



TRAFFIC COMMITTEE AGENDA

March 19, 2025 – 7:30 P.M.

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

1. Roll Call
2. Approval of Minutes – February 19, 2025, Traffic Committee

PUBLIC HEARINGS

3. No Public Hearings

REGULAR BUSINESS

4. Request for Traffic Control – Eden Gardens Site Condominium
5. Request for Traffic Control – Adler Cove Site Condominium
6. Public Comment
7. Other Business – Identification Badges
8. Adjourn

Copy to:

Traffic Committee Members; Sgt. Brian Warzecha, Police Department; Deputy Fire Chief, Michael Koehler, Fire Department;

TRAFFIC COMMITTEE

MESSAGE TO VISITORS, DELEGATIONS, AND CITIZENS

The Traffic Committee comprises 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.

The Committee will make final decisions on sidewalk waivers.

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 the City Council. The City Manager will place the items addressed in the Traffic Committee meeting on the City Council Agenda. The earliest date the City Council might consider these items would typically be 10 days to 2 weeks from the Traffic Committee meeting. If you are interested, you may contact the City Manager's Office 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 comments 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 to your concerns.

2. Approval of Minutes – February 19, 2025 Traffic Committee

PUBLIC HEARING

3. No Public Hearing

REGULAR BUSINESS

4. Request for Traffic Control – Eden Gardens Site Condominium

Eden Gardens Site Condominiums has been completed. The Kohli Drive and Rochester Road intersections are STOP-controlled on the Kohli Drive approaches to Rochester Road with no Traffic Control Order. During the preliminary site plan review, a No-Left-Turn Sign was recommended to be installed on Rochester Road south of the north Kohli Drive. The installation of a No-Left-Turn sign requires a Traffic Control Order.

SUGGESTED RESOLUTIONS:

- a. RESOLVED, that the Kohli Drive and Rochester Road intersections be STOP CONTROLLED on the Kohli Drive approach to Rochester Road.
- b. RESOLVED, that a NO LEFT TURN sign be installed on Rochester Road at the north Kohli Drive and Rochester Road intersection.

5. Request for Traffic Control – Adler Cove Site Condominium

The Adler Cove Site Condominiums has been completed. The intersection of Adler Court and Long Lake Road is STOP-controlled on the Adler Court approach to Long Lake Road, and there is no Traffic Control Order.

SUGGESTED RESOLUTIONS:

RESOLVED, that the Adler Court and Long Lake Road intersection be STOP CONTROLLED on the Adler Court approach to Long Lake Road

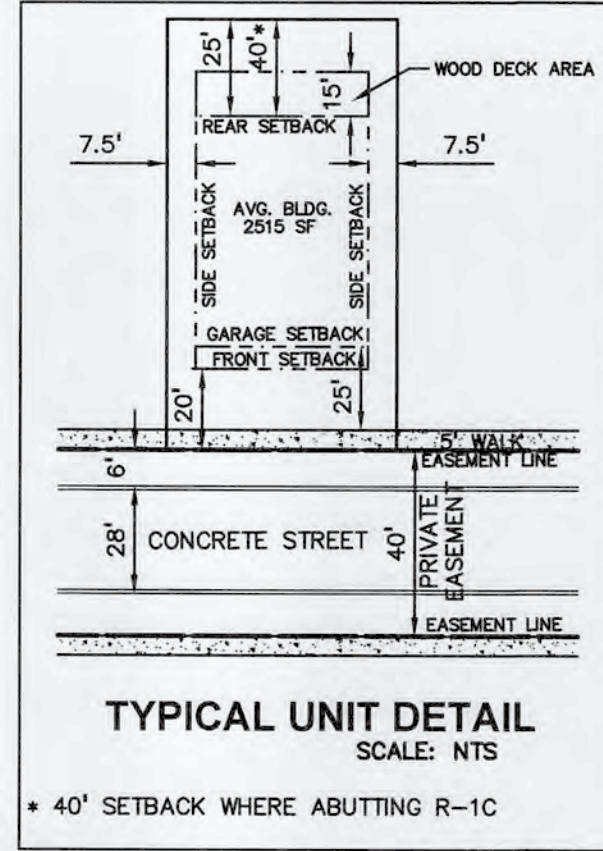
6. Public Comment

7. Other Business

Identification badges for Traffic Committee Members

8. Adjourn

STREET SIGNAGE PLAN - ADLER COVE - 22.904.3



PROJECT AND SITE DESCRIPTION:
PROPOSED CONSTRUCTION OF A 20-LOT SINGLE FAMILY DETACHED SITE CONDOMINIUM PROJECT ON THE SOUTH SIDE OF LONG LAKE ROAD, EAST OF JOHN R ROAD. ACCESS TO ALL UNITS WILL BE VIA CONNECTION TO LONG LAKE ROAD. THE PROPOSED RESIDENTIAL USE IS PERMITTED BY-RIGHT IN THE R-1C DISTRICT. THE SITE IS CURRENTLY HEAVILY WOODED.

SITE ARRANGEMENT:
THE PROPOSED SITE CONDOMINIUM CONSISTS OF 20 LOTS (20 LOTS ALLOWED) WITH MINIMUM LOT SIZE OF 6,900 SQUARE FEET. THE AVERAGE LOT SIZE IS 8,399 SQUARE FEET. ALL UNITS FRONT ON A NEW PRIVATE STREET. 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 CLUSTER OPTION. A MINIMUM OF 30% OPEN SPACE HAS BEEN PROVIDED.

NATURAL RESOURCES:
THE SITE CURRENTLY HAS SIGNIFICANT TREE COVER.

FLOODPLAIN:
THE PROPERTY IS LOCATED WITHIN THE FLOOD HAZARD AREA INDICATED BY FLOOD INSURANCE RATE MAP (FIRM) NO. 26125C05536 DATED: JANUARY 16, 2009.

ACCESS AND CIRCULATION:
VEHICULAR ACCESS AND CIRCULATION:
VEHICULAR ACCESS TO ALL UNITS WILL BE VIA A NEW STREET LOCATED OFF LONG LAKE ROAD. THE NEW ROADWAY WILL HAVE A FORTY (40) FOOT WIDE PRIVATE ROAD EASEMENT.

PEDESTRIAN ACCESS AND CIRCULATION:
A 5-FOOT WIDE SIDEWALK IS PROVIDED AT BOTH SIDES OF THE NEW ROADWAY.

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/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.

A 100-YEAR DETENTION BASIN IS PROPOSED WITH A RESTRICTED OUTLET DISCHARGING TO THE GIBSON-RENSHAW DRAIN THAT RUNS ALONG THE WEST SIDE OF THE PROPERTY.

NOTE:
REFER TO SHEET C-4.0 FOR PAVING NOTES AND ROAD PROFILE.

SIGN LEGEND:
'NO PARKING FIRE LANE' SIGN [1]
'STOP' SIGN (BY RCCO) [2]
'PRIVATE METRO SIGN' (BY RCCO) [3]
REFER TO DETAIL SHEET FOR SIGN DETAILS

LOTS WITH DECK RESTRICTIONS:
4, 7, 10, 11, 12, 20

NOTE:
SEE SHEET C-10.0 FOR PAVING NOTES AND CONSTRUCTION MATERIAL SUBMITTALS.

SITE DATA:
LOCATION OF PROJECT:
SOUTH SIDE OF LONG LAKE ROAD, EAST OF JOHN R

SIZE OF PROPERTY: 10.0 ACRES
AREA DEVELOPED: 4.73 AC (47.3%)
TOTAL UNDEVELOPED AREA: 5.27 AC (52.7%)

PROPOSED USE OF PROPERTY: TWENTY (20) DETACHED, SINGLE FAMILY HOMES

CURRENT ZONING: R-1C, ONE-FAMILY RESIDENTIAL DISTRICT

PROPOSED: R-1C, ONE-FAMILY RESIDENTIAL DISTRICT, CLUSTER OPTION

CLUSTER OPTION CALCULATION:
• BASE NUMBER OF UNITS - PARALLEL PLAN = 16 UNITS
• 20% DENSITY BONUS PER 10,040 = 3 UNITS
• EXTRA 10% OPEN SPACE PER 10,040.1 = 1 UNITS
(OPEN SPACE PROVIDED = 3.80 ACRES, 38.0%)
(OPEN SPACE INCLUDES UTILITY EASEMENTS)
• TOTAL UNITS ALLOWED = 20 UNITS
• TOTAL UNITS PROVIDED = 20 UNITS

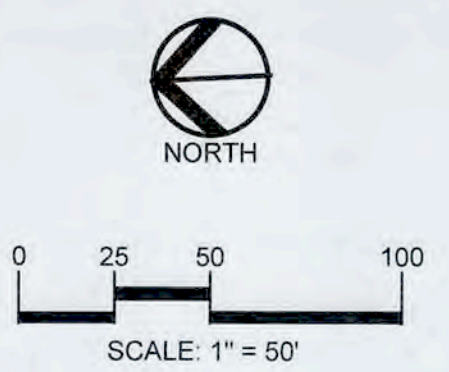
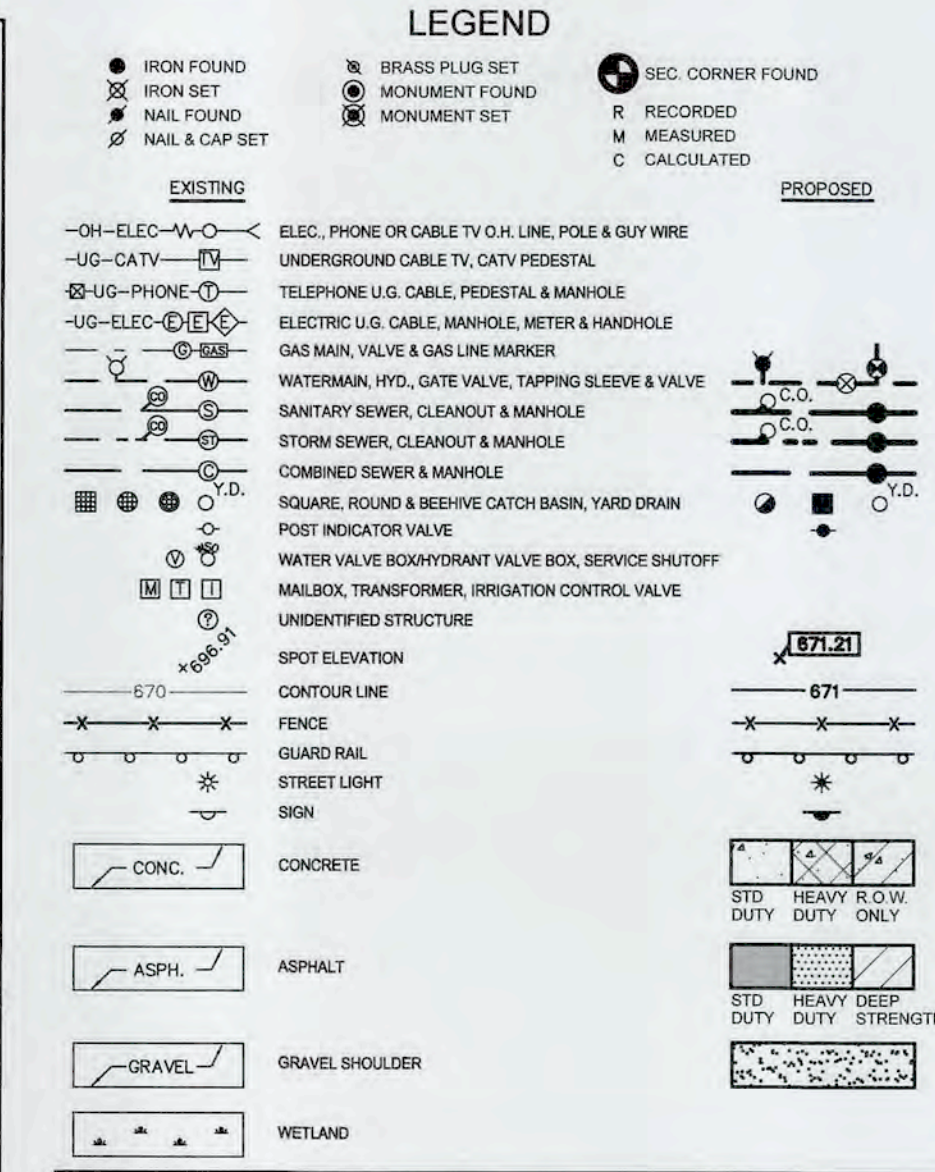
SURROUNDING PROPERTY DETAILS:

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	NH-K, NEIGHBORHOOD NODE	COMMERCIAL

REQUIRED AND PROVIDED LOT DIMENSIONS:

FRONT	REQUIRED (CLUSTER):	PROVIDED:
	20 FOOT SETBACK*	20 FOOT/25 FOOT SETBACK
REAR	40 FOOT SETBACK**	40 FOOT SETBACK**
	25 FOOT SETBACK	25 FOOT SETBACK
SIDES	7.5 FOOT MIN. (ONE), 15 FOOT TOTAL	7.5 FOOT MIN. (ONE), 15 FOOT TOTAL
MAXIMUM HEIGHT	30 FEET, 2.5 STORY	30 FEET, 2.5 STORY
LOT WIDTH	85 FEET (R-1C)	60 FEET MIN.
OPEN SPACE	20%	38%

* 25' FOR GARAGE SETBACK (EDGE WALK TO GARAGE DOOR)
** WHEN ADJACENT TO R-1C



BENCHMARKS
(GPS DERIVED - NAVD83)
THE ELEVATIONS SHOWN ON TOPO ARE 0.14' HIGHER THAN CITY DATUM.

BM #302 (CITY BM #425)
ARROW ON A DUMPLE ON A HYDRANT LOCATED ON THE SOUTH SIDE OF LONG LAKE ROAD, APPROX. 230' WEST OF THE DRIVE TO #2180 E. LONG LAKE ROAD.
ELEV. - 657.84

BM #303
CUT 'X' LOCATED ON THE NORTHEAST SIDE OF A LIGHT POLE BASE LOCATED ON THE SOUTH SIDE OF E. LONG LAKE ROAD, NORTHWEST OF DRAIN HEADWALL.
ELEV. - 657.72

CURB AND GUTTER TO BE DOWELED INTO EXISTING CONCRETE PAVEMENT USING 5/8" DOWEL BARS SPACED AT 40" O/C OR AS DIRECTED BY CITY OF TROY INSPECTOR, TYP.

PROPOSED WOOD DECK AREA, TYP.

6" UNDERDRAIN LOCATED 2' OFF BACK OF CURB. DETAIL ON CITY OF TROY STANDARD STORM SEWER DETAIL SHEET, TYP.

28" CONCRETE PAVEMENT WITH 4" MOUNTABLE CURB. REFER TO LOCAL STREET CONCRETE PAVEMENT SECTION AND JOINTING REQUIREMENTS ON THE CITY OF TROY STANDARD LOCAL PAVING DETAIL SHEET.

SIDEWALKS ADJACENT TO UNITS TO BE INSTALLED BY HOME BUILDER. PROVIDE THICKENED SIDEWALK AT DRIVEWAYS, TYP. REFER TO DETAILS ON SHEET C-10.0

DEVELOPER INSTALLED 5' WIDE CONCRETE SIDEWALK, TYP. REFER TO DETAIL ON SHEET C-10.0

DASHED CURB LINE INDICATES REVERSE SLOPE CURB AND GUTTER, TYP. REFER TO DETAIL ON CITY STANDARD DETAIL SHEET.

CONCRETE SIDEWALK WITH A 7' WIDE PEDESTRIAN ACCESS EASEMENT. REFER TO DETAIL ON SHEET C-10.0

DISTANCE FROM EXISTING WETLAND TO DRAIN EASEMENT

PAINTED STOP BAR, TYP. REFER TO DETAIL ON SHEET C-10.0

PROPOSED CONCRETE DRIVE APPROACH AND CURB AND GUTTER TO BE DOWELED IN TO EXISTING CONCRETE PAVEMENT USING 5/8" DOWEL BARS SPACED AT 40" O/C OR AS DIRECTED BY CITY OF TROY INSPECTOR

DETAIL 'M' GUTTER PAN THROUGH DRIVE APPROACH. REFER TO DETAIL ON SHEET C-10.0

R.O.W. CONCRETE PAVEMENT. REFER TO DETAIL ON SHEET C-10.0

CONSTRUCT CURB AROUND EXISTING WATER MAIN STRUCTURE AS NEEDED.

ZONED R-1C (ONE-FAMILY RESIDENTIAL DISTRICT)

B-2 CONCRETE CURB AND GUTTER, TYP. REFER TO DETAIL ON SHEET C-10.0

PROPOSED LIGHT POLE

D3-1 PRIVATE METRO SIGN BY RCCO

THICKENED SIDEWALK AT DRIVE APPROACH, TYP. REFER TO DETAIL ON SHEET C-10.0

PROPOSED FLOODPLAIN LIMIT

CURB TO MATCH ADJACENT IN WIDTH, HEIGHT, AND ALIGNMENT.

PROPOSED HYDRANT, TYP.

14' PRIVATE ROAD EASEMENT

12' WIDE ACCESS DRIVE. REFER TO DETAIL ON SHEET C-10.0

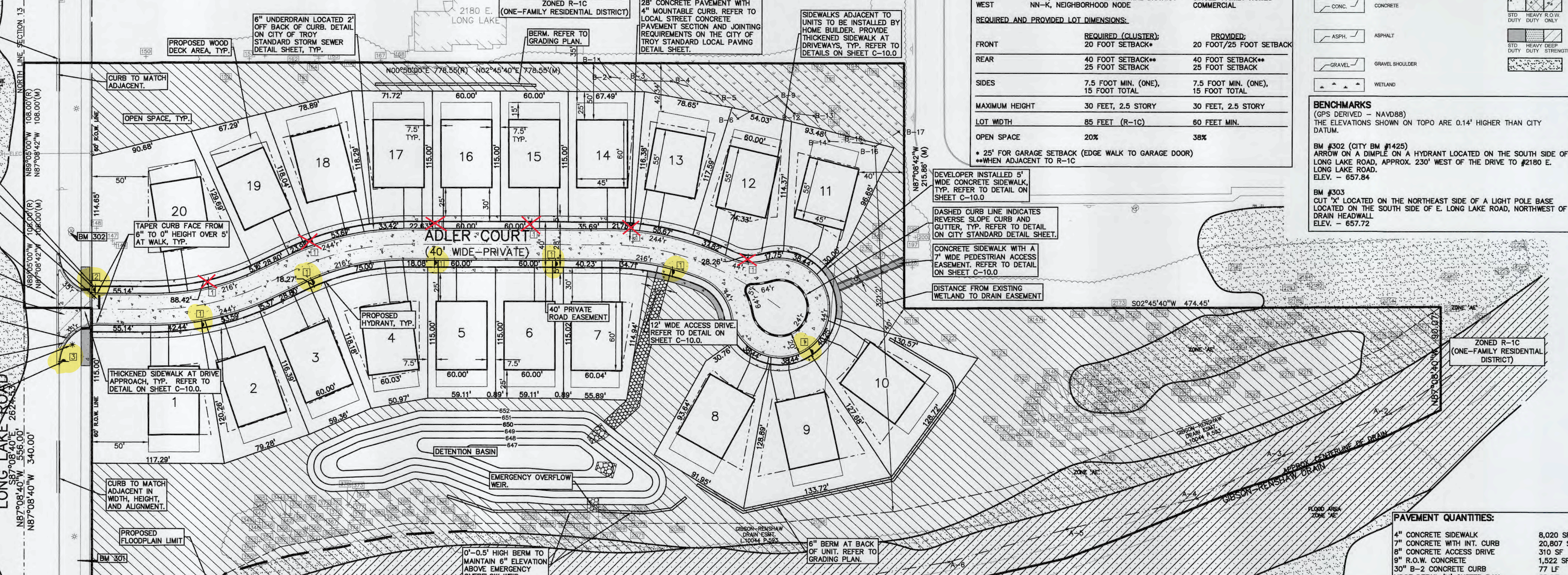
6" BERM AT BACK OF UNIT. REFER TO GRADING PLAN.

0'-0.5' HIGH BERM TO MAINTAIN 6" ELEVATION ABOVE EMERGENCY OVERFLOW WEIR.

6" BERM TO MAINTAIN 6" ELEVATION ABOVE EMERGENCY OVERFLOW WEIR.

NOTE: ALL WORK WITHIN THE LONG LAKE ROAD RIGHT-OF-WAY IS UNDER THE JURISDICTION OF THE ROAD COMMISSION FOR OAKLAND COUNTY (RCCO) AND REQUIRES A PERMIT.

NOTE: ALL WORK WITHIN THE GIBSON-RENSHAW DRAIN IS UNDER THE JURISDICTION OF THE OAKLAND COUNTY WATER RESOURCES COMMISSION AND REQUIRES A PERMIT.



PAVEMENT QUANTITIES:

4" CONCRETE SIDEWALK	8,020 SF
7" CONCRETE WITH INT. CURB	20,807 SF
31" CONCRETE ACCESS DRIVE	310 SF
9" R.O.W. CONCRETE	1,522 SF
30" B-2 CONCRETE CURB	77 LF
MDOT DETAIL 'M' GUTTER PAN	88 LF

NOTE:
CONTRACTOR SHALL VERIFY ALL QUANTITIES. ANY DEVIATIONS TO THE PLAN QUANTITIES SHALL BE BROUGHT TO THE ATTENTION OF PEA GROUP FOR VERIFICATION, PRIOR TO BIDDING.

GENERAL NOTES:
THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT.

- ALL CONSTRUCTION, WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH CURRENT OSHA, MDOT AND MUNICIPALITY STANDARDS AND REGULATIONS.
- THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER AND/OR THE AUTHORITY HAVING JURISDICTION 3 BUSINESS DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- THE CONTRACTOR SHALL CONTACT THE ENGINEER SHOULD THEY ENCOUNTER ANY DESIGN ISSUES DURING CONSTRUCTION. IF THE CONTRACTOR MAKES DESIGN MODIFICATIONS WITHOUT THE WRITTEN DIRECTION OF THE DESIGN ENGINEER, THE CONTRACTOR DOES SO AT HIS OWN RISK.
- ALL NECESSARY PERMITS, TESTING, BONDS AND INSURANCES ETC., SHALL BE PAID FOR BY THE CONTRACTOR. THE OWNER SHALL PAY FOR ALL CITY INSPECTION FEES.
- THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE 811/ONE CALL UTILITY LOCATING CENTER, THE CITY ENGINEER AND/OR THE AUTHORITY HAVING JURISDICTION 3 BUSINESS DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF NO NOTIFICATION IS GIVEN AND DAMAGE RESULTS, SAID DAMAGE WILL BE REPAIRED AT SOLE EXPENSE OF THE CONTRACTOR. IF EXISTING UTILITY LINES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.
- CONTRACTOR SHALL VERIFY THAT THE PLANS AND SPECIFICATIONS ARE THE VERY LATEST PLANS AND SPECIFICATIONS AND FURTHERMORE, VERIFY THAT THESE PLANS AND SPECIFICATIONS HAVE BEEN APPROVED. ALL ITEMS CONSTRUCTED BY THE CONTRACTOR PRIOR TO RECEIVING FINAL APPROVAL, HAVING TO BE ADJUSTED OR RE-DONE, SHALL BE AT THE CONTRACTORS EXPENSE. SHOULD THE CONTRACTOR ENCOUNTER A CONFLICT BETWEEN THESE PLANS AND/OR SPECIFICATIONS, THEY SHALL SEEK CLARIFICATION IN WRITING FROM THE ENGINEER BEFORE COMMENCEMENT OF CONSTRUCTION. FAILURE TO DO SO SHALL BE AT SOLE EXPENSE TO THE CONTRACTOR.
- ANY WORK WITHIN THE STREET OR HIGHWAY RIGHTS-OF-WAY SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AGENCIES HAVING JURISDICTION AND SHALL NOT BEGIN UNTIL ALL NECESSARY PERMITS HAVE BEEN ISSUED FOR THE WORK.
- ALL PROPERTIES OR FACILITIES IN THE SURROUNDING AREAS, PUBLIC OR PRIVATE, DESTROYED OR OTHERWISE DISTURBED DUE TO CONSTRUCTION, SHALL BE REPLACED AND/OR RESTORED TO THE ORIGINAL CONDITION BY THE CONTRACTOR.
- THE CONTRACTOR SHALL PROVIDE ALL NECESSARY BARRICADING, SIGNAGE, LIGHTS AND TRAFFIC CONTROL DEVICES TO PROTECT THE WORK AND SAFELY MAINTAIN TRAFFIC IN ACCORDANCE WITH LOCAL REQUIREMENTS AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (LATEST EDITION). THE DESIGN ENGINEER, OWNER, CITY AND STATE SHALL NOT BE HELD LIABLE FOR ANY CLAIMS RESULTING FROM ACCIDENTS OR DAMAGES CAUSED BY THE CONTRACTOR'S FAILURE TO COMPLY WITH TRAFFIC AND PUBLIC SAFETY REGULATIONS DURING THE CONSTRUCTION PERIOD.
- THE USE OF CRUSHED CONCRETE IS PROHIBITED ON THE PROJECT WITHIN 100 FEET OF ANY WATER COURSE (STREAM, RIVER, COUNTY DRAIN, ETC.) AND LAKE, REGARDLESS OF THE APPLICATION OR LOCATION OF THE WATER COURSE OR LAKE RELATIVE TO THE PROJECT LIMITS.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADJUST THE TOP OF ALL EXISTING AND PROPOSED STRUCTURES (MANHOLES, CATCH BASINS, INLETS, GATE WELLS ETC.) WITHIN GRADED AND/OR PAVED AREAS TO FINAL GRADE SHOWN ON THE PLANS. ALL SUCH ADJUSTMENTS SHALL BE INCIDENTAL TO THE JOB AND WILL NOT BE PAID FOR SEPARATELY.

Parcel Area Table		Parcel Area Table		Parcel Area Table		Parcel Area Table	
PARCEL NO.	AREA (S.F.)	PARCEL NO.	AREA (S.F.)	PARCEL NO.	AREA (S.F.)	PARCEL NO.	AREA (S.F.)
1	12,430	6	6,900	11	8,039	16	6,900
2	7,751	7	7,554	12	8,174	17	7,383
3	7,142	8	8,365	13	7,638	18	7,730
4	8,510	9	10,089	14	7,192	19	7,680
5	6,900	10	10,058	15	6,900	20	14,649

CLIENT
MONDRIAN PROPERTIES
50215 SCHOENHERR
SHELBY TWP. MICHIGAN

PROJECT TITLE
ADLER COVE
2112, 2125 & 2162 E. LONG LAKE
TROY, MICHIGAN

REVISIONS

CITY/WRC REVIEW	7/1/2022
CITY/WRC REVIEW	8/3/2022
CITY REVIEW #3	8/12/2022

ORIGINAL ISSUE DATE:
FEBRUARY 15, 2022

DRAWING TITLE
DIMENSION PLAN

PEA JOB NO. 2016-266
P.M. JBT
D.N. TMK
DES. TMK
DRAWING NUMBER:

C-3.0

STREET SIGNAGE PLAN - EDEN GARDENS - 19.925.3

Parcel No.	Area (S.F.)	Parcel No.	Area (S.F.)	Parcel No.	Area (S.F.)
1	14,442	10	7,625	19	7,602
2	7,625	11	7,625	20	7,558
3	7,512	12	7,625	21	7,775
4	11,612	13	7,625	22	8,542
5	15,772	14	7,625	23	9,308
6	8,698	15	7,625	24	10,075
7	7,625	16	7,625	25	10,841
8	7,625	17	7,587	26	11,608
9	7,625	18	8,775	27	15,402

PROJECT AND SITE DESCRIPTION:
 PROPOSED CONSTRUCTION OF A 27-UNIT SINGLE FAMILY SITE CONDOMINIUM PROJECT ON NORTH ROCHESTER ROAD BETWEEN MAPLE ROAD AND STEPHENSON HIGHWAY. ACCESS TO ALL UNITS WILL BE VIA CONNECTION TO ROCHESTER ROAD. THE PROPOSED RESIDENTIAL USE IS PERMITTED BY-RIGHT IN THE (RT) NEIGHBORHOOD DISTRICT. THE SITE IS CURRENTLY UNDEVELOPED.

NATURAL RESOURCES:
 THE SITE HAS SIGNIFICANT TREE COVER.

FLOODPLAIN:
 THE PROPERTY IS NOT LOCATED WITHIN THE FLOOD HAZARD AREA INDICATED BY FLOOD INSURANCE RATE MAP (FIRM) NO. 28125C0542G DATED: JANUARY 16, 2009 (ZONE X).

ACCESS AND CIRCULATION:
 VEHICULAR ACCESS AND CIRCULATION:
 VEHICULAR ACCESS TO ALL UNITS WILL BE VIA A PUBLIC ROAD OFF OF ROCHESTER ROAD. 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 ROADWAYS.

UTILITIES:
 UTILITIES ARE PLACED WITHIN EASEMENTS APPROVED AS TO SIZE AND LOCATION BY THE CITY ENGINEER.

SITE DATA:

LOCATION OF PROJECT:
 WEST SIDE OF ROCHESTER ROAD (BETWEEN MAPLE RD. AND STEPHENSON HWY.)

SIZE OF PROPERTY: 8.32 ACRES

PROPOSED USE OF PROPERTY: TWENTY-SEVEN (27) SINGLE FAMILY HOMES

CURRENT ZONING: RT, ONE-FAMILY ATTACHED RESIDENTIAL

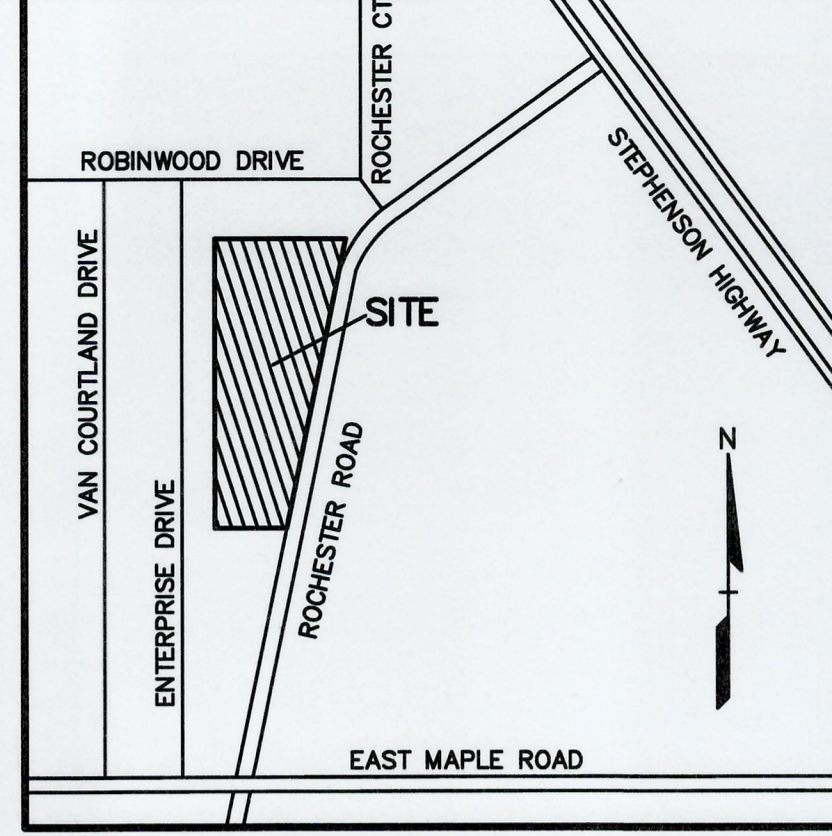
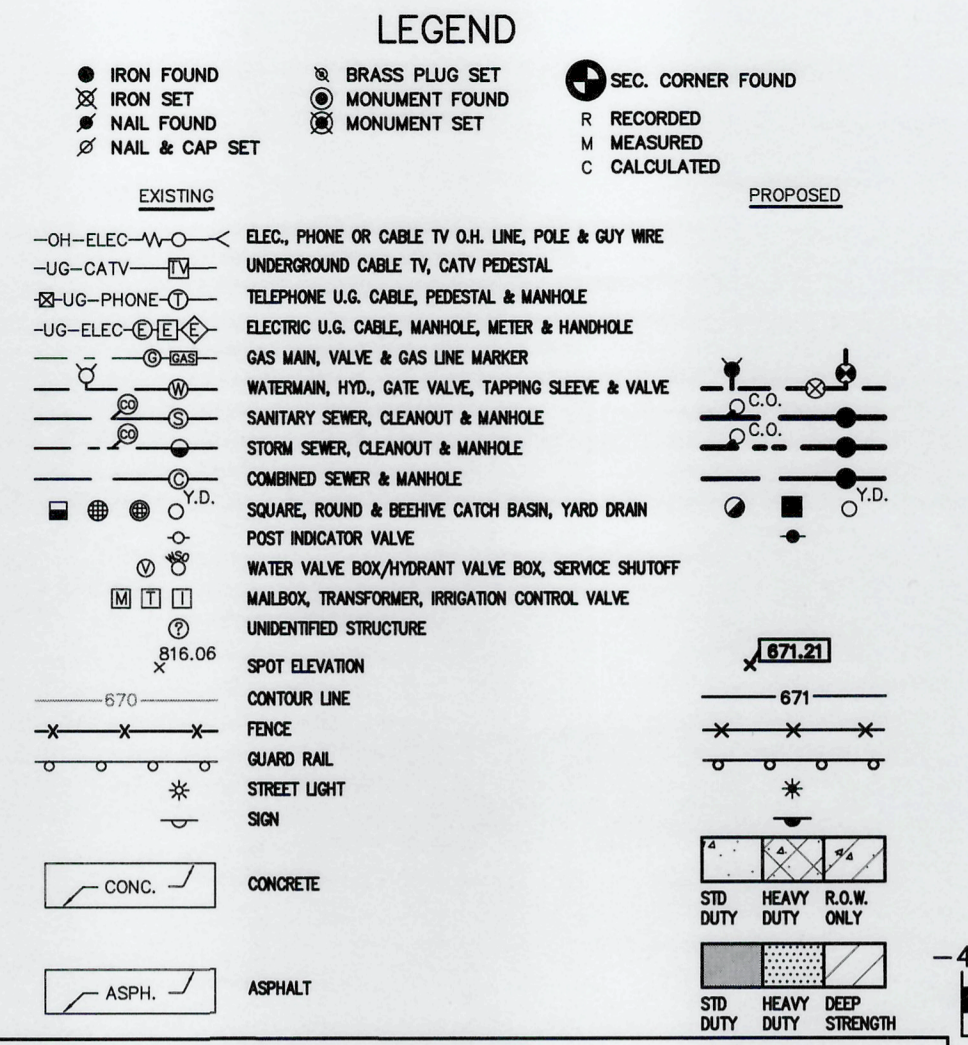
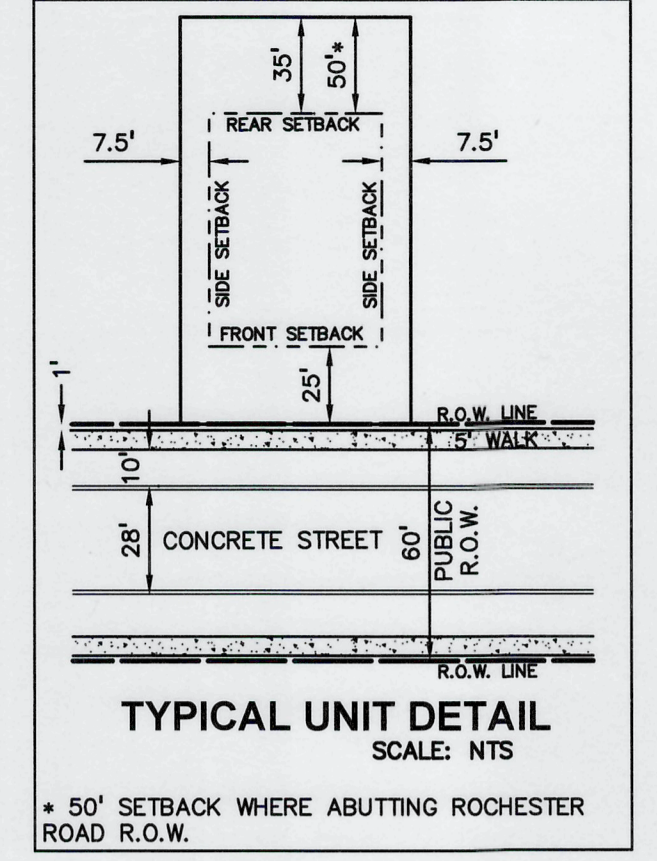
PROPOSED ZONING: RT, ONE-FAMILY ATTACHED RESIDENTIAL

SUBSURROUNDING PROPERTY DETAILS:

DIRECTION	ZONING	USE
NORTH	RT, ONE-FAMILY ATTACHED RESIDENTIAL	SINGLE-FAMILY HOMES
SOUTH	MR, MAPLE ROAD	BUSINESS
EAST	RT, ONE-FAMILY ATTACHED RESIDENTIAL	SINGLE-FAMILY HOMES
WEST	R-1E, ONE-FAMILY RESIDENTIAL DISTRICT	SINGLE-FAMILY HOMES

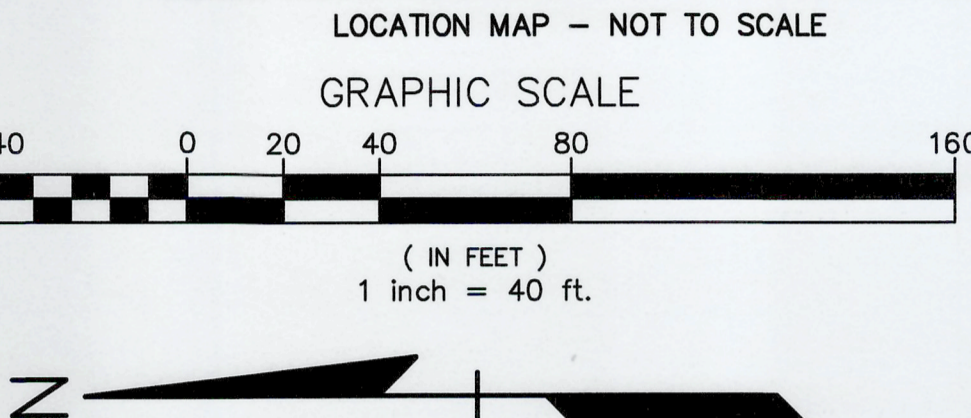
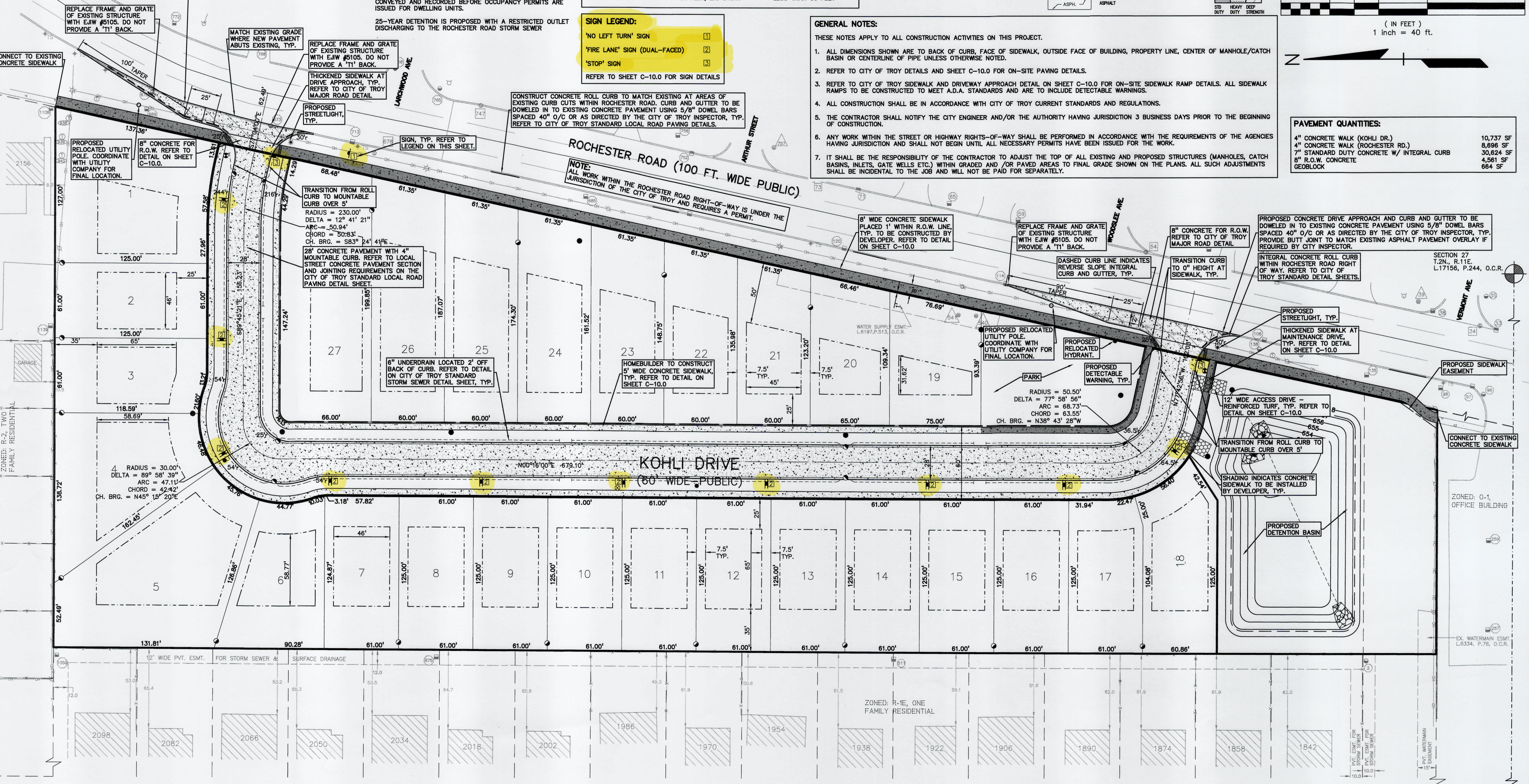
REQUIRED AND PROVIDED LOT DIMENSIONS:

	REQUIRED:	PROVIDED:
FRONT	25 FOOT SETBACK	25 FOOT SETBACK
REAR	35 FOOT SETBACK	35 FOOT SETBACK
SIDES	5 FOOT MIN. (ONE), 15 FOOT TOTAL	7.5 FOOT MIN. (ONE), 15 FOOT TOTAL
MAIN ROAD	50 FOOT SETBACK	50 FOOT SETBACK
MAXIMUM HEIGHT	30 FEET, 2.5 STORY	LESS THAN 30 FEET



NO.	DATE	REVISIONS
1	10/1/2019	ISSUE FOR PERMIT
2	10/1/2019	ISSUE FOR PERMIT
3	10/1/2019	ISSUE FOR PERMIT
4	10/1/2019	ISSUE FOR PERMIT

PROPOSED CONCRETE DRIVE APPROACH AND CURB AND GUTTER TO BE DOWELED IN TO EXISTING CONCRETE PAVEMENT USING 5/8" DOWEL BARS SPACED 40" O/C OR AS DIRECTED BY THE CITY OF TROY INSPECTOR, TYP.



PAVEMENT QUANTITIES:

4" CONCRETE WALK (KOHLI DR.)	10,737 SF
4" CONCRETE WALK (ROCHESTER RD.)	8,696 SF
7" STANDARD DUTY CONCRETE W/ INTEGRAL CURB	30,624 SF
8" R.O.W. CONCRETE	4,581 SF
GEOBLOCK	664 SF

SIGN LEGEND:

- 'NO LEFT TURN' SIGN
- 'FIRE LANE' SIGN (DUAL-FACED)
- 'STOP' SIGN

REFER TO SHEET C-10.0 FOR SIGN DETAILS

GENERAL NOTES:

THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT.

- ALL DIMENSIONS SHOWN ARE TO BACK OF CURB, FACE OF SIDEWALK, OUTSIDE FACE OF BUILDING, PROPERTY LINE, CENTER OF MANHOLE/CATCH BASIN OR CENTERLINE OF PIPE UNLESS OTHERWISE NOTED.
- REFER TO CITY OF TROY DETAILS AND SHEET C-10.0 FOR ON-SITE PAVING DETAILS.
- REFER TO CITY OF TROY SIDEWALK AND DRIVEWAY APPROACH DETAIL ON SHEET C-10.0 FOR ON-SITE SIDEWALK RAMP DETAILS. ALL SIDEWALK RAMPS TO BE CONSTRUCTED TO MEET A.D.A. STANDARDS AND ARE TO INCLUDE DETECTABLE WARNINGS.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF TROY CURRENT STANDARDS AND REGULATIONS.
- THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER AND/OR THE AUTHORITY HAVING JURISDICTION 3 BUSINESS DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- ANY WORK WITHIN THE STREET OR HIGHWAY RIGHTS-OF-WAY SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AGENCIES HAVING JURISDICTION AND SHALL NOT BEGIN UNTIL ALL NECESSARY PERMITS HAVE BEEN ISSUED FOR THE WORK.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADJUST THE TOP OF ALL EXISTING AND PROPOSED STRUCTURES (MANHOLES, CATCH BASINS, INLETS, GATE WELLS ETC.) WITHIN GRADED AND/OR PAVED AREAS TO FINAL GRADE SHOWN ON THE PLANS. ALL SUCH ADJUSTMENTS SHALL BE INCIDENTAL TO THE JOB AND WILL NOT BE PAID FOR SEPARATELY.

CAUTION!
 THE LOCATION AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE BASED ON RECORD DRAWINGS OR FIELD SURVEY DATA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO THE START OF CONSTRUCTION.

THIS DRAWING AND DESIGN ARE THE PROPERTY OF PEA, INC. THEY ARE FORWARDED TO THE CONTRACTOR FOR CONSTRUCTION PURPOSES ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES ON THE SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES ON THE SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES ON THE SITE.

3 FULL WORKING DAYS BEFORE YOU DIG CALL 811

Know what's below
 Call before you dig
 MISS Dig System, Inc.
 1-800-482-7171 www.missdig.org



PEA, Inc.
 2430 Rochester Ct. Ste. 100
 Troy, MI 48063-1872
 T: 248.689.9090
 F: 248.689.1044
 www.peainc.com

GFA DEVELOPMENT, INC.
 6301 MERRILL DRIVE
 TROY, MICHIGAN 48063

DIMENSION PLAN EDEN GARDENS
 PART OF THE SITE PLAN OF SECTION 27, TWP. 11E., R. 1E., CITY OF TROY, LANSING COUNTY, MICHIGAN

DES: TMK
 SUR: P.M.
 JBT

ORIGINAL ISSUE DATE:
 OCTOBER 1, 2019

PEA JOB NO. 2019-080

SCALE: 1" = 40'

DRAWING NUMBER:
C-3.0

ENTERPRISE DRIVE 60' R/W

S. 1/4 CORNER SECTION 27

REF: S:\PROJECTS\2019\2019080\DWG\CONSTRUCTION\19060-TOP-BASE.DWG
 REF: S:\PROJECTS\2019\2019080\DWG\CONSTRUCTION\19060-BASE.DWG
 REF: S:\PROJECTS\2019\2019080\DWG\CONSTRUCTION\19060-TBLK.DWG

A regular meeting of the Troy Traffic Committee was held Wednesday, February 19, 2025 in the Lower Level Conference Room at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m.

1. Roll Call

Present: Timothy Battle
Dale Christiansen
Swathi Jeeda, Student Representative
Al Petrulis
Justin Rose
Abi Swaminathan
Pete Ziegenfelder

Absent: Shama Kenkre

Also present: G. Scott Finlay, City Engineer
Deputy Fire Chief, Michael Koehler
Sgt. Brian Warzecha, Police Department
Merissa Clark, Administrative Assistant

2. Minutes – November 24, 2024 Traffic Committee

Resolution # 2025-02-01
Moved by Rose
Seconded by Petrulis

To approve the November 24, 2025 minutes as printed.

Yes: Battle, Christiansen, Petrulis, Rose, Swaminathan, Ziegenfelder
No: None
Absent: Kenkre

MOTION CARRIED

PUBLIC HEARINGS

3. Request for Sidewalk Waiver – 403 Starr (Sidwell # 88-20-27-178-009)

Evan Carpenter, the Builder, requests a sidewalk waiver for the sidewalk at 403 Starr (Sidwell # 88-20-27-178-009). The Builder states:

- a. *There are no other sidewalks in the subdivision. This would be the only sidewalk, and the property on both sides and across the street has no sidewalks. A sidewalk would literally be a sidewalk to nowhere.*

The Department of Public Works (DPW) recommends approving the waiver request and not requiring the installation of sidewalks " due to the lack of sidewalks on the surrounding parcels and the open drainage ditches of the area," subject to the submission of a cash deposit for future construction to assure consent and participation in any future sidewalk installation.

No public comment was made.

The item was brought back to the table.

Dale Christiansen asked for some clarification on what area the sidewalk waiver pertains too, because the GIS map is showing that there is an existing sidewalk on Starr, and does not agree with a deposit being required.

Scott Finlay explained that it would be for the portion of the home on Kirkton.

Justin Rose asked what was built North of this home.

Scott Finlay stated it was an apartment complex.

Al Petrulis agrees with Dale because it does not seem to have the potential to be connected anywhere like most of the sidewalk waivers we have granted in the past. Does not believe it'll ever need sidewalk, or lead anywhere.

Pete Zigenfelder pointed out that no deposit is outside our normal procedure. Scott Finlay added that it has happened before, but not very often.

Dale Christiansen asked if we can suggest that these savings be passed along to the new owner.

Scott Finlay stated that is not something we are able to do.

Resolution # 2025-02-02
Moved by Christiansen
Seconded by Petrulis

Yes: Battle, Christiansen, Petrulis, Rose, Swaminathan, Ziegenfelder
No: None
Absent: Kenkre

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, Evan Carpenter, builder of 403 Starr has requested a waiver of the requirement to construct sidewalk based on lack of sidewalk on surrounding parcels; 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, it would 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 along the Kirton frontage for 403 Starr (Sidwell # 88-20-27-178-009).

MOTION CARRIED

4. Request for Sidewalk Waiver – 50 Lesdale (Sidwell # 88-20-03-152-027)

Edvin Godo, the Homeowner, requests a sidewalk waiver for the sidewalk at 50 Lesdale (Sidwell # 88-20-03-152-027). The homeowner states:

- a. There are no other sidewalks in the subdivision. This would be the only sidewalk, and the property on both sides, as well as across the street, has no sidewalks. A sidewalk would literally be a sidewalk to nowhere.*

The Department of Public Works (DPW) recommends approving the waiver request and not requiring the installation of sidewalks " due to the lack of sidewalk on the surrounding parcels and the open drainage ditches of the area," subject to the submission of a cash deposit for future construction to assure consent and participation in any future sidewalk installation.

There was no public comment, and the item was returned to the table for discussion.

Dale Christiansen asked how often a street like Lesdale has had a sidewalk installed by the City of Troy.

Scott Finlay stated that we have not had any to date.

Dale Christiansen asked why we require the money deposit then.

Scott Finlay stated that it would be used for sidewalk(s) in the future. Potentially, we could have a lot of new houses constructed on one street and be able to cover the remaining costs to install the sidewalks. He also mentioned that the City Attorney wants the sidewalks installed and does not want sidewalk waivers granted. Hence, the deposit is a way to ensure the sidewalk can be installed at some point.

Justin Rose asked if we have a limit on the number of new houses on a street that can be built before the City paves.

Dale Christiansen disagrees with the deposit and thinks we should waive it.

Pete Zigenfelder explained that the new owner has the expectation of sidewalk being installed for their new home, so most of the time the builder is saving money not the new owner. Pete also added that he is always in favor of sidewalks being installed.

Resolution # 2025-02-03

Moved by Rose

Seconded by Swaminathan

Yes: Battle, Petruilis, Rose, Swaminathan, Ziegenfelder

No: Christiansen

Absent: Kenkre

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, Edvin Godo, homeowner of 50 Lesdale has requested a waiver of the requirement to construct sidewalk based on lack of sidewalk on surrounding parcels; 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 50 Lesdale (Sidwell # 88-20-03-152-027) contingent upon receipt of a cash deposit, commensurate with the cost of sidewalk construction.

MOTION CARRIED

6. Request for Sidewalk Waiver – 886 Trombley (Sidwell # 88-20-22-401-102)

Florian Libert, homeowner requests a sidewalk waiver for the sidewalk at 886 Trombley (Sidwell # 88-20-22-401-102). The homeowner states:

- a. *There are no other sidewalks in the subdivision. This would be the only sidewalk and property on both sides as well as across the street have no sidewalks. A sidewalk would literally be a sidewalk to nowhere.*

The Department of Public Works (DPW) recommends approving the waiver request and not requiring the installation of sidewalks " *due to the lack of sidewalk on the surrounding parcels and the open drainage ditches of the area,*" subject to the submission of a cash deposit for future construction to assure consent and participation in any future sidewalk installation.

There was no public comment, and the item was returned to the table for discussion.

Justin Rose asked about why the block West of this site, off of Trombley between Talbot and Kilmer, has sidewalk, when the rest of the area does not.

Scott Finlay stated that the houses must have been built after an ordinance was changed during construction or before they were built.

Dale Christiansen states that they have approximately 10 new homes on this street with no sidewalks.

Pete Zigenfelder pointed out that without the sidewalk waivers, the sidewalk in this area may have connected.

Scott Finlay showed the GIS map filtered to show how many sidewalk waivers have been granted on Trombley and mentioned that the properties without sidewalks would pay for sidewalks if the street had a majority vote for sidewalk installation.

Resolution # 2025-02-03

Moved by Christiansen

Seconded by Rose

Yes: Battle, Christiansen, Petrulis, Rose, Swaminathan, Ziegenfelder

No: None

Absent: Kenkre

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, Florian Libert, homeowner of 886 Trombley has requested a waiver of the requirement to construct sidewalk based on lack of sidewalk on surrounding parcels; 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 886 Trombley (Sidwell # 88-20-22-401-102) contingent upon receipt of a cash deposit, commensurate with the cost of sidewalk construction.

MOTION CARRIED

REGULAR BUSINESS

7. Request for Traffic Control – Wattles and Gatwick

John Stankrauff, on behalf of the residents of Edenderry Subdivisions, requests a “DO NOT BLOCK INTERSECTION” sign at Gatwick Drive and Wattles Road.

During peak traffic hours, eastbound traffic backs up on Wattles Road at Rochester Road through the Gatwick Drive intersection, making ingress/egress from Gatwick difficult. There is an existing traffic signal at Wattles and Rochester Road, and during peak hours, traffic may back up to and beyond Gatwick Drive, making turns difficult.

The Troy Police Department was consulted regarding this request and confirmed that this is a valid concern. They would not object to posting a DO NOT BLOCK INTERSECTION sign at this location. However, they caution that during peak hours, officers are busy with higher-priority calls and that enforcement would be difficult. They also caution that the sign and pavement marking can give drivers a false sense of security entering and exiting Gatwick.

John Stankrauff of 3836 Gatwick states that Gatwick is the entrance to a 40-home subdivision, with lots of traffic. He explained that Mondrian has a new development coming and that traffic on Wattles is already very busy. He says that the new light that was installed on Wattles takes a very long time and makes it very hard for residents to turn out of the subdivision. Often times drivers are not leaving room and it can be very dangerous trying to pull out onto the main road. He would really like this sign to be installed.

Mike Samueloff lives at 3930 Gatwick, and explained that Gatwick is a cut-thru and often used to get to Rochester Road, which in turn makes this road very, very busy. He believes a No thru traffic and a don't block intersection would be very helpful, because of how busy street is during the morning and afternoon traffic. He suggested that maybe the light at the turnaround have timing updated during non-peak hours, especially at the end of the work day to help keep traffic moving. The main concern that he has though is the intersection being blocked during rush hour. Pete Ziegenfelder asked if they have speed bumps, the residents responded that they do not but speeding is constant. Mike did explain that they have contacted to the Police department about speeding in previous years.

There was no public comment, and the item was returned to the table for discussion.

Justin Rose asked Scott Finlay how many of these Do not block intersection signs we have throughout the City of Troy.

Scott Finlay answered that we have no more than 20. Scott explained that we have one at the intersection at of Wattles near Enclave of Troy and that the residents want a safer solution after a recent rollover accident. Still, the safest solution would be no left turn, in or out of the subdivision and install a porkchop island. We do have a few of the Do not block intersections along Rochester Rd as well, but with that comes a false sense of security because not all of the lanes need to stop, one lane could be backed up but the others are not, so the car could believe it is safe to turn out but the other cars do not necessarily have to stop because they would not be blocking the intersection. These signs have Pros & Cons.

Justin Rose asked about the comment from the Agenda that the Police Department had mentioned, that that intersection/area would be tough to enforce during peak hours due to officers having higher-priority calls.

Scott Finlay did explain that it can be enforced, but it would be harder during those times to enforce.

Sgt. Warzecha stated that it can and will be enforced, but explained how hard it is for them to find somewhere to sit to catch people violating. If the drivers can see the police officers, they are less likely to block the intersection.

Justin Rose asked how often tickets for impeding traffic are written.

Sgt. Warzecha stated that it is not very often. The officers have to weigh the pros and cons. Most of the time, it is a citizen we are pulling over, and it is hard to justify a \$125 ticket when no accidents or anything were caused. Most of the tickets they are writing right now are moving violations and speeding violations. Last year alone, we had over 3,000 crashes in the City of Troy, and that is not from residents blocking driveways.

Timothy Battle asked if we would be able to install a sign that says "Stop Here on Red Light" so that drivers do not stop right under the light, similar to what we have done on Big Beaver near a few residential driveways.

Everyone explained that the light is too far from Gatwick to be beneficial.

Dale Christiansen asked what the bar would entail. Scott Finlay explained that the Summerfield intersection has a Stop bar and a sign.

Abi Swaminathan asked how many we have in that one-mile area.

Scott Finlay stated that the one near Summerfield is only nearby, but we have a few on Rochester Road.

Justin Rose asked about the Summerfield sign but does believe that this area is very different from Gatwick because it is the only entrance in and out of the subdivision.

Scott Finlay stated that the high school's proximity to the area most likely causes a lot of traffic.

Dale does not think the High School is a problem, and a resident pointed out that it would be very inconvenient.

Sgt Warzecha pointed out that not everyone who blocks the intersection does it intentionally. Sometimes, you think you are able to make it, and traffic stops, and you have nowhere else to go. A lot of people do not like to leave room because they do not want to get cut off or have someone sneak in front of them.

Dale Christiansen asked Scott if we would flag the new sign to ensure people know it.

Scott Finlay was not sure if that would be warranted or required.

Justin Rose added that it is based on the agency’s preference. Typically, it would be done for a new stop sign or a new traffic signal that asks the drivers to do something new, just to make people aware. This type of change is more of a regulatory change and would not necessarily require it.

A resident asked if the stop bar could be yellow. The board replied that it needed to be white.

Justin Rose stated he is not a fan of adding regulatory signs because they could give other drivers a false sense of security and be very dangerous.

Sgt. Warzecha did explain that the driver making a left in or out of that subdivision will still be at fault if an accident occurs. The sign does not remove the fault.

Resolution # 2025-02-04

Moved by Christiansen

Seconded by Swaminathan

Yes: Petrulic, Rose, Swaminathan, Ziegenfelder

No: Battle, Christiansen

Absent: Kenkre

RESOLVED, that a DO NOT BLOCK INTERSECTION sign with appropriate pavement markings be **APPROVED** for installation on eastbound Wattles Road at Gatwick Drive.

8. Election of Officers

In accordance with the By-Laws of the City of Troy Traffic Committee, Article III, nomination of officers shall be made from the floor on the third Wednesday of February of each year for the purpose of electing a Chairperson and a Vice-Chairperson.

A candidate receiving a majority vote of the members present at the meeting shall be declared elected and shall serve for one year or until his or her successor shall take office. Vacancies in offices shall be filled immediately by regular election procedure.

Article II of the By-Laws speaks to the Officers and Their Duties, which states:

Section 1 - The officers of the Traffic Committee shall consist of a Chairperson and a Vice-Chairperson.

Section 2 - The Chairperson shall preside at all meetings of the Traffic Committee and shall have the duties normally conferred by parliamentary usage on such officers.

Section 3 - The Chairperson shall be one of the citizen members of the Committee and shall have the privilege of discussing all matters before the Committee and voting thereon.

Section 4 - The Vice-Chairperson shall act for the Chairperson in his or her absence. The Vice-Chairperson shall be a citizen member of the Committee, with the rights and privileges of the Chairperson.

Resolution # 2025-02-05
Moved by Rose
Seconded by Swaminathan

RESOLVED, that Pete Ziegenfelder be elected Chairperson of the Traffic Committee for the calendar year 2025.

Yes: Battle, Christiansen, Petrulis, Rose, Swaminathan, Ziegenfelder
No: None
Absent: Kenkre

MOTION CARRIED

RESOLVED, that Al Petrulis be elected Vice-Chairperson of the Traffic Committee for the calendar year 2025.

Resolution # 2024-02-06
Moved by Christiansen
Seconded by Ziegenfelder

Yes: Battle, Christiansen, Petrulis, Rose, Swaminathan, Ziegenfelder
No: None
Absent: Kenkre

MOTION CARRIED

5. Public Comment

A resident asked if the motion for Gatwick and Wattles needed to include the exact location. The board explained that we have to comply with the Michigan Uniform of Traffic Control Devices and that the motion will ensure the requirements are met after the City Council approves it.

Justin Rose did mention that we have an ongoing Woodward Corridor study tomorrow, February 20, 2025, and there is an online meeting. Information is on the MDOT website.

6. Other Business

7. Adjourn

The meeting adjourned at 8:20 PM.

Pete Ziegenfelder -Chairperson

G. Scott Finlay, City Engineer/Traffic Engineer