



July 2, 2019

City of Rochester Hills
Planning Department

Re: PUD Amendment Site Plan Submittal Project Narrative
Brewster Village
Vacant Brewster Road Properties
Rochester Hills, MI

Robertson Brothers Homes recently received approval to construct the Brewster Village community planned for vacant properties on Brewster Road just north of Walton Road, adjacent to the Samaritas assisted living facility. On March 11th, 2019, the Final PUD was approved for the site granting the right to construct the development, consisting of detached condominium homes with floorplans that offer only first-floor master bedroom homes, with several conditions of approval. The site has a split zoning with a large portion zoned for multifamily, and the approved plan has considerably less density than what could otherwise be developed. During the course of the approval process, there was brief discussion about the perceived impact of the development onto existing overcapacity roads. Robertson had provided a traffic analysis from Fleis and Vandenbrink that specifically stated that the additional traffic from the proposed Brewster Village development would be negligible, and that no left turn lane was warranted on Brewster Road. There was never contemplation from city staff nor Robertson's professional consultants for such turn lane, however, during the course of the initial Planning Commission discussion, the Commission felt that due to the complaints from a couple of neighbors regarding the current issues regarding rush hour traffic in the area, that it was appropriate to require a



condition of approval to add a left turn lane for northbound traffic. While we explained at the time that the turn was simply not necessary, and that staff had already supported the project and the public benefits that it provides for (such as assisting the adjacent Shadow Woods in cleaning up their ponds, providing a significant landscape buffer to neighboring properties, providing a bike and pedestrian amenity along Brewster Road, and meeting a clear housing need in the community, among other things), we had agreed at the time to proceed with the left turn lane, as the initial cost estimates for additional pavement to provide for the lane appeared to be minimal.

Since that time up to now, we have had detailed engineering analysis that shows the left turn lane to be an unaffordable condition of approval. The reason for this is that the left turn lane has proven to require far more impact than originally contemplated. The biggest factor is that the grade does not allow for the additional pavement on our side of the road to allow for the turn lane, and as such requires significant impact to the curb and driveways for the five to seven existing homes across Brewster Road. This impact would involve removing existing driveways and parking spaces for these homeowners and replacing a large amount of curbing. Another major impact is that a portion of an existing sixteen inch water mainline owned by the City would need to be replaced and rerouted due to conflicts with new storm drain structures as a result of the turn lane geometrics. Our professionals have determined that the impact would add up to an amount that we would simply be better off not building the project. We remain very interested in continuing with plans for the development, but must walk away if the condition cannot be amended.



The purpose of this PUD Amendment is simply to remove a proven unnecessary burden that would not permit us to move forward. We have asked our traffic engineering consultant to take a closer look at the impact of the development, and have provided the additional narrative that they have prepared, which actually shows less impact than that originally reviewed due to the fact that the project had lost two units from the original proposal and was misclassified as to the housing type. The revised letter reflects the correct housing type and notes that the typical buyer profile will not be adding significantly to the existing rush hour conditions due to most homeowners being retirees or not having traditional 9 to 5 jobs, and also do not have children living at home. Robertson has had discussions with the City's traffic engineer, and there is overall staff agreement that the perception of traffic impact from the Brewster Village development would be negligible. Staff has provided feedback that there are other options that could be pursued that would have a much more positive impact on the area's traffic situation than an unnecessary left turn lane.

Further, we have remained in close contact with the Shadow Woods HOA board members and continue to have their support for the project. Most of the board members agree that the left turn lane would not help to alleviate the issues (that are really a part of a broader regional traffic problem). While we expect that there will still be some in the area that hold firm that a left turn lane is necessary, there is simply no professional that has been involved with the project that would agree. We are agreeable to exploring other less costly alternatives that would better serve the community and would allow the Brewster Village development and its many positive attributes to be built. We have reviewed several planned City initiated traffic improvements with the engineering department and City staff and would like to discuss these with the Planning Commission.



Please let me know if any additional information is required at this time.

Thank you.

Respectfully,

A handwritten signature in black ink, appearing to read 'Tim Loughrin', with a horizontal line underneath.

Tim Loughrin | Director of Land Acquisition

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