

AGENDA

Traffic Committee Meeting

October 21, 2015 – 7:30 P.M.

Lower Level Conference Room – Troy City Hall, 500 West Big Beaver Road

1. Roll Call
2. Minutes – September 16, 2015

REGULAR BUSINESS

3. Reconsideration – Request for Traffic Control – Melanie at Michael
4. Public Comment
5. Other Business
6. Adjourn

cc: Item 3: Lamb's End and Lamb's Other End Subdivisions

Traffic Committee Members

Captain Robert Redmond & Sgt. Mike Szuminski, Police Department

Lt. Eric Caloia, Fire Department

TRAFFIC COMMITTEE

MESSAGE TO VISITORS, DELEGATIONS AND CITIZENS

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

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

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

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

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

REGULAR BUSINESS

3. Reconsideration – Request for Traffic Control – Melanie at Michael

The Traffic Committee recommended that a Stop sign be installed on the southbound Michael Drive approach to Melanie at the September 16, 2015 meeting. This recommendation is being brought back to the Traffic Committee for reconsideration due to concerns from residents in the immediate area; only four (4) Traffic Committee members in attendance at the meeting; and for explanation of the Safe Approach Speed calculation and supporting information provided by OHM Advisors relative to their study of the intersection.

SUGGESTED RESOLUTIONS:

- a. RESOLVED, that the intersection of Melanie at Michael be **MODIFIED** from NO traffic control to ONE-WAY STOP control with a sign on the southbound Michael Drive approach to the intersection.
- b. RESOLVED, that the intersection of Melanie at Michael be **MODIFIED** from NO traffic control to a YIELD sign on the southbound Michael Drive approach to the intersection.
- c. RESOLVED, that **NO CHANGE** be made at the intersection of Melanie at Michael.

4. Public Comment

5. Other Business

6. Adjourn

A regular meeting of the Troy Traffic Committee was held Wednesday, September 16, 2015 in the Lower Level Conference Room at Troy City Hall. Al Petrulis called the meeting to order at 7:30 p.m.

1. Roll Call

Present: David Easterbrook
Richard Kilmer
Al Petrulis
Cynthia Wilsher
Katie Regan (Student Representative)

Absent: Tim Brandstetter
Pete Ziegenfelder

Also present: Amgad Beshaw, 2900 Lovington
Bradford Watson, 84 Melanie Lane
Matt Giroux, 6785 Michael Drive
Gary Abitheira, 3301 Mirage
Alan Giles, on behalf of St. Stephen's Episcopal Church
Lt. Eric Caloia, Fire Department
Sgt. Mike Szuminski, Police Department
Bill Huotari, Deputy City Engineer/Traffic Engineer

2. Minutes – July 15, 2015

Resolution # 2015-09-37
Moved by Kilmer
Seconded by Easterbrook

To approve the June 17, 2015 minutes as printed.

Yes: Easterbrook, Kilmer, Petrulis, Wilsher
No: None
Absent: Brandstetter, Ziegenfelder

MOTION CARRIED

PUBLIC HEARINGS

3. Request for Sidewalk Waiver – 2900 Lovington (Sidwell #88-20-36-426-015)

Amgad Beshaw requests a sidewalk waiver for the sidewalk at 2900 Lovington (Sidwell #88-20-36-426-015). Mr. Beshaw states that *“we need please to wave us from the sidewalk in the use of Lovington Ave, because we don't have sidewalks in Lovington Ave”*.

Mr. Beshaw was present at the meeting and stated that they are requesting the sidewalk waiver as there are no sidewalks along either side of Lovington. The sidewalk would connect to nothing,

lead to nowhere and serve no purpose.

Ms. Wilsher stated that there are no sidewalks along Lovington.

Resolution # 2015-09-38
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, Amgad Beshaw has requested a waiver of the requirement to construct sidewalk based on no other sidewalks on Lovington to connect to; 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 2900 Lovington (Sidwell #88-20-36-426-015).

YES: Easterbrook, Kilmer, Petrusis, Wilsher
NO: None
ABSENT: Brandstetter, Ziegenfelder

MOTION CARRIED

4. Request for Sidewalk Waiver – 607 Troywood (Sidwell #88-20-22-202-050)

Gary Abitheira requests a sidewalk waiver for the sidewalk at 607 Troywood (Sidwell #88-20-22-202-050). Mr. Abitheira states that *“we would like to request a sidewalk variance because there are no sidewalks in the area, therefore rendering the sidewalk in front of the house unnecessary and obscure ”*.

Mr. Abitheira was present at the meeting and stated that he is requesting a sidewalk waiver as there are no other sidewalks along Troywood. The sidewalk would lead to nowhere and connect to no other sidewalk. The sidewalk would end up in a ditch, should it be installed.

One (1) email and one (1) phone call were received in support of granting a waiver and not requiring sidewalk to be installed.

Resolution # 2015-09-39
Moved by Easterbrook
Seconded by Wilsher

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, Gary Abitheira has requested a waiver of the requirement to construct sidewalk based on no other sidewalks on Troywood to connect to; 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 607 Troywood (Sidwell #88-20-22-202-050).

YES: Easterbrook, Kilmer, Petrusis, Wilsher
NO: None
ABSENT: Brandstetter, Ziegenfelder

MOTION CARRIED

5. Request for Sidewalk Waiver – 2060 Rochester (Sidwell #88-20-27-430-040)

Gary Abitheira requests a sidewalk waiver for the sidewalk at 2060 Rochester (Sidwell #88-20-27-430-040). Mr. Abitheira states that *“this house is a corner house on Rochester Road and Larchwood. Sidewalk was put on Rochester road, however houses on Larchwood don’t have sidewalks – the sidewalk would run directly into a fence. It would serve no purpose while also bringing in a possibility of discrepancies between neighbors”*.

Mr. Abitheira was present at the meeting and stated that he is requesting a sidewalk waiver as there are no other sidewalks along Larchwood. The sidewalk would lead to nowhere and connect to no other sidewalk. The sidewalk would require that a fence and tree be removed on an adjacent parcel. 2060 Rochester is a corner lot and Mr. Abitheira did install the eight (8) foot sidewalk along the Rochester Road frontage.

Ms. Wilsher stated that the only sidewalk in this area is along Kelley which has several multi-family dwellings. There are no other sidewalks in this area. Ms. Wilsher said the streets in this area are dead end streets and wide enough to allow for pedestrians to walk in the street.

One (1) email was received in support of granting a waiver and not requiring sidewalk to be installed.

Resolution # 2015-09-40
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, Gary Abitheira has requested a waiver of the requirement to construct sidewalk based on no other sidewalks on Larchwood to connect to; 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 2060 Rochester (Sidwell #88-20-27-430-040), Larchwood frontage only.

YES: Easterbrook, Kilmer, Petrusis, Wilsher
NO: None
ABSENT: Brandstetter, Ziegenfelder

MOTION CARRIED

6. Request for Sidewalk Waiver – Devonwood (Sidwell #88-20-07-151-052)

Kenneth Freund requests a sidewalk waiver for the sidewalk on Devonwood, east of Adams (Sidwell #88-20-07-151-052). Mr. Freund states that *“construction of approximately 80 feet of sidewalk on Devonwood Road is unnecessary because Devonwood Road is a gravel road without sidewalks. Construction of a new sidewalk would lead to nowhere and connect to no other walk. Construction would not serve purpose of a pedestrian travel-way and would be an undue hardship on owner”*.

The petitioner was not present at the meeting to discuss the item.

One (1) person was in attendance at the meeting as a representative of St. Joseph’s Episcopal Church who stated that the church did not have any objections to waiving the sidewalk on the north side of Devonwood.

General discussion of this item ensued. The sidewalk is required along what is the detention basin parcel. This parcel is heavily wooded to screen the detention basin and would require removal of significant vegetation to construct a sidewalk that would connect to no other sidewalks. Devonwood is an existing gravel road.

Resolution # 2015-09-41
Moved by Easterbrook
Seconded by Wilsher

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, Kenneth Freund has requested a waiver of the requirement to construct sidewalk based on no other sidewalks on Devonwood to connect to; 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 on Devonwood, east of Adams (Sidwell #88-20-07-151-052).

YES: Easterbrook, Kilmer, Petrulis, Wilsher
NO: None
ABSENT: Brandstetter, Ziegenfelder

MOTION CARRIED

REGULAR BUSINESS

7. Request for Traffic Control – Braemar at Aberdeen

Leslie Wojcik of 4837 Heatherbrook states that the lack of existing traffic control at the intersection of Braemar at Aberdeen 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.

No residents were in attendance at the meeting to discuss this item.

Katie Regan (Student Representative) lives on Gordon, near the subject intersection. Ms. Regan states that drivers on Aberdeen do not yield the right-of-way through the intersection and typically take the corner at high rates of speed. Ms. Regan thought a Yield sign would be appropriate to delineate right-of-way at the intersection.

Ms. Wilsher stated that traffic does not slow at this corner based on her observations. They just fly through the intersection without stopping and supports a Stop sign.

Resolution # 2015-09-42
Moved by Wilsher
Seconded by Easterbrook

RESOLVED, that the intersection of Braemar at Aberdeen be **MODIFIED** from NO traffic control to ONE-WAY STOP control with a sign on the northbound Aberdeen Drive approach to Braemar.

Yes: Easterbrook, Kilmer, Petrulis, Wilsher
No: None
Absent: Brandstetter, Ziegenfelder

MOTION CARRIED

8. Request for Traffic Control – Melanie at Michael

Brad Watson of 84 Melanie states that the lack of existing traffic control at the intersection of Braemar at Aberdeen 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.

Mr. Watson was in attendance at the meeting. He stated that Melanie is on a hill and that eight (8) children live near the intersection. Traffic from Michael passes through the intersection quickly without yielding the right-of-way. He is concerned about the protection of the children in the subdivision. He pointed out that many drivers are more concerned about exiting the subdivision to Livernois and are looking to the east, toward Livernois, at the intersection and not looking uphill to the west.

Mr. Matt Giroux of 6785 Michael Drive was in attendance at the meeting. He stated that he has only lived at his home for about a month and was attending to see what the request was about. He felt that a sign was not necessary due to the limited number of homes in the subdivision.

Ms. Wilsher discussed traffic moving through the intersection and supports Stop signs.

Mr. Petrulis asked about whether a Yield sign may be more appropriate traffic control as this is a limited access subdivision. The study by OHM Advisors did find that the Safe Approach Speed was less than 10 mph (9.8 mph) due to sight distance obstructions at the intersection. Therefore a Stop sign is the recommended treatment.

One (1) email was received in opposition to changes at the intersection and requested that no sign be placed.

Resolution # 2015-09-43
Moved by Easterbrook
Seconded by Wilsher

RESOLVED, that the intersection of Melanie at Michael be **MODIFIED** from NO traffic control to ONE-WAY STOP control with a sign on the southbound Michael Drive approach to Melanie.

Yes: Easterbrook, Kilmer, Petrulis, Wilsher
No: None
Absent: Brandstetter, Ziegenfelder

MOTION CARRIED

9. Public Comment

There was no public comment provided at the meeting.

10. Other Business

There was no other business discussed.

11. Adjourn

The meeting adjourned at 8:15 p.m.

Pete Ziegenfelder, Chairperson

Bill Huotari, Deputy City Engineer/Traffic Engineer



TRAFFIC COMMITTEE REPORT

October 8, 2015

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Reconsideration – Request for Traffic Control
Melanie at Michael

Background:

The Traffic Committee recommended that a Stop sign be installed on the southbound Michael Drive approach to Melanie at the September 16, 2015 meeting.

This recommendation is being brought back to the Traffic Committee for reconsideration due to concerns from residents in the immediate area; only four (4) Traffic Committee members in attendance at the meeting; and for explanation of the Safe Approach Speed calculation and supporting information provided by OHM Advisors relative to their study of the intersection.

The agenda item from the September 16, 2015 Traffic Committee meeting and a letter from residents opposed to the Stop sign is attached as information.

July 10, 2015

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

RE: Traffic Control Recommendation for Melanie Lane and Michael Drive
OHM JN: 0128-15-0180

Dear Mr. Huotari:

As requested, we have reviewed the Melanie Lane at Michael Drive intersection to determine the proper traffic control. The subject intersection is a 3-leg intersection (tee) located in the City of Troy approximately .5 miles south of W South Boulevard and 250 feet west of Livernois Road. The speed limit on both streets is 25 mph. There are currently no traffic control devices at this intersection. Reference the attachments for aerial and intersection photos.

Background on Traffic Control Determination

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

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

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

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



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

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

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

Crash Analysis

Based on information obtained through Traffic Improvement Association of Michigan, there were no crashes recorded in the past 5-years at the intersection of Melanie Lane and Michael Drive. The crash data does not constitute a compelling case for modifying the existing controls.

Approach Speeds

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

Types of Roadways

Both Melanie Lane and Michael Drive are considered local streets. Due to the geometry Melanie Lane would be considered the continuing roadway. It should be noted that currently there are no parking signs posted along eastbound Melanie Lane and southbound Michael Drive.

Sight Distance

The major potential sight distance obstructions at the intersection are a pair of trees and several shrubs in the northeast quadrant of the intersection. These obstructions come into play when determining the safe approach speeds for the intersection. The safe approach speed is the speed at which a vehicle can approach an intersection and still stop in time to avoid a collision with a vehicle on the cross street. Safe approach speeds are determined through calculations.

When the safe approach speed is found to be more than 10 mph, a YIELD sign is commonly used. In this case, the safe approach speed was found to be 9.8 mph for southbound Michael Drive; therefore a STOP sign is the recommended treatment. The safe approach speed calculation spreadsheet is attached for your reference.



Recommendation

OHM recommends that the intersection control be made a one-way STOP control. The sign should be placed on the southbound approach to the intersection on Michael Drive.

Sincerely,
Orchard Hiltz & McCliment, Inc.

Steve M. Loveland, PE, PTOE
Traffic Project Manager

Attachments:

- Aerial and Intersection Photos
- Safe Approach Speed Calculation Spreadsheet



417 0 208 417Feet



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.

Safe Approach Speed Calculation

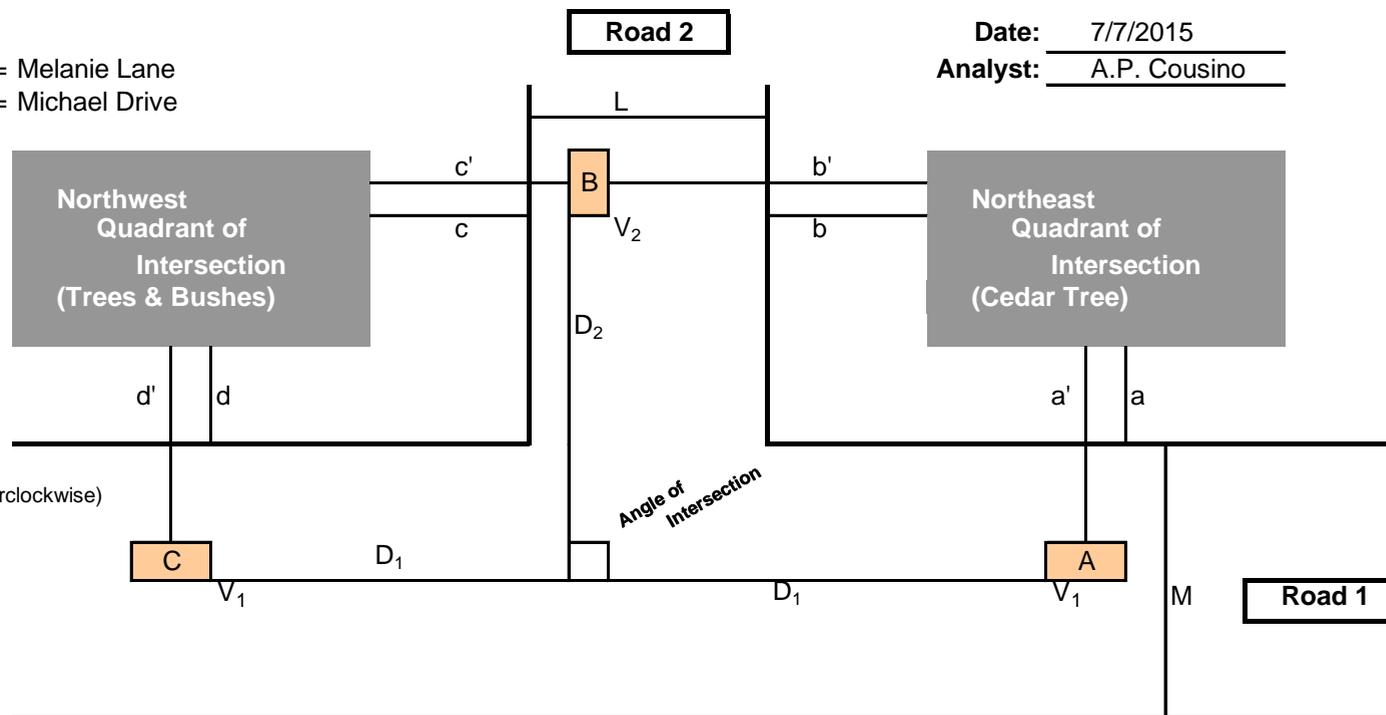
Melanie at Michael
City of Troy

Road 1 = Melanie Lane
Road 2 = Michael Drive

Date: 7/7/2015
Analyst: A.P. Cousino

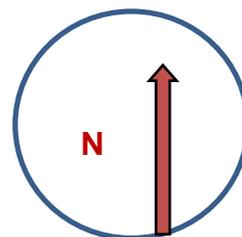
Measured:

- Width of Roads
 - Road 1 = 28 (ft)
 - Road 2 = 28 (ft)
- Distance to Obstruction
 - a = 46 (ft)
 - b = 35 (ft)
 - c = 22 (ft)
 - d = 35 (ft)
- Angle of Intersection
 - Delta = 90 (degrees, measure counterclockwise)
- Road 1 Posted Speed Limit = 25 (mph)



Assumed:

- Speed of Vehicle A = Speed of Vehicle C = Posted Speed Limit on Road 1
 - + 5 (mph)
 - V₁ = 30 (mph)
- Perception / Reaction Time (AASHTO)
 - t = 2.5 (sec)
- Deceleration rate (AASHTO)
 - A = 11.20
- Clearance distance in excess of safe stopping distance (AAA)
 - EC = 0 (ft)



Intermediate Calculations:

a' =	57
b' =	52
c' =	33
d' =	52
D ₁ =	196
D _{2A} =	77.5
D _{2C} =	44.9

Based On $D_1 = (1.075 V_1^2 / A) + 1.4667 V_1 t + EC$
 $D_{2A} = \frac{a' * D_1}{(D_1 - b')}$ or $D_{2C} = \frac{c' * D_1}{(D_1 - d')}$

Calculated Safe Approach Speed for Vehicle B
Approaching on Road 2

- V₂ = 15.1 (mph) [Based on Veh. A]
- or V₂ = 9.8 (mph) [Based on Veh. C]

FALSE

Notes: Enter field measurements in yellow highlighted area.

Blue fields are std. default values; change only for cause.

Calculated by spreadsheet

Recommended ROW control for Road 2

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



Melanie Lane looking west



Melanie Lane looking east



Michael Drive looking southeast



Michael Drive looking southwest



Michael Drive looking north

September 21, 2015

Troy City Council
500 W. Big Beaver
Troy, MI 48084
RE: Traffic Committee Recommendation – Michael Drive and Melanie

Dear Council Members:

Before you is a recommendation to install a STOP sign on southbound Michael Drive. My family and I have been residents of 6737 Michael Drive for 13 ½ years. During that time there have been no traffic or pedestrian accidents at that intersection. There are 16 houses on Michael Drive and 12 houses on Melanie. There is one house currently under construction on each street.

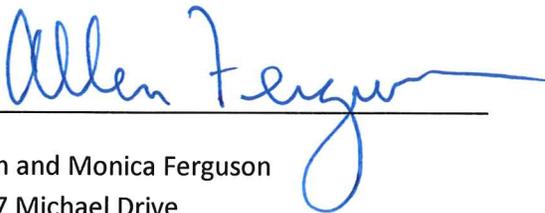
The consultant report presented by OHM Advisors was commissioned at the request of one resident, which in itself seems inherently wrong for tax payers, will suggest that a STOP sign is warranted as the average approach speed is 9.8 mph instead of 10 mph that would allow for a YIELD sign. It also states a tree obstruction on the NE corner. There is one cedar bush that is offset from the corner, and one tree in the city right of way.

During the vast majority of egress from the subdivision you will not encounter ANY vehicles from Melanie. In fact in my last 26 exits and counting I haven't had to stop for a car approaching from Melanie.

While I feel there is no need for additional traffic control, I am willing to address the concern of the Melanie resident by endorsing a YIELD sign. I believe this is a reasonable solution that should be acceptable by all parties. This gives the single concerned resident on Melanie the satisfaction of knowing the onus is on the Michael Drive vehicle to yield, on the rare occasion when vehicles are approaching the intersection at the same time. This also allows the drivers on Michael Drive to safely proceed without making an unnecessary complete stop if no vehicle is present. This position is supported by numerous residents on Michael Drive.

Therefore, the residents of Michael Drive that have signed below respectfully request the Council modify the traffic committees recommendation for a STOP sign to a YIELD sign at the Michael Drive and Melanie intersection.

Your consideration is appreciated.

A handwritten signature in blue ink that reads "Allen Ferguson". The signature is written in a cursive style and is positioned above a horizontal line.

Allen and Monica Ferguson
6737 Michael Drive

September 21, 2015

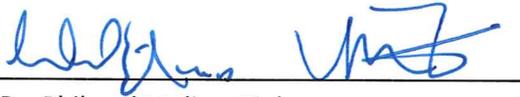
While we don't believe the data supports any traffic control, we can support a YIELD sign in lieu of a STOP sign.

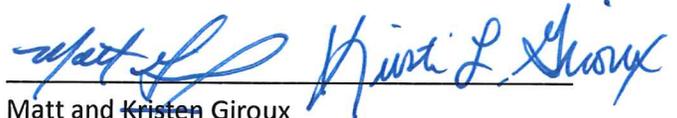
Raymond and Eugenia
6749 Michael Drive

 *Dele and Dolapo Awofala
09/21/15. Awofala.*

Ayodele and Dolapo Awofala
6708 Michael Drive



Dr. Phil and Melissa Zink
6768 Michael Drive


KIRSTI

Matt and Kristen Giroux
Michael Drive 6785


ROCH L. MORIN & JACQUELINE MORIN
6725 MICHAEL DR.



Nader Mina
6761 Michael Dr.