,912,440	30,834,484	75,643,840	99,009,134	1,922,044	23,365,294	25,287,339	600,425	117,488	25,287	42,597	40,065	216,054	151,724	1,193,640
2031/32	104,555,430	118,584,697	28,912,440	31,142,829	75,643,840	100,494,271	2,230,389	24,850,431	27,080,820	643,010	125,820	27,081	45,618	42,907	230,345	162,485	1,277,265
2032/33	104,555,430	119,770,544	28,912,440	31,454,257	75,643,840	102,001,685	2,541,817	26,357,845	28,899,663	686,196	134,271	28,900	48,681	45,789	244,846	173,398	1,362,081
2033/34	104,555,430	120,968,249	28,912,440	31,768,800	75,643,840	103,531,711	2,856,360	27,887,871	30,744,231	729,994	142,841	30,744	51,789	48,711	259,560	184,465	1,448,104
Total										7,190,436	1,406,980	302,830	510,118	479,805	2,658,651	1,816,982	14,365,802

CITY OF TROY

AMENDED, RESTATED AND EXTENDED

DEVELOPMENT PLAN

Section 1: Amended, Restated and Extended Development Plan

Section 15 (1) of Public Act 281 of 1986 states that if a board decides to finance a project under this Act, it shall prepare a development plan. The activities of the Troy Development Plan adopted by the JLDFA in May 2003 (hereinafter referred to as Current Plan) and the proposed activities of the Amended, Restated and Extended Plan are described. Section 15(2) states that, to the extent necessary to accomplish the proposed development program, the development plan shall contain the following:

(a) A DESCRIPTION OF THE PROPERTY TO WHICH THE PLAN APPLIES IN RELATION TO THE BOUNDARIES OF THE AUTHORITY DISTRICT AND A LEGAL DESCRIPTION OF THE PROPERTY.

The property to which the Development Plan applies (Property) includes approximately 73.61 acres of land within the Troy CTP, which is the total area of the Troy portion of the District. The legal description of the Property is attached hereto as Exhibit A and is illustrated in Exhibit B.

There are no changes proposed in the Amended, Restated and Extended Plan.

(b) THE DESIGNATION OF BOUNDARIES OF THE PROPERTY TO WHICH THE PLAN APPLIES IN RELATION TO HIGHWAYS, STREETS, OR OTHERWISE.

The property to which the Development Plan applies is generally bounded on the north by Big Beaver Road; on the East by John R. Road; on the West by Rochester Road and I-75; and to the South by Maple Road. Exact legal boundaries are provided in Exhibit A and illustrated in Exhibit B.

There are no changes proposed in the Amended, Restated and Extended Plan.

(c) THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES IN THE VICINITY OF THE PROPERTY TO WHICH THE PLAN APPLIES; THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE PROPERTY TO WHICH THE PLAN APPLIES, INCLUDING RESIDENTIAL, RECREATIONAL, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES.

Big Beaver Road (16 Mile Road) forms the northern boundary of the Troy CTP. It is a major east-west County road extending through Troy. From Coolidge Highway to Dequindre Road, Big Beaver is a six lane divided road with three lanes in each direction and an average right-of-way of two hundred and four (204) feet.

I-75 is a major north/south Federal Interstate providing access to the Troy portion of the CTP to the City of Detroit, Pontiac, Flint, I-696 and M-59.

Also to the west lies Rochester Road, a six lane divided road north of I-75 and a four lane divided road south of I-75 which provides access to Stephenson Highway, a four lane divided road with 2 lanes in each direction. Rochester Road and Stephenson Highway are both major thoroughfares with on and off access to I-75.

To the south is Maple Road (15 Mile Road), a five lane County road running east and west, extending from Macomb County and the City of Sterling Heights to the east, to the City of Birmingham to the west.

To the east is John R Road, a five lane County road running north and south, extending from the south at the City of Madison Heights north to the City of Rochester Hills.

Approximately fifty-five (55) acres of the Troy portion of the CTP were zoned R-C (Research Center) and approximately 20 acres were zoned M-1, at the time of adoption of the Plan in May 2003.

Amended and Extended Plan

The only change which has occurred is the rezoning of the M-1 to IB-Integrated Business. This change came as a result of the comprehensive revision of the Troy Zoning Ordinance.

(d) A DESCRIPTION OF PUBLIC FACILITIES TO BE ACQUIRED FOR THE PROPERTY TO WHICH THE PLAN APPLIES, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS NECESSARY TO MAKE THOSE IMPROVEMENTS, AND AN ESTIMATE OF THE TIME REQUIRED FOR THE COMPLETION OF THE IMPROVEMENTS.

Current Plan

The Current Plan described the following projects:

Phase I

The Big Beaver project potentially required the full acquisition of 13 to 15 parcels along the south side of Big Beaver, from Dequindre to the west. If these parcels became full acquisitions the homes currently on the property would be demolished as part of the project. Relocation of the affected homeowners would be part of the right-of-way phase of the project. There was also the potential for various temporary construction easements and grading permits along the entire project length.

The right-of-way phase was in progress and was expected to be completed by December 2004. The City prepared preliminary right-of-way plans to be approved by MDOT prior to any acquisition taking place. The right-of-way phase was estimated at $4,200,000. The City's share of this amount was $840,000.

Also the McCulloch Drain improvement project. See Section 1(f).

Phase II

Future projects included the renovation of the street grid to the south and east serving the Troy portion of the . In addition, an on-ramp from southbound Rochester Road to northbound I-75 would be an intended long-term project associated with the Troy CTP.

In regards to the projects and activities described in Phase I , the City of Troy was able to secure funding from other sources and did not use LDFA funds to complete the Big Beaver project. The entire McCulloch Drain project was not implemented due to cost constraints, although there were drainage improvements made to improve the Automation Alley site.

Regarding Phase II projects, the improvement to the street grid south and east of the Troy portion of the JLDFA will be carried forward as a project in the Amended, Restated and Extended Plan.

The improvements that are proposed to be completed in the Amended, Restated and Extended Plan include the following:

1. Repair/reconstruction of Bellingham Drive within the area that services the CTP
2. Improvement of pedestrian access to and within the CTP
3. Repair/reconstruction of Big Beaver in proximity to and serving the Troy portions of the CTP
4. Improvement of the street grid south of the Troy portion of the CTP to improve southerly access from John R
5. Improvement of the McCulloch Drain in proximity to the National Electrical Contractors Association offices located within the CTP
6. Improvements to the building, surface parking and associated site improvements for Automation Alley which will benefit expansion of the business incubator/accelerator.
7. The project also includes administrative costs related to the public facilities described above, including but not limited to architectural, engineering, legal and accounting fees and other related costs.

The anticipated construction schedule is included in Section (e) following.

(e) THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE PUBLIC FACILITIES FOR THE PROPERTY TO WHICH THE PLAN APPLIES, AND THE ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The Current Plan described the following projects and funding mechanism:

The Big Beaver, Rochester to Dequindre project consisted of the widening of the existing four (4) and five (5) lane concrete boulevard to provide for a six (6) lane concrete boulevard with median cross overs and right turn lanes at the intersections of Rochester, John R and Dequindre. Also included was ~~will be~~ the rehabilitation of areas of failed concrete pavement, drive approaches and curb and gutter.

The estimated construction cost ~~is~~ was $2,803,000. The City's share of the construction phase ~~is~~ was $603,000.

The project ~~is~~ was anticipated to begin in April 2005 with a projected completion date of November 2005. Final project clean up and restoration, as needed, would take place in the Spring of 2006.

In each calendar year, 60% of the revenue generated by the captured millage within the boundaries of the Certified Technology Park was allocated for support of the business accelerator/incubator program and 40% was allocated for public infrastructure, either in or associated with the Troy Certified Technology Park However, in any calendar year the 40% allocated for infrastructure was not less than the revenue generated by the total City millage levied against the total captured taxable value in each calendar year. If this latter sum was greater than 40%, then the accelerator program would receive 60% of the tax increment revenue minus the sum necessary to provide a full allocation for infrastructure.

The City did not use TIF funds to complete the Big Beaver Project. The full McCulloch Drain project was not implemented due to cost, although a portion of the drain in proximity to Automation Alley was completed.

The Troy portion of the JLDFA has provided funding support of Automation Alley for the business accelerator/incubator program in accordance with the formula set forth in the Current Plan, despite the economic downturn and reduction in TIF revenues.

In the Amended, Restated and Extended Plan the funding formula will be modified to provide greater clarity. Annually, the tax increment revenues available to the Troy CTP shall be used in those amounts specified in the following:

- Sixty (60) percent shall be devoted to operation, furnishing and equipping the Automation Alley business incubator/accelerator.
- Forty (40) percent shall be devoted to the following:
    - Marketing expense of the Troy CTP including Foundation membership in Automation Alley
    - Public infrastructure improvements to streets, drains and pedestrian systems serving the Troy CTP
    - Building, parking and site improvements to Automation Alley
    - Costs incurred by the City of Troy to administer the Troy CTP

The Troy CTP anticipates that the following projects as described in Section 1(d) will be conducted in accordance within the following time frame, estimated time of completion, and estimated cost:

Table 1
Proposed Projects
Troy CTP

Projects	Cost ($)	Estimated Time Frame/ Time of Completion
1. Repair/reconstruction of Bellingham Drive	100,000	FY 2023/24
2. Improvement of pedestrian access	200,000	FY 2016/17
3. Repair/reconstruction of Big Beaver Road	200,000	FY 2028/29
4. Repair/reconstruction Brinston, Alger, Larchwood, Austin, Woodslee, Birchwood, Chopin Streets	100,000	FY 2033/34
5. Repair/reconstruction of John R	100,000	FY 2033/34
6. Improvements to Automation Alley building, parking and associated site improvements	200,000	FY 2020/21

(f) A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.

The Current Plan described the construction, stages and estimated time of completion.

The Big Beaver, Rochester to Dequindre project was to be constructed while maintaining traffic.

It was anticipated that the construction would take up to six (6) months to complete and restoration and final clean up would take approximately one (1) month to complete. The final contract completion date was anticipated to be June of 2006.

The proposed McCulloch Drain improvements was to include the construction of a 2.5 MCF storage basin facility along Wattles Road (north and west of the CTP). In conjunction with the retention facility, a 6-foot to 6.5-foot diameter storm drain along Rochester Road was to be constructed to transport storm water to a 13-foot diameter storm drain beginning in the vicinity of Rochester Road and Big Beaver Road. The proposed 13-foot diameter sewer would then extend southeasterly, along with the southern boundary of the proposed SmartZone, to the confluence of the existing 14-foot diameter Douglas Drain located at the southeast corner of the CTP boundary. The estimated construction cost for this project was $11,000,000 with 100% of the project cost being paid for by the City.

As indicated, the City did not use TIF funds to complete the Big Beaver project. The full McCulloch Drain project was not implemented due to cost, although a portion was improved in proximity to Automation Alley.

In the Amended, Restated and Extended Plan, the planned construction, construction stages and estimated time of completion are described in Table 1, in Section 1.(c).

(g) A DESCRIPTION OF ANY PORTIONS OF THE PROPERTY TO WHICH THE PLAN APPLIES, WHICH THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.

In the Current Plan and in the Amended, Restated and Extended Plan, there will be no property which the Authority desires to sell, donate, exchange or lease to or from the City of Troy.

(h) A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, AND UTILITIES.

The Current Plan described the following:

The former Preston Trucking site could seek a rezoning from M-1 (Light Industrial) to R-C (Research Center). For street changes see Section 1(d)(e)(f) for Big Beaver Road changes and for Phase II a complete renovation was planned for the street grid south and east of the Certified Technology Park. (Bellingham to John R)

The former Preston Trucking site was redeveloped as Old Dominion Trucking, thereby adding jobs and tax base to the Troy CTP.

In the Amended, Restated and Extended Plan, all street changes are identified in Section 1.(d)(e)(f). Zoning changes are identified in Section 1.(c).

(i) AN ESTIMATE OF THE COST OF THE PUBLIC FACILITY OR FACILITIES, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE PUBLIC FACILITY OR FACILITIES, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

The Current Plan described the following:

The estimated cost of all public facilities in Phase I was $18,003,000. The Michigan Department of Transportation agreed to pay $5,560,000 of the cost and the LDFA would pay the balance of $1,443,000 for the road project.

The proposed method of financing the public facilities may be summarized as follows:

The Troy LDFA would bond its share or the City of Troy would exercise its bonding authority on behalf of the LDFA.

The Troy LDFA did not provide funds for the projects identified in Section 1.(d)(e)(f), with the exception of the improvements to the McCulloch Drain in proximity to Automation Alley. There was no bonded indebtedness incurred.

In the Amended, Restated and Extended Plan, projects within the Troy CTP will be on a "pay as you go" basis. There will be no bonded indebtedness incurred.

(j) DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE PUBLIC FACILITY OR FACILITIES IS TO BE LEASED, SOLD, OR CONVEYED AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN, IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY.

The Current Plan described the following:

The City constructed the Big Beaver widening. The Big Beaver Road project, including all improvements, is owned by the Road Commission for Oakland County.

All other roads are City owned and will remain so.

All City roadway improvements are being made for the benefit of the public and will be dedicated for public use. The improvements of the McCulloch Drain will be contracted by the County Drain Commission and remain property of the Oakland County Drain Commission.

The City did not proceed with the full McCulloch Drain project, although a portion of the Drain was improved in proximity to Automation Alley.

In the Amended, Restated and Extended Plan, all projects identified in Section 1.(d)(e)(f) will be constructed by the City. Any improvements made to Big Beaver will be owned by the Road Commission for Oakland County. Any improvements made to storm drainage within the Troy CTP will be completed by either the City, or the Oakland County Water Resources Commissioner.

(k) THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING OF ALL OR A PORTION OF THE PUBLIC FACILITY OR FACILITIES UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND

PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED TO THOSE PERSONS.

The Current Plan described the following:

All improvements would be constructed on a competitively bid basis. The newly constructed roadway and drain will be dedicated to the appropriate public authority upon their completion.

In the Amended, Restated and Extended Plan, all improvements will be bid on a competitive basis. There will be no newly constructed roadways. All improvements will be to existing roadways which serve the Troy CTP.

(l) ESTIMATES OF THE NUMBER OF PERSONS RESIDING ON THE PROPERTY TO WHICH THE PLAN APPLIES AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS.

The Current Plan described the following:

The Development Plan required public acquisition of between 13 to 15 residential properties and the relocation of these residents in order to accommodate the widening of Big Beaver. (See Section 1(d)). No privately owned commercial properties were acquired.

There is no public housing presently available in the City. On the whole, housing conditions in the City of Troy can be classified as standard and adequate opportunity exists for relocation within the City on an owner or rental basis.

While all of the above statements are accurate, the Troy LDFA did not provide funding for the Big Beaver project.

In the Amended, Restated and Extended Plan, there will be no public acquisition of occupied residences for any project set forth in Section 1.(d)(e)(f).

(m) A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT.

Current Plan

The Development Plan does not include the construction of new housing within the Development Area. Relocation of between 13 to 15 residential property owners was in full compliance with the Federal

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. 4601 to 4655.

While all of the above statements are accurate, the Troy LDFA did not provide funding for the Big Beaver project.

In the Amended, Restated and Extended Plan, there will be no public acquisition of occupied residences for any project set forth in Section 1.(d)(e)(f).

(n) PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT, AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, 42 U.S.C. 4601 TO 4655.

The Current Plan described the following:

Relocation benefits will be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).

While all of the above statements are accurate, the Troy LDFA did not provide funding for the Big Beaver project.

In the Amended, Restated and Extended Plan, there will be no public acquisition of occupied residences for any project set forth in Section 1.(d)(e)(f).

(o) A PLAN FOR COMPLIANCE WITH ACT NO. 227 OF THE PUBLIC ACTS OF 1972, BEING SECTIONS 213.321 TO 213.332 OF THE MICHIGAN COMPILED LAWS.

The Current Plan described the following:

Act 227 of P.A. 1972 is an act to provide financial assistance; advisory services and reimbursement of certain expenses to persons displaced from real property or deprived of certain rights in real property. Under this Act, a displaced person is defined as a "person who vacates real property or removes his personal property there from pursuant to a program undertaken by a state agency (political subdivision of the state) which results in the acquisition of the real property in whole or in part, or in order to vacate the real property". This Act requires procedures and policies comparable to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the benefits references in paragraph (n) satisfy the requirements of this paragraph.

While all of the above statements are accurate, the Troy LDFA did not provide funding for the Big Beaver project.

In the Amended, Restated and Extended Plan, there will be no public acquisition of occupied residences for any project set forth in Section 1.(d)(e)(f).

(p) OTHER MATERIAL, WHICH THE AUTHORITY OR GOVERNING BODY CONSIDERS PERTINENT.

In the Amended, Restated and Extended Plan, all partners in the Host Satellite relationship agree to participate in and support regional collaboration as a means to create technology based business and jobs. The City of Troy and the Troy LDFA have and will continue to support Automation Alley in the pursuit of technology-based businesses and jobs. This will include support of Automation Alley operational costs and support of costs of the business incubator/accelerator program, as provided in this Development Plan. In return, Automation Alley will be responsible for coordinating regional collaboration efforts between the Host-Satellite LDFAs.

CITY OF TROY

AMENDED, RESTATED AND EXTENDED

TAX INCREMENT FINANCING PLAN

Section 2: Amended, Restated and Extended Tax Increment Financing Plan

The activities of the Tax Increment Financing Plan adopted by the JLDFA in May 2003 (hereinafter referred to as Current Plan) and the proposed activities of the Amended, Restated and Extended Plan are described. Section 12(1) of the LDFA Act states that when a board decides to finance a project pursuant to the Act, it shall prepare a tax increment financing plan which shall include:

(a) A STATEMENT OF THE REASONS THAT THE PLAN WILL RESULT IN THE DEVELOPMENT OF CAPTURED ASSESSED VALUE THAT COULD NOT OTHERWISE BE EXPECTED. THE REASONS MAY INCLUDE, BUT ARE NOT LIMITED TO, ACTIVITIES OF THE MUNICIPALITY, AUTHORITY, OR OTHERS UNDERTAKEN BEFORE FORMULATION OR ADOPTION OF THE PLAN IN REASONABLE ANTICIPATION THAT THE OBJECTIVES OF THE PLAN WOULD BE ACHIEVED BY SOME MEANS.

The Current Plan described the following:

Approximately fifty-five acres of the Troy CTP is the former Big Beaver Airport, which was underutilized for a number of years and while Zoned M-1, was tax-exempt property. The former Preston Trucking Company has been vacant for approximately three years and little activity has occurred during that period of time. In addition, the generally highly competitive situation for technology companies and the high price of real estate in Troy has placed the future of this entire area in jeopardy.

The construction of the project will provide additional assessed valuation resulting in tax increment to finance the public facilities and redevelopment. Without the plan, public facilities to be acquired, constructed and financed pursuant to the project would not be feasible.

The construction of the project will provide additional assessed valuation resulting in tax increments to finance the public facilities and redevelopment. Without the planned public facilities to be acquired, constructed and financed pursuant hereto the project would not be feasible.

The above statements in the current Plan are accurate, although the Preston Trucking Company remained vacant until 2013. It is now occupied by Old Dominion Trucking, Inc.

The primary focus of the Amended, Restated and Extended Plan is to attract and retain technology based businesses and jobs within the Troy CTP, the City of Troy and the region by supporting the activities of Automation Alley. Without the JLDFA, the City of Troy would not have any funding source to attract and retain technology based businesses and jobs and to support Automation Alley to the extent that is set forth in this Plan.

The Plan will also result in the use of tax increment dollars to fund infrastructure to support the Automation Alley Smart Zone and enhance City of Troy infrastructure.

(b) AN ESTIMATE OF THE CAPTURED ASSESSED VALUE FOR EACH YEAR OF THE PLAN. THE PLAN MAY PROVIDE FOR THE USE OF PART OR ALL OF THE CAPTURED ASSESSED VALUE OR, SUBJECT TO THE SUB-SECTION (3), OF THE TAX INCREMENT REVENUES ATTRIBUTABLE TO THE LEVY OF ANY TAXING JURISDICTION, BUT THE PORTION INTENDED TO BE USED SHALL BE CLEARLY STATED IN THE PLAN. THE BOARD OR THE MUNICIPALITY CREATING THE AUTHORITY MAY EXCLUDE FROM CAPTURED ASSESSED VALUE A PERCENTAGE OF THE CAPTURED ASSESSED VALUE AS SPECIFIED IN THE PLAN OR GROWTH IN PROPERTY VALUE RESULTING SOLELY FROM INFLATION. IF EXCLUDED, THE PLAN SHALL SET FORTH THE METHOD FOR EXCLUDING GROWTH IN PROPERTY VALUE RESULTING SOLELY FROM INFLATION.

The Current Plan described the following:

Exhibit C provides an estimate of the captured assessed value for each year of the plan. No exclusion for inflation is planned.

Referring to the estimates found in Exhibit C, the actual performance of the tax increment financing plan is illustrated in Table 2 as follows:

Table 2

Estimated and Actual Captured Taxes Troy LDFA 2003-2018		
Fiscal Year	Estimated Captured Taxes	Actual Captured Taxes
2002/2003	0	0
2003/2004	188,650.64	138,879
2004/2005	537,569.09	138,881
2005/2006	824,502.03	212,602
2006/2007	831,598.76	248,244
2007/2008	839,138.53	296,552
2008/2009	847,117.90	295,134
2009/2010	855,533.66	292,368
2010/2011	864,382.85	196,186
2011/2012	873,662.77	123,990
2012/2013	883,370.93	86,234
2013/2014	893,505.08	184,443
2014/2015	904,063.21	125,448
2015/2016	915,043.51	130,443*
2016/2017	926,444.40	130,084*
2017/2018	938,264.52	135,896*
Total	**12,122,847.86**	**2,735,381**

*Estimated

For the Amended, Restated and Extended Plan, please refer to Exhibit D for an estimate of the capture of the assessed value for each year. No exclusion for inflation is planned.

(c) THE ESTIMATED TAX INCREMENT REVENUES FOR EACH YEAR OF THE PLAN.

The estimates of tax increment revenues for the Current Plan are provided in Exhibit C.

The estimates of tax increment revenues for the Amended, Restated and Extended Plan are provided in Exhibit D.

(d) A DETAILED EXPLANATION OF THE TAX INCREMENT PROCEDURE.

The Current Plan described the tax increment procedures as follows:

Tax increment financing for a Certified Technology Park permits the JLDFA to capture certain tax revenues attributable to increases in the Taxable Value of all real and personal property that is located in the CTP and included in the Tax Increment Financing Plan.

Property value increases, in the case of the proposed Automation Alley SmartZone and Preston Trucking (now Old Dominion Trucking), will be attributable to the project.

At the time the tax increment financing plan is approved by the City Council the Taxable Value of the real and personal property located in the CTP (the "Initial Assessed Value") is established. The Initial Assessed Value is the Taxable Value of all of the real and personal property within the property within the CTP for the base year. Property exempt from taxation at the time of the determination of the Initial Assessed Value will be given an Initial Assessed Value of zero. In each subsequent year for the duration of the tax increment financing plan the "Current Assessed Value" of the real and personal property will be determined. The Current Assessed Value for each year is the Taxable Value of all of the property located in the CTP for that year.

The amount by which the Current Assessed Value exceeds the Initial Assessed Value in any one year is the "Captured Assessed Value". For the duration of the tax increment financing plan, the local taxing jurisdictions will continue to receive tax revenues based upon the Initial Assessed Value established in the base year. The LDFA, however, receives that portion of the tax levy of all taxing jurisdictions paid each year on the Captured Assessed Value of the property included in the tax increment financing plan. It should be noted that the LDFA does not receive any part of millage specifically levied for the payment of principal and interest on obligations approved by the electors or obligations pledging the unlimited taxing power of the local governmental unit. Tax increment revenues from the Troy LDFA may be used for public facilities for any eligible property located in the Troy CTP or for the repayment of advances made for such purposes as provided in and in accordance with Act 281, subject to the approval of the MEDC if such approval is required by Act 281.

Table 3 shows the current millages and the portions of each jurisdiction's millage captured under the Current Plan.

Table 3
Captured Millages
Current Plan

Taxing Authority	Total Mills	Non-Captured or Debt Mills	Captured Mills	City Only
City of Troy*	9.4500	0.7500	8.7000	9.4500
Oakland County	4.6523	0	4.6523	0
Transportation	0.6000	0	0.6000	0
Oakland Interm SD**	3.4224	0	1.7112	0
Community College	1.6090	0	1.6090	0
State Education**	6.0000	3.0000	3.0000	0
School Operating**	18.0000	9.0000	9.0000	0
School Debt	3.1400	3.1400	0	0
Administration	0.3742	0.3742	0	0
Total Mills	47.2479	16.2642	29.2725	9.4500

* = millage levy minus debt

**= ½ millage levy

For the Amended, Restated and Extended Plan, the explanation of tax increment financing is unchanged. Table 4 shows the current millages and the portions of each jurisdiction's millage that captured under the Amended, Restated, and Extended Plan. Please note that the format of Table 4 has been changed from the Current Plan to more accurately reflect captured millages. The LDFA will capture ½ of the "Educational mills" which includes the local school district, the intermediate school district, and the state education tax mills. The capture of the local school district, intermediate school district and state education tax mills will be subject to adjustment by the JLDFA if and to the extent required by Section 12(3) of the LDFA Act. The millage rate used are for the purpose of estimating tax revenue but are not intended to be a cap on the total mills that can be captured in the future.

Table 4
Captured Millages
Amended, Restated and Extended Plan

Taxing Authority	Total Mills	Non-Capt or Debt Mills	Captured Mills	City Only
City of Troy*	10.5 / 9.8	0.706	9.7940 / 9.094	10.5 / 9.8
Oakland County	4.6461	0	4.6461	0
Transportation	1.0	0	1.0	0
Oakland Interm SD	3.369	1.684	1.684	0
Community College**	1.5844	0	1.5844	0
State Education**	6.0000	3.0000	3.0000	0
School Operating**	RP 18.0 / PP 6.0	RP 9.0 / PP 3.0	RP 9.0 / PP 3.0	0
School Hold Harmless	5.3741	2.68705	0	0
Total Mills	32.1036 / 31.4036	14.07755 / 11.07755	27.709 / 24.709	10.5 / 9.8

* = millage levy minus debt
** = ½ millage levy minus debt

(e) THE MAXIMUM AMOUNT OF NOTE OR BONDED INDEBTEDNESS TO BE INCURRED, IF ANY.

The Current Plan described the following:

The maximum amount of indebtedness for Phase 1 to the Troy CTP was estimated to be $12,443,000, although there was no indebtedness incurred.

In the Amended, Restated and Extended Plan, the Troy CTP will not incur any bonded indebtedness.

(f) THE AMOUNT OF OPERATING AND PLANNING EXPENDITURES OF THE AUTHORITY AND MUNICIPALITY, THE AMOUNT OF ADVANCES EXTENDED BY OR INDEBTEDNESS INCURRED BY THE MUNICIPALITY, AND THE AMOUNT OF ADVANCES BY OTHERS TO BE REPAID FROM TAX INCREMENT REVENUES.

The Current Plan described the following:

The amount of operating and planning expenditures of the Authority and the City in connection with the activities of the Authority was estimated to be $100,000 per year. It was not anticipated that there would be any indebtedness incurred by the City.

The actual costs of operating and planning expenditures were considerably less.

In the Amended, Restated and Extended Plan, the amount of operating and planning expenditures of the Troy LDFA and the City in connection with the activities of the CTP are not expected to exceed $25,000 per year.

(g) THE COSTS OF THE PLAN ANTICIPATED TO BE PAID FROM TAX INCREMENT REVENUES AS RECEIVED.

The Current Plan described the following:

It is anticipated that the costs of the implementation of the Development Plan will be paid entirely from tax increment revenues as received.

While it is anticipated that the costs of the implementation of the Amended, Restated and Extended Development Plan will come largely from tax increment revenues, the City and the Troy LDFA intend to pursue other sources of public and private funding to achieve the objectives of this Plan.

(h) THE DURATION OF THE DEVELOPMENT PLAN AND THE TAX INCREMENT PLAN.

The Current Plan described the following:

The Development Plan and the Tax Increment Financing Plan were to continue for the period of time needed to collect and disburse tax increments resulting from taxes levied after December 31, 2003. The Development Plan and Tax Increment Plan was expected to last for 15 years.

The Amended, Restated and Extended Development Plan and Tax Increment Financing Plan becomes effective when approved will last for an additional period of 15 years, continuing for the period of time needed to collect and disburse tax increments resulting from taxes levied before December 31, 2033.

(i) AN ESTIMATE OF THE IMPACT OF TAX INCREMENT FINANCING ON THE REVENUES OF ALL TAXING JURISDICTIONS IN WHICH THE ELIGIBLE PROPERTY IS OR IS ANTICIPATED TO BE LOCATED.

The Current Plan described the following:

Except for those portions of millage specifically levied for the payment of principal and interest of obligations approved by electors or obligations pledging the unlimited taxing power of the local governmental units (the 'debt' portion of their millage), and ½ of all school captures for the duration of the extended plan, the tax revenues of the taxing jurisdictions for property within the CTP will not increase as a result of increases in the Taxable Value of property within the CTP until the termination of the Amended and Restated and Extended Tax Increment Financing Plan. However, the taxing jurisdictions have and are expected to continue to benefit from increased property values and accompanying tax increases for ineligible property within the CTP and from other nearby property outside the CTP.

No change will occur with the Amended, Restated and Extended Plan.

(j) A LEGAL DESCRIPTION OF THE ELIGIBLE PROPERTY TO WHICH THE TAX INCREMENT FINANCING PLAN APPLIES OR SHALL APPLY UPON QUALIFICATION AS ELIGIBLE PROPERTY.

The Current Plan described the following:

The property to which the Current Plan applies consists of all real and personal property in the City of Troy, County of Oakland, State of Michigan located within the boundaries of the CTP described on Exhibit A attached.

No change will occur with the Amended, Restated and Extended Plan.

(k) AN ESTIMATE OF THE NUMBER OF JOBS TO BE CREATED AS A RESULT OF IMPLEMENTATION OF THE TAX INCREMENT FINANCING PLAN.

The Current Plan described the following:

It is estimated that the construction of the projects will result in the creation of 700 jobs in the City. It is expected that the existence of this project will result in additional indirect jobs. In addition, one hundred (100) jobs are anticipated from construction activity.

With the Amended, Restated and Extended Plan, it is estimated that the construction of the projects described in Section 1 (d)(e)(f) and support of the activities of Automation Alley will result in the creation of over 360 jobs within the CTP. This job growth will likely come from existing companies such as Seco Tools, Precision Global Systems, Altair, Plastic Omnium, NBS Commercial Interiors and Old Dominion Trucking.

(l) THE PROPOSED BOUNDARIES OF A CERTIFIED TECHNOLOGY PARK TO BE CREATED UNDER AN AGREEMENT PROPOSED TO BE ENTERED INTO PURSUANT TO SECTION 12a, AN IDENTIFICATION OF THE REAL PROPERTY WITHIN THE CERTIFIED TECHNOLOGY PARK TO BE INCLUDED IN THE TAX INCREMENT FINANCING PLAN FOR PURPOSED OF DETERMINING TAX INCREMENT REVENUES, AND WHETHER PERSONAL PROPERTY LOCATED IN THE CERTIFIED TECHNOLOGY PARK IS EXEMPT FROM DETERMINING TAX INCREMENT REVENUES.

The entirety of the current district boundaries of the Troy portion have been designated as a Certified Technology Park pursuant to agreements entered into with the MEDC. Under both the Current Plan and the Amended, Restated and Extended Plan, personal property is not exempt in this Certified Technology Park.

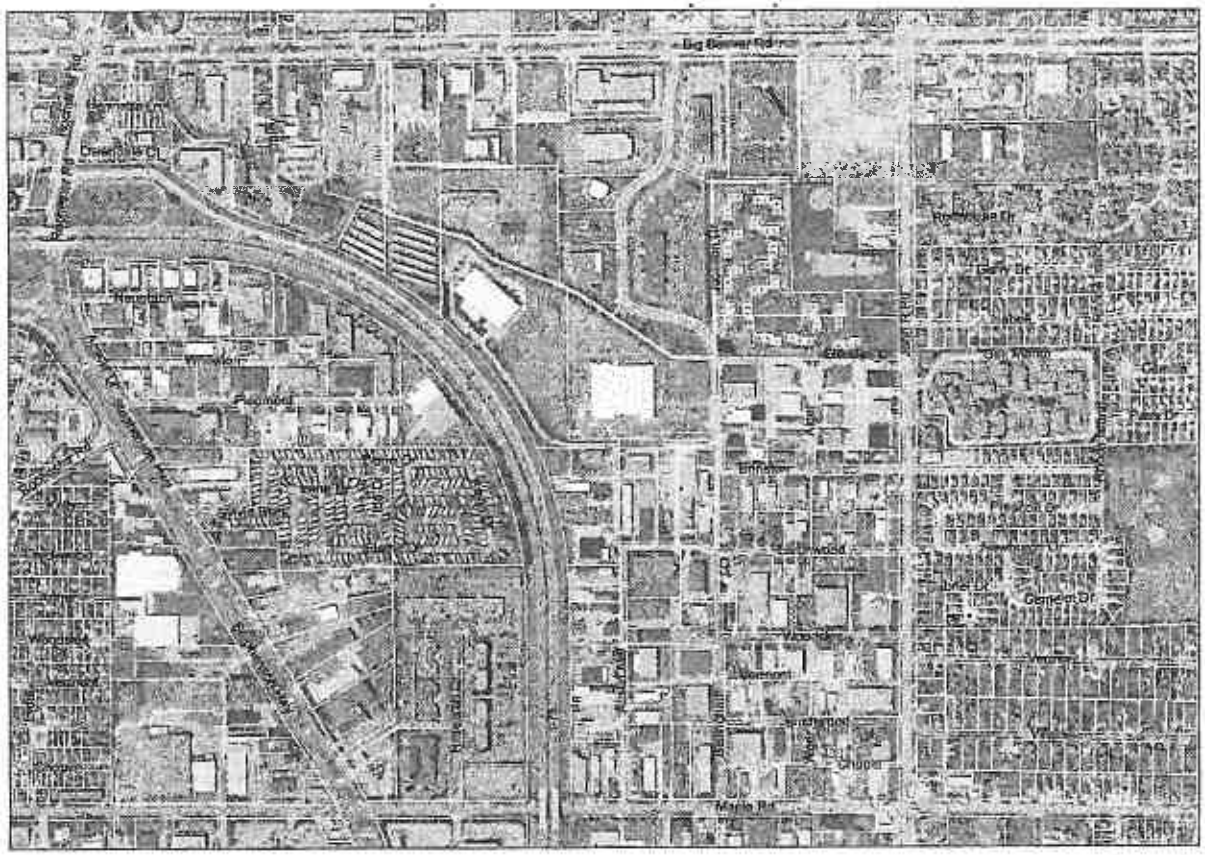
TROY EXHIBITS

Exhibit	Description
A	Legal Description – Troy CTP
B	Map -Troy CTP
C	Captured Assessed Value of Current Plan
D	Captured Assessed Value of Amended, Restated and Extended Plan

EXHIBIT A – LEGAL DESCRIPTION – TROY CTP

PART OF THE NORTH ½ SECTION 26, T. 2N., R. 11E., CITY OF TROY, OAKLAND COUNTY, MICHIGAN, BEING DESCRIBED AS: COMMENCING AT THE NORTHEAST CORNER OF SECTION 26, THENCE S 89° 42' 00" W. 720.60 FEET ALONG THE NORTH LINE OF SECTION 26; THENCE S. 00° 29' 22" E. 102.00 FEET TO THE POINT OF BEGINNING, SAID POINT BEING ON THE SOUTH LINE OF BIG BEAVER ROAD (204.00 FEET WIDE); THENCE CONTINUING S. 00° 29' 22" E. 837.99 FEET (RECORDED AS S. 00° 11'31" W.); THENCE S. 89° 42' 00" W. 600.00 FEET; THENCE S. 00° 29' 22" E. 1,231.93 FEET (RECORDED AS S. 00° 11' 31" W.); THENCE N. 89° 21' 30" W. 275.00 FEET (RECORDED AS DUE WEST) TO THE CENTERLINE OF THE STURGIS DRAIN EASEMENT; THENCE N. 55° 11' 44" W. 785.73 FEET (RECORDED AS N. 53° 50' 14" W.) ALONG THE CENTERLINE OF STURGIS DRAIN EASEMENT; THENCE N. 64° 27' 00" W. 141.02 FEET (RECORDED AS N. 65° 05' 30" W.) ALONG THE CENTERLINE OF THE STURGIS DRAIN EASEMENT; THENCE N. 66° 04' 33" W. 497.19 FEET; THENCE N. 47° 34' 57" W. 200.22 FEET; THENCE N. 74° 32' 17" W. 210.77 FEET; THENCE N. 71° 34' 14" W. 397.45 FEET; THENCE N. 00° 35' 17" W. 1025.71 FEET; THENCE N. 89° 34' 43" E. 50.76 FEET; THENCE S. 00° 35' 17" E. 698 FEET; THENCE N. 89° 34' 43" E. 325 FEET; THENCE S. 01° 06' 40" E. 18.72 FEET; THENCE N 89° 31' 16" E. 510.00 FEET; THENCE N. 00° 36' 00" W. 716.12 (RECORDED AS N. 00° 56' 45" E.) TO THE SOUTH LINE OF BIG BEAVER ROAD; THENCE N. 89° 35' 11" E. 14.37 FEET (RECORDED AS S. 88° 53' 15" E.) ALONG THE SOUTH LINE OF BIG BEAVER ROAD TO THE NORTH AND SOUTH ¼ LINE OF SECTION 26; THENCE S. 00° 36' 00' E. 410 FEET (RECORDED AS S. 00° 04' 55" E.) ALONG THE NORTH AND SOUTH ¼ LINE OF SECTION 26; THENCE N. 89° 42' 00" E. 358.00 FEET; THENCE N. 00° 36' 00" W. 410.00 FEET (RECORDED AS N. 00° 04' 55" W.) TO THE SOUTH LINE OF BIG BEAVER ROAD; THENCE N. 89° 42' 00" E. 1564.00 FEET ALONG THE SOUTHERLY LINE OF BIG BEAVER ROAD (204 FEET WIDE) TO THE POINT OF BEGINNING. CONTAINING 73.61 ACRES MORE OR LESS.

Exhibit B
Troy CTP



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0 250 500 1,000
Feet

Carlisle/Wortman Associates, Inc.
Source: City of Troy, Oakland County GIS
7/10/2015

EXHIBIT C

City of Troy CTP
Estimated TIF Captured from Current Plan
2003-2018

Schedule of Estimated Projected (*Taxable) Values & Captured Taxes				
Year	Base *Assessed Value	Total Real & Personal	Captured Value	Captured Taxes (29.2725) (Mills)
2003	13,548,470	13,548,470	0	0.00
2004	13,548,470	19,993,107	6,444,637	188,650.64
2005	13,548,470	31,912,774	18,364,304	537,569.09
2006	13,548,470	41,714,907	28,166,437	824,502.03
2007	13,548,470	41,957,344	28,408,874	831,598.76
2008	13,548,470	42,214,916	28,666,446	839,138.53
2009	13,548,470	42,487,505	28,939,035	847,117.90
2010	13,548,470	42,775,002	29,226,532	855,533.66
2011	13,548,470	43,077,306	29,528,836	864,382.85
2012	13,548,470	43,394,324	29,845,854	873,662.77
2013	13,548,470	43,725,972	30,177,502	883,370.93
2014	13,548,470	44,072,172	30,523,702	893,505.08
2015	13,548,470	44,432,857	30,884,387	904,063.21
2016	13,548,470	44,807,963	31,259,493	915,043.51
2017	13,548,470	45,197,437	31,648,967	926,444.40
2018	13,548,470	45,601,233	32,052,763	938,264.52
Total 15 year Captured Taxes				12,122,847.86

EXHIBIT D

City of Troy CTP
Captured Assessed Value of Amended and Extended Plan
2015/16 – 2018/19 and 2019/20 – 2034/35

Year	Base Taxable Value	Taxable Value Projected	Total Increment per Year	Capture of City taxes, or 9.7940 mils, after 2015/16 no library, or 9.0974 mils	Capture of County Operating Taxes, or 4.6461 mils	Capture of OCPTA taxes, or 1.0 mils	50 % Capture of ISD, or 1.68450 mils	Capture of OCC taxes, or 1.5844 mils	50% Capture of School Operating Taxes, or RP 9.0 mils and commercial PP taxes, or 3.0 mils	50% Capture of school hold harmless commercial & industrial PP taxes, or 2.68705 mils	50% State Education tax RP & commercial PP taxes, or 3.0 mils	Total Annual Capture
2015/16	14,447,380	22,850,510	8,403,130	82,329	39,042	8,403	14,155	13,314	5,136	21,921	0	184,299
2016/17	14,447,380	21,614,437	7,203,056	65,529	33,466	7,203	12,134	11,413	7,118	18,126	0	154,988
2017/18	14,447,380	21,315,797	6,868,417	62,485	31,911	6,868	11,570	10,882	9,131	16,647	0	149,495
2018/19	14,447,380	21,322,698	6,875,318	62,548	31,943	6,875	11,581	10,893	11,176	6,566	0	151,094
2019/20	14,447,380	20,824,268	6,376,888	58,013	29,628	6,377	10,742	10,104	13,253	14,140	6,566	148,821
2020/21	14,447,380	20,656,578	6,209,198	56,488	28,849	6,209	10,459	9,838	15,363	13,082	7,318	147,607
2021/22	14,447,380	20,534,640	6,087,260	53,378	28,282	6,087	10,254	9,645	17,506	12,137	8,084	147,374
2022/23	14,447,380	20,454,326	6,006,946	54,648	27,909	6,007	10,119	9,517	19,683	11,294	8,861	148,038
2023/24	14,447,380	20,411,926	5,964,546	54,263	27,712	5,965	10,047	9,450	21,895	10,543	9,650	149,525
2024/25	14,447,380	20,404,112	5,956,732	54,191	27,676	5,957	10,034	9,438	24,141	9,875	10,451	151,762
2025/26	14,447,380	20,427,893	5,980,513	54,407	27,786	5,981	10,074	9,476	26,423	9,281	11,264	154,692
2026/27	14,447,380	20,480,585	6,033,205	54,886	28,031	6,033	10,163	9,559	28,741	8,754	12,090	158,258
2027/28	14,447,38014,447,380	20,659,944	6,212,564	56,518	28,864	6,213	10,465	9,843	31,096	8,557	12,929	164,484
2028/29	14,447,380	20,848,623	6,401,243	58,235	29,741	6,401	10,783	10,142	33,488	8,371	13,780	170,944
2029/30	14,447,380	21,046,438	6,599,058	60,034	30,660	6,599	11,116	10,456	35,917	8,205	14,645	177,631
2030/31	14,447,380	21,253,220	6,805,840	61,915	31,621	6,806	11,464	10,783	38,385	8,049	15,523	184,545
2031/32	14,447,380	21,468,812	7,021,432	63,877	32,622	7,021	11,828	11,125	40,892	7,905	16,320	191,778
2032/33	14,447,380	21,693,071	7,245,691	65,917	33,664	7,246	12,205	11,480	43,438	7,772	17,239	199,123
2033/34	14,447,380	21,925,864	7,478,484	68,035	34,746	7,478	12,598	11,849	46,025	7,651	18,239	206,620
Total				1,149,695	584,153	125,730	211,791	199,206	468,807	218,392	183,131	3,140,905

2483[illegible]367.3\085200-00038

RESOLUTION APPROVING DISTRICT BOUNDARY AMENDMENTS AND APPROVING THE AMENDED, RESTATED AND EXTENDED DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN OF THE CITIES OF SOUTHFIELD AND TROY JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY

CITY OF TROY
County of Oakland, State of Michigan

Minutes of a regular meeting of the City Council of the City of Troy, County of Oakland, State of Michigan, held on the 24th day of August, 2015, at 7:30 p.m., prevailing Eastern Time.

PRESENT: Members_____

_____

ABSENT: Members _____

The following preamble and resolution were offered by Member _____ and supported by Member _____.

WHEREAS, the City of Troy (the "City of Troy" or "Troy") and the City of Southfield ("Southfield") have previously established the Cities of Southfield and Troy Joint Local Development Finance Authority (the "Authority"), a multi-jurisdictional local development finance authority under the provisions of Act 281, Public Acts of Michigan, 1986, as amended ("Act 281"); and

WHEREAS, the Authority currently exercises its powers within the authority district (the "Authority District") identified in the Development Plan and Tax Increment Financing Plan previously approved by the Authority, Southfield and Troy (the "Current Plan"); and

WHEREAS, the Michigan Economic Development Corporation ("MEDC") has previously designated the Authority District as a "certified technology park" (commonly known as a "SmartZone") in accordance with Act 281; and

WHEREAS, the Authority, Southfield and Troy are negotiating an agreement with the MEDC under which Southfield and Troy are authorized to amend the Current Plan to extend the duration of the Current Plan for an additional period of 15 years and to amend the boundaries of Authority District to include additional lands in Southfield that have been or that are expected to be designated as a "certified technology park" by the MEDC, all in accordance with the provisions of Act 281; and

WHEREAS, the Authority, by resolution adopted on July 14, 2015, has requested that Southfield and Troy amend the boundaries of the Authority District to include additional lands in Southfield that have been or that are expected to be designated as a "certified technology park" by the MEDC; and

WHEREAS, on August 24, 2015, after the giving of due notice in accordance with the requirements of Act 281, the City Council conducted a public hearing on the proposed amendments to the boundaries of the Authority District as required by Act 281; and

WHEREAS, the Authority has prepared and submitted an Amended, Restated and Extended Development Plan and Tax Increment Financing Plan (the "Amended Plan"), which amends and restates and extends the duration of the Current Plan; and

WHEREAS, Southfield and Troy have made certain revisions to the Amended Plan, and the Amended Plan, as so revised and dated August 24, 2015, is on file with the City Clerk; and

WHEREAS, on August 24, 2015, after the giving of due notice in accordance with the requirements of Act 281, the City Council conducted a public hearing on the Amended Plan.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. Determination of Necessity of Boundary Amendments. In order to assist in the elimination of conditions of unemployment, underemployment and joblessness and to promote economic growth, the City Council determines that it is necessary to expand the boundaries of the Authority District pursuant to the provisions of Act 281.

2. Designation of Amended Authority District Boundaries. The boundaries of the Authority District, as amended, in which the Authority shall exercise its powers in accordance with Act 281 shall consist of the territory described in Exhibit A attached to this resolution and made a part hereof.

3. Considerations for Review of Amended Plan. As required by Act 281, the City Council has, in reviewing the Amended Plan, taken into account the following considerations:

(a) The development plan included in the Amended Plan meets the requirements set forth in section 15(2) of Act 281 and the tax increment financing plan included in the Amended Plan meets the requirements set forth in section 12(1), (2) and (3) of Act 281.

(b) The proposed method of financing the public facilities is feasible and the Authority has the ability to arrange the financing.

(c) The development is reasonable and necessary to carry out the purposes of Act 281.

(d) The amount of "captured assessed value" (as defined in Act 281) estimated to result from adoption of the Amended Plan is reasonable.

(e) The land to be acquired under the Amended Plan, if any, is reasonably necessary to carry out the purposes of the Amended Plan and the purposes of Act 281.

(f) The Amended Plan is in reasonable accord with the master plan of the City of Troy.

(g) Public services, such as fire and police protection and utilities, are or will be adequate to service the property described in the development plan included in the Amended Plan.

(h) Changes in zoning, streets, street levels, intersections, and utilities, to the extent required by the Amended Plan, are reasonably necessary for the project and for the City of Troy.

4. Public Purpose. The City Council hereby determines that it is in the best interests of the public to proceed with the Amended Plan in order to assist in the elimination of conditions of unemployment, underemployment and joblessness and to promote economic growth. The City Council hereby determines that the Amended Plan constitutes a public purpose.

5. Approval and Adoption of Amended Plan. The Amended Plan submitted by the Authority, as subsequently revised and dated August 24, 2015, and which is on file with the City Clerk, is hereby approved and adopted. A copy of the Amended Plan and all subsequent amendments thereto shall be maintained on file in the office of the City Clerk.

6. Filing and Publication of Resolution. The City Clerk shall file a certified copy of this resolution with the Michigan Secretary of State promptly after its adoption and shall cause this resolution to be published once in full in a newspaper of general circulation in the City of Troy.

7. Rescission. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution be and the same hereby are rescinded to the extent of such conflict.

AYES: Members: _____

_____

NAYS: Members: _____

RESOLUTION DECLARED ADOPTED.

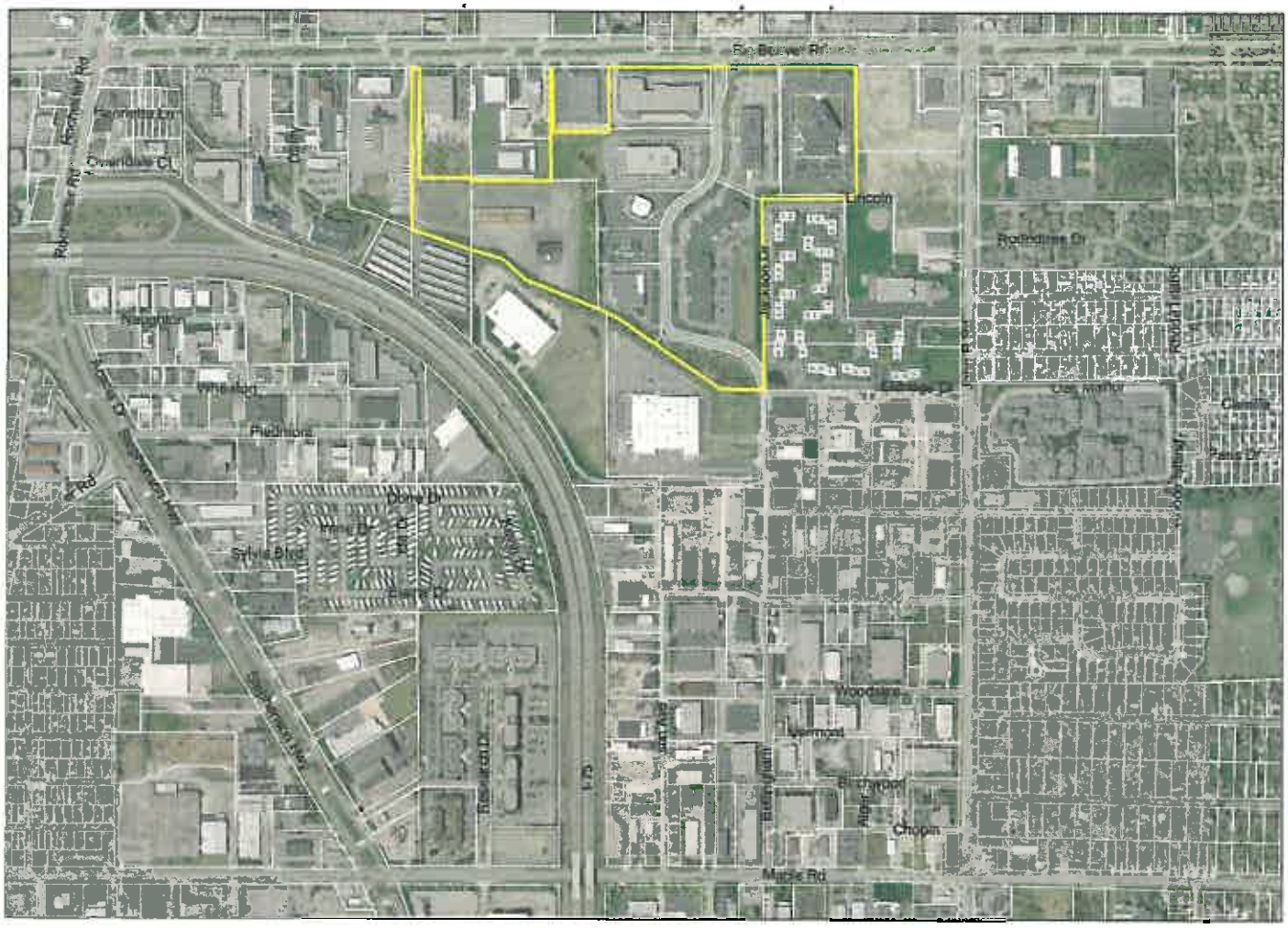
_____
Aileen Dickson, CMC
City Clerk

EXHIBIT A

DESCRIPTION OF BOUNDARIES OF THE AUTHORITY DISTRICT, AS AMENDED

[SEE ATTACHED MAPS FOR THE SOUTHFIELD AND TROY PORTIONS OF THE AUTHORITY DISTRICT BOUNDARIES, AS AMENDED]

A legal description of the boundaries of the Authority District, as amended, is set forth in the Amended Plan.



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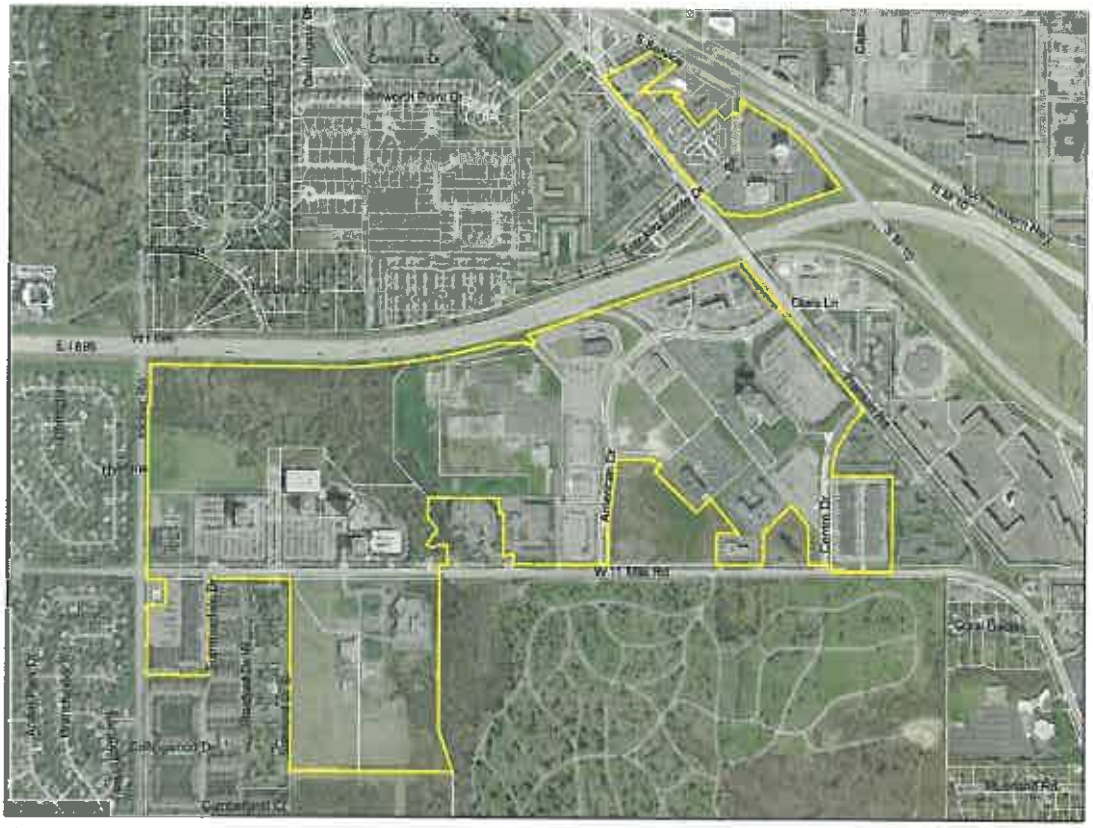
0 250 500 1,000 Feet

Carlisle/Wortman Associates, Inc.
Source: City of Troy, Oakland County GIS
7/10/2015

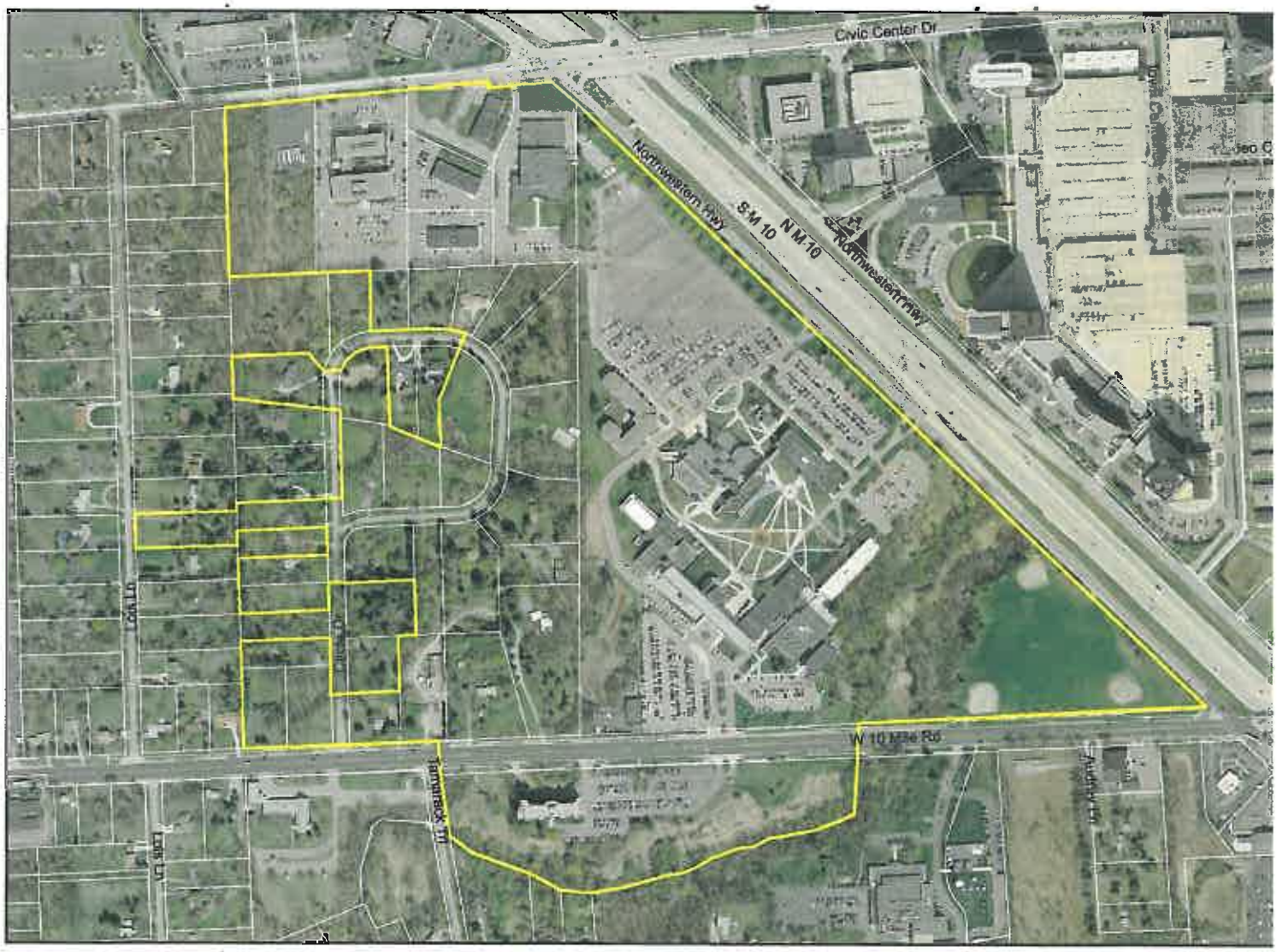
Troy CTP



Carlisle/Wortman Associates, Inc.
Source: City of Southfield, Oakland County GIS
5/18/2015

Southfield CTP

Southfield CTP – Lawrence Technological University Expansion



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0 250 500 1,000 Feet

Carlisle/Wortman Associates, Inc.
Source: City of Southfield, Oakland County GIS
5/18/2015

CERTIFICATION

I hereby certify that the foregoing constitutes a true and complete copy of a resolution adopted by the City Council of the City of Troy, County of Oakland, State of Michigan, at a regular meeting held on August 24, 2015, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

_____

Aileen Dickson, CMC

City Clerk

25080117.1\085200-00038

E-02b

CITY COUNCIL AGENDA ITEM

Date: August 18, 2015

To: Brian Kischnick, City Manager

From: Mark F. Miller, Director of Economic and Community Development
Glenn Lapin, Economic Development Specialist

Subject: Public Hearing: Approval of the Cities of Southfield and Troy Joint Local Development Finance Authority, Certified Technology Park, Amended, Restated and Extended Development Plan and Tax Increment Financing Plan

Background

In 2003 the Cities of Troy and Southfield created a Joint Local Development Finance Authority (JLDFA) and Certified Technology Park (CTP), which is also designated as the Automation Alley SmartZone. The reason for creating a Joint LDFA is that the State of Michigan, through the Michigan Economic Development Corporation (MEDC), authorized a limited number of SmartZones throughout the state. The collaborative effort was the only way to create a SmartZone in Troy. This Joint LDFA does not capture tax (TIF) or have a budget.

Over the past eighteen months the City of Troy, City of Southfield and Automation Alley collaborated to solve the long term funding issues for Automation Alley. By hosting a Satellite SmartZone in the City of Port Huron, Southfield and Troy qualified for a 15-year extension of the LDFA's, Certified Technology Park (CTP) and Automation Alley SmartZone. In September of 2014 all three LDFA's and the two City Councils approved an MEDC application for the 15-year extension. The MEDC subsequently approved the extension. Therefore the Cities of Southfield and Troy are required to approve Cities of Southfield and Troy, Joint Local Development Finance Authority, Certified Technology Park, Amended, Restated and Extended Development Plan and Tax Increment Financing Plan. The City of Port Huron is a separate entity with a completely independent approval process.

The Cities of Southfield and Troy, Joint Local Development Finance Authority, Certified Technology Park, Amended, Restated and Extended Development Plan and Tax Increment Financing Plan

4. City of Troy
    - 15-year extension of LDFA, CTP and Automation Alley SmartZone
    - Updates tax capture estimates
    - 60% of the tax capture is devoted for operation, furnishing and equipping the Automation Alley business incubator/accelerator
    - 40% of tax capture is devoted to marketing (Automation Alley Foundation Membership), public infrastructure improvements, building and site improvements for Automation Alley and City of Troy administrative costs
    - Increased collaboration with Automation Alley, City of Southfield, City of Port Huron and St. Clair Innovation and Technology SmartZone (SCCiTech)

5. City of Southfield
    - 15-year extension of LDFA, CTP and Automation Alley SmartZone
    - Updates tax capture estimates
    - $50,000 a year in support to Automation Alley
    - Extend boundaries of LDFA, CTP and Automation Alley SmartZone
    - Lawrence Technological University establishes a business incubator and accelerator
    - Significant public infrastructure improvements
    - Improved marketing

6. City of Port Huron
    - Although not part of the Southfield/Troy Plan the process, the St. Clair Innovation and Technology SmartZone within Port Huron provides financial support to Automation Alley

Recommendation

City Administration recommends that City Council adopt the resolution approving the Cities of Southfield and Troy Joint Local Development Finance Authority, Certified Technology Park, Amended, Restated and Extended Development Plan and Tax Increment Financing Plan.

Attachments: JLDFA Resolution
JLDFA/Troy Subcommittee minutes
JLDFA Development Plan and Tax Increment Financing Plan

CITY COUNCIL AGENDA ITEM

City Attorney's Review as to Form and Legality

Lori Grigg Bluhm, City Attorney

8/19/2015
Date

RESOLUTION APPROVING
AMENDED, RESTATED AND EXTENDED DEVELOPMENT PLAN
AND TAX INCREMENT FINANCING PLAN

CITIES OF SOUTHFIELD AND TROY
JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY

Minutes of a special meeting of the Board of the Cities of Southfield and Troy Joint Local Development Finance Authority held on the 14th day of July, 2015, at 3:00 p.m., prevailing Eastern Time.

MEMBERS PRESENT: Mayor Dane Slater (alternate)
John Sharp
Nickolas Vitale, Secretary
Irene Spanos (County representative, non-voting)
James Pierce, Treasurer
Fred Zorn
Mike Racklyeft

MEMBERS ABSENT: Robin Beltramini, Chair
Councilperson Ellen Hodorek (alternate)
Paul Hoef
David Shields
Michael Kidder

The following preamble and resolution were offered by Member Zorn and supported by Member Pierce:

WHEREAS, the City of Southfield ("Southfield") and the City of Troy ("Troy") have created the Cities of Southfield and Troy Joint Local Development Finance Authority (the "Authority"), a multi-jurisdictional local development finance authority under the provisions of Act 281, Public Acts of Michigan, 1986, as amended ("Act 281"); and

WHEREAS, the Authority currently exercises its powers within the authority district (the "Current District") specified in the Development Plan and Tax Increment Financing Plan previously approved by the Authority, Southfield and Troy (the "Current Plan"); and

WHEREAS, the Michigan Economic Development Corporation ("MEDC") has previously designated the Current District as a "certified technology park" (commonly known as a "SmartZone") in accordance with Act 281; and

5. All resolutions and parts of resolutions in conflict with the provisions of this resolution are hereby repealed or amended to the extent of such conflict.

AYES: Zorn, Pierce, Racklyeft, Sharp, Slater, Vitale

NAYS: None

RESOLUTION DECLARED ADOPTED.

MARK F. MILLER,

SECRETARY/TREASURER, CITIES OF SOUTHFIELD AND TROY JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY – TROY SUBCOMMITTEE

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Board of the Cities of Southfield and Troy Joint Local Development Finance Authority at a special meeting held on July 14, 2015, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

MARK F. MILLER

SECRETARY/TREASURER, CITIES OF SOUTHFIELD AND TROY JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY – TROY SUBCOMMITTEE

RESOLUTION APPROVING
AMENDED, RESTATED AND EXTENDED DEVELOPMENT PLAN
AND TAX INCREMENT FINANCING PLAN

CITIES OF SOUTHFIELD AND TROY
JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY TROY SUBCOMMITTEE

Minutes of a special meeting of the Board of the Cities of Southfield and Troy Joint Local Development Finance Authority Troy Subcommittee held on the 14th day of July, 2015, at 3:00 p.m., prevailing Eastern Time.

MEMEBERS PRESENT: DANE SLATER
NICKOLAS VITALE
JOHN SHARP

MEMBERS ABSENT: ROBIN BELTRAMINI, CHAIRPERSON
PAUL HOEF
ELLEN HODOREK (ALTERNATE)
MICHAEL KIDDER
DAVID SHIELDS

The following preamble and resolution were offered by Member Vitale and supported by Member Sharp:

WHEREAS, the City of Southfield ("Southfield") and the City of Troy ("Troy") have created the Cities of Southfield and Troy Joint Local Development Finance Authority (the "Authority"), a multi-jurisdictional local development finance authority under the provisions of Act 281, Public Acts of Michigan, 1986, as amended ("Act 281"); and

WHEREAS, the Authority currently exercises its powers within the authority district (the "Current District") specified in the Development Plan and Tax Increment Financing Plan previously approved by the Authority, Southfield and Troy (the "Current Plan"); and

WHEREAS, the Michigan Economic Development Corporation ("MEDC") has previously designated the Current District as a "certified technology park" (commonly known as a "SmartZone") in accordance with Act 281; and

WHEREAS, the Authority, Southfield and Troy are negotiating an agreement with the MEDC under which Southfield and Troy are authorized to amend the Current Plan to extend the duration of the Current Plan for an additional period of 15 years and to amend the boundaries of Current District to include additional areas in Southfield that have been or will be designated as a "certified technology park" by the MEDC, all in accordance with the provisions of Act 281; and

WHEREAS, in order to accomplish the foregoing and to provide for other matters relating thereto, the Authority has caused to be prepared an Amended, Restated and Extended Development Plan and Tax Increment Financing Plan (the "Amended Plan"), which amends and restates and extends the duration of the Current Plan; and

WHEREAS, the Authority has determined that it is necessary, in order to achieve the purposes of Act 281, to approve the Amended Plan and to request that the City Council of Southfield and the City Council of Troy approve the Amended Plan and approve the amendment of the boundaries of the Current District, as specified in the Amended Plan.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Authority hereby requests that the City Council of Southfield and the City Council of Troy amend the boundaries of the Current District to include the additional areas in Southfield as specified and described in the Amended Plan.

2. The Authority hereby determines that it is necessary for the achievement of the purposes of Act 281 to approve the Amended Plan and to submit the Amended Plan to the City Council of Southfield and the City Council of Troy for approval.

3. The Amended Plan, a copy of which is on file with the Secretary of the Authority, is hereby approved.

4. The Secretary of the Authority is hereby authorized and directed to submit a certified copy of this Resolution and the Amended Plan to the Clerks of Southfield and Troy, together with a request that the City Council of Southfield and the City Council of Troy each hold public hearings concerning the Amended Plan and the amendment of the boundaries of the Current District, and to take all other actions required to approve the Amended Plan and the amendment of the boundaries of the Current District in accordance with Act 281.

5. All resolutions and parts of resolutions in conflict with the provisions of this resolution are hereby repealed or amended to the extent of such conflict.

AYES: Vitale, Sharp, Slater

NAYS: None

RESOLUTION DECLARED ADOPTED.

Mark F. Miller Secretary/Treasurer

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Board of the Cities of Southfield and Troy Joint Local Development Finance Authority Troy Subcommittee at a special meeting held on July 14, 2015, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

Mark F. Miller Secretary/Treasurer

CITIES OF SOUTHFIELD AND TROY

JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY

CERTIFIED TECHNOLOGY PARK

AMENDED, RESTATED AND EXTENDED

DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

Joint Local Development Finance Authority Board

City of Southfield

Fred Zorn, City Administrator
James Pierce, Assistant Finance Director
Michael Racklyeft, City Assessor

City of Troy

Robin Beltramini, Chair
Paul Hoef
Michael Kidder
John Sharp
David Shields
Nickolas Vitale
Dane Slater, Mayor (Alternate)
Ellen Hodorek, City Council (Alternate)
Irene Spanos, Oakland County

Current Plan Adopted: May 2003

Amended, Restated and Extended Plan Adopted: _____

CITIES OF SOUTHFIELD AND TROY

JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY

CERTIFIED TECHNOLOGY PARK

AMENDED, RESTATED AND EXTENDED

DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

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INTRODUCTION AND PLAN SUMMARY

The purpose of Act No. 281, Public Acts of Michigan, 1986, as amended (Act 281 or the LDFA Act), is to encourage local development, to prevent conditions of unemployment and to promote economic growth. Act 281 provides that if the board of a local development finance authority determines that it is necessary for the achievement of the purposes of Act 281, the authority is required to prepare and submit a tax increment financing plan in accordance with the requirements of Act 281. Act 281 further provides that a tax increment financing plan shall include a development plan.

Background

The LDFA Act provides for the creation of Certified Technology Parks (CTP) (sometimes referred to herein as "SmartZones"). SmartZones are designed to create clusters of technological businesses and research institutions throughout the state. The SmartZones program is designed to encourage partnerships between municipalities, universities and businesses by creating an environment of cooperation and competition.

In November 2002, Automation Alley granted a license to the City of Southfield to use the service mark "Automation Alley" in connection with its proposed Certified Technology Park. On December 16, 2002, the City of Southfield contracted with the Michigan Economic Development Corporation (MEDC) to receive the designation of **Automation Alley SmartZone** for its Certified Technology Park (CTP). Automation Alley and the MEDC encouraged expansion of the Automation Alley SmartZone to other jurisdictions.

The LDFA Act also provides that two or more municipalities may join with one or more other municipalities located within the same county to establish a joint authority. Pursuant to the provisions of the LDFA Act, in April 2003 the City of Southfield, and in May 2003 the City of Troy, passed resolutions approving the creation of the Cities of Southfield and Troy Joint Local Development Finance Authority[1] (JLDFA) and the extension of the JLDFA district boundaries into a portion of the City of Troy. The original boundaries of the JLDFA in Southfield and Troy are also coterminous of Certified Technology Park designation.

Since being designated as a SmartZone by the Michigan Economic Development Corporation, the Automation Alley Certified Technology Park and SmartZone has been marketed both nationally and internationally by the City of Troy, City of Southfield, Oakland County and the State of Michigan as one of Michigan's prime real estate locations. The current Development Plan and Tax Increment Financing Plan (hereinafter referred to as the Current Plan) adopted by the JLDFA in May 2003 was intended to define and promote the partnership between the City of Southfield, the City of Troy, Oakland County, the State of Michigan, Lawrence Technological University (LTU), Oakland University, Automation Alley and numerous major and smaller high-tech businesses within the designated SmartZone areas within Southfield and Troy. This Amended, Restated and Extended Development Plan and Tax Increment Financing Plan (herein referred to as the Amended, Restated and Extended Plan) amends and restates the Current Plan and addresses the extension of the JLDFA Certified Technology Park designations for an additional fifteen (15) year period beginning January 1, 2019 and ending December 31, 2033.

[1] Also known as the Automation Alley Joint Local Development Finance Authority

Under the Current Plan, the Southfield CTP is located in Sections 17 and 18 of the City of Southfield. The Amended, Restated and Extended Plan expands the Southfield CTP into Section 22 to include the campus of Lawrence Technological University and one additional property directly west of the campus on Civic Center Drive. The Amended, Restated, and Extended Plan also expands the boundaries of the Southfield CTP to include an additional approximately 234 acres of land in Southfield that was not part of the Current Plan. This 234 acres has already received designation as a Certified Technology Park by agreement with the MEDC. A legal description of the original boundaries of the Southfield CTP as provided in the Current Plan, and a legal description and map of the amended and expanded boundaries of the Southfield CTP as provided in the Amended, Restated, and Extended Plan are provided as Exhibits A and B. Southfield has become the home for nearly 400 high-tech companies including 90 software development companies, more than 30 telecommunication companies, three television stations and two satellite companies. Southfield also houses several "telco hotels" and numerous companies involved in research and development. These companies which are involved in many phases of high-tech activity prefer to locate in clusters due to proximity to high-speed fiber optics, broadband and satellite facilities; financial resources and other complementary businesses for efficient and quick interaction. The Southfield Development Plan and Tax Increment Financing Plan, included as part of the Current Plan, was originally intended to provide for the development of an approximately 27-acre site in northwestern Southfield as Southfield's portion of one of Michigan's Certified Technology Parks. The Certified Technology Park designation was later expanded by agreement with MEDC to encompass a total of approximately 261 acres in the City of Southfield, although the boundaries of the JLDFA district were not expanded at that time to include the additional 234 acres.

In the Amended, Restated and Extended Plan, the boundaries of the Southfield CTP are expanded to include the campus of Lawrence Technological University (LTU). Including LTU in the CTP further strengthens the relationship between the City and LTU for economic development and specifically permits support of the LTU business incubator/accelerator. In addition, in the Amended, Restated and Extended Plan, the boundaries of the Southfield CTP are expanded to include an additional approximately 234 acres of land in the City of Southfield previously designated as a Certified Technology Park by agreement with MEDC.

The City of Troy CTP is located in Section 26 of the City of Troy. A legal description of the City of Troy CTP and a map are provided as Exhibits A and B. Troy has become the home for nearly 500 high tech companies as defined by the Bureau of Labor Statistics[2] involved in research and development in all aspects of business and industry. These companies which are involved in many phases of high tech activity prefer to locate in clusters due to proximity to high speed fiber optics, broadband and satellite facilities: financial resources and complementary businesses for efficient and quick interaction. The Troy CTP was intended to provide for the development of an approximately 75 acre site in southeastern Troy, as the Automation Alley SmartZone.

THE CURRENT PLAN ADOPTED IN MAY 2003 INCLUDED THE FOLLOWING STATEMENT WHICH SHALL REMAIN IN EFFECT FOR THE AMENDED, RESTATED, AND EXTENDED

[2] These include manufacturers of chemical, plastics, drugs, paints, petroleum products, special industrial machinery, computers, electronics, communications equipment, motor vehicles, aircraft, navigation equipment, instruments, measuring & controlling devices and photographic equipment. Also included are service firms specializing in computers & data processing, engineering, research, testing, management and public relations.

PLAN. IT IS HEREBY UNDERSTOOD AND AGREED BY BOTH THE CITY OF SOUTHFIELD AND THE CITY OF TROY THAT ALL REVENUES GENERATED IN EACH COMMUNITY WILL ONLY BE USED FOR EXPENSES OF THAT PARTICULAR COMMUNITY AND WILL NOT BE TRANSFERRED OR USED BY THE JOINT LDFA OR OTHERWISE TO PAY EXPENSES OF THE OTHER COMMUNITY WITH THE EXCEPTION OF THE JOINT ADMINISTRATIVE EXPENSES TO OPERATE THE JOINT BOARD, INCLUDING AUDITING AND OTHER ADMINISTRATIVE EXPENSES AS APPROVED BY THE JOINT LDFA BOARD.

The City of Southfield Development Plan and Tax Increment Financing Plan

The purpose of the Southfield CTP Development Plan and Tax Increment Financing Plan adopted by the JLDFA in May 2003 was to provide for the construction and financing of public facilities within the City of Southfield necessary for the project. Specifically, it included the I-696 Interchange improvements, the repaving of portions of Franklin Road, Center Drive and American drive, improvements to Eleven Mile Road and improved landscaping/lighting/infrastructure as needed. The implementation of specific projects is more fully described in the Development Plan.

The Southfield CTP Amended, Restated and Extended Plan will provide for the completion of infrastructure improvements to serve the CTP, provide greater support to enhance the marketability and image of the CTP (SmartZone), assist in the attraction of additional services within the CTP, and promote placemaking activities within the CTP.

The Plan will provide support to Automation Alley in order to create additional jobs and technology-based businesses within the CTP, as well as support broader efforts at regional collaboration. Finally, the Plan will provide support to the collaboration effort between the City of Southfield and Lawrence Technological University to establish a business incubator and accelerator on property owned by LTU and contiguous to the campus of LTU.

The City of Troy Development Plan and Tax Increment Financing Plan

The purpose of the Troy CTP Development Plan and Tax Increment Financing Plan adopted by the JLDFA in May 2003 was to provide for the construction and financing of public facilities within the City of Troy necessary for the project. Specifically it included the local share of costs for the widening of Big Beaver Road from John R to Dequindre, and the improvement of the McCulloch Drain from the south side of Big Beaver Road for approximately ¾ mile to Bellingham Road. In addition, an on-ramp from southbound Rochester Road to northbound I-75 was intended as a long-term project associated with the Certified Technology Park and Smart Zone. The implementation of specific projects is more fully described in the Development Plan.

The Troy CTP Amended, Restated and Extended Plan will provide for the improvements to the McCulloch Drain within the Troy CTP, reconstruction/resurfacing of Bellingham Drive which provides service to the Troy CTP, improvement of access to the Troy CTP from John R. Road, reconstruction/resurfacing of Big Beaver Road in proximity and providing access to the Troy CTP, and improvement of pedestrian crossings of Big Beaver in proximity to and serving the Troy CTP, as well as improvements to the Automation Alley building and site.

The Plan will provide support to Automation Alley in order to create additional jobs and technology-based businesses within the Troy CTP, as well as support broader efforts at regional collaborations.

The Finance Plans will provide for the capture of tax revenues from all property within the Certified Technology Park including the capture of City, County, Community College, and SMART taxes and ½ of the operating levies of State, K-12 school districts and Intermediate School Districts.

The construction of the public facilities described herein will facilitate the construction of the project and thereby create economic growth and development in the Authority District and other areas of the Cities and Oakland County.

The Development Plans contain the information required by Section 15(2) of Act 281 and the Tax Increment Financing Plans contain the information required by Section 12(2) of Act 281.

Amendment and Extension of the CTP Development Plan and Tax Increment Financing Plan

In September of 2014, the Cities of Southfield and Troy sought and received approval from the Michigan Economic Development Corporation for a 15-year TIF Extension. The following summarizes how the Joint LDFA intends to meet the required legislative criteria including:

1. The Cities of Southfield and Troy, their respective LDFA's, and the Joint Southfield/Troy LDFA have agreed to host the St. Clair Innovation and Technology SmartZone (SCCiTech) as a satellite SmartZone. The Host has entered into a Memorandum of Agreement with the Satellite.
2. Satellite SCCiTech has agreed to include Local TIF in response to receiving state school TIF capture.
3. Satellite SCCiTech has a budget in excess of $200,000 a year for operations.
4. The respective parties of the JLDFA agree to additional reporting requirements including:
    - Providing monthly reporting during the term of the TIF capture on the following information for companies served by the SmartZone: companies created, jobs created, and investment in companies by source (federal grants, state grants, venture capital, angel funding, and increase in revenue).
    - Providing annual reports during the term of the TIF capture reporting on the progress of regional collaboration.
5. Host JLDFA agrees to modify its TIF plan to include regional collaboration as part of the agreement with the satellite.
6. The Host has previously provided a summary of TIF performance against current plan as part of the extension request to MEDC.

Satellite LDFA

The Host Cities of Southfield and Troy, their respective LDFA's, and the Joint Southfield-Troy LDFA have designated the St. Clair Innovation and Technology SmartZone (SCCiTech) as a Satellite SmartZone. The boundaries of the proposed SCCiTech SmartZone are set forth in the Satellite SmartZone Plan.

In the course of considering the designation of the SCCiTech as a Satellite, the Host made the following conclusions:

A) The Satellite has the following unique characteristics and specialties:

1) SCCiTech is located within a region which is the gateway for international trade, particularly Canada. It provides vital linkages to the automotive and chemical supply chains in Michigan, Ontario and the Midwest.

2) SCCiTech is in a unique position in Michigan to capitalize upon commercialization and development of technologies that improve border security and improve efficiencies in the transport of goods.

3) SCCiTech will focus on promoting enhanced mobility through autonomous and connected vehicles software and technologies and lightweight material research.

4) SCCiTech is a key sponsor and supporter of Tech Port, a co-working and business accelerator program which is a critical catalyst to diversify the economy and drive innovation.

5) SCCiTech has also formed key partnerships with Spartan Innovations, Center of Automotive Research, MSU Eli Broad School of Business, Automation Alley and other organizations.

B) Both regional collaboration and cooperation would benefit the Host and Satellite in the following manner:

1) There will be a benefit from regional collaboration and cooperation to help the growth of technology based businesses and jobs. The Host and Satellite recognize the benefit of collaborative arrangements with other community partners. Expanded collaboration could be a benefit through attraction and retention of a trained workforce, nurturing existing second stage companies and formation of new technology based businesses.

2) The Host and Satellite agree to financially support the activities of Automation Alley. The Hosts and Satellite each agree to provide financial support to Automation Alley. In return, enhanced services and regional collaboration will be provided by Automation Alley to the Host and Satellite.

C) The Satellite will add to the mission of the Host in the following manner:

1) The unique position of SCCiTech to capitalize on all aspects of international trade meshes seamlessly with the mission of Automation Alley and the Automation Alley Smart Zone, particularly the International Trade Center.

2) Commercialization and technologies that support border security and improve efficiencies in the transport of goods offer significant opportunities for innovation from the private sector as well as our educational partners.

Regional Collaboration

The Cities of Southfield and Troy, in collaboration with public- and private-sector partners, are focused on helping businesses grow. Both Cities recognize the benefit of collaborative arrangements with other community partners. Expanded collaboration will be a benefit through attraction and retention of a trained workforce, nurturing existing second stage companies and formation of new technology based businesses.

The City of Troy has formed a strong alliance with key stakeholders including Automation Alley, Walsh College, Troy Chamber of Commerce, Oakland County's Economic Development Office and the Michigan Economic Development Corporation (MEDC) to provide targeted business assistance, through an economic gardening approach. Troy's economic development staff assists local companies by identifying specific business needs and providing the information, infrastructure and connectivity necessary to address those needs. By leveraging Troy's unique community assets, partnerships and available tools to promote business growth, the City is creating an environment for investment.

The City of Southfield established a strong track record of intergovernmental collaboration with more than 150 partnerships. Centrally located within the region, the City coordinates economic development activities with MEDC, Oakland County, the Detroit Regional and Southfield Area Chambers and other state and regional organizations. Southfield also has an active partnership with Lawrence Technological University (LTU). LTU is launching the LTU Detroit Design and Technology Center in Midtown Detroit.

Troy's partnership with and support for Automation Alley has resulted in one of the most successful regional collaboration efforts in Michigan. Since its inception, Automation Alley has gained members in Oakland, Macomb, Wayne, Washtenaw, Livingston, Genesee, Ingham and St. Clair Counties. Automation Alley has opened satellite offices in Sterling Heights and Detroit. As part of the request for a 15 year extension, the City of Southfield has agreed to participate in efforts at regional collaboration by providing support for Automation Alley, including, but not limited to, becoming a foundation member and providing financial support. Therefore, both Troy and Southfield agree to support the Alley's extensive program of regional collaboration. The SCCiTech Satellite has also agreed to provide financial support to Automation Alley.

With the support of the Host and Satellite, in part, Automation Alley will continue to conduct the following regional activities:

- Workforce training across region
- Programming presented across region
- Investment in companies within region that will result in the creation of jobs
- Introduction of companies within region to global marketplace
- Continue with the Automation Alley Technology Gala which has been held in Detroit, Wayne County, Oakland County and Macomb County
- Preparation of the only State of Technology Report in Michigan

The designation of the SCCiTech satellite will greatly enhance regional collaboration. The Host communities have identified the assets of the Satellite and how such assets will be of mutual benefit. To further foster regional cooperation and collaboration, both the Host and Satellite have agreed to designate responsibility for coordination of activities between the Host and Satellite to Automation Alley.

CITY OF SOUTHFIELD

AMENDED, RESTATED AND EXTENDED DEVELOPMENT PLAN

Section 1: Amended, Restated and Extended Development Plan

Section 15 (1) of Public Act 281 of 1986 states that if a board decides to finance a project under the Act, it shall prepare a development plan. The activities of the Southfield Development Plan adopted by the JLDFA in May 2003 (hereinafter referred to as Current Plan) and the proposed activities of the Amended, Restated and Extended Plan are described. Section 15(2) states that, to the extent necessary to accomplish the proposed development program, the development plan shall contain the following:

(a) A DESCRIPTION OF THE PROPERTY TO WHICH THE PLAN APPLIES IN RELATION TO THE BOUNDARIES OF THE AUTHORITY DISTRICT AND A LEGAL DESCRIPTION OF THE PROPERTY.

At the time of adoption of the Current Plan in May, 2003, the property to which the Development Plan applied (Property) included approximately 27 acres of property designated as the CTP.

In conjunction with the approval of the Amended, Restated and Extended Plan, the boundaries of the JLDFA district in the City of Southfield will be expanded to include (i) the campus of Lawrence Technological University, which encompasses approximately 60 acres and one additional property of approximately 4.8 acres needed to expand the LTU incubator/accelerator and (ii) an additional approximately 234 acres of land in the City of Southfield that previously received Certified Technology Park designation by agreement with the MEDC.

The Amended, Restated, and Extended Plan applies to the total area within the City of Southfield portion of the original JLDFA district boundaries and the expanded JLDFA district boundaries described above. A legal description of the Property to which the Amended, Restated, and Expanded Plan applies is attached hereto as Exhibit A and is illustrated in Exhibit B.

(b) THE DESIGNATION OF BOUNDARIES OF THE PROPERTY TO WHICH THE PLAN APPLIES IN RELATION TO HIGHWAYS, STREETS, OR OTHERWISE.

The Current Plan included property to which the Development Plan applies in the area generally bounded on the north by I-696 and Northwestern Highway; on the east by Franklin Road and; on the south by Eleven Mile Road.

The Amended, Restated and Extended Plan will expand the existing boundaries of the Southfield CTP to include the campus of LTU and one additional property. The campus of Lawrence Technological University is generally bounded on the north by Civic Center Drive, on the east by the John C. Lodge Freeway, and on the south by W. 10 Mile Road. The legal boundaries are provided in Exhibit A and illustrated in Exhibit B. The Amended, Restated and Extended Plan will also expand the existing boundaries of the Southfield CTP to include an additional approximately 234 acres of land, which is contiguous to the original 27 acres and extends the boundaries north of Eleven Mile Road to Inkster Road.

(c) THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES IN THE VICINITY OF THE PROPERTY TO WHICH THE PLAN APPLIES; THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE PROPERTY TO WHICH THE PLAN APPLIES, INCLUDING RESIDENTIAL, RECREATION, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES.

The Current Plan described the following area associated with the CTP:

I-696 (M-102) is located near the northern boundary of the Southfield portion of the JLDFA. I-696 is a major east-west Federal Highway extending through the community. It consists of an eight-lane divided highway with four lanes in each direction and contains an average right-of-way of two hundred and four (204) feet.

Northwestern Highway (M-4) is a major northwesterly to southeasterly State Trunkline which is an extension of the M-10 Freeway extending through the community. It consists of an eight-lane divided highway with four lanes in each direction and contains an average right-of-way of two hundred and four (204) feet. It is located near the northeastern corner of the Southfield portion of the JLDFA.

Eleven Mile Road is an east-west, City owned, part concrete and part asphalt road with a ninety-eight-foot wide right-of-way,. forming the southern boundary of the Southfield portion of the JLDFA. It extends across the City from the west to the east boundaries.

Centre Road is an eighty-six-foot wide, City owned, concrete road located near the eastern and southern boundaries of the Southfield portion of the JLDFA. It extends northerly then easterly from Eleven Mile Road to Franklin Road.

American Drive is an eighty-six-foot wide, City owned, concrete road located in the center of the Southfield portion of the JLDFA. It extends northerly then easterly from Eleven Mile Road to Franklin Road.

Inkster Road is a one-hundred and twenty foot wide right-of-way, north-south, City-owned, for the most part asphalt road. It forms the western boundary of the Southfield portion of the JLDFA and the City of Southfield.

Franklin Road is a one-hundred and twenty-foot wide, north-south, City-owned, concrete road which forms most of the eastern border of the Southfield portion of the JLDFA.

The property to which the Amended, Restated and Expanded Plan applies includes approximately 125 acres of commercial and industrial property, 21 acres of parklands, 24 acres devoted to military use and 91 acres of vacant property. All property is zoned RC Regional Center. The Amended, Restated and Extended Plan will also include Lawrence Technological University. The campus of Lawrence Technological University is an educational institution zoned ERO – Education Research Office.

(d) A DESCRIPTION OF PUBLIC FACILITIES TO BE ACQUIRED FOR THE PROPERTY TO WHICH THE PLAN APPLIES, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS NECESSARY TO MAKE THOSE IMPROVEMENTS, AND AN ESTIMATE OF THE TIME REQUIRED FOR THE COMPLETION OF THE IMPROVEMENTS.

The Current Plan described the following:

I-696 Interchange with new on and off ramps and a new parking structure will be constructed and the Franklin Road Bridge will be widened to accommodate the improvements. ROW acquisition has been negotiated for the ramps and parking structure.

American Drive and Centre Drive will be reconstructed – no additional ROW is required.

Eleven Mile from Franklin westerly will be reconstructed – no additional ROW is required.

Franklin Road will be reconstructed – no additional ROW is required.

In regards to projects described in the Current Plan, the I-696 project and a portion of the Eleven Mile reconstruction was completed. Only the Eleven Mile project used the Southfield portion of the JLDFA funds.

With the Amended, Restated and Extended Plan, the balance of Eleven Mile reconstruction will be completed by 2020. There will be reconstruction and improvements made to streets, including any necessary improvements in the right-of-way, within the Southfield portion of the JLDFA including Northwestern Hwy., Service Drive, American, Center and Franklin. These will be scheduled based upon need but are not expected to occur before 2015-2030. The parking structures will also be scheduled based on need but will not occur before 2032. Improvements to Civic Center Drive and Service Drive adjacent to and serving the LTU incubator and accelerator are also planned for 2025.

It is the intent of the Amended, Restated and Extended Plan that infrastructure improvements employ advanced "state of the art" technology to promote innovation and long-term sustainability, throughout the CTP.

The Southfield CTP will also support the establishment of the Lawrence Technological University Business and Technology business incubator and accelerator, described more fully in subsection (p). Tax increment revenues from the Southfield CTP will be used to support the establishment and operation of the business incubator/accelerator for the duration of the Amended, Restated and Extended Plan. Tax increment revenues will be used to pay for certain operational costs of the business incubator/accelerator and all or a portion of the costs of other "public facilities" for the business incubator/accelerator permitted by the LDFA Act, including costs related to the construction, improvement, renovation, maintenance, repair, furnishing and equipping of facilities to house the operations of the business incubator/accelerator.

Based on stakeholder input sessions held in December of 2014, the following additional projects, which will enhance the marketability and image of the CTP, are planned within the Southfield CTP:

- Improvements to Pebble Creek Park – Stormwater Management
- Enhanced pedestrian accessibility throughout SmartZone

- Improvements to visibility of and accessibility to SmartZone including better gateway signage and wayfinding
- Branding and marketing of SmartZone
- Streetscaping and gateway improvements
- Stormwater management improvements

The project also includes administrative costs related to the public facilities described above, including, but not limited to, architectural, engineering, legal and accounting fees and other related costs.

The anticipated construction schedule is included in Section (e) following.

(e) THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE PUBLIC FACILITIES FOR THE PROPERTY TO WHICH THE PLAN APPLIES, AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The Current Plan described the following projects:

- I-696 Interchange

  Construction is anticipated to begin in Fall, 2003 with completion by December, 2004. The estimated total cost is $14,000,000 with the local cost of $3,000,000. This project is complete.

- Parking Deck

  Construction is anticipated to begin in Fall, 2003 with completion by Spring, 2004. The estimated cost is $6,000,000, all local cost. This project has been postponed until a later date when demand increases.

- American Drive, Centre Drive reconstruction

  Construction of this project is projected to take place in 2005, with completion by Fall, 2005. The estimated cost for the American Drive and Centre Drive projects is $840,000.

- Eleven Mile reconstruction (partial)

  Construction of this project is projected to take place in 2005, with completion by Fall, 2005. The estimated local cost for Eleven Mile Reconstruction is $230,000. This project is complete.

- Franklin Road reconstruction

  Construction of this project is projected to take place in 2006, with completion by Fall, 2006. The estimated cost for Franklin Road Reconstruction is $1,900,000. This project is complete.

Projects and estimated costs that are anticipated within the time frame of the Amended, Restated and Extended Plan include the following:

Project	Est. Cost	Time Frame
Roads		
Northwestern Hwy. Service Drive	$750,000	2015
Eleven Mile (balance of reconstruction)	$2,000,000	2020
Clare Lane	$2,000,000	2022
Franklin (north of I-696)	$3,000,000	2025
Civic Center Drive (between Lahser and Northwestern)	$1,600,000	2025
Civic Center Service Drive	$2,000,000	2025
Swanton (between Franklin and Northwestern)	$1,300,000	2030
American Drive	$2,500,000	2030
Miscellaneous		
Gateway signage	$500,000	2016
Lawrence Technological University Business Incubator/Accelerator – Initial Facility Build-Out	$200,000	2015/2016
Lawrence Technological University Business Incubator/Accelerator – Operational Costs	Up to $100,000 per year	Duration of Plan
Pebble Creek Park – Stormwater Management	$200,000	2018
Pedestrian Improvements	$1,500,000	2021
Parking Structure	$7,500,000	2032
Stormwater Management	$2,500,000	2021
Operating and Planning Costs	$150,000 per year	Duration of Plan

(f) A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.

Please refer to Section 1.(e).

(g) A DESCRIPTION OF ANY PORTIONS OF THE PROPERTY TO WHICH THE PLAN APPLIES, WHICH THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FORM THE MUNICIPALITY AND THE PROPOSED TERMS.

The Current Plan described the following:

The parking deck will be constructed by the project and will be transferred to the current property owners upon completion. All roads and improvements will remain under their current jurisdictions.

With the Amended, Restated and Extended Plan, no changes are proposed.

(h) A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, AND UTILITIES.

The Current Plan described the following:

The new I-696 Eastbound off ramp and Westbound on ramp will be constructed, an additional capacity lane will be added to I-696, and the Franklin Road Bridge will be widened to accommodate these improvements.

The proposed redevelopment area will be provided with a full complement of urban utility services which currently exist or which will be included in all new construction. They are, or will be sufficient to accommodate the additional development.

As indicated, the I-696 project and a portion of the I-696 project has been completed.

With the Amended, Restated and Extended Plan, no changes are proposed, other than street improvements set forth in Section 1.(e) under the Amended, Restated and Extended Plan.

(i) AN ESTIMATE OF THE COST OF THE PUBLIC FACILITY OR FACILITIES, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE PUBLIC FACILITY OR FACILITIES, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

The Current Plan described the following:

The estimated cost of all public facilities is $35,000,000 with a Southfield share of $14,000,000 and an MDOT share of $21,000,000. The Current Plan stated the Southfield CTP will borrow its $14,000,000 share from the City of Southfield or will bond as needed and will repay the debt from tax increment revenues with an agreed upon interest rate. However, due to other sources of funding, the Southfield CTP did not borrow funds to complete any projects.

The estimated cost of the proposed projects are included in Section 1 (e) under the Amended, Restated and Extended Plan. Projects will be funded either partially or solely through tax increment funds. Where possible, TIF funds will be supplemented by grants or other sources of funding the City will seek. The City does not anticipate incurring bonded indebtedness to complete these projects.

(j) DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE PUBLIC FACILITY OR FACILITIES IS TO BE LEASED, SOLD, OR CONVEYED AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN, IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY.

The Current Plan described the following:

I-696 is part of the Federal Highway System and all improvements to it will remain Federal. All other roads are City owned and will remain so. The parking structure will be constructed on private adjacent property and will be transferred at no cost to the property owners upon completion. All roadway improvements are being made for the benefit of the public and will be dedicated for public use.

No changes are proposed under the Amended, Restated and Extended Plan.

(k) THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING OF ALL OR A PORTION OF THE PUBLIC FACILITY OR FACILITIES UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND

PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED TO THOSE PERSONS.

The Current Plan described the following:

All improvements will be constructed on a competitive basis. The parking structure will be conveyed to the current land owner at no cost. The newly constructed roadway improvements will be dedicated to the appropriate public authority upon their completion.

No changes are proposed under the Amended, Restated and Extended Plan.

(l) ESTIMATES OF THE NUMBER OF PERSONS RESIDING ON THE PROPERTY TO WHICH THE PLAN APPLIES AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE OR UNDER CONSTRUCTION, THE CONDITION OF THOSE IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS.

The Current Plan described the following:

The Development Plan does not require public acquisition of any residential property nor the relocation of any residents. All privately owned commercial property ROW's will be acquired by negotiations. No residents will be displaced.

There is no public housing presently available in the City. On the whole, housing conditions in the City of Southfield can be classified as standard and adequate opportunity exists for relocation within the City on an owner or rental basis.

No changes are proposed under the Amended, Restated and Extended Plan.

(m) A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT.

The Current Plan described the following:

The Development Plan does not include the construction of new housing within the Development Area nor the relocation by public means of any existing residents as no relocation is necessary to implement the development plan.

No changes are proposed under the Amended, Restated and Extended Plan.

(n) PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT, AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, 42 U.S.C. 4601 TO 4655.

The Current Plan described the following:

No relocation is anticipated under the development plan. Relocation benefits, if necessary, will be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).

No changes are proposed under the Amended, Restated and Extended Plan.

(o) A PLAN FOR COMPLIANCE WITH ACT NO. 227 OF THE PUBLIC ACTS OF 1972, BEING SECTIONS 213.321 TO 213.332 OF THE MICHIGAN COMPILED LAWS.

The Current Plan described the following:

Act 227 of P.A. 1972 is an act to provide financial assistance, advisory services and reimbursement of certain expenses to persons displaced from real property or deprived of certain rights in real property. Under this Act, a displaced person is defined as a "person who vacates real property or removes his personal property therefrom pursuant to a program undertaken by a state agency (political subdivision of the state) which results in the acquisition of the real property in whole or in part, or in order to vacate the real property". This Act requires procedures and policies comparable to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the benefits references in paragraph (n) satisfy the requirements of this paragraph.

No changes are proposed under the Amended, Restated and Extended Plan.

(p) OTHER MATERIAL WHICH THE AUTHORITY OR GOVERNING BODY CONSIDERS PERTINENT.

The Current Plan described the following:

Although the Interchange portion of the Development Plan has received Michigan Department of Transportation and Federal Highway Administration approval for funding and it is included in the Regional Transportation Improvement Program, there may be a delay in the interchange portion of the Development Plan due to MDOT's Preserve First policy. If this occurs, there may be some shifting in construction schedules and phasing of work to be done.

With the Amended, Restated and Extended Plan, the partners in the Host-Satellite relationship are providing financial support of Automation Alley provided sufficient TIF funds are available. Automation Alley will be responsible for coordinating between the Host-Satellite communities to advance regional collaboration. The Southfield CTP is also undertaking a number of other programs and projects to enhance economic development as follows:

Design Plan and Improvements - A Design Plan has been prepared that will identify improvements and amenities that will make the CTP more attractive to new investment. Stakeholders have identified a need for better identification of the CTP along with an upgraded image. Specific improvements identified in the Design Plan process include improved identification and wayfinding.

Marketing and Promotion – Additional funding will be directed towards the Marketing and Promotion of the CTP. Such activities may include, but not limited to, improved website promotion, special events and brochures.

LTU Business and Technology Center – The Southfield CTP will support the establishment of a business incubator/accelerator on the campus of Lawrence Technological Center. Establishing the LTU Business Technology Center business incubator/accelerator is a natural outgrowth of entrepreneurial education and support that has been a focus of the University for many years.

LTU and the City of Southfield through the Automation Alley SmartZone are collaborating to establish a temporary Business and Technology Center in a 4,000 square foot space within a building located on the campus of and owned by LTU until the 17,000 square foot facility to be located in Mark Plaza property is available. Property has also been sought to permit future expansion of the business incubator. The LTU Center will be operated by LTU Economic Development, with day to day management provided by the LTU Collaboratory. Oversight will be provided by a seasoned Advisory Board that includes business and economic developers, innovators, entrepreneurs, investors, and attorneys.

Specific objectives of the Center will be to:

- Create jobs through new and expanded economic activity
- Help start-ups define their customers, improve their products and raise capital
- Foster production of ground-breaking technologies in key industry sectors
- Benefit businesses through public/private participation
- Improve access to LTU's academic resources applied research capabilities, and entrepreneurial culture
- Leverage the City's location, accessibility and assets as a major economic catalyst
- Enhance the quality of life in the City and Region to retain and attract talent

CITY OF SOUTHFIELD

AMENDED, RESTATED AND EXTENDED

TAX INCREMENT FINANCING PLAN

Section 2: Amended, Restated and Extended Tax Increment Financing Plan

The activities of the Tax Increment Financing Plan adopted by the JLDFA in May 2003 (hereinafter referred to as Current Plan) and the proposed activities of the Amended, Restated and Extended Plan are described. Section 12 (1) of the LDFA Act states that when a board decides to finance a project pursuant to the Act, it shall prepare a tax increment financing plan which shall include:

(a) A STATEMENT OF THE REASONS THAT THE PLAN WILL RESULT IN THE DEVELOPMENT OF CAPTURED ASSESSED VALUE THAT COULD NOT OTHERWISE BE EXPECTED. THE REASONS MAY INCLUDE, BUT ARE NOT LIMITED TO, ACTIVITIES OF THE MUNICIPALITY, AUTHORITY, OR OTHERS UNDERTAKEN BEFORE FORMULATION OR ADOPTION OF THE PLAN IN REASONABLE ANTICIPATION THAT THE OBJECTIVES OF THE PLAN WOULD BE ACHIEVED BY SOME MEANS.

The Current Plan described the following:

New ramps on I-696 would provide improved access to and from the freeway for businesses, police, fire, and other emergency vehicles. They would provide safer, direct movements between I-696, Northwestern Highway, and the Southfield CTP, negating the existing convoluted movements through the congested Northwestern/Telegraph interchange. The District has been zoned "Regional Center" since 1965 but has not been fully developed as such indicating the lack of adequate public facilities including roads. American Drive and Centre Drive are both in poor condition and they have deteriorated partially as a result of their proximity to the wetlands in the area. Franklin Road has substantially deteriorated due to the unusually high heavy truck traffic generated by the public road agency yards located at the north end of the project area. Eleven Mile Road has similarly deteriorated due to the truck traffic to the yards and to heavy traffic patterns caused by employees working at the Blue Cross facility. Due to the poor condition of these roads, adjacent property owners have been unwilling or unable to expand and have expressed a need to move out of the City if conditions do not improve. The Chrysler Corporation has already moved from the area and will consolidate outside the City.

The construction of the project will provide additional assessed valuation resulting in tax increments to finance the public facilities and redevelopment. Without the planned public facilities to be acquired, constructed and financed pursuant hereto the project would not be feasible.

The above statements are accurate, although Blue Cross relocated out of the area. The facility has been purchased and is being reoccupied by a variety of businesses.

The Amended, Restated and Extended Plan is intended to invest in technologically advanced infrastructure supporting the CTP, improve the marketing and image of the CTP, assist in establishing a business incubator and accelerator at LTU and to support the activities of Automation Alley to attract and retain technology based businesses and jobs within the Southfield CTP, the City of Southfield and the region. Without the Amended, Restated and Extended Plan, the City of Southfield would not be able to support these activities to the extent that is set forth in this Plan.

(b) AN ESTIMATE OF THE CAPTURED ASSESSED VALUE FOR EACH YEAR OF THE PLAN. THE PLAN MAY PROVIDE FOR THE USE OF PART OR ALL OF THE CAPTURED ASSESSED VALUE OR, SUBJECT TO THE SUB-SECTION (3), OF THE TAX INCREMENT REVENUES

ATTRIBUTABLE TO THE LEVY OF ANY TAXING JURISDICTION, BUT THE PORTION INTENDED TO BE USED SHALL BE CLEARLY STATED IN THE PLAN. THE BOARD OR THE MUNICIPALITY CREATING THE AUTHORITY MAY EXCLUDE FROM CAPTURED ASSESSED VALUE A PERCENTAGE OF THE CAPTURED ASSESSED VALUE AS SPECIFIED IN THE PLAN OR GROWTH IN PROPERTY VALUE RESULTING SOLELY FROM INFLATION. IF EXCLUDED, THE PLAN SHALL SET FORTH THE METHOD FOR EXCLUDING GROWTH IN PROPERTY VALUE RESULTING SOLELY FROM INFLATION.

Current Plan

Please refer to Exhibit C for the original estimates of captured assessed value for each year of the Current Plan. No exclusion for inflation is planned. From the time of approval of the TIF Plan for the Southfield CTP, the City captured TIF revenue from only the original 27 acre portion. Revenues were not collected from the balance of the 261 acres. Referring to the estimates found in Exhibit C, the actual performance of the tax increment financing plan is set forth in Table 1 as follows:

Table 1
Estimated and Actual Captured Taxes
Southfield Portion of JLDFA
2003-2018

Fiscal Year	*Estimated Captured Taxes*	*Actual Captured Taxes*
2003/2004	32,146	0[1]
2004/2005	177,332	116,478
2005/2006	246,634	259,676
2006/2007	391,635	272,671
2007/2008	550,332	282,825
2008/2009	642,237	271,692
2009/2010	656,822	309,095
2010/2011	672,835	283,717
2011/2012	688,032	276,990
2012/2013	703,533	243,403
2013/2014	719,344	242,477
2014/2015	735,471	246,114
2015/2016	751,921	N/A
2016/2017	768,699	N/A
2017/2018	785,814	N/A

1. Delay due to amendment of District boundaries.

An estimate of the captured assessed value for each year of the Amended, Restated and Extended Plan is provided in Exhibit D. The TIF capture under the Amended, Restated and Extended Plan will include tax capture from the entire area of the Southfield CTP, with the exception of the campus of LTU. This additional capture is reflected in Exhibit D. No exclusion for inflation is planned.

(c) THE ESTIMATED TAX INCREMENT REVENUES FOR EACH YEAR OF THE PLAN.

The original estimates of tax increment revenues for the Current Plan are provided in Exhibit C.

Exhibit D provides an estimate of the tax increment revenues for each year of the Amended, Restated and Extended Plan. No exclusion for inflation is planned.

(d) A DETAILED EXPLANATION OF THE TAX INCREMENT PROCEDURE.

Tax increment financing for a Certified Technology Park permits the JLDFA to capture certain tax revenues attributable to increases in the Taxable Values of all real and personal property that is located in the Certified Technology Park and included in the tax increment financing plan.

At the time the tax increment financing plan is approved by the City Council the Taxable Value of the real and personal property located in the Certified Technology Park (the "Initial Assessed Value") is established. The Initial Assessed Value is the Taxable Value of all of the real and personal property within the Certified Technology Park for the base year. Property exempt from taxation at the time of determination of the Initial Assessed Value will be given an Initial Assessed Value of zero. In each subsequent year for the duration of the tax increment financing plan the "Current Assessed Value" of the real and personal property in the Certified Technology Park will be determined. The Current Assessed Value for each year is the Taxable Value of all of the real and personal property located in the Certified Technology Park for that year.

The amount by which the Current Assessed Value exceeds the Initial Assessed Value in any one year is the "Captured Assessed Value." For the duration of the tax increment financing plan, the local taxing jurisdiction will continue to receive tax revenues based upon the Initial Assessed Value established in the base year. The JLDFA, however, receives that portion of the tax levy of all taxing jurisdictions paid each year on the Captured Assessed Value of the property included in the tax increment financing plan. It should be noted that the JLDFA does not receive any part of millage specifically levied for the payment of principal and interest on obligations approved by the electors or obligations pledging the unlimited taxing power of the local governmental unit. The JLDFA will also capture only ½ of the "Education mills" which includes the local school district, the intermediate school district and the State Education Tax mills. The capture of the local school district, intermediate school district and State Education Tax mills will be subject to adjustment by the JLDFA if and to the extent required by Section 12(3) of the LDFA Act.

Tax increment revenues from the Southfield Certified Technology Park may be used for public facilities for any eligible property located in the Southfield Certified Technology Park (or for the repayment of advances made for such purposes) as provided in and in accordance with Act 281, subject to approval of the MEDC if such approval is required by Act 281.

The Southfield CTP will have two initial assessed values: one for the real property comprising the original approximately 27 acres of the Southfield CTP (2002 initial assessed value) and one for all personal property in the Southfield CTP and the balance of the real property in the Southfield CTP (2015 initial assessed value).

Table 2 shows current millages and portions of each jurisdiction millage captured under the Current Plan.

Table 2
Captured Millages
Current Plan

Taxing Authority	Total Mills	Non-Captured or Debt Mills	Captured Mills
City of Southfield	15.8781	0	15.8781
Oakland County	4.6523	0	4.6523
Oakland Interm SD*	3.4224	1.7112	1.7112
Community College	1.6090	0	1.6090
State Education*	6.0000	3.0000	3.0000
School Operating*	20.6345	10.3173	10.3173
OCPTA	0.3207	0	0.3207
Total Mills	52.5086	15.0283	37.4801

* = ½ millage levy minus debt

Table 3 shows the current millages and the portions of each jurisdiction millage captured under the Amended, Restated, and Extended Plan. The millage rates used are only for the purpose of estimating tax revenue and are not intended to be a cap on the total mills that may be captured in the future.

Table 3
Captured Millages
Amended, Restated and Extended Plan

Taxing Authority	Total Mills	Non-Captured or Debt Mills	Captured Mills
City of Southfield	23.7441	0	23.7441
Oakland County	4.6461	0	4.6461
Oakland Interm[1]	3.369	1.6845	1.6845
Community College	1.5844	0	1.5844
State Education[2]	6.0000	3.0000	3.0000
School Operating[3]	18.0/6.0	9.0000/3.00	9.0000/3.000
OCPTA	1.0000	0	1.0000
Total Mills	58.3436/46.3436	13.6845/7.6845	44.6591/38.6591

[1] = ½ millage levy minus debt
[2] = ½ millage levy of real property and commercial personal property
[3] = ½ millage levy of real property or 9.0 mills and commercial personal property or 3.0 mills

Table 2 and 3 represent the millage rates for the purposes of estimating tax increment revenues but are not intended to be a cap on the total mills that can be captured in the future.

(e) THE MAXIMUM AMOUNT OF NOTE OR BONDED INDEBTEDNESS TO BE INCURRED, IF ANY.

The maximum amount of note indebtedness to the Southfield CTP will be $14,000,000 plus interest subject to actual construction costs. While the Current Plan called for bonded indebtedness, no debt was incurred.

Under the Amended, Restated and Extended Plan, the Southfield CTP does not plan on incurring any bonded indebtedness.

(f) THE AMOUNT OF OPERATING AND PLANNING EXPENDITURES OF THE AUTHORITY AND MUNICIPALITY, THE AMOUNT OF ADVANCES EXTENDED BY OR INDEBTEDNESS INCURRED BY THE MUNICIPALITY, AND THE AMOUNT OF ADVANCES BY OTHERS TO BE REPAID FROM TAX INCREMENT REVENUES.

The amount of operating and planning expenditures of the Southfield CTP and the City of Southfield in connection with the activities of the JLDFA under the Current Plan was estimated to be $100,000 per year. It was not anticipated that there would be any indebtedness incurred by the City. The Current Plan provides that the JLDFA Board may request a loan from the City of Southfield to provide interim financing for the Southfield costs of the Development Plan. The loan will be repaid from tax increment revenues as received.

The amount of operating and planning expenditures of the Southfield CTP are not expected to exceed $150,000 per year under the Amended, Restated and Extended Plan. The JLDFA Board may request a loan from the City of Southfield to provide interim financing for the Southfield costs of the Development Plan. The loan will be repaid from tax increment revenues as received.

(g) THE COSTS OF THE PLAN ANTICIPATED TO BE PAID FROM TAX INCREMENT REVENUES AS RECEIVED.

It was anticipated that the costs of the implementation of the Current Development Plan would be paid entirely from tax increment revenues as received.

No change is proposed with the Amended, Restated and Extended Development Plan.

(h) THE DURATION OF THE DEVELOPMENT PLAN AND THE TAX INCREMENT PLAN.

The Current Development Plan and the Tax Increment Financing Plan provided that it would continue for the period of time needed to collect and disburse tax increment revenues resulting from taxes levied prior to December 31, 2018, or such other period as may be needed to repay the amounts borrowed by the Authority.

The Amended, Restated and Extended Development Plan and Tax Increment Financing Plan becomes effective when approved and will continue for the additional period of time needed to collect and disburse tax increment revenues resulting from taxes levied before December 31, 2033.

(i) AN ESTIMATE OF THE IMPACT OF TAX INCREMENT FINANCING ON THE REVENUES OF ALL TAXING JURISDICTIONS IN WHICH THE ELIGIBLE PROPERTY IS OR IS ANTICIPATED TO BE LOCATED.

Except for those portions of millage specifically levied for the payment of principal and interest of obligations approved by electors or obligations pledging the unlimited taxing power of the local governmental units (the 'debt' portion of their millage) and ½ of all school captures for the duration of the extended plan, the tax revenues of the taxing jurisdictions for property within the CTP will not increase as a result of increases in the taxable value of property in the CTP until the termination of the Amended, Restated and Extended Tax Increment Financing Plan. However, the taxing jurisdictions have and are expected to continue to benefit from increased property values and accompanying tax increases from other nearby property outside the CTP.

(j) A LEGAL DESCRIPTION OF THE ELIGIBLE PROPERTY TO WHICH THE TAX INCREMENT FINANCING PLAN APPLIES OR SHALL APPLY UPON QUALIFICATION AS ELIGIBLE PROPERTY.

The property to which the Current Plan applies consists of all real property in the City of Southfield, County of Oakland, State of Michigan, located within the original JLDFA district boundaries described on Exhibit A.

The property to which the Amended, Restated and Extended Plan applies includes all real and personal property in the original JLDFA district boundaries in the City of Southfield described in the Current Plan and, in addition, includes all real and personal property in the expanded JLDFA district boundaries in the City of Southfield described in Exhibit A.

(k) AN ESTIMATE OF THE NUMBER OF JOBS TO BE CREATED AS A RESULT OF IMPLEMENTATION OF THE TAX INCREMENT FINANCING PLAN.

The Current Plan estimated that the construction of the Project will result in the creation of approximately 5000 new jobs and the retention of approximately 250 jobs in the City. It was expected that the direct job creation would result in additional indirect jobs.

There are currently an estimated 4,650 jobs within the Southfield CTP. Improvements that have been included and improvements contemplated by this plan will help ensure the retention of these jobs. Federal Mogul recently made a $700 million investment bringing 700 jobs. With additional improvements to the CTP, it is anticipated that at least one new employer or employers of 1,000 jobs will be attracted.

While not located in the Southfield CTP, BASF will be making a $19 million investment adding 154 jobs to the 400 which exist. Road improvements completed by the LDFA have assisted in their expansion. It is expected that the existence of this project will result in additional indirect jobs.

(l) THE PROPOSED BOUNDARIES OF A CERTIFIED TECHNOLOGY PARK TO BE CREATED UNDER AN AGREEMENT PROPOSED TO BE ENTERED INTO PURSUANT TO SECTION 12a, AN IDENTIFICATION OF THE REAL PROPERTY WITHIN THE CERTIFIED TECHNOLOGY PARK TO BE INCLUDED IN THE TAX INCREMENT FINANCING PLAN FOR PURPOSES OF DETERMINING TAX INCREMENT REVENUES, AND WHETHER PERSONAL PROPERTY

LOCATED IN THE CERTIFIED TECHNOLOGY PARK IS EXEMPT FROM DETERMINING TAX INCREMENT REVENUES.

The boundaries of the current Southfield CTP are included in Exhibit A and are illustrated in the map included as Exhibit B.

The boundaries under the Amended, Restated and Extended Plan area also included in Exhibit A and are illustrated in the map included as Exhibit B.

The entirety of the current JLDFA district boundaries in the City of Southfield and of the expanded JLDFA district boundaries in the City of Southfield described in Exhibit A have been or will be designated as a Certified Technology Park pursuant to agreements entered into or to be entered into with the MEDC.

Under the Amended, Restated and Extended Plan, personal property is not exempt from determining tax increment revenues.

SOUTHFIELD EXHIBITS

Exhibit	Description
A	Southfield CTP Legal Description
B	Map of Southfield CTP
C	Original Estimated Captured Assessed Value as Provided in Current Plan
D	Estimated Captured Assessed Value of Amended, Restated and Extended Plan

EXHIBIT A – SOUTHFIELD CTP LEGAL DESCRIPTION

District Boundaries in Current Plan

[SEE ATTACHED LEGAL DESCRIPTIONS]

LEGAL DESCRIPTIONS 2002 BASE YEAR

76-24-17-352-002
ASHLEY SOUTHFIELD CROSSING LLC
2575 S HAGGERTY RD STE 500
CANTON MI 48188

PROPERTY ADDRESS:
25510 W 11 MILE RD

LEGAL DESCRIPTION:
T1N,R10E,SEC 17 PART OF SW 1/4 OF SW 1/4 BEG AT PT DIST N 89-55-00 E 1085.75 FT FROM SW SEC COR, TH N 00-17-12 W 717.2 FT, TH N 89-42-48 E 35 FT, TH N 00-17-12 W 40 FT, TH S 89-42-48 W 70 FT, TH N 00-17-12 W 40 FT, TH N 89-42-48 E 305 FT, TH S 00-17-12 E 798.12 FT, TH S 89-55-00 W 270 FT TO BEG 4.940A RD INTERSECTION N 01-29-00 W408.99 FT TH N 88-26-00 E 389.52 FT TO PT OF BEG 3.614ANET = 4.94 AC

76-24-18-451-008
MEADOWBROOK INSURANCE GROUP
26255 AMERICAN DR
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
26255 AMERICAN DR

LEGAL DESCRIPTION:
T1N, R10E, SECS 17 & 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 15 L 18714 P 477 4-30-10 FR 006 & 007

76-24-18-476-009
A C PROPERTIES
26100 AMERICAN DR STE 550
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
AMERICAN DR

LEGAL DESCRIPTION:
T1N, R10E, SEC 17 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 10 L 18714 P 477 COMBINED ON 03-22-01 FROM 005 & 006

76-24-18-476-011
A C PROPERTIES
26100 AMERICAN DR STE 550
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
AMERICAN DR

LEGAL DESCRIPTION:
T1N, R10E, SEC 17 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 12 L 18714 P 477 SPLIT ON 3-2-01 FR 006

76-24-18-477-001
ISI HOLDINGS LLC
25900 W 11 MILE RD #100
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
25900 W 11 MILE RD

LEGAL DESCRIPTION:
T1N, R10E, SECS 17 & 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2005 MARSHLAND BUSINESS CENTER UNIT 1 L 42397 P 340 FIRST FLOOR UNIT 1 12-28-10 FR 24-18-476-008

76-24-18-477-002
SOUTHFIELD PROPERTIES GROUP LLC
25900 W ELEVEN MILE RD STE 250
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
25900 W ELEVEN MI RD

LEGAL DESCRIPTION:
T1N, R10E, SECS 17 & 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2005 MARSHLAND BUSINESS CENTER UNIT 2 L 42397 P 340 12-28-10 FR 24-18-476-008 LAND LINEAGE 2011 TO 17-477-002

76-24-18-477-003
ISI HOLDINGS LLC
40 OAK HOLLOW STE 120
SOUTHFIELD MI 48033

PROPERTY ADDRESS:
25900 W 11 MILE RD

LEGAL DESCRIPTION:
T1N, R10E, SECS 17 & 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2005 MARSHLAND BUSINESS CENTER GEN COM ELE ASSESSED WITH ALL UNITS IN CONDO L 42397 P 340 12-28-10 FR 24-18-476-008

EXHIBIT A – SOUTHFIELD CTP LEGAL DESCRIPTION (CONTINUED)

Expanded District Boundaries included in the Amended, Restated and Extended Plan

The district boundaries in the City of Southfield to which the Amended, Restated and Extended Plan applies includes all of the property described in the Current Plan (as set forth above) and, in addition thereto, includes the following:

[SEE ATTACHED LEGAL DESCRIPTIONS]

76-24-17-151-005

HC SOUTHFIELD LLC

101 WEST OHIO STREET SUITE 720

INDIANAPOLIS IN 46204

PROPERTY ADDRESS:

28100 FRANKLIN RD

LEGAL DESCRIPTION:

T1N,R10E,SEC 17 PART OF NW 1/4 OF SEC 17 & PART OF LOTS 46, 47 & 48, 'SUPERVISOR'S PLAT NO 2' OF PART OF NE 1/4 OF SEC 18, ALL DESC AS BEG AT PT DIST N 00-05-31 E 317.88 FT FROM E 1/4 COR OF SEC 18, TH N 00-05-31 E 10.88 FT, TH N 89-54-29 W 138.94 FT, TH N 41-10-20 W 136.33 FT, TH S 48-49-40 W 15.00 FT TO NELY R/W LINE OF FRANKLIN RD, TH N 41-10-20 W 102.74 FT TO SELY R/W LINE OF RELOC BECK RD, TH N 48-49-40 E 409.60 FT TO MOST NLY COR SD LOT 46, 000 TH S 00-05-31 W 75.10 FT, TH S 89-54-29 E 441.00 FT, TH S 00-05-31 W 291.76 FT TO WLY R/W LINE OF I-696, TH S 72-24-31 W 259.60 FT, TH S 88-34-31 W 193.73 FT, TO BEG 5.360A TO BEG 000

76-24-17-151-009

OAKLAND COUNTY

31001 LAHSER RD

BEVERLY HILLS MI 48025-4036

PROPERTY ADDRESS:

NORTHWESTERN HWY

LEGAL DESCRIPTION:

T1N,R10E,SEC 17 PART OF NW 1/4 BEG AT PT DIST N 01-58-37 W 1053.25 FT FROM W 1/4 COR, TH N 01-58-37 W 221.76 FT, TH S 63-51-50 E 75 FT, TH S 26-08-10 W 77.79 FT, TH ALG CURVE TO LEFT, RAD 250 FT, CHORD BEARS S 12-04-47 W 121.44 FT, DIST OF 122.67 FT TO BEG .140A ALG CURVE TO LEFT, RAD 993.00 FT, CHORD BEARS N 04-19-50 E 219.14 FT, DIST OF 219.59 FT & N 02-00-16 W 48.78 FT, TH N 88-56-57 E 234.44 FT & 000 .14 AC

76-24-17-151-010

ONP OWNER LLC

21 E LONG LAKE STE 101

BLOOMFIELD HIL MI 48304

PROPERTY ADDRESS:

28411 NORTHWESTERN HWY

LEGAL DESCRIPTION:

T1N,R10E,SEC 17 PART OF NW 1/4 BEG AT PT DIST N 00-05-31 E 693.62 FT FROM W 1/4 COR, TH N 00-05-31 E 581.39 FT TO SWLY LI OF NORTHWESTERN HWY, TH S 61-47-42 E 500 FT, TH S 00-05-31 W 345.75 FT, TH N 89-54-29 W 441 FT TO BEG EXC BEG AT PT DIST N 01-58-37 W 1053.25 FT FROM W 1/4 COR, TH N 01-58-37 W 221.76 FT, TH S 63-51-50 E 75 FT, TH S 26-08-10 W 77.79 FT TH ALG CURVE TO LEFT, RAD 250 FT, CHORD BEARS 000 S 12-04-47 W 121.44 FT, DIST OF 122.67 FT TO BEG 4.550A

76-24-17-151-011

ONP OWNER LLC

21 E LONG LAKE STE 101

BLOOMFIELD HIL MI 48304

PROPERTY ADDRESS:

NORTHWESTERN HWY

LEGAL DESCRIPTION:

R10E, SEC 17 PART OF NW 1/4 BEG AT PT DIST N 01-58-37 W 317.88 FT & N 86-30-23 E 193.73 FT & N 70-20-23 E 259.60 FT FROM W 1/4 COR, TH N 70-20-23 E 460.00 FT, TH N 41-54-37 W 400.00 FT, TH N 47-02-23 W 256.39 FT, TH S 01-58-37 E 627.54 FT TO BEG, ALSO BEG AT PT DIST N 01-58-37 W 317.88 FT & N 86-30-23 E 193.73 FT & N 70-20-23 E 719.60 FT FROM W 1/4 COR, TH N 70-20-23 E 25.48 FT, TH N 42-58-05 W 238.03 FT, TH N 42-10-17 W 159.96 FT, TH N 46-07-46 W 109.44 FT, TH N 50-41-48 W 127.05 FT, TH N 52-31-53 W 40.72 FT, TH S 01-58-37 E 10 FT, TH S 47-02-23 E 256.39 FT, TH S 41-54-37 E 400 FT TO BEG 3.54 AC 7-21-92 FR 007 & 008

76-24-17-328-001

DANA REALTY GROUP

PO BOX2079

BIRMINGHAM MI 48012-2079

PROPERTY ADDRESS:

27650 FRANKLIN RD

LEGAL DESCRIPTION:

TIN, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 1 L 37664 P 001 6-8-06 FR 326-018

76-24-17-328-002
DANA REALTY GROUP
PO BOX 2079
BIRMINGHAM MI 48012-2079

PROPERTY ADDRESS:
27770 FRANKLIN RD

LEGAL DESCRIPTION:

TIN, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 2 L 37664 P 001 6-8-06 FR 326-018

76-24-17-328-003
DANA REALTY GROUP
PO BOX 2079
BIRMINGHAM MI 48012-2079

PROPERTY ADDRESS:
27752 FRANKLIN RD

LEGAL DESCRIPTION:

TIN, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 3 L 37664 P 001 6-8-06 FR 326-018

76-24-17-328-004
DANA REALTY GROUP
PO BOX 2079
BIRMINGHAM MI 48012-2008

PROPERTY ADDRESS:
27722 FRANKLIN RD

LEGAL DESCRIPTION:

TIN, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 4 L 37664 P 001 6-8-06 FR 326-018

76-24-17-328-005
DANA REALTY GROUP
PO BOX 2079
BIRMINGHAM MI 48012-2079

PROPERTY ADDRESS:
27734 FRANKLIN RD

LEGAL DESCRIPTION:

TIN, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 5 L 37664 P 001 6-8-06 FR 326-018

76-24-17-328-006
LIME BOX LLC
27704 FRANKLIN RD
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
27704 FRANKLIN RD

LEGAL DESCRIPTION:

TIN, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 6 L 37664 P 001 6-8-06 FR 326-018

76-24-17-328-007
DANA REALTY GROUP
PO BOX 2079
BIRMINGHAM MI 48012-2079

PROPERTY ADDRESS:
27692 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 7 L 37664 P 001 6-8-06 FR 326-018

76-24-17-328-008
DANA REALTY GROUP
PO BOX 2079
BIRMINGHAM MI 48012-2079

PROPERTY ADDRESS:
27680 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC OAKLAND COUNTY CONDOMINIUM PLAN NO. 1868 REGENCY OFFICE PARK CONDO UNIT 8 L 37664 P 001 6-8-06 FR 326-018

76-24-17-351-016
BROOKDALE SENIOR HOUSING
6737W WASHINGTON ST #2300
MILWAUKEE WI 53214

PROPERTY ADDRESS:
25800 W 11 MILE RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 17 & 18 PART OF SW 1/4 OF SEC 17 & PART OF SE 1/4 OF SEC 18 BEG AT PT DIST N 00-02-03 W 60 FT & N 89-55-53 E 154.07 FT FR SE SEC COR OF SEC 18, TH N 225.97 FT, TH W 130 FT, TH N 40-56-58 W 419.76 FT, TH N 49-03-02 E 506.23 FT, TH S 40-56-58 E 507.01 FT, TH S 47-07-16 W 340.52 FT, TH S 260.07 FT, TH S 89-55-53 W 60 FT TO BEG 6.18 AC FR 18-400-024 JL LEGAL FROM COUNTY

76-24-17-351-018
AMERICAN CENTER ACQUISITION
1 TOWNE SQUARE #1600
SOUTHFIELD MI 48076

PROPERTY ADDRESS:
27777 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 17 & 18 PART OF SW 1/4 OF SEC 17 & PART OF SE 1/4 OF SEC 18 ALL DESC AS BEG AT PT DIST N 00-02-03 W 60 FT & N 89-55-53 E 615.69 FT & N 00-17-33 W 317.91 FT & N 40-56-58 W 603.97 FT FROM SW COR OF SEC 17, TH N 40-56-58 W 1426.86 FT, TH ALG CURVE TO RIGHT, RAD 617 FT, CHORD BEARS N 84-00-16 E 306.66 FT, DIST OF 309.90 FT, TH S 81-36-22 E 164.51 FT, TH ALG CURVE TO LEFT, RAD 728.74 FT, CHORD BEARS N 75-43-20 E 561.79 FT, DIST OF 576.72 FT, TH N 53-03-02 E 139.81 FT, TH S 40-56-58 E 969.51 FT, TH S 45-03-02 W 152.56 FT, TH ALG CURVE TO LEFT, RAD 710.27 FT, CHORD BEARS S 37-23-43 W 189.24 FT, DIST OF 189.80 FT, TH N 86-43-50 W 268.98 FT, TH N 40-41-46 W 214.57 FT, TH S 49-01-07 W 170.74 FT, TH N 40-58-53 W 75.66 FT, TH S 49-01-07 W 156.94 FT,

76-24-17-351-019
AMERICAN CENTER ACQUISITION
1 TOWNE SQUARE #1600
SOUTHFIELD MI 48076

PROPERTY ADDRESS:
FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 17 & 18 PART OF SW 1/4 OF SEC 17 & PART OF SE 1/4 OF SEC 18 ALL DESC AS BEG AT PT DIST N 00-02-03 W 60 FT & N 89-55-53 E 615.69 FT FROM SW COR OF SEC 17, TH N 00-17-33 W 317.91 FT, TH N 40-56-58 W 603.97 FT, TH N 48-57-54 E 144.68 FT, TH N 41-15-33 W 323.48 FT, TH N 49-01-07 E 156.94 FT, TH S 40-58-53 E 75.66 FT, TH N 49-01-07 E 170.74 FT, TH S 40-41-46 E 214.57 FT, TH S 86-43-50 E 268.98 FT, TH ALG CURVE TO LEFT, RAD 710.27 FT, CHORD BEARS S 14-43-25 W 368.06 FT, DIST OF 372.30 FT, TH S 00-17-33 E 735.90 FT, TH S 89-55-53 W 114 FT TO BEG 8.88 A 12-17-01 FR -014

76-24-17-352-001
KBA INC
7401 W WILSON AVE
HARWOOD HEIGH IL 60706

PROPERTY ADDRESS:
25650 W ELEVEN MI RD

LEGAL DESCRIPTION:

T1N,R10E,SEC 17 PART OF SW 1/4 OF SW 1/4 BEG AT PT DIST N 89-55-00 E 815.75 FT FROM SW SEC COR, TH N 00-17-12 W 796.24 FT TH N 89-42-48 E 235 FT TH S 00-17-12 E 40 FT TH N 89-42-48 E 70 FT TH S 00-17-12 E 40 FT TH S 89-42-48 W 35 FT TH S 00-17-12 W 717.20 FT TH S 89-55-00 W 270 FT TO BEG 4.740A RD INTERSECTION N 01-29-00 W408.99 FT TH N 88-26-00 E 389.52 FT TO PT OF BEG 3.614ANET = 4.74 AC, 000000

76-24-18-276-041
EYL ASSOCIATES
34975 W TWELVE MILE RD STE 200
FARMINGTON MI 48331

PROPERTY ADDRESS:
28625 NORTHWESTERN HWY

LEGAL DESCRIPTION:

T1N,R10E,SEC 18 SUPERVISORS PLAT NO 2 PART OF LOT 36 BEG AT PT DIST N 61-49-30 W 474.56 FT FROM SE LOT COR, TH S 53-45-30 W 389.25 FT, TH S 89-19-10 W 204.57 FT, TH N 41-10-20 W 166.91 FT, TH N 61-44-30 E 345.30 FT, TH S 28-25-00 E 0.62 FT, TH N 61-44-30 E 50.50 FT, TH N 28-25-00 W 0.50 FT, TH N 61-44-30 E 75 FT, TH S 61-49-30 E 240 FT TO BEG 000

76-24-18-276-051
Z G FRANKLIN PROPERTIES
30800 TELEGRAPH RD STE 3800
BINGHAM FARMS MI 48025

PROPERTY ADDRESS:
28444 FRANKLIN RD

LEGAL DESCRIPTION:

Parcel 2 T1N, R10E, SEC 18 SUPERVISOR'S PLAT NO 2 PART OF LOTS 38 & 39 BEG AT A PT DIST N 48-56-10 E 27 FT & N 41-10-20 W 185.82 FT FROM SWLY COR OF LOT 39, TH N 41-10-20 W 13.87 FT, TH S 48-56-10 W 27 FT, TH N 41-10-20 W 244.55 FT, TH N 89-19-10 E 376.54 FT, TH N 89-43-39 E 21.40 FT, TH S 48-50-08 W 275.53 FT TO BEG .89 AC 5-10-01 FR 047

76-24-18-276-052
Z G FRANKLIN PROPERTIES
30800 TELEGRAPH RD STE 3800
BINGHAM FARMS MI 48025

PROPERTY ADDRESS:
28382 FRANKLIN RD

LEGAL DESCRIPTION:

Parcel 3 T1N, R10E, SEC 18 SUPERVISOR'S PLAT NO 2 PART OF LOTS 38 & 39 BEG AT A PT DIST N 48-56-10 E 202.04 FT FROM SWLY COR OF LOT 39, TH N 41-10-20 W 186.13 FT, TH N 48-50-08 E 100.49 FT, TH N 89-43-39 E 152.05 FT, TH S 48-53-30 W 69.19 FT, TH S 61-18-20 E 92.63 FT, TH S 48-56-10 W 178.11 FT TO BEG .69 AC 5-10-01 FR 047

76-24-18-276-053
M & D PROPERTY VENTURES LLC
28366 FRANKLIN RD
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
28366 FRANKLIN RD

LEGAL DESCRIPTION:

Parcel 1 T1N, R10E, SEC 18 SUPERVISOR'S PLAT NO 2 PART OF LOTS 38 & 39 BEG AT A PT DIST N 48-56-10 E 27 FT FROM SWLY COR OF LOT 39, TH N 41-10-20 W 185.82 FT, TH N 48-50-08 E 175.04 FT, TH S 41-10-20 E 186.13 FT, TH S 48-56-10 W 175.04 FT TO BEG .76 AC 5-10-01 FR 047

76-24-18-279-001

ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28310 FRANKLIN RD

LEGAL DESCRIPTION:

1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 1 L 43020 P 212 4-28-11 FR 276-046 SPLIT/COMBINED ON 08/16/2012 FROM 76-24-18-276-046;

76-24-18-279-002

ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28300 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 2 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-003

ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28330 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 3 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-004

ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28240 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 4 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-005

ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28220 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 5 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-006
SKU HOLDINGS LLC
6611 STONEBRIDGE EAST
WEST BLOOMFIEI MI 48322

PROPERTY ADDRESS:
28260 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 6 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-007
ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28202 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 7 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-008
ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28200 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 8 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-009
ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
28290 FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES UNIT 9 L 43020 P 212 4-28-11 FR 276-046

76-24-18-279-010
ALPHA OPPORTUNITY FUND I LLC
5275 N SCOTTSDALE RD STE C 195
SCOTTSDALE AZ 85250

PROPERTY ADDRESS:
FRANKLIN RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 2010 COURTYARD OFFICES GEN COM ELE TO BE ASSESSED WITH ALL UNITS IN CONDO L 43020 P 212 4-28-11 FR 276-046 GENERAL COMMOM ELEMENTS PARCEL

76-24-18-351-006
DTE ELECTRIC COMPANY
PO BOX 33017
DETROIT MI 48232

PROPERTY ADDRESS:
27400 W 11 MILE RD

LEGAL DESCRIPTION:

T1N,R10E,SEC 18 PART OF SW 1/4 BEG AT PT DIST N 00-32-40 E 60 FT & S 89-48-20 E 60 FT FROM SW SEC COR TH N 00-32-40 E 600 FT TH S 89-48-20 E 420 FT TH S 00-32-40 W 600 FT TH N 89-48-20 W 420 FT TO BEG 5.780A EX C THAT PART TAKEN FOR HWY I-696 10.300A 000000

76-24-18-351-007
AMERICAN LANDMARK PROPERTIES II LLC

PROPERTY ADDRESS:
27350 W 11 MILE RD

XXXXX

LEGAL DESCRIPTION:

T1N,R10E,SEC 18 PART OF SW 1/4 BEG AT PT DIST S 89-48-20 E 480 FT & N 00-32-40 E 60 FT FROM SW SEC COR TH N 00-32-40 E 600 FT TH S 89-48-20 E 642 FT TH S 00-32-40 W 600 FT TH N 89-48-20 W 642 FT TO BEG 8.840A EX C THAT PART TAKEN FOR HWY I-696 10.300A 000000

76-24-18-351-008
CITY OF SOUTHFIELD
26000 EVERGREEN
SOUTHFIELD MI 48076

PROPERTY ADDRESS:
W 11 MILE RD

LEGAL DESCRIPTION:

T1N,R10E,SEC 18 PART OF S 1/2 OF SEC BEG AT PT DIST N 00-03-57 E 615 FT FROM S 1/4 COR, TH N 89-56-03 W 101.20 FT, TH N 44-56-03 W 437.41 FT, TH N 00-03-57 E 671.41 FT, TH N 45-03-57 E 437.41 FT, TH S 89-56-03 E 869.91 FT, TH S 44-56-03 E 100 FT, TH SWLY TO PT DIST E 120 FT & N 1717 FT FROM S 1/4 CO, TH S 00-03-57 W 240 FT, TH N 89 -56-03 W 120 FT, TH S 00-03-57 W 674 FT, TH S 89-56-03 E 798 FT, TH S 00-03-57 W 188 FT, TH N 89-56-03OW 798 FT TO BEG EXC PART IN 000000 I-696 HWY 16.270A 000

76-24-18-351-011
AMERICAN LANDMARK PROPERTIES II LLC
855 MILITARY AVE UNIT 57

PROPERTY ADDRESS:
W 11 MILE RD

XXXXX

LEGAL DESCRIPTION:

T1N,R10E,SEC 18 PART OF SW 1/4 BEG AT PT DIST N 00-22-00 R 660.00 FT FROM SW SEC COR, TH N 00-22-00 E 475.22 FT, TH S 89-38-00 E 50.00 FT, TH N 00-22-00 E 250.00 FT, TH S 89-38-00 E 25.00 FT, TH N 00-22-00 E 346.19 FT TO S R/W LINE OF I-696 HWY, TH S 89-01-00 E 1474.49 FT, TH ALG CURVE TO LEFT, RAD 5832.58 FT, CHORD BEARS N 86-55-56 E 824.10 FT, DIST OF 824.79 FT, TH S 45-03-57 W 217.31 FT, TH S 00-03-57 W 671.41 FT, TH S 44-56-03 E 289.25 FT, TH W 567.82 FT, 000000 TH N 45-00-00 W 350.71 FT, TH N 60.00 FT, TH W 488.28 FT, TH S 00-23-00 W 368.01 FT, TH W 1122.18 FT TO BEG EXC WLY 60 FT TAKEN FOR INKSTER RD 47.340A

76-24-18-351-012
SKYMARK PROPERTIES SPE LLC
855 MILITARY AVENUE UNIT 57

PROPERTY ADDRESS:
27100 W 11 MILE RD

XXXXX

LEGAL DESCRIPTION:

T1N,R10E,SEC 18 PART OF SW 1/4 BEG AT PT DIST E 1222.00 FT FROM SW SEC COR, TH N 00-23-00 E 637.91 FT, TH E 354.51 FT, TH S 190.00 FT, TH E 227.80 FT, TH S 129.30 FT, TH E 195.00 FT, TH S 318.60 FT, TH W 781.58 FT TO BEG EXC S 60 FT TAKEN FOR ELEVEN-MILE RD 7.910A61.52 FT & N 65-20-10 E 66.71 FT & S 83-17-50 E 61.52 FT & S 06-04 -20 E 170.83 FT & S 31-14-15 E 55.83 FT TO BEG.EXC.SLY 60 FT DED TO R.O.W. 8.715A 000000

76-24-18-351-014
SKYMARK PROPERTIES SPE LLC
855 MILITARY AVENUE UNIT 57
XXXXX

PROPERTY ADDRESS:
27200 W 11 MILE RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 PART OF S 1/2 OF SEC BEG AT PT DIST E 1222.00 FT & N 00-23-00 E 637.91 FT FROM SW SEC COR, TH N 00-23-00 E 390.10 FT, TH E 388.28 FT, TH S 60.00 FT, TH S 45-00-00 E 350.71 FT, TH E 567.82 FT, TH S 44-56-03 E 148.16 FT, TH S 00-03-57 W 171.94 FT, TH S 44-43-20 E 117.66 FT, TH S 11-33-40 W 52.46 FT, TH N 74-01-20 W 33.11 FT, TH S 18-31-40 W 52.89 FT, TH S 41-07-40 W 58.23 FT, TH S 64-39-20 E 61.52 FT, TH N 65-20-10 E 66.71 FT, TH S 83-17-50 E 61.52 FT, TH S 06-04-20 E 170.83 FT, TH S 31-14-15 E 55.83 FT, TH W 109.00 FT TO S 1/4 COR, TH W 634.52 FT, TH N 318.60 FT, TH W 195.00 FT, TH N 129.30 FT, TH W 227.80 FT, TH N 190.00 FT, TH W 354.51 FT TO BEG EXC S 60 FT TAKEN FOR ELEVEN MILE RD, ALSO EXC BEG AT PT DIST N 144.74 FT FROM SE COR OF SD PARCEL TH W 70

76-24-18-400-017
A C PROPERTIES
26100 AMERICAN DRIVE STE 550
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
26455 AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 PART OF S 1/2 OF SE 1/4 BEG AT PT DIST W 1077.63 FT & N 00-02-03 W 60 FT FROM SE SEC COR, TH W 398 FT, TH N 00-03-57 E 840 FT, TH E 398 FT, TH S 00-03-57 W 840 FT TO BEG 7.67 A

76-24-18-400-022
US GOVT B BATTERY 18
BOX 660 AAA
FRANKLIN MI 48025

PROPERTY ADDRESS:
26400 W 11 MILE RD

LEGAL DESCRIPTION:

T1N,R10E,SEC 18 PART OF SE 1/4 BEG AT PT DIST N 00-03-57 E 803 FT FROM S 1/4 COR, TH N 00-03-57 E 674 FT, TH S 89-56-03 E 120 FT, TH N 00-03-57 E 240 FT, TH N 80-48-22 E 728.91 FT, TH S 44-56-03 E 337.41 FT, TH S 00-03-57 W 980.70 FT, TH N 89-56-03 W 280 FT, TH N 00-03-57 E 188 FT, TH N 89-56-03 W 798 FT TO BEG 24.120A 000

76-24-18-400-027
HANTZ REAL ESTATE VENTURES LLC
26200 AMERICAN DRIVE 5TH FL
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
26100 AMERICAN DR

LEGAL DESCRIPTION:

T1N,R10E,SEC 17 PART OF SW 1/4 OF SEC 17 & PART OF SE 1/4 OF SEC 18, ALL DESC AS BEG AT PT DIST N 00-02-03 W 60.00 FT & W 1561.63 FT & N 00-03-57 E 2009.91 FT & N 72-22-14 E 1147.49 FT FROM SE COR OF SEC 18, TH N 72-22-14 E 325.00 FT ALG SLY R/W LINE I-696 HWY, TH S 15-26-02 E 360.00 FT, TH N 68-39-19 E 190.00 FT, TH S 31-42-20 E 163.00 FT, TH ALG CURVE TO RIGHT, RAD 642.74 FT, CHORD BEARS S 77-57-04 W 448.98 FT, DIST OF 458.65 FT, TH N 81-36-22 W 270.00 FT, TH N 33-54-05 E 190.34 FT, TH N 17-37-46 W 225.00 FT TO BEG 4.640A

76-24-18-400-028
SOUTHFIELD GRAND HOSPITALITY INC
26000 AMERICAN DR
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
26000 AMERICAN DR

LEGAL DESCRIPTION:

T1N,R10E,SEC 17 PART OF SW 1/4 OF SEC 17 & PART OF SE 1/4 OF SEC 18, ALL DESC AS BE AT PT DIST N 00-02-03 W 60.00 FT & W 1561.63 FT & N 00-03-57 E 2009.91 FT & N 72-22-14 E 1472.29 FT FROM SE COR OF SEC 18, TH N 72-22-14 E 180.64 FT ALG SLY R/W LINE I-696 HWY, TH S 40-56-58 E 491.72 FT ALG SW R/W LINE FRANKLIN RD TH S 53-03-02 W 118.75 FT, TH ALG CURVE TO RIGHT, RAD 642.74 FT, CHORD BEARS S 55-16-45 W 49.99 FT, DIST OF 50.00 FT, TH N 31-42-20 W 163.00 FT, TH S 68-39-19 W 190.00 FT TH N 15-26-02 W 360.00 FT TO BEG 2.620A

76-24-18-400-034

HANTZ REAL ESTATE VENTURES LLC

26200 ANERICAN DRIVE 5TH FLOOR
SOUTHFIELD MI 48075

PROPERTY ADDRESS:
26200 AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 PART OF SE 1/4 BEG AT PT DIST N 00-02-03 W 60 FT & W 1561.63 FT & N 00-03-57 E 2009.91 FT & N 72-22-14 E 663.03 FT FROM SE SEC COR, TH N 72-22-14 E 484.46 FT, TH S 17-37-46 E 225 FT, TH S 33-54-05 W 190.34 FT, TH N 81-36-22 W 373.28 FT, TH N 17-37-46 W 179.64 FT TO BEG EXC BEG AT PT DIST N 00-02-03 W 60 FT & W 1561.63 FT & N 00-03-57 E 2009.91 FT & N 72-22-14 E 663.03 FT & S 17-37-46 E 145.87 FT FROM SE SEC COR, TH ALG CURVE TO RIGHT, RAD 744.74 FT, CHORD BEARS S 52-33-58 E 62.51 FT, DIST OF 62.53 FT, TH N 81-36-22 W 39.83 FT, TH N 17-37-46 W 33.77 FT TO BEG, ALSO BEG AT PT DIST N 00-02-03 W 60 FT & W 1561.63 FT & N 00-03-57 E 2009.91 FT & N 72-22-14 E 7.82 FT FROM SE SEC COR, TH N 72-22-14 E 655.21 FT, TH S 17-37-46 E 179.64 FT, TH N 81-36-22 W

76-24-18-451-002

PANTECH

39533 WOODWARD AVENUE STE 150
BLOOMFIELD HIL MI 48304

PROPERTY ADDRESS:
26455 AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 2 L 18714 P 477 SPLIT ON 01/04/2000 FROM 76-24-17-351-017, 76-24-18-400-030, 76-24-18-400-031;

76-24-18-451-004

AMERICAN COMMERCE BUILDING

39533 WOODWARD AVE. STE 150
BLOOMFIELD HIL MI 48304

PROPERTY ADDRESS:
26545 AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 8 L 18714 P 477 SPLIT ON 01/28/2000 FROM 76-24-18-451-001

76-24-18-451-005

QUADCAST

39533 WOODWARD AVENUE STE 150
BLOOMFIELD HIL MI 48304

PROPERTY ADDRESS:
26495 AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 9 L 18714 P 477 SPLIT ON 01/28/2000 FROM 76-24-18-451-001

76-24-18-476-007

BARTON MALOW ENTERPRISES INC

26500 AMERICAN DR
SOUTHFIELD MI 48034

PROPERTY ADDRESS:
26500 AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 6 L 18714 P 477 8.48 AC SPLIT ON 01/28/2000 FROM 76-24-18-476-001, 76-24-18-476-003,

76-24-18-476-010
BRE/ESA PORTFOLIO
P O BOX 49550 PROP TAX 4192
CHARLOTTE NC 28277-9550

PROPERTY ADDRESS:
26250 AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 17 OAKLAND COUNTY CONDOMINIUM PLAN NO 1121 AMERICAN COMMERCE CENTRE UNIT 11 L 18714 P 477 SPLIT ON 03/22/01 FR 006

76-24-18-476-012
AMERICAN CTR ACQUISITION
20500 CIVIC CTR. DR. #3000
SOUTHFIELD MI 48076

PROPERTY ADDRESS:
AMERICAN DR

LEGAL DESCRIPTION:

T1N, R10E, SEC 18 PART OF SE 1/4 BEG AT PT DIST N 00-02-03 W 60 FT & N 89-55-53 E 615.69 FT & N 00-17-33 E 317.91 FT & N 40-56-58 W 2030.84 FT FROM SE SEC COR, TH N 40-56-58 W 116.96 FT, TH S 81-36-22 E 385.77 FT, TH ALG CURVE TO LEFT, RAD 617 FT, CHORD BEARS S 84-00-17 W 306.65 FT, DIST OF 309.90 FT TO BEG 0.25 A 12-17-01 FR 17-351-014 12-19-01 CORR

76-24-19-100-221
CUMBERLAND GLOBAL LLC
1205 FRANKLIN AVE SUITE 110
GARDEN CITY NY 11530

PROPERTY ADDRESS:
27301 W 11 MILE RD

LEGAL DESCRIPTION:

T1N,R10E,SEC 19 PART OF NW 1/4 OF NW 1/4 BEG AT PT DIST S 60 FT & N89-48-30 E 220.00 FT FROM NW SEC COR, TH N 89-48-30 E 383.65 FT, TH S 801.25 FT, TH S 89-48-30 W 543.65 FT, TH N 586.25 FT, TH N 89-48-30 E 160.00 FT, TH N 215.00 FT TO BEG 9.210A 000

76-24-19-100-223
RICHLAND TOWERS MANAGEMENT LLC
PO BOX 723597
ATLANTA GA 31139

PROPERTY ADDRESS:
26955 W 11 MILE RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 19 PART OF NW 1/4 BEG AT PT DIST S 89-54-07 W 317.19 FT & S 00-12-45 W 60 FT FROM N 1/4 COR, TH N 89-54-07 E 50 FT, TH S 00-12-45 W 110 FT, TH S 37-38-26 E 415.56 FT, TH N 89-54-07 E 304 FT, TH S 00-12-45 W 1159 FT, TH N 89-43-13 W 609 FT, TH N 00-12-45 E 1594.49 FT TO BEG 17.64 A PARCEL I 5-21-10 FR 222

76-24-19-100-224
DETROIT TELEVISION STATION WKBD INC
2800 POST OAK BLVD-- STE 4200
HOUSTON TX 77056

PROPERTY ADDRESS:
26905 W 11 MILE RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 19 PART OF NE 1/4, ALSO PART OF NW 1/4 BEG AT PT DIST S 00-02-57 W 60 FT FROM N 1/4 COR, TH S 00-02-57 W 1259.54 FT, TH S 20-04-31 E 368.12 FT, TH N 89-02-51 W 126.67 FT, TH N 89-43-13 W 712.91 FT, TH N 00-12-45 E 1159 FT, TH S 89-54-07 W 304 FT, TH N 37-38-26 W 415.56 FT, TH N 00-12-45 E 110 FT, TH N 89-54-07 E 1267.36 FT TO BEG 31.29 A 5-21-10 FR 222

76-24-22-326-001
KLM VENTURES
21411 CIVIC CENTER DR #114
SOUTHFIELD MI 48076

PROPERTY ADDRESS:
21411 CIVIC CENTER DR

LEGAL DESCRIPTION:

T1N,R10E,SEC 22 330C SECTION 22 PART OF E 1/2 OF SW 1/4 BEG AT PT DIST S 86-40-50 W 616.67 FT FROM CEN OF SEC, TH S 02-02-30 W 692.95 FT, TH W 330 FT, TH N 02-02-30 E674 FT APPROX TO CEN LINE OF101/2 MILE RD TH N 86-40-50 E 330 FT ALG CEN LINE OF 101/2 MILE RD TO THE BEG EXC NLY 41 FT DED TO R.O.W. 4.850A 000000

76-24-22-326-002
LAWRENCE TECH UNIVERSITY
21000 TEN MI RD W
SOUTHFIELD MI 48075

PROPERTY ADDRESS:
21255 CIVIC CENTER DR

LEGAL DESCRIPTION:

T1N,R10E,SEC 22 330B-1 PART OF SW 1/4 BEG AT PT DIST S 86-40-50 W 237.76 FT FROM CEN OF SEC, TH ALG CEN LINE OF PERPETUAL 40 FT EASEMENT FOR EGRESS & INGRESS S 3-26-50 E 111.18 FT & 97.70 FT ALG ARC OF A CURVE CONCAVE TO W WITH RAD OF 186.58 FT & CHORD BEARING S 11-33-16 W 96.59 FT, TH S 26-33-23 W 143.86 FT , TH S 2-02-30 W 32.02 FT TO THE END OF THE EASEMENT OF THIS LAND DESC. TH N 63-26-37 W 342.68 FT, TH N 2-02-30 E 192.25 FT, TH N 86-40-50 E 378.91 FT TO BEG, EXC THAT PART TAKEN 000000 FOR HWY 2.180A

76-24-22-326-003
LAWRENCE TECH UNIVERSITY
1 TOWNE SQUARE #1200
SOUTHFIELD MI 48076

PROPERTY ADDRESS:
21301 CIVIC CENTER DR

LEGAL DESCRIPTION:

T1N,R10E,SEC 22 330B-2 PART OF SW 1/4 BEG AT A PT DIST S 86-40-50 W 616.67 FT & S 02-02-30 W 192.25 FT FROM CEN 1/4 COR OF SEC 22 TH S 63-26-37 E 342.68 FT TH S 02-02-30 W PARALLEL TO N &S 1/4 LINE 145 FT TH N 88- 28-34 W 311.39 FT TH N 02- 02-30 E 290 FT TO BEG SUBJECT TO AN EASEMENT OVER WLY 20 FT OF DESC PROP ALSO OV ER ELY 30 FT OF PROP FO INGRESS & EGRESS 1.554A M J MURPHYS ORCHARD ESTS. DUE WEST 311.50 FT, TH N 2-02-30 E 500.70 FT TO BEGINNING CONTAINING 3.0277 000000

76-24-22-326-004
LAWRENCE TECH UNIVERSITY
21000 WEST TEN MILE
SOUTHFIELD MI 48076

PROPERTY ADDRESS:
21311 CIVIC CENTER DR

LEGAL DESCRIPTION:

T1N,R10E,SEC 22 330B-3 PART OF SW 1/4 BEG AT A PT DIST S 86-40-50 W 616.67 FT & S 02-02-30 W 482.25 FT FROM CEN 1/4 COR OF SEC 22 TH S 88-28-34 E 311.39 FT TH S 02-02-30 W PARALLEL TO N &S 1/4 LINE 201.64 FT TH DUE W ALG NLY LINE S. P. OF M. JMURPHY ORCHARD EST 311.50 FTTH N 02-02-30 E 210.70 FT TOBEG SUBJECT TO AN EASEMENT OV ER ELY 30 FT OF ELY 100FTFOR PUBLIC UTILITIES 1.474A M J MURPHYS ORCHARD ESTS. DUE WEST 311.50 FT, TH N 2-02-30 E 500.70 FT TO BEGINNING CONTAINING 3.0277 000000

76-24-22-326-005
LAWRENCE TECH UNIVERSITY
21000 TEN MI RD W
SOUTHFIELD MI 48075

PROPERTY ADDRESS:
21201 CIVIC CENTER DR

LEGAL DESCRIPTION:

T1N,R10E,SEC 22 330A SECTION 22 PART OF SW 1/4 BEG AT PT DIST S 86-40-50 W 237.76 FT FROM CEN OF SEC, TH S 03-26-50 E 111.18 FT, TH ALG CURVE TO LEFT, RAD 186.58 FT CHORD BEARS S 11-33-16 W 96.59 FT DIST 97.70 FT TH S 26-33-23 W 143.86 FT TH S 02-02-30 W 379.66 FT TH E 302.90 FT TH N 02-02-30 578 .90 FT TH NWLY ALG N'WESTERN HWY ALG CURVE TO LEFT RAD 3615.87 FT CHORD BEARS N 48-46-19 W 210.86 FTDIST 210.89 FT TH S 86-40-50W 74.02 FT TO BEG, EXC THAT PART TAKEN FOR HWY 000000 4.240A

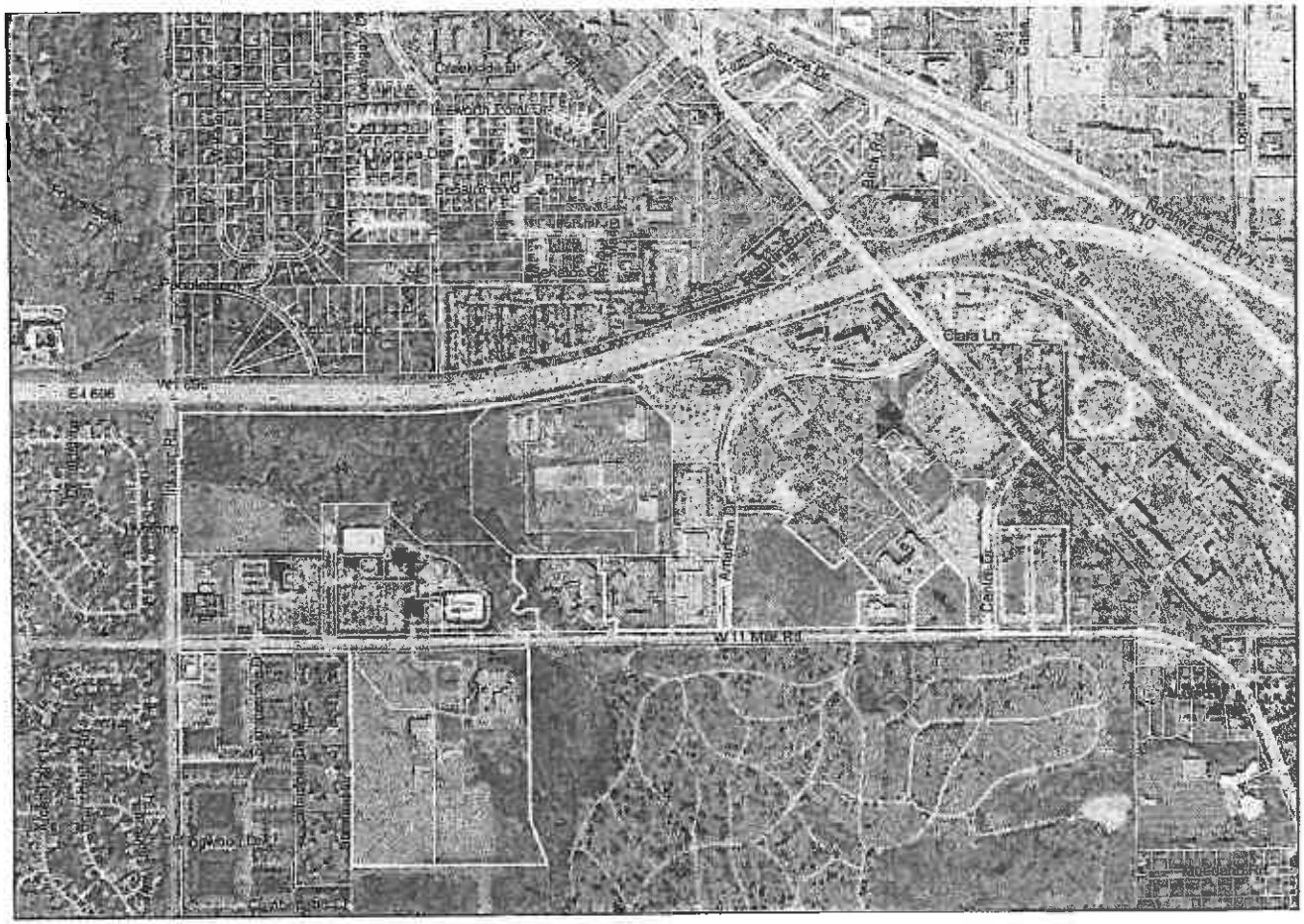
76-24-22-451-004
LAWRENCE TECH UNIVERSITY
21000 W 10 MILE
SOUTHFIELD MI 48075

PROPERTY ADDRESS:
21222 W TEN MI RD

LEGAL DESCRIPTION:

T1N, R10E, SEC 22 SUPERVISOR'S PLAT OF M J MURPHY ORCHARD ESTATES PART OF LOTS 1 TO 4 INCL, ALSO ALL OF LOTS 23 TO 27 INCL, ALSO PART OF SE 1/4 ALL DESC AS BEG AT PT DIST N 02-47-50 E 60.04 FT FROM S 1/4 COR, TH N 89-14-40 W 650.06 FT, TH N 01-32-50 E 386 FT, TH S 89-14-40 E 166.10 FT, TH N 01-32-50 E 399.01 FT, TH S 89-14-40 E 52.26 FT, TH ALG CURVE TO LEFT, RAD 194.62 FT, CHORD BEARS N 48-25-05 E 262.15 FT, DIST OF 287.62 FT, TH N 06-04-50 E 250 FT, 22 TH ALG CURVE TO LEFT, RAD 257.79 FT, CHORD BEARS N 35-51-39 W 344.60 FT, 25 DIST OF 377.41 FT, TH N 12-11-40 E 229.01 FT, TH S 89-14-35 E 425 FT, TH N 02-47-50 E 572.09 FT, TH ALG CURVE TO RIGHT, RAD 3660.72 FT, CHORD BEARS S 44-32-48 E 191.72 FT, DIST OF 191.74 FT, TH S 43-02-46 E

Exhibit B
Southfield CTP



N

0 500 1,000 2,000 Feet

Carlisle/Wortman Associates, Inc.
Source: City of Southfield, Oakland County GIS
5/18/2015

Exhibit B
Southfield CTP – Lawrence Technological University Expansion

N

0 250 500 1,000 Feet

Carlisle/Wortman Associates, Inc.
Source: City of Southfield, Oakland County GIS
5/18/2015

EXHIBIT C – CITY OF SOUTHFIELD CTP

Exhibit C City of Southfield CTP Original Estimated Captured Assessed Value as Provided in Current Plan 2003-2017				
Year	***Base Assessed Value***	***Estimated Total Taxable Value***	***Estimated Captured Value***	***Estimated Captured Taxes (37.4801) ($)***
2003/2004	2,321,650	3,179,330	857,680	32,146
2004/2005	2,321,650	5,452,163	3,130,513	117,332
2005/2006	2,321,650	8,902,048	6,580,398	246,634
2006/2007	2,321,650	12,770,804	10,449,154	391,635
2007/2008	2,321,650	17,004,974	14,683,324	550,332
2008/2009	2,321,650	19,457,074	17,135,424	642,237
2009/2010	2,321,650	19,846,215	17,524,565	656,822
2010/2011	2,321,650	20,273,437	17,951,787	672,835
2011/2012	2,321,650	20,678,906	18,357,256	688,032
2012/2013	2,321,650	21,092,484	18,770,834	703,533
2013/2014	2,321,650	21,514,334	19,192,684	719,344
2014/2015	2,321,650	21,944,621	19,622,971	735,471
2015/2016	2,321,650	22,383,513	20,061,863	751,921
2016/2017	2,321,650	22,831,183	20,509,533	768,699
2017/2018	2,321,650	23,287,807	20,966,157	785,814
				Total Captured Taxes - $8,462,787

EXHIBIT D – City of Southfield CTP
Captured Assessed Value of Amended, Restated and Extended Plan
2015/16 – 2018/19 and 2019/20 – 2033/34

Year	Base Taxable Value	Taxable Value Projected	Base PP TV	PP Taxable Value Projected	Base Real TV	Real Taxable Value Projected	PP Total Increment per Year	Real Total Increment per Year	Total Increment per Year	Capture of City taxes, or 23.74410 mills	Capture County Operating Taxes, or 4.6461 mills	Capture of OCPTA taxes, or 1.0 mills	50% Capture of ISD, or 1.68450 mills	Capture of OCC taxes, or 1.5844 mills	50% Capture of School Operating Taxes, or RP 9.0 mills and Comm PP taxes, or 3.0 mills	50% State Education Tax RP & Comm PP Taxes, or 3.0 mills	Total Annual Capture
2015	2,321,650	7,858,110															
2015/16	104,555,430	110,091,890	28,912,440	28,912,440	75,643,840	81,180,300	0	5,536,460	5,536,460	131,458	25,723	5,536	9,326	8,772	49,828	33,219	263,863
2016/17	104,555,430	107,890,052	28,912,440	28,334,191	75,643,840	81,180,300	-578,249	5,536,460	4,958,211	117,728	23,036	4,958	8,352	7,856	48,093	29,749	239,773
2017/18	104,555,430	106,811,152	28,912,440	28,050,849	75,643,840	81,586,202	-861,591	5,942,361	5,080,771	120,638	23,606	5,081	8,559	8,050	50,896	30,485	247,315
2018/19	104,555,430	107,345,207	28,912,440	28,191,104	75,643,840	82,809,995	-721,336	7,166,155	6,444,818	153,026	29,943	6,445	10,856	10,211	62,331	38,669	311,482
2019/20	104,555,430	107,881,933	28,912,440	28,332,059	75,643,840	84,052,144	-580,381	8,408,304	7,827,923	185,867	36,369	7,828	13,186	12,403	73,934	46,968	376,554
2020/21	104,555,430	108,421,343	28,912,440	28,473,719	75,643,840	85,312,927	-438,721	9,669,087	9,230,366	219,167	42,885	9,230	15,549	14,625	85,706	55,382	442,543
2021/22	104,555,430	108,963,450	28,912,440	28,616,088	75,643,840	86,592,621	-296,352	10,948,781	10,652,428	252,932	49,492	10,652	17,944	16,878	97,650	63,915	509,463
2022/23	104,555,430	109,508,267	28,912,440	28,759,168	75,643,840	87,891,510	-153,272	12,247,670	12,094,398	287,171	56,192	12,094	20,373	19,162	109,769	72,566	577,328
2023/24	104,555,430	110,055,808	28,912,440	28,902,964	75,643,840	89,209,882	-9,476	13,566,042	13,556,567	321,888	62,985	13,557	22,836	21,479	122,066	81,339	646,151
2024/25	104,555,430	110,606,087	28,912,440	29,047,479	75,643,840	90,548,031	135,039	14,904,191	15,039,230	357,093	69,874	15,039	25,334	23,828	134,543	90,235	715,946
2025/26	104,555,430	111,712,148	28,912,440	29,337,954	75,643,840	91,906,251	425,514	16,262,411	16,687,925	396,240	77,534	16,688	28,111	26,440	147,638	100,128	792,778
2026/27	104,555,430	112,829,270	28,912,440	29,631,333	75,643,840	93,284,845	718,893	17,641,005	18,359,898	435,939	85,302	18,360	30,927	29,089	160,926	110,159	870,703
2027/28	104,555,430	113,957,563	28,912,440	29,927,647	75,643,840	94,684,118	1,015,207	19,040,278	20,055,484	476,199	93,180	20,055	33,783	31,776	174,408	120,333	949,735
2028/29	104,555,430	115,097,138	28,912,440	30,226,923	75,643,840	96,104,379	1,314,483	20,460,539	21,775,023	517,028	101,169	21,775	36,680	34,500	188,088	130,650	1,029,891
2029/30	104,555,430	116,248,110	28,912,440	30,529,192	75,643,840	97,545,945	1,616,752	21,902,105	23,518,857	558,434	109,271	23,519	39,618	37,263	201,969	141,113	1,111,187
2030/31	104,555,430	117,410,591	28,912,440	30,834,484	75,643,840	99,009,134	1,922,044	23,365,294	25,287,339	600,425	117,488	25,287	42,597	40,065	216,054	151,724	1,193,640
2031/32	104,555,430	118,584,697	28,912,440	31,142,829	75,643,840	100,494,271	2,230,389	24,850,431	27,080,820	643,010	125,820	27,081	45,618	42,907	230,345	162,485	1,277,265
2032/33	104,555,430	119,770,544	28,912,440	31,454,257	75,643,840	102,001,685	2,541,817	26,357,845	28,899,663	686,196	134,271	28,900	48,681	45,789	244,846	173,398	1,362,081
2033/34	104,555,430	120,968,249	28,912,440	31,768,800	75,643,840	103,531,711	2,856,360	27,887,871	30,744,231	729,994	142,841	30,744	51,789	48,711	259,560	184,465	1,448,104
Total										7,190,436	1,406,980	302,830	510,118	479,805	2,658,651	1,816,982	14,365,802

CITY OF TROY

AMENDED, RESTATED AND EXTENDED

DEVELOPMENT PLAN

Section 1: Amended, Restated and Extended Development Plan

Section 15 (1) of Public Act 281 of 1986 states that if a board decides to finance a project under this Act, it shall prepare a development plan. The activities of the Troy Development Plan adopted by the JLDFA in May 2003 (hereinafter referred to as Current Plan) and the proposed activities of the Amended, Restated and Extended Plan are described. Section 15(2) states that, to the extent necessary to accomplish the proposed development program, the development plan shall contain the following:

(a) A DESCRIPTION OF THE PROPERTY TO WHICH THE PLAN APPLIES IN RELATION TO THE BOUNDARIES OF THE AUTHORITY DISTRICT AND A LEGAL DESCRIPTION OF THE PROPERTY.

The property to which the Development Plan applies (Property) includes approximately 73.61 acres of land within the Troy CTP, which is the total area of the Troy portion of the District. The legal description of the Property is attached hereto as Exhibit A and is illustrated in Exhibit B.

There are no changes proposed in the Amended, Restated and Extended Plan.

(b) THE DESIGNATION OF BOUNDARIES OF THE PROPERTY TO WHICH THE PLAN APPLIES IN RELATION TO HIGHWAYS, STREETS, OR OTHERWISE.

The property to which the Development Plan applies is generally bounded on the north by Big Beaver Road; on the East by John R. Road; on the West by Rochester Road and I-75; and to the South by Maple Road. Exact legal boundaries are provided in Exhibit A and illustrated in Exhibit B.

There are no changes proposed in the Amended, Restated and Extended Plan.

(c) THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES IN THE VICINITY OF THE PROPERTY TO WHICH THE PLAN APPLIES; THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE PROPERTY TO WHICH THE PLAN APPLIES, INCLUDING RESIDENTIAL, RECREATIONAL, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES.

Big Beaver Road (16 Mile Road) forms the northern boundary of the Troy CTP. It is a major east-west County road extending through Troy. From Coolidge Highway to Dequindre Road, Big Beaver is a six lane divided road with three lanes in each direction and an average right-of-way of two hundred and four (204) feet.

I-75 is a major north/south Federal Interstate providing access to the Troy portion of the CTP to the City of Detroit, Pontiac, Flint, I-696 and M-59.

Also to the west lies Rochester Road, a six lane divided road north of I-75 and a four lane divided road south of I-75 which provides access to Stephenson Highway, a four lane divided road with 2 lanes in each direction. Rochester Road and Stephenson Highway are both major thoroughfares with on and off access to I-75.

To the south is Maple Road (15 Mile Road), a five lane County road running east and west, extending from Macomb County and the City of Sterling Heights to the east, to the City of Birmingham to the west.

To the east is John R Road, a five lane County road running north and south, extending from the south at the City of Madison Heights north to the City of Rochester Hills.

Approximately fifty-five (55) acres of the Troy portion of the CTP were zoned R-C (Research Center) and approximately 20 acres were zoned M-1, at the time of adoption of the Plan in May 2003.

Amended and Extended Plan

The only change which has occurred is the rezoning of the M-1 to IB-Integrated Business. This change came as a result of the comprehensive revision of the Troy Zoning Ordinance.

(d) A DESCRIPTION OF PUBLIC FACILITIES TO BE ACQUIRED FOR THE PROPERTY TO WHICH THE PLAN APPLIES, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS NECESSARY TO MAKE THOSE IMPROVEMENTS, AND AN ESTIMATE OF THE TIME REQUIRED FOR THE COMPLETION OF THE IMPROVEMENTS.

Current Plan

The Current Plan described the following projects:

Phase I

The Big Beaver project potentially required the full acquisition of 13 to 15 parcels along the south side of Big Beaver, from Dequindre to the west. If these parcels became full acquisitions the homes currently on the property would be demolished as part of the project. Relocation of the affected homeowners would be part of the right-of-way phase of the project. There was also the potential for various temporary construction easements and grading permits along the entire project length.

The right-of-way phase was in progress and was expected to be completed by December 2004. The City prepared preliminary right-of-way plans to be approved by MDOT prior to any acquisition taking place. The right-of-way phase was estimated at $4,200,000. The City's share of this amount was $840,000.

Also the McCulloch Drain improvement project. See Section 1(f).

Phase II

Future projects included the renovation of the street grid to the south and east serving the Troy portion of the . In addition, an on-ramp from southbound Rochester Road to northbound I-75 would be an intended long-term project associated with the Troy CTP.

In regards to the projects and activities described in Phase I , the City of Troy was able to secure funding from other sources and did not use LDFA funds to complete the Big Beaver project. The entire McCulloch Drain project was not implemented due to cost constraints, although there were drainage improvements made to improve the Automation Alley site.

Regarding Phase II projects, the improvement to the street grid south and east of the Troy portion of the JLDFA will be carried forward as a project in the Amended, Restated and Extended Plan.

The improvements that are proposed to be completed in the Amended, Restated and Extended Plan include the following:

1. Repair/reconstruction of Bellingham Drive within the area that services the CTP
2. Improvement of pedestrian access to and within the CTP
3. Repair/reconstruction of Big Beaver in proximity to and serving the Troy portions of the CTP
4. Improvement of the street grid south of the Troy portion of the CTP to improve southerly access from John R
5. Improvement of the McCulloch Drain in proximity to the National Electrical Contractors Association offices located within the CTP
6. Improvements to the building, surface parking and associated site improvements for Automation Alley which will benefit expansion of the business incubator/accelerator.
7. The project also includes administrative costs related to the public facilities described above, including but not limited to architectural, engineering, legal and accounting fees and other related costs.

The anticipated construction schedule is included in Section (e) following.

(e) THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE PUBLIC FACILITIES FOR THE PROPERTY TO WHICH THE PLAN APPLIES, AND THE ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The Current Plan described the following projects and funding mechanism:

The Big Beaver, Rochester to Dequindre project consisted of the widening of the existing four (4) and five (5) lane concrete boulevard to provide for a six (6) lane concrete boulevard with median cross overs and right turn lanes at the intersections of Rochester, John R and Dequindre. Also included was ~~will be~~ the rehabilitation of areas of failed concrete pavement, drive approaches and curb and gutter.

The estimated construction cost ~~is~~ was $2,803,000. The City's share of the construction phase ~~is~~ was $603,000.

The project ~~is~~ was anticipated to begin in April 2005 with a projected completion date of November 2005. Final project clean up and restoration, as needed, would take place in the Spring of 2006.

In each calendar year, 60% of the revenue generated by the captured millage within the boundaries of the Certified Technology Park was allocated for support of the business accelerator/incubator program and 40% was allocated for public infrastructure, either in or associated with the Troy Certified Technology Park However, in any calendar year the 40% allocated for infrastructure was not less than the revenue generated by the total City millage levied against the total captured taxable value in each calendar year. If this latter sum was greater than 40%, then the accelerator program would receive 60% of the tax increment revenue minus the sum necessary to provide a full allocation for infrastructure.

The City did not use TIF funds to complete the Big Beaver Project. The full McCulloch Drain project was not implemented due to cost, although a portion of the drain in proximity to Automation Alley was completed.

The Troy portion of the JLDFA has provided funding support of Automation Alley for the business accelerator/incubator program in accordance with the formula set forth in the Current Plan, despite the economic downturn and reduction in TIF revenues.

In the Amended, Restated and Extended Plan the funding formula will be modified to provide greater clarity. Annually, the tax increment revenues available to the Troy CTP shall be used in those amounts specified in the following:

- Sixty (60) percent shall be devoted to operation, furnishing and equipping the Automation Alley business incubator/accelerator.
- Forty (40) percent shall be devoted to the following:
    - Marketing expense of the Troy CTP including Foundation membership in Automation Alley
    - Public infrastructure improvements to streets, drains and pedestrian systems serving the Troy CTP
    - Building, parking and site improvements to Automation Alley
    - Costs incurred by the City of Troy to administer the Troy CTP

The Troy CTP anticipates that the following projects as described in Section 1(d) will be conducted in accordance within the following time frame, estimated time of completion, and estimated cost:

Table 1
Proposed Projects
Troy CTP

Projects	Cost ($)	Estimated Time Frame/ Time of Completion
1. Repair/reconstruction of Bellingham Drive	100,000	FY 2023/24
2. Improvement of pedestrian access	200,000	FY 2016/17
3. Repair/reconstruction of Big Beaver Road	200,000	FY 2028/29
4. Repair/reconstruction Brinston, Alger, Larchwood, Austin, Woodslee, Birchwood, Chopin Streets	100,000	FY 2033/34
5. Repair/reconstruction of John R	100,000	FY 2033/34
6. Improvements to Automation Alley building, parking and associated site improvements	200,000	FY 2020/21

(f) A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.

The Current Plan described the construction, stages and estimated time of completion.

The Big Beaver, Rochester to Dequindre project was to be constructed while maintaining traffic.

It was anticipated that the construction would take up to six (6) months to complete and restoration and final clean up would take approximately one (1) month to complete. The final contract completion date was anticipated to be June of 2006.

The proposed McCulloch Drain improvements was to include the construction of a 2.5 MCF storage basin facility along Wattles Road (north and west of the CTP). In conjunction with the retention facility, a 6-foot to 6.5-foot diameter storm drain along Rochester Road was to be constructed to transport storm water to a 13-foot diameter storm drain beginning in the vicinity of Rochester Road and Big Beaver Road. The proposed 13-foot diameter sewer would then extend southeasterly, along with the southern boundary of the proposed SmartZone, to the confluence of the existing 14-foot diameter Douglas Drain located at the southeast corner of the CTP boundary. The estimated construction cost for this project was $11,000,000 with 100% of the project cost being paid for by the City.

As indicated, the City did not use TIF funds to complete the Big Beaver project. The full McCulloch Drain project was not implemented due to cost, although a portion was improved in proximity to Automation Alley.

In the Amended, Restated and Extended Plan, the planned construction, construction stages and estimated time of completion are described in Table 1, in Section 1.(c).

(g) A DESCRIPTION OF ANY PORTIONS OF THE PROPERTY TO WHICH THE PLAN APPLIES, WHICH THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.

In the Current Plan and in the Amended, Restated and Extended Plan, there will be no property which the Authority desires to sell, donate, exchange or lease to or from the City of Troy.

(h) A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, AND UTILITIES.

The Current Plan described the following:

The former Preston Trucking site could seek a rezoning from M-1 (Light Industrial) to R-C (Research Center). For street changes see Section 1(d)(e)(f) for Big Beaver Road changes and for Phase II a complete renovation was planned for the street grid south and east of the Certified Technology Park. (Bellingham to John R)

The former Preston Trucking site was redeveloped as Old Dominion Trucking, thereby adding jobs and tax base to the Troy CTP.

In the Amended, Restated and Extended Plan, all street changes are identified in Section 1.(d)(e)(f). Zoning changes are identified in Section 1.(c).

(i) AN ESTIMATE OF THE COST OF THE PUBLIC FACILITY OR FACILITIES, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE PUBLIC FACILITY OR FACILITIES, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

The Current Plan described the following:

The estimated cost of all public facilities in Phase I was $18,003,000. The Michigan Department of Transportation agreed to pay $5,560,000 of the cost and the LDFA would pay the balance of $1,443,000 for the road project.

The proposed method of financing the public facilities may be summarized as follows:

The Troy LDFA would bond its share or the City of Troy would exercise its bonding authority on behalf of the LDFA.

The Troy LDFA did not provide funds for the projects identified in Section 1.(d)(e)(f), with the exception of the improvements to the McCulloch Drain in proximity to Automation Alley. There was no bonded indebtedness incurred.

In the Amended, Restated and Extended Plan, projects within the Troy CTP will be on a "pay as you go" basis. There will be no bonded indebtedness incurred.

(j) DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE PUBLIC FACILITY OR FACILITIES IS TO BE LEASED, SOLD, OR CONVEYED AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN, IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY.

The Current Plan described the following:

The City constructed the Big Beaver widening. The Big Beaver Road project, including all improvements, is owned by the Road Commission for Oakland County.

All other roads are City owned and will remain so.

All City roadway improvements are being made for the benefit of the public and will be dedicated for public use. The improvements of the McCulloch Drain will be contracted by the County Drain Commission and remain property of the Oakland County Drain Commission.

The City did not proceed with the full McCulloch Drain project, although a portion of the Drain was improved in proximity to Automation Alley.

In the Amended, Restated and Extended Plan, all projects identified in Section 1.(d)(e)(f) will be constructed by the City. Any improvements made to Big Beaver will be owned by the Road Commission for Oakland County. Any improvements made to storm drainage within the Troy CTP will be completed by either the City, or the Oakland County Water Resources Commissioner.

(k) THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING OF ALL OR A PORTION OF THE PUBLIC FACILITY OR FACILITIES UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND

PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED TO THOSE PERSONS.

The Current Plan described the following:

All improvements would be constructed on a competitively bid basis. The newly constructed roadway and drain will be dedicated to the appropriate public authority upon their completion.

In the Amended, Restated and Extended Plan, all improvements will be bid on a competitive basis. There will be no newly constructed roadways. All improvements will be to existing roadways which serve the Troy CTP.

(l) ESTIMATES OF THE NUMBER OF PERSONS RESIDING ON THE PROPERTY TO WHICH THE PLAN APPLIES AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS.

The Current Plan described the following:

The Development Plan required public acquisition of between 13 to 15 residential properties and the relocation of these residents in order to accommodate the widening of Big Beaver. (See Section 1(d)). No privately owned commercial properties were acquired.

There is no public housing presently available in the City. On the whole, housing conditions in the City of Troy can be classified as standard and adequate opportunity exists for relocation within the City on an owner or rental basis.

While all of the above statements are accurate, the Troy LDFA did not provide funding for the Big Beaver project.

In the Amended, Restated and Extended Plan, there will be no public acquisition of occupied residences for any project set forth in Section 1.(d)(e)(f).

(m) A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT.

Current Plan

The Development Plan does not include the construction of new housing within the Development Area. Relocation of between 13 to 15 residential property owners was in full compliance with the Federal

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. 4601 to 4655.

While all of the above statements are accurate, the Troy LDFA did not provide funding for the Big Beaver project.

In the Amended, Restated and Extended Plan, there will be no public acquisition of occupied residences for any project set forth in Section 1.(d)(e)(f).

(n) PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT, AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, 42 U.S.C. 4601 TO 4655.

The Current Plan described the following:

Relocation benefits will be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).

While all of the above statements are accurate, the Troy LDFA did not provide funding for the Big Beaver project.

In the Amended, Restated and Extended Plan, there will be no public acquisition of occupied residences for any project set forth in Section 1.(d)(e)(f).

(o) A PLAN FOR COMPLIANCE WITH ACT NO. 227 OF THE PUBLIC ACTS OF 1972, BEING SECTIONS 213.321 TO 213.332 OF THE MICHIGAN COMPILED LAWS.

The Current Plan described the following:

Act 227 of P.A. 1972 is an act to provide financial assistance; advisory services and reimbursement of certain expenses to persons displaced from real property or deprived of certain rights in real property. Under this Act, a displaced person is defined as a "person who vacates real property or removes his personal property there from pursuant to a program undertaken by a state agency (political subdivision of the state) which results in the acquisition of the real property in whole or in part, or in order to vacate the real property". This Act requires procedures and policies comparable to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the benefits references in paragraph (n) satisfy the requirements of this paragraph.

While all of the above statements are accurate, the Troy LDFA did not provide funding for the Big Beaver project.

In the Amended, Restated and Extended Plan, there will be no public acquisition of occupied residences for any project set forth in Section 1.(d)(e)(f).

(p) OTHER MATERIAL, WHICH THE AUTHORITY OR GOVERNING BODY CONSIDERS PERTINENT.

In the Amended, Restated and Extended Plan, all partners in the Host Satellite relationship agree to participate in and support regional collaboration as a means to create technology based business and jobs. The City of Troy and the Troy LDFA have and will continue to support Automation Alley in the pursuit of technology-based businesses and jobs. This will include support of Automation Alley operational costs and support of costs of the business incubator/accelerator program, as provided in this Development Plan. In return, Automation Alley will be responsible for coordinating regional collaboration efforts between the Host-Satellite LDFAs.

CITY OF TROY

AMENDED, RESTATED AND EXTENDED

TAX INCREMENT FINANCING PLAN

Section 2: Amended, Restated and Extended Tax Increment Financing Plan

The activities of the Tax Increment Financing Plan adopted by the JLDFA in May 2003 (hereinafter referred to as Current Plan) and the proposed activities of the Amended, Restated and Extended Plan are described. Section 12(1) of the LDFA Act states that when a board decides to finance a project pursuant to the Act, it shall prepare a tax increment financing plan which shall include:

(a) A STATEMENT OF THE REASONS THAT THE PLAN WILL RESULT IN THE DEVELOPMENT OF CAPTURED ASSESSED VALUE THAT COULD NOT OTHERWISE BE EXPECTED. THE REASONS MAY INCLUDE, BUT ARE NOT LIMITED TO, ACTIVITIES OF THE MUNICIPALITY, AUTHORITY, OR OTHERS UNDERTAKEN BEFORE FORMULATION OR ADOPTION OF THE PLAN IN REASONABLE ANTICIPATION THAT THE OBJECTIVES OF THE PLAN WOULD BE ACHIEVED BY SOME MEANS.

The Current Plan described the following:

Approximately fifty-five acres of the Troy CTP is the former Big Beaver Airport, which was underutilized for a number of years and while Zoned M-1, was tax-exempt property. The former Preston Trucking Company has been vacant for approximately three years and little activity has occurred during that period of time. In addition, the generally highly competitive situation for technology companies and the high price of real estate in Troy has placed the future of this entire area in jeopardy.

The construction of the project will provide additional assessed valuation resulting in tax increment to finance the public facilities and redevelopment. Without the plan, public facilities to be acquired, constructed and financed pursuant to the project would not be feasible.

The construction of the project will provide additional assessed valuation resulting in tax increments to finance the public facilities and redevelopment. Without the planned public facilities to be acquired, constructed and financed pursuant hereto the project would not be feasible.

The above statements in the current Plan are accurate, although the Preston Trucking Company remained vacant until 2013. It is now occupied by Old Dominion Trucking, Inc.

The primary focus of the Amended, Restated and Extended Plan is to attract and retain technology based businesses and jobs within the Troy CTP, the City of Troy and the region by supporting the activities of Automation Alley. Without the JLDFA, the City of Troy would not have any funding source to attract and retain technology based businesses and jobs and to support Automation Alley to the extent that is set forth in this Plan.

The Plan will also result in the use of tax increment dollars to fund infrastructure to support the Automation Alley Smart Zone and enhance City of Troy infrastructure.

(b) AN ESTIMATE OF THE CAPTURED ASSESSED VALUE FOR EACH YEAR OF THE PLAN. THE PLAN MAY PROVIDE FOR THE USE OF PART OR ALL OF THE CAPTURED ASSESSED VALUE OR, SUBJECT TO THE SUB-SECTION (3), OF THE TAX INCREMENT REVENUES ATTRIBUTABLE TO THE LEVY OF ANY TAXING JURISDICTION, BUT THE PORTION INTENDED TO BE USED SHALL BE CLEARLY STATED IN THE PLAN. THE BOARD OR THE MUNICIPALITY CREATING THE AUTHORITY MAY EXCLUDE FROM CAPTURED ASSESSED VALUE A PERCENTAGE OF THE CAPTURED ASSESSED VALUE AS SPECIFIED IN THE PLAN OR GROWTH IN PROPERTY VALUE RESULTING SOLELY FROM INFLATION. IF EXCLUDED, THE PLAN SHALL SET FORTH THE METHOD FOR EXCLUDING GROWTH IN PROPERTY VALUE RESULTING SOLELY FROM INFLATION.

The Current Plan described the following:

Exhibit C provides an estimate of the captured assessed value for each year of the plan. No exclusion for inflation is planned.

Referring to the estimates found in Exhibit C, the actual performance of the tax increment financing plan is illustrated in Table 2 as follows:

Table 2

Estimated and Actual Captured Taxes Troy LDFA 2003-2018		
Fiscal Year	Estimated Captured Taxes	Actual Captured Taxes
2002/2003	0	0
2003/2004	188,650.64	138,879
2004/2005	537,569.09	138,881
2005/2006	824,502.03	212,602
2006/2007	831,598.76	248,244
2007/2008	839,138.53	296,552
2008/2009	847,117.90	295,134
2009/2010	855,533.66	292,368
2010/2011	864,382.85	196,186
2011/2012	873,662.77	123,990
2012/2013	883,370.93	86,234
2013/2014	893,505.08	184,443
2014/2015	904,063.21	125,448
2015/2016	915,043.51	130,443*
2016/2017	926,444.40	130,084*
2017/2018	938,264.52	135,896*
Total	**12,122,847.86**	**2,735,381**

*Estimated

For the Amended, Restated and Extended Plan, please refer to Exhibit D for an estimate of the capture of the assessed value for each year. No exclusion for inflation is planned.

(c) THE ESTIMATED TAX INCREMENT REVENUES FOR EACH YEAR OF THE PLAN.

The estimates of tax increment revenues for the Current Plan are provided in Exhibit C.

The estimates of tax increment revenues for the Amended, Restated and Extended Plan are provided in Exhibit D.

(d) A DETAILED EXPLANATION OF THE TAX INCREMENT PROCEDURE.

The Current Plan described the tax increment procedures as follows:

Tax increment financing for a Certified Technology Park permits the JLDFA to capture certain tax revenues attributable to increases in the Taxable Value of all real and personal property that is located in the CTP and included in the Tax Increment Financing Plan.

Property value increases, in the case of the proposed Automation Alley SmartZone and Preston Trucking (now Old Dominion Trucking), will be attributable to the project.

At the time the tax increment financing plan is approved by the City Council the Taxable Value of the real and personal property located in the CTP (the "Initial Assessed Value") is established. The Initial Assessed Value is the Taxable Value of all of the real and personal property within the property within the CTP for the base year. Property exempt from taxation at the time of the determination of the Initial Assessed Value will be given an Initial Assessed Value of zero. In each subsequent year for the duration of the tax increment financing plan the "Current Assessed Value" of the real and personal property will be determined. The Current Assessed Value for each year is the Taxable Value of all of the property located in the CTP for that year.

The amount by which the Current Assessed Value exceeds the Initial Assessed Value in any one year is the "Captured Assessed Value". For the duration of the tax increment financing plan, the local taxing jurisdictions will continue to receive tax revenues based upon the Initial Assessed Value established in the base year. The LDFA, however, receives that portion of the tax levy of all taxing jurisdictions paid each year on the Captured Assessed Value of the property included in the tax increment financing plan. It should be noted that the LDFA does not receive any part of millage specifically levied for the payment of principal and interest on obligations approved by the electors or obligations pledging the unlimited taxing power of the local governmental unit. Tax increment revenues from the Troy LDFA may be used for public facilities for any eligible property located in the Troy CTP or for the repayment of advances made for such purposes as provided in and in accordance with Act 281, subject to the approval of the MEDC if such approval is required by Act 281.

Table 3 shows the current millages and the portions of each jurisdiction's millage captured under the Current Plan.

Table 3
Captured Millages
Current Plan

Taxing Authority	Total Mills	Non-Captured or Debt Mills	Captured Mills	City Only
City of Troy*	9.4500	0.7500	8.7000	9.4500
Oakland County	4.6523	0	4.6523	0
Transportation	0.6000	0	0.6000	0
Oakland Interm SD**	3.4224	0	1.7112	0
Community College	1.6090	0	1.6090	0
State Education**	6.0000	3.0000	3.0000	0
School Operating**	18.0000	9.0000	9.0000	0
School Debt	3.1400	3.1400	0	0
Administration	0.3742	0.3742	0	0
Total Mills	47.2479	16.2642	29.2725	9.4500

* = millage levy minus debt

**= ½ millage levy

For the Amended, Restated and Extended Plan, the explanation of tax increment financing is unchanged. Table 4 shows the current millages and the portions of each jurisdiction's millage that captured under the Amended, Restated, and Extended Plan. Please note that the format of Table 4 has been changed from the Current Plan to more accurately reflect captured millages. The LDFA will capture ½ of the "Educational mills" which includes the local school district, the intermediate school district, and the state education tax mills. The capture of the local school district, intermediate school district and state education tax mills will be subject to adjustment by the JLDFA if and to the extent required by Section 12(3) of the LDFA Act. The millage rate used are for the purpose of estimating tax revenue but are not intended to be a cap on the total mills that can be captured in the future.

Table 4
Captured Millages
Amended, Restated and Extended Plan

Taxing Authority	Total Mills	Non-Capt or Debt Mills	Captured Mills	City Only
City of Troy*	10.5 / 9.8	0.706	9.7940 / 9.094	10.5 / 9.8
Oakland County	4.6461	0	4.6461	0
Transportation	1.0	0	1.0	0
Oakland Interm SD	3.369	1.684	1.684	0
Community College**	1.5844	0	1.5844	0
State Education**	6.0000	3.0000	3.0000	0
School Operating**	RP 18.0 / PP 6.0	RP 9.0 / PP 3.0	RP 9.0 / PP 3.0	0
School Hold Harmless	5.3741	2.68705	0	0
Total Mills	32.1036 / 31.4036	14.07755 / 11.07755	27.709 / 24.709	10.5 / 9.8

* = millage levy minus debt
** = ½ millage levy minus debt

(e) THE MAXIMUM AMOUNT OF NOTE OR BONDED INDEBTEDNESS TO BE INCURRED, IF ANY.

The Current Plan described the following:

The maximum amount of indebtedness for Phase 1 to the Troy CTP was estimated to be $12,443,000, although there was no indebtedness incurred.

In the Amended, Restated and Extended Plan, the Troy CTP will not incur any bonded indebtedness.

(f) THE AMOUNT OF OPERATING AND PLANNING EXPENDITURES OF THE AUTHORITY AND MUNICIPALITY, THE AMOUNT OF ADVANCES EXTENDED BY OR INDEBTEDNESS INCURRED BY THE MUNICIPALITY, AND THE AMOUNT OF ADVANCES BY OTHERS TO BE REPAID FROM TAX INCREMENT REVENUES.

The Current Plan described the following:

The amount of operating and planning expenditures of the Authority and the City in connection with the activities of the Authority was estimated to be $100,000 per year. It was not anticipated that there would be any indebtedness incurred by the City.

The actual costs of operating and planning expenditures were considerably less.

In the Amended, Restated and Extended Plan, the amount of operating and planning expenditures of the Troy LDFA and the City in connection with the activities of the CTP are not expected to exceed $25,000 per year.

(g) THE COSTS OF THE PLAN ANTICIPATED TO BE PAID FROM TAX INCREMENT REVENUES AS RECEIVED.

The Current Plan described the following:

It is anticipated that the costs of the implementation of the Development Plan will be paid entirely from tax increment revenues as received.

While it is anticipated that the costs of the implementation of the Amended, Restated and Extended Development Plan will come largely from tax increment revenues, the City and the Troy LDFA intend to pursue other sources of public and private funding to achieve the objectives of this Plan.

(h) THE DURATION OF THE DEVELOPMENT PLAN AND THE TAX INCREMENT PLAN.

The Current Plan described the following:

The Development Plan and the Tax Increment Financing Plan were to continue for the period of time needed to collect and disburse tax increments resulting from taxes levied after December 31, 2003. The Development Plan and Tax Increment Plan was expected to last for 15 years.

The Amended, Restated and Extended Development Plan and Tax Increment Financing Plan becomes effective when approved will last for an additional period of 15 years, continuing for the period of time needed to collect and disburse tax increments resulting from taxes levied before December 31, 2033.

(i) AN ESTIMATE OF THE IMPACT OF TAX INCREMENT FINANCING ON THE REVENUES OF ALL TAXING JURISDICTIONS IN WHICH THE ELIGIBLE PROPERTY IS OR IS ANTICIPATED TO BE LOCATED.

The Current Plan described the following:

Except for those portions of millage specifically levied for the payment of principal and interest of obligations approved by electors or obligations pledging the unlimited taxing power of the local governmental units (the 'debt' portion of their millage), and ½ of all school captures for the duration of the extended plan, the tax revenues of the taxing jurisdictions for property within the CTP will not increase as a result of increases in the Taxable Value of property within the CTP until the termination of the Amended and Restated and Extended Tax Increment Financing Plan. However, the taxing jurisdictions have and are expected to continue to benefit from increased property values and accompanying tax increases for ineligible property within the CTP and from other nearby property outside the CTP.

No change will occur with the Amended, Restated and Extended Plan.

(j) A LEGAL DESCRIPTION OF THE ELIGIBLE PROPERTY TO WHICH THE TAX INCREMENT FINANCING PLAN APPLIES OR SHALL APPLY UPON QUALIFICATION AS ELIGIBLE PROPERTY.

The Current Plan described the following:

The property to which the Current Plan applies consists of all real and personal property in the City of Troy, County of Oakland, State of Michigan located within the boundaries of the CTP described on Exhibit A attached.

No change will occur with the Amended, Restated and Extended Plan.

(k) AN ESTIMATE OF THE NUMBER OF JOBS TO BE CREATED AS A RESULT OF IMPLEMENTATION OF THE TAX INCREMENT FINANCING PLAN.

The Current Plan described the following:

It is estimated that the construction of the projects will result in the creation of 700 jobs in the City. It is expected that the existence of this project will result in additional indirect jobs. In addition, one hundred (100) jobs are anticipated from construction activity.

With the Amended, Restated and Extended Plan, it is estimated that the construction of the projects described in Section 1 (d)(e)(f) and support of the activities of Automation Alley will result in the creation of over 360 jobs within the CTP. This job growth will likely come from existing companies such as Seco Tools, Precision Global Systems, Altair, Plastic Omnium, NBS Commercial Interiors and Old Dominion Trucking.

(l) THE PROPOSED BOUNDARIES OF A CERTIFIED TECHNOLOGY PARK TO BE CREATED UNDER AN AGREEMENT PROPOSED TO BE ENTERED INTO PURSUANT TO SECTION 12a, AN IDENTIFICATION OF THE REAL PROPERTY WITHIN THE CERTIFIED TECHNOLOGY PARK TO BE INCLUDED IN THE TAX INCREMENT FINANCING PLAN FOR PURPOSED OF DETERMINING TAX INCREMENT REVENUES, AND WHETHER PERSONAL PROPERTY LOCATED IN THE CERTIFIED TECHNOLOGY PARK IS EXEMPT FROM DETERMINING TAX INCREMENT REVENUES.

The entirety of the current district boundaries of the Troy portion have been designated as a Certified Technology Park pursuant to agreements entered into with the MEDC. Under both the Current Plan and the Amended, Restated and Extended Plan, personal property is not exempt in this Certified Technology Park.

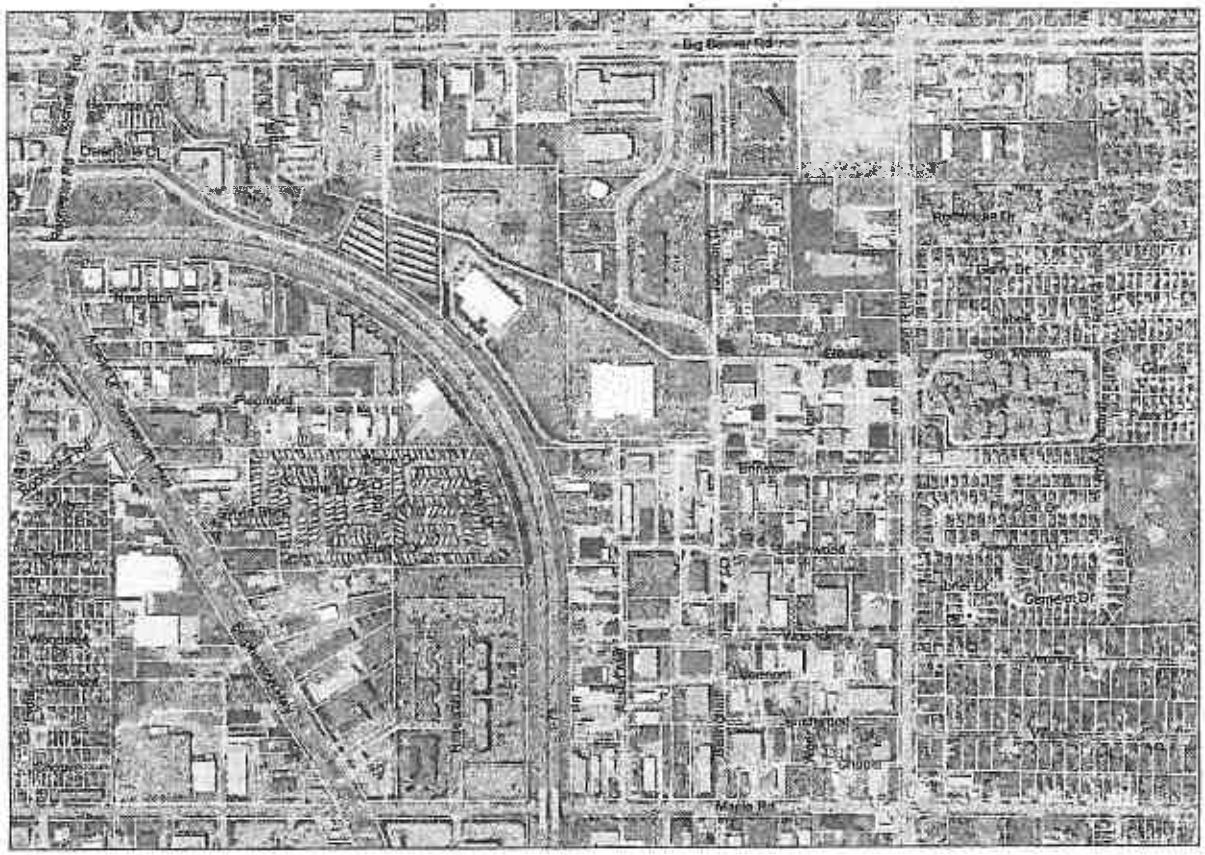
TROY EXHIBITS

Exhibit	Description
A	Legal Description – Troy CTP
B	Map -Troy CTP
C	Captured Assessed Value of Current Plan
D	Captured Assessed Value of Amended, Restated and Extended Plan

EXHIBIT A – LEGAL DESCRIPTION – TROY CTP

PART OF THE NORTH ½ SECTION 26, T. 2N., R. 11E., CITY OF TROY, OAKLAND COUNTY, MICHIGAN, BEING DESCRIBED AS: COMMENCING AT THE NORTHEAST CORNER OF SECTION 26, THENCE S 89° 42' 00" W. 720.60 FEET ALONG THE NORTH LINE OF SECTION 26; THENCE S. 00° 29' 22" E. 102.00 FEET TO THE POINT OF BEGINNING, SAID POINT BEING ON THE SOUTH LINE OF BIG BEAVER ROAD (204.00 FEET WIDE); THENCE CONTINUING S. 00° 29' 22" E. 837.99 FEET (RECORDED AS S. 00° 11'31" W.); THENCE S. 89° 42' 00" W. 600.00 FEET; THENCE S. 00° 29' 22" E. 1,231.93 FEET (RECORDED AS S. 00° 11' 31" W.); THENCE N. 89° 21' 30" W. 275.00 FEET (RECORDED AS DUE WEST) TO THE CENTERLINE OF THE STURGIS DRAIN EASEMENT; THENCE N. 55° 11' 44" W. 785.73 FEET (RECORDED AS N. 53° 50' 14" W.) ALONG THE CENTERLINE OF STURGIS DRAIN EASEMENT; THENCE N. 64° 27' 00" W. 141.02 FEET (RECORDED AS N. 65° 05' 30" W.) ALONG THE CENTERLINE OF THE STURGIS DRAIN EASEMENT; THENCE N. 66° 04' 33" W. 497.19 FEET; THENCE N. 47° 34' 57" W. 200.22 FEET; THENCE N. 74° 32' 17" W. 210.77 FEET; THENCE N. 71° 34' 14" W. 397.45 FEET; THENCE N. 00° 35' 17" W. 1025.71 FEET; THENCE N. 89° 34' 43" E. 50.76 FEET; THENCE S. 00° 35' 17" E. 698 FEET; THENCE N. 89° 34' 43" E. 325 FEET; THENCE S. 01° 06' 40" E. 18.72 FEET; THENCE N 89° 31' 16" E. 510.00 FEET; THENCE N. 00° 36' 00" W. 716.12 (RECORDED AS N. 00° 56' 45" E.) TO THE SOUTH LINE OF BIG BEAVER ROAD; THENCE N. 89° 35' 11" E. 14.37 FEET (RECORDED AS S. 88° 53' 15" E.) ALONG THE SOUTH LINE OF BIG BEAVER ROAD TO THE NORTH AND SOUTH ¼ LINE OF SECTION 26; THENCE S. 00° 36' 00' E. 410 FEET (RECORDED AS S. 00° 04' 55" E.) ALONG THE NORTH AND SOUTH ¼ LINE OF SECTION 26; THENCE N. 89° 42' 00" E. 358.00 FEET; THENCE N. 00° 36' 00" W. 410.00 FEET (RECORDED AS N. 00° 04' 55" W.) TO THE SOUTH LINE OF BIG BEAVER ROAD; THENCE N. 89° 42' 00" E. 1564.00 FEET ALONG THE SOUTHERLY LINE OF BIG BEAVER ROAD (204 FEET WIDE) TO THE POINT OF BEGINNING. CONTAINING 73.61 ACRES MORE OR LESS.

Exhibit B
Troy CTP



N

0 250 500 1,000
Feet

Carlisle/Wortman Associates, Inc.
Source: City of Troy, Oakland County GIS
7/10/2015

EXHIBIT C

City of Troy CTP
Estimated TIF Captured from Current Plan
2003-2018

Schedule of Estimated Projected (*Taxable) Values & Captured Taxes				
Year	Base *Assessed Value	Total Real & Personal	Captured Value	Captured Taxes (29.2725) (Mills)
2003	13,548,470	13,548,470	0	0.00
2004	13,548,470	19,993,107	6,444,637	188,650.64
2005	13,548,470	31,912,774	18,364,304	537,569.09
2006	13,548,470	41,714,907	28,166,437	824,502.03
2007	13,548,470	41,957,344	28,408,874	831,598.76
2008	13,548,470	42,214,916	28,666,446	839,138.53
2009	13,548,470	42,487,505	28,939,035	847,117.90
2010	13,548,470	42,775,002	29,226,532	855,533.66
2011	13,548,470	43,077,306	29,528,836	864,382.85
2012	13,548,470	43,394,324	29,845,854	873,662.77
2013	13,548,470	43,725,972	30,177,502	883,370.93
2014	13,548,470	44,072,172	30,523,702	893,505.08
2015	13,548,470	44,432,857	30,884,387	904,063.21
2016	13,548,470	44,807,963	31,259,493	915,043.51
2017	13,548,470	45,197,437	31,648,967	926,444.40
2018	13,548,470	45,601,233	32,052,763	938,264.52
Total 15 year Captured Taxes				12,122,847.86

EXHIBIT D

City of Troy CTP
Captured Assessed Value of Amended and Extended Plan
2015/16 – 2018/19 and 2019/20 – 2034/35

Year	Base Taxable Value	Taxable Value Projected	Total Increment per Year	Capture of City taxes, or 9.7940 mils, after 2015/16 no library, or 9.0974 mils	Capture of County Operating Taxes, or 4.6461 mils	Capture of OCPTA taxes, or 1.0 mils	50 % Capture of ISD, or 1.68450 mils	Capture of OCC taxes, or 1.5844 mils	50% Capture of School Operating Taxes, or RP 9.0 mils and commercial PP taxes, or 3.0 mils	50% Capture of school hold harmless commercial & industrial PP taxes, or 2.68705 mils	50% State Education tax RP & commercial PP taxes, or 3.0 mils	Total Annual Capture
2015/16	14,447,380	22,850,510	8,403,130	82,329	39,042	8,403	14,155	13,314	5,136	21,921	0	184,299
2016/17	14,447,380	21,614,437	7,203,056	65,529	33,466	7,203	12,134	11,413	7,118	18,126	0	154,988
2017/18	14,447,380	21,315,797	6,868,417	62,485	31,911	6,868	11,570	10,882	9,131	16,647	0	149,495
2018/19	14,447,380	21,322,698	6,875,318	62,548	31,943	6,875	11,581	10,893	11,176	6,566	0	151,094
2019/20	14,447,380	20,824,268	6,376,888	58,013	29,628	6,377	10,742	10,104	13,253	14,140	6,566	148,821
2020/21	14,447,380	20,656,578	6,209,198	56,488	28,849	6,209	10,459	9,838	15,363	13,082	7,318	147,607
2021/22	14,447,380	20,534,640	6,087,260	53,378	28,282	6,087	10,254	9,645	17,506	12,137	8,084	147,374
2022/23	14,447,380	20,454,326	6,006,946	54,648	27,909	6,007	10,119	9,517	19,683	11,294	8,861	148,038
2023/24	14,447,380	20,411,926	5,964,546	54,263	27,712	5,965	10,047	9,450	21,895	10,543	9,650	149,525
2024/25	14,447,380	20,404,112	5,956,732	54,191	27,676	5,957	10,034	9,438	24,141	9,875	10,451	151,762
2025/26	14,447,380	20,427,893	5,980,513	54,407	27,786	5,981	10,074	9,476	26,423	9,281	11,264	154,692
2026/27	14,447,380	20,480,585	6,033,205	54,886	28,031	6,033	10,163	9,559	28,741	8,754	12,090	158,258
2027/28	14,447,38014,447,380	20,659,944	6,212,564	56,518	28,864	6,213	10,465	9,843	31,096	8,557	12,929	164,484
2028/29	14,447,380	20,848,623	6,401,243	58,235	29,741	6,401	10,783	10,142	33,488	8,371	13,780	170,944
2029/30	14,447,380	21,046,438	6,599,058	60,034	30,660	6,599	11,116	10,456	35,917	8,205	14,645	177,631
2030/31	14,447,380	21,253,220	6,805,840	61,915	31,621	6,806	11,464	10,783	38,385	8,049	15,523	184,545
2031/32	14,447,380	21,468,812	7,021,432	63,877	32,622	7,021	11,828	11,125	40,892	7,905	16,320	191,778
2032/33	14,447,380	21,693,071	7,245,691	65,917	33,664	7,246	12,205	11,480	43,438	7,772	17,239	199,123
2033/34	14,447,380	21,925,864	7,478,484	68,035	34,746	7,478	12,598	11,849	46,025	7,651	18,239	206,620
Total				1,149,695	584,153	125,730	211,791	199,206	468,807	218,392	183,131	3,140,905

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RESOLUTION APPROVING DISTRICT BOUNDARY AMENDMENTS AND APPROVING THE AMENDED, RESTATED AND EXTENDED DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN OF THE CITIES OF SOUTHFIELD AND TROY JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY

CITY OF TROY
County of Oakland, State of Michigan

Minutes of a regular meeting of the City Council of the City of Troy, County of Oakland, State of Michigan, held on the 24th day of August, 2015, at 7:30 p.m., prevailing Eastern Time.

PRESENT: Members_____

_____

ABSENT: Members _____

The following preamble and resolution were offered by Member _____ and supported by Member _____.

WHEREAS, the City of Troy (the "City of Troy" or "Troy") and the City of Southfield ("Southfield") have previously established the Cities of Southfield and Troy Joint Local Development Finance Authority (the "Authority"), a multi-jurisdictional local development finance authority under the provisions of Act 281, Public Acts of Michigan, 1986, as amended ("Act 281"); and

WHEREAS, the Authority currently exercises its powers within the authority district (the "Authority District") identified in the Development Plan and Tax Increment Financing Plan previously approved by the Authority, Southfield and Troy (the "Current Plan"); and

WHEREAS, the Michigan Economic Development Corporation ("MEDC") has previously designated the Authority District as a "certified technology park" (commonly known as a "SmartZone") in accordance with Act 281; and

WHEREAS, the Authority, Southfield and Troy are negotiating an agreement with the MEDC under which Southfield and Troy are authorized to amend the Current Plan to extend the duration of the Current Plan for an additional period of 15 years and to amend the boundaries of Authority District to include additional lands in Southfield that have been or that are expected to be designated as a "certified technology park" by the MEDC, all in accordance with the provisions of Act 281; and

WHEREAS, the Authority, by resolution adopted on July 14, 2015, has requested that Southfield and Troy amend the boundaries of the Authority District to include additional lands in Southfield that have been or that are expected to be designated as a "certified technology park" by the MEDC; and

WHEREAS, on August 24, 2015, after the giving of due notice in accordance with the requirements of Act 281, the City Council conducted a public hearing on the proposed amendments to the boundaries of the Authority District as required by Act 281; and

WHEREAS, the Authority has prepared and submitted an Amended, Restated and Extended Development Plan and Tax Increment Financing Plan (the "Amended Plan"), which amends and restates and extends the duration of the Current Plan; and

WHEREAS, Southfield and Troy have made certain revisions to the Amended Plan, and the Amended Plan, as so revised and dated August 24, 2015, is on file with the City Clerk; and

WHEREAS, on August 24, 2015, after the giving of due notice in accordance with the requirements of Act 281, the City Council conducted a public hearing on the Amended Plan.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. Determination of Necessity of Boundary Amendments. In order to assist in the elimination of conditions of unemployment, underemployment and joblessness and to promote economic growth, the City Council determines that it is necessary to expand the boundaries of the Authority District pursuant to the provisions of Act 281.

2. Designation of Amended Authority District Boundaries. The boundaries of the Authority District, as amended, in which the Authority shall exercise its powers in accordance with Act 281 shall consist of the territory described in Exhibit A attached to this resolution and made a part hereof.

3. Considerations for Review of Amended Plan. As required by Act 281, the City Council has, in reviewing the Amended Plan, taken into account the following considerations:

(a) The development plan included in the Amended Plan meets the requirements set forth in section 15(2) of Act 281 and the tax increment financing plan included in the Amended Plan meets the requirements set forth in section 12(1), (2) and (3) of Act 281.

(b) The proposed method of financing the public facilities is feasible and the Authority has the ability to arrange the financing.

(c) The development is reasonable and necessary to carry out the purposes of Act 281.

(d) The amount of "captured assessed value" (as defined in Act 281) estimated to result from adoption of the Amended Plan is reasonable.

(e) The land to be acquired under the Amended Plan, if any, is reasonably necessary to carry out the purposes of the Amended Plan and the purposes of Act 281.

(f) The Amended Plan is in reasonable accord with the master plan of the City of Troy.

(g) Public services, such as fire and police protection and utilities, are or will be adequate to service the property described in the development plan included in the Amended Plan.

(h) Changes in zoning, streets, street levels, intersections, and utilities, to the extent required by the Amended Plan, are reasonably necessary for the project and for the City of Troy.

4. Public Purpose. The City Council hereby determines that it is in the best interests of the public to proceed with the Amended Plan in order to assist in the elimination of conditions of unemployment, underemployment and joblessness and to promote economic growth. The City Council hereby determines that the Amended Plan constitutes a public purpose.

5. Approval and Adoption of Amended Plan. The Amended Plan submitted by the Authority, as subsequently revised and dated August 24, 2015, and which is on file with the City Clerk, is hereby approved and adopted. A copy of the Amended Plan and all subsequent amendments thereto shall be maintained on file in the office of the City Clerk.

6. Filing and Publication of Resolution. The City Clerk shall file a certified copy of this resolution with the Michigan Secretary of State promptly after its adoption and shall cause this resolution to be published once in full in a newspaper of general circulation in the City of Troy.

7. Rescission. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution be and the same hereby are rescinded to the extent of such conflict.

AYES: Members: _____

_____

NAYS: Members: _____

RESOLUTION DECLARED ADOPTED.

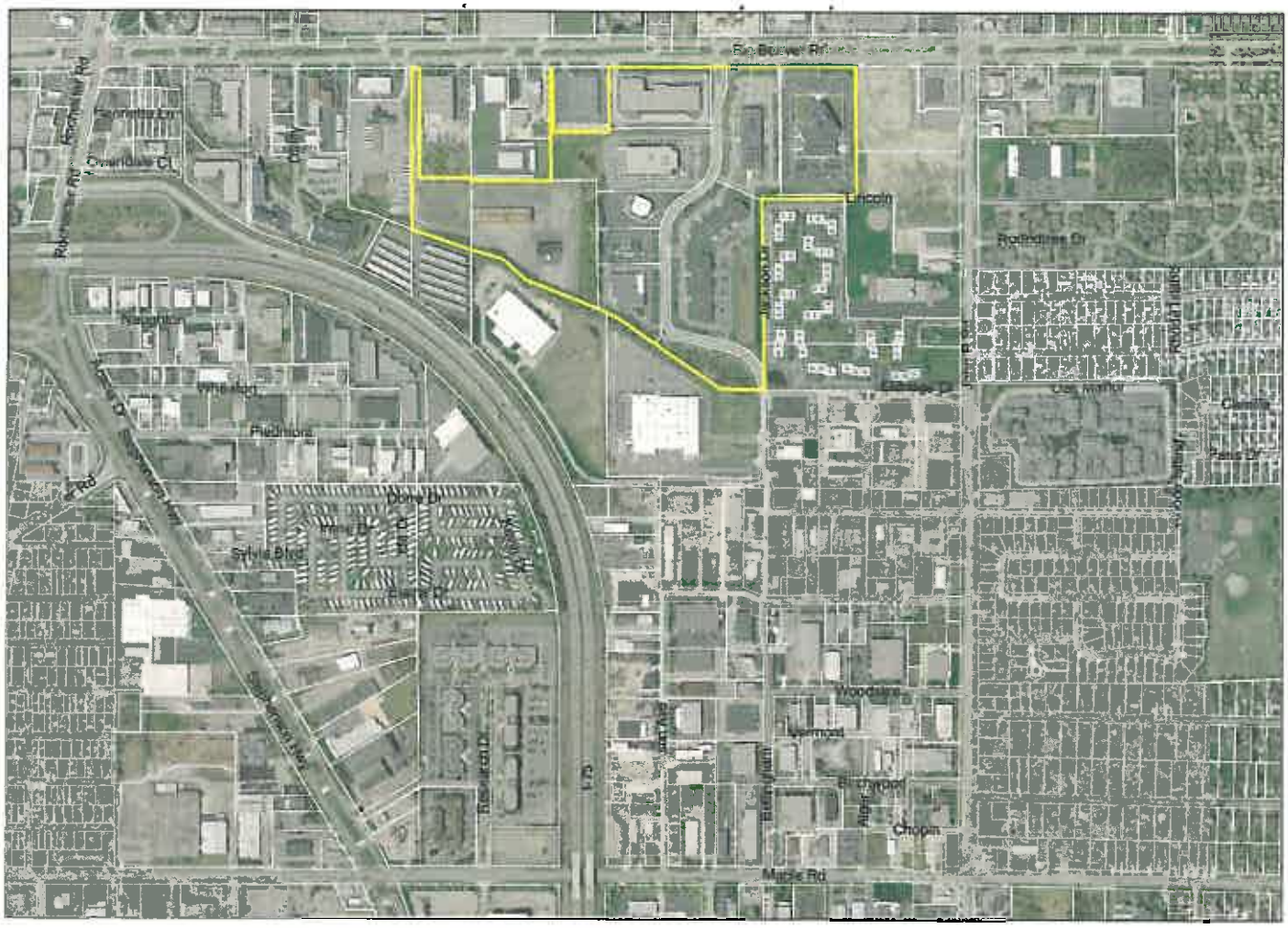
_____
Aileen Dickson, CMC
City Clerk

EXHIBIT A

DESCRIPTION OF BOUNDARIES OF THE AUTHORITY DISTRICT, AS AMENDED

[SEE ATTACHED MAPS FOR THE SOUTHFIELD AND TROY PORTIONS OF THE AUTHORITY DISTRICT BOUNDARIES, AS AMENDED]

A legal description of the boundaries of the Authority District, as amended, is set forth in the Amended Plan.



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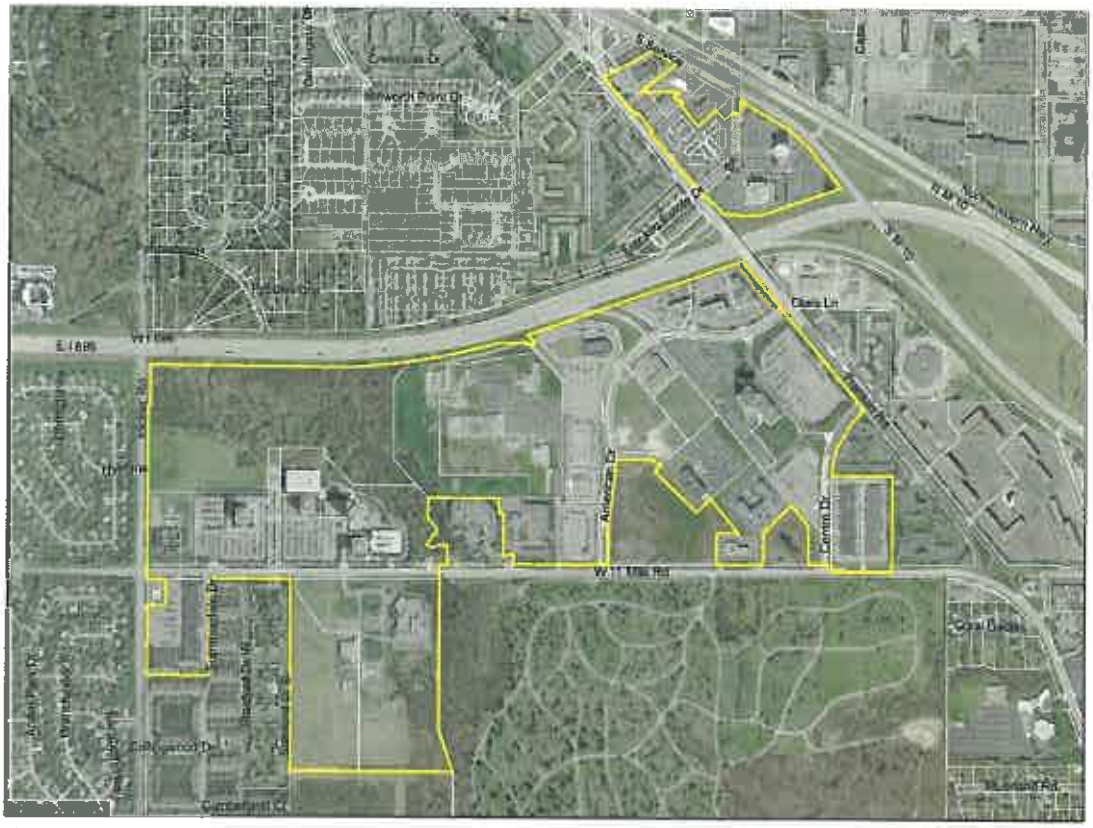
Carlisle/Wortman Associates, Inc.
Source: City of Troy, Oakland County GIS
7/10/2015

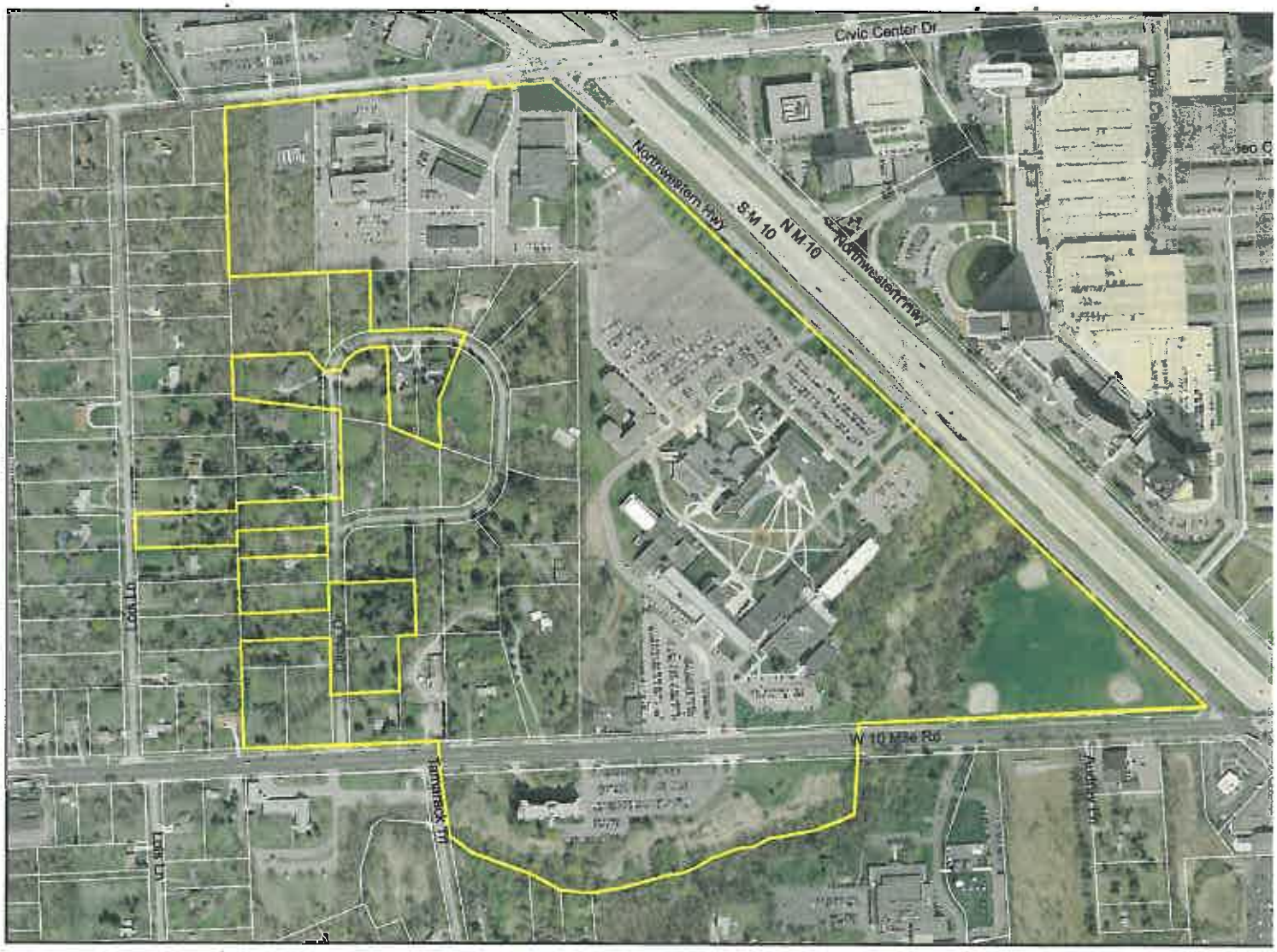
Troy CTP



Carlisle/Wortman Associates, Inc.
Source: City of Southfield, Oakland County GIS
5/18/2015

Southfield CTP

Southfield CTP – Lawrence Technological University Expansion



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0 250 500 1,000 Feet

Carlisle/Wortman Associates, Inc.
Source: City of Southfield, Oakland County GIS
5/18/2015

CERTIFICATION

I hereby certify that the foregoing constitutes a true and complete copy of a resolution adopted by the City Council of the City of Troy, County of Oakland, State of Michigan, at a regular meeting held on August 24, 2015, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

_____

Aileen Dickson, CMC

City Clerk

25080117.1\085200-00038

E-02c

RESOLUTION APPROVING DISTRICT BOUNDARY AMENDMENTS AND APPROVING THE AMENDED, RESTATED AND EXTENDED DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN OF THE CITIES OF SOUTHFIELD AND TROY JOINT LOCAL DEVELOPMENT FINANCE AUTHORITY

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AYES: Members: _____

_____

NAYS: Members: _____

RESOLUTION DECLARED ADOPTED.

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Aileen Dickson, CMC
City Clerk

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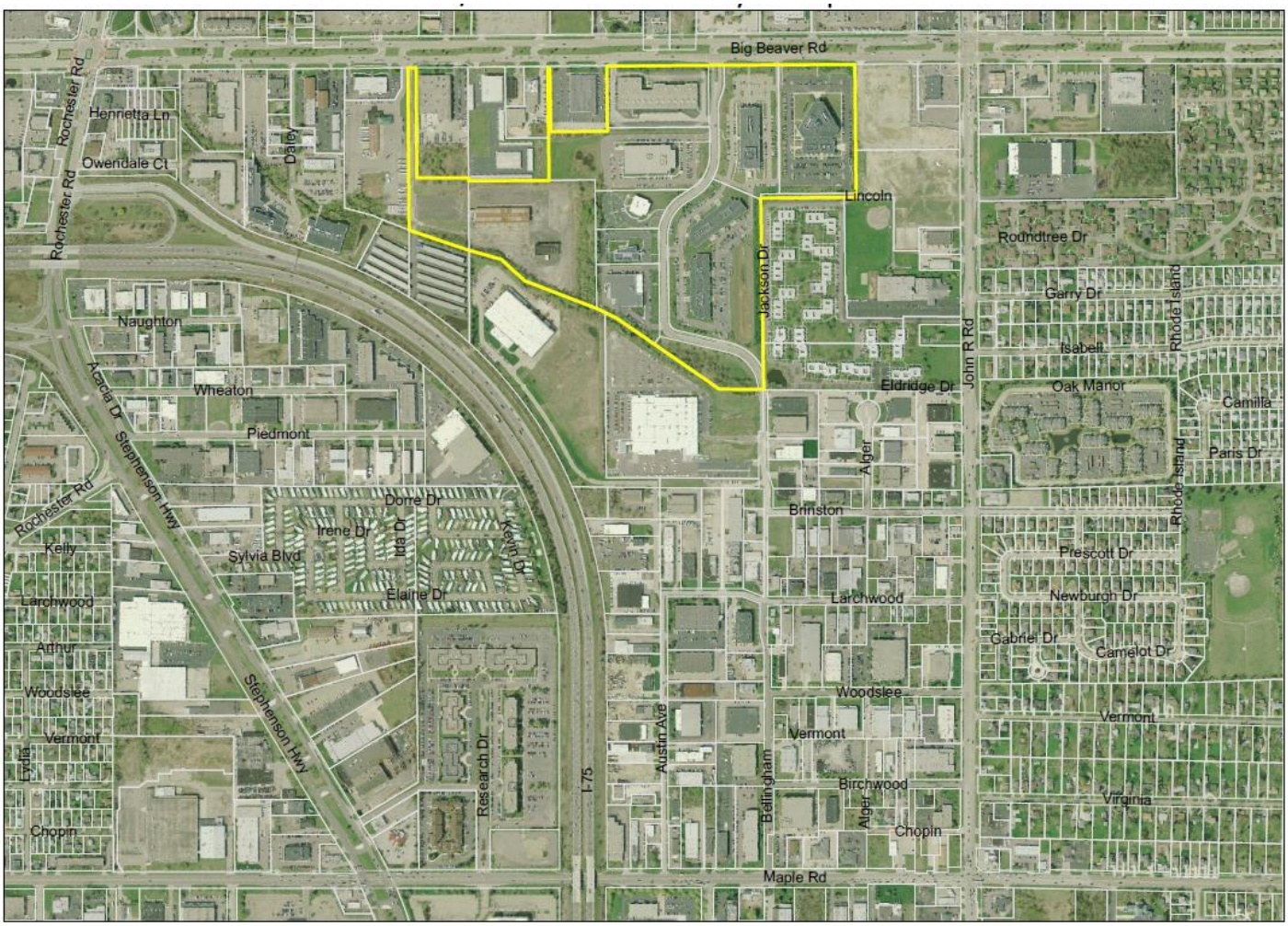

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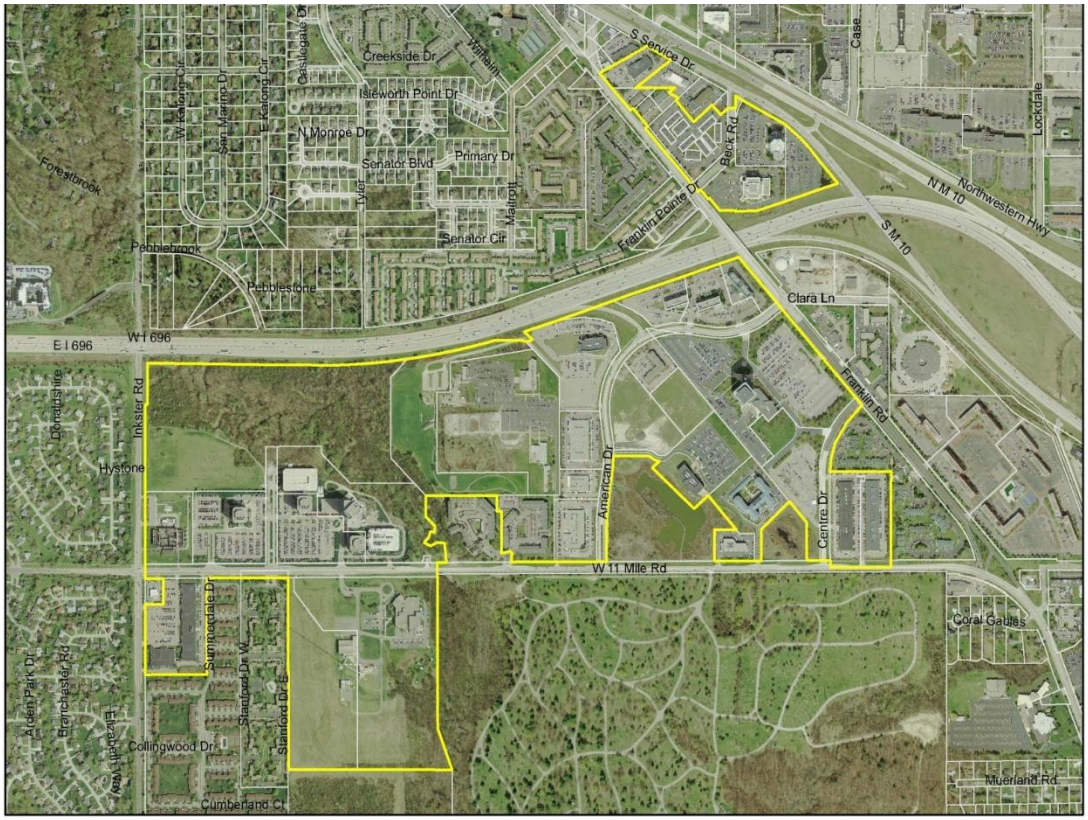
Carlisle/Wortman Associates, Inc.
Source: City of Troy, Oakland County GIS
7/10/2015

Troy CTP



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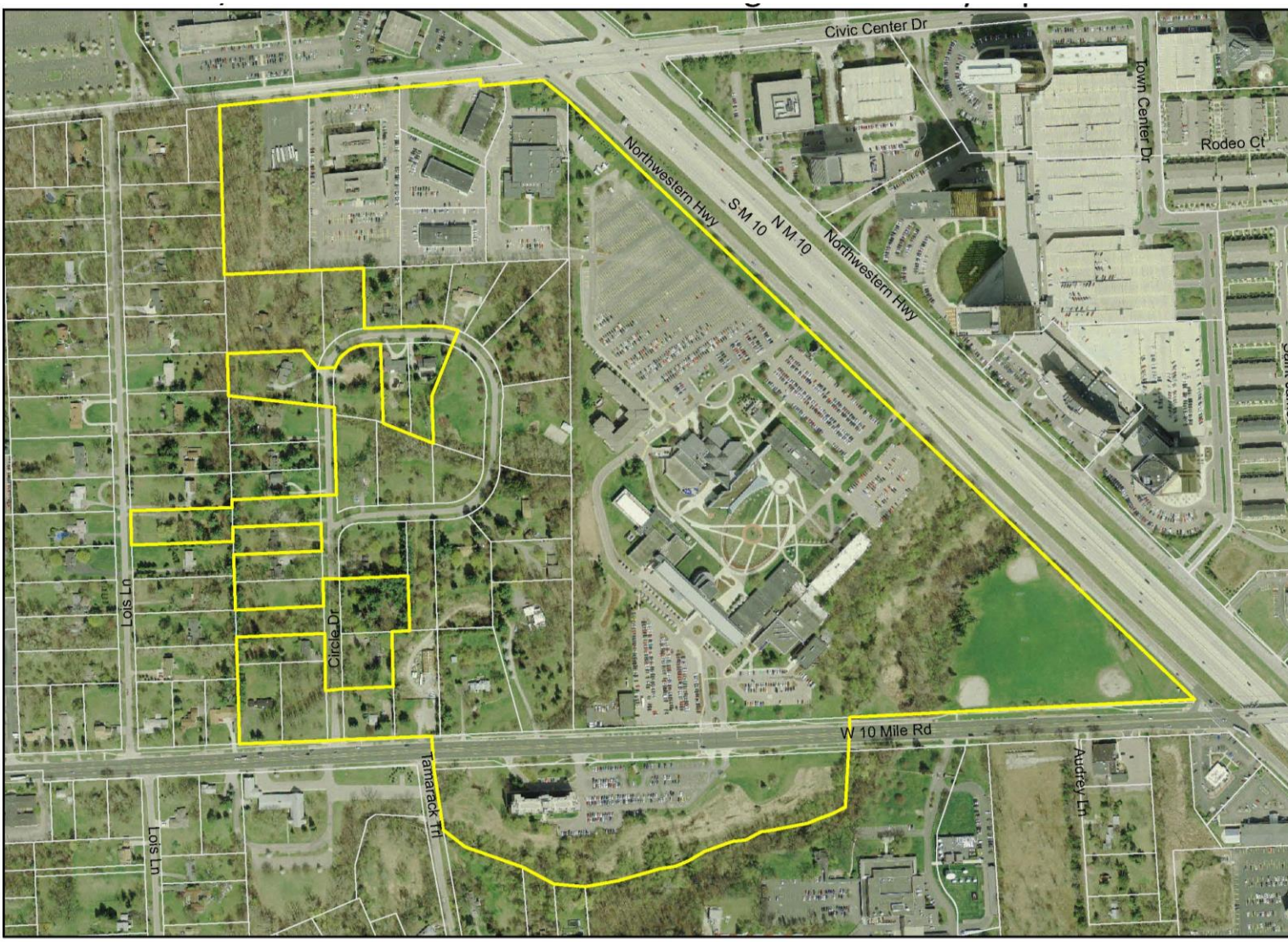
Carlisle/Wortman Associates, Inc.
Source: City of Southfield, Oakland County GIS
5/18/2015

Southfield CTP

Southfield CTP – Lawrence Technological University Expansion



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Source: City of Southfield, Oakland County GIS
5/18/2015

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_____

Aileen Dickson, CMC

City Clerk

25080117.1\085200-00038

CITY COUNCIL AGENDA ITEM

Date: August 21, 2015

To: Brian Kischnick, City Manager

From: Mark F. Miller, Director of Economic & Community Development
R. Brent Savidant, Planning Director

Subject: REMOVAL OF TUCKER STREET BARRICADE

How Did We Get Here

This item was initiated James and Dorothy Konarske, who reside at 2237 Drake. The Konarske's, on behalf of a number of other residents in their neighborhood, submitted a request to remove the barricade on Tucker Street. Tucker Street is a public street that is gravel to the west of the barricade and concrete to the east of the barricade.

Traffic Committee

This item was considered by the Traffic Committee on July 15, 2015. The Traffic Committee voted 3-3 on the following motion:

> To leave the barricade in place and encourage an EVA

Planning Commission

This item was considered by the Planning Commission on August 11, 2015. The following motion was approved 7-0:

> ***RESOLVED***, The Planning Commission recommends removal of the barricade on Tucker and opening it completely as a public road; and
>
> ***FURTHER RESOLVED***, The Planning Commission recommends consideration of removal of all barriers including emergency vehicle accesses (EVA's) in the interest of Planning Commission best practices to promote the City policy of connectivity of public roads and access for all citizens in the community.

Options and Discussion

There is a significant volume of information and public comment related to this item. To summarize the issue and lay out the options available to City Council, City Management will make a slide show presentation at the August 24, 2015 City Council Regular meeting. The slide show presentation is attached.

Based on the history of the issue, traffic committee, planning commission, and public comments as well as staff analysis, the following options will be presented to the City Council.

1. Send back to Traffic Committee and Planning Commission with barrier and EVA analysis.
2. Leave Tucker Street barricade as is.
3. Remove Tucker Street barricade.
    a. Open Tucker Street
    b. Open Tucker Street and pave
    c. Replace barricade with EVA
    d. Remove barriers and replace with EVA's on public to public streets.

Attachments:

1. Slide presentation for August 24, 2015 City Council Regular meeting.
2. Agenda item/Public comment/Minutes from August 11, 2015 Planning Commission Regular meeting
3. Agenda item/Public comment/Minutes from July 15, 2015 Traffic Committee meeting.
4. Public comment received since August 11, 2015.

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TUCKER STREET BARRICADE

August 17, 2015

Tucker Street Agenda

- INTRODUCTION | Brian Kischnick
- HOW DID WE GET HERE | Mark Miller
- TRAFFIC COMMITTEE SUMMARY | Bill Huotari
- PLANNING COMMISSION SUMMARY | Brent Savidant
- PETITION SUMMARY MAP | Brent Savidant
- BARRICADE & EVA SUMMARY | Kurt Bovensiep
- EVA IN ACTION | Brian Kischnick
- OPTIONS & DISCUSSION | Brian Kischnick

HOW DID WE GET HERE

Febuary 02, 1987 Planning Commission Resolution Preliminary Plat – Tentative Approval

Long Lake Meadows Subdivision

"RESOLVED, That the Plan [sic] Commission hereby recommends to the City Council that Tentative Approval be granted to the Preliminary Plat of Long Lake Meadows Subdivision in the southwest ¼ of Section 10, with the further recommendation that a barricade be placed at the end of the proposed Tucker Street access street until future development occurs in the Tucker Street Area."

August 14, 1987 City Council Resolution #-1086 Final Preliminary Plat Approval

Long Lake Meadows Subdivision

"BE IT FURTHER RESOLVED, That before removal of the barrier to and from Tucker Street, said street shall be paved, a Public Hearing is to be scheduled and notice of Public Hearing is to be sent to all property owners on Tucker Street."

HOW DID WE GET HERE

March 24, 2015 Planning Commission Granted Preliminary Site Condominium Approval

Hunters Park 2

This proposed development includes a road connection to Drake and Rexdale within Hunters Park Site Condominium.

April 13, 2015 Director of Econ. & Comm. Development Mark Miller Meets with Residents

Hunters Park 2 and Tucker Street Barricade

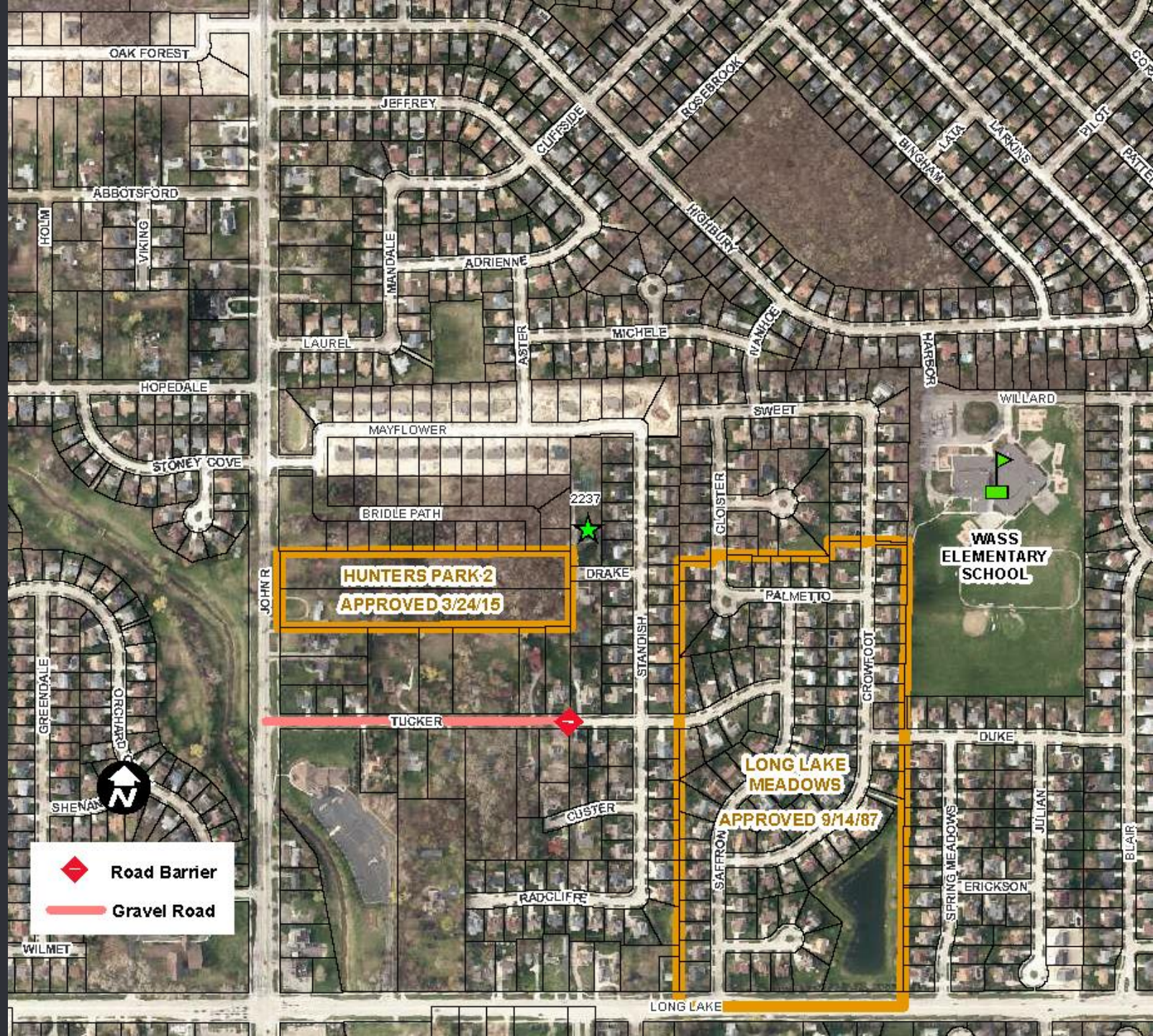
Mr. Miller met with James and Dorothy Konarske (2237 Drake) and approximately 5 to 10 other Troy residents.

May 06, 2015 Mark Miller Receives Communication Request for City Council

Re: Tucker Street Barricade, From: James and Dorothy Konarske

"This is a request to City Council to overturn that decision and the barricade on Tucker be removed, whether or not Tucker is paved, per the following considerations": [*request included supporting reasons for removal of barricade*]

Hunters Park 2 and Long Lake Meadows



TRAFFIC COMMITTEE SUMMARY

July 15, 2015

1. Notices were sent to properties in the southwest quarter of Section 12 to 322 addresses.

2. 25 residents signed in at the meeting.

3. A petition was submitted opposed to the removal of the barricade and was signed by 62 residents in the immediate area.

4. Emails in opposition to removing the barricade were received from 25 residents.

5. Emails supporting removal were received from 7 residents.

6. 12 residents spoke in opposition to removing the barricade and 4 residents spoke in favor.

Traffic Committee Motion | July 15, 2015

Leave the barricade in place and encourage an Emergency Vehicle Access (EVA)

The motion ended in a tie (failed) vote (3-3)

PLANNING COMMISSION SUMMARY

August 11, 2015

1. Notices were sent to properties in the southwest quarter of Section 12 to 322 addresses.

2. A petition was submitted opposing the removal of the barricade and was signed by 84 residents in the immediate area.

3. A petition was submitted in favor of the removal of the barricade and was signed by 107 residents in the immediate area.

4. Emails in opposition to removing the barricade were received from 16 residents.

5. Emails supporting removal were received from 13 residents.

6. 17 residents spoke in opposition to removing the barricade and 8 residents spoke in favor.

Fire and Police Chief Comments

August 11, 2015 –The Planning Department sought input on the request to remove the Tucker Street barricade from both the Fire Department and Police Department. The original inquiry asked if public safety officials preferred the barricade to be removed or for the barricade to be left standing. Both departments supported removing the barricade.

August 24, 2015 – As it stands now, both the Fire and Police Departments agree that either removing the barricade or replacing the barricade with an EVA are acceptable options.

Planning Commission Motion | August 11, 2015

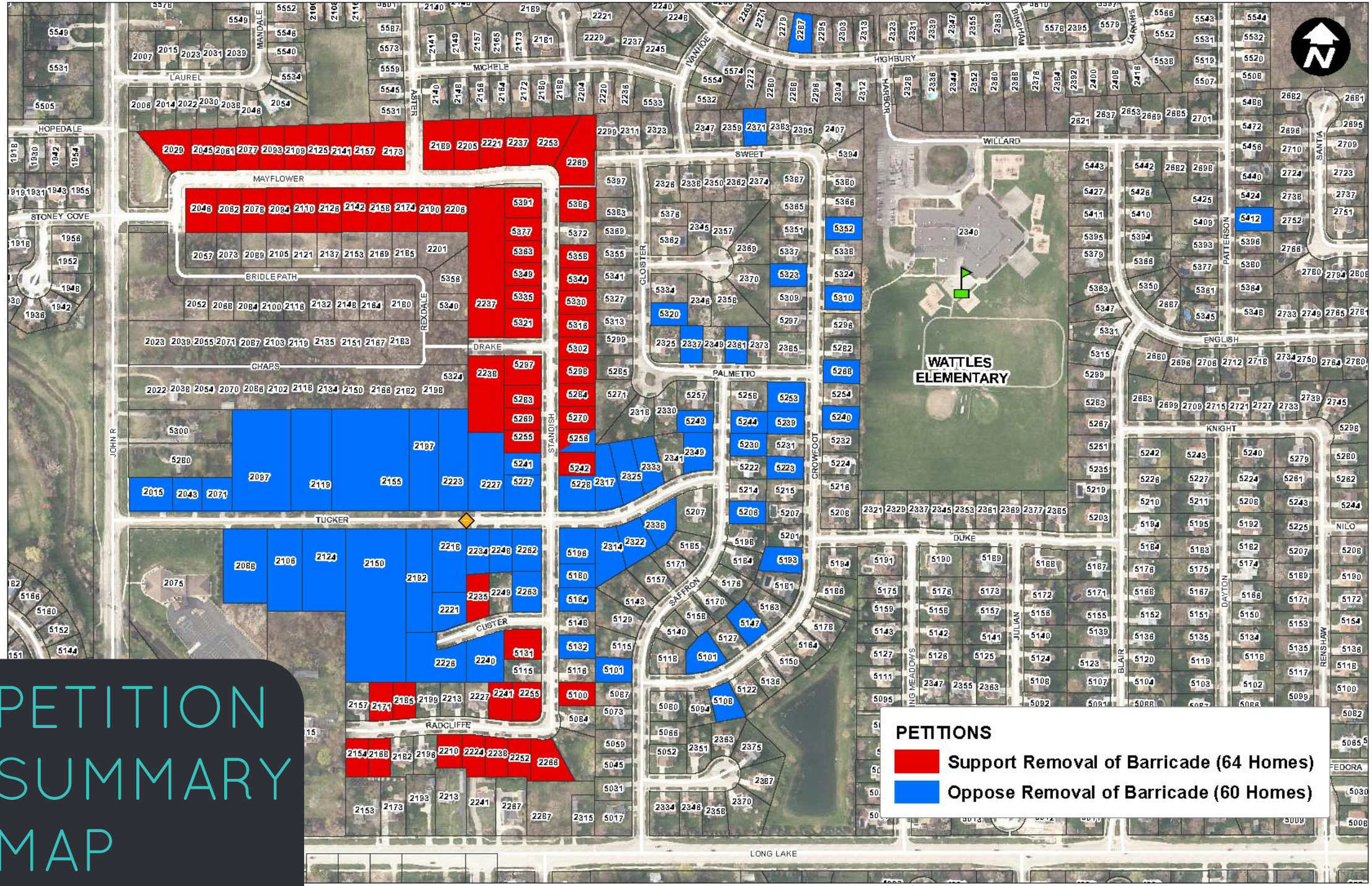
Recommends removal of the barricade on Tucker and opening it completely as a public road;
and

Recommends consideration of removal of all barriers including Emergency Vehicle Accesses (EVA's) in the interest of Planning Commission best practices to promote City policy of connectivity of public roads and access for all citizens in the community.

Staff Note: Interconnectivity is a best practice, although not definitively spelled out in the 2008 Master Plan. The Plan references alternative forms of transportation that are primarily focused on walkability. Going forward, interconnectivity is a focus of staff and the Planning Commission.

The motion was approved (7-0)

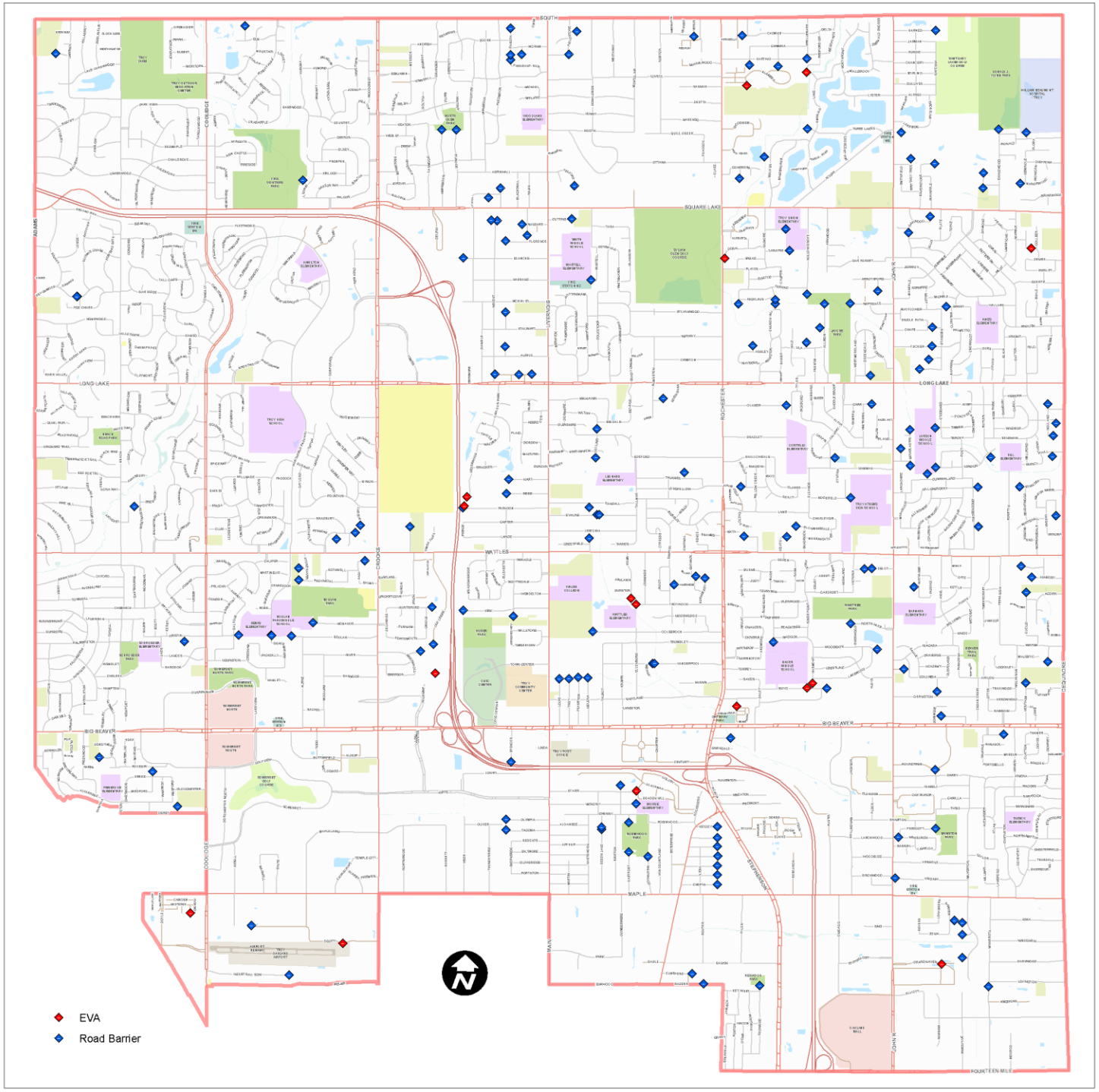
PETITION SUMMARY MAP



BARRICADE AND EVA SUMMARY

Road Barriers

Guardrails and EVA's



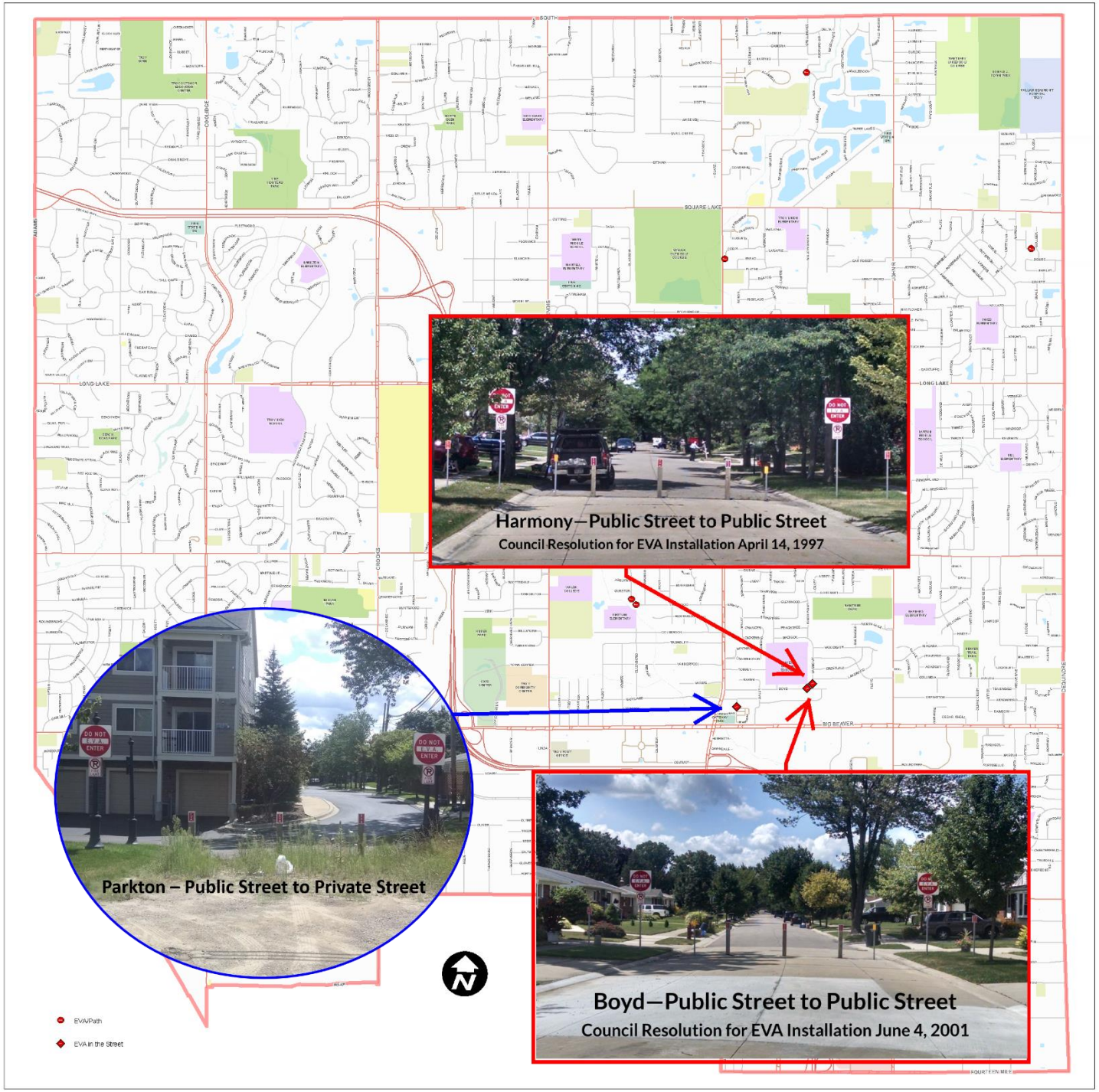
BARRICADE AND EVA SUMMARY

Barricaded Roads

Public street to public street, except Oak Leaf

BARRICADE AND EVA SUMMARY

- Emergency Vehicle Access Streets



EVA IN ACTION

OPTIONS & DISCUSSION

1. Send back to Traffic Committee and Planning Commission with barrier and EVA analysis.
2. Leave Tucker Street barricade as is.
3. Remove Tucker Street barricade.
   a. Open Tucker Street
   b. Open Tucker Street and pave
      - Estimated at $240,000 to residents
        - *$10,936.29 – $32,018.96 per lot by front footage*
      - Estimated at $264,000 to City
   c. Replace barricade with EVA
   d. Remove barriers and replace with EVA's on public to public streets

Date: August 6, 2015

To: Planning Commission

From: R. Brent Savidant, Planning Director

Subject: REMOVAL OF TUCKER STREET BARRICADE

This item was initiated by James and Dorothy Konarske, Troy residents who live at 2237 Drake, who submitted a request to remove the barricade on Tucker Street, east of John R Road. This item will be forwarded to City Council for consideration. A recommendation from the Planning Commission is sought to assist City Council in this issue.

Establishment of Tucker Street Barricade

Final Preliminary Plat Approval was granted for Long Lake Meadows Subdivision by City Council on September 14, 1987 (Resolution #87-1086). In addition to approving 91 residential lots, City Council approved a vehicular barricade on Tucker Street:

> BE IT FURTHER RESOLVED, That before removal of the barrier to and from Tucker Street, said street shall be paved, a Public Hearing is to be scheduled and notice of the Public Hearing is to be sent to all property owners on Tucker Street.

The barricade is located approximately 370 west of Long Lake Meadows Subdivisions and still stands today (see attached photos). The project file indicates that on February 10, 1987 the Planning Commission recommended a barricade on Tucker "until future development occurs in the Tucker Street area". This recommendation appears to stem from residents' opposition to the Tucker Street connection.

Approval of Hunters Park 2 Site Condominium

On March 24, 2015 the Planning Commission granted Preliminary Site Condominium Approval for Hunters Park 2 Site Condominium, a 25-unit single-family detached development located on the east side of John R between Tucker and Mayflower.

Some residents, including James and Dorothy Konarske, stated their opposition to the project at the Planning Commission meeting, based primarily on the proposed vehicular connection with Drake. This connection eliminated the "dead end" status of Drake and provided a more direct vehicular connection with John R Road.

The vehicular connection was requested by planning, engineering, and public safety staff for the following reasons:

1. A more convenient route through residential streets to Wass Elementary is preferred over a route that uses a major road.
2. Interconnected streets are the preferred alternative for emergency vehicle access, as requested by the Troy Fire Department.

3. Providing interconnected neighborhoods is a policy of the city.
4. The connection to Drake would provide another access point for the existing subdivisions to the east out to John R rather than forcing the rather circuitous route that is currently in place. This could reduce traffic to Long Lake from the Saffron approach.
5. A direct connection to Drake could also facilitate better operations for other "services" such as school buses, garbage collection, police patrol, snow plowing, mail services and others while reducing travel time and travel distance servicing this section of the City.
6. Tucker is barricaded at the end of the concrete section, just west of Standish, so there is no connection from the subdivisions to the east out to John R along Tucker.
7. Drake is a public road as will be the new roads in Hunters Park 2. City policy is to provide connected public streets.

Request to Remove Tucker Street Barricade

James and Dorothy Konarske submitted a formal request to remove the barricade on Tucker. In their request, the Konarske's point out an inconsistency related to the City's street connectivity policy. Specifically, Tucker Street was barricaded in 1987 which eliminated a vehicular connection to John R Road and reduced interconnectivity.

City Council has the authority to pass a resolution rescinding the requirements that the barrier on Tucker Street remain in place.

Traffic Committee Consideration

Traffic Committee considered this item on July 15, 2015. Notices were sent to properties in the SE quarter of Section 13 (322 addresses).

A petition was submitted opposed to the removal of the barricade and was signed by sixty-two (62) residents in the immediate area. Emails in opposition to removing the barricade were received from twenty-five (25) residents. Emails supporting removal were received from seven (7) residents. A majority of residents spoke in opposition to removing the barricade, while a minority spoke in favor of removing the barricade.

A motion was made at the conclusion of public comment to "*Leave the barricade in place and encourage an Emergency Vehicle Address (EVA)*". This motion ended in a tie vote (3-3).

A summary of the meeting and draft minutes from the meeting are attached.

Recommendations

The Planning Department sought input on this matter from various departments and organizations. The following is a summary of their comments:

Troy Police Department - Police Chief
"The Troy Police Department is in support of removing any barricade, in particular the Tucker Street barricade, that impedes, or otherwise delays the response of any emergency responder. Often the need for a timely response is crucial in emergency situations".

Troy Fire Department – Fire Chief
"The fire department is in support of removing any barricade, in particular the Tucker Street barricade, that impedes, or otherwise delays the response of emergency responders, including fire, police, and EMS. In the case of the Tucker Street barricade, the fire department has experienced several incidents where access was delayed due to the barricade. Anytime there are street segments with the same name that are not contiguous, there is the potential for delays in emergency response. Typically these are caused by callers providing inexact locations when they contact dispatch".

Troy Fire Department – Fire Station 5 Captain
"From a Station 5 response perspective, removal of the barrier would not only assist in responding to Tucker addresses that are on the east side of the barrier, but would also give a shorter route into that subdivision for addresses on Standish, Radcliffe, Saffron, etc".

OHM, City Traffic Consultant
"We support the removal of the barricade along Tucker Street for many of the same reasons the City supported the connection with Drake. This opening of Tucker will provide an even more direct route to John R than the connection with Drake. Here are some reasons to open Tucker:

1. It will provide a more convenient route through residential streets to Wass Elementary, which is preferred over a route that uses a major road.
2. Interconnected streets are the preferred alternative for connected emergency vehicle access.
3. Providing interconnected neighborhoods is a policy of the city.
4. The connection to Tucker would provide another access point for the existing subdivisions to the east out to John R rather than forcing the rather circuitous route that is currently in place.
5. Opening up Tucker could also facilitate better operations for other "services" such as school buses, garbage collection, police patrol, snow plowing, mail services and others while reducing travel time and travel distance servicing this section of the City."

Troy School District Transportation Liaison
"This should have no impact on our transportation routes. We don't plan on changing routes with the barrier down".

<u>City Policy on Street Interconnectivity</u>

The Master Plan is the City's policy document that relates to land use and development. The following are excerpts from the City of Troy Master Plan:

Page 12: Transportation Troy is a complex place that contains diverse neighborhoods, business districts, industrial and educational campuses, and a wide variety of roads, from freeways to neighborhood streets. These ingredients are in place and complement one another to make up the City of Troy. <u>To sustain the positive relationship between land uses and street characters, linking and connecting the City through multiple methods is critical.</u>

Page 46: <u>10. Provide a supporting street system and circulation system; interconnected street and circulation systems better support alternative forms of transportation.</u>

Page 71: Land Use Planning and Transportation; to develop compact complete land use patterns where a variety of uses are mixed to increase alternatives to automobile travel. Strategies include contiguous development patterns, parking plans, street design and traffic rules, trip reduction measures, and stakeholder participation.

Page 88: Elements of Great Streets and Neighborhoods Great Streets • Connect smoothly with the rest of the street network.

Page 155: Provide a supporting street system and circulation system—Well-planned communities with a supporting network of local and collector streets, unified property access and circulation systems are better able to accommodate development.

Summary

City Management seeks a recommendation from the Planning Commission on whether to remove the barricade on Tucker Street. City Council has the authority to pass a resolution rescinding the requirements that the barrier on Tucker Street remain in place. Options available to City Council related to this item include the following:

1. Do nothing (barricade remains).
2. Remove barricade, gravel road remains unpaved.
3. Remove barricade, pave gravel road.
4. Remove barricade, replace with Emergency Vehicle Access (EVA).

Attachments:

1. Email from City Manager Brian Kischnick to City Council/Planning Commission.
2. Traffic Committee item including:
    a. Map of Area
    b. Map of gravel roads and barricades in Troy
    c. Photos of barricade taken in May, 2015.
    d. City Council resolution from September 14, 1987.
    e. Planning Commission agenda Item for March 24, 2015 meeting.
    f. Request from James and Dorothy Konarske to eliminate Tucker Street barricade.
    g. Public input received on or before July 14, 2015.
3. Summary of July 15, 2015 Traffic Committee meeting.
4. Minutes (draft) from July 15, 2015 Traffic Committee meeting.
5. Public input received after July 14, 2015.

Brent Savidant

From: Brian M Kischnick
Sent: Thursday, August 06, 2015 2:36 PM
To: Brent Savidant
Subject: FW: EVA's, Barricades and Tucker Street

Brian M. Kischnick | City Manager
City of Troy |500 W. Big Beaver, Troy, MI 48084 |Cell: 989.233.7335 |bkischnick@troymi.gov

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From: Brian M Kischnick
Sent: Thursday, August 6, 2015 2:20 PM
To: City Council Email <CityCouncilEmail@troymi.gov>
Cc: Brian M Kischnick <B.Kischnick@troymi.gov>
Subject: EVA's, Barricades and Tucker Street

Mayor and Council members:

I have received many forwarded emails from City Council members that were received from Tucker Street residents regarding the barricade there as well as the process. I appreciate the emails since I have not received one email, phone call or communication from Tucker Street residents (nor Drake for that matter). I personally attended the Traffic Committee meeting to hear the comments firsthand. The commentary will be used to assist me in drafting a recommendation to the City Council.

I believe in due process for all residents and issues related to city services. Therefore, I've provided the following information, thinking and justification below regarding the process used for this issue. In addition to evaluating the Tucker street barricade (and the functionality of EVA's Emergency Vehicle Access) I am taking a comprehensive look at all EVA's in the city.

To: Planning Commission:

On August 11, 2015 the Planning Commission will consider the Tucker barricade. The item was considered by the Traffic Committee on July 15, 2015.

I initiated the evaluation of the Tucker barricade because it came up during the March 24, 2015 Planning Commission meeting, during consideration of the Hunters Park 2 Site Condominium. Furthermore, there is a Planning Commission resolution recommending the Tucker barricade from 1987 and a City Council resolution establishing the barricade on Tucker from 1987. It is therefore important to give due process to the issue regardless of its lack of connection to the new site condominium to the north. Additionally, there is no Emergency Vehicle Access (EVA) on Tucker. It is simply a barricade, which is not a good situation for public safety response. This is not only my opinion but is also the opinion of both the Fire Department and Police Department. While there has been much conversation regarding EVA's, to my knowledge Captain Bob Redmond and I are the only ones to actually take a police car through one. So I know about EVA's firsthand. We will show the video of the test at the City Council meeting where this will be on the agenda.

I could go on, but suffice it to say this is why we have a Traffic Committee, Planning Commission and City Council. So, it is my opinion that this issue has standing, is germane to a larger public safety issue and is going through a legitimate and appropriate vetting process.

As an aside, the fact that the Traffic Committee voted 3 to 3 on the issue of removal indicates to me that we are doing the right thing. Due process will be the fundamental framework for making a proper and informed decision.

Brian M. Kischnick | City Manager
City of Troy |500 W. Big Beaver, Troy, MI 48084 |Cell: 989.233.7335 |bkischnick@troymi.gov

CITY COUNCIL INFORMATION

Date: July 16, 2015

To: Brian Kischnick, City Manager

From: Mark F. Miller, Director of Economic and Community Development
Steven J. Vandette, City Engineer
William J. Huotari, Deputy City Enginer/Traffic Engineer

Subject: Additional Information on Tucker Street Barricade

Attached is information for City Council on the Tucker Street barricade issue addressed at the July 15, 2015 Traffic Committee meeting. The same item will be included on the August 11, 2015 Planning Commission. A complete report with minutes of both meetings and supporting documentation will be provided to City Council at their meeting of August 24, 2015.

Included as information is:

1. Agenda item from the July 15, 2015 Traffic Committee meeting
2. Emails received
3. A map delineating locations of emails received, noting support or opposition to removing the barricade
4. Residents in attendance at the meeting that signed in
5. Petition submitted at the meeting signed by sixty-two (62) residents in the immediate area
6. Fire Department Memo
7. Typical Emergency Vehicle Access (EVA)

WJH/wjh\G:\Traffic\aaa Traffic Committee\2015\7_July 15\Tucker_Additional Information to City Council.doc

ITEM #7

TRAFFIC COMMITTEE REPORT

June 24, 2015

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request to Discuss Interconnection
Tucker, John R to Standish

Background:

A request to remove the barricade on Tucker Street, east of John R, was made by James and Dorothy Konarske of 2237 Drake. The Konarske's point out an inconsistency related to the City's street connectivity policy. Specifically, Tucker Street was barricaded in 1987, which eliminated a vehicular connection to John R Road and reduced interconnectivity.

The newly approved Hunters Park 2 Site Condominium development, north of Tucker, includes a vehicular connection to Drake. This connection eliminated the "dead end" status of Drake and provided a more direct vehicular connection with John R.

The request to remove the barricade will be forwarded to City Council for consideration after a recommendation is made by the Traffic Committee as well as the Planning Commission.

A memo is provided from Planning Director, Brent Savidant, which discusses the history of the barricade as well as providing input from various departments and organizations.

Date: June 30, 2015

To: Planning Commission
Traffic Committee

From: R. Brent Savidant, Planning Director

Subject: REMOVAL OF TUCKER STREET BARRICADE

This item was initiated by James and Dorothy Konarske, Troy residents who live at 2237 Drake, who submitted a request to remove the barricade on Tucker Street, east of John R Road. This item will be forwarded to City Council for consideration. A recommendation from the Planning Commission and Traffic Committee are sought to assist City Council in this issue.

Establishment of Tucker Street Barricade

Final Preliminary Plat Approval was granted for Long Lake Meadows Subdivision by City Council on September 14, 1987 (Resolution #87-1086). In addition to approving 91 residential lots, City Council approved a vehicular barricade on Tucker Street:

> BE IT FURTHER RESOLVED, That before removal of the barrier to and from Tucker Street, said street shall be paved, a Public Hearing is to be scheduled and notice of the Public Hearing is to be sent to all property owners on Tucker Street.

The barricade is located approximately 370 west of Long Lake Meadows Subdivisions and still stands today (see attached photos). The project file indicates that on February 10, 1987 the Planning Commission recommended a barricade on Tucker "until future development occurs in the Tucker Street area". This recommendation appears to stem from residents' opposition to the Tucker Street connection.

Approval of Hunters Park 2 Site Condominium

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Some residents, including James and Dorothy Konarske, stated their opposition to the project at the Planning Commission, based primarily on the proposed vehicular connection with Drake. This connection eliminated the "dead end" status of Drake and provided a more direct vehicular connection with John R Road.

The vehicular connection was requested by planning, engineering, and public safety staff for the following reasons:

1. A more convenient route through residential streets to Wass Elementary is preferred over a route that uses a major road.

2. Interconnected streets are the preferred alternative for emergency vehicle access, as requested by the Troy Fire Department.
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5. A direct connection to Drake could also facilitate better operations for other "services" such as school buses, garbage collection, police patrol, snow plowing, mail services and others while reducing travel time and travel distance servicing this section of the City.
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Recommendations

The Planning Department sought input on this matter from various departments and organizations. The following is a summary of their comments:

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"The Troy Police Department is in support of removing any barricade, in particular the Tucker Street barricade, that impedes, or otherwise delays the response of any emergency responder. Often the need for a timely response is crucial in emergency situations".

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Page 46: 10. Provide a supporting street system and circulation system; interconnected street and circulation systems better support alternative forms of transportation.

Page 71: Land Use Planning and Transportation; to develop compact complete land use patterns where a variety of uses are mixed to increase alternatives to automobile travel. Strategies include contiguous development patterns, parking plans, street design and traffic rules, trip reduction measures, and stakeholder participation.

Page 88: Elements of Great Streets and Neighborhoods Great Streets • Connect smoothly with the rest of the street network.

Page 155: Provide a supporting street system and circulation system—Well-planned communities with a supporting network of local and collector streets, unified property access and circulation systems are better able to accommodate development.

Summary

City Council has the authority to pass a resolution rescinding the requirements that the barrier on Tucker Street remain in place. City Management seeks a recommendation from the Planning Commission and Traffic Committee on whether to remove the barricade on Tucker Street. Options available to City Council related to this item include the following:

1. Do nothing (barricade remains).
2. Remove barricade, gravel road remains unpaved.
3. Remove barricade, pave gravel road.

Estimated costs and methods for funding will be determined at a later date and provided for City Council.

Attachments:

1. Map of Area
2. Map of gravel roads and barricades in Troy
3. Photos of barricade taken in May, 2015.
4. City Council resolution from September 14, 1987.
5. Planning Commission agenda Item for March 24, 2015 meeting.
6. Request from James and Dorothy Konarske to eliminate Tucker Street barricade.

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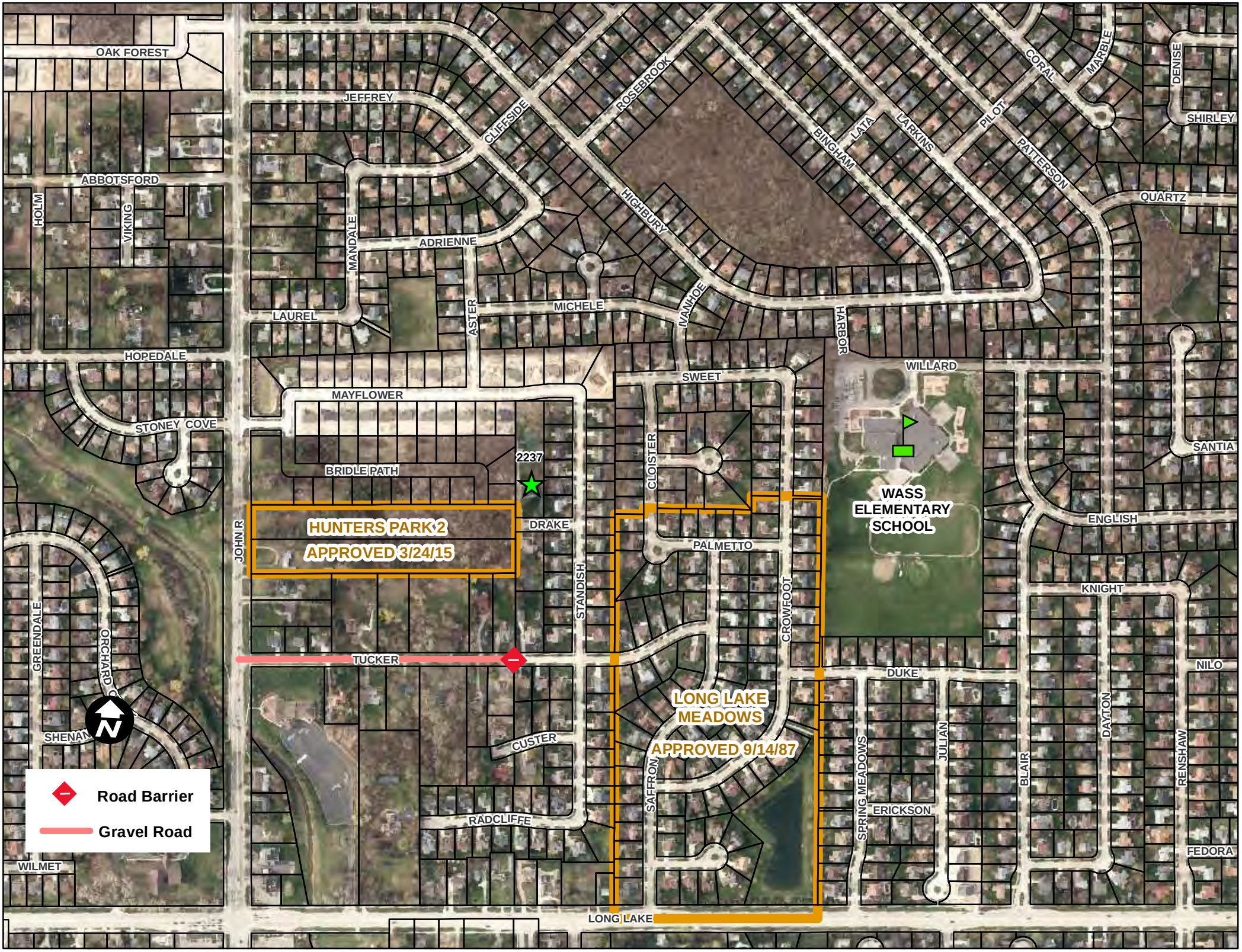
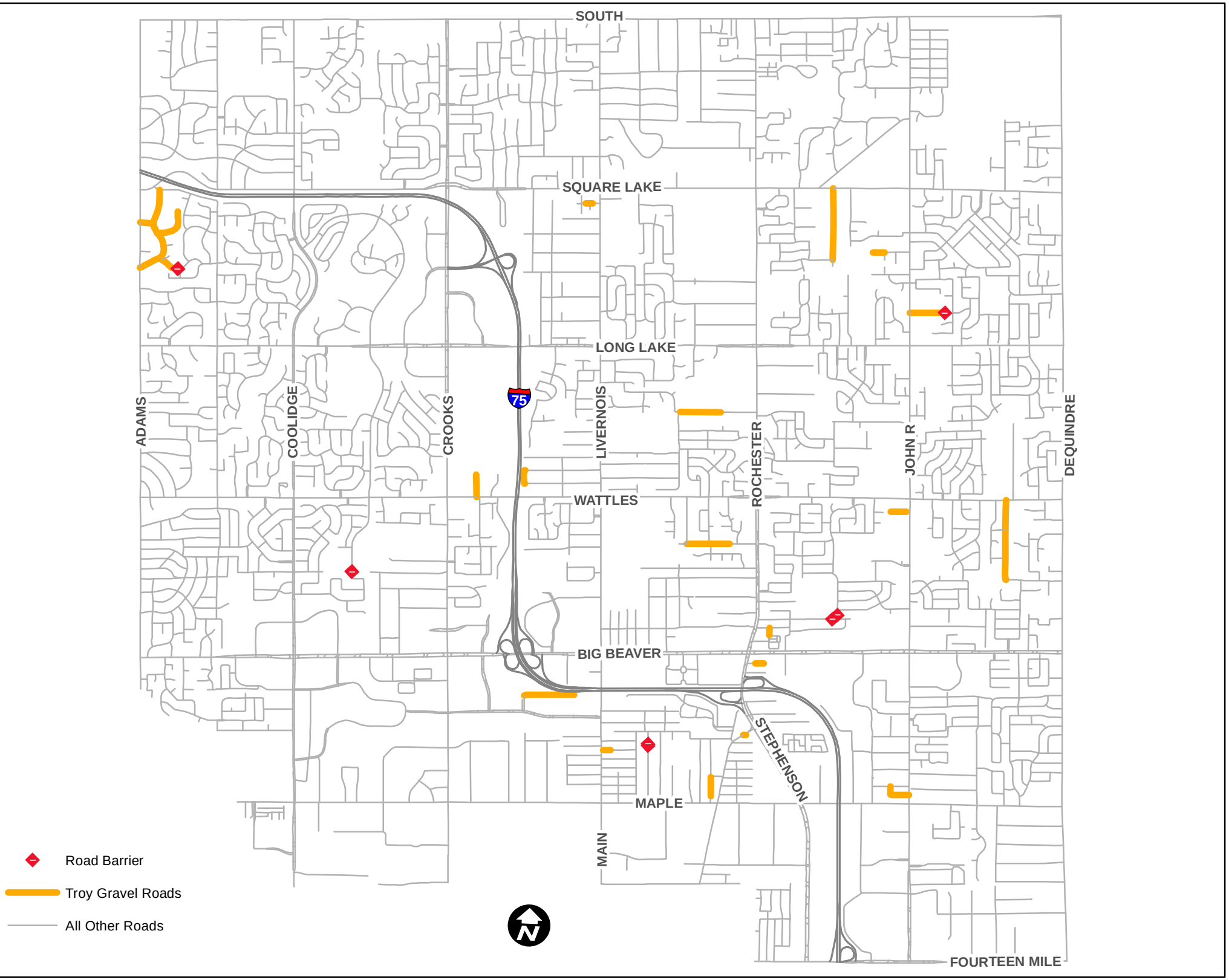

OAK FOREST
JEFFREY
CLIFFSIDE
ROSEBROOK
BINGHAM
LATA
LARKINS
PILOT
CORAL
MARBLE
DENISE
SHIRLEY
PATTERSON
QUARTZ
ABBOTSFORD
HOLM
VIKING
MANDALE
ADRIENNE
HIGHBURY
LAUREL
ASTER
MICHELE
MANHOE
HARBOR
HOPEDALE
WILLARD
SWEET
MAYFLOWER
STONEY COVE
SANTIA
2237
BRIDLE PATH
CLOISTER
WASS ELEMENTARY SCHOOL
HUNTERS PARK 2
APPROVED 3/24/15
DRAKE
ENGLISH
PALMETTO
JOHN R
STANDISH
KNIGHT
CROWFOOT
GREENDALE
ORCHARD
TUCKER
DUKE
NILO
LONG LAKE MEADOWS
APPROVED 9/14/87
SHENAN
CUSTER
JULIAN
DAYTON
SAFFRON
BLAIR
RENSHAW
SPRING MEADOWS
ERICKSON
RADCLIFFE
FEDORA
WILMET
LONG LAKE
Road Barrier
Gravel Road


SOUTH
SQUARE LAKE
LONG LAKE
WATTLES
BIG BEAVER
MAPLE
FOURTEEN MILE
ADAMS
COOLIDGE
CROOKS
75
LIVERNOIS
ROCHESTER
JOHN R
DEQUINDRE
MAIN
STEPHENSON
Road Barrier
Troy Gravel Roads
All Other Roads
N

ROAD
ENDS

FINAL PRELIMINARY PLAT APPROVAL - LONG LAKE MEADOWS SUBDIVISION - NORTH SIDE OF LONG LAKE, EAST OF JOHN R - SECTION 12 C-18

9/14/87

Resolution #87-1086
Moved by Pallotta
Supported by Liebrecht

RESOLVED, That final approval of the preliminary plat for Long Lake Meadows Subdivision, located on the north side of Long Lake, east of John R, in Section 12, be granted after cash, irrevocable bank letter of credit, or certified check has been filed with the Clerk in the amount of $1,002,430.50 to insure construction of all required improvements within a period of two years from date of final approval of the Preliminary Plat; also after receipt of a cash payment of $78,770.50 for sidewalk closures, water main testing and chlorination, sidewalks-retention basin, street name and traffic signs, street island improvements, landscaping and screen plantings - non-access greenbelt easements, landscaping and screen planting - retention basin, seeding, mulching and topsoil - Long Lake Road, Engineering review and inspection fees - 4.7%, soil erosion and sedimentation control permit, testing services, walkway and split rail fence - retention basin; and

BE IT FURTHER RESOLVED, That the Mayor and City Clerk are hereby authorized to execute the Subdivision Agreement, a copy of which shall be attached to the original minutes of this meeting.

BE IT FURTHER RESOLVED, That before removal of the barrier to and from Tucker Street, said street shall be paved, a Public Hearing is to be scheduled and notice of the Public Hearing is to be sent to all property owners on Tucker Street.

Yeas: All-7

- 5 -

DATE: March 5, 2015

TO: Planning Commission

FROM: R. Brent Savidant, Planning Director

SUBJECT: PRELIMINARY SITE PLAN REVIEW – Proposed Hunters Park 2 Site Condominium, 25 units/lots, East side of John R between Tucker and Mayflower, Section 12, Currently Zoned R-1C (One Family Residential) District

The petitioner Mondrian Properties Hunters Park LLC submitted the above referenced Preliminary Site Plan Approval application for a 25-unit site condominium. The property is currently zoned R-1C (One Family Residential) District. The Planning Commission is responsible for granting Preliminary Site Plan Approval for site condominium applications.

The attached report prepared by Carlisle/Wortman Associates, Inc. (CWA), the City's Planning Consultant, summarizes the project. CWA prepared the report with input from various City departments including Planning, Engineering, Public Works and Fire. City Management supports the findings of fact contained in the report and recommends approval of the project, as noted.

Attachments:
1. Maps
2. Report prepared by Carlisle/Wortman Associates, Inc.

cc: Applicant
File/ Hunters Park 2 Site Condominium

G:\SUBDIVISIONS & SITE CONDOS\Hunters Park 2 Sec 12\PC Memo 03 24 2015.docx

PROPOSED RESOLUTION

PRELIMINARY SITE PLAN REVIEW – Proposed Hunters Park 2 Site Condominium, 25 units/lots, East side of John R between Tucker and Mayflower, Section 12, Currently Zoned R-1C (One Family Residential) District

Resolution # PC-2015-03-
Moved by:
Seconded by:

RESOLVED, That Preliminary Site Condominium Approval, pursuant to Article 8 and Section 10.02 of the Zoning Ordinance, as requested for Hunters Park 2 Site Condominium, 25 units/lots, East side of John R between Tucker and Mayflower, Section 12, Currently Zoned R-1C (One Family Residential) District, be granted, subject to the following:

1. Provide a midblock pedestrian crossing along the newly created Kingston Drive.
2. Construct the connection to Drake Road as shown in Site Plan, Sheet P-3.
3. Add one (1) additional tree along John R. Road.

_____) or

(denied, for the following reasons: _____) or

(postponed, for the following reasons:_____)

Yes:
No:
Absent:

MOTION CARRIED / FAILED

G:\SUBDIVISIONS & SITE CONDOS\Hunters Park 2 Sec 12\Proposed Resolution 2015 03 24.docG:\SUBDIVISIONS & SITE CONDOS\Hunters Park 2 Sec 12\Proposed Resolution 2015 03 24.doc

HUNTERS PARK 2 SITE CONDOMINIUM

City of Troy Planning Department

Legend:

Aerial

- Red: Band_1
- Green: Band_2
- Blue: Band_3

417 0 208 417 Feet

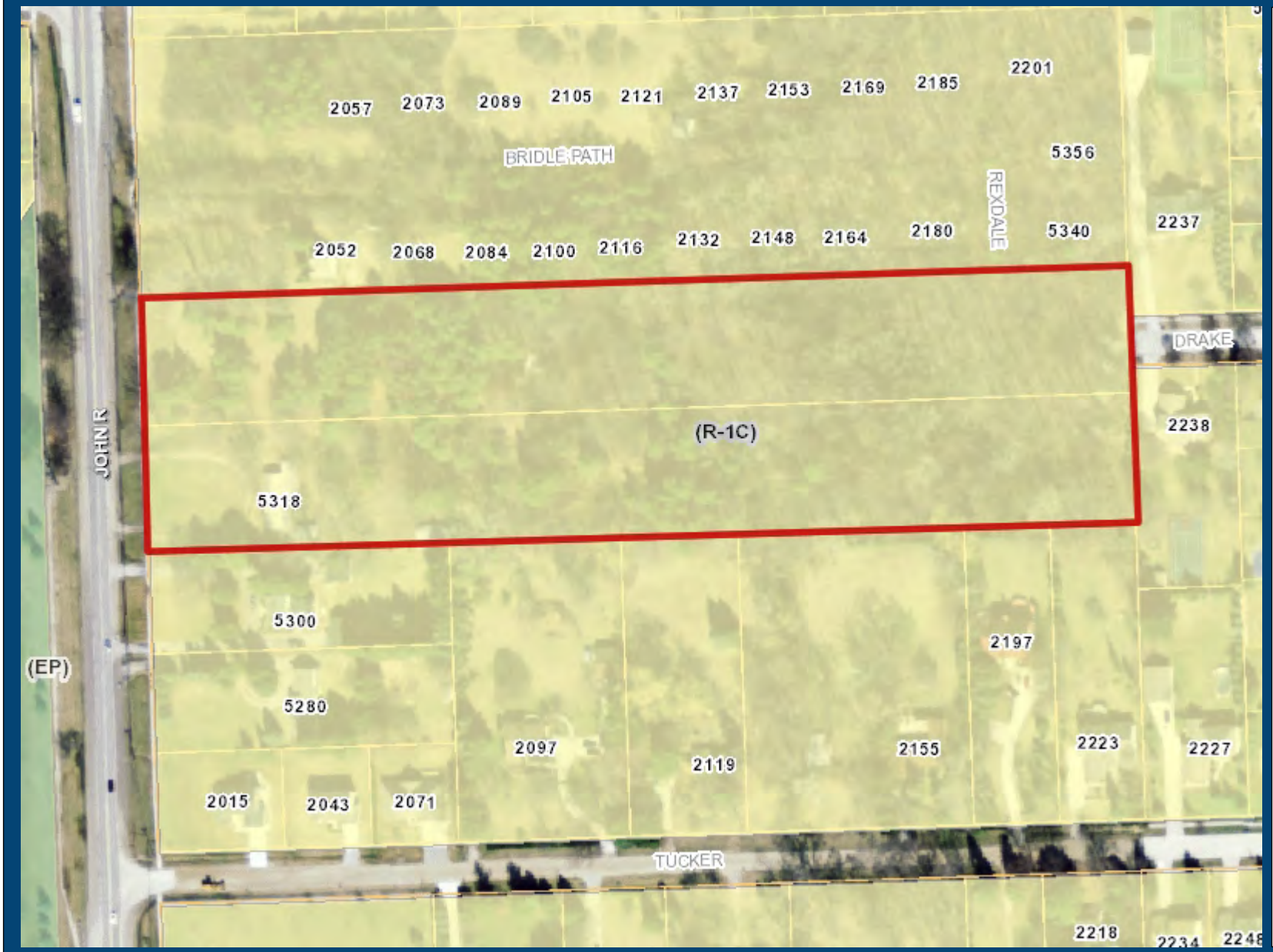
Scale 1: 2,500

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.

Printed: 2/12/2015

HUNTERS PARK 2 SITE CONDOMINIUM

City of Troy Planning Department



Legend:

Form Based Zoning 2

- (PUD) Planned Unit Development
- (CF) Community Facilities District
- (EP) Environmental Protection District
- (BB) Big Beaver Road
- (MR) Maple Road
- (NN) Neighborhood Nodes (A-U)
- (CB) Community Business
- (GB) General Business
- (IB) Integrated Industrial Business District
- (O) Office Building District
- (OM) Office Mixed Use
- (P) Vehicular Parking District
- (R-1A) One Family Residential District
- (R-1B) One Family Residential District
- (R-1C) One Family Residential District
- (R-1D) One Family Residential District
- (R-1E) One Family Residential District
- (RT) One Family Attached Residential Distric
- (MF) Multi-Family Residential
- (MHP) Manufactured Housing
- (UR) Urban Residential
- (RC) Research Center District
- (PV) Planned Vehicle Sales

Aerial

- Red: Band_1
- Green: Band_2
- Blue: Band_3

467 0 233 467 Feet

Scale 1: 2,800

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.

Printed: 2/12/2015

CARLISLE | WORTMAN associates, inc.
605 S. Main Street, Ste. 1
Ann Arbor, MI 48104
(734) 662-2200
(734) 662-1935 Fax

Date: March 12, 2015

Site Condominium Plan
For
City of Troy, Michigan

Applicant:	Mondrian Properties
Project Name:	Hunters Park 2 Site Condominium
Plan Date:	March 4, 2015
Location:	East side John R Road, between 18 Mile Road and E. Square Lake Road.
Zoning:	R1-C, One-Family Residential District
Action Requested:	Preliminary Site Condominium Approval
Required Information:	Noted

PROJECT AND SITE DESCRIPTION

We are in receipt of a site condominium application which includes a preliminary site plan, topographic survey, grading plan, utility plan, tree preservation plan and tree inventory, elevations and floor plans. This project is the second phase of the Hunters Park site condominium development. Phase 2 is proposed for a 7.92 acre site immediately south of the phase 1 development.

The applicant has submitted two (2) plans for Planning Commission consideration. The first plan, as shown on sheet P-3, requests approval for 24 lots single family detached site condominium units. The second plan, labeled "alternative site plan," requests approval for 25 single family detached site condominium units. The only difference between the two plans is that site plan 1, Sheet P-3, includes a vehicular connection to Drake Road. The vehicular connection was requested by planning, engineering, and public safety staff.

The Hunters Park development will have 45 or 46 lots in total, including phase 1 and 2. Access to all units will be via a new residential street off of John R Road and Mayflower Road to the north, and Drake to the east.

The phase 2 subject property is currently improved with one (1) single family home, which will be demolished. The site has significant tree cover and a large wetland area. The site is zoned R-1C and the proposed site condominium use is permitted by-right.

Location of subject site:

Size of subject property:
Phase 2 is 7.92 acres in area.

Current use of subject property:
The subject property has one (1) existing single family home.

Proposed use of subject site:
The proposed use is single family residential site condominium.

Current Zoning:
The property is currently zoned R-1C, One Family Residential District.

Surrounding Property Details:

Direction	Zoning	Use
North	R-1C, One-family Residential District	Single-family homes
South	R-1C, One-family Residential District	Single-family homes
East	R-1C, One-family Residential District	Single-family homes

West	R-1C, One-family Residential District	Single-family homes, Open space

SITE ARRANGEMENT, ACCESS, AND CIRCULATION

The applicant is applying the lot size averaging option, permitted and regulated by Section 10.01. The lot range in size between 9,477 to 20,238 square feet and the average lot size is 10,964 square feet. The proposed lots are regular in shape, allow for adequate setbacks, and permit sufficient space for the homes and ingress and egress for each unit.

The project is phase 2 of the existing Hunters Park site condominium. Phase 2 will provide an additional access drive off John R. Road and also connect to the shared access with the Bridgewater site condominium development through Hunters Park Phase 1. The development will be served by a new public road, which runs perpendicular to John R. Road and connects to Rexdale Drive from Phase 1. The new road with have a sixty (60) foot right-of-way with 5-foot sidewalks on both sides of the road. The applicant has provided 5-foot sidewalks in the development, however we recommend that the applicant provide a midblock pedestrian crossing along the newly created Kingston Drive.

As an infill development project, Hunters Park should be connected to the existing residential fabric. As a result, the applicant should also connect to the residential neighborhood to east via the Drake Road stub street. The vehicular connection was requested by planning, engineering, and public safety staff for the following reasons:

1. Hunters Park 2 (as well as Hunters Park and Bridgewater) will be part of the attendance area for Wass Elementary so a more convenient route through residential streets to the school is preferred rather than a route out to a major road.
2. Interconnected streets are the preferred alternative for connected emergency vehicle access, as requested by the Troy Fire Department.
3. Providing interconnected neighborhoods are policy of the city. Rather than creating “island” neighborhoods.
4. The connection to Drake would provide another access point for the existing subdivisions to the east out to John R rather than forcing the rather circuitous route that is currently in place. This could reduce traffic to Long Lake from the Saffron approach.
5. A direct connection to Drake could also facilitate better operations for other “services” such as school buses, garbage collection, police patrol, snow plowing, mail services and others while reducing travel time and travel distance servicing this section of the City.
6. Tucker is barricaded at the end of the concrete section, just west of Standish, so there is no connection from the subdivisions to the east out to John R along Tucker. This barricade was placed by resolution until such a time as Tucker is paved.
7. Drake is a public road as will be the new roads in Hunters Park 2. City policy is to provide connected public streets.

Though a full vehicular connection is recommended, if a full vehicular connection is not provided, the fire department recommends that a minimum a dedicated pedestrian and emergency vehicle connection be made.

Items to be Addressed: *1). Provide a midblock pedestrian crossing along the newly created Kingston Drive; and 2). Construct the connection to Drake Road as shown in Site Plan, Sheet P-3.*

AREA, WIDTH, HEIGHT, SETBACKS

Required and Provided Dimensions:

Table 4.06.C establishes the requirements for the R-1C District. The requirement and the proposed dimensions are as follows:

	Required	Provided	Compliance
Minimum Lot Area*	10,500 sq ft	Sheet P-3: 10,964 (Ave) 9,957 sq ft (Min) Alternative: 11,302 (Ave) 9,477 sq ft (Min)	Complies
Minimum Lot Width	85 ft	76.5 ft (min), Avg exceeds 85 ft	Complies
Setbacks			
Front	30 ft	30 ft	Complies
Side (Least)	10 ft	10 ft	Complies
Side (Total)	20 ft	20 ft	Complies
Rear	40 ft	40 ft	Complies
Maximum Building Height	30 ft, 2.5 story	20'-1/4", 2 story	Complies
Minimum Floor Area per Unit	1,200 sq ft	1,800	Complies
Maximum Lot Coverage	30%	19%	Complies

*The lot size average option has been applied and Section 10.01 standards have been met.

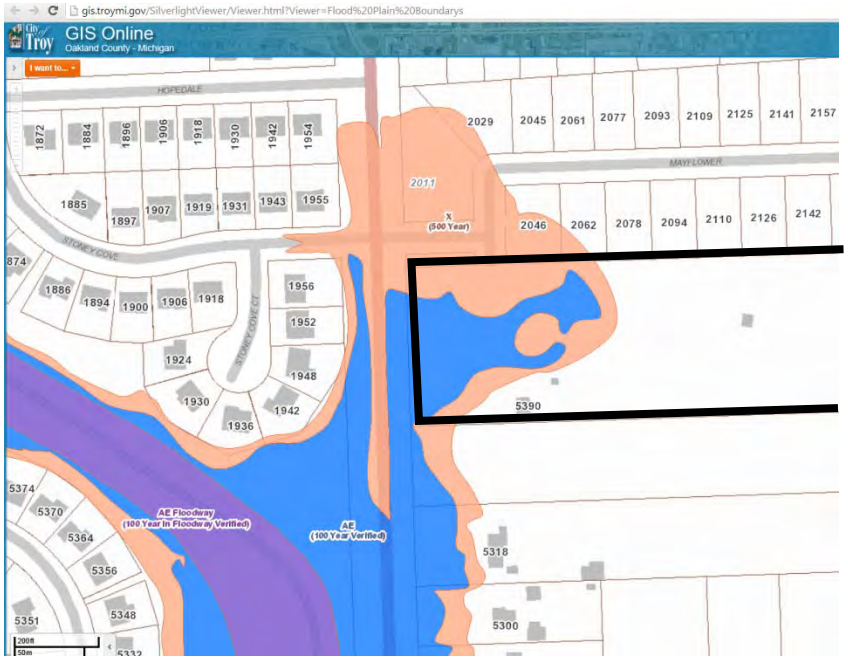
The applicant has meet all R-1C bulk requirements.

Items to be Addressed: *None*

NATURAL RESOURCES

Topography - The grading plan shows a gradual slope down from east to west. The detention basin for Hunters Park is located in the southwest corner of phase 1.

Woodlands – The site has significant tree cover. The applicant has tagged over 650 trees on the site, primarily American Elm, Scotch Pine, Wild Black Cherry, and Silver Maple. Most of the trees are between 5 and 10 inches DBH and at least half are in good condition. The applicant does not provide the exact number, however sheet P-6 indicates that most of the site will be clear-cut with some areas to be subject to selective clearing by builders. The applicant is encouraged to selectively clear trees in order to preserve trees particularly along proposed new lots and existing development, and in non-building envelopes of new lots.



Wetlands/Flood Plain - The front/westerly portion of the site is located within the 100 year flood plain. An application is being made to FEMA for a LOMA. The LOMA will be required for final site plans submittal. Additionally, there is a 1.04 acre non-regulated wetland located in the central portion of the site.

Items to be Addressed: *The applicant is encouraged to selectively clear trees in order to preserve trees particularly along proposed new lots and existing development, and in non-building envelopes of new lots.*

LANDSCAPING

The Landscape Plan includes a mixture of evergreen and deciduous trees. All proposed species fall within Troy regulations and are not prohibited. Site condominium and subdivision landscaping are regulated by Section 13.02.F.2.

	Required	**Provided**	**Compliance**
John R Road Screening Alt 2	1 tree per 10 lineal feet (300 lf =30 tree)	29 trees	Add (1) additional tree.
Proposed Kingston Drive Internal Street	1 tree per 50 lineal feet (2,278 lf = 5 trees)	46 trees	Complies

The applicant has provided landscaping at the entrance. Plantings are 78% native plants and include a variety of species.

Access drives should not be subtracted from the lineal dimension used to determine the minimum number of trees for greenbelts or internal streets. The applicant should provide landscaping based on the 300 foot frontage along John R Road.

Items to be Addressed: *Add one (1) additional tree along John R. Road.*

SUBMITTAL REQUIREMENTS

Section 10.02 sets forth the intent and standards for site condominium projects.

1. Intent: The intent of this Section is to regulate site condominium projects to ensure compliance with this Ordinance and other applicable standards of the City, to provide procedures and standards for review and approval or disapproval of such developments, and to insure that each project will be consistent and compatible with other developments in the community.

The proposed site condominium project is consistent and compatible with other developments in the community, and more importantly adjacent properties. The proposed development meets the intent of the Site Condominium section of the ordinance.

Section 10.02.E. regulates physical improvements associated with condominium projects. It requires the following:

1. Principal access and circulation through a site condominium shall be provided by public streets constructed to City standards, within sixty (60) foot wide rights-of-way. Secondary access and circulation through such developments, on which some of the residential parcels may have their sole frontage, may be provided by twenty-eight (28) foot wide streets constructed to City public street standards, within forty (40) foot private easements for public access. **The applicant has provided a 60-foot wide public right-of-way. All lots front on the 60-foot right-of-way.**

2. Principal access to site condominium of five (5) acres or less in area may be provided by way of twenty-eight (28) foot wide streets constructed to City public street standards, within forty (40) foot private easements for public access, when in the opinion of the City Council the property configuration is such that the provision of conforming dwelling unit parcels is impractical. **Not applicable.**

3. All entrances to major or secondary thoroughfares shall include deceleration, acceleration and passing lanes as required by Engineering Standards of the City of Troy. **The applicant has provided deceleration and acceleration lanes at the entrance to the proposed Kingston Drive along John R Road.**

4. Sidewalks shall be constructed, in accordance with City Standards, across the frontage of all dwelling unit parcels. Utilities shall be placed within street rights-of-way, or within easements approved as to size and location by the City Engineer. **Satisfied.**

5. All shall be served by public water, sanitary sewer, storm sewer and detention/retention systems constructed to City standards, at the expense of the developer. Easements over these systems shall be conveyed and recorded before occupancy permits are issued for dwelling units. **The applicant has proposed full utilities, but all proposed configurations and easements are subject to approval by the City engineering department.**

As noted above, all condominium projects are subject to Section 8.05.A.7, which establishes the requirements for a preliminary site plan submittal. Three additional requirements are specifically identified for residential projects. The three additional requirements, identified in *8.05.A.7.o, include:*

i. Calculation of the dwelling unit density allowable and a statement of the number of dwelling units, by type, to be provided. **The dwelling calculation is compliant with R1-C regulations.**

ii. Topography on site and fifty (50) feet beyond, drawn at two (2) foot contour intervals, with existing drainage courses, flood plains, wetlands, and tree stands indicated. **Satisfied.**

iii. The typical floor plans and elevations of the proposed buildings, with building height(s). **Satisfied.**

Items to be Addressed: *Noted above.*

RECOMMENDATIONS

We recommend preliminary Site Plan approval of the Hunters Park Phase 2 site condominium development given the following conditions:

1. *Provide a midblock pedestrian crossing along the newly created Kingston Drive.*
2. *Construct the connection to Drake Road as shown in Site Plan, Sheet P-3.*
3. *The applicant is encouraged to selectively clear trees in order to preserve trees particularly along proposed new lots and existing development, and in non-building envelopes of new lots.*
4. *Add one (1) additional tree along John R. Road.*

CARLISLE/WORTMAN ASSOC., INC.
Benjamin R. Carlisle, LEED AP, AICP

225-1426

cc:

PRELIMINARY SITE CONDOMINIUM PLANS FOR

HUNTERS PARK 2

PART OF THE SW 1/4 OF SECTION 12, T. 2N., R. 11E.,
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

LEGAL DESCRIPTION – AS SURVEYED: (OVERALL)

(Per Professional Engineering Associates, Inc.)

Lots 24, 25, 26 and 27 of Eyster's John R Acres, a subdivision of part of the Southwest 1/4 of Section 12, T.2N, R.11E, City of Troy, Oakland County, Michigan, as recorded in Liber 55 of Plats, Page 53, Oakland County Records.

Being more particularly described as:
Commencing at the West 1/4 Corner of said Section 12; thence along the east–west quarter line of Section 12, N88°02'09"E, 60.04 feet to a point on the east right–of–way line of John R. Road (60 foot half width); thence along said east right–of–way line S00°02'00"W, 341.19 feet to the northwest corner of Lot 27 of the aforementioned Eyster's John R Acres subdivision and the POINT OF BEGINNING; thence N89°59'21"E, 1150.05 feet (platted as EAST, 1150 feet) along the north line of Lot 27 to the northeast corner of Lot 27; thence S00°00'25"E, 599.84 feet (platted as S00°02'W, 600 feet) along the east line of the aforementioned Lots 24 thru 27, inclusive, of Eyster's John R Acres to the southeast corner of Lot 24; thence S89°59'21"W, 1150.47 feet (platted as WEST, 1150 feet) along the south line of said Lot 24 to the southwest corner of Lot 24 and the aforementioned east right–of way line of John R. Road; thence along said east right–of–way line N00°02'00"E, 599.84 feet (platted as 600 feet) to the POINT OF BEGINNING; containing 15.84 acres of land, more or less.

LEGAL DESCRIPTION – AS SURVEYED: (PHASE 1)

(Per Professional Engineering Associates, Inc.)

Lots 26 and 27 of Eyster's John R Acres, a subdivision of part of the Southwest 1/4 of Section 12, T.2N, R.11E, City of Troy, Oakland County, Michigan, as recorded in Liber 55 of Plats, Page 53, Oakland County Records.

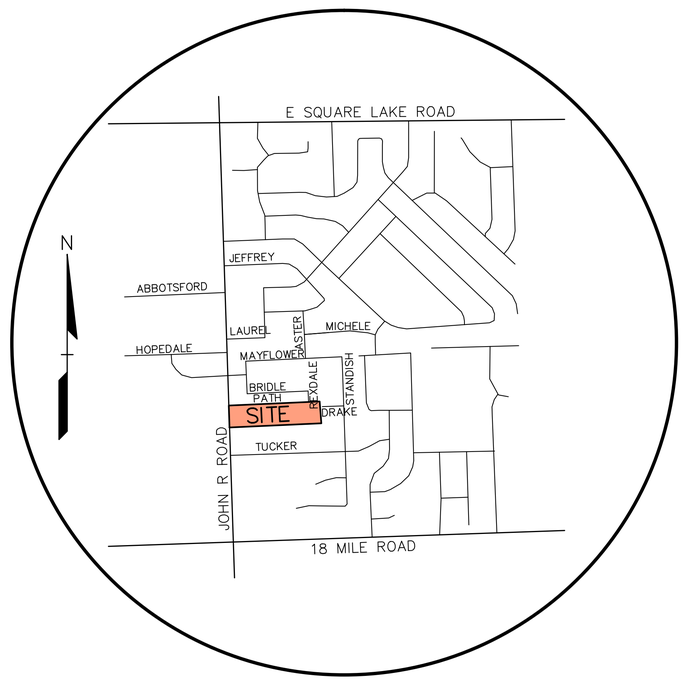
Being more particularly described as:
Commencing at the West 1/4 Corner of said Section 12; thence along the east–west quarter line of Section 12, N88°02'09"E, 60.04 feet to a point on the east right–of–way line of John R. Road (60 foot half width); thence along said east right–of–way line S00°02'00"W, 341.19 feet to the northwest corner of Lot 27 of the aforementioned Eyster's John R Acres subdivision and the POINT OF BEGINNING; thence N89°59'21"E, 1150.05 feet (platted as EAST, 1150 feet) along the north line of Lot 27 to the northeast corner of Lot 27; thence S00°00'25"E, 299.92 feet (platted as S00°02'W, 300 feet) along the east line of Lot 27 and the east line of Lot 26 of Eyster's John R Acres to the southeast corner of Lot 26; thence S89°59'21"W, 1150.26 feet (platted as WEST, 1150 feet) along the south line of said Lot 26 to the southwest corner of Lot 26 and the aforementioned east right–of way line of John R. Road; thence along said east right–of–way line N00°02'00"E, 299.92 feet (platted as 300 feet) to the POINT OF BEGINNING; containing 7.92 acres of land, more or less.

LEGAL DESCRIPTION – AS SURVEYED: (PHASE 2)

(Per Professional Engineering Associates, Inc.)

Lots 24 and 25 of Eyster's John R Acres, a subdivision of part of the Southwest 1/4 of Section 12, T.2N, R.11E, City of Troy, Oakland County, Michigan, as recorded in Liber 55 of Plats, Page 53, Oakland County Records.

Being more particularly described as:
Commencing at the West 1/4 Corner of said Section 12; thence along the east–west quarter line of Section 12, N88°02'09"E, 60.04 feet to a point on the east right–of–way line of John R. Road (60 foot half width); thence along said east right–of–way line S00°02'00"W, 641.11 feet to the northwest corner of Lot 25 of the aforementioned Eyster's John R Acres subdivision and the POINT OF BEGINNING; thence N89°59'21"E, 1150.26 feet (platted as EAST, 1150 feet) along the north line of said Lot 25 to the northeast corner of Lot 25; thence S00°00'25"E, 299.92 feet (platted as S00°02'W, 300 feet) along the east line of Lot 25 and the east line of Lot 24 of Eyster's John R Acres to the southeast corner of Lot 24; thence S89°59'21"W, 1150.47 feet (platted as WEST, 1150 feet) along the south line of said Lot 24 to the southwest corner of Lot 24 and the aforementioned east right–of way line of John R. Road; thence along said east right–of–way line N00°02'00"E, 299.92 feet (platted as 300 feet) to the POINT OF BEGINNING; containing 7.92 acres of land, more or less.



LOCATION MAP
NO SCALE

INDEX OF DRAWINGS:

P–1	COVER SHEET
P–2	TOPOGRAPHIC SURVEY
P–3	PRELIMINARY SITE PLAN
P–4	PRELIMINARY GRADING PLAN
P–5	PRELIMINARY UTILITY PLAN
P–6	PRELIMINARY TREE PRESERVATION PLAN
P–7	TREE INVENTORY
P–8	TREE INVENTORY
L–1	PRELIMINARY LANDSCAPE PLAN
A–5	ELEVATIONS
A–2	FIRST FLOOR PLAN
A–4	SECOND FLOOR PLAN
ALT	ALTERNATIVE PRELIMINARY SITE PLAN

DEVELOPER:

MONDRIAN PROPERTIES HUNTERS PARK, LLC
50215 SCHOENHERR
SHELBY TOWNSHIP, MI 48315
PHONE: (586) 726–7340
FAX: (586) 726–1932
CONTACT: JOSEPH MANIACI

CIVIL ENGINEER/LANDSCAPE ARCHITECT:

PROFESSIONAL ENGINEERING ASSOCIATES, INC.
2430 ROCHESTER CT., SUITE 100
TROY, MI 48083
PHONE: (248) 689–9090
FAX: (248) 689–1044
CONTACT: JOHN B. THOMPSON, P.E. / JANET EVENS, R.L.A.

No.	BY	CHK	DESCRIPTION	DATE

REVISIONS

CAUTION!!
THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR IS ONLY ONE WHO IS RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

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CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.

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2430 Rochester Ct. Suite 100
Troy, MI 48083-1872
Phone: (248) 689-9090
Fax: (248) 689-1044
website: www.peainc.com

MONDRIAN PROPERTIES HUNTERS PARK LLC
50215 SCHOENHERR
SHELBY TWP., MI 48315

COVER SHEET
HUNTERS PARK 2
PART OF THE SW 1/4 OF SECTION 12, T.2N., R.11E.
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

S:\PROJECTS\2014\2014249 HUNTERS PARK 2 – 40\Dwg\Site Plans\(P-1) COVER-14249.dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:
P-1

BENCHMARKS
(GPS DERIVED – NAVD88)

BM#305
SET BENCH TIE WEST FACE OF UTILITY POLE, 2ND UTILITY POLE SOUTH OF MAYFLOWER, ±33' EAST OF THE CENTERLINE OF JOHN R ROAD & ±27' WEST OF THE NORTHWEST PARCEL CORNER OF LOT 25.
ELEV. – 657.41

BM#306
SET BENCH TIE NORTH FACE OF UTILITY POLE, NORTH OF #5300 NORTH DRIVE, ±32' EAST OF THE CENTERLINE OF JOHN R ROAD & ±28' WEST OF THE NORTHWEST PARCEL CORNER OF LOT 24.
ELEV. – 655.61

LEGAL DESCRIPTION – AS SURVEYED; (PHASE 1)
(Per Professional Engineering Associates, Inc.)

Lots 26 and 27 of Eyster's John R Acres, a subdivision of part of the Southwest 1/4 of Section 12, T.2N, R.11E, City of Troy, Oakland County, Michigan, as recorded in Liber 55 of Plats, Page 53, Oakland County Records.

Being more particularly described as:
Commencing at the West 1/4 Corner of said Section 12; thence along the east–west quarter line of Section 12, N88°02'09"E, 60.04 feet to a point on the east right–of–way line of John R. Road (60 foot half width); thence along said east right–of–way line S00°02'00"W, 341.19 feet to the northwest corner of Lot 27 of the aforementioned Eyster's John R Acres subdivision and the POINT OF BEGINNING;
thence N89°59'21"E, 1150.05 feet (platted as EAST, 1150 feet) along the north line of Lot 27 to the northeast corner of Lot 27; thence S00°00'25"E, 299.92 feet (platted as S00°02'W, 300 feet) along the east line of Lot 27 and the east line of Lot 26 of Eyster's John R Acres to the southeast corner of Lot 26; thence S89°59'21"W, 1150.26 feet (platted as WEST, 1150 feet) along the south line of said Lot 26 to the southwest corner of Lot 26 and the aforementioned east right–of way line of John R. Road; thence along said east right–of–way line N00°02'00"E, 299.92 feet (platted as 300 feet) to the POINT OF BEGINNING; containing 7.92 acres of land, more or less.

LEGAL DESCRIPTION – AS SURVEYED; (PHASE 2)
(Per Professional Engineering Associates, Inc.)

Lots 24 and 25 of Eyster's John R Acres, a subdivision of part of the Southwest 1/4 of Section 12, T.2N, R.11E, City of Troy, Oakland County, Michigan, as recorded in Liber 55 of Plats, Page 53, Oakland County Records.

Being more particularly described as:
Commencing at the West 1/4 Corner of said Section 12; thence along the east–west quarter line of Section 12, N88°02'09"E, 60.04 feet to a point on the east right–of–way line of John R. Road (60 foot half width); thence along said east right–of–way line S00°02'00"W, 641.11 feet to the northwest corner of Lot 25 of the aforementioned Eyster's John R Acres subdivision and the POINT OF BEGINNING;
thence N89°59'21"E, 1150.26 feet (platted as EAST, 1150 feet) along the north line of said Lot 25 to the northeast corner of Lot 25; thence S00°00'25"E, 299.92 feet (platted as S00°02'W, 300 feet) along the east line of Lot 25 and the east line of Lot 24 of Eyster's John R Acres to the southeast corner of Lot 24; thence S89°59'21"W, 1150.47 feet (platted as WEST, 1150 feet) along the south line of said Lot 24 to the southwest corner of Lot 24 and the aforementioned east right–of way line of John R. Road; thence along said east right–of–way line N00°02'00"E, 299.92 feet (platted as 300 feet) to the POINT OF BEGINNING; containing 7.92 acres of land, more or less.

LEGAL DESCRIPTION – AS SURVEYED; (OVERALL)
(Per Professional Engineering Associates, Inc.)

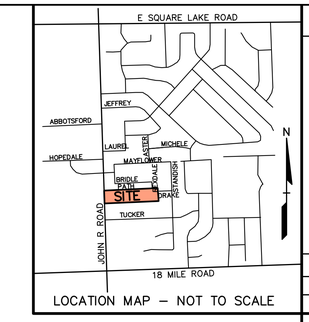
Lots 24, 25, 26 and 27 of Eyster's John R Acres, a subdivision of part of the Southwest 1/4 of Section 12, T.2N, R.11E, City of Troy, Oakland County, Michigan, as recorded in Liber 55 of Plats, Page 53, Oakland County Records.

Being more particularly described as:
Commencing at the West 1/4 Corner of said Section 12; thence along the east–west quarter line of Section 12, N88°02'09"E, 60.04 feet to a point on the east right–of–way line of John R. Road (60 foot half width); thence along said east right–of–way line S00°02'00"W, 341.19 feet to the northwest corner of Lot 27 of the aforementioned Eyster's John R Acres subdivision and the POINT OF BEGINNING;
thence N89°59'21"E, 1150.05 feet (platted as EAST, 1150 feet) along the north line of Lot 27 to the northeast corner of Lot 27; thence S00°00'25"E, 599.84 feet (platted as S00°02'W, 600 feet) along the east line of the aforementioned Lots 24 thru 27, inclusive, of Eyster's John R Acres to the southeast corner of Lot 24; thence S89°59'21"W, 1150.47 feet (platted as WEST, 1150 feet) along the south line of said Lot 24 to the southwest corner of Lot 24 and the aforementioned east right–of way line of John R. Road; thence along said east right–of–way line N00°02'00"E, 599.84 feet (platted as 600 feet) to the POINT OF BEGINNING; containing 15.84 acres of land, more or less.

LEGEND

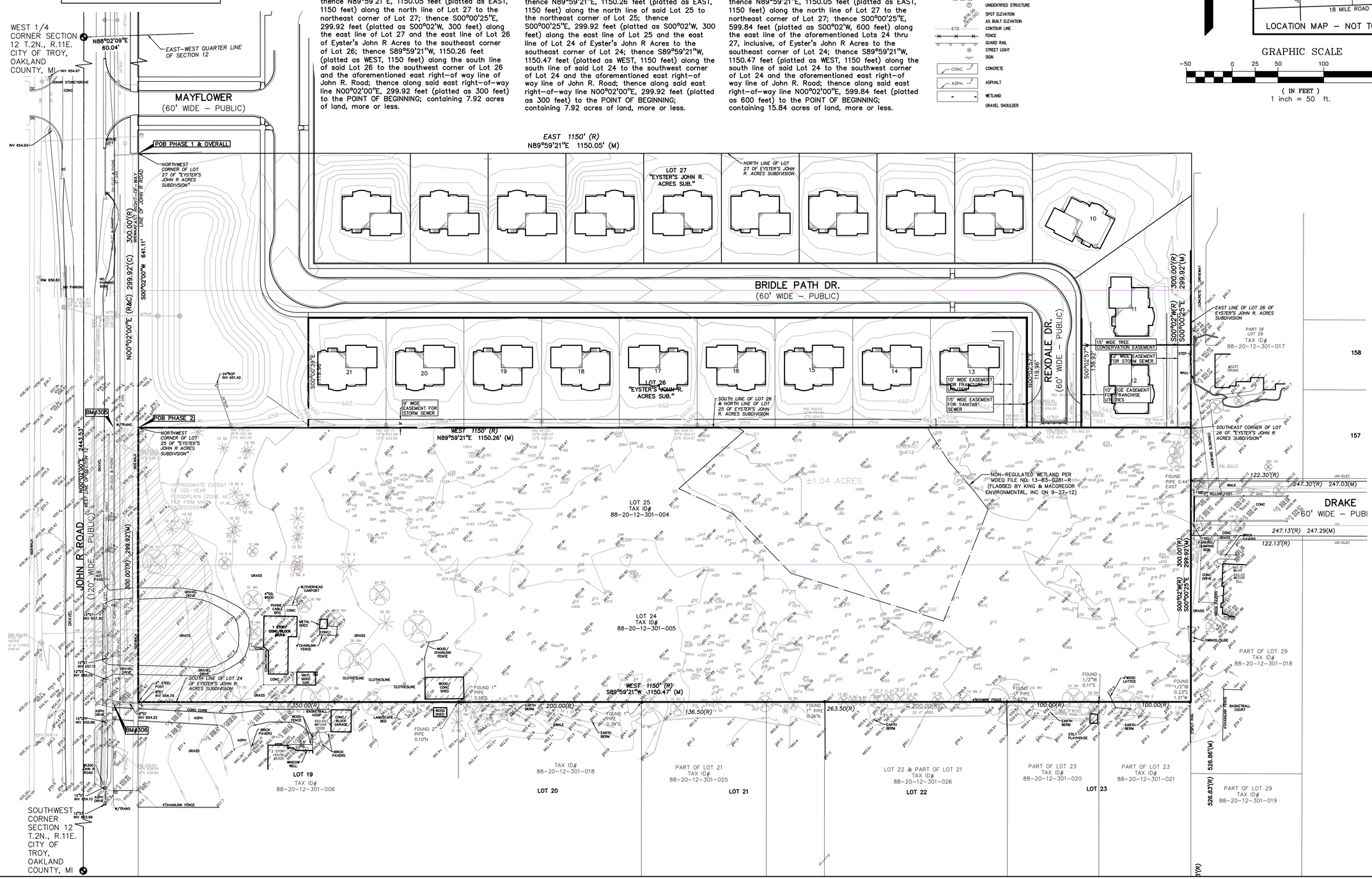
- IRON FOUND
- IRON SET
- NAIL FOUND
- NAIL & CAP SET
- BRASS PLUG SET
- MONUMENT FOUND
- MONUMENT SET
- SEC. CORNER FOUND
- R RECORDED
- M MEASURED
- C CALCULATED

EXISTING
- ELEC., PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE
- UNDERGROUND CABLE TV, CATV PEDESTAL
- TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
- ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
- GAS MAIN, VALVE & GAS LINE MARKER
- WATERMAIN, HYD., GATE VALVE, TAPPING SLEEVE & VALVE
- SANITARY SEWER, CLEANOUT & MANHOLE
- STORM SEWER, CLEANOUT & MANHOLE
- COMBINED SEWER & MANHOLE
- CATCH BASIN
- INLET (NO INCOMING LINES)
- YARD DRAIN (2' DIA. & SMALLER)
- POST INDICATOR VALVE
- WATER VALVE BOX/HYDRANT VALVE BOX, SERVICE SHUTOFF
- MAILBOX, TRANSFORMER, IRRIGATION CONTROL VALVE
- UNIDENTIFIED STRUCTURE
- SPOT ELEVATION
- AS BUILT ELEVATION
- CONTOUR LINE
- FENCE
- GUARD RAIL
- STREET LIGHT
- SIGN
- CONCRETE
- ASPHALT
- WETLAND
- GRAVEL SHOULDER



LOCATION MAP – NOT TO SCALE

GRAPHIC SCALE
–50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.



No.	BY	CHK	DESCRIPTION	DATE

REVISIONS

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Troy, MI 48083-1872
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Fax: (248) 689-1044
website: www.peainc.com

MONDRIAN PROPERTIES HUNTERS PARK LLC
50215 SCHOENHERR
SHELBY TWP., MI 48315

TOPOGRAPHIC SURVEY HUNTERS PARK 2

PART OF THE SW 1/4 OF SECTION 12, T. 2N., R. 11E., CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

S:\PROJECTS\2014\2014-249 HUNTERS PARK 2 – JBT\Dwg\Site Plans\P-2\ TOPO-14249.dwg

ORIGINAL ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:
P-2

SITE DATA:

LOCATION OF PROJECT:
#5318 JOHN R. ROAD (EAST SIDE OF JOHN R. ROAD, NORTH OF E. LONG LAKE)

SIZE OF PROPERTY: PHASE 1: 7.92 ACRES, PHASE 2: 7.92 ACRES, TOTAL 15.84 ACRES

PROPOSED USE OF PROPERTY: FORTY-FIVE (45) DETACHED, SINGLE FAMILY HOMES

CURRENT ZONING: R-1C, ONE-FAMILY RESIDENTIAL DISTRICT

SURROUNDING PROPERTY DETAILS:

DIRECTION	ZONING	USE
NORTH	R-1C, ONE-FAMILY RESIDENTIAL DISTRICT	SINGLE-FAMILY HOMES
SOUTH	R-1C, ONE-FAMILY RESIDENTIAL DISTRICT	SINGLE-FAMILY HOMES
EAST	R-1C, ONE-FAMILY RESIDENTIAL DISTRICT	SINGLE-FAMILY HOMES
WEST	R-1C, ONE-FAMILY RESIDENTIAL DISTRICT	SINGLE-FAMILY HOMES

REQUIRED AND PROVIDED LOT DIMENSIONS:

	REQUIRED:	PROVIDED:
FRONT	30 FOOT SETBACK	30 FOOT SETBACK
REAR	40 FOOT SETBACK	40 FOOT SETBACK
SIDES	10 FOOT MIN. (ONE), 20 FOOT TOTAL	10 FOOT MIN. (ONE), 20 FOOT TOTAL
DENSITY (# OF UNITS)	3.1 UNIT/ACRE=49 UNITS	2.90 UNIT/ACRE=45 UNITS
LOT SIZE PER UNIT	10,500 SQ. FT. (FOR PROJECTS W/ SEWER)	9,957 SQ. FT. SMALLEST 10,964 SQ. FT. AVERAGE
MAXIMUM HEIGHT	30 FEET, 2.5 STORY	20'-1/4" FEET, 2 STORY
LOT WIDTH	85 FEET	76.50 FEET SMALLEST*
MAX. LOT AREA COVERED BY BUILDINGS	30 PERCENT	19 PERCENT
MIN. FLOOR AREA PER UNIT	1,200 SQ. FT.	1800 SQ. FT.

* THE LOT SIZE AVERAGE OPTION HAS BEEN APPLIED PER SECTION 10.02.
MIN. UNIT AREA REQUIRED = 9,450 SQ. FT.
MIN. UNIT WIDTH AT BLDG. SETBACK REQUIRED = 76.50 FEET

PROJECT AND SITE DESCRIPTION:
PROPOSED CONSTRUCTION OF A 45-LOT (21 LOTS IN PHASE 1 AND 24 LOTS IN PHASE 2) SINGLE FAMILY DETACHED SITE CONDOMINIUM PROJECT ON THE EAST SIDE OF JOHN R. ROAD. ACCESS TO ALL UNITS WILL BE VIA A NEW STREET OFF OF JOHN R. ROAD AND MAYFLOWER NORTH OF THE SITE. THE PROPOSED RESIDENTIAL USE IS PERMITTED BY-RIGHT IN THE R-1C DISTRICT. THE SITE IS CURRENTLY IMPROVED WITH ONE (1) SINGLE-FAMILY HOME, WHICH WILL BE DEMOLISHED.

SITE ARRANGEMENT:
THE PROPOSED SITE CONDOMINIUM CONSISTS OF 45 UNITS WITH LOT SIZES RANGING BETWEEN 9,957 SQUARE FEET TO 20,238 SQUARE FEET, WITH AN AVERAGE LOT SIZE OF 10,964 SQUARE FEET. ALL UNITS FRONT ON THE NEW PUBLIC STREET CONNECTION. THE PROPOSED LOTS ARE REGULAR IN SHAPE, ALLOW FOR ADEQUATE SETBACKS, AND PERMIT SUFFICIENT SPACE FOR THE HOMES AND INGRESS AND EGRESS FOR EACH UNIT ACCORDING TO THE LOT SIZING AVERAGING OPTION.

NATURAL RESOURCES:
THE SITE IS CURRENTLY IMPROVED WITH ONE (1) SINGLE-FAMILY HOME, WHICH WILL BE DEMOLISHED. THE SITE IS ENCUMBERED WITH ONE (1) NON-REGULATED WETLAND AND SIGNIFICANT TREE COVER.

FLOODPLAIN:
ACCORDING TO FEMA FLOODPLAIN MAP 100 YEAR FLOODPLAIN (AE) IMPACTS THE WESTERLY PORTION OF THE DEVELOPMENT. BASED ON CURRENT TOPO DATA THIS IMPACT IS SIGNIFICANTLY REDUCED AND LIMITED TO THE LINEAR DITCH ASSOCIATED WITH BACKWATER FROM AN OFF-SITE 36" STORM SEWER. APPLICATION IS BEING MADE TO FEMA FOR A LOMA.

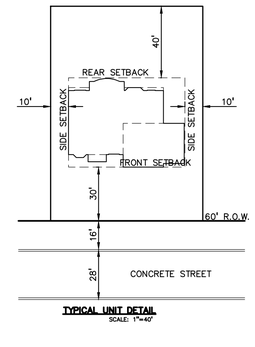
ACCESS AND CIRCULATION:

VEHICULAR ACCESS AND CIRCULATION:
VEHICULAR ACCESS TO ALL UNITS WILL BE VIA A NEW PUBLIC STREET OFF JOHN R ROAD AND OFF OF THE STUB TO THE NORTH OF THE SITE. THE NEW ROAD WILL HAVE A SIXTY (60) FOOT WIDE RIGHT-OF-WAY

PEDESTRIAN ACCESS AND CIRCULATION:
A 5-FOOT WIDE SIDEWALK IS PROVIDED AT BOTH SIDES OF THE NEW ROAD.

UTILITIES:
UTILITIES ARE PLACED WITHIN STREET RIGHT-OF-WAY, OR WITHIN EASEMENTS APPROVED AS TO SIZE AND LOCATION BY THE CITY ENGINEER.

ALL SITES ARE SERVED BY PUBLIC WATER, SANITARY SEWER, STORM WATER AND DETENTION/RETENION SYSTEMS CONSTRUCTED TO CITY STANDARDS, AT THE EXPENSE OF THE DEVELOPER, EASEMENTS OVER THESE SYSTEMS SHALL BE CONVEYED AND RECORDED BEFORE OCCUPANCY PERMITS ARE ISSUED FOR DWELLING UNITS.



TYPICAL UNIT DETAIL
SCALE: 1"=40'

LEGEND

IRON FOUND
IRON SET
NAIL FOUND
NAIL & CAP SET
BRASS PLUG SET
MONUMENT FOUND
MONUMENT SET
SEC. CORNER FOUND
R RECORDED
M MEASURED
C CALCULATED

EXISTING / PROPOSED

ELEC., PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE
UNDERGROUND CABLE TV, CATV PEDESTAL
TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
GAS MAIN, VALVE & GAS LINE MARKER
WATERMAIN, HYD., GATE VALVE, TAPPING SLEEVE & VALVE
SANITARY SEWER, CLEANOUT & MANHOLE
STORM SEWER, CLEANOUT & MANHOLE
COMBINED SEWER & MANHOLE
CATCH BASIN
INLET (NO INCOMING LINES)
YARD DRAIN (2' DIA. & SMALLER)
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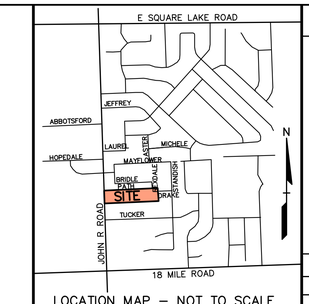
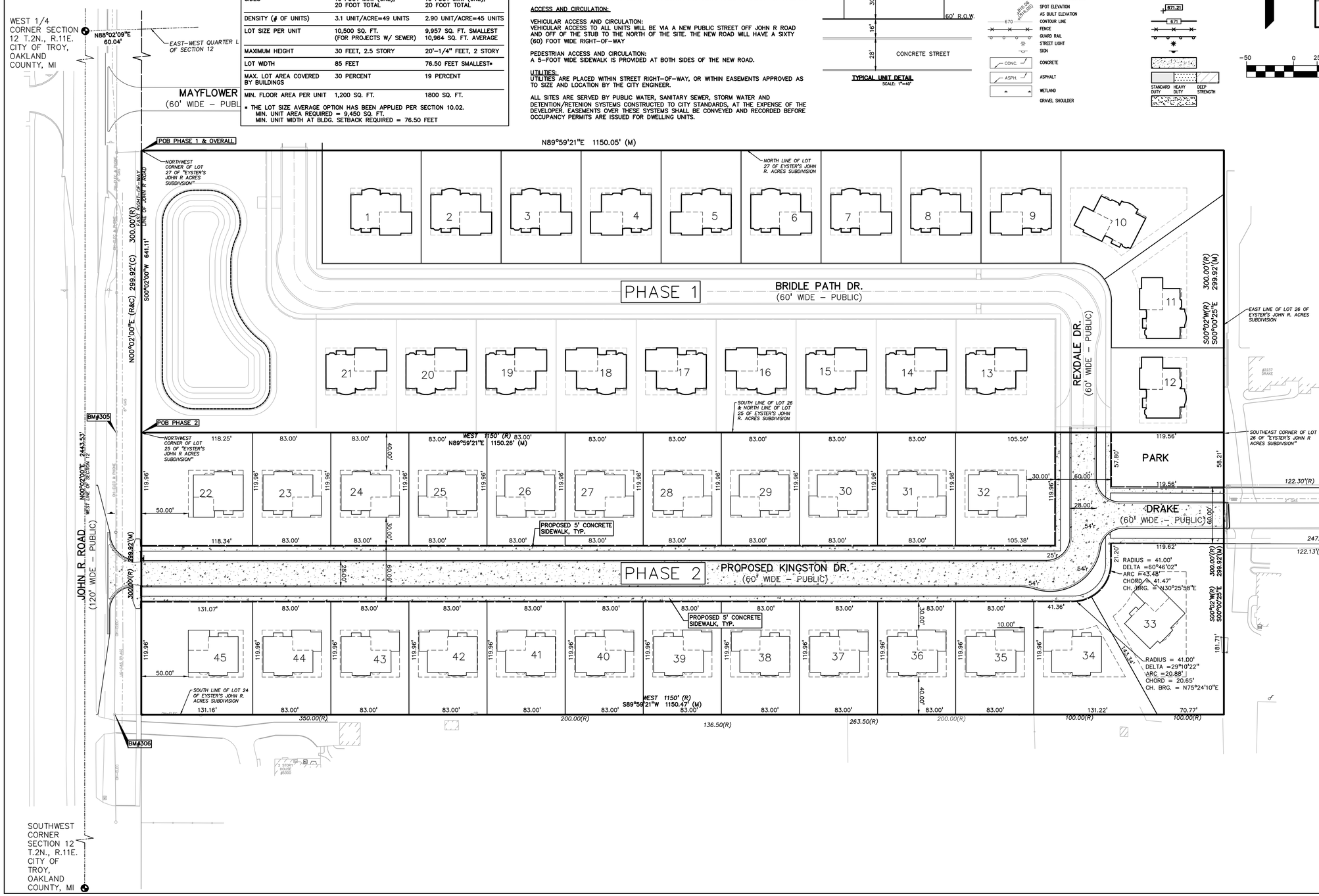
UNIDENTIFIED STRUCTURE
SPOT ELEVATION
AS BUILT ELEVATION
CONTOUR LINE
FENCE
GUARD RAIL
STREET LIGHT
SIGN
CONCRETE
ASPHALT
WETLAND
GRAVEL SHOULDER

STANDARD DUTY
HEAVY DUTY
DEEP STRENGTH



LOCATION MAP - NOT TO SCALE

GRAPHIC SCALE
-50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.



Lot Area Table	
Lot #	Area (sf)
1	12,596
2	10,197
3	10,197
4	10,197
5	10,197
6	10,197
7	10,197
8	10,197
9	10,197
10	17,403
11	14,603
12	10,793
13	12,603
14	10,197
15	10,197
16	10,197
17	10,197
18	10,197
19	10,197
20	10,197
21	10,197
22	14,191
23	9,957
24	9,957
25	9,957
26	9,957
27	9,957
28	9,957
29	9,957
30	9,957
31	9,957
32	12,649
33	20,238
34	11,765
35	9,957
36	9,957
37	9,957
38	9,957
39	9,957
40	9,957
41	9,957
42	9,957
43	9,957
44	9,957
45	14,208
Total:	493,384
Avg:	10,964

REVISIONS

No.	BY	CHK	DESCRIPTION	DATE

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Fax: (248) 689-1044
website: www.peainc.com

MONDRIAN PROPERTIES HUNTERS PARK LLC
52215 SCHOENHERR
SHELBY TWP., MI 48315

PRELIMINARY SITE PLAN
HUNTERS PARK 2
PART OF THE SW 1/4 OF SECTION 12, T. 2N., R. 11E.,
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

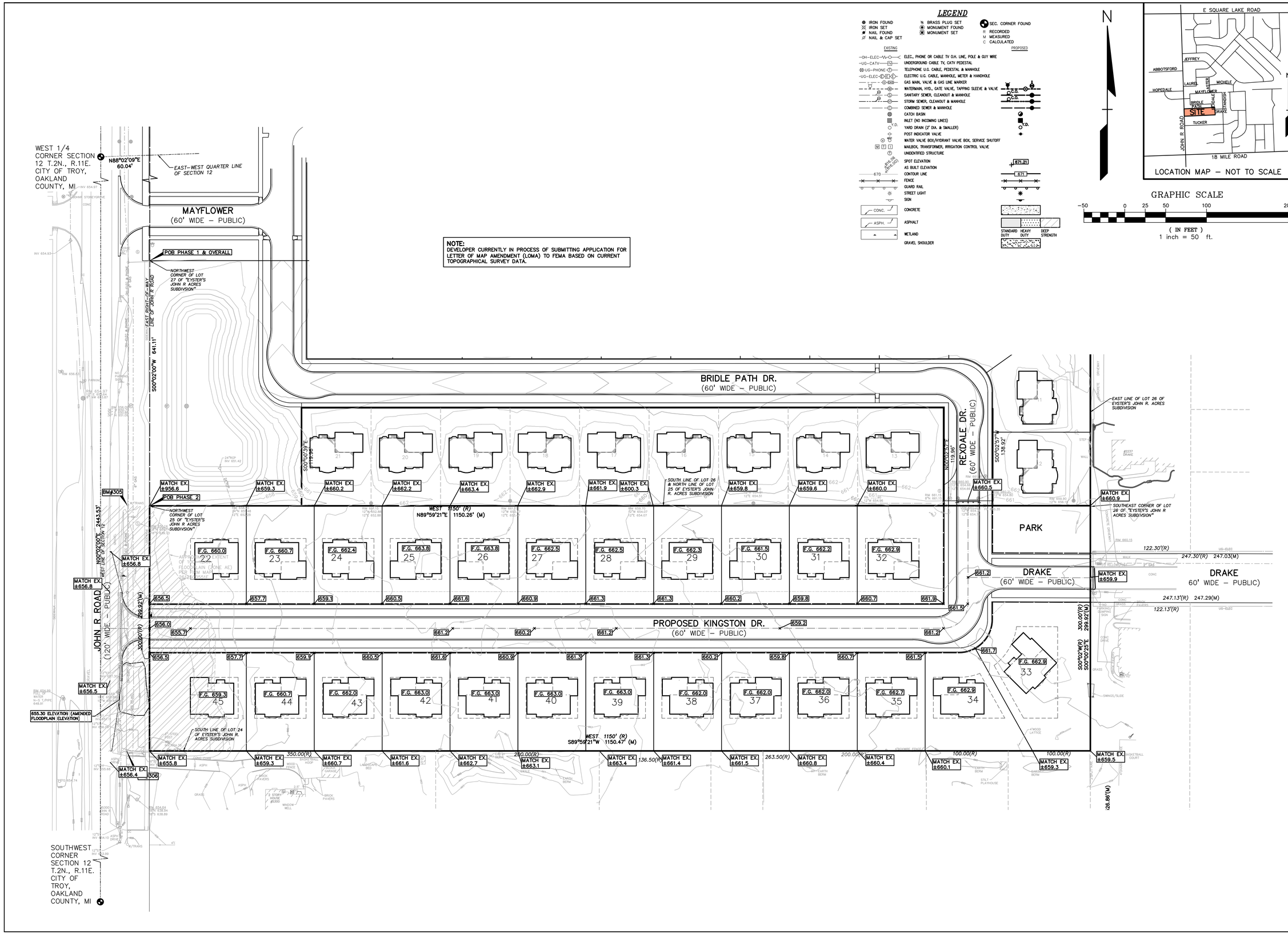
S:\PROJECTS\2014\249 HUNTERS PARK 2 - JBT\Dwg\Site Plans\JR-3 (BM-14249).dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:
P-3



NOTE:
DEVELOPER CURRENTLY IN PROCESS OF SUBMITTING APPLICATION FOR LETTER OF MAP AMENDMENT (LOMA) TO FEMA BASED ON CURRENT TOPOGRAPHICAL SURVEY DATA.

LEGEND

- IRON FOUND
- IRON SET
- NAIL FOUND
- NAIL & CAP SET
- BRASS PLUG SET
- MONUMENT FOUND
- MONUMENT SET
- SEC. CORNER FOUND
- R RECORDED
- M MEASURED
- C CALCULATED

EXISTING		PROPOSED
OH-ELEC	ELEC., PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE	
UG-CATV	UNDERGROUND CABLE TV, CATV PEDESTAL	
UG-PHONE	TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE	
UG-ELEC	ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE	
GAS	GAS MAIN, VALVE & GAS LINE MARKER	
W	WATERMAIN, HYD., GATE VALVE, TAPPING SLEEVE & VALVE	C.O.
S	SANITARY SEWER, CLEANOUT & MANHOLE	C.O.
D	STORM SEWER, CLEANOUT & MANHOLE	
C	COMBINED SEWER & MANHOLE	
	CATCH BASIN	
	INLET (NO INCOMING LINES)	C.O.
Y.D.	YARD DRAIN (2' DIA. & SMALLER)	
	POST INDICATOR VALVE	
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M T I	MAILBOX, TRANSFORMER, IRRIGATION CONTROL VALVE	
	UNIDENTIFIED STRUCTURE	
671.21	SPOT ELEVATION	671.21
BFE OR +BFE.00	AS BUILT ELEVATION	
670	CONTOUR LINE	671
	FENCE	
	GUARD RAIL	
	STREET LIGHT	
	SIGN	
CONC.	CONCRETE	
ASPH.	ASPHALT	STANDARD DUTY / HEAVY DUTY / DEEP STRENGTH
	WETLAND	
	GRAVEL SHOULDER	

N

LOCATION MAP – NOT TO SCALE

GRAPHIC SCALE

-50 0 25 50 100 200

(IN FEET)
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MONDRIAN PROPERTIES HUNTERS PARK LLC
5021 5 SCHOENHERR
SHELBY TWP., MI 48315

PRELIMINARY GRADING PLAN HUNTERS PARK 2

PART OF THE SW 1/4 OF SECTION 12, T.2N., R.11E.
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

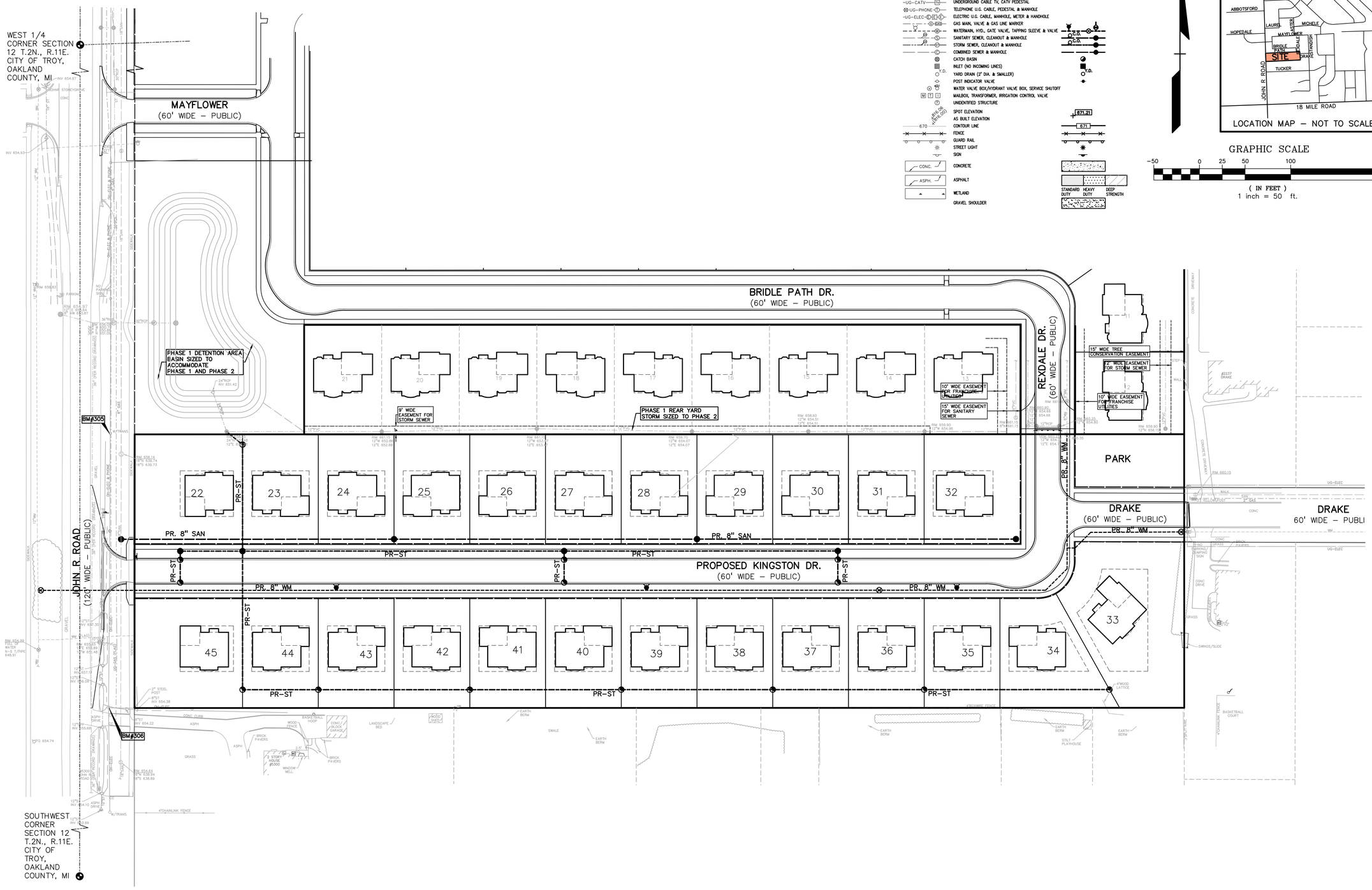
J:\PROJECTS\2014\2249 HUNTERS PARK 2 - JBT\Dwg\Site Prep\JT-4 GRADE-14249.dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:
P-4



LEGEND

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- IRON SET
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- NAIL & CAP SET
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- MONUMENT SET
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- UNDERGROUND CABLE TV, CATV PEDESTAL
- TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
- ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
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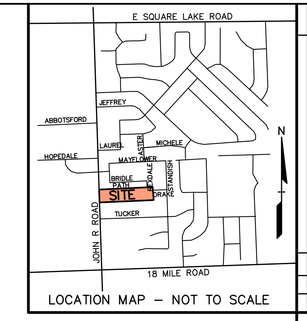
- COMBINED SEWER & MANHOLE
- CATCH BASIN
- INLET (NO INCOMING LINES)
- YARD DRAIN (2' DIA. & SMALLER)
- POST INDICATOR VALVE
- WATER VALVE BOX/HYDRANT VALVE BOX, SERVICE SHUTOFF
- MAILBOX, TRANSFORMER, IRRIGATION CONTROL VALVE
- UNIDENTIFIED STRUCTURE
- SPOT ELEVATION
- AS BUILT ELEVATION
- CONTOUR LINE
- FENCE
- GUARD RAIL
- STREET LIGHT
- SIGN
- CONCRETE
- ASPHALT
- WETLAND
- GRAVEL SHOULDER

STANDARD DUTY / HEAVY DUTY / DEEP STRENGTH



LOCATION MAP – NOT TO SCALE

GRAPHIC SCALE

-50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

No.	BY	CHK	DESCRIPTION	DATE

REVISIONS

CAUTION!!
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Phone: (248) 689-9090
Fax: (248) 689-1044
website: www.peainc.com

MONDRIAN PROPERTIES HUNTERS PARK LLC
502 I S SCHOENHERR
SHELBY TWP., MI 48315

PRELIMINARY UTILITY PLAN HUNTERS PARK 2

PART OF THE SW 1/4 OF SECTION 12, T. 2N., R. 11E., CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

S:\PROJECTS\2014\2014249 HUNTERS PARK 2 – JBT\Dwg\Site Plans\JD-S3_UTILITY-14249.dwg

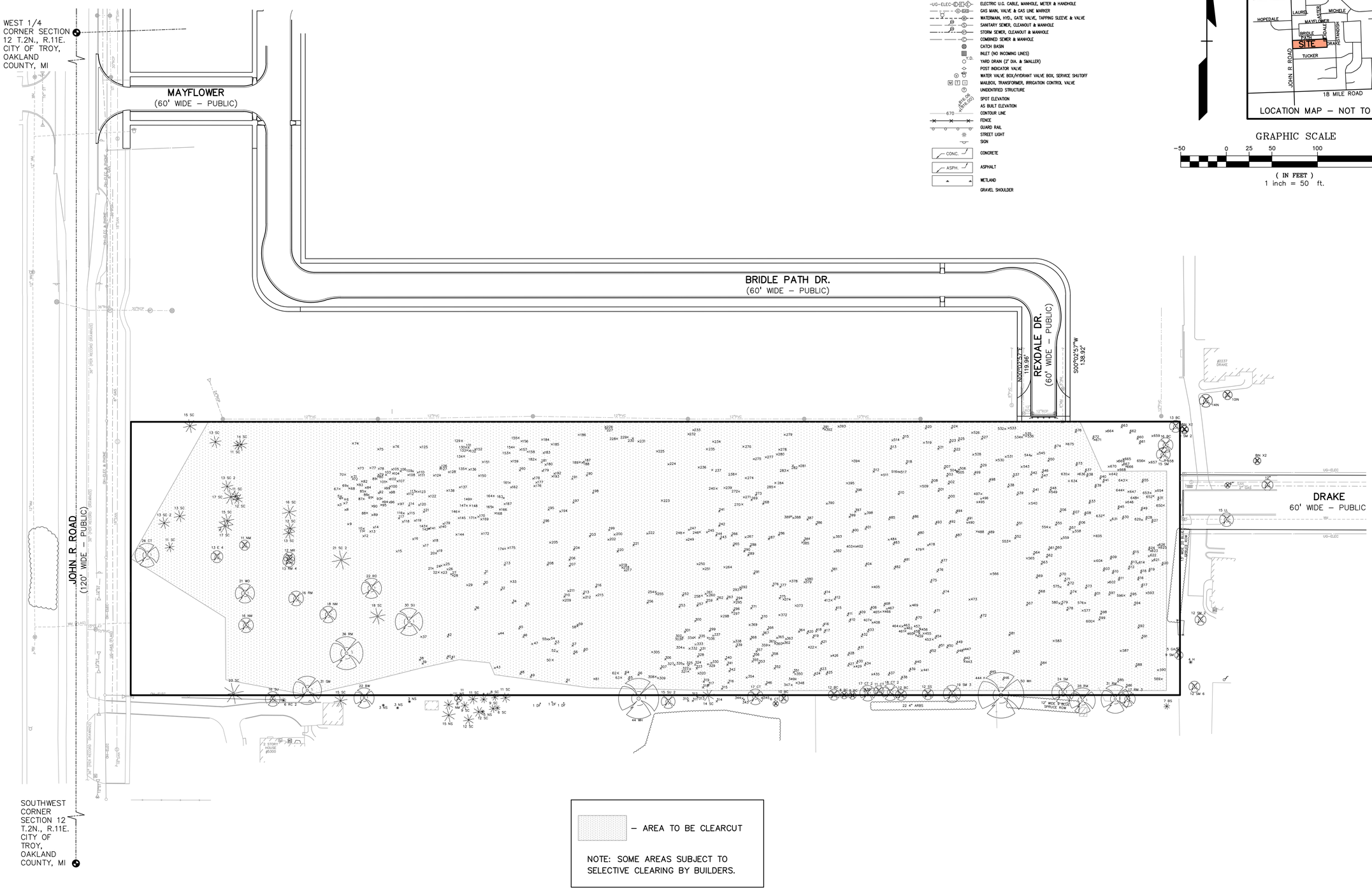
ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:

P-5



LEGEND

- IRON FOUND
- IRON SET
- NAIL FOUND
- NAIL & CAP SET
- BRASS PLUG SET
- MONUMENT FOUND
- MONUMENT SET
- SEC. CORNER FOUND
- R RECORDED
- M MEASURED
- C CALCULATED

EXISTING

- ELEC., PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE
- UNDERGROUND CABLE TV, CATV PEDESTAL
- TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
- ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
- GAS MAIN, VALVE & GAS LINE MARKER
- WATERMAIN, HYD., GATE VALVE, TAPPING SLEEVE & VALVE
- SANITARY SEWER, CLEANOUT & MANHOLE
- STORM SEWER, CLEANOUT & MANHOLE
- COMBINED SEWER & MANHOLE
- CATCH BASIN
- INLET (NO INCOMING LINES)
- YARD DRAIN (2' DIA. & SMALLER)
- POST INDICATOR VALVE
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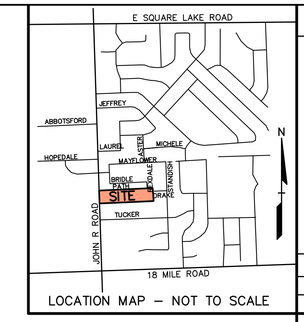

LOCATION MAP – NOT TO SCALE

GRAPHIC SCALE

–50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

No.	BY	CHK	DESCRIPTION	DATE

REVISIONS

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MONDRIAN PROPERTIES HUNTERS PARK LLC
50215 SCHOENHERR
SHELBY TWP., MI 48315

PRELIMINARY TREE PRESERVATION PLAN
HUNTERS PARK 2
PART OF THE SW 1/4 OF SECTION 12, T. 2N., R. 11E.,
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

S:\PROJECTS\2014\2014-249 HUNTERS PARK 2 – JBT\Dwg\Site Plans\(01-6) TREE – 14249.dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:

P-6

TAG NO.	CODE	DBH	COMMON NAME	LATIN NAME	COND	COMMENT
1	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
2	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
3	SC	6	Scotch Pine	Pinus sylvestris	GOOD	
4	E	7	American Elm	Ulmus americana	GOOD	
5	SC	10	Scotch Pine	Pinus sylvestris	POOR	
6	SC	5	Scotch Pine	Pinus sylvestris	POOR	
7	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
8	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
9	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
10	SC	7	Scotch Pine	Pinus sylvestris	GOOD	
11	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
12	SC	10	Scotch Pine	Pinus sylvestris	GOOD	
13	SC	10	Scotch Pine	Pinus sylvestris	GOOD	
14	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
15	SC	7	Scotch Pine	Pinus sylvestris	GOOD	
16	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
17	SC	9	Scotch Pine	Pinus sylvestris	FAIR	X2
18	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
19	SC	8	Scotch Pine	Pinus sylvestris	POOR	
20	SC	8	Scotch Pine	Pinus sylvestris	POOR	
21	SC	10	Scotch Pine	Pinus sylvestris	GOOD	
22	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
23	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
24	NM	5	Norway Maple	Acer platanoides	GOOD	
25	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
26	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
27	NM	4	Norway Maple	Acer platanoides	GOOD	
28	NM	4	Norway Maple	Acer platanoides	FAIR	
29	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
30	SC	8	Scotch Pine	Pinus sylvestris	POOR	
31	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
32	SC	10	Scotch Pine	Pinus sylvestris	POOR	
33	WO	6	White Oak	Quercus alba	GOOD	
34	GA	9	Green Ash	Fraxinus pennsylvanica	GOOD	
35	E	4	American Elm	Ulmus americana	GOOD	
36	BC	9	Wild Black Cherry	Prunus serotina	GOOD	
37	SC	6	Scotch Pine	Pinus sylvestris	POOR	
38	GA	9	Green Ash	Fraxinus pennsylvanica	GOOD	
39	E	6	American Elm	Ulmus americana	GOOD	
40	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
41	RO	4	Red Oak	Quercus rubra	GOOD	
42	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
43	GA	9	Green Ash	Fraxinus pennsylvanica	FAIR	
44	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
45	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
46	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
47	WO	6	White Oak	Quercus alba	GOOD	
48	CA	6	Crab Apple	Malus caronaria	FAIR	X2
49	CA	9	Crab Apple	Malus caronaria	GOOD	X3
50	E	8	American Elm	Ulmus americana	GOOD	
51	BC	9	Wild Black Cherry	Prunus serotina	GOOD	
52	BC	6	Wild Black Cherry	Prunus serotina	FAIR	
53	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
54	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
55	SC	10	Scotch Pine	Pinus sylvestris	GOOD	
56	E	9	American Elm	Ulmus americana	FAIR	
57	E	8	American Elm	Ulmus americana	FAIR	
58	E	8	American Elm	Ulmus americana	FAIR	
59	WO	4	White Oak	Quercus alba	FAIR	
60	WO	4	White Oak	Quercus alba	GOOD	
61	RH	5	Sumac	Rhus	GOOD	
62	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
63	WO	5	White Oak	Quercus alba	FAIR	
64	WO	5	White Oak	Quercus alba	FAIR	
65	E	6	American Elm	Ulmus americana	FAIR	
66	BC	7	Wild Black Cherry	Prunus serotina	GOOD	
67	NM	6	Norway Maple	Acer platanoides	FAIR	
68	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
69	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
70	SC	9	Scotch Pine	Pinus sylvestris	GOOD	
71	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
72	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
73	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
74	E	4	American Elm	Ulmus americana	FAIR	
75	E	7	American Elm	Ulmus americana	GOOD	
76	RM	5	Red Maple	Acer rubrum	GOOD	
77	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
78	SC	7	Scotch Pine	Pinus sylvestris	FAIR	X2
79	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
80	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
81	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
82	SC	8	Scotch Pine	Pinus sylvestris	FAIR	X2
83	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
84	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
85	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
86	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
87	SC	9	Scotch Pine	Pinus sylvestris	GOOD	
88	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
89	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
90	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
91	SC	7	Scotch Pine	Pinus sylvestris	POOR	
92	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
93	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
94	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
95	SC	7	Scotch Pine	Pinus sylvestris	POOR	
96	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
97	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
98	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
99	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
100	SC	6	Scotch Pine	Pinus sylvestris	POOR	
101	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
102	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
103	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
104	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
105	SC	9	Scotch Pine	Pinus sylvestris	GOOD	
106	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
107	SC	6	Scotch Pine	Pinus sylvestris	FAIR	X2
108	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
109	SC	5	Scotch Pine	Pinus sylvestris	POOR	
110	SC	8	Scotch Pine	Pinus sylvestris	FAIR	X2
111	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
112	E	8	American Elm	Ulmus americana	GOOD	
113	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
114	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
115	SC	5	Scotch Pine	Pinus sylvestris	POOR	
116	SC	7	Scotch Pine	Pinus sylvestris	FAIR	X2
117	SC	6	Scotch Pine	Pinus sylvestris	POOR	
118	SC	8	Scotch Pine	Pinus sylvestris	FAIR	X2
119	NM	4	Norway Maple	Acer platanoides	GOOD	
120	SC	7	Scotch Pine	Pinus sylvestris	POOR	
121	SC	7	Scotch Pine	Pinus sylvestris	FAIR	X2
122	E	8	American Elm	Ulmus americana	GOOD	
123	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
124	SC	8	Scotch Pine	Pinus sylvestris	POOR	
125	SM	5	Silver Maple	Acer saccharinum	GOOD	
126	SC	8	Scotch Pine	Pinus sylvestris	POOR	
127	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
128	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
129	SM	5	Silver Maple	Acer saccharinum	GOOD	
130	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
131	SC	5	Scotch Pine	Pinus sylvestris	POOR	
132	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
133	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
134	SC	8	Scotch Pine	Pinus sylvestris	POOR	X2
135	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
136	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
137	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
138	SC	7	Scotch Pine	Pinus sylvestris	FAIR	X2
139	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
140	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
141	SC	7	Scotch Pine	Pinus sylvestris	FAIR	X2
142	NM	4	Norway Maple	Acer platanoides	GOOD	X2
143	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
144	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
145	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
146	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
147	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
148	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
149	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
150	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
151	SM	4	Silver Maple	Acer saccharinum	GOOD	
152	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
153	BC	7	Wild Black Cherry	Prunus serotina	GOOD	X2
154	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
155	BC	7	Wild Black Cherry	Prunus serotina	GOOD	
156	BC	10	Wild Black Cherry	Prunus serotina	GOOD	
157	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
158	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
159	SC	5	Scotch Pine	Pinus sylvestris	GOOD	
160	SC	4	Scotch Pine	Pinus sylvestris	GOOD	
161	SC	10	Scotch Pine	Pinus sylvestris	GOOD	
162	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
163	E	6	American Elm	Ulmus americana	GOOD	
164	SC	9	Scotch Pine	Pinus sylvestris	GOOD	X2
165	BC	7	Wild Black Cherry	Prunus serotina	FAIR	
166	SM	4	Silver Maple	Acer saccharinum	FAIR	
167	E	4	American Elm	Ulmus americana	GOOD	
168	SC	9	Scotch Pine	Pinus sylvestris	GOOD	X2
169	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
170	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
171	SC	5	Scotch Pine	Pinus sylvestris	POOR	
172	SC	10	Scotch Pine	Pinus sylvestris	GOOD	
173	RM	7	Red Maple	Acer rubrum	GOOD	
174	NM	6	Norway Maple	Acer platanoides	GOOD	
175	NM	4	Norway Maple	Acer platanoides	GOOD	
176	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
177	SC	7	Scotch Pine	Pinus sylvestris	GOOD	X2
178	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
179	BC	5	Wild Black Cherry	Prunus serotina	POOR	
180	SC	4	Scotch Pine	Pinus sylvestris	POOR	
181	BC	4	Wild Black Cherry	Prunus serotina	FAIR	
182	BC	8	Wild Black Cherry	Prunus serotina	FAIR	
183	BC	8	Wild Black Cherry	Prunus serotina	FAIR	
184	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
185	SC	6	Scotch Pine	Pinus sylvestris	POOR	
186	SC	7	Scotch Pine	Pinus sylvestris	GOOD	
187	B	9	Basswood	Tilia americana	GOOD	
188	B	9	Basswood	Tilia americana	GOOD	
189	B	9	Basswood	Tilia americana	GOOD	
190	E	6	American Elm	Ulmus americana	FAIR	
191	RM	6	Red Maple	Acer rubrum	GOOD	
192	E	8	American Elm	Ulmus americana	FAIR	
193	BC	4	Wild Black Cherry	Prunus serotina	FAIR	X2
194	WO	6	White Oak	Quercus alba	FAIR	
195	WO	5	White Oak	Quercus alba	GOOD	
196	WO	7	White Oak	Quercus alba	FAIR	
197	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
198	E	4	American Elm	Ulmus americana	FAIR	
199	E	4	American Elm	Ulmus americana	FAIR	
200	BC	9	Wild Black Cherry	Prunus serotina	FAIR	
201	LOST TAG					
202	BC	5	Wild Black Cherry	Prunus serotina	POOR	
203	E	4	American Elm	Ulmus americana	GOOD	
204	E	6	American Elm	Ulmus americana	FAIR	
205	E	6	American Elm	Ulmus americana	FAIR	
206	WO	4	White Oak	Quercus alba	FAIR	
207	SM	4	Silver Maple	Acer saccharinum	FAIR	X2
208	BC	10	Wild Black Cherry	Prunus serotina	GOOD	
209	SC	5	Scotch Pine	Pinus sylvestris	POOR	X2
210	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
211	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
212	NM	5	Norway Maple	Acer platanoides	FAIR	
213	SC	8	Scotch Pine	Pinus sylvestris	POOR	
214	E	4	American Elm	Ulmus americana	GOOD	
215	E	8	American Elm	Ulmus americana	GOOD	
216	E	9	American Elm	Ulmus americana	GOOD	
217	BC	9	Wild Black Cherry	Prunus serotina	FAIR	
218	BC	7	Wild Black Cherry	Prunus serotina	POOR	
219	BC	9	Wild Black Cherry	Prunus serotina	GOOD	
220	SM	10	Silver Maple	Acer saccharinum	GOOD	
221	BC	9	Wild Black Cherry	Prunus serotina	POOR	
222	PN	6	Pin Cherry	Prunus pennsylvanica	GOOD	
223	E	7	American Elm	Ulmus americana	FAIR	
224	E	4	American Elm	Ulmus americana	GOOD	
225	EE	9	Siberian Elm	Ulmus pumila	POOR	
226	WO	6	White Oak	Quercus alba	FAIR	
227	E	4	American Elm	Ulmus americana	FAIR	
228	BC	4	Wild Black Cherry	Prunus serotina	FAIR	
229	E	4	American Elm	Ulmus americana	GOOD	
230	BC	4	Wild Black Cherry	Prunus serotina	FAIR	
231	E	5	American Elm	Ulmus americana	GOOD	
232	E	8	American Elm	Ulmus americana	GOOD	
233	E	5	American Elm	Ulmus americana	GOOD	
234	E	7	American Elm	Ulmus americana	GOOD	
235	SM	4	Silver Maple	Acer saccharinum	POOR	
236	E	8	American Elm	Ulmus americana	FAIR	
237	E	7	American Elm	Ulmus americana	GOOD	
238	E	6	American Elm	Ulmus americana	FAIR	X2
239	SM	6	Silver Maple	Acer saccharinum	GOOD	
240	E	6	American Elm	Ulmus americana	POOR	
241	BC	9	Wild Black Cherry	Prunus serotina	POOR	X3
242	WO	4	White Oak	Quercus alba	FAIR	
243	WO	5	White Oak	Quercus alba	GOOD	
244	CT	6	Cottonwood	Populus deltoides	GOOD	
245	CT	9	Cottonwood	Populus deltoides	GOOD	
246	CT	6	Cottonwood	Populus deltoides	GOOD	
247	CT	8	Cottonwood	Populus deltoides	GOOD	
248	PN	6	Pin Cherry	Prunus pennsylvanica	GOOD	
249	CT	8	Cottonwood	Populus deltoides	GOOD	
250	GA	8	Green Ash	Fraxinus pennsylvanica	GOOD	
251	MR	4	Red Mulberry	Morus rubra	GOOD	
252	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
253	RO	6	Red Oak	Quercus rubra	GOOD	
254	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
255	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
256	CA	5	Crab Apple	Malus caronaria	GOOD	X3
257	WO	6	White Oak	Quercus alba	GOOD	
258	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
259	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
260	SC	9	Scotch Pine	Pinus sylvestris	GOOD	
261	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
262	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
263	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
264	WO	8	White Oak	Quercus alba	GOOD	
265	BC	9	Wild Black Cherry	Prunus serotina	FAIR	
266	RO	5	Red Oak	Quercus rubra	FAIR	
267	E	5	American Elm	Ulmus americana	POOR	
268	BC	6	Wild Black Cherry	Prunus serotina	POOR	
269	E	4	American Elm	Ulmus americana	GOOD	
270	E	5	American Elm	Ulmus americana	FAIR	
271	E	6	American Elm	Ulmus americana	GOOD	
272	E	4	American Elm	Ulmus americana	GOOD	
273	SS	7	Sassafras	Sassafras albidum	FAIR	
274	SM	8	Silver Maple	Acer saccharinum	GOOD	X3
275	SM	8	Silver Maple	Acer saccharinum	GOOD	X2
276	E	9	American Elm	Ulmus americana	GOOD	
277	SM	8	Silver Maple	Acer saccharinum	GOOD	X2
278	E	6	American Elm	Ulmus americana	FAIR	
279	E	5	American Elm	Ulmus americana	GOOD	
280	E	7	American Elm	Ulmus americana	GOOD	
281	E	7	American Elm	Ulmus americana	POOR	
282	E	4	American Elm	Ulmus americana	GOOD	
283	SM	9	Silver Maple	Acer saccharinum	GOOD	X4
284	RO	7	Red Oak	Quercus rubra	GOOD	
285	RO	7	Red Oak	Quercus rubra	GOOD	
286	BC	7	Wild Black Cherry	Prunus serotina	FAIR	
287	E	7	American Elm	Ulmus americana	GOOD	
288	BC	9	Wild Black Cherry	Prunus serotina	FAIR	
289	E	6	American Elm	Ulmus americana	FAIR	X4
290	RO	6	Red Oak	Quercus rubra	GOOD	X2
291	WO	8	White Oak	Quercus alba	GOOD	
292	WO	8	White Oak	Quercus alba	FAIR	
293	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
294	WO	7	White Oak	Quercus alba	GOOD	
295	WO	8	White Oak	Quercus alba	GOOD	
296	WO	8	White Oak	Quercus alba	GOOD	
297	WO	6	White Oak	Quercus alba	GOOD	
298	WO	5	White Oak	Quercus alba	GOOD	
299	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
300	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
301	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
302	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
303	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
304	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
305	SC	7	Scotch Pine	Pinus sylvestris	GOOD	
306	MR	6	Red Mulberry	Morus rubra	FAIR	X3
307	WO	7	White Oak	Quercus alba	GOOD	
308	BC	7	Wild Black Cherry	Prunus serotina	GOOD	
309	SC	6	Scotch Pine	Pinus sylvestris	GOOD	
310	SC	4	Scotch Pine	Pinus sylvestris	POOR	
311	SC	6	Scotch Pine	Pinus sylvestris	GOOD	
312	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
313	E	5	American Elm	Ulmus americana	GOOD	
314	PN	5	Pin Cherry	Prunus pennsylvanica	GOOD	
315	SM	5	Silver Maple	Acer saccharinum	GOOD	X2
316	SM	5	Silver Maple	Acer saccharinum	GOOD	X2
317	SC	5	Scotch Pine	Pinus sylvestris	POOR	
318	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
319	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
320	BC	7	Wild Black Cherry	Prunus serotina	GOOD	
321	SC	5	Scotch Pine	Pinus sylvestris	POOR	
322	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
323	SC	5	Scotch Pine	Pinus sylvestris	POOR	
324	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
325	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
326	SC	10	Scotch Pine	Pinus sylvestris	GOOD	
327	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
328	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
329	SC	8	Scotch Pine	Pinus sylvestris	POOR	
330	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
331	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
332	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
333	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
334	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
335	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
336	SC	5	Scotch Pine	Pinus sylvestris	POOR	
337	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
338	BC	7	Wild Black Cherry	Prunus serotina	GOOD	
339	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
340	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
341	BC	7	Wild Black Cherry	Prunus serotina	POOR	
342	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
343	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
344	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
345	BC	7	Wild Black Cherry	Prunus serotina	GOOD	
346	BC	10	Wild Black Cherry	Prunus serotina	GOOD	
347	PB	6	Paper Birch	Betula papyrifera	GOOD	
348	SM	4	Silver Maple	Acer saccharinum	GOOD	
349	PB	5	Paper Birch	Betula papyrifera	GOOD	
350	PB	7	Paper Birch	Betula papyrifera	GOOD	
351	PB	6	Paper Birch	Betula papyrifera	GOOD	X2
352	BC	7	Wild Black Cherry	Prunus serotina	FAIR	
353	GA	6	Green Ash	Fraxinus pennsylvanica	POOR	
354	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
355	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
356	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
357	SC	5	Scotch Pine	Pinus sylvestris	POOR	X2
358	BC	6	Wild Black Cherry	Prunus serotina	FAIR	
359	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
360	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
361	E	5	American Elm	Ulmus americana	GOOD	
362	BC	5	Wild Black Cherry	Prunus serotina	POOR	
363	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
364	WO	4	White Oak	Quercus alba	GOOD	
365	SM	5	Silver Maple	Acer saccharinum	GOOD	
366	WO	7	White Oak	Quercus alba	POOR	
367	WO	7	White Oak	Quercus alba	POOR	
368	BC	7	Wild Black Cherry	Prunus serotina	FAIR	
369	WO	7	White Oak	Quercus alba	POOR	
370	SC	8	Scotch Pine	Pinus sylvestris	GOOD	X2
371	SC	7	Scotch Pine	Pinus sylvestris	GOOD	
372	WO	6	White Oak	Quercus alba	FAIR	
373	CT	10	Cottonwood	Populus deltoides	GOOD	
374	CT	4	Cottonwood	Populus deltoides	GOOD	
375	E	7	American Elm	Ulmus americana	GOOD	
376	WO	7	White Oak	Quercus alba	POOR	
377	CT	7	Cottonwood	Populus deltoides	FAIR	
378	CT	5	Cottonwood	Populus deltoides	GOOD	
379	CT	7	Cottonwood	Populus deltoides	FAIR	
380	CT	7	Cottonwood	Populus deltoides	FAIR	
381	SM	6	Silver Maple	Acer saccharinum	GOOD	X2
382	RO	6	Red Oak	Quercus rubra	GOOD	
383	E	4	American Elm	Ulmus americana	GOOD	
384	E	5	American Elm	Ulmus americana	POOR	
385	E	5	American Elm	Ulmus americana	POOR	
386	RO	6	Red Oak	Quercus rubra	GOOD	X2
387	SM	9	Silver Maple	Acer saccharinum	GOOD	
388	E	4	American Elm	Ulmus americana	POOR	
389	E	9	American Elm	Ulmus americana	FAIR	
390	E	4	American Elm	Ulmus americana	GOOD	X2
391	SM	9	Silver Maple	Acer saccharinum	FAIR	
392	E	4	American Elm	Ulmus americana	POOR	X2
393	SM	8	Silver Maple	Acer saccharinum	POOR	X2
394	E	5	American Elm	Ulmus americana	FAIR	
395	E	6	American Elm	Ulmus americana	FAIR	
396	E	7	American Elm	Ulmus americana	GOOD	X2

No.	BY	CHK	DESCRIPTION	DATE

REVISIONS

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SHELBY TWP., MI 48315

TREE INVENTORY
HUNTERS PARK 2
PART OF THE SW 1/4 OF SECTION 12, T.2N., R.11E.,
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN	TMK	SUR.	DEC	P.M.	JBT

J:\PROJECTS\2014\2491 HUNTERS PARK 2 - JBT\Dwg\Site Plans\(2-2) TREE SURV-14249.dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:
P-7

TAG NO.	CODE	DBH	COMMON NAME	LATIN NAME	COND	COMMENT
397	RM	8	Red Maple	Acer rubrum	FAIR	
398	SM	8	Silver Maple	Acer saccharinum	POOR	
399	E	4	American Elm	Ulmus americana	GOOD	
400	SM	8	Silver Maple	Acer saccharinum	POOR	X2
401	E	4	American Elm	Ulmus americana	GOOD	
402	E	4	American Elm	Ulmus americana	POOR	
403	E	5	American Elm	Ulmus americana	POOR	
404	SM	4	Silver Maple	Acer saccharinum	GOOD	
405	PB	9	Paper Birch	Betula papyrifera	GOOD	
406	PB	7	Paper Birch	Betula papyrifera	GOOD	
407	RM	8	Red Maple	Acer rubrum	GOOD	
408	SM	6	Silver Maple	Acer saccharinum	GOOD	
409	SS	6	Sassafras	Sassafras albidum	GOOD	
410	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
411	SC	7	Scotch Pine	Pinus sylvestris	POOR	
412	WO	6	White Oak	Quercus alba	POOR	
413	BC	6	Wild Black Cherry	Prunus serotina	FAIR	
414	CT	5	Cottonwood	Populus deltoides	GOOD	
415	BC	4	Wild Black Cherry	Prunus serotina	FAIR	
416	SM	4	Silver Maple	Acer saccharinum	GOOD	
417	SM	5	Silver Maple	Acer saccharinum	GOOD	
418	PB	6	Paper Birch	Betula papyrifera	GOOD	X2
419	PB	5	Paper Birch	Betula papyrifera	GOOD	
420	PB	4	Paper Birch	Betula papyrifera	GOOD	X2
421	PB	6	Paper Birch	Betula papyrifera	GOOD	
422	PB	7	Paper Birch	Betula papyrifera	GOOD	
423	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
424	SM	5	Silver Maple	Acer saccharinum	GOOD	X2
425	BC	8	Wild Black Cherry	Prunus serotina	FAIR	
426	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
427	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
428	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
429	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
430	RO	4	Red Oak	Quercus rubra	GOOD	
431	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
432	SM	4	Silver Maple	Acer saccharinum	GOOD	
433	PB	6	Paper Birch	Betula papyrifera	GOOD	X2
434	BC	4	Wild Black Cherry	Prunus serotina	FAIR	
435	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
436	CT	5	Cottonwood	Populus deltoides	FAIR	
437	E	6	American Elm	Ulmus americana	POOR	
438	PB	4	Paper Birch	Betula papyrifera	GOOD	
439	PB	6	Paper Birch	Betula papyrifera	GOOD	
440	BC	9	Wild Black Cherry	Prunus serotina	FAIR	
441	PB	5	Paper Birch	Betula papyrifera	GOOD	
442	PB	4	Paper Birch	Betula papyrifera	FAIR	
443	SM	6	Silver Maple	Acer saccharinum	GOOD	
444	SM	8	Silver Maple	Acer saccharinum	GOOD	
445	SM	10	Silver Maple	Acer saccharinum	GOOD	
446	SM	5	Silver Maple	Acer saccharinum	GOOD	
447	RM	9	Red Maple	Acer rubrum	GOOD	
448	PN	4	Pin Cherry	Prunus pennsylvanica	GOOD	
449	SM	7	Silver Maple	Acer saccharinum	GOOD	X3
450	SM	5	Silver Maple	Acer saccharinum	FAIR	
451	SM	9	Silver Maple	Acer saccharinum	GOOD	
452	BC	5	Wild Black Cherry	Prunus serotina	GOOD	X2
453	PB	4	Paper Birch	Betula papyrifera	FAIR	
454	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
455	PB	5	Paper Birch	Betula papyrifera	FAIR	
456	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
457	PB	6	Paper Birch	Betula papyrifera	GOOD	
458	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
459	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
460	PB	6	Paper Birch	Betula papyrifera	POOR	
461	PB	6	Paper Birch	Betula papyrifera	GOOD	
462	PB	6	Paper Birch	Betula papyrifera	GOOD	
463	PB	5	Paper Birch	Betula papyrifera	GOOD	
464	PB	6	Paper Birch	Betula papyrifera	FAIR	
465	PB	4	Paper Birch	Betula papyrifera	GOOD	
466	PB	4	Paper Birch	Betula papyrifera	POOR	
467	PB	7	Paper Birch	Betula papyrifera	GOOD	
468	TH	5	Thornapple/Hawthorne	Crataegus spp.	POOR	
469	PN	4	Pin Cherry	Prunus pennsylvanica	FAIR	
470	BC	5	Wild Black Cherry	Prunus serotina	FAIR	
471	WO	4	White Oak	Quercus alba	GOOD	
472	E	4	American Elm	Ulmus americana	GOOD	
473	SM	4	Silver Maple	Acer saccharinum	GOOD	
474	SM	7	Silver Maple	Acer saccharinum	GOOD	
475	SM	8	Silver Maple	Acer saccharinum	FAIR	
476	SM	5	Silver Maple	Acer saccharinum	GOOD	
477	E	8	American Elm	Ulmus americana	GOOD	
478	E	4	American Elm	Ulmus americana	GOOD	
479	E	9	American Elm	Ulmus americana	GOOD	
480	E	5	American Elm	Ulmus americana	GOOD	
481	SM	9	Silver Maple	Acer saccharinum	GOOD	X2
482	SM	6	Silver Maple	Acer saccharinum	GOOD	
483	E	4	American Elm	Ulmus americana	GOOD	
484	RM	9	Red Maple	Acer rubrum	GOOD	
485	E	5	American Elm	Ulmus americana	GOOD	
486	E	5	American Elm	Ulmus americana	GOOD	
487	SM	5	Silver Maple	Acer saccharinum	FAIR	X2
488	SM	9	Silver Maple	Acer saccharinum	GOOD	X2
489	E	4	American Elm	Ulmus americana	GOOD	
490	SM	7	Silver Maple	Acer saccharinum	FAIR	
491	SM	7	Silver Maple	Acer saccharinum	FAIR	
492	SM	8	Silver Maple	Acer saccharinum	GOOD	
493	E	6	American Elm	Ulmus americana	GOOD	
494	SM	7	Silver Maple	Acer saccharinum	POOR	
495	BC	5	Wild Black Cherry	Prunus serotina	GOOD	

TAG NO.	CODE	DBH	COMMON NAME	LATIN NAME	COND	COMMENT
496	RO	4	Red Oak	Quercus rubra	FAIR	
497	SM	7	Silver Maple	Acer saccharinum	FAIR	
498	BC	4	Wild Black Cherry	Prunus serotina	FAIR	
499	SM	9	Silver Maple	Acer saccharinum	GOOD	
500	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
501	E	4	American Elm	Ulmus americana	GOOD	
502	SM	10	Silver Maple	Acer saccharinum	GOOD	
503	SM	8	Silver Maple	Acer saccharinum	GOOD	
504	SM	5	Silver Maple	Acer saccharinum	GOOD	
505	SM	6	Silver Maple	Acer saccharinum	GOOD	
506	SM	4	Silver Maple	Acer saccharinum	GOOD	
507	SM	7	Silver Maple	Acer saccharinum	GOOD	X3
508	SM	6	Silver Maple	Acer saccharinum	GOOD	
509	SM	6	Silver Maple	Acer saccharinum	GOOD	
510	RO	6	Red Oak	Quercus rubra	POOR	
511	E	5	American Elm	Ulmus americana	GOOD	
512	RO	5	Red Oak	Quercus rubra	GOOD	
513	E	5	American Elm	Ulmus americana	GOOD	
514	SM	10	Silver Maple	Acer saccharinum	POOR	
515	E	5	American Elm	Ulmus americana	GOOD	
516	WO	8	White Oak	Quercus alba	GOOD	
517	E	5	American Elm	Ulmus americana	FAIR	X3
518	E	4	American Elm	Ulmus americana	GOOD	
519	SM	7	Silver Maple	Acer saccharinum	FAIR	
520	SM	7	Silver Maple	Acer saccharinum	GOOD	X4
521	SM	7	Silver Maple	Acer saccharinum	FAIR	
522	RO	8	Red Oak	Quercus rubra	FAIR	
523	SM	5	Silver Maple	Acer saccharinum	GOOD	X2
524	SM	9	Silver Maple	Acer saccharinum	GOOD	X2
525	SM	5	Silver Maple	Acer saccharinum	GOOD	
526	SM	7	Silver Maple	Acer saccharinum	GOOD	X3
527	RO	8	Red Oak	Quercus rubra	GOOD	
528	SM	6	Silver Maple	Acer saccharinum	GOOD	
529	SM	6	Silver Maple	Acer saccharinum	GOOD	X3
530	SM	7	Silver Maple	Acer saccharinum	GOOD	
531	SM	6	Silver Maple	Acer saccharinum	POOR	
532	RO	9	Red Oak	Quercus rubra	FAIR	X2
533	RO	6	Red Oak	Quercus rubra	GOOD	
534	PB	4	Paper Birch	Betula papyrifera	FAIR	
535	PB	5	Paper Birch	Betula papyrifera	GOOD	
536	PB	5	Paper Birch	Betula papyrifera	FAIR	
537	SM	9	Silver Maple	Acer saccharinum	GOOD	X2
538	SM	5	Silver Maple	Acer saccharinum	FAIR	X3
539	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
540	BC	9	Wild Black Cherry	Prunus serotina	FAIR	
541	SM	6	Silver Maple	Acer saccharinum	GOOD	
542	SM	4	Silver Maple	Acer saccharinum	FAIR	
543	SM	4	Silver Maple	Acer saccharinum	FAIR	
544	SM	6	Silver Maple	Acer saccharinum	FAIR	
545	PB	6	Paper Birch	Betula papyrifera	FAIR	
546	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
547	SM	5	Silver Maple	Acer saccharinum	FAIR	
548	E	4	American Elm	Ulmus americana	FAIR	
549	E	5	American Elm	Ulmus americana	FAIR	
550	BC	7	Wild Black Cherry	Prunus serotina	FAIR	
551	SM	8	Silver Maple	Acer saccharinum	FAIR	
552	E	7	American Elm	Ulmus americana	FAIR	
553	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
554	SM	10	Silver Maple	Acer saccharinum	GOOD	
555	SM	4	Silver Maple	Acer saccharinum	FAIR	
556	E	6	American Elm	Ulmus americana	FAIR	
557	RO	7	Red Oak	Quercus rubra	POOR	
558	SM	7	Silver Maple	Acer saccharinum	FAIR	
559	E	8	American Elm	Ulmus americana	GOOD	
560	E	8	American Elm	Ulmus americana	GOOD	
561	E	10	American Elm	Ulmus americana	GOOD	
562	E	6	American Elm	Ulmus americana	POOR	
563	SS	4	Sassafras	Sassafras albidum	FAIR	
564	SM	6	Silver Maple	Acer saccharinum	GOOD	X2
565	E	7	American Elm	Ulmus americana	FAIR	
566	SM	6	Silver Maple	Acer saccharinum	GOOD	X4
567	WO	5	White Oak	Quercus alba	FAIR	
568	SM	4	Silver Maple	Acer saccharinum	GOOD	
569	PB	6	Paper Birch	Betula papyrifera	GOOD	X2
570	PB	4	Paper Birch	Betula papyrifera	POOR	
571	PB	4	Paper Birch	Betula papyrifera	FAIR	
572	PB	5	Paper Birch	Betula papyrifera	GOOD	
573	SM	4	Silver Maple	Acer saccharinum	GOOD	X2
574	PB	7	Paper Birch	Betula papyrifera	GOOD	
575	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
576	SM	5	Silver Maple	Acer saccharinum	GOOD	
577	SM	8	Silver Maple	Acer saccharinum	GOOD	
578	SM	8	Silver Maple	Acer saccharinum	GOOD	
579	E	4	American Elm	Ulmus americana	FAIR	
580	PB	5	Paper Birch	Betula papyrifera	GOOD	
581	E	5	American Elm	Ulmus americana	GOOD	
582	SM	5	Silver Maple	Acer saccharinum	GOOD	
583	SM	9	Silver Maple	Acer saccharinum	GOOD	
584	SM	7	Silver Maple	Acer saccharinum	GOOD	
585	E	8	American Elm	Ulmus americana	GOOD	
586	BX	8	Box elder	Acer negundo	FAIR	
587	SM	4	Silver Maple	Acer saccharinum	POOR	
588	SM	6	Silver Maple	Acer saccharinum	FAIR	
589	E	7	American Elm	Ulmus americana	FAIR	
590	SM	4	Silver Maple	Acer saccharinum	FAIR	
591	SM	7	Silver Maple	Acer saccharinum	FAIR	
592	SM	8	Silver Maple	Acer saccharinum	FAIR	
593	BC	6	Wild Black Cherry	Prunus serotina	POOR	X2
594	SM	7	Silver Maple	Acer saccharinum	GOOD	X3

TAG NO.	CODE	DBH	COMMON NAME	LATIN NAME	COND	COMMENT
595	SM	4	Silver Maple	Acer saccharinum	GOOD	
596	PB	8	Paper Birch	Betula papyrifera	GOOD	
597	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
598	PB	6	Paper Birch	Betula papyrifera	POOR	
599	BC	7	Wild Black Cherry	Prunus serotina	FAIR	
600	SM	8	Silver Maple	Acer saccharinum	GOOD	
601	SM	5	Silver Maple	Acer saccharinum	GOOD	X2
602	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
603	PB	5	Paper Birch	Betula papyrifera	GOOD	
604	SM	10	Silver Maple	Acer saccharinum	GOOD	
605	E	5	American Elm	Ulmus americana	POOR	
606	RO	6	Red Oak	Quercus rubra	FAIR	
607	SM	5	Silver Maple	Acer saccharinum	FAIR	
608	RO	5	Red Oak	Quercus rubra	POOR	X2
609	SS	10	Sassafras	Sassafras albidum	GOOD	
610	SM	6	Silver Maple	Acer saccharinum	GOOD	
611	SM	8	Silver Maple	Acer saccharinum	GOOD	
612	SM	5	Silver Maple	Acer saccharinum	GOOD	
613	PB	4	Paper Birch	Betula papyrifera	GOOD	
614	PB	7	Paper Birch	Betula papyrifera	GOOD	
615	WO	5	White Oak	Quercus alba	POOR	
616	SM	7	Silver Maple	Acer saccharinum	GOOD	
617	BC	5	Wild Black Cherry	Prunus serotina	FAIR	
618	SM	7	Silver Maple	Acer saccharinum	GOOD	
619	RO	6	Red Oak	Quercus rubra	POOR	
620	SS	4	Sassafras	Sassafras albidum	POOR	
621	SS	8	Sassafras	Sassafras albidum	POOR	
622	BC	9	Wild Black Cherry	Prunus serotina	GOOD	
623	CT	10	Cottonwood	Populus deltoides	GOOD	
624	SM	7	Silver Maple	Acer saccharinum	GOOD	
625	WO	6	White Oak	Quercus alba	FAIR	
626	SM	8	Silver Maple	Acer saccharinum	GOOD	
627	BC	7	Wild Black Cherry	Prunus serotina	POOR	X2
628	WO	7	White Oak	Quercus alba	FAIR	
629	WO	4	White Oak	Quercus alba	GOOD	
630	WO	4	White Oak	Quercus alba	GOOD	X3
631	SM	7	Silver Maple	Acer saccharinum	GOOD	
632	WO	5	White Oak	Quercus alba	GOOD	
633	SM	10	Silver Maple	Acer saccharinum	GOOD	
634	SM	6	Silver Maple	Acer saccharinum	GOOD	X2
635	RO	7	Red Oak	Quercus rubra	GOOD	
636	SM	6	Silver Maple	Acer saccharinum	FAIR	
637	BC	7	Wild Black Cherry	Prunus serotina	POOR	
638	E	4	American Elm	Ulmus americana	FAIR	
639	E	8	American Elm	Ulmus americana	POOR	
640	SS	5	Sassafras	Sassafras albidum	GOOD	
641	WO	4	White Oak	Quercus alba	GOOD	
642	SM	6	Silver Maple	Acer saccharinum	POOR	
643	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
644	BC	9	Wild Black Cherry	Prunus serotina	FAIR	
645	SM	4	Silver Maple	Acer saccharinum	GOOD	
646	SM	5	Silver Maple	Acer saccharinum	GOOD	
647	RO	6	Red Oak	Quercus rubra	GOOD	
648	SM	5	Silver Maple	Acer saccharinum	GOOD	
649	RO	8	Red Oak	Quercus rubra	GOOD	
650	CT	8	Cottonwood	Populus deltoides	GOOD	X2
651	CT	9	Cottonwood	Populus deltoides	GOOD	
652	MR	4	Red Mulberry	Morus rubra	GOOD	
653	WO	5	White Oak	Quercus alba	FAIR	
654	MR	7	Red Mulberry	Morus rubra	FAIR	
655	MR	7	Red Mulberry	Morus rubra	FAIR	
656	SM	6	Silver Maple	Acer saccharinum	GOOD	X2
657	BC	9	Wild Black Cherry	Prunus serotina	GOOD	
658	MR	5	Red Mulberry	Morus rubra	FAIR	
659	WO	4	White Oak	Quercus alba	FAIR	
660	BC	7	Wild Black Cherry	Prunus serotina	FAIR	
661	SM	5	Silver Maple	Acer saccharinum	GOOD	X2
662	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
663	WO	6	White Oak	Quercus alba	POOR	
664	RO	7	Red Oak	Quercus rubra	GOOD	
665	E	6	American Elm	Ulmus americana	FAIR	
666	E	4	American Elm	Ulmus americana	FAIR	
667	BC	8	Wild Black Cherry	Prunus serotina	FAIR	
668	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
669	BC	6	Wild Black Cherry	Prunus serotina	FAIR	
670	SM	6	Silver Maple	Acer saccharinum	GOOD	X3
671	BC	8	Wild Black Cherry	Prunus serotina	FAIR	
672	WO	6	White Oak	Quercus alba	FAIR	
673	SM	8	Silver Maple	Acer saccharinum	POOR	
674	PB	7	Paper Birch	Betula papyrifera	FAIR	
675	SM	7	Silver Maple	Acer saccharinum	GOOD	
676	SM	4	Silver Maple	Acer saccharinum	POOR	X2

No.	BY	CHK	DESCRIPTION	DATE

REVISIONS

CAUTION!!
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PEA

PROFESSIONAL ENGINEERING ASSOCIATES
2430 Rochester Ct. Suite 100
Troy, MI 48083-1872
Phone: (248) 689-9090
Fax: (248) 689-1044
website: www.peainc.com

MONDRIAN PROPERTIES HUNTERS PARK LLC
50215 SCHOENHERR
SHELBY TWP., MI 48315

TREE INVENTORY HUNTERS PARK 2

PART OF THE SW 1/4 OF SECTION 12, T.2N., R.11E.
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

S:\PROJECTS\2014\2014249 HUNTERS PARK 2 - 401\Dwg\Site Plan\(JB-2) REV2 EST-14249.dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

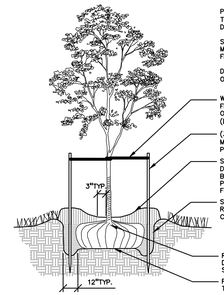
SCALE: 1" = 50'

DRAWING NUMBER:

P-8

GENERAL PLANTING NOTES:

1. Landscape contractor shall visit site, inspect existing site conditions and review proposed planting and related work. In case of discrepancy between plan and plant list, plan shall govern quantities. Contact Landscape Architect with any concerns.
2. Contractor shall verify locations of all on site utilities prior to beginning construction on his/her phase of work. Electric, gas, telephone, cable television may be located by calling MISS DIG 1-800-482-7171. Any damage or interruption of services shall be the responsibility of Contractor. Contractor shall coordinate all related activities with other trades on the job and shall report any unacceptable job conditions to Owner's Representative prior to commencing.
3. All plant material to be premium grade nursery stock and shall satisfy American Association of Nurserymen standard for Nursery Stock. All landscape material shall be Northern Grown, No. 1. Grade.
4. Contractor is responsible for verifying all quantities shown on landscape plan prior to pricing the work.
5. The owner's representative reserves the right to reject any plant material not meeting specifications.
6. All single stem shade trees to have straight trunks and symmetrical crowns.
7. All single trunk shade trees to have a central leader; trees with forked or irregular trunks will not be accepted.
8. All multi stem trees shall be heavily branched and have symmetrical crowns. One sided trees or those with thin or open crowns shall not be accepted.
9. All evergreen trees shall be heavily branched and full to the ground, symmetrical in shape and not sheared for the last five growing seasons.
10. All trees to have clay or clay loam balls, trees with sand balls Will Be Rejected.
11. No machinery is to be used within the drip line of existing trees; Hand grade all lawn areas within the drip line of existing trees.
12. All tree locations shall be staked by Landscape Contractor and are subject to the approval of the landscape Architect prior to installation of the plant material.
13. It is mandatory that positive drainage is provided away from from all buildings.
14. All planting beds shall receive 3" shredded hardwood bark mulch, see specifications. Shredded palette and dyed mulch will not be accepted.
15. All landscaped areas shall receive 3" compacted topsoil.
16. Maintenance: All plant material shall be maintained in good condition by mowing, watering, mulch, etc., so as to present a healthy neat and orderly appearance free from refuse and debris.



PLANT SO THAT TOP OF ROOT BALL IS FLUSH TO GRADE OR 1-2" HIGHER IF IN POORLY DRAINED SOILS.

SECURE TREE WRAP WITH BIODEGRADABLE MATERIAL AT TOP & BOTTOM, REMOVE AFTER FIRST WINTER.

DO NOT PRUNE TERMINAL LEADER PRUNE ONLY DEAD BROKEN BRANCHES.

WITH 2"-3" WIDE FABRIC STRAPS, CONNECT FROM TREE TO STAKE. REMOVE AFTER (1) ONE YEAR. ALLOW FOR FLEXIBILITY. (DO NOT USE WIRE & HOSE)

(3) THREE 2"x2" HARDWOOD STAKES DRIVEN A MIN. OF 18" DEEP FIRMLY INTO SUBGRADE PRIOR TO BACKFILLING.

SHREDDED HARDWOOD BARK MULCH TO DRIPLINE, 3" DEEP AND LEAVE 3" CIRCLE OF BARE SOIL AROUND TREE TRUNK. DO NOT PLACE MULCH IN CONTACT WITH TREE TRUNK. FORM SAUCER AROUND PLANT PIT.

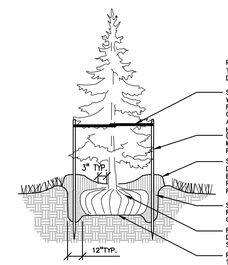
SPECIFIED PLANTING MIX, WATER & TAMP TO REMOVE AIR POCKETS AMEND SOIL PER SITE CONDITIONS & TREE REQUIREMENTS.

REMOVE ALL BURLAP FROM TOP ⅔ OF ROOTBALL. DISCARD ALL NON-BIODEGRADABLE MATERIAL OFF SITE.

PLACE ROOTBALL ON UNEXCAVATED OR TAMPED SOIL.

DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE



PLANT SO THAT TOP OF ROOT BALL IS FLUSH TO GRADE OR 1-2" HIGHER IF IN POORLY DRAINED SOILS.

STAKE JUST BELOW BRANCHES WITH 2"-3" WIDE NYLON OR PLASTIC STRAPS. CONNECT FROM TREE TO STAKE, OPPOSITE FROM EACH OTHER, AND ALLOW FOR FLEXIBILITY. REMOVE AFTER (1) ONE YEAR. (DO NOT USE WIRE & HOSE)

(3) THREE 2"x2" HARDWOOD STAKES DRIVEN A MIN. OF 18" DEEP FIRMLY INTO SUBGRADE PRIOR TO BACKFILLING.

SHREDDED HARDWOOD BARK MULCH TO DRIPLINE, 3" DEEP AND LEAVE 3" CIRCLE OF BARE SOIL AROUND TREE TRUNK. DO NOT PLACE MULCH IN CONTACT WITH TREE TRUNK. FORM SAUCER WITH 4" CONTINUOUS RIM.

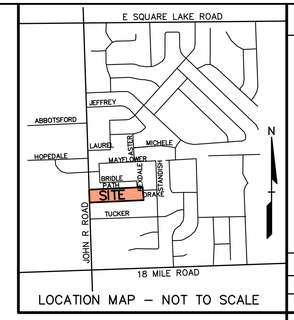
SPECIFIED PLANTING MIX, WATER & TAMP TO REMOVE AIR POCKETS AMEND SOIL PER SITE CONDITIONS & TREE REQUIREMENTS.

REMOVE ALL BURLAP FROM TOP ⅔ OF ROOTBALL. DISCARD ALL NON-BIODEGRADABLE MATERIAL OFF SITE.

PLACE ROOTBALL ON UNEXCAVATED OR TAMPED SOIL.

EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE



LOCATION MAP – NOT TO SCALE

GRAPHIC SCALE

-50 0 25 50 100 200

(IN FEET)

KEY: 1 inch = 50 ft.

= INTERNAL STREET TREES
NOTE: FINAL LOCATION SHALL BE ADJUSTED FOR DRIVEWAYS

= R.O.W. STREET TREES

= NON IRRIGATED SEED LAWN (CONTRACTOR SHALL REPLACE ALL DISTURBED AREAS WITH LAWN. FIELD VERIFY LIMITS OF DISTURBANCE.)
STAKED STRAW MATT ON SLOPES TYP.

REVISIONS				
No.	BY	CHK	DESCRIPTION	DATE

TREE LIST:						76 % Native
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC	COMMENTS
11	AR2.5	Red Maple	*Acer rubrum*	2.5" Cal.	B&B	Native
15	AS2.5	Sugar Maple	*Acer saccharum 'Green Mountain'*	2.5" Cal.	B&B	Native
11	CO2.5	Common Hackberry	*Celtis occidentalis*	2.5" Cal.	B&B	Native
13	QR2.5	Red Oak	*Quercus rubra*	2.5" Cal.	B&B	Native
EVERGREEN PLANT LIST:						
19	PA8	Norway Spruce	*Picea abies*	8' Ht.	B&B	Non-Native
10	PD8	Black Hills Spruce	*Picea glauca 'Densata'*	8' Ht.	B&B	Native

LANDSCAPE NOTES: PHASE 2
SITE CONDOMINIUM AND SUBDIVISION LANDSCAPING ARE REGULATED BY SECTION 13.02.F.2. THE PLAN INCLUDES A DIVERSIFIED MIX OF DECIDUOUS AND EVERGREENS. ALL SPECIES FALL WITHIN TROY REGULATIONS AND ARE NOT PROHIBITED.

LANDSCAPE REQUIREMENTS AND TREATMENT ARE:

A. THE FRONTAGE OF ALL INTERNAL PUBLIC OR PRIVATE STREETS SHALL BE LANDSCAPED WITH THE EQUIVALENT OF ONE (1) TREE FOR EVERY (50) LINEAL FEET, OR FRACTION THEREOF. SUCH STREET TREES SHALL MEET THE MINIMUM SIZE, SPACING AND SPECIES REQUIREMENTS SET FORTH IN SECTIONS 13.02.H AND 13.02.I.

BASED ON 2,482 FEET OF INTERNAL PUBLIC ROADS, 50 TREES WILL BE PLANTED. THE MIX INCLUDES SUGAR MAPLE, RED MAPLE, HACKBERRY, AND RED OAK.

B. WHERE A SUBDIVISION OR SITE CONDOMINIUM CONTAINS USES WHICH ARE MORE INTENSE OR INCOMPATIBLE WITH ADJOINING PROPERTY, THE SCREENING REQUIREMENTS SET FOR IN SECTION 13.02.B SHALL BE MET. THE PRESERVATION OF EXISTING TREES ALONG PERIMETER BOUNDARIES IS ENCOURAGED REGARDLESS OF WHETHER SCREENING IS REQUIRED.

WHILE NOT APPLICABLE, A 15-FOOT BUFFER ALONG THE EAST PROPERTY LINE IS PROVIDED.

C. WHERE A SUBDIVISION OR SITE CONDOMINIUM ABUTS A STREET RIGHT-OF-WAY OF EITHER ONE HUNDRED AND TWENTY (12) OR ONE HUNDRED AND FIFTY (150) FEET AS DESIGNATED IN THE CITY OF TROY MATER PLAN, THE SCREENING ALTERNATIVE NUMBER 2, AS SET FORTH IN TABLE 13.02-1, SHALL BE REQUIRED.

ADJACENT TO JOHN R. ROAD IT IS REQUIRED TO PROVIDE ONE (1) TREE PER FIFTY (50) LINEAR FEET. BASED ON 240 LINEAR FEET 5 TREES ARE REQUIRED. 5 EVERGREEN TREES WILL BE PLANTED.

D. A LANDSCAPE PLAN FOR A SUBDIVISION OR SITE CONDOMINIUM DEVELOPMENT SHALL ALSO INCLUDE LANDSCAPING DETAILS OF THE ENTRANCE TO THE DEVELOPMENT, STORMWATER RETENTION AND/OR DETENTION AREAS, COMMUNITY BUILDINGS AND OTHER RECREATIONAL AREAS, AND ANY OTHER SITE IMPROVEMENT WHICH WOULD BE ENHANCED THOUGH THE ADDITION OF LANDSCAPING.

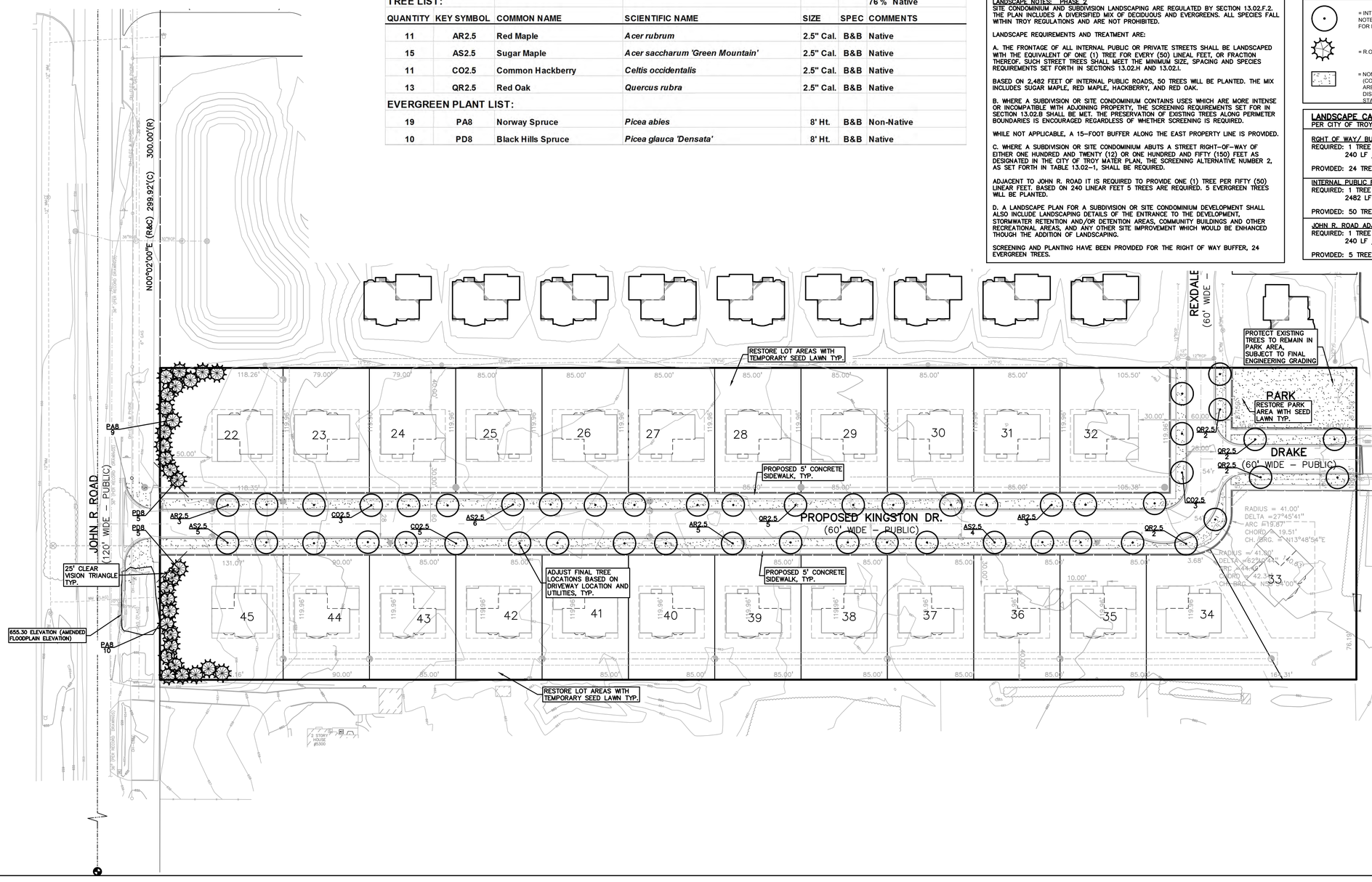
SCREENING AND PLANTING HAVE BEEN PROVIDED FOR THE RIGHT OF WAY BUFFER, 24 EVERGREEN TREES.

LANDSCAPE CALCULATIONS: PHASE 2
PER CITY OF TROY ZONING ORDINANCE

RGHT OF WAY/ BUFFER ZONE
REQUIRED: 1 TREE / 10 LF
240 LF / 10 LF = 24 TREES
PROVIDED: 24 TREES

INTERNAL PUBLIC ROADS STREET TREES
REQUIRED: 1 TREE / 50 LF
2482 LF / 50 LF = 50 TREES
PROVIDED: 50 TREES

JOHN R. ROAD ADJACENT TO R.O.W. STREET TREES
REQUIRED: 1 TREE / 50 LF
240 LF / 50 LF = 5 TREES
PROVIDED: 5 TREES



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JANET EVANS CRISCOM
LANDSCAPE ARCHITECT
NO. 1903
REGISTERED LANDSCAPE ARCHITECT

PEA
PROFESSIONAL ENGINEERING ASSOCIATES
2430 Rochester Ct. Suite 100
Troy, MI 48083-1872
Phone: (248) 689-9090
Fax: (248) 689-1044
website: www.peainc.com

MONDRIAN PROPERTIES HUNTERS PARK LLC
50215 SCHOENHERR
SHELBY TWP., MI 48315

PRELIMINARY LANDSCAPE PLAN
HUNTERS PARK 2
PART OF THE SW 1/4 OF SECTION 12, T.2N., R.11E.
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	JLE	DIN	JLE	SUR.	DEC	P.M.	JBT

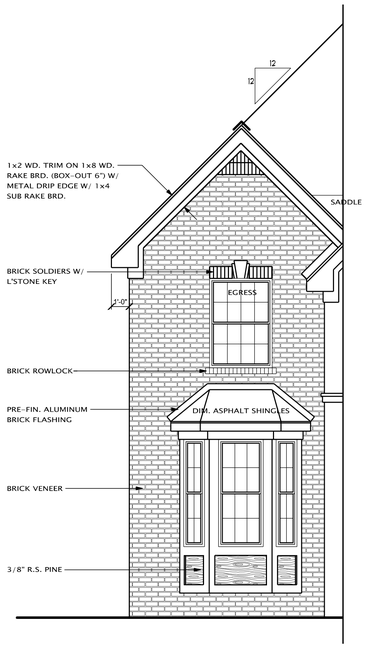
S:\PROJECTS\2014\2249 HUNTERS PARK 2 - 481\Dwg\2014249-L-L1-1 PRELIMINARY LANDSCAPE PLAN-14249.dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

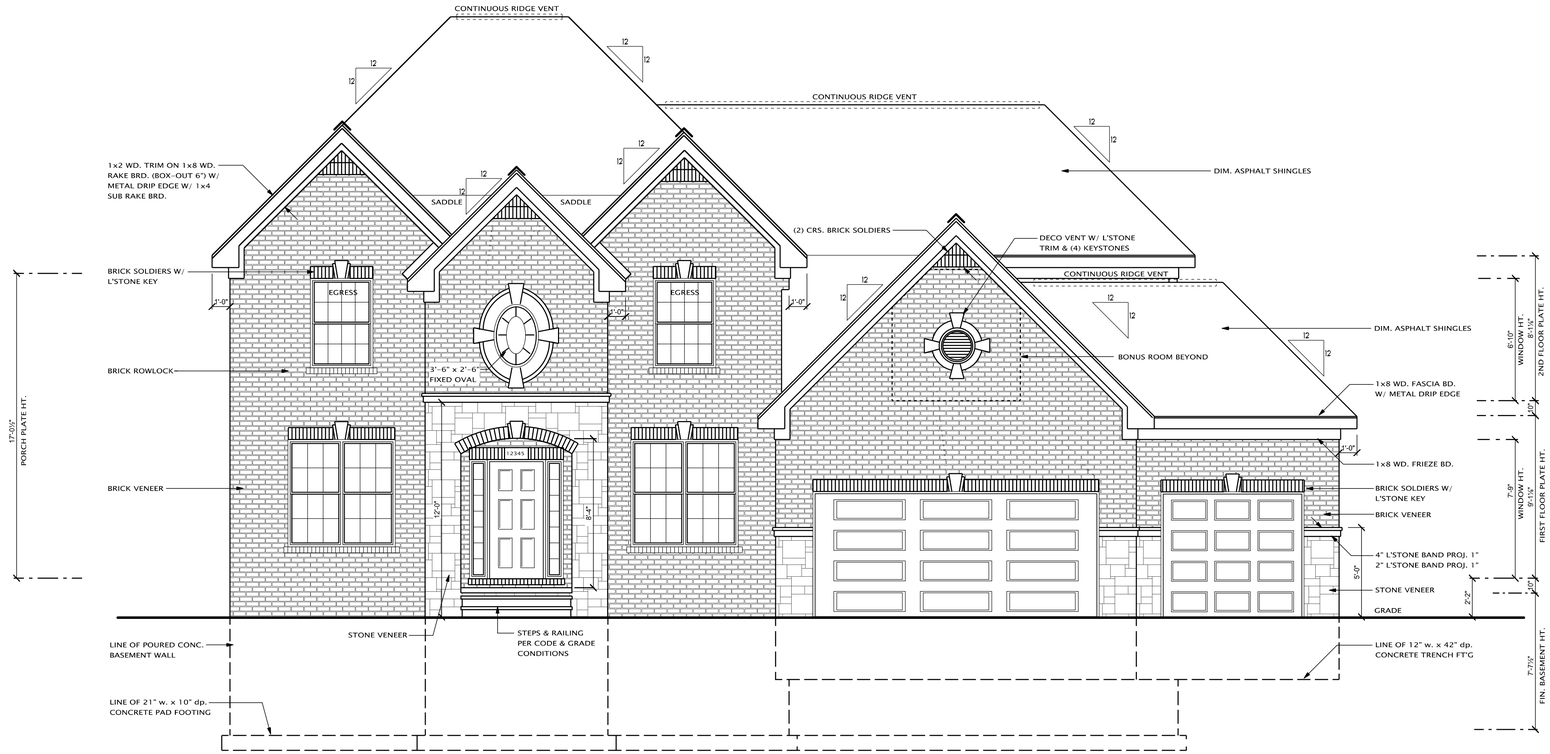
PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:
L-1

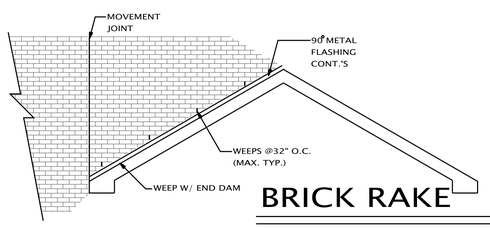


OPT. BAY WINDOW



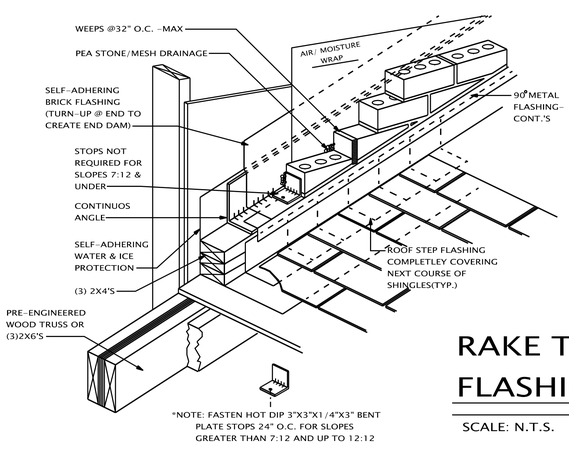
FRONT ELEVATION #1

SCALE: 1/4" = 1'-0"



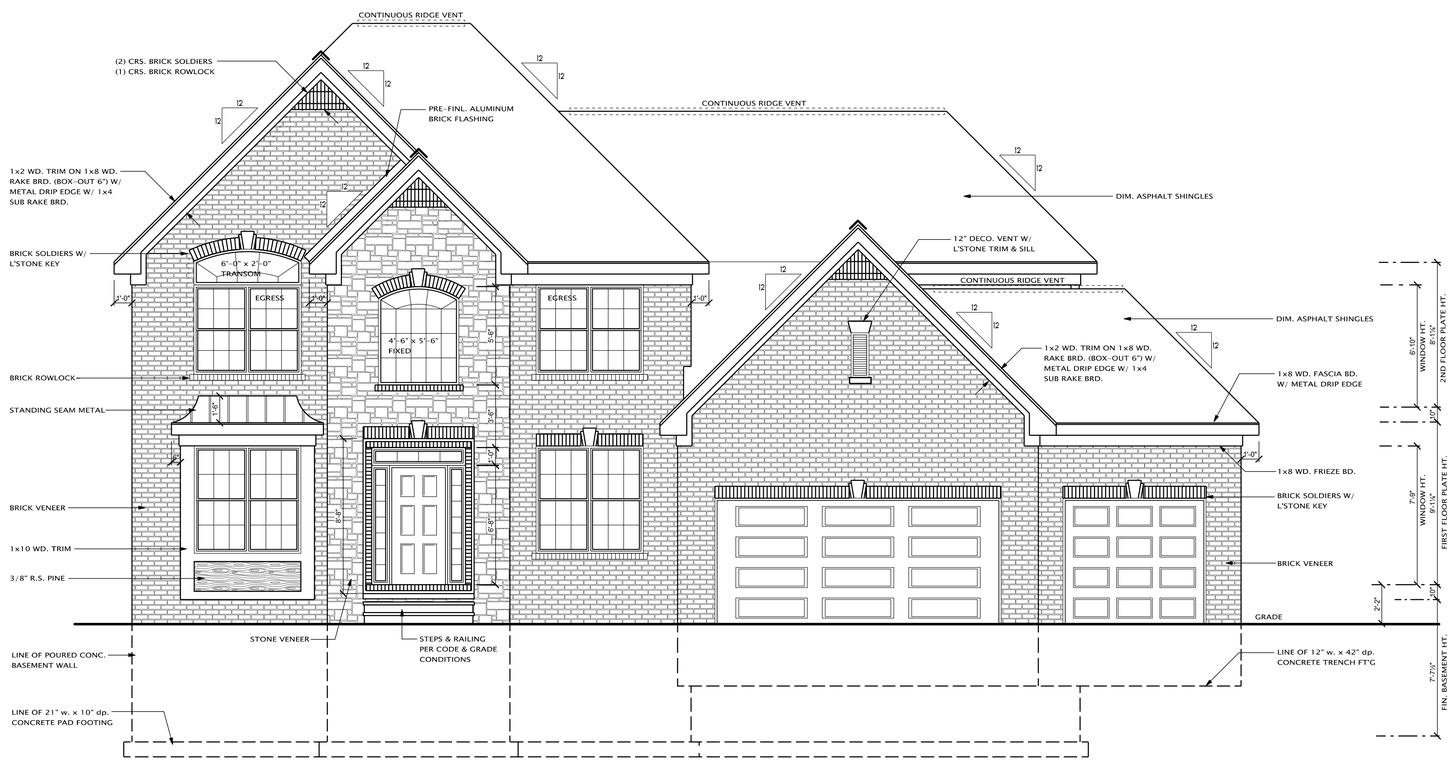
BRICK RAKE

(BRICK VENEER OVER SLOPED ROOF)
SCALE: N.T.S.



RAKE TRUSS-FLASHING DETAIL

SCALE: N.T.S.



FRONT ELEVATION #2

SCALE: 1/4" = 1'-0"

JMP
Design + Build, Inc.
45738 CASS AVE.
UTICA, MI 48317
TEL 586.731.0400
FAX 586.884.0568
JMPDESIGNBUILD@GMAIL.COM

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PROJECT

LAND EN RESERVE

BUILDER

MONDRIAN PROPERTIES
50215 Schoenherr Road
Shelby Township, MI 48315

PRELIMINARY ○
CONSTRUCTION ●
PERMIT ○

SHEET TITLE:
OPTIONAL ELEVATIONS

DATE: 05-05-2014
DRAWN BY: C.J.B.
CHECKED BY: J.M.P.
JOB NUMBER: 14 - 148
SHEET NUMBER: A-5

SMOKE DETECTORS & CARBON MONOXIDE DETECTOR

SMOKE ALARMS SHALL BE INSTALLED IN THE FOLLOWING LOCATIONS:
- IN EACH SLEEPING ROOM
- OUTSIDE EACH SEPARATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOMS
- ON EACH ADDITIONAL STORY OF THE DWELLING, INCLUDING BASEMENTS BUT NOT INCLUDING CRAWL SPACES OR UNINHABITABLE ATTICS

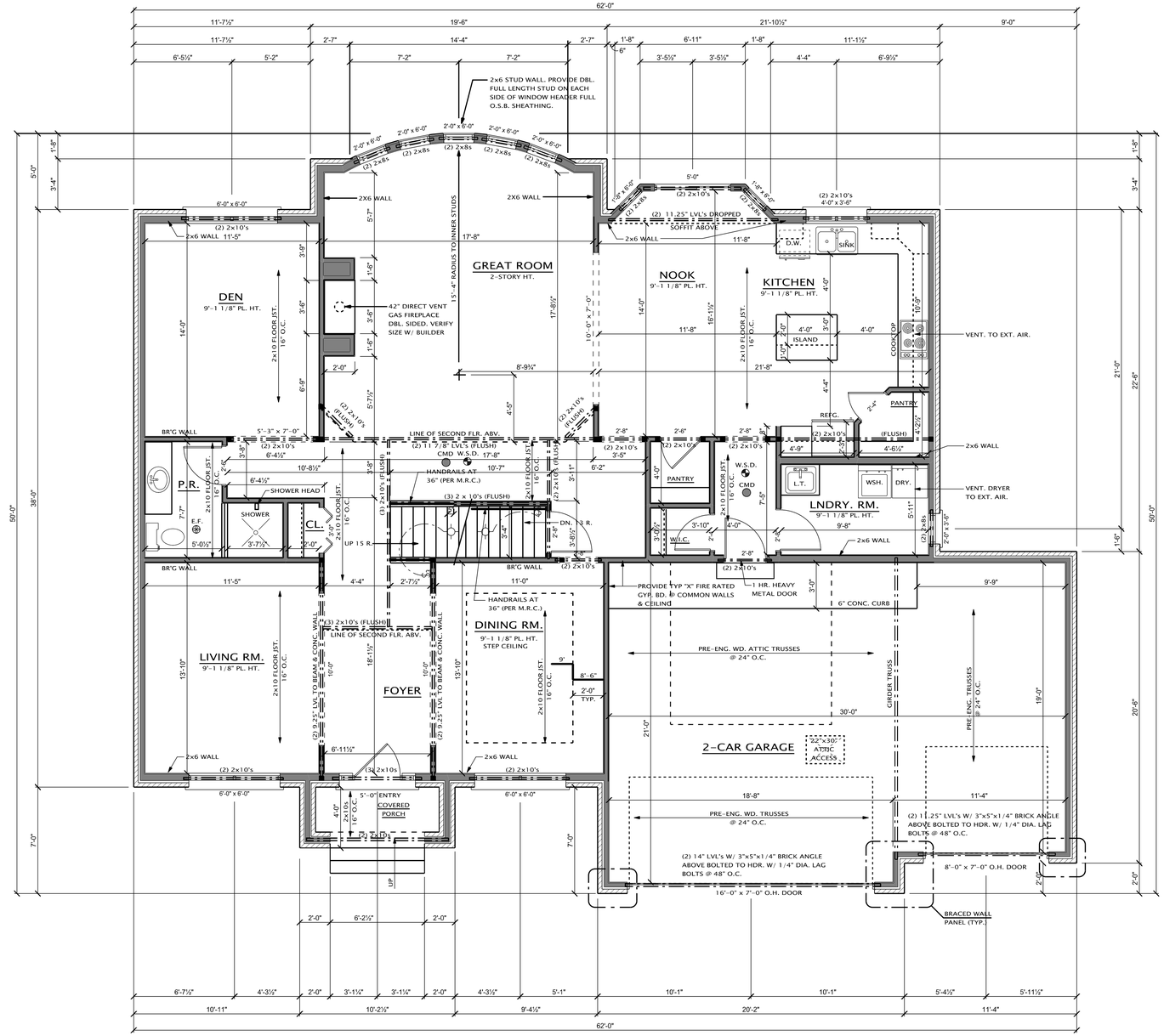
ALL SMOKE DETECTORS SHALL BE INTERCONNECTED AN HAVE A BATTERY BACKUP.

CARBON MONOXIDE DETECTORS SHALL BE LOCATED IN THE NEAR VICINITY OF EACH BEDROOM AND IN BASEMENT NEAR STAIRS.
HARD WIRED AND BATTERY BACK-UP.
BACK UP

OPERABLE WINDOW NOTE:
ALL WINDOWS THAT ARE OPERABLE AND THE BOTTOM OF THE WINDOW IS 72" OR MORE ABOVE GRADE, SHALL BE 24" ABOVE FINISH FLOOR TO THE BOTTOM OF THE WINDOW.

ALL BEARING WALLS SHALL HAVE FLOOR JOIST UNDER EACH BEARING STUD. TYP. ALL BEARING WALLS

PROVIDE ALL ATTIC ACCESS W/ WEATHER STRIPPING

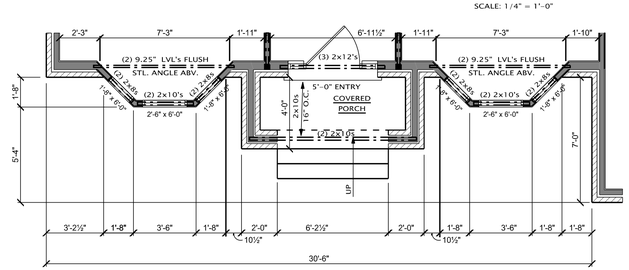


FIRST FLOOR PLAN

ELEVATION #1

SCALE: 1/4" = 1'-0"

1ST FLOOR = 1,800 SQ. FT.
SECOND FLOOR = 1,450 SQ. FT.
TOTAL = 3,250 SQ. FT.



OPTIONAL BAY WINDOWS

ELEVATION #1

SCALE: 1/4" = 1'-0"

JMP
Design + Build, Inc.
45138 CASS AVE.
UTICA, MI 48317
TEL 586.731.0400
FAX 586.841.0068
JPROSSO@HOTMAIL.COM

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PROJECT

MONDRIAN RESERVE

BUILDER

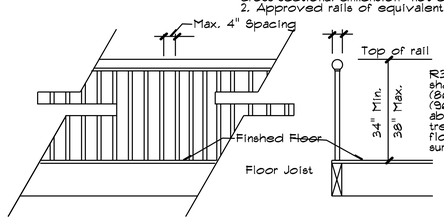
MONDRIAN PROPERTIES
50215 Schoenherr Road
Shelby Township, MI 48315

PRELIMINARY ○
CONSTRUCTION ●
PERMIT ○

SHEET TITLE:
FIRST FLOOR PLAN

DATE: 01-08-2014
DRAWN BY: C.J.B.
CHECKED BY: J.M.P.
JOB NUMBER: 14 - 102
SHEET NUMBER: A-2

Exceptions:
1. Any other shape with a perimeter of at least 4 inches (100 mm), but not greater than 6 1/4 inches (158 mm) with the largest cross-sectional dimension not exceeding 2 1/4 inches (57 mm).
2. Approved rails of equivalent graspability.

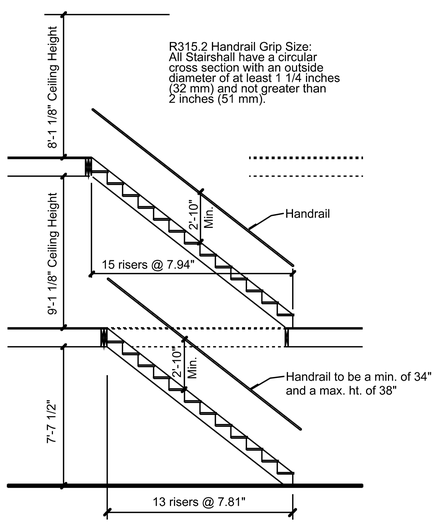


R315.1 Height: Handrails shall not be less than 34 inches (864 mm) nor more than 38 inches (965 mm), measured vertically, above the leading edge of the treads or above the finished floor of the landing or walking surfaces.

Exceptions:
1. Handrails that form part of a guard shall have a height not less than 34 inches (864 mm) and not more than 42 inches (1067 mm)
2. Handrails within individual dwelling units shall not be less than 30 inches (762 mm) nor more than 38 inches (965 mm), measured vertically, above the leading edge of the treads or above the finished floor.

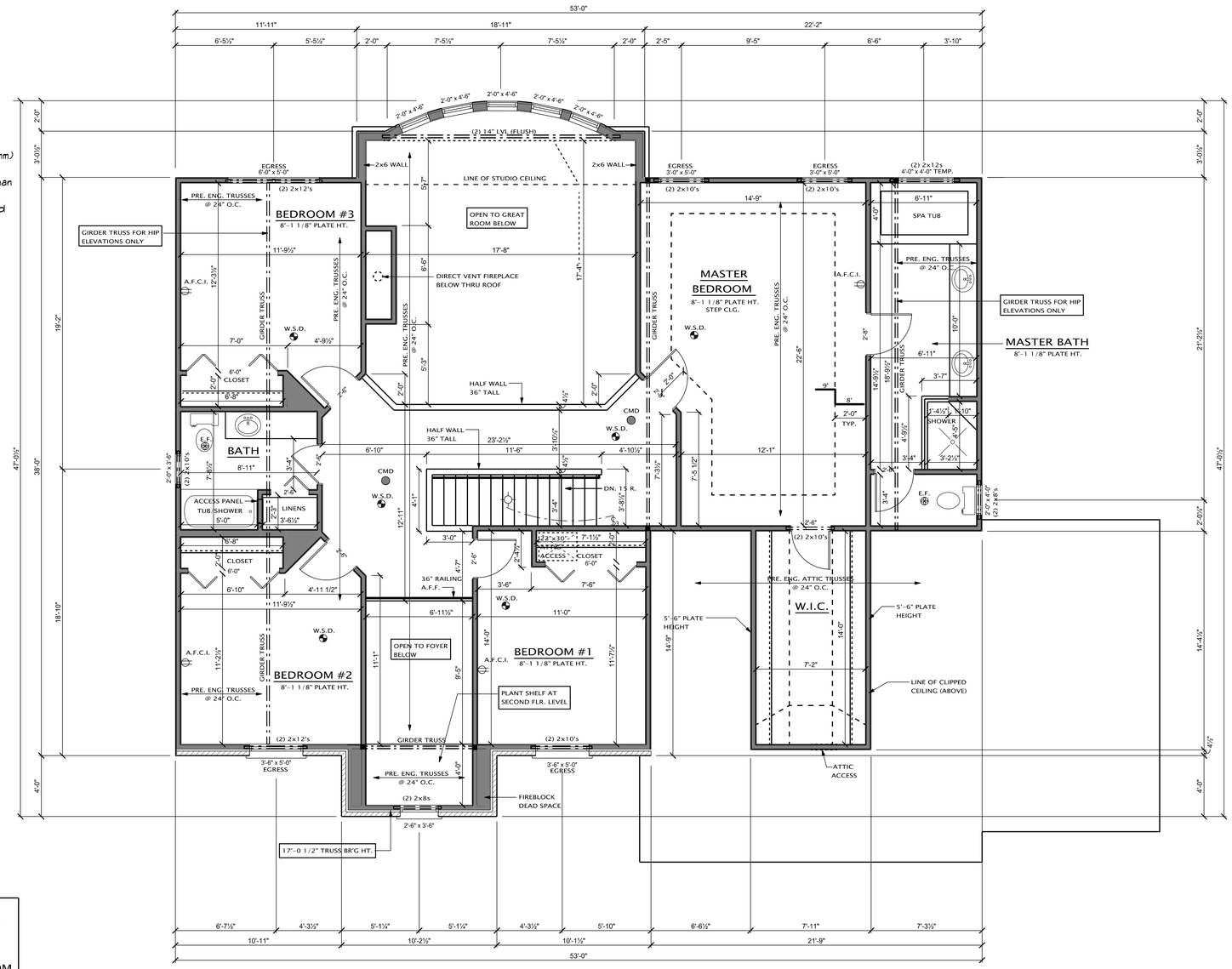
R315.2 Handrail Grip Size:
All Stairshall have a circular cross section with an outside diameter of at least 1 1/4 inches (32 mm) and not greater than 2 inches (51 mm).

Typical Railing Detail



R315.2 Handrail Grip Size:
All Stairshall have a circular cross section with an outside diameter of at least 1 1/4 inches (32 mm) and not greater than 2 inches (51 mm).

TYPICAL STAIR SECTION



SECOND FLOOR PLAN

ELEVATION #1

SCALE: 1/4" = 1'-0"

SECOND FLOOR 1,450 SQ. FT.

SMOKE DETECTORS & CARBON MONOXIDE DETECTORS

SMOKE ALARMS SHALL BE INSTALLED IN THE FOLLOWING LOCATIONS:
- IN EACH SLEEPING ROOM
- OUTSIDE EACH SEPARATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOMS
- ON EACH ADDITIONAL STORY OF THE DWELLING, INCLUDING BASEMENTS BUT NOT INCLUDING CRAWL SPACES OR UNINHABITABLE ATTICS

ALL SMOKE DETECTORS SHALL BE INTERCONNECTED AND HAVE A BATTERY BACKUP.

CARBON MONOXIDE DETECTORS SHALL BE LOCATED IN THE NEAR VICINITY OF EACH BEDROOM AND IN BASEMENT NEAR STAIRS. HARD WIRED AND BATTERY BACK-UP. BACK UP

OPERABLE WINDOW NOTE:
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ALL BEARING WALLS SHALL HAVE FLOOR JOIST UNDER EACH BEARING STUD. TYP. ALL BEARING WALLS

PROVIDE ALL ATTIC ACCESS W/ WEATHER STRIPPING

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PROJECT

MONDRIAN RESERVE

BUILDER

MONDRIAN PROPERTIES
50215 Schoenherr Road
Shelby Township, MI 48315

PRELIMINARY ○
CONSTRUCTION ●
PERMIT ○

SHEET TITLE:
SECOND FLOOR PLAN

DATE: 01-08-2014
DRAWN BY: C.J.B.
CHECKED BY: J.M.P.
JOB NUMBER: 14 - 102
SHEET NUMBER: A-4

SITE DATA:

LOCATION OF PROJECT:
#5318 JOHN R. ROAD (EAST SIDE OF JOHN R. ROAD, NORTH OF E. LONG LAKE)

SIZE OF PROPERTY: PHASE 1: 7.92 ACRES, PHASE 2: 7.92 ACRES, TOTAL 15.84 ACRES

PROPOSED USE OF PROPERTY: FORTY–SIX (46) DETACHED, SINGLE FAMILY HOMES

CURRENT ZONING: R–1C, ONE–FAMILY RESIDENTIAL DISTRICT

SURROUNDING PROPERTY DETAILS:

DIRECTION	ZONING	USE
NORTH	R–1C, ONE–FAMILY RESIDENTIAL DISTRICT	SINGLE–FAMILY HOMES
SOUTH	R–1C, ONE–FAMILY RESIDENTIAL DISTRICT	SINGLE–FAMILY HOMES
EAST	R–1C, ONE–FAMILY RESIDENTIAL DISTRICT	SINGLE–FAMILY HOMES
WEST	R–1C, ONE–FAMILY RESIDENTIAL DISTRICT	SINGLE–FAMILY HOMES

REQUIRED AND PROVIDED LOT DIMENSIONS:

	REQUIRED:	PROVIDED:
FRONT	30 FOOT SETBACK	30 FOOT SETBACK
REAR	40 FOOT SETBACK	40 FOOT SETBACK
SIDES	10 FOOT MIN. (ONE), 20 FOOT TOTAL	10 FOOT MIN. (ONE), 20 FOOT TOTAL
DENSITY (# OF UNITS)	3.1 UNIT/ACRE=49 UNITS	2.90 UNIT/ACRE=46 UNITS
LOT SIZE PER UNIT	10,500 SQ. FT. (FOR PROJECTS W/ SEWER)	9,477 SQ. FT. SMALLEST 11,032 SQ. FT. AVERAGE
MAXIMUM HEIGHT	30 FEET, 2.5 STORY	20'–1/4" FEET, 2 STORY
LOT WIDTH	85 FEET	76.50 FEET SMALLEST*
MAX. LOT AREA COVERED BY BUILDINGS	30 PERCENT	19 PERCENT
MIN. FLOOR AREA PER UNIT	1,200 SQ. FT.	1800 SQ. FT.

* THE LOT SIZE AVERAGE OPTION HAS BEEN APPLIED PER SECTION 10.02.
MIN. UNIT AREA REQUIRED = 9,450 SQ. FT.
MIN. UNIT WIDTH AT BLDG. SETBACK REQUIRED = 76.50 FEET

PROJECT AND SITE DESCRIPTION:
PROPOSED CONSTRUCTION OF A 46–LOT (21 LOTS IN PHASE 1 AND 25 LOTS IN PHASE 2) SINGLE FAMILY DETACHED SITE CONDOMINIUM PROJECT ON THE EAST SIDE OF JOHN R. ROAD. ACCESS TO ALL UNITS WILL BE VIA A NEW STREET OFF OF JOHN R. ROAD AND MAYFLOWER NORTH OF THE SITE. THE PROPOSED RESIDENTIAL USE IS PERMITTED BY–RIGHT IN THE R–1C DISTRICT. THE SITE IS CURRENTLY IMPROVED WITH ONE (1) SINGLE–FAMILY HOME, WHICH WILL BE DEMOLISHED.

SITE ARRANGEMENT:
THE PROPOSED SITE CONDOMINIUM CONSISTS OF 46 UNITS WITH LOT SIZES RANGING BETWEEN 9,477 SQUARE FEET TO 18,576 SQUARE FEET, WITH AN AVERAGE LOT SIZE OF 11,032 SQUARE FEET. ALL UNITS FRONT ON THE NEW PUBLIC STREET CONNECTION. THE PROPOSED LOTS ARE REGULAR IN SHAPE, ALLOW FOR ADEQUATE SETBACKS, AND PERMIT SUFFICIENT SPACE FOR THE HOMES AND INGRESS AND EGRESS FOR EACH UNIT ACCORDING TO THE LOT SIZING AVERAGING OPTION.

NATURAL RESOURCES:
THE SITE IS CURRENTLY IMPROVED WITH ONE (1) SINGLE–FAMILY HOME, WHICH WILL BE DEMOLISHED. THE SITE IS ENCUMBERED WITH ONE (1) NON–REGULATED WETLAND AND SIGNIFICANT TREE COVER.

FLOODPLAIN:
ACCORDING TO FEMA FLOODPLAIN MAP 100 YEAR FLOODPLAIN (AE) IMPACTS THE WESTERLY PORTION OF THE DEVELOPMENT. BASED ON CURRENT TOPO DATA THIS IMPACT IS SIGNIFICANTLY REDUCED AND LIMITED TO THE LINEAR DITCH ASSOCIATED WITH BACKWATER FROM AN OFF–SITE 36" STORM SEWER. APPLICATION IS BEING MADE TO FEMA FOR A LOMA.

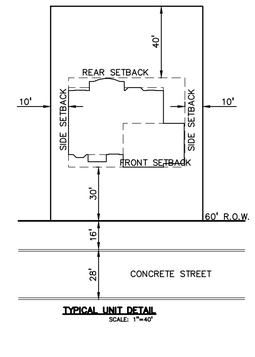
ACCESS AND CIRCULATION:

VEHICULAR ACCESS AND CIRCULATION:
VEHICULAR ACCESS TO ALL UNITS WILL BE VIA A NEW PUBLIC STREET OFF JOHN R ROAD AND OFF OF THE STUB TO THE NORTH OF THE SITE. THE NEW ROAD WILL HAVE A SIXTY (60) FOOT WIDE RIGHT–OF–WAY

PEDESTRIAN ACCESS AND CIRCULATION:
A 5–FOOT WIDE SIDEWALK IS PROVIDED AT BOTH SIDES OF THE NEW ROAD.

UTILITIES:
UTILITIES ARE PLACED WITHIN STREET RIGHT–OF–WAY, OR WITHIN EASEMENTS APPROVED AS TO SIZE AND LOCATION BY THE CITY ENGINEER.

ALL SITES ARE SERVED BY PUBLIC WATER, SANITARY SEWER, STORM WATER AND DETENTION/RETENION SYSTEMS CONSTRUCTED TO CITY STANDARDS, AT THE EXPENSE OF THE DEVELOPER, EASEMENTS OVER THESE SYSTEMS SHALL BE CONVEYED AND RECORDED BEFORE OCCUPANCY PERMITS ARE ISSUED FOR DWELLING UNITS.



TYPICAL UNIT DETAIL
SCALE: 1"=40'

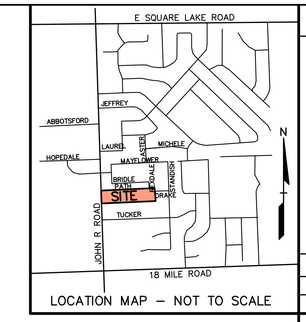
LEGEND

IRON FOUND
IRON SET
NAIL FOUND
NAIL & CAP SET
BRASS PLUG SET
MONUMENT FOUND
MONUMENT SET
SEC. CORNER FOUND
R RECORDED
M MEASURED
C CALCULATED

EXISTING / PROPOSED

ELEC., PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE
UNDERGROUND CABLE TV, CATV PEDESTAL
TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
GAS MAIN, VALVE & GAS LINE MARKER
WATERMAIN, HYD., GATE VALVE, TAPPING SLEEVE & VALVE
SANITARY SEWER, CLEANOUT & MANHOLE
STORM SEWER, CLEANOUT & MANHOLE
COMBINED SEWER & MANHOLE
CATCH BASIN
INLET (NO INCOMING LINES)
YARD DRAIN (2' DIA. & SMALLER)
POST INDICATOR VALVE
WATER VALVE BOX/HYDRANT VALVE BOX, SERVICE SHUTOFF
MAILBOX, TRANSFORMER, IRRIGATION CONTROL VALVE
UNIDENTIFIED STRUCTURE
SPOT ELEVATION
AS BUILT ELEVATION
CONTOUR LINE
FENCE
GUARD RAIL
STREET LIGHT
SIGN
CONCRETE
ASPHALT
WETLAND
GRAVEL SHOULDER

STANDARD DUTY, HEAVY DUTY, DEEP STRENGTH

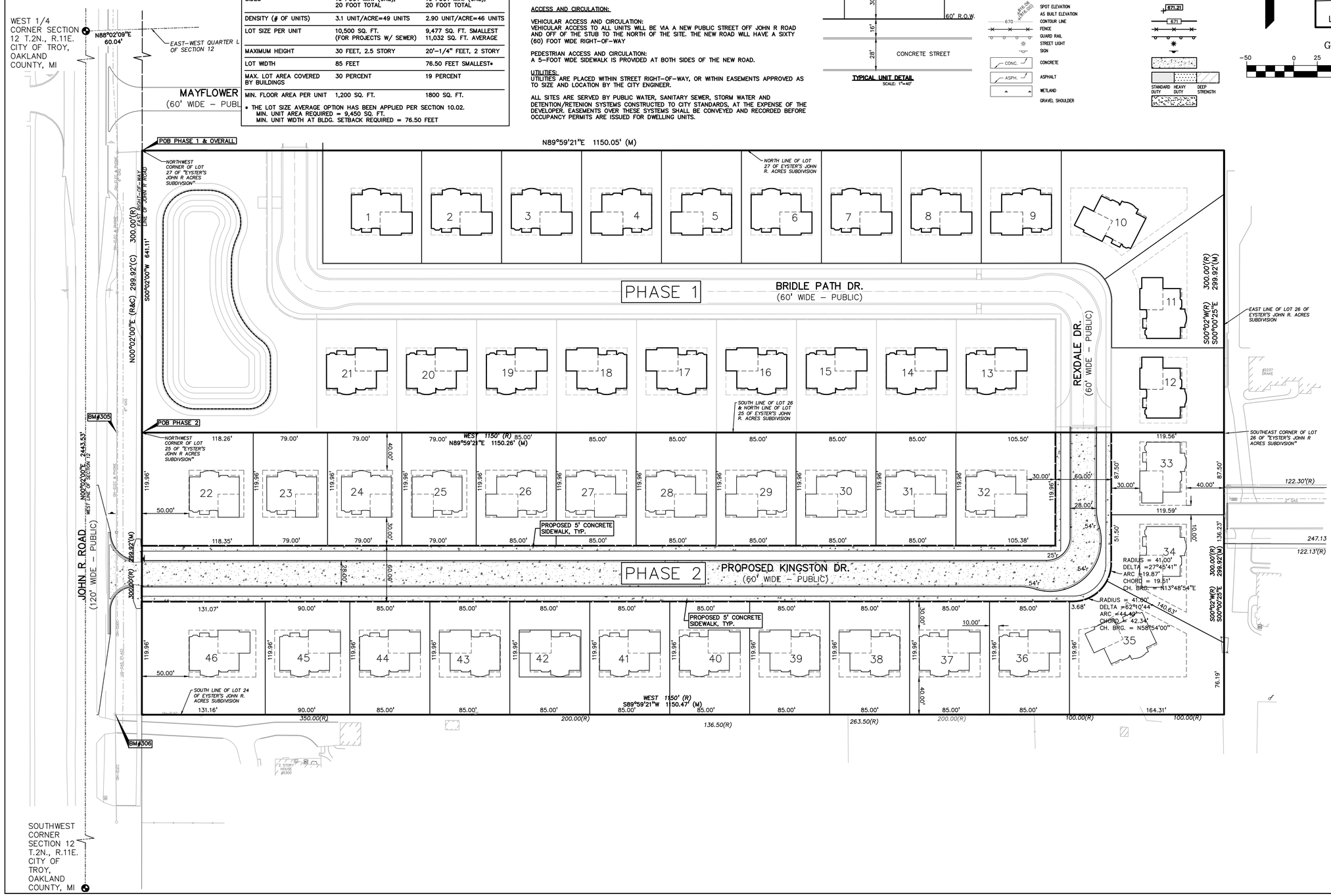


LOCATION MAP – NOT TO SCALE

GRAPHIC SCALE
–50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

No.	BY	CHK	DESCRIPTION	DATE

REVISIONS



Lot Area Table	
Lot #	Area (sf)
1	12,596
2	10,197
3	10,197
4	10,197
5	10,197
6	10,197
7	10,197
8	10,197
9	10,197
10	17,403
11	14,603
12	10,793
13	12,603
14	10,197
15	10,197
16	10,197
17	10,197
18	10,197
19	10,197
20	10,197
21	10,197
22	14,192
23	9,477
24	9,477
25	9,477
26	10,197
27	10,197
28	10,197
29	10,197
30	10,197
31	10,196
32	12,649
33	10,460
34	12,556
35	18,576
36	10,197
37	10,197
38	10,197
39	10,197
40	10,197
41	10,197
42	10,197
43	10,197
44	10,197
45	10,796
46	15,729
Total:	507,493
Avg:	**11,032**

CAUTION!!
THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

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CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.

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PEA
PROFESSIONAL ENGINEERING ASSOCIATES
2430 Rochester Ct. Suite 100
Troy, MI 48083-1872
Phone: (248) 689-9090
Fax: (248) 689-1044
website: www.peainc.com

MONDRIAN PROPERTIES HUNTERS PARK LLC
52215 SCHOENHERR
SHELBY TWP., MI 48315

ALTERNATE PRELIMINARY SITE PLAN
HUNTERS PARK 2
PART OF THE SW 1/4 OF SECTION 12, T. 2N., R. 11E.,
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

S:\PROJECTS\2014\249 HUNTERS PARK 2 – JBT\Dwg\Site Plans\ALT\ 28A–14249.dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:
ALT

STATE OF MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
SOUTHEAST MICHIGAN DISTRICT OFFICE

RICK SNYDER
GOVERNOR

DAN WYANT
DIRECTOR

February 23, 2015

RECEIVED
MAR 5 - 2015
PLANNING

Mr. Joseph Maniaci
Mondrian Properties
50215 Schoenherr Road
Shelby Township, MI 48315

Dear Mr. Maniaci:

SUBJECT: Preapplication Meeting – Holman Parcel – John R, Troy
Michigan Department of Environmental Quality (MDEQ)
File Number 15-63-0001-P

This letter is a follow-up to our February 13, 2015, preapplication meeting regarding the proposed subdivision in the City of Troy, Oakland County at 5318 John R Road. The purpose of the preapplication meeting was to review the presence of a small flagged wetland, and to provide you with information that will clarify the permit process, answer preliminary questions about your specific project in order to avoid delays at a later date, and to determine, if possible, the need for wetland or inland lakes and streams permits.

During this on-site meeting we reviewed the need to obtain a permit under Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA). The review was based on discussion of the proposed project and the proposed site conditions.

Based on the information provided and reviewed in our office, including your delineation of wetlands on the proposed project site, the MDEQ's Water Resources Division (WRD) has determined that a permit is not required under Part 303 of the NREPA. Please reference the file number at the top of this letter when referencing this project.

This determination is based on the attached project site plan, date-stamped January 2, 2015, along with other information provided at the time of this meeting only. Provided that the proposed project and location are not altered, this determination is binding on the MDEQ for a period of two years from the date of this meeting.

During the review of the project site, the MDEQ's Water Resources Division (WRD) staff made the following findings regarding the need for a permit under Part 301 and Part 303 of the NREPA:

- ☐ A permit is required for the project as proposed.
- ☒ A permit is not required for the project as proposed.
- ☐ It cannot be determined whether a permit is required given the information presented at this time.

One wetland area had been identified by King & MacGregor Environmental. Based on the field inspection it was determined that the wetland was isolated and less than five acres in size, therefore not regulated by Part 303. The linear drainage feature located on the parcel to the north, was determined not to meet the definition of a stream under File #13-63-0281-P, and therefore, the adjacent wetland on this parcel, is not regulated by Part 303.

Please note that this is not a permit. The MDEQ file number assigned to this project is 15-63-0001-P. Please keep a record of this file number, and use it when referencing this project or otherwise corresponding with our office on this project.

We appreciate the opportunity to meet with your representative to address these concerns. We have established a file for this project, and the information submitted to date will be kept on file. If you should have follow up questions before then, please contact me at 586-256-7272; or at tepattis@michigan.gov; or MDEQ, WRD, Southeast Michigan District Office, 27700 Donald Court, Warren, MI 48092-2793.

Sincerely,

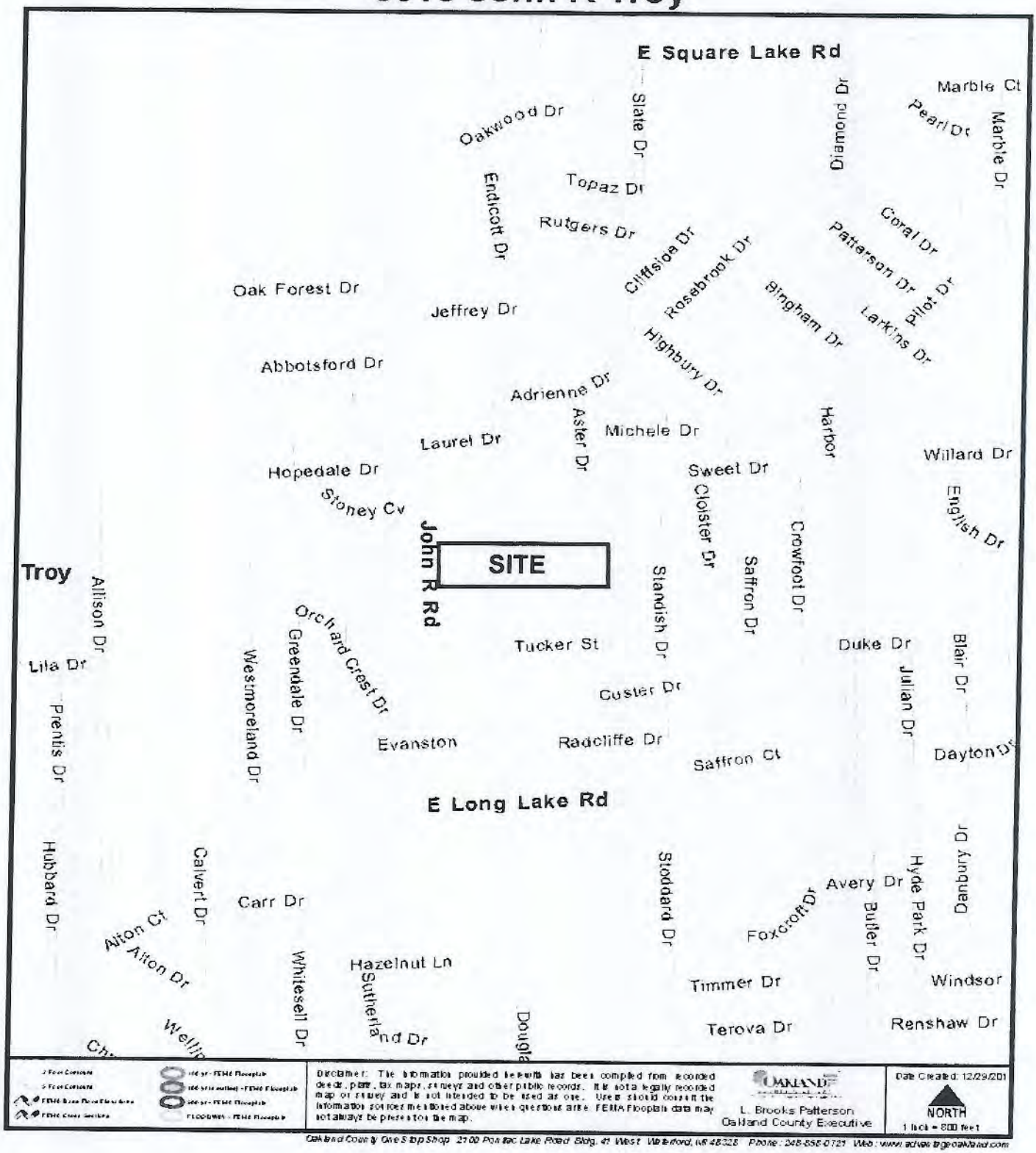
Susan Tepatti

Susan Tepatti
Water Resources Division

Attachment

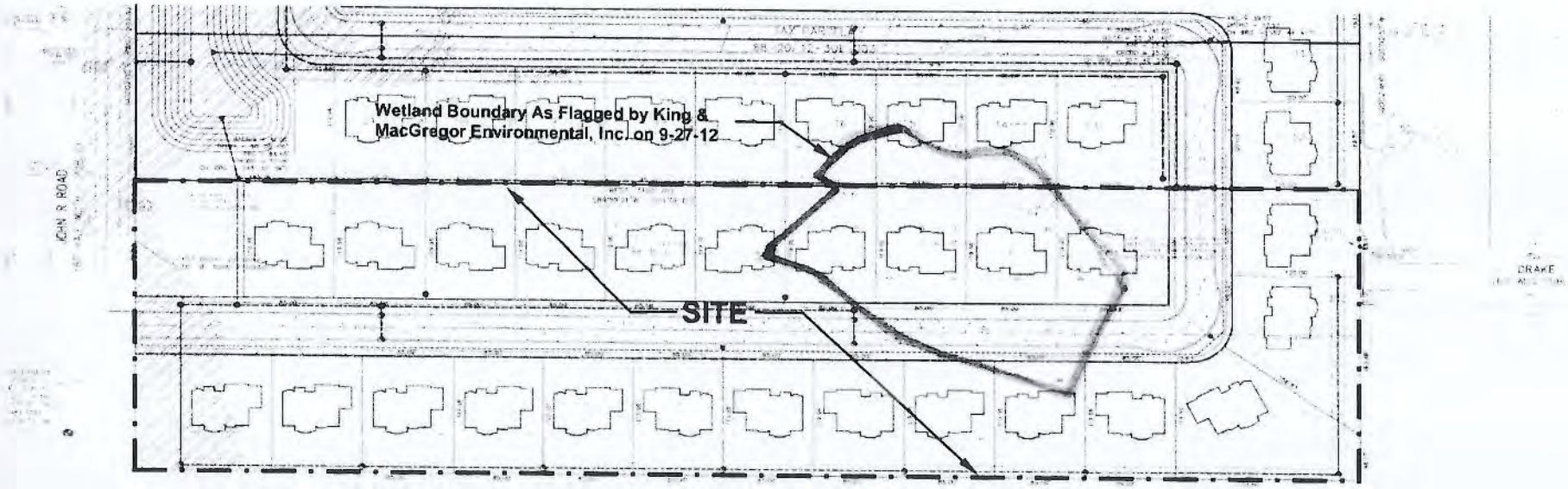
cc: Woody Held, King & MacGregor Environmental (Canton)
City of Troy, Engineering

5318 John R Troy



15-63-0001

DEQ



PROPOSED SITE PLAN
5318 JOHN R ROAD, CITY OF TROY

DEQ #15-63-0001-P

Pertaining to City Council resolution #87-1086 on 9/14/87 regarding the final approval of the preliminary plat for Long Lake Meadows Subdivision:

"BE IT FURTHER RESOLVED, That before removal of the barrier to and from Tucker Street, said street shall be paved, A Public Hearing is to be scheduled and notice of the Public Hearing is to be sent to all property owners on Tucker Street."

This is a request to City Council to overturn that decision and have the barricade on Tucker removed, whether or not Tucker is paved, per the following considerations:

1. Public Safety.

Both **Fire Chief Nelson** and **Fire Marshall Roberts** are very supportive of this request. Fire Marshall Roberts said I could quote him in saying "***Tucker is the most direct route***" to access residents in our neighborhood in case of an emergency.

Fire Chief Nelson also stated that the fire department came in on the wrong side of the barricade just last year but fortunately no personal injuries were incurred.

"I personally think that the Planning Commission's number one goal is to consider the protection of Health and Welfare."

Donald Edmunds, Planning Commission Chair, Planning commission meeting of March 24th, 2015 regarding the Drake connection to Hunters Park II.

"Interconnected streets are the preferred desire of the Fire Department and Public Safety."

"In addition, neighborhood connections is strongly preferred by other services such as Mail, Garbage, School Buses, etc., so there are many people who actually use these interconnected neighborhood streets."

Ben Carlisle, Planning Commission meeting of March 24th, 2015 regarding the Drake connection to Hunters Park II.

2. Distribution of traffic on Saffron, Mayflower and the proposed Hunters Park II connection of Drake Street.

With the newer homes on Radcliff Street and the development of Bridgewater Estates, Hunters Park I and II along with the existing residents of Long Lake Meadows, none of which existed at the time of the barricade, the traffic would be more evenly distributed between Saffron, Mayflower, Drake and Tucker providing safer neighborhood streets.

"***Interconnected streets and neighborhoods are a policy and direction of the City. This in both of the Master Plan and Zoning Ordinance and better distributes traffic within neighborhoods. You're not pushing it to one Street or another."***

Ben Carlisle, Planning Commission meeting of March 24th, 2015 regarding the Drake connection to Hunters Park II.

3. Tucker is a Public Road.

As residents and tax payers of Troy, we in essence, over the last 27 years, have paid for the up keep of a public road that we are not allowed to utilize within our own neighborhood. Other dirt roads in Troy are not barricaded off from public use, for example; Fernleigh and Willow Grove both connect to improved subdivision roads.

Planning Chair Donald Edmund's response to a question raised at the March 24th 2015 Planning Commission Meeting regarding whether or not the City had any current or future plans to pave Tucker.

"However, I like to say that you raise a really good point. I don't know if most residents know that it costs considerably more to maintain a gravel road and I think we're down to less than 7 miles or 5 miles left in Troy and I have one right near my house in fact. And I was out there today (on Tucker) and they look like they all really, for the most part, the majority of those homes are large homes. So I don't think they would necessarily qualify for a community log grant development, which is a low income thing. But, it always bothered me that we, the rest of us residents are actually subsidizing those people who won't give up their gravel roads and there are quite attractive 30 year long term financing plans that the Assessing Department offers at a low interest. So, I hope that at some point City Council will look into that again and see if we can't do that."

4. If the barricade were removed it would provide a Vehicular Route to Wass Elementary school for residents on the gravel side of the barrier without having to access a major road.

William J Huotari

From: William J Huotari
Sent: Thursday, July 16, 2015 11:29 AM
To: 'dansemi'
Cc: Kurt Bovensiep; Brent Savidant
Subject: RE: Follow up question
Attachments: RE: John R - Tucker Barricade - 2075 E. Long Lake - Bethesda Romanian Pentecostal Church

Dan, in regard to your questions:

1. The wood posts are supplied by Burt Forest Products- 227 Felch St., Ann Arbor, MI 48107
2. Email is attached

Mr. Savidant has been copied on the emails I have received as of yesterday. I did receive a couple of more emails late last night and this morning, so a complete package of information received will be provided to Mr. Savidant prior to the August 11 Planning Commission meeting.

Thanks, Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Thursday, July 16, 2015 9:56 AM
To: William J Huotari
Cc: Dansemi
Subject: Follow up question

Hi Bill,

Thank you very much for facilitating the Traffic Committee's meeting last night and for providing the laptop for the presentation.

If you don't mind I have 2 more follow up questions and 1 request:

1 - Can you please let me know the supplier the City of Troy is using for the EVA wooden posts that are installed in the 12 EVAs currently available in the City.

2 - You mentioned something about an e-mail answer you received from RCOC regarding John R/ Tucker intersection. Can you please share that e-mail with me.

Request: Can you please forward all the e-mails that you have received regarding the "Tucker barrier removal" issue to Mr. Savidant in the Planning Department. That way we (the residents that wrote to you) don't have to start the e-mail process from scratch for the next phase which will be the Planning Commission.

Thank you again for all your help and support,

Dan

William J Huotari

From: William J Huotari
Sent: Thursday, July 16, 2015 11:24 AM
To: 'Cercone Marco (FCA)'
Subject: RE: Traffic Committee Meeting from 15JUL15

Mr. Cercone, I will forward this email as well as the other emails received on this subject to the Planning Director for inclusion when the item is presented to the Planning Commission at their meeting of August 11.

All of the information from the Traffic Committee meeting as well as the Planning Commission meeting will be forwarded to City Council when the item is presented for their consideration at their meeting of August 24.

Thanks, Bill

From: Cercone Marco (FCA) [mailto:marco.cercone@fcagroup.com]
Sent: Thursday, July 16, 2015 11:00 AM
To: William J Huotari
Subject: Traffic Committee Meeting from 15JUL15

Bill,

After experiencing my first traffic committee meeting Jul 15th, 2015 I left in much disbelief….

First let me start off by saying that I have lived in my home at 2349 Tucker for over 24 years. In that time period and before the new development of the three new subdivision just north and west of me (Bridgewater, and Hunters Park phase 1 & 2)
there has been only 1 entrance and exit for the homeowners who live on Drake, Standish, Custer, Radcliffe, and Tucker (east of the barricade).
For over 23 years no complaints from any homeowner on the mentioned roads were issued. The entrance/exit was to take Saffron out to Long lake.

This is the very corner I live at and have watched this traffic go by home for over 23 years! 23 years, with no complaints!

Now that the development of three new subdivision have started there will now be 2 new entrances/exit available to the residents who live
on the mentioned roads above. That is a 66% improvement to Troy's policy of roads being interconnected, quicker routes for police and fire response, per the
Police Chief, Fire Chief, and Station 5 Fire Captain.

I find it very disturbing that the resident who lives at 2237 Drake (James and Dorothy Konarske) find the Tucker barricade to be a problem for them.
It seems to me that because they lost their "dead end" status in front of their home on Drake, they now have a personal vendetta to remove a barricade that
has nothing to do with them, and that some members of the traffic committee who also don't live in the area, can over-rule what all the homeowners on Tucker
(both east and west of the barricade) have requested, to leave the barricade alone!

Please attached/forward this e-mail to the city council when this topic comes up for vote to share my concern has a homeowner who lives in the area of this barricade.

Regards,

Marco Cercone

2349 Tucker Dr.
Troy, MI.

William J Huotari

From: Cercone Marco (FCA) <marco.cercone@fcagroup.com>
Sent: Thursday, July 16, 2015 11:00 AM
To: William J Huotari
Subject: Traffic Committee Meeting from 15JUL15

Bill,

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First let me start off by saying that I have lived in my home at 2349 Tucker for over 24 years. In that time period and before the new development of the three new subdivision just north and west of me (Bridgewater, and Hunters Park phase 1 & 2)
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Regards,
Marco Cercone

2349 Tucker Dr.
Troy, MI.

William J Huotari

From: William J Huotari
Sent: Thursday, July 16, 2015 8:47 AM
To: 'Fiori Buz'
Subject: RE: Tucker removal barrer
Attachments: Item #7 from Agenda_Tucker Street.pdf

Fiyori, the request to remove the barricade on Tucker Street, east of John R, was made by James and Dorothy Konarske of 2237 Drake. The Konarske's point out an inconsistency related to the City's street connectivity policy. Specifically, Tucker Street was barricaded in 1987, which eliminated a vehicular connection to John R Road and reduced interconnectivity.

The newly approved Hunters Park 2 Site Condominium development, north of Tucker, includes a vehicular connection to Drake. This connection eliminated the "dead end" status of Drake and provided a more direct vehicular connection with John R.

Attached is the section of the agenda that pertains to the Tucker barricade and information on the item that was considered at the meeting last night.

The Traffic Committee made no recommendation as there was a 3-3 tie vote when the members voted.

The item will be on the Planning Commission agenda at their meeting of August 11 for their consideration.

Recommendations from the Traffic Committee and Planning Commission will be forwarded to Troy City Council at their meeting of August 24.

Sincerely,

Bill

William J. Huotari, P.E. | Deputy City Engineer/Traffic Engineer
City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3387 |troymi.gov

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From: Fiori Buz [mailto:flowerb800@gmail.com]
Sent: Thursday, July 16, 2015 7:49 AM
To: William J Huotari
Subject: Tucker removal barrer

Good morning Mr. Huotari,

My family and I live in the sub where Tucker Dr is (2221 Custer Dr).

We are against opening up. I also don't understand why Duke also requested to open.
I want to attend last night meeting was unable.

We would be interested in information why the two street are required to open.

Thank you,
Fiyori Buzuayene

William J Huotari

From: Fiori Buz <flowerb800@gmail.com>
Sent: Thursday, July 16, 2015 7:49 AM
To: William J Huotari
Subject: Tucker removal barrer

Good morning Mr. Huotari,

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We are against opening up. I also don't understand why Duke also requested to open.
I want to attend last night meeting was unable.

We would be interested in information why the two street are required to open.

Thank you,
Fiyori Buzuayene

William J Huotari

From: Suzanne Monck <smonck@bloomfield.org>
Sent: Wednesday, July 15, 2015 5:53 PM
To: William J Huotari
Subject: Committee Meeting: Tucker Barricade

As a resident of the Long Lake/Spring Meadows subdivision, I am writing to express my opposition to the removal of the barricade on Tucker. With the recent development of the subdivision to the north of Long Lake Road, there is sufficient access to major roads for safety vehicles and residents to have access to the subdivisions. Additionally, this proposed change will unnecessarily increase the non-residential traffic within the subdivision detracting from the safety and privacy of the subdivision.

Sincerely,

Suzanne Monck
5228 Standish Drive

--
Suzanne Monck

International Academy
www.iatoday.org

William J Huotari

From: Ligia Murza <cafelutsa@yahoo.com>
Sent: Wednesday, July 15, 2015 4:06 PM
To: William J Huotari
Subject: Tucker Drive

Hello Mr. Huotari,
My name is Ligia Murza and I live on 'Old Tucker' as it has been called. We really do like our street and that it's a historic part of Troy with Tucker family history and the Schoenherr family that lived on this street. And so yes, I highly oppose the barrier being taken down.
Indeed their are the personal reasons in that my children and the neighboring children are very often outside biking, or walking across, or playing on the street or near the street..and it being closed off makes it safe for them to do this.

Jesus Christ Rules!

William J Huotari

From: Adriana Apahidean <adrianadean@comcast.net>
Sent: Wednesday, July 15, 2015 4:05 PM
To: William J Huotari
Subject: Re: Tucker Barrier- opposed to removal

Btw, very much like your take away.

I am an Engineering Specialist of Tech Collaboration at General Dynamics, Maneuver Collaboration Center in Sterling Heights.

We have a very similar motto for bringing in the best of industry and individuals to the table, to care for the Warfighter's needs.

Anyhow, for what's it's worth, when you invite excellence, excellence comes.

Adriana

Sent from my iPhone

On Jul 15, 2015, at 11:34 AM, William J Huotari <HuotariWJ@troymi.gov> wrote:

> Thank you for your email.
>
> I will provide a copy of the same to the Traffic Committee members when the item is discussed.
> Sincerely,
> Bill
> **William J. Huotari, P.E.** | Deputy City Engineer/Traffic Engineer
> City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3387 |troymi.gov
> "We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."
> -----Original Message-----
> From: Adriana Apahidean [mailto:adrianadean@comcast.net]
> Sent: Wednesday, July 15, 2015 11:16 AM
> To: William J Huotari
> Subject: Tucker Barrier- opposed to removal
> Hello Mr. Huotari:
> Just a short note that I too am opposed to the removal of the barrier on Tucker Dr.
> This issue requires a thorough traffic study and cost assessment. I urge the Traffic Committee to make an educated and well researched decision.
> Thank you kindly,
> Adriana Apahidean
> 2223 Tucker Dr.
> Troy, Mi

William J Huotari

From: William J Huotari
Sent: Wednesday, July 15, 2015 3:23 PM
To: 'dansemi'
Subject: RE: July 15, 2015 – City of Troy, Traffic Committee meeting to Request to Discuss Interconnection – Tucker, John R to Standish (Agenda item #7).
Attachments: Email Results.pdf

Dan, attached is a depiction of the locations of residents that want to KEEP the barricade (red box with an X) and those that want to REMOVE the barricade and OPEN Tucker (green box with an O).

Where a number is shown in a circle is an address where more than one email was received from the same address.

I will provide copies of the same to the Traffic Committee members.

Thanks, Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Wednesday, July 15, 2015 2:45 PM
To: William J Huotari
Subject: Re: July 15, 2015 – City of Troy, Traffic Committee meeting to Request to Discuss Interconnection – Tucker, John R to Standish (Agenda item #7).

Thank you Bill.....Dan

On Wednesday, July 15, 2015 2:38 PM, William J Huotari <HuotariWJ@troymi.gov> wrote:

Dan, I'll see if I can put something together.

My GIS person is out so it may not be fancy.

Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Wednesday, July 15, 2015 2:29 PM
To: William J Huotari
Subject: Re: July 15, 2015 – City of Troy, Traffic Committee meeting to Request to Discuss Interconnection – Tucker, John R to Standish (Agenda item #7).

Bill,

If I'm not asking for too much, can you please, tonight when you present the e-mails that were written **for and against** the barrier removal to also present a list to where these residents that expressed their feelings reside.
Interested in how many people are asking for the barrier to be removed and how far away they reside in relation to the barrier.

Much appreciated ...Dan

On Monday, July 13, 2015 9:59 PM, William J Huotari <HuotariWJ@troymi.gov> wrote:

Dan, the 300' radius is a minimum distance used for generating a mailing list and is used for sidewalk waivers which require a public hearing. We typically follow the same criteria for other items such as stop signs, etc. but can generate a list that covers a larger area depending on the issue and/or how roads, areas, etc. interact with the request.

For example, if a request were to come in for an item on a dead end street that exceeded 300', then the mailing list would typically be created for the entire street and not just within 300' of the subject area.

The Tucker item is a Regular Business item at the Traffic Committee meeting. The Traffic Committee will make a recommendation that will be forwarded to City Council.

The same item will also be sent to the Planning Commission at their meeting of August 11 for their consideration and recommendation.

The recommendations by the Traffic Committee and the Planning Commission will be forwarded to City Council at their meeting of August 24.

The mailing list was prepared to provide notice to residents in the area that the item was being discussed so that they would have the opportunity to provide their input. The mailing list included 322 properties if I remember correctly.

I hope that helps.

Thanks, Bill

Sent from my iPhone 6+

On Jul 13, 2015, at 8:15 PM, dansemi <dansemi@yahoo.com> wrote:

Bill,

I'm hoping you can help me shed some light into the following subject:

-- the mailers regarding the Wednesday hearing went out to a large number of homes in the North-East corner of the John R - Long Lake section area.

Searching the City of Troy web site regarding the City Ordinances in the City Code and Charter, the only thing that I can find out regarding the handling of the mailers for a hearing is the following:

35.05 Notice of Hearing. The Traffic Engineer shall submit the completed application, in addition to all documents relating to the sidewalk variance request, to the Traffic Committee. The Traffic Engineer shall also set the requested sidewalk variance request for a public hearing before the Traffic Committee. This public hearing shall be scheduled as soon as possible. The Traffic Engineer shall also give notice of the public hearing to discuss the requested sidewalk variance request to persons who are assessed for real **property within 300 feet of the subject premises, and to the occupants of single and two family dwellings within 300 feet of the subject premises**. The notice shall be delivered personally or by mail addressed to the respective owners and tenants at the address given on the last assessment roll. If the tenant’s name is not known, the term occupant may be used.

The above paragraph talks about a 300 foot radius of the subject premises. I couldn't find any other ordinance that deals with this issue.

Was the above ordinance used in generating the mailing list ?

Is there another ordinance that I have missed that deals with other kind of hearings (like the one on Wed related to the barrier removal) ?

Can you please point me to the correct City of Troy ordinance that was used for generating the mailing list.

Your help is greatly appreciated.

Thank you....Dan

On Monday, July 13, 2015 11:07 AM, William J Huotari <HuotariWJ@troymi.gov> wrote:

Dan, I'll put the request in for a laptop. There is a projector in the room.

The meeting is scheduled to be in the Lower Level Conference Room, but depending on the size of the crowd it may have to be moved to the Council Chambers which is a much larger room but not as conducive for a discussion.

Bring your laptop and if possible just place the presentation on a USB drive and it can be copied to the laptop that will already be set up.

Thanks, Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Monday, July 13, 2015 10:55 AM
To: William J Huotari
Subject: Re: July 15, 2015 – City of Troy, Traffic Committee meeting to Request to Discuss Interconnection – Tucker, John R to Standish (Agenda item #7).

Mr Huotari,

Thank you for quick reply.
Have one more question/ request for you:

-- I would like to have a Powerpoint presentation for the Traffic Committee Members explaining the reasons why I don't see the removal of the barrier as a feasible solution. Questions for you:

1 - Is there a projector in the room where the meeting will take place ?
2 - Would I be able to hook up my laptop to your prejector to display my presentation ?

Thank you...Dan

On Monday, July 13, 2015 6:00 AM, William J Huotari <HuotariWJ@troymi.gov> wrote:

Mr. Fratila, thank you for your email.

I will provide a copy of the same to the Traffic Committee members when they discuss the item.

Sincerely,

Bill Huotari, PE
Deputy City Engineer/Traffic Engineer
City of Troy

Sent from my iPhone 6+

On Jul 12, 2015, at 10:52 PM, dansemi <dansemi@yahoo.com> wrote:

> Dear Mr Huotari,
>
> I'm writing to you in regards to the proposed request to remove the barrier that is currently located on Tucker Drive.
> I am strongly against the removal of the barrier due to safety concerns regarding the reduced visibility, limited line of sight at the intersection of Tucker Dr and John R Road.

South of Tucker Road there is a bridge over Gibson Drain that has a cement head and a large guardrail installed for safety reasons.
Turning left (South) on John R Road from the Tucker Dr. is always a challenge due the visibility issue.
There are at most 260 ft of clear line of sight visibility before deciding on proceeding with the left turn on John R Rd
At the currently posted speed limit of **45 mph** it takes a vehicle traveling northbound on John R Rd. only **1.1 seconds** to reach the Tucker Dr. intersection while the left turning vehicle from Tucker Dr. will need to clear the John R northbound and merge onto the southbound traffic lane. Accident reconstruction specialists use **1.5 seconds** as average driver reaction brake time.
This visibility issue combined with the exponential increase in traffic on Tucker Dr. (if the barrier is removed) will be a **clear endangerment of the health, safety and welfare of the immediate community surrounding Tucker**

Also, two additional openings have been opened in the last year (one currently available and the other one to be completed within the next year, when Hunter II development will be completed).
These 2 new connections are Mayflower and Drake, that are each within 150 yards of each other and of Tucker Road.

- These 2 new connections should provide ample access (including backup access, if necessary) to all emergency vehicles to quickly and safely deploy the necessary resources to any residence in the neighborhood, therefore alleviating the concerns raised by the Police and Fire Departments

I would appreciate if you can inform the Traffic Committees Members of the above issue that I have brought to your attention in this e-mail and also to inform them that I'm strongly opposing the opening/ removal of the barrier. I would like to respectfully ask the Committee Members to vote:

b. RESOLVED, that **NO CHANGE** be made on Tucker Street, east of John R

Thank you very much for your attention,

Dan Fratila

2192 Tucker Dr.

William J Huotari

From: Keller, Chuck <ckeller@rcoc.org>
Sent: Wednesday, July 15, 2015 12:03 PM
To: William J Huotari; Sintkowski, Scott
Subject: RE: John R - Tucker Barricade - 2075 E. Long Lake - Bethesda Romanian Pentecostal Church

Bill:
I had a call from Steve Dearing, OHM, yesterday inquiring about the same thing. I searched the files we have in the Traffic-Safety Department and couldn't find the mentioned report. If my memory serves me correctly, when the church proposed a driveway connection to Tucker, the residents were against it and a driveway was proposed out to john R Road. I believe it was the driveway out to John R Road that was the concern being located so close to the bridge. This is why the church driveway connects with long Lake Road.

Looking at this location today, it appears that the approach of Tucker to John R Road is within current RCOC Guide for Corner Sight Distance requirements.
Chuck

From: William J Huotari [mailto:HuotariWJ@troymi.gov]
Sent: Wednesday, July 15, 2015 11:13 AM
To: Sintkowski, Scott; Keller, Chuck
Subject: John R - Tucker Barricade - 2075 E. Long Lake - Bethesda Romanian Pentecostal Church

Scott & Chuck, we have an item on our Traffic Committee agenda tonight to discuss the removal of a barricade on Tucker, on the east side of John R, north of Long Lake.

I have heard reference to a "report" from the RCOC regarding limited site distance at the end of Tucker and/or related to a proposed driveway from the church to John R back in 1996/1997.

Would either of you have a copy of the report, memo, whatever that might shed some light on this claim? I have asked for a copy of the report from the resident but they have not provided anything to date.

Thanks, Bill

This was from one of the emails that I received prior to the meeting tonight:

1. There is limited site distance at the end of our street as determined by the Oakland County Road Commission report dated May 2, 1996. This is due to the concrete barrier over the Gibson Drain located south of Tucker Drive on John R.

William J. Huotari, P.E. | Deputy City Engineer/Traffic Engineer
City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3387 |troymi.gov

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William J Huotari

From: Rachele Lyngklip <lyngklipr@aol.com>
Sent: Wednesday, July 15, 2015 11:24 AM
To: William J Huotari
Subject: Tucker Dr.

I am writing to voice my opposition to the opening of the barrier on Tucker Dr in Troy Mi. There is no change that necessitates the opening of this Street. This street has been closed the entire time I have lived on Tucker without incident. I challenge the legal standing that the couple that lives on Drake to initiate this request with the city. I don't understand what interest that they have that would justify their actions in initiating this matter. There are currently two additional entryways to John R road that are open (Mayfield) and Duke that allow access from the new developments. We do not have any new building or developments that necessitates the additional access to John R. In addition, East Tucker is not paved and there is no sidewalks. Tons of kids use this street to walk or ride their bikes to 7 Eleven. It would be very dangerous to open the barrier to cars without the city also putting in sidewalks. It would be a lawsuit waiting to happen with the severe consequence being a pedestrian injury or death. In addition, the intersection of John R and Long Lake is very busy with frequent accidents. Opening Tucker (a street so close in proximity with the Long Lake and John R intersection) would simply make traffic issues and traffic safety more of a concern. For these reasons, I am strongly against the opening of the barrier on Tucker Dr. Please feel free to contact me with any additional questions.

Sincerely,

Rachele and Pete Lyngklip
2262 Tucker Dr. Troy MI

Rachele Lyngklip
CAbi Fashion Consultant
phone: (248)506-0878
email: lyngklipr@aol.com
view the current season at ***www.rachelelyngklip.cabionline.com***

for the latest fashion fun, visit the CAbi blog at ***www.cabionline.com/blog***

William J Huotari

From: Adriana Apahidean <adrianadean@comcast.net>
Sent: Wednesday, July 15, 2015 11:16 AM
To: William J Huotari
Subject: Tucker Barrier- opposed to removal

Hello Mr. Huotari:

Just a short note that I too am opposed to the removal of the barrier on Tucker Dr.

This issue requires a thorough traffic study and cost assessment. I urge the Traffic Committee to make an educated and well researched decision.

Thank you kindly,

Adriana Apahidean
2223 Tucker Dr.
Troy, Mi

Sent from my iPhone

William J Huotari

From: Nalette, Lisa <LNALETT1@hfhs.org>
Sent: Wednesday, July 15, 2015 9:48 AM
To: William J Huotari
Subject: Tucker street barrier

HI,

Sorry that this is last minute. I would like to raise my concerns about NOT opening Tucker to Long Lake Meadows subdivision. I hope you can still consider my thoughts in the planning.

I live at 5344 Standish and have been at that residence since 1992 when it was opened. For years, the residents of Standish lived without an open street. There was no quick access for ambulances or fire trucks. Requests to open Tucker were denied. We used to joke that someone on the old Tucker had a friend in the Troy government. Now that Standish is open to Mayflower it is open season for drive thru's. The traffic on my street has increased ten fold as you might imagine. I would like to see Tucker opened now because:

a: why should it not be open? I lived on Finch Road in Troy which was dirt then and the city had no problem opening us up to the subdivision to our South back in the 70's. We remained a dirt road for at least another twenty years even though our traffic increased from the Huntsford subdivision. What makes Tucker so special that it cannot be opened?

B: I would like to see the entry into Long Lake Meadows subdivision from John R be shared not only by the Mayflower access but also Tucker. This will ease some of the burden on Standish.

Thank you. Lisa Taylor-Nalette 5344 Standish Troy 248 701 1348

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William J Huotari

From: Mykola Murskyj <mmurskyj@gmail.com>
Sent: Tuesday, July 14, 2015 8:21 PM
To: William J Huotari
Subject: Opening Tucker

Attention: Mr. Huotari, Traffic Engineer

I have been a resident in the Long Lake Meadows subdivision for over twenty years and our street intersects with Tucker.

In response to your notice of June 30th, I have waited a very long time and would sincerely appreciate the simple barrier removal on Tucker. This would effectively enhance response time for all emergency vehicles, greatly remove resident concerns and is the most economical method for resolving this issue.

Please open up Tucker and keep me updated with any future developments.

Thanks,

Mykola

William J Huotari

From: barb northam <waba59@wowway.com>
Sent: Tuesday, July 14, 2015 5:01 PM
To: William J Huotari
Subject: Barricade on Tucker

My name is Barbara Northam and I live at 5241 Standish. Recently I received a notice regarding the removal of the barricade on Tucker. As long as Tucker remains a dirt road on the west side of the barricade, I feel that traffic in that area should NOT be increased by removal of the barrier. We currently have another exit from our sub on the north and I understand that a paved Drake will eventually be opened to John R. With that street then being accessible via two other streets, I see no need to open a dirt road to more traffic. Thank you for your consideration in this matter.
Barbara J. Northam

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WOW! Homepage (http://www.wowway.com)

William J Huotari

From: Nick Vendittelli <nvendittelli@wowway.com>
Sent: Tuesday, July 14, 2015 10:12 AM
To: William J Huotari
Subject: July 15, 2015 Meeting Agenda item Remove Barricade on Tucker

Thank you for the notice asking for our input in regards to removing the barricade on Tucker. I will not be able to attend the meeting, but would like to provide my comments. I am not in favor of removing the barricade. We have live on Standish for over 24 years, one of the original owners. For all these years we have not had Tucker open, and we are used to it. We now have Mayflower open to John R and my understanding is that Drake will also open on to John R. So we had no access to John R for 24 years and now will have two roads connecting to John R, which is more than enough for the amount of traffic and makes it unnecessary to have Tucker opened as well. From a financial point the added expense to the residences on Tucker if the road were to be paved or to the city for the multiple regrading and gravel of Tucker during a year which will be required if it were to remain a gravel road is a waste of money, with Mayflower and then Drake, both paved, being opened. To me the expense either way is not justified over a perceived traffic flow issue.

Sincerely

Nick Vendittelli

5132 Standish, Troy

William J Huotari

From: Gerry Seip <justgerrya@yahoo.com>
Sent: Tuesday, July 14, 2015 10:10 AM
To: William J Huotari
Subject: Tucker Barricade

We are residents at 5297 Standish Dr. at the corner of Drake. We have lived in our home since it was built in 1991. We are very much in favor of the Tucker barricade being removed for the following reasons: 1) it would be consistent with the opening of all stub streets to the main roads 2) it allows a very clear access to the Long Lake Meadows subdivision for the reasons stated by the Fire Chief, Police Chief, etc. 3) it will alleviate traffic flow through Mayflower and Drake (when it is opened) and give residents a third access from John R. We are unable to attend the meeting, however, we would like you to consider our thoughts when voting on this matter. Also, it is our opinion that it would be economical for the city to pave Tucker at the same time that John R is being widened. Thank you for your consideration, Chuck & Gerry Seip

William J Huotari

From: Dennis Angelo <blitz96.da@gmail.com>
Sent: Tuesday, July 14, 2015 7:32 AM
To: William J Huotari
Subject: Please keep Tucker Dr. closed

Hello Mr. Huotari -

My name is Dennis Angelo, and I live on Crowfoot Drive, which connects to Saffron in the Long Lake Medows subdivision. My family and I have lived here for eleven years, and I am familiar with the traffic flow in this area.

Based on what I have seen and know, I strongly recommend that you do your part to keep Tucker Drive from opening up for through traffic. There is already heavy traffic on Saffron, and drivers travel too fast much of the time. A good friend of mine, Jim Davis was living on Saffron, and witnessed a vehicle traveling too fast, losing control, and driving right through several front yards on this busy street. We have several children and dogs in this area.

Allowing more traffic to pass through our subdivision by opening up Tucker is a bad idea.

Thank you,
Dennis Angelo
Master of Science, Mechanical Engineering
(248) 979-8502

William J Huotari

From: petrulupas <petrulupas@yahoo.com>
Sent: Tuesday, July 14, 2015 7:16 AM
To: William J Huotari
Subject: Fwd: Tucker dr Troy

Hello,

My name is Petru Lupas and I have lived on Tucker street for 20 years. I am against opening the barrier at the end of Tucker for the following
reasons.
1. Tucker Rd. is unpaved, so it often needs to be leveled. If the barrier were to open this leveling service will have to be done more frequently.

2. Those who come from the subdivision will complain to
the city as cars will get dirty on the unpaved street .Also the sand and gravel will be carried on to the paved street.

3.There is very reduced visibility from Tucker to John R. The guard rail of the bridge cuts visibility to traffic .If barrier were to open a traffic light will have to be placed at the exit of Tucker onto John R.
Now in hours of traffic we must wait 3-5 minutes to enter on to the John R.
What happen if you open the barrier ? 10 or more cars will be waiting to
enter John R rd.
4. If you open the barrier and do not pave the street , you put us in
danger, all of us who live at the entrance of unpaved zone .At high speed the cars are
sliding the same on sand as snow.

Conclusion: If you open the barrier you must pave the street and put a stop light at your cost.

My best regards

Petru Lupas

2197 Tucker dr

Troy MI 48085
Tell 248-835-3844

William J Huotari

From: dansemi <dansemi@yahoo.com>
Sent: Monday, July 13, 2015 11:15 PM
To: William J Huotari
Cc: Mark F Miller; Brent Savidant
Subject: Re: July 15, 2015 – City of Troy, Traffic Committee meeting to Request to Discuss Interconnection – Tucker, John R to Standish (Agenda item #7).

Bill,
Thank you very much for your quick reply.
I am very surprised to find out (if I understand it correctly) that there is **no City Ordinance that deals** with the mailing area for a particular hearing.
To expand a little bit on your point about Tucker Dr., the length of the gravel road is around 1000 ft.
The mailer contained 322 addresses and was reaching as far as Sweet St. which is over 1800 ft radius from the actual barrier (it is far enough from Tucker that most people don't even know where Sweet St is located in reference to Tucker !). There are also other streets that are closer to Tucker than Sweet St and have not been included in the mailer.
I am also very disappointed that "a resident" can make what it is labeled a "formal complaint" that can generate so much work, tying up resources from multiple departments and not to mention costly - money spent on mailers (which according to your note would happen at least 3 times for this particular issue - Traffic, Planning and then Council) which will amount to over $450.

Thank you....Dan

On Monday, July 13, 2015 9:58 PM, William J Huotari wrote:

Dan, the 300' radius is a minimum distance used for generating a mailing list and is used for sidewalk waivers which require a public hearing. We typically follow the same criteria for other items such as stop signs, etc. but can generate a list that covers a larger area depending on the issue and/or how roads, areas, etc. interact with the request.

For example, if a request were to come in for an item on a dead end street that exceeded 300', then the mailing list would typically be created for the entire street and not just within 300' of the subject area.

The Tucker item is a Regular Business item at the Traffic Committee meeting. The Traffic Committee will make a recommendation that will be forwarded to City Council.

The same item will also be sent to the Planning Commission at their meeting of August 11 for their consideration and recommendation.

The recommendations by the Traffic Committee and the Planning Commission will be forwarded to City Council at their meeting of August 24.

The mailing list was prepared to provide notice to residents in the area that the item was being discussed so that they would have the opportunity to provide their input. The mailing list included 322 properties if I remember correctly.

I hope that helps.

Thanks, Bill

Sent from my iPhone 6+

On Jul 13, 2015, at 8:15 PM, dansemi <dansemi@yahoo.com> wrote:

> Bill,
>
> I'm hoping you can help me shed some light into the following subject:
>
> -- the mailers regarding the Wednesday hearing went out to a large number of homes in the North-East corner of the John R - Long Lake section area.
>
> Searching the City of Troy web site regarding the City Ordinances in the City Code and Charter, the

only thing that I can find out regarding the handling of the mailers for a hearing is the following:

35.05 Notice of Hearing. The Traffic Engineer shall submit the completed application, in addition to all documents relating to the sidewalk variance request, to the Traffic Committee. The Traffic Engineer shall also set the requested sidewalk variance request for a public hearing before the Traffic Committee. This public hearing shall be scheduled as soon as possible. The Traffic Engineer shall also give notice of the public hearing to discuss the requested sidewalk variance request to persons who are assessed for real **property within 300 feet of the subject premises, and to the occupants of single and two family dwellings within 300 feet of the subject premises**. The notice shall be delivered personally or by mail addressed to the respective owners and tenants at the address given on the last assessment roll. If the tenant's name is not known, the term occupant may be used.

The above paragraph talks about a 300 foot radius of the subject premises. I couldn't find any other ordinance that deals with this issue.

Was the above ordinance used in generating the mailing list ?

Is there another ordinance that I have missed that deals with other kind of hearings (like the one on Wed related to the barrier removal) ?

Can you please point me to the correct City of Troy ordinance that was used for generating the mailing list.

Your help is greatly appreciated.

Thank you....Dan

On Monday, July 13, 2015 11:07 AM, William J Huotari <HuotariWJ@troymi.gov> wrote:

Dan, I'll put the request in for a laptop. There is a projector in the room.
The meeting is scheduled to be in the Lower Level Conference Room, but depending on the size of the crowd it may have to be moved to the Council Chambers which is a much larger room but not as conducive for a discussion.
Bring your laptop and if possible just place the presentation on a USB drive and it can be copied to the laptop that will already be set up.
Thanks, Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Monday, July 13, 2015 10:55 AM
To: William J Huotari
Subject: Re: July 15, 2015 – City of Troy, Traffic Committee meeting to Request to Discuss Interconnection – Tucker, John R to Standish (Agenda item #7).

Mr Huotari,
Thank you for quick reply.
Have one more question/ request for you:
-- I would like to have a Powerpoint presentation for the Traffic Committee Members explaining the reasons why I don't see the removal of the barrier as a feasible solution.
Questions for you:

1 - Is there a projector in the room where the meeting will take place ?
2 - Would I be able to hook up my laptop to your prejector to display my presentation ?
Thank you...Dan

On Monday, July 13, 2015 6:00 AM, William J Huotari <HuotariWJ@troymi.gov> wrote:

Mr. Fratila, thank you for your email.
I will provide a copy of the same to the Traffic Committee members when they discuss the item.
Sincerely,
Bill Huotari, PE
Deputy City Engineer/Traffic Engineer
City of Troy

Sent from my iPhone 6+

On Jul 12, 2015, at 10:52 PM, dansemi <dansemi@yahoo.com> wrote:

> Dear Mr Huotari,
> I'm writing to you in regards to the proposed request to remove the barrier that is currently located on Tucker Drive.
> I am strongly against the removal of the barrier due to safety concerns regarding the reduced visibility, limited line of sight at the intersection of Tucker Dr and John R Road.
> South of Tucker Road there is a bridge over Gibson Drain that has a cement head and a large guardrail installed for safety reasons.
> Turning left (South) on John R Road from the Tucker Dr. is always a challenge due the visibility issue.
> There are at most 260 ft of clear line of sight visibility before deciding on proceeding with the left turn on John R Rd
> At the currently posted speed limit of **45 mph** it takes a vehicle traveling northbound

on John R Rd. only **1.1 seconds** to reach the Tucker Dr. intersection while the left turning vehicle from Tucker Dr. will need to clear the John R northbound and merge onto the southbound traffic lane. Accident reconstruction specialists use **1.5 seconds** as average driver reaction brake time.
This visibility issue combined with the exponential increase in traffic on Tucker Dr. (if the barrier is removed) will be a **clear endangerment of the health, safety and welfare of the immediate community surrounding Tucker**
Also, two additional openings have been opened in the last year (one currently available and the other one to be completed within the next year, when Hunter II development will be completed).
These 2 new connections are Mayflower and Drake, that are each within 150 yards of each other and of Tucker Road.
- These 2 new connections should provide ample access (including backup access, if necessary) to all emergency vehicles to quickly and safely deploy the necessary resources to any residence in the neighborhood, therefore alleviating the concerns raised by the Police and Fire Departments
I would appreciate if you can inform the Traffic Committees Members of the above issue that I have brought to your attention in this e-mail and

also to inform them that I'm strongly opposing the opening/ removal of the barrier. I would like to respectfully ask the Committee Members to vote:

b. RESOLVED, that **NO CHANGE** be made on Tucker Street, east of John R

Thank you very much for your attention,
Dan Fratila
2192 Tucker Dr.

William J Huotari

From: Sandy Isaacs <sisaacs@trinitydavison.org>
Sent: Monday, July 13, 2015 9:18 PM
To: William J Huotari
Subject: Tucker Road Barrier Issue

Elaine Wolf

2150 Tucker Rd

Troy, MI 48085

July 13, 2015

Mr. William J. Huotari, P.E.

Deputy City Engineer/Traffic Engineer

City of Troy

500 W. Big Beaver Rd.

Troy, MI 48084

RE: Tucker Road Barrier Issue

Mr. Huotari,

I am writing to advise you that I am strongly opposed to the removal of the Tucker Road barrier that is on the agenda for discussion at the July 15, 2015 Traffic Committee regular meeting.

When I purchased my home on Tucker Road in the 1970's, I chose the property because of the rural appeal, beautiful surrounding nature and wildlife, the quietness, seclusion and privacy. It was "country living" in the city; the perfect place to raise a family. If I wanted to live in a subdivision, with houses built so close together and high traffic, I would've moved to a subdivision. But I didn't. I chose my little piece of country on 2.5 acres on Tucker Road 30+ years ago. Many generations of my family and I have enjoyed this peaceful property for many, many years and it is my hope that we will be able to continue doing so.

They have developed, and are continuing to develop, every inch of land surrounding Tucker Road. Removing the barrier would only create an abundance of traffic on our nice, quiet road. Please don't take the last bit of peace and quiet the residents of Tucker Road have left by removing the barrier.

Thank you for your time and consideration regarding my concerns.

Sincerely,

Elaine Wolf
(248) 835-9520

William J Huotari

From: Jim White <jwhite13453@gmail.com>
Sent: Monday, July 13, 2015 7:47 PM
To: William J Huotari
Subject: Tucker Road barrier

Bill Huotari

My wife and I are opposed to removal of the Tucker Road barrier. We have been residents at 2333 Tucker since the 1st of October **1990** . We already have enough traffic on Tucker without adding
a direct entrance off John R Road. We have enough entrances off of Long Lake and John R roads without adding another one.

Thank You

Jim & Kathy White
2333 Tucker (east end of tucker)
Troy, Mi 48085
(248) 879-9116

William J Huotari

From: ivanna Murskyj <imurskyj@gmail.com>
Sent: Monday, July 13, 2015 5:05 PM
To: William J Huotari
Subject: Tucker barrier

To whom it may concern,

I have been a resident of the Long Lake Meadows neighborhood for my entire life and I would be thrilled to see the removal of the barrier on Tucker. This would allow more access to the neighborhood by emergency vehicles and would improve resident access to their homes. This would greatly improve the safety of everyone in our neighborhood and reduce traffic in other areas. I would really like to see the barrier at the end of Tucker removed.

Thank you for your time,

Ivanna Murskyj

William J Huotari

From: Tim Monck <tmonck@gmail.com>
Sent: Monday, July 13, 2015 4:22 PM
To: William J Huotari
Subject: Request to Remove Barricade on Tucker

Mr. Huotari,

Unfortunately I will be out of town during the traffic committee meeting scheduled to discuss this proposed change. As a city resident living in proximity to the proposed barricade removal, I am STRONGLY AGAINST this change. As you know a new access point to the subdivision (Mayflower) was created this past year from John R. This allows emergency vehicles access to not only the new subdivisions being built but also Long Lake and Spring Meadows. There will also be another access created off of John R (Kingston Drive, with Drake opening to Standish). With these new roads there is ample and improved access throughout the subdivisions in this area, with only a slightly reduced response time in the southwest compared to opening Tucker. While every second counts in an emergency situation, the benefit would be minimal, especially coming from the north (we are in Station 5's area of responsibility).

The primary benefit to opening Tucker appears to be to create a convenient route to John R for the Long Lake subdivision. This will increase the amount of traffic on Tucker, as well as the speeds at which vehicles travel. We are currently seeing the impact of Standish being opened to Mayflower with higher speeds and heavier traffic flows now. I do not believe the increased risk to small children playing/pedestrians walking in the area as well as a decline in the quality of life for residents is worth the minor convenience removing the barricade would provide. While some area residents not living close to Tucker or Standish will be in favor of this change as it would be convenient and would not negatively impact them, please give careful consideration to those residents who would be most impacted. Taking an informal poll of my neighbors I have found no one in favor of removing the barricade.

Thank you in advance for your consideration.

Sincerely,

Tim Monck
5228 Standish Drive
Troy, MI 48085

William J Huotari

From: Deb Tosch <mstgarden@gmail.com>
Sent: Monday, July 13, 2015 2:16 PM
To: William J Huotari
Cc: John Tosch
Subject: Resident Request to Open Tucker Drive
Attachments: Endicott-Oakwood.JPG; Ruby-Colleen.JPG; Mayflower-Sweet.JPG

Dear Mr. Houtari

We are Deb and John Tosch from 2088 Tucker Drive and we are adamantly against the removal of the barricade separating us from the subdivision.

Our reasons are as follows:

1. There is limited site distance at the end of our street as determined by the Oakland County Road Commission report dated May 2, 1996. This is due to the concrete barrier over the Gibson Drain located south of Tucker Drive on John R.

2. The City Council already reviewed this issue in 1987 and determined Tucker Drive should remain closed until such time as further development on Tucker occurs. There has been no further development to warrant the removal of the barrier.

3. The City's Policy of interconnectivity is a very inconsistent. We have three such inconsistencies in the square mile of the subject street.

The first is Endicott to Oakwood in the northwest corner. This was probably thought best because the traffic to bypass the light at Square Lake would have been severe. However, the streets are curved which would have slowed traffic considerably.

The second is Ruby to Colleen in the northeast corner. These two streets were not connected which is a mystery to us since neither is close to a main road. These streets also have curves which would have slowed traffic as well. Instead of connecting, this is an EVA only.

Third is Sweet to Mayflower which is part of the Bridgewater Estates development. Instead of opening Sweet to Mayflower as well as to Standish, this connection was not made. We can only assume (which is not always a good idea) the reasoning behind opening Standish and not Sweet as well is the distance of paved straight road which probably would have cause excessive speeds for the subdivision.

How do we know this? We were residents on Highbury for over 18 years. We petitioned the city for a stop sign at Endicott several times to slow the drivers down. Highbury is the first main entrance to the subdivision south of Square Lake and has a relatively long straight stretch before it curves. Our dog was hit by a racing driver. We are thankful that none of our children were. We decided to move to Tucker 22 years ago to get away from the street traffic with the added benefit that our children would remain in the same schools.

Tucker Drive is a quarter mile from a major intersection. Traffic going north and south during rush hours is tremendous. Opening up Tucker Drive will provide over a quarter mile of straight road, much longer than the one on Highbury. This street was not designed to be an entrance to a large developed subdivision.

One last point we would like to make refers to the comment that gravel roads are costly to maintain. According to a study published by NPR(National Public Radio) News on October 26, 2010, the cost to maintain a paved road over the entire life cycle is about 3 times more than maintaining a gravel road. Looking at the cost on a year to year basis is short sighted. "Over a 40 year lifespan, a low-volume paved road will need to be chip sealed twice, undergo overlay once and then reclaim/overlay. The yearly maintenance costs of gravel roads make them appear inefficient until you consider the capital improvement costs associated with bituminous roads at the middle and end of their lives, which isn't always reflected in yearly maintenance figures." The study was for streets in Minnesota north of the Twin Cities. Their climate is similar with cold winters; however, they do not have the freeze-thaw cycles that we have that shortens the lifespan of the roads in Southeast Michigan. A report by the Wall Street Journal also reported that "In Michigan, at least 38 of the 83 counties have converted some asphalt roads to gravel in recent years" due in part to the escalating expense of maintenance.

In conclusion, the request is being made by a resident of Drake who have lost their dead end. Drake is a short street with only 2 residents. The connection that is being made will have curves slowing traffic on both ends of traffic flow. Opening Tucker Drive will be a safety hazard as inconsiderate drivers will have a straight quarter mile shot into and out of the neighborhood as well as the hazard of the limited site distance while turning left on to John R.

If fire and public safety is at issue, then another solution would be to make the barricade into a EVA.

Sincerely,

John and Deb Tosch

William J Huotari

From: dansemi <dansemi@yahoo.com>
Sent: Monday, July 13, 2015 1:10 PM
To: William J Huotari
Subject: Re: Request for people with disability access to the Traffic Committee Meeting on coming Wed 7/15/2015

Sounds good, thank you Bill.....Dan

On Monday, July 13, 2015 1:03 PM, William J Huotari wrote:

Dan, the meeting is scheduled for the Lower Level Conference Room in Troy City Hall, which is on the main floor and accessible from the main parking lot on the east side of the building.
If the attendance of the public at the meeting exceeds a comfortable level, then we may try to relocate to City Council Chambers, which is on the 2nd floor, but accessible by elevator.
Thanks, Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Monday, July 13, 2015 11:53 AM
To: William J Huotari
Subject: Request for people with disability access to the Traffic Committee Meeting on coming Wed 7/15/2015

Mr. Huotari,
I'm writing to you on behalf of my neighbor Cynthia Veggian, resident at 2155 Tucker Dr.
Mrs Veggian is currently 100% dependent on an oxigen tube and use a walker to move around.
She asked me to request that the City schedules this Traffic Committee meeting in a Room that will be accessible for her.
She wants to personally participate to this meeting and express her opposition to the removal of the Tucker barrier.
Thank you very much for your assistance with this issue....Dan Fratila

William J Huotari

From: Buchanan <mbuchanan@wideopenwest.com>
Sent: Monday, July 13, 2015 1:05 PM
To: William J Huotari
Subject: Tucker Dr. request

Dear Mr. Huotari,
I am against removing the barrier on Tucker Dr.
With the addition of 2 new connectors to John R, Mayflower which is currently open and Drake due to open in the future I see no need for the removal.
Thank you for your time,
Michael Buchanan
2314 Tucker Dr.
Troy, Mi 448085

William J Huotari

From: semidaf@yahoo.com
Sent: Monday, July 13, 2015 12:41 PM
To: William J Huotari
Subject: Re: Traffic Committee Meeting - removal of Tucker barrier opposition

Bill,
That would be perfect. Thank you very much for all your help and assistance....Semida

On Jul 13, 2015, at 12:04 PM, William J Huotari <HuotariWJ@troymi.gov> wrote:

> Semida, I will provide a copy of your email to the Traffic Committee members along with the Q&A's from your other emails as information as well as opposition to the removal.
> Thank you for your input.
> Sincerely,
>
> Bill
> **William J. Huotari, P.E.** | Deputy City Engineer/Traffic Engineer
> City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3387 |troymi.gov
> "We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."
>
> **From:** semidaf@yahoo.com [mailto:semidaf@yahoo.com]
> **Sent:** Monday, July 13, 2015 12:03 PM
> **To:** William J Huotari
> **Subject:** Traffic Committee Meeting - removal of Tucker barrier opposition
> Dear Mr. Huotari,
> I'm writing in regards to the Tucker Road barrier and the desire of the City of Troy to removing this barrier.
> I would like to express my strong opposition about removing the barrier on Tucker Road.
> I have a very serious visibility concern with the intersection of Tucker and John R.
> Trying to turn left (South) on John R can be a challenge at times (to say the least) due to the bridge safety rails that exist south of Tucker Road.
> Not to make it too long, but I was personally pulled over by a Troy Police officer and told that I didn't stop at the STOP sign posted at the end of Tucker and that in fact "I rolled through the stop sign". I explained to the officer that I did perform a FULL stop at the STOP sign and that he just couldn't see me due to the visibility issue that I pointed out to him. When he looked around and understood what I was talking about he allowed me to go without issuing a Citation or even a Warning.
> Opening Tucker will just increase the amount of traffic that will try to use it as a shortcut and will only increase the risk associated with the low visibility while turning left.
> I believe that the safety, security and walfare of our local Tucker community will be but in jeopardy by allowing the traffic to increase on Tucker by removing the barrier.
> I would also like to mention that for the last 27 years there was no access (zero entrances) from John R to the Subdivisions East of John R. At this point we have Mayflower and soon to be constructed Kingston Dr. that will connect to Drake and will become the second access street to the above mentioned Subdivisions.

Please submit to the Traffic Committee Members my strong opposition to the removal of the Tucker barrier.

Sincerely,
Semida Fratila
2192 Tucker Dr.

William J Huotari

From: semidaf@yahoo.com
Sent: Monday, July 13, 2015 12:40 PM
To: Kurt Bovensiep
Cc: Brian M Kischnick; Mark F Miller; Timothy L Richnak; Steven J Vandette; William J Huotari; Brent Savidant
Subject: Re: Follow up to the phone conversation regarding gravel roads in Troy

Kurt,
Thank you very much for the information you've provided. It is exactly what I was looking for. Thanks again...Semida

On Jul 13, 2015, at 10:19 AM, Kurt Bovensiep <K.Bovensiep@troymi.gov> wrote:

> Ms. Fratila,
> Please see the highlighted answers to your questions below.
> **Kurt Bovensiep** | Public Works Manager
> City of Troy |4693 Rochester Rd., Troy, MI 48085 | Office: 248-524-3489 |Cell: 248-885-1953 |troymi.gov
> "We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."
>
> **From:** semidaf@yahoo.com [mailto:semidaf@yahoo.com]
> **Sent:** Monday, July 13, 2015 9:00 AM
> **To:** Kurt Bovensiep
> **Subject:** Follow up to the phone conversation regarding gravel roads in Troy
> Dear Mr. Bovensiep,
> Thank you very much for you calling back on Friday 7/20/2015 and providing the gravel road maintenance numbers for Tucker Dr.
> Just to recap:
> - the total amount for gravel roads maintenance for the 2015 Fiscal Year came in at $70,000.
> - TPW maintains 4.4 miles of gravel roads in Troy.
> - Tucker Dr. is roughly 1127 ft (0.22 miles) which will amount to $3500/ yr for Tucker Rd maintenance.
>
> I would have 4 more questions on the same road maintenance subject:
> 1 - How many miles of concrete roads is DPW responsible for maintaining ? Mainly interested in the secondary/ subdivision type roads.
> 264.42 miles of local roads.
> 2 - What was the final budget amount for the 2015 Fiscal Year for the above roads maintenance?
> FY 2015 estimate for maintenance only- $463,000 (does not include drains maintenance or snow, very similar to what I gave you for gravel roads)
> 3 - Also, does the above amount cover just the concrete roads maintenance (hole patching, etc) or does it also include the concrete reconstruction/replacement projects (like it was the case on Highbury and other secondary streets this Summer) ? Would you happen to know the figure for the road reconstruction projects for secondary roads (i.e. Subdivision type roads) - if it's easy to isolate/ separate from the actual budget ?
> The $463,000 is just maintenance. The replacement or reconstruction of concrete local roads is roughly $2.5 million a year.

4 - And finally, what was the actual versus projected TPW budget ? I can see what the 2015 estimated amount is ($5.76 mil) vs 2015 amended ($6.273 mil).
Not sure what document you are looking at but actual 2015 numbers is what we expensed. Since or fiscal year ended June 30 it takes several months to process all the invoices and expenses so an official number is not available until fall. Estimated amounts are where I project we will be at on June 30. Sometimes this takes requires an amendment to the budget if I am over budget. Projections are made 4-5 months before June 30 so it can be a little off.

Thank you very much for your help,
Semida Fratila
2192 Tucker Dr.

William J Huotari

From: William J Huotari
Sent: Monday, July 13, 2015 12:03 PM
To: 'semidaf@yahoo.com'
Subject: RE: EVAs and collapsible barricades in the City or Troy
Attachments: Local Road Paving Detail Rev11-07.pdf

Semida, our Standard Detail Sheet for Local Road paving has a "REMARKS" date of 10/15/2007 for "Add EVA detail and general updates", so that would be when we standardized the detail (copy attached).

What the date of the first installation of any EVA, I am not sure. I spoke with one of our engineer's that does a lot of the residential subdivision/site condominium reviews and he believes the first EVA was installed in around 2002.

This was part of the West Oaks 1 & 2 development and originally was to be a proposed chain link fence with a gate for emergency vehicle access. I don't recall if this was ever actually installed as there was a time when temporary (water filled) barricades were placed prior to the EVA's that sit there now.

I have not heard back from our Fire Dept. on how many times they have been replaced as they have been around for less than 15 years. I did check with our DPW and they did not have a specific number of times, but stated that they are "only aware of replacing them because of accidents or snow removal in the last three years".

Thanks, Bill

-----Original Message-----
From: semidaf@yahoo.com [mailto:semidaf@yahoo.com]
Sent: Friday, July 10, 2015 3:13 PM
To: William J Huotari
Subject: Re: EVAs and collapsible barricades in the City or Troy

Hi Bill,

Thank you for your quick reply.

Hopefully my last 2 question before the Wednesday's hearing:

- when(what year) did Troy start installing EVAs;
- how many times where the EVAs actually used - let's say in the last 10-20 years. Usage defined in terms of having to replace the wooden posts.

Much appreciated,

Semida

> On Jul 9, 2015, at 3:17 PM, William J Huotari <HuotariWJ@troymi.gov> wrote:

>
> Semida, I am not aware of any of those types of barriers in Troy.
>
> The EVA's that we install are of the wood post variety with holes drilled for breakaway.
>
> Thanks, Bill
>
> -----Original Message-----
> From: semidaf@yahoo.com [mailto:semidaf@yahoo.com]
> Sent: Thursday, July 09, 2015 3:16 PM
> To: William J Huotari
> Cc: semidaf@yahoo.com
> Subject: Re: EVAs and collapsible barricades in the City or Troy
>
> Bill,
> Thank you very much for the information you have provided. It is perfect.
>
> In regards to the collapsible barrier subject:
> - is there any barrier within the city of Troy that looks like a permanent barrier that is actually collapsible when you push on the barrier and try to drive over it. It can either be pylons with collapsible shear plates at the bottom or a continuous solid barrier - guard rail type - that has the legs collapsible and you can push the whole barrier down and drive over it.
> These are in fact EVA type barriers that look like permanent/ solid ones.
> City of Troy might not have any barriers of this type,
>
>
> Thanks again,
>
> Semida

William J Huotari

From: semidaf@yahoo.com
Sent: Monday, July 13, 2015 12:03 PM
To: William J Huotari
Subject: Traffic Committee Meeting - removal of Tucker barrier opposition

Dear Mr. Huotari,
I'm writing in regards to the Tucker Road barrier and the desire of the City of Troy to removing this barrier.
I would like to express my strong opposition about removing the barrier on Tucker Road.
I have a very serious visibility concern with the intersection of Tucker and John R.
Trying to turn left (South) on John R can be a challenge at times (to say the least) due to the bridge safety rails that exist south of Tucker Road.
Not to make it too long, but I was personally pulled over by a Troy Police officer and told that I didn't stop at the STOP sign posted at the end of Tucker and that in fact "I rolled through the stop sign". I explained to the officer that I did perform a FULL stop at the STOP sign and that he just couldn't see me due to the visibility issue that I pointed out to him. When he looked around and understood what I was talking about he allowed me to go without issuing a Citation or even a Warning.
Opening Tucker will just increase the amount of traffic that will try to use it as a shortcut and will only increase the risk associated with the low visibility while turning left.
I believe that the safety, security and walfare of our local Tucker community will be but in jeopardy by allowing the traffic to increase on Tucker by removing the barrier.
I would also like to mention that for the last 27 years there was no access (zero entrances) from John R to the Subdivisions East of John R. At this point we have Mayflower and soon to be constructed Kingston Dr. that will connect to Drake and will become the second access street to the above mentioned Subdivisions.

Please submit to the Traffic Committee Members my strong opposition to the removal of the Tucker barrier.

Sincerely,
Semida Fratila
2192 Tucker Dr.

William J Huotari

From: Kurt Bovensiep
Sent: Monday, July 13, 2015 10:19 AM
To: 'semidaf@yahoo.com'
Cc: Brian M Kischnick; Mark F Miller; Timothy L Richnak; Steven J Vandette; William J Huotari; Brent Savidant
Subject: RE: Follow up to the phone conversation regarding gravel roads in Troy

Ms. Fratila,

Please see the highlighted answers to your questions below.

Kurt Bovensiep | Public Works Manager
City of Troy |4693 Rochester Rd., Troy, MI 48085 | Office: 248-524-3489 |Cell: 248-885-1953 |troymi.gov

"We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."

From: semidaf@yahoo.com [mailto:semidaf@yahoo.com]
Sent: Monday, July 13, 2015 9:00 AM
To: Kurt Bovensiep
Subject: Follow up to the phone conversation regarding gravel roads in Troy

Dear Mr. Bovensiep,

Thank you very much for you calling back on Friday 7/20/2015 and providing the gravel road maintenance numbers for Tucker Dr.
Just to recap:

- the total amount for gravel roads maintenance for the 2015 Fiscal Year came in at $70,000.
- TPW maintains 4.4 miles of gravel roads in Troy.
- Tucker Dr. is roughly 1127 ft (0.22 miles) which will amount to $3500/ yr for Tucker Rd maintenance.

I would have 4 more questions on the same road maintenance subject:

1 - How many miles of concrete roads is DPW responsible for maintaining ? Mainly interested in the secondary/ subdivision type roads.
264.42 miles of local roads.

2 - What was the final budget amount for the 2015 Fiscal Year for the above roads maintenance?
FY 2015 estimate for maintenance only- $463,000 (does not include drains maintenance or snow, very similar to what I gave you for gravel roads)

3 - Also, does the above amount cover just the concrete roads maintenance (hole patching, etc) or does it also include the concrete reconstruction/replacement projects (like it was the case on Highbury and other secondary streets this Summer) ? Would you happen to know the figure for the road reconstruction projects for secondary roads (i.e. Subdivision type roads) - if it's easy to isolate/ separate from the actual budget ?
The $463,000 is just maintenance. The replacement or reconstruction of concrete local roads is roughly $2.5 million a year.

4 - And finally, what was the actual versus projected TPW budget ? I can see what the 2015 estimated amount is ($5.76 mil) vs 2015 amended ($6.273 mil).

Not sure what document you are looking at but actual 2015 numbers is what we expensed. Since or fiscal year ended June 30 it takes several months to process all the invoices and expenses so an official number is not available until fall. Estimated amounts are where I project we will be at on June 30. Sometimes this takes requires an amendment to the budget if I am over budget. Projections are made 4-5 months before June 30 so it can be a little off.

Thank you very much for your help,

Semida Fratila
2192 Tucker Dr.

William J Huotari

From: Leo <lmurskyj@aol.com>
Sent: Monday, July 13, 2015 9:35 AM
To: William J Huotari
Subject: Fwd: Tucker barricade

Sent from my iPhone

Begin forwarded message:

> **From:** Leo <lmurskyj@aol.com>
> **Date:** July 13, 2015 at 9:32:56 AM EDT
> **To:** "houtariwj@troymi.gov" <houtariwj@troymi.gov>
> **Subject: Tucker barricade**
>
> I am in favor of removing the barricade at Tucker. This removal would be cost effective and not overly disrupt the character of the current neighborhood. Traffic pattern would be minimally disrupted as only residents would use this. Also this would alleviate some of the traffic on Saffron Dr.
>
> Sincerely,
> Leo R. Murskyj
> 5115 Saffron Dr
> Troy, Mi
>
> Sent from my iPhone

William J Huotari

From: Marco Cercone <mrcdc2004@sbcglobal.net>
Sent: Monday, July 13, 2015 6:51 AM
To: William J Huotari
Subject: Re: Barricade on Tucker East of John R

Good morning Bill,
After searching most of my home this past weekend I am un-able to find any documents that reference the barricade on Tucker. All that I can think is that I must have had a conversation with the late John Saylor of Saylor Building on the subject. I'm not sure if Saylor Building still exists to see if they have any documents on the removal of the barricade. I apologize for any inconvenience that I may have caused you in miss speaking. I still plan on being present Tuesday to voice my concerns.
Regards,
Marco Cercone

On Friday, July 10, 2015 8:10 PM, William J Huotari wrote:

Mr. Cercone, if you do have a copy of the bylaws you reference can you forward a copy to me. It would be information that should be included in the discussion of the item.

Thanks, Bill

Sent from my iPhone 6+

On Jul 10, 2015, at 7:41 AM, Marco Cercone <mrcdc2004@sbcglobal.net> wrote:

> Mr. Huotari,
> My name is Marco Cercone and I am a resident of Troy, Mi. I live at 2349 Tucker in the Long Lake Meadows Sub.
> I moved into my home in April of 1991. At that time the builder (Saylor Building) had put into our by laws a provision to not take down the barricade unless the homeowner's on Tucker between John R. and west of the barricade were willing to have paved concrete roads, paved concrete sidewalks, and the proper storm drains installed at their expense.
> If these homeowners do not agree to this then the barricade cannot come down.
> The only other option is to have the person requesting to take this barricade down pay for the cost of paved concrete roads, paved concrete sidewalks, and proper storm drains installed. I will fight this request if anything short of the proper material were to be used (i.e. asphalt roads and sidewalks).
> I look forward to the meeting on July 15, 2015 @ 7:30 P.M. to voice my concerns in person. Thank you in advance for reading this e-mail.
> Best Regards,
> Marco Cercone
> 2349 Tucker
> Troy, MI.

William J Huotari

From: Genevieve Murskyj <ZhenyaM@aol.com>
Sent: Sunday, July 12, 2015 2:09 PM
To: William J Huotari; Dane Slater
Cc: Brian M Kischnick; Jim Campbell; Steve Gottlieb; Dave Henderson; Ellen C Hodorek; Ed Pennington; Doug Tietz
Subject: Fwd: Troy - Tucker decision

Attention: Mr. Huotari, Traffic Engineer

I have been a resident in the Long Lake Meadows subdivision for over twenty years and our street intersects with Tucker.

In response to your notice of June 30th, I have waited a very long time and would sincerely appreciate the simple barrier removal on Tucker. This would effectively enhance response time for all emergency vehicles, greatly remove resident concerns and is the most economical method for resolving this issue.

Please open up Tucker and keep me updated with any future developments.

Thanks,

Genevieve J. Murskyj

William J Huotari

From: Monica Hausner <mhausner2@gmail.com>
Sent: Saturday, July 11, 2015 3:31 PM
To: William J Huotari
Subject: Traffice Committee Meeting July 15, 2015 - Request to Remove Barricade On Tucker

Dear Mr. Huotari,
I am writing to express my objection to remove the barricade on Tucker for the following reasons:
1) Tucker will not be handle the additional traffic flow. It could take me up to 5 minutes to exit Tucker onto John R southbound during rush hour traffic (morning & afternoon). When I take my children to school in the morning, it is very difficult to turn southbound onto John R. My relatives and friends also often express how difficult it is to exit Tucker onto John R southbound. As soon as the northbound traffic clears, then the southbound traffic backs up.
2) In addition to the traffic flow issue, the visibility is poor (short distance) while turning left from Tucker onto John R southbound. While I am very cautious and familiar with the road structure/conditions, this could cause a major safety concern with additional traffic flow.
3) The potholes in the Spring are horrendous on Tucker. Additional traffic flow will make matters worse.
4) Drake street is not comparable to Tucker Dr.
5) Additional cost to Tucker residents to pave the road. Leaving the dirt road is not an option due to the potholes every Spring.
Thank you for your consideration.
Kind regards,
Monica Hausner
Tucker Resident

William J Huotari

From: Frank Faron <ffaron@wideopenwest.com>
Sent: Saturday, July 11, 2015 8:12 AM
To: William J Huotari
Subject: Re: Request to Remove Barricade on Tucker

Dear Mr. Huotari,

My name is Frank Faron and I reside at 2317 Tucker Drive, East of the existing barricade.

In response to the notice that I received regarding the proposal to remove the barricade on Tucker Drive, East of Standish Drive, I want to inform you that I am strongly against this for the following reasons:

1. Turning south from the intersection of Tucker and John R will be a safety concern because of the restricted visibility at the intersection, close proximity to the Long Lake/John R intersection, and amount of traffic on John R in the morning and evening rush hours.

2. To safely use the intersection, the city would probably need to install a traffic light at considerable expense and disrupting traffic flow during non-busy period.

3. This would result in a very long perfectly straight stretch of road which will promote people driving above the speed limit and detract from the appearance and therefore property values for the nearby homeowners. There are already enough motorcycles and cars exceeding the speed limit within Long Lake Meadows subdivision without providing a natural drag strip.

4. I assume that it would be necessary to pave the section of Tucker west of the barricade at considerable cost to the city or homeowners.

If this is absolutely necessary for fire and safety reasons, I would think there are less expensive barriers that could be installed that could be removed in case of an emergency.

I will not be able to attend the meeting on July 15 and wanted to make certain my concerns were on record.

Feel free to contact me at 248-703-3912 or by email should you have any questions.

Sincerely,

Frank Faron

William J Huotari

From: William J Huotari
Sent: Friday, July 10, 2015 9:43 PM
To: Christopher Hausner
Cc: Brian M Kischnick; Mark F Miller; Lori G Bluhm; Brent Savidant; Steven J Vandette; Kurt Bovensiep; Timothy L Richnak
Subject: Re: Opposition to opening Tucker Drive in Troy

Thank you for your email.

I will provide a copy of the same when this item is discussed.

The item will be discussed by the Traffic Committee at the meeting of July 15.

The item will also be on the agenda at the Planning Commission meeting of Aug 11.

Recommendations from the Traffic Committee and the Planning Commission will be forwarded to City Council at their meeting of August 24 for their consideration.

You may contact the City Attorney or City Clerks office regarding the process for a recall petition process.

Sincerely,

Bill Huotari, PE
Deputy City Engineer/Traffic Engineer
City of Troy

Sent from my iPhone 6+

On Jul 10, 2015, at 9:33 PM, Christopher Hausner <chausner@gmail.com> wrote:

> Good evening,
>
> As a long standing resident of Troy, I want to express my concerns and opposition to opening Tucker Drive to through traffic.
>
> 1. A resident who lives on a road more the 1/4 mile from our street is complaining. Drake does not connect or intersect Tucker. How can a resident in a non-connected street force changes in our sub and push a tremendous tax burden on the current residents? A resident on a non-connected street does not have standing to make the request.
> 2. There has been zero construction of any new homes on this street. So why is there a need to open the street all of a sudden. It makes not sense at all.
> 3. The existing dirt road can not handle the large volume of added traffic that would result from opening the road. Large pot holes would be created at an even greater frequency.
> 4. Regarding the fire/police access. Two new access points through Mayflower and Drake will be in place so why do we need a third access point. If an EVA entrance is needed one could be put in to permit fire/police in the event they need to get through without opening the road to traffic.

5. Entering John R from Tucker is already difficult with the heavy North/South traffic. With only a doze residents it often takes 5 minutes just to turn on to John R during rush hours. Imagine the bottle neck with 40-50 cars. Moreover, a traffic light would be needed. Otherwise a potential safety hazard will be created
6. The site lines from Tucker flowing into John R are very poor. Which was one of the original reasons Tucker was not opened.
7. The original city resolution stated the road would be paved when new construction occurred on Tucker which has not happened.

Finally, I would appreciate you passing the information along to the entire city council. I would also like to understand how to create a recall petition for council member supporting a frivolous, costly and unnecessary tax on the hard working families living on Tucker Drive. Have a nice day.

--
Christopher K. Hausner

Kaizen Sensei, Master Black Belt, Data Analysis SME, and Engineer

William J Huotari

From: William J Huotari
Sent: Thursday, July 09, 2015 3:17 PM
To: 'semidaf@yahoo.com'
Subject: RE: EVAs and collapsible barricades in the City or Troy

Semida, I am not aware of any of those types of barriers in Troy.

The EVA's that we install are of the wood post variety with holes drilled for breakaway.

Thanks, Bill

-----Original Message-----
From: semidaf@yahoo.com [mailto:semidaf@yahoo.com]
Sent: Thursday, July 09, 2015 3:16 PM
To: William J Huotari
Cc: semidaf@yahoo.com
Subject: Re: EVAs and collapsible barricades in the City or Troy

Bill,
Thank you very much for the information you have provided. It is perfect.

In regards to the collapsible barrier subject:
- is there any barrier within the city of Troy that looks like a permanent barrier that is actually collapsible when you push on the barrier and try to drive over it. It can either be pylons with collapsible shear plates at the bottom or a continuous solid barrier - guard rail type - that has the legs collapsible and you can push the whole barrier down and drive over it.
These are in fact EVA type barriers that look like permanent/ solid ones.
City of Troy might not have any barriers of this type,

Thanks again,

Semida

William J Huotari

From: semidaf@yahoo.com
Sent: Thursday, July 09, 2015 3:16 PM
To: William J Huotari
Cc: semidaf@yahoo.com
Subject: Re: EVAs and collapsible barricades in the City or Troy

Bill,
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These are in fact EVA type barriers that look like permanent/ solid ones.
City of Troy might not have any barriers of this type,

Thanks again,

Semida

William J Huotari

From: William J Huotari
Sent: Thursday, July 09, 2015 10:19 AM
To: 'semidaf@yahoo.com'
Subject: RE: EVAs and collapsible barricades in the City or Troy

Semida, I received the following information on EVA's from our Fire Department:

There are EVAs at the following locations:

•Wabash Lane
•Doral / Rochester
•Paragon
•Boyd
•Harmony
•Parkton
•Starr
•Raleigh Lane
•Grand Haven / N. Lovington
•600 Wilshire (Grass pavers along north side of building) •Oakland-Troy Airport (Coolidge Hwy gate & Equity Dr. gate)

I'm not sure what "collapsible barriers" are in reference to?

Thanks, Bill

-----Original Message-----
From: semidaf@yahoo.com [mailto:semidaf@yahoo.com]
Sent: Wednesday, July 08, 2015 4:02 PM
To: William J Huotari
Subject: EVAs and collapsible barricades in the City or Troy

Dear Mr Huotari,

Thank you for taking the time and talking with me yesterday and answering my questions regarding the Tucker Dr barricade removal hearing that will happen on Wednesday, July 15. I would like to ask you two more additional questions on the same subject:
1 - can you please send me the EVA locations (addresses) that are available in the City of Troy.
2 - locations of collapsible barriers within the City of Troy - location/address if you have available.

Once again thank you very much for all your help.

Sincerely,

Semida Fratila
2192 Tucker Dr.

William J Huotari

From: semidaf@yahoo.com
Sent: Wednesday, July 08, 2015 4:02 PM
To: William J Huotari
Subject: EVAs and collapsible barricades in the City or Troy

Dear Mr Huotari,

Thank you for taking the time and talking with me yesterday and answering my questions regarding the Tucker Dr barricade removal hearing that will happen on Wednesday, July 15. I would like to ask you two more additional questions on the same subject:
1 - can you please send me the EVA locations (addresses) that are available in the City of Troy.
2 - locations of collapsible barriers within the City of Troy - location/address if you have available.

Once again thank you very much for all your help.

Sincerely,

Semida Fratila
2192 Tucker Dr.

William J Huotari

From: Rick and Beth Churay <churay21@gmail.com>
Sent: Wednesday, July 08, 2015 12:58 PM
To: William J Huotari
Subject: Opening of Tucker Rd. to John R.

I live at 2338 Tucker and would be affected by opening the barrier to John R. My preference is to keep the barrier in place and not open the road to John R. Even though I would benefit by having access to John R., I do not want to see the increased traffic.

In the event the that it is decided more access is required, I feel Drake street should also be opened between Long Lake Meadows and the new subdivision adjacent to it to provide full access and eliminate all barriers

Thank You.

William J Huotari

From: S Sukhi <bombaywala75@gmail.com>
Sent: Wednesday, July 08, 2015 1:49 PM
To: William J Huotari
Subject: Subject: Remove the barricade on Tucker East of John R

Sir/Madam:

I live at 5316 Standish Drive (248 879 6274). I support removal of the barricade on Tucker East of John R. Since some 20+ houses were built after clearing the woods and Standish Drive was connected to John R via newly built Mayflower Drive , we have noticed increased vehicular traffic on Standish Drive . After Standish is connected to John R via Drake Drive , upon completion of houses currently being built , traffic will substantially increase on Standish Drive. To reduce the congestion , it is imperative that the City of Troy , remove the barricade on Tucker East of John R.

Sincerely,

Suren Sukhtankar (248 879 6274)

P. S . I am likely to attend the traffic committee meeting on 15 July.

William J Huotari

From: Smith, Patrick (Detroit, MI) <patrick.smith@hp.com>
Sent: Tuesday, July 07, 2015 7:49 AM
To: William J Huotari
Cc: Brian Smith
Subject: Traffic Committee Meeting July 15, 2015 - Request to Remove Barricade on Tucker

William,
Just writing to express my concern re: the possibility of removing the barricade on Tucker which is right at my house; I'm at 2234 Tucker.
I am very much against removing the barricade. The thought of thru traffic driving down the dirt road on to the paved road would result in a lot of dirt being kicked up into the air and into my yard and home. Not to mention that with the barricade our little part of Tucker is a peaceful safe place for children to play.
Sincerely,
Pat

PATRICK L. SMITH
Technical Consulting
Application Development Services
HP Enterprise Services
Mobile +1 248.941.5451
PC Phone +1 404.648.7363
Email patrick.smith@hp.com

William J Huotari

From: JEE E <jee_0303@yahoo.com>
Sent: Monday, July 06, 2015 7:40 PM
To: William J Huotari
Subject: removal of barricade on Tucker, east of John R

Since I live on the street that will be most affected by the removal of this barricade, I am totally against removal of it. The people want to avoid the traffic light on John R during the commuting hours. This means more people will be going much too fast down my street. We already have much too much cut through traffic. The mothers driving their kids to and from school and those going to work speed down our street going far beyond the posted limit of 25.

Joyce Entrekin
5176 Saffron Drive
Troy, Mi 48085

William J Huotari

From: Alina <alinamocon@hotmail.com>
Sent: Sunday, July 05, 2015 1:29 PM
To: William J Huotari
Subject: Request to Remove Barricade on Tucker

Dear Mr. Huotari,
I am writing to express my opposition regarding the request to remove the barricade on Tucker.
My family has resided at 2227 Tucker in Troy for the last twenty years. We built our house on an empty lot at the end of Tucker so that our two sons, both of whom were attending middle and elementary school at the time, could have a safe environment to play in around our home. Our neighbors also had young children at that time and we were always comforted by the fact that our kids could play in front of our house without having to worry about traffic going by at dangerous speeds.
Today, we've enjoyed seeing growing families move into the neighborhood with young children of their own. My son's friend, who now has two small children and grew up down the street from us, is seen daily walking past our house with her children and with her parents who still live in this subdivision. They enjoy the peace and safety of this part of our neighborhood. Not only Tucker, but the immediate connecting streets (with minimal traffic) are used by the entire subdivision because of the peace and security the closed off portions provide.
Troy is looking to be more pedestrian-friendly with projects like "Move Across Troy" to promote pedestrian safety. Opening up Tucker would diminish the overall enjoyment of our neighborhood, be less appealing to future families who wish to move to Troy and our subdivision, and it raises the potential for serious injuries as cars and trucks would begin to use this street as a "shortcut" on a daily basis.
I urge you to reject the request to remove the barricade on Tucker. Thank you for taking the time to read this email since I am unable to attend the meeting on July 15. Please contact me if you have any questions.
Sincerely,
Alina Mocon
2227 Tucker

William J Huotari

From: Asaro, Dominick <DAsaro@troy.k12.mi.us>
Sent: Wednesday, June 24, 2015 10:39 AM
To: Brent Savidant; Dziatczak, Mark C
Cc: William J Huotari
Subject: RE: Tucker Street - Troy, MI

This should have no impact on our transportation routes. We don't plan on changing routes with the barrier down.

Thanks,
Dominick Asaro
Troy School District
Transportation Liaison
248-823-4056

From: Brent Savidant [mailto:SavidantB@troymi.gov]
Sent: Wednesday, June 17, 2015 8:34 AM
To: Asaro, Dominick; Dziatczak, Mark C
Cc: William J Huotari
Subject: Tucker Street - Troy, MI

Gentlemen:

The City of Troy has received a request from a resident to remove the existing barricade on Tucker. This barricade is located east of John R and north of Long Lake Road. It appears that the barricade may be impacting access to and from Wass Elementary for Troy families.

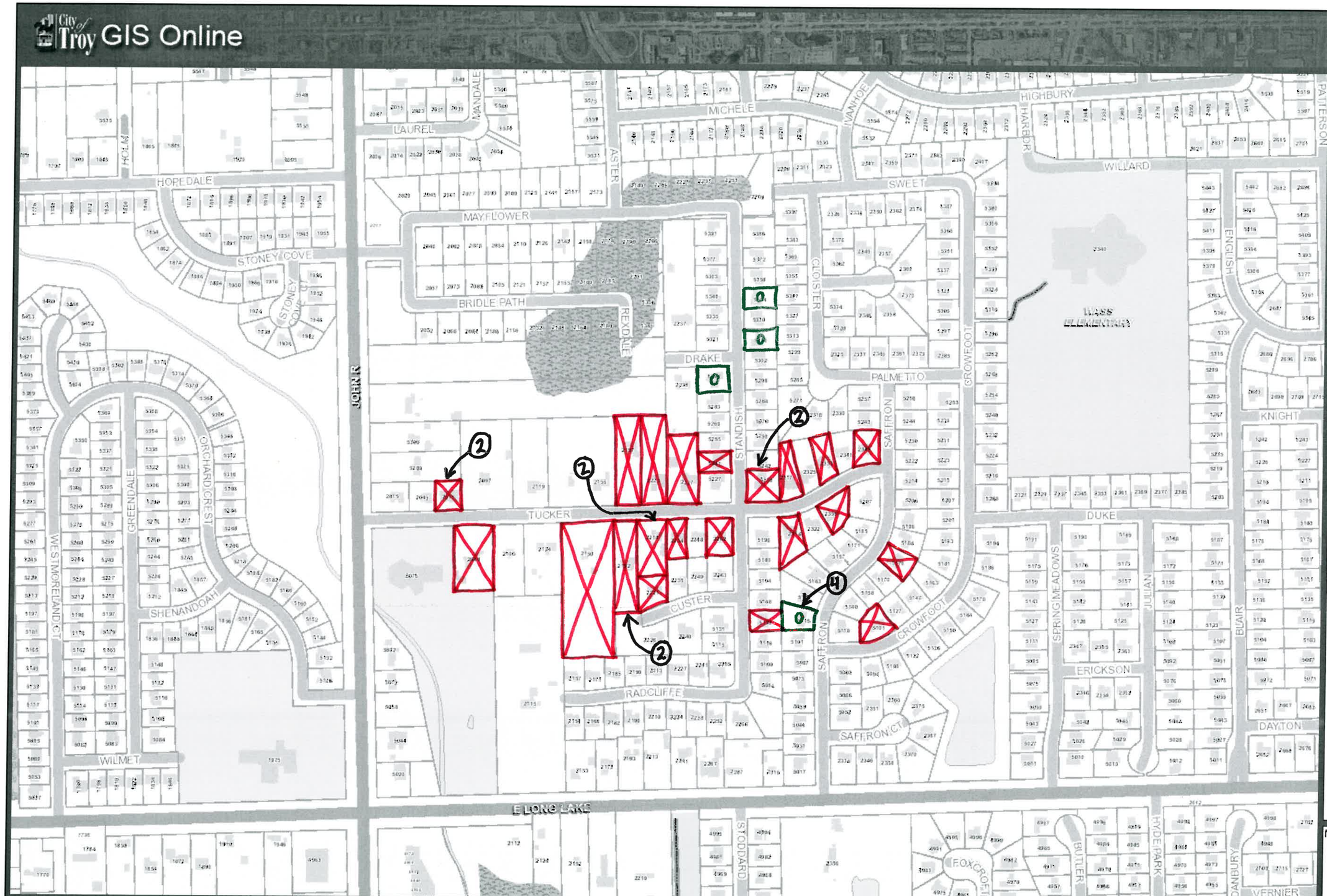
We seek input on this potential action from Troy School District, particularly someone familiar with transportation. Please provide us with a brief statement related to the potential removal of the Tucker Street barricade.

Thank you.

R. Brent Savidant | Planning Director
City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3364 |Cell: 248.943.0821 troymi.gov

"We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."

City of Troy GIS Online



956.8 0 478.42 956.8 Feet

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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.

Legend

☒ - KEEP BARRICADE

0 - REMOVE BARRICADE

(#) - MULTIPLE EMAILS FROM SAME ADDRESS

1: 5,741

Notes

JULY 16, 2015

TRAFFIC COMMITTEE MEETING SIGN-IN SHEET

July 15, 2015

NAME (PLEASE PRINT)	ADDRESS	PHONE #	Email Address	ITEM # or AREA OF CONCERN
PAUL TURNER	3899 SPRUCE RD	810-878-0204	turnerpaul@att.net	SIDEWALK WAIVER FOR 4177 BEACH RD
CYNTHIA FEDIAK	5227 STANDISH	248-893-666		STANDISH & TUCKER
MIKE LANHAM, SR.	2124 TUCKER, DR.	248-689-8511		TUCKER, DR.
MARCO CERLONE	2349 TUCKER DR	248 879 8256	MRCDC2004@sbcglobal.net	TUCKER BARRICADE
Sandra Paci	5045 Saffron Dr	248-813-1611		
ROBERT RAYMENT	2700 SIARTA DRIVE	248-417-0972	RRAYMENT2001@YAHOO.COM	STOP SIGNS
LORETTA RAYMONT	"	"	"	"
Deb Tosch	2088 Tucker	248-524-9329	MSTGREDEN@gmail.com	Tucker barricade
MICHAEL DRAPER	328 EVERGREEN	248-953-4623	—	SIDEWALK
GARY COPLEY	5171 SAFFRON	248-250-9012		BARRICADE
Ken Trusten	5158 Saffron	248-819-5111		
CHRIS HAUSNER	2071 Tucker	2487431338	chausner@gmail.	Tucker
Monica Hausner	2071 Tucker	248-743-1338	mhausner@gmail.com	Tucker
Tim Woodin	41222 Portside Cr SH	586-228-4221		[illegible]
Ollie Apahidean	2223 Tucker Dr	586-604-8554		Tucker barrier
Bob Weir	1244 ALMOND	248-879-0796		

TRAFFIC COMMITTEE MEETING SIGN-IN SHEET

July 15, 2015

NAME (PLEASE PRINT)	ADDRESS	PHONE #	Email Address	ITEM # or AREA OF CONCERN
Elizabeth Gramer	6751 Crestview	248 840 4009	Elizabeth@gramerfuneralhome.com	Stop sign
Farook Salem	2015 Tucker	248-619-9251		Stop sign
Dan Fratila	2192 Tucker	248 619-0773	DANSEMI@yahoo.com	Tucker
Barbara Northam	5244 Standish	248-879-2775		Tucker
Dorothy Kowalske	2231 Drake	248-225-4977		Tucker
Semida Fratila	2192 Tucker	248 619-0773		Tucker
Elaine Levoit	2150 Tucker	248-835-9580		
Mihaela Dancea	5302 Standish	248 828 1112		"
Horatio Dancea	"	"		"
Daniel Murza	2218 Tucker	2488356457		Tucker
Semida Fratila	2192 Tucker	248 275-5330	Semida@yahoo.com	Tucker Barrier Removal
Livia Murza	2218 Tucker Dr	249-703-8878	CAFELUTSA@YAHOO.com	Tucker Barrier
Petru Lupas	2194 Tucker Rd	248-835-3874	PETRULUPAS@YAHOO.COM	
Corneliu Lupas	2197 Tucker Ave	248-219-4377	lupaswallie@Yahoo.com	
Genevieve Mursky	5115 Saffron	248-231-1902	GMURSKYJ@AOL.com	PLEEZ OPEN UP TUCKER!
Leo Mursky	5115 Saffron	248 828 7371		Tucker

Petition opposing the removal of the barrier on Tucker Street

We, the undersigned property owners or current occupants, do hereby respectfully petition <u>against</u> the proposed REMOVAL of the barrier on Tucker Street, east of John R Road. The barrier on Tucker Drive should remain in place consistent with City council Resolution # 87-1086.

Printed Name	Address	Phone #	Signature
DAN FRATILA	2192 TUCKER DR, TROY, 48085	248-619-0773	
Sanida Fratila	2192 Tucker Dr. Troy 48085	248 619-0773	
Suzanne Monck	5228 Standish Dr. 48085	248 835-1237	
Jim Monck	5228 STANDISH DRIVE TROY	248 835 1237	
Cynthia FEDAK	5227 STANDISH 48085	248 879-3466	
BARBARA J NORTHAM	5241 STANDISH 48085	248 879-2775	
Tracy Schaver	2248 Tucker Troy 48085	248 379-1253	
Rachele Lynn Klip	2262 Tucker Dr Troy 48085	248 506-0678	
PATRICK SMITH	2234 TUCKER TROY MI 48085	248 941 5857	
LIGIA MURZA	2218 TUCKER TROY MI 48085	248.703.8876	
MIKE LANHAM JR	2124 TUCKER TROY, MI 48085	248 681 8911	
John Whitney	2043 Tucker Drive Troy MI 48085	(401) 862-0824	
Kristen Whitney	2043 Tucker Dr, Troy, MI 48085	412-780-3718	
Daniel Murzac	2218 Tucker Dr, Troy, MI 48085	248-835-6977	
CYNTHIA VEGHAN	2155 TUCKER DR TROY 48085	248-689-5523	
BRUNO VEGHAN	2155 TUCKER DR TROY MI 48085	248 689 5523	
CHRIS HACKNER	2071 TUCKER DR TROY MI 48085	248-743-1358	
SONDRA ANDREONI	2077 TUCKER DR TROY MI 48085	248 689-4423	
BRIAN ANDREONI	2119 TUCKER DR TROY 48085	248-831-7305	
Cornelia Lupas	2197 Tucker Dr TROY 48085	(248) 219-9377	
PETRU LUPAS	2197 TUCKER DR TROY 48085	248-835-3844	
MARCO CERCONE	2349 TUCKER DR. TROY 48085	248 879 8256	
Sharlene Cercone	2349 Tucker Dr. Troy 48085	248 879 8256	
FRANK FARON	2317 TUCKER DR TROY 48085	248 879 1723	
Jean Maikrzek	2322 Tucker Troy 48085	248-828-0121	
MIKE MAIKRZEK	2322 TUCKER TROY 48085	248-828-0121	
MARYLOU FARON	2317 TUCKER TROY 48085	248-879-1723	

Petition opposing the removal of the barrier on Tucker Street

We, the undersigned property owners or current occupants, do hereby respectfully petition <u>against</u> the proposed REMOVAL of the barrier on Tucker Street, east of John R Road. The barrier on Tucker Drive should remain in place consistent with City council Resolution # 87-1086.

Printed Name	Address	Phone #	Signature
Carol Petty	5180 Standish Troy MI 48085	879-9362	Carol Petty
Monica Hausner	2071 Tucker Troy MI 48085	248-743-1338	Monica Hausner
ELAINE KOTH	2150 Tucker Troy 48085	248 835 95	Elaine Koth
Juliana Salem	2015 Tucker Troy	248 619 9251	Juliana Salem
Farooq Salem	2015 Tucker Troy	248 619 9251	Farooq Salem
Adriana Abdulkeem	2223 Tucker Dr Troy	586-604-1828	
Alina Mazon	2227 Tucker Troy	248 619-9057	
Zyg Mocon	2227 Tucker Troy	248-689-9055	
TREFIL BARJUCH	2240 Custer Troy	248 219-5196	
Richard	2338 Tucker Troy	248-879-6518	Richard Rohrer
Ollie Abdulkeem	2223 Tucker Troy	586-604-8554	
Kwangline Kim	2106 Tucker Troy	(248)321-2845	
Sandy Kim	2106 Tucker Troy	(248)561-4387	
Deb Tosch	2088 Tucker Troy	248 524 9329	
John Tosch	2088 Tucker Troy	248 524 9329	John Tosch
JOHN DUGAN	5256 STANDISH DR, TROY	248-879-0553	
KENNETH AUGERONI	2097 TUCKER TROY	248 680 6500	
SOLOMON ASMELASH	2221 CUSTER DR, TROY, MI	248 247-5635	
Eyoel Bezuayehu	2221 CUSTER DR. TROY	248-247-5635	
Thomas Schauer	2248 Tucker Dr Troy MI	248 879 1253	
Dennis Angelo	5101 Crowfoot Troy MI	248 979 8	
Philip Gleck	5108 Crowfoot Troy	248 879 8578	
Adriana Diaz	5197 Crowfoot Troy	248 879 5821	
Howard Cohn	5147 Crowfoot Troy		
ROBERT WYBO	5193 CROWFOOT TROY	248-879-1937	Robert Wybo
Barb Buchanan	2314 Tucker Dr. Troy	248 879-7899	Barb Buchanan
Mike Buchanan	" " "	"	Mike Buchanan

Legal

Petition opposing the removal of the barrier on Tucker Street

We, the undersigned property owners or current occupants, do hereby respectfully petition <u>against</u> the proposed REMOVAL of the barrier on Tucker Street, east of John R Road. The barrier on Tucker Drive should remain in place consistent with City council Resolution # 87-1086.

Printed Name	Address	Phone #	Signature
DAN ZURAWKA	2263 CUSTER	761-9412	[illegible]
TERRY BEITER	5244 SAFFRON DRIVE	248-879-3265	[illegible]
Corey Stedman	5101 Saffron Drive	586-342-5140	[illegible]
Sharon Nash	2325 Tucker	248 528-7261	[illegible]
Joyce BARCEWICZ	5423 SAFFRON DR	248-828-4125	[illegible]
Jim White	2323 TUCKER	248 879-9116	[illegible]
N. Mandal	5164 Standish	248-879-1292	N Mandal
P. LINDKLIP	2262 TUCKER DR.	248-883-8334	[illegible]

[layout]

City of Troy

Fire Department
500 West Big Beaver Road
Troy, Michigan 48084
Phone: 248-524-3419
Fax: 248-689-7520

July 15, 2015

To: Bill Houtari, Deputy City Engineer, &
Traffic Committee Members

Re: Tucker Drive Barricade

The Fire Department is in favor of removing the barricade on Tucker Drive between John R and Standish. The removal will reduce response times and travel distance for emergency vehicles to the East end of Tucker Dr, Standish, Drake, Custer, Radcliff, Saffron and a more direct access to Long lake Meadows. Additionally, the FD will have access to additional hydrants on Tucker if the need should arise.

Although Standish is now accessible from Mayflower, the removal of the barricade from Tucker Dr will provide a more direct access to the Long Lake Meadows subdivision rather than driving through one subdivision to get to another.

If a fire were to occur on Tucker Dr between the barricade and Standish East of the barricade, additional response time could be from 30 seconds to over a minute, which is critical when dealing with life safety. Fires typically double in size every 30 seconds. The Fire Department attempts to use the most direct route whenever possible.

Time & distance survey:
Driving no faster than posted speeds from Station 5 to the barricade:

- Using Highbury, response to the East side of the Tucker barricade takes 3:18 minutes and 1.6 miles
- Using Jeffery, response to the East side of the Tucker barricade takes 3:47 minutes and 1.8 miles
- Using Mayflower, response to the East side of the Tucker barricade takes 2:40 minutes and 1.6 miles
- Using Saffron off of Long Lake, response to the East side of the Tucker barricade takes 3:42 and 2.1 miles
- Using Tucker, response to the Tucker barricade takes 2:09 and 1.4 miles
- Using Mayflower, response to the West end of Redcliff is 1.8 miles and takes an additional 38 seconds from Tucker and Standish and an extra .2 miles.

Incidents on Tucker Dr since 1992

- East side of barricade: 5 (2341, 2341, 2349, 2262, 2349)
- West side of barricade: 4 (2211, 2155, 2223, 2150)

Lt. Eric Caloia
Fire Inspector
caloiae@troymi.gov
248-526-2609

Harmony Dr, Troy, Michigan
Address is approximate
DO NOT
EVA
ENTER
DO NOT
EVA
ENTER
Harmony Dr
Harmony Dr
© 2015 Google
Terms of Use
Report a probl

CITY COUNCIL REPORT

Date: July 16, 2015

To: Brian Kischnick, City Manager

From: Mark F. Miller, Director of Economic and Community Development
Steven J. Vandette, City Engineer
William J. Huotari, Deputy City Enginer/Traffic Engineer

Subject: Summary of Traffic Committee Discussion of Tucker Barricade

A Private Agreement for Hunters Park 2 Site Condominiums is on the agenda tonight for approval of municipal improvements related to the development.

An independent but parallel item regarding an existing barricade on Tucker was raised during the preliminary site plan approval for Hunters Park 2. James and Dorothy Konarske stated their opposition to the project at the Planning Commission, based primarily on the proposed vehicular connection with Drake. This connection eliminated the "dead end" status of Drake and provided a more direct vehicular connection with John R Road. The Konarkse's submitted a request to remove the barricade on Tucker Street, east of John R.

The issue of interconnectivity and the removal of the barricade on Tucker Street was placed on the agenda at the Traffic Committee meeting of July 15, 2015. Notices were sent to properties in the SE quarter of Section 13 (322 addresses).

Twenty-five (25) residents signed in at the meeting regarding the Tucker barricade item, but many more were in attendance and the venue was moved from the Lower Level Conference Room to City Council Chambers to accommodate the public in attendance.

A petition was submitted opposed to the removal of the barricade and was signed by sixty-two (62) residents in the immediate area. Emails in opposition to removing the barricade were received from twenty-five (25) residents. Emails supporting removal were received from seven (7) residents.

A majority of residents spoke in opposition to removing the barricade, while a minority spoke in favor of removing the barricade.

A motion was made at the conclusion of public comment to "*Leave the barricade in place and encourage an Emergency Vehicle Address (EVA)*". **This motion ended in a tie vote (3-3).**

The item will next be included on the Planning Commission agenda at their meeting of August 11. A complete report with minutes of both meetings and supporting documentation will be provided to City Council at their meeting of August 24, 2015.

WJH/wjh\G:\Traffic\aaa Traffic Committee\2015\7_July 15\Tucker Summary_July 15 2015_TC.doc

A regular meeting of the Troy Traffic Committee was held Wednesday, July 15, 2015 in the Lower Level Conference Room at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m. Due to the size of the audience, the meeting was moved to the Council Chambers.

1. Roll Call

Present: Tim Brandstetter
David Easterbrook
Richard Kilmer
Al Petrulis
Cynthia Wilsher
Pete Ziegenfelder

Absent: None

Also present: Paul Turner, 3899 Spruce
Cynthia Fedak, 5227 Standish
Mike Lanham, Sr., 2124 Tucker
Marco Cercone, 2349 Tucker
Sandra Paci, 5045 Saffron
Robert Rayment, 2700 Sparta
Loretta Rayment, 2700 Sparta
Deb Tosch, 2088 Tucker
Murray Deagle, 328 Evaline
Gary Copley, 5171 Saffron
Ken Trasleur, 5158 Saffron
Chris Hausner, 2071 Tucker
Monica Hausner, 2071 Tucker
Tina Woodin, 42322 Parkside
Ollie Apahidean, 2223 Tucker
Bob Weir, 1244 Almond
Elizabeth Gramer, 6751 Crestview
Farook Salem, 2015 Tucker
Dan Fratila, 2192 Tucker
Barbara Northam, 5241 Standish
Dorothy Konarske, 2237 Drake
Semida Fratila, 2192 Tucker
Elaine Wolf, 2150 Tucker
Mihaela Dancea, 5302 Standish
Horatio Dancea, 5302 Standish
Daniel Murza, 2218 Tucker
Liuia Murza, 2218 Tucker
Petru Lupas, 2194 Tucker
Cornenia Lupas, 2197 Tucker
Genevieve Murskyj, 5115 Saffron

Leo Murskyj, 5115 Saffron
Sgt. Mike Szuminski, Police Department
Bill Huotari, Deputy City Engineer/Traffic Engineer

2. Minutes – June 17, 2015

Resolution # 2015-07-26
Moved by Kilmer
Seconded by Wilsher

To approve the June 17, 2015 minutes as printed.

Yes: Brandstetter, Easterbrook, Kilmer, Petrulis, Wilsher, Ziegenfelder
No: None
Absent: None

MOTION CARRIED

A motion was made by Mr. Kilmer and seconded by Mr. Brandstetter to move Item #7 to the front of the meeting due to the large number of residents in attendance at the meeting.

Resolution # 2015-07-27
Moved by Kilmer
Seconded by Brandstetter

To move Item #7, on the agenda, to the front of the meeting.

Yes: Brandstetter, Easterbrook, Kilmer, Petrulis, Wilsher, Ziegenfelder
No: None
Absent: None

MOTION CARRIED

7. Request to Discuss Interconnection – Tucker, John R to Standish

A petition was submitted at the meeting opposed to the removal of the barricade and was signed by sixty-two (62) residents in the immediate area. Emails in opposition to removing the barricade were received from twenty-five (25) residents. Emails supporting removal were received from seven (7) residents prior to and after the meeting.

Michael Ortmon of 5298 Standish spoke in **favor** of removing the barricade. His points were based on Planning Commission discussion of connected streets; public safety where seconds matter; if Standish were blocked in the middle, the only way to get in would be from Long Lake to Standish; Tucker would be a much more accessible road for emergency vehicles to access the area; and that traffic could be “evened out” if the barrier comes down as multiple access points would provide residents in the area multiple ways

to get in or out of their subdivisions.

Dan Fratila of 2192 Tucker spoke in **opposition** to removing the barricade. Mr. Fratila provided a Power Point presentation detailing his points. His three (3) main concerns were summarized as:

A. Low visibility that would jeopardize the health, safety and welfare of the immediate community surrounding Tucker. Two (2) new connections are available in the immediate vicinity of Tucker Dr. (Mayflower and Drake – approved to be opened).
B. City Council Resolution #87-1086 from 9/14/1987.
C. City Policy on Street Interconnectivity of conflicts.

Chris Hausner of 2071 Tucker spoke in **opposition** to removing the barricade. Mr. Hausner discussed the following: an increase in the crash hazard with the Tucker connection open, both internally at Tucker/Standish as well as at Tucker/John R; difficulties making a left turn from Tucker to John R with limited traffic on Tucker; request that an EVA (Emergency Vehicle Access) be placed if the barricade were to be removed; there would be a tenfold increase in traffic on the gravel portion of Tucker and it would become a maintenance issue; the request to remove the barricade was made by a resident that does not live on Tucker; there are fourteen (14) homes on the gravel portion of Tucker that would be directly impacted; removing the barricade would create a half-mile straight shot from John R to the interior subdivisions and traffic would travel at high rates of speed; the need for a traffic signal at John R/Tucker if the barricade were removed; there have been two (2) access points added in the immediate area; and finally that no one on Tucker requested that the barricade be removed.

Deb Tosch of 2088 Tucker spoke in **opposition** to removing the barricade. Ms. Tosch discussed the following items: that she had lived on Highbury for 18 years and knows from experience that speeds increase on long, straight stretches of roads in a neighborhood and had a dog hit and killed while living on Highbury; they moved to Tucker because of the barricade and limited traffic; they are on a fixed income and could not afford a SAD (Special Assessment District) paving project; inconsistencies in the City's interconnectivity policy noting that there are three (3) locations in their section of the city where there are barricades and/or EVA's in place and those locations also have curved roads which help keep speeds down; a Wall Street Journal article that 38 counties in Michigan have turned paved roads to gravel to reduce maintenance costs (she stated that it is 3 times the cost to maintain a paved road as compared to a gravel road); if the barricade can't stay then install an EVA like what was done at Boyd and Harmony or Devonwood; be consistent in your policy.

Ken Androni 2097 Tucker spoke in **opposition** to removing the barricade. Mr. Androni has lived on Tucker for 40 years and has watched how it has changed. It has several long and hidden driveways. If the barricade has to come down, install an EVA. Access to John R is already difficult during rush hour and would only be made worse if the barricade comes down. Leave Tucker as it was intended.

Ollie Apahidean of 2223 Tucker spoke in **opposition** to removing the barricade. Tucker

was a gravel road back in 1963. By 1990 most of the homes were built along Tucker. The Barricade was placed in 1987 when Long Lake Meadows was built. Removal of the barricade creates an unnecessary hardship. Accidents will increase at Tucker and Standish. Right now, traffic is limited due to the barricade. He feels the safest solution is to leave things as is. He did note that a motorcycle driver who lives in the area drives around the existing barricade daily. The barricade has been in place for 27 years and has worked just fine for the residents, so why change it now?

Marcus Cercone of 2349 Tucker spoke in **opposition** to removing the barricade. He is opposed to the removal due to speeding that will occur on Tucker. He also stated that it would be detrimental to little kids.

A representative of the Bethesda Romanian Pentecostal Church spoke in **opposition** to removing the barricade. He stated that the church had tried to get a driveway approved from the church to John R in the past but were denied by the RCOC due to visibility issues with the existing bridge. He is also concerned that the children who play in the grassy area at the church could be in harm's way if the barricade were removed.

Monica Hausner of 2017 Tucker spoke in **opposition** to removing the barricade. She stated that there is low visibility. It can take up to five (5) minutes to get out on John R from Tucker. It would be a big mistake to open Tucker up.

Daniel Murza of 2218 Tucker spoke in **opposition** to removing the barricade. He wanted to confirm and agree with all that has been previously stated. He added that it is a hazardous situation. It takes more than 5 minutes to get onto John R in the AM peak hour.

Lee Murza of 2218 Tucker spoke in **opposition** to removing the barricade. She spoke about the safety of the children who play on the street. They drive their kids to school and don't mind driving around to get to the school.

Brian Murphy of 2119 Tucker spoke in **opposition** to removing the barricade. Mr. Murphy discussed the difficulty in southbound John R traffic trying to turn onto Tucker between 3:30 – 6:00 PM. He stated that people pass on the shoulder and that there will be more crashes if the barricade is removed.

Semida Fratila of 2192 Tucker spoke in **opposition** to removing the barricade. She stated that this is a very big safety issue. The metal embankment from the bridge blocks visibility at the Tucker intersection. There are very long driveways with obstructed views which is not an issue currently as there are lower speeds on Tucker with the barricade in place.

A resident of 5302 Standish spoke in **opposition** to removing the barricade. They spoke of the safety of children on Standish if the barricade were removed. The majority of citizens live beyond the barricade.

Gary Copely of 5171 Saffron spoke in **favor** of removing the barricade. He stated that if the barricade is removed, then there would be a safer alternative to exist the subdivision

from the east.

James Konarske of 2237 Drake spoke in **favor** of removing the barricade. He stated that the request to remove the barricade was initiated for consistency. He agrees with the safety issues but believes that the future reconstruction of John R should negate the turning issue.

Michael Ortmann of 5298 Standish spoke in **favor** of removing the barricade. He stated that drivers avoid a bottleneck and with multiple connections, traffic is spread out and gets traffic off the main road. Tucker residents would be able to safely exit the subdivision. There is an autistic child that lives on his street as well as other children.

Deb Tosch of 2088 Tucker spoke in **opposition** to removing the barricade. She stated that the people on Standish want Tucker opened so that traffic is spread evenly.

Chris Hausner of 2071 Tucker spoke in **opposition** to removing the barricade. He stated that a traffic signal would be needed at Tucker and Standish if the barricade was removed. Residents on both sides of the barricade supported leaving the barricade alone. There are more crashes on John R at Tucker than there are at Tucker at Standish. The school has a bus stop on Tucker. The gravel road cannot handle the traffic. The request to remove the barricade from a resident on Drake.

Ollie Apahidean of 2223 Tucker spoke in **opposition** to removing the barricade. John R is planned to be widened. Utility poles are being relocated. It is dangerous to exist Tucker to John R. A widened road would make more pavement to be crossed. A traffic signal [at Tucker/John R] would be too close to Long Lake to meet warrants. There would be an increase in traffic safety issues.

Dan Fratila of 2192 Tucker spoke in **opposition** to removing the barricade. He discussed a petition that was signed by every resident on Tucker. Kids walk or ride bikes to Wass Elementary. School bus stops on Tucker and picks up kids and drops them off from both sides of the barricade. He discussed installation of an EVA which would be minimal cost to install as a portion of the existing guard rail could be left in place while still providing an EVA.

Semida Fratila of 2192 Tucker spoke in **opposition** to removing the barricade. She discussed safety concerns with opening the barricade or keeping the barricade in place, but which is more dangerous?

Mr. Ziegenfelder discussed a hypothetical scenario where the church was on fire and Tucker was closed at John R. There would be no room for emergency vehicles to get through. The existing gravel road was not build to handle through traffic. He himself has pulled a vehicle from the ditch along John R near Tucker. There are no sidewalks along Tucker. If he could not make a left from Tucker onto John R, he would go back through the subdivision if the barricade were not in place. He would support the installation of an EVA.

Lt. Caloia provided a memo from the Fire Department in support of removing the barricade. He discussed the reduced response time for emergency vehicles due to the barricade and the need to access properties from other directions. He stated that 30 seconds can be the difference between life and death.

Mr. Easterbrook discussed EVA's and had questions about cars passing turning vehicles on John R along the shoulders. Sgt. Szuminski responded that it occurs frequently at many locations in the city including along John R. Mr. Easterbrook stated that he was concerned about the safety of the children, but by removing the barricade 40% of traffic would be cut from Standish.

Steve Dearing of OHM Advisors discussed the perception of hazard versus what is law. The Michigan Vehicle Code (MVC) section 257.649, paragraph 6 provides that a driver must stop at a Stop sign; they must stop at a stop bar if present; if there is a marked pedestrian crossing a driver must stop before it. If you can't see from the stopped location then the driver is obligated to again stop at a location where there is adequate sight distance to safely proceed. Mr. Dearing further stated that he did review the Tucker/John R intersection and found that from a point 15' shy of the intersecting roadway that driver's sight distance is down to the traffic signal at Long Lake.

Mr. Kilmer discussed that any subdivision in Troy has traffic and speeding issues. People on the east side have the right to use the street and you have the right to use the other streets. Traffic is bad all over Troy.

Mr. Petrulis discussed safety issues related to speed, emergency vehicles and children. He acknowledged that residents do not want the barricade removed. If they choose to add 30 seconds to a response it is their choice. An EVA is a good compromise. The safest choice may be to leave the status quo.

Ms. Wilsher drives John R on a regular basis and acknowledges that it is difficult to get out on the road. She avoids making a left turn on major roads in Troy, like UPS. She asked about the number of crashes at Tucker/John R and Sgt. Szuminski responded that he is not aware of a significant amount of crashes. Ms. Wilsher stated that if left turns to John R are that dangerous that we should not allow left turns onto John R.

Mr. Brandstetter spoke about safety and the pro's and con's for each point. Removing the barricade would provide an alternate route. Speeding is an issue throughout the city. Interconnectivity spreads the traffic load to more roads. Citizens clearly want this barricade to stay.

Mr. Kilmer discussed damage to a fire truck by running over an EVA.

Mr. Easterbrook asked about a time study completed using Drake. Lt. Caloia responded that one has not been done as the connection is not in place yet.

Mr. Brandstetter asked if Station 5 responded to this area. Lt. Caloia responded in the

affirmative. Lt. Caloia further discussed the study that he conducted reviewing response times using existing routes.

Mr. Ziegenfelder asked about snow plowing at an EVA and what is done when they plow snow up to an EVA. Mr. Bovensiep responded that they dispatch crews, after snow plowing has been completed, to clear the EVA's of snow.

Ms. Wilsher asked if there would be No Parking signs posted at an EVA. An EVA includes No Parking signs.

A motion was made by Mr. Easterbrook and seconded by Mr. Petrulis to leave the barricade in its place and explore an EVA.

Mr. Petrulis made a motion to modify the motion on the table by replacing "explore" with "encourage". This was seconded by Mr. Easterbrook.

Resolution # 2015-07-28
Moved by Petrulis
Seconded by Easterbrook

To modify the motion by replacing "explore" with "encourage".

Yes: Brandstetter, Easterbrook, Petrulis, Wilsher, Ziegenfelder
No: Kilmer
Absent: None

MOTION CARRIED

Resolution # 2015-07-29
Moved by Brandstetter
Seconded by Petrulis

To leave the barricade in place and encourage an EVA

Yes: Easterbrook, Petrulis, Ziegenfelder
No: Brandstetter, Kilmer, Wilsher
Absent: None

MOTION FAILED

Mr. Ziegenfelder declared a 5 minute recess until 9:26 PM.

G:\Traffic\aaa Traffic Committee\2015\7_July 15\Minutes_07152015_DRAFT.docx

Kathy Czarnecki

From: Adriana Apahidean <adrianadean@comcast.net>
Sent: Wednesday, July 15, 2015 11:16 AM
To: William J Huotari
Subject: Tucker Barrier- opposed to removal

Hello Mr. Huotari:

Just a short note that I too am opposed to the removal of the barrier on Tucker Dr.

This issue requires a thorough traffic study and cost assessment. I urge the Traffic Committee to make an educated and well researched decision.

Thank you kindly,

Adriana Apahidean
2223 Tucker Dr.
Troy, Mi

Sent from my iPhone

Kathy Czarnecki

From: William J Huotari
Sent: Thursday, July 16, 2015 11:29 AM
To: 'dansemi'
Cc: Kurt Bovensiep; Brent Savidant
Subject: RE: Follow up question
Attachments: RE: John R - Tucker Barricade - 2075 E. Long Lake - Bethesda Romanian Pentecostal Church

Dan, in regard to your questions:

1. The wood posts are supplied by Burt Forest Products- 227 Felch St., Ann Arbor, MI 48107
2. Email is attached

Mr. Savidant has been copied on the emails I have received as of yesterday. I did receive a couple of more emails late last night and this morning, so a complete package of information received will be provided to Mr. Savidant prior to the August 11 Planning Commission meeting.

Thanks, Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Thursday, July 16, 2015 9:56 AM
To: William J Huotari
Cc: Dansemi
Subject: Follow up question

Hi Bill,

Thank you very much for facilitating the Traffic Committee's meeting last night and for providing the laptop for the presentation.

If you don't mind I have 2 more follow up questions and 1 request:

1 - Can you please let me know the supplier the City of Troy is using for the EVA wooden posts that are installed in the 12 EVAs currently available in the City.

2 - You mentioned something about an e-mail answer you received from RCOC regarding John R/ Tucker intersection. Can you please share that e-mail with me.

Request: Can you please forward all the e-mails that you have received regarding the "Tucker barrier removal" issue to Mr. Savidant in the Planning Department. That way we (the residents that wrote to you) don't have to start the e-mail process from scratch for the next phase which will be the Planning Commission.

Thank you again for all your help and support,

Dan

Kathy Czarnecki

From: William J Huotari
Sent: Monday, July 20, 2015 10:11 AM
To: 'dansemi'
Cc: Brent Savidant; Lori G Bluhm; Timothy L Richnak; Kurt Bovensiep; Steven J Vandette
Subject: RE: Follow up questions after the July 15 Traffic Committee Meeting
Attachments: 2000 Aerial.pdf; 2002 Aerial.pdf; 1990 Aerial.pdf

Dan, the item will be discussed at the August 11th Planning Commission meeting, so emails should be directed to the Planning Director, Brent Savidant who prepares the agenda for the Planning Commission.

Mr. Savidant has copies of the previously submitted emails.

The closest example that I recall was a "temporary" barricade on the south side of Enterprise, between Robinwood and Maple, west of Old Rochester, placed when a new subdivision was built to the north in the early 2000's. The area to the north was a wooded area in the 1990's. The barricade was removed after the completion of the new homes around 2002. See the attached historical aerials for reference.

I have copied others and they can add their comments if they recall the situation you are asking about.

Thanks, Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Monday, July 20, 2015 9:13 AM
To: William J Huotari
Cc: Dansemi
Subject: Follow up questions after the July 15 Traffic Committee Meeting

Hi Bill,
I would like to start my note by thanking you and the other City Staff members for facilitating this meeting and providing a forum where the resident's opinions can be heard.

I have 2 follow up questions related to the Tucker barrier subject:

1 - Where should future e-mails be sent, if other residents would like to comment about the Tucker barrier subject ? Still to you or somebody else ?

2 - Was there a road barrier (like the one on Tucker) that separated gravel from paved street ever removed in the City of Troy, and the gravel side never paved, in the last 20-30 years ?

Thank you...Dan

City of Troy GIS Online

199 0 100 199 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.

City of Troy GIS Online

199 0 100 199 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.

City of Troy GIS Online

199 0 100 199 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.

Kathy Czarnecki

From: dansemi <dansemi@yahoo.com>
Sent: Thursday, August 06, 2015 3:19 PM
To: Planning
Cc: Dansemi
Subject: Tucker barrier Public Hearing, August 11, 2015 -- request to maintain the barrier and encourage the use of an EVA

Dear Planning Commission Members,

I'm writing to you about the Tucker Road barrier public hearing scheduled for August 11, 2015.

Please consider voting that the barrier will stay in place and an EVA option will be encouraged.

Here are the reasons for the above statement.

As you are aware, one (1) household from Drake started this barrier removal request, through an e-mail sent to Mr. Miller's office, stating their opposition to the Tucker barrier (see paragraph below):

Subject: REMOVAL OF TUCKER STREET BARRICADE This ***item was initiated by James and Dorothy Konarske****, Troy residents who live at 2237 Drake, who submitted a request to remove the barricade on Tucker Street, east of John R Road. This item will be forwarded to City Council for consideration. A recommendation from the Planning Commission and Traffic Committee are sought to assist City Council in this issue."*

With the development of Bridgewater Estates, Hunters Park I and II, two(2) new connections were provided for residents of Long Lake Meadows.

As you know, these two(2) new connections are Mayflower and Drake, each within 150 yards of each other and of Tucker.

A - For the last twenty(20) years the Drake household was not concerned about the neighborhood's safety. When Mayflower opened two(2) years ago, again the Drake household were not concerned. Only when Drake was opened as a results of the Bridgewater Estates, Hunters Park II approval this household became all of a sudden concerned and started the process of removing the Tucker barrier.

As per the Planning Director's report to the City Council dated April 13, 2015:
"Drake was constructed as a stub street with the intent that it would be extended to the west in the future".

Drake is a short street paved street with only 2 homes (2237 and 2238).

B - If Tucker is to be opened to traffic and paved/ not paved without providing pedestrian sidewalks, you'll have half of Tucker with sidewalks (part from the Long Meadows subdivision) and then the remaining of Tucker will have no sidewalks forcing the pedestrians to share the road with the traffic. You'll have pedestrian traffic from the subdivision walking towards/from John R and being forced to share the road with the vehicular traffic. Not very safe for anybody in the community, just a serious injury of fatality waiting to happen. *The lack of sidewalks will jeopardize the health, safety and welfare of the immediate community surrounding Tucker.*

Both Mayflower and Drake have pedestrian sidewalks available for the pedestrians to walk safely without interfering with the vehicular traffic. People with children from the entire surrounding subdivision walk on Tucker on a daily basis to the 7/11 store that is at the corner of John R and Long Lake.

C- All the Tucker residents support the installation of an EVA that would satisfy the safety requirements that were raised in conjuction with the Tucker barrier.

City of Troy has 13 EVAs already installed all over the city.

EVA option will be the most cost effective way to address the safety concerns without removing the barrier and forcing the Tucker residents into a S.A.D.(Special Assessment District).

Every Tucker resident (100% - from the gravel side) signed the petition against a S.A.D. that will be imposed by the City for the paving of Tucker.

A significant number of Tucker residents are seniors, living on a fixed income and cannot afford the high cost associated with a S.A.D.

D – Existing **City Council resolution #87-1086 from 9/14/1987**

"BE IT FURTHER RESOLVED, That before removal of the barrier to and from Tucker Street, said street shall be paved, a Public Hearing is to be scheduled and notice of the Public Hearing is to be sent to all property owners on Tucker Street."

According to the Planning Department summary:

"The project file indicates that on February 10, 1987 the Planning Commission recommended a barricade on Tucker "until <u>future</u> development occurs in the Tucker Street area".

- No significant development occurred in the Tucker Street area since 1987 until the approval of Bridgewater Estates, Hunters Park I and II.
- On Tucker Dr. only 3 additional homes were built in the last 18 years. Total number of residences is 14.
- With the development of Bridgewater Estates, Hunters Park I and II, **<u>two(2)</u>** new connections (Mayflower and Drake) were provided to the newer homes on Radcliff Street and the existing residents of Long Lake Meadows.

These <u>2 new connections</u> should provide ample access (including backup access, if necessary) to all emergency vehicles to quickly and safely deploy the necessary resources to any residence in the neighborhood, therefore alleviating the concerns raised by the Police and Fire Departments.

In closing, I respectfully request that you leave the Tucker Road barrier as is, and encourage the use of an EVA to satisfy the emergency services needs and requirements.

Thank you for your time and consideration,

Dan Fratila
2192 Tucker

Kathy Czarnecki

From: Venkat Dannana <venkatdannana@gmail.com>
Sent: Wednesday, August 05, 2015 11:46 AM
To: Planning
Subject: Public Meeting - August 11,2015 Planning Commission Regular Meeting

Hello Sir,

Subject : Request to remove barricade on Tucker

I, Venkat R Dannana, (resident & owner of 2189,Mayflower Troy,MI-48085), am writing this email to show consent "**In favor of barricade removal on Tucker**". This will not only enable smooth traffic distribution in the neighborhood but also help improve safety response times for fire, police and emergency vehicles by providing access via Tucker.
As I may not be able to make it for the public meeting, please consider this email as my comments in this regard.

Thank you,
Regards,
Venkat R Dannana
2189, Mayflower Dr.
Troy. MI-48085
Ph: 313-920-4590

Kathy Czarnecki

From: Kurt Bovensiep
Sent: Friday, July 10, 2015 2:27 PM
To: Brian M Kischnick; Mark F Miller; Brent Savidant; Steven J Vandette; William J Huotari; Timothy L Richnak
Subject: Tucker- Maintenance Costs

I returned a message from Semida Fratila at 2192 Tucker inquiring about the annual cost of the gravel portion of Tucker. I explained to her that we do not record the cost for individual roads. Instead, I provided her with the following information;

FY 2015 total gravel road expense- $70,000
4.4 miles of gravel road in Troy
$15,909 a mile for annual maintenance in FY 2015
Tucker's gravel portion is 1,127 feet from a measurement using GIS or .22 mile
Totals $3,500 in maintenance for FY 2015

Kurt Bovensiep | Public Works Manager
City of Troy |4693 Rochester Rd., Troy, MI 48085 | Office: 248-524-3489 |Cell: 248-885-1953 |troymi.gov

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Kathy Czarnecki

From: Christopher Hausner <chausner@gmail.com>
Sent: Friday, July 31, 2015 8:22 PM
To: Planning
Subject: Attention Planning Commission Members - August 11 meeting

As a Tucker Resident I am responding to the Public Hearing Notice for August 11th 2015. First, the request the commission is responding to was raised without standing or merit. As you can see in Exhibit 1 the resident who raised the concern lives on a street that is not connected nor interests Tucker Drive. The entire Tucker Neighborhood on both sides of the barricade are surprised that the City Traffic and Planning Commission moved forward without considering the merit of the request. The result has been unnecessary costs to mail notices to residents along with a significant amount of personal time each resident is investing to respond to a frivolous request.

Between 20 and 30 residents expressed their opposition in-person at the Traffic commission meeting. Moreover, the comment from the individual who raised the concern was for personal safety. Interesting that for 20+ years, prior to the opening of his street to the new subdivision (which he is upset at the commission), there was no safety issue. Next when Mayflower was built almost two years ago, creating a new shorter access route to his house, there was no complaint. Now a new subdivision is being put in. Drake is being opened up providing direct access by fire and police to the household's front door. Suddenly there is an issue on a street not even connect to the person's home.

Over 65+ residents on Tucker oppose opening the road. At the same time the residents support the installation of an EVA (Emergency Vehicle Access) point per a recommendation from public safety to make it easier in the event of an emergency and provide additional entry routes.

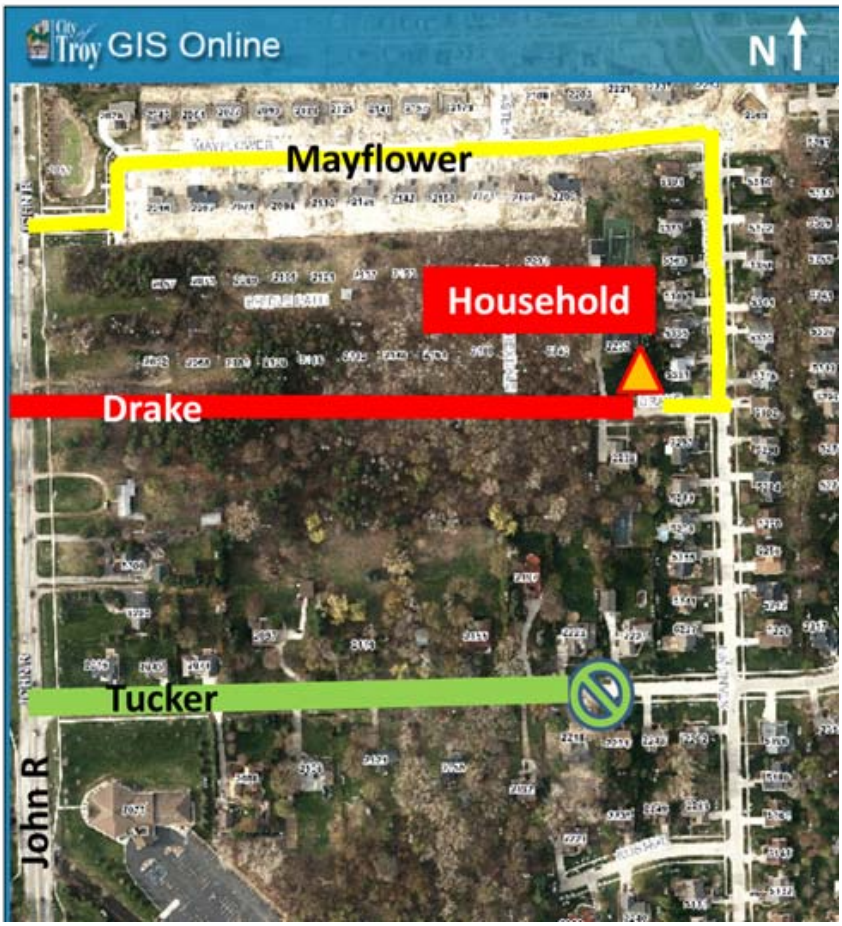
Lastly the residents cannot afford the high cost that would be unjustly forced on them by a household upset that a new subdivision is being built on their street which again is not connect to Tucker. There has been no new construction on Tucker. So what has changed? I expect the Commission meeting will be flooded by residents and potentially local news stations questioning the validity of the request before the hearing.

Thank you for your time.

Christopher K. Hausner

Kaizen Sensei, Master Black Belt, Data Analysis SME, and Engineer

Exhibit 1 – showing the household on Drake is not interconnected to Tucker Drive at all!


City of Troy GIS Online
N
Mayflower
Household
Drake
Tucker
John R

Kathy Czarnecki

From: William J Huotari
Sent: Friday, July 17, 2015 8:53 AM
To: Brent Savidant
Subject: FW: Traffic Committee Meeting July 15, 2015

From: Lori G Bluhm
Sent: Friday, July 17, 2015 8:51 AM
To: 'mhausner2@gmail.com'
Cc: William J Huotari
Subject: FW: Traffic Committee Meeting July 15, 2015

Ms. Hausner- Your e-mail was forwarded to me to address the first portion. I welcome the opportunity to clarify the discussion with Traffic Committee Member Kilmer. First, the Traffic Committee rarely has such a large audience and public participation that lasts as long as the meeting this past Wednesday night. However, the Traffic Committee's task is the same for each item where the Traffic Committee makes a recommendation to City Council. The Committee is responsible for making a record, and part of this is to make inquiries. Although this questioning is generally done when a speaker is at the microphone during the public comment portion of the meeting, there were admittedly some questions asked of audience members after the public comment portion was closed on Wednesday night. I interpreted the Chair's interruption of Mr. Kilmer's statements to be a reminder that no questions were to be asked of the audience members after the public comment period closed. As such, I must respectfully disagree with the characterization in your e-mail. In any event, a Board member's expression of opinion and subsequent vote cannot be retroactively nullified.

The City's Boards and Committees are comprised of volunteers who are appointed by the Troy City Council. Diversity of opinions is encouraged so that there is broad representation of the community. I encourage you to submit your remaining concerns to the Planning Commission, and especially to the Troy City Council, who will make the final decision as to whether or not to rescind and reconsider the resolution concerning the barricade.

Lori Grigg Bluhm| City Attorney
City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3323|Cell: 248.885.1899
Fax 248.524.3259|Bluhmlg@troymi.gov

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From: Monica Hausner [mailto:mhausner2@gmail.com]
Sent: Thursday, July 16, 2015 3:05 PM
To: William J Huotari <HuotariWJ@troymi.gov>
Subject: Traffic Committee Meeting July 15, 2015

Dear Mr. Huotari,

Thank you very much for your time yesterday to meet with the Troy residents regarding the removal of the barricade on Tucker Dr.

First, I want to express my concern over one of the Traffice Committee members, Mr.Richard Kilmer. I was greatly appalled by Mr. Kilmer's behavior and comments personally directed towards the Tucker residents. His behavior was unacceptable and I am recommending that he be removed from the Traffic Committee.

As a Troy resident, I do not believe that Mr. Kilmer should represent the Troy residents based on the behaviors that he exhibited at yesterday's meeting. The chairperson even asked him to control his comments and direct them to him and not the audience. In addition, I am requesting that his vote be null and void based on his behavior and his unwillingness to consider all of the facts including the safety of Troy residents which should be the number concern.

Second, **what is the real purpose of removing the barricade on Tucker Dr.?**

1) **Inconsistency in the connectivity policy?**
    a. The city mailer outlined that a resident of Drake believes the city's connectivity policy is inconsistent. Why is Tucker singled out? Why hasn't the city analyzed all of the dead-end roads? This request is discriminating against the residents of Tucker if the purpose is related to the connectivity policy.
2) **Fire and police access?**
    a. **Solution:** The most cost effective solution for the city is to install an Emergency Vehicle Access (EVA) at the end of Tucker.
    b. Removing the barricade and keeping the gravel road is not an option. The potholes in the spring are horrendous. The current road will not be able to sustain the additional traffic flow.
    c. Paving the road will cause undue financial hardship for the residents on Tucker, who are not even requesting to open the road. Please refer to the signed petition of residents in opposition of removing the barricade.
3) **Improve traffic flow?**
    a. Opening up Tucker will only worsen the traffic flow for southbound John R
        i. There is no center turn lane. When vehicles are waiting to turn left onto Tucker, southbound traffic backs up. There is no shoulder on John R for vehicles to pass. Motorists will be driving on the gravel shoulder to avoid waiting in traffic causing further safety and road concerns.
        ii. Turning left onto John R could take me up to 5 minutes during early morning and afternoon rush hour traffic. This will result in traffic backups on Tucker. If three or four vehicles are waiting to turn left onto John R, the wait time for the other vehicles could be as high as 15 minutes. Vehicles will be backing up and turning around to avoid the wait time.
4) **Safety Concerns?**
    a. The safety concerns regarding removing the barricade on Tucker far outweigh any traffic and safety concerns expressed by the residents on Drake and Standish.
        i. Poor line-of sight while turning left onto John R.
        ii. Tucker street is not comparable to Drake or Standish.
            There are no sidewalks on Tucker. Children often play and have to ride their bikes in the street. On a daily basis, children and residents from the adjacent subdivision walk down Tucker road to go to 7-Eleven. I know this first hand because I see the residents walking back with slurpees. Vehicles will have a straight path to speed down Tucker. Opening the road will result in safety

concerns for not only the children and residents of Tucker but also the residents from the adjacent subdivision because there are no sidewalks on Tucker.

In closing, for the past 30 plus years, no one in the surrounding subdivision of Tucker has complained about the barricade on Tucker Dr. Now, all of a sudden, the barricade is an issue because a resident on Drake is upset because his street is being opened due to a new subdivision being built. There are no safety concerns with opening up Drake. The resident is simply upset with the increased traffic flow.

The Tucker residents on both sides of the barricade have spoken load and clear in opposition of removing the barricade (per the signed petition). If the fire and police access is the major concern, then the most cost effective way for the city to resolve the issue is to install an EVA. Spending the troy residents hard-earned tax money should not be decided by one disgruntled resident on Drake. If the city has extra budget money, please put the money towards the Troy schools and improving the educational resources for our children.

Thank you for your time and consideration.

Kind regards,

Monica Hausner

Kathy Czarnecki

From: Albert Hsu <ahsu1@sbcglobal.net>
Sent: Friday, July 31, 2015 10:51 AM
To: Planning
Subject: RE: Request to remove barricade on Tucker

I'm the resident of 2157 Radcliffe Drive. Here is my inputs regarding the subject.

I disagree to remove the barricade on Tucker. The barricade has been there since my family moved in in year 2000. It has never been an issue for us. We need enough exits for the subdivision, but we don't need too many exits. Before the Mayflower sub was built, there was no need to have the Tucker exit. After the Mayflower bus was built, we have one more exit (Mayflower exit). Why do we need even more? I don't see any reason to support the barricade removal on Tucker.

Thanks,
Albert Hsu
Tel: 248-289-7012[H], 248-635-8410[Cell]; email: ahsu1@sbcglobal.net

Kathy Czarnecki

From: Brent Savidant
Sent: Wednesday, August 05, 2015 3:29 PM
To: Kathy Czarnecki
Subject: FW: TUCKER DR

Comment for Planning Commission

-----Original Message-----
From: petrulupas [mailto:petrulupas@yahoo.com]
Sent: Wednesday, August 05, 2015 2:16 PM
To: Brent Savidant <SavidantB@troymi.gov>
Subject: Re: TUCKER DR

Yes Sir

Do not ask the Lord to guide your footsteps,if you are not willing to move your feet.
Peter & Nellie Lupas

> On Aug 5, 2015, at 1:17 PM, Brent Savidant <SavidantB@troymi.gov> wrote:
>
> Mr. Lupas:
>
> Thank you for the email. It is addressed to me. Is it your intent that it be forwarded to the Planning Commission as part of the public record?
>
> R. Brent Savidant | Planning Director
> City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3364 |Cell: 248.943.0821 troymi.gov
>
> "We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."
>
>
>
> -----Original Message-----
> From: petrulupas [mailto:petrulupas@yahoo.com]
> Sent: Wednesday, August 05, 2015 12:46 PM
> To: Brent Savidant <SavidantB@troymi.gov>
> Subject: TUCKER DR
>
> Dear Mr. Savidant.
>
> My name is Peter Lupas. I live at 2197 Tucker. I've lived in Troy for the past 25 years and on Tucker for the past 20. I am opposed to opening the barricade. Not only am I opposed , but dozens of other residents who live on both sides of Tucker (the paved and the gravel). How is it that you allow a resident who doesn't even live near Tucker to propose such a drastic change that will affect others and not him?
> Below is an exact quote of what you said at the March 24, 3015 planning commission meeting.
> "I don't think removing the barricade on Tucker is an option. This is an act of City Council. It was approved in 1990 as an act of City Council with the condition that it would be paved. I don't believe there is money on the budget. This has

never been discussed at a budget meeting that I'm aware of. And I think it's a bit of a red herring to talk about that as an option at this time. I don't know enough about eliminating the barricade on Tucker. It's been there for 25 years and I don't believe it's an option right now".
>
> Mr. Savidant,your comments are very clear. It's pretty obvious that you see the same thing I see: the Konarskes used Tucker barricade issue at that meeting to distract the planning commission from the real topic of discussion which was opening Drake. Mr. Savidant, we the residents on Tucker aren't blind and we're not stupid. We see clearly what this has evolved into since the March 24. It's just politics.
> The Konarskes have lived on Drake for the past 20 years. Why haven't they cared about the emergency vehicle access on Tucker before now? Why haven't they emailed the city about the city's connectivity policy until now? Why? I'll tell you why. Because I don't believe they really care about emergency vehicle access or connected streets. They are just ticked that the planning commission approved to open Drake in front of their house. And the only way they can get back at the city is by retaliating against a planning commissioner who lives on Tucker. They are turning him into a scapegoat just because he voted with the majority to open Drake. Even without his vote it would have been a 5-0 vote. If you are unwilling to acknowledge this then you are just turning a blind eye to all the evidence that points to this as being retaliation.
> One more thing I wanted to make sure is very clear for the record. In your letter to the traffic committee dated June, 30 2015 you stated very clearly in your opening sentence. "This item was initiated by James and Dorothy Konarske". Removing the barrier wasn't initiated by you, the City Manager, the city attorney or any other staff member. The Konarskes are the ones who decided that someone else's street needs to be opened. Not one single person in the City Management ever had an issue with this barricade for the past 25 years. And all of a sudden the Konarskes have enlightened you to the idea that the barricade needs to be removed to "improve our neighborhood". Really? Why haven't any of you in management had the foresight to propose opening Tucker before the Konarskes initiated this request?
> This issue is not what it appears on the surface. The residents who proposed this made it appear that their concern was safety and street connectivity. But I and other neighbors have our doubts about their real motivations. If this barricade gets removed I ,along with other neighbors plan to pursue all our legal options to bring to light the real motivation behind this initiation to open Tucker.
> I respectfully request you leave Tucker as is. The neighborhood has functioned just fine like this for the past 25 years. Plus the subdivision will have three new roads on which to access to John R. Mayflower, bridal path and Kingston. This is a huge improvement for emergency vehicles and for street connectivity from what it was for the past 25 years. This is not an issue worthy of litigation. The city has bigger fish to fry and more important things to spend staff resources on.
> 08/05/2015
> Thank you
> Peter Lupas
>
>
>

Kathy Czarnecki

From: Rachele Lyngklip <lyngklipr@aol.com>
Sent: Wednesday, July 15, 2015 11:24 AM
To: William J Huotari
Subject: Tucker Dr.

I am writing to voice my opposition to the opening of the barrier on Tucker Dr in Troy Mi. There is no change that necessitates the opening of this Street. This street has been closed the entire time I have lived on Tucker without incident. I challenge the legal standing that the couple that lives on Drake to initiate this request with the city. I don't understand what interest that they have that would justify their actions in initiating this matter. There are currently two additional entryways to John R road that are open (Mayfield) and Duke that allow access from the new developments. We do not have any new building or developments that necessitates the additional access to John R. In addition, East Tucker is not paved and there is no sidewalks. Tons of kids use this street to walk or ride their bikes to 7 Eleven. It would be very dangerous to open the barrier to cars without the city also putting in sidewalks. It would be a lawsuit waiting to happen with the severe consequence being a pedestrian injury or death. In addition, the intersection of John R and Long Lake is very busy with frequent accidents. Opening Tucker (a street so close in proximity with the Long Lake and John R intersection) would simply make traffic issues and traffic safety more of a concern. For these reasons, I am strongly against the opening of the barrier on Tucker Dr. Please feel free to contact me with any additional questions.

Sincerely,

Rachele and Pete Lyngklip
2262 Tucker Dr. Troy MI

Rachele Lyngklip
CAbi Fashion Consultant
phone: (248)506-0878
email: lyngklipr@aol.com
view the current season at ***www.rachelelyngklip.cabionline.com***

for the latest fashion fun, visit the CAbi blog at ***www.cabionline.com/blog***

Kathy Czarnecki

From: Mykola Murskyj <mmurskyj@gmail.com>
Sent: Tuesday, July 14, 2015 8:21 PM
To: William J Huotari
Subject: Opening Tucker

Attention: Mr. Huotari, Traffic Engineer

I have been a resident in the Long Lake Meadows subdivision for over twenty years and our street intersects with Tucker.

In response to your notice of June 30th, I have waited a very long time and would sincerely appreciate the simple barrier removal on Tucker. This would effectively enhance response time for all emergency vehicles, greatly remove resident concerns and is the most economical method for resolving this issue.

Please open up Tucker and keep me updated with any future developments.

Thanks,

Mykola

Kathy Czarnecki

From: Mykola Murskyj <mmurskyj@gmail.com>
Sent: Tuesday, July 14, 2015 8:21 PM
To: William J Huotari
Subject: Opening Tucker

Attention: Mr. Huotari, Traffic Engineer

I have been a resident in the Long Lake Meadows subdivision for over twenty years and our street intersects with Tucker.

In response to your notice of June 30th, I have waited a very long time and would sincerely appreciate the simple barrier removal on Tucker. This would effectively enhance response time for all emergency vehicles, greatly remove resident concerns and is the most economical method for resolving this issue.

Please open up Tucker and keep me updated with any future developments.

Thanks,

Mykola

Kathy Czarnecki

From: barb northam <waba59@wowway.com>
Sent: Tuesday, July 14, 2015 5:01 PM
To: William J Huotari
Subject: Barricade on Tucker

My name is Barbara Northam and I live at 5241 Standish. Recently I received a notice regarding the removal of the barricade on Tucker. As long as Tucker remains a dirt road on the west side of the barricade, I feel that traffic in that area should NOT be increased by removal of the barrier. We currently have another exit from our sub on the north and I understand that a paved Drake will eventually be opened to John R. With that street then being accessible via two other streets, I see no need to open a dirt road to more traffic. Thank you for your consideration in this matter.
Barbara J. Northam

--
--
WOW! Homepage (http://www.wowway.com)

Kathy Czarnecki

From: Keller, Chuck <ckeller@rcoc.org>
Sent: Wednesday, July 15, 2015 12:03 PM
To: William J Huotari; Sintkowski, Scott
Subject: RE: John R - Tucker Barricade - 2075 E. Long Lake - Bethesda Romanian Pentecostal Church

Bill:
I had a call from Steve Dearing, OHM, yesterday inquiring about the same thing. I searched the files we have in the Traffic-Safety Department and couldn't find the mentioned report. If my memory serves me correctly, when the church proposed a driveway connection to Tucker, the residents were against it and a driveway was proposed out to john R Road. I believe it was the driveway out to John R Road that was the concern being located so close to the bridge. This is why the church driveway connects with long Lake Road.

Looking at this location today, it appears that the approach of Tucker to John R Road is within current RCOC Guide for Corner Sight Distance requirements.
Chuck

From: William J Huotari [mailto:HuotariWJ@troymi.gov]
Sent: Wednesday, July 15, 2015 11:13 AM
To: Sintkowski, Scott; Keller, Chuck
Subject: John R - Tucker Barricade - 2075 E. Long Lake - Bethesda Romanian Pentecostal Church

Scott & Chuck, we have an item on our Traffic Committee agenda tonight to discuss the removal of a barricade on Tucker, on the east side of John R, north of Long Lake.

I have heard reference to a "report" from the RCOC regarding limited site distance at the end of Tucker and/or related to a proposed driveway from the church to John R back in 1996/1997.

Would either of you have a copy of the report, memo, whatever that might shed some light on this claim? I have asked for a copy of the report from the resident but they have not provided anything to date.

Thanks, Bill

This was from one of the emails that I received prior to the meeting tonight:

1. There is limited site distance at the end of our street as determined by the Oakland County Road Commission report dated May 2, 1996. This is due to the concrete barrier over the Gibson Drain located south of Tucker Drive on John R.

William J. Huotari, P.E. | Deputy City Engineer/Traffic Engineer
City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3387 |troymi.gov

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Kathy Czarnecki

From: Gerry Seip <justgerrya@yahoo.com>
Sent: Tuesday, July 14, 2015 10:10 AM
To: William J Huotari
Subject: Tucker Barricade

We are residents at 5297 Standish Dr. at the corner of Drake. We have lived in our home since it was built in 1991. We are very much in favor of the Tucker barricade being removed for the following reasons: 1) it would be consistent with the opening of all stub streets to the main roads 2) it allows a very clear access to the Long Lake Meadows subdivision for the reasons stated by the Fire Chief, Police Chief, etc. 3) it will alleviate traffic flow through Mayflower and Drake (when it is opened) and give residents a third access from John R. We are unable to attend the meeting, however, we would like you to consider our thoughts when voting on this matter. Also, it is our opinion that it would be economical for the city to pave Tucker at the same time that John R is being widened. Thank you for your consideration, Chuck & Gerry Seip

Kathy Czarnecki

From: David J Roberts
Sent: Tuesday, July 14, 2015 7:44 AM
To: Kurt Bovensiep; William J Huotari; Steven J Vandette; William S Nelson
Subject: RE: EVAs and collapsible barricades in the City or Troy

To my recollection, the first "conceptual" EVA was an access gate installed at the Oakland-Troy airport off of Coolidge Hwy, probably back in the 70's. and then later on off of Equity Drive. The next closest idea of an EVA was along the north side of 600 Wilshire when the building was constructed in the late 90's early 2000's, in the form of grass pavers with delineators. Back then, we had the idea that we needed alternate emergency vehicle access, but had no standard for design.

Over the years we came up with the red EVA delineator design in combination with a No Parking sign, and that has evolved into several different variations based on location. The FD has been somewhat lenient on the design, as long as we have access. At some point several years ago, someone (I thought from Streets) suggested the collapsible barricade, but we never adopted that as a standard.

I do not recall the FD ever having to use an EVA for an incident except at the airport a couple of times over the years. EVAs are like fire extinguishers, they're made available just in case they're needed in an emergency. ☺

Dave

From: Kurt Bovensiep
Sent: Friday, July 10, 2015 8:39 PM
To: William J Huotari; David J Roberts; Steven J Vandette
Subject: RE: EVAs and collapsible barricades in the City or Troy

Didn't we have something different then the current standard at Boyd and Hartland? Seems to me we did not have wooden posts at one time.

In regards to use; I am only aware of replacing them because of accidents or snow removal within the last three years.

Sent from my Verizon Wireless 4G LTE smartphone

-------- Original message --------
From: William J Huotari
Date:07/10/2015 7:53 PM (GMT-05:00)
To: David J Roberts ,Kurt Bovensiep ,Steven J Vandette
Subject: Fwd: EVAs and collapsible barricades in the City or Troy

Any idea on these questions?

Thanks, Bill

Sent from my iPhone 6+

Begin forwarded message:

From: semidaf@yahoo.com
Date: July 10, 2015 at 3:13:25 PM EDT
To: William J Huotari <HuotariWJ@troymi.gov>
Subject: Re: EVAs and collapsible barricades in the City or Troy

Hi Bill,

Thank you for your quick reply.

Hopefully my last 2 question before the Wednesday's hearing:

- when(what year) did Troy start installing EVAs;
- how many times where the EVAs actually used - let's say in the last 10-20 years. Usage defined in terms of having to replace the wooden posts.

Much appreciated,

Semida

> On Jul 9, 2015, at 3:17 PM, William J Huotari <HuotariWJ@troymi.gov> wrote:
>
> Semida, I am not aware of any of those types of barriers in Troy.
>
> The EVA's that we install are of the wood post variety with holes drilled for breakaway.
>
> Thanks, Bill
>
> -----Original Message-----
>
> From: semidaf@yahoo.com [mailto:semidaf@yahoo.com]
>
> Sent: Thursday, July 09, 2015 3:16 PM
>
> To: William J Huotari
>
> Cc: semidaf@yahoo.com
>
> Subject: Re: EVAs and collapsible barricades in the City or Troy
>
> Bill,
>
> Thank you very much for the information you have provided. It is perfect.
>
> In regards to the collapsible barrier subject:
>
> - is there any barrier within the city of Troy that looks like a permanent barrier that is actually collapsible when you push on the barrier and try to drive over it. It can either be pylons with collapsible shear plates at the bottom or a continuous

solid barrier - guard rail type - that has the legs collapsible and you can push the whole barrier down and drive over it.

These are in fact EVA type barriers that look like permanent/ solid ones.

City of Troy might not have any barriers of this type,

Thanks again,

Semida

Kathy Czarnecki

From: William J Huotari
Sent: Friday, July 17, 2015 2:28 PM
To: Brian M Kischnick; Mark F Miller; Brent Savidant
Cc: Lori G Bluhm
Subject: FW: Traffic Committee meeting, Wednesday 7/15/2015

From: Lori G Bluhm
Sent: Friday, July 17, 2015 2:22 PM
To: William J Huotari
Subject: FW: Traffic Committee meeting, Wednesday 7/15/2015

Lori Grigg Bluhm| City Attorney
City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3323|Cell: 248.885.1899
Fax 248.524.3259|Bluhmlg@troymi.gov

"We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."

From: semidaf@yahoo.com [mailto:semidaf@yahoo.com]
Sent: Friday, July 17, 2015 2:17 PM
To: Lori G Bluhm <BluhmLG@troymi.gov>
Subject: Traffic Committee meeting, Wednesday 7/15/2015

Dear Ms. Bluhms,

I was in attendance at the Traffic Committee meeting , on Wednesday, July 15 2015.

I would like to start my note by thanking Mr. Huotari and the other City Staff members for facilitating this meeting and providing a forum where the resident's opinions can be heard.

However, I cannot have the same words of appreciation for Mr. Richard Kilmer, member on the Traffic Committee board. I am still shocked and in disbelief of what I've witnessed at this meeting.

By participating and listening to the comments Mr Kilmer was making it was very obvious that he was strongly biased against the Tucker residents (which 100% signed the petition against the barrier removal) and had a personal agenda that he was trying to get across. He didn't seem very interested with following proper meeting procedures (that the Chairman explained on multiple counts).

Mr. Richard Kilmer was speaking with a raised voice (almost approaching yelling levels) addressing (looking and pointing in the direction of) the Tucker residents that voiced their concerns about removing the barrier and making denigratory remarks like:
"I'll give you a shovel to dig the wooden post out of the ground in case that the fire department engine will ever have to use the EVA (Emergency Vehicle Access)".
Mr. Kilmer also commented in a negative way about the road maintenance yearly cost that was mentioned by Mr. Bovensiep . It sounded like the hard working Tucker residents are not paying their taxes are just taking advantage of the services that the Troy DPW has to offer.

It is also my understanding that a student representative (Katie Regan) also participates at these Traffic Committee meetings. She wasn't present at the one last Wednesday. It was probably for her own good that she didn't witness first hand Mr. Kilmer's behavior which would not qualify as "democracy at work".
In my opinion Mr. Richard Kilmer exhibited the behavior of a "bully", trying to intimidate the hard working Tucker residents that had the right to present their view (even if not in agreement with Mr. Kilmer's preconceived agenda).

We, as parents, and the Troy schools, that our kids proudly attend, are teaching them from an early age that bullying is not a behavior that should be condoned, nor encouraged. Even at the school level the reprimands for bullying are very severe.

When the discussion came to the point of amending one of the motions that were presented for the Traffic Committee to vote on ("adding the words -- "encourage the installation of an EVA barrier") Mr. Kilmer started yelling "No,No,No" without even listening to what was being proposed.

Even the Committee chairman (Mr.Ziegenfelder) had to directly address and caution him, on multiple times, to come to order and follow proper procedure (i.e. listen to what he's supposed to Vote on before saying a straight NO).

Based on the above evidence, which you also witnessed first hand, I would like to respectfully request that Mr. Kilmer's vote be null and void. Mr. Kilmer's disregard of the Traffic Committee procedures (which he should be very familiar with) should not allow his vote to be counted for this Agenda item.

I would also respectfully request that Mr Kilmer be removed from the traffic committee. I understand that he's volunteering on the Traffic Committee, like any other members on the other committees. However the committee members represent the citizens of Troy and should listen and take into consideration all the evidence presented. If we cannot trust our fellow neighbors, what confidence can we have that fair and proper procedures are followed and we're not just dragged through these Committees to satisfy somebody's hidden agenda.

The residents of Tucker Road have spoken loud and clear when ALL of them (both sides of the barrier, paved or not paved) signed the petition, and a very large number of them were present in the audience, that the barrier should stay in place and an EVA be installed for safety and emergency vehicles access.

In conclusion I would like to ask your opinion, as the head of the Legal Department for the City of Troy, that was consulted before this request was allowed to pursue further (since it was initiated by the City of Troy Manager's Office based on one e-mail received from Mr Konarske, resident of Drake).

Why are we still moving ahead with this issue? Isn't the loud and clear voice of ALL (100%) of Tucker residents enough reason to conclude that the MAJORITY has spoken and that the MINORITY shouldn't decide/ impose their will.

In my opinion that would be very much in line with *"we believe doing government at best"* motto that the City of Troy has enthusiastically embraced.

I'm sure that the City, including your Department's resources, would be better used on more pressing issues that the City is experiencing.

Thank you for your time and attention,

Sincerely,

Semida Fratila

Kathy Czarnecki

From: Deb Tosch <mstgarden@gmail.com>
Sent: Thursday, August 06, 2015 10:14 AM
To: Planning
Cc: John Tosch; Ellen C Hodorek; Dane Slater; Jim Campbell; Dave Henderson; Ed Pennington; Doug Tietz; Steve Gottlieb; chausner@gmail.com; dansemi@yahoo.com
Subject: Request to Remove Barricade on Tucker
Attachments: Ruby-Colleen.JPG; Devonwood Troy Mi.JPG; Beech Lane Dr..JPG; Troywood EVA.JPG; Boyd Street EVA 1.JPG

Follow Up Flag: Follow up
Due By: Thursday, August 06, 2015 2:00 PM
Flag Status: Flagged

We are Deb and John Tosch from 2088 Tucker Drive and we have lived in Troy since 1978. We are adamantly against the removal of the barricade separating us from Spring Meadows subdivision.

Our reasons are as follows:

1. The City Council already reviewed this issue in 1987 and determined Tucker Drive should remain closed until such time as further development on Tucker occurs. There has been no further development to warrant the removal of the barrier.

2. The City's Policy of interconnectivity is very inconsistent. We have three such inconsistencies in this developed one square mile area alone.

- The first is Endicott to Oakwood in the northwest corner. This was probably thought best because the traffic to bypass the light at Square Lake would have been severe. However, the streets are curved which would have slowed the traffic considerably.
- The second is Ruby to Colleen in the northeast corner. These two streets were not connected but these two streets also have curves which would have slowed traffic as well. Instead of connecting, this is an EVA only.
- Third is Sweet to Mayflower which is part of the Bridgewater Estates development. Instead of opening Sweet to Mayflower as well as to Standish, this connection was not made. Why?

Another question is why is Mr. Miller involved with this issues? He is in charge of economic development. What does the removal of the Tucker barricade have to do with economic development for Tucker or for that matter Troy, MI? Wouldn't his time be better spent filling the empty office space in Troy? We have been told we cannot speak with the police or fire officials only Mr. Miller. However, the one person who has filed a complaint has been allowed that opportunity. Why? Does Mr. Miller and the complainant have a personal relationship or is some financial gain to be realized? Is this how decisions are made in Troy, based on relationships, and not the voice of the taxpayers? Mr. Miller is not even a resident of Troy and not a tax payer. All of the tax-paying residents on Tucker Drive oppose the removal of the barricade.

Tucker Drive is a quarter mile from a major intersection. Traffic going north during rush hour is tremendous. Opening up Tucker Drive will provide **over a quarter mile of straight road** and the first opportunity for the entire square mile of homes to exit John R and head home more quickly than driving up to the 4 and soon to be 5 access points. All of these access points were designed with curves to slow traffic with the exception of Highbury. When my husband and I lived on Highbury and were fighting for a stop sign at Endicott (which was denied), the city traffic engineer stated that Highbury was not designed correctly and newly developed streets in Troy are no longer designed with long straightaways.

We would like to address another issue that has been brought up and that refers to the comment that gravel roads are costly to maintain. According to a study published by NPR News on October 26, 2010, the cost to maintain a paved road over the entire life cycle is about 3 times more than maintaining a gravel road. Looking at the cost on a year to year basis is short sighted. "Over a 40 year lifespan, a low-volume paved road will need to be chip sealed twice, undergo overlay once and then reclaim/overlay. The yearly maintenance costs of gravel roads make them appear inefficient until you consider the capital improvement costs associated with bituminous roads at the middle and end of their lives, which isn't always reflected in yearly maintenance figures." The study was for streets in Minnesota north of the Twin Cities. Their climate is similar with cold winters; however, they do not have the freeze-thaw cycles that we have that shortens the lifespan of the roads in Southeast Michigan. Many communities in the upper portion of the United States, Michigan included, are turning paved roads back to gravel as the cost of maintaining roads skyrockets (Wall Street Journal, July 10, 2010)

The last issue is the comment that Tucker is a public road and everyone should have access. Yes Tucker is a public road; however there are numerous examples of public roads in Troy that are blocked from all drivers. A few examples:

1. Colleen to Ruby (attachment #1) an EVA blocks access. Why?
2. Devonwood (attachment #2). Subdivision built up to the largest portion of gravel road in Troy. These were not connect and two barriers block the two sections. Why?
3. Beech Lane Drive (attachment #3) has a barricade in the middle of the street. Why?
4. Troywood (attachment #4). A new sub was built and instead of interconnectivity, an EVA was approved. Why?
5. Boyd-Harmony (attachment #5, #6). This is interesting when you view the picture. Why?

There are a total of 13 EVAs in Troy. There is a precedent now for public roads remaining blocked for obviously various reasons. We have not been able to find any criteria for decision making on an EVA.

This is a **personal vendetta** to the residents of Tucker. For over 27 years the residents of Drake and Standish lived on dead end streets. At no time during this period was there a concern about the response time from police and fire. We were told that the opening of Tucker would increase the response time by 30 seconds now that the Mayflower/Standish access was made. The response time during the 27 years was much longer, but obviously this was not a problem for them. Therefore the only reason this request is being made is to divert the traffic from Standish/Drake to Tucker. This was confirmed to me personally by a resident of Standish who resides at the connection point at Mayflower.

The opening will also inflict a financial burden on the 14 residences who would have to bear the burden of a tax levy to pave the road. A levy that as yet the City of Troy has never pushed. All of the requests to pave the gravel roads have come from the residents and then 60% have to agree before the road is paved.

If fire and public safety is at issue, then the best solution would be to make the barricade into an EVA.

Sincerely,

John and Deb Tosch

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DO NOT
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ywood Dr

Boyd St

Kathy Czarnecki

From: William J Huotari
Sent: Wednesday, July 15, 2015 3:27 PM
To: 'Al Petrulis (Traffic Comm)'; 'David Easterbrook (Traffic Committee)'; 'Katie Regan (Traffic Comm - Student Rep)'; 'Pete Ziegenfelder (GM)'; 'Tim Brandstetter (Kimley-Horn)'
Cc: Michael D Szuminski; Eric Caloia; Lori G Bluhm; 'Steve Dearing'; Mark F Miller; Brent Savidant; Brian M Kischnick
Subject: RE: Tucker Barricade - Map Showing Locations of Emails Received
Attachments: Email Results.pdf

Attached is a depiction of the locations of residents that want to KEEP the barricade (red box with an X) and those that want to REMOVE the barricade and OPEN Tucker (green box with an O).

Where a number is shown in a circle is an address where more than one email was received from the same address.

If you remove the multiple responses from the same address, the tally becomes:

- 19 oppose removing the barricade
- 4 support removing the barricade

I have been told that there will also be a petition submitted tonight that has 62 signatures (as of earlier today) of residents that OPPOSE removing the barricade.

Thanks, Bill

From: William J Huotari
Sent: Wednesday, July 15, 2015 11:48 AM
To: 'Al Petrulis (Traffic Comm)'; 'David Easterbrook (Traffic Committee)'; Katie Regan (Traffic Comm - Student Rep); 'Pete Ziegenfelder (GM)'; 'Tim Brandstetter (Kimley-Horn)'
Cc: Michael D Szuminski; Eric Caloia; Lori G Bluhm; 'Steve Dearing'; Mark F Miller; Brent Savidant; Brian M Kischnick
Subject: RE: Tucker Barricade - Emails Received

Attached are additional emails received after Tuesday, July 14, 2015 8:09 AM to today.

Current tally is 28 emails received:

- 21 oppose removing the barricade
- 7 support removing the barricade (although 4 emails are from the Murskyj's, all with different email addresses)

Thanks, Bill

From: William J Huotari
Sent: Tuesday, July 14, 2015 8:09 AM
To: Al Petrulis (Traffic Comm); David Easterbrook (Traffic Committee); Katie Regan (Traffic Comm - Student Rep); Pete Ziegenfelder (GM); Tim Brandstetter (Kimley-Horn)

Cc: Michael D Szuminski; Eric Caloia; Lori G Bluhm; Steve Dearing; Mark F Miller; Brent Savidant; Brian M Kischnick
Subject: Tucker Barricade - Emails Received

In order that you have some background prior to the meeting, attached are emails regarding the Tucker Barricade that I have received as of this morning. I will have hard copies for you at the meeting, so you don't have to print them out.

I will also provide copies of additional emails that I receive between now and the meeting tomorrow night at the meeting.

I will call Richard and Cynthia so that they can have copies before the meeting.

Please DO NOT "Reply All" if you have a question or a comment. Just reply to me directly to avoid any unintended violations of the Open Meetings Act.

Thanks, Bill

William J. Huotari, P.E. | Deputy City Engineer/Traffic Engineer
City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3387 |troymi.gov

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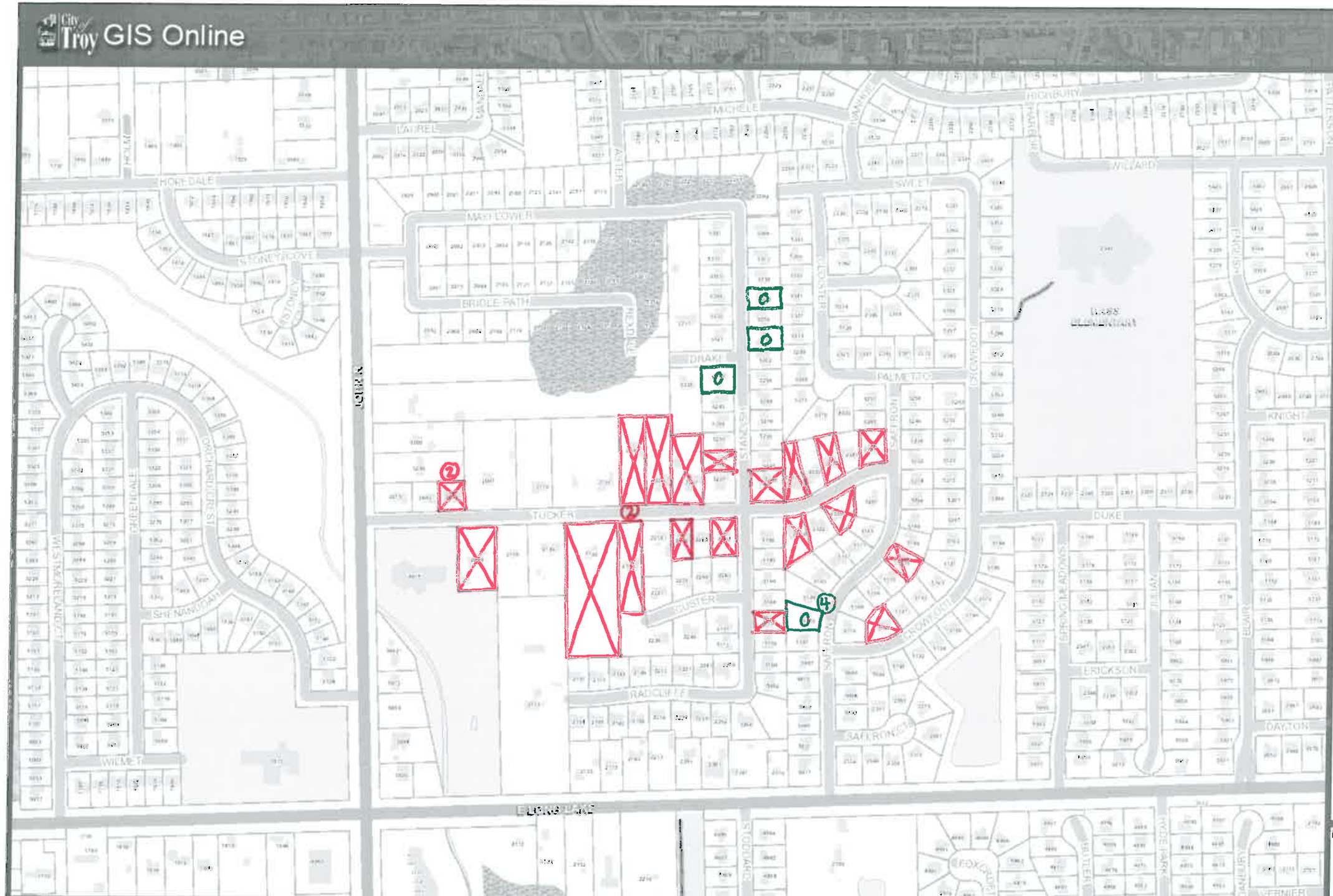
City of Troy GIS Online



Legend

- KEEP BARRICADE
- OPEN BARRICADE
- 2 - MULTIPLE EMAILS FROM SAME ADDRESS

1: 5,741

Notes

7/15/15 - 3:07 PM

956.8 0 478.42 956.8 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

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.

Kathy Czarnecki

From: Nick Vendittelli <nvendittelli@wowway.com>
Sent: Tuesday, July 14, 2015 10:12 AM
To: William J Huotari
Subject: July 15, 2015 Meeting Agenda item Remove Barricade on Tucker

Thank you for the notice asking for our input in regards to removing the barricade on Tucker. I will not be able to attend the meeting, but would like to provide my comments. I am not in favor of removing the barricade. We have live on Standish for over 24 years, one of the original owners. For all these years we have not had Tucker open, and we are used to it. We now have Mayflower open to John R and my understanding is that Drake will also open on to John R. So we had no access to John R for 24 years and now will have two roads connecting to John R, which is more than enough for the amount of traffic and makes it unnecessary to have Tucker opened as well. From a financial point the added expense to the residences on Tucker if the road were to be paved or to the city for the multiple regrading and gravel of Tucker during a year which will be required if it were to remain a gravel road is a waste of money, with Mayflower and then Drake, both paved, being opened. To me the expense either way is not justified over a perceived traffic flow issue.

Sincerely

Nick Vendittelli

5132 Standish, Troy

Kathy Czarnecki

From: Brent Savidant
Sent: Monday, August 10, 2015 10:38 AM
To: Planning
Subject: FW: Tucker Street Barrier
Attachments: Development standards - H - Widening Lanes.pdf

From: William J Huotari
Sent: Monday, August 10, 2015 10:20 AM
To: 'dansemi' <dansemi@yahoo.com>
Cc: Brent Savidant <SavidantB@troymi.gov>
Subject: RE: Tucker Street Barrier

Dan, attached.

Thanks, Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Monday, August 10, 2015 9:29 AM
To: William J Huotari <HuotariWJ@troymi.gov>
Subject: Tucker Street Barrier

Good morning Bill,

Can you please provide a copy of the "Engineering Design Standards" that relate to accel/decel lanes for intersection requirements (see paragraph below -- City Code Chapter 40).

Thank you…Dan

Intersection Approach Construction Acceleration and deceleration lanes shall be constructed at all intersections of minor streets with major or secondary thoroughfares, and at all intersections of secondary thoroughfares with major thoroughfares. When the major thoroughfare involved consists of just two (2) through lanes, a passing lane or left turn lane shall also be constructed in order to enable the intersection to function properly. The design of such acceleration, deceleration, passing and left Chapter 41 - Subdivision Control 41-29 turn lanes shall be as required by the ***Engineering Design Standards*** *of the City of Troy. (Rev. 01-13-1992)*

H. Widening Lanes

1. Any property which will contribute traffic flow on the public thoroughfare system by land use change, new or existing street and drive improvements or on-site development, shall be required to provide for this traffic in an approved manner. The following standards will be applied to determine the appropriate improvement;

   a) Standards for two (2) Lane Highways:

      1. Right Turn Lanes, Two (2) Lane Highways

         Right turn deceleration lanes will be installed on the major thoroughfare at the intersection of all new streets required as a part of any development. New streets shall, by definition, include constructing a roadway within existing right of way where no roadway surface now exists.

         Chapter 41 – Section 4.05-F

         Right turn deceleration lanes will be installed on the major thoroughfare at the intersection of driveways for all developments, other than one family and two family residential developments, when the peak hour entering trips generated by the site during the street peak hour are equal to or greater than twenty (20) as contained in the table of current INSTITUTE OF TRANSPORTATION ENGINEERS (I.T.E.) Trip Generation Rates.

      2. Left turn Passing Lanes, Two (2) Lane Highways

         Left turn passing lanes will be installed on the major thoroughfare at the intersection of all new streets required as a part of any development. New streets shall, by definition, include constructing a roadway within existing right of way where no roadway surface now exists.

         Chapter 41 – Section 4.05-F

         Left turn passing lanes will be installed on the major thoroughfare at intersection of driveways for all developments, other than one family and two family residential developments, when the site generated left turns into the site during the street peak hour are equal to or greater than twenty (20) as contained in the table of current INSTITUTE OF TRANSPORTATION ENGINEERS (I.T.E.) Trip Generation Rates. A passing lane will also be required when the left turns into the site are equal to or greater than ten (10) during the peak hour of the generator and the daily traffic volume exceeds 10,000.

b) Standards for Highways of Four (4) or Five (5) Lanes:

Rev. 3-3-97 Right turn deceleration lanes will be installed on the major thoroughfare at the intersection of all new streets (public and private) required as a part of any development.

New streets shall, by definition, include constructing a roadway within existing right of way where no roadway surface now exists.

Chapter 41 – Section 4.05-F

Rev. 3-3-97 Right turn deceleration lanes will be installed on major thoroughfares having four (4) or five (5) lanes of pavement at the intersection of driveways for all developments, when the peak hour entering trips generated by the site during the street peak hour are equal to or greater than twenty (20) as contained in the trip table of the current INSTITUTE OF TRANSPORTATION ENGINEERS (I.T.E.) Trip Generation Rates.

c) Standards for Highways of Six (6) or More Through Lanes:

Rev. 3-3-97 Right turn deceleration lanes will be installed on major thoroughfares having six (6) or more through lanes of pavement at the intersection of driveways for all developments, when the peak hour entering trips generated by the site during the street peak hour are equal to or greater than two hundred (200) as contained in the trip table of the current INSTITUTE OF TRANSPORTATION ENGINEERS (I.T.E.) generation Rates.

2. Sites at Locations Having Limited Right-of Way:

a) In a situation where sufficient public right-of-way does not exist for construction of standard deceleration lanes or passing lanes, the owner or builder will:

1. Complete the improvement in the configuration complying hereto so as to accommodate traffic, said improvement to be treated as an extension of the private driveway and situated in part or entirely, upon private property;

or

2. Dedicate right-of-way to the City sufficient to accommodate the improvement that will be constructed at the cost of the developer in a configuration complying hereto.

b) In situations where required improvements extend beyond the ownership of the subject site(s) and public right-of-way is insufficient, the owner will deposit the cost of providing these lanes with the City Treasurer. These funds will be used at a later date when right-of-way becomes available to place the required lanes.

As an alternative, these funds may be used at a later date as a contribution toward a larger project. If deemed appropriate by the City Manager and City Assessor, a recordable agreement to be in favor of a future special assessment project for road improvements may be substituted for the cash deposit.

3. Required improvements to the thoroughfare system may include ultimate alignment, widening lanes, turning lanes, passing lanes, realigned pavements, base drainage, storm drainage, signing and all other items necessary to the construction of a durable pavement.

4. Required improvements may be caused to extend beyond the limits of the site of developing property in order to provide both capacity and safety.

5. The City Manager or his designee may require improvements to precede site development where construction traffic would be detrimental to the capacity of the street and detrimental to the safety of the traveling public.

6. Site improvement plans are to be submitted to the Engineering Department illustrating the following:

   a) All improvements required by these Standards.

   b) Proposed treatment of drive entrances and exits to and from public streets and highways that comply with the attached typical drawing of deceleration and passing lanes (see Page H-4).

   c) Public right-of-way throughout the extension of proposed improvements and that proposed for dedication, if any.

7. Concrete shall be used for widening lanes if the existing pavement is concrete or concrete with a bituminous overlay.

8. Full depth asphalt pavement may be used in other locations with the approval of the City Engineer.

9. These requirements apply to all thoroughfares within the corporate limits of the City of Troy.

10. The current Institute of Transportation Engineers (I.T.E.) Trip Generation Rates will be used for purposes of Calculating trips for proposed site.

Kathy Czarnecki

From: Horatio Dancea <horatiodancea@gmail.com>
Sent: Monday, August 10, 2015 9:51 AM
To: Planning
Subject: Support for removal of the barricade on Tucker Rd.

10 AUG. 2015

Dear members of the City of Troy Planning Commission,

My name is Horatio Dancea, I am living at 5302 Standish Dr. and I am sending this email to express my **strong support for removal of the barricade on Tucker road**.

The reasons are obvious:

- The traffic in the neighborhood needs to be balanced with the new housing developments
- Easier access for emergency response services
- Interconnected streets and interconnected neighborhoods are the primary reason of a modern city
- Bottom line, Tucker road is a public road and needs to be used as a public road. In its current state with that odd barricade in place, Tucker road has rather the characteristics of a private road where its maintenance is paid for with public funds which is neither correct nor fair.

There are over one hundred signatures from neighbors near Tucker in support of removal of the barricade, I urge the members of the Planning Commission to consider the will of the majority and to make the right decision which is the removal of the barricade and open Tucker road to the traffic.

Thank you very much for your consideration!

Sincerely,
Horatio Dancea

Kathy Czarnecki

From: Horatio Dancea <horatiodancea@gmail.com>
Sent: Monday, August 10, 2015 8:39 AM
To: Planning
Subject: Fwd:

Dear members of the Panning Commission

My name is Horatio Dancea , living at 5302 Standish. Dr.
Below is a misquotation about my deposition at the traffic commission. I was in favor of the barricade removal not in opposition. Please correct this error in the recorded minutes.

Thank you,

"A resident of 5302 Standish spoke in opposition to removing the barricade. They spoke of the safety of children on Standish if the barricade were removed. The majority of citizens live beyond the barricade. Page 4 in the Traffic Committee Minutes – July 15, 2015" .

Kathy Czarnecki

From: Brent Savidant
Sent: Monday, August 10, 2015 10:05 AM
To: Planning
Subject: FW: Proposal to Remove Barricade on Tucker Dr.

From: Brian M Kischnick
Sent: Monday, August 10, 2015 10:03 AM
To: Beth L Tashnick <TashnickBL@troymi.gov>; Brent Savidant <SavidantB@troymi.gov>
Subject: FW: Proposal to Remove Barricade on Tucker Dr.

Brian M. Kischnick | City Manager
City of Troy |500 W. Big Beaver, Troy, MI 48084 |Cell: 989.233.7335 |bkischnick@troymi.gov

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From: davehenderson [mailto:davehenderson@wideopenwest.com]
Sent: Saturday, August 8, 2015 3:55 PM
To: Brian M Kischnick <B.Kischnick@troymi.gov>
Subject: FW: Proposal to Remove Barricade on Tucker Dr.

Dave Henderson
Councilman, City of Troy
Real Estate One - Troy
248-321-0151

From: Monica Hausner [mailto:mhausner2@gmail.com]
Sent: Friday, August 07, 2015 3:43 PM
To: jim.campbell@troymi.gov; steve.gottlieb@troymi.gov; davehenderson@wideopenwest.com; ellen.hodorek@troymi.gov; ed.pennington@troymi.gov; doug.tietz@troymi.gov
Subject: Proposal to Remove Barricade on Tucker Dr.

Dear Troy City Council Members,

I am writing to express my opposition to removing the barricade on Tucker Dr for the following reasons:

1) Safety Concerns:
a) The children have to ride their bikes in the street and walk to and from school on the street. There are no sidewalks. In addition, many of the residents (families and children) from the adjacent subdivision walk down Tucker to go to 7-Eleven. Opening up the street will result in a greater traffic flow and a higher probability of residents/children getting hit by vehicles traveling very fast down the street. Vehicles will have a straight path to speed down Tucker. I am very fearful for my children and cannot even image seeing Troy in the news because a child got hit/killed while walking to or from school or riding their bike.

2) Undue Financial Burden for Paving the Street:
None of the Tucker residents are in favor of paving the road because of the financial burden that will be placed on us. If the barricade is removed, the current dirt road cannot withstand the additional traffic flow. The potholes in the spring time are horrendous. If the road is opened, the only option is to pave the road and install sidewalks. Why should the Tucker residents be forced to pay for paving the road when a resident from Drake is requesting the road be opened?

In closing, Tucker residents on both sides of the barricade have spoken load and clear in opposition of removing the barricade. However, we are in favor of installing an EVA. I am confident that you will make the right decision for the Tucker residents and install an EVA.

Thank you for your time and dedication to the city of Troy and placing safety as a number one priority for the residents.

Kind regards,

Monica Hausner
Tucker Resident

Kathy Czarnecki

From: Monica Hausner <mhausner2@gmail.com>
Sent: Monday, August 10, 2015 8:52 AM
To: Planning
Subject: Removal of Tucker Dr. Barricade

Good Morning Troy Planning Commission,

I am writing to express my opposition to the proposal to remove the barricade on Tucker Dr for the following reasons:

1) Safety Concerns:
Pedestrians and vehicles will be sharing the same road. There are not sidewalks. Children have to walk to and from the bus stop/school in the street. In addition, many of the residents (families and children) from the adjacent subdivision walk down Tucker to go to 7-Eleven. Opening up the street will result in a greater traffic flow and a higher probability of residents/children getting hit by vehicles traveling very fast down the street. Vehicles will have a straight path to speed down Tucker. I am very fearful for my children and cannot even image seeing Troy in the news because a child got hit/killed while walking to or from school or riding their bike. Tucker is not comparable to Drake and Standish. Those streets have side walks.
2) Undue Financial Burden for Paving the Street:
None of the Tucker residents are in favor of paving the road because of the financial burden that will be placed on us. If the barricade is removed, the current dirt road cannot withstand the additional traffic flow. The potholes in the spring time are horrendous. If the road is opened, the only option is to pave the street and install sidewalks. Why should the Tucker residents be forced to pay for paving the road when 100% are opposed? The only reason that this issue is being raised is because a resident on Drake is upset that his street is opening due to the new subdivision being built. Had the subdivision not been built, the barricade on Tucker would not even be an issue and we wouldn't be having this discussion today. Nothing has changed on Tucker to warrant the opening of the road.

All of the residents on Tucker and many of the residents on the opposite side of the barricade oppose the opening of the street. A petition has been signed by over 80 residents opposing the proposal which will be presented at the Planning Commission meeting tomorrow.

In closing, Tucker residents on both sides of the barricade have spoken load and clear in opposition of removing the barricade. However, the residents are in favor of installing an EVA. I am confident that you will make the right decision for the Tucker residents and agree to keep the road closed and install an EVA.
Thank you for your time and dedication to the City of Troy.
Kind regards,
Monica Hausner

Kathy Czarnecki

From: James Konarske <james.konarske@sbcglobal.net>
Sent: Sunday, August 09, 2015 11:58 PM
To: Planning
Cc: Mark F Miller; Brian M Kischnick
Subject: Fw: Removal of Barricade on Tucker Road
Attachments: Petition - Tucker Barricade removal.pdf

Planning Department:

My name is James Konarske. I live at 2237 Drake.

I have attached a petition with 107 signatures, representing 64 homes located on Mayflower, Standish, Drake, Radcliff and Custer. This petition is asking for the City of Troy to remove the barricade on Tucker road, east of John R. 93% of the homes (51 out of 54) north of Tucker road are in favor of having the road opened.

The removal of this barricade will provide the following benefits to the area residents:

- An additional option for entering and exiting the surrounding neighborhood, resulting in more balanced traffic patterns within the subdivisions, thus creating a quieter and safer neighborhood for all residents.
- A more direct route for emergency vehicles, thus providing faster response times during emergencies.

The removal of this barricade also supports the City's policy on interconnected neighborhoods.

We believe that the future residents (46 homes) of Hunters Park 1 & 2 (on Rexdale, Bridlepath and Kingston) will also benefit from the opening of Tucker road, since this will likely reduce the amount of traffic that potentially could enter or exit via Drake.

Reviewing both petitions (for and against) for the homes on the relevant streets of Mayflower, Standish, Drake, Tucker, Custer and Radcliff, I come up with the following conclusions:

- There are a total of 113 homes
- 64 homes signed in favor of removing the barricade
- 35 homes signed in opposition to removing the barricade
- 15 homes did not sign either petition
- *** 1 home signed both petitions

Respectfully,

James Konarske

We, the undersigned, petition the City of Troy to remove the barricade on Tucker road, East of John R.

The removal of this barricade will provide critical benefits to the area residents.

The opening of Tucker road will provide area residents and visitors an important additional option for entering and exiting the surrounding neighborhood resulting in more **balanced traffic patterns within the subdivisions**, thus creating a **quieter and safer neighborhood for all residents**.

The opening of Tucker road will provide a more direct route for **emergency vehicles**, thus providing **faster response times during emergencies.**

Printed Name and Signature	Address (Number and Street)	Date
Michael J. Ortmann Michael J. Ortmann	5298 Standish	7-23-2015
Mary KAY Ortmann Mary Kay Ortmann	5298 Standish	7-23-2015
Christian J. Smith Christian J. Smith	5284 Standish	7-23-2015
Anne T. Smith Anne T. Smith	5284 Standish	7-23-2015
Elizabeth J. Taylor-Nalette E J Taylor-Nalette	5344 Standish	7-23-15
ROB NALETTE	5344 STANDISH	7-23-2015
RICHARD KRUSZEWSKI Richard Kruszewski	5349 STANDISH	7-23-2015
THOMAS ISACOUMANGOS	5335 STANDISH	7-23-2015
LYNN B KHADRA Lynn B Khadra	5283 STANDISH	7-23-2015
Mary Tsacnmangos Mary E. Isacoumangos	5335 Standish	7/24/15
Preethy Samuel	5330 Standish	7/24/15
GERALDINE A. SEIP Geraldine A. Seip	5297 STANDISH DR.	7-24-15
Kunal Tipnis	5255 STANDISH DR	7·24·15
Pallavi Pradhan	5255 STANDISH DR	7-24-2015
Aletandra Ignasiak	5358 Standish	7/25/2015
Renee Michalek Renee Michalek	5131 Standish	7/25/2015

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Printed Name and Signature		Address (Number and Street)	Date
ZORA KECMAN	Zora Kecman	5242 Standish	7-24-15
Surendra Sukhtankar	Surendra Sukhtankar	5316 STANDISH, DR.	7-24-15
Sushama Sukhtankar	Sushama Sukhtankar	5316 STANDISH	7-24-15
PHILIP MICHACEK	Philip D Michacek	5131 STANDISH	7-25-15
Charles Seip	Charles Seip	5297 Standish	7-25-15
CHRISTINE KRUSZEWSKI	Christine Kruszewski	5349 STANDISH	7-25-15
Stephen Samuel	Stephen Samuel	5330 STANDISH DR.	7-25-15
VINU NAIR	[illegible]	5377 STANDISH DR.	7-25-15
Dan McHugh	[illegible]	2238 Drake DR	7-25-15
LISA McHugh	Lisa McHugh	2238 Drake Dr.	7/25/15
MOHAMMED AHMED	Md Shafi Ahmed	5100 Standish D.	7/25/15
RUMMANA AHMED	Rumanna Ahmed	5100 Standish Dr.	7/25/15
SUJISHA PILLAI	Sujisha	5377 Standish Dr	7/26/15
MARY DUGGAN	Mary Duggan	5256 Standish Dr.	7-27-15
DONNA MEDICH	Medich	5242 Standish Dr.	7-27-15
ALAN PHIPPS	Alan Phipps	5269 STANDISH DR	7-27-15

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Printed Name and Signature	Address (Number and Street)	Date
JACK MCBRIDE	2110 MAYFLOWER	7/24/15
LORI MCBRIDE	2110 MAYFLOWER	7/24/15
SUNIL PATIL	2109 MAYFLOWER	7/24/15
SIREESHA NAIMIREDDY SIREESHA NS	2109 MAYFLOWER	7/24/15
LARRY FAIR	2174 MAYFLOWER	7/25/15
Tracey Fair	2174 Mayflower	7/25/15
SATYAENDRANATH SURE	2078 Mayflower	7/25/15
Venkata Harish Dasari	2094 mayflower	7/25/15
Deepthi Pedugandham	2094 Mayflower	7/25/15
Aruna Sengottaian	2078 mayflower	7/25/15
~~Man~~ Andrea Gebal	2029 Mayflower	7/25/15
EDWARD GEBAL	2029 Mayflower	7/25/15
KAMAL MAND	2158 Mayflower	7/25/15
ALTAF IMAM	2206 Mayflower	7/25/15
MAHROKH SULTAN	2206 Mayflower	7/25/15
TJ SHARINA	2046 Mayflower	8/10/15

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Printed Name and Signature		Address (Number and Street)	Date
JIM KONARSKE	James Konarske	2237 DRAKE	7-24-15
DOROTHY KONARSKE	Dorothy Konarske	2237 DRAKE	7-24-15
Edward Bohdanowicz	Edward Bohdanowicz	5386 STANDISH DR	24 Jul 15
MARCOS LEAO DA SILVA	[illegible]	2269 MAYFLOWER DR	7.24.15
Karina M. Zente	Karina Maria Zente	2269 Mayflower Dr	7.24.15
Hanyi Zhang	[illegible]	2237 Mayflower Dr.	7-24-15.
Yu Chen	[illegible]	2237 Mayflower Dr	7/24/15
Hongli Wang	[illegible]	2221 Mayflower Dr.	7/24/15
MIRZA, MOIN	[illegible]	2173 Mayflower Dr.	7/24/15
MIRZA, AFSANA	Afsana Mirza.	2173 Mayflower Dr.	7/24/15
Anu Gouravally	[illegible]	2142 Mayflower Dr	7/24/15
VENKAT MANTHENA	[illegible]	"	7/24/15
* LIJO KURIAKOSE	[illegible]	2141 Mayflower Dr	7/24/15
SHERIN VAIDYAN	[illegible]	"	7/24/15
PATRICK MEDADO	[illegible]	2157 MAYFLOWER @	7.24.15
ELIZABETH LESTER MEDADO	[illegible] @	2157 MAYFLOWER	7.24.15

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The opening of Tucker road will provide a more direct route for **emergency vehicles**, thus providing **faster response times during emergencies.**

Printed Name and Signature		Address (Number and Street)	Date
RAJESH SRINIVASAN		2190 MAYFLOWER	7/27/15
Ju Liu		2126 Mayflower	7/27/15
SARWAN KUMAR		2062 Mayflower drive	7/27/2015
Sunita Rani		2046 Mayflower Dr.	7/27/2015
Padma Kumari		2062 Mayflower drive	7/27/2015
CHOUDHRY MALIK		2045 MAYFLOWER DR.	7/27/15
HINA JAVAID		"	7/27/15
Khalid Yahya		2077 Mayflower Dr	7/27/15
SADIA ZEB		2077 Mayflower Dr	7/27/15
Jim Derick		2093 Mayflower Dr	7/27/15
SHASHI SUNDARAM		2253 Mayflower Dr	7/27/15
BINDU SUNDARAM		2253 MAYFLOWER DR	7/27/15
SUNEETHA VALLURU		2189 May flower DR.	8/4/15
VENKAT R. DANNANA		2189 MAYFLOWER DR	8/4/15
RIZWAN IBADAT		2125 MAYFLOWER Dr.	8/4/15
SOBIA RIZWAN		2125 MAYFLOWER DR	8/4/15

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Printed Name and Signature		Address (Number and Street)	Date
Valdet Seferovic		2154 Radcliffe Dr.	7/24
Sam Seferovic		2154 Radcliffe Dr.	7/24
WILL ROTHWELL	William J Rothwell	2171 RADCLIFFE	7-26
Asad Ali		2168 Radcliffe Dr	7/26.
Kuomag Li		2241 Radcliffe DR.	7/26/15
Tyler Burt		2255 Radcliffe dr.	7/26/15
MD. ANWAR	HUSSAIN Md.	2266 RADCLIFFE	7/26/15
SIDDIKA M HUSSAIN	Siddika M Hussain	2266 RADCLIFFE	7/26/15
B ANARNATA		2252 Radcliffe	7/26/15
Mike Mackinnon		2239 Radcliffe	7/26/15
MUHAMMAD S. AHMED		2224 Radcliffe	7/26/15
Fadia Jazrawi		2185 Radcliffe	7/27

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Printed Name and Signature	Address (Number and Street)	Date
ADRIAN MONTES	2061 MAYFLOWER	8/4/2015
Serveta Dziljaj	5391 Standish Dr.	8-4-2015
Arif Paloj	5391 Standish Dr.	8-4-2015
KEITH FOX	5363 Standish Dr	8-5-2015
THIRUMAL NAGADI	5321 STANDISH DR	8-5-2015
SUMA NAGADI	5321 STANDISH DR.	8-5-2015
Deidre Bounds	2205 Mayflower Dr.	8/5/15
WILLIAM BOUNDS	2205 Mayflower Dr.	8/5/15
MOHAMMED SIDDIQUI	5270 STANDISH DR	08/09/15

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Printed Name and Signature		Address (Number and Street)	Date
HORATIO DANCEA	Horatio Dancea	5302 STANDISH DR.	07/23/15
MIHAELA DANCEA	MDancea	5302 STANDISH DR.	07/23/15
Barbara Torrence	BTorrence	2235 Custer Dr.	07/23/15
CHRISTIAN RUPPEL	Christian Ruppel	220 RADCLIFF	07/23/15
Zoja Spencer		2154 RADCLIFF	07 23

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The opening of Tucker road will provide a more direct route for **emergency vehicles**, thus providing **faster response times during emergencies.**

Printed Name and Signature	Address (Number and Street)	Date
NANCY EDWARDS Nancy Edwards	5269 STANDISH	7-27-15

Kathy Czarnecki

From: Dorothy Konarske <dmkonarske@gmail.com>
Sent: Sunday, August 09, 2015 9:46 PM
To: Planning
Subject: Request to Remove Barricade on Tucker

Planning Department:

I am in favor of removing the Barricade on Tucker for the following reasons:

1. Public Safety.

Both **Fire Chief Nelson** and **Fire Marshall Roberts** are very supportive of this request. Fire Marshall Roberts said I could quote him in saying "***Tucker is the most direct route***" to access residents in our neighborhood in case of an emergency.

Fire Chief Nelson also stated that the fire department came in on the wrong side of the barricade just last year but fortunately no personal injuries were incurred.

"I personally think that the Planning Commission's number one goal is to consider the protection of Health and Welfare."

Donald Edmunds, Planning Commission Chair, Planning commission meeting of March 24th, 2015 regarding the Drake connection to Hunters Park II.

"Interconnected streets are the preferred desire of the Fire Department and Public Safety."

"In addition, neighborhood connections is strongly preferred by other services such as Mail, Garbage, School Buses, etc., so there are many people who actually use these interconnected neighborhood streets."

Ben Carlisle, Planning Commission meeting of March 24th, 2015 regarding the Drake connection to Hunters Park II.

2. Distribution of traffic on Saffron, Mayflower and the proposed Hunters Park II connection of Drake Street.

With the newer homes on Radcliff Street and the development of Bridgewater Estates, Hunters Park I and II along with the existing residents of Long Lake Meadows, none of which existed at the time of the barricade, the traffic would be more evenly distributed between Saffron, Mayflower, Drake and Tucker providing safer neighborhood streets.

"***Interconnected streets and neighborhoods are a policy and direction of the City. This in both of the Master Plan and Zoning Ordinance and better distributes traffic within neighborhoods. You're not pushing it to one Street or another."***

Ben Carlisle, Planning Commission meeting of March 24th, 2015 regarding the Drake connection to Hunters Park II.

3. Tucker is a Public Road.

As residents and tax payers of Troy, we in essence, over the last 27 years, have paid for the up keep of a public road that we are not allowed to utilize within our own neighborhood. Other dirt roads in Troy are not barricaded off from public use, for example; Fernleigh and Willow Grove both connect to improved subdivision roads.

4. If the barricade were removed it would provide a Vehicular Route to Wass Elementary school for residents on the gravel side of the barrier without having to access a major road.

Dorothy Konarske

2237 Drake

Kathy Czarnecki

From: Brent Savidant
Sent: Monday, August 10, 2015 9:24 AM
To: Kathy Czarnecki
Cc: Planning
Subject: FW: Opposed to removal of barrier on Troy east of John R

From: William J Huotari
Sent: Friday, August 07, 2015 12:41 PM
To: Brent Savidant <SavidantB@troymi.gov>
Subject: Fwd: Opposed to removal of barrier on Troy east of John R

Sent from my iPhone 6+

Begin forwarded message:

> **From:** mike lanham <buddad@wowway.com>
> **Date:** August 7, 2015 at 12:35:04 PM EDT
> **To:** <huotariwj@troymi.gov>
> **Cc:** <blumlg@troymi.gov>
> **Subject: Opposed to removal of barrier on Troy east of John R**
>
> 2124 Tucker Drive
>
> Troy, MI 48085
>
> August 7, 2015
>
> William J. Huotari, PE
>
> City of Troy
>
> Dear Mr. Huotari,
>
> I am writing in opposition to removing the barrier on Tucker Drive east of John R.
>
> I have been living on Tucker Drive in Troy for more than sixty years. I have been living here since before the subdivision on the other side of the barrier was built. The barrier has been in place ever since. Not once have I seen a situation where an ambulance, fire truck or squad car has been hampered from doing their duty. There are multiple alternative roads to access the subdivision.
>
> There was concern about an emergency vehicle access barrier possibly causing damage to city vehicles. I have owned three pick-up trucks that were equipped with skid plates to protect the

undercarriage. I am sure the manufacturers of emergency vehicles install similar protections, given the variety of rough terrain an emergency vehicle might be called upon to traverse.

Also, it is very difficult some days to find a break in traffic to turn onto John R from our street, particularly turning south. Additional traffic would make it nearly impossible, increasing the risk of accidents.

Furthermore, this street has numerous small children who would be endangered by increased traffic and speeding vehicles.

I am opposed to the removal of the barrier.

Sincerely,

Michael W. Lanham, Sr.

--
--
WOW! Homepage (http://www.wowway.com)

Kathy Czarnecki

From: Brent Savidant
Sent: Tuesday, August 11, 2015 3:08 PM
To: Planning
Subject: FW: TUCKER DR

-----Original Message-----
From: petrulupas [mailto:petrulupas@yahoo.com]
Sent: Tuesday, August 11, 2015 3:01 PM
To: Brent Savidant <SavidantB@troymi.gov>
Subject: TUCKER DR

Dear Mr. Savidant,

After reading through the agenda packet for tonight's meeting I noticed there is no resolution being proposed for which the planning commission can vote on. Why is it that the Traffic committee was able to vote on a resolution but the Planning Department has not included one for the Planning Commission? Are you planning to make a decision as a city management on the Tucker barrier issue after this public meeting is over? Are you planning to formulate a recommendation to City council outside of this public meeting? Wouldn't that be a violation of the Open Meetings act 15.263 sec 3(2) that states "all decisions of a public body shall be made at a meeting open to the public"? And section 15.262 sec 2(d) states that a decision includes a proposal, recomendation or resolution.
It seems to me that if you plan on making your recomendation to council without a formal resolution at tonight's meeting you might be in violation of the Open Meetings Act.
I would respectfully request that you take a formal vote tonight so that we all know what your recomendation to council will be.

Thank you

Peter Lupas
2197 Tucker dr
Troy MI 48085

Kathy Czarnecki

From: daniel.d.mchugh@gmail.com
Sent: Tuesday, August 11, 2015 8:43 AM
To: Planning
Subject: Remove the barrier on Tucker

To the Planning Commission,

Four months ago this very commission voted 9-0 in favor of connecting Long Lake Meadows with the new Hunters Park II, even with concerns from the residences on Drake and Standish. Siding with the wants of the Police, Planning Department, the Planning consultants and most important to many of the commissioners, the Fire Department.

The arguments for keeping the barrier are similar to the concerns of four months ago, children safety and keeping the past the past. However for our city to continue to move forward, please support the police and fire departments which are requesting the complete removal of the barrier.

Thank you for your time

Dan McHugh
2238 Drake

Kathy Czarnecki

From: mihaela mazilu <mikimazi@yahoo.com>
Sent: Monday, August 10, 2015 8:24 AM
To: Planning
Subject: Request to remove barricade on Tucker
Attachments: Tucker road.pptx

Planning Commission members,

I am in favor of removing the barricade on Tucker road and oppose EVA (Emergency Vehicle Access) option for the following reasons:

- Tucker road is a public road and we all need to have access. Furthermore, our taxes are used to maintain this road.
- Will reduce the response time and distance for the emergency vehicles such as firetrucks, ambulances and Police.
- Will reduce the traffic flow on Standish, Mayflower and Saffron. The traffic increased significantly with the construction of the two new subdivisions and it will increase even more when the construction of all houses will be completed (46 new houses).

The “Road End” sign placed in the front of the barricade on Tucker is misleading. The road does not end, in fact it continues as shown in the attached picture.

I urge you to vote in favor of removing the barricade on Tucker. The public safety should be considered first.

Thank you,
Mihaela Dancea

Kathy Czarnecki

From: Danny <bapsdanny@yahoo.com>
Sent: Tuesday, August 11, 2015 2:27 PM
To: Planning
Subject: Tucker barrier

> Hi,
> My name is Daniel Murza and I reside at 2218 Tucker.
> I would like to express my concerns pertaining to opening Tucker to through traffic. This would be a very dangerous option to all traffic and residents. This is a dirt road that would not support frequent traffic. It is often that holes are created in the road and cars skid even at lower speeds. Dust from traffic can negatively impact all residents. Opening the barrier would require a light at the end of Tucker. Residents on the street have already expressed their concerns with possibly being assessed higher taxes to absorb cost of possible road paving. I am a Troy teacher with a home stay wife and we too would not be able to pay in addition to the already too high taxes. This would be dangerous for students driving to school onto high traffic on John R off of a dirt road. Accidents likelihood would increase significantly.
> Please consider an EVA as the most viable solution in order to ease access for emergency vehicles and maintain the safety of Troy residents in the same time.
> Thank you,
>
> Daniel Murza
>
> Christi crux est mea lux.
> Dominus vobiscum.
>

Kathy Czarnecki

From: Mike <frn1043@yahoo.com>
Sent: Sunday, August 09, 2015 11:49 PM
To: Brian M Kischnick; Planning
Subject: Removal of Tucker Barricade

To: Troy Planning Commission, City Manager Mr. Kischnick,

I am strongly in favor of removing the Tucker barricade, and have been so ever since living here.

Rationale follows below.

Sincerely,

Michael Ortmann
5298 Standish Dr.

Reasons for the Petition to Take Down the Tucker Barricade
This petition is about evening out traffic flow fairly for all citizens in the areas around this barrier, street connectivity, and improving public safety overall.

Traffic Committee Meeting July 15th
At the Traffic Committee meeting most of us who came in favor of removing the barrier had heard the reasons the Planning Commission cited, in opening Drake. Frankly, the full rationale was not presented by our side at the Traffic Committee in large part because we thought those same reasons were clear and convincing reasons to remove the Tucker barrier.

Some History on this Southwest Area of the Square Mile
23 years ago when the subdivision area of Tucker and Standish reached "full development" by the builders there at the time, the subdivision area ended with:
a. A barrier near the current south end of Standish
b. A barrier close to the current one at the west end of Custer
c. The current barrier on Tucker
d. A barrier at the north end of Standish
e. A barrier close to the current one on Drake

Since that time (cross-referenced to the above lettering):

a. Later in the 1990s the south barrier was removed, and about 19 new homes were built along Radcliffe connecting to the west. That barrier was moved to the west end of Radcliffe with no opening to Long Lake.
b. The barrier at Custer remains.
c. The barrier at Tucker remains.
d. 27 new homes have been recently built on Mayflower, which connects to Standish and John R (and Aster to the north)
e. There is a new development of 45 homes at Hunter's Park. After completion Drake will connect to that development and connectivity will flow through/to John R via the current Mayflower connection to John R, and via another new connection to John R south of Mayflower

Note: When we moved into the neighborhood 23 years ago, we certainly did not expect all the road barriers to remain forever. But we did not expect that main road access would remain closed off to the south, and remain closed off at Tucker, and all the through-traffic to/from John R would just be routed north of the intersection of Tucker and Standish.

Current Traffic Situation after Recent Connection of Standish and Mayflower

When Mayflower first connected to Standish the traffic situation did not change much right away. But that has significantly changed as people have learned about this connection. The amount of traffic on Standish (north of Tucker) and Mayflower has significantly increased. Many of the vehicles are clearly speeding. These are long straight stretches on Standish and Mayflower, which drivers see as an easy/fast route; this situation will make many drivers continue to prefer the Mayflower/Standish route, after Drake opens up. The Drake route will be choppier.

The driving distance between the Tucker/Standish intersection and the far west end of the Mayflower straightaway is 0.45 miles, with no intersection and just one turn. (Also note that it is almost 0.6 miles from Radcliffe, at the south end of Standish, to that same west end of Mayflower. Again, this is an easy/fast route.) The straight stretch on Standish north of Tucker is over 0.2 miles, and the stretch on Mayflower is a bit longer than that. With the curved road feature where Mayflower connects to Standish, some vehicles do not slow down as much as they should, when they make that turn. Two children riding bikes in the area near the opening of this curve-connection were almost hit by a car that turned from Standish.

I thought the Mayflower residents knew what the traffic would be like when they signed on to buy these homes, but these new neighborhood residents (many with extended families) really did not.

In addition to the residents who live on Standish (N. of Tucker) and Mayflower, there is traffic cutting to/from John R from all the area coming up Standish south of Tucker, all the homes on Tucker east of the barrier, and homes on Saffron and other streets in the Saffron area. In addition vehicles are coming and going from Aster (which connects to Mayflower from the north) and streets that connect to Aster. Clearly they can do this in order to get to Long Lake via a route that (for many of them) is less choppy than taking Ivanhoe/Sweet/Cloister/Palmetto/Saffron.

Upcoming Traffic Situation

The traffic on Mayflower, Standish and Drake will increase when school starts. The traffic on Standish and Drake will increase when the Hunters Park development of 45 homes connects through Drake.

Safety of Area Children

Importantly, there are many, many children who live in these 27 new homes on Mayflower. On Standish north of Tucker and on Drake, there are about 18 children under the age of 16. The residents on Standish, Mayflower and Drake and the many families that will be coming with young children in the 45 homes being built west of Drake, should not bear this heavy traffic burden in order to provide protection and preferential treatment to the residents on the gravel area of Tucker.

The residents on the paved segment of Tucker between Standish and Saffron also oppose removal of the barrier. They know how much traffic comes through their stretch of road. One resident there even documented that the traffic increased noticeably after the Mayflower connection was made. Arguably, however, removing the Tucker barrier is not going to make much difference in the traffic on their stretch. What it will do is spread out the traffic flow to/from John R such that some will use the new open section of Tucker, and others will use the route via Standish. The Tucker residents' concern about safety and speeders is shared by all residents and is a condition those on Standish and Tucker now have in reality; yield signs on Tucker at Standish, going east-west, would reduce the Tucker residents' concerns about speeders. Stop signs would be an alternative as well.

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Another Key point: Taking down the barrier will enable all Tucker residents to drive east to Saffron to get to Wass Elementary via only side streets, and drive an easier route to get to Long Lake Road (including getting to Larson Middle School) without making a left turn onto a main road.

There are many other side-streets in Troy that connect to a main road relatively near the oncoming traffic from an intersection to the left. John R has Orpington (N. of Big Beaver), Mt. Vernon (N. of Wattles and nearly right across from Athens school). There are about 6 such side-streets connecting to Livernois between Big Beaver and Square Lake. Notably, Hampshire connects to Livernois north of Long Lake just beyond where Livernois merges into 1 lane going north, which is very similar to the current situation at Tucker and John R. But Hampshire has no barriers.

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Church at SE Corner area of John R and Tucker
At the traffic committee meeting, the pastor of this church expressed concern about additional traffic (if Tucker opens) and children playing on the grass north of the church. This requires comments. First, the church doors and parking lot are on the south side of the church, on the opposite side of Tucker. If one looks at the overall area on the north side of the church, there is a sidewalk right next to Tucker. Immediately next to the side walk there is a very high berm that rises up immediately. On the south side of the berm there is a wide and fairly level grassy area between the berm and the church. If the church is having children play, this level, wide area is clearly protected from traffic. And of course adults need to know where their children are playing in any case, and supervise them as appropriate.

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There is a gravel street in Troy that has similarities to Tucker. Fernleigh connects to Wattles between Dequindre and John R. It is a ½ mile gravel road with no barriers. It is connected at its south with an elbow to Winter Dr. This affords traffic a clear opportunity to cut through Fernleigh to Winter Dr. and Winter's connecting streets. Fernleigh is also connected toward its west by two short side-streets to Timbercrest, and Timbercrest connects to John R. Fernleigh is a gravel side street that has no barriers. I asked a resident on Fernleigh if they get a lot of traffic passing through. He said not as much as you would think. He said many people avoid the dirt road so they won't get their vehicles dirty, and since there are other connections many drivers will use the paved streets as much as they can. He did say that at some times of day there is more traffic on his street.

Similarly, Tucker can be a gravel road with no barrier. Even though it would be a more direct route to/from John R for a number of area residents, there would be a further balancing of traffic in that some drivers will want to avoid a dirt road.

Consistency with Troy Vision and Policy of Interconnected Streets

The area in this square mile and the areas immediately surrounding it will soon be fully developed. John R is going to be widened. Tucker should not be kept in its current outdated situation. Eventually it is going to be opened up and now is an ideal time. The residents on the gravel section will always oppose opening it up. It is time to move forward in the 21st century and be fair to all the residents in the area.

Petition

We have over 100 petition signatures to remove the Tucker barrier. NOTE: If the residents in the 45 homes coming to Hunters Park were already living there we would likely have at least an additional 80 petition signatures.

Professional Input Obtained by the Planning Department

The extensive documentation the Planning Department put together in response to this petition shows:

a. The Troy Police Chief and the Troy Fire Department Chief are in support of removing any barricade that impedes their responses, "in particular the Tucker Street barricade". The Troy Fire Station 5 Captain is in favor of removing the barricade.
b. OHM, the city Traffic Consultant, supports "… removal of the Tucker barricade for many of the same reasons the City supported the connection with Drake." The consultant went on to itemize those reasons.

Fairness

It is not fair to all the residents on Mayflower (27 homes), Standish N. of the Tucker intersection (23 homes), Drake (2 homes), and the future Hunters Park residents (45 homes) to route all this traffic to/from only one direction from the Tucker/Standish intersection and keep Tucker barricaded to regular traffic. All residents north and northwest of that intersection would be bearing an inordinate, unfair burden if Tucker remains barricaded.

With another route to John R, if Tucker is opened up, the residents on the gravel section will not have the only route in this area for vehicles to access John R. The traffic on their street will not be as heavy compared to if their street had been opened up years ago.

If Tucker is opened up, not all the vehicles driving south on John R and wanting to short cut to the Saffron area will simply make a left turn onto Tucker. They will tend to turn left onto Mayflower or into Hunter's park if there is no northbound traffic at those points, because if they wait to turn left at Tucker, northbound traffic coming up John R may arise such that they will have to wait longer.

Most of the homes on the gravel section of Tucker are large homes set far back from the road. They are much further back than the homes in the surrounding subdivisions where the streets are paved. Having additional traffic through their street will be better accommodated by those residents because most homes are set back.

There are only about 14 homes on the gravel section of Tucker. The needs of the few who live on that street should not be valued over the needs of the many more residents on Mayflower, Standish and Drake, and coming soon to Hunter's Park.

The City of Troy should take great care to be impartial in considering this issue. The residents on Tucker have already e-mailed City Council members, and have met face-to-face with the Mayor. In addition, a member of the Troy Planning Commission lives on Tucker on the unpaved section, west of the barrier. These aforementioned conditions clearly call for Troy's city leaders to take extra care going forward that they make a fair and impartial decision.

Kathy Czarnecki

From: Brent Savidant
Sent: Monday, August 10, 2015 10:04 AM
To: Planning
Subject: FW: Removal of Tucker Barricade

From: Brian M Kischnick
Sent: Monday, August 10, 2015 10:02 AM
To: Brent Savidant <SavidantB@troymi.gov>
Subject: FW: Removal of Tucker Barricade

Brian M. Kischnick | City Manager
City of Troy |500 W. Big Beaver, Troy, MI 48084 |Cell: 989.233.7335 |bkischnick@troymi.gov

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From: Mike [mailto:frn1043@yahoo.com]
Sent: Sunday, August 9, 2015 11:53 PM
To: City Council Email <CityCouncilEmail@troymi.gov>
Subject: Fw: Removal of Tucker Barricade

Hello Troy City Council,

I am forwarding this message to you because I believe it is very important to do so. Thank you.

Sincerely,

Michael Ortmann
5298 Standish Dr.

----- Forwarded Message -----
From: Mike <frn1043@yahoo.com>
To: "BKischnick@troymi.gov" <BKischnick@troymi.gov>; "planning@troymi.gov" <planning@troymi.gov>
Sent: Sunday, August 9, 2015 11:48 PM
Subject: Removal of Tucker Barricade

To: Troy Planning Commission, City Manager Mr. Kischnick,

I am strongly in favor of removing the Tucker barricade, and have been so ever since living here.

Rationale follows below.

Sincerely,

Michael Ortmann
5298 Standish Dr.

Reasons for the Petition to Take Down the Tucker Barricade

This petition is about evening out traffic flow fairly for all citizens in the areas around this barrier, street connectivity, and improving public safety overall.

Traffic Committee Meeting July 15th

At the Traffic Committee meeting most of us who came in favor of removing the barrier had heard the reasons the Planning Commission cited, in opening Drake. Frankly, the full rationale was not presented by our side at the Traffic Committee in large part because we thought those same reasons were clear and convincing reasons to remove the Tucker barrier.

Some History on this Southwest Area of the Square Mile

23 years ago when the subdivision area of Tucker and Standish reached "full development" by the builders there at the time, the subdivision area ended with:

a. A barrier near the current south end of Standish
b. A barrier close to the current one at the west end of Custer
c. The current barrier on Tucker
d. A barrier at the north end of Standish
e. A barrier close to the current one on Drake

Since that time (cross-referenced to the above lettering):

a. Later in the 1990s the south barrier was removed, and about 19 new homes were built along Radcliffe connecting to the west. That barrier was moved to the west end of Radcliffe with no opening to Long Lake.
b. The barrier at Custer remains.
c. The barrier at Tucker remains.
d. 27 new homes have been recently built on Mayflower, which connects to Standish and John R (and Aster to the north)
e. There is a new development of 45 homes at Hunter's Park. After completion Drake will connect to that development and connectivity will flow through/to John R via the current Mayflower connection to John R, and via another new connection to John R south of Mayflower

Note: When we moved into the neighborhood 23 years ago, we certainly did not expect all the road barriers to remain forever. But we did not expect that main road access would remain closed off to the south, and remain closed off at Tucker, and all the through-traffic to/from John R would just be routed north of the intersection of Tucker and Standish.

Current Traffic Situation after Recent Connection of Standish and Mayflower

When Mayflower first connected to Standish the traffic situation did not change much right away. But that has significantly changed as people have learned about this connection. The amount of traffic on Standish (north of Tucker) and Mayflower has significantly increased. Many of the vehicles are clearly speeding. These are long straight stretches on Standish and Mayflower, which drivers see as an easy/fast route; this situation will make many drivers continue to prefer the Mayflower/Standish route, after Drake opens up. The Drake route will be choppier.

The driving distance between the Tucker/Standish intersection and the far west end of the Mayflower straightaway is 0.45 miles, with no intersection and just one turn. (Also note that it is almost 0.6 miles from Radcliffe, at the south end of Standish, to that same west end of Mayflower. Again, this is an easy/fast route.)

The straight stretch on Standish north of Tucker is over 0.2 miles, and the stretch on Mayflower is a bit longer than that. With the curved road feature where Mayflower connects to Standish, some vehicles do not slow down as much as they should, when they make that turn. Two children riding bikes in the area near the opening of this curve-connection were almost hit by a car that turned from Standish.

I thought the Mayflower residents knew what the traffic would be like when they signed on to buy these homes, but these new neighborhood residents (many with extended families) really did not.

In addition to the residents who live on Standish (N. of Tucker) and Mayflower, there is traffic cutting to/from John R from all the area coming up Standish south of Tucker, all the homes on Tucker east of the barrier, and homes on Saffron and other streets in the Saffron area. In addition vehicles are coming and going from Aster (which connects to Mayflower from the north) and streets that connect to Aster. Clearly they can do this in order to get to Long Lake via a route that (for many of them) is less choppy than taking Ivanhoe/Sweet/Cloister/Palmetto/Saffron.

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Importantly, there are many, many children who live in these 27 new homes on Mayflower. On Standish north of Tucker and on Drake, there are about 18 children under the age of 16. The residents on Standish, Mayflower and Drake and the many families that will be coming with young children in the 45 homes being built west of Drake, should not bear this heavy traffic burden in order to provide protection and preferential treatment to the residents on the gravel area of Tucker.

The residents on the paved segment of Tucker between Standish and Saffron also oppose removal of the barrier. They know how much traffic comes through their stretch of road. One resident there even documented that the traffic increased noticeably after the Mayflower connection was made. Arguably, however, removing the Tucker barrier is not going to make much difference in the traffic on their stretch. What it will do is spread out the traffic flow to/from John R such that some will use the new open section of Tucker, and others will use the route via Standish. The Tucker residents' concern about safety and speeders is shared by all residents and is a condition those on Standish and Tucker now have in reality; yield signs on Tucker at Standish, going east-west, would reduce the Tucker residents' concerns about speeders. Stop signs would be an alternative as well.

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Kathy Czarnecki

From: Preethy <preethysarahsamuel@gmail.com>
Sent: Tuesday, August 11, 2015 8:23 AM
To: Planning
Subject: Please open tucker

We live on Standish Dr and we have noticed an increase in traffic in our street, since the opening of Standish drive to John R. To be fair to the people living in Standish drive, please open Tucker Drive as well, as we think that the traffic will be more evenly distributed.

Preethy Samuel

Kathy Czarnecki

From: Brent Savidant
Sent: Monday, August 10, 2015 2:55 PM
To: Planning
Subject: FW: Opening of Tucker Street Barricade

From: William J Huotari
Sent: Monday, August 10, 2015 2:54 PM
To: Brent Savidant <SavidantB@troymi.gov>
Subject: FW: Opening of Tucker Street Barricade

From: Gerry Seip [mailto:justgerrya@yahoo.com]
Sent: Monday, August 10, 2015 2:42 PM
To: William J Huotari <HuotariWJ@troymi.gov>
Subject: Opening of Tucker Street Barricade

I am a resident of 5297 Standish Dr. at the corner of Drake. I am writing to confirm my desire to have the Tucker Street barrier removed for the following reasons: 1) it would be consistent with the opening of all stub streets in the city 2) there will be three accesses to & from John R into Long Lake Subdivision and the surrounding neighborhoods and 3) service personnel would have easier access to our streets for emergencies, etc. Thank you, Mrs. Geraldine Seip

Kathy Czarnecki

From: semidaf@yahoo.com
Sent: Friday, August 07, 2015 3:01 PM
To: Planning
Subject: Planning Commission - Tucker barrier Public Hearing

Attn: Planning Commission - Tucker barrier Public Hearing scheduled for Tuesday, 8/11/15

Planning Commission members, please vote to maintain the current Tucker Road status and encourage the installation of an EV for Police and Fire access use.

1 ->Tucker Road is not paved and doesn't have any improvements (sidewalks). All Tucker Road residents have signed a petition against additional taxes being assessed to their properties to pave Tucker Road.
According to the Planning Director's comments during the March 24, 2015 Commission's Meeting discussion regarding the Tucker Road: *"I don't believe there is money in the budget. This has never been discussed at a budget meeting that I am aware of"*.

2 ->Every Tucker household (100%) supports the installation of an EV access that would remove the safety concerns raised by the Public safety departments. City of Troy has already implemented multiple EVs all across the City that are working as intended.

3 ->As you are well aware by now, the complaint was raised by a Drake household that has lived at the same location since 1994 and never once complained that the safety of their neighborhood is being jeopardized by the Tucker Road barrier. During all this time they enjoyed their large, secluded lot surrounded by mature trees. Furthermore, when Hunters Park I was developed and Mayflower Road connection to John R Road was created, the same Drake residents had no objection to the Tucker Road barrier. Mayflower Road is less than 500 ft from Drake Rd.
The above Drake resident spoke at the March 24, 2015 Planning Commission's meeting and objected to Drake being opened and offered Tucker opening as an alternative solution.
As it is the case with short stub streets, they are intended for extending the new community developments. Drake was such a stub street.

4->Please consider listening to the voices of the Tucker residents (both gravel and paved sides). All these residents (100%) from John R Road all the way to Saffron Road and many others (over 80) have signed a petition opposing the removal of the barrier.

City of Troy prides itself at listening to the concerns of the residents. Please don't allow a resident who doesn't even live near Tucker to propose such a drastic change that will affect others and not him.

"Doing Government the best" should be about listening to the will of the majority and not allowing the minority to run their hidden agenda and impose drastic changes.

I respectfully request that you vote to allow the Tucker Road barrier to remain in place and to encourage the use of an EV for Public Safety usage.

Thank you,

Semida F.

Kathy Czarnecki

From: Tejinder Sharma <tsharma_au@yahoo.com>
Sent: Monday, August 10, 2015 7:41 AM
To: Planning
Subject: Remove Barricade on Tucker

Dear Planning Commissioner:

We are in favor of removing the barricade on Tucker. Due to my work engagements, I will not be able to attend the meeting on 11th, but I am in favor of removing the Barricade. This will help reduce the traffic congestion.

Thank you very much

Tejinder Sharma
2046 Mayflower
Troy 48085

Ph: 248-817-5409

Kathy Czarnecki

From: S Sukhi <bombaywala75@gmail.com>
Sent: Monday, August 10, 2015 11:58 AM
To: Planning
Subject: Request to Remove Barricade on Tucker

Dear Sir/Madam: 1. If the barricades are removed , all emergency vehicles will have easy access to houses on Saffron, houses on Tucker , currently beyond the barricade and houses on Standish near Tucker. God forbid, since we are all getting old, we need faster service.

2. Some home owners living on the gravel road on Tucker have been claiming that their taxes will go-up , if the road is resurfaced. The very ideal to live the way our great-grandparents lived, is strange and that too , to save few bucks in Taxes? In that case, convert all subdivision streets into gravel roads , so we all save money in taxes . City will lose its revenue though. Only Auto-repair services will be benefited . They will make money repairing flat tires, shocks and brakes !!!

3. It is reported that one Planning Commision member resides on Tucker beyond the barricade . He must not be allowed to make any decision regarding this issue. He has clear personal interest.

4. It is the blatant discrimination against residents on Standish that Mayflower is open; Drake will open soon. So there is increased traffic already on Standish . And some citizens on Tucker for their own selfish reason ; do not want to remove the barricade on Tucker . If the barricade is removed , some traffic will be shared by Tucker . It surprises me that some neighbors could be so selfish!!!!!!!!

Sincerely,

Surendra Sukhtankar . 5316 Standish Drive , Troy, 48085-6702.

PS: I will certainly attend the meeting on 11 Aug at the City Hall.

Kathy Czarnecki

From: WLA/Veeca <wlaohio@aol.com>
Sent: Saturday, August 08, 2015 12:11 PM
To: Planning
Subject: Request to remove Barricade on Tucker

To whom maybe concerned:

We are a resident of 2227 Radcliffe Dr.Troy, MI. We are against the removal of Barricade on Tucker because of potential increasing traffic in the neighborhood.

Best Regards

Zhonggang David Wang
Jin Jeanne Lu

Kathy Czarnecki

From: Shila Moin <shilamoin@gmail.com>
Sent: Tuesday, August 11, 2015 6:42 PM
To: Planning
Subject: Remove the barrier on Tucker Dr.

Dear Planning Commission,

I am the resident of 2173 Mayflower Dr. There were barriers at Aster and Standish which were removed few months ago. As a result the traffic increased on Mayflower and on Aster significantly. However, we are pleased to have different ways to come home.

I completely support the removal of the barrier on Tucker Dr as that will distribute the traffic inside the subdivisions resulting in traffic reductions on other streets.

Please remove the barrier on Tucker Dr.

Sincerely

Afsana & Moin Mirza
2173 Mayflower Dr
Troy MI 48085

Kathy Czarnecki

From: Brent Savidant
Sent: Monday, August 17, 2015 8:23 AM
To: Planning
Subject: FW: Removal of Tucker Barricade

From: Mark F Miller
Sent: Monday, August 17, 2015 8:11 AM
To: Brent Savidant <SavidantB@troymi.gov>; William J Huotari <HuotariWJ@troymi.gov>
Cc: Brian M Kischnick <B.Kischnick@troymi.gov>
Subject: FW: Removal of Tucker Barricade

From: Mike [mailto:frn1043@yahoo.com]
Sent: Sunday, August 16, 2015 11:18 PM
To: Brian M Kischnick <B.Kischnick@troymi.gov>
Cc: Mark F Miller <Mark.Miller@troymi.gov>
Subject: Removal of Tucker Barricade

Hello Mr. Kischnick,

I sent you an e-mail on Aug 9, with detailed reasons to open Tucker. I put a lot of thought and research into it.

I would like to add that the 107 petition signatures our neighborhood obtained in favor of opening Tucker were all from residents who are burdened by having Tucker blocked, and/or who would benefit by opening it up. All these signatures are from citizens on Mayflower, Standish, Drake, Radcliffe and Custer.

Once the residents in our neighborhood became fullly aware of this issue and the process, they really came together to make their feelings known via the petition to open Tucker, e-mails to the Planning Commission, and speaking at the Planning Commission meeting. Please also consider that many of the new residents on Mayflower are from diverse ethnic backgrounds and are likely uncomfortable speaking at City of Troy formal sessions. Nevertheless, their feelings were quite clear when they signed the petition

Please hear all our voices.

Also note: A good number of the petition signatures from the opposition are coming from streets that have no impact from this issue: Crowfoot, Duke, Sweet, and other streets in that area. Those who want to retain a barricade clearly fanned out to those streets to increase their petition count, using whatever means of persuasion or social connection possible.

One final note: The citizens on the paved section of Tucker signed the petition to retain a barrier, yet they are frequently using the Standish/Mayflower route to get to and from John R.

I don't like to be so blunt but we love our homes too, and many of us have been living here a long time.

Thank You.

Michael Ortmann
5298 Standish Dr..

Kathy Czarnecki

From: Brent Savidant
Sent: Thursday, August 20, 2015 2:34 PM
To: Kathy Czarnecki
Subject: FW: The request ro remove the barricade on Tucker , Troy, Michigan

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From: Brian M Kischnick
Sent: Thursday, August 20, 2015 1:59 PM
To: Brent Savidant <SavidantB@troymi.gov>
Subject: FW: The request ro remove the barricade on Tucker , Troy, Michigan

Brian M. Kischnick | City Manager
City of Troy |500 W. Big Beaver, Troy, MI 48084 |Cell: 989.233.7335 |bkischnick@troymi.gov

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From: suren sukhtankar [mailto:nscbose97@hotmail.com]
Sent: Thursday, August 20, 2015 12:56 PM
To: City Council Email <CityCouncilEmail@troymi.gov>
Subject: Fw: The request ro remove the barricade on Tucker , Troy, Michigan

Dear City Council Members of the City of Troy:

My name is Surendra Sukhtankar ; I and my wife Sushama live at 5316 Standish Drive, Troy,MI since February 1992; will continue to live there till the God almighty , calls us home! Our home Tel No. is 248 879 6274.

Since Mayflower was opened connecting Standish Drive to John R , the traffic on Standish Dr has skyrocketed . Before these 20 + houses were built that area was all woods and Standish was barricaded . Add to that new houses being built near Drake and soon there will be a road connecting Drake to John R will be built and Drake barricade will be removed . So, we should expect more traffic on Standish Dr. So, we the residents of Standish Dr demand that the Barricade at Tucker be removed and the Standish Dr gets one more exit point for the ever-increasing traffic.

What is so sacred about the barricade at Tucker? Some cheapskates living on the unpaved side of Tucker do not want to get the road paved and pay more taxes?
Please tell them that this is Troy, and not Detroit!!! We are willing to pay more for better services. Most residents of this subdivision are two-income , middle class
professionals , and afford to pay taxes. Chances are that residents of Standish Drive , collectively pay more in taxes that the residents of unpaved side of Tucker together!!!

We are all getting old very fast; sooner than later , we are going to need emergency help. Removal of Tucker barricade and paving the road will provide an additional access to Emergency vehicles.

We both request you to vote for removal of the Tucker barricade and paving the road. Request that all such barricades in the City of Troy be removed , roads paved and Troy usher in modern, open City for all its citizens and their visitors.

I plan to attend the City Council meeting on August 24 at 7:30 pm.

Thanking you in anticipation,

Sincerely,

Surendra and Sushama Sukhtankar

5. TUCKER STREET BARRICADE

Chair Edmunds addressed the audience and announced the parameters of the public comment session for the item.

Mr. Apahidean asked to recuse himself from discussion and action on this item because he resides on Tucker.

(Mr. Apahidean exited the meeting at 7:32 p.m.)

Mr. Savidant gave a short presentation addressing:

- History of barricade.
- Hunters Park 2 development; connection to Drake.
- Request to City Management to remove barricade.
- City Management decision for due process; public commentary from both Traffic Committee and Planning Commission to assist in drafting recommendation to City Council at August 24, 2015 meeting.
- Action taken at Traffic Committee.
- Locations, photographs of existing barricades and emergency vehicular accesses (EVA's).
- Options: leave barricade, remove barricade, replace barricade with EVA.

Chair Edmunds opened the floor for public comment.

- Michael Lanham, 2124 Tucker, oppose removal.
- Sumer Salem, 2015 Tucker, oppose removal.
- Daniel Murza, 2218 Tucker, oppose removal.
- Adriana Apahidean, 2223 Tucker, oppose removal.
- Ken Andreoni, 2097 Tucker, oppose removal.
- Charles Seip, 5297 Standish, support removal.
- Dorothy Konarske, 2237 Drake, support removal.
- Semida Fratila, 2192 Tucker, oppose removal.
- Lisa Taylor-Nalette, 5344 Standish, oppose removal.
- James Konarske, 2237 Drake, support removal.
- Dan Fratila, 2192 Tucker, oppose removal.
- Mihaela Dancea, 5302 Standish, support removal.
- Deb Tosch, 2088 Tucker, oppose removal.
- Monica Hausner, 2071 Tucker, oppose removal.
- Christopher Hausner, 2071 Tucker, oppose removal.
- Michael Ortmann, 5298 Standish, oppose removal.
- Geraldine Seip, 5297 Standish, support removal.
- Horatio Dancea, 5302 Standish, support removal.
- Surendra Sukhtankar, 5316 Standish, support removal.
- Mark Petty, 5180 Standish, oppose removal.
- John Tosch, 2088 Tucker, oppose removal.
- Donna Medich, 5242 Standish, support removal.

- Patrick Smith, 2234 Tucker, oppose removal.
- Ligia Murza, 2218 Tucker, oppose removal.
- Grace Gabrysh, not signed in, former Tucker resident, oppose removal.

Chair Edmunds closed the floor for public comment.

There was discussion on:
- Consideration of all barriers and traffic impediments in the City.
- Purpose of Tucker barricade; intent to remove or not in future.
- Cost of maintenance; gravel in comparison to paved roads.
- Evolution of City since installation of Tucker barricade.
- Value of homes; gravel in comparison to paved roads.
- Empathy for residents; understand homes purchased on gravel road and wanting it to remain as such.
- Process to pave road, install sidewalks.

Mr. Bovensiep, Public Works Manager, addressed:
- Short term and long term maintenance of roads.
- Life expectancy of roads: asphalt, concrete, gravel.
- Paved surface roads a higher expense than gravel roads.
- Funding for local roads; Public Act 51.

Resolution # PC-2015-08-054
Moved by: Crusse
Seconded by: Sanzica

RESOLVED, The Planning Commission recommends removal of the barricade on Tucker and opening it completely as a public road; and

FURTHER RESOLVED, The Planning Commission recommends consideration of removal of all barriers including emergency vehicle accesses (EVA's) in the interest of Planning Commission best practices to promote the City policy of connectivity of public roads and access for all citizens in the community.

Yes: All present (7)
(Mr. Apahidean recused from vote)

MOTION CARRIED

Planning Commission Presentation
8/11/2015

Gravel Road Maintenance statistics (Information provide by the Troy DPW and from published City of Troy Budget figures)

- "City of Troy is responsible for the maintenance of approximately 265 miles of local roads. Approximately 246 miles of these are subdivision streets of concrete or asphalt, 5 miles are chip seal and **5 miles are gravel** roads. Approximately 2/3 of subdivision streets are concrete with the remaining 1/3 being asphalt. The remaining 9 miles are nominally termed by the city as "Industrial Roads", such as Naughton, Wheaton and Piedmont, that are classified as local because they do not meet the definition of a Major Road under Act 51".
- the total amount for gravel roads maintenance for the FY2015 (Fiscal Year) came in at $70,000 (DPW info).
- Troy DPW maintains 4.4 miles of gravel roads in Troy.
- **Tucker Road** is roughly 1127 ft (0.213 miles) which will amount to $3400/ yr for Tucker Rd gravel maintenance.
- FY2015 estimate for paved local roads maintenance ONLY- $463,000 (does not include drains or snow, just local road maintenance)
- The replacement or reconstruction of local roads is (according to the budget 6 Year CIP for Local Roads) roughly $3.5 million a year (see next slide).

Troy MICHIGAN 2014/2015 Budget

6 Year Capital Improvement Plan Local Roads

6 Year CIP - Local Roads

Map Number	Project Name	Total Project Cost	Total City Cost	Proposed 2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Comments
LR-1	Concrete Slab Replacement	4,515,000	4,515,000	4,515,000	0	0	0	0	0	By DPW
LR-2	Concrete Slab Replacement	2,700,000	2,700,000	0	2,700,000	0	0	0	0	By DPW
LR-3	Concrete Slab Replacement	3,050,000	3,050,000	0	0	3,050,000	0	0	0	By DPW
LR-4	Concrete Slab Replacement	2,975,000	2,975,000	0	0	0	2,975,000	0	0	By DPW
LR-5	Concrete Slab Replacement	2,400,000	2,400,000	0	0	0	0	2,400,000	0	By DPW
LR-6	Concrete Slab Replacement	2,200,000	2,200,000	0	0	0	0	0	2,200,000	By DPW
LR-7	Asphalt Pavement Overlay - Section 19 (a)	1,000,000	1,000,000	1,000,000	0		0	0	0	By Engineering
LR-8	Asphalt Pavement Overlay - Section 19 (b)	700,000	700,000	0	700,000	0	0	0	0	By Engineering
LR-9	Asphalt Pavement Overlay - Section 6	350,000	350,000	0	0	350,000	0	0	0	By Engineering
LR-10	Asphalt Pavement Overlay - Section 20	425,000	425,000	0	0	0	425,000	0	0	By Engineering
LR-11	Asphalt Pavement Overlay - Section 27	1,000,000	1,000,000	0	0	0	0	1,000,000	0	By Engineering
LR-12	Asphalt Pavement Overlay - Section 3	1,200,000	1,200,000	0	0	0	0	0	1,200,000	By Engineering
LR-50	Crack Sealing	600,000	600,000	100,000	100,000	100,000	100,000	100,000	100,000	By DPW
TOTALS:		23,115,000	23,115,000	5,615,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	

Total amount for local paved roads maintenance and reconstruction is:
$3.5 million + $463,000 = approx **<u>$4.0 million/year</u>** used for local paved roads

- Dividing the above amount by 246 miles of local paved roads = **<u>$16,240/ mile of paved road to maintain/ year</u>**

- Compared with the amount used for gravel roads maintenance (**$15,900/mile**) it is **<u>cheaper</u>** to maintain gravel roads versus paved roads.

<u>- This is not even the whole picture:</u>

- If Tucker is to be paved (4.5 inches of asphalt, 24 feet wide) for the 40-year predicted lifespan, a low-volume paved road will need to be chip sealed twice, undergo overlay once and finally reclaim/overlay.
- Initial paving project (using DPW cost estimates for project 12.201.1 for the Troywood S.A.D.) puts the total project COST at $60,100 for "324 linear feet, 24' wide bituminous asphalt pavement". Tucker Road is 1127 linear feet. The TOTAL TUCKER PROJECT COST will be $209,000 for road paving only (no sidewalks or other improvements !).
Overlay after 20 years (which includes milling/ grinding of the existing pavement and then placing a 1.5" to 3" asphalt overlay) will be around $55,000 ($2/sqft).
- Chip sealing is around $4000/ mile.
- The final overlay/reclaim (after 40 years) will run around $90,000-$120,000.

Adding up all of the above costs: $209,000+$55,000+$90,000+$2000 = TOTAL **$356,000** for 40 YEARS of useful road life.

$356,000 will provide gravel grading services for **<u>115 YEARS</u>**

City Council Agenda item I-05 (July 20, 2015 Regular Meeting) -- Standard Purchasing Resolution #1: Award to Low Bidder and Budget Amendment

(Presented by Steven J. Vandette, City Engineering Director)

Contract 15-8 – Wattles Mill & Hot Mix Asphalt (HMA) Overlay

History: This project was budgeted to include asphalt overlay work on three (3) miles of Wattles from Coolidge to Rochester; Crooks from Big Beaver to Banmoor; and at the intersection of Coolidge and Square Lake. It includes milling (grinding off) a portion of the pavement, making repairs to the milled surface, replacing curb & gutter at spot locations, and overlaying the pavement with 1-1/2 to 2 inches of asphalt.

The work is anticipated to start in August and be completed in October.

Purchasing: Bids were received and publicly read on July 8, 2015. The low bid of $2,183,316.97 was submitted by Pro- Line Asphalt Paving Corp. as shown on the attached tabulation of bids.

The 2015-16 major road budget for this project is $1.95 million. This budget is based on actual 2014 construction costs, but we have seen higher construction costs this year due to an improving economy and higher construction demand. This project's higher "as bid" cost is due to these factors and also due to our decision to use an asphalt mix that has a lower percentage of recycled asphalt pavement (RAP). Known as a Tier 1 mix it uses up to 17% less RAP than a Tier 2 mix. Over the past few years we have seen better performance using the Tier 1 mix, but using it adds approximately $5 per ton or about $50,000 to the asphalt material cost for this project. Additionally, during final design we added approximately 200 feet of sidewalk and a bypass lane on westbound Wattles at Lawson Street that were not contemplated in the budget amount.

These items and the Tier 1 mix add approximately $155,000 to the construction cost of this project.

The total estimated project cost, including construction, inspection, testing and contingency is:

Bid – Construction $2,183,316.97

Inspection & Testing $86,683.03

Contingency $220,000.00

Total $2,335,000.00 vs $1,950,000.00 – increase by 20% over original budget

Tucker barrier removal without paving

B. Savidant: “This is an act of City Council. It was approved in 1990 as an act of City Council with the condition that it would be paved. I don't believe there is money on the budget. This has never been discussed at a budget meeting that I'm aware of.”
D. Edmunds: “I agree with you, particularly if you remove the barricade and don’t pave Tucker. And paving Tucker would require a special assessment of the residents”

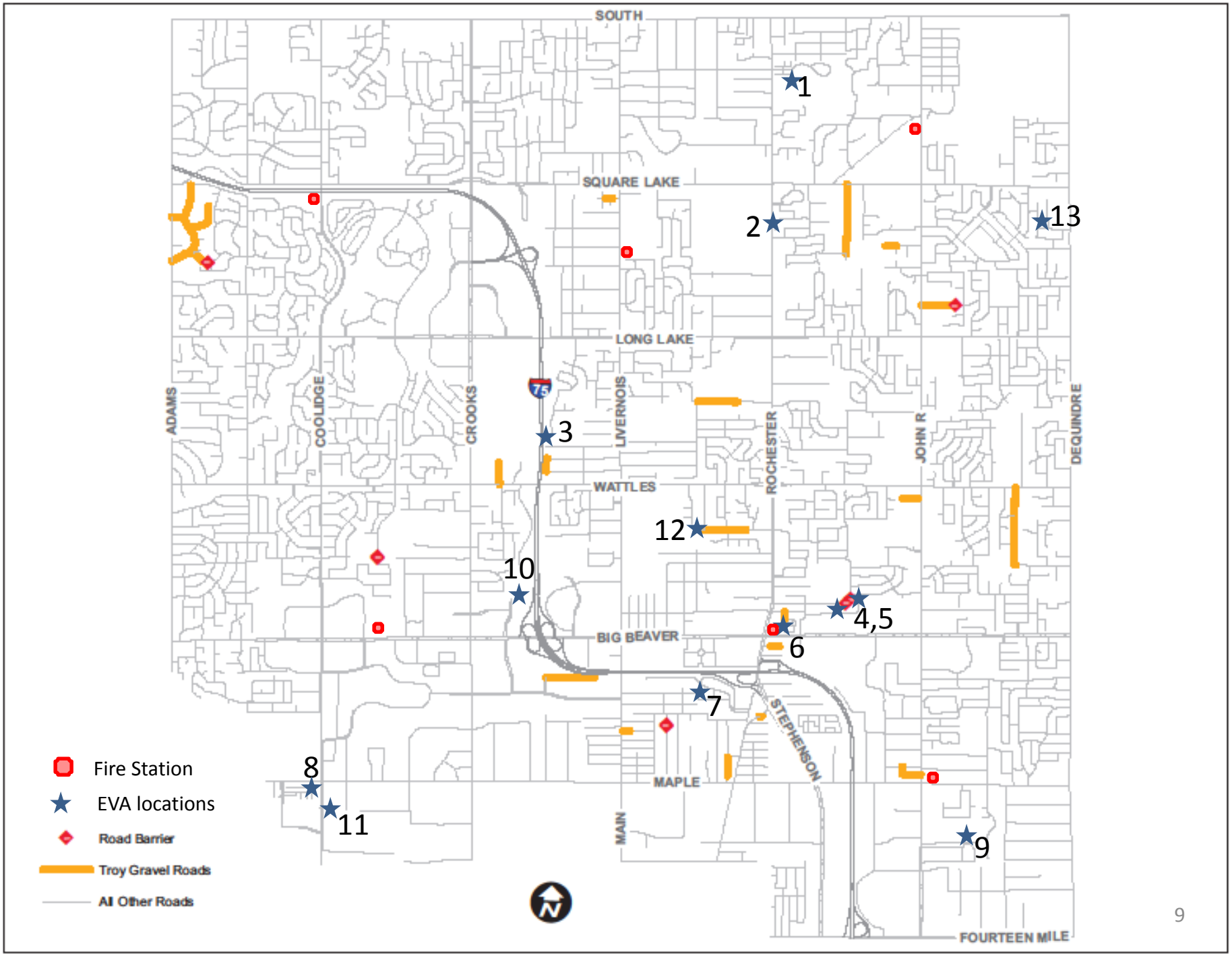
<u>Question:</u> Was there a road barrier (like the one on Tucker) that separated gravel from paved street ever removed in the City of Troy, and the gravel side not paved, in the last 20-30 years ?

<u>Answer:</u> (Engineering Dept): The closest example that I recall was a **<u>"temporary" barricade</u>** on the south side of Enterprise, between Robinwood and Maple, west of Old Rochester, placed when a new subdivision was built to the north in the early 2000's. The area to the north was a wooded area in the 1990's. The barricade was removed after the completion of the new homes around 2002. See the attached historical aerials for reference.

(I have copied others and they can add their comments if they recall the situation you are asking about.)

City of Troy EVAs are at the following locations (info provided by the Troy Fire Department)

1 * Wabash Lane
2 * Doral / Rochester
3 * Paragon
4 * Boyd
5 * Harmony
6 * Parkton
7 * Starr
8 * Raleigh Lane
9 * Grand Haven / N. Lovington
10* 600 Wilshire (Grass pavers along north side of building)
11* Oakland-Troy Airport (Coolidge Hwy & Equity Dr. gate)
12* Troywood
13* Ruby/Colleen


SOUTH
SQUARE LAKE
LONG LAKE
WATTLES
BIG BEAVER
MAPLE
FOURTEEN MILE
ADAMS
COOLIDGE
CROOKS
LIVERNOIS
ROCHESTER
JOHN R
DEQUINDRE
STEPHENSON
MAIN
75
1
2
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11
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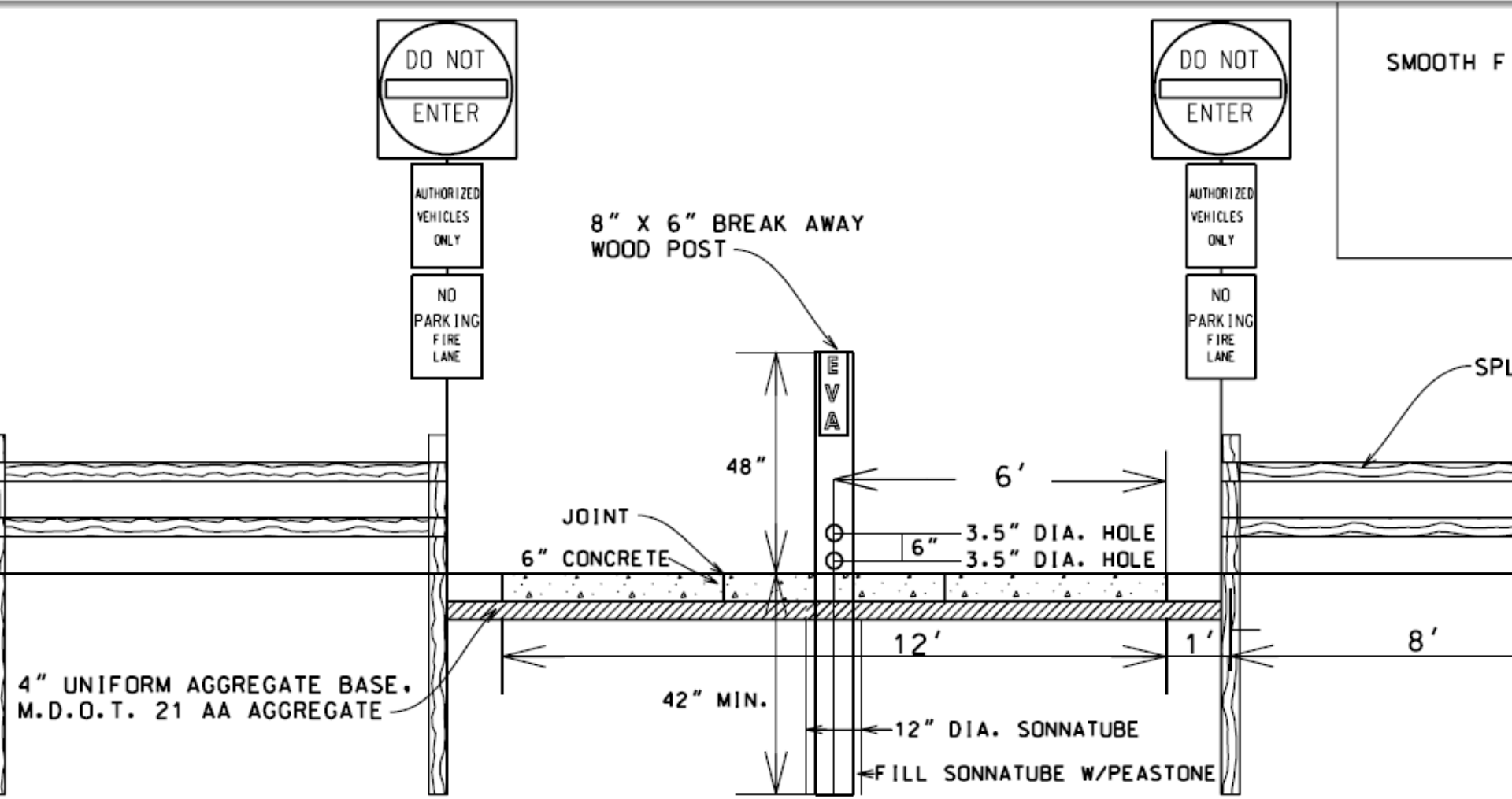
Fire Station
EVA locations
Road Barrier
Troy Gravel Roads
All Other Roads



SECTION A - A

EMERGENCY VEHICLE ACCESS (EVA) DETAIL

Typical EVA layout (Boyd St.)

Typical EVA layout (Boyd St.)

Typical EVA layout (Boyd St.)

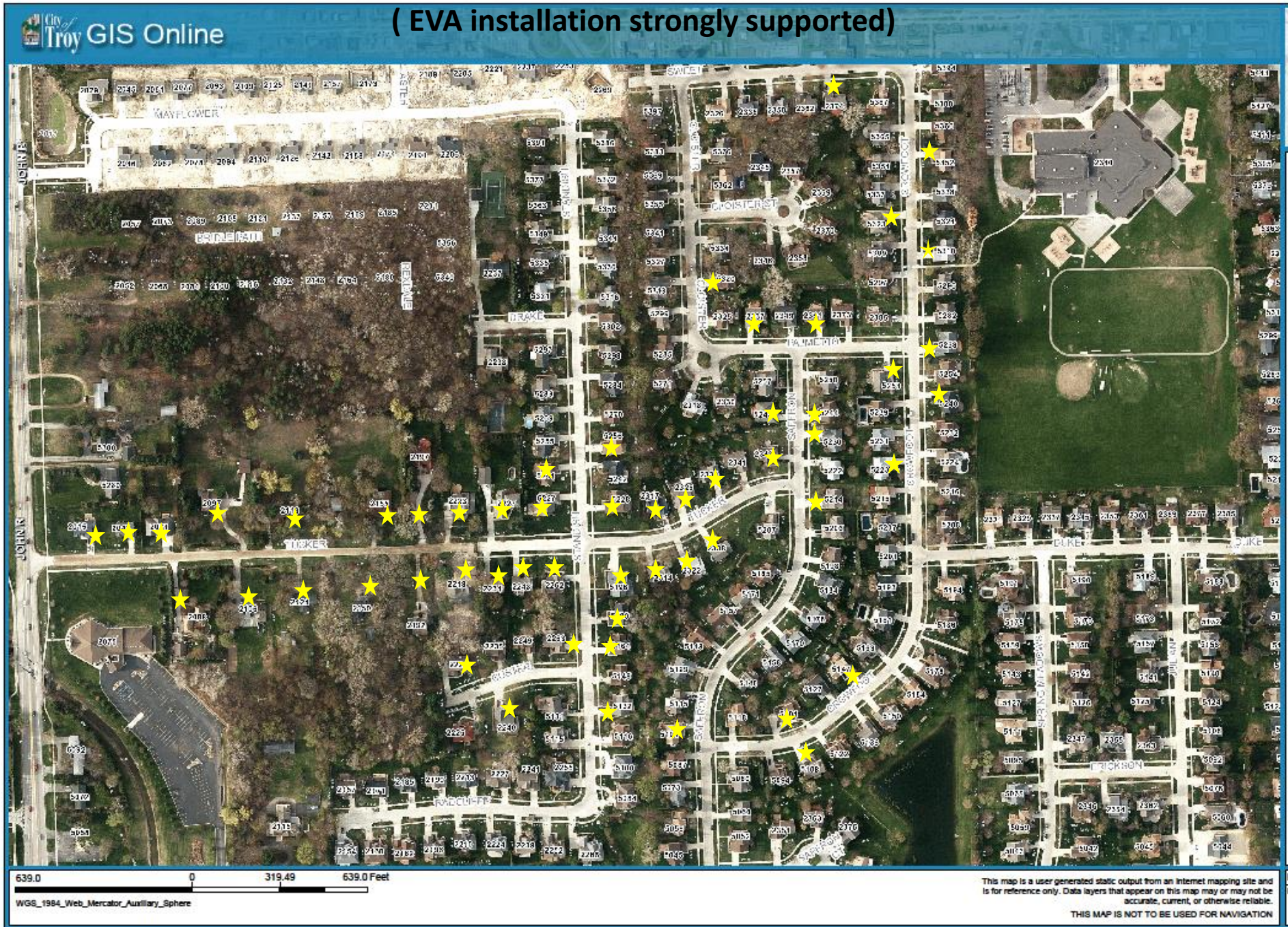
2 – 3.5” DIA HOLES
DRILLED 6” APART

Supplied by :
Burt Forest Products

COMPLIES to MDOT and DOT regulations

Households that signed the petition against REMOVAL of Tucker Rd barrier

(EVA installation strongly supported)



In closing, I respectfully request that you vote to allow the Tucker Road barrier to remain in place and to encourage the use of an EVA to satisfy the emergency services needs and requirements.

Thank you for your time and consideration

August 11, 2015

Planning Commission Meeting

Subject: REMOVAL OF TUCKER STREET BARRICADE

- Comment made that Tucker is a public road and everyone should have access.

- Yes, Tucker is a public road; however there are numerous examples of public roads in Troy that are blocked from vehicular access. A few examples:

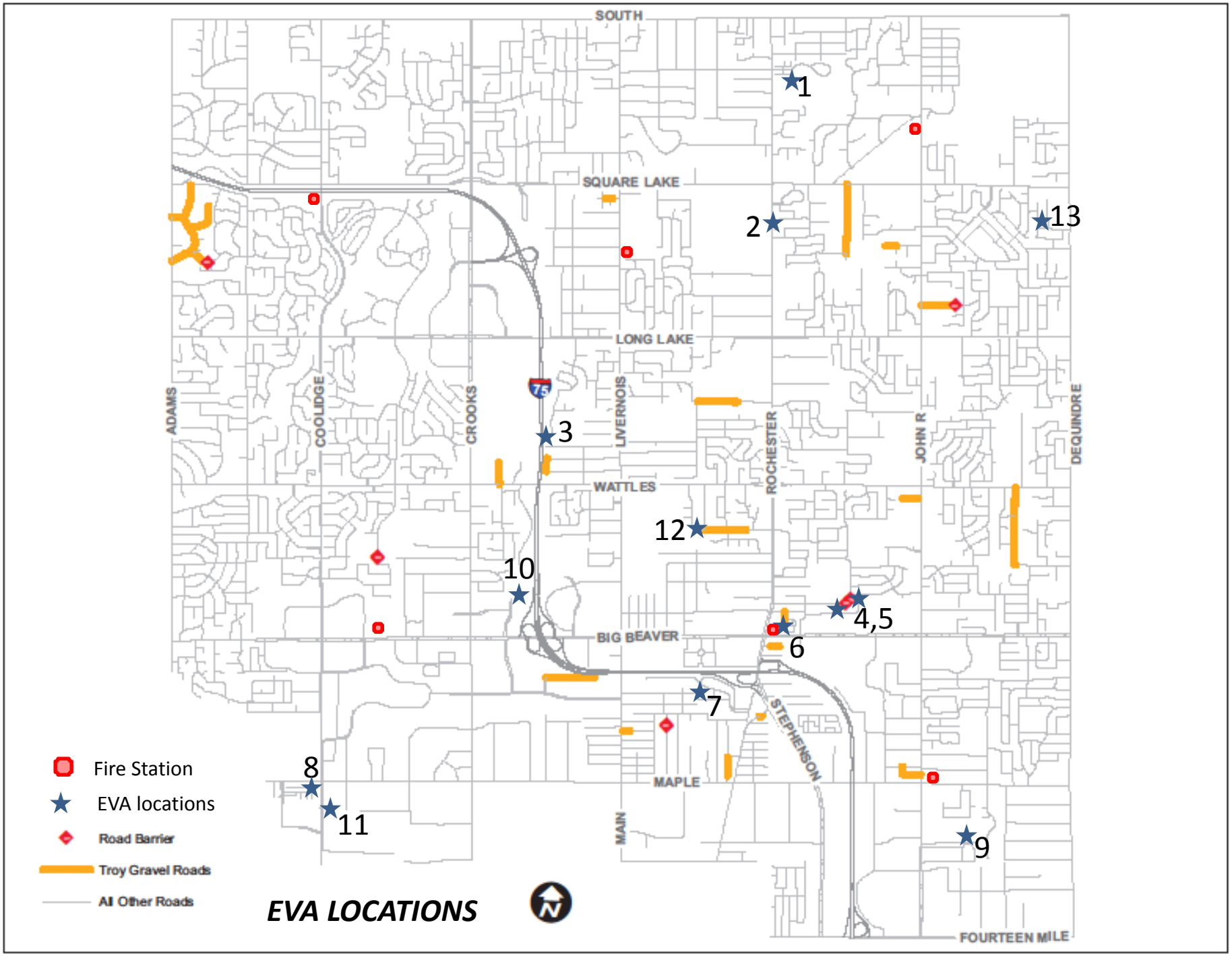
- **Colleen to Ruby** (attachment #1) an EVA blocks access. Why ?

- **Devonwood** (attachment #2). Subdivision built up to the largest portion of gravel road in Troy (1.2 miles of gravel). These were not connected and two barriers block the two sections. Why?

- **Beech Lane Drive** (attachment #3) has a barricade in the middle of the street. Why?

- **Troywood** (attachment #4). A new sub was built and instead of interconnectivity, an EVA was approved. Why?

- **Boyd-Harmony** (attachment #5, #6). This is interesting when you view the picture. Why?


SOUTH
SQUARE LAKE
LONG LAKE
WATTLES
BIG BEAVER
MAPLE
FOURTEEN MILE
ADAMS
COOLIDGE
CROOKS
LIVERNOIS
ROCHESTER
JOHN R
DEQUINDRE
STEPHENSON
MAIN
75
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12
13
Fire Station
EVA locations
Road Barrier
Troy Gravel Roads
All Other Roads
EVA LOCATIONS
N

City of Troy EVAs are at the following locations (info provided by the Troy Fire Department)

1 * Wabash Lane
2 * Doral / Rochester
3 * Paragon
4 * **Boyd**
5 * **Harmony**
6 * Parkton
7 * Starr
8 * Raleigh Lane
9 * Grand Haven / N. Lovington
10* 600 Wilshire (Grass pavers along north side of building)
11* Oakland-Troy Airport (Coolidge Hwy & Equity Dr. gate)
12* **Troywood**
13* **Ruby/Colleen**

Attachment # 1

Colleen to Ruby

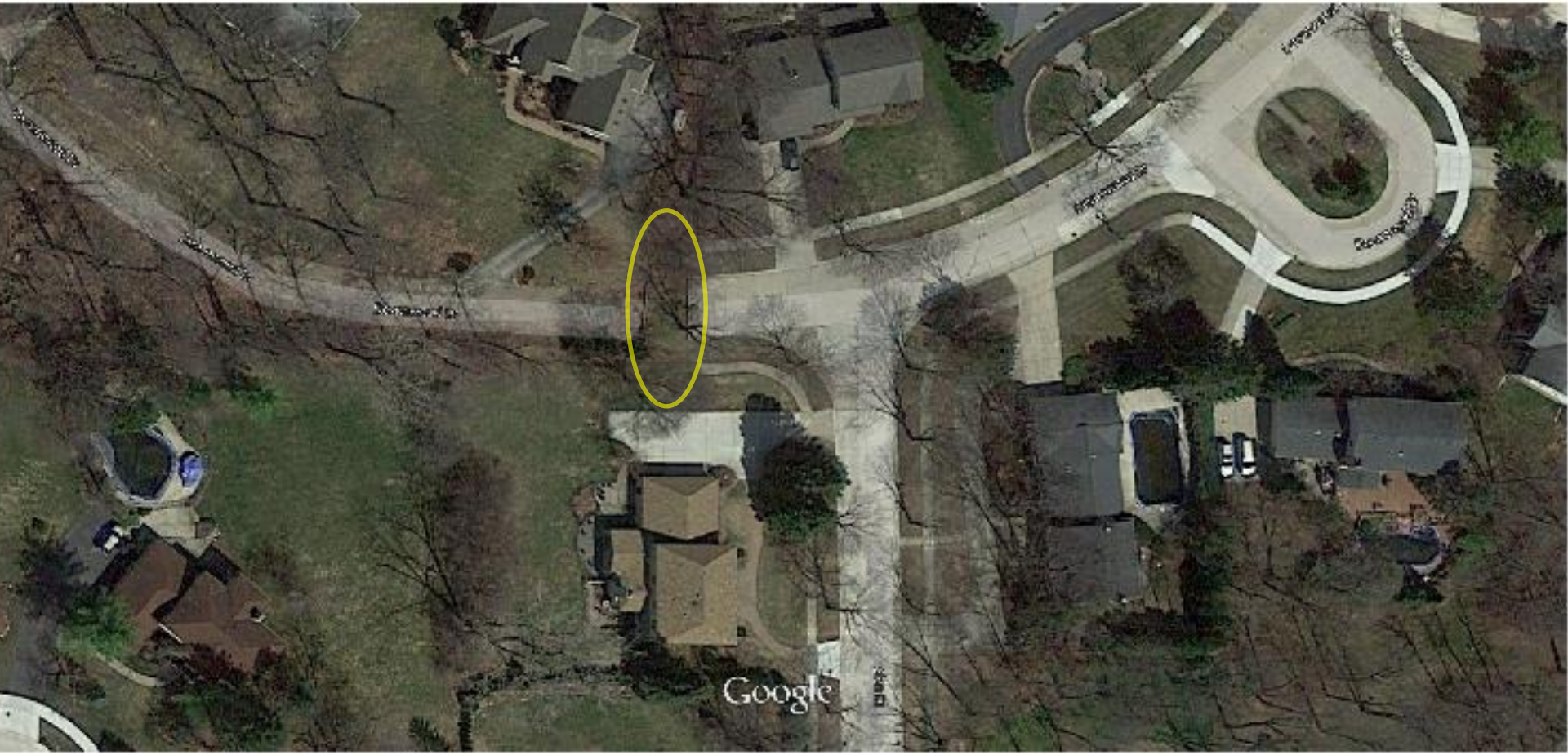
DEVONWOOD/SUSSEX/LENOX (Adams/Square Lake)
1.2 miles of gravel roads

Troy, Michigan

Street View - Sep 2014

Attachment #2-1

DEVONWOOD/SUSSEX/LENOX (Adams/Square Lake)
1.2 miles of gravel roads



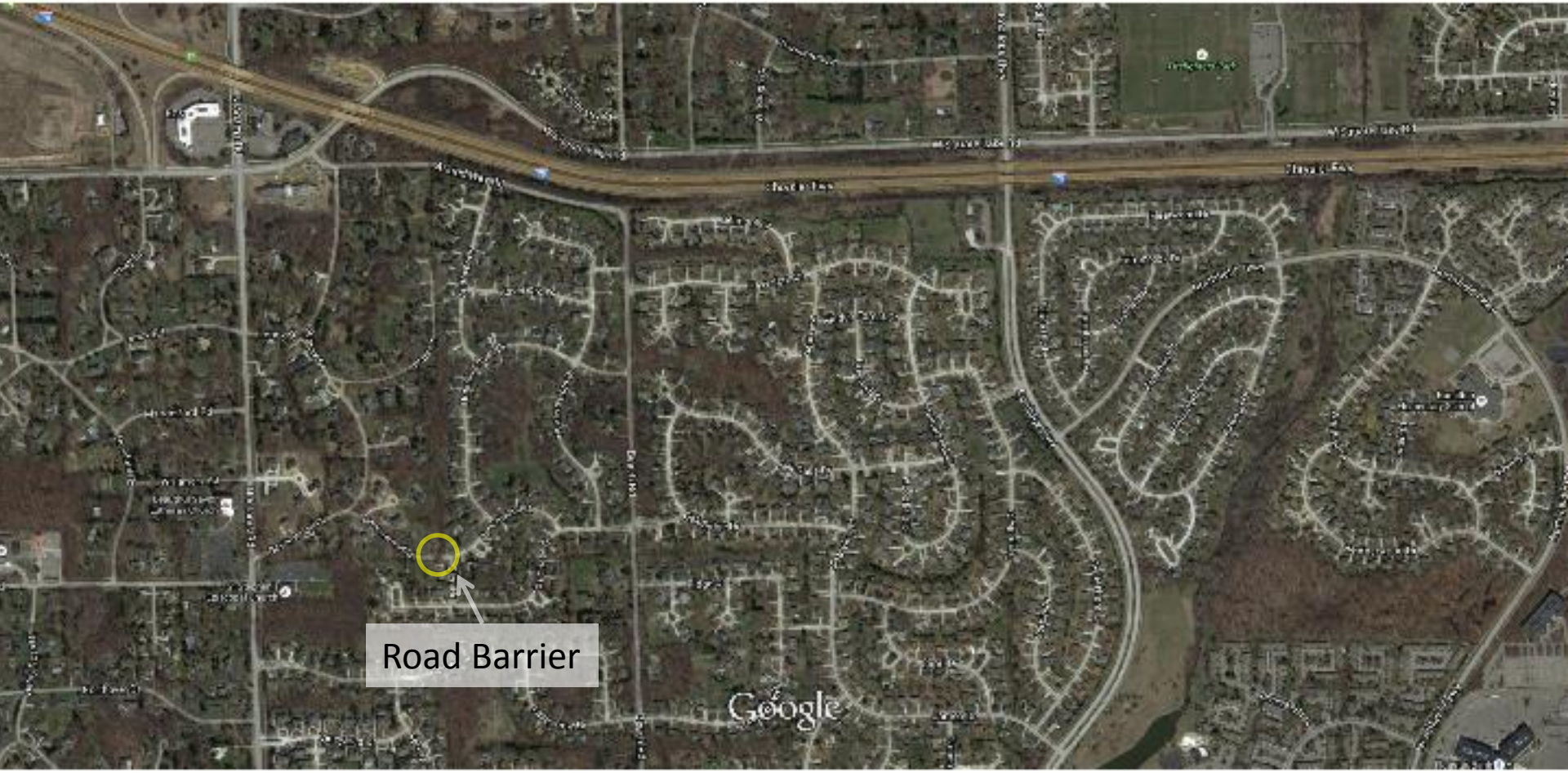
Map data ©2015 Google 20 ft

Attachment #2-2

DEVONWOOD/SUSSEX/LENOX (Adams/Square Lake)
1.2 miles of gravel roads

Attachment #2-3

DEVONWOOD/SUSSEX/LENOX (Adams/Square Lake)
1.2 miles of gravel roads



Imagery ©2015 Cnes/Spot Image, DigitalGlobe, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2015 Google 500 ft

Attachment #2-3

DEAD END -- BEECH LN DR. (Rochester/ Maple)

Troy, Michigan
Street View - Sep 2014

Attachment #3-1

7/17/2015

DEAD END -- BEECH LN DR. (Rochester/ Maple)

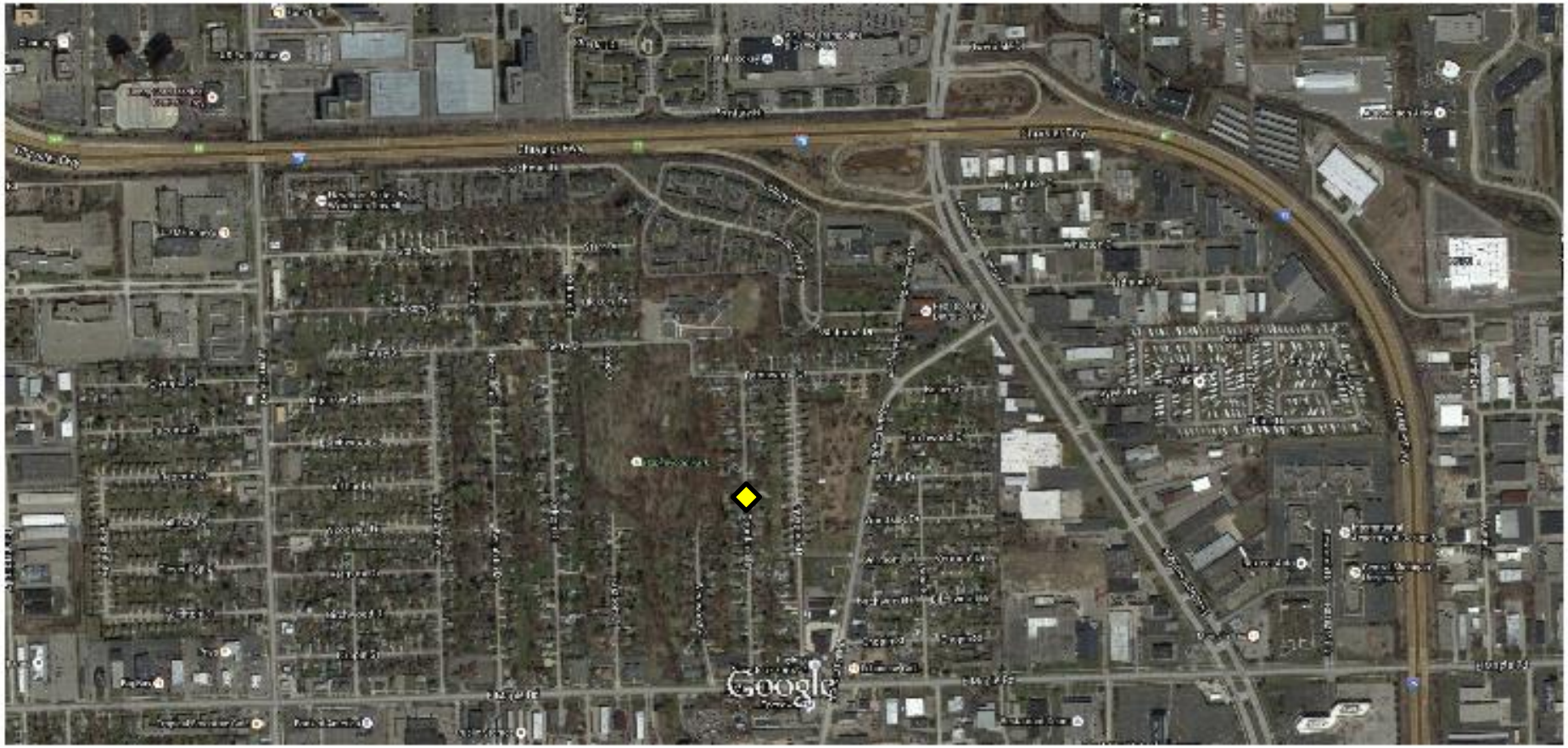
Attachment #3-2

DEAD END -- BEECH LN DR. (Rochester/ Maple)

Map data ©2015 Google 20 ft

Attachment #3-3

DEAD END -- BEECH LN DR. (Rochester/ Maple)



Imagery ©2015 Cnes/Spot Image, DigitalGlobe, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2015 Google 500 ft

Attachment #3-4

Information received from the City of Troy, Traffic Department

- Our Standard Detail Sheet for Local Road paving has a "REMARKS" date of 10/15/2007 for "Add EVA detail and general updates", so that would be when we standardized the detail (copy attached).

- What the date of the first installation of any EVA, I am not sure. I spoke with one of our engineer's that does a lot of the residential subdivision/site condominium reviews and he believes the first EVA was installed in around 2002.

- This was part of the West Oaks 1 & 2 development and originally was to be a proposed chain link fence with a gate for emergency vehicle access. I don't recall if this was ever actually installed as there was a time when temporary (water filled) barricades were placed prior to the EVA's that sit there now.

I have not heard back from our Fire Dept. on how many times they have been replaced as they have been around for less than 15 years. I did check with our <u>DPW</u> and they did not have a specific number of times, but <u>stated that they are "only aware of replacing them because of accidents or snow removal in the last three years".</u>

Google **Troywood Dr**

Map data ©2015 Google 20 ft

Attachment #4-1

Google Troywood Dr

Imagery ©2015 DigitalGlobe, U.S. Geological Survey, Map data ©2015 Google 50 ft

Attachment #4-2

Google **Troywood Dr**

Imagery ©2015 DigitalGlobe, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2015 Google 200 ft

Attachment #4-3

EVA ON BOYD (Rochester and Big Beaver)

Attachment #5-1

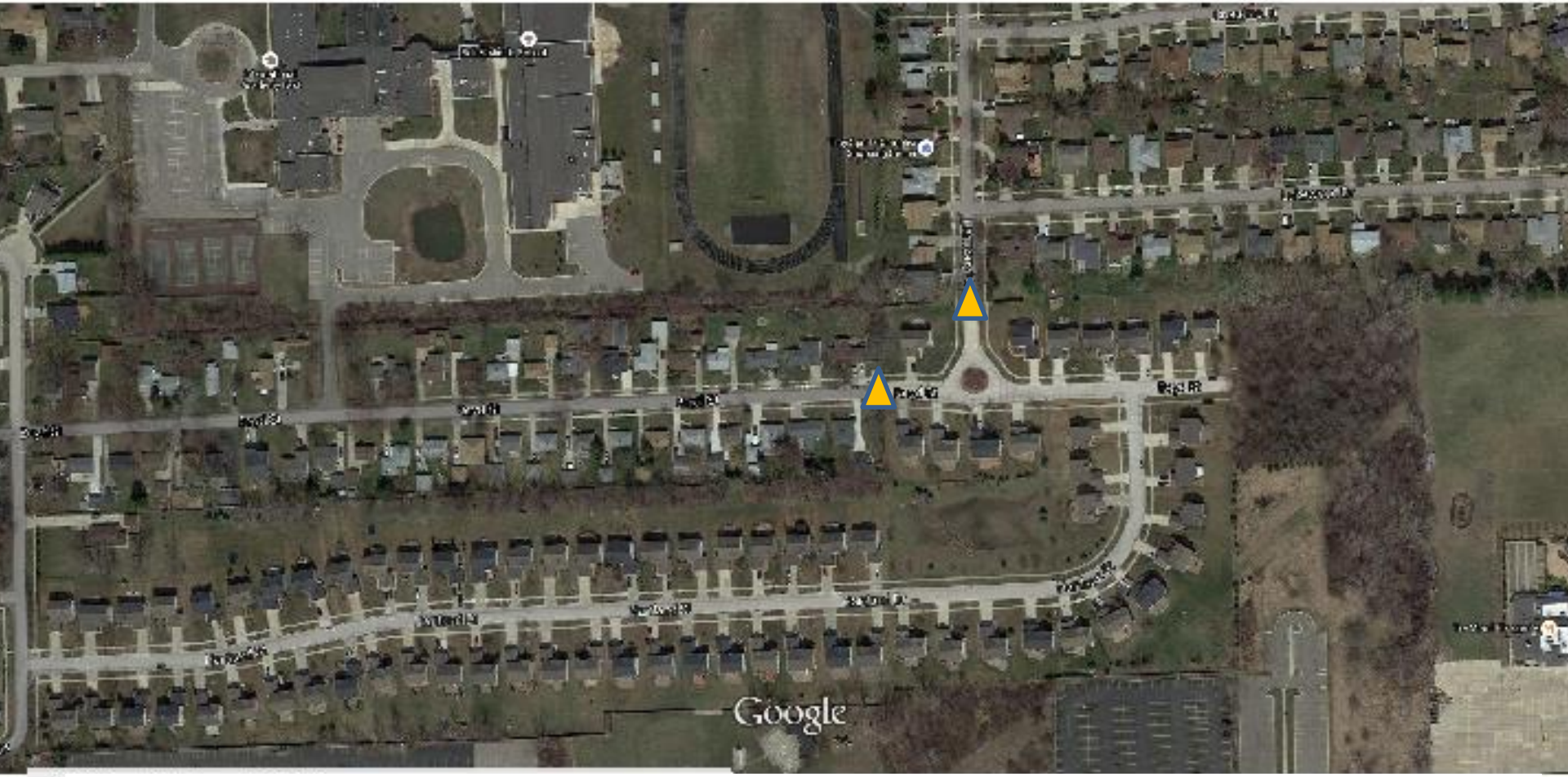
EVA ON BOYD (Rochester and Big Beaver)

Attachment #5-2

EVA ON BOYD next to EVA ON HARMONY
(less than 50 feet from each other)

Image capture: Aug 2012 © 2015 Google

Attachment #6-1



EVA ON BOYD next to EVA ON HARMONY
(less than 50 feet from each other)

Attachment #6-2

August 11, 2015
Planning Commission Meeting

Special Assessment District

- "Paving of a local road is initiated by *the residents living on the road*. Residents on gravel roads can initiate a Special Assessment District (**SAD**) petition".
- In order for the petition to continue in the **SAD** process, 60% of the record owners and 60% of the land area in the special assessment district must agree with the petition.

Every Tucker resident (gravel side) is AGAINST a Special Assessment Project and signed the petition (100%) AGAINST a SAD.

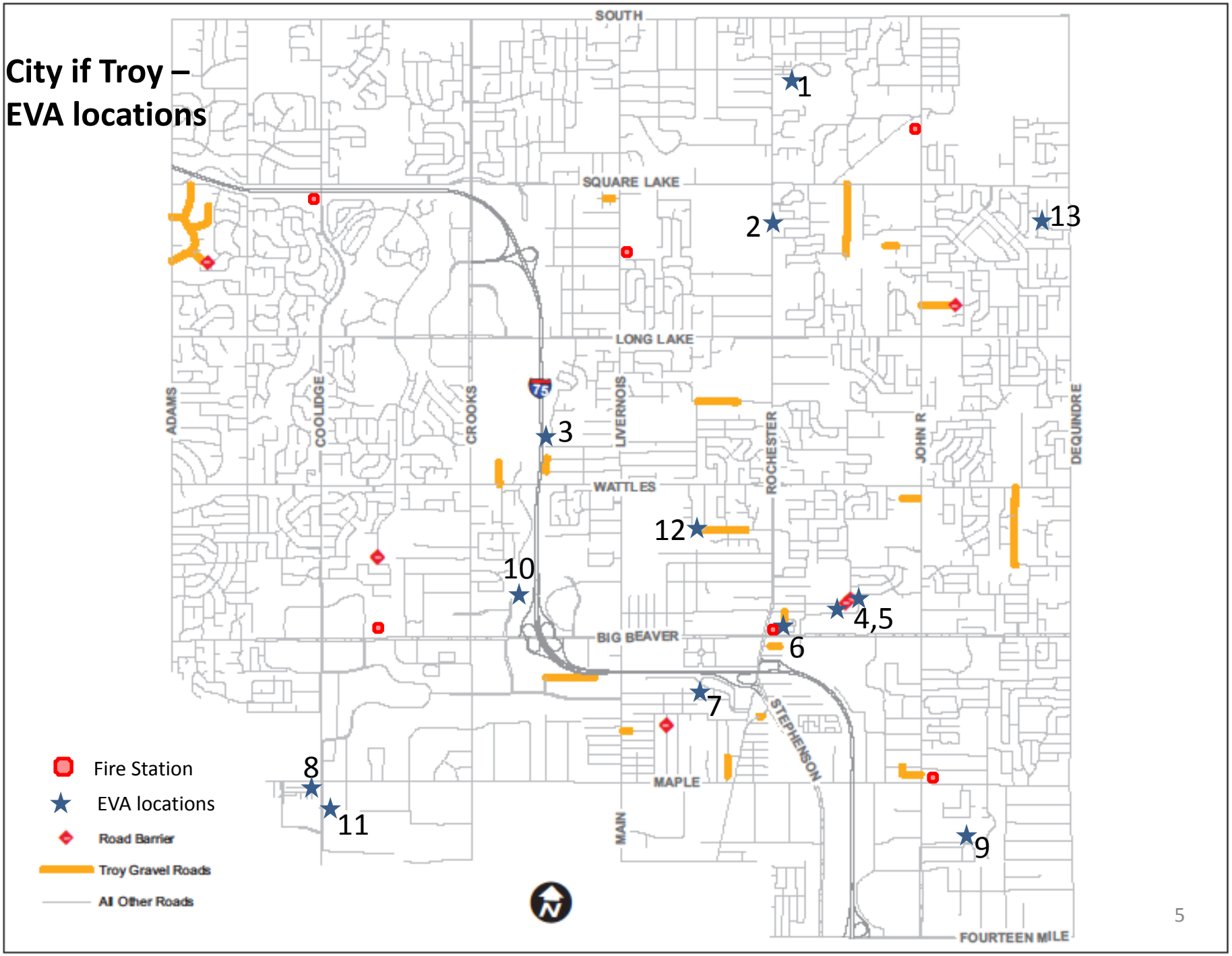
Justification for Not Opening Road

- **Safety Concerns - Pedestrians will have to share the road with vehicles**
  - If the barrier is removed and sidewalks are not installed, part of Tucker will have sidewalks (Long Meadows subdivision) and the other side of Tucker (gravel) will not have sidewalks.
  - Safety hazards and likelihood of severe or fatal accidents is significantly increased when pedestrians and vehicles share the same road. ***The lack of sidewalks will jeopardize the health, safety and welfare of the immediate community surrounding Tucker.***
  - ***Children, walking to and from school, will have to share the road with vehicles.***
  - Mayflower and Drake have sidewalks where pedestrians can walk safely without interfering with the vehicular traffic.
  - Opening up Tucker will provide ***over a quarter mile of straight road*** without any speed reduction devices (speed bumps, stop signs etc.) that would cause drivers to slow down and be more attentive. Both Mayflower and Drake were designed with curves to slow traffic down.
- **Tucker does not have *acceleration/deceleration lanes* at John R (Troy City Code)**
  - Mayflower & Drake have acceleration/ deceleration lanes to safely merge.
- **Tucker residents will have to incur the cost of paving & adding sidewalks**
  - The City of Troy never had a SAD established for sidewalks. The cost of the project will be significantly higher than what was presented here tonight.

Takeaways

- When considering your final decision, please take into account that the Tucker residents wish to maintain the barrier and install an Emergency Vehicle Access (EVA).
- All Tucker residents **support an EVA.**
  - City of Troy currently has 13 EVAs installed all over the city.
- The petitions presented here tonight clearly support that none of the Tucker residents (and surrounding area) want the barrier removed and road paved.
- The conclusion should be that the MAJORITY has spoken and that the MINORITY should not decide.
- This would be very much in line with *"we believe doing government at best"* motto that the City of Troy has enthusiastically embraced.

City if Troy – EVA locations



City Of Troy Motto

"We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. *We strive to lead by example within the region*. We do this because we want everyone to choose Troy as their community for life. *We believe in doing government the best*."

Petition opposing the removal of the barrier on Tucker Street

We, the undersigned property owners or current occupants, do hereby respectfully petition <u>against</u> the proposed REMOVAL of the barrier on Tucker Street, east of John R Road. The barrier on Tucker Drive should remain in place consistent with City council Resolution # 87-1086.

Printed Name	Address	Phone #	Signature
DAN FRATILA	2192 TUCKER DR., TROY, 48085	(248)619-0773	D Fratila
Senida Fratila	2192 Tucker Dr Troy 48085	248 619-0773	Senida Fratila
Suzanne Monck	5228 Standish Dr. 48085	248 835-1237	Suzanne Monck
Jim Monck	5228 STANDISH DRIVE TROY	248 835 1237	[illegible]
CYNTHIA FEDAK	5227 STANDISH 48085	248 879 3466	[illegible]
BARBARA J NORTHAM	5241 STANDISH 48085	248-879-2775	Barbara J Northam
Tracy Schever	2248 Tucker Troy 48085	248-879-125[illegible]	Tracy Schever
Rachele Lyngklip	2262 Tucker Dr Troy 48085	248 506 6578	[illegible]
PATRICK SMITH	2234 TUCKER TROY, MI 48085	248 941 5851	[illegible]
LICIA MURZA	2218 TUCKER TROY MI 48085	248.703.8878	[illegible]
Mike LANHAM JR	2124 Tucker Troy, Mi 48085	248 681 8711	[illegible]
John Whitney	2043 Tucker Drive Troy M. 48085	(410) 862-0204	John Whitney
Kristen Whitney	2043 Tucker Dr, Troy, M 48085	412-780-5718	[illegible]
Daniel Murza	2218 Tucker Dr, Troy, Mi 48085	248-835-6497	[illegible]
CYNTHIA VEGGIAN	2155 TUCKER DR TROY 48085	248-689-5523	C Veggian
BRUNO VEGGIAN	2155 TUCKER DR TROY MI 48085	248-689-8523	Bruno Veggian
CHAIS HACKNER	2071 TUCKER DR TROY MI 48085	248-743-1338	Chaisty Hackner
SANDRA ANDREONI	2097 TUCKER DR TROY MI 48085	248 689-4[illegible]	S M Andreoni
BRIAN MURPHY	2119 TUCKER DR TROY 48085	586-531-7305	[illegible]
Cornelia Lupas	2197 Tucker Dr TROY 48085	(248) 219-4377	Cornelia Lupas
PETRU LUPAS	2197 TUCKER DR. TROY 48085	248-835-3844	Petru Lupas
MARCO CERCONE	2349 TUCKER DR. TROY 48085	248 879 8256	Marco Cercone
Sharlene Cercone	2349 Tucker Dr. Troy 48085	248 879 8256	Sharlene Cercone
FRANK FARON	2317 TUCKER DR TROY 48085	2488791723	Frank Faron
Jean Maikrzek	2322 Tucker Troy 48085	248-828-0121	Jean Maikrzek
MIKE MAIKRZEK	2322 TUCKER TROY 48085	248-828-0121	Mike Maikrzek
MARYLOU FARON	2317 TUCKER TROY 48085	248-879-1723	Marylou Shrif-Faron

Petition opposing the removal of the barrier on Tucker Street

We, the undersigned property owners or current occupants, do hereby respectfully petition <u>against</u> the proposed REMOVAL of the barrier on Tucker Street, east of John R Road. The barrier on Tucker Drive should remain in place consistent with City council Resolution # 87-1086.

Printed Name	Address	Phone #	Signature
Carol Petty	5180 Standish Troy MI 48085	8799362	Carol Petty
Monica Hausner	2071 Tucker Troy MI 48085	248-743-1338	Monica Hausner
ELAINE WOLF	2150 Tucker Troy, MI 48085	248-835953	Elaine Wolf
Juliana Salem	2050 Tucker Troy	2486199251	Juliana Salem
Farook Salem	2015 Tucker Troy	2486199251	Farook Salem
Adriana Ashidean	2223 Tucker Dr Troy	586-604-1828	
Olivia Mocon	2227 Tucker Troy	248-619-9055	
Zyg Mocon	2227 Tucker Troy	248-619-9055	
TEOFIL BARJUCA	2240 Custer Troy	248 219-5996	
Richard	2338 Tucker Troy	248-879-6518	Richard
Ollie Ashidean	2223 Tucker Troy	586-604-8554	
Kwangsoo Kim	2106 Tucker Troy	(248)321-2845	
Sindy Kim	2106 Tucker Troy	(248)5614387	
Deb Tosch	2088 Tucker Troy	248 5249329	
JOHN TOSCH	2088 TUCKER Troy	248-524-9329	John Tosch
JOHN DUGGAN	5256 STANDISH DR, TROY	248-879-0555	John M. Duggan
KENNETH AMPARONI	2097 TUCKER TROY	248 6806560	
SOLOMON ASMELASH	2221 CUSTER DR., TROY, MI	248-247-5635	
Fixori Bazuayen	2221 CUSTER DR. TROY	248-247-5635	
Thomas Scheuer	2248 Tucker Dr Troy MI	248 879 1253	
Dennis Angelo	5101 Crowfoot Troy MI	248 9798300	
PHILIP GROCKI	5108 CROWFOOT TROY	248879 8878	
Adriana Diaz	5147 Crowfoot Troy	2488795870	
Howard Colin	5147 Crowfoot Troy		
ROBERT WYBO	5193 CROWFOOT TROY	248-879-1927	Robert Wybo
Barb Buchanan	2314 Tucker Dr. Troy	248 879-7889	Barb Buchanan
Mike Buchanan	" " "	"	Mike Buchanan

Petition opposing the removal of the barrier on Tucker Street

We, the undersigned property owners or current occupants, do hereby respectfully petition <u>against</u> the proposed REMOVAL of the barrier on Tucker Street, east of John R Road. The barrier on Tucker Drive should remain in place consistent with City council Resolution # 87-1086.

Printed Name	Address	Phone #	Signature
DAN ZUZAWKA	2263 CLOISTER	8.761947	
TERRY BEZTER	5244 SAFFRON DRIVE	248-879-3285	
Corey Stedman	5101 Saffron Drive	586-362-5140	
Darren Nash	2325 Tucker	248)628-7261	
JANE BARCEWICZ	5423 SAFFRON DR	248-828-4135	
Jim White	2333 TUCKER	248 879-9116	
N. Mandal	5164 Standish	248-879-1296	
P. LYNGKLIP	2262 TUCKER DR.	248-813-8534	
Laura Stedman	5101 Saffron	586-889-9847	
RICHARD KENNEAY	2371 SWEET DR.	248-879-9605	
Amy Barnhart	5240 Crowfoot DR.	248 818-4114	
Charles Shalhoub	5196 STANDISH	586 321-9961	
Geneviere Ren	5253 Crowfoot Dr	248 765 4672	
MIKE BILEN	2287 HIGHBURY	248 813 0136	
Tracy Bilen	2287 Highbury	2488130136	
DAN FAIR	2361 PALMETTO	248-925-9263	
Jennifer Partlan	5412 Patterson	248-321-7506	
Michelle Schneiderman	5323 Crowfoot	248-928-	
Kenneth Baste	5230 Saffron Dr	248-879-3238	
BRIAN ROBINSON	5206 SAFFRON DR	248-879-7431	
Peter Micek	2337 Palmetto	2488283488	
MARK SEEDES	5320 CLOISTER DR	2488792020	
Ken Risko	5352 CROWFOOT	2489309657	
Debra Risko	5352 Crowfoot	2488406127	
Mark Schneiderman	5323 Crow Foot Dr	2484946152	
A. Mikulski	5239 Crowfoot Dr	248-879-6441	
P. Mikulski	5239 CROWFOOT DR	248-879-6441	

Petition opposing the removal of the barrier on Tucker Street

We, the undersigned property owners or current occupants, do hereby respectfully petition <u>against</u> the proposed REMOVAL of the barrier on Tucker Street, east of John R Road. The barrier on Tucker Drive should remain in place consistent with City council Resolution # 87-1086.

Printed Name	Address	Phone #	Signature
Philip John	5268 CROWFOOT DR.	248-506-7603	[illegible]
MARK HANCOCK	5310 CROWFOOT DR	248-828-[illegible]	[illegible]
Nick Venditelli	5132 Standish Dr	248-879-5147	[illegible]

CITY COUNCIL REPORT

Date: August 13, 2015

To: Brent Savidant, Planning Director

From: William J. Huotari, Deputy City Enginer/Traffic Engineer

Subject: Summary of Traffic Committee Discussion of Tucker Barricade

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The issue of interconnectivity and the removal of the barricade on Tucker Street was placed on the agenda at the Traffic Committee meeting of July 15, 2015. Notices were sent to properties in the SW quarter of Section 13 (322 addresses).

Twenty-five (25) residents signed in at the meeting regarding the Tucker barricade item, but many more were in attendance and the venue was moved from the Lower Level Conference Room to City Council Chambers to accommodate the public in attendance.

A petition was submitted opposed to the removal of the barricade and was signed by sixty-two (62) residents in the immediate area. Emails in opposition to removing the barricade were received from twenty-five (25) residents. Emails supporting removal were received from seven (7) residents.

A majority of residents spoke in opposition to removing the barricade, while a minority spoke in favor of removing the barricade.

A motion was made at the conclusion of public comment to "*Leave the barricade in place and encourage an Emergency Vehicle Address (EVA)*". **This motion ended in a tie vote (3-3).**

WJH/G:\Traffic\aaa Traffic Committee\2015\7_July 15\To CC re Tucker Summary_July 15 2015_TC.doc

CITY COUNCIL INFORMATION

Date: July 16, 2015

To: Brian Kischnick, City Manager

From: Mark F. Miller, Director of Economic and Community Development
Steven J. Vandette, City Engineer
William J. Huotari, Deputy City Enginer/Traffic Engineer

Subject: Additional Information on Tucker Street Barricade

Attached is information for City Council on the Tucker Street barricade issue addressed at the July 15, 2015 Traffic Committee meeting. The same item will be included on the August 11, 2015 Planning Commission. A complete report with minutes of both meetings and supporting documentation will be provided to City Council at their meeting of August 24, 2015.

Included as information is:

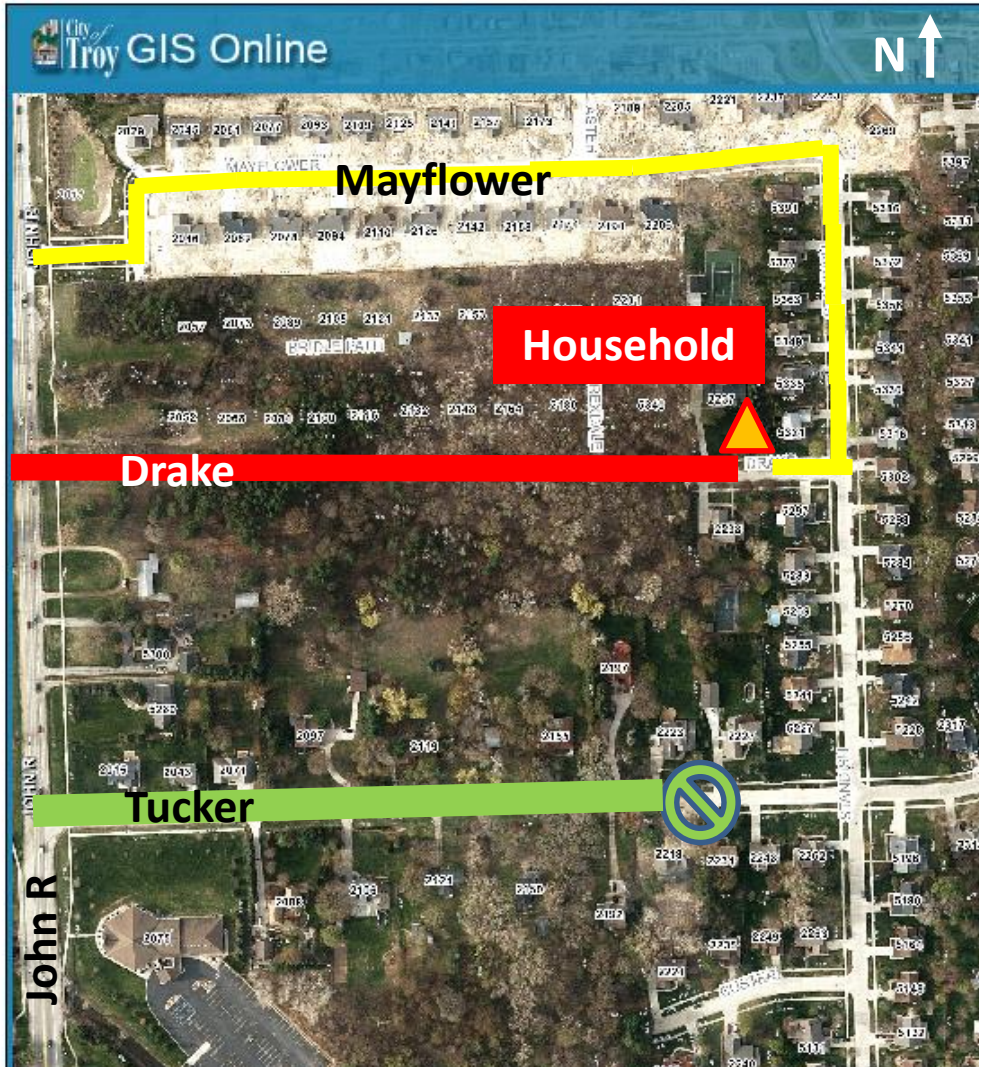
1. Agenda item from the July 15, 2015 Traffic Committee meeting
2. Emails received
3. A map delineating locations of emails received, noting support or opposition to removing the barricade
4. Residents in attendance at the meeting that signed in
5. Petition submitted at the meeting signed by sixty-two (62) residents in the immediate area
6. Fire Department Memo
7. Typical Emergency Vehicle Access (EVA)

WJH/wjh\G:\Traffic\aaa Traffic Committee\2015\7_July 15\Tucker_Additional Information to City Council.doc

One Household <u>Without Standing</u> Originally Claimed Tucker Drive Should Be Opened For Safety Reasons

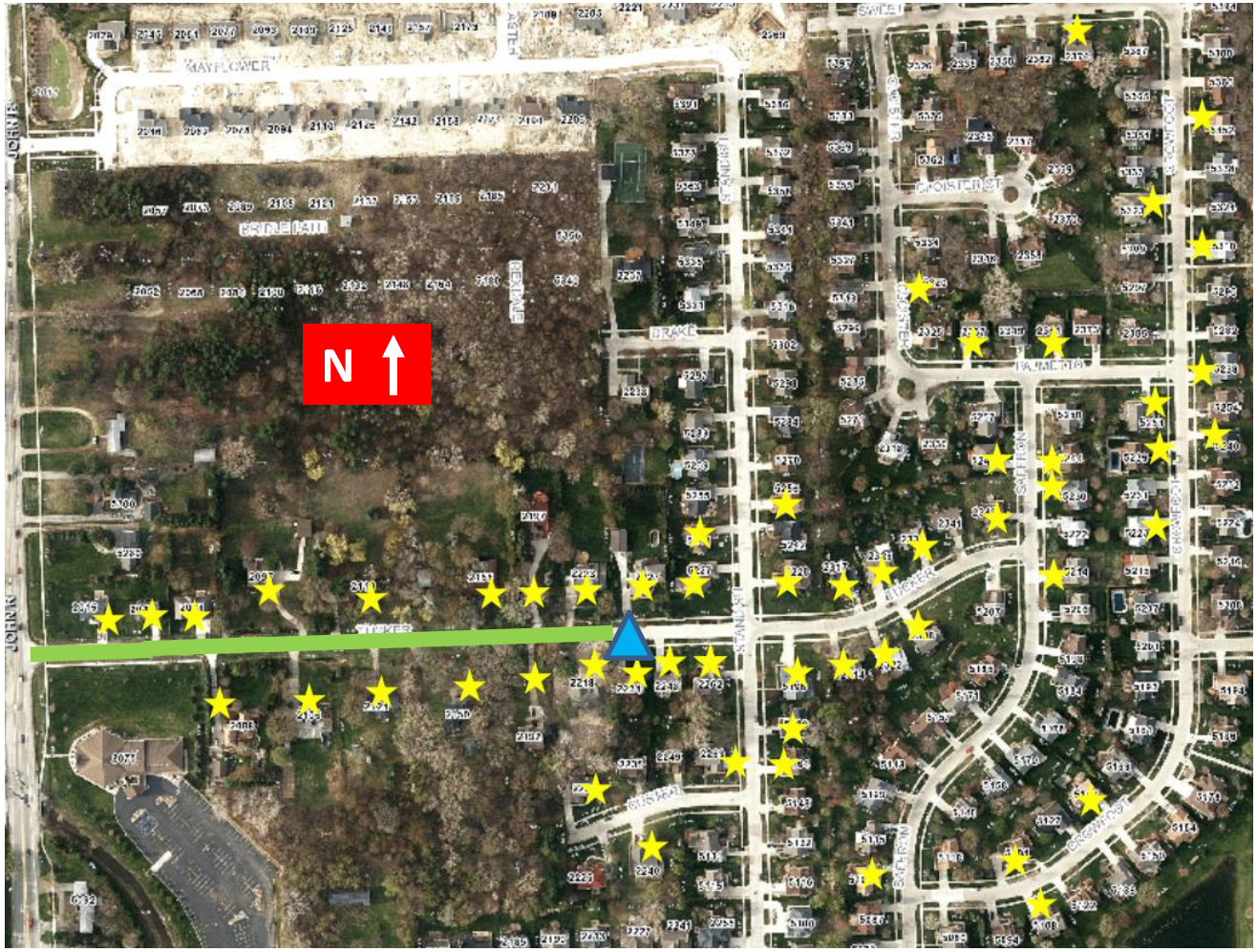
<u>Proof</u>

- Drake is not connected to nor intersects Tucker.
- The household made the claim to open a street in another neighborhood not their own
- The homeowner has lived there for 20+ years without complaint
- Mayflower was put in two years ago (see yellow highlight) providing additional access to household (didn't complain then)
- **<u>Drake will be opened providing direct Fire/Police access to the households front door</u>**,
- Suddenly, for self-interest the household claims they won't be safe enough without opening Tucker Drive. We are seeing retaliation!



Residents On Both Sides (Paved Or Not Paved) Signed The Petition Opposing The Removal Of The Barrier

- A signed petition from Residents on both sides of the barrier (paved and unpaved) oppose opening the road to through traffic has been provided
- Tucker residents support installing an EVA (similar to the other 13 EVAs that are currently present in the City of Troy) that would alleviate the safety concerns raised by the Fire Department.



Summary

- We (Tucker residents) view the claim as frivolous by a household on Drake to open Tucker drive without merit and viewed as retribution. The street does not intersect nor connect with Tucker at any point.
- The household on Drake tried to have our street open vs. their own when the development was taking place. The owner never once in the past was concerned about personal safety and fully enjoyed their large secluded property on a “dead end” PAVED street surrounded by densely populated mature trees to shelter their 1.4+ acre property

Closing Comments

- Tucker Residents on both sides of the barrier oppose the opening the street
- The evidence presented points out to a “hidden agenda” wrapped in “safety”. We (Tucker residents) will explore all our legal rights if forced by the City, in order to defend our interests (100% signed petition).
- Tucker Residents support installation of an EVA per police/fire comments
- As you can see by the large number of residents here and on the petition, **we ask the planning commission to listen to the voice of the residents and recommend to the city council that the road remained closed and an EVA be installed to address the public safety concern.**

ITEM #7

TRAFFIC COMMITTEE REPORT

June 24, 2015

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request to Discuss Interconnection
Tucker, John R to Standish

Background:

A request to remove the barricade on Tucker Street, east of John R, was made by James and Dorothy Konarske of 2237 Drake. The Konarske's point out an inconsistency related to the City's street connectivity policy. Specifically, Tucker Street was barricaded in 1987, which eliminated a vehicular connection to John R Road and reduced interconnectivity.

The newly approved Hunters Park 2 Site Condominium development, north of Tucker, includes a vehicular connection to Drake. This connection eliminated the "dead end" status of Drake and provided a more direct vehicular connection with John R.

The request to remove the barricade will be forwarded to City Council for consideration after a recommendation is made by the Traffic Committee as well as the Planning Commission.

A memo is provided from Planning Director, Brent Savidant, which discusses the history of the barricade as well as providing input from various departments and organizations.

Date: June 30, 2015

To: Planning Commission
Traffic Committee

From: R. Brent Savidant, Planning Director

Subject: REMOVAL OF TUCKER STREET BARRICADE

This item was initiated by James and Dorothy Konarske, Troy residents who live at 2237 Drake, who submitted a request to remove the barricade on Tucker Street, east of John R Road. This item will be forwarded to City Council for consideration. A recommendation from the Planning Commission and Traffic Committee are sought to assist City Council in this issue.

Establishment of Tucker Street Barricade

Final Preliminary Plat Approval was granted for Long Lake Meadows Subdivision by City Council on September 14, 1987 (Resolution #87-1086). In addition to approving 91 residential lots, City Council approved a vehicular barricade on Tucker Street:

> BE IT FURTHER RESOLVED, That before removal of the barrier to and from Tucker Street, said street shall be paved, a Public Hearing is to be scheduled and notice of the Public Hearing is to be sent to all property owners on Tucker Street.

The barricade is located approximately 370 west of Long Lake Meadows Subdivisions and still stands today (see attached photos). The project file indicates that on February 10, 1987 the Planning Commission recommended a barricade on Tucker "until future development occurs in the Tucker Street area". This recommendation appears to stem from residents' opposition to the Tucker Street connection.

Approval of Hunters Park 2 Site Condominium

On March 24, 2015 the Planning Commission granted Preliminary Site Condominium Approval for Hunters Park 2 Site Condominium, a 25-unit single-family detached development located on the east side of John R between Tucker and Mayflower.

Some residents, including James and Dorothy Konarske, stated their opposition to the project at the Planning Commission, based primarily on the proposed vehicular connection with Drake. This connection eliminated the "dead end" status of Drake and provided a more direct vehicular connection with John R Road.

The vehicular connection was requested by planning, engineering, and public safety staff for the following reasons:

1. A more convenient route through residential streets to Wass Elementary is preferred over a route that uses a major road.

2. Interconnected streets are the preferred alternative for emergency vehicle access, as requested by the Troy Fire Department.
3. Providing interconnected neighborhoods is a policy of the city.
4. The connection to Drake would provide another access point for the existing subdivisions to the east out to John R rather than forcing the rather circuitous route that is currently in place. This could reduce traffic to Long Lake from the Saffron approach.
5. A direct connection to Drake could also facilitate better operations for other "services" such as school buses, garbage collection, police patrol, snow plowing, mail services and others while reducing travel time and travel distance servicing this section of the City.
6. Tucker is barricaded at the end of the concrete section, just west of Standish, so there is no connection from the subdivisions to the east out to John R along Tucker.
7. Drake is a public road as will be the new roads in Hunters Park 2. City policy is to provide connected public streets.

Request to Remove Tucker Street Barricade

James and Dorothy Konarske submitted a formal request to remove the barricade on Tucker. In their request, the Konarske's point out an inconsistency related to the City's street connectivity policy. Specifically, Tucker Street was barricaded in 1987 which eliminated a vehicular connection to John R Road and reduced interconnectivity.

City Council has the authority to pass a resolution rescinding the requirements that the barrier on Tucker Street remain in place.

Recommendations

The Planning Department sought input on this matter from various departments and organizations. The following is a summary of their comments:

Troy Police Department - Police Chief
"The Troy Police Department is in support of removing any barricade, in particular the Tucker Street barricade, that impedes, or otherwise delays the response of any emergency responder. Often the need for a timely response is crucial in emergency situations".

Troy Fire Department – Fire Chief
"The fire department is in support of removing any barricade, in particular the Tucker Street barricade, that impedes, or otherwise delays the response of emergency responders, including fire, police, and EMS. In the case of the Tucker Street barricade, the fire department has experienced several incidents where access was delayed due to the barricade. Anytime there are street segments with the same name that are not contiguous, there is the potential for delays in emergency response. Typically these are caused by callers providing inexact locations when they contact dispatch".

Troy Fire Department – Fire Station 5 Captain
"From a Station 5 response perspective, removal of the barrier would not only assist in responding to Tucker addresses that are on the east side of the barrier, but would also give a shorter route into that subdivision for addresses on Standish, Radcliffe, Saffron, etc".

OHM, City Traffic Consultant
"We support the removal of the barricade along Tucker Street for many of the same reasons the City supported the connection with Drake. This opening of Tucker will provide an even more direct route to John R than the connection with Drake. Here are some reasons to open Tucker:

1. It will provide a more convenient route through residential streets to Wass Elementary, which is preferred over a route that uses a major road.
2. Interconnected streets are the preferred alternative for connected emergency vehicle access.
3. Providing interconnected neighborhoods is a policy of the city.
4. The connection to Tucker would provide another access point for the existing subdivisions to the east out to John R rather than forcing the rather circuitous route that is currently in place.
5. Opening up Tucker could also facilitate better operations for other "services" such as school buses, garbage collection, police patrol, snow plowing, mail services and others while reducing travel time and travel distance servicing this section of the City."

Troy School District Transportation Liaison
"This should have no impact on our transportation routes. We don't plan on changing routes with the barrier down".

City Policy on Street Interconnectivity

The Master Plan is the City's policy document that relates to land use and development. The following are excerpts from the City of Troy Master Plan:

Page 12: Transportation Troy is a complex place that contains diverse neighborhoods, business districts, industrial and educational campuses, and a wide variety of roads, from freeways to neighborhood streets. These ingredients are in place and complement one another to make up the City of Troy. To sustain the positive relationship between land uses and street characters, linking and connecting the City through multiple methods is critical.

Page 46: 10. Provide a supporting street system and circulation system; interconnected street and circulation systems better support alternative forms of transportation.

Page 71: Land Use Planning and Transportation; to develop compact complete land use patterns where a variety of uses are mixed to increase alternatives to automobile travel. Strategies include contiguous development patterns, parking plans, street design and traffic rules, trip reduction measures, and stakeholder participation.

Page 88: Elements of Great Streets and Neighborhoods Great Streets • Connect smoothly with the rest of the street network.

Page 155: Provide a supporting street system and circulation system—Well-planned communities with a supporting network of local and collector streets, unified property access and circulation systems are better able to accommodate development.

Summary

City Council has the authority to pass a resolution rescinding the requirements that the barrier on Tucker Street remain in place. City Management seeks a recommendation from the Planning Commission and Traffic Committee on whether to remove the barricade on Tucker Street. Options available to City Council related to this item include the following:

1. Do nothing (barricade remains).
2. Remove barricade, gravel road remains unpaved.
3. Remove barricade, pave gravel road.

Estimated costs and methods for funding will be determined at a later date and provided for City Council.

Attachments:

1. Map of Area
2. Map of gravel roads and barricades in Troy
3. Photos of barricade taken in May, 2015.
4. City Council resolution from September 14, 1987.
5. Planning Commission agenda Item for March 24, 2015 meeting.
6. Request from James and Dorothy Konarske to eliminate Tucker Street barricade.

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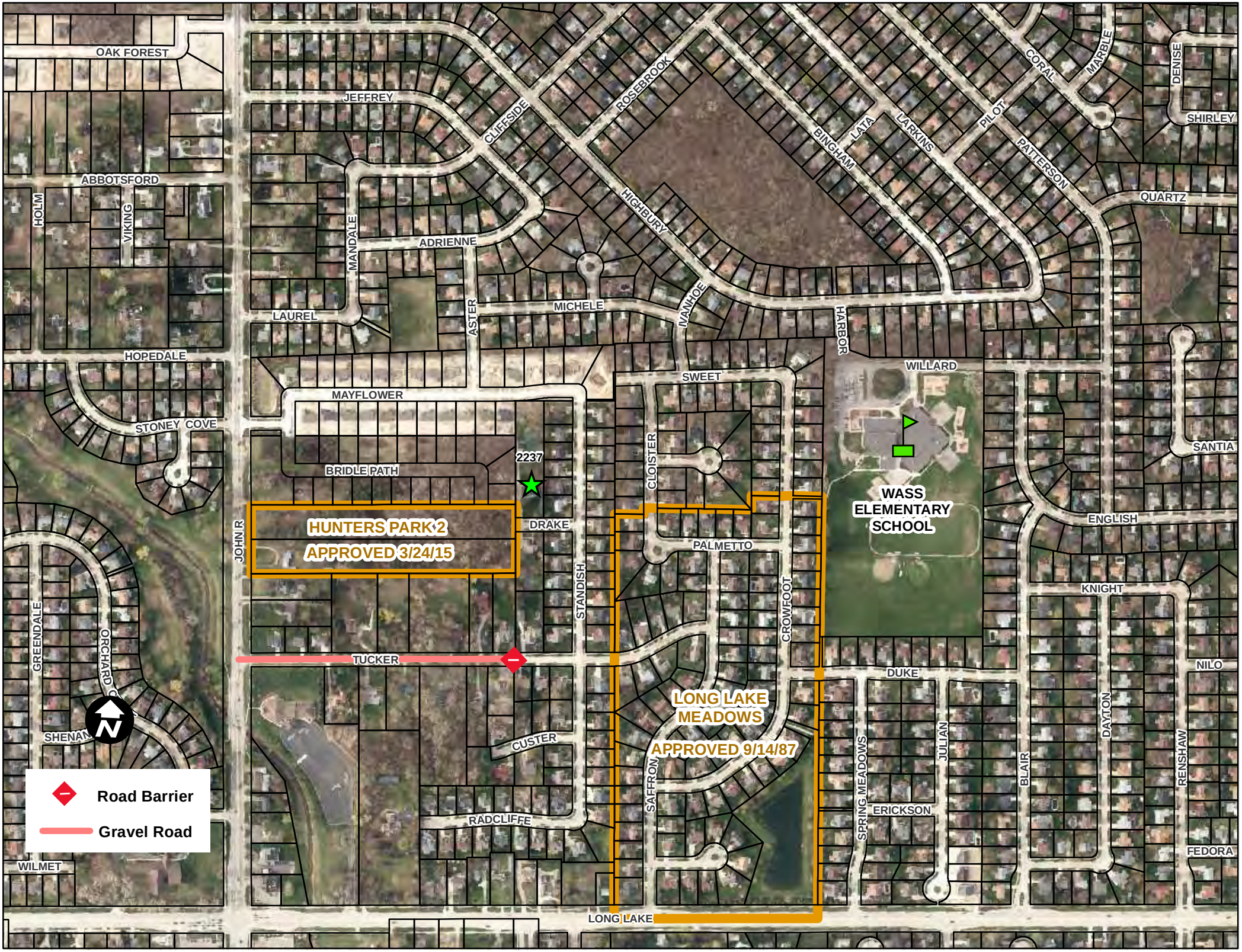
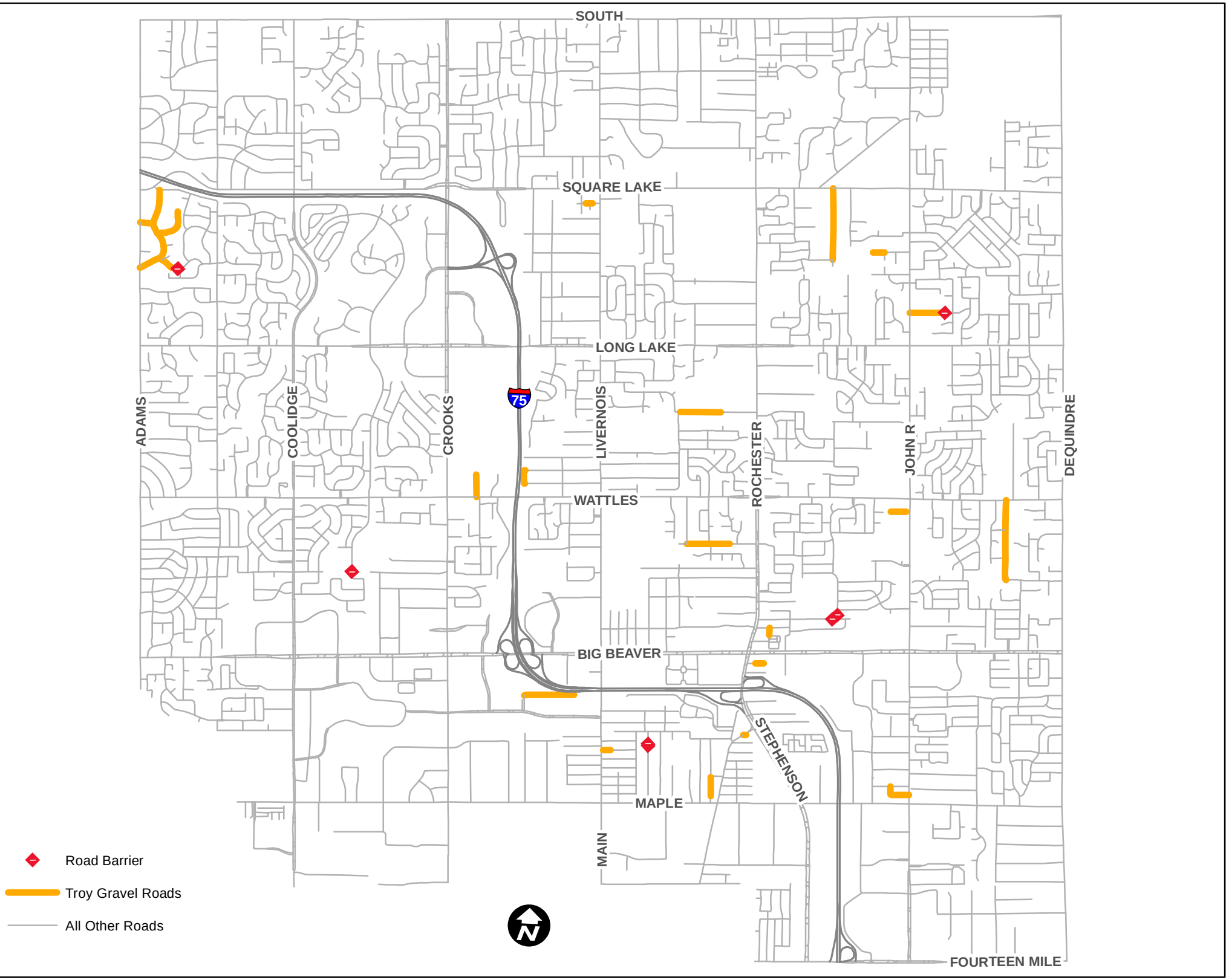

OAK FOREST
JEFFREY
CLIFFSIDE
ROSEBROOK
BINGHAM
LATA
LARKINS
PILOT
CORAL
MARBLE
DENISE
SHIRLEY
PATTERSON
QUARTZ
ABBOTSFORD
HOLM
VIKING
MANDALE
ADRIENNE
HIGHBURY
LAUREL
ASTER
MICHELE
MANHOE
HARBOR
HOPEDALE
WILLARD
SWEET
MAYFLOWER
STONEY COVE
SANTIA
2237
BRIDLE PATH
CLOISTER
WASS ELEMENTARY SCHOOL
HUNTERS PARK 2
APPROVED 3/24/15
DRAKE
ENGLISH
PALMETTO
JOHN R
STANDISH
KNIGHT
CROWFOOT
GREENDALE
ORCHARD
TUCKER
DUKE
NILO
LONG LAKE MEADOWS
APPROVED 9/14/87
SHENAN
CUSTER
JULIAN
DAYTON
SAFFRON
BLAIR
RENSHAW
SPRING MEADOWS
ERICKSON
RADCLIFFE
FEDORA
WILMET
LONG LAKE
Road Barrier
Gravel Road


SOUTH
SQUARE LAKE
LONG LAKE
WATTLES
BIG BEAVER
MAPLE
FOURTEEN MILE
ADAMS
COOLIDGE
CROOKS
75
LIVERNOIS
ROCHESTER
JOHN R
DEQUINDRE
MAIN
STEPHENSON
Road Barrier
Troy Gravel Roads
All Other Roads
N

ROAD
ENDS

FINAL PRELIMINARY PLAT APPROVAL - LONG LAKE MEADOWS SUBDIVISION - NORTH SIDE OF LONG LAKE, EAST OF JOHN R - SECTION 12 C-18

9/14/87

Resolution #87-1086
Moved by Pallotta
Supported by Liebrecht

RESOLVED, That final approval of the preliminary plat for Long Lake Meadows Subdivision, located on the north side of Long Lake, east of John R, in Section 12, be granted after cash, irrevocable bank letter of credit, or certified check has been filed with the Clerk in the amount of $1,002,430.50 to insure construction of all required improvements within a period of two years from date of final approval of the Preliminary Plat; also after receipt of a cash payment of $78,770.50 for sidewalk closures, water main testing and chlorination, sidewalks-retention basin, street name and traffic signs, street island improvements, landscaping and screen plantings - non-access greenbelt easements, landscaping and screen planting - retention basin, seeding, mulching and topsoil - Long Lake Road, Engineering review and inspection fees - 4.7%, soil erosion and sedimentation control permit, testing services, walkway and split rail fence - retention basin; and

BE IT FURTHER RESOLVED, That the Mayor and City Clerk are hereby authorized to execute the Subdivision Agreement, a copy of which shall be attached to the original minutes of this meeting.

BE IT FURTHER RESOLVED, That before removal of the barrier to and from Tucker Street, said street shall be paved, a Public Hearing is to be scheduled and notice of the Public Hearing is to be sent to all property owners on Tucker Street.

Yeas: All-7

- 5 -

DATE: March 5, 2015

TO: Planning Commission

FROM: R. Brent Savidant, Planning Director

SUBJECT: PRELIMINARY SITE PLAN REVIEW – Proposed Hunters Park 2 Site Condominium, 25 units/lots, East side of John R between Tucker and Mayflower, Section 12, Currently Zoned R-1C (One Family Residential) District

The petitioner Mondrian Properties Hunters Park LLC submitted the above referenced Preliminary Site Plan Approval application for a 25-unit site condominium. The property is currently zoned R-1C (One Family Residential) District. The Planning Commission is responsible for granting Preliminary Site Plan Approval for site condominium applications.

The attached report prepared by Carlisle/Wortman Associates, Inc. (CWA), the City's Planning Consultant, summarizes the project. CWA prepared the report with input from various City departments including Planning, Engineering, Public Works and Fire. City Management supports the findings of fact contained in the report and recommends approval of the project, as noted.

Attachments:
1. Maps
2. Report prepared by Carlisle/Wortman Associates, Inc.

cc: Applicant
File/ Hunters Park 2 Site Condominium

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PROPOSED RESOLUTION

PRELIMINARY SITE PLAN REVIEW – Proposed Hunters Park 2 Site Condominium, 25 units/lots, East side of John R between Tucker and Mayflower, Section 12, Currently Zoned R-1C (One Family Residential) District

Resolution # PC-2015-03-
Moved by:
Seconded by:

RESOLVED, That Preliminary Site Condominium Approval, pursuant to Article 8 and Section 10.02 of the Zoning Ordinance, as requested for Hunters Park 2 Site Condominium, 25 units/lots, East side of John R between Tucker and Mayflower, Section 12, Currently Zoned R-1C (One Family Residential) District, be granted, subject to the following:

1. Provide a midblock pedestrian crossing along the newly created Kingston Drive.
2. Construct the connection to Drake Road as shown in Site Plan, Sheet P-3.
3. Add one (1) additional tree along John R. Road.

_____) or

(denied, for the following reasons: _____) or

(postponed, for the following reasons:_____)

Yes:
No:
Absent:

MOTION CARRIED / FAILED

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HUNTERS PARK 2 SITE CONDOMINIUM

City of Troy Planning Department

Legend:

Aerial

- Red: Band_1
- Green: Band_2
- Blue: Band_3

417 0 208 417 Feet

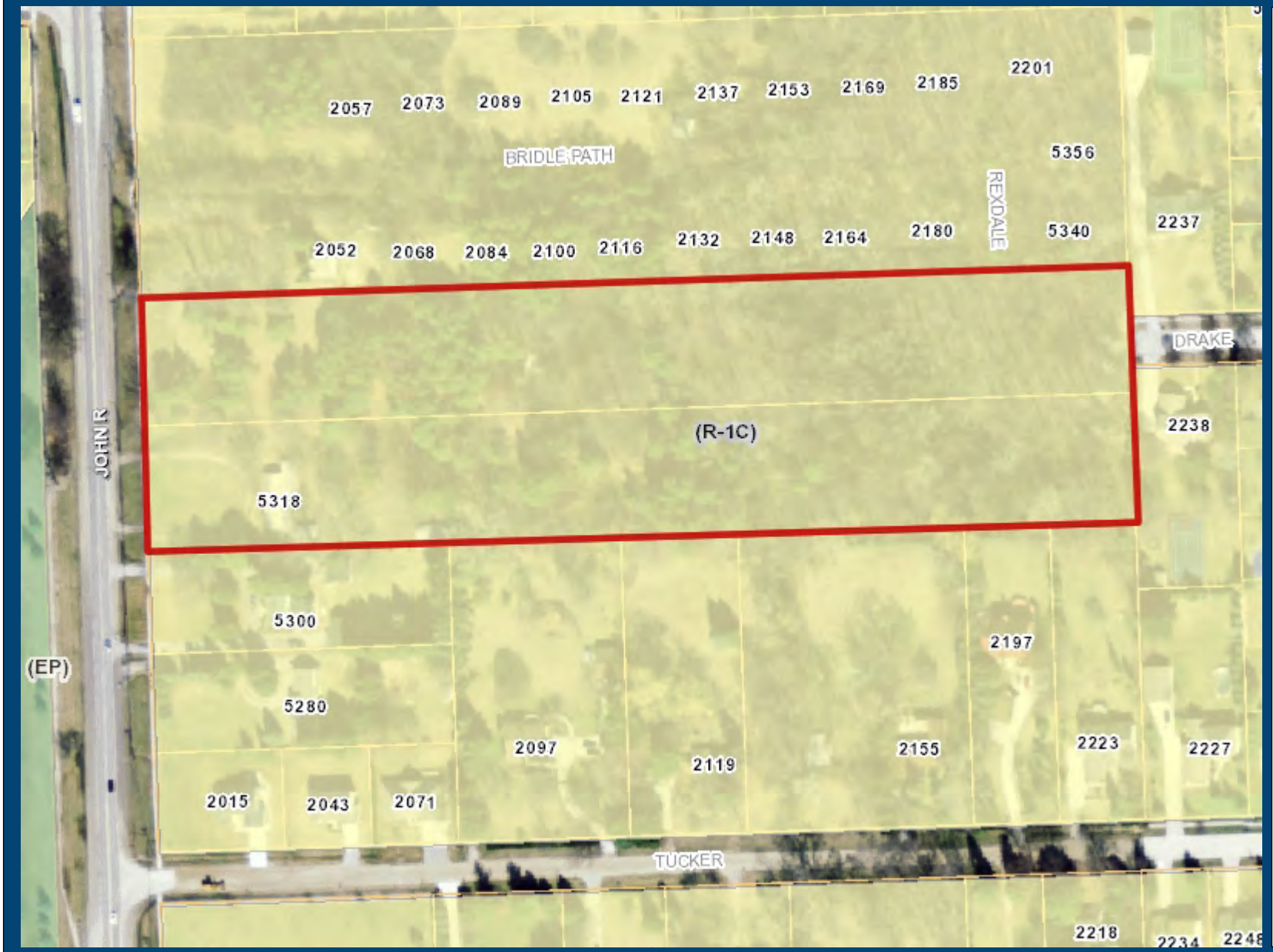
Scale 1: 2,500

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.

Printed: 2/12/2015

HUNTERS PARK 2 SITE CONDOMINIUM

City of Troy Planning Department



Legend:

Form Based Zoning 2

- (PUD) Planned Unit Development
- (CF) Community Facilities District
- (EP) Environmental Protection District
- (BB) Big Beaver Road
- (MR) Maple Road
- (NN) Neighborhood Nodes (A-U)
- (CB) Community Business
- (GB) General Business
- (IB) Integrated Industrial Business District
- (O) Office Building District
- (OM) Office Mixed Use
- (P) Vehicular Parking District
- (R-1A) One Family Residential District
- (R-1B) One Family Residential District
- (R-1C) One Family Residential District
- (R-1D) One Family Residential District
- (R-1E) One Family Residential District
- (RT) One Family Attached Residential Distric
- (MF) Multi-Family Residential
- (MHP) Manufactured Housing
- (UR) Urban Residential
- (RC) Research Center District
- (PV) Planned Vehicle Sales

Aerial

- Red: Band_1
- Green: Band_2
- Blue: Band_3

467 0 233 467 Feet

Scale 1: 2,800

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.

Printed: 2/12/2015

CARLISLE | WORTMAN associates, inc.
605 S. Main Street, Ste. 1
Ann Arbor, MI 48104
(734) 662-2200
(734) 662-1935 Fax

Date: March 12, 2015

Site Condominium Plan
For
City of Troy, Michigan

Applicant:	Mondrian Properties
Project Name:	Hunters Park 2 Site Condominium
Plan Date:	March 4, 2015
Location:	East side John R Road, between 18 Mile Road and E. Square Lake Road.
Zoning:	R1-C, One-Family Residential District
Action Requested:	Preliminary Site Condominium Approval
Required Information:	Noted

PROJECT AND SITE DESCRIPTION

We are in receipt of a site condominium application which includes a preliminary site plan, topographic survey, grading plan, utility plan, tree preservation plan and tree inventory, elevations and floor plans. This project is the second phase of the Hunters Park site condominium development. Phase 2 is proposed for a 7.92 acre site immediately south of the phase 1 development.

The applicant has submitted two (2) plans for Planning Commission consideration. The first plan, as shown on sheet P-3, requests approval for 24 lots single family detached site condominium units. The second plan, labeled "alternative site plan," requests approval for 25 single family detached site condominium units. The only difference between the two plans is that site plan 1, Sheet P-3, includes a vehicular connection to Drake Road. The vehicular connection was requested by planning, engineering, and public safety staff.

The Hunters Park development will have 45 or 46 lots in total, including phase 1 and 2. Access to all units will be via a new residential street off of John R Road and Mayflower Road to the north, and Drake to the east.

The phase 2 subject property is currently improved with one (1) single family home, which will be demolished. The site has significant tree cover and a large wetland area. The site is zoned R-1C and the proposed site condominium use is permitted by-right.

Location of subject site:

Size of subject property:
Phase 2 is 7.92 acres in area.

Current use of subject property:
The subject property has one (1) existing single family home.

Proposed use of subject site:
The proposed use is single family residential site condominium.

Current Zoning:
The property is currently zoned R-1C, One Family Residential District.

Surrounding Property Details:

Direction	Zoning	Use
North	R-1C, One-family Residential District	Single-family homes
South	R-1C, One-family Residential District	Single-family homes
East	R-1C, One-family Residential District	Single-family homes

West	R-1C, One-family Residential District	Single-family homes, Open space

SITE ARRANGEMENT, ACCESS, AND CIRCULATION

The applicant is applying the lot size averaging option, permitted and regulated by Section 10.01. The lot range in size between 9,477 to 20,238 square feet and the average lot size is 10,964 square feet. The proposed lots are regular in shape, allow for adequate setbacks, and permit sufficient space for the homes and ingress and egress for each unit.

The project is phase 2 of the existing Hunters Park site condominium. Phase 2 will provide an additional access drive off John R. Road and also connect to the shared access with the Bridgewater site condominium development through Hunters Park Phase 1. The development will be served by a new public road, which runs perpendicular to John R. Road and connects to Rexdale Drive from Phase 1. The new road with have a sixty (60) foot right-of-way with 5-foot sidewalks on both sides of the road. The applicant has provided 5-foot sidewalks in the development, however we recommend that the applicant provide a midblock pedestrian crossing along the newly created Kingston Drive.

As an infill development project, Hunters Park should be connected to the existing residential fabric. As a result, the applicant should also connect to the residential neighborhood to east via the Drake Road stub street. The vehicular connection was requested by planning, engineering, and public safety staff for the following reasons:

1. Hunters Park 2 (as well as Hunters Park and Bridgewater) will be part of the attendance area for Wass Elementary so a more convenient route through residential streets to the school is preferred rather than a route out to a major road.
2. Interconnected streets are the preferred alternative for connected emergency vehicle access, as requested by the Troy Fire Department.
3. Providing interconnected neighborhoods are policy of the city. Rather than creating “island” neighborhoods.
4. The connection to Drake would provide another access point for the existing subdivisions to the east out to John R rather than forcing the rather circuitous route that is currently in place. This could reduce traffic to Long Lake from the Saffron approach.
5. A direct connection to Drake could also facilitate better operations for other “services” such as school buses, garbage collection, police patrol, snow plowing, mail services and others while reducing travel time and travel distance servicing this section of the City.
6. Tucker is barricaded at the end of the concrete section, just west of Standish, so there is no connection from the subdivisions to the east out to John R along Tucker. This barricade was placed by resolution until such a time as Tucker is paved.
7. Drake is a public road as will be the new roads in Hunters Park 2. City policy is to provide connected public streets.

Though a full vehicular connection is recommended, if a full vehicular connection is not provided, the fire department recommends that a minimum a dedicated pedestrian and emergency vehicle connection be made.

Items to be Addressed: *1). Provide a midblock pedestrian crossing along the newly created Kingston Drive; and 2). Construct the connection to Drake Road as shown in Site Plan, Sheet P-3.*

AREA, WIDTH, HEIGHT, SETBACKS

Required and Provided Dimensions:

Table 4.06.C establishes the requirements for the R-1C District. The requirement and the proposed dimensions are as follows:

	Required	Provided	Compliance
Minimum Lot Area*	10,500 sq ft	Sheet P-3: 10,964 (Ave) 9,957 sq ft (Min) Alternative: 11,302 (Ave) 9,477 sq ft (Min)	Complies
Minimum Lot Width	85 ft	76.5 ft (min), Avg exceeds 85 ft	Complies
Setbacks			
Front	30 ft	30 ft	Complies
Side (Least)	10 ft	10 ft	Complies
Side (Total)	20 ft	20 ft	Complies
Rear	40 ft	40 ft	Complies
Maximum Building Height	30 ft, 2.5 story	20'-1/4", 2 story	Complies
Minimum Floor Area per Unit	1,200 sq ft	1,800	Complies
Maximum Lot Coverage	30%	19%	Complies

*The lot size average option has been applied and Section 10.01 standards have been met.

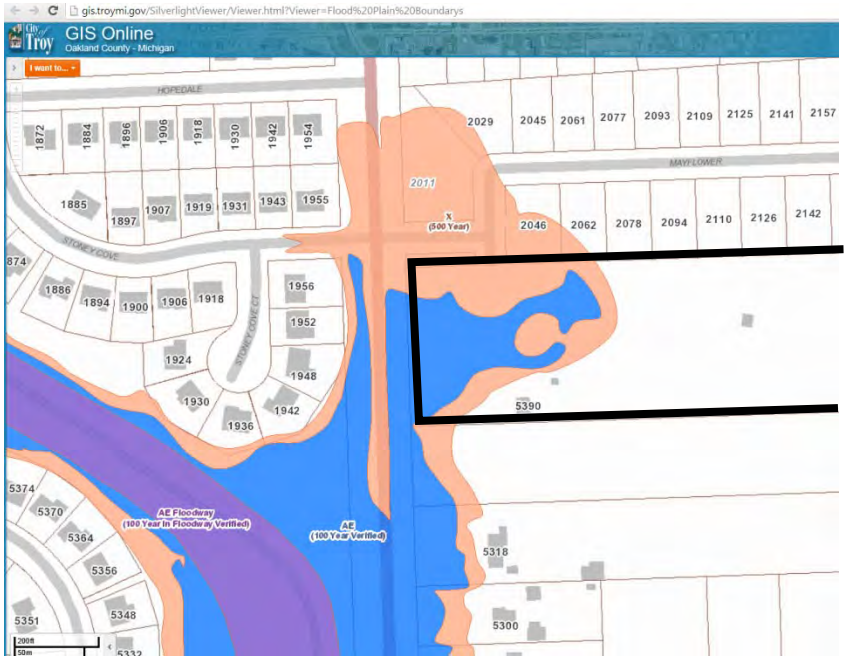
The applicant has meet all R-1C bulk requirements.

Items to be Addressed: *None*

NATURAL RESOURCES

Topography - The grading plan shows a gradual slope down from east to west. The detention basin for Hunters Park is located in the southwest corner of phase 1.

Woodlands – The site has significant tree cover. The applicant has tagged over 650 trees on the site, primarily American Elm, Scotch Pine, Wild Black Cherry, and Silver Maple. Most of the trees are between 5 and 10 inches DBH and at least half are in good condition. The applicant does not provide the exact number, however sheet P-6 indicates that most of the site will be clear-cut with some areas to be subject to selective clearing by builders. The applicant is encouraged to selectively clear trees in order to preserve trees particularly along proposed new lots and existing development, and in non-building envelopes of new lots.



Wetlands/Flood Plain - The front/westerly portion of the site is located within the 100 year flood plain. An application is being made to FEMA for a LOMA. The LOMA will be required for final site plans submittal. Additionally, there is a 1.04 acre non-regulated wetland located in the central portion of the site.

Items to be Addressed: *The applicant is encouraged to selectively clear trees in order to preserve trees particularly along proposed new lots and existing development, and in non-building envelopes of new lots.*

LANDSCAPING

The Landscape Plan includes a mixture of evergreen and deciduous trees. All proposed species fall within Troy regulations and are not prohibited. Site condominium and subdivision landscaping are regulated by Section 13.02.F.2.

	Required	**Provided**	**Compliance**
John R Road Screening Alt 2	1 tree per 10 lineal feet (300 lf =30 tree)	29 trees	Add (1) additional tree.
Proposed Kingston Drive Internal Street	1 tree per 50 lineal feet (2,278 lf = 5 trees)	46 trees	Complies

The applicant has provided landscaping at the entrance. Plantings are 78% native plants and include a variety of species.

Access drives should not be subtracted from the lineal dimension used to determine the minimum number of trees for greenbelts or internal streets. The applicant should provide landscaping based on the 300 foot frontage along John R Road.

Items to be Addressed: *Add one (1) additional tree along John R. Road.*

SUBMITTAL REQUIREMENTS

Section 10.02 sets forth the intent and standards for site condominium projects.

1. Intent: The intent of this Section is to regulate site condominium projects to ensure compliance with this Ordinance and other applicable standards of the City, to provide procedures and standards for review and approval or disapproval of such developments, and to insure that each project will be consistent and compatible with other developments in the community.

The proposed site condominium project is consistent and compatible with other developments in the community, and more importantly adjacent properties. The proposed development meets the intent of the Site Condominium section of the ordinance.

Section 10.02.E. regulates physical improvements associated with condominium projects. It requires the following:

1. Principal access and circulation through a site condominium shall be provided by public streets constructed to City standards, within sixty (60) foot wide rights-of-way. Secondary access and circulation through such developments, on which some of the residential parcels may have their sole frontage, may be provided by twenty-eight (28) foot wide streets constructed to City public street standards, within forty (40) foot private easements for public access. **The applicant has provided a 60-foot wide public right-of-way. All lots front on the 60-foot right-of-way.**

2. Principal access to site condominium of five (5) acres or less in area may be provided by way of twenty-eight (28) foot wide streets constructed to City public street standards, within forty (40) foot private easements for public access, when in the opinion of the City Council the property configuration is such that the provision of conforming dwelling unit parcels is impractical. **Not applicable.**

3. All entrances to major or secondary thoroughfares shall include deceleration, acceleration and passing lanes as required by Engineering Standards of the City of Troy. **The applicant has provided deceleration and acceleration lanes at the entrance to the proposed Kingston Drive along John R Road.**

4. Sidewalks shall be constructed, in accordance with City Standards, across the frontage of all dwelling unit parcels. Utilities shall be placed within street rights-of-way, or within easements approved as to size and location by the City Engineer. **Satisfied.**

5. All shall be served by public water, sanitary sewer, storm sewer and detention/retention systems constructed to City standards, at the expense of the developer. Easements over these systems shall be conveyed and recorded before occupancy permits are issued for dwelling units. **The applicant has proposed full utilities, but all proposed configurations and easements are subject to approval by the City engineering department.**

As noted above, all condominium projects are subject to Section 8.05.A.7, which establishes the requirements for a preliminary site plan submittal. Three additional requirements are specifically identified for residential projects. The three additional requirements, identified in *8.05.A.7.o, include:*

i. Calculation of the dwelling unit density allowable and a statement of the number of dwelling units, by type, to be provided. **The dwelling calculation is compliant with R1-C regulations.**

ii. Topography on site and fifty (50) feet beyond, drawn at two (2) foot contour intervals, with existing drainage courses, flood plains, wetlands, and tree stands indicated. **Satisfied.**

iii. The typical floor plans and elevations of the proposed buildings, with building height(s). **Satisfied.**

Items to be Addressed: *Noted above.*

RECOMMENDATIONS

We recommend preliminary Site Plan approval of the Hunters Park Phase 2 site condominium development given the following conditions:

1. *Provide a midblock pedestrian crossing along the newly created Kingston Drive.*
2. *Construct the connection to Drake Road as shown in Site Plan, Sheet P-3.*
3. *The applicant is encouraged to selectively clear trees in order to preserve trees particularly along proposed new lots and existing development, and in non-building envelopes of new lots.*
4. *Add one (1) additional tree along John R. Road.*

CARLISLE/WORTMAN ASSOC., INC.
Benjamin R. Carlisle, LEED AP, AICP

225-1426

cc:

PRELIMINARY SITE CONDOMINIUM PLANS FOR

HUNTERS PARK 2

PART OF THE SW 1/4 OF SECTION 12, T. 2N., R. 11E.,
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

LEGAL DESCRIPTION – AS SURVEYED: (OVERALL)

(Per Professional Engineering Associates, Inc.)

Lots 24, 25, 26 and 27 of Eyster's John R Acres, a subdivision of part of the Southwest 1/4 of Section 12, T.2N, R.11E, City of Troy, Oakland County, Michigan, as recorded in Liber 55 of Plats, Page 53, Oakland County Records.

Being more particularly described as:
Commencing at the West 1/4 Corner of said Section 12; thence along the east–west quarter line of Section 12, N88°02'09"E, 60.04 feet to a point on the east right–of–way line of John R. Road (60 foot half width); thence along said east right–of–way line S00°02'00"W, 341.19 feet to the northwest corner of Lot 27 of the aforementioned Eyster's John R Acres subdivision and the POINT OF BEGINNING; thence N89°59'21"E, 1150.05 feet (platted as EAST, 1150 feet) along the north line of Lot 27 to the northeast corner of Lot 27; thence S00°00'25"E, 599.84 feet (platted as S00°02'W, 600 feet) along the east line of the aforementioned Lots 24 thru 27, inclusive, of Eyster's John R Acres to the southeast corner of Lot 24; thence S89°59'21"W, 1150.47 feet (platted as WEST, 1150 feet) along the south line of said Lot 24 to the southwest corner of Lot 24 and the aforementioned east right–of way line of John R. Road; thence along said east right–of–way line N00°02'00"E, 599.84 feet (platted as 600 feet) to the POINT OF BEGINNING; containing 15.84 acres of land, more or less.

LEGAL DESCRIPTION – AS SURVEYED: (PHASE 1)

(Per Professional Engineering Associates, Inc.)

Lots 26 and 27 of Eyster's John R Acres, a subdivision of part of the Southwest 1/4 of Section 12, T.2N, R.11E, City of Troy, Oakland County, Michigan, as recorded in Liber 55 of Plats, Page 53, Oakland County Records.

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LEGAL DESCRIPTION – AS SURVEYED: (PHASE 2)

(Per Professional Engineering Associates, Inc.)

Lots 24 and 25 of Eyster's John R Acres, a subdivision of part of the Southwest 1/4 of Section 12, T.2N, R.11E, City of Troy, Oakland County, Michigan, as recorded in Liber 55 of Plats, Page 53, Oakland County Records.

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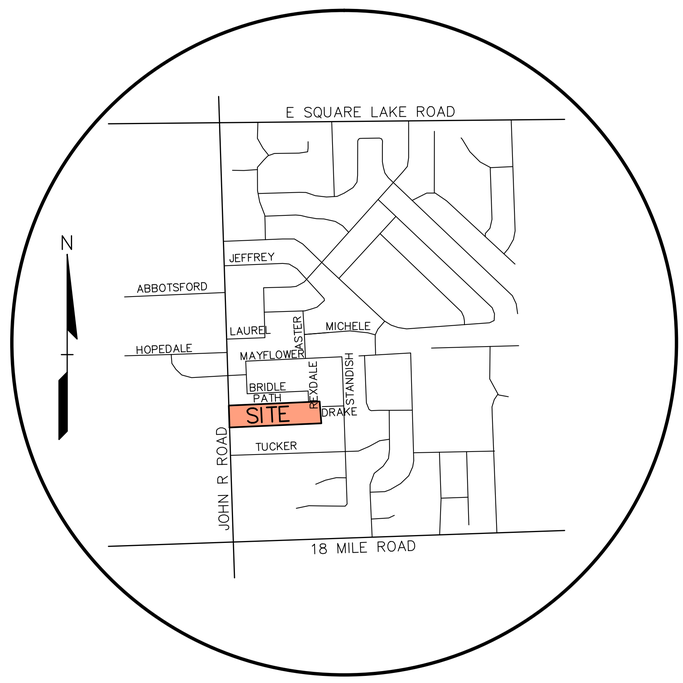

LOCATION MAP
NO SCALE

INDEX OF DRAWINGS:

P–1	COVER SHEET
P–2	TOPOGRAPHIC SURVEY
P–3	PRELIMINARY SITE PLAN
P–4	PRELIMINARY GRADING PLAN
P–5	PRELIMINARY UTILITY PLAN
P–6	PRELIMINARY TREE PRESERVATION PLAN
P–7	TREE INVENTORY
P–8	TREE INVENTORY
L–1	PRELIMINARY LANDSCAPE PLAN
A–5	ELEVATIONS
A–2	FIRST FLOOR PLAN
A–4	SECOND FLOOR PLAN
ALT	ALTERNATIVE PRELIMINARY SITE PLAN

DEVELOPER:

MONDRIAN PROPERTIES HUNTERS PARK, LLC
50215 SCHOENHERR
SHELBY TOWNSHIP, MI 48315
PHONE: (586) 726–7340
FAX: (586) 726–1932
CONTACT: JOSEPH MANIACI

CIVIL ENGINEER/LANDSCAPE ARCHITECT:

PROFESSIONAL ENGINEERING ASSOCIATES, INC.
2430 ROCHESTER CT., SUITE 100
TROY, MI 48083
PHONE: (248) 689–9090
FAX: (248) 689–1044
CONTACT: JOHN B. THOMPSON, P.E. / JANET EVENS, R.L.A.

No.	BY	CHK	DESCRIPTION	DATE

REVISIONS

CAUTION!!
THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR IS ONLY ONE WHO IS RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

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CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.

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Fax: (248) 689-1044
website: www.peainc.com

MONDRIAN PROPERTIES HUNTERS PARK LLC
50215 SCHOENHERR
SHELBY TWP., MI 48315

COVER SHEET
HUNTERS PARK 2
PART OF THE SW 1/4 OF SECTION 12, T.2N., R.11E.
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

S:\PROJECTS\2014\2014249 HUNTERS PARK 2 – 40\Dwg\Site Plans\(P-1) COVER-14249.dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:
P-1

BENCHMARKS
(GPS DERIVED – NAVD88)

BM#305
SET BENCH TIE WEST FACE OF UTILITY POLE, 2ND UTILITY POLE SOUTH OF MAYFLOWER, ±33' EAST OF THE CENTERLINE OF JOHN R ROAD & ±27' WEST OF THE NORTHWEST PARCEL CORNER OF LOT 25.
ELEV. – 657.41

BM#306
SET BENCH TIE NORTH FACE OF UTILITY POLE, NORTH OF #5300 NORTH DRIVE, ±32' EAST OF THE CENTERLINE OF JOHN R ROAD & ±28' WEST OF THE NORTHWEST PARCEL CORNER OF LOT 24.
ELEV. – 655.61

LEGAL DESCRIPTION – AS SURVEYED; (PHASE 1)
(Per Professional Engineering Associates, Inc.)

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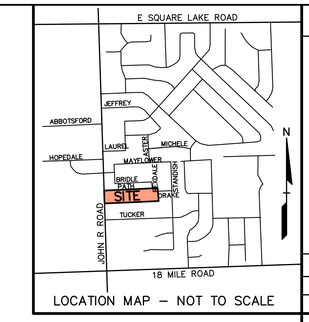
LEGEND

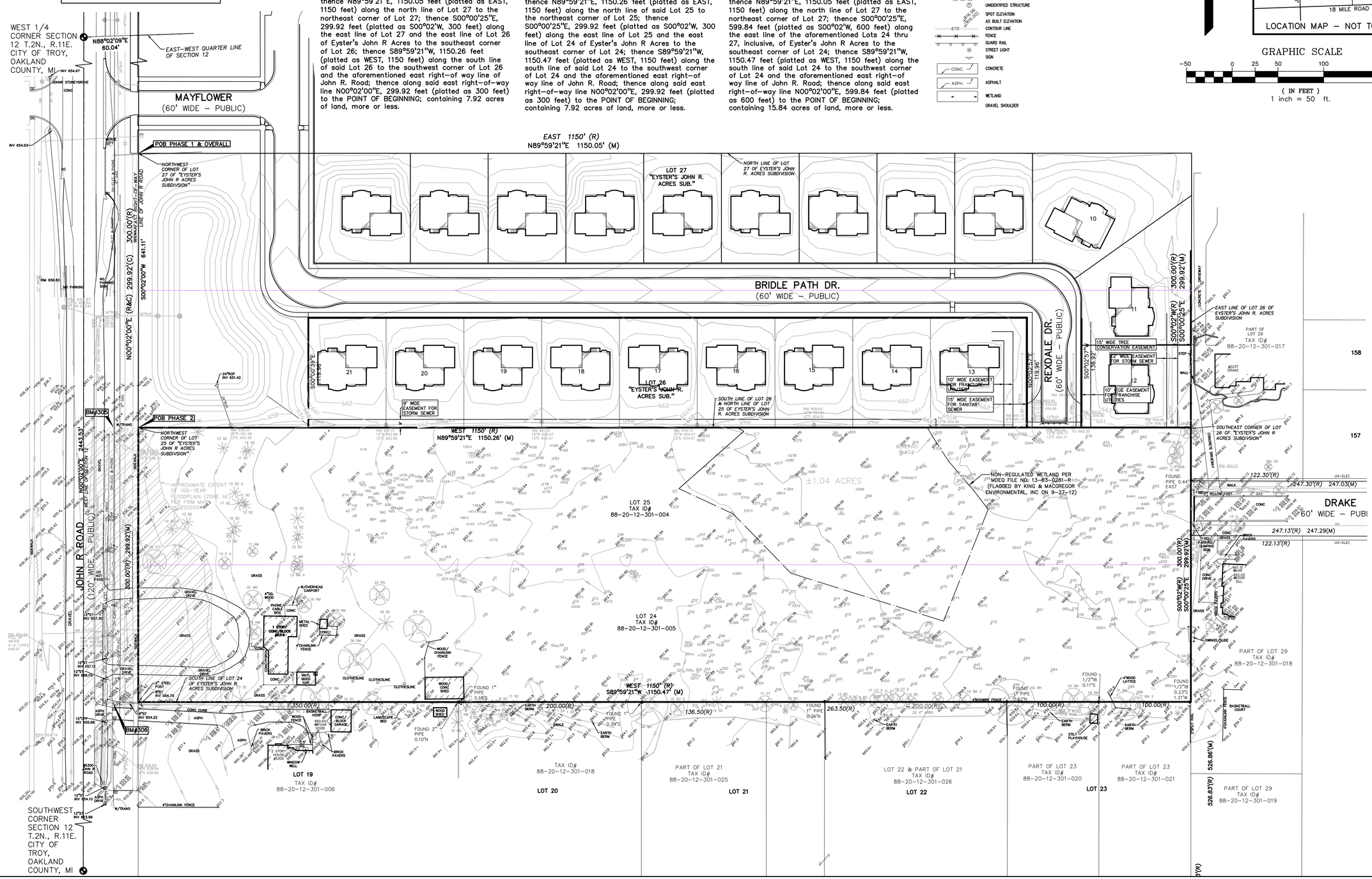
- IRON FOUND
- IRON SET
- NAIL FOUND
- NAIL & CAP SET
- BRASS PLUG SET
- MONUMENT FOUND
- MONUMENT SET
- SEC. CORNER FOUND
- R RECORDED
- M MEASURED
- C CALCULATED

EXISTING
- ELEC., PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE
- UNDERGROUND CABLE TV, CATV PEDESTAL
- TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
- ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
- GAS MAIN, VALVE & GAS LINE MARKER
- WATERMAIN, HYD., GATE VALVE, TAPPING SLEEVE & VALVE
- SANITARY SEWER, CLEANOUT & MANHOLE
- STORM SEWER, CLEANOUT & MANHOLE
- COMBINED SEWER & MANHOLE
- CATCH BASIN
- INLET (NO INCOMING LINES)
- YARD DRAIN (2' DIA. & SMALLER)
- POST INDICATOR VALVE
- WATER VALVE BOX/HYDRANT VALVE BOX, SERVICE SHUTOFF
- MAILBOX, TRANSFORMER, IRRIGATION CONTROL VALVE
- UNIDENTIFIED STRUCTURE
- SPOT ELEVATION
- AS BUILT ELEVATION
- CONTOUR LINE
- FENCE
- GUARD RAIL
- STREET LIGHT
- SIGN
- CONCRETE
- ASPHALT
- WETLAND
- GRAVEL SHOULDER



LOCATION MAP – NOT TO SCALE

GRAPHIC SCALE
–50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.



No.	BY	CHK	DESCRIPTION	DATE

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MONDRIAN PROPERTIES HUNTERS PARK LLC
50215 SCHOENHERR
SHELBY TWP., MI 48315

TOPOGRAPHIC SURVEY HUNTERS PARK 2

PART OF THE SW 1/4 OF SECTION 12, T. 2N., R. 11E., CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

S:\PROJECTS\2014\2014-249 HUNTERS PARK 2 – JBT\Dwg\Site Plans\P-2\ TOPO-14249.dwg

ORIGINAL ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:
P-2

SITE DATA:

LOCATION OF PROJECT:
#5318 JOHN R. ROAD (EAST SIDE OF JOHN R. ROAD, NORTH OF E. LONG LAKE)

SIZE OF PROPERTY: PHASE 1: 7.92 ACRES, PHASE 2: 7.92 ACRES, TOTAL 15.84 ACRES

PROPOSED USE OF PROPERTY: FORTY-FIVE (45) DETACHED, SINGLE FAMILY HOMES

CURRENT ZONING: R-1C, ONE-FAMILY RESIDENTIAL DISTRICT

SURROUNDING PROPERTY DETAILS:

DIRECTION	ZONING	USE
NORTH	R-1C, ONE-FAMILY RESIDENTIAL DISTRICT	SINGLE-FAMILY HOMES
SOUTH	R-1C, ONE-FAMILY RESIDENTIAL DISTRICT	SINGLE-FAMILY HOMES
EAST	R-1C, ONE-FAMILY RESIDENTIAL DISTRICT	SINGLE-FAMILY HOMES
WEST	R-1C, ONE-FAMILY RESIDENTIAL DISTRICT	SINGLE-FAMILY HOMES

REQUIRED AND PROVIDED LOT DIMENSIONS:

	REQUIRED:	PROVIDED:
FRONT	30 FOOT SETBACK	30 FOOT SETBACK
REAR	40 FOOT SETBACK	40 FOOT SETBACK
SIDES	10 FOOT MIN. (ONE), 20 FOOT TOTAL	10 FOOT MIN. (ONE), 20 FOOT TOTAL
DENSITY (# OF UNITS)	3.1 UNIT/ACRE=49 UNITS	2.90 UNIT/ACRE=45 UNITS
LOT SIZE PER UNIT	10,500 SQ. FT. (FOR PROJECTS W/ SEWER)	9,957 SQ. FT. SMALLEST 10,964 SQ. FT. AVERAGE
MAXIMUM HEIGHT	30 FEET, 2.5 STORY	20'-1/4" FEET, 2 STORY
LOT WIDTH	85 FEET	76.50 FEET SMALLEST*
MAX. LOT AREA COVERED BY BUILDINGS	30 PERCENT	19 PERCENT
MIN. FLOOR AREA PER UNIT	1,200 SQ. FT.	1800 SQ. FT.

* THE LOT SIZE AVERAGE OPTION HAS BEEN APPLIED PER SECTION 10.02.
MIN. UNIT AREA REQUIRED = 9,450 SQ. FT.
MIN. UNIT WIDTH AT BLDG. SETBACK REQUIRED = 76.50 FEET

PROJECT AND SITE DESCRIPTION:
PROPOSED CONSTRUCTION OF A 45-LOT (21 LOTS IN PHASE 1 AND 24 LOTS IN PHASE 2) SINGLE FAMILY DETACHED SITE CONDOMINIUM PROJECT ON THE EAST SIDE OF JOHN R. ROAD. ACCESS TO ALL UNITS WILL BE VIA A NEW STREET OFF OF JOHN R. ROAD AND MAYFLOWER NORTH OF THE SITE. THE PROPOSED RESIDENTIAL USE IS PERMITTED BY-RIGHT IN THE R-1C DISTRICT. THE SITE IS CURRENTLY IMPROVED WITH ONE (1) SINGLE-FAMILY HOME, WHICH WILL BE DEMOLISHED.

SITE ARRANGEMENT:
THE PROPOSED SITE CONDOMINIUM CONSISTS OF 45 UNITS WITH LOT SIZES RANGING BETWEEN 9,957 SQUARE FEET TO 20,238 SQUARE FEET, WITH AN AVERAGE LOT SIZE OF 10,964 SQUARE FEET. ALL UNITS FRONT ON THE NEW PUBLIC STREET CONNECTION. THE PROPOSED LOTS ARE REGULAR IN SHAPE, ALLOW FOR ADEQUATE SETBACKS, AND PERMIT SUFFICIENT SPACE FOR THE HOMES AND INGRESS AND EGRESS FOR EACH UNIT ACCORDING TO THE LOT SIZING AVERAGING OPTION.

NATURAL RESOURCES:
THE SITE IS CURRENTLY IMPROVED WITH ONE (1) SINGLE-FAMILY HOME, WHICH WILL BE DEMOLISHED. THE SITE IS ENCUMBERED WITH ONE (1) NON-REGULATED WETLAND AND SIGNIFICANT TREE COVER.

FLOODPLAIN:
ACCORDING TO FEMA FLOODPLAIN MAP 100 YEAR FLOODPLAIN (AE) IMPACTS THE WESTERLY PORTION OF THE DEVELOPMENT. BASED ON CURRENT TOPO DATA THIS IMPACT IS SIGNIFICANTLY REDUCED AND LIMITED TO THE LINEAR DITCH ASSOCIATED WITH BACKWATER FROM AN OFF-SITE 36" STORM SEWER. APPLICATION IS BEING MADE TO FEMA FOR A LOMA.

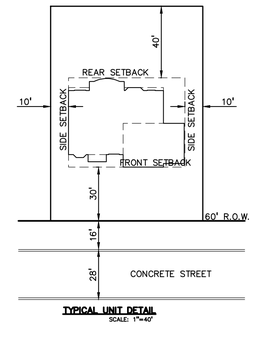
ACCESS AND CIRCULATION:

VEHICULAR ACCESS AND CIRCULATION:
VEHICULAR ACCESS TO ALL UNITS WILL BE VIA A NEW PUBLIC STREET OFF JOHN R ROAD AND OFF OF THE STUB TO THE NORTH OF THE SITE. THE NEW ROAD WILL HAVE A SIXTY (60) FOOT WIDE RIGHT-OF-WAY

PEDESTRIAN ACCESS AND CIRCULATION:
A 5-FOOT WIDE SIDEWALK IS PROVIDED AT BOTH SIDES OF THE NEW ROAD.

UTILITIES:
UTILITIES ARE PLACED WITHIN STREET RIGHT-OF-WAY, OR WITHIN EASEMENTS APPROVED AS TO SIZE AND LOCATION BY THE CITY ENGINEER.

ALL SITES ARE SERVED BY PUBLIC WATER, SANITARY SEWER, STORM WATER AND DETENTION/RETENION SYSTEMS CONSTRUCTED TO CITY STANDARDS, AT THE EXPENSE OF THE DEVELOPER, EASEMENTS OVER THESE SYSTEMS SHALL BE CONVEYED AND RECORDED BEFORE OCCUPANCY PERMITS ARE ISSUED FOR DWELLING UNITS.



TYPICAL UNIT DETAIL
SCALE: 1"=40'

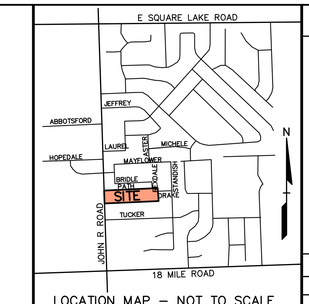
LEGEND

IRON FOUND
IRON SET
NAIL FOUND
NAIL & CAP SET
BRASS PLUG SET
MONUMENT FOUND
MONUMENT SET
SEC. CORNER FOUND
R RECORDED
M MEASURED
C CALCULATED

EXISTING / PROPOSED

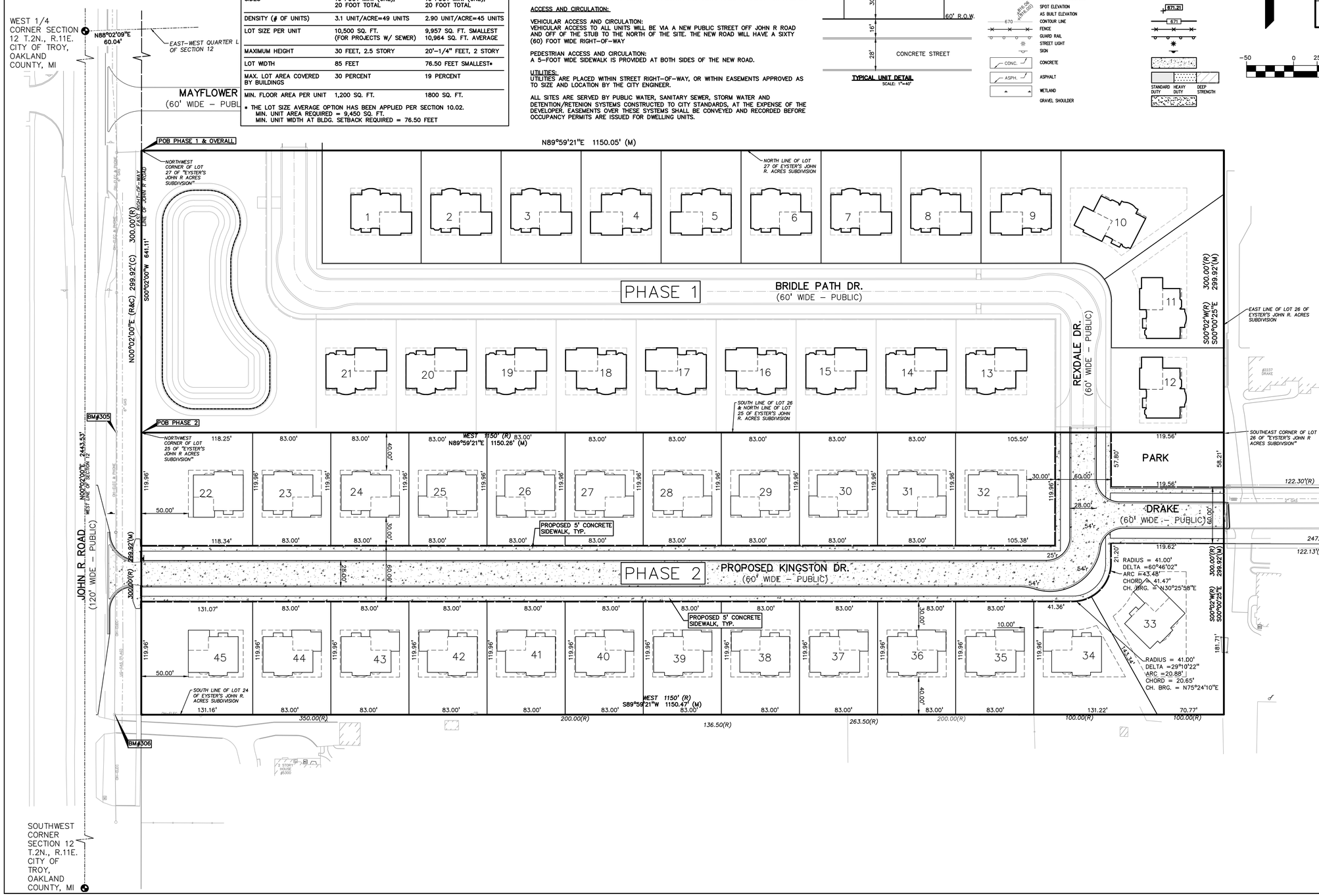
ELEC., PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE
UNDERGROUND CABLE TV, CATV PEDESTAL
TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
GAS MAIN, VALVE & GAS LINE MARKER
WATERMAIN, HYD., GATE VALVE, TAPPING SLEEVE & VALVE
SANITARY SEWER, CLEANOUT & MANHOLE
STORM SEWER, CLEANOUT & MANHOLE
COMBINED SEWER & MANHOLE
CATCH BASIN
INLET (NO INCOMING LINES)
YARD DRAIN (2' DIA. & SMALLER)
POST INDICATOR VALVE
WATER VALVE BOX/HYDRANT VALVE BOX, SERVICE SHUTOFF
MAILBOX, TRANSFORMER, IRRIGATION CONTROL VALVE
UNIDENTIFIED STRUCTURE
SPOT ELEVATION
AS BUILT ELEVATION
CONTOUR LINE
FENCE
GUARD RAIL
STREET LIGHT
SIGN
CONCRETE
ASPHALT
WETLAND
GRAVEL SHOULDER

STANDARD DUTY
HEAVY DUTY
DEEP STRENGTH



LOCATION MAP - NOT TO SCALE

GRAPHIC SCALE
-50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.



Lot Area Table	
Lot #	Area (sf)
1	12,596
2	10,197
3	10,197
4	10,197
5	10,197
6	10,197
7	10,197
8	10,197
9	10,197
10	17,403
11	14,603
12	10,793
13	12,603
14	10,197
15	10,197
16	10,197
17	10,197
18	10,197
19	10,197
20	10,197
21	10,197
22	14,191
23	9,957
24	9,957
25	9,957
26	9,957
27	9,957
28	9,957
29	9,957
30	9,957
31	9,957
32	12,649
33	20,238
34	11,765
35	9,957
36	9,957
37	9,957
38	9,957
39	9,957
40	9,957
41	9,957
42	9,957
43	9,957
44	9,957
45	14,208
Total:	493,384
Avg:	10,964

REVISIONS

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MONDRIAN PROPERTIES HUNTERS PARK LLC
52215 SCHOENHERR
SHELBY TWP., MI 48315

PRELIMINARY SITE PLAN
HUNTERS PARK 2
PART OF THE SW 1/4 OF SECTION 12, T. 2N., R. 11E.,
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

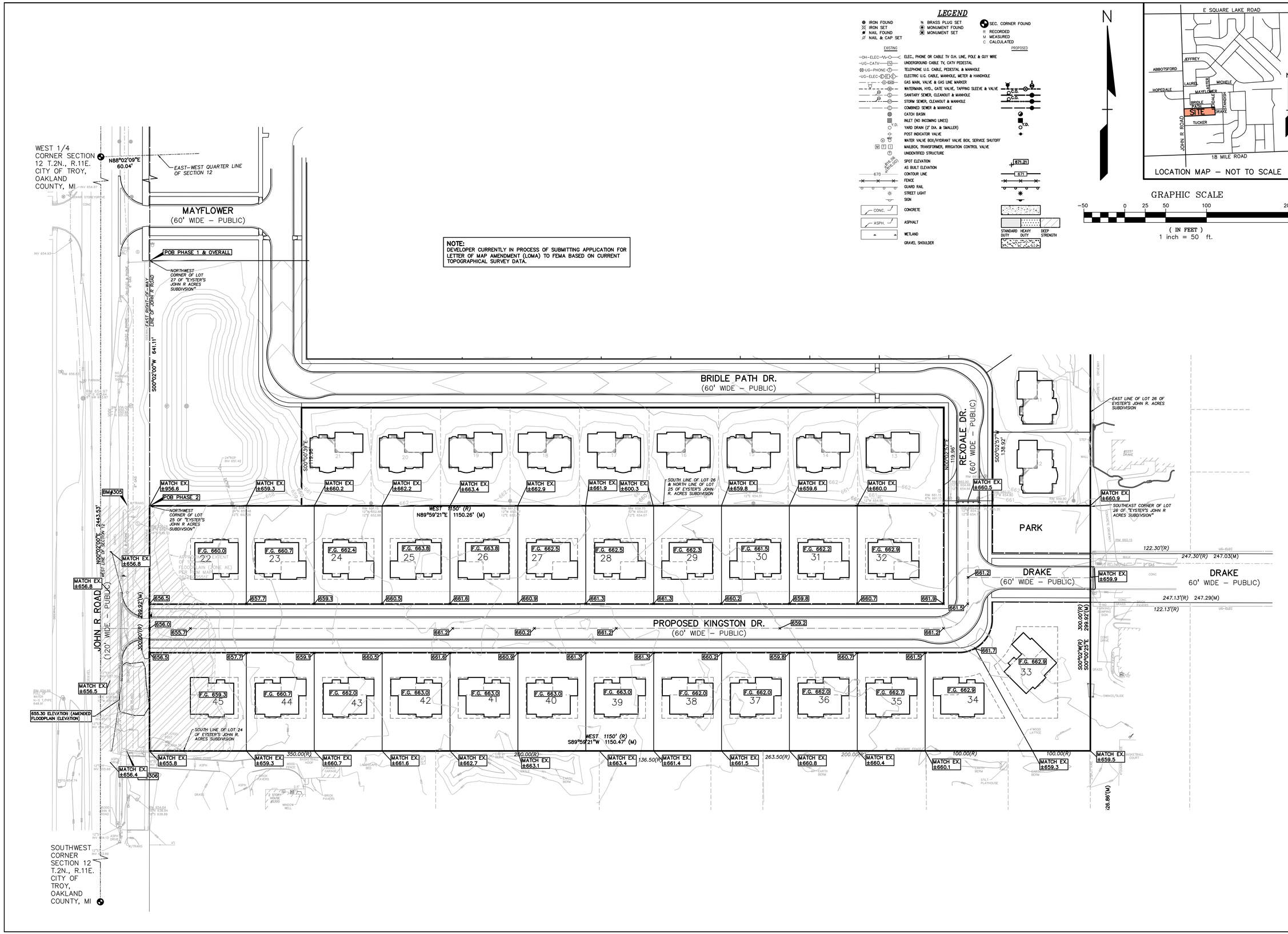
S:\PROJECTS\2014\249 HUNTERS PARK 2 - JBT\Dwg\Site Plans\JR-3 (BM-14249).dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:
P-3



NOTE:
DEVELOPER CURRENTLY IN PROCESS OF SUBMITTING APPLICATION FOR LETTER OF MAP AMENDMENT (LOMA) TO FEMA BASED ON CURRENT TOPOGRAPHICAL SURVEY DATA.

LEGEND

- IRON FOUND
- IRON SET
- NAIL FOUND
- NAIL & CAP SET
- BRASS PLUG SET
- MONUMENT FOUND
- MONUMENT SET
- SEC. CORNER FOUND
- R RECORDED
- M MEASURED
- C CALCULATED

EXISTING		PROPOSED
OH-ELEC	ELEC., PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE	
UG-CATV	UNDERGROUND CABLE TV, CATV PEDESTAL	
UG-PHONE	TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE	
UG-ELEC	ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE	
GAS	GAS MAIN, VALVE & GAS LINE MARKER	
W	WATERMAIN, HYD., GATE VALVE, TAPPING SLEEVE & VALVE	C.O.
S	SANITARY SEWER, CLEANOUT & MANHOLE	C.O.
D	STORM SEWER, CLEANOUT & MANHOLE	
C	COMBINED SEWER & MANHOLE	
	CATCH BASIN	
	INLET (NO INCOMING LINES)	C.O.
Y.D.	YARD DRAIN (2' DIA. & SMALLER)	
	POST INDICATOR VALVE	
	WATER VALVE BOX/HYDRANT VALVE BOX, SERVICE SHUTOFF	
M T I	MAILBOX, TRANSFORMER, IRRIGATION CONTROL VALVE	
	UNIDENTIFIED STRUCTURE	
671.21	SPOT ELEVATION	671.21
BFE OR +BFE.00	AS BUILT ELEVATION	
670	CONTOUR LINE	671
	FENCE	
	GUARD RAIL	
	STREET LIGHT	
	SIGN	
CONC.	CONCRETE	
ASPH.	ASPHALT	STANDARD DUTY / HEAVY DUTY / DEEP STRENGTH
	WETLAND	
	GRAVEL SHOULDER	

N

LOCATION MAP – NOT TO SCALE

GRAPHIC SCALE

-50 0 25 50 100 200

(IN FEET)
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SHELBY TWP., MI 48315

PRELIMINARY GRADING PLAN HUNTERS PARK 2

PART OF THE SW 1/4 OF SECTION 12, T.2N., R.11E.
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

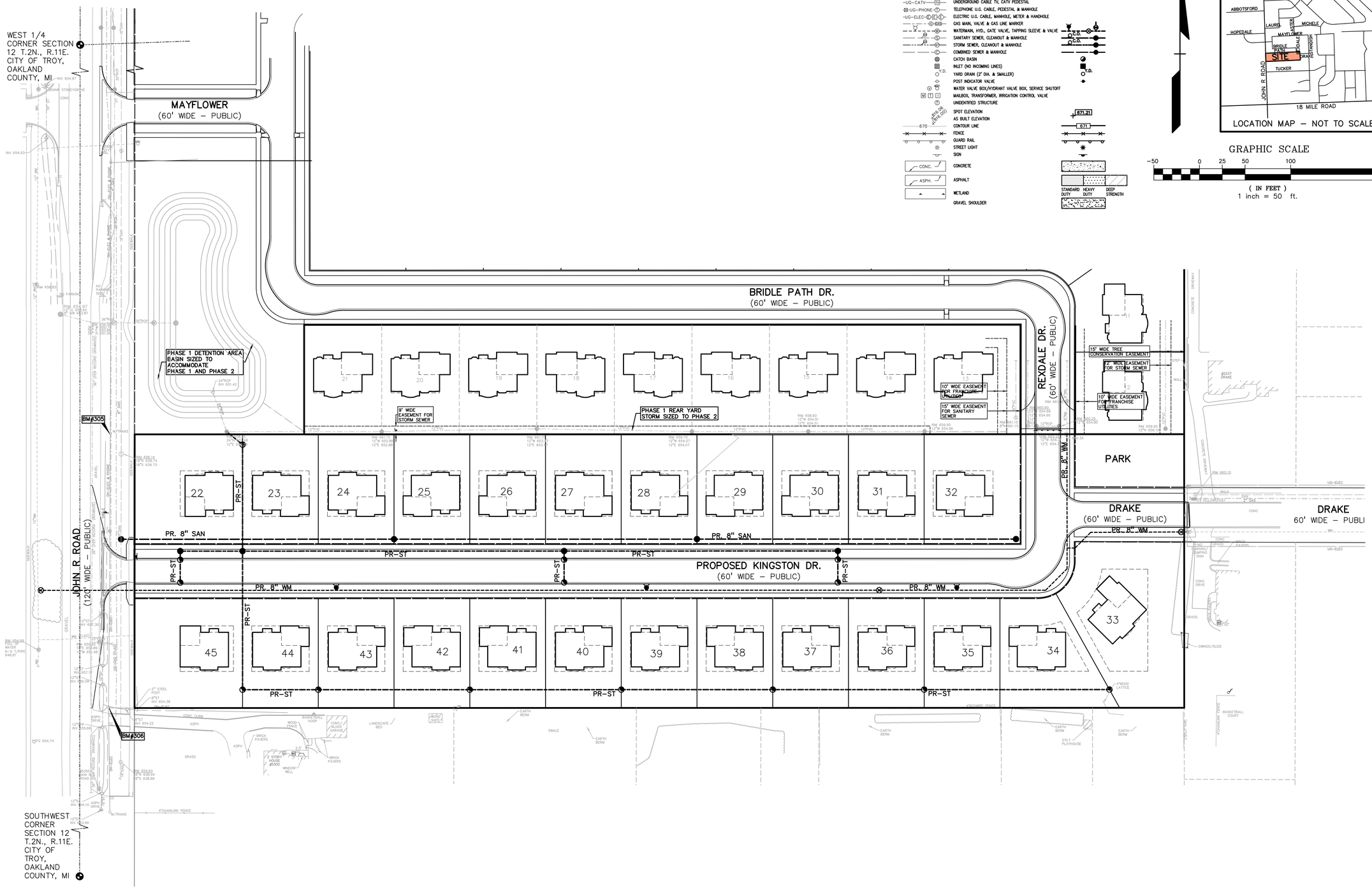
J:\PROJECTS\2014\2249 HUNTERS PARK 2 - JBT\Dwg\Site Prep\JT-4 GRADE-14249.dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:
P-4



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- C CALCULATED

EXISTING / PROPOSED

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- UNDERGROUND CABLE TV, CATV PEDESTAL
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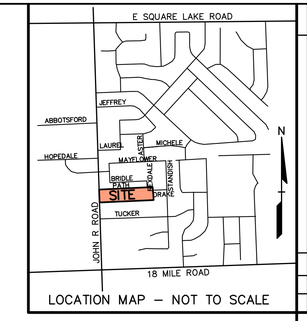
STANDARD DUTY / HEAVY DUTY / DEEP STRENGTH



LOCATION MAP – NOT TO SCALE

GRAPHIC SCALE

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DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

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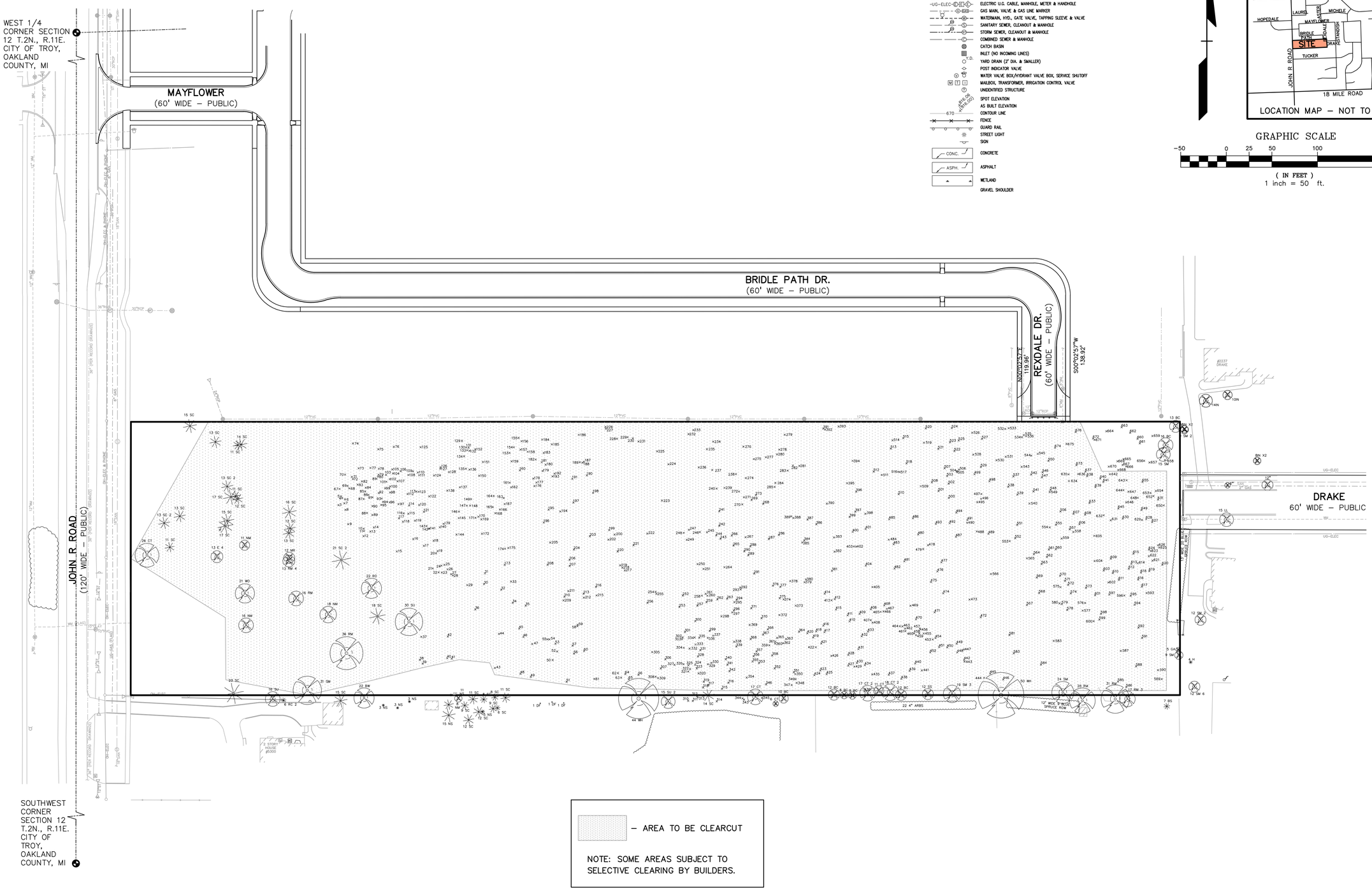
ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:

P-5



LEGEND

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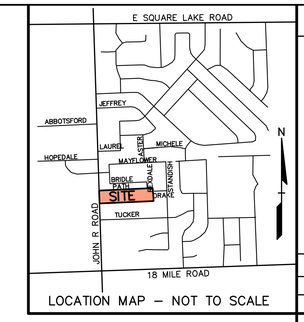
- WETLAND
- GRAVEL SHOULDER



LOCATION MAP – NOT TO SCALE

GRAPHIC SCALE

–50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

No.	BY	CHK	DESCRIPTION	DATE

REVISIONS

CAUTION!!
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MONDRIAN PROPERTIES HUNTERS PARK LLC
50215 SCHOENHERR
SHELBY TWP., MI 48315

PRELIMINARY TREE PRESERVATION PLAN
HUNTERS PARK 2
PART OF THE SW 1/4 OF SECTION 12, T. 2N., R. 11E.,
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

S:\PROJECTS\2014\2014-249 HUNTERS PARK 2 – JBT\Dwg\Site Plans\(01-6) TREE – 14249.dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:

P-6

TAG NO.	CODE	DBH	COMMON NAME	LATIN NAME	COND	COMMENT
1	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
2	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
3	SC	6	Scotch Pine	Pinus sylvestris	GOOD	
4	E	7	American Elm	Ulmus americana	GOOD	
5	SC	10	Scotch Pine	Pinus sylvestris	POOR	
6	SC	5	Scotch Pine	Pinus sylvestris	POOR	
7	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
8	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
9	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
10	SC	7	Scotch Pine	Pinus sylvestris	GOOD	
11	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
12	SC	10	Scotch Pine	Pinus sylvestris	GOOD	
13	SC	10	Scotch Pine	Pinus sylvestris	GOOD	
14	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
15	SC	7	Scotch Pine	Pinus sylvestris	GOOD	
16	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
17	SC	9	Scotch Pine	Pinus sylvestris	FAIR	X2
18	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
19	SC	8	Scotch Pine	Pinus sylvestris	POOR	
20	SC	8	Scotch Pine	Pinus sylvestris	POOR	
21	SC	10	Scotch Pine	Pinus sylvestris	GOOD	
22	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
23	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
24	NM	5	Norway Maple	Acer platanoides	GOOD	
25	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
26	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
27	NM	4	Norway Maple	Acer platanoides	GOOD	
28	NM	4	Norway Maple	Acer platanoides	FAIR	
29	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
30	SC	8	Scotch Pine	Pinus sylvestris	POOR	
31	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
32	SC	10	Scotch Pine	Pinus sylvestris	POOR	
33	WO	6	White Oak	Quercus alba	GOOD	
34	GA	9	Green Ash	Fraxinus pennsylvanica	GOOD	
35	E	4	American Elm	Ulmus americana	GOOD	
36	BC	9	Wild Black Cherry	Prunus serotina	GOOD	
37	SC	6	Scotch Pine	Pinus sylvestris	POOR	
38	GA	9	Green Ash	Fraxinus pennsylvanica	GOOD	
39	E	6	American Elm	Ulmus americana	GOOD	
40	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
41	RO	4	Red Oak	Quercus rubra	GOOD	
42	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
43	GA	9	Green Ash	Fraxinus pennsylvanica	FAIR	
44	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
45	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
46	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
47	WO	6	White Oak	Quercus alba	GOOD	
48	CA	6	Crab Apple	Malus caronaria	FAIR	X2
49	CA	9	Crab Apple	Malus caronaria	GOOD	X3
50	E	8	American Elm	Ulmus americana	GOOD	
51	BC	9	Wild Black Cherry	Prunus serotina	GOOD	
52	BC	6	Wild Black Cherry	Prunus serotina	FAIR	
53	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
54	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
55	SC	10	Scotch Pine	Pinus sylvestris	GOOD	
56	E	9	American Elm	Ulmus americana	FAIR	
57	E	8	American Elm	Ulmus americana	FAIR	
58	E	8	American Elm	Ulmus americana	FAIR	
59	WO	4	White Oak	Quercus alba	FAIR	
60	WO	4	White Oak	Quercus alba	GOOD	
61	RH	5	Sumac	Rhus	GOOD	
62	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
63	WO	5	White Oak	Quercus alba	FAIR	
64	WO	5	White Oak	Quercus alba	FAIR	
65	E	6	American Elm	Ulmus americana	FAIR	
66	BC	7	Wild Black Cherry	Prunus serotina	GOOD	
67	NM	6	Norway Maple	Acer platanoides	FAIR	
68	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
69	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
70	SC	9	Scotch Pine	Pinus sylvestris	GOOD	
71	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
72	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
73	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
74	E	4	American Elm	Ulmus americana	FAIR	
75	E	7	American Elm	Ulmus americana	GOOD	
76	RM	5	Red Maple	Acer rubrum	GOOD	
77	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
78	SC	7	Scotch Pine	Pinus sylvestris	FAIR	X2
79	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
80	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
81	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
82	SC	8	Scotch Pine	Pinus sylvestris	FAIR	X2
83	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
84	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
85	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
86	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
87	SC	9	Scotch Pine	Pinus sylvestris	GOOD	
88	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
89	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
90	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
91	SC	7	Scotch Pine	Pinus sylvestris	POOR	
92	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
93	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
94	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
95	SC	7	Scotch Pine	Pinus sylvestris	POOR	
96	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
97	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
98	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
99	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
100	SC	6	Scotch Pine	Pinus sylvestris	POOR	
101	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
102	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
103	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
104	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
105	SC	9	Scotch Pine	Pinus sylvestris	GOOD	
106	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
107	SC	6	Scotch Pine	Pinus sylvestris	FAIR	X2
108	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
109	SC	5	Scotch Pine	Pinus sylvestris	POOR	
110	SC	8	Scotch Pine	Pinus sylvestris	FAIR	X2
111	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
112	E	8	American Elm	Ulmus americana	GOOD	
113	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
114	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
115	SC	5	Scotch Pine	Pinus sylvestris	POOR	
116	SC	7	Scotch Pine	Pinus sylvestris	FAIR	X2
117	SC	6	Scotch Pine	Pinus sylvestris	POOR	
118	SC	8	Scotch Pine	Pinus sylvestris	FAIR	X2
119	NM	4	Norway Maple	Acer platanoides	GOOD	
120	SC	7	Scotch Pine	Pinus sylvestris	POOR	
121	SC	7	Scotch Pine	Pinus sylvestris	FAIR	X2
122	E	8	American Elm	Ulmus americana	GOOD	
123	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
124	SC	8	Scotch Pine	Pinus sylvestris	POOR	
125	SM	5	Silver Maple	Acer saccharinum	GOOD	
126	SC	8	Scotch Pine	Pinus sylvestris	POOR	
127	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
128	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
129	SM	5	Silver Maple	Acer saccharinum	GOOD	
130	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
131	SC	5	Scotch Pine	Pinus sylvestris	POOR	
132	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
133	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
134	SC	8	Scotch Pine	Pinus sylvestris	POOR	X2
135	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
136	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
137	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
138	SC	7	Scotch Pine	Pinus sylvestris	FAIR	X2
139	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
140	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
141	SC	7	Scotch Pine	Pinus sylvestris	FAIR	X2
142	NM	4	Norway Maple	Acer platanoides	GOOD	X2
143	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
144	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
145	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
146	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
147	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
148	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
149	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
150	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
151	SM	4	Silver Maple	Acer saccharinum	GOOD	
152	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
153	BC	7	Wild Black Cherry	Prunus serotina	GOOD	X2
154	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
155	BC	7	Wild Black Cherry	Prunus serotina	GOOD	
156	BC	10	Wild Black Cherry	Prunus serotina	GOOD	
157	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
158	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
159	SC	5	Scotch Pine	Pinus sylvestris	GOOD	
160	SC	4	Scotch Pine	Pinus sylvestris	GOOD	
161	SC	10	Scotch Pine	Pinus sylvestris	GOOD	
162	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
163	E	6	American Elm	Ulmus americana	GOOD	
164	SC	9	Scotch Pine	Pinus sylvestris	GOOD	X2
165	BC	7	Wild Black Cherry	Prunus serotina	FAIR	
166	SM	4	Silver Maple	Acer saccharinum	FAIR	
167	E	4	American Elm	Ulmus americana	GOOD	
168	SC	9	Scotch Pine	Pinus sylvestris	GOOD	X2
169	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
170	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
171	SC	5	Scotch Pine	Pinus sylvestris	POOR	
172	SC	10	Scotch Pine	Pinus sylvestris	GOOD	
173	RM	7	Red Maple	Acer rubrum	GOOD	
174	NM	6	Norway Maple	Acer platanoides	GOOD	
175	NM	4	Norway Maple	Acer platanoides	GOOD	
176	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
177	SC	7	Scotch Pine	Pinus sylvestris	GOOD	X2
178	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
179	BC	5	Wild Black Cherry	Prunus serotina	POOR	
180	SC	4	Scotch Pine	Pinus sylvestris	POOR	
181	BC	4	Wild Black Cherry	Prunus serotina	FAIR	
182	BC	8	Wild Black Cherry	Prunus serotina	FAIR	
183	BC	8	Wild Black Cherry	Prunus serotina	FAIR	
184	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
185	SC	6	Scotch Pine	Pinus sylvestris	POOR	
186	SC	7	Scotch Pine	Pinus sylvestris	GOOD	
187	B	9	Basswood	Tilia americana	GOOD	
188	B	9	Basswood	Tilia americana	GOOD	
189	B	9	Basswood	Tilia americana	GOOD	
190	E	6	American Elm	Ulmus americana	FAIR	
191	RM	6	Red Maple	Acer rubrum	GOOD	
192	E	8	American Elm	Ulmus americana	FAIR	
193	BC	4	Wild Black Cherry	Prunus serotina	FAIR	X2
194	WO	6	White Oak	Quercus alba	FAIR	
195	WO	5	White Oak	Quercus alba	GOOD	
196	WO	7	White Oak	Quercus alba	FAIR	
197	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
198	E	4	American Elm	Ulmus americana	FAIR	
199	E	4	American Elm	Ulmus americana	FAIR	
200	BC	9	Wild Black Cherry	Prunus serotina	FAIR	
201	LOST TAG					
202	BC	5	Wild Black Cherry	Prunus serotina	POOR	
203	E	4	American Elm	Ulmus americana	GOOD	
204	E	6	American Elm	Ulmus americana	FAIR	
205	E	6	American Elm	Ulmus americana	FAIR	
206	WO	4	White Oak	Quercus alba	FAIR	
207	SM	4	Silver Maple	Acer saccharinum	FAIR	X2
208	BC	10	Wild Black Cherry	Prunus serotina	GOOD	
209	SC	5	Scotch Pine	Pinus sylvestris	POOR	X2
210	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
211	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
212	NM	5	Norway Maple	Acer platanoides	FAIR	
213	SC	8	Scotch Pine	Pinus sylvestris	POOR	
214	E	4	American Elm	Ulmus americana	GOOD	
215	E	8	American Elm	Ulmus americana	GOOD	
216	E	9	American Elm	Ulmus americana	GOOD	
217	BC	9	Wild Black Cherry	Prunus serotina	FAIR	
218	BC	7	Wild Black Cherry	Prunus serotina	POOR	
219	BC	9	Wild Black Cherry	Prunus serotina	GOOD	
220	SM	10	Silver Maple	Acer saccharinum	GOOD	
221	BC	9	Wild Black Cherry	Prunus serotina	POOR	
222	PN	6	Pin Cherry	Prunus pennsylvanica	GOOD	
223	E	7	American Elm	Ulmus americana	FAIR	
224	E	4	American Elm	Ulmus americana	GOOD	
225	EE	9	Siberian Elm	Ulmus pumila	POOR	
226	WO	6	White Oak	Quercus alba	FAIR	
227	E	4	American Elm	Ulmus americana	FAIR	
228	BC	4	Wild Black Cherry	Prunus serotina	FAIR	
229	E	4	American Elm	Ulmus americana	GOOD	
230	BC	4	Wild Black Cherry	Prunus serotina	FAIR	
231	E	5	American Elm	Ulmus americana	GOOD	
232	E	8	American Elm	Ulmus americana	GOOD	
233	E	5	American Elm	Ulmus americana	GOOD	
234	E	7	American Elm	Ulmus americana	GOOD	
235	SM	4	Silver Maple	Acer saccharinum	POOR	
236	E	8	American Elm	Ulmus americana	FAIR	
237	E	7	American Elm	Ulmus americana	GOOD	
238	E	6	American Elm	Ulmus americana	FAIR	X2
239	SM	6	Silver Maple	Acer saccharinum	GOOD	
240	E	6	American Elm	Ulmus americana	POOR	
241	BC	9	Wild Black Cherry	Prunus serotina	POOR	X3
242	WO	4	White Oak	Quercus alba	FAIR	
243	WO	5	White Oak	Quercus alba	GOOD	
244	CT	6	Cottonwood	Populus deltoides	GOOD	
245	CT	9	Cottonwood	Populus deltoides	GOOD	
246	CT	6	Cottonwood	Populus deltoides	GOOD	
247	CT	8	Cottonwood	Populus deltoides	GOOD	
248	PN	6	Pin Cherry	Prunus pennsylvanica	GOOD	
249	CT	8	Cottonwood	Populus deltoides	GOOD	
250	GA	8	Green Ash	Fraxinus pennsylvanica	GOOD	
251	MR	4	Red Mulberry	Morus rubra	GOOD	
252	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
253	RO	6	Red Oak	Quercus rubra	GOOD	
254	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
255	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
256	CA	5	Crab Apple	Malus caronaria	GOOD	X3
257	WO	6	White Oak	Quercus alba	GOOD	
258	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
259	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
260	SC	9	Scotch Pine	Pinus sylvestris	GOOD	
261	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
262	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
263	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
264	WO	8	White Oak	Quercus alba	GOOD	
265	BC	9	Wild Black Cherry	Prunus serotina	FAIR	
266	RO	5	Red Oak	Quercus rubra	FAIR	
267	E	5	American Elm	Ulmus americana	POOR	
268	BC	6	Wild Black Cherry	Prunus serotina	POOR	
269	E	4	American Elm	Ulmus americana	GOOD	
270	E	5	American Elm	Ulmus americana	FAIR	
271	E	6	American Elm	Ulmus americana	GOOD	
272	E	4	American Elm	Ulmus americana	GOOD	
273	SS	7	Sassafras	Sassafras albidum	FAIR	
274	SM	8	Silver Maple	Acer saccharinum	GOOD	X3
275	SM	8	Silver Maple	Acer saccharinum	GOOD	X2
276	E	9	American Elm	Ulmus americana	GOOD	
277	SM	8	Silver Maple	Acer saccharinum	GOOD	X2
278	E	6	American Elm	Ulmus americana	FAIR	
279	E	5	American Elm	Ulmus americana	GOOD	
280	E	7	American Elm	Ulmus americana	GOOD	
281	E	7	American Elm	Ulmus americana	POOR	
282	E	4	American Elm	Ulmus americana	GOOD	
283	SM	9	Silver Maple	Acer saccharinum	GOOD	X4
284	RO	7	Red Oak	Quercus rubra	GOOD	
285	RO	7	Red Oak	Quercus rubra	GOOD	
286	BC	7	Wild Black Cherry	Prunus serotina	FAIR	
287	E	7	American Elm	Ulmus americana	GOOD	
288	BC	9	Wild Black Cherry	Prunus serotina	FAIR	
289	E	6	American Elm	Ulmus americana	FAIR	X4
290	RO	6	Red Oak	Quercus rubra	GOOD	X2
291	WO	8	White Oak	Quercus alba	GOOD	
292	WO	8	White Oak	Quercus alba	FAIR	
293	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
294	WO	7	White Oak	Quercus alba	GOOD	
295	WO	8	White Oak	Quercus alba	GOOD	
296	WO	8	White Oak	Quercus alba	GOOD	
297	WO	6	White Oak	Quercus alba	GOOD	
298	WO	5	White Oak	Quercus alba	GOOD	
299	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
300	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
301	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
302	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
303	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
304	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
305	SC	7	Scotch Pine	Pinus sylvestris	GOOD	
306	MR	6	Red Mulberry	Morus rubra	FAIR	X3
307	WO	7	White Oak	Quercus alba	GOOD	
308	BC	7	Wild Black Cherry	Prunus serotina	GOOD	
309	SC	6	Scotch Pine	Pinus sylvestris	GOOD	
310	SC	4	Scotch Pine	Pinus sylvestris	POOR	
311	SC	6	Scotch Pine	Pinus sylvestris	GOOD	
312	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
313	E	5	American Elm	Ulmus americana	GOOD	
314	PN	5	Pin Cherry	Prunus pennsylvanica	GOOD	
315	SM	5	Silver Maple	Acer saccharinum	GOOD	X2
316	SM	5	Silver Maple	Acer saccharinum	GOOD	X2
317	SC	5	Scotch Pine	Pinus sylvestris	POOR	
318	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
319	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
320	BC	7	Wild Black Cherry	Prunus serotina	GOOD	
321	SC	5	Scotch Pine	Pinus sylvestris	POOR	
322	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
323	SC	5	Scotch Pine	Pinus sylvestris	POOR	
324	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
325	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
326	SC	10	Scotch Pine	Pinus sylvestris	GOOD	
327	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
328	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
329	SC	8	Scotch Pine	Pinus sylvestris	POOR	
330	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
331	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
332	SC	8	Scotch Pine	Pinus sylvestris	GOOD	
333	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
334	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
335	SC	5	Scotch Pine	Pinus sylvestris	FAIR	
336	SC	5	Scotch Pine	Pinus sylvestris	POOR	
337	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
338	BC	7	Wild Black Cherry	Prunus serotina	GOOD	
339	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
340	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
341	BC	7	Wild Black Cherry	Prunus serotina	POOR	
342	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
343	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
344	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
345	BC	7	Wild Black Cherry	Prunus serotina	GOOD	
346	BC	10	Wild Black Cherry	Prunus serotina	GOOD	
347	PB	6	Paper Birch	Betula papyrifera	GOOD	
348	SM	4	Silver Maple	Acer saccharinum	GOOD	
349	PB	5	Paper Birch	Betula papyrifera	GOOD	
350	PB	7	Paper Birch	Betula papyrifera	GOOD	
351	PB	6	Paper Birch	Betula papyrifera	GOOD	X2
352	BC	7	Wild Black Cherry	Prunus serotina	FAIR	
353	GA	6	Green Ash	Fraxinus pennsylvanica	POOR	
354	SC	7	Scotch Pine	Pinus sylvestris	FAIR	
355	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
356	SC	9	Scotch Pine	Pinus sylvestris	FAIR	
357	SC	5	Scotch Pine	Pinus sylvestris	POOR	X2
358	BC	6	Wild Black Cherry	Prunus serotina	FAIR	
359	SC	8	Scotch Pine	Pinus sylvestris	FAIR	
360	SC	6	Scotch Pine	Pinus sylvestris	FAIR	
361	E	5	American Elm	Ulmus americana	GOOD	
362	BC	5	Wild Black Cherry	Prunus serotina	POOR	
363	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
364	WO	4	White Oak	Quercus alba	GOOD	
365	SM	5	Silver Maple	Acer saccharinum	GOOD	
366	WO	7	White Oak	Quercus alba	POOR	
367	WO	7	White Oak	Quercus alba	POOR	
368	BC	7	Wild Black Cherry	Prunus serotina	FAIR	
369	WO	7	White Oak	Quercus alba	POOR	
370	SC	8	Scotch Pine	Pinus sylvestris	GOOD	X2
371	SC	7	Scotch Pine	Pinus sylvestris	GOOD	
372	WO	6	White Oak	Quercus alba	FAIR	
373	CT	10	Cottonwood	Populus deltoides	GOOD	
374	CT	4	Cottonwood	Populus deltoides	GOOD	
375	E	7	American Elm	Ulmus americana	GOOD	
376	WO	7	White Oak	Quercus alba	POOR	
377	CT	7	Cottonwood	Populus deltoides	FAIR	
378	CT	5	Cottonwood	Populus deltoides	GOOD	
379	CT	7	Cottonwood	Populus deltoides	FAIR	
380	CT	7	Cottonwood	Populus deltoides	FAIR	
381	SM	6	Silver Maple	Acer saccharinum	GOOD	X2
382	RO	6	Red Oak	Quercus rubra	GOOD	
383	E	4	American Elm	Ulmus americana	GOOD	
384	E	5	American Elm	Ulmus americana	POOR	
385	E	5	American Elm	Ulmus americana	POOR	
386	RO	6	Red Oak	Quercus rubra	GOOD	X2
387	SM	9	Silver Maple	Acer saccharinum	GOOD	
388	E	4	American Elm	Ulmus americana	POOR	
389	E	9	American Elm	Ulmus americana	FAIR	
390	E	4	American Elm	Ulmus americana	GOOD	X2
391	SM	9	Silver Maple	Acer saccharinum	FAIR	
392	E	4	American Elm	Ulmus americana	POOR	X2
393	SM	8	Silver Maple	Acer saccharinum	POOR	X2
394	E	5	American Elm	Ulmus americana	FAIR	
395	E	6	American Elm	Ulmus americana	FAIR	
396	E	7	American Elm	Ulmus americana	GOOD	X2

No.	BY	CHK	DESCRIPTION	DATE

REVISIONS

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SHELBY TWP., MI 48315

TREE INVENTORY
HUNTERS PARK 2
PART OF THE SW 1/4 OF SECTION 12, T.2N., R.11E.,
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN	TMK	SUR.	DEC	P.M.	JBT

J:\PROJECTS\2014\2491 HUNTERS PARK 2 - JBT\Dwg\Site Plans\(2-2) TREE SURV-14249.dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:
P-7

TAG NO.	CODE	DBH	COMMON NAME	LATIN NAME	COND	COMMENT
397	RM	8	Red Maple	Acer rubrum	FAIR	
398	SM	8	Silver Maple	Acer saccharinum	POOR	
399	E	4	American Elm	Ulmus americana	GOOD	
400	SM	8	Silver Maple	Acer saccharinum	POOR	X2
401	E	4	American Elm	Ulmus americana	GOOD	
402	E	4	American Elm	Ulmus americana	POOR	
403	E	5	American Elm	Ulmus americana	POOR	
404	SM	4	Silver Maple	Acer saccharinum	GOOD	
405	PB	9	Paper Birch	Betula papyrifera	GOOD	
406	PB	7	Paper Birch	Betula papyrifera	GOOD	
407	RM	8	Red Maple	Acer rubrum	GOOD	
408	SM	6	Silver Maple	Acer saccharinum	GOOD	
409	SS	6	Sassafras	Sassafras albidum	GOOD	
410	SC	10	Scotch Pine	Pinus sylvestris	FAIR	
411	SC	7	Scotch Pine	Pinus sylvestris	POOR	
412	WO	6	White Oak	Quercus alba	POOR	
413	BC	6	Wild Black Cherry	Prunus serotina	FAIR	
414	CT	5	Cottonwood	Populus deltoides	GOOD	
415	BC	4	Wild Black Cherry	Prunus serotina	FAIR	
416	SM	4	Silver Maple	Acer saccharinum	GOOD	
417	SM	5	Silver Maple	Acer saccharinum	GOOD	
418	PB	6	Paper Birch	Betula papyrifera	GOOD	X2
419	PB	5	Paper Birch	Betula papyrifera	GOOD	
420	PB	4	Paper Birch	Betula papyrifera	GOOD	X2
421	PB	6	Paper Birch	Betula papyrifera	GOOD	
422	PB	7	Paper Birch	Betula papyrifera	GOOD	
423	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
424	SM	5	Silver Maple	Acer saccharinum	GOOD	X2
425	BC	8	Wild Black Cherry	Prunus serotina	FAIR	
426	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
427	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
428	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
429	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
430	RO	4	Red Oak	Quercus rubra	GOOD	
431	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
432	SM	4	Silver Maple	Acer saccharinum	GOOD	
433	PB	6	Paper Birch	Betula papyrifera	GOOD	X2
434	BC	4	Wild Black Cherry	Prunus serotina	FAIR	
435	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
436	CT	5	Cottonwood	Populus deltoides	FAIR	
437	E	6	American Elm	Ulmus americana	POOR	
438	PB	4	Paper Birch	Betula papyrifera	GOOD	
439	PB	6	Paper Birch	Betula papyrifera	GOOD	
440	BC	9	Wild Black Cherry	Prunus serotina	FAIR	
441	PB	5	Paper Birch	Betula papyrifera	GOOD	
442	PB	4	Paper Birch	Betula papyrifera	FAIR	
443	SM	6	Silver Maple	Acer saccharinum	GOOD	
444	SM	8	Silver Maple	Acer saccharinum	GOOD	
445	SM	10	Silver Maple	Acer saccharinum	GOOD	
446	SM	5	Silver Maple	Acer saccharinum	GOOD	
447	RM	9	Red Maple	Acer rubrum	GOOD	
448	PN	4	Pin Cherry	Prunus pennsylvanica	GOOD	
449	SM	7	Silver Maple	Acer saccharinum	GOOD	X3
450	SM	5	Silver Maple	Acer saccharinum	FAIR	
451	SM	9	Silver Maple	Acer saccharinum	GOOD	
452	BC	5	Wild Black Cherry	Prunus serotina	GOOD	X2
453	PB	4	Paper Birch	Betula papyrifera	FAIR	
454	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
455	PB	5	Paper Birch	Betula papyrifera	FAIR	
456	BC	5	Wild Black Cherry	Prunus serotina	GOOD	
457	PB	6	Paper Birch	Betula papyrifera	GOOD	
458	BC	4	Wild Black Cherry	Prunus serotina	GOOD	
459	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
460	PB	6	Paper Birch	Betula papyrifera	POOR	
461	PB	6	Paper Birch	Betula papyrifera	GOOD	
462	PB	6	Paper Birch	Betula papyrifera	GOOD	
463	PB	5	Paper Birch	Betula papyrifera	GOOD	
464	PB	6	Paper Birch	Betula papyrifera	FAIR	
465	PB	4	Paper Birch	Betula papyrifera	GOOD	
466	PB	4	Paper Birch	Betula papyrifera	POOR	
467	PB	7	Paper Birch	Betula papyrifera	GOOD	
468	TH	5	Thornapple/Hawthorne	Crataegus spp.	POOR	
469	PN	4	Pin Cherry	Prunus pennsylvanica	FAIR	
470	BC	5	Wild Black Cherry	Prunus serotina	FAIR	
471	WO	4	White Oak	Quercus alba	GOOD	
472	E	4	American Elm	Ulmus americana	GOOD	
473	SM	4	Silver Maple	Acer saccharinum	GOOD	
474	SM	7	Silver Maple	Acer saccharinum	GOOD	
475	SM	8	Silver Maple	Acer saccharinum	FAIR	
476	SM	5	Silver Maple	Acer saccharinum	GOOD	
477	E	8	American Elm	Ulmus americana	GOOD	
478	E	4	American Elm	Ulmus americana	GOOD	
479	E	9	American Elm	Ulmus americana	GOOD	
480	E	5	American Elm	Ulmus americana	GOOD	
481	SM	9	Silver Maple	Acer saccharinum	GOOD	X2
482	SM	6	Silver Maple	Acer saccharinum	GOOD	
483	E	4	American Elm	Ulmus americana	GOOD	
484	RM	9	Red Maple	Acer rubrum	GOOD	
485	E	5	American Elm	Ulmus americana	GOOD	
486	E	5	American Elm	Ulmus americana	GOOD	
487	SM	5	Silver Maple	Acer saccharinum	FAIR	X2
488	SM	9	Silver Maple	Acer saccharinum	GOOD	X2
489	E	4	American Elm	Ulmus americana	GOOD	
490	SM	7	Silver Maple	Acer saccharinum	FAIR	
491	SM	7	Silver Maple	Acer saccharinum	FAIR	
492	SM	8	Silver Maple	Acer saccharinum	GOOD	
493	E	6	American Elm	Ulmus americana	GOOD	
494	SM	7	Silver Maple	Acer saccharinum	POOR	
495	BC	5	Wild Black Cherry	Prunus serotina	GOOD	

TAG NO.	CODE	DBH	COMMON NAME	LATIN NAME	COND	COMMENT
496	RO	4	Red Oak	Quercus rubra	FAIR	
497	SM	7	Silver Maple	Acer saccharinum	FAIR	
498	BC	4	Wild Black Cherry	Prunus serotina	FAIR	
499	SM	9	Silver Maple	Acer saccharinum	GOOD	
500	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
501	E	4	American Elm	Ulmus americana	GOOD	
502	SM	10	Silver Maple	Acer saccharinum	GOOD	
503	SM	8	Silver Maple	Acer saccharinum	GOOD	
504	SM	5	Silver Maple	Acer saccharinum	GOOD	
505	SM	6	Silver Maple	Acer saccharinum	GOOD	
506	SM	4	Silver Maple	Acer saccharinum	GOOD	
507	SM	7	Silver Maple	Acer saccharinum	GOOD	X3
508	SM	6	Silver Maple	Acer saccharinum	GOOD	
509	SM	6	Silver Maple	Acer saccharinum	GOOD	
510	RO	6	Red Oak	Quercus rubra	POOR	
511	E	5	American Elm	Ulmus americana	GOOD	
512	RO	5	Red Oak	Quercus rubra	GOOD	
513	E	5	American Elm	Ulmus americana	GOOD	
514	SM	10	Silver Maple	Acer saccharinum	POOR	
515	E	5	American Elm	Ulmus americana	GOOD	
516	WO	8	White Oak	Quercus alba	GOOD	
517	E	5	American Elm	Ulmus americana	FAIR	X3
518	E	4	American Elm	Ulmus americana	GOOD	
519	SM	7	Silver Maple	Acer saccharinum	FAIR	
520	SM	7	Silver Maple	Acer saccharinum	GOOD	X4
521	SM	7	Silver Maple	Acer saccharinum	FAIR	
522	RO	8	Red Oak	Quercus rubra	FAIR	
523	SM	5	Silver Maple	Acer saccharinum	GOOD	X2
524	SM	9	Silver Maple	Acer saccharinum	GOOD	X2
525	SM	5	Silver Maple	Acer saccharinum	GOOD	
526	SM	7	Silver Maple	Acer saccharinum	GOOD	X3
527	RO	8	Red Oak	Quercus rubra	GOOD	
528	SM	6	Silver Maple	Acer saccharinum	GOOD	
529	SM	6	Silver Maple	Acer saccharinum	GOOD	X3
530	SM	7	Silver Maple	Acer saccharinum	GOOD	
531	SM	6	Silver Maple	Acer saccharinum	POOR	
532	RO	9	Red Oak	Quercus rubra	FAIR	X2
533	RO	6	Red Oak	Quercus rubra	GOOD	
534	PB	4	Paper Birch	Betula papyrifera	FAIR	
535	PB	5	Paper Birch	Betula papyrifera	GOOD	
536	PB	5	Paper Birch	Betula papyrifera	FAIR	
537	SM	9	Silver Maple	Acer saccharinum	GOOD	X2
538	SM	5	Silver Maple	Acer saccharinum	FAIR	X3
539	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
540	BC	9	Wild Black Cherry	Prunus serotina	FAIR	
541	SM	6	Silver Maple	Acer saccharinum	GOOD	
542	SM	4	Silver Maple	Acer saccharinum	FAIR	
543	SM	4	Silver Maple	Acer saccharinum	FAIR	
544	SM	6	Silver Maple	Acer saccharinum	FAIR	
545	PB	6	Paper Birch	Betula papyrifera	FAIR	
546	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
547	SM	5	Silver Maple	Acer saccharinum	FAIR	
548	E	4	American Elm	Ulmus americana	FAIR	
549	E	5	American Elm	Ulmus americana	FAIR	
550	BC	7	Wild Black Cherry	Prunus serotina	FAIR	
551	SM	8	Silver Maple	Acer saccharinum	FAIR	
552	E	7	American Elm	Ulmus americana	FAIR	
553	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
554	SM	10	Silver Maple	Acer saccharinum	GOOD	
555	SM	4	Silver Maple	Acer saccharinum	FAIR	
556	E	6	American Elm	Ulmus americana	FAIR	
557	RO	7	Red Oak	Quercus rubra	POOR	
558	SM	7	Silver Maple	Acer saccharinum	FAIR	
559	E	8	American Elm	Ulmus americana	GOOD	
560	E	8	American Elm	Ulmus americana	GOOD	
561	E	10	American Elm	Ulmus americana	GOOD	
562	E	6	American Elm	Ulmus americana	POOR	
563	SS	4	Sassafras	Sassafras albidum	FAIR	
564	SM	6	Silver Maple	Acer saccharinum	GOOD	X2
565	E	7	American Elm	Ulmus americana	FAIR	
566	SM	6	Silver Maple	Acer saccharinum	GOOD	X4
567	WO	5	White Oak	Quercus alba	FAIR	
568	SM	4	Silver Maple	Acer saccharinum	GOOD	
569	PB	6	Paper Birch	Betula papyrifera	GOOD	X2
570	PB	4	Paper Birch	Betula papyrifera	POOR	
571	PB	4	Paper Birch	Betula papyrifera	FAIR	
572	PB	5	Paper Birch	Betula papyrifera	GOOD	
573	SM	4	Silver Maple	Acer saccharinum	GOOD	X2
574	PB	7	Paper Birch	Betula papyrifera	GOOD	
575	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
576	SM	5	Silver Maple	Acer saccharinum	GOOD	
577	SM	8	Silver Maple	Acer saccharinum	GOOD	
578	SM	8	Silver Maple	Acer saccharinum	GOOD	
579	E	4	American Elm	Ulmus americana	FAIR	
580	PB	5	Paper Birch	Betula papyrifera	GOOD	
581	E	5	American Elm	Ulmus americana	GOOD	
582	SM	5	Silver Maple	Acer saccharinum	GOOD	
583	SM	9	Silver Maple	Acer saccharinum	GOOD	
584	SM	7	Silver Maple	Acer saccharinum	GOOD	
585	E	8	American Elm	Ulmus americana	GOOD	
586	BX	8	Box elder	Acer negundo	FAIR	
587	SM	4	Silver Maple	Acer saccharinum	POOR	
588	SM	6	Silver Maple	Acer saccharinum	FAIR	
589	E	7	American Elm	Ulmus americana	FAIR	
590	SM	4	Silver Maple	Acer saccharinum	FAIR	
591	SM	7	Silver Maple	Acer saccharinum	FAIR	
592	SM	8	Silver Maple	Acer saccharinum	FAIR	
593	BC	6	Wild Black Cherry	Prunus serotina	POOR	X2
594	SM	7	Silver Maple	Acer saccharinum	GOOD	X3

TAG NO.	CODE	DBH	COMMON NAME	LATIN NAME	COND	COMMENT
595	SM	4	Silver Maple	Acer saccharinum	GOOD	
596	PB	8	Paper Birch	Betula papyrifera	GOOD	
597	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
598	PB	6	Paper Birch	Betula papyrifera	POOR	
599	BC	7	Wild Black Cherry	Prunus serotina	FAIR	
600	SM	8	Silver Maple	Acer saccharinum	GOOD	
601	SM	5	Silver Maple	Acer saccharinum	GOOD	X2
602	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
603	PB	5	Paper Birch	Betula papyrifera	GOOD	
604	SM	10	Silver Maple	Acer saccharinum	GOOD	
605	E	5	American Elm	Ulmus americana	POOR	
606	RO	6	Red Oak	Quercus rubra	FAIR	
607	SM	5	Silver Maple	Acer saccharinum	FAIR	
608	RO	5	Red Oak	Quercus rubra	POOR	X2
609	SS	10	Sassafras	Sassafras albidum	GOOD	
610	SM	6	Silver Maple	Acer saccharinum	GOOD	
611	SM	8	Silver Maple	Acer saccharinum	GOOD	
612	SM	5	Silver Maple	Acer saccharinum	GOOD	
613	PB	4	Paper Birch	Betula papyrifera	GOOD	
614	PB	7	Paper Birch	Betula papyrifera	GOOD	
615	WO	5	White Oak	Quercus alba	POOR	
616	SM	7	Silver Maple	Acer saccharinum	GOOD	
617	BC	5	Wild Black Cherry	Prunus serotina	FAIR	
618	SM	7	Silver Maple	Acer saccharinum	GOOD	
619	RO	6	Red Oak	Quercus rubra	POOR	
620	SS	4	Sassafras	Sassafras albidum	POOR	
621	SS	8	Sassafras	Sassafras albidum	POOR	
622	BC	9	Wild Black Cherry	Prunus serotina	GOOD	
623	CT	10	Cottonwood	Populus deltoides	GOOD	
624	SM	7	Silver Maple	Acer saccharinum	GOOD	
625	WO	6	White Oak	Quercus alba	FAIR	
626	SM	8	Silver Maple	Acer saccharinum	GOOD	
627	BC	7	Wild Black Cherry	Prunus serotina	POOR	X2
628	WO	7	White Oak	Quercus alba	FAIR	
629	WO	4	White Oak	Quercus alba	GOOD	
630	WO	4	White Oak	Quercus alba	GOOD	X3
631	SM	7	Silver Maple	Acer saccharinum	GOOD	
632	WO	5	White Oak	Quercus alba	GOOD	
633	SM	10	Silver Maple	Acer saccharinum	GOOD	
634	SM	6	Silver Maple	Acer saccharinum	GOOD	X2
635	RO	7	Red Oak	Quercus rubra	GOOD	
636	SM	6	Silver Maple	Acer saccharinum	FAIR	
637	BC	7	Wild Black Cherry	Prunus serotina	POOR	
638	E	4	American Elm	Ulmus americana	FAIR	
639	E	8	American Elm	Ulmus americana	POOR	
640	SS	5	Sassafras	Sassafras albidum	GOOD	
641	WO	4	White Oak	Quercus alba	GOOD	
642	SM	6	Silver Maple	Acer saccharinum	POOR	
643	BC	8	Wild Black Cherry	Prunus serotina	GOOD	
644	BC	9	Wild Black Cherry	Prunus serotina	FAIR	
645	SM	4	Silver Maple	Acer saccharinum	GOOD	
646	SM	5	Silver Maple	Acer saccharinum	GOOD	
647	RO	6	Red Oak	Quercus rubra	GOOD	
648	SM	5	Silver Maple	Acer saccharinum	GOOD	
649	RO	8	Red Oak	Quercus rubra	GOOD	
650	CT	8	Cottonwood	Populus deltoides	GOOD	X2
651	CT	9	Cottonwood	Populus deltoides	GOOD	
652	MR	4	Red Mulberry	Morus rubra	GOOD	
653	WO	5	White Oak	Quercus alba	FAIR	
654	MR	7	Red Mulberry	Morus rubra	FAIR	
655	MR	7	Red Mulberry	Morus rubra	FAIR	
656	SM	6	Silver Maple	Acer saccharinum	GOOD	X2
657	BC	9	Wild Black Cherry	Prunus serotina	GOOD	
658	MR	5	Red Mulberry	Morus rubra	FAIR	
659	WO	4	White Oak	Quercus alba	FAIR	
660	BC	7	Wild Black Cherry	Prunus serotina	FAIR	
661	SM	5	Silver Maple	Acer saccharinum	GOOD	X2
662	BC	6	Wild Black Cherry	Prunus serotina	GOOD	
663	WO	6	White Oak	Quercus alba	POOR	
664	RO	7	Red Oak	Quercus rubra	GOOD	
665	E	6	American Elm	Ulmus americana	FAIR	
666	E	4	American Elm	Ulmus americana	FAIR	
667	BC	8	Wild Black Cherry	Prunus serotina	FAIR	
668	SM	7	Silver Maple	Acer saccharinum	GOOD	X2
669	BC	6	Wild Black Cherry	Prunus serotina	FAIR	
670	SM	6	Silver Maple	Acer saccharinum	GOOD	X3
671	BC	8	Wild Black Cherry	Prunus serotina	FAIR	
672	WO	6	White Oak	Quercus alba	FAIR	
673	SM	8	Silver Maple	Acer saccharinum	POOR	
674	PB	7	Paper Birch	Betula papyrifera	FAIR	
675	SM	7	Silver Maple	Acer saccharinum	GOOD	
676	SM	4	Silver Maple	Acer saccharinum	POOR	X2

No.	BY	CHK	DESCRIPTION	DATE

REVISIONS

CAUTION!!
THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR IS ONLY ONE WHO IS RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

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CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.

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2430 Rochester Ct. Suite 100
Troy, MI 48083-1872
Phone: (248) 689-9090
Fax: (248) 689-1044
website: www.peainc.com

MONDRIAN PROPERTIES HUNTERS PARK LLC
50215 SCHOENHERR
SHELBY TWP., MI 48315

TREE INVENTORY HUNTERS PARK 2

PART OF THE SW 1/4 OF SECTION 12, T.2N., R.11E.
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

S:\PROJECTS\2014\2014249 HUNTERS PARK 2 - 401\Dwg\Site Plan\(JB-2) REV2 EST-14249.dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

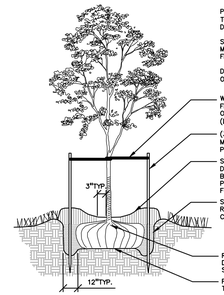
SCALE: 1" = 50'

DRAWING NUMBER:

P-8

GENERAL PLANTING NOTES:

1. Landscape contractor shall visit site, inspect existing site conditions and review proposed planting and related work. In case of discrepancy between plan and plant list, plan shall govern quantities. Contact Landscape Architect with any concerns.
2. Contractor shall verify locations of all on site utilities prior to beginning construction on his/her phase of work. Electric, gas, telephone, cable television may be located by calling MISS DIG 1-800-482-7171. Any damage or interruption of services shall be the responsibility of Contractor. Contractor shall coordinate all related activities with other trades on the job and shall report any unacceptable job conditions to Owner's Representative prior to commencing.
3. All plant material to be premium grade nursery stock and shall satisfy American Association of Nurserymen standard for Nursery Stock. All landscape material shall be Northern Grown, No. 1. Grade.
4. Contractor is responsible for verifying all quantities shown on landscape plan prior to pricing the work.
5. The owner's representative reserves the right to reject any plant material not meeting specifications.
6. All single stem shade trees to have straight trunks and symmetrical crowns.
7. All single trunk shade trees to have a central leader; trees with forked or irregular trunks will not be accepted.
8. All multi stem trees shall be heavily branched and have symmetrical crowns. One sided trees or those with thin or open crowns shall not be accepted.
9. All evergreen trees shall be heavily branched and full to the ground, symmetrical in shape and not sheared for the last five growing seasons.
10. All trees to have clay or clay loam balls, trees with sand balls Will Be Rejected.
11. No machinery is to be used within the drip line of existing trees; Hand grade all lawn areas within the drip line of existing trees.
12. All tree locations shall be staked by Landscape Contractor and are subject to the approval of the landscape Architect prior to installation of the plant material.
13. It is mandatory that positive drainage is provided away from from all buildings.
14. All planting beds shall receive 3" shredded hardwood bark mulch, see specifications. Shredded palette and dyed mulch will not be accepted.
15. All landscaped areas shall receive 3" compacted topsoil.
16. Maintenance: All plant material shall be maintained in good condition by mowing, watering, mulch, etc., so as to present a healthy neat and orderly appearance free from refuse and debris.



PLANT SO THAT TOP OF ROOT BALL IS FLUSH TO GRADE OR 1-2" HIGHER IF IN POORLY DRAINED SOILS.

SECURE TREE WRAP WITH BIODEGRADABLE MATERIAL AT TOP & BOTTOM, REMOVE AFTER FIRST WINTER.

DO NOT PRUNE TERMINAL LEADER PRUNE ONLY DEAD BROKEN BRANCHES.

WITH 2"-3" WIDE FABRIC STRAPS, CONNECT FROM TREE TO STAKE. REMOVE AFTER (1) ONE YEAR. ALLOW FOR FLEXIBILITY. (DO NOT USE WIRE & HOSE)

(3) THREE 2"x2" HARDWOOD STAKES DRIVEN A MIN. OF 18" DEEP FIRMLY INTO SUBGRADE PRIOR TO BACKFILLING.

SHREDDED HARDWOOD BARK MULCH TO DRIPLINE, 3" DEEP AND LEAVE 3" CIRCLE OF BARE SOIL AROUND TREE TRUNK. DO NOT PLACE MULCH IN CONTACT WITH TREE TRUNK. FORM SAUCER AROUND PLANT PIT.

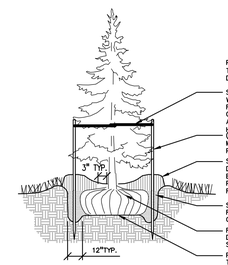
SPECIFIED PLANTING MIX, WATER & TAMP TO REMOVE AIR POCKETS AMEND SOIL PER SITE CONDITIONS & TREE REQUIREMENTS.

REMOVE ALL BURLAP FROM TOP ⅔ OF ROOTBALL. DISCARD ALL NON-BIODEGRADABLE MATERIAL OFF SITE.

PLACE ROOTBALL ON UNEXCAVATED OR TAMPED SOIL.

DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE



PLANT SO THAT TOP OF ROOT BALL IS FLUSH TO GRADE OR 1-2" HIGHER IF IN POORLY DRAINED SOILS.

STAKE JUST BELOW BRANCHES WITH 2"-3" WIDE NYLON OR PLASTIC STRAPS. CONNECT FROM TREE TO STAKE, OPPOSITE FROM EACH OTHER, AND ALLOW FOR FLEXIBILITY. REMOVE AFTER (1) ONE YEAR. (DO NOT USE WIRE & HOSE)

(3) THREE 2"x2" HARDWOOD STAKES DRIVEN A MIN. OF 18" DEEP FIRMLY INTO SUBGRADE PRIOR TO BACKFILLING.

SHREDDED HARDWOOD BARK MULCH TO DRIPLINE, 3" DEEP AND LEAVE 3" CIRCLE OF BARE SOIL AROUND TREE TRUNK. DO NOT PLACE MULCH IN CONTACT WITH TREE TRUNK. FORM SAUCER WITH 4" CONTINUOUS RIM.

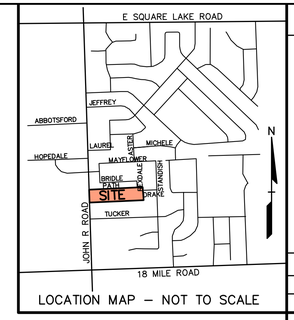
SPECIFIED PLANTING MIX, WATER & TAMP TO REMOVE AIR POCKETS AMEND SOIL PER SITE CONDITIONS & TREE REQUIREMENTS.

REMOVE ALL BURLAP FROM TOP ⅔ OF ROOTBALL. DISCARD ALL NON-BIODEGRADABLE MATERIAL OFF SITE.

PLACE ROOTBALL ON UNEXCAVATED OR TAMPED SOIL.

EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE



LOCATION MAP – NOT TO SCALE

GRAPHIC SCALE

-50 0 25 50 100 200

(IN FEET)

KEY: 1 inch = 50 ft.

= INTERNAL STREET TREES
NOTE: FINAL LOCATION SHALL BE ADJUSTED FOR DRIVEWAYS

= R.O.W. STREET TREES

= NON IRRIGATED SEED LAWN (CONTRACTOR SHALL REPLACE ALL DISTURBED AREAS WITH LAWN. FIELD VERIFY LIMITS OF DISTURBANCE.)
STAKED STRAW MATT ON SLOPES TYP.

REVISIONS				
No.	BY	CHK	DESCRIPTION	DATE

TREE LIST:						76 % Native
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC	COMMENTS
11	AR2.5	Red Maple	*Acer rubrum*	2.5" Cal.	B&B	Native
15	AS2.5	Sugar Maple	*Acer saccharum 'Green Mountain'*	2.5" Cal.	B&B	Native
11	CO2.5	Common Hackberry	*Celtis occidentalis*	2.5" Cal.	B&B	Native
13	QR2.5	Red Oak	*Quercus rubra*	2.5" Cal.	B&B	Native
EVERGREEN PLANT LIST:						
19	PA8	Norway Spruce	*Picea abies*	8' Ht.	B&B	Non-Native
10	PD8	Black Hills Spruce	*Picea glauca 'Densata'*	8' Ht.	B&B	Native

LANDSCAPE NOTES: PHASE 2
SITE CONDOMINIUM AND SUBDIVISION LANDSCAPING ARE REGULATED BY SECTION 13.02.F.2. THE PLAN INCLUDES A DIVERSIFIED MIX OF DECIDUOUS AND EVERGREENS. ALL SPECIES FALL WITHIN TROY REGULATIONS AND ARE NOT PROHIBITED.

LANDSCAPE REQUIREMENTS AND TREATMENT ARE:

A. THE FRONTAGE OF ALL INTERNAL PUBLIC OR PRIVATE STREETS SHALL BE LANDSCAPED WITH THE EQUIVALENT OF ONE (1) TREE FOR EVERY (50) LINEAL FEET, OR FRACTION THEREOF. SUCH STREET TREES SHALL MEET THE MINIMUM SIZE, SPACING AND SPECIES REQUIREMENTS SET FORTH IN SECTIONS 13.02.H AND 13.02.I.

BASED ON 2,482 FEET OF INTERNAL PUBLIC ROADS, 50 TREES WILL BE PLANTED. THE MIX INCLUDES SUGAR MAPLE, RED MAPLE, HACKBERRY, AND RED OAK.

B. WHERE A SUBDIVISION OR SITE CONDOMINIUM CONTAINS USES WHICH ARE MORE INTENSE OR INCOMPATIBLE WITH ADJOINING PROPERTY, THE SCREENING REQUIREMENTS SET FOR IN SECTION 13.02.B SHALL BE MET. THE PRESERVATION OF EXISTING TREES ALONG PERIMETER BOUNDARIES IS ENCOURAGED REGARDLESS OF WHETHER SCREENING IS REQUIRED.

WHILE NOT APPLICABLE, A 15-FOOT BUFFER ALONG THE EAST PROPERTY LINE IS PROVIDED.

C. WHERE A SUBDIVISION OR SITE CONDOMINIUM ABUTS A STREET RIGHT-OF-WAY OF EITHER ONE HUNDRED AND TWENTY (12) OR ONE HUNDRED AND FIFTY (150) FEET AS DESIGNATED IN THE CITY OF TROY MATER PLAN, THE SCREENING ALTERNATIVE NUMBER 2, AS SET FORTH IN TABLE 13.02-1, SHALL BE REQUIRED.

ADJACENT TO JOHN R. ROAD IT IS REQUIRED TO PROVIDE ONE (1) TREE PER FIFTY (50) LINEAR FEET. BASED ON 240 LINEAR FEET 5 TREES ARE REQUIRED. 5 EVERGREEN TREES WILL BE PLANTED.

D. A LANDSCAPE PLAN FOR A SUBDIVISION OR SITE CONDOMINIUM DEVELOPMENT SHALL ALSO INCLUDE LANDSCAPING DETAILS OF THE ENTRANCE TO THE DEVELOPMENT, STORMWATER RETENTION AND/OR DETENTION AREAS, COMMUNITY BUILDINGS AND OTHER RECREATIONAL AREAS, AND ANY OTHER SITE IMPROVEMENT WHICH WOULD BE ENHANCED THOUGH THE ADDITION OF LANDSCAPING.

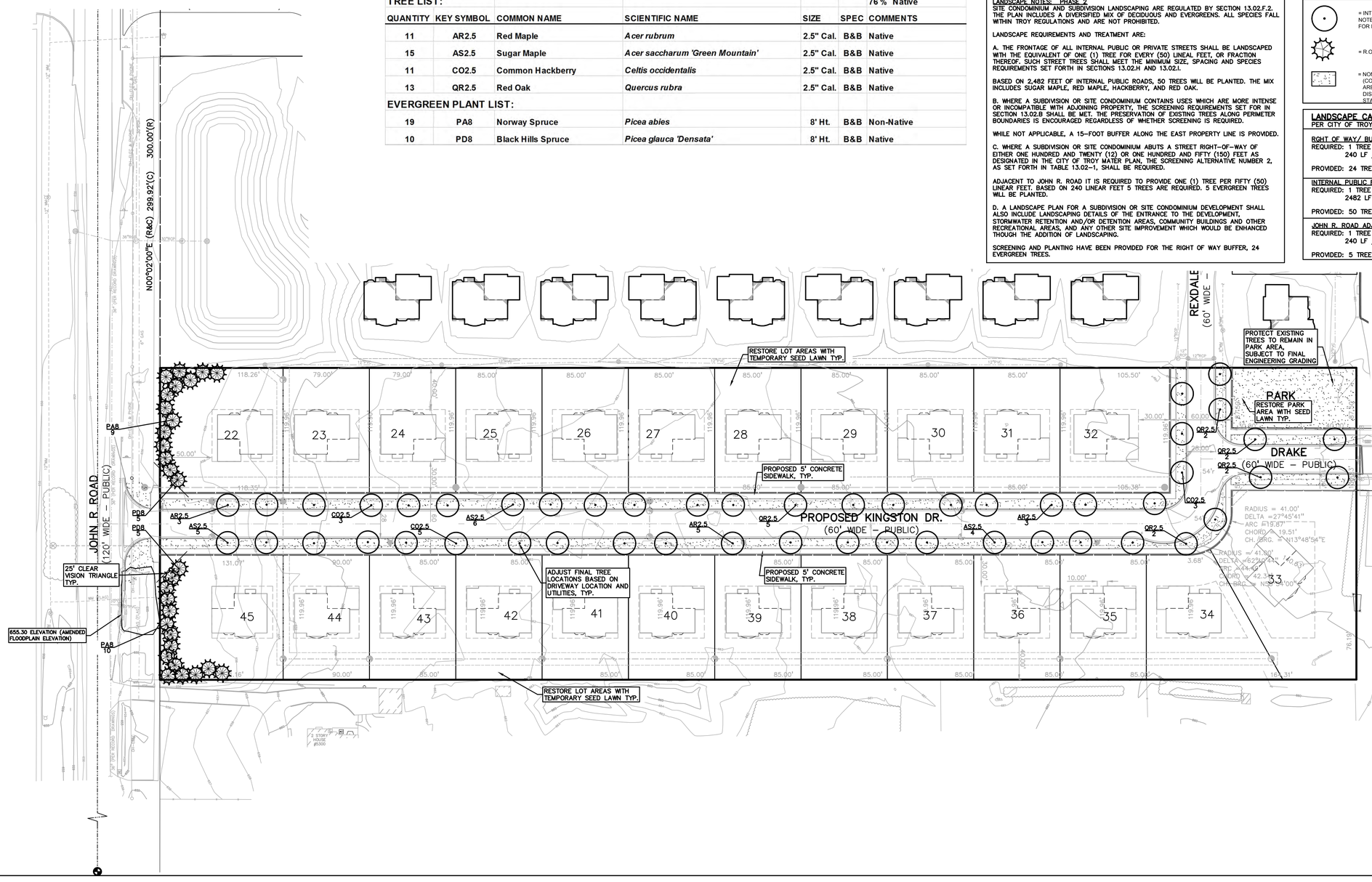
SCREENING AND PLANTING HAVE BEEN PROVIDED FOR THE RIGHT OF WAY BUFFER, 24 EVERGREEN TREES.

LANDSCAPE CALCULATIONS: PHASE 2
PER CITY OF TROY ZONING ORDINANCE

RGHT OF WAY/ BUFFER ZONE
REQUIRED: 1 TREE / 10 LF
240 LF / 10 LF = 24 TREES
PROVIDED: 24 TREES

INTERNAL PUBLIC ROADS STREET TREES
REQUIRED: 1 TREE / 50 LF
2482 LF / 50 LF = 50 TREES
PROVIDED: 50 TREES

JOHN R. ROAD ADJACENT TO R.O.W. STREET TREES
REQUIRED: 1 TREE / 50 LF
240 LF / 50 LF = 5 TREES
PROVIDED: 5 TREES



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JANET EVANS CRISCOM
LANDSCAPE ARCHITECT
NO. 1903
REGISTERED LANDSCAPE ARCHITECT

PEA
PROFESSIONAL ENGINEERING ASSOCIATES
2430 Rochester Ct. Suite 100
Troy, MI 48083-1872
Phone: (248) 689-9090
Fax: (248) 689-1044
website: www.peainc.com

MONDRIAN PROPERTIES HUNTERS PARK LLC
50215 SCHOENHERR
SHELBY TWP., MI 48315

PRELIMINARY LANDSCAPE PLAN
HUNTERS PARK 2
PART OF THE SW 1/4 OF SECTION 12, T.2N., R.11E.
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	JLE	DIN	JLE	SUR.	DEC	P.M.	JBT

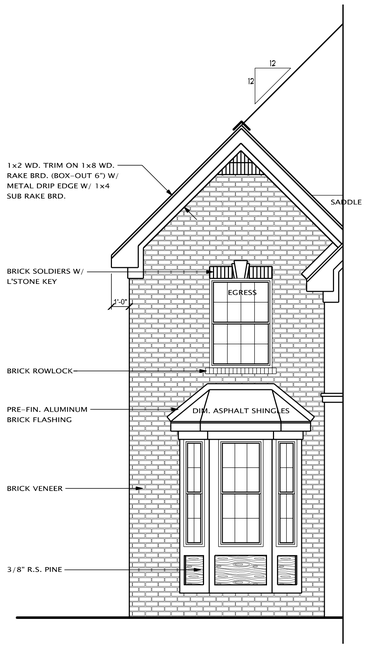
S:\PROJECTS\2014\2249 HUNTERS PARK 2 - 481\Dwg\2014249-L-L1-1 PRELIMINARY LANDSCAPE PLAN-14249.dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

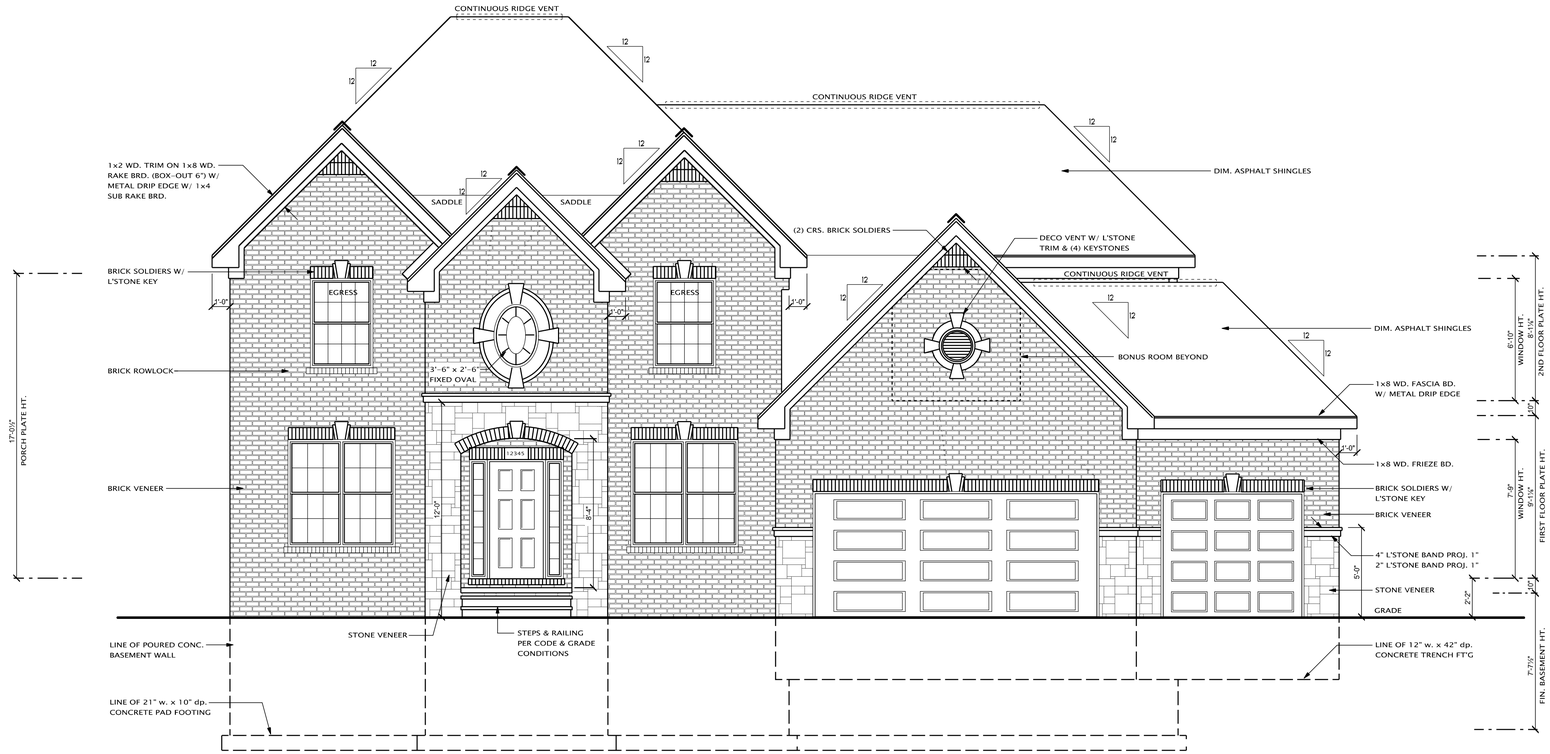
PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:
L-1

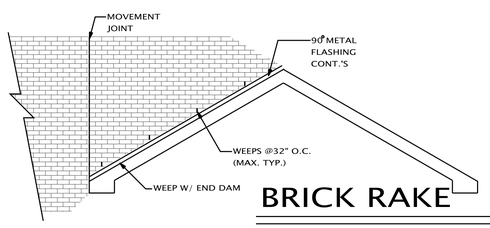


OPT. BAY WINDOW



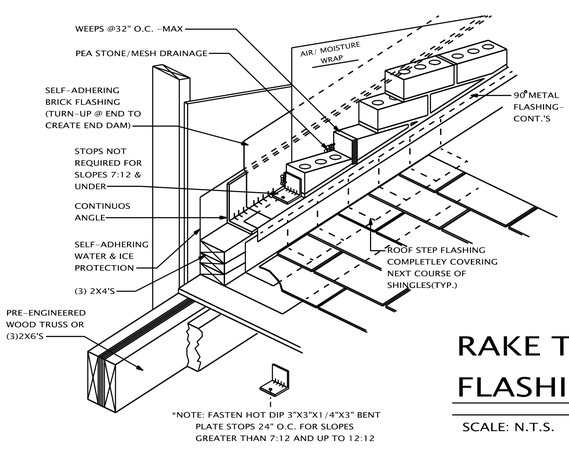
FRONT ELEVATION #1

SCALE: 1/4" = 1'-0"



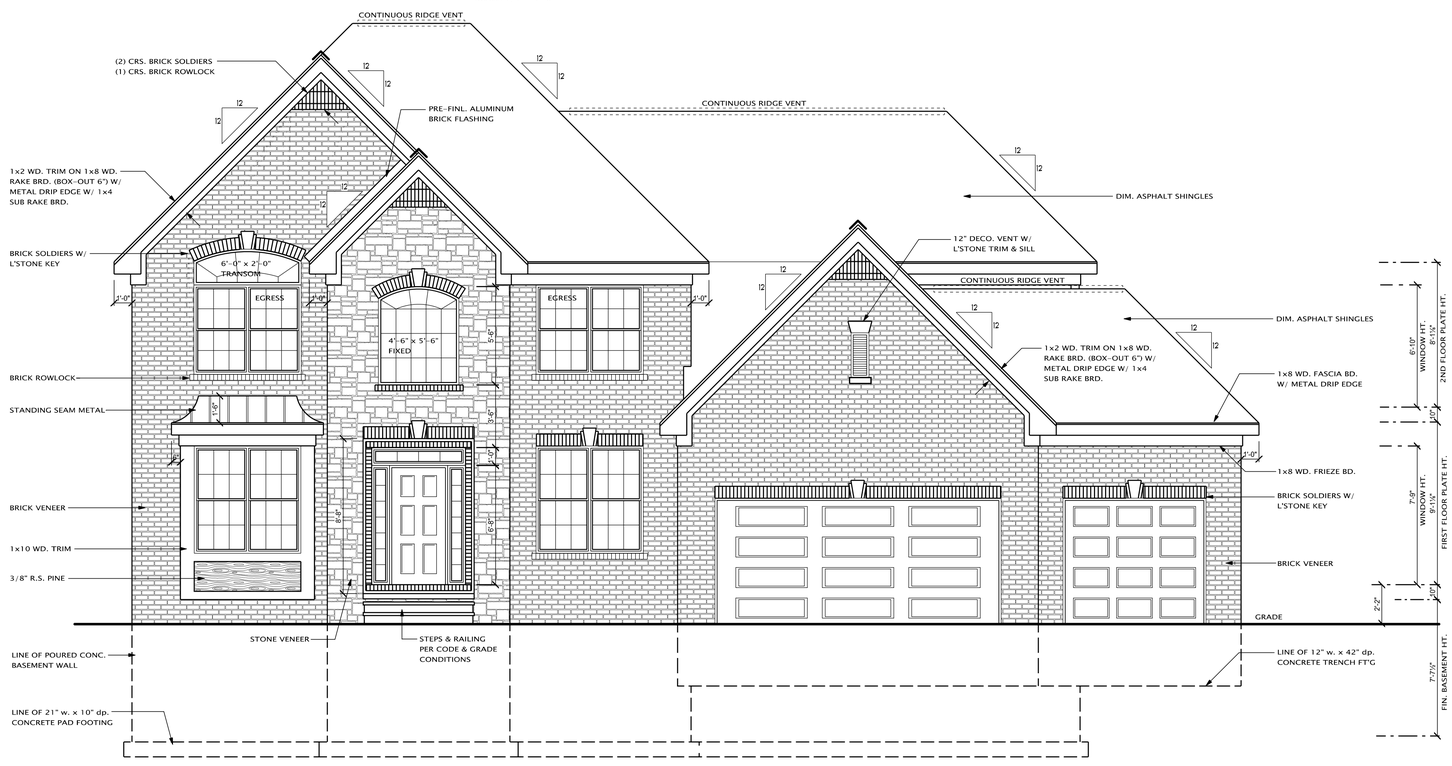
BRICK RAKE

(BRICK VENEER OVER SLOPED ROOF)
SCALE: N.T.S.



RAKE TRUSS-FLASHING DETAIL

SCALE: N.T.S.



FRONT ELEVATION #2

SCALE: 1/4" = 1'-0"

JMP
Design + Build, Inc.
45738 CASS AVE.
UTICA, MI 48317
TEL 586.731.0400
FAX 586.884.0568
JMPDESIGNBUILD@GMAIL.COM

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PROJECT

LAND EN RESERVE

BUILDER

MONDRIAN PROPERTIES
50215 Schoenherr Road
Shelby Township, MI 48315

PRELIMINARY ○
CONSTRUCTION ●
PERMIT ○

SHEET TITLE:
OPTIONAL ELEVATIONS

DATE: 05-05-2014
DRAWN BY: C.J.B.
CHECKED BY: J.M.P.
JOB NUMBER: 14 - 148
SHEET NUMBER: A-5

SMOKE DETECTORS & CARBON MONOXIDE DETECTOR

SMOKE ALARMS SHALL BE INSTALLED IN THE FOLLOWING LOCATIONS:
- IN EACH SLEEPING ROOM
- OUTSIDE EACH SEPARATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOMS
- ON EACH ADDITIONAL STORY OF THE DWELLING, INCLUDING BASEMENTS BUT NOT INCLUDING CRAWL SPACES OR UNINHABITABLE ATTICS

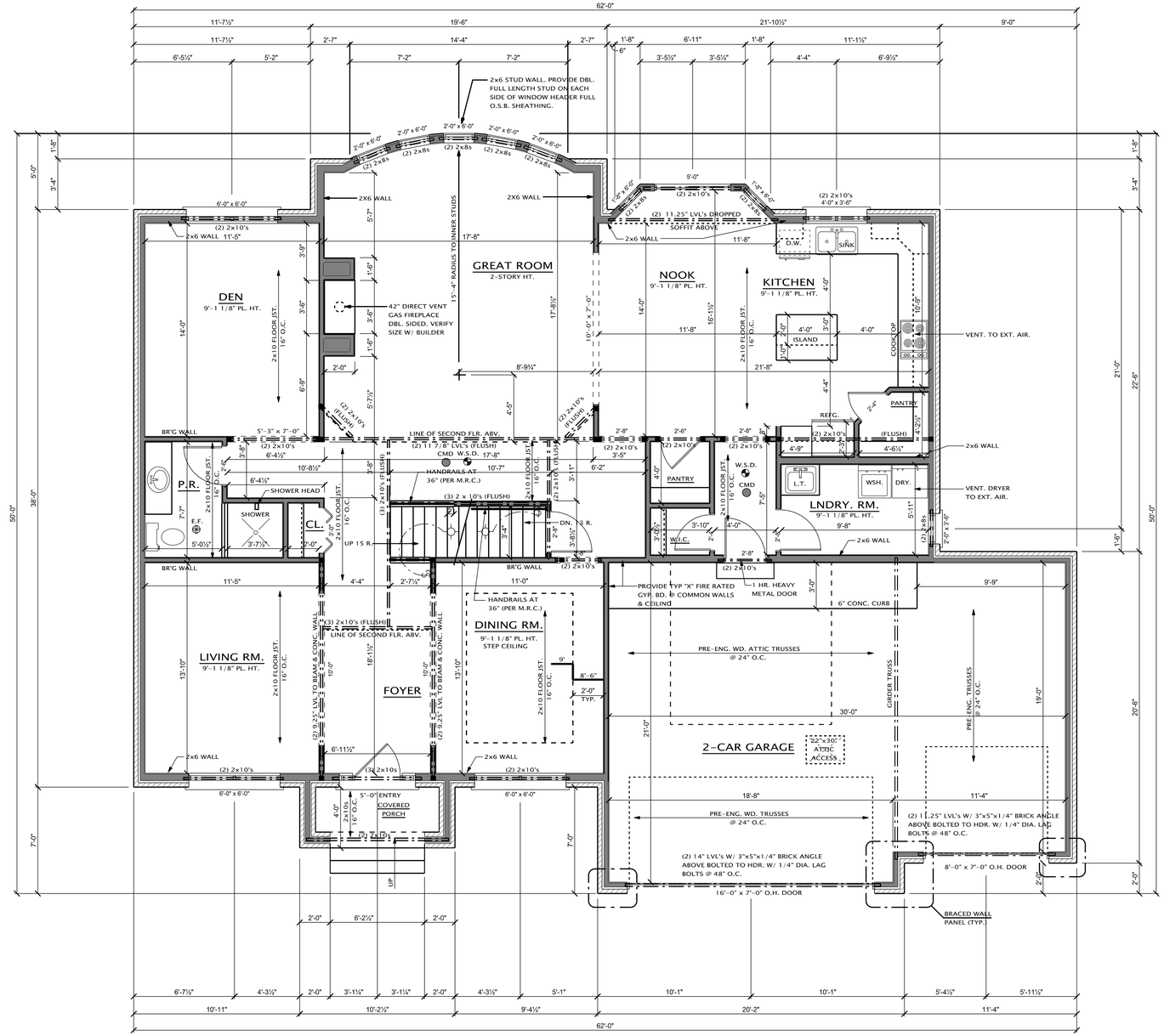
ALL SMOKE DETECTORS SHALL BE INTERCONNECTED AN HAVE A BATTERY BACKUP.

CARBON MONOXIDE DETECTORS SHALL BE LOCATED IN THE NEAR VICINITY OF EACH BEDROOM AND IN BASEMENT NEAR STAIRS.
HARD WIRED AND BATTERY BACK-UP.
BACK UP

OPERABLE WINDOW NOTE:
ALL WINDOWS THAT ARE OPERABLE AND THE BOTTOM OF THE WINDOW IS 72" OR MORE ABOVE GRADE, SHALL BE 24" ABOVE FINISH FLOOR TO THE BOTTOM OF THE WINDOW.

ALL BEARING WALLS SHALL HAVE FLOOR JOIST UNDER EACH BEARING STUD. TYP. ALL BEARING WALLS

PROVIDE ALL ATTIC ACCESS W/ WEATHER STRIPPING

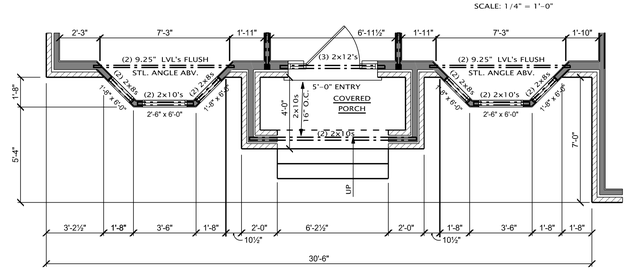


FIRST FLOOR PLAN

ELEVATION #1

SCALE: 1/4" = 1'-0"

1ST FLOOR = 1,800 SQ. FT.
SECOND FLOOR = 1,450 SQ. FT.
TOTAL = 3,250 SQ. FT.



OPTIONAL BAY WINDOWS

ELEVATION #1

SCALE: 1/4" = 1'-0"

JMP
Design + Build, Inc.
45138 CASS AVE.
UTICA, MI 48317
TEL 586.731.0400
FAX 586.841.0068
JPROSSO@HOTMAIL.COM

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PROJECT

MONDRIAN RESERVE

BUILDER

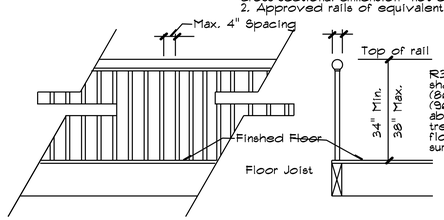
MONDRIAN PROPERTIES
50215 Schoenherr Road
Shelby Township, MI 48315

PRELIMINARY ○
CONSTRUCTION ●
PERMIT ○

SHEET TITLE:
FIRST FLOOR PLAN

DATE: 01-08-2014
DRAWN BY: C.J.B.
CHECKED BY: J.M.P.
JOB NUMBER: 14 - 102
SHEET NUMBER: A-2

Exceptions:
1. Any other shape with a perimeter of at least 4 inches (100 mm), but not greater than 6 1/4 inches (158 mm) with the largest cross-sectional dimension not exceeding 2 1/4 inches (57 mm).
2. Approved rails of equivalent graspability.

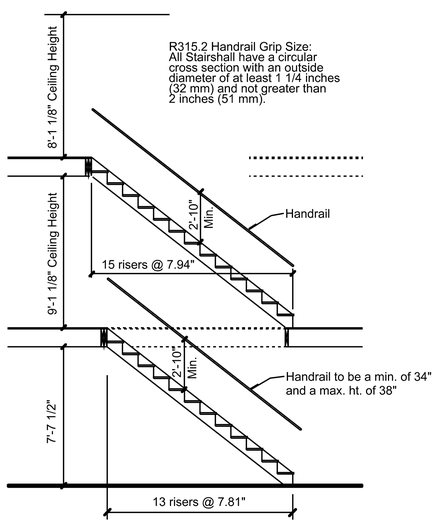


R315.1 Height: Handrails shall not be less than 34 inches (864 mm) nor more than 38 inches (965 mm), measured vertically, above the leading edge of the treads or above the finished floor of the landing or walking surfaces.

Exceptions:
1. Handrails that form part of a guard shall have a height not less than 34 inches (864 mm) and not more than 42 inches (1067 mm)
2. Handrails within individual dwelling units shall not be less than 30 inches (762 mm) nor more than 38 inches (965 mm), measured vertically, above the leading edge of the treads or above the finished floor.

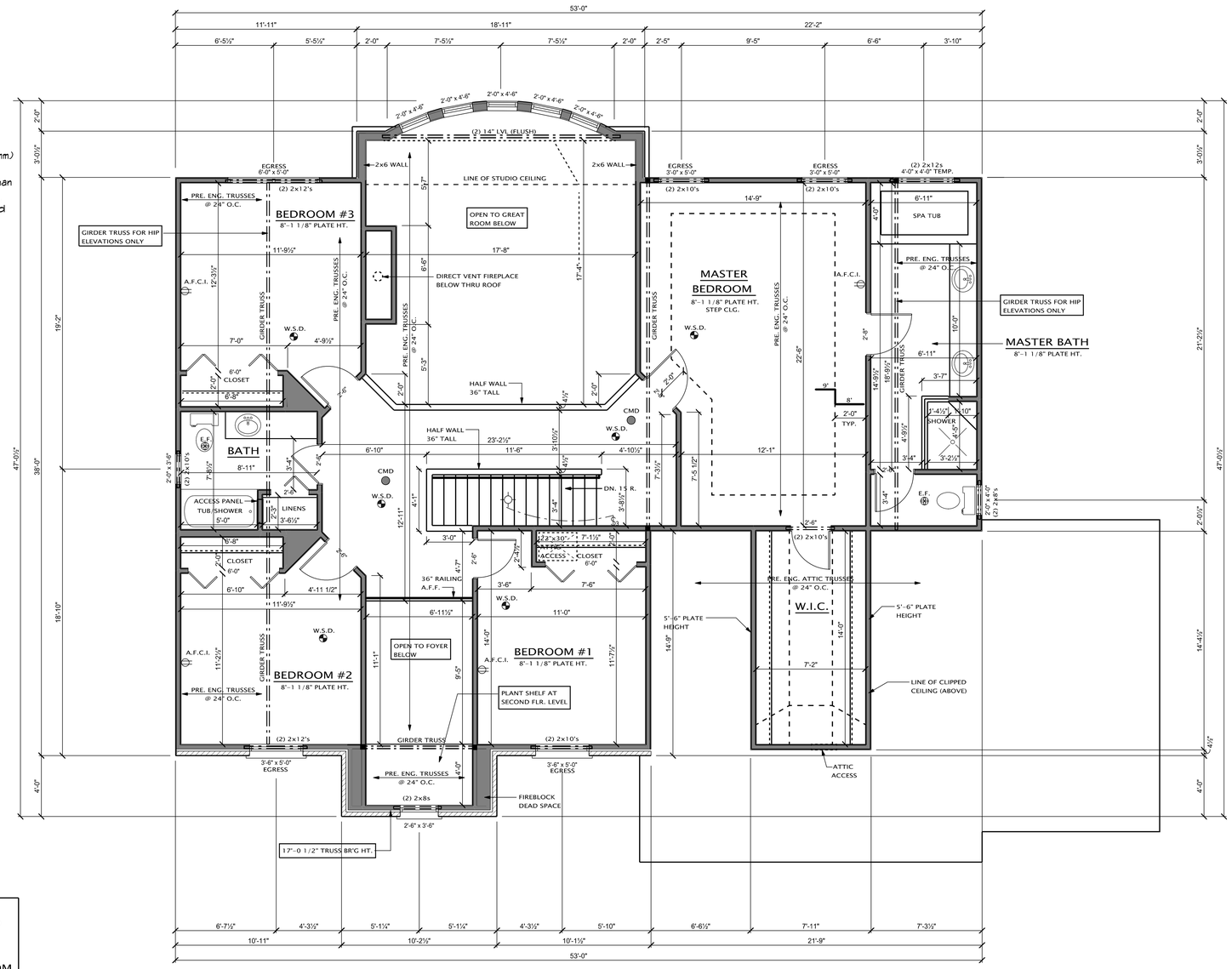
R315.2 Handrail Grip Size:
All Stairshall have a circular cross section with an outside diameter of at least 1 1/4 inches (32 mm) and not greater than 2 inches (51 mm).

Typical Railing Detail



R315.2 Handrail Grip Size:
All Stairshall have a circular cross section with an outside diameter of at least 1 1/4 inches (32 mm) and not greater than 2 inches (51 mm).

TYPICAL STAIR SECTION



SECOND FLOOR PLAN

ELEVATION #1

SCALE: 1/4" = 1'-0"

SECOND FLOOR 1,450 SQ. FT.

SMOKE DETECTORS & CARBON MONOXIDE DETECTORS

SMOKE ALARMS SHALL BE INSTALLED IN THE FOLLOWING LOCATIONS:
- IN EACH SLEEPING ROOM
- OUTSIDE EACH SEPARATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOMS
- ON EACH ADDITIONAL STORY OF THE DWELLING, INCLUDING BASEMENTS BUT NOT INCLUDING CRAWL SPACES OR UNINHABITABLE ATTICS

ALL SMOKE DETECTORS SHALL BE INTERCONNECTED AND HAVE A BATTERY BACKUP.

CARBON MONOXIDE DETECTORS SHALL BE LOCATED IN THE NEAR VICINITY OF EACH BEDROOM AND IN BASEMENT NEAR STAIRS. HARD WIRED AND BATTERY BACK-UP. BACK UP

OPERABLE WINDOW NOTE:
ALL WINDOWS THAT ARE OPERABLE AND THE BOTTOM OF THE WINDOW IS 72" OR MORE ABOVE GRADE, SHALL BE 24" ABOVE FINISH FLOOR TO THE BOTTOM OF THE WINDOW.

ALL BEARING WALLS SHALL HAVE FLOOR JOIST UNDER EACH BEARING STUD. TYP. ALL BEARING WALLS

PROVIDE ALL ATTIC ACCESS W/ WEATHER STRIPPING

JMP
Design + Build, Inc.
45138 CASS AVE.
UTICA, MI 48317
TEL 586.731.0400
FAX 586.884.0568
JPROSKO@HOTMAIL.COM

THE IDEAS AND DESIGN CONCEPTS EXPRESSED HEREIN AND THE GRAPHICALLY DISPLAYED ARRANGEMENT OF THEIR COMPONENTS REPRESENTED BY THIS DRAWING HAVE BEEN DEVELOPED FOR THE EXCLUSIVE USE OF THE SPECIFIED PROJECT AND ARE THE SOLE PROPERTY OF JMP Design & Build, Inc. INCORPORATED. A CONVEYANCE OR DISCLOSURE OF THE IDEAS DESIGN CONCEPTS OR USE OF ANY GRAPHICALLY DISPLAYED ARRANGEMENTS OF THE COMPONENTS SHALL BE AT THE DISCRETION AND ONLY THROUGH THE EXPRESSED WRITTEN CONSENT OF JMP Design & Build, Inc. ALL MATERIALS HEREIN ARE PROPRIETARY AND COPYWRITTEN

PROJECT

MONDRIAN RESERVE

BUILDER

MONDRIAN PROPERTIES
50215 Schoenherr Road
Shelby Township, MI 48315

PRELIMINARY ○
CONSTRUCTION ●
PERMIT ○

SHEET TITLE:
SECOND FLOOR PLAN

DATE: 01-08-2014
DRAWN BY: C.J.B.
CHECKED BY: J.M.P.
JOB NUMBER: 14 - 102
SHEET NUMBER: A-4

SITE DATA:

LOCATION OF PROJECT:
#5318 JOHN R. ROAD (EAST SIDE OF JOHN R. ROAD, NORTH OF E. LONG LAKE)

SIZE OF PROPERTY: PHASE 1: 7.92 ACRES, PHASE 2: 7.92 ACRES, TOTAL 15.84 ACRES

PROPOSED USE OF PROPERTY: FORTY–SIX (46) DETACHED, SINGLE FAMILY HOMES

CURRENT ZONING: R–1C, ONE–FAMILY RESIDENTIAL DISTRICT

SURROUNDING PROPERTY DETAILS:

DIRECTION	ZONING	USE
NORTH	R–1C, ONE–FAMILY RESIDENTIAL DISTRICT	SINGLE–FAMILY HOMES
SOUTH	R–1C, ONE–FAMILY RESIDENTIAL DISTRICT	SINGLE–FAMILY HOMES
EAST	R–1C, ONE–FAMILY RESIDENTIAL DISTRICT	SINGLE–FAMILY HOMES
WEST	R–1C, ONE–FAMILY RESIDENTIAL DISTRICT	SINGLE–FAMILY HOMES

REQUIRED AND PROVIDED LOT DIMENSIONS:

	REQUIRED:	PROVIDED:
FRONT	30 FOOT SETBACK	30 FOOT SETBACK
REAR	40 FOOT SETBACK	40 FOOT SETBACK
SIDES	10 FOOT MIN. (ONE), 20 FOOT TOTAL	10 FOOT MIN. (ONE), 20 FOOT TOTAL
DENSITY (# OF UNITS)	3.1 UNIT/ACRE=49 UNITS	2.90 UNIT/ACRE=46 UNITS
LOT SIZE PER UNIT	10,500 SQ. FT. (FOR PROJECTS W/ SEWER)	9,477 SQ. FT. SMALLEST 11,032 SQ. FT. AVERAGE
MAXIMUM HEIGHT	30 FEET, 2.5 STORY	20'–1/4" FEET, 2 STORY
LOT WIDTH	85 FEET	76.50 FEET SMALLEST*
MAX. LOT AREA COVERED BY BUILDINGS	30 PERCENT	19 PERCENT
MIN. FLOOR AREA PER UNIT	1,200 SQ. FT.	1800 SQ. FT.

* THE LOT SIZE AVERAGE OPTION HAS BEEN APPLIED PER SECTION 10.02.
MIN. UNIT AREA REQUIRED = 9,450 SQ. FT.
MIN. UNIT WIDTH AT BLDG. SETBACK REQUIRED = 76.50 FEET

PROJECT AND SITE DESCRIPTION:
PROPOSED CONSTRUCTION OF A 46–LOT (21 LOTS IN PHASE 1 AND 25 LOTS IN PHASE 2) SINGLE FAMILY DETACHED SITE CONDOMINIUM PROJECT ON THE EAST SIDE OF JOHN R. ROAD. ACCESS TO ALL UNITS WILL BE VIA A NEW STREET OFF OF JOHN R. ROAD AND MAYFLOWER NORTH OF THE SITE. THE PROPOSED RESIDENTIAL USE IS PERMITTED BY–RIGHT IN THE R–1C DISTRICT. THE SITE IS CURRENTLY IMPROVED WITH ONE (1) SINGLE–FAMILY HOME, WHICH WILL BE DEMOLISHED.

SITE ARRANGEMENT:
THE PROPOSED SITE CONDOMINIUM CONSISTS OF 46 UNITS WITH LOT SIZES RANGING BETWEEN 9,477 SQUARE FEET TO 18,576 SQUARE FEET, WITH AN AVERAGE LOT SIZE OF 11,032 SQUARE FEET. ALL UNITS FRONT ON THE NEW PUBLIC STREET CONNECTION. THE PROPOSED LOTS ARE REGULAR IN SHAPE, ALLOW FOR ADEQUATE SETBACKS, AND PERMIT SUFFICIENT SPACE FOR THE HOMES AND INGRESS AND EGRESS FOR EACH UNIT ACCORDING TO THE LOT SIZING AVERAGING OPTION.

NATURAL RESOURCES:
THE SITE IS CURRENTLY IMPROVED WITH ONE (1) SINGLE–FAMILY HOME, WHICH WILL BE DEMOLISHED. THE SITE IS ENCUMBERED WITH ONE (1) NON–REGULATED WETLAND AND SIGNIFICANT TREE COVER.

FLOODPLAIN:
ACCORDING TO FEMA FLOODPLAIN MAP 100 YEAR FLOODPLAIN (AE) IMPACTS THE WESTERLY PORTION OF THE DEVELOPMENT. BASED ON CURRENT TOPO DATA THIS IMPACT IS SIGNIFICANTLY REDUCED AND LIMITED TO THE LINEAR DITCH ASSOCIATED WITH BACKWATER FROM AN OFF–SITE 36" STORM SEWER. APPLICATION IS BEING MADE TO FEMA FOR A LOMA.

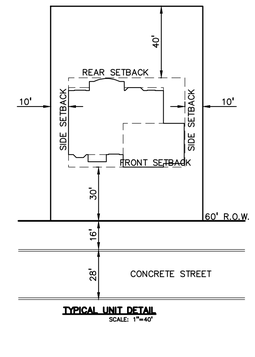
ACCESS AND CIRCULATION:

VEHICULAR ACCESS AND CIRCULATION:
VEHICULAR ACCESS TO ALL UNITS WILL BE VIA A NEW PUBLIC STREET OFF JOHN R ROAD AND OFF OF THE STUB TO THE NORTH OF THE SITE. THE NEW ROAD WILL HAVE A SIXTY (60) FOOT WIDE RIGHT–OF–WAY

PEDESTRIAN ACCESS AND CIRCULATION:
A 5–FOOT WIDE SIDEWALK IS PROVIDED AT BOTH SIDES OF THE NEW ROAD.

UTILITIES:
UTILITIES ARE PLACED WITHIN STREET RIGHT–OF–WAY, OR WITHIN EASEMENTS APPROVED AS TO SIZE AND LOCATION BY THE CITY ENGINEER.

ALL SITES ARE SERVED BY PUBLIC WATER, SANITARY SEWER, STORM WATER AND DETENTION/RETENION SYSTEMS CONSTRUCTED TO CITY STANDARDS, AT THE EXPENSE OF THE DEVELOPER, EASEMENTS OVER THESE SYSTEMS SHALL BE CONVEYED AND RECORDED BEFORE OCCUPANCY PERMITS ARE ISSUED FOR DWELLING UNITS.



TYPICAL UNIT DETAIL
SCALE: 1"=40'

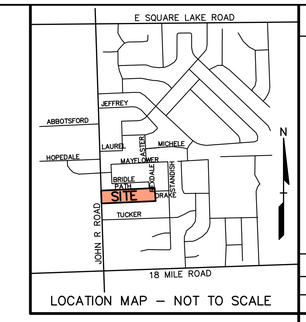
LEGEND

IRON FOUND
IRON SET
NAIL FOUND
NAIL & CAP SET
BRASS PLUG SET
MONUMENT FOUND
MONUMENT SET
SEC. CORNER FOUND
R RECORDED
M MEASURED
C CALCULATED

EXISTING / PROPOSED

ELEC., PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE
UNDERGROUND CABLE TV, CATV PEDESTAL
TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
GAS MAIN, VALVE & GAS LINE MARKER
WATERMAIN, HYD., GATE VALVE, TAPPING SLEEVE & VALVE
SANITARY SEWER, CLEANOUT & MANHOLE
STORM SEWER, CLEANOUT & MANHOLE
COMBINED SEWER & MANHOLE
CATCH BASIN
INLET (NO INCOMING LINES)
YARD DRAIN (2' DIA. & SMALLER)
POST INDICATOR VALVE
WATER VALVE BOX/HYDRANT VALVE BOX, SERVICE SHUTOFF
MAILBOX, TRANSFORMER, IRRIGATION CONTROL VALVE
UNIDENTIFIED STRUCTURE
SPOT ELEVATION
AS BUILT ELEVATION
CONTOUR LINE
FENCE
GUARD RAIL
STREET LIGHT
SIGN
CONCRETE
ASPHALT
WETLAND
GRAVEL SHOULDER

STANDARD DUTY, HEAVY DUTY, DEEP STRENGTH

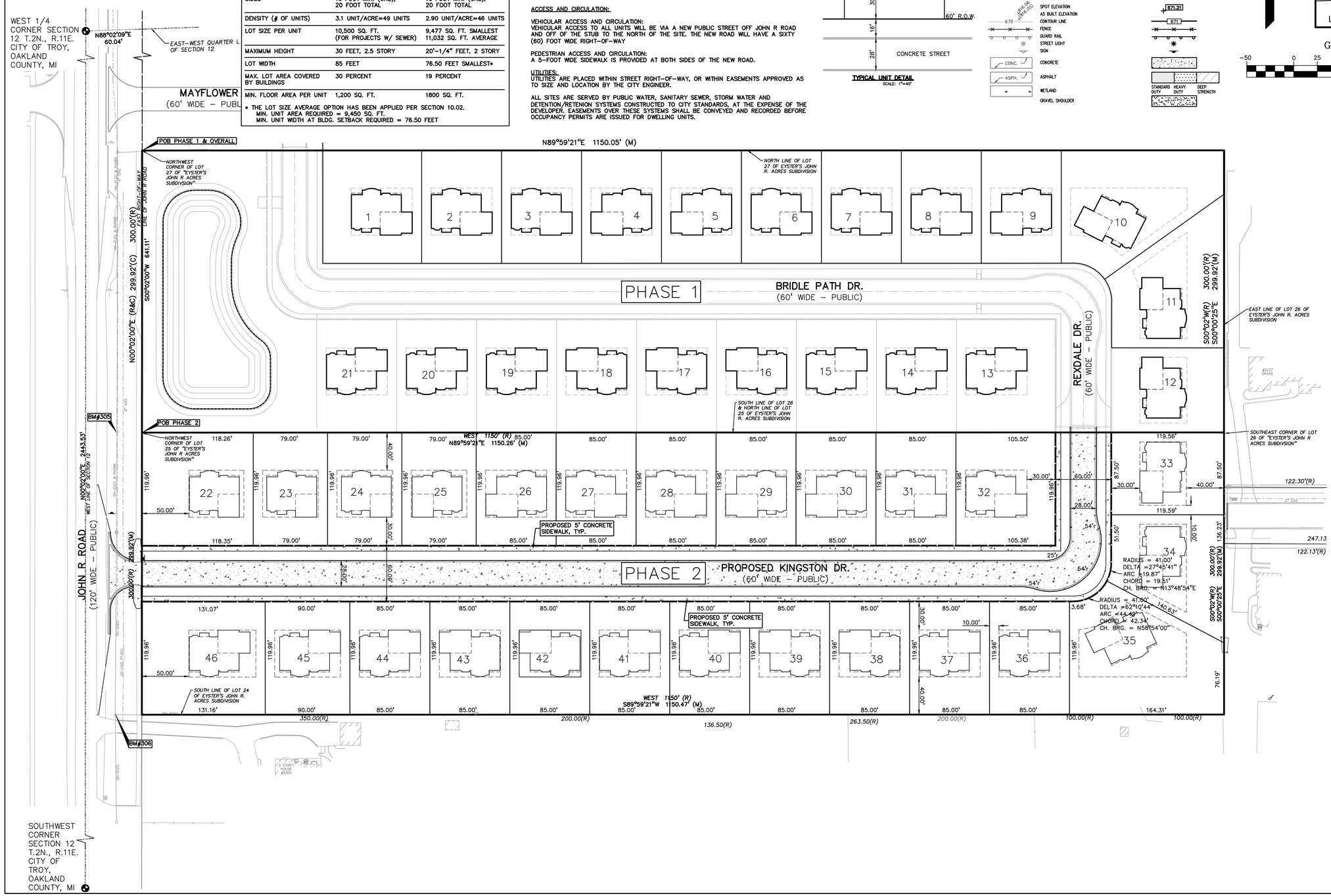


LOCATION MAP – NOT TO SCALE

GRAPHIC SCALE
–50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

No.	BY	CHK	DESCRIPTION	DATE

REVISIONS



Lot Area Table	
Lot #	Area (sf)
1	12,596
2	10,197
3	10,197
4	10,197
5	10,197
6	10,197
7	10,197
8	10,197
9	10,197
10	17,403
11	14,603
12	10,793
13	12,603
14	10,197
15	10,197
16	10,197
17	10,197
18	10,197
19	10,197
20	10,197
21	10,197
22	14,192
23	9,477
24	9,477
25	9,477
26	10,197
27	10,197
28	10,197
29	10,197
30	10,197
31	10,196
32	12,649
33	10,460
34	12,556
35	18,576
36	10,197
37	10,197
38	10,197
39	10,197
40	10,197
41	10,197
42	10,197
43	10,197
44	10,197
45	10,796
46	15,729
Total:	507,493
Avg:	**11,032**

CAUTION!!
THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

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CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.

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1-800-482-7171 (TOLL FREE) www.missdig.net

PEA
PROFESSIONAL ENGINEERING ASSOCIATES
2430 Rochester Ct. Suite 100
Troy, MI 48083-1872
Phone: (248) 689-9090
Fax: (248) 689-1044
website: www.peainc.com

MONDRIAN PROPERTIES HUNTERS PARK LLC
52215 SCHOENHERR
SHELBY TWP., MI 48315

ALTERNATE PRELIMINARY SITE PLAN
HUNTERS PARK 2
PART OF THE SW 1/4 OF SECTION 12, T. 2N., R. 11E.,
CITY OF TROY, OAKLAND COUNTY, MICHIGAN

DES.	TMK	DN.	TMK	SUR.	DEC	P.M.	JBT

S:\PROJECTS\2014\249 HUNTERS PARK 2 – JBT\Dwg\Site Plans\ALT\ 28A–14249.dwg

ORIGINAL
ISSUE DATE: MARCH 4, 2015

PEA JOB NO. 2014-249

SCALE: 1" = 50'

DRAWING NUMBER:
ALT

STATE OF MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
SOUTHEAST MICHIGAN DISTRICT OFFICE

RICK SNYDER
GOVERNOR

DAN WYANT
DIRECTOR

February 23, 2015

RECEIVED
MAR 5 - 2015
PLANNING

Mr. Joseph Maniaci
Mondrian Properties
50215 Schoenherr Road
Shelby Township, MI 48315

Dear Mr. Maniaci:

SUBJECT: Preapplication Meeting – Holman Parcel – John R, Troy
Michigan Department of Environmental Quality (MDEQ)
File Number 15-63-0001-P

This letter is a follow-up to our February 13, 2015, preapplication meeting regarding the proposed subdivision in the City of Troy, Oakland County at 5318 John R Road. The purpose of the preapplication meeting was to review the presence of a small flagged wetland, and to provide you with information that will clarify the permit process, answer preliminary questions about your specific project in order to avoid delays at a later date, and to determine, if possible, the need for wetland or inland lakes and streams permits.

During this on-site meeting we reviewed the need to obtain a permit under Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA). The review was based on discussion of the proposed project and the proposed site conditions.

Based on the information provided and reviewed in our office, including your delineation of wetlands on the proposed project site, the MDEQ's Water Resources Division (WRD) has determined that a permit is not required under Part 303 of the NREPA. Please reference the file number at the top of this letter when referencing this project.

This determination is based on the attached project site plan, date-stamped January 2, 2015, along with other information provided at the time of this meeting only. Provided that the proposed project and location are not altered, this determination is binding on the MDEQ for a period of two years from the date of this meeting.

During the review of the project site, the MDEQ's Water Resources Division (WRD) staff made the following findings regarding the need for a permit under Part 301 and Part 303 of the NREPA:

- ☐ A permit is required for the project as proposed.
- ☒ A permit is not required for the project as proposed.
- ☐ It cannot be determined whether a permit is required given the information presented at this time.

One wetland area had been identified by King & MacGregor Environmental. Based on the field inspection it was determined that the wetland was isolated and less than five acres in size, therefore not regulated by Part 303. The linear drainage feature located on the parcel to the north, was determined not to meet the definition of a stream under File #13-63-0281-P, and therefore, the adjacent wetland on this parcel, is not regulated by Part 303.

Please note that this is not a permit. The MDEQ file number assigned to this project is 15-63-0001-P. Please keep a record of this file number, and use it when referencing this project or otherwise corresponding with our office on this project.

We appreciate the opportunity to meet with your representative to address these concerns. We have established a file for this project, and the information submitted to date will be kept on file. If you should have follow up questions before then, please contact me at 586-256-7272; or at tepattis@michigan.gov; or MDEQ, WRD, Southeast Michigan District Office, 27700 Donald Court, Warren, MI 48092-2793.

Sincerely,

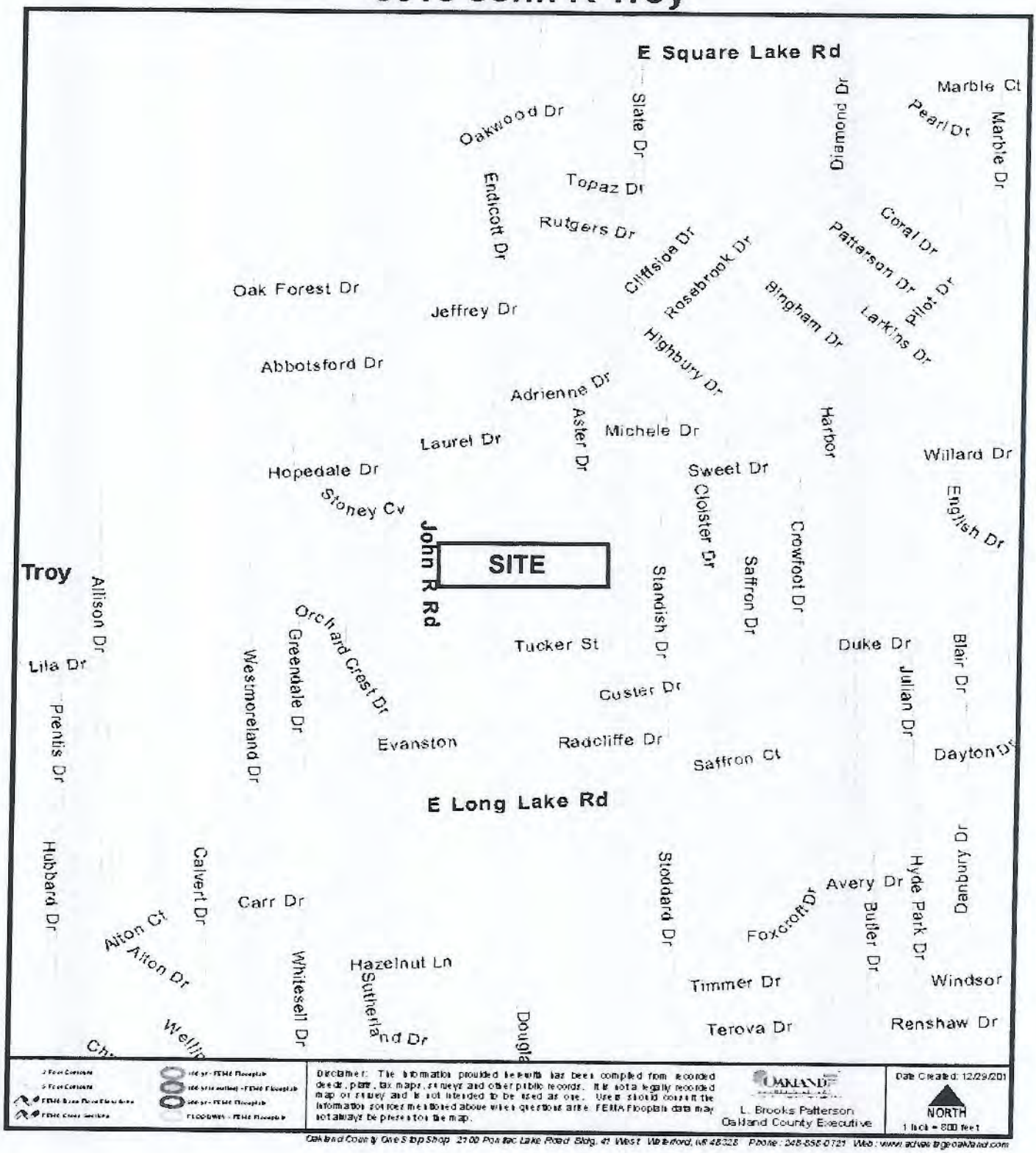
Susan Tepatti

Susan Tepatti
Water Resources Division

Attachment

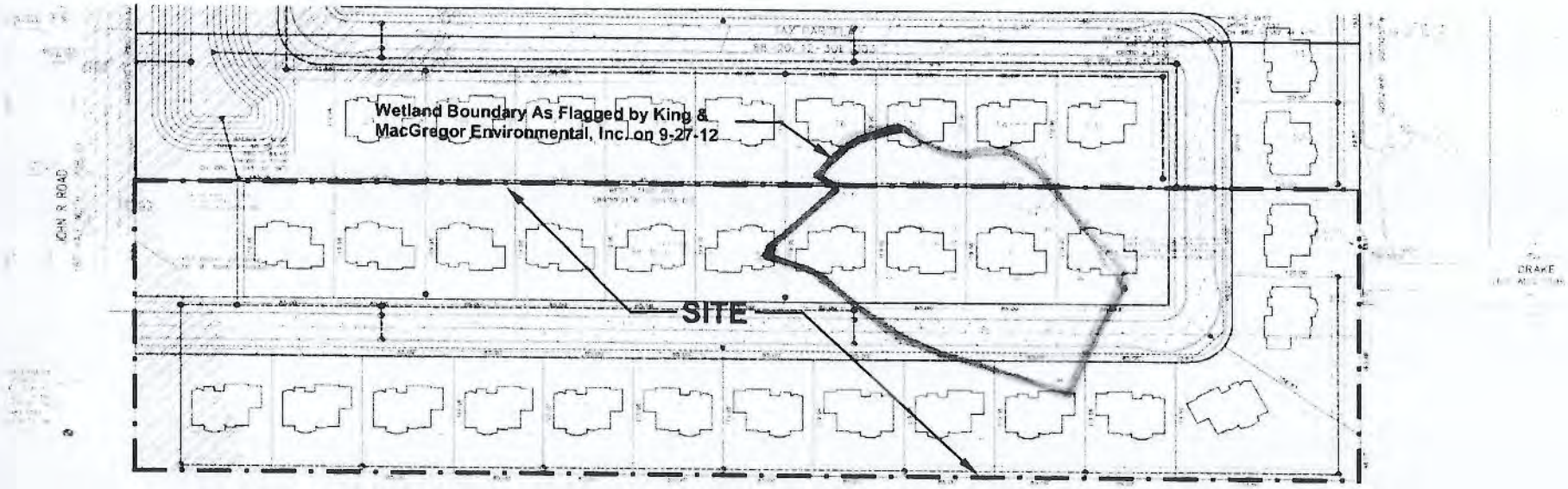
cc: Woody Held, King & MacGregor Environmental (Canton)
City of Troy, Engineering

5318 John R Troy



15-63-0001

DEQ



PROPOSED SITE PLAN
5318 JOHN R ROAD, CITY OF TROY

DEQ #15-63-0001-P

Pertaining to City Council resolution #87-1086 on 9/14/87 regarding the final approval of the preliminary plat for Long Lake Meadows Subdivision:

"BE IT FURTHER RESOLVED, That before removal of the barrier to and from Tucker Street, said street shall be paved, A Public Hearing is to be scheduled and notice of the Public Hearing is to be sent to all property owners on Tucker Street."

This is a request to City Council to overturn that decision and have the barricade on Tucker removed, whether or not Tucker is paved, per the following considerations:

1. Public Safety.

Both **Fire Chief Nelson** and **Fire Marshall Roberts** are very supportive of this request. Fire Marshall Roberts said I could quote him in saying "***Tucker is the most direct route***" to access residents in our neighborhood in case of an emergency.

Fire Chief Nelson also stated that the fire department came in on the wrong side of the barricade just last year but fortunately no personal injuries were incurred.

"I personally think that the Planning Commission's number one goal is to consider the protection of Health and Welfare."

Donald Edmunds, Planning Commission Chair, Planning commission meeting of March 24th, 2015 regarding the Drake connection to Hunters Park II.

"Interconnected streets are the preferred desire of the Fire Department and Public Safety."

"In addition, neighborhood connections is strongly preferred by other services such as Mail, Garbage, School Buses, etc., so there are many people who actually use these interconnected neighborhood streets."

Ben Carlisle, Planning Commission meeting of March 24th, 2015 regarding the Drake connection to Hunters Park II.

2. Distribution of traffic on Saffron, Mayflower and the proposed Hunters Park II connection of Drake Street.

With the newer homes on Radcliff Street and the development of Bridgewater Estates, Hunters Park I and II along with the existing residents of Long Lake Meadows, none of which existed at the time of the barricade, the traffic would be more evenly distributed between Saffron, Mayflower, Drake and Tucker providing safer neighborhood streets.

"***Interconnected streets and neighborhoods are a policy and direction of the City. This in both of the Master Plan and Zoning Ordinance and better distributes traffic within neighborhoods. You're not pushing it to one Street or another."***

Ben Carlisle, Planning Commission meeting of March 24th, 2015 regarding the Drake connection to Hunters Park II.

3. Tucker is a Public Road.

As residents and tax payers of Troy, we in essence, over the last 27 years, have paid for the up keep of a public road that we are not allowed to utilize within our own neighborhood. Other dirt roads in Troy are not barricaded off from public use, for example; Fernleigh and Willow Grove both connect to improved subdivision roads.

Planning Chair Donald Edmund's response to a question raised at the March 24th 2015 Planning Commission Meeting regarding whether or not the City had any current or future plans to pave Tucker.

"However, I like to say that you raise a really good point. I don't know if most residents know that it costs considerably more to maintain a gravel road and I think we're down to less than 7 miles or 5 miles left in Troy and I have one right near my house in fact. And I was out there today (on Tucker) and they look like they all really, for the most part, the majority of those homes are large homes. So I don't think they would necessarily qualify for a community log grant development, which is a low income thing. But, it always bothered me that we, the rest of us residents are actually subsidizing those people who won't give up their gravel roads and there are quite attractive 30 year long term financing plans that the Assessing Department offers at a low interest. So, I hope that at some point City Council will look into that again and see if we can't do that."

4. If the barricade were removed it would provide a Vehicular Route to Wass Elementary school for residents on the gravel side of the barrier without having to access a major road.

William J Huotari

From: William J Huotari
Sent: Thursday, July 16, 2015 11:29 AM
To: 'dansemi'
Cc: Kurt Bovensiep; Brent Savidant
Subject: RE: Follow up question
Attachments: RE: John R - Tucker Barricade - 2075 E. Long Lake - Bethesda Romanian Pentecostal Church

Dan, in regard to your questions:

1. The wood posts are supplied by Burt Forest Products- 227 Felch St., Ann Arbor, MI 48107
2. Email is attached

Mr. Savidant has been copied on the emails I have received as of yesterday. I did receive a couple of more emails late last night and this morning, so a complete package of information received will be provided to Mr. Savidant prior to the August 11 Planning Commission meeting.

Thanks, Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Thursday, July 16, 2015 9:56 AM
To: William J Huotari
Cc: Dansemi
Subject: Follow up question

Hi Bill,

Thank you very much for facilitating the Traffic Committee's meeting last night and for providing the laptop for the presentation.

If you don't mind I have 2 more follow up questions and 1 request:

1 - Can you please let me know the supplier the City of Troy is using for the EVA wooden posts that are installed in the 12 EVAs currently available in the City.

2 - You mentioned something about an e-mail answer you received from RCOC regarding John R/ Tucker intersection. Can you please share that e-mail with me.

Request: Can you please forward all the e-mails that you have received regarding the "Tucker barrier removal" issue to Mr. Savidant in the Planning Department. That way we (the residents that wrote to you) don't have to start the e-mail process from scratch for the next phase which will be the Planning Commission.

Thank you again for all your help and support,

Dan

William J Huotari

From: William J Huotari
Sent: Thursday, July 16, 2015 11:24 AM
To: 'Cercone Marco (FCA)'
Subject: RE: Traffic Committee Meeting from 15JUL15

Mr. Cercone, I will forward this email as well as the other emails received on this subject to the Planning Director for inclusion when the item is presented to the Planning Commission at their meeting of August 11.

All of the information from the Traffic Committee meeting as well as the Planning Commission meeting will be forwarded to City Council when the item is presented for their consideration at their meeting of August 24.

Thanks, Bill

From: Cercone Marco (FCA) [mailto:marco.cercone@fcagroup.com]
Sent: Thursday, July 16, 2015 11:00 AM
To: William J Huotari
Subject: Traffic Committee Meeting from 15JUL15

Bill,

After experiencing my first traffic committee meeting Jul 15th, 2015 I left in much disbelief….

First let me start off by saying that I have lived in my home at 2349 Tucker for over 24 years. In that time period and before the new development of the three new subdivision just north and west of me (Bridgewater, and Hunters Park phase 1 & 2)
there has been only 1 entrance and exit for the homeowners who live on Drake, Standish, Custer, Radcliffe, and Tucker (east of the barricade).
For over 23 years no complaints from any homeowner on the mentioned roads were issued. The entrance/exit was to take Saffron out to Long lake.

This is the very corner I live at and have watched this traffic go by home for over 23 years! 23 years, with no complaints!

Now that the development of three new subdivision have started there will now be 2 new entrances/exit available to the residents who live
on the mentioned roads above. That is a 66% improvement to Troy's policy of roads being interconnected, quicker routes for police and fire response, per the
Police Chief, Fire Chief, and Station 5 Fire Captain.

I find it very disturbing that the resident who lives at 2237 Drake (James and Dorothy Konarske) find the Tucker barricade to be a problem for them.
It seems to me that because they lost their "dead end" status in front of their home on Drake, they now have a personal vendetta to remove a barricade that
has nothing to do with them, and that some members of the traffic committee who also don't live in the area, can over-rule what all the homeowners on Tucker
(both east and west of the barricade) have requested, to leave the barricade alone!

Please attached/forward this e-mail to the city council when this topic comes up for vote to share my concern has a homeowner who lives in the area of this barricade.

Regards,

Marco Cercone

2349 Tucker Dr.
Troy, MI.

William J Huotari

From: Cercone Marco (FCA) <marco.cercone@fcagroup.com>
Sent: Thursday, July 16, 2015 11:00 AM
To: William J Huotari
Subject: Traffic Committee Meeting from 15JUL15

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Regards,
Marco Cercone

2349 Tucker Dr.
Troy, MI.

William J Huotari

From: William J Huotari
Sent: Thursday, July 16, 2015 8:47 AM
To: 'Fiori Buz'
Subject: RE: Tucker removal barrer
Attachments: Item #7 from Agenda_Tucker Street.pdf

Fiyori, the request to remove the barricade on Tucker Street, east of John R, was made by James and Dorothy Konarske of 2237 Drake. The Konarske's point out an inconsistency related to the City's street connectivity policy. Specifically, Tucker Street was barricaded in 1987, which eliminated a vehicular connection to John R Road and reduced interconnectivity.

The newly approved Hunters Park 2 Site Condominium development, north of Tucker, includes a vehicular connection to Drake. This connection eliminated the "dead end" status of Drake and provided a more direct vehicular connection with John R.

Attached is the section of the agenda that pertains to the Tucker barricade and information on the item that was considered at the meeting last night.

The Traffic Committee made no recommendation as there was a 3-3 tie vote when the members voted.

The item will be on the Planning Commission agenda at their meeting of August 11 for their consideration.

Recommendations from the Traffic Committee and Planning Commission will be forwarded to Troy City Council at their meeting of August 24.

Sincerely,

Bill

William J. Huotari, P.E. | Deputy City Engineer/Traffic Engineer
City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3387 |troymi.gov

"We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."

From: Fiori Buz [mailto:flowerb800@gmail.com]
Sent: Thursday, July 16, 2015 7:49 AM
To: William J Huotari
Subject: Tucker removal barrer

Good morning Mr. Huotari,

My family and I live in the sub where Tucker Dr is (2221 Custer Dr).

We are against opening up. I also don't understand why Duke also requested to open.
I want to attend last night meeting was unable.

We would be interested in information why the two street are required to open.

Thank you,
Fiyori Buzuayene

William J Huotari

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We would be interested in information why the two street are required to open.

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William J Huotari

From: Suzanne Monck <smonck@bloomfield.org>
Sent: Wednesday, July 15, 2015 5:53 PM
To: William J Huotari
Subject: Committee Meeting: Tucker Barricade

As a resident of the Long Lake/Spring Meadows subdivision, I am writing to express my opposition to the removal of the barricade on Tucker. With the recent development of the subdivision to the north of Long Lake Road, there is sufficient access to major roads for safety vehicles and residents to have access to the subdivisions. Additionally, this proposed change will unnecessarily increase the non-residential traffic within the subdivision detracting from the safety and privacy of the subdivision.

Sincerely,

Suzanne Monck
5228 Standish Drive

--
Suzanne Monck

International Academy
www.iatoday.org

William J Huotari

From: Ligia Murza <cafelutsa@yahoo.com>
Sent: Wednesday, July 15, 2015 4:06 PM
To: William J Huotari
Subject: Tucker Drive

Hello Mr. Huotari,
My name is Ligia Murza and I live on 'Old Tucker' as it has been called. We really do like our street and that it's a historic part of Troy with Tucker family history and the Schoenherr family that lived on this street. And so yes, I highly oppose the barrier being taken down.
Indeed their are the personal reasons in that my children and the neighboring children are very often outside biking, or walking across, or playing on the street or near the street..and it being closed off makes it safe for them to do this.

Jesus Christ Rules!

William J Huotari

From: Adriana Apahidean <adrianadean@comcast.net>
Sent: Wednesday, July 15, 2015 4:05 PM
To: William J Huotari
Subject: Re: Tucker Barrier- opposed to removal

Btw, very much like your take away.

I am an Engineering Specialist of Tech Collaboration at General Dynamics, Maneuver Collaboration Center in Sterling Heights.

We have a very similar motto for bringing in the best of industry and individuals to the table, to care for the Warfighter's needs.

Anyhow, for what's it's worth, when you invite excellence, excellence comes.

Adriana

Sent from my iPhone

On Jul 15, 2015, at 11:34 AM, William J Huotari <HuotariWJ@troymi.gov> wrote:

> Thank you for your email.
>
> I will provide a copy of the same to the Traffic Committee members when the item is discussed.
> Sincerely,
> Bill
> **William J. Huotari, P.E.** | Deputy City Engineer/Traffic Engineer
> City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3387 |troymi.gov
> "We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."
> -----Original Message-----
> From: Adriana Apahidean [mailto:adrianadean@comcast.net]
> Sent: Wednesday, July 15, 2015 11:16 AM
> To: William J Huotari
> Subject: Tucker Barrier- opposed to removal
> Hello Mr. Huotari:
> Just a short note that I too am opposed to the removal of the barrier on Tucker Dr.
> This issue requires a thorough traffic study and cost assessment. I urge the Traffic Committee to make an educated and well researched decision.
> Thank you kindly,
> Adriana Apahidean
> 2223 Tucker Dr.
> Troy, Mi

William J Huotari

From: William J Huotari
Sent: Wednesday, July 15, 2015 3:23 PM
To: 'dansemi'
Subject: RE: July 15, 2015 – City of Troy, Traffic Committee meeting to Request to Discuss Interconnection – Tucker, John R to Standish (Agenda item #7).
Attachments: Email Results.pdf

Dan, attached is a depiction of the locations of residents that want to KEEP the barricade (red box with an X) and those that want to REMOVE the barricade and OPEN Tucker (green box with an O).

Where a number is shown in a circle is an address where more than one email was received from the same address.

I will provide copies of the same to the Traffic Committee members.

Thanks, Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Wednesday, July 15, 2015 2:45 PM
To: William J Huotari
Subject: Re: July 15, 2015 – City of Troy, Traffic Committee meeting to Request to Discuss Interconnection – Tucker, John R to Standish (Agenda item #7).

Thank you Bill.....Dan

On Wednesday, July 15, 2015 2:38 PM, William J Huotari <HuotariWJ@troymi.gov> wrote:

Dan, I'll see if I can put something together.

My GIS person is out so it may not be fancy.

Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Wednesday, July 15, 2015 2:29 PM
To: William J Huotari
Subject: Re: July 15, 2015 – City of Troy, Traffic Committee meeting to Request to Discuss Interconnection – Tucker, John R to Standish (Agenda item #7).

Bill,

If I'm not asking for too much, can you please, tonight when you present the e-mails that were written **for and against** the barrier removal to also present a list to where these residents that expressed their feelings reside.
Interested in how many people are asking for the barrier to be removed and how far away they reside in relation to the barrier.

Much appreciated ...Dan

On Monday, July 13, 2015 9:59 PM, William J Huotari <HuotariWJ@troymi.gov> wrote:

Dan, the 300' radius is a minimum distance used for generating a mailing list and is used for sidewalk waivers which require a public hearing. We typically follow the same criteria for other items such as stop signs, etc. but can generate a list that covers a larger area depending on the issue and/or how roads, areas, etc. interact with the request.

For example, if a request were to come in for an item on a dead end street that exceeded 300', then the mailing list would typically be created for the entire street and not just within 300' of the subject area.

The Tucker item is a Regular Business item at the Traffic Committee meeting. The Traffic Committee will make a recommendation that will be forwarded to City Council.

The same item will also be sent to the Planning Commission at their meeting of August 11 for their consideration and recommendation.

The recommendations by the Traffic Committee and the Planning Commission will be forwarded to City Council at their meeting of August 24.

The mailing list was prepared to provide notice to residents in the area that the item was being discussed so that they would have the opportunity to provide their input. The mailing list included 322 properties if I remember correctly.

I hope that helps.

Thanks, Bill

Sent from my iPhone 6+

On Jul 13, 2015, at 8:15 PM, dansemi <dansemi@yahoo.com> wrote:

Bill,

I'm hoping you can help me shed some light into the following subject:

-- the mailers regarding the Wednesday hearing went out to a large number of homes in the North-East corner of the John R - Long Lake section area.

Searching the City of Troy web site regarding the City Ordinances in the City Code and Charter, the only thing that I can find out regarding the handling of the mailers for a hearing is the following:

35.05 Notice of Hearing. The Traffic Engineer shall submit the completed application, in addition to all documents relating to the sidewalk variance request, to the Traffic Committee. The Traffic Engineer shall also set the requested sidewalk variance request for a public hearing before the Traffic Committee. This public hearing shall be scheduled as soon as possible. The Traffic Engineer shall also give notice of the public hearing to discuss the requested sidewalk variance request to persons who are assessed for real **property within 300 feet of the subject premises, and to the occupants of single and two family dwellings within 300 feet of the subject premises**. The notice shall be delivered personally or by mail addressed to the respective owners and tenants at the address given on the last assessment roll. If the tenant’s name is not known, the term occupant may be used.

The above paragraph talks about a 300 foot radius of the subject premises. I couldn't find any other ordinance that deals with this issue.

Was the above ordinance used in generating the mailing list ?

Is there another ordinance that I have missed that deals with other kind of hearings (like the one on Wed related to the barrier removal) ?

Can you please point me to the correct City of Troy ordinance that was used for generating the mailing list.

Your help is greatly appreciated.

Thank you....Dan

On Monday, July 13, 2015 11:07 AM, William J Huotari <HuotariWJ@troymi.gov> wrote:

Dan, I'll put the request in for a laptop. There is a projector in the room.

The meeting is scheduled to be in the Lower Level Conference Room, but depending on the size of the crowd it may have to be moved to the Council Chambers which is a much larger room but not as conducive for a discussion.

Bring your laptop and if possible just place the presentation on a USB drive and it can be copied to the laptop that will already be set up.

Thanks, Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Monday, July 13, 2015 10:55 AM
To: William J Huotari
Subject: Re: July 15, 2015 – City of Troy, Traffic Committee meeting to Request to Discuss Interconnection – Tucker, John R to Standish (Agenda item #7).

Mr Huotari,

Thank you for quick reply.
Have one more question/ request for you:

-- I would like to have a Powerpoint presentation for the Traffic Committee Members explaining the reasons why I don't see the removal of the barrier as a feasible solution. Questions for you:

1 - Is there a projector in the room where the meeting will take place ?
2 - Would I be able to hook up my laptop to your prejector to display my presentation ?

Thank you...Dan

On Monday, July 13, 2015 6:00 AM, William J Huotari <HuotariWJ@troymi.gov> wrote:

Mr. Fratila, thank you for your email.

I will provide a copy of the same to the Traffic Committee members when they discuss the item.

Sincerely,

Bill Huotari, PE
Deputy City Engineer/Traffic Engineer
City of Troy

Sent from my iPhone 6+

On Jul 12, 2015, at 10:52 PM, dansemi <dansemi@yahoo.com> wrote:

> Dear Mr Huotari,
>
> I'm writing to you in regards to the proposed request to remove the barrier that is currently located on Tucker Drive.
> I am strongly against the removal of the barrier due to safety concerns regarding the reduced visibility, limited line of sight at the intersection of Tucker Dr and John R Road.

South of Tucker Road there is a bridge over Gibson Drain that has a cement head and a large guardrail installed for safety reasons.
Turning left (South) on John R Road from the Tucker Dr. is always a challenge due the visibility issue.
There are at most 260 ft of clear line of sight visibility before deciding on proceeding with the left turn on John R Rd
At the currently posted speed limit of **45 mph** it takes a vehicle traveling northbound on John R Rd. only **1.1 seconds** to reach the Tucker Dr. intersection while the left turning vehicle from Tucker Dr. will need to clear the John R northbound and merge onto the southbound traffic lane. Accident reconstruction specialists use **1.5 seconds** as average driver reaction brake time.
This visibility issue combined with the exponential increase in traffic on Tucker Dr. (if the barrier is removed) will be a **clear endangerment of the health, safety and welfare of the immediate community surrounding Tucker**

Also, two additional openings have been opened in the last year (one currently available and the other one to be completed within the next year, when Hunter II development will be completed).
These 2 new connections are Mayflower and Drake, that are each within 150 yards of each other and of Tucker Road.

- These 2 new connections should provide ample access (including backup access, if necessary) to all emergency vehicles to quickly and safely deploy the necessary resources to any residence in the neighborhood, therefore alleviating the concerns raised by the Police and Fire Departments

I would appreciate if you can inform the Traffic Committees Members of the above issue that I have brought to your attention in this e-mail and also to inform them that I'm strongly opposing the opening/ removal of the barrier. I would like to respectfully ask the Committee Members to vote:

b. RESOLVED, that **NO CHANGE** be made on Tucker Street, east of John R

Thank you very much for your attention,

Dan Fratila

2192 Tucker Dr.

William J Huotari

From: Keller, Chuck <ckeller@rcoc.org>
Sent: Wednesday, July 15, 2015 12:03 PM
To: William J Huotari; Sintkowski, Scott
Subject: RE: John R - Tucker Barricade - 2075 E. Long Lake - Bethesda Romanian Pentecostal Church

Bill:
I had a call from Steve Dearing, OHM, yesterday inquiring about the same thing. I searched the files we have in the Traffic-Safety Department and couldn't find the mentioned report. If my memory serves me correctly, when the church proposed a driveway connection to Tucker, the residents were against it and a driveway was proposed out to john R Road. I believe it was the driveway out to John R Road that was the concern being located so close to the bridge. This is why the church driveway connects with long Lake Road.

Looking at this location today, it appears that the approach of Tucker to John R Road is within current RCOC Guide for Corner Sight Distance requirements.
Chuck

From: William J Huotari [mailto:HuotariWJ@troymi.gov]
Sent: Wednesday, July 15, 2015 11:13 AM
To: Sintkowski, Scott; Keller, Chuck
Subject: John R - Tucker Barricade - 2075 E. Long Lake - Bethesda Romanian Pentecostal Church

Scott & Chuck, we have an item on our Traffic Committee agenda tonight to discuss the removal of a barricade on Tucker, on the east side of John R, north of Long Lake.

I have heard reference to a "report" from the RCOC regarding limited site distance at the end of Tucker and/or related to a proposed driveway from the church to John R back in 1996/1997.

Would either of you have a copy of the report, memo, whatever that might shed some light on this claim? I have asked for a copy of the report from the resident but they have not provided anything to date.

Thanks, Bill

This was from one of the emails that I received prior to the meeting tonight:

1. There is limited site distance at the end of our street as determined by the Oakland County Road Commission report dated May 2, 1996. This is due to the concrete barrier over the Gibson Drain located south of Tucker Drive on John R.

William J. Huotari, P.E. | Deputy City Engineer/Traffic Engineer
City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3387 |troymi.gov

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William J Huotari

From: Rachele Lyngklip <lyngklipr@aol.com>
Sent: Wednesday, July 15, 2015 11:24 AM
To: William J Huotari
Subject: Tucker Dr.

I am writing to voice my opposition to the opening of the barrier on Tucker Dr in Troy Mi. There is no change that necessitates the opening of this Street. This street has been closed the entire time I have lived on Tucker without incident. I challenge the legal standing that the couple that lives on Drake to initiate this request with the city. I don't understand what interest that they have that would justify their actions in initiating this matter. There are currently two additional entryways to John R road that are open (Mayfield) and Duke that allow access from the new developments. We do not have any new building or developments that necessitates the additional access to John R. In addition, East Tucker is not paved and there is no sidewalks. Tons of kids use this street to walk or ride their bikes to 7 Eleven. It would be very dangerous to open the barrier to cars without the city also putting in sidewalks. It would be a lawsuit waiting to happen with the severe consequence being a pedestrian injury or death. In addition, the intersection of John R and Long Lake is very busy with frequent accidents. Opening Tucker (a street so close in proximity with the Long Lake and John R intersection) would simply make traffic issues and traffic safety more of a concern. For these reasons, I am strongly against the opening of the barrier on Tucker Dr. Please feel free to contact me with any additional questions.

Sincerely,

Rachele and Pete Lyngklip
2262 Tucker Dr. Troy MI

Rachele Lyngklip
CAbi Fashion Consultant
phone: (248)506-0878
email: lyngklipr@aol.com
view the current season at ***www.rachelelyngklip.cabionline.com***

for the latest fashion fun, visit the CAbi blog at ***www.cabionline.com/blog***

William J Huotari

From: Adriana Apahidean <adrianadean@comcast.net>
Sent: Wednesday, July 15, 2015 11:16 AM
To: William J Huotari
Subject: Tucker Barrier- opposed to removal

Hello Mr. Huotari:

Just a short note that I too am opposed to the removal of the barrier on Tucker Dr.

This issue requires a thorough traffic study and cost assessment. I urge the Traffic Committee to make an educated and well researched decision.

Thank you kindly,

Adriana Apahidean
2223 Tucker Dr.
Troy, Mi

Sent from my iPhone

William J Huotari

From: Nalette, Lisa <LNALETT1@hfhs.org>
Sent: Wednesday, July 15, 2015 9:48 AM
To: William J Huotari
Subject: Tucker street barrier

HI,

Sorry that this is last minute. I would like to raise my concerns about NOT opening Tucker to Long Lake Meadows subdivision. I hope you can still consider my thoughts in the planning.

I live at 5344 Standish and have been at that residence since 1992 when it was opened. For years, the residents of Standish lived without an open street. There was no quick access for ambulances or fire trucks. Requests to open Tucker were denied. We used to joke that someone on the old Tucker had a friend in the Troy government. Now that Standish is open to Mayflower it is open season for drive thru's. The traffic on my street has increased ten fold as you might imagine. I would like to see Tucker opened now because:

a: why should it not be open? I lived on Finch Road in Troy which was dirt then and the city had no problem opening us up to the subdivision to our South back in the 70's. We remained a dirt road for at least another twenty years even though our traffic increased from the Huntsford subdivision. What makes Tucker so special that it cannot be opened?

B: I would like to see the entry into Long Lake Meadows subdivision from John R be shared not only by the Mayflower access but also Tucker. This will ease some of the burden on Standish.

Thank you. Lisa Taylor-Nalette 5344 Standish Troy 248 701 1348

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William J Huotari

From: Mykola Murskyj <mmurskyj@gmail.com>
Sent: Tuesday, July 14, 2015 8:21 PM
To: William J Huotari
Subject: Opening Tucker

Attention: Mr. Huotari, Traffic Engineer

I have been a resident in the Long Lake Meadows subdivision for over twenty years and our street intersects with Tucker.

In response to your notice of June 30th, I have waited a very long time and would sincerely appreciate the simple barrier removal on Tucker. This would effectively enhance response time for all emergency vehicles, greatly remove resident concerns and is the most economical method for resolving this issue.

Please open up Tucker and keep me updated with any future developments.

Thanks,

Mykola

William J Huotari

From: barb northam <waba59@wowway.com>
Sent: Tuesday, July 14, 2015 5:01 PM
To: William J Huotari
Subject: Barricade on Tucker

My name is Barbara Northam and I live at 5241 Standish. Recently I received a notice regarding the removal of the barricade on Tucker. As long as Tucker remains a dirt road on the west side of the barricade, I feel that traffic in that area should NOT be increased by removal of the barrier. We currently have another exit from our sub on the north and I understand that a paved Drake will eventually be opened to John R. With that street then being accessible via two other streets, I see no need to open a dirt road to more traffic. Thank you for your consideration in this matter.
Barbara J. Northam

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WOW! Homepage (http://www.wowway.com)

William J Huotari

From: Nick Vendittelli <nvendittelli@wowway.com>
Sent: Tuesday, July 14, 2015 10:12 AM
To: William J Huotari
Subject: July 15, 2015 Meeting Agenda item Remove Barricade on Tucker

Thank you for the notice asking for our input in regards to removing the barricade on Tucker. I will not be able to attend the meeting, but would like to provide my comments. I am not in favor of removing the barricade. We have live on Standish for over 24 years, one of the original owners. For all these years we have not had Tucker open, and we are used to it. We now have Mayflower open to John R and my understanding is that Drake will also open on to John R. So we had no access to John R for 24 years and now will have two roads connecting to John R, which is more than enough for the amount of traffic and makes it unnecessary to have Tucker opened as well. From a financial point the added expense to the residences on Tucker if the road were to be paved or to the city for the multiple regrading and gravel of Tucker during a year which will be required if it were to remain a gravel road is a waste of money, with Mayflower and then Drake, both paved, being opened. To me the expense either way is not justified over a perceived traffic flow issue.

Sincerely

Nick Vendittelli

5132 Standish, Troy

William J Huotari

From: Gerry Seip <justgerrya@yahoo.com>
Sent: Tuesday, July 14, 2015 10:10 AM
To: William J Huotari
Subject: Tucker Barricade

We are residents at 5297 Standish Dr. at the corner of Drake. We have lived in our home since it was built in 1991. We are very much in favor of the Tucker barricade being removed for the following reasons: 1) it would be consistent with the opening of all stub streets to the main roads 2) it allows a very clear access to the Long Lake Meadows subdivision for the reasons stated by the Fire Chief, Police Chief, etc. 3) it will alleviate traffic flow through Mayflower and Drake (when it is opened) and give residents a third access from John R. We are unable to attend the meeting, however, we would like you to consider our thoughts when voting on this matter. Also, it is our opinion that it would be economical for the city to pave Tucker at the same time that John R is being widened. Thank you for your consideration, Chuck & Gerry Seip

William J Huotari

From: Dennis Angelo <blitz96.da@gmail.com>
Sent: Tuesday, July 14, 2015 7:32 AM
To: William J Huotari
Subject: Please keep Tucker Dr. closed

Hello Mr. Huotari -

My name is Dennis Angelo, and I live on Crowfoot Drive, which connects to Saffron in the Long Lake Medows subdivision. My family and I have lived here for eleven years, and I am familiar with the traffic flow in this area.

Based on what I have seen and know, I strongly recommend that you do your part to keep Tucker Drive from opening up for through traffic. There is already heavy traffic on Saffron, and drivers travel too fast much of the time. A good friend of mine, Jim Davis was living on Saffron, and witnessed a vehicle traveling too fast, losing control, and driving right through several front yards on this busy street. We have several children and dogs in this area.

Allowing more traffic to pass through our subdivision by opening up Tucker is a bad idea.

Thank you,
Dennis Angelo
Master of Science, Mechanical Engineering
(248) 979-8502

William J Huotari

From: petrulupas <petrulupas@yahoo.com>
Sent: Tuesday, July 14, 2015 7:16 AM
To: William J Huotari
Subject: Fwd: Tucker dr Troy

Hello,

My name is Petru Lupas and I have lived on Tucker street for 20 years. I am against opening the barrier at the end of Tucker for the following
reasons.
1. Tucker Rd. is unpaved, so it often needs to be leveled. If the barrier were to open this leveling service will have to be done more frequently.

2. Those who come from the subdivision will complain to
the city as cars will get dirty on the unpaved street .Also the sand and gravel will be carried on to the paved street.

3.There is very reduced visibility from Tucker to John R. The guard rail of the bridge cuts visibility to traffic .If barrier were to open a traffic light will have to be placed at the exit of Tucker onto John R.
Now in hours of traffic we must wait 3-5 minutes to enter on to the John R.
What happen if you open the barrier ? 10 or more cars will be waiting to
enter John R rd.
4. If you open the barrier and do not pave the street , you put us in
danger, all of us who live at the entrance of unpaved zone .At high speed the cars are
sliding the same on sand as snow.

Conclusion: If you open the barrier you must pave the street and put a stop light at your cost.

My best regards

Petru Lupas

2197 Tucker dr

Troy MI 48085
Tell 248-835-3844

William J Huotari

From: dansemi <dansemi@yahoo.com>
Sent: Monday, July 13, 2015 11:15 PM
To: William J Huotari
Cc: Mark F Miller; Brent Savidant
Subject: Re: July 15, 2015 – City of Troy, Traffic Committee meeting to Request to Discuss Interconnection – Tucker, John R to Standish (Agenda item #7).

Bill,
Thank you very much for your quick reply.
I am very surprised to find out (if I understand it correctly) that there is **no City Ordinance that deals** with the mailing area for a particular hearing.
To expand a little bit on your point about Tucker Dr., the length of the gravel road is around 1000 ft.
The mailer contained 322 addresses and was reaching as far as Sweet St. which is over 1800 ft radius from the actual barrier (it is far enough from Tucker that most people don't even know where Sweet St is located in reference to Tucker !). There are also other streets that are closer to Tucker than Sweet St and have not been included in the mailer.
I am also very disappointed that "a resident" can make what it is labeled a "formal complaint" that can generate so much work, tying up resources from multiple departments and not to mention costly - money spent on mailers (which according to your note would happen at least 3 times for this particular issue - Traffic, Planning and then Council) which will amount to over $450.

Thank you....Dan

On Monday, July 13, 2015 9:58 PM, William J Huotari wrote:

Dan, the 300' radius is a minimum distance used for generating a mailing list and is used for sidewalk waivers which require a public hearing. We typically follow the same criteria for other items such as stop signs, etc. but can generate a list that covers a larger area depending on the issue and/or how roads, areas, etc. interact with the request.

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I hope that helps.

Thanks, Bill

Sent from my iPhone 6+

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> Bill,
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> I'm hoping you can help me shed some light into the following subject:
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>
> Searching the City of Troy web site regarding the City Ordinances in the City Code and Charter, the

only thing that I can find out regarding the handling of the mailers for a hearing is the following:

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Your help is greatly appreciated.

Thank you....Dan

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Thanks, Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Monday, July 13, 2015 10:55 AM
To: William J Huotari
Subject: Re: July 15, 2015 – City of Troy, Traffic Committee meeting to Request to Discuss Interconnection – Tucker, John R to Standish (Agenda item #7).

Mr Huotari,
Thank you for quick reply.
Have one more question/ request for you:
-- I would like to have a Powerpoint presentation for the Traffic Committee Members explaining the reasons why I don't see the removal of the barrier as a feasible solution.
Questions for you:

1 - Is there a projector in the room where the meeting will take place ?
2 - Would I be able to hook up my laptop to your prejector to display my presentation ?
Thank you...Dan

On Monday, July 13, 2015 6:00 AM, William J Huotari <HuotariWJ@troymi.gov> wrote:

Mr. Fratila, thank you for your email.
I will provide a copy of the same to the Traffic Committee members when they discuss the item.
Sincerely,
Bill Huotari, PE
Deputy City Engineer/Traffic Engineer
City of Troy

Sent from my iPhone 6+

On Jul 12, 2015, at 10:52 PM, dansemi <dansemi@yahoo.com> wrote:

> Dear Mr Huotari,
> I'm writing to you in regards to the proposed request to remove the barrier that is currently located on Tucker Drive.
> I am strongly against the removal of the barrier due to safety concerns regarding the reduced visibility, limited line of sight at the intersection of Tucker Dr and John R Road.
> South of Tucker Road there is a bridge over Gibson Drain that has a cement head and a large guardrail installed for safety reasons.
> Turning left (South) on John R Road from the Tucker Dr. is always a challenge due the visibility issue.
> There are at most 260 ft of clear line of sight visibility before deciding on proceeding with the left turn on John R Rd
> At the currently posted speed limit of **45 mph** it takes a vehicle traveling northbound

on John R Rd. only **1.1 seconds** to reach the Tucker Dr. intersection while the left turning vehicle from Tucker Dr. will need to clear the John R northbound and merge onto the southbound traffic lane. Accident reconstruction specialists use **1.5 seconds** as average driver reaction brake time.
This visibility issue combined with the exponential increase in traffic on Tucker Dr. (if the barrier is removed) will be a **clear endangerment of the health, safety and welfare of the immediate community surrounding Tucker**
Also, two additional openings have been opened in the last year (one currently available and the other one to be completed within the next year, when Hunter II development will be completed).
These 2 new connections are Mayflower and Drake, that are each within 150 yards of each other and of Tucker Road.
- These 2 new connections should provide ample access (including backup access, if necessary) to all emergency vehicles to quickly and safely deploy the necessary resources to any residence in the neighborhood, therefore alleviating the concerns raised by the Police and Fire Departments
I would appreciate if you can inform the Traffic Committees Members of the above issue that I have brought to your attention in this e-mail and

also to inform them that I'm strongly opposing the opening/ removal of the barrier. I would like to respectfully ask the Committee Members to vote:

b. RESOLVED, that **NO CHANGE** be made on Tucker Street, east of John R

Thank you very much for your attention,
Dan Fratila
2192 Tucker Dr.

William J Huotari

From: Sandy Isaacs <sisaacs@trinitydavison.org>
Sent: Monday, July 13, 2015 9:18 PM
To: William J Huotari
Subject: Tucker Road Barrier Issue

Elaine Wolf

2150 Tucker Rd

Troy, MI 48085

July 13, 2015

Mr. William J. Huotari, P.E.

Deputy City Engineer/Traffic Engineer

City of Troy

500 W. Big Beaver Rd.

Troy, MI 48084

RE: Tucker Road Barrier Issue

Mr. Huotari,

I am writing to advise you that I am strongly opposed to the removal of the Tucker Road barrier that is on the agenda for discussion at the July 15, 2015 Traffic Committee regular meeting.

When I purchased my home on Tucker Road in the 1970's, I chose the property because of the rural appeal, beautiful surrounding nature and wildlife, the quietness, seclusion and privacy. It was "country living" in the city; the perfect place to raise a family. If I wanted to live in a subdivision, with houses built so close together and high traffic, I would've moved to a subdivision. But I didn't. I chose my little piece of country on 2.5 acres on Tucker Road 30+ years ago. Many generations of my family and I have enjoyed this peaceful property for many, many years and it is my hope that we will be able to continue doing so.

They have developed, and are continuing to develop, every inch of land surrounding Tucker Road. Removing the barrier would only create an abundance of traffic on our nice, quiet road. Please don't take the last bit of peace and quiet the residents of Tucker Road have left by removing the barrier.

Thank you for your time and consideration regarding my concerns.

Sincerely,

Elaine Wolf
(248) 835-9520

William J Huotari

From: Jim White <jwhite13453@gmail.com>
Sent: Monday, July 13, 2015 7:47 PM
To: William J Huotari
Subject: Tucker Road barrier

Bill Huotari

My wife and I are opposed to removal of the Tucker Road barrier. We have been residents at 2333 Tucker since the 1st of October **1990** . We already have enough traffic on Tucker without adding
a direct entrance off John R Road. We have enough entrances off of Long Lake and John R roads without adding another one.

Thank You

Jim & Kathy White
2333 Tucker (east end of tucker)
Troy, Mi 48085
(248) 879-9116

William J Huotari

From: ivanna Murskyj <imurskyj@gmail.com>
Sent: Monday, July 13, 2015 5:05 PM
To: William J Huotari
Subject: Tucker barrier

To whom it may concern,

I have been a resident of the Long Lake Meadows neighborhood for my entire life and I would be thrilled to see the removal of the barrier on Tucker. This would allow more access to the neighborhood by emergency vehicles and would improve resident access to their homes. This would greatly improve the safety of everyone in our neighborhood and reduce traffic in other areas. I would really like to see the barrier at the end of Tucker removed.

Thank you for your time,

Ivanna Murskyj

William J Huotari

From: Tim Monck <tmonck@gmail.com>
Sent: Monday, July 13, 2015 4:22 PM
To: William J Huotari
Subject: Request to Remove Barricade on Tucker

Mr. Huotari,

Unfortunately I will be out of town during the traffic committee meeting scheduled to discuss this proposed change. As a city resident living in proximity to the proposed barricade removal, I am STRONGLY AGAINST this change. As you know a new access point to the subdivision (Mayflower) was created this past year from John R. This allows emergency vehicles access to not only the new subdivisions being built but also Long Lake and Spring Meadows. There will also be another access created off of John R (Kingston Drive, with Drake opening to Standish). With these new roads there is ample and improved access throughout the subdivisions in this area, with only a slightly reduced response time in the southwest compared to opening Tucker. While every second counts in an emergency situation, the benefit would be minimal, especially coming from the north (we are in Station 5's area of responsibility).

The primary benefit to opening Tucker appears to be to create a convenient route to John R for the Long Lake subdivision. This will increase the amount of traffic on Tucker, as well as the speeds at which vehicles travel. We are currently seeing the impact of Standish being opened to Mayflower with higher speeds and heavier traffic flows now. I do not believe the increased risk to small children playing/pedestrians walking in the area as well as a decline in the quality of life for residents is worth the minor convenience removing the barricade would provide. While some area residents not living close to Tucker or Standish will be in favor of this change as it would be convenient and would not negatively impact them, please give careful consideration to those residents who would be most impacted. Taking an informal poll of my neighbors I have found no one in favor of removing the barricade.

Thank you in advance for your consideration.

Sincerely,

Tim Monck
5228 Standish Drive
Troy, MI 48085

William J Huotari

From: Deb Tosch <mstgarden@gmail.com>
Sent: Monday, July 13, 2015 2:16 PM
To: William J Huotari
Cc: John Tosch
Subject: Resident Request to Open Tucker Drive
Attachments: Endicott-Oakwood.JPG; Ruby-Colleen.JPG; Mayflower-Sweet.JPG

Dear Mr. Houtari

We are Deb and John Tosch from 2088 Tucker Drive and we are adamantly against the removal of the barricade separating us from the subdivision.

Our reasons are as follows:

1. There is limited site distance at the end of our street as determined by the Oakland County Road Commission report dated May 2, 1996. This is due to the concrete barrier over the Gibson Drain located south of Tucker Drive on John R.

2. The City Council already reviewed this issue in 1987 and determined Tucker Drive should remain closed until such time as further development on Tucker occurs. There has been no further development to warrant the removal of the barrier.

3. The City's Policy of interconnectivity is a very inconsistent. We have three such inconsistencies in the square mile of the subject street.

The first is Endicott to Oakwood in the northwest corner. This was probably thought best because the traffic to bypass the light at Square Lake would have been severe. However, the streets are curved which would have slowed traffic considerably.

The second is Ruby to Colleen in the northeast corner. These two streets were not connected which is a mystery to us since neither is close to a main road. These streets also have curves which would have slowed traffic as well. Instead of connecting, this is an EVA only.

Third is Sweet to Mayflower which is part of the Bridgewater Estates development. Instead of opening Sweet to Mayflower as well as to Standish, this connection was not made. We can only assume (which is not always a good idea) the reasoning behind opening Standish and not Sweet as well is the distance of paved straight road which probably would have cause excessive speeds for the subdivision.

How do we know this? We were residents on Highbury for over 18 years. We petitioned the city for a stop sign at Endicott several times to slow the drivers down. Highbury is the first main entrance to the subdivision south of Square Lake and has a relatively long straight stretch before it curves. Our dog was hit by a racing driver. We are thankful that none of our children were. We decided to move to Tucker 22 years ago to get away from the street traffic with the added benefit that our children would remain in the same schools.

Tucker Drive is a quarter mile from a major intersection. Traffic going north and south during rush hours is tremendous. Opening up Tucker Drive will provide over a quarter mile of straight road, much longer than the one on Highbury. This street was not designed to be an entrance to a large developed subdivision.

One last point we would like to make refers to the comment that gravel roads are costly to maintain. According to a study published by NPR(National Public Radio) News on October 26, 2010, the cost to maintain a paved road over the entire life cycle is about 3 times more than maintaining a gravel road. Looking at the cost on a year to year basis is short sighted. "Over a 40 year lifespan, a low-volume paved road will need to be chip sealed twice, undergo overlay once and then reclaim/overlay. The yearly maintenance costs of gravel roads make them appear inefficient until you consider the capital improvement costs associated with bituminous roads at the middle and end of their lives, which isn't always reflected in yearly maintenance figures." The study was for streets in Minnesota north of the Twin Cities. Their climate is similar with cold winters; however, they do not have the freeze-thaw cycles that we have that shortens the lifespan of the roads in Southeast Michigan. A report by the Wall Street Journal also reported that "In Michigan, at least 38 of the 83 counties have converted some asphalt roads to gravel in recent years" due in part to the escalating expense of maintenance.

In conclusion, the request is being made by a resident of Drake who have lost their dead end. Drake is a short street with only 2 residents. The connection that is being made will have curves slowing traffic on both ends of traffic flow. Opening Tucker Drive will be a safety hazard as inconsiderate drivers will have a straight quarter mile shot into and out of the neighborhood as well as the hazard of the limited site distance while turning left on to John R.

If fire and public safety is at issue, then another solution would be to make the barricade into a EVA.

Sincerely,

John and Deb Tosch

William J Huotari

From: dansemi <dansemi@yahoo.com>
Sent: Monday, July 13, 2015 1:10 PM
To: William J Huotari
Subject: Re: Request for people with disability access to the Traffic Committee Meeting on coming Wed 7/15/2015

Sounds good, thank you Bill.....Dan

On Monday, July 13, 2015 1:03 PM, William J Huotari wrote:

Dan, the meeting is scheduled for the Lower Level Conference Room in Troy City Hall, which is on the main floor and accessible from the main parking lot on the east side of the building.
If the attendance of the public at the meeting exceeds a comfortable level, then we may try to relocate to City Council Chambers, which is on the 2nd floor, but accessible by elevator.
Thanks, Bill

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Monday, July 13, 2015 11:53 AM
To: William J Huotari
Subject: Request for people with disability access to the Traffic Committee Meeting on coming Wed 7/15/2015

Mr. Huotari,
I'm writing to you on behalf of my neighbor Cynthia Veggian, resident at 2155 Tucker Dr.
Mrs Veggian is currently 100% dependent on an oxigen tube and use a walker to move around.
She asked me to request that the City schedules this Traffic Committee meeting in a Room that will be accessible for her.
She wants to personally participate to this meeting and express her opposition to the removal of the Tucker barrier.
Thank you very much for your assistance with this issue....Dan Fratila

William J Huotari

From: Buchanan <mbuchanan@wideopenwest.com>
Sent: Monday, July 13, 2015 1:05 PM
To: William J Huotari
Subject: Tucker Dr. request

Dear Mr. Huotari,
I am against removing the barrier on Tucker Dr.
With the addition of 2 new connectors to John R, Mayflower which is currently open and Drake due to open in the future I see no need for the removal.
Thank you for your time,
Michael Buchanan
2314 Tucker Dr.
Troy, Mi 448085

William J Huotari

From: semidaf@yahoo.com
Sent: Monday, July 13, 2015 12:41 PM
To: William J Huotari
Subject: Re: Traffic Committee Meeting - removal of Tucker barrier opposition

Bill,
That would be perfect. Thank you very much for all your help and assistance....Semida

On Jul 13, 2015, at 12:04 PM, William J Huotari <HuotariWJ@troymi.gov> wrote:

> Semida, I will provide a copy of your email to the Traffic Committee members along with the Q&A's from your other emails as information as well as opposition to the removal.
> Thank you for your input.
> Sincerely,
>
> Bill
> **William J. Huotari, P.E.** | Deputy City Engineer/Traffic Engineer
> City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3387 |troymi.gov
> "We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."
>
> **From:** semidaf@yahoo.com [mailto:semidaf@yahoo.com]
> **Sent:** Monday, July 13, 2015 12:03 PM
> **To:** William J Huotari
> **Subject:** Traffic Committee Meeting - removal of Tucker barrier opposition
> Dear Mr. Huotari,
> I'm writing in regards to the Tucker Road barrier and the desire of the City of Troy to removing this barrier.
> I would like to express my strong opposition about removing the barrier on Tucker Road.
> I have a very serious visibility concern with the intersection of Tucker and John R.
> Trying to turn left (South) on John R can be a challenge at times (to say the least) due to the bridge safety rails that exist south of Tucker Road.
> Not to make it too long, but I was personally pulled over by a Troy Police officer and told that I didn't stop at the STOP sign posted at the end of Tucker and that in fact "I rolled through the stop sign". I explained to the officer that I did perform a FULL stop at the STOP sign and that he just couldn't see me due to the visibility issue that I pointed out to him. When he looked around and understood what I was talking about he allowed me to go without issuing a Citation or even a Warning.
> Opening Tucker will just increase the amount of traffic that will try to use it as a shortcut and will only increase the risk associated with the low visibility while turning left.
> I believe that the safety, security and walfare of our local Tucker community will be but in jeopardy by allowing the traffic to increase on Tucker by removing the barrier.
> I would also like to mention that for the last 27 years there was no access (zero entrances) from John R to the Subdivisions East of John R. At this point we have Mayflower and soon to be constructed Kingston Dr. that will connect to Drake and will become the second access street to the above mentioned Subdivisions.

Please submit to the Traffic Committee Members my strong opposition to the removal of the Tucker barrier.

Sincerely,
Semida Fratila
2192 Tucker Dr.

William J Huotari

From: semidaf@yahoo.com
Sent: Monday, July 13, 2015 12:40 PM
To: Kurt Bovensiep
Cc: Brian M Kischnick; Mark F Miller; Timothy L Richnak; Steven J Vandette; William J Huotari; Brent Savidant
Subject: Re: Follow up to the phone conversation regarding gravel roads in Troy

Kurt,
Thank you very much for the information you've provided. It is exactly what I was looking for. Thanks again...Semida

On Jul 13, 2015, at 10:19 AM, Kurt Bovensiep <K.Bovensiep@troymi.gov> wrote:

> Ms. Fratila,
> Please see the highlighted answers to your questions below.
> **Kurt Bovensiep** | Public Works Manager
> City of Troy |4693 Rochester Rd., Troy, MI 48085 | Office: 248-524-3489 |Cell: 248-885-1953 |troymi.gov
> "We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."
>
> **From:** semidaf@yahoo.com [mailto:semidaf@yahoo.com]
> **Sent:** Monday, July 13, 2015 9:00 AM
> **To:** Kurt Bovensiep
> **Subject:** Follow up to the phone conversation regarding gravel roads in Troy
> Dear Mr. Bovensiep,
> Thank you very much for you calling back on Friday 7/20/2015 and providing the gravel road maintenance numbers for Tucker Dr.
> Just to recap:
> - the total amount for gravel roads maintenance for the 2015 Fiscal Year came in at $70,000.
> - TPW maintains 4.4 miles of gravel roads in Troy.
> - Tucker Dr. is roughly 1127 ft (0.22 miles) which will amount to $3500/ yr for Tucker Rd maintenance.
>
> I would have 4 more questions on the same road maintenance subject:
> 1 - How many miles of concrete roads is DPW responsible for maintaining ? Mainly interested in the secondary/ subdivision type roads.
> 264.42 miles of local roads.
> 2 - What was the final budget amount for the 2015 Fiscal Year for the above roads maintenance?
> FY 2015 estimate for maintenance only- $463,000 (does not include drains maintenance or snow, very similar to what I gave you for gravel roads)
> 3 - Also, does the above amount cover just the concrete roads maintenance (hole patching, etc) or does it also include the concrete reconstruction/replacement projects (like it was the case on Highbury and other secondary streets this Summer) ? Would you happen to know the figure for the road reconstruction projects for secondary roads (i.e. Subdivision type roads) - if it's easy to isolate/ separate from the actual budget ?
> The $463,000 is just maintenance. The replacement or reconstruction of concrete local roads is roughly $2.5 million a year.

4 - And finally, what was the actual versus projected TPW budget ? I can see what the 2015 estimated amount is ($5.76 mil) vs 2015 amended ($6.273 mil).
Not sure what document you are looking at but actual 2015 numbers is what we expensed. Since or fiscal year ended June 30 it takes several months to process all the invoices and expenses so an official number is not available until fall. Estimated amounts are where I project we will be at on June 30. Sometimes this takes requires an amendment to the budget if I am over budget. Projections are made 4-5 months before June 30 so it can be a little off.

Thank you very much for your help,
Semida Fratila
2192 Tucker Dr.

William J Huotari

From: William J Huotari
Sent: Monday, July 13, 2015 12:03 PM
To: 'semidaf@yahoo.com'
Subject: RE: EVAs and collapsible barricades in the City or Troy
Attachments: Local Road Paving Detail Rev11-07.pdf

Semida, our Standard Detail Sheet for Local Road paving has a "REMARKS" date of 10/15/2007 for "Add EVA detail and general updates", so that would be when we standardized the detail (copy attached).

What the date of the first installation of any EVA, I am not sure. I spoke with one of our engineer's that does a lot of the residential subdivision/site condominium reviews and he believes the first EVA was installed in around 2002.

This was part of the West Oaks 1 & 2 development and originally was to be a proposed chain link fence with a gate for emergency vehicle access. I don't recall if this was ever actually installed as there was a time when temporary (water filled) barricades were placed prior to the EVA's that sit there now.

I have not heard back from our Fire Dept. on how many times they have been replaced as they have been around for less than 15 years. I did check with our DPW and they did not have a specific number of times, but stated that they are "only aware of replacing them because of accidents or snow removal in the last three years".

Thanks, Bill

-----Original Message-----
From: semidaf@yahoo.com [mailto:semidaf@yahoo.com]
Sent: Friday, July 10, 2015 3:13 PM
To: William J Huotari
Subject: Re: EVAs and collapsible barricades in the City or Troy

Hi Bill,

Thank you for your quick reply.

Hopefully my last 2 question before the Wednesday's hearing:

- when(what year) did Troy start installing EVAs;
- how many times where the EVAs actually used - let's say in the last 10-20 years. Usage defined in terms of having to replace the wooden posts.

Much appreciated,

Semida

> On Jul 9, 2015, at 3:17 PM, William J Huotari <HuotariWJ@troymi.gov> wrote:

>
> Semida, I am not aware of any of those types of barriers in Troy.
>
> The EVA's that we install are of the wood post variety with holes drilled for breakaway.
>
> Thanks, Bill
>
> -----Original Message-----
> From: semidaf@yahoo.com [mailto:semidaf@yahoo.com]
> Sent: Thursday, July 09, 2015 3:16 PM
> To: William J Huotari
> Cc: semidaf@yahoo.com
> Subject: Re: EVAs and collapsible barricades in the City or Troy
>
> Bill,
> Thank you very much for the information you have provided. It is perfect.
>
> In regards to the collapsible barrier subject:
> - is there any barrier within the city of Troy that looks like a permanent barrier that is actually collapsible when you push on the barrier and try to drive over it. It can either be pylons with collapsible shear plates at the bottom or a continuous solid barrier - guard rail type - that has the legs collapsible and you can push the whole barrier down and drive over it.
> These are in fact EVA type barriers that look like permanent/ solid ones.
> City of Troy might not have any barriers of this type,
>
>
> Thanks again,
>
> Semida

William J Huotari

From: semidaf@yahoo.com
Sent: Monday, July 13, 2015 12:03 PM
To: William J Huotari
Subject: Traffic Committee Meeting - removal of Tucker barrier opposition

Dear Mr. Huotari,
I'm writing in regards to the Tucker Road barrier and the desire of the City of Troy to removing this barrier.
I would like to express my strong opposition about removing the barrier on Tucker Road.
I have a very serious visibility concern with the intersection of Tucker and John R.
Trying to turn left (South) on John R can be a challenge at times (to say the least) due to the bridge safety rails that exist south of Tucker Road.
Not to make it too long, but I was personally pulled over by a Troy Police officer and told that I didn't stop at the STOP sign posted at the end of Tucker and that in fact "I rolled through the stop sign". I explained to the officer that I did perform a FULL stop at the STOP sign and that he just couldn't see me due to the visibility issue that I pointed out to him. When he looked around and understood what I was talking about he allowed me to go without issuing a Citation or even a Warning.
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I would also like to mention that for the last 27 years there was no access (zero entrances) from John R to the Subdivisions East of John R. At this point we have Mayflower and soon to be constructed Kingston Dr. that will connect to Drake and will become the second access street to the above mentioned Subdivisions.

Please submit to the Traffic Committee Members my strong opposition to the removal of the Tucker barrier.

Sincerely,
Semida Fratila
2192 Tucker Dr.

William J Huotari

From: Kurt Bovensiep
Sent: Monday, July 13, 2015 10:19 AM
To: 'semidaf@yahoo.com'
Cc: Brian M Kischnick; Mark F Miller; Timothy L Richnak; Steven J Vandette; William J Huotari; Brent Savidant
Subject: RE: Follow up to the phone conversation regarding gravel roads in Troy

Ms. Fratila,

Please see the highlighted answers to your questions below.

Kurt Bovensiep | Public Works Manager
City of Troy |4693 Rochester Rd., Troy, MI 48085 | Office: 248-524-3489 |Cell: 248-885-1953 |troymi.gov

"We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."

From: semidaf@yahoo.com [mailto:semidaf@yahoo.com]
Sent: Monday, July 13, 2015 9:00 AM
To: Kurt Bovensiep
Subject: Follow up to the phone conversation regarding gravel roads in Troy

Dear Mr. Bovensiep,

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264.42 miles of local roads.

2 - What was the final budget amount for the 2015 Fiscal Year for the above roads maintenance?
FY 2015 estimate for maintenance only- $463,000 (does not include drains maintenance or snow, very similar to what I gave you for gravel roads)

3 - Also, does the above amount cover just the concrete roads maintenance (hole patching, etc) or does it also include the concrete reconstruction/replacement projects (like it was the case on Highbury and other secondary streets this Summer) ? Would you happen to know the figure for the road reconstruction projects for secondary roads (i.e. Subdivision type roads) - if it's easy to isolate/ separate from the actual budget ?
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4 - And finally, what was the actual versus projected TPW budget ? I can see what the 2015 estimated amount is ($5.76 mil) vs 2015 amended ($6.273 mil).

Not sure what document you are looking at but actual 2015 numbers is what we expensed. Since or fiscal year ended June 30 it takes several months to process all the invoices and expenses so an official number is not available until fall. Estimated amounts are where I project we will be at on June 30. Sometimes this takes requires an amendment to the budget if I am over budget. Projections are made 4-5 months before June 30 so it can be a little off.

Thank you very much for your help,

Semida Fratila
2192 Tucker Dr.

William J Huotari

From: Leo <lmurskyj@aol.com>
Sent: Monday, July 13, 2015 9:35 AM
To: William J Huotari
Subject: Fwd: Tucker barricade

Sent from my iPhone

Begin forwarded message:

> **From:** Leo <lmurskyj@aol.com>
> **Date:** July 13, 2015 at 9:32:56 AM EDT
> **To:** "houtariwj@troymi.gov" <houtariwj@troymi.gov>
> **Subject: Tucker barricade**
>
> I am in favor of removing the barricade at Tucker. This removal would be cost effective and not overly disrupt the character of the current neighborhood. Traffic pattern would be minimally disrupted as only residents would use this. Also this would alleviate some of the traffic on Saffron Dr.
>
> Sincerely,
> Leo R. Murskyj
> 5115 Saffron Dr
> Troy, Mi
>
> Sent from my iPhone

William J Huotari

From: Marco Cercone <mrcdc2004@sbcglobal.net>
Sent: Monday, July 13, 2015 6:51 AM
To: William J Huotari
Subject: Re: Barricade on Tucker East of John R

Good morning Bill,
After searching most of my home this past weekend I am un-able to find any documents that reference the barricade on Tucker. All that I can think is that I must have had a conversation with the late John Saylor of Saylor Building on the subject. I'm not sure if Saylor Building still exists to see if they have any documents on the removal of the barricade. I apologize for any inconvenience that I may have caused you in miss speaking. I still plan on being present Tuesday to voice my concerns.
Regards,
Marco Cercone

On Friday, July 10, 2015 8:10 PM, William J Huotari wrote:

Mr. Cercone, if you do have a copy of the bylaws you reference can you forward a copy to me. It would be information that should be included in the discussion of the item.

Thanks, Bill

Sent from my iPhone 6+

On Jul 10, 2015, at 7:41 AM, Marco Cercone <mrcdc2004@sbcglobal.net> wrote:

> Mr. Huotari,
> My name is Marco Cercone and I am a resident of Troy, Mi. I live at 2349 Tucker in the Long Lake Meadows Sub.
> I moved into my home in April of 1991. At that time the builder (Saylor Building) had put into our by laws a provision to not take down the barricade unless the homeowner's on Tucker between John R. and west of the barricade were willing to have paved concrete roads, paved concrete sidewalks, and the proper storm drains installed at their expense.
> If these homeowners do not agree to this then the barricade cannot come down.
> The only other option is to have the person requesting to take this barricade down pay for the cost of paved concrete roads, paved concrete sidewalks, and proper storm drains installed. I will fight this request if anything short of the proper material were to be used (i.e. asphalt roads and sidewalks).
> I look forward to the meeting on July 15, 2015 @ 7:30 P.M. to voice my concerns in person. Thank you in advance for reading this e-mail.
> Best Regards,
> Marco Cercone
> 2349 Tucker
> Troy, MI.

William J Huotari

From: Genevieve Murskyj <ZhenyaM@aol.com>
Sent: Sunday, July 12, 2015 2:09 PM
To: William J Huotari; Dane Slater
Cc: Brian M Kischnick; Jim Campbell; Steve Gottlieb; Dave Henderson; Ellen C Hodorek; Ed Pennington; Doug Tietz
Subject: Fwd: Troy - Tucker decision

Attention: Mr. Huotari, Traffic Engineer

I have been a resident in the Long Lake Meadows subdivision for over twenty years and our street intersects with Tucker.

In response to your notice of June 30th, I have waited a very long time and would sincerely appreciate the simple barrier removal on Tucker. This would effectively enhance response time for all emergency vehicles, greatly remove resident concerns and is the most economical method for resolving this issue.

Please open up Tucker and keep me updated with any future developments.

Thanks,

Genevieve J. Murskyj

William J Huotari

From: Monica Hausner <mhausner2@gmail.com>
Sent: Saturday, July 11, 2015 3:31 PM
To: William J Huotari
Subject: Traffice Committee Meeting July 15, 2015 - Request to Remove Barricade On Tucker

Dear Mr. Huotari,
I am writing to express my objection to remove the barricade on Tucker for the following reasons:
1) Tucker will not be handle the additional traffic flow. It could take me up to 5 minutes to exit Tucker onto John R southbound during rush hour traffic (morning & afternoon). When I take my children to school in the morning, it is very difficult to turn southbound onto John R. My relatives and friends also often express how difficult it is to exit Tucker onto John R southbound. As soon as the northbound traffic clears, then the southbound traffic backs up.
2) In addition to the traffic flow issue, the visibility is poor (short distance) while turning left from Tucker onto John R southbound. While I am very cautious and familiar with the road structure/conditions, this could cause a major safety concern with additional traffic flow.
3) The potholes in the Spring are horrendous on Tucker. Additional traffic flow will make matters worse.
4) Drake street is not comparable to Tucker Dr.
5) Additional cost to Tucker residents to pave the road. Leaving the dirt road is not an option due to the potholes every Spring.
Thank you for your consideration.
Kind regards,
Monica Hausner
Tucker Resident

William J Huotari

From: Frank Faron <ffaron@wideopenwest.com>
Sent: Saturday, July 11, 2015 8:12 AM
To: William J Huotari
Subject: Re: Request to Remove Barricade on Tucker

Dear Mr. Huotari,

My name is Frank Faron and I reside at 2317 Tucker Drive, East of the existing barricade.

In response to the notice that I received regarding the proposal to remove the barricade on Tucker Drive, East of Standish Drive, I want to inform you that I am strongly against this for the following reasons:

1. Turning south from the intersection of Tucker and John R will be a safety concern because of the restricted visibility at the intersection, close proximity to the Long Lake/John R intersection, and amount of traffic on John R in the morning and evening rush hours.

2. To safely use the intersection, the city would probably need to install a traffic light at considerable expense and disrupting traffic flow during non-busy period.

3. This would result in a very long perfectly straight stretch of road which will promote people driving above the speed limit and detract from the appearance and therefore property values for the nearby homeowners. There are already enough motorcycles and cars exceeding the speed limit within Long Lake Meadows subdivision without providing a natural drag strip.

4. I assume that it would be necessary to pave the section of Tucker west of the barricade at considerable cost to the city or homeowners.

If this is absolutely necessary for fire and safety reasons, I would think there are less expensive barriers that could be installed that could be removed in case of an emergency.

I will not be able to attend the meeting on July 15 and wanted to make certain my concerns were on record.

Feel free to contact me at 248-703-3912 or by email should you have any questions.

Sincerely,

Frank Faron

William J Huotari

From: William J Huotari
Sent: Friday, July 10, 2015 9:43 PM
To: Christopher Hausner
Cc: Brian M Kischnick; Mark F Miller; Lori G Bluhm; Brent Savidant; Steven J Vandette; Kurt Bovensiep; Timothy L Richnak
Subject: Re: Opposition to opening Tucker Drive in Troy

Thank you for your email.

I will provide a copy of the same when this item is discussed.

The item will be discussed by the Traffic Committee at the meeting of July 15.

The item will also be on the agenda at the Planning Commission meeting of Aug 11.

Recommendations from the Traffic Committee and the Planning Commission will be forwarded to City Council at their meeting of August 24 for their consideration.

You may contact the City Attorney or City Clerks office regarding the process for a recall petition process.

Sincerely,

Bill Huotari, PE
Deputy City Engineer/Traffic Engineer
City of Troy

Sent from my iPhone 6+

On Jul 10, 2015, at 9:33 PM, Christopher Hausner <chausner@gmail.com> wrote:

> Good evening,
>
> As a long standing resident of Troy, I want to express my concerns and opposition to opening Tucker Drive to through traffic.
>
> 1. A resident who lives on a road more the 1/4 mile from our street is complaining. Drake does not connect or intersect Tucker. How can a resident in a non-connected street force changes in our sub and push a tremendous tax burden on the current residents? A resident on a non-connected street does not have standing to make the request.
> 2. There has been zero construction of any new homes on this street. So why is there a need to open the street all of a sudden. It makes not sense at all.
> 3. The existing dirt road can not handle the large volume of added traffic that would result from opening the road. Large pot holes would be created at an even greater frequency.
> 4. Regarding the fire/police access. Two new access points through Mayflower and Drake will be in place so why do we need a third access point. If an EVA entrance is needed one could be put in to permit fire/police in the event they need to get through without opening the road to traffic.

5. Entering John R from Tucker is already difficult with the heavy North/South traffic. With only a doze residents it often takes 5 minutes just to turn on to John R during rush hours. Imagine the bottle neck with 40-50 cars. Moreover, a traffic light would be needed. Otherwise a potential safety hazard will be created
6. The site lines from Tucker flowing into John R are very poor. Which was one of the original reasons Tucker was not opened.
7. The original city resolution stated the road would be paved when new construction occurred on Tucker which has not happened.

Finally, I would appreciate you passing the information along to the entire city council. I would also like to understand how to create a recall petition for council member supporting a frivolous, costly and unnecessary tax on the hard working families living on Tucker Drive. Have a nice day.

--
Christopher K. Hausner

Kaizen Sensei, Master Black Belt, Data Analysis SME, and Engineer

William J Huotari

From: William J Huotari
Sent: Thursday, July 09, 2015 3:17 PM
To: 'semidaf@yahoo.com'
Subject: RE: EVAs and collapsible barricades in the City or Troy

Semida, I am not aware of any of those types of barriers in Troy.

The EVA's that we install are of the wood post variety with holes drilled for breakaway.

Thanks, Bill

-----Original Message-----
From: semidaf@yahoo.com [mailto:semidaf@yahoo.com]
Sent: Thursday, July 09, 2015 3:16 PM
To: William J Huotari
Cc: semidaf@yahoo.com
Subject: Re: EVAs and collapsible barricades in the City or Troy

Bill,
Thank you very much for the information you have provided. It is perfect.

In regards to the collapsible barrier subject:
- is there any barrier within the city of Troy that looks like a permanent barrier that is actually collapsible when you push on the barrier and try to drive over it. It can either be pylons with collapsible shear plates at the bottom or a continuous solid barrier - guard rail type - that has the legs collapsible and you can push the whole barrier down and drive over it.
These are in fact EVA type barriers that look like permanent/ solid ones.
City of Troy might not have any barriers of this type,

Thanks again,

Semida

William J Huotari

From: semidaf@yahoo.com
Sent: Thursday, July 09, 2015 3:16 PM
To: William J Huotari
Cc: semidaf@yahoo.com
Subject: Re: EVAs and collapsible barricades in the City or Troy

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These are in fact EVA type barriers that look like permanent/ solid ones.
City of Troy might not have any barriers of this type,

Thanks again,

Semida

William J Huotari

From: William J Huotari
Sent: Thursday, July 09, 2015 10:19 AM
To: 'semidaf@yahoo.com'
Subject: RE: EVAs and collapsible barricades in the City or Troy

Semida, I received the following information on EVA's from our Fire Department:

There are EVAs at the following locations:

•Wabash Lane
•Doral / Rochester
•Paragon
•Boyd
•Harmony
•Parkton
•Starr
•Raleigh Lane
•Grand Haven / N. Lovington
•600 Wilshire (Grass pavers along north side of building) •Oakland-Troy Airport (Coolidge Hwy gate & Equity Dr. gate)

I'm not sure what "collapsible barriers" are in reference to?

Thanks, Bill

-----Original Message-----
From: semidaf@yahoo.com [mailto:semidaf@yahoo.com]
Sent: Wednesday, July 08, 2015 4:02 PM
To: William J Huotari
Subject: EVAs and collapsible barricades in the City or Troy

Dear Mr Huotari,

Thank you for taking the time and talking with me yesterday and answering my questions regarding the Tucker Dr barricade removal hearing that will happen on Wednesday, July 15. I would like to ask you two more additional questions on the same subject:
1 - can you please send me the EVA locations (addresses) that are available in the City of Troy.
2 - locations of collapsible barriers within the City of Troy - location/address if you have available.

Once again thank you very much for all your help.

Sincerely,

Semida Fratila
2192 Tucker Dr.

William J Huotari

From: semidaf@yahoo.com
Sent: Wednesday, July 08, 2015 4:02 PM
To: William J Huotari
Subject: EVAs and collapsible barricades in the City or Troy

Dear Mr Huotari,

Thank you for taking the time and talking with me yesterday and answering my questions regarding the Tucker Dr barricade removal hearing that will happen on Wednesday, July 15. I would like to ask you two more additional questions on the same subject:
1 - can you please send me the EVA locations (addresses) that are available in the City of Troy.
2 - locations of collapsible barriers within the City of Troy - location/address if you have available.

Once again thank you very much for all your help.

Sincerely,

Semida Fratila
2192 Tucker Dr.

William J Huotari

From: Rick and Beth Churay <churay21@gmail.com>
Sent: Wednesday, July 08, 2015 12:58 PM
To: William J Huotari
Subject: Opening of Tucker Rd. to John R.

I live at 2338 Tucker and would be affected by opening the barrier to John R. My preference is to keep the barrier in place and not open the road to John R. Even though I would benefit by having access to John R., I do not want to see the increased traffic.

In the event the that it is decided more access is required, I feel Drake street should also be opened between Long Lake Meadows and the new subdivision adjacent to it to provide full access and eliminate all barriers

Thank You.

William J Huotari

From: S Sukhi <bombaywala75@gmail.com>
Sent: Wednesday, July 08, 2015 1:49 PM
To: William J Huotari
Subject: Subject: Remove the barricade on Tucker East of John R

Sir/Madam:

I live at 5316 Standish Drive (248 879 6274). I support removal of the barricade on Tucker East of John R. Since some 20+ houses were built after clearing the woods and Standish Drive was connected to John R via newly built Mayflower Drive , we have noticed increased vehicular traffic on Standish Drive . After Standish is connected to John R via Drake Drive , upon completion of houses currently being built , traffic will substantially increase on Standish Drive. To reduce the congestion , it is imperative that the City of Troy , remove the barricade on Tucker East of John R.

Sincerely,

Suren Sukhtankar (248 879 6274)

P. S . I am likely to attend the traffic committee meeting on 15 July.

William J Huotari

From: Smith, Patrick (Detroit, MI) <patrick.smith@hp.com>
Sent: Tuesday, July 07, 2015 7:49 AM
To: William J Huotari
Cc: Brian Smith
Subject: Traffic Committee Meeting July 15, 2015 - Request to Remove Barricade on Tucker

William,
Just writing to express my concern re: the possibility of removing the barricade on Tucker which is right at my house; I'm at 2234 Tucker.
I am very much against removing the barricade. The thought of thru traffic driving down the dirt road on to the paved road would result in a lot of dirt being kicked up into the air and into my yard and home. Not to mention that with the barricade our little part of Tucker is a peaceful safe place for children to play.
Sincerely,
Pat

PATRICK L. SMITH
Technical Consulting
Application Development Services
HP Enterprise Services
Mobile +1 248.941.5451
PC Phone +1 404.648.7363
Email patrick.smith@hp.com

William J Huotari

From: JEE E <jee_0303@yahoo.com>
Sent: Monday, July 06, 2015 7:40 PM
To: William J Huotari
Subject: removal of barricade on Tucker, east of John R

Since I live on the street that will be most affected by the removal of this barricade, I am totally against removal of it. The people want to avoid the traffic light on John R during the commuting hours. This means more people will be going much too fast down my street. We already have much too much cut through traffic. The mothers driving their kids to and from school and those going to work speed down our street going far beyond the posted limit of 25.

Joyce Entrekin
5176 Saffron Drive
Troy, Mi 48085

William J Huotari

From: Alina <alinamocon@hotmail.com>
Sent: Sunday, July 05, 2015 1:29 PM
To: William J Huotari
Subject: Request to Remove Barricade on Tucker

Dear Mr. Huotari,
I am writing to express my opposition regarding the request to remove the barricade on Tucker.
My family has resided at 2227 Tucker in Troy for the last twenty years. We built our house on an empty lot at the end of Tucker so that our two sons, both of whom were attending middle and elementary school at the time, could have a safe environment to play in around our home. Our neighbors also had young children at that time and we were always comforted by the fact that our kids could play in front of our house without having to worry about traffic going by at dangerous speeds.
Today, we've enjoyed seeing growing families move into the neighborhood with young children of their own. My son's friend, who now has two small children and grew up down the street from us, is seen daily walking past our house with her children and with her parents who still live in this subdivision. They enjoy the peace and safety of this part of our neighborhood. Not only Tucker, but the immediate connecting streets (with minimal traffic) are used by the entire subdivision because of the peace and security the closed off portions provide.
Troy is looking to be more pedestrian-friendly with projects like "Move Across Troy" to promote pedestrian safety. Opening up Tucker would diminish the overall enjoyment of our neighborhood, be less appealing to future families who wish to move to Troy and our subdivision, and it raises the potential for serious injuries as cars and trucks would begin to use this street as a "shortcut" on a daily basis.
I urge you to reject the request to remove the barricade on Tucker. Thank you for taking the time to read this email since I am unable to attend the meeting on July 15. Please contact me if you have any questions.
Sincerely,
Alina Mocon
2227 Tucker

William J Huotari

From: Asaro, Dominick <DAsaro@troy.k12.mi.us>
Sent: Wednesday, June 24, 2015 10:39 AM
To: Brent Savidant; Dziatczak, Mark C
Cc: William J Huotari
Subject: RE: Tucker Street - Troy, MI

This should have no impact on our transportation routes. We don't plan on changing routes with the barrier down.

Thanks,
Dominick Asaro
Troy School District
Transportation Liaison
248-823-4056

From: Brent Savidant [mailto:SavidantB@troymi.gov]
Sent: Wednesday, June 17, 2015 8:34 AM
To: Asaro, Dominick; Dziatczak, Mark C
Cc: William J Huotari
Subject: Tucker Street - Troy, MI

Gentlemen:

The City of Troy has received a request from a resident to remove the existing barricade on Tucker. This barricade is located east of John R and north of Long Lake Road. It appears that the barricade may be impacting access to and from Wass Elementary for Troy families.

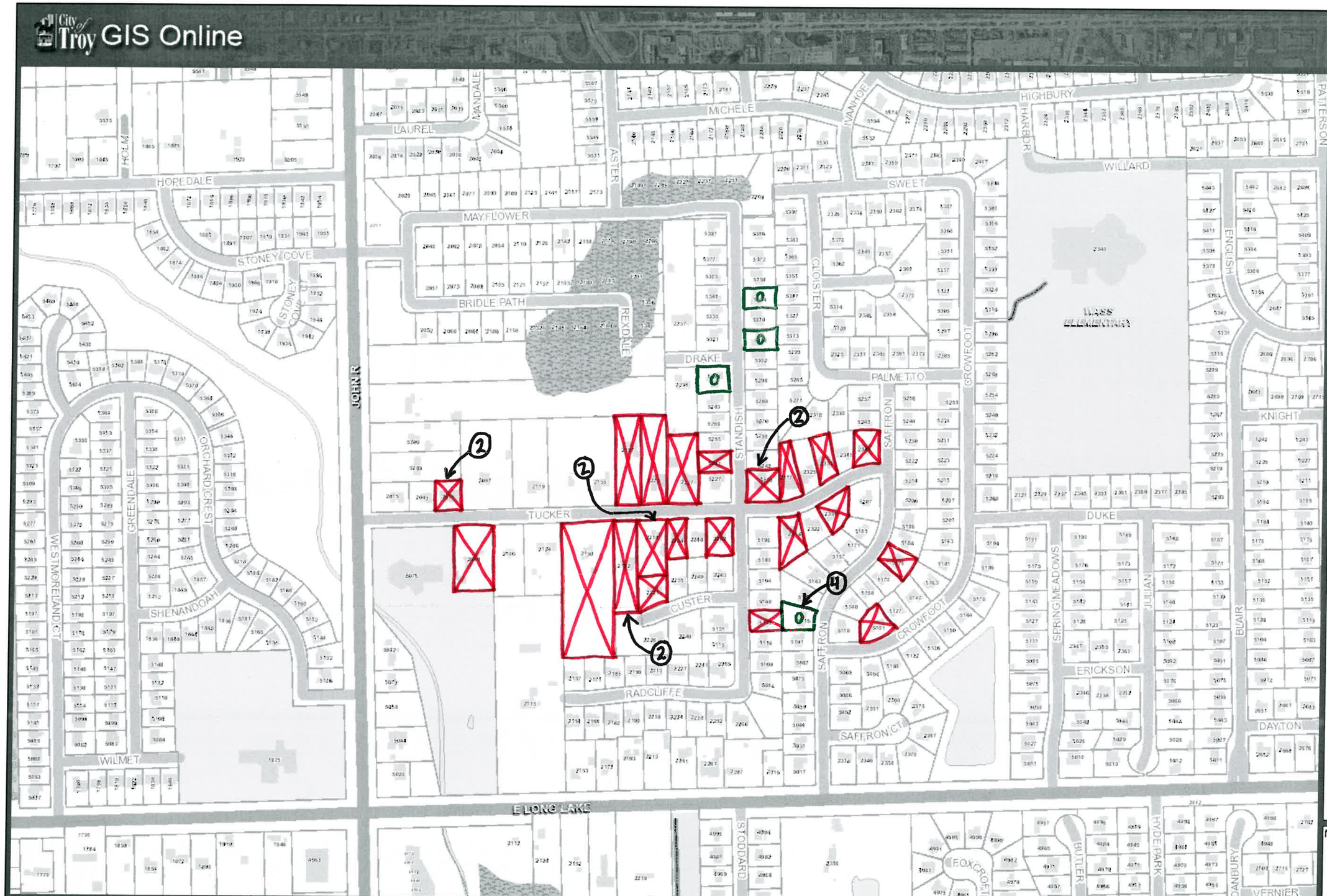
We seek input on this potential action from Troy School District, particularly someone familiar with transportation. Please provide us with a brief statement related to the potential removal of the Tucker Street barricade.

Thank you.

R. Brent Savidant | Planning Director
City of Troy |500 W. Big Beaver, Troy, MI 48084 | Office: 248.524.3364 |Cell: 248.943.0821 troymi.gov

"We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."

City of Troy GIS Online



956.8 0 478.42 956.8 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

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.

Legend

☒ - KEEP BARRICADE

0 - REMOVE BARRICADE

(#) - MULTIPLE EMAILS FROM SAME ADDRESS

1: 5,741

Notes

JULY 16, 2015

TRAFFIC COMMITTEE MEETING SIGN-IN SHEET

July 15, 2015

NAME (PLEASE PRINT)	ADDRESS	PHONE #	Email Address	ITEM # or AREA OF CONCERN
PAUL TURNER	3899 SPRUCE RD	810-878-0204	turnerpaul@att.net	SIDEWALK WAIVER FOR 4177 BEACH RD
CYNTHIA FEDIAK	5227 STANDISH	248-893-666		STANDISH & TUCKER
MIKE LANHAM, SR.	2124 TUCKER, DR.	248-689-8511		TUCKER, DR.
MARCO CERLONE	2349 TUCKER DR	248 879 8256	MRCDC2004@sbcglobal.net	TUCKER BARRICADE
Sandra Paci	5045 Saffron Dr	248-813-1611		
ROBERT RAYMENT	2700 SIARTA DRIVE	248-417-0972	RRAYMENT2001@YAHOO.COM	STOP SIGNS
LORETTA RAYMONT	"	"	"	"
Deb Tosch	2088 Tucker	248-524-9329	MSTGREDEN@gmail.com	Tucker barricade
MICHAEL DRAPER	328 EVERGREEN	248-953-4623	—	SIDEWALK
GARY COPLEY	5171 SAFFRON	248-250-9012		BARRICADE
Ken Trusten	5158 Saffron	248-819-5111		
CHRIS HAUSNER	2071 Tucker	2487431338	chausner@gmail.	Tucker
Monica Hausner	2071 Tucker	248-743-1338	mhausner@gmail.com	Tucker
Tim Woodin	41222 Portside Cr SH	586-228-4221		[illegible]
Ollie Apahidean	2223 Tucker Dr	586-604-8554		Tucker barrier
Bob Weir	1244 ALMOND	248-879-0796		

TRAFFIC COMMITTEE MEETING SIGN-IN SHEET

July 15, 2015

NAME (PLEASE PRINT)	ADDRESS	PHONE #	Email Address	ITEM # or AREA OF CONCERN
Elizabeth Gramer	6751 Crestview	248 840 4009	Elizabeth@gramerfuneralhome.com	Stop sign
Farook Salem	2015 Tucker	248-619-9251		Stop sign
Dan Fratila	2192 Tucker	248 619-0773	DANSEMI@yahoo.com	Tucker
Barbara Northam	5244 Standish	248-879-2775		Tucker
Dorothy Kowalske	2231 Drake	248-225-4977		Tucker
Semida Fratila	2192 Tucker	248 619-0773		Tucker
Elaine Levoit	2150 Tucker	248-835-9580		
Mihaela Dancea	5302 Standish	248 828 1112		"
Horatio Dancea	"	"		"
Daniel Murza	2218 Tucker	2488356457		Tucker
Semida Fratila	2192 Tucker	248 275-5330	Semida@yahoo.com	Tucker Barrier Removal
Livia Murza	2218 Tucker Dr	249-703-8878	CAFELUTSA@YAHOO.com	Tucker Barrier
Petru Lupas	2194 Tucker Rd	248-835-3874	PETRULUPAS@YAHOO.COM	
Corneliu Lupas	2197 Tucker Ave	248-219-4377	lupaswallie@Yahoo.com	
Genevieve Mursky	5115 Saffron	248-231-1902	GMURSKYJ@AOL.com	PLEEZ OPEN UP TUCKER!
Leo Mursky	5115 Saffron	248 828 7371		Tucker

Petition opposing the removal of the barrier on Tucker Street

We, the undersigned property owners or current occupants, do hereby respectfully petition <u>against</u> the proposed REMOVAL of the barrier on Tucker Street, east of John R Road. The barrier on Tucker Drive should remain in place consistent with City council Resolution # 87-1086.

Printed Name	Address	Phone #	Signature
DAN FRATILA	2192 TUCKER DR, TROY, 48085	248-619-0773	
Sanida Fratila	2192 Tucker Dr. Troy 48085	248 619-0773	
Suzanne Monck	5228 Standish Dr. 48085	248 835-1237	
Jim Monck	5228 STANDISH DRIVE TROY	248 835 1237	
Cynthia FEDAK	5227 STANDISH 48085	248 879-3466	
BARBARA J NORTHAM	5241 STANDISH 48085	248 879-2775	
Tracy Schaver	2248 Tucker Troy 48085	248 379-1253	
Rachele Lynn Klip	2262 Tucker Dr Troy 48085	248 506-0678	
PATRICK SMITH	2234 TUCKER TROY MI 48085	248 941 5857	
LIGIA MURZA	2218 TUCKER TROY MI 48085	248.703.8876	
MIKE LANHAM JR	2124 TUCKER TROY, MI 48085	248 681 8911	
John Whitney	2043 Tucker Drive Troy MI 48085	(401) 862-0824	
Kristen Whitney	2043 Tucker Dr, Troy, MI 48085	412-780-3718	
Daniel Murzac	2218 Tucker Dr, Troy, MI 48085	248-835-6977	
CYNTHIA VEGHAN	2155 TUCKER DR TROY 48085	248-689-5523	
BRUNO VEGHAN	2155 TUCKER DR TROY MI 48085	248 689 5523	
CHRIS HACKNER	2071 TUCKER DR TROY MI 48085	248-743-1358	
SONDRA ANDREONI	2077 TUCKER DR TROY MI 48085	248 689-4423	
BRIAN ANDREONI	2119 TUCKER DR TROY 48085	248-831-7305	
Cornelia Lupas	2197 Tucker Dr TROY 48085	(248) 219-9377	
PETRU LUPAS	2197 TUCKER DR TROY 48085	248-835-3844	
MARCO CERCONE	2349 TUCKER DR. TROY 48085	248 879 8256	
Sharlene Cercone	2349 Tucker Dr. Troy 48085	248 879 8256	
FRANK FARON	2317 TUCKER DR TROY 48085	248 879 1723	
Jean Maikrzek	2322 Tucker Troy 48085	248-828-0121	
MIKE MAIKRZEK	2322 TUCKER TROY 48085	248-828-0121	
MARYLOU FARON	2317 TUCKER TROY 48085	248-879-1723	

Petition opposing the removal of the barrier on Tucker Street

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Printed Name	Address	Phone #	Signature
Carol Petty	5180 Standish Troy MI 48085	879-9362	Carol Petty
Monica Hausner	2071 Tucker Troy MI 48085	248-743-1338	Monica Hausner
ELAINE KOTH	2150 Tucker Troy 48085	248 835 95	Elaine Koth
Juliana Salem	2015 Tucker Troy	248 619 9251	Juliana Salem
Farooq Salem	2015 Tucker Troy	248 619 9251	Farooq Salem
Adriana Abdulkeem	2223 Tucker Dr Troy	586-604-1828	
Alina Mazon	2227 Tucker Troy	248 619-9057	
Zyg Mocon	2227 Tucker Troy	248-689-9055	
TREFIL BARJUCH	2240 Custer Troy	248 219-5196	
Richard	2338 Tucker Troy	248-879-6518	Richard Rohrer
Ollie Abdulkeem	2223 Tucker Troy	586-604-8554	
Kwangline Kim	2106 Tucker Troy	(248)321-2845	
Sandy Kim	2106 Tucker Troy	(248)561-4387	
Deb Tosch	2088 Tucker Troy	248 524 9329	
John Tosch	2088 Tucker Troy	248 524 9329	John Tosch
JOHN DUGAN	5256 STANDISH DR, TROY	248-879-0553	
KENNETH AUGERONI	2097 TUCKER TROY	248 680 6500	
SOLOMON ASMELASH	2221 CUSTER DR, TROY, MI	248 247-5635	
Eyoel Bezuayehu	2221 CUSTER DR. TROY	248-247-5635	
Thomas Schauer	2248 Tucker Dr Troy MI	248 879 1253	
Dennis Angelo	5101 Crowfoot Troy MI	248 979 8	
Philip Gleck	5108 Crowfoot Troy	248 879 8578	
Adriana Diaz	5197 Crowfoot Troy	248 879 5821	
Howard Cohn	5147 Crowfoot Troy		
ROBERT WYBO	5193 CROWFOOT TROY	248-879-1937	Robert Wybo
Barb Buchanan	2314 Tucker Dr. Troy	248 879-7899	Barb Buchanan
Mike Buchanan	" " "	"	Mike Buchanan

Legal

Petition opposing the removal of the barrier on Tucker Street

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Printed Name	Address	Phone #	Signature
DAN ZURAWKA	2263 CUSTER	761-9412	[illegible]
TERRY BEITER	5244 SAFFRON DRIVE	248-879-3265	[illegible]
Corey Stedman	5101 Saffron Drive	586-342-5140	[illegible]
Sharon Nash	2325 Tucker	248 528-7261	[illegible]
Joyce BARCEWICZ	5423 SAFFRON DR	248-828-4125	[illegible]
Jim White	2323 TUCKER	248 879-9116	[illegible]
N. Mandal	5164 Standish	248-879-1292	N Mandal
P. LINDKLIP	2262 TUCKER DR.	248-883-8334	[illegible]

[layout]

City of Troy

Fire Department
500 West Big Beaver Road
Troy, Michigan 48084
Phone: 248-524-3419
Fax: 248-689-7520

July 15, 2015

To: Bill Houtari, Deputy City Engineer, &
Traffic Committee Members

Re: Tucker Drive Barricade

The Fire Department is in favor of removing the barricade on Tucker Drive between John R and Standish. The removal will reduce response times and travel distance for emergency vehicles to the East end of Tucker Dr, Standish, Drake, Custer, Radcliff, Saffron and a more direct access to Long lake Meadows. Additionally, the FD will have access to additional hydrants on Tucker if the need should arise.

Although Standish is now accessible from Mayflower, the removal of the barricade from Tucker Dr will provide a more direct access to the Long Lake Meadows subdivision rather than driving through one subdivision to get to another.

If a fire were to occur on Tucker Dr between the barricade and Standish East of the barricade, additional response time could be from 30 seconds to over a minute, which is critical when dealing with life safety. Fires typically double in size every 30 seconds. The Fire Department attempts to use the most direct route whenever possible.

Time & distance survey:
Driving no faster than posted speeds from Station 5 to the barricade:

- Using Highbury, response to the East side of the Tucker barricade takes 3:18 minutes and 1.6 miles
- Using Jeffery, response to the East side of the Tucker barricade takes 3:47 minutes and 1.8 miles
- Using Mayflower, response to the East side of the Tucker barricade takes 2:40 minutes and 1.6 miles
- Using Saffron off of Long Lake, response to the East side of the Tucker barricade takes 3:42 and 2.1 miles
- Using Tucker, response to the Tucker barricade takes 2:09 and 1.4 miles
- Using Mayflower, response to the West end of Redcliff is 1.8 miles and takes an additional 38 seconds from Tucker and Standish and an extra .2 miles.

Incidents on Tucker Dr since 1992

- East side of barricade: 5 (2341, 2341, 2349, 2262, 2349)
- West side of barricade: 4 (2211, 2155, 2223, 2150)

Lt. Eric Caloia
Fire Inspector
caloiae@troymi.gov
248-526-2609

Harmony Dr, Troy, Michigan
Address is approximate
DO NOT
EVA
ENTER
DO NOT
EVA
ENTER
Harmony Dr
Harmony Dr
© 2015 Google
Terms of Use
Report a probl

Maggie Hughes

From: Brian M Kischnick
Sent: Wednesday, August 19, 2015 9:12 AM
To: Maggie Hughes
Subject: FW: Existing Tucker Drive Barrier Question

Brian M. Kischnick | City Manager
City of Troy |500 W. Big Beaver, Troy, MI 48084 |Cell: 989.233.7335 |bkischnick@troymi.gov

From: Christopher Hausner [mailto:chausner@gmail.com]
Sent: Tuesday, August 18, 2015 8:46 PM
To: Ellen C Hodorek <HodorekEC@troymi.gov>; Dane Slater <djlkslater@aol.com>; Jim Campbell <Jim.Campbell@troymi.gov>; Steve Gottlieb <Steve.Gottlieb@troymi.gov>; Ed Pennington <Ed.Pennington@troymi.gov>; Doug Tietz <Doug.Tietz@troymi.gov>; Cindy A Stewart <Cindy.Stewart@troymi.gov>; Brian M Kischnick <B.Kischnick@troymi.gov>; Dave Henderson <davehenderson@wideopenwest.com>
Subject: Existing Tucker Drive Barrier Question

Good evening City Leaders,

As we approach the upcoming city consul meeting on August 24th, I am reaching out with a simple request. As you know a disgruntled resident who lives adjacent to a new development of homes lost his request to keep his street closed. Then he put forward a request to the city on the basis of safety and consistency to open a street in another neighborhood. The request has now mushroomed into developing a consistent policy for the entire city of Troy. Thus I am making the following recommendation to ensure Tucker residents are treated fairly and equitably.

Address the original safety issue raised by replacing the barricade on Tucker Drive with an approved EVA, while the city develops a consistent policy that can be applied throughout the city of Troy.

Why treat the residents of Tucker any different than other residents that currently have a barricade or EVA on their street? All the residents most impacted by the decision would support the EVA now and would have to accept a consistent policy applied city wide

Thank you for your consideration.

Christopher Hausner

Maggie Hughes

From: Brian M Kischnick
Sent: Wednesday, August 19, 2015 9:25 AM
To: Maggie Hughes
Subject: FW: Remove Tucker barricade

Brian M. Kischnick | City Manager
City of Troy |500 W. Big Beaver, Troy, MI 48084 |Cell: 989.233.7335 |bkischnick@troymi.gov

From: Daniel McHugh [mailto:daniel.d.mchugh@gmail.com]
Sent: Tuesday, August 18, 2015 2:05 PM
To: Cindy A Stewart <Cindy.Stewart@troymi.gov>; Brian M Kischnick <B.Kischnick@troymi.gov>
Subject: Remove Tucker barricade

To the City Council and Mr. Kischnick

As the leaders of our great City you are at times the ones who have to make the tough decisions. Decisions that may upset a group of individuals. However you are always looking out for the good of all the citizens. I am requesting you vote to remove the barricade on Tucker, we are looking for you to stand with the rest of the entities of Troy. The Police and Fire Departments, Planning Department, the OHM consultant and Planning Commission (voted 8-0 in favor) All these groups believe that the barricade should be removed as well as 51 of 54 houses north of Tucker.

Thank you for your time

Dan McHugh
2238 Drake

Beth L Tashnick

From: Brian M Kischnick
Sent: Monday, July 20, 2015 10:10 AM
To: Beth L Tashnick
Subject: FW: Gravel maintenance question for Tucker Road

Beth,

Please keep for the Tucker issue that will go to Council August 24.

Brian M. Kischnick | City Manager
City of Troy |500 W. Big Beaver, Troy, MI 48084 |Cell: 989.233.7335 |bkischnick@troymi.gov

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From: Kurt Bovensiep
Sent: Monday, July 20, 2015 10:05 AM
To: 'dansemi'
Cc: Brian M Kischnick; Steven J Vandette; William J Huotari; Brent Savidant
Subject: RE: Gravel maintenance question for Tucker Road

Dan,
The City of Troy Streets Division often grades gravel roads more than 4 times a year. Grading is based on weather conditions and for this year alone we have exceeded the grading schedule of 4 times a year. The Streets Division typically does not dispatch a grader to one specific street or to address a specific concern. It takes the operator 8 hours to complete grading of all 4.4 miles of gravel roads. Because of this, the Streets Division assigns the gravel roads to be done all at once. The deterioration of the gravel road is not just dependent on traffic. A gravel road deteriorates the fastest when water cannot drain from it into the open drains along the road. This causes vehicles to splash the material out from the puddles creating larger and more frequent potholes in the road.

Please let me know if there is anything further I can assist you with.

Kurt Bovensiep | Public Works Manager
City of Troy |4693 Rochester Rd., Troy, MI 48085 | Office: 248-524-3489 |Cell: 248-885-1953 |troymi.gov

"We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."

From: dansemi [mailto:dansemi@yahoo.com]
Sent: Monday, July 20, 2015 8:56 AM
To: Kurt Bovensiep <K.Bovensiep@troymi.gov>
Cc: Dansemi <dansemi@yahoo.com>
Subject: Gravel maintenance question for Tucker Road

Hi Kurt,

I have a quick question regarding the gravel maintenance on Tucker.
The 2015 share for Tucker gravel maintenance was ~$3500 (prorated portion from the $70000 for 4.4 miles of gravel roads in Troy).

According to the Troy FAQ section:
"Gravel road maintenance takes place 4 times a year beginning in the spring and chloride is applied as needed for dust control throughout the season"

Question:
-- Are the gravel roads that are opened to through traffic receiving more maintenance than the once that are not thru roads ? Or is the maintenance schedule the same for all 4.4 miles ?

Trying to make sure that I'm making the right assumptions regarding Tucker's share of road maintenance.

Thank you for your help...Dan

Beth L Tashnick

From:	Horatio Dancea <horatiodancea@gmail.com>
Sent:	Monday, August 10, 2015 12:48 PM
To:	City Council Email
Subject:	Fwd: Support for removal of the barricade on Tucker Rd.
Follow Up Flag:	Follow up
Flag Status:	Flagged

---------- Forwarded message ----------
From: **Horatio Dancea** <horatiodancea@gmail.com>
Date: Mon, Aug 10, 2015 at 9:51 AM
Subject: Support for removal of the barricade on Tucker Rd.
To: planning@troymi.gov

10 AUG. 2015

Dear members of the City Council of Troy,

My name is Horatio Dancea, I am living at 5302 Standish Dr. and I am sending this email to express my **strong support for removal of the barricade on Tucker road**.

The reasons are obvious:

- The traffic in the neighborhood needs to be balanced with the new housing developments
- Easier access for emergency response services
- Interconnected streets and interconnected neighborhoods are the primary reason for a modern city
- Bottom line, Tucker road is a public road and needs to be used as a public road. In its current state with that odd barricade in place, Tucker road has rather the characteristics of a private road where its maintenance is paid for with public funds which is neither correct nor fair.

There are over one hundred signatures from neighbors near Tucker in support of removal of the barricade, I urge the members of the Planning Commission to consider the will of the majority and to make the right decision which is the removal of the barricade and open Tucker road to the traffic.

Thank you very much for your consideration!

Sincerely,
Horatio Dancea

Beth L Tashnick

From: Brian M Kischnick
Sent: Monday, August 10, 2015 10:03 AM
To: Beth L Tashnick; Brent Savidant
Subject: FW: Proposal to Remove Barricade on Tucker Dr.

Follow Up Flag: Follow up
Flag Status: Flagged

Brian M. Kischnick | City Manager
City of Troy |500 W. Big Beaver, Troy, MI 48084 |Cell: 989.233.7335 |bkischnick@troymi.gov

From: davehenderson [mailto:davehenderson@wideopenwest.com]
Sent: Saturday, August 8, 2015 3:55 PM
To: Brian M Kischnick <B.Kischnick@troymi.gov>
Subject: FW: Proposal to Remove Barricade on Tucker Dr.

Dave Henderson
Councilman, City of Troy
Real Estate One - Troy
248-321-0151

From: Monica Hausner [mailto:mhausner2@gmail.com]
Sent: Friday, August 07, 2015 3:43 PM
To: jim.campbell@troymi.gov; steve.gottlieb@troymi.gov; davehenderson@wideopenwest.com; ellen.hodorek@troymi.gov; ed.pennington@troymi.gov; doug.tietz@troymi.gov
Subject: Proposal to Remove Barricade on Tucker Dr.

Dear Troy City Council Members,

I am writing to express my opposition to removing the barricade on Tucker Dr for the following reasons:

1) Safety Concerns:
a) The children have to ride their bikes in the street and walk to and from school on the street. There are no sidewalks. In addition, many of the residents (families and children) from the adjacent subdivision walk down Tucker to go to 7-Eleven. Opening up the street will result in a greater traffic flow and a higher probability of residents/children getting hit by vehicles traveling very fast down the street. Vehicles will have a straight path to speed down Tucker. I am very fearful for my children and cannot even image seeing Troy in the news because a child got hit/killed while walking to or from school or riding their bike.

2) Undue Financial Burden for Paving the Street:
None of the Tucker residents are in favor of paving the road because of the financial burden that will be placed on us. If the barricade is removed, the current dirt road cannot withstand the additional traffic flow. The

potholes in the spring time are horrendous. If the road is opened, the only option is to pave the road and install sidewalks. Why should the Tucker residents be forced to pay for paving the road when a resident from Drake is requesting the road be opened?

In closing, Tucker residents on both sides of the barricade have spoken load and clear in opposition of removing the barricade. However, we are in favor of installing an EVA. I am confident that you will make the right decision for the Tucker residents and install an EVA.

Thank you for your time and dedication to the city of Troy and placing safety as a number one priority for the residents.

Kind regards,

Monica Hausner
Tucker Resident

Beth L Tashnick

From: Brian M Kischnick
Sent: Monday, August 10, 2015 7:22 AM
To: Beth L Tashnick
Subject: FW: Removal of Barricade on Tucker Road
Attachments: Petition - Tucker Barricade removal.pdf

For the record with this goes to Council.

Brian M. Kischnick | City Manager
City of Troy |500 W. Big Beaver, Troy, MI 48084 |Cell: 989.233.7335 |bkischnick@troymi.gov

From: James Konarske [mailto:james.konarske@sbcglobal.net]
Sent: Sunday, August 9, 2015 11:58 PM
To: Planning <planning@troymi.gov>
Cc: Mark F Miller <Mark.Miller@troymi.gov>; Brian M Kischnick <B.Kischnick@troymi.gov>
Subject: Fw: Removal of Barricade on Tucker Road

Planning Department:

My name is James Konarske. I live at 2237 Drake.

I have attached a petition with 107 signatures, representing 64 homes located on Mayflower, Standish, Drake, Radcliff and Custer. This petition is asking for the City of Troy to remove the barricade on Tucker road, east of John R. 93% of the homes (51 out of 54) north of Tucker road are in favor of having the road opened.

The removal of this barricade will provide the following benefits to the area residents:

- An additional option for entering and exiting the surrounding neighborhood, resulting in more balanced traffic patterns within the subdivisions, thus creating a quieter and safer neighborhood for all residents.
- A more direct route for emergency vehicles, thus providing faster response times during emergencies.

The removal of this barricade also supports the City's policy on interconnected neighborhoods.

We believe that the future residents (46 homes) of Hunters Park 1 & 2 (on Rexdale, Bridlepath and Kingston) will also benefit from the opening of Tucker road, since this will likely reduce the amount of traffic that potentially could enter or exit via Drake.

Reviewing both petitions (for and against) for the homes on the relevant streets of Mayflower, Standish, Drake, Tucker, Custer and Radcliff, I come up with the following conclusions:

- There are a total of 113 homes
- 64 homes signed in favor of removing the barricade
- 35 homes signed in opposition to removing the barricade
- 15 homes did not sign either petition
- *** 1 home signed both petitions

Respectfully,

James Konarske

We, the undersigned, petition the City of Troy to remove the barricade on Tucker road, East of John R.

The removal of this barricade will provide critical benefits to the area residents.

The opening of Tucker road will provide area residents and visitors an important additional option for entering and exiting the surrounding neighborhood resulting in more **balanced traffic patterns within the subdivisions**, thus creating a **quieter and safer neighborhood for all residents**.

The opening of Tucker road will provide a more direct route for **emergency vehicles**, thus providing **faster response times during emergencies.**

Printed Name and Signature	Address (Number and Street)	Date
Michael J. Ortmann Michael J. Ortmann	5298 Standish	7-23-2015
Mary KAY Ortmann Mary Kay Ortmann	5298 Standish	7-23-2015
Christian J. Smith Christian J. Smith	5284 Standish	7-23-2015
Anne T. Smith Anne T. Smith	5284 Standish	7-23-2015
Elizabeth J. Taylor-Nalette E J Taylor-Nalette	5344 Standish	7-23-15
ROB NALETTE	5344 STANDISH	7-23-2015
RICHARD KRUSZEWSKI Richard Kruszewski	5349 STANDISH	7-23-2015
THOMAS ISACOWMANGOS	5335 STANDISH	7-23-2015
LYNN B KHADRA Lynn B Khadra	5283 STANDISH	7-23-2015
Mary Tsacnavagos Mary E Tsacnavagos	5335 Standish	7/24/15
Preethy Samuel	5330 Standish	7/24/15
GERALDINE A SEIP Geraldine A. Seip	5297 STANDISH DR.	7-24-15
Kunal Tipnis	5255 STANDISH DR	7-24-15
Pallavi Pradhan	5255 STANDISH DR	7-24-2015
Aletandra Ignasiak	5358 Standish	7/25/2015
Renee Michalek Renee Michalek	5131 Standish	7/25/2015

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The opening of Tucker road will provide a more direct route for **emergency vehicles**, thus providing **faster response times during emergencies.**

Printed Name and Signature		Address (Number and Street)	Date
ZORA KECMAN	Zora Kecman	5242 Standish	7-24-15
Surendra Sukhtankar	Surendra Sukhtankar	5316 STANDISH, DR.	7-24-15
Sushama Sukhtankar	Sushama Sukhtankar	5316 STANDISH	7-24-15
PHILIP MICHACEK	Philip D Michacek	5131 STANDISH	7-25-15
CHARLES SEIP	Charles Seip	5297 Standish	7-25-15
CHRISTINE KRUSZEWSKI	Christine Kruszewski	5349 STANDISH	7-25-15
Stephen Samuel	Stephen Samuel	5330 STANDISH DR.	7-25-15
VINU NAIR	[illegible]	5377 STANDISH DR.	7-25-15
Dan McHugh	[illegible]	2238 Drake DR	7-25-15
LISA McHugh	Lisa McHugh	2238 Drake Dr	7/25/15
MOHAMMED AHMED	M Shafi Aho	5100 Standish D.	7/25/15
RUMMANA AHMED	Rummana Ahmed	5100 Standish Dr.	7/25/15
SUJISHA PILLAI	Sujisha	5377 Standish Dr	7/26/15
MARY DUGGAN	Mary Duggan	5256 Standish Dr	7-27-15
DONNA MEDICH	Medich	5242 Standish Dr.	7-27-15
ALAN PHIPPS	Alan Phipps	5269 STANDISH DR	7-27-15

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The opening of Tucker road will provide a more direct route for **emergency vehicles**, thus providing **faster response times during emergencies.**

Printed Name and Signature	Address (Number and Street)	Date
JACK MCBRIDE	2110 MAYFLOWER	7/24/15
LORI MCBRIDE	2110 MAYFLOWER	7/24/15
SUNIL PATIL	2109 MAYFLOWER	7/24/15
SIREESHA NAMIREDDY · SIREESHA NS	2109 MAYFLOWER	7/24/15
LARRY FAIR	2174 MAYFLOWER	7/25/15
Tracey Fair	2174 Mayflower	7/25/15
SATYAENDRANATH SUTAR	2078 Mayflower	7/25/15
Venkata Harish Dasari	2094 mayflower	7/25/15
Deepthi Pedugandham	2094 Mayflower	7/25/15
Aruna Sengottaiyan	2078 mayflower	7/25/15
~~Mar~~ Andrea Gebal	2029 Mayflower	7/25/15
EDWARD GEBAL	2029 Mayflower	7/25/15
KAMAL MAND	2158 Mayflower	7/25/15
ALTAF IMAM	2206 Mayflower	7/25/15
MAHROKH SULTAN	2206 Mayflower	7/25/15
TJ SHARINA	2046 Mayflower	8/10/15

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The opening of Tucker road will provide a more direct route for **emergency vehicles**, thus providing **faster response times during emergencies.**

Printed Name and Signature		Address (Number and Street)	Date
JIM KOMARSKE	James Komarske	2237 DRAKE	7-24-15
DOROTHY KOMARSKE	Dorothy Komarske	2237 DRAKE	7-24-15
Edward Bohdanowicz	Edward Bohdanowicz	5386 STANDISH DR	24Jul15
MARCOS LEAO DA SILVA		2269 MAYFLOWER DR	7.24.15
Karina N. Zente	Karina N. Zente	2269 Mayflower Dr	7.24.15
Hongi Zhang		2237 Mayflower Dr.	7-24-15.
Yu Chen		2237 Mayflower Dr	7/24/15
Hongli Wang		2271 Mayflower Dr.	7/24/15
MIRZA, MOIN		2173 Mayflower Dr.	7/24/15
MIRZA, AFSANA	Afsana Mirza.	2173 Mayflower Dr.	7/24/15
Anu Gowravally		2142 Mayflower Dr	7/24/15
VENKAT MANTHENA		"	7/24/15
LIJO KURIAKOSE		2141 Mayflower Dr	7/24/15
SHERIN VAIDYAN		"	7/24/15
PATRICK MEDADO		2157 MAYFLOWER (a)	7.24.15
ELIZABETH LESTER MEDADO	(a)	2157 MAYFLOWER	7.24.15

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Printed Name and Signature		Address (Number and Street)	Date
RAJESH SRINIVASAN		2190 MAYFLOWER	7/27/15
Ju Liu		2126 Mayflower	7/27/15
SARWAN KUMAR		2062 Mayflower drive	7/27/2015
Sumita Rani		2046 Mayflower Dr.	7/27/2015
Padma Kumari		2062 Mayflower drive	7/27/2015
CHOUDHRY MALIK		2045 MAYFLOWER DR.	7/27/15
HINA JAVAID		"	7/27/15
Khalid Yahya		2077 Mayflower Dr	7/27/15
SADIA ZEB		2077 Mayflower Dr	7/27/15
Jim Derab		2093 Mayflower Dr	7/27/15
SHASHI SUNDARAM		2253 Mayflower Dr	7/27/15
BINDU SUNDARAM		2253 MAYFLOWER DR	7/27/15
SUNEETHA VALLURU		2189 May Flower DR.	8/4/15
VENKAT R. DANNANA		2187 MAYFLOWER DR	8/6/15
RIZWAN IBADAT		2125 MAYFLOWER Dr.	8/9/15
SOBIA RIZWAN		2125 MAYFLOWER DR	8/4/15

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Printed Name and Signature		Address (Number and Street)	Date
Valdet Seferovic		2154 Radcliffe Dr	7/24
Sam Seferovic		2154 Radcliffe Dr.	7/24
J C ROTHWELL	William J Rothwell	2171 RADCLIFFE	7-26
Asad Ali		2168 Radcliffe Dr	7/26.
Kuoming Li		2241 Radcliffe DR.	7/26/15
Tyler Burt		2255 Radcliffe dr.	7/26/15
MD. ANWAR	HUSSAIN M.	2266 RADCLIFFE	7/26/15
SIDDIKA M HUSSAIN	Siddika M Hussain	2266 RADCLIFFE	7/26/15
B AMARNATH		2252 Radcliffe	7/26/15
Mike Mackenzie		2238 Radcliffe	7/26/15
MUHAMMAD S. AHMED		2274 Radcliffe	7/26/15
Fadia Jazrawi		2185 Radcliffe	7/27

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The opening of Tucker road will provide a more direct route for **emergency vehicles**, thus providing **faster response times during emergencies.**

Printed Name and Signature	Address (Number and Street)	Date
ADRIAN MONTES	2061 MAYFLOWER	8/4/2015
Serveta Driljaj	5391 Standish Dr.	8-4-2015
Arif Paloj	5391 Standish Dr.	8-4-2015
KEITH FOX	5363 Standish Dr	8-5-2015
THIRUMAL NAGADI	5321 STANDISH DR	8-5-2015
SUMA NAGADI	5321 STANDISH DR.	8-5-2015
Deidre Bounds	2205 Mayflower Dr.	8/5/15
William Bounds	2205 Mayflower Dr.	8/5/15
MOHAMMED SIDDIQUI	5270 STANDISH DR	08/02/15

We, the undersigned, petition the City of Troy to remove the barricade on Tucker road, East of John R.

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The opening of Tucker road will provide a more direct route for **emergency vehicles**, thus providing **faster response times during emergencies.**

Printed Name and Signature		Address (Number and Street)	Date
HORATIO DANCEA	Horatio Dancea	5302 STANDISH DR.	07/23/15
MIHAELA DANCEA	MDancea	5302 STANDISH DR.	07/23/15
Barbara Torrence	BTorrence	2235 Chester Dr.	07/23/15
CHRISTIAN RUPPEL	Christian Ruppel	220 RADCLIFF	07/23/15
Zoja Spencer		2154 RADCLIFF	07 23

We, the undersigned, petition the City of Troy to remove the barricade on Tucker road, East of John R.

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Printed Name and Signature	Address (Number and Street)	Date
NANCY EDWARDS Nancy Edwards	5269 STANDISH	7-27-15

Beth L Tashnick

From: Brian M Kischnick
Sent: Monday, August 10, 2015 7:23 AM
To: Beth L Tashnick
Subject: FW: Removal of Tucker Barricade

Follow Up Flag: Follow up
Flag Status: Flagged

Brian M. Kischnick | City Manager
City of Troy |500 W. Big Beaver, Troy, MI 48084 |Cell: 989.233.7335 |bkischnick@troymi.gov

From: Mike [mailto:frn1043@yahoo.com]
Sent: Sunday, August 9, 2015 11:53 PM
To: City Council Email <CityCouncilEmail@troymi.gov>
Subject: Fw: Removal of Tucker Barricade

Hello Troy City Council,

I am forwarding this message to you because I believe it is very important to do so. Thank you.

Sincerely,

Michael Ortmann
5298 Standish Dr.

----- Forwarded Message -----
From: Mike <frn1043@yahoo.com>
To: "BKischnick@troymi.gov" <BKischnick@troymi.gov>; "planning@troymi.gov" <planning@troymi.gov>
Sent: Sunday, August 9, 2015 11:48 PM
Subject: Removal of Tucker Barricade

To: Troy Planning Commission, City Manager Mr. Kischnick,

I am strongly in favor of removing the Tucker barricade, and have been so ever since living here.

Rationale follows below.

Sincerely,

Michael Ortmann
5298 Standish Dr.

Reasons for the Petition to Take Down the Tucker Barricade
This petition is about evening out traffic flow fairly for all citizens in the areas around this barrier, street connectivity, and improving public safety overall.

Traffic Committee Meeting July 15th
At the Traffic Committee meeting most of us who came in favor of removing the barrier had heard the reasons the Planning Commission cited, in opening Drake. Frankly, the full rationale was not presented by our side at the Traffic Committee in large part because we thought those same reasons were clear and convincing reasons to remove the Tucker barrier.

Some History on this Southwest Area of the Square Mile
23 years ago when the subdivision area of Tucker and Standish reached "full development" by the builders there at the time, the subdivision area ended with:
a. A barrier near the current south end of Standish
b. A barrier close to the current one at the west end of Custer
c. The current barrier on Tucker
d. A barrier at the north end of Standish
e. A barrier close to the current one on Drake

Since that time (cross-referenced to the above lettering):

a. Later in the 1990s the south barrier was removed, and about 19 new homes were built along Radcliffe connecting to the west. That barrier was moved to the west end of Radcliffe with no opening to Long Lake.
b. The barrier at Custer remains.
c. The barrier at Tucker remains.
d. 27 new homes have been recently built on Mayflower, which connects to Standish and John R (and Aster to the north)
e. There is a new development of 45 homes at Hunter's Park. After completion Drake will connect to that development and connectivity will flow through/to John R via the current Mayflower connection to John R, and via another new connection to John R south of Mayflower

Note: When we moved into the neighborhood 23 years ago, we certainly did not expect all the road barriers to remain forever. But we did not expect that main road access would remain closed off to the south, and remain closed off at Tucker, and all the through-traffic to/from John R would just be routed north of the intersection of Tucker and Standish.

Current Traffic Situation after Recent Connection of Standish and Mayflower
When Mayflower first connected to Standish the traffic situation did not change much right away. But that has significantly changed as people have learned about this connection. The amount of traffic on Standish (north of Tucker) and Mayflower has significantly increased. Many of the vehicles are clearly speeding. These are long straight stretches on Standish and Mayflower, which drivers see as an easy/fast route; this situation will make many drivers continue to prefer the Mayflower/Standish route, after Drake opens up. The Drake route will be choppier.

The driving distance between the Tucker/Standish intersection and the far west end of the Mayflower straightaway is 0.45 miles, with no intersection and just one turn. (Also note that it is almost 0.6 miles from Radcliffe, at the south end of Standish, to that same west end of Mayflower. Again, this is an easy/fast route.) The straight stretch on Standish north of Tucker is over 0.2 miles, and the stretch on Mayflower is a bit longer than that. With the curved road feature where Mayflower connects to

Standish, some vehicles do not slow down as much as they should, when they make that turn. Two children riding bikes in the area near the opening of this curve-connection were almost hit by a car that turned from Standish.

I thought the Mayflower residents knew what the traffic would be like when they signed on to buy these homes, but these new neighborhood residents (many with extended families) really did not.

In addition to the residents who live on Standish (N. of Tucker) and Mayflower, there is traffic cutting to/from John R from all the area coming up Standish south of Tucker, all the homes on Tucker east of the barrier, and homes on Saffron and other streets in the Saffron area. In addition vehicles are coming and going from Aster (which connects to Mayflower from the north) and streets that connect to Aster. Clearly they can do this in order to get to Long Lake via a route that (for many of them) is less choppy than taking Ivanhoe/Sweet/Cloister/Palmetto/Saffron.

Upcoming Traffic Situation

The traffic on Mayflower, Standish and Drake will increase when school starts. The traffic on Standish and Drake will increase when the Hunters Park development of 45 homes connects through Drake.

Safety of Area Children

Importantly, there are many, many children who live in these 27 new homes on Mayflower. On Standish north of Tucker and on Drake, there are about 18 children under the age of 16. The residents on Standish, Mayflower and Drake and the many families that will be coming with young children in the 45 homes being built west of Drake, should not bear this heavy traffic burden in order to provide protection and preferential treatment to the residents on the gravel area of Tucker.

The residents on the paved segment of Tucker between Standish and Saffron also oppose removal of the barrier. They know how much traffic comes through their stretch of road. One resident there even documented that the traffic increased noticeably after the Mayflower connection was made. Arguably, however, removing the Tucker barrier is not going to make much difference in the traffic on their stretch. What it will do is spread out the traffic flow to/from John R such that some will use the new open section of Tucker, and others will use the route via Standish. The Tucker residents' concern about safety and speeders is shared by all residents and is a condition those on Standish and Tucker now have in reality; yield signs on Tucker at Standish, going east-west, would reduce the Tucker residents' concerns about speeders. Stop signs would be an alternative as well.

Afternoon Rush Hour Traffic on John R

Someone noted that if Tucker is opened, afternoon rush hour drivers going north on John R may cut through Tucker and go north through the side-streets to leap-frog traffic backed up on John R. Clearly, the need for anyone to do that will essentially be non-existent when John R is widened between Long Lake & Square Lake Roads.

Safety Entering John R from Tucker's Current Gravel Segment

Someone on Tucker expressed concern that novices to the left turn from Tucker onto John R may not realize how much care they need to take. She said that turning left out of Tucker onto John R was not safe due to cars coming north on John R, and reduced visibility from Tucker due to the creek bridge. A member of the Traffic Commission stated they personally checked this out and found there is full visibility of one follows the safe, legal procedure in first stopping where required by the stop sign, then moving forward enough to stop again and see. Anyone who lives in Troy knows that one must follow that procedure at many, many side street approaches to main roads, in order to see the

main road traffic. Moreover, when John R is widened the bridge will be widened. The John R traffic will be easier to deal with in the area of Tucker because there will be two lanes in each direction.

Another Key point: Taking down the barrier will enable all Tucker residents to drive east to Saffron to get to Wass Elementary via only side streets, and drive an easier route to get to Long Lake Road (including getting to Larson Middle School) without making a left turn onto a main road.

There are many other side-streets in Troy that connect to a main road relatively near the oncoming traffic from an intersection to the left. John R has Orpington (N. of Big Beaver), Mt. Vernon (N. of Wattles and nearly right across from Athens school). There are about 6 such side-streets connecting to Livernois between Big Beaver and Square Lake. Notably, Hampshire connects to Livernois north of Long Lake just beyond where Livernois merges into 1 lane going north, which is very similar to the current situation at Tucker and John R. But Hampshire has no barriers.

Emergency Vehicle Access (EVA) Barrier

Tucker residents have proposed an EVA to replace the current barrier. An EVA is not a good solution in this case. EVAs can significantly damage emergency vehicles, and in any case will slow down their passage and response time significantly. Furthermore, an EVA does not address the other problems caused by blocking area traffic through Tucker.

Church at SE Corner area of John R and Tucker

At the traffic committee meeting, the pastor of this church expressed concern about additional traffic (if Tucker opens) and children playing on the grass north of the church. This requires comments. First, the church doors and parking lot are on the south side of the church, on the opposite side of Tucker. If one looks at the overall area on the north side of the church, there is a sidewalk right next to Tucker. Immediately next to the side walk there is a very high berm that rises up immediately. On the south side of the berm there is a wide and fairly level grassy area between the berm and the church. If the church is having children play, this level, wide area is clearly protected from traffic. And of course adults need to know where their children are playing in any case, and supervise them as appropriate.

Paving Tucker

Some will say that to open up Tucker it should paved. Paving it would be a fine alternative. The Assessing Department offers 30 year long term financing plans at a low interest that would spread out the cost to the Tucker residents.

Opening Tucker without Paving It

There is a gravel street in Troy that has similarities to Tucker. Fernleigh connects to Wattles between Dequindre and John R. It is a ½ mile gravel road with no barriers. It is connected at its south with an elbow to Winter Dr. This affords traffic a clear opportunity to cut through Fernleigh to Winter Dr. and Winter's connecting streets. Fernleigh is also connected toward its west by two short side-streets to Timbercrest, and Timbercrest connects to John R. Fernleigh is a gravel side street that has no barriers. I asked a resident on Fernleigh if they get a lot of traffic passing through. He said not as much as you would think. He said many people avoid the dirt road so they won't get their vehicles dirty, and since there are other connections many drivers will use the paved streets as much as they can. He did say that at some times of day there is more traffic on his street.

Similarly, Tucker can be a gravel road with no barrier. Even though it would be a more direct route to/from John R for a number of area residents, there would be a further balancing of traffic in that some drivers will want to avoid a dirt road.

Consistency with Troy Vision and Policy of Interconnected Streets
The area in this square mile and the areas immediately surrounding it will soon be fully developed. John R is going to be widened. Tucker should not be kept in its current outdated situation. Eventually it is going to be opened up and now is an ideal time. The residents on the gravel section will always oppose opening it up. It is time to move forward in the 21st century and be fair to all the residents in the area.

Petition
We have over 100 petition signatures to remove the Tucker barrier. NOTE: If the residents in the 45 homes coming to Hunters Park were already living there we would likely have at least an additional 80 petition signatures.

Professional Input Obtained by the Planning Department
The extensive documentation the Planning Department put together in response to this petition shows:

a. The Troy Police Chief and the Troy Fire Department Chief are in support of removing any barricade that impedes their responses, "in particular the Tucker Street barricade". The Troy Fire Station 5 Captain is in favor of removing the barricade.
b. OHM, the city Traffic Consultant, supports "... removal of the Tucker barricade for many of the same reasons the City supported the connection with Drake." The consultant went on to itemize those reasons.

Fairness
It is not fair to all the residents on Mayflower (27 homes), Standish N. of the Tucker intersection (23 homes), Drake (2 homes), and the future Hunters Park residents (45 homes) to route all this traffic to/from only one direction from the Tucker/Standish intersection and keep Tucker barricaded to regular traffic. All residents north and northwest of that intersection would be bearing an inordinate, unfair burden if Tucker remains barricaded.

With another route to John R, if Tucker is opened up, the residents on the gravel section will not have the only route in this area for vehicles to access John R. The traffic on their street will not be as heavy compared to if their street had been opened up years ago.

If Tucker is opened up, not all the vehicles driving south on John R and wanting to short cut to the Saffron area will simply make a left turn onto Tucker. They will tend to turn left onto Mayflower or into Hunter's park if there is no northbound traffic at those points, because if they wait to turn left at Tucker, northbound traffic coming up John R may arise such that they will have to wait longer.

Most of the homes on the gravel section of Tucker are large homes set far back from the road. They are much further back than the homes in the surrounding subdivisions where the streets are paved. Having additional traffic through their street will be better accommodated by those residents because most homes are set back.

There are only about 14 homes on the gravel section of Tucker. The needs of the few who live on that street should not be valued over the needs of the many more residents on Mayflower, Standish and Drake, and coming soon to Hunter's Park.

The City of Troy should take great care to be impartial in considering this issue. The residents on Tucker have already e-mailed City Council members, and have met face-to-face with the Mayor. In addition, a member of the Troy Planning Commission lives on Tucker on the unpaved section, west of

the barrier. These aforementioned conditions clearly call for Troy's city leaders to take extra care going forward that they make a fair and impartial decision.

A. CALL TO ORDER:

A Regular Meeting of the Troy City Council was held on Monday, August 10, 2015, at City Hall, 500 W. Big Beaver Rd. Mayor Slater called the meeting to order at 6:00 PM.

B. ROLL CALL:

a) Mayor Dane Slater
Jim Campbell
Steve Gottlieb
Dave Henderson
Ellen Hodorek
Ed Pennington
Doug Tietz – Arrived at 6:03 PM

C. DISCUSSION ITEM:

C-1 Great Lakes Water Authority

Mayor Slater called the meeting to order. City Manager Brian Kischnick introduced the topic. Mr. Tim Richnak, Director of Public Works, and Mr. Tom Darling, Financial Services Director, began the discussion of Great Lakes Water Authority.

Mr. Kischnick introduced Mr. Bob Daddow, Deputy County Executive for Oakland County and Chairperson of the Great Lakes Water Authority, and Ms. Sue McCormick, Interim CEO of Great Lakes Water Authority, who continued the discussion with a presentation.

Mayor Pro Tem Campbell asked what will happen if Wayne County enters into bankruptcy. Mr. Daddow answered that if Wayne County enters into bankruptcy, it will have little to no effect on the GLWA arrangement.

Council Member Hodorek thanked Mr. Daddow and Ms. McCormick for their presentation. She asked what GLWA needs from the City of Troy. Ms. McCormick answered that first they need Troy to sign the contract with GLWA. She said that there are outreach programs in place for customers including educational opportunities regarding condition assessment, Waste Water Master Plan development and regional solutions for issues. Mayor Slater commented that Troy would be happy to participate in available programs. He asked about the 4% revenue increase question. Mr. Daddow commented that the formula is rates multiplied by units equals revenue. He said that 4% refers to the revenue increase requirement where the revenue can only increase up to 4% per year. As water units drop, rates have to increase in order to continue to capture the same revenue. Mayor Slater asked for clarification on the issue of covering Detroit's water costs and Highland Park's water costs. Mr. Daddow said that there is an agreement being worked on, and it should be finalized in the next few months. He said that Detroit is responsible for Detroit's water costs and the only issue is Highland Park's costs. Ms. McCormick commented that the assumption is zero income from Highland Park's collections.

Council Member Pennington asked at what point do the bond holders sign off on this agreement. Ms. McCormick answered that it must be sometime before January 1, 2016. She

said that one requirement is the GLWA will get at least the same bond rating that was given to DWSD, and she feels there should be an upgrade for GLWA's bonds.

Mayor Slater asked when they would like a vote from Troy. Ms. McCormick answered they would like a vote as soon as possible.

Mayor Slater thanked Mr. Daddow and Ms. McCormick for attending and presenting at this meeting.

Mayor Slater said that City Council may have a resolution regarding the Great Lakes Water Authority in the next few Council Meetings.

D. PUBLIC COMMENT: No Public Comment was received.

E. ADJOURNMENT:

The Meeting **ADJOURNED** at 7:06 PM.

Mayor Dane Slater

M. Aileen Dickson, CMC
City Clerk

Council Member Pennington performed the Invocation. The Pledge of Allegiance to the Flag was given.

A. CALL TO ORDER:

A Regular Meeting of the Troy City Council was held on Monday, August 10, 2015, at City Hall, 500 W. Big Beaver Rd. Mayor Slater called the meeting to order at 7:31 PM.

B. ROLL CALL:

a) Mayor Dane Slater
Jim Campbell
Steve Gottlieb
Dave Henderson
Ellen Hodorek
Ed Pennington
Doug Tietz

C. CERTIFICATES OF RECOGNITION AND SPECIAL PRESENTATIONS:

C-1 Senator Marty Knollenberg and State Representative Martin Howrylak Will Present a Flag Flown Over the Capitol in Honor of the City of Troy's 60th Anniversary *(Introduced by: Mayor Dane Slater)*

C-2 Service Commendation Presented to Thomas Strat for His 13 Years of Service on the Planning Commission *(Presented by: Mayor Dane Slater)*

C-3 Transformer Fire Update *(Introduced by: Gary Mayer, Chief of Police) (Presented by: Kristin Dayag, Emergency Management Specialist, Anthony Iafrate, Police Department Assistant, Meghan Lehman, Police Sergeant, and Mike Palchesko, DTE Area Director)*

C-4 Continuation of August 10, 2015 City Council Special Study Session *C-1 Great Lakes Water Authority*

D. CARRYOVER ITEMS:

D-1 No Carryover Items

E. PUBLIC HEARINGS:

E-1 No Public Hearings

F. PUBLIC COMMENT FOR ITEMS ON THE AGENDA FROM TROY RESIDENTS AND BUSINESSES:

Phoebe White	Spoke about Item C-4.

G. CITY COUNCIL/CITY ADMINISTRATION RESPONSE/REPLY TO PUBLIC COMMENT:

H. POSTPONED ITEMS:

H-1 No Postponed Items

I. REGULAR BUSINESS:

I-1 Board and Committee Appointments: a) Mayoral Appointments – Local Development Finance Authority, Planning Commission; b) City Council Appointments – None

a) Mayoral Appointments:

Resolution #2015-08-100
Moved by Slater
Seconded by Pennington

RESOLVED, That the Mayor of the City of Troy hereby **APPOINTS** the following nominated person(s) to serve on the Boards and Committees as indicated:

Local Development Finance Authority (LDFA)
Appointed by Mayor
5 Regular Members
Staggered 4 Year Term

Term Expires: 6/30/2019	**Paul V. Hoef**	**(Resident Member)**
	Term currently held by: Paul V. Hoef	
Term Expires: 6/30/2019	**Nickolas Vitale**	**(Resident Member)**
	Term currently held by: Nickolas Vitale	

Yes: All-7
No: None

MOTION CARRIED

Resolution #2015-08-101
Moved by Slater
Seconded by Pennington

RESOLVED, That the Mayor of the City of Troy hereby **APPOINTS** the following nominated person(s) to serve on the Boards and Committees as indicated:

Planning Commission
Appointed by Mayor
9 Regular Members
3 Year Term

Unexpired Term Expiring: 12/31/2017 **Carlton Faison**

Term currently held by: Thomas Strat resigned 7/15/2015

Yes: All-7
No: None

MOTION CARRIED

b) City Council Appointments: None

I-2 Board and Committee Nominations: a) Mayoral Nominations – None; b) City Council Nominations –Historic District Commission, Parks and Recreation Board

a) Mayoral Nominations: None

b) City Council Nominations:

Resolution #2015-08-102
Moved by Campbell
Seconded by Henderson

RESOLVED, That Troy City Council hereby **FORWARDS** the following nominated person(s) to serve on the Boards and Committees as indicated to the next Regular City Council Meeting for action:

Historic District Commission
Appointed by Council
7 Regular Members
3 Year Term

Nominations to the Historic District Commission:

Term Expires: 5/15/2018 **Howard Adams**

Term currently held by: Doris Schuchter

Parks and Recreation Board
Appointed by Council
7 Regular Members and 1 Troy School Board Member:
Regular Member: 3 Year Term / Troy School Board Member: 1 Year Term

Nominations to the Parks and Recreation Board:

Term Expires: 7/31/2016	**Charles Salgat**	**Troy School Dist. Rep.**
	Term currently held by:	Gary Hauff, Troy School Board Member

Yes: All-7
No: None

MOTION CARRIED

I-3 No Closed Session Requested

I-4 Library Millage Content Neutral Flyer ***(Presented by: Brian Kischnick, City Manager, and Lori Grigg Bluhm, City Attorney)***

Resolution #2015-08-103
Moved by Pennington
Seconded by Gottlieb

RESOLVED, That Troy City Council hereby **APPROVES** the November 3, 2015 Election Informational Proposed Library Millage Renewal Ballot Question Brochure, a copy of which shall be **ATTACHED** to the original Minutes of this meeting.

BE IT FURTHER RESOLVED, That Troy City Council hereby **DIRECTS** City Administration to mail the November 3, 2015 Election Information Proposed Library Millage Renewal Ballot Question Brochure to all Troy households with registered voters.

Yes: All-7
No: None

MOTION CARRIED

J. CONSENT AGENDA:

J-1a Approval of "J" Items NOT Removed for Discussion

Resolution #2015-08-104-J-01a
Moved by Gottlieb

Seconded by Pennington

RESOLVED, That Troy City Council hereby **APPROVES** all items on the Consent Agenda as presented with the exception of Item(s) J-06, which shall be **CONSIDERED** after Consent Agenda (J) items, as printed.

Yes: All-7
No: None

MOTION CARRIED

J-1b Address of "J" Items Removed for Discussion by City Council

J-2 Approval of City Council Minutes

Resolution #2015-08-104-J-02

RESOLVED, That Troy City Council hereby **APPROVES** the following Minutes as submitted:

a) Special City Council Meeting Minutes-Draft – July 20, 2015
b) City Council Meeting Minutes-Draft – July 20, 2015
c) Special City Council Meeting Minutes-Draft – July 29, 2015

J-3 Proposed City of Troy Proclamations: None Submitted

J-4 Standard Purchasing Resolutions

a) Standard Purchasing Resolution 2: Low Bidder Meeting Specifications - Fitness Equipment

Resolution #2015-08-104-J-04a

RESOLVED, That Troy City Council hereby **AWARDS** two (2) contracts to the low bidders meeting specifications to provide fitness equipment for the Troy Community Center to *All Pro Exercise of Plymouth Township, MI* and to *Direct Fitness Solutions, LLC of Mundelein, IL* at an estimated total cost of $94,970.00 as detailed below and at the prices contained in the bid tabulation opened July 30, 2015; a copy of which shall be **ATTACHED** to the original Minutes of this meeting.

		Direct Fitness Solutions, LLC		**All Pro Exercise**	
Item Description	**Qty.**	**Unit Cost**	**Total Cost**	**Unit Cost**	**Total Cost**
Crossramp Elliptical Machine	6	$4,195.00	**$25,170.00**		
Abductor/Adductor Weight Machine	2			$2,395.00	$4,790.00
Peck Fly/Rear Delt Weight Machine	1			$2,195.00	$2,195.00
Lateral Elliptical Machine	2			$4,095.00	$8,190.00

Commercial Treadmill	13			$3,995.00	$51,935.00
Electromagnetic Bike w/ Computer	2			$1,295.00	$2,690.00
					$69,800.00
Grand Total					**$94,970.00**

BE IT FURTHER RESOLVED, That the award is **CONTINGENT** upon the companies submission of properly executed bid and contract documents, including insurance certificates and all other specified requirements.

b) Standard Purchasing Resolution 2: Award to Low Bidder Meeting Specifications – Sidewalk Replacement and Installation Program and Manhole Rehabilitation

Resolution #2015-08-104-J-04b

RESOLVED, That Troy City Council hereby **AWARDS** a one (1) year contract with the option to renew for two (2) additional years for sidewalk replacement and installation, and manhole rehabilitation to the low bidder meeting specifications; *Rotondo Construction Corporation of Farmington Hills, MI,* for an estimated total amount of $500,000 at unit prices contained in the bid tabulation opened July 23, 2015; a copy of which shall be **ATTACHED** to the original Minutes of this meeting, with the contract expiring June 30, 2016.

BE IT FURTHER RESOLVED, That the award is **CONTINGENT** upon the contractor's submission of properly executed contract documents, including insurance certificates and all other specified requirements.

c) Standard Purchasing Resolution 2: Low Bidder Meeting Specifications - Topsoil

Resolution #2015-08-104-J-04c

RESOLVED, That Troy City Council hereby **AWARDS** a two (2) year contract to provide topsoil with an option to renew for one (1) additional year to the low bidder meeting specification; *Spurt Industries of Grand Haven, MI* at an estimated total cost of $73,800.00. Topsoil is to be purchased on as needed basis at unit prices contained in the bid tabulation opened July 23, 2015, a copy of which shall be **ATTACHED** to the original Minutes of this meeting, with contracts expiring June 30, 2018.

BE IT FURTHER RESOLVED, That the award is **CONTINGENT** upon the contractor's submission of properly executed bid documents, including insurance certificates and all other specified requirements.

d) Standard Purchasing Resolution 4: Award – HGAC Cooperative Purchasing Contract - Fire Apparatus

Resolution #2015-08-104-J-04d

THEREFORE, BE IT RESOLVED, That Troy City Council hereby **APPROVES** a contract be awarded to *Halt Fire Apparatus, Inc. of Wixom, MI*, the local authorized dealer in Michigan for

Pierce Manufacturing, Inc. for one (1) Pierce PUC Rescue Pumper for an estimated total cost of $572,093.84 utilizing the HGAC Cooperative Purchasing Program and the upfront payment discount option, with Halt Fire Apparatus, Inc. to supply a 100% performance bond to guarantee satisfactory delivery.

J-5 Municipal Credit and Community Credit Agreement

Resolution #2015-08-104-J-05

RESOLVED, That Troy City Council hereby **APPROVES** the attached Municipal Credit and Community Credit Contract between the City of Troy and SMART. The Mayor and City Clerk are **AUTHORIZED** to execute the document on behalf of the City, and a copy shall be **ATTACHED** to the original Minutes of the meeting.

BE IT FURTHER RESOLVED, That the City, as the recipient of Municipal Credit funds in the amount of $79,648 and Community Credit funds in the amount of $101,810, will **TRANSFER** these funds to Troy Medi-Go Plus for the operation of transportation service for senior citizens and persons with disabilities, as required by the contract.

J-7 Request for Recognition as a Nonprofit Organization From Calling All Angels

Resolution #2015-08-104-J-07

RESOLVED, That Troy City Council hereby **APPROVES** the request from Calling All Angels, asking that they be recognized as a nonprofit organization operating in the community for the purpose of obtaining a charitable gaming license as recommended by City Management.

J-8 Private Agreement – Contract for Installation of Municipal Improvements – Penske Water Main Loop – Project No. 15.902.3

Resolution #2015-08-104-J-08

RESOLVED, That Troy City Council hereby **APPROVES** the Contract for the Installation of Municipal Improvements (Private Agreement) between the City of Troy and *Penske Vehicle Services*, for the installation of water main, sidewalks, and soil erosion and the Mayor and City Clerk are **AUTHORIZED** to execute the documents, a copy of which shall be **ATTACHED** to the original Minutes of this meeting.

J-9 Bid Waiver – Hurst Edraulic Rescue Tools

Resolution #2015-08-104-J-09

WHEREAS, *Apollo Fire Equipment, Romeo, MI* is the exclusive authorized distributor for Hurst rescue Equipment in Southeastern Michigan; and

WHEREAS, The City of Troy Fire Department has been using Hurst Rescue Tools for the past 30 years and has invested extensive training and support equipment for the Hurst equipment, and

WHEREAS, The Fire Department Safety Committee evaluated the available brands of portable battery operated rescue tools and found the Hurst Edraulic equipment to provide the best overall performance, it is recommended that the Hurst Edraulic rescue tools be purchased.

NOW, THEREFORE, BE IT RESOLVED, That Troy City Council hereby **WAIVES** formal bidding procedures and **AUTHORIZES** the City of Troy to **AWARD** a contract to purchase the Hurst Edraulic Spreader, Cutter, and Ram set with accessories to the exclusive authorized distributor in Southeastern Michigan, *Apollo Fire Equipment of Romeo, Michigan* for an estimated total cost of $27,500.00.

J-6 Designation of a Voting Delegate and Alternate for the Michigan Municipal League (MML) 2015 Annual Convention – Traverse City, Michigan – September 16-18, 2015

Resolution #2015-08-105
Moved by Slater
Seconded by Campbell

BE IT RESOLVED, That City Council **APPOINTS** Council Member Hodorek to be the voting delegate and Mayor Slater to be the alternate for the Michigan Municipal League 2015 Annual Meeting being held on Thursday, September 17, 2015 in Traverse City, Michigan.

Yes: All-7
No: None

MOTION CARRIED

K. MEMORANDUMS AND FUTURE COUNCIL AGENDA ITEMS:

K-1 Announcement of Public Hearings:

a) August 24, 2015 – Announcement of Public Hearing Regarding Approval of District Boundary Amendments and Approval of the Amended, Restated and Extended Development Plan and Tax Increment Financing Plan of the Cities of Southfield and the Troy Joint Local Development Finance Authority

b) August 24, 2015 – Announcement of Public Hearing for Conditional Rezoning Application (File Number CR 013) – Proposed Amber Studios and Lofts, East Side of Livernois Between Vermont and Birchwood, Section 21, From O (Office) District to MR (Maple Road) District

K-2 Memorandums (Items submitted to City Council that may require consideration at some future point in time): None Submitted

L. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA FROM TROY RESIDENTS AND BUSINESSES:

Rachael Wenskay	Spoke about group homes in Troy.
Dominic Wenskay	Spoke about group homes in Troy.
ML Geiger	Spoke about the anniversary of the end of World War II.

M. CITY COUNCIL/CITY ADMINISTRATION RESPONSE/REPLY TO PUBLIC COMMENT:

City Manager Kischnick offered to speak with the Wenskay family after the meeting adjourns along with City Attorney Bluhm.

Council Member Hodorek commented on the significance of the anniversary of the end of World War II. She thanked Mr. Geiger for his comments.

Council Member Pennington commented about his family members who have also served in the military and he thanked Mr. Geiger for his service and his comments.

Council Member Gottlieb thanked Mr. Geiger for his comments and his service to the country.

N. COUNCIL REFERRALS:

Items Advanced to the City Manager by Individual City Council Members for Placement on the Agenda

N-1 No Council Referrals

O. COUNCIL COMMENTS:

O-1 No Council Comments Advanced

P. REPORTS:

P-1 Minutes – Boards and Committees:

a) Election Commission-Final – April 2, 2015
b) Traffic Committee-Final – June 17, 2015
c) Planning Commission-Draft – July 14, 2015
d) Planning Commission-Final – July 14, 2015
e) Election Commission-Draft – July 23, 2015

P-2 Department Reports:

a) Building Department Activity Report – July, 2015
b) City of Troy and Troy Chamber Joint Business Roundtable Meeting
c) Update: Public Hearings Regarding Approval of District Boundary Amendments and Approval of the Amended, Restated and Extended Development Plan and Tax Increment Financing Plan of the Cities of Southfield and the Troy Joint Local Development Finance Authority
d) Trails and Pathways Update
e) Report on the ISCS Idea Exchange Alliance Program

P-3 Letters of Appreciation:

a) To Chief Mayer From Rachel Husek, Amberly Lane Regarding Fred Robinson, Communications, and Officer Tim Alter, Who Responded Quickly and Kindly to Her Call for Assistance
b) To Captain Robert Redmond From Sergeant David Scott, Clawson Police Department, Regarding Assistance From Sergeant Nate Gobler and the DPU Officers Who Assisted in Traffic Control During a Fireworks Breakup
c) To Mayor Dane Slater From Trevor Lauer, Senior Vice President DTE Energy Distribution Operations Regarding Assistance from City Staff, Gary Mayer, Chief of Police, Brian Kischnick, City Manager, Bill Nelson, Fire Chief, Cindy Stewart, Community Affairs Director, and All Who Responded to the Power Loss on Thursday, July 23, 2015

P-4 Proposed Proclamations/Resolutions from Other Organizations: None Submitted

Q. COMMENTS ON ITEMS ON OR NOT ON THE AGENDA FROM MEMBERS OF THE PUBLIC OUTSIDE OF TROY (NOT RESIDENTS OF TROY AND NOT FROM TROY BUSINESSES):

R. CLOSED SESSION:

R-1 No Closed Session

S. ADJOURNMENT:

The Meeting **ADJOURNED** at 8:30 PM.

Mayor Dane Slater

M. Aileen Dickson, CMC
City Clerk

CITY COUNCIL AGENDA ITEM

Date: August 4, 2015

To: Brian Kischnick, City Manager

From: MaryBeth Murz, Purchasing Manager
Gary G. Mayer, Chief of Police
Frank Nastasi, Lieutenant

Subject: Bid Waiver – Three Year Agreement – Towing Services

History

- In 2009, towing services for the Police Department and the Fleet Division were competitively bid as required by City Charter and Code.
- On September 14, 2009, Troy City Council awarded a three (3) year contract with an option to renew for three (3) additional years to provide towing and storage services to A & M Service Center, Inc. of Troy, MI. (Resolution #2009-09-272).
- September 10, 2012 Troy City Council approved the three (3) year renewal option upon mutual consent of both parties and successful performance of the contract with A & M Service Center, Inc. under the same contract terms and conditions. (Resolution #2012-09-180-J-4e)
- The current towing contract will expire September 30, 2015. The owners of A & M Service Center, Inc. expressed an interest in remaining the City of Troy's towing contractor. They have agreed to enter into another contract under the same prices, terms, and conditions as the renewed contract expiring in September of 2015.
- On January 27, 2014 City Council received a report detailing and highlighting the 2013 Annual Towing Contract Review for A & M Service Center, Inc.
- Annually, A & M Service Center, Inc. has dealt with over 2,250 impounded/abandoned vehicles for the City of Troy.
- These numbers do not reflect or include the assistance received from A & M Service Center Inc.'s personnel for Police Department vehicles, or for other City department vehicles.
- In every instance, the staff of A & M Service Center, Inc. has displayed an eagerness to cooperate and work with the Police Department.
- There have been very few complaints from officers regarding the service provided by A & M Service Center, Inc. Any minor concerns raised by officers were amicably resolved between the Police Department and the A & M Service Center Inc.'s staff.
- There have been no complaints or evidence of non-compliance with contract prices/fees.
- Additionally, there have been no complaints associated with the police and private party auctions conducted for the City by A & M Service Center, Inc. personnel. Those auctions are conducted under the administrative oversight of Police Department personnel.
- A & M Service Center, Inc. has successfully been providing towing services for the City for the past six (6) years as per all terms and conditions of the contract.

Purchasing (continued)

- A & M Service Center, Inc. has agreed to hold the current contracted pricing.
- Additionally, a market survey was conducted to ensure that the current contracted prices from A & M Service Center, Inc. are at or below prices charged by other towing service providers.
- Five (5) towing companies were contacted for the market survey. Two (2) companies responded.
- The market survey compared pricing from the companies as listed below:

A & M Service Center, Inc.
Bob Adams Towing
General Towing, Inc.

- In almost every category, A & M Service Center, Inc. charged the lowest price among those companies who responded to the survey.
- Based on the successful performance and pricing being received from A & M Service Center Inc. it is in the City's best interest to waive the bid process and renew the contract for an additional three (3) years. A proposed contract for the new term is attached for City Council consideration.

Financial

Funds are available in the operating budgets of both the Police Department and Public Works division to tow City owned vehicles as well as for vehicles seized for forfeiture.

	2014/2015 Actual Cost	Estimated Annual Cost	2015/2016 Budget
Fleet Division	$5,830.00	$6,000.00 - $8,000.00	$8,000.00
Police Dept.	$47,670.00	$50,000.00 - $52,000.00	$52,020.00

Recommendation

City administration recommends a waiver of the bid process and renewal of the attached contract with *A & M Service Center, Inc. of Troy, MI* for three (3) years, with the contract expiring September 30, 2018.

City Attorney's Review as to Form and Legality

_____ _____

Lori Grigg Bluhm, City Attorney Date

G:\ Bid Award 15-16 Resolution 3 Towing Contract_PD

CITY COUNCIL ACTION REPORT

August 5, 2015

TO: Brian Kischnick, City Manager

FROM: Gary G. Mayer, Chief of Police
William Nelson, Fire Chief

SUBJECT: Request to Temporarily Waive Parking Restrictions

Background:

The Congregation Shir Tikvah is requesting that the parking restrictions on the East side of Northfield Parkway from the entrance of Boulan Park to the entrance of the synagogue be waived on the following dates and times:

- Sunday, September 13, 2015, 7:00 pm - 11:00 pm
- Monday, September 14, 2015, 9:00 am - 5:00 pm
- Tuesday, September 22, 2015, 7:00 pm - 11:00 pm
- Wednesday, September 23, 2015, 9:00 am - 9:00 pm

Congregation Shir Tikvah is conducting events related to the observance of the High Holidays on these dates and times; although they have arranged for additional parking at Stonehaven Church on Wattles Road, they fear they will not have sufficient parking space for all attendees.

The waiving of the restrictions would allow attendees to park on the dirt shoulder of Northfield Parkway.

Recommendation:

City Ordinance prohibits parking on Northfield Parkway; therefore, City Council action is required to grant a variance.

Congregation Shir Tikvah makes such requests and is granted a variance regularly; no problems have ever been reported.

CITY COUNCIL ACTION REPORT

Date: August 11, 2015

To: Brian Kischnick, City Manager

From: Mark F. Miller, Director of Economic and Community Development
Steven J. Vandette, City Engineer
William J. Huotari, Deputy City Engineer/Traffic Engineer

Subject: Traffic Committee Recommendations and Minutes – July 15, 2015

At the Traffic Committee meeting of July 15, 2015, the following recommendations were made for City Council approval:

7. Request to Discuss Interconnection – Tucker, John R to Standish

A motion was made at the conclusion of public comment to "*Leave the barricade in place and encourage an Emergency Vehicle Address (EVA)*". This motion ended in a tie vote (3-3). A complete package including information from the July 15, 2015 Traffic Committee meeting and the August 11, 2015 Planning Commission meeting is included in a separate agenda item for City Council consideration.

8. Request for Traffic Control – Almond at Crestview

RESOLVED, that Troy City Council hereby **AUTHORIZES** the intersection of Almond at Crestview be modified from NO traffic control to ONE-WAY STOP control with a sign on the eastbound Almond approach to Crestview.

9. Request for Traffic Control – Marcus at Sparta

RESOLVED, that Troy City Council hereby **AUTHORIZES** no changes to the intersection of Marcus at Sparta.

10. Request for Warning Signs – 1201 Stephenson Highway

RESOLVED, That Troy City Council hereby **AUTHORIZES** no changes be made near 1201 Stephenson Highway.

Minutes of the meeting are attached.

A regular meeting of the Troy Traffic Committee was held Wednesday, July 15, 2015 in the Lower Level Conference Room at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m. Due to the size of the audience, the meeting was moved to the Council Chambers.

1. Roll Call

Present: Tim Brandstetter
David Easterbrook
Richard Kilmer
Al Petrulis
Cynthia Wilsher
Pete Ziegenfelder

Absent: None

Also present: Paul Turner, 3899 Spruce
Cynthia Fedak, 5227 Standish
Mike Lanham, Sr., 2124 Tucker
Marco Cercone, 2349 Tucker
Sandra Paci, 5045 Saffron
Robert Rayment, 2700 Sparta
Loretta Rayment, 2700 Sparta
Deb Tosch, 2088 Tucker
Murray Deagle, 328 Evaline
Gary Copley, 5171 Saffron
Ken Trasleur, 5158 Saffron
Chris Hausner, 2071 Tucker
Monica Hausner, 2071 Tucker
Tina Woodin, 42322 Parkside
Ollie Apahidean, 2223 Tucker
Bob Weir, 1244 Almond
Elizabeth Gramer, 6751 Crestview
Farook Salem, 2015 Tucker
Dan Fratila, 2192 Tucker
Barbara Northam, 5241 Standish
Dorothy Konarske, 2237 Drake
Semida Fratila, 2192 Tucker
Elaine Wolf, 2150 Tucker
Mihaela Dancea, 5302 Standish
Horatio Dancea, 5302 Standish
Daniel Murza, 2218 Tucker
Liuia Murza, 2218 Tucker
Petru Lupas, 2194 Tucker
Cornenia Lupas, 2197 Tucker
Genevieve Murskyj, 5115 Saffron

Leo Murskyj, 5115 Saffron
Steve Dearing, OHM Advisors
Lori Bluhm, City Attorney
Kurt Bovensiep, Public Works Manager
Lt. Eric Caloia, Fire Department
Sgt. Mike Szuminski, Police Department
Bill Huotari, Deputy City Engineer/Traffic Engineer

2. Minutes – June 17, 2015

Resolution # 2015-07-26
Moved by Kilmer
Seconded by Wilsher

To approve the June 17, 2015 minutes as printed.

Yes: Brandstetter, Easterbrook, Kilmer, Petrulis, Wilsher, Ziegenfelder
No: None
Absent: None

MOTION CARRIED

A motion was made by Mr. Kilmer and seconded by Mr. Brandstetter to move Item #7 to the front of the meeting due to the large number of residents in attendance at the meeting.

Resolution # 2015-07-27
Moved by Kilmer
Seconded by Brandstetter

To move Item #7, on the agenda, to the front of the meeting.

Yes: Brandstetter, Easterbrook, Kilmer, Petrulis, Wilsher, Ziegenfelder
No: None
Absent: None

MOTION CARRIED

7. Request to Discuss Interconnection – Tucker, John R to Standish

A petition was submitted at the meeting opposed to the removal of the barricade and was signed by sixty-two (62) residents in the immediate area. Emails in opposition to removing the barricade were received from twenty-five (25) residents. Emails supporting removal were received from seven (7) residents prior to and after the meeting.

Michael Ortmon of 5298 Standish spoke in **favor** of removing the barricade. His points were based on Planning Commission discussion of connected streets; public safety where

seconds matter; if Standish were blocked in the middle, the only way to get in would be from Long Lake to Standish; Tucker would be a much more accessible road for emergency vehicles to access the area; and that traffic could be "evened out" if the barrier comes down as multiple access points would provide residents in the area multiple ways to get in or out of their subdivisions.

Dan Fratila of 2192 Tucker spoke in **opposition** to removing the barricade. Mr. Fratila provided a Power Point presentation detailing his points. His three (3) main concerns were summarized as:

A. Low visibility that would jeopardize the health, safety and welfare of the immediate community surrounding Tucker. Two (2) new connections are available in the immediate vicinity of Tucker Dr. (Mayflower and Drake – approved to be opened).
B. City Council Resolution #87-1086 from 9/14/1987.
C. City Policy on Street Interconnectivity of conflicts.

Chris Hausner of 2071 Tucker spoke in **opposition** to removing the barricade. Mr. Hausner discussed the following: an increase in the crash hazard with the Tucker connection open, both internally at Tucker/Standish as well as at Tucker/John R; difficulties making a left turn from Tucker to John R with limited traffic on Tucker; request that an EVA (Emergency Vehicle Access) be placed if the barricade were to be removed; there would be a tenfold increase in traffic on the gravel portion of Tucker and it would become a maintenance issue; the request to remove the barricade was made by a resident that does not live on Tucker; there are fourteen (14) homes on the gravel portion of Tucker that would be directly impacted; removing the barricade would create a half-mile straight shot from John R to the interior subdivisions and traffic would travel at high rates of speed; the need for a traffic signal at John R/Tucker if the barricade were removed; there have been two (2) access points added in the immediate area; and finally that no one on Tucker requested that the barricade be removed.

Deb Tosch of 2088 Tucker spoke in **opposition** to removing the barricade. Ms. Tosch discussed the following items: that she had lived on Highbury for 18 years and knows from experience that speeds increase on long, straight stretches of roads in a neighborhood and had a dog hit and killed while living on Highbury; they moved to Tucker because of the barricade and limited traffic; they are on a fixed income and could not afford a SAD (Special Assessment District) paving project; inconsistencies in the City's interconnectivity policy noting that there are three (3) locations in their section of the city where there are barricades and/or EVA's in place and those locations also have curved roads which help keep speeds down; a Wall Street Journal article that 38 counties in Michigan have turned paved roads to gravel to reduce maintenance costs (she stated that it is 3 times the cost to maintain a paved road as compared to a gravel road); if the barricade can't stay then install an EVA like what was done at Boyd and Harmony or Devonwood; be consistent in your policy.

Ken Androni 2097 Tucker spoke in **opposition** to removing the barricade. Mr. Androni has lived on Tucker for 40 years and has watched how it has changed. It has several long and hidden driveways. If the barricade has to come down, install an EVA. Access to John

R is already difficult during rush hour and would only be made worse if the barricade comes down. Leave Tucker as it was intended.

Ollie Apahidean of 2223 Tucker spoke in **opposition** to removing the barricade. Tucker was a gravel road back in 1963. By 1990 most of the homes were built along Tucker. The Barricade was placed in 1987 when Long Lake Meadows was built. Removal of the barricade creates an unnecessary hardship. Accidents will increase at Tucker and Standish. Right now, traffic is limited due to the barricade. He feels the safest solution is to leave things as is. He did note that a motorcycle driver who lives in the area drives around the existing barricade daily. The barricade has been in place for 27 years and has worked just fine for the residents, so why change it now?

Marcus Cercone of 2349 Tucker spoke in **opposition** to removing the barricade. He is opposed to the removal due to speeding that will occur on Tucker. He also stated that it would be detrimental to little kids.

A representative of the Bethesda Romanian Pentecostal Church spoke in **opposition** to removing the barricade. He stated that the church had tried to get a driveway approved from the church to John R in the past but were denied by the RCOC due to visibility issues with the existing bridge. He is also concerned that the children who play in the grassy area at the church could be in harm's way if the barricade were removed.

Monica Hausner of 2017 Tucker spoke in **opposition** to removing the barricade. She stated that there is low visibility. It can take up to five (5) minutes to get out on John R from Tucker. It would be a big mistake to open Tucker up.

Daniel Murza of 2218 Tucker spoke in **opposition** to removing the barricade. He wanted to confirm and agree with all that has been previously stated. He added that it is a hazardous situation. It takes more than 5 minutes to get onto John R in the AM peak hour.

Lee Murza of 2218 Tucker spoke in **opposition** to removing the barricade. She spoke about the safety of the children who play on the street. They drive their kids to school and don't mind driving around to get to the school.

Brian Murphy of 2119 Tucker spoke in **opposition** to removing the barricade. Mr. Murphy discussed the difficulty in southbound John R traffic trying to turn onto Tucker between 3:30 – 6:00 PM. He stated that people pass on the shoulder and that there will be more crashes if the barricade is removed.

Semida Fratila of 2192 Tucker spoke in **opposition** to removing the barricade. She stated that this is a very big safety issue. The metal embankment from the bridge blocks visibility at the Tucker intersection. There are very long driveways with obstructed views which is not an issue currently as there are lower speeds on Tucker with the barricade in place.

Horatio Dancea of 5302 Standish spoke in **favor** of removing the barricade. He spoke of the safety of children on Standish if the barricade were removed. The majority of citizens

live beyond the barricade.

Gary Copely of 5171 Saffron spoke in **favor** of removing the barricade. He stated that if the barricade is removed, then there would be a safer alternative to exist the subdivision from the east.

James Konarske of 2237 Drake spoke in **favor** of removing the barricade. He stated that the request to remove the barricade was initiated for consistency. He agrees with the safety issues but believes that the future reconstruction of John R should negate the turning issue.

Michael Ortmann of 5298 Standish spoke in **favor** of removing the barricade. He stated that drivers avoid a bottleneck and with multiple connections, traffic is spread out and gets traffic off the main road. Tucker residents would be able to safely exit the subdivision. There is an autistic child that lives on his street as well as other children.

Deb Tosch of 2088 Tucker spoke in **opposition** to removing the barricade. She stated that the people on Standish want Tucker opened so that traffic is spread evenly.

Chris Hausner of 2071 Tucker spoke in **opposition** to removing the barricade. He stated that a traffic signal would be needed at Tucker and Standish if the barricade was removed. Residents on both sides of the barricade supported leaving the barricade alone. There are more crashes on John R at Tucker than there are at Tucker at Standish. The school has a bus stop on Tucker. The gravel road cannot handle the traffic. The request to remove the barricade from a resident on Drake.

Ollie Apahidean of 2223 Tucker spoke in **opposition** to removing the barricade. John R is planned to be widened. Utility poles are being relocated. It is dangerous to exist Tucker to John R. A widened road would make more pavement to be crossed. A traffic signal [at Tucker/John R] would be too close to Long Lake to meet warrants. There would be an increase in traffic safety issues.

Dan Fratila of 2192 Tucker spoke in **opposition** to removing the barricade. He discussed a petition that was signed by every resident on Tucker. Kids walk or ride bikes to Wass Elementary. School bus stops on Tucker and picks up kids and drops them off from both sides of the barricade. He discussed installation of an EVA which would be minimal cost to install as a portion of the existing guard rail could be left in place while still providing an EVA.

Semida Fratila of 2192 Tucker spoke in **opposition** to removing the barricade. She discussed safety concerns with opening the barricade or keeping the barricade in place, but which is more dangerous?

Mr. Ziegenfelder discussed a hypothetical scenario where the church was on fire and Tucker was closed at John R. There would be no room for emergency vehicles to get through. The existing gravel road was not build to handle through traffic. He himself has

pulled a vehicle from the ditch along John R near Tucker. There are no sidewalks along Tucker. If he could not make a left from Tucker onto John R, he would go back through the subdivision if the barricade were not in place. He would support the installation of an EVA.

Lt. Caloia provided a memo from the Fire Department in support of removing the barricade. He discussed the reduced response time for emergency vehicles due to the barricade and the need to access properties from other directions. He stated that 30 seconds can be the difference between life and death.

Mr. Easterbrook discussed EVA's and had questions about cars passing turning vehicles on John R along the shoulders. Sgt. Szuminski responded that it occurs frequently at many locations in the city including along John R. Mr. Easterbrook stated that he was concerned about the safety of the children, but by removing the barricade 40% of traffic would be cut from Standish.

Steve Dearing of OHM Advisors discussed the perception of hazard versus what is law. The Michigan Vehicle Code (MVC) section 257.649, paragraph 6 provides that a driver must stop at a Stop sign; they must stop at a stop bar if present; if there is a marked pedestrian crossing a driver must stop before it. If you can't see from the stopped location then the driver is obligated to again stop at a location where there is adequate sight distance to safely proceed. Mr. Dearing further stated that he did review the Tucker/John R intersection and found that from a point 15' shy of the intersecting roadway that driver's sight distance is down to the traffic signal at Long Lake.

Mr. Kilmer discussed that any subdivision in Troy has traffic and speeding issues. People on the east side have the right to use the street and you have the right to use the other streets. Traffic is bad all over Troy.

Mr. Petrulis discussed safety issues related to speed, emergency vehicles and children. He acknowledged that residents do not want the barricade removed. If they choose to add 30 seconds to a response it is their choice. An EVA is a good compromise. The safest choice may be to leave the status quo.

Ms. Wilsher drives John R on a regular basis and acknowledges that it is difficult to get out on the road. She avoids making a left turn on major roads in Troy, like UPS. She asked about the number of crashes at Tucker/John R and Sgt. Szuminski responded that he is not aware of a significant amount of crashes. Ms. Wilsher stated that if left turns to John R are that dangerous that we should not allow left turns onto John R.

Mr. Brandstetter spoke about safety and the pro's and con's for each point. Removing the barricade would provide an alternate route. Speeding is an issue throughout the city. Interconnectivity spreads the traffic load to more roads. Citizens clearly want this barricade to stay.

Mr. Kilmer discussed damage to a fire truck by running over an EVA.

Mr. Easterbrook asked about a time study completed using Drake. Lt. Caloia responded that one has not been done as the connection is not in place yet.

Mr. Brandstetter asked if Station 5 responded to this area. Lt. Caloia responded in the affirmative. Lt. Caloia further discussed the study that he conducted reviewing response times using existing routes.

Mr. Ziegenfelder asked about snow plowing at an EVA and what is done when they plow snow up to an EVA. Mr. Bovensiep responded that they dispatch crews, after snow plowing has been completed, to clear the EVA's of snow.

Ms. Wilsher asked if there would be No Parking signs posted at an EVA. An EVA includes No Parking signs.

A motion was made by Mr. Easterbrook and seconded by Mr. Petrulis to leave the barricade in its place and explore an EVA.

Mr. Petrulis made a motion to modify the motion on the table by replacing "explore" with "encourage". This was seconded by Mr. Easterbrook.

Resolution # 2015-07-28
Moved by Petrulis
Seconded by Easterbrook

To modify the motion by replacing "explore" with "encourage".

Yes: Brandstetter, Easterbrook, Petrulis, Wilsher, Ziegenfelder
No: Kilmer
Absent: None

MOTION CARRIED

Resolution # 2015-07-29
Moved by Brandstetter
Seconded by Petrulis

To leave the barricade in place and encourage an EVA

Yes: Easterbrook, Petrulis, Ziegenfelder
No: Brandstetter, Kilmer, Wilsher
Absent: None

MOTION FAILED

Mr. Ziegenfelder declared a 5 minute recess until 9:26 PM.

PUBLIC HEARINGS

3. Request for Sidewalk Waiver – 2981 Iowa (Sidwell #88-20-36-226-069)

Dr. Mike Derkevorkian requests a sidewalk waiver for the sidewalk at 2981 Iowa (Sidwell #88-20-36-226-069). Dr. Derkevorkian states that "*the adjacent property to the west has no sidewalk and the City has no plans to provide sidewalks along Iowa Drive at any time in the future. The City requirement to provide a sidewalk that end at our property line and leads to nowhere is a waste of resources and misleading to the public".*

Dr. Derkevorkian was present at the meeting and stated that they are requesting a sidewalk waiver as part of their improvements at their site on Iowa.

Mr. Easterbrook noted that the Traffic Committee had previously waived four (4) sidewalks along Iowa in the past.

Ms. Wilsher is in favor of sidewalks everywhere. City Council supports a walkable community.

Mr. Ziegenfelder stated that if sidewalks were installed it would disrupt the proposed landscaping and improvements at the front of the clinic.

Mr. Brandstetter stated that the applicant is beautifying the front of the building. He also noted that an existing drainage structure in the front may be an issue.

Resolution # 2015-07-30
Moved by Easterbrook
Seconded by Kilmer

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, Dr. Mike Derkevorkian has requested a waiver of the requirement to construct sidewalk based on the adjacent property to the west has no sidewalk and the City has no plans to provide sidewalks along Iowa Drive at any time in the future. The City requirement to provide a sidewalk that end at our property line and leads to nowhere is a waste of resources and misleading to the public; 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 2981 Iowa (Sidwell #88-20-36-226-069).

YES: Brandstetter, Easterbrook, Kilmer, Petrulis, Ziegenfelder
NO: Wilsher
ABSENT: None

MOTION CARRIED

4. Request for Sidewalk Waiver – 4177 Beach (Sidwell #88-20-18-376-040)

Paul Turner requests a sidewalk waiver for the sidewalk at 4177 Beach (Sidwell #88-20-18-376-040). Mr. Turner states that "*there are no sidewalks on the west side of Beach Road for more than a mile north or south. A sidewalk on this road would not be useful since it would not connect to any other sidewalk*". Mr. Turner is not requesting a waiver for the sidewalk along Amherst as that will be installed as part of the new home construction similar to what was approved and constructed on the north side of Amherst. The waiver request is for the sidewalk along Beach Road only.

Mr. Turner was present at the meeting and stated that they are requesting a sidewalk waiver for the sidewalk along Beach Road only. The sidewalk along Amherst Court will be installed like what was done on the north side of Amherst Court. There is no sidewalk along Beach Road for over a mile. A sidewalk waiver was granted for the property on the north side on November 19th.

Mr. Ziegenfelder noted that the city recommends that the sidewalk be installed along Amherst Court and waive the sidewalk along Beach Road.

Mr. Petrulis noted that the area has many tress along Beach Road. There are no other sidewalks along Beach Road.

Mr. Brandstetter discussed that the Traffic Committee approved a similar request last year on the property to the north.

Resolution # 2015-07-31
Moved by Kilmer
Seconded by Easterbrook

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, Paul Turner has requested a waiver of the requirement to construct sidewalk based on no sidewalks on the west side of Beach Road for more than a mile north or south; and a sidewalk on this road would not be useful since it would not connect to any other sidewalk; 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 for the sidewalk requirement along Beach Road, only, at 4177 Beach (Sidwell #88-20-18-376-040).

YES: Brandstetter, Easterbrook, Kilmer, Petrulis, Wilsher, Ziegenfelder
NO: None
ABSENT: None

MOTION CARRIED

5. Request for Sidewalk Waiver – 6022 Atkins (Sidwell #88-20-02-379-001)

Elie Sassine requests a sidewalk waiver for the sidewalk at 6022 Atkins (Sidwell #88-20-02-379-001) along Square Lake Road and Atkins. Elie states that "*the construction of a new sidewalk would lead to nowhere and connect to nothing. It can become a trip hazard/fall hazard as there is no other sidewalk to connect to. There is a utility pole and roadside drainage along with beautiful trees. I can be held financially liable if someone trips and the water may not drain properly in extreme weather conditions"*.

There was no member of the public that addressed this item.

Mr. Brandstetter stated that there was no existing sidewalk to the east until the church property.

Mr. Easterbrook asked about the Irrevocable Petition.

Ms. Bluhm stated that a waiver is approval to break the law. It is easier to do a yay or nay vote.

Ms. Wilsher stated that as long as there is sidewalk along one side of the road she is happy.

Mr. Bovensiep stated that the existing sidewalk along Square Lake Road ends at the church property and starts again west of Atkins. He further discussed the wetlands between this property and the church and the difficulties associated with installing sidewalk between this property and the church.

Resolution # 2015-07-32
Moved by Petrulis
Seconded by Kilmer

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, Elie Sassine has requested a waiver of the requirement to construct sidewalk based on new sidewalk would lead to nowhere and connect to nothing. It can become a trip hazard/fall hazard as there is no other sidewalk to connect to. There is a utility pole and roadside drainage along with beautiful trees. I can be held financially liable if someone trips and the water may not drain properly in extreme weather conditions; 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 for the sidewalk requirement along Square Lake Road and along Atkins at 6022 Atkins (Sidwell #88-20-02-379-001).

YES: Easterbrook, Kilmer, Petrulis, Wilsher, Ziegenfelder
NO: Brandstetter
ABSENT: None

MOTION CARRIED

6. Request for Sidewalk Waiver – 254 Florence (Sidwell #88-20-09-226-005)

Debby Deagle requests a sidewalk waiver for the sidewalk at 254 Florence (Sidwell #88-20-

09-226-005). Ms. Deagle states that "*no sidewalk exist on street. My house is last lot on dead end". Sidewalk would not benefit the neighborhood".*

Mr. Murray Deagle was present at the meeting and requested a sidewalk waiver at the subject property.

Mr. Petrulis stated that there is no sidewalk on either side of the road. Florence is a dead end road. There would be issues with landscaping and drainage if a sidewalk were to be installed. The sidewalk would connect to nothing and lead to nowhere.

Resolution # 2015-07-33
Moved by Brandstetter
Seconded by Easterbrook

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, Debby Deagle has requested a waiver of the requirement to construct sidewalk based on no sidewalk exist on street. My house is last lot on dead end". Sidewalk would not benefit 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 for the sidewalk requirement at 254 Florence (Sidwell #88-20-09-226-005).

YES: Brandstetter, Easterbrook, Kilmer, Petrulis, Wilsher, Ziegenfelder
NO: None
ABSENT: None

MOTION CARRIED

REGULAR BUSINESS

8. Request for Traffic Control – Almond at Crestview

Elizabeth Gramer of 6751 Crestview states that the lack of existing traffic control at the intersection of Almond at Crestview creates a hazardous condition. Traffic does not yield the right-of-way and travels through the intersection at a high rate of speed and is unsafe for drivers and pedestrians.

Ms. Gramer was in attendance at the meeting and stated that traffic does not yield the right-of-way at the intersection. The intersection is dangerous as-is [with no traffic control].

Mr. Ziegenfelder is in favor of Stop signs at all intersections.

Mr. Petrulis noted that the recommendation from OHM Advisors was to place a Stop sign on Almond.

Resolution # 2015-07-34
Moved by Kilmer
Seconded by Wilsher

RESOLVED, that the intersection of Almond at Crestview be **MODIFIED** from NO traffic control to ONE-WAY STOP control with a sign on the eastbound Almond approach to Crestview.

Yes: Brandstetter, Easterbrook, Kilmer, Petrulis, Wilsher, Ziegenfelder
No: None
Absent: None

MOTION CARRIED

9. Request for Traffic Control – Marcus at Sparta

James Swift states that on the cross roads of Sparta and Marcus, right off of Big Beaver road, there are no stop signs going north or south on Sparta only stop signs on Marcus going east and west. This creates an extremely unsafe cross way not only for pedestrians but also for drivers that travel down this path.

Mr. Robert Rayment of 2700 Sparta stated that he has been a resident in this area for the past 15 years. Sparta is the only through street between Big Beaver and Maple. Additional Stop signs, making it an All-Way Stop would provide for a safer intersection. He feels this would provide for safety of drivers and residents.

Mr. Ziegenfelder asking if the issue was regarding people turning and not stopping. Mr. Rayment replied that people don't stop at the intersection. Mr. Ziegenfelder believes it is an enforcement issue rather than a signage issue.
Mr. Brandstetter stated that Stop signs are not effective in controlling speeds. People may not stop if signs are not warranted. It appears that this issue is more of a lack of compliance with vehicles turning from Marcus to Sparta.

Mr. Kilmer stated that there are not enough Police officers to enforce every location.

Mr. Brandstetter noted that installing additional Stop signs would create a larger enforcement issue.

Ms. Wilsher stated that people drive down Sparta recklessly.

Resolution # 2015-07-35
Moved by Kilmer
Seconded by Wilsher

RESOLVED, that the intersection of Marcus at Sparta be **MODIFIED** from TWO-WAY STOP traffic control to ALL-WAY STOP control.

Yes: Kilmer, Wilsher
No: Brandstetter, Easterbrook, Petrulis, Ziegenfelder
Absent: None

MOTION FAILED

10. Request for Warning Signs – 1201 Stephenson Highway

Tina Woodin of Sterling Heights (employed by Witzenmann USA at 1201 Stephenson) states that there is a large group of Canadian geese that come back every year to raise their families near 1201 Stephenson. Ms. Woodin is concerned for the safety of the geese as well as motorists who may unexpectedly encounter geese crossing Stephenson Highway creating a potentially hazardous situation for drivers as well as the geese.

Ms. Woodin was in attendance at the meeting and stated that there is a large group of Canadian geese that raise their families on Stephenson Highway near her place of employment at 1201 Stephenson. At least eight (8) geese have been hit this year. This is a safety hazard for drivers as well.

Mr. Petrulis asked if there was any consideration of not having geese in this area by using removal procedures.

Mr. Bovensiep discussed how the city has worked to get geese to move from one area to another. The geese just come back and are very difficult to move them once they have a nesting area established.

Mr. Kilmer asked if we put signs up here will we have to put them up all over the city as goose populations are evident all over the city.
Mr. Petrulis discussed the use of “coyote packs” at his place of employment that have been effective this year in keeping geese away.

Ms. Wilsher stated that geese have been occupying this area along Stephenson since she

moved into her house on Maple Road in 1963. She feels that drivers may be more cautious if they had some warning from signs.

Mr. Brandstetter drives Stephenson 2-3 times per week. He stated that this is a valid concern but we may be opening Pandora 's Box with signage.

Mr. Bovensiep responded to a question regarding animal/bird collection by DPW and replied that DPW does get called out to collect animals/birds that have been hit.

Resolution # 2015-07-36
Moved by Wilsher
Seconded by Brandstetter

RESOLVED, that Goose Crossing signs be **PLACED** near 1201 Stephenson Highway in both directions.

Yes: Brandstetter, Wilsher , Ziegenfelder
No: Easterbrook, Petrulis, Kilmer
Absent: None

MOTION FAILED

11. Public Comment

There was no public comment provided at the meeting.

12. Other Business

There was no other business discussed.

13. Adjourn

The meeting adjourned at 10:20 p.m.

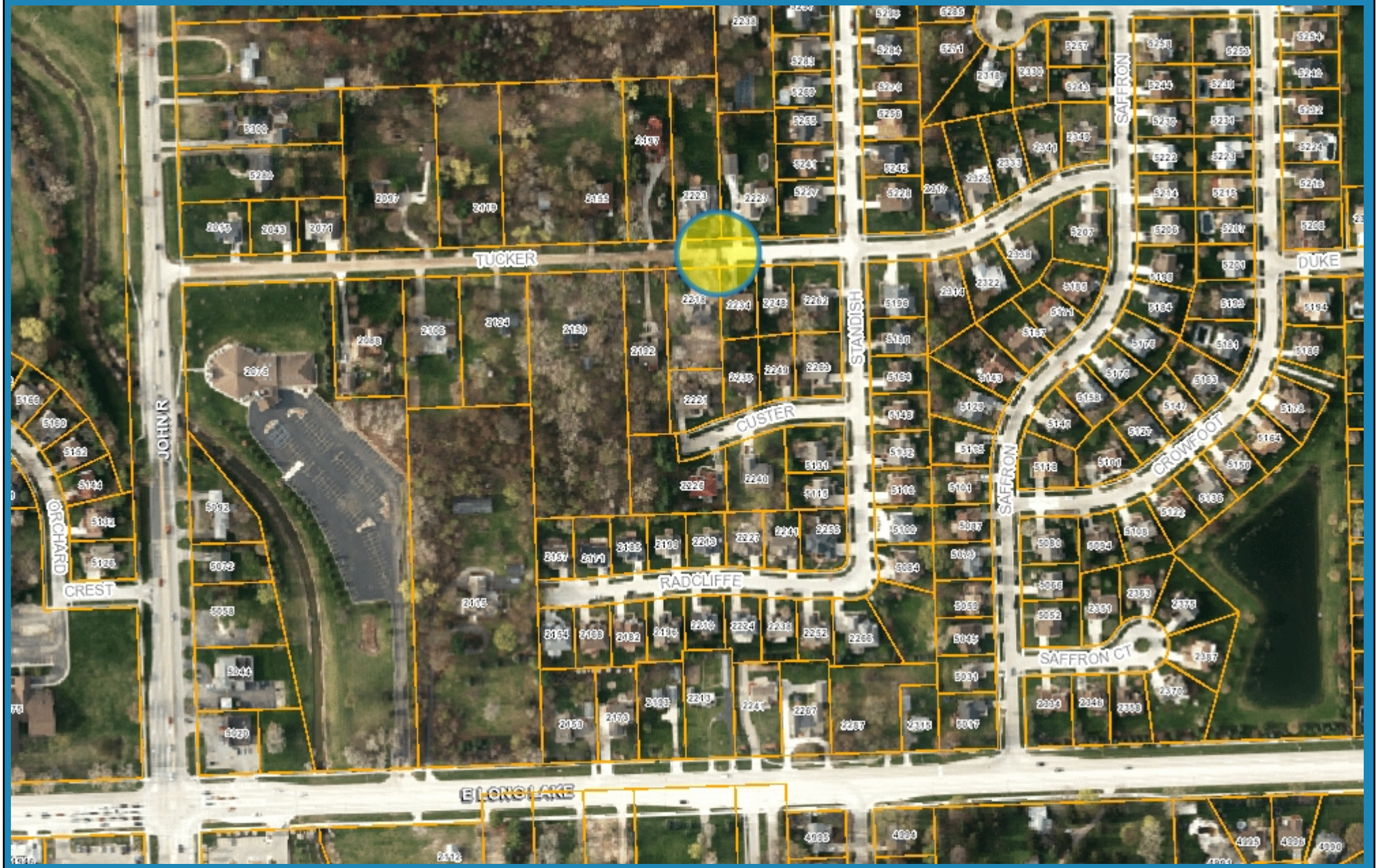
Pete Ziegenfelder, Chairperson

Bill Huotari, Deputy City Engineer/Traffic Engineer

G:\Traffic\aaa Traffic Committee\2015\7_July 15\Minutes_07152015_DRAFT.docx

City of Troy GIS Online

ITEM #7 - Tucker Barricade

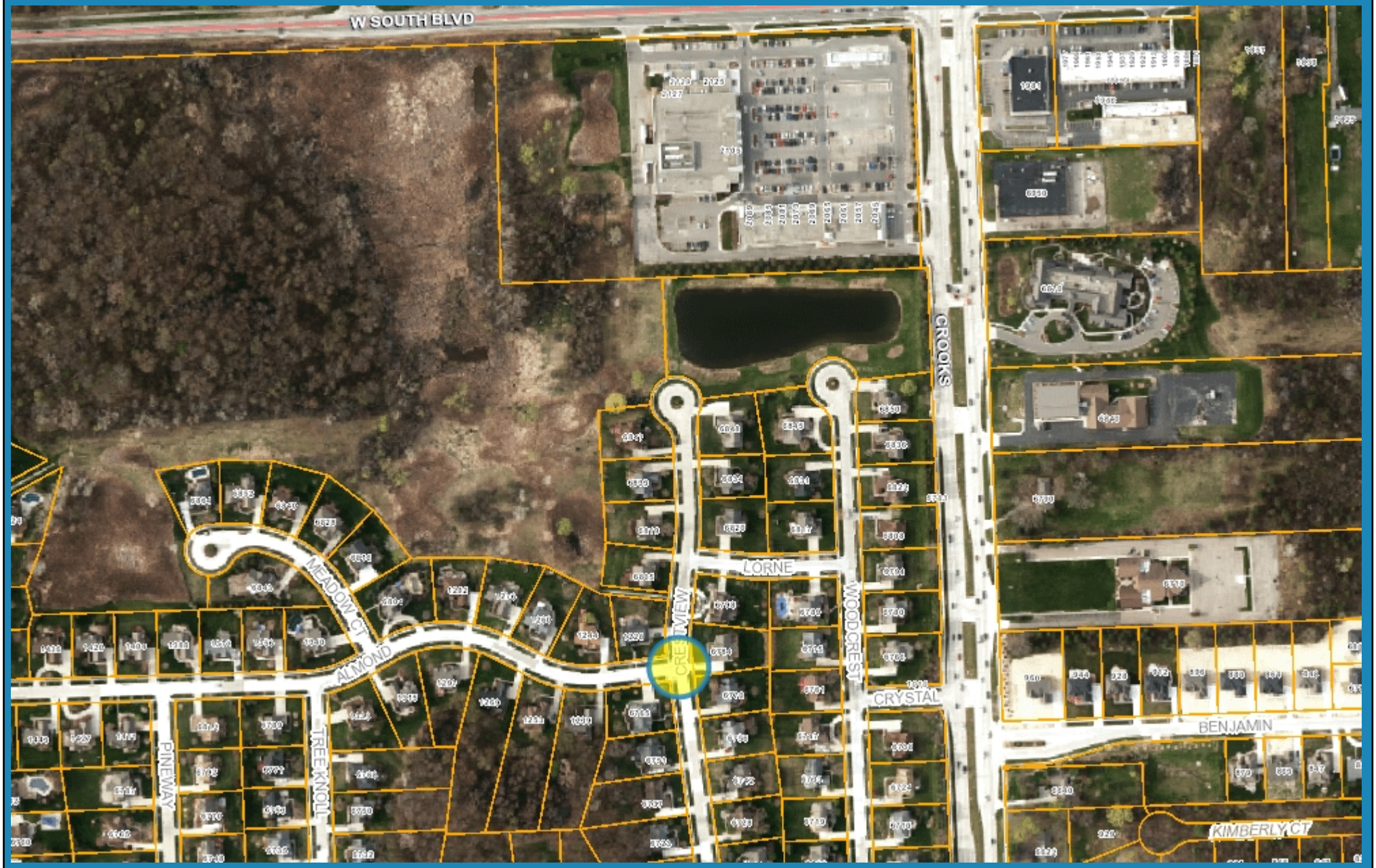


755 0 378 755 Feet

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.

City of Troy GIS Online

ITEM #8 - Almond at Crestview

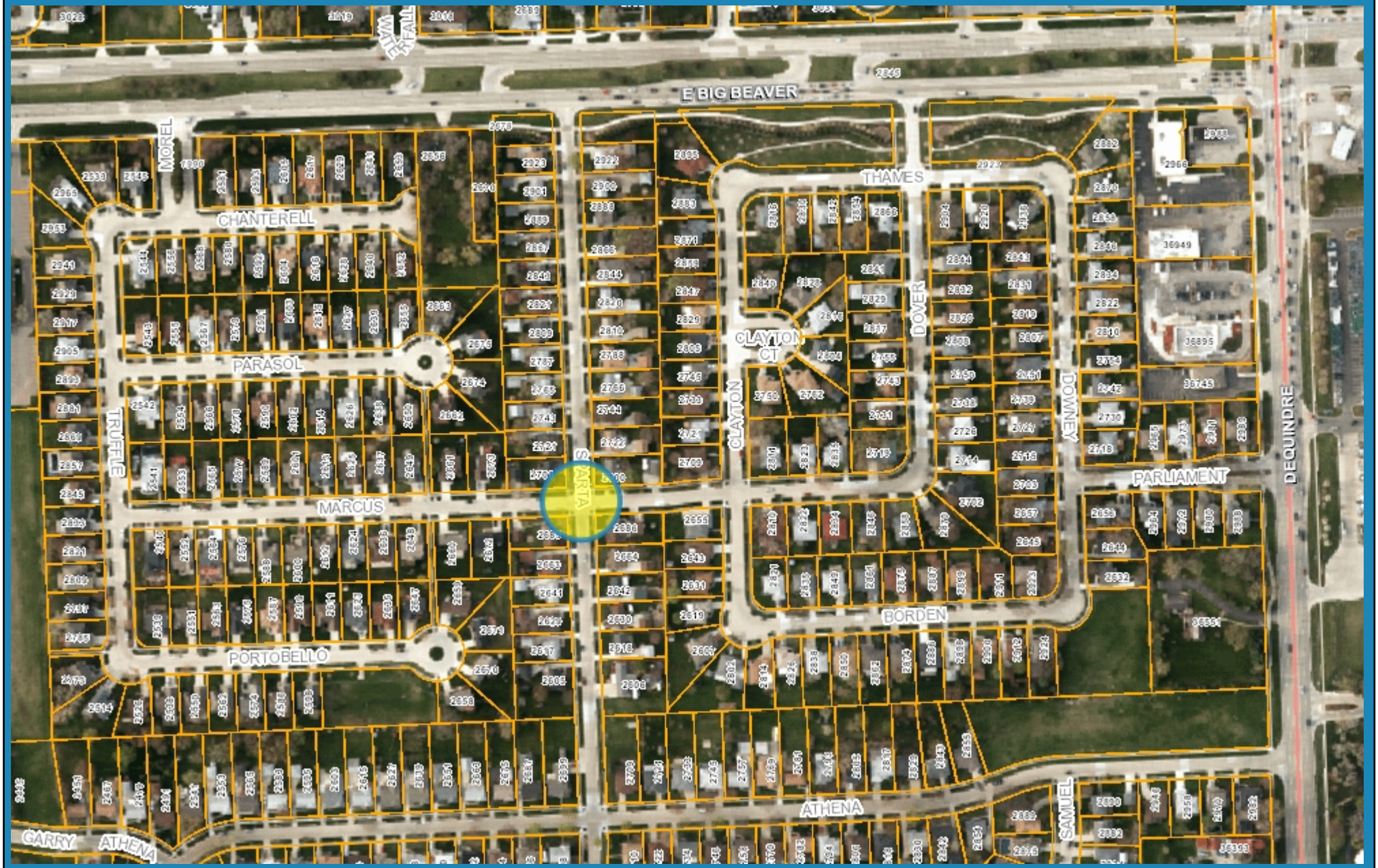


833 0 417 833 Feet

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.

City of Troy GIS Online

ITEM #9 - Marcus at Sparta

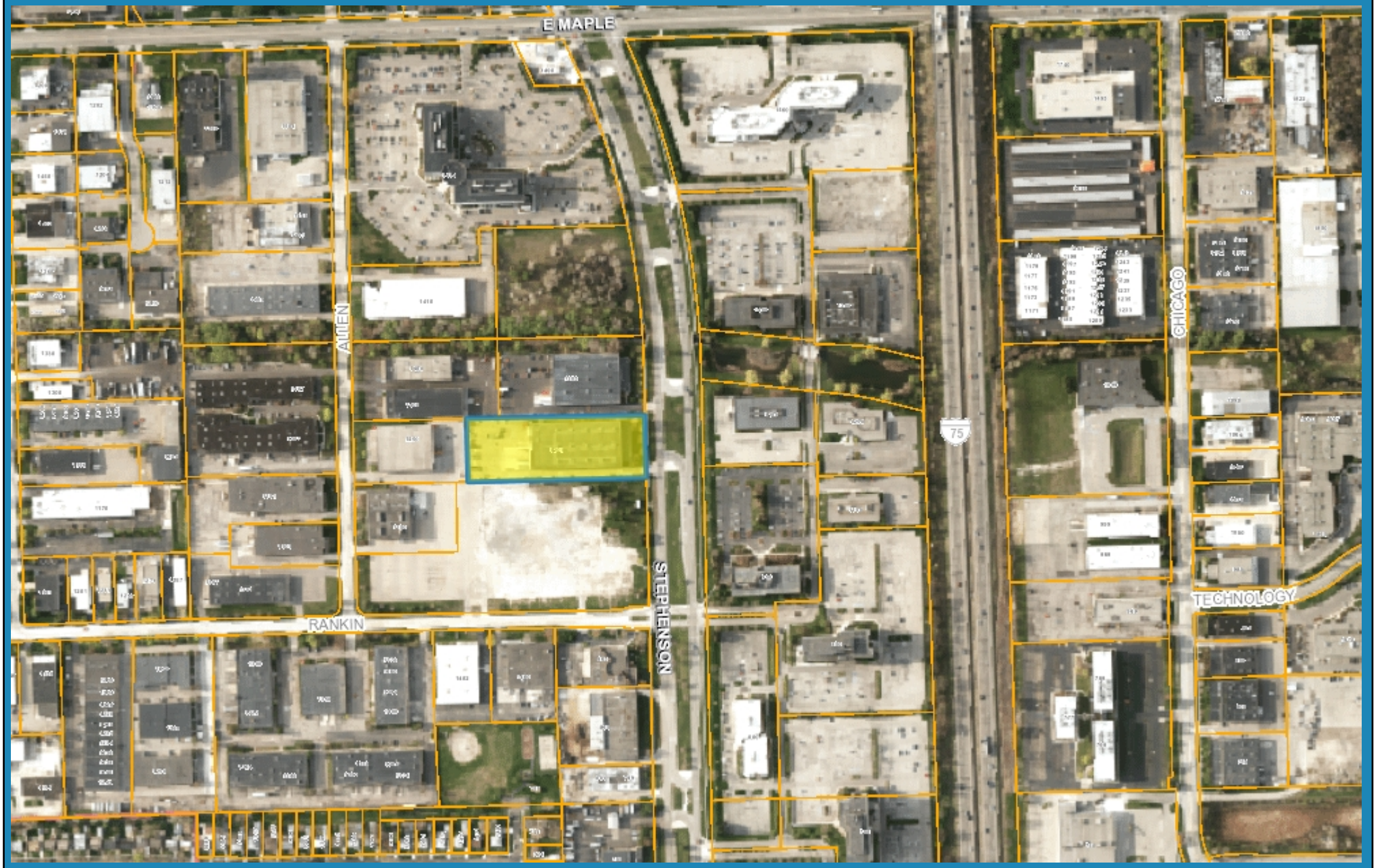


752 0 376 752 Feet

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.

City of Troy GIS Online

ITEM #10 - 1201 Stephenson



1,272 0 636 1,272 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.

CITY COUNCIL AGENDA ITEM

Date: August 18, 2015

To: Brian Kischnick, City Manager

From: MaryBeth Murz, Purchasing Manager
Gert Paraskevin, IT Director
Gary G. Mayer, Chief of Police
Elaine Bo, Recreation Director
Brian Goul, Assistant Recreation Director

Subject: Bid Waiver: Pelco Camera System Upgrade for the Community Center and Troy Family Aquatic Center

History

The Police Department upgraded its video security camera system to the Pelco Endura enterprise camera system, anticipating a city wide expansion and has been utilizing the maintenance services of SimplexGrinnel since 2005 {Resolution #2005-12-557-F10} with the original access control system being installed during the Police and Fire building renovation and addition project.

Due to the complexity of the system and the knowledge that is required and necessary for the total ongoing integration of the integrated security management system; an *ongoing* proprietary service agreement with *SimplexGrinell of Farmington Hills, MI* to provide materials and labor to maintain the Integrated Security Management System was approved by City Council February 16, 2009; {Resolution #2009-02-047-F-04d}.

Troy City Council waived formal bidding procedures and authorized the City management to utilize the ongoing contract with *SimplexGrinell of Farmington Hills, MI* an authorized licensed installer in Michigan to purchase and install the Pelco Endura and access control equipment so as to *upgrade* the current Integrated Security Management System ; {Resolution #2015-01-024-J-7}.

Since the completion of the last project, the total City of Troy camera count will be 247, of which 183 will be a part of the new citywide Endura System. This project also provides the compatible equipment, which allows for the continued expansion of the system to remaining buildings with aging independent systems which include both the Community Center and the Aquatic Center.

The goal of this project is to increase the security, safety of the public *and* city staff, and limit liability at the Troy Community Center and Troy Family Aquatic Center. Both facilities have had numerous occasions when issues have occurred that required the police or recreation staff to view videos. At this time, the Community Center and the Aquatic Center systems are no longer working. The upgrade to this system will additionally allow staff to add cameras to areas where video is needed,

History (continued)
ability to save video for at least a month, and allow the police department the ability to view video as needed on the existing Endura video wall.

Purchasing
Due to the complexity of the system, it is recommended to use the company, who initially programmed the system, maintains the software application, provides ongoing service and also has the knowledge to understand the integration between the Pelco system and our access control system. Additionally, knowledge is required and necessary for the total integration of the access control system.

SimplexGrinnell has installed the camera and/or access control systems at the City Hall Offices, Library, Community Center, Police and Fire Training Center, Aquatic Center, Nature Center, DPW Building, Parks and Recreation Garage, Fire Storage Building, all six Fire Stations and the Transit Center.

As per CC Res {2009-02-047-F-04d} City Council approved an *ongoing* proprietary service agreement with SimplexGrinell to provide materials, and labor to *maintain* the Integrated Security management System. Consequently over the last nine years, the Police Department has built a strong ongoing working relationship with SimplexGrinnell. Security of our buildings is top priority and SimplexGrinnell is one of only a few vendors that are allowed to work in our building unsupervised. SimplexGrinnell has learned how our operation works and can install and/or integrate systems with little input from department staff.

Financial
The approved Capital funds contained in the Fiscal Year 2015/2016 budget from Community Center General Equipment Annex Equipment and Troy Family Aquatic Center General Equipment Capital Accounts are budgeted and currently available to complete this project.

Recommendation
City management requests approval to utilize the ongoing contract with *Simplex Grinnell of Farmington Hills, MI* an authorized licensed installer in Michigan to purchase and install the Pelco Endura upgraded equipment for the Troy Community Center and Troy Family Aquatic Center at an estimated total cost of $122,457, as detailed in the quotations attached.

tyco
Fire & Security

QUOTATION

SimplexGrinnell
A Division of TYCO International

Date	Quotation No.
06-Dec-14	520415-1206-14-B03

Vendor Code No.

Issuing Office: **24747 HALSTED ROAD, FARMINGTON HILLS, MI. 48335**

Job Name and Address
City Of Troy
Aquatic Center
VSS ENDURA Upgrade
Budget Proposal

TO: **City Of Troy Police Dept.**
500 West Big Beaver Road
Troy, MI. 48084

Attn: Ryan Wolf

Shipping Terms F.O.B. Shipping Point

Project/Reference No.

Page 1 of 2

ITEM	QUANTITY	MODEL NO.	DESCRIPTION	UNIT PRICE	EXTENSION
			***** CITY OF TROY / AQUATIC CENTER / ENDURA UPGRADE & CAMERA ENCODERS *****		
			Provide materials and labor services for the installation / upgrade of the existing video surveillance system head-end equipment at the City of Troy, Aquatic Center facility. This work will include:		
			* Aquatic - Install (8) 2 channel encoders to convert (16) analog video signals.		
			* Aquatic - Install (1) ENDURA workstation in Mangers office.		
			* Aquatic - Install (1) network storage manger 6TB.		
			* Aquatic - Install (1) AVAYA 24 port network switch in telecom closet.		
			* Aquatic - Install (1) wireless link from Aquatic Center to Police Dept. and connect configure to PD security surveillance network.		
			* Aquatic - Install (1) UPS back-up in telecom closet.		
			Materials & Services:		
1	8	NET5402T	Pelco Encoder H.264 Compression, 2 Channel	$891.00	$7,128.00
2	1	RK5200PS-5U-US	Pelco Rack Mount Card Cage w/ Dual Power Supply.	$2,475.00	$2,475.00
3	1	NSM5200-06-US	Pelco Network Storage Manager, 6TB, US Power Cord	$12,225.00	$12,225.00
4	1	WS5070-US	Pelco Workstation w/WS5200-1 Software, US Power Cord	$3,564.00	$3,564.00
5	1	AL4800E89-E6	AVAYA ERS 4826GTS-PWR+ with 24 10/100/1000 802.3at PoE+ & 2 S	$2,893.00	$2,893.00
6	1	AA1419048-E6	AVAYA 1-port 1000BASE-SX Small Form Factor Pluggable (SFP) Gigal	$206.00	$206.00
7	1	UPS-220R-8IP	Middle Atlantic UPS 220VA	$2,038.00	$2,038.00
8	2	HD25072	Redline AN80i Radio 5.725 - 5.850 GHz	$2,328.00	$4,656.00
9	2	HD24906	Redline Heavy-Duty Mounting Kit	$150.00	$300.00
10	2	HD25068	Redline Sector Antenna	$492.00	$984.00
11	2	HD26203	Redline Ethernet CAT5 Double Shielded Out Door Cable	$210.00	$420.00
12	2	HD24907	Redline Lighting Protector Outddoor Arrestor	$288.00	$576.00
13	1	Lot	Misc. Patch cables & connectors	$480.00	$480.00
14	8	HOURS	System Engineering & Design	$166.00	$1,328.00
15	8	HOURS	Project Management	$90.00	$720.00
16	32	HOURS	System Commissioning / Programming / Test & Check-out	$115.00	$3,680.00
17	1	LOT	Electrical Installation and Materials	$6,400.00	$6,400.00
18	1	LOT	Network Installation and Configuration	$2,100.00	$2,100.00
			Sub-total:		$52,173.00
			6% Sales Tax:		Exempt
			TOTAL:		**$52,173.00**

SIMPLEXGRINNELL offers to furnish the above, subject to the terms and conditions appearing on the face and on the reverse side hereof, for the sum of

THIS QUOTATION DOES NOT INCLUDE ANY TAXES, INSTALLATION, INSTALLATION MATERIALS OR ANY LABOR OR SERVICES UNLESS SPECIFIED ABOVE.
Any alteration or change from the above will be performed following the acceptance by SIMPLEXGRINNELL of Purchaser's Written Order and will become an additional cost at GINNELL then current charges. This Quotation automatically expires __30____ days from the date shown above. All orders are subject to acceptance by SIMPLEXGRINNELL.

SIMPLEXGRINNELL
By:
TITLE J.KEITH
SALES

ACCEPTANCE OF QUOTATION
The prices, specifications, terms and conditions contained herein, including the reverse side hereof, are hereby accepted.

U:\TROY AQUATIC\ENDURA UPG.XLS

Purchaser
Date
P.O. No.
By:
Title

tyco
Fire & Security

QUOTATION

SimplexGrinnell

A Division of TYCO International

Date	Quotation No.
06-Dec-14	520415-1206-14-B03

Vendor Code No.

Issuing Office: **24747 HALSTED ROAD, FARMINGTON HILLS, MI. 48335**

Job Name and Address
City Of Troy

Aquatic Center

VSS ENDURA Upgrade

Budget Proposal

TO: **City Of Troy Police Dept.**
500 West Big Beaver Road
Troy, MI. 48084

Attn: Ryan Wolf

Shipping Terms F.O.B. Shipping Point

Project/Reference No.

Page 2 of 2

ITEM	QUANTITY	MODEL NO.	DESCRIPTION	UNIT PRICE	EXTENSION
			Notes & Clarifications: 1) Sales tax is not included. 2) SimplexGrinnell Standard terms and conditions apply. 3) All new materials have a one-year warranty. 4) All installation to be performed during normal working hours Monday - Friday 7:30am - 4:30pm. 5) All installation performed by union electricians. 6) Owner to provide network connection. 7) Owner to make available 110/240VAC power.		

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SIMPLEXGRINNELL
By:

TITLE

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Purchaser

Date

P.O. No.

By:

Title

tyco

Fire & Security

QUOTATION

SimplexGrinnell

A Division of TYCO International

Date	Quotation No.
06-Dec-14	520415-1206-14-B01

Vendor Code No.

Issuing Office: **24747 HALSTED ROAD, FARMINGTON HILLS, MI. 48335**

Job Name and Address
City Of Troy

TO: **City Of Troy Police Dept.**
500 West Big Beaver Road
Troy, MI. 48084

Attn: Ryan Wolf

Community Center

VSS ENDURA Upgrade

Budget Proposal

Shipping Terms F.O.B. Shipping Point

Project/Reference No.

Page 1 of 2

ITEM	QUANTITY	MODEL NO.	DESCRIPTION	UNIT PRICE	EXTENSION
			***** CITY OF TROY / COMMUNITY CENTER / ENDURA UPGRADE & CAMERA ENCODERS *****		
			Provide materials and labor services for the installation / upgrade of the existing video surveillance system head-end equipment at the City of Troy, Community Center. This work will include:		
			* CC - Install (16) 2 channel encoders to convert (32) analog video signals.		
			* CC - Install (1) ENDURA workstation in Mangers office.		
			* CC - Install (1) video console display & keyboard in Admin. Office area.		
			* CC - Install (1) network storage manger 12TB.		
			* CC - Install (1) AVAYA 24 port network switch in telecom closet.		
			* CC - Install (1) UPS back-up in telecom closet.		
			* CC - Install new CAT 6 cabling from telcom clost to storage room network rack.		
			* CC - Install (1) AVAYA 24 port network switch in storage room network rack and connect to city's fiber back-bone.		
			Materials & Services:		
1	16	NET5402T	Pelco Encoder H.264 Compression, 2 Channel	$891.00	$14,256.00
2	2	RK5200PS-5U-US	Pelco Rack Mount Card Cage w/ Dual Power Supply.	$2,475.00	$4,950.00
3	1	NSM5200-12-US	Pelco Network Storage Manager, 12TB, US Power Cord	$15,624.00	$15,624.00
4	2	WS5070-US	Pelco Workstation w/WS5200-1 Software, US Power Cord	$3,564.00	$7,128.00
5	1	VCD5202-US	Pelco Video Console Display, US Power Cord	$3,565.00	$3,565.00
6	1	KBD5000	Pelco ENDURA Keyboard Assembly	$1,217.00	$1,217.00
7	2	AL4800E89-E6	AVAYA ERS 4826GTS-PWR+ with 24 10/100/1000 802.3at PoE+ & 2 SF	$2,893.00	$5,786.00
8	2	AA1419048-E6	AVAYA 1-port 1000BASE-SX Small Form Factor Pluggable (SFP) Gigab	$206.00	$412.00
9	1	UPS-220R-8IP	Middle Atlantic UPS 220VA	$2,038.00	$2,038.00
10	1	Lot	Misc. Patch cables & connectors	$480.00	$480.00
11	8	HOURS	System Engineering & Design	$166.00	$1,328.00
12	8	HOURS	Project Management	$90.00	$720.00
13	32	HOURS	System Commissioning / Programming / Test & Check-out	$115.00	$3,680.00
14	1	LOT	Electrical Installation and Materials	$5,500.00	$5,500.00
15	1	LOT	Network Installation and Configuration	$3,600.00	$3,600.00
			Sub-total:		$70,284.00
			6% Sales Tax:		Exempt
			TOTAL:		**$70,284.00**

SIMPLEXGRINNELL offers to furnish the above, subject to the terms and conditions appearing on the face and on the reverse side hereof, for the sum of

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SIMPLEXGRINNELL
By:

TITLE J.KEITH
SALES

ACCEPTANCE OF QUOTATION

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U:\TROYCOMM CNTR\ENDURA UPG.XLS

Purchaser

Date

P.O. No.

By:

Title

tyco
Fire & Security

QUOTATION

SimplexGrinnell

A Division of TYCO International

Date	Quotation No.
06-Dec-14	520415-1206-14-B01
Vendor Code No.	

Issuing Office: **24747 HALSTED ROAD, FARMINGTON HILLS, MI. 48335**

Job Name and Address
City Of Troy

Community Center

VSS ENDURA Upgrade

Budget Proposal

TO: **City Of Troy Police Dept.**
500 West Big Beaver Road
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Attn: Ryan Wolf

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Page 2 of 2

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			Notes & Clarifications: 1) Sales tax is not included. 2) SimplexGrinnell Standard terms and conditions apply. 3) All new materials have a one-year warranty. 4) All installation to be performed during normal working hours Monday - Friday 7:30am - 4:30pm. 5) All installation performed by union electricians. 6) Owner to provide network connection. 7) Owner to make available 110/240VAC power.		

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SIMPLEXGRINNELL
By:

TITLE

ACCEPTANCE OF QUOTATION

The prices, specifications, terms and conditions contained herein, including the reverse side hereof, are hereby accepted.

Purchaser

Date

P.O. No.

By:

Title

CITY COUNCIL AGENDA ITEM

Date: August 19, 2015

To: Brian Kischnick, City Manager

From: MaryBeth Murz, Purchasing Manager
Elaine Bo, Recreation Director
Brian Goul, Assistant Recreation Director

Subject: Bid Waiver - One Year Extension of Kitchen Use Agreement

History

On November 15, 2010 City Council approved a two-year contract with an option to renew for three (3) additional years to lease the Community Center kitchen to Emerald Food Services, LLC (Res #2010-11-262-J5). In contract with the Area Agency on Aging 1-B, Emerald Food Services, LLC. is a 501c3 food service provider for the Senior Citizen nutrition program (Meals on Wheels). The City has agreed to allow Emerald Food Service, LLC to use the Community Center Kitchen for the purpose of preparing food for this program. As part of this use, Emerald Food Services, LLC is allocated office space to conduct business associated with the administration of food preparation for this program. The City receives $19,200.00 annually for the use of the kitchen space.

September 24, 2012 City Council approved the three (3) year renewal under the same prices, terms and conditions with the contract expiring September 30, 2015, (Res #2012-09-187-J-6).

The contract between Emerald Food Service, LLC. and the Area Agency on Aging expires *September 30, 2016.* The Area Agency on Aging will bid out its contract again next spring. However the contract between Emerald Food Service LLC and the City of Troy for kitchen use for the purpose of preparing food for the Meals on Wheels program expires on *September 30, 2015*.

Purchasing

Emerald Food Service, LLC has been the food service provider for the Area Agency on Aging for 27 years and Emerald Food Service, LLC has had a contract with the City since 2001. In order for contracts to be in alignment with the same expiration date it is recommended the kitchen lease contract between Emerald Food Service LLC and the City of Troy be extended for one year to coincide with the Area Agency on Aging contract for the Meals on Wheels program. The City will negotiate a new contract with the company that receives the Meals on Wheels contract next summer.

Financial

All financial considerations will remain in place according to the current contract that expires on September 30, 2015.

Recommendation

It is recommended that City Council extend for one (1) year the existing contract between Emerald Food Service LLC and the City of Troy until September 30, 2016 in accordance with the same prices, terms and conditions agreed upon in the 2012 contract.

EXTENSION AGREEMENT FOR KITCHEN USE

This Extension Agreement for Kitchen Use is entered into between the CITY OF TROY, 500 W. Big Beaver Road, Troy, Michigan 48084, hereinafter "CITY", and EMERALD FOOD SERVICES, LLC, a Michigan Corporation whose address is 3179 Livernois, Troy, Michigan 48083, hereinafter "CORPORATION."

The CITY and CORPORATION agree to extend the Kitchen Use Agreement originally entered into on November 15, 2010. The original Agreement provided for a three (3) year renewal option which was exercised on October 1, 2012 with an expiration date of September 30, 2015. The CITY and CORPORATION agree to extend the Kitchen Use Agreement for one (1) year so that CORPORATION may continue to prepare meals for the Senior Citizen Nutrition Program, commonly known as Meals on Wheels, hereinafter "PROGRAM," as follows:

The original Agreement for Kitchen Use dated November 15, 2010 including the renewal dated September 24, 2012 describes the terms and conditions of the Agreement and are incorporated herein as though fully set out in this Extension Agreement for Kitchen Use and attached as Exhibit A.

Both parties hereby mutually agree to extend the entire contract for use of the kitchen space at the Community Center to prepare meals for the PROGRAM. This Extension Agreement for Kitchen Use shall be effective for one (1) year beginning on October 1, 2015 and ending on September 30, 2016.

IN WITNESS WHEREOF, the CITY and CORPORATION have executed this Extension Agreement on this _____ day of August, 2015.

CORPORATION

EMERALD FOOD SERVICES, LLC

WITNESSES:

By: _____
STEVE HAVERANECK

Its: VP

CITY OF TROY:

By: _____
DANE SLATER, Mayor

By: _____
M. Aileen Dickson, City Clerk

APPROVED AS TO FORM AND LEGALITY:

By: _____
LORI GRIGG BLUHM, City Attorney

KITCHEN USE AGREEMENT

THIS KITCHEN USE AGREEMENT (the "Agreement") is made as of the 15th day of November, 2010, by and between the City of Troy, a Michigan Municipal Corporation, whose address is 500 West Big Beaver Road, Troy, Michigan 48084, as "City", and Emerald Food Services LLC, a Michigan Corporation, whose address is 3179 Livernois, Troy, Michigan, 48083, as "Corporation".

SECTION I – Duration of the Agreement

The Agreement shall be in full force during the period commencing on January 1, 2011, and ending the 30st day of September 2012, with an option to renew for another three years after that date. (Corporation does have a current contract with the Federal government to provide Meals on Wheels in the Troy area. Their contract is up for renewal at the end of September 2012).

SECTION II – Purpose of the Agreement

The purpose of the Agreement is the use of the Community Center kitchen for on site scratch cooking by the Corporation for the Senior Citizen Nutrition program in Troy and other Oakland County communities.

SECTION III – The City's Responsibilities

A. The City shall provide to the Corporation the Community Center kitchen and office space designated on the attached Exhibit 1 for the sum of $1600.00 per month.

B. The City shall provide the use of the kitchen for the sole purpose of conducting a scratch cooking site from Monday through Friday, from 5:00 am to 2:00 pm, (on normal Corporation work days), except holidays observed by the City. The City reserves the right to occupy and use the premises at any time except as provided herein.

B. City shall maintain the trash receptacles in the kitchen and office area.

C. The City shall provide for the use of the following equipment currently on site: refrigeration units, ovens, stoves, steam table, sinks, garbage disposals and ice machine.

D. The City shall pay all utility costs of the program.

E. The City shall provide for the general maintenance of the facility except as otherwise provided in this Agreement

F. The City shall permit access to the kitchen to the Oakland County Health Department personnel, and Office of Services to the Aging and Area Agency on Aging personnel.

SECTION IV – The Corporation's Responsibilities

A. The Corporation shall pay the rent on or before the 1st day of each month. Checks should be made payable to: City of Troy and delivered or mailed to Carol Anderson, Parks and Recreation Director, 3179 Livernois, Troy, Michigan 48083.

B. The Corporation shall use the kitchen for the sole purpose of conducting a scratch cooking site from Monday through Friday, from 5:00 am to 2:00 pm, (on normal Corporation work days), except holidays observed by the City.

C. The Corporation shall provide all the food and other necessary materials for cooking and preparing the meals to be served.

D. The Corporation shall provide all the kitchen utensils and equipment necessary for food preparation and cooking which are not currently on the site.

E. The Corporation shall provide all the paper products, plastic silverware, condiments and other containers and utensils.

F. The Corporation shall provide for the cleaning of the tables on a daily basis.

G. The Corporation shall provide for all daily cleaning of the premises.

H. The Corporation shall provide for the maintenance and cleaning of all kitchen equipment it uses as listed and provided in Section III, Paragraph C, whether owned by the City or the Corporation.

I. The Corporation shall reimburse the City for a 25% portion of the trash disposal service (SOCCRA charges); any cleaning of the stove and oven hoods, grease trap, ceiling tiles and wall washes in the kitchen within 30 days after presentation of the notice of the cost of those services. The Corporation also to provide their own pest control services, if needed.

J. The Corporation shall reimburse the City for 50% of the cost of dumpster pick-up within 30 days after presentation of the notice of the cost of that service.

K. The Corporation shall not make any building modifications and/or additions, including but not limited to fixtures, door, carpeting, electrical outlets and voice/data connections unless they are approved by the City in advance of installation. Those building modifications and/or additions shall become the property of the City at the expiration or termination of this Agreement. The costs associated with building modifications and/or additions that are necessary to make the space a viable office shall be the responsibility of the Corporation. Equipment brought into the space by the Corporation must also be approved in advance by the City.

L. The Corporation shall supply the City with copies of all claims, damage or accident reports received by the Corporation, its employees and/or its agents, whether submitted to an insurance company or not, relating to any damage or accident that occurred or is alleged to have occurred on City owned property within 24 hours of the claim.

M. The Corporation shall allow the City the right to enter and/or inspect the kitchen area at any reasonable time and make repairs and/or improvements as it deems necessary. The expense of periodic maintenance caused by normal wear and tear of the kitchen equipment will be paid by the Corporation. Other repairs will be done at the City's expense unless it is determined that the repair was necessary due to the misuse or negligence of the Corporation, its employees and/or agents in which event the Corporation shall be responsible for the costs of said repair. The City will make every effort to notify the Corporation in advance if non-City employees will be entering onto the premises at the City's request. Any additions, repairs and/or improvements made on the premises shall become property of the City.

N. The Corporation shall be liable for any personal property taxes assessed against its equipment or inventory.

O. The Corporation shall secure all necessary insurance and hold the City harmless as set out in Section V, Paragraphs A. and B.

P. The Corporation shall meet all rules and regulations of the Oakland County Public Health Department for the establishment and maintenance of a scratch cooking site and shall secure the approval of the Oakland County Public Health Department for the operation of the kitchen as a scratch cooking site.

Q. The President of the Corporation or his/her designee shall meet with the Director of Parks and Recreation or his/her designee for the City on an annual basis starting in January, 2012 for the purpose of reviewing the adequacy of the service being provided, and as required at any other time.

SECTION V – <u>Insurance and Indemnification</u>

A. The Corporation shall maintain liability insurance in the amount of two million ($2,000,000.00) dollars for any actions, claims, liability or damages caused to persons and/or property arising out of the operation and/or maintenance of the food service and use of the kitchen and office area in the Troy Community Center, in addition to product liability insurance and worker's compensation. All insurance coverage shall be approved by the City. Certificates of Insurance shall comply with the sample for attached as Exhibit 2. The City shall be named as an additional insured under all policies except worker's compensation. All insurance companies must be licensed and admitted to do business in the State of Michigan. All insurance set out herein shall be maintained for the duration of the Agreement. Failure to maintain coverage or to continue to maintain coverage shall be considered a breach of contract with immediate termination of the Agreement at the will of the City. The Corporation is responsible for any deductibles under its policies of insurance.

B. To the fullest extent permitted by law, the Corporation agrees to defend, pay on behalf of, indemnify, and hold harmless the City of Troy, its elected and appointed officials, employees and volunteers and others working on behalf of the City of Troy against any and all claims, demands, suits, or loss, including all costs connected therewith, and for any damages which may be asserted, claimed or recovered against or from the City of Troy, its elected and appointed officials, employees, volunteers or others working on behalf of the City of Troy, by reason of personal injury, including bodily injury or death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with this contract for and for the preparation and service of meals.

C. The City shall indemnify, defend, and hold harmless the Corporation from any and all claims against the Corporation resulting from the gross negligence of the City.

SECTION VI – Compliance

The City and the Corporation shall comply with all applicable laws, ordinances and regulations of the Federal, State and local governments.

SECTION VII – Discrimination Prohibited

Neither the City nor the Corporation shall discriminate against any employee or applicant for employment with respect to hire, tenure, terms, conditions, or privileges of employment, or a matter directly or indirectly related to employment, because of race, color, religion, national origin, age, sex, height, weight, or marital status pursuant to 1976 P.A. 453, Section 209. The parties shall also comply with the provisions of the Michigan Handicappers Civil Rights Act, 1976 P.A. 220, and the Federal Rehabilitation Act of 1973, P.L. 93-112, which states that no employee or client or otherwise qualified handicapped individual shall, solely by reason of handicap, be excluded from participation, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

The parties shall comply with all other Federal, State or local laws, regulations, and standards, and any amendments thereto, as they may apply to the performance of this Lease.

No person shall, on the grounds of race, creed, color, sex, age, national origin, height, weight, handicap, or marital status be excluded from participation in, be denied the proceeds of, or be subject to discrimination in the performance of this Lease. The Corporation shall comply with all applicable regulations promulgated pursuant to the Civil Rights Act of 1964.

SECTION VII – General Provisions

A. Merger or Integration

This Agreement constitutes the entire contract between the parties with respect to the subject matter and there are no other further written or oral agreements with respect to this Agreement.

B. Termination

Either party may at any time during the life of this Agreement, or any extension thereof, terminate this Agreement by giving 120 days notice in writing to the other party of its intention to do so. Should the Community Center be closed permanently or semi-permanently by City Administration or City Council, the City will notify Corporation no later than five (5) days after decision.

C. Modification

No variation or modification of the Agreement and no waiver of its provisions shall be valid unless in writing and signed by the duly authorized officers of both parties.

D. Assignment or Delegation

No assignment or delegation of this Agreement shall be made in whole or in part, without the written consent of the City being first obtained.

E. Independent Contractor Provision

The relationship of the Corporation to the City shall be that of an independent contractor. No partnership, association or joint enterprise shall arise between the Corporation and the City as a result of any provision of this Agreement, nor shall any provision be construed as making an employee of the Corporation an employee of the City or an employee of the City an employee of the Corporation.

F. Designation of Representatives

The Corporation designates its president, Kim Haveraneck or designee, as its representative to convey complaints and grievances pertaining to the execution of this Agreement. The City designates Carol Anderson, Director of Parks and Recreation or designee, as its representative for same. The Corporation representative may be reached by phone at 248.689.0001. The City's representative may be reached by phone at 248.524.3484.

G. Material Breach

Any breach of promise or covenant contained herein shall be construed as a material breach and shall be the basis for immediate termination of this Agreement by the non-breaching party.

SECTION VIII – Disputes

The City shall notify the Corporation in writing of its intent to pursue a claim against the Corporation for breach of any terms of this Agreement. No suit may be commenced by the City for breach of this Agreement prior to the expiration of ninety (90) days from the date of mailing of the notification. Within the ninety (90) day period, the City, at the request of the Corporation, shall meet with an appointed representative of the Corporation for the purpose of attempting to resolve the dispute.

SECTION IX – Notice

All written notices to be given under this Agreement shall be mailed by certified mail, return receipt requested, to the other party at its address set forth herein or at such address as the party may provide in writing from time to time. Any such notice shall be deemed to have been received five days subsequent to mailing.

IN WITNESS WHEREOF, The City and the Corporation have executed this Agreement as of the date set forth above.

CORPORATION:

EMERALD FOOD SERVICES, INC.

BY: Kim Haveraneck

Position: President

Date: 11/30/10

Attest: Cheryl A Stewart

Date: November 15, 2010

CITY:

CITY OF TROY, MICHIGAN

BY: Louise E Schilling

Position: Mayor

Date: November 15, 2010

By: Tonni L Bartholomew, City Clerk

Date: November 15, 2010

CITY COUNCIL AGENDA ITEM

Date: August 17, 2015

To: Brian Kischnick, City Manager

From: MaryBeth Murz, Purchasing Manager
Mark Miller, Director of Economic & Community Development
Gert Paraskevin, Information Technology Director
Tom Darling, Director of Financial Services
Cathleen Russ, Library Director
Mallorie Colvin, Technology Specialist

Subject: Bid Waiver - Expand Envisionware Products for the Library and Budget Amendment

History

Troy Public Library has a long history of providing forward-thinking services that make patrons' visits to the Library more pleasant, efficient, and useful for their day-to-day lives. In 2000, the Library opened the Technology Center, offering patrons access to computers, Internet, wi-fi and printing services. The Technology Center continues to be a very popular service at the Library and the Library has expanded its technology offerings accordingly.

With ever-increasing patron demand for assistance and instruction with computer software, as well as devices such as smartphones, tablets, and ereaders, the Library would like to reduce the amount of staff time spent collecting money for printing fees. The proposed solution is to create a self-service pay station at the main library printer. Freeing up staff time will allow for better customer service, more one-on-one time helping patrons with in-depth questions, as well as the ability to work on new projects for the Technology Center, such as teaching computer classes. This project will also satisfy the growing demand for self-service. The Sterling Heights Public Library and the Rochester Public Library are two area libraries that offer self-service, which has worked well for them.

Products and services included in the proposal include: a coin and bill acceptor, which would allow patrons to continue paying with cash; EnvisionWare eCommerce, which would allow patrons to pay with credit or debit; and the EnvisionWare Authentication and Accounting Module (AAM) which, along with the BarcodePlus terminal, will allow patrons to preload funds on their library card so that they may pay with it. The proposal also includes MobilePrint, which will upgrade our current wireless printing service to allow patrons to send prints from outside the building as well as offering printing from mobile devices such as smartphones and tablets.

Purchasing

The Library utilized EnvisionWare for patron authentication in the technology room. Then it was expanded to printing services. The Library then purchased EnvisionWare, Inc.'s LPT:One printing module in 2013 in conjunction with the Suburban Library Cooperative. *Automating* printing fee processing to be self-service in Library's Technology Center requires purchasing additional sets of modules to expand the current system directly from EnvisionWare, Inc.

The quote for automating printing services in the Library's Technology Center includes the software and hardware as detailed above to provide simple self-service printing to Troy Library patrons. The initial cost is **$16,564.45** with maintenance fees of **$3,338.75** per year.

In addition to providing customer service and self-service opportunity, the expansion of this software will result in a revenue stream for the Library. Based on annual printing revenues at current per-page prices annual revenue is expected to be approximately $15,000.00. This amount will nearly fund the project in its first year and will off-set maintenance fees and toner/printer maintenance in future years.

Financial

The Library's expected revenue from printing fees as detailed below is approximately $15,000.00 annually, which will largely cover the initial expenditures. However, in order to cover the initial expenditure a budget amendment will be necessary in the amount of $16,600.00 as a transfer from the Library Fund to the Capital Fund to cover the cost incurred by the Capital Fund.

	Patron Charge/Page	Actual Cost/Page	Monthly Volume	Annual $ Volume
Black/White Printing	$0.10	$0.007	5,000	$5,580.00
Color Printing	$1.00	$0.065	1,000	$11,220.00
Total				$16,800.00
Cost of Printer Lease				-$1,613.00
Estimated Annual Printing Revenue				**$15,187.00**

Recommendation

City management recommends that the bid process be waived and authorizes City management to purchase additional software modules, as well as hardware, from *EnvisionWare, Inc. of Duluth, GA* to automate printing in the Library Technology Center. Purchases includes the Authentication and Accounting Module (AAM), eCommerce Self Service, BarcodePlus, MobilePrint, a coin and bill acceptor, and installation costs as detailed in the attached quote for a total estimated cost of **$16,564.45,** with annual maintenance totaling **$3,338.75**. It is also recommended a budget amendment be approved in the amount of $16,600.00 as a transfer from the Library Fund to the Capital Fund to cover the cost incurred by the Capital Fund.

G:\drive Bid Award 2015-2016 Bid Waiver_Envisionware_Lib

Quotation

Date	8/17/2015
Quote Number	US-22012
Quote Expires	9/30/2015
Project	
Sales Rep	Kraus, Steve
Partner	71018 Innovative Interfaces, Inc. [US]
Currency	US Dollar
Memo (Prints)	AAM ECS, CBA, MPS, B/C+
Terms	Net 30 Days
Currency	US Dollar
End User	
End User Expiration	
Maintenance Expiration	

EnvisionWare, Inc.
2855 Premiere Parkway | Suite A
Duluth GA 30097-5201
United States
800-216-8370 / +1 678-382-6500
www.envisionware.com
Tax ID #: 58-2424595

Bill To
Cathleen Russ
Troy Public Library
510 W. Big Beaver Road
Troy MI 48084
United States

Ship To

Item	Qty	Description	Rate	Amount
AAM-SLE Bundle	1	ENVISIONWARE AUTHENTICATION AND ACCOUNTING MODULE (AAM) SMALL LIBRARY EDITION BUNDLE - Enables a suite of added services to extend the functionality of many EnvisionWare products and AAM Web Query	1,995.00	1,995.00
CBA-V-U *USD 3T DM	1	ENVISIONWARE SERIES V COIN & BILL ACCEPTOR - Dual mode simultaneously manages software application AND copy payment. Use with Print Management, eCommerce, Copiers, and AAM Revalue. ** CBA Copier cable: { enter copier make and model } ** Accepts Coins: $0.05, $0.10, $0.25, $1.00 ($1 coin is accepted but cannot be returned.) ** Accepts Bills: $1, $5, $10, and $20 (user-defined acceptance). ** USB Cable pre-installed and secured within protective housing. ** Power Supply ** Advance Replacement Support	2,565.00	2,565.00
BCP-CABLE-U (Ricoh MP4002 - MPC4502)	1	BARCODEPLUS ETHERNET TERMINAL COPIER INTERFACE CABLE Supports the following Ricoh models: MP4002, MPC4502 ++ Requires BarcodePlus Terminal	150.00	150.00
BCP-SLE Terminal Engine Bundle	1	BARCODEPLUS TERMINAL ENGINE SMALL LIBRARY EDITION - Service that manages terminal behavior and brokers connections between the AAM accounting database technology and BarcodePlus Ethernet Terminals which are connected to copiers.	1,995.00	1,995.00
BCP-TERMINAL-U Barcode / MagStripe [Pedestal]	1	BARCODEPLUS ETHERNET TERMINAL - PEDESTAL-MOUNTED free standing terminal delivers online payment functionality for copiers. Low maintenance, compact design, integrated copier controller with touchpad for user ID and PIN entry plus control functions; high performance barcode scanner; and a track 2 magnetic stripe reader for magnetic ID cards and credit cards (requires EnvisionWare eCommerce Services). The Terminal connects to the server hosting the BarcodePlus Terminal Engine via your LAN. An optional interface cable provides direct interface and control for most copiers. The Terminal can also be bundled with the EnvisionWare CBA to provide cash and account-based copier payment control.	1,825.00	1,825.00

ECS-SelfServ Bldg [1st]	1	ENVISIONWARE ECOMMERCE SERVICES - 1st Building SOFTWARE for Web and Terminal-based Self Check Out or software-based fine kiosk for Fine/Fee Payment and account re-value +Card Terminals optional	4,395.00	4,395.00
ZSOI-ECS-SelfServ PW-W 1000*A	1	SUBSCRIPTION (Annual) WEB-based PAYware Connect Gateway with Secure Payment Page . 1000 transactions per month. **For each transaction over 1000, there will be a $0.05 charge**	180.00	180.00
ZSOI-ECS-SelfServ PW/E-WK915 (Unl*A)	1	SUBSCRIPTION (Annual) PAYware GATEWAY Transactions, Interface, and TERMINAL for unlimited transactions / month for 12 months on eTIM platform ** Subscription for three (3) years. Full balance of term payable for early termination. ** ** Lead Time: 10 weeks	456.00	456.00
LPT-MPS-1YR-U	1	SUBSCRIPTION (1-Year Prepaid) MobilePrint Service(tm) - Print from virtually any patron device via App, Email or Custom Web Portal. Pick up at LPT:One Print Release Terminals. No additional hardware required. - Licensed by the number of Buildings or Job Queue Engines, whichever is greater. ++ REQUIRES LPT:One EnvisionWare Print Management v4.9+	725.00	725.00
PS-PM-BLDG	1	ENVISIONWARE COLLABORATIVE PROJECT SERVICES -- PER BUILDING * Includes installation of all products ordered or guidance to install items as part of a single project/trip on a per building basis. EnvisionWare generally installs management or host components and trains customers in the deployment of Client modules. * A Statement of Work (SOW) will be developed collaboratively which defines the responsibilities of EnvisionWare and your staff and includes consulting services, planning, installation, training and acceptance criteria. ++ This price does not include any of the fixed travel costs (Continental US) or billed expenses (Outside USA) items when onsite services are requested.	1,000.00	1,000.00
PS-EXPFF-U 1st Day	1	ENVISIONWARE PROFESSIONAL SERVICES - FLAT FEE FOR EXPENSES - First of Every Five Days Onsite. No partial days.	975.00	975.00
PS-EXPFF-U Additional Day	1	ENVISIONWARE PROFESSIONAL SERVICES - FLAT FEE FOR EXPENSES - Additional Days After First. Maximum (4) additional days before an additional First day is required.	250.00	250.00
		Maintenance after 1 Year Warranty: $1,977.75 (software & equipment), Mobile Print $725.00 + ecommerce ($180 + $456) = $3,338.75		
			Subtotal	16,511.00
			Shipping Cost ()	53.45
			Total	$16,564.45

All sales subject to the standard EULA and Product Warranty provided with your products. This offer is not valid after the expiration date.

CITY COUNCIL AGENDA ITEM

Date: August 18, 2015

To: Brian Kischnick, City Manager

From: William Nelson, Fire Chief
David Roberts, Assistant Fire Chief

Subject: Fireworks Permit – Troy Family Daze Festival

The Fire Department has received a permit application from North Woodward Community Foundation of Troy together with Great Lakes Fireworks, LLC of Eastpointe, Michigan, for a public fireworks display to be conducted at the Troy Family Daze Festival at the Troy Civic Center Complex, near the intersection of Town Center Dr. and Civic Center Dr.

Background

Michigan law requires that before anyone can conduct a fireworks display, a permit must be obtained from the local unit of government. The law states that any person or group that would like to conduct a fireworks display must apply to the local unit of government for a permit. The law defines local unit of government as the council or commission of a city or village, or the township board of a township.

North Woodward Community Foundation of Troy together with Great Lakes Fireworks, LLC, therefore, are requesting that the Troy City Council grant a permit for a public fireworks display to occur at the Troy Family Daze Festival on the evening of Saturday, September 19, 2015, or the rain date of Sunday, September 20, 2015.

Great Lakes Fireworks, LLC has provided a certificate of liability insurance, and the resident agent is Mr. Barry J. Beltz of Eastpointe, Michigan. North Woodward Community Foundation will comply with the requirement to provide insurance, with the City of Troy as an additional named insured, no later than ten (10) business days before the event.

Recommendation

The Fire Department has met with the applicants and reviewed the permit application and supporting documentation, and recommends that City Council issue a fireworks permit to North Woodward Community Foundation of Troy together with Great Lakes Fireworks, LLC.

City Attorney's Review as to Form and Legality

_____
Lori Grigg Bluhm, City Attorney

DR/M:\15-803\My Documents\Word\TroyFamilyDazeFireworks Agenda Item.docx

City of Troy

CITY COUNCIL AGENDA ITEM

Date: August 14, 2015

To: Brian Kischnick, City Manager

From: Aileen Dickson, City Clerk

Subject: Request for Recognition as a Nonprofit Organization from Troy High Band Boosters

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History

Attached is a request from Tina Battle, Fundraising Chair for Troy High Band Boosters, seeking recognition as a nonprofit organization for the purpose of obtaining a charitable gaming license for fundraising purposes.

Financial

There are no financial considerations associated with this item.

Recommendation

It has been City Management's practice to support the approval of such requests.

City Attorney's Review as to Form and Legality

There are no legal considerations associated with this item.

Troy High Band Boosters

Sue Balamucki · President · Troy High Band Boosters · 248-321-9162 ·
thbb_president@troycoltbands.org · 4777 Northfield Pkwy · Troy, MI 48098

August 14, 2015

The Honorable Dane Slater, Mayor of Troy
and Members of the Troy City Council
Troy City Hall
500 West Big Beaver
Troy, MI 48084

Re: Application of the Troy High Band Boosters for "Recognition as a Non-Profit Organization" for the Purpose of Obtaining a Gaming License

Dear Mayor Slater and Members of the City Council;

Please allow this to serve as a request by the Troy High Band Boosters for Recognition as a Non-Profit Organization for the Purpose of Obtaining a Gaming License. The Troy High Band Boosters is a 501 (c)(3) non-profit organization created to support all phases of the Troy High School band program, including operational and financial support. Under the direction of Brian P. Nutting, the Troy High band program consists of more than 250 students in 5 award-winning bands: Campus Band, Concert Band, Symphonic Band, Jazz Ensemble, and the Troy Colt Marching Band. These bands have received numerous awards and special recognitions on local, state, and national levels. For more information on our programs, you can visit our website at www.troycoltbands.org.

In support of our application, please find the following documents:

- Blank "Local Governing Body Resolution for Charitable Gaming Licenses" form;
- Letter of Determination from the U.S. Department of Treasury granting exemption from federal income tax [Section 501(c)(3) of the Internal Revenue Code] and classification as a public charity [Section 509(a)(2) of the Internal Revenue Code];
- Copy of the Troy High Band Boosters Constitution & Bylaws; and
- Revenue and Expenses for the Troy High Band Boosters for the 2014/2015 School Year (Confidential-Keep on File Only, copy in an envelope).

Please note that the THBB does not have in our possession a copy of Form #1023 – Application for Recognition Exemption, which would have been filed with the IRS to obtain our Letter of Determination. We have submitted a Form #4506 to the IRS requesting a copy of the Form #1023, and have been told it may take up to sixty days for them to process our request. We would like to proceed with the process of Recognition as a Non-Profit Organization for the Purpose

of Obtaining a Gaming License so that we can move forward with these fundraising efforts. If you can process our application without the Form #1023, we would greatly appreciate it.

If you have any questions regarding our request, please do not hesitate to contact me.

Thank you for your attention to this matter.

Best regards,

Tina Battle

Tina Battle, Fundraising Chair, Troy High Band Boosters
5776 Whitehaven Drive
Troy, MI 48085
(248) 828-2710 – home
(248) 990-2049 – cell

MICHIGAN LOTTERY
Charitable Gaming Division
Box 30023, Lansing, MI 48909
OVERNIGHT DELIVERY:
101 E. Hillsdale, Lansing MI 48933
(517) 335-5780
www.michigan.gov/cg

LOCAL GOVERNING BODY RESOLUTION FOR CHARITABLE GAMING LICENSES

(Required by MCL.432.103(K)(ii))

At a _____ meeting of the _____
REGULAR OR SPECIAL — TOWNSHIP, CITY, OR VILLAGE COUNCIL/BOARD

called to order by _____ on _____
DATE

at _____ a.m./p.m. the following resolution was offered:
TIME

Moved by _____ and supported by _____

that the request from _____ of _____,
NAME OF ORGANIZATION — CITY

county of _____, asking that they be recognized as a
COUNTY NAME

nonprofit organization operating in the community for the purpose of obtaining charitable

gaming licenses, be considered for _____.
APPROVAL/DISAPPROVAL

APPROVAL		DISAPPROVAL	
Yeas:	_____	Yeas:	_____
Nays:	_____	Nays:	_____
Absent:	_____	Absent:	_____

I hereby certify that the foregoing is a true and complete copy of a resolution offered and adopted by the _____ at a _____
TOWNSHIP, CITY, OR VILLAGE COUNCIL/BOARD — REGULAR OR SPECIAL

meeting held on _____.
DATE

SIGNED: _____
TOWNSHIP, CITY, OR VILLAGE CLERK

_____
PRINTED NAME AND TITLE

_____
ADDRESS

COMPLETION: Required.
PENALTY: Possible denial of application.

BSL-CG-1153(R6/09)

INTERNAL REVENUE SERVICE
P. O. BOX 2508
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: DEC 17 2008

TROY HIGH BAND BOOSTERS
4777 NORTHFIELD PKWY
TROY, MI 48098

Employer Identification Number:
35-2255804
DLN:
300327131
Contact Person:
MARILYN COLEMAN ID# 31511
Contact Telephone Number:
(877) 829-5500
Public Charity Status:
170(b)(1)(A)(vi)

Dear Applicant:

Our letter dated January 2006, stated you would be exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code, and you would be treated as a public charity, rather than as a private foundation, during an advance ruling period.

Based on the information you submitted, you are classified as a public charity under the Code section listed in the heading of this letter. Since your exempt status was not under consideration, you continue to be classified as an organization exempt from Federal income tax under section 501(c)(3) of the Code.

Publication 557, Tax-Exempt Status for Your Organization, provides detailed information about your rights and responsibilities as an exempt organization. You may request a copy by calling the toll-free number for forms, (800) 829-3676. Information is also available on our Internet Web Site at www.irs.gov.

If you have general questions about exempt organizations, please call our toll-free number shown in the heading.

Please keep this letter in your permanent records.

Sincerely yours,

Robert Choi
Director, Exempt Organizations
Rulings and Agreements

Letter 1050 (DO/CG)

April 16, 2014

Pursuant to Article VII of the Troy High School Band Boosters Constitution, Hector Rodriguez (current President), Brenda Balas (current Vice-President), and Brian P. Nutting (Director of Bands), do hereby propose the following Amendments to the Constitution and Bylaws. These proposed Amendments are presented for consideration to be voted on by members of the Troy High Band Boosters at the April 16, 2014 General Meeting with a majority affirmative vote being required for their adoption.

The proposed Amendments to the Constitution and Bylaws are set forth as printed.

Approved April 16, 2014

Hector Rodriguez, President, Troy High Band Boosters

TROY HIGH BAND BOOSTERS
CONSTITUTION & BYLAWS
Rev. January 2014

TROY HIGH BAND BOOSTERS CONSTITUTION 2

Article I - Name 2

Article II - Objectives 2

Article III - Membership 2

Article IV - Executive Board 2

Article V - Officers 3

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Article II -The Executive Board, Operations 7

Article III - Annual Financial Report 7

Article V - Dues 7

Article VI - Quorum 7

Article VII - Nomination and Election of Executive Board 7

Article VIII – Procedures 8

Article IX – Resignation and Removal 8

TROY HIGH BAND BOOSTERS CONSTITUTION

Article I - Name

The name of this organization shall be "Troy High Band Boosters."

Article II - Objectives

The objectives of this organization shall be: To generate and maintain enthusiastic interest in all phases of the Troy High School Band program and to provide moral, operational, and financial support to its many programs by promoting the vision of the Director of Bands.

The Troy High Band Boosters is organized exclusively for educational purposes, including, for such purposes, the making of distributions to organizations that qualify as exempt organizations under section 501 (c) (3) of the Internal Revenue Code, or corresponding section of any future federal tax code.

No part of the net earnings of the Troy High Band Boosters shall inure to the benefit of, or be distributable to its members, trustees, officers, or other private persons, except that the organization shall be authorized and empowered to pay reasonable compensation for services rendered and to make payments and distributions in furtherance of the purposes set forth in the purpose clause hereof.

No substantial part of the activities of the Troy High Band Boosters shall be the carrying on of propaganda, or otherwise attempting to influence legislation, and the organization shall not participate in, or intervene in (including the publishing or distribution of statements) any political campaign on behalf of any candidate for public office.

Notwithstanding any other provision of this document, the organization shall not carry on any other activities not permitted to be carried on (a) by an organization exempt from federal income tax under section 501 (c) (3) of the Internal Revenue Code, or corresponding section of any future federal tax code, or (b) by an organization, contributions to which are deductible under section 170 (c) (2) of the Internal Revenue Code, or corresponding section of any future federal tax code.

Article III - Membership

Parents of students in the band program at Troy High School are considered members.

Article IV - Executive Board

Sec. I. There shall be an Executive Board, which shall have supervision of the affairs of the Band Booster organization.

Sec. II. The Executive Board is comprised of the elected officers of this organization (who shall be voting members), the immediate Past President (who shall not be a voting member), and the Director of Bands (who shall be a voting member only with respect to issues upon which the vote of voting members has resulted in a tie).

Article V - Officers

Sec. I. The elected officers of this organization shall be a President, Vice-President, Treasurer, Secretary, Production Chairperson, Public Relations Chairperson, Social Events Chairperson, Fundraising Chairperson.

Sec. II. These offices shall be elected for a one-year term by the members of this organization at the Annual Meeting, and shall take office in June.

Sec. III. In the event a vacancy occurs during the year in any of the above named elective offices, the same shall be filled by the Executive Board, by majority vote of the members of said Board, with the person thus selected to serve until a successor be elected by the members of this organization at the next election.

Sec. IV. The President of the Troy High Band Boosters shall be a parent or guardian of a student currently a member of the Troy High School Band.

Article VI - Meetings

There shall be a meeting of the members of this organization to be known as the Annual Meeting in April or at a time determined by the Executive Board. Other meetings of the members shall be at such dates and times as fixed by or in accordance with the Bylaws.

Article VII – Amendments

Sec. I. The Constitution and Bylaws may be amended.

Sec. II. Amendments to either may be proposed by the Executive Board or by not less than ten (10) members of this organization.

Sec. III. Amendment proposals by general members must be signed and delivered in writing to the Secretary 10 days prior to the executive board meeting at which they will be approve or rejected. Approved amendments will be voted upon at the next general meeting.

Sec. IV. Said amendment(s) shall be approved with the affirmative vote of not less than sixty (60%) percent of members present.

Article VIII - Funds

Upon the dissolution of the Troy High Band Boosters, assets shall be distributed to the Troy School District, 4400 Livernois, Troy, Michigan, 48098, for one or more exempt purposes within the meaning of section 501 (c) (3) of the Internal Revenue Code, or corresponding section of any future federal tax code, or shall be distributed to the State of Michigan, or local government, for a public purpose. Any such assets not disposed of shall be disposed of by the Court of Common Pleas, exclusively for such purposes or to such organization or organizations, as said Court shall determine, which are organized and operated exclusively for such purposes.

BYLAWS

Article I - Executive Board, Responsibilities

Sec. I. President

a. Organize and set agenda for monthly booster and board meetings

b. Work closely with Director of Bands to fulfill objectives of band

c. Supervise all committees to ensure objectives are being met

d. Serve as primary booster contact for parent questions

e. Coordinate and lead orientation parent/student meeting

f. Publish marching band orientation packet

g. Review constitution annually for needed revisions to be presented to board

h. Update parent Welcome Letter and Information packet

i. May serve on or lead a special committee

Sec. II. Vice President

a. Assist president

b. Assume duties of the president at meetings in his/her absence

c. Succeed to the office of president if the president is unable to perform the necessary duties

d. Coordinate officer nominations

e. Prepare volunteer lists

f. Secure chaperones for all events excluding band camp and spring trip

g. Coordinate mass e-mail

h. May serve on or lead a special committee

Sec. III. Secretary

a. Take attendance at board meetings

b. Record and publish minutes of all booster and board meetings

c. Attend to all official band correspondence (thank you notes, invitations to dignitaries, etc.)

d. Reserve rooms needed at school for booster activities

e. Supervise band booster board elections

f. May serve on or lead a special committee

Sec. IV. Treasurer

a. Track and deposit incoming funds

b. Make approved payments to vendors and suppliers

c. Reimburse boosters for approved band related expenses

d. Track actual expenses

e. Manage bank account

f. Prepare and submit all IRS tax filings as required by law

g. Obtain insurance coverage as needed for officers and band functions

h. May serve on or lead a special committee

Sec. V. Production Chairperson

a. Supervise and act as liaison for the following special committees and activities:

1. Costume and flag creation
2. Pit crew
3. Prop creation
4. Colorguard support
5. Drumline support
6. Uniform distribution, maintenance and collection
7. Volunteers to assist with off-site performances (e.g., MSBOA, parades)
8. Medical bags
9. Flowers for stage and events
10. Stage decorations for events and concerts

b. May serve on or lead a special committee.

Sec. VI. Social Events Chairperson

a. Supervise and act as liaison for the following special committees and activities:

1. Band Banquet
2. Colt Celebration (jazz dinner dance)
3. Tailgate party
4. Senior activities
5. Refreshments for band events such as concerts, band camp return, football games, rehearsals, parades, booster meetings
6. Solicitation of donations from local businesses for refreshments, flowers, props, supplies, etc.
7. Special events such as hayride, laser tag, and dances

b. May serve on or lead a special committee

Sec. VII. Fundraising Chairperson

a. Understand and help meet annual band program financial goals

b. Supervise and act as liaison for fundraising activities such as:

1. Fall & Winter Fundraisers
2. March-a-thon
3. Music Marathon
4. Colt Celebration – Silent Auction
5. Palace Concessions
6. Merchandise ordering and sales
7. Raffle licensing and ticket sales
8. Fruit and nut sale
9. Candle sale
10. Fundraising for special instrument sections or groups within the band

c. Research future fundraising opportunities

d. May serve on or lead a special committee

Sec. VIII. Public Relations Chairperson

a. Promote the image and fine accomplishments of our bands throughout the band families, school district and community.

b. Supervise and act as liaison for the following special committees and activities:

1. Publicity/press releases via local newspapers, etc.
2. Troy Highlites
3. Orchestra liaison
4. Showcase decorations- large and small
5. Photography and video support of all band events
6. Band website and website calendar
7. Band historian

c. May serve on or lead a special committee

Sec. IX. Director of Bands

a. Oversee student recognition awards

b. Recruit announcer for marching band

c. Appoint trip chairperson

d. Appoint band camp chairperson

e. Select chaperones for trip and band camp

Article II -The Executive Board, Operations

Sec. I. The Executive Board shall meet at such times as it may determine, or at any other time upon call of the President, the Director of Bands, or by a majority of the Executive Board, to consider matters properly brought before the Executive Board.

Sec. II. The Chairpersons of the Executive Board shall submit a list of recommended committee heads to be approved by the Director of Bands.

Sec. III. All elected members of the Executive Board, as defined in Article V, Sec. I. of the Constitution, shall be voting members of said Board.

Sec. IV. The Executive Board shall fix a date for the Annual Meeting of this organization, and set the time and place therefore.

Sec. V. The Executive Board shall fix the dates and publish the time and place for all regular meetings, and may adjourn or cancel said meetings of this organization when it deems advisable.

Sec. VI. In the event of a tie vote of the matters brought before the Board, the tie shall be broken by the Director of Bands.

Article III - Annual Financial Report

Sec. I. An Annual Financial report shall be prepared by the Treasurer for submission to the members of this organization.

Sec. II. Interim reports shall be given by the Treasurer as requested by the President or the Executive Board.

Article V - Dues

There shall be no dues required of members of this organization.

Article VI - Quorum

Sec. I. A majority of the voting members of the Executive Board shall constitute a quorum for any meeting thereof (see Bylaws Article II, Section III).

Sec. II. There shall be no quorum for regular meetings, including the Annual Meeting, nor for any special meeting of the members of this organization.

Article VII - Nomination and Election of Executive Board

Sec. I. The Vice President, with the assistance of the Secretary, shall coordinate Executive Board nominations for the election of future officers. Members of the Executive Board shall be elected at the Annual Meeting. Nominees for election to the Executive Board shall be submitted by the Vice President at the annual meeting.

Sec. II. A nomination or nominations for any office may be made by any member of this organization from the floor, with the nominee(s)' consent.

Sec. III. A majority of those members of this organization present and voting at the Annual Meeting shall be required for the election of a nominee to any office.

Article VIII – Procedures

The rules set forth in the revised Robert's Rules shall govern procedures followed in this organization, except in such instances as the same be in conflict with provisions of the Bylaws hereof.

Article IX – Resignation and Removal

An Executive Board member may be removed from the Board, with or without cause, by a vote of two-thirds of the Board.

CITY COUNCIL AGENDA ITEM

Date: August 18, 2015

To: Brian Kischnick, City Manager

From: Mark F. Miller, Director of Economic and Community Development
Steven J. Vandette, City Engineer

Subject: Private Agreement – Contract for Installation of Municipal Improvements
Pinery Woods Site Condominiums - Project No. 15.905.3

History

Mondrian Properties, Pinery, LLC proposes to develop Pinery Woods located north off Wattles Road and west of Forsyth.

Troy Planning Commission recommended preliminary site plan approval on April 14, 2015.

Site grading and utility plans for this development were reviewed and recently approved by the Engineering Department. The plans include municipal improvements which will be constructed by Mondrian Properties, Pinery, LLC on behalf of the City of Troy: including sanitary sewer, storm sewer, water main, detention, sidewalks, soil erosion and landscaping. The required fees and refundable escrow deposits in the form of a Performance Bond and 10% Cash, that will assure completion of the municipal improvements, have been provided by Mondrian Properties, Pinery, LLC (see attached Private Agreement).

Financial

See attached summary of required deposits and fees for this Private Agreement.

Recommendation

Approval of the Contract for Installation of Municipal Improvements (Private Agreement) is recommended.

City Of Troy

Contract for Installation of Municipal Improvements
(Private Agreement)

Project No.: **15.905.3**	Project Location: **SE 1/4 Section 13**
Resolution No:	Date of Council Approval:

This Contract, made and entered into this **24th** day of **August**, **2015** by and between the City of Troy, a Michigan Municipal Corporation of the County of Oakland, Michigan, hereinafter referred to as "City" and **Mondrian Properties, Pinery, LLC** whose address is **50215 Schoenherr, Shelby Twp., MI 48315** and whose telephone number is **586-726-7340** hereinafter referred to as "Owners", provides as follows:

FIRST: That the City agrees to permit the installation of **sanitary sewer, storm sewer, water main, detention, paving, sidewalks, soil erosion and landscaping** in accordance with plans prepared by **Horizon Engineering LLC** whose address is **P.O. Box 182158, Shelby Twp., MI 48318** and whose telephone number is **586-453-8097** and approved prior to construction by the City in accordance with City of Troy specifications.

SECOND: That the Owners agree to provide the following securities to the City prior to the start of construction, in accordance with the Detailed Summary of Required Deposits & Fees (attached hereto and incorporated herein):

Refundable escrow deposit equal to the estimated construction cost of $ **546,376.00**. This amount will be deposited with the City in the form of (check one):

Cash/Check	☐	
Certificate of Deposit & 10% Cash	☐	10% Cash 54,637.00
Irrevocable Bank Letter of Credit & 10% Cash	☐	
Performance Bond & 10% Cash	☑	

Refundable cash deposit in the amount of $ **98,867.00**. This amount will be deposited with the City in the form of (check one):

Cash ☐ Check ☑

Non-refundable cash fees in the amount of $**51,529.00**. This amount will be paid to the City in the form of (check one):

Cash ☐ Check ☑

Said refundable escrow deposits shall be disbursed to the Owners after approval by the City. The City reserves the right to retain a minimum of ten (10) percent for each escrowed item until the entire site/development has received final inspection and final approval by all City departments. Refundable cash deposits shall be held until final approval has been issued. Disbursements shall be made by the City within a reasonable time, after request for refund of deposits is made by the Owners.

City Of Troy

Contract for Installation of Municipal Improvements
(Private Agreement)

THIRD: The owners shall contract for construction of said improvement with a qualified contractor. Owners, or their agents, and contractor(s) agree to arrange for a pre-construction meeting with the City Engineer prior to start of work. All municipal improvements must be completely staked in the field under the direct supervision of a registered civil engineer or registered land surveyor, in accordance with the approved plans. Revisions to approved plans required by unexpected or unknown conflicts in the field shall be made as directed by the City.

FOURTH: Owners agree that if, for any reason, the total cost of completion of such improvements shall exceed the sums detailed in Paragraph SECOND hereof, that Owners will immediately, upon notification by the City, remit such additional amounts in accordance with Paragraph SECOND hereof. In the event the total cost of completion shall be less than the sums as detailed in Paragraph SECOND hereof, City will refund to the Owners the excess funds remaining after disbursement of funds.

FIFTH: Owners agree to indemnify and save harmless City, their agents and employees, from and against all loss or expense (including costs and attorneys' fees) by reason of liability imposed by law upon the City, its agents and employees for damages because of bodily injury, including death, at any time resulting therefrom sustained by any person or persons or on account of damage to property, including work, provided such injury to persons or damage to property is due or claimed to be due to negligence of the Owner, his contractor, or subcontractors, employees or agents, Owner further agrees to obtain and convey to the City all necessary easements and/or right-of-way for such public utilities as required by the City Engineer.

City Of Troy

Contract for Installation of Municipal Improvements
(Private Agreement)

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed in duplicate on this 17th day of August, 2015.

OWNERS
MP PINERY LLC
By: MEMBE

JOSEPH MANIACI
Please Print or Type

Please Print or Type

CITY OF TROY

By:

Dane M. Slater, Mayor

M. Aileen Dickson, City Clerk

STATE OF MICHIGAN, COUNTY OF OAKLAND

On this 17th day of August, A.D.2015, before me personally appeared Joseph MANIACI known by me to be the same person(s) who executed this instrument and who acknowledged this to be his/her/their free act and deed.

Janet M Parsons

NOTARY PUBLIC, Oakland County, Michigan

My commission expires: 10-14-2016

JANET M PARSONS
Notary Public, State of Michigan
County of Oakland
My Commission Expires 10-14-2016
Acting in the County of Oakland

Detailed Summary of Required Deposits & Fees
Pinery Woods
25 Units - Section 13

ESCROW DEPOSITS or PERFORMANCE BOND:

Sanitary Sewers	$93,660
Water Mains	$73,230
Storm Sewers	$120,259
Rear Yard Drains	$35,804
Pavement - CONCRETE	$147,000
Grading	$12,000
Detention Basin	$5,000
Monuments and Lot Corner Irons	$1,220
Temporary Access Road	$1,000
Improvement of Park or Open Space	$5,000
Deceleration and/or Passing Lane - MAJOR ROAD	$20,000
Sidewalks - ON SITE	$4,575
Sidewalks - OFF SITE	$5,628
Street Light	$7,000
Deposit for the Repair of Damage to Existing Public Streets Used for Access	$15,000
TOTAL ESCROW DEPOSITS or PERFORMANCE BOND (REFUNDABLE):	**$546,376**

10% for Performance bond $54637.00

CASH FEES (NON-REFUNDABLE):

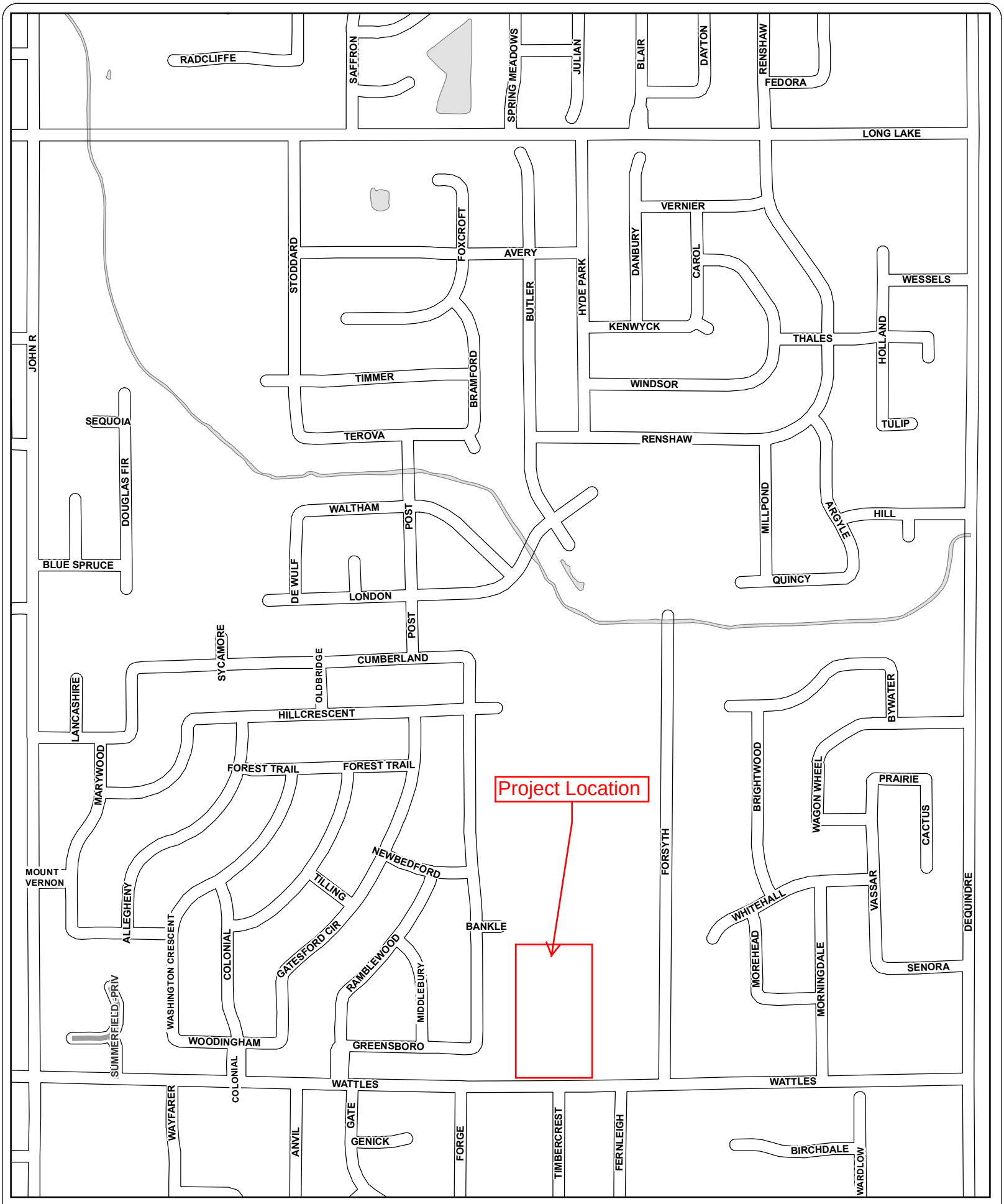
Water Main Testing and Chlorination (PA2)	$793
Street Name and Traffic Signs (SUB 4)	$1,140
Maintenance of Detention Basin (20 year)	$9,000
Testing Services (SUB 11)	$8,196
Engineering Review and Inspection (PA 1)	$38,192
Less Initial Engineering Review Fee (Public & Private)(1.1%)	-$5,792
(PA 3) TOTAL CASH FEES (NON-REFUNDABLE):	**$51,529**

CASH DEPOSITS (REFUNDABLE):

Sidewalk Closures	$972
Deposit for Maintenance & Cleaning of Ex. Public Streets Used for Access	$5,000
Landscape Deposit	$10,842
Punchlist & Restoration Deposit	$78,928
Deposit for Repair, Replacement or Maintenance of SESC	$3,125
(PA 3) TOTAL CASH DEPOSITS (REFUNDABLE):	**$98,867**

Stormwater detention for this development will be provided by:
New Onsite Public Pond
Engineer: Horizon Engineering LLC
Developer: Mondrain Properties

PAID
AUG 17 2015
CITY OF TROY
TREASURER'S OFFICE



Legend

Private

Do Not Salt

Street Map

Section 13

City of Troy

Date: 4/10/2015

CITY COUNCIL AGENDA ITEM

Date: August 17, 2015

To: Brian Kischnick, City Manager

From: Mark F. Miller, Director of Economic and Community Development
Steven J. Vandette, City Engineer
Larysa Figol, Sr. Right-of-Way Representative

Subject: Request for Acceptance of a Permanent Easement from Zoryana Lisna and Petro Lisnyy, Sidwell #88-20-09-227-016

History

As part of the development of a parcel located in the northeast ¼ of Section 9, at Square Lake Road west of Livernois, the Engineering department received a permanent easement for sidewalk from Zoryana Lisna and Petro Lisnyy, owners of the property having Sidwell #88-20-09-227-016.

The format and content of this easement is consistent with conveyance documents previously accepted by City Council.

Financial

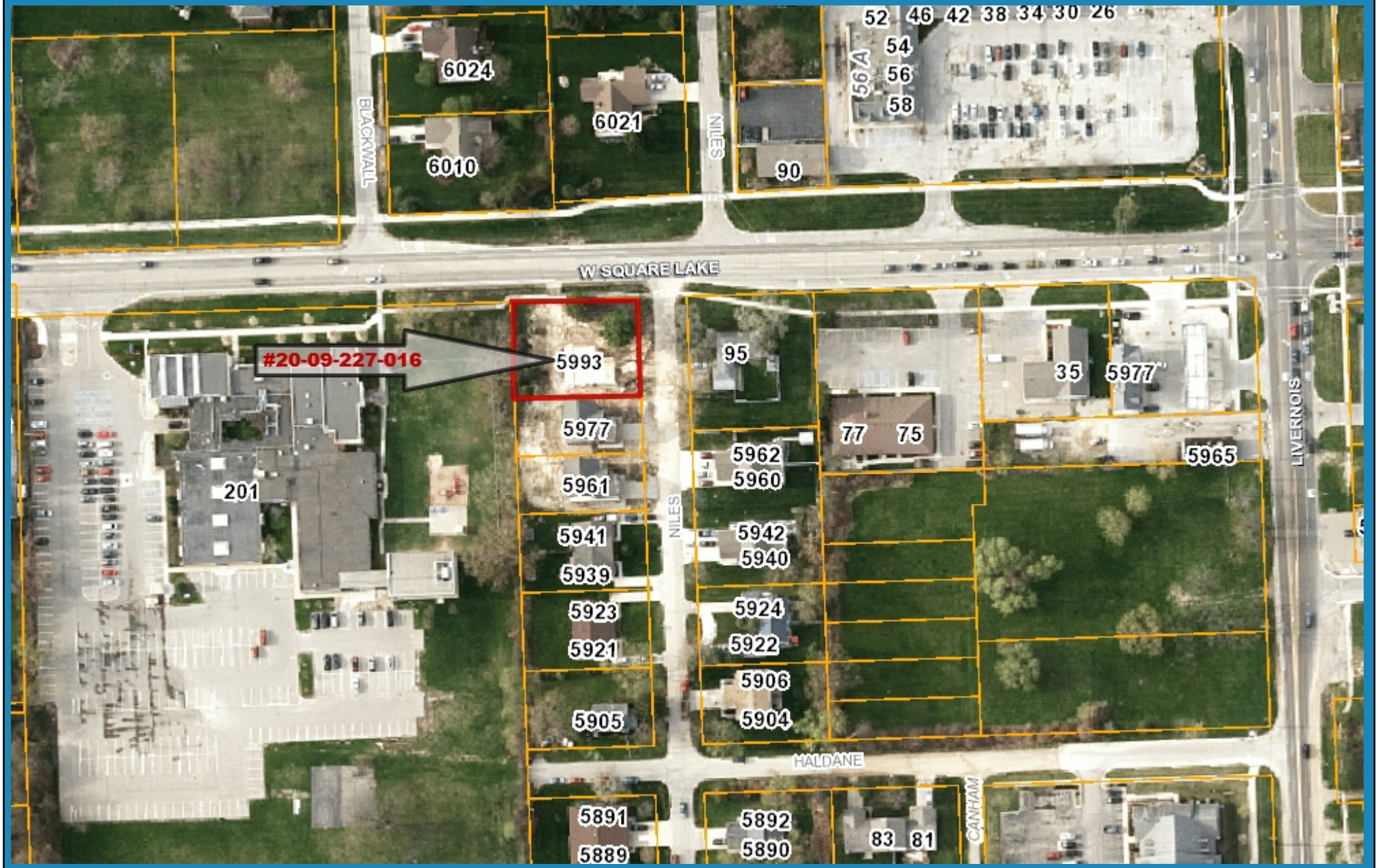
The consideration amount on each document is $1.00.

Recommendation

City Management recommends that City Council accept the attached permanent easement consistent with our policy of accepting easements for development and improvement purposes.

G:\MEMOS TO MAYOR AND CC\LisnaEasement.doc

City of Troy GIS Online



363 0 182 363 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.

PERMANENT EASEMENT

Sidwell #88-20-09-227-016 (part)

Zoryana Lisna and Petro Lisnyy, wife and husband, Grantor(s), whose address is 5993 Niles St., Troy, MI 48098 for and in consideration of the sum of: One and no/100 Dollar ($1.00) paid by the **CITY OF TROY**, a Michigan municipal corporation, Grantee, whose address is 500 West Big Beaver Road, Troy, MI, 48084 grants to the Grantee the right to construct, operate, maintain, repair and/or replace **sidewalk**, said easement for land situated in the City of Troy, Oakland County, Michigan described as:

THE EASTERLY 5 FEET OF THE FOLLOWING DESCRIBED PARCEL:

The North 99 feet of Lots 1, 2 and 3, all described as beginning at the Northwest corner of said Lot 1, thence East 130 feet, thence south 00 degrees 42 minutes 00 seconds East 99 feet, thence West 130 feet; thence North 00 degrees 42 minutes 00 seconds West 99 feet to point of beginning, Pleasant View Subdivision, according to the plat thereof as recorded in Liber 31, Page 39 of Plats, Oakland County Records

and to enter upon sufficient land adjacent to said improvement(s) for the purpose of the construction, operation, maintenance, repair and/or replacement thereof.

This instrument shall be binding upon and inure to the benefit of the parties hereto, their heirs, representatives, successors and assigns and the covenants contained herein shall run with the land.

IN WITNESS WHEREOF, the undersigned hereunto affixed 2 signature(s) this 10th day of June, A.D. 2015.

_____ (L.S.)
*Zoryana Lisna

_____ (L.S.)
*Petro Lisnyy

STATE OF MICHIGAN)
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this 10th day of June, 2015, by Zoryana Lisna and Petro Lisnyy, wife and husband.

LARYSA FIGOL
Notary Public, Oakland County, Michigan
Acting in Oakland County, Michigan
My Commission Expires 03/02/2018

_____
Notary Public, _____ County, Michigan
My Commission Expires _____
Acting in _____ County, Michigan

Prepared by : Larysa Figol, City of Troy, 500 West Big Beaver, Troy, MI 48084
Return to: City Clerk, City of Troy, 500 West Big Beaver, Troy, MI 48084

CITY COUNCIL AGENDA ITEM

Date: August 17, 2015

To: Brian Kischnick, City Manager

From: Mark F. Miller, Director of Economic and Community Development
Steven J. Vandette, City Engineer
Larysa Figol, Sr. Right-of-Way Representative

Subject: Request for Acceptance of Two Permanent Easements from Francis and Olga Cizmar
Sidwell #88-20-27-481-029

History

As part of the development of a parcel located in the southeast ¼ of Section 27, east of Rochester Road and north of Maple Road, the Engineering department received two permanent easements for sidewalk and drainage & storm sewer from Francis J. Cizmar and Olga N. Cizmar, owners of the property having Sidwell #88-20-27-481-029.

The format and content of these easements is consistent with conveyance documents previously accepted by City Council.

Financial

The consideration amount on each document is $1.00.

Recommendation

City Management recommends that City Council accept the attached permanent easements consistent with our policy of accepting easements for development and improvement purposes.

City of Troy GIS Online

300 0 150 300 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.

PERMANENT EASEMENT

Sidwell #88-20-27-481-029 (part)

Francis J. Cizmar and Olga N. Cizmar, husband and wife, Grantors, whose address is 1112 Birchwood, Troy, MI 48083 for and in consideration of the sum of: One and no/100 Dollar ($1.00) paid by the CITY OF TROY, a Michigan Municipal Corporation, Grantee, whose address is 500 West Big Beaver Road, Troy, Michigan, grants to the Grantee the right to construct, operate, maintain, repair and/or replace **drainage and storm sewer**, said easement for land situated in the City of Troy, Oakland County, Michigan described as:

> THE SOUTHERLY 10 FT. OF LOT 120 AND THE WEST 13.33 FT. OF LOT 209 OF "STUMPF'S BEECH GROVE SUBDIVISION" OF PART OF THE S.E. ¼ OF SECTION 27, T.2N., R.11E., CITY OF TROY, OAKLAND COUNTY, MICHIGAN AS RECORED IN LIBER 32 OF PLATS, PAGES 11 & 12, OAKLAND COUNT RECORDS.

and to enter upon sufficient land adjacent to said improvement(s) for the purpose of the construction, operation, maintenance, repair and/or replacement thereof.

This instrument shall be binding upon and inure to the benefit of the parties hereto, their heirs, representatives, successors and assigns and the covenants contained herein shall run with the land.

IN WITNESS WHEREOF, the undersigned hereunto affixed their signature(s) this 4th day of May A.D. 2012.

In presence of:
WITNESS

Francis J. Cizmar (L.S.)
*Francis J. Cizmar

Olga N Cizmar (L.S.)
*Olga N. Cizmar

STATE OF MICHIGAN)
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this 4th day of May, 2012, by Francis J. Cizmar and Olga N. Cizmar, husband and wife.

LARYSA FIGOL
Notary Public, Oakland County, Michigan
Acting in Oakland County, Michigan
My Commission Expires 03/02/2018

*
Notary Public, _____ County, Michigan
My Commission Expires _____
Acting in _____ County, Michigan

Prepared by: Larysa Figol
City of Troy
500 West Big Beaver
Troy, MI 48084

Return to: City Clerk
City of Troy
500 West Big Beaver
Troy, MI 48084

PLEASE SIGN IN BLUE INK AND PRINT OR TYPE NAMES IN BLACK INK UNDER SIGNATURES

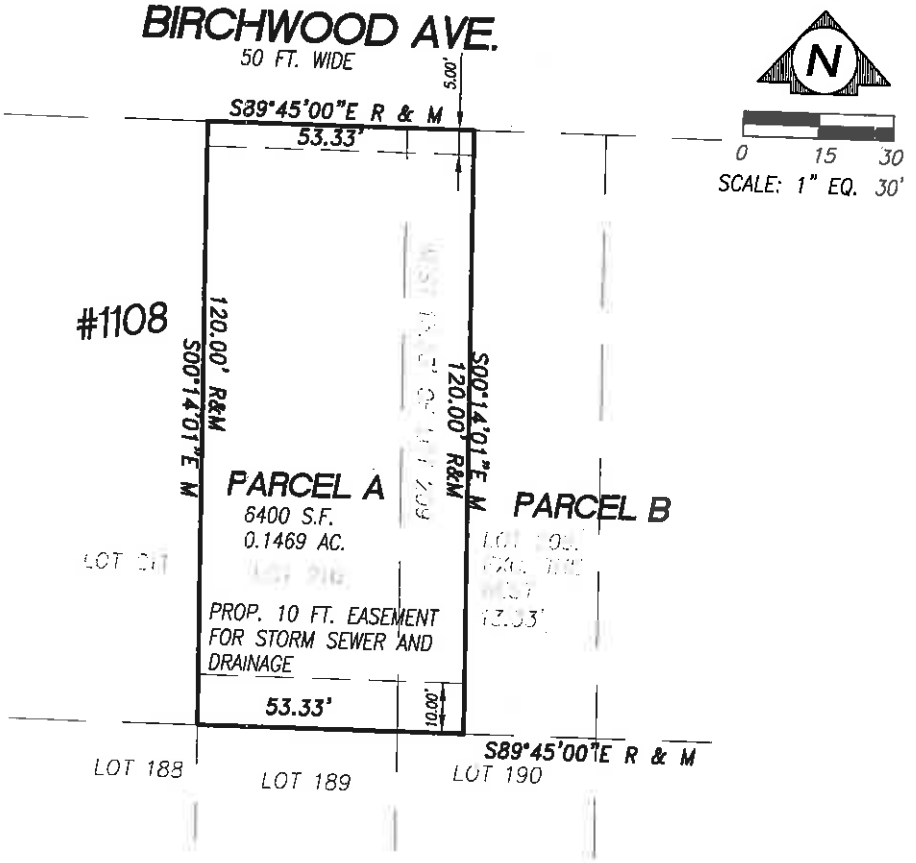
SKETCH OF EASEMENTS

PARCEL A

LOT 210 AND THE WEST 13.33 FT. OF LOT 209 OF "STUMPF'S BEECH GROVE SUBDIVISION" OF PART OF THE S.E. 1/4 OF SECTION 27, T.2N., R.11E., CITY OF TROY, OAKLAND COUNTY, MICHIGAN AS RECORDED IN LIBER 32 OF PLATS, PAGES 11 & 12, OAKLAND COUNTY RECORDS.

10 FT. WIDE EASEMENT FOR STORM SEWER AND DRAINAGE

THE SOUTHERLY 10 FT. OF LOT 210 AND THE WEST 13.33 FT. OF LOT 209 OF "STUMPF'S BEECH GROVE SUBDIVISION" OF PART OF THE S.E. 1/4 OF SECTION 27, T.2N., R.11E., CITY OF TROY, OAKLAND COUNTY, MICHIGAN AS RECORDED IN LIBER 32 OF PLATS, PAGES 11 & 12, OAKLAND COUNTY RECORDS.



STATE OF MICHIGAN
GEORGE H. REICHERT
LAND SURVEYOR
No. 30099
LICENSED PROFESSIONAL SURVEYOR

PREPARED FOR:
THORNHILL CONSTRUCTION
2977 LOVINGTON
TROY, MI 48083
(248) 515-9061

SHEET: 1 OF 1

GEORGE H. REICHERT P.S. #30099

Scale: 1"=30'	REICHERT SURVEYING INC. 140 FLUMERFELT LANE ROCHESTER, MICH. 48306 P:(248) 651-0592 F:(248) 656-7099 EMAIL:MAIL@REICHERTSURVEYING.COM	DATE:	REV. BY:
Date: 7/11/11			
Job No. 11-063			
Drawn: G.H.R.			

PERMANENT EASEMENT

Sidwell #88-20-27-481-029 (part)

Francis J. Cizmar and Olga N. Cizmar, husband and wife, Grantors, whose address is 1112 Birchwood, Troy, MI 48083 for and in consideration of the sum of: One and no/100 Dollar ($1.00) paid by the CITY OF TROY, a Michigan Municipal Corporation, Grantee, whose address is 500 West Big Beaver Road, Troy, Michigan, grants to the Grantee the right to construct, operate, maintain, repair and/or replace **sidewalk**, said easement for land situated in the City of Troy, Oakland County, Michigan described as:

THE NORTHERLY 5 FT. OF LOT 120 AND THE WEST 13.33 FT. OF LOT 209 OF "STUMPF'S BEECH GROVE SUBDIVISION" OF PART OF THE S.E. ¼ OF SECTION 27, T.2N., R.11E., CITY OF TROY, OAKLAND COUNTY, MICHIGAN AS RECORED IN LIBER 32 OF PLATS, PAGES 11 & 12, OAKLAND COUNT RECORDS.

and to enter upon sufficient land adjacent to said improvement(s) for the purpose of the construction, operation, maintenance, repair and/or replacement thereof.

This instrument shall be binding upon and inure to the benefit of the parties hereto, their heirs, representatives, successors and assigns and the covenants contained herein shall run with the land.

IN WITNESS WHEREOF, the undersigned hereunto affixed their signature(s) this 4th day of May A.D. 2012.

In presence of:
WITNESS

Francis J. Cizmar (L.S.)
*Francis J. Cizmar

Olga N Cizmar (L.S.)
*Olga N. Cizmar

STATE OF MICHIGAN)
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this 4th day of May, 2012, by Francis J. Cizmar and Olga N. Cizmar, husband and wife.

Larysa Figol
*Notary Public, _____ County, Michigan
My Commission Expires _____
Acting in _____ County, Michigan

LARYSA FIGOL
Notary Public, Oakland County, Michigan
Acting in Oakland County, Michigan
My Commission Expires 03/02/2018

Prepared by: Larysa Figol
City of Troy
500 West Big Beaver
Troy, MI 48084

Return to: City Clerk
City of Troy
500 West Big Beaver
Troy, MI 48084

PLEASE SIGN IN BLUE INK AND PRINT OR TYPE NAMES IN BLACK INK UNDER SIGNATURES

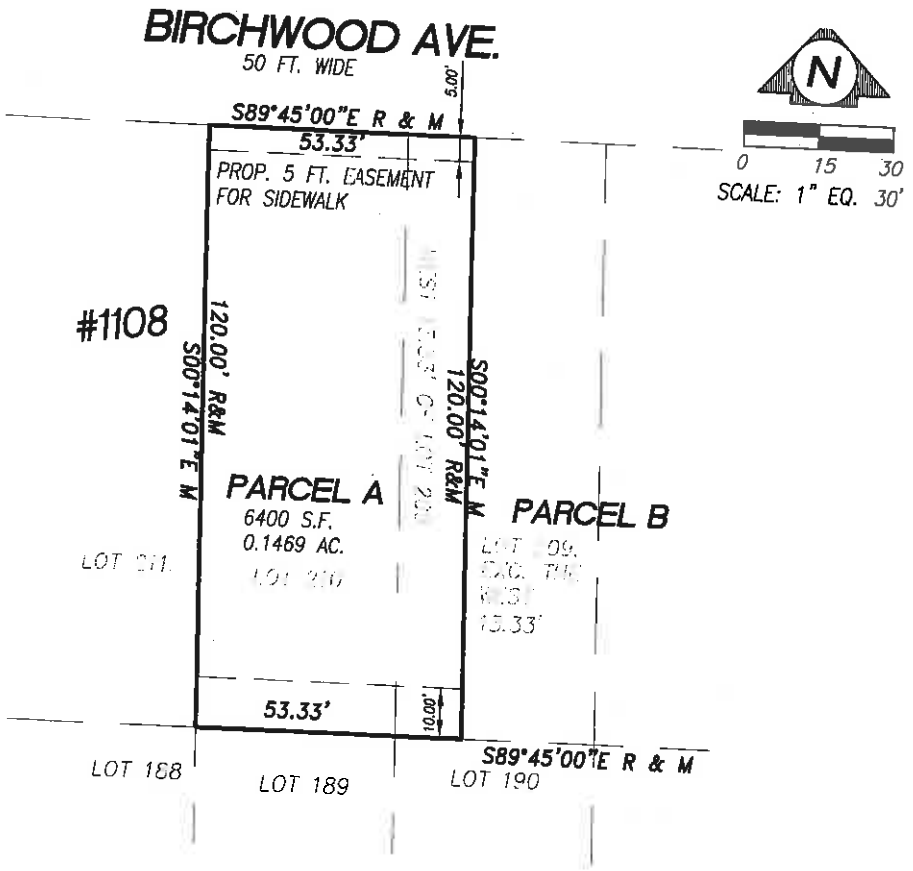
SKETCH OF EASEMENTS

PARCEL A

LOT 210 AND THE WEST 13.33 FT. OF LOT 209 OF "STUMPF'S BEECH GROVE SUBDIVISION" OF PART OF THE S.E. 1/4 OF SECTION 27, T.2N., R.11E., CITY OF TROY, OAKLAND COUNTY, MICHIGAN AS RECORDED IN LIBER 32 OF PLATS, PAGES 11 & 12, OAKLAND COUNTY RECORDS.

5 FT. WIDE EASEMENT SIDEWALK

THE NORTHERLY 5 FT. OF LOT 210 AND THE WEST 13.33 FT. OF LOT 209 OF "STUMPF'S BEECH GROVE SUBDIVISION" OF PART OF THE S.E. 1/4 OF SECTION 27, T.2N., R.11E., CITY OF TROY, OAKLAND COUNTY, MICHIGAN AS RECORDED IN LIBER 32 OF PLATS, PAGES 11 & 12, OAKLAND COUNTY RECORDS.



STATE OF MICHIGAN
GEORGE H. REICHERT
LAND SURVEYOR
No. 30099
LICENSED PROFESSIONAL SURVEYOR

PREPARED FOR:
THORNHILL CONSTRUCTION
2977 LOVINGTON
TROY, MI 48083
(248) 515-9061

SHEET: 1 OF 1

GEORGE H. REICHERT P.S. #30099

Scale: 1"=30'	REICHERT SURVEYING INC. 140 FLUMERFELT LANE ROCHESTER, MICH. 48306 P:(248) 651-0592 F:(248) 656-7099 EMAIL:MAIL@REICHERTSURVEYING.COM	DATE:	REV. BY:
Date: 7/11/11			
Job No. 11-063			
Drawn: G.H.R.			

City of Troy

Minutes

Employees' Retirement System
Board Meeting

October 08, 2015 at 12:00 PM
City Council Board Room

Troy City Hall
500 West Big Beaver
Troy, Michigan 48084
(248) 524-3330

Minutes:

The meeting was adjourned due to lack of quorum.

Thomas J. Gordon, II, Acting Vice Chairman

Thomas Darling, Pension Administrator

City of Troy

Minutes

Employees' Retirement System
Board Meeting

April 08, 2015 at 12:00 PM
City Council Board Room

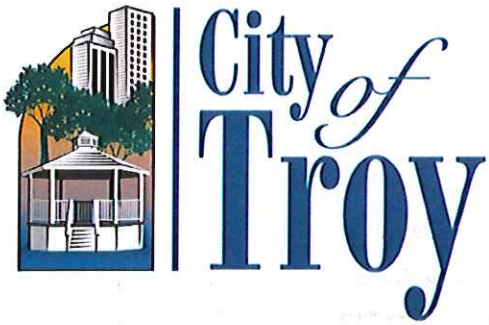
Troy City Hall
500 West Big Beaver
Troy, Michigan 48084
(248) 524-3330

Minutes:

The meeting was adjourned due to lack of quorum.

Thomas J. Gordon, II, Acting Vice Chairman

Thomas Darling, Pension Administrator



Minutes

Retiree Healthcare Benefits Plan
& Trust
Board Meeting

May 13, 2015 at 1:30 PM
City Council Board Room

Troy City Hall
500 West Big Beaver
Troy, Michigan 48084
(248) 524-3330

A meeting of the Retiree Healthcare Benefit & Trust Board of Trustees was held on **May 13, 2015** at Troy City Hall, 500 W. Big Beaver Road, Troy, MI 48084.

The meeting was called to order at 12:35 p.m.

Trustees Present:	Thomas J. Gordon, II – Acting Vice Chair Steve Pallotta Brian Kischnick Milton Stansbury Dave Henderson
Trustees Absent:	Thomas Darling, CPA Mark Calice William R. Need (Ex-Officio)
Also Present:	Kathy Kostopoulos

Minutes:

Resolution # ER – 2015-05-03

Moved by: Gordon
Seconded by: Kischnick

RESOLVED, The Minutes of the February 11, 2015 meeting be approved.
Yeas: 5
Absent: 3

Investments:

- UBS Financial Services Investment Review - Retiree Health Care Benefits Plan and Trust Portfolio Review - May 2015.

Ms. Sorensen felt that the plan is off to a good start and going well with the managers who started late last spring, illustrating up 2.81% for the quarter (pg.8/52 pdf file). Ms. Sorensen noted that the account started with CD income prior to the fund managers. The current plan is in line with the investment policy statement, and Equities are allowed to reach 75% and currently at 74.95 %. Ms. Sorensen reviewed the Portfolio value and investment returns 09/26/2013 to 04/30/2015 column, stating the combined increase of the Dividend/interest income, accrued Interest from bonds, and change in value resulted in an increase in value, approximately $3.4M to the portfolio. Mr. Kischnick asked for clarification of line 2 "Net Deposit & Withdrawals" regarding cash "inflow". Ms. Sorensen explained that the combined investment performance is "net" of cash "inflow" and not included in the amount of investment income. Mr. McBride stated that Large Cap Managers had good performance. He speculates there may be opportunities in Europe in the future.

Other Business:

None

Public Comment:

None

The next meeting is Wednesday, August 12, 2015 at 1:30 p.m. at Troy City Hall, Council Board Conference Room, 500 W Big Beaver Rd, Troy, MI 48084.

The meeting adjourned at 12:47 p.m.

Thomas J. Gordon II, Acting Vice Chairman

Thomas Darling, Pension Administrator

City of Troy

Minutes

Employees' Retirement System Board Meeting

June 10, 2015 at 12:00 PM
City Council Board Room

Troy City Hall
500 West Big Beaver
Troy, Michigan 48084
(248) 524-3330

A meeting of the Employees' Retirement System Board of Trustees was held on **June 10, 2015** at Troy City Hall, 500 W. Big Beaver Road, Troy, MI 48084.

The meeting was called to order at 12:02 p.m.

Trustees Present:
Thomas Darling, CPA
William R. Need (Ex-Officio)
Steve Pallotta
Thomas J. Gordon II, Acting Vice Chairman
Brian Kischnick
Milton Stansbury
Dave Henderson

Trustees Absent:
Mark Calice, Chairman

Also Present:
Kathy Kostopoulos
Alicia Agrusso
Arushi Mahajan

City of Troy

Minutes

Employees' Retirement System Board Meeting

June 10, 2015 at 12:00 PM
City Council Board Room

Troy City Hall
500 West Big Beaver
Troy, Michigan 48084
(248) 524-3330

Minutes:

Resolution # ER – 2015-06-15

Moved by: Stansbury
Seconded by: Pallotta

RESOLVED, that the Minutes of the May 13, 2015 meeting be approved.
Yeas: - 6-
Absent: -1-

Retirement Requests:

None

Investments:

- Graystone Consulting Presentation

Michael Holycross of Graystone Consulting presented the Morgan Stanley Wealth Management Performance Report – the Time Weighted Performance May 2015 results were reviewed. Also, presented to the board was a recommendation to rebalance within the fixed income by moving approximately $2.7 million from Reinhart managed account to purchase $2.7 million in PIMCO TIPS mutual fund. Mr. Kischnick inquired about "inflation". Mr. Holycross explained TIPS are Treasury Inflation Protected securities, TIPS are inflation protected bonds that are issued by the U.S. Treasury and can be an opportunity to reduce inflation risk to the portfolio.

City of Troy

Minutes

Employees' Retirement System Board Meeting

June 10, 2015 at 12:00 PM
City Council Board Room

Troy City Hall
500 West Big Beaver
Troy, Michigan 48084
(248) 524-3330

Resolution # ER – 2015-06-16

Moved by: Kischnick
Seconded by: Darling

RESOLVED, to transfer $2.7 million from the Reinhart managed account to purchase $2.7 million in the PIMCO Real Return TIP Fund.

Yeas: - 6-
Absent: -1-

- The Board congratulated Mr. Holycross on his inclusion of achieving Barron's "Americas Top 1,200 Advisors" listing.

- UBS Financial Services Presentation

Darin McBride of UBS presented the Performance Portfolio Review - as of May 31, 2015 illustrated were the M-T-D, Q-T-D and Y-T-D performance results (pg. 232/531 of pdf). Also reviewed, Portfolio Value and Investment Returns (pg. 241/531 of pdf) indicating performance of the past 3yr/5yr/7yr. The Equity Sector Analysis was compared to S&P 500 index. Mr. McBride noted that the Finance sector is underweight at 7.55 %.

Large Equity Holdings, were reviewed (pg. 284/531 of pdf). Discussion regarding the performance of General Dynamics took place. Acting Vice Chairman Gordon II, asked UBS to present to the Board next month suggestion's for possible future "Buys".

City of Troy

Minutes

Employees' Retirement System
Board Meeting

June 10, 2015 at 12:00 PM
City Council Board Room

Troy City Hall
500 West Big Beaver
Troy, Michigan 48084
(248) 524-3330

- The System Administrator reviewed the Investors Advisory Service report noting that the NAIC Account engaged the recommended sell of all AFLAC holdings (5,000 shares) and purchased recommended buys of Realty Income Corp (5,000 shares) and Cognizant Technology (4,000 shares).

Other Business:

None

Public Comment:

None

The next meeting is Wednesday, July 08, 2015 at 12:00 p.m. at Troy City Hall, Council Board Conference Room, 500 W. Big Beaver Road, Troy, MI 48084.

The meeting adjourned at 12:47 p.m.

Thomas J. Gordon II, Acting Vice Chairman

Thomas Darling, Pension Administrator

Mr. Abitheira called the Regular meeting of the Building Code Board of Appeals to order at 3:00 p.m. on July 1, 2015 in the Council Board Room of the Troy City Hall.

1. ROLL CALL

Members Present:
Gary Abitheira
Brian Kischnick
Michael Morris
Andrew Schuster

Absent:
Theodore Dziurman, Chair

Support Staff Present:
Mitch Grusnick, Building Official/Code Inspector
Maggie Hughes, Management Assistant
Kathy L. Czarnecki, Recording Secretary

Also Present:
Attached and made a part hereof is the signature sheet of those present and signed in at this meeting.

2. APPROVAL OF MINUTES

Moved by: Morris
Support by: Schuster

RESOLVED, To approve the minutes of the June 3, 2015 Regular meeting as submitted.

Yes: All present (4)
Absent: Dziurman

MOTION CARRIED

3. HEARING OF CASES

A. **VARIANCE REQUEST, FARQAD KHALIL, 643 E LONG LAKE** – A variance to install a non-obscuring masonry and metal fence and gate ranging in height from 4 to 6 feet across the front property line adjacent to Long Lake Road. The Fence Code limits the height of fences in front yards to 30 inches.

Mr. Grusnick reported the department received four written responses to the public hearing notices; two in support, two in opposition.

Mr. Abitheira opened the floor for public comment. Acknowledging there was no one present to speak, the floor was closed.

Moved by: Kischnick
Support by: Schuster

RESOLVED, To approve the variance request to install a non-obscuring masonry and metal fence and gate ranging in height from 4 to 6 feet set back 4 feet from the Long Lake property line, and to landscape significantly between the sidewalk and the fence as not to interfere today and 15 years from now with traffic on the sidewalk, for the following reason:

1. The petitioner has a hardship resulting from the physical nature of the layout of the lot.

Yes: All present (4)
Absent: Dziurman

MOTION CARRIED

B. **VARIANCE REQUEST, MATTHEW JAMES KIDWELL, 3938 GATE** – This property is a double front corner lot. As such it has a 30 foot required front setback along both Gate and Genick. The petitioner is requesting a variance to install a 6 foot high privacy fence along the Genick property line where City Code limits fences to non-obscuring and 30 inches high.

Mr. Grusnick reported the department received nine written responses to the public hearing notices; all in opposition.

Mr. Abitheira opened the floor for public comment. Acknowledging there was no one present to speak, the floor was closed.

Moved by: Abitheira
Support by: Schuster

RESOLVED, To approve the variance request to install a 6 foot high privacy fence along the Genick property line to be set back 24 feet from the Genick property line all the way across, for the following reason:

1. The petitioner has a hardship or practical difficulty resulting from the unusual characteristics of the property that precludes reasonable use of the property.

Yes: All present (4)
Absent: Dziurman

MOTION CARRIED

C. **VARIANCE REQUEST, JOE GLASER OF LOWES, 2914 ENGLISH** – This property is a double front corner lot. As such it has a 30 foot required front setback along both English and Windmill. The petitioner is requesting a variance to install a 6 foot high privacy fence along the Windmill property line where City Code limits fences to non-obscuring and 30 inches high.

Mr. Grusnick reported the department received no written responses to the public hearing notices.

Mr. Abitheira opened the floor for public comment. Acknowledging there was no one present to speak, the floor was closed.

Moved by: Morris
Support by: Kischnick

RESOLVED, To approve the variance request to install a 6 foot high privacy fence set back 5 feet from the Windmill property line, and to landscape between the sidewalk and fence, for the following reason:

1. The petitioner has a hardship resulting from the unusual characteristics of the property and the presence of an existing pool.

Yes: All present (4)
Absent: Dziurman

MOTION CARRIED

4. COMMUNICATIONS

None.

5. PUBLIC COMMENT

None.

6. MISCELLANEOUS BUSINESS

None.

7. ADJOURNMENT

The Regular meeting of the Building Code Board of Appeals adjourned at 4:03 p.m.

Respectfully submitted,

Gary Abitheira, Acting Chair

Kathy L. Czarnecki, Recording Secretary

G:\Building Code Board of Appeals Minutes\2015\Final\2015 07 01 Regular Meeting_Final.doc

BUILDING CODE BOARD OF APPEALS SIGN-IN SHEET

July 1, 2015

NAME (PLEASE PRINT)	*ADDRESS*
Matt Kidwell	3938 Gate Dr Troy, MI 48083
Fargad Khalil	643 E Long Lake Rd Troy, 48085
Eddie Arrigoni	643 E Long Lake Rd Troy

ELECTION COMMISSION MINUTES – Final July 23, 2015

A meeting of the Troy Election Commission was held July 23, 2015, at City Hall, 500 W. Big Beaver Road. City Clerk Dickson called the Meeting to order at 8:00 AM.

Roll Call:

PRESENT: David C. Anderson, M. Aileen Dickson – City Clerk, Harry Philo

---

Approval of Minutes

Resolution #EC-2015-07-04
Moved by Philo
Seconded by Anderson

RESOLVED, That the following Minutes are **APPROVED** as submitted:

Election Commission Meeting – April 2, 2015

Yes: Anderson, Dickson, Philo
No: None

MOTION CARRIED

Approval of Precinct #19 & #28 Polling Place Relocation – From Christ Our Light! Catholic Church, 3077 Glouchester, to Lutheran Church of the Master, 3333 Coolidge Highway

Resolution #EC-2015-07-05
Motion by Anderson
Seconded by Philo

WHEREAS, The City of Troy has deemed that the current location of Precincts #19 and #28 at Christ Our Light! Catholic Church is no longer available to the City of Troy to serve the City of Troy electors assigned to that polling location;

WHEREAS, The City of Troy has found an alternative polling location at Lutheran Church of the Master, 3333 Coolidge Highway, that will sufficiently serve the electors of the City of Troy.

THEREFORE, BE IT RESOLVED, That the City of Troy Polling Location for Precincts #19 and #28 at Christ Our Light! Catholic Church, 3077 Glouchester, be **RELOCATED** to Lutheran Church of the Master, 3333 Coolidge Highway, effective with the City General Election scheduled for Tuesday, November 3, 2015.

Yes: Anderson, Dickson, Philo
No: None

MOTION CARRIED

Adjournment:

The meeting was adjourned at 8:06 AM.

M. Aileen Dickson, CMC, CMMC
City Clerk

Chair Edmunds called the Regular meeting of the Troy City Planning Commission to order at 7:00 p.m. on July 28, 2015 in the Council Board Room of the Troy City Hall.

1. ROLL CALL

Present:
Ollie Apahidean
Karen Crusse
Donald Edmunds
Michael W. Hutson
Tom Krent
Padma Kuppa
John J. Tagle

Absent:
Philip Sanzica

Also Present:
R. Brent Savidant, Planning Director
Ben Carlisle, Carlisle/Wortman Associates, Inc.
Allan Motzny, Assistant City Attorney
Kathy L. Czarnecki, Recording Secretary

2. APPROVAL OF AGENDA

Resolution # PC-2015-07-046
Moved by: Tagle
Seconded by: Krent

RESOLVED, To approve the Agenda as prepared.

Yes: All present (7)
Absent: Sanzica

MOTION CARRIED

3. APPROVAL OF MINUTES

Resolution # PC-2015-07-047
Moved by: Apahidean
Seconded by: Kuppa

RESOLVED, To approve the minutes of the July 15, 2015 Regular meeting as submitted.

Yes: All present (7)
Absent: Sanzica

MOTION CARRIED

4. PUBLIC COMMENT – Items not on the Agenda

There was no one present who wished to speak.

5. ZONING BOARD OF APPEALS (ZBA) REPORT

There was no Zoning Board of Appeals meeting in July.

6. DOWNTOWN DEVELOPMENT AUTHORITY (DDA) REPORT

Mr. Savidant reported there was no Downtown Development Authority meeting in July.

7. PLANNING AND ZONING REPORT

Mr. Savidant announced the final Master Plan forum, *Boomers & Shakers*, is scheduled on August 17, 2015 at 7:00 p.m.

PRELIMINARY SITE PLAN REVIEWS

8. PRELIMINARY SITE PLAN REVIEW (File Number SP 1008) – Proposed Virginia Tile Showroom, East side of Crooks, North of Maple (1820 Crooks), Section 28, Currently Zoned MR (Maple Road) District

Mr. Carlisle reviewed the Preliminary Site Plan application for Virginia Tile Showroom. He recommended approval with the conditions as identified in his report dated July 21, 2015.

Victor Saroki, project architect, and William Stephenson of Virginia Tile Company were present.

Mr. Saroki circulated a materials board. He addressed:

- State-of-art flagship store.
- Parking.
- Cross access easements.
- Overhead power lines.

Mr. Stephenson said the proposed showroom would replace the existing design center showroom and would function as a wholesale distributor offering select retail services.

Chair Edmunds opened the floor for public comment. There was no one present; the floor was closed for public comment.

Resolution # PC-2015-07-048
Moved by: Hutson
Seconded by: Krent

RESOLVED, That Preliminary Site Plan Approval, pursuant to Article 8 of the Zoning Ordinance, as requested for the proposed Virginia Tile Showroom, located on the east side of Crooks and north of Maple (1820 Crooks), Section 28, within the MR (Maple Road) District, be granted, subject to the following:

1. Demonstrate shared parking compatibility by providing additional information regarding hours of operation and number of employees and provide parking reciprocal easement.
2. Provide additional information regarding anticipated delivery truck size.
3. Provide all cross-access agreements prior to Final approval.
4. Widen Crooks sidewalk to eight (8) feet.
5. Reduce lighting level along the northern property line.

Yes: All present (7)
Absent: Sanzica

MOTION CARRIED

9. PRELIMINARY SITE PLAN REVIEW (File Number SP 1009) – Proposed Sedona Taphouse Restaurant, South side of Big Beaver, East of Livernois (198 E Big Beaver), Section 27, Currently Zoned BB (Big Beaver) District

Mr. Carlisle reviewed the Preliminary Site Plan application. He addressed the site access, pedestrian and vehicular circulation, lighting plan, trash enclosure screening and landscaping. Mr. Carlisle recommended approval with the conditions as identified in his report dated July 21, 2015.

Mr. Savidant announced written comments from Ganesh Reddy of Mamta Holdings were distributed to Board members prior to the beginning of tonight's meeting.

Present were Martin Knollenberg, project architect Thomas Strat, Thomas Desmond of Thomas Strat Architects and landscape architect Brian Devlin.

Mr. Strat gave a presentation detailing the architecture of the proposed Sedona Taphouse Restaurant, featuring building materials, building transparency and rooftop outdoor seating.

There was discussion on:
- Vehicular and pedestrian circulation; narrowness of layout, drive aisle.
- Maneuverability of delivery trucks.
- Landscape requirements; hardscaping.
- Valet service.
- Hours of operation.

Chair Edmunds opened the floor for public comment.

Ganesh Reddy of Mamta Holdings, 3270 W. Big Beaver, addressed concerns with the proposed development as relates to the abutting property to the west, 100 E. Big Beaver.

Chair Edmunds closed the floor for public comment.

Discussion followed on:

- Existing cross access easement to the south; reciprocal agreement, use of property no effect on agreement.
- Required parking spaces; based on projected number of seats only, outdoor seating requires no additional parking.
- Deceleration lane; would be determined by County.
- Stormwater management; utilize regional detention or retain underground.

Resolution # PC-2015-07-049
Moved by: Tagle
Seconded by: Crusse

RESOLVED, That Preliminary Site Plan Approval, pursuant to Article 8 of the Zoning Ordinance, as requested for the proposed Sedona Taphouse Restaurant, located on the south side of Big Beaver and east of Livernois (198 E. Big Beaver), Section 27, within the BB (Big Beaver) District, be postponed until the applicant can respond to comments made this evening, specifically addressing conditions outlined in the proposed Resolution.

Yes: All present (7)
Absent: Sanzica

MOTION CARRIED

CONDITIONAL REZONING REQUEST

10. PUBLIC HEARING - CONDITIONAL REZONING APPLICATION (File Number CR 013) – Proposed Amber Studios and Lofts, East side of Livernois between Vermont and Birchwood, Section 21, From O (Office) District to MR (Maple Road) District

Mr. Carlisle reviewed the proposed Conditional Rezoning application. He addressed the conditions offered by the applicant, parking, landscaping, applicant's intent to vacate the 18 foot alley and the height of light poles.

Mr. Carlisle recommended approval of the proposed Conditional Rezoning application for the reasons identified in his report dated March 13, 2015 and subject to the conditions as identified in his report dated March 13, 2015.

Present were Dennis Cowan of Plunkett Cooney, Jerome Amber of Amber Properties Company and Justin Wieber of Stantec.

Mr. Cowan addressed the re-design of the building since last presented to the Board. He agreed conditions identified in the Planning Consultant report would be adhered to with one exception. The applicant does not want to eliminate the two parking spaces, as recommended.

Mr. Cowan addressed their intent and timeline to vacate the 18-foot alley. He said a meeting to discuss the proposed development was held with property owners who were given notice by the City of the public hearing, of which nine attended.

Mr. Wieber gave a detailed overview of the building architectural features.

Mr. Amber addressed snow removal and screening of the terraces. He circulated photographs and building material samples.

Mr. Savidant reported the department received numerous written responses to the public hearing notices which were distributed to the Planning Commission prior to the beginning of tonight's meeting.

PUBLIC HEARING OPENED

Denise Whitmer, 76 Vermont, spoke in opposition. She addressed concerns with traffic, cut-through traffic, noise, screening and privacy.

Ted LaVanaway, 6952 Dublin Fair, spoke in support.

PUBLIC HEARING CLOSED

Discussion followed on:
- Defined height of light pole.
- Trash enclosure materials.
- Zoning requirements for trash enclosures.

Resolution # PC-2015-07-050
Moved by: Tagle
Seconded by: Krent

RESOLVED, That the Planning Commission hereby recommends to the City Council that the O to MR Conditional Rezoning request, which incorporates Preliminary Site Plan Approval, as per Section 16.04 of the City of Troy Zoning Ordinance, located on the east side of Livernois, between Vermont and Birchwood, within Section 21, being approximately 0.5 acres in size, be granted, for the following reasons:

1. The request complies with the Master Plan.
2. The Form-Based District would permit greater flexibility in use and development of the property.
3. The abundance of Office District property in the City has been well documented.
4. The rezoning would be compatible with surrounding zoning and land use.
5. The site can be adequately served with municipal water and sewer.

BE IT FURTHER RESOLVED, That the Planning Commission recommends the following site plan design considerations:

1. Obtain alley vacation prior to Final approval.
2. Provide one (1) additional barrier free parking space.
3. Remove the single space directly adjacent to the north side of the building.
4. Remove one (1) parking space along the western property line and add five (5) additional feet to each greenbelt along Vermont and Birchwood.
5. Address berming and landscaping within north and south greenbelt.
6. Purchase additional 9-foot of alley or if additional 9-foot of alley cannot be purchased, address screening and landscape deficiencies within eastern greenbelt.
7. Trash enclosure screening will be with poured concrete with gates similar in construction and appearance as the screening on the upper terrace level, metal slats and wood, and to comply with enclosure requirements.
8. Light pole height shall be maximum 15 feet high to mitigate impact upon adjacent single-family properties.

Yes: All present (7)
Absent: Sanzica

MOTION CARRIED

Chair Edmunds opened the floor for one additional public comment.

Randy Whitmer, 76 Vermont, spoke in opposition. He said if a vote was taken, the City would find the residents along Vermont and Birchwood are opposed to the proposed development.

Mr. Carlisle informed the audience that the recommending body on the proposed development is City Council and those residents within the required 300 foot radius would be notified of the scheduled date and time of the City Council public hearing.

OTHER BUSINESS

11. PLANNED UNIT DEVELOPMENT APPLICATION (PUD 014) – Proposed Stonecrest Planned Unit Development, East side of Livernois between Big Beaver and Wattles, Section 22, Currently Zoned R-1E (One Family Residential) District

Mr. Hutson asked to be recused from discussion on this item because of his business relationship with Thomas Sawyer, the attorney representing the applicant.

The Board accepted Mr. Hutson's request to be recused. Mr. Hutson exited the meeting.

Mr. Carlisle reviewed the proposed Planned Unit Development application. He addressed the applicant's intent to partner with the City in an effort to increase the development potential of the site and assist the City with developing the City's dog park and trailhead.

There was discussion on:

- Concept of the development; partnership.
- Building design, layout.
  - Flip building, parking, detention 180 degrees
  - Single story near road; drop off at rear entrance
  - Reduce scale of building and hard pavement along road
  - Existing green visually appealing on right-of-way
  - Exclusivity of building; create privacy in front
- Dog park stand-alone vs partnership project.
- Conceptual dog park plans, overlay.
- Stormwater management; detention as feature.
- Property in floodplain; undevelopable, unbuildable.
- Shared parking.
- Access point.

Mark Pomerenke, Vice President of Development of North Point Development, introduced Thomas Sawyer of Hutson, Sawyer, Rupp & Schroeder law firm and David Hunter of Professional Engineering Associates. Mr. Pomerenke addressed:

- Company profile.
- Assisted living services.
- Building design, elevation; not a cookie-cutter development.
- Proposed improvements, amenities.
- $50,000 assistance for dog park, trailhead, other improvements.
- Detention basin as amenity.
- Approximately $12 million development.
- Traffic; lowest traffic-generated use.
- Desire to have building visibility from street.

Chair Edmunds opened the floor for public comment. There was no one present; the floor was closed for public comment.

Mr. Hutson returned to the meeting.

12. ZONING ORDINANCE TEXT AMENDMENT (File Number ZOTA 248) – Woodland Protection

Mr. Savidant briefly reviewed the proposed Zoning Ordinance Text Amendment, noting the proposed text is consistent to what was last discussed among the Board. Mr. Savidant said with a consensus of the members, he would circulate the proposed Zoning Ordinance Text Amendment internally for review and bring it back to the Planning Commission to schedule a Public Hearing.

Chair Edmunds opened the floor for public comment.

Present to speak were:
- Omar Shouhayib of Choice Development, 4254 Beach Road.
- Dan McLeish, McLeish Building, 650 E. Big Beaver.

Chair Edmunds closed the floor for public comment.

It was the consensus of the members to circulate the proposed amendment for internal review.

13. PUBLIC COMMENT – Items on Current Agenda

There was no one present who wished to speak.

14. PLANNING COMMISSION COMMENT

There were general Planning Commission comments.

Mr. Savidant reported that City Council, in its consideration of the proposed Zoning Ordinance Text Amendment relating to Oil and Gas Extraction, scheduled a joint meeting with the Planning Commission on September 14, 2015 at 6:00 p.m. City Council intent is to have direct communication with the Planning Commission on the matter. Mr. Savidant said representatives from Michigan Department of Environmental Quality (MDEQ), Associated Petroleum Industries of Michigan and Oakland County Water Resources would be present at the meeting.

The Regular meeting of the Planning Commission adjourned at 10:45 p.m.

Respectfully submitted,

_____
Donald Edmunds, Chair

_____
Kathy L. Czarnecki, Recording Secretary

G:\Planning Commission Minutes\2015 PC Minutes\Draft\2015 07 28 Regular Meeting_Draft.doc

Chair Edmunds called the Regular meeting of the Troy City Planning Commission to order at 7:00 p.m. on July 28, 2015 in the Council Board Room of the Troy City Hall.

1. ROLL CALL

Present:
Ollie Apahidean
Karen Crusse
Donald Edmunds
Michael W. Hutson
Tom Krent
Padma Kuppa
John J. Tagle

Absent:
Philip Sanzica

Also Present:
R. Brent Savidant, Planning Director
Ben Carlisle, Carlisle/Wortman Associates, Inc.
Allan Motzny, Assistant City Attorney
Kathy L. Czarnecki, Recording Secretary

2. APPROVAL OF AGENDA

Resolution # PC-2015-07-046
Moved by: Tagle
Seconded by: Krent

RESOLVED, To approve the Agenda as prepared.

Yes: All present (7)
Absent: Sanzica

MOTION CARRIED

3. APPROVAL OF MINUTES

Resolution # PC-2015-07-047
Moved by: Apahidean
Seconded by: Kuppa

RESOLVED, To approve the minutes of the July 15, 2015 Regular meeting as submitted.

Yes: All present (7)
Absent: Sanzica

MOTION CARRIED

4. PUBLIC COMMENT – Items not on the Agenda

There was no one present who wished to speak.

5. ZONING BOARD OF APPEALS (ZBA) REPORT

There was no Zoning Board of Appeals meeting in July.

6. DOWNTOWN DEVELOPMENT AUTHORITY (DDA) REPORT

Mr. Savidant reported there was no Downtown Development Authority meeting in July.

7. PLANNING AND ZONING REPORT

Mr. Savidant announced the final Master Plan forum, *Boomers & Shakers*, is scheduled on August 17, 2015 at 7:00 p.m.

PRELIMINARY SITE PLAN REVIEWS

8. PRELIMINARY SITE PLAN REVIEW (File Number SP 1008) – Proposed Virginia Tile Showroom, East side of Crooks, North of Maple (1820 Crooks), Section 28, Currently Zoned MR (Maple Road) District

Mr. Carlisle reviewed the Preliminary Site Plan application for Virginia Tile Showroom. He recommended approval with the conditions as identified in his report dated July 21, 2015.

Victor Saroki, project architect, and William Stephenson of Virginia Tile Company were present.

Mr. Saroki circulated a materials board. He addressed:

- State-of-art flagship store.
- Parking.
- Cross access easements.
- Overhead power lines.

Mr. Stephenson said the proposed showroom would replace the existing design center showroom and would function as a wholesale distributor offering select retail services.

Chair Edmunds opened the floor for public comment. There was no one present; the floor was closed for public comment.

Resolution # PC-2015-07-048
Moved by: Hutson
Seconded by: Krent

RESOLVED, That Preliminary Site Plan Approval, pursuant to Article 8 of the Zoning Ordinance, as requested for the proposed Virginia Tile Showroom, located on the east side of Crooks and north of Maple (1820 Crooks), Section 28, within the MR (Maple Road) District, be granted, subject to the following:

1. Demonstrate shared parking compatibility by providing additional information regarding hours of operation and number of employees and provide parking reciprocal easement.
2. Provide additional information regarding anticipated delivery truck size.
3. Provide all cross-access agreements prior to Final approval.
4. Widen Crooks sidewalk to eight (8) feet.
5. Reduce lighting level along the northern property line.

Yes: All present (7)
Absent: Sanzica

MOTION CARRIED

9. PRELIMINARY SITE PLAN REVIEW (File Number SP 1009) – Proposed Sedona Taphouse Restaurant, South side of Big Beaver, East of Livernois (198 E Big Beaver), Section 27, Currently Zoned BB (Big Beaver) District

Mr. Carlisle reviewed the Preliminary Site Plan application. He addressed the site access, pedestrian and vehicular circulation, lighting plan, trash enclosure screening and landscaping. Mr. Carlisle recommended approval with the conditions as identified in his report dated July 21, 2015.

Mr. Savidant announced written comments from Ganesh Reddy of Mamta Holdings were distributed to Board members prior to the beginning of tonight's meeting.

Present were Martin Knollenberg, project architect Thomas Strat, Thomas Desmond of Thomas Strat Architects and landscape architect Brian Devlin.

Mr. Strat gave a presentation detailing the architecture of the proposed Sedona Taphouse Restaurant, featuring building materials, building transparency and rooftop outdoor seating.

There was discussion on:
- Vehicular and pedestrian circulation; narrowness of layout, drive aisle.
- Maneuverability of delivery trucks.
- Landscape requirements; hardscaping.
- Valet service.
- Hours of operation.

Chair Edmunds opened the floor for public comment.

Ganesh Reddy of Mamta Holdings, 3270 W. Big Beaver, addressed concerns with the proposed development as relates to the abutting property to the west, 100 E. Big Beaver.

Chair Edmunds closed the floor for public comment.

Discussion followed on:

- Existing cross access easement to the south; reciprocal agreement, use of property no effect on agreement.
- Required parking spaces; based on projected number of seats only, outdoor seating requires no additional parking.
- Deceleration lane; would be determined by County.
- Stormwater management; utilize regional detention or retain underground.

Resolution # PC-2015-07-049
Moved by: Tagle
Seconded by: Crusse

RESOLVED, That Preliminary Site Plan Approval, pursuant to Article 8 of the Zoning Ordinance, as requested for the proposed Sedona Taphouse Restaurant, located on the south side of Big Beaver and east of Livernois (198 E. Big Beaver), Section 27, within the BB (Big Beaver) District, be postponed until the applicant can respond to comments made this evening, specifically addressing conditions outlined in the proposed Resolution.

Yes: All present (7)
Absent: Sanzica

MOTION CARRIED

CONDITIONAL REZONING REQUEST

10. PUBLIC HEARING - CONDITIONAL REZONING APPLICATION (File Number CR 013) – Proposed Amber Studios and Lofts, East side of Livernois between Vermont and Birchwood, Section 21, From O (Office) District to MR (Maple Road) District

Mr. Carlisle reviewed the proposed Conditional Rezoning application. He addressed the conditions offered by the applicant, parking, landscaping, applicant's intent to vacate the 18 foot alley and the height of light poles.

Mr. Carlisle recommended approval of the proposed Conditional Rezoning application for the reasons identified in his report dated March 13, 2015 and subject to the conditions as identified in his report dated March 13, 2015.

Present were Dennis Cowan of Plunkett Cooney, Jerome Amber of Amber Properties Company and Justin Wieber of Stantec.

Mr. Cowan addressed the re-design of the building since last presented to the Board. He agreed conditions identified in the Planning Consultant report would be adhered to with one exception. The applicant does not want to eliminate the two parking spaces, as recommended.

Mr. Cowan addressed their intent and timeline to vacate the 18-foot alley. He said a meeting to discuss the proposed development was held with property owners who were given notice by the City of the public hearing, of which nine attended.

Mr. Wieber gave a detailed overview of the building architectural features.

Mr. Amber addressed snow removal and screening of the terraces. He circulated photographs and building material samples.

Mr. Savidant reported the department received numerous written responses to the public hearing notices which were distributed to the Planning Commission prior to the beginning of tonight's meeting.

PUBLIC HEARING OPENED

Denise Whitmer, 76 Vermont, spoke in opposition. She addressed concerns with traffic, cut-through traffic, noise, screening and privacy.

Ted LaVanaway, 6952 Dublin Fair, spoke in support.

PUBLIC HEARING CLOSED

Discussion followed on:
- Defined height of light pole.
- Trash enclosure materials.
- Zoning requirements for trash enclosures.

Resolution # PC-2015-07-050
Moved by: Tagle
Seconded by: Krent

RESOLVED, That the Planning Commission hereby recommends to the City Council that the O to MR Conditional Rezoning request, which incorporates Preliminary Site Plan Approval, as per Section 16.04 of the City of Troy Zoning Ordinance, located on the east side of Livernois, between Vermont and Birchwood, within Section 21, being approximately 0.5 acres in size, be granted, for the following reasons:

1. The request complies with the Master Plan.
2. The Form-Based District would permit greater flexibility in use and development of the property.
3. The abundance of Office District property in the City has been well documented.
4. The rezoning would be compatible with surrounding zoning and land use.
5. The site can be adequately served with municipal water and sewer.

BE IT FURTHER RESOLVED, That the Planning Commission recommends the following site plan design considerations:

1. Obtain alley vacation prior to Final approval.
2. Provide one (1) additional barrier free parking space.
3. Remove the single space directly adjacent to the north side of the building.
4. Remove one (1) parking space along the western property line and add five (5) additional feet to each greenbelt along Vermont and Birchwood.
5. Address berming and landscaping within north and south greenbelt.
6. Purchase additional 9-foot of alley or if additional 9-foot of alley cannot be purchased, address screening and landscape deficiencies within eastern greenbelt.
7. Trash enclosure screening will be with poured concrete with gates similar in construction and appearance as the screening on the upper terrace level, metal slats and wood, and to comply with enclosure requirements.
8. Light pole height shall be maximum 15 feet high to mitigate impact upon adjacent single-family properties.

Yes: All present (7)
Absent: Sanzica

MOTION CARRIED

Chair Edmunds opened the floor for one additional public comment.

Randy Whitmer, 76 Vermont, spoke in opposition. He said if a vote was taken, the City would find the residents along Vermont and Birchwood are opposed to the proposed development.

Mr. Carlisle informed the audience that the recommending body on the proposed development is City Council and those residents within the required 300 foot radius would be notified of the scheduled date and time of the City Council public hearing.

OTHER BUSINESS

11. PLANNED UNIT DEVELOPMENT APPLICATION (PUD 014) – Proposed Stonecrest Planned Unit Development, East side of Livernois between Big Beaver and Wattles, Section 22, Currently Zoned R-1E (One Family Residential) District

Mr. Hutson asked to be recused from discussion on this item because of his business relationship with Thomas Sawyer, the attorney representing the applicant.

The Board accepted Mr. Hutson's request to be recused. Mr. Hutson exited the meeting.

Mr. Carlisle reviewed the proposed Planned Unit Development application. He addressed the applicant's intent to partner with the City in an effort to increase the development potential of the site and assist the City with developing the City's dog park and trailhead.

There was discussion on:

- Concept of the development; partnership.
- Building design, layout.
  - Flip building, parking, detention 180 degrees
  - Single story near road; drop off at rear entrance
  - Reduce scale of building and hard pavement along road
  - Existing green visually appealing on right-of-way
  - Exclusivity of building; create privacy in front
- Dog park stand-alone vs partnership project.
- Conceptual dog park plans, overlay.
- Stormwater management; detention as feature.
- Property in floodplain; undevelopable, unbuildable.
- Shared parking.
- Access point.

Mark Pomerenke, Vice President of Development of North Point Development, introduced Thomas Sawyer of Hutson, Sawyer, Rupp & Schroeder law firm and David Hunter of Professional Engineering Associates. Mr. Pomerenke addressed:

- Company profile.
- Assisted living services.
- Building design, elevation; not a cookie-cutter development.
- Proposed improvements, amenities.
- $50,000 assistance for dog park, trailhead, other improvements.
- Detention basin as amenity.
- Approximately $12 million development.
- Traffic; lowest traffic-generated use.
- Desire to have building visibility from street.

Chair Edmunds opened the floor for public comment. There was no one present; the floor was closed for public comment.

Mr. Hutson returned to the meeting.

12. ZONING ORDINANCE TEXT AMENDMENT (File Number ZOTA 248) – Woodland Protection

Mr. Savidant briefly reviewed the proposed Zoning Ordinance Text Amendment, noting the proposed text is consistent to what was last discussed among the Board. Mr. Savidant said with a consensus of the members, he would circulate the proposed Zoning Ordinance Text Amendment internally for review and bring it back to the Planning Commission to schedule a Public Hearing.

Chair Edmunds opened the floor for public comment.

Present to speak were:
- Omar Shouhayib of Choice Development, 4254 Beach Road.
- Dan McLeish, McLeish Building, 650 E. Big Beaver.

Chair Edmunds closed the floor for public comment.

It was the consensus of the members to circulate the proposed amendment for internal review.

13. PUBLIC COMMENT – Items on Current Agenda

There was no one present who wished to speak.

14. PLANNING COMMISSION COMMENT

There were general Planning Commission comments.

Mr. Savidant reported that City Council, in its consideration of the proposed Zoning Ordinance Text Amendment relating to Oil and Gas Extraction, scheduled a joint meeting with the Planning Commission on September 14, 2015 at 6:00 p.m. City Council intent is to have direct communication with the Planning Commission on the matter. Mr. Savidant said representatives from Michigan Department of Environmental Quality (MDEQ), Associated Petroleum Industries of Michigan and Oakland County Water Resources would be present at the meeting.

The Regular meeting of the Planning Commission adjourned at 10:45 p.m.

Respectfully submitted,

D. L. Edmunds

Donald Edmunds, Chair

Kathy L Czarnecki

Kathy L. Czarnecki, Recording Secretary

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The Regular meeting of the Building Code Board of Appeals was called to order at 3:00 p.m. on August 5, 2015 in the Council Board Room of the Troy City Hall.

1. ROLL CALL

Members Present
Brian Kischnick
Michael Morris
Andrew Schuster

Members Absent
Theodore Dziurman, Chair
Gary Abitheira

Support Staff Present:
Mitch Grusnick, Building Official/Code Inspector
Kathy L. Czarnecki, Recording Secretary

Also Present:
Attached and made a part hereof is the signature sheet of those present and signed in at this meeting.

Moved by: Schuster
Support by: Morris

RESOLVED, That Brian Kischnick conduct the meeting in the absence of the Chair and Vice Chair.

Yes: All present (3)
Absent: Dziurman, Abitheira

MOTION CARRIED

2. APPROVAL OF MINUTES

Moved by: Morris
Support by: Schuster

RESOLVED, To approve the minutes of the July 1, 2015 Regular meeting as submitted.

Yes: All present (3)
Absent: Dziurman, Abitheira

MOTION CARRIED

3. HEARING OF CASES

A. **VARIANCE REQUEST, TERRANCE ULCH II FOR AVER SIGN COMPANY, 840 W. LONG LAKE** – A variance to the Sign Code to allow installation of three wall signs with a combined total size of 658 square feet. The Sign Code allows one wall sign not to exceed 200 square feet in area on the building.

Mr. Grusnick reported the department received no written responses to the public hearing notices.

Terrance Ulch of Aver Sign Company and Dan Leming of New World Systems were present.

Mr. Kischnick opened the floor for public comment. Acknowledging there was no one present to speak, the floor was closed.

Moved by: Morris
Support by: Schuster

RESOLVED, To grant the variance as requested with a condition that there be no additional signage for tenants on the building in the future, for the following reason:

1. The variance does not adversely affect properties in the immediate vicinity of the proposed sign.

Discussion on motion on the floor.

Mr. Kischnick disclosed the City has contracted with New World Systems for its services. Mr. Kischnick asked the record to reflect that he has no personal interest in New World Systems with the exception that in the capacity of City Manager to possibly make a recommendation to City Council. Mr. Kischnick said in light of the absence of two Board members, he would not abstain and vote on the matter so it can go forward.

Vote on the motion on the floor.

Yes: All present (3)
Absent: Dziurman, Abitheira

MOTION CARRIED

B. **VARIANCE REQUEST, LEON LaBRECQUE OF LJPR LLC, 5480 CORPORATE** – A variance to the Sign Code to allow installation of a second wall sign that is 42 square feet in area. The Sign Code allows one wall sign not to exceed 200 square feet in area on the building. There is currently a 64 square foot wall sign on the building.

Mr. Grusnick reported the department received no written responses to the public hearing notices.

Michael Stephens of Signarama and Leon LaBrecque and Anne Whipple of LJPR LLC were present.

Mr. Kischnick opened the floor for public comment. Acknowledging there was no one present to speak, the floor was closed.

Moved by: Schuster
Support by: Morris

RESOLVED, To grant the variance as requested, for the following reason:

1. The variance would not be contrary to the public interest or general purpose and intent of Chapter 85.

Yes: All present (3)
Absent: Dziurman, Abitheira

MOTION CARRIED

4. COMMUNICATIONS

None.

5. PUBLIC COMMENT

None.

6. MISCELLANEOUS BUSINESS

None.

7. ADJOURNMENT

The Regular meeting of the Building Code Board of Appeals adjourned at 3:30 p.m.

Respectfully submitted,

_____

Brian Kischnick, Acting Chair

_____

Kathy L. Czarnecki, Recording Secretary

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BUILDING CODE BOARD OF APPEALS SIGN-IN SHEET

August 5, 2015

NAME (PLEASE PRINT)	*ADDRESS*
Michael Stephens	1017 Naughton, Troy MI 48083
Anne Whipple	5480 Corporate Dr Ste 100 Troy 48098
Dan Leming	888 W. Big Beaver Suite 600 Troy MI 48084
Terry Ulch	359 Livernois Ferndale MI 48220
Leon LaBrecque	5480 Corporate D. Ste 100 Troy 48098
NAME (PLEASE PRINT)	*ADDRESS*

BUILDING CODE BOARD OF APPEALS MEETING SIGN-IN SHEET

August 5, 2015

Chair Edmunds called the Regular meeting of the Troy City Planning Commission to order at 7:00 p.m. on August 11, 2015 in the Council Chambers of the Troy City Hall.

1. ROLL CALL

Present:
Ollie Apahidean
Karen Crusse
Donald Edmunds
Michael W. Hutson
Padma Kuppa
Tom Krent
Philip Sanzica
John J. Tagle

Also Present:
R. Brent Savidant, Planning Director
Allan Motzny, Assistant City Attorney
Ben Carlisle, Carlisle/Wortman Associates, Inc.
Kurt Bovensiep, Public Works Manager
Kathy L. Czarnecki, Recording Secretary

2. APPROVAL OF AGENDA

Resolution # PC-2015-08-051
Moved by: Edmunds
Seconded by: Sanzica

RESOLVED, To reverse the order of Agenda items 5 and 6.

Yes: All present (8)

MOTION CARRIED

3. APPROVAL OF MINUTES

Resolution # PC-2015-08-052
Moved by: Crusse
Seconded by: Apahidean

RESOLVED, To approve the minutes of the July 28, 2015 Regular meeting as published.

Yes: All present (8)

MOTION CARRIED

4. PUBLIC COMMENT – Items not on the Agenda

There was no one present who wished to speak.

PRELIMINARY SITE PLAN REVIEW

6. PRELIMINARY SITE PLAN REVIEW (File Number SP 1009) – Proposed Sedona Taphouse Restaurant, South side of Big Beaver, East of Livernois (198 E Big Beaver), Section 27, Currently Zoned BB (Big Beaver) District

Mr. Carlisle reported on revisions to the application since last reviewed by the Planning Commission as relates to cross access easements, parking lot layout, pedestrian spine and landscaping. Mr. Carlisle recommended Preliminary Site Plan Approval with conditions as identified in his report dated August 7, 2015.

Present were Martin Knollenberg, and Thomas Strat and Thomas Desmond of Thomas Strat Architects.

Mr. Strat circulated building material samples.

There was discussion on:
- Stormwater management; regional detention pond.
- Parking lot layout; turning radius for delivery trucks.
- Pedestrian spine; walkway.
- Internal review by Engineering.

Mr. Knollenberg addressed:
- Restaurant character and menu.
- Agreement from Troy Officentre to share 25 parking spaces.
- Engineering department confirms regional detention pond can be used for stormwater management.

Chair Edmunds opened the floor for public comment.

Colin Maguire of Loomis, Ewert, Parsley, Davis & Gotting P.C., was present to represent Mamta Holdings. He addressed a communication distributed to the Planning Commission relating to concerns that his client has with respect to density, parking and ingress/egress.

Ganesh Reddy of Mamta Holdings, 3270 W. Big Beaver, addressed concerns with existing drainage. Mr. Reddy circulated photographs of recent standing water and copies of a cross access easement agreement recorded for Troy Officentre, dated the 10th of May 1988.

Chair Edmunds closed the floor for public comment.

Mr. Motzny stated the applicant must meet parking requirements of the Zoning Ordinance and if preliminary approval is granted based on shared parking, a Shared Parking Agreement must be in place prior to Final Site Plan approval.

Mr. Knollenberg stated traffic would be directed to the rear of the restaurant and parking would be discouraged on the Mamta Holdings property. Mr. Knollenberg said valet services also would be offered.

Resolution # PC-2015-08-053
Moved by: Tagle
Seconded by: Sanzica

RESOLVED, That Preliminary Site Plan Approval, pursuant to Article 8 of the Zoning Ordinance, as requested for the proposed Sedona Taphouse Restaurant, located on the south side of Big Beaver and east of Livernois (198 E. Big Beaver), Section 27, within the BB (Big Beaver) District, be granted, subject to the following:

1. Indicate material use of retaining wall along eastern property line prior to Final Site Plan approval.
2. Indicate trash enclosure material screening prior to Final Site Plan approval.
3. Provide photometric plan and lighting fixtures in compliance with Article 13 prior to Final Site Plan approval.

Yes: All present (8)

MOTION CARRIED

5. TUCKER STREET BARRICADE

Chair Edmunds addressed the audience and announced the parameters of the public comment session for the item.

Mr. Apahidean asked to recuse himself from discussion and action on this item because he resides on Tucker.

(Mr. Apahidean exited the meeting at 7:32 p.m.)

Mr. Savidant gave a short presentation addressing:
- History of barricade.
- Hunters Park 2 development; connection to Drake.
- Request to City Management to remove barricade.
- City Management decision for due process; public commentary from both Traffic Committee and Planning Commission to assist in drafting recommendation to City Council at August 24, 2015 meeting.
- Action taken at Traffic Committee.
- Locations, photographs of existing barricades and emergency vehicular accesses (EVA's).
- Options: leave barricade, remove barricade, replace barricade with EVA.

Chair Edmunds opened the floor for public comment.

- Michael Lanham, 2124 Tucker, oppose removal.
- Sumer Salem, 2015 Tucker, oppose removal.
- Daniel Murza, 2218 Tucker, oppose removal.
- Adriana Apahidean, 2223 Tucker, oppose removal.
- Ken Andreoni, 2097 Tucker, oppose removal.
- Charles Seip, 5297 Standish, support removal.
- Dorothy Konarske, 2237 Drake, support removal.
- Semida Fratila, 2192 Tucker, oppose removal.
- Lisa Taylor-Nalette, 5344 Standish, oppose removal.
- James Konarske, 2237 Drake, support removal.
- Dan Fratila, 2192 Tucker, oppose removal.
- Mihaela Dancea, 5302 Standish, support removal.
- Deb Tosch, 2088 Tucker, oppose removal.
- Monica Hausner, 2071 Tucker, oppose removal.
- Christopher Hausner, 2071 Tucker, oppose removal.
- Michael Ortmann, 5298 Standish, oppose removal.
- Geraldine Seip, 5297 Standish, support removal.
- Horatio Dancea, 5302 Standish, support removal.
- Suren Sukhtankar, 5316 Standish, support removal.
- Mark Petty, 5180 Standish, oppose removal.
- John Tosch, 2088 Tucker, oppose removal.
- Donna Medich, 5242 Standish, support removal.
- Patrick Smith, 2234 Tucker, oppose removal.
- Ligia Murza, 2218 Tucker, oppose removal.
- Grace Gabrysh, not signed in, former Tucker resident, oppose removal.

Chair Edmunds closed the floor for public comment.

There was discussion on:

- Consideration of all barriers and traffic impediments in the City.
- Purpose of Tucker barricade; intent to remove or not in future.
- Cost of maintenance; gravel in comparison to paved roads.
- Evolution of City since installation of Tucker barricade.
- Value of homes; gravel in comparison to paved roads.
- Empathy for residents; understand homes purchased on gravel road and wanting it to remain as such.
- Process to pave road, install sidewalks.

Mr. Bovensiep, Public Works Manager, addressed:

- Short term and long term maintenance of roads.
- Life expectancy of roads: asphalt, concrete, gravel.
- Paved surface roads a higher expense than gravel roads.
- Funding for local roads; Public Act 51.

Resolution # PC-2015-08-054
Moved by: Crusse
Seconded by: Sanzica

RESOLVED, The Planning Commission recommends removal of the barricade on Tucker and opening it completely as a public road; and

FURTHER RESOLVED, The Planning Commission recommends consideration of removal of all barriers including emergency vehicle accesses (EVA's) in the interest of Planning Commission best practices to promote the City policy of connectivity of public roads and access for all citizens in the community.

Yes: All present (7)
(Mr. Apahidean recused from vote)

MOTION CARRIED

OTHER BUSINESS

7. PUBLIC COMMENT – Items on Current Agenda

Adriana Apahidean, 2223 Tucker, thanked the Board for its consideration and forward thinking. She addressed funding of paving Tucker Road and providing sidewalks.

8. PLANNING COMMISSION COMMENT

There were general Planning Commission comments.

Mr. Savidant announced Carlton Faison is the newly appointed Planning Commission member.

The Regular meeting of the Planning Commission adjourned at 9:23 p.m.

Respectfully submitted,

_____
Donald Edmunds, Chair

_____
Kathy L. Czarnecki, Recording Secretary

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ELECTION COMMISSION MINUTES – Draft August 20, 2015

A meeting of the Troy Election Commission was held July 23, 2015, at City Hall, 500 W. Big Beaver Road. City Clerk Dickson called the Meeting to order at 8:02 AM.

Roll Call:

PRESENT: David C. Anderson, M. Aileen Dickson – City Clerk, Harry Philo

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Approval of Minutes

Resolution #EC-2015-08-06
Moved by Anderson
Seconded by Philo

RESOLVED, That the following Minutes are **APPROVED** as submitted:

Election Commission Meeting – July 23, 2015

Yes: Anderson, Dickson, Philo
No: None

MOTION CARRIED

Approval of Consolidation of Precincts

Resolution # EC-2015-08-07
Motion by Philo
Seconded by Anderson

RESOLVED, That the Election Commission of the City of Troy hereby **AUTHORIZES** that applicable precincts servicing qualified electors in the City of Troy be **CONSOLIDATED** for the November 3, 2015 General Election in accordance with MCL 168.659.

Yes: All-3
No: None

MOTION CARRIED

Adjournment:

The meeting was adjourned at 8:05 AM.

M. Aileen Dickson, CMC, CMMC
City Clerk

P-02a

August 5, 2015

Dane Slater
Troy City Hall
500 W. Big Beaver
Troy, MI 48084

LJPR
FINANCIAL ADVISORS

RECEIVED
AUG 10 2015
CITY OF TROY
CITY MANAGER'S OFFICE

Dear Dane:

I've got some great news that I wanted to share personally. After 26 years as a fiduciary wealth manager, we've grown in size and scope to warrant some great new changes. Our current location on Investment Drive (which we helped rename) has served us well, but the expansion of our great team has left us like a house with too many additions, done over too many years.

New Headquarters: So our first big news is the move to our new headquarters at 5480 Corporate Drive and Crooks. This great new site is on the first floor of the building, located right at the southwest corner of Corporate Drive/Crooks I-75 exit. We've built out a fabulous new space that has three unique features.

- The first is our trading lab. This was inspired by the lab at Walsh that I love so much. It is located right off of our lobby and will provide a high-tech insight into changing economic and market data. We'll even have some mini learning sessions there with experts.
- The second unique feature is our new classroom. We cut our teeth in the financial education business, on the forefront of employee education. Our new classroom will have the ability to provide live classes and webinars on a wide array of topics from retirement, social security and estate planning to employee education on 401(k) plans and economic outlooks. We intend to make the classroom available to others to use as well.
- Our third feature is a bistro. We've found that more gets done in our kitchen than in other spaces, so we created a large comfortable collaboration space to let people congregate and solve problems. We've wired the bistro to allow 'lunch and learns' and 'culinary events'.

I'd love for you and your colleagues to see and enjoy this new space. We're having our Grand Opening on September 16th. We'll have lunch (hot dogs!) and tours starting at 11:30am-1:00pm, the ribbon cutting at 3:00pm then a 'reception' immediately following with tours, entertainment and refreshments until 7:00pm.

Additional Location: We now have a satellite office in Flint, at 2387 Linden Road, Suite 116. This allows us to better serve our northern Oakland, Genesee and Lapeer county clients.

New Name: After 26 years, we like 'LJPR', but felt it was not descriptive enough. (Some people thought we were a PR firm, like 'Linda James PR'). Our new name is 'LJPR Financial Advisors'. Ok, so it's not that dramatic...

New Look: We are changing things, so we changed our new logo too! We liked the concept of the lighthouse as a guide in the storm but we think planning is like chess: It's a series of moves, with one end result. You have to be strategic: you have to think ahead, you have to engage in the hazards of the game. And of course, the lion is the king.

Thanks for letting me share this news and I hope to see you at our opening or at whatever other time we can get together.

Very truly yours,

Dane — Hope you can make the open house! Len

Leon C. LaBrecque, CEO
LJPR Financial Advisors
5480 Corporate Drive, #100
Troy, Michigan 48098
[p] +1 248 641-7400
[f] +1 248 641-7405
ljpr.com

Tax
Estate
Investments

CITY COUNCIL AGENDA ITEM

Date: August 20, 2015

To: Brian Kischnick, City Manager

From: Mark F. Miller, Director of Economic & Community Development
R. Brent Savidant, Planning Director

Subject: BOOMERS AND SHAKERS FORUM – Troy Master Plan Update

City Administration and Carlisle/Wortman Associates (CWA) continue to advance the Master Plan Update. As part of the planning process, we developed an inclusive community engagement process. Our community engagement strategies included a Real Estate Forum, High School Forum, and Neighborhood Forum. On Monday, August 17, 2015 we held a Boomers and Shakers Forum.

The Boomers and Shakers Forum was advertised using a range of tools and methods. This included Twitter, Facebook, press releases sent to local media outlets, local churches and homeowners association representatives, posted on website calendar and eblasts.

The forum was attended by approximately 75 Troy residents. Representatives of City staff and CWA presented information related to the City's aging population. They then led participants on an engagement exercise to gather input on a range of issues. The following members of City staff and CWA attended the forum:

Brian Kischnick, City Manager
Mark F. Miller, Director of Economic and Community Development
R. Brent Savidant, Planning Director
Maggie Hughes, Management Assistant
Elaine Torvinen, Recreation Supervisor
Richard Carlisle, CWA
Ben Carlisle, CWA

The results of the forum will be summarized and presented to the Planning Commission at a future meeting. The Planning Commission will incorporate the results into the draft Master Plan as appropriate.

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P-03a

August 20, 2015

To: Mayor Slater and Members of Troy City Council
Cc: City Manager

Subject: Proposed New Apartment Development on Livernois

I am an almost 30 year resident of Troy and longtime supporter of the Troy Community.

I like seeing some of the new developments that are coming to our city and I think we need to enthusiastically support them.

New apartments that will attract young professionals and millennials is just what we need in our city.

I therefore urge you to support Amber's conditional rezoning request and site plan for the land on the east side of Livernois north of Maple Rd. when this matter comes before you for approval.

Thank you.

Vera Mitchell

Vera Mitchell
[redacted]
Troy, MI 48084