

THESE MINUTES ARE SUBJECT TO FORMAL APPROVAL BY THE WYOMING
PLANNING COMMISSION AT ITS REGULAR MEETING OF APRIL 21, 2026

PLANNING COMMISSION
MEETING MINUTES OF MARCH 17, 2026
CITY COUNCIL CHAMBERS
CITY OF WYOMING, MICHIGAN

MEMBERS PRESENT: Gilreath-Watts, Lamer, LaPlaca Micele, Randall, Zapata

MEMBERS ABSENT: Hall, Smart, Weller

STAFF PRESENT: Hofert, Deputy City Manager
Klaassen, Acting Director of Community and Economic
Development
Blair, Planner II
Hyble, Planner I
Zuniga, Recording Secretary

CALL TO ORDER

Chair Micele called the meeting to order at 7:00 PM.

A motion was made by Randall, supported by Gilreath-Watts to excuse commissioners Hall, Smart, and Weller.

APPROVAL OF MINUTES

The minutes of February 17, 2026 were approved to stand as read.

APPROVAL OF AGENDA

The agenda was approved to stand as read.

PUBLIC COMMENT ON NON-PUBLIC HEARING AGENDA ITEMS

Micele opened the public comment period for non-public hearing agenda items at 7:01 PM.

There was no public comment and the hearing was closed.

AGENDA ITEM NO. 1

Request for a rezoning from I-1 Light Industrial District to I-2 General Industrial District at 1957 Beverly Ave SW (Section 10) (Leedy Manufacturing Company LLC, 1957 Beverly LLC).

Hyble explained that the site is zoned I-1 Light Industrial District and outlined the various uses of the surrounding land.

Hyble said that the applicant is proposing to rezone the property at 1957 Beverly Avenue SW to I-2 General Industrial District. The parcel is adjacent to existing I-2 zoned parcels to the west and south along Beverly Avenue SW and Burlingame Avenue SW. There are established I-2 parcels along Chicago Drive SW to the northwest of the proposed rezoning. The applicant intends to redevelop the site to allow for fabrication and machining activities allowed within the I-2 General Industrial District.

CONFORMANCE WITH ORDINANCE STANDARDS AND FINDINGS OF FACT:

Section 90-516(6) establishes general review standards for rezonings:

(a) *Consistency with the adopted master plan;*

The City's Master Plan, Wyoming [re] Imagined was adopted in 2021. The future land use map identifies this parcel as Industrial. This designation includes uses involving manufacturing, processing, storage, and distribution. The master plan calls for these uses to be clustered near established freight corridors and properly buffered to limit the impact on adjacent uses. The proposed rezoning allows for the redevelopment of a vacant industrial facility within an established industrial district. Redevelopment of this site allows for continued industrial activity that will meet all applicable buffer and screening requirements.

(b) *Compatibility of the allowed uses with existing and future land uses;*

Both the existing and future land uses agree with the continued industrial use of this site. With the proposed rezoning, the property would be able to support redevelopment and future industrial uses proposed by the applicant. The rezoning would also allow for the continuation of existing permitted uses under I-1. The I-2 General Industrial District aligns with the Industrial future land use designation in this existing industrial corridor of the City.

(c) *Capability of the property to be served by public services;*

The property is currently served by public services and utilities.

(d) *Ability of the property to be used as currently zoned; and*

The parcel is currently zoned I-1, which allows for limited industrial activities. The site currently has an approximately 180,000 sq. ft. building on the 12.93 acre site, which has limited potential under I-1 zoning restrictions. A single user is likely unable to utilize the space effectively, and multiple users inhabiting a site of this size can create traffic challenges. The site has been vacant for the past three years, which demonstrates some of the challenges to use the property as currently zoned. A single industrial user can utilize the entire site with expanded industrial activities permitted, which allows for redevelopment to occur at the same time.

- (e) *Appropriateness of all uses allowed within the proposed district at the property location.* Allowable activities within the I-2 General Industrial District are suitable for this site when considering the nature of manufacturing activities and adjacent I-2 uses. Within the I-2 District, all manufacturing activities must be conducted within an enclosed building, which the site has the ability meet. Other uses similar in building size and acreage of the proposed site are located nearby along Beverly Avenue SW, Burlingame Avenue SW, and Chicago Drive SW.

STAFF COMMENTS

(a) *Dimensional Standards*

1957 Beverly Avenue SW exceeds all development standards for the I-2 General Industrial District, which includes a minimum lot area of 1 acre and minimum lot width of 100 feet.

(b) *Location*

The parcel is located along Beverly Avenue SW, less than one mile from interstate I-196 to the northwest. Nearby uses include other established industrial activities and railroad property. The City's Public Works Department plans to alter the nearby intersection of Burton Street, Beverly Avenue, and Burlingame Avenue in the summer of 2026. This intersection currently features traffic connecting from six different roads, which will be reduced. These changes will help to separate the industrial traffic from nearby residential traffic along Burton Street SW.

(c) *Process*

The Planning Commission is only considering the rezoning of this parcel. The rezoning will receive two readings at City Council.

- March 17 – Planning Commission considers rezoning request.
- April 6 – City Council hears the first reading of the rezoning request.
- May 4 – City Council hears the second reading of the rezoning request.

Hyble said that the Development Review Team recommends the Planning Commission grant the rezoning request 1957 Beverly Avenue SW and recommend the same to City Council.

Micele opened the public hearing at 7:08 PM. There was no public comment and the hearing was closed.

Jon Andersh, 45 Ottawa Ave SW, attorney with Miller Johnson representing the applicant spoke to commissioners and said that Leedy Manufacturing desires to relocate from Grand Rapids to Wyoming at this property. Andersh said to redevelop the property and utilize the building for metal fabrication, the first step is to rezone the property.

A motion was made by Zapata, supported by Lamer to grant the rezoning request at 1957 Beverly Avenue SW and recommend the same to City Council.

LaPlaca asked for clarification on the scope of review and recommendation for this agenda item.

Hyble responded that it was a recommendation to City Council for the rezoning. He added that if approved, the applicant would return for site plan review at a later time.

A vote on the motion passed unanimously.

AGENDA ITEM NO. 2

Request for a special land use for trucks exceeding 5,500 pounds in vehicle weight and truck trailer sales and display, rental and repair at 3529 Lousma Dr SE (Section 18) (Mike McInerney, Kemal Hamulic).

Hyble explained that the site is zoned I-1 Light Industrial District and outlined the various uses of the surrounding land.

Hyble said that the applicant is proposing to utilize the existing 10,122 sq. ft. building at 3529 Lousma Drive SE to operate a light-duty fleet maintenance facility. No building construction, demolition, or major alterations to the site are proposed. The applicant's proposed use includes oil changes, brake service, and similar minor mechanical repairs for delivery vans. No heavy-duty semi-trucks are proposed to be repaired, and any large mechanical work will take place at a different location. Within this commercial condominium, parking is shared between the proposed building at 3529 Lousma Drive SE (unit 3) and the building to the north (unit 2). Automotive repair for vehicles larger than 5,500 pounds requires special use approval in the I-1 Light Industrial District.

CONFORMANCE WITH ORDINANCE STANDARDS AND FINDINGS OF FACT:

Section 90-507(3) establishes general review standards for special approval uses:

(a) The possible substantial and permanent adverse effect on neighboring property.

The proposed use is surrounded by industrial uses in every direction and located within an existing industrial corridor of the City. Delivery van maintenance is a typical industrial use and considerably less intense than previous uses of this building, which consisted of semi-truck repair. All repair activities will be conducted within the building, and this use is not expected to adversely affect neighboring property.

(b) The consistency with the spirit, purpose and intent of this chapter.

This use aligns with the intention of the zoning code to facilitate proper land use and bring valuable services to the City of Wyoming.

- (c) *The possible adverse effect upon traffic as related to the streets, churches, schools and any buildings within the immediate area.*

The proposed use is not expected to adversely affect traffic due to the existing road capacity serving the area and low traffic volumes. The existing building has 6 maintenance bays, and the applicant expects no more than 15 vans onsite at any given time. This represents a small volume that will not negatively impact nearby roads like Lousma Drive and Roger B Chaffee Memorial Boulevard, both of which consistently see industrial traffic without issue.

- (d) *The tendency of the proposed use to create any type of blight within the immediate area.*

The proposed fleet van maintenance facility is expected to reduce blight in this area. This use represents a low-intensity industrial use that is not proposing any outdoor storage for equipment or materials. Staff expects this to improve the site.

- (e) *The economic feasibility for the area.*

The proposed use is economically feasible considering the expanding delivery needs in the regional area caused from growth. The applicant currently operates on the east side of Michigan and has demonstrated the existing demand for this maintenance service in West Michigan. This use represents economic viability that is expected to grow in future years.

- (f) *Any other factor as may relate to the public health, safety and welfare for persons and property.*

As it relates to public health and safety, the applicant will contain all industrial activities within the building, and the building will be brought up to all applicable fire and building codes. The applicant proposes to separate van traffic and employee traffic to the extent possible in the parking lot organization, which ensures that those who utilize this space can do so safely.

- (g) *That all other provisions of this chapter are met for the proposed use.*

There are no additional requirements outlined in Sec. 90-508 for this special land use, which meets this standard.

Section 90-505 specifies the standards to apply to site plan review:

- (1) *Adequacy of information. The site plan shall include all required information in sufficiently complete and understandable form to provide an accurate description of the proposed use(s) and structure(s).*

The applicant's site plan shows all required information to understand the proposed special land use and its impact on the property. This standard is met.

- (2) *Buildings. Buildings and structures shall meet the minimum dimensional requirements of this article. Redevelopment of nonconforming structures shall bring the site into closer*

conformity to the extent deemed practical by the review authority. Expansions to nonconforming buildings shall be as provided for in section 90-903.

The existing building meets all dimensional requirements, including setbacks, within the I-1 Light Industrial District. No changes are proposed to the building through any construction or demolition.

- (3) *Privacy. The site design shall provide reasonable visual and sound privacy for dwelling units located adjacent to the site. Walls, berms, barriers and landscaping shall be used, as appropriate, for the protection and enhancement of property and the privacy of adjacent uses.*

Existing chain link fencing is located along the eastern portion of the existing building to protect and screen mechanical equipment. No additional privacy measures are required, since the applicant is not proposing any outdoor storage of materials.

- (4) *Preservation of natural areas. The landscape shall be preserved in its natural state, insofar as practicable, by strategic building placement, minimizing tree and soil removal, alteration to the natural drainage courses, and the amount of cutting, filling and grading. Insofar as practical, natural features and the site topography shall be incorporated into the proposed site design.*

The existing vegetation and mature trees meet the requirements of Sec. 90-328 regarding landscaping. Parking may not be located in any landscaping areas shown on the site plan.

- (5) *Drainage. Stormwater management system and facilities shall preserve natural drainage characteristics and enhance the aesthetics of the site to the maximum extent possible, and shall not substantially reduce or increase the natural retention or storage capacity of any wetland, water body, or watercourse, or cause alterations which could increase flooding or water pollution on or off the site.*

The City's Engineering Office has ensured that no drainage requirements exist since the applicant is not altering the site through construction or demolition.

- (6) *Soil erosion. Measures are included to prevent soil erosion and sedimentation.*

Since no site changes are proposed, there are no soil erosion measures that need to be met through this project. This standard is met, as confirmed by the City's Engineering Office.

- (7) *Ingress and egress. Every structure and dwelling unit shall be provided with adequate means of ingress and egress via public streets and walkways. Access to the site shall be located and designed to ensure minimal impact on the safety and efficiency of traffic flow along all adjoining roadways. All access points shall comply with the access management requirements of section 90-603.*

The site has ingress and egress via Lousma Drive SE, which is a public street and meets the requirements of this standard.

- (8) *Emergency vehicle access. All buildings and site circulation shall be arranged to permit emergency vehicle access by practicable means to all buildings and areas of the site.*

The City's Fire Marshal and Public Safety Department can adequately access the site for any emergency response. Conditions of Knox system installation and meeting applicable fire codes are included, and the applicant will meet these requirements through the permitting process.

- (9) *Vehicular circulation layout. The arrangement of public or common ways for vehicular and pedestrian circulation shall respect the pattern of existing or planned streets and pedestrian pathways in the area. Public streets adjacent or through the proposed development shall be required when it is essential to promoting and protecting public health, safety and general welfare and to provide continuity to the public road system.*

The parking lot is configured to accommodate larger fleet vans while allowing for adequate drive aisles and employee parking space. The proposed parking lot layout meets the requirements for shared parking between units 2 and 3. All other applicable code requirements for parking lots and loading spaces in Sections 90-600, 90-601, and 90-602 are met.

- (10) *Pedestrian circulation. The site plan shall provide a pedestrian circulation system which is insulated as completely as is reasonably possible from the vehicular circulation system.*

Pedestrian entrances to the building are located on the northern and western portions of the building. Between fleet van parking and employee parking, there is a 40-foot drive aisle that will insulate employee parking areas from van traffic. This is expected to allow pedestrians to navigate the site with ease. No public sidewalk infrastructure exists along Lousma Drive SE, and the site plan meets the minimum requirements for pedestrian circulation.

- (11) *Traffic impact. The expected volume of traffic to be generated by the proposed use shall not adversely affect existing roads and traffic patterns. Roadway access shall minimize excessive vehicle traffic on local residential streets to reduce the possibility of any adverse effects upon adjacent property. Projects expected to have 50 or more peak hour directional trips or 500 or more vehicle trips daily shall provide a traffic impact study, as outlined in subsection 90-504(3), above.*

The applicant's proposed use will have low traffic volumes that do not adversely affect existing roads or traffic patterns. The expected traffic type is less intense than typical industrial uses, consisting of employee vehicles and delivery fleet vans.

- (12) *Public services. The scale and design of the proposed development shall facilitate the adequate provision of services currently furnished by or that may be required of the city or other public agency including, but not limited to, fire and police protection, stormwater management, sanitary sewage removal and treatment, traffic control and administrative services.*

The site is currently served by public utilities and services within the City of Wyoming.

(13) Site redevelopment. Redevelopment of existing sites shall conform to the site improvement provisions of this article to the extent deemed practical by the reviewing authority. The extent of upgrade to site improvements shall be relative to and proportionate with the extent of redevelopment or expansion in accordance with the nonconforming site requirements of section 90-903.

Through this special land use with no new building construction or demolition, the applicant will meet any applicable building or fire codes to ensure the building meets current requirements.

ALIGNMENT WITH MASTER PLAN:

The City's Master Plan, Wyoming [re] Imagined was adopted in 2021. The future land use for the site is noted as Business Park, which consists of employment centers, smaller scale industrial areas, and office or medical complexes. The master plan calls for design quality, traffic impacts, parking supply, and beautification to be integrated into these areas. The proposed special land aligns with these goals through the provision of adequate parking, less intense traffic mixes, and a clean exterior site with no outdoor storage

Hyble said that The Development Review Team recommends the Planning Commission grant special use approval for trucks exceeding 5,500 pounds in vehicle weight and truck trailer sales and display, rental and repair at 3529 Lousma Drive SE and, in a separate motion, grant site plan approval, subject to conditions 1-2 below.

- 1.) The applicant shall work with the Wyoming Fire Department to address all comments noted in their review:
 - A. Knox systems required.
 - B. Must follow all building/fire codes throughout the construction process. Provide plans/permit as required based on use.
 - C. Building may need to be fully sprinkled if not currently.
 - D. Final inspection shall be performed with Fire Marshal.

- 2.) The applicant shall work with the Wyoming Planning Office to address all comments noted in their review:
 - A. All signage must meet requirements of and comply with Article 7.
 - B. Vehicle parking may not be located in any landscaping areas shown on the site plan.

Micele opened the public hearing at 7:23 PM. There was no public comment and the hearing was closed.

Eli Smies, 100 Cesar E. Chavez Ave SW, realtor with NAI Wisinski spoke on behalf of the applicant and said they are excited to use the vacant building.

A motion was made by LaPlaca, supported by Lamer to grant special use approval for trucks exceeding 5,500 pounds in vehicle weight and truck trailer sales and display, rental and repair at 3529 Lousma Drive SE.

A vote on the motion passed unanimously.

Hyble asked Chair Micele to have the site plan motion include a typographical correction on one of the conditions.

Hofert clarified the revision to condition 2(a) to read *All signage must meet requirements of and comply with Article 7*. The reason for this change is because the number 7 was omitted in the staff report.

A motion was made by Randall, supported by Gilreath-Watts to grant site plan approval for the project at 3529 Lousma Dr SE, subject to conditions 1-2 including the recommended revision of condition 2(a).

A vote on the motion passed unanimously.

AGENDA ITEM NO. 3

Request to amend Zoning Code Sections 90-201 "Definitions A", 90-219 "Definitions S", 90-220 "Definitions T", 90-320 "Automobile service stations and public garages", 90-407B "Principal permitted uses", 90-408B "Permitted uses after special approval", 90-425B "Permitted uses after special approval", 90-430B "Principal permitted uses", 90-431B "Permitted uses after special approval", 90-508 "Requirements for permitted uses after special approval"

Blair said that as it's commonly done with an established zoning ordinance, the Planning Staff reviews the ordinance for any additions, deletions, or corrections that may be necessary to maintain the spirit and intent of the document. Typically, these alterations are the result of resident petitions, City Council direction, Planning Commission feedback, interpretation requests, or issues that arise when interacting with the zoning ordinance with developers. This amendment was prompted through interactions with automotive use developers and business owners, wherein there was confusion as to which use required State of Michigan licensing approvals.

These recommended changes to the zoning code are to update the existing definition of Automobile to encompass the existing automotive uses that exist within the use tables, as well as to identify the differences in requirements for automotive uses versus their generic commercial or industrial counterparts. These changes are not to allow more uses within existing corridors, but to make clearer the requirements for development.

PURPOSE FOR ZONING ORDINANCE AMENDMENTS:

City staff is recommending updating the following sections for the following reasons:

Updating Definitions (Sections 90-201, 90-219, and 90-220)

This change is to multiple sections of the zoning code to bring all elements of Automotive uses under one umbrella, while also making clear what the use type is. These updates include revisions to the definitions of Automobile Body shops, Automobile Car Wash Establishments, New and Used Car Dealerships, Automobile Gas Stations, Automobile Impound Lots, Automobile Repair/Service Facilities, Automobile Salvage Yards, and Automobile Showrooms. This also has the added benefit of being closer in language to the State of Michigan's Licensing requirements, making it clear to operators and business owners what they would need to obtain from the state in order to open their business in Wyoming.

Concurrently, Staff is recommending revising the definitions of Salvage Yards, Scrap Metal Processors, and Showrooms to delineate the difference between a non-specific commercial or industrial use and their automotive counterparts.

Lastly, Staff is recommending the addition of the definition of "Truck Lot" to replace the overly complicated "Trucks exceeding 5,500 pounds in vehicle weight and truck trailer sales and display, rental and repair" use that exists within the industrial district.

Updating Names of Uses within Zoning Districts (90-407B, 90-408B, 90-425B, 90-430B, 90-431B)

With the new definitions of Automobile Uses, and the revised Salvage Yard, Scrap Metal Processor, Showroom, and Truck Lot definitions, Staff is recommending that all references to these uses be updated as well. This would not add additional uses that were not previously allowed, but clarify existing uses and separate uses that had previously been grouped into their own category.

Updating the Special Use Table (90-508)

This change is to revise the name of the Automobile Gasoline Station use that already exists within the special use table to have it match the new definition and revised use name.

Updating the General Requirements for Automobile Gasoline Stations (90-320)

This change updates the language around Gasoline Stations, as well as updates the requirements for drive-through windows at gas stations that have a restaurant as an accessory use.

Blair said that The Development Review Team recommends that Planning Commission adopt the proposed text amendments to Sections 90-201 "Definitions A", 90-219 "Definitions S", 90-220 "Definitions T", 90-320 "Automobile service stations and public garages", 90-407B "Principal permitted uses", 90-408B "Permitted uses after special approval", 90-425B "Permitted uses after special approval", 90-430B "Principal permitted uses", 90-431B "Permitted uses after special approval", 90-508 "Requirements for permitted uses after special approval" and recommend the same to City Council.

Micele opened the public hearing at 7:32PM. There was no public comment and the hearing was closed.

A vote was made by LaPlaca, supported by Zapata to adopt the proposed text amendments to Sections 90-201 "Definitions A", 90-219 "Definitions S", 90-220 "Definitions T", 90-320 "Automobile service stations and public garages", 90-407B "Principal permitted uses", 90-408B "Permitted uses after special approval", 90-425B "Permitted uses after special approval", 90-430B "Principal permitted uses", 90-431B "Permitted uses after special approval", 90-508 "Requirements for permitted uses after special approval" and recommend the same to City Council.

A vote on the motion passed unanimously.

OLD BUSINESS

NEW BUSINESS

INFORMATIONAL

Learning & Growth

Commissioners Gilreath-Watts, LaPlaca and Zapata shared how they prepare for Planning Commission meetings.

PUBLIC COMMENT

Micele opened the public comment on non-agenda items at 7:47PM. There was no public comment and the hearing was closed.

ADJOURNMENT

The meeting was adjourned at 7:47 PM.

Audrey Zapata, Secretary
Wyoming Planning Commission

Rose Zuniga, Recording Secretary
Wyoming Planning Commission