

FINAL
CHARTER TOWNSHIP OF COMMERCE
***SPECIAL* PLANNING COMMISSION MEETING**

Monday, July 13, 2026
2009 Township Drive
Commerce Township, Michigan 48390

A. CALL TO ORDER: Chairperson Parel called the meeting to order at 5:30pm.

ROLL CALL: Present:

Brian Parel, Chairperson
Brian Winkler, Vice Chairperson
Joe Loskill, Secretary
George Weber
Caitlin Bearer
Mickey McCanham

Absent:

Brady Phillips (excused)

Also Present:

Dave Campbell, Township Planning Director
Paula Lankford, Senior Planner
Bethany Miller, Associate Planner

B. APPROVAL OF AGENDA

Chairperson Parel briefly explained the items on the agenda for the members of the public. He noted that if the conceptual item moves forward, there would be an opportunity for an official public hearing at a later date.

Dave Campbell agreed. The procedure that the project is likely to follow is a Planned Unit Development, a PUD. With any PUD there has to be a public hearing. A notice would be posted in the newspaper, and every property owner within 300 feet would get a letter in the mail for the official public hearing sometime in the near future.

MOTION by Loskill, supported by McCanham, to approve the Planning Commission Special Meeting Agenda of July 13, 2026, with the deletion of Item D., and the addition of another Public Discussion after Item I.1. **MOTION CARRIED UNANIMOUSLY**

C. APPROVAL OF MINUTES

None.

D. UPDATE OF ACTIVITIES (Item Deleted from the agenda)

E. PUBLIC DISCUSSION ON MATTERS FOR WHICH THERE IS NO PUBLIC HEARING SCHEDULED

Chairperson Parel opened to Public Discussion on matters for which there is no public hearing scheduled.

No comments.

Chairperson Parel closed Public Discussion on matters for which there is no public hearing scheduled.

F. TABLED ITEMS

None.

G. OLD BUSINESS

None.

H. SCHEDULED PUBLIC HEARINGS

None.

I. NEW BUSINESS

ITEM I.1. SWC UNION LAKE & WISE ROADS – CONCEPTUAL REVIEW

U Wise LLC, represented by Mark Kassab & Jordan Jonna, are requesting a conceptual review of a mixed-use retail development to be located on the southwest corner of Union Lake and Wise Roads that would include a donation of approx. 50 acres of park land (the bulk of the former Union Lake Golf Course) to Commerce Township.

PIN#'s 17-01-451-003 & 17-01-451-010

Dave Campbell, Planning Director – First of all, I'd like to thank all of you and everyone in the audience for being willing and able to have a special meeting this evening. For the benefit of the audience, typically the Planning Commission meets on the first Monday of the month. So, we had our regular meeting last week, Monday, at 7:00pm. But this project is unique enough and important enough that we thought it warranted its own special meeting, and the development team agreed. That's why we scheduled this special meeting for 5:30pm today to go through what Mr. Parel correctly described as a concept plan. So, no decisions are being made this evening. It's simply for discussion purposes to let the development team introduce their project to the Planning Commission, and to the public, and get some very preliminary feedback so that they can take that feedback and work it into their proposal, which, if they feel it is a viable project, will be back in front of this Planning Commission in the near future with a more formal submittal for what they propose.

What they're proposing is upon the 65 acres at the southwest corner of Union Lake and Wise Roads. Up on the screen is the overall 65-acre site. What this includes is the recently decommissioned Union Lake Golf Course, and then at the corner itself, the Sally's Barn property. The development team, which is a partnership of M. Shapiro Real Estate and AF Jonna Development, proposes to develop the approximate 15 acres at the corner with a new commercial development, and leave the bulk of the Union Lake Golf Course, which is approximately 50 acres after they square off the developed portion of the site, and donate those 50 acres of the former golf course to Commerce Township to serve as an expansion and extension of the Township's existing Victory Park.

So, the Township has two parks along Wise Road. On the north side of Wise Road, to the west of this site, is what we call Wise Woods Park, and on the south side, on the former Nike missile base site, is what we call Victory Park. With the donation of these 50 acres of the former Union Lake golf course, we would have an expansion of Victory Park, and there would be significant development potential for the park in the sense that, when the Township bought the land from the Michigan Department of Natural Resources, the Wise Road properties that became Wise Woods and Victory Park, it came with a number of restrictions from the DNR. The DNR gave the Township something of a discount on the land, but subject to conditions. And those conditions were that the Township is limited to how we can utilize that park land. So, they can only be used for passive recreation; walking trails, hiking trails, biking trails. We recently installed a Dog Park within Victory Park. What the parks cannot be used for is more

active recreation, so whether that be ball fields, or an indoor building, those are the types of things that we are not currently allowed to do per our restrictions from the DNR when we purchased those parks. With this 50-acre expansion, this would not be subject to those restrictions. So, if this plan were to come to fruition, and if these 50 acres were to be added to Victory Park, it's significant in the sense that the opportunities for what the Township could do with these 50 acres are more expansive than what can currently be done with Victory Park.

So, if I go to the concept plan for what the development team wants to do, with the 15 acres that they propose to develop, there is a total of four buildings. The biggest of the four buildings would be a 75,000 square foot grocery store. There would be two retail buildings, one of about 11,000 square feet, one of about 14,000 square feet that would have multi-tenant retail within them. Those are the buildings that you see closer to Union Lake Road. Then, toward the north/northwest side of the site would be a car wash along the Wise Road frontage. So, the car wash would be here, retail building #1 here, retail building #2 here, and the 75,000 square foot grocery store here.

Two points of access are proposed; one along the south side of Wise Road, and one along the west side of Union Lake Road. We did have a preliminary traffic study conducted for this layout. What the traffic engineer is recommending is that this would need to be a signalized intersection. As you can see, the proposed new driveway would align with the existing driveway on the east side of Union Lake Road, which is the southernmost driveway for the restaurant, Aurora on the Lake. This would effectively become a four-legged intersection with a new traffic signal. And as I mentioned, a new driveway along the south side of Wise Road.

What you see here is a daylighting of the Hayes Creek. The Hayes Creek currently meanders through the golf course. You can see it up here, but when it gets to a point right about here, many years ago it was piped under the parking lot of the existing Sally's Barn site. So, if I go to the aerial you can see it. You can effectively see the swath coming through here. That is where the Hayes Creek is actually piped under the parking lot, and then you can see it daylight right about here. The development team has been working with the State of Michigan. They have jurisdiction over the water bodies and wetlands of the State. What the State is looking to have happen is for the Hayes Creek to be relocated closer to Wise Road and be daylighted through here. So, you'd have an open Hayes Creek running through here with a bridge underneath this Wise Road driveway.

Both of the retail buildings are proposed to have a drive-through or a pickup window on their end cap, presumably for restaurant users. So, you'd have a drive-through pickup window on that side of that building, and a drive-through pickup window on that side of that building, and then the car wash, by nature, would be an automated drive-through car wash. The development team will correct me if I'm wrong, but the grocer is anticipated to have a pharmacy component, which I think would also have a drive-through pickup window through this area here.

Given the mix of uses proposed, and given the complexities of the development, and having to work through the standards of the State of Michigan when you're talking about moving and relocating wetlands and daylighting the Hayes Creek, it's a complicated project. As I mentioned earlier, what the development team proposes to do is seek approvals from Commerce Township through our Planned Unit Development, or PUD process. What the PUD process does is it provides more flexibility, both to the Township and the developer, to have flexibility from the otherwise strict standards of the Township's Zoning Ordinance. So, when you have a project with a lot of complexities

and you have a project with a mix of uses, and with unique aspects such as wetlands, and donating a former golf course to a Township, it benefits both the Township and the developer to go through that process as a PUD. The whole goal with the PUD is that the outcome is a better project than what could have otherwise been achieved should the developer have sought to develop the site through the strict standards of the Zoning Ordinance.

When we talk about the Zoning Ordinance we talk about the zoning map. I want to go through what the properties are currently zoned. The bulk of the Union Lake Golf Course is this yellow which is zoned R-1C. The Township has four single-family zoning districts; R-1A, B, C and D. The difference from A to D is the size of the lots that are permitted within each of those R-1 zoning districts. So, R-1A is the largest minimum lot size, and then R-1D is the smallest minimum lot size. What's zoned on the bulk of the property covering most of the golf course is the R-1C zoning. But if you look at the Union Lake Road frontage, you can see that the northerly half is currently zoned B-2, that's our Community Business zoning district, and then the southerly half is zoned B-1, that's what we call our Neighborhood Business zoning district. The reason they're all under this speckled pattern is because both properties, and the bulk of the properties up and down the Union Lake corridor are in what we call the Union Lake Overlay. The Union Lake Overlay is an overlay district that allows for land uses that are not otherwise permitted in the underlying zoning, so long as you comply with the higher and better standards of the Union Lake Overlay.

What's relevant here is that the properties fronting Union Lake Road and a portion of Wise Road are currently zoned for some form of commercial development, either B-1 or B-2. B-2 is meant to be a little bit more intense than B-1, and then our most intense commercial zoning district is B-3. What the Zoning Ordinance already contemplates is for there to be some form of commercial development along the Union Lake and Wise Road frontage at the actual corner of the property, but for the property to otherwise be zoned and developed for single-family residential. But we also look at how the Township envisions this in the Township's Master Plan. We look at our Future Land Use Map and the future land use designation for this property is mostly consistent with the Zoning Ordinance and that is master planned for single-family. But then, it's also covered by what we call an area plan.

If we go to the Township's Master Plan, which we last updated in 2023, you'll see that this black line around the perimeter of this site indicates that it's the subject of an area plan. If we go to what's envisioned for that area plan, then we look at this particular section of our Master Plan, and there's a specific vision for what is to become of the Union Lake Golf Course site. It's envisioned within our Master Plan of being a mix of primarily residential, but with some potential for commercial that would serve the neighborhoods in the vicinity, hopefully developed in a walkable way so that folks in this adjacent neighborhood are able to walk and ride a bike to some of this commercial that would be oriented toward serving the needs of the folks in the vicinity.

So, the development team would contend that how they've laid this site out is consistent with the vision and with the intent of that area plan within the Township's Master Plan. The site is very challenged in the sense that its soil conditions are not particularly suitable for development. This land is effectively the overflow for Union Lake. Maybe folks who live in the area know that it's a very soggy piece of property during the springtime, and so there's a reason that all these decades have gone by and there has not been development on this site. It's a challenged site with respect to its ground conditions and soil conditions, and also due to the presence of wetlands.

If we go back to our aerial, you can see that much of this area in through here is regulated wetlands. When I say regulated, it's regulated by the State of Michigan. So, anytime a developer is looking to impact those wetlands, to fill them or change their boundaries and so forth, there is a very stringent permitting process that you need to go through with the State of Michigan, and particularly the Department of Energy, Great Lakes and the Environment, or what they call EGLE. There is an extensive permitting process that you have to go through with EGLE anytime you're looking to impact state regulated wetlands. The developer has already initiated that process with EGLE, and to allow them to alter some of the wetlands within this area, what they are going to have to do is, the wetlands that are going to be impacted in this area effectively have to be recreated in this area. So, the developer has to create 6 to 8 acres of new wetlands within the former golf course in order to mitigate the wetlands that they're going to impact over here. So, they've already started that process with the State, and as I mentioned, in addition to creating new wetlands within the golf course site, they are being required to daylight the Hayes Creek and mitigate where it was piped under the parking lot all those years ago.

In terms of land uses, we mentioned the car wash and drive-throughs. Those are land uses that are typically allowed in the Township's B-2 and B-3 zoning districts as Special Land Uses. The reason they're designated as Special Land Uses is because, due to their auto-oriented nature, they're considered to be more intense uses, and therefore they're designated Special Land Uses within the Township's Zoning Ordinance, which is another reason why the developer is likely to go forward with this project as a PUD to address the complexities that go along with a Special Land Use process.

I'm trying to think if there's anything else I want to cover before I introduce the developers and let them go through a presentation on their own behalf. They are proposing sidewalks along both the Union Lake and Wise Road frontages. We've talked to them a little bit about having pedestrian connectivity between the commercial development and the new park land to the west. I have discussed this a little bit with the Township's Parks & Recreation Director. She is certainly encouraged with the potential for expanding Victory Park and the opportunities that could be presented by having a 50-acre extension to Victory Park; a 50-acre expansion that doesn't come with the restrictions from the DNR that I spoke about earlier. I know we have had multiple meetings with Township Supervisor, Larry Gray, about this project. He certainly likes what he has seen so far, although he will have a lot of the same questions, I'm guessing the Planning Commission will have relative to intensity, traffic generation and mitigation of that traffic. With that, I will take a pause and see if the Planning Commission has any questions for me before we invite the development team up to give a presentation on their own behalf.

Chairperson Parel – Thank you, Dave. Any questions? I have a couple. Do you know how many acres the existing Victory Park is?

Dave Campbell – A couple hundred I think, 200+.

Weber – Wise Woods I think is 216 and Victory I believe is roughly half of that, if I recall correctly.

Chairperson Parel – It would be interesting to know.

Dave Campbell – So to help everyone get their bearings, Wise Woods is on the north side of Wise Road, so that's all that greenspace here. Victory Park is on the south side of Wise Road. What's notable though, the Township does not own all of that greenspace. If you can see that yellow line going across in a diagonal right there, everything south of that yellow line is owned by Walled Lake Schools. They bought this portion of the property when the DNR put it up for sale in anticipation of building a middle school there at some point. This goes back to the early 2000's. Based on the enrollment projected at the time, they thought they would have to build a middle school. Enrollment has since plateaued for Walled Lake Schools, so they're pretty sure they don't need to build any facilities there. They have looked at the potential to sell that property for development, however when they had a changeover of the superintendent, the new superintendent didn't see it as much of a priority. So, that parking lot is the parking area for the Township's new dog park within Victory Park, but then everything through this area is not part of the Township's Park. This is owned by Walled Lake Schools.

Chairperson Parel – Okay, appreciate that. One other clarification I was hoping to get. The north side of Wise Road used to be part of the golf course as well, right?

Dave Campbell – Yes, if we go far enough back in time, you'll see that there were 9 holes on the north side of Wise Road.

Chairperson Parel – I'm wondering, how is that zoned?

Dave Campbell – Here is what it looked like as far back as 2002 where you can see the golf course on both sides of Wise Road.

Chairperson Parel – For knowledge base, how many homes per acre, and was that the same zoning?

Dave Campbell – The north side of the road is also zoned R-1C.

Chairperson Parel – I think that's relevant. That's it for me. We can invite the developer up. For the audience's sake, we will have an opportunity afterward for public discussion.

Dave Campbell – I will remind everybody that we do not have a recording secretary. She is still not feeling well, so that's why we're recording. So, everyone, please take full advantage of the microphone, especially when the air conditioning is cranking.

Chairperson Parel – Welcome.

Mr. Jonna – Good afternoon. My name is Arkan Jonna. I'm filling in for my son, Jordan Jonna. Thank you for having us. This is Mark Kassab. This whole process with donating of the land started when I was working on a Union Lake Commerce parcel that the school board owns to do a new church. What we were doing at the time was squaring off the property and donating a portion of it to square off the school property where you see it's on an angle. We would have gotten a better yield trading off some of the land, and eventually we couldn't make that work. I went back to the golf course and had some plans done to try to eventually put a school with a church there. We got off that and

eventually ended up buying Bay Pointe to possibly do a school and the church. Right now, everything is on hold with the Chaldean Church simply because we want to wait until the Detroit Archdiocese comes up with what churches and schools they're going to close. That may be a more worthwhile endeavor for us. With that, I will turn things over to Mark. He has a presentation to deliver.

Mr. Kassab – Thanks, Arkan. Good evening, Planning Commission members, Mr. Chairman. As many of you know, we're big on PowerPoints and certainly many of the faces look familiar as we've had a neighborhood meeting which we'll go over. A brief table of contents that we'll go over on the slides. We will go over a number of points and certainly if the Planning Commission has questions, you can hold them to the end, or I'm happy to answer them as we go through. As Arkan mentioned, just a little bit of background; this is a joint venture with M. Shapiro Real Estate Group who has been in this town for well over 50 years, and AF Jonna company, who I believe has been in town just as long. Arkan is really our retail group, so we like to team up with Arkan as it pertains to retail. As you'll see, there were a number of different concepts that we've discussed over the years, as you can imagine, owning this for over 35 years. As we know, this is just the introduction meeting. Mr. Chairman, as you've stated, we're not expecting a vote. We're just trying to get some ideas. Certainly, I've had a number of phone calls with some of the residents, following the meeting that we had with the residents that we'll go over. We did meet with residents on June 8th at the Richardson Center to introduce some ideas and plans. As always, as you well know, I'm a big proponent of getting their input because they live there, and they live right behind it. We invited folks from Golf Lane because we felt they're most impacted because they're adjacent to the property. But certainly, as we get to the public hearings, it's going to be open to everybody.

As Dave mentioned, just a brief description; roughly 65 acres. The current zoning of the rear portion of the property is R-1C, and everything to the west, and if you roughly take the line and draw it south, to the west is R-1C, and then B-1 and B-2. Our proposed use is going to be passive recreation to the west, which we will get into, and then a retail component along the Union Lake and Wise Road hard corner.

As we've stated, we've owned this for 35 years. I've been with the company for 26 years, so some of these plans may have come to the Planning Commission before my time, but I'm not sure. Nothing was digital back then, so digging through some boxes, I was able to come up with some plans. Some of the prior conceptual plans that we had; again, single-family residential to the north. We did not own Sally's at that time. Sally's is roughly this line right here. We were not touching the Hayes Creek. We were proposing 125 single-family lots at one point in time. Here is another concept plan with 127 single-family lots. Again, respecting many of the wetlands that were onsite. Dave had mentioned that some portions of the site are challenged with the soils. It's nothing that we aren't already accustomed to in dealing with challenging soils; pilings, piers, removing bad soils, compacting good soils, certainly capable. We were not proposing relocating any of the Hayes Creek back then. This particular plan had 127 single-family lots.

Here is a little bit more intense use. This plan had some ranch condominiums proposed to the south of the development, and a couple north of the creek. As you can see, we had shown coming into Golf Lane on the prior plan here. With a more intense use here with 160 units, we showed access coming in off Wise Road. Again, I don't believe this plan ever made it to the Planning Commission or Township Board, but just some

concepts of what could exist in the residential district as zoned, as master planned, within the Township today.

As Arkan mentioned, he had approached us. We've been partners for many years. The Chaldean Church was looking for a site. I know this is difficult to see, but the main portion of the church would be here, senior housing would be here. We would develop these as single-family lots as we did with everything along Golf Lane, and put some duplex condominiums along the southern perimeter of the property. A block plan; this would be senior housing to the north, planned coming off Wise Road, and one connection off of Union Lake Road. Again, all concept plans over the years. It's not uncommon when you own a parcel this long to toss around ideas based on what's the latest and greatest during that time frame.

After much consideration, and review of the plan, and certainly we acquired the former Sally's about 2+ years ago now to square off the parcel, and we have now come up with what we refer to as Parkside Commons. As shown on the plan, this is the retail component. No access off Golf Lane. Access is off Wise Road to the west. You really can't move this any further to the east because of the right turn lane that's required along the easterly travel, and an access point off Union Lake Road, south of the hard intersection. Keeping approximately 50 acres to the west that would be dedicated to the Township for passive recreation. We first started taking stabs at a park plan, but then we realized that it's not going to be our park – it's going to be the Township's Park. We would like to work with Emily on creating a plan for the park that would benefit the Township and the residents for decades to come.

Again, the future development would be consistent with neighborhood commercial services, which is a specialty grocer that would take place in this approximate 75,000 square foot box here. A 10,400 square foot retail center with a drive-through, a pickup window, and a 14,000 square foot retail center. When we met with residents, it's important for the Planning Commission to know, this car wash was located right here. Good input from the residents was that they don't want to see it, hear it, be bothered by the vacuums, the noise, somebody with their radio up. So, we elected to swap it north of the box. That would have no visibility essentially from anybody living on Golf Lane. We're proposing a berm along the southern perimeter, between the retail and the single-family lot, ponds that would be utilized for retention with fountains alongside that as well.

As Dave mentioned, as part of this plan, we would be daylighting the drain. The drain currently goes this way. Any of you that live there know the amount of phragmites that are located within the drain as it sits today. Part of the plan with EGLE when we walked the site was that they want the entire drain cleaned out. The phragmites choke the stream and the water flow. So, any sort of flooding that occurs, water heads from the lake to the west and it's held up by phragmites. Those, as many of you know, are invasive species. That's an ongoing, reoccurring requirement of EGLE.

Retail visualization; Arkan and his group have done dozens of retail centers. We're anticipating this one to be one of the highest end proposed developments to date. We will see some of the renderings that we propose here. Stone and glass on the first story. This shows the drive-throughs on both sides. Again, these are concept elevations. Certainly, as we proceed through the Planning Commission and Township Board, we'd be bringing in material boards, but this is not going to be your typical retail center with vinyl siding, a flat roof and the air conditioner showing above. Recognizing these are neighborhood centers, Mr. Jonna also owns some retail within the area, so he has a good understanding of what sort of demand currently exists. For the most part, these

will not be spec, meaning build them and hope they'll come. We have tenants lined up that want to be here.

Passive recreation; we first started looking at how we were going to lay the park out. We engaged a group on the west side of Michigan that has done a number of these plans, and certainly we will continue to work with the Township, but we envision this to consist of further passive recreation uses. Again, passive recreation, nature trails, benches, butterfly gardens, streams, rivers and gazebos. Concept plans, again, just beautifying what's there today, utilizing the natural features that are there today, and adding to them.

Concept plans; Again, foot bridges. Somebody I believe at one of the neighborhood meetings said they've got some footbridges there. I don't think I would have driven a golf cart on some of those bridges, let alone walk on them. There's going to be quite a bit of improvements that are required on the park portion of the development. It's not uncommon, as many of us know, to transform a golf course into something else. Golf courses have seen their good days and bad days, and just an example of a few is a simple Google search; you've got Beechwoods in Southfield, Links of Pinewood, El Dorado within this Township, that's where 5 & Main exists today, and some apartments on the northwest corner of Pontiac Trail and M-5, the Cherry Hill course, that's where I live actually in Shelby Township, 183 single-family lots in addition to 100 homes, Hawthorne Valley Golf Course in Westland, where Cattails was recently announced for 127 single-family homes

Wetland summary; As Dave mentioned, the site contains some significant natural features that we believe can be utilized as an amenity. Certainly, the entire site was delineated from a wetland standpoint being flagged, understanding where the wetlands are. Wetlands are categorized by emergent, open water, riverine and approximate wetlands. So, you could certainly see the creek as shown as a river, or riverine, and there are some additional wetlands. The wetlands in this particular area would be mitigated onsite. EGLE is typically a very big hurdle to cross. EGLE came out and basically identified an area roughly about here to recreate the wetlands that were once on this property and testing the soils within this area determined that this is the best place for wetlands. There are some emergent wetlands roughly right here, meaning the plant species show that the soils aren't conducive towards wetlands. Mitigating approximately 6 to 8 acres of wetlands, to be very candid with you, I've been doing this for a long time, and I've never seen EGLE mitigate, or allow to mitigate, 6 to 8 acres. They're excited about this plan. They're excited to see some additional wetlands being created that can be utilized and be functional, not only to the Township, but to the natural wetland features themselves. So, any sort of overflow from the wetlands could flow into the creek, which flows to the west. This particular area here, and I think Dave had it up on our previous plan, is actually within an easement to collect stormwater off of all planes. So, this particular area here would not be touched. This is the stormwater collection area for Golf Lane.

Traffic improvements, I don't think we have much traffic issue here, so we'll just skip it ... I wanted to be sure everyone is paying attention. As Dave had mentioned, and as we shared within the resident meeting, this area here is gridlock. It's rated as an F. Traffic is rated from an A to an F. This particular area is rated as an F, complete failure, traffic gridlock. Certainly, with the type of development that we're proposing, it's going to require some improvements and we're going to talk about what those improvements do for a development such as this. The current situation; the roads are at peak capacity. Level of service, LOS, is at an F. We talked about that. Prior residential would have

increased traffic by 1600 trips a day with no commercial component at all. New retail adds roughly 800 to 1500 trips per day, with no residential component. As it is, if we did nothing and just went in for zoning, the roads couldn't handle it. The retailers would probably die because the improvements of traffic would be required and somebody would have to do them. There's a number of traffic improvements that are required and these were determined by the traffic study. What's interesting is that after the improvements are done, it goes from an F to a D. One of the prior developments we were here with a week ago, that was a Level B. In this particular area, it's a Level F and will be improved to a Level D after the improvements that are being made. One of the main improvements is traffic signalization that would be timed with the hard corner. Certainly, you're going to have acceleration/deceleration lanes, left turn lanes that are going to be added, improvements to the signalization along the hard corner of Union Lake and Wise Road. Both access sites would be aligned with the driveways across the street, the new northbound left turn lane, which removes the drivers turning from the through lane in its entirety, absorbs the evening surge heading home.

Again, there is a significant traffic study that was created. We're going to go based off the recommendation of the traffic study, which was reviewed by the Township and certainly will be reviewed by the Road Commission at the right time. But, very rarely do I see traffic improvement of this level with this amount or type of development. Typically, you're not seeing much change, but there are improvements that are required.

Public benefit, certainly as Dave mentioned, this is planned to be a PUD. The largest public benefit, obviously, is the dedication of the 50-acre park, as we'll call it. It goes from 49 to 51 depending on where we're drawing the line. As the parking lot has grown, some of the comments from the residents was to not have another curb cut along Wise Road, so we incorporated some parking. As we proceed, we'll show some sort of walking connection to the park area here, but this parking is specifically designed to be utilized by folks that are driving to the park, as opposed to coming in with another curb cut off Wise Road as that would create additional traffic. So, incorporating that with the plan, we can envision it; these are neighborhood retail centers here with a specialty grocer here, and the kids are going to go play in the park, somebody can walk in, grab an ice cream, grab coffee, pick up their groceries, leave their car parked back here and it serves both purposes.

This particular site with the dedication of the park as we talked about with the neighbors, very few developments can I candidly say will increase the value of the majority of the neighbors. We'll get into some of the comments. These particular neighbors here back up directly adjacent to Parkside Commons. Over the last couple of years, we've had inquiries from car dealerships. We've had inquiries from industrial users, office users, residential developers, and large national residential developers have come to us. This would solidify, in perpetuity, a park to the north of them. In my opinion, having a park to the north of you will increase your value, not decrease your value. This particular area is already zoned commercial, so there will be a commercial component along Union Lake Road, it's just a question of what. What we're proposing again is to draw the line roughly back to here. This is a very sensitive area, certainly to the residents, especially these folks here that live on Golf Lane that have nothing fronting them and proposing a berm, and heavily landscaping that berm, while incorporating some sort of walking connection in between the two. The Overlay district calls for some sort of connectivity, which we believe is important as well.

Passive recreation; Again, amenities include enhancing the community feel while increasing home values. We believe that's certainly going to happen with the dedication

of the park. Upgrades to the roadway and infrastructure, and traffic improvement circulation. Strategic placements of the essential retail; a great example is the car wash. You've heard me say it, I think it's critical to have these neighborhood meetings so we can get the input, which we did receive, and we acted upon relocating that car wash to the north. Furthermore, what this does is, we could certainly just develop the front as commercial and keep the back end as residential. We recognize this is an intense development. We recognize this is a big project for the Township. We believe that dedicating 50 acres to the Township would give the assurance that any future development to the west of the commercial will be prohibited in perpetuity, as the park would end up in the Township's hands. We do anticipate an appreciation of the values based on the infrastructure, integration and commercial accessibility. That's all I've got Mr. Chairman.

Chairperson Parel – Well, we appreciate that. To reiterate, we're having an informal conversation. Nothing is binding. Dave, anything else from you before we poll the Commissioners?

Dave Campbell – I don't know that I've come up with anything more than what I've already said, but I reserve the right to change my mind.

Chairperson Parel – We'll go down the line.

Commission Comments:

McCanham – Nothing yet.

Weber – When do you want to hear the public?

Chairperson Parel – I thought we'd go down the line, and then we can go back and forth to try to answer some questions before the public. We will have the public discussion after some quick conversation here.

Weber – I have a few comments. I think it's a very thoughtful first cut at this and I appreciate that you had the discussion with the residents, or at least had the opportunity for residents to weigh in on some of your earlier renderings. Pros and cons; obviously, not having a high density residential and retail component. I recognize that, even though I don't think you'd ever get 160 homes in there, but 120 homes would be right to use. Meaning, if they wanted to develop the residential as it's zoned R-1C, the Township really wouldn't have a say in it. It's their land, just like it's your home. If you want to sell your home, or put an addition on your home, a developer would have the right to do that. So, not doing that, coupled with whatever the retail or the business activity along Union Lake Road I think is a huge plus, not just for the residents, but for the Township as a whole.

I like the idea of an upscale or more of a boutique market, something to provide an alternative to Kroger. Something that would maybe remove their monopoly and improve their performance as well. I talked about preserving the greenspace, and having the flexibility I think is important. I can tell you discussions that have taken place on this in general. I don't want people to think about soccer fields and ball fields. I don't think there's any appetite at the Township to add anything like that in this area. I like the idea of having some restaurants. I think restaurants are a value to the community because I

think they help build community. I think this is the third version of this I've seen over the years. The first version was the market, a restaurant with a drive-through and a car wash. At that time, I was averse to the car wash, but it was relayed that the car wash was an integral part, meaning if we want the market, you have to have the car wash. At that time, my comment was, I could live with the car wash if the restaurant wasn't a drive-through.

I think the second version I saw was basically this, but it had two restaurants that were drive-through. And now this version, if my memory is correct, evolves that to having some level of retail with restaurants/drive-throughs. I would struggle with drive-through components, and my thoughts are related to, I personally don't feel that we need more drive-throughs. We have plenty of them along the Union Lake corridor and throughout the Township. I think drive-throughs develop the antithesis of community, meaning nobody is going into a drive-through to break bread. It's just truly pass through and probably a fair amount of that are not Commerce Township residents passing through to White Lake, Waterford, et cetera. Paula has challenged me on that. She asked me, well, what about carryout? I think I might be able to wrap my head around that; carryout meaning that there are no drive-up orders. You can either call, or do it on an app, but you don't have the McDonald's or Wendy's ordering onsite.

I liked your renderings. I thought those looked smart and upscale with high-end value. I was as sad as anybody to see Sally's go out of business because that's where I used to hang out 20 years ago, but this site is a blight. We have had several people talk to us about the challenges, engineering challenges, because of Hayes Creek. I'm excited to see something going through, but I'm against the drive-through concepts.

Loskill – A couple of comments I had. I understand the need for the car wash area. I think the area needs a little bit more development. It's a little convoluted. I'm afraid it's going to cause more confusion than necessary, and I don't know if there's an area where you're going to have vacuums at the car wash. That wasn't noted on the plan. I don't see how that's going to fit in somewhere. Dumpsters in general; I see two sets of dumpsters, one by the northern retail and one behind the grocer. I'd rather see those more off of Wise Road, located somewhere else so that's not something you see as you drive by. I think you're also going to need something for the southerly building, dumpsters for them as well.

My biggest concern is ... a question first. Those areas that are outlined on the south side of the grocery store; I'm assuming the far left one is a truck dock. What are the ones to the right of that? Is that outdoor sales? What is going on there?

Mr. Jonna – We don't have a grocer yet. We're just thinking about anything that a future grocer may need. That area would be used as flowers in the spring ...

Loskill – Outdoor sales.

Mr. Jonna – Christmas trees, seasonal sales, outdoor sales if possible.

Loskill – My only concern is trucks idling in the truck well. You're immediately adjacent to some residents there. I think that could possibly be a real sore spot for them if they had trucks idling for hours at a time there. My other things have already been mentioned by George, so those are my comments.

Weber – The first thing I had written down here that I skipped right over was traffic. We received a copy of the traffic study late this afternoon, so some of us just really kind of skimmed it. I think that's something we want to wrap our heads around, particularly if there's going to be a signal. Yes, anything that's going to improve traffic, I think everybody is in favor of in some way, shape or form. We know that's going to be a challenge, and we also know a lot of that is going to be out of our hands because the County Road Commission is going to have a big say in that.

Winkler – I look at this project and I see so many wins regarding this project, given the fact that there's going to be park land contributed to the Township, there's going to be road improvements, they're going to clean up a contaminated site, that given the input that we've seen from the Planning Commission today, I'm sure they're going to hear the concerns that are being mentioned. The other thing I want to mention is if the PUD is pursued, stay away from EIFS entirely, and make sure these buildings look really good. And then, I have to also mention, to the credit of the petitioner, that what a lot of people don't realize is the significant amount of work that's going to need to take place simply to make that part of the site buildable. I mean it's an incredible undertaking, and versus any of the other developments that petitioners proposed, they're really making an effort to make this site useful. It has been a dilapidated building, it has been an underutilized site for so long, and I'm glad to see something like this taking place.

Bearer – As everyone has said, I love the concept of a park. I love the direction this is going in. A couple of questions. One, did I see in one of the slides that you anticipate the possibility of having a drive-through pharmacy as part of the grocer as well?

Mr. Jonna – Like I said, we've combined all the things that we know the grocers of today need or want. We don't have a grocer signed up yet. We've put it all there. We just don't know yet.

Bearer – And then as far as the car wash component, as George said, previous iterations made it a deal breaker to not have the car wash. Even without a grocer, is that still a requirement to have the car wash?

Mr. Jonna – The car wash and the drive-throughs; this is a very expensive endeavor, and I know that finances are not supposed to take part of what we do here. The car wash is an integral part of what we'd like to do here. Let's address the car wash. The size of that building for the car wash is incorrect. It will actually possibly be double that size, and what will happen is we will incorporate the vacuums inside of the car wash, inside the building, so you're not going to see the vacuums like you see up on Richardson and Union Lake Road. This concept we came up with just in the last few months in Oak Park, and it's being done in Bloomfield Township. We're actually in the car wash business and we're not going to do one of ours because the bright red colors that we have are never going to pass through this road. I believe that enclosing the car wash, all the vacuums, and the building is going to mimic the rest of the center. It's very much less abusive than what you see at a typical car wash.

Drive-throughs; retail leasing today is very challenged. Most of the retail leasing that you're doing today in an upscale property like this will be the Chipotle's, the First Watch, the Starbucks. I'm using the names, but I don't want to use them simply because we don't know yet. They're not going to come here without a drive-through. Chipotle doesn't

want a drive-through, but it wants a pickup window. We need to have the options of being able to do these drive-throughs, but then again, we have the capacity today with the drive-throughs, with the screening that you can do adjacent to the drive-throughs, so by the time we get done with it, you're not going to see a typical drive-through. It's going to be screened, and noise factors are going to be taken care of. It's not a risk at all to have what we're talking about.

Mr. Kassab – I think to Arkan's point, the last thing anybody wants to see in this building or in this Township is a dark building once it's developed and built because it can't lease up. So, as it pertains to the pharmacy drive-through, we looked at what some of the large grocers are doing today. I've never used one, but it's a requirement with just about every one of them, so we incorporated it into the plan. As Jordan had mentioned in a prior meeting with the residents, I believe these windows were more the pickup windows. To Arkan's point, we developed a retail center with a drive-through that you can't see from the road, by design. Recognizing not having the drive-through creates the neighborhood feel of people walking in and out, but the reality is, as drive-through tenants will tell you, 60% of their business is conducted through the drive-through. We believe these windows would be more of a pickup window than a drive-through. Ironically enough, West Bloomfield had a prohibition on drive-throughs for a long time. When that ordinance was created, there wasn't the ability to sit at home and order 15 Whoppers and fries, because you'd have to go pick them up in a drive-through. But, times change, retailers change and the needs of retailers change. Again, our goal in partnering up with Arkan and his company is to drive a plan that works, not just for now but in perpetuity because if this fails from a retail standpoint, the dominoes start falling. Typically, the large retail tenants have a co-tenancy clause that somebody else has to be there; if one fails, the other fails, and so forth. I've seen it happen, the domino effect, so we want to prevent that.

Many of the site plan matters that you've mentioned, regarding dumpster locations and so forth, we can have those addressed during site plan as well. Excellent points; nobody wants to hear a garbage truck at 5:00 in the morning picking up a dumpster. We can strategically place those. I know the Township has some requirements of where they're facing and where they can be. We would certainly want to protect that and now is the time to do it as we get toward site plan. To Mr. Winkler's point, to get the site developable ready, meaning if it had no issues inclusive of the wetlands, about \$10 million. Not that it matters from a zoning standpoint or a review standpoint, but this site is going to need some help if it's ever going to be developed from a retail standpoint.

Mr. Jonna – To add on regarding dumpsters; these buildings will have integrally, combined within the buildings or next to the buildings ... We're not going to do dumpsters. We're going to do smaller compactors simply because an 8-yard dumpster compacted becomes 1¼ yard of waste. So, it saves us on pickup. We don't have a truck there 4 times a week. You have a truck there once every 10 days. When we get a final plan, we don't know what our ... This is proposed, but eventually we will bring that into play as far as what we're doing for pickup. I would also add that at the northern end, we've got a significant outdoor seating area. I would like to add some more outdoor seating with greenery like we have to the north and the south of this building, and to the north and south of the building to the south. It's not shown on there, but we will do a better job of screening the drive-throughs through the whole project.

Bearer – That was going to be one of my final questions, as far as outdoor eating space and greenspace. You have potential for part of the property to be backing up on what foreseeably will be a beautiful park, and the other half of the property having some type of view of Union Lake. If we were going on my wish list, I would love to see some use of those outdoor elements within the restaurant seating area.

Chairperson Parel – Speaking candidly myself, I anticipated coming in here ... I recall George and I met a couple weeks ago and we had a little disagreement over this. When Scooter's Coffee wanted to come onto Union Lake Road, they came in front of us, and I thought I was the only one that voted against it. I said I just cannot vote to add one more car to Union Lake Road traffic. What I meant was not to cause any further traffic concerns, which we know in this community, that's why a lot of people are here tonight. It's why our meetings fill up. It's the #1 concern I hear from residents. George told me that he also voted no on that, and I could see it because that's important to me. I know it's important to the folks up here too, to make sure that we take those traffic concerns into consideration.

That said, a few things came up this evening. One of them was the traffic evaluation slide that you had brought up. I did not expect it. You really made me pause when I read about our current situation, I was not surprised to hear that we got graded an F for the current situation there as it relates to what you call gridlock. I'm sure that's the term they use as well. Not surprising. What was surprising to me though was that the traffic engineers looked at this and their claim is that with the improvements that you gentlemen are proposing, we can move that from an F to a D. I'll be honest, we got this late today, the traffic portion of it. I haven't had a chance to study it. I don't understand it. I'm not a traffic expert. We're not going to solve that today. But for me, that's just really interesting. I honestly came here thinking that I was just going to say no, I can't participate in this and you can't get my vote. But I'd like to understand more about that and I'm open to it. This is just one person up here, obviously.

Originally, I was just looking at the alternatives, and my thoughts were similar to what George or Brian mentioned. I always like to look at what the alternatives are. George, I think you mentioned about 130 homes that by right the developer could put up here. A small shopping center on Union Lake Road. I look at that and I say, maybe that's a better alternative, but you could do that by right. The alternative that you're proposing is a grocer, car wash, some small retail and a park. There are definitely credible benefits there too. I'm really on the fence. I know this isn't a decision meeting. I know I'm not keying in on everything, but I'm just getting some of my thoughts out here. George also mentioned that our goal in development, and Dave's day job, is to help build community through development. I understand as well, we have Giffels up here educating us about how drive-throughs do exactly what George was talking about. They don't build community, you can't break bread with folks, you can't sit down and have a meal. But, as I'm watching this, I'm seeing some other things that you're proposing that I think make up for that.

I think you called it a specialty grocer. I think a specialty grocer would be incredible for this community. I've heard people in the community, my friends and people who know me have been bugging me since Day 1, ten years ago when I joined this Commission, to have a conversation about that. When the Farmer Jack's went vacant down the street, I can't tell you how many phone calls I got. Can we bring in Trader Joe's? To me, that's what you're proposing here. I think the park makes up for that. I think retailers like First Watch with an outdoor patio. I think even Starbucks; my daughters love it. Every

kid likes going to Starbucks, but we really don't have Starbucks in our community outside of ...

Mr. Jonna – Dunkin Donuts.

Chairperson Parel – I understand, but let me tell you something, teenagers are very particular. They want to go to Starbucks; they want to get their specialty drink and they want to sit there and do homework and have a community. We have them in the Kroger's, but they really don't have the ability to do that. I say we give them that, we give them outside seating. I'm all over the place and I apologize for that. I honestly did not anticipate moving off that needle where I thought I was originally. Maybe I just leave it with me, I would say that I'd like to learn more about the traffic study, the number of cars and the impact of cars before I get more into it and make my decision. I am appreciative of this. Dave, I understand now. You and I have talked about this and this is a big potential development for the community, and the park aspects are really interesting. It could be a really good thing for everyone. I know we talked a little bit about that today and that's my feeling.

Dave Campbell – I may have a question for the development team. In the context of drive-throughs, we're having conversations about drive-throughs, impacts, intensity and so forth. You mentioned brand names like Chipotle, Starbucks and First Watch. I guess, Mr. Jonna, in your experience, would those operators have data that shows in this day and age what percent of their drive-through business is traditional drive-through where you're ordering at the menu board and then picking up at the window, versus more of a pickup operation where you've already ordered on the app and then you're just picking it up? Do you think they have that data available because I think that might be relevant to this conversation? Traditional drive-through orders versus app for pickup orders.

Mr. Jonna – I think we could probably get that. I can tell you, at Square Lake and Woodward, we had a Starbucks without a drive-through and they moved across the street. In Grand Blanc we had a challenged drive-through and they moved down the street. The only one that they kept with us is at Long Lake and Telegraph; there's no drive-through, but there's nowhere else to go there so they're stuck.

Dave Campbell – I think we believe it. Here, there was a Panera Bread at 14 Mile and Haggerty that didn't have a drive-through in Commerce. They moved across the street on the east side of Haggerty and built a new store in West Bloomfield. We're having the same thing happening at 14 Mile and Decker. There was a Starbucks without a drive-through and now they're building a new one in the City of Walled Lake that will have a drive-through. So yes, we're seeing it, where these national retailers will only operate where they have a drive-through component.

Mr. Jonna – Again, let us go back to the drawing board and show you how we can screen these drive-throughs to make them look presentable. I go back years asking Paula, what do we want here? What can we do? Where can I do my next property? All I heard was, we need another grocery store. I'm a grocer at heart. I grew up in the grocery business, and a specialty grocery store here, a true grocer would just rock. I don't go to Kroger anymore. We had Hiller's. My wife would drive 8 miles away to

Hiller's and shop, but Kroger controlled that space and wouldn't lease it. There was nothing that could be done there.

Mr. Kassab – Mr. Chairman, for the residents here. One important fact, certainly traffic is the elephant in the room. It's difficult in that area. The traffic study was conducted by the Township traffic engineer, not the developer's traffic engineer. It will be commented on with our traffic engineer. And, to your point, I don't know how to read them, I just go to the conclusion and say what do we have to do? But if you've ever looked at one of these, they can put you to sleep pretty fast.

Chairperson Parel – I feel like I'm doing that too. But also, they're talking about additional ... I haven't had a chance to study it. They're talking about future traffic volumes, the number of cars and the increase. For me, I need to understand how those two things fit together. It's obviously going to generate more traffic, but how is it going to bring more traffic, and at the same time, improve the circulation?

Mr. Kassab – That's a good point, and certainly when we saw the report, but adding traffic signalization, which is an expensive venture to take on, timing it, expanding some of the roads, adding a left turn lane, alignment of some of the driveways, eliminating future curb cuts, that's critical. I think Mr. Weber stated, by rights, this thing would generate more traffic than what we're proposing, by rights of having residential, and whatever retail along the front of Union Lake, would generate more traffic, which is crazy. So, it's clear that for the retailers to be viable here, we've got to address the traffic. Forget what the Township wants, we've got to be sure this is accessible. I live on the east side. You want traffic, go on M-59, Hall Road. I stay off it because you're taking your life in your own hands out there. But in this particular area, it has to be done properly. The Road Commission has to be involved. The signalization has to be improved, the left lane has to be installed, acceleration lanes, right turn lanes along Wise Road have to be improved, and the locations of these driveways was not by chance. It was by careful review of traffic engineers.

Chairperson Parel – That's another interesting point, and I know you brought it up. What you're saying, I think it's important to note that if you developed, as the right you currently have, and that would be residential with retail on the east end, there would actually be more road trips by about 100 a day than what you're proposing.

Mr. Kassab – Yes, that's within the traffic study. New retail adds 800 to 1500 trips per day, and the proposed prior residential would increase it by roughly 1600, so it's a wash, but that's without the additional retail along Union Lake Road.

Chairperson Parel – I don't know if we can dive into those numbers, but it would also be interesting to know, again, post-COVID era is a little different, but the number of trips with a typical resident, at least it used to be pre-COVID, the mornings and the evenings. With a proposal like this, I think it would be spread out from the morning all the way into the evening with people going to the grocery store, so that's interesting too which I think is beneficial to the Township.

Mr. Kassab – We can bring our Traffic Engineer in. He can talk for hours.

Dave Campbell – Talking about the traffic study, it is worth reminding ourselves it was done a year ago, and this plan has been refined. The chess pieces have moved around. So, the traffic study might need to be refined to reflect what the latest proposal is with the building sizes and moving the car wash to the other end of the site.

Mr. Jonna – If you're living north and west of this property, you're shopping at Kroger, you're driving down Union Lake Road. If you're living to the west, you're going to come in from the west and you're going to go back out to the west, so you're not travelling on Union Lake Road. Union Lake Road is a beast, with two lakes between Commerce and Richardson causing this whole issue. The backup is because of that bottleneck there.

Chairperson Parel – I guess I'm thinking I love the idea of this type of grocer here. I think my wife would kill me if I voted against it, but where are those folks coming from. I would like to understand where those folks are coming from. Are they coming from the east side of West Bloomfield? Are they coming from the north? That's going to be a lot of the additional traffic that's coming to the site. I don't think people are going out of their way to go to your car wash, respectfully, I don't think people make a decision that this one is worth driving an extra five miles. Starbucks, similar thing. I can see First Watch or something like that. I just feel like we don't have a lot of these great specialty grocers in our area, and my concern would be where are these folks coming from. And I think it is important to note that the 5 & Main property also has the potential to put in one of these specialty grocers. Are these similar uses or tenants, Dave? Do we know?

Dave Campbell – I don't think a specific tenant has been identified at either project, but I would look to Mr. Jonna who knows more about the grocery business than I do, but I think there's enough separation between the two that I don't think they would necessarily compete with one another.

Chairperson Parel – I think you can make the argument that you're absolutely correct. We have nothing like this now. If they were to put this in here, and it were to happen, to me it feels like down the street at 5 & Main ... I mean, that may not be a possibility.

Mr. Jonna – You have enough; north, east and west of this site can support two and three grocery stores. Where is there between here and Milford? Where is there between here and White Lake? Where is there between here and all of Waterford. There's just nothing.

Chairperson Parel – And West Bloomfield with Meijer. Anything else from you gentlemen?

[Inaudible unidentified resident speaking].

Mr. Kassab – All set.

Chairperson Parel – Okay, can we open up to public discussion?

Mr. Jonna – Yes.

Chairperson Parel – We're going to open up to public discussion. If you gentlemen don't mind, maybe you can answer some questions if something comes up, and then you'll have the microphone.

Dave Campbell – Typically what works best, Mr. Chair, is if one person talks and everybody else listens. It can become very disorderly when it turns into a back and forth and there's different conversations going on at once. So, typically when we hold a formal public hearing, there is a 2-minute rule, and that's part of the rule, one person talks and everybody else listens. So, I think for the sake of making sure that we record this for the sake of our recording secretary, I recommend you apply that.

Chairperson Parel opened to public discussion.

Chairperson Parel – Okay, thanks for the recommendation and thanks for keeping the guardrails on me. With that, what we'd like to do is to open the public forum and give everybody an opportunity to speak on this matter. I would ask, as Dave mentioned, 2 minutes. We will allow everyone to speak. We may not have an opportunity to answer right away, but we will try to address everything at the end. We have the developers here. They can also address some things. It's not necessary to repeat anything. We get it. The last thing I always say is, I just ask that everyone please be respectful to yourselves, to the developer, to us and to staff. If you'd like to come to this microphone here behind the developers, we can even start a line just to save some time if there are a few people that would like to speak. We ask that you please start with your name and address, and we welcome you up, sir.

Dave Campbell – Please take advantage of the microphone.

Rick Utterback, 8285 Flagstaff, Commerce Township – I live on the west side of Union Lake Road. My concern is the car wash. You said you own some car washes?

Mr. Jonna – We own a franchise of car washes.

Rick Utterback – What's the name?

Mr. Jonna – We own Tommy's Express, it's a bright red building.

Rick Utterback – I know Tommy's. I used to [inaudible] ... I've been in the car wash business for many years. Tommy would tell you; I would tell you; you cannot run a car wash on less than 800 cars a day. Now, you're talking an automatic car wash, with a conveyor. I built a lot on the west side of the state, where Tommy's is headquartered out of, and I'm talking car washes that did 2000 cars a day. Do you know what traffic that is going to add to our road? My second part of the question, you have Jax Kar Wash down here. You're not going to compete with that. They have too much money. You have Zax up on Cooley Lake Road. Having the car wash there is the biggest waste of time.

James Jenkins – I live off Midwood Drive off of Cooley Lake Road, to the west side. I just want to make this statement. I moved out here 47 years ago and built a house. I just want to say that you had a bad traffic problem back then. I worked in Farmington and Livonia. Haggerty Road should have been widened 40 years ago.

Jim Lacari, 8424 Hummingbird, Commerce Township – I live on Hummingbird, which is just on the north side of Wise Road. I represent the HOA there. A lot of our residents were concerned about traffic. We appreciate the fact that the driveways are located where they are. It gives us easy access. We also appreciate the fact that the park is not the responsibility of the Township to develop. It's going to be developed, and we just have to maintain it. We appreciate that. I think the other piece here is, right now the roads are F status. If we don't do anything next month, next year, they'll still be F status, and we'll have this eyesore on the corner, so I appreciate the fact that they're going to develop it. Even though a D is not perfect, a D is better than an F. That certainly improves the entire corner which raises everybody's value. So, the roads are what they are. Let's do something about the eyesore that we already have.

Joe Miskell, 8241 Golf Lane, Commerce Township – I live at the front end of Golf Lane. I'm a 30-year resident. I've seen it change a lot. Some of my neighbors have been here longer than 30 years. We didn't have an Aurora and we didn't have all that traffic from Aurora. We certainly didn't have a boat launch. We didn't have two Urban Air jungle gym entertainment meccas bringing in traffic from all different cities. And, I have a question for the board right now. How many of you travel on Union Lake Road every day?

Chairperson Parel – I think the answer is probably all of us.

Joe Miskell – All of you travel on Union Lake Road every day?

Chairperson Parel – I think probably most do.

Joe Miskell – Okay. Well, you don't live on Golf Lane Road. I'm here to tell you what it's like to live on Golf Lane Road. Myself and my neighbors to the right of me, since we're in the front part of the entrance, we hear it all, we see it all. We could do the traffic study because we hear the loud motorcycles, we hear the loud cars, we hear the accidents. The accidents aren't pretty. I know it's a 60K per day traffic study. Well guess what the accident rate is on there? I don't know, but I'm telling you it's a lot because we have sirens all day long. Every day there's a siren, there's an emergency vehicle on Union Lake Road, between Willow and Wise. This is where the accidents are happening. You think a lot of accidents happen at Union Lake and Commerce, try the accidents that happen at Willow and Union Lake, and Wise and Union Lake. Serious, serious accidents. There's no skirting around the issue that if we put businesses right there that this is going to increase the traffic, no doubt about it. Now we've talked about the curb cut or the road cut, the driveway. If you have Aurora's driveway and you're going to put a road adjacent from it, and you're going to have all this traffic using that road to get in and out, I don't know how that reduces the traffic study from an F to a D when all you're doing is just adding more traffic and using that little road. The cut in, the road that you're also going to put on Wise Road, nobody's going to take that road. Everybody takes Union Lake Road. The people that travel on Wise Road are the residents that live on Wise, and maybe a few from Bogie Lake. A majority of the traffic is going to come Union Lake Road and very few are going to use that cut in off Wise. I don't see how that's going to reduce the traffic. Please consider all of us residents. Maybe some of us are going to retire there. Maybe some of us just want a better quality of life, but I don't think this is the answer.

Jim Zeimet – I live on Golf Lane. Concerning the 50 acres for the park, that's going to be donated to the Township, and it will be part of the Township property?

Chairperson Parel – That's my understanding.

Jim Zeimet – Who would be responsible for making the improvements to the park area? I got sort of that impression that the developer would do some improvements.

Mr. Kassab – As we work with the Township and work with Emily, the Parks & Rec Director, certainly we're going to need to make some improvements to the land based on our development of the storm pond that you see to the west of our development. Depending on what's needed, it's going to be predicated based on Emily and the Township requirements, with walking paths, and certainly the 6 to 8 acres wetland mitigation that has to take place. The developer will be doing that. Are we going to build an indoor soccer stadium? No. Walking paths, benches, gazebos will more than likely be done by the developer through the PUD agreement.

Russ LeFevre, 2032 Kratage Ct, Commerce Township – My question was, who is going to be responsible for developing the park. Coming here, I wasn't in favor of this. But listening to an F to a D, I'll listen. The park – I love the idea. I'm out in Wise Woods and Victory Park all the time. If that could be developed, you might get a vote.

Melanie Lacari, 8424 Hummingbird, Commerce Township – Just a couple quick things. In regards to the park, I understand it's going to be built but does our Township have the money in its budget to maintain it? Who's going to keep it up and everything? Another thing, because it accesses the other parks, we're already starting to see some deer coming around now. Is there anything that can be done to stop them from migrating over to that vicinity? Another consideration is, I believe there's a bus stop on the corner for Golf Lane, so just to be considered traffic wise. With the addition of the lanes, I don't know ... everybody who travels Union knows, it's really hard to merge back in at Dunkin Donuts over there. The same is going to happen with the other because there's just a lot of road rage. People don't want to let somebody else in because they've got to get to work.

The other day, I was driving north on Union Lake trying to turn west on Wise, and this comes to the truck situation too, coming in and out of the new development; there was a trailer with a pontoon on it and a big truck trying to make a turn southbound onto Union, and it almost toppled over on me because the lane was not wide enough for him to get around and I wasn't far enough back in the lane to allow them. Had I seen him, I would have stopped back further. That's a concern too. If you're going to have these big trucks, there's not enough radius for them to go around. An updated traffic study would benefit us, as the gentleman over there said this one is a year old. Oh, the car wash. I guess I'm not really clear on where it is. People often line up for the car wash; will they be lining up now on Wise Road to try to get into the car wash? I can't envision that.

Mr. Kassab – Mr. Chair, if I could make some comments and maybe to prevent some additional concern on the traffic. As one of the prior speakers had mentioned, the majority of the traffic is off Union Lake Road. Wise Road certainly has traffic, but Union Lake is the main thoroughfare heading north and south. The left turn lane would be

added, an additional added lane along Union Lake Road, signalization would be added right here. Again, this was strategically placed across from this. After an event, a spring day on a Sunday, and the grocer is hopping, the last thing we want is folks turning left and turning right out of this and creating an issue. What the prior speaker had mentioned, again being that we own this corner, any sort of improvements, giving away some of the right-of-way to the Road Commission for expansion of the right turn lane off Wise Road, heading southbound on Union Lake Road, adding a left turn lane, adding signalization. All of those combined would take it from the F to a D. Again, as the traffic study said, certainly it's a year old, but I don't think it's going to change much personally, but these are all very critical components. It's not just one item. It's not widening the road, it's not adding the acceleration lane. It's where the drivers are located. It's not adding additional future growth. I think as the Supervisor always says, I'm not looking at traffic today, I'm looking at traffic 25 years from now. For the sins of 25 years, we're paying the price today. Not having the residential in the back will prevent that from occurring 25 years from now.

Chairperson Parel – So just real quick, we're talking about expanding another lane, a left turn lane?

Mr. Kassab – It will terminate on Union Lake Road. When you read the traffic study, it talks about expanding the left turn lane, heading all the way down, more than likely, to the entrance of our site.

Chairperson Parel – Okay, because I know right now, it does get pretty backed up, and not only backed up, but it gets pretty heated around the entrance to Aurora. It's pretty chaotic there sometimes, but you're also proposing a signal there as well.

Mr. Kassab – Right, at the entrance. That's a requirement.

Chairperson Parel – I just wanted to further understand that, but it sounds like it's still [inaudible]-

Mr. Kassab – Let's just go back and look at some of the plans. Again, with the residential plan, it would make sense to access some of these residential developments off of Golf Lane. I've got to believe we would have a different audience here today if we were proposing coming in with 127 lots off Golf Lane and off of Wise Road, in addition to the 125-lot count. With the multi-family, we elected to keep it off of Golf Lane. Taking a look at a development of this scale, I would certainly see the concern if this area would be left out of the development and retained by the developer for future use. It is zoned residential. We're not looking to do any sort of multi-family on it, but is there a demand for single-family? I can tell you this because this board knows we have projects in front of you containing single-family at other locations. So, this site is certainly developable. I think I was reading the minutes and the Supervisor stated, the traffic concerns today didn't happen because of the bounce house up the road. It didn't happen because of the car wash up the road. It happened because nobody really paid attention 25 years ago of how to manage the traffic. Preventing the future growth here of development, adding the parking behind our retail center to accommodate, and future curb cuts along Wise Road all improve the traffic.

Kevin Hurley, 8635 Golf Lane, Commerce Township – I've been a resident of Commerce Township for almost 40 years, and all of it on Golf Lane Drive. I've been an attendee to a number of these types of meetings where various proposals were presented. The vast majority of them have been residential. This is the first one that has a real serious commercial component, with the vast majority of it ending up as a park. This is not really going to affect me because I'm at the extreme west end of the street. I'm more concerned about my neighbors who are going to have to look at this. My big concern is their properties are not impacted because of some visual aspect or noise aspect that they're going to have to deal with. The second concern that I have is that the park truly remains a park, so that the board and the Township understands, this is a nice property but we're not going to do anything other than a park. We're not going to put up some type of building and some of those other things. That is a huge concern for me. I moved to this community for one reason, it is a very natural, ruralist type community and that's the way I would like it to stay. Thank you for your time.

Jane Dietrich, 8259 Golf Lane, Commerce Township – I'm one of the first four houses on Golf Lane. We are construction weary. I do come from real estate development, so I understand your side of the table. I've gone before zoning boards and things, only if I truly believed in it. I think this one is workable. In 1995ish, we endured having the dewatering sanitary sewer, whatever that thing is, and It's a Matter of Taste being built all at the same time. During the dewatering, they wanted to also put in 20 some houses which is at the west end of Golf Lane. We also had to endure the sanitary sewer line going down, the water line going down, and I had the pleasure of losing water and losing my well for four months because they put the sewer line on top of my stream and my gate. On top of that, we were told, we had tapped in 30 some times for the sanitary sewer line, so we had to pay for the repaving of the road. Okay, fine, whatever. It was not pretty and trust me, I stood on the chair and Paula can attest. In around 2013 or so, we were told that Dr. Atchi and the property behind us was going to make it senior housing. Isn't this wonderful, a PUD, he wanted to give that to the community. But we don't have a PUD and we didn't get it at the time, or something similar, so we made it multi-family. I kept saying, don't do it because somebody is going to come in. Everybody wants multi-family, especially developers, they can make a lot of money. Oh, we'll make it multi-family. Sure enough, Dr. Atchi passes away, the property gets sold and I come home, I kid you not, I have pictures of three bulldozers clearing the property behind me putting in 99 apartments. Yay, that's us. So, now you want to put this in across the street from us. I respect that. I come from development. I'm not in development anymore. The auto industry and everything dropped that. We would like a 12-foot berm with evergreens on top of it, and a wall, and anything else you can put up to keep the noise from hitting us. We've already been through enough on this part, just these first 10 houses here. So, if you could just, please hear us. I'll be back at the public hearing, but if you could just listen to us and do whatever you can to spare us more construction nonsense.

Chairperson Parel – Thank you, and I'm sorry we're running into 3 minutes.

Jane Dietrich – The other thing is, I've been here since Union Lake Elementary was here. I went to kindergarten there. That kind of dates me a bit. This used to be golf Union Lake. It would be nice if we could still see it. We can't hear it anymore, but it

would be nice if we could see it. So, if there is any way you can have this available so we can have some benches, so we can enjoy it, that would be great.

Mark Nickin, 8227 Golf Lane, Commerce Township – I've lived in the first house on Golf Lane Drive for the past 39 years. Great community. Let me just say one thing. I'm glad that your Master Plan is for residential. That is exactly what that piece should be. If they want to build a nice grocery as you guys, have it, there's a nice 15½-acre parcel right next to the Jax Kar Wash where you could build a nice grocery store. I'm sure you could put that right there, not worry about the traffic and maybe worry about the traffic on Richardson and Haggerty Road. That's what you should be doing, not rezoning land that's not master planned to the benefit of Mr. Jonna, who happens to be a fantastic developer and a good man. He has done lots of good things. This is not the time and place, especially for the people who built those 20 homes, when they built those 20 homes, I can't imagine living and looking at the parking lot that's going to be the asphalt jungle you're going to create.

Jennifer Lyons – My mom actually lives on Golf Lane Drive. Moreso a comment to the Township to reiterate what both George and Dave were saying, and also the other gentleman. I think the park is a great idea. Again, you don't see that nowadays. It's pretty much that people are so quick to put in a development which I think would have added to the traffic in addition to the retail as well. It's their property, they're able to do what they want, so I think the fact that they're trying to compromise and do something for the neighborhood is a great thing. I do want to reiterate because the Township is saying with the traffic, how David did mention about possibly having that zoned for active sports, since the other parks are not available. You would just be, again, adding to the traffic by having additional sporting soccer fields, baseball fields, so the whole biz that they're going to put in all this time and money to make it a passive park, that it does stay a passive park. Thank you.

Andy Gignac, Hummingbird Lane, Commerce Township – I'm getting to know a couple neighbors here that I don't know, which is kind of cool. Just one, I appreciate the opportunity to be able to listen in and be made aware of the plans. Obviously, it's very much the draft phase of things. I think the park option, I would reiterate what the woman right before me just said; I think we've heard kind of a mix of whether it's going to be passive recreation, or because it's not land that was purchased from the State, it's unrestricted how it could be used as a park. I think we need to be very cautious, and maybe have a little bit better messaging that's consistent, because I heard both of those terms thrown out, being passive, or opportunities to build soccer fields and baseball fields.

I think one thing, just from experience I've had working in schools in the neighboring community developing new driveways and whatnot, I did hear a comment, and this would be a traffic engineer question probably, but where that north driveway is, going out onto Wise Road, it is going into the Kingfisher Court neighbor's backyard. I think it is, if you pull up where that driveway would be, it would be pointing right at the back of houses. So, I don't know if there is a way to angle or shift it so it isn't. We ran into that at the school I worked at where they were building a driveway. They ended up late in the project having to shift the driveway because they realized the headlights coming out of that driveway are shining in the back windows of the houses right there. So, it's something to take into consideration, which the Golf Lane neighbors to the south, I feel

it, and I hear the berm and I see the importance in that, protecting their privacy on that road. I think it's something to consider for the north side as well. Just capitalizing on the opportunity to make that Wise Road and Union Lake ... As a parent to two teenagers, well, one's 20 now, we've somehow managed to make it through Wise Road and Union Lake without any accidents with our teenage kids, but it is a very dangerous intersection, so being able to possibly truly study, how do we create the proper turn radius that we need there for the vehicle size that's coming through and capitalize on that opportunity. Thanks again for the opportunity as well.

Karen Svalya, 8323 Golf Lane, Commerce Township – I'm one of the residents who live in the first few houses off of Union Lake. I moved from the UP to here to see the view of the golf course, and a meadow, and birds, and willows, and trees. I'm a nature lover and I love my view. I've been here for 8 years and I'm just kind of so sad to see that I have to look into a parking lot, and I would request, for the noise factor, even as it is with the big willows and the trees, I hear the traffic constantly. I can't get out of the subdivision. I have to make a right turn, and then a left, and then a right turn to get out because I can never get out. I don't know how I will get out this way, even with a light, because I don't know how it will be. It's terrible and people use that left lane as a thoroughfare, and there's accident after accident. They won't even let me turn left into my street because they're just using it as a straight way to make their turn to Willow. It's horrible. Anyway, I also hear the noise from Aurora and parties on the lake, and they go on for weddings and receptions. Without the tree barrier, it's going to be even worse, and I don't want to see lights. I just hope that the greenbelt is really truly green, and they put mature trees and I can't see anything. Thank you.

Jason Hutchinson, 8681 Golf Lane Drive, Commerce Township – I've lived on Golf Lane for about 5 years now. I'm all the way at the far end, second house from the dead end. So, a lot of the development will not affect me. I did buy my house because it's across the street from a golf course. Having a park would, in my idea, be a good tradeoff. I am also one that is in favor of a high-end grocery store. I'm travelling to 14 and Orchard Lake, or to Livonia or somewhere else to get the things I want. And if we could get a Starbucks, again, I would be overjoyed, but I don't want to stand in the way of progress just for the sake of standing in the way of progress. I think this is a thoughtful plan of the residents, and I like the direction that it's in.

Tom Rossbach, 8307 Golf Lane Drive, Commerce Township – I worked at Hiller's Market for 46 years. They didn't make it. We had one on the corner there. I do believe that's a loading dock facing my house. I used to go in at 6:00 in the morning, and the trucks were fighting to get in, and all the trucks now have beepers on them so they don't run over anybody. We need noise abatement, bad. Would the board allow me to put a garage in my front yard? I know it's against all the rules, but I would appreciate a garage right in my front yard and not seeing all of this. Thank you.

[Maury Dade] 1846 Alsup Ave, Commerce Township – We're up Canal Road on the south shore of Long Lake. We're not here all the time. We know a little bit about traffic. I work out on Long Island; built the world's longest parking lot. We've got some traffic here that rivals Manhattan at my daughter's place. We love this place. We're on the side of the wildlife. We want the wildlife to be sustained. We'd like this place to look classy. That old Sally's Barn, that was nice, and there are memories there, and memories going

back to the Little Brown Jug. We bought the place in 1968, and so we've been here a long time. I always say, born and raised in south Detroit, and went to Dearborn High, and came out here. Anyhow, we love the plans and whatever business you come up with, a nice grocery store. If you've been to Matti's in Milford, or Zerbos or something like that, fine. Kroger needs some competition. I'm tired of standing at Kroger in the checkout line having to do it yourself. Good stuff otherwise, prices are right. And so, essentially, I'd just like to say, it's a river here that runs through it, and this river is important. We'd like to keep the views of the river. We like the idea of the park. Something classy is going to do it. There was a car wash right there at the end of Willow Road by the gas station and it failed. I don't know why. I used to go there now and then. The noise is something we're all used to, but to make the traffic easier, we have a conundrum here and it's never going to change. It has been 58 years or so. You have 4 lanes down there; they went into the two lanes by Bay Pointe. People were getting mad at each other for turning left. And up here, somehow, we've got three lanes going up into Union Lake. We've got that one in the middle. And the people of Golfside have problems similar to the ones at Golf Lane, but maybe not quite as bad. So, keep up the good work with the beautiful trees, birds and lakes and everything we have here. Come up with a classy business, and I'm all for progress. Hopefully it's something we all want.

Weber – If I could address one thing. There have been several comments on the park. Legally, I don't know what the process will be, whether it will be through a deed restriction, or whether it will be something else, but I think the intent of the developer, and the intent of what we're hearing is that it is a protected park land. Whatever that use is, Mr. Kassab has referenced Emily England. Emily is the Director of Parks & Recreation, and Senior Services, so she basically lives at the Richardson Senior Center. This will be a topic for the Parks board to really identify what the use of this land should be and how it best fits with the character of the Township. This is new. I don't think she has had a whole lot of time to wrap her head around it, nor has our Parks board. I would encourage you to keep an eye out on the Parks board minutes, if this does get approved in the future, and attend the Parks board meeting. That's where all of our parks are designed and protected, and we take the community input on what they need. There's no desire to throw ball fields and soccer fields, or splash pads, or anything like that. But should it just be a walking path? Should it be a disc golf course? Should it be more of just a natural wetland. I think that's to be determined, but I think the key is, their job is to protect it to make sure it stays within the character of the Township.

Chairperson Parel – Thank you, George. That's a good point. With that, we will give one last opportunity for anybody to come up and speak.

Macy Bell, 8374 Golf Lane Drive, Commerce Township – I'm the second house on Golf Lane Drive that backs up to the old golf course. I was at the first meeting and there wasn't a rendering of where the loading docks or the grocery store would be. And so, even with the residents that are at the very beginning of the street, even though I'm not the first house next to the berm, I'm the second, and still the noise is going to be a factor with the trucks, how loud they are when opening and closing things, unloading, talking, communicating. A berm is only going to do so much. So, I guess I would like to have the developers maybe think about if there's any other way to configure that building. I mean I know you don't want a loading dock facing Union Lake Road, I get that. But the houses on Wise Road on the back, they're much further away, so that building could be turned

and that loading dock is either facing the park or facing Wise Road, I don't know if that would maybe be any better since we're the closest to that building, our street and the houses around us. Even if it's just configured, if you bring the grocery store out closer to Union Lake, but figure out a different configuration for the other buildings.

And then someone had mentioned enjoying the view. That grocery store is covering the majority of the view of the park from the parking lot. So, if things could be reconfigured, you could put one of those smaller retail buildings in the back with outdoor seating or second story seating to actually enjoy the park view more, depending on how things are to enjoy the view of Union Lake from that top corner. It doesn't seem like a bad idea, but I think really thinking about the noise from dumpsters or compactors, the noise from a loading dock. Can it be placed in a different area where it's not going to be backed up to houses? Maybe backing up to Wise Road and the car wash, maybe they could make it pretty like how they've been describing different things so that it's not just right literally next to backyards and front yards.

My only other thing, there is a bus stop at the beginning of Golf Lane Drive. There's that cut in and the bus comes in out of the driving lane to cut in to allow kids time to load and unload from the bus. So, that would need to be taken into consideration when they're cutting the different lanes that there should still be a safe spot for a bus, because our street isn't going away and the kids aren't going away, so that bus still needs an area to stop to safely load and unload kids. Thank you.

Chairperson Parel – Great discussion. Thank you so much.

Chairperson Parel closed the public discussion.

Chairperson Parel – I can't anticipate we have any further questions up here. Anything else we can answer for you, gentlemen?

Mr. Jonna – Mr. Chair, if I may. At the southern end when you see the area that is supposed to be screening, I don't have the dimension counted right now, but if I'm measuring parking spaces, it looks like maybe 40 to 50 feet that runs along the residence. That area is to be a berm, exactly how high I don't know yet, but you wouldn't see the asphalt. The berm and then a lot of transplanted trees there will screen it even more.

Weber – Is there an opportunity just to have the loading dock on the north side? Is that feasible?

Mr. Jonna – We looked at that, and we've had that plan. The appearance ... we can look at flipping it, but you're going to see a truck dock from Wise Road and slightly, I don't know if you want that.

Weber – Maybe whoever the architect is who is doing it, maybe just show us. Once again, another bite at the apple on this, kind of show us alternatives.

Mr. Jonna – We looked at it, the accessibility. Here, it's out of sight. We need to look at the berm and greenery, and maybe do an elevation at grade to see what we see. If the grade is above the top of the truck, you're not going to see it. I agree, that's why I'm saying, I don't know how high it is.

Mr. Kassab – I think a cross section is what you're referring to on Golf Lane. Once we dive into the details ... I think at this point, we just want to circle on the use of right.

[Unidentified speaker] You're donating 60 acres to the Township. That's a lot.

Mr. Kassab – I think the key at this meeting is to circle on the uses. There are going to be a number of site plan matters that have to be discussed and details flowing. However, the compactors, one way to filter the sound is through fountains, which we will put in the ponds we create and they'll run 24/7. Certainly, that noise will help to reduce the noise of horns and whatever the noise might be. The cross section, and we've done this in a number of developments, showing what it's going to look like at Golf Lane and what it's going to look like from the homes on the south side of Golf Lane with that elevation that we have to the north.

And lights; lights are a big factor. Unfortunately, dark sky doesn't exist in Commerce Township. However, with a good photometric plan, we can eliminate any sort of lights that shine onto the neighbors. All that would be incorporated within the PUD agreement. Again, I think the key today is, does the Township want this. I think Mr. Weber's comments would be driven by the user. The user might say, I've got to have my truck wells here. I've got to have my entrance here. I've got to have the back of the store facing this way and the front facing that way. I emphasize, and we've seen them, we've been all around during the bad times, and we do not want a dark store here. That's the last thing anybody wants. This golf course didn't shut down. It filed bankruptcy. It's public information. So, it's critical to keep in mind that whatever use we come up with is a viable use that's going to continue for decades to come. The park is going to be dedicated, wetlands are going to be created, more conservation easement to EGLE, and those wetlands will probably never be moved in anybody's lifetime, ever again once they're created. So, many safeguards will be put in place. The key today is understanding the uses and how we fit those uses into a plan.

Chairperson Parel – With that, it sounds like we gave you everything you needed this evening. Anything else we can answer for you?

Mr. Kassab – Great input. We're going to take it back to the drawing board and come back to the Township at the right time.

Mr. Jonna – Thank you.

Loskill – Thank you.

Chairperson Parel – Thank you everyone for coming out. We're going to finish up in few. We will not be insulted if you'd like to take off before we move on.

J: OTHER MATTERS TO COME BEFORE THE COMMISSION:

None.

K: PLANNING DIRECTOR'S REPORT

NEXT REGULAR MEETING DATE: MONDAY, AUGUST 10, 2026, AT 7:00PM.

Dave Campbell shared the following with the Planning Commission.

- Just a couple quick updates, recognizing that we were just here a week ago.
- A couple meetings back, you heard from a property owner regarding a property on Glengary. She was the neighboring property owner, or more specifically, her late father was. The property she was concerned with next door came to this Planning Commission around 2023 seeking retroactive approval of an oversized pole barn. One of the conditions the Planning Commission imposed in Spring of 2023 was that in order for the property owner to keep that pole barn, all of the equipment on the property and all the construction material, debris and junk and everything else had to be moved inside the pole barn. They had a deadline to do it. After further research, we determined he did meet that deadline but then the property owner got ill and he kind of got lax with keeping his stuff inside. He has since cleaned everything up. Our code enforcement officer was out there today to confirm that everything has been put back in the pole barn. So, I just wanted to close the loop on that conversation. I know when she spoke during our public hearing, you asked me to get back to you. That situation has been resolved.
- We do have our next meeting coming up on August 10th. I can go through what we anticipate at that meeting, but I think I tried to do so already at our meeting last week. So, unless anybody has any specific questions for me, that's all I have.

L: ADJOURNMENT

MOTION by Loskill, supported by Bearer, to adjourn the meeting at 7:38pm.

MOTION CARRIED UNANIMOUSLY

Joe Loskill, Secretary