

# CLINTON TOWNSHIP PLANNING COMMISSION

## REPORT OF MEETING

MAY 28, 2009

**PRESENT:** Kirkanne Moseley, Chairperson  
Ron DiBartolomeo, Vice-Chairperson  
Denise C. Trombley, Secretary  
Stephen Charron  
Fred Gibson  
Timothy Grajewski  
Peter Henderson  
Ken Pearl

**ABSENT:** Ernest Hornung (Excused)

**STAFF:** Carlo Santia, Director  
DEPARTMENT OF PLANNING AND  
COMMUNITY DEVELOPMENT

Ms. Moseley called the meeting to order at 6:30 p.m.

### APPROVAL OF AGENDA

Motion by Mr. Pearl, supported by Ms. Trombley, to approve the agenda as submitted.  
Roll Call Vote: Ayes – Pearl, Trombley, Charron, DiBartolomeo, Gibson, Grajewski, Henderson, Moseley. Nays – None. Absent – Hornung. Motion carried.

### **22.526 ACRES OF LAND FRONTING THE NORTH LINE OF 18 MILE ROAD, EAST OF HAYES ROAD (SECTION 7)**

- **REVISED SITE DEVELOPMENT PLAN FOR CAMBRIDGE SQUARE  
CONDOMINIUMS – PHASE I**
  - **FILE #08-4939: PETITIONED BY CAMBRIDGE SQUARE I  
ASSOCIATION**
- 
- REPRESENTED BY DAVID PELTIER**

Pertinent correspondence was read and entered into the record.

Mr. David Peltier, representing Cambridge Square I Homeowner's Association, explained that they would like to propose the same revision that was just incorporated in Phase II and that is the removal of the interior sidewalks. He noted it has cost them \$250 per square to replace, and they spent \$28,000 the first time in the process of replacing

sidewalk sections and filling cracks. The sidewalk needs to be redone, but they would like permission to have it taken out without replacing it. They have voted on this as a homeowner's association, have taken bids and are ready to sign the contract if it meets with the approval of the Township. He replied to inquiry that there is one boy who resides on Glenleven and two teenagers also in the development.

Motion by Ms. Trombley, supported by Mr. Henderson, with reference to File #4939 and application from Cambridge Square I Association, c/o TH Management Consultants, 1607 E. Big Beaver #150, Troy, Michigan 48083, as represented by David Peltier, 41423 Redmond Court, Clinton Township, Michigan 48038, concerning the proposed revised site development plan for Cambridge Square Condominiums-Phase I, located fronting the north line of 18 Mile Road, east of Hayes Road (Section 7), that recommendation be forwarded to the Clinton Township Board for approval of the revised plans as submitted. Roll Call Vote: Ayes – Trombley, Henderson, Charron, DiBartolomeo, Gibson, Grajewski, Moseley, Pearl. Nays – None. Absent – Hornung. Motion carried.

**GRATIOT AVENUE ACCESS MANAGEMENT STUDY**  
**-- PRESENTED BY MACOMB COUNTY DEPARTMENT OF PLANNING**  
**AND ECONOMIC DEVELOPMENT**

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Mr. John Paul Rea, Associate Planner for the Planning and Environmental Services Group, and Mr. Robert Kramer, LSL Planning and a member of the consulting team, made a presentation on the Gratiot Avenue Access Management Study.

Mr. Rea explained that they are beginning community outreach to all communities involved, seeking more information and input. He indicated that over the next four months, they will be formulating a draft.

Mr. Robert Kramer stated that LSL Planning was hired by SEMCOG to do this study. He explained that the Gratiot Avenue corridor extends 26 miles, from 8 Mile Road north to Richmond, and they have divided the north and south portions, using M-59 as the dividing line. Clinton Township, Mount Clemens, Roseville and Eastpointe comprise the southern portion and are being referred to as the "South Gratiot Corridor Communities". The first four chapters of the study will be the same for each of the communities; however the fifth chapter that will be provided to each community is different, based on specific characteristics of Gratiot in that community. Mr. Kramer advised that the purpose of this study is to evaluate and improve traffic patterns and flow. They want to avoid the costly improvements of adding lanes, and some of the issues they are finding are poor driveway geometrics, spacing, crash problems and congestion. He added that the more driveways there are, the more opportunities there are for crashes. The study will consist of a master plan but also possible zoning ordinance amendments for the future. Each community will vary because some want an overlay district, while others want more control within their boundaries. He stressed that standards such as spacing and reducing the number of driveways will be consistent throughout.

Mr. Kramer reviewed the benefits of access management:

- Improve safety: Reduce crashes
- Capacity Improvement: Traffic Flow
- Walkable/Transit: Reduce conflicts
- Aesthetics: Increase Landscaped Areas
- Business Vitality: Improve Roadways
- Preserve Investment: Very Cost Effective

Mr. Kramer added that another technique is to require shared accesses, which makes travel safer for motorists so they can access multiple businesses without going back out onto Gratiot Avenue.

Mr. Kramer explained that as a basis for their studies, they used the MDOT Access Management Guidebook, published by MDOT in 2001-2002. They are also utilizing numerous studies conducted in other states and the experience and input from many Michigan communities.

Mr. Kramer noted that there are recommended distances between access points based on the posted speed and other factors, and may also be adjusted based upon existing conditions. He reviewed the standard MDOT spacing guidelines as follows:

<b>MILES PER HOUR</b>	<b>SPACING GUIDELINES (IN FEET)</b>
30	185
35	245
40	300
45	350
50	455
55	455

He noted that these are not always practical based on road widths but these are the goals. He added that even if they get halfway to the plan, they will realize a reduction in crashes.

Mr. Kramer reviewed the benefits of sharing access:

- Connects Parking Lots
- Provides Opportunities for Shared Driveways
- Promotes Patronage of Adjacent Businesses
- Can Be Applied to New Development

Mr. Kramer reviewed some of the goals of median breaks:

- Offset of opposing driveways and median crossovers/breaks
- Sufficient Weaving Distance
- Reduces Crash Potential and Crashes

The following was discussed as “Non-Motorized and Transit Considerations”:

- Plan for walkability, including sidewalks within ¼ mile of commercial centers or connection to regional trail system.

- Plan for future transit by connecting sidewalks to transit stops and communicate with regional transportation authorities.

Mr. Kramer explained that they conduct a “Crash and Traffic Analysis” to determine which sections have the highest crash rate. They will comprise various types of recommendations, including consolidating closely spaced driveways, connecting parking areas, providing front or rear service drive connections, driveway alignment of future development, intersection improvements, geometric design of driveways and parking, and integrate non-motorized transit. He added that the site plan review process would trigger a lot of these applications, and if site plan review is not required for a site, it may not be brought into compliance. He noted some of the local initiatives would include partnership with the Downtown Development Authority (DDA), and coordination of road projects between the various road agencies and private property owners.

Mr. Kramer distributed maps and explained how to read them, citing various examples. He discussed the zoning ordinance and how this would apply. The Township would need to look at new construction, expansion of an existing development or a change in use as a possible time to apply these requirements. He added they would need to consider when flexibility should be allowed, and who would have the authority to grant that relief, such as the Board of Appeals. Mr. Kramer informed that their goal is to have this Access Management Plan done by the end of September 2009. He noted that they held two separate workshops, one for the north end and one for the south end, on March 30<sup>th</sup> and 31<sup>st</sup>, and there were 70 people in attendance for the south end workshop.

Mr. Santia inquired as to whether anyone from Clinton Township was present at that workshop.

Mr. Kramer responded that he was not sure exactly who was in attendance or whether they were from Clinton Township, but they could check the sign-in sheet to verify.

Mr. Pearl inquired as to how this would affect the Township’s Master Plan.

Mr. Kramer explained this can be done before or in concert with the Master Plan, but they need to decide what they want to do. Mr. Kramer indicated that the Roseville and Eastpointe are adopting Master Plans so they will be addressing this quicker.

Mr. Henderson noted that one of the suggestions made in this study is to vacate Iroquois. He inquired as to whether this street is under the jurisdiction of the Road Commission of Macomb County.

Mr. Santia replied the Township would support that recommendation and he felt it is a good idea.

Mr. Kramer felt it would be good to “get the County onboard” to vacate Iroquois.

Ms. Moseley thanked Mr. Kramer and Mr. Rea for their presentation tonight.

**DISCUSSION ON NEXT MEETING AGENDA**

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Mr. Santia advised that, at this point, there are no items for the next meeting so it will most likely be canceled.

Ms. Trombley noted that if there is a meeting, she will not be in attendance and requested to be excused.

**ADJOURNMENT**

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Motion by Mr. Grajewski, supported by Mr. Charron, to adjourn the meeting. Motion carried. Meeting adjourned at 7:17 p.m.

Respectfully submitted,

Denise C. Trombley, Secretary  
CLINTON TOWNSHIP PLANNING COMMISSION

ces:06/08/09  
ces:06/23/09