

MINUTES

AUG 15 1989

APPROVED

Tuesday, July 18, 1989

REGULAR MEETING of the ROCHESTER HILLS PLANNING COMMISSION was held at the City Municipal Building, 1000 Rochester Hills Drive, Rochester Hills, Oakland County, Michigan.

The Meeting was called to order by Chairperson Gallopoulos at 7:30 p.m.

Roll Call - Present: Scot Beaton, Sandra Bonkosky, Norman Hunstad, James Morrison, Eugene Nowicki, Arlene Rampson, George Sadowski, Nicholas Gallopoulos

Absent: Charles Vigor

Quorum Present.

Others Present: Patricia Goodwin, Planning Director
Jeffrey Cohee, City Operations Coordinator
Richard Wolsfeld, P.E., BRW, Inc.

It is recorded there were no communications.

Presentation of Traffic Study and Comprehensive Transportation Plan for adoption.

The Chair stated the additional information requested by the Commission during the public hearing on the Thoroughfare/Traffic Plan was provided by Mr. Cohee along with his memo dated July 12, 1989. He would like to review the City Council's recommendations as the Commission has been instructed by Legal Counsel to seek input from the City Council before adoption of the Plan, and the recommendation was provided to the Commission in the form of minutes of the May 24, 1989 City Council meeting that were attached to the agenda.

The Chair stated that after review of the recommendation, the Commission will then be ready to vote on adoption, or non adoption, of the proposed plan. He recognized that there was a good attendance of persons in the audience, including members of the Citizens Advisory Committee, and he emphasized that this was not a public hearing so he will not entertain extensive comments from the audience. The meeting is for the Planning Commission to take into consideration the findings of the public hearing, the recommendations from City Council, which came after lengthy deliberation, and any additional information. If time allows, he will take brief comments from the audience.

Chairperson Gallopoulos then gave the floor to Mr. Cohee. Mr. Cohee described the four areas of additional information requested by the Commission during the public hearing on April 25. The first was a request for aerial photographs of specific areas on Livernois to show the proposed right-of-way and road widening as it pertains to individual structures and properties along the road.

Mr. Cohee said information was provided on the map at the back of the room with specific right-of-ways shown on both sides of Livernois and also Adams Road along the entire length of the area of the two roads that would be improved to 4-lane residential boulevards. The map also shows addresses of structures that would be in proximity to the 120 foot right-of-way needed for the residential boulevard. The aerial photographs indicate no structures within the 120 foot right-of-way with the possible exception of one home on Livernois and the party store at the southwest corner of Adams and Auburn, that is in Auburn Hills.

Mr. Cohee said the historical information requested for the planning of the right-of-way on Adams Road around Oakland University was provided with the members' agenda. Basically, the planning for the right-of-way of Adams was 204 feet for a boulevard bordering Oakland University on the west and extending to M-59, which was part of a concept that included a 204 foot right-of-way circling the entire university grounds. This concept was amended by the Oakland County Road Commission with the concurrence of the

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City (then Avon Township), Pontiac Township and Oakland University in the late 70's and replanned at a 120-foot right-of-way. The new right-of-way was shown in the Major Thoroughfare Plan included in the Master Plan that was adopted in 1986.

Mr. Cohee stated information was also provided on plans for a collector road around the central business district in the City of Rochester. He described three different plans, the first being completed in 1955 with a bypass road starting at Rochester Road south of the river and railroad tracks. The 1964 Avon/Rochester Master Plan did not depict the road, and the third plan adopted in 1969 again showed the need for the collector road around the central business district.

Mr. Cohee concluded by stating the City Council did address all the items the Commission asked them to, and they passed resolutions supporting or not supporting various aspects of the Transportation Plan.

Responding to questions from the Commission, Mr. Cohee stated that the lines drawn on the diagram for Livernois show the existing right-of-way, parcels with 33 feet of right-of-way are generally acreage parcels, and where the right-of-way is less than 120 feet, additional right-of-way would have to be acquired on one side or both sides of the road. The City or agency having jurisdiction over the road will try to obtain the land as a gift; however, in cases where the property owner refuses to dedicate the land as a gift, compensation would be made. If an owner refuses to sell, the property would be condemned for acquisition and a court decides the value of the property.

Member Beaton stated that as a member of the City Council, he made a motion to prioritize the widening of Rochester Road over Livernois Road and the motion failed. He asked Mr. Cohee for his opinion on which road he would prefer to see widened first.

Mr. Cohee replied that he would have to take into consideration the facts that both roads will be very expensive to widen because of right-of-way acquisition and construction costs, and both roads would be improved through funds that will come from other agencies or programs outside the City. He indicated that the availability of funds would dictate which road gets widened first, and he was skeptical that either road would be widened in its entirety all at one time. Mr. Cohee said it would be a long time before Rochester Road would be funded for improvement if the State follows the program they suggested to the City as being an acceptable one to them and that is, the City would have to acquire the rights-of-way.

Mr. Beaton further asked Mr. Cohee if he felt it is more important to acquire the right-of-way from Livernois or from Rochester. Mr. Cohee replied that both are important, and if Mr. Beaton was looking for his choice, he could not make that choice because he would have to look at what funding was available through different programs and what roads would qualify for the funding.

The Chair added that it was difficult to prioritize the widening of one road over the other because the City does not have full control over the matter, and he views Mr. Beaton's insistence on prioritizing as a mechanism by which the road widening issue becomes tied up in an effort to keep Livernois from being widened.

Member Beaton responded that he was trying to send a message to the County and State that we have a critical problem on Rochester Road that has to be fixed, and it has to be fixed before they fix any problems on Livernois Road except for the Campus Corners situation in front of the high school which should be addressed immediately as a safety improvement. Mr. Beaton was adamant that Rochester Road should be improved before any other road.

Member Rampson stated that the City must consider the cost of acquiring rights-of-way on both roads as Rochester Road rights-of-way must be much more expensive than rights-of-way on Livernois. The cost of four miles of right-of-way on Livernois, for example, might be comparable to one mile on Rochester Road.

Member Beaton quoted the views of Councilperson Glass contained in the minutes of the May 24 meeting wherein she voted against a motion because she felt there are people on the council who are willing to build any road if the money is forthcoming without regard to the need or a well thought-out plan for that road. Further, he said, she has a philosophical problem with the widening of Livernois and constructing another interchange at Livernois because it would be creating another unsafe situation and a traffic hazard.

Mr. Beaton said he concurs with her views, that before the City spends a million of taxpayers' dollars for an interchange at Livernois and M-59, they should be spending taxpayers' dollars on making Rochester and M-59 a full diamond intersection. Instead of purchasing residential right-of-way on Livernois, they should purchase commercial right-of-way before it gets even more higher in cost.

The Chair responded to Mr. Beaton, stating that these opinions were his and Ms. Glass but not necessarily everyone else's opinion. He said the City spent thousands of dollars to hire a competent firm to do a traffic study, they established a traffic advisory committee populated by residents of the City selected to represent different areas and interests, these people spent many hours in deliberation of all the various problems facing the City as far as traffic is concerned, and they came up with what they thought was the best compromise to satisfy the varying opinions and desires of the citizens of Rochester Hills without completely caving in to the demands of some or other minority.

Continuing, Chairperson Gallopoulos said he does not agree with the plan because he strongly feels that all the roads should be widened, but he recognized there are people with different opinions and different reasons, and this compromise presented to the Commission was arrived at by experts in the area after careful consideration of all the facts and all the opinions, and for them (himself, Mr. Beaton and Ms. Glass) to stand back and, without expertise and knowledge, to make specific proposals about every minute detail of the plan is ridiculous.

Member Nowicki alluded to the letter from Legal Counsel addressed to the Planning Director where Mr. Ternan indicated that any road improvement would have to be approved by City Council. For this reason, Mr. Nowicki said, he did not think any restrictions should be put on the traffic plan because any improvements must go to Council and they can set the priorities. If restrictions are placed on the plan, available funds may have to be passed up, and then nothing will get accomplished. Mr. Nowicki said it is the Commission's responsibility to adopt the plan and let Council determine what the priority will be at a later time.

Member Morrison stated that there is a need to move the discussion, and in the agenda packets there was a suggested motion for adoption of the plan. He realized and concurred with the Chairperson that this was an imperfect world but the motion tells them what they have to do and why they are doing it, and it is appropriate that the motion be out front as a matter of introduction.

MOTION by Morrison, seconded by Nowicki,

WHEREAS, Act 285 of the Public Acts of 1931 (Municipal Planning Act), as amended, requires the municipal planning commission to prepare and adopt a master plan for the physical development of the municipality; and

WHEREAS, the City of Rochester Hills Code of Ordinances, Chapter 2-07 established a City Planning Commission with all the powers, duties, and functions set forth in the Municipal Planning Act; and

WHEREAS, the city transportation plan is an important element of the city master plan; and

WHEREAS, the "Traffic Study and Comprehensive Transportation Plan" ("the Plan") has been prepared by the Citizens' Advisory Committee in consultation with the transportation consulting firm of BRW, Inc., the City's

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professional staff and other transportation agencies involved with the City's road system; and

WHEREAS, the Plan has been developed in consideration of projected future traffic volumes and travel demand on the City's road system which have been derived from extensive information and data that have been collected and used to make projections of future growth and development in Rochester Hills and surrounding communities; and

WHEREAS, the Plan is further based on established criteria and policies relative to preserving community character and the natural environment, and strategies to intercept and divert through-traffic originating outside the City while accommodating local traffic and facilitating a reasonable level of service on the City's roadways in the future; and

WHEREAS, input and comments have been received from many sources including citizens, the City Council, and other public agencies and surrounding communities regarding future traffic projections, transportation issues, goals and objectives, alternative plans, and priority improvement projects for the 20-year transportation plan; and

WHEREAS, the Planning Commission held a public hearing in accordance with the Municipal Planning Act on April 25, 1989 and received extensive public comment; and

WHEREAS, the general public, the City administration, and other public agencies need to know the policies that the Planning Commission intends to use to guide the development of the City's transportation system; and

WHEREAS, the Plan provides a comprehensive and well defined program for improvement of the City's transportation system to meet the needs of the community for the foreseeable future; and

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Rochester Hills does hereby adopt the Traffic Study and Comprehensive Transportation Plan for the City of Rochester Hills, together with all subsequent changes made by the Planning Commission until and on the date of this Resolution, and that the Major Thoroughfare Plan element of the current Master Land Use Plan is superseded by the Traffic Study and Comprehensive Transportation Plan.

BE IT FURTHER RESOLVED, that the adopted Plan in its final form shall be attested to and transmitted to the City Council of the City of Rochester Hills, the Oakland County Register of Deeds, the Oakland County Planning Commission, the Oakland County Road Commission and the Michigan Department of Transportation.

Discussion:

Member Bonkosky suggested that the Commission review the six items that were referred to the City Council for the results of their findings and motions.

Member Morrison said there is a motion on the floor, and if discussion becomes rigorous, it would be appropriate that a motion to amend the resolution be introduced.

1) The impact of the widening of Livernois. The first motion that Rochester Road be widened to a six-lane boulevard prior to the widening of Livernois and construction of a new interchange at Livernois and M-59 was defeated. A following motion that Council agrees with the widening of Livernois with the understanding that, where possible, Rochester Road improvements be pursued as a higher priority; however, Council does not desire the setting of said priority to deter the improvement of Livernois, was carried by a vote of four to three.

Member Rampson asked if the Chair was looking for a resolution from the Commission for each of these items. The Chair said no, he was reviewing Council's motions to make sure the Commission understands Council's desires on each of the items.

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2) The possible use of Van Hoosen Jones Cemetery property in the City of Rochester's portion of the plan concerning the extension of a road from Sheldon to Second Street. The motion for opposition to the request was carried unanimously.

3) The interchange at Livernois and M-59. A first motion that the interchange at Livernois and M-59 be included in the plan but placed at a lower priority than other improvements recommended for immediate implementation as soon as funding is available, was defeated by a vote of four to three. A second motion was made on the same matter that the interchange at M-59 and Livernois be eliminated from the plan, and that the Planning Commission request from BRW alternatives that could be considered if the interchange is deleted. The motion was also defeated by four to three.

The Chair said the statement by Member Baron under discussion is pertinent, that the vote on the aforementioned motion will send a message to the Planning Commission that there is one group that wants to widen Livernois and include the interchange, and there is another group that does not. Mr. Baron felt it was unnecessary to adopt another motion to indicate Council preference.

4) The lack of widening Adams Road. The motion that Council concurs with the presentation in the plan for the treatment of Adams Road in terms of not widening those sections of Adams located south of Auburn and north of Hamlin passed unanimously.

5) A traffic control island on Tienken at Sheldon. The motion to not consider in the plan a traffic control island on Tienken at Sheldon to preclude northbound traffic from the Sheldon Road extension going through a residential neighborhood was carried unanimously.

6) The paving of Hamlin Road, from Rochester to Dequindre, become a priority to be considered within the next 2 to 5 years. The motion that the paving become a priority to be considered within the next one to five years passed unanimously.

The Chair then reviewed Council's motions of concurrence or non-concurrence on eight major areas of the report.

1) Five transportation system policies described on Pages 49 through 57 of the Report. A motion of concurrence was carried unanimously.

2) Five priority transportation improvement projects listed on Page 52 of the Report. A motion of concurrence was passed by a vote of four to three.

3) Three improvement projects that were considered and rejected by the Citizens Advisory Committee as priority projects listed on Page 55 of the Report. A motion of concurrence with rejection of the three projects was passed unanimously.

4) Recommended Functional Classification System on Figure 33, Page 59 of the Report. A motion of concurrence with the understanding that the Sheldon Road portion would not be shown as a minor arterial road which includes the intent of the Sheldon Road portion of the ring road tie-in, was carried by a vote of four to three.

Member Hunstad asked for clarification of the motion.

Mr. Cohee stated that he discussed a proposed language change to the text of the plan with Mr. Wolsfeld this afternoon as a result of this motion, and he asked Mr. Wolsfeld to read the new wording as it would clarify the intent of Council on this matter.

Councilperson Snell added that the intent was that Sheldon Road would not become part of the ring road as it was being depicted, and the desire was that if Sheldon was shown as an arterial road, that would tend to suggest that it would carry more traffic than desired.

Mr. Wolsfeld said on Page IX, the summary currently says that the two documents for Rochester Hills and Rochester's plans are the same except for the cover page and the title, and they propose to add the following language:

"The one exception to this is Sheldon Road. The City of Rochester desires to have Sheldon Road constructed south of Tienken to connect to Second. The plan would be to functionally classify the road as a minor arterial. The City of Rochester Hills does not desire to have Sheldon Road constructed south of Tienken Road through the cemetery. Since the roadway in question is located in the City of Rochester, the functional classification system shows the roadway as per the action of the City of Rochester".

Mr. Wolsfeld stated that the paragraph before this shows that the City of Rochester has the improvements to Main Street and the construction of the Sheldon Road extension. In terms of relating the two plans, they are the same with the exception of the Sheldon Road issue. He said the difference of opinion could be added to Page VII under Paragraph 3. The Chair stated he would prefer to have it included on Page VII.

In discussing the added paragraph, Member Nowicki noted that this would leave the ring road as a dangling situation in the City of Rochester unless they change their plan. Mr. Wolsfeld concurred.

Member Hunstad said if the City of Rochester puts the road through the cemetery, then it is within the City of Rochester so it would bring it up to the intersection of Sheldon and Tienken. The part of Figure 33 that should be corrected to be in line with the paragraph that was suggested would be to eliminate the minor arterial classification of Sheldon Road north of Tienken.

5) Recommended Roadway Jurisdiction on Figure 34, Page 60 of the Report. The motion that it not be incorporated into the plan was carried by a vote of six to one. A motion followed that recommended that the current road jurisdictions in the City of Rochester Hills be substituted in its place except as it relates to Auburn Road that the plan show the jurisdiction of Auburn as a county road instead of a state road, and the motion carried unanimously.

Member Morrison asked for clarification on what was the purpose of the change and how did Auburn Road get to where it presently is.

Mr. Wolsfeld said presently Auburn Road is a State trunk highway and a leftover since M-59 was constructed. The concept would be that since Auburn Road is a lower level arterial roadway, it is more appropriate under County jurisdiction.

Mr. Cohee stated that the Citizens Committee, based on the advice of the Consultant's Staff, came up with a roadway jurisdiction of the entire City that reflected the use of the roadways and appropriate jurisdictions. They felt that even though current jurisdiction would continue for some time, eventually there would be improvements made to the roadways that would cause negotiations to transfer jurisdictions.

Member Sadowski asked if there was any action on releasing Auburn Road from the State to the City. Mr. Cohee replied that Auburn Road was discussed for turnback between the County and State for many years, and the County basically said they were not interested in receiving Auburn Road unless it is improved to take care of existing safety problems and handle the capacity that is anticipated in the foreseeable future. The State said they do not have the funds so there is a stalemate between the County and the State about turnback. Currently, the City will enter into a contract with the State to provide an overlay for Auburn Road in its entire length from Adams to Dequindre and pave the shoulders.

6) Typical geometric cross-section for Major Arterial Four-lane Residential Boulevard on Figure 36, Page 64 and for Minor Arterial on Figure 37, Page 65 of the report. A motion of concurrence was approved unanimously for Figure

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36 on Page 64. Another motion concerning Figure 37 on Page 65 was carried by a four to three vote.

7) Implementation Staging (Planning, Design and Construction) on Figure 38, Page 73 of the report. The motion carried by a four to three vote after two subsequent motions for amendment to move the widening of Livernois Road to the 10 Year+ bracket failed for lack of support.

8) Adoption of the plan. The motion for adoption carried by a vote of five to two.

The Chair summarized Council's actions:

1) The Commission was left in a quandary on the M-59/Livernois interchange. No direct input was given by the Council as they had mixed feelings.

2) The Commission was given an opportunity to act concerning Hamlin Road from Rochester to Dequindre and make it a priority to be considered within 2 to 5 years, and that would be a change from what is currently in the plan as it is now slated for 6 to 10 years.

3) The change of jurisdiction of Auburn Road was recommended.

4) The change of the classification of Sheldon Road was recommended.

Member Hunstad proposed an amendment to the resolution to adopt all the recommendations proposed by City Council at their meeting on May 24, 1989, specifically: (1) that a revision be made to Figure 33, Page 59, to delete the depiction of Sheldon Road as a minor arterial; (2) that road jurisdictions depicted on Figure 34, Page 60, not be incorporated into the plan; and (3) that the staging for the improvement of Hamlin Road to a two-lane roadway with turn lanes from Livernois to Dequindre as depicted on Figure 38, Page 73, be changed to 1-5 years.

In the following discussion, the Chair pointed out that the Commission gave consideration to the discussion that took place at the City Council, and they essentially are responding to all their recommendations, but specifically to the three items suggested by Mr. Hunstad.

Mr. Cohee said he was assuming that the Commission is designating Sheldon Road as a collector road. Member Morrison said he would not accept that because there is no description of a collector road in the plan on Page 59, Figure 33. Mr. Cohee said it is provided in the right-of-way plan for the City that is included in the transportation plan. There is a definition for a collector road in the text of the plan, and Sheldon as a collector road will be planned as an 86 right-of-way instead of a 120 foot right-of-way.

Regarding the interchange at M-59 and Livernois, Member Beaton stated that Council, by their actions, was making the interchange a very low priority as it is a low priority for the State because of its proximity to Crooks Road and Rochester Road.

Member Hunstad stated that as a practical matter, with money being as short as it is, the priority situation of the interchange will take care of itself automatically. A new interchange at that location will be very costly and by leaving the plan as is, it remains open for any funding that may become available; however, from a practical standpoint, a new interchange is probably decades off.

Member Beaton asked if the Commission wanted to delete the interchange completely from the plan.

Member Bonkosky said she prefers to leave the plan as is because the interchange remains an option that may become available as Mr. Hunstad said.

The Chair said another reason is that if they start picking at each item out of the plan and including or excluding it, then they no longer have a plan but an assemblage of opinions and preferences that taken together may not do any of the things they set out to do.

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Member Nowicki noted that the Traffic Study and Comprehensive Transportation Plan is reviewed every five years, and as a resident in the City for over thirty years, he has seen about three different master plans and the changes that occurred. He said that in the next five years, they will see how much of the plan will be implemented. He did not believe that any major portion of it will be implemented in the next five years.

Member Beaton stated that leads him to the suggestion that for the next one to five years, they downgrade Livernois Road to a minor arterial, and if in the next five years it needs to be made into a major arterial, they can then change the plan.

Member Rampson asked for clarification on the difference between a major arterial and a minor arterial roadway. Mr. Wolsfeld replied that the difference is found on Figure 4, Page 11, which describes the characteristics of minor arterials and major arterials, and there are 12 different characteristics, such as, the width of the road, traffic volume, connections, speed limit, parking prohibited or not, how much land access, how it relates and interfaces with other parts of the system, the length of trips it carries and where they are located.

Member Rampson said if Livernois is downgraded from a major to a minor arterial, as development occurs, the City will not be able to ask for the amount of right-of-way that should be available. If at a later time the road is designated as a major arterial, the City may have lost the opportunity to gain right-of-way at a relatively low expense.

The Chair said another problem is there are people who do not want to believe the traffic flow figures that show the roads are inadequate and that we need to do something about them. The problem is not going to go away.

Mr. Beaton said the traffic count for the year 2005 shows 50,000 cars for Livernois between Avon and Hamlin, and the traffic count for Rochester Road for the same area is 45,000. It appears the plan calls for more cars on Livernois than Rochester, and he did not feel comfortable with that. He said the plan is also riding on verbal commitment in building a principal artery through Oakland Township; if this does not happen, all the car counts will change.

Mr. Cohee said they did not discuss an east/west artery with Oakland Township at this time. If the plan is adopted, the City will then start discussions with Oakland Township and other agencies that should be involved in the building of such roadway.

Member Morrison said he shared a number of concerns expressed this evening. The traffic count on Livernois is higher than Rochester Road; however, if Livernois Road is taken out of the plan, these 50,000 transits will go someplace. If the City does not plan for relief and provide the leadership that is expected, we are telling people who worked long and hard on the project they wasted their time, and their work has been for naught.

Member Beaton said he admired the work of the committee on the plan and of BRW, he only wished there was a better solution for Livernois Road, and he has not seen that happen.

Mr. Wolsfeld said on Appendix G where Mr. Beaton was referencing the 50,000 traffic figure, the number on the north end of Livernois between Tienken and Mead drops to 20,000. This assignment assumed that Livernois was extended all the way to Orion. After the draft of this report and the public hearing, the Commission took the link of Livernois to Orion out of the plan. They never reran the traffic forecasts on the assumption the connector was not there. But, he said, there would never be 20,000 cars on Livernois if they did not have the connection to Orion; there would be approximately half the traffic count for Livernois as traffic would shift back to Rochester. He said once the plan is fixed, they will rerun the numbers one last time and the numbers will certainly change.

Member Bonkosky said she was not aware of any other items to be covered so she would call the question.

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The Chair said at the beginning of the meeting he did say he would allow the audience an opportunity to speak if there was time, so he would like to open the floor to anyone who wished to address the Commission at this time before the vote was taken on the motion.

Mr. Alan Druschitz, 3450 Vardon, said he has one problem with the motion; the motion as it was read becomes the policy of the Planning Commission, and nowhere in the motion does it mention safety. He said he got the impression that the concern of the Commission and the Road Study is traffic capacity and not safety. The motion should include a very clear statement regarding the Commission's concern for safety so the correct message is given to the Michigan Department of Transportation.

Mrs. Hope Sadowski, 837 John R, asked Mr. Beaton, as a councilman and representative of District 4, would he refuse to vote on accepting funds for the improvement of Livernois if his wishes for Rochester Road were not implemented.

Except for the section in front of the high school, Mr. Beaton said the answer is yes. Mrs. Sadowski then stated that is very irresponsible.

Mrs. Pat Zorn, 3535 S. Livernois, said she would like the Planning Commission and City of Rochester Hills to take into consideration that there are people living on Livernois and many of them will be terribly inconvenienced by the plan. Mr. Beaton asked Mrs. Zorn if she would support a center lane down Livernois. Mrs. Zorn replied that Livernois will probably need to be widened but she would prefer to see three lanes.

Member Morrison said regarding Mr. Druschitz' comments, the motion is that of adopting the proposed plan as part of the master land use plan, and the discussion has a lot to do with capacity, and capacity has a lot to do with safety. The concern expressed is well received and we have, through the employment of the traffic consultant, and with the City Staff, Planning Commission and City Council, stressed safety very heavily. Mr. Morrison spoke of the bike paths as being a safety feature and of the people who have worked long and hard to promote the safe use of roads and bikepaths in the city. He said there isn't a person in this room who would sacrifice safety for a couple of bucks.

Member Beaton asked one more time if the maker of the motion would consider an amendment to downgrade Livernois Road to a minor arterial for the first one to five years of this plan, but still acquire rights-of-way of 120 feet because the plan does allow a 120 foot right-of-way for a minor arterial roadway.

Member Morrison, as maker of the motion, denied the request for an amendment by Member Beaton and said he would only accept the amendment proposed by Member Hunstad.

Member Bonkosky called the question on the amended motion.

MOTION by Morrison, seconded by Nowicki,

WHEREAS, Act 285 of the Public Acts of 1931 (Municipal Planning Act), as amended, requires the municipal planning commission to prepare and adopt a master plan for the physical development of the municipality; and

WHEREAS, the City of Rochester Hills Code of Ordinances, Chapter 2-07 established a City Planning Commission with all the powers, duties, and functions set forth in the Municipal Planning Act; and

WHEREAS, the city transportation plan is an important element of the city master plan; and

WHEREAS, the "Traffic Study and Comprehensive Transportation Plan" ("the Plan") has been prepared by the Citizens' Advisory Committee in consultation with the transportation consulting firm of BRW, Inc., the City's professional staff and other transportation agencies involved with the City's road system; and

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WHEREAS, the Plan has been developed in consideration of projected future traffic volumes and travel demand on the City's road system which have been derived from extensive information and data that have been collected and used to make projections of future growth and development in Rochester Hills and surrounding communities; and

WHEREAS, the Plan is further based on established criteria and policies relative to preserving community character and the natural environment, and strategies to intercept and divert through-traffic originating outside the City while accommodating local traffic and facilitating a reasonable level of service on the City's roadways in the future; and

WHEREAS, input and comments have been received from many sources including citizens, the City Council, and other public agencies and surrounding communities regarding future traffic projections, transportation issues, goals and objectives, alternative plans, and priority improvement projects for the 20-year transportation plan; and

WHEREAS, the Planning Commission held a public hearing in accordance with the Municipal Planning Act on April 25, 1989 and received extensive public comment; and

WHEREAS, the general public, the City administration, and other public agencies need to know the policies that the Planning Commission intends to use to guide the development of the City's transportation system; and

WHEREAS, the Plan provides a comprehensive and well defined program for improvement of the City's transportation system to meet the needs of the community for the foreseeable future; and

WHEREAS, the Planning Commission adopts all the recommendations proposed by City Council at their meeting on May 24, 1989, specifically: (1) that a revision be made to Figure 33, Page 59, to delete the depiction of Sheldon Road as a minor arterial; (2) that road jurisdictions depicted on Figure 34, Page 60, not be incorporated into the plan; and (3) that the staging for the improvement of Hamlin Road to a two-lane roadway with turn lanes from Livernois to Dequindre as depicted on Figure 38, Page 73, be changed to 1 to 5 years;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Rochester Hills does hereby adopt the Traffic Study and Comprehensive Transportation Plan for the City of Rochester Hills, together with all subsequent changes made by the Planning Commission until and on the date of this Resolution, and that the Major Thoroughfare Plan element of the current Master Land Use Plan is superseded by the Traffic Study and Comprehensive Transportation Plan.

BE IT FURTHER RESOLVED, that the adopted Plan in its final form shall be attested to and transmitted to the City Council of the City of Rochester Hills, the Oakland County Register of Deeds, the Oakland County Planning Commission, the Oakland County Road Commission and the Michigan Department of Transportation.

Ayes: Bonkosky, Hunstad, Morrison, Nowicki,
Rampson, Sadowski, Gallopoulos

Nays: Beaton

Absent: Vigor


Motion Carried

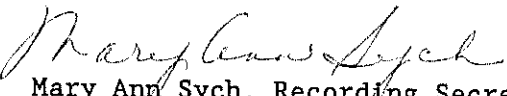
Member Beaton said the reason he voted no was best expressed by Councilman Glass and he quoted her comments from the City Council meeting, as follows: "Member Glass said she appreciates all the work that went into this plan and all the time spent by the Citizens Advisory Committee and everyone involved. Ms. Glass said her vote this evening is not an indication that she believes it to be a totally bad plan; it is more reflective of the individual changes that she would have liked to have seen made. Ms. Glass said she would hope the length discussion held will make that clear when it goes before the Planning Commission, and that her vote will not be seen as an indictment of the entire plan". He concurred with her viewpoint.

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Adjournment

Upon motion by Nowicki, supported by Bonkosky, for adjournment of the meeting, the Chair declared the meeting adjourned at 9:30 p.m.


Nicholas E. Gallopoulos, Chairperson
Rochester Hills Planning Commission


Mary Ann Sych, Recording Secretary

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