AGENDA

CHARTER TOWNSHIP OF MERIDIAN
PLANNING COMMISSION – REGULAR MEETING
April 13, 2026 6:30 PM

1. CALL MEETING TO ORDER
2. ROLL CALL
3. PUBLIC REMARKS
4. APPROVAL OF AGENDA
5. APPROVAL OF MINUTES
   A. March 23, 2026
6. COMMUNICATIONS
   A. Ben Hoogerheide re: ZA #26002 (Email)
7. PUBLIC HEARINGS
   A. SUP #26007 – Tailgaters
   B. ZA #26002 – Chicken Regulation Update
8. UNFINISHED BUSINESS
   A. ZA #26001 – Parking Ordinance Update
9. OTHER BUSINESS
   A. Mass Timber Construction Discussion
10. REPORTS AND ANNOUNCEMENTS
    A. Township Board update
    B. Liaison reports
11. PROJECT UPDATES
12. PUBLIC REMARKS
13. COMMISSIONER COMMENTS
14. ADJOURNMENT

TENTATIVE PLANNING COMMISSION AGENDA
April 27, 2026

1. PUBLIC HEARINGS
   A. REZ #26005 – Garza
   B. SUP #26009 – Huntington National Bank

2. UNFINISHED BUSINESS
   A. SUP #26007 – Tailgaters
   B. ZA #26001 – Parking Ordinance Update
   C. ZA #26002 – Chicken Regulation Update

3. OTHER BUSINESS
   A. Mass Timber Construction Discussion

CHARTER TOWNSHIP OF MERIDIAN
REGULAR MEETING PLANNING COMMISSION
5000 Okemos Road, Okemos MI 48864-1198
517.853.4000, Township Townhall Room
Monday, March 23, 2026, 6:30 pm

PRESENT: Chair Romback, Vice-Chair McCurtis, Commissioners Brooks, Nahum, McConnell, and Shrewsbury

ABSENT: Commissioner Snyder

STAFF: Principal Planner Shorkey and Economic Development Director Amber Clark

1. CALL MEETING TO ORDER

   Chair Romback called the March 23, 2026, regular meeting for the Meridian Township Planning Commission to order at 6:31 pm.

2. ROLL CALL

   Chair Romback called the roll of the Board. All Board members were present except for Commissioner Snyder.

3. PUBLIC REMARKS

   None

4. APPROVAL OF AGENDA

   Chair Romback asked for approval of the agenda and asked that items 7.A. and 8.A be swapped.

   Commissioner McConnell moved to approve the March 23, 2026, Regular Planning Commission meeting agenda as amended. Seconded by Vice-Chair McCurtis. Motion passed unanimously.

5. APPROVAL OF MINUTES

   Vice-Chair McCurtis moved to approve Minutes of the March 9, 2026 meeting as amended. Seconded by Commissioner Nahum. Motion passed unanimously.

6. COMMUNICATIONS

   Communication from Woodhull Township in packet.

7. PUBLIC HEARINGS (Moved to Item 8)

   A. ZA #26001 – Parking Ordinance Update

   Principal Planner Shorkey opened the discussion. Principal Planner Shorkey said that the main question was about the proposed maximum parking number and said that options were provided for discussion. Principal Planner Shorkey said that he had attended the CIA meeting

and that the CIA was in favor of no parking maximum, stating that a parking maximum might deter new businesses from the Township.

Director Clark spoke to the Planning Commission about the position of the CIA on the Parking Ordinance Update.

Commissioner Brooks asked what businesses have requested variances for less parking than required. Director Clark said that businesses usually ask for less parking. Principal Planner Shorkey said that developments under PUDs go under because of the flexibility in the development but to his knowledge, no regular development had ever been granted a variance for less parking than required. Commissioner Brooks asked why there are parking minimums. Principal Planner Shorkey said that the Township just went through a parking minimum update and that a certain amount of parking is required for the viability of businesses. Discussion about parking regulations and trends.

Commissioner Brooks asked if parking has to be done in this way. Principal Planner Shorkey said no, Staff was open to backing up and having more discussions, but Staff had the impression that the Planning Commission was ready for the public hearing for the ordinance. Commissioner Brooks said it would be helpful if the CIA had any ideas for parking in the Grand River corridor. Director Clark said that they could add it as a discussion item.

Commissioner Nahum said that he was open to discussing the removal of parking minimum after more research. Principal Planner Shorkey pointed out parking maximums were reduced when the parking minimums were updated and the 25% overflow parking for multi-family development was removed.

Commissioner Nahum asked if the CIA discussed any other maximum number. Director Clark said no and that the CIA opposed maximums and that they did not think that a developer would underpark themselves on purpose and would not build extra parking without a good reason.

Vice-Chair McCurtis asked what it costs businesses for parking. Director Clark said tenants could pay for their share of parking in their leases and new businesses pay to construct their parking. Commissioner McConnell asked about cases where parking had to be added. Principal Planner Shorkey discussed past parking developments and their causes. Chair Romback discussed processes and asked about decision making. Commissioner McConnell asked if there was any way to encapsulate parking overflow restrictions. Principal Planner pointed out sections about deferred parking in the ordinance.

Commissioner Nahum asked about businesses asking for less than minimum parking. Principal Planner Shorkey said that he knew of no variances where a business had asked for less than required parking.

Commissioner Brooks asked if the Township has ever considered constructing a municipal parking lot. Principal Planner Shorkey said that it has not been considered and that would require a Board action and was beyond the scope of the Zoning Ordinance. Principal Planner Shorkey pointed out that shared parking agreements are allowed by the Parking Ordinance. Discussion about shared parking. Commissioner Shrewsbury discussed the ordinance update and the development process. Principal Planner Shorkey discussed the process and the difference between a site plan and a special use permit and involvement. Discussion.

Commissioner McConnell said that the only time he remembered people bringing up parking was for day cares. Commissioner Brooks asked if it was because the day cares were in a

neighborhood and people were noticed. Principal Planner Shorkey said yes and that they had seen a group day care application in the past couple years where parking was brought up during the public hearing. Commissioner Shrewsbury said that those issues seemed to be more about traffic flow than parking. Chair Romback said he wished to avoid such regulatory issues.

Principal Planner Shorkey said that the Planning Commission could continue to discuss the ordinance and would prepare a resolution when the Planning Commission was ready. Commissioner McConnell said that he was delighted that the CIA had discussed the ordinance and asked if the DDA could as well and suggested waiting until feedback is received. Commissioner Brooks discussed trends in development and suggested that he would like to discuss alternative ways of doing this. Principal Planner Shorkey asked for direction from the Planning Commission. Commissioner Brooks brought up shared parking and allowing developers to offload parking minimums in return for contributions to a shared parking fund. Principal Planner Shorkey said that was not possible without a variance. Chair Romback asked about a shared vision from the other committees and writing ordinances around that. Discussion about incentives.

Chair Romback discussed the framing of the parking ordinance. Commissioner Brooks said the frame is the Master Plan. Principal Planner Shorkey said that updating the parking minimums went toward some of the environmental goals in the Master Plan.

Principal Planner Shorkey asked what the Planning Commission wanted to do next. Chair Romback said to have another discussion at the April 13 meeting.

8. UNFINISHED BUSINESS (Moved to Item 7)

   A. REZ #26006 – Tekchandani

Principal Planner Shorkey opened the discussion and pointed out the resolution to recommend approval.

Chair Romback asked if the applicant had any comments. Hearing none, Chair Romback asked for a motion.

Vice-Chair McCurtis moved to adopt the resolution to recommend approval of Rezoning #26006 to rezone the Subject Property, approximately 0.5 acre in size (Subject Property) located at 2936 Jolly Road from C-1 (Commercial) to RB (Single-Family Residential), seconded by Commissioner Nahum. Motion passed unanimously.

9. OTHER BUSINESS

   A. Mass Timber Discussion

Principal Planner Shorkey opened the discussion and said that he had attended the CIA meeting on February 8th to discuss mass timber and the potential of incentivizing it for commercial developments.

Commissioner McConnell said that he recollected discussing Playmakers as a mass timber construction. Director Clark spoke and gave more background about mass timber projects and the benefits of mass timber construction.

Commissioner Brooks asked if mass timber takes up more space in a building. Commissioner Nahum said that one advantage is that you don't have to cover it with drywall. Commissioner Brooks asked about the building code requirements. Commissioner McConnell discuss incentives in PUD developments and asked about East Lansing's mass timber ordinance update. Principal Planner Shorkey said that East Lansing's ordinance was for extra stories in their downtown area and not directly translatable. Director Clark discussed East Lansing's ordinance. Principal Planner Shorkey discussed how mass timber could be added as an incentive to the PUD ordinances.

Commissioner Brooks asked about speed limits. Director Clark and Principal Planner Shorkey discussed traffic calming. After discussion, Commissioner McConnell said that he was delighted that the CIA was discussing the ordinance.

Principal Planner Shorkey asked the Planning Commission about next steps. Commissioner McConnell suggested PUD amenities. Chair Romback said that he would expect such a request to come from the business community. Principal Planner Shorkey said that no one is proposing to mandate mass timber construction. Director Clark discussed the CIA's thought process behind mass timber construction. Commissioner Nahum asked for more information and resources about mass timber construction. Commissioner Brooks asked if there are ordinance mechanisms that would restrain the ability to achieve the corridor vision. Principal Planner Shorkey said that he could look into that and asked for clarification.

Vice-Chair McCurtis said to keep it simple and give the Planning Commission a framework to work from. Commissioner Shrewsbury asked for locations where the Planning Commission would have leverage and said that there are certain amenities that developers tend to gravitate towards. Discussion about PUD incentives.

Principal Planner Shorkey said that Staff would return with an update and more discussion.

10. REPORTS AND ANNOUNCEMENTS

    a. Township Board Update

Principal Planner Shorkey said that the Tekchandani rezoning was moving forward at the next meeting. Commissioner Nahum said that the Board had approved the Central Park application. Discussion.

    b. Liaison Reports

Commissioner Nahum said that the ZBA did not meet in March.

Commissioner McConnell reported on the activities of the Environmental Commission.

Commissioner Brooks asked if he was still on the CIA and that he is not listed on the website. Principal Planner Shorkey said that the CIA does not have a seat for a Planning Commissioner and that Commissioner Brooks would be the representative if the CIA talks about anything relating to the Planning Commission.

11. PROJECT UPDATES

Principal Planner Shorkey pointed out the updated project report.

12. PUBLIC REMARKS

None

13. COMMISSIONER COMMENTS

Commissioner Romback suggested more restaurants on the Grand River corridor. Director Clark said that a new restaurant had opened at Grand River and Central Park Drive.

14. ADJOURNMENT

Chair Romback called for a motion to adjourn the meeting.

Commissioner McConnell moved to adjourn the March 23, 2026 regular meeting of the Planning Commission. Seconded by Vice-Chair McCurtis. Motion passed unanimously at 8:18.

From: Tim Schmitt
To: Brian Shorkey
Subject: FW: Chicken Ordinance Update
Date: Monday, March 30, 2026 11:29:47 AM

Can you make sure this gets to the Planning Commission as a correspondence?

Timothy R. Schmitt, *AICP*
Director of Community Planning and Development
schmitt@meridian.mi.us
W 517.853.4506
5151 Marsh Road | Okemos, MI 48864
meridian.mi.us

From: Ben Hoogerheide <[redacted]>
Sent: Monday, March 30, 2026 10:41 AM
To: Tim Schmitt <schmitt@meridian.mi.us>
Subject: Chicken Ordinance Update

> You don't often get email from [redacted]. Learn why this is important

Good morning Mr. Schmitt,

Would it be possible to forward this email to Mr. Nahum? I'm a resident in meridian township, and just had a few questions regarding the possible chicken ordinance update. If the change were to be accepted, what would the timeline be for that to take effect? Although not definitive yet, does it appear likely the change will go though?

I read through the meeting minutes, and saw the counterpoints regarding lot size, and the possibility that zone RB was non included intentionally. I've compiled a list of RA neighborhoods with lots smaller than ***some*** of those in RB. (Some of these do have restrictive HOA policies, but not the point being made)

Skyline Hills Subdivision
Brookfield Heritage Neighborhood
Keystone HOA
Hillbrook Subdivision
Woodside Estates
Wilkshire Subdivision
Strawberry Farm Estates
Among others

There is also Hiawatha Lake Subdivision, which is divided right through the middle of peoples' plots between RB and RA; which -to me- negates the "intentional" aspect of what is and isn't included.

If there's any additional information I could receive on this, I would greatly appreciate it. Hopefully this info is somewhat useful, as it would be wonderful for the "RB" pockets to have this opportunity.

Thank you for your time and attention,

Ben H.

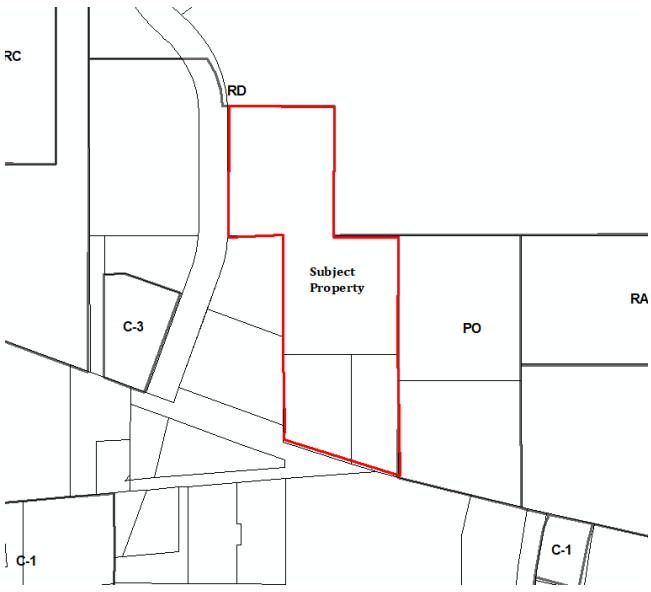
To: **Planning Commission**

From: **Brian Shorkey, Principal Planner**

Date: **April 13, 2026**

Re: **<u>Special Use Permit #26007 (Tailgaters)</u>, to construct a Tailgaters gas station and convenience store at 1614 and 1622 Grand River Avenue and a vacant parcel on Central Park Drive.**

Tailgaters Meridian LLC (Applicant) has submitted a Special Use Permit (SUP) application for the construction of a Tailgaters gas station, convenience store, and drive-thru restaurant at 1614 and 1622 Grand River Avenue, and a vacant parcel on Central Park Drive (Subject Property). The Subject Property was previously approved under an SUP for a recreational marijuana facility (SUP #24-23) on December 4, 2024. That SUP has since expired, and the property sold to the Applicant. The Subject Property is zoned C-2, Commercial. Gas stations and drive-thrus are special uses in the C-2 district.



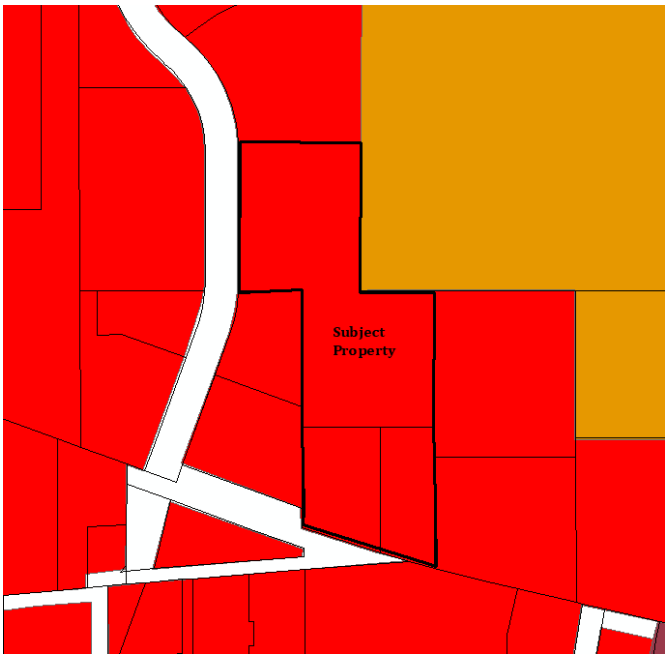
ZONING MAP

Zoning and Future Land Use

The Subject Property is located in the C-2, Commercial zoning district. The same zoning designation applies to the adjacent properties to the west and south. The property to the north is zoned RD, Multiple-Family Residential and contains the Grand Reserve development. The property to the east is zoned PO, Professional and Office and contains the Sparrow Okemos Medical Building.

The C-2 district requires a minimum of 100 feet of lot frontage and 4,000 square feet of lot area for new lots. The Subject Property consists of two parcels that together total approximately 2.4 acres in size. The Subject Property has a total of approximately 373 feet of frontage along Grand River Avenue.

The Future Land Use Map from the 2023 Master Plan designates the subject site in the Commercial category. The same designation applies to all adjacent properties, except for the property to the northeast, which is shown as Multi-Family Residential.



2023 FUTURE LAND USE

Staff Analysis
Applications for special land use permits are reviewed under Sec. 86-126 in the Zoning Ordinance. Based on that review, Staff has the following comments:

1. *The project is consistent with the intent and purposes of this chapter.*

   The uses proposed, a gas station, convenience store, and drive-thru restaurant, all exist in other locations in the Township under the C-2 zoning. Staff notes that if this is approved, this will be the first gas station on the north side of Grand River Avenue in this area of the Township

2. *The project is consistent with applicable land use policies contained in the Township's comprehensive development plan of current adoption.*

   The property is zoned appropriately and complies with the Future Land Use map and Master Plan.

3. *The project is designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such a use will not change the essential character of the same area.*

   The attached proposed site plan shows that the Applicant is complying with the dimensional requirements in the Township Zoning Ordinance. However, if the proposed site plan moves forward as drawn, two variances will be necessary for approval:

   1. The parking calculations on the proposed site plan indicate that there is a maximum of 54 parking spaces allowed. However, 92 spaces are proposed. First of all, the parking calculations do not include the required parking for the gas station, which requires one space for each bay and one for each employee on a shift. There are 16 bays shown, and it is assumed that two additional employees would be necessary for the operation of the gas station. The proposed development requires an additional 18 parking spots, for a maximum of 72 spaces. The Applicant will have to receive a variance from the Zoning Board of Appeals (ZBA) for the 20 extra parking spaces. The site plan erroneously states that the Planning Commission can waive the extra parking, and this note needs to be removed from the proposed site plan.

2. The standards for gas stations in the C-2 zone state that no more than 10 vehicle fueling stations are allowed. A fueling station is defined as each location at a gasoline pump where one motor vehicle may be fueled, meaning that each pump contains two stations. The proposed site plan shows eight pumps, resulting in 16 fuel stations. A variance will be required for the extra 6 fuel stations.

4. *The project will not adversely affect or be hazardous to existing neighboring uses.*

   The project is not expected to adversely affect or be hazardous to existing neighboring uses. All necessary wetland buffers are shown on the proposed site plan and are being ovserved.

5. *The project will not be detrimental to the economic welfare of surrounding properties or the community.*

   The project is not expected to be detrimental to the economic welfare of the surrounding properties or the community.

6. *The project is adequately served by public facilities, such as existing roads, schools, stormwater drainage, public safety, public transportation, and public recreation, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide any such service.*

   Vehicular Traffic
   The site fronts on Grand River Avenue, which is classified as a Principal Arterial on the Street Setbacks and Service Drives Map in the zoning ordinance. A 7-foot pedestrian pathway is located along the Subject Property's frontage.

   A traffic impact study is required for developments that are expected to generate more than 250 additional directional trips during the peak hour. The Applicant supplied a study that shows that no further study is required. The study does make the following recommendations:

   - A "No Left Turn" sign should be installed on the proposed driveway existing approach to Grand River Avenue.
   - The proposed driveway to Central Park Drive should include separate left-turn and right-turn exit lanes and a single entry lane.
   - A westbound right-turn taper is recommended at the proposed driveway to M-43 in lieu of a full right-turn lane as the movement operates as free flow and there is no anticipated queue. In addition, the driveway is located along a highly commercial corridor in an urban setting. The right-turn taper is recommended to be 130 feet long based on the existing 45 miles per hour speed limit.
   - MDOT should consider adjusting the existing signal timings at the M-43/Central Park Drive (Dobie Road) intersection to reduce delay and queuing for the southbound left-turn movement for existing conditions. Further adjustments may be needed once construction of the proposed development is complete and the site is fully operational.
   - The proposed driveways to M-43 and Central Park Drive should be designed and constructed per current MDOT and ICRC standards, as applicable.

The proposed site plan reflects these suggested improvements. Note that Grand River Avenue is under the jurisdiction of MDOT while Central Park Drive is under the jurisdiction of the Ingham County Road Department and that the traffic study will have to be approved by both of these agencies for site plan approval.

7. *The project is adequately served by public sanitation facilities if so designed. If on-site sanitation facilities for sewage disposal, potable water supply, and stormwater are proposed, they shall be properly designed and capable of handling the longterm needs of the proposed project.*

   The project is adequately served by public water. Potential stormwater impacts will be reviewed by the Ingham County Drain Commission during site plan review.

8. *The project will not involve uses, activities, processes, materials, and equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, or odors.*

   The project will not involve uses, activities, processes, materials, and equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, or odors.

9. *The project will not directly or indirectly have a substantial adverse impact on the natural resources of the Township, including, but not limited to, prime agricultural soils, water recharge areas, lakes, rivers, streams, major forests, wetlands, and wildlife areas.*

   The project is not expected to directly or indirectly have a substantial adverse impact on the natural resources of the Township, including, but not limited to, prime agricultural soils, water recharge areas, lakes, rivers, streams, major forests, wetlands, or wildlife areas. While the proposed site plan shows environmentally sensitive areas, it also shows that the proposed development does not affect them.

There are additional standards found in Sec. 86-404, C-2 Commercial District, for the regulation of gas stations.

1. *No gasoline service station shall have more than 10 vehicle fueling stations.*

   As noted above, the Applicant is proposing 16 fuel stations and will require a variance before site plan approval.

2. *Any building, gas island, air compressors, tire filling stations, vacuum cleaners, or similar equipment shall be set back a minimum of 300 feet from an abutting residential district line.*

   This requirement is met.

3. *Any building or structure shall be set back a minimum of 100 feet from the property line when adjacent to a child care center.*

   Not applicable.

4. *The site shall accommodate safe internal vehicle circulation.*

   The drive aisles are all at least 30 feet in width and meet our parking and circulation standards.

5. *Setbacks for vehicle fueling stations, and similar equipment, shall be a minimum of 20 feet from any right-of-way lines as specified in the Master Plan for Major Streets and Highways, Meridian Charter Township, Ingham County, Michigan. Gasoline pump islands, and similar equipment shall be a minimum of 25 feet from a side or rear property line.*

   This requirement is met.

6. *Off-street vehicle storage. No outdoor storage of wrecked or partially dismantled vehicles shall be permitted unless such vehicles are required to be temporarily stored for a period of time by police or court order. All such storage facilities shall be screened or shielded, in accordance with the special use permit.*

   This requirement is met.

7. *All activities, except routine maintenance performed at the fuel pump shall be carried on entirely within a building.*

   No maintenance facility is shown on the proposed site plan and this requirement is met.

8. *There shall be no outdoor displays of items for sale, such as tires, tractors, lawnmowers, or other materials, except that supplies intended to be provided to customers directly, such as oil or windshield washer fluid, may be displayed on the pump islands.*

   No outdoor storage areas are shown on the proposed site plan and no outdoor storage is planned.

9. *The extensive physical modification of vehicles shall not be permitted in a gasoline service station.*

   No maintenance facility is planned and this requirement is met.

10. *Storage of flammable products. Outside aboveground tanks for the storage of gasoline, oil or other inflammable liquids or gases for sale, other than liquefied petroleum gas, shall be prohibited at any gasoline service station.*

    No storage of flammable products or outdoor storage tanks are shown on the proposed site plan.

Based on the information provided by the Applicant, Staff has identified the amount of parking and the number of fueling stations as issues with the proposed site plan. Staff has no other major concerns that would negatively impact surrounding properties or the Township at large while reviewing the proposed Special Use Permit, as long as the development happens as proposed on the site plan. If the Special Use Permit for the project is approved by the Planning Commission, the applicant will be required to submit for Site Plan Review and/or any required building permits prior to beginning operations.

Planning Commission Options
The Planning Commission may recommend approval, approval with conditions, or denial of the proposed special use permit. A resolution will be provided at a future meeting.

Attachments
1. Proposed Site Plan, prepared by PEA Group

2. Traffic Impact Study, prepared by Progressive Companies
3. Exterior Elevations

TAILGATERS - MERIDIAN TOWNSHIP

GRAND RIVER AVENUE AND CENTRAL PARK DRIVE

MERIDIAN TOWNSHIP, INGHAM COUNTY, MICHIGAN

SITE DATA TABLE:

SITE AREA: ±6.85 ACRES

ZONING: C-4 COMMERCIAL

PROPOSED USE: RETAIL SALES AND SERVICE ESTABLISHMENT (9,810 SF)

BUILDING INFORMATION:
- MAXIMUM ALLOWABLE BUILDING HEIGHT = 30 FT.
- BUILDING FOOTPRINT AREA = 9,810 SF.

SETBACK REQUIREMENTS:	REQUIRED:	PROPOSED:
• FRONT BUILDING (SOUTH)	100'	131.82'
• SIDE YARD (EAST)	20'	130.27'
• SIDE YARD (WEST)	20'	104.14'
• REAR YARD (NORTH)	300'	310'

PARKING CALCULATIONS:

REQUIRED

COMMERCIAL CENTERS AND SHOPPING MALLS WITH A GFA LESS THAN 25,000 S.F. = 5 SPACES PER 1,000 S.F (MIN) TO 5.5 SPACES PER 1,000 S.F. (MAX)
- TOTAL REQUIRED PARKING = 50 SPACES (MIN) TO 54 SPACES (MAX)

PROPOSED
- TOTAL PROPOSED PARKING SPACES = 92 SPACES INC. 3 H/C SPACES

*ADDITIONAL PARKING IN EXCESS OF THE MAXIMUM SHALL REQUIRE APPROVAL FROM THE PLANNING COMMISSION .

DRIVE-UP USES, EXCEPT DRIVE-IN RESTAURANTS:

REQUIRED = IN ADDITION TO THE REQUIRED PARKING FOR THE PRINCIPAL USE, EACH DRIVE-UP LANE SHALL HAVE SUFFICIENT STACKING ROOM FOR 3 CARS. EACH STACKING SPACE SHALL MEASURE A MINIMUM OF 20 FEET IN LENGTH. A BYPASS LANE SHALL BE REQUIRED.

PROPOSED = 12 STACKING SPACES

BICYCLE PARKING CALCULATIONS:

REQUIRED = 1 SPACE PER 10 REQUIRED VEHICLE PARKING SPACES = 54/10 = 6 SPACE REQUIRED

PROPOSED = 6 SPACES

LOADING CALCULATIONS:

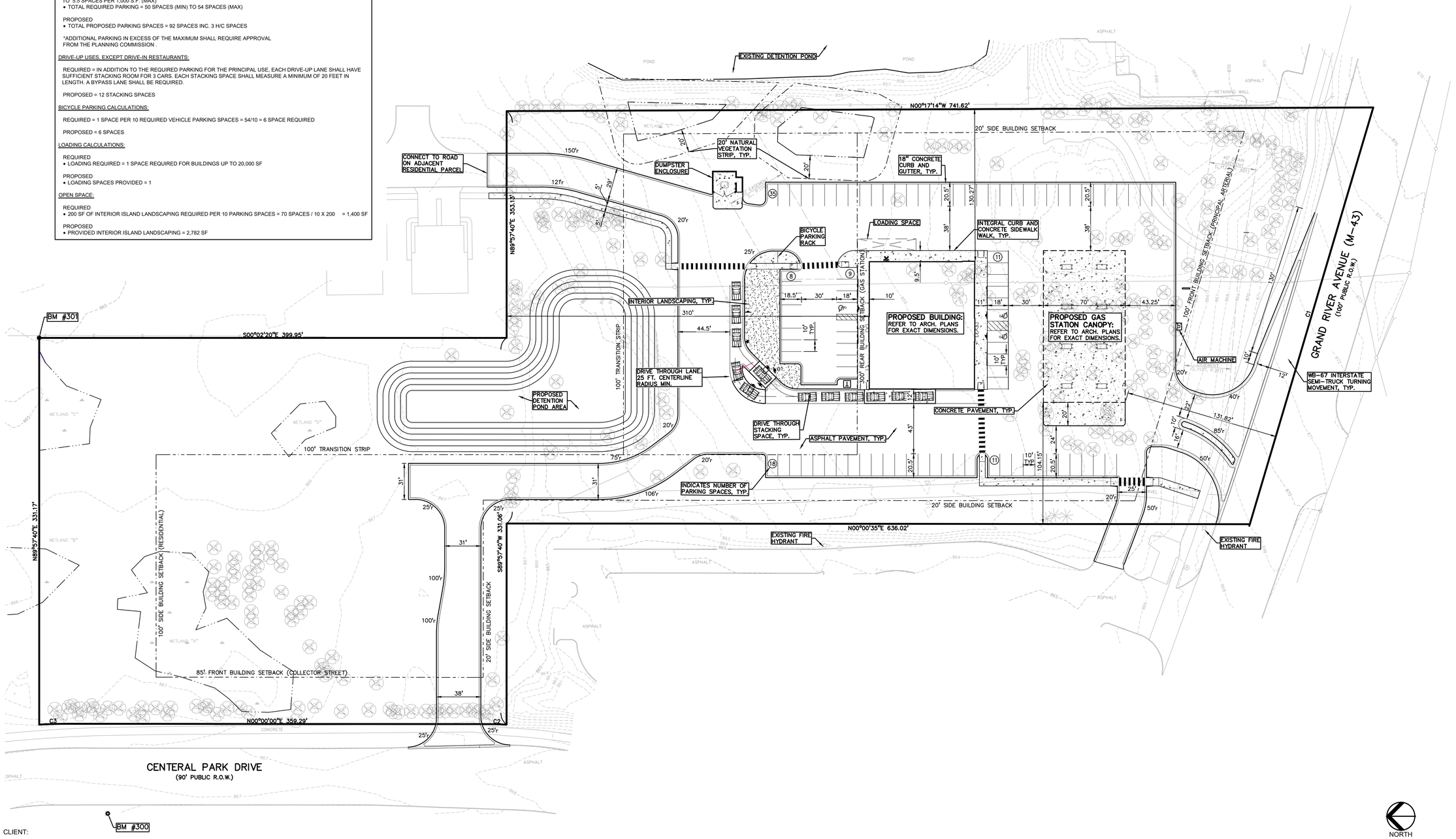
REQUIRED
- LOADING REQUIRED = 1 SPACE REQUIRED FOR BUILDINGS UP TO 20,000 SF

PROPOSED
- LOADING SPACES PROVIDED = 1

OPEN SPACE:

REQUIRED
- 200 SF OF INTERIOR ISLAND LANDSCAPING REQUIRED PER 10 PARKING SPACES = 70 SPACES / 10 X 200 = 1,400 SF

PROPOSED
- PROVIDED INTERIOR ISLAND LANDSCAPING = 2,782 SF



CLIENT:

TG PROPERTIES LLC

3450 OKEMOS ROAD

OKEMOS, MICHIGAN 48864

NORTH

SCALE: 1" = 40'

0 20 40 80

PEA GROUP

t: 844.813.2949

www.peagroup.com

PEA JOB NO. 25-1290

FEBRUARY 2, 2026

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TRAFFIC IMPACT STUDY
M-43 OKEMOS COVENIENCE STORE
MERIDIAN TOWNSHIP, MICHIGAN

Prepared for:

TG Properties Meridian LLC
Lansing, Michigan

Prepared by:

Progressive Companies
1811 4 Mile Road NE
Grand Rapids, MI 49525

LaCroix Traffic Engineering PLLC
Grand Rapids, MI

February 2026
Project No. 96430003

Traffic Impact Study – M-43 Okemos Convenience Store

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EXECUTIVE SUMMARY

Introduction

TG Properties Meridian LLC is proposing to develop a new convenience store and gas station site located on the north side of M-43 (Grand River Avenue) in Meridian Township, Michigan. The site is located at 1622 West Grand River Avenue.

The proposed plan calls for the development of an approximate 9,800-square-foot building consisting of a convenience market and fast-food restaurant with a drive through. The proposed gas station will have 16 fueling positions for passenger vehicles. Construction of the site is expected to be completed in 2027. Access to the site will be provided by one (1) full access driveway to Central Park Drive and one (1) limited access right-in/right-out/left-in driveway to M-43.

As part of the project approval process, the Michigan Department of Transportation (MDOT) and Ingham County Road Commission (ICRC) have requested a traffic impact study be prepared to quantify the impacts the project may have on the surrounding roadway network.

The purpose of this traffic impact study is to analyze the potential impacts of the planned development and identify what physical and/or operational roadway system improvements may be necessary to mitigate existing issues and/or impacts created by site traffic.

Pre-study coordination was completed with MDOT, ICRC, and Meridian Township staff to help identify the required study area, study parameters, and any specific areas of concern.

Study Area

The study area includes one (1) existing signalized intersection and one (1) unsignalized intersection, as listed below:

- M-43 at Central Park (Dobie Road)
- M-43 at Hamilton Road

Data Collection

Intersection turning movement counts were completed from 7:00 a.m.–7:00 p.m. on a typical weekday at the study area intersections in January 2026.

Analysis

Two (2) analysis scenarios were completed for the weekday morning and afternoon peak hours as part of the study as follows:

- Existing Conditions
- Future (2027) Conditions

An annual background traffic growth rate of 1.00% (one percent) was applied to the existing volumes to help reflect anticipated non-development traffic increases by the 2027 horizon year. In addition, traffic anticipated from the nearby Grand Reserve residential development was added to the roadway network.

Trip generation for the site was calculated for the typical weekday morning and afternoon peak hours based on the methods of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Twelfth Edition, published by ITE. Including pass-by trips, the site is expected to generate approximately 410 weekday morning peak hour vehicle trips (206 inbound, 204 outbound) and approximately 368 weekday afternoon peak hour trips (186 inbound, 182 outbound) onto the street system.

For the existing and future (2027) conditions, capacity analyses were performed to determine the impacts the site will have on the roadways and intersections within the study area.

Conclusions
Based on the analyses performed as part of this study, the proposed development will have minor impacts to the surrounding roadway network. The findings of this study are as follows:

Existing Conditions
The existing conditions capacity analyses show the signalized intersection at M-43/Central Park Drive (Dobie Road) is currently operating at an overall level of service (LoS) "C" during the morning and afternoon peak hours. All individual movements are currently operating at a LoS "D" or better during the morning and afternoon peak hours, except for the movement listed below:

- The southbound left-turn movement is currently operating at a LoS "F" during the afternoon peak hour with significant queuing. Field observations verified the existing queuing for this movement.

The controlled movements at the M-43/Hamilton Drive intersection are currently operating at a LoS "D" or better during the morning and afternoon peak hours.

Future (2027) Conditions
The results of the future (2027) capacity analysis show the signalized intersection at M-43/Central Park Drive (Dobie Road) is anticipated to operate at an overall LoS "C" during the morning peak hour and a LoS "D" during the afternoon peak hour. All individual movements are anticipated to operate at a LoS "D" or better during the morning and afternoon peak hours, except for the same movement as existing condition as listed below:

- The southbound left-turn movement is anticipated to continue operating at a LoS "F" during the afternoon peak hour with greater delay and additional queuing without any mitigation. Optimizing the signal timing at the intersection by shifting green time from M-43 to the southbound movements reduces the delay and queuing without significant impacts to M-43.

The controlled movements at the M-43/Hamilton Drive (Proposed Driveway) intersection are anticipated to operate at a LoS "D" or better during the morning and afternoon peak hours. The eastbound left-turn movement into the site is anticipated to operate at a LoS "A" during both peak hours, with 95th percentile queues of less than one (1) vehicle. The southbound right-turn movement exiting the site is anticipated to operate at LoS "B" during both peak hours, with 95th percentile queues of less than one (1) vehicle.

The controlled movements at the Central Park Drive/Proposed Driveway intersection are anticipated to operate at LoS "C" or better during the morning and afternoon peak hours. The southbound left-turn movement entering the site is anticipated to operate at LoS "A" during both peak hours, with 95th percentile queues of less than one (1) vehicle. The westbound approach exiting the site is anticipated to operate at LoS "B" during the morning peak hour and LoS "C" during the afternoon peak hour, with 95th percentile queues of approximately one (1) vehicle during the morning peak hour and two (2) vehicles during the afternoon peak hour.

The right-turn lane warrant analysis indicates a westbound right-turn lane/taper should be considered at the proposed site driveway to M-43.

Recommendations
The following recommendations are based on the analyses performed as part of this study and improve operations within the study area:

- A "No Left Turn" sign should be installed on the proposed driveway exiting approach to M-43.
- The proposed driveway to Central Park Drive should include separate left-turn and right-turn exit lanes and a single entry lane.

- A westbound right-turn taper is recommended at the proposed driveway to M-43 in lieu of a full right-turn lane as the movement operates as free flow and there is no anticipated queue. In addition, the driveway is located along a highly commercial corridor in an urban setting. The right-turn taper is recommended to be 130 feet long based on the existing 45 miles per hour speed limit.
- MDOT should consider adjusting the existing signal timings at the M-43/Central Park Drive (Dobie Road) intersection to reduce delay and queuing for the southbound left-turn movement for existing conditions. Further adjustments may be needed once construction of the proposed development is complete and the site is fully operational.
- The proposed driveways to M-43 and Central Park Drive should be designed and constructed per current MDOT and ICRC standards, as applicable.

CHAPTER 1
INTRODUCTION

TG Properties Meridian LLC is proposing to develop a new convenience store and gas station site located on the north side of M-43 (Grand River Avenue) in Meridian Township, Michigan. The site is located at 1622 West Grand River Avenue. Figure 1 shows the proposed location of the site.

The proposed plan calls for the development of an approximate 9,800-square-foot building consisting of a convenience market and fast-food restaurant with a drive through. The proposed gas station will have 16 fueling positions for passenger vehicles. Construction of the site is expected to be completed in 2027. Access to the site will be provided by one (1) full access driveway to Central Park Drive and one (1) limited access right-in/right-out/left-in driveway to M-43.

As part of the project approval process, the Michigan Department of Transportation (MDOT) and Ingham County Road Commission (ICRC) have requested a traffic impact study be prepared to quantify the impacts the project may have on the surrounding roadway network.

The purpose of this traffic impact study is to analyze the potential impacts of the planned development and identify what physical and/or operational roadway system improvements may be necessary to mitigate existing issues and/or impacts created by site traffic. Tasks undertaken to complete the analyses include:

1. Data Collection:
   Intersection turning movement counts were completed from 7:00 a.m.–7:00 p.m. on a typical weekday at the study area intersections in January 2026. Information regarding lane configurations, speed limits, traffic controls, and other related data for the study area roadways was also collected.

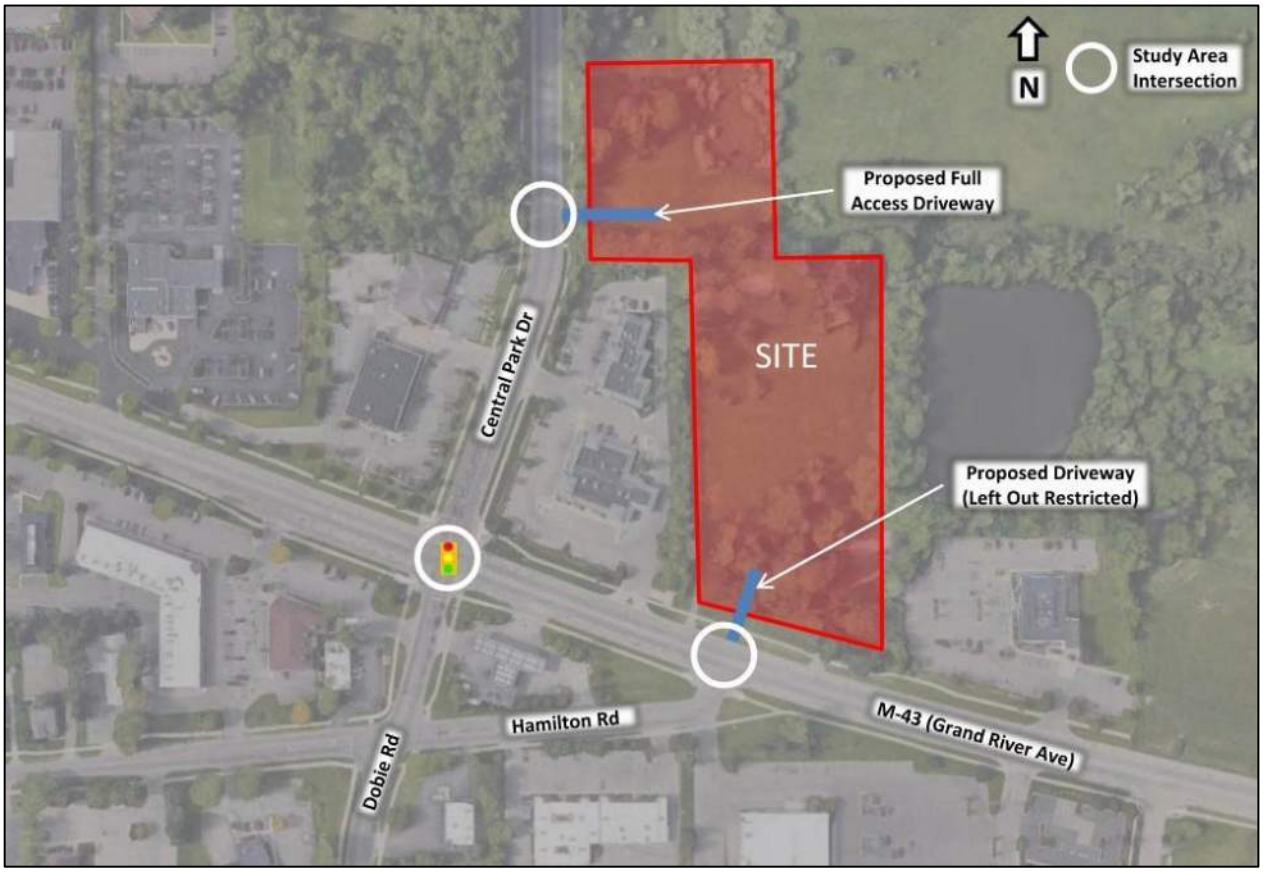


Figure 1. Location Map and Study Area

2. Background Growth:
   An annual background traffic growth rate of 1.00% (one percent) was applied to the existing volumes to help reflect anticipated non-development traffic increases by the 2027 horizon year. In addition, traffic anticipated from the nearby Grand Reserve residential development was added to the roadway network.

3. Trip Generation/Distribution:
   The number of trips the proposed development is expected to generate during peak hours were identified. These trips were then assigned to the adjacent street system based on the patterns followed by existing traffic and engineering judgment.

4. Levels of Service:
   Capacity calculations were completed at the study area intersections to identify existing and anticipated future peak hour operational characteristics.

5. Mitigation:
   Roadway/intersection improvements were identified, when applicable, that will enable the adjacent roadways and study area intersections to maintain equal and/or acceptable levels of operation under future conditions upon the addition of background traffic growth and/or due to development traffic.

Pre-study coordination was completed with MDOT, ICRC and Meridian Township (Township) staff to help identify the required study area, study parameters, and any specific areas of concern. The following chapters outline the results of analyses completed during the study process.

CHAPTER 2
EXISTING CONDITIONS

The first step in the identification of potential traffic impacts is to determine how well the adjacent streets are operating under current conditions. This chapter summarizes the data collection and existing operating conditions analysis procedures.

Key Study Area Roadways

M-43 (Grand River Avenue)

M-43 is a five (5)-lane roadway with two (2) travel lanes in each direction and a two (2)-way left-turn lane (TWLTL) within the study area. The speed limit along M-43 is 45 miles per hour (mph). Weekday 24-hour traffic volumes average approximately 12,400 vehicles per day east of Central Park Drive, based on data available on MDOT's website.

Westbound M-43 at Hamilton Road

Central Park Drive (Dobie Road)

Central Park Drive is a three (3)-lane roadway with one (1) travel lane in each direction and a two (2)-way left-turn lane (TWLTL) north of M-43. The speed limit along Central Park Drive is 35 mph. Weekday 24-hour traffic volumes average approximately 9,100 vehicles per day north of M-43, based on data available on MDOT's website.

Study Area

The study area includes one (1) existing signalized intersection and one (1) existing unsignalized intersection, as shown in Table 1.

Table 1. Existing Intersections

Intersection	Traffic Control	Cycle Length	
		A.M.	P.M.
M-43 / Central Park Drive (Dobie Road)	Signal	100	100
M-43 / Hamilton Road	Two-Way Stop	-	-

Source: Progressive Companies, February 2026

Data Collection

Intersection turning movement counts were completed from 7:00 a.m.–7:00 p.m. on a typical weekday at the study area intersections in January 2026. Figure 2 shows the existing morning and afternoon peak hour volumes at the study area intersections. Detailed printouts of the count reports are included in the Appendix.

These counts indicate the typical weekday morning peak hour generally occurs from 7:45 a.m. to 8:45 a.m. and the typical afternoon peak hour occurs from 4:30 p.m. to 5:30 p.m.

Existing Conditions Capacity Analysis
Intersection "level of service" (LoS) calculations were completed to evaluate the current operational efficiency of the study area intersections. These calculations were completed using techniques outlined in the *Highway Capacity Manual*, published by the Transportation Research Board. *Synchro*® traffic analysis software, Version 12, based on the *Highway Capacity Manual* methodologies, was used in the analysis.

Levels of service at signalized and unsignalized intersections relate to the delay, traffic volumes, and intersection geometry. Levels of service are expressed in a range from "A" to "F," with "A" denoting the highest or best operating conditions. Generally, a LoS "D" rating is considered the minimum acceptable service level for signalized and unsignalized intersections in most areas, although a LoS "E" or LoS "F" can be deemed as acceptable during the peak hours. The criteria for determining the LoS at signalized and unsignalized intersections are outlined in the Appendix of this report.

Table 2 and Figure 2 show the existing morning and afternoon peak hour levels of service at the study area intersections. Copies of the *Synchro*® analyses are included in the Appendix.

The signalized intersection at M-43/Central Park Drive (Dobie Road) is currently operating at an overall LoS "C" during the morning and afternoon peak hours. All individual movements are currently operating at a LoS "D" or better during the morning and afternoon peak hours, except for the movement listed below:

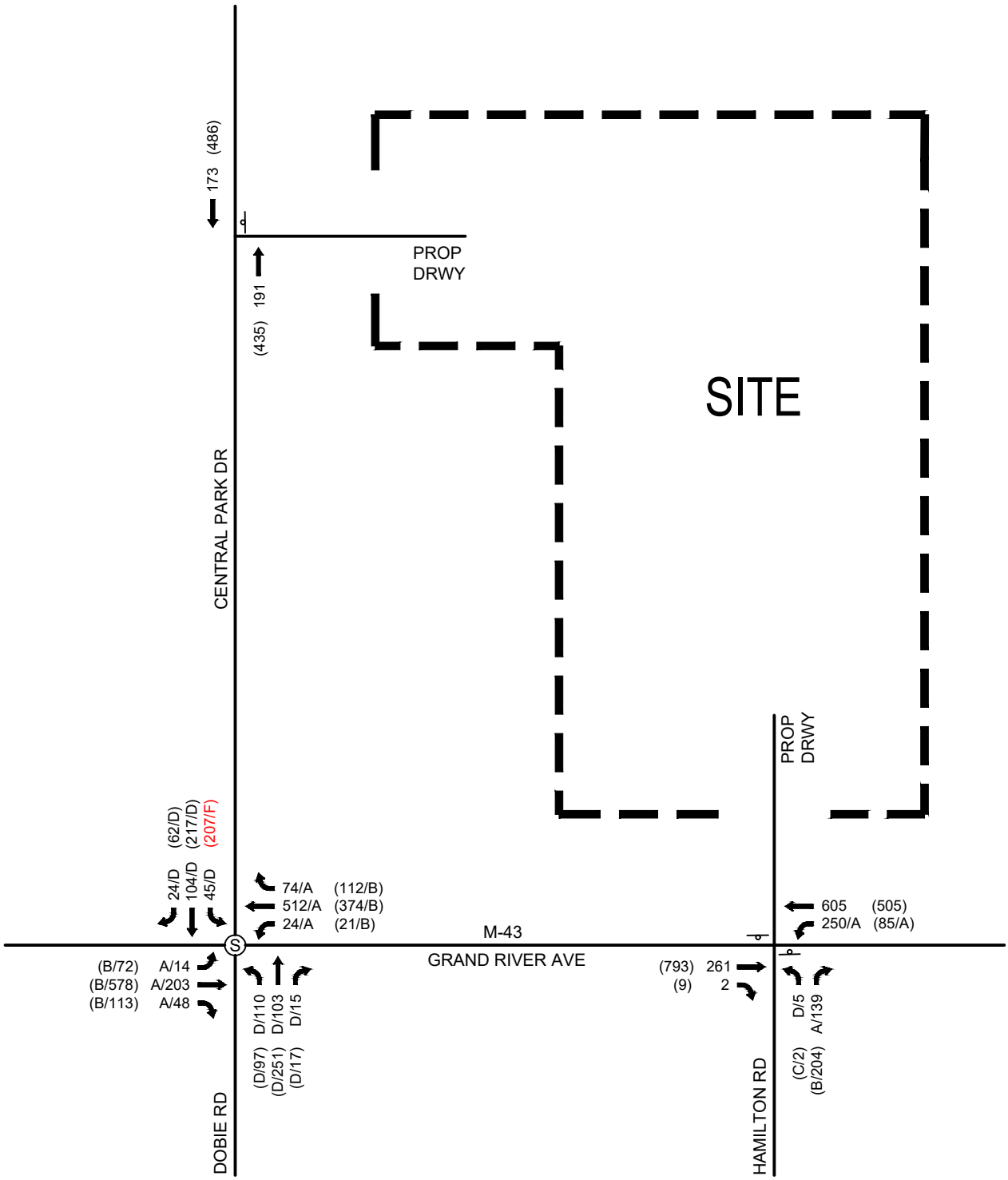
- The southbound left-turn movement is currently operating at a LoS "F" during the afternoon peak hour with significant queuing. Field observations verify the existing queuing for this movement.

The controlled movements at the M-43/Hamilton Drive intersection are currently operating at a LoS "D" or better during the morning and afternoon peak hours.

Table 2. Existing Levels of Service and Delay

Intersection / Movement	Existing Conditions			
	A.M.		P.M.	
	LoS	Delay(s)	LoS	Delay(s)
M-43 / Central Park Drive (Dobie Road)				
Overall	C	22.6	C	32.6
EBL	A	9.1	B	17.0
EBT	A	6.3	B	13.2
EBR	A	6.2	B	11.7
WBL	A	6.9	B	16.4
WBT/R	A	7.8	B	13.2
NBL	D	49.4	D	40.0
NBT/R	D	52.2	D	53.6
SBL	D	47.8	**F**	**97.2**
SBT	D	52.2	D	50.6
SBR	D	42.7	D	37.5
M-43 / Hamilton Road [1]				
NBL	D	26.7	C	17.0
NBR	A	9.5	B	10.4
WBL	A	8.2	A	9.3

[1]Unsignalized intersection, controlled movements shown.
Source: Progressive Companies, February 2026



M-43 OKEMOS CONVENIENCE STORE TRAFFIC IMPACT STUDY

LEGEND

XX (XX) = AM (PM)
A = LEVEL-OF-SERVICE
(S) = SIGNALIZED INTERSECTION
= STOP-CONTROLLED

EXISTING PEAK-HOUR VOLUMES
+ LEVELS-OF-SERVICE

N
No Scale

FIGURE
2

CHAPTER 3
FUTURE (2027) CONDITIONS

The purpose of this chapter is to summarize the anticipated future (2027) traffic conditions within the study area with background traffic growth and the proposed development traffic in place. These analyses provide the before/after comparison of future conditions and help define the timing and applicability of any potential roadway improvements necessary to mitigate the impact of the proposed development.

Background Traffic Volumes

An annual traffic growth rate was used to estimate background growth on study area roadways. An annual growth rate of 1.0% (one percent) was applied to the existing peak hour volumes to help determine the background (2027) peak hour volumes. This rate was based on previous studies performed in the vicinity of the proposed site.

In addition, trips anticipated from the Grand Reserve residential development located to the north of the proposed site were added at the study area intersections. As this development is currently under construction, it was assumed the development is approximately 50% (fifty percent) complete at the time of data collection. Therefore, 50% (fifty) of the traffic anticipated to be generated by this development was added to the study area intersections, based on a previous traffic study report prepared by Progressive Companies in August 2022. Copies of the trip generation graphics from this report are included in the Appendix.

A separate analysis of the background conditions was not performed as the results would be largely the same as existing conditions.

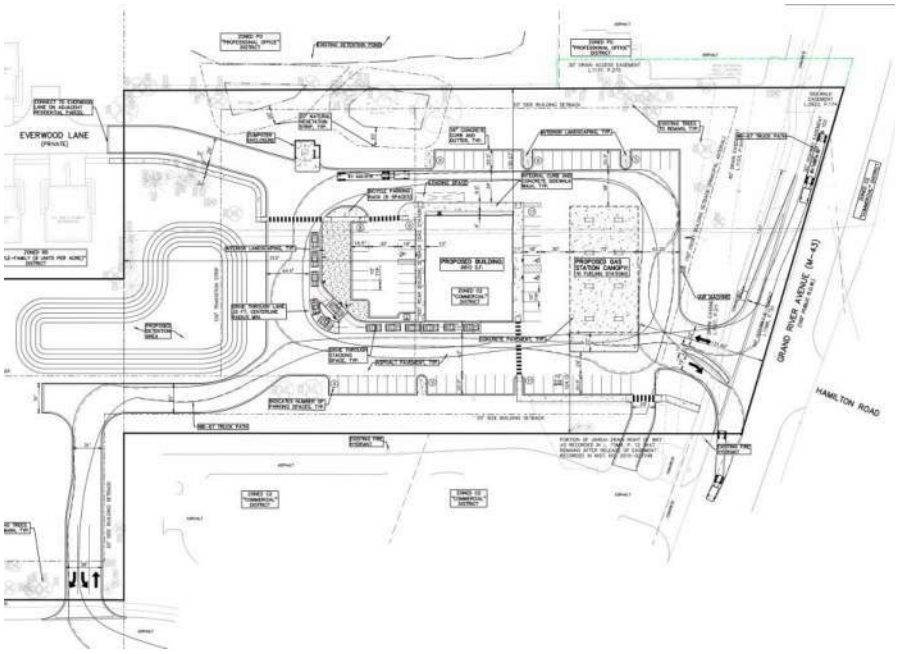
Proposed Development and Site Access

TG Properties Meridian LLC is proposing to develop a new convenience store and gas station site located on the north side of M-43 (Grand River Avenue) in Meridian Township, Michigan. The site is located at 1622 West Grand River Avenue.

The proposed plan calls for the development of an approximate 9,800-square-foot building consisting of a convenience market and fast-food restaurant with a drive through. The convenience market is planned to utilize approximately 6,800-square-feet of the building, while the remaining 3,000-square-feet will be utilized by the fast-food restaurant. The proposed gas station will have 16 fueling positions for passenger vehicles.

Construction of the site is expected to be completed in 2027.

Access to the site will be provided by one (1) full access driveway to Central Park Drive and one (1) limited access right-in/right-out/left-in driveway to M-43. In addition, the site will provide cross access to the retail site, located immediately to the west, and residential development, located immediately to the north.



Proposed Site Plan

Trip Generation

The *Trip Generation Manual*, Twelfth Edition, by ITE, was used to calculate the anticipated traffic that may be generated by the proposed site. In addition, these calculations were compared to data collected at a similar site, operated by the same owner, located in Holt, Michigan. Trips are measured individually for inbound and outbound movements; therefore, a visit to the site by an employee or visitor, for instance, generates two (2) trips – one (1) inbound and one (1) outbound. Based on the land use descriptions provided within the ITE *Trip Generation Manual*, the most applicable land uses for the proposed site are Gas Station with Convenience Market (Land Use Code 945) and Fast-Food Restaurant with Drive-Thru (Land Use Code 934).

The proposed site will capitalize on the high traffic volumes along M-43 and Central Park Drive by "capturing" customers passing by the location to/from work or other destinations. These trips are classified as "pass-by" trips since they are already on the roadway network and enter the site as they drive past. While pass-by trips do not add new trips to the roadway network, they add turning movements at the site driveways.

In addition to pass-by traffic reductions for the applicable land uses, the trip generation projections take into account internally captured or "shared" trips that are common to this type of development. A shared trip is one that visits more than one (1) use on the site (i.e. a customer that purchases fuel and visits the restaurant). This lessens the overall impact of a multiple-use site on the adjacent street system. The National Cooperative Highway Research Program (NCHRP) published Report 684 – *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. The current edition of the ITE Trip Generation handbook includes six (6) types of applicable uses for trip sharing: Office, retail, residential, restaurant, cinema, and hotel. The methodology has been incorporated into a spreadsheet model, which estimates the morning and afternoon internal peak hour trips by arrival and departure. The internal capture estimation tool worksheets are included in the Appendix. Based on the results of this analysis, it is anticipated approximately 13% (thirteen percent) percent of the morning peak hour trips and 15% (fifteen percent) of the afternoon peak hour trips would be considered internal trips.

Trips for the site were calculated for the typical weekday morning and afternoon peak hours. Table 3 shows the peak hour trips anticipated to be generated by the proposed development after full completion of the site. Including pass-by trips, the site is expected to generate approximately 410 weekday morning peak hour vehicle trips (206 inbound, 204 outbound) and approximately 368 weekday afternoon peak hour trips (186 inbound, 182 outbound) onto the street system.

Table 3. Weekday Morning and Afternoon Peak Hour Trip Generation Summary

Land Use	ITE Code	Size	A.M.		P.M.	
			Enter	Exit	Enter	Exit
Gas Station with Convenience Market	945	6,800 sft	186	185	169	168
Fast-Food Restaurant with Drive-Thru	934	3,000 sft	51	49	49	46
		Subtotal:	**237**	**234**	**218**	**214**
		Less internal capture[1]:	31	30	32	32
		Subtotal (trips at site driveways):	**206**	**204**	**186**	**182**
		Less pass-by trips[2]:	145	144	131	129
		Total new trips:	**61**	**60**	**55**	**53**

[1]Per ITE and NCHRP capture form, overall capture rates are 13% during morning peak hour and 12% during afternoon peak hour.
[2]ITE pass-by reduction percentages applied to commercial uses: 76% A.M./75% P.M. for Gas Station and 50% A.M./55% P.M. for Fast-Food Restaurant.
Source: ITE *Trip Generation Manual*, Twelfth Edition

Historical traffic data collected at an existing site operated by the same owner was utilized to compare the results of the above trip generation calculations. The site is located on Holt Road just west of the US-127 interchange in Delhi Township, Michigan.

Morning and afternoon peak hour turning movement counts were completed at the two (2) existing site driveways along Holt Road and College Road in October 2023. Table 4 shows a summary of the morning and afternoon peak hour entering and existing trips at the existing site. As shown, the existing site is generating a similar number of trips compared to the estimates provided in Table 3, utilizing the ITE methodology. Therefore, the number of trips estimated in Table 3 were utilized for the future conditions analyses completed as part of this study.

Table 4. Existing Site Trip Generation (Holt, Michigan)

Time Period	Existing Trips (Vehicles)		
	Enter	Exit	Total
A.M. Peak (7:30 a.m.–8:30 a.m.)	209	213	422
P.M. Peak (4:30 p.m.–5:30 p.m.)	159	156	315

Source: Progressive Companies, October 2023

Trip Distribution

The site's directional distribution for generated new trips was based on existing travel patterns and engineering judgment. Directional distribution to/from the proposed development for site-generated new trips is expected to be approximately as follows:

To/from M-43 east	30%	To/from Central Park Drive north	20%
To/from M-43 west	30%	To/from Dobie Road south	20%

Pass-by trips were assigned to the proposed site driveways based on the morning and afternoon peak hour volumes at the proposed driveway locations. While the site plan shows cross access with adjacent properties, no trips were assigned to these cross access locations to remain conservative in the analysis.

Based upon the above distribution patterns for new trips, existing traffic patterns for pass-by trips, and engineering judgment, the anticipated peak hour project traffic was assigned to the study area intersections. Figure 3 shows the total anticipated morning and afternoon peak hour trips for site-generated traffic upon full completion of the site.

The anticipated site trips were added to the background (2027) peak hour volumes to depict the estimated total future (2027) volumes during the morning and afternoon peak hours. Figure 4 shows the total anticipated future (2027) volumes.

Future (2027) Capacity Analysis (No Mitigation)

Intersection level of service calculations were completed to evaluate the future (2027) morning and afternoon peak hour conditions at the study area intersections, assuming the completion of the proposed project.

Table 5 and Figure 4 show the existing morning and afternoon peak hour levels of service at the study area intersections. Copies of the *Synchro*® analyses are included in the Appendix.

The signalized intersection at M-43/Central Park Drive (Dobie Road) is anticipated to operate at an overall LoS "C" during the morning peak hour and a LoS "D" during the afternoon peak hour. All individual movements are anticipated to operate at a LoS "D" or better during the morning and afternoon peak hours, except for the same movement as existing condition as listed below:

- The southbound left-turn movement is anticipated to continue operating at a LoS "F" during the afternoon peak hour, with greater delay and additional queuing without any mitigation.

The controlled movements at the M-43/Hamilton Drive (Proposed Driveway) intersection are anticipated to operate at a LoS "D" or better during the morning and afternoon peak hours. The eastbound left-turn movement into the site is anticipated to operate at a LoS "A" during both peak hours, with 95th percentile queues of less than one (1) vehicle. The southbound right-turn movement exiting the site is anticipated to operate at a LoS "B" during both peak hours, with 95th percentile queues of less than one (1) vehicle.

The controlled movements at the Central Park Drive/Proposed Driveway intersection are anticipated to operate at a LoS "C" or better during the morning and afternoon peak hours. The southbound left-turn movement entering the site is anticipated to operate at a LoS "A" during both peak hours, with 95th percentile queues of less than one (1) vehicle. The westbound approach exiting the site is anticipated to operate at a LoS "B" during the morning peak hour and a LoS "C" during the afternoon peak hour, with 95th percentile queues of approximately one (1) vehicle during the morning peak hour and two (2) vehicles during the afternoon peak hour.

Table 5. Future (2027) Levels of Service and Delay – No Mitigation

Intersection / Movement	Existing Conditions				Future (2027) Conditions No Mitigation			
	A.M.		P.M.		A.M.		P.M.	
	LoS	Delay(s)	LoS	Delay(s)	LoS	Delay(s)	LoS	Delay(s)
M-43 / Central Park Drive (Dobie Road)								
Overall	C	22.6	C	32.6	C	24.4	D	48.7
EBL	A	9.1	B	17.0	B	10.6	B	18.6
EBT	A	6.3	B	13.2	A	7.2	B	14.1
EBR	A	6.2	B	11.7	A	7.0	B	12.3
WBL	A	6.9	B	16.4	A	8.1	B	18.2
WBT/R	A	7.8	B	13.2	A	8.9	B	14.0
NBL	D	49.4	D	40.0	D	48.8	D	39.5
NBT/R	D	52.2	D	53.6	D	51.7	D	54.4
SBL	D	47.8	**F**	**97.2**	D	49.2	**F**	**211.2**
SBT	D	52.2	D	50.6	D	51.2	D	50.6
SBR	D	42.7	D	37.5	D	41.2	D	37.2
M-43 / Hamilton Road (Proposed Driveway)[1]								
NBL	D	26.7	C	17.0	D	28.8	C	22.9
NBR	A	9.5	B	10.4	A	9.5	B	10.4
EBL	-	-	-	-	A	9.3	A	9.0
WBL	A	8.2	A	9.3	A	8.3	A	9.4
SBR	-	-	-	-	B	11.5	B	10.7
Central Park Drive / Proposed Driveway [1]								
WB	-	-	-	-	B	12.1	C	21.7
SBL	-	-	-	-	A	7.7	A	8.7

[1]Unsignalized intersection, controlled movement(s)/approach(es) shown.
Source: Progressive Companies, February 2026

Turn Lane Warrant Analysis
Based on the volume of traffic anticipated to be generated by the proposed development and volume of traffic along M-43, a right-turn lane warrant was completed at the proposed driveway to M-43. This warrant was not applied at the driveway to Central Park Drive as the warrant does not apply to low-speed urban roadways. Left-turn lane warrants were not applied at either driveway as the existing two-way center-turn lanes (TWLTL) along both M-43 and Central Park Drive will serve as left-turn lanes into the proposed driveways.

Future turning movement volumes at the proposed site driveway to M-43 were utilized to apply MDOT guidelines for right-turn lanes and tapers contained within the "*Geometric Design Guidance*" manual. The warrant analyses indicates a right-turn lane/taper should be considered at the proposed site driveway to M-43. A turn lane warrant graph for the site driveway is included in the Appendix.

Future (2027) Mitigation Analysis
Based on the results of the existing and future conditions capacity analysis for the afternoon peak hour, the existing signal timings at the M-43/Central Park (Dobie Road) intersection were reviewed. The analysis was performed to determine if signal timing adjustments during the afternoon peak hour can reduce the delay and queuing for the southbound left-turn movement without significantly impacting other movements at the intersection.

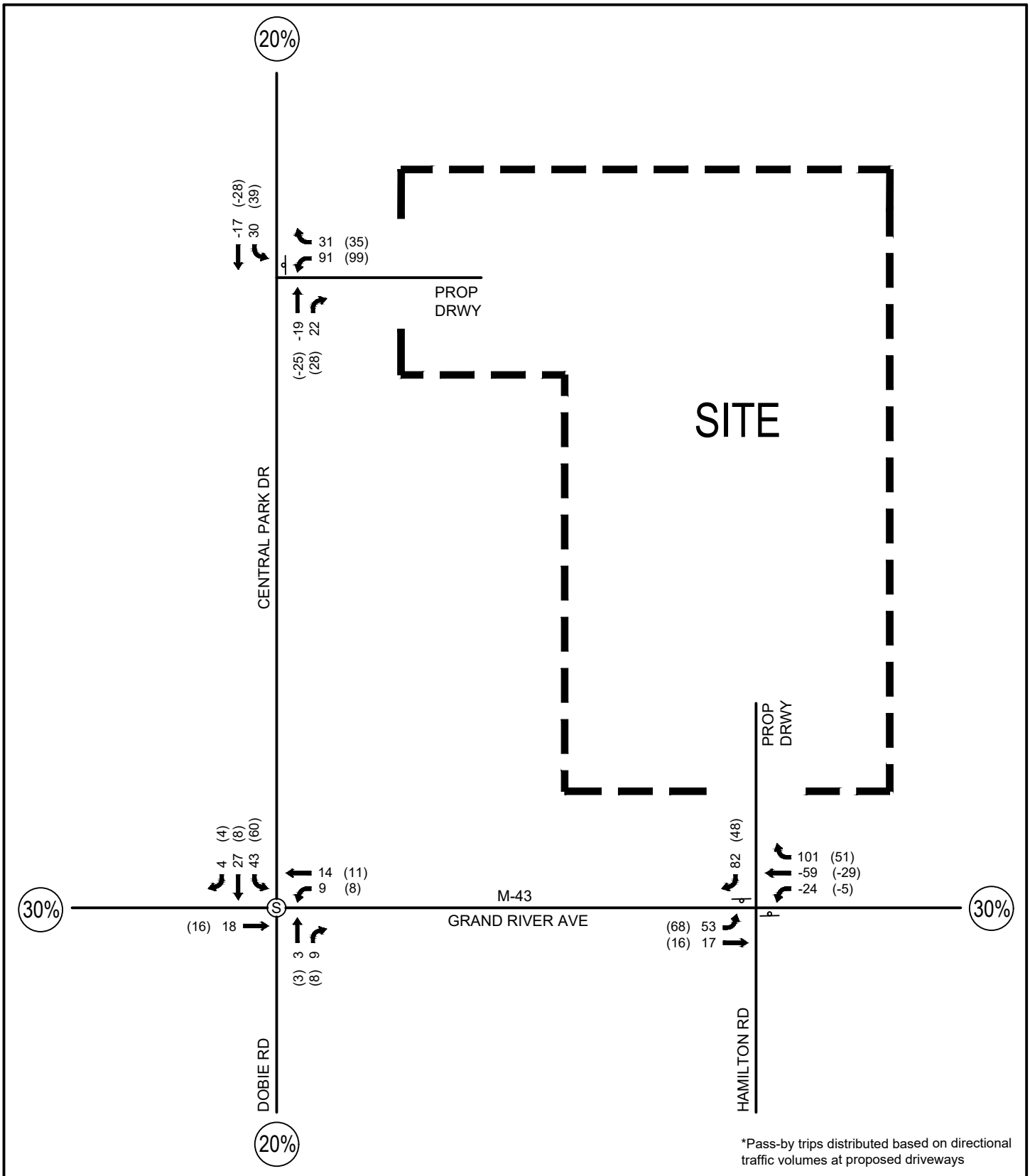
Table 6 shows the results of the future (2027) mitigation analysis that includes signal timing optimization at the M-43/Central Park (Dobie Road) intersection. The optimization resulted in approximately six (6) seconds of green time being shifted from M-43 to the southbound left-turn and southbound through movements. Detailed printouts of the existing and mitigated timings for the afternoon peak hour are included in the Appendix.

As shown in Table 6, optimizing the signal timings at the intersection will reduce the existing delay at the intersection under future (2027) conditions with the proposed development traffic.

Table 6. Future (2027) Levels of Service and Delay – Mitigation

Intersection / Movement	Existing Conditions		Future (2027) Conditions No Mitigation		Future (2027) Conditions Mitigation	
	P.M.		P.M.		P.M.	
	LoS	Delay(s)	LoS	Delay(s)	LoS	Delay(s)
M-43 / Central Park Dr (Dobie Rd)						
Overall	C	32.6	D	48.7	C	32.8
EBL	B	17.0	B	18.6	C	23.5
EBT	B	13.2	B	14.1	B	17.7
EBR	B	11.7	B	12.3	B	15.5
WBL	B	16.4	B	18.2	C	22.9
WBT/R	B	13.2	B	14.0	B	17.6
NBL	D	40.0	D	39.5	C	34.4
NBT/R	D	53.6	D	54.4	D	54.4
SBL	**F**	**97.2**	**F**	**211.2**	**E**	**67.2**
SBT	D	50.6	D	50.6	D	48.0
SBR	D	37.5	D	37.2	D	36.8

Source: Progressive Companies, February 2026



M-43 OKEMOS CONVENIENCE STORE TRAFFIC IMPACT STUDY

LEGEND

XX (XX) = AM (PM) GENERATED TRIPS

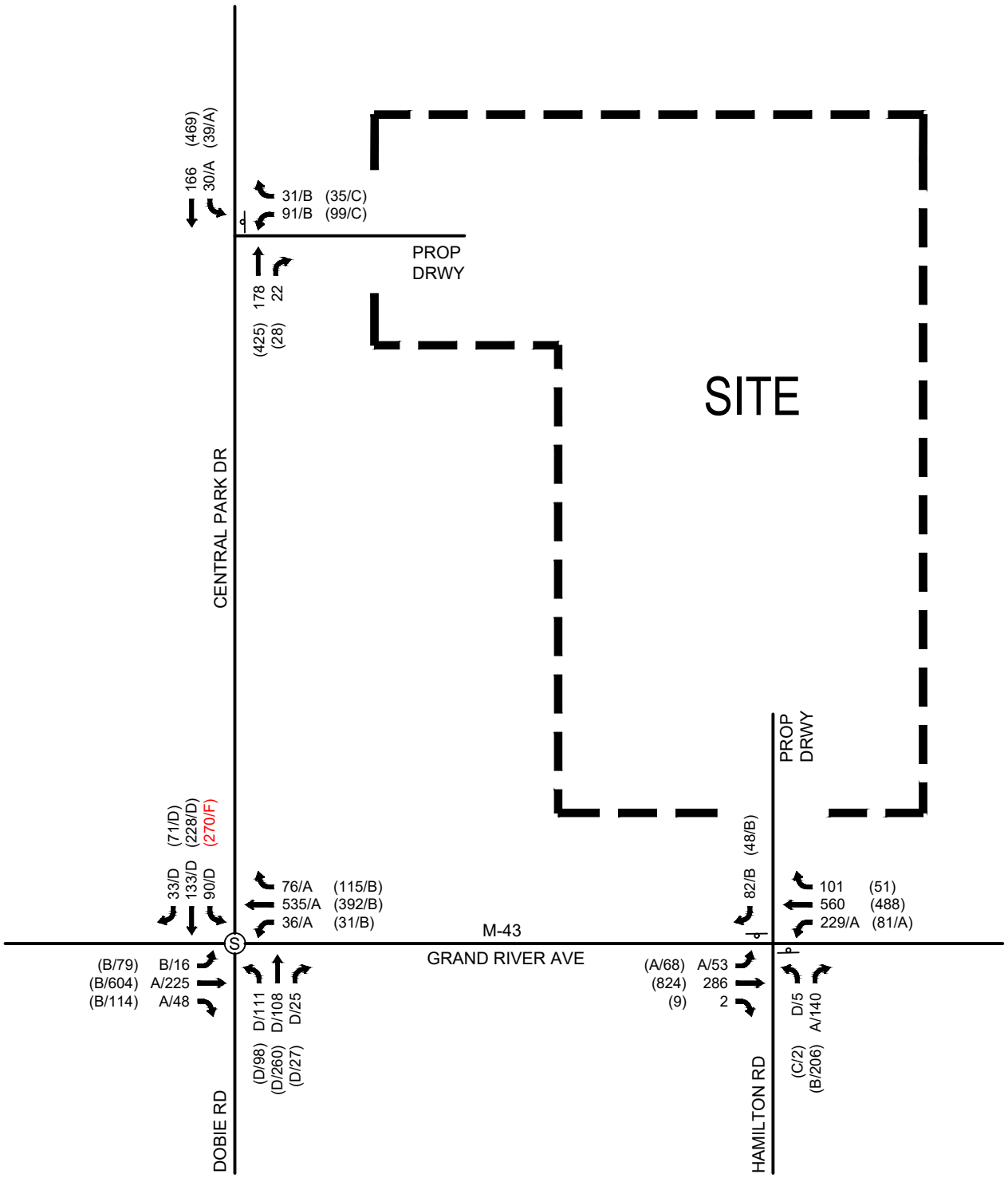
(X%) = DISTRIBUTION FOR NEW TRIPS

FUTURE (2025) TRIP DISTRIBUTION + TRAFFIC ASSIGNMENT

N

No Scale

FIGURE 3



M-43 OKEMOS CONVENIENCE STORE TRAFFIC IMPACT STUDY

LEGEND

XX (XX) = AM (PM)
A = LEVEL-OF-SERVICE
(S) = SIGNALIZED INTERSECTION
= STOP-CONTROLLED

FUTURE (2025) PEAK-HOUR VOLUMES
+ LEVELS-OF-SERVICE
(NO MITIGATION)

N
No Scale

FIGURE
4

CHAPTER 5
CONCLUSIONS AND RECOMMENDATIONS

This chapter summarizes the results of the analyses performed as part of the study. Recommendations to improve the surrounding roadway network are also presented.

Conclusions

Based on the analyses performed as part of this study, the proposed development will have minor impacts to the surrounding roadway network. The findings of this study are as follows:

Existing Conditions

The existing conditions capacity analyses show the signalized intersection at M-43/Central Park Drive (Dobie Road) is currently operating at an overall level of service (LoS) "C" during the morning and afternoon peak hours. All individual movements are currently operating at a LoS "D" or better during the morning and afternoon peak hours, except for the movement listed below:

- The southbound left-turn movement is currently operating at a LoS "F" during the afternoon peak hour with significant queuing. Field observations verified the existing queuing for this movement.

The controlled movements at the M-43/Hamilton Drive intersection are currently operating at a LoS "D" or better during the morning and afternoon peak hours.

Future (2027) Conditions

The results of the future (2027) capacity analysis show the signalized intersection at M-43/Central Park Drive (Dobie Road) is anticipated to operate at an overall LoS "C" during the morning peak hour and a LoS "D" during the afternoon peak hour. All individual movements are anticipated to operate at a LoS "D" or better during the morning and afternoon peak hours, except for the same movement as existing condition as listed below:

- The southbound left-turn movement is anticipated to continue operating at a LoS "F" during the afternoon peak hour with greater delay and additional queuing without any mitigation. Optimizing the signal timing at the intersection by shifting green time from M-43 to the southbound movements reduces the delay and queuing without significant impacts to M-43.

The controlled movements at the M-43/Hamilton Drive (Proposed Driveway) intersection are anticipated to operate at a LoS "D" or better during the morning and afternoon peak hours. The eastbound left-turn movement into the site is anticipated to operate at a LoS "A" during both peak hours, with 95th percentile queues of less than one (1) vehicle. The southbound right-turn movement exiting the site is anticipated to operate at a LoS "B" during both peak hours, with 95th percentile queues of less than one (1) vehicle.

The controlled movements at the Central Park Drive/Proposed Driveway intersection are anticipated to operate at a LoS "C" or better during the morning and afternoon peak hours. The southbound left-turn movement entering the site is anticipated to operate at a LoS "A" during both peak hours, with 95th percentile queues of less than one (1) vehicle. The westbound approach exiting the site is anticipated to operate at a LoS "B" during the morning peak hour and a LoS "C" during the afternoon peak hour, with 95th percentile queues of approximately one (1) vehicle during the morning peak hour and two (2) vehicles during the afternoon peak hour.

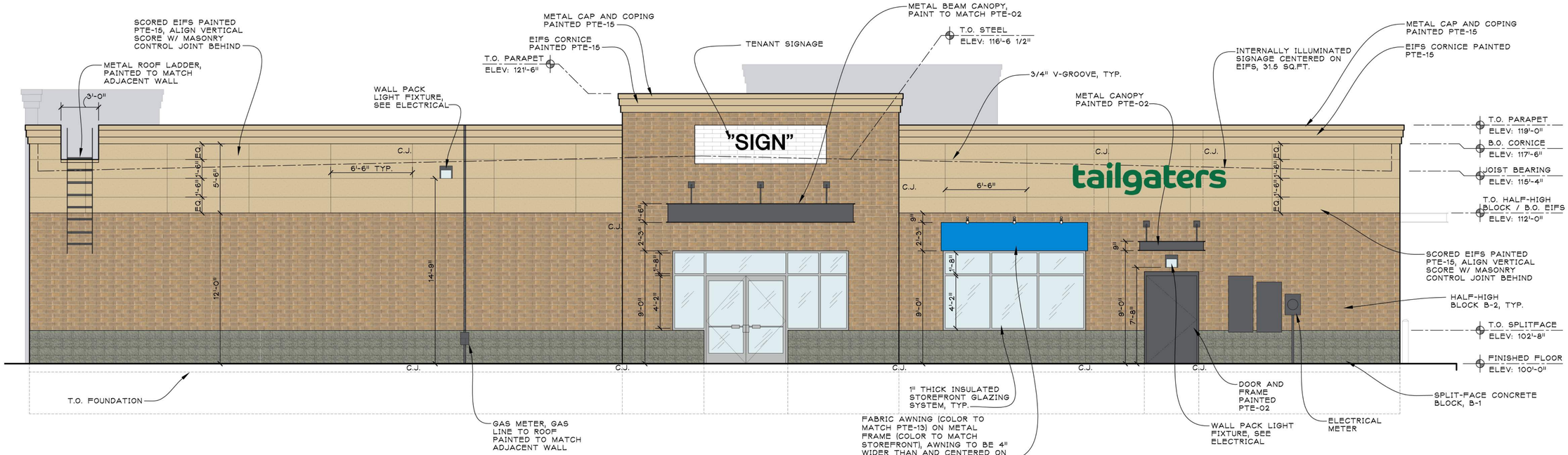
The right-turn lane warrant analysis indicates a westbound right-turn lane/taper should be considered at the proposed site driveway to M-43.

Recommendations

The following recommendations are based on the analyses performed as part of this study and improve operations within the study area:

- A "No Left Turn" sign should be installed on the proposed driveway exiting approach to M-43.

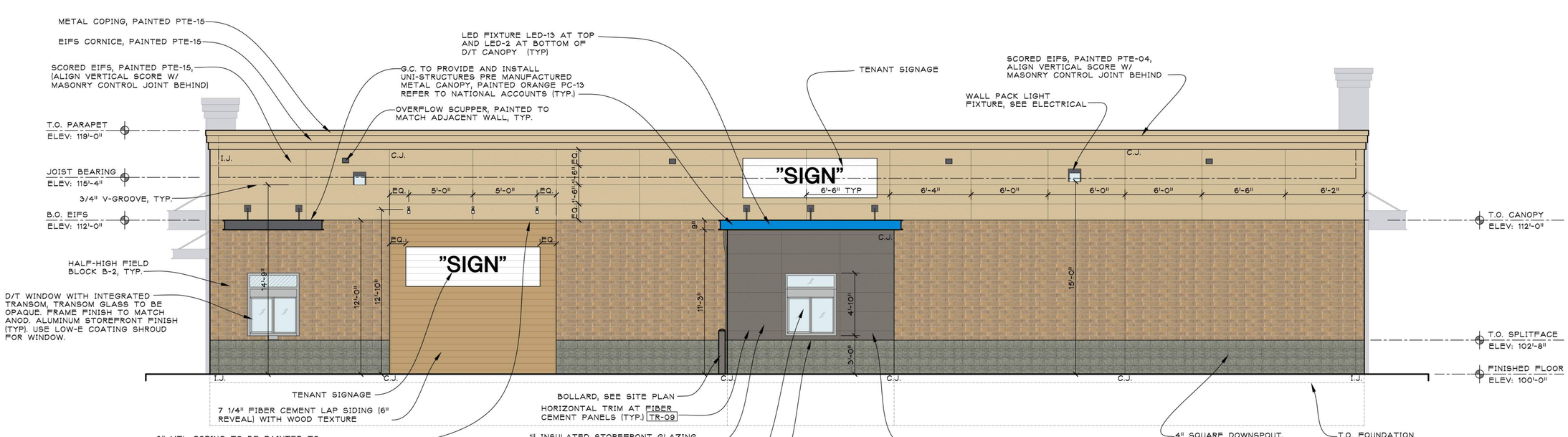
- The proposed driveway to Central Park Drive should include separate left-turn and right-turn exit lanes and a single entry lane.
- A westbound right-turn taper is recommended at the proposed driveway to M-43 in lieu of a full right-turn lane as the movement operates as free flow and there is no anticipated queue. In addition, the driveway is located along a highly commercial corridor in an urban setting. The right-turn taper is recommended to be 130 feet long based on the existing 45 miles per hour speed limit.
- MDOT should consider adjusting the existing signal timings at the M-43/Central Park Drive (Dobie Road) intersection to reduce delay and queuing for the southbound left-turn movement for existing conditions. Further adjustments may be needed once construction of the proposed development is complete and the site is fully operational.
- The proposed driveways to M-43 and Central Park Drive should be designed and constructed per current MDOT and ICRC standards, as applicable.



202
A200

EAST EXTERIOR ELEVATION

SCALE: 1/4" = 1'-0"



201
A200

NORTH EXTERIOR ELEVATION

SCALE: 1/4" = 1'-0"

INSTALL RECESSED KNOX BOX ON EXTERIOR WALL IF REQUIRED BY LOCAL FIRE DEPARTMENT. VERIFY WITH MUNICIPALITY AND CONTRACTOR ON SITE FOR LOCATION.

SEE EXTERIOR FINISH MATERIALS SCHEDULE ON A600

ARCHITECT:

jeffery a. scott architects p.c.

32316 grand river ave.
suite 200
farmington, mi 48336
248-476-8800
JSCOTTARCHITECTS.COM

SHEET TITLE:

EXTERIOR ELEVATIONS

PROJECT:

PROPOSED tailgaters CONVENIENCE STORE

MERIDIAN TWP, MI
PC#365904

ISSUED FOR:

SPA 02/24/2026

DO NOT SCALE PRINTS
USE FIGURED DIMENSIONS ONLY

JOB NO.

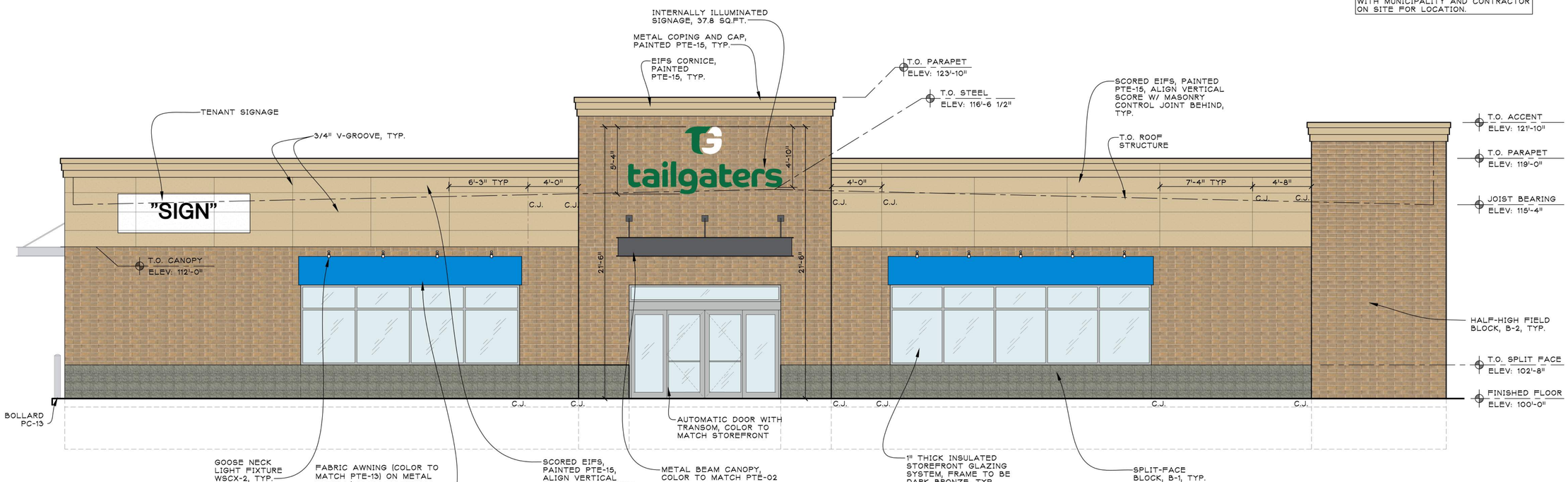
26022

SHEET NO.

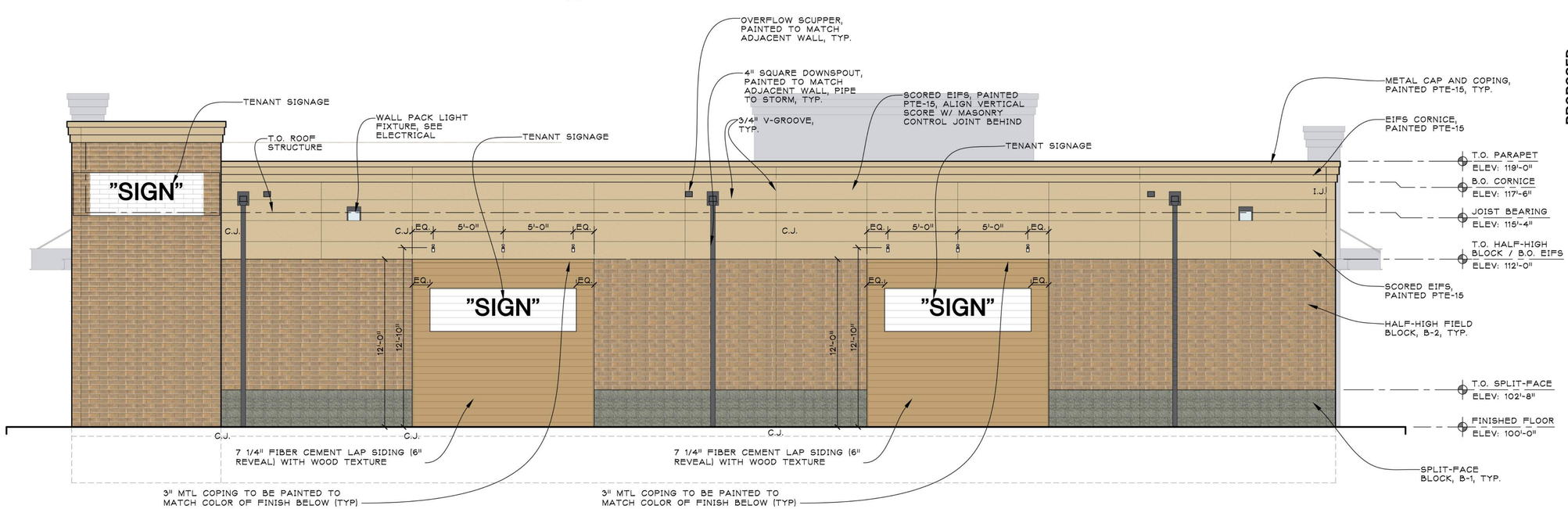
A200

PLOT SIZE: 24"X36"

INSTALL RECESSED KNOX BOX ON EXTERIOR WALL IF REQUIRED BY LOCAL FIRE DEPARTMENT. VERIFY WITH MUNICIPALITY AND CONTRACTOR ON SITE FOR LOCATION.



204 / A201 **WEST EXTERIOR ELEVATION**
SCALE: 1/4" = 1'-0"



203 / A201 **SOUTH EXTERIOR ELEVATION**
SCALE: 1/4" = 1'-0"

SEE EXTERIOR FINISH MATERIALS SCHEDULE ON A600

ARCHITECT:
jeffery a. scott architects p.c.
32316 grand river ave.
suite 200
farmington, mi 48336
248-476-8800
JSCOTTARCHITECTS.COM

PROPOSED
tailgaters
CONVENIENCE STORE
MERIDIAN TWP, MI
PC#365904

ISSUED FOR:
SPA 02/24/2026

SHEET TITLE:
EXTERIOR ELEVATIONS

DO NOT SCALE PRINTS
USE FIGURED DIMENSIONS ONLY

JOB NO.
26022

SHEET NO.
A201

PLOT SIZE: 24"X36"

To: **Planning Commission**

From: **Brian Shorkey, Principal Planner**

Date: **April 13, 2026**

Re: **ZA #26002 – Backyard Chicken Ordinance Update**

Chickens on single-family lots are regulated under Sec. 86-368(a)(8) in the zoning ordinance. The Township Board has asked the Planning Commission to look at our chicken ordinance to potentially update the language. Staff discussed this item with the Planning Commission at their regular meetings on January 26, 2026 and February 9, 2026.

The Planning Commission has indicated support for allowing chickens in the RB and RX districts and for defining regulable chickens and rabbits. Staff has added language about the minimum age of backyard chickens and rabbits and has added the RB and RX districts to the areas where backyard chickens and rabbits are allowed.

Staff has prepared the draft redlines and clean resolutions attached to this memo. Staff looks forward to discussing this with the Planning Commission.

Attachments

1. Backyard Chicken Ordinance Update Draft – Redlined
2. Backyard Chicken Ordinance Update Draft – Clean

ORDINANCE NO. 2026-01

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CHARTER TOWNSHIP OF MERIDIAN AT ARTICLE IV, DISTRICT REGULATIONS, TO UPDATE THE STANDARDS FOR THE REGULATION OF CHICKENS IN SINGLE-FAMILY RESIDENTIAL DISTRICTS

THE CHARTER TOWNSHIP OF MERIDIAN ORDAINS:

Section ~~1~~2. Section 86-368(b)(8), RR District: One-Family Rural Residential District, is hereby amended to read as follows:

Raising and keeping of chickens and rabbits as nonagricultural use. Male chickens, also known as roosters, are permitted by right only on parcels exceeding five (5) total acres. Roosters are not permitted on parcels within the Urban Services Boundary.

The raising and keeping of chickens and rabbits accessory only to one-family dwellings in the RAAA, RAA, ~~and~~ RA, RB, and RX zoning districts is subject to the following requirements:

a. Registration.

1. Prior to the raising and keeping of chickens and rabbits on any property under this section, the property shall be registered with the Department of Community Planning and Development.
2. Only an individual living in a dwelling on the property shall raise or keep chickens and rabbits on the property. A registration may not be transferred.
3. Notwithstanding registering with the Township, private restrictions on the use of property shall remain enforceable and take precedence over the registration. Private restrictions include, but are not limited to, deed restrictions, condominium master deed restrictions, neighborhood association bylaws, and covenant deeds. The interpretation and enforcement of the private restriction is the sole responsibility of the private parties involved.

b. Standards. In addition to registering with the Township, the raising and keeping of chickens and rabbits accessory only to one-family dwellings in the RAAA, RAA, ~~and~~ RA, RB, and RX zoning districts shall comply with the following standards:

1. In no case shall the maximum number of chickens and rabbits in any combination exceed four. Only chickens of egg laying age and/or rabbits older than three months shall apply to this ordinance.
2. Roosters shall not be allowed.
3. The sale of chickens, rabbits and eggs on the property is prohibited.
4. Chickens and rabbits shall not be kept in any location on the property other than in the rear yard as defined by the zoning ordinance.
5. Chickens and rabbits shall be provided with a covered structure and must be kept in the covered structure or an adjoining fenced area at all times. Covered structures and fenced areas used for the raising and keeping of chickens and rabbits are subject to all provisions of Chapter **86** (zoning), except the covered structure and fenced area shall be set back a minimum of 10 feet from a side or rear lot line and structures propose for reverse

frontage lots shall be located no closer than 30 feet to the right-of-way of the designated rear yard.

6. All structures for the raising and keeping of chickens and rabbits shall be constructed so as to prevent rodents or other animals from being harbored underneath, within, or within the walls of the structure.
7. All feed and other items associated with the raising and keeping of chickens and rabbits shall be kept in containers or otherwise protected so as to prevent access to or contact with rodents or other animals.
8. The covered structure used to house the chickens and rabbits and any fenced area shall be kept in a sanitary condition.
9. This section shall not regulate the keeping of chickens in those areas zoned RR (Rural Residential) or AG (Agricultural) where the raising of chickens is a permitted use when conducted in compliance with the Michigan Right to Farm Act and the generally accepted agricultural and management practices promulgated therein.

Section X. Validity and Severability. The provisions of this Ordinance are severable and the invalidity of any phrase, clause or part of this Ordinance shall not affect the validity or effectiveness of the remainder of the Ordinance.

Section X. Repealer Clause. All ordinances or parts of ordinances in conflict therewith are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

Section X. Savings Clause. This Ordinance does not affect rights and duties matured, penalties that were incurred, and proceedings that were begun, before its effective date.

Section X. Effective Date. This Ordinance shall be effective seven (7) days after its publication or upon such later date as may be required under Section 402 of the Michigan Zoning Enabling Act (MCL 125.3402) after filing of a notice of intent to file a petition for a referendum.

ADOPTED by the Charter Township of Meridian Board at its regular meeting this **XXth** day of **XXXXXXX**, 2025.

_____
Scott Hendrickson, Township Supervisor

_____
Angela Demas, Township Clerk

ORDINANCE NO. 2026-01

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CHARTER TOWNSHIP OF MERIDIAN AT ARTICLE IV, DISTRICT REGULATIONS, TO UPDATE THE STANDARDS FOR THE REGULATION OF CHICKENS IN SINGLE-FAMILY RESIDENTIAL DISTRICTS

THE CHARTER TOWNSHIP OF MERIDIAN ORDAINS:

Section 2. Section 86-368(b)(8), RR District: One-Family Rural Residential District, is hereby amended to read as follows:

Raising and keeping of chickens and rabbits as nonagricultural use. Male chickens, also known as roosters, are permitted by right only on parcels exceeding five (5) total acres. Roosters are not permitted on parcels within the Urban Services Boundary.

The raising and keeping of chickens and rabbits accessory only to one-family dwellings in the RAAA, RAA, RA, RB, and RX zoning districts is subject to the following requirements:

a. Registration.

    1. Prior to the raising and keeping of chickens and rabbits on any property under this section, the property shall be registered with the Department of Community Planning and Development.
    2. Only an individual living in a dwelling on the property shall raise or keep chickens and rabbits on the property. A registration may not be transferred.
    3. Notwithstanding registering with the Township, private restrictions on the use of property shall remain enforceable and take precedence over the registration. Private restrictions include, but are not limited to, deed restrictions, condominium master deed restrictions, neighborhood association bylaws, and covenant deeds. The interpretation and enforcement of the private restriction is the sole responsibility of the private parties involved.

b. Standards. In addition to registering with the Township, the raising and keeping of chickens and rabbits accessory only to one-family dwellings in the RAAA, RAA, RA, RB, and RX zoning districts shall comply with the following standards:

    1. In no case shall the maximum number of chickens and rabbits in any combination exceed four. Only chickens of egg laying age and/or rabbits older than three months shall apply to this ordinance.
    2. Roosters shall not be allowed.
    3. The sale of chickens, rabbits and eggs on the property is prohibited.
    4. Chickens and rabbits shall not be kept in any location on the property other than in the rear yard as defined by the zoning ordinance.
    5. Chickens and rabbits shall be provided with a covered structure and must be kept in the covered structure or an adjoining fenced area at all times. Covered structures and fenced areas used for the raising and keeping of chickens and rabbits are subject to all provisions of Chapter **86** (zoning), except the covered structure and fenced area shall be set back a minimum of 10 feet from a side or rear lot line and structures propose for reverse

frontage lots shall be located no closer than 30 feet to the right-of-way of the designated rear yard.

6. All structures for the raising and keeping of chickens and rabbits shall be constructed so as to prevent rodents or other animals from being harbored underneath, within, or within the walls of the structure.
7. All feed and other items associated with the raising and keeping of chickens and rabbits shall be kept in containers or otherwise protected so as to prevent access to or contact with rodents or other animals.
8. The covered structure used to house the chickens and rabbits and any fenced area shall be kept in a sanitary condition.
9. This section shall not regulate the keeping of chickens in those areas zoned RR (Rural Residential) or AG (Agricultural) where the raising of chickens is a permitted use when conducted in compliance with the Michigan Right to Farm Act and the generally accepted agricultural and management practices promulgated therein.

Section X. Validity and Severability. The provisions of this Ordinance are severable and the invalidity of any phrase, clause or part of this Ordinance shall not affect the validity or effectiveness of the remainder of the Ordinance.

Section X. Repealer Clause. All ordinances or parts of ordinances in conflict therewith are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

Section X. Savings Clause. This Ordinance does not affect rights and duties matured, penalties that were incurred, and proceedings that were begun, before its effective date.

Section X. Effective Date. This Ordinance shall be effective seven (7) days after its publication or upon such later date as may be required under Section 402 of the Michigan Zoning Enabling Act (MCL 125.3402) after filing of a notice of intent to file a petition for a referendum.

ADOPTED by the Charter Township of Meridian Board at its regular meeting this **XXth** day of **XXXXXXX**, 2025.

_____
Scott Hendrickson, Township Supervisor

_____
Angela Demas, Township Clerk

To: **Planning Commission**

From: **Brian Shorkey, Principal Planner**

Date: **April 13, 2026**

Re: **ZA #26001 – Parking Ordinance Update**

Staff has discussed the progress made with the update on Article VIII – Off-Street Parking and Loading in the Zoning Ordinance with the Planning Commission. Planning Staff introduced drafts of the Off-Street Parking ordinance updates at their regular meetings on January 12, 2026, January 26, 2026, and February 9, 2026. The public hearing for ZA #26001 was held on March 23, 2026. At that time, Staff suggested options for the language regarding the proposed 20% maximum overage for parking spaces, found in Sec. 86-751(b) in the draft ordinance. The Planning Commission deferred the usual straw poll vote on the ordinance update until a further meeting and asked Staff to look into and/or answer the following questions:

1. Parking Minimums

The Planning Commission discussed parking minimums several times over the course of discussions, including at the public hearing. Parking minimums were completely updated in 2025 by the Planning Commission and the Township Board (Zoning Amendment #2025-04). There is no case in recent memory where a business has asked for a variance to construct less parking than required by our minimums. No further changes to our parking minimums are proposed and at this time, none seem to be necessary.

2. Shared Parking

The Planning Commission discussed different sorts of shared parking, including the possibility of municipal lots and parking funds. The Parking Ordinance allows for shared parking and nothing in the ordinance prohibits such arrangements. The ideas of municipal parking and parking funds are Board level policy decisions and beyond the scope of the Parking Ordinance.

3. Parking Maximums

The question of what, if any, the parking maximum number should be has been discussed at several meetings, including the public hearing. At this time, the Corridor Improvement Authority has taken a position opposing a parking maximum. Since then, Staff attended the Downtown Development Authority (DDA) meeting on April 6, 2026. The DDA also expressed concerns about a parking maximum.

CIA and DDA members raised the following points:

- Initiating a parking maximum will increase the number of variances, elongating the time for approvals.
- A new parking maximum will create several non-conforming uses
- Developers and business people generally know how much traffic to expect and are capable of determining how much parking they need.
- A developer may wish to construct extra parking in case of future expansion.

- If the proposed maximum is to address environmental issues, there are already stringent environmental regulations for developers to comply with, including those of the Drain Commission's office.
- A business may have mandatory parking requirements based on other regulatory requirements. A parking maximum may conflict with those requirements.

Staff has noted that several commercial developments, including retail uses, fall under a general commercial category in the Schedule of Requirements table. Parking minimums for these uses already have a parking maximum and no further requirement is needed:

For businesses with a gross floor area (GFA) less than 25,000 square feet	5 spaces per 1,000 square feet (minimum) to 5 1/2 spaces per 1,000 square feet (maximum)
For businesses with a gross floor area (GFA) equal to or greater than 25,000 square feet	4 spaces per 1,000 square feet (minimum) to 4 1/2 spaces per 1,000 square feet (maximum)

4. <u>Master Plan</u>

The Planning Commission asked about how the draft parking ordinance update is framed by the Master Plan. Staff had looked at the Goals and Objectives and the Implementation Ideas in the Master Plan and suggests that the Parking Ordinance update is supported by the Master Plan. Consider the following points:

- The Parking Ordinance update proposes EV charging station language.
- The Parking Ordinance update assists future developers with infill development by modernizing language for such things as shared and deferred parking.
- In working toward the goal of eliminating inflexible or obsolete zoning regulations, there are several technical updates in the Parking Ordinance update that streamline and modernize requirements.

Staff has no other comments about the draft ordinance and looks forward to discussing it with the Planning Commission.

Attachments

1. Parking Ordinance Update – Redlined
2. Parking Ordinance Update – Clean

ORDINANCE NO. 2026-XX

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CHARTER TOWNSHIP OF MERIDIAN AT ARTICLE VIII, OFF-STREET PARKING AND LOADING, TO UPDATE THE STANDARDS FOR ALL ZONING DISTRICTS

THE CHARTER TOWNSHIP OF MERIDIAN ORDAINS:

Section 1. Section 86-746, Purpose, is hereby amended to read as follows:

(a) It is the purpose of this division that parking spaces shall be provided and adequately maintained by each property owner in every zoning district for the off-street storage of motor vehicles and bicycles for the use of occupants, employees, and patrons of each building and premises constructed, altered, or enlarged after the effective date of this chapter. Flexibility in the provision of off-street parking is encouraged. All vehicles shall preferably be stored on the premises occupied by the principal building but may be stored on premises located outside the premises within specifically limited walking distances as scheduled in § 86-750.

~~(a)~~(b) The proper number of vehicular parking spaces for any given use as specified in § 86-755 are based on consideration of the maximum number of motor vehicles that can be expected to be at the premises at the same time or an average day of full use of the premises.

Commented [BS1]: Added after PC meeting on 1-12-2026

Section 2. Section 86-747, Floor Area Defined, is hereby amended to read as follows: (compare to the definition in 8-2; remove if not necessary

As used in this division, the term "floor area," as applied to offices, merchandising, or service types of uses, shall mean the gross floor area used or intended to be used for services to the public as customers, patrons, clients, patient, or tenants, including areas occupied for fixtures and equipment used for display or sale of merchandise, but excluding floor areas which are used exclusively for storage, for housing of mechanical equipment integral with the building, for maintenance facilities, or for those areas so restricted that customers, patients, clients, salesmen, and the general public are denied access. Measurement of usable floor area shall be the sum of the horizontal areas of the several floors of the building, measured from the interior faces of the exterior walls.

Commented [BS2]: 10-30-2025: Added from the definition in 86-2.

Section 3. Section 86-748, Requirements for a Use Not Mentioned, is hereby amended to read as follows:

The requirements for an off-street parking facility for a use not specifically mentioned are those requirements for a use which is mentioned and which is most similar to the use not mentioned shall apply.

Section 4. Section 86-749, Fractional Spaces, is hereby amended to read as follows:

The number of parking spaces required for any particular building or land use shall be calculated on the basis of specific need. A calculation of the number of spaces needed resulting in a fraction of a space shall be corrected by deleting any space less than 1/2 of a full space or by adding one space for any space over 1/2 of a full space.

Section 5. Section 86-750, Location of Parking Area, is hereby amended to read as follows:

Off-street parking areas shall be located in relation to the use they are intended to serve. Parking shall be on the same property as the use in all districts, except the following uses may have parking off the premises, provided that no parking is farther than 500 feet from an entrance to the building:

(1) Public and quasipublic buildings, assembly halls, private clubs, associations, or institutions.
(2) Uses in research or industrial districts.
(3) Commercial and office uses except hotels, motels or motor hotels, where parking must be on the premises.

Section 6. Section 86-751, Use of Parking Areas, is hereby amended to read as follows:

(a) No commercial repair work, servicing, or selling of any kind shall be conducted on any parking areas except which is specifically permitted by this division by right, by license, or by special use permit. Only those traffic directional signs necessary for the proper functioning of the parking area may be permitted. Traffic signs shall conform to the requirements of the Michigan Manual of Uniform Traffic Control Devices and Article VII – Signs and Advertising Structures in the Meridian Township Zoning Ordinance. ~~No other appurtenances such as plastic animals, streamers, cloth signs, children's play areas, mechanical entertainment devices, or any other similar device shall be permitted in the parking area or outside a building.~~

~~(a)~~(b) The number of parking spaces provided on any development site, with the exception of one-family residential, two-family residential, schools, child care centers, hospitals, or places of worship shall not exceed the minimum off-street parking requirements by more than 20%.

Commented [BS3]: This is redundant, since the new Sign ordinance prohibits them anyway.

Section 7. Section 86-752, Building Additions or Other Increases in Floor Area, is hereby amended to read as follows:

Any increase in effective capacity of any premises use for which off-street parking is required in accordance with this division shall be accompanied by the provisions and maintenance of parking space in proper ratio to the increased capacity.

Section 8. Section 86-753, Joint Use of Parking Areas, is hereby amended to read as follows:

(a) The joint use of parking facilities by two or more nonresidential uses is recommended whenever such use is practicable and satisfactory to each of the uses intended to be served and when all requirements for location, design, construction, and landscaping can be satisfied, except parking setbacks from side or rear property lines shall not apply.
(b) In computing capacities of any joint use, the total space requirement is the sum of the individual requirements that will occur at the same time, except that if one use is a residential use, the parking requirements for the residential portion shall be reduced by 50 percent. If peak space requirements for individual uses occur at distinctly different times from the peak requirements for other joint uses, the maximum capacity required for joint use will be less than the sum of total individual space requirements.
(c) A copy of an agreement between joint users shall be filed with the application for a building permit and recorded with the county register of deeds. The agreement shall include a guarantee for continued use of the parking facility for each party to the joint use.
~~(c)~~(d) For existing buildings, the Director of Community Development may permit a reduction of the combined parking requirement by up to 25% where the property owner provides written evidence which limits the hours of operation of individual tenants to ensure that peak parking demands do not exceed the number of parking spaces present.

Section 9. Section 86-754, ~~Parking Restrictions~~Residential Parking, is hereby amended to read as follows:

Off-street parking spaces for one-family or two-family dwellings shall consist of a parking area, driveway, garage, or any combination thereof and shall comply with the following regulations:

(a) Parking on nonpaved or non-graveled open space is prohibited.

(b) No motor vehicle parking space shall be provided in the front yard, except on a paved or gravel driveway that occupies no more than 35% of the total area of the front yard.

(c) For one-family and two-family residential, no parking space or driveway shall be located within ~~three (3~~two (2) feet of any interior lot line.

~~(a)~~(d) One commercial vehicle with a rated capacity of one ton or less may be parked on a single lot located in a residential zoning district. Commercial trailers with a rated capacity of one ton or less may be parked on a single lot located in a residential zoning district for a period lasting no longer than forty-eight (48) hours. No commercial vehicle, commercial truck, and/or commercial trailer with a rated capacity greater than one ton shall be parked or stored on a residentially zoned or used property.

~~Parking on nonpaved open space is prohibited. Parking in driveways is prohibited, except in one-family residential districts. In one-family residential districts, no motor vehicle parking space shall be provided in the front yard, except on a paved or gravel driveway that occupies no more than 35% of the total area of the front yard.~~

Section 10. Section 86-756, Design and Construction Requirements, is hereby amended to read as follows:

In addition to general design requirements specified in other sections of this division, the following design and construction requirements shall be satisfied in all vehicular off-street parking areas, except for single-family parking areas and as noted:

(1) New or expanded parking lots. No parking lot shall be constructed, expanded, or hard-surfaced unless and until a permit ~~therefor~~therefore is issued by the Department of Community Planning and Development. Building permits issued for nonresidential structures shall constitute the permit necessary to construct the associated parking. Applications for a permit shall be accompanied with two sets of plans for the development and construction of the parking lot

(2) Size and layout of off-street parking. Plans for the layout of off-street parking facilities shall be in accordance with the following minimum requirements:

Parking Pattern	Maneuvering Lane Width (feet)	Parking Space Width (feet)	Parking Space Length (feet)	Total Width of 1 Tier of Spaces plus Maneuvering Lane (feet)	Total Width of 2 Tiers of Spaces plus Maneuvering Lane (feet)
0° (parallel parking)	12	~~8~~9	23	20	28
30°	12	9	20	32	52
45°	15	9	20	36.5	58
60°	20	9	20	40	60

Commented [BS4]: Sec. 86-755 updated in 2025

Commented [BS5]: Added after the PC meeting on 1-12-2026

Commented [BS6]: Typo fixed 3/10/2026

Parking Pattern	Maneuvering Lane Width (feet)	Parking Space Width (feet)	Parking Space Length (feet)	Total Width of 1 Tier of Spaces plus Maneuvering Lane (feet)	Total Width of 2 Tiers of Spaces plus Maneuvering Lane (feet)
90°	24	9	20	44	64
90°	25	10	18	43	61
90°	23	10	20	43	63

(3) Parking for the Physically Handicapped. Parking for the handicapped shall comply with the State of Michigan Barrier-Free Rules, Michigan Public Act No. 1 of 1966, as amended; the adopted Meridian Charter Township Building Code; and the Federal Americans with Disabilities Act. The number of required barrier free zones shall be in accordance with the following requirements:

Commented [BS7]: I found this language and inserted it. I think it's a great idea to have a standard that Planning can check during site plan review. We should run it by John to make sure it complies with Building regs.

Total Number of Parking Spaces Provided in Lot	Total Minimum Required Number of Barrier-Free Spaces	Van Accessible Parking Spaces (Minimum 8' wide access aisle)	Accessible Parking Spaces (Minimum 5' wide access aisle)
Up to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1,000	2% of total parking provided in each lot	1 out of every 8 accessible spaces	7 out of every 8 accessible spaces
1,001 and over	20 plus 1 for each 100 spaces over 1,000	1 out of every 8 accessible spaces	7 out of every 8 accessible spaces

~~(3)~~(4) Minimum residential parking space size. A minimum of 180 square feet shall be provided for each vehicle parking space located within a multiple-family residential development. (look into to see if we can find some flexibility)

~~(4)~~(5) Marking or designation. Each space shall be clearly marked and reserved for parking purposes.

~~(5)~~(6) Access drives. An access drive shall be provided not less than 25 feet wide and so located as to secure the most appropriate development of the individual property.

~~(6)~~(7) Required surfacing and drainage. The entire parking area, including parking spaces and maneuvering lanes, required under this division shall have asphaltic or concrete surfacing in accordance with specifications approved by the Township Engineer. Such facilities shall be drained so as to dispose of all surface water accumulated in the parking area in such a way as to preclude drainage of water onto adjacent property or toward buildings. Drainage systems must be approved in writing by the Township Engineer. The parking area shall be surfaced within one year of the date the permit is issued.

~~(7)~~(8) Curb and gutter. Concrete curb and gutter shall be required in order to control stormwater flow from the parking area and in order to protect landscaped areas such as landscape islands and other plantings. This section may be waived at the discretion of the Director of Community Development as follows:

a. Procedure. The following procedures shall govern requests for exemptions from Subsection (~~7~~8) of this section.
   1. The Director of Community Development shall review a site plan submitted in accordance with and in conjunction with the requirements of this chapter. The site plan may be referred to the County Drain Commissioner for a recommendation.
   2. The site plan shall include an estimate of the volume of runoff.
   3. The applicant shall provide a report indicating that the expected runoff can be absorbed on site.

b. Criteria. The following criteria shall be considered in the Director's decision:
   1. The County Drain Commissioner's and/or the Director of Public Works and Engineering's recommendation (if applicable).
   2. The parking lot is drained so as to dispose of all surface water accumulated in the parking area in such a way as to preclude drainage of water onto adjacent properties or towards buildings and to ensure stormwater pretreatment and prevent erosion.
   3. The site plan provides for protection of landscaping by other means acceptable to the Township.
   4. The parking lot has 25 or fewer parking spaces.
   5. Where provided, detention and retention areas shall maintain slopes no steeper than 4:1 (horizontal:vertical).

~~(8)~~(9) Backing onto street. All spaces shall be provided adequate access by means of maneuvering lanes. Backing directly onto a street shall be prohibited.

(10) Lighting. ~~Adequate lighting shall be provided for use when a parking area is in operation. All lighting shall be arranged so that no source of light shall be visible beyond the parcel lot upon which the parking area is located.~~Except for one-family or two-family residences, all parking areas, parking lot entrances, driveways, and walkways shall be illuminated in accordance with Chapter 38, Article VII in the Meridian Charter Township Code of Ordinances.

Commented [BS8]: This paragraph was simplified after the PC meeting on 1/12/2026

~~(9)~~(11) Landscaping

a. Adjoining a residential district. Perimeter landscaping shall be provided along all parking areas in accordance with the following regulations:

Parking Area Capacity	Width of Landscape Buffer	Height of Screening
Less or equal to 50 vehicles	20 feet	4 feet
Greater than 50 vehicles	40 feet	4 feet

Commented [BS9]: Fixed after PC meeting on 1/26/2026

The vegetation in the buffer area shall meet the requirements of Sec. 86-758(1)(d).

Commented [BS10]: This was added after the PC meeting on 1/12/2026

~~Where a parking area with a capacity of less than 50 vehicles, or its associated internal access or service drives, adjoins a residential district, a landscaped buffer, at least 20 feet wide, shall be provided between the parking area and the adjoining property and a vertical screen shall be erected consisting of a masonry wall, plant materials, a landscaped earth berm, or a combination thereof, as appropriate for the site, no less than four feet in height. Where a parking area with a capacity of 50 or more vehicles, or its associated internal access or service drives, adjoins a residential district, a landscaped buffer, at least 40 feet wide, shall be provided between the parking area and the adjoining property and a vertical screen shall be erected consisting of a~~

~~masonry wall, plant materials, a landscaped earth berm, or a combination thereof, as appropriate for the site, no less than four feet in height.~~

b. Adjoining a public street. For all land uses other than one-family or two-family residential, where a parking area, or its associated internal access or service drives, adjoins a public street, a landscaped buffer of at least 20 feet in width shall be provided between the parking area and the adjacent right-of-way. In addition, a vertical screen of at least 3 feet in height shall be provided to screen the parking area for the entire length of the buffer.

~~Where a parking area, or its associated internal access or service drives, adjoins a public street, except parking areas on individual residential driveways, a landscaped buffer at least 20 feet wide shall be provided between the parking area and the adjacent right-of-way, as measured from the back of the parking lot curb to the right-of-way line. A vertical screen, consisting of a masonry wall, plant material, a landscaped earth berm, or a combination thereof, as appropriate for the site, no less than three feet in height, shall be provided to screen the parking area from view along the entire length of this buffer strip.~~

c. Adjoining the same or any other nonresidential district. Where a parking area, or its associated internal access or service drives, adjoins the same or any other nonresidential district, a landscaped buffer, at least 15 feet wide, shall be provided between the parking area and the property line. A vertical screen shall be erected consisting of a masonry wall, plant material, a landscaped earth berm, or a combination thereof, as appropriate for the site, no less than three feet in height.

d. Required vertical screens may consist of masonry, plant material, a landscaped berm, or a combination thereof, as appropriate for the site.

~~a.~~e. Plantings in ~~this~~ buffer areas shall be maintained in a healthy condition. No more than two driveway approaches may be permitted to break ~~this~~a buffer from an arterial or collector street, and no more than one driveway from a local street, except as provided in § 86-441, the corridor access management overlay district, no more than two driveway approaches may be permitted to break this buffer from an arterial or collector street, and no more than one driveway from a local street.

~~(10)~~(12) Sidewalks. When deemed necessary to provide for the public safety, the Planning Commission may require construction of sidewalks along public streets or highways.

~~(11)~~(13) Bicycle paths. Bicycle paths may be required when required by the Township Pathway Master Plan or deemed necessary to provide for safe pedestrian and nonmotorized vehicular movement throughout the Township and when in conjunction with an adopted plan for parks, open space and pedestrian and bicycle paths.

~~(12) Adjoining the same or any other nonresidential district. Where a parking area, or its associated internal access or service drives, adjoins the same or any other nonresidential district, a landscaped buffer, at least 15 feet wide, shall be provided between the parking area and the property line. A vertical screen shall be erected consisting of a masonry wall, plant material, a landscaped earth berm, or a combination thereof, as appropriate for the site, no less than three feet in height.~~

Section 12. Section 86-762Green Infrastructure

Commented [KC11]: Look at drain requirements

In order to meet Meridian Township's sustainability goals, development needs to diversify the ways that stormwater runoff is collected, infiltrated, stored, and treated. Continued reliance solely on conventional infrastructure (water runoff into pipes and ponds) has proven to be unsustainable, especially with an increase in large storms and built development. The use of green infrastructure

best management practices (BMPs) has proven to be effective in working in conjunction with conventional infrastructure to mimic natural processes and to meet low-impact development site design.

Drain Commissioner Approval. Green Infrastructure requirements must be approved by the Ingham County Drain Commissioner's office.

Structural and Nonstructural green infrastructure.

6. Structural green infrastructure best management practices (BMPs) are stormwater management and treatment techniques where devices are constructed for temporary storage and treatment of stormwater runoff.
7. Nonstructural green infrastructure BMPs are stormwater treatment techniques that use natural measures to manage and treat stormwater and do not involve the construction or installation of devices.

Structural green infrastructure examples

a. Rain garden/ bioretention
b. Vegetated swale/ bioswale
c. Vegetated green roof
d. Tree filter box
e. Vegetated filter strip

Nonstructural green infrastructure examples

a. Native revegetation
b. Minimized soil compaction
c. Natural flow paths and sensitive area preservation
d. Wetland preservation
e. Tree preservation

Section 13. Section 86-759, Parking Deferral, is hereby amended to read as follows:

(a) Purpose. The purpose of this section is to eliminate unsightly expanses of unused paved areas, unnecessary levels of accelerated stormwater runoff, excess radiated heat from paved surfaces, and the premature loss of open space by permitting such uses to develop with reduced numbers of constructed off-street parking spaces while retaining additional site area for possible future off-street parking use, where appropriate.

(b) ~~The following provisions apply:~~Deferral of Parking Spaces. ~~Where an applicant demonstrates that the parking requirements for a particular proposed use would be excessive, a deferral of parking spaces may be approved by the Planning Commission, with a plan designating areas of required parking spaces and areas reserved for future use, provided the requested deferral complies with the standards of this division~~An applicant may request a parking reduction at any time, as part of a current site plan, special land use, or rezoning application.

~~(b)~~(c) Submittal Requirements. For any request to defer parking spaces, the following shall be submitted by the applicant:

(1) ~~For uses requiring a special use permit, other than multiple-family projects, the Planning Commission, or the Township Board on appeal, may defer the construction of all or part of the required off-street parking during its review of the application for a special use permit, provided the requested deferral complies with the standards of this division.~~A written statement describing the nature of the business or operational characteristics of the proposed project that ~~justify~~justifies the requested parking deferral.

Commented [KC12]: Descriptions

Commented [BS13]: I think this clarifies this section.

(2) A parking plan, identifying the areas where parking is being proposed to be built and areas where parking is proposed to be deferred, including a parking lot layout for the deferred parking area.

(3) A landscape plan for the deferred parking area, which shall be landscaped and maintained with grass or other acceptable plant materials. If that area is not disturbed during construction, it may be maintained in its natural vegetative condition existing prior to development, provided the natural vegetation is in keeping with the general appearance of the area.

(d) Standards of Review. The Planning Commission, or Director of Community Development depending on the type of application, shall utilize the following standards in review of a parking deferral.

(1) Areas where parking construction has been deferred shall not be used to satisfy interior landscaping, buffer, pervious surface, or stormwater retention or detention requirements of this article or other agency having jurisdiction.

(2) If the conditions by which any reduction approved under the provisions of this section are changed or eliminated, the approved reduction shall no longer apply and parking shall be provided in accordance with this article, or the owner applies for another parking deferral.

~~(c)~~(e) Procedure.

~~(1) For uses subject to site plan review only, the~~ Director of Community Development~~, subject to appeal to the Zoning Board of Appeals, may defer the construction of all or part of the required off-street parking during the review of the application for site plan review, provided the requested deferral complies with the standards of this division.~~

~~(2) Where a parking construction deferral is requested, the applicant shall submit the following information with the application for a special use permit or site plan review:~~

~~a. A written statement describing the characteristics of the proposed project that justify the requested parking deferral.~~

~~b. The site plan submitted with an application for a special use permit or site plan review for the property shall indicate all required parking, parking lot landscaping, and other information necessary to determine compliance with all requirements of this article. The site plan shall also indicate that area where parking construction will be deferred, the number of parking stalls for which deferral is proposed, and the number of parking stalls to be constructed. The site plan will note that the area where parking will be deferred is to be reserved for future parking, will be maintained as landscaped open space, and may not be used for any other purposes.~~

~~(3) Areas of land where parking construction has been deferred shall be landscaped and maintained with grass or other acceptable plant materials. If that area is not disturbed during construction, it may, with the approval of the Planning Commission, or director for site plan review only, be maintained in its natural vegetative condition existing prior to development, provided the natural vegetation is in keeping with the general appearance of the area.~~

~~(4)(1) Seasonal overflow parking may be permitted in reserved areas where open-cell grass pavers, or other engineered surfaces capable of maintaining grass growth and supporting vehicles, are used. Use of seasonal overflow parking areas shall not exceed 15 cumulative days in one year.~~

~~(5)(1) Areas where parking construction has been deferred shall not be used to satisfy interior landscaping, buffer, pervious surface, or stormwater retention or detention requirements of this article or other agency having jurisdiction.~~

~~(6)~~(4) That portion of the proposed parking lot which will be constructed shall be landscaped to comply with the parking area landscaping requirements of this article as applied to a parking lot of the size actually constructed.

~~(7)~~(5) In addition to the requirements in subsections (b)(1)—(7) of this section, approval for deferral of parking lot construction shall be granted only upon finding that the proposal will provide adequate off-street parking for the proposed use.

~~(8)~~(6) In approving a parking deferral, the Planning Commission or Director of Community Development, or the Township Board or Zoning Board of Appeals on an appeal, may prescribe such conditions regarding the character, location, landscaping, and other features that will secure the objectives and purposes of this article.

~~(9)~~(7) The approved parking deferral and any conditions related to such deferral shall be described in a parking construction deferral agreement between the Township and the applicant and recorded with the County Register of Deeds. The parking construction deferral agreement shall include a provision that grants the Township a license to come on the subject property and construct the deferred parking at the property owner's cost if the property owner refuses or neglects to construct the deferred parking as directed by the Township and a provision that the cost for such construction may be added to the tax roll under Chapter 46 of this Code if not timely paid by the property owner.

~~(10)~~(8) The owner of property for which a parking deferral has been granted shall submit any request to increase or change the use or occupancy of the property to the Director of Community Development prior to such increase or change. If the Director of Community Development determines that the increased or changed use may affect the property's parking needs, a request to review the parking deferral shall be submitted to the Planning Commission in accordance with subsection (b)(1) of this section. The Director of Community Development may approve a request to increase or change a use subject to site plan review in accordance with subsection (b)(2) of this section. Any changes in the approved parking deferral shall be incorporated in a recorded agreement as provided in subsection (b)(10) of this section.

~~(11)~~(9) The owner of property for which a parking deferral has been granted may, at his discretion, construct all or part of the deferred parking if the need arises.

~~(12)~~(10) The Township shall require the full or partial construction of the deferred parking upon a determination of an ongoing demonstrated need for additional parking or a violation of the terms and conditions of the parking construction deferral agreement. An ongoing demonstrated need for additional parking shall include, but not be limited to, inadequate parking on the site for more than three hours or more than 15 days in a thirty-day time period.

(11) A violation of a parking deferral agreement or failure to construct the required parking as ordered shall be considered a nuisance per se as provided in Chapter 46 of this Code.

(f) Parking Reduction Procedures. Off-street parking requirements may be reduced by the Director of Community Development or Planning Commission based on the procedures and requirements of this section. Conditions for Parking Deferrals/Reductions. The following conditions may be used by applicants to justify requested parking deferrals and shall be used by the Planning Department in reviewing parking reductions in accordance with the procedures of subsection (c)(3).

a. Joint Use of Parking Areas. The joint use of parking areas by two (2) or more buildings or uses is recommended when all requirements for location, design, construction, and landscaping can be satisfied.

b. Mixed Use Parking Coefficient. Where the Director determines that a mix of land uses could reduce the number of required parking spaces, Table below shall be used to

calculate mixed-use parking requirements. The required parking for each use shall be totaled, then divided by the appropriate mixed use coefficient.

c. Shared Parking Agreements. Where a mix of land uses creates staggered peak periods of parking demand, shared parking agreements may reduce the total amount of required parking.

d. On-Street Parking. The use of on-street parking to meet no more than fifty (50) percent of the minimum off-street parking requirements shall be permitted provided that adequate on-street parking exists within five hundred (500) feet of the primary entrance of the main building, measured along probable pedestrian paths.

e. Transit. CATA bus stops within one hundred (100) feet of a use may be considered for parking reductions. The applicant shall provide a written statement from CATA verifying that the bus stop is in permanent location for the foreseeable future.

~~a.~~f. Trail heads or township pathways may be considered for parking reductions. The path must be at least ten (10) feet wide to accommodate commuting traffic to be considered.

Section 14. Section 86-760, Bicycle Parking, is hereby amended to read as follows:

(a) Purpose. While the rest of the language in this Article regulates vehicular traffic, this section applies to non-motorized traffic. The purpose of this section is to provide adequate and safe facilities for the temporary placement and use of bicycles. This section is intended to specify the required type, number and location of bicycle parking spaces on a site. The regulations and requirements are designed to promote and encourage the safety and general welfare of the community by:
(1) Promoting an alternative and energy efficient mode of transportation.
(2) Encouraging a healthy lifestyle by promoting and accommodating the use of bicycles.
(3) Providing adequate and safe facilities for the temporary placement of bicycles.

(b) Applicability.
(1) Bicycle parking shall be provided for any new building constructed after the effective date of this section. After the effective date of this section, bicycle parking shall also be provided on all sites when an addition to an existing building is constructed that results in the need for additional motor vehicle parking spaces or for any change in the use of a building that results in the need for additional motor vehicle parking spaces.
(2) This section does not prohibit the voluntary installation of bicycle parking that conforms to the requirements set forth in this section.
(3) Except as otherwise required, a bicycle parking area shall be treated in a similar manner as a required motor vehicle parking area.

(c) Exemptions. Bicycle parking shall be required for all uses, with the exception of one- and two-family residential uses.

(d) Location.
(1) A bicycle parking area shall be located such that it is visible, safe, and convenient with adequate lighting provided. Lighting will be based on the provisions set forth in Chapter 38, Article VII, titled outdoor lighting.
(2) Bicycle parking areas shall be located to maximize accessibility to building entrances.

(e) Design criteria and dimensions. Bicycle parking racks and lockers are encouraged to be unique in design and appearance; however, the bicycle parking area shall be functional, operational, and shall provide for the following:
(1) A bicycle rack, bicycle locker, or functionally equivalent structure shall be used to secure a bicycle.

Commented [BS14]: Added after the PC meeting on 1-12-2026

(2) Bicycle parking areas incorporating the standard inverted "U" shaped bicycle rack, or functionally equivalent structure, shall have the following dimensions:
   a. The minimum height of the bicycle rack shall be 36 inches from the base to the top of the rack.
   b. The minimum length for the bicycle rack shall be two feet.
   c. A bicycle rack shall accommodate at least two bicycles.
   d. The exterior surface of bicycle racks and bicycle lockers shall be nonabrasive, non-marring, and durable.
   e. The bicycle parking area shall comply with the dimensions designated in Figure 1:

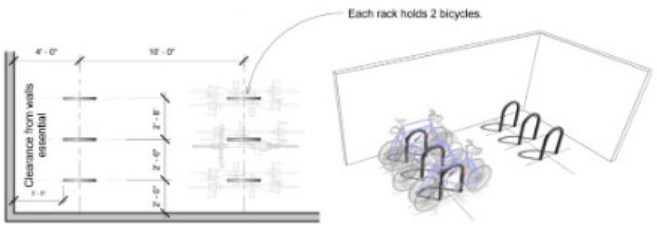


Figure 1: Bicycle Parking Area (Source: David Baker + Partners)

(3) Each bicycle parking space must be at least six feet long and two and a half feet wide with a five-foot access aisle. ~~The bicycle parking area shall be constructed with adequate space to allow operation of the locking mechanism and each bicycle parking space shall be easily accessible.~~ A bicycle parking area shall not interfere with any designated pedestrian sidewalk or pathway, required vehicle parking spaces or vehicle maneuvering lanes, and shall not eliminate any required landscape area.

(4) The bicycle parking rack shall be installed so that the rack supports the bicycle in an upright position and allows for the bicycle frame and front wheel to be securely locked.

(5) The bicycle parking area shall be hard surfaced with material such as asphalt, concrete, or a brick paving system and shall be adequately maintained and kept free of mud, dust, ice, and snow.

(6) The bicycle racks, bicycle lockers or functionally equivalent structures must be securely anchored.

(7) Up to 1/2 of the required bicycle parking spaces on the site may be located inside of a building.

(f) Shared bicycle parking facilities. For sites containing multiple uses or tenants, a single bicycle parking area may be provided as long as the total number of bicycle parking spaces provided is not less than the sum of all of the separate uses combined.

(g) Bicycle parking requirements.

(1) Unless otherwise provided, one bicycle parking space shall be provided for every ten-motor vehicle parking spaces required. The minimum number of bicycle parking spaces provided shall not be less than two. The maximum number of bicycle parking spaces shall not exceed 50. If after calculating the number of required bicycle parking spaces a quotient is obtained containing a fraction of one-half or more, an additional space shall be required; if such fraction is less than one-half, it may be disregarded.

(h) Reduction of required motor vehicle parking spaces. The number of required motor vehicle parking spaces on a site may be reduced by one motor vehicle parking space for every two bicycle parking spaces installed on a site in compliance with this section. Motor vehicle parking spaces may not be reduced by more than 10% of the total number of required motor vehicle parking spaces.

(i) Waiver. An individual may submit a written request to the Director of Community Development for a waiver from the requirements of this section. The request shall state the reason(s) for the waiver and contain any other applicable information related to the waiver. In making a determination regarding a waiver the Director of Community Development may consider characteristics of the site including the type of use, site layout (accessibility, maneuverability, design, and other related elements), or unique circumstances.

(1) Seasonal overflow parking may be permitted in reserved areas where open-cell grass pavers, or other engineered surfaces capable of maintaining grass growth and supporting vehicles, are used. Use of seasonal overflow parking areas shall not exceed 15 cumulative days in one year.

Commented [KC15]: This seems random

Section 15. Section 86-761, Electrical Vehicle Stations, is hereby added to Article VIII to read as follows:

(a) Parking.
  (1) An electric vehicle charging station space may be included in the calculation for minimum required parking spaces in accordance with Sec. 86-755.
  (2) Public electric vehicle charging stations are reserved for parking and charging electric vehicles only. Electric vehicles may be parked in any space designated for public parking, subject to the restrictions that would apply to any other vehicle that would park in that space.
  (3) Electric vehicle charging stations shall be sized the same as a standard parking space.

(b) Lighting. Site lighting shall be provided where an electric vehicle charging station is installed unless charging is for daytime purposes only.

(c) Equipment Standards and Protection.
  (1) Vehicle charging station outlets and connector devices shall be no less than thirty-six (36) inches and no higher than forty-eight (48) inches from the surface where mounted. Equipment mounted on pedestals, lighting posts, bollards, or other devices shall be designed and located as to not impede pedestrian travel or create trip hazards on sidewalks.
  (2) Adequate vehicle charging stations protection, such as concrete-filed steel bollards, shall be used. Curbing may be used in lieu of bollards, if the vehicle charging station is setback a minimum of twenty-four (24) inches from the face of the curb.

(d) Signage and Notification of Station Specifics.
  (1) Each electric vehicle changing station space may be posted with signage indicating the space is only for electric vehicle charging purposes.
  (2) Notification shall be placed on the unit to identify voltage and amperage levels, time of use, fees, safety information and other pertinent information.

(e) Installation and Maintenance.
  (1) All necessary electrical permits must be obtained.
  (2) Electric vehicle stations shall be maintained in all respects, including the functioning of the equipment. A phone number or other contact information shall be provided on the equipment for reporting when it is not functioning or other problems are encountered.

Section ~~X~~16. Validity and Severability. The provisions of this Ordinance are severable and the invalidity of any phrase, clause or part of this Ordinance shall not affect the validity or effectiveness of the remainder of the Ordinance.

Section ~~X~~17. Repealer Clause. All ordinances or parts of ordinances in conflict therewith are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

Section ~~X~~18. Savings Clause. This Ordinance does not affect rights and duties matured, penalties that were incurred, and proceedings that were begun, before its effective date.

Section ~~X~~19. Effective Date. This Ordinance shall be effective seven (7) days after its publication or upon such later date as may be required under Section 402 of the Michigan Zoning Enabling Act (MCL 125.3402) after filing of a notice of intent to file a petition for a referendum.

ADOPTED by the Charter Township of Meridian Board at its regular meeting this **XXth** day of **XXXXXXX**, 2026.

_____
Scott Hendrickson, Township Supervisor

_____
Angela Demas, Township Clerk

ORDINANCE NO. 2026-XX

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CHARTER TOWNSHIP OF MERIDIAN AT ARTICLE VIII, OFF-STREET PARKING AND LOADING, TO UPDATE THE STANDARDS FOR ALL ZONING DISTRICTS

THE CHARTER TOWNSHIP OF MERIDIAN ORDAINS:

Section 1. Section 86-746, Purpose, is hereby amended to read as follows:

(a) It is the purpose of this division that parking spaces shall be provided and adequately maintained by each property owner in every zoning district for the off-street storage of motor vehicles and bicycles for the use of occupants, employees, and patrons of each building and premises constructed, altered, or enlarged after the effective date of this chapter. Flexibility in the provision of off-street parking is encouraged. All vehicles shall preferably be stored on the premises occupied by the principal building but may be stored on premises located outside the premises within specifically limited walking distances as scheduled in § 86-750.

(b) The proper number of vehicular parking spaces for any given use as specified in § 86-755 are based on consideration of the maximum number of motor vehicles that can be expected to be at the premises at the same time or an average day of full use of the premises.

Section 2. Section 86-747, Floor Area Defined, is hereby amended to read as follows: (compare to the definition in 8-2; remove if not necessary

As used in this division, the term "floor area," as applied to offices, merchandising, or service types of uses, shall mean the gross floor area used or intended to be used for services to the public as customers, patrons, clients, patient, or tenants, including areas occupied for fixtures and equipment used for display or sale of merchandise, but excluding floor areas which are used exclusively for storage, for housing of mechanical equipment integral with the building, for maintenance facilities, or for those areas so restricted that customers, patients, clients, salesmen, and the general public are denied access. Measurement of usable floor area shall be the sum of the horizontal areas of the several floors of the building, measured from the interior faces of the exterior walls.

Section 3. Section 86-748, Requirements for a Use Not Mentioned, is hereby amended to read as follows:

The requirements for an off-street parking facility for a use not specifically mentioned are those requirements for a use which is mentioned and which is most similar to the use not mentioned shall apply.

Section 4. Section 86-749, Fractional Spaces, is hereby amended to read as follows:

The number of parking spaces required for any particular building or land use shall be calculated on the basis of specific need. A calculation of the number of spaces needed resulting in a fraction of a space shall be corrected by deleting any space less than 1/2 of a full space or by adding one space for any space over 1/2 of a full space.

Section 5. Section 86-750, Location of Parking Area, is hereby amended to read as follows:

Off-street parking areas shall be located in relation to the use they are intended to serve. Parking shall be on the same property as the use in all districts, except the following uses may have parking off the premises, provided that no parking is farther than 500 feet from an entrance to the building:

(1) Public and quasipublic buildings, assembly halls, private clubs, associations, or institutions.
(2) Uses in research or industrial districts.
(3) Commercial and office uses except hotels, motels or motor hotels, where parking must be on the premises.

Section 6. Section 86-751, Use of Parking Areas, is hereby amended to read as follows:

(a) No commercial repair work, servicing, or selling of any kind shall be conducted on any parking areas except which is specifically permitted by this division by right, by license, or by special use permit. Only those traffic directional signs necessary for the proper functioning of the parking area may be permitted. Traffic signs shall conform to the requirements of the Michigan Manual of Uniform Traffic Control Devices and Article VII – Signs and Advertising Structures in the Meridian Township Zoning Ordinance.
(b) The number of parking spaces provided on any development site, with the exception of one-family residential, two-family residential, schools, child care centers, hospitals, or places of worship shall not exceed the minimum off-street parking requirements by more than 20%.

Section 7. Section 86-752, Building Additions or Other Increases in Floor Area, is hereby amended to read as follows:

Any increase in effective capacity of any premises use for which off-street parking is required in accordance with this division shall be accompanied by the provisions and maintenance of parking space in proper ratio to the increased capacity.

Section 8. Section 86-753, Joint Use of Parking Areas, is hereby amended to read as follows:

(a) The joint use of parking facilities by two or more nonresidential uses is recommended whenever such use is practicable and satisfactory to each of the uses intended to be served and when all requirements for location, design, construction, and landscaping can be satisfied, except parking setbacks from side or rear property lines shall not apply.
(b) In computing capacities of any joint use, the total space requirement is the sum of the individual requirements that will occur at the same time, except that if one use is a residential use, the parking requirements for the residential portion shall be reduced by 50 percent. If peak space requirements for individual uses occur at distinctly different times from the peak requirements for other joint uses, the maximum capacity required for joint use will be less than the sum of total individual space requirements.
(c) A copy of an agreement between joint users shall be filed with the application for a building permit and recorded with the county register of deeds. The agreement shall include a guarantee for continued use of the parking facility for each party to the joint use.
(d) For existing buildings, the Director of Community Development may permit a reduction of the combined parking requirement by up to 25% where the property owner provides written evidence which limits the hours of operation of individual tenants to ensure that peak parking demands do not exceed the number of parking spaces present.

Section 9. Section 86-754, Residential Parking, is hereby amended to read as follows:

Off-street parking spaces for one-family or two-family dwellings shall consist of a parking area, driveway, garage, or any combination thereof and shall comply with the following regulations:

(a) Parking on nonpaved or non-graveled open space is prohibited.

(b) No motor vehicle parking space shall be provided in the front yard, except on a paved or gravel driveway that occupies no more than 35% of the total area of the front yard.

(c) For one-family and two-family residential, no parking space or driveway shall be located within two (2) feet of any interior lot line.

(d) One commercial vehicle with a rated capacity of one ton or less may be parked on a single lot located in a residential zoning district. Commercial trailers with a rated capacity of one ton or less may be parked on a single lot located in a residential zoning district for a period lasting no longer than forty-eight (48) hours. No commercial vehicle, commercial truck, and/or commercial trailer with a rated capacity greater than one ton shall be parked or stored on a residentially zoned or used property.

Section 10. Section 86-756, Design and Construction Requirements, is hereby amended to read as follows:

In addition to general design requirements specified in other sections of this division, the following design and construction requirements shall be satisfied in all vehicular off-street parking areas, except for single-family parking areas and as noted:

(1) New or expanded parking lots. No parking lot shall be constructed, expanded, or hard-surfaced unless and until a permit therefore is issued by the Department of Community Planning and Development. Building permits issued for nonresidential structures shall constitute the permit necessary to construct the associated parking. Applications for a permit shall be accompanied with two sets of plans for the development and construction of the parking lot

(2) Size and layout of off-street parking. Plans for the layout of off-street parking facilities shall be in accordance with the following minimum requirements:

Parking Pattern	Maneuvering Lane Width (feet)	Parking Space Width (feet)	Parking Space Length (feet)	Total Width of 1 Tier of Spaces plus Maneuvering Lane (feet)	Total Width of 2 Tiers of Spaces plus Maneuvering Lane (feet)
0° (parallel parking)	12	9	23	20	28
30°	12	9	20	32	52
45°	15	9	20	36.5	58
60°	20	9	20	40	60
90°	24	9	20	44	64
90°	25	10	18	43	61
90°	23	10	20	43	63

(3) Parking for the Physically Handicapped. Parking for the handicapped shall comply with the State of Michigan Barrier-Free Rules, Michigan Public Act No. 1 of 1966, as amended; the adopted Meridian Charter Township Building Code; and the Federal Americans with

Disabilities Act. The number of required barrier free zones shall be in accordance with the following requirements:

Total Number of Parking Spaces Provided in Lot	Total Minimum Required Number of Barrier-Free Spaces	Van Accessible Parking Spaces (Minimum 8' wide access aisle)	Accessible Parking Spaces (Minimum 5' wide access aisle)
Up to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1,000	2% of total parking provided in each lot	1 out of every 8 accessible spaces	7 out of every 8 accessible spaces
1,001 and over	20 plus 1 for each 100 spaces over 1,000	1 out of every 8 accessible spaces	7 out of every 8 accessible spaces

(4) Minimum residential parking space size. A minimum of 180 square feet shall be provided for each vehicle parking space located within a multiple-family residential development. (look into to see if we can find some flexibility)

(5) Marking or designation. Each space shall be clearly marked and reserved for parking purposes.

(6) Access drives. An access drive shall be provided not less than 25 feet wide and so located as to secure the most appropriate development of the individual property.

(7) Required surfacing and drainage. The entire parking area, including parking spaces and maneuvering lanes, required under this division shall have asphaltic or concrete surfacing in accordance with specifications approved by the Township Engineer. Such facilities shall be drained so as to dispose of all surface water accumulated in the parking area in such a way as to preclude drainage of water onto adjacent property or toward buildings. Drainage systems must be approved in writing by the Township Engineer. The parking area shall be surfaced within one year of the date the permit is issued.

(8) Curb and gutter. Concrete curb and gutter shall be required in order to control stormwater flow from the parking area and in order to protect landscaped areas such as landscape islands and other plantings. This section may be waived at the discretion of the Director of Community Development as follows:

a. Procedure. The following procedures shall govern requests for exemptions from Subsection (8) of this section.
    1. The Director of Community Development shall review a site plan submitted in accordance with and in conjunction with the requirements of this chapter. The site plan may be referred to the County Drain Commissioner for a recommendation.
    2. The site plan shall include an estimate of the volume of runoff.
    3. The applicant shall provide a report indicating that the expected runoff can be absorbed on site.

b. Criteria. The following criteria shall be considered in the Director's decision:
   1. The County Drain Commissioner's and/or the Director of Public Works and Engineering's recommendation (if applicable).
   2. The parking lot is drained so as to dispose of all surface water accumulated in the parking area in such a way as to preclude drainage of water onto adjacent properties or towards buildings and to ensure stormwater pretreatment and prevent erosion.
   3. The site plan provides for protection of landscaping by other means acceptable to the Township.
   4. The parking lot has 25 or fewer parking spaces.
   5. Where provided, detention and retention areas shall maintain slopes no steeper than 4:1 (horizontal:vertical).

(9) Backing onto street. All spaces shall be provided adequate access by means of maneuvering lanes. Backing directly onto a street shall be prohibited.

(10) Lighting. Except for one-family or two-family residences, all parking areas, parking lot entrances, driveways, and walkways shall be illuminated in accordance with Chapter 38, Article VII in the Meridian Charter Township Code of Ordinances.

(11) Landscaping

a. Adjoining a residential district. Perimeter landscaping shall be provided along all parking areas in accordance with the following regulations:

Parking Area Capacity	Width of Landscape Buffer	Height of Screening
Less or equal to 50 vehicles	20 feet	4 feet
Greater than 50 vehicles	40 feet	4 feet

The vegetation in the buffer area shall meet the requirements of Sec. 86-758(1)(d).

b. Adjoining a public street. For all land uses other than one-family or two-family residential, where a parking area, or its associated internal access or service drives, adjoins a public street, a landscaped buffer of at least 20 feet in width shall be provided between the parking area and the adjacent right-of-way. In addition, a vertical screen of at least 3 feet in height shall be provided to screen the parking area for the entire length of the buffer.

c. Adjoining the same or any other nonresidential district. Where a parking area, or its associated internal access or service drives, adjoins the same or any other nonresidential district, a landscaped buffer, at least 15 feet wide, shall be provided between the parking area and the property line. A vertical screen shall be erected consisting of a masonry wall, plant material, a landscaped earth berm, or a combination thereof, as appropriate for the site, no less than three feet in height.

d. Required vertical screens may consist of masonry, plant material, a landscaped berm, or a combination thereof, as appropriate for the site.

e. Plantings in buffer areas shall be maintained in a healthy condition. No more than two driveway approaches may be permitted to break a buffer from an arterial or collector street, and no more than one driveway from a local street, except as provided in § 86-441, the corridor access management overlay district, no more than two driveway approaches may be permitted to break this buffer from an arterial or collector street, and no more than one driveway from a local street.

(12) Sidewalks. When deemed necessary to provide for the public safety, the Planning Commission may require construction of sidewalks along public streets or highways.

(13) Bicycle paths. Bicycle paths may be required when required by the Township Pathway Master Plan or deemed necessary to provide for safe pedestrian and nonmotorized vehicular movement throughout the Township and when in conjunction with an adopted plan for parks, open space and pedestrian and bicycle paths.

Section 12. Section 86-762Green Infrastructure

In order to meet Meridian Township's sustainability goals, development needs to diversify the ways that stormwater runoff is collected, infiltrated, stored, and treated. Continued reliance solely on conventional infrastructure (water runoff into pipes and ponds) has proven to be unsustainable, especially with an increase in large storms and built development. The use of green infrastructure best management practices (BMPs) has proven to be effective in working in conjunction with conventional infrastructure to mimic natural processes and to meet low-impact development site design.

Drain Commissioner Approval. Green Infrastructure requirements must be approved by the Ingham County Drain Commissioner's office.

Structural and Nonstructural green infrastructure.

6. Structural green infrastructure best management practices (BMPs) are stormwater management and treatment techniques where devices are constructed for temporary storage and treatment of stormwater runoff.
7. Nonstructural green infrastructure BMPs are stormwater treatment techniques that use natural measures to manage and treat stormwater and do not involve the construction or installation of devices.

Structural green infrastructure examples

a. Rain garden/ bioretention
b. Vegetated swale/ bioswale
c. Vegetated green roof
d. Tree filter box
e. Vegetated filter strip

Nonstructural green infrastructure examples

a. Native revegetation
b. Minimized soil compaction
c. Natural flow paths and sensitive area preservation
d. Wetland preservation
e. Tree preservation

Section 13. Section 86-759, Parking Deferral, is hereby amended to read as follows:

(a) Purpose. The purpose of this section is to eliminate unsightly expanses of unused paved areas, unnecessary levels of accelerated stormwater runoff, excess radiated heat from paved surfaces, and the premature loss of open space by permitting such uses to develop with reduced numbers of constructed off-street parking spaces while retaining additional site area for possible future off-street parking use, where appropriate.
(b) Deferral of Parking Spaces. An applicant may request a parking reduction at any time, as part of a current site plan, special land use, or rezoning application.
(c) Submittal Requirements. For any request to defer parking spaces, the following shall be submitted by the applicant:

(1) A written statement describing the nature of the business or operational characteristics of the proposed project that justifies the requested parking deferral.
(2) A parking plan, identifying the areas where parking is being proposed to be built and areas where parking is proposed to be deferred, including a parking lot layout for the deferred parking area.
(3) A landscape plan for the deferred parking area, which shall be landscaped and maintained with grass or other acceptable plant materials. If that area is not disturbed during construction, it may be maintained in its natural vegetative condition existing prior to development, provided the natural vegetation is in keeping with the general appearance of the area.

(d) Standards of Review. The Planning Commission, or Director of Community Development depending on the type of application,shall utilize the following standards in review of a parking deferral.
(1) Areas where parking construction has been deferred shall not be used to satisfy interior landscaping, buffer, pervious surface, or stormwater retention or detention requirements of this article or other agency having jurisdiction.
(2) If the conditions by which any reduction approved under the provisions of this section are changed or eliminated, the approved reduction shall no longer apply and parking shall be provided in accordance with this article, or the owner applies for another parking deferral.

(e) Procedure.
(4) Director of Community DevelopmentThat portion of the proposed parking lot which will be constructed shall be landscaped to comply with the parking area landscaping requirements of this article as applied to a parking lot of the size actually constructed.
(5) In addition to the requirements in subsections (b)(1)—(7) of this section, approval for deferral of parking lot construction shall be granted only upon finding that the proposal will provide adequate off-street parking for the proposed use.
(6) In approving a parking deferral, the Planning Commission or Director of Community Development, or the Township Board or Zoning Board of Appeals on an appeal, may prescribe such conditions regarding the character, location, landscaping, and other features that will secure the objectives and purposes of this article.
(7) The approved parking deferral and any conditions related to such deferral shall be described in a parking construction deferral agreement between the Township and the applicant and recorded with the County Register of Deeds. The parking construction deferral agreement shall include a provision that grants the Township a license to come on the subject property and construct the deferred parking at the property owner's cost if the property owner refuses or neglects to construct the deferred parking as directed by the Township and a provision that the cost for such construction may be added to the tax roll under Chapter 46 of this Code if not timely paid by the property owner.
(8) The owner of property for which a parking deferral has been granted shall submit any request to increase or change the use or occupancy of the property to the Director of Community Development prior to such increase or change. If the Director of Community Development determines that the increased or changed use may affect the property's parking needs, a request to review the parking deferral shall be submitted to the Planning Commission in accordance with subsection (b)(1) of this section. The Director of Community Development may approve a request to increase or change a use subject to site plan review in accordance with subsection (b)(2) of this section. Any changes in the approved parking deferral shall be incorporated in a recorded agreement as provided in subsection (b)(10) of this section.

(9) The owner of property for which a parking deferral has been granted may, at his discretion, construct all or part of the deferred parking if the need arises.

(10) The Township shall require the full or partial construction of the deferred parking upon a determination of an ongoing demonstrated need for additional parking or a violation of the terms and conditions of the parking construction deferral agreement. An ongoing demonstrated need for additional parking shall include, but not be limited to, inadequate parking on the site for more than three hours or more than 15 days in a thirty-day time period.

(11) A violation of a parking deferral agreement or failure to construct the required parking as ordered shall be considered a nuisance per se as provided in Chapter 46 of this Code.

(f) Parking Reduction Procedures. Off-street parking requirements may be reduced by the Director of Community Development or Planning Commission based on the procedures and requirements of this section. Conditions for Parking Deferrals/Reductions. The following conditions may be used by applicants to justify requested parking deferrals and shall be used by the Planning Department in reviewing parking reductions in accordance with the procedures of subsection (c)(3).

a. Joint Use of Parking Areas. The joint use of parking areas by two (2) or more buildings or uses is recommended when all requirements for location, design, construction, and landscaping can be satisfied.

b. Mixed Use Parking Coefficient. Where the Director determines that a mix of land uses could reduce the number of required parking spaces, Table ___ below shall be used to calculate mixed-use parking requirements. The required parking for each use shall be totaled, then divided by the appropriate mixed use coefficient.

c. Shared Parking Agreements. Where a mix of land uses creates staggered peak periods of parking demand, shared parking agreements may reduce the total amount of required parking.

d. On-Street Parking. The use of on-street parking to meet no more than fifty (50) percent of the minimum off-street parking requirements shall be permitted provided that adequate on-street parking exists within five hundred (500) feet of the primary entrance of the main building, measured along probable pedestrian paths.

e. Transit. CATA bus stops within one hundred (100) feet of a use may be considered for parking reductions. The applicant shall provide a written statement from CATA verifying that the bus stop is in permanent location for the foreseeable future.

f. Trail heads or township pathways may be considered for parking reductions. The path must be at least ten (10) feet wide to accommodate commuting traffic to be considered.

Section 14. Section 86-760, Bicycle Parking, is hereby amended to read as follows:

(a) Purpose. While the rest of the language in this Article regulates vehicular traffic, this section applies to non-motorized traffic. The purpose of this section is to provide adequate and safe facilities for the temporary placement and use of bicycles. This section is intended to specify the required type, number and location of bicycle parking spaces on a site. The regulations and requirements are designed to promote and encourage the safety and general welfare of the community by:

(1) Promoting an alternative and energy efficient mode of transportation.

(2) Encouraging a healthy lifestyle by promoting and accommodating the use of bicycles.

(3) Providing adequate and safe facilities for the temporary placement of bicycles.

(b) Applicability.

(1) Bicycle parking shall be provided for any new building constructed after the effective date of this section. After the effective date of this section, bicycle parking shall also be provided on all sites when an addition to an existing building is constructed that results in the need for additional motor vehicle parking spaces or for any change in the use of a building that results in the need for additional motor vehicle parking spaces.

(2) This section does not prohibit the voluntary installation of bicycle parking that conforms to the requirements set forth in this section.

(3) Except as otherwise required, a bicycle parking area shall be treated in a similar manner as a required motor vehicle parking area.

(c) Exemptions. Bicycle parking shall be required for all uses, with the exception of one- and two-family residential uses.

(d) Location.

(1) A bicycle parking area shall be located such that it is visible, safe, and convenient with adequate lighting provided. Lighting will be based on the provisions set forth in Chapter 38, Article VII, titled outdoor lighting.

(2) Bicycle parking areas shall be located to maximize accessibility to building entrances.

(e) Design criteria and dimensions. Bicycle parking racks and lockers are encouraged to be unique in design and appearance; however, the bicycle parking area shall be functional, operational, and shall provide for the following:

(1) A bicycle rack, bicycle locker, or functionally equivalent structure shall be used to secure a bicycle.

(2) Bicycle parking areas incorporating the standard inverted "U" shaped bicycle rack, or functionally equivalent structure, shall have the following dimensions:

a. The minimum height of the bicycle rack shall be 36 inches from the base to the top of the rack.

b. The minimum length for the bicycle rack shall be two feet.

c. A bicycle rack shall accommodate at least two bicycles.

d. The exterior surface of bicycle racks and bicycle lockers shall be nonabrasive, non-marring, and durable.

e. The bicycle parking area shall comply with the dimensions designated in Figure 1:

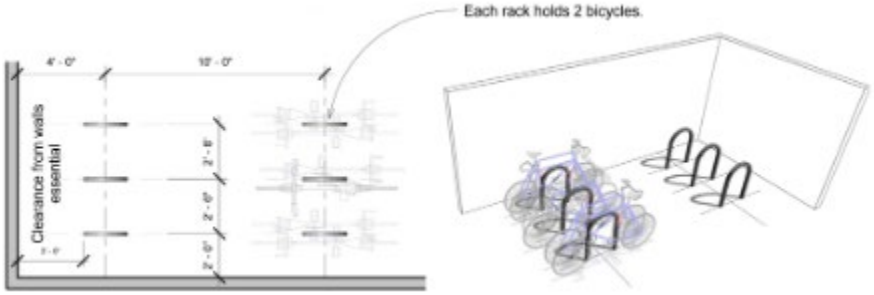


Figure 1: Bicycle Parking Area (Source: David Baker + Partners)

(3) Each bicycle parking space must be at least six feet long and two and a half feet wide with a five-foot access aisle. A bicycle parking area shall not interfere with any designated pedestrian sidewalk or pathway, required vehicle parking spaces or vehicle maneuvering lanes, and shall not eliminate any required landscape area.

(4) The bicycle parking rack shall be installed so that the rack supports the bicycle in an upright position and allows for the bicycle frame and front wheel to be securely locked.

(5) The bicycle parking area shall be hard surfaced with material such as asphalt, concrete, or a brick paving system and shall be adequately maintained and kept free of mud, dust, ice, and snow.

(6) The bicycle racks, bicycle lockers or functionally equivalent structures must be securely anchored.
(7) Up to 1/2 of the required bicycle parking spaces on the site may be located inside of a building.

(f) Shared bicycle parking facilities. For sites containing multiple uses or tenants, a single bicycle parking area may be provided as long as the total number of bicycle parking spaces provided is not less than the sum of all of the separate uses combined.

(g) Bicycle parking requirements.
(1) Unless otherwise provided, one bicycle parking space shall be provided for every ten-motor vehicle parking spaces required. The minimum number of bicycle parking spaces provided shall not be less than two. The maximum number of bicycle parking spaces shall not exceed 50. If after calculating the number of required bicycle parking spaces a quotient is obtained containing a fraction of one-half or more, an additional space shall be required; if such fraction is less than one-half, it may be disregarded.

(h) Reduction of required motor vehicle parking spaces. The number of required motor vehicle parking spaces on a site may be reduced by one motor vehicle parking space for every two bicycle parking spaces installed on a site in compliance with this section. Motor vehicle parking spaces may not be reduced by more than 10% of the total number of required motor vehicle parking spaces.

(i) Waiver. An individual may submit a written request to the Director of Community Development for a waiver from the requirements of this section. The request shall state the reason(s) for the waiver and contain any other applicable information related to the waiver. In making a determination regarding a waiver the Director of Community Development may consider characteristics of the site including the type of use, site layout (accessibility, maneuverability, design, and other related elements), or unique circumstances.
(1) Seasonal overflow parking may be permitted in reserved areas where open-cell grass pavers, or other engineered surfaces capable of maintaining grass growth and supporting vehicles, are used. Use of seasonal overflow parking areas shall not exceed 15 cumulative days in one year.

Section 15. Section 86-761, Electrical Vehicle Stations, is hereby added to Article VIII to read as follows:

(a) Parking.
(1) An electric vehicle charging station space may be included in the calculation for minimum required parking spaces in accordance with Sec. 86-755.
(2) Public electric vehicle charging stations are reserved for parking and charging electric vehicles only. Electric vehicles may be parked in any space designated for public parking, subject to the restrictions that would apply to any other vehicle that would park in that space.
(3) Electric vehicle charging stations shall be sized the same as a standard parking space.

(b) Lighting. Site lighting shall be provided where an electric vehicle charging station is installed unless charging is for daytime purposes only.

(c) Equipment Standards and Protection.
(1) Vehicle charging station outlets and connector devices shall be no less than thirty-six (36) inches and no higher than forty-eight (48) inches from the surface where mounted. Equipment mounted on pedestals, lighting posts, bollards, or other devices shall be designed and located as to not impede pedestrian travel or create trip hazards on sidewalks.

(2) Adequate vehicle charging stations protection, such as concrete-filed steel bollards, shall be used. Curbing may be used in lieu of bollards, if the vehicle charging station is setback a minimum of twenty-four (24) inches from the face of the curb.

(d) Signage and Notification of Station Specifics.

(1) Each electric vehicle changing station space may be posted with signage indicating the space is only for electric vehicle charging purposes.

(2) Notification shall be placed on the unit to identify voltage and amperage levels, time of use, fees, safety information and other pertinent information.

(e) Installation and Maintenance.

(1) All necessary electrical permits must be obtained.

(2) Electric vehicle stations shall be maintained in all respects, including the functioning of the equipment. A phone number or other contact information shall be provided on the equipment for reporting when it is not functioning or other problems are encountered.

Section 16. Validity and Severability. The provisions of this Ordinance are severable and the invalidity of any phrase, clause or part of this Ordinance shall not affect the validity or effectiveness of the remainder of the Ordinance.

Section 17. Repealer Clause. All ordinances or parts of ordinances in conflict therewith are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

Section 18. Savings Clause. This Ordinance does not affect rights and duties matured, penalties that were incurred, and proceedings that were begun, before its effective date.

Section 19. Effective Date. This Ordinance shall be effective seven (7) days after its publication or upon such later date as may be required under Section 402 of the Michigan Zoning Enabling Act (MCL 125.3402) after filing of a notice of intent to file a petition for a referendum.

ADOPTED by the Charter Township of Meridian Board at its regular meeting this **XXth** day of **XXXXXXX**, 2026.

_____

Scott Hendrickson, Township Supervisor

_____

Angela Demas, Township Clerk

To: **Planning Commission**

From: **Brian Shorkey, Principal Planner**

Date: **April 13, 2026**

Re: **Mass Timber Construction**

Staff attended the Corridor Improvement Authority (CIA) on February 18, 2026. The CIA asked to discuss mass timber construction with Staff and discuss the possibility of amending the zoning ordinance to encourage developers to use mass timber in their developments in the Grand River corridor.

Mass timber refers to a category of engineered construction using wood products. There are several types of mass timber, and benefits of mass timber include increased sustainability, improved efficiency in building construction, enhanced beauty of environment, job creation, and support of resilient forests. Michigan State University recently used mass timber in their new STEM Building, and the city of East Lansing recently approved an ordinance update to encourage mass timber construction in their downtown area.

Information on Mass Timber

Staff discussed this with the Planning Commission at their regular meeting on March 23, 2026. The Planning Commission asked Staff to provide more information about mass timber for discussion. Staff suggests the following sources of information:

1. Michigan State University (MSU) has a program called MassTimber@MSU. The program is "dedicated to advancing the use of mass timber in construction." A flyer from their program is attached.
2. The Woods Products Council has information on their website about mass timber construction (https://www.woodworks.org/resources/what-is-mass-timber/). An information flyer from the Woods Products Council is attached.
3. The American Wood Council supports the use of mass timber as a priority. They note that mass timber buildings are strong and fire resistant and can support buildings up to 18 stories in height. For more information, their website is https://awc.org/priorities/mass-timber/
4.

Suggested Updates

1. The Planning Commission suggested starting at the Planned Unit Development (PUD) ordinances. Sec. 86-440 regulates MUPUDs. Mass timber construction could be listed as an amenity with a simple zoning ordinance update.

   There are three levels are amenities in the MUPUD ordinance, each level counting as different numbers of amenities. Level Three amenities include LEED certification. Level Two amenities include natural building facades and green roofs. These are construction-based amenities and mass timber construction may fit into these levels.

2. Sec. 86-4444 regulates Commercial Planned Unit Developments (C-PUD). The C-PUD ordinance has a more general list of amenities and it would be easy to amend the ordinance to include mass timber construction.
3. If the Planning Commission wanted to incentivize mass timber construction in more general commercial developments, then a new incentive mechanism would have to be created.

Attachments

What is mass timber?

Mass timber is an umbrella term for a variety of large-format engineered wood construction materials made from layers of dimensional lumber or veneer. ***Mass = massive*** which is why the materials are most frequently used in big commercial buildings and apartment buildings.

Types of mass timber

Glulam Beams & Columns

Glulam Arches

Cross-Laminated Timber Panels

Mass Plywood Panels

Nail-Laminated Timber

What are mass timber's benefits?

Building with mass timber can **speed up** construction timelines.

Manufacturing it can create **new jobs** and economic development opportunities.

People who live and work in mass timber buildings may be more productive or happier due to **biophilia**—the benefits of bringing nature indoors.

Mass timber offers powerful sustainability benefits:

- **Made from a renewable resource:** Mass timber construction reduces reliance on finite resources, promoting long-term ecological balance.
- **Stores carbon long term:** The mass timber stored in MSU's STEM Teaching and Learning Facility stores an amount of carbon equivalent to the emissions of driving a car 4.7 million miles.
- **Can reduce the carbon footprint of buildings:** Replacing carbon-intensive materials with mass timber in large buildings can significantly decrease their carbon footprints.
- **Can support healthy forest management:** The demand for sustainably sourced timber supports responsible forest management practices

The MI Healthy Climate Plan cites mass timber as a tool in the State's toolkit to achieve net-zero carbon by 2050.

MassTimber@MSU

Mission & Partners

MassTimber@MSU leverages research, education, communications, outreach, policy, and collaboration to advance sustainable mass timber manufacture and construction. This work is in close collaboration with the State of Michigan and a wide range of stakeholders from multiple sectors – architecture, engineering, and construction (AEC), forestry and forest products; mass timber manufacturing; labor and workforce; NGOs; local and regional government; academia, and more.

Outreach & Engagement

Fostering a multi-faceted mass timber community by:

MSU STEM Facility Tours and Presentations: ~2300+ participants have participated in these mass timber-focused tours and presentations.

Michigan Mass Timber Community of Practice: Quarterly, virtual technical assistance and peer-learning gathering for mass timber-engaged professionals in Michigan.

Michigan Mass Timber Update: An annual year-end gathering of more than 150 Michigan-based mass timber stakeholders. Produced in partnership with Michigan Department of Natural Resources (MI DNR).

Research & Education:

Michigan Mass Timber Supply Chain Analysis and Great Lakes Demand Survey: Providing critical insights for prospective mass timber manufacturers; funded by DNR.
Developing Lignin-Based Mass Timber Adhesives: Lignin is an extract from trees and plants; these adhesives can offer biodegradable, sustainable alternatives to fossil fuel-based products.
Mass Timber Curriculum Development: Developing modular mass timber design, engineering, and construction curriculum for two- and four-year institutions nationally.

Sandra Lupien
Director, MassTimber@MSU
Lupiensa@msu.edu

@MassTimberatMSU
canr.msu.edu/masstimber/

What is mass timber?

Overview of mass timber products and their applications, where to source mass timber for U.S. projects, and key resources for developers, building designers, and construction professionals

Photo Joe Aker

San Jacinto College Anderson-Ball Classroom Building in Pasadena, TX
Kirksey Architecture / Walter P Moore

Photo Andrew Nelson

1510 Webster in Oakland, CA
oWOW / DCI Engineers

Mass timber refers to a category of framing styles characterized by the use of large, engineered wood panels, often paired with engineered wood columns and beams. Panels are most frequently used in horizontal applications for floors and roofs, but can also be used vertically for walls.

It is common to use mass timber in combination with other building systems to achieve benefits greater than those offered by each system alone. Examples include mass timber floors and roof with light-frame wood walls, steel elements in long-span floor systems, and concrete foundations, podiums, cores, and floor toppings.

The term *heavy timber* is typically associated with large cross sections of solid sawn members (beams, purlins and columns), often using tongue-and-groove decking for floors and roofs. Heavy timber is not covered in this document.

WOODWORKS
WOOD PRODUCTS COUNCIL

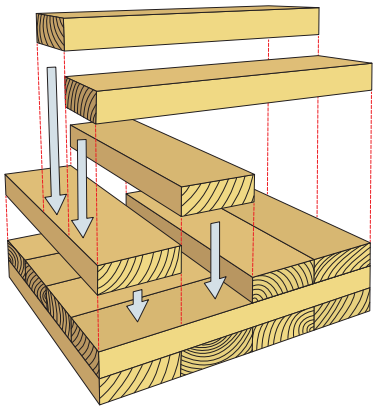
What are the common mass timber products and systems?

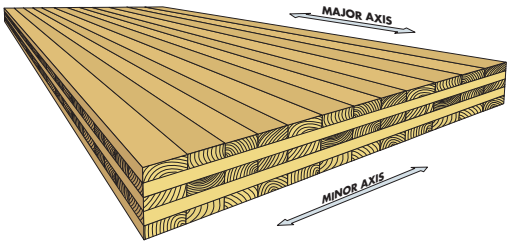
Cross-Laminated Timber (CLT)

CLT consists of layers—typically three, five or seven plies—of solid sawn lumber or structural composite lumber (SCL), oriented at right angles to one another and glued to form structural panels. CLT can be used for floors, roofs, and walls.

More About CLT

- Exceptional strength, stability, and stiffness
- Two-way spanning capability
- Prefabricated and precise; openings pre-cut in the factory
- Typical panel dimensions: 4 to 12 feet wide and 16 to 60 feet long (varies by manufacturer)
- Typical solid sawn layer thickness: 1-3/8 inches
- Solid sawn species: Commonly softwood, including spruce-pine-fir (SPF), Douglas fir, and southern yellow pine
- SCL CLT made from: Laminated veneer lumber (LVL), laminated strand lumber (LSL), and other SCL products
- Custom manufactured and fabricated for each project (in most cases); delivered and installed in a predetermined sequence





Code Path

Although popular in Europe for 20+ years, CLT was first recognized as a structural building component in the 2015 International Building Code (IBC) when manufactured according to the standard, ANSI/APA PRG 320: Standard for Performance-Rated Cross-Laminated Timber.

The 2021 and 2024 IBC allow CLT meeting minimum size requirements in buildings up to 18 stories in Type IV-A construction, up to 12 stories in Type IV-B, and up to nine stories in Type IV-C. However, CLT can be used in any construction type that allows structural wood.

Photos Marcus Kauffman

5-ply CLT (left) and SCL CLT

Why choose mass timber?

Photo Jane Messinger

CLT ceiling with glulam beams and columns at 11 E Lenox in Boston, MA
Monte French Design Studio / H&O Structural Engineering

Faster construction/shorter schedules; prefabricated and precise

Exposed wood
- Aesthetic value; potential for faster leasing and lease premiums; portfolio distinction
- Biophilic benefits; healthy indoor environment

Lightweight structure, especially beneficial on sites with poor soils, for vertical additions above existing buildings, and for multi-story projects in high seismic regions

Labor shortage solutions
- Small crews for timber installation
- Utilize more entry-level laborers when MEPF systems are fully designed, coordinated and pre-planned

Sustainability
- Low carbon impact
- Natural and renewable
- Supports healthy forests and rural economies

Learn more:
Mass Timber Cost and Design Optimization Checklists,[1] Why Wood: Sustainability[2]

Photo David Papazian

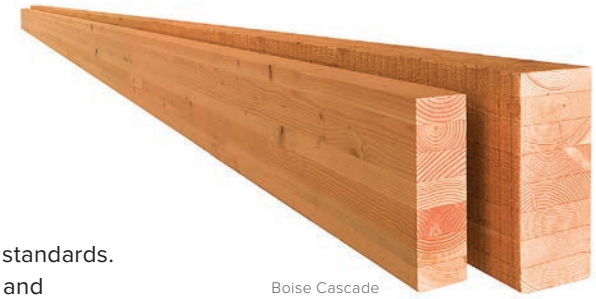
CLT walls and ceiling at Mississippi Workshop in Portland, OR
Waechter Architecture / KPFF

Glue-Laminated Timber (Glulam or GLT)

Structural glue-laminated timber is referred to as glulam when used for framing (e.g., columns and beams), and GLT when used in plank applications (e.g., decking). It is created by combining solid sawn lumber members (typically 2x), layered parallel on their wide faces, with adhesive between layers.

More About Glulam and GLT

- Can be fabricated in almost any shape, though straight elements are most common; jigs may be used to form curves, bends and different radii
- Typical glulam beam and column sizes: 6 to 72 inches deep and up to 100 feet long
- Typical GLT panel sizes: 2 to 4 feet wide and up to 60 feet long
- Beams and columns more common than planks
- Plank design requires consideration of design stresses, layups, lumber species, and grade



Boise Cascade

Code Path

Glulam and GLT have the same code references and manufacturing standards. They are permitted under IBC Section 2303.1.3 when manufactured and identified as required in the ANSI 190.1 Product Standard for Structural Glued Laminated Timber and ASTM D3737 Standard Practice for Establishing Allowable Properties for Structural Glued Laminated Timber (Glulam).

For more information, APA – The Engineered Wood Association offers a variety of glulam-specific materials in its resource library.

StructureCraft

Photo Travis Mark

Photo Opsis Architecture

Glulam columns and beams and GLT ceilings at Timber House in Brooklyn, NY
Mesh Architectures / Silman Structural Solutions

Curved glulam at the Idaho Central Credit Union Arena in Moscow, ID
Opsis Architecture / KPFF / StructureCraft

Dowel-Laminated Timber (DLT)

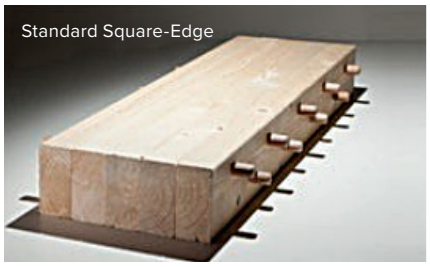
DLT panels are made from solid sawn lumber (2x4, 2x6, etc.) oriented on edge and friction-fit with hardwood dowels. The dowels hold the boards side-by-side, while the friction fit adds dimensional stability. DLT is commonly used for floors and roofs.

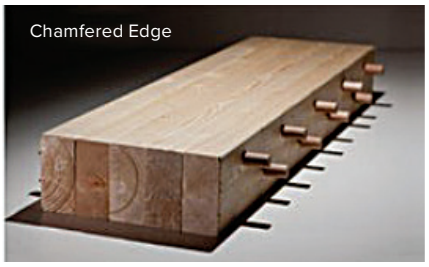
More About DLT

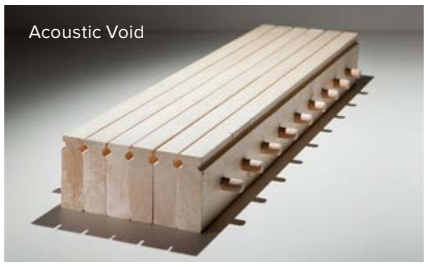
- All-wood composition makes it easy to use with computer-numerical controlled (CNC) machinery such as lathes, routers, and mills; can be modified in the field with hand tools
- Typical panel size: 2 to 12 feet wide and up to 40 feet long
- Different visual profiles used to achieve acoustic or other objectives
- Finger-jointed laminations most common

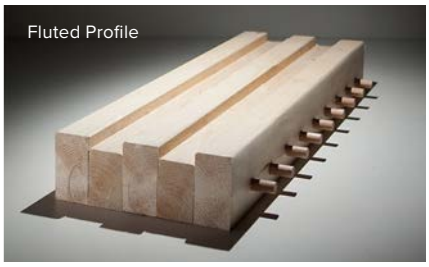
Code Path

DLT is often used with accompanying third-party evaluation reports that address code compliance.









Photos DowelLam Inc.

DLT and NLT profile options (DLT shown)

Photo Andrew Keithly

DLT ceiling at 1030 Music Row in Nashville, TN
Anecdote Architectural Experiences / StructureCraft

Nail-Laminated Timber (NLT)

NLT has been used for more than a century but is undergoing a resurgence as part of the modern mass timber movement. It is created from solid sawn dimensional lumber (2x4, 2x6, etc.), oriented on edge and fastened with nails or screws to create larger structural panels. It is commonly used for floors and roofs, and less often for walls, including elevator and stair shafts.

More About NLT

- Historically used for warehouses and other large buildings
- Typical panel size: 2 to 4 feet wide and 16 to 40 feet long
- Typically fabricated offsite; onsite fabrication possible for experienced contractors but not common
- Different visual profiles (such as alternating lumber sizes) used to achieve acoustic or other objectives

Code Path

NLT is recognized prescriptively as mechanically-laminated decking in Chapter 23 of the IBC.

StructureCraft

Photo Corey Gaffer courtesy Perkins & Will

NLT ceiling with glulam beams and columns at T3 Minneapolis in Minneapolis, MN
MGA – Michael Green Architecture / DLR Group / Magnusson Klemencic Associates / StructureCraft

Photo Dave Burk ©SOM

NLT ceiling with glulam beams and columns at Wellesley College Science Complex in Wellesley, MA
Skidmore Owings & Merrill / Le Messurier

Timber-Concrete Composite (TCC) Floor Systems

TCC floor systems can be used for longer spans and carry greater loads than non-composite alternatives, and are often seen in multi-story mass timber buildings. They consist of two distinct layers, a timber layer and concrete layer, joined by shear connectors.

More About TCC floor systems

- Timber layer can be CLT, GLT, SCL, another engineered wood product, or solid sawn lumber
- Concrete layer is typically a reinforced concrete slab
- Shear connectors can be common fasteners (e.g., nails or screws), notches cut in the wood, connectors such as embedded plates or glue that transfer the load to a larger surface, or a combination
- May include other materials (e.g., acoustic mat or insulation)

It is also possible for mass timber projects to utilize a non-composite timber-concrete floor system, where the mass timber elements carry the loads and a non-structural lightweight topping is applied to meet fire, acoustic and/or vibration objectives.

Code Path

While the IBC doesn't include requirements for TCC systems, the American Wood Council's National Design Specification® (NDS®) for Wood Construction states that composite construction such as wood-concrete "shall be designed in accordance with principles of engineering mechanics." TCC installation is discussed in IBC Section 5.8.5.

Learn more about the featured projects and their teams on the WoodWorks Innovation Network (WIN)

WOODWORKS INNOVATION NETWORK.ORG

Photo Alex Schreyer

Floor ready for a concrete topping at the John W Olver Design Building in Amherst, MA; assembly includes 5-ply CLT, rigid insulation for acoustic performance, and reinforced concrete
Leers Weinzapfel Associates / Equilibrium Consulting / Simpson Gumpertz & Heger (EOR)

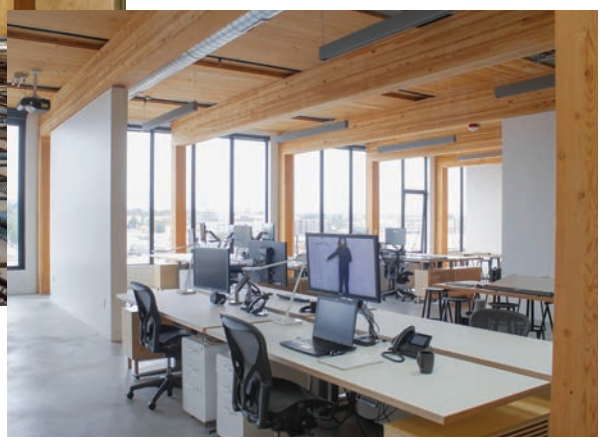


Photo Hacker

At District Office in Portland, OR, composite action of a reinforced concrete topping over CLT panels allowed the team to eliminate perimeter beams while improving vibration
Hacker / KPFF

Structural Composite Lumber (SCL)

SCL is a family of engineered wood products created by layering dried and graded wood veneers or strands with moisture-resistant adhesive into blocks of material known as billets, which are subsequently re-sawn to specified sizes. In SCL billets, the grain of each layer of veneer or strands runs primarily in the same direction. SCL is sawn to consistent sizes and exhibits highly predictable physical and mechanical properties.

More About SCL

SCL products used in column and beam applications include:

- *Laminated veneer lumber (LVL)* is made by bonding thin wood veneers so the grain of all veneers is parallel to the long direction
- *Parallel strand lumber (PSL)* is manufactured from veneers clipped into long strands and oriented primarily along the strong axis
- *Laminated strand lumber (LSL)* is made from flaked wood strands
- *Oriented strand lumber (OSL)* is made from flaked wood strands with a smaller length-to-thickness ratio than LSL

Code Path

SCL products are permitted under IBC Section 2303 when manufactured according to ASTM D5456: Standard Specification for Evaluation of Structural Composite Lumber Products.

PSL, LVL and LSL
Weyerhaeuser

Where can I purchase mass timber for U.S. projects?

Browse WoodWorks' manufacturer and supplier directory[3] to learn which products are produced by which companies, ask performance and supply questions, and scout material for your next project.

Company profiles and contact information can be found on the WoodWorks Innovation Network (WIN),[4] a program of WoodWorks that showcases mass timber and innovative light-frame wood projects and their design/construction teams.

Where can I find mass timber design and construction resources?

WoodWorks offers a robust library of mass timber resources for developers, architects, structural engineers, and general contractors. Visit woodworks.org and search by key word (e.g., tall wood, biogenic carbon, LCA, cost, fire protection, seismic, code, etc.) or resource type (e.g., guides/manuals, technical papers, case studies).

End Notes

[1] www.woodworks.org/why-wood/sustainability
[2] www.woodworks.org/resources/mass-timber-cost-and-design-optimization-checklists
[3] www.woodworks.org/about/partners
[4] www.woodworksinnovationnetwork.org

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