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John D. Gaber  
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June 12, 2013

City Council  
City of Rochester Hills  
1000 Rochester Hills Drive  
Rochester Hills, Michigan 48309

**Re: *City Place PUD Agreement***  
***Rezoning of G & V Investments' Rochester Road Property***

Dear Members of City Council:

My clients, William Gilbert and Cornell Vennettilli ("G&V Investments"), request your consideration to revisit the zoning of their property on the east side of Rochester Road, north of Bordine's ("Property") to enable the Property to be productively developed in a manner that benefits both G&V Investments and the City. On May 30, 2013, G&V Investments filed an Application to Rezone (please see copy attached at Tab A) with the City Planning Department, requesting that the Property be rezoned to eliminate the City Place PUD Agreement on the Property ("PUD") and to confirm the underlying FB-2 (Flex Business 2) zoning designation of the Property. The City Planning Department requested that my clients first approach you to obtain City Council's direction to Staff and the Planning Commission regarding the Application to Rezone.

G&V Investments has been trying to develop this 27 acre Property under a PUD for the past nine (9) years, since the original PUD Agreement was approved in 2004. The zoning and master planning for the Property has also changed in this time period. In 2004, the City rezoned the Property to B-2 when it approved the original PUD. In 2007, the City adopted its new Master Land Use Plan ("Master Plan"), designating the Property as Business/Flexible Use 2. In 2009, the City zoned the Property with the FB-2 Overlay when it enacted its new Zoning Ordinance, which is consistent with the Master Plan designation. In 2010, the PUD was amended, and provided for uses permitted in the FB-2 zoning district.

Due to an extended period of changing market conditions since the PUD was approved, the Property has not been developed. At the time, G&V Investments believed that the 2010 PUD amendment would provide the flexibility required to develop the Property with desirable users in high quality buildings, such as the Fifth Third Bank. Unfortunately this expectation has not been realized, despite the best efforts of my clients. G&V Investments has marketed the Property for the past 2 ½ years under the Amended and Restated PUD, with no success. Please see the letter from Victor Gjonaj, broker at Signature Associates, attached at Tab B.

As you can see from Mr. Gjonaj's letter, and for other reasons, the Amended and Restated PUD remains too restrictive, and has discouraged potential developers and end users from pursuing the development of the Property for a productive use. Without relief from the PUD, it is unlikely that the Property can be feasibly developed in the future. The requirement that any building in excess of 12,500 square feet obtain conditional land use approval is an impediment to several users. Further, the realignment of Eddington Blvd. with Drexelgate and the installation of a traffic signal are crucial to the success of the development to attract higher end users. Of course this basis for the traffic signal is secondary to the City's charge to ensure the public's safety, which would be furthered by such road improvements.

The MDOT Traffic Signal Warrant Studies show that warrants are met with Eddington Blvd. realigned with Drexelgate. Please see the MDOT Office Memorandum dated July 11, 2012, attached at Tab C ("MDOT Memo"). The MDOT Memo finds that with a realignment and traffic signal, this intersection would improve from a Level of Service F to B, and side street delay will be significantly reduced.

The MDOT results were reviewed and confirmed by the Traffic Improvement Association of Michigan ("TIA"), at the request of the Eddington Property Owners Association ("EPOA"). Please see the attached April 23, 2013 TIA letter at Tab D, which concludes that the Eddington/Drexelgate intersection is preferable over the Yorktowne/Meadowfield intersection for a traffic signal.

The City has also recognized the necessity of this improvement, by incorporating the realignment of Eddington Blvd. and the signalization of this intersection in its Capital Improvement Plan ("CIP") for proposed construction in 2017. Please see the attached CIP excerpt at Tab E.

Despite the MDOT and TIA conclusions supporting the traffic signal at this location, the EPOA continues to object to the realignment of Eddington Blvd. with Drexelgate and the installation of a traffic signal. Please see the attached letter from Jeffrey S. Kragt dated May 17, 2013 at Tab F.

Rezoning of the Property to eliminate the PUD and confirm the FB-2 zoning overlay will provide multiple benefits, including the following:

1. The Property would be developed in accordance with the policies of the City's Master Plan. The goal of any municipality is for the development of properties within its boundaries in accordance with the development objectives of its master plan. The elimination of the PUD will enable the Property to be



developed into a mixture of productive commercial, office and/or multi-family residential uses in compliance with the City's Master Plan, which designates the Property as Business/Flexible Use 2. The Application to Rezone merely requests that the Property be classified as FB-2 (without the PUD), which is how the City has master planned the Property.

2. The development of the Property as FB-2 provides a transition buffer between Bordine's and the Eddington Farms Subdivision. The building and development standards which the FB-2 zoning would impose upon the Property help provide this transition. Such standards will allow for a compatible development that implements this transition and ensures that the adjacent property owners are sufficiently protected from any potential adverse effects of the development of the Property.
3. The development of the Property will enhance the City's tax base.
4. Road realignment and a traffic signal will substantially improve public safety and reduce side street delays between Hamlin and Avon on the Rochester Road corridor, a City goal that is documented in its CIP. Crash data documented by SEMCOG shows that this stretch of Rochester Road is dangerous.
5. The Property can be developed with higher quality end users. With the PUD restrictions and without the road realignment and traffic signal, the interested users have been limited to users such as auto parts stores, dollar stores day care centers.

G&V Investments would request that City Council **not** make any determination at this time as to the propriety of the rezoning request, but that it direct Staff and the Planning Commission to process the Application to Rezone, with any specific instructions that City Council deems appropriate in the circumstances. This procedure will enable Staff to review and issue a report on the request, and for Planning Commission to hold a public hearing and make a recommendation to City Council.

If the City approves the rezoning request, G&V Investments would be willing to fund the cost of the road realignment project without financial contribution from the City. This process would still require the City's involvement as follows: (i) the City would vacate the existing road right of way, (ii) the City would initiate a Circuit Court action to amend the subdivision plat to remove the existing right of way from the plat, which right of way would become part of G&V Investments' Property, (iii) the City would accept a dedication of the new right of way for the realigned road, and (iv) the City must permit G&V Investments to make any required

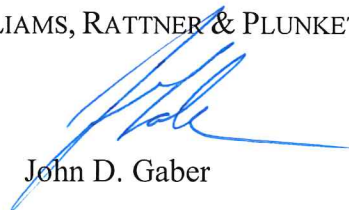
improvements to Drexelgate at the new intersection to facilitate the traffic signal. The new right of way requires G&V Investments to donate an additional acre of land to the City in excess of the existing right of way, without compensation. G&V Investments will also pay the cost of the traffic signal installation and the Drexelgate intersection improvements. The rezoning to FB-2 coupled with the traffic signal will give G&V Investments the potential for the high quality development of its Property, which will allow it to fund the road and traffic signal improvements.

If the City agrees to rezone the Property to FB-2, such zoning will result in a density much less than the maximum 710,177 square feet permitted under the original 2004 PUD. The FB-2 zoning restrictions will also limit building height and setbacks much more so than in the original PUD, and more open space will result. The design requirements of the FB-2 district will restrict and control the Property development, since the Property would be developed in accordance with the Zoning Ordinance standards.

We would ask that you place this matter on the next available City Council agenda as a discussion item. Thank you for your attention to this matter and your consideration of our proposal.

Very truly yours,

WILLIAMS, WILLIAMS, RATTNER & PLUNKETT, P.C.



John D. Gaber

JDG:djq  
Enclosures  
(807012)

cc: Honorable Bryan K. Barnett, Mayor  
Mr. Edward Anzek, Director, Planning and Economic Development  
Ms. Tina Barton, City Clerk  
Mr. John Staran, Esq., City Attorney  
Mr. William Gilbert

**APPLICATION TO REZONE**

City of Rochester Hills

Applicant G&V Investments, LLC

Address 990 E. South Blvd., Troy, MI 48086  
(Street / City / State / Zip)

Telephone 248-760-0424 Fax N/A Email skv22@sbcglobal.net

Applicant's Interest in Property Fee simple ownership

Property Owner(s) G&V Investments, LLC and Fifth Third Bank

Address Same as above  
(Street / City / State / Zip)

**PROPERTY CHARACTERISTICS:**

Platted Lot Lot No. \_\_\_\_\_ Subdivision \_\_\_\_\_

Acreage Parcel Parcel Identification No. SEE ATTACHED

Location East side of South Rochester Road, south of Avon and north of Hamlin

Property Dimensions: Width at Road Frontage \_\_\_\_\_ Depth irregular

Total Area: Number of acres +/- 28.68 Present use Vacant and Bank

**CHANGE OF ZONING:**

B-2; FB-2; Current Zoning B-2; FB-2 Proposed Zoning  
PUD


If rezoned, the property will be used for See attached Statement in Support

**CHECK LIST:**

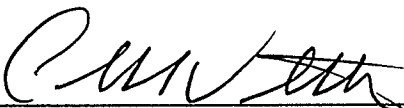
These items must be provided to process this application:

- |  |  |
|--|--|
| <input type="checkbox"/> Location Map  | <input type="checkbox"/> Environmental Impact Statement                                  |
| <input type="checkbox"/> Deed restrictions or<br>Certification that none exist | <input type="checkbox"/> Proof of Ownership or Interest in Property                      |
| <input type="checkbox"/> Statement indicating<br>why change is requested       | <input type="checkbox"/> Notarized letter from property owner<br>indicating no objection |
| <input type="checkbox"/> Letter of Intent                                      | <input type="checkbox"/> Filing Fee  |

I hereby authorize the employees and representatives of the City of Rochester Hills to enter and conduct an investigation of the above referenced property.

  
\_\_\_\_\_  
(Signature of Property Owner) **Cornell Venettilli,** 5/30/13  
Member of G&V Investments, LLC (Date)

I certify that all of the above statements and those contained in the documents submitted are true and correct.

  
\_\_\_\_\_  
(Signature of Applicant) **Cornell Venettilli,** 5/30/13  
Member of G&V Investments, LLC (Date)

For Official Use Only: File No. _____ Escrow No. _____ Date: _____
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**Attachment to Application to Rezone**

Parcel Identification Numbers:

15-23-152-015  
15-23-152-021  
15-23-152-022  
15-23-152-023  
15-23-301-002  
15-23-300-035

## STATEMENT IN SUPPORT OF REZONING REQUEST

APPLICANT: G&V INVESTMENTS, LLC

Tax ID #15-23-152-015; #15-23-152-021; #15-23-152-022;  
#15-23-152-023; #15-23-301-002; #15-23-300-035;

G&V Investments, LLC, a Michigan limited liability company (“Applicant”) requests rezoning of the subject property (“Property”) from B-2 with a FB-2 Overlay and a PUD Overlay, to B-2 with a FB-2 Overlay to allow for the future development of the Property in accordance with the FB-2 Flex Business Overlay District. In support of its rezoning request, the Applicant provides the following information as requested by #3c and #3d of the City’s Instructions for Application to Rezone.

### Rezoning is Consistent With the City’s Master Plan

Both the map and the text of the City of Rochester Hills 2007 Master Plan (“Master Plan”) indicate that the Property can properly be developed with the FB-2 Overlay, which is therefore an appropriate zoning classification for the Property.

The Future Land Use Map designates the Property as Flexible Use 2, so the requested rezoning is not only consistent with, but is exactly what the Future Land Use Map designates for the Property.

The policies set forth in the Master Plan for the Flexible Use 2 designation also indicate that the FB-2 Overlay is appropriate for the Property. The Master Plan provides as follows:

**Flexible Use 2 areas are intended** to create non-residential “nodes” at key intersections and **to provide a transition between the residential land categories and the more intense Business/Flexible Use 3 areas.** Accordingly, flexible use developments located in the Business/Flexible Use 2 land use category should include a significant residential component, however, in no case should any flexible use development in a Business/Flexible Use 2 area be comprised solely of residential uses. (Master Plan at Pages 7.5 – 7.6) (emphasis added)

The Property is designated as FB-2 to further the above policy of the Flexible Use 2 planning designation. The Property is located between the Bordine property to the south, which is planned as Business/Flexible Use 3 in the Master Plan, and the Eddington Farms Subdivision. In this location, the Property therefore provides a transition between these two different land uses, which is exactly the intent of the Flexible Use 2 designation.



## **Rezoning Is Necessary For The Preservation Of Substantial Property Rights**

The owner of any property has the right to develop its property in a manner that is permitted under the local zoning ordinance, subject to any other applicable governmental regulations. Such development is necessary to enable the property owner to realize a return on its investment in the property. The Property is currently undeveloped, due to a variety of factors. The Property was originally zoned R-4, but was rezoned by the City to B-2 in 2004 when the original City Place PUD was approved for the Property. In 2009, the City added the FB-2 Overlay designation to the Property when it enacted its new Zoning Ordinance. In 2010, the City Place PUD was amended, and provided for uses that were permitted in the FB-2 zoning district.

The Applicant has sought to develop the Property, and has marketed it for sale since the original PUD was approved in 2004. Unfortunately there was no market for the approved PUD development, so the Applicant and the City agreed to amend the PUD in 2010 to allow for additional flexibility for the development of the Property. The Applicant has marketed the Property for the past 2 ½ years under the Amended and Restated PUD Agreement, with no success. See attached letter from Victor Gjonaj, Signature Associates. The Amended and Restated PUD remains too restrictive, and has discouraged potential developers and end users from pursuing the development of the Property for a productive use. Without a rezoning to remove the PUD overlay, it is unlikely that the Property can be feasibly developed in the future, thereby depriving the Applicant of the use of the Property.

## **Rezoning Will Not Be Detrimental To The Property Rights Of Neighboring Properties Or The Public Welfare**

The rezoning of the Property to FB-2 is compatible with, and not detrimental to the surrounding land uses. When it adopted the Master Plan, the City recognized that the Property should not be used for single family residential purposes, due to its location on a very busy Rochester Road. Therefore, the City realized that some type of mixed-use development would be appropriate, both to accommodate uses such as retail and/or office along the Rochester Road frontage, with uses such as office and/or multi-family residential adjacent to the existing single family residential Eddington Farms Subdivision. The City therefore rezoned the Property to FB-2.

The key to the Flex Business Overlay Districts is the heavier emphasis on the design of the development, with less emphasis on its use. See Section 138-8.100 of the Zoning Ordinance. The building and development standards which the FB-2 zoning classification impose upon the Property are consistent with the Master Plan policy of providing a transition between Bordine's and Eddington Farms. Such standards will allow for a compatible development that implements this transition and also ensures that the adjacent property owners are sufficiently protected from potential adverse effects of the development of the Property. The FB-2 zoning classification provides more extensive design requirements than the standard underlying zoning districts, including setbacks, height limits, building sizes and dimensions, parking, etc. These requirements enable the City to protect neighboring properties more effectively than relying merely upon the requirements of the standard underlying zoning districts.

**Plans For Development Of The Property**

The Applicant intends for the Property to be developed as a mixed-use development, with a mixture of commercial, office and/or multi-family residential uses, permitted by and subject to the requirements of the FB-2 zoning classification.



**SIGNATURE ASSOCIATES**

**THE TEAM No Signature. No Results.**

April 4, 2013

Mr. Cornell Vennettilli  
G&V Investments  
990 East South Blvd.  
Troy, MI 48085

Dear Cornell,

First off, I wanted to thank you for your continued commitment in working with our firm. I know it's been a tough road on this project but we sincerely appreciate your commitment. As I mentioned in the past, the demographic supports a higher end project and we feel Rochester Hills is a perfect city to do something really creative and upscale. With that being said, I wanted to shed some light and give you an update as to what we are coming across in the marketplace.

1. **TRAFFIC:** Over the last few months we have been talking to retailers and developers alike. One of the concerns that has been consistently brought to our attention is the speed of traffic along this particular portion of Rochester Road. In fact, one of the retailers in route to look at the parcel was detoured off of Rochester Road at Hamlin due to an injury accident. He made it back out to the site a few hours later and called that stretch of Rochester Road the "Rochester Hills Autobahn". While they do like the traffic counts, his concern was not only the speed of traffic but the left turn in /out that would be a huge safety issue for customers and pedestrians alike. All in all, as I mentioned before, a light would help alleviate that issue and help attract more higher-end retailers and not just our typical auto parts guys and dollar stores. This really needs to be addressed in some form or fashion because it is truly going to be a safety risk and it could jeopardize the overall development of this parcel.

2. **PUD PLAN:** The PUD plan that calls for a building limited to 12,500 SqFt has been a hindrance. While I understand that the building can be larger if we seek approval, many retailers feel that it could take serious time to get that approved. With that being said, when a retailer is looking to relocate or open a new store, time lines for opening are crucial for them. I feel that times have changed since your PUD was put in place, especially since the collapse of 2008. This PUD hinders us in being able to attract the type of tenants we have discussed in the past. As I mentioned above, I think we can all agree that low end dollar stores and auto parts guys are not our first intentions.

All in all these are the 2 main factors that are truly hindering our chance to bring a quality project to Rochester Hills. We all agree that we do not want to have a typical retail

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Southfield, Michigan 48076  
248.948.9000

500 Woodward Avenue - Suite 2850  
Detroit, Michigan 48226  
313.965.3070

1400 Abbott Road - Suite 305  
East Lansing, Michigan 48823  
517.374.1100

333 Bridge Street NW - Suite 1010  
Grand Rapids, Michigan 49504  
616.235.0900

1675 E. Mt. Garfield - Suite 175  
Muskegon, Michigan 49444  
231.799.9900

477 Chicago Drive  
Holland, Michigan 49423  
616.396.7788

950 Trade Centre Way - Suite 140  
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269.385.2000

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**SIGNATURE ASSOCIATES**

**THE TEAM** No Signature. No Results.

development that doesn't offer a higher end tenant mix. The demographic supports a more upscale project and the two issues above do pose a serious problem to achieving a development that you, I and the City can be truly proud of.

Please let me know your thoughts when you have a moment

Sincerely,

**SIGNATURE ASSOCIATES**

**CUSHMAN & WAKEFIELD ALLIANCE**

Viktor Gjonaj  
Principal

VG/bjn



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## OFFICE MEMORANDUM

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**DATE:** July 11, 2012 **FILE:** 63132-015  
63132-016

**TO:** Sandra Montes, Manager  
Oakland TSC

**FROM:** Paula Corlett, Supervising Engineer  
Signal Operations Unit  
Operations Field Services Division

**SUBJECT:** Traffic Signal Study  
M-150 (Rochester Road) at Eddington Boulevard/Drexelgate Parkway  
City of Rochester Hills, Oakland County

We reviewed the subject location's need for signalization due to proposed development per the TSC's request. The attached traffic survey, Synchro results and crash data were used in our analysis in conjunction with the traffic impact study submitted by the developer's engineering consultant.

The proposed development will be a planned unit development (PUD) with a mixture of multi-family residential, general office, and general retail. The development will relocate Eddington Boulevard to the south, aligning it with Drexelgate Parkway, which creates one intersection with M-150 (Rochester Road).

The appropriate warrant for this study is *Warrant #1, Eight-Hour Vehicular Volumes* (reduced for speed). Projected traffic volumes were derived from ITE's *Trip Generation (8<sup>th</sup> Edition)*. Warranting volumes are met for the required eight hours at the proposed intersection.

Crash data were analyzed for a 5-year period from April 2007 through March 2012. The crashes analyzed occurred on a road segment that encompassed both of the existing intersections. The crash data showed that twenty-eight total crashes occurred; two right-angle crashes (the type of crash susceptible to correction by signalization) occurred during this time period.

Synchro simulation was used to analyze the operation of the intersection, during the AM and PM peak hours, for both un-signalized and signalized conditions (see the chart below). During both the AM and PM peak hours, the proposed intersection would operate at a level of service (LOS) F under un-signalized conditions and LOS B under signalized conditions.



Synchro Analysis Results				
Approach	AM Peak Hour		PM Peak Hour	
	Unsignalized	Signalized	Unsignalized	Signalized
NB M-150 (Rochester Road)	A (0.9)	A (8.0)	A (0.9)	B (11.6)
SB M-150 (Rochester Road)	A (0.4)	A (5.2)	A (2.2)	B (14.3)
WB Eddington Blvd.	F *	F (74.3)	F *	E (70.3)
EB Drexelgate Pkwy.	D (45.8)	E (48.3)	F *	C (34.6)
<b>TOTAL</b>	<b>F (442.7)</b>	<b>B (12.7)</b>	<b>F (553.1)</b>	<b>B (16.6)</b>

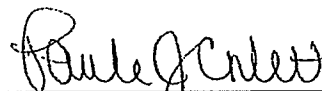
\*Delay is immeasurable

We recommend traffic signal installation on M-150 (Rochester Road) at Eddington Boulevard/Drexelgate Parkway for the following reasons:

1. With the additional trips generated by the new development and the realignment of Eddington Boulevard with Drexelgate Parkway, warranting volumes are met at the new intersection.
2. The intersection operation would improve from a LOS F to B and side-street delay would be significantly reduced.

The approval of this signal is contingent upon the relocation of Eddington Boulevard.

The design and construction of the traffic signal is the responsibility of the developers. The signal design must be completed by a prequalified signal design consultant and installation completed by a prequalified electrical contractor. Please inform local agencies and those concerned of our recommendations. If you have any questions, please contact us.



Supervising Engineer

Attachments

PJC:JAM:nw

cc: Signal Operations Unit  
C. Defauw, Oakland TSC  
T. Pozolo, Oakland TSC  
T. Kratofil, RE  
T. Fisher



# TRAFFIC IMPROVEMENT ASSOCIATION OF MICHIGAN

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 Managing Director (Ret.)  
 Road Commission for Oakland County

April 23, 2013

Allan E. Schneck, P.E.  
 Public Services Director  
 City of Rochester Hills  
 1000 Rochester Hills Dr.  
 Rochester Hills, Michigan 48309

Dear Mr. Schneck:

At the city's request, TIA reviewed the traffic studies that have been completed for the proposed alignment of Eddington and Drexelgate at Rochester Road as part of the future development at this location. The following are the studies that were reviewed:

1. Traffic Impact Study for a Planned Unit Development dated November, 2011 completed by Parsons Brinckerhoff.
2. A July 11, 2012 MDOT Office Memorandum from Paula Corlett to Sandra Montes concerning the traffic study completed by Parsons Brinckerhoff.
3. A January 8, 2013 MDOT Office Memorandum from Paula Corlett to Sandra Montes concerning a traffic signal study MDOT did for Rochester Road at Eddington Boulevard/Drexelgate Parkway.
4. A January 31, 2013 MDOT Office Memorandum from Paula Corlett to Sandra Montes concerning a traffic signal study MDOT did for Rochester Road at Meadowfield Drive/Yorktowne Drive.

In addition to the above studies, TIA also reviewed the crash data at both intersections.

The review of the MDOT traffic studies using the November/December 2012 data and TCAT crash data shows the following:

Signal Warrant #	Signal Warrant Name	Rochester at Eddington/Drexelgate	Rochester at Yorktowne/Meadowfield
• Warrant 1A	8 Hour Volume	0 of 8 hours	0 of 8 hours
• Warrant 1B	8 Hour Volume	7 of 8 hours	3 of 8 hours
• Warrant 2	Four Hour	2 of 4 hours	0 of 4 hours
• Warrant 3	Peak Hour	Not Applicable	Not Applicable
• Warrant 4	Pedestrian	No	No
• Warrant 5	School Crossing	Not Applicable	Not Applicable
• Warrant 6	Coordinated Sig Sys	Not Applicable	Not Applicable
• Warrant 7	Crash Experience	No-3 angles in 3 yrs	No-6 angles in 3 yrs
• Warrant 8	Roadway Network	Not Applicable	Not Applicable
• Warrant 9	Near RR Crossing	Not Applicable	Not Applicable

The TIA review confirms the MDOT Traffic Signal Warrant studies except for Warrant 3, which is not applicable for this location, and the crash data review TIA conducted showed 3 right angle crashes at Rochester and Eddington/Drexelgate.

In regard to the traffic signal warrant studies conducted by MDOT using the November/December data, it should be noted that only the current traffic volumes were used. If the projected traffic, that was shown in the developer's study, was added to the existing traffic volumes there would be an additional 96 vehicles exiting Eddington during the AM Peak Hour and an additional 156 vehicles exiting Eddington during the PM Peak

Page 2  
Schneck  
April 23, 2013

Hour. Although the 7 AM to 9 AM timeframe already meets the minimum volume of 70 vehicles per hour on the minor street, as outlined in Warrant 1B of the MMUTCD, this is not the case during the PM Peak Hours. During the 4 PM to 6 PM PM Peak Hours, the existing traffic exiting Eddington/Drexelgate meets the minimum volume of 70 vehicles per hour on the minor street for the 4-5 PM period, but not the 5-6 PM period. The existing count is 65 vehicles during this time period, which with the additional projected traffic from the new development, would raise this exiting volume to well over 70 vehicles per hour. This would result in the intersection meeting Warrant 1B for 8 hours of the required 8 hours.

TIA did not do an in-depth review of the Synchro study that was conducted pertaining to the reduction in the delay at both intersections and the overall delay on Rochester Road in regard to the best location for a traffic signal. However, based on the accuracy of the traffic signal warrant studies, and the use of the Synchro program for the analysis, there is no reason to expect the results of the MDOT study or the developer study would be in error.

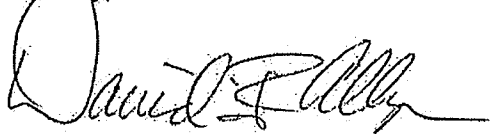
In regard to the spacing of the traffic signal being better at one intersection or the other intersection, the use of the Synchro program to determine progression and overall delay is the proper tool. Additionally, after reviewing the existing and projected delay shown in the developer's study for the major intersections of Rochester at Avon Road and Rochester at Hamlin Road, there is concurrence that the overall operation of this section of Rochester Road would best be served by having the signal located farther away from the intersection with the heavier traffic volumes and higher delay, which is Rochester Road at Avon Road.

In summary, the TIA review of the studies for the intersections of Rochester Road at Eddington/Drexelgate and Rochester Road at Yorktowne/Meadowfield show the following:

- At the intersection of Rochester Road at Eddington/Drexelgate at least one traffic signal warrant is currently close to being met (7 of 8 hours) and based on projected traffic volumes as a result of the Planned Unit Development will be met.
- At the intersection of Rochester Road at Yorktowne/Meadowfield no traffic signal warrants are met.
- If one of the two intersections is signalized, the traffic flow on Rochester Road would best be served by installing the traffic signal at the relocated intersection of Rochester Road at Eddington/Drexelgate.

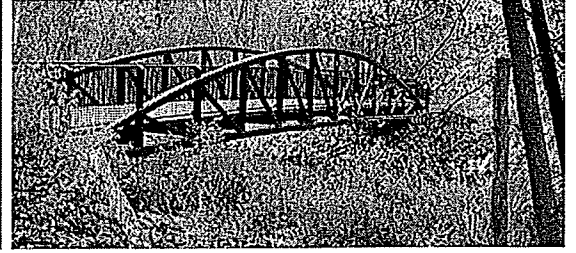
Please contact me if you have any questions.

Sincerely,

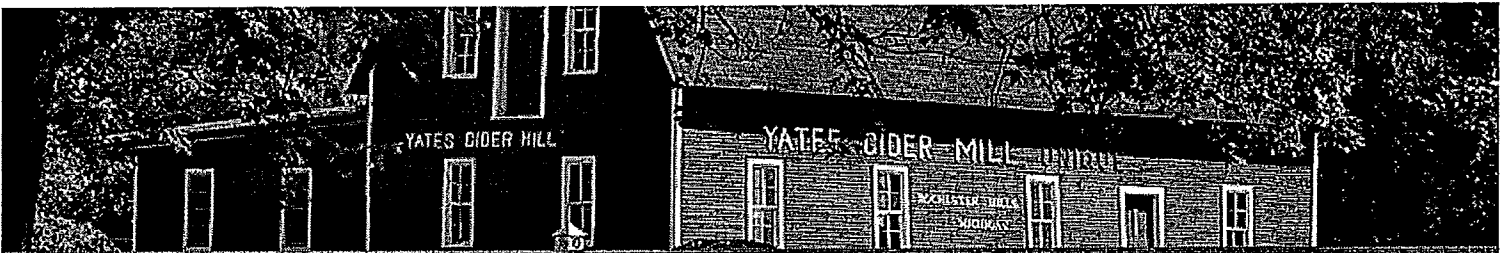


David F. Allyn, P.E.  
Deputy Executive Director of Engineering

cc: Paul Davis  
Paul Shumejko  
Marc Matich

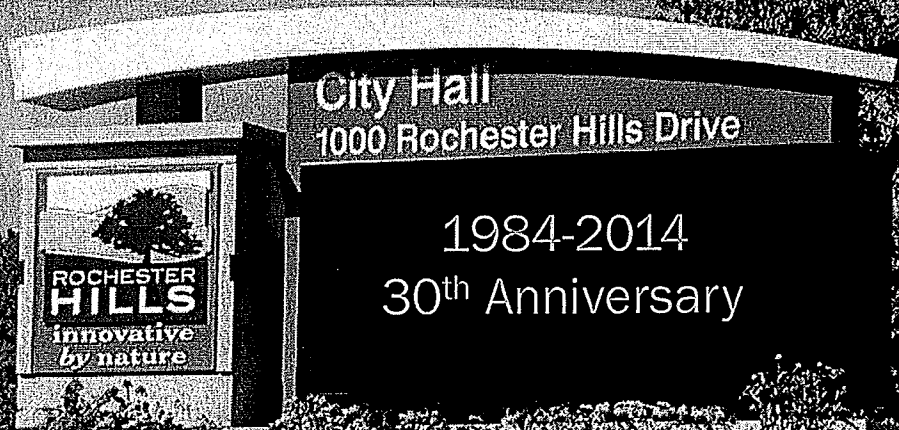


# City of Rochester Hills, Michigan



## 2014 - 2019 Capital Improvement Plan

Adopted April 16, 2013



**2014-2019 Capital Improvement Plan  
Street Improvements**

<b>MR-55</b>	<b>Regency Drive Rehabilitation</b>		
	<b>2013-2015</b>		
<b>Estimated City Cost:</b>	<b>\$247,250</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Rehabilitate approximately 1,300' of Regency Drive. Proposed work involves removing &amp; replacing existing asphalt pavement; placing aggregate base materials; removing &amp; replacing selective concrete curb &amp; gutter; and installing edge drains. Final pavement repair strategy will be developed after geotechnical pavement core data has been obtained. Regency Drive has a Pavement Quality Index (PQI) Rating of 25. The PQI index ratings range is on a scale of 100 with 20 being the worst and 100 the best (roads are not rated below 20 since 20 is considered to be a failed roadway). Construction is planned to begin in 2015.</p>			

<b>MR-56</b>	<b>North Fairview Lane Rehabilitation</b>		
	<b>2016-2016</b>		
<b>Estimated City Cost:</b>	<b>\$191,250</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Rehabilitate approximately 3,000' of asphalt section of North Fairview Lane between 900' east of Brewster and 700' east of Grandview. The existing road is 36' wide from back curb to back curb. The proposed rehabilitation strategy is 1.5" asphalt resurfacing with selective base repairs and concrete curb and gutter repairs as necessary. Operating costs are anticipated to decrease approximately \$5,800 per year due to less routine maintenance requirements, i.e, crack sealing after the rehabilitation is completed. Construction is planned to begin in 2016.</p>			

<b>MR-57</b>	<b>Drexelgate/Eddington @ Rochester Road: Traffic Signal</b>		
<b>Estimated Total Project:</b>	<b>\$256,500</b>	<b>2016-2017</b>	
<b>Estimated City Cost:</b>	<b>\$0</b>	<b>Estimated City Share:</b>	<b>0%</b>
<p>Installation of a traffic signal at the intersection of Rochester Road, Drexelgate Parkway, and the potentially realigned Eddington Boulevard. A traffic signal has been requested for a number of years at this location and will serve the public's interest in safety. Many subdivision residents within the area use Drexelgate Parkway and Eddington Boulevard. The proposed traffic signal will improve the ingress and egress for vehicles entering Rochester Road. Due to the large traffic volumes along Rochester Road, acceptable gaps to make left turns are infrequent during the day. A traffic signal would also provide a signalized crossing for pedestrians and bicyclists to utilize. The traffic signal design would incorporate a "box-span" design. The schedule is dependent upon meeting traffic signal warrants as outlined in the MMUTCD and approval from MDOT and is contingent upon Eddington Boulevard being realigned with Drexelgate Parkway to create a four-way intersection. Operations and maintenance costs of approximately \$3,000 per year for the City's cost share of the traffic signal are anticipated as the City's share will be 50% since two legs of the intersection are under City jurisdiction. Construction is planned to begin in 2017.</p>			



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PETER GOJCAJ

# Beier Howlett

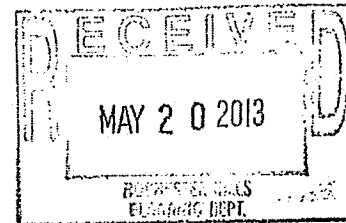
PROFESSIONAL CORPORATION

DEAN G. BEIER  
(1917 - 2003)

OF COUNSEL  
JAMES L. HOWLETT  
EUGENE A. MOORE

SPECIAL COUNSEL  
DONALD H. GILLIS

May 17, 2013



Paul M. Davis, P.E.  
City Engineer  
City of Rochester Hills  
1000 Rochester Hills Dr.  
Rochester Hills, MI 48309

**Re: Eddington Property Owners Association**

Dear Mr. Davis:

This letter is in response to your May 7, 2013 email to Eddington Property Owners Association (EPOA). As you know, the EPOA Board considered your communication and the April 23, 2013 TIA report at its regular board meeting.

It is the continued position of the EPOA Board to keep Eddington Boulevard open in its present location and without realignment with Drexelgate. The Board does not believe they have received any compelling information suggesting that a realignment is better for the Association regarding traffic flows, accidents or other safety issues. According to the TIA report, the intersection of Rochester at Yorktowne/Meadowfield had twice as many accidents in the three-year period. While the report does indicate that some of the Warrants would be close if the realignment occurs at Eddington/Drexelgate, we note that information is based on projected future traffic after a build out of the G&V property, whereas the Yorktowne/Meadowfield location is based on current traffic patterns. We are unsure as to why an apples-to-apples review/projection was not made. As you know, there was a 100+ bed senior living facility approved on Meadowfield. There was no mention of that approval going through and its certain effect on the Yorktowne/Meadowfield location.

As you also know, the EPOA expressed concern regarding the effect of realignment on response times for emergency personnel to attend to the residents of the EPOA. Has the fire department or the Oakland County Sheriff's Office given any written feedback or opinions as to the effect of a realignment vis-a-vi their access into the EPOA neighborhood? While their position would certainly not be dispositive on whether EPOA would approve a realignment in the future, it would be welcomed information to assist the board.

While it is the EPOA Board's current position that they are opposed to realignment and a construction of a traffic signal at Rochester Road and the realigned Eddington/Drexelgate, if the developer or any other governmental agencies have documentation that they wish the EPOA

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# Beier Howlett

Paul M. Davis, P.E.  
City Engineer  
City of Rochester Hills  
May 17, 2013  
Page Two

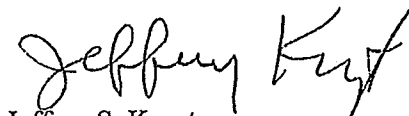
Board to consider (i.e., apples-to-apples traffic study/report, proposed site plan by the developer, etc.), the Board would happily re-evaluate its position once that information is provided.

The EPOA has not received any definite site plan or proposal from the developer, so the Board is being asked to agree to a hypothetical concept, which may or may not be implemented. Assuming the EPOA gives its consent and the roads are realigned without a plan locked in for the developer's property, the developer could try to get approval for a different project or could try to sell it to someone else, who could then try to come up with a different development plan, either of which could be unacceptable to the EPOA. The Board cannot give its approval in a vacuum.

Should you have any further questions, please do not hesitate to contact me.

Very truly yours,

**BEIER HOWLETT, P.C.**

  
Jeffrey S. Kragt

JSK/lh

cc: EPOA Board  
Ed Anzek, Planning Director  
John D. Staran, Esq.  
Allan E. Schneck, P.E., Public Services Director