



AGENDA
CORRIDOR IMPROVEMENT AUTHORITY
May 22, 2019 6:00 pm
Central Fire Station

1. CALL TO ORDER
2. MISSION: The Corridor Improvement Authority of the Charter Township of Meridian is dedicated to establishing the Grand River Avenue corridor in Meridian Township as a prime business and recreation destination in the Tri-County region. The Authority is focused on creating programs and projects that invigorate the streetscape and build partnerships among corridor property owners, business owners, and residents.
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES
 - a. April 24, 2019
 - b. February 27, 2019 amended and approved minutes included – no action required.
5. PUBLIC COMMENTS
6. NOMINATIONS AND ELECTION OF NEW CIA BOARD CHAIR
7. DEVELOPMENT PROJECT REVIEW
 - a. Corridor project staff summary
 - b. Medical Marihuana Overlay Districts update
 - c. Township-wide Development Projects
8. CORRIDOR DESIGN & RESEARCH
 - a. Corridor Survey, West Grand River Form Based Code Outreach Meeting
 - b. Tim Potter (Transportation Commission & MSU Bikes) – Pedestrian safety along M43
9. MALL DEVELOPMENT PROGRESS
10. REPORTS
 - a. Township Board
 - b. Chair
 - c. Staff
11. OPEN DISCUSSION/BOARD COMMENTS
12. PUBLIC COMMENT
13. NEXT MEETING DATE:
 - a. Next Meeting Date: June 26, 2019 - 6:00 p.m. Central Fire Station
14. ADJOURNMENT



CHARTER TOWNSHIP OF MERIDIAN
CORRIDOR IMPROVEMENT AUTHORITY-CENTRAL FIRE STATION
5000 OKEMOS ROAD, OKEMOS, MI 48864
WEDNESDAY, April 24, 2019 6:00 pm – Minutes (Draft)

MEMBERS

PRESENT: Supervisor Ron Styka, Bruce Peffers, Barry Goetz, Chris Nugent, Eric Foster, and Chair Kellie Johnson, Chris Rigterink

MEMBERS

ABSENT: Brian Jones, Vice-Chair Jeff Ross

STAFF

PRESENT: Economic Development Director Chris Buck

OTHERS

PRESENT: Planning Commissioner Scott Hendrickson

1. CALL MEETING TO ORDER

Chair Johnson called the meeting to order at 6:04 pm.

Scott Hendrickson from the Township Planning Commission introduced himself and will be a liaison to the CIA, but not a voting member.

Chair Johnson announced that she plans to remain a member of the CIA, but doesn't feel her schedule will allow her to remain the Chair. The CIA agreed to add the election of a new Chair on next month's agenda.

2. MISSION: The Corridor Improvement Authority of the Charter Township of Meridian is dedicated to establishing the Grand River Avenue corridor in Meridian Township as a prime business and recreation destination in the Tri-County region. The Authority is focused on creating programs and projects that invigorate the streetscape and build partnerships among corridor property owners, business owners, and residents.

3. APPROVAL OF THE AGENDA

MOTION BY SUPERVISOR STYKA TO APPROVE AGENDA. SUPPORTED BY MEMBER GOETZ. MOTION APPROVED 7-0.

4. CONSENT AGENDA

MOTION BY MEMBER FOSTER TO APPROVE THE AMENDED 2.27.19 MEETING MINUTES. SUPPORTED BY SUPERVISOR STYKA. MOTION APPROVED 7-0.

5. PUBLIC COMMENT

None

6. DEVELOPMENT PROJECT REVIEW

A. Corridor Projects Staff Summary

Commercial Development Project on SE Corner of Okemos and Grand River Ave: Director Buck handed out recently received site layout, elevations and building design. The project is scheduled for a public hearing on May 13th with the Planning Commission for special use permitting for a proposed drive through and work in the flood plain. Members discussed initial impressions of the design and layout.

MOTION BY MEMBER GOETZ TO HAVE THE CIA AUTHOR A LETTER TO BE SUBMITTED AT THE PUBLIC HEARING URGING THE PLANNING COMMISSION TO REQUEST THE DEVELOPER TO ADHERE TO THE ELEMENTS OF FORM BASED CODE IN AN EFFORT TO ENCOURAGE A MORE WALKABLE COMMUNITY AND TO BE VERY CAUTIOUS WHEN CONSIDERING APPROVAL OF ANOTHER DRIVE-THROUGH SO CLOSE TO CHICK-FIL-A AND PANERA AT AN ALREADY CONGESTED INTERSECTION. SUPPORTED BY MEMBER RIGTERINK. MOTION APPROVED 7-0.

Red Cedar Manor: Director Buck handed out the site layout and relayed the recent status of the project. There are concerns with the parking area being located in the floodway. The CIA members discussed the project and agreed not to take formal action at this time.

Woda Cooper/Property North of Whole Foods Rezoning Request: Director Buck relayed that the Planning Commission recommended approval of the rezoning. The Township Board has discussed the matter and it will be on the agenda for future consideration. The CIA members discussed the project and decided not to take formal action at this time, but perhaps when a site plan is presented assuming the rezoning occurs.

B. Medical Marihuana Overlay Districts #3 and #4

Director Buck and Supervisor Styka updated the CIA on the status of the ordinance and overlays. After discussion the CIA board agreed not to take formal action on the matter.

C. Township-wide Development Projects

Director Buck relayed highlights of the Development Project list in the board packet and continued with other announcements, completing agenda item 9c – Staff Report, including:

- Marketplace on the Green groundbreaking will occur on May 22 at either 10 or 11am.

- The Village of Okemos MUPUD site plan has been submitted for approval and will have a public hearing on May 13th with the Planning Commission
- The DDA will be hosting an open house for the Village of Okemos plans targeting the business owners in the DDA district and the corridor at the Playmakers Community Room on May 6th between 9-10am. CIA members are welcome to attend.
- Planning staff requested the CIA to consider hosting an open house for the property and business owners along the corridor between Park Lake Road and the Township border to the west to discuss the idea of implementing form based code in that district. The Shaping the Avenue will present the material.

MOTION BY MEMBER PEFFERS TO HAVE THE CIA HOST AN INFORMATION SESSION WITH LAND AND BUSINESS OWNERS ALONG THE CORRIDOR BETWEEN PARK LAKE AND THE TOWNSHIP BORDER ON A DATE TO BE DETERMINED. SUPPORTED BY CHAIR JOHNSON. MOTION APPROVED 7-0.

7. CORRIDOR DESIGN & RESEARCH

A. Corridor Survey Update

Director Buck presented the updated responses and compiled results. After long discussion on how to proceed, Supervisor Styka recommended that we take the most requested corridor improvements and coordinate with corridor business owners and other stakeholder like CATA to fund and implement reasonably low cost design elements like bike racks and planters. Planning Commissioner Hendrickson suggested a focused effort in the same west-side district that the form based code discussion will occur. The impact will be more pronounced in a concentrated area and this gateway – including a better “Welcome to Meridian” sign - could be the catalyst for further implantation as we move east. Staff agreed to shape a plan to move forward on this to be presented at the next meeting of the CIA.

8. MALL DEVELOPMENT PROGRESS

Director Buck reported that the High Caliber Karting staff are working on construction in the single story Younkens space. The Farmers market relocation is imminent. There are three suiters for the remaining 2-story Younkens that look favorable.

9. REPORTS

A. Township Board

Supervisor Styka communicated information regarding:

- Medical Marihuana
- Road funding plans
- Redi Ride funding

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- Senior Living ordinance revisions

B. Chair – none

C. Staff – completed during item 6c

10. OPEN DISCUSSION/BOARD COMMENTS

None

13. PUBLIC COMMENT

None

14. NEXT MEETING DATE

Wednesday, May 22, 2019 at 6:00pm at the Central Fire Station

15. ADJOURNMENT

MEETING ADJOURNED WITHOUT OBJECTION BY CHAIR JOHNSON AT 7:50 PM.

EXTERIOR FINISH KEY

THERMALLY BROKEN ALUM. FRAME W/ INSULATED GLAZING
MANUF. KAWNEER, COLOR: CHAMPAGNE
SEE SHEET A4.0(L) FOR DETAILS

SPGL
DENOTES SPANDREL GLAZING

MODULAR BRICK VENEER
MANUF. FINE HALL BRICK
COLOR: BROWN'S FERRY
(OR EQUIVALENT)

E.J.F.S. #1
MANUF. DRYVIT
COLOR: 383 TAJALE
(OR EQUIVALENT)

E.J.F.S. #2
MANUF. DRYVIT
COLOR: 116 VAN DYKE
(OR EQUIVALENT)

PRECAST SILL
MANUF. STONECAST
COLOR: LIMESTONE
(OR EQUIVALENT)

PREFRESHED METAL COPING
MANUF. UNACLAD
COLOR: ELECTRIC BLUE (OR EQUIVALENT)

PREFRESHED METAL COPING
MANUF. UNACLAD
COLOR: T.B.D.

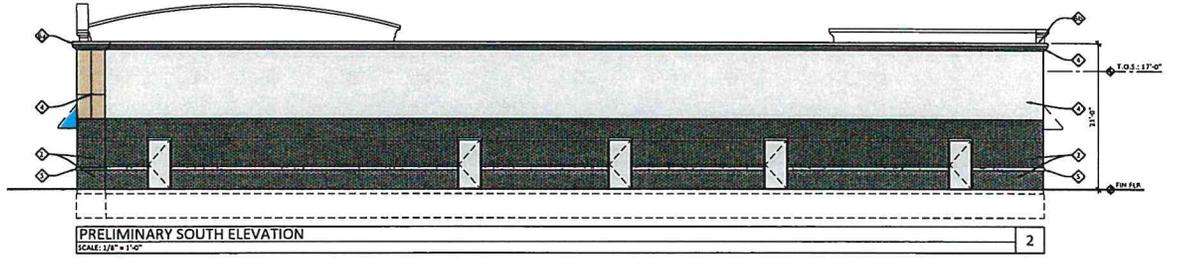
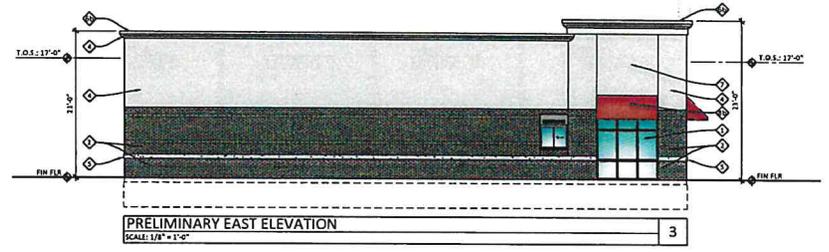
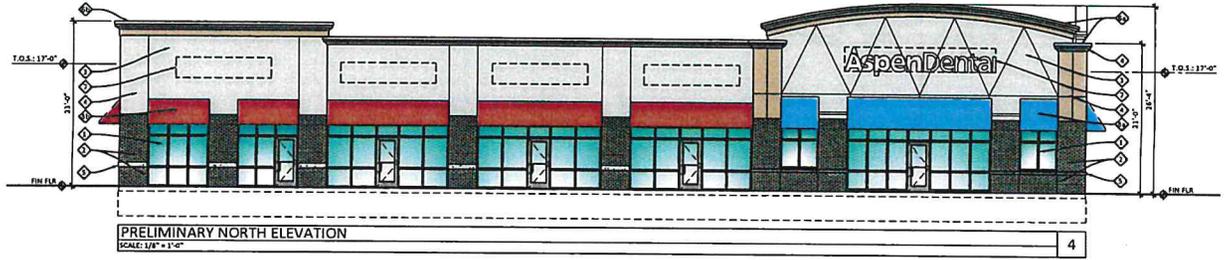
SIGNAGE BY TENANT
EACH SIGN SHALL BE 50 S.F. MAX.
SIGNAGE NOT TO EXCEED 150 S.F.
PROVIDE 1/2" PLYWOOD SUBSTRATE AS RE

METAL PANEL ALUMINUM FRAME AWNING
BY TENANT AS SEPARATE SUBMITTAL
COLOR: BLUE

FABRIC ALUMINUM FRAME AWNING
BY TENANT AS SEPARATE SUBMITTAL
COLOR: T.B.D.

- NOTES:**
1. PROVIDE 5/8" FRT PLYWOOD SUBSTRATE AS REQUIRED AS REQUIRED FOR ALL SIGN BOXES, SCONES, UTILITIES, AWNINGS.
 2. ALL GLAZING SHALL BE TEMPERED AS REQUIRED ADJACENT TO DOORS AND FINISHED FLOOR.

T = TEMPERED GLAZING



proposed
MULTI-TENANT BUILDING

2085 GRAND RIVER AVE
OKEMOS, MI 48864

REV	DATE	ISSUED
01-28-19	01-28-19	SITE PLAN APPROVAL
01-17-19	01-17-19	ISSUED FOR REVIEW

SEAL:

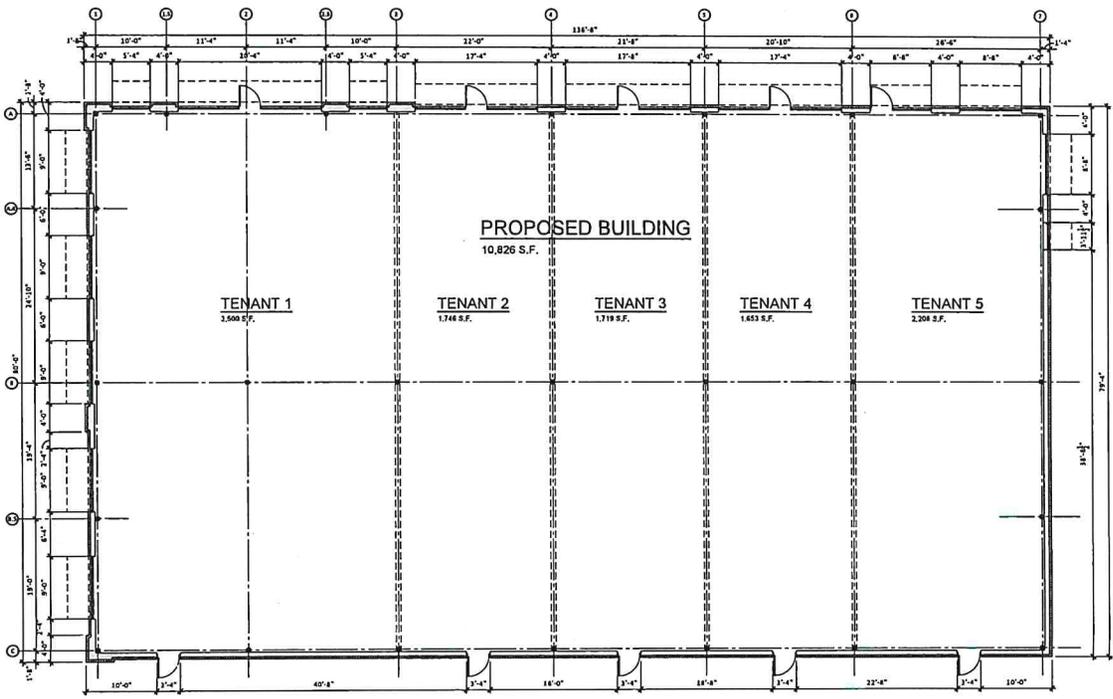
DRAWN BY: TJC
CHECKED BY: VW
IN CHARGE: VW, BAR
SHEET NAME:
PRELIMINARY ELEVATIONS

JOB NO: **18-168**
SHEET NO: **PE-1**

proposed

MULTI-TENANT BUILDING

2085 GRAND RIVER AVE
 OKEMOS, MI 48864



PRELIMINARY FLOOR PLAN
 SCALE: 1/8" = 1'-0"

1

REV	DATE	ISSUED FOR REVIEW	ISSUED
01-17-19		ISSUED FOR REVIEW	

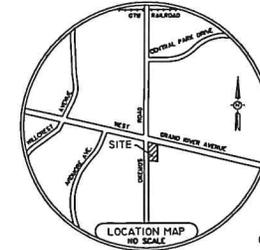
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SEAL:

DRAWN BY: TAG
 CHECKED BY: VW
 IN CHARGE: VW, IMA
 SHEET NAME:
PRELIMINARY FLOOR PLAN

JOB NO: 18-168
 SHEET NO: PFP-1

S.U.P. FOR:
2085 Grand River Ave.
 MERIDIAN TOWNSHIP, INGHAM COUNTY, MICHIGAN



SCALE 1" = 40'
 0' 40' 80' 120'

AS SURVEYED:

(The following legal description describes the same parcel of land as the provided description)

Parcel 1:
 A parcel of land in the Northeast 1/4 of Section 21, T4N, R1W, Meridian Township, Ingham County, Michigan, the surveyed boundary of said parcel described as: Commencing at the East 1/4 corner of said Section 21; thence S89°47'36"W along the East-West 1/4 line of said Section 21 a distance of 1328.71 feet to the Southeast corner of the Southeast 1/4 of said Northeast 1/4; thence N00°36'29"W along the West line of the East 1/2 of said Northeast 1/4 a distance of 897.88 feet to the point of beginning of this description; thence containing N00°36'29"W along said West line 311.27 feet to the Southeast right-of-way line of W. Grand River Avenue (M-43); thence S77°32'51"E along said Southeast line 326.05 feet; thence Southwesterly 26.82 feet along a curve to the right, said curve having a radius of 20.00 feet, a delta angle of 70°50'30", and a chord of 24.86 feet bearing S30°15'33"E; thence S00°00'30"W 198.80 feet; thence S18°10'08"E 18.33 feet; thence S89°42'02"W 335.58 feet to the point of beginning; said parcel containing 2.08 acres more or less; said parcel subject to right-of-way for road purposes along Okemos Road; said parcel subject to all easements and restrictions if any.

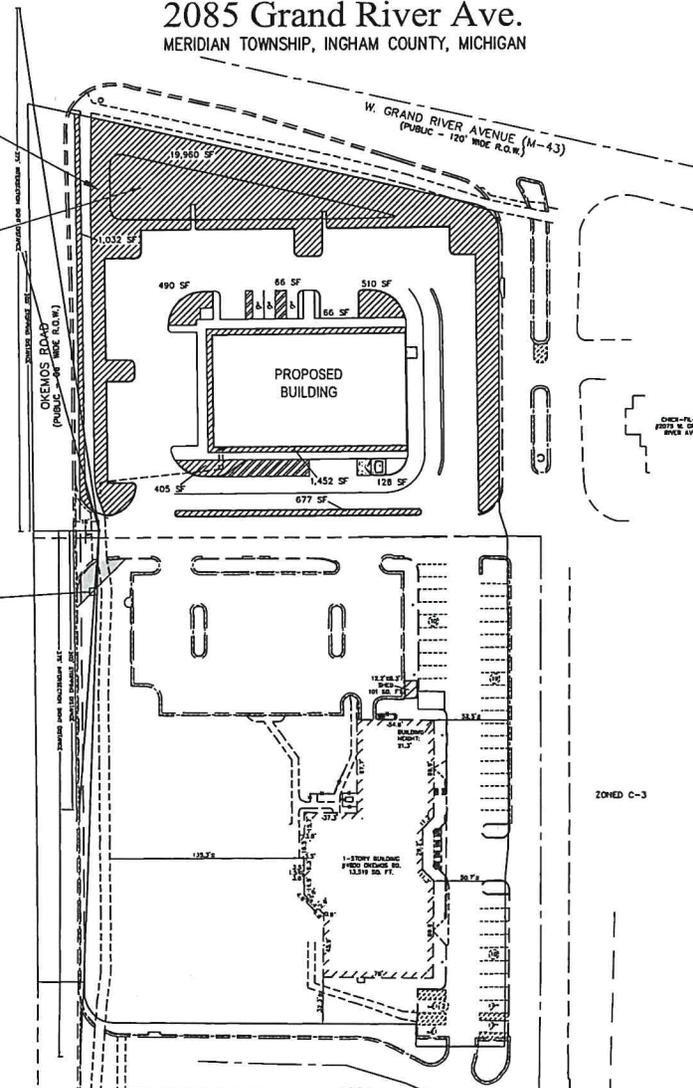
PARCEL 1 TOTAL AREA
 NOT INCLUDE R.O.W. =
 80,019 SF
 1.84 AC

ZONED C-2

NOTE:
 STORM WATER TREATMENT
 AREA COUNTED AS 100%
 PERVIOUS AREA DUE TO
 BEING BELOW 100 YEAR
 FLOOD PLAIN

- CATCH BASIN #001**
 12" RCP W. INV. = 828.19
 12" RCP S. INV. = 828.19
 12" RCP E. INV. = 828.19
- CATCH BASIN #002**
 12" RCP W. INV. = 834.18
 12" RCP S. INV. = 834.18
- CATCH BASIN #003**
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- CATCH BASIN #004**
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- CATCH BASIN #005**
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- CATCH BASIN #006**
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 12" RCP E. INV. = 837.19
- CATCH BASIN #007**
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 12" RCP S. INV. = 839.19
 12" RCP E. INV. = 839.19
- CATCH BASIN #008**
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 12" RCP E. INV. = 841.19
- CATCH BASIN #009**
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 12" RCP E. INV. = 843.19
- CATCH BASIN #010**
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 12" RCP E. INV. = 845.19
- CATCH BASIN #011**
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- CATCH BASIN #012**
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 12" RCP E. INV. = 849.19
- CATCH BASIN #013**
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 12" RCP E. INV. = 851.19
- CATCH BASIN #014**
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- CATCH BASIN #015**
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 12" RCP E. INV. = 855.19
- CATCH BASIN #016**
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 12" RCP E. INV. = 857.19
- CATCH BASIN #017**
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 12" RCP E. INV. = 859.19
- CATCH BASIN #018**
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 12" RCP E. INV. = 861.19
- CATCH BASIN #019**
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- CATCH BASIN #020**
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- CATCH BASIN #038**
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- CATCH BASIN #062**
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- CATCH BASIN #063**
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- CATCH BASIN #064**
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- CATCH BASIN #065**
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- CATCH BASIN #066**
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 12" RCP E. INV. = 957.19
- CATCH BASIN #067**
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- CATCH BASIN #068**
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 12" RCP E. INV. = 961.19
- CATCH BASIN #069**
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- CATCH BASIN #070**
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- CATCH BASIN #071**
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- CATCH BASIN #072**
 12" RCP W. INV. = 969.19
 12" RCP S. INV. = 969.19
 12" RCP E. INV. = 969.19
- CATCH BASIN #073**
 12" RCP W. INV. = 971.19
 12" RCP S. INV. = 971.19
 12" RCP E. INV. = 971.19
- CATCH BASIN #074**
 12" RCP W. INV. = 973.19
 12" RCP S. INV. = 973.19
 12" RCP E. INV. = 973.19
- CATCH BASIN #075**
 12" RCP W. INV. = 975.19
 12" RCP S. INV. = 975.19
 12" RCP E. INV. = 975.19
- CATCH BASIN #076**
 12" RCP W. INV. = 977.19
 12" RCP S. INV. = 977.19
 12" RCP E. INV. = 977.19
- CATCH BASIN #077**
 12" RCP W. INV. = 979.19
 12" RCP S. INV. = 979.19
 12" RCP E. INV. = 979.19
- CATCH BASIN #078**
 12" RCP W. INV. = 981.19
 12" RCP S. INV. = 981.19
 12" RCP E. INV. = 981.19
- CATCH BASIN #079**
 12" RCP W. INV. = 983.19
 12" RCP S. INV. = 983.19
 12" RCP E. INV. = 983.19
- CATCH BASIN #080**
 12" RCP W. INV. = 985.19
 12" RCP S. INV. = 985.19
 12" RCP E. INV. = 985.19
- CATCH BASIN #081**
 12" RCP W. INV. = 987.19
 12" RCP S. INV. = 987.19
 12" RCP E. INV. = 987.19
- CATCH BASIN #082**
 12" RCP W. INV. = 989.19
 12" RCP S. INV. = 989.19
 12" RCP E. INV. = 989.19
- CATCH BASIN #083**
 12" RCP W. INV. = 991.19
 12" RCP S. INV. = 991.19
 12" RCP E. INV. = 991.19
- CATCH BASIN #084**
 12" RCP W. INV. = 993.19
 12" RCP S. INV. = 993.19
 12" RCP E. INV. = 993.19
- CATCH BASIN #085**
 12" RCP W. INV. = 995.19
 12" RCP S. INV. = 995.19
 12" RCP E. INV. = 995.19
- CATCH BASIN #086**
 12" RCP W. INV. = 997.19
 12" RCP S. INV. = 997.19
 12" RCP E. INV. = 997.19
- CATCH BASIN #087**
 12" RCP W. INV. = 999.19
 12" RCP S. INV. = 999.19
 12" RCP E. INV. = 999.19
- CATCH BASIN #088**
 12" RCP W. INV. = 1001.19
 12" RCP S. INV. = 1001.19
 12" RCP E. INV. = 1001.19
- CATCH BASIN #089**
 12" RCP W. INV. = 1003.19
 12" RCP S. INV. = 1003.19
 12" RCP E. INV. = 1003.19
- CATCH BASIN #090**
 12" RCP W. INV. = 1005.19
 12" RCP S. INV. = 1005.19
 12" RCP E. INV. = 1005.19
- CATCH BASIN #091**
 12" RCP W. INV. = 1007.19
 12" RCP S. INV. = 1007.19
 12" RCP E. INV. = 1007.19
- CATCH BASIN #092**
 12" RCP W. INV. = 1009.19
 12" RCP S. INV. = 1009.19
 12" RCP E. INV. = 1009.19
- CATCH BASIN #093**
 12" RCP W. INV. = 1011.19
 12" RCP S. INV. = 1011.19
 12" RCP E. INV. = 1011.19
- CATCH BASIN #094**
 12" RCP W. INV. = 1013.19
 12" RCP S. INV. = 1013.19
 12" RCP E. INV. = 1013.19
- CATCH BASIN #095**
 12" RCP W. INV. = 1015.19
 12" RCP S. INV. = 1015.19
 12" RCP E. INV. = 1015.19
- CATCH BASIN #096**
 12" RCP W. INV. = 1017.19
 12" RCP S. INV. = 1017.19
 12" RCP E. INV. = 1017.19
- CATCH BASIN #097**
 12" RCP W. INV. = 1019.19
 12" RCP S. INV. = 1019.19
 12" RCP E. INV. = 1019.19
- CATCH BASIN #098**
 12" RCP W. INV. = 1021.19
 12" RCP S. INV. = 1021.19
 12" RCP E. INV. = 1021.19
- CATCH BASIN #099**
 12" RCP W. INV. = 1023.19
 12" RCP S. INV. = 1023.19
 12" RCP E. INV. = 1023.19
- CATCH BASIN #100**
 12" RCP W. INV. = 1025.19
 12" RCP S. INV. = 1025.19
 12" RCP E. INV. = 1025.19

- BENCHMARKS**
- BENCHMARK #1**
 BENCH = 828.19 (NAVD83)
 1/4" IRON NAIL IN SOUTH SIDE OF UTILITY POLE, 1.5' WEST OF BACK OF
 CURB OF OKEMOS ROAD, 30' SOUTH OF CENTERLINE SOUTH
 ENTRANCE TO WALKER'S
- BENCHMARK #2**
 BENCH = 828.19 (NAVD83)
 NORTH FLANGE BOLT UNDER "B" IN "100% FIRE HYDRANT, 211'
 NORTH-NORTHEAST OF BACK OF CURB OF GRAND RIVER AVENUE,
 214' EASTERN OF THE EXTENSION OF THE METROPOLITAN LINE OF
 2080 GRAND RIVER AVENUE.
- LEGEND**
- EXT. CONTRAHS
 EXT. WATER MAIN
 EXT. SANITARY SEWER
 EXT. STORM SEWER
 EXT. ELEVATIONS
 PROPOSED WATER MAIN
 PROPOSED SANITARY SEWER
 PROPOSED STORM SEWER
 PROPOSED CE
 MANHOLE (CY)
 UTILITY CASEMENT
 CENTER LINE OF ROAD
 ROAD RIGHT OF WAY
 PROPERTY LINE
 FIRE HYDRANT
 WATER VALVE
 THRUST BLOCH
 4 1/2" IRON
 PROPOSED TOP OF CURB ELEV.
- = DISTANCE NOT TO SCALE
 — = FENCE
 — = ASPHALT
 — = CONCRETE
 — = DECK
 — = BUILDING OVERHANG
 — = GAS LINE
 — = UNDERGROUND TELEPHONE
 — = UNDERGROUND TELEVISION
 — = UTILITY CASEMENT
 — = UNDERGROUND ELECTRIC
 — = OVERHEAD BIRDS
 — = DECIDUOUS TREE
 — = CONIFEROUS TREE
 — = FIRE PROTECTION
 — = SPRINKLER LIGHT
 — = DOWNSPOUT
 — = MONITORING WELL
- = ELECTRIC MANHOLE
 ○ = TELEPHONE MANHOLE
 ○ = CATCHBASIN
 ○ = SANITARY CLEANOUT
 ○ = FIRE HYDRANT
 ○ = VALVE
 ○ = UTILITY POLE
 ○ = LIGHT POLE
 ○ = TRAFFIC SIGNAL
 ○ = CURB BUMP
 ○ = UTILITY PEDestal
 ○ = TRANSFORMER
 ○ = MANHOLE
 ○ = ELECTRIC METER
 ○ = GAS METER
 ○ = WATER METER
 ○ = SIGN
 ○ = POST
 ○ = FIRE PROTECTION
 ○ = SPRINKLER LIGHT
 ○ = DOWNSPOUT
 ○ = MONITORING WELL



TOTAL SITE AREA = 80,019 S.F.
 MAXIMUM ALLOWABLE IMPERVIOUS
 AREA = 70%
 PROPOSED IMPERVIOUS AREA = 55,493
 = 69.35%
 PROPOSED PERVIOUS AREA = 24,526 S.F.
 = 30.65%

COUNTED AS PERVIOUS
 AREA

33-03-02-21-276-015
 HEIJER, THIRTY ACRES
 ATTH REAL ESTATE DEPT
 2029 WALKER AVE NW
 GRAND RAPIDS, MI 49544

SITE ADDRESS: 2085 & 2085 W GRAND RIVER AVENUE, OKEMOS MI 48864		SURVEY#1489JAL1	
		REVISIONS 11-18-18 RUP 11-19-18 RUP 11-19-18 RUP	
KEBS, INC. RYES ENGINEERING 2116 HARBET ROAD, HALETTI, MI 48840 PH: 517-338-1014 FAX: 517-338-8047 MICHIGAN OFFICE PH: 517-338-7800		APPROVED BY: DATE: 12-5-18 PROJECT NO.: AUTHORIZED BY: ALRIG USA	
2085 Grand River Ave. PRELIMINARY PERVIOUS/IMPERVIOUS PLAN		SHEET 3 OF 8 JOB # 94499	



RED CEDAR MANOR

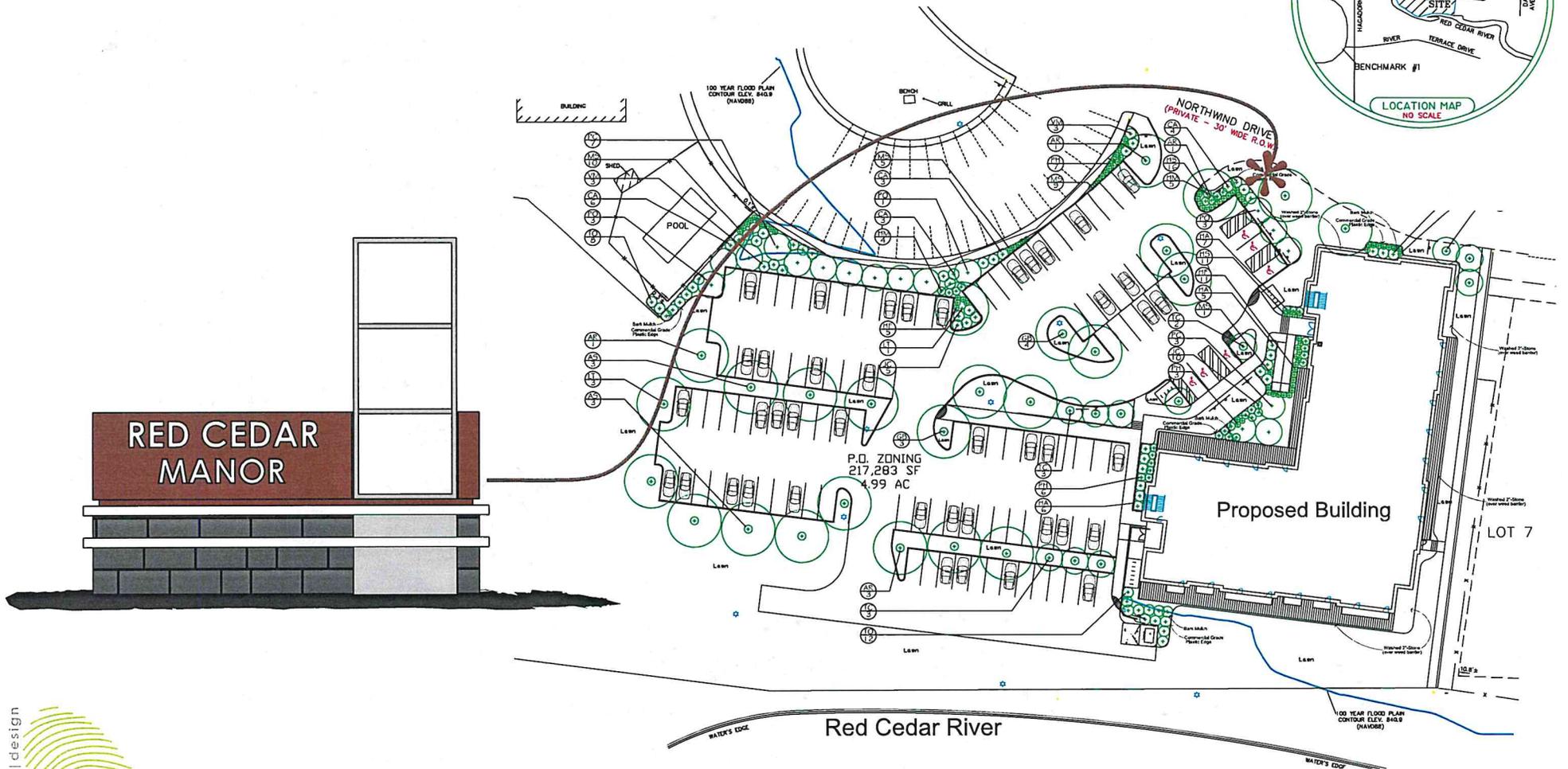
2875 Northwind Dr. East Lansing, MI 48823

MUPUD-SUP Submission Set 04.25.18

PAGE 1

RED CEDAR MANOR - MONUMENT ENTRY SIGN

Location: Monument sign with tenant panels shall be located at the Northwest corner of the project, at the entry from Northwind Dr.



RED CEDAR MANOR

2875 Northwind Dr. East Lansing, MI 48823

MUPUD-SUP Submission Set 04.25.18

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CHARTER TOWNSHIP OF MERIDIAN
CORRIDOR IMPROVEMENT AUTHORITY-CENTRAL FIRE STATION
5000 OKEMOS ROAD, OKEMOS, MI 48864
WEDNESDAY, February 27, 2019 6:00 pm – Minutes (Amended and Adopted 4.24.2019)

MEMBERS

PRESENT: Supervisor Ron Styka, Bruce Peffers, Barry Goetz, Chris Nugent, Eric Foster, and Vice-Chair Jeff Ross

MEMBERS

ABSENT: Brian Jones, Chris Rigterink, Chair Kellie Johnson

STAFF

PRESENT: Economic Development Director Chris Buck

OTHERS

PRESENT: None

1. CALL MEETING TO ORDER

Supervisor Styka called the meeting to order at 6:08 pm. Vice-Chair Ross arrived at 6:19pm and resumed Chair responsibilities.

2. MISSION: The Corridor Improvement Authority of the Charter Township of Meridian is dedicated to establishing the Grand River Avenue corridor in Meridian Township as a prime business and recreation destination in the Tri-County region. The Authority is focused on creating programs and projects that invigorate the streetscape and build partnerships among corridor property owners, business owners, and residents.

3. APPROVAL OF THE AGENDA

MOTION BY MEMBER PEFFERS TO APPROVE AGENDA. SUPPORTED BY MEMBER GOETZ. MOTION APPROVED 6-0.

4. CONSENT AGENDA

MOTION BY SUPERVISOR STYKA TO APPROVE AGENDA. SUPPORTED BY MEMBER GOETZ. MOTION APPROVED 6-0.

5. PUBLIC COMMENT

None

6. DEVELOPMENT PROJECT REVIEW

Corridor Improvement Authority Minutes (Draft)
February 27, 2019
Page 2

A. Corridor Project Staff Summary

Director Buck gave an overview on all of the projects occurring in the CIA District. Member Foster question several of them asking for opportunity to discuss and voice an opinion. It was agreed that the Project expected north of Whole Foods, the Red Cedar Manor project and redevelopment of Leo's Lodge all would be logical for the CIA to weigh in on. Hopefully we'll have details either in March or April.

B. Medical Marihuana Overlay Districts #3 and #4

Director Buck and Supervisor Styka updated the board on the status of the ordinance and overlays. There is an upcoming joint meeting between the Township Board and Planning Commission of March 12th. Director Buck confirmed that he will bring updated information - all six overlay maps and the confirmed number and type of licenses for each - for discussion in March.

C. Township-wide Development Projects

Director Buck referenced the Development Project list in the board packet.

7. CORRIDOR DESIGN & RESEARCH

A. Corridor Survey Update

Director Buck discussed the results of the survey so far. The board agreed to make one more push for responses, then make a decision to convene interested parties to discuss the results and continue the discussion. Director Buck agreed to write thank you emails to those who completed the survey.

8. MALL DEVELOPMENT PROGRESS

Director Buck reported that the management from CBL Property headquarters were in town showing locations to prospective tenants. There has been some communication about a modern go-karting outfit taking over some space, but no lease has been signed yet. Member Ross suggested that the CIA provide a formal welcome of some sort to new developments in the corridor district. As the mall redevelops they may make a request to revise the ordinances that govern their land uses. This is also another way the CIA board can exercise their opinion.

9. REPORTS

A. Township Board

Supervisor Styka reviewed the following Township Boards updates regarding:

- Medical Marihuana
- Okemos Village
- Water main extension to Van Atta road to serve the trailer park and gas station
- Fire Department ISO rating improved from a score of 4 to 3
- Road funding plans
- Redi Ride funding
- Citizen Survey results

B. Chair – none

C. Staff

Director Buck mentioned that the Okemos Village development team was hosting a community open house to present the concept plan at Henry's Place on 2.28.19 – all are welcome. Discussion also have been had regarding Haslett Village Square. Nothing to report now but there is hope.

10. OPEN DISCUSSION/BOARD COMMENTS

- Member Foster suggested that when the CIA Board chooses to voice opinions regarding development within the CIA boundaries, the Chair or Vice-Chair should present the determination in person to accompany any written correspondence the board submits.

11. PUBLIC COMMENT

None

12. NEXT MEETING DATE

Wednesday, March 27, 2019 at 6:00pm at the Central Fire Station

13. ADJOURNMENT

MEETING ADJOURNED WITHOUT OBJECTION BY VICE-CHAIR ROSS AT 7:47PM.



To: CIA Board Members
From: Chris Buck, Economic Development Director
Date: 5.22.2019
Re: Corridor Projects Staff Overview

The status of the three major projects along the corridor we agreed to remain updated on are below.

- Rezoning of acreage north of Whole Foods: The Woda Cooper rezoning request has been amended based on feedback from the Planning Commission and Township Board to reduce the number of units from 53 to 49 and creating only one road connection to Sirhal Street. This prevents the connection through the Wardcliff neighborhood via Greencliff Drive. The Township Board has it on their agenda for discussion on 5.21.19 (last night – we’ll have an update for our meeting on 5.22.19)
- Red Cedar Manor: Red Cedar Manor’s building design has been changed significantly to reduce the effects of the floodplain. The footprint is much smaller and they have raised the building height to add a 4th floor to make up for the “lost units” due to the smaller building size. Additional changes are listed in the staff memo in this packet. The Township Board has this matter under action on 5.21.19 (last night – live update at the CIA meeting on 5.22.19)
- Leo’s Lodge: The plans were presented to the Planning Commission on 5.13.19. The CIA’s letter concerning walkable design and traffic flow were discussed specifically. The plans will be amended to include pedestrian and bike access points to the property. There was a lengthy discussion about building location limitations due to the floodplain. Additionally, an argument was made that the drive through doesn’t automatically mean more traffic and that many kinds of building uses could drive more traffic than a moderate drive through. The developer agreed to have their traffic engineer come and speak to this matter. He is unavailable for the May 20th meeting, so the matter will be discussed further at a June meeting of the Planning Commission. Excerpts of the traffic study are included in this CIA packet. I suggest we wait to see what is presented to the Planning Commission next and react then.



To: Planning Commission Members
From: Meridian Township Corridor Improvement Authority
Kellie Johnson, Chair
Date: April 25, 2019
Re: Public Hearing for Special Use Permits #19031 and #19071 for 2085 Grand River Avenue, Okemos

At the recent Corridor Improvement Authority (CIA) meeting held on April 24, 2019, members reviewed the design elements for the proposed redevelopment of the southeast corner of Okemos Road and Grand River Avenue. The Authority voted unanimously to write this letter to relay its thoughts on the proposed project.

While the Authority is generally encouraging of redevelopment within the district we find two elements problematic.

First, the proposed design does not incorporate the form based code design standards the Township and the CIA are encouraging. We feel strongly that the project needs be redesigned to make the development as welcoming to multi-modal visitors as possible.

Second, we are concerned about the logistics of a new drive through at this already congested intersection. Chick-fil-a is very popular and the new Panera was highly scrutinized for its expected traffic implications, but was reluctantly approved. The result of that decision has not yet been proven to be either successful or unsuccessful. Adding a new drive through as we await the results of that recent approval is worrisome.

Thank you for your consideration,

Kellie Johnson

Chair – Meridian Corridor Improvement Authority



To: Township Board

From: Mark Kieselbach, Director of Community Planning and Development

Date: May 1, 2019

Re: Rezoning #19010 (Woda Cooper)

Rezoning #19010 is a request to rezone approximately 4.6 acres from RX (One and Two Family Residential) to RC (Multiple Family-14 dwelling units per acre). The site is located at the east end of Sirhal Drive and north of Whole Foods. The applicant originally offered the following conditions on the rezoning:

1. The rezoned parcel will only be developed as an affordable housing development using Michigan State Housing and Development Authority (MSHDA) programs and resources.
2. The development will not exceed two stories in height.
3. Either Greencliff Drive or Sirhal Drive will be extended to create one hundred feet of public road frontage and be dedicated to the appropriate public entity.
4. The remainder parcel created by land division to the south will be combined to an adjacent remainder parcel to the west owned by the seller, so the parcel division of this property does not create an island parcel.

Since the last meeting of the Township Board the applicant has offered another condition to limit development of the site to 49 units so one point of access is required. Attached is information provided by the applicant describing the low-income housing tax credit (LIHTC).

The Planning Commission at its meeting on February 25, 2019 recommended approval of the rezoning to RC.

Township Board Options

The Township Board may approve or deny the proposed rezoning from RX (One and Two Family Residential) to RC (Multiple Family-maximum dwelling 14 units per acre). If the Board amends the proposal the request may be referred back to the Planning Commission for a recommendation. A resolution will be provided at a future meeting.

Attachment

1. Letter from the applicant and supporting materials received by the Township on May 2, 2019.

G:\Community Planning & Development\Planning\REZONINGS (REZ)\2019\REZ 19010 (Woda Cooper)\REZ 19010.tb2



WODA COOPER COMPANIES

500 South Front St
10th Floor
Columbus, Ohio 43215
Office: 614.396.3200
www.wodagroup.com

Mark Kieselbach
Community Planning & Development Director
Meridian Township
5151 Marsh Road
Okemos, MI. 48864
517-853-4506

Dear Mr. Kieselbach,

Craig Patterson and I will be at the Meridian Township Board Meeting On May 9th at 6:00 PM. As you know, we are seeking to rezone 4.6 acres from RX to RC zoning.

We will reduce the number of units from 53 to 49 allowing us to have only one ingress and egress. Having our entrance on Sirhal will have the least impact to the neighborhood. Sirhal is a short street with existing and future commercial development on the south side while the north side is mostly multifamily and Brookside to Grand River is commercial on both sides with a single family on the corner and a duplex. Concerning access please see attached e-mail from Meridian Twp. Fire Inspector concerning access when we were discussing 53 units.

I want to provide a quick history of the process in rezoning this parcel with staff, neighbors and where we have evolved today with 49 townhome units:

- Summer of 2018 we proposed a three story 64-unit general occupancy development and recognized the neighbors wouldn't like it.
- On November 13, 2018, at a public meeting at the Coral Gables, we highlighted a 53-unit townhome design and listened to the neighbor's concerns.
- During Planning commission we added 4 conditions to the rezoning and planning commission this with a vote of 6-1.
- On April 28, a meeting was requested by the Township clerk with the residents of Meridian Stratford Apartments. We attended the meeting and listened to the comments and questions of the residents of the Stratford Apartments
- On April 9th we had the first Trustee meeting. Woda Cooper provided a more detailed traffic memorandum and survey. The neighbors in the Greenduff neighborhood were still concerned about potential traffic through their historic neighborhood.
- We will reduce the number to 49 townhome units. In conversations with the Planning and Zoning department and Fire Department, this will allow us to (1) decrease our total density; and (2) have one point of ingress and egress for the residents of our community.

For the Planning Commission we agreed to the following conditions: the rezoned parcel to be developed as an income restricted general occupancy residential housing (LIHTC) as defined by Michigan State Housing Development Authority (MSHDA). Per MSHDA guidelines the following is supported tax code and MSHDA's 9% Allocation Plan. Resident income restrictions must comply within the affordable guidelines. Generally, incomes fall in the 60% income range of the county. Under the LIHTC program requirements there are strong restrictions for student housing. Basically, a household of full-time students will not be eligible to live in affordable housing. Attached is a Memorandum from Reno & Cavanaugh PLLC a leader in affordable housing explaining LIHTC Student Housing Rule. We also provided a condition that the development will not exceed two stories. This condition will ensure that the development does not overwhelm the surrounding neighborhoods.

We have reviewed the Meriden Master Plan and we feel the Woodward is constant in varying ways to be constant of the executive summary:

Preserve and strengthen residential neighborhoods: The Woodward will create new energy efficient townhomes, create a logical transition from higher density residential and commercial to the existing duplex single family neighborhood. The Woodward will provide housing and economic diversity. Redevelopment of the site/trailer park will clean up the mounds of debris currently on the site.

Preserve open space and natural areas: Our design will allow a large greenspace buffer along the denser residential area at the back.

Enhance the viability of township business: Provide workforce residents to immediate business within walking/ biking or an easy public transportation commute. Including the University

Maintain Essential Public Services: The Woodward is a 12.5 million dollar investment that incorporates LEED design to be energy efficient and will not tax community services and be a benefit to sustainable growth.

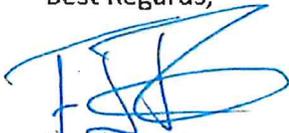
Provide and support an efficient safe environmental multi- model transportation: This location has a high walk score, and good bus service to job opportunities and amenities. As green developer, walking access points will be maintained along with residential bike racks.

Promote efficient and sustainable growth practices: The Woodward will be a LEED green/ energy efficient infill development that can utilize recycled material from the site (concrete and trees to mulch).

Demographics: "Data shows and the housing market analysis confirms, there is high demand in the greater Lansing region for walkable communities that are well suited for growing families and young professionals. Moving forward the Township is also aware of a need for work force housing."

The Woodward will trigger redevelopment of a blighted site with a 12.5-million-dollar investment. The development will be professionally managed designed to be modern and energy efficient, development.

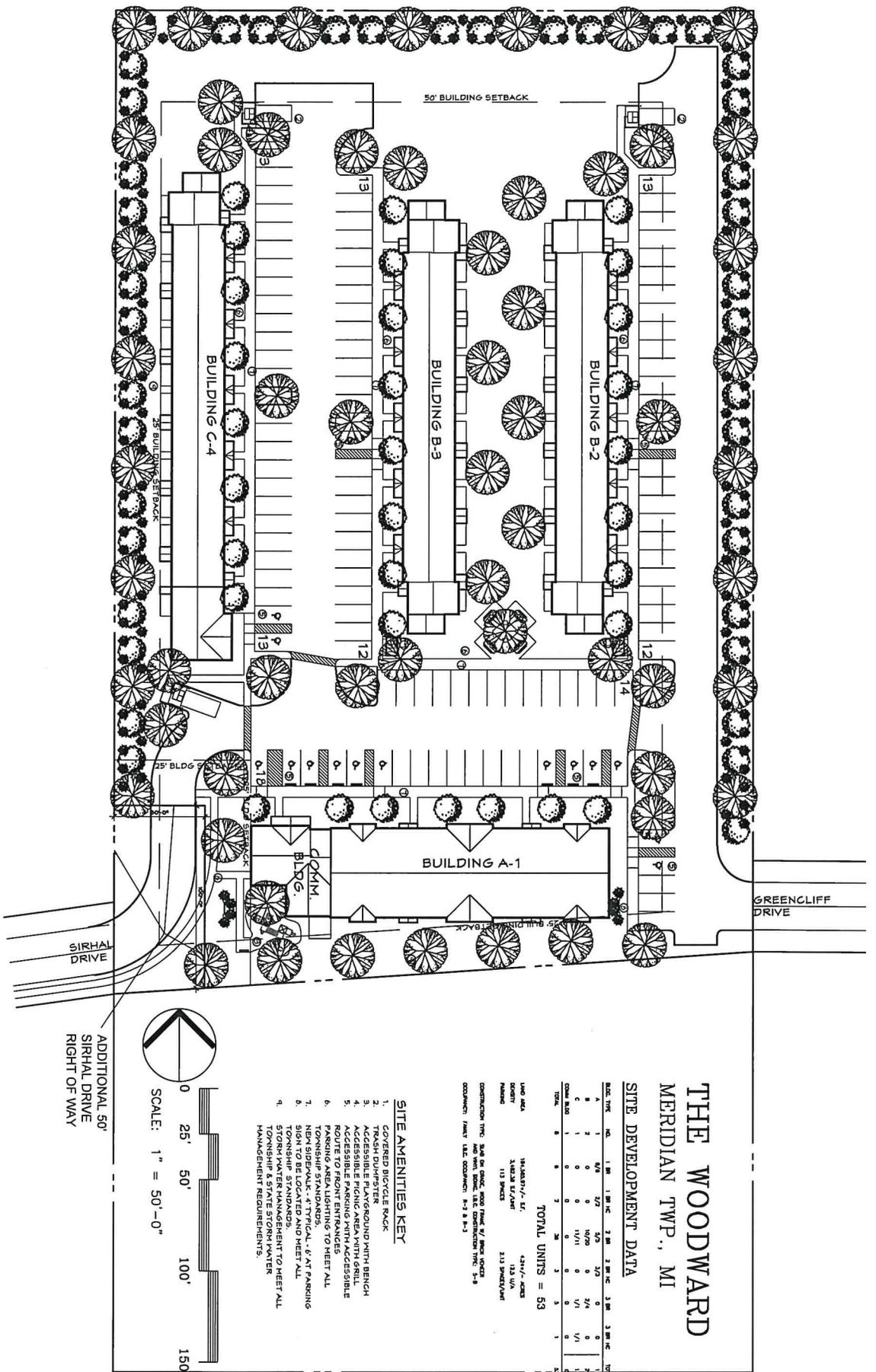
Best Regards,



Frank Fugate

Acquisition Manager





THE WOODWARD MERIDIAN TWP., MI

SITE DEVELOPMENT DATA

BLDG. TYPE	NO.	1 BR.	1.5 BR.	2 BR.	2.5 BR.	3 BR.	3.5 BR.	4 BR.	TOTAL
A	1	0/0	0/0	0/0	0/0	0/0	0/0	0/0	1
B	2	0	0	0	0	0	0	0	2
C	1	0	0	0	0	0	0	0	1
TOTAL	4	0	0	0	0	0	0	0	4

TOTAL UNITS = 53

LAND AREA: 16.84 AC +/-
 4241 +/- ACRES
 16.84 AC +/-
 113 SPACES
 213 SPACES/UNIT
 CONSTRUCTION TYPE: 2 BR. TO 3 BR. TYPE OF AREA: OFFICE
 AND RETAIL COMM. USE. CONSTRUCTION TYPE: 3-4
 OCCUPANCY: FAMILY USE. OCCUPANCY: R-3 & R-3

SITE AMENITIES KEY

1. COVERED BIKE/PEDAL TRAIL
2. TRASH DUMPSTER
3. ACCESSIBLE PLAYGROUND WITH BENCH
4. ACCESSIBLE FRINGE AREA WITH GRILL
5. ACCESSIBLE PARKING WITH ACCESSIBLE PARKING AREA LIGHTING TO MEET ALL TOWNSHIP STANDARDS.
6. NEW SIDEWALK - 4' TYPICAL - 6' AT PARKING SIGN TO BE LOCATED AND MEET ALL TOWNSHIP & STATE STORMWATER MANAGEMENT REQUIREMENTS.
7. SIGN TO BE LOCATED AND MEET ALL TOWNSHIP & STATE STORMWATER MANAGEMENT REQUIREMENTS.



ADDITIONAL 50' SIRHAL DRIVE RIGHT OF WAY

ARCHITECT OF RECORD
PCI DESIGN GROUP, INC.
 500 SOUTH FRONT STREET SUITE 975
 COLUMBUS, OHIO 43215

PROJECT TYPE
SITE PLAN

DATE
 03-05-19

PROJECT NAME
THE WOODWARD
 SIRHAL & GREENCLIFF DRIVES
 MERIDIAN TWP., MI

QUANTITY
MI TAX CREDIT
SUBMISSION 2019

SHEET
S1



13.B

To: Township Board

From: Mark Kieselbach, Director of Community Planning and Development
Peter Menser, Principal Planner

Date: May 1, 2019

Re: Mixed Use Planned Unit Development #18034 (Meridian Investment Group, LLC) Red Cedar Manor

The Township Board discussed MUPUD #18034 at its last meeting on April 23, 2019. At the meeting the Board suggested revisions to the site plan. Based on Board comments the applicant has submitted a revised site plan that includes the following changes:

- Reduction in the footprint of the building
- The addition of a 17,000 square foot fourth floor
- Increase in the overall size of the building from 70,213 square feet to 73,050 square feet
- Reduction in the overall number of units from 88 to 78
- Increase in the commercial area from 3,115 square feet to 3,190 square feet
- Reduction in the overall number of parking spaces from 116 spaces to 90 spaces
- Increase in the overall pervious area from 59.16% to 67.88%
- Changes to the unit mix from 65 one bedroom and 23 two bedroom units to 43 one bedroom units, 4 one bedroom units with a den, 24 two bedroom units, and 7 three bedroom units

Staff received the revised site plans on Wednesday afternoon and hasn't had time to review if there are any updates to waivers or other aspects of the project but will do so prior to the next Board meeting.

Township Board Options

The Township Board may approve or deny the proposed mixed use planned unit development project. If the Board amends the proposal the request may be referred back to the Planning Commission for a recommendation. The Board has 30 days from the date of the public hearing to make a determination on the request, unless an extension is granted by the applicant. On April 30, 2019 the applicant provided a 30 day extension to the 30 day MUPUD review period, which now ends June 8, 2019. A resolution will be provided at a future meeting.

MERIDIAN INVESTMENT GROUP, LLC

By Electronic Mail

May 1, 2019

Peter Menser
Principal Planner
5151 Marsh Road
Okemos, MI 48864

**RE: 2875 Northwind Drive
MUPUD and SUP Application**

Mr. Menser,

We hereby request the opportunity to discuss further with the Township Board of Trustees our applications for the above referenced location at the next board meeting on the 9th of May.

We have heard their concerns and suggestions to reduce the footprint of the building and add an additional floor. As a result, the building foot print has been reduced by almost 3,500 sq ft. The total floor area has increased slightly to 73,050 sq ft feet from 70,213. Thus, our SUP application will need a minor modification to reflect the new total of 73,050 sq ft.

Our unit count has been reduced to 78 dwelling units, resulting in the project containing 15.6 units per acre. Our bedroom count rose slightly with the rework of the building. We now have 116 bedrooms with 4 of the units containing dens.

At the suggestion of the Board of Trustees we have reduced the number of parking spaces in the flood plain from 84 spaces to 51 spaces, a reduction of 40%. The parking has been reduced to 90 spaces on site. We will provide signage at the entry to the lower level parking area that the area is subject to flooding. By adding the 36 spaces on this parcel from the property outside of the MUPUD area that we have agreed will be used by this project for parking, our total parking would be 126 spaces for the 116 beds plus the retail space.



With the reduction of the building foot print and parking area, our pervious area has increased to 67.88 % from the existing 59.16%. That is an increase of almost 5% from our original submission, and an increase of almost 9% from the existing conditions.

As indicated in our discussion with the Board at its April 23rd meeting, we will agree to add language in our leases advising tenants that lower level parking spaces may be subject to some flooding during extreme weather events.

We also stated that we would have property management on site 24/7 to manage any parking issues during extreme weather events.

Please let me know if you have any questions, we look forward to discussing this project further with the Board.

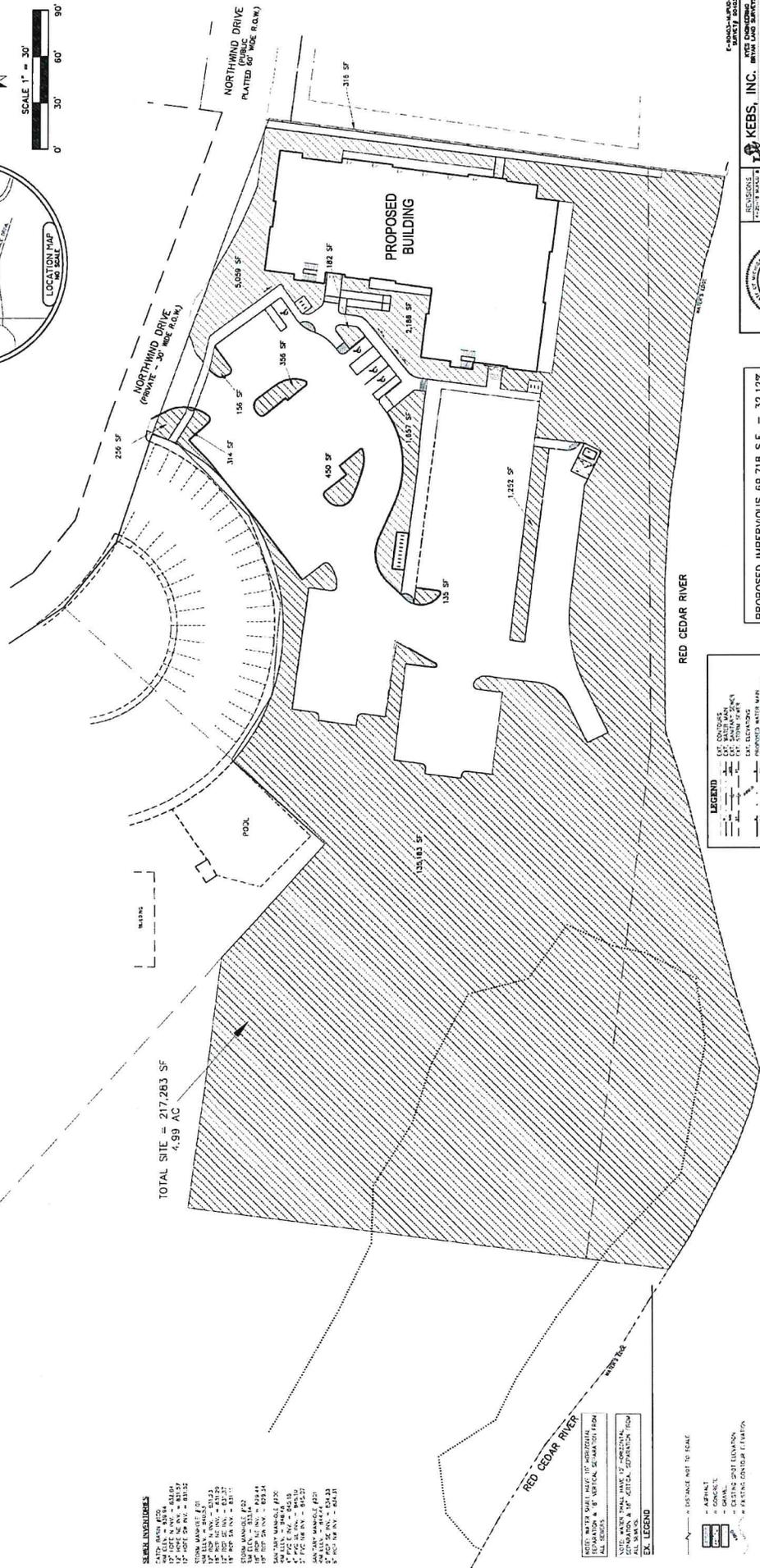
Please contact me if any further information is required. Thank you.

Respectfully,



Ronald A. Calhoun
Director of Engineering and Development

M.I.P.U.D. & S.U.P. PLAN FOR:
Red Cedar Manor
 MERIDIAN TOWNSHIP, INGHAM COUNTY, MICHIGAN



SPECIAL INCLUSIONS

- 1. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 2. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 3. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 4. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
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- 8. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 9. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 10. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.

EX. LEGEND

- 1. DISTANCE NOT TO SCALE
- 2. ASPHALT
- 3. CONCRETE
- 4. GRAVEL
- 5. GRAVEL WITH SAND
- 6. PAVING CONDITION
- 7. PAVING CONDITION
- 8. PAVING CONDITION
- 9. PAVING CONDITION
- 10. PAVING CONDITION

NOTICE: WATER MAIN, GAS, AND SEWER LINES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.

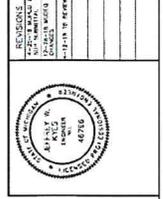
REMARKS:

- 1. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 2. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 3. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 4. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 5. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
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- 9. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 10. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.

LEGEND

- 1. LOT CONTOUR
- 2. LOT BOUNDARY
- 3. LOT AREA
- 4. LOT PERIMETER
- 5. LOT AREA
- 6. LOT PERIMETER
- 7. LOT AREA
- 8. LOT PERIMETER
- 9. LOT AREA
- 10. LOT PERIMETER

PROPOSED IMPERVIOUS 69,718 S.F. = 32.13%
PROPOSED PERVIOUS 147,562 S.F. = 67.87%



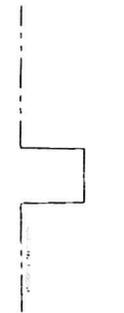
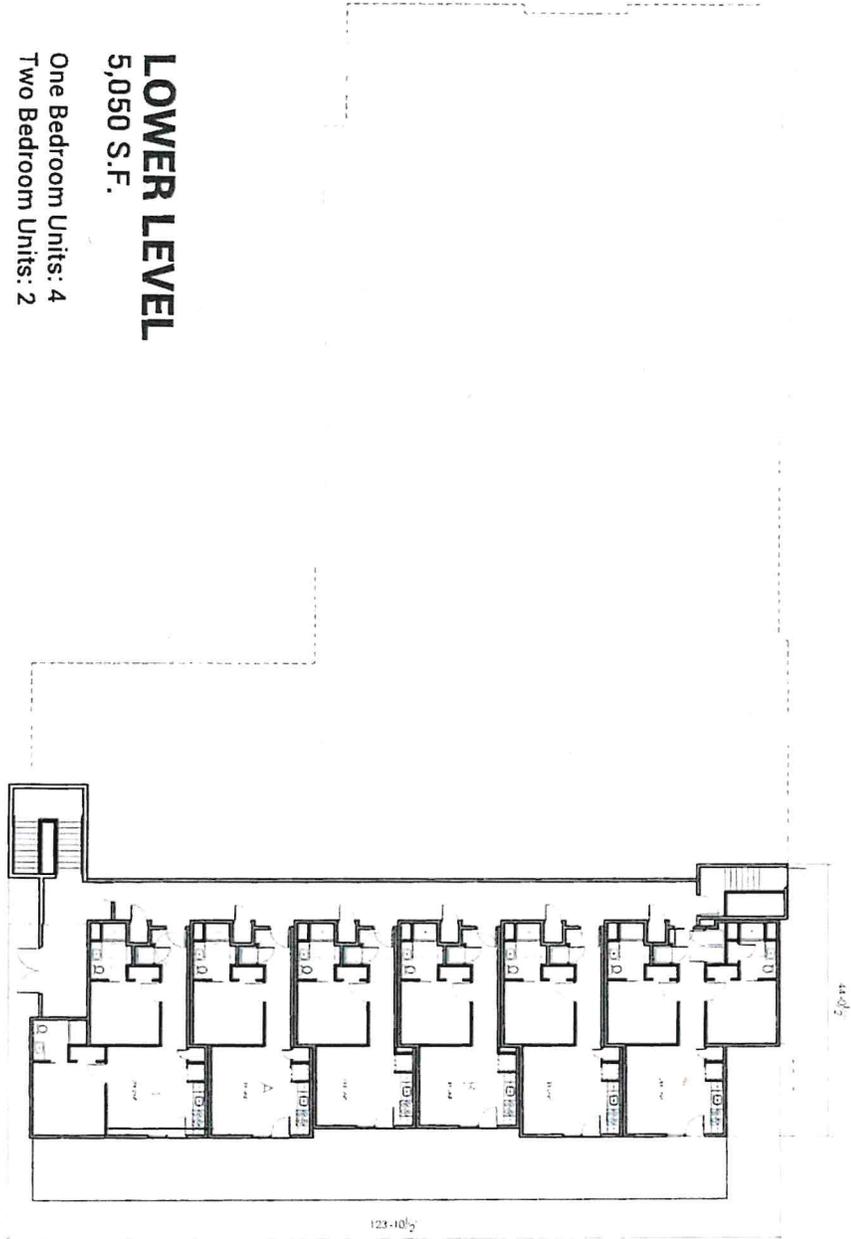
KEBS, INC.
 217 MARKET ROAD, MARSHVILLE, NC 28101
 (704) 231-1111
 www.kebs.com

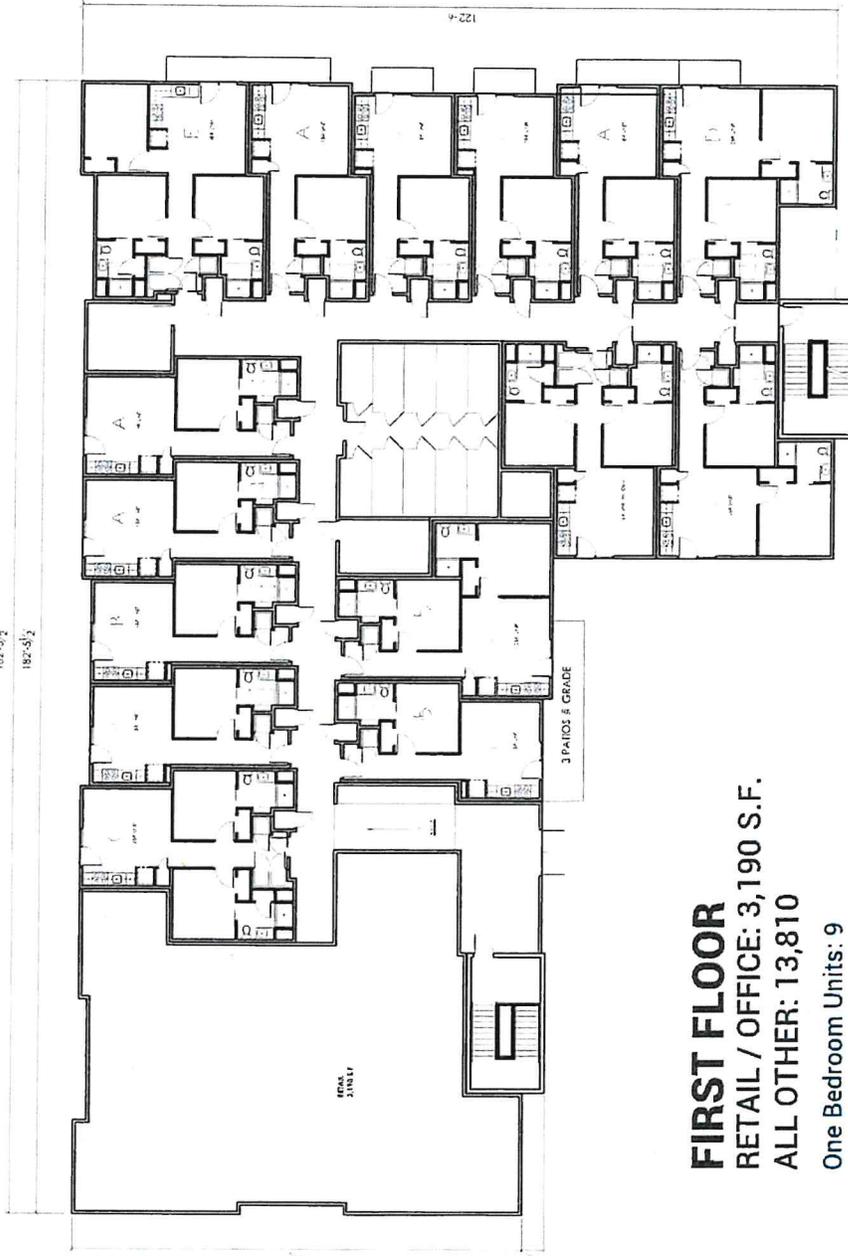
Red Cedar Manor
 PROPOSED IMPERVIOUS PERVIOUS
 SCALE: 1" = 30' PER LOT
 DATE: 11/11/2011
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 APPROVED BY: J. B. BROWN
 MERIDIAN INVESTMENT GROUP, LLC 10/04/03

LOWER LEVEL
5,050 S.F.

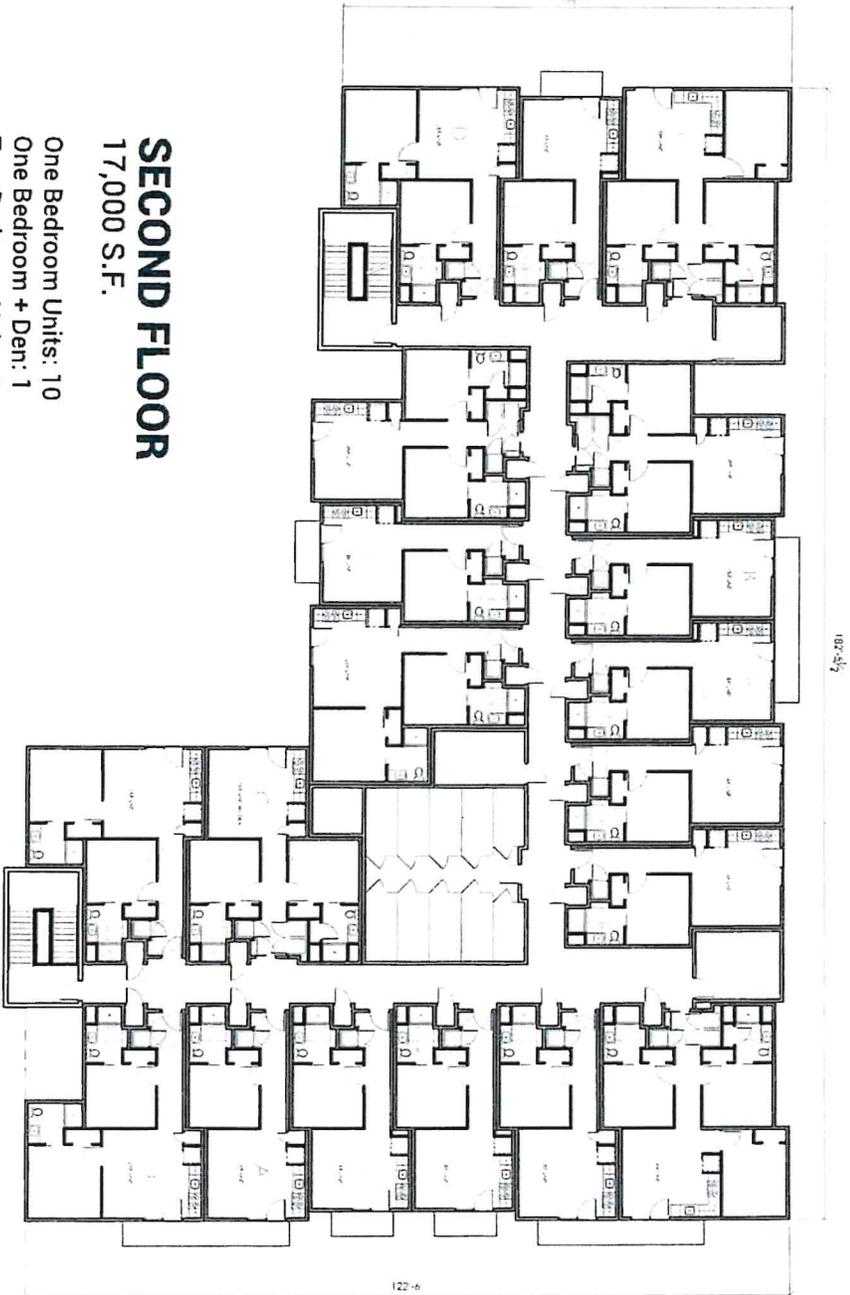
One Bedroom Units: 4
Two Bedroom Units: 2

TOTAL: 6 UNITS (8 BEDROOMS)





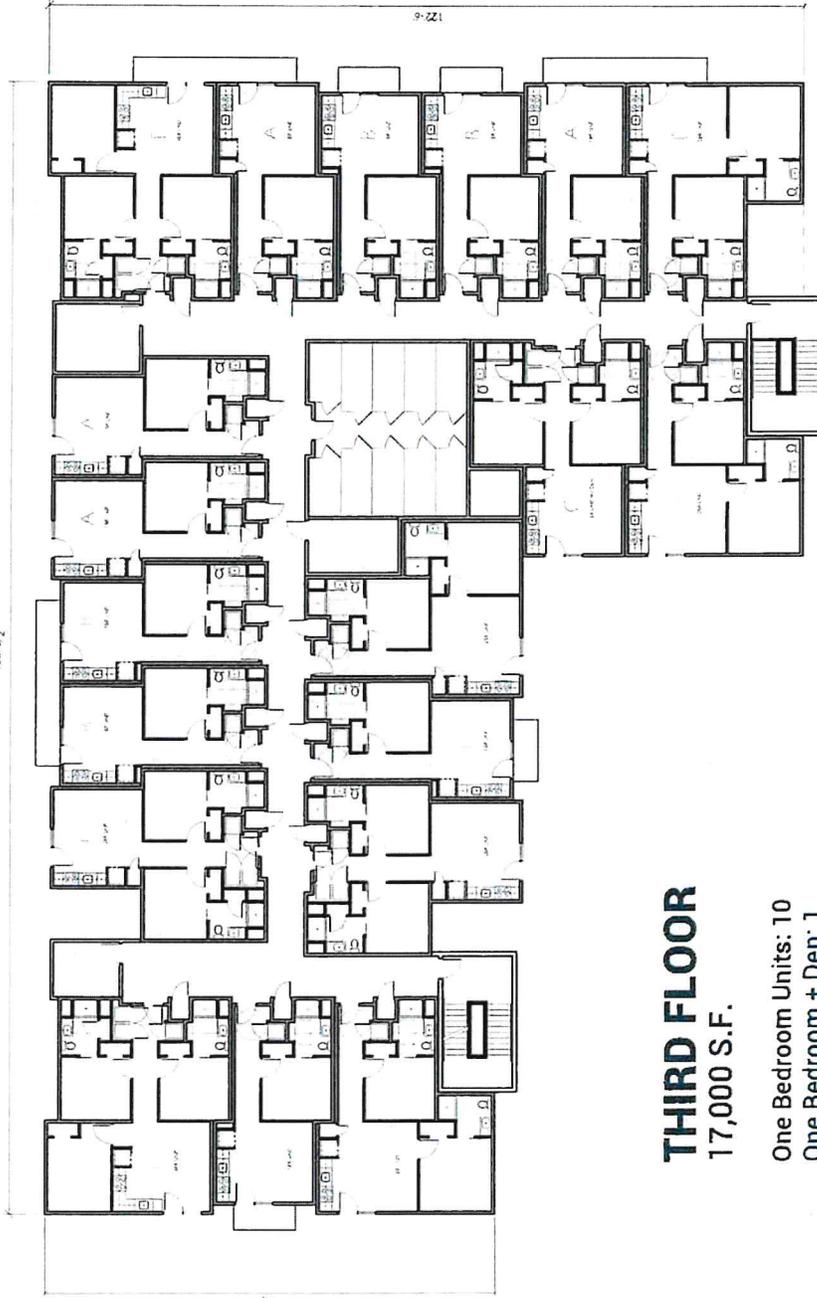
FIRST FLOOR
RETAIL / OFFICE: 3,190 S.F.
ALL OTHER: 13,810
One Bedroom Units: 9
One Bedroom + Den: 1
Two Bedroom Units: 4
Three Bedroom Units: 1
TOTAL : 15 UNITS (21 BEDROOMS)



SECOND FLOOR
17,000 S.F.

- One Bedroom Units: 10
 - One Bedroom + Den: 1
 - Two Bedroom Units: 6
 - Three Bedroom Units: 2
- TOTAL: 19 UNITS (29 BEDROOMS)**

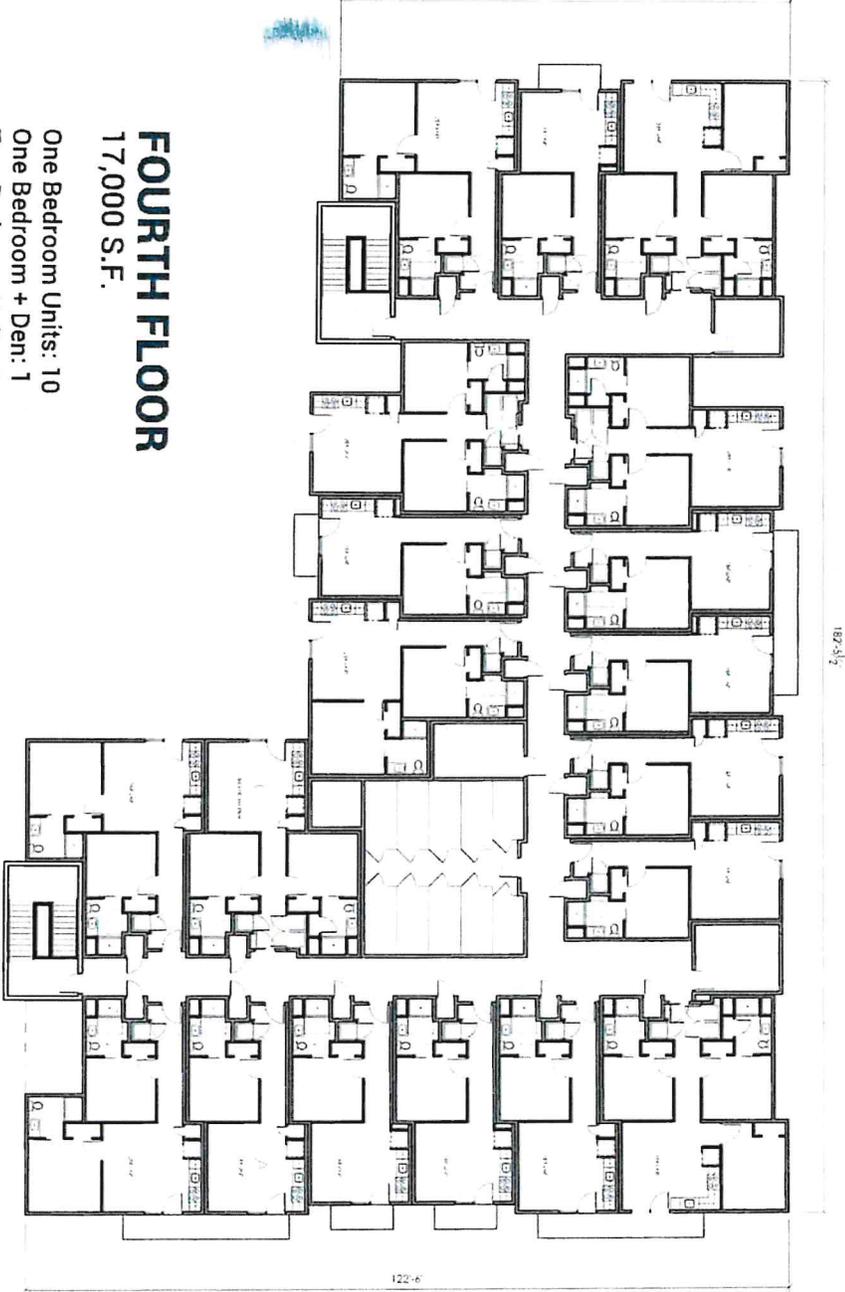




THIRD FLOOR
17,000 S.F.

- One Bedroom Units: 10
- One Bedroom + Den: 1
- Two Bedroom Units: 6
- Three Bedroom Units: 2

TOTAL: 19 UNITS (29 BEDROOMS)



FOURTH FLOOR
17,000 S.F.

- One Bedroom Units: 10
 - One Bedroom + Den: 1
 - Two Bedroom Units: 6
 - Three Bedroom Units: 2
- TOTAL: 19 UNITS (29 BEDROOMS)**





13.C

To: Township Board

From: Mark Kieselbach, Director of Community Planning and Development
Peter Menser, Principal Planner

Date: May 1, 2019

Re: Special Use Permit #18031 (Meridian Investment Group, LLC) Red Cedar Manor

The Township Board discussed SUP #18031 at its last meeting on April 23, 2019. The request is in conjunction with Mixed Use Planned Unit Development (MUPUD) #18034. Based on Board comments the applicant has submitted a revised site plan that includes an increase in the overall size of the building from 70,213 square feet to 73,050 square feet. Additional revisions to the site plan are covered in the memorandum pertaining to MUPUD #18034.

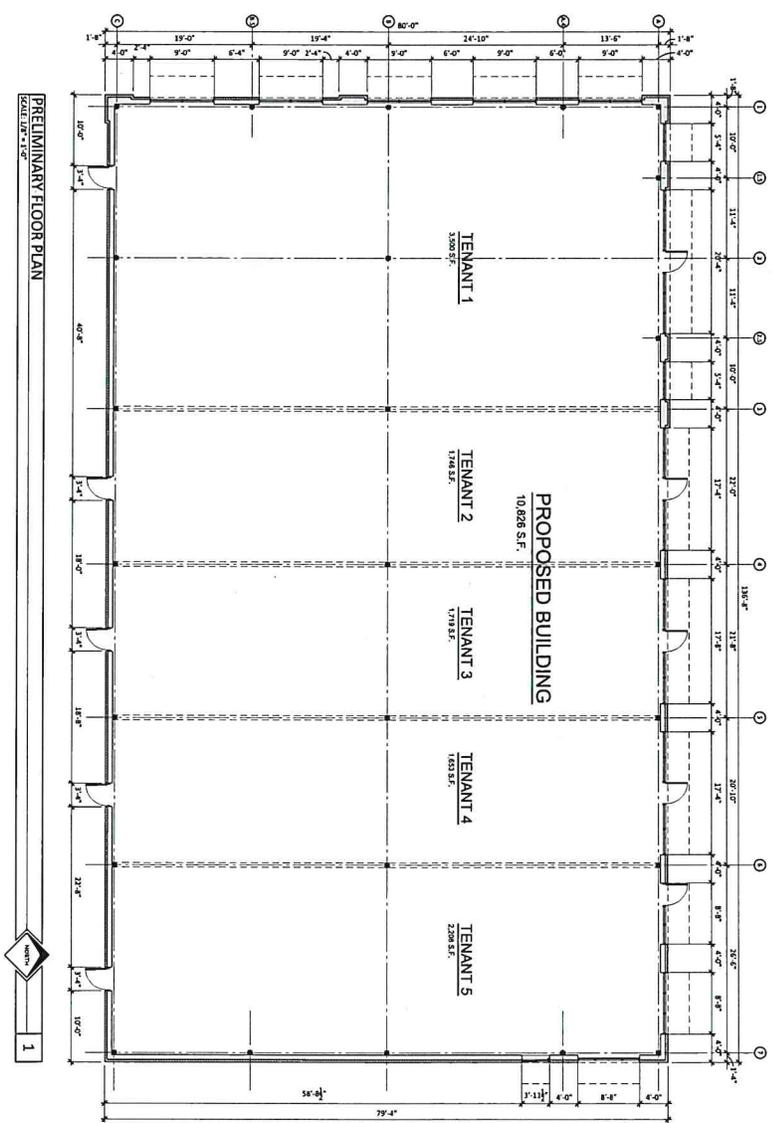
Township Board Options

The Township Board may approve or deny the special use permit. If the Board amends the proposal, the request may be referred back to the Planning Commission for a recommendation. A resolution will be provided at a future meeting.

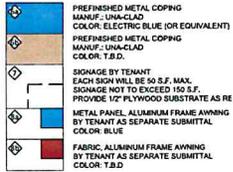
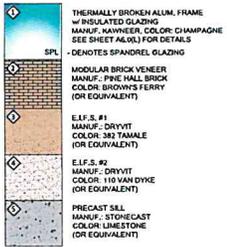


proposed
 MULTI-TENANT
 BUILDING
 2085 GRAND RIVER AVE
 OKEMOS, MI 48864

DATE:	03.17.19	ISSUANCE/REVIEW
BY:	SMIT	ISSUED
SCALE:	Not Drawing Scale. This is a Preliminary Plan. Dimensions are for information only. All dimensions are subject to change without notice.	
DESIGNER:	TIG	
CHECKED BY:	WV, JAH	
PROJECT:	PRELIMINARY FLOOR PLAN	
DATE:	18-168	
SHEET NO.:	PFP-1	

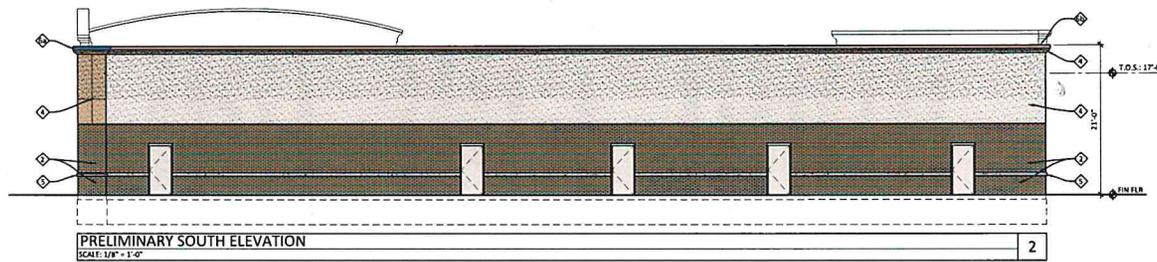
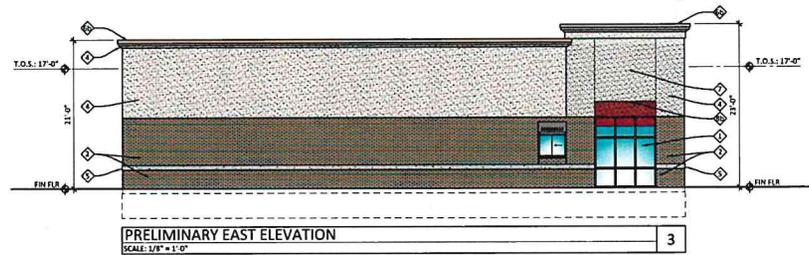
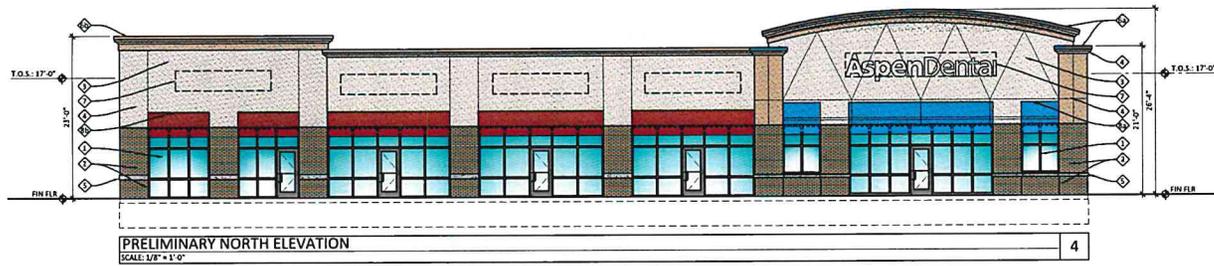


EXTERIOR FINISH KEY



- NOTES:
1. PROVIDE 5/8" FRIT PLYWOOD SUBSTRATE AS REQUIRED AS REQUIRED FOR ALL SIGN BOXES, SCANCES, UTILITIES, AWNINGS.
 2. ALL GLAZING SHALL BE TEMPERED AS REQUIRED ADJACENT TO DOORS AND FINISHED FLOOR

T = TEMPERED GLAZING



proposed

MULTI-TENANT BUILDING

2085 GRAND RIVER AVE
OKEMOS, MI 48864

REV	DATE	ISSUED FOR REVIEW	ISSUED
	01-17-19	ISSUED FOR REVIEW	

SEAL:

DRAWN BY: TIG
 CHECKED BY: VW
 IN CHARGE: VW, JMR
 SHEET NAME: PRELIMINARY ELEVATIONS

JOB NO: 18-168

SHEET NO: PE-1

EXECUTIVE SUMMARY

Traffic Engineering Associates, Inc. (TEA) conducted a traffic impact study to determine the distribution of new traffic generated by the proposed 2085 Grand River Avenue development in Meridian Charter Township, Ingham County, Michigan. The project site is located on the south side of Grand River Avenue (M-43), just east of Okemos Road.

The proposed development will consist of a 10,960 square foot building with the potential for three to four tenants. It is expected that the tenants could include a dental office, a small retail, fast casual restaurants, or coffee shop. There may be a drive-through with one of the restaurants or coffee shop on one end. The site will utilize shared access driveways that currently exist. There is one (1) existing full access driveway on Grand River Avenue (M-43) and one (1) existing full access driveway off of Okemos Road. The project has an anticipated completion date by the spring of 2020.

TEA, Inc. conducted vehicle counts during the midweek, of a non-holiday week in the month of March, 2019, at the intersection of Grand River Avenue (M-43) and Okemos Road, Grand River Avenue (M-43) and the Meijer/Chick-Fil-A driveway, and Okemos Road and the Meijer driveway. Turning movement counts were taken during the AM and PM peak hours. The weekday AM and PM peak hours of existing traffic on the adjoining road system are 7:30 – 8:30 AM and 4:45 – 5:45 PM respectively.

A level of service analysis for existing traffic at the studied intersections during the AM, and PM peak hours was conducted. All existing turning movements at the studied intersection operate at an acceptable level of service (LOS D or better) during the AM, and PM peak hours except for several movements at the intersection of Grand River Avenue (M-43) and Okemos Road, and at the Grand River Avenue (M-43) and Meijer/Chick-Fil-A driveway. An optimization of the existing traffic signal at the Okemos Road intersection could improve some movements, but the signal is likely operating at an optimized condition.

According to the Meridian Township Planning Department, the total population growth for Meridian Charter Township from 2010 to 2016 is six point nine percent (6.9%). Using an annual average growth rate of one point one percent (1.1%), and with an anticipated completion date for the spring of 2020, background growth traffic volumes were calculated. All background turning movements at the studied intersection operate at an acceptable level of service (LOS D or better) during the AM and PM peak hours except for several movements at the intersection of Grand River Avenue (M-43) and Okemos Road, and at the Grand River Avenue (M-43) and Meijer/Chick-Fil-A driveway. There was a minor increase in the level of service and vehicle delays at all studied intersections.

The ITE trip generation rates for Shopping Center (Land Use Code 820) were selected as representing the proposed development. It is projected that the proposed development will generate 157 vehicle trips in the AM peak hour, 70 vehicle trips in the PM peak hour of which 36 trips are pass-by, and 1,337 vehicle trips daily.



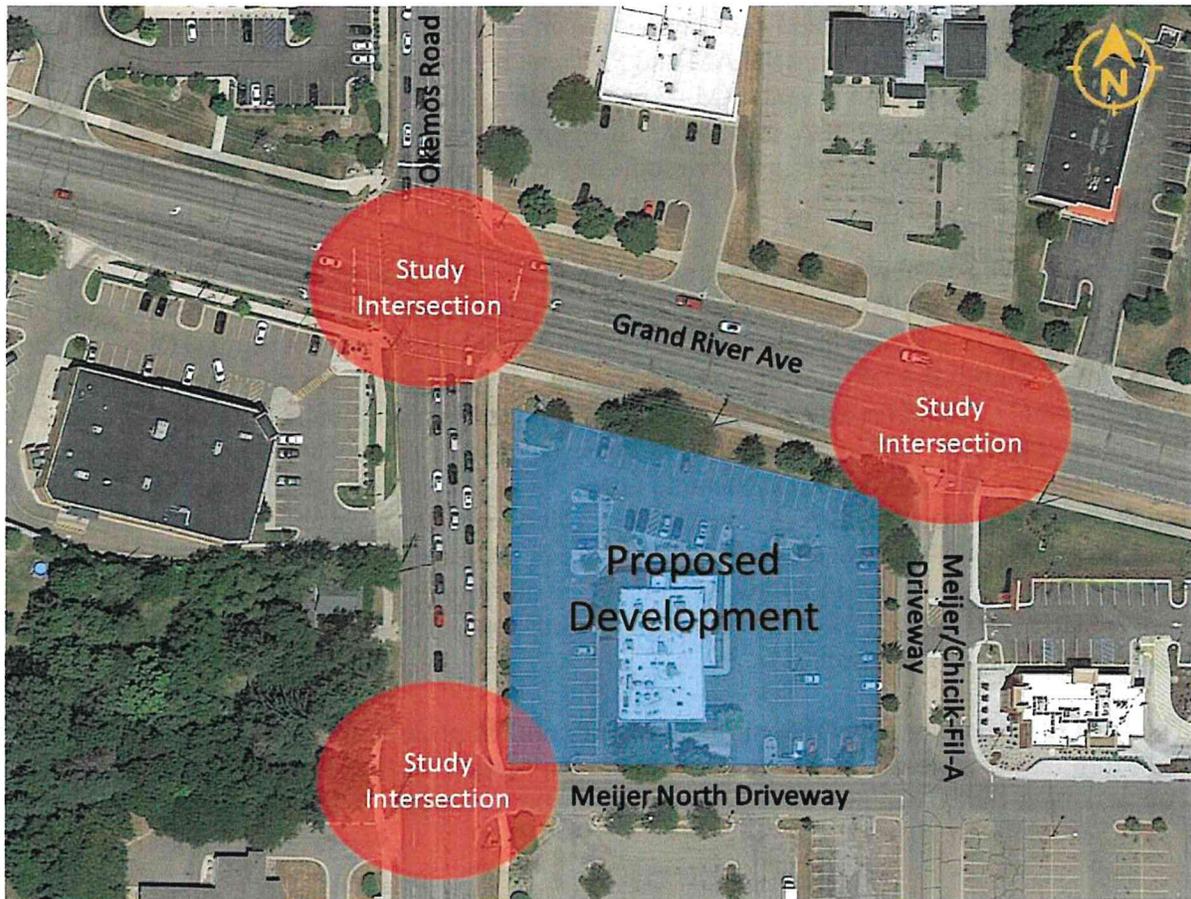
For future traffic conditions, all existing geometrics and traffic control were used. All future turning movements at the studied intersections are anticipated to operate at an acceptable level of service (LOS D or better) during the AM and PM peak hours except for several movements at the intersection of Grand River Avenue (M-43) and Okemos Road, and at the Grand River Avenue (M-43) and Meijer/Chick-Fil-A driveway. An optimization of the existing traffic signal at the Okemos Road intersection could improve some movements, but the signal is likely operating at an optimized condition.

During the PM peak hour, the northbound left turn movement from the Meijer/Chick-Fil-A driveway to westbound Grand River Avenue (M-43) is expected to operate at a LOS F with 50.3 seconds of vehicle delay, an increase of 11.1 seconds from background conditions. One mitigation could be to restrict the left turn movement from the development onto westbound Grand River Avenue (M-43). The driveway to the east already restricts the northbound left turn movement out of the development. While this mitigation does remove the delay for the northbound left turn movement from the driveway to westbound Grand River Avenue (M-43), it would shift traffic to utilize the northbound left turn movement from Okemos Road to westbound Grand Road River Avenue (M-43). This movement is already failing in the morning. Likely, there will be enough gaps for the northbound left turn movement from the driveway given that this driveway is between two signals. Therefore, there are no recommendations to restrict the northbound left turn movement from this driveway.

The MDOT guidelines show that during the AM and PM peak hours, there is justification for a right turn taper for northbound Okemos Road at the Meijer North driveway. However, existing PM peak hour traffic volumes already justify this right turn taper.



Figure 1: Site Location and Study Intersections



LEVEL OF SERVICE ANALYSIS FOR EXISTING TRAFFIC

The critical intersections defined for this study were analyzed according to the methodologies published in the most recent edition of the *Highway Capacity Manual*. The analysis determines the “Level of Service” of the intersections and is based on factors such as the number and types of lanes, signal timing, traffic volumes, pedestrian activity, etc. The level of service (LOS) is defined by average vehicle delay in seconds created by a traffic control device for a given traffic movement or intersection approach.

Level of Service	Delay per Vehicle (seconds)	
	Non-Signalized	Signalized
A	< 10	<10
B	10 to 15	10 to 20
C	15 to 25	20 to 35
D	25 to 35	35 to 55
E	35 to 50	55 to 80
F	> 50	> 80

Levels of Service are expressed in a range from “A” to “F,” with “A” being the highest LOS and “F” representing the lowest LOS. Level of service “D” is considered the minimum acceptable LOS in an urban area. The above table shows the thresholds for Levels of Service “A” through “F” for non-signalized and signalized intersections, respectively.

All Level of Service computations contained in this report were based upon the Synchro software package which is approved by the Michigan Department of Transportation (MDOT). Delay per vehicle includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

All existing geometrics and traffic control devices were used to analyze the existing level of service and vehicle delays. The Level of Service analysis for existing traffic during the AM and PM peak hours is summarized in **Table 1**. All existing turning movements at the studied intersection operate at an acceptable level of service (LOS D or better) during the AM and PM peak hours except for the following;

Grand River Avenue (M-43) and Okemos Road

- During the AM peak hour, the westbound thru-right movement on Grand River Avenue (M-43) operates at a LOS E with 57.6 seconds of vehicle delay.
- During the AM peak hour, the northbound left turn movement on Okemos Road to westbound Grand River Avenue (M-43) operates at a LOS F with 89.5 seconds of vehicle delay.



- During the AM peak hour, the northbound approach on Okemos Road at Grand River Avenue (M-43) operates at a LOS E with 65.0 seconds of vehicle delay.
- During the PM peak hour, the northbound left turn movement on Okemos Road to westbound Grand River Avenue (M-43) operates at a LOS E with 60.5 seconds of vehicle delay.
- During the PM peak hour, the northbound left turn movement on Okemos Road to northbound Okemos Road operates at a LOS E with 62.8 seconds of vehicle delay.
- During the PM peak hour, the northbound right turn movement on Okemos Road to eastbound Grand River Avenue (M-43) operates at a LOS E with 64.5 seconds of vehicle delay.
- During the PM peak hour, the northbound approach on Okemos Road at Grand River Avenue (M-43) operates at a LOS E with 62.7 seconds of vehicle delay.
- During the PM peak hour, the southbound left turn movement on Okemos Road to eastbound Grand River Avenue (M-43) operates at a LOS E with 59.3 seconds of vehicle delay.

Grand River Avenue (M-43) and Meijer/Chick-Fil-A Driveway

- During the PM peak hour, the northbound left turn movement from the Meijer/Chick-Fil-A driveway to westbound Grand River Avenue (M-43) operates at a LOS E with 40.5 seconds of vehicle delay.



Table 1
Level of Service (LOS) Summary
Existing AM and PM Peak Hour Traffic

Location	Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Avg. Delay	LOS	Avg. Delay	LOS
Grand River Avenue (M-43) and Okemos Road	EB Left	32.9	C	28.3	C
	EB Thru	25.7	C	38.9	D
	EB Right	26.2	C	23.0	C
	<i>EB Approach</i>	26.4	C	36.2	D
	WB Left	17.7	B	41.0	D
	WB Thru	57.6	E	27.6	C
	WB Right	57.1	E	27.6	C
	<i>WB Approach</i>	53.6	D	29.9	C
	NB Left	89.5	F	60.5	E
	NB Thru	47.8	D	62.8	E
	NB Right	48.5	D	64.5	E
	<i>NB Approach</i>	65.0	E	62.7	E
	SB Left	37.3	D	59.3	E
	SB Thru	43.3	D	46.7	D
	SB Right	43.8	D	47.7	D
	<i>SB Approach</i>	42.6	D	50.6	D
Intersection	48.4	D	43.4	D	
Grand River Avenue (M-43) and Meijer / Chick-Fil-A Driveway	EB Thru-Right	Free	A	Free	A
	<i>EB Approach</i>	0.0	A	0.0	A
	WB Left	8.1	A	13.4	B
	WB Thru	Free	A	Free	A
	<i>WB Approach</i>	0.0	A	0.6	A
	NB Left	14.8	B	40.5	E
	NB Right	9.4	A	17.1	C
	<i>NB Approach</i>	13.4	B	25.9	D
Intersection	0.3	A	1.6	A	

Note: Delay = Average control delay per vehicle in seconds.
LOS = Level of Service



Table 1 (Continued)
Level of Service (LOS) Summary
Existing AM and PM Peak Hour Traffic

Location	Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Avg. Delay	LOS	Avg. Delay	LOS
Okemos Road and Meijer North Driveway	WB Left-Right	11.2	B	15.1	C
	<i>WB Approach</i>	<i>11.2</i>	<i>B</i>	<i>15.1</i>	<i>C</i>
	NB Thru-Right	Free	A	Free	A
	<i>NB Approach</i>	<i>0.0</i>	<i>A</i>	<i>0.0</i>	<i>A</i>
	SB Left	8.1	A	9.8	A
	SB Thru	Free	A	Free	A
	<i>SB Approach</i>	<i>0.2</i>	<i>A</i>	<i>0.6</i>	<i>A</i>
	Intersection	0.4	A	1.2	A

Note: Delay = Average control delay per vehicle in seconds.
LOS = Level of Service



LEVEL OF SERVICE ANALYSIS FOR BACKGROUND GROWTH TRAFFIC

All existing geometrics and traffic control devices were used to analyze the background growth level of service and vehicle delays. The Level of Service analysis for background traffic during the AM and PM peak hours is summarized in **Table 2**. All background turning movements at the studied intersection are projected to operate at an acceptable level of service (LOS D or better) during the AM and PM peak hours except for the following;

Grand River Avenue (M-43) and Okemos Road

- During the AM peak hour, the westbound thru-right movement on Grand River Avenue (M-43) is expected to operate at a LOS E with 61.3 seconds of delay, an increase of 3.7 seconds from existing conditions.
- During the AM peak hour, the westbound approach on Grand River Avenue (M-43) at Okemos Road is expected to operate at a LOS E with 57 seconds of vehicle delay, an increase of 3.4 seconds from existing conditions.
- During the AM peak hour, the northbound left turn movement on Okemos Road to westbound Grand River Avenue (M-43) is expected to operate at a LOS F with 92.3 seconds of vehicle delay, an increase of 2.8 seconds from existing conditions.
- During the AM peak hour, the northbound approach on Okemos Road at Grand River Avenue (M-43) is expected to operate at a LOS E with 66 seconds of vehicle delay, an increase of 1 seconds from existing conditions.
- During the PM peak hour, the northbound left turn movement on Okemos Road to westbound Grand River Avenue (M-43) is expected to operate at a LOS E with 59.9 seconds of vehicle delay, a decrease of 0.6 seconds from existing conditions.
- During the PM peak hour, the northbound thru movement on Okemos Road to northbound Okemos Road is expected to operate at a LOS E with 64.3 seconds of vehicle delay, an increase of 1.5 seconds from existing conditions.
- During the PM peak hour, the northbound right turn movement on Okemos Road to eastbound Grand River Avenue (M-43) is expected to operate at a LOS E with 66 seconds of vehicle delay, an increase of 1.5 seconds from existing conditions.
- During the PM peak hour, the northbound approach on Okemos Road at Grand River Avenue (M-43) is expected to operate at a LOS E with 63.6 seconds of vehicle delay, an increase of 0.9 seconds from existing conditions.
- During the PM peak hour, the southbound left turn movement on Okemos Road to eastbound Grand River Avenue (M-43) is expected to operate at a LOS E with 60 seconds of vehicle delay, an increase of 0.7 seconds from existing conditions.



Grand River Avenue (M-43) and Meijer/Chick-Fil-A Driveway

- During the PM peak hour, the northbound left turn movement from the Meijer/Chick-Fil-A driveway to westbound Grand River Avenue (M-43) is expected to operate at a LOS E with 39.2 seconds of vehicle delay, a decrease of 1.3 seconds from existing conditions.

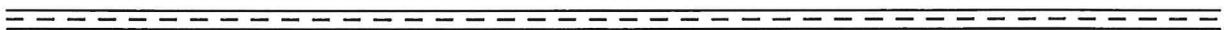


Table 2
Level of Service (LOS) Summary
Background Traffic for AM and PM Peak Hour Traffic

Location	Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Avg. Delay	LOS	Avg. Delay	LOS
Grand River Avenue (M-43) and Okemos Road	EB Left	33.5	C	29.6	C
	EB Thru	25.8	C	41.5	D
	EB Right	26.3	C	23.0	C
	<i>EB Approach</i>	26.5	C	38.5	D
	WB Left	18.1	B	42.7	D
	WB Thru	61.3	E	28.1	C
	WB Right	60.9	E	28.1	C
	<i>WB Approach</i>	57.0	E	30.6	C
	NB Left	92.3	F	59.9	E
	NB Thru	47.7	D	64.3	E
	NB Right	48.4	D	66.0	E
	<i>NB Approach</i>	66.0	E	63.6	E
	SB Left	37.2	D	60.0	E
	SB Thru	43.2	D	46.6	D
	SB Right	43.7	D	47.6	D
<i>SB Approach</i>	42.5	D	50.8	D	
Intersection	50.0	D	44.6	D	
Grand River Avenue (M-43) and Meijer / Chick-Fil-A Driveway	EB Thru-Right	Free	A	Free	A
	<i>EB Approach</i>	0.0	A	0.0	A
	WB Left	8.2	A	13.6	B
	WB Thru	Free	A	Free	A
	<i>WB Approach</i>	0.0	A	0.6	A
	NB Left	15.4	C	39.2	E
	NB Right	9.6	A	17.5	C
	<i>NB Approach</i>	13.9	B	25.6	D
Intersection	0.3	A	1.6	A	

Note: Delay = Average control delay per vehicle in seconds.
LOS = Level of Service



Table 2 (Continued)
Level of Service (LOS) Summary
Background AM and PM Peak Hour Traffic

Location	Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Avg. Delay	LOS	Avg. Delay	LOS
Okemos Road and Meijer North Driveway	WB Left-Right	11.3	B	15.3	C
	<i>WB Approach</i>	<i>11.3</i>	<i>B</i>	<i>15.3</i>	<i>C</i>
	NB Thru-Right	Free	A	Free	A
	<i>NB Approach</i>	<i>0.0</i>	<i>A</i>	<i>0.0</i>	<i>A</i>
	SB Left	8.1	A	9.9	A
	SB Thru	Free	A	Free	A
	<i>SB Approach</i>	<i>0.2</i>	<i>A</i>	<i>0.6</i>	<i>A</i>
	Intersection	0.4	A	1.3	A

Note: Delay = Average control delay per vehicle in seconds.
LOS = Level of Service



LEVEL OF SERVICE ANALYSIS FOR FUTURE TRAFFIC

The level of service analysis for future AM and PM peak hour traffic is summarized in **Table 6**. For future traffic conditions, all existing geometrics and traffic control were used. All future turning movements at the studied intersections are anticipated to operate at an acceptable level of service (LOS D or better) during the peak hours except for the following movements;

Grand River Avenue (M-43) and Okemos Road

- During the AM peak hour, the westbound thru-right movement on Grand River Avenue (M-43) is expected to operate at a LOS E with 68.3 seconds of delay, an increase of 7.0 seconds from background conditions.
- During the AM peak hour, the westbound approach on Grand River Avenue (M-43) at Okemos Road is expected to operate at a LOS E with 63.5 seconds of vehicle delay, an increase of 6.5 seconds from existing conditions.
- During the AM peak hour, the northbound left turn movement on Okemos Road to westbound Grand River Avenue (M-43) is expected to operate at a LOS F with 92.3 seconds of vehicle delay, no increase from background conditions.
- During the AM peak hour, the northbound approach on Okemos Road at Grand River Avenue (M-43) is expected to operate at a LOS E with 65.6 seconds of vehicle delay, a decrease of 0.4 seconds from background conditions.
- During the PM peak hour, the northbound left turn movement on Okemos Road to westbound Grand River Avenue (M-43) is expected to operate at a LOS E with 60.2 seconds of vehicle delay, an increase of 0.3 seconds from background conditions.
- During the PM peak hour, the northbound thru movement on Okemos Road to northbound Okemos Road is expected to operate at a LOS E with 65.6 seconds of vehicle delay, an increase of 1.3 seconds from background conditions.
- During the PM peak hour, the northbound right turn movement on Okemos Road to eastbound Grand River Avenue (M-43) is expected to operate at a LOS E with 67.2 seconds of vehicle delay, an increase of 1.2 seconds from background conditions.
- During the PM peak hour, the northbound approach on Okemos Road at Grand River Avenue (M-43) is expected to operate at a LOS E with 64.6 seconds of vehicle delay, an increase of 1.0 second from background conditions.
- During the PM peak hour, the southbound left turn movement on Okemos Road to eastbound Grand River Avenue (M-43) is expected to operate at a LOS E with 60.0 seconds of vehicle delay, no change from background conditions.



Grand River Avenue (M-43) and Meijer/Chick-Fil-A Driveway

- During the PM peak hour, the northbound left turn movement from the Meijer/Chick-Fil-A driveway to westbound Grand River Avenue (M-43) is expected to operate at a LOS F with 50.3 seconds of vehicle delay, an increase of 11.1 seconds from background conditions.



Table 6
Level of Service (LOS) Summary
Future AM and PM Peak Hour Traffic

Location	Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Avg. Delay	LOS	Avg. Delay	LOS
Grand River Avenue (M-43) and Okemos Road	EB Left	34.4	C	30.1	C
	EB Thru	26.0	C	42.9	D
	EB Right	26.3	C	23.0	C
	<i>EB Approach</i>	26.7	C	39.7	D
	WB Left	19.0	B	43.2	D
	WB Thru	68.3	E	28.3	C
	WB Right	67.9	E	28.3	C
	<i>WB Approach</i>	63.5	E	30.8	C
	NB Left	92.3	F	60.2	E
	NB Thru	47.6	D	65.6	E
	NB Right	48.2	D	67.2	E
	<i>NB Approach</i>	65.6	E	64.6	E
	SB Left	36.8	D	60.0	E
	SB Thru	43.3	D	46.5	D
	SB Right	43.9	D	47.5	D
	<i>SB Approach</i>	42.6	D	50.7	D
Intersection	52.9	D	45.4	D	
Grand River Avenue (M-43) and Meijer / Chick-Fil-A Driveway	EB Thru-Right	Free	A	Free	A
	<i>EB Approach</i>	0.0	A	0.0	A
	WB Left	8.5	A	14.3	B
	WB Thru	Free	A	Free	A
	<i>WB Approach</i>	0.4	A	1.1	A
	NB Left	19.6	C	50.3	F
	NB Right	9.7	A	19.1	C
	<i>NB Approach</i>	16.9	C	31.2	D
	Intersection	1.2	A	2.6	A

Note: Delay = Average control delay per vehicle in seconds.
LOS = Level of Service



Table 6 (Continued)
Level of Service (LOS) Summary
Future AM and PM Peak Hour Traffic

Location	Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Avg. Delay	LOS	Avg. Delay	LOS
Okemos Road and Meijer North Driveway	WB Left-Right	15.0	C	18.5	C
	<i>WB Approach</i>	<i>15.0</i>	<i>C</i>	<i>18.5</i>	<i>C</i>
	NB Thru-Right	Free	A	Free	A
	<i>NB Approach</i>	<i>0.0</i>	<i>A</i>	<i>0.0</i>	<i>A</i>
	SB Left	8.3	A	10.0	B
	SB Thru	Free	A	Free	A
	<i>SB Approach</i>	<i>0.6</i>	<i>A</i>	<i>0.8</i>	<i>A</i>
	Intersection	1.3	A	1.8	A

Note: Delay = Average control delay per vehicle in seconds.
LOS = Level of Service



DRIVEWAY ANALYSIS FOR A TURN LANE OR TAPER

The Michigan Department of Transportation (MDOT) Geometric Design Guidance Document was used to determine the necessity of a right turn lane/taper, at the Meijer North driveway on Okemos Road.

Using the MDOT Geometric Design Guidance Document Guideline 1.1.4, Traffic Volume Guidelines for Right-Turn Lanes and Tapers, the results show that the combination of right turning traffic and the peak hour approach volumes during both the AM the PM peak hours justify the installation of a northbound right turn taper on Okemos Road at the site driveway. However, it should be noted that this driveway already warranted a northbound right turn taper for the PM peak hour prior to this development using existing PM peak hour volumes.

INTERSECTION IMPROVEMENT CONSIDERATIONS

Grand River Avenue (M-43) and Okemos Road

This intersection is a signalized intersection. Signal timings could be adjusted after the development is completed, if needed. Otherwise, no mitigation is recommended for this intersection.

Grand River Avenue (M-43) and Meijer / Chick-Fil-A Driveway

This driveway is currently controlled by a northbound stop sign and is a full access drive with one (1) inbound lane and two (2) outbound lanes. There is one outbound lane that is designated as left turn only and another lane that is designated as right turn only. Currently, the left turn movement is operating at a LOS E and is expected to operate at a LOS F with the proposed development with an increase of 11.1 seconds of delay per vehicle over background conditions.

One potential mitigation is to restrict the left turn movement from this driveway; however, this may cause the additional traffic to move to the driveway at Okemos Road and cause additional northbound left-turn delay at the Okemos Road signal at Grand River Avenue (M-43). The northbound left turn movement from northbound Okemos Road to westbound Grand River Avenue (M-43) is currently operating at a LOS F in the AM peak hour and a LOS E in the PM peak hour. It is not recommended to add more traffic to this movement. As such, no mitigation is recommended for this driveway.

Okemos Road and Meijer North Driveway

This driveway is currently controlled by a westbound stop sign and is a full access drive with one (1) inbound lane and one (1) outbound lane. There are currently no issues at this intersection and there are not expected to be any issues with this intersection with the development. No mitigation is recommended for this intersection. The MDOT guidelines show that there is justification for a right turn taper on northbound Okemos Road, but was already warranted with existing PM peak hour turn volumes.



CONCLUSIONS

The findings of this report are as follows:

- There are no recommendations for any mitigation for any of the study intersections.
- The MDOT guidelines show that during the AM and PM peak hours, there is justification for a right turn taper for northbound Okemos Road at the Meijer North driveway. However, existing PM peak hour traffic volumes already justify this right turn taper.





CHARTER TOWNSHIP OF MERIDIAN Development Projects Update

May 2019

Businesses Opened

- **Plato's Closet**, 2825 E. Grand River Ave, East Lansing – relocation from smaller space
- **VIP Nail Bar**, 3552 Meridian Crossings, Okemos
- **Box Drop Mattress**, 1644 Haslett Road (Haslett Village Square)
- **Diamond Nails**, 4749 Central Park Drive, Okemos (former Hampton Jewelers)

Commercial Use Under Construction

- **High Caliber Karting**, 80,000 sq ft single story Younkers – entertainment center
- **Kumon Learning Center**, 2398 Joly Road, Okemos. Relocation from Alaiedon Twp
- **Soldans Pet Supply**, 2283 W. Grand River Ave. Relocation expected in Mid 2019
- **Portnoy and Tu**, 2476 Jolly Road, Okemos. Relocation for dentist office.
- **Big Lots**, 2020 W. Grand River Ave, Okemos (Best Buy Plaza)
- **Panera Bread**, 2080 W. Grand River Ave, Okemos. Demo and rebuild BD Mongolian Grill.
- **Firestone Complete Auto Care**, 2700 E. Grand River Ave, East Lansing. Repurposing Auto Repair facility
- **Bread Bites, Mediterranean Cuisine & Bakery**, 5100 Marsh Road, Okemos (old Tannin site)
- **102 Pho & Banh Mi Vietnamese Soup & Sandwiches**, 4760 Marsh Road, Okemos (part of formers McAllisters site)
- **Swagath Express**, food service adjacent to Swagath Market, 1731 W. Grand River (former Farm Fresh Seafood site)
- **Crunch Fitness**, new fitness center at 2655 E. Grand River Ave (former Salvation Army)
- **Zoom Express Laundry**, 3034 E. Lake Lansing Road (Carriage Hills)

Residential or Long Term Construction/Phasing

- **Chamberlin Townhouses**, Chamberlin Way, Haslett. Off Marsh Road north of Lake Lansing Road
- **Ingham County Medical Care Facility**, 3860 Dobie Road, Okemos. 64,000 square foot (48 room) addition
- **Marriot Courtyard**, Meridian Crossing Drive. 105 rooms
- **Elevation**, 2362 Jolly Oak Road, Okemos. 350+ residential units
- **New Hope Church**, 2170 E. Saginaw Road, East Lansing

Approved/Not Yet Commenced

- **Newton Park Apartments**, SE Corner Newton Road/Saginaw Hwy. Multifamily mixed use
- **Silverstone Estates**, 25 single family residential homes at Powell Road north of Grand River
- **Copper Creek Condominiums**, 45 acres NE corner of Haslett & Van Atta. 102 residential lots.
- **LaFontaine FCA Dealership**, NE Corner Powell Road and Grand River Ave, Chrysler, Jeep, Ram
- **Fedewa Homes**, 1730 Chief Okemos Circle – two apartment buildings totaling 15 units

Under consideration

- **Village of Okemos**, mixed-use project west of Okemos Road north and south of Hamilton Road.
- **Leo's Lodge Property Redevelopment**, 2085 W. Grand River. Special Use Permit public hearing on 5.13.2019 at Planning Commission for drive through and work in the flood plain
- **Red Cedar Manor**, 2875 Northwind Drive. Mixed use project at Township Board for approvals.
- **Woda Cooper**, rezoning 4.6 Acres to allow for 49 affordable housing units north of Whole Foods

Closings/Relocations

- **Farm Fresh Seafood**, 1731 W. Grand River Ave, Okemos
- **Payless Shoes**, 2090 W. Grand River, Okemos – press says closing nationally