

CITY OF WARREN  
PLANNING COMMISSION  
PUBLIC HEARING

Regular Meeting held on October 6<sup>th</sup>, 2025, at 7:00 p.m.,

A Regular Meeting of the Warren Planning Commission was called for Monday, October 6<sup>th</sup>, 2025, at 7:00 p.m., in the Warren Community Center Auditorium, 5460 Arden Avenue, Warren, Michigan 48092.

Commissioner's Present:

Delwar Ansar  
Andrey Duzyj  
Michael Holowaty  
Syed Hoque  
Merle Boniecki, Vice Chair  
Warren Smith, Chair  
Melody Magee, Ex-Officio  
Henry Newnan, Ex-Officio

Also present:

Ron Wuerth – Planning Director  
Michelle Katopodes – Assistant Planning Director  
David Crabtree – Assistant Planner  
Amanda Mika – Assistant Planner  
Melissa Maisano – Senior Administrative Secretary  
Laura Sullivan – Assistant City Attorney  
Don Carriere – Communications Department

1. CALL TO ORDER:  
Chair Smith – Calls the meeting to order at 7:00 p.m.

2. PLEDGE OF ALLEGIANCE:

3. ROLL CALL:

MOTION:

A motion was made by Commissioner Holowaty to excuse Secretary Mouri and Assistant Secretary Chowdhury, supported by Commissioner Duzyj. A voice vote was taken and the motion carried unanimously.

4A. APPROVAL OF THE AGENDA:  
Chair Smith – We need a motion to amend the agenda.

MOTION:

A motion was made by Commissioner Duzyj to amend the agenda to remove item 7F, supported by Commissioner Holowaty.

ROLL CALL:

The motion carried as follows:

Commissioner Ansar.....	Yes
Commissioner Duzyj.....	Yes
Commissioner Holowaty.....	Yes
Commissioner Hoque.....	Yes
Vice Chair Boniecki.....	Yes
Chair Smith.....	Yes

Chair Smith – We also need to make a motion to appoint Commissioner Boniecki as Acting Secretary.

MOTION:

A motion was made by Commissioner Duzyj to approve Vice Chair Boniecki as Acting Secretary for this meeting, supported by Commissioner Holowaty. A voice vote was taken and the motion carried unanimously.

MOTION:

A motion was made by Commissioner Duzyj to approve the agenda as amended, supported by Commissioner Holowaty. A voice vote was taken and the motion carried unanimously.

4B. APPROVAL OF MINUTES – SEPTEMBER 22<sup>ND</sup>, 2025:

MOTION:

A motion was made by Commissioner Holowaty to approve, supported by Commissioner Duzyj. A voice vote was taken and the motion carried unanimously.

5. ADMINISTRATIVE HEARING – ACTIVE MOBILITY PLAN:

Mr. Ron Wuerth – Good evening, Warren Planning Commission, I am your Director, Ron Wuerth. I am proud tonight to introduce the presentation of a new subplan of the City of Warren Master Plan that was approved in 2021. This subplan is called the Active Mobility Plan for the City of Warren.

In 2024, the City Council approved the RFP and awarded it to the consulting group of Greenway Collaborative and Fishbeck Consultants, headlined by Norm Cox and Carolyn Prudhomme. The City Staff included me, Michelle Katopodes, and others. A Steering Committee included Mayor Lori Stone, City Council President Angela Rogensues, Planning Commissioner Syed Houque, and several others. The term Active Mobility means that it is a network of paths used by bicyclists, scooters, walkers, joggers, and those people who utilize accessible vehicles and more.

Bikeways are proposed by way of singular paths to complex designs on major roadway corridors. So, with that said, Michelle Katopodes will provide more details regarding the process that went into designing the citywide network, and Norm Cox will bring it all together and answer any and all questions that the public and the Planning Commission may have. Thank you.

Ms. Michelle Katopodes – Good evening, Planning Commission, my name is Michelle Katopodes and I am the Assistant Planning Director. To continue on with what the Planning Director was saying, beginning at our first meeting that we had between City Staff and the Greenway Collaborative back in May of 2024, we established a biweekly check-in that would take place with a small group of City Staff that would help us review and guide the progress of the document.

I just want to note that there was significant public outreach throughout the course of this project. Prior to any event, we would put posters and lawn signs at different City facilities, such as City Hall, here at the Community Center, and the City Libraries. The Warren water bill flyers were used to advertise project events and survey information. We also utilized the Communications Department to advertise on the City's website and social media.

Additionally, a website was created that can be accessed through the Planning Department page or accessed directly at [walkbike.info/warren](http://walkbike.info/warren) and this website has been maintained by the Greenway Collaborative with the most up-to-date information throughout this entire process.

Also, during the summer of 2024, during the online input phase, there were 220 surveys and 86 online map comments that were provided, and during the 2024/2025 online input phase, there were 225 surveys completed. On September 4<sup>th</sup>, 2025, the Greenway Collaborative completed the preliminary draft of the project and it became available for review and comment online at the website I already mentioned.

A public hearing will take place on October 20<sup>th</sup> at our next Planning meeting, this is pursuant to the Michigan Planning Enabling Act, which will meet the 42-day review period. The Active Mobility Plan is a subplan to the 2021 Master Plan. Tonight, within this review period, Norm Cox, President of the Greenway Collaborative, will present the draft document to the Planning Commission and to the members of the public. We will have questions and answers after the presentation. So, with that, I'll introduce Norm Cox.

Mr. Norm Cox – Thank you, Ron, Michelle, Chairman, Commissioners, I appreciate the opportunity to be here tonight. This is a 178-page report, so we are going to cover a few highlights this evening before we get into any questions. Some of the key takeaways, I think Ron and Michelle kind of covered how this plan came together, and I think the key thing to reiterate is this was a community driven process.

The plan is put together in five chapters really. The first one is an Overview and Process, how we got to the recommendations and some of the key takeaways that we got from the public engagement that drove the design. Chapter two is what we call the Active Mobility Network; these are the physical improvements that we are recommending as part of the plan. Chapter three, the Policies and Programs; the things that happen at the City Staff and the Administrative level that really makes sure this plan comes together and gets implemented. Then the Implementation Strategies to kind of get it put on the ground. Then chapter five, how do we Fund and build this and how do we Maintain it. In the Appendix for those people who really want to get into the details on all the public engagement and all the detailed inventory analysis.

I think we have covered the Acknowledgements pretty well so far; I just again want to thank all the Warren residents who took the time to participate in the events, the pop-up events, and the surveys, really, that is what drove the plan.

If we get to the Purpose of the Plan, it's really to focus on the high impact achievable network. We want to highlight where to prioritize investments throughout the City and then where we have some more detailed recommendations. For key quarters that we see as a catalyst, not just proof of concept of what we are trying to do but really help from an economic development standpoint what's happening along these corridors.

We also outlined the key policies and programs to support that implementation. So, why this matters, is what we heard from the residents, is they really do want safer streets, better sidewalks, and more bicycle connections. We saw a lot of urgent safety concerns in our analysis that we need to address. We also need to recognize that not everyone has access to automobiles at all times of their lives. There are temporary or permanent ways that people do not have access to automobiles, we want everyone to be able to move around the City with independence and dignity to get to their destinations. We want to support healthy and affordable travel options, we want to get access to jobs, schools, services, and really work to boost the local economy, and I think underline all this is improve the quality of life for the community.

So, this is connected to a much larger vision from the Statewide Iron Belle. This is one of the key gaps that are still remaining in the bicycle element of the Iron Belle Trail. We are fulfilling what is coming out in the SEMCOG Regional Pedestrian and Bicycle Mobility Plan working with the corridors like 9 Mile and improving the entire area. When we do this it strengthens the eligibility for projects for Federal and State grants. For the process and the input, I think the key element to say is this was (inaudible) process. We heard what people wanted, we came back to them and said hey, we heard this and did we interpret what you wanted correctly with the preliminary plan, and we got some feedback from that and then flushed out the plan. This plan has come together over quite a long period of time, but we've been trying to move it one step forward, so there's really no big surprises at the end of this.

We looked at the existing conditions, we did a detailed look at everything, and the only thing I'd like to draw your attention to is, if you look at the two maps on the right, those red blotches down the center lower that's Van Dyke, those are clusters of bicycles and pedestrian crashes. They were kind of key and really building on about what has been talked about with this group on the Van Dyke improvements.

So, when it comes to developing this Active Mobility Network, like I said, we wanted to build regional connections like the Iron Belle Trail and the 9 Mile corridor. We wanted to target local improvements along the half-mile roads in Red Run, on the half-mile roads where a lot of people currently are walking and biking around the City. We want to enhance safety and accessibility and close the sidewalk gaps and really upgrade and improve some road crossings. We wanted to look at the major roads and see how they change character when they get rebuilt. Then how do we focus on a network that can be developed.

Just to highlight a few of these, with the Iron Belle Trail, this is building on an effort that happened a few years ago that we were involved with, but we heard a number of things from the public about specific things they wanted to see along the ITC corridor as part of the trail, different elements that would make them use this year-round and feel safe and comfortable. The Van Dyke corridor has been talked about quite a bit, but we wanted to give a vision of what that would look like with the current best practices for bicycles and pedestrians along the corridor. Again, this is working to enhance economic development along that corridor. The same goes with 9 Mile, looking at 9 Mile which changes lane configurations and right-of-way quite frequently. How can we get a more consistent three-lane-road cross section that would be safer for automobiles? Then how do we work in pedestrian, bicycle, and transit improvements in the various different scenarios as far as available right away? We look at this as EA Key (sic), it's part of this entire 9 Mile initiative going across the entire region and a way to really kind of foster economic development along that corridor.

The Half-Mile Roads, we looked at a number of different scenarios to improve these for pedestrian and bicycle travel, and I want to use this point to say we've outlined three areas and what ways you can get those on the different half-mile corridors, but this is a Master Plan. Before you ever do anything on these half-mile corridors you would meet with a local residents, layout the different options, the pros and cons, and get their feedback. So, while we had the feedback on the big plan, the next step is always going to have more public engagement.

If we look at the Riverwalk, it's been a hope to try and improve that riverwalk, so we've kind of built on what the city plans have been talking about and the bridges that are being proposed. There are some things that could be done in the near-term, while longer-term looking to obtain easements to get that implemented.

Sidewalk Gaps were really based on a lot of looking where crashes were, what people told us in the public meetings are key missing gaps and said these areas that are highlighted in green are the areas we should be focusing on first to fix those gaps. We went through and listed all the key gaps.

We did the same with the Crosswalks and Intersections, of what existing signalized intersections need to be improved to make them safer, where do we need some new midblock crosswalks? We talked about the best practices for getting pedestrians safely across the street. I think a key underlined element of this entire proposal is not thinking about how you cross the street on an August afternoon, but how are you crossing that street at 9:00 at night in February when it's dark, to make sure that people can get across the intersections and the crosswalks safely, and think about the most challenging times and plan for those appropriately.

If we look at the Major Roads, really 9 Mile and Van Dyke, the south end of Van Dyke, are the only ones we are looking at putting bicycle facilities within. What are the current curblines with some type of separation? The other major roads, how do we expand what are often now five-foot-wide sidewalks and turn these into more multimode routes along the roadways, in the road right-of-way, and how again do we get people across the road safely and how do we integrate that with transit stops.

The Core Network says, how do we take all these ideas and link many of the key destinations around the City, and there is a variety of solutions, it's not one solution everywhere. Looking at everything from bike routes to some of the big-ticket items like 9 Mile and Iron Belle and some paint and post projects on the half-mile. Trying to make a system where people can get around the community safely, we really want to make this a family-friendly way to get around the network.

We talk a lot about Policies, I think one of the key policies to highlight is the idea of an Active Transportation Advisory Committee that would have citizen representation along with departments and elected officials to say okay, we are going to rebuild this road, this is what the plan calls for, how do we take this idea forward and work with the community to make sure it gets implemented. So as projects come up we are kind of refining and putting them on the ground.

With the Programs, we spent a fair amount of time talking about Enhanced Maintenance Regiment, from working on sidewalk evaluation and snow removal, maintenance came up a lot in the public engagement. You have an incredibly extensive sidewalk system, so how do we go about in a systematic way taking care of that and maintaining it.

For the Active Transportation Amenities, we don't want to just put a sidewalk along the road, we want a pathway that has benches and trees, the type of amenities where people will feel not just safe but comfortable, and have an inviting space doing placemaking along the corridors to make them more beautiful.

How do we integrate those into projects, with Safety? The policies are going to make sure what we build are safe, and the metrics, when it comes to saying we built it, how do we evaluate this year by year, so in 5 years from now we can say this worked, this needs some improvement, and this didn't work and we need to regroup and make sure what we are doing is responding to both the safety needs and what the community is looking for.

Then we get into how to implement this for things like maintaining, repairing, and maintaining the infrastructure. We divided things into near-term, mid-term and long-term, these are our first pass of looking at what should be implemented first. Again, this is our first take. As the City Staff move forward with this, they'll probably refine and move things around but trying to take what is a whole lot of work and break it into magical chunks to make sure we are continuing to make progress on this. So, we did that for the Safe Street Crossing, the near-, mid-, and long-term, the policies and programs in metrics spreading those over, how do we get that framework implemented and how are we doing the public spaces and the amenities.

And then when we get to Maintenance, we look at some proactive ways of how we are doing maintenance every year, every couple year, every five years or fifteen years, what are the things we need to keep thinking about and what are the things we need to think about seasonally. So, we've outlined a regiment to take care of what we are building so it continues to serve the residents well.

Funding Strategies, we talked about some of the key funding sources that are available and, again, a plan that is part of the community plan with public input is one of the key elements of a funding strategy and these are sources. Then we went through and provided some budget level estimates for the key elements in this plan so as we go forward we can begin to add up what they will cost and help frame the grants and such.

And the last bit is the Appendix. Again, if you really want to get into the details there's tons of information supporting how we got to the decisions we did. That's where all the documentation of the public input, so we are very careful if we are going to ask a question, we want to make sure to document it, summarize it and then respond to it, and this tells you what we heard.

I think Michelle covered the Next Steps and the Final Adoption quite well. For those at home, if you do go to the website, you can download the report in its entirety and you can provide some feedback on that. We haven't received a whole lot of feedback so far, but it's been positive what we have heard on this, but we'd really love to hear some more input on this. So, with that, I'll take any questions that you have or that anyone else has.

Commissioner Holowaty – I think this was a very good presentation, I see a lot of good things coming from it. If I understand it's not short-term but long-term (inaudible). I'm sure with the cooperation of all the Departments and Planning and City Council, I'm sure this can be implemented and benefit all the citizens of Warren.

Commissioner Duzyj – This is a whole lot of information to digest and move forward with. There was, at one point and time, and this is within the last I'd say maybe 10 years, there was discussion about a bicycle corridor from the Detroit River Walk all the way to Eight Mile and Van Dyke. It came up because ITC was clear cutting everything that they could find in order to make that happen, are you joining together for some of this for this Iron Belle Trail?

Mr. Norm Cox – That is indeed the Iron Belle Trail that you're talking about. So this plan builds on and reflects the Iron Belle Trail plan that this community was involved in, I'm not sure how many years ago, 8 years ago, and the funding for that has changed a little bit, they now are housing some of the funding for that and the Michigan Trails and Greenway Alliance that just changed a little bit, but this being one of the remaining gaps with this plan, and moving forward, there's a very good chance of getting funding for that along Van Dyke from the zig zag through local roads and up to ITC corridor.

Commissioner Duzyj – How far north are you planning on taking this?

Mr. Norm Cox – This would hook up into Sterling Heights.

Commissioner Duzyj – I remember a while ago that we got a lot of flack about the bicycle lanes and taking out auto lanes in order to facilitate having bicycle lanes on the side. I'm interested to see this directional thing that one-way on one side and the other way on the other side, but then you had one with both trails on one side of the road. How much of the roadway are you eating up with all of this?

Mr. Norm Cox – You're referring to 9 Mile and that would have the two-way separate bike lane, and that would be working within the confines of where you have the existing curbs. We work with our Engineer at Fishbeck to say, how do we make this road, will this comfortably handle the traffic that is currently on it in a three-lane configuration. The traffic volumes say that it does. And one thing I will stress is, a four-lane to a three-lane conversation is considered by Federal Highway Administration a best practice for reducing automobile crashes. Just the three-lane conversation is something you should be doing regardless of if you do any pedestrian and bicycle improvements. It handles traffic much better and safer. That gives us just enough room to squeeze in a two-way separate bicycle lane, we saw that as the best way to kind of get something to fit within the road right-of-way where it's very narrow in a few spots. We couldn't do something like that was proposed on Van Dyke, generally that's preferable to have it one way on each side but this is what we could do within the available road right-of-way and roadway, you have to be very careful on how you would handle the signals to make sure everyone understands what's happening and everyone has clear visibility.

Commissioner Duzyj – I need to go over this a whole lot more than one weekend. Last question, how much do you expect all this cost?

Mr. Norm Cox – I do not have an estimate for the entire thing, that was unfortunately not part of our scope of work. That's why we tried to focus on that core network of, this is what you can focus on right now. Some of these can be integrated into road resurfacing projects, others, like 9 Mile, will probably wait until you start to do things like a sewer or stormwater reconstruction where the road is going to be torn up, and then, as it's put back together, putting in the bicycle and pedestrian improvements are really fairly incidental cost to a big project like that.

Commissioner Duzyj – I'm sure there will be more questions as this goes on. I'm looking forward to the meeting on the 20<sup>th</sup>, I hope we don't have too many things on the agenda, I think it will be interesting to hear other opinions on all this. Thank you, Mr. Chair.

Chair Smith – Good evening, sir. I think it's a very nice plan, I had a chance to go through it, I had some concerns which you did mention in your plan of having some rest areas and areas where you can work on your bicycle, and bathrooms. I think signage is going to be a big deal for this Mobility Plan, because if you're putting in a roadway and somebody is walking or riding their bicycle, and they want to go somewhere, it would be nice if you knew how far it was that you had to go to get to that point. Even on the Riverwalk, if you have some signage, you talked about having lighting in different places, but this is all stuff that can be built as it goes. You can have the mobility and everything like that, but if you don't know where you're going then. I noticed that they picked out Fitzgerald Rec Center and Civic Center South, but they didn't say anything about Oxen Jax, which is another Rec Center, and they didn't mention some of the libraries. If somebody wants to know where a library is at or how to get to the library there has to be signs.

Mr. Norm Cox – I'll take a look at it and make sure that we have that clear enough. The core network you saw is not the only thing that you'd be developing, that's focusing on first. But getting to all the libraries and all the Rec Centers eventually for wayfinding on the local roadway and the half-mile system is something that we'd like to implement as well. So that was just the initial focus area.

Chair Smith – I understood that, I just wanted to bring that point up.

Mr. Norm Cox – I agree with you completely.

Chair Smith – I want to recognize Councilman Newnan.

Councilman Newnan – I'm looking at the plan itself and there's so much about traffic safety and about how many crashes there are, their hot spot maps. This plan is very good for decreasing the number of people injured and killed each year. I was wondering if you could kind of pick out some of the major reasons why traffic road diets are important. Recently Eastpointe failed to get a road diet for part of 9 Mile, I think it was because of a lack of education. Thank you for letting me ask, is it okay if he pulls out a couple of ideas really quick, if he has them on top of his head?

Chair Smith – As long as we don't take all night.

Councilman Newnan – I'm done, it's one of the key things, and if we don't present it right, you guys won't understand it well enough to pass it along to the community so we can do what's right here.

Chair Smith – That's true, I appreciate it, Councilman Newnan.

Mr. Norm Cox – Just very briefly, I'll cover a few things, we talked about the four- to three-lane conversation on 9 Mile, which is one of the only Major Mile Roads we are talking about adjusting. The advantage of doing a conversation like that is not only for automobile safety, but then, as a pedestrian, if you're crossing in the middle of the road at a mid-walk crosswalk you're crossing one lane of travel going one direction at a time. So, you look for a gap you get into the island in the middle and then you get to the other side. You would coordinate these with bus stops to make sure that people, as they get off the bus, can easily get across the road to the other side safely. Again, everything we are talking about here are based on proven safety counter measures endorsed by the Federal Highway Administration. These are proven elements, best practices, working with the American Association State Highway Transportation Engineers new Bicycle and Pedestrian Guidelines. So, when we talk about doing a particular element, we are not making this up, we are just trying to say here's the problem and here's the best practice to solve those.

Change is always difficult for four- to three-lane conversions, and we've worked on a number of them, always seem to be counter intuitive, and what do you mean it can be better going from four lanes of traffic to two lanes, and a center turn lane, how can that possibly work. It solves the people zig zagging, weaving in and out of traffic, it's easier to make left turns because you have clear visibility, there's a lot of science and proof behind things of that nature. It's really important when we do get down to the corridor level, and you're promoting this in the community, and notifying all the businesses that we talk about the details of the science behind the recommendations. I'll leave it at that, we are not making this stuff up we are trying to implement the best safety practices that are out there right now.

Chair Smith – Another thing too, about doing the road diet and reducing it down to three lanes, is it slows the traffic down so people coming through Warren can look and they can see businesses instead of flying through and trying to get to their destination.

Mr. Norm Cox – You've listened to my talks before.

Chair Smith – Thank you for the presentation it was very informative, you did a very good job on it.

I noticed that Councilman Magee is here, good evening.

MOTION:

A motion was made by Commissioner Holowaty to receive and file, supported by Commissioner Ansar. A voice vote was taken and the motion carried unanimously.

6. PUBLIC HEARING ITEMS:

Members of the audience who wish to address the Planning Commission this evening for a public hearing item may do so by first checking in with the court reporter to the right of the stage and will have three (3) minutes to speak.

- A. SITE PLAN FOR ACCESSORY BUILDING AND OPEN STORAGE OF MATERIALS AND VEHICLES; located on the north side of Nine Mile Road, approximately 270 ft. west of Schoenherr Road; 13465 Nine Mile Road; Section 26; Joseph Rea/AJS Investment Company, LLC (Lawrence Holman/Holman Management, Inc.); PSP250040.

**PETITIONERS PORTION:**

Mr. Lawrence Holman – Lawrence Holman, 8401 Kennedy Circle, Unit 4, Warren, Michigan. We want to get approval for a construction storage yard in the back. We've gone through most of this, we are probably halfway through it, but we need surveys and a lot of stuff that's out of our control, surveyors are two months out. New fencing, gates, we are over 50% complete but we need more time to get this job completed. We've been in Warren for 54 years, good reputation, we've been there for several years, we get along with all the neighbors, everything seems to be good back there, everybody is happy and gets along. We want to stay where we are at, we just need a little time. I don't have any problems with any of these recommendations, we just need a little time to get it all done.

Acting Secretary Boniecki reads the following correspondence:

**TAXES:** Current.

**FIRE:** In regard to the site plan for 13465 Nine Mile, the Warren Fire Department doesn't see any issues that may hamper our operations.

**AT&T:** AT&T does not foresee any issues with this proposal.

**COMCAST:** Comcast has aerial facilities in the requested area but should not conflict with plans, please refer to the attached map for the location of Comcast CATV/FIBER facilities. Aerial cables are highlighted in orange for fiber and yellow for coax cable. Underground is highlighted in blue for fiber and green for coax cable. If we can be of further assistance, please feel free to contact us by email at [cccutilityrequests@teamsigma.com](mailto:cccutilityrequests@teamsigma.com).

**DTE:** DTE Electric Company has received and reviewed the site plan for accessory building and open storage of materials and vehicles. DTE Electric Company has no objection to this site plan for accessory building and open storage of materials and vehicles, impacting 13465 E. Nine Mile Road, Warren, Section 26; per the site plan provided. If you have any questions, please do not hesitate to contact me at 586-783-1978.

Mr. Ron Wuerth reads the recommendation of the Staff:

We are looking at history here and we had to revise our findings history-wise, so we changed the current status of the application, under the letter D, so I'll read it. On December 29<sup>th</sup>, 2023, Building Inspector Don Jarvis sent the property owner a violation letter for the accessory structure that indicated they must obtain a permit per section 105.1 of the Michigan Building and Residential Code. So, in response to that we have a note.

Add 1N – Per inspection of the site the accessory building is under construction. Since the building does not have a permit and is not complete it is possible to remove the building and propose a location meeting the 20-foot side setback along the east property line. Where industrial buildings the standard is to provide a wainscot around the building ranging from 4- to 8-feet in height.

MOTION:

A motion was made by Commissioner Holowaty to approve, supported by Commissioner Hoque.

COMMISSIONERS PORTION:

Commissioner Holowaty – I know you've been in Warren a long time, just a couple quick questions. Do you have any problem with any of these recommendations given by our Planning Department in completing them?

Mr. Lawrence Holman – No, we just need a little bit of time to get it all done.

Commissioner Holowaty – How much more time do you estimate you'll need?

Mr. Lawrence Holman – We are going into the winter, like I said, a lot of this is people I have to hire, like surveyors they are out a month or two. If I had to guess, six to eight months to get everything done. We are going into the winter, after that we have the frost laws, things just don't happen quickly anymore. If it was my company doing it, yes, I could do it right away, but a lot of this is stuff I can't do, I have to hire it out.

Commissioner Holowaty – Okay, understood, thank you sir.

Chair Smith – Good evening sir, I was by and took a look at the site today, and a couple of questions I have. On the accessory building it's set into the side yard setback so therefore you need a variance for it.

Mr. Lawrence Holman – Yes sir, we'll apply for it.

Chair Smith – Being the building isn't finished yet it's got just the insulation board around it, seems like you should be able to move it, that way it would eliminate a variance. Move it, just to get it out of the 20-foot setback.

Mr. Lawrence Holman – I've talked to the neighbor, and he said he's willing to give us a letter, we are only a few inches off, it's not that much. It's a metal building on columns, it's on a foundation, it's very minimal, it's like 6 inches off.

Chair Smith – I think it's a little more than six inches, 20 feet.

Mr. Lawrence Holman – My architect is dealing with that right now, whatever we have to do to comply, we want to stay there, so whatever we have to do, we'll have to do. I would like to apply for a variance first and see what happens.

Chair Smith – The 20-foot setback also shouldn't have any debris in it and you've got materials that go all the way up to the fence and all the way around the property. The back fence, on the sides, you've got materials in a 20-foot setback, so there shouldn't be any storage in those areas.

Mr. Lawrence Holman – It's just temporary storage, nothing permanent, just material, lumber, and what have you.

Chair Smith – Another thing too, it's got an 8-foot fence with the black fabric on it?

Mr. Lawrence Holman – Yes.

Chair Smith – I looked at that, it doesn't go all the way through. Normally we only allow a 6-foot-high fence, did you get permission to put an 8-foot-high fence there?

Mr. Lawrence Holman – I can cut it down to six, that’s not a problem, not a problem at all, that’s an easy fix. The neighbor next door wanted it at 8-foot, if it’s an issue, I can make it 6, it’s not a problem. He put it up to get his occupancy permit.

Chair Smith – I’m just concerned about all the debris and the 20-foot setback area, and also the accessory building being in the 20-foot setback area. It’s not finished, it will be some work to move it, you don’t have any brick so it will be easier to move now then later.

Mr. Lawrence Holman – Yes, we were going to put the siding on it, I’ve already bought it, I just wanted to make sure we can use it before we do it. We plan on complying with everything.

Chair Smith – It is a lot of variances, I’d almost like to suggest postponing it, but if you feel you can get the variances through Zoning.

Mr. Lawrence Holman – I feel it’s worth a shot, no way of knowing, but I think it’s work trying.

Chair Smith – Alright, very good sir.

ROLL CALL:

The motion carried as follows:

- Commissioner Holowaty..... Yes
- Commissioner Hoque..... Yes
- Commissioner Ansar..... Yes
- Commissioner Duzyj..... Yes
- Acting Chair Boniecki..... Yes
- Chair Smith..... Yes

With the amendment that the Planning Director added item N to the recommendation.

- B. SITE PLAN FOR OPEN STORAGE OF FENCING MATERIALS; located on the east side of Ryan Road, approximately 1,044.5 ft. south of Nine Mile Road; 22586 Ryan Road; Section 32; Mark Royer/National Construction Rentals (James Mooneyham/3901 E. 10<sup>th</sup> Avenue LLC); PSP250041.

PETITIONERS PORTION:

Mr. Jeff Graham – My name is Jeff Graham, I'm the project architect, I'm with Kem Tec and Associations, my address is 589 Pemberton, Grosse Point Park, Michigan. I'm here representing National Rent a Fence, it's a very large fence company throughout the country. I'm also here with Mark Royer, he flown in, he's the Regional Manager, and he's here to answer any questions you may have concerning the operations of the business.

We are seeking site plan approval for this site; this site was bought about a year ago by National Fence and they purchased it from a concrete company that was using the site for the exact reason National Fence is using it for, and that is open storage. The only exception was that the owner of the concrete company actually lived in the front building. He was here for at least 40 years using the same use.

We've gone through the recommendations from the City, and we have no problems with any of the items. One of the items was to make the driveway concrete, we have no problems doing that. We will build the 8-foot greenbelt in the back of the property. There's quite a bit of room back there, so we don't necessarily use it all, so the 8-foot greenbelt is not a problem for us. As far as going through all the other items, I don't think I need to, we do agree with all of them.

The one thing is, we will be seeking a variance to keep the gravel surface, the gravel is actually not quite gravel, it's a milled asphalt combination, so it is (inaudible), but it's also a little stronger and more stable than gravel is. And then we would be seeking to not only get the variance to keep that surface material, which has been there for 40 years, but also to seek to use open storage in R-1-P and R-1-C zoning. The R-1-C zoning is a little sliver at the very end of the property, it's like 10 feet wide and for some reason it was included into the site when it was purchased, or I assume that's because it has always been that way.

One thing there is a slight issue with us is the City is going to ask for the owner to deed the west 60 foot of the land to the City. We don't know about that, the original manager, it's kind of above his pay grade, but what he will do is forward your petition to corporate and they will have to make decisions on the property, deeds, and things like that.

Acting Secretary Boniecki reads the following correspondence:

**TAXES:** Current.

**WATER:** This project does not present any issues with the Water Department.

**AT&T:** AT&T does not object to this petition. We do not foresee any problems.

Acting Secretary Boniecki – I have two letters, public letters, that I'll read.

Dear Warren Planning Commission,

We need your help with respect to a request made by Mark Ryan, National Construction Rentals. It was our understanding that the business as it currently exists was to meet setback restrictions and provide buffers to shelter the residential area from noise, pollution, and flooding. Its operation is doing the exact opposite. The noise, flooding and filth are constant hazards, diminishing the use and enjoyment of our property. Homes as far away as Garrick Avenue are negatively impacted by dust, dirt and noise. The business has a history of failing to act responsibly. We are very much opposed to any modifications to the business bordering our neighborhood that will allow additional reductions in our quality of life. The residents on Logue would like to see the City act in our interests to make the businesses adjacent to our properties reduce their impact on the residential areas, clean up their operations and demonstrate that they can be good neighbors.

We would like to be fully apprised of the history of the business operations on Ryan. What specifically have they done to minimize their impact on the neighbors. We should be able to review any information on business operations your department has or any other department involved in keeping all neighborhoods in Warren safe and clean. Do we need to file a Freedom of Information request to find out what the City is doing to meet its obligations to its citizens.

Additionally, could you get us a copy of the variance granted back in the early 90's? The one where the previous owners were granted a variance contingent upon building the brick wall behind our homes, maintaining a green buffer belt and keeping their equipment 50-70 feet from our property line.

Mary Clark CER-6819  
October 6<sup>th</sup>, 2025

A large swatch of the greenbelt has been destroyed, forcing many neighbors to look at sky high mounds of construction material and equipment. It's like living next to a garbage dump. The yards, garages, and patios on the west side have been flooding worse than ever. Their construction equipment is not being kept away from our property lines as required.

We are sorry it's come to this, but the business is not acting responsibly with what it is allowed to do now. Granting additional permissions for storage or operation would be very unfair to the many families affected in this neighborhood.

Acting Secretary Boniecki – And there's about 50 signatures signed on this letter. Next letter.

To Whom It May Concern:

My name is Mohammad Quayoum and I live at address 22305 Logue Avenue, Warren, Michigan, 48091. I write this letter to you today regarding an ongoing concern that has quite frankly impacted my quality of life. I was recently hospitalized for nearly 2 weeks for a health issue. As part of my recovery plan and treatment I was encouraged to rest and rehabilitate at home after being discharged from the hospital. I try to be a courteous neighbor, but I have noted ongoing construction and loud noise at unpredictable times of the day at the location behind my home.

This area has been a construction site ever since I moved into the neighborhood around 2022. The loud noises have impacted my rest, and the construction site has become quite frankly blight property. It would be very appreciated if the owners of this property finished the work within a tight guideline with supervision of the City so that we can all become a community that coexist seamlessly. Thank you for your attention to this matter. Pam has been an advocate of our community. I would listen to her recommendations as well.

Sincerely,

Mohammad Quayoum

Ms. Michelle Katopodes reads the recommendations of the Staff:

Add 1N – The open-ended structure, which they are calling a tent, shall be labeled properly on the site plan. It shall be determined if the structure is temporary or permanent and the petitioner shall obtain a permit from the Building Division.

Add 2D – To exceed the maximum allowable amount of open storage. That amount is based on a calculation it's 50% of the primary structure and the primary structure is 890 square feet in this case. So, depending on how much storage is actually going to be on the site there would be a variance for the amount of it.

PUBLIC HEARING:

Ms. Pam Crown – Did I understand correctly that they are to put in an 8-foot greenbelt behind our properties. And can they put their fencing material pallets, trucks and everything else as close as 11 feet from our property?

Chair Smith – Direct your questions to the Board ma'am.

Ms. Pam Crown – Okay, is that what they just said, that they can park their vehicles and everything 11 feet from our property line?

Chair Smith – We can answer that question once we get all your information.

Ms. Pam Crown – I'm Pamela Crown, I live at 22215 Logue, I've been there for most of my life. I'm directly behind the property we are talking about. I'm here representing my neighbors, I also have a couple with me, along with the letter that was signed by my neighborhood.

We are so opposed to any of the properties behind our property getting any concessions from this body until they clean up their act back there. There are trucks backed up to our fences 10 foot away, big cranes dumping piles of dirt that are as high as that screen just outside our fence. I just had one of your inspectors, his first name is Jim, he's one of your building inspectors, he spent the better part of this summer trying to get people in line back there. My last correspondence with him was that he turned it over to legal. Since it's been turned over to legal, I can't get any information until this hearing.

This is like neighborhood-wide, the people across the street hear this, I have video on my phone from this past Saturday at 9:00 a.m., I just stood at the end of my yard and videotaped trucks banging, dragging, and hauling, it's nuts. I'm going to say, like, 35 years ago we had the same problem, we had a company move in, a lady named (inaudible) owned it, she was backing her trucks right up against our cyclone fences. I went to City Council, the Mayor was Bonkowski at the time, he and three members came out to have a look and what they came up with was a wonderful compromise, it worked for the businesses and the residents. It was that none of their trucks or activity could come any closer than 50 feet from our fence, they had to put in a greenbelt to keep the noise, dust, and the fumes from their trucks, we can't open our windows.

Chair Smith – Your time is up ma'am, thank you.

Ms. Pam Crown – When can I get the answers to those questions?

Chair Smith – When we turn it over to the Commission, thank you ma'am.

MOTION:

A motion was made by Commissioner Ansar to deny, supported by Commissioner Holowaty.

COMMISSIONERS PORTION:

Commissioner Ansar – So the reason I made the motion to deny is, I visited the site and I see that both sides have residential homes, and I personally think in between the residential homes open storage will have a negative impact on the neighborhood. That is the reason I think it should be denied.

Commissioner Duzyj – The petitioner has been there for a year and, by the sound of it, the neighbors have had their fill after a year of the noise and everything else. Some of the numbers don't add up between the print and the reality of a 26-foot driveway and there's only 20 feet between the lot line and the house, I mean, there's a whole bunch of things that are going to have to get addressed. If it's R-1-C at the end, even the 10 feet of it, I don't know why they've got it, but it's probably to make a straight line north south back there. You guys have basically dug yourself a hole with your neighbors on this project. I agree with the motion, and we'll take from there, thank you Mr. Chairman.

Commissioner Hoque – We received a letter with many signatures and they are saying it's creating a lot of problems, why is there so much noise, what do you basically do?

Mr. Jeff Graham – A lot of these problems were caused by a concrete construction company for 40 years there. The National Fence Company have just been there about a year now and their product is completely different. All they are storing are racks of steel and temporary steel fences.

If you go to a construction site, you'll see these steel fences lined all the way around the site, that's what they provide. The one lady that was complaining said the perfect solution was to agree not to put any trucks within 50 feet of the rear property line. I've talked to the manager, and he said he's got no problem putting a restriction on it. Now they really don't have trucks that go back that far, but if they do, he'll stop it and have them stop the trucks 50 feet from the back of the property line. He'll put that in writing as an agreement that he would do that.

Also, the fence company bought the property in good faith thinking, since it's been used for open storage for 40 years, that this wouldn't be an issue with open storage. It's been used for that for decades, that's why they moved forward, not aware that there was a need for them to get a site plan approval on open storage.

Commissioner Hoque – So there was a different business before the fence company purchased it?

Mr. Jeff Graham – Yes, there was a concrete with trucks loading concrete.

Commissioner Hoque – So you're saying the noise made was from them before?

Mr. Jeff Graham – Yes, which was like less than a year ago.

Commissioner Hoque – What are they doing there right now?

Mr. Jeff Graham – We are storing pallets of fences that come in for job sites. If you go out there right now they are half empty they just have storage for fencing.

Commissioner Hoque – There is a company named Mr. Fence, are you Mr. Fence.

Mr. Jeff Graham – We are National Fence Company; they are located across the country.

Commissioner Hoque – When did you purchase the property?

Mr. Mark Royer – We purchased it in April of 2024.

Commissioner Hoque – So you have not started your business yet?

Mr. Mark Royer – No, we've been operating there.

Commissioner Hoque – Are you operating your business already?

Mr. Mark Royer – Yes, we have been operating there.

Commissioner Hoque – Did you submit a plan before?

Mr. Mark Royer – We contacted the City of Warren and asked what is the permitting process, they said they had to send out six inspectors. They sent out the inspectors and said you need to develop a site plan so we hired Kem-Tec to be our Architect to put that together and that's how we got to this point.

Commissioner Hoque – You said you are running the business, and your plan is not approved.

Mr. Mark Royer – We were under the assumption, sir, that the previous owner was doing the same type of open storage.

Commissioner Hoque – So you're saying the noise is not from you guys?

Mr. Mark Royer – I'm saying we are willing to work with any of our neighbors, we want to be a good community partner.

Commissioner Hoque – How long was it that there was no business there?

Mr. Mark Royer – I don't think it was vacant, the gentleman we purchased it from was still running his business when we purchased it.

Commissioner Hoque – The business was running?

Mr. Mark Royer – Yes.

Commissioner Hoque – Thank you.

Commissioner Duzyj – One more question, if I may, what have you got to say to the neighbors that are here complaining about what you're doing and how to get out of the situation that they are in and that you are in?

Mr. Mark Royer – As I said we want to be a good community partner; I had not heard any of these complaints in the year that we've been operating there. We are more than willing to work with them, to make sure we take care of them. We are a national company, we have facilities across the United States, I run 7 of them based out of Ohio and Michigan area. We are more than willing to do what we need to do to make sure their complaints are addressed. And if that 50-foot setback from the east side of the property would help, we'd be more than willing to do that.

Commissioner Duzyj – Mr. Chairman, would it make sense to postpone this for about 4 weeks minimum so that they can get together with the neighbors and either Council people or somebody from the Planning Commission to be at this meeting to make sure that they do what they are saying they are going to do verses just knocking it down?

Chair Smith – The maker of the motion was Commissioner Ansar.

Commissioner Ansar – Mr. Chair, may I make a comment.

Chair Smith – Yes.

Commissioner Ansar – My colleague, Commissioner Duzyj, is requesting to postpone, but my concern is the east side of the property is residential, also the west side of the property is residential, so both sides are residential, there is no way we can solve it. If we approve it or postpone it the noise will always be there. I visited the site, it's very small, it looks like a house. I personally think we should not postpone it because there is no way they can go without noise. They need to sell this house and turn it into industrial (inaudible).

Commissioner Hoque – Did we receive any complaints before, when the construction company was running there, because it seems to me that most of the noise was by the construction company.

Mr. Mark Royer – I have not received any complaints from any of the neighbors.

Commissioner Hoque – The fence company has not started their business yet?

Mr. Mark Royer – Yes, our business is operating there.

Commissioner Hoque – Did any neighbor come talk to you guys?

Mr. Mark Royer – This is the first that I have heard that there was any type of negative reaction to us being there in the last year.

Commissioner Hoque – Construction is mostly handling concrete and steel and it's noisy. So, you don't manufacture any fence there?

Mr. Mark Royer – No.

Commissioner Hoque – You are just bringing the fence and storing it?

Mr. Mark Royer – Store it there and go out to the construction sites with it.

Commissioner Hoque – I think it is more environmentally friendly than the construction company, the fence company is solid material. They are not manufacturing anything here, just storing. I think we should reconsider.

Commissioner Holowaty – What are your hours of operation? When do your trucks start in the morning and the latest they come back in the evening?

Mr. Mark Royer – Our people are on site at 6:00 a.m., we are usually out by 7:30 and then we are usually done by 2:30 or 3:00 in the afternoon.

Commissioner Holowaty – And that's the times the trucks will be loaded?

Mr. Mark Royer – The trucks would be loaded 6:45 to 7:30 range in the morning.

Commissioner Holowaty – It's not late at night?

Mr. Mark Royer – No, we basically have 2 forklifts and 3 trucks that's it.

Commissioner Holowaty – I yield the floor.

Chair Smith – Good evening, sir, I went by there today and looked at everything and I saw where the fence in the back needed some repairs, and I know that one construction fence you have on the side will be taken down and a wooden fence is supposed to be put up there.

I talked to the one guy running the hi-low about the shed on the side, it's like a round canopy with a cloth covering on it, and he said he doesn't know what they are going to do with that right now, they may just end up storing the bags of sand in there.

One thing I did notice is most of fencing and gates were stacked in different areas and it was close to the fence around the back and around the sides, which means your storage would have to be moved out a little bit.

I didn't see too much of an issue with anything. The driveway needs to be widened to a commercial, which you know about. I can understand the concerns with the neighbors, with the noise, but I can't see that particular site generating a lot of noise, it's just stacks of gates that you put on the truck take to the site and then bring them back and set them on the ground.

As far as dust that could be from the millings, there's ways you can keep the dust down, if you're going to do the greenbelt in the back with some trees and shrubs that should help a little bit too. I personally didn't see too many problems with it today; we'll leave it up to the Commission.

That was a motion by Commissioner Ansar supported by Commissioner Holowaty to deny. Commissioner Ansar, are you still making the motion to deny?

Commissioner Ansar – Yes.

Commissioner Holowaty – I don't want to deny.

Ms. Laura Sullivan – You made a motion and now it needs to be voted on.

ROLL CALL:

The motion carried as follows:

Commissioner Ansar.....	Yes
Commissioner Holowaty.....	No
Commissioner Duzyj.....	No
Commissioner Hoque.....	No
Acting Secretary Boniecki.....	No
Chair Smith.....	No

Chair Smith – The deny did not pass, we need a motion to approve.

Commissioner Duzyj – I make a motion to postpone. I think it's a good idea, I think the folks here and the neighbors really have to get together and talk this out. So, I'd like to make a motion to postpone this for a month until after a meeting between the petitioner and the neighbors.

MOTION:

A motion was made by Commissioner Duzyj to postpone, supported by Commissioner Hoque.

ROLL CALL:

The motion carried as follows:

Commissioner Duzyj..... Yes  
 Commissioner Hoque..... Yes  
 Commissioner Holowaty..... Yes  
 Commissioner Ansar..... Yes  
 Acting Secretary Boniecki..... Yes  
 Chair Smith..... Yes

Chair Smith – It's postponed until November 17, 2025.

Commissioner Duzyj – And to allow the petitioner and the neighbors to get together to discuss all this.

7. CORRESPONDENCE:

- A. SITE PLAN FOR NEW WAREHOUSE; located on the west side of Schoenherr Road, approximately 641.07 ft. south of Stephens Road; 23445 Schoenherr Road; Section 26; Salvatore DiMercurio/Visa Development (Andrew Andre); PSP210043. **Approved on January 10, 2022. Conditions never completed, expired on January 10, 2024.**

MOTION:

A motion was made by Commissioner Duzyj to recognize as an expired plan, supported by Commissioner Hoque. A voice vote was taken and the motion carried unanimously.

- B. SPECIAL LAND USE AND SITE PLAN FOR A USED AUTOMOBILE DEALERSHIP; located on the east side of Dequindre Road, approximately 40 ft. south of Goulson Avenue; 22760 Dequindre Road; Section 31; Samir Yaldo/22760 Dequindre LLC (Steve Dumont/Designstruct, Inc.); PSPSL250001. **Petitioner denial letter. Denied by the Planning Commission on September 22, 2025.**

MOTION:

A motion was made by Commissioner Holowaty to receive and file the denial letter, supported by Commissioner Hoque. A voice vote was taken and the motion carried unanimously.

- C. SITE PLAN FOR COMMUNITY CENTER (A MULTI-USE FACILITY TO INCLUDE COMMUNITY, SOCIAL, AND RELIGIOUS ACTIVITIES); located on the south side of Fourteen Mile Road, 128 feet west of Dowland Street; 2870 Fourteen Mile Road; Section 6; Mohammad Fokhrul Islam/Darul Huda Inc.; PSP250025. **Letter to Petitioner. Postponed indefinitely by the Planning Commission on July 14, 2025 due to the number of variances that required approval from the Zoning Board of Appeals. On September 24, 2025, the Zoning Board of Appeals denied all of the requested variances. As a result of the denial, the current site plan is no longer valid.**

MOTION:

A motion was made by Commissioner Duzyj to receive and file, supported by Commissioner Holowaty. A voice vote was taken and the motion carried unanimously.

- D. 2026 Planning Commission meeting schedule. Approved on September 22, 2025.

MOTION:

A motion was made by Commissioner Holowaty to receive and file, supported by Commissioner Ansar. A voice vote was taken and the motion carried unanimously.

- E. Letter to the Zoning Board of Appeals requesting an annual joint meeting with the Planning Commission.

Commissioner Duzyj – I'll make a motion to receive and file this. I hope it happens because I think this is very important for not only this body, but Zoning Board of Appeals and the City.

MOTION:

A motion was made by Commissioner Duzyj to receive and file, supported by Commissioner Ansar. A voice vote was taken and the motion carried unanimously.

Commissioner Ansar – I think we have another item here.

Chair Smith – It got removed from the agenda.

Commissioner Ansar – F was removed?

Commissioner Duzyj – Yes, that was at the beginning of the meeting.

Commissioner Holowaty – When we approved the agenda.

8. OLD BUSINESS:  
None at this time.

9. BOND RELEASE:

A. SITE PLAN FOR NEW RETAIL CENTER AND RESTAURANT; located on the northwest corner of Thirteen Mile and Mound Roads; 5843 Thirteen Mile Road; Section 5; Nicholas Shango; PSP210025. **Approved on July 12, 2021. Surety bond posted in the amount of \$66,000. Project complete. Release the bond.**

MOTION:

A motion was made by Commissioner Hoque to release the bond, supported by Commissioner Duzyj. A voice vote was taken and the motion carried unanimously.

B. SITE PLAN FOR NEW WAREHOUSE; located on the west side of Schoenherr Road, approximately 641.07 ft. south of Stephens Road; 23445 Schoenherr Road; Section 26; Salvatore DiMercurio/Visa Development (Andrew Andre); PSP210043. **Approved on January 10, 2022. Surety Bond posted in the amount of \$10,500. Conditions never completed. Expired on January 10, 2024. Release the bond.**

MOTION:

A motion was made by Commissioner Holowaty to release the bond, supported by Acting Secretary Boniecki. A voice vote was taken and the motion carried unanimously.

10. NEW BUSINESS:  
None at this time.

11. CITIZEN PARTICIPATION:

Mr. David Koury – Good evening, I want to say the Mobility Plan looks pretty good, I hope it's completed in a timely fashion, I know it can't be done overnight, probably not within a few years, but I think it's a long time coming and the citizens of Warren deserve it.

I'd also like to make a comment on item 6B and thank Commissioner Duzyj for being the voice of reason in asking for a postponement to have the petitioner meet with the neighbors to work things out. Back when I was on multiple boards and commissions it was a common practice, I remember doing it a half dozen times where we would postpone an item to meet with the petitioner. In fact, it's not against the rules to have a Board or Commissioner Member attend those meetings as long as you keep your comments to yourself. My suggestion is to have one or two of the Board Members attend this meeting with the neighbors to see what's going on. You're not violating the open meetings act or anything else. Thanks.

12. PLANNING COMMISSION BUSINESS:

**A) Planning Directors Report:**

Mr. Ron Wuerth – Good evening, it's a rather short report I had a week off, only a few items. If you've ever heard of Fred's Unique Furniture on Eight Mile Road, we had a meeting with him regarding his site. He had expanded his site from where it exists on Eight Mile to the west and to the north, and apparently Zoning caught up with him on some various violations. We had a meeting with him to discuss site plan approval and somewhat straighten out everything he's done there, that was on September 22<sup>nd</sup>.

On September 24<sup>th</sup>, we met with the company U-Haul on the corner of Dequindre and Ten Mile. A while back they received a conditional rezoning from the City, a certain zone up to, I believe, M-2 so that they could do what they are doing in there. They were to get site plan approval, they never got site plan approval, then they opened their business. I don't think they have a C of C and it goes on and on with them, I think we've had maybe up to 8 meetings with these people. They need hearing aids because none of them listened to anything that we've requested them to do. Rather, I finally received an email today from their attorney who lives in Phoenix, Arizona, I guess they can do this long distance. We'll try and work with them within a reasonable amount of time, I'm not sure what that is yet. If they don't do it fast, Zoning would really like to do more in court with them; if they don't do anything they might lose their right to operate their business. Everything you see that says U-Haul or exists as U-Haul will be gone from that location if you can believe that. It's serious business; when we run into businesses like this, they give us no recourse but to do our job. We are not responsible for their actions, it's as simple as that.

On October 2<sup>nd</sup>, we had a Historic District Meeting with Amanda Mika and our City Attorney Laura Sullivan, we talked about the Historic District Commission and all the good things that they are trying to do. It's overwhelming, there's a lot of them; we do the administration and try to help them out in a lot of ways. Ms. Sullivan's done an enormous amount of work for them including the Zoning Ordinance that was approved and now needs amending. There are all sorts of things, that's just the small thing right there.

That's about it, other than getting the findings ready for you, these two findings were two of the most difficult ones we've had to work on in a long time. A lot of work has been done without our approval, without permits, and without C of C, so I'm glad about the postponement that was the thing to do. Get the citizens where they can voice it and we'll meet with them too; it won't be just a meeting with the public. Jeff Graham usually calls us, and we'll talk about that one on Ryan Road. It appears that Mr. Holman is going to go to ZBA with eight variances, we'll see what happens with that, my guess is we might see him again. It's difficult to obtain 8 variances from the Zoning Board of Appeals. Any questions from the Board?

#### **B) Planning Commission Discussion and Concerns:**

Commissioner Hoque – Thank you Mr. Chair, I'm very glad to participate with the Active Mobility Plan, it is a very good plan for the City. It is my pleasure to participate in the Steering Committee representing the Planning Commission. This is a very good plan, we need support from the Planning Commission, City Council, City Administration, and all the departments. We also need support from our citizens, it's a plan for the citizens, it's a good plan for the City, connecting all the sidewalk gaps, bicycle route, and so many other things. Especially for safety reasons for those riding on the buses, this is a safe plan, so we need all of your support, it will give us an opportunity to reduce the carbon. Most people can ride on scooters or bikes so we need to support the plan and hopefully it will get the proper budget and finish the plan. Nowadays most of our kids, and all aged people, are spending a lot of time on electronic devices. So, if we implement this kind of plan, it will help the children and young adults, and everybody can come out and do some things physically. Thank you for the hard work from the Planning Department for gathering all the information and the plan that was presented today.

Chair Smith – Thank you, Commissioner Hoque.

Commissioner Holowaty – Is it time for a motion to adjourn?

Discussion regarding motions for additions, deletions, and/or modifications to the Planning Department recommendation by the Planning Commission. Who makes the motion and at what time is the motion made?

Chair Smith – Not really, on the discussion regarding motions for additions, deletions, and modifications to the Planning Department, we are going to have Laura talk on that a little bit.

Ms. Laura Sullivan – I'm sorry?

Chair Smith – It's discussion on how to do the motions, modifications, and who makes the motion and what time the motion is made and stuff like that. It was put on here to give us a better idea as far as voting and making decisions.

Ms. Laura Sullivan – I have prepared some written things: I didn't know that you wanted me to present them tonight.

Chair Smith – Would you like to do that tonight?

Ms. Laura Sullivan – No, not without prior presentation. I will say I have prepared some written documents that address some basic Robert's Rules of Order procedures that might help the Board with a more orderly process during the meetings. The most important thing that I think you have the hang of is everything must go through the Chair. I can send something to the Chair soon and he can share it with you, is that okay.

Chair Smith – Thank you, that's fine.

13. CALENDAR OF PENDING MATTERS:  
None at this time.

14. ADJOURNMENT:MOTION:

A motion was made by Commissioner Duzyj to adjourn, supported by Commissioner Holowaty. A voice vote was taken and the motion carried unanimously

The meeting was adjourned at 9:12 p.m.

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Warren Smith, Chair

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Merle Boniecki, Acting Secretary

Meeting recorded and transcribed by:  
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