



AGENDA
CHARTER TOWNSHIP OF MERIDIAN
PLANNING COMMISSION – REGULAR MEETING
February 23, 2026 6:30 PM

1. CALL MEETING TO ORDER
2. ROLL CALL
3. PUBLIC REMARKS
4. APPROVAL OF AGENDA
5. APPROVAL OF MINUTES
 - A. February 9, 2026
6. COMMUNICATIONS
 - A. None
7. PUBLIC HEARINGS
 - A. REZ #26004 – Capstone
8. UNFINISHED BUSINESS
 - A. None
9. OTHER BUSINESS
 - A. None
10. REPORTS AND ANNOUNCEMENTS
 - A. Township Board update
 - B. Liaison reports
11. PROJECT UPDATES
12. PUBLIC REMARKS
13. COMMISSIONER COMMENTS
14. ADJOURNMENT

Individuals with disabilities requiring auxiliary aids or services should contact: Director of Community Planning and Development
Timothy R. Schmitt, 5151 Marsh Road, Okemos, MI 48864 or 517.853.4506 - Ten Day Notice is Required.
Meeting Location: 5151 Marsh Road, Okemos, MI 48864



TENTATIVE PLANNING COMMISSION AGENDA
March 9, 2026

1. PUBLIC HEARINGS
 - A. REZ #26006 – Tekchandani

2. UNFINISHED BUSINESS
 - A. REZ #26004 – Capstone

3. OTHER BUSINESS
 - A. None

Individuals with disabilities requiring auxiliary aids or services should contact: Director of Community Planning and Development
Timothy R. Schmitt, 5151 Marsh Road, Okemos, MI 48864 or 517.853.4506 - Ten Day Notice is Required.
Meeting Location: 5151 Marsh Road, Okemos, MI 48864

Providing a safe and welcoming, sustainable, prime community.



CHARTER TOWNSHIP OF MERIDIAN
REGULAR MEETING PLANNING COMMISSION
5000 Okemos Road, Okemos MI 48864-1198
517.853.4000, Township Townhall Room
Monday, February 9, 2026, 6:30 pm

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

ABSENT: Chair Rombach

STAFF: Principal Planner Shorkey

1. CALL MEETING TO ORDER

Vice-Chair McCurtis called the January 26, 2026, regular meeting for the Meridian Township Planning Commission to order at 6:30 pm.

2. ROLL CALL

Vice-Chair McCurtis called the roll of the Board. All Board members were present except for Chair Rombach.

3. PUBLIC REMARKS

None

4. APPROVAL OF AGENDA

Vice-Chair McCurtis asked for approval of the agenda.

Commissioner Snyder moved to approve the February 9, 2026, Regular Planning Commission meeting agenda. Seconded by Commissioner Nahum. Motion passed unanimously.

5. APPROVAL OF MINUTES

Commissioner Shrewsbury moved to approve Minutes of the January 26, 2026 meeting as amended. Seconded by Commissioner Brooks. Motion passed unanimously.

6. COMMUNICATIONS

No additional communications.

7. PUBLIC HEARINGS

A. None

8. UNFINISHED BUSINESS

A. None

9. OTHER BUSINESS

A. Parking Ordinance Discussion

Principal Planner Shorkey introduced the draft parking ordinance update and summarized the memo.

Commissioner Brooks asked Principal Planner Shorkey to describe the changes in the ordinance since the last meeting. Principal Planner Shorkey described the most recent changes and updates.

Commissioner Brooks asked if the examples made staff alter any of the proposed changes. Principal Planner Shorkey said that the sticking point was the 20% number. Principal Planner Shorkey said that Staff was comfortable with the ordinance otherwise. Commissioner Brooks asked if the 20% number would fit. Principal Planner Shorkey said that it would in some cases but in some cases, it would create nonconformities.

Commissioner McConnell asked about parking in a redevelopment. Principal Planner Shorkey discussed and noted that increasing a nonconformance would require a variance. Vice-Chair McCurtis asked how parking could expand if it is landlocked. Commissioner Shrewsbury discussed the ordinance and suggested finding a way to allow for flexibility in the ordinance and for common sense to prevail on a site-specific basis. After discussion, Principal Planner Shorkey said that Staff could discuss and discussed some possible solutions.

Commissioner Brooks discussed the ordinance in light of the Master Plan and said that setting the parking maximum would give a policy mechanism for allowing too much parking lot. Commissioner Brooks said that 20% seems reasonable and discussed other communities' parking ordinances and the elimination of parking minimums. Principal Planner Shorkey said the parking lot maximum language could go the other way and only apply to certain land uses and suggested updated the parking requirements in that case.

Vice-Chair McCurtis asked what the next step is and asked if it reasonable for Staff to determine what the maximum number should be. Principal Planner Shorkey suggested writing up various potential paragraphs for the parking maximum language and scheduling a public hearing for the ordinance. After discussion, Principal Planner Shorkey said that he would schedule the public hearing for the March 23rd meeting and present the parking maximum options.

B. Chicken Ordinance Update

Principal Planner Shorkey introduced the draft chicken ordinance update and pointed out the changes in the ordinance since the last meeting.

Commissioner Shrewsbury pointed out a typo in the section numbering. Commissioner Brooks asked about the number of allowed chickens and rabbits in the ordinance. Commissioner Shrewsbury asked Staff to make sure that the ordinance update is in the right place. Principal Planner Shorkey showed where the ordinance is being updated and pointed out the stacking nature of the zoning ordinance.

Vice-Chair McCurtis asked what the next step is. Principal Planner Shorkey said that he would schedule a public hearing for the ordinance for the March 23rd meeting.

10. REPORTS AND ANNOUNCEMENTS

a. Township Board Update

Principal Planner Shorkey had no report. Commissioner McConnell reminded the Planning Commission about the upcoming Joint Board and Commission meeting. Commissioner Nahum asked the Commissioners to let him know if there was anything they wanted him to bring up to the Board.

b. Liaison Reports

None

11. PROJECT UPDATES

Principal Planner Shorkey had no report.

12. PUBLIC REMARKS

None

13. COMMISSIONER COMMENTS

Commissioner Brooks discussed parking regulations in other communities and discussed the idea of eliminating parking minimums.

14. ADJOURNMENT

Vice-Chair McCurtis called for a motion to adjourn the meeting.

Commissioner Brooks moved to adjourn the February 9, 2026 regular meeting of the Planning Commission. Seconded by Commissioner Nahum. Motion passed unanimously at 7:13.



To: Planning Commission

From: Brian Shorkey, Principal Planner

Date: February 23, 2026

Re: Rezoning #26004 – Capstone, Rezone approximately 69 acres located at the east end of Hannah Boulevard from PO, Professional Office and RAA, One Family-Low Density Residential, to RD, Multiple Family, up to 8 dwelling units per acre, subject to a Conditional Rezoning Agreement.

Capstone Collegiate Communities, the Applicant, has requested the rezoning of two properties of approximately 69 acres in size (Subject Property) located at the eastern end of Hannah Boulevard from PO, Professional Office and RAA, One Family – Low Density Residential, to RD, Multiple Family, up to a maximum 8 dwelling units per acre, subject to a conditional rezoning agreement. The Subject Property is the last phase of the overall Planned Unit Development (PUD) known as Hannah Farms. If approved, the rezoning will be followed by a new PUD request for the Subject Property.

The Applicant is proposing to develop a series of multi-story buildings, duplexes, and single-family style buildings on the Subject Property. The majority of the buildings are proposed on the larger of the two parcels, the northern one, and would access Hannah Parkway. The final building is proposed on the smaller parcel to the south and would access Eyde Parkway. The rezoning is subject to the following conditions, proposed by the Applicant:

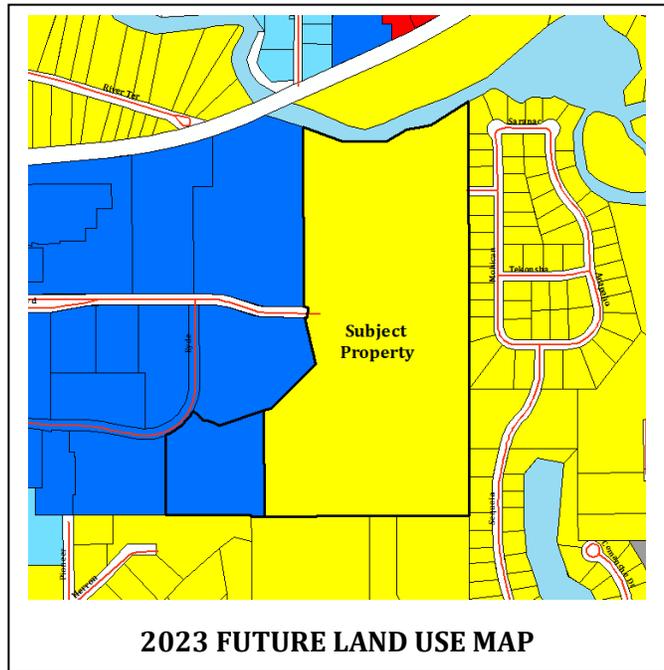
- PUD to be submitted in a specific timeframe
- Limits the number of units to no more than 270 units
- Approximately 38 acres of open space (wetlands/floodplain included)
- Natural Buffer Zone of 248' (no development zone) adjacent to the Indian Hills Neighborhood

Future Land Use

**Rezoning #26004 – (Capstone)
Planning Commission (February 23, 2026)
Page 2**

As noted, the Subject Property consists of two parcels. The smaller parcel, fronting on Eyde Parkway, is shown as Mixed Use on the Future Land Use Map. These are areas envisioned for mixed uses containing engaging and walkable streetscapes with varied activities, including multiple residential housing. The Mixed Use designation supports the requested RD zoning in conjunction with the proposed PUD followup.

The second, larger parcel is shown as Suburban Residential on the Future Land Use Map. This is the most prevalent residential category in the Township and is characterized by planned aesthetics, proximity to retail and cultural centers. The Suburban Residential designation correlates with the RAAA, RAA, and RA zoning designations.

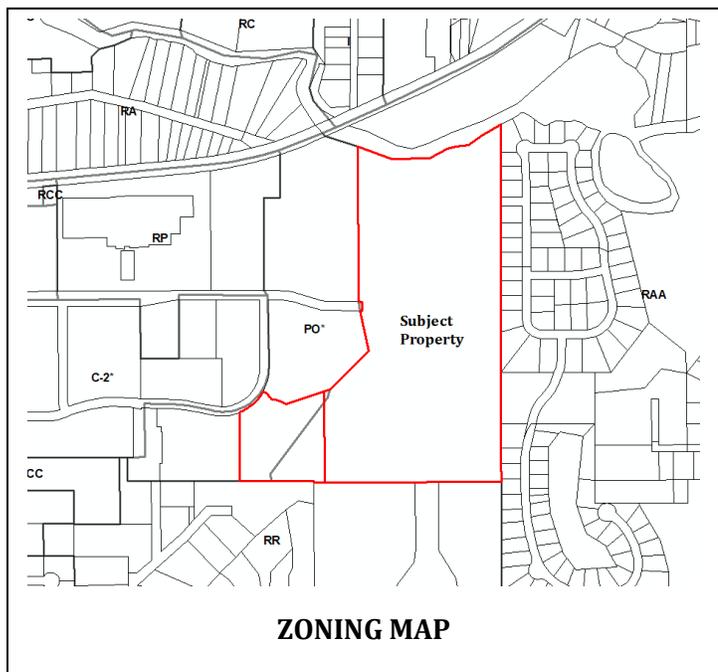


Zoning

The first parcel in the Subject Property, fronting on Eyde Parkway, is split zoned between PO (Professional Office) on the west side and RAA (Single-Family Residential) on the east side.

The requested RD zoning district requires a minimum of 100 feet of lot width, 11,000 square feet of lot area for duplexes, and no minimum lot area for multiple family. This parcel in the Subject Property complies with the RD dimensional requirements.

The second, larger, parcel is zoned RAA (Single-Family Residential). It too complies with the dimensional regulations for the requested RD zoning.



As previously noted, if approved, the rezoning will be followed by a Planned Unit Development (PUD) amendment. The PUD would allow flexibility in the dimensional regulations for the Subject Property.

Physical Features

As shown on the attached proposed site plan, the Subject Property is undeveloped and consists of natural vegetation. The Township online GIS shows the presence of wetlands on the southeast and northeast corners of the Subject Property. These wetlands coincide with floodways associated with the Red Cedar River and the associated wetlands. The site plan that was submitted with the application indicates that the Applicant has taken the wetlands and floodways into account.

According to the Greenway Plan, the wetlands/floodways coincide with Priority Conservation Corridors. As noted, the proposed site plan shows that these areas are being preserved.

Streets & Traffic

The Subject Property is accessed from Hannah Boulevard Eyde Parkway. Both of these roads are two-lane local roads with curb and gutter. A 7-foot pedestrian pathway is located along both of those roads.

An updated traffic impact analysis was submitted with this updated application, prepared by Progressive Companies and dated January 2026. The assessment used data from the Institute of Transportation Engineers (ITE) Trip Generation Manual edition to estimate trip generation rates for the proposed development. The analysis concluded that no further infrastructure improvements are recommended, although the study also suggests that signal timing adjustments may need to be made to ensure that queues do not exceed the storage capacity.

A traffic impact study is required for developments that are expected to generate more than 250 additional directional trips during the peak hour. The traffic assessment estimated that the development will generate approximately 110 weekday morning peak hour vehicle trips and approximately 131 afternoon peak hour vehicle trips. The following table summarizes findings from the submitted traffic assessment.

Based on the findings of the attached traffic analysis, the traffic expected to be generated by the proposed rezoning does not require a full traffic impact study. Note that the traffic assessment will have to be reviewed and accepted by the ICRD during Site Plan review.

Although there is a stub street from the Indian Lakes Estates neighborhood going from Mohican into the Subject Property, it is clear from previous development proposals that connecting into the Neighborhood was a strongly undesired outcome. As such, the development proposed secondary access through existing development to the west and functionally seals off the stub street through long term preservation of the land where the stub runs into.

Utilities

Municipal water and sanitary sewer are available to serve the subject site. Sewer and water run along Hannah Boulevard and Eyde Parkway and serve the existing development in Hannah Farms. The location and capacity of utilities for any proposed development will be reviewed in detail by the Department of Public Works and Engineering during Site Plan review.

The Hannah Farm Drain runs along the front of the property. There is also a branch of the Hannah Farm Drain that runs through the southern part of the Subject Property.

Staff Analysis

The applicant has requested the conditional rezoning of an approximately 69-acre parcel on Hannah Parkway from PO and RAA to RD. When evaluating a rezoning request, the Planning Commission should consider all uses permitted by right and by special use permit in the current and proposed zoning districts, as well as the reasons for rezoning listed on page two of the rezoning application (attached). Based on this, Planning Staff has the following comments:

1. The current request is to rezone the Subject Property to RD, which allows multiple-family developments up to eight units per acre. Several conditions of approval have been proposed by the Applicant in conjunction with this application, including the following:
 - a. PUD to be submitted in a specific timeframe
 - b. Limits the number of units to no more than 270 units
 - c. Approximately 40 acres of open space (wetlands/floodplain included)
 - d. Natural Buffer Zone of 248' (no development zone) to the Indian Lakes Estates Neighborhood
2. The attached site plan shows a series of buildings on the Subject Property. The setbacks appear to comply with and/or exceed the zoning requirements within the RD zoning district. If the rezoning to RD as proposed is approved, the next step will require an amended Planned Unit Development, followed by site plan approval.
3. The proposed multiple-family development is more intense than anticipated by the Future Land Use map. However, the proposed development does comply with the goal of promoting infill development within the Urban Service Boundary and increasing housing diversity in the Township. In addition, the proposed development can be seen as completing the broader mixed-use development, known as Hannah Farms, which complies with the Master Plan's goal of encouraging mixed-use development.
4. The proposed 270 dwelling units under the conditional rezoning is well below the approximately 440 units permitted under the RD zoning.

Planning Commission Options

The Planning Commission may recommend approval or denial of the request, or it may recommend a different zoning designation than proposed by the applicant to the Township Board. A resolution will be provided at a future meeting.

Attachments

1. Rezoning application and attached materials, dated December 12, 2025 and received by the Township on January 27, 2026.
2. Site plan, prepared by Nequette Architecture and Design, Inc., and received by the Township on January 27, 2026.
3. Traffic Impact Analysis, prepared by Progressive Companies, received by the Township on January 27, 2026.
4. Rezoning criteria.

CHARTER TOWNSHIP OF MERIDIAN
DEPARTMENT OF COMMUNITY PLANNING AND DEVELOPMENT
5151 MARSH ROAD, OKEMOS, MI 48864
PHONE: (517) 853-4560, FAX: (517) 853-4095

REZONING APPLICATION

Part I, II and III of this application must be completed. Failure to complete any portion of this form may result in the denial of your request.

Part I

A. Owner/Applicant EYDE LAND HOLDINGS, LLC
Address of applicant 300 S. WASHINGTON SQUARE, SUITE 400
Telephone: Work (517) 903-3933 Home (517) 512-6834
Fax (517) 484-4363 Email CLOUSE@EYDE.COM

If there are multiple owners, list names and addresses of each and indicate ownership interest. Attach additional sheets if necessary. If the applicant is not the current owner of the subject property, the applicant must provide a copy of a purchase agreement or instrument indicating the owner is aware of and in agreement with the requested action.

B. Applicant's Representative, Architect, Engineer or Planner responsible for request:
Name / Contact Person CAPSTONE COLLEGIATE COMMUNITIES, LLC
Address 431 OFFICE PARK DRIVE, BIRMINGHAM, AL 35223
Telephone: Work (205) 414-6475 Home (205) 414-6400
Fax (205) 414-6405 Email JBEATTY@CAPSTONEMAIL.COM

C. Site address/location HANNAH
Legal description (Attach additional sheets if necessary) (SEE ATTACHED SURVEY)
Parcel number 33-02-02-20-401-005 Site acreage 69.08
33-02-02-20-327-006

D. Current zoning RAA & PD Requested zoning RD

E. The following support materials must be submitted with the application:

1. Nonrefundable fee. - INCLUDED
2. Evidence of fee or other ownership of the subject property. - EYDE LETTER
3. A rezoning traffic study prepared by a qualified traffic engineer based on the most current edition of the handbook entitled *Evaluating Traffic Impact Studies: A Recommended Practice for Michigan Communities*, published by the State Department of Transportation, is required for the following requests: - INCLUDED
 - a. Rezoning when the proposed district would permit uses that could generate more than 100 additional directional trips during the peak hour than the principal uses permitted under the current zoning.
 - b. Rezoning having direct access to a principal or minor arterial street, unless the uses in the proposed zoning district would generate fewer peak hour trips than uses in the existing zoning district.
(Information pertaining to the contents of the rezoning traffic study will be available in the Department of Community Planning and Development.)
4. Other information deemed necessary to evaluate the application as specified by the Director of Community Planning and Development. - SURVEY & DEVELOPMENT PLAN

Part II

REASONS FOR REZONING REQUEST

Respond only to the items which you intend to support with proof. Explain your position on the lines below, and attach supporting information to this form.

- A. Reasons why the present zoning is unreasonable: *(SEE ATTACHED)*
- 1) There is an error in the boundaries of the Zoning Map, specifically: _____

 - 2) The conditions of the surrounding area have changed in the following respects: _____

 - 3) The current zoning is inconsistent with the Township's Master Plan, explain: _____

 - 4) The Township did not follow the procedures that are required by Michigan laws, when adopting the Zoning Ordinance, specifically: _____

 - 5) The Township did not have a reasonable basis to support the current zoning classification at the time it was adopted; and the zoning has exempted the following legitimate uses from the area: _____

 - 6) The current zoning restrictions on the use of the property do not further the health safety or general welfare of the public, explain: _____

- B. Reasons why the requested zoning is appropriate: *(SEE ATTACHED)*
- 1) Requested rezoning is consistent with the Township's Master Plan, explain: _____

 - 2) Requested rezoning is compatible with other existing and proposed uses surrounding the site, specifically: _____

 - 3) Requested rezoning would not result in significant adverse impacts on the natural environment, explain: _____

 - 4) Requested rezoning would not result in significant adverse impacts on traffic circulation, water and sewer systems, education, recreation or other public services, explain: _____

 - 5) Requested rezoning addresses a proven community need, specifically: _____

 - 6) Requested rezoning results in logical and orderly development in the Township, explain: _____

 - 7) Requested rezoning will result in better use of Township land, resources and properties and therefore more efficient expenditure of Township funds for public improvements and services, explain: _____

Part III

I (we) hereby grant permission for members of the Charter Township of Meridian's Boards and/or Commissions, Township staff member(s) and the Township's representatives or experts the right to enter onto the above described property (or as described in the attached information) in my (our) absence for the purpose of gathering information including but not limited to the taking and the use of photographs.

Yes No (Please check one)

By the signature(s) attached hereto, I (we) certify that the information provided within this application and accompanying documentation is, to the best of my (our) knowledge, true and accurate

 12-12-25
Signature of Applicant Date

Jim Beatty / vice President - CapStone Composites
Type/Print Name

Fee: \$4,204 Received by/Date:  1/27/2026



26 January 2026

Charter Township of Meridian
Conditional Re-Zoning Application
5151 Marsh Road
Okemos, MI 48864

Owner/Applicant: Eyde Land Holdings, LLC

Applicant's Representative: Capstone Collegiate Communities, LLC

On behalf of the applicant, please accept the enclosed rezoning application materials for the subject property within the Hannah Farms area. Included is a supporting narrative addressing the Township's rezoning criteria and the basis for the requested zoning change.

The proposed rezoning supports a logical transition between higher-density residential development to the west and established single-family neighborhoods to the east. The request is intended to facilitate orderly development that is compatible with surrounding uses, utilize existing infrastructure, minimizes environmental impacts, and addresses a community need for student housing.

The requested rezoning is intended to be paired with a Planned Unit Development (PUD). Any development of the site would be conditioned upon PUD approval, which will establish specific standards for site design, buffering, open space, and a defined limit on the total number of residential units, ensuring development intensity remains controlled and subject to Township review.

Conditions (Subject to review):

- PUD to be submitted in a specific timeframe
- Limits number of units to a maximum of 270 units
- Approximately 38 acres of open space (wetlands/floodplain included)
- Natural Buffer Zone of 248' (no development zone) to the Indian Hills Neighborhood

The enclosed narrative provides responses to each rezoning standard and reflects coordination with Township Planning staff and representatives of the Indian Lakes Neighborhood Association. The proposal is designed to align with existing development patterns and complete one of the remaining undeveloped parcels in the area.

We respectfully request the Township's review and look forward to continued coordination through the rezoning and PUD processes. Please contact us if additional information is required.

Sincerely,

A handwritten signature in blue ink that reads "Jim Beatty". The signature is written in a cursive style and is positioned above the printed name.

Jim Beatty
Vice President, Development

Charter Township of Meridian – Rezoning Application Part II:

A. Reasons why the present zoning is unreasonable:

1. There is an error in the boundaries of the Zoning Map, specifically: N/A
2. The conditions of the surrounding area have changed in the following respects:
N/A
3. The current zoning is inconsistent with the Township's Master Plan, explain: N/A
4. The Township did not follow the procedures that are required by laws, when adopting the Zoning Ordinance, specifically: N/A
5. The Township did not have a reasonable basis to support the current zoning classification at the time it was adopted; and the zoning has exempted the following legitimate uses from the area: N/A
6. The current zoning restrictions on the use of the property do not further the health safety or general welfare of the public, explain: N/A

B. Reasons why the requested zoning is appropriate:

1. Requested rezoning is consistent with the Township's Master Plan, explain:

The requested rezoning supports a logical transition between higher-density multi-family residential (MFR) uses and lower-density single-family residential (SFR) neighborhoods. The proposed development reinforces this transition by aligning higher-intensity uses with the existing MUPUD to the west and stepping down toward intensity toward the RAA-zoned single-family development to the east. The project has been coordinated with Township Planning staff and the Indian Lakes Neighborhood Association Board, and is intentionally oriented westward to maintain compatibility and avoid connectivity impacts to the east.

2. Requested rezoning is compatible with other existing and proposed uses surrounding the site, specifically:

The subject property is located between an existing MUPUD containing student housing to the west and established RAA single-family development to the east. The requested rezoning extends the existing MUPUD pattern, utilizing established road and utility infrastructure. A substantial buffer along the eastern boundary will provide an effective transition to the adjacent single-family neighborhood.

3. Requested rezoning would not result in significant adverse impacts on the natural environment, explain:

The development is designed to avoid floodplain and wetland areas to the greatest extent practicable. Low-impact stormwater management practices will be utilized to minimize environmental impacts. Approximately 40 acres of existing woodlands and wetlands will remain undisturbed.

4. Requested rezoning would not result in significant adverse impacts on traffic circulation, water and sewer systems, education, recreation or other public services, explain:

The proposed development will generate additional traffic; however, impacts are not anticipated to be significant, as documented in the submitted traffic impact statement. Water and sewer services are available and have sufficient capacity to serve the site. While no recreational facilities currently exist on the parcel, the development provides an opportunity to incorporate new on-site recreation or open space.

5. Requested rezoning addresses a proven community need, specifically:

The requested rezoning addresses a demonstrated demand for student housing in this area, as evidenced by consistently high occupancy rates in nearby developments and the presence of established transit service. The proposal represents a logical continuation of existing student housing uses.

6. Requested rezoning results in logical and orderly development in the Township, explain:

The subject parcel is part of the larger Hannah Farms area and represents one of the remaining undeveloped tracts. Rezoning allows for development that is compatible with the existing MUPUD to the west and prevents higher-density uses from extending into the Indian Lakes single-family neighborhood, resulting in an orderly and cohesive development pattern.

7. Requested rezoning will result in better use of Township land, resources and properties and therefore more efficient expenditure of Township funds for public improvements and services, explain:

The site will be served by existing utility infrastructure, allowing for efficient use of Township resources. The project is anticipated to proceed as a Planned Unit Development (PUD), increasing open space and preserving a portion of the site.



January 26, 2026

Charter Township of Meridian
Owner Authorization Letter
5151 Marsh Road
Okemos, MI 48864

Owner/Applicant: Eyde Land Holdings, LLC

Applicant's Representative: Capstone Collegiate Communities, LLC

This letter authorizes Capstone Collegiate Communities, LLC to act on behalf of Eyde Land Holdings, LLC on the certain subject property within the Hannah Farms area or as depicted in parcels 33-02-02-20-401-005 and 33-02-02-20-327-006 equaling 69.06 acres.

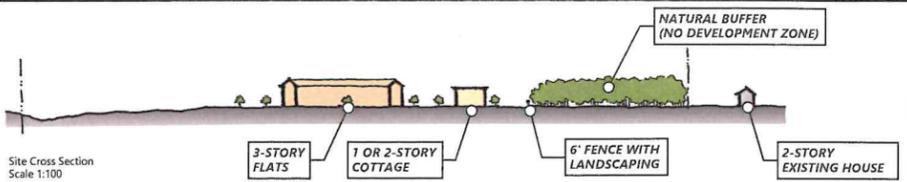
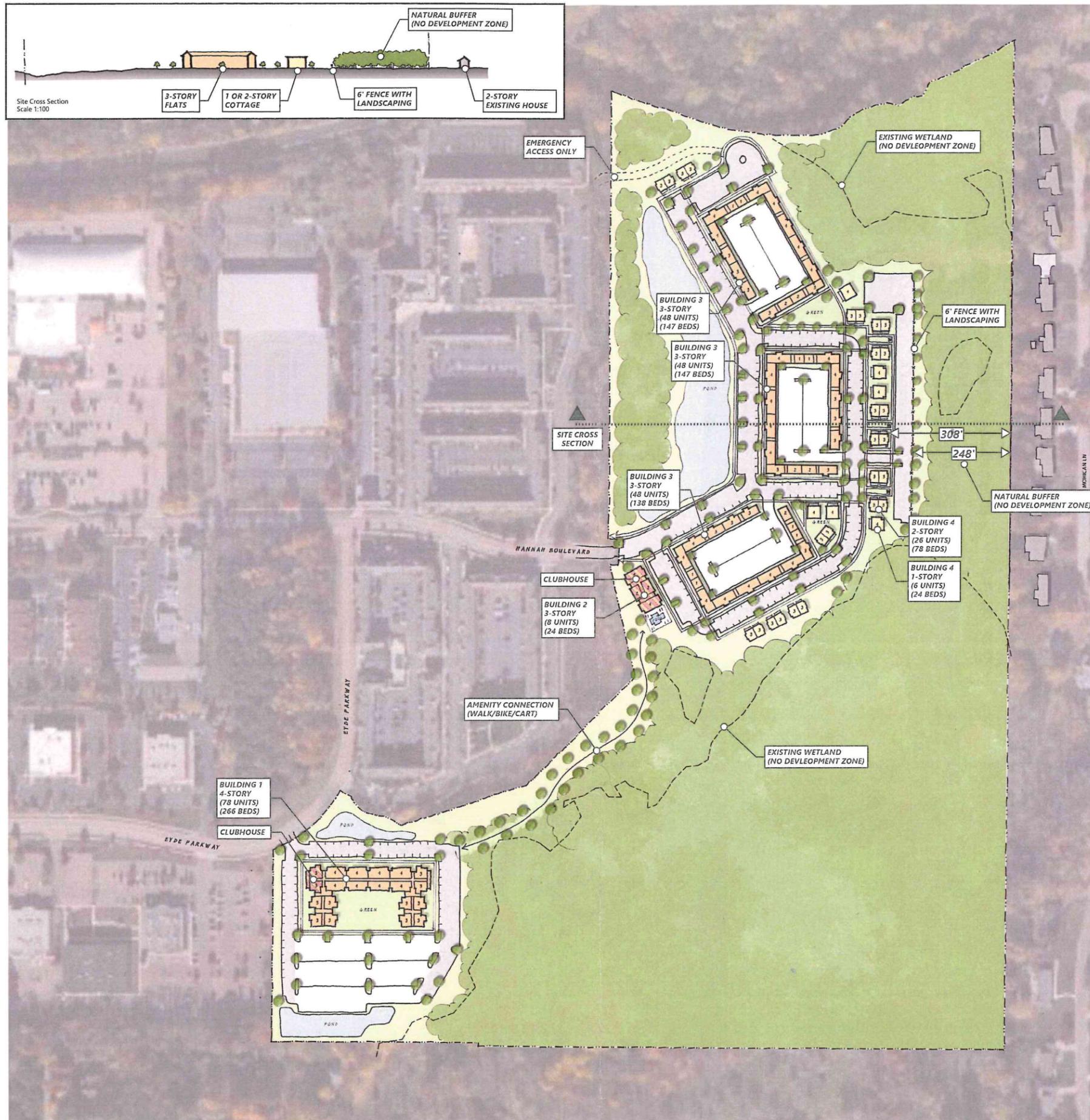
Sincerely,

Nathaniel Eyde

Authorized Agent of Eyde Land Holdings, LLC



300 S. Washington Square, Suite 400, Lansing, MI 48933
Office: (517) 903-EYDE (3933) | Fax: (517) 484-5695
www.eyde.com



CAPSTONE AT HANNAH FARMS EAST
EAST LANSING, MICHIGAN

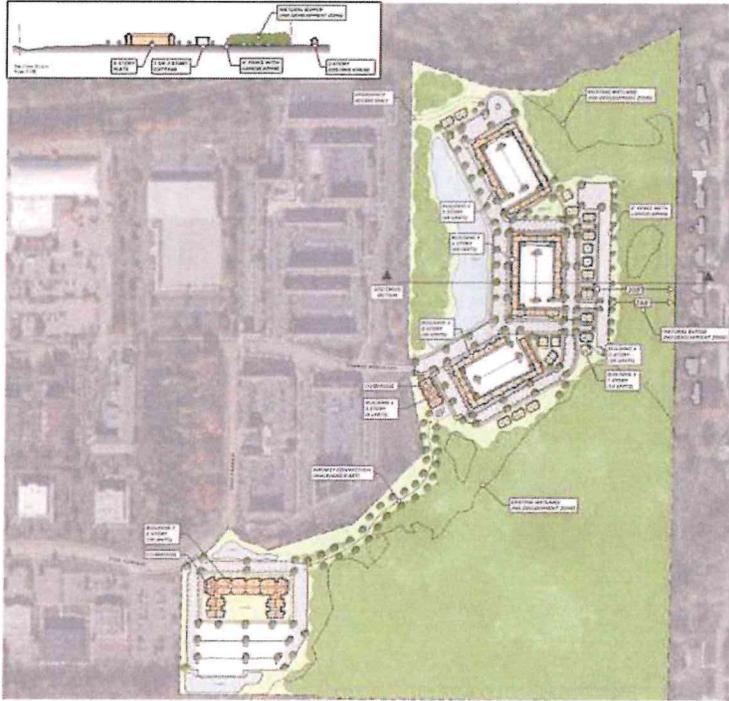
SITE LEGEND

Building	Use/Product Type	Quantity	Building Height (feet above grade)	1 Bed Unit	2 Bed Unit	3 Bed Unit	4 Bed Unit	5 Bed Unit	6 Bed Unit	Total Unit Count	Total Bed Count
1	4-Story Multi-Family Flats w/ Clubhouse	1	4			36	32			78	266
2	3-Story Multi-Family Flats w/ Clubhouse	1	3		4					8	24
3	3-Story Multi-Family Flats	3	3	24	15	42	63			144	432
4	Cottages	19	1 or 2			26			6	32	102
TOTALS				24	19	88	26	99	6	262	824

Parking Ratio Required at 1.1 Spaces per Bed 824 Beds 907 Required
 Parking Provided 909 Provided

Scale 1:100
 September 10, 2025

NEQUETTE
 ARCHITECTURE & DESIGN



**TRAFFIC IMPACT STUDY
HANNAH FARMS
MERIDIAN TOWNSHIP, MICHIGAN**

Prepared for:

Capstone collegiate Communities, LLC
431 Office Park Drive
Birmingham, AL 35223

Prepared by:

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

January 2026
Project No. 22820001

Hannah Farms – Traffic Impact Study

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EXECUTIVE SUMMARY

INTRODUCTION

Capstone Collegiate Communities, LLC is working to construct a multi-family residential development on vacant parcel land, located near Hannah Boulevard and Eyde Parkway in Meridian Township, Michigan. The development will consist of six (6) single family houses and 256 multifamily units. Access to the development will be via two (2) new driveways, one (1) to Eyde Parkway and one (1) to Hannah Boulevard.

The purpose of this Traffic Impact Study is to analyze the potential impacts of the new development and identify what physical and/or operational roadway system improvements may be necessary to mitigate existing or anticipated background issues and/or impacts created by this development's traffic.

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

Study Area

The study area includes three (3) signalized intersections and two (2) existing stop-controlled intersections, as listed below:

- Hannah Boulevard / Eyde Parkway (One-Way Stop)
- Hannah Boulevard / Esoteric Way (Signalized)
- Hannah Boulevard / Hagadorn Road (Signalized)
- Eyde Parkway / Esoteric Way (One-Way Stop)
- Eyde Parkway / Hagadorn Road (Signalized)

Data Collection

Morning (7:00 a.m.–9:00 a.m.) and evening (4:00 p.m.–6:00 p.m.) peak hour turning movement counts at the study area intersections were collected in January 2026 on a typical weekday. These counts indicate that the typical weekday morning peak hour generally occurs between 8:00 a.m. to 9:00 a.m. and the typical afternoon peak hour occurs between 4:30 p.m. to 5:30 p.m.

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 (2029) Conditions

Background Traffic Volumes

An annual traffic growth rate was used to estimate growth on the study area roadways. An annual growth rate of 1% (one percent) was applied to the existing peak hour volumes to help determine the background (2029) peak hour volumes. To our knowledge, no other developments are planned near the study area that could influence 2029 traffic patterns. A separate analysis of the background traffic conditions was not completed as part of this study, as the results would be largely the same as existing conditions, with only slightly more delay due to the minor increase in traffic volumes.

Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* was used to calculate the anticipated traffic that may be generated by the proposed development. Trips are measured individually for inbound and outbound movements; therefore, a visit to the site by a resident, 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 is Single Family Detached Housing (land use code 210), Multifamily Housing (Low-Rise) (land use code 220), and Multifamily Housing (Mid-Rise) (land use code 221).

Trip generation for the site was calculated for the typical weekday morning and afternoon peak hours based on the site plan provided by the site owner as well as the methodology defined in the *ITE Trip Generation Manual*.

Conclusions

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

Existing Conditions

Based on the existing conditions analysis, it appears that all intersections in the study area currently operate at a level of service (LOS) "B" or better for both peak periods. Additionally, all individual turning movements operate at a LOS "D" or better and queues in the study area are shown to be acceptable and within the storage space available.

Crash Analysis

Crash information for the most recent five (5) years available (2020–2024) was reviewed, based on information available on the *Michigan Traffic Crash Facts* website. The crash analysis was completed for each signalized intersection in the study area.

Overall, the majority of crashes in the study area were rear-end crashes on Hagadorn Road. This crash type is common for signalized intersections and the majority of crashes resulted in no injuries. There does not appear to be any abnormal crash patterns in the study area, however upgrading the signals on Hagadorn Road to box span configurations and adding traffic signal backplates can help improve signal visibility and potentially reduce rear-end and angle crashes.

Future (2029) Conditions

The future (2029) conditions analysis showed that all intersections in the study area are anticipated to operate at a LOS "C" or better during the morning and afternoon peak hours. Queues are also expected to remain acceptable.

The most effected individual turning movement in the study area was at the Hagadorn Road and Eyde Parkway intersection. The southbound left turning movement LOS is anticipated to decrease from a LOS "D" to a LOS "E" and delay is projected to increase by 29 seconds in the afternoon peak hour. While this increase in delay is significant, queues are anticipated to remain within the available storage lane and not back up into through traffic. If queuing problems become present in the future, changes to signal timing at this approach can be made to give more time to the southbound turning movement phase.

Turn Lane Warrant Analysis

Since the north driveway is essentially a continuation of Hannah Boulevard, turn lanes are not applicable at this location. Additionally, since the speed limit on Eyde Parkway is 25 miles per hour and is a local roadway with low traffic volumes, a dedicated turn lane is not recommended for the south driveway.

Recommendations

Based on the analysis of the study area intersections and proposed site driveways, no further infrastructure improvements are recommended for the study area. The southbound left turn movement on Hagadorn Road at Eyde Parkway should be observed after the proposed development is constructed, and signal timing adjustments may need to be made to ensure that queues do not exceed the available storage lane.

CHAPTER 1

INTRODUCTION

Capstone Collegiate Communities, LLC (Capstone Collegiate Communities) is working to construct a multi-family residential development on vacant parcel land, located near Hannah Boulevard and Eyde Parkway in Meridian Township, Michigan (Township). The development will consist of six (6) single family houses and 256 multifamily units. Access to the development will be via two (2) new driveways, one (1) to Eyde Parkway and one (1) to Hannah Boulevard.

The purpose of this Traffic Impact Study is to analyze the potential impacts of the new development and identify what physical and/or operational roadway system improvements may be necessary to mitigate existing or anticipated background issues and/or impacts created by this development's traffic.

Pre-study coordination was completed with the Township and Ingham County Road Department (ICRD) 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. Tasks undertaken to complete the analyses include:

1. Data Collection

Morning and afternoon peak hour turning movement counts were completed at the five (5) 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. Study Area

2. Background Growth

An annual background traffic growth rate of 1% (one percent) was applied to the existing volumes to help reflect anticipated non-development traffic increases by the 2029 horizon year. This background growth rate was provided by Township staff.

3. Trip Generation/Distribution

The number of trips the proposed development is expected to generate during peak hours was identified. These trips were then assigned to the adjacent street system based upon 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 the development's traffic.

The following chapters outline the results of analyses completed during the study process.

CHAPTER 2

EXISTING CONDITIONS

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

Key Study Area Roadways

Hannah Boulevard

Hannah Boulevard is an east-west local roadway within the study area under Township jurisdiction. It has a two (2)-lane to four (4)-lane cross section with one (1) to two (2) travel lanes in each direction and a speed limit of 25 miles per hour (mph) within the study area.



Westbound Hannah Boulevard at Hagadorn Road

Eyde Parkway

Eyde Parkway is an east-west local roadway within the study area under the Township jurisdiction. It has a Two (2)-lane cross section with one (1) travel lane in each direction and a speed limit of 25 mph within the study area.



Westbound Eyde Parkway at Hagadorn Road

Hagadorn Road

Hagadorn Road is a north-south arterial roadway within the study area under the ICRD. It has a four (4)-lane cross section with two (2) travel lanes in each direction and a speed limit of 45 mph within the study area. Weekday 24-hour traffic volumes along Hagadorn Road average approximately 25,000 vehicles per day.



Southbound Hagadorn Road at Hannah Boulevard

The study area includes three (3) signalized intersections and two (2) existing stop-controlled intersections, as listed in Table 1:

Table 1. Existing Intersections

Intersection	Traffic Control
Hannah Boulevard / Eyde Parkway	One-Way Stop
Hannah Boulevard / Esoteric Way	Signalized
Hannah Boulevard / Hagadorn Road	Signalized
Eyde Parkway / Esoteric Way	One-Way Stop
Eyde Parkway / Hagadorn Road	Signalized

Data Collection

Morning (7:00 a.m.–9:00 a.m.) and evening (4:00 p.m.–6:00 p.m.) peak hour turning movement counts at the study area intersections were collected in January 2026 on a typical weekday. These counts indicate that the typical weekday morning peak hour generally occurs between 8:00 a.m. to 9:00 a.m. and the typical afternoon peak hour occurs between 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. Per Michigan Department of Transportation (MDOT) requirements, *Synchro*® traffic analysis software, Version 11, 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.

The existing morning and afternoon peak hours were analyzed at the study area intersections. Table 2 shows the overall levels of service, while Figure 2 shows the levels of service for all movements at the study area intersections. Copies of the *Synchro*® analyses are included in the Appendix.

Table 2. Existing Levels of Service and Delay

Intersection	Existing Conditions			
	A.M.		P.M.	
	LOS	Delay(s)	LOS	Delay(s)
Hagadorn Road / Eyde Parkway	B	14.8	B	18.1
Hagadorn Road / Hannah Boulevard / Service Road	B	10.6	B	14.9
Hannah Boulevard / Esoteric Way	B	11.7	B	13.2
Eyde Parkway / Hannah Boulevard ¹	A	9.7	B	10.6
Eyde Parkway / Esoteric Way ¹	A	9.2	B	10.2

¹Unsignalized intersection, critical/worst approach/movement shown
Source: Progressive Companies, January 2026

Based on the existing conditions analysis, it appears that all intersections in the study area currently operate at a LOS “B” or better for both peak periods. Additionally, all individual turning movements operate at a LOS “D” or better and queues in the study area are shown to be acceptable and within the storage space available.

Crash Analysis

Crash information for the most recent five (5) years available (2020–2024) was reviewed, based on information available on the *Michigan Traffic Crash Facts* website. The crash analysis was completed for each intersection in the study area.

Hagadorn Road/Hannah Boulevard

There was a total of 81 crashes at the Hagadorn Road and Hannah Boulevard intersection in the last five (5) years. Of these crashes, three (3) crashes resulted in a “B” minor injury, nine (9) crashes resulted in a “C” possible injury, and the remaining crashes resulted in no injury. Rear-end crashes were the most common crash type at this intersection (37 crashes), followed by sideswipe crashes (20 crashes), and angle crashes (17 crashes). There were no crashes involving pedestrians or bicyclists.

One (1) of the “B” injury crashes involved a single motorcycle that slid and injured the driver. The other two (2) “B” injury crashes involved a vehicle running a red light. The majority of crashes were rear-end crashes, which are common for signalized intersections. A box span traffic signal and traffic signal backplates can increase signal visibility and help reduce rear-end and angle crashes at this location.

Hagadorn Road/Eyde Parkway

There was a total of 32 crashes at the Hagadorn Road and Eyde Parkway intersection. Of these crashes, two (2) crashes resulted in an "A" serious injury, one (1) crash resulted in a "B" minor injury, four (4) crashes resulted in a "C" possible injury, and the remaining crashes resulted in no injury. Rear-end crashes (14 crashes) were the most common types of crashes at this intersection, followed by angle crashes (seven (7) crashes) and single motor vehicle crashes (six (6) crashes). Two (2) crashes involved bicyclists, both resulting in "C" injuries and caused by vehicles turning right on red. There were no crashes involving pedestrians.

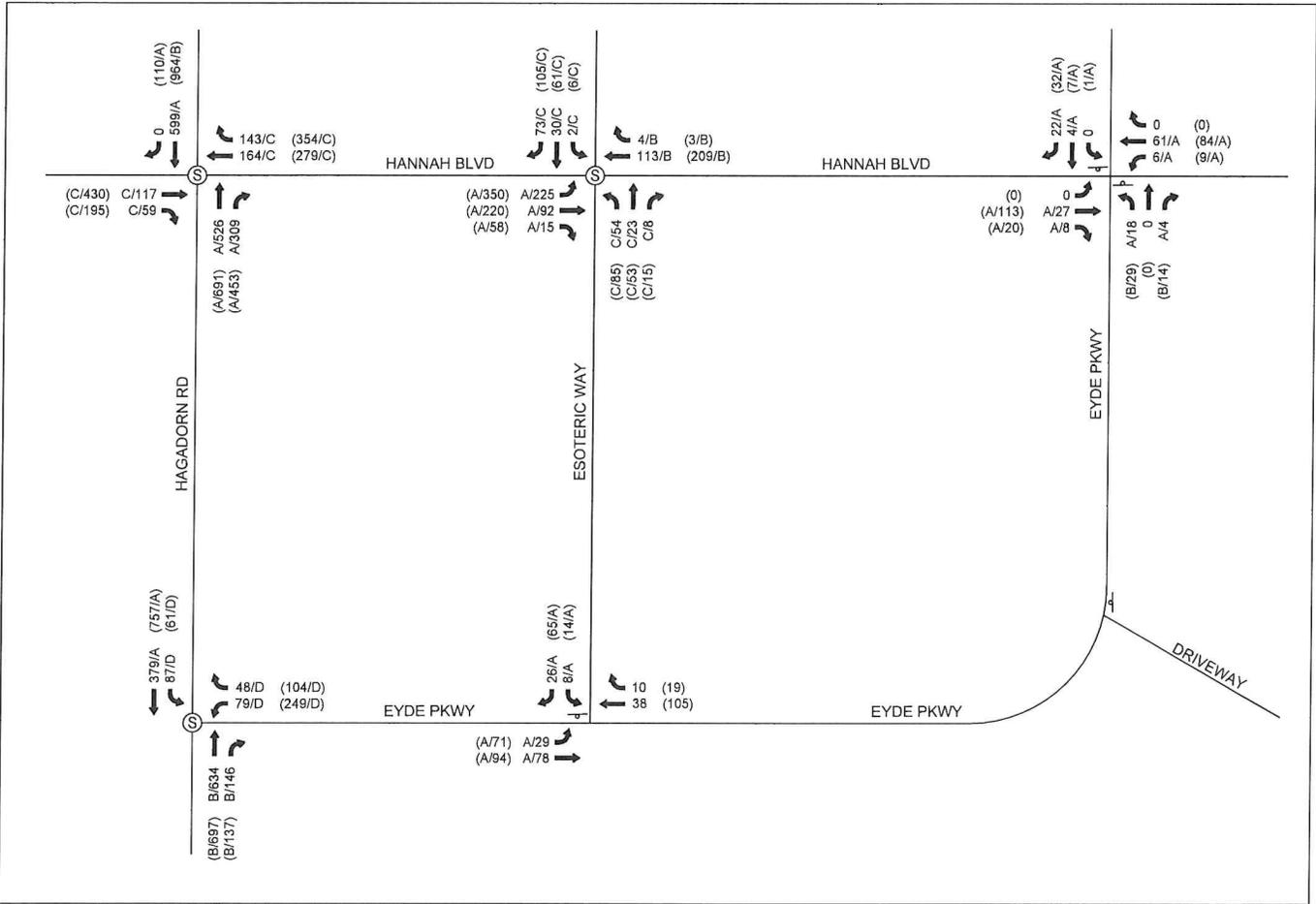
One (1) of the "A" injuries involved a driver having a heart attack and one (1) "A" injury involved a rear-end crash. The one (1) "B" injury crash involved a truck that was unable to stop in snowy conditions. The majority of crashes were rear-end crashes, which are common for signalized intersections. A box span traffic signal and traffic signal backplates can increase signal visibility and help reduce rear-end and angle crashes at this location.

Hannah Boulevard/Esoteric Way

There was a total of 15 crashes at the Hannah Boulevard and Esoteric Way intersection. Of these crashes, one (1) crash resulted in an "A" serious injury, two (2) crashes resulted in a "B" minor injury, two (2) crashes resulted in a "C" possible injury, and the remaining crashes resulted in no injury. Angle crashes (five (5) crashes) were the most common types of crash at this intersection, followed by sideswipe crashes (four (4) crashes) and single motor vehicle crashes (three (3) crashes).

Two (2) crashes involved bicyclists, one (1) resulting in a "B" injury and one (1) resulting in a "C" injury. The "B" injury involved a cyclist in the roadway and the "C" injury involved a cyclist in the crosswalk. The "A" injury crash involved a pedestrian crossing on a "Do Not Walk" signal and ran into the side of a vehicle. The traffic signal at this location is a box span signal, however the addition of backplates can increase signal visibility and reduce the prevalence of angle crashes. Signal timing should also be reviewed for proper yellow and all-red times to ensure proper clearance times are met.

Overall, the majority of crashes in the study area were rear-end crashes on Hagadorn Road. This crash type is common for signalized intersections and the majority of crashes resulted in no injuries. There does not appear to be any abnormal crash patterns in the study area; however, upgrading the signals on Hagadorn Road to box span configurations and adding traffic signal backplates can help improve signal visibility and potentially reduce rear-end and angle crashes.



CAPSTONE COLLEGIATE COMMUNITIES - TIS

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

EXISTING PEAK-HOUR VOLUMES
+ LEVELS-OF-SERVICE



FIGURE
2

CHAPTER 3

FUTURE (2029) CONDITIONS

The purpose of this chapter is to summarize the anticipated future (2029) traffic conditions within the study area with background traffic growth and the proposed development's traffic in place. This analysis will 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.

Proposed Development and Site Access

Capstone Collegiate Communities is working to construct a multi-family residential development on vacant parcel land, located near Hannah Boulevard and Eyde Parkway in Meridian Township, Michigan. The development will consist of six (6) single family houses and 256 multifamily units. Access to the development will be via two (2) new driveways, one (1) to Eyde Parkway and one (1) to Hannah Boulevard.

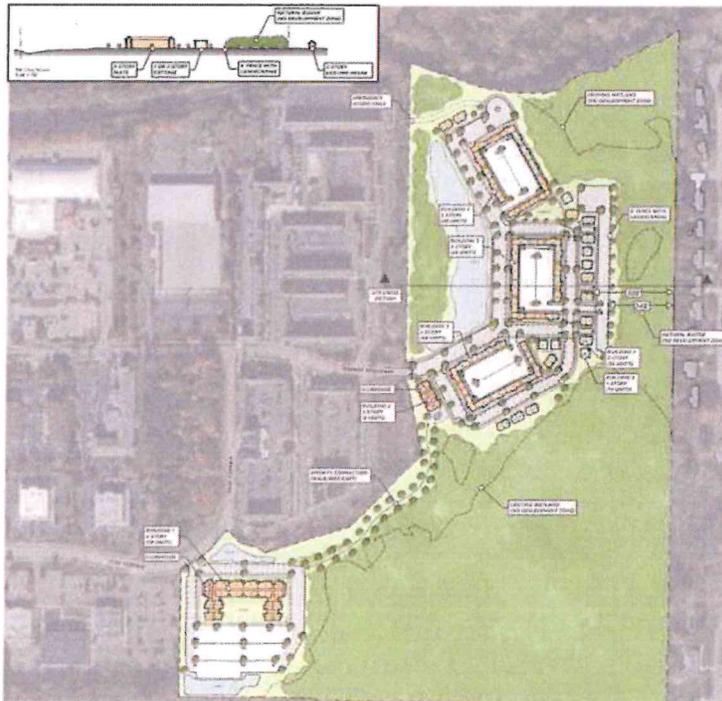


Figure 3. Preliminary Site Plan

Background Traffic Volumes

An annual traffic growth rate was used to estimate growth on the study area roadways. An annual growth rate of 1% (one percent) was applied to the existing peak hour volumes to help determine the background (2029) peak hour volumes. To our knowledge, no other developments are planned near the study area that could influence 2029 traffic patterns. A separate analysis of the background traffic conditions was not completed as part of this study, as the results would be largely the same as existing conditions, with only slightly more delay due to the minor increase in traffic volumes.

Trip Generation

The ITE *Trip Generation Manual* was used to calculate the anticipated traffic that may be generated by the proposed development. Trips are measured individually for inbound and outbound movements; therefore, a visit to the site by a resident, 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 is Single Family Detached Housing (land use code 210), Multifamily Housing (Low-Rise) (land use code 220), and Multifamily Housing (Mid-Rise) (land use code 221).

Trip generation for the site was calculated for the typical weekday morning and afternoon peak hours based on the site plan provided by the site owner as well as the methodology defined in the ITE *Trip Generation Manual*.

Table 3. Trip Generation

Land Use	ITE Code	Size	A.M.			P.M.		
			Total	Enter	Exit	Total	Enter	Exit
Single Family Detached Housing	210	6 Units	10	3	7	7	4	3
Multifamily Housing (Low-Rise)	220	178 Units	75	18	57	93	58	35
Multifamily Housing (Mid-Rise)	221	78 Units	25	6	19	31	20	11
Total			110	27	83	131	82	49

The development is expected to generate approximately 110 weekday morning peak hour vehicle trips (27 inbound, 83 outbound) and approximately 131 weekday afternoon peak hour vehicle trips (82 inbound, 49 outbound) onto the street system.

Trip Distribution

The directional distribution of the site-generated new trips was based upon existing travel patterns and engineering judgment. New trips followed existing traffic patterns, the proposed building's location on the site, and locations of destinations nearby. These distributions are shown below:

	<u>A.M. Peak</u>	<u>P.M. Peak</u>
To/from Hagadorn Road North	60%	60%
To/from Hagadorn Road South	5%	5%
To/from Service Drive West	30%	30%
To/from Esoteric Drive North (Shopping Center)	5%	5%

The anticipated site trips were added to the background (2029) peak hour volumes to depict the estimated total future (2029) volumes during the morning and afternoon peak hours. Figure 4 and Figure 5 show the total anticipated future (2029) new generated trips and total future (2029) volumes, respectively.

Future (2029) Capacity Analysis

Intersection level of service calculations were completed to evaluate the future (2029) morning and afternoon peak hour conditions at the site access driveways and study area intersections, assuming the completion of the proposed development. Table 4 and Figure 5 summarize the levels of service at the study area intersections. Copies of the *Synchro*® analyses are included in the Appendix.

Table 4. Future (2029) Levels of Service and Delay

Intersection	Future (2029) Conditions			
	A.M. Peak		P.M. Peak	
	LOS	Delay(s)	LOS	Delay(s)
Hagadorn Road / Eyde Parkway	B	15.8	C	20.5
Hagadorn Road / Hannah Boulevard / Service Road	B	11.1	B	15.6
Hannah Boulevard / Esoteric Way	B	11.7	B	13.5
Eyde Parkway / Hannah Boulevard ¹	B	10.7	B	11.7
Eyde Parkway / Esoteric Way ¹	A	9.3	B	10.4
Eyde Parkway / Driveway ¹	A	8.7	A	8.9

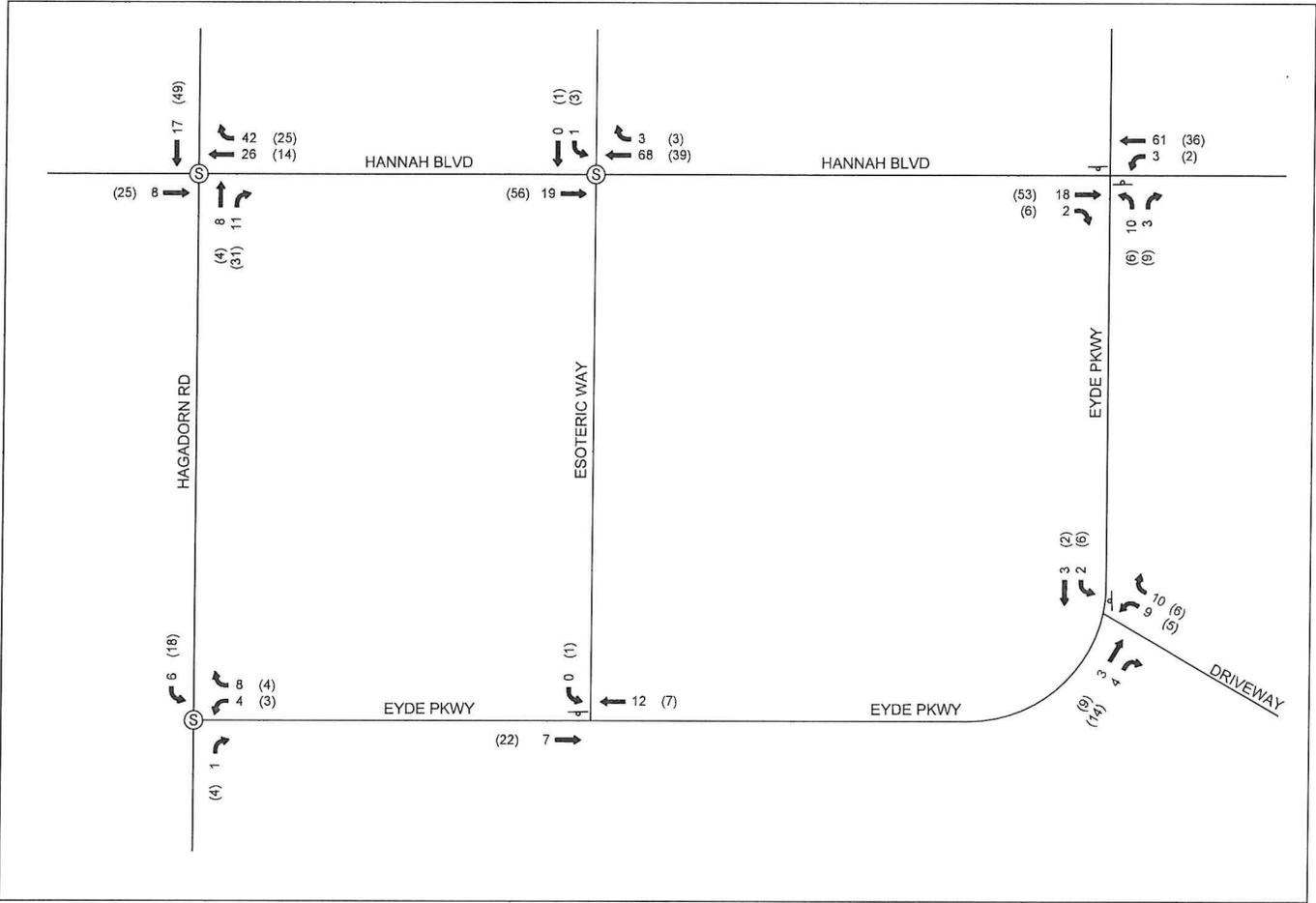
¹Unsignalized intersection, critical/worst approach/movement shown
 Source: Progressive Companies, January 2026

The future (2029) conditions analysis showed that all intersections in the study area are anticipated to operate at a LOS “C” or better during the morning and afternoon peak hours. Queues are also expected to remain acceptable.

The most effected individual turning movement in the study area was at the Hagadorn Road and Eyde Parkway intersection. The southbound left turning movement LOS is anticipated to decrease from a LOS “D” to a LOS “E” and delay is projected to increase by 29 seconds in the afternoon peak hour. While this increase in delay is significant, queues are anticipated to remain within the available storage lane and not back up into through traffic. If queuing problems become present in the future, changes to signal timing at this approach can be made to give more time to the southbound turning movement phase.

Turn Lane Warrant Analysis

Since the north driveway is essentially a continuation of Hannah Boulevard, turn lanes are not applicable at this location. Additionally, since the speed limit on Eyde Parkway is 25 mph and it is a local roadway with low traffic volumes, a dedicated turn lane is not recommended for the south driveway.



CAPSTONE COLLEGIATE COMMUNITIES - TIS

LEGEND

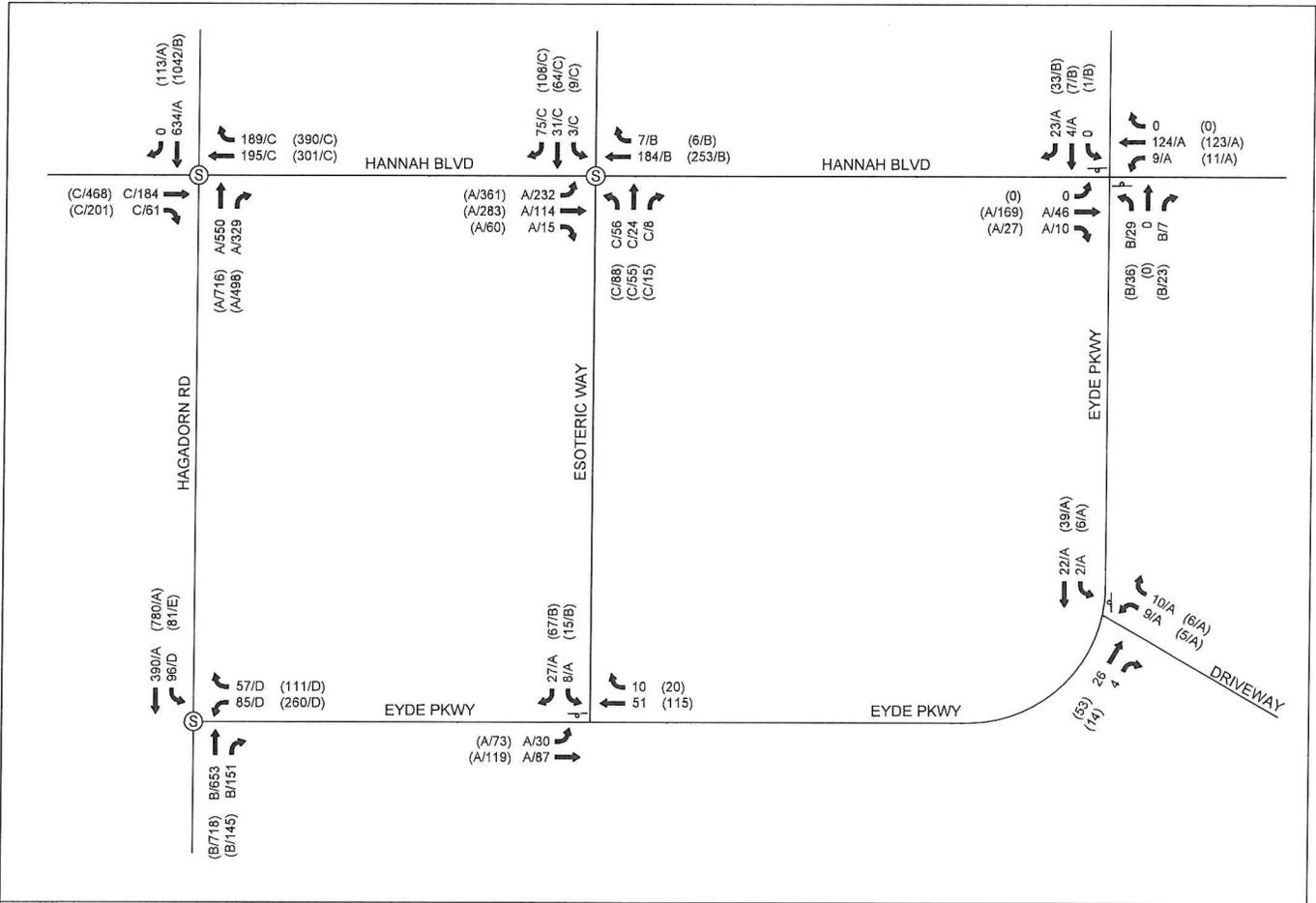
- XX (XX) = AM (PM) GENERATED TRIPS
- (X%) = DISTRIBUTION FOR NEW TRIPS

FUTURE (2029) TRIP DISTRIBUTION
+ TRAFFIC ASSIGNMENT



FIGURE

4



CAPSTONE COLLEGIATE COMMUNITIES - TIS

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

FUTURE (2029) PEAK-HOUR VOLUMES
+ LEVELS-OF-SERVICE



FIGURE
5

CHAPTER 4

CONCLUSIONS AND RECOMMENDATION

This chapter summarizes the results of the analyses performed as part of the study. A recommendation to improve the surrounding roadway network is also presented.

Conclusions

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

Existing Conditions

Based on the existing conditions analysis, it appears that all intersections in the study area currently operate at a level of service (LOS) "B" or better for both peak periods. Additionally, all individual turning movements operate at a LOS "D" or better and queues in the study area are shown to be acceptable and within the storage space available.

Crash Analysis

Crash information for the most recent five (5) years available (2020–2024) was reviewed, based on information available on the *Michigan Traffic Crash Facts* website. The crash analysis was completed for each signalized intersection in the study area.

Overall, the majority of crashes in the study area were rear-end crashes on Hagadorn Road. This crash type is common for signalized intersections and the majority of crashes resulted in no injuries. There does not appear to be any abnormal crash patterns in the study area, however upgrading the signals on Hagadorn Road to box span configurations and adding traffic signal backplates can help improve signal visibility and potentially reduce rear-end and angle crashes.

Future (2029) Conditions

The future (2029) conditions analysis showed that all intersections in the study area are anticipated to operate at a LOS "C" or better during the morning and afternoon peak hours. Queues are also expected to remain acceptable.

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Turn Lane Warrant Analysis

Since the north driveway is essentially a continuation of Hannah Boulevard, turn lanes are not applicable at this location. Additionally, since the speed limit on Eyde Parkway is 25 miles per hour and is a local roadway with low traffic volumes, a dedicated turn lane is not recommended for the south driveway.

Recommendations

Based on the analysis of the study area intersections and proposed site driveways, no further infrastructure improvements are recommended for the study area. The southbound left turn movement on Hagadorn Road at Eyde Parkway should be observed after the proposed development is constructed, and signal timing adjustments may need to be made to ensure that queues do not exceed the available storage lane.



To: Members of Planning Commission

From: Brian Shorkey, AICP, Principal Planner

Date: February 23, 2026

Re: Project Report

As of February, 2026, the following projects are under construction, under site plan review, or have been submitted as a new application (Changes since the last report are shown in **bold**):

Under Construction

<u>Name</u>	<u>Location</u>	<u>Date Approved</u>	<u>Description</u>	<u>Status</u>
1. Newton Pointe	6276 Newton Road	February 24, 2022	Mixed Use w/ 105 MFR & 14 SFR	Phase 2 Under construction
2. Silverleaf Phase 1	West Bennett Road	June 26, 2024	25 SFR	Under construction
3. Mr. Car Wash	4880 Marsh Road	April 28 2025	New Car Wash	Demo Begun
4. Haslett Village	SW Haslett/Marsh	July 27, 2022	Site Plan Phase 1	Under construction

Under Site Plan Review

<u>Name</u>	<u>Location</u>	<u>Date Approved</u>	<u>Description</u>	<u>Status</u>
1. Fedewa Holdings	Dobie Road	November 6, 2025	MFR Development	Site Plan Review

New Applications

<u>Name</u>	<u>Location</u>	<u>Description</u>	<u>Status</u>
1. Okemos Coffee	Hamilton Road	New Business	Under building review
2. Hulett Road Estates	3560 Hulett Road	6-unit PUD	PUD approved, waiting for Site Plan
3. Terra Ferma	2655 W. Grand River	New Climbing Gym	Under building review
4. El Camino's Garage Bar	4790 Hagadorn Road	New Bar/Restaurant	Under Construction

Page 2

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|--------------------|---------------------|------------------------|-----------------------|
| 5. Flaky Croissant | Hagadorn Road | New Bakery/Coffee Shop | Under Building Review |
| 6. Box Lunch | 1982 W. Grand River | New Retail | Under Building Review |