

CLINTON TOWNSHIP PLANNING COMMISSION

REPORT OF MEETING

APRIL 28, 2016

PRESENT: Kirkanne Moseley, Chairperson
Ron DiBartolomeo, Vice-Chairperson
George Brumbaugh
Stephen Charron
Fred Gibson
Daniel Spatafora
Joie West

ABSENT: Denise C. Trombley, Secretary (Excused)
Peter Henderson (Excused)

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

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

Motion by Ms. West, supported by Mr. Gibson, to appoint Mr. Spatafora as Acting Secretary for tonight's meeting. Roll Call Vote: Ayes – West, Gibson, Brumbaugh, Charron, DiBartolomeo, Moseley, Spatafora. Nays – None. Absent – Henderson, Trombley. Motion carried.

APPROVAL OF AGENDA

Motion by Mr. DiBartolomeo, supported by Mr. Brumbaugh, to approve the agenda as submitted. Motion carried.

**0.915 ACRE OF LAND FRONTING THE WEST LINE OF GARFIELD ROAD,
SOUTH OF CANAL ROAD, ADDRESSED AS 41591 GARFIELD ROAD
(SECTION 7)**

- **PROPOSED REZONING: B-2 COMMUNITY BUSINESS DISTRICT TO B-3 GENERAL BUSINESS DISTRICT**
 - **PUBLIC HEARING**
**FILE #15-6691: PETITIONED BY MR. RYAN JOHNSON,
THE KROGER COMPANY OF MICHIGAN
REPRESENTED BY MR. MATTHEW PISKO,
THE PROJECT COLLABORATIVE, INC.**
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Pertinent correspondence was read and entered into the record. Ms. Trombley advised that notice of this public hearing was sent by regular mail to 77 owners and/or occupants of property located within 300 feet of the land in question, with 5 of those returned as undeliverable. She informed that there were numerous letters of objection sent from residents in the abutting Macomb Village Condominiums. She read many of them into the record.

Motion by Mr. Charron, supported by Ms. West, to open the public hearing. Roll Call Vote: Ayes – Charron, West, Brumbaugh, DiBartolomeo, Gibson, Moseley, Spatafora. Nays – None. Absent – Henderson, Trombley. Motion carried.

Mr. Matthew Pisko, representing The Kroger Company, 37704 Hills Tech Drive, Farmington Hills, Michigan 48331, reported that Kroger currently has about 1,400 fuel sites across the country, which accounts for approximately 6% of the nation's fuel sales from the east coast to the west coast. Kroger wants to be competitive with local grocery stores, but they are dealing with larger retailers such as Costco, Walmart and others, so part of their business model now includes a fuel station for each of their stores. He emphasized that Kroger shows thoughtfulness to the surrounding area in their design, lighting and environmental issues. Mr. Pisko showed an aerial of the subject site. He explained that they had a fuel station approved to be located in their parking lot in front of their store, closer to Canal Road; however, he noted that K-Mart was not interested in giving their approval for the fuel station to be located in the parking lot, and K-Mart's approval is required according to their lease. Mr. Pisko stated that Kroger wants a fuel station near each of their stores to provide incentive for their grocery customers to earn a fuel point for each dollar spent, and when they get to 100 points, they can save ten cents a gallon on gasoline.

Mr. Pisko explained that they are proposing to replace the former Burger King on Garfield, demolishing the existing building, and will construct a 310-square-foot sales area for anyone who wants to purchase something out of a vending station. He indicated that most of the fuel transactions are done at the pumps. He informed that the Kroger fuel stations are only in operation while the grocery store is open for business, and they close before the grocery store closes. He

assured there are no odors because they have a system that takes care of that issue, and he explained how it works. He added that when the product is dropped into the tank, the vapors are vacuumed back into the truck. He stated that they have special lighting fixtures that will not be shining onto neighboring properties. Mr. Pisko felt they will be a good neighbor, and he stressed that, unlike a fast food restaurant, they will not have odors coming from a grill, loud speaker boxes outside, traffic from a drive-thru window directly adjacent to the residential properties, and a lot of traffic late at night. He noted that the majority of people who are using the fuel center to purchase gas are on the road already, with many of them coming directly from the grocery store, so they do not feel it will bring additional traffic to the area. He assured that they are not a private club, and anyone can use their fuel station, although he added that if they are a Kroger shopper, they will accumulate points that equate to spending less money at the pumps.

Ms. Judith Redmond, 16535 Tyler, Clinton Township, Michigan 48038, questioned when Kroger stopped operating 24 hours a day. She complained about the lights and noise that she felt would result with the development of this fuel center. She claimed that the previous owner of the former Burger King was trying to develop an office on that site. She complained because she and her neighbors have a difficult time turning left out of their complex. Ms. Redmond was concerned that the property values of their condominiums will depreciate with a gas station at this site. She felt if the station is allowed to go in this location, they should be required to close off the two access drives from Garfield to the site, pointing out that if the majority of their customers are Kroger shoppers, they can access the fuel center from the parking lot without having to go onto Garfield. She felt the ideal site would actually be in front of the K-Mart, and felt K-Mart was probably not interested because they want more money for that property. She counted seven fuel stations within two miles, and claimed that none of them are this close to a residential community. She admitted that there have not been many major fires at fuel stations, but she pointed out that years ago, there was an explosion of an oil change business not far from this location, so the residents have to be concerned with the hazard of being located so close to a gas station.

Mr. Leon Horton, 41440 Anthony Drive, Clinton Township, Michigan 48038, stated he lives directly behind the proposed fuel station, and he inquired as to how many cars can be serviced at the pumps at one time.

Mr. Pisko replied they will have nine pumps, so they can service 18 cars at a time, with one car on each side of the pump. He compared it to the grocery store that often has many check-out lanes, but generally only a few are being used at any given time. Having this number of pumps gives customers an option of which pump to use and it is easier for them to maneuver around the site.

Mr. Horton stated he paid \$175,000 for his condominium in 2007, and he did not recall any of the units selling for over \$125,000 in the last few years until just recently. He claimed their condominium development pays a combined total of \$110,000 annually in property taxes, and he emphasized they are opposed to this fuel station at this location. Mr. Horton also complained about the cross-access lane, or “alley” as he referred to it, located behind some of the businesses fronting Garfield. He recalled when he first moved in, that access was closed off, but it is now open and he sees it as a problem. Mr. Horton commented that gas stations are usually located on corners of major intersections, not in the middle of a block. He complained that fuel stations illuminate their roofs and their pumps, and he could not see how that additional lighting will not affect their residents. He felt fuel stations are prone to have problems, and he requested that this Commission give consideration to the neighbors’ concerns.

Mr. Charron inquired as to whether the subject property was zoned commercial when Mr. Horton bought his condominium.

Mr. Horton replied affirmatively, noting that the commercial development was all in place.

Mr. Brumbaugh inquired as to whether the Garfield entrance to the condominiums is their only entrance/exit.

Mr. Horton replied affirmatively. He replied to further inquiry that there is a total of 50 condominiums in their development, with ten 4-plex units and five 2-plex units.

Mr. Robert Tuset, 41390 Anthony Drive, Clinton Township, Michigan 48038, president of their condominium association, stated opposition to the proposed rezoning. He felt they are proposed to develop too close to the condominiums, and noted that the hedges between the condominiums and the commercial property are actually the property of the condominiums. He claimed the condominium association maintains those shrubs, and they already have a lot of trash and debris blowing into their neighborhood from the adjacent commercial development. He agreed with Ms. Redmond and felt if they are allowed to go in, they should be required to close off the access drives from Garfield so that their potential customers will have to enter the site from the contiguous parking lot. He felt there are already too many commercial developments, with all of the fast-food restaurants, brake and muffler shops, and he noted the residents in their complex “take their life into their hands” when they have to try to turn onto Garfield, especially around lunch time. Mr. Tuset urged the Planning Commission to get the police to patrol in this area and issue tickets. He could not understand why they cannot move the fuel center over a couple hundred feet to their own parking lot. He stated one of his neighbors is present tonight, and claimed her condominium unit is 36 feet from the subject property. He indicated they put up with a lot of noise from the traffic going in and out of the fast food

places, along with all of the other businesses, and he could not understand why they cannot have a traffic light on Garfield to break up some of this traffic. He did not feel the traffic lights would be in too close of a proximity to each other, because he cited Hayes between 19 Mile and Hall Road, where there are a total of four traffic signals in that one-mile stretch. He stressed Garfield is already not safe, and a fuel station will make it worse.

Mr. Charron inquired as to whether the condominium complex was constructed before the fast-food restaurants were there, or whether the commercial developments were there first.

A resident replied that the condominiums were built in 1990/1991, but he was not aware of whether all of the commercial developments were up at that time.

Mr. Tusset suggested that Kroger purchase the Shell Gas Station and convert that to a Kroger Fuel Station. He claimed there are accidents on that stretch of Garfield every day, and he hoped that the Planning Commission will take this to heart and provide some consideration for the residents. He inquired as to whether there will be more hearings that the residents will be able to attend with regard to this proposal.

Ms. Moseley explained that the Planning Commission is a recommending body, forwarding their recommendations to the Township Board for their final action. She added that the Township Board meetings are public and anyone can attend.

Motion by Ms. West, supported by Mr. Brumbaugh, to close the public hearing. Roll Call Vote: Ayes – West, Brumbaugh, Charron, DiBartolomeo, Gibson, Moseley, Spatafora. Nays – None. Absent – Henderson, Trombley. Motion carried.

Mr. Pisko showed a rendering of what this site will look like, and showed an aerial with the proposed building and pumps superimposed on the aerial. He addressed the comment made about Kroger looking into purchasing the Shell station, and stated in a perfect world, all of the Kroger Fuel Stations would be contiguous with their stores, so no one would have to leave the parking lot to go from shopping and obtaining fuel points to the fuel center where they can purchase gas at a reduced rate by using those points. He informed that Kroger has invested \$2 million into their store and another \$2 million into this fuel station. He stressed the fuel station is a benefit to their customers. He assured the fuel center is a quiet operation, with the transactions occurring right at the pumps. He noted that they keeping the actual development of this site closer to the street than the previous Burger King, which was located closer to the abutting condominium units. Mr. Pisko claimed the fuel station's busy times are during mid-morning and mid-afternoon, when the majority of shoppers are out. He added that they are not generally as busy at rush hour. He referred to Mr. Tusset's concern about the hedge and the trash and debris blowing onto their

property. He expressed sympathy for the residents in having to deal with the trash and debris, but emphasized that Kroger operates differently, and runs a clean operation. He noted the small kiosk contains public restrooms as well as a small area for vending machines. As far as robberies and crimes, he assured that Kroger's is very proactive with cameras and is safety-oriented. He indicated that the proposed hours of operation for this fuel center mirror the hours of the store, and they do not have traffic lining up to order chicken and burgers.

Mr. Gibson inquired as to the actual hours of operation for the fuel center.

Mr. Pisko stated the grocery store hours are 6 a.m. to midnight, but the cash registers for the fuel station have to be tallied in the store, so they cannot open in the morning until after the store is open, and they will have to close at night before the store closes.

Mr. Charron inquired as to whether Mr. Pisko feels the driveways to the site from Garfield are a necessary component for their fuel station. He compared it to Costco or Sam's Club, pointing out that when he wants to purchase their fuel, he has to drive through the Costco or Sam's Club parking lot to access the fuel pumps. He felt customers will go through this small inconvenience because they have the opportunity to save money on the gas. He felt closing the driveways will remove the potential for additional traffic on Garfield.

Mr. Pisko pointed out that Kroger's is not a private club like Costco or Sam's, so they draw some customers from the street. They also have to be able to have the tanker maneuver through the property and need the driveways for proper accessibility, although he stressed they are not adding approaches or expanding the existing ones. He added that if this was a business proposing to go in that was unrelated to Kroger, he did not feel they would be made to close off access from the main road. He acknowledged that they can look at it and talk about it when they get to the site plan stage, but he did not feel it would be a good idea.

Ms. West stated that she has been opposed to the fuel station, and still remains that way. She cited the example of Meijer on Groesbeck, which is not a private club, and pointed out that customers who want to buy gasoline cannot pull in directly off of Groesbeck but must enter the gas station from a service drive. She stated she does not like underground gas tanks, and as a leukemia survivor, she has been opposed to things like this that are in such close proximity to residential dwellings. She added that this subject parcel is "not even close to Kroger", and she indicated that she will not be voting in favor of a rezoning to B-3. Ms. West pointed out there are already a lot of gas stations in the area, and she shops at the Kroger at 21 Mile and Card, but does not feel the proposed site is a good location for the fuel center.

Mr. Spatafora reminded that when someone is granted a rezoning for a parcel, they are allowed by law to develop anything that the Township ordinance allows

within that zoning district. He inquired as to whether Kroger has considered putting anything other than one of their fuel stations on this site if they are approved for the rezoning.

Mr. Pisko assured that is not what the Kroger Company does with their land. He stated their new stores are running approximately 123,000 square feet, and all of them have full pharmacy service. He emphasized that they need these cross-merchandise opportunities to remain competitive in the area. He stressed that Kroger is spending a lot of money in Michigan, and they are trying to help the older stores. He reiterated they have no intention to build anything other than a fuel center on this property.

Mr. Spatafora inquired as to whether that is Kroger's business model to supersize all of the stores in order to further their business.

Mr. Pisko reminded that they spent a lot of money in renovating the existing store, and they would like to add the fuel center.

Mr. Spatafora inquired as to whether they have talked with any of their neighbors about cross-access agreements that may reconfigure their layout.

Mr. Pisko replied that they believe the existing curb cut will remain. He did not believe that K-Mart is interested in talking to them using the parking lot, so that has been a "non-starter". He noted that when they were approved three years ago for the fuel station in front of their store, it was on the condition that they obtain approval from K-Mart, and they are still waiting for an answer from K-Mart.

Mr. DiBartolomeo inquired as to who owns the property.

Mr. Santia replied the entire shopping center is owned by an entity out of California.

Mr. DiBartolomeo inquired as to whether Mr. Pisko has talked with the owners of the property, or whether he has looked at other locations.

Mr. Pisko replied that Kroger has such a good environmental track record, that they do not buy former gas station facilities to be used for their fuel stations.

Mr. DiBartolomeo pointed out that there is other land available in the area, including the northwest corner of 18 Mile and Garfield, which is just a short distance away and is vacant land.

Mr. Pisko replied that it is not as desirable because it is not contiguous to their store, whereas the subject property is directly adjacent.

Mr. DiBartolomeo felt that Kroger customers will travel to get to a fuel station, and he cited other locations where this occurs. He reminded that Kroger shoppers who go to the Kroger at Canal and Schoenherr have to cross Schoenherr to get to their newly-developed fuel station at that location.

Mr. Pisko stated he works for other petroleum companies, and the majority would pass on a mid-block parcel because they want corner sites. Kroger prefers the proposed location because they share access to the site through the parking lot. He acknowledged that there are other older sites that will not accommodate the fuel station on site so they are forced to find a nearby off-site location.

Mr. DiBartolomeo inquired as to whether they considered acquiring the vacant land at 18 Mile and Garfield for this purpose.

Mr. Pisko responded that they had an approved site plan for a fuel station on-site so they never looked anywhere else.

Mr. Ryan Johnson, of The Kroger Company of Michigan, 40399 Grand River, Novi, Michigan 48375, clarified that they were approved and ready to start construction, but the hold-up was obtaining approval from K-Mart, which they were never able to do. He explained the owner, who is out of California, gave K-Mart, through their lease, all of the rights with regard to having a say about anything in the parking lot, and they never gave Kroger an answer about the fuel center. He emphasized if they went ahead and built it in the parking lot, they would be in violation of the lease agreement that K-Mart has from the owner. He assured that they look at properties all of the time, including corner parcels, and he was fairly confident that if they proposed to develop a fuel center 500 yards further south on Garfield, they would have the same concerns from the residents, such as a new development going in, curb cuts and close proximity to the residents. He reminded that the subject property is already zoned commercial and has been developed for years with a commercial use, and they are looking to reinvest into this vacated parcel. Mr. Johnson pointed out that grocery stores are no longer about “just buying milk and fruit” because the larger competitors sell groceries and also have fuel centers. He stressed they are trying to keep the store more vibrant, sustainable and competitive.

Mr. DiBartolomeo inquired as to whether Mr. Johnson has looked at other locations up and down Garfield.

Mr. Johnson replied affirmatively, but reminded selecting a property is all about willing buyers and willing sellers, as well as the cost factor. He reminded the key point to this parcel is that it has potential cross-access with the shopping center. He acknowledged that Kroger is not a closed club, so anyone can use their fuel stations, but he claimed that 70% of their fuel station customers are Kroger Plus card members. He indicated that the idea is to keep the traffic internal for those shoppers. He admitted it is not always possible, but stated that their ideal

situation is to be able to put the fuel station directly in front of their store. He added that they are not going to jeopardize their customer's parking convenience for a fuel station, so having the subject property available that affords them cross-access potential and still being able to serve the customers is key.

Ms. Moseley stated if the Planning Commission recommends approval, this is forwarded to the Clinton Township Board for their final determination, but if they vote to deny it, it is denied. She inquired as to whether it is common to put a fuel station in the middle of a block rather than on a corner.

Mr. Pisko replied the purpose was always to put the fuel station contiguous to the Kroger store. He claimed they cannot compare this to Costco or Sam's because those are private stores. He informed that they sell gas to the general public, but 70% of their fuel customers shop at Kroger and earn fuel points. They now have a parcel of land under contract that is contiguous with their site so "this is as good as it's going to get". Mr. Pisko added that the parking area located where they were previously going to build the fuel station is now needed parking. At the time they proposed the fuel station to be in the parking lot, the store sales were not doing as well, so that parking area was almost always empty; however, their sales have picked up and they are now doing great.

Mr. Charron inquired as to when they received approval for the on-site fuel station. He recalled sitting on the Planning Commission when it was turned down.

Mr. Santia explained they had offered a Conditional Zoning Agreement, which was approved by the Township Board. He reminded that the Planning Commission is a recommending body and can recommend denial, but the Township Board has the final say, and they had approved the Conditional Zoning. Mr. Santia recalled the Township had suggested they locate in front of K-Mart; however, K-Mart was not willing to make that deal. He pointed out the proposed parcel is the closest option they have contiguous to their store, and fits their business model. He acknowledged that Kroger does have fuel stations that are located a short distance away from their stores, one of them at Nine Mile and Mack, where the fuel station is located across the street from their store. He stated they are applying for this because they have a business model and want to do what is in the best interest of their customers as well as their company. He added that working with K-Mart does not seem to be an option for them.

Mr. Charron emphasized that he will never approve a site development plan for this fuel station to have ingress/egress off of Garfield, and he felt that would cause significant problems. He stressed it is not practical for the residents in the abutting condominium complex to make a left-hand turn out of their complex, and he felt customers turning in and out of a fuel center at that point would worsen the situation.

Mr. Santia stated that, from a traffic safety perspective, it would be better to draw some of that traffic away from the Canal/Garfield intersection. He felt the addition of a fuel center will not generate much more traffic, but the traffic will be spread out more if the fuel station is approved at the proposed location as opposed to its previously approved location in the parking lot.

Mr. Charron stated he compared it to Sam's and Costco because customers who shop at the store have to drive through the parking lot to buy gas. He felt if the incentives are good for their Kroger shoppers to buy gas, those customers will drive a distance to get a better gas price. He clarified that he is not against the proposal for a fuel center, but he is against some of the existing conditions that would continue to occur at the proposed location.

Mr. Gibson inquired as to whether there is any other B-3 zoned property on the west side of Garfield, between Canal and 18 Mile Road.

Mr. Santia replied affirmatively, and explained the Township used to allow gas stations in B-2 Community Business zoning district. The gas stations at 18 Mile and Garfield are actually zoned B-2 because they were built before the ordinance was changed to require the B-3 zoning. He added that the fast-food restaurants are zoned B-2, which was allowed at the time the restaurants were built, but he pointed out the development of a fast-food restaurant now requires a B-3 zoning designation. Mr. Santia reminded that Burger King was previously located at this site, and the Garfield access was there. If this reopened as another fast-food restaurant, he felt it would generate more traffic than the proposed fuel station, and they would have to keep their Garfield access open. He commented that the Planning Commission can request a postponement to see if the petitioner can work anything out to see if they can circle back into K-Mart's driveway. It might be in the best interest to ask for a Conditional Zoning Agreement, and the Township would have the assurances as to the exact plan.

Mr. Spatafora inquired as to whether a Conditional Zoning Agreement would give the Township more authority during the review process.

Mr. Santia replied it would give the Township significantly more authority.

Mr. Gibson inquired as to whether K-Mart has ever been willing to work with Kroger on this.

Mr. Pisko replied they have not worked with them at all. He does not know the reason, but Kroger has tried numerous times and has never received an answer.

Ms. Moseley stated she can see both sides to this, and it is a tough decision to make. She felt it was good that they held the public hearing to get the input of the residents, and everyone had an opportunity to speak. She noted that the

public hearing has been closed; however, she noticed one individual who did not speak during the public hearing who wishes to speak at this point.

Mr. Sam Aluia, 41420 Anthony, Clinton Township, Michigan 48038, stated he has two questions. The back of his condominium is about 300 feet from where this fuel station is proposed to go in. He questioned how the gentlemen representing Kroger would like to have their homes situated right behind a gas station. He could not understand why they would not look at the vacant land at the corner of 18 Mile and Garfield. He pointed out that Kroger customers are going to have to leave their store and drive to the fuel station, so he did not feel going the additional short distance down Garfield would make a big difference. Mr. Aluia expressed his concern about air pollution, pointing out that one of his neighbors will be living 32 feet from the proposed fuel station.

Ms. West commented about the contiguous parking lot, noting that she has walked in that parking lot and nearly got hit. She considers the proposal that they are on contiguous property more of a safety hazard.

Motion by Ms. West, supported by Mr. Gibson, with reference to File #6691 and application from Mr. Ryan Johnson of The Kroger Company of Michigan, 40399 Grand River, Novi, Michigan 48375, as represented by Mr. Matthew Pisko, of The Project Collaborative, Inc., 37704 Hills Tech Drive, Farmington Hills, Michigan 48331, concerning the proposed rezoning of 0.915 acre of land fronting the west line of Garfield Road, south of Canal Road, addressed as 41591 Garfield Road from B-2 Community Business to B-3 General Business, that recommendation be made for denial of the rezoning as requested. Discussion ensued.

Mr. Charron explained that he respectfully disagrees with Ms. West on this issue. He admitted that, while he does not necessarily agree with the proposed site, he felt in order to keep the abutting condominium property values up and tax revenues in the Township, keeping Kroger on that corner not only enhances that corner but keeps the rest of the commercial shopping center viable. He stated that he lives in Charter Oaks, very close to the train tracks, and claimed he has read statistics that there is a higher chance for a train derailment than there is for a gas station to blow up. He felt if they look at safety issues and concerns, they also have to look at how the facility will be built. He was amazed as far as the safety issues that are now taken into consideration and was confident that it would be constructed in a safe manner. He added, however, his concern for the traffic situation and felt that can be addressed during site development review. He believed for the economic development and commercial viability of the property, this needs to go forward.

Mr. Brumbaugh stated that about three years ago he was appointed by Judge Servito to serve on a case between the City of St. Clair Shores and Kroger. He

assured he does not consider this a conflict of interest, but wanted to state this in the event someone had a problem with him voting.

Roll Call Vote (on motion to deny the proposed rezoning): Ayes – West, Gibson. Nays – Brumbaugh, Charron, DiBartolomeo, Moseley, Spatafora. Absent – Henderson, Trombley. Motion failed for lack of votes.

Motion by Mr. Brumbaugh, supported by Ms. Moseley, with reference to File #6691 and application from Mr. Ryan Johnson of The Kroger Company of Michigan, 40399 Grand River, Novi, Michigan 48375, as represented by Mr. Matthew Pisko, of The Project Collaborative, Inc., 37704 Hills Tech Drive, Farmington Hills, Michigan 48331, concerning the proposed rezoning of 0.915 acre of land fronting the west line of Garfield Road, south of Canal Road, addressed as 41591 Garfield Road from B-2 Community Business to B-3 General Business, that recommendation be made for approval of the rezoning as requested. Roll Call Vote: Ayes – Brumbaugh, Moseley, Charron, DiBartolomeo, Spatafora. Nays – Gibson, West. Absent – Henderson, Trombley. Motion carried.

Ms. Moseley informed that the Planning Commission is a recommending body, and their recommendation will be forwarded to the Clinton Township Board for their meeting to be held on May 16th, 2016.

REPORT OF MEETING

-- APPROVAL OF THE APRIL 14TH, 2016 REPORT

Motion by Ms. West, supported by Mr. Spatafora, to approve the report of the April 14th, 2016 Planning Commission Meeting as submitted. Roll Call Vote: Ayes – West, Spatafora, Brumbaugh, Charron, DiBartolomeo, Gibson, Moseley. Nays – None. Absent – Henderson, Trombley. Motion carried.

PLANNING COMMISSION SCHEDULE OF MEETINGS

-- MEETING SCHEDULED FOR THURSDAY, MAY 12TH, 2016

Mr. Santia confirmed that there will be a meeting on May 12th, 2016, with three public hearings for rezonings scheduled for that meeting.

Ms. West indicated she may not be present at the next meeting.

ADJOURNMENT

Motion by Mr. Gibson, supported by Ms. West, to adjourn the meeting. Motion carried. Meeting adjourned at 7:57 p.m. Motion carried.

Respectfully submitted,

Daniel Spatafora

Daniel Spatafora, Acting Secretary
CLINTON TOWNSHIP PLANNING COMMISSION

ces:05/01/16
ces:05/03/16
Approved 5/12/16