



INNOVATIVE IDEAS
EXCEPTIONAL DESIGN
UNMATCHED CLIENT SERVICE

April 22, 2022

Sean O'Neil, Director
Community Development Department
Charter Township of White Lake
7525 Highland Road
White Lake, Michigan 48383

**Re: 1392 Williams Lake Road
Traffic Study Review**

Ref: DLZ File No. 2245-7382-01

Date of Study: 4/2022

Design Professional: Ahmad M Fawaz, PE

The applicant has submitted a revised Traffic Study for P.I. 12-36-476-002, located along the west side of S. Williams Lake Road opposite Allan Court and approximately 1,000 feet north of Cooley Lake Road. The proposed development in the study is a multi-family development with 56 proposed dwelling units. The study utilized a combination of the SEMCOG traffic count database, using the Oakland County Sydney Coordinated Adaptive Traffic System (SCATS), and a tube traffic volume counter to evaluate the existing traffic volumes along S. Williams Lake Road, Cooley Lake Road, and Elizabeth Lake Road. The latest traffic counts present in the SEMCOG database were from 2015-2021, the SCATS data was collected on December 8 and 9, 2021. The tube traffic volume counter collected data on July 8, 2021. The study also calculated the anticipated quantity of additional traffic generated by the site and compared it with potential traffic generated by the site, should it remain zoned agricultural (AG).

We have reviewed the analysis; the methodology is in line with standard practices, and the findings are supported by the data provided. Based on data from the Multi-Family (Low Rise) section of the 10th edition of the "ITE Trip Generation Manual", the additional daily trips are 400 trips per day. Additionally, 26 AM Peak Hour trips per day and 32 PM Peak Hour trips per day are anticipated to be added to the existing traffic volumes. Based on the White Lake Zoning Ordinance, the number of daily trips generated by the site falls below the minimum thresholds for requiring either a Traffic Impact Assessment (500-750 daily trips) or a Traffic Impact Study (750+ daily trips). Therefore, the study asserts that the development will have no negative impact to traffic operations on the surrounding roadway network.

The study also evaluated the need for turn lanes or tapers at the proposed site drive. Due to the existing center left turn lane on Williams Lake Road, it was determined a passing lane on the east side of Williams Lake Road is not warranted. Based on the volume of traffic on Williams Lake Road and the low number of anticipated right turns into the development, it was determined that a right turn deceleration lane or taper is also not



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warranted. However, the Road Commission for Oakland County (RCOC) often requires right turn tapers on developments of this nature along their roadways. An RCOC permit will be required prior to construction. If you have any questions, please feel free to contact to me.

Respectfully,
DLZ, Inc.

Leigh Merrill, P.E.
Project Manager

Cc: Michael Leuffgen, P.E., DLZ *via email*
Justin Quagliata, Community Development *via e-mail*
Hannah Micallef, Community Development *via e-mail*
