

**MINUTES OF THE 1,244<sup>th</sup> PUBLIC HEARINGS AND REGULAR MEETING  
HELD BY THE CITY PLANNING COMMISSION  
OF THE CITY OF LIVONIA**

---

On Tuesday, April 14, 2026, the City Planning Commission of the City of Livonia held its 1,244<sup>th</sup> Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7 p.m.

|                  |               |               |             |
|------------------|---------------|---------------|-------------|
| Members present: | Patrick Droze | David Bongero | Glen Long   |
|                  | Peter Ventura | Sam Caramagno | Ian Wilshaw |

Members absent: Wafa Dinaro

Mr. Jacob Uhazie, Assistant Planning Director, and Stephanie Reece, Program Supervisor, were also present.

Chairman Wilshaw informed the audience that if a petition on tonight's agenda involves a rezoning request, this Commission makes a recommendation to the City Council who, in turn, will hold its own public hearing and make the final determination as to whether a petition is approved or denied. The Planning Commission holds the only public hearing on a request for preliminary plat and/or vacating petition. The Commission's recommendation is forwarded to the City Council for the final determination as to whether a plat is accepted or rejected. If a petition requesting a waiver of use or site plan approval is denied tonight, the petitioner has ten days in which to appeal the decision, in writing, to the City Council. Resolutions adopted by the City Planning Commission become effective seven (7) days after the date of adoption. The Planning Commission and the professional staff have reviewed each of these petitions upon their filing. The staff has furnished the Commission with both approving and denying resolutions, which the Commission may, or may not, use depending on the outcome of the proceedings tonight.

**ITEM #1     PETITION 2026-01-02-03**

**Costco Gas**

Mr. Caramagno, Secretary, announced the first item on the agenda, Petition 2026-01-02-03 submitted by Costco Wholesale Corporation, requesting waiver use approval under Sections 3.11 and 6.26 of the Livonia Zoning Ordinance, as amended, to remove the existing fueling facility and construct additional parking at 13700 Middlebelt Road, and construct a new fueling facility at 13550 Middlebelt Road, located on the east side of Middlebelt Road

between Schoolcraft Road and Millennium Drive, in the Northwest 1/4 of Section 25.

Mr. Uhazie: Thank you, Mr. Chair. This is a request to relocate Costco's existing gasoline service station to the parking out lot of Bob's Discount Furniture. The location is the Millennium Park Shopping Center in the southeast corner of Middle Belt and Schoolcraft Road. The Costco lot is about 15 acres in size, and the Bob's Discount Furniture lot, that we are examining here, is about 1.23 acres in size. The existing zoning for both properties is C-2. The adjacent properties include M-2 to the east, C-2, the Costco building, to the west, is C-2, and to the south at the Home Depot building. And North is C-2 Hook and Reel restaurant. Waiver-use approval is required under Section 6.26 of the zoning ordinance. This is the existing layout of the petition site, and here are the proposed changes that include the relocation of the gas pumps from the southwest over here at Bob's Discount Furniture parking lot. Since the study session we did receive a new site plan that has some minor changes that I will identify as we go. The Costco existing site has 819 parking stalls. The proposed conversion from gas station to parking would add an extra 88 spaces for new total of 907 parking spaces at Costco. For reference, the zoning ordinance requires 558 for the Costco. Bob's existing site has 303 parking stalls, and it'd be losing 169 parking spaces for a new total of 134 parking spaces. For reference, the zoning ordinance requires 143 for the Bob's Furniture. One thing to note is the entire area shares parking between all the sites. The new site plan shows 20 pumps that can accommodate up to 40 vehicles. For reference, the existing fuel Center has eight pumps for 16 vehicles. Pumps are shown under a 15,760 square foot canopy. The new plan shows the canopy is now lowered to the 18 feet required under the zoning ordinance. Access to the site is via a 24-foot-wide access road in the northwest corner of the fueling area. The new site plan shows the building improvements now include a four way stop here. It also has added a dedicated left turn lane into the fuel center. The queuing plan shows the site has capacity to accommodate 80 vehicles, and there are bypass lanes for all the pumps. The bypass lanes are 11 feet wide, and the fuel lanes are listed at nine feet. They did submit landscaping plans. Along Industrial Road, the minimum requirements in the zoning ordinance is eight evergreen trees or deciduous trees, three ornamental and 65 shrubs. The proposed landscape plan does meet the zoning ordinance requirements. Along Middle Belt, it requires five trees, two ornamental trees, and 39 shrubs. This also meets the requirements along Middle Belt as well. The landscape plan does show additional parking lot trees. Nine in the

Costco area and four in the Bob's, both which meet the required parking lot trees of the ordinance. Finally, the open space requirements of the landscape ordinance requires a minimum of seven trees, they have proposed 16 total. The photometric plan has been reduced from what we saw at the study session to conform to zoning ordinance requirements. It now will not exceed an average of 20 foot candles. Section 7.22 of the zoning ordinance states that large developments can have a light pole of 35 feet. The photometric plan does show a light height of 35 feet. The truck access is shown off of Schoolcraft Road up the internal drive aisle to the designated fueling strips shown here, and then it would exit via the same road past Bob's furniture, back up to Schoolcraft. For signage, there are two canopy signs listed at about eight and a half feet by two and a half feet wide, and anything in excess of what is allowed by the zoning ordinance would be required to go to the Zoning Board of Appeals. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Uhazie: The first item is from the Engineering Division, dated March 4, 2026, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time, but would like to note the following items: 1. The subject parcel is assigned the address of #13550 Middlebelt Road. The proposed gas station will be added onto the property in addition to the existing building, so the owner will need to request an additional address for the gas station once approval have been granted. 2. The existing parcel is currently serviced by public sanitary sewer and water main, as well as private storm sewer. The submitted drawings do not indicate any changes to the existing public utilities, and the existing private storm system was designed to provide detention for the site. Based on the submittal, we do not believe there will be any negative impacts to the existing systems with the proposed project. 3. The proposed development will need to obtain construction easement from the neighboring condominium units to be able to complete the drive aisle and parking lot work that is shown. Easements should be provided prior to the permits being issued. 4. Once site plan approval has been granted, Engineering drawings should be submitted to this department to determine is permits will be required. Permits will be required from the Wayne County Department of Public Service for the proposed work In the Middlebelt Road right-of-way."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the

Livonia Fire & Rescue Division, dated March 5, 2026, which reads as follows: *"This office has reviewed the site plan submitted in connection with the new construction and use of the property located at the above referenced address. 1. Does the removal of below ground structures in the Demolition Notes include the underground gasoline and diesel fuel tanks? Please advise in official plan set. 2. Follow all State of Michigan compliance code requirements and required inspections for gas/fueling stations. A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated February 25, 2026, which reads as follows: *"I have reviewed the plans in connection with the petition. I have no objections to the proposal."* The letter is signed by Brendan Adams, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated March 23, 2026, which reads as follows: *"Pursuant to your request, the above-referenced Petition has been reviewed. 1. Signage shall conform to the ordinance, or a variance from the Zoning Board of Appeals would be required. This Department has no further objections to this Petition."* The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated February 26, 2026, which reads as follows: *"I have reviewed the addresses connected with the above noted petition. As there are no outstanding amounts receivable, general or water and sewer, I have no objections to the proposal."* The letter is signed by Benjamin Grier, Director of Finance. The next letter is from the Treasurer's Department, dated February 23, 2026, which reads as follows: *"The owner of the property is current on their property tax"* The letter is signed by Susie Nash, Treasurer. That is the extent of the correspondence.

Mr. Wilshaw: All right. Is there any questions for staff? I see no questions. Our petitioner is in the audience. Feel free to come forward and we'll ask you to start with your name and address. Good evening.

Bryan Amann, 1777 Stonebridge Way Ct., Canton, MI. I'm the attorney for the petitioner on this as well as the other two proposals. I want to just take two seconds to give a little context for everybody as it relates to this project in relationship to the other two projects, but then we know we will be handing each project individually as we go through on the agenda as we go. Just to let the Planning Commission and those here know, we do have a team from each respective applicant for the next three petitions, so Costco, Meijer and the El Car Wash. The respective teams are here for that, and also Jim Epping will be right after me. And we also have a traffic

engineer, so as questions come up, we'll hopefully be able to answer any and all questions that you'll have. Thank you. I think you'll see that, as it relates to our response to the study session we had last week, there have been significant changes made in the plans, and we will look forward to discussing those, as well as any other items that may come up in the conversation. I want to just emphasize in terms of...we realize that people say, oh my gosh, three potential projects and all these things...effectively, these sites have been inter dependent with each other in terms of design and engineering, because it is a desire number one to improve the traffic situation on Middle Belt, and that starts with moving the Costco gas station and then doing other things on the site. And so, as this site shows, it actually shows the current plan on the right, I believe, or the left, and then the coming plan on the right would be. And so essentially it shows, in large format, the difference in the plans. But the intention is to effectively, by moving the Costco gas station, allowing us to quiet things down on Middle Belt Road, so that we don't have the fuel delivery trucks coming in off of there. They'll be coming in off of Schoolcraft, as you'll hear in more detail, but as well as within the site, and that's the purpose of the other proposals here, particularly the car wash, as we've heard from folks, as it relates to the entirety of the site where the Costco fuel center is currently located, it becomes a magnet, and so it causes all kinds of things to occur in and around it. And so by moving it over to where it is and providing its primary access off of the Schoolcraft drive or the service drive of I-96, we believe it's going to make a significant difference, not only on Middle Belt, but within the site. Then also in terms of we're trying to provide more structure within the site, so thus the car wash and the other elements to effectively quiet the site down. And because we've heard from many folks the concerns about how the outer parking lot near Meijer's is a bit of a shooting gallery. People don't necessarily adhere to the lanes or the spaces, and they kind of go every direction. So, this is an attempt, a rare attempt, to be able to get all these players together at one time. It's rare that in real estate like this, of regional shopping centers, that you can get all things lined up at one time. While we had three different proposals and could have simply said, oh, let's do one, and then we'll come back and back, we wanted the Planning Commission and the community to see them in their entirety and understand the implications for all, because we are asked, why haven't you just done one and then come back for the other? We don't want to be accused of trying to, you know, nickel and dime say, let's do this one and then hide the fact that we want to do these other things. We needed to design these and engineer these interdependently, but also so that they collaborate with each

other. Our goal here is to try to actually improve this site through these improvements. And rarely at a site at this time in its age do you get the chance to kind of do this kind of thing because of the players. It is a condominium, but under the covenants and restrictions, every party has the right to essentially approve or disapprove of the other uses. And so there's a legality involved here that requires us, really all these three projects, puts them together to try to say, okay, we need to understand how they work together. Are they going to help everybody out make the situation better for everybody? And that's the goal. I think you'll see in some of the details with that. So, I'm going to, without further delay, bring up Jim Epping to kind of go with you through some more of the detail on Costco, as well as the Costco team is here to answer any of those questions.

Mr. Wilshaw: Thank you, Mr. Amann, for the overview, and we look forward to the future presentations here.

Jim Epping, Land Planner, 27 South Squirrel, Auburn Hills, Michigan, and I'm happy tonight to work with the entire team, as Mr. Amann said. We'll begin with Costco, and then, based on your agenda, we'll follow through with the other projects. Doing a universal improvement of an already successful center is certainly a great opportunity. It's a great way, as Mr. Amann says, to upgrade it, to beautify the landscape, to add, holistically, almost an acre and a half of additional open space, permeable ground to the area. But it's also a great opportunity for Costco to modernize its fueling station. Maybe more importantly, remove what is, I think, a common congestion area, if not a safety hazard, in the city. Right now, we've got an awful lot of activity coming into that off of the main road, coming into the center site, trying to make a quick left into the fuel center, into the Costco, and that, frankly, on a Saturday or Sunday, it just gets very, very backed up. And we've had a number of, you know, opportunities for the police department to come out and deal with fender benders and those type of things. So first and foremost, we're trying to work with the city and eliminate that. Really the only way we looked at a number of different options of adding additional curb cuts, the reality it became, we just have to move that fueling station further into the site, get it away from the main access points and take it back there. It gives us another opportunity as well. And Jacob, maybe we could go to the next slide, please. It gives us another opportunity as well as to add some additional parking closer to the front door of Costco, add some additional landscaping so that that kind of calms that area down. We received a tremendous amount of, frankly, very good feedback at the study session

through the Planning Department review letters over the last several months, and we've taken that very seriously. I'd like to just take a few minutes and go through what we have heard and what we have done to in response to that, frankly, I think it's made it a better plan. It was discussed at the study session meeting in terms of circulation within the fueling station, and is there a way to orient it in such a way that we don't have additional backups, we don't have errant cars maybe trying to figure out which lane to go to and creating backup and so that makes an awful lot of sense. So, we've looked at rotating it. Instead of coming in from the west and driving through to the east, we said, well, what would happen if we entered from the east and went west? We're still proposing it going from west to east for a few different reasons. Number one, if we were to move that main entrance, to say the northeast corner into the fueling station, really, what we would do is bring cars further into the site, bring them past where those tankers may be fueling the underground tanks, and create more congestion in towards the Bob's Furniture and into the Home Depot. So, rather than do that, what we've done is try to better design the main entrance road coming in from Schoolcraft. What we've done is we've widened that. We've made a dedicated turn lane at the northwest corner of the fueling station. So now, as opposed to everybody coming in one lane and deciding, am I going to turn right into the Costco parking lot? Am I going to go straight or I'm going to turn left? Now it's a wider intersection, four way stop signs with a dedicated left hand turn lane, meaning that the car is going to the fueling station or even into Bob's furniture, can be in that left hand turn lane, and then when appropriate turn left. From there, we have widened the entrance way into the fueling station. It used to be just a single drive. We've now, at its most narrow point, taken it to 24 feet and even wider, making really generous radiuses. Reason we did that again is if someone went in there and said, Oh, geez, I don't want to get gas and they stop and everything, there's plenty of room for people to get around them and to not bottleneck that site. That was important to us. I thought it was great feedback. We've also done additional things, like going back out towards Schoolcraft. We haven't changed the curb line there, but we've modified the striping so that we have a single turn lane going right if an emergency vehicle or some type of fire truck or something wants to use a wider turn, it's just striped, but from a traffic control point of view, we think that will be a much safer exit and entrance coming into the site. In terms of how customers proceed through this new fueling station, as it was mentioned, the original fueling station has eight pumps and on any given Saturday, Sunday, peak fueling hours, it's not unusual to have seven to eight cars stacked up behind

each pump. So, if I've got two pumps, I've got seven to eight cars. I think we've all experienced that where you say, oh, you know it's going to be a little bit of a wait. People do start jockeying around and say that line looks like it's going a little bit faster. We've got...Costco now has two additional large format fueling stations with 20 pumps, as we're proposing here. Stephanie, the general manager from the Green Oak Township property, who just opened up one of these is here tonight if we have specific questions. The difference is with 20 pumps, which means 40 cars with that same amount of traffic, we now are seeing, instead of seven or eight cars stacked up, two to three cars. And so really, what an analogy might be is if I've got a funnel and I'm trying to get 10 gallons of water through that funnel, if I simply open up, cut off the bottom of the funnel, make that hole bigger, that same amount of water flows through much quicker. So, we're seeing significantly fewer cars stacking, going from seven or eight to two or three. We're seeing those cars being able to move through more quickly, and so that same capacity, or even if that customer capacity, increases a bit, we're still able to move those cars through. So, in this scenario, we have the ability to service and stack a total of 80 cars, where in the current condition, with the eight pumps, it's far fewer, creating those congestions, creating that...those people kind of making unpredictable moves. So, we took the comments very seriously. Larry and his team provided a lot of data. We've submitted some of that to you. We certainly can go through the specifics, but a combination of the four way stop, the dedicated turn lanes, the wider entrance, the larger radius, the better traffic, we really feel as though we've solved that problem. And again, we've got evidence from our existing locations now that we can talk to tonight and answer any additional questions. Other things that have come up in the review letters is...Jacob had pointed out the canopy height has been reduced, the light levels have been reduced. The landscaping has continued to improve, both at the fueling station, and more particularly, at the old fueling station. In terms of that removal, it's within the condominium association, but maybe more importantly, within the standards of the city and the state that those tanks of the existing station will be removed and will clearly follow all EPA standards, EGLE standards, state standards. So that site will be completely cleaned up, tanks removed, paved and landscaped. As I said, just on the Costco site alone, we're adding many, many more trees that are both required and beyond. We're adding additional landscape islands, additional circulation patterns. So again, our entire team is here to answer any questions. I'm happy to try and address those or at least bring up the right people as you have questions.

Mr. Wilshaw: Thank you, Mr. Epping. I'm sure we're going to have some questions for you. Is there some questions from any of our commissioners in regards to the gas station?

Mr. Droze: Thank you, Mr. Chair. Mr. Amann indicated that you guys have a traffic engineer or somebody to speak to traffic?

Mr. Amann: Yes

Mr. Droze: Is that yourself or no?

Mr. Amann: No, I'd invite up Ryan from the Costco team can come up. We also have Julie crawl here from Fleece and Vanderbank, who has done a holistic study for the whole site. But I think Ryan might be best equipped for specific to Costco.

Mr. Wilshaw: Thank you.

Larry Dziurdzik, Costco Real Estate. I do have Ryan Cunningham. He's Costco's National Traffic consultant for North America, and he would be happy to answer any questions. So, I'll turn it over to Ryan.

Ryan Cunningham, Kittleson Engineering, 225 East Robinson Street, Orlando, Florida.

Mr. Droze: Okay. At our study session, Chair Wilshaw proposed some changes to the site that effectively flipped it and I think I heard that. there was consideration given to that. I guess one question that I wanted to ask, because generally, you know, from at least from my understanding of traffic engineering, is that, you know, we try to limit those conflict points at intersections, and in fact what we've created is a five leg intersection at that northeast corner of the site. Was there any consideration given to rather than having traffic, you know, work at that intersection, if you were to flip the site as an example, using that basically service drive on the east side of the property, and maybe putting a driveway halfway so as you're exiting out basically shy of that intersection, not at the intersection. Because what my concern is, is that this design brings all that traffic coming in at that one corner, and really also kind of ignores the fact that there probably is traffic coming from racetrack drive to the east that might benefit. So if the access into the gas station was off that East West service drive, you're offsetting off the intersection. You're reducing those conflict points, I guess. Why wouldn't that be a better option in this case?

Mr. Cunningham: Yeah, I think one of the things that we were looking at was that depth, that distance from Millennium to our curb cut. So you mentioned it's, you know, it's kind of like a five-legged intersection at our entrance. If we had brought that entrance in further, then we would have had more room to have those, you know, conflicts separated out, as you're mentioning, but it's the exit that was really driving our decision to not flip it, because if we flipped it kind of as is, where they would exit back out onto the southern aisle, you'd also have that five leg situation on the intersection to the south, but that's actually where we are creating more...there's a lot more friction at the exit for Costco when they're coming out, because they need to be able to flow out. If you heard the testimony about the fuel, the 40 fuel pumps and kind of how the cues work, there's a lot less friction now coming in, but we want to be able to get those out and to come out at that southern location where you already have Home Depot traffic, Bob's Discount Furniture traffic, kind of coming out to that road, there's an existing queue on that stop sign. And so would essentially block that exit for Costco, for the gas station. And so it would start to cause issues within the site, not because of the fuel pump capacity, but because of the exit capacity.

Mr. Droze: I guess the suggestion I'm saying is, rather than exiting at the intersection, the five point intersection, why not between...

Mr. Cunningham: Why not bring it straight out to millennial, right?

Mr. Droze: Yeah

Mr. Cunningham: I think we didn't look at that. But I think the reason that we didn't look at that was because you'd be creating another intersection in between those two and you would essentially have, you'd be introducing a lot more conflict in a very short section, right? So you'd have a lot of left turns, a lot of right turns coming out and immediately hitting the four way stops conflicting with some other vehicles. So I think you know right now, what it does is it's a pretty seamless exit for Costco, and it doesn't, you know, interact with any of the traffic that's happening, the circulating traffic that's happening for the shopping center. If you put it directly on Millennial, be a lot more interference with the circulating traffic.

Mr. Droze: Okay? It just feels to me like a five legged intersection is not optimal traffic engineering, just from my perspective. And I, you know, these Costcos are, I think you could kind of make the statement that they're generally some of the worst traffic in the

city and I think this is our chance to really kind of clean this up. And it just feels like with so much access out there. There could be something better with the circulation. So that's really kind of my only concern with this project. I just feel like these drive locations, could be improved.

Mr. Cunningham: Understood. Yeah, I will say, I mean, we think about, you know, the distance between the intersection and the curb cut here differently, because it's interior to a shopping center drive aisle. It's basically a parking lot. It's not really a five legged intersection, because it's, you know, it's not a public road intersecting with public road with a driveway right next to it.

Mr. Droze: That is kind of my point to on why that mid-block exit location could work better is that, you know, the volumes aren't high. You could just introduce some order. It just seems like so...okay, thank you. I'm set.

Mr. Wilshaw: Thank you. Mr. Droze. Any other questions?

Mr. Ventura: Thank you for the information that you provided us tonight. Jacob, I have one question, if you could go to page 14 in our packet.

Mr. Uhazie: Which pages, because I have a different packet up than what you have.

Mr. Ventura: Well, it's the...I don't know how to describe it, other than page 14 in our packet.

Mr. Uhazie: Give me one second, I'll look it up.

Mr. Wilshaw: Mr. Ventura, this is the one that shows the current gas station location?

Mr. Ventura: No, no, this shows the redesigned gas station, and the question is really about the drive aisle to the north of the proposed new location of the gas island. The gas station there appears to be an entrance to the parking lot to the north of the existing Costco building, exiting from west to east. That would allow cars to access the gas station from the parking lot to the north of the...yeah, that's it. It would allow cars to travel from the parking lot north of the existing Costco, traveling from west to east to get there. Is this an artifact on this drawing? Or is that your intention?

Mr. Epping: That's a new condition where...so, if I'm coming in from Schoolcraft currently, right now, I'm not able to...just north of the

existing Costco building. I'm not able to make a right-hand turn and turn into Costco. We're essentially creating that four-way intersection with stop signs in all directions so that that...

Mr. Ventura: That's going to be a four-way intersection? Traffic can travel both east and west.

Mr. Epping: That's correct.

Mr. Ventura: Okay, thank you. It wasn't clear on this.

Mr. Cunningham: I will point out that was done intentionally to open up the east side of the site for that access.

Mr. Ventura: So, it's going to relieve the amount of traffic coming up Schoolcraft.

Mr. Cunningham: Exactly.

Mr. Ventura: It will give customers the opportunity to go...

Mr. Cunningham: And the pressure that's on Middle Belt right now will be relieved because a lot of that can now be accessed in or out from the east side.

Mr. Ventura: Thank you..

Mr. Wilshaw: Thank you. Mr. Ventura. Any other questions for our petitioner, in regard to Costco gas. No other questions at the moment.

Mr. Caramagno: Mr. Chair, I've got a question. What are the hours going to be? Are they going to change some with this new station? What's the plan here?

Mr. Dziurdzik: Good evening. Right now, our plan is to keep the current hours. So, our hours are Monday through Friday, 6am to 10, and Saturdays 6am to 830 and Sundays are 6am to 7:30pm.

Mr. Caramagno: Okay, very good. Another question. When you talked about the current station, you mentioned that site will be cleaned up. You just mean tanks removed and repaved, or is there a leak or a problem there?

Mr. Epping: There is no problem there. But obviously, through the removal, it would all be tested, and all the appropriate agencies would oversee that, so it would be fully certified to be clean and

removed. Ultimately, the soil and new soil respread and new asphalt put down with parking lot islands and adjacent landscaping. So it is clean now, but it would be certified to be cleaned through all the appropriate agencies.

Mr. Caramagno: And how old is that fueling station?

Mr. Epping: Do you know the age of that?

Mr. Dziurdzik: It's over 20 years.

Mr. Caramagno: Okay, and had tank technology changed in 20 years?

Mr. Dziurdzik: It has.

Mr. Caramagno: Is there more monitoring? Better tanks at this time?

Mr. Dziurdzik: Absolutely, absolutely. One thing we haven't mentioned is that this new fuel facility will have Costco's latest design standards. So not only what Jim had mentioned about lane with pump spacing, which I touched on a little bit at our workshop meeting, everything from LED lighting for the underside of the canopies to something that we haven't spoken about yet, is our green light, red light system on each column. I don't know if you caught that, but some of our newer stations, in Green Oak and Commerce, has a red light, green light table mounted to each column that actually will indicate...if a fuel pump is open, it will have a green circle, and if it's closed, it will have a red X, and that really helps move cars efficiently and effectively through the queue lane. The tanks are double walled. There's monitors, all state required, of course, but yeah, there's technology has changed quite a bit over the last 20 years.

Mr. Caramagno: It's good to hear. Are these tanks monitored, just at this Costco facility? Are they monitored at a National Facility? How are they looked at in terms of monitoring?

Mr. Dziurdzik: Monitoring? Well, I do know that there's state reports that have to be turned in. I don't know the duration and the frequency of those reports for any types of leakage, but Costco is notified if there is any sort of leak detection, and that is actually sent to the State right away and we deal with it. But knock on wood. I mean, a lot of our fuel stations, I personally have not heard of any leaks on a lot of stations, but of course, it does happen, but we'll, we'll take the preventive measures and remedies if that should.

Mr. Caramagno: Good. Thank you.

Mr. Wilshaw: Thank you. Any other questions, comments?

Mr. Epping: I would add, because obviously, the circulation, the traffic, the connection points are important, and we understand that, I would equate it a little bit to neighborhood building or a lot of the residential site plans or even commercial site plans that you see, although it is a parking lot, I think it's a generally accepted practice that the more porous, the more connections, the more curb cuts, more opportunities for traffic to move safely through a site or through a neighborhood, the less congestion there is. And so by opening up that road connection to going to the west to the north side of the station, to widening and making the left turn in the through lane, by adding the stop signs, by changing those curves, we've taken that same principle of safety and providing opportunities. I think a lot of the problems over on Middle Belt is that it really is that one pinch point, that one road that goes not only to the Costco itself, but to the existing fueling station. So, by removing that and then opening up several other safe access points, we're really starting to not only speed traffic through this fueling system, but mitigate those people's options to get further into the site, to leave either on Schoolcraft or leave to the west. So there's, it's generally what I would as a planner, describe as a more porous site for those reasons.

Mr. Wilshaw: Well, thank you the appreciate that. Mr. Epping. I will just make one brief comment, which is that I did raise concerns at our study meeting about the possibility of traffic congestion at this site, and I still do have those concerns. Personally, I think some of these changes help, but I don't know if they completely solve the issue. And the perspective I come from is the Costco site, we've been able to see it from its inception. There used to be a restaurant. People may not remember, there used to be a restaurant in the middle of your parking lot, in the northwest corner of the of the parking lot, right at the corner of Schoolcraft and Middle Belt, which took up a significant portion of your parking. You would never be able to even have this site functional if that restaurant was still there, because you've grown. The gas station, when it was added, had less pumps than it does now, you came to us before for an expansion, and now you're coming again for another expansion. This is a good thing for Costco. Costco is growing. This location is growing and doing better, and I want you to be as successful as possible. You can tell me that 20 pumps is going to do it, and 40 cars is going to solve all your traffic needs, but we've seen you before, and maybe we'll see you again for another

expansion, and so I need to think about the future as well, and the fact that you do have continual growth. So that's my concern.

Mr. Epping: I think that's good insight and good history on the site. Again, thinking holistically, we're adding those 88 additional parking spots, so even on our busiest days, that certainly is to be a help. They're not only additional spots there, but they're in a very convenient location closer to that front door. Moving the gas station off to the back and providing the excess capacity as well as the circulation. The other thing that we'll talk about with each property is this is a very large site in terms of the Millennium Millennium Park overall. And so we do have those cross-parking agreements, and so we have the ability to reserve that front area for our customers, expand it by those 88 spots, move the fueling stations to the back, and still allow cross parking and cross circulation. And so it is, we think, an advantage, although I agree with you, it is, it's great to be successful in the grow but we're not squeezed into four walls, as it were, four parcel lines, where we do have that ability to cross pollinate within the site.

Mr. Wilshaw: I appreciate those comments. Let me see if there's no other comments from the table. At the moment, I'm going to see if there's anyone in the audience wishing to speak on this item, and then we'll have you come back up. Anyone in the audience wishing to speak for or against this item in the audience? I don't see anyone coming forward. Is there anything else that the Costco team would like to say before we make our decision?

Mr. Dziurdzik: Mr. Chair, I know you mentioned the size of the fuel facility and we have completed two fairly recent studies of our two largest fuel facilities in Michigan, if not the Midwest. I don't know if you'd like to hear some of that data, because we could talk about queue length and what the previous queue stacking was, the timing and what it's currently today. And it's pretty impressive. It's very impressive. I think Jim mentioned, you know, a queue going down from seven or eight cars down to two or three. Stephanie Taghi is our warehouse manager at Green Oak Township. I invited her to be present tonight, and she could testify how what she's seen over the last couple of years at Green Oak Township, with waits anywhere from eight minutes to 14 to 15 minutes on a weekend now down to less than three, and she has not witnessed more than one or two cars in queue, even on a peak hour. So, there's no reason to believe that there would ever be a queue that would back up our entrance whatsoever. We don't believe that would ever happen with this field facility, and the data that we've recently collected proves that, and it's pretty amazing data, but I don't

know if you'd like my traffic... Ryan, can come back and talk a little bit more about that study that we just completed if you would like.

Mr. Wilshaw: We're getting close to taking a vote. We've heard your presentation. We've given our audience a chance to speak. We're close to closing the public hearing and taking a vote. So, this is your chance to get whatever information you'd like to get in before we make our decision. So, if you would like to do that, feel free.

Mr. Dziurdzik: Well, I think Ryan will just briefly, at a high level, talk about the results of that study. I think it's quite amazing what happens when we add those additional pumps.

Mr. Cunningham: Can we show the photos from Larry's slide? Thank you. Maybe slide eight is where that starts... one more. There we go. So here's Green Oak Township, six pump fueling facility. It is a little bit smaller than the one we have Livonia, which is 12 fueling positions. As you can see, this is, you know, the previous condition, we had a queuing issue at this location. If you go to the next slide. This is it from above. You can see as it gets packed. You know, people don't always know how to get in there the right way, and the queue goes beyond the frame of the picture here. The 40 fueling position station went in last year, opened up in February, and we took some data collection. If you go to the next slide, well, you have to, you're fine, yeah, we can blow that up for for you if you want to see it, the previous. Sorry, the previous. Yeah, that one. So, this was at the peak. We took counts on a Thursday and on a Saturday, 24 hours, observed the queues through video and counted them every minute. This was the peak of that 48-hour period. And we had a total of three vehicles in the entire station queued. And this is, you know, the same location that had that, that big queuing problem before this installation. We've also done this, if you go to the next slide at Commerce Township, and at Commerce Township, we have... this is the same size as Livonia, 16 fueling positions. You can see just from this Google aerial that it stacks out. But actually, in its peak, would stack out to that ring road and become an issue, not just for Costco, but for the local agency. The next slide, this was again, a 48-hour period that we looked at the site. Once the 40 fueling positions went in, we had a peak in that 48 hours of five vehicles queued in the entire site. So that's like one or two vehicles in line, and then a bunch of lines with no vehicles, right? It's five total, not five in one line. If you go to the next slide, this is a picture that was taken just this past Saturday by the warehouse manager that shows you would think that it might be closed, but this is actually on a Saturday afternoon. There's one car there. And if you looked

closely at the left side of the picture, there's a bunch of open pumps. So that car is probably not even queued. It's just heading to an open pump. Next slide shows it from the front and again, you can just see, you can't see the queue so much because it's at the back of the picture, but you can see a lot of open pumps right there in the middle of a Saturday when this 40 fueling position site is in. And the reason for that, as Jim mentioned earlier, is just the amount of processing power that the site that station brings. It's pushing 40 vehicles through every three and a half minutes, which you know, the current site would take more than 10 minutes to do that. And while that 10 minutes are passing, more vehicles are coming. And so, with this additional processing power was able to keep the queue down to almost nothing.

Mr. Amann: Mr. Chairman, if I may just follow him, I want to thank you, because the Planning Commission is responding and reacting to the same thing. What you're hearing from citizens and others as to what not only Costco is hearing, but also Bill Eisenberg from the developer Grand Sakwa here, the owner of the center. And really, when Costco approached us a while ago about saying, listen, we're hearing from customers and citizens of Livonia and others about, you know, as much as they love an inexpensive fuel, especially today, our operation is a problem, and it's a problem at Middle Belt, as well. So, it's as important to you and as well as to Costco. And so, they really believe, based on their experience with their customers, and what they're hearing from their customers that this will work, so they are as invested as everybody here. So, it's interesting, because I think we're all operating from the same source of information, people who are frustrated with the current setup, there is a belief that it will work, but also with the evidence that we have from the other two sites. So this is really about improving the experience of our customers. Many of them are obviously citizens of the volume, but who come from, no matter, wherever they are and that. So, we do believe and hope that it will work based on not only the engineering and design but based on the experience of other centers. So, Jim, are you going to wrap up with anything?

Mr. Epping: No, if there's additional questions, we're happy to do that.

Mr. Wilshaw: I do have one question. Anybody else have any questions? One question from a fueling standpoint, when you look at the Costco's in this region, is there a ranking as to which one is the busiest in Metro Detroit? Is this a one of your busier locations?

- Mr. Epping: I'll have to ask Larry that. Again to compare the customer base at Livonia compared to others.
- Mr. Dziurdzik: Chair, that's a very good question. This is one of the busiest. Green Oak Township, I believe was approximately around the same busy, for lack of a better term. But yeah, we've seen a lot of traffic here at Middle Belt. A lot more than Haggerty.
- Mr. Wilshaw: Okay, more so than at Haggerty.
- Mr. Dziurdzik: If that helps.
- Mr. Wilshaw: It does help in a way. Yes. Okay, good. Thank you. Appreciate that. Any other questions? Comments?
- Mr. Droze: One small comment, I guess. On that I do want to kind of underscore that comment Chair Wilshaw made, because just on traffic alone, there's almost, I think it's almost 100,000 more cars a day, on I-96 versus US 23 in that area. And I do think people make decisions about where they fuel, especially Costco. I think many gas stations, we hear it's pass by trips, which makes total sense. But I think people literally plan their week around when they go to Costco, and I suspect that as long as the traffic is not a problem on this site, the numbers will just continue to go up. And I think that's where I get, you know, I think they were pretty legitimate concerns brought up at the study session about, you know, what can we do to try to, you know, to alleviate that potential future risk? Because again, we see, you know, these lines at Costco. People, again, plan their week around that, and they go out of their way to make that part of their daily plan. And it just feels that there is, there's something more that can be done on this site, from a traffic controls perspective, than a five-legged intersection. I just... I can't believe that is the most efficient way to handle cars, just because it's really it seems dismissive of those trips coming in eastbound, because you're going to have two left turns that are basically coming into each other and a right turn as well. And I, I don't want to rush this through. I mean, let's, let's get this right. That's, that's just my comment on that.
- Mr. Wilshaw: Appreciate your comments. Thank you. Any other questions or comments from any of the commissioners? If not, I will close the public hearing at this time, and a motion is in order,

On a motion by Bongero, seconded by Ventura, and unanimously adopted, it was

**#04-24-2026**

**RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on April 14, 2026, on Petition 2026-01-02-03 submitted by Costco Wholesale Corporation, requesting waiver use approval under Sections 3.11 and 6.26 of the Livonia Zoning Ordinance, as amended, to remove the existing fueling facility and construct additional parking at 13700 Middlebelt Road, and construct a new fueling facility at 13550 Middlebelt Road, located on the east side of Middlebelt Road between Schoolcraft Road and Millennium Drive, in the Northwest 1/4 of Section 25, the Planning Commission does hereby recommend to the City Council that Petition 2026-01-02-03 be approved subject to the following conditions:

1. The Overall Site Plans identified as Sheets DD11-09, DD13-09, and DD22-07, dated April 10, 2026, prepared by CEC Inc., are hereby approved and shall be adhered to;
2. The Overall Landscape Plans identified as Sheets L1.0, L1.1, L1.2, L2.0 dated January 30, 2026, prepared by Kimley Horn, are hereby approved and shall be adhered to;
3. That appropriate recordable legal instrumentation, such as a cross access agreement, that gives notice and outlines the terms of how the subject property would share parking and access with abutting property(s), be supplied to the Inspection Department at the time a building permit is applied for;
4. Any illumination of the pump island canopy shall be restricted to the undercarriage, and all light fixtures shall be recessed and flush with the established ceiling. However, this section shall not apply to those specified signs expressly allowed by the district regulations of the Zoning Ordinance;
5. Only conforming signage is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals;
6. No part of the pump island canopy fascia, except for signage, shall be illuminated;
7. No LED light band or exposed neon shall be permitted on this site, including, but not limited to, the pump island canopy, building, or around the windows;

8. Under Section 6.26(11), free air shall be provided whenever this station is open for business. The free air shall be dispensed at the tire center without entering the station or performing any extra action to obtain the air without charge;
9. Unless approved by the proper local authority, any type of exterior advertising, such as promotional flags, streamers, or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited;
10. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and;
11. Under Section 13.13 of the Livonia Zoning Ordinance, as amended, this approval is valid for one year only from the date of approval by the City Council. Unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

**FURTHER RESOLVED**, That notice of the above hearing was given in accordance with the provisions of Section 13.13 of the Livonia Zoning Ordinance, as amended.

Mr. Wilshaw: Is there any discussion?

A roll call vote on the foregoing resolution resulted in the following:

|          |                                            |
|----------|--------------------------------------------|
| AYES:    | Bongero, Long, Ventura, Caramagno, Wilshaw |
| NAYS:    | Droze                                      |
| ABSENT:  | Dinaro                                     |
| ABSTAIN: | None                                       |

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted. It will go on to City Council with an approving resolution.

## **ITEM #2 PETITION 2026-01-02-04**

## **Meijer Gas**

Mr. Caramagno, Secretary, announced the first item on the agenda Petition 2026-01-02-04 submitted by Meijer, Inc., requesting waiver use approval under Sections 3.11 and 6.26 of the Livonia Zoning Ordinance, as amended, to construct a gas station and convenience store, at 13000 Middlebelt Road, located on the east side of Middlebelt Road between Schoolcraft Road and the CSX Railroad in the Northwest 1/4 of Section 25.

Mr. Uhazie: This is a request to construct a gasoline service station and convenience store located in the west parking lot of the existing Meijer. It would be replacing the existing 140 parking spaces. The current zoning for the site is C-2. To the east of the proposal is the existing Meijer. To the west is Middle Belt Road and retail, which is zoned C-2. To the south is the CSX Railroad, zoned M-2 and to the north is the Portillo's restaurant, also zoned C-2. A waiver-use is required under Section 6.26 of the zoning ordinance for gasoline service stations. This proposal includes constructing a 3650 square foot convenience store. The fueling center would have six fuel pumps to accommodate 12 vehicles. The pumps are arranged parallel to the Middle Belt road. There is an overhead canopy covering the fuel dispensers. One thing to note, since our study meeting, the height on the canopy has been reduced to 18 feet to conform with the zoning ordinance, as well as decorative masonry matching the building elements are being added to the pillars, but we did not receive an updated plan. The petitioner has committed to adding these elements. Access to the site is provided at six points. The drive widths range from 30 feet to 42 feet. Parking for gas stations requires one space per fuel pump for a total of 12 spaces. The site plan shows 31 spaces, with one being ADA compliant. The submitted photometric plan has been changed to reduce the average max number of foot candles to comply with the zoning ordinance of 20. There's about 325 feet of frontage along the Service Drive, which would require eight trees, three ornamental trees and 36, shrubs. The proposed site or landscape plan shows eight trees, four ornamental trees in total 68 shrubs in excess of what is required under the landscaping requirements. They are permitted to have one ground sign of no more than 40 square feet. There is a proposed ground sign shown here. The proposed sign is 39.95 square feet in size. There are two additional canopy signs measuring 22.3 square feet, and two wall signs of 31.4 square feet and 24 square feet. Anything in excess of the allowance under the zoning ordinance would require variance by the Zoning Board of Appeals. The submitted elevations show a mix of masonry and glass panel materials. Concrete block would be along the lower third of the building. The door and window frames would be made of a dark bronze. Another thing to note is that although the elevation shows it, they have committed to removing the two propane tank exchanges and one ice bin. One additional item to note is that they have no plans for beer or wine sales at the site. A dumpster is shown and will be rotated to minimize conflict, and it is located in the south of the property. You will have to speak to the petitioner as to how they are rotating it, as we did not get an

updated graphic for that. There's six-inch cement block enclosure with sheet metal flashing and trim, corrugated steel panel gate surrounding the dumpster, as well as additional landscaping is being provided around the dumpster for additional screening. Free air and vacuum stations are on the site in the northwest corner as well. The floor plan shows a large sales area with designated space for a cooler, freezer, utility room and attendant area. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Uhazie: The first item is from the Engineering Division, dated March 2, 2026, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time, but would like to note the following items: 1. The subject parcel is assigned the address of #13000 Middlebelt Road. The proposed gas station will be added onto the property in addition to the existing building, so the owner will need to request an additional address for the gas station once approvals have been granted. 2. The existing parcel is currently serviced by public sanitary sewer and water main, as well as private storm sewer. The submitted drawings do not indicate any changes to the existing public utilities, and the existing private storm system was designed to provide detention for the site. Based on the submittal, we do not believe there will be any negative impacts to the existing systems with the proposed project. 3. The proposed drawings indicate three entrances to service the property along the existing frontage road. This seems to be excessive for the site, since there will also be three entrances within the site as well. We would like to see the middle approach eliminated and to have at most, only two entrances out to the frontage road. 4. Once site plan approval has been granted, Engineering drawings should be submitted to this department for permitting."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated March 5, 2026, which reads as follows: *"This office has reviewed the site plan submitted in connection with the new construction and use of the property located at the above referenced address. For final submitted plan set, please clearly indicate nearest fire hydrant location(s). A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated April 9, 2026, which reads as follows: *"I have reviewed the plans in connection with the petition. I have no*

objections to the proposal." The letter is signed by Brendan Adams, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated March 23, 2026, which reads as follows: "Pursuant to your request, the above-referenced Petition has been reviewed. 1. All parking spaces are required to be 10' x 20' and double-striped. 2. Proposed signage shall conform to the ordinance for size, number, and setbacks, or a variance from the Zoning Board of Appeals would be required. 3. Barrier-free parking spaces shall be provided and be properly sized, signed, and marked. This Department has no further objections to this Petition." The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated February 26, 2026, which reads as follows: "I have reviewed the addresses connected with the above noted petition. As there are no outstanding amounts receivable, general or water and sewer, I have no objections to the proposal." The letter is signed by Benjamin Grier, Director of Finance. The next letter is from the Treasurer's Department, dated February 23, 2026, which reads as follows: "The owner of the property is current on the property tax" The letter is signed by Susie Nash, Treasurer. That is the extent of the correspondence.

- Mr. Wilshaw: Any questions for our staff?
- Mr. Bongero: For Mr. Uhazie. Do you know if this petitioner received the recommendation from the Engineering Department about closing off one of the three entrances?
- Mr. Uhazie: I believe I noted it in the study.
- Mr. Bongero: Okay, it doesn't look like they did, but I didn't know if there's...
- Mr. Uhazie: Like I said, we have not had any updated plans received, but they have committed to some of the changes.
- Mr. Bongero: Okay, I guess we'll wait to hear from them. Okay, thank you.
- Mr. Wilshaw: Thank you Mr. Bongero. Any other questions for staff?
- Mr. Ventura: The service drive that is to the west of the proposed site, I'm assuming that's not a city road and that's it's owned by...
- Mr. Uhazie: It is public right-of-way, I was trying to get an exact answer to that, but the way it looks on our maps is, it is a city public service road. It's not part of the of the development.

Mr. Ventura: Okay. So, I was there today, and that road is in terrible condition. There's a huge sinkhole there. So, let's make note in our record today that is in need of some serious repair.

Mr. Wilshaw: Thank you. Mr. Ventura. Any other questions for staff, if not, our petitioner is in the audience. Good evening again, Mr. Amann.

Mr. Amann: Good evening, Mr. Chairman, thank you. And actually, I want to give you this and save the phone call for tomorrow asking for my address. Brian Amann, on behalf of Grand Sakwa for the developer. Similar to when Costco came to the developer about its desire to do some changes, when Meijer approached saying they're hearing from customers mostly who are Livonia citizens. Because of their increased investment in the community, with the new store at Farmington and Seven and others, they say, why isn't this a full service Meijer. Why doesn't it have gas? And so this literally has been driven for customer desire to have this function here. It's viewed as an ancillary function, not expected to really increase any traffic to the side or anything, but it's a service to be provided for the customers who are looking for it, because otherwise they don't have to go over to Haggerty. Quite frankly, they'd rather be able to get that at this and make this a full service. And as we discussed at the Planning Commission study session, this is a very quiet area that is effectively not utilized at all. This little West parking lot, and it's so attempted to try to make uses of that and bring some life to it. The roadway that was requested asked about, it's our understanding, strangely enough, it's effectively some kind of county-city jurisdiction, and it's access to the tracks only, and it's the way it was intended. We agree with you and I have... I'm a former Wayne County Commissioner, and I have tried to inquire to figure out what the heck is going on with it, and along with the city, so it's on everybody's radar to try to get it figured out and corrected, obviously, for everybody's betterment. So, with that, we look forward t.o...Jim Epping will come up, and then the folks from Meijer will be able to address specifically the other items that were asked about in terms of the plans. I think they're trying to email you the plans this evening, the updated plan. So, it's not that they're far behind. It's just a little glitch in getting them here. So thank you.

Mr. Wilshaw: Thank you. Welcome back, Mr. Epping.

Mr. Epping: Thank you. We'll go through this quickly. Yes, as Jacob and Mr. Amann pointed out, our plans are forthcoming. We have provided a summary letter to the commission and to the city, essentially acknowledging many of these points that came up, both in the

review letters as well as in the study session. We certainly have on the plans and would agree to a condition that the canopy height has been lowered to 18 foot maximum height, and that the light levels, just like the Costco, have been lowered to not exceed that 20 foot candle average to meet all city standards. The dumpster enclosure, and we're showing it on our graphic there, we're rotating that dumpster to the east so that it's easy to be picked up. It'll provide, actually, a little bit more landscaping area on the back of it to shield it, although, that really isn't exposed to anybody because of the, I guess it's Middle Belt that dips down, as opposed to this site coming up. But it was a good point in terms of just turning radiuses, with the pickup truck, with the dumpster to turn that, so we've done that, and that'll appear on your plans as one of the conditions. We've also looked at the architecture. Some of the comments that came up in terms of removing some of that eyebrow lighting it was referred to have this removed. The pillars within the canopy will be dressed to match the architecture of the building, in terms of masonry products. And so, all those things make an awful lot of sense to us. A little addition, because it may be a question of if within one center, and it's about a 90-acre center, it's hard to believe it's that large, but we've got, obviously, the Costco gas station that we just talked about, and now this, Mr. Amann is right. This is really a convenience to the existing Meijer customers and the customers of the plaza. It's as much about a gas station as it is about that quick convenience retail. It's about a 3,300 square foot building and about 2,300 feet of that is within the store part of it. It's coffee. It's milk. It's eggs. It's all those things that Meijer's serve so well, but frankly, allows me not to go in and deal with the larger store. I can, you know, whether I'm stopping for a quick, unhealthy lunch, don't tell my wife or on the road, that type of thing. It's a quick in and out, as opposed to having to go into the Meijer. So, it's really a different experience. What's interesting about all three traffic studies, both for the Meijer, for Costco and for the next application that we'll talk about, is they essentially generate almost no net new traffic to the site. All of these uses are complementary to the existing Costco, to the existing Meijer and to the existing rest of the retail Plaza. And so unlike, probably almost any other projects that has come to the city of Livonia before, we can literally say that we're generating less than 20% new traffic. These are all really multiple stops with a consumer who's coming to the plaza, maybe getting lunch, going to Costco, going to Meijer and those type of things. So, the Costco fueling station, as I say, is as much about the convenience store as it is about the pumps. But, the one issue, and I haven't talked directly to our Meijer team, they're here tonight, was in terms of those access points, it sounds like six

access points are a lot. Three of them, the two from the north and frankly, four of them, two to the north, one to the south and one on the southwest corner, are really about safely moving the fueling truck through there. That Western service road really is a...it's essentially a driveway lane, unlike, or not unlike any of other drive lanes within this area. We chose to put two access points there, not that it's going to interfere with any traffic, because there is no traffic going there. It stops at the railroad tracks, but that allows, again, a porous ability for people to be able to move from the pumps directly out. They would head north and then go back into the plaza or exit onto Middle Belt. So, we will work with staff to take direction on that if we wouldn't want to eliminate both of them. We think that direct access, leaving the pumps makes sense, because it's not going on to a road, because it's not going really onto any cross traffic, any place else in the plaza or the center would have more traffic than that road. And so we don't view it as a conflict point. We view it from a snowplow point of view, from a circulation point of view, is a good thing. We have removed the propane, the ice, all those other things. So, from at least the notes that I took last week and from reviewing all the review letters, we're committed to hitting those points. We're excited to again make the investment into the city, into the Meijer service here, and we're happy to answer any questions. I'm sorry I forgot one thing. At my age. I forget a lot of things, but one thing I wanted to mention, just for the record, those who the planner may recall, for those of us who were involved with the center in 2005 or some 20 some years ago, or whatever, when Meijer was first approved, it actually had the ability, at that point in time...it had the entitlement if you wanted to, in fact, do a fuel fueling center at the time. So, it was when we designed the infrastructure and everything around it was anticipating that Meijer was going to be doing a fueling center. They opted not to back then, and so obviously it lapsed. And so that's why this is not something new. It's something they essentially didn't do then. So, I just wanted to have that reflected that this was something that had been intended back when we did the center a long time ago.

Mr. Wilshaw: Thank you, Mr. Amann, and I will know you say it's a 90 acre site, but it is 90 thrifty acres, I believe, for the Meijer. so appreciate that. All right, let's see if we have any questions for you. Any questions for our petitioner on the gas station?

Mr. Ventura: Mr. Wilshaw, I'm just going to actually confirming question that the outdoor sales area that's on the western end of the existing

Meijer store will remain, and this service station and convenience store...

Mr. Amann: The garden center.

Mr. Ventura: Pardon me.

Mr. Amann: The outdoor garden center on the...yes sir, that will remain. This is adjacent to it.

Mr. Wilshaw: Thank you. We have another representative coming forward,

Matt Levitt, Real Estate Manager for Meijer.

Mr. Wilshaw: Thank you, Mr. Levitt.

Mr. Levitt: I'm here and happy to answer any questions and elaborate further if additional information is requested.

Mr. Wilshaw: Wonderful. Thank you for coming tonight.

Mr. Levitt: Sure.

Mr. Wilshaw: All right, let's see if we have some more questions for our petitioner. Any other questions in regards to the gas station?

Mr. Bongero: Just a really quick question. Hours of operation.

Mr. Levitt: It'll match the main store, 6am to midnight.

Mr. Bongero: Seven days?

Mr. Levitt: Yes.

Mr. Wilshaw: Okay, thank you. All right. Thank you.

Mr. Wilshaw: All right, any other questions?

Mr. Levitt: If I may, I'll address a few of the items that have already been discussed.

Mr. Wilshaw: Go ahead.

Mr. Levitt: Thank you. As has been discussed, we are planning to make a number of the changes that have been detailed by Jacob. A couple of things that I would like to address, the outside sales.

There's a request to remove the propane cage and the ice bin. I would like to explore that a little bit further, possibly with city staff. We took a drive around the city and noticed that several of the locations do have ice bins and potentially propane cages. I believe some of that was involved. Most of our gas stations have rock salt, windshield wiper fluid, those kinds of things, either between the pumps or out front. We'll agree, certainly to remove those that's not anything that's out of the ordinary. We would request some discussion of the other two items, the ice and the propane cage, just because those are items that are not safe or typically sold inside of the building, and we do see those at other locations around the city and different gas stations. So, I would certainly request additional discussion on that point. We are going to reduce the canopy down to 18 feet, as was discussed. The lighting. The wrapping of the canopy poles, all those are agreed to. As far as the curb cuts, I think Mr. Epping actually handled that fairly well. We included the three curb cuts onto that service drive because it does allow for a better free flow of traffic for people who are coming into and out of the site, versus having to cross it in front of other pumps. It's a better way to have them exit out onto that drive that does not carry any traffic. I know it's a little bit just anecdotal, but we spoke with members of the store staff. There is no traffic on that site, outside of maybe once or twice a week somebody going back to the train tracks. So, it's effectively a drive, we agree, Mr. Ventura, it is in really bad shape. We've had leadership from Meijer ask if we can repair that drive. We are going to try and do that if we can get the appropriate approvals from either the city or county to re asphalt that drive so that it is in better condition for use in conjunction with the gas station because it's in very bad shape. Then, normally, it's something that we would have addressed ourselves, but because we don't own it, we don't have the approvals to do so. But as a part of this project, we would like to improve that drive as well.

Mr. Wilshaw: All right, thank you, Mr. Levitt, and I do want to point out that I appreciate the cooperation in terms of trying to address some of the concerns that were raised at the study meeting. For folks that aren't aware of the process that happens, we do have a study meeting a week before this meeting, just for our benefit, to talk to staff about these petitions and at least highlight some of the things that we may see early on that may be updated or improved before they come to this meeting. And while it's a good process, it does not give the petitioner a ton of time to actually go to the various architects and engineers and other people that need to update these plans. So many of our petitioners go through incredible hoops to get these things done in time. They can't

always get them to us timely. I think that's probably the case in this situation..

Mr. Levitt: I will confess, Mr Vandercotte and I are here, and we were both on spring break last week, so that is the delay for the plans, but they are in the works, and we're going to draw everything exactly, you know, after this meeting and the discussions, and we'll make sure that they get into the city for proper review.

Mr. Wilshaw: I mean, you're allowed to have a life too, you know, outside of your work, so we do appreciate, you know, you trying to make those efforts, but certainly, we'll work with what we can tonight. So, with that, I do want to see if there's anyone else that has any comments or questions.

Mr. Droze: Very brief comment. At the beginning of kind of this presentation was discussed how, you know, the site does have a little bit of disorder, and some of the projects here are going to help clean that up and kind of organize things a little bit. And so I'm not saying anything in particular to the drives here, but I would just urge the applicant to work with the Engineering Department to really tease out to make sure the drives that are proposed are the ones that are really needed. You know, porosity is a good thing, but I think there's also a lot of benefit to access control, to help organize the site. So I just offer that comment as you are taking your plans forward. Thank you

Mr. Wilshaw: Thank you. Mr. Droze, I also did want to briefly comment on the issue of the ice and propane that you raised. You're certainly welcome to talk to our staff and see how that conversation goes, but I'll just let you know that, because I've been here a long time, it's been a long-standing policy of the city to not allow outdoor sales of those items at gas stations. The problem is, as many in our city are aware of, and it's been discussed in the media as of late. We have a lot of really old gas stations in the city that have been grandfathered in. And do have those things we are when we get the opportunity to impose our will upon these people in terms of giving free air and making sure that we don't have that outdoor merchandise storage, we try to do that. So that's kind of where that comes from. But, you know, there's, there's always, you can always talk to people sure and see what you get. Is there any other questions on from the petitioner before I go to the audience? Is there anyone in the audience wishing to speak on this item, for or against. We have one person.

Mr. Wilshaw: I ask that you start with your name and address and you have two minutes.

Bill Schmidt, Livonia, MI. Down West Chicago and Middle Belt area near the Wilson Barn. So, I have a opportunity to frequent driving up and down Middle Belt Road. The exit or entrance into the Meijer property is referred to my wife and I is the suicide turn. Getting the hell out of that parking lot is impossible. You get up there, right? You got to inch forward. You got to cross the sidewalk. Then you got to inch out further, and then you got to look down to see if anybody's coming underneath that bridge lickety split. And while you're looking that way, you got to make sure there's not a whole bunch of traffic southbound. That turn is just simply unsafe. It's just unsafe. Add more traffic, more vehicles, more opportunity for killing people.

Mr. Wilshaw: Thank you. Thank you, Mr. Schmitt. Appreciate your comments. Is there anyone else wishing to speak on this item? Go ahead. Come forward. Sir. Good evening.

Dennis Tar, 14072 Stanford, Livonia, MI. I came to speak on another issue, but I agree with that, man. I agree with you. I don't go down Middle Belt, period ever. It's like Ford Road. You can't get down, you can't turn, can't stop, you got to constantly have your head on a swivel. It's ridiculous. I don't know what the idea was to put so much stuff there. It's right off the highway. People come from every city in the area to there, and you can't get through. You can't do anything. I agree with Mr. Droze. It's traffic. I agree with that man, I tell my kids not to go through there. Don't go on Middle Belt. It's ridiculous. It's awful. You can't...I'm at a loss for words. Honestly. I mean, I'm surprised when I saw what they did to Ford Road. I'm like, I gotta hope they never do that here, and they did it, and it's increasing. I'm not against Meijer or Costco. I'm not...I don't go to Costco. I don't belong there, but I go to Meijer, but I don't go to that one. No way. I don't go to that Home Depot. I don't go to...the only reason I went over there in the last four or five years, I had to go to Michael's. That was it. And I didn't want to go. I didn't want to do it because of the traffic. Simple as that. Thank you for hearing me.

Mr. Wilshaw: Thank you, Mr. Tar. Anyone else wishing to speak on this item? If not, okay, I will close that portion of the meeting. Is there any other comments or questions from any of my colleagues?

Mr. Bongero: Just in response to the two residents. I had that conversation today. One of the former council members said, if he was still on

he would bring that up about that exit going off that service drive, especially going left, it's pretty bad. I don't know what you would do to fix it, but he brought that up today. He said, if he was still on council, he would definitely want that addressed. So, I think it's something we should talk about.

Mr. Epping: I certainly agree. It's a safety point. It's a fair point to bring up. I don't know that this gas station will substantively add or subtract to that, but I think holistically, it makes a lot of sense. Matt can speak up, or even Bill with Grand Sakwa, that through this process we can take a closer look at that intersection, work with city staff and see what changes, solutions, modifications might be made, but again, in terms of adding net new traffic to this site, I don't think that this Meijer gas will do that in any quantity, but it's a good point. Obviously, Meijer maybe more than most, certainly as much as Costco and Grand Sakwa are concerned about safety.

Mr. Bongero: And I think we got the chance to do it now, so let's.

Mr. Epping: I agree.

Mr. Wilshaw: Thank you. Mr. Bongero, any other questions or comments, anything else that you'd like to let us know before we make our decision?

Mr. Epping: No, thank you

Mr. Wilshaw: All right. Thank you. If that's the case, I will close the public hearing, and a motion is in order.

On a motion by Long, seconded by Bongero, and unanimously adopted, it was

**#04-25-2026** **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on April 14, 2026, on Petition 2026-01-02-04 submitted by Meijer, Inc., requesting waiver use approval under Sections 3.11 and 6.26 of the Livonia Zoning Ordinance, as amended, to construct a gas station and convenience store, at 13000 Middlebelt Road, located on the east side of Middlebelt Road between Schoolcraft Road and the CSX Railroad in the Northwest 1/4 of Section 25, the Planning Commission does hereby recommend to the City Council that Petition 2026-01-02-04 be approved subject to the following conditions:

1. The Overall Site Layout Plan and Elevations identified as Sheet C200 submitted February 18, 2026, prepared by Fishbeck, are hereby approved and shall be adhered to;
2. The Landscape Plans identified as Sheets C600 submitted February 18, 2026, prepared by Fishbeck, are hereby approved and shall be adhered to;
3. That underground sprinklers are to be provided for all landscaped and sodded areas and all planted materials shall be installed to the satisfaction of the Inspection Department and thereafter permanently maintained in a healthy condition;
4. Any illumination of the pump island canopy shall be restricted to the undercarriage, and all light fixtures shall be recessed and flush with the established ceiling. However, this section shall not apply to those specified signs expressly allowed by the district regulations of the Zoning Ordinance;
5. Only conforming signage is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals;
6. That the south entrance of Meijer on to Middle Belt with signage or design modifications that address safety concerns to the satisfaction of the Planning and Inspection Department.
7. That no ice or propane shall be stored outside of the building;
8. All parking spaces are required to be 10' x 20' and double-striped;
9. Barrier-free parking spaces shall be provided and be properly sized, signed, and marked;
10. No part of the pump island canopy fascia, except for signage, shall be illuminated;
11. No LED light band or exposed neon shall be permitted on this site, including, but not limited to, the pump island canopy, building, or around the windows;

12. Under Section 6.26(11), free air shall be provided whenever this station is open for business. The free air shall be dispensed at the point of service without entering the station or performing any extra action to obtain the air without charge;
13. Unless approved by the proper local authority, any type of exterior advertising, such as promotional flags, streamers, or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited;
14. That brick or other masonry materials matching the principal building shall be added to the canopy columns to the satisfaction of the Planning Director;
15. That the middle approach to the access drive be removed;
16. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and;
17. Under Section 13.13 of the Livonia Zoning Ordinance, as amended, this approval is valid for one year only from the date of approval by the City Council. Unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

***FURTHER RESOLVED,*** That notice of the above hearing was given in accordance with the provisions of Section 13.13 of the Livonia Zoning Ordinance, as amended.

Mr. Wilshaw: Is there any discussion?

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted. It will go on to City Council with an approving resolution.

**ITEM #3 PETITION 2026-01-02-05**

**El Car Wash**

Mr. Caramagno, Secretary, announced the first item on the agenda Petition 2026-01-02-05 submitted by El Car Wash Mid-West LLC, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance, as amended, to construct an auto wash establishment, at 13000 Middlebelt Road, located on the east side of Middlebelt Road between Schoolcraft Road and the CSX Railroad in the Northwest 1/4 of Section 25.

Mr. Uhazie: Thank you, Mr. Chair. This is a request to construct a 4,500 square foot car wash in the northern parking lot of the existing Meijer. The size of the site in question is 1.35 acres with about 321 feet of frontage along the north access drive. The existing zoning is C-2. To the east is Meijer parking lot, zoned C-2. To the west are two commercial properties occupied by Outback and Portillo's zoned C-2 as well. To the south is the existing Meijer and more parking zoned C-2 and to the north is the Culvers restaurant zoned C-2 as well. Under Section 6.07 of the zoning ordinance, car washes are required to be approved via waiver-use. The proposal is a car wash that is about 150 feet in length and about 30.5 feet in width. The height of the building is 34.8 feet. C-2 does allow a height up to 35 feet. The existing parking islands would be replaced with a C-shaped island wrapping around the building. Vehicular access, provided would be via a single drive on the east side. The drive is 33 feet in width. The circulation plan shows three stacking lanes, each stacking Lane measuring about 1,217 feet in total length. Vehicles would enter from the east and proceed west along the north route of the building before turning south. After payment and automated station, cars would head east through the car wash where there's also a bailout lane. One thing to note is that the bailout lane has been moved further east based off comments from this body last week. And once the cars go through the car wash, they head to the north, where they can either exit out the same access way that they came in or turn west to go into the vacuum area. One thing to note that has been added since our last discussion is the petitioner has proposed an additional seven outdoor vacuum stations to the south out lot of the Meijer parking lot. The zoning ordinance requires 20 parking spaces for a car wash. This site plan shows 26 spaces, with two being barrier free. Parking spaces are along the north end of the building and provide vacuum stalls. A major change from the what we saw last week is that the petitioner has agreed to enclose the entire vacuum area and expanded the building to include those vacuum stations. The photometric plan shows several lights would remain in place, and the lighting plan does comply with the zoning ordinance. The petitioner has submitted additional renderings of the landscaping for the plan. The petitioner proposes five new trees within the open space, three along the west and two along the north. They proposed 12 evergreen trees and 16 deciduous trees with 71 shrubs. Additional landscaping has been added to the west to improve site circulation based off of some of the comments they received last week. That is referring to this area over here. The petitioner has stated that sign plans will be submitted separately. The new elevations show two vertical tower elements, one at the

entrance and one at the exit. The building would be a split face CMU along the lower portion, which was shown as last week as well. The major change to the building facade that would be E.I.F.S. has been changed to decorative masonry and more durable material, including aluminum composite panels. The aluminum composite panels are in the darker gray, the masonry is white. The fluorescent neon band has been changed to not as fluorescent coloring, and then the enclosed car vacuums have been surrounded by glass. The plan shows a dumpster in the southwest corner of the property along the proposed bailout lane. The additional landscaping has been provided around the dumpster for additional screening. Shown here evergreen treating screening around the dumpster. The floor plan shows an office area, restroom and an equipment room with wash tunnel. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Uhazie: The first item is from the Engineering Division, dated March 3, 2026, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the waiver petition at this time, but would like to note the following items: 1. The subject parcel is assigned the address of #13000 Middlebelt Road. The proposed carwash will be added onto the property in addition to the existing building, so the owner will need to request an additional address for the car wash once approvals have been granted. 2. The existing parcel is currently serviced by public sanitary sewer and water main, as well as private storm sewer. The submitted drawings do not indicate any changes to the existing public utilities Based on the submittal, we do not believe there will be any negative impacts to the existing systems with the proposed project. 3. The water service to the proposed car wash is planned to be tapped into a private water main. It also appears that the proposed car wash will be on a separate parcel based on the proposed legal description for "outlet". If property for the car wash is to be a separate parcel, the water service cannot be connected to the private main, and a new tap location to a public main will be required. 4. If a lot split is planned for a proposed outlet, the owner will need to start the process by contacting the Assessor's Office prior to any permitting."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated February 24, 2026, which reads as follows: *"This office has reviewed the site plan submitted in connection with*

*the new construction and use of the property located at the above referenced address. No objections to this proposal with the stipulations: On final plan set that will be submitted for review, please provide nearest fire hydrant location. The south side of the structure appears to be the best location in case aerial truck firefighting operations should occur, access road width dimensions to the south of the structure need to be at least 22 feet due to the potential of snow removal piles. A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated February 25, 2026, which reads as follows: *"I have reviewed the plans in connection with the petition. I have no objections to the proposal."* The letter is signed by Brendan Adams, Sergeant, Traffic Bureau. The next letter is from the Finance Department, dated February 26, 2026, which reads as follows: *"I have reviewed the addresses connected with the above noted petition. As there are no outstanding amounts receivable, general or water and sewer, I have no objections to the proposal."* The letter is signed by Benjamin Grier, Director of Finance. Lastly we received an email from Ewa Kedzierska, dated April 11, 2026, and it reads: *"I was under the impression that there is a moratorium on new car washes in Livonia. I AM AGAINST ANY MORE CAR WASHES IN LIVONIA - WE DO NOT NEED THEM! Livonia is now the joke in Wayne as the Car Wash capital. Please do not accept this petition on the grounds of car wash saturation in Livonia."* That is the extent of the correspondence.

Mr. Wilshaw: Thank you, Mr. Uhazie. Is there any questions for our staff? I hear no questions. Our petitioner is in the audience. Welcome back. Mr, Amann.

Mr. Amann: Thank you, Mr. Chairman. Brian Amann, on behalf of Grand Sakwa, the developer, and just quickly address as we talked in the study session, you'll see significant changes that Jim will walk through, along with the team from the car wash, but from the developer's perspective, this is an answer to an issue that we've talked about when we had a rapid response meeting last year with council and other folks who talked about the nature of the existing parking lot being a bit of a shooting gallery and cars going every which direction, because really no one parks out there, but they just kind of cut across lanes and that kind of thing. And because of the multiple accesses onto the main drive, it was just creating all kinds of issues. So, this car wash, effectively, is going to try to quiet it down, add more structure and create, really what

will be the world's slowest roundabout, forcing traffic into more structured way and pulling back away from the drive entry points and creating more structure to the west and east to do that. As to the question we...I heard the question was written in one of the letters about potential moratorium on car washes. This application petition has been in process. We've been in meetings with the city and the Planning Department long before that came up, and so we're essentially under that process. But I will say that I do land use entitlements all over the place, and as an attorney, and I will say that to the extent that the city is considering a potential policy, if it is able to actually cite car washes within major regional centers like this, it will put it in a much better position to have to be able to say no to car washes along residences and mile roads and things like that. So, I think this may be an answer for the community, as it's looking forward as to maybe a standard that it looks for locations of car washes. But certainly the commission and the council will deem, when they get into that conversation, whatever basis they do. Jim will address particular questions on this. This is again part of the engineering that everything was based on and we have Julie Crow, the traffic engineer here who can talk about the impacts of this as it relates to quieting the site within the site as well. So, we're certainly glad to answer those questions. I'll now defer to Jim for his comments.

Mr. Epping: Thank you again. Jacob. Is it possible to go to the one larger slide that shows the area, is that the one that we looked at with the Meijer as well.

Mr. Uhazie: About the entire area?

Mr. Epping: Is that the slide deck that I provided? Or is that the...

Mr. Uhazie: Yes.

Mr. Epping: Okay, yeah, I couldn't see it with the ceiling there. You may have heard me talk in the past about the benefits of a porous site. You're not going to hear that with this site. We've done is, Brian has said just the opposite here. Previous to this the Meijer site really had about 12 points of access, and because it was such a large parking lot, people would come down and then decide which direction, if they're going to the home side or the grocery side and so forth. And so it wasn't unusual for large parking lots to have that scenario, but this created quite an opportunity to quiet the site, to make it much safer, and to add some structure to it. And so the proposed El Car Wash sits east to west and blocks a majority of those access points. We heard last week at the study

session, and it was good point, particularly on the west side, was there still room for, you know, a little more organization. So, what we did, we actually submitted twice in this week with this project. The initial one created quite a large green space on the west side of the proposed car wash that took it over two drive lanes and really funneled everybody directly west, almost to the Portillo's. That made a lot of sense. It created more green space. We looked at it after we had sent it to the city, a little more closely. We see, you know, actually, we kind of overdid it. We're gonna create too much pinch point at that angle you're coming down from the Outback, and you're then being forced to turn quick, heading west, and then kind of get caught up in Portillo's and so what we did is submit, I believe it's in your packet...still created a very large landscape island, big enough to have several trees and shrubs and so forth, but we've actually now suggesting organized drive lane on each side of it that allows someone to come straight down south again, creating stop signs at that intersection now and allowing people to come into between the proposed car wash and that large landscape island, go safely down into the Meijer site, or continue to head west into Portillo's and so forth and so, a combination of cutting off all those lanes, organizing, particularly that west side we believe really organize this site, makes it much more predictable in terms of access. Julie's told me in the past, from a traffic engineering point of view, it's not so much the traffic, it's the unpredictability of traffic. And if all of a sudden I'm driving through a parking lot and someone comes shooting out, that's what I'm not expecting. So what we're trying here very, very hard, very deliberately, working with Matt and his team at Meijer, working with Gabe and his team at El car wash, is how do we organize this site and make it more predictable? And so, we appreciate that feedback. We think that island and that organization on the west goes a long way towards that. Jacob, if we could go, please to the next skip through the Meijer and go to a couple of the organization sites. From an El Car Wash, and we're happy to talk, we've got Steven Bartlett here from El Car Wash, and talk about the...what makes us different in terms of a full service car wash? It really it becomes a completely different experience. I'll talk, at least initially, about the site plan issues, improvements that we've made architecturally and from a layout point of view. We've got our full engineering team, our full architecture team, so we can answer any of those questions. First and foremost, as Jacob pointed out, we have completely enclosed the vacuum area. So previous to this, on the north side of the building, we had an open area with vacuums. Those remain exactly in those locations. But now we've put a very beautiful, very expensive building over the top of it. It has full

glass. It has masonry materials. It really becomes a beautiful addition to the building, and we think it works very well. We have added, in terms of vacuums, seven vacuums on the south side, just behind El Car Wash, going in towards the Meijer parking lot. We did that specifically because we have found we have enclosed other locations, and we have found that some people actually use the vacuums less. And so we tried to provide at least some opportunity for people who want to actually leave the site. My brother is like that. He really gets out and details his car, almost, there. And so, it gives them an opportunity to do that, as opposed to in the building. So it gives a little bit of both worlds, but from an enclosure point of view, we're excited to be able to add that brick, the masonry. A large majority of the E.I.F.S., other than at the very top, has been completely removed, replaced with different masonry materials, as well as that aluminum paneling. We've muted the colors. It is a much softer building now, and we've eliminated any idea of any fluorescent lights or anything like that, which would make sense, I think. The dumpster has been now separated from the escape lane or the bailout lane. That bailout lane has been moved to the east. So, in the rare occasion that someone is picking up the dumpster and at the same time someone's trying to bail out, they are adjacent, but they both have clear access, so that they both could be used safely at the same time, and so that was good feedback. We talked about the colors being changed, the landscape plan, those couple notes with the use and the Locust tree. Certainly, we can take care of that and bring those updates to it. It's neat to understand this particular use, El Car Wash. What's first important is that it is becoming a very large company, but it's locally owned. Gabe and his team are out of the Oakland County area, and so it's a local team. We are making an expansion into Michigan. It started in Miami, but it's an expansion in Michigan. It's been very successful. We have a lot of locations throughout Wayne County, Oakland County, and Livingston County, and so it's been great. What's great about El Car Wash is it's made an incredible push towards environmental practices. Greater than 80% of the water is recycled. There's sound mitigation on all the vacuums. Now, obviously a vast majority of those are enclosed. There's roll up doors, what we call quiet doors, or whisper doors, that roll up and roll down every time a car goes in and out. And so any of those exiting vacuums that's all contained. It's probably more important if we were to be closer to residents. Frankly, I think our nearest resident is over 1,500 feet away, and so it's really less about noise, but just about containing the whole experience inside the building and taking advantage of that. Obviously, the vacuum buildings are all fully vented. It's a great

operation. In terms of operation, there's always between three and five employees on staff. David is here, who's the regional operation director. He can talk about other locations and how their team services it. Obviously, the car wash industry has gone more towards a membership model, and so most customers come through, and they're used to coming through again. We don't anticipate this adding really any net new traffic. These are people that are already going to Meijer or to Michael's or to Costco and so forth, and saying, hey, let's get that. Julie will tell us, in our traffic reports, that very, very few people actually leave their house and say, I'm going to go get a car wash. It's always part of additional trips and pass by trips. So we appreciate the feedback that we've gotten from staff and from the commission, so far. We really have made a significant additional investment to accommodate some of the good suggestions and feedback, particularly in closing the entire building. And again, we're looking forward to answering any questions.

Mr. Wilshaw: Thank you for your presentation. Is there any questions for the petitioner?

Mr. Droze: Thank you, Mr. Chair. I would just, I guess, wanted to speak to what you've done with the site where, I think, obviously I had some concerns with the Costco, I think this is the opposite. I think this is organizing the site. It's everything that I think we tried to get at the study session. So, I applaud. Even I think it was kind of the third iteration, it's really come a long way. So, I don't really have any comments about the site layout. I do want to talk a little bit about site landscaping, and I recognize that, you know, this is probably as all the disciplines are pulling information together, may come a little late, but just kind of looking at the site as a whole. And this question might be more to Mr. Amann about the whole site. There is, you know, kind of a consistent landscaping on some of the main driveways that we see, and kind of a mixture of fruit trees and bushes and that sort of thing. And, you know, I think it's really, if you go to kind of that far eastern side of the site, like the Michael site, it's some of the best landscaping I've ever seen at a commercial, big box store. And I kind of look at the space in front of Meijer, especially that we have, especially on the eastern side, where the driveway is being realigned, it's a pretty large grass area. And I just wonder if there's some opportunity for a continuation of some of that landscape style to help accentuate that driveway as you come in. Just an offering of a thought.

Mr. Epping: I think it's a good point. We certainly can work with that, not only the plant material, but look at it. We did in our drawings may not

reflect it, some of the more detailed in that new super island area, we've actually added a number of trees and quite a bit of shrubbery and landscape areas. It is clustered in the middle, because we do expect that to be a fairly decent snow deposit area, and so we're cautious of that. But as we refine the landscape varieties and the tree varieties, shrub varieties, we can certainly continue to look at that. I think it is important esthetically, that the plant varieties match the whole center.

Mr. Droze: Okay, thank you.

Mr. Amann: I'm just going to echo on to him, add a little bit briefly that we hear you, and we certainly want there to be a continuity in terms of the appearance of the landscaping. One thing I haven't met...we heard in our rapid response meeting months ago about the desire to make sure that we soften up the site in general, including providing a covered bus waiting area, you know, for folks, because a lot of people will sit there and wait. And so that's...we really plan to have all those amenities as part of this overall look, to try to really upgrade it and give it a quieter and softer feel. In that regard as well, because a number of people do use public transportation, get in and out of there, and they're sitting exposed to the weather right now. So, we were receptive to those concerns that we heard from the council members and those folks at that point.

Mr. Wilshaw: Thank you,. Mr. Droze. Any other questions,

Mr. Caramagno: Tell me a little bit about the vacuums and what constitutes how many vacuums you have at this car wash? You'll have 30 vacuum locations. Why so many?

Mr. Epping: Do you allow me to phone a friend? Steven? Are you able to give us something or yeah, David. David is our operational director for all of Michigan.

Dave Anderson, El Car Wash corporate, 2753 87th Avenue, Doral, FL. I'm from Michigan. Lived in Michigan my whole life. Answer question, the vacuums. I mean, kind of volume we anticipate plays a big part of that as well. We always feel the more vacuums are better. That way people are in and out quicker. There's less waiting behind another person. We keep that flow moving through the lane, through the vacuum, so we don't have any sort of backup with someone waiting for a stall to empty. So yeah, there's portions of the day where there might be two or three that are filled, but on a

busy day, we're washing the 1000 cars. Want to make sure that that flow is moving quickly so there's no clusters, no congestion.

Mr. Caramagno: Is 12 feet wide enough for a vacuum stall to open the car doors and plenty room to operate?

Mr. Anderson: Absolutely. So, we planned it out so you can open that door where that hose is not hitting your door. You can still wrap around, get inside your car efficiently.

Mr. Caramagno: Okay, what kind of lighting you got inside the enclosed area? What kind of lighting is in there?

Mr. Anderson: This will be our first enclosed one in Michigan. So, I might defer to Steven or Jim on the actual lighting. I know we have lighting on the actual vacuum arches themselves. I'm not sure if the actual building itself will have interior drop lighting at all.

Mr. Epping: Our architect is here. He may...I would say LED, but we might have a little more information than that.

Eric Miles, Krieger Klatt Architects, 400 East Lincoln Road, Michigan. Yes, the plan is to essentially do linear LED lights within the space itself. We'll have a few high bay lights as needed for like maintenance at night, if needed, but the majority of the lighting will be LED Linear fixtures running the length of the building.

Mr. Caramagno: Thank you. Also, a comment, Mr. Chair. I think Patrick said he liked this plan. A tremendous improvement from what we saw at the study session. I mean, you came with a...something that's acceptable versus what we saw originally, which was not anywhere close to something I would have entertained, but it looks much better and nice, quality package here.

Mr. Epping: I appreciate it. Thank you.

Mr. Wilshaw: Thank you. Mr. Caramagno.

Mr. Long: So, you mentioned that it's a membership concept.

Mr. Epping: Not exclusively, but it certainly is becoming the trend.

Mr. Long: Sure, and since this is a nationwide chain, your subscription is good no matter where, if you're down in...if you drive down to Florida and you need your car wash...

Mr. Epping: Yes sir.

Mr. Long: If you remember this entity, you get it down there. Okay, you mentioned that you don't think it's going to add traffic, that it's just going to take advantage of low people who are already at that location. But, I mean, have you done, you know, we've approved a lot of car washes. Is there room for that? Or do we have market saturation like the letter said?

Mr. Epping: I'm sorry, if you don't mind, I'll ask Julie Kroll from our traffic engineer, she really is...

Mr. Long: You've referenced her three or four times you better. Let's bring her up.

Mr. Epping: we drug her out. I feel like a game show host.

Julie Kroll, Fleis & VandenBrink, 27725, Stansbury Boulevard, Farmington Hills, Michigan. We're the traffic engineers for this project. I can't answer the question about market saturation, but I can't answer the question about traffic impacts. What we find, especially with these car washes that are in an existing retail center, we see a lot of it's a kind of complimentary use for like, in my case, when I go to Meijer, I go to it as part of a trip chain. So, I might go to Meijer and get gas, get a car wash, get my groceries and go home. I was already going to Meijer. I had to get my groceries, but I also needed gas and car wash, so I do it all together. So, my trip was already the Meijer store, but now I've added on the gas and the car wash, which are basically part of that trip chain, so I'm not adding a new trip. I was already going to Meijer. So that's kind of what we see with these complementary uses. I might go to Costco too, you know, like, if I'm in that area, I'm doing a whole... I might go to Michael's, go do a whole run, basically, on the weekend. If I'm going out, I'm going out and I'm doing it once and so I'm not adding more traffic to Middle Belt Road. I'm the traffic on Middle Belt Road doing all my trips together. And that's one of the nice things about having these complementary uses in the parking lot together, so we're not going back out on Biddle Belt to go get a car wash, to go get gas, to go to Meijer. I'm already here. I'm internal to the network. So that's the nice thing about car washes, gas stations in a retail center is that they are those complementary uses. El Car Wash has currently two stores in Meijer parking lot. One is in Brighton. I worked on that project, and one is in Warren. And they, again, they're part of that complementary uses. The other thing I wanted to mention about the new site access, as you seen right now, right out there,

they've got drive aisles all the way along that Loop Road, all the way around. This kind of creates, like a gateway into Meijer. You can either go on one side or the other, and you got a very clear path into the parking lot from Meijer. Very channelizes that traffic into Meijer. So we don't have, I used to call it when I was a teenager, like Meijer drivers, and they just kind of go all over the parking lot. This really helps eliminate that by creating this central gateway into the Meijer parking lot. So, I just wanted to mention that. Jim mentioned it earlier. I'm happy to answer any of the traffic questions you might have.

Mr. Long: I appreciate that, and I agree with you that it does a better job of controlling the Meijer traffic there, but I do also want to talk about market saturation. So, I don't know if you got anybody else up your sleeve.

Mr. Epping: Stephen, can you talk to that? You can see we've brought our whole team.

Stephen Barrett, El Car Wash, 30200 Telegraph Road, Suite 205, Bingham Farms, MI. From a market saturation standpoint, you look at the competitors in the market. You have in the close proximity to our site, you have the Zax Auto Wash roughly two miles at Plymouth and Middle Belt. Then you also have the White Water between Middle Belt and Merriman also on Plymouth Road. To the north there's the, I believe it's a Jax on the other side of 94. It's really a different trade area in comparison to our site. And when you really look at it, our site's internal to the Meijer, the Costco, the daily needs. It's...we're really relying on the daily needs, not the traffic of Plymouth Road, Middle Belt Road, which we've seen as Julie presented. We have stores in Brighton and Warren on the pad of Meijer to where the compatibility between the uses is great. We feel like just being in an interior out lot sets our store different from all the other car washes that are along the main roads.

Mr. Long: Yeah, I would agree with that, and I do think that...I understand the business model, and it makes sense. If a standalone car wash that's just on the corner of Plymouth Road. What's the radius that they draw from? You know, just generally in the in the industry, not an El car wash, but...t

Mr. Barrett: It's kind of hard to give you a generalization, but really from our business. model, we track three mile population. So really, a three mile draw is what we generally see for our stores, at least.

Mr. Long: Sure and but I do think this will be different, like you said, just given the location. Thank you.

Mr. Wilshaw: Thank you, Mr. Long. Any other questions for our petitioner tonight?

Mr. Wilshaw: All right, anyone in the audience wishing to speak on this item? We're going to ask that you have your name and address, and then you have two minutes to speak.

Jim Biga, Livonia, MI. A couple of things I'd like to point out. The neon color of the car wash doesn't really cite, you know, fit in with the location where it's going to be. None of the other stores restaurants have that kind of a bright color. Everything else seems to have like a reddish color or a bluish color with the restaurants and the other stores there. This is just going to stand out and just going to look so out of place in my mind. It would be nice if it would blend in with the other bodies in that area. As somebody else has said, that exit going on to Middle Belt Road. It's been a zoo since it was put in. Hopefully you guys figure out something, and the city figures out some way to fix that. I also saw in the plans, there's a sign going to go on Middle Belt Road. How many signs are we going to have on Middle Belt Road from the beginning of Meijer to the traffic light. I think there's one for Meijer. There's going to be one for Portillo's. There's one for Outback. Now we're going to have this one. They're all different sizes, shapes and colors. Is that going to confuse people where they pull in, and where do they go in? I mean, most people, I would think you would want them to go in with the traffic light and go in that way to direct traffic and control traffic, just like you were trying to do with Costco off of Schoolcraft and into that area. I think you really want to do the same thing, trying to get people off of entering and exiting off of a non-traffic light on the Middle Belt Road. At least that's my opinion.

Mr. Wilshaw: Thank you. Mr. Biga. I appreciate those comments. Go ahead.

Mr. Tar: Speaking of addresses, everyone that's come up to talk on behalf of these, this whole outfit, none of them had an address anywhere close to here. They don't drive through there every day. They don't live there. They don't hear it. They don't see it. I heard the attorney talk about adding life to a quiet space over there. It was quieter when the racetrack was there and they were running horses. There's no quiet space over there and back here is talking about needing 30 vacuums for the anticipated volume. You've already got volume over there. Now they're drawn in from three

miles away. So, this is going to make this Meijer and Costco even more desirable to the masses. It's going to be a nightmare over there. It already is a nightmare. I mean, you can't drive through. You can't make a left hand turn. Can't make a right-hand turn. Has anyone ever driven through there at rush hour coming off...people coming westbound off the Middle Belt trying to make a left off the highway. Trying to make a left, southbound on Middle Belt, you can't. And they instantly get in that left hand turn lane to go into this...the old race track area. It's a zoo, like the man just said, it's awful. I'm not against car washes. I love Meijer. I use Meijer all the time, but not that one. I don't go to Costco, like I said before, but holy cow. I mean, we're just jamming jam, jam, jam, jam stuff. If O wanted to live in a city where every square inch of property was built on, I'd live down the east side. I've lived in my house since 1967. I spoke about this before, and six months ago, I've watched this city dismantle the natural spaces. Everything is gone, and now we're just every square inch, we're jamming more on there, and the guy that owns the place is like...he's just sitting there, jam them all or jam some more in here. You can organize that traffic any way you want. It doesn't matter. Just drive through there once at five o'clock. Thank you

Mr. Wilshaw: Thank you, Mr. Tar. Appreciate your comments.

Jerry Karasinski, 19488 Bainbridge Avenue, Livonia, MI. A couple of follow-up comments. I too second what Mr. Biga said about the car wash exterior treatments. I think, actually my concern though, is how different it is than the Meijer store, where we had asked for the Meijer to look more like a hometown and now this car wash looks very modern, so that's my concern there. As far as traffic, I grew up actually in Redford Township, near Schoolcraft and Beech, and I can remember when the Detroit race course used to draw traffic from Detroit, and traffic was backed up further east than Beech Daly on Schoolcraft before the freeway was built. So traffic is all relative, but I do think that, and I hate to say this because I'm not a traffic control light person, but perhaps that driveway the traffic commission should look at and consider whether a light would go there, since we've got a new light going in on Farmington at Seven Mile for that Meijer marketplace. So thank you.

Mr. Wilshaw: Thank you. Mr. Karazinski. Good evening again.

Bill Schmidt Livonia, MI I have to...I got to congratulate our esteemed associate. Never before have I ever heard if we add one big ass car wash,

we're going to solve all our problems. So, I have no idea what kind of yoga you do to twist yourself and those logical knots.

Mr. Wilshaw: Mr. Schmidt, can you talk to us?

Mr. Schmidt: I admire you. You get to sit up here. You get to listen to a lot of folks like myself. Thank you for what you do. You don't get paid nearly enough to do it. Thank you very much. And we got more than enough car washes, you know, and they all suck.

Mr. Wilshaw: Thank you for your comments. Mr. Schmidt.

Laura Schumacher, 36269 Club Drive, Livonia, MI. I'm sorry. I just...I'm not going to reiterate what other people have said, but I'm just want to comment on there is a moratorium that was mentioned in somebody's letter that Martha Ptashnik initiated after the first of the year to limit the number of car washes. Livonia is 35.7 square miles, and we...based on the number of car washes that we currently have, that is 0.34 car washes for every square mile. The gentleman mentioned something about every three miles or the radius, Plymouth Road east of Levan Road, Plymouth Road east of Wayne, Plymouth Road east of Farmington, Plymouth Road, Farmington, Middle Belt and Plymouth Road, Plymouth Road east of Middle Belt. There's just...I could go on and 13 or 14 car washes, and I think there's more being added. I'm not against car washes, but Livonia is becoming the capital of car washes, gas stations and chicken shacks. So, I think you guys missed the boat. You probably should have thought about that space as adding a Chicken Shack or something to take care of all three of the businesses that you're looking at. And I'm not trying to be nasty about that, but it's the truth, and I think that should be considered before we take in another car wash on a site that I think will add traffic. It's my opinion. Thank you very much for your time.

Mr. Wilshaw: Thank you.

Catherine Baker, 14081 Stark Road, Livonia, MI I actually came for the fourth petition. I had no idea about this one, but I thought I'd get up and get my two cents. I have to agree with everything the last gal just said. I've been a 35 plus year resident of the city. I live on Stark Road, which used to be kind of a little pocket of green space, but the development is just everywhere. The traffic has become ungodly, and it's just not the city that I bought into as a young working woman. I just wonder...the question is, how much development is too much? Our tax base, I think, is expanded

exponentially. We have the Capital Grille. We've got, you know, the new Meijer up on Seven Mile in Farmington, Whole Foods, Nino Salvaggio's. I...just when is enough, enough and when is some of the...when do some of those tax dollars go back to help the seniors. For instance, on Stark Road, we have 10 houses, and at least six or seven are retirees, and at the end of the block, it's 108 units of senior citizen units. So how is this stuff benefiting us? And I just wonder at some point, do we have to keep building, building, building, and not maintain our green spaces? Thank you very much.

Mr. Wilshaw: Well, thank you for your comments. Anyone else wishing to speak on this item? I don't see anyone else coming forward to speak. Is there any other questions or comments from any of the commissioners?

Mr. Caramagno: So, listening to the comments, and everybody's got their opinions and ideas, whether it's color, signage, traffic, but when I'm listening to this package tonight, I'm hearing about...I think I asked at the study session, \$27 million of investment here, which is pretty substantial, and traffic is going to be altered dramatically by just moving this Costco off Schoolcraft Road. So, you're going to take a lot of traffic off Middle Belt just by doing this alone, you know. So, the package sounded good to me. Good to me last week. It sounds much better this week with the improvements that I've seen, and I realize this city is not once what it was, and probably 100 years ago the farmers would have told you the same thing, but development happens. Your houses that most of us live in weren't here 100 years ago, and nobody liked that either. They probably didn't want to see your subdivisions come in, probably don't want to see your houses come in, but the world keeps changing, and we can try and stop everything, or we can accept quality projects for what they are. When the petitioner comes back up, I'm going to ask the question. I'll ask it now, would you allow a car wash to be built on your property if you didn't think it was going to be successful, I bet that answer is no. So that's the question I got. When a petition comes back, I want to hear the answer to that.

Mr. Wilshaw: Thank you, Mr. Caramagno. Is there any other comments or questions from any of the commissioners at this point? If not...Mr. Droze.

Mr. Droze: I guess, a brief comment. You know, this, obviously, is an area that's been developed. It's been redeveloped. We're adding some intensity to this use and I don't know the origins of the original

development plan back in I think it was 2005 I heard. And I'm not sure if this is something that is really even on the applicant to bear, but I do note that, you know, there are a lot of traffic concerns in this area, and it's something that I think just should be noted that, you know, as we increase access to some of these legacy driveways, because the particular driveway for the gas station, I think, was put in as part of the grade separation to provide access for whatever industry was there at the time. So it's not a bad idea just to look at some of those legacy driveways and make sure that all those access points still make sense. I'd be really suggesting, before there's any talk of putting more traffic signals in, think about closing driveways. Look at that corridor, and what can we do to make that more safe? And I think that's done not by just looking at one project, but kind of looking at that whole corridor. So that's just a comment, really more towards Wayne County roads or city engineering to take a look at.

Mr. Wilshaw: Thank you, Mr. Droze. You are correct that Middle Belt is a county road. The city doesn't have the blank stamp or authority to just close driveways on or off Middle Belt Road, but I think there is valid concerns about that particular intersection that's been alluded to by a number of the residents that spoke tonight and some of my colleagues, and I think we do need to give a serious look at that, and the city needs to look at that to see what can be done to ensure that's a safe intersection, or as you said, possibly eliminate it to increase safety in that area. So, is there any other comments or questions from any commissioners at this point? I do want to give the petitioner the last word, as we always do. Welcome back.

Mr Epping: Thank you, sir. To answer Mr. Caramagno's question directly in terms of our success metric, yes, absolutely. We certainly love the City of Livonia, and through Bill Eisenberg, Grand Sakwa and his team, we've been invested here for decades, and it's been a beautiful partnership, and we always appreciate the city and the residents, of course. In terms of being specific about the El Car Wash proposal on this site, yes, we think it's going to be terrific. Steven and his team do a tremendous amount of research. We look at the competitive market. We work with Julie and talk about these things like trip chains. We work with Matt and his team, and as we mentioned, this is our third Meijer site, and it's just such a great synergy between Meijer, El Car Wash, Costco and the other tenants within the center to do exactly what we truly believe will happen. That's centralized., movements of people shopping trip conveniences, not put people out. We're looking at a lot of different sites, and frankly, the ones that don't work as well are

the ones that are on those mile roads or, more closely adjacent to residential. If not done well, have the tendency to back up onto the main road, back up into roads exactly as you pointed out, some of the things. It's why we're changing Costco is to eliminate those issues here. We truly know that it'll be internalized. It's a great partnership with all of our other properties. It really provides no sound impact, no traffic impact on the outer community. And so we're excited about that.

Mr. Wilshaw: Thank you. Is there anything else anybody would like to say before we close the public hearing? None. I'm going to close the public hearing, and a motion is in order.

On a motion by Ventura, seconded by Droze, and unanimously adopted, it was

**#04-26-2026** **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on April 14, 2026, on Petition 2026-01-02-05 submitted by El Car Wash Mid-West LLC, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance, as amended, to construct an auto wash establishment, at 13000 Middlebelt Road, located on the east side of Middlebelt Road between Schoolcraft Road and the CSX Railroad in the Northwest 1/4 of Section 25, the Planning Commission does hereby recommend to the City Council that Petition 2026-01-02-05 be approved for the following reasons or subject to the following conditions:

1. That the Site Plan marked Sheet C-2 dated April 14, 2026, as revised, prepared by Stonefield Engineering & Design is hereby approved and shall be adhered to;
2. That the Landscaping Plan marked Sheets C-6 dated April 14, 2026, as revised, prepared by Stonefield Engineering & Design is hereby approved and shall be adhered to;
3. That the Floor Plan marked Sheets A.101.A received April 13, 2026, as revised, prepared by Krieger Klatt Architects, is hereby approved and shall be adhered to;
4. That the Exterior Elevation Plans marked Sheets A.200.A and A.201.A received April 13, 2026, as revised, prepared by Krieger Klatt Architects, is hereby approved and shall be adhered to;
5. All light fixtures shall not exceed a height of twenty feet (20') and shall be aimed and shielded to minimize stray light

trespassing across property lines and glaring onto adjacent roadways;

6. Underground sprinklers shall be installed for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and permanently maintained in a healthy condition;
7. All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding;
8. The three walls of the trash dumpster area shall be constructed out of building materials that complement the building, and the enclosure gates shall consist of opaque and durable steel or composite panels;
9. That the petitioner work with the Planning Department to update the proposed Landscape Plan to include at least three (3) different tree species and that the Japanese Yew be replaced with a more salt tolerant species;
10. Only conforming signage is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals;
11. No LED light band or exposed neon shall be permitted on this site, including, but not limited to, the building or around the windows;
12. The car wash bay lights shall be shut off when closed;
13. Unless approved by the Inspection Department, any type of exterior advertising, such as promotional flags, streamers, or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited;
14. That the petitioner shall be allowed to install up to seven (7) outdoor vacuums at a location satisfactory to the Planning Director and Inspection Department;
15. The plans referenced in this approving resolution shall be submitted to the Inspection Department with the building permit application(s); and
16. Per Section 13.13 of the Livonia Zoning Ordinance, this approval is valid for one (1) year from the date of approval

by the City Council. Unless a building permit is obtained, this approval shall be null and void after the one (1) year period.

**FURTHER RESOLVED,** That notice of the above hearing was given in accordance with the provisions of Section 13.13 of the Livonia Zoning Ordinance, as amended.

Mr. Wilshaw: There's a whole meme about the six, seven thing. I'm not gonna...but is there any questions or comments on this motion to approve? I'm gonna pass the gavel for one second to my colleague. I just want to make a comment.

Mr. Long: The chair recognizes chairman or Mr. Wilshaw.

Mr. Wilshaw: Thank you, sir. I don't typically want to do this kind of stuff, but I do want to make a few comments. I came into this meeting this evening, after the study meeting and reviewing the plan. We go out to the site, and we look at these sites, and we deliberate prior to these meetings. And I usually come into these meetings tonight with at least an idea as to which direction I'm leaning on a particular item, but I also want to listen to the presentations that are given, the arguments that are made, the comments from the audience and our citizens. I listen to everything, and I try to come up with a decision at the end of the day that sometimes is the same as I came in with. Sometimes it changes. I came in this evening not particularly happy with this particular item on our agenda tonight and was leaning toward voting against it. I do think there is a general feeling in the community. We've heard it tonight, that there's a lot of car washes in the city and that there's some fatigue over that. I think that it's a valid point, but in the same respect, I've also been doing this for a long time, and I've seen many waves of what I would say are trends. Different types of business trends that happen over the years. We had pharmacies in the past. We've had Chinese restaurants. We've had Mexican restaurants. We've had burger joints. We've had chicken restaurants. We've now got car washes and gas stations. These things come and go. They're cyclical, and right now, the cycle is led toward car washes for a variety of reasons, but what it has done is it's also stepped up the game when it comes to car washes. The car washes that are being built these days are not the same as the car washes that we've seen in the past. They are dramatically improved in terms of the quality of the equipment, the presentation, also, the cost has gone up, unfortunately, in many cases. We don't see the \$5 car washes anymore, but that being said, this is also forcing other existing car washes that are

in the city that have been around for a long time to step up their game. It creates an effect within the community that improves...not only that we're seeing better quality developments, but we're seeing all our existing developments have to now compete with that. I am a free market person. I make no bones about that. It's not my position. It's not my job up here to tell the community when we've had enough of something. The free market will determine when there are too many car washes, and car washes will stop being successful at some point if there's too many. And again, that's not my decision to sit there and say how many are enough, or how many chicken restaurants are enough. As I look at a waiver-use or a site plan, I'm looking at it from, is this general use appropriate for this area, and this is a commercial area with a number of commercial businesses, and while I think it's adding to the tightness of this site, it is alleviating a lot of traffic issues that exist on this site. It has, we're being told by the engineers and the traffic experts that the site has the capacity to accommodate to use, and so, is it my place to sit there and say, you can't have a car wash simply because I don't like it. Again, I'm not a big fan of this, but I look at this with an open mind. I say to myself, what if this was Costco coming to us and saying that they want to put a car wash on this site? Costco does have car washes in a number of locations, not many, certainly none in the Michigan area, but they do have car washes. If Costco came to us and said they want to put a car wash. Would I have turned them down? And I think to myself, I probably wouldn't have, because it's complementary to the Costco use, just like the gas station is a complimentary business. So, it's not fair for me to sit there and say I would turn down El Car Wash just because they're a different brand. I did not like the look of the original proposal that was given to us. I thought it was a...it was not an attractive building. It was not well designed, and it wasn't using premium materials. Is it my taste? I'll be honest with you, I don't know that this is my taste in buildings and the colors. I think it's not necessarily as complementary to the rest of the buildings that are on that site in terms of colors and design. I would like to see it be a little bit more complimentary, but I know this is your branding, and I've gone to El Car Wash sites that have been put up, including the one on Grand River that recently opened, which is a masonry building. It is the better materials that you've presented to us tonight, and you've stepped it up even further by putting in a lot of glass and the interior vacuum system, which that site doesn't have. That site has no windows, and so this is a better-looking product than I saw up in Novi. So, I think that you have made some improvements. Am I 100% satisfied? Is this the best car wash that I've ever seen in the City of Livonia? No, but it's...I

think it is. It fits on the site, and it's...I just don't see any reason to vote against it at this time. So those are my comments, Mr. Vice Chair.

Mr. Long, Acting Chairman, declared the motion is carried and the foregoing resolution adopted. It will go on to City Council with an approving resolution.

Mr. Wilshaw: I do also want to note that for anyone in the audience who's interested, there was a Tornado Watch issued for the City of Livonia while we were sitting here, and by keeping you in here, you're in a nice safe place, so you don't have to worry about that.. Hopefully it will blow right over and hopefully everyone out there is safe that's out in the wild. all right, that takes care of the public hearing section of our agenda. We're now going to move on to the pending item section of our agenda. This item has been discussed at length at prior meetings. Therefore, there will be limited discussion tonight on the item and audience participation will require unanimous consent from the Commission. This is going to be item number four, petition. 2025-11-02-21.

**ITEM #4    PETITION 2025-11-02-21            Livonia Athletic District**

Mr. Caramagno, Secretary, announced the first item on the agenda Petition 2025-11-02-21 submitted by Livonia Athletic District requesting waiver use approval under Sections 3.05 and 6.48 of the Livonia Zoning Ordinance, as amended, to construct a new 96,200-square-foot indoor soccer field structure and 2,641-square-foot facility building at 14255 Stark Road, located in the Southeast ¼ of Section 21.

On a motion by Droze, seconded by Bongero, and unanimously adopted, it was

**#04-27-2026    *RESOLVED*,** That pursuant to a Public Hearing having been held by the City Planning Commission on December 16, 2025, Petition 2025-11-02-21 submitted by Livonia Athletic District requesting waiver use approval under Sections 3.05 and 6.48 of the Livonia Zoning Ordinance, as amended, to construct a new 96,200-square-foot indoor soccer field structure and 2,641-square-foot facility building at 14255 Stark Road, located in the Southeast ¼ of Section 21, the Planning Commission does hereby remove this item from the table.

Mr. Uhazie: Thank you. The petitioner has submitted revised site plans for the proposed indoor soccer facility. The new plans show a reduced

overall building footprint from 96,200 square feet to about 84,000 square feet. The new site plan shows the separate entryway facility has been removed, and now participants enter directly to the soccer facility. The rear setback now from the western property line is in excess of 300 feet, and the wooded area that is behind the current building has been expanded from 2.16 acres remaining to 2.27 acres. A 20-foot-wide reinforced concrete emergency drive along the north and west of the building has been added. Also, a 20-foot-wide gravel service drive to the south and east in response to comments from the Fire Department has been added, as well as a 9.3 foot apron to the 20 foot drive in the northwest to improve turning radiuses in the northwest corner. New elevations indicate pitched metal roof with a peak height of 50 feet and 40 feet to the eaves. This is down from, I believe, 65 feet from the original proposal. The new floor plan shows eight interior rooms along the eastern side of the building with restrooms, and then they've also increased the landscaping along the southern edge of the building, along the side of Frost Middle School. With that, Mr. Chairman, we also received two pieces of correspondence, if you would like me to read those out.

Mr. Wilshaw: Yes, please.

Mr. Uhazie: A letter from Edward Davis, Superintendent of Livonia Parks and Recreation, dated March 30, 2026, reads as follows: *"Dear chair and the member of the Planning Commission, As a follow-up to our previous correspondence regarding the proposed expansion of the Livonia Athletic District, the Department of Parks and Recreation would like to provide an update specific to parking considerations at Stymelski Park. As outlined in our prior letter, the Department expressed concerns about the lack of adequate on-site parking and the absence of a formal agreement permitting the use of City-owned parking facilities. At this time, we would like to clarify that the City of Livonia is currently engaged in discussions with the Livonia Athletic District to explore potential parking arrangements at Stymelski Park. While these discussions are ongoing and constructive, no formal agreement has been established to date. Any potential shared-use arrangement would require careful evaluation, clearly defined terms, and formal approval to ensure that City park operations, programming, and public access are not negatively impacted. We will continue to keep the Planning Commission informed as discussions progress and will bring forward any proposed agreement for appropriate consideration. Thank you for your continued attention to this matter. Please feel free to contact me with any questions or for further clarification."* Lastly is an email from Joe Kujat, dated April

9, 2026, and reads as follows: *"Hi, I am Joseph Kujat, 14417 Ramblewood. Has any person with oversight responsibilities walked the LAD's western most acreage? I have spent every day this week bushwacking towards the center of the park and I cannot believe that a red flag has not been raised in regard to the Barlow drain or stream. Somebody has been very disingenuous to the process. If you recall, we had heavy rain late Saturday and that is why I wanted to observe the impact on the entire wooded area, including the "lake" and the stream. I wonder if anyone with more import than me has ever done the same? Thank you so much for your attention. The Dec. public meeting had me suffering the early effects of COVID so I kept myself home. The opportunity to watch the replay was so helpful.. Joe Kujat"* That is the extent of the correspondence.

Mr. Wilshaw: Are there any questions for planning staff?

Mr. Droze: Mr. Uhazie, was there any correspondence regarding parking arrangements with Livonia public schools?

Mr. Uhazie: So, the way it works is that that property is all owned by the public schools, and then the city leases that from the public schools. So currently LAD is in discussions with both of them. It's my understanding, one of the reasons it is taking so long is that it be approved by the public schools, and then it's gotta get approved by City Council. The petitioner may be able to give more details of how that discussion is going, but that is one of the hiccups that we've had, is that it's kind of layer upon layer of approvals that they need.

Mr. Wilshaw: Thank you. No one said government is efficient. Alright. Anybody have any other questions for our staff? If not, our petitioner I believe is in the audience. Feel free to come forward. Good evening, sir.

Jeff Tripoli, owner of the Livonia Athletic District, 14255 Stark Road, Livonia, MI.  
Thank you for the opportunity to address both the public and the commission again. Hopefully you've got an opportunity to digest some of the revised plans that we made in the spirit of which we made them. We took virtually all the comments made to us and where we could we've made adjustments to our proposal to meet that you've mentioned. We've taken it from two facilities to one. We've reduced the footprint, not only to further indicate the desired utilization of the space, which is training, but also to mitigate some of the space that we were going to have to encroach upon to the rear of our own property. I've heard a lot

from the citizens about how they enjoy the property, which I love. I love that. There's a walkway adjacent to it will remain that open. There's a park over there. We believe everything we're proposing is consistent with the intention of that area. When you go down Stark road to your left, there was a former YMCA that we saved, quite frankly, we made that investment with some level of risk, educated risk, and now we're looking to expand upon that, to further validate our investment and continue to support and sustain our environment. But to the right of it, there's outdoor parks in Ford Field, then there's the park to the north side of us, and, of course, the hockey rink. That is much to the same utilization that we do, which is hockey training. So I would also like to point out in thinking back through this and making sure I addressed relevant things that I think are appropriate, as YMCA also had an agreement with the public schools as well as the Parks and Rec Department, and I would suggest that their utilization of the space they had in being a full membership gym probably had more traffic than we do because of the space that we're using it with indoor football and soccer. We are the primary use for Madonna University. They recently added a football team. They wouldn't exist if they didn't have the training space that we provide to them at a significant discount to the community during the day, when we're not operable. But also like to point out that the bulk of our traffic is really an off season, and I think it's complementary to what the use is for the other spaces, because of the nature of the park. So we think in working with both Ted and Bill from the school system, we've come to a fundamental agreement, true to point that we haven't executed that, and I would respectively ask for your conditional approval that, assuming we get that approval, that we could move forward with, with our expansion, and our investment into your community. We've also taken our investment from \$3.5 million or so to \$5.1 million to improve the entire parking lot. I think one of the commissioners mentioned last time that the parking lot is a little bit aged and needs some help. That's true, and we need this business to do those things to our facility, in addition to planting back a significant portion. So, what we're suggesting, we're going to build our facility where the tennis courts already were. Those areas, not all, not all, but majority is already clear. The amount of trees we're trying to take down is a lot less than that, and we're going to replant a lot of it around it. As you drive down Stark and you look to the left of the Y, you won't even be able to see the roof line the way we've adjusted that to meet some of the feedback that we've gotten. So again, hopefully some of those changes are well received in the spirit of what you've asked for,

and happy to address any questions you might have. In addition to that.

Mr. Wilshaw: Thank you for the update on your project. Mr. Tripoli. It has been a few months since we saw you last, so it definitely sounds like you've worked on this project and made some updates. We appreciate you summarizing those. Is there any questions for our petitioner from any of our my colleagues?

Mr. Bongero: This is a training facility, right?

Mr. Tripoli: Yes, sir.

Mr. Bongero: So, you're going to be drawing teams from all over. They're gonna be like college teams, high school teams?

Mr. Tripoli: The only college arrangement we have is with Madonna, which is local. The rest of it is youth organizations. Primarily, we're looking to get into more 14 and above, 14 to 18, which is the likes of all the teams around town, DCFC youth, Liverpool jaguars, which I mentioned during our last public discussion. All of those are candidates for leasing of our facility, and they their drop off an pick up.

Mr. Bongero: Well, you'd be seeing...do you think you're gonna draw a lot of teams from out of the city, other neighboring cities?

Mr. Tripoli: Some of which, but most of which reside right here? Each of the clubs, if you were to look around town, there's like eight or nine, pretty large organizations. All of them have factions in different cities. So the Jags have nine different units. They have North Oakland County, South Oakland County, Livingston, all over the place. So, most of the teams, are concentrated within an area, but it depends on the synergy that they have going on with that age group at the time. Some, but not all.

Mr. Bongero: What's the hours of operation?

Mr. Tripoli: We operate now from eight to 11.

Mr. Bongero: Monday through?

Mr. Tripoli: All week long,

Mr. Bongero: Monday to Sunday?

Mr. Tripoli: Yes, sir.

Mr. Bongero: Okay, thank you.

Mr. Tripoli: You're very welcome.

Mr. Wilshaw: Thank you. Mr. Bongero. Any other questions?

Mr. Droze: Thank you, Mr. Chair. I guess just maybe picking up on that a little bit. I'm not overly familiar with soccer, but maybe talk about this type of facility and like, are we, is there a, I guess, a void that we're filling here that maybe doesn't exist in Livonia,

Mr. Tripoli: Significant, we believe, based not only our current tenant base, but also with some of the other interactions we have facilities around the area. There was recently a proposal for a dome. A lot of times it's solved with domes. We didn't go that route like you see on Schoolcraft campus, because it's not the best looking type project and not consistent with the theme of the area. So, we believe, in fact, we're hunting for other locations across the city to further scale our operation.

Mr. Droze: Thank you.

Mr. Wilshaw: Thank you. Mr. Droze. Any other questions? All right, no other questions.

Mr. Tripoli: I have our architect and engineer, if there's any of the water runoff improvements that we made or landscaping questions, happy to address those as well.

Mr. Wilshaw: Okay. Mr. Tripoli. Is it safe to say if...I just kind of wrote as the presentation was being given, I just wrote, sort of a little summary of some bullet notes that basically what you're presenting to us tonight, in comparison to what we saw in December, is a smaller building with a lower roof that's closer to your existing building,

Mr. Tripoli: Correct.

Mr. Wilshaw: Intrudes less into the existing woods, that's there and then the only outstanding issue that we have is the concern over parking that kind of where we're at?

Mr. Tripoli: Consistent with my purview. Okay, all right,

- Mr. Wilshaw: Okay, all right, I just wanted to make sure I was understanding that correctly, and maybe makes it easier for some folks listening along to just be able to digest that in a quick little bullet point. Again, there's typically no comment or audience communication on pending items because we already had a public hearing and had an opportunity for the public to speak on this issue. Is there any other comments or questions from any of my colleagues? If not...
- Mr. Ventura: There appear to be quite a number of people here tonight, and I can't imagine that they're here for any other reason than to listen to us talk about this. I would like to propose that while we normally would constrain additional public comment, I'm going to ask that we...I know we need to unanimous consent, so I open this up to my colleagues here. I'd like to give the public an opportunity to be heard.
- Mr. Wilshaw: That is correct, Mr. Ventura, we do require unanimous consent for audience communication. Is there consent for this? Is there anyone objecting to opening up communication to the audience?
- Mr. Bongero: Maybe just a time limit.
- Mr. Wilshaw: All right, of course, we'll have a two-minute time limit for each person.
- Mr. Long: I'm fine with the public comment. I would ask that we have some coordination. As you said, there already was public hearing on this. I would ask that we don't get 40 people telling us the same thing. I mean, you know, you're welcome to your opinion. We understand it. I'm not going to limit that. But you know, at the same time, if we could get some coordination, that would be wonderful.
- Mr. Wilshaw: Okay, typically on these items, which is a pending item, when we do open it for audience communication, we do ask that it be limited to new information, is the phrase that's usually used. We do understand that many people have had a chance to speak before. Some of you may not have had a chance to speak before, but we heard a number of public comments at our last meeting about this issue. So, we do understand those. We don't need those repeated to us again. If you have new information that you'd like to provide based on the updates that you've heard tonight, we are certainly welcome to listen to that. If there's anyone in the audience wishing to speak on this item, please come forward, and again, you'll be limited to two minutes, and we do appreciate you

queuing up the way you are that makes things move a lot faster.  
Good evening, sir.

Anthony Dela Rosa, 34355 Park Grove, Westland, MI. I'm actually speaking on behalf as a president of a youth club that utilizes the facilities, a parent of student athletes that also utilize the facility. I think they've done a really great job of creating a network in this building, refilling up all the spaces that the YMCA left vacant. I was a longtime member of the YMCA. It's great to see that they've added complimentary businesses in their facility to support the training of the youth athletes. This is one of the very few areas that is not owned by a particular club. That is the way that people are going more often, is that they are...the clubs are purchasing their own facilities. They're limiting access to other community clubs. We are a community club. We serve about 400 a year players, and this facility offers us an area, they've been great partners, allowing us to get access into a facility that we normally wouldn't have access to, and it allows us to keep the costs for our kids low. We serve Garden City, Westland Canton, and we do have a substantial number of participants that live in Livonia. My kids go to school in Livonia, so I would urge that it is a necessity right now. Otherwise, you'd have to travel out to Novi. We all know that's not a great travel. It's not easy. You don't get good times. You're at 11 o'clock at night, 12 o'clock at night. Also respect that this facility doesn't just pump games after game after game. Could be like high velocity sports and Canton where you have, you know, hundreds of parents coming and going at all hours...

Mr. Droze: Time.

Mr. Wilshaw: Two minutes. Sir. Thank you for your comments. Appreciate that. We'll go over here, and we'll just alternate back and forth. Good evening, sir.

Joe Kujat, 14417 Ramblewood, Livonia, MI. I was the one who wrote that letter you read. So, I have new information. I'm just trying to figure out who put the dam across the stream. We're talking about how ecological, environmentally cautious we are with the car wash, and yet we are paying no attention to the watershed. There is a dam across that stream just north of the LAD property line that has stopped the flow of the creek, the Barlow drain. I have walked that since we had that area. I have walked that every day since we had heavy rain of Saturday, April 4, because that would be the best time to see that watershed area. And I can tell you that that man-made dam, including a membrane on the bottom of that dam, impedes the flow of the water across the property that is a

watershed area. We have a gentleman coming up who's going to show your maps, and everybody's talking about, wow, this is good and this is bad and a good presentation. It is public land. It is a watershed. Progress sometimes is doing nothing. But look at that dam and that made all the difference, because all the water that came onto that stream from the Barlow drain that made it through a few little obstacles were stopped at the dam that somebody built, and there's no doubt in my mind...

Mr. Wilshaw: Mr. Kjat, we understand. Thank you. Thank you for your comments.

Mr. Kujat: Take it to good heart.

Mr. Wilshaw: We will. Thank you.

Megan Jermaine, 9284 Liberty Court, Livonia, MI. I'm here as a mom of Livonia public school students, young athletes and a local business owner. My business is Just Between Friends, Livonia-Nov. We are a pop-up baby to teen and maternity consignment sale, and we host an event twice a year at the LAD. That is our choice location for our event and we draw 1000's of local families each time we host our event. We consider ourselves a tremendous resource to the community. That said, I have an above average understanding of the types of facilities that are available like the LAD in our area, and the ones that are even comparable are booked all the time solid. I need to book my dates with the LAD six months to a year in advance. Just to give you some idea. That tells me and should tell you, the need in our community for that type of space I currently fill the 21,000 square feet that they currently have. So, we are about to eclipse out ourselves as a weekend event. I also feel the pain as a parent of young athletes. We were taking our lacrosse team also out to Novi, and it's been a joy to be able to practice there since January in the Livonia Athletic District space. So, I believe that with progress that can be done thoughtfully, I understand the other community members concerns here, but I also believe that our families and kids deserve a safe place to gather, formally and informally, to participate in activities and events like ours.

Mr. Wilshaw: Thank you, appreciate that.

Jim Fisher, 14124 Ashurst, Livonia, MI. Do you mind if I give you guys some information?

Mr. Wilshaw: You can.

Mr. Fisher: Okay, I only printed out four of them.

Mr. Wilshaw: That's all right. We can share. We share. Thank you, sir.

Mr. Fisher: Okay, so I'm in real estate, and that property... he got a good deal on it when he bought a couple of years ago, but I knew other people that were also interested in the property, and thought about it till they realized that there's wetlands behind and you can't build past a certain point. Now there's also setback restrictions and everything else. You know, 25-50, foot with a roof, but if you look at those maps, I mean, they're going to encroach into that protected wetlands. It's going to happen if they go any further than what's at. I mean, why? He knew basically it was marshy back there. So, they stopped building years ago. That was before 1979 before they even came up with the Wetlands Protection Act that they've amended a few times now. So just from that being said, I would throw heed to caution to building any more there, especially since the new building is basically the same square footage as the old one, I don't see the need for that. That's just my personal...thank for your time.

Mr. Wilshaw: Thank you for your comments. I appreciate that.

Ms. Baker: I probably don't...I was blissfully unaware of this proposal that...my bad until last week. So, I have very limited preparation. You've probably heard...I'll try not to repeat what I know people have already... the concerns about the area and the wetlands and the green space. However, I am speaking on behalf. I had a couple of days to go talk to my neighbors, and I talked to five out of five, including myself, who are all retirees on Stark Road. I am two houses down from the Y or from the old Y. I've been there for 35 plus years, and there is no way that we are not going to have a drop...so the five people I'm speaking for who could not come. One is 86, and one is 89. They may be moving into assisted living shortly. There their health is failing. Then we have the 102 or 108 unit Silver Village at the end. We are going to have increased traffic no matter what, but the drop in the property values for people that are maybe going to have to use the equity, and they're at the hard won equity in their homes to pay for assisted living or for care for their sunset years, and I think that probably three out of the next...the other six houses are retirees as well. I just feel it's patently unfair to do that for people that have stuck with Livonia for all these years, invested in Livonia, and whose home and their equity is their main source of wealth, not to mention just the unsightly, you know, the fact that we have to contend with the

Spree. I'm sure you heard this already...the Spree and the Eddie Edgar and whatever. I just think this was an ill-advised project from the beginning, and when I read the gentleman's...I was able to read an interview from December. He said he would not be viable, perhaps, if he couldn't expand. But my question is, what about the viability of the neighborhood and the quality of life for the people that live on Stark Road in the surrounding area, and the reason I didn't know about this, I would think that something that impacted me three houses down, I would have gotten the flyer or a leaflet or something.

Mr. Wilshaw: Your two minutes is up. We got your comments. Thank you for your time. Appreciate it.

Jacob Mayer. I am a current frost student at Frost Middle School, and I walk the path regularly between Stoney Village and Frost Middle School. I just want to offer a few questions about this proposition that may affect residential areas around it. Where are the animals supposed to go when we destroy this natural area, how can we trust that they will properly maintain these areas? I've seen so much trash that has been on the trail, whenever I walk it. Why are we building a soccer stadium on a wetland and not on already dilapidated areas in Livonia and already industrialized zones. And how will this affect the drainage systems that affect the houses nearby?

Mr. Wilshaw: Thank you. Well, thank you for your comments, sir. It's not easy to come up here and speak, and I really do give him a lot of credit for coming and speaking. Thank you.

Laura Magier, 14180 Stark Road, Livonia, MI. I am basically right in between the driveway to Frost and the LAD. My issues are with the drainage. Our street floods horrendously when it rains, to the point where we have to stand out there for hours trying to clear the drains. What is getting in the wetlands going to cause with more drainage? I mean, the drain is across the street from Frost by the curb, and it's already coming up our driveway. It's going to get even worse. Second thing is, the athletic department brings in people from all over and they don't care. It'll be 11 o'clock at night, and I'm trying to my daughter's sleeping, and she's woken up by people flying out of that parking lot, flying down the street. Livonia needs to address that issue with speed bumps, or some way to control the speed on Stark because it doesn't even...it doesn't pertain to this, but it even happens during the school day, where I see cars flying down the street, and I've been hit pulling into my driveway by someone coming out of that parking lot trying to fly

around me as I'm turning and totaled a car. Something needs to be addressed with the speeding on Stark. It is ridiculous, and it is dangerous, and with the flooding, and during the winter, when it rained, it flooded, and I was me, my mom were standing out there trying to get it to drain before it got cold, so the road wouldn't freeze over. And that's just an accident, and it's just something, yeah, up till my knees trying to drain it and freezing cold. That was awesome, but those things need to be addressed if you're going to allow him to do more add-ons. We have to take care of Stark Road and make it safe for kids walking across the street where people aren't flying or waking people up in the middle of the night.

Mr. Wilshaw: Thank you for your comments. Appreciate that.

Mr. Tar: I second her thing. Mrs. Hooks out there clear and there's only one drain, storm drain, and they clean it. The city doesn't maintain them. I drove by there today. They're all covered. I'd like the petitioner, because this wasn't addressed in the in the revamp, he didn't say anything about what he's gonna do with the water he's gonna store underground. I know there's underground containment underneath the tennis courts, and I wish he would...I would like him to address what he's gonna do with that water. He's gonna pump it into the drains, or into the street to go down that one drain. I would appreciate that. And he didn't mention if the woods that's going to be remaining, if it was going to be remaining open for public use, if he could address that too. And another thing about the traffic was off. I agree with her, but there's no crosswalk to get to Veterans Park from Ford Field side. So the crosswalk there at the end of Perth and then you go north for about 50 feet, and the sidewalk ends at his south entrance. So, you got to cross both entrances. And when people are late to their soccer or whatever they're doing, they're whipping in and out, and I'm trying to walk across there to get to park. That would be wonderful if they could address that. Or if he...or if the city could build a sidewalk across there or something. And just another comment. There's more to the quality of life than progress. And I want to make a comment about Mr. C, I'm not gonna try to pronounce your name, because I don't want to ruin it, but I took offense to the way you down talk to her about progress in the city. We're not ignorant. We know there's progress. I've lived there for 57 years. I've seen the city what it used to be, and I understand it'd be better, but there does have to be a limit, and I appreciate your...that's pretty good what you did when you explained about I'm not gonna win that...I appreciate that. What I also wanted to commend you, I'm not supposed to talk to you. But he has made

a lot of changes that would better suit what he heard. I think, I think he did listen. So anyways, that sidewalk and the dream.

Mr. Wilshaw: Great. Gotcha, sir. Thank you, sir.

Brett Kaminsky, 8873 Floral Street, Livonia, MI. I'm the head football coach at Madonna University. I'm not going to talk about the drainage or the speeding, because those aren't things I know well about I'll talk about things that I do know. What I know is that I took over the football program Madonna University over two years ago, and when I took over the program, it was on hard times, was on a 33-game losing streak, and had a lot of internal issues. The LAD was a huge partner to help us kind of get out of that and get to really solid footing, which I feel like we're on now. Won our first game last year, and a lot of that was because of the preparation we were able to do within the LAD's facilities. While we've had really good, adequate training within there, I think a bigger space would be really great for a lot of different organizations, including ours. Right now, we can do a lot of walk through reps in there, but as far as doing full 11 on 11, it's not safe for us to do it in there as it currently exists. So, an extended structure would do a lot for that. I think one comment I heard, and I don't mean to back talk anybody or anything, is, I think a lot of our athletes that do go through that building do care. I think a lot of our athletes that come through Madonna University are kids from all walks of life, different environments, different communities, and a lot of them are going to be integrated into this community after graduation. Some of our Madonna University graduates may be sitting exactly where you guys are sitting and exactly where we're sitting. And I think being able to give them a great space where they can go train and have a great experience is a worthwhile and will want let them go on to promote Livonia more. So, overall, like I'm a big fan of increasing it. I also am a father of a two year old and nine year old, and I'm super excited about the possibility of being able to raise my kids in Livonia and have them go to different events in the LAD, hopefully in a bigger structure than what it is right now. So, thank you very much for your time. Really appreciate it.

Mr. Wilshaw: Thank you, two minutes on the button. Hi, good evening, sir.

GJ Dettore, 14028 Stamford, Livonia, MI. When we were looking for a home, we toured the neighborhoods. We looked at the parks. We looked at the crime rates; we just scoped out the area. And shame on me if I would have moved next to a turkey farm and complained about the smell of turkeys. So, you look at an area before you move in, you settle and put down roots. The problem is with this facility

coming up, it wasn't there when we moved in. We don't want it there now. It does nothing for us. It's not Middle Belt road. It's Stark. Stark is a community. It's a neighborhood. It's not a commercial area, please. We don't want it. We don't need it. It's a neighborhood that's not Middle Belt. Thank you.

Mr. Wilshaw: Thank you for coming. Hi. Good evening, ma'am.

Lynn England, 34414 Middleboro, Livonia, MI. I wanted to talk about the size of the project, so I tried Google, like Costco warehouse, Middle Belt and Schoolcraft. This thing is about the size of a Costco warehouse, and it's actually even reduced. It is taller than Costco, meaning you are butting this up against a green space in a residential area, I understand that this gentleman owns land and which is great, he can fence it off, and no one can walk on it. It's fine, but it's green space. We can't create green space. Once it's gone, it's gone. It's like if all the people that enjoy it walk by there for the trees, the nature, the birds, this or that you, walk by a warehouse, you might as well cross 96 and walk in the industrial area. It would be the exact same environment. And I would actually wish, if you want to rezone this land. I would rather was residential. Put some new homes in Livonia. We need new residents. We need kids in school. We do not need this. This is not serving Livonia citizens. He explained to us, mostly Oakland County people are going to utilize this. The medium income in Livonia does not support sending your child to an elite training camp of this nature. I just don't honestly feel very few residents will be using this facility. And my last thing, I guess, was that, well, in the prior meeting, you said, would he sign a document indicating he would not hold any other events? He said he would. But yet, we have people coming here telling us what big events are going to have in the last interview, it was in December, because you partnered with someone, they indicated they would host events. So that's kind of contradictory about what he's telling you, and what might happen if it goes through and he starts holding them, who's going to police that?

Mr. Wilshaw: Your two minutes are up. Thank you. Ma'am.

Kirk. Riley, 32403 Maine Street, Livonia, MI. Just want to talk about a lot of the green space. Again, is damp, wet grounds. You see a lot of big trees going down. I want to make sure that the fire department reviews through the new access. I still believe that the access is quite small and going to deplete a lot more of the trees that need to happen, as well as the right up along that line is some tall, 60-70, foot tall trees. I don't know if FM Global, or some insurance

company, is going to insure a building of that size with large trees on unstable ground. I also want to mention the guy here from Garden City, Galaxy club. I played them just last weekend. And again, this kind of supports these are not Livonia residents. I had multiple players get punched, hit, knocked down. His son was here. Unfortunately, his son was really good, but as players are laying on the ground, the parents on the sidelines are swearing at him, having this type of thing, I go over and help support. They're swearing at me. They're yelling at me. This is not Livonia. This is not the people that we are supporting in our community. And you know, on top of that, you go out there at 11pm I've been to the corner of the cemetery. I've been to whatever. The cemetery people are going to be able to see it. You hear them right now. You don't hear the hockey arena, necessarily, but you hear the noise at 11pm men are coming out of games. It's not a practice facility for men. They're having games there up until 11pm yelling, screaming coming out, squealing their tires. If you build closer to that cemetery, the cemetery is going to hear even more, because you can hear the existing facility. And these people that are dying to get in there are not necessarily looking to have a soccer facility right there. It's a cemetery where people are memorializing their lost ones, and it's something that you are going to see, you are going to hear, you are going to have a lot of people that are going to be upset because they purchase into this area. There's lots of used plots already. It's not somewhere that I want my loved one to be in the ground.

Mr. Wilshaw: Thank you, sir. Appreciate your comments.

Sharon Dixon, 14172 Ashurst, Livonia, MI. I'm the last North house of Ashurst in the neighborhood. So, this facility is little kitty corner, but it's right next to me. Two things I mostly want to say. When we had the big rain just this last weekend and stuff, my backyard flooded. It hasn't flooded in a long time, so I don't know how this would affect that going forward. Number one, okay, because, you know, you don't want this much water in your backyard. You know the shed was...but anyways, besides that, the other thing, one Sunday, I was coming home, and how you come north on Stark crossing the freeway, and you have to make the left hand turn so that I can go home. I just sit there and wait and wait. I have to do it for the school, but that, you know, when they're letting out and things like that, so you kind of avoid that. This was on a Sunday, like at two o'clock in the afternoon, and I could see the cars coming out of that parking lot and coming and coming and coming. And I had to wait a couple of lights so that I could go home to my neighborhood. And I don't know if the city is going to put up a left

hand turn light there so we can get through, because you're going to have that much more traffic. It coming up there, and people do not, you know, they can see you're sitting there, but they're just going to keep going past you, keep going past you, and keep going past you, and the more people that keep coming after they build this facility, that is just going to get worse. Okay, have a wonderful evening.

Mr. Wilshaw: Thank you, Ms. Dixon, appreciate your comments. All right, thank you for the comments from the audience. I will ask Mr. Tripoli to come back up and see if there's anything that you wanted to address at this time before we ask you some more questions.

Mr. Tripoli: Yes, I would like to recognize young man that took courage so appreciate that very much, and address the other gentleman who had some questions about our intentions. There was a few of them I wrote down notes on, and one of them was the water and water management. Before we even did any of the feasibility studies, that was the first thing we did is call it EGLE. Not only do our own wetland assessment, provide that to Egle, have them come out and pay for them to assess the land. They give us very, very clear instructions. You can see that with their pre-approval letter, areas that we should stay away from and the setbacks required. Given that what appear to be a man mainstream, Jacob, I don't know if you could show that up, but, or if you want to, and the drain that exists on the on the on the city property. So I just wanted to address that. Secondly, the area that we're going to keep is woodland. Absolutely, intention is to keep that, make that an immersive part of the community. We don't intend to cloak that off or prevent people from walking from the pathway through, from Frost over to the city park. So certainly would like to keep that open. And then certainly traffic, you know, traffic, that's not our control, but we acknowledge that we do post things within our facility expressing, you know, interest in our in our tenants, to make sure that they're cognizant of the neighborhood that exists to the south of the area. I think that was the questions that were addressed to me, but I'm happy to address any others that you might come up with.

Mr. Wilshaw: Let me see if there's any others from my colleagues. Is there anyone else with questions for Mr. Tripoli, in regard to this item? Okay, if there's no questions, I did want to note as you did that, as I look at the plans the Barlow drain is indicated on the plan, and it's called out for its location and where its center point is in the building, or the roadway that goes around the building for fire access does not impede with that. It's quite a distance away. So,

I just wanted to at least note that, because it was a concern raised. Is there any other questions or comments from my colleagues?

Mr. Caramagno: Tell us a little more about the parking. You know, you hear Ted Davis's statement and your statement, and we talked a little bit about parking at the last study session. About 10-foot spots, double striped. Little more detail on all of that, if you don't mind.

Mr. Tripoli: I don't mind. So, we went through as part of our study, we went through each of our tenants and asked for affidavits of what their utilization was to come back with a more comprehensive study based on the first thing. So, we did that, and that's part of what you'll see in front of you. But you know, one of the comments I think Mr. Droze made at the other session is we do have a few events that are highly concentrated, probably one of which was just spoke about. We have a gymnastics event called Euro stars once a year. We have Just Between Friends. Those are our two largest events, Eurostars, being the largest so we would offer that we'll also do, you know, better job of coordinating with other events in that area. But in terms of our addressing the parking I'd like to bring up Holly, if you can, to maybe address the calculations of how we came to our recommendation.

Mr. Wilshaw: Good evening.

Holly Kaiser, Studio Five headquarters, 42508 Woodward Avenue, Suite D, Bloomfield Hills, MI. The last meeting we had, we brought up the parking count based off of the current zoning for the private recreational facilities. We were requested to really make them more conducive to what the use really is and what's actually happening here. So, we went through the ordinance and found one that's actually more in keeping. And we have gone from 15 spots for just our addition, and we now have a total for the entire site, including the new affidavit that we went through with the current tenants and we are looking at, and it says on your if you have...the one you're currently looking at. We're actually doing it now for an indoor recreational use, which actually requires one parking space for 200 square feet. And by doing that, that actually increased from the 84,000 square feet with 200 we get up to 420 spaces. So we go from 15 to 420. By finding those and calculating everything we know full well that we need to address the additional spaces, and that is the reason why we've gone after the, obviously, park location, as well as Frost Middle School, and using that to help us augment the additional parking that we'll need for larger uses for this 200 square foot for the entire space,

even though, when in soccer, we aren't going to use 200 square feet a person, but still, we want to address it as requested, and that's where the parking agreements that we're trying right now to get is what's going to help us offset those spots.

Mr. Caramagno: And so maybe I didn't hear you all, but how many spots do you have on your property right now, and how many are you shopping for?

Ms. Kaiser: Absolutely, I have that calculated here. Okay, currently, our existing parking spots are 97 spaces as well as nine. ADA. The parking agreements that we're going after with Parks and Rec., they have 159. So the whole entire parking would be the additional 159 plus our 97 and the 9 ADA, and the Frost Middle School. Although it's a much larger parking lot, we were only looking at using the first three rows, which equaled another 146 spaces. They do have additionally more. So, with a parking agreement, we would probably just be asking for that entire northern portion of Frost's parking, so it becomes a total of 402 spaces and 9 ADA.

Mr. Caramagno: So 402 in total, the 98 or seven, whatever that number was for your property, is that you including that to be the properly sized spots redoing the parking?

Ms. Kaiser: These are the existing spots. They're the ones that currently exist. They're not newly striped. If we newly stripe them, they would be less. And then we could, we'd have to go after more with the probably Frost Middle School to be able to get more space.

Mr. Caramagno: It's certainly an issue that I've got, I've had, you know, multiple meetings here. You know, we can park these cars bumper to bumper and door to door and put whatever we need to put in your lot. But that's not the right way to do it right. And I just, I was at a facility not long ago where it's not parked properly, and I've personally got a problem with that. That's why we're 10 by 20 here, double striped. I'd like to see something in your plan that addresses that. You're talking about investing \$5 million here. And while, again, that's a lot of money, but to invest that kind of money and not do everything right, I think, is not what I'm looking for.

Mr. Tripoli: Nope. Understand and appreciate the comment I would further add to the studies that we've done in similar like facilities in Auburn Hills, Pontiac, Wixom, Novi, we are grossly overstating the parking to meet kind of the comments and concerns. I know

for a fact 402 spots will never be utilized, ever, at one given time. We're simply doing that to manage some of the overflow suggestions and requests so that we're overdoing it. And to your point, over planning, to make sure that this investment that we're doing is sound and will support the activity that we're requesting.

Mr. Caramagno: Yeah, again, I'm just, you know, 97 spots, 102 spots. What do you really have on your property, striped and separated properly? How many real spots do you have there going forward? How many real spots do you have there? This is not the first time we've talked about this. Now we've talked about this two, three, maybe four times now and we still don't know that answer. What are we waiting for?

Ms. Kaiser: Well, I thought that the last time that we were discussing that, because it's also in conjunction with the other park that if we restripe ours, is the park also going to be restriped?

Mr. Caramagno: Not worried about the park. I'm worried about your property and your application to the parking ordinance in the city. Not worried about the park. I'm worried about what you can put on your property properly, and then what do you have to shop for next door, one way or the other.

Ms. Kaiser: We can easily have that updated for you tomorrow. That's not a problem. We will obviously have less, but I can update that today.

Mr. Tripoli: We know what it will be when we make that adjustment. We'll be happy to do that calculation.

Mr. Caramagno: But again, it's we're here at the meeting. It's still not answered.

Ms. Kaiser: That's true.

Mr. Caramagno: That's a concern. My other question for you would be \$5 million worth here ish, is that enough money? Do you have the wherewithal to pay for that? And there's a reason I ask this, and you know what the reason is. Because there was a point in time where you were behind in a lot of taxes and a lot of water bills there, and so to come with us with this kind of investment when you had a hard time paying your taxes is also very concerning to me.

Mr. Tripoli: Fair question, and we absolutely did, as we reprogrammed. And so to answer your very succinctly, the answer to your first question is yes. And is it sustainable? Also yes and do we have

the money and wherewithal to support it? As you've seen with the history of the taxes, we pay our taxes. We've made all current payments to everything we've done. We've also taken our facility that had a pool and got rid of the pool because we knew it wasn't sustainable in that way. So we went that through that effort. And furthermore, we need that additional turf space in order to continue on the track that we are for our clientele.

Mr. Caramagno: I appreciate that. I understand that you want to generate more revenue on this property, and this is a way to do that. I understand that, but I just want to be clear that I'm looking for some direct answers, and it seems like we're trying to pull teeth to get these answers.

Mr. Tripoli: Apologize for that. I'll try to be direct also.

Mr. Wilshaw: Thank you. Mr. Droze.

Mr. Droze: Thank you, Mr. Chair. So, I appreciate the updates about the process to get the parking agreements figured out. If we do recommend that you move forward, I really feel like certainly it shouldn't go past council without having that agreement in place. You know, obviously, we've noted that there's a deficiency in on-site spaces, but we also know that there are a ton of spaces not too far from there. What I do think is important, and I think one of the residents talked about it, and I hope this is something that can come about through some of those negotiations with the city is, you know, and I think I mentioned that study session, I just happened to be driving to Frost for a junior varsity basketball game on the day of your gymnastics competition, and sure enough, there was cars on the grass and over in Eddie Edgar. What I don't want to see is, I don't want to see cars on the grass, but what I don't mind seeing is if cars are over at Eddie Edgar. The counter to that, though, is that's an unsafe crossing for pedestrians. So what I look at here is, if there is an agreement to move forward that is comprehensive, just kind of think about we talked about with the last application, with all the traffic issues that we know on Middle Belt as an example. Like, there are times it comes necessary to kind of clean some of this stuff up. There's really not sidewalk across your entire frontage. So certainly, at a minimum, if you are to utilize property to the north as part of your parking agreement, let's make sure they have a safe place to walk. Make sure that sidewalk extends. If there's going to be crossing over Stark Road, let's do that in a safe location. There's a sign crosswalk at Perth, maybe a mid-block crossing with some additional signage would be about beneficial there. You know the

reality is, is that, you know you've presented your needs for your site, but you know, a lot of us have been at events at Ford Field. Whether it's youth baseball or hockey, and you know, we are parking across the street, you know, we've got to go across. So, we want to make sure those crossings are safe, because there will be some of that traffic. I acknowledge that, you know, there's, there's traffic, but you know, schools also generate a ton of peak hour traffic, so as long as there is an overlap, I think it can be accommodated, but I just want to underscore that agreement. Even if we pass it forward tonight, that can't go to council unless you have ink on paper, in my opinion.

Mr. Tripoli: Fair enough.

Mr. Wilshaw: Any other comments questions? I don't see anything. Anything else that you'd like to tell us?

Mr. Tripoli: Thank you for your time.

Mr. Wilshaw: Thank you, Mr. Tripoli. If there's no other discussion, a motion is in order.

Mr. Ventura: I would like to offer a denying resolution and as I do, I'm going to...

(Woman from audience) I'm sorry. I noticed that the parking on Stark Road by the LAD where it was on the grass, and I started going by a couple of times a week, during the week, and on Saturday and during the week, there's like 50 cars parked there. On Saturday, there's a between 125 and 173 cars parked there.

Mr. Wilshaw: Okay. Thank you. Appreciate that. Thank you.

Mr. Ventura: So, I'm going to offer a denying resolution. Before I do that, I'd like to explain myself. I think I'm unique in this panel that I was around when that Y was built, and I happen to have some insight into the circumstances that put it where it was. And I know for a fact that there was a lot of pushback on the part of the residents that surrounded that site, and there was a promise made at that time that, yes, we're going to put a quasi...YMCA really isn't a commercial building. It's somewhere between a commercial building and a public building, and it's a little bit like a school. It's a little bit like a gymnasium. It's a unique thing. The representation was made by the YMCA organization that we are low impact and low traffic, which was a little bit of a stretch, because it was a very successful, it was the most successful YMCA in the Detroit

system. But the promise that was made to the residents at the time was, this is it. We go to school here. This is Parkland. We're going to put this here, and we're done. We're not going to turn this into a commercial area. And as much as I respect what LAD has done, this is a commercial operation that you want to put in there. This is an 85,000 square foot building. It's, you know, 50 feet high. It's a metal building. It doesn't go with the area at all. When the YMCA was built, it was a high-end building. It is all brick and stone. They did an outstanding job. It was premier building. The soccer dome is not a premier building. It's a metal building. It doesn't go with anything. And the amount of traffic and the further disruption to the neighborhood breaks the promise that was made back when the Y was put in there, and so as much and I am as much a free market a guy as you're going to find. I'm all about business, but I'm not about putting it in a neighborhood, and that's what we're doing here.

On a motion by Ventura, seconded by Caramagno, and unanimously adopted, it was

**#04-28-2026** **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on December 16, 2025, Petition 2025-11-02-21 submitted by Livonia Athletic District requesting waiver use approval under Sections 3.05 and 6.48 of the Livonia Zoning Ordinance, as amended, to construct a new 84,000 square-foot indoor soccer field structure at 14255 Stark Road, located in the Southeast ¼ of Section 21, the Planning Commission does hereby recommend to the City Council that Petition 2025-11-02-21 be denied for the following reasons:

1. That the petitioner has failed to affirmatively show that the proposed use is in compliance with all the special and general waiver use standards and requirements as set forth in Sections 6.48 and 13.13 of the Zoning Ordinance, as amended;
2. That the proposed development would have a detrimental effect upon the neighboring properties;
3. That the petitioner has failed to demonstrate that proper and adequate parking would be provided for the proposed use;
4. Allowing this type of development would be detrimental to the aesthetic quality and appeal of the overall site, and

thereby, inappropriately altering the character of the property; and

5. That the petitioner has failed to sufficiently demonstrate that the site has the capacity to accommodate the proposed use.

**FURTHER RESOLVED**, That notice of the above hearing was given in accordance with the provisions of Section 13.13 of the Livonia Zoning Ordinance, as amended.

Mr. Wilshaw: Is there any discussion?

A roll call vote on the foregoing resolution resulted in the following:

AYES: Long, Ventura, Caramagno, Wilshaw  
NAYS: Bongero, Droze  
ABSENT: Dinaro  
ABSTAIN: None

Mr. Wilshaw, Chairman, told the petition they will have 10 days in which to appeal the decision in writing to City Council and declared the motion is carried and the foregoing resolution adopted

**ITEM #6      APPROVAL OF MINUTES      1,243<sup>rd</sup> Public Hearings and Regular Meeting**

Mr. Caramagno, Secretary, announced the next item on the agenda, Approval of the Minutes of the 1,243<sup>rd</sup> Public Hearing and Regular Meeting held on March 24, 2026.

On a motion by Caramagno, seconded by Long, and unanimously adopted, it was

**#04-29-2026      RESOLVED**, That the Minutes of 1,243<sup>rd</sup> Public Hearings and Regular Meeting held by the Planning Commission on March 24, 2026, are hereby approved.

A roll call vote on the foregoing resolution resulted in the following:

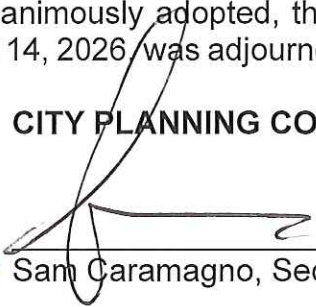
AYES: Droze, Bongero, Long, Ventura, Caramagno, Wilshaw  
NAYS: None  
ABSENT: Dinaro  
ABSTAIN: None

April 14, 2026  
32423

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted.

On a motion duly made, seconded and unanimously adopted, the 1,244<sup>th</sup> Public Hearings and Regular Meeting held on April 14, 2026, was adjourned at 10:35 p.m.

**CITY PLANNING COMMISSION**

  
\_\_\_\_\_  
Sam Caramagno, Secretary  
ATTEST: \_\_\_\_\_  
Ian Wilshaw, Chairman