



Planning and Economic Development
Sara Roediger, AICP, Director

From: Kristen Kapelanski, AICP
Date: 10/22/2021
Re: **Bebb Oak Meadows, 2800 Rochester Rd. (City File #21-008)**
Site Plan - Planning Review #4

The applicant is proposing the development of a mixed use, four-story apartment building with ground floor retail and a drive-through restaurant on the five-acre former Barnes and Noble parcel on Rochester Rd. north of Auburn. There will be 94 apartments. The project was reviewed for conformance with the City of Rochester Hills Zoning Ordinance. The comments in this and other review letters are minor in nature and the application can be forwarded to the Planning Commission for review.

- Zoning and Use** (Section 138-4.300). The site is zoned B-3 Shopping Center Business District with an FB-3 Flexible Business Overlay, which permits mixed-use retail and residential developments. Drive-throughs are permitted as conditional uses. Conditional uses require a Planning Commission public hearing and recommendation to City Council. In addition a sign must be posted on the property 15 calendar days prior to the public hearing. Refer to Section 138-1.203 of the Zoning Ordinance for sign requirements. Refer to the table below for the zoning and existing and future land use designations for the proposed site and surrounding parcels.

	Zoning	Existing Land Use	Future Land Use
Proposed Site	B-3 Shopping Center Business with an FB-3 Flexible Business Overlay	Vacant Barnes and Noble Store	Commercial Residential Flex 3
North	B-5 Automotive Service Business with an FB-3 Flexible Business Overlay	Jax Car Wash	Commercial Residential Flex 3
South	B-3 Shopping Center Business with an FB-3 Flexible Business Overlay	Ford Dealership	Commercial Residential Flex 3
East (across Rochester)	B-3 Shopping Center Business with an FB-3 Flexible Business Overlay	Hampton Village Retail plaza	Commercial Residential Flex 3
West	R-3 One Family Residential	Single family residential	Residential 3

- Site Design and Layout** (Section 138-6.303). Refer to the table below as it relates to the area, setback, and building requirements of this project in the FB-3 district.

Requirement	Proposed	Staff Comments
Max. Height 4 stories/60 ft. with appropriate setbacks	59 ft.	In compliance
Min. / Max. Front Setback Optional 70 ft./none	143 ft.	In compliance – see a. below
Min. Side Setback (north) 25 ft.	65 ft.	In compliance
Min. Side Setback (south) 25 ft.	65 ft.	In compliance
Min. Rear Setback 125 ft. (for four story building)	160 ft.	In compliance
Min. Facade Transparency Ground floor, non-residential use: 70% Upper floor, residential use: 20%	Ground floor: 73% Upper floor: 21%	In compliance
Building Materials Primary Materials: 60% min. Accent Materials: 40% max.	Primary 75% Accent 24%	In compliance

- a. Optional layouts are is permitted per the standards noted in Section 138-8.104. Design appears to be in compliance with all optional layout standards.
- b. Buildings must be designed in accordance with one of the building design options outlined in the FB District standards. It appears the retail building is designed as a lawn frontage building and the apartment building is designed as a courtyard frontage building. The site layout meets all applicable standards.

3. **Exterior Lighting** (Section 138-10.200-204). A photometric plan showing the location and intensity of exterior lighting must be provided. Refer to the table below as it relates to the lighting requirements for this project.

Requirement	Proposed	Staff Comments
Shielding/Glare Lighting shall be fully shielded & directed downward at a 90° angle Fixtures shall incorporate full cutoff housings, louvers, glare shields, optics, reflectors or other measures to prevent off-site glare & minimize light pollution Only flat lenses are permitted on light fixtures; sag or protruding lenses are prohibited	Manufacturer's details provided	In compliance
Max. Intensity (measured in footcandles fc.) 10 fc. anywhere on-site, 1 fc. at ROW, & 0.5 fc. at any other property line	Photometrics provided	In compliance
Lamps Max. wattage of 250 watts per fixture LED or low pressure sodium for low traffic areas, LED, high pressure sodium or metal halide for parking lots	Max. 250	In compliance
Max. Height 20 ft. (15 ft. w/in 50 ft. of residential)	20 ft.	In compliance

4. **Parking, Loading and Access** (138-11.100-308 and 138-6.303). Refer to the table below as it relates to the parking and loading requirements of this project.

Requirement	Proposed	Staff Comments
Min. # Parking Spaces Residential: 1.5 spaces per unit plus .5 visitor spaces for every unit = 188 spaces Non-Residential: 1 space per 400 sq. ft. = 35 spaces Total required: 223	237 spaces	In compliance
Max. # Parking Spaces 200% of Min. = 446 spaces		
Min. Barrier Free Spaces 5 + 2.33% for 201-300 parking spaces = 11 BF spaces - 11 ft. in width w/ 5 ft. aisle	11 barrier free spaces w/ 5 ft. aisle/11 ft. width	In compliance
Min. Parking Space Dimensions 10 ft. x 18 ft. 24 ft. aisle	10 ft. x 18 ft. 24 ft. aisle	In compliance
Loading Requirements – N/A		Consideration should be given to providing a loading zone for the proposed apartment building near the lobby to accommodate moving vehicles and package delivery. The applicant has elected not to do this at this time.
Drive-Through 10 stacking spaces per restaurant – 3 stacking spaces for other uses	10 stacking spaces provided	In compliance

5. **Natural Features.** In addition to the comments below, refer to the review letters from Engineering and Forestry Departments that may pertain to natural features protection.

- a. **Environmental Impact Statement (EIS)** (Section 138-2.204.G) An EIS consistent with ordinance regulations has been submitted.
 - b. **Tree Removal** (Section 126 Natural Resources, Article III Tree Conservation). The site is subject to the city's tree conservation ordinance, so any healthy tree 6" or greater in diameter will have to be preserved. Trees outside of the 40% requirement that will be removed must be mitigated via on site plantings or a payment into the City's Tree Fund. Trees that are dead need not be replaced. Information must be provided on the tree replacement. If required plantings cannot be replaced on site, money will have to be paid into the City's Tree Fund at \$304 per tree.
 - c. **Wetlands** (Section 126 Natural Resources, Article IV Wetland and Watercourse Protection). The site does not contain any regulated wetlands.
 - d. **Natural Features Setback** (Section 138-9 Chapter 1). The site does not contain any regulated natural features.
 - e. **Steep Slopes** (Section 138-9 Chapter 2). The site does not contain any steep slopes.
6. **Equipment Screening** (Section 138-10.310.J). All heating, ventilation and air conditioning mechanical equipment located on the exterior of the building shall be screened from adjacent streets and properties.
 7. **Dumpster Enclosure** (Section 138-10.311). A dumpster is indicated on the plans. Screening details meeting ordinance standards provided.
 8. **Landscaping** (138-12.100-308). A landscape plan, signed and sealed by a registered landscape architect, must be provided. Refer to the table below as it relates to the landscape requirements for this project.

Requirement	Proposed	Staff Comments
Right of Way (Rochester Rd. 324 ft.) 15 ft. buffer width and 3 deciduous per 100 lineal ft. + 4 ornamental per 100 ft. + 15 shrubs per 100 ft. = 15 ft. buffer + 10 deciduous + 13 ornamental + 49 shrubs	15 ft. 6 deciduous 0 ornamental 49 + shrubs	Additional deciduous and ornamental plantings added to parking lot perimeter and interior because of utility conflicts in ROW
Parking Lot: Perimeter 1 deciduous per 25 ft. + 1 ornamental per 35 ft. = 8 deciduous + 6 ornamental	34 deciduous/ornamental	In compliance
Buffer D: West (328 ft.) 25 ft. + 2.5 deciduous per 100 lineal ft. + 1.5 ornamental per 100 lineal ft. + 5 evergreen per 100 lineal ft. + 8 shrubs per 100 lineal ft. = 25 ft. + 8 deciduous + 5 ornamental + 16 evergreen + 26 shrubs	8 deciduous 5 ornamental 178 evergreen 30 shrubs	In compliance
Parking Lot: Interior 5% of vehicle area + 1 deciduous per 150 sq. ft. = 5,230 sq. ft. + 35 deciduous	16,144 sq. ft. 40 deciduous/ornamental	In compliance

- a. A landscape planting schedule has been provided including the size of all proposed landscaping. A unit cost estimate and total landscaping cost summary, including irrigation costs, for landscape bond purposes has been provided.
 - b. If required trees cannot fit or planted due to infrastructure conflicts, a payment in lieu of may be made to the City's tree fund at a rate of \$304 per tree. Existing healthy vegetation on the site may be used to satisfy the landscape requirements and must be identified on the plans.
 - c. All landscape areas must be irrigated. This has been noted on the landscape plan. An irrigation plan must be submitted prior to staff approval of the final site plan. A note specifying that watering will only occur between the hours of 12am and 5am has been included on the plans.
 - d. Site maintenance notes listed in Section 138-12.109 have been included on the plans.
 - e. A note stating "Prior to the release of the performance bond, the City of Rochester Hills must inspect all landscape plantings" has been included on the plans.
9. **Outdoor Amenity Space:** A minimum of 2% of the gross land area must be set aside as an outdoor amenity space. 4,104 sq. ft. is required and over 8,000 sq. ft. has been provided.
 10. **Architectural Design** (Architectural Design Standards). Elevations have been provided. The proposed buildings shall be designed in accordance with the City's Architectural Design Standards and with the standards outlined in the City's Architectural Design Standards. Awnings are encouraged over the retail stores to protect from the elements. In general, it appears that the proposed elevations are in compliance with ordinance requirements.

11. **Signs.** (*Section 138-10.302*). A note has been included on the plans that all new signage must meet *Chapter 134* of the City Code of Ordinances and be approved under a separate permit issued by the Building Department.



DPS/Engineering
Allan E. Schneck, P.E., Director

From: Keith Depp, Project Engineer **KPD**
To: Kristen Kapelanski, AICP, Planning Manager
Date: October 22, 2021
Re: **Bebb Oak Meadows, City File #21-008, Section 27
Site Plan Review #4**

Traffic Engineering Services has reviewed the site plan received by the Department of Public Services on October 8, 2021, for the above referenced project. Engineering Services recommends site plan approval conditioned upon addressing all the attached review comments prior to final site plan approval.

In addition to Traffic Impact Study review comments, the Applicant needs to address the following comments as well.

1. Show the City Pathway Construction Detail attached.
2. Add note to Landscape Plan, to the affect, "Irrigation overspray shall not broadcast onto the City Pathway."
3. Show the Driveway locations across the road from the Bebb Oak development, particularly the southerly driveway to the plaza.
4. It is highly encouraged to minimize CAD layers to make the plans less cluttered.

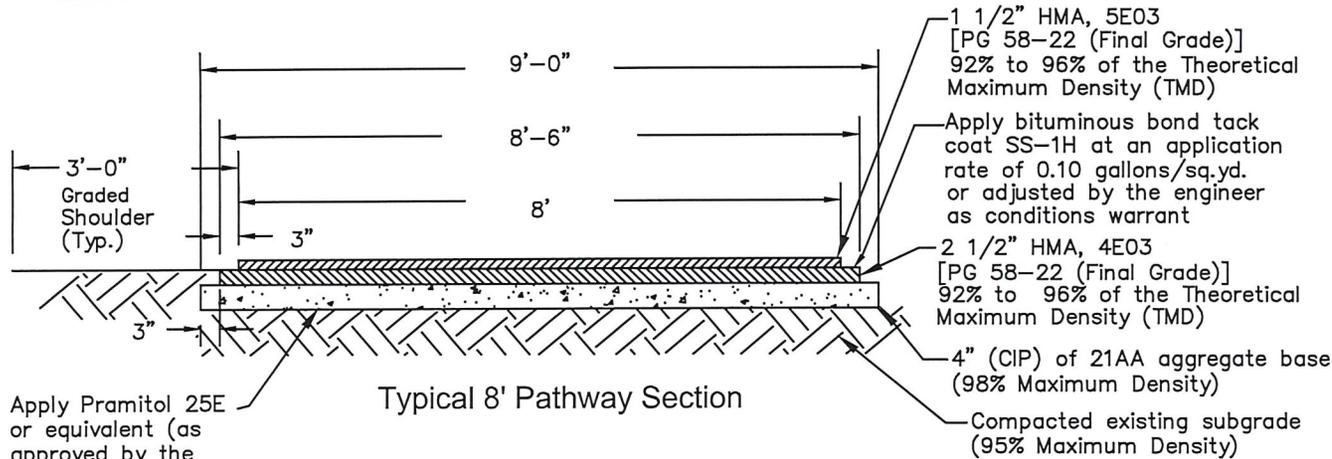
KPD/ dj

Attachments: Hubbel, Roth & Clark (HRC), Traffic Impact Study Review #2, City Pathway Construction Detail

c: Allan E. Schneck, P.E., Director; DPS	Ann Echols, Lieutenant/Fire Inspector; RHFD
Paul Davis, P.E. City Engineer/Deputy Director; DPS	Josh Boyce, Lieutenant/Fire Inspector; RHFD
Paul G. Shumejko, P.E., PTOE, Transportation Eng. Mgr.; DPS	Bill Cooke, Assistant Chief/Fire Marshall; RHFD
Tracey Balint, P.E., Public Utilities Engineering Manager	Jenny McGuckin, ROW/Survey Technician; DPS
Tom Pozzolo, P.E., Operations Engineer, MDOT Oakland TSC	Nicholas Nicita, P.E., Staff Engineer, HRC Transportation Department
pozoloT@michigan.gov	nnicita@hrcengr.com
Jason Boughton, Engineering Utilities Specialist	File

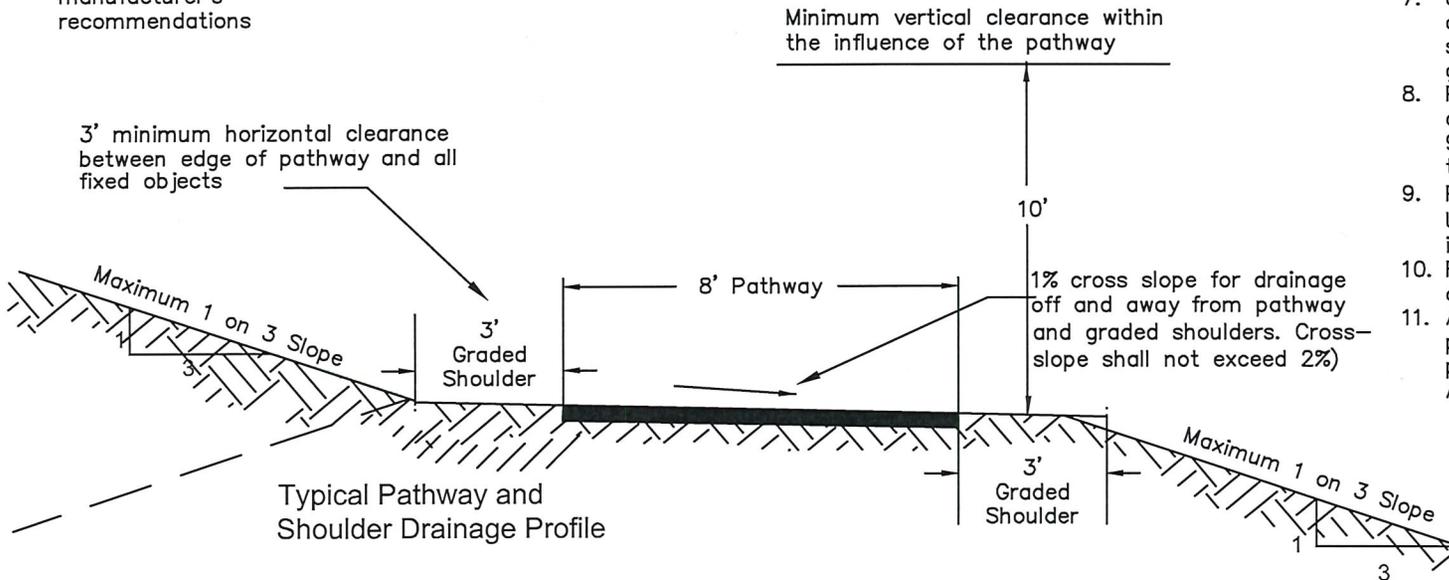
I:\Eng\PRIV\21008 Bebb Oak Meadows (OYK)\Eng Site Plan 4_10-22-21.docx

Standard Details:



Apply Pramitol 25E or equivalent (as approved by the engineer) in accordance with manufacturer's recommendations

Typical 8' Pathway Section



Typical Pathway and Shoulder Drainage Profile

Standard Notes:

1. Maximum grade of 8.33% along pathway (less than 5% is recommended).
2. 1% cross slope (i.e. super elevation) for drainage off and away from pathway and graded shoulders (2% maximum cross-slope).
3. 60' minimum center line radii for pathway horizontal alignment.
4. Provide a minimum of 3' horizontal clearance and 8' vertical clearance from all fixed objects and the edge of pathway surface. Relocation of existing objects (i.e. mail boxes, signs, etc.) shall be considered incidental work items.
5. Pathway ramps shall be constructed in accordance with MDOT standard detail R-28 Series and shall have a minimum clear opening of 8' wide.
6. A clean saw cut joint shall be provided wherever new pavement matches existing pavement (incidental work item).
7. Utility structures shall be adjusted in accordance with the City of Rochester Hills standards and shall match the proposed grade of the pathway.
8. Pathway shall be 6 inch thick HMA or concrete through residential drives and 9 inch thick HMA or 8 inch thick concrete through commercial drives.
9. Pathway asphalt shall be paid for as "Shared Use Path, HMA" when part of public improvement project.
10. Ramps and landings shall be 6 inch thick concrete.
11. ADA detectable warning plates shall be preformed and brick red in color. Acceptable products included ADA Solutions, Inc., Armor-Tile, ej, or approved equal.

CITY OF ROCHESTER HILLS STANDARD DETAIL FOR: Pathway Details: Hot-Mixed Asphalt Pathway Construction, Extensions and Relocations						
DRAWN BY: B. SMITH	PLAN DATE: 8/28/1996	REV. 4/12/2012	REV. 2/25/2014	REV. 2/25/2016	REV. 8/22/2018	
APPROVED BY: PAUL SHUMEJKO, P.E., PTOE					NOT TO SCALE	
SHEET 1 OF 1						

October 22, 2021

City of Rochester Hills
1000 Rochester Hills Drive
Rochester Hills, MI 48309

Attn: Keith Depp, Project Engineer – DPS/Engineering Division

Re: Bebb Oak Meadows Mixed-Use Development
Traffic Impact Study Review #2

HRC Job No. 20210633

Dear Mr. Depp:

At your request, Hubbell, Roth & Clark, Inc. (HRC) has performed a review of the following items for the proposed Bebb Oak Meadows Mixed-Use Development:

- Traffic Impact Study (TIS) conducted by ROWE Professional Services Company dated September 29, 2021
- Preliminary Site Plans designed by Stucky Vitale Architects dated September 14, 2021
- TIS Addendum conducted by ROWE dated September 29, 2021

The Site Plan (Sheet 3) dated September 14, 2021 shows a mixed-use development of apartments (94 units), general retail (10,245 square feet), and a drive-thru restaurant (3,503 square feet). ROWE followed industry standards when performing the TIS and included a trip generation, trip distribution, and level of service and turn-lane analyses. HRC has the following comments regarding the TIS report and addendum dated September 29, 2021:

Note: Critical items impacting the capacity analysis or safety are in bold.

≡ General

1. Rochester Road is under the jurisdiction of the Michigan Department of Transportation (MDOT). The Petitioner should apply for a right-of-way permit with MDOT and provide them with the site plans and TIS to review for approval.

≡ Trip Generation - Addendum

Note: The trip generation was only reviewed in the addendum. The trip generation in the report was not reviewed since it includes internal capture reductions, which should not be used. The development retail's gross leasable area is significantly smaller than the shopping centers considered for internal capture. The retail tenants are also unidentified, so potential interaction between residents and retail may not even exist. Furthermore, MDOT indicated at the Applicant Meeting (9/2/21) discounting the trip generation by internal capture is typically not accepted.

2. The addendum indicates the restaurant trip generation for the PM and weekend peak hours was calculated using Land Use 930 Fast Casual Restaurant, but the calculations shown in Table 1 were developed using a 50/50 split between Land Use 930 Fast Casual Restaurant and 934 Fast-Food with Drive-Through. The text in the addendum should match the approach used in the table.

Delhi Township
2101 Aurelius Rd.
Suite 2A
Holt, MI 48842
517-694-7760

Detroit
535 Griswold St.
Buhl Building, Ste 1650
Detroit, MI 48226
313-965-3330

Grand Rapids
801 Broadway NW
Suite 215
Grand Rapids, MI 49504
616-454-4286

Howell
105 W. Grand River
Howell, MI 48843
517-552-9199

Jackson
401 S. Mechanic St.
Suite B
Jackson, MI 49201
517-292-1295

Kalamazoo
834 King Highway
Suite 107
Kalamazoo, MI 49001
269-665-2005

Lansing
215 S. Washington SQ
Suite D
Lansing, MI 48933
517-292-1488

≡ Level of Service Analysis – Report and Addendum

Note: The level of service (LOS) analysis for the future condition was only reviewed in the addendum. The LOS analysis for the future conditions in the report was not reviewed since the trip generation is incorrect (see Item #3).

3. The report shows the LOS analysis for the north right-in/right-out (RIRO) driveway and south full access driveway, but the incorrect trip generation is used. The trip generation in the analysis included internal capture reductions, which should not be used (see Note under Trip Generation – Addendum). The report should include the LOS analysis with the correct trip generation.
4. The simulations for the Future PM and Weekend Addendum Models still (Item #10 from HRC Traffic Review dated July 21, 2021) show excessive queuing at the following approaches:
 - a. Northbound on Rochester Road at Auburn (PM and Weekend) – Traffic backs up to proposed Chick-fil-A site
 - b. Southbound on Rochester Road at Auburn (Weekend) – Traffic backs up to South Driveway
 - c. Eastbound on South Driveway (Weekend) – Left-turning traffic backs up into site

The northbound queuing on Rochester Road is especially concerning with the proposed Chick-fil-A site. ROWE should coordinate with their Chick-fil-A study and look for additional mitigation measures to minimize the queuing.

5. The simulation for the Future Weekend Addendum Model at the South Driveway shows left-turning vehicles exiting the site are not finding gaps onto Rochester. Further evidence of this is indicated with the excessive queuing (see Item #4.c.). If angle crashes are observed after buildout, ROWE may need to follow up with further mitigation measures.

≡ Conclusions and Recommendations – Addendum

6. The addendum indicates the addition of traffic from the proposed development does not significantly impact the operations of the studied intersections, but the LOS analysis for the future condition shows it will have a significant negative impact on the following movements:
 - a. Southbound left on Rochester at Auburn (PM): +25.5 seconds of delay
 - b. Northbound through on Rochester at Auburn (Weekend): +12.6 seconds (LOS D to LOS F)
 - c. Southbound through on Rochester at Auburn (Weekend): 20.5 seconds (LOS C to LOS F)This statement should be removed unless this claim can be better supported by the models and further mitigation measures are explored (there are no future addendum models with improvements).

≡ Site Plan

7. It was discussed at the Applicant Meeting (9/2/21) the North Driveway shall be RIRO only, but the Overall Site Plan (Sheet 3) does not show any measures restricting left-turns out. The design (curb and median) should follow the MDOT Geometric Design Guide for Commercial RIRO Driveways (GEO-680-B). The site plan should also include a note acknowledging the North Driveway is RIRO only. Coordination with Fire Safety is also required to confirm the radii can accommodate their trucks (see Item #11).
8. Note 4 on the Overall Site Plan (Sheet 3) indicates the Rochester right-of-way (ROW) is 143 feet, but the MDOT ROW callout adjacent to the Belle Tire Drive does not appear to be in the correct location. There also appears to be two ROW lines west of the sidewalk. The Designer should verify the ROW lines and callout on associated drawings is correct.
9. The future models and addendum indicate the South Driveway has dedicated left and right turn lanes, but MDOT indicated at the Applicant's Meeting (9/2/21) designing driveways with two outbound lanes can create sight distance issues. Issues occur when left-turning and right-turning exiting vehicles arrive at the same time and cannot see past one another. Caution should be used when designing a driveway with two outbound lanes.

10. The Fire Protection Plan shows the truck turning radii entering and exiting the North Driveway, but the templates are incorrect. The entering template should begin on Rochester and make a complete turn onto the site. The template should not start in the middle of the turn and cross over into Belle Tire. Likewise, the exiting template should make a complete turn onto Rochester and not back into the site.
11. **The Landscaping Plan shows a 15-foot corner clearance at the driveways, but the sight distance also needs to be verified. The Designer should provide sight triangles following the standard detail for sight distance from the City (see attached). The latest site drawing (North Driveway with median) should also be referenced in.**

The report provided a LOS analysis for a RIRO and full access driveway, while the addendum provided the analysis for one full access driveway. Both the report and addendum have a similar conclusion and recommend modernizing the signal at Rochester and Wabash to improve the future traffic condition. Having one driveway is desirable from the reviewing parties (City, MDOT, HRC), but it was decided at the Applicant Meeting (9/2/21) a RIRO and full access driveway is also acceptable. The Petitioner should confirm with the City which option they are proceeding with.

Based on the TIS report and addendum dated September 29, 2021, HRC has no objections to approval from a traffic standpoint for either option. Resubmittal of the TIS is not required since the above comments will not change the outcome based on the amount of added traffic from the development. However, the site plan comments should be addressed before site plan approval.

If you have any questions or require any additional information, please contact the undersigned.

Very truly yours,

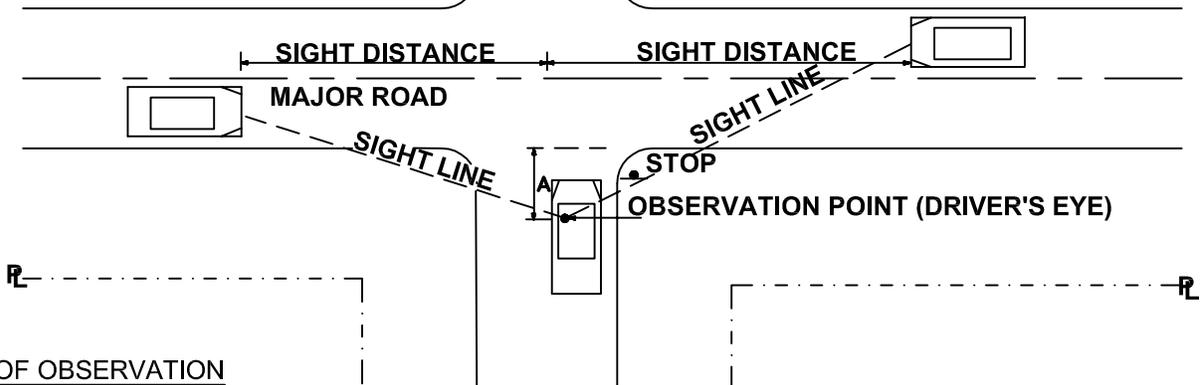
HUBBELL, ROTH & CLARK, INC.

Nicholas Nicita

Nicholas Nicita, PE, PTOE
Project Engineer – Transportation Department

pc: Rochester Hills; P. Shumejko, K. Kapelanski, P. Davis, A. Schneck, A. Echols
MDOT; T. Pozolo
HRC; C. Hill-Stramsak, File

Different sight distances are required for yield or signal controlled intersections. Contact road agency's (City, R.C.O.C., or M.D.O.T.) design division for determining corner sight distance at yield or signalized approaches.



POINT OF OBSERVATION

Paved Surface:

(A) Eighteen (18) feet from edge of pavement of through lane.

Gravel Surface:

(A) Eighteen (18) feet from edge of gravel road.

* For residential driveways approaching gravel or paved roads (A) is 10' from the edge of gravel/pavement.

The point of vision shall be from the height of eye, 3.5 feet above the proposed intersecting elevation to a height of object 3.5 feet above the existing or proposed road centerline and shall be continuously visible within the specified limits.

MINIMUM CORNER SIGHT DISTANCE FOR DRIVEWAYS AND STREETS AT MAJOR ROAD INTERSECTIONS FOR PASSENGER VEHICLES

MAJOR ROAD POSTED OR 85% SPEED IN MPH	MINIMUM SIGHT DISTANCE IN FEET, BOTH DIRECTIONS	
	2 OR 3 LANE THRU ROAD IN FEET	4 OR 5 LANE THRU ROAD IN FEET
25	280	295
30	335	355
35	390	415
40	445	470
45	500	530
50	555	590
55	610	650

The basic prima facia speed shall be used for gravel roads, unless otherwise approved by the Engineer.

NOTES

1. Any deviation from given data requires an engineering study approved by the road agency (City, R.C.O.C., or M.D.O.T.) in accordance with the latest edition AASHTO policy on geometric design.
2. This design guide also applies to new Permit and Plat construction projects.
3. The above data is based on a left turn maneuver into the intersecting roadway as described in AASHTO. Due to the higher potential accident severity, the left turning sight distance was used to determine the corner sight distance required. Right turn onto major roads shall have the same sight distances.
4. Existing site conditions may require an engineering study to determine sight distance.

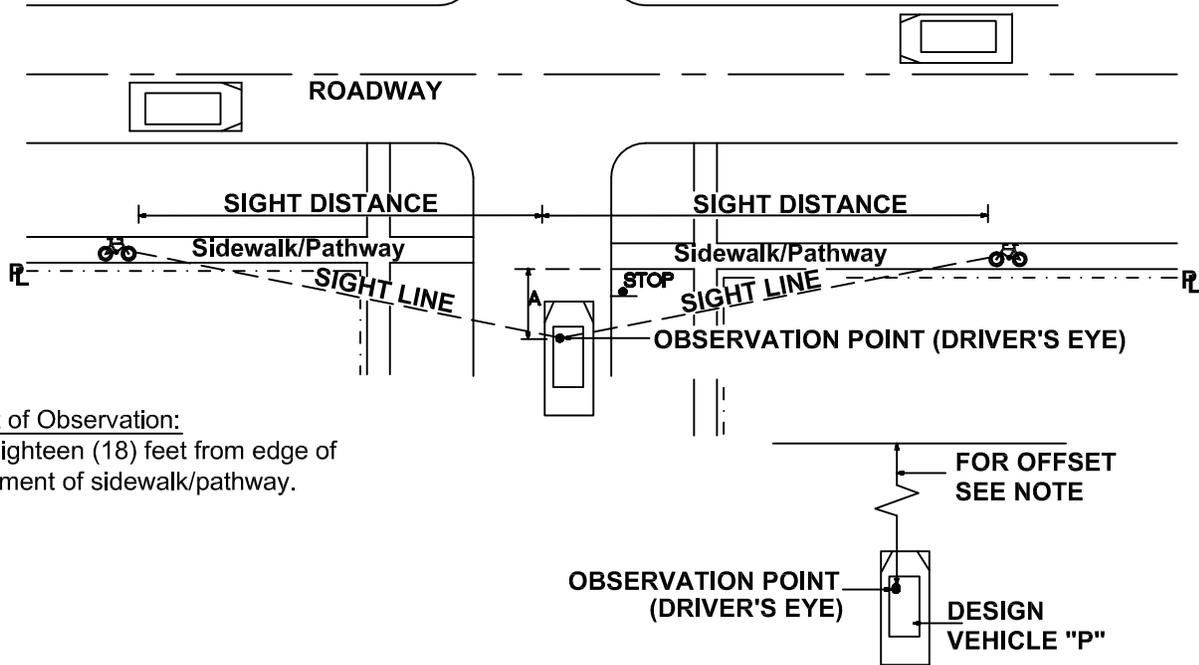
CITY OF ROCHESTER HILLS
STANDARD DETAIL FOR:

Sight Distance Roadways



DRAWN BY: B. SMITH	FILE NAME: CIRC DRV	PLAN DATE: 8/28/1996	REV. 4/12/2012	REV. 3/15/2014	REV.
APPROVED BY: PAUL SHUMEJKO, P.E., PTOE CITY TRANSPORTATION ENGINEER			NOT TO SCALE		SHEET 1 OF 2

Different sight distances are required for yield or signal controlled intersections. Contact road agency's (City, R.C.O.C., or M.D.O.T.) design division for determining corner sight distance at yield or signalized approaches.



Point of Observation:

(A) Eighteen (18) feet from edge of pavement of sidewalk/pathway.

The point of vision shall be from the height of eye, 3.5 feet above the proposed intersecting elevation to a height of object 3.5 feet above the existing or proposed road centerline and shall be continuously visible within the specified limits.

MINIMUM CORNER SIGHT DISTANCE FOR STREETS AT INTERSECTIONS	
PATHWAY GRADE APPROACHING INTERSECTION (%)	MINIMUM SIGHT DISTANCE IN FEET, BOTH DIRECTIONS
0	135
-1	140
-2	145
-3	150
-4	160
-5	165
-6	175
-7	190
-8	205

NOTES

1. Any deviation from given data requires an engineering study approved by the road agency (City, R.C.O.C., or M.D.O.T.) in accordance with the latest edition AASHTO Guide for the Development of Bicycle Facilities.
2. This design guide also applies to new Permit and Plat construction projects.
3. The bicycle design speed used in the chart is 18 MPH.
4. Approach pathway slope greater than 8% is not allowed due to ADA compliance.
5. Existing site conditions may require an engineering study to determine sight distance.

CITY OF ROCHESTER HILLS STANDARD DETAIL FOR: Sight Distance Pathways					
DRAWN BY: B. SMITH	FILE NAME: CIRC DRV	PLAN DATE: 8/28/1996	REV. 4/12/2012	REV. 3/15/2014	REV.
APPROVED BY: PAUL SHUMEJKO, P.E., PTOE CITY TRANSPORTATION ENGINEER			NOT TO SCALE		SHEET 2 OF 2



FIRE DEPARTMENT

Sean Canto
Chief of Fire and Emergency Services

From: Ann L. Echols, Lieutenant / Fire Inspector
To: Planning Department
Date: October 26, 2021
Re: Camden Crossing

SITE PLAN REVIEW

FILE NO: 21-008

REVIEW NO:4

APPROVED X

DISAPPROVED _____

The Rochester Hills Fire Department recommends approval of the above noted project as the proposed design meets the fire and life safety requirements of the adopted fire prevention code related to the site only. Thank you for your assistance with this project and if you have any additional questions or comments, please do not hesitate to contact our office.

William A. Cooke
Assistant Chief / Fire Marshal



PARKS & NATURAL RESOURCES DEPARTMENT

Ken Elwert, CPRE, Director

To: Kristen Kapelanski, Planning Manager
From: Matt Einheuser, Natural Resources Manager
Date: July 20, 2021
Re: Bebb Oak Meadows Mixed Use – Review #3
File #21-008

No comments at this time; Recommend for Approval.

Copy: Maureen Gentry, Economic Development Assistant

ME/ms



BUILDING DEPARTMENT
Scott Cope

From: Mark Artinian, R.A., Building Inspector/Plan Reviewer
To: Kristen Kapelanski, Planning Department
Date: July 20, 2021
Re: 2800 S. Rochester Rd. – Bebb Oak Meadows Mixed Use Development – Review #3
Sidwell: 15-27-477-058
City File: 21-008

The Building Department has reviewed the revised Site Plan Review documents received July 2, 2021 for the above referenced project. Our review was based on the City of Rochester Hills' Zoning Ordinance, the 2015 Michigan Building Code and ICC A117.1 -2009, unless otherwise noted. Sections noted are from the 2015 Michigan Building Code unless noted otherwise.

Approval is recommended.

Sheet TS1.1:

1. Project Data:, Number of Stories (Table 504.4), Group A-2:
 - a. The number of stories has been noted as 3 stories max above grade.

Sheet 5 of 9:

1. When construction documents are submitted for building permit review, please note that the gazebo shown in the courtyard shall be accessible. It appears that there are only steps provided to access the elevated level.

If there are any questions, please call the Building Department at 248-656-4615. Office hours are 8 a.m. to 4:30 p.m. Monday through Friday.



Maureen Gentry <gentrym@rochesterhills.org>

FW: City File 21-008 - OYK Rochester Hills Mixed Use Development

2 messages

Gough, Stacey (MDOT) <goughs@michigan.gov>

Thu, Apr 15, 2021 at 6:41 AM

To: "deppk@rochesterhills.org" <deppk@rochesterhills.org>, Maureen Gentry <gentrym@rochesterhills.org>, "pachlam@rochesterhills.org"

<pachlam@rochesterhills.org>, "kapelanskik@rochesterhills.org" <kapelanskik@rochesterhills.org>

Cc: "Gough, Stacey (MDOT)" <goughs@michigan.gov>, "Roeder, Fredrick (MDOT)" <RoederF@michigan.gov>

Rochester Hills folks,

Sorry for the delay on MDOT's front. We are currently without a Traffic & Safety Engineer who normally performs the conceptual reviews so we are utilizing other resources and reviews are taking a bit longer.

Please see email below from Tom Pozolo.

Thanks,

Stacey

Stacey Gough

MDOT Oakland TSC

Utility & Permits Engineer

[800 Vanguard Drive](#)[Pontiac, MI 48341](#)

248-895-2558 (cell)

248-451-2453 (office)

From: Pozolo, Thomas (MDOT) <PozoloT@michigan.gov>
Sent: Wednesday, April 14, 2021 11:44 AM
To: Gough, Stacey (MDOT) <goughs@michigan.gov>
Subject: RE: City File 21-008 - OYK Rochester Hills Mixed Use Development

Stacey,

MDOT will require a TIS. Weekend traffic impacts need to be included.

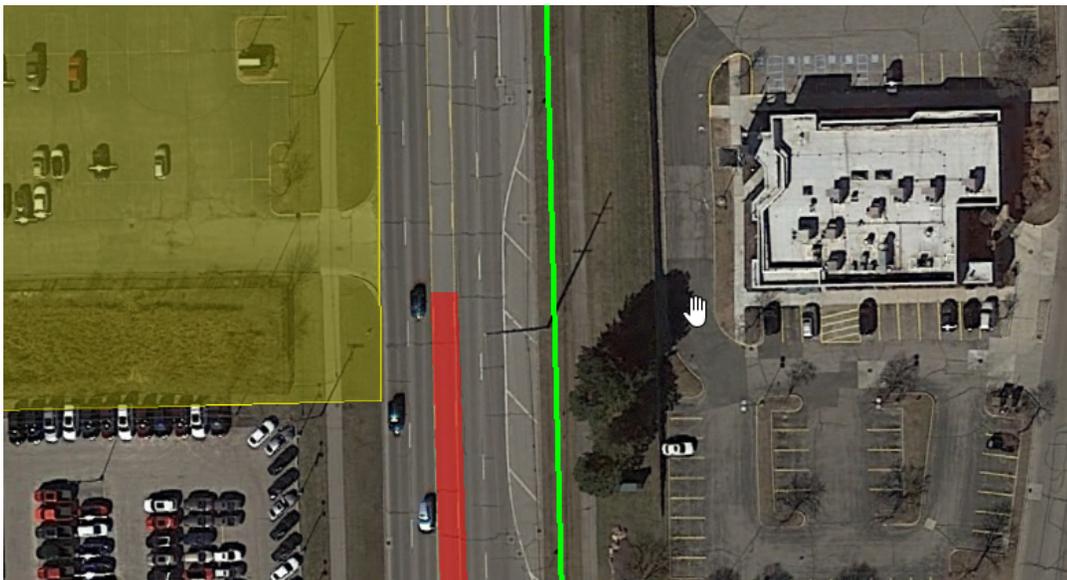
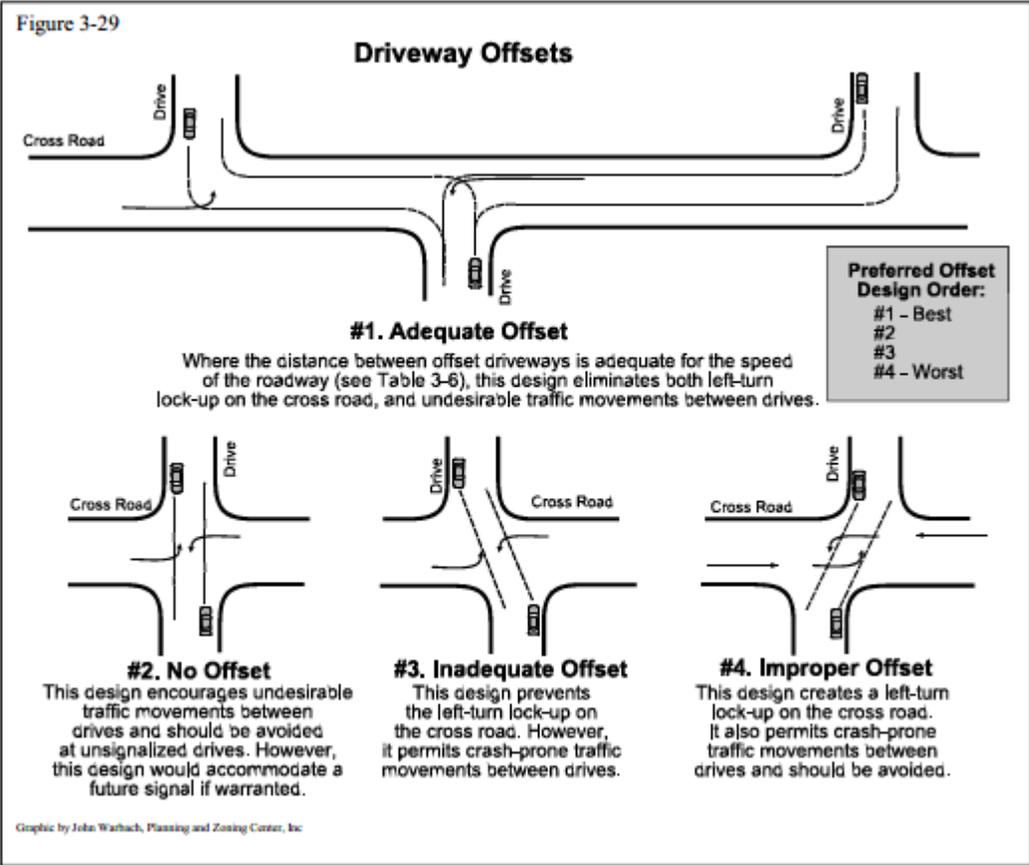
One drive will be allowed based on the MDOT Access Management Guidelines (see below). At 50 MPH, the recommended spacing is 455 ft. The distance between the existing Belle Tire and Huntington Ford Dealership drives is about 550 ft. Splitting the distance with one drive to the site, still provides only 275' between drives. Any other desired access points should come via cross-access agreements or shared drives with the adjacent properties.

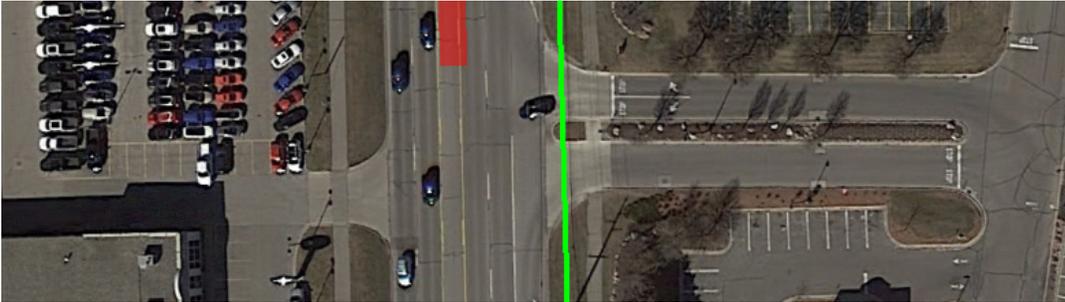
**Table 3-5 Guideline for Unsignalized
 Driveway Spacing**

Speed on Roadway (mph)	MDOT Spacing Guidelines (feet)
25	130
30	185
35	245
40	300
45	350
50	455
55	455+

Source: "Spacing for Commercial Drives and Streets," MDOT Traffic & Safety Division Note 7.9, Table 1.

The potential for "left-turn lock-up" (#4 below) between the proposed site drive and the southern drive to Hampton Center shall be evaluated and mitigated as necessary.





Please pass along to Rochester Hills ASAP and include Keith Depp. Thanks.

Thomas E. Pozolo, P.E.

MDOT Oakland TSC

Operations Engineer

248-361-3332 (Cell)

From: Gough, Stacey (MDOT) <goughs@michigan.gov>
Sent: Tuesday, March 23, 2021 6:38 AM
To: Pozolo, Thomas (MDOT) <PozoloT@michigan.gov>
Cc: Gough, Stacey (MDOT) <goughs@michigan.gov>
Subject: FW: City File 21-008 - OYK Rochester Hills Mixed Use Development

Tom,

Another conceptual for review. I had to request access when I clicked the link (seems like they approve it quickly).

This appears to be Rochester Hill's new site plan process.

Thanks,

4/15/2021

City of Rochester Hills Mail - FW: City File 21-008 - OYK Rochester Hills Mixed Use Development

Stacey

Stacey Gough

MDOT Oakland TSC

Utility & Permits Engineer

800 Vanguard Drive

Pontiac, MI 48341

248-895-2558 (cell)

248-451-2453 (office)

From: Mary Jo Pachla <pachlam@rochesterhills.org>

Sent: Monday, March 22, 2021 12:55 PM

To: saso.trpceski@dteenergy.com; WRCplanreview@oakgov.com; Gough, Stacey (MDOT) <goughs@michigan.gov>; pylarm@oakgov.com; ehclerks@oakgov.com

Cc: Maureen Gentry <gentrym@rochesterhills.org>; Kristen Kapelanski <kapelanskik@rochesterhills.org>

Subject: City File 21-008 - OYK Rochester Hills Mixed Use Development

CAUTION: This is an External email. Please send suspicious emails to abuse@michigan.gov

Please see the attached transmittal and link to plans for City File 21-008.

Please respond with comments by April 13, 2021.

Any questions, please contact Maureen Gentry or Kristen Kapelanski at our office .



March 23, 2021

Maureen Gentry
City of Rochester Hills
1000 Rochester Hills Drive
Rochester Hills, MI 48309

Reference: **OYK Rochester Hills Mixed Use Development, CAMS #202100189**
Part of the SE ¼ of Section 27, City of Rochester Hills

Dear Ms. Gentry,

This office has received one set of plans for the OYK Rochester Hills Mixed Use Development to be developed in part of the SE ¼ of Section 27, City of Rochester Hills.

Our stormwater system review indicates that the proposed project does not have an involvement with any legally established County Drain under the jurisdiction of this office. Therefore, a storm drain permit will not be required from this office.

The water system is operated and maintained by the City of Rochester Hills and plans must be submitted to the City of Rochester Hills for review.

The sanitary sewer is within the Clinton Oakland Sewage Disposal System. Any proposed sewers of 8" or larger may require a permit through this office.

Any related earth disruption must conform to applicable requirements of Part 91, Soil Erosion and Sedimentation Control of the Natural Resource and Environmental Protection Act, Act 451 of the Public Acts of 1994. Applications should be submitted to our office for the required soil erosion permit.

Please note that all applicable permits and approvals from federal, state or local authorities, public utilities and private property owners must be obtained.

If there are any questions regarding this matter, please contact Dan Butkus at 248-897-2744.

Sincerely,

A handwritten signature in blue ink, appearing to read "Glenn R. Appel".

Glenn R. Appel, P.E.
Chief Engineer

GRA/dfb

C: Kristen Kapelanski – City of Rochester Hills

