



**AGENDA**  
CHARTER TOWNSHIP OF MERIDIAN  
PLANNING COMMISSION – REGULAR MEETING  
October 13, 2025 6:30 PM

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1. CALL MEETING TO ORDER
2. ROLL CALL
3. PUBLIC REMARKS
4. APPROVAL OF AGENDA
5. APPROVAL OF MINUTES
  - A. September 22, 2025
6. COMMUNICATIONS
  - A. Public Notice – Williamston Township – Master Plan 2025
  - B. Continental Properties/Eyde Central Park Drive Communications Packet
7. PUBLIC HEARINGS
  - A. APP #25022 – Continental Properties/Eyde Central Park Drive proposal
8. UNFINISHED BUSINESS
  - A. SUP #25020 – Fedewa (Dobie Road)
  - B. SUP #25021 – St. Martha Parish
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

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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**  
**October 27, 2025**

1. PUBLIC HEARINGS
  - A. None
  
2. UNFINISHED BUSINESS
  - A. APP #25022 – Continental Properties/Eyde Central Park Drive proposal
  
3. OTHER BUSINESS
  - A. None

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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, September 22, 2025, 6:30 pm

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

ABSENT: None

STAFF: Principal Planner Shorkey

1. CALL MEETING TO ORDER

Chair Shrewsbury called the September 22, 2025, regular meeting for the Meridian Township Planning Commission to order at 6:30 pm.

2. ROLL CALL

Chair Shrewsbury called the roll of the Board. All Board members were present.

3. PUBLIC REMARKS

None

4. APPROVAL OF AGENDA

Chair Shrewsbury asked for approval of the agenda. Principal Planner Shorkey noted a typo.

**Commissioner Romback moved to approve the September 22, 2025, Regular Planning Commission meeting agenda as corrected. Seconded by Commissioner McCurtis. Motion passed unanimously.**

5. APPROVAL OF MINUTES

**Commissioner Romback moved to approve Minutes of the September 8, 2025 meeting as corrected. Seconded by Commissioner McCurtis. Motion passed unanimously.**

6. COMMUNICATIONS

None

7. PUBLIC HEARINGS

A. SUP #25020 – Fedewa (Dobie Road)

Principal Planner Shorkey opened the discussion by summarizing his memo and describing the application. After a brief discussion, David Fedewa and Jerry Fedewa, applicants, answered questions from the Planning Commission.

Commissioner Brooks asked the applicants about their process and how they came up with the site plan. It was explained that the number of units were reduced and the natural area left. General discussion about possible sewer connections.

Commissioner Brooks asked if the units' deck locations require variances. Principal Planner Shorkey said no. Commissioner Brooks asked if the parking calculations included the garages and was answered in the affirmative. Commissioner McCurtis asked about market viability and the potential unit costs. Mr. Jerry Fedewa said that there was great demand and that the units would lease starting around \$2,500 per month. Vice-Chair Snyder asked who the units were being marketed to.

Chair Shrewsbury opened the public hearing.

Peggy Anderson spoke against the application, citing drainage and the Faith Lutheran driveway location.

Bradley Shaw spoke against the application, citing the future land use map, stormwater, the Faith Lutheran driveway, public safety, and traffic.

David Kloc spoke against the application, area character, property values, and stormwater.

Joel Major spoke against the application, citing dimensional issues, the Faith Lutheran driveway, and stormwater

Kris Kloc spoke against the application, citing area character, property values, and natural area loss.

Cecilia Kramer spoke in favor of the application, citing stormwater improvements and the Faith Lutheran driveway location.

Chair Shrewsbury closed the public hearing.

Commissioner McCurtis commented about the site's drainage and asked Principal Planner Shorkey to clarify the approval process. Commissioner Romback asked about the SUP standards about economic impacts. Commissioner McConnell discussed stormwater around Walden and noted that improvements can improve stormwater conditions. Commissioner Brooks expressed sympathy about drainage concerns and discussed the applicants' compromises on the proposed development, specifically pointing out the natural area and the density. Commissioner Brooks expressed support for the application. Vice-Chair Snyder discussed the rents of the units and said that she wants more affordable housing. Commissioner Romback confirmed that there was no conflict of interest as in the past and that he will be voting. Commissioner McCurtis expressed support for Vice-Chair Snyder's comments about affordability.

Commissioners indicated via straw poll that they would likely support the application. Principal Planner Shorkey said that Staff would supply a resolution to support at the next Planning Commission meeting.

Chair Shrewsbury called a recess; reconvened at 7:51.

B. SUP #25021 – St. Martha Parish

Principal Planner Shorkey opened the discussion by summarizing his memo and describing the application.

Woody Isaacs, representing the applicant, discussed the application and pointed out that the addition will be hidden from Grand River Avenue. Commissioner McConnell asked for clarification about the height of the addition.

Chair Shrewsbury opened and closed the public hearing at 7:56 after no comment. Commissioner Brooks asked about sewer and water service and the location of the USB. Principal Planner Shorkey said that the site is outside of the USB but that it had dedicated sewer and water service.

Commissioners indicated via straw poll that they would likely support the application. Principal Planner Shorkey said that Staff would supply a resolution to support at the next Planning Commission meeting.

8. UNFINISHED BUSINESS

None

9. OTHER BUSINESS

None

10. REPORTS AND ANNOUNCEMENTS

A. Township Board Update

Principal Planner Shorkey gave an update about recent Board activity.

B. Liaison Reports

Commissioner Brooks discussed the last Brownfield Redevelopment Authority meeting.

11. PROJECT UPDATES

Principal Planner Shorkey pointed out the updates in the report.

12. PUBLIC REMARKS

Debra Major spoke against SUP #25020, citing the height of the proposed building and affordability.

David Fedwea spoke for SUP #25020 and explained the height of the proposed buildings and the cost of the units.

Greg Fedewa spoke for SUP #25020 and confirmed the dimensions of the site plan.

13. COMMISSIONER COMMENTS

Commissioner Brooks spoke and expressed concern about housing affordability and said that the Township needs to be proactive. Commissioner Brooks suggested that changes in projects over time should be presented as a story and suggested that Commissioners should explain why they vote.

Commissioner McCurtis said that he voted based on the SUP criteria and the application material in front of them. Commissioner McCurtis said that affordability is not part of the SUP criteria.

Commissioner McConnell pointed out the walkability of the Fedewa site and discussed its compatibility with the area.

14. ADJOURNMENT

Chair Shrewsbury called for a motion to adjourn the meeting at 7:24 pm

**Commissioner McConnell moved to adjourn the September 8, 2025 regular meeting of the Planning Commission. Seconded by Vice-Chair Snyder. Motion passed unanimously.**



**Williamstown Township**  
4990 Zimmer Rd., Williamston, MI 48895  
www.williamstownmi.gov  
P. (517)655-3193 | F: (517)655-3971

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September 16, 2025

**Public Notice**  
**Williamstown Township, Ingham County, Michigan**  
**Distribution of the Draft Master Plan 2025**

To All Interested Parties:

On behalf of the Williamstown Township Planning Commission and in accordance with the Michigan Planning Enabling Act (Public Act 33 of 2008, as amended), the Township Board has authorized the distribution of Williamstown Township draft **Master Plan 2025** for the required 63-day review.

This notice is being issued to all contiguous jurisdictions' planning commissions (Woodhull, Locke, Leroy, Wheatfield, Meridian, and Bath Townships, and the City of Williamston), the Ingham County Board of Commissioners, the Tri-County Planning Commission, the Michigan Department of Transportation, the Ingham County Road Department, CATA, and all public utilities and railroads operating within the Township.

The draft Master Plan Update is available to view and download on the Township's website (<https://williamstownmi.gov>). The direct link to the Master Plan Update is [5c-WT-MasterPlan-DRAFT-2025-0730.pdf](#)

Your written comments regarding the proposed Master Plan Update are welcomed and encouraged. Any comments or questions can be directed to the Township Planning Assistant, Sheryl Monette, by mail at Williamstown Township, 4990 North Zimmer Rd., Williamston, Michigan 48895 or through email at [sheryl@williamstownmi.gov](mailto:sheryl@williamstownmi.gov). Comments will be received through November 14, 2025.

On behalf of the Planning Commission, I would like to thank you in advance for your cooperation and participation in this important civic project.

Sincerely,

Donna Tocarchick  
Planning Commission Secretary

**From:** [Binod Jhanwar](#)  
**To:** [Tim Schmitt](#); Board  
**Subject:** Concerns Regarding Proposed Development at Central Park Estates  
**Date:** Friday, August 22, 2025 10:31:48 AM

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Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

Dear Scott Hendrickson, Township Supervisor and Township Board Members. Tim Schmitt, Community Planning and Development Director.

We recently came across a proposal coming to convert a commercial zone to high density multifamily residential zoning. I am writing to oppose Continental's proposal to eliminate the commercial zoning designation and increase residential density.

This land was intentionally zoned for commercial uses through prior settlement agreements. Removing that designation disregards past commitments and eliminates future opportunities for civic benefit. Continental's request to raise density from 8 to nearly 14 dwelling units per acre—with buildings over 36 feet tall—is excessive and incompatible with surrounding single-family neighborhoods. It will increase traffic, noise, and parking overflow, degrading safety, infrastructure, and property values.

The developer's claims of economic benefit are overstated. Construction jobs are temporary, and resident spending offers little offset for the lasting strain on schools, roads, and emergency services.

I respectfully urge you to decline this proposal or open for public forum to discuss more and preserve the integrity and character of our community.

**Thanks,**

**Binod Kumar Jhanwar**

[REDACTED]  
[REDACTED]

**From:** [TRF](#)  
**To:** [Tim Schmitt](#); [Scott Hendrickson](#); [Board](#)  
**Subject:** Proposed Central Park Development  
**Date:** Monday, September 22, 2025 10:44:12 AM

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You don't often get email from [REDACTED] [Learn why this is important](#)

Date: September 22, 2025

Subject: Concerns Regarding Proposed Development at Central Park Estates

Dear Scott Hendrickson, Township Supervisor and Township Board Members. Tim Schmitt, Community Planning and Development Director,

I am opposed to the variance in zoning and the potential residential apartment complex that would be situated in front of Central Park Estates neighborhood for the following reasons:

**Traffic and Road Congestion:**

There will be increases in traffic volume, congestion, and potential implications for pedestrian and resident safety. There is no way the curve on Central Park Dr. can accommodate another 600+ people packed into that area. It's absurd!

**Environmental Impact:**

Effects include changes to wetlands, trees, and local wildlife habitats.

**Strain on Infrastructure:**

The development will affect school capacity, which are already at max capacity and short on teachers and funding, police and fire services, as well as water and sewer systems.

**Security, Noise, and Privacy:**

There will be increased noise levels, changes to privacy, and new security considerations due to a nearby transient population. Again, a lot of people crammed into a small area!

**Character of the Area:**

A reduction in green space and higher density of housing and retail will be detrimental to the area's character.

**Property Values:**

Homeowner property values will be negatively impacted by changes in location desirability. A bunch of lower rent apartments right outside a neighborhood that paid \$400k or more for houses plus lots. They have yet to fill the townhome development near Grand River. What happens when they can't fill all of these apartments? They'll drop the rent, and who knows who will move in!

The Meridian Township Board/Planning Commission, as our elected officials, should carefully consider these concerns and address them adequately before making a decision on this project.

Sincerely,  
Dianna Cavalier



**Date: August 25, 2025**

**Subject:** Concerns Regarding Proposed Development at Central Park Estates

**Dear Scott Hendrickson, Township Supervisor and Township Board Members. Tim Schmitt, Community Planning and Development Director**

**I am opposed to the variance in zoning and the potential residential apartment complex that would be situated in front of Central Park Estates neighborhood for the following reasons:**

**Traffic and Road Congestion:** There will be increases in traffic volume, congestion, and potential implications for pedestrian and resident safety. It is a two lane road, and the development proposed would be right on a curve with restaurants, and businesses, that also feed into that curved two lane road. It's a traffic disaster waiting to happen. A lot of people, including me, take Central Park to avoid all of the traffic lights on Marsh Rd. With increased traffic, traffic lights would have to be installed. Where would you put it? How are 300+ people, concentrated on a curved, two-lane road such as Central Park Dr, going to get out, and get to work each day? You can't have that many people concentrated in that location! The proposal is way over the capacity for that area.

**Environmental Impact:** effects include changes to wetlands, trees, and local wildlife habitats. There are wild turkey, deer, and sand hill cranes that make that area their habitat.

**Strain on Infrastructure:** The development will affect school capacity, which is already stretched thin, police and fire services, as well as water and sewer systems.

**Security, Noise, and Privacy:** There will be increased noise levels, changes to privacy, and new security considerations due to a nearby transient population.

**Character of the Area:** reduction in green space and higher density of housing and retail will be detrimental to the area's character.

**Property Values: Homeowner property values will be negatively impacted by changes in location desirability.**

The Meridian Township Board/Planning Commission, as our elected officials, should carefully consider these concerns and address them adequately before making a decision on this project. We would entertain other, more reasonable proposals, that would lower the capacity in the area. This is the wrong plan for the area.

Sincerely,

Dianna Cavalier

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [TRF](#)  
**To:** [Tim Schmitt](#)  
**Subject:** Central Park development  
**Date:** Thursday, October 2, 2025 1:16:52 PM

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To whom it may concern,

It is my understanding that the central park development project has yet to be approved. So I am disgusted to see that land is being cleared. Trees are being mowed down. A buck was seen running this morning for his life because his habitat is being cleared. Shame on the Eyde Company and Meridian Township. I do not understand how you think 300+ units, Potentially 600+ people are going to live on the curve of a two lane road. We are going to have to drive through that crap show of traffic and construction for years. It will be an eyesore. And people will be packed in that area like sardines. I don't care how much influence and money the Eydes have in this community. This is a sick display of greed!

Dianna Cavalier

[REDACTED]

**From:** [Jade Shi](#)  
**To:** [Tim Schmitt](#); [Scott Hendrickson](#); [Board](#)  
**Subject:** Urgent Complaint Regarding Unauthorized Site Activities by Eyde and Continental Properties  
**Date:** Thursday, October 2, 2025 3:32:31 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

To Whom It May Concern,

I am writing to express my outrage and concerns regarding activities that began yesterday by Eyde and Continental Properties related to the Central Park Drive development project. It is completely unacceptable that land is being cleared and soil sampling is underway when this project **has not yet received official approval**. This shows a blatant disregard for township rules, policies, and the proper approval process.

These actions are irresponsible, disrespectful, and a clear demonstration of greed. They are prioritizing their interests over the community, while undermining the integrity of the Planning Commission and Township Board processes. I must ask: **Does this behavior suggest that these processes are merely formalities, and that public voices no longer matter?** Elected Township Board members are meant to represent the community, not allow developers to act with impunity.

This behavior must be considered as evidence of the developers' disregard for laws and policies and residents' safety and quality of life in any decision-making regarding this project. It is a strong indicator that, if approved, they may engage in even more harmful and reckless actions, and I strongly oppose this project in its entirety.

Thank you for your time and consideration.

Best,

Jade

CPE Resident [REDACTED]

**From:** [Kiran R](#)  
**To:** [Angela Demas](#)  
**Cc:** [Bmozzetti@cproperties.com](mailto:Bmozzetti@cproperties.com); [Planning Commision \(DG\)](#); [Tim Schmitt](#); [Brian Shorkey](#); [Board](#)  
**Subject:** Re: Public Comment – Proposed "Authentix Okemos" Apartments (Central Park Entrance) – Request for Study Access & Consideration of Alternatives  
**Date:** Thursday, October 2, 2025 2:07:03 PM  
**Attachments:** [Image.png](#)

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Dear Meridian Township Board Members,

I am writing as a resident of **Central Park Estates** to express my serious concern about the clearing of land and removal of trees currently taking place on the parcel proposed for the *Central Park / Authentix Okemos* development.

It is my understanding that this project has not yet been formally approved by the Township. Yet, heavy clearing appears to be underway. This is troubling for both environmental and procedural reasons. We have observed significant tree removal and wildlife displacement — including deer fleeing the site as their habitat is destroyed.

Beyond the immediate environmental impact, I am concerned about the long-term effects of adding **300+ residential units (potentially 600+ residents)** at the curve of a two-lane road. Such density raises major issues around **traffic safety, congestion, and overall neighborhood compatibility**. Our community has not been presented with final studies on traffic impact, wetlands protection, or stormwater management, yet irreversible changes to the landscape are already happening.

I respectfully request that the Township:

- **Clarify why land clearing is proceeding before formal project approval.**
- **Pause any further site disturbance until all reviews — including traffic, wetlands, stormwater, and public comment — are complete and transparent.**
- **Ensure public access to environmental and infrastructure studies before any decisions are made.**

Our residents value careful planning, environmental stewardship, and transparency. Proceeding with clearing before the proper approvals erodes public trust and suggests that community input may not be taken seriously.

Thank you for your attention to this matter. I urge the Township to act quickly to protect both the environment and the integrity of the review process.

Thank you,

Kiran

On Tue, Sep 2, 2025 at 3:28 PM Angela Demas <[demas@meridian.mi.us](mailto:demas@meridian.mi.us)> wrote:  
| Dear Kiran,

Thank you for your email. I would like to inform you that your original message was sent to the Planning Commission on Monday, August 25.

I'm confirming your email, sent to the Township Board today on Tuesday, September 2, has been received and will be included in the next Board Packet — the September 16 Regular Meeting of the Township Board.

*[Communications to the Township Board](#) received through the [board@meridian.mi.us](mailto:board@meridian.mi.us) email address will be included in the Board packet as part of the official record. If communication is received after publication of an upcoming Board packet, it will be included in the following packet as part of the official record.*

Please feel free to reach out if you need further assistance.

Sincerely,



**Angela Demas**

*Meridian Township Clerk*

[demas@meridian.mi.us](mailto:demas@meridian.mi.us)

Main: 517.853.4300 | Direct: 517.853.4304

5151 Marsh Road | Okemos, MI 48864

[meridian.mi.us/elections](http://meridian.mi.us/elections)



**A Prime Community**

To check your voter registration status, request an absent voter ballot or to track your ballot, please visit [www.michigan.gov/vote](http://www.michigan.gov/vote)

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**From:** Kiran R [REDACTED]

**Sent:** Tuesday, September 2, 2025 2:04 PM

**To:** [REDACTED] Planning Commission (DG) <[planningcommission@meridian.mi.us](mailto:planningcommission@meridian.mi.us)>; Tim Schmitt <[schmitt@meridian.mi.us](mailto:schmitt@meridian.mi.us)>; Brian Shorkey <[shorkey@meridian.mi.us](mailto:shorkey@meridian.mi.us)>; Board <[Board@meridian.mi.us](mailto:Board@meridian.mi.us)>

**Subject:** Re: Public Comment – Proposed “Authentix Okemos” Apartments (Central Park Entrance) – Request for Study Access & Consideration of Alternatives

Some people who received this message don't often get email from

*Hello, I submitted a public comment regarding the proposed Authentix Okemos development but did not see my email included in the September 2 Board packet. Could you please confirm receipt and ensure it is added to the official record? Thank you.*

*Kiran*

*CPE Resident*

On Mon, Aug 25, 2025 at 11:29 AM Kiran R [REDACTED] wrote:

Dear Members of the Meridian Township Planning Commission,

I am a resident of **Central Park Estates** in Okemos. Following the developer's town hall and my correspondence with the Planning Department, I'm writing to submit public comment regarding the proposed "**Authentix Okemos**" multi-family project at the entrance to our subdivision, and to request access to the supporting studies in advance of formal review.

**Key concerns from our neighborhood:**

1. **Traffic & Safety:** We are concerned about increased congestion and turning conflicts on **Central Park Drive, Belvedere Ave, and Grand River Ave**, and pedestrian safety for families walking/biking in a single-family neighborhood. We request the **full traffic impact study** be made available for public review prior to any hearing or decision.
2. **Zoning, Density & Compatibility:** The proposed **high-density (252 units)** is incompatible with adjacent single-family homes. Residents purchased here with the understanding that only limited development would be feasible in this area; the current concept appears to expand beyond that.
3. **Wetlands & Habitat:** The plan appears to impact wetlands and the surrounding habitat that are part of the neighborhood's character and stormwater resilience. We request the **wetland delineation** and any **EGLE submittals/reviews**, as well as the **stormwater management plan**, including detention sizing, routing, and maintenance responsibilities.
4. **Schools & Services:** Okemos schools are already strained; families report overcrowding (e.g., lockers/classrooms). The developer's estimate of **50-60 students** should be supported with methodology and enrollment distribution by grade level, plus consultation input from the school district.
5. **Alternatives & Public Interest:** Several residents support evaluating **alternative sites** already disturbed (e.g., the long-vacant lot near **Hamilton & Okemos Rd** by

Douglas J) to reduce environmental and neighborhood impacts. Some also request the Township consider acquiring the remaining parcel portion for a **preserve/sanctuary** if practical.

**Requests:**

- Please post or provide **early public access** to the traffic study, wetland delineation/EGLE correspondence, stormwater design, and any settlement-agreement amendment materials **as soon as they are received**, so residents can review before the Planning Commission meeting.
- Please **include this email in the public record** for the **August 25, 2025** meeting (or the first Planning Commission hearing at which this proposal is considered).
- Kindly **notify me directly** of all hearings, study releases, and staff reports so I can share updates with Central Park Estates residents.

We appreciate the Commission's careful consideration of neighborhood compatibility, environmental protection, and infrastructure capacity before any action on this proposal. Our goal is to participate constructively and ensure decisions reflect community input and long-term public interest.

Thank you for your time and service.

Sincerely,

**Kiran**

Resident, Central Park Estates, Okemos, MI

**From:** [Kiran R](#)  
**To:** [Bmozzetti@cproperties.com](mailto:Bmozzetti@cproperties.com); [Planning Commision \(DG\)](#); [Tim Schmitt](#); [Brian Shorkey](#); [Board](#)  
**Subject:** Re: Public Comment – Proposed “Authentix Okemos” Apartments (Central Park Entrance) – Request for Study Access & Consideration of Alternatives  
**Date:** Tuesday, September 2, 2025 2:04:30 PM

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

*Hello, I submitted a public comment regarding the proposed Authentix Okemos development but did not see my email included in the September 2 Board packet. Could you please confirm receipt and ensure it is added to the official record? Thank you.*

*Kiran*

*CPE Resident*

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overcrowding (e.g., lockers/classrooms). The developer's estimate of **50–60 students** should be supported with methodology and enrollment distribution by grade level, plus consultation input from the school district.

5. **Alternatives & Public Interest:** Several residents support evaluating **alternative sites** already disturbed (e.g., the long-vacant lot near **Hamilton & Okemos Rd** by Douglas J) to reduce environmental and neighborhood impacts. Some also request the Township consider acquiring the remaining parcel portion for a **preserve/sanctuary** if practical.

**Requests:**

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- Please **include this email in the public record** for the **August 25, 2025** meeting (or the first Planning Commission hearing at which this proposal is considered).
- Kindly **notify me directly** of all hearings, study releases, and staff reports so I can share updates with Central Park Estates residents.

We appreciate the Commission's careful consideration of neighborhood compatibility, environmental protection, and infrastructure capacity before any action on this proposal. Our goal is to participate constructively and ensure decisions reflect community input and long-term public interest.

Thank you for your time and service.

Sincerely,

**Kiran**

Resident, Central Park Estates, Okemos, MI

**From:** [Kiran R](#)  
**To:** [Bmozzetti@cproperties.com](mailto:Bmozzetti@cproperties.com); [Planning Commision \(DG\)](#); [Tim Schmitt](#); [Brian Shorkey](#)  
**Subject:** Town Hall Meeting - Proposed "Authentix Okemos" Apartments (Central Park Entrance)  
**Date:** Monday, August 25, 2025 11:40:19 AM

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**Hello Team,**

**Please consider or bring up in the town hall meeting my concerns. I'm a resident of Central Park estates. Thanks**

### **1. Traffic & Safety**

“We are very concerned about the increased traffic that 252 new apartments will bring to Central Park Drive, Belvedere Avenue, and Grand River. These are already busy roads, and without improvements, we fear serious impacts on congestion and pedestrian safety for children and families. We ask that the traffic study be shared publicly before any decision is made.”

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### **2. Wetlands & Environment**

“The site includes wetlands that were part of the original appeal of our neighborhood. Filling or disturbing them will damage natural stormwater protection and wildlife habitat. Residents purchased homes here with the understanding that these wetlands were protected. We ask that the wetland delineation, EGGLE review, and stormwater plan be made available and carefully considered.”

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### **3. Density & Compatibility**

“This proposal places a high-density apartment complex right next to single-family homes. It does not match the character of the existing neighborhood. When we purchased our homes, we were told that only a small strip of land was zoned for limited development, not a project of this scale. We urge you to reject or reduce the density so that it is compatible with surrounding homes.”

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### **4. Schools & Community Services**

“Okemos schools are already overcrowded. Families are seeing situations like students sharing lockers. The developer estimates only 50–60 students, but we need more detail and input from the school district before moving forward.”

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### **5. Alternatives & Preservation**

“Finally, we ask the Township to consider alternatives. There are other vacant lots in Okemos that are more suitable for multi-family housing. Many of us would support the Township pursuing the idea of purchasing this parcel back and preserving it as a natural sanctuary, protecting what little remains undeveloped.”

Thank You,

Kiran

**From:** [Kiran R](#)  
**To:** [REDACTED] [Planning Commission \(DG\)](#); [Tim Schmitt](#); [Brian Shorkey](#)  
**Subject:** Public Comment – Proposed “Authentix Okemos” Apartments (Central Park Entrance) – Request for Study Access & Consideration of Alternatives  
**Date:** Monday, August 25, 2025 11:29:25 AM

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Dear Members of the Meridian Township Planning Commission,

I am a resident of **Central Park Estates** in Okemos. Following the developer’s town hall and my correspondence with the Planning Department, I’m writing to submit public comment regarding the proposed “**Authentix Okemos**” multi-family project at the entrance to our subdivision, and to request access to the supporting studies in advance of formal review.

**Key concerns from our neighborhood:**

1. **Traffic & Safety:** We are concerned about increased congestion and turning conflicts on **Central Park Drive, Belvedere Ave, and Grand River Ave**, and pedestrian safety for families walking/biking in a single-family neighborhood. We request the **full traffic impact study** be made available for public review prior to any hearing or decision.
2. **Zoning, Density & Compatibility:** The proposed **high-density (252 units)** is incompatible with adjacent single-family homes. Residents purchased here with the understanding that only limited development would be feasible in this area; the current concept appears to expand beyond that.
3. **Wetlands & Habitat:** The plan appears to impact wetlands and the surrounding habitat that are part of the neighborhood’s character and stormwater resilience. We request the **wetland delineation** and any **EGLE submittals/reviews**, as well as the **stormwater management plan**, including detention sizing, routing, and maintenance responsibilities.
4. **Schools & Services:** Okemos schools are already strained; families report overcrowding (e.g., lockers/classrooms). The developer’s estimate of **50–60 students** should be supported with methodology and enrollment distribution by grade level, plus consultation input from the school district.
5. **Alternatives & Public Interest:** Several residents support evaluating **alternative sites** already disturbed (e.g., the long-vacant lot near **Hamilton & Okemos Rd** by Douglas J) to reduce environmental and neighborhood impacts. Some also request the Township consider acquiring the remaining parcel portion for a **preserve/sanctuary** if practical.

**Requests:**

- Please post or provide **early public access** to the traffic study, wetland delineation/EGLE correspondence, stormwater design, and any settlement-agreement amendment materials **as soon as they are received**, so residents can review before the Planning Commission meeting.
- Please **include this email in the public record** for the **August 25, 2025** meeting (or the first Planning Commission hearing at which this proposal is considered).

- Kindly **notify me directly** of all hearings, study releases, and staff reports so I can share updates with Central Park Estates residents.

We appreciate the Commission's careful consideration of neighborhood compatibility, environmental protection, and infrastructure capacity before any action on this proposal. Our goal is to participate constructively and ensure decisions reflect community input and long-term public interest.

Thank you for your time and service.

Sincerely,

**Kiran**

Resident, Central Park Estates, Okemos, MI

**From:** [Kiran R](#)  
**To:** [Angela Demas](#)  
**Cc:** [REDACTED] [Planning Commision \(DG\)](#); [Tim Schmitt](#); [Brian Shorkey](#); [Board](#)  
**Subject:** Re: Public Comment – Proposed "Authentix Okemos" Apartments (Central Park Entrance) – Request for Study Access & Consideration of Alternatives  
**Date:** Thursday, October 2, 2025 2:07:03 PM  
**Attachments:** [Image.png](#)

---

Dear Meridian Township Board Members,

I am writing as a resident of **Central Park Estates** to express my serious concern about the clearing of land and removal of trees currently taking place on the parcel proposed for the *Central Park / Authentix Okemos* development.

It is my understanding that this project has not yet been formally approved by the Township. Yet, heavy clearing appears to be underway. This is troubling for both environmental and procedural reasons. We have observed significant tree removal and wildlife displacement — including deer fleeing the site as their habitat is destroyed.

Beyond the immediate environmental impact, I am concerned about the long-term effects of adding **300+ residential units (potentially 600+ residents)** at the curve of a two-lane road. Such density raises major issues around **traffic safety, congestion, and overall neighborhood compatibility**. Our community has not been presented with final studies on traffic impact, wetlands protection, or stormwater management, yet irreversible changes to the landscape are already happening.

I respectfully request that the Township:

- **Clarify why land clearing is proceeding before formal project approval.**
- **Pause any further site disturbance until all reviews — including traffic, wetlands, stormwater, and public comment — are complete and transparent.**
- **Ensure public access to environmental and infrastructure studies before any decisions are made.**

Our residents value careful planning, environmental stewardship, and transparency. Proceeding with clearing before the proper approvals erodes public trust and suggests that community input may not be taken seriously.

Thank you for your attention to this matter. I urge the Township to act quickly to protect both the environment and the integrity of the review process.

Thank you,

Kiran

On Tue, Sep 2, 2025 at 3:28 PM Angela Demas <[demas@meridian.mi.us](mailto:demas@meridian.mi.us)> wrote:  
| Dear Kiran,

Thank you for your email. I would like to inform you that your original message was sent to the Planning Commission on Monday, August 25.

I'm confirming your email, sent to the Township Board today on Tuesday, September 2, has been received and will be included in the next Board Packet — the September 16 Regular Meeting of the Township Board.

*[Communications to the Township Board](#) received through the [board@meridian.mi.us](mailto:board@meridian.mi.us) email address will be included in the Board packet as part of the official record. If communication is received after publication of an upcoming Board packet, it will be included in the following packet as part of the official record.*

Please feel free to reach out if you need further assistance.

Sincerely,



**Angela Demas**

*Meridian Township Clerk*

[demas@meridian.mi.us](mailto:demas@meridian.mi.us)

Main: 517.853.4300 | Direct: 517.853.4304

5151 Marsh Road | Okemos, MI 48864

[meridian.mi.us/elections](http://meridian.mi.us/elections)



**A Prime Community**

To check your voter registration status, request an absent voter ballot or to track your ballot, please visit [www.michigan.gov/vote](http://www.michigan.gov/vote)

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**From:** Kiran R <[REDACTED]>

**Sent:** Tuesday, September 2, 2025 2:04 PM

**To:** [REDACTED]; Planning Commission (DG) <[planningcommission@meridian.mi.us](mailto:planningcommission@meridian.mi.us)>; Tim Schmitt <[schmitt@meridian.mi.us](mailto:schmitt@meridian.mi.us)>; Brian Shorkey <[shorkey@meridian.mi.us](mailto:shorkey@meridian.mi.us)>; Board <[Board@meridian.mi.us](mailto:Board@meridian.mi.us)>

**Subject:** Re: Public Comment – Proposed “Authentix Okemos” Apartments (Central Park Entrance) – Request for Study Access & Consideration of Alternatives

Some people who received this message don't often get email from

*Hello, I submitted a public comment regarding the proposed Authentix Okemos development but did not see my email included in the September 2 Board packet. Could you please confirm receipt and ensure it is added to the official record? Thank you.*

*Kiran*

*CPE Resident*

On Mon, Aug 25, 2025 at 11:29 AM Kiran R [REDACTED] > wrote:

Dear Members of the Meridian Township Planning Commission,

I am a resident of **Central Park Estates** in Okemos. Following the developer's town hall and my correspondence with the Planning Department, I'm writing to submit public comment regarding the proposed "**Authentix Okemos**" multi-family project at the entrance to our subdivision, and to request access to the supporting studies in advance of formal review.

**Key concerns from our neighborhood:**

1. **Traffic & Safety:** We are concerned about increased congestion and turning conflicts on **Central Park Drive, Belvedere Ave, and Grand River Ave**, and pedestrian safety for families walking/biking in a single-family neighborhood. We request the **full traffic impact study** be made available for public review prior to any hearing or decision.
2. **Zoning, Density & Compatibility:** The proposed **high-density (252 units)** is incompatible with adjacent single-family homes. Residents purchased here with the understanding that only limited development would be feasible in this area; the current concept appears to expand beyond that.
3. **Wetlands & Habitat:** The plan appears to impact wetlands and the surrounding habitat that are part of the neighborhood's character and stormwater resilience. We request the **wetland delineation** and any **EGLI submittals/reviews**, as well as the **stormwater management plan**, including detention sizing, routing, and maintenance responsibilities.
4. **Schools & Services:** Okemos schools are already strained; families report overcrowding (e.g., lockers/classrooms). The developer's estimate of **50-60 students** should be supported with methodology and enrollment distribution by grade level, plus consultation input from the school district.
5. **Alternatives & Public Interest:** Several residents support evaluating **alternative sites** already disturbed (e.g., the long-vacant lot near **Hamilton & Okemos Rd** by

Douglas J) to reduce environmental and neighborhood impacts. Some also request the Township consider acquiring the remaining parcel portion for a **preserve/sanctuary** if practical.

**Requests:**

- Please post or provide **early public access** to the traffic study, wetland delineation/EGLE correspondence, stormwater design, and any settlement-agreement amendment materials **as soon as they are received**, so residents can review before the Planning Commission meeting.
- Please **include this email in the public record** for the **August 25, 2025** meeting (or the first Planning Commission hearing at which this proposal is considered).
- Kindly **notify me directly** of all hearings, study releases, and staff reports so I can share updates with Central Park Estates residents.

We appreciate the Commission's careful consideration of neighborhood compatibility, environmental protection, and infrastructure capacity before any action on this proposal. Our goal is to participate constructively and ensure decisions reflect community input and long-term public interest.

Thank you for your time and service.

Sincerely,

**Kiran**

Resident, Central Park Estates, Okemos, MI

**From:** [Parameswaran, Narayanan](#)  
**To:** [Board](#)  
**Cc:** [Tim Schmitt](#); [Swathi Narayanan Parameswaran](#)  
**Subject:** Feedback and concerns from Central Park Estates residents  
**Date:** Tuesday, August 26, 2025 8:16:56 PM

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Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Members of the Township Board/planning commission,

We are writing as a 10-year resident of CPE - Central Park Estates, to express our deep concern about the proposed development of more than 300 high-density rental units on the property adjacent to our neighborhood. While we understand and appreciate the importance of thoughtful growth and housing opportunities in our township, we believe this particular project poses significant risks to the well-being of our community, the environment, and the character of our township.

Our neighborhood is nestled in an area that balances residential living with the beauty of natural surroundings. The wooded areas near our homes are not only a sanctuary for residents but also a critical habitat for a wide variety of birds, animals, and even endangered species. This fragile ecosystem would be profoundly disrupted by such an intensive development. Once lost, this natural refuge cannot be restored and will be devastating to the local environment.

Beyond the environmental concerns, the addition of 300 plus rental units, particularly high-density studios and multi-story apartments right behind our

backyards, would bring a dramatic and sudden increase in traffic, noise, and congestion leading to our neighborhood. This is particularly alarming given the recent completion of 70 plus new single-family duplexes/homes on the other side of our neighborhood, which has already placed additional strain on local infrastructure. Roads, schools, and public services are already being tested, and further density of a bigger magnitude could compromise safety, quality of life, and property values.

We believe there are ways to support growth in our township without compromising the natural environment and the established character of our neighborhoods. Projects of this scale and density belong in areas specifically designated and prepared for higher-density housing, not in the middle of and adjacent to a residential community bordered by sensitive natural lands.

We respectfully urge the township to reconsider or block this proposal. Growth is important, but it must be responsible, balanced, and aligned with the long-term vision of our township as a place where families, nature, and community thrive together.

Thank you for your time, attention, and commitment to preserving the character and livability of our township.

Sincerely,  
Nara and Swathi

---

Nara and Swathi Parameswaran,



**From:** [Ninah Sasy](#)  
**To:** [Board](#); [Tim Schmitt](#)  
**Subject:** RE: Proposed Development at Central Park Estates  
**Date:** Thursday, August 21, 2025 11:27:32 AM

---

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

Dear Scott Hendrickson, Township Supervisor, Tim Schmitt, Community Planning and Development Director, and Township Board Members:

I am writing to express my opposition to the proposed zoning variance and the potential residential apartment complex planned for the area in front of Central Park Estates. This development poses significant risks to the long-term stability, desirability, and character of Okemos.

### **Population Concentration and Neighborhood Stability**

This project would concentrate a large population in a small segment of our community, altering the balance that has made Okemos an attractive place to live. High-density apartments at the entrance of a single-family neighborhood will inevitably change the area's composition. Homeowners may choose to sell and relocate to maintain the peace, privacy, and quality of life they currently enjoy. This turnover would erode the community fabric we all have worked so hard to maintain.

### **Traffic and Road Congestion**

Adding hundreds of residents in one concentrated location will create significant traffic and safety issues, particularly at subdivision entrances. Congestion will affect both current residents and those in nearby developments, while also raising risks for pedestrians and children.

### **Environmental Impact**

The proposed site includes wetlands, mature trees, and wildlife habitats. Removing or degrading these natural features will have irreversible environmental effects.

### **Strain on Infrastructure**

This influx of residents will place a heavy burden on local schools, police and fire services, and water and sewer systems, potentially requiring costly taxpayer-funded upgrades.

### **Security, Noise, and Privacy**

A large apartment complex at this location will inevitably lead to higher noise levels, increased traffic at all hours, and reduced privacy and security for adjacent homeowners.

### **Character of the Area**

This proposal undermines the charm and appeal that have long defined Okemos. A high-density, transient population does not align with the surrounding single-family neighborhoods and would diminish the sense of community that draws families here.

### **Property Values**

Homeowners who invested in this neighborhood for its stability and character will see those values threatened as the location becomes less desirable.

**A Better Alternative**

A thoughtfully planned **single-family home community** would allow the land to be utilized productively while maintaining the village-like feel, green space, and low-density charm that define Okemos. Such a development would respect the area's character, provide a stable population, and preserve property values.

As our elected officials and community leaders, I urge you to reject this zoning variance. Please consider the long-term impact this decision will have on Okemos—not only on traffic and infrastructure, but also on the sense of community and stability that make our township exceptional.

Sincerely,

Sent from my iPhone

**From:** [ps\\_grace](#)  
**To:** [Scott Hendrickson](#); [Board](#); [Tim Schmitt](#)  
**Subject:** Central Park Estates Development  
**Date:** Monday, September 22, 2025 12:23:05 PM

---

I am opposed to the variance in zoning and the potential residential apartment complex that would be situated in front of Central Park Estates neighborhood for the following reasons:

**Traffic and Road Congestion:** There will be increases in traffic volume, congestion, and potential implications for pedestrian and resident safety.

**Environmental Impact:** effects include changes to wetlands, trees, and local wildlife habitats.

**Strain on Infrastructure:** The development will affect school capacity, police and fire services, as well as water and sewer systems.

**Security, Noise, and Privacy:** There will be increased noise levels, changes to privacy, and new security considerations due to a nearby transient population.

**Character of the Area:** Reduction in green space and higher density of housing and retail will be detrimental to the area's character.

**Property Values:** Homeowner property values will be negatively impacted by changes in location desirability.

The Meridian Township Board/Planning Commission, as our elected officials, should carefully consider these concerns and address them adequately before making a decision on this project.

Sincerely,

Paulette Grace

**From:** [ps grace](#)  
**To:** [Board](#)  
**Cc:** [Tim Schmitt](#)  
**Subject:** Subject: Concerns Regarding Proposed Development at Central Park Estates  
**Date:** Thursday, August 21, 2025 9:15:46 AM

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You don't often get email from [REDACTED] [Learn why this is important](#)

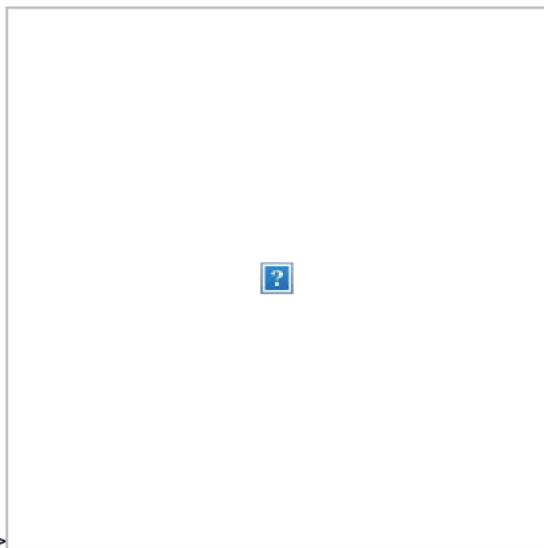
Dear Scott Hendrickson, Township Supervisor and Township Board Members. Tim Schmitt, Community Planning and Development Director

I am opposed to the variance in zoning and the potential residential apartment complex that would be situated in front of Central Park Estates neighborhood for the following reasons:

**Continental Properties, the proposed developer, has an F rating with the Better Business Bureau.**

This rating is due to failure to respond to 5 complaints and 2 complaints that were never resolved.

**Continental Properties received a D rating on EpiQ metric rating of apartments based on the 77 properties managed.**



<!--[if !vml]--> <!--[endif]-->

The “Experience & Performance Intelligence Quotient (epIQ) Index” is a single performance metric powered by verified ApartmentRatings & SatisFacts data, designed to be the most authentic, transparent, and actionable industry metric for renters and multifamily professionals alike.

- **Data Sources:** ApartmentRatings reviews and SatisFacts surveys.

This is not the type of Development Company we want to create apartment communities in meridian township.

The Meridian Township Board/Planning Commission, as our elected representatives, should decline approval of this project.

Sincerely,

Paulette Grace

[REDACTED]

[REDACTED]

**From:** [paulette grace](#)  
**To:** [Board](#); [Tim Schmitt](#); [Scott Hendrickson](#); [Tim Dempsey](#)  
**Subject:** Central Park Estates  
**Date:** Thursday, October 2, 2025 1:35:30 PM

---

Board Members and Mr Schmidt

Apparently the Eydes think they have the Board in their pocket as they have begun clearing land. Clearly they think this project will be approved as you all fear legal action or something else. Why would the board feel it needs to approve a change to a settlement agreement that the Eydes wanted and got through court action??

You should all be ashamed of what you are doing to our community. Just this morning I saw a beautiful buck wandering down my street clearly confused and disoriented from what the Eydes have started. Why pretend that the homeowners will have a voice when the Eydes already seem to know the project will be approved. When you assumed your positions the community we did not understand you would sell us out even with the strong objections and evidence of the negative impact to Ce and surrounding area. Not sure how you sleep at night

Paulette Grace

Sent from my iPhone

**From:** [Praveenkumar Raparathi](#)  
**To:** [Tim Schmitt](#); [Scott Hendrickson](#)  
**Cc:** [Board](#)  
**Subject:** Concerns Regarding Proposed Development at  
**Date:** Monday, September 22, 2025 10:39:48 AM

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**Subject:** Central Park Estates

Dear Scott Hendrickson, Township Supervisor and Township Board Members. Tim Schmitt, Community Planning and Development Director

I am opposed to the variance in zoning and the potential residential apartment complex that would be situated in front of Central Park Estates neighborhood for the following reasons:

**Traffic and Road Congestion:** There will be increases in traffic volume, congestion, and potential implications for pedestrian and resident safety.

**Environmental Impact:** effects include changes to wetlands, trees, and local wildlife habitats.

**Strain on Infrastructure:** The development will affect school capacity, police and fire services, as well as water and sewer systems.

**Security, Noise, and Privacy:** There will be increased noise levels, changes to privacy, and new security considerations due to a nearby transient population.

**Character of the Area:** reduction in green space and higher density of housing and retail will be detrimental to the area's character.

**Property Values:** Homeowner property values will be negatively impacted by changes in location desirability.

The Meridian Township Board/Planning Commission, as our elected officials, should carefully consider these concerns and address them adequately before making a decision on this project.

Sincerely,

Praveen raparathi

[

**From:** [Raman S](#)  
**To:** [Tim Schmitt](#); [Board](#)  
**Subject:** Request to Table Discussion on Central Park Estates Development  
**Date:** Thursday, August 21, 2025 7:07:35 PM

---

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Dear Board Members,

We request that the upcoming discussion on the proposed development at Central Park Estates be tabled until November. This postponement will grant homeowners the necessary time to conduct thorough research and prepare informed feedback. This approach will enhance transparency and foster stronger community collaboration.

Specifically, we ask that any vote or formal consideration of the development plan be deferred to the November session. This will ensure residents can review project details, consult experts, and submit constructive comments. By accommodating this timeline, the board will demonstrate its commitment to inclusive decision-making.

Rationale

- Provide homeowners with sufficient time to analyze site plans, environmental reports, and traffic studies.
- Encourage meaningful dialogue among residents, developers, and township staff.
- Allow for community workshops or informational sessions to clarify project scope and address concerns.

We appreciate the board's dedication to responsible growth. Thank you for considering this request. We look forward to your favorable response and to working together for the benefit of our entire community.

Thanks,

Raman Sharma and Mamta Sharma

[REDACTED]  
[REDACTED]

**From:** [Raman S](#)  
**To:** [Tim Schmitt](#); [Board](#)  
**Subject:** Fw: Opposition to Proposed Zoning Variance and Apartment Development at Central Park Estates  
**Date:** Thursday, August 21, 2025 9:33:05 AM  
**Importance:** High

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**Date: 8/21/2025**

**Subject: Opposition to Proposed Zoning Variance and Apartment Development at Central Park Estates**

**To:**

Scott Hendrickson, Township Supervisor  
Meridian Township Board Members  
Tim Schmitt, Director of Community Planning and Development

Dear Township Officials,

I am writing to express my **strong opposition to the proposed zoning variance** and the development of a residential apartment complex in front of the Central Park Estates neighborhood. This project raises serious concerns that I urge you to consider carefully before moving forward:

### **1. Traffic and Safety Risks**

The proposed development will significantly increase traffic volume and congestion in an already busy area. This poses a direct threat to pedestrian safety, especially for children and families in the neighborhood.

### **2. Environmental Degradation**

The construction will disrupt local ecosystems, including wetlands, mature trees, and wildlife habitats. These natural features are vital to the character and health of our community.

### **3. Infrastructure Strain**

Meridian Township's schools, emergency services, and water/sewer systems are not equipped to handle the additional burden this development would impose. Overstretching these resources could compromise service quality and community well-being.

### **4. Security, Noise, and Privacy Concerns**

Apartment complexes often bring increased noise levels and transient populations, which can lead to heightened security concerns and reduced privacy for nearby homeowners.

### **5. Loss of Community Character**

The proposed high-density housing and retail space would erode the green space and suburban

charm that define Central Park Estates. This change is not in alignment with the vision residents have for our neighborhood.

## **6. Negative Impact on Property Values**

The desirability of our neighborhood will decline, leading to a potential decrease in property values for existing homeowners.

## **7. Developer Reputation**

Continental Properties, the proposed developer, has a troubling track record. They currently hold an **F rating with the Better Business Bureau**, due to unresolved complaints and lack of responsiveness. Additionally, their properties received a **D rating on the epic Index**, a performance metric based on verified resident reviews and satisfaction surveys. This is not the type of company we want shaping the future of Meridian Township.

---

As elected representatives, the Meridian Township Board and Planning Commission have a responsibility to protect the interests of current residents. I respectfully urge you to reject this proposal and preserve the integrity, safety, and character of our community.

**Sincerely,**

Raman Sharma

[REDACTED]

[REDACTED]

*Confidentiality Notice: This message, including any attachments, is intended solely for the use of the named recipient(s) and may contain confidential and/or privileged information. Any unauthorized review, use, disclosure, or distribution of this communication(s) is expressly prohibited. If you are not the intended recipient, please [contact](#) the sender by e-mail and [destroy all copies](#) of this message including the original.*

**Date: 8/21/2025**

**Subject: Concerns Regarding Proposed Development at Central Park Estates**

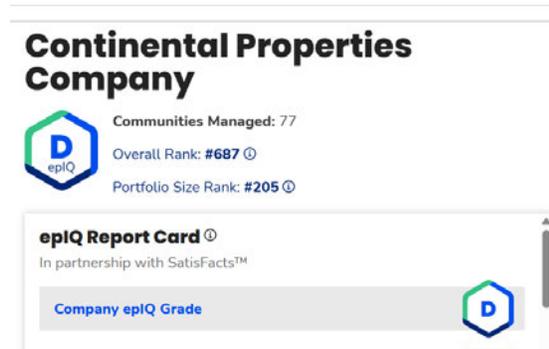
Dear Scott Hendrickson, Township Supervisor and Township Board Members. Tim Schmitt, Community Planning and Development Director

I am opposed to the variance in zoning and the potential residential apartment complex that would be situated in front of Central Park Estates neighborhood for the following reasons:

**Continental Properties, the proposed developer, has an F rating with the Better Business Bureau.**

This rating is due to failure to respond to 5 complaints and 2 complaints that were never resolved.

**Continental Properties received a D rating on EpiQ metric rating of apartments based on the 77 properties managed.**



The “Experience & Performance Intelligence Quotient (epiQ) Index” is a single performance metric powered by verified ApartmentRatings & SatisFacts data, designed to be the most authentic, transparent, and actionable industry metric for renters and multifamily professionals alike.

- **Data Sources:** ApartmentRatings reviews and SatisFacts surveys.

This is not the type of Development Company we want to create apartment communities in meridian township.

The Meridian Township Board/Planning Commission, as our elected representatives, should decline approval of this project.

Sincerely,

Raman Sharma, [REDACTED]

**From:** [Raman S](#)  
**To:** [Tim Schmitt](#); [Scott Hendrickson](#); [Board](#)  
**Subject:** Concerns Regarding Proposed Development at Central Park Estates  
**Date:** Monday, September 22, 2025 10:12:17 AM  
**Importance:** High

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**Date: 9/22/2025**

Dear Scott Hendrickson, Township Supervisor and Township Board Members,  
Tim Schmitt, Community Planning and Development Director

Subject: Concerns Regarding Proposed Development at Central Park Estates

I am opposed to the variance in zoning and the proposed residential apartment complex that would be situated in front of the Central Park Estates neighborhood for the following reasons:

- **Traffic and Road Congestion:** The development will significantly increase traffic volume and congestion, raising concerns about pedestrian and resident safety.
- **Environmental Impact:** The project threatens local wetlands, mature trees, and wildlife habitats, potentially causing irreversible ecological damage.
- **Strain on Infrastructure:** Additional residential units will place pressure on schools, police and fire services, and water and sewer systems, which may not be adequately equipped to handle the increased demand.
- **Security, Noise, and Privacy:** The proximity of a transient population could lead to elevated noise levels, reduced privacy, and new security challenges for current residents.
- **Character of the Area:** The reduction in green space and the introduction of higher-density housing and retail will alter the established character of the neighborhood.
- **Property Values:** The desirability of the area may decline, resulting in a negative impact on homeowner property values.
- **Limited Access:** Central Park Estates people will have no other way to enter or exist except through the new apartment complex roads, which poses a serious safety and logistical concern. Also, the increase in traffic from the proposed development could exacerbate bottlenecks and hinder emergency response times.

As elected officials, the Meridian Township Board and Planning Commission should carefully evaluate these concerns and ensure they are fully addressed before making any decisions regarding this project.

**I urge the Board to delay any approval until a comprehensive impact study is conducted, and meaningful community input is gathered. Residents deserve transparency, safety, and thoughtful planning that reflects the long-term interests of our neighborhood.**

**Sincerely,**

Raman Sharma

[Redacted signature block]

**From:** [Rupender Veridhi](#)  
**To:** [Tim Schmitt](#); [Scott Hendrickson](#); [Board](#)  
**Subject:** Fwd: Letter  
**Date:** Tuesday, September 23, 2025 7:44:42 AM

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Dear Supervisor Scott Hendrickson, Township Board Members, and Director Tim Schmitt:

I am writing to express my formal opposition to the proposed zoning variance and residential apartment complex to be located at the front of Central Park Estates in Okemos. My opposition is grounded not only on general neighborhood concerns but also on Meridian Township's adopted planning documents, Michigan statute, and sound land use and zoning principles. I believe this proposal undermines those standards, and I urge you to reject the variance unless substantial modifications are made or alternate sites considered.

Below are objections that are specific, evidence-based, and tied to local regulatory and planning requirements.

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## Legal & Planning Framework

- **Master Plan / Future Land Use Map:** The 2023 Meridian Township Master Plan includes a Future Land Use Map, Urban Service Boundary updates, and policies that are to guide how land should be developed. [meridian.mi.us](http://meridian.mi.us)
- **Zoning Plan Requirement under Michigan Law:** Under the Michigan Planning Enabling Act (Public Act 33 of 2008) and Michigan Zoning Enabling Act (Public Act 110 of 2006), any community with a zoning ordinance must have a master plan that includes a zoning plan. This zoning plan must explain how future land use categories relate to actual zoning districts, as well as controls on height, bulk, location, and use of buildings and premises. [Ag and Natural Resources College](#)
- **Redevelopment Ready Community (RRC):** Meridian Township has been certified as a Redevelopment Ready Community. That designation was granted only because the Township has adopted "thorough preparation" in planning and zoning — implying that developments should adhere to predictable, transparent, and community-aligned standards. [MEDC](#)

These documents and designations establish that zoning changes, especially variances for high-density residential projects, must be evaluated for consistency with the master plan, for their impacts on infrastructure, traffic, the environment, and the character of single-family neighborhoods.

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## Specific Objections Based on Local Principles & Standards

### 1. Inconsistency With the Future Land Use and Existing Zoning

- If the area in front of Central Park Estates is currently zoned for single-family residential (or similar lower density uses), rezoning or variance to allow high-density apartments would conflict with the land use categories shown in the master plan's Future Land Use Map.
- The zoning plan requirement means that the variance must provide justification for how changes in use (density, bulk, etc.) align with adopted land use categories. If the proposal does not align, it fails statutory requirements.

## **2. Traffic Impacts and Transportation Planning**

- Township planning documents require proper site plan review and appropriate consideration of access, road capacity, and traffic safety. A variance that increases peak-hour traffic without a detailed traffic impact study should not be approved.
- The intersection performance at Hamilton, Dobie, Grand River, Central Park Drive, and any roads providing ingress/egress to the development must be assessed, especially with projections for both current and post-development volumes.
- Emergency response times can be compromised when access into a neighborhood is limited or channeled through another development. The plan should consider secondary egress, emergency vehicle routing, and safety under congested conditions.

## **3. Infrastructure & Public Services Capacity**

- Meridian Township must ensure that water, sewer, stormwater, and public utilities have capacity to serve new developments without degrading service to existing residents.
- Schools (Okemos Public Schools), police, fire services must also be evaluated: high-density residential complexes bring more demand (students, calls for service, etc.). The Master Plan's growth principles call for matching development to available public service capacity.

## **4. Environmental & Natural Features**

- The proposal must address how it will protect wetlands, mature trees, natural drainage, and local wildlife habitat.
- The Master Plan includes policies for sustainable development, and potential environmental impact (stormwater runoff, loss of green space) must be mitigated.

## **5. Neighborhood Character, Density, Height, Bulk, and Setbacks**

- Zoning plans and ordinances typically set limits on building height, density (units per acre), lot coverage, and setbacks. A variance should not allow height or density so high that it is incompatible with the scale of existing single-family dwellings.

Bulk and massing: large apartment blocks fronting a neighborhood of single-family homes change sunlight, views, and sense of openness.

## **6. Property Value, Privacy, Noise, Security**

- A building close to existing single-family homes may result in noise spillover, privacy intrusion, lighting, traffic noise, and more transient foot or vehicle traffic—factors all known to affect homeowner satisfaction and property values.
- The Township has an interest in preserving the residential stability of neighborhoods; sudden changes due to incompatible development can have lasting negative effects.

## **7. Limited Access / Egress & Safety Concerns**

- If the only entry and exit for Central Park Estates is through the apartment complex roads, there is a serious concern for emergency access and evacuation.
- Traffic flow modeling should include not only typical conditions but worst-case (e.g., peak traffic, road closures, emergencies).

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## **Requested Actions / Alternatives**

To respect both the legal/planning framework and community interests, I urge the Township Board and Planning Commission to consider the following:

- Require a comprehensive traffic impact study, comparing existing vs projected conditions, and include emergency vehicle routing and secondary access/egress.
- Require impact studies of infrastructure (schools, water/sewer, police, fire) to ensure development will not overload services.
- Ensure environmental review, particularly stormwater management plans, protection of trees, wetlands, wildlife, etc.
- Align any rezoning or variance with the Future Land Use Map and Zoning Plan; if the master plan does not propose high-density use, reject or substantially modify the proposal.
- Impose strict limitations on height, mass, setbacks, and density so that the development is compatible with adjacent single-family homes.
- Consider alternative sites or lower-density multifamily housing that better transitions between commercial / higher-density zones and single-family residential areas (buffer zones, green belts, etc.).

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## **Conclusion**

In conclusion, while new housing is certainly needed in Meridian Township, it must be done in a manner consistent with the Township's Master Plan, zoning plan requirements under Michigan state law, and in a way that protects existing neighborhoods, preserves environmental integrity, ensures safe traffic and emergency response, and respects infrastructure capacities.

I respectfully request that the variance be denied, or at minimum significantly revised to address all of the above concerns.

Thank you for your attention to these substantive issues. I trust the Township will make a decision that respects both the needs of growth and the rights and welfare of existing residents

Sincerely,  
Rupender Veridhi



**From:** [Rupender Veridhi](#)  
**To:** [Tim Schmitt](#); [Scott Hendrickson](#); [Board](#)  
**Subject:** Concerns Regarding Proposed Development at Central Park Estates  
**Date:** Wednesday, October 1, 2025 10:06:43 AM

---

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Supervisor Scott Hendrickson, Township Board Members, and Director Tim Schmitt:

I am writing to express my formal opposition to the proposed zoning variance and residential apartment complex to be located at the front of Central Park Estates in Okemos. My opposition is grounded not only on general neighborhood concerns but also on Meridian Township's adopted planning documents, Michigan statute, and sound land use and zoning principles. I believe this proposal undermines those standards, and I urge you to reject the variance unless substantial modifications are made or alternate sites considered.

Below are objections that are specific, evidence-based, and tied to local regulatory and planning requirements.

---

## Legal & Planning Framework

- **Master Plan / Future Land Use Map:** The 2023 Meridian Township Master Plan includes a Future Land Use Map, Urban Service Boundary updates, and policies that are to guide how land should be developed. [meridian.mi.us](http://meridian.mi.us)
- **Zoning Plan Requirement under Michigan Law:** Under the Michigan Planning Enabling Act (Public Act 33 of 2008) and Michigan Zoning Enabling Act (Public Act 110 of 2006), any community with a zoning ordinance must have a master plan that includes a zoning plan. This zoning plan must explain how future land use categories relate to actual zoning districts, as well as controls on height, bulk, location, and use of buildings and premises. [Ag and Natural Resources College](#)
- **Redevelopment Ready Community (RRC):** Meridian Township has been certified as a Redevelopment Ready Community. That designation was granted only because the Township has adopted "thorough preparation" in planning and zoning — implying that developments should adhere to predictable, transparent, and community-aligned standards. [MEDC](#)

These documents and designations establish that zoning changes, especially variances for high-density residential projects, must be evaluated for consistency with the master plan, for their impacts on infrastructure, traffic, the environment, and the character of single-family neighborhoods.

---

## Specific Objections Based on Local Principles & Standards

## **1. Inconsistency With the Future Land Use and Existing Zoning**

- If the area in front of Central Park Estates is currently zoned for single-family residential (or similar lower density uses), rezoning or variance to allow high-density apartments would conflict with the land use categories shown in the master plan's Future Land Use Map.
- The zoning plan requirement means that the variance must provide justification for how changes in use (density, bulk, etc.) align with adopted land use categories. If the proposal does not align, it fails statutory requirements.

## **2. Traffic Impacts and Transportation Planning**

- Township planning documents require proper site plan review and appropriate consideration of access, road capacity, and traffic safety. A variance that increases peak-hour traffic without a detailed traffic impact study should not be approved.
- The intersection performance at Hamilton, Dobie, Grand River, Central Park Drive, and any roads providing ingress/egress to the development must be assessed, especially with projections for both current and post-development volumes.
- Emergency response times can be compromised when access into a neighborhood is limited or channeled through another development. The plan should consider secondary egress, emergency vehicle routing, and safety under congested conditions.

## **3. Infrastructure & Public Services Capacity**

- Meridian Township must ensure that water, sewer, stormwater, and public utilities have capacity to serve new developments without degrading service to existing residents.
- Schools (Okemos Public Schools), police, fire services must also be evaluated: high-density residential complexes bring more demand (students, calls for service, etc.). The Master Plan's growth principles call for matching development to available public service capacity.

## **4. Environmental & Natural Features**

- The proposal must address how it will protect wetlands, mature trees, natural drainage, and local wildlife habitat.
- The Master Plan includes policies for sustainable development, and potential environmental impact (stormwater runoff, loss of green space) must be mitigated.

## **5. Neighborhood Character, Density, Height, Bulk, and Setbacks**

- Zoning plans and ordinances typically set limits on building height, density (units per acre), lot coverage, and setbacks. A variance should not allow height

or density so high that it is incompatible with the scale of existing single-family dwellings.

- Bulk and massing: large apartment blocks fronting a neighborhood of single-family homes change sunlight, views, and sense of openness.

#### **6. Property Value, Privacy, Noise, Security**

- A building close to existing single-family homes may result in noise spillover, privacy intrusion, lighting, traffic noise, and more transient foot or vehicle traffic—factors all known to affect homeowner satisfaction and property values.
- The Township has an interest in preserving the residential stability of neighborhoods; sudden changes due to incompatible development can have lasting negative effects.

#### **7. Limited Access / Egress & Safety Concerns**

- If the only entry and exit for Central Park Estates is through the apartment complex roads, there is a serious concern for emergency access and evacuation.
- Traffic flow modeling should include not only typical conditions but worst-case (e.g., peak traffic, road closures, emergencies).

---

## **Requested Actions / Alternatives**

To respect both the legal/planning framework and community interests, I urge the Township Board and Planning Commission to consider the following:

- Require a comprehensive traffic impact study, comparing existing vs projected conditions, and include emergency vehicle routing and secondary access/egress.
  - Require impact studies of infrastructure (schools, water/sewer, police, fire) to ensure development will not overload services.
  - Ensure environmental review, particularly stormwater management plans, protection of trees, wetlands, wildlife, etc.
  - Align any rezoning or variance with the Future Land Use Map and Zoning Plan; if the master plan does not propose high-density use, reject or substantially modify the proposal.
  - Impose strict limitations on height, mass, setbacks, and density so that the development is compatible with adjacent single-family homes.
  - Consider alternative sites or lower-density multifamily housing that better transitions between commercial / higher-density zones and single-family residential areas (buffer zones, green belts, etc.).
-

## Conclusion

In conclusion, while new housing is certainly needed in Meridian Township, it must be done in a manner consistent with the Township's Master Plan, zoning plan requirements under Michigan state law, and in a way that protects existing neighborhoods, preserves environmental integrity, ensures safe traffic and emergency response, and respects infrastructure capacities.

I respectfully request that the variance be denied, or at minimum significantly revised to address all of the above concerns.

Thank you for your attention to these substantive issues. I trust the Township will make a decision that respects both the needs of growth and the rights and welfare of existing residents

Sincerely,  
Rupender Veridhi

A large black rectangular redaction box covering the signature area, with a smaller black rectangular redaction box below it.

**From:** [ShivanGC](#)  
**To:** [Board](#)  
**Cc:** [Tim Schmitt](#)  
**Subject:** Request for kind review - significant concerns regarding proposed development  
**Date:** Thursday, August 21, 2025 4:50:27 PM

---

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

**Shivan GC**  
Assistant Professor of Forestry  
Michigan State University  
[REDACTED]

## **To the Township Board / Planning Commission:**

Dear Members,

I am writing not only as a homeowner in this neighborhood, but also as an Assistant Professor of Forestry at Michigan State University. My professional and personal life is deeply rooted in the stewardship of natural resources, and I feel compelled to express my grave concern about the proposed development of more than 300 high-density rental units directly behind our homes.

The wooded areas bordering our neighborhood are far more than “vacant land.” They are a sanctuary — a living, breathing ecosystem that supports birds, animals, and in some cases, endangered species. These natural areas provide quiet refuge, clean air, and immeasurable beauty that enriches the lives of residents and reflects the unique character of our township. To see this sanctuary replaced by dense, multi-story buildings pressed up against our backyards would be devastating — not only for the environment, but for the families who chose this community

because of its harmony with nature.

Beyond the environmental loss, this development would introduce serious challenges: congestion from traffic, stress on schools and infrastructure, and a decline in the very qualities that make this township desirable. The recent addition of more than 70 single-family homes adjacent to our homes is already destined to create strain.

As someone who studies forests and natural ecosystems for a living, I can say with certainty: once this habitat is erased, it cannot be brought back. No mitigation plan or landscaping can replace the complexity of the living systems that now exist there.

I am not opposed to growth. But growth should be planned responsibly, in ways that enhance rather than erase what makes our township special. This proposal, in its current form and location, is not consistent with that vision.

I respectfully urge you to protect our neighborhoods, our environment, and the long-term health of our township by blocking this development.

Thank you for your thoughtful consideration.

Sincerely,  
Shivan GC  
Assistant Professor of Forestry  
Michigan State University

**From:** [Santosh N](#)  
**To:** [BMozzetti@cproperties.com](mailto:BMozzetti@cproperties.com); [Planning Commision \(DG\)](#); [Tim Schmitt](#); [Brian Shorkey](#)  
**Subject:** Proposed "Authentix Okemos" Apartments (Central Park Entrance)  
**Date:** Monday, August 25, 2025 11:41:09 AM

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Dear Members of the Meridian Township Planning Commission,

I am a resident of **Central Park Estates** in Okemos. Following the developer's town hall and my correspondence with the Planning Department, I'm writing to submit public comment regarding the proposed "**Authentix Okemos**" multi-family project at the entrance to our subdivision, and to request access to the supporting studies in advance of formal review.

**Key concerns from our neighborhood:**

1. **Traffic & Safety:** We are concerned about increased congestion and turning conflicts on **Central Park Drive, Belvedere Ave, and Grand River Ave**, and pedestrian safety for families walking/biking in a single-family neighborhood. We request the **full traffic impact study** be made available for public review prior to any hearing or decision.
2. **Zoning, Density & Compatibility:** The proposed **high-density (252 units)** is incompatible with adjacent single-family homes. Residents purchased here with the understanding that only limited development would be feasible in this area; the current concept appears to expand beyond that.
3. **Wetlands & Habitat:** The plan appears to impact wetlands and the surrounding habitat that are part of the neighborhood's character and stormwater resilience. We request the **wetland delineation** and any **EGLE submittals/reviews**, as well as the **stormwater management plan**, including detention sizing, routing, and maintenance responsibilities.
4. **Schools & Services:** Okemos schools are already strained; families report overcrowding (e.g., lockers/classrooms). The developer's estimate of **50–60 students** should be supported with methodology and enrollment distribution by grade level, plus consultation input from the school district.
5. **Alternatives & Public Interest:** Several residents support evaluating **alternative sites** already disturbed (e.g., the long-vacant lot near **Hamilton & Okemos Rd** by Douglas J) to reduce environmental and neighborhood impacts. Some also request the Township consider acquiring the remaining parcel portion for a **preserve/sanctuary** if practical.

**Requests:**

- Please post or provide **early public access** to the traffic study, wetland delineation/EGLE correspondence, stormwater design, and any settlement-agreement amendment materials **as soon as they are received**, so residents can review before the Planning Commission meeting.

- Please **include this email in the public record** for the **August 25, 2025** meeting (or the first Planning Commission hearing at which this proposal is considered).
- Kindly **notify me directly** of all hearings, study releases, and staff reports so I can share updates with Central Park Estates residents.

We appreciate the Commission's careful consideration of neighborhood compatibility, environmental protection, and infrastructure capacity before any action on this proposal. Our goal is to participate constructively and ensure decisions reflect community input and long-term public interest.

Thank you for your time and service.

Sincerely,

**Sree**

Resident, Central Park Estates, Okemos, MI

**From:** [Sahasini Veridhi](#)  
**To:** [Tim Schmitt](#); [Scott Hendrickson](#); [Board](#)  
**Subject:** Concerns Regarding Proposed Development at Central Park Estates  
**Date:** Wednesday, October 1, 2025 10:10:11 AM

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Dear Supervisor Scott Hendrickson, Township Board Members, and Director Tim Schmitt:

I am writing to express my formal opposition to the proposed zoning variance and residential apartment complex to be located at the front of Central Park Estates in Okemos. My opposition is grounded not only on general neighborhood concerns but also on Meridian Township's adopted planning documents, Michigan statute, and sound land use and zoning principles. I believe this proposal undermines those standards, and I urge you to reject the variance unless substantial modifications are made or alternate sites considered.

Below are objections that are specific, evidence-based, and tied to local regulatory and planning requirements.

---

## Legal & Planning Framework

- **Master Plan / Future Land Use Map:** The 2023 Meridian Township Master Plan includes a Future Land Use Map, Urban Service Boundary updates, and policies that are to guide how land should be developed. [meridian.mi.us](http://meridian.mi.us)
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## Specific Objections Based on Local Principles &

# Standards

## 1. Inconsistency With the Future Land Use and Existing Zoning

- If the area in front of Central Park Estates is currently zoned for single-family residential (or similar lower density uses), rezoning or variance to allow high-density apartments would conflict with the land use categories shown in the master plan's Future Land Use Map.
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## 4. Environmental & Natural Features

- The proposal must address how it will protect wetlands, mature trees, natural drainage, and local wildlife habitat.
- The Master Plan includes policies for sustainable development, and potential environmental impact (stormwater runoff, loss of green space) must be mitigated.

## 5. **Neighborhood Character, Density, Height, Bulk, and Setbacks**

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- Bulk and massing: large apartment blocks fronting a neighborhood of single-family homes change sunlight, views, and sense of openness.

## 6. **Property Value, Privacy, Noise, Security**

- A building close to existing single-family homes may result in noise spillover, privacy intrusion, lighting, traffic noise, and more transient foot or vehicle traffic—factors all known to affect homeowner satisfaction and property values.
- The Township has an interest in preserving the residential stability of neighborhoods; sudden changes due to incompatible development can have lasting negative effects.

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- If the only entry and exit for Central Park Estates is through the apartment complex roads, there is a serious concern for emergency access and evacuation.
- Traffic flow modeling should include not only typical conditions but worst-case (e.g., peak traffic, road closures, emergencies).

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## **Requested Actions / Alternatives**

To respect both the legal/planning framework and community interests, I urge the Township Board and Planning Commission to consider the following:

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- Consider alternative sites or lower-density multifamily housing that better transitions between commercial / higher-density zones and single-family residential areas (buffer zones, green belts, etc.).
- 

## **Conclusion**

In conclusion, while new housing is certainly needed in Meridian Township, it must be done in a manner consistent with the Township's Master Plan, zoning plan requirements under Michigan state law, and in a way that protects existing neighborhoods, preserves environmental integrity, ensures safe traffic and emergency response, and respects infrastructure capacities.

I respectfully request that the variance be denied, or at minimum significantly revised to address all of the above concerns.

Thank you for your attention to these substantive issues. I trust the Township will make a decision that respects both the needs of growth and the rights and welfare of existing residents

Sincerely,  
Suhasini Sodagam

A large black rectangular redaction box covering the signature area, with a smaller white rectangular cutout at the bottom left corner.

**From:** [Rayamajhi, Supratik](#)  
**To:** [Board](#)  
**Cc:** [Tim Schmitt](#)  
**Subject:** PLEA from Resident of CPE - Professor from MSU  
**Date:** Thursday, August 21, 2025 4:40:27 PM

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Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

**From:**  
Supratik Rayamajhi MD  
Professor of Medicine  
Associate Dean for Clinical Affairs,  
Michigan State University College of Human Medicine

**To the Esteemed Members of the Township Board /  
Planning Commission:**

Dear Members,

I am writing as a 13-year resident of CPE - Central Park Estates, to express my deep concern about the proposed development of more than 300 high-density rental units on the property adjacent to our neighborhood. While I understand and appreciate the importance of thoughtful growth and housing opportunities in our township, I believe this particular project poses significant risks to the well-being of our community, the environment, and the character of our township.

Our neighborhood is nestled in an area that balances residential living with the beauty of natural surroundings. The wooded areas behind our homes are not only a sanctuary for residents but also a critical habitat for a wide variety of birds, animals, and even endangered species. This fragile ecosystem would be profoundly disrupted by such an

intensive development. Once lost, this natural refuge cannot be restored.

Beyond the environmental concerns, the addition of 300 plus rental units, particularly high-density studios and multi-story apartments right behind our backyards, would bring a dramatic and sudden increase in traffic, noise, and congestion leading to our neighborhood. This is particularly alarming given the recent completion of 70 plus new single-family duplexes/homes on the other side of our neighborhood, which has already placed additional strain on local infrastructure. Roads, schools, and public services are already being tested, and further density of a bigger magnitude could compromise safety, quality of life, and property values.

I believe there are ways to support growth in our township without compromising the natural environment and the established character of our neighborhoods. Projects of this scale and density belong in areas specifically designated and prepared for higher-density housing, not in the middle of and adjacent to a residential community bordered by sensitive natural lands.

I respectfully urge the township to reconsider or block this proposal. Growth is important, but it must be responsible, balanced, and aligned with the long-term vision of our township as a place where families, nature, and community thrive together.

Thank you for your time, attention, and commitment to preserving the character and livability of our township.

Sincerely,  
Supratik

**From:** [Urvi Patel](#)  
**To:** [Board](#)  
**Cc:** [Tim Schmitt](#)  
**Subject:** Central Park development  
**Date:** Sunday, August 24, 2025 8:43:37 PM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Request to Table Discussion on Central Park Estates Development

Dear Board Members,

We request that the upcoming discussion on the proposed development at Central Park Estates be tabled until November. This postponement will grant homeowners the necessary time to conduct thorough research and prepare informed feedback. This approach will enhance transparency and foster stronger community collaboration.

Specifically, we ask that any vote or formal consideration of the development plan be deferred to the November session. This delay will ensure residents can review project details, consult experts, and submit constructive comments. By accommodating this timeline, the board will demonstrate its commitment to inclusive decision-making.

Rationale

- Provide homeowners with sufficient time to analyze site plans, environmental reports, and traffic studies.
- Encourage meaningful dialogue among residents, developers, and township staff.
- Allow for community workshops or informational sessions to clarify project scope and address concerns.

We appreciate the board's dedication to responsible growth. Thank you for considering this request. We look forward to your favorable response and to working together for the benefit of our entire community.

Sincerely,

Urvi Patel

**From:** [X. RAO](#)  
**To:** [Tim Schmitt](#)  
**Subject:** Ojection to Zoning Change for Eyde Central Park Property  
**Date:** Thursday, October 2, 2025 11:08:50 AM

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Hello, Mr. Schmitt,

I respectfully submit my strong objection to the proposed zoning change to permit a medium-density multi-family community development at the subject site from Eyde Central Park Properties.

Such a change would impose serious threats to traffic and safety: a sudden influx of dozens if not hundreds of additional households will measurably increase vehicle volume on already congested roads, leading to greater risk of accidents, especially at intersections not designed for heavy traffic, and potentially compromising emergency access.

From a property values perspective, nearby single-family homes may suffer depreciation as the character and desirability of the neighborhood shifts, undermining the investment of long-standing residents and reduce tax revenue.

Economically, the costs of extending infrastructure (roads, water, sewer, capacity to schools) and maintaining increased public services will fall to the taxpayers, likely raising local taxes or diverting funds from other priorities.

Further, such high density development may strain existing infrastructure—storm water systems, public transit capacity, and parking—leading to negative spillover effects on quality of life.

For all these reasons, I believe the zoning should remain as currently designated, preserving lower-density residential character, protecting neighborhood safety, maintaining property values, and ensuring that any growth is managed in a fiscally responsible manner. There will be many more adverse effects as well that I am not quite familiar.

Again I am firmly against this zoning modification.

Have a nice day,  
Xing Rao

[REDACTED]

**From:** [Tim Dempsey](#)  
**To:** [Tim Schmitt](#)  
**Subject:** FW: Opposition to Rezoning and Authentix Central Park Project Proposal  
**Date:** Wednesday, August 20, 2025 8:06:41 AM  
**Attachments:** [image001.png](#)

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In case this didn't get to you...



**Tim Dempsey**  
Township Manager  
[dempsey@meridian.mi.us](mailto:dempsey@meridian.mi.us)  
W 517.853.4254  
5151 Marsh Road | Okemos, MI 48864  
[meridian.mi.us](http://meridian.mi.us)

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**From:** Du Yidi [REDACTED]  
**Sent:** Tuesday, August 19, 2025 7:30 PM  
**To:** Board <Board@meridian.mi.us>  
**Subject:** Opposition to Rezoning and Authentix Central Park Project Proposal

Some people who received this message don't often get email from [REDACTED]

[Learn why this is important](#)

Dear Director of Community Development and Members of the Township Board,

I am writing as a nearby resident to express my strong opposition to the proposed rezoning and development of the Eyde Central Park property by Continental Properties (Authentix Okemos). While I understand the Township's responsibility to evaluate new development proposals, this plan raises serious concerns for our environment, our neighborhoods, and the Township's long-term planning integrity.

### **1. Out-of-State Developer with Limited Local Accountability**

Continental Properties is headquartered in Menomonee Falls, Wisconsin—not in Michigan, and certainly not in Meridian Township. While they have built in other parts of the state, they are not part of this community and have no stake in the long-term environmental or social health of this area. Once construction is complete, they will profit and move on, leaving Township residents to bear the long-term consequences of increased density, environmental loss, and infrastructure strain. Decisions about the future of Meridian Township should prioritize the needs of current residents and the local environment over the interests of an out-of-state corporation.

### **2. Loss of Wildlife Habitat**

The project site is not vacant—it is a living habitat that supports deer, rabbits, possums, marmots, wild turkeys, cranes, turtles, geese, squirrels, and native snakes. These animals are part of what makes our neighborhoods unique and connected to nature. Paving over this land and building 11 large apartment buildings will permanently eliminate this habitat. Continental's own plan acknowledges wetland impacts, which means local flood prevention, water quality, and biodiversity will suffer.

### **3. Elimination of Community Service Zoning**

This land was deliberately zoned to include a Community Service designation in past settlement agreements. That designation provided balance and the potential for civic or neighborhood-serving uses. By asking to eliminate it entirely in favor of high-density multi-family zoning (up to 14 dwelling units/acre), Continental is erasing that balance and undermining the Township's earlier commitments.

### **4. Density and Neighborhood Character**

The 2004 settlement capped density at 8 dwelling units per acre. This new request seeks nearly double that, at up to 14 du/ac. Combined with three-story buildings reaching nearly 38 feet, this is out of scale with nearby single-family neighborhoods. The increased traffic, noise, and parking overflow will harm the character, safety, and property values of surrounding areas.

### **5. Traffic and Infrastructure Strain**

More than 300 apartments will significantly increase traffic on Central Park Drive, Times Square Drive, and Belvedere Avenue—roads not designed for this volume. This raises safety risks for children, pedestrians, and local drivers, while also burdening schools, utilities, and public services.

### **Requested Actions**

I respectfully urge the Township to:

- Reject the rezoning request that eliminates the Community Service zoning designation.
- Deny any request to exceed the 8 dwelling units/acre limit established in the 2004 settlement.
- Require a full independent environmental and wildlife impact study.
- Ensure thorough traffic and infrastructure studies before any approvals.

Meridian Township's open spaces, wetlands, and neighborhoods are what make this community attractive in the first place. Allowing an out-of-state developer to permanently reshape it for short-term profit risks the long-term health, safety, and welfare of the Township's residents.

Thank you for your careful review and for standing with your community.

Sincerely,

Yidi Du



**From:** [Du Yidi](#)  
**To:** [Tim Schmitt](#); [Scott Hendrickson](#); [Board](#)  
**Subject:** Concerns Regarding Proposed Development at Central Park Estates  
**Date:** Monday, September 22, 2025 8:34:52 PM

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Dear Supervisor Hendrickson, Members of the Township Board, and Director Schmitt,

I am writing to strongly oppose the proposed zoning change and potential high-density apartment complex planned in front of the Central Park Estates neighborhood. This project would significantly alter the character of our community in ways that are not beneficial to current residents.

We believe the current **CS zoning** is appropriate and provides long-term value to the area by supporting responsible community-serving development. Preserving this zoning maintains the right balance of land use, helps sustain property values, and keeps the neighborhood consistent with the vision Meridian Township residents expect.

By contrast, introducing high-density residential apartments in this location poses serious concerns:

- **Traffic and Safety:** Increased traffic volumes and congestion would compromise road safety for both residents and pedestrians.
- **Environmental Impact:** The removal of trees and potential damage to wetlands would harm local wildlife habitats and reduce the natural character of the area.
- **Infrastructure Strain:** Higher population density would place pressure on schools, police, fire, water, and sewer services, stretching resources already under demand.
- **Noise, Security, and Privacy:** Apartments bring increased noise levels, reduced privacy, and new safety considerations that are inconsistent with nearby residential neighborhoods.
- **Community Character:** A dense apartment complex would diminish green space, alter the suburban feel of our area, and undermine the long-term vision for thoughtful, balanced development.
- **Property Values:** Such changes will inevitably reduce homeowner property values by making the neighborhood less desirable.

For these reasons, I respectfully urge the Township Board and Planning Commission to **reject the proposed zoning change** and keep the current CS zoning in place. This approach best protects the character, safety, and livability of Meridian Township.

Thank you for your attention and for carefully weighing the voices of the residents you represent.

Best Regards,  
Yidi Du



**From:** [Sandeep](#)  
**To:** [Tim Schmitt](#)  
**Subject:** Reg development at CPE neighborhood  
**Date:** Friday, October 10, 2025 9:00:33 AM

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Members of the Meridian Township Board,

As a Central Park Estates homeowner, I am writing to express my strong opposition to the proposed Authentix Okemos development and any related amendment to judgment that would increase housing density.

This proposal would significantly increase daily traffic (by approximately 2,000 vehicle trips per day) on an already congested, curved section of Central Park Drive—creating serious safety risks. Moreover, the township has not yet requested the required drainage review from the Ingham County Drain Commission, raising concerns of flooding and runoff impacts on existing homes.

#### Key Concerns

1. **TRAFFIC SAFETY** — The proposed project would increase traffic by approximately 2,000 trips per day on a narrow, curved section of Central Park Drive, significantly heightening the risk of accidents.
2. **DRAINAGE AND FLOOD RISK** — The township has not yet requested the required drainage review from the Ingham County Drain Commission, potentially resulting in flooded basements and runoff damage.
3. **ENVIRONMENTAL IMPACT** — The project endangers existing wetland areas and wildlife corridors along the Belvedere–Columbus boundary.
4. **PROPERTY VALUES** — The project's density and design are inconsistent with the established single-family character of CPE, placing undue financial burden on current homeowners.
5. **PUBLIC PROCESS** — Premature site work and soil testing have occurred prior to official approvals, undermining public trust in township procedures.

We respectfully urge the Board to deny this amendment, uphold township ordinances, and ensure transparency in all approval processes. Our community values responsible, sustainable growth that protects the wellbeing of current residents.

Thank you.

Regards,  
Sandeep Nagamally,  
[REDACTED]

September 30<sup>th</sup>, 2025

Meridian Township  
c/o Timothy R. Schmitt, AICP  
Director of Community Planning and Development  
[schmitt@meridian.mi.us](mailto:schmitt@meridian.mi.us)

RE: Letter of Support for Continental 975 Fund LLC's Settlement Amendment Request

Dear Township Board and Planning Commission members:

I am writing to express my support for the settlement amendment being proposed by Continental on the +/- 30.68 acres located south and east of the Times Square Drive and Central Park Drive intersection.

I have reviewed Continental's proposal and project narrative, and I feel that the proposed amendment will allow for a more appropriate transition of uses than what is currently planned for and allowed on the parcels. Additionally, the concept plan appears to be environmentally sensitive and minimizes wetland impacts. Per my understanding, Continental has a hard-earned reputation for building and maintaining high quality rental communities. Since they are both own and operate their developments, they seek to fit well into their environment and strive to be top-notch neighbors.

We respectfully request you to approve this project.

Sincerely,

Printed Name: FELIPE BERNAL MANAGER

Business: CANCUN MEXICAN

Address: [REDACTED]

September 30<sup>th</sup>, 2025

Meridian Township  
c/o Timothy R. Schmitt, AICP  
Director of Community Planning and Development  
[schmitt@meridian.mi.us](mailto:schmitt@meridian.mi.us)

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We respectfully request you to approve this project.

Sincerely,

Printed Name: \_\_\_\_\_

*Shiva G. Reddy*

Business: \_\_\_\_\_

*Swagath foods*

Address: \_\_\_\_\_

[Redacted Address]

September 30<sup>th</sup>, 2025

Meridian Township  
c/o Timothy R. Schmitt, AICP  
Director of Community Planning and Development  
[schmitt@meridian.mi.us](mailto:schmitt@meridian.mi.us)

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We respectfully request you to approve this project.

Sincerely,

Printed Name: Robert M. Hehman

Business: Complete Battery Source

A 



**To: Planning Commission**

**From: Timothy R. Schmitt, AICP, Community Planning and Development Director**

**Date: October 9, 2025**

**Re: Settlement Agreement Amendment Request – Eyde Land Holdings (owner)  
Central Park Property/Continental Properties acting as developer (Parcel IDs  
15-400-031, 22-203-001, 22-202-001)**

---

Staff has received a conceptual plan and supporting information from Continental Properties seeking an amendment to the existing settlement agreement covering the development of the vacant property on the east side of Central Park Drive, between Times Square and the entrance to the Willows at Okemos, currently owned by Eyde Land Holdings, LLC. In total, the parcels in question consist of 30.65 acres of land, with approximately 4.67 acres of wetlands.

As Staff has shared previously, there is substantial litigation history on this property, dating back to the late 80's. The current version of the settlement agreement was last amended regarding the properties in question in 2004. That amendment allowed for the development of the Central Park Estates subdivision and designates the following zoning districts for the properties in question:

- North of Belvedere Blvd – The area along Central Park Drive is zoned CS, Commercial Service, a higher density commercial district that was repealed previously by the Township, but still controls the development on the site per the settlement agreement. The area closer to Central Park Estates is zoned RD, Multi-Family up to eight dwelling units per acre. There is a green space between the two districts.
- Between Belvedere and Columbus – This area is similar to the area north of Belvedere, CS zoning along Central Park and RD zoning along the rear of the properties on Nassau. There is a green space located at the intersection of Belvedere and Central Park and one along a portion of the rear lot line of the southern lots on Nassau.
- South of Columbus – The area south is mostly green space, but a small area along Central Park is zoned CS and a small area adjacent to Central Park Estates is zoned RD.

The applicant is seeking to change the zoning designation across the site to RC, allowing multiple family development across the site, up to 14 dwelling units per acre. Although this is not a traditional conditional rezoning request, the applicant is offering a series of conditions on the site to limit the development. They include:

- Limiting the development to 312 dwelling units, or just over 10 units per acre, which is closer to the RD zoning than the RC zoning allows.
- Limiting the buildings adjacent to Central Park Estates (between Columbus and Belvedere) to two stories in height.
- Limiting full time access points to Central Park and Times Square Drives only, subject to the approval of the Ingham County Road Department.
- Providing a minimum of 100 feet of setback from Central Park Estates, where only 45 feet is required.

**Central Park Eyde Property – Settlement Agreement Amendment (Continental Properties)  
Planning Commission Public Hearing – October 13, 2025  
Page 2**

The applicant is also seeking flexibility for the following as part of the amendment:

- Reconfiguration of the open spaces that were previously set aside in the settlement agreement. This is due in part to the changing wetlands resulting from the development of Central Park Estates and partially due to a desire to keep development further away from the single-family homes.
- An allowance for building articulation to serve in place of the 200-foot maximum building length. The applicant is proposing 220-foot long buildings.
- Allowing the settlement agreement to approve the buildings being greater than 25,000 square feet in total.
- Encroachments throughout into the wetland setbacks, while setting aside additional areas adjacent to setbacks to act as additional buffer. The expectation will be no net loss of buffer.

It is likely that there will be a wetland use permit necessary for the project, as the wetlands have expanded from what was indicated in 2004. This will need to be determined if the project moves forward and reviewed/approved under a separate application.

The Planning Commission is being asked to review the request and make a recommendation to the Township Board on the Land Use being proposed. This is not a traditional rezoning request, but for the purposes of this review, we will provide the same information that we would for a rezoning request. Additionally, since this is not a traditional conditional rezoning request, the Planning Commission can make recommendations to the Township Board on specific provisions they would recommend in a final agreement.

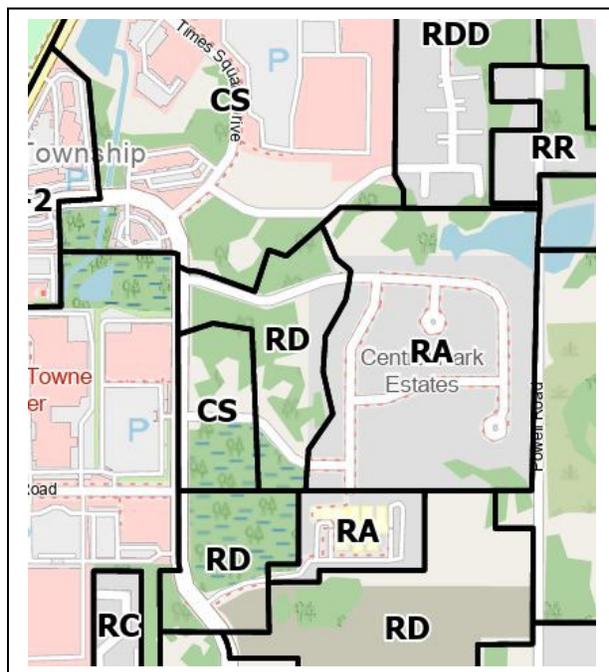
**Future Land Use**

The Future Land Use Map designates all of the land under review for Commercial uses. This has not changed for the last two Master Plan reviews, due in large part to the settlement agreement on the site, which dictates the use, apart from the Master Plan. Prior to that, the Master Plan indicated Office and Commercial use on the site, with the Central Park Estates property being multi-family residential.

**Zoning**

The properties in question are currently zoned a mix of RD, Multiple Family up to eight dwelling units per acre, and CS, Community Services. This is consistent with the 2004 amendment to the consent judgment.

Prior to the 2004 amendment, the RD areas were zoned PO, Professional and Office. One of the reasons the Township agreed to amend the judgment at that time was to encourage the development of Central Park Estates and not have the subdivision drive through an office park to get to their homes.



**Physical Features**

All three portions of the property under review are undeveloped and vegetated. The applicant has already done a wetland delineation on the site, with an eye towards limiting the wetland impacts from the proposed development. Flood Insurance Rate Maps indicate no floodplains are present on or near the site. The Subject Property has no special designation on the Township Greenspace Plan. A proposed cross-country pathway is shown on the Township’s Pathway Master Plan, running through the northern parcel. However, at this time, the Township has no rights or easements to install such a path and this will need to be discussed during the site plan review.

**Streets & Traffic**

The site fronts on Central Park Drive, which is a three lane collector street with curb and gutter. The site also has access to Columbus and Belvedere Avenues, Time Square Drive, and Madison Avenue, which is a secondary access for Central Park Apartments, not a public street. No full time access is proposed from either Columbus or Belvedere, as all traffic is being pushed towards the main roads, Central Park and Times Square. Madison Avenue would be finished as an emergency access, as it was originally intended. A sidewalk is proposed for the south side of Belvedere and north side of Columbus, where one does not exist now.

A traffic impact analysis was submitted with this updated application, prepared by Fleis and Vandenbrink and dated September 15, 2025. The assessment used data from the most recent Institute of Transportation Engineers (ITE) Trip Generation Manual to estimate trip generation rates based on traffic count data from 2024. Of specific note, they adjusted their AM traffic counts up after a review of historic data, to more accurately portray the situation.

Land Use	Size	AM Peak Hour			PM Peak Hour			Avg Daily
		In	Out	Total	In	Out	Total	
Consent judgment	99 units 118,000 sq. ft. commercial	129	107	236	309	308	617	8,393
Proposed amendment	312 units	32	103	135	102	62	164	1,997
Difference		-97	-4	-101	-207	-246	-453	-6,396

A full traffic impact study is required for developments that are expected to generate more than 250 additional directional trips during the peak hour. 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.

Currently, each of the intersections studied operates at a level of C or above, which is more than acceptable. A level D is the lowest level of acceptable operation. The maximum delay shown at any intersection currently is 16.7 seconds. Utilizing background growth only, the intersections will not functionally change operation, with an increase of 0.6 seconds at some locations and the maximum delay, at Central Park and Times Square westbound increasing to 17.3 seconds.

Adding in the traffic growth from the development, and modeling only two full time access points, the only change in level of service would be at Central Park and Belvedere, going westbound, which

**Central Park Eyde Property – Settlement Agreement Amendment (Continental Properties)  
Planning Commission Public Hearing – October 13, 2025  
Page 4**

would drop from an A to a B, increasing the delay by 0.4 seconds. Other intersections will have increased delays, but the level of service will not change.

**Utilities**

Municipal water and sanitary sewer are available to serve the subject site. 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.

**Staff Analysis**

Staff will provide a more thorough analysis of the application, responding to the questions raised by the Planning Commission and public, at the next meeting.

**Planning Commission Action**

The Planning Commission is being asked to make a formal recommendation to the Township Board on the proposed land use. Specifically, the change in designation for the zoning from the current RD and CS to RC. Although this is not a traditional rezoning, we are treating it similarly, but the recommendation of the Planning Commission should be focused on the land use being proposed, i.e. if the Planning Commission believes the use is acceptable, but there are details to work out, they should highlight those details. Staff will follow up at the next meeting with responses to any questions raised and provide the Planning Commission with a resolution for both a positive and negative recommendations to the Board.

**Attachments**

1. Application and attached materials, dated September 16, 2025
2. 2004 Township Board Resolution to Amend Settlement Agreement
3. 2004 Stipulated Order Amendment Judgment
4. 1992 Stipulated Order Amending Judgment
5. CS Zoning Standards
6. 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

Settlement Amendment ~~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 Continental 975 Fund LLC, Brett Mozzetti  
Address of applicant W134N8675 Executive Parkway, Menomonee Falls, WI 53051  
Telephone: Work 262-278-9353 Home \_\_\_\_\_  
Fax \_\_\_\_\_ Email bmozzetti@cproperties.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 \_\_\_\_\_  
Address \_\_\_\_\_  
Telephone: Work \_\_\_\_\_ Home \_\_\_\_\_  
Fax \_\_\_\_\_ Email \_\_\_\_\_~~

C. Site address/location SWC of Central Park and Times Square Drive  
Legal description (Attach additional sheets if necessary) See attachment for legal description  
Parcel number 33-02-02-15-400-031 Site acreage ~30.62 ac (three parcel total)  
33-02-02-22-203-001 33-02-02-22-202-001

D. Current zoning CS and RD Requested zoning Settlement Amendment

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

1. Nonrefundable fee. \$2,300, sent 9/10/2025
2. Evidence of fee or other ownership of the subject property.
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:
  - 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.

**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 narrative provided herein.**

- 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 narrative provided herein.**

- 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**



**From:** [Mark Clouse](#)  
**To:** [Tim Dempsey](#); [Tim Schmitt](#)  
**Cc:** [Brett Mozzetti](#); [Bridget Weasler](#); [Erik Hahn](#)  
**Subject:** Central Park Drive / Settlement Agreement  
**Date:** Monday, September 15, 2025 3:48:20 PM  
**Attachments:** [image324177.png](#)  
[image085074.png](#)  
[image006050.png](#)  
[image257220.png](#)

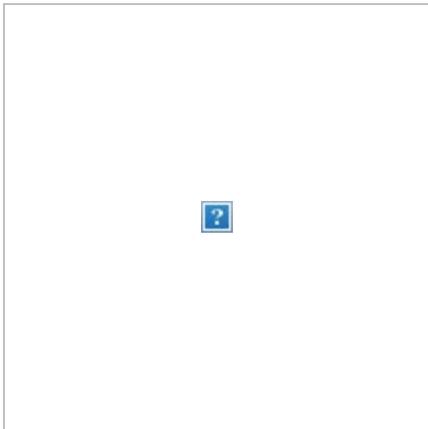
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Tim / Tim – as we have been discussing for the past several months – we have entered into a Purchase Agreement with Continental Properties for the 30.62 +/- acre parcel on Central Park Drive which is subject an existing Settlement Agreement between Eyde and the Township. One of the requirements of the PA is an Amendment to the current Settlement Agreement. As part of that process, Continental will be providing you information related to the requested zoning revisions to the Settlement Agreement together with information related to their site plan and a traffic study. The overall package being provided is very similar to what would be submitted to support a conditional rezoning request. Eyde Land Holdings, LLC (the current owner of the subject property) has authorized Continental to submit this information.

Should you have any questions or need any additional information, please let me know. Thank you.

Mark

Mark Clouse | [Chief Operating Officer](#) | [General Counsel](#)



## **Eyde Development**

*Generations Ahead*

[300 S. Washington Square, Suite 400 | Lansing, MI 48933](#)

O: (517) 903-EYDE (3933)

D: (517) 512-6834

M: (517) 282-7210

F: (517)484-4363

[clouse@eyde.com](mailto:clouse@eyde.com)

[www.eyde.com](http://www.eyde.com)



**LEGAL DESCRIPTION:**

(As provided by First American Title Insurance Company National Commercial Services, Commitment No. NCS-1206303-MKE, Revision No. 2 dated July 14, 2025)

Parcel 1:

Part of Southeast 1/4 of Section 15 and Northeast 1/4 of Section 22, Town 4 North, Range 1 West, described as: Commencing at Southeast corner Section 15 North 00 degree 01 minute 56 seconds East along East Section line 222.2 feet; North 89 degrees 58 minutes 04 seconds West 738.14 feet to Point of Beginning along Northerly and Westerly line of CENTRAL PARK ESTATES following 11 courses: North 89 degrees 58 minutes 04 seconds West 353.04 feet, South 46 degrees 13 minutes 14 seconds West 137.49 feet, South 23 degrees 44 minutes 13 seconds East 203.82 feet, South 50 degrees 53 minutes 16 seconds East 98.02 feet; South 89 degrees 21 minutes 42 seconds West 42.43 feet, Southwesterly 134.97 along 380 foot curve to left chord bearing South 79 degrees 11 minutes 12 seconds West 134.26 feet, South 69 degrees 00 minute 42 seconds West 253.45 feet, Westerly 118.61 feet along 170 foot radius curve to right chord bearing South 88 degrees 59 minutes 59 seconds West 116.22 feet, North 71 degrees 00 minute 45 seconds West 295.05 feet, Northwesterly 76.2 feet along 230 foot radius curve to left chord bearing North 80 degrees 30 minutes 14 seconds West 75.85 feet and North 89 degrees 59 minutes 42 seconds West 13.15 feet; North 00 degree 00 minute 18 seconds East along East line of Central Park Drive 123.59 feet; Northwesterly 185.53 feet along said East line on 345 foot radius curve to left chord bearing North 15 degrees 23 minutes 26 seconds West 183.3 feet; North 52 degrees 38 minutes 52 seconds East 173.07 feet; Northeasterly 64.53 feet along 240 foot radius curve to left chord bearing North 44 degrees 50 minutes 51 seconds East 64.33 feet; North 37 degrees 14 minutes 33 seconds East 158.96 feet; Northeasterly 123.04 feet along 340 foot radius curve to left chord bearing North 26 degrees 46 minutes 41 seconds East 122.37 feet; South 73 degrees 09 minutes 06 seconds East 210.09 feet; South 89 degrees 32 minutes 43 seconds East 306.21 feet; South 00 degree 27 minutes 17 seconds West 100.83 feet; South 89 degrees 32 minutes 43 seconds East 356.94 feet; South 29 degrees 48 minutes 50 seconds East 79.61 feet; South 00 degree 01 minute 56 seconds West 97.8 feet to Point of Beginning.

Parcel 2:

Part of Northeast 1/4 of Section 22, Town 4 North, Range 1 West, described as: Commencing at Northeast corner of Section 22, South 00 degree 01 minute 15 seconds West along East Section line 1324.69 feet, South 89 degrees 52 minutes 32 seconds West along South line of North 1/2 of Northeast 1/4 1925.89 feet; North 00 degree 00 minute 18 seconds East along East line of Central Park Drive, 443.1 feet to Point of Beginning; North 00 degree 00 minute 18 seconds East along said East line 695.09 feet; along Southerly line of Belvedere Avenue following 7 courses: South 89 degrees 59 minutes 42 seconds East 13.15 feet, Southeasterly 56.32 feet along 170 feet radius curve to right chord bearing South 80 degrees 30 minutes 14 seconds East 56.07 feet; South 71 degrees 00 minute 45 seconds East 295.05 feet, Easterly 160.47 feet along 230 foot radius curve to left chord bearing North 88 degrees 59 minutes 59 seconds East 157.24 feet, North 69 degrees 00 minute 42 seconds East 253.45 feet, Northeasterly 113.66 feet along 320 foot radius curve to right chord bearing North 79 degrees 11 minutes 12 seconds East 113.06 feet and North 89 degrees 21 minutes 42 seconds East 31.33 feet along Westerly line of CENTRAL PARK ESTATES following 6 courses: South 09 degrees 50 minutes 42 seconds West 96.91 feet; South 29 degrees 42 minutes 48 seconds West 249.35 feet, South 02 degrees 25 minutes 57 seconds West 196.77 feet, South 13 degrees 59 minutes 54 seconds East 237.38 feet, South 32 degrees 57 minutes 16 seconds West 238.4 feet and South 03 degrees 04 minutes 37 seconds West 33.29 feet along Northerly line of Columbus Avenue following 4 courses: Northwesterly 120.1 feet along 170 foot radius curve to right chord bearing North 58 degrees 16 minutes 08 seconds West 117.62, North 38 degrees 01 minute 48 seconds West 148.71 feet, Northwesterly 208 feet along 230 foot radius curve to left chord bearing North 64 degrees 00 minute 45 seconds West 201.52 feet and North 89 degrees 59 minutes 42 seconds West 288.35 feet to Point of Beginning.

Parcel 3:

Part of Northeast 1/4 of Section 22, Town 4 North, Range 1 West, described as: Commencing at Northeast corner of Section 22, South 00 degree 01 minute 15 seconds West along East Section line 1324.69 feet; South 89 degrees 52 minutes 32 seconds West along South line of North 1/2 of Northeast 1/4 1274.11 feet to Southeast corner of Plat of CENTRAL PARK ESTATES and Point of Beginning, South 89 degrees 52 minutes 32 seconds West 651.82 feet to East line of Central Park Drive, North 00 degree 00 minute 18 seconds East along said East line 383.1 feet, along Southerly line of Columbus Avenue following 4 courses: South 89 degrees 59 minutes 42 seconds East 288.35 feet, Southeasterly 154.18 feet along 170 feet radius curve to right chord bearing South 64 degrees 00 minute 45 seconds East 148.95 feet, South 38 degrees 01 minute 48 seconds East 148.71 feet and Southeasterly 171.34 feet along 230 radius curve to left chord bearing South 59 degrees 22 minutes 17 seconds East 167.41 feet, South 03 degrees 04 minutes 37 seconds West 114.13 feet to Point of Beginning.



# Authentix Okemos

## Request to Amend the Existing Settlement Agreement

**To:** Meridian Township, Director of Community Development, Planning Commission, and Township Board

**From:** Continental 975 Fund LLC, Continental Properties Company, Inc.

**Date:** September 16<sup>th</sup>, 2025

**Re:** Authentix Okemos – Settlement Amendment Application

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**Land Use Request** ..... 2

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**Proposal** ..... 3

**Rationale for Land Use Request**..... 4

**Neighborhood Outreach** ..... 5

**Application Questions** ..... 5

**Conclusion** ..... 8

## Introduction

Continental 975 Fund LLC (“Continental”) is submitting an application to Meridian Township to amend the settlement agreement that governs zoning, land use, and development of the vacant property on the east side of Central Park Drive, between Times Square Drive and the entrance to the Willows at Okemos.

## Site Specifics

The subject property is a three-parcel assemblage consisting of approximately 30.68 acres. The three properties are owned by Eyde Land Holdings, LLC and identified as Parcel 1 (~13.18 acres, Tax ID: 33-02-02-15-400-031), Parcel 2 (~12.84 acres, Tax ID: 33-02-02-22-202-001), and Parcel 3 (~4.66 acres, Tax ID: 33-02-02-22-203-001).

Continental 975 Fund LLC has entered into a purchase and sale agreement with Eyde Land Holdings, LLC with intent to purchase the subject property and develop a multi-family community.



## Existing Zoning and Land Use

The subject property is currently zoned a combination of RD (Residential) and CS (Commercial). The site is governed by a settlement agreement (File No. 89-65131-CK), approved in 2004, that allows for a mix of commercial and multi-family up to eight dwelling units per acre across various portions of Parcels 1-3.

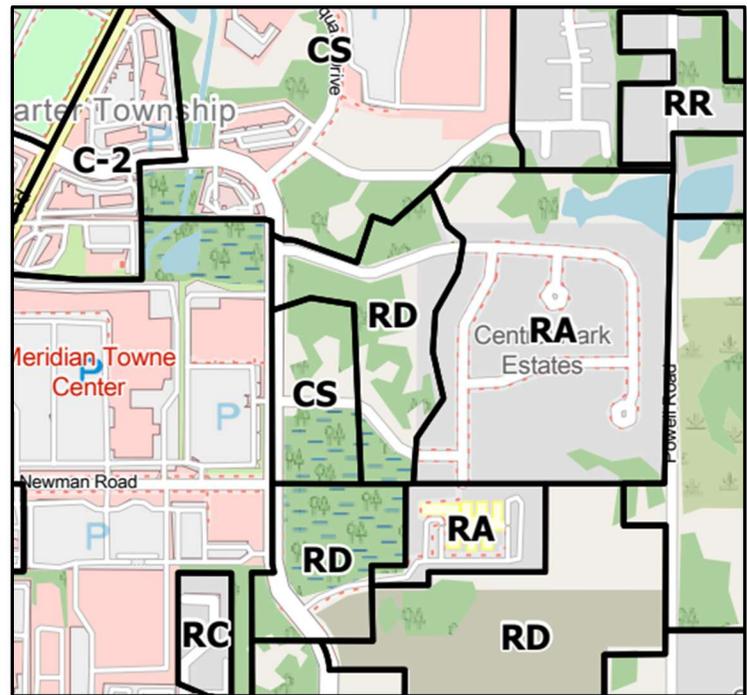
## Land Use Request

Continental is seeking a settlement amendment in order to allow for medium-density multi-family residential uses (RC zoning) across the entire site for the product and proposal described below.

## Executive Summary

Continental’s request to amend the settlement:

1. Will result in a more logical and orderly transition of uses in the area;



2. is compatible with and furthers the goals of the existing settlement agreement and Township Master Plan;
3. respects the commercial and residential communities who currently reside adjacent to or near the subject property;
4. will not cause adverse impacts to the existing roadway network or traffic patterns;
5. will maintain the integrity of high-quality environmental features on the subject property;
6. and provides a direct investment in the future of Meridian Township

## **Proposal**

Continental's multi-family development proposal, to be known as Authentix Okemos, is proposed to include 312 dwelling units (homes) ranging from studio to three-bedrooms within 11 two- and three-story residential buildings. The community will also include a clubhouse with pool and pool deck, a pet playground, private open space, tree and wetland preservation, on-site detention ponds, garage and surface parking, and other items as depicted in the conceptual plan.

### **Highlights:**

- **Building Mix and Unit Count:** Seven (7) two-story buildings with 24 units each and four (4) three-story buildings with 36 units each for a total of 312 units.
- **Building Locations:** Three-story buildings will be sited on the northern parcel with two-story buildings on the central parcel in order to provide a proper transition of uses and minimize visual impact from the Central Park Estates. The southern parcel is planned to be used for stormwater detention and wetland preservation.
- **Density:** With the subject property at 30.68 acres, the RC zone district would allow up to 429 dwelling units (14 du/ac). Continental is not seeking to max out the density and has committed to 312 units (~10.17 du/ac) in order to preserve existing wetlands and maintain the character of the area.
- **Access:** Full movement access points are proposed from Central Park Drive and Times Square Drive. Emergency-only access is proposed on Belvedere Avenue and Columbus Avenue, subject to approval by Ingham County Roadway Department and Meridian Township Fire Department. Madison Avenue is a private drive and will be decommissioned and gated at the east end for emergency access only.
- **Buffer From Central Park Estates:** Per Meridian Township's zoning ordinance, a rear building setback of 45' is required. Continental will preserve existing vegetation along the eastern lot line to the greatest extent possible while maintaining a minimum building setback of 100', 2.2x the code requirement.
- **Building Setbacks:** Continental will comply with the additional setback requirements in order to support three-story buildings on the northern parcel.
- **Zoning Standards:** Continental will comply with all other zoning standards as it makes its way through the Site Plan and permitting process.

### **Other Notes:**

- **Building Length:** Meridian Township's zoning ordinance (section 86-376-d-4-f-4-ii) states that building lengths shall not exceed 200' in length. Continental will seek an allowance within the settlement amendment for building lengths up to 220' to support its product. With substantial horizontal and vertical articulation provided through processions, recessions, and material/color changes, long swathes of uninterrupted wall will be avoided.

- Gross Floor Area:** Meridian Township’s zoning ordinance (section 86-472) states that buildings greater than 25,000 square ft in gross floor area require a special use permit. Continental’s two-story buildings contain approximately 24,300 sq feet gross floor area and are under this threshold. Continental’s three-story buildings contain approximately 37,000 sq ft of gross floor area. Continental will seek an allowance within the settlement amendment to support its product.

## Rationale for Land Use Request

- Transitional Land Use:** The RC zone district is a natural transition, in all directions, from the existing zoning classifications and land uses. The proposal will provide medium density residential between high-intensity commercial and low intensity single-family residential.

Direction from Subject Property	Zoning	Land Use
Northeast	RDD	Central Park Apartments
North	CS	Walmart
Northwest	CS	PetSmart, Thai Princess, MSU Federal Credit Union
West	C-3	Kohls, Klingman’s Furniture & Design
South	RA	The Willows at Okemos (Senior Living)
East	RA	Central Park Estates (Single-family Residential)

- Obsolete Zoning Designation:** The existing CS zoning district has been removed from Meridian Township’s zoning ordinance, exacerbating the need for a new zoning designation to be defined on the subject property.
- Traffic:** Continental hired a traffic engineer, Fleis & Vandenbrink, who provided a Traffic Impact Study (“TIS”) for the proposed community. The TIS results indicate that the trips generated by Authentix Okemos will not adversely impact the level of service of the existing roadway infrastructure. Per the report, the existing roadway network can accommodate the trips generated by the proposed 312 units.
- Intensity:** Portions of the subject property include CS zoning designations today. The CS zoning allows for by-right uses that generate more traffic and could be considered less desirable than Continental’s proposal. By-right uses today include retail establishments, offices, banks, taverns, night clubs, dance/music studios, theaters, auditoriums, building supply and equipment stores, among others. Goal 1 of the 2017 Master Plan is to strengthen residential neighborhoods by preventing inconsistent uses from encroaching on residential areas. By allowing multi-family uses across the entire site and removing the CS zoning designation, more appropriate uses will be adjacent to the existing single-family (Central Park Estates), multi-family (Central Park Apartments), and senior living (Willows at Okemos) communities.
- Alternative Commercial Areas:** This is not identified as a primary commercial corridor within the Township Masterplan. There are existing commercial corridors in Meridian Township that are more suitable for commercial zoning designations and land uses.

- **2004 Settlement Agreement:** In 2004, the Township Board approved a settlement that allowed multi-family housing on this site, finding it was a good fit between the single-family homes to the east and commercial areas to the west. The Board also determined this change would reduce traffic and could be supported by existing public services like water, sewer, and schools. Continental’s current proposal builds on that decision and aligns with the Township’s long-term goals.
- **Wetland Preservation:** Continental’s proposal is environmentally sensitive and will minimize its impact and preserve the majority of the existing wetlands on site.

## **Neighborhood Outreach**

Continental hosted a voluntary neighborhood meeting on Wednesday, August 20<sup>th</sup> from 4:30-6:00pm at the CADL – Okemos Library. Fliers for the meeting were sent to every address within the Central Park Estates community as well as all other addresses within a 300’ radius of the subject property. Approximately 50 neighbors attended the meeting with 33 signing in on the sign in sheet.

Continental has taken the feedback received and revised its site plan for this submittal. The notable revisions to the plan include (i) significant increase in the buffer from the Central Park Estates lot line to Buildings 5 and 6 and (ii) revised vehicular access. The revised access proposes that the access points on Belvedere Ave and Columbus Ave are gated for emergency access **only**, reducing the number of trips on roadways that serve the Central Park Estates.

## **Application Questions**

While this is a request to amend the existing settlement agreement and not a re-zoning request, Part II of the Rezoning Application Form (attached herein) requires the applicant to respond to applicable questions pertaining to why the present zoning is unreasonable and why the requested zoning is appropriate. Continental’s responses are provided below.

### **Reasons why the present zoning is unreasonable:**

#### **A2. The conditions of the surrounding area have changed in the following respects:**

- Construction has been completed since the 2004 settlement agreement was approved, including the Central Park Estates and the Willows at Okemos.
- Meridian Township’s 2017 Master Plan was adopted, identifying mixed use core and PICA areas in Okemos and Haslett that are more suitable for commercial uses.

#### **A3. The current zoning is inconsistent with the Township’s Master Plan:**

- Portions of the subject property contain the CS zone district. The CS zone is obsolete and no longer exists within Meridian Township’s zoning code.

#### **A6. The current zoning restrictions on the use of the property do not further the health, safety, or general welfare of the public:**

- Significant portions of the subject property contain the CS zone district. The CS zone allows by-right uses that generate more traffic and could be considered less desirable than Continental’s proposal. By-right uses today

include retail establishments, offices, banks, taverns, night clubs, dance/music studios, theaters, auditoriums, building supply and equipment stores, among others.

Reasons why the requested zoning is appropriate:

**B1. The requested rezoning is consistent with the Township’s Master Plan:**

- Goal 1 of the 2017 Master Plan is to strengthen residential neighborhoods by preventing inconsistent uses from encroaching on residential areas. By allowing multi-family uses across the entire site and removing the CS zoning designation, more appropriate uses will be adjacent to the existing single-family (Central Park Estates), multi-family (Central Park Apartments), and senior living (Willows at Okemos) communities.
- The proposal will provide medium density residential between high-intensity commercial and low intensity single-family residential.
- The site is located within the Master Plan’s urban service boundary, supporting the Master Plan’s goal of infill development.
- The Township’s wetland policy requires no net loss. Continental will preserve wetlands and mitigate any wetland impacts per Meridian Township’s wetland replacement plan standards.

**B2. The requested rezoning is compatible with other existing and proposed uses surrounding the site, specifically:**

- The proposed RC zone district is a natural transition, in all directions, from the existing zoning classifications and land uses surrounding the site. The proposal will provide medium density residential between high-intensity commercial and low intensity single-family residential.

Direction from Subject Property	Zoning	Land Use
Northeast	RDD	Central Park Apartments
North	CS	Walmart
Northwest	CS	PetSmart, Thai Princess, MSU Federal Credit Union
West	C-3	Kohls, Klingman’s Furniture & Design
South	RA	The Willows at Okemos (Senior Living)
East	RA	Central Park Estates (Single-family Residential)

**B3. The requested rezoning would not result in significant adverse impacts on the natural environment:**

- Continental hired Watterson Environmental and Marx Wetlands, LLC to conduct a natural features assessment and phase 1 ESA, including wetland delineation, tree survey, and threatened/endangered species review, among other study, on the site. Continental’s proposal:
  - Has been designed to minimize impacts to natural features to the maximum extent possible
  - Seeks to minimize all wetland impacts on-site and will appropriately permit and/or mitigate for any wetland impact that may be required per state (EGLE) or Township requirements
  - Focuses on wetland impacts that are deemed non-jurisdictional and/or of lesser quality
  - Will not have a significant impact on the forest habitat in the region
  - Will not adversely impact any threatened, endangered, or generalized species
  - Does not have any floodway, floodplain, or regulated water body impacts

**B4. The requested rezoning would not result in significant adverse impacts on traffic circulation, water and sewer systems, education, recreation, or other public services:**

- Traffic Circulation: Continental hired a traffic engineer, Fleis & Vandenbrink, who provided a Traffic Impact Study (“TIS”) for the proposed community. The TIS results indicate that the trips generated by Authentix Okemos will not adversely impact the level of service of the existing roadway infrastructure. Per the report, the existing roadway network can accommodate the trips generated by the proposed 312 units. Additionally, the proposal will generate fewer trips than the by-right uses would generate.
- Water and Sewer Systems: Water and sewer infrastructure is in place adjacent to the subject property, with no anticipated capacity concerns.
- Education: Based on Continental’s nation-wide portfolio data, the 312 proposed units are anticipated to generate 50-55 school aged children (K-12). Of those school aged children, some may already live in the district. The school Board is aware of this project and did not provide any comment on concern with the potential increase in student population.
- Recreation: Continental’s proposal provides on-site amenities for residents to avoid any undue burden on public amenities or services.

**B5. The requested rezoning addresses a proven community need, specifically:**

- Supply and Demand: The Lansing submarket’s net inventory growth was negative in Q1 2025 as 419 units were removed from existing stock. According to RealPage, current supply is 0 while demand is 311.
- Occupancy: The Lansing submarket’s occupancy is at 96.7%, with a 5-year historical average of 96.5%, demonstrating consistent stability and demand for housing.
- Jobs: With consistent job creation within the area at MSU, McLaren Hospital, LG’s EV Battery Plant, among others, a diverse housing stock is needed to attract and maintain the right employment talent.

**B6. The requested rezoning results in logical and orderly development in the Township:**

- As described in item B2, the proposed RC zone district is a natural transition, in all directions, from the existing zoning classifications and land uses surrounding the site.
- The proposal will provide medium density residential between high-intensity commercial and low intensity single-family residential.
- The proposal will help direct future commercial to 2017 Master Plan-designated mixed use core and PICA areas in downtown Okemos and Haslett.

**B7. The 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:**

- See B6 response above.

**Conclusion**

Authentix Okemos is a well-planned, environmentally sensitive community that will not harm the health, safety, or welfare of the Meridian Charter Township citizens. Thank you for considering this application, and please reach out with any questions on the items enclosed.

Sincerely,



Brett Mozzetti, Continental 975 Fund LLC, Continental Properties Company, Inc.

**Attachments:** Application Form, Legal Description, Concept Plan, Wetland Plan, TIS


No.	0	REZONE	DATE
	1		
	2		
	3		
	4		

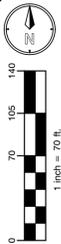
ISSUED FOR: W/LP  
 DATE: 9/09/2025

**OVERALL SITE LAYOUT**  
 MERIDIAN TWP (KEMOS)  
 CENTRAL PARK DRIVE  
 S22, T4N, R1W

PROJECT: CLIENT: SITE SECTION:

JOB NUMBER: **25118006**  
 DATE: **09/09/2025**

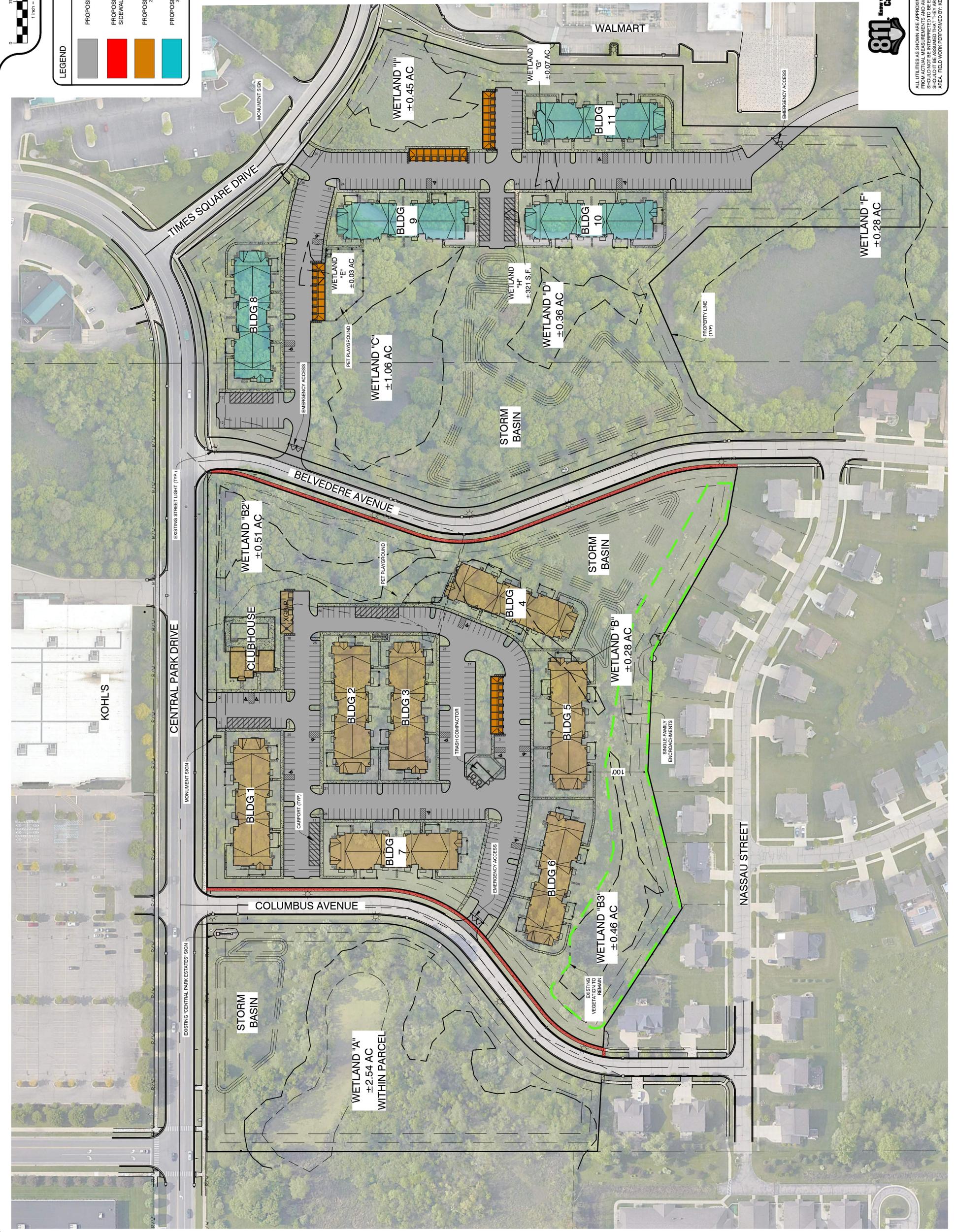
SHEET NUMBER: **C3.0**



0 70 105 140  
 1 inch = 70 ft.

**LEGEND**

- PROPOSED PAVEMENT
- PROPOSED PUBLIC SIDEWALK
- PROPOSED 2-STORY BLDG  
24 units each
- PROPOSED 3-STORY BLDG  
36 units each



ALL UTILITIES SHOWN ARE APPROXIMATE LOCATIONS DERIVED FROM ACTUAL MEASUREMENTS AND AVAILABLE RECORDS. THEY SHOULD NOT BE INTERPRETED TO BE EXACT LOCATION NOR SHOULD THEY BE USED FOR ANY UTILITIES IN THE AREA. FIELD WORK PERFORMED BY KEBS, INC.

**LEGEND**

	WETLANDS NO IMPACTS
	NON-JURISDICTIONAL WETLAND IMPACTS
	JURISDICTIONAL WETLAND IMPACTS

Scale: 1 inch = 70 ft. (0, 70, 105, 140)



**Wetland Inventory Table**

Wetland Name	Acreage	Regulated by State	Regulated by Township	Impact Acreage
A	2.54	Yes	Yes	None
B Series	0.28	Yes	Yes	0.00 to B1
	0.48	No	No	0.28 AC to B
	0.46	No	No	0.00 to B3
C	1.06	Yes	Yes	500 SF
D	0.36	No	No	None
E	0.03	No	No	0.03
F	0.28	Yes	Yes	None
G	0.07	No	No	0.07
H	0.00 AC / 321 SF	No	No	327 SF
I	0.5	Yes	Yes	None

**811**  
 Know what's below.  
 Call before you dig.

ALL UTILITIES SHOWN ARE APPROXIMATE LOCATIONS DERIVED FROM ACTUAL MEASUREMENTS AND AVAILABLE RECORDS. THEY SHOULD NOT BE INTERPRETED TO BE EXACT LOCATION NOR SHOULD THEY BE USED FOR ANY UTILITIES IN THE AREA. FIELD WORK PERFORMED BY KEBS, INC.

# MEMO



VIA EMAIL [bmozzetti@cproperties.com](mailto:bmozzetti@cproperties.com)

**To:** Continental 975 Fund LLC

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**From:** Jacob Swanson, PE, PTOE  
Mary Flanagan, EIT  
Fleis & VandenBrink Engineering

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**Date:** September 15, 2025

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**Re:** Multi-Family Residential Development  
Meridian Township, MI  
Traffic Impact Study

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## 1 INTRODUCTION

This memorandum presents the results of the Traffic Impact Study (TIS) for the proposed residential development in Meridian Township, Michigan. The project site is located generally in the southeast quadrant of Central Park Drive & Times Square Drive intersection, as shown in the attached **Figure 1**. The proposed project includes the construction of a multi-family residential development, located on property that is currently vacant. The development of this project site was previously approved under a consent judgement, which will need to be amended to accommodate the current development plan. Site access is proposed via Times Square Drive, Belvedere Avenue, Central Park Drive, and Columbus Avenue, all of which are under the jurisdiction of Ingham County Road Department (ICRD). A TIS is required for this project as part of the site plan approval process and for the permitting of site access.

The scope of work for this study was developed based on Fleis & VandenBrink's (F&V) knowledge of the study area, understanding of the development program, accepted traffic engineering practice, professional experience, and the methodologies published by the Institute of Transportation Engineers (ITE). The study analyses were completed using Synchro/SimTraffic (Version 12) traffic analysis software. Sources of data for this study include F&V subconsultant Quality Counts, LLC (QC), Meridian Township, ICRD, the Michigan Department of Transportation (MDOT), and ITE.

## 2 BACKGROUND DATA

### 2.1 EXISTING ROAD NETWORK

The lane use and traffic control at the study intersections is shown in the attached **Figure 2** and the study roadways are further described below. For the purpose of this study, all minor streets and driveways were assumed to have an operating speed of 25 miles per hour (mph), unless otherwise noted.

**Central Park Drive** generally runs in the north / south directions, adjacent to the west side of the project site. The study section of roadway is under the jurisdiction of ICRD, is classified as a *Major Collector*, and has an Annual Average Daily Traffic (AADT) volume of approximately 5,545 (MDOT 2024) vehicles per day (vpd). Central Park Drive has a posted speed limit of 35-mph and provides a typical three-lane cross-section, with one (1) lane of travel in each direction and a center two-way left-turn lane (TWLTL).

**Times Square Drive** generally runs in the north / south directions, adjacent to the northwest side of the project site. The study section of roadway is under the jurisdiction of ICRD, is classified as a *Local Road*, and has a posted speed limit of 25-mph. Times Square Drive provides a typical three-lane cross-section, with one (1) lane of travel in each direction and a center TWLTL.

2960 Lucerne Drive, SE  
Grand Rapids, MI 49546  
P: 616.977.1000  
F: 616.977.1005  
[www.fveng.com](http://www.fveng.com)

**Belvedere Avenue** generally runs in the east / west directions, through the center of the project site. The study section of roadway is under the jurisdiction of ICRD, is classified as a *Local Road*, and has a posted speed limit of 25-mph. Belvedere Avenue provides a typical two-lane cross-section, with one (1) lane of travel in each direction.

**Columbus Avenue** generally runs in the east / west directions, adjacent to the south side of the project site. The study section of roadway is under the jurisdiction of ICRD, is classified as a *Local Road*, and has a posted speed limit of 25-mph. Columbus Avenue provides a typical two-lane cross-section, with one (1) lane of travel in each direction.

**Madison Avenue** generally runs in the east / west directions, within the northern portion of the project site; this section of roadway will become Site Drive #1, within the proposed development plan. The study section of roadway is a private drive and has a prima facie speed limit of 25-mph. Madison Avenue provides a typical two-lane cross-section, with one (1) lane of travel in each direction.

**2.2 EXISTING TRAFFIC VOLUMES**

F&V subconsultant QC collected existing Turning Movement Count (TMC) data on Tuesday, August 19, 2025, during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods, at the study intersections:

- Central Park Drive & Belvedere Avenue
- Central Park Drive & Columbus Avenue
- Central Park Drive & Times Square Drive

During the collection of the TMC data, Peak Hour Factors (PHFs), pedestrian and bicycle volumes, and commercial truck percentages were recorded and used in the traffic analysis. The peak hours for the study intersections were utilized, then the traffic volumes were carried through the roadway network and balanced upwards at the proposed site driveways. At locations where access is provided between study intersections, “dummy node” intersections were used to account for sink / source volumes. Therefore, the traffic volumes used in the analysis and shown in the attached traffic volume figures may not match the raw traffic volumes shown in the data collection.

The data collection was performed in accordance with MDOT data collection guidelines, during a typical weekday, non-holiday week, under normal weather conditions. Okemos Public Schools were not in session when the data collection was performed; therefore, historical traffic volume data was reviewed to determine if adjustments to the weekday AM and PM peak hour traffic volumes were necessary to consider the impacts to traffic patterns resulting from school traffic. Historical traffic volumes were obtained from the MDOT Traffic Count Database System (TCDS) along Central Park Drive, west of Times Square Drive, during typical weekdays while Okemos schools were in session. The results of the traffic volume comparison are summarized in **Table 1**.

**Table 1: Adjustment Factors**

Roadway	Peak Hour	Adjustment Factor
Central Park Drive	AM	1.17
	PM	-

The results of the comparison indicate that the collected traffic data volume was *lower* during the AM peak hour and *higher* during the PM peak hour, as compared to the historic MDOT traffic volume data collected when school was in session. Therefore, an adjustment factor of **1.17** was applied to the collected traffic volumes, during the AM peak hour, in order to account for the impact of school traffic on the adjacent study roadway network.

The weekday AM and PM peak hours for the adjacent study roadway network were observed to generally occur between 7:45 AM to 8:45 AM and 4:45 PM to 5:45 PM, respectively. The existing 2025 peak hour traffic volumes utilized for this analysis are shown in the attached **Figure 3**.



### 3 EXISTING CONDITIONS (2025)

Existing peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersections using Synchro/SimTraffic (Version 12) traffic analysis software. This analysis was based on the existing lane use and traffic control shown in the attached **Figure 2**, the existing peak hour traffic volumes shown in the attached **Figure 3**, and the methodologies presented in the *Highway Capacity Manual, 7<sup>th</sup> Edition* (HCM7).

Descriptions of LOS “A” through “F”, as defined in the HCM, are attached. Typically, LOS D is considered acceptable, with LOS A representing minimal delay and LOS F indicating failing conditions. Additionally, SimTraffic network simulations were reviewed to evaluate network operations and vehicle queues. The results of the existing conditions analysis are attached and summarized in **Table 2**.

**Table 2: Existing Intersection Operations**

	Intersection	Control	Approach	Existing Conditions			
				AM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Central Park Drive & Times Square Drive	Stop (Minor)	WBL	11.2	B	16.7	C
			WBR	9.2	A	10.5	B
			NB	Free			
			SBL	7.8	A	8.5	A
2	Central Park Drive & Belvedere Avenue	Stop (Minor)	WB	9.9	A	11.5	B
			NB	Free			
			SBL	7.7	A	8.2	A
3	Central Park Drive & Columbus Avenue	Stop (Minor)	EB	0.0*	A	16.5	C
			WB	12.0	B	16.5	C
			NBL	0.0*	A	8.0	A
			SBL	0.0*	A	8.1	A

\*Indicates no vehicle volume present

The results of the existing conditions analysis indicates that all approaches and movements at the study intersections are currently operating acceptably, at LOS C or better during both the AM and PM peak hours.

Review of SimTraffic network simulations also indicates acceptable operations during both peak periods. The vehicle queues along the minor street approaches were observed to find adequate gaps along the study roads without experiencing undue delay.

### 4 BACKGROUND CONDITIONS (2028)

#### 4.1 BACKGROUND GROWTH

Population growth data was obtained from the American Community Survey (ACS) and reviewed for Meridian Township, in order to calculate an annual background growth rate to project the existing 2025 peak hour traffic volumes to the site buildout year of 2028. Population census data for Meridian Township was obtained between 2010 and 2020, indicating an average annual growth rate of approximately 1.0% per year.

In addition to the background traffic growth, it is important to account for traffic that will be generated by approved developments within the vicinity of the study area that are currently under construction or will be within the buildout year of 2028. Meridian Township identified the following background development within the vicinity of the project site.

- Grand Reserve – SE corner of Central Park Drive & Newman Road

Review of the Grand Reserve development indicates that the majority of this project has been completed and would have been included within the data collection. The trip generation associated with this project is generally south of the site and will have minimal impact on the study intersections. Therefore, for purposes of this evaluation, the impacts from the Grand Reserve development is expected to be captured within the existing data collection and by the implicit background growth rate applied to the existing traffic volumes.

Therefore, an annual background growth rate of **1.0%** per year was applied to the existing 2025 peak hour traffic volumes, in order to forecast the background 2028 peak hour traffic volumes, **without the proposed development**, as shown in the attached **Figure 4**.

### 4.2 BACKGROUND OPERATIONS

Background peak hour vehicle delays and LOS **without the proposed development** were calculated at the study intersections based on the existing lane use and traffic control shown in the attached **Figure 2**, the background peak hour traffic volumes shown in the attached **Figure 4**, and the methodologies presented in the HCM7. The results of the background conditions analysis are attached and summarized in **Table 3**.

**Table 3: Background Intersection Operations**

Intersection	Control	Approach	Existing Conditions				Background Conditions				Difference			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1 Central Park Dr. & Times Square Dr.	Stop (Minor)	WBL	11.2	B	16.7	C	11.3	B	17.3	C	0.1	-	0.6	-
		WBR	9.2	A	10.5	B	9.3	A	10.6	B	0.1	-	0.1	-
		NB	Free				Free				N/A			
		SBL	7.8	A	8.5	A	7.8	A	8.5	A	0.0	-	0.0	-
2 Central Park Dr. & Belvedere Ave.	Stop (Minor)	WB	9.9	A	11.5	B	10.0	A	11.6	B	0.1	-	0.1	-
		NB	Free				Free				N/A			
		SBL	7.7	A	8.2	A	7.7	A	8.2	A	0.0	-	0.0	-
3 Central Park Dr. & Columbus Ave.	Stop (Minor)	EB	0.0*	A	16.5	C	0.0*	A	17.1	C	0.0	-	0.6	-
		WB	12.0	B	16.5	C	12.2	B	16.9	C	0.2	-	0.4	-
		NBL	0.0*	A	8.0	A	0.0*	A	8.1	A	0.0	-	0.1	-
		SBL	0.0*	A	8.1	A	0.0*	A	8.2	A	0.0	-	0.1	-

\*Indicates no vehicle volume present

The results of the background conditions analysis indicates that all approaches and movements at the study intersections will continue to operate acceptably, in a manner similar to the existing conditions analysis, with minimal increases in delay. Review of SimTraffic microsimulations also indicates acceptable operations during both peak periods and minimal vehicle queuing throughout the study roadway network.

## 5 TRIP GENERATION

### 5.1 PROPOSED DEVELOPMENT PLAN

The proposed development plan includes three (3) parcels; Parcel #1 is located north of Belvedere Avenue, Parcel #2 is located between Belvedere Avenue and Columbus Avenue, and Parcel #3 is located south of Columbus Avenue. Development is only proposed for Parcel #1 and Parcel #2; no development is proposed on Parcel #3. The number of weekday peak hour (AM and PM) and daily vehicle trips generated that would be generated by the proposed development were calculated based on the data published by ITE in the *Trip Generation Manual, 12<sup>th</sup> Edition*. The site trip generation forecast is summarized in **Table 4**.

**Table 4: Trip Generation Summary**

Land Use		ITE Code	Amount	Units	Average Daily Traffic (vpd)	AM Peak Hour (vph)			PM Peak Hour (vph)		
						In	Out	Total	In	Out	Total
Parcel #1	Multi-Family Housing (Low-Rise)	220	144	DU	931	15	48	63	47	29	76
Parcel #2	Multi-Family Housing (Low-Rise)	220	168	DU	1,066	17	55	72	55	33	88
<b>Total Trips</b>			<b>312</b>	<b>DU</b>	<b>1,997</b>	<b>32</b>	<b>103</b>	<b>135</b>	<b>102</b>	<b>62</b>	<b>164</b>

**5.2 CONSENT JUDGEMENT COMPARISON**

The project site is currently under an existing 2004 consent judgment permitting:

- Commercial Development: *CS Zoning*
- Residential Development: *8 Dwelling Units (DU) per acre within the residential zoning areas of the property.*

As part of the planned development project for the subject property, an amendment to the existing consent judgment is proposed in order to permit 10.2 DU per acre; however, no commercial uses are proposed.

The number of weekday peak hour (AM and PM) and daily vehicle trips that would be generated by the consent judgment was compared to the trip generation associated with the proposed plan; the comparison results are summarized in **Table 5**. The consent judgment parallel plan used in this evaluation is attached.

**Table 5: Consent Judgement Trip Generation Comparison**

Site Plan Scenario	Land Use	ITE Code	Amount	Units	Average Daily Traffic (vpd)	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
Consent Judgement	Multi-Family (Low-Rise)	220	99	DU	678	12	36	48	34	21	55
	Shopping Plaza (40-150k)	821	118,000	SF	7,715	117	71	188	275	287	562
	<b>Total</b>					<b>8,393</b>	<b>129</b>	<b>107</b>	<b>236</b>	<b>309</b>	<b>308</b>
Proposed	Multi-Family (Low-Rise)	220	312	DU	1,997	32	103	135	102	62	164
<b>Difference</b>					<b>-6,396</b>	<b>-97</b>	<b>-4</b>	<b>-101</b>	<b>-207</b>	<b>-246</b>	<b>-453</b>

The results of this evaluation shows that the proposed development plan is expected to generate significantly less traffic than would be permitted under the existing consent judgment for this property.

**6 SITE TRIP DISTRIBUTION**

The vehicular trips that would be generated by the proposed development were assigned to the study roadway network based on the proposed site access plan, the existing peak hour traffic patterns in the adjacent roadway network, and the methodologies published by ITE. The adjacent street traffic volumes were used to develop the vehicle trip distribution; it was assumed that the existing adjacent street traffic volumes in the AM are home-to-work based trips and are work-to-home based trips in the PM. Therefore, the vehicle trip distribution assumes trips are leaving the study network during the AM peak hour and then entering the study network during the PM peak hour. The ITE trip distribution methodology assumes that new trips will return to their direction of origin. The site distribution is summarized in **Table 6**.

**Table 6: Trip Distribution Summary**

To/From	via	AM	PM
North	Central Park Drive	30%	33%
South	Central Park Drive	47%	46%
North	Times Square Drive	23%	21%
<b>Total</b>		<b>100%</b>	<b>100%</b>

This study included the evaluation of two (2) site access Options for the project site:

**Option #1: Four (4) Access Driveways**

- *This option includes full access driveways, with one (1) driveway on each of the following roadways: Times Square Drive, Belvedere Avenue, Central Park Drive, and Columbus Avenue.*

**Option #2: Two (2) Access Driveways**

- *This option includes full access driveways, with one (1) driveway on Times Square Drive and one (1) driveway on Central Park Drive.*



The vehicular traffic volumes shown in **Table 4** were distributed to the study roadway network according to the distributions shown in **Table 6**. The site-generated peak hour trips for the two (2) potential site access options, as shown in **Figure 5A** (Option #1) and **Figure 5B** (Option #2), were added to the background peak hour traffic volumes shown in the attached **Figure 4**, in order to calculate the future peak hour traffic volumes, **with the addition of the proposed development traffic**. Future peak hour traffic volumes are shown in the attached **Figure 6A** (Option #1) and **Figure 6B** (Option #2).

**7 FUTURE CONDITIONS (2028)**

**7.1 OPTION #1: FOUR (4) ACCESS DRIVEWAYS**

Future peak hour vehicle delays and LOS **with the proposed development** were calculated at the study intersections and site driveways based on the proposed Option #1 lane use and traffic control shown in the attached **Figure 2**, the proposed site access plan with Option #1, the future peak hour traffic volumes shown in the attached **Figure 6A**, and the methodologies presented in the HCM7. The Future (Option #1) conditions analysis results are attached and summarized in **Table 7**.

**Table 7: Future Intersection Operations – Option #1**

Intersection	Control	Approach	Background Conditions				Future (Option #1)				Difference			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1 Central Park Dr. & Times Square Dr.	Stop (Minor)	WBL	11.3	B	17.3	C	11.7	B	19.3	C	0.4	-	2.0	-
		WBR	9.3	A	10.6	B	9.5	A	10.9	B	0.2	-	0.3	-
		NB	Free				Free				N/A			
		SBL	7.8	A	8.5	A	7.9	A	8.6	A	0.1	-	0.1	-
2 Central Park Dr. & Belvedere Ave.	Stop (Minor)	WB	10.0	A	11.6	B	11.2	B	12.9	B	1.2	A→B	1.3	-
		NB	Free				Free				N/A			
		SBL	7.7	A	8.2	A	7.8	A	8.3	A	0.1	-	0.1	-
3 Central Park Dr. & Columbus Ave.	Stop (Minor)	EB	0.0*	A	16.5	C	0.0*	A	18.6	C	0.0	-	2.1	-
		WB	12.0	B	16.5	C	13.1	B	18.7	C	1.1	-	2.2	-
		NBL	0.0*	A	8.0	A	0.0*	A	8.1	A	0.0	-	0.1	-
		SBL	0.0*	A	8.1	A	0.0*	A	8.3	A	0.0	-	0.2	-
4 Times Square Dr. & Site Drive #1	Stop (Minor)	WB	N/A				9.4	A	10.8	B	N/A			
		NB	N/A				Free				N/A			
		SBL	N/A				7.5	A	7.9	A	N/A			
5 Belvedere Ave. & Site Drive #2	Stop (Minor)	EBL	N/A				7.3	A	7.3	A	N/A			
		WB	N/A				Free				N/A			
		SB	N/A				8.6	A	8.4	A	N/A			
6 Central Park Dr. & Site Drive #3	Stop (Minor)	WB	N/A				10.2	B	12.2	B	N/A			
		NB	N/A				Free				N/A			
		SBL	N/A				7.7	A	8.4	A	N/A			
7 Columbus Ave. & Site Drive #4	Stop (Minor)	EBL	N/A				7.3	A	7.3	A	N/A			
		WB	N/A				Free				N/A			
		SB	N/A				8.5	A	8.4	A	N/A			

\*Indicates no vehicle volume present

The results of the Future (Option #1) conditions analysis indicates that all approaches and movements at the study intersections are expected to continue to operate acceptably, at LOS C or better during both peak hours, in a manner similar to the background conditions analysis. Additionally, the existing and proposed site driveway intersections are expected to operate acceptably, at LOS B or better, during both peak periods. Review of SimTraffic microsimulation also indicates acceptable operations during both peak periods. Egress traffic at the stop-controlled site driveways were observed to find adequate gaps within the through traffic along the study roadways, without experiencing significant delays or excessive vehicle queueing.



**7.2 OPTION #2: TWO (2) ACCESS DRIVEWAYS**

Future peak hour vehicle delays and LOS **with the addition of the proposed development** were calculated at the study intersections based on the proposed Option #2 lane use and traffic control shown in the attached **Figure 2**, the proposed site access plan with Option #2, the future peak hour traffic volumes shown in the attached **Figure 6B**, and the methodologies presented in the HCM7. The results of the Future (Option #2) conditions analysis are attached and summarized in **Table 8**.

**Table 8: Future Intersection Operations – Option #2**

Intersection	Control	Approach	Background Conditions				Future (Option #2)				Difference			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1 Central Park Dr. & Times Square Dr.	Stop (Minor)	WBL	11.3	B	17.3	C	12.1	B	20.8	C	0.8	-	3.5	-
		WBR	9.3	A	10.6	B	9.5	A	11.0	B	0.2	-	0.4	-
		NB	Free				Free				N/A			
		SBL	7.8	A	8.5	A	7.9	A	8.7	A	0.1	-	0.2	-
2 Central Park Dr. & Belvedere Ave.	Stop (Minor)	WB	10.0	A	11.6	B	10.4	B	12.0	B	0.4	A→B	0.4	-
		NB	Free				Free				N/A			
		SBL	7.7	A	8.2	A	7.8	A	8.3	A	0.1	-	0.1	-
3 Central Park Dr. & Columbus Ave.	Stop (Minor)	EB	0.0*	A	16.5	C	0.0*	A	18.8	C	0.0	-	2.3	-
		WB	12.0	B	16.5	C	13.1	B	18.6	C	1.1	-	2.1	-
		NBL	0.0*	A	8.0	A	0.0*	A	8.2	A	0.0	-	0.2	-
		SBL	0.0*	A	8.1	A	0.0*	A	8.3	A	0.0	-	0.2	-
4 Times Square Dr. & Site Drive #1	Stop (Minor)	WB	N/A				9.9	A	11.6	B	N/A			
		NB	N/A				Free				N/A			
		SBL	N/A				7.5	A	8.0	A	N/A			
6 Central Park Dr. & Site Drive #3	Stop (Minor)	WB	N/A				10.6	B	12.7	B	N/A			
		NB	N/A				Free				N/A			
		SBL	N/A				7.8	A	8.4	A	N/A			

\*Indicates no vehicle volume present

The results of the Future (Option #2) conditions analysis indicates that all approaches and movements at the study intersections are expected to continue to operate acceptably, at LOS C or better during both peak hours, in a manner similar to the background conditions analysis. Additionally, the existing and proposed site driveway intersections are expected to operate acceptably, at LOS B or better, during both peak periods.

Review of SimTraffic microsimulation also indicates acceptable operations during both peak hours. Egress traffic at the stop-controlled site driveways were observed to find adequate gaps within the through traffic along the study roadways, without experiencing significant delays or excessive vehicle queueing.

**7.3 FUTURE CONDITIONS SUMMARY**

The results of the future conditions analysis indicates that, with both Option #1 (Four (4) Access Driveways) and Option #2 (Two (2) Access Driveways), all approaches and movements at the study intersections are expected to operate acceptably, at LOS C or better during both the AM and PM peak hours; review of SimTraffic microsimulations also indicates acceptable operations and minimal vehicle queueing with both site access driveway configuration scenarios. Therefore, both of the evaluated site driveway options would be expected to operate adequately.



## 8 ACCESS MANAGEMENT

### 8.1 INTERSECTION SIGHT DISTANCE

The horizontal sight distance was evaluated at the proposed site driveways along Times Square Drive, Belvedere Avenue, Central Park Drive, and Columbus Avenue, in order to determine if there will be adequate clear vision triangles at the proposed site driveway intersections. The ICRD intersection sight distance criteria requires 295-feet of clearance for Site Drive #1, 415-feet of clearance for Site Drive #3, and 280-feet of clearance for Site Drive #2 and Site Drive #4. The results of the intersection sight distance evaluations are shown in **Figures 7 and 8**.

The results of the horizontal sight distance at the proposed site driveways indicates that there is adequate sight distance, free from permanent obstructions in either direction. However, it is recommended that any vegetation within the clear vision triangles adjacent to the Site Drives be removed/cleared during driveway construction, in order to ensure proper sight distance.

### 8.2 AUXILIARY LANE EVALUATION

The ICRD auxiliary turn lane criteria were evaluated at the existing and proposed site driveways, with the addition of the site-generated traffic volumes from the proposed development. Times Square Drive and Central Park Drive both currently provide a center two-way left-turn lane (TWLTL), adjacent to the project site; therefore, the left-turn warrants were not evaluated at the existing Site Drive #1 or proposed Site Drive #3. The results of the analysis are shown on the attached ICRD charts and is summarized in **Tables 9 and 10**.

**Table 9: Auxiliary Turn Lane Evaluation Summary – Option #1**

Intersection	Criteria	AM Peak Hour	PM Peak Hour	Recommendation
Times Square Drive & Site Drive #1	Left-Turn Lane	N/A	N/A	N/A
	Right-Turn Treatment	No Treatment	No Treatment	No Treatment
Belvedere Avenue & Site Drive #2	Left-Turn Lane	No Treatment	No Treatment	No Treatment
	Right-Turn Treatment	No Treatment	No Treatment	No Treatment
Central Park Drive & Site Drive #3	Left-Turn Lane	N/A	N/A	N/A
	Right-Turn Treatment	No Treatment	No Treatment	No Treatment
Columbus Avenue & Site Drive #4	Left-Turn Lane	No Treatment	No Treatment	No Treatment
	Right-Turn Treatment	No Treatment	No Treatment	No Treatment

**Table 10: Auxiliary Turn Lane Evaluation Summary – Option #2**

Intersection	Criteria	AM Peak Hour	PM Peak Hour	Recommendation
Times Square Drive & Site Drive #1	Left-Turn Lane	N/A	N/A	N/A
	Right-Turn Treatment	No Treatment	No Treatment	No Treatment
Central Park Drive & Site Drive #3	Left-Turn Lane	N/A	N/A	N/A
	Right-Turn Treatment	No Treatment	No Treatment	No Treatment

The results of the evaluation indicates that left-turn lanes and right-turn treatments are NOT recommended at any of the Site Drives within the study network, for both Option #1 and Option #2.

## 9 CONCLUSIONS

The conclusions of this TIS are as follows:

### 1. Existing Conditions (2025)

- The results of the existing conditions analysis indicates that all study intersection approaches and movements are currently operating acceptably, at LOS C or better, during both the AM and PM peak hours.

### 2. Background Conditions (2028)

- An annual background growth rate of **1.0%** per year was utilized to project the existing 2025 traffic volumes to the site buildout year of 2028.
- Meridian Township identified the Grand Reserve development within the vicinity of the project site. Review of the Grand Reserve development indicates that the majority of this project has been completed and would have been included within the data collection. The trip generation associated with this project is generally south of the site and will have minimal impact on the study intersections. Therefore, for purposes of this evaluation, the impacts from the Grand Reserve development is expected to be captured within the existing data collection and by the implicit background growth rate applied to the existing traffic volumes
- The results of the background conditions analysis indicates that all approaches and movements at the study intersections are expected to continue operating acceptably, in a manner similar to the existing conditions analysis, with minor increases in delay.

### 3. Future Conditions (2028)

- This study included the evaluation of two (2) site access configurations within the study network:
  - **Option #1: Four (4) Access Driveways:** *This option includes full access driveways, with one (1) driveway on each of the following roadways: Times Square Drive, Belvedere Avenue, Central Park Drive, and Columbus Avenue.*
  - **Option #2: Two (2) Access Driveways:** *This option includes full access driveways, with one (1) driveway on Times Square Drive and one (1) driveway on Central Park Drive only.*
- The results of the future conditions analysis indicates that, for both Option #1 and Option #2, all approaches and movements at the study intersections are expected to continue to operate acceptably, at LOS C or better during both peak periods, in a manner similar to the background conditions analysis, with only minor increases in delays. Review of SimTraffic microsimulations also indicates acceptable operations and minimal vehicle queueing throughout the study roadway network.

### 4. Access Management

- The results of the sight distance evaluation at the proposed site driveways indicates that there will be adequate sight distance.
- The ICRD left-turn and right-turn lane warranting criteria was reviewed at the proposed site driveways, for both Option #1 and Option #2.
  - The results of the evaluation indicates that left-turn lanes and right-turn treatments are **NOT** recommended at any of the site driveways within the study roadway network.

## 10 SUMMARY

- The results of the analysis indicates that the trips generated by the proposed development can be adequately accommodated by the existing roadway infrastructure. No mitigation measures are recommended as part of this development project.

Any questions related to this memorandum, study, analysis, and results should be addressed to Fleis & VandenBrink.



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

**Attachments:** Figures 1 – 8  
Proposed Site Plan  
Traffic Volume Data  
ACS Data  
Synchro / SimTraffic Results  
Auxiliary Turn Lane Warrants



# FIGURE 1 SITE LOCATION MAP

AUTHENTIX MULTI-FAMILY TIS - MERIDIAN TWP, MI

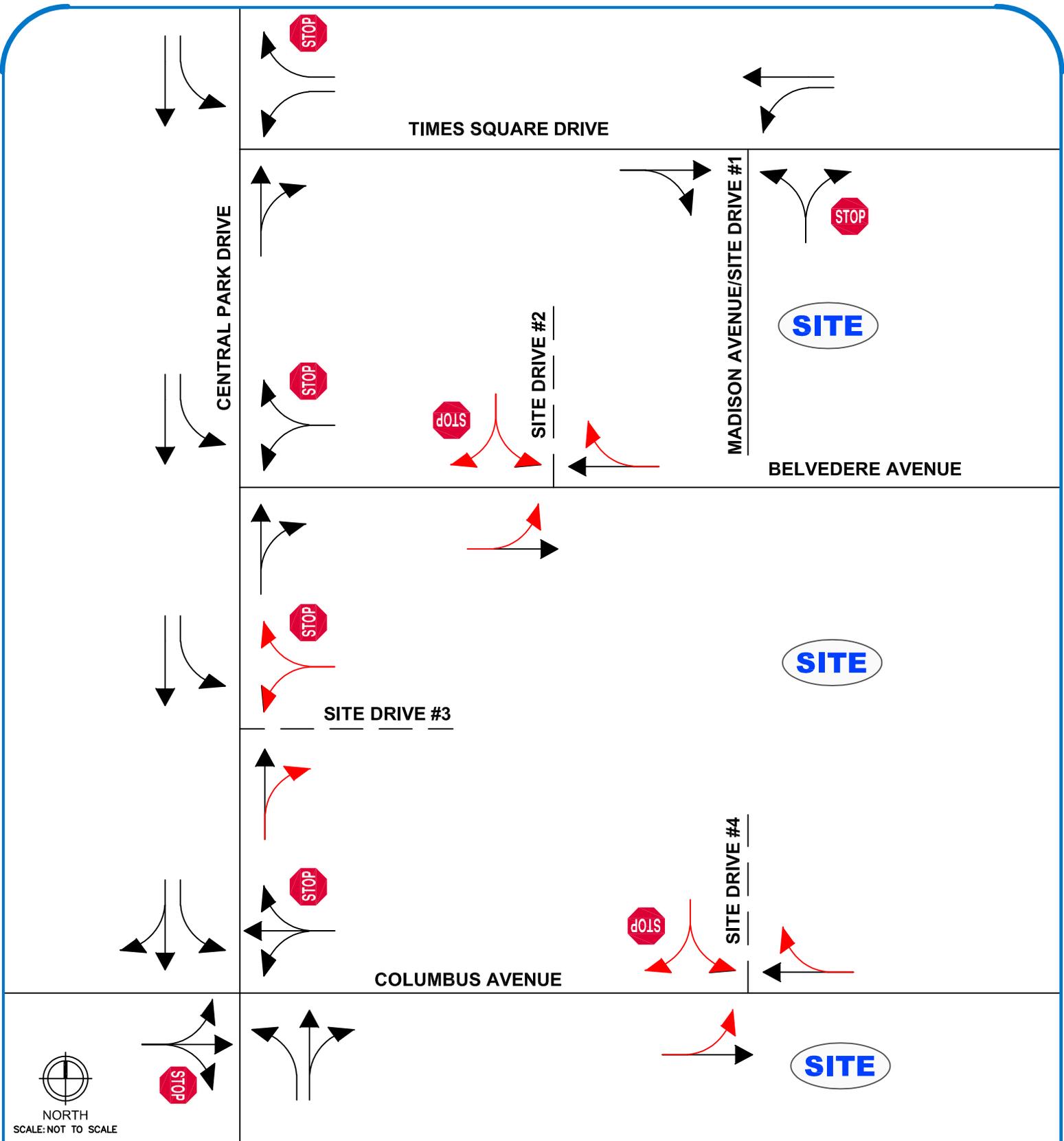
### LEGEND



SITE LOCATION



NORTH  
SCALE: NOT TO SCALE

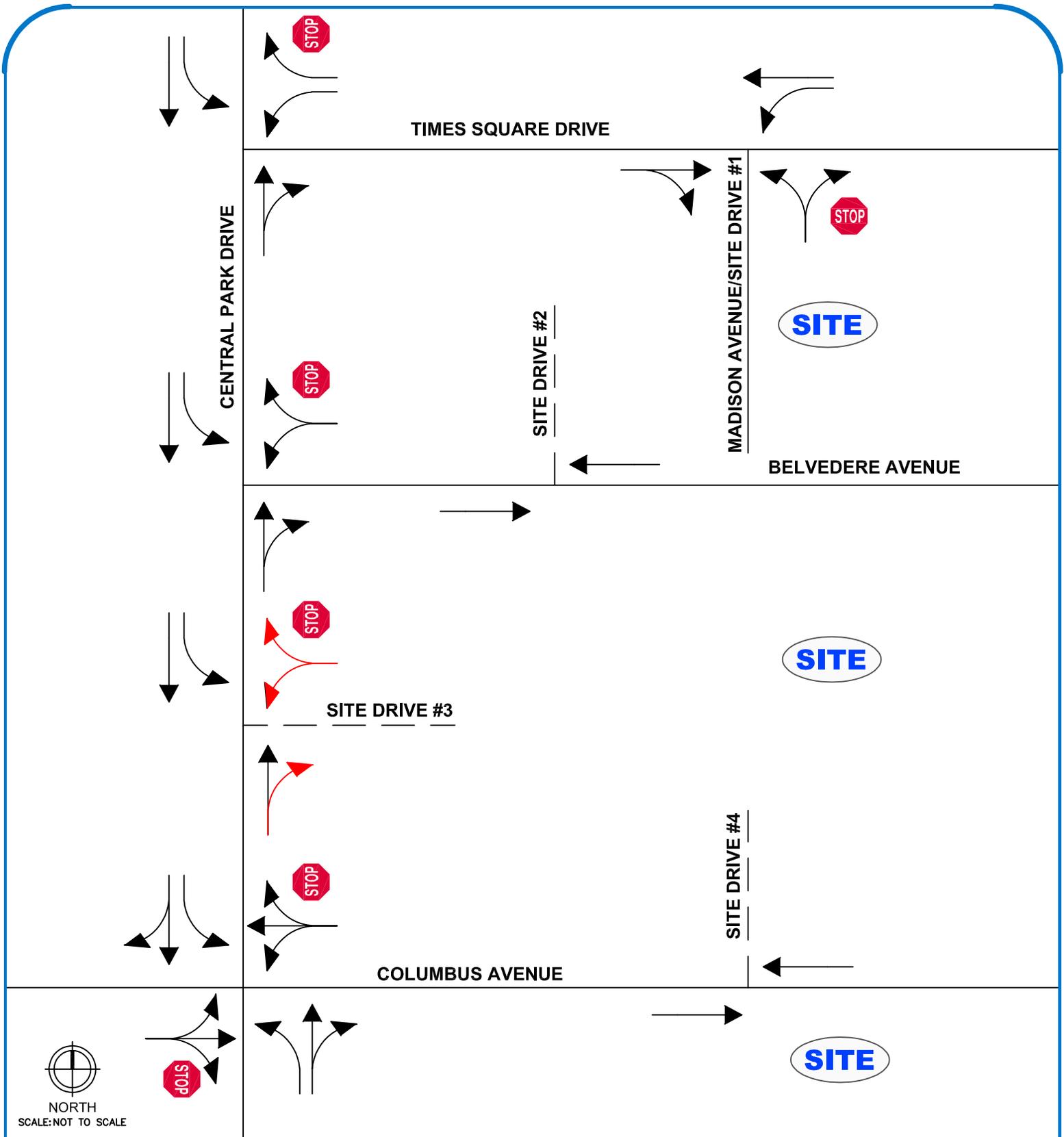


# FIGURE 2A (OPTION #1) LANE USE AND TRAFFIC CONTROL

AUTHENTIX MULTI-FAMILY TIS - MERIDIAN TWP, MI

## LEGEND

- ROADS
- PROPOSED ROADS
- LANE USE
- PROPOSED LANE USE
- UNSIGNALIZED INTERSECTION

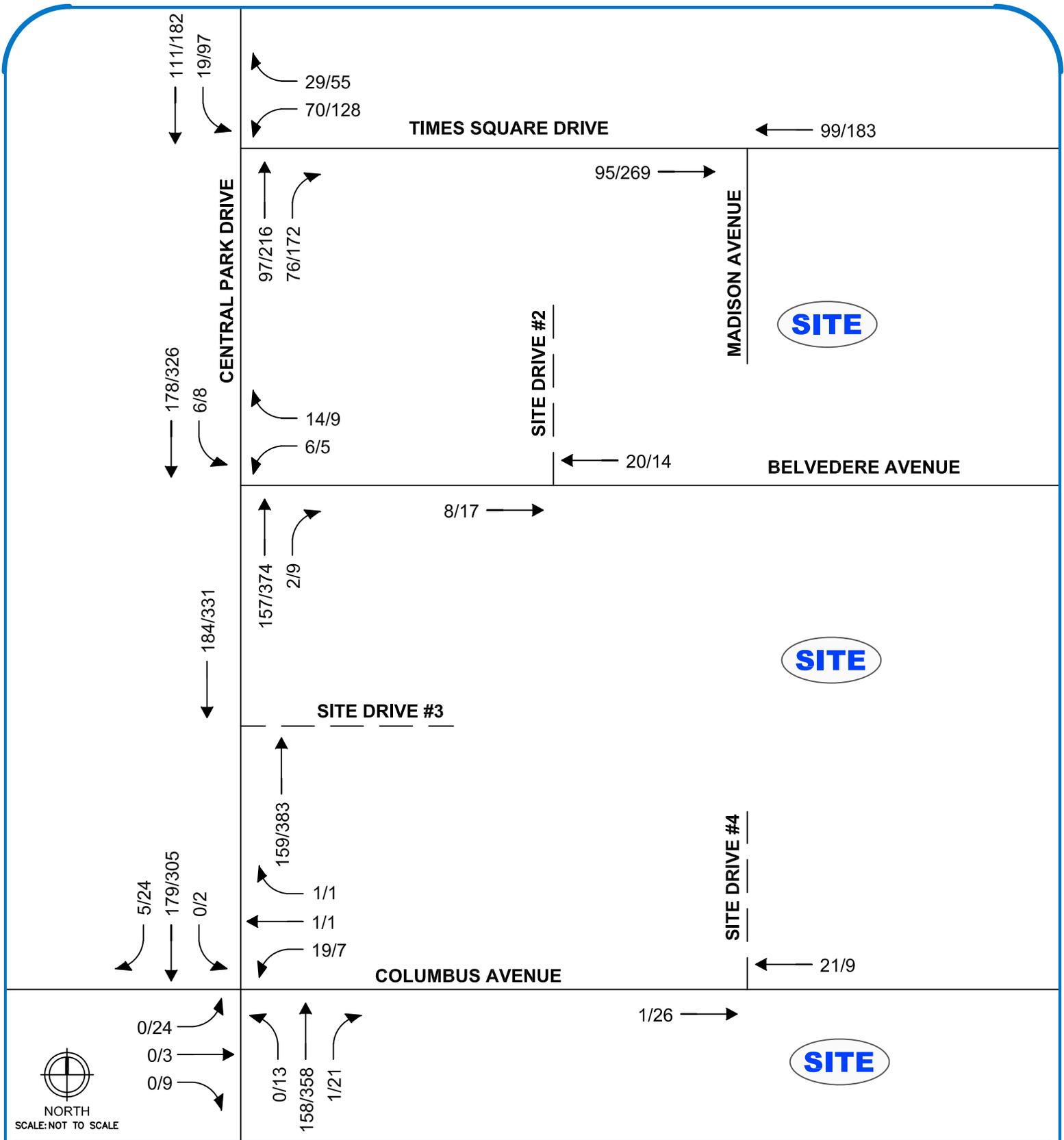


## FIGURE 2B (OPTION #2) LANE USE AND TRAFFIC CONTROL

AUTHENTIX MULTI-FAMILY TIS - MERIDIAN TWP, MI

### LEGEND

- ROADS
- PROPOSED ROADS
- LANE USE
- PROPOSED LANE USE
- UNSIGNALIZED INTERSECTION

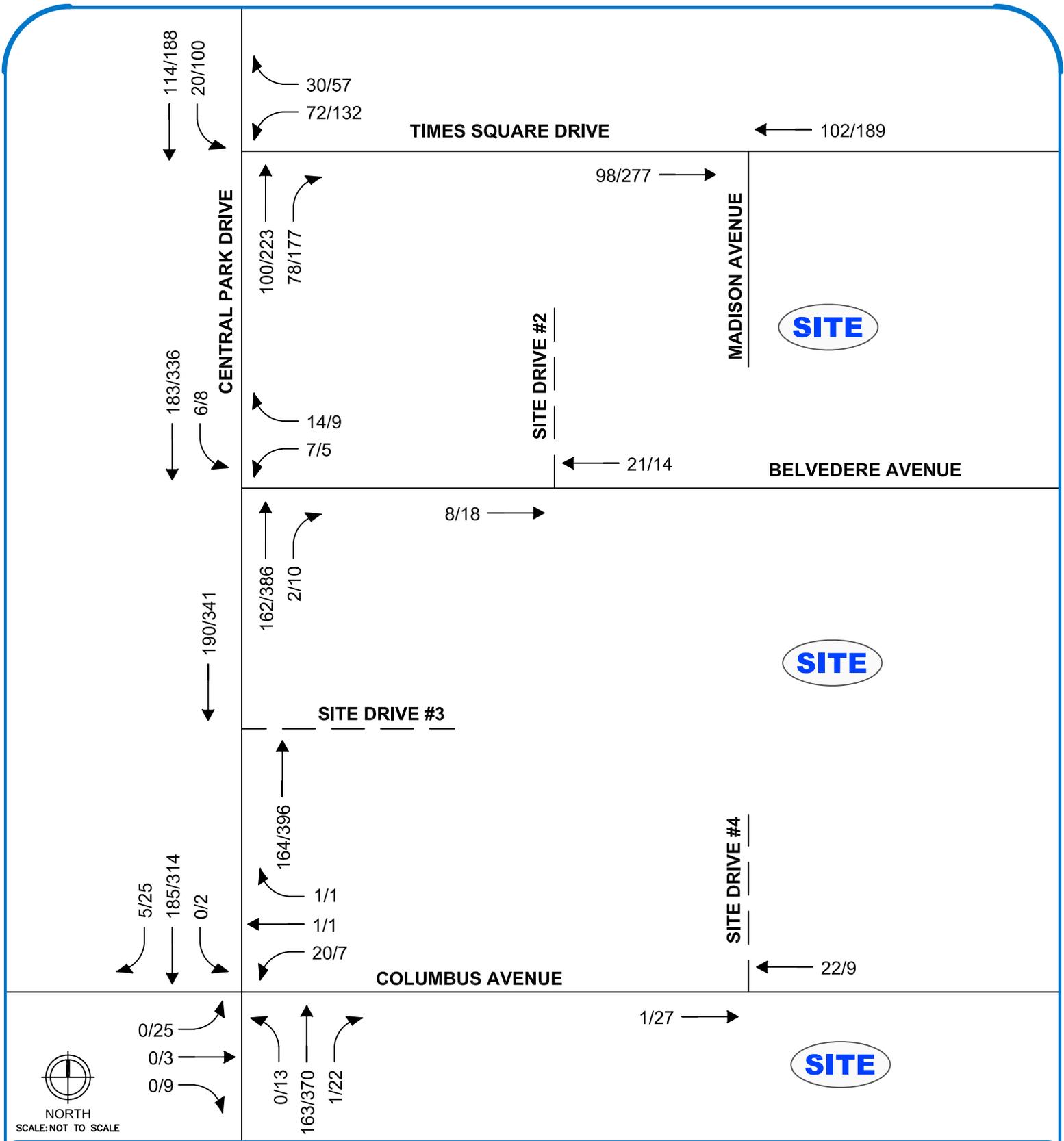


# FIGURE 3 EXISTING TRAFFIC VOLUMES (2025)

AUTHENTIX MULTI-FAMILY TIS - MERIDIAN TWP, MI

## LEGEND

-  ROADS
-  PROPOSED ROADS
-  TRAFFIC VOLUMES (AM/PM)

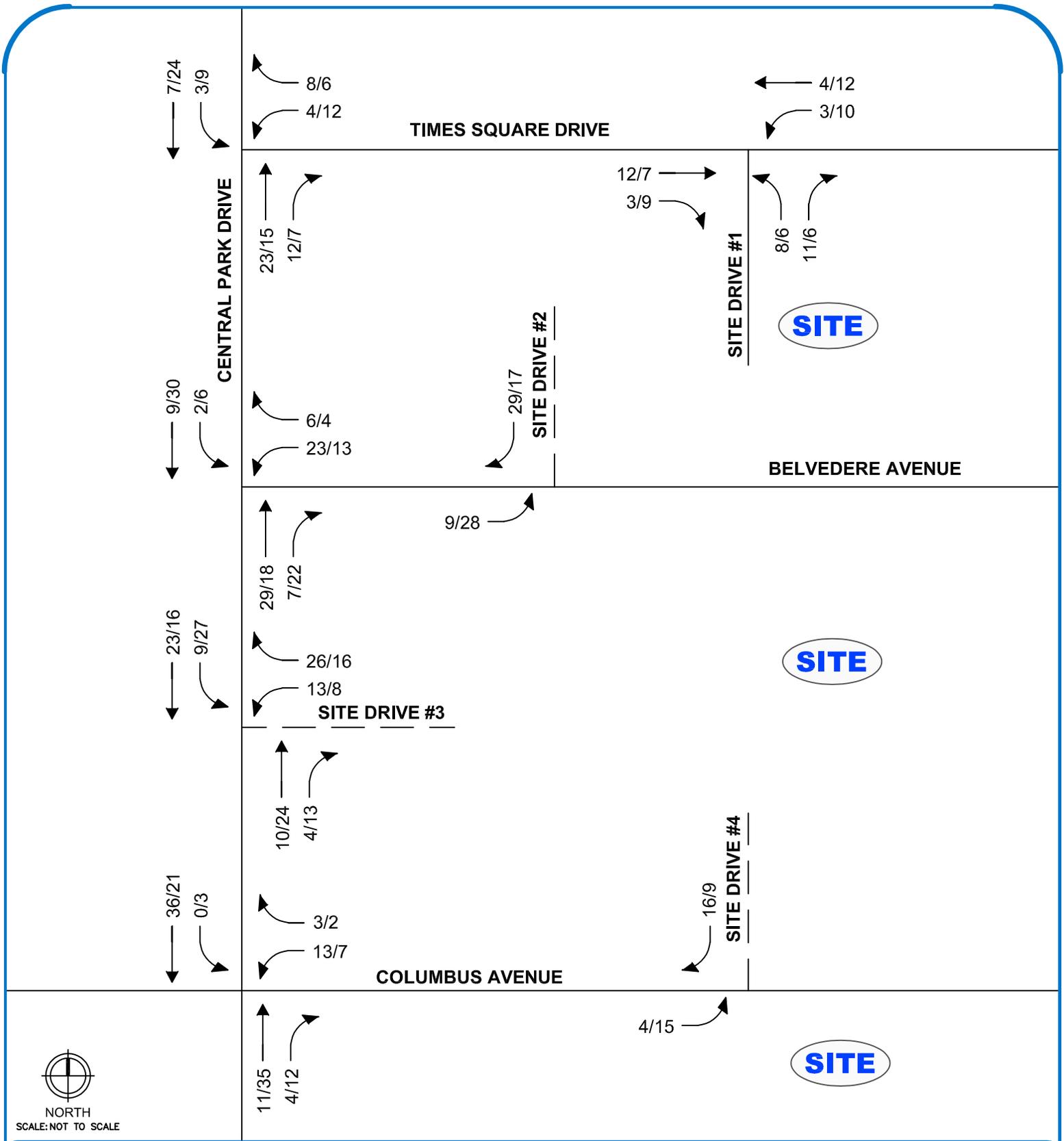


**FIGURE 4**  
**BACKGROUND TRAFFIC**  
**VOLUMES (2028)**

AUTHENTIX MULTI-FAMILY TIS - MERIDIAN TWP, MI



- LEGEND**
- ROADS
  - PROPOSED ROADS
  - TRAFFIC VOLUMES (AM/PM)



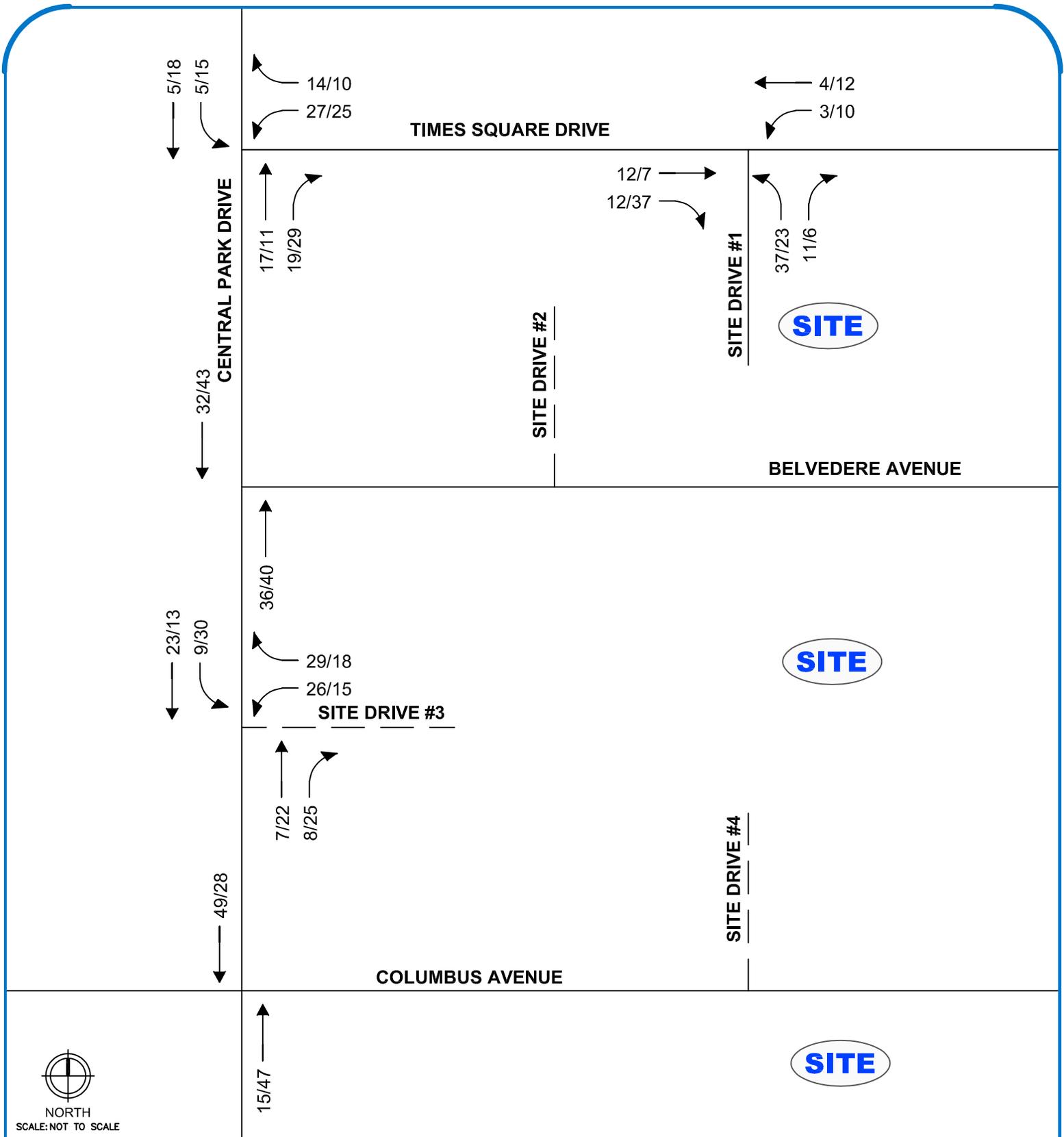
**FIGURE 5A (OPTION #1)**  
**SITE-GENERATED**  
**TRAFFIC VOLUMES**

AUTHENTIX MULTI-FAMILY TIS - MERIDIAN TWP, MI



**LEGEND**

- ROADS
- - - - PROPOSED ROADS
- (Arrows with numbers) TRAFFIC VOLUMES (AM/PM)



NORTH  
SCALE: NOT TO SCALE

## FIGURE 5B (OPTION #2)

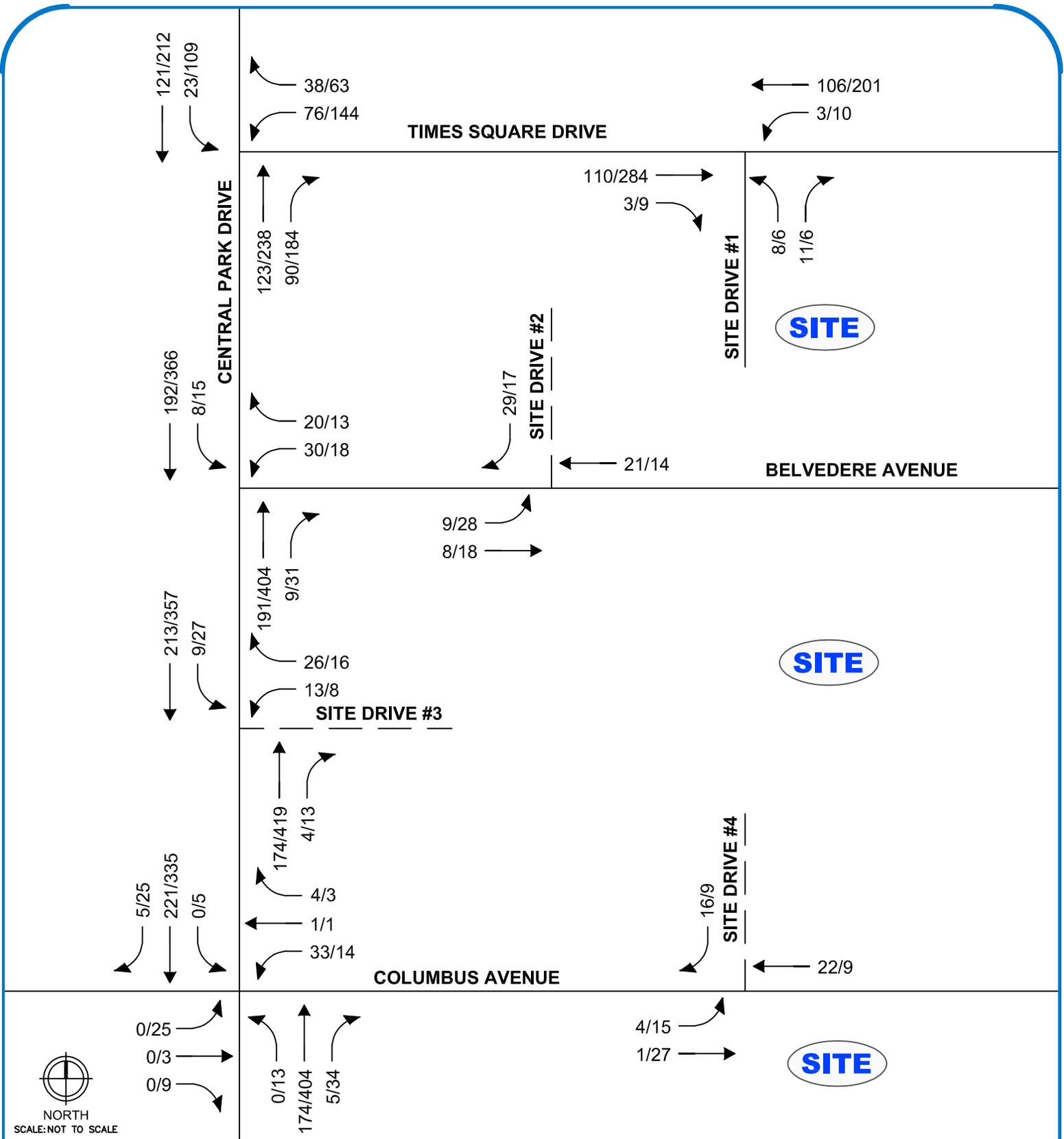
# SITE-GENERATED TRAFFIC VOLUMES

AUTHENTIX MULTI-FAMILY TIS - MERIDIAN TWP, MI

### LEGEND

- ROADS
- PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)





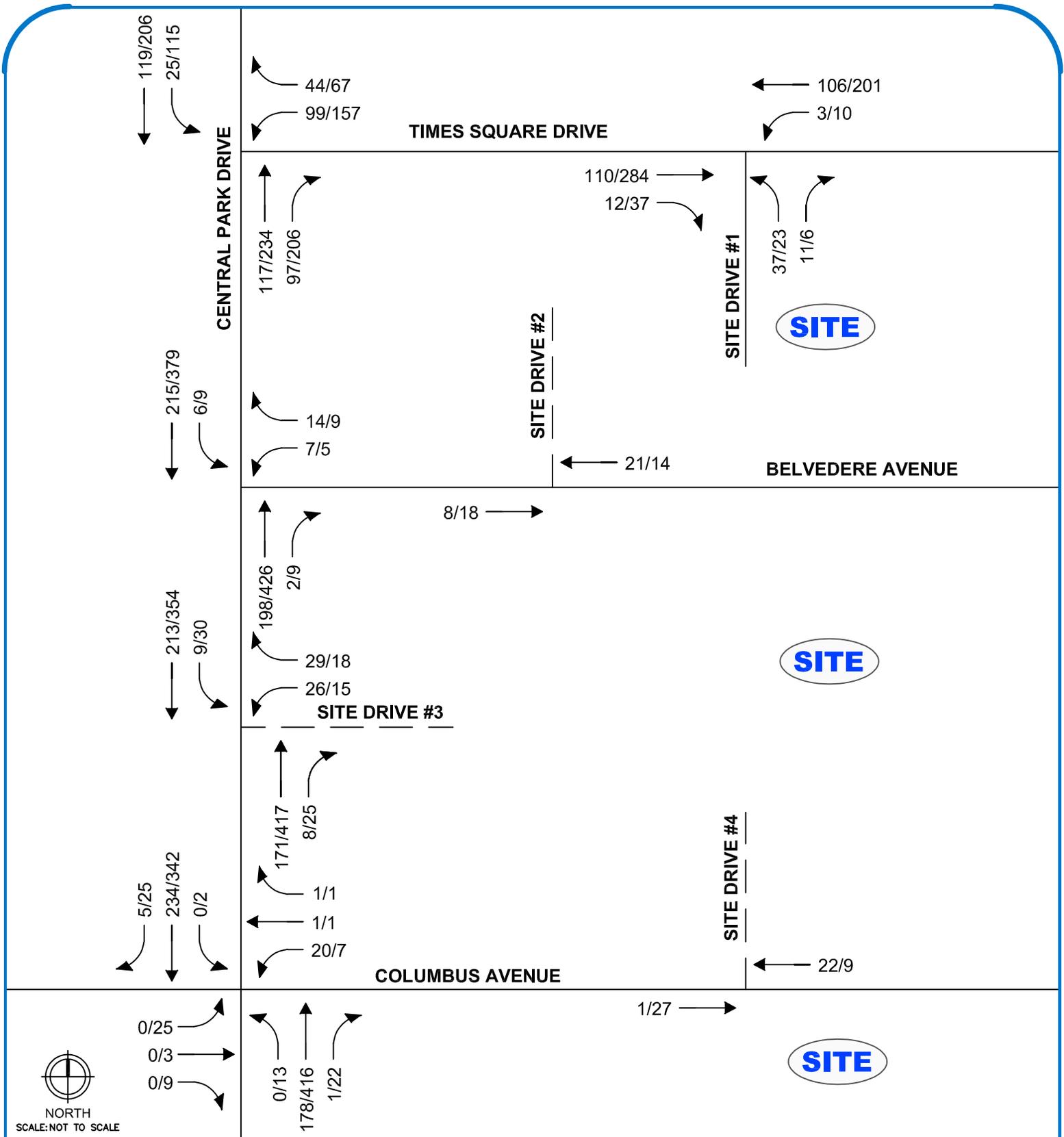
**FIGURE 6A (OPTION #1)**  
**FUTURE TRAFFIC VOLUMES (2028)**

AUTHENTIX MULTI-FAMILY TIS - MERIDIAN TWP, MI



**LEGEND**

- ROADS
- PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)



**FIGURE 6B (OPTION #2)**  
**FUTURE TRAFFIC VOLUMES (2028)**

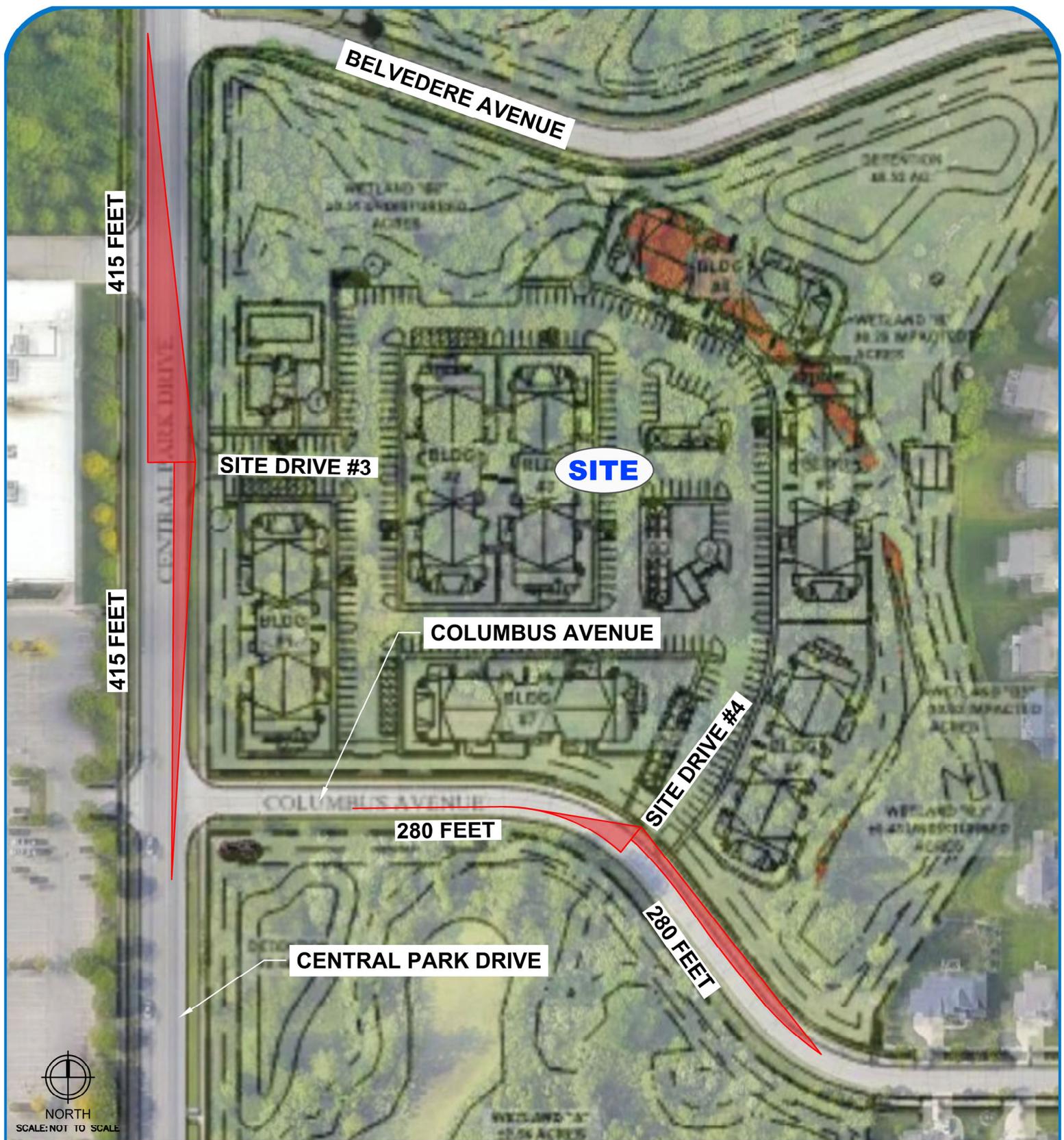
AUTHENTIX MULTI-FAMILY TIS - MERIDIAN TWP, MI



**LEGEND**

- ROADS
- - - PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)





**FIGURE 8**  
**SOUTH PARCEL SIGHT**  
**DISTANCE**

AUTHENTIX MULTI-FAMILY TIS - MERIDIAN TWP, MI



**LEGEND**

 SIGHT DISTANCE





**LEGEND**  
■ CS COMMERCIAL  
■ RD MULTI-FAMILY RESIDENTIAL (8 D.U./AC.)



**PARCEL EXHIBIT**  
**MERIDIAN TOWNSHIP - MICHIGAN**

9/10/2025





# Traffic Count (TCDS)



- Home
- Locate
- Locate All
- Email This
- Auto-Locate:

**Disclaimer:** The Michigan Department of Transportation (MDOT) works with individual agencies (cities/villages, counties, metropolitan planning organizations (MPOs), regional planning organizations (RPOs), and other areas of MDOT) to identify existing traffic count programs and/or traffic data. [... more](#)

List View All DIRs Report Center

Record	1	of 1	Goto Record	<input type="text"/>	go
Location ID	33-5378	MPO ID			
Type	SPOT	HPMS ID			
On NHS	No	On HPMS	No		
LRS ID	1828401	LRS Loc Pt.	0.849		
SF Group	Urban Non State (2025)	Route Type			
AF Group	NoFactor (2025)	Route			
GF Group	Urban Non State (2025)	Active	Yes		
Class Dist Grp	NTL_5 (2025)	Category	Primary		
Seas Clss Grp					
WIM Group					
QC Group	Default				
Funct'l Class	(5) Major Collector	Milepost			
Located On	CENTRAL PARK DR				
Loc On Alias					
EAST OF	Marsh Rd				
More Detail					

## STATION DATA

Directions: **2-WAY** **EB** **WB**

AADT								
	Year	AADT	DHV-30	K %	D %	PA	BC	Src
	2024	5,545	547	10	53	5,382 (97%)	163 (3%)	
	2023	10,425 <sup>3</sup>				10,145 (97%)	280 (3%)	Grown from 2022
	2022	10,201 <sup>3</sup>				9,907 (97%)	294 (3%)	Grown from 2021
	2021	10,191 <sup>3</sup>				9,569 (94%)	622 (6%)	Grown from 2020
	2020	8,944 <sup>3</sup>				8,316 (93%)	628 (7%)	Grown from 2019

1-5 of 9

VOLUME COUNT			
	Date	Int	Total
	Wed 9/11/2024	15	5,843
	Tue 9/10/2024	15	5,428

VOLUME TREND	
Year	Annual Growth
2024	-47%
2023	2%
2022	0%
2021	14%
2020	-15%
2019	-1%
2018	0%
2017	4%



## Volume Count Report

LOCATION INFO	
Location ID	33-5378
Type	SPOT
Funct'l Class	5
Located On	CENTRAL PARK DR
EAST OF	Marsh Rd
Direction	2-WAY
County	Ingham
Community	Meridian Twp - Ingham
MPO ID	
HPMS ID	
Agency	MDOT

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Tue 9/10/2024
End Date	Wed 9/11/2024
Start Time	10:00:00 AM
End Time	10:00:00 AM
Direction	2-WAY
Station	010117-0006066
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	CombineVolumeCountsIncremental
Latitude,Longitude	

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	9	6	2	0	17
1:00-2:00	0	1	1	2	4
2:00-3:00	0	1	0	2	3
3:00-4:00	2	1	3	1	7
4:00-5:00	1	0	4	2	7
5:00-6:00	3	5	5	5	18
6:00-7:00	11	13	11	28	63
7:00-8:00	32	42	57	67	198
8:00-9:00	62	57	68	61	248
9:00-10:00	77	77	78	95	327
10:00-11:00	78	71	90	109	348
11:00-12:00	87	100	82	111	380
12:00-13:00	104	120	107	130	461
13:00-14:00	111	110	97	119	437
14:00-15:00	102	93	120	117	432
15:00-16:00	115	108	104	131	458
16:00-17:00	104	109	118	122	453
17:00-18:00	136	132	139	122	529
18:00-19:00	117	110	112	83	422
19:00-20:00	79	90	72	60	301
20:00-21:00	66	46	37	43	192
21:00-22:00	23	23	18	18	82
22:00-23:00	9	5	4	4	22
23:00-24:00	8	3	4	4	19
<b>Total</b>					5,428
<b>AADT</b>					5,341
<b>AM Peak</b>					11:45-12:45 442
<b>PM Peak</b>					16:45-17:45 529

NOTES/FILES			
	Note	Date	



## Volume Count Report

LOCATION INFO	
Location ID	33-5378_EB
Type	SPOT
Funct'l Class	5
Located On	CENTRAL PARK DR
EAST OF	Marsh Rd
Direction	EB
County	Ingham
Community	Meridian Twp - Ingham
MPO ID	
HPMS ID	
Agency	MDOT

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Tue 9/10/2024
End Date	Wed 9/11/2024
Start Time	10:00:00 AM
End Time	10:00:00 AM
Direction	
Station	010117-0005299
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	
Latitude,Longitude	

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	4	1	1	0	6
1:00-2:00	0	0	1	2	3
2:00-3:00	0	0	0	1	1
3:00-4:00	2	1	1	1	5
4:00-5:00	1	0	2	1	4
5:00-6:00	3	4	3	2	12
6:00-7:00	4	1	4	12	21
7:00-8:00	12	17	28	35	92
8:00-9:00	23	27	24	28	102
9:00-10:00	44	33	34	44	155
10:00-11:00	43	32	47	61	183
11:00-12:00	45	55	44	60	204
12:00-13:00	50	59	61	57	227
13:00-14:00	51	63	46	58	218
14:00-15:00	53	56	64	54	227
15:00-16:00	52	54	56	64	226
16:00-17:00	50	53	58	49	210
17:00-18:00	69	56	70	67	262
18:00-19:00	55	57	58	42	212
19:00-20:00	38	53	36	33	160
20:00-21:00	42	28	23	19	112
21:00-22:00	9	13	10	12	44
22:00-23:00	4	2	2	2	10
23:00-24:00	3	2	3	1	9
<b>Total</b>					2,705
<b>AM Peak</b>					11:45-12:45 230
<b>PM Peak</b>					17:00-18:00 262

NOTES/FILES			
	Note	Date	



## Volume Count Report

LOCATION INFO	
Location ID	33-5378_WB
Type	SPOT
Funct'l Class	5
Located On	CENTRAL PARK DR
EAST OF	Marsh Rd
Direction	WB
County	Ingham
Community	Meridian Twp - Ingham
MPO ID	
HPMS ID	
Agency	MDOT

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Tue 9/10/2024
End Date	Wed 9/11/2024
Start Time	10:00:00 AM
End Time	10:00:00 AM
Direction	
Station	010117-0006066
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	
Latitude,Longitude	

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	5	5	1	0	11
1:00-2:00	0	1	0	0	1
2:00-3:00	0	1	0	1	2
3:00-4:00	0	0	2	0	2
4:00-5:00	0	0	2	1	3
5:00-6:00	0	1	2	3	6
6:00-7:00	7	12	7	16	42
7:00-8:00	20	25	29	32	106
8:00-9:00	39	30	44	33	146
9:00-10:00	33	44	44	51	172
10:00-11:00	35	39	43	48	165
11:00-12:00	42	45	38	51	176
12:00-13:00	54	61	46	73	234
13:00-14:00	60	47	51	61	219
14:00-15:00	49	37	56	63	205
15:00-16:00	63	54	48	67	232
16:00-17:00	54	56	60	73	243
17:00-18:00	67	76	69	55	267
18:00-19:00	62	53	54	41	210
19:00-20:00	41	37	36	27	141
20:00-21:00	24	18	14	24	80
21:00-22:00	14	10	8	6	38
22:00-23:00	5	3	2	2	12
23:00-24:00	5	1	1	3	10
<b>Total</b>					2,723
<b>AM Peak</b>					11:45-12:45 212
<b>PM Peak</b>					16:45-17:45 285

NOTES/FILES			
	Note	Date	

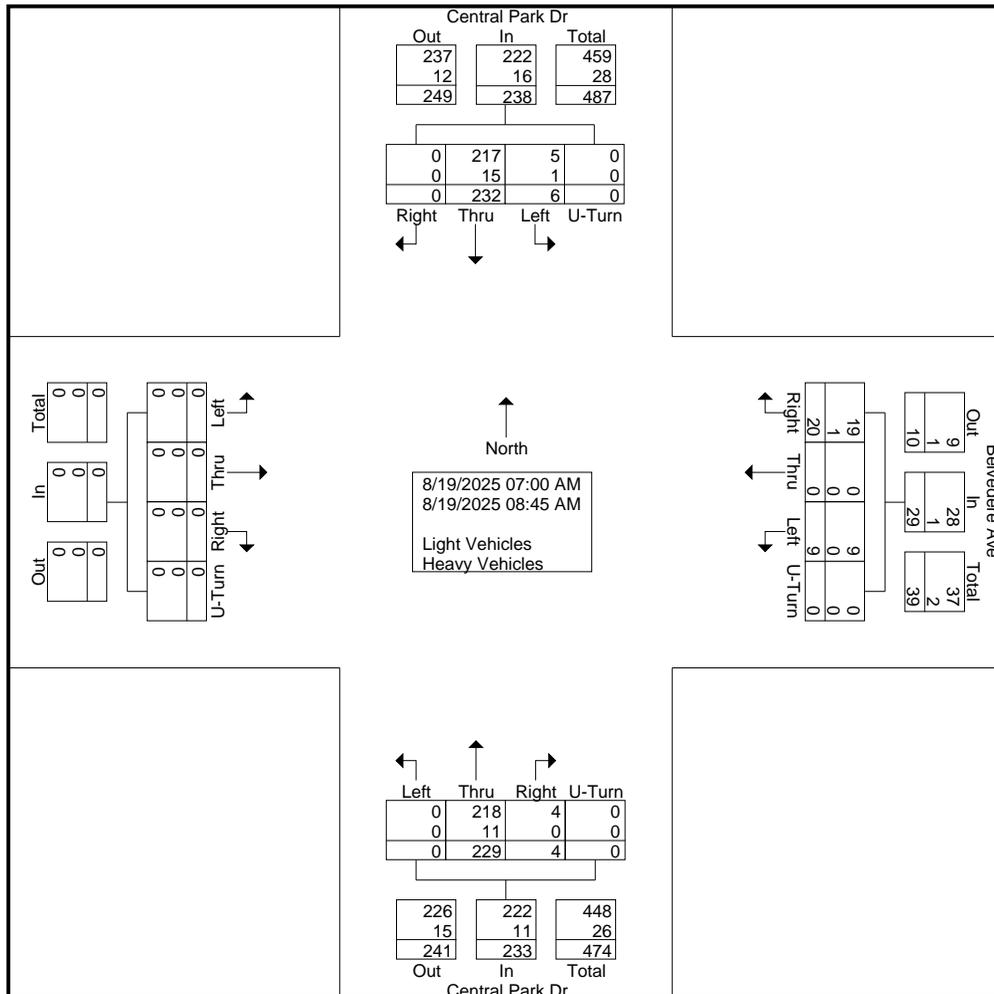


TRUE DATA TO IMPROVE MOBILITY

File Name : 17199401 - Central Park Dr -- Belvedere Ave  
 Site Code : 17199401  
 Start Date : 8/19/2025  
 Page No : 1

Groups Printed- Light Vehicles - Heavy Vehicles

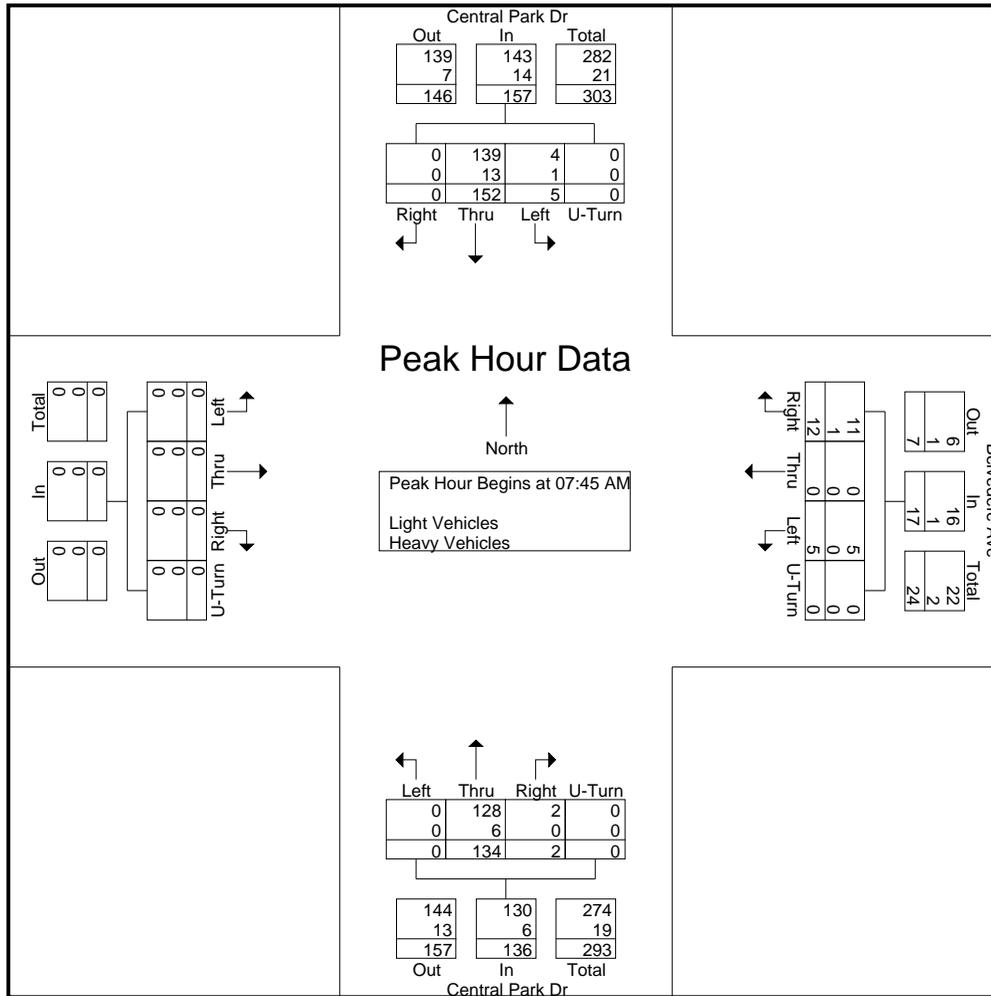
Start Time	Eastbound					Belvedere Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	0	0	3	0	3	0	15	1	0	16	0	15	0	0	15	34
07:15 AM	0	0	0	0	0	0	0	3	0	3	0	23	0	0	23	0	15	0	0	15	41
07:30 AM	0	0	0	0	0	1	0	2	0	3	0	19	0	0	19	1	28	0	0	29	51
07:45 AM	0	0	0	0	0	1	0	1	0	2	0	40	0	0	40	0	49	0	0	49	91
Total	0	0	0	0	0	2	0	9	0	11	0	97	1	0	98	1	107	0	0	108	217
08:00 AM	0	0	0	0	0	1	0	2	0	3	0	32	0	0	32	1	34	0	0	35	70
08:15 AM	0	0	0	0	0	1	0	4	0	5	0	29	1	0	30	1	40	0	0	41	76
08:30 AM	0	0	0	0	0	2	0	5	0	7	0	33	1	0	34	3	29	0	0	32	73
08:45 AM	0	0	0	0	0	3	0	0	0	3	0	38	1	0	39	0	22	0	0	22	64
Total	0	0	0	0	0	7	0	11	0	18	0	132	3	0	135	5	125	0	0	130	283
Grand Total	0	0	0	0	0	9	0	20	0	29	0	229	4	0	233	6	232	0	0	238	500
Apprch %	0	0	0	0		31	0	69	0		0	98.3	1.7	0		2.5	97.5	0	0		
Total %	0	0	0	0	0	1.8	0	4	0	5.8	0	45.8	0.8	0	46.6	1.2	46.4	0	0	47.6	
Light Vehicles	0	0	0	0	0	9	0	19	0	28	0	218	4	0	222	5	217	0	0	222	472
% Light Vehicles	0	0	0	0	0	100	0	95	0	96.6	0	95.2	100	0	95.3	83.3	93.5	0	0	93.3	94.4
Heavy Vehicles	0	0	0	0	0	0	0	1	0	1	0	11	0	0	11	1	15	0	0	16	28
% Heavy Vehicles	0	0	0	0	0	0	0	5	0	3.4	0	4.8	0	0	4.7	16.7	6.5	0	0	6.7	5.6





TRUE DATA TO IMPROVE MOBILITY

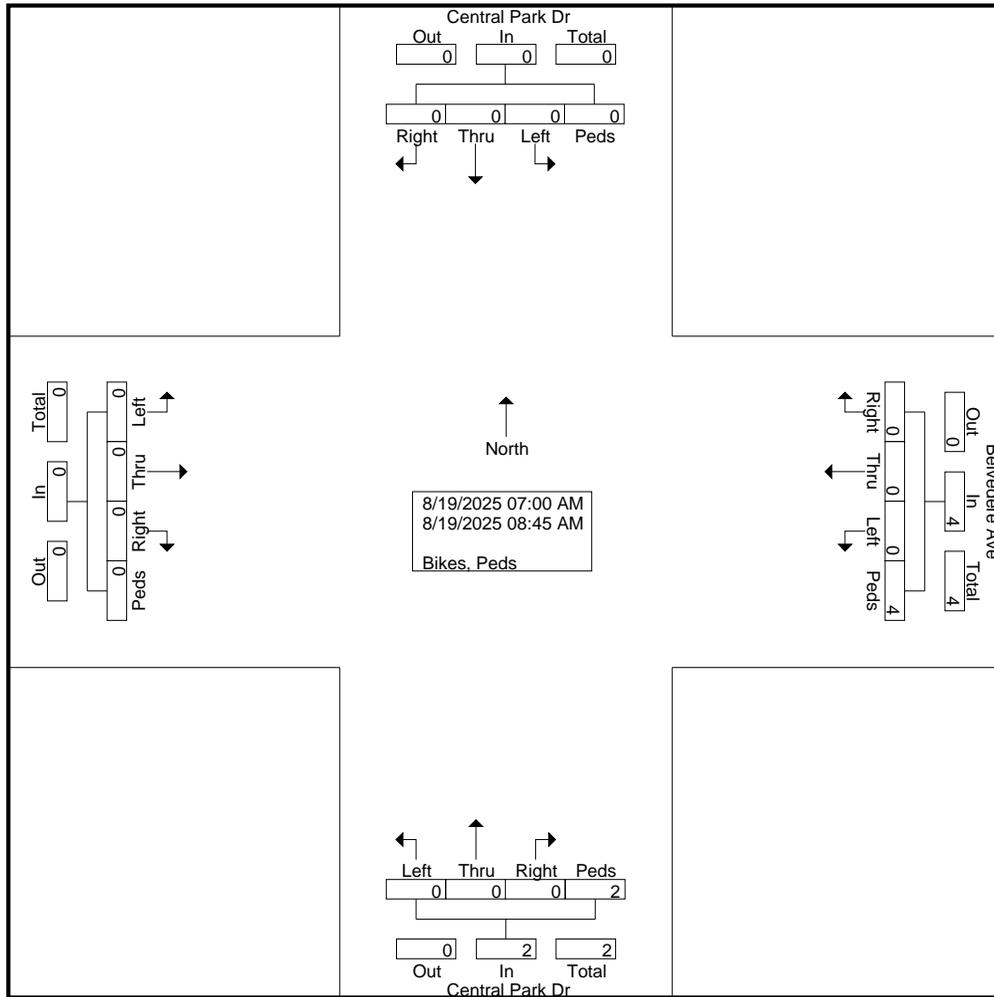
Start Time	Eastbound					Belvedere Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	1	0	1	0	2	0	40	0	0	40	0	49	0	0	49	91
08:00 AM	0	0	0	0	0	1	0	2	0	3	0	32	0	0	32	1	34	0	0	35	70
08:15 AM	0	0	0	0	0	1	0	4	0	5	0	29	1	0	30	1	40	0	0	41	76
08:30 AM	0	0	0	0	0	2	0	5	0	7	0	33	1	0	34	3	29	0	0	32	73
Total Volume	0	0	0	0	0	5	0	12	0	17	0	134	2	0	136	5	152	0	0	157	310
% App. Total	0	0	0	0	0	29.4	0	70.6	0		0	98.5	1.5	0		3.2	96.8	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.600	.000	.607	.000	.838	.500	.000	.850	.417	.776	.000	.000	.801	.852
Light Vehicles	0	0	0	0	0	5	0	11	0	16	0	128	2	0	130	4	139	0	0	143	289
% Light Vehicles	0	0	0	0	0	100	0	91.7	0	94.1	0	95.5	100	0	95.6	80.0	91.4	0	0	91.1	93.2
Heavy Vehicles	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	1	13	0	0	14	21
% Heavy Vehicles	0	0	0	0	0	0	0	8.3	0	5.9	0	4.5	0	0	4.4	20.0	8.6	0	0	8.9	6.8





Groups Printed- Bikes, Peds

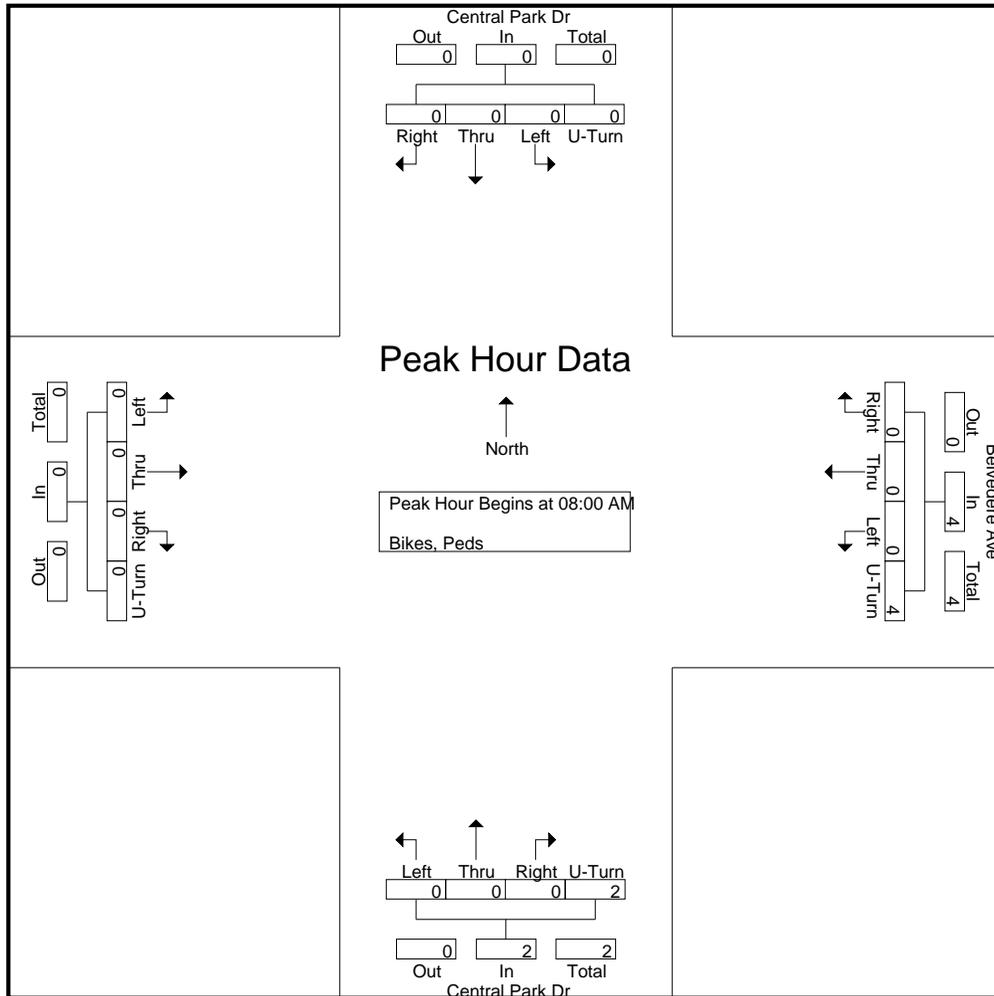
Start Time	Eastbound					Belvedere Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	0	0	0	0	0	6
Grand Total	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	0	0	0	0	0	6
Apprch %	0	0	0	0	0	0	0	0	100	100	0	0	0	100	100	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	66.7	66.7	0	0	0	33.3	33.3	0	0	0	0	0	





TRUE DATA TO IMPROVE MOBILITY

Start Time	Eastbound					Belvedere Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	0	0	0	0	0	6
% App. Total	0	0	0	0	0	0	0	0	100		0	0	0	100		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.333	.333	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.375



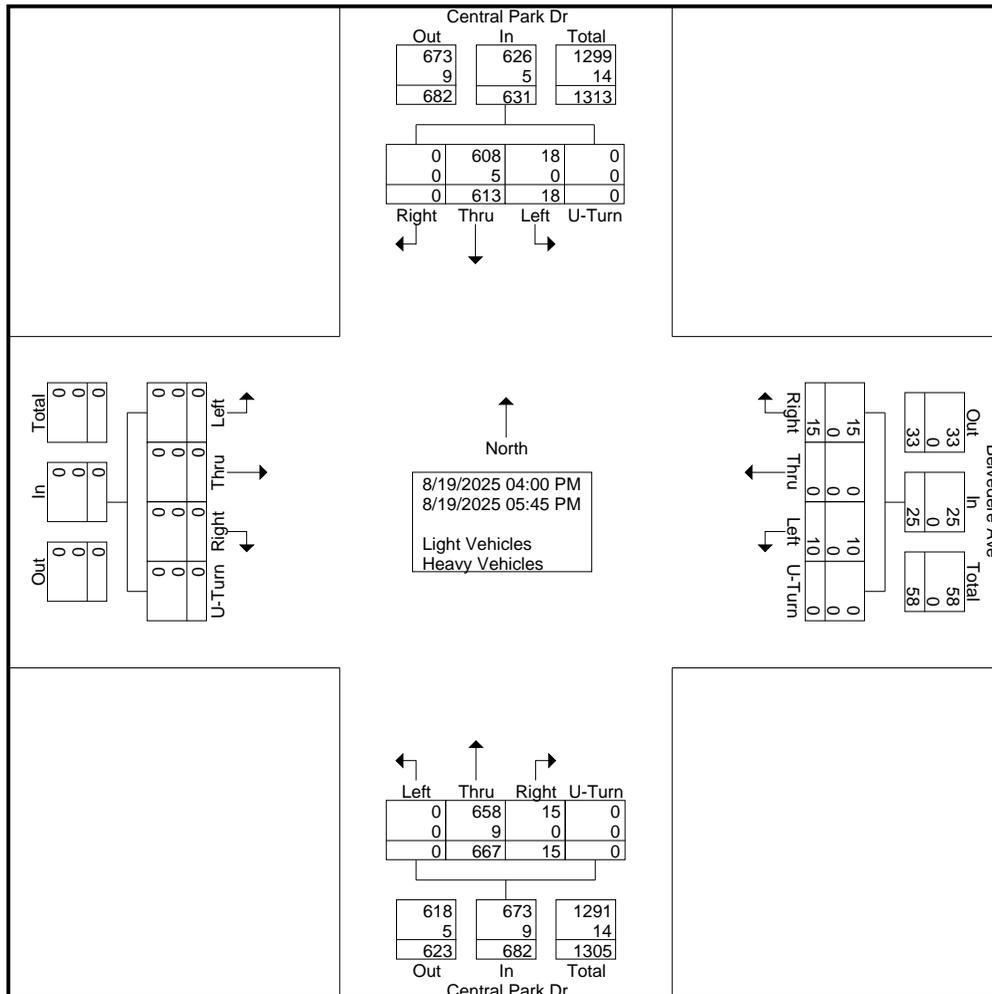


TRUE DATA TO IMPROVE MOBILITY

File Name : 17199402 - Central Park Dr -- Belvedere Ave  
 Site Code : 17199402  
 Start Date : 8/19/2025  
 Page No : 1

Groups Printed- Light Vehicles - Heavy Vehicles

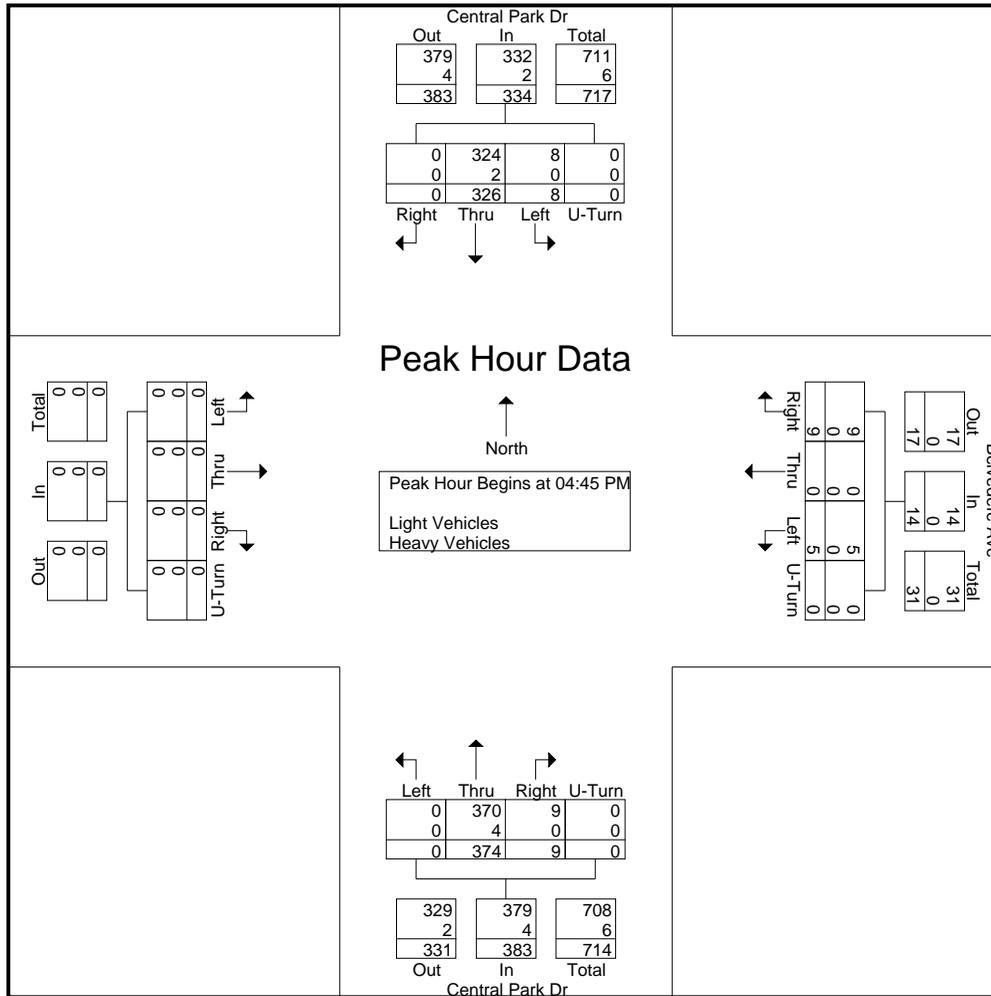
Start Time	Eastbound					Belvedere Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
04:00 PM	0	0	0	0	0	2	0	2	0	4	0	78	1	0	79	0	88	0	0	88	171
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	66	1	0	67	1	67	0	0	68	135
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	70	0	0	70	2	60	0	0	62	133
04:45 PM	0	0	0	0	0	2	0	2	0	4	0	101	2	0	103	0	78	0	0	78	185
Total	0	0	0	0	0	4	0	5	0	9	0	315	4	0	319	3	293	0	0	296	624
05:00 PM	0	0	0	0	0	1	0	1	0	2	0	94	3	0	97	4	90	0	0	94	193
05:15 PM	0	0	0	0	0	2	0	2	0	4	0	89	4	0	93	1	77	0	0	78	175
05:30 PM	0	0	0	0	0	0	0	4	0	4	0	90	0	0	90	3	81	0	0	84	178
05:45 PM	0	0	0	0	0	3	0	3	0	6	0	79	4	0	83	7	72	0	0	79	168
Total	0	0	0	0	0	6	0	10	0	16	0	352	11	0	363	15	320	0	0	335	714
Grand Total	0	0	0	0	0	10	0	15	0	25	0	667	15	0	682	18	613	0	0	631	1338
Apprch %	0	0	0	0		40	0	60	0		0	97.8	2.2	0		2.9	97.1	0	0		
Total %	0	0	0	0	0	0.7	0	1.1	0	1.9	0	49.9	1.1	0	51	1.3	45.8	0	0	47.2	
Light Vehicles	0	0	0	0	0	10	0	15	0	25	0	658	15	0	673	18	608	0	0	626	1324
% Light Vehicles	0	0	0	0	0	100	0	100	0	100	0	98.7	100	0	98.7	100	99.2	0	0	99.2	99
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	5	0	0	5	14
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1.3	0	0	1.3	0	0.8	0	0	0.8	1





TRUE DATA TO IMPROVE MOBILITY

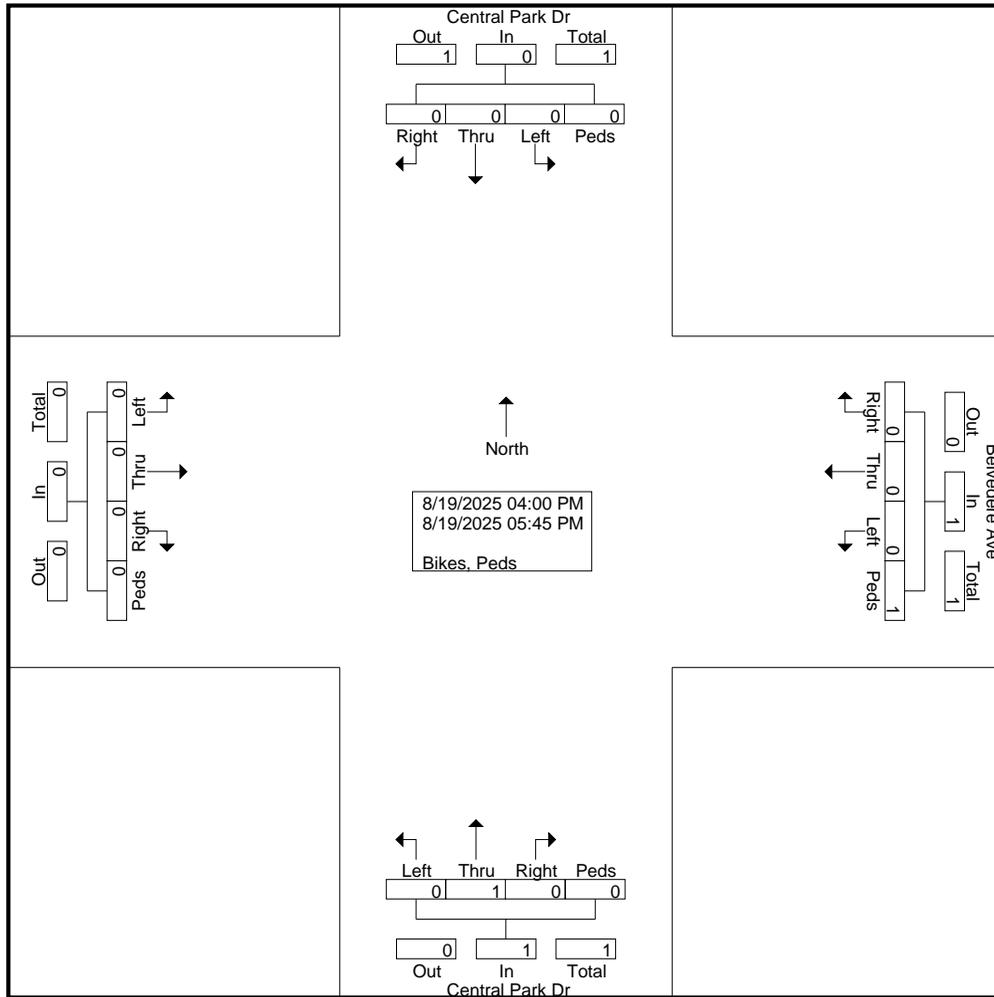
Start Time	Eastbound					Belvedere Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	2	0	2	0	4	0	101	2	0	103	0	78	0	0	78	185
05:00 PM	0	0	0	0	0	1	0	1	0	2	0	94	3	0	97	4	90	0	0	94	193
05:15 PM	0	0	0	0	0	2	0	2	0	4	0	89	4	0	93	1	77	0	0	78	175
05:30 PM	0	0	0	0	0	0	0	4	0	4	0	90	0	0	90	3	81	0	0	84	178
Total Volume	0	0	0	0	0	5	0	9	0	14	0	374	9	0	383	8	326	0	0	334	731
% App. Total	0	0	0	0	0	35.7	0	64.3	0	0	0	97.7	2.3	0	0	2.4	97.6	0	0	0	0
PHF	.000	.000	.000	.000	.000	.625	.000	.563	.000	.875	.000	.926	.563	.000	.930	.500	.906	.000	.000	.888	.947
Light Vehicles	0	0	0	0	0	5	0	9	0	14	0	370	9	0	379	8	324	0	0	332	725
% Light Vehicles	0	0	0	0	0	100	0	100	0	100	0	98.9	100	0	99.0	100	99.4	0	0	99.4	99.2
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0	1.0	0	0.6	0	0	0.6	0.8





Groups Printed- Bikes, Peds

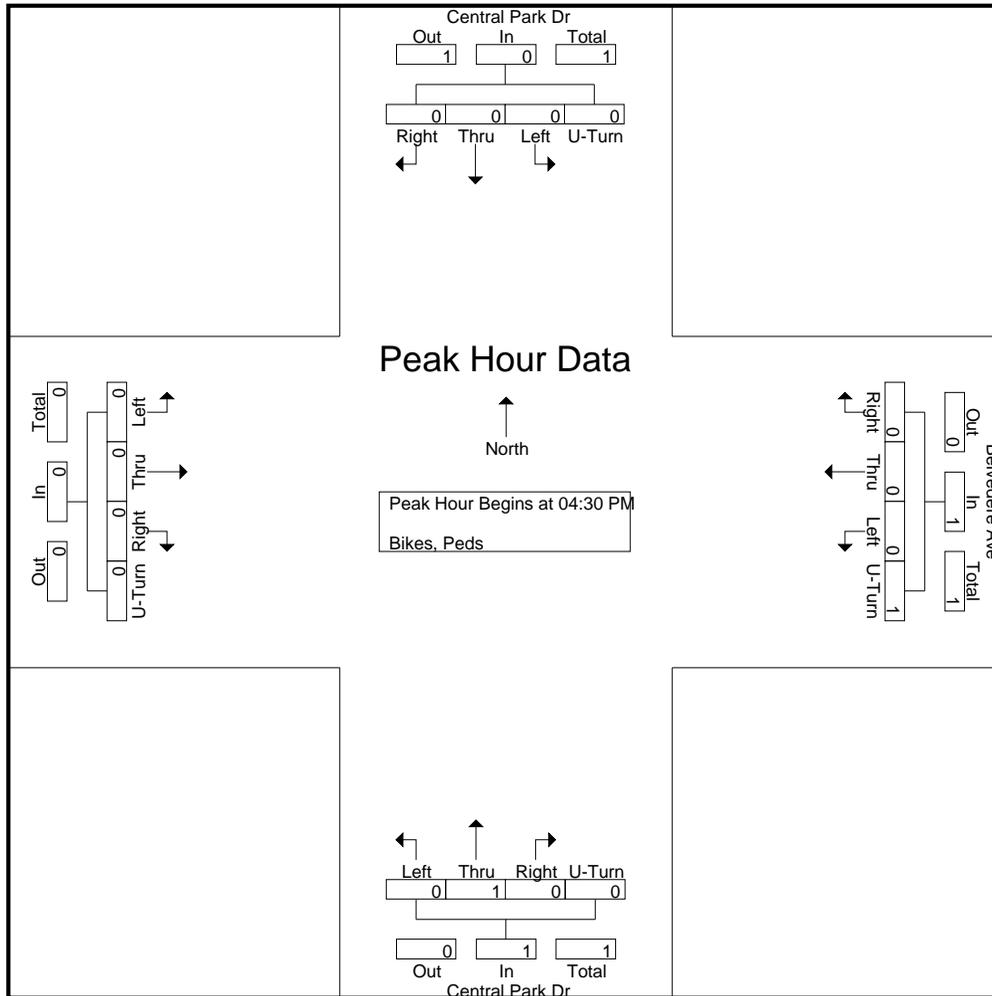
Start Time	Eastbound					Belvedere Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	2
Apprch %	0	0	0	0		0	0	0	100		0	100	0	0		0	0	0	0		
Total %	0	0	0	0		0	0	0	50	50	0	50	0	0	50	0	0	0	0		





TRUE DATA TO IMPROVE MOBILITY

Start Time	Eastbound					Belvedere Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	2
% App. Total	0	0	0	0	0	0	0	0	100	100	0	100	0	0	100	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.500

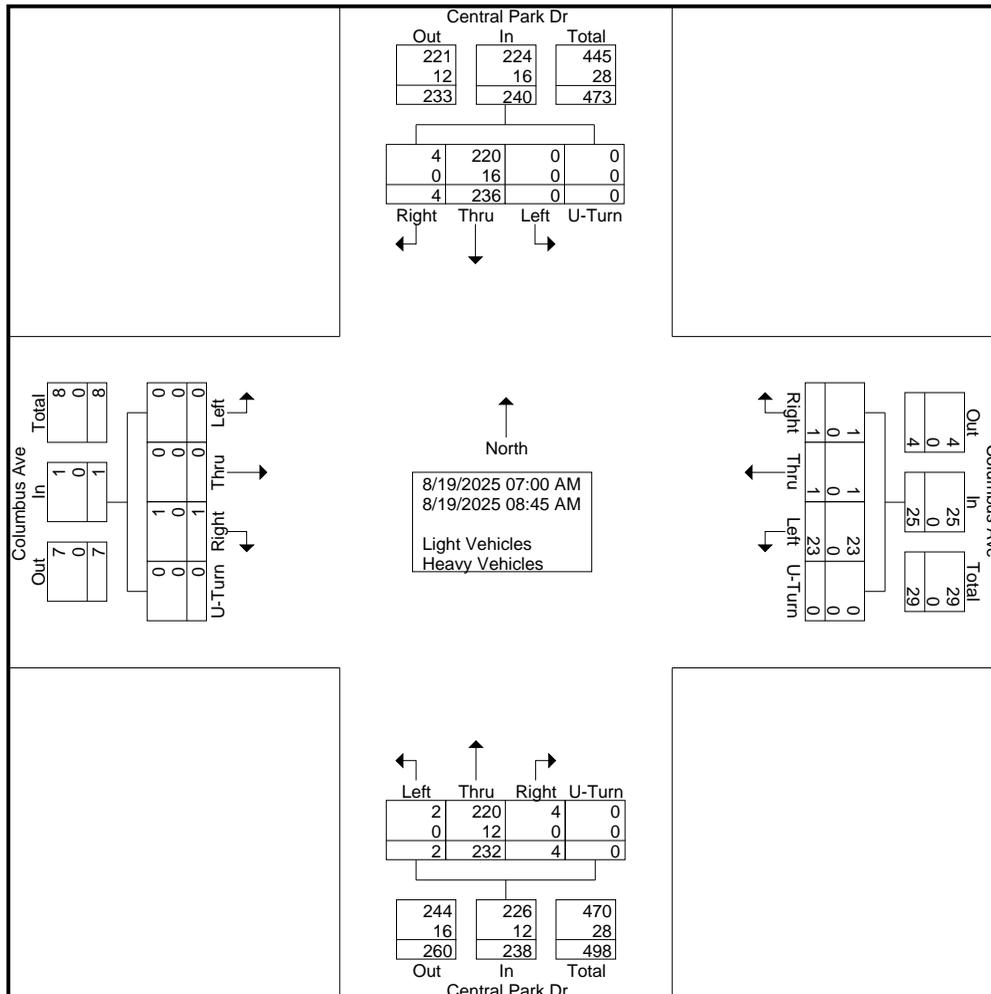




TRUE DATA TO IMPROVE MOBILITY

Groups Printed- Light Vehicles - Heavy Vehicles

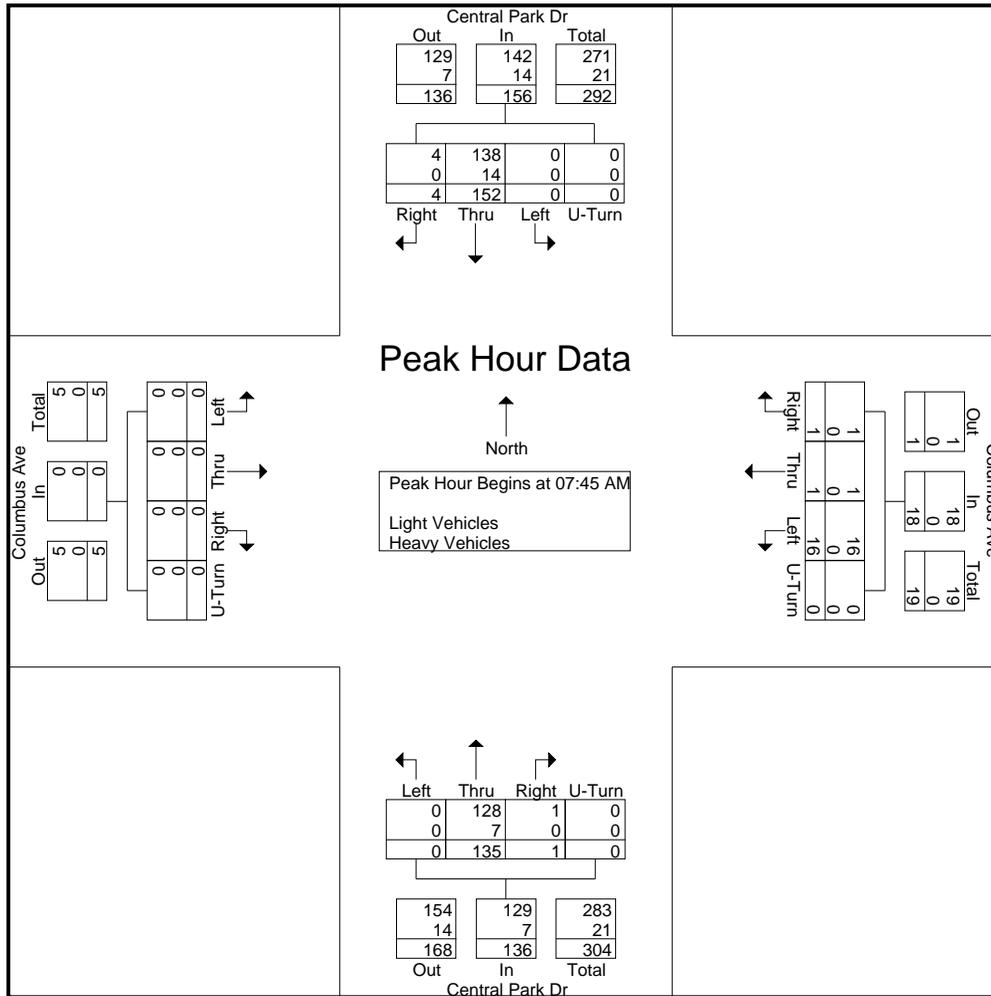
Start Time	Columbus Ave Eastbound					Columbus Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	4	0	0	0	4	0	16	1	0	17	0	15	0	0	15	36
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	23	2	0	25	0	15	0	0	15	40
07:30 AM	0	0	0	0	0	3	0	0	0	3	0	19	0	0	19	0	29	0	0	29	51
07:45 AM	0	0	0	0	0	7	1	0	0	8	0	41	0	0	41	0	48	2	0	50	99
Total	0	0	0	0	0	14	1	0	0	15	0	99	3	0	102	0	107	2	0	109	226
08:00 AM	0	0	0	0	0	2	0	0	0	2	0	30	0	0	30	0	34	0	0	34	66
08:15 AM	0	0	0	0	0	2	0	0	0	2	0	31	0	0	31	0	41	1	0	42	75
08:30 AM	0	0	0	0	0	5	0	1	0	6	0	33	1	0	34	0	29	1	0	30	70
08:45 AM	0	0	1	0	1	0	0	0	0	0	2	39	0	0	41	0	25	0	0	25	67
Total	0	0	1	0	1	9	0	1	0	10	2	133	1	0	136	0	129	2	0	131	278
Grand Total	0	0	1	0	1	23	1	1	0	25	2	232	4	0	238	0	236	4	0	240	504
Apprch %	0	0	100	0		92	4	4	0		0.8	97.5	1.7	0		0	98.3	1.7	0		
Total %	0	0	0.2	0	0.2	4.6	0.2	0.2	0	5	0.4	46	0.8	0	47.2	0	46.8	0.8	0	47.6	
Light Vehicles	0	0	1	0	1	23	1	1	0	25	2	220	4	0	226	0	220	4	0	224	476
% Light Vehicles	0	0	100	0	100	100	100	100	0	100	100	94.8	100	0	95	0	93.2	100	0	93.3	94.4
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	16	0	0	16	28
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	5.2	0	0	5	0	6.8	0	0	6.7	5.6





TRUE DATA TO IMPROVE MOBILITY

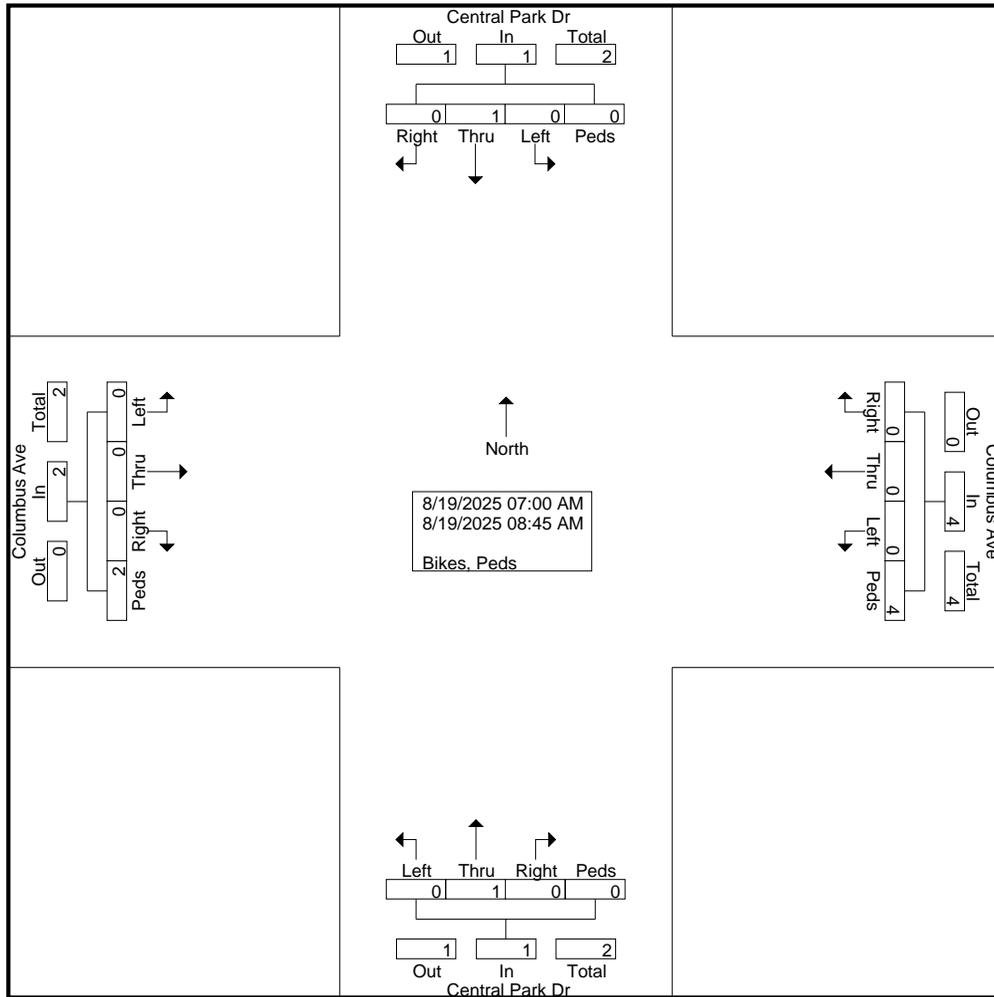
Start Time	Columbus Ave Eastbound					Columbus Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	7	1	0	0	8	0	41	0	0	41	0	48	2	0	50	99
08:00 AM	0	0	0	0	0	2	0	0	0	2	0	30	0	0	30	0	34	0	0	34	66
08:15 AM	0	0	0	0	0	2	0	0	0	2	0	31	0	0	31	0	41	1	0	42	75
08:30 AM	0	0	0	0	0	5	0	1	0	6	0	33	1	0	34	0	29	1	0	30	70
Total Volume	0	0	0	0	0	16	1	1	0	18	0	135	1	0	136	0	152	4	0	156	310
% App. Total	0	0	0	0	0	88.9	5.6	5.6	0		0	99.3	0.7	0		0	97.4	2.6	0		
PHF	.000	.000	.000	.000	.000	.571	.250	.250	.000	.563	.000	.823	.250	.000	.829	.000	.792	.500	.000	.780	.783
Light Vehicles	0	0	0	0	0	16	1	1	0	18	0	128	1	0	129	0	138	4	0	142	289
% Light Vehicles	0	0	0	0	0	100	100	100	0	100	0	94.8	100	0	94.9	0	90.8	100	0	91.0	93.2
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	14	0	0	14	21
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	5.2	0	0	5.1	0	9.2	0	0	9.0	6.8





Groups Printed- Bikes, Peds

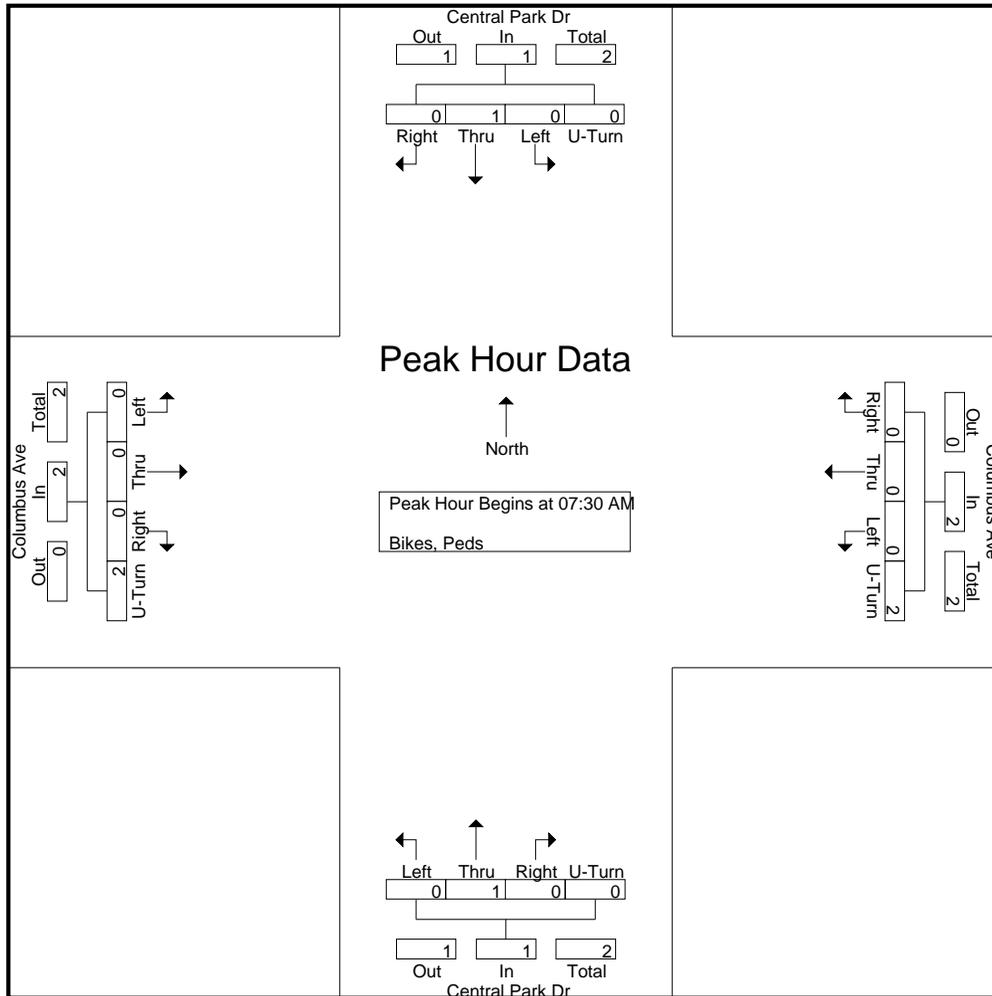
Start Time	Columbus Ave Eastbound					Columbus Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	3	3	0	1	0	0	1	0	0	0	0	0	0
Grand Total	0	0	0	2	2	0	0	0	4	4	0	1	0	0	1	0	1	0	0	1	8
Apprch %	0	0	0	100		0	0	0	100		0	100	0	0		0	100	0	0		
Total %	0	0	0	25	25	0	0	0	50	50	0	12.5	0	0	12.5	0	12.5	0	0	12.5	





TRUE DATA TO IMPROVE MOBILITY

Start Time	Columbus Ave Eastbound					Columbus Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:30 AM																						
07:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	2	2	0	0	0	2	2	0	1	0	0	1	0	1	0	0	1	0	6
% App. Total	0	0	0	100		0	0	0	100		0	100	0	0		0	100	0	0			
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.500	.500	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250		.750

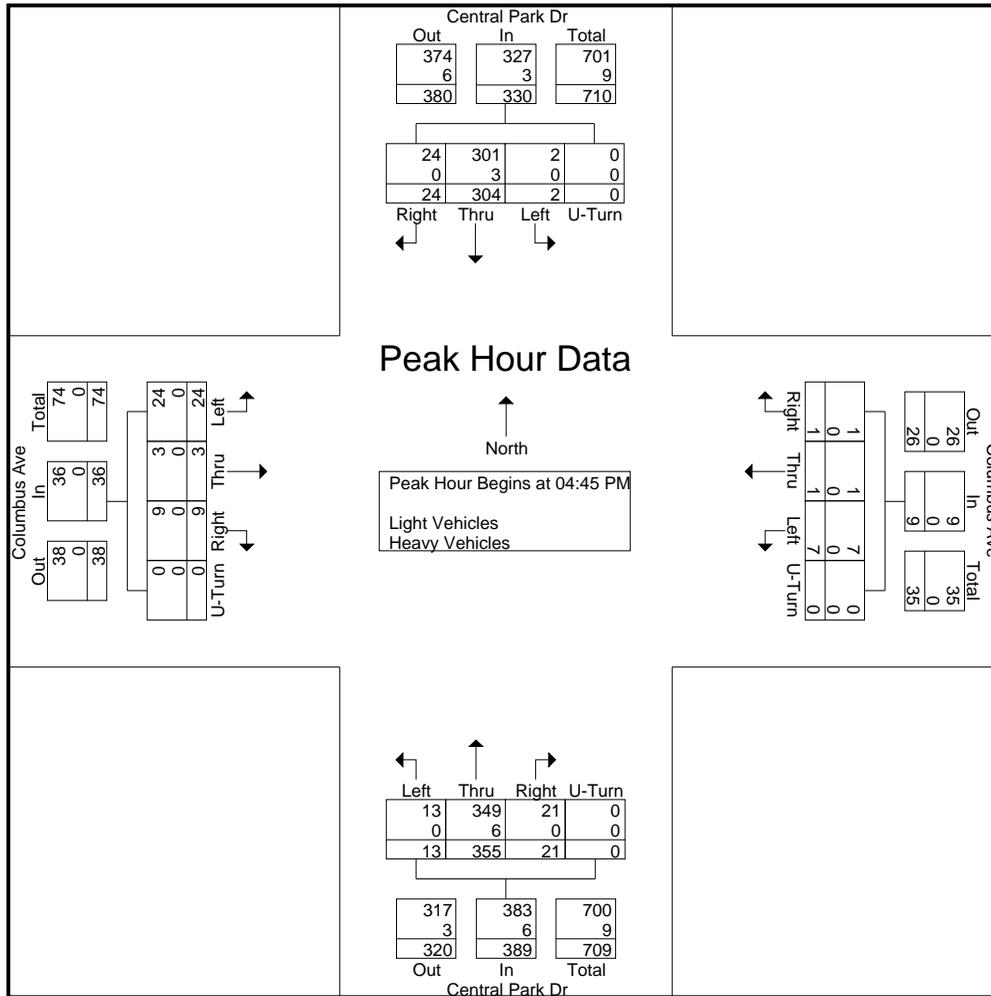






TRUE DATA TO IMPROVE MOBILITY

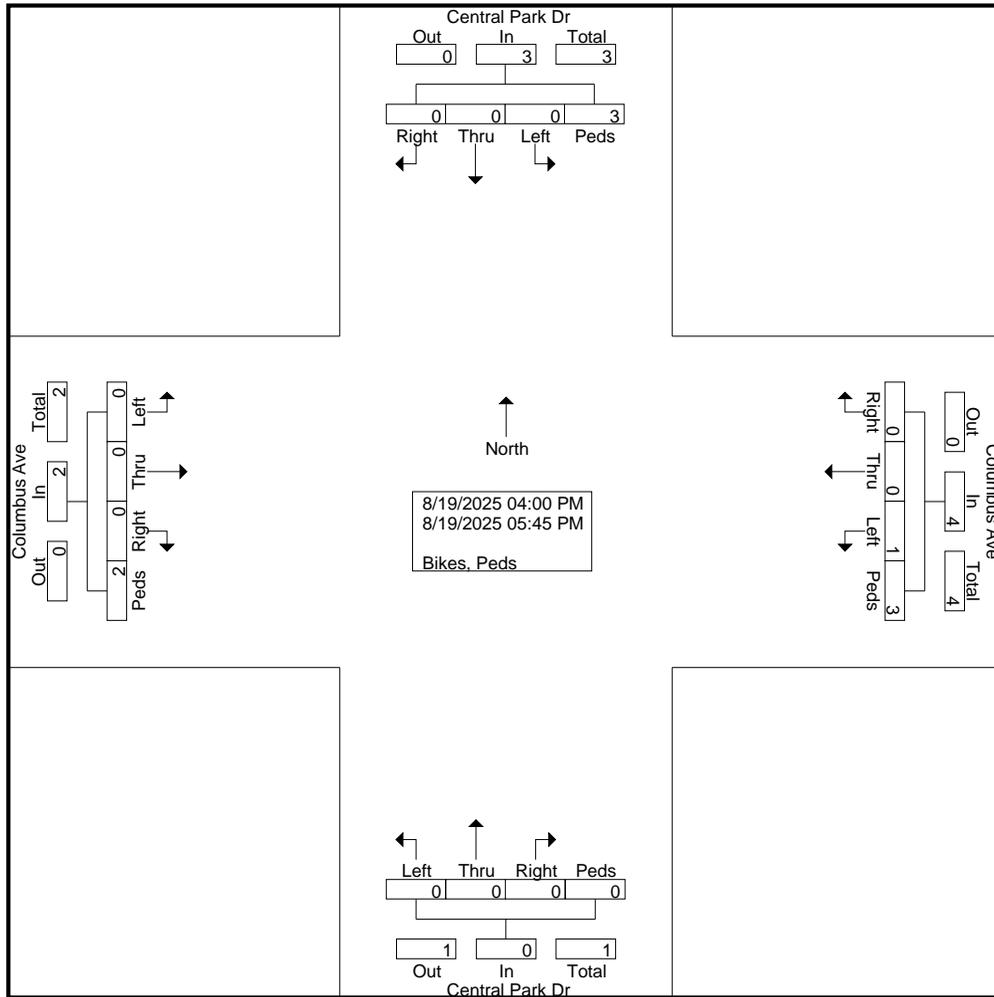
Start Time	Columbus Ave Eastbound					Columbus Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	7	1	5	0	13	4	0	0	0	4	3	93	4	0	100	0	73	8	0	81	198
05:00 PM	6	0	2	0	8	0	0	0	0	0	2	90	6	0	98	1	87	3	0	91	197
05:15 PM	4	1	0	0	5	1	0	1	0	2	6	92	7	0	105	0	75	4	0	79	191
05:30 PM	7	1	2	0	10	2	1	0	0	3	2	80	4	0	86	1	69	9	0	79	178
Total Volume	24	3	9	0	36	7	1	1	0	9	13	355	21	0	389	2	304	24	0	330	764
% App. Total	66.7	8.3	25	0		77.8	11.1	11.1	0		3.3	91.3	5.4	0		0.6	92.1	7.3	0		
PHF	.857	.750	.450	.000	.692	.438	.250	.250	.000	.563	.542	.954	.750	.000	.926	.500	.874	.667	.000	.907	.965
Light Vehicles	24	3	9	0	36	7	1	1	0	9	13	349	21	0	383	2	301	24	0	327	755
% Light Vehicles	100	100	100	0	100	100	100	100	0	100	100	98.3	100	0	98.5	100	99.0	100	0	99.1	98.8
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	3	0	0	3	9
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1.7	0	0	1.5	0	1.0	0	0	0.9	1.2





Groups Printed- Bikes, Peds

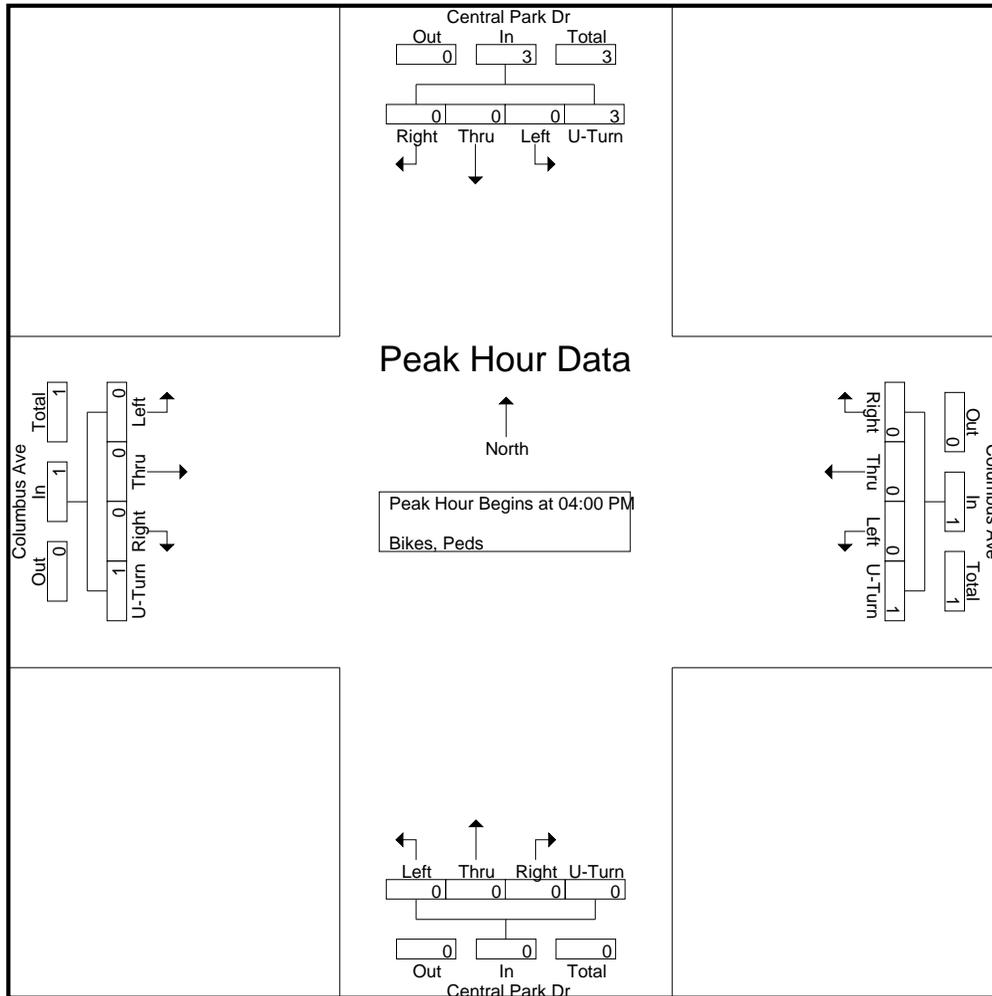
Start Time	Columbus Ave Eastbound					Columbus Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	5
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	2	2	1	0	0	3	4	0	0	0	0	0	0	0	0	3	3	9
Apprch %	0	0	0	100		25	0	0	75		0	0	0	0		0	0	0	100		
Total %	0	0	0	22.2	22.2	11.1	0	0	33.3	44.4	0	0	0	0	0	0	0	0	33.3	33.3	





TRUE DATA TO IMPROVE MOBILITY

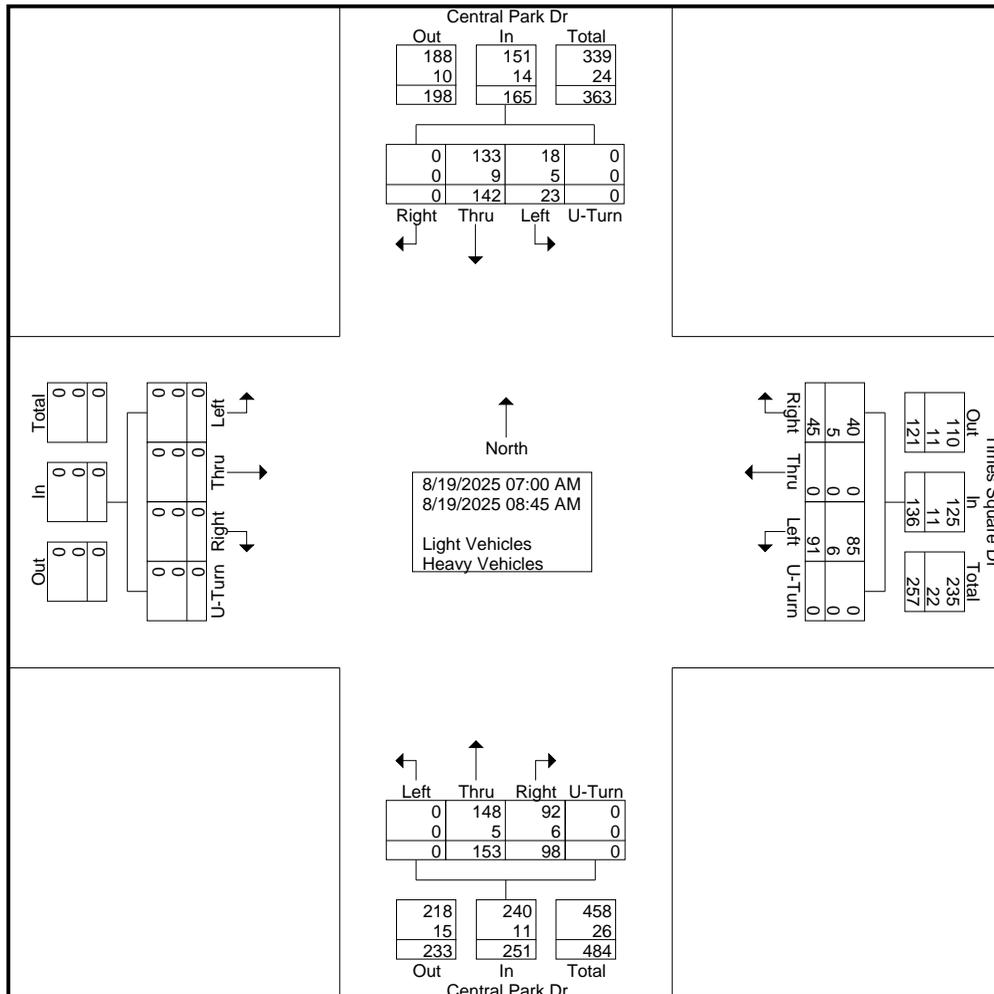
Start Time	Columbus Ave Eastbound					Columbus Ave Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	5
% App. Total	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	100		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.375	.375	.417





Groups Printed- Light Vehicles - Heavy Vehicles

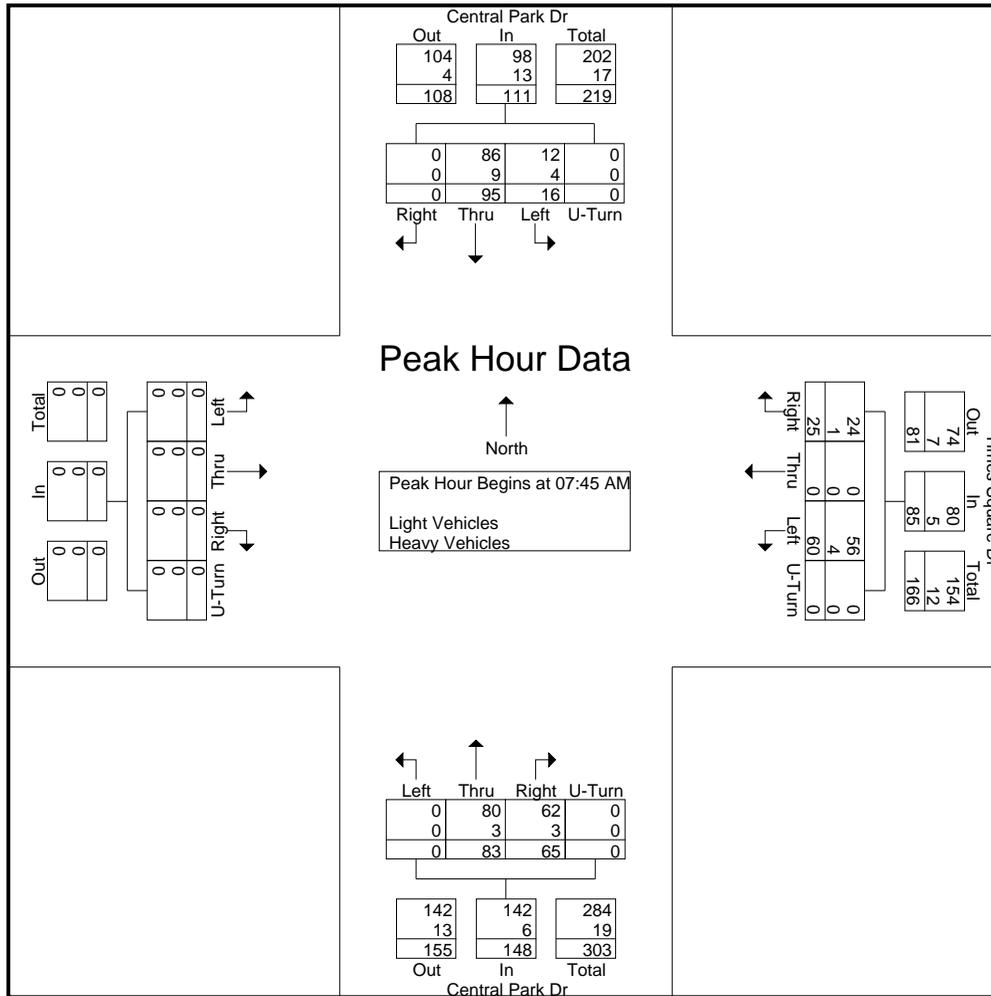
Start Time	Eastbound					Times Square Dr Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	8	0	7	0	15	0	12	6	0	18	1	7	0	0	8	41
07:15 AM	0	0	0	0	0	7	0	3	0	10	0	21	6	0	27	3	7	0	0	10	47
07:30 AM	0	0	0	0	0	8	0	5	0	13	0	15	6	0	21	1	21	0	0	22	56
07:45 AM	0	0	0	0	0	15	0	6	0	21	0	22	19	0	41	7	33	0	0	40	102
Total	0	0	0	0	0	38	0	21	0	59	0	70	37	0	107	12	68	0	0	80	246
08:00 AM	0	0	0	0	0	14	0	6	0	20	0	20	13	0	33	1	20	0	0	21	74
08:15 AM	0	0	0	0	0	17	0	4	0	21	0	21	14	0	35	3	25	0	0	28	84
08:30 AM	0	0	0	0	0	14	0	9	0	23	0	20	19	0	39	5	17	0	0	22	84
08:45 AM	0	0	0	0	0	8	0	5	0	13	0	22	15	0	37	2	12	0	0	14	64
Total	0	0	0	0	0	53	0	24	0	77	0	83	61	0	144	11	74	0	0	85	306
Grand Total	0	0	0	0	0	91	0	45	0	136	0	153	98	0	251	23	142	0	0	165	552
Apprch %	0	0	0	0		66.9	0	33.1	0		0	61	39	0		13.9	86.1	0	0		
Total %	0	0	0	0	0	16.5	0	8.2	0	24.6	0	27.7	17.8	0	45.5	4.2	25.7	0	0	29.9	
Light Vehicles	0	0	0	0	0	85	0	40	0	125	0	148	92	0	240	18	133	0	0	151	516
% Light Vehicles	0	0	0	0	0	93.4	0	88.9	0	91.9	0	96.7	93.9	0	95.6	78.3	93.7	0	0	91.5	93.5
Heavy Vehicles	0	0	0	0	0	6	0	5	0	11	0	5	6	0	11	5	9	0	0	14	36
% Heavy Vehicles	0	0	0	0	0	6.6	0	11.1	0	8.1	0	3.3	6.1	0	4.4	21.7	6.3	0	0	8.5	6.5





TRUE DATA TO IMPROVE MOBILITY

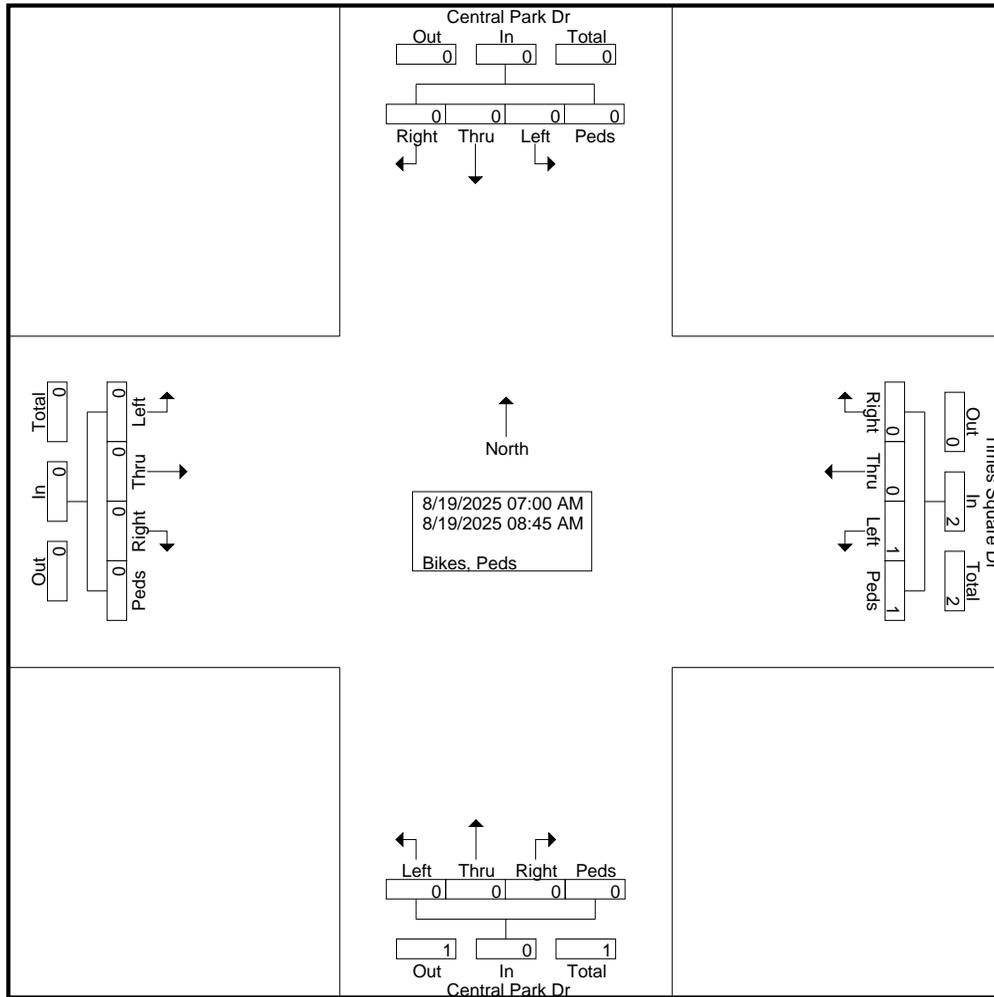
Start Time	Eastbound					Times Square Dr Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	15	0	6	0	21	0	22	19	0	41	7	33	0	0	40	102
08:00 AM	0	0	0	0	0	14	0	6	0	20	0	20	13	0	33	1	20	0	0	21	74
08:15 AM	0	0	0	0	0	17	0	4	0	21	0	21	14	0	35	3	25	0	0	28	84
08:30 AM	0	0	0	0	0	14	0	9	0	23	0	20	19	0	39	5	17	0	0	22	84
Total Volume	0	0	0	0	0	60	0	25	0	85	0	83	65	0	148	16	95	0	0	111	344
% App. Total	0	0	0	0	0	70.6	0	29.4	0		0	56.1	43.9	0		14.4	85.6	0	0		
PHF	.000	.000	.000	.000	.000	.882	.000	.694	.000	.924	.000	.943	.855	.000	.902	.571	.720	.000	.000	.694	.843
Light Vehicles	0	0	0	0	0	56	0	24	0	80	0	80	62	0	142	12	86	0	0	98	320
% Light Vehicles	0	0	0	0	0	93.3	0	96.0	0	94.1	0	96.4	95.4	0	95.9	75.0	90.5	0	0	88.3	93.0
Heavy Vehicles	0	0	0	0	0	4	0	1	0	5	0	3	3	0	6	4	9	0	0	13	24
% Heavy Vehicles	0	0	0	0	0	6.7	0	4.0	0	5.9	0	3.6	4.6	0	4.1	25.0	9.5	0	0	11.7	7.0





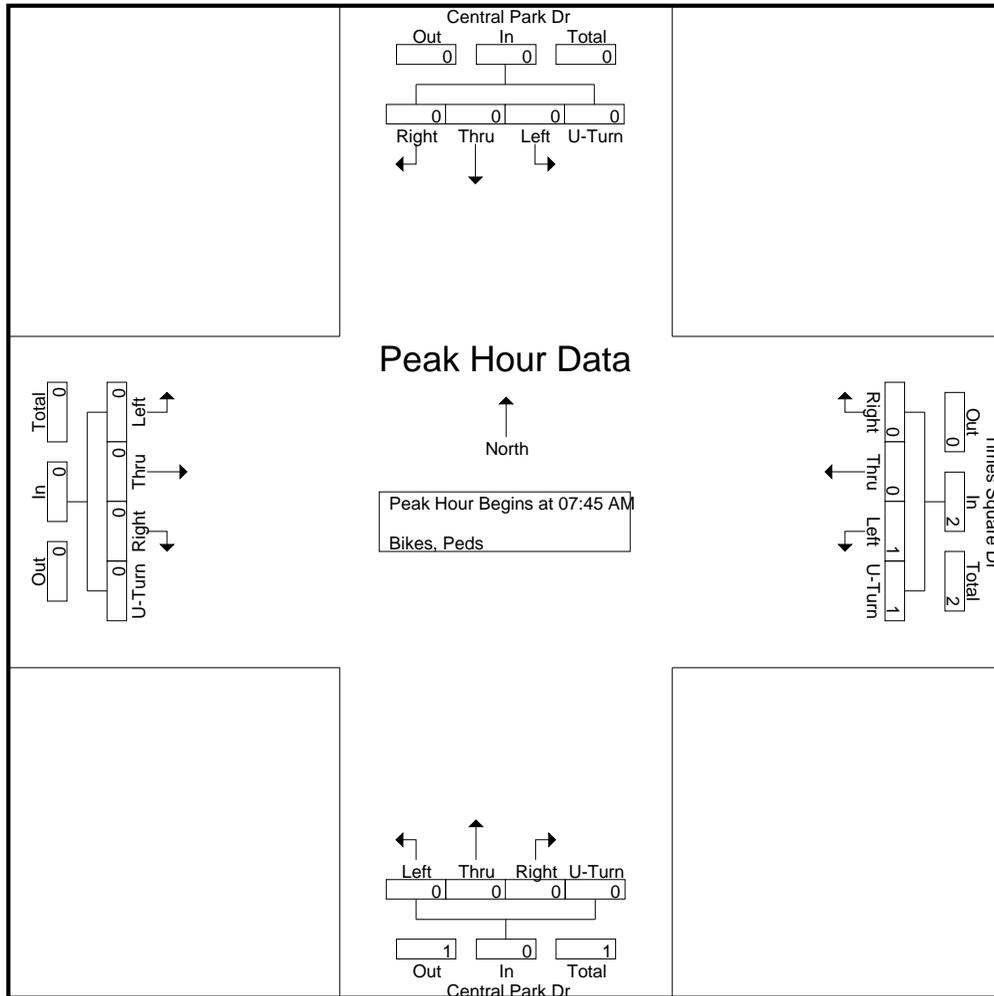
Groups Printed- Bikes, Peds

Start Time	Eastbound					Times Square Dr Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0	0		50	0	0	50		0	0	0	0		0	0	0	0		
Total %	0	0	0	0		50	0	0	50	100	0	0	0	0		0	0	0	0		





Start Time	Eastbound					Times Square Dr Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0	0	0	50	0	0	50		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500



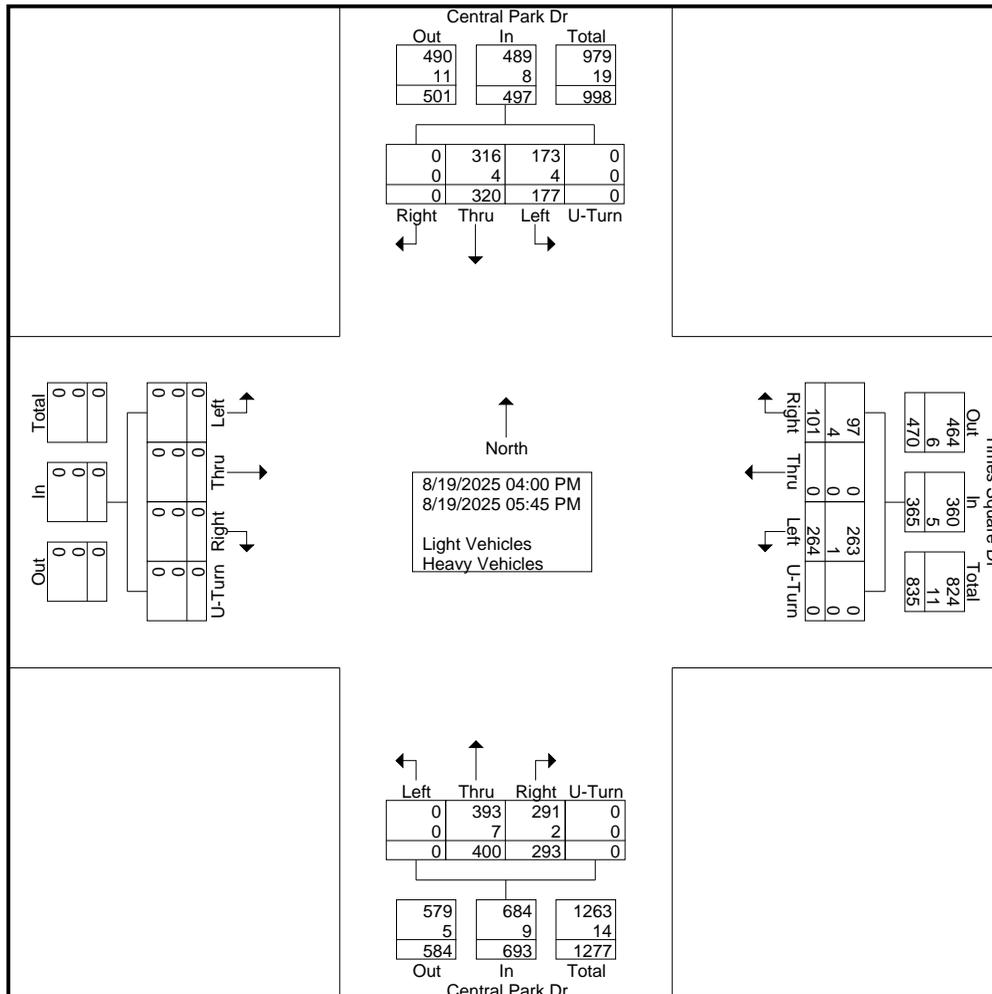


TRUE DATA TO IMPROVE MOBILITY

File Name : 17199406 - Central Park Dr -- Times Square Dr  
 Site Code : 17199406  
 Start Date : 8/19/2025  
 Page No : 1

Groups Printed- Light Vehicles - Heavy Vehicles

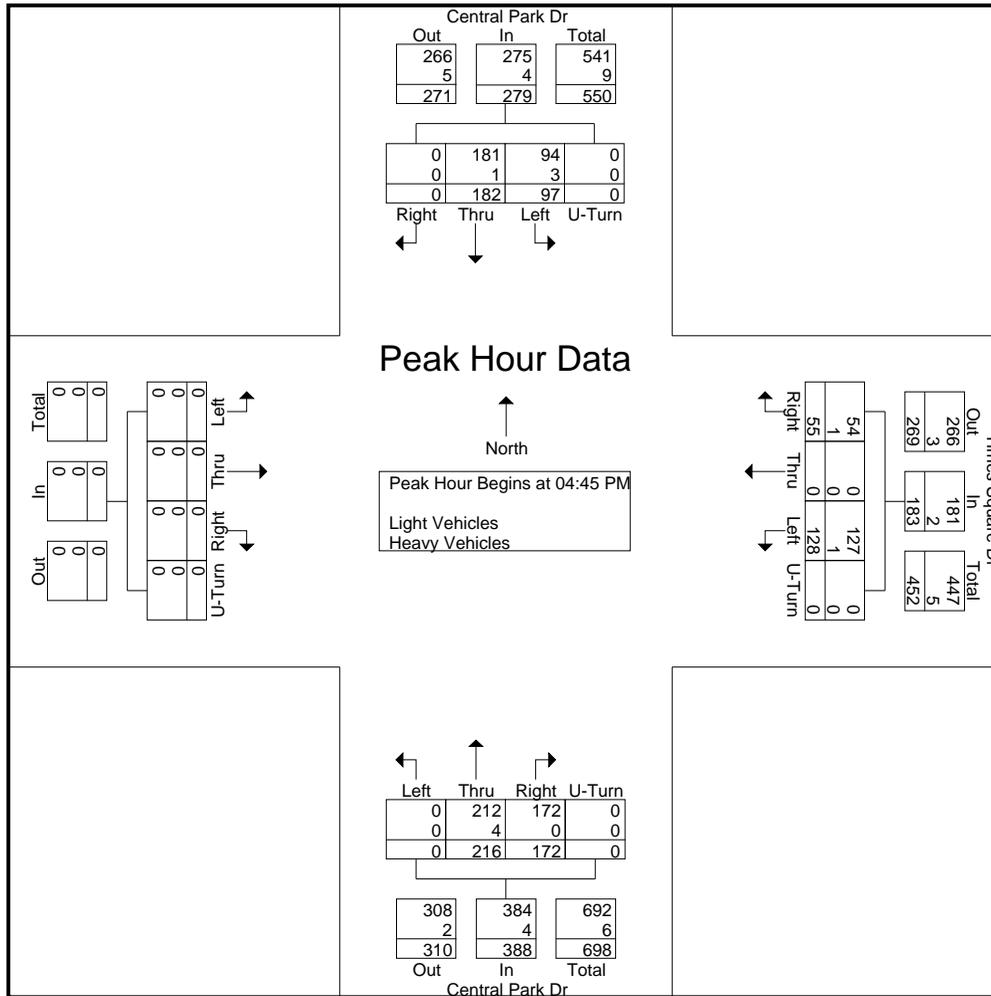
Start Time	Eastbound					Times Square Dr Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
04:00 PM	0	0	0	0	0	42	0	9	0	51	0	45	37	0	82	19	36	0	0	55	188
04:15 PM	0	0	0	0	0	34	0	10	0	44	0	41	24	0	65	20	29	0	0	49	158
04:30 PM	0	0	0	0	0	28	0	14	0	42	0	45	28	0	73	21	30	0	0	51	166
04:45 PM	0	0	0	0	0	30	0	13	0	43	0	58	44	0	102	27	42	0	0	69	214
Total	0	0	0	0	0	134	0	46	0	180	0	189	133	0	322	87	137	0	0	224	726
05:00 PM	0	0	0	0	0	37	0	19	0	56	0	55	44	0	99	18	52	0	0	70	225
05:15 PM	0	0	0	0	0	34	0	11	0	45	0	47	44	0	91	25	39	0	0	64	200
05:30 PM	0	0	0	0	0	27	0	12	0	39	0	56	40	0	96	27	49	0	0	76	211
05:45 PM	0	0	0	0	0	32	0	13	0	45	0	53	32	0	85	20	43	0	0	63	193
Total	0	0	0	0	0	130	0	55	0	185	0	211	160	0	371	90	183	0	0	273	829
Grand Total	0	0	0	0	0	264	0	101	0	365	0	400	293	0	693	177	320	0	0	497	1555
Apprch %	0	0	0	0		72.3	0	27.7	0		0	57.7	42.3	0		35.6	64.4	0	0		
Total %	0	0	0	0	0	17	0	6.5	0	23.5	0	25.7	18.8	0	44.6	11.4	20.6	0	0	32	
Light Vehicles	0	0	0	0	0	263	0	97	0	360	0	393	291	0	684	173	316	0	0	489	1533
% Light Vehicles	0	0	0	0	0	99.6	0	96	0	98.6	0	98.2	99.3	0	98.7	97.7	98.8	0	0	98.4	98.6
Heavy Vehicles	0	0	0	0	0	1	0	4	0	5	0	7	2	0	9	4	4	0	0	8	22
% Heavy Vehicles	0	0	0	0	0	0.4	0	4	0	1.4	0	1.8	0.7	0	1.3	2.3	1.2	0	0	1.6	1.4





TRUE DATA TO IMPROVE MOBILITY

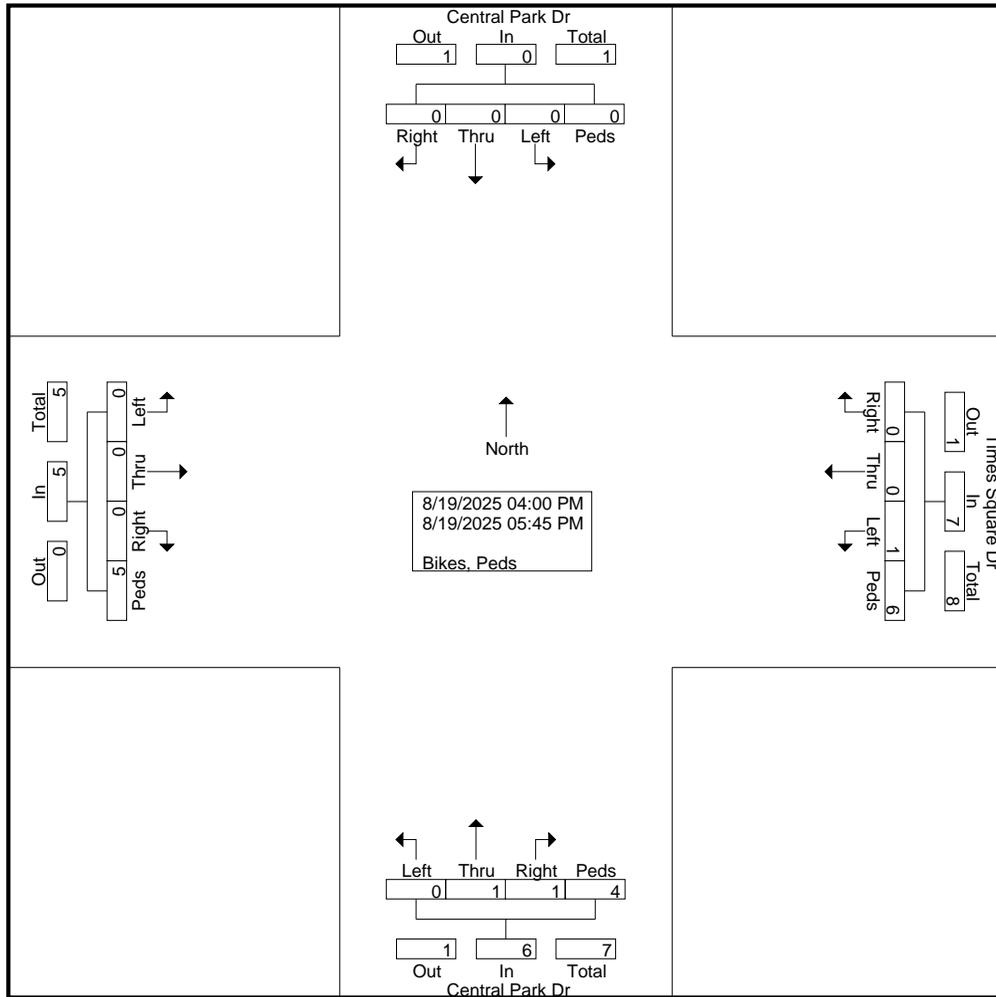
Start Time	Eastbound					Times Square Dr Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	30	0	13	0	43	0	58	44	0	102	27	42	0	0	69	214
05:00 PM	0	0	0	0	0	37	0	19	0	56	0	55	44	0	99	18	52	0	0	70	225
05:15 PM	0	0	0	0	0	34	0	11	0	45	0	47	44	0	91	25	39	0	0	64	200
05:30 PM	0	0	0	0	0	27	0	12	0	39	0	56	40	0	96	27	49	0	0	76	211
Total Volume	0	0	0	0	0	128	0	55	0	183	0	216	172	0	388	97	182	0	0	279	850
% App. Total	0	0	0	0	0	69.9	0	30.1	0		0	55.7	44.3	0		34.8	65.2	0	0		
PHF	.000	.000	.000	.000	.000	.865	.000	.724	.000	.817	.000	.931	.977	.000	.951	.898	.875	.000	.000	.918	.944
Light Vehicles	0	0	0	0	0	127	0	54	0	181	0	212	172	0	384	94	181	0	0	275	840
% Light Vehicles	0	0	0	0	0	99.2	0	98.2	0	98.9	0	98.1	100	0	99.0	96.9	99.5	0	0	98.6	98.8
Heavy Vehicles	0	0	0	0	0	1	0	1	0	2	0	4	0	0	4	3	1	0	0	4	10
% Heavy Vehicles	0	0	0	0	0	0.8	0	1.8	0	1.1	0	1.9	0	0	1.0	3.1	0.5	0	0	1.4	1.2





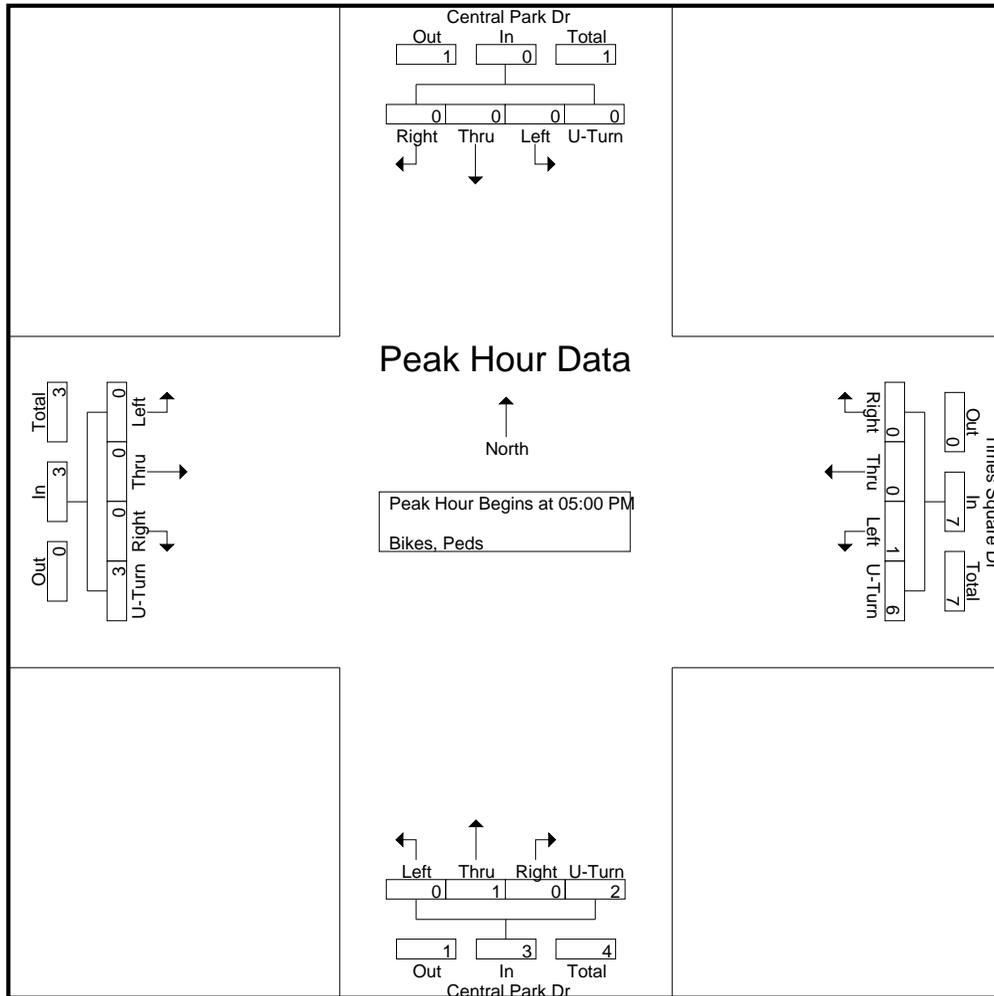
Groups Printed- Bikes, Peds

Start Time	Eastbound					Times Square Dr Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0
Total	0	0	0	3	3	1	0	0	6	7	0	1	0	2	3	0	0	0	0	0	0
Grand Total	0	0	0	5	5	1	0	0	6	7	0	1	1	4	6	0	0	0	0	0	0
Apprch %	0	0	0	100		14.3	0	0	85.7		0	16.7	16.7	66.7		0	0	0	0		
Total %	0	0	0	27.8	27.8	5.6	0	0	33.3	38.9	0	5.6	5.6	22.2	33.3	0	0	0	0	0	0





Start Time	Eastbound					Times Square Dr Westbound					Central Park Dr Northbound					Central Park Dr Southbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 05:00 PM																						
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	5
Total Volume	0	0	0	3	3	1	0	0	6	7	0	1	0	2	3	0	0	0	0	0	0	13
% App. Total	0	0	0	100		14.3	0	0	85.7		0	33.3	0	66.7		0	0	0	0		0	
PHF	.000	.000	.000	.375	.375	.250	.000	.000	.500	.583	.000	.250	.000	.250	.375	.000	.000	.000	.000	.000	.000	.650



# MDOT (2024) Data

<b>2 Way Traffic Counts - Interval: 15 mins</b>					
Time	15 Min				Hourly Count
	1st	2nd	3rd	4th	
07:00 - 08:00	32	42	57	67	198
08:00 - 09:00	62	57	68	61	248
16:00 - 17:00	104	109	118	122	453
17:00 - 18:00	136	132	139	122	529

**AM Peak Hour (7:45am-8:45am) : 254**

**PM Peak Hour (4:45pm-5:45pm) : 529**

<b>EB Traffic Counts - Interval: 15 mins</b>					
Time	15 Min				Hourly Count
	1st	2nd	3rd	4th	
07:00 - 08:00	12	17	28	35	6
08:00 - 09:00	23	27	24	28	3
16:00 - 17:00	50	53	58	49	155
17:00 - 18:00	69	56	70	67	183

**AM Peak Hour (7:45am-8:45am) : 109**

**PM Peak Hour (4:45pm-5:45pm) : 244**

Traffic Volume Adjustment Factor Calculations

<b>WB Traffic Counts - Interval: 15 mins</b>					
<b>Time</b>	<b>15 Min</b>				<b>Hourly Count</b>
	<b>1st</b>	<b>2nd</b>	<b>3rd</b>	<b>4th</b>	
07:00 - 08:00	20	25	29	32	106
08:00 - 09:00	39	30	44	33	146
16:00 - 17:00	54	56	60	73	243
17:00 - 18:00	67	76	69	55	267

**AM Peak Hour (7:45am-8:45am) : 145**

**PM Peak Hour (4:45pm-5:45pm) : 285**

Traffic Volume Adjustment Factor Calculations

# Collected (2025) TMC Data

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	WB Left	WB Thru	WB Right	Total	Hourly Totals
7:00 AM	0	12	6	1	7	8	0	7	27	
7:15 AM	0	21	6	3	7	7	0	3	34	
7:30 AM	0	15	6	1	21	8	0	5	42	
7:45 AM	0	22	19	7	33	15	0	6	68	171
8:00 AM	0	20	13	1	20	14	0	6	47	191
8:15 AM	0	21	14	3	25	17	0	4	53	210
8:30 AM	0	20	19	5	17	14	0	9	51	219
8:45 AM	0	22	15	2	12	8	0	5	41	192

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	WB Left	WB Thru	WB Right	Total	Hourly Totals
4:00 PM	0	45	37	19	36	42	0	9	109	
4:15 PM	0	41	24	20	29	34	0	10	100	
4:30 PM	0	45	28	21	30	28	0	14	110	
4:45 PM	0	58	44	27	42	30	0	13	140	459
5:00 PM	0	55	44	18	52	37	0	19	144	494
5:15 PM	0	47	44	25	39	34	0	11	122	516
5:30 PM	0	56	40	27	49	27	0	12	144	550
5:45 PM	0	53	32	20	43	32	0	13	129	539

Traffic Volume Adjustment Factor Calculations

	MDOT (2024)	MDOT (Grown to 2025)	Collected (2025)	
<b>AM Peak Hour</b>	254	257	219	<b>MDOT higher adjust Collected (2025) by 1.17</b>
EB	109	110	111	
WB	145	146	108	
<b>PM Peak Hour</b>	529	534	550	<b>Collected (2025) higher no adjustment needed</b>
EB	244	246	279	
WB	285	288	271	

**QuickFacts**

**Meridian charter township, Ingham County, Michigan**

QuickFacts provides statistics for all states and counties, and for cities and towns with a *population of 5,000 or more*.

All Topics	Meridian charter township, Ingham County, Michigan
<b>Population Estimates, July 1, 2022, (V2022)</b>	<b>43,864</b>
<b>PEOPLE</b>	
<b>Population</b>	
<b>Population Estimates, July 1, 2022, (V2022)</b>	<b>43,864</b>
Population estimates base, April 1, 2020, (V2022)	43,918
Population, percent change - April 1, 2020 (estimates base) to July 1, 2022, (V2022)	-0.1%
Population, Census, April 1, 2020	43,916
Population, Census, April 1, 2010	39,688
<b>Age and Sex</b>	
Persons under 5 years, percent	5.6%
Persons under 18 years, percent	21.5%
Persons 65 years and over, percent	16.0%
Female persons, percent	51.4%
<b>Race and Hispanic Origin</b>	
White alone, percent	71.9%
Black or African American alone, percent (a)	5.0%
American Indian and Alaska Native alone, percent (a)	0.4%
Asian alone, percent (a)	15.2%
Native Hawaiian and Other Pacific Islander alone, percent (a)	0.0%
Two or More Races, percent	6.8%
Hispanic or Latino, percent (b)	4.5%
White alone, not Hispanic or Latino, percent	69.5%
<b>Population Characteristics</b>	
Veterans, 2017-2021	1,842
Foreign born persons, percent, 2017-2021	18.6%
<b>Housing</b>	
Housing units, July 1, 2022, (V2022)	X
Owner-occupied housing unit rate, 2017-2021	58.3%
Median value of owner-occupied housing units, 2017-2021	\$256,600
Median selected monthly owner costs -with a mortgage, 2017-2021	\$1,795
Median selected monthly owner costs -without a mortgage, 2017-2021	\$811
Median gross rent, 2017-2021	\$1,043
Building permits, 2022	X
<b>Families &amp; Living Arrangements</b>	
Households, 2017-2021	18,725
Persons per household, 2017-2021	2.31
Living in same house 1 year ago, percent of persons age 1 year+, 2017-2021	78.6%
Language other than English spoken at home, percent of persons age 5 years+, 2017-2021	20.6%
<b>Computer and Internet Use</b>	
Households with a computer, percent, 2017-2021	96.7%
Households with a broadband Internet subscription, percent, 2017-2021	90.5%
<b>Education</b>	
High school graduate or higher, percent of persons age 25 years+, 2017-2021	97.6%
Bachelor's degree or higher, percent of persons age 25 years+, 2017-2021	66.0%
<b>Health</b>	
With a disability, under age 65 years, percent, 2017-2021	5.1%
Persons without health insurance, under age 65 years, percent	2.8%

<b>Economy</b>	
In civilian labor force, total, percent of population age 16 years+, 2017-2021	65.1%
In civilian labor force, female, percent of population age 16 years+, 2017-2021	60.7%
Total accommodation and food services sales, 2017 (\$1,000) (c)	113,050
Total health care and social assistance receipts/revenue, 2017 (\$1,000) (c)	186,726
Total transportation and warehousing receipts/revenue, 2017 (\$1,000) (c)	14,132
Total retail sales, 2017 (\$1,000) (c)	809,639
Total retail sales per capita, 2017 (c)	\$18,881

<b>Transportation</b>	
Mean travel time to work (minutes), workers age 16 years+, 2017-2021	20.7

<b>Income &amp; Poverty</b>	
Median household income (in 2021 dollars), 2017-2021	\$76,103
Per capita income in past 12 months (in 2021 dollars), 2017-2021	\$48,203
Persons in poverty, percent	 11.7%

## **BUSINESSES**

<b>Businesses</b>	
Total employer establishments, 2021	X
Total employment, 2021	X
Total annual payroll, 2021 (\$1,000)	X
Total employment, percent change, 2020-2021	X
Total nonemployer establishments, 2020	X
All employer firms, Reference year 2017	981
Men-owned employer firms, Reference year 2017	511
Women-owned employer firms, Reference year 2017	223
Minority-owned employer firms, Reference year 2017	79
Nonminority-owned employer firms, Reference year 2017	740
Veteran-owned employer firms, Reference year 2017	S
Nonveteran-owned employer firms, Reference year 2017	724

## **GEOGRAPHY**

<b>Geography</b>	
Population per square mile, 2020	1,437.2
Population per square mile, 2010	1,301.9
Land area in square miles, 2020	30.56
Land area in square miles, 2010	30.49
FIPS Code	2606553140



## Level of Service for Signalized Intersections

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS can be characterized for the entire intersection, each intersection approach, and each lane group. Specifically, level-of-service (LOS) criteria are stated in terms of the average stopped delay per vehicle. The criteria are given in Exhibit 19-8. Delay may be measured in the field or estimated using procedures presented later in this chapter. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group in question.

**LOS A** describes operations with a control delay of 10 s/veh or less. This level is typically assigned when the volume-to-capacity ratio is low and either progression is extremely favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during a green indication and travel through the intersection without stopping.

**LOS B** describes operations with control delay between 10 and 20 s/veh. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

Exhibit 19.8. Level-of-Service Criteria for Signalized Intersections (Motorized Vehicles)

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	$\leq 10.0$
B	$> 10.0$ and $\leq 20.0$
C	$> 20.0$ and $\leq 35.0$
D	$> 35.0$ and $\leq 55.0$
E	$> 55.0$ and $\leq 80.0$
F	$> 80.0$

1. If the v/c ratio for a lane group exceeds 1.0, a LOS F is assigned to the individual lane group. LOS for approach-based and intersection-wide assessments are determined solely by the control delay.

**LOS C** describes operations with control delay between 20 and 35 s/veh. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e. one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicle stopping is significant, although many vehicles still pass through the intersection without stopping.

**LOS D** describes operations with control delay between 35 and 55 s/veh. This level is typically assigned when when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

**LOS E** describes operations with control delay between 55 and 80 s/veh. This level is typically assigned when when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

**LOS F** describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level, considered to be unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of the intersection. This level is typically assigned when the volume-to-capacity ratio is high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual, 6th Edition. Transportation Research Board, National Research Council

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	29	97	76	19	111
Future Vol, veh/h	70	29	97	76	19	111
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	500	0	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	69	69
Heavy Vehicles, %	6	6	4	4	12	12
Mvmt Flow	76	32	108	84	28	161

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	367	151	0	0	193
Stage 1	151	-	-	-	-
Stage 2	216	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.22
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.308
Pot Cap-1 Maneuver	625	885	-	-	1322
Stage 1	867	-	-	-	-
Stage 2	811	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	611	884	-	-	1321
Mov Cap-2 Maneuver	655	-	-	-	-
Stage 1	866	-	-	-	-
Stage 2	794	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.63		0	1.14
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	655	884	1321	-
HCM Lane V/C Ratio	-	-	0.116	0.036	0.021	-
HCM Control Delay (s/veh)	-	-	11.2	9.2	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	0.1	-

HCM 7th TWSC  
2: Central Park Drive & Belvedere Avenue

Existing Conditions  
AM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	6	14	157	2	6	178
Future Vol, veh/h	6	14	157	2	6	178
Conflicting Peds, #/hr	1	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	61	61	85	85	80	80
Heavy Vehicles, %	6	6	4	4	9	9
Mvmt Flow	10	23	185	2	8	223

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	427	189	0	0	190
Stage 1	189	-	-	-	-
Stage 2	239	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.19
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.281
Pot Cap-1 Maneuver	577	843	-	-	1343
Stage 1	834	-	-	-	-
Stage 2	792	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	571	840	-	-	1339
Mov Cap-2 Maneuver	629	-	-	-	-
Stage 1	831	-	-	-	-
Stage 2	787	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.93	0	0.25
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	763	1339
HCM Lane V/C Ratio	-	-	0.043	0.006
HCM Control Delay (s/veh)	-	-	9.9	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 7th TWSC  
3: Central Park Drive & Columbus Avenue

Existing Conditions  
AM Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	0	19	1	1	0	158	1	0	179	5
Future Vol, veh/h	0	0	0	19	1	1	0	158	1	0	179	5
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	3	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	60	60	60	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	0	0	0	5	5	5	9	9	9
Mvmt Flow	0	0	0	32	2	2	0	190	1	0	229	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	425	428	234	423	431	194	237	0	0	195	0	0
Stage 1	234	234	-	194	194	-	-	-	-	-	-	-
Stage 2	191	195	-	229	237	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.15	-	-	4.19	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.245	-	-	2.281	-	-
Pot Cap-1 Maneuver	540	519	805	544	520	853	1313	-	-	1338	-	-
Stage 1	769	711	-	812	744	-	-	-	-	-	-	-
Stage 2	811	740	-	778	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	536	517	805	543	518	850	1311	-	-	1334	-	-
Mov Cap-2 Maneuver	536	517	-	543	518	-	-	-	-	-	-	-
Stage 1	769	711	-	810	742	-	-	-	-	-	-	-
Stage 2	807	738	-	778	712	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	0		11.98		0		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1311	-	-	-	551	1334	-	-
HCM Lane V/C Ratio	-	-	-	-	0.064	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	12	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-	-

HCM 7th TWSC  
 1: Central Park Drive & Times Square Drive

Existing Conditions  
 PM Peak Hour

Intersection						
Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	55	216	172	97	182
Future Vol, veh/h	128	55	216	172	97	182
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	500	0	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	95	95	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	156	67	227	181	105	198

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	732	323	0	0	413	0
Stage 1	323	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	390	720	-	-	1151	-
Stage 1	736	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	352	717	-	-	1145	-
Mov Cap-2 Maneuver	462	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.86	0	2.94
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	462	717	1145	-
HCM Lane V/C Ratio	-	-	0.338	0.094	0.092	-
HCM Control Delay (s/veh)	-	-	16.7	10.5	8.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.5	0.3	0.3	-

HCM 7th TWSC  
2: Central Park Drive & Belvedere Avenue

Existing Conditions  
PM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	5	9	374	9	8	326
Future Vol, veh/h	5	9	374	9	8	326
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	93	93	89	89
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	6	10	402	10	9	366

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	792	408	0	0	413
Stage 1	408	-	-	-	-
Stage 2	384	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209
Pot Cap-1 Maneuver	361	648	-	-	1152
Stage 1	676	-	-	-	-
Stage 2	693	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	358	647	-	-	1150
Mov Cap-2 Maneuver	474	-	-	-	-
Stage 1	675	-	-	-	-
Stage 2	687	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.47	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	572	1150
HCM Lane V/C Ratio	-	-	0.028	0.008
HCM Control Delay (s/veh)	-	-	11.5	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 7th TWSC  
3: Central Park Drive & Columbus Avenue

Existing Conditions  
PM Peak Hour

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	24	3	9	7	1	1	13	358	21	2	305	24
Future Vol, veh/h	24	3	9	7	1	1	13	358	21	2	305	24
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	60	60	60	93	93	93	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	35	4	13	12	2	2	14	385	23	2	335	26

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	767	789	349	766	791	396	363	0	0	408	0	0
Stage 1	354	354	-	424	424	-	-	-	-	-	-	-
Stage 2	414	435	-	342	367	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	321	325	699	322	324	658	1196	-	-	1157	-	-
Stage 1	668	634	-	612	590	-	-	-	-	-	-	-
Stage 2	620	584	-	677	626	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	314	320	698	308	320	658	1195	-	-	1157	-	-
Mov Cap-2 Maneuver	314	320	-	308	320	-	-	-	-	-	-	-
Stage 1	666	632	-	605	583	-	-	-	-	-	-	-
Stage 2	609	577	-	659	624	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s/v	16.5		16.49			0.27			0.05		
HCM LOS	C		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1195	-	-	365	328	1157	-	-
HCM Lane V/C Ratio	0.012	-	-	0.143	0.046	0.002	-	-
HCM Control Delay (s/veh)	8	-	-	16.5	16.5	8.1	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-

HCM 7th TWSC  
1: Central Park Drive & Times Square Drive

Background Conditions  
AM Peak Hour

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	30	100	78	20	114
Future Vol, veh/h	72	30	100	78	20	114
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	500	0	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	69	69
Heavy Vehicles, %	6	6	4	4	12	12
Mvmt Flow	78	33	111	87	29	165

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	379	155	0	0	199
Stage 1	155	-	-	-	-
Stage 2	223	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.22
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.308
Pot Cap-1 Maneuver	615	880	-	-	1316
Stage 1	863	-	-	-	-
Stage 2	805	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	601	879	-	-	1315
Mov Cap-2 Maneuver	648	-	-	-	-
Stage 1	862	-	-	-	-
Stage 2	787	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.71		0	1.16
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	648	879	1315	-
HCM Lane V/C Ratio	-	-	0.121	0.037	0.022	-
HCM Control Delay (s/veh)	-	-	11.3	9.3	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	0.1	-

HCM 7th TWSC  
2: Central Park Drive & Belvedere Avenue

Background Conditions  
AM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↗		↘	↗
Traffic Vol, veh/h	7	14	162	2	6	183
Future Vol, veh/h	7	14	162	2	6	183
Conflicting Peds, #/hr	1	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	61	61	85	85	80	80
Heavy Vehicles, %	6	6	4	4	9	9
Mvmt Flow	11	23	191	2	8	229

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	440	195	0	0	196
Stage 1	195	-	-	-	-
Stage 2	245	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.19
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.281
Pot Cap-1 Maneuver	567	836	-	-	1336
Stage 1	829	-	-	-	-
Stage 2	787	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	562	834	-	-	1332
Mov Cap-2 Maneuver	622	-	-	-	-
Stage 1	826	-	-	-	-
Stage 2	781	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.04		0	0.25
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	749	1332
HCM Lane V/C Ratio	-	-	0.046	0.006
HCM Control Delay (s/veh)	-	-	10	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 7th TWSC  
3: Central Park Drive & Columbus Avenue

Background Conditions  
AM Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Vol, veh/h	0	0	0	20	1	1	0	163	1	0	185	5
Future Vol, veh/h	0	0	0	20	1	1	0	163	1	0	185	5
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	3	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	60	60	60	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	0	0	0	5	5	5	9	9	9
Mvmt Flow	0	0	0	33	2	2	0	196	1	0	237	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	439	442	241	437	445	200	245	0	0	201	0	0
Stage 1	241	241	-	200	200	-	-	-	-	-	-	-
Stage 2	197	201	-	237	245	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.15	-	-	4.19	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.245	-	-	2.281	-	-
Pot Cap-1 Maneuver	528	510	797	533	511	846	1304	-	-	1331	-	-
Stage 1	762	706	-	806	739	-	-	-	-	-	-	-
Stage 2	805	735	-	771	707	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	525	508	797	532	509	844	1303	-	-	1327	-	-
Mov Cap-2 Maneuver	525	508	-	532	509	-	-	-	-	-	-	-
Stage 1	761	705	-	804	737	-	-	-	-	-	-	-
Stage 2	801	733	-	771	707	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	0		12.16		0		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1303	-	-	-	540	1327	-
HCM Lane V/C Ratio	-	-	-	-	0.068	-	-
HCM Control Delay (s/veh)	0	-	-	0	12.2	0	-
HCM Lane LOS	A	-	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-

HCM 7th TWSC  
1: Central Park Drive & Times Square Drive

Background Conditions  
PM Peak Hour

Intersection						
Int Delay, s/veh	4.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	132	57	223	177	100	188
Future Vol, veh/h	132	57	223	177	100	188
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	500	0	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	95	95	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	161	70	235	186	109	204

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	755	333	0	0	426
Stage 1	333	-	-	-	-
Stage 2	422	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209
Pot Cap-1 Maneuver	378	711	-	-	1139
Stage 1	728	-	-	-	-
Stage 2	664	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	340	708	-	-	1133
Mov Cap-2 Maneuver	452	-	-	-	-
Stage 1	725	-	-	-	-
Stage 2	600	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v15.29		0	2.96
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	452	708	1133
HCM Lane V/C Ratio	-	-	0.356	0.098	0.096
HCM Control Delay (s/veh)	-	-	17.3	10.6	8.5
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	1.6	0.3	0.3

HCM 7th TWSC  
2: Central Park Drive & Belvedere Avenue

Background Conditions  
PM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	5	9	386	10	8	336
Future Vol, veh/h	5	9	386	10	8	336
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	93	93	89	89
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	6	10	415	11	9	378

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	817	421	0	0	427
Stage 1	421	-	-	-	-
Stage 2	396	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209
Pot Cap-1 Maneuver	349	636	-	-	1138
Stage 1	666	-	-	-	-
Stage 2	685	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	346	636	-	-	1137
Mov Cap-2 Maneuver	465	-	-	-	-
Stage 1	666	-	-	-	-
Stage 2	679	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.59	0	0.19
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	562	1137
HCM Lane V/C Ratio	-	-	0.028	0.008
HCM Control Delay (s/veh)	-	-	11.6	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 7th TWSC  
3: Central Park Drive & Columbus Avenue

Background Conditions  
PM Peak Hour

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	25	3	9	7	1	1	13	370	22	2	314	25
Future Vol, veh/h	25	3	9	7	1	1	13	370	22	2	314	25
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	60	60	60	93	93	93	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	36	4	13	12	2	2	14	398	24	2	345	27

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	791	814	360	789	816	410	374	0	0	422	0	0
Stage 1	364	364	-	438	438	-	-	-	-	-	-	-
Stage 2	427	449	-	352	378	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	310	315	689	311	314	646	1185	-	-	1143	-	-
Stage 1	659	627	-	602	582	-	-	-	-	-	-	-
Stage 2	610	575	-	669	619	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	303	310	689	296	309	646	1184	-	-	1143	-	-
Mov Cap-2 Maneuver	303	310	-	296	309	-	-	-	-	-	-	-
Stage 1	657	626	-	594	575	-	-	-	-	-	-	-
Stage 2	599	569	-	651	617	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s/v17.08			16.92			0.26			0.05		
HCM LOS	C		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	351	317	1143	-	-
HCM Lane V/C Ratio	0.012	-	-	0.153	0.047	0.002	-	-
HCM Control Delay (s/veh)	8.1	-	-	17.1	16.9	8.2	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	76	38	123	90	23	121
Future Vol, veh/h	76	38	123	90	23	121
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	500	0	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	69	69
Heavy Vehicles, %	6	6	4	4	12	12
Mvmt Flow	83	41	137	100	33	175

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	430	188	0	0	238
Stage 1	188	-	-	-	-
Stage 2	242	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.22
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.308
Pot Cap-1 Maneuver	575	844	-	-	1273
Stage 1	835	-	-	-	-
Stage 2	789	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	559	843	-	-	1272
Mov Cap-2 Maneuver	619	-	-	-	-
Stage 1	834	-	-	-	-
Stage 2	768	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.97		0	1.26
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	619	843	1272
HCM Lane V/C Ratio	-	-	0.133	0.049	0.026
HCM Control Delay (s/veh)	-	-	11.7	9.5	7.9
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	0.1

HCM 7th TWSC  
 2: Central Park Drive & Belvedere Avenue

Future Conditions (Option 1)  
 AM Peak Hour

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	30	20	191	9	8	192
Future Vol, veh/h	30	20	191	9	8	192
Conflicting Peds, #/hr	1	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	61	61	85	85	80	80
Heavy Vehicles, %	6	6	4	4	9	9
Mvmt Flow	49	33	225	11	10	240

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	494	233	0	0	238
Stage 1	233	-	-	-	-
Stage 2	261	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.19
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.281
Pot Cap-1 Maneuver	527	796	-	-	1289
Stage 1	796	-	-	-	-
Stage 2	773	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	521	794	-	-	1285
Mov Cap-2 Maneuver	594	-	-	-	-
Stage 1	794	-	-	-	-
Stage 2	767	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.22	0	0.31
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	660	1285
HCM Lane V/C Ratio	-	-	0.124	0.008
HCM Control Delay (s/veh)	-	-	11.2	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 7th TWSC  
3: Central Park Drive & Columbus Avenue

Future Conditions (Option 1)  
AM Peak Hour

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	0	33	1	4	0	174	5	0	221	5
Future Vol, veh/h	0	0	0	33	1	4	0	174	5	0	221	5
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	3	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	60	60	60	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	0	0	0	5	5	5	9	9	9
Mvmt Flow	0	0	0	55	2	7	0	210	6	0	283	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	498	506	288	499	506	216	291	0	0	219	0	0
Stage 1	288	288	-	216	216	-	-	-	-	-	-	-
Stage 2	210	219	-	283	291	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.15	-	-	4.19	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.245	-	-	2.281	-	-
Pot Cap-1 Maneuver	483	469	752	485	472	829	1254	-	-	1310	-	-
Stage 1	720	674	-	791	728	-	-	-	-	-	-	-
Stage 2	792	722	-	728	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	477	467	751	484	470	827	1253	-	-	1307	-	-
Mov Cap-2 Maneuver	477	467	-	484	470	-	-	-	-	-	-	-
Stage 1	719	673	-	789	726	-	-	-	-	-	-	-
Stage 2	783	720	-	728	675	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	13.14	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1253	-	-	-	506	1307	-
HCM Lane V/C Ratio	-	-	-	-	0.125	-	-
HCM Control Delay (s/veh)	0	-	-	0	13.1	0	-
HCM Lane LOS	A	-	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	8	11	110	3	3	106
Future Vol, veh/h	8	11	110	3	3	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	6	6
Mvmt Flow	9	12	120	3	3	115

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	243	121	0	0	123
Stage 1	121	-	-	-	-
Stage 2	122	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254
Pot Cap-1 Maneuver	745	930	-	-	1440
Stage 1	904	-	-	-	-
Stage 2	904	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	744	930	-	-	1440
Mov Cap-2 Maneuver	751	-	-	-	-
Stage 1	904	-	-	-	-
Stage 2	902	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.36	0	0.21
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	845	1440
HCM Lane V/C Ratio	-	-	0.024	0.002
HCM Control Delay (s/veh)	-	-	9.4	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	9	8	21	0	0	29
Future Vol, veh/h	9	8	21	0	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	61	61	92	92
Heavy Vehicles, %	2	2	6	6	2	2
Mvmt Flow	10	9	34	0	0	32

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	34	0	-	0	63 34
Stage 1	-	-	-	-	34 -
Stage 2	-	-	-	-	28 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1577	-	-	-	943 1039
Stage 1	-	-	-	-	988 -
Stage 2	-	-	-	-	994 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1577	-	-	-	938 1039
Mov Cap-2 Maneuver	-	-	-	-	938 -
Stage 1	-	-	-	-	982 -
Stage 2	-	-	-	-	994 -

Approach	EB	WB	SB
HCM Control Delay, s/v	3.86	0	8.57
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	953	-	-	-	1039
HCM Lane V/C Ratio	0.006	-	-	-	0.03
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	13	26	174	4	9	213
Future Vol, veh/h	13	26	174	4	9	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	85	85	78	78
Heavy Vehicles, %	2	2	4	4	9	9
Mvmt Flow	14	28	205	5	12	273

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	503	207	0	0	209
Stage 1	207	-	-	-	-
Stage 2	296	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281
Pot Cap-1 Maneuver	528	833	-	-	1321
Stage 1	828	-	-	-	-
Stage 2	755	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	523	833	-	-	1321
Mov Cap-2 Maneuver	596	-	-	-	-
Stage 1	828	-	-	-	-
Stage 2	748	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.19		0	0.31
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	736	1321
HCM Lane V/C Ratio	-	-	0.058	0.009
HCM Control Delay (s/veh)	-	-	10.2	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	4	1	22	0	0	16
Future Vol, veh/h	4	1	22	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	60	60	92	92
Heavy Vehicles, %	2	2	0	0	2	2
Mvmt Flow	4	1	37	0	0	17

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	37	0	-	0	46 37
Stage 1	-	-	-	-	37 -
Stage 2	-	-	-	-	10 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1574	-	-	-	963 1036
Stage 1	-	-	-	-	986 -
Stage 2	-	-	-	-	1013 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1574	-	-	-	961 1036
Mov Cap-2 Maneuver	-	-	-	-	961 -
Stage 1	-	-	-	-	983 -
Stage 2	-	-	-	-	1013 -

Approach	EB	WB	SB
HCM Control Delay, s/v	5.83	0	8.54
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1440	-	-	-	1036
HCM Lane V/C Ratio	0.003	-	-	-	0.017
HCM Control Delay (s/veh)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	144	63	238	184	109	212
Future Vol, veh/h	144	63	238	184	109	212
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	500	0	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	95	95	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	176	77	251	194	118	230

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	820	352	0	0	449
Stage 1	352	-	-	-	-
Stage 2	467	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209
Pot Cap-1 Maneuver	346	694	-	-	1117
Stage 1	714	-	-	-	-
Stage 2	633	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	308	690	-	-	1111
Mov Cap-2 Maneuver	424	-	-	-	-
Stage 1	710	-	-	-	-
Stage 2	565	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v16.77		0	2.93
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	424	690	1111
HCM Lane V/C Ratio	-	-	0.414	0.111	0.107
HCM Control Delay (s/veh)	-	-	19.3	10.9	8.6
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	2	0.4	0.4

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	13	404	31	15	366
Future Vol, veh/h	18	13	404	31	15	366
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	93	93	89	89
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	20	15	434	33	17	411

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	897	452	0	0	469
Stage 1	452	-	-	-	-
Stage 2	445	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209
Pot Cap-1 Maneuver	313	612	-	-	1098
Stage 1	645	-	-	-	-
Stage 2	650	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	308	611	-	-	1097
Mov Cap-2 Maneuver	434	-	-	-	-
Stage 1	645	-	-	-	-
Stage 2	640	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.85	0	0.33
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	494	1097
HCM Lane V/C Ratio	-	-	0.071	0.015
HCM Control Delay (s/veh)	-	-	12.9	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 7th TWSC  
3: Central Park Drive & Columbus Avenue

Future Conditions (Option 1)  
PM Peak Hour

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	25	3	9	14	1	3	13	404	34	5	335	25
Future Vol, veh/h	25	3	9	14	1	3	13	404	34	5	335	25
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	60	60	60	93	93	93	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	36	4	13	23	2	5	14	434	37	5	368	27

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	857	893	383	862	888	453	397	0	0	471	0	0
Stage 1	394	394	-	481	481	-	-	-	-	-	-	-
Stage 2	463	499	-	381	408	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	280	283	669	278	285	611	1162	-	-	1096	-	-
Stage 1	635	609	-	570	557	-	-	-	-	-	-	-
Stage 2	583	547	-	645	600	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	271	278	668	263	280	611	1161	-	-	1096	-	-
Mov Cap-2 Maneuver	271	278	-	263	280	-	-	-	-	-	-	-
Stage 1	631	605	-	563	551	-	-	-	-	-	-	-
Stage 2	569	540	-	625	597	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.64	18.73	0.23	0.11
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1161	-	-	317	292	1096	-	-
HCM Lane V/C Ratio	0.012	-	-	0.169	0.103	0.005	-	-
HCM Control Delay (s/veh)	8.1	-	-	18.6	18.7	8.3	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0	-	-

HCM 7th TWSC  
 4: Times Square Drive & Site Drive #1

Future Conditions (Option 1)  
 PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	6	6	284	9	10	201
Future Vol, veh/h	6	6	284	9	10	201
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	82	82
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	7	7	309	10	12	245

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	583	314	0	0	318	0
Stage 1	314	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209	-
Pot Cap-1 Maneuver	475	727	-	-	1247	-
Stage 1	741	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	470	727	-	-	1247	-
Mov Cap-2 Maneuver	559	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	768	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.82		0	0.38
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	632	1247
HCM Lane V/C Ratio	-	-	0.021	0.01
HCM Control Delay (s/veh)	-	-	10.8	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	28	18	14	0	0	17
Future Vol, veh/h	28	18	14	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	88	88	92	92
Heavy Vehicles, %	2	2	0	0	2	2
Mvmt Flow	30	20	16	0	0	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	16	0	-	0	96
Stage 1	-	-	-	-	16
Stage 2	-	-	-	-	80
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1602	-	-	-	903
Stage 1	-	-	-	-	1007
Stage 2	-	-	-	-	943
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1602	-	-	-	886
Mov Cap-2 Maneuver	-	-	-	-	886
Stage 1	-	-	-	-	988
Stage 2	-	-	-	-	943

Approach	EB	WB	SB
HCM Control Delay, s/v	4.44	0	8.45
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1096	-	-	-	1063
HCM Lane V/C Ratio	0.019	-	-	-	0.017
HCM Control Delay (s/veh)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	16	419	13	27	357
Future Vol, veh/h	8	16	419	13	27	357
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	93	93	91	91
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	9	17	451	14	30	392

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	909	458	0	0	465
Stage 1	458	-	-	-	-
Stage 2	452	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209
Pot Cap-1 Maneuver	305	603	-	-	1102
Stage 1	637	-	-	-	-
Stage 2	641	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	297	603	-	-	1102
Mov Cap-2 Maneuver	423	-	-	-	-
Stage 1	637	-	-	-	-
Stage 2	624	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.17	0	0.59
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	528	1102
HCM Lane V/C Ratio	-	-	0.049	0.027
HCM Control Delay (s/veh)	-	-	12.2	8.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	15	27	9	0	0	9
Future Vol, veh/h	15	27	9	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	60	60	92	92
Heavy Vehicles, %	2	2	0	0	2	2
Mvmt Flow	16	29	15	0	0	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	15	0	-	0	77 15
Stage 1	-	-	-	-	15 -
Stage 2	-	-	-	-	62 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1603	-	-	-	926 1065
Stage 1	-	-	-	-	1008 -
Stage 2	-	-	-	-	961 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1603	-	-	-	916 1065
Mov Cap-2 Maneuver	-	-	-	-	916 -
Stage 1	-	-	-	-	997 -
Stage 2	-	-	-	-	961 -

Approach	EB	WB	SB
HCM Control Delay, s/v	2.6	0	8.41
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	643	-	-	-	1065
HCM Lane V/C Ratio	0.01	-	-	-	0.009
HCM Control Delay (s/veh)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	99	44	117	97	25	119
Future Vol, veh/h	99	44	117	97	25	119
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	500	0	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	69	69
Heavy Vehicles, %	6	6	4	4	12	12
Mvmt Flow	108	48	130	108	36	172

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	430	185	0	0	239
Stage 1	185	-	-	-	-
Stage 2	245	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.22
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.308
Pot Cap-1 Maneuver	575	847	-	-	1272
Stage 1	837	-	-	-	-
Stage 2	787	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	558	846	-	-	1270
Mov Cap-2 Maneuver	617	-	-	-	-
Stage 1	836	-	-	-	-
Stage 2	764	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.27	0	1.37
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	617	846	1270	-
HCM Lane V/C Ratio	-	-	0.174	0.057	0.029	-
HCM Control Delay (s/veh)	-	-	12.1	9.5	7.9	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.2	0.1	-

HCM 7th TWSC  
2: Central Park Drive & Belvedere Avenue

Future Conditions (Option 2)  
AM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↙		↗↘		↘↙	↗↘
Traffic Vol, veh/h	7	14	198	2	6	215
Future Vol, veh/h	7	14	198	2	6	215
Conflicting Peds, #/hr	1	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	61	61	85	85	80	80
Heavy Vehicles, %	6	6	4	4	9	9
Mvmt Flow	11	23	233	2	8	269

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	522	237	0	0	238
Stage 1	237	-	-	-	-
Stage 2	285	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.19
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.281
Pot Cap-1 Maneuver	508	792	-	-	1289
Stage 1	793	-	-	-	-
Stage 2	754	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	503	790	-	-	1285
Mov Cap-2 Maneuver	580	-	-	-	-
Stage 1	791	-	-	-	-
Stage 2	749	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.37		0	0.21
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	705	1285
HCM Lane V/C Ratio	-	-	0.049	0.006
HCM Control Delay (s/veh)	-	-	10.4	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 7th TWSC  
3: Central Park Drive & Columbus Avenue

Future Conditions (Option 2)  
AM Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	0	20	1	1	0	178	1	0	234	5
Future Vol, veh/h	0	0	0	20	1	1	0	178	1	0	234	5
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	3	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	60	60	60	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	0	0	0	5	5	5	9	9	9
Mvmt Flow	0	0	0	33	2	2	0	214	1	0	300	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	519	523	304	518	525	218	307	0	0	219	0	0
Stage 1	304	304	-	218	218	-	-	-	-	-	-	-
Stage 2	215	219	-	300	307	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.15	-	-	4.19	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.245	-	-	2.281	-	-
Pot Cap-1 Maneuver	467	459	736	471	460	827	1236	-	-	1310	-	-
Stage 1	705	663	-	789	726	-	-	-	-	-	-	-
Stage 2	787	722	-	713	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	464	457	735	470	458	824	1235	-	-	1307	-	-
Mov Cap-2 Maneuver	464	457	-	470	458	-	-	-	-	-	-	-
Stage 1	705	662	-	787	724	-	-	-	-	-	-	-
Stage 2	784	720	-	713	664	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	13.14	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1235	-	-	-	479	1307	-	-
HCM Lane V/C Ratio	-	-	-	-	0.077	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	13.1	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-	-

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		Y	T
Traffic Vol, veh/h	37	11	110	12	3	106
Future Vol, veh/h	37	11	110	12	3	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	6	6
Mvmt Flow	40	12	120	13	3	115

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	248	126	0	0	133
Stage 1	126	-	-	-	-
Stage 2	122	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254
Pot Cap-1 Maneuver	741	924	-	-	1428
Stage 1	900	-	-	-	-
Stage 2	904	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	739	924	-	-	1428
Mov Cap-2 Maneuver	748	-	-	-	-
Stage 1	900	-	-	-	-
Stage 2	902	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.93	0	0.21
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	782	1428
HCM Lane V/C Ratio	-	-	0.067	0.002
HCM Control Delay (s/veh)	-	-	9.9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	8	21	0	0	0
Future Vol, veh/h	0	8	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	61	61	92	92
Heavy Vehicles, %	2	2	6	6	2	2
Mvmt Flow	0	9	34	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	34	0	-	0	43 34
Stage 1	-	-	-	-	34 -
Stage 2	-	-	-	-	9 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1577	-	-	-	968 1039
Stage 1	-	-	-	-	988 -
Stage 2	-	-	-	-	1014 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1577	-	-	-	968 1039
Mov Cap-2 Maneuver	-	-	-	-	968 -
Stage 1	-	-	-	-	988 -
Stage 2	-	-	-	-	1014 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1577	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P		Y	↑
Traffic Vol, veh/h	26	29	171	8	9	213
Future Vol, veh/h	26	29	171	8	9	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	85	85	78	78
Heavy Vehicles, %	2	2	4	4	9	9
Mvmt Flow	28	32	201	9	12	273

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	502	206	0	0	211
Stage 1	206	-	-	-	-
Stage 2	296	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281
Pot Cap-1 Maneuver	529	835	-	-	1319
Stage 1	829	-	-	-	-
Stage 2	755	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	524	835	-	-	1319
Mov Cap-2 Maneuver	596	-	-	-	-
Stage 1	829	-	-	-	-
Stage 2	748	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.61	0	0.31
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	702	1319
HCM Lane V/C Ratio	-	-	0.085	0.009
HCM Control Delay (s/veh)	-	-	10.6	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	1	22	0	0	0
Future Vol, veh/h	0	1	22	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	60	60	92	92
Heavy Vehicles, %	2	2	0	0	2	2
Mvmt Flow	0	1	37	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	37	0	-	0	38 37
Stage 1	-	-	-	-	37 -
Stage 2	-	-	-	-	1 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1574	-	-	-	974 1036
Stage 1	-	-	-	-	986 -
Stage 2	-	-	-	-	1022 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1574	-	-	-	974 1036
Mov Cap-2 Maneuver	-	-	-	-	974 -
Stage 1	-	-	-	-	986 -
Stage 2	-	-	-	-	1022 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1574	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	5.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	157	67	234	206	115	206
Future Vol, veh/h	157	67	234	206	115	206
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	500	0	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	95	95	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	191	82	246	217	125	224

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	834	360	0	0	468
Stage 1	360	-	-	-	-
Stage 2	474	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209
Pot Cap-1 Maneuver	340	687	-	-	1099
Stage 1	708	-	-	-	-
Stage 2	628	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	299	684	-	-	1093
Mov Cap-2 Maneuver	417	-	-	-	-
Stage 1	705	-	-	-	-
Stage 2	557	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.83	0	3.12
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	417	684	1093	-
HCM Lane V/C Ratio	-	-	0.459	0.12	0.114	-
HCM Control Delay (s/veh)	-	-	20.8	11	8.7	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	2.4	0.4	0.4	-

HCM 7th TWSC  
2: Central Park Drive & Belvedere Avenue

Future Conditions (Option 2)  
PM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↗		↘	↗
Traffic Vol, veh/h	5	9	426	9	9	379
Future Vol, veh/h	5	9	426	9	9	379
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	93	93	89	89
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	6	10	458	10	10	426

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	910	464	0	0	469	0
Stage 1	464	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209	-
Pot Cap-1 Maneuver	307	602	-	-	1098	-
Stage 1	637	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	304	602	-	-	1097	-
Mov Cap-2 Maneuver	431	-	-	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.04		0	0.19
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	527	1097
HCM Lane V/C Ratio	-	-	0.03	0.009
HCM Control Delay (s/veh)	-	-	12	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 7th TWSC  
3: Central Park Drive & Columbus Avenue

Future Conditions (Option 2)  
PM Peak Hour

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	25	3	9	7	1	1	13	416	22	2	342	25
Future Vol, veh/h	25	3	9	7	1	1	13	416	22	2	342	25
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	60	60	60	93	93	93	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	36	4	13	12	2	2	14	447	24	2	376	27

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	871	894	391	869	896	459	404	0	0	471	0	0
Stage 1	395	395	-	487	487	-	-	-	-	-	-	-
Stage 2	476	499	-	382	409	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	274	283	662	274	282	606	1154	-	-	1096	-	-
Stage 1	634	608	-	566	554	-	-	-	-	-	-	-
Stage 2	573	547	-	644	600	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	267	278	662	261	278	606	1153	-	-	1096	-	-
Mov Cap-2 Maneuver	267	278	-	261	278	-	-	-	-	-	-	-
Stage 1	632	606	-	559	547	-	-	-	-	-	-	-
Stage 2	563	540	-	626	598	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s/v18.83			18.55			0.24			0.04		
HCM LOS	C		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1153	-	-	314	281	1096	-	-
HCM Lane V/C Ratio	0.012	-	-	0.171	0.053	0.002	-	-
HCM Control Delay (s/veh)	8.2	-	-	18.8	18.6	8.3	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.2	0	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	23	6	284	37	10	201
Future Vol, veh/h	23	6	284	37	10	201
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	82	82
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	25	7	309	40	12	245

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	598	329	0	0	349	0
Stage 1	329	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209	-
Pot Cap-1 Maneuver	465	713	-	-	1216	-
Stage 1	729	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	460	713	-	-	1216	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	768	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.58	0	0.38
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	578	1216
HCM Lane V/C Ratio	-	-	0.055	0.01
HCM Control Delay (s/veh)	-	-	11.6	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	18	14	0	0	0
Future Vol, veh/h	0	18	14	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	88	88	92	92
Heavy Vehicles, %	2	2	0	0	2	2
Mvmt Flow	0	20	16	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	16	0	-	0	35 16
Stage 1	-	-	-	-	16 -
Stage 2	-	-	-	-	20 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1602	-	-	-	977 1063
Stage 1	-	-	-	-	1007 -
Stage 2	-	-	-	-	1003 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1602	-	-	-	977 1063
Mov Cap-2 Maneuver	-	-	-	-	977 -
Stage 1	-	-	-	-	1007 -
Stage 2	-	-	-	-	1003 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1602	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	18	417	25	30	354
Future Vol, veh/h	15	18	417	25	30	354
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	93	93	91	91
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	16	20	448	27	33	389

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	917	462	0	0	475
Stage 1	462	-	-	-	-
Stage 2	455	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209
Pot Cap-1 Maneuver	302	600	-	-	1092
Stage 1	634	-	-	-	-
Stage 2	639	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	293	600	-	-	1092
Mov Cap-2 Maneuver	420	-	-	-	-
Stage 1	634	-	-	-	-
Stage 2	620	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.72	0	0.66
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	502	1092
HCM Lane V/C Ratio	-	-	0.071	0.03
HCM Control Delay (s/veh)	-	-	12.7	8.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	27	9	0	0	0
Future Vol, veh/h	0	27	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	60	60	92	92
Heavy Vehicles, %	2	2	0	0	2	2
Mvmt Flow	0	29	15	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	15	0	-	0	44 15
Stage 1	-	-	-	-	15 -
Stage 2	-	-	-	-	29 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1603	-	-	-	966 1065
Stage 1	-	-	-	-	1008 -
Stage 2	-	-	-	-	993 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1603	-	-	-	966 1065
Mov Cap-2 Maneuver	-	-	-	-	966 -
Stage 1	-	-	-	-	1008 -
Stage 2	-	-	-	-	993 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1603	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

**Intersection: 1: Central Park Drive & Times Square Drive**

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	84	61	46
Average Queue (ft)	32	23	5
95th Queue (ft)	60	53	27
Link Distance (ft)	235		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	500	500	
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 2: Central Park Drive & Belvedere Avenue**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	54	22
Average Queue (ft)	13	1
95th Queue (ft)	40	12
Link Distance (ft)	118	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	500	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 3: Central Park Drive & Columbus Avenue**

Movement	WB
Directions Served	LTR
Maximum Queue (ft)	33
Average Queue (ft)	13
95th Queue (ft)	37
Link Distance (ft)	409
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 4: Times Square Drive & Site Drive #1

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

---

Intersection: 5: Belvedere Avenue & Site Drive #2

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

---

Intersection: 6: Central Park Drive & Site Drive #3

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 7: Columbus Avenue & Site Drive #4

Movement

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

Intersection: 9000: Central Park Drive & Dummy Node

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	29	24
Average Queue (ft)	2	2
95th Queue (ft)	15	12
Link Distance (ft)	157	152
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

**Intersection: 1: Central Park Drive & Times Square Drive**

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	L
Maximum Queue (ft)	98	69	36	69
Average Queue (ft)	43	28	3	24
95th Queue (ft)	74	55	19	55
Link Distance (ft)		235	124	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	500			500
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 2: Central Park Drive & Belvedere Avenue**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	27	25
Average Queue (ft)	11	2
95th Queue (ft)	33	15
Link Distance (ft)	118	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		500
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 3: Central Park Drive & Columbus Avenue**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	57	33	30	11
Average Queue (ft)	22	5	3	0
95th Queue (ft)	50	22	18	6
Link Distance (ft)	242	409		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			500	500
Storage Blk Time (%)				
Queuing Penalty (veh)				

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Intersection: 4: Times Square Drive & Site Drive #1

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

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Intersection: 5: Belvedere Avenue & Site Drive #2

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

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Intersection: 6: Central Park Drive & Site Drive #3

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 7: Columbus Avenue & Site Drive #4

Movement

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

Intersection: 9000: Central Park Drive & Dummy Node

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	60	30
Average Queue (ft)	16	4
95th Queue (ft)	46	21
Link Distance (ft)	145	151
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

**Intersection: 1: Central Park Drive & Times Square Drive**

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	67	56	31
Average Queue (ft)	33	20	5
95th Queue (ft)	55	48	22
Link Distance (ft)	235		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	500	500	
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 2: Central Park Drive & Belvedere Avenue**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	55	31
Average Queue (ft)	15	1
95th Queue (ft)	42	12
Link Distance (ft)	118	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	500	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 3: Central Park Drive & Columbus Avenue**

Movement	WB
Directions Served	LTR
Maximum Queue (ft)	38
Average Queue (ft)	14
95th Queue (ft)	38
Link Distance (ft)	409
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 4: Times Square Drive & Site Drive #1

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Movement

- Directions Served
- Maximum Queue (ft)
- Average Queue (ft)
- 95th Queue (ft)
- Link Distance (ft)
- Upstream Blk Time (%)
- Queuing Penalty (veh)
- Storage Bay Dist (ft)
- Storage Blk Time (%)
- Queuing Penalty (veh)

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Intersection: 5: Belvedere Avenue & Site Drive #2

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Movement

- Directions Served
- Maximum Queue (ft)
- Average Queue (ft)
- 95th Queue (ft)
- Link Distance (ft)
- Upstream Blk Time (%)
- Queuing Penalty (veh)
- Storage Bay Dist (ft)
- Storage Blk Time (%)
- Queuing Penalty (veh)

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Intersection: 6: Central Park Drive & Site Drive #3

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Movement

- Directions Served
- Maximum Queue (ft)
- Average Queue (ft)
- 95th Queue (ft)
- Link Distance (ft)
- Upstream Blk Time (%)
- Queuing Penalty (veh)
- Storage Bay Dist (ft)
- Storage Blk Time (%)
- Queuing Penalty (veh)

Intersection: 7: Columbus Avenue & Site Drive #4

Movement

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

Intersection: 9000: Central Park Drive & Dummy Node

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	23	30
Average Queue (ft)	2	4
95th Queue (ft)	15	20
Link Distance (ft)	157	152
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

**Intersection: 1: Central Park Drive & Times Square Drive**

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	L
Maximum Queue (ft)	84	66	25	60
Average Queue (ft)	43	30	1	26
95th Queue (ft)	71	50	11	54
Link Distance (ft)		235	124	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	500			500
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 2: Central Park Drive & Belvedere Avenue**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	36	25
Average Queue (ft)	10	2
95th Queue (ft)	32	16
Link Distance (ft)	118	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		500
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 3: Central Park Drive & Columbus Avenue**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	49	33	30	6
Average Queue (ft)	21	7	3	0
95th Queue (ft)	48	28	18	4
Link Distance (ft)	242	409		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			500	500
Storage Blk Time (%)				
Queuing Penalty (veh)				

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Intersection: 4: Times Square Drive & Site Drive #1

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

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Intersection: 5: Belvedere Avenue & Site Drive #2

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

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Intersection: 6: Central Park Drive & Site Drive #3

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 7: Columbus Avenue & Site Drive #4

Movement

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

Intersection: 9000: Central Park Drive & Dummy Node

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	39	31
Average Queue (ft)	16	5
95th Queue (ft)	42	24
Link Distance (ft)	145	151
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

**Intersection: 1: Central Park Drive & Times Square Drive**

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	L
Maximum Queue (ft)	63	56	6	40
Average Queue (ft)	31	25	0	6
95th Queue (ft)	53	51	4	28
Link Distance (ft)		235	122	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	500			500
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 2: Central Park Drive & Belvedere Avenue**

Movement	WB	SB	SB
Directions Served	LR	L	T
Maximum Queue (ft)	59	23	6
Average Queue (ft)	22	1	0
95th Queue (ft)	48	10	4
Link Distance (ft)	118		158
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		500	
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 3: Central Park Drive & Columbus Avenue**

Movement	WB
Directions Served	LTR
Maximum Queue (ft)	50
Average Queue (ft)	21
95th Queue (ft)	44
Link Distance (ft)	409
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 4: Times Square Drive & Site Drive #1**

Movement	WB
Directions Served	LR
Maximum Queue (ft)	39
Average Queue (ft)	17
95th Queue (ft)	42
Link Distance (ft)	418
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 5: Belvedere Avenue & Site Drive #2**

Movement	SB
Directions Served	LR
Maximum Queue (ft)	48
Average Queue (ft)	19
95th Queue (ft)	46
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 6: Central Park Drive & Site Drive #3**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	49	24
Average Queue (ft)	24	1
95th Queue (ft)	49	10
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		500
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 7: Columbus Avenue & Site Drive #4**

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	6	30
Average Queue (ft)	0	12
95th Queue (ft)	4	35
Link Distance (ft)	409	286
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 9000: Central Park Drive & Dummy Node**

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	29	30
Average Queue (ft)	3	2
95th Queue (ft)	16	15
Link Distance (ft)	157	152
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty: 0

**Intersection: 1: Central Park Drive & Times Square Drive**

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	L
Maximum Queue (ft)	104	69	37	66
Average Queue (ft)	46	31	4	28
95th Queue (ft)	80	53	20	57
Link Distance (ft)		235	124	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	500			500
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 2: Central Park Drive & Belvedere Avenue**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	39	31
Average Queue (ft)	18	6
95th Queue (ft)	41	26
Link Distance (ft)	118	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		500
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 3: Central Park Drive & Columbus Avenue**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	62	42	34	18
Average Queue (ft)	21	15	4	2
95th Queue (ft)	50	40	22	13
Link Distance (ft)	242	409		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			500	500
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 4: Times Square Drive & Site Drive #1**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	30	31
Average Queue (ft)	10	2
95th Queue (ft)	32	14
Link Distance (ft)	418	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	500	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 5: Belvedere Avenue & Site Drive #2**

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	12	36
Average Queue (ft)	0	13
95th Queue (ft)	6	38
Link Distance (ft)	118	247
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 6: Central Park Drive & Site Drive #3**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	40	31
Average Queue (ft)	17	8
95th Queue (ft)	43	29
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	500	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 7: Columbus Avenue & Site Drive #4**

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	12	29
Average Queue (ft)	0	8
95th Queue (ft)	6	29
Link Distance (ft)	409	286
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 9000: Central Park Drive & Dummy Node**

Movement	EB	WB	NB
Directions Served	LTR	LTR	TR
Maximum Queue (ft)	38	36	8
Average Queue (ft)	18	6	0
95th Queue (ft)	43	27	5
Link Distance (ft)	145	151	157
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Network Summary**

Network wide Queuing Penalty: 0

**Intersection: 1: Central Park Drive & Times Square Drive**

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	L
Maximum Queue (ft)	76	56	9	38
Average Queue (ft)	37	27	0	5
95th Queue (ft)	61	51	5	25
Link Distance (ft)		235	122	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	500			500
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 2: Central Park Drive & Belvedere Avenue**

Movement	WB	SB	SB
Directions Served	LR	L	T
Maximum Queue (ft)	40	6	17
Average Queue (ft)	13	0	1
95th Queue (ft)	37	4	12
Link Distance (ft)	118		158
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		500	
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 3: Central Park Drive & Columbus Avenue**

Movement	WB
Directions Served	LTR
Maximum Queue (ft)	38
Average Queue (ft)	15
95th Queue (ft)	39
Link Distance (ft)	409
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 4: Times Square Drive & Site Drive #1**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	53	12
Average Queue (ft)	25	0
95th Queue (ft)	48	6
Link Distance (ft)	418	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	500	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 5: Belvedere Avenue & Site Drive #2**

Movement	WB	SB
Directions Served		
Maximum Queue (ft)		
Average Queue (ft)		
95th Queue (ft)		
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 6: Central Park Drive & Site Drive #3**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	66	24
Average Queue (ft)	30	1
95th Queue (ft)	55	11
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	500	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Columbus Avenue & Site Drive #4

Movement

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

Intersection: 9000: Central Park Drive & Dummy Node

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	29	24
Average Queue (ft)	3	2
95th Queue (ft)	17	15
Link Distance (ft)	157	152
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

**Intersection: 1: Central Park Drive & Times Square Drive**

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	L
Maximum Queue (ft)	120	88	55	67
Average Queue (ft)	52	30	4	29
95th Queue (ft)	97	62	26	56
Link Distance (ft)		235	124	
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	500			500
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 2: Central Park Drive & Belvedere Avenue**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	32	19
Average Queue (ft)	9	1
95th Queue (ft)	30	11
Link Distance (ft)	118	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		500
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 3: Central Park Drive & Columbus Avenue**

Movement	EB	WB	NB
Directions Served	LTR	LTR	L
Maximum Queue (ft)	53	33	30
Average Queue (ft)	23	9	4
95th Queue (ft)	49	31	21
Link Distance (ft)	242	409	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			500
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 4: Times Square Drive & Site Drive #1**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	43	31
Average Queue (ft)	19	3
95th Queue (ft)	46	16
Link Distance (ft)	418	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	500	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 5: Belvedere Avenue & Site Drive #2**

Movement	WB	SB
Directions Served		
Maximum Queue (ft)		
Average Queue (ft)		
95th Queue (ft)		
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 6: Central Park Drive & Site Drive #3**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	52	31
Average Queue (ft)	21	11
95th Queue (ft)	47	34
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	500	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 7: Columbus Avenue & Site Drive #4**

**Movement**

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

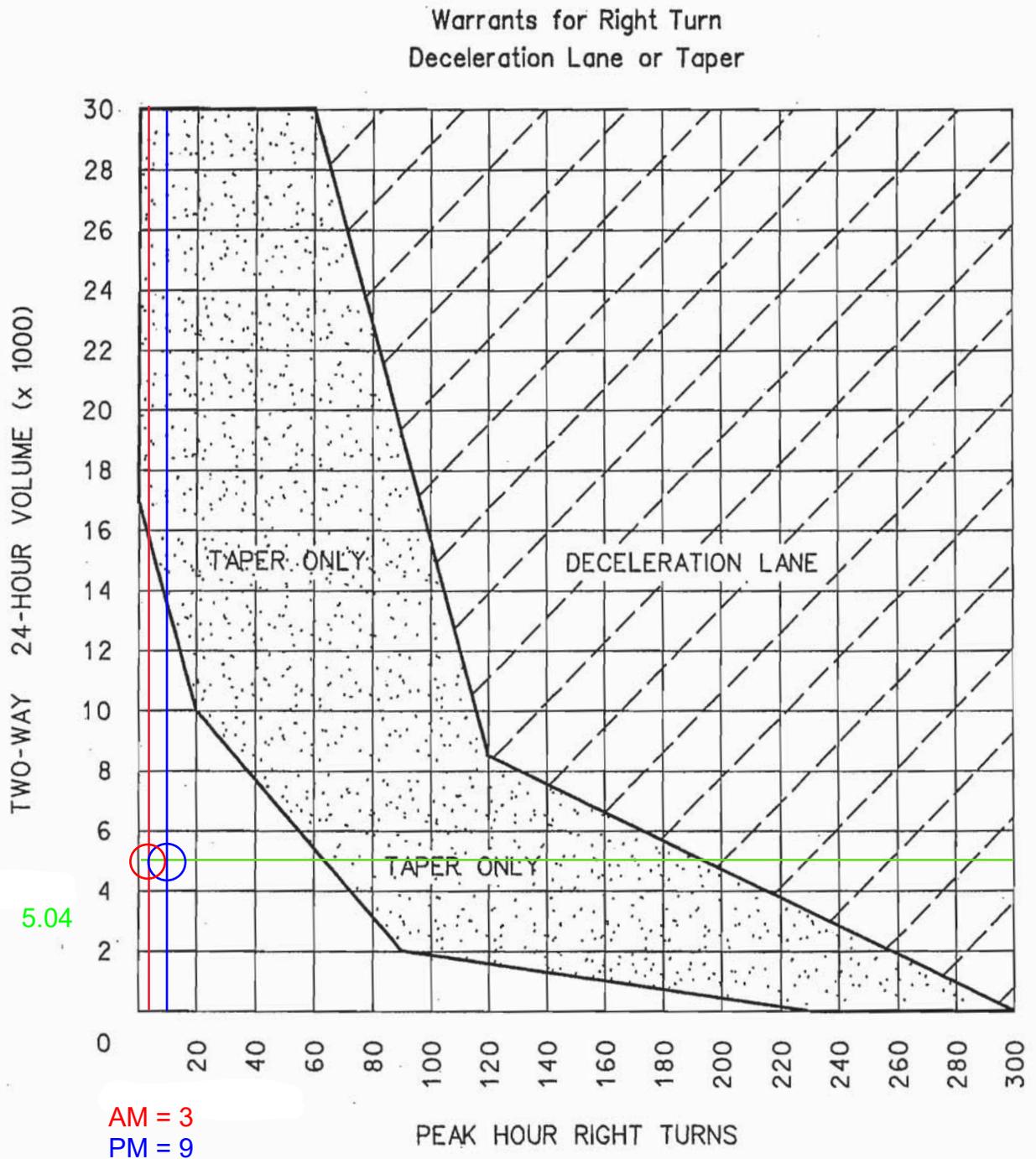
**Intersection: 9000: Central Park Drive & Dummy Node**

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	43	31
Average Queue (ft)	17	5
95th Queue (ft)	43	22
Link Distance (ft)	145	151
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty: 0

## Option 1- Times Square Drive & Site Drive #1

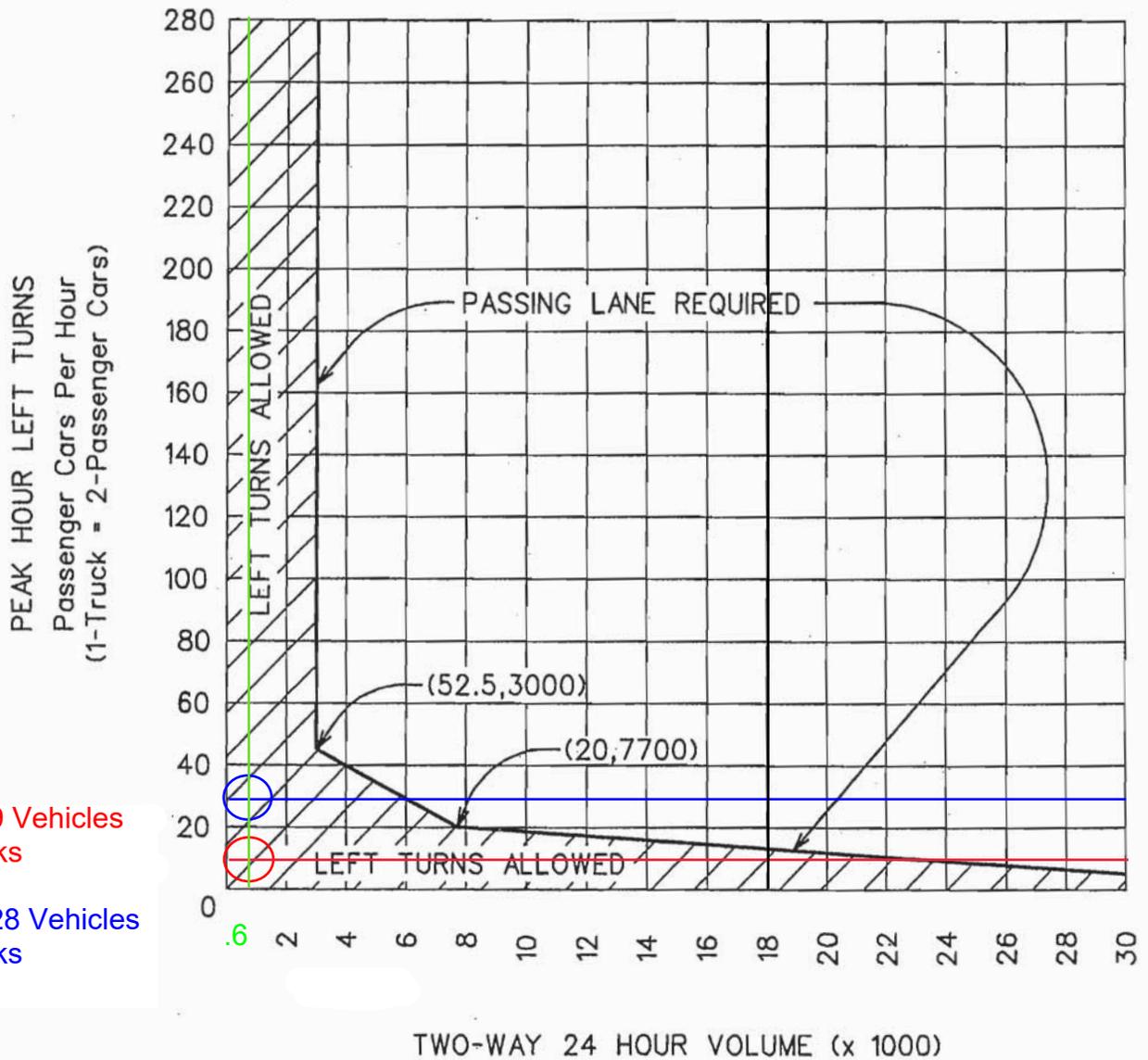


ADT = Future PM Peak Hour 2-Way Traffic Volumes / 0.1  
 ADT = (284+9+201+10)/0.1 = 5,040 (F&V 2028)

NO RT TREATMENT RECOMMENDED

## Option 1 - Belvedere Avenue & Site Drive #2

Warrants for Left Turn  
Passing Lane

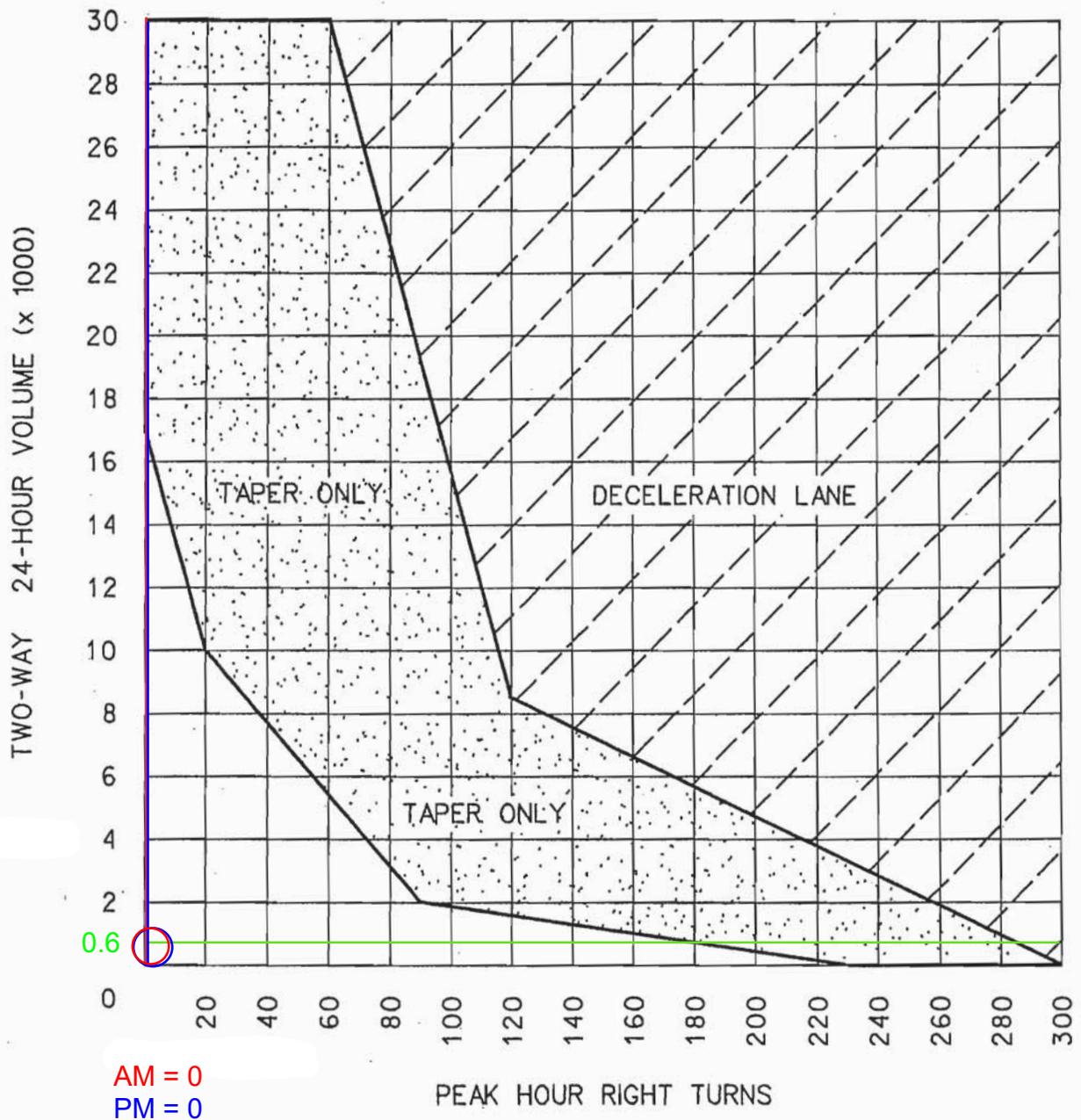


NO LT TREATMENT RECOMMENDED

ADT = Future PM Peak Hour 2-Way Traffic Volumes / 0.1  
 ADT = (28+18+14)/0.1 = 600 (F&V 2028)

## Option 1 - Belvedere Avenue & Site Drive #2

Warrants for Right Turn  
Deceleration Lane or Taper

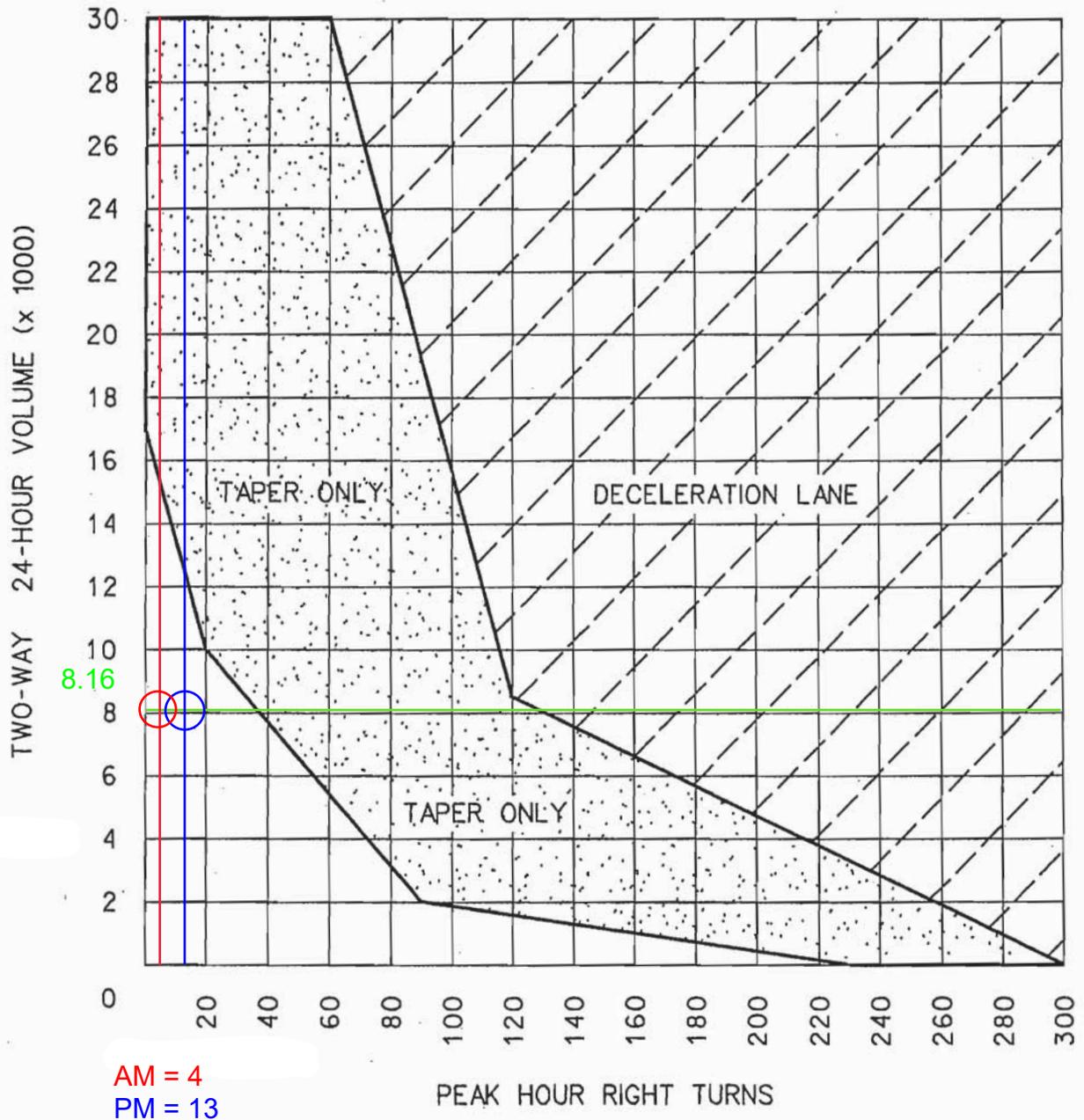


ADT = Future PM Peak Hour 2-Way Traffic Volumes / 0.1  
 ADT = (28+18+14)/0.1 = 600 (F&V 2028)

**NO RT TREATMENT RECOMMENDED**

### Option 1 - Central Park Drive & Site Drive #3

Warrants for Right Turn  
Deceleration Lane or Taper

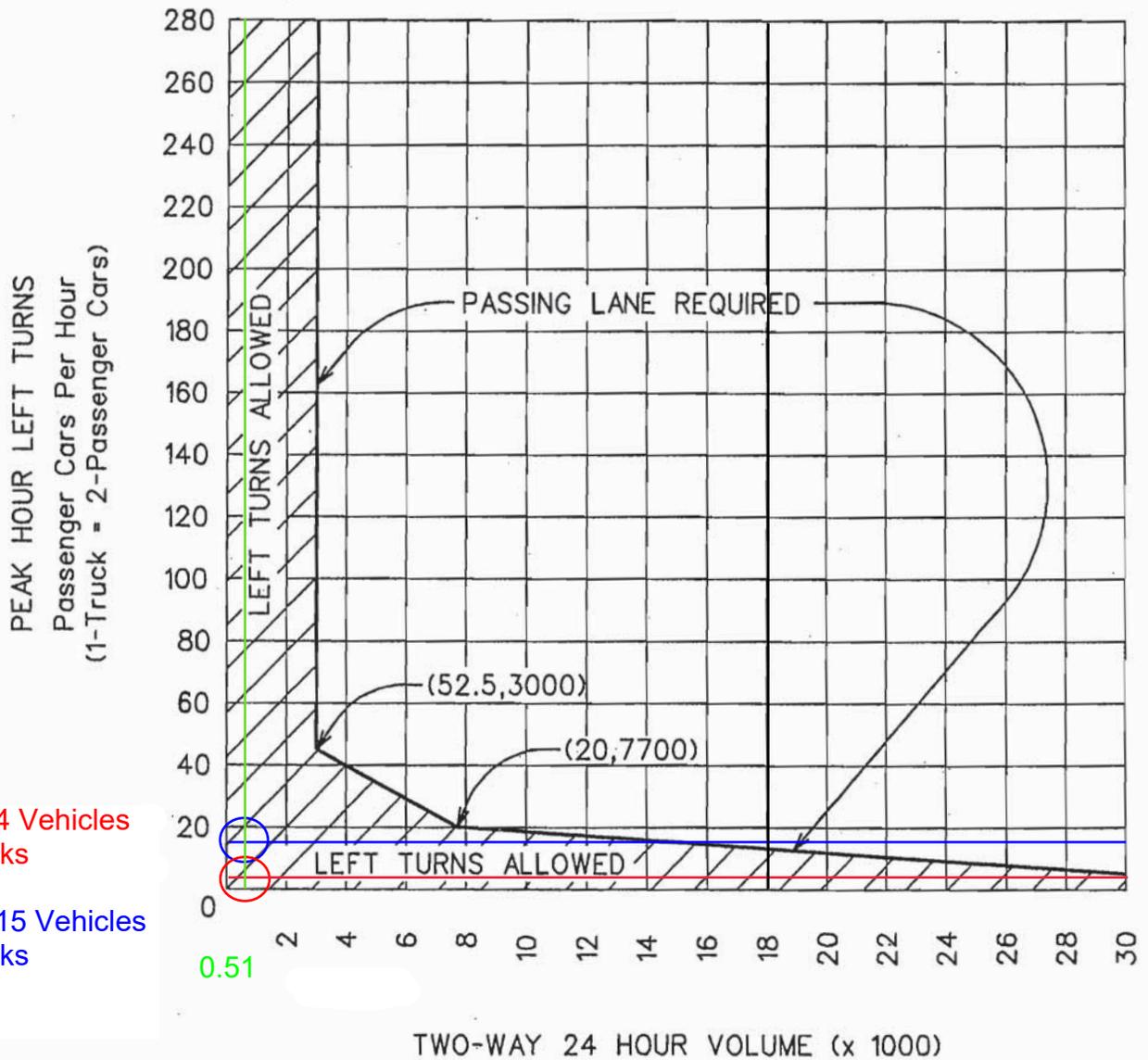


ADT = Future PM Peak Hour 2-Way Traffic Volumes / 0.1  
ADT = (357+27+419+13)/0.1 = 8,160 (F&V 2028)

NO RT TREATMENT RECOMMENDED

## Option 1 - Columbus Avenue & Site Drive #4

Warrants for Left Turn  
Passing Lane



AM = 4 Vehicles  
0 Trucks

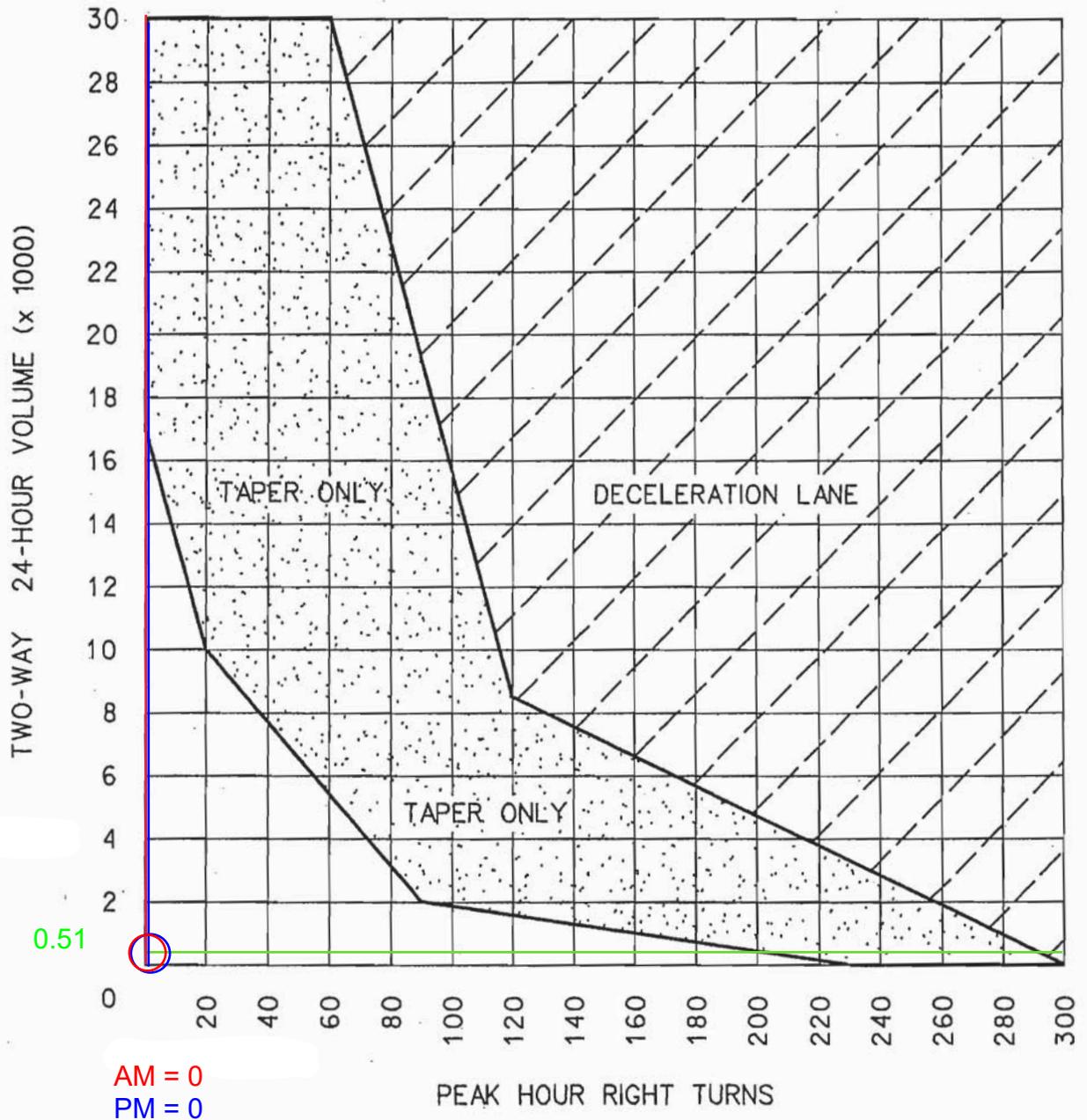
PM = 15 Vehicles  
0 Trucks

NO LT TREATMENT RECOMMENDED

ADT = Future PM Peak Hour 2-Way Traffic Volumes / 0.1  
ADT = (15+27+9)/0.1 = 510 (F&V 2028)

# Option 1 - Columbus Avenue & Site Drive #4

Warrants for Right Turn  
Deceleration Lane or Taper

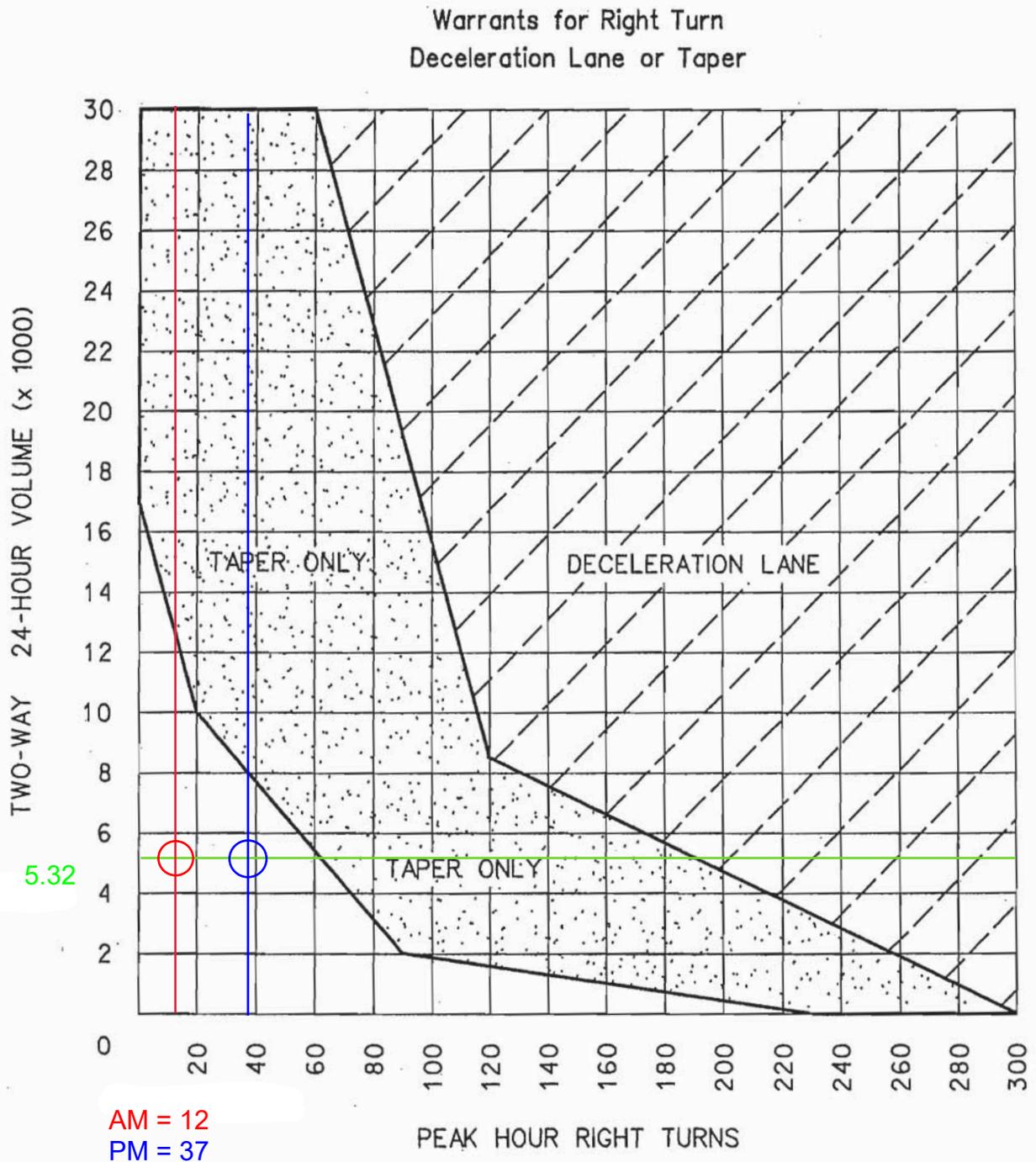


AM = 0  
PM = 0

ADT = Future PM Peak Hour 2-Way Traffic Volumes / 0.1  
ADT = (15+27+9)/0.1 = 510 (F&V 2028)

NO RT TREATMENT RECOMMENDED

## Option 2- Times Square Drive & Site Drive #1

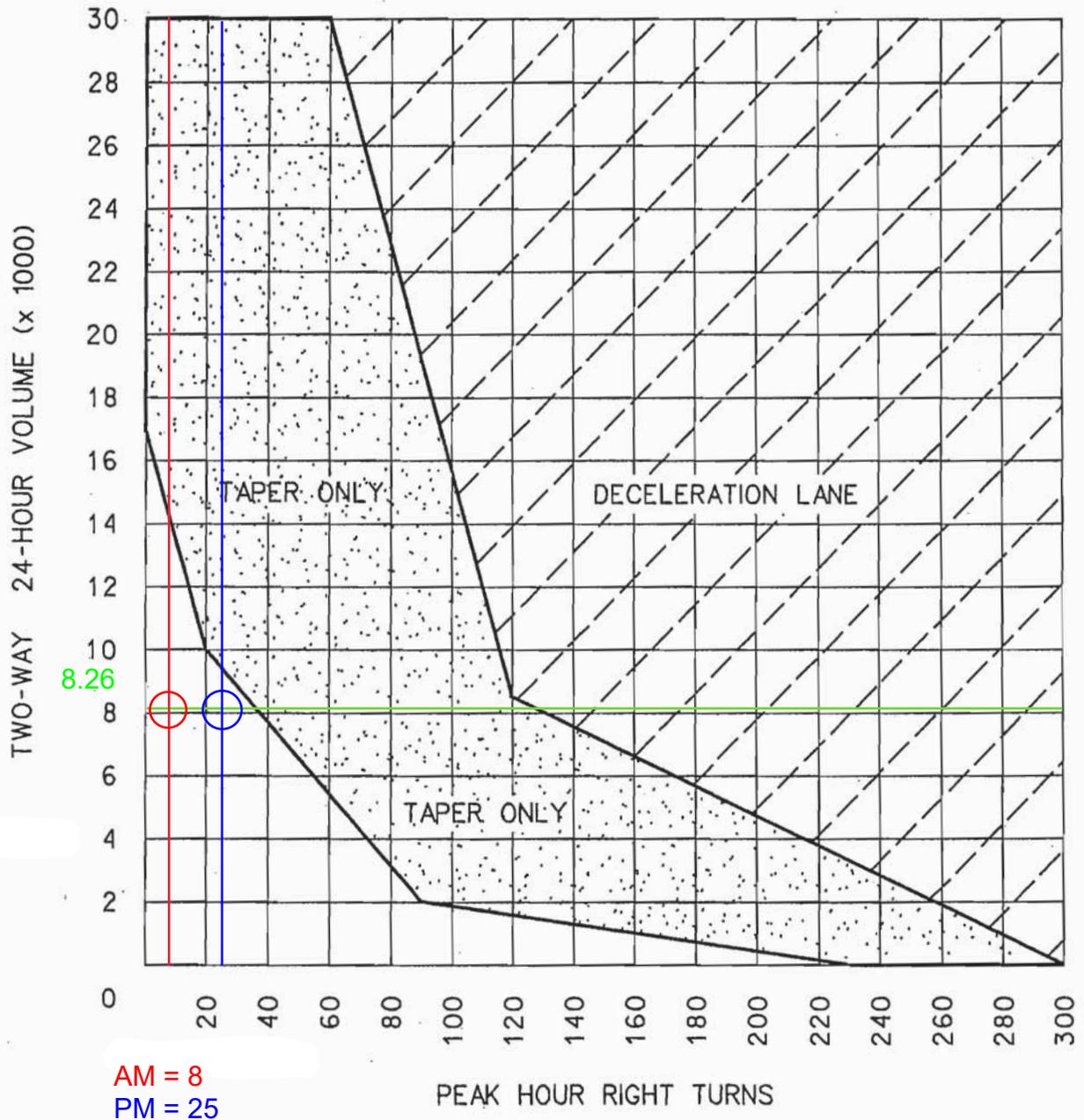


ADT = Future PM Peak Hour 2-Way Traffic Volumes / 0.1  
 ADT = (284+37+201+10)/0.1 = 5,320 (F&V 2028)

**NO RT TREATMENT RECOMMENDED**

## Option 2 - Central Park Drive & Site Drive #3

Warrants for Right Turn  
Deceleration Lane or Taper



AM = 8  
PM = 25

ADT = Future PM Peak Hour 2-Way Traffic Volumes / 0.1  
ADT = (354+30+417+25)/0.1 = 8,260 (F&V 2028)

NO RT TREATMENT RECOMMENDED

**Resolution to Approve**

**Resolution Authorizing  
Amendment of Litigation  
Settlement Agreement**

**RESOLUTION**

At a regular meeting of the Township Board of the Charter Township of Meridian, Ingham County, Michigan, held at the Meridian Municipal Building, in said Township on the 20th day of April 2004, at 6:00 p.m., Local Time.

PRESENT: Supervisor McGillicuddy, Clerk Helmbrecht, Treasurer Hunting, Trustees  
Brixie, Stier, Woiwode

ABSENT: Trustee Such

The following resolution was offered by Trustee Brixie and supported by Trustee Woiwode.

WHEREAS, a parcel of property comprised of approximately ten acres located within the Township east of Central Park Drive and immediately west of a parcel of property zoned for single family medium density residential development that has previously obtained preliminary plat approval for a development designated as Central Park Estates, is the subject of orders entered by the Ingham County Circuit Court on January 10, 1992, February 7, 1996, November 15, 2001 and March 6, 2002; and

WHEREAS, said orders assigned a professional and office (PO) zoning district classification to the approximate ten acre parcel described above; and

WHEREAS, the orders of the Ingham County Circuit Court govern the zoning, permitted use, and development of the parcels addressed in them and that Court has retained jurisdiction in all matters pertaining to those orders; and

WHEREAS, the Eyde Construction Company d/b/a Eyde Company, the Louis J. Eyde Limited Family Partnership and the George F. Eyde Limited Family Partnership as owners/developer(s), have asked the Township to consent to an amendment of the Court's orders so as to change the zoning classification assigned the subject parcel from professional and office (PO) to multiple family residential (RD) not to exceed eight dwelling units per acre; and

WHEREAS, the owners/developer(s) of the subject parcel have requested this zoning change to eliminate the need to drive through professional and office zoned property for access to, and egress from, Central Park Estates and, in the event of said change, have committed to proceed to final plat approval and commence completion of Central Park Estates in calendar year 2004; and

WHEREAS the Board of Trustees of the Charter Township of Meridian in consideration of whether the requested amendment of court orders would be in furtherance of the health, safety and welfare of the citizenry of the Township transmitted the requested zoning change to the Township's Planning Commission for a recommendation; and

WHEREAS the Township's Planning Commission recommended the zoning designation of the parcel that is the subject of this Resolution should be amended to replace the current

4.20.04  
# 11A

**Resolution to Amend Stipulated Agreement  
Eyde Co.  
Page 2**

professional and office (PO) zoning assigned that parcel to multiple family residential (RD) not to exceed eight dwelling units per acre; and

WHEREAS the Township Board held a public hearing on April 20, 2004 to hear all persons interested in the request; and

WHEREAS the Township Board has concluded that the requested amendment of Court orders with those conditions set forth in this Resolution will serve the best interest of the health, safety and welfare of the citizenry of the Township, be compatible with and in furtherance of the approved single family residential development to the east, provide a transition between future single family residences and commercial development to the west, result in fewer vehicle trips, and be served by public systems with available capacity including water, sewer, recreation and schools.

NOW, THEREFORE, BE IT RESOLVED, THAT THE TOWNSHIP BOARD OF THE CHARTER TOWNSHIP OF MERIDIAN authorizes the amendment of those Court orders governing the zoning, permitted uses and development of the parcel that is the subject of this Resolution to replace the current professional and office (PO) zoning assigned that parcel to multiple family residential (RD) not to exceed eight dwelling units per acre.

BE IT FURTHER RESOLVED, that the foregoing amendment shall provide that no development of the parcel which is the subject of this Resolution shall occur until after final plat approval is obtained for the single family medium density residential development designated as Central Park Estates and completion of said single family medium density residential development is commenced.

BE IT FURTHER RESOLVED, that except for the amendment expressly provided for herein all provisions of those court orders referred to in this Resolution shall remain in full force and effect.

BE IT FURTHER RESOLVED, that the Township Supervisor, Clerk and Attorney are hereby authorized to execute those documents and undertake those measures necessary to effectuate this Resolution.

ADOPTED: YEAS: Trustees Brixie, Woiwode, Supervisor McGillicuddy, Clerk

Helmbrecht, Treasurer Hunting

NAYS: Trustee Stier

STATE OF MICHIGAN        )  
  ) ss  
COUNTY OF INGHAM        )

I, the undersigned, the duly qualified and acting Clerk of the Township of Meridian, Ingham County, Michigan, DO HEREBY CERTIFY that the foregoing is a true and a complete copy of a resolution adopted at a regular meeting of the Township Board on the 20th day of April, 2004.

  
Mary M.G. Heimbrecht  
Township Clerk

STATE OF MICHIGAN

IN THE CIRCUIT COURT FOR THE COUNTY OF INGHAM

EYDE CONSTRUCTION COMPANY  
d/b/a THE EYDE COMPANY,

Plaintiff,

Case No. [REDACTED] 01-93420-CZ

v.

Honorable Paula J.M. Manderfield

CHARTER TOWNSHIP OF MERIDIAN,  
MERIDIAN TOWNSHIP PLANNING  
COMMISSION, MERIDIAN TOWNSHIP  
BOARD OF TRUSTEES and MERIDIAN  
TOWNSHIP ZONING BOARD OF APPEALS,

Defendants,

MIKE BRYANTON  
CLERK OF THE 30TH  
CIRCUIT COURT  
INGHAM COUNTY CLERK  
2014 JUN 25 1:52

Michael G. Woodworth (P26918)  
HUBBARD, FOX, THOMAS,  
WHITE & BENGTON, P.C.  
Attorneys for Defendants  
5801 West Michigan Avenue  
P.O. Box 80857  
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Joseph A. Fink (P13428)  
Scott R. Knapp (P61041)  
DICKINSON WRIGHT PLLC  
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215 South Washington Square  
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Lansing, MI 48933  
(517) 371-1730

**STIPULATION and ORDER AMENDING SETTLEMENT AGREEMENT**

5

## **STIPULATION and ORDER AMENDING SETTLEMENT AGREEMENT**

NOW COMES Eyde Construction Company, d/b/a The Eyde Company, George F. Eyde Limited Family Partnership and Louis J. Eyde Limited Family Partnership (collectively, "Eyde"); and Charter Township of Meridian (the "Township"), by and through their respective attorneys, and hereby stipulate and agree to the entry of the Order set forth below.

### **STIPULATION**

1. On or about January 11, 1992, this Court issued its Opinion and entered an Order (the "Opinion and Order") concluding that the Township's zoning of certain Eyde property consisting of approximately 200 acres located between Marsh and Powell Roads, and south of Tihart Road (the "Property"), was unconstitutional.

2. Later in 1992, Eyde and the Township (collectively, the "Parties") entered into a Settlement Agreement (the "1992 Settlement Agreement"), whereby the Parties resolved, among other things, the Township's appeal of the Court's 1992 Opinion and Order.

3. On February 7, 1996, pursuant to further agreement between the Parties, this Court entered its Stipulated Order Amending Judgment (the "1996 Stipulated Order"). Under the 1996 Stipulated Order, the Parties agreed to, among other things, certain amendments to the plan of development, and agreed that the Property would be zoned, and development would be permitted, as set forth in Exhibit B attached to the 1996 Stipulated Order.

4. Exhibit B to the 1996 Stipulated Order assigned zoning designations to the Eyde Property parcels consistent with then-existing Township zoning classifications. Per agreement between the Parties, parcels comprising the Property were given zoning classifications of CS, PO, RA, RD and/or RDD.

5. The 1996 Stipulated Order assigned a professional and office (PO) zoning classification to a parcel of the Property located east of Central Park Drive and immediately west of a parcel of property zoned for single-family, medium-density residential development that has since obtained preliminary plat approval for a development designated as Central Park Estates. The aforementioned parcel, as depicted on Exhibit B, and legally described under the heading "Zone PO" on page 1 of Exhibit C of the 1996 Stipulated Order, is hereafter referred to as the "Subject Parcel."

6. On or about November 15, 2001, in the case assigned Docket No. 01-93420-CZ, the Parties stipulated to the entry of an order (the "2001 Stipulated Order") confirming that the Township's amendments to its Code of Ordinances would not alter the zoning classifications or permitted uses of the Eyde Property which was subject to the 1992 and 1996 Orders.

7. On or about March 6, 2002, in the case assigned Docket No. 01-93420-CZ, this Court entered a Consent Judgment Effectuating Settlement Agreement (the "2002 Judgment"). The 2002 Judgment resolved numerous lawsuits and administrative appeals, and confirmed again the zoning classifications of the Eyde Property and, as pertinent here, the Subject Parcel.

8. In December 2003, Eyde asked the Township to consent to an amendment of the various Court orders pertaining to the Subject Parcel (the "Governing Documents") so as to change the zoning classification of the Subject Parcel from professional and office (PO) to multiple family residential (RD), not to exceed eight dwelling units per acre. Such an amendment is required to effectuate a rezoning because the Court's orders govern the zoning, permitted use

and development of the Eyde Property, including the Subject Parcel, and this Court has retained jurisdiction in all matters pertaining to its orders.

9. Eyde requested the above-referenced zoning change to eliminate the need to drive through professional and office (PO) zoned property for access to, and egress from, Central Park Estates and, in the event the request was granted, Eyde committed to proceed to final plat approval and commence completion of Central Park Estates in calendar year 2004.

10. At its February 17, 2004 meeting, the Township Board of Trustees (the "Township Board") discussed Eyde's request to amend the Governing Documents. During a meeting on March 2, 2004, the Township Board referred the matter to the Township Planning Commission, seeking from the Planning Commission a recommendation as to the merits of Eyde's request.

11. The Planning Commission discussed Eyde's request at its March 8, 2004, meeting. At its March 22, 2004 meeting, the Planning Commission recommended to the Township Board that the Board approve Eyde's request predicated, in part, upon Eyde's representation that construction of the residential subdivision designated as Central Park Estates would begin before development of the Subject Property.

12. On April 20, 2004, the Township Board conducted a public hearing to hear all persons interested in Eyde's request to amend the Court orders pertaining to the Subject Parcel, as provided for by this Stipulation.

13. Following the public hearing conducted on April 20, 2004, the Township Board concluded that the requested amendment of Court orders, subject to those conditions set forth in this Stipulation, will serve the best interest of the health, safety and welfare of the citizenry of the Township, be compatible with and in furtherance of the approved single-family

residential development to the east of the Subject Parcel, provide a transition between future single-family residences and commercial development to the west, result in fewer vehicle trips, and be served by public systems with available capacity including water, sewer, recreation and schools.

14. The order entered pursuant to this Stipulation will provide that no development of the Subject Parcel shall occur until after final plat approval is obtained for the single-family, medium-density residential development designated as Central Park Estates and completion of said single-family, medium-density residential development is commenced.

15. The order entered pursuant to this Stipulation will further provide that, except for the amendment expressly provided for herein, all provisions of the Governing Documents shall remain in full force and effect.

## ORDER AMENDING SETTLEMENT AGREEMENT

At a session of said Court, held in the Circuit Courtrooms, Veteran's Memorial Courthouse, City of Lansing, County of Ingham, State of Michigan, this 25 day of October, 2004

PRESENT:                    HONORABLE PAULA J.M. MANDERFIELD  
   Circuit Court Judge

This matter having been brought before the Court pursuant to the Parties' Stipulation, and this Court having reviewed the Stipulation, and finding good cause for the entry of this Order:

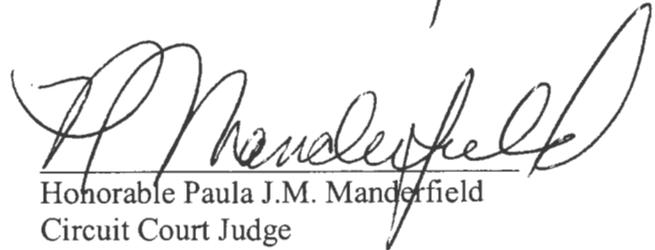
**IT IS HEREBY ORDERED** that the 1992, 1996, 2001 and 2002 Orders of this Court, referenced in the above Stipulation (the "Governing Documents"), shall be and hereinafter are amended to provide that the zoning classification of the Subject Parcel, as referenced in the above Stipulation, is changed from Professional and Office (PO) to multi-family residential (RD), not to exceed eight dwelling units per acre;

**IT IS FURTHER ORDERED** that the provisions of and permitted uses in the RD zoning classification under the Township's Code of Ordinances (the "Code"), as of the date of this Order, shall apply to the Subject Parcel in perpetuity, and shall not be affected by any subsequent amendment to the Code;

**IT IS FURTHER ORDERED** that no development of the Subject Parcel shall occur until after final plat approval is obtained for the single-family, medium-density residential development designated as Central Park Estates, and completion of said single-family, medium-density residential development is commenced;

**IT IS FURTHER ORDERED** that except as explicitly set forth in this Order, all provisions of those Court orders referred to in the foregoing Stipulation shall remain in full force and effect; and

**IT IS FURTHER ORDERED** that the Parties may, at any time, and upon written Stipulation, seek further to modify or amend this Order and/or any or all of the aforementioned Governing Documents.



Honorable Paula J.M. Manderfield  
Circuit Court Judge

STIPULATION AS TO FORM AND ENTRY OF  
ORDER AMENDING SETTLEMENT AGREEMENT

Michael G. Woodworth

Michael G. Woodworth  
Andria Ditschman  
Attorney for Charter Township  
of Meridian

Dated: 9/9/04

Susan MacGillicuddy

Susan MacGillicuddy  
Meridian Township Supervisor

Dated: 10/5/04

Mary Helmbrecht

Mary Helmbrecht  
Meridian Township Clerk

Dated: 10-5-04

Joseph A. Fink

Joseph A. Fink  
Scott R. Knapp  
Attorneys for The Eyde Company, and the  
Eydes' Limited Family Partnerships

Dated: 6/23/04

Eyde Construction Company, d/b/a  
The Eyde Company

By: George F. Eyde

George F. Eyde Limited Family  
Partnership

Dated: Sept 1, 2004

By: Louis J. Eyde

Louis J. Eyde Limited Family  
Partnership

Dated: Sept 1, 2004

By: Thomas Eyde

Dated: Sept 1, 2004

STATE OF MICHIGAN

IN THE CIRCUIT COURT FOR THE COUNTY OF INGHAM

LOUIS J. EYDE LIMITED FAMILY  
PARTNERSHIP, GEORGE F. EYDE  
LIMITED FAMILY PARTNERSHIP,  
and EYDE CONSTRUCTION COMPANY,

Plaintiffs,

File No. 89-65131-CK

v

HON. PETER D. HOUK

CHARTER TOWNSHIP OF MERIDIAN,

Defendants.

**STIPULATED ORDER  
AMENDING JUDGMENT**

---

Joseph A. Fink (P13428)  
David E. Pierson (P31047)  
DICKINSON, WRIGHT, MOON,  
VAN DUSEN & FREEMAN  
Attorneys for Plaintiffs  
215 S. Washington Sq., Ste. 200  
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(517) 371-1730

David G. Stoker (P24959)  
Kathleen M. Abbott (P36315)  
COHL, STOKER & TOSKEY, P.C.  
Attorneys for Defendants  
601 N. Capitol Avenue  
Lansing, MI 48933  
(517) 372-9000

---

The parties stipulate and agree as follows:

1. On January 10, 1992, this Court entered an Opinion and Order finding that the "Defendant's zoning of the subject property [described in Exhibit A and referred to below as the "Property"] is unconstitutional because it does not sufficiently advance any

legitimate governmental interest and has been arbitrarily applied." The Court further enjoined the Defendant from interfering with the development of the Property as approved by the Meridian Township Planning Commission on January 18, 1988, which the Court found the plaintiffs to have proved reasonable by a preponderance of the evidence.

2. The Defendant has not changed the zoning of the Property since the entry of the order of January 10, 1992 and has not changed the Comprehensive Development Plan for the Property since that time.

3. On January 31, 1992 the Defendant filed an appeal with the Court of Appeals. The parties thereafter entered into a settlement agreement under which, among other things, the Defendant agreed to dismiss its appeal. Since the entry of the order of January 10, 1992, the Plaintiffs and the Defendant have proceeded with the development of roads and utilities for the Property and the Plaintiffs constructed the first phase of multiple family housing on the Property.

4. The plan of development previously approved by the Planning Commission does not allow non-strip commercial development preferred by the Plaintiff which will meet the setbacks, impervious surface, and additional green space requirements of the Defendant's zoning ordinances, as amended since the entry of the Court's Order, but would only accommodate strip retail centers.

5. Since the entry of the Court's Order, the regional shopping area near the Property has continued to expand. The Defendant has adopted a comprehensive development plan which will accommodate development of the Plaintiffs' land but also sets

certain boundaries to utility extension and limits density and road development east of the Property.

6. The parties have acted in good faith to implement their obligations under the settlement agreement and the Court's Order, but agree that the plan of development set forth on Exhibit B with the development requirements and restrictions set forth below is reasonable and implements the Court's Opinion and Order, as affected by developments since the entry of the Court's Order of January 10, 1992.

7. Before reaching this agreement and stipulation, the parties have discussed the proposed plan of development in a public meeting of the Township Board and members of the Planning Commission on February 18, 1993; the Township Board's public meeting of June 20, 1995, with presentation of a drawing of the plan; the July 11, 1995 regular public Township Board meeting, at which the Township Board voted to send the plan to the Planning Commission for its review and recommendation; and the regular public meeting of the Planning Commission on August 14, 1995, at which the Planning Commission voted to send its recommendation and comments to the Township Board. The Township Board received and considered the Planning Commission's comments at its regular public meeting on August 15, 1995, and held public hearings on the proposed plan of development on September 19, 1995 and on November 1, 1995. Before each public hearing notice was given by mail and by publication in the manner used for notice of zoning amendments under the Township Rural Zoning Act, 1947 P.A. The Township Board further discussed the plan at its regular public meetings on October 3, 1995 and October 17, 1995, and November 14, 1995. The Township manager, Township planning

staff, and Township Engineer reviewed the proposed plan of development and made recommendations to the Township Board. At all of these public meetings and public hearings, the Township Board received public comment. All regular meetings of the Township Board and Planning Commission are televised by HOM-TV cable television, in Meridian Township. Thereafter, the Township Board approved the plan of development in the form shown on Exhibit B with the conditions set forth in this stipulation and order.

8. The parties agree that this plan of development is reasonable and can be developed in a manner that meets the requirements of the Defendant's ordinances as amended, and would allow new commercial uses, decrease potential traffic problems by reducing the number of entrances to future commercial uses and by allowing internal circulation separate from the existing public road system, preserve natural features including wetlands and tree cover and use them as buffers between commercial, office, and residential uses, maintain lower density residential development, encourage lower density future growth of the Powell Road corridor including on the east side of the Property, reduce morning and evening peak traffic generation, and reduce peak sewer and water demand. The plan will further reduce traffic and future development east of Powell Road in accordance with the Defendant's comprehensive plan of current adoption.

9. The parties stipulate and agree that an order pursuant to MCR 2.612(C)(1)(f) be entered as set forth herein,

IT IS HEREBY ORDERED that:

A. The judgment this Court entered in the Opinion and Order dated January 10, 1992 shall be, and is hereby, amended as follows: the phrase "as approved

by the Planning Commission on January 18, 1988" shall be replaced by the phrase: "as set forth in the attached Exhibit B, upon the conditions set forth below." The attached Exhibit B shall be incorporated in and become part of the judgment. The judgment so amended shall read as follows:

IT IS HEREBY ORDERED, ADJUDGED, AND DECREED, that

The Defendant is enjoined from interfering with the development of the subject property as set forth in the attached Exhibit B, upon the conditions set forth below:

a. The Plaintiffs will provide a well site to the Defendant at the location shown on Exhibit B if it will meet the requirements of the State of Michigan Safe Drinking Water Act and Regulations as to location, to be verified by test wells positioned by the Defendant, or an alternative site mutually agreed upon by the parties that will minimize the effect on the development of the Property as shown in the plan of development and meet the referenced State drinking water requirements. The Plaintiffs will also provide necessary easements for water mains and ingress and egress to the well site at locations mutually agreed upon by the parties.

b. The areas of tree cover and wetlands shown on Exhibit B and legally described in Exhibit C shall remain as open space and shall not be developed except for a potential road crossing of the wetland on the east side of the property as shown on Exhibit B and designated there as "Pedestrian Access or Pedestrian and Emergency Vehicular Access" (the "Wetland Crossing"). These areas of open space shall be included for determining permitted density, impervious surface, and lot coverage in accordance with the Defendant's ordinances. They may be used for stormwater drainage, detention, and

retention subject to approval of the Ingham County Drain Commissioner and subject to compliance with any other valid and applicable laws or ordinances. Floodplain and wetlands shall be treated the same as any other land of the same character under the terms of the Defendant's zoning ordinance and state law.

c. Development of the Property shall not include motor vehicle access to Powell Road. To ensure that lack of access to Powell Road shall not be used to limit development of the Property in accordance with the plan of development shown on Exhibit B, the Defendant shall not act to prohibit access by crossing of the Mud Lake Drain or seek to prohibit the Wetland Crossing of state-regulated wetland shown on Exhibit B; and emergency access by the Wetland Crossing across the state-regulated wetland shown on Exhibit B shall be counted as secondary access if any is required for the development of the area designated "RDD" on the east side of the Property. Access to Powell Road may be permitted by agreement of the parties if future development of Powell Road, including paving of the roads, development of other Property along Powell Road, and development of the Property, makes such access reasonable.

d. The Plaintiffs shall provide reasonable screening, as determined through the special use permit and site plan review process, of existing residences on Powell Road from any residential development in excess of three units per acre. The Plaintiffs shall also provide a buffer area 200 feet wide with a berm, trees, and plant material of the type, size, and density shown on the illustration attached as Exhibit D, between the development in area designated as CS and the development in the area RDD on Exhibit B. The berm shall be continuous except where access roads cross between the

CS and RDD areas. The berms, trees, and plant material shall be installed no later than when either of the adjacent CS or RDD areas are developed, whichever is first, and shall thereafter be maintained by the applicable property owners.

e. This Order may be recorded in the Register of Deeds of Ingham County.

CHARTER TOWNSHIP OF MERIDIAN

CHARTER TOWNSHIP OF MERIDIAN  
PLANNING COMMISSION

By: Alvin E. House  
Alvin House  
Its Supervisor

By: Anne Woiwode  
Anne Woiwode  
Its Chair

EYDE CONSTRUCTION COMPANY

LOUIS J. EYDE LIMITED  
FAMILY PARTNERSHIP

By: Louis J. Eyde  
Louis J. Eyde  
Its General Partner

By: Louis J. Eyde  
Louis J. Eyde  
Its General Partner

GEORGE F. EYDE LIMITED  
FAMILY PARTNERSHIP

By: George F. Eyde  
George F. Eyde  
Its General Partner

DICKINSON, WRIGHT, MOON,  
VAN DUSEN & FREEMAN

By: S/  
Joseph A. Fink (P13428)  
David E. Pierson (P31047)  
Attorneys for Plaintiffs  
215 S. Washington Square  
Suite 200  
Lansing, MI 48933-1816

Dated: February 1, 1996

COHL, STOKER & TOSKEY, P.C.

By: David G. Stoker  
David G. Stoker (P24959)  
Kathleen M. Abbott (P36315)  
Attorneys for Defendant  
601 N. Capitol Avenue  
Lansing, MI 48933

Dated: 1/30, 1996

**ORDER**

At a session of said Court, held in the Courthouse for  
the County of Ingham, State of Michigan, on the 7th  
day of February, 1996.

PRESENT: Honorable Peter D. Houk, Circuit Judge

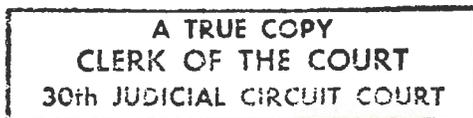
This matter having come on to be heard on the stipulation of the parties, and  
the Court being fully informed in the premises,

IT IS SO ORDERED.

**PETER D. HOUK**

Peter D. Houk, Circuit Judge

LS01/64104-1



## SECTION 82-12 CS-COMMUNITY SERVICE DISTRICT

**82-12.1 Purpose:** This district is established for the accommodation of those retail and business service activities that serve the whole community and the metropolitan region. Such activities require land and structure uses that are typically compact and densely grouped generating a large volume of pedestrian and vehicular traffic. It is the purpose of these regulations to permit the establishment of a wide variety of business enterprise types in this District.

**82-12.2 Uses Permitted by Right:** All uses must be conducted totally within an enclosed building, except as otherwise specified. The following uses are permitted by right except that a use is not permitted by right if it is a use permitted by a special use permit under the next section:

- a. **All uses permitted by Right in the Neighborhood Service District.**
- b. **Retail Establishments:** Selling principally new merchandise.
- c. **Personal and Business Services.**
- d. **Offices, Banks**
- e. **Restaurant** (except drive-ins), tavern, night club.
- f. **Business or tradeschools:** dancing or music studios.
- g. **Theaters, auditoriums, clubs,** (except no outdoor theaters).
- h. **Printing:** publishing, photographic reproduction, blue printing and related trades and arts.
- i. **Building supply and equipment stores, hardware.**

### 82-12.3 Uses Permitted by Special Use Permit

- a. **Gasoline Service Stations:** Refer to Chapter 86, Section 86-8, **Primarily Traffic-Oriented Uses.**
- b. **Hotels, motels, motor hotels.**
- c. **Passenger terminals** for bus or other public transit except airports.
- d. **Motor vehicle, boat, mobile home sales, rental, repair, and display outdoors,** provided the outdoor area is paved and properly drained and provided no dismantled or inoperative vehicles may be stored outside a wholly enclosed building.
- e. **Stone cutting monuments.**

- f. **Parking Ramps:** or lots operated for profit and not utilized as part of the parking area required under this Title for uses operating in this district.
- g. **Drive-in Restaurants and eating places:** refer to Chapter 86, Section 86-8 **Primarily Traffic-Oriented Uses.**
- h. **Drive-in Car Washes,** automatic and self service; refer to Chapter 86, Section 86-8 **Primarily Traffic-Oriented Uses.**
- i. **Other Drive-in Businesses** (excluding drive-in theaters) where service may be in automobiles, but all other activities must be totally within a building.
- j. **Freezer Locker** for retail business.
- k. **Retail Services,** such as household equipment servicing, laundries, and similar establishments providing that at least half the business done originates on the premises.
- l. **Secondhand Stores.**
- m. **Open Air Business Uses:** such as retail sales of nursery stock, lawn furniture, playground equipment and garden supplies, provided the total sales and storage area is fenced or otherwise enclosed in a permanent manner.
- n. **Manufacturing and processing establishments:** selling their entire output at retail on the premises.
- o. **Public Utility Structures, Publicly Owned and Operated Buildings and Uses.**
- p. **Planned Community and Regional Shopping Centers:** Refer to Chapter 86, Section 86-5.
- q. **Funeral Homes and Mortuaries.**
- r. **Bowling Alleys,** billiard rooms, and similar uses.
- s. **Contractors' establishments** which do not involve outside storage or overnight parking of equipment or of self-propelled vehicles over one ton capacity.
- t. **Child Care Centers.**
- u. **Assembly of electronic instruments** and devices provided the character of the use is not objectionable because of sights, sounds, odors, and traffic congestion produced and provided there is not outdoor storage associated with the use.

- v. **Mini storage establishments**, such as the warehousing and storage of personal property, motor vehicles, boats, motorhomes, furniture and similar non-commercial property, provided that the use would not be objectionable because of sights, sounds, odors or traffic congestion, and provided that the mini-storage facility is located behind other commercial premises that are adjacent to the street on the same lot. In order to assure continued adequate access to the mini storage facility, the Planning Commission may require dedication of a permanent easement or right-of-way.
  
- w. **Adult bookstores**, adult motion picture theaters, adult mini-motion picture theaters, except that no building or land, and no building hereafter erected, converted or structurally altered, shall be used as an adult bookstore, adult motion picture theater, adult mini- motion picture theater if that building or land is located within 400 feet of the property line of any residentially zoned district as defined in this Zoning Code or within 2,640 feet of any public school building or facility, and except that no adult bookstore, adult motion picture theater, or adult mini-motion picture theater shall be located within 800 feet of any other establishment that is an adult bookstore, adult motion picture theater, or adult mini- motion picture theater.
  - 1. Definitions: As used in this subsection:
    - (a) "Adult bookstore" means an establishment that has, as a substantial or significant portion of its stock in trade, sexual paraphernalia, books, periodicals, magazines, newspapers, pamphlets, pictures, photographs, motion picture films, and/or videotapes which are distinguished or characterized by their emphasis on matter depicting, describing or relating to nudity, sado-masochistic abuse or sexual conduct.
    - (b) "Adult motion picture theater" means an establishment, whether in a completely enclosed building or not, that offers, for an admission fee, membership fee or other valuable consideration, the viewing during more than twenty-five percent of its operating hours of motion picture films, pictures or photographs, which are distinguished or characterized by their emphasis on nudity, sado-masochistic abuse or sexual conduct.
    - (c) "Adult mini-motion picture theater" means an enclosed building or any portion of a building which is used for presenting material distinguished or characterized by an emphasis on matter depicting, describing or relating to sexual conduct, nudity or sado-masochistic abuse, by any means of display, including, without limitation, by motion picture, mechanical amusement devices, television (including videotape or closed circuit) or live performance for observation by patrons therein.
    - (d) "Nudity" means uncovered or less than opaquely covered postpubertal human male or female genitals, pubic areas or buttocks.
    - (e) "Sado-masochistic abuse" means flagellation or torture by or upon a human.

(f) "Sexual conduct" means any of the following actual or simulated acts of:

- (1) Human sexual intercourse, homosexual or heterosexual;
- (2) Human or animal masturbation;
- (3) Bestiality;
- (4) Fellatio;
- (5) Cunnilingus; or
- (6) Human excretory functions.

2. Purpose:

In addition to the purpose expressed as the purpose of this Zoning Title, the purpose of the locational requirements of this section is to prevent crime, protect and preserve the quality of life in the Township's retail trade, maintain property values, protect and preserve the quality of life in the Township, preserve areas frequented by children from increased criminal activity and increased blight or other neighborhood deterioration, and prevent the blighting, downgrading, and deterioration of residential neighborhood and commercial districts.

#### **82-12.4 Community Service Site Development Requirements**

a. **Minimum Lot Area:** 10,000 square feet.

b. **Minimum Lot Width:** 100 feet.

c. **Minimum Yard Dimensions**

1. **Front Yards:** In accordance with the setback requirements of Section 82-8.1 for the type of street upon which the lot fronts.
2. **Side and rear yards:** The principal building may be constructed on the side property line provided that access is provided to the rear yard by means of a drive or alley, and if constructed with the adjacent property owner's approval, at the same time as, and in conjunction with construction of an abutting building, otherwise, side and rear yards shall be at least 15 feet.
3. **Side and Rear Yard Adjacent to a Residential District:** No structure shall be less than 100 feet from a residential district line.

4. **Corner Lots:** A front yard shall be maintained on each street side of a corner lot. Setbacks shall be equal to those required in Section 82-8.1 for the type of street or streets upon which the lot has frontage and all regulations applicable to front yards shall apply.
- d. **Maximum Building Height:** 35 feet, unless each required yard is increased one foot for every foot of height above 35 feet.
- e. **Signs:** Identifying any of the permitted uses in this District shall be in accordance with those requirements specified in Chapter 84. No flags, banners, streamers, or similar devices shall be permitted in this District except as follows: A maximum of two (2) flags or banners, in any combination, containing no commercial message, or a size no larger than thirty-five (35) square feet for a United States flag or twenty-four (24) square feet for all other flags or banners shall be permitted on each site in this District. Flagpoles may be illuminated. Illumination, if present, shall be from the base of the structure upon which the flag or banner is flown. Placement shall be limited to the following locations:
- On a building facade: Flags and banners may be flown from a staff projecting at an upward angle from a building wall. Flags and banners displayed from staffs shall be positioned with the lowest point of the flag, banner or staff a minimum of ten (10) feet above the surrounding grade, sidewalk, or pavement whichever is higher. The flag, banner, or staff shall extend no more than five (5) feet above the roofline.
- On a pole: A maximum of one (1) flag pole shall be permitted per site. A maximum of two (2) flags or banners may be flown from the flagpole. All flagpoles shall be setback a minimum of ten (10) feet from the street right-of-way lines. The height of the flagpole shall be a minimum of sixteen (16) feet but shall not exceed a maximum of thirty-five (35) feet. No flagpole shall be installed without obtaining a building permit. The location or placement of the flagpole is subject to the approval of the Director of Community Planning and Development. All flagpoles shall be designed or engineered for commercial applications and constructed of commercial grade materials and shall be properly maintained by the property owner.
- f. **Off-Street Parking and Loading Requirements:** for this district are specified in Chapter 85.
- g. **Site Plan Review:** All uses in this District are subject to site plan review as described in Section 81-3.3 of this Title.
- h. **Landscaping:** Landscaping shall be maintained in all required front and side yards, in accordance with plans approved by the Planning Director.

A landscape plan showing locations and varieties of plant material shall be submitted for site plan review.

All landscaped areas shall be planted with suitable living plant materials and replaced as necessary. Landscaped areas shall be watered, weeded, and generally maintained.

**i. Other Requirements**

1. Lighting shall be accomplished in a manner such that no illumination source is visible beyond the property lines of the lot upon which the use is located, and such that no illumination shall adversely affect the welfare of an adjacent property.
2. Side or rear yards may not be used for storage.
3. All refuse containers, including trash and recycling containers, shall be enclosed on at least three (3) sides by a screening device approved by the Planning Director, subject to the following provisions:
  - (a) For existing uses receiving a certificate of occupancy prior to the effective date of this Section, recycling containers shall be placed adjacent to other refuse containers on site. If the Planning Director determines that it is not practical to place the container adjacent to other refuse containers on the site, said containers may be placed in parking areas provided that the space used for the container shall not occupy required parking spaces and further provided that recycling containers shall be enclosed on three (3) sides by a screening device approved by the Planning Director.
  - (b) For uses receiving a certificate of occupancy after the effective date of this Section, recycling containers shall meet the requirements of this Section and the requirements for site plan review under Section 81-3.3 of the Code of Ordinances.
4. Air conditioning units, heating oil, storage tanks, or similar appurtenances shall be properly screened as approved by the Planning Commission.

**j. Maximum Impervious Surface:** The maximum percentage of impervious surface permitted on a site shall be 75 percent. Impervious surfaces shall include all land covered with paving, buildings, and other non-porous surfaces. The impervious surface ratio is calculated by dividing the total impervious surface by the gross area of the site. The following shall be counted as pervious surfaces:

1. Required perimeter landscaped buffers.
2. Fifty percent of on-site stormwater detention and retention basins, if designed as an integral part of the site landscaping, provided that the side slope of such basins shall not be steeper than 4:1 (horizontal:vertical).
3. Parking lot islands and medians that are twenty (20) feet or greater in each dimension.

**82-12.5.** No structure erected for the purpose of acting as a residential dwelling or apartment shall be used for commercial or office purposes unless it can meet all commercial structure standards of the Township Building Code and unless a special use permit is obtained from the Planning Commission. These restrictions are not applicable to legitimate home occupations as defined by this Title. The intent of this section is to protect the safety of Township residents while allowing reasonable use of historic or otherwise sound residential structures.

**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:

- 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:

- 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: \_\_\_\_\_  
\_\_\_\_\_



**To:** Planning Commission

**From:** Brian Shorkey, Principal Planner

**Date:** October 13, 2025

**Re:** Special Use Permit #25020 (Fedewa Holdings), to construct a multiple-family development over 25,000 square feet at 4601 Dobie Road, Okemos, MI 48864.

Fedewa Holdings (Applicant) has submitted a Special Use Permit (SUP) application for the construction of a multiple-family development, consisting of 32 townhome units, at 4601 Dobie Road, Okemos, MI 48864 (Subject Property). The proposed development is over 25,000 square feet and therefore requires Special Use Permit approval, based on Sec. 86-658 in the Zoning Ordinance. The Subject Property is approximately 4.28 acres in size and is zoned RD – Multiple-Family Residential.

The Planning Commission held the public hearing for SUP #25020 at its meeting on September 22, 2025. After discussion and public comment, the Planning Commission agreed to consider a resolution to approve the Special Use Permit to allow the construction of a multiple-family development over 25,000 square feet at 4601 Dobie Road at its next meeting.

The original staff report, dated September 22, 2025, is attached. Additional materials from the public hearing may be found at the following link: [https://www.meridian.mi.us/government/boards-and-commissions/agendas-packets-and-minutes/-folder-3684#docan5601\\_5944\\_42](https://www.meridian.mi.us/government/boards-and-commissions/agendas-packets-and-minutes/-folder-3684#docan5601_5944_42)

### **Planning Commission Options**

The Planning Commission may approve, approve with conditions, or deny the special use permit. A resolution to recommend approval of the request is provided. Staff **recommends approval** of the Special Use Permit to allow the construction of a multiple-family development over 25,000 square feet at 4601 Dobie Road, with the conditions listed in the resolution.

**Move to adopt the resolution to recommend approval of SUP #25020 to construct a multiple-family development over 25,000 square feet at 4601 Dobie Road, subject to the conditions found in the resolution to approve, for the following reasons:**

- The proposed multiple-family development conforms with the Township Master Plan and the Future Land Use map.
- The proposed multiple-family development conforms to the review criteria found in Sec. 86-126 in the zoning ordinance.
- The proposed multiple-family development conforms to the review criteria found in Sec. 86-658 in the zoning ordinance.
- The proposed multiple-family development conforms to the conditions of Rezoning #25001.

### **Attachment**

1. Resolution to approve SUP #25020.
2. Staff Memo, Dated September 22, 2025

**RESOLUTION TO RECOMMEND APPROVAL**

**Special Use Permit #25020  
Fedewa Holdings – 4601 Dobie Road  
Buildings greater than 25,000 sq. ft.**

**RESOLUTION**

At a regular meeting of the Planning Commission of the Charter Township of Meridian, Ingham County, Michigan, held at the Meridian Municipal Building, in said Township on the 13th day of October, 2025, at 6:30 p.m., Local Time.

PRESENT:

ABSENT:

The following resolution was offered by \_\_\_\_\_ and supported by \_\_\_\_\_

WHEREAS, Fedewa Holdings, the applicant, has requested a special use permit (SUP) for the construction of a multiple-family dwelling over 25,000 square feet at 4601 Dobie Road; and

WHEREAS, the Subject Property was conditionally rezoned to RD with a maximum density of eight units per acre in March 2025; and

WHEREAS, the Planning Commission held a public hearing and discussed the SUP at its regular meeting on September 22, 2025; and

WHEREAS, the requested SUP is consistent with the 2023 Township Master Plan and Future Land Use Map, which designates the property as Multiple Family Residential; and

WHEREAS, the proposed multiple-family development fits the character of the development adjacent to the north of the Subject Property; and

WHEREAS, the proposed multiple-family development complies with Master Plan goals regarding increased housing diversity; and

WHEREAS, the proposed multiple-family development conforms to the review criteria found in Sec. 86-126 in the zoning ordinance; and

WHEREAS, the proposed multiple-family development conforms to the review criteria found in Sec. 86-658 in the zoning ordinance; and

WHEREAS, the proposed multiple-family development conforms to the conditions of the March 2025 rezoning.

NOW THEREFORE, BE IT RESOLVED THE PLANNING COMMISSION OF THE CHARTER TOWNSHIP OF MERIDIAN hereby recommends **approval** of SUP #25020 to allow the construction of a multiple-family dwelling over 25,000 square feet at 4601 Dobie Road, subject to the following conditions as offered by the applicant:

1. Approval is granted in general accordance with the proposed site plan as prepared by BRS Engineering, as received by the Township on August 22, 2025.

**Resolution to Recommend Approval  
Special Use Permit #25020 (Fedewa Holdings)  
Page 2**

2. Any future changes to the SUP will require an amendment to SUP #25020.
3. All conditions for REZ #25001 shall continue to apply.
4. SUP #25020 will become void if construction related to the SUP has not commenced within 24 months of the effective date of the SUP, or if all construction related to the SUP is not completed within 36 month of the effective date of the SUP, unless an extension is granted.

ADOPTED:      YEAS:

                    NAYS:

STATE OF MICHIGAN    )

  ) ss

COUNTY OF INGHAM    )

I, the undersigned, the duly qualified and acting Chair of the Planning Commission of the Township of Meridian, Ingham County, Michigan, DO HEREBY CERTIFY that the foregoing is a true and a complete copy of a resolution adopted at a regular meeting of the Planning Commission on the 13th day of October, 2025.

\_\_\_\_\_  
Alisande Shrewsbury  
Planning Commission Chair



**To: Planning Commission**

**From: Brian Shorkey, Principal Planner**

**Date: September 22, 2025**

**Re: Special Use Permit #25020 (Fedewa Holdings), to construct a multiple-family development over 25,000 square feet at 4601 Dobie Road, Okemos, MI 48864.**

Fedewa Holdings (Applicant) has submitted a Special Use Permit (SUP) application for the construction of a multiple-family development, consisting of 32 townhome units, at 4601 Dobie Road, Okemos, MI 48864 (Subject Property). The proposed development is over 25,000 square feet and therefore requires Special Use Permit approval, based on Sec. 86-658 in the Zoning Ordinance. The Subject Property is approximately 4.28 acres in size and is zoned RD – Multiple-Family Residential.

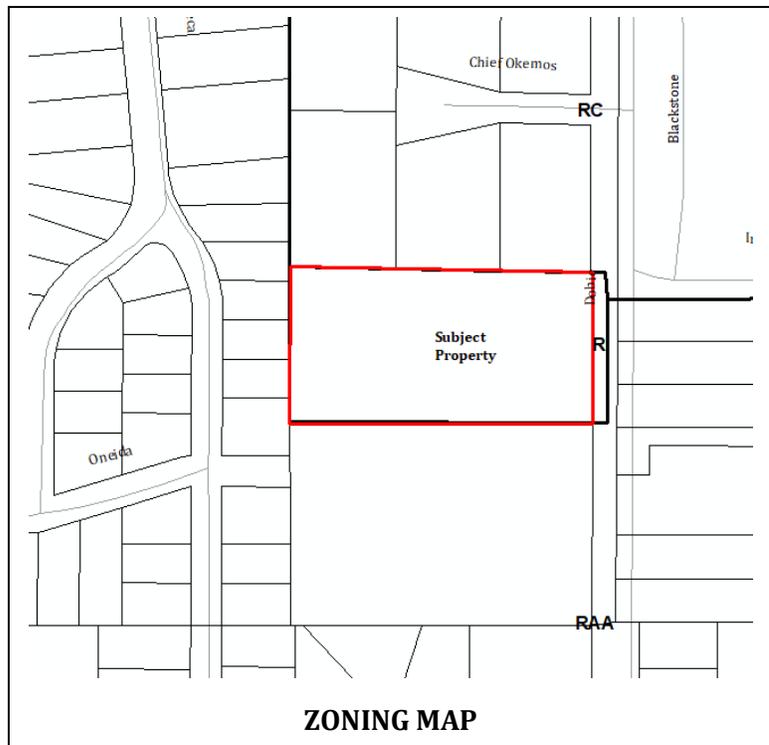
A land division for the Subject Property was approved in 2023. The land division was subsequently followed by a rezoning request to conditionally rezone the property from RAA (Single-Family Residential) to RD (Multiple-Family Residential), which was approved on April 3, 2025.

### **Zoning and Future Land Use**

The Subject Property is located in the RD – Multiple-Family Residential zoning district. The property to the north is zoned RC – Multiple-Family Residential, which allows development with a maximum of 14 units per acre. The properties to the east, south, and west are zoned RAA – Single-Family Residential.

The Subject Property was conditionally rezoned to RD in April 2025. There were two conditions:

1. The rear yard setback was to be increased from the required 40 feet to 100 feet.
2. The development was restricted to townhomes with no more than four buildings with 8 units per building, each with their own front door and garage accessible from the outside.



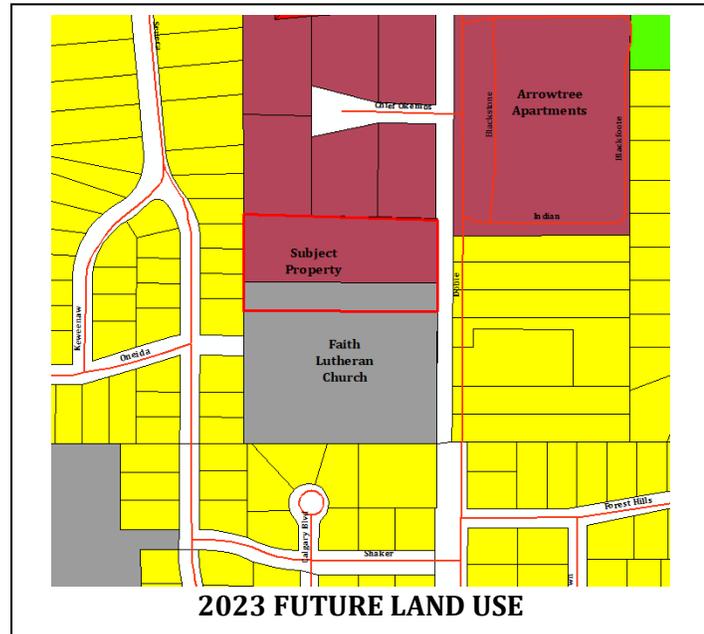
**ZONING MAP**

This SUP application complies with the conditions as approved.

The RD district requires a minimum of 100 feet of lot frontage. No minimum lot area is required for multiple-family developments is listed. The Subject Property is an existing parcel and is approximately 4.28 acres in size and has approximately 297 feet of frontage along Dobie Road.

The Future Land Use Map from the 2023 Master Plan designates the northern two thirds of the Subject Property as Multiple Family Residential. This category is intended to support multiple family development in the future and corresponds with the RD zoning district. The remainder of the Subject Property is designated as Institutional.

The Multiple Family Residential designation applies to the properties adjacent to the north and northeast. The properties to the west and east are designated as Suburban Residential on the Future Land Use map. The property to the south, Faith Lutheran Church, is designated as Institutional.



### **Staff Analysis**

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

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

On November 9, 2023, the Meridian Township Board approved a text amendment to the Zoning Ordinance that made Group Housing Developments a use by right in the Township's multiple-family residential districts. The proposed development complies with the zoning ordinance. However, Sec. 86-658 in the zoning ordinance requires developments greater than 25,000 square feet to receive a special use permit.

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

The Future Land Use Map from the 2023 Master Plan designates the majority of the Subject Property as Multiple Family Residential. This category is intended to support multiple family development in the future and corresponds with the RD zoning district.

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

The project is designed, and intended to be constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such a use will not change the essential character of the same area. The land uses directly to the north are multiple-family of a similar type as those proposed by the Applicant. The applicant is building a smaller scale multiple-family product, similar to townhouses.

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

The project is not expected to adversely affect or be hazardous to existing neighboring uses.

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

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

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

**Vehicular Traffic**

The site fronts on Dobie Road, which is a two-lane road without curb and gutter. Dobie Road is classified as a Collector Street on the Street Setbacks and Service Drives Map in the zoning ordinance. A 7-foot pedestrian pathway is located along the Subject Property’s frontage.

A traffic impact analysis was submitted with this application, prepared by CESO Inc. and dated November 14, 2024. The assessment used data from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> edition to estimate trip generation rates based on traffic count data from September 19, 2023. The analysis compared the proposed 32 units against the former RAA zoning’s potential of 10 units. The following table summarizes findings from the submitted traffic assessment.

Land Use	Size	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	
Existing Zoning (RAA)	10 Units	2	7	9	7	4	11	122
Proposed Zoning (RD)	32 units	8	25	33	22	12	34	280
Difference		+6	+18	+24	+15	+8	+23	+158

Meridian Township requires a traffic impact study to be submitted for developments that are expected to generate more than 250 additional directional trips during the peak hour. Based on the findings of the attached traffic analysis, the traffic expected to be generated by the proposed development does not require a full traffic impact study. Note that the traffic analysis will have to be reviewed and accepted by the Ingham County Road Department (ICRD) during Site Plan review.

Other Considerations

The applicant is proposing to close the existing northern entrance to the Lutheran Church and construct two new entrances, one to their proposed development and one to access the church. This new church drive is on the southern side of the Subject Property. This arrangement will need to be approved by the ICRD prior to site plan approval.

There is a southbound CATA bus stop on Dobie Road, in front of the northeast corner of the Subject Property. The bus stop is connected to the Subject Property via a seven-foot wide segment of the Township Pathway.

The Township Pathway runs along the front of the Subject Property and provides non-motorized connections to Kinawa and Chippewa schools on Kinawa Drive.

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

The project is adequately served by sewer, water, public safety, schools, public transportation, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide any such service.

Concern has been expressed about potential flooding and stormwater related to the development. The proposed site plan shows that, based on the preliminary engineering, the required 100 year volume to be held on site is 29,455 cubic feet. The applicant is proposing two detention areas, which are designed to hold 34,252 cubic feet of stormwater. The detention areas are proposed to be connected to the Spross Drain to west of the site. Note that this design will have to be approved by the Ingham County Drain Commission prior to site plan approval.

A memo from the Engineering Department has been submitted as part of this review. Most of the comments will be required to be complied with during the site plan process.

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

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

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

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

A wetland assessment was completed for this application. The assessment reported that the Subject Property does not contain any streams, lakes, ponds, county drains, or floodplains.

One small wetland (0.02 Acre) was identified on the Subject Property. It lies within the preserved natural buffer on the west side of the property and is unregulated due to its small size.

Groups of buildings with a combined gross floor area greater than 25,000 square feet are regulated by Sec. 86-658 in the Zoning Ordinance. The approval processes for such special use permits are reviewed under the same SUP requirements. As a result, Staff has no further comments.

Based on the information provided by the Applicant, Staff has identified no major concerns that would negatively impact surrounding properties or the Township at large while reviewing the proposed Special Use Permit. If the Special Use Permit for the project is approved by the Planning Commission and the Township Board, the applicant will be required to submit for Site Plan Review and/or any required building permits prior to beginning operations.

### **Planning Commission Options**

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

### **Attachments**

1. Special use permit application
2. Attachment 1: Warranty Deed and Land Record
3. Attachment 2: Legal Description and Existing Survey
4. Attachment 3: Proposed Site Plan
5. Attachment 4: Traffic Impact Analysis
6. Attachment 5: Wetland Assessment
7. Attachment 6: Building Renderings
8. Attachment 7: Memo from Engineering to Planning



**To: Planning Commission**

**From: Brian Shorkey, Principal Planner**

**Date: October 13, 2025**

**Re: Special Use Permit #25021 (St. Martha Parish), to construct an 11,000 square foot addition to an existing church building at 1100 Grand River Avenue**

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St. Martha Parish (Applicant) has submitted a Special Use Permit (SUP) application for the construction of a new classroom building at 1100 Grand River Avenue, Okemos, MI 48864 (Subject Property). The proposed building is proposed to consist of two stories in a total of 11,000 square feet of useable space. Places of worship are special use permits in residential districts. This application is a major SUP amendment for a past SUP which brought the Subject Property into compliance with the Township's 25,000 square foot SUP regulations. The Subject Property is approximately 18.07 acres in size and is zoned RR – Rural Residential.

The Planning Commission held the public hearing for Special Use Permit #25021 at its meeting on September 22, 2025. After discussion and public comment, the Planning Commission agreed to consider a resolution to approve the special use permit to allow the construction of an 11,000 square foot addition to an existing church building at 1100 Grand River Avenue at its next meeting.

The original staff report, dated September 22, 2025, is attached. Additional materials from the public hearing may be found at the following link: [https://www.meridian.mi.us/government/boards-and-commissions/agendas-packets-and-minutes/-folder-3684#docan5601\\_5944\\_42](https://www.meridian.mi.us/government/boards-and-commissions/agendas-packets-and-minutes/-folder-3684#docan5601_5944_42)

### **Planning Commission Options**

The Planning Commission may approve, approve with conditions, or deny the special use permit. A resolution to recommend approval of the request is provided. Staff **recommends approval** of the Special Use Permit to allow the construction of an 11,000 square foot addition to an existing church building at 1100 Grand River Avenue, with the conditions listed in the resolution.

**Move to adopt the resolution to recommend approving Special Use Permit #25021 to allow the construction of an 11,000 square foot addition to an existing church building at 1100 Grand River Avenue, subject to the conditions found in the resolution to approve, for the following reasons:**

- The proposed new classroom building with the Township Master Plan and the Future Land Use map.
- The proposed classroom building conforms to the review criteria found in Sec. 86-126 in the zoning ordinance.
- The applicant has agreed to comply with the conditions in the resolution to approve.

### **Attachments**

1. Resolution to approve SUP #25021.
2. Staff Memo, Dated September 22, 2025

**RESOLUTION TO RECOMMEND APPROVAL**

**Special Use Permit #25021  
St. Martha Parish – 1100 Grand River  
Buildings greater than 25,000 sq. ft.**

**RESOLUTION**

At a regular meeting of the Planning Commission of the Charter Township of Meridian, Ingham County, Michigan, held at the Meridian Municipal Building, in said Township on the 13th day of October, 2025, at 6:30 p.m., Local Time.

PRESENT:

ABSENT:

The following resolution was offered by \_\_\_\_\_ and supported by \_\_\_\_\_

WHEREAS, St. Martha Parish, the applicant, has requested a special use permit (SUP) for the construction of a new classroom building at 1100 Grand River Avenue; and

WHEREAS, the Planning Commission held a public hearing and discussed the SUP at its regular meeting on September 22, 2025; and

WHEREAS, the requested SUP is consistent with the 2023 Township Master Plan and Future Land Use Map, which designates the property as Multiple Family Residential; and

WHEREAS, the proposed new classroom building development conforms to the review criteria found in Sec. 86-126 in the zoning ordinance; and

WHEREAS, the proposed new classroom building development conforms to the review criteria found in Sec. 86-658 in the zoning ordinance.

NOW THEREFORE, BE IT RESOLVED THE PLANNING COMMISSION OF THE CHARTER TOWNSHIP OF MERIDIAN hereby recommends **approval** of SUP #25021 to allow the construction of a new classroom building at 1100 Grand River Avenue, subject to the following conditions as offered by the applicant:

1. Approval is granted in general accordance with the proposed site plan as prepared by Virdis, as received by the Township on August 27, 2025.
2. Any future changes to the SUP will require an amendment to SUP #25021.
3. SUP #25021 will become void is construction related to the SUP has not commenced within 24 months of the effective date of the SUP, or if all construction related to the SUP is not completed within 36 month of the effective date of the SUP, unless an extension is granted.

ADOPTED: YEAS:

NAYS:

STATE OF MICHIGAN )





**To: Planning Commission**

**From: Brian Shorkey, Principal Planner**

**Date: September 22, 2025**

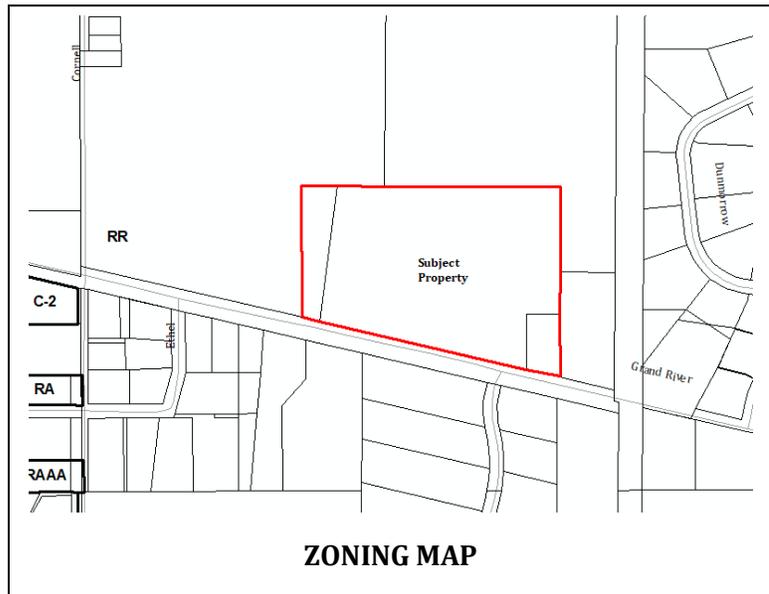
**Re: Special Use Permit #25021 (St. Martha Parish), to construct an 11,000 square foot addition to an existing church building at 1100 Grand River Avenue, Okemos, MI 48864.**

St. Martha Parish (Applicant) has submitted a Special Use Permit (SUP) application for the construction of a new classroom building at 1100 Grand River Avenue, Okemos, MI 48864 (Subject Property). The proposed building is proposed to consist of two stories in a total of 11,000 square feet of useable space. Places of worship are special use permits in residential districts. This application is a major SUP amendment for a past SUP which brought the Subject Property into compliance with the Township's 25,000 square foot SUP regulations. The Subject Property is approximately 18.07 acres in size and is zoned RR – Rural Residential.

#### **Zoning and Future Land Use**

The Subject Property is located in the RR – Rural Residential zoning district. All of the surrounding properties are also zoned RR.

The RR district requires a minimum of 200 feet of road frontage. The minimum lot area in the RR district is 40,000 square feet. The Subject Property is an existing parcel and is approximately 18.7 acres in size and has approximately 1,242 feet of frontage along Grand River Avenue.



The Future Land Use Map from the 2023 Master Plan designates the Subject Property as Institutional. This category supports land uses such as places of worship, as well as publicly owned utilities. The properties surrounding the Subject Property are designated as Rural Residential.

**Staff Analysis**

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

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

The original SUP for the development of St. Martha Parish was approved in 1988 (SUP #88231). This was amended in 2003 (SUP #03-88231), 2010 (SUP #10-88231), 2013 (SUP #13-231), and 2015 (SUP #15-231). The result of these amendments was to bring the Subject Property into compliance with Sec. 86-658, which requires Special Use Permits for buildings greater than 25,000 square feet. All of these SUP applications were approved.

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

The Future Land Use Map from the 2023 Master Plan designates the Subject Property as Institutional. This category is intended to support public or privately owned facilities providing recreational, educational, religious, governmental, and other services to the community.

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

The proposed building is being designed to fit into the existing character for the St. Martha campus.

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

The project is not expected to adversely affect or be hazardous to existing neighboring uses.

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

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



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

Vehicular Traffic

The site fronts on Grand River Avenue, which is a four-lane road without curb and gutter. Grand River Avenue is classified as a Principal Arterial on the Street Setbacks and Service Drives Map in the zoning ordinance. A 7-foot pedestrian pathway is located along the Subject Property's frontage.

A traffic impact study is required for developments that are expected to generate more than 250 additional directional trips during the peak hour. It is unclear whether or not the proposed addition will require the traffic impact study. This matter will be more closely looked at during the site plan review and will be reviewed by the Ingham County Road Department.

The Applicant is not planning on increasing the parking area or adding any parking spaces.

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

The project is adequately served by public water. The property is connected to the public sewer system through a private force main. The proposed addition would not impact or overtax either of those systems.

Potential stormwater impacts will be reviewed by the Ingham County Drain Commission during site plan review.

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

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

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

The project is not expected to directly or indirectly have a substantial adverse impact on the natural resources of the Township, including, but not limited to, prime agricultural soils, water recharge areas, lakes, rivers, streams, major forests, wetlands, or wildlife areas. According to the Township Parcel Viewer, there appears to be a small (0.7 acre) wetland on the northwest corner of the Subject Property, but the proposed classroom building is not affected by that.

Groups of buildings with a combined gross floor area greater than 25,000 square feet are regulated by Sec. 86-658 in the Zoning Ordinance. The approval processes for such special use permits are reviewed under the same SUP requirements. As a result, Staff has no further comments.

Based on the information provided by the Applicant, Staff has identified no major concerns that would negatively impact surrounding properties or the Township at large while reviewing the proposed Special Use Permit. If the Special Use Permit for the project is approved by the Planning Commission and the Township Board, the applicant will be required to submit for Site Plan Review and/or any required building permits prior to beginning operations.

**Planning Commission Options**

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

**Attachments**

1. Special use permit application
2. Attachment 1: Proposed Site Plan
3. Attachment 2: Exterior Views