

**GENOA CHARTER TOWNSHIP
PLANNING COMMISSION
PUBLIC HEARING
SEPTEMBER 14, 2026
MONDAY, 6:30 P.M.
AGENDA**

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

APPROVAL OF AGENDA:

DECLARATION OF CONFLICT OF INTEREST:

CALL TO THE PUBLIC Non-Agenda Items Only: *(Note: The Board reserves the right to not begin new business after 10:00 p.m.)*

Presentation by Memtech Acoustics regarding the Township's existing noise regulations.

OPEN PUBLIC HEARING # 1... Consideration of an amendment to the Lorentzen Planned Unit Development agreement, conceptual PUD plan, and environmental impact assessment for the creation of a new outlot in the southeast corner of the existing Meijer property. The outlot would allow for a proposed multi-tenant commercial building including restaurant with a drive-through. The property is located in the parking lot at 3883 Grand River, on the west side of Latson Road, north of Grand River Avenue. The request is petitioned by Howell Outlot 1, LLC.

- A. Recommendation of PUD Amendment
- B. Recommendation of Environmental Impact Assessment
- C. Recommendation of Conceptual PUD Plan

ADMINISTRATIVE BUSINESS:

- Staff Report
- Approval of August 12, 2026 Planning Commission meeting minutes
- Member discussion
- Adjournment

*Citizen's Comments- In addition to providing the public with an opportunity to address the Township Board at the beginning of the meeting, opportunity to comment on individual agenda items may be offered by the Chairman as they are presented. Anyone speaking on an agenda item will be limited to 2 minutes.
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Contact Information - Review Letters and Correspondence shall be forwarded to the following:

1.) Andy Andre _____ of _____ a _____
Name Business Affiliation E-mail Address

FEE EXCEEDANCE AGREEMENT

As stated on the site plan review fee schedule, all site plans are allocated two (2) consultant reviews and one (1) Planning Commission meeting. If additional reviews or meetings are necessary, the applicant will be required to pay the actual incurred costs for the additional reviews. If applicable, additional review fee payment will be required concurrent with submittal to the Township Board. By signing below, applicant indicates agreement and full understanding of this policy.

SIGNATURE: Ryan A. Duff DATE: 5/14/26
PRINT NAME: Ryan Duff PHONE: _____
ADDRESS: _____



September 9, 2026

Planning Commission
Genoa Township
2911 Dorr Road
Brighton, Michigan 48116

Attention:	Amy Ruthig, Planning Director
Subject:	Lorentzen PUD – Amendment to an Approved PUD (Review #2)
Location:	West side of Latson Road, north of Grand River Avenue
Zoning:	MUPUD Mixed Use Planned Unit Development

Dear Commissioners:

At the Township's request, we have reviewed the revised submittal from Howell Outlot 1, LLC requesting an amendment to the approved Lorentzen PUD (plans dated 8/4/26).

A. Summary

1. Amended PUD Agreement:

- a. The applicant should provide parking calculations for the Meijer site to determine whether a deviation is necessary.
- b. In our opinion, the applicant must provide the amended table of uses (Schedule C).
- c. The applicant must address any comments provided by Township staff and/or the Township Attorney on the draft PUD Agreement.

2. PUD Conceptual Plan:

- a. The proposal generally meets the Conceptual PUD Plan standards of Section 10.07.01.
- b. The proposal generally meets the MUPDU standards of Section 10.03.03; however, in our opinion, an amended Schedule C is required and must identify the proposed uses as either permitted or special land uses and include references to the use requirements.
- c. The Commission should consider comments provided by the Township Engineer and/or Brighton Area Fire Authority.

3. Site Plan Comments:

- a. The applicant will need to provide a color rendering and building material samples for the Commission's consideration.
- b. Cross-access between Meijer and the commercial center to the west needs to be provided.
- c. The light spill-over to the west should be added to the list of dimensional deviations in the amended PUD Agreement.



Aerial view of site and surroundings (looking north)

B. Proposal/Process

The applicant proposes to create a new outlot in the southeast corner of the existing Meijer property, which is currently occupied by excess parking.

The proposed outlot is intended for development of a multi-tenant commercial building, including a restaurant with a drive-through.

Since no outlot was contemplated for this area of the PUD and a drive-through restaurant is not currently an allowable use in this PUD, the applicant has applied to amend the approved PUD.

In accordance with Section 10.11, the proposal has been deemed a major amendment to the PUD. As such, the Planning Commission is to review and put forth recommendations to the Township Board on the Conceptual PUD Plan, Impact Assessment, and amended PUD Agreement.

The Township Board has final review and approval authority over each aspect of the request.

If the Board grants approval, the applicant may apply for review of the Final PUD Site Plan, in accordance with Section 10.04.03.

C. Amended PUD Agreement

The draft amendment to the PUD Agreement proposes the following:

- Creation of the outlot property;
- Allowance of a fast-casual restaurant with an ancillary drive-through; and
- Dimensional deviations related to setbacks (parking and building), buffer zone width, spacing between drive-through uses, drive-through parking, and a parking reduction for the remainder of the Meijer site.

It is unclear whether the remainder of the Meijer site requires a parking deviation. The applicant should provide calculations to determine whether this is necessary.

The draft amendment further states that all other provisions of the PUD Agreement “remain in full force and effect.”

The revised submittal has addressed the vast majority of our initial review comments; however, we believe an amended Schedule C is required (the applicant states that the Township indicated that this is not needed).

The current Schedule C does not identify a drive-through restaurant as an allowable use, so we do not see how such an amendment is not required as part of this request.

Additionally, the applicant must address any comments provided by Township staff and/or the Township Attorney.

D. PUD Conceptual Plan

1. **Submittal Requirements.** The revised submittal includes the missing items noted in our initial review letter (purchase agreement, traffic study, and utility plan).
2. **Conceptual PUD Plan Standards.** We provide the following comments with respect to the standards of Section 10.07.01:
 - As an established PUD, the qualification requirements have previously been deemed to be met for this site and public benefit demonstrated.
 - The proposed amendment is generally consistent with the Master Plan classification of West Grand River – Mixed Use, which is “envisioned for a higher intensity of commercial and residential uses than the East Grand River District.”
 - This location within the PUD does not appear to contain any significant or historic features that need to be protected.
 - Given the location and nature of surrounding uses, we believe necessary infrastructure is already in place; however, the Commission should consider any comments provided by the Township Engineer.
 - There is an existing bike path along Latson Road that provides non-motorized access/connections throughout this part of the Township. The project includes an outdoor seating area, which is not necessarily a common open space area, but generally meets the intent of such.
 - Dimensional deviations are identified in the draft amendment to the PUD Agreement.
3. **MUPUD Standards.** We provide the following comments with respect to the standards of Section 10.03.03:
 - The inclusion of fast casual restaurants and one with a drive-through is generally compatible with the land use pattern in this area of the Township. As previously noted, the amended Schedule C needs to identify the proposed uses as either permitted or special land uses. Conventional GCD requirements allow standard restaurants as permitted uses, but require special land use approval for a drive-through. Additionally, the Ordinance contains use requirements for restaurants with drive-throughs (Section 7.02.02j) and outdoor seating (Section 7.02.02i). The amended Schedule C should also reference these use requirements.
 - Based on the calculations provided on Sheet C3.1, the proposed Outlot will provide 45.3% pervious surface, which exceeds the 25% minimum open space requirement. As previously noted, there is an existing bike path along Latson Road that provides linkages to other sites/amenities in this area of the Township. As a site that currently contains a parking lot, we do not foresee an issue with the amount of usable upland area as part of the open space.

- The proposed Outlot exceeds minimum GCD standards for lot area and width. There are dimensional deviations sought for parking and building setbacks, spacing between drive-through uses, and a buffer zone width reduction.
- 4. General Site Plan Elements.** Since this is only a concept plan, we have conducted a cursory review of the detailed site plan information provided to aid the applicant in preparation of a Final PUD Site Plan at a later date.
- *GCD Dimensions.* Aside from previous comments regarding dimensional deviations, the conventional GCD dimensional requirements appear to be met.
 - *Outdoor patio.* Additional details of the outdoor patio (railings/fencing, furniture, trash receptacles, etc.) will be needed, though it appears to comply with the requirements of Section 7.02.02(i).
 - *Drive-through.* The drive-through generally meets the use requirements of Section 7.02.02(j); however, deviations are requested for the building setback and spacing between drive-through uses.
 - *Building.* The building is faced with masonry materials with decorative awnings and canopies. The applicant will need to provide a color rendering and building material samples for the Commission's consideration.
 - *Parking.* The updated parking calculations provided generally meet the requirements of Section 14.04. The outdoor patio has been included, and deviations requested for the short term waiting and designated RV spaces. As previously noted, parking calculations for the Meijer site should be provided to determine whether a deviation is necessary.
 - *Vehicular Circulation.* A note has been added for cross-access between the proposed outlot and remainder of the Meijer site; however, a connection is also required between the Meijer site and the abutting commercial center to the west. This should be provided as part of the proposed amendment to the PUD.
 - *Lighting.* The lighting plan is generally consistent with the requirements of Section 12.03; however, there is spill-over to the west in excess of Ordinance standards. In response, the applicant has indicated that the lighting is intended to serve both developments. In our opinion, this should be acceptable; however, it should be addressed as a dimensional deviation in the amended PUD Agreement.
 - *Landscaping.* The landscape plan generally complies with the greenbelt, parking lot, and buffer zone requirements; however, the full buffer zone along the north side is not provided due to the dimensional deviation (setback reduction) sought.
 - *Waste Receptacle/Enclosure.* The proposed receptacles/enclosures generally meet the standards of Section 12.04. The applicant has stated that removal will be scheduled during non-business hours to avoid conflicts with the drive-through lane.
 - *Site Engineering/Public Safety.* The applicant must address any comments provided by the Township Engineer and/or Brighton Area Fire Authority.

Should you have any questions concerning this matter, please do not hesitate to contact our office.

Respectfully,
SAFE BUILT


Brian V. Borden, AICP
Planning Manager



September 10, 2026

Ms. Amy Ruthig
Genoa Township
2911 Dorr Road
Brighton, MI 48116

**Re: Meijer Outlot Retail Center
Site Plan Review No. 2**

Dear Ms. Ruthig:

Tetra Tech conducted a review of the site plan submittal for Meijer Outlot Retail Center last dated August 4, 2026. The site plan was prepared by Triumph Engineering and Design, Inc on behalf of Howell Outlot 1, LLC. The development is located on 1.13 acres west of South Latson Road, 600-ft north of Grand River Avenue. The Petitioner is proposing multi-tenant retail center with an end cap drive through. The proposed site includes storm sewer and an updated parking lot.

We offer the following comments:

DRAINAGE AND GRADING

1. Calculations for the storm sewer should be provided for review.

PARKING LOT

1. Township requirements define the minimum subbase thickness for concrete pavement to be 6-inches. The pavement details provided do not meet this requirement and should be updated accordingly.
2. The Township is seeking to have the road connection between the Meijer property and Grand River Plaza installed as part of this project to address border access and circulation concerns. Plans and details should be provided in the site plan of the improvements to this connection.
3. A traffic study has been provided that was conducted by Fleis & VandenBrink on behalf of the petitioner for future conditions and site circulation. The study had the following conclusions:
 - a. Future conditions of the site are expected to account for less than 5% of total traffic volume along study roadways and any impact from the site is expected to be negligible.
 - b. The projected drive-through evaluation indicates that during peak operations, the max anticipated stacking spaces of 3 past the payment kiosk is expected to adequately accommodate the site, without exceeding the internal site circulation and impacting the adjacent roadway network.
4. MDOT has provided the following comment that should be addressed in regard to the traffic study: Traffic counts were collected during several significant ramp closures in this area. The I-96 westbound on-ramp at Latson Road was closed during the counts, as were the two Grand River Avenue on/off ramps at I-96. As a result, traffic movements were affected by these closures (even though the overall traffic volumes were generally comparable. For example, the PM peak-hour volume for westbound Grand River Avenue was approximately 1,967 vehicles per hour in 2025, compared with only 1,498 vehicles in 2026 – a 23% decrease.

Tetra Tech

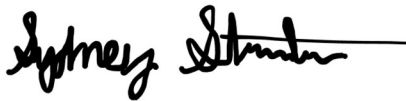
3497 Coolidge Road, East Lansing, MI 48823
Tel 517.316.3930 Fax 517.484.8140 www.tetrattech.com

Ms. Amy Ruthig
Re: Meijer Outlot Retail Center
September 10, 2026
Page 2

Given these significant volume variations, the TIS does not provide a fair representation of typical traffic conditions. Furthermore, despite the substantial differences in existing turning movement volumes, the TIS indicates that at least one movement at Latson Road and Grand River Avenue is projected to deteriorate from Level of Service (LOS) E to LOS F in the PM peak. This would not be acceptable under MDOT standards.

We recommend that the petitioner address the above comments and resubmit for additional review. Please call or email if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Sydney Streveler", followed by a horizontal line.

Sydney Streveler, EIT
Civil Engineering Group



BRIGHTON AREA FIRE AUTHORITY

615 W. Grand River Ave.
Brighton, MI 48116
o: 810-229-6640 f: 810-229-1619

August 28, 2026

Bobby Foster, Planner
Genoa Charter Township
2911 Dorr Rd.
Brighton, MI 48116

RE: Meijer Outlet Retail Center HOWELL OUTLOT 1, LLC
3883 E. Grand River Ave. 27725 Stansbury St. Suite 170
Site Plan Review Farmington Hills, MI 48334
Phone: (248) 939-6269
Contact: Ryan Duff

Dear Bobby:

The Brighton Area Fire Department has reviewed the above-mentioned site plan. The plans were received for review on August 19, 2026, and the drawings are dated January 1, 2026, with the latest revisions dated August 4, 2026. The project is based on the proposed redevelopment of 1.68 acres of unused parking at an existing Mercantile store. The plan calls for a new 8,037-square-foot commercial retail strip with a drive-thru. The plan review is based on the requirements of the International Fire Code (IFC) 2024 edition.

All previous comments have been resolved by the applicant on the most recent submittal. The Fire Authority has no further comments on the project unless additional revisions are made.

Additional comments will be given during the building plan review process (specific to the building plans and occupancy). The applicant is reminded that the fire authority must review the fire protection systems submittals (sprinkler & alarm) prior to permit issuance by the Building Department and that the authority will also review the building plans for life safety requirements in conjunction with the Building Department.

If you have any questions about the comments on this plan review please contact me at 810-229-6640.

Cordially,

A handwritten signature in black ink, appearing to read "R. Boisvert".

Rick Boisvert, CFPS
Fire Marshal

cc: Amy Ruthig (amy@genoa.org)

From: [Amy Ruthig](#)
To: [Bobby Foster](#)
Subject: FW: MDOT Permit 120937 / Grand River Plaza
Date: Wednesday, September 9, 2026 1:56:09 PM
Attachments: [image001.png](#)

Please forward to the applicant.
Thank you,

Amy Ruthig
Planning Director



Genoa Charter Township
2911 Dorr Road, Brighton, Michigan 48116
Office: 810-227-5225 Ext. 114 Direct: 810-224-5824
E-mail: amy@genoa.org, Url: www.genoa.org

From: Fournier, Laurent (MDOT) <FournierL@michigan.gov>
Sent: Wednesday, September 9, 2026 1:16 PM
To: Amy Ruthig <amy@genoa.org>; Supervisor <supervisor@genoa.org>; Bobby Foster <bobby@genoa.org>
Cc: Kelly VanMarter <kelly@genoa.org>; Heidelberg, Craig (MDOT) <HeidelbergC@michigan.gov>
Subject: Re: MDOT Permit 120937 / Grand River Plaza

Amy,

Thanks for the opportunity to comment on this TIS. Here are my comments:

- Unfortunately, traffic counts were collected during several significant ramp closures in this area. The I-96 westbound on-ramp at Latson Road was closed during the counts, as were the two Grand River Avenue on/off ramps at I-96. As a result, traffic movements were affected by these closures (even though the overall traffic volumes were generally comparable).
- For example, the PM peak-hour volume for westbound Grand River Avenue was approximately 1,967 vehicles per hour in 2025, compared with only 1,498 vehicles per hour

in 2026—a 23% decrease.

- Given these significant volume variations, the TIS does not provide a fair representation of typical traffic conditions.
- Furthermore, despite the substantial differences in existing turning-movement volumes, the TIS indicates that at least one movement would operate at an unacceptable level of service as a result of traffic generated by the proposed development. The northbound through movement at Latson Road and Grand River Avenue is projected to deteriorate from Level of Service (LOS) E to LOS F in the PM peak . This would not be acceptable under MDOT standards.

Please let me know if you have any questions,

Laurent



Laurent Fournier

Traffic and Safety Engineer
Brighton TSC

10321 E. Grand River, Suite 500

Brighton, MI 48116

(517) 243-9776 | fournierl@michigan.gov

From: Amy Ruthig <amy@genoa.org>

Sent: Thursday, August 20, 2026 1:32 PM

To: Fournier, Laurent (MDOT) <FournierL@michigan.gov>; Supervisor <supervisor@genoa.org>; Bobby Foster <bobby@genoa.org>

Cc: Kelly VanMarter <kelly@genoa.org>; Heidelberg, Craig (MDOT)

8/28/26

To the fine folks of the Genoa
Charter Twp. Planning Commission,

Re: The Lorentzen Planned
Unit Developement.

A VERY HARD NO' - Don't Appraue
this. Catson Rd btw. M59 & 96
is a parking lot. Just what we
need, another eyesore on Grand
River & Catson Rds.

We moved to Livingston Co. 7 years
ago, from Oakland Co. We moved
to get away from the 'every town
USA' debacle. This is not Novi
or Wixom. We have enough light
pollution and traffic, already.

If a new business wants to
open in the Howell area, have
them check out the present
store fronts next to Hobby
Lobby.

In making your decision,
please consider your constituents
that live off Catson Rd.

GENOA TOWNSHIP

Margaret S. Green

SEP 03 2026

M. Green
4089 Aster Blvd
Howell, MI 48843

RECEIVED

As part of the PUD Amendment, the longstanding cross-access connection between the Meijer property and the adjacent Grand River Plaza property shall be addressed. The original Meijer development approvals contemplated a driveway connection extending west to the property line to provide future cross access between the properties. In addition, subsequent approvals for the Grand River Plaza property included provisions for a reciprocal cross-access easement.

With both properties currently pursuing additional development, the Township finds that this is an appropriate opportunity to complete the planned connection and improve overall site circulation, access management, and emergency access within the area.

Prior to consideration of the PUD Amendment by the Township Board, the applicant shall coordinate with the Grand River Plaza property owner, Township staff and consultants, MDOT, and other applicable parties to develop an acceptable plan for the cross-access connection. The plan shall address the location and design of the connection, necessary reciprocal easements, construction responsibilities, coordination with existing and proposed site improvements, and an equitable allocation of costs between the benefiting properties.

The final PUD Amendment documents and plans shall incorporate the agreed-upon cross-access improvements and any associated easements or other documentation, subject to Township review and approval.

STATE OF MICHIGAN

COUNTY OF LIVINGSTON

CHARTER TOWNSHIP OF GENOA

AMENDMENT TO PLANNED UNIT DEVELOPMENT AGREEMENT

THIS AMENDMENT TO PLANNED UNIT DEVELOPMENT AGREEMENT is made between and entered into on this ____ day of _____, 2026, by **Howell Outlot 1, LLC**, a Michigan limited liability company, having its principal office at 27725 Stansbury St, Suite 170, Farmington Hills, MI 48334 (the “Owner”) and the **Charter Township of Genoa**, a Michigan municipal corporation, with its principal office at **2911** Dorr Road, Brighton, MI 48116 (the “Township”).

RECITALS:

The Township and Birgit Lorentzen entered into a Planned Unit Development Agreement (the “PUD Agreement”) on April 12, 1996, which was recorded on May 9, 1996, Liber 2038, Page 039 of Livingston County Records an Amendment to Planned Unit Development Agreement on October 14, 2002 which was recorded on October 25, 2002, Liber 3580, Page 917 of Livingston County Records, an Amendment to Planned Unit Development Agreement Relative to “Shops of Westbury” in May 27, 2004 which was recorded on June 30, 2004, Liber 4502, Page 615 of the Livingston County Records, and an Amendment to Planned Unit

Development Agreement Relative to the 4173 East Grand River, a drive-through restaurant use and an Amendment to Schedule C on October 25 2021 which was recorded on November 1, 2021, 2021R-044103 of the Livingston County Records.

The Owner has recently purchased a parcel of land situated in the Township, as more fully described in Exhibit "A" (the "Property"). The Property is located in an area governed by the Planned Unit Development Agreement; however, the current Planned Unit Development documentation does not show an outlot in the area described in Exhibit "A". The area where the Property is located is designated in the PUD Agreement for retail commercial use, including a restaurant, but does not permit a drive-through for a restaurant.

Based on development patterns which have occurred surrounding the Property, the Township and the Owner have determined that a fast-casual restaurant with an ancillary drive through would be compatible and harmonious with the existing and proposed development in the vicinity.

The Owner and Township desire to amend the PUD Agreement pursuant to Article IX, Section 9.1 of the PUD Agreement, to permit a change in the PUD Agreement to allow a fast-casual restaurant with an ancillary drive-through restaurant on the Property.

The Owner and Township desire to further amend the PUD Agreement and the Planned Unit Development documentation to reflect the creation of an outlot consistent with the Property, with the legal description for such outlot as set forth in Exhibit "A" (the "Outlot").

NOW, THEREFORE, OWNER AND TOWNSHIP, in consideration of the mutual promises contained in this amendment and in the PUD Agreement, HEREBY AGREE AS FOLLOWS:

1. The PUD Agreement and the Planned Unit Development documentation are hereby amended to create and reflect the Outlot, with the legal description of the Outlot as set forth in Exhibit "A".
2. The Township shall permit the following dimensional deviations from the standards of Section 7.02.02 and Section 12.02:

DIMENSIONAL DEVIATIONS

A. 7.02.02 Parking Lot Setback (Proposed Outlot)

- i. Side and Rear Required = 10'
- ii. Side – North Proposed = 8'
- iii. Deviation-2'

B. 7.02.02 Parking Lot Setback (Meijer)

- i. Side and Rear Required = 10'
- ii. Side #1 (South) Proposed = 9'

- iii. Side #2 (East) Proposed = 9'
- iv. Deviation 1' for both Side #1 and #2

C. Table 12.02.03.B Landscape Buffer

- i. Buffer Required = 10'
- ii. North Side Buffer Proposed = 0'
- iii. Deviation – North side- 10'

D. 7.02.02.J(1) Building setback from public right-of-way or property line

- i. Building Setback Required = 50'
- ii. Building Setback Proposed = 31.9'
- iii. Deviation – 18.1'

E. 7.02.02.J(2) Spacing to drive-through

- i. Spacing to drive-through Required = 500'
- ii. Spacing to drive-through Proposed = 425'
- iii. Deviation – 75'

F. 14.04 Drive-through parking (designated short term waiting spaces)

- i. Drive-through Parking Required = 3 designated short term waiting spaces
- ii. Drive-through Parking Proposed = 0 designated short term waiting spaces
- iii. Deviation = 3

G. 14.04 Drive-through parking (longer spaces designated for recreations vehicles and semi-truck

- i. Longer Spaces Required = 2 longer spaces designated for recreational vehicles and semi-trucks
- ii. Longer Spaces Proposed = 0
- iii. Deviation – 2 spaces

H. 14.04 Meijer parking-Parking Reduction

- i. Existing Parking Count = 1,106 spaces
- ii. Proposed Parking Count = 909 spaces
- iii. Deviation - 197 spaces

3. All other provisions set forth in the PUD Agreement, except as indicated herein and amended, have not been amended and shall remain in full force and effect.
4. This Amendment to the PUD Agreement was approved by the Township Board on _____, 2026 at a duly called and held meeting.

SIGNATURE PAGE TO FOLLOW

In WITNESS WHEREOF, the undersigned have executed this Amendment to the Planned Unit Development Agreement as of the day and year first written above.

OWNER: **HOWELL OUTLOT 1, LLC**, a Michigan limited liability company

By: _____

Name: Ryan Duff

Its: _____

STATE OF MICHIGAN)

) ss.

COUNTY OF _____)

On this ____ day of _____, 2026, before me, a Notary Public, personally appeared Ryan Duff, who, being duly sworn (or affirmed), stated that he/she is the Member of Howell Outlot 1, LLC, a Michigan limited liability company, and that he/she has executed the foregoing instrument on behalf of said limited liability company by authority of its governing documents (or by resolution/authorization).

Notary Public, State of Michigan, County of _____

My commission expires: _____

Acting in the County of: _____

TOWNSHIP: **CHARTER TOWNSHIP OF GENOA**, a Michigan municipal corporation

By: _____

Name: _____

Its: _____

STATE OF MICHIGAN)

) ss.

COUNTY OF LIVINGSTON)

On this ____ day of _____, 2026, before me, a Notary Public, personally appeared _____, who, being duly sworn (or affirmed), stated that he/she is the _____ of the Charter Township of Genoa and that he/she executed the foregoing instrument on behalf of the Charter Township of Genoa by authority of the Township.

Notary Public, State of Michigan, County of Livingston

My commission expires: _____

Acting in the County of: Livingston

Drafted by:

When recorded return to:

Exhibit A
Legal Description of the Property/Outlot

PART OF THE SOUTHEAST $\frac{1}{4}$ OF SECTION 5, TOWN 2 NORTH, RANGE 5 EAST, GENOA TOWNSHIP, LIVINGSTON COUNTY, MICHIGAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 5; THENCE N02°11'26"E ALONG THE EAST LINE OF SAID SECTION, 1351.47 FEET TO THE POINT OF BEGINNING; THENCE N87°48'34"W, 33.00 FEET; THENCE S51°31'22"W, 59.99 FEET; THENCE N87°39'45"W, 242.37 FEET; THENCE N02°20'15"E, 235.08 FEET; THENCE S87°39'45"E, 320.27 FEET TO THE EAST LINE OF SAID SECTION; THENCE S02°11'26"W ALONG SAID EAST LINE, 195.79 FEET TO THE POINT OF BEGINNING. CONTAINING 1.68 ACRES. SUBJECT TO THE RIGHTS OF THE PUBLIC OVER LATSON ROAD AND ANY OTHER EASEMENTS OR RESTRICTIONS OF RECORD.

From: [Kelly VanMarter](#)
To: [Amy Ruthig](#); [Bobby Foster](#)
Cc: [Joe Seward \(jseward@sewardhenderson.com\)](mailto:jseward@sewardhenderson.com); [Supervisor](#)
Subject: GR Plaza/Meijer Cross-Access – Coordination Meeting
Date: Thursday, September 3, 2026 10:50:23 AM

Amy and Bobby,

As you continue moving forward with the 7 Brew proposal on the GR Plaza property and the proposed multi-tenant development on the Meijer property, I would like to have the longstanding cross-access issue between the two properties addressed before the projects proceed to the Township Board.

As you know, the Meijer property is immediately east of the GR Plaza property. When the development agreement and site plan for the Meijer parcel were approved in 1997, there was a requirement for Meijer to construct a driveway extending west to its property line to allow for future cross access with the GR Plaza property. At the time, GR Plaza was unwilling to grant a cross-access easement, and Meijer agreed to construct the driveway to its property line and provide an easement when GR Plaza was likewise willing to do so.

For whatever reason, the driveway was not ultimately constructed as shown on the approved plans and does not extend to the western property line.

The issue came up again when GR Plaza pursued the Family Farm & Home project in 2019. At that time, the Township was able to obtain an agreement from GR Plaza to provide the necessary cross-access easement to Meijer when Meijer likewise provided an easement. However, there were also discussions regarding the cost of constructing the connection. GR Plaza indicated that it would not be responsible for the cost of the improvements, while the original Meijer approval included provisions indicating that Meijer would not be responsible for off-site improvements.

The 7 Brew project has since received Planning Commission approval, but the Planning Commission specifically wanted to see this cross-access issue addressed. With the Meijer property now also pursuing a new development, I think this is an appropriate opportunity to finally resolve the matter.

Could you please facilitate a meeting with representatives from 7 Brew, GR Plaza, Meijer, and their respective engineers and planners, along with the Township's engineering and planning staff, MDOT, and interested members of the Township Board? I think it would be helpful to have everyone at the table at the same time so that we can discuss the proposed connection, easements, design and construction responsibilities, any necessary access or roadway coordination, and, most importantly, how the costs can be fairly allocated.

I don't think it is particularly productive at this point to try to determine who was responsible for what nearly 30 years ago. Both properties are now pursuing development that will benefit from this connection, and I believe both property owners should contribute fairly toward a solution that improves circulation and provides a safer and more functional connection for customers, employees, and emergency access.

My preference would be to get the parties together and work toward an agreed-upon solution before either project comes before the Township Board. I think resolving this now will put

both projects in a much better position when they ultimately come before the Board.

Please coordinate with the appropriate parties, including MDOT, and let me know what you are able to arrange.

Thank you,

Kelly VanMarter, AICP
Township Manager

Genoa Charter Township

2911 Dorr Road, Brighton, Michigan 48116

Direct: (810) 588-6900, Phone: (810) 227-5225, Fax: (810) 227-3420

E-mail: kelly@genoa.org, Url: www.genoa.org



TRIUMPH
Triumph Engineering & Design, Inc.

10775 S. Saginaw Street, Suite D | Grand Blanc, MI 48439 | Ph: 810-584-7364 | www.triumpheng.com

ENVIRONMENTAL IMPACT ASSESSMENT

MEIJER OUTLOT RETAIL CENTER GRAND RIVER & LATSON

A. Name and address of person responsible for preparation:

Andrew Andre, P.E.

Triumph Engineering & Design, inc.

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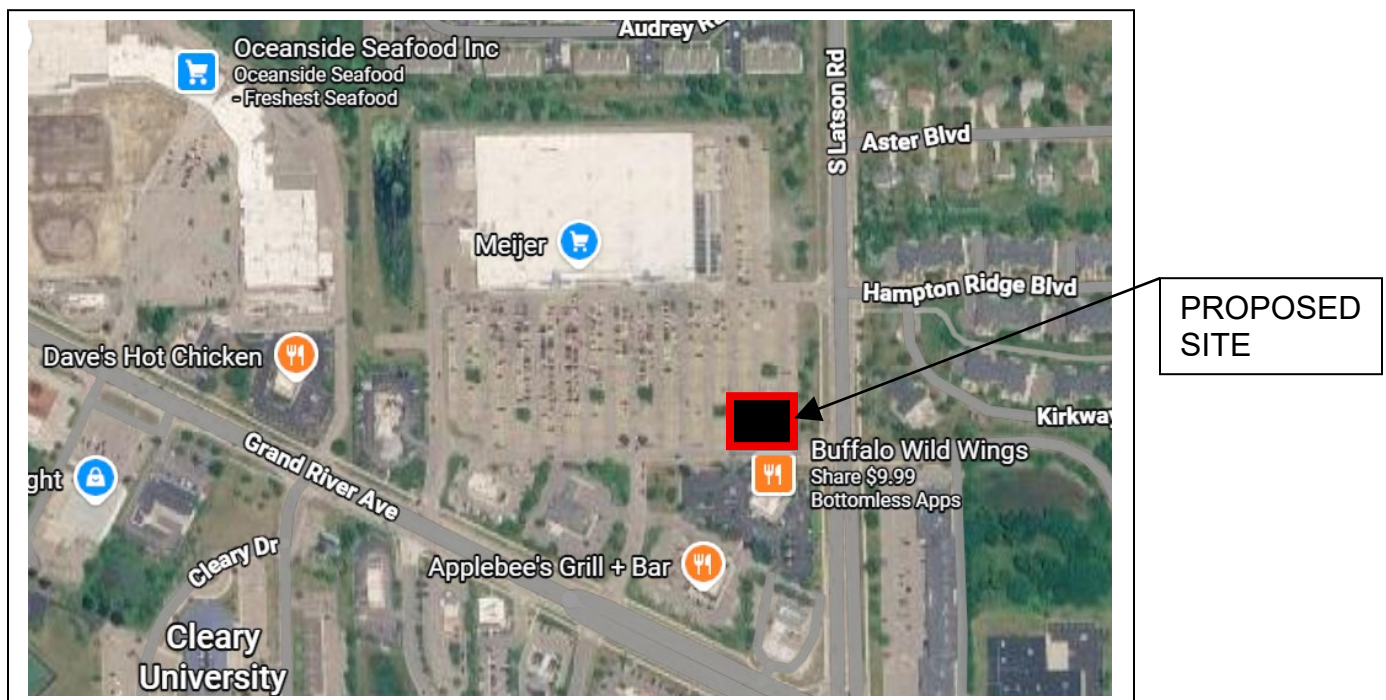
Grand Blanc, MI 48439

Mr. Andre is a professional engineer the State of Michigan and has 26-years of experience with site development projects. Several projects have been located within Genoa Township.

B. Map and written description/analysis of the project site:

The proposed project is located in the southeast area of the Meijer parking lot near the intersection of the commercial driveway and Latson Road. The existing site is presently an underutilized parking area within the overall Meijer parking lot and is predominately covered with bituminous pavement and some low-lying vegetation. There are several trees within existing landscape islands. The existing topography is generally sloping from east to west. An existing commercial driveway from Latson Road services the existing retail and will be utilized as the primary means of ingress and egress to the proposed retail outlet.

The overall Meijer property is 28.83-acres in size and the proposed retail development area is 1.68 acres within the MU-PUD zoning district. The proposed project is a 1-story multi-tenant retail center which is a permitted use within the NR-PUD district.





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C. Impact on natural features:

Based on review of the USDA-NRCS Web Soil Survey for Livingston County, the predominant soil group over the project site is MoB (Miami-Loam) 2 to 6 percent slopes and MoE (Miami-Loam), 18 to 25 percent slopes. Included within these soil types are small wet areas of somewhat poorly drained Conover soils and poorly drained Brookston soils, and, in some of the depressions, very poorly drained Linwood soils. Also, included on small higher knolls, are small areas of coarser textured Owosso soils and Spinks-Oakville loamy sands. Small areas that have a dark yellowish-brown surface layer are included. Surface runoff is slow, permeability is moderate, and the erosion hazard is slight.

Landscaping in excess of the ordinance requirements is proposed.

The contractor shall practice dust control measures at all times during earth change activities in accordance with the standards for soil erosion and sedimentation control of the Livingston County Drain Commissioner. Typical measures include spraying the site with water to prevent dust migration.

Based on the existing conditions and proposed development, little impact on natural features is anticipated.

D. Impact on stormwater management:

The property is part of the overall Meijer drainage area that collects and directs surface runoff to the existing detention basin to the west of the Meijer building. An evaluation of the existing and proposed conditions is provided:

Table 1

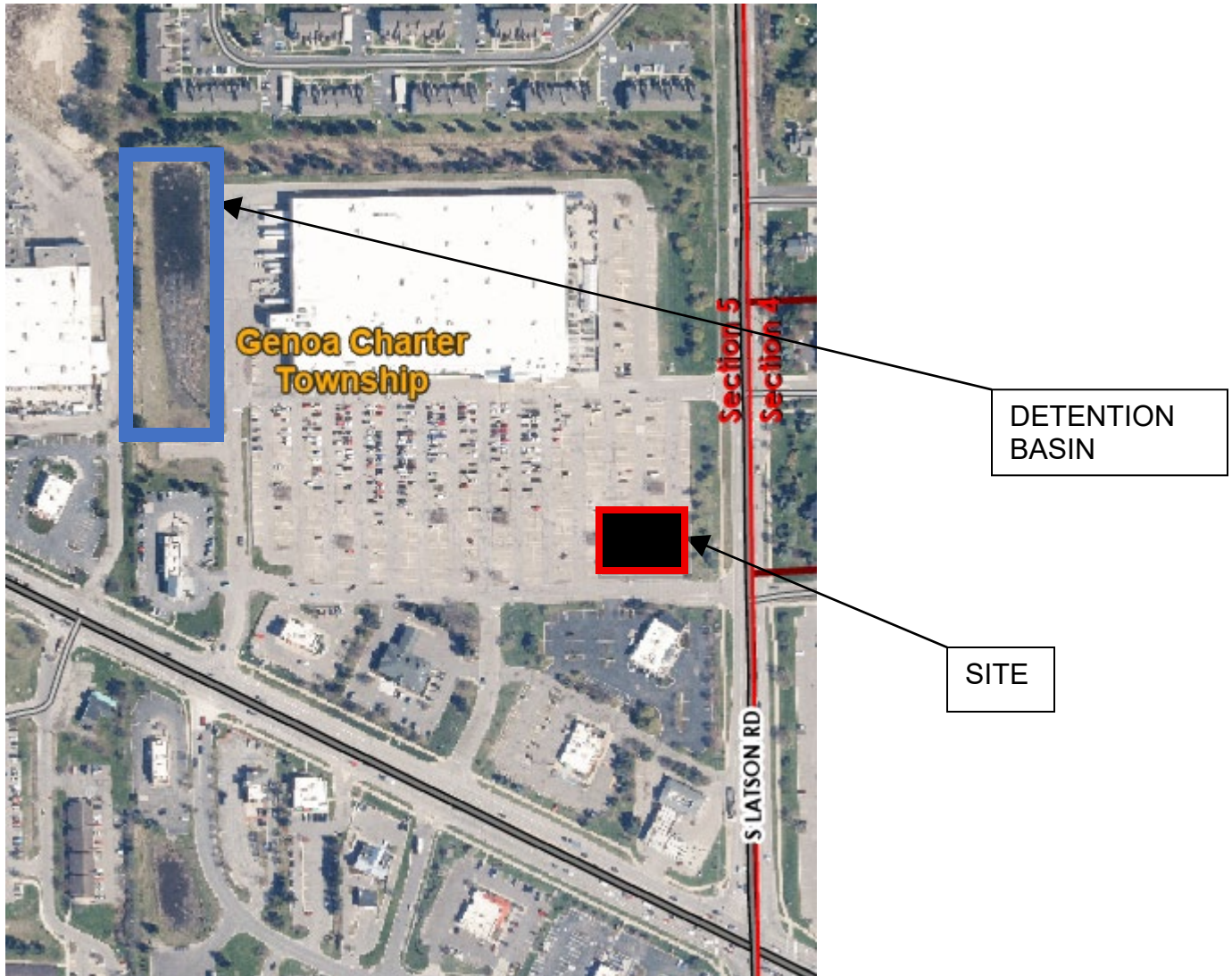
CONDITION	PERVIOUS AREA	IMPERVIOUS AREA	IMPERVIOUS %
Existing	0.40 acres	1.16 acres	74%
Proposed	0.54 acres	1.00 acres	63%

As a result of the property being part of the existing detention basin and a reduction in the overall contributing impervious area, no on-site detention is proposed as part of the retail center development. Connection to the existing storm sewer network that leads to the detention basin is proposed. No impact on the stormwater management system is anticipated based on the prior design and construction activities.



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E. Impact on surrounding land use:

The proposed project is part of the MU-PUD zoning within the immediate area and would be consistent with the surrounding commercial and retail developments. Landscaping within the parking lot and along the perimeter of the developed area will provide for an aesthetically pleasing visual appearance for the area. The existing open area landscape berm on the east side of the property adjacent to Latson Road will be maintained will provide buffering and screening. Increased screening and landscaping is provided with the project.

As part of the project design, LED site lighting will be utilized in order to reduce off-site light trespass. In addition, photometric motion sensors will be installed on the exterior lighting that will reduce light levels within the parking lot when motion is not detected over a 15-minute time



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period. When motion is detected, the lighting will increase to normal levels and will then reduce again once no motion is detected. This lighting feature decreases unnecessary light levels for periods of time when the parking lot is not in use.

F. Impact on public facilities and services:

The surrounding area is a well-developed location with Genoa Township. Public services such as fire and police currently service the surrounding area and the development will be consistent with the similar developments. Access to the property is provided for both fire and police with full-circulation provided around the proposed building. Access lanes of at least 24-feet have been provided.

G. Impact on public utilities:

Water main was installed as part of the Meijer project and water service for the proposed retail center will be connected to that water main.

Sanitary sewer main is located along the frontage of the Meijer building. The connection of a service lead from the retail center development via gravity flow is proposed as part of the project.

The franchise companies, such as gas, electric and telephone, have been contacted to coordinate service and extensions necessary for the proposed development.

H. Storage and handling of any hazardous materials:

No hazardous materials, as classified by National Fire Protection Association (NFPA), will be handled or stored as part of this project.

I. Impact on traffic and pedestrians:

There is an existing commercial access drive that connects to Latson Road that will provide access to the proposed development. Internal circulation is also being provided with the Meijer drives and parking areas. No direct access to Latson Road is proposed.

Pedestrian circulation to the parking areas and building is provided with ADA compliance.

Future Site Trip Generation

The number of AM and PM peak hour trips that would be generated by the proposed development was forecasted based on data published by ITE in the "Trip Generation Manual", 12th Edition. The number of trips expected to be generated by the proposed project during the weekday AM peak and PM peak was calculated. The trip generation shown represents the trip generation using ITE Land Use code, as shown in Table 2.



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Table 2

Land Use	Land Use Code	Unit	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Retail Center	882	5,637 sf	26	17	43	38	37	75
Fast Food w/ Drive Thru	934	2,400 sf	97	64	161	64	63	127
Total Site Trips			123	81	204	102	100	202

MEMO



VIA EMAIL raduff@hillside-investments.com

To: **Howell Outlot 1, LLC c/o Hillside Investments**

From: **Jacob Swanson, PE, PTOE
Aaron Wildrick, EIT
Fleis & VandenBrink**

Date: **August 10, 2026**

Re: **Lorentzen PUD Amendment
Genoa Township, Michigan
Traffic Impact Study**

1 INTRODUCTION

This memorandum presents the results of the Traffic Impact Study (TIS) for the proposed commercial development in Genoa Township, Michigan. The project site is located at 3883 E. Grand River Avenue, within the existing Meijer parking lot, generally in the northwest quadrant of the Grand River Avenue & Latson Road intersection, as shown in the attached **Figure 1**. The proposed development consists of a mixed-use commercial building with a drive-through. Site access is currently provided via both Grand River Avenue and Latson Road; no new site access is proposed with this project.

Grand River Avenue is under the jurisdiction of the Michigan Department of Transportation (MDOT), while Latson Road is under the jurisdiction of the Livingston County Road Commission (LCRC). An amendment to the existing Lorentzen Planned Unit Development (PUD) is required to accommodate the proposed development on this site. Therefore, Genoa Township has required a TIS for this project, as part of the site plan and PUD amendment review process.

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, information published by the ITE, and pursuant to requirements of the Genoa Township Ordinance Section 18.07.09(c)(1)-(13). 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), MDOT, LCRC, the U.S. Census Bureau American Community Survey (ACS), 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 purposes of this study, minor streets and driveways were assumed to have an operating speed of 25 miles per hour (mph), unless otherwise noted.

Grand River Avenue (I-96 BL) generally runs in the northwest / southeast directions, south of the project site. The study section of roadway is classified as an *Other Principal Arterial*, is under the jurisdiction of MDOT, has a posted speed limit of 50-mph, and has an Annual Average Daily Traffic (AADT) volume of approximately 20,937 (MDOT 2025) vehicles per day (vpd). Grand River Avenue provides a typical five-lane cross-section, with two (2) lanes of travel in each direction and a center two-way left-turn lane (TWLTL); additionally, the study roadway widens at all study intersections, in order to provide exclusive right-turn lanes in both directions. Furthermore, Grand River Avenue widens at the signalized study intersection with Latson Road, in order to provide dual (2) left-turn lanes in both directions.

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Latson Road runs in the north / south directions, adjacent to the east side of the project site. The study section of Latson Road is classified as a *Minor Arterial*, is under the jurisdiction of LCRC, has an assumed prima facie speed limit of 55-mph, and has an AADT volume of approximately 22,479 vpd (MDOT 2025).

- South of Hampton Ridge Boulevard: The study section of Latson Road provides a typical five-lane cross-section, with two (2) lanes of travel in each direction and a center TWLTL. Latson Road widens at the signalized study intersection with Hampton Ridge Boulevard, in order to provide an exclusive northbound right-turn lane, and widens at the signalized study intersection with Grand River Avenue, in order to provide exclusive right-turn lanes and dual (2) left-turn lanes in both directions
- North of Hampton Ridge Boulevard: The study section of Latson Road narrows to provide 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 weekday Turning Movement Count (TMC) data on Thursday, July 16, 2026, during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods. The data collection was performed on a typical weekday, non-holiday week with normal weather, prior to the I-96 construction projects and associated detours, at the following study intersections:

- Grand River Avenue & Latson Road
- Grand River Avenue & E. Walmart Drive / E. Meijer Drive
- Grand River Avenue & W. Walmart Drive / W. Meijer Drive
- Latson Road & Hampton Ridge Boulevard / N. Site Drive
- Latson Road & Figurski Drive / S. Site 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 each of the study intersections were utilized, then the through volumes were balanced upwards through the roadway network and at the proposed site driveways. Therefore, the traffic volumes utilized in the analysis and shown in the attached figures may not match the raw traffic volumes shown in the attached data collection.

The weekday AM and PM peak hours for the adjacent roadway network were observed to generally occur between 8:00 AM to 9:00 AM and 4:30 PM to 5:30 PM, respectively. The existing 2026 peak hour traffic volumes utilized in this TIS analysis are shown in the attached **Figure 3**. All applicable background data referenced in this memorandum is attached.

3 EXISTING CONDITIONS (2026)

The 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 7th Edition* (HCM7).

Descriptions of LOS "A" through "F", as defined in 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 1**.

The results of the existing conditions analysis indicates that all study intersection approaches and movements are currently operating acceptably, at LOS D or better, during both the AM and PM peak periods, with the exception of the following:

Grand River Avenue & W. Walmart Drive / W. Meijer Drive

- During the PM peak hour: The northbound left-turn movement is currently operating at LOS F.

Review of SimTraffic microsimulations indicates generally acceptable operations and minimal vehicle queueing during both peak hours. The majority of vehicles were observed to be processed through the intersection within each cycle length, resulting in minimal residual vehicle queueing.

Grand River Avenue & E. Walmart Drive / E. Meijer Drive

- During the PM peak hour: The southbound left-turn movement is currently operating at LOS F.

Although the Synchro intersection LOS analysis indicates failing operations for the southbound left-turn movement, review of SimTraffic microsimulations indicates generally acceptable operations during both peak hours. The reported 95th percentile vehicle queue length was approximately 26-feet (~1 vehicle) or less during both peak hours, which is not significant.

Grand River Avenue & Latson Road

- During the AM peak hour: The northbound right-turn movement is currently operating at LOS F.
- During the PM peak hour: The northbound left-turn movement is currently operating at LOS F. Additionally, the northbound through movement is currently operating at LOS E.

Review of SimTraffic network simulations indicates long vehicle queues for those approaches and movements with poor/failing LOS. These queues were observed to generally take multiple cycle lengths in order to be serviced and were typically present throughout the peak hours.

Latson Road & Figurski Drive / S. Site Drive

- During the AM peak hour: The eastbound left-turn movement is currently operating at LOS E.
- During the PM peak hour: The eastbound left-turn movement and the westbound approach are both currently operating at LOS F.

Although the Synchro intersection LOS analysis indicates poor/failing operations, review of SimTraffic microsimulations indicates generally acceptable operations during both peak hours. The reported 95th percentile queue length for the eastbound left-turn movement is 34-feet (1-2 vehicles) or less during both peak hours and the reported 95th percentile queue length for the westbound approach is 110-feet (4-5 vehicles) during the PM peak hour, which is not significant.

Table 1: Existing Intersection Operations

Intersection		Control	Approach	Existing Conditions			
				AM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Grand River Avenue & W. Walmart Drive / W. Meijer Drive	Signalized	EBL	3.9	A	16.3	B
			EBT	4.2	A	8.4	A
			EBR	3.3	A	6.9	A
			WBL	0.4	A	6.3	A
			WBT	0.3	A	3.9	A
			WBR	0.1	A	2.6	A
			NBL	44.7	D	189.0	F
			NBR	36.0	D	29.5	C
			SBL	39.0	D	32.0	C
			SBR	40.7	D	33.8	C
			Overall	7.2	A	25.0	C
2	Grand River Avenue & E. Walmart Drive / E. Meijer Drive	Stop (Minor)	EBL	9.7	A	14.0	B
			WB	Free			
			NBR	13.0	B	19.4	C
			SBL	0.0*	A	147.0	F
			SBTR	13.3	B	18.0	C

Intersection		Control	Approach	Existing Conditions			
				AM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS
3	Grand River Avenue & Latson Road	Signalized	EBL	46.5	D	46.3	D
			EBT	33.3	C	19.6	B
			EBR	23.9	C	13.6	B
			WBL	45.3	D	45.1	D
			WBT	21.6	C	40.2	D
			WBR	13.1	B	30.2	C
			NBL	44.0	D	84.8	F
			NBT	37.2	D	63.1	E
			NBR	120.9	F	35.7	D
			SBL	37.2	D	45.1	D
			SBT	48.0	D	44.0	D
			SBR	25.5	C	22.1	C
Overall	44.8	D	42.8	D			
4	Latson Road & Figurski Drive / S. Site Drive	Stop (Minor)	EBL	48.3	E	149.7	F
			EBTR	13.3	B	12.8	B
			WB	11.8	B	123.8	F
			NBL	11.1	B	9.9	A
			SBL	8.2	A	13.3	B
5	Latson Road & Hampton Ridge Boulevard / N. Site Drive	Signalized	EBL	40.3	D	38.4	D
			EBTR	39.6	D	33.0	C
			WBL	42.3	D	35.6	D
			WBTR	38.2	D	31.5	C
			NBL	0.6	A	1.3	A
			NBT	0.1	A	0.8	A
			NBR	0.0	A	0.1	A
			SBL	2.3	A	4.4	A
			SBTR	4.1	A	6.5	A
			Overall	6.4	A	7.1	A

* Indicates no vehicle volume present.

4 BACKGROUND CONDITIONS (2028 NO BUILD)

4.1 BACKGROUND GROWTH

Population data was obtained from the U.S. Census Bureau American Community Survey for Genoa Township in order to calculate a background growth rate to project the existing 2026 peak hour traffic volumes to the site buildout year of 2028. Review of the population data for Genoa Township indicates a negative average annual growth rate of approximately -0.11% per year.

In addition to background growth, it is important to account for traffic that will be generated by approved developments in the vicinity of the study area that have yet to be constructed or are currently under construction. At the time of this study, no planned background developments were identified within the vicinity of the project site.

Therefore, the MDOT recommended minimum annual background growth rate of **0.5%** per year was applied to the existing 2026 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 CONDITIONS ANALYSIS

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 2**.

Table 2: 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	Grand River Avenue & W. Walmart Drive / W. Meijer Drive	Signal	EBL	3.9	A	16.3	B	4.0	A	16.7	B	0.1	-	0.4	-
			EBT	4.2	A	8.4	A	4.3	A	8.5	A	0.1	-	0.1	-
			EBR	3.3	A	6.9	A	3.4	A	6.9	A	0.1	-	0.0	-
			WBL	0.4	A	6.3	A	0.5	A	6.3	A	0.1	-	0.0	-
			WBT	0.3	A	3.9	A	0.3	A	4.0	A	0.0	-	0.1	-
			WBR	0.1	A	2.6	A	0.1	A	2.6	A	0.0	-	0.0	-
			NBL	44.7	D	189.0	F	44.7	D	197.0	F	0.0	-	8.0	-
			NBR	36.0	D	29.5	C	35.8	D	29.6	C	-0.2	-	0.1	-
			SBL	39.0	D	32.0	C	38.8	D	32.0	C	-0.2	-	0.0	-
			SBR	40.7	D	33.8	C	40.6	D	33.9	C	-0.1	-	0.1	-
			Overall	7.2	A	25.0	C	7.3	A	25.7	C	0.1	-	0.7	-
2	Grand River Avenue & E. Walmart Drive / E. Meijer Drive	Stop (Minor)	EBL	9.7	A	14.0	B	9.7	A	14.1	B	0.0	-	0.1	-
			WB	Free				Free				N/A			
			NBR	13.0	B	19.4	C	13.1	B	19.8	C	0.1	-	0.4	-
			SBL	0.0*	A	147.0	F	0.0*	A	156.6	F	0.0	-	9.6	-
			SBTR	13.3	B	18.0	C	13.4	B	18.3	C	0.1	-	0.3	-
3	Grand River Avenue & Latson Road	Signal	EBL	46.5	D	46.3	D	46.5	D	46.6	D	0.0	-	0.3	-
			EBT	33.3	C	19.6	B	33.5	C	19.9	B	0.2	-	0.3	-
			EBR	23.9	C	13.6	B	23.9	C	13.8	B	0.0	-	0.2	-
			WBL	45.3	D	45.1	D	45.5	D	45.3	D	0.2	-	0.2	-
			WBT	21.6	C	40.2	D	21.7	C	41.5	D	0.1	-	1.3	-
			WBR	13.1	B	30.2	C	13.1	B	30.8	C	0.0	-	0.6	-
			NBL	44.0	D	84.8	F	43.9	D	87.9	F	-0.1	-	3.1	-
			NBT	37.2	D	63.1	E	37.2	D	64.6	E	0.0	-	1.5	-
			NBR	120.9	F	35.7	D	123.9	F	35.8	D	3.0	-	0.1	-
			SBL	37.2	D	45.1	D	37.1	D	45.1	D	-0.1	-	0.0	-
			SBT	48.0	D	44.0	D	49.7	D	44.6	D	1.7	-	0.6	-
			SBR	25.5	C	22.1	C	25.6	C	21.9	C	0.1	-	-0.2	-
			Overall	44.8	D	42.8	D	45.5	D	43.7	D	0.7	-	0.9	-
4	Latson Road & Figurski Drive / S. Site Drive	Stop (Minor)	EBL	48.3	E	149.7	F	49.4	E	158.6	F	1.1	-	8.9	-
			EBTR	13.3	B	12.8	B	13.4	B	12.9	B	0.1	-	0.1	-
			WB	11.8	B	123.8	F	11.8	B	134.2	F	0.0	-	10.4	-
			NBL	11.1	B	9.9	A	11.1	B	10.0	A	0.0	-	0.1	-
			SBL	8.2	A	13.3	B	8.2	A	13.4	B	0.0	-	0.1	-

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
5	Latson Road & Hampton Ridge Boulevard / N. Site Drive	Signal	EBL	40.3	D	38.4	D	40.2	D	38.4	D	-0.1	-	0.0	-
			EBTR	39.6	D	33.0	C	39.5	D	32.9	C	-0.1	-	-0.1	-
			WBL	42.3	D	35.6	D	42.2	D	35.5	D	-0.1	-	-0.1	-
			WBTR	38.2	D	31.5	C	38.1	D	31.4	C	-0.1	-	-0.1	-
			NBL	0.6	A	1.3	A	0.6	A	1.3	A	0.0	-	0.0	-
			NBT	0.1	A	0.8	A	0.1	A	0.8	A	0.0	-	0.0	-
			NBR	0.0	A	0.1	A	0.0	A	0.1	A	0.0	-	0.0	-
			SBL	2.3	A	4.4	A	2.4	A	4.5	A	0.1	-	0.1	-
			SBTR	4.1	A	6.5	A	4.1	A	6.6	A	0.0	-	0.1	-
			Overall	6.4	A	7.1	A	6.5	A	7.1	A	0.1	-	0.0	-

* Indicates no vehicle volume present. Note: Decreased delays are the result of improved progression and/or HCM weighting methodologies.

The results of the background conditions analysis indicates that all study intersection approaches and movements are expected to continue operating in a manner similar to the existing conditions analysis, during both peak periods. Review of SimTraffic microsimulations also indicates similar operations.

5 SITE TRIP GENERATION

The number of weekday peak hour (AM and PM) and daily vehicle trips that would be generated by the proposed development were calculated based on information published in the *ITE Trip Generation Manual, 12th Edition*. The proposed development includes the construction of a mixed-use commercial building with a drive-through. The proposed fast-food restaurant will not operate during the morning; therefore, the AM peak hour trip generation was not included in this evaluation. The site trip generation forecast utilized for this study is summarized in **Table 3**.

Table 3: Site 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
Strip Retail Plaza (<40k SF)	822	5,637	SF	468	12	10	22	26	26	52
Pass-By (0% AM, 40% PM)				94	0	0	0	10	10	20
New Trips				374	12	10	22	16	16	32
Fast Food Restaurant w/Drive Through	934	2,400	SF	1,075	0	0	0	40	36	76
Pass-By (50% AM, 55% PM)				564	0	0	0	21	21	42
New Trips				511	0	0	0	19	15	34
Total Trips				1,543	12	10	22	66	62	128
Total Pass-By				658	0	0	0	31	31	62
Total New Trips				885	12	10	22	35	31	66

As is typical of commercial developments, a portion of the trips generated by the proposed development are from vehicles already on the adjacent roadway that will pass the site on their way from an origin to their ultimate destination. Therefore, not all traffic at the site driveways is necessarily new traffic added to the street system. This percentage of the trips generated are considered “pass-by” trips and do not add new traffic to the adjacent street system. These trips are therefore reduced from the total external trips generated by the proposed development. The percentage of pass-by trips utilized in this analysis was determined based on the rates published in the *ITE Trip Generation Manual, 12th Edition*. Additionally, it is expected that a portion of the trips generated by the proposed development will be internal capture trips from within the existing Meijer complex; however, internal capture was not considered for this analysis, in order to provide a conservative evaluation.

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 and driveway configurations, the existing peak hour traffic patterns in the adjacent roadway network, and the methodologies published by ITE. The ITE trip distribution methodology assumes that new trips will enter the network and access the development, then leave the development and return to their direction of origin, whereas pass-by trips will enter and exit the development in their original direction of travel. The site trip distributions utilized in the analysis are summarized in **Table 4**.

Table 4: Site Trip Distribution

New Trips					Pass-By Trips	
AM	PM	To/From	Via	Direction	AM	PM
32%	16%	North	Latson Road	Northbound	14%	31%
22%	28%	South	Latson Road	Southbound	36%	17%
21%	32%	East	Grand River Avenue	Eastbound	25%	22%
25%	24%	West	Grand River Avenue	Westbound	25%	30%
100%	100%	Total			100%	100%

The vehicular traffic volumes shown in **Table 3** were distributed to the study roadway network according to the distribution shown in **Table 4**. The site-generated peak hour trips shown in the attached **Figure 5** 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*. Future peak hour traffic volumes are shown in the attached **Figure 6**.

7 FUTURE CONDITIONS (2028 BUILDOUT)

Future peak hour vehicle delays and LOS *with the proposed development* were calculated based on the proposed lane use and traffic control shown in the attached **Figure 2**, the future peak hour traffic volumes shown in the attached **Figure 6**, and methodologies presented in HCM7. The results of the future conditions analysis are attached and summarized in **Table 5**.

Table 5: Future Intersection Operations

Intersection	Control	Approach	Background Conditions				Future 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 Grand River Avenue & W. Walmart Drive / W. Meijer Drive	Signal	EBL	4.0	A	16.7	B	4.0	A	17.3	B	0.0	-	0.6	-
		EBT	4.3	A	8.5	A	4.3	A	8.5	A	0.0	-	0.0	-
		EBR	3.4	A	6.9	A	3.4	A	6.9	A	0.0	-	0.0	-
		WBL	0.5	A	6.3	A	0.5	A	6.4	A	0.0	-	0.1	-
		WBT	0.3	A	4.0	A	0.3	A	4.0	A	0.0	-	0.0	-
		WBR	0.1	A	2.6	A	0.1	A	2.6	A	0.0	-	0.0	-
		NBL	44.7	D	197.0	F	44.7	D	201.6	F	0.0	-	4.6	-
		NBR	35.8	D	29.6	C	35.8	D	29.6	C	0.0	-	0.0	-
		SBL	38.8	D	32.0	C	38.7	D	32.0	C	-0.1	-	0.0	-
		SBR	40.6	D	33.9	C	40.6	D	34.1	C	0.0	-	0.2	-
		Overall	7.3	A	25.7	C	7.3	A	26.0	C	0.0	-	0.3	-

Intersection		Control	Approach	Background Conditions				Future 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
2	Grand River Avenue & E. Walmart Drive / E. Meijer Drive	Stop (Minor)	EBL	9.7	A	14.1	B	9.8	A	14.5	B	0.1	-	0.4	-
			WB	Free				Free				N/A			
			NBR	13.1	B	19.8	C	13.1	B	19.6	C	0.0	-	-0.2	-
			SBL	0.0*	A	156.6	F	0.0*	A	164.5	F	0.0	-	7.9	-
			SBTR	13.4	B	18.3	C	13.2	B	18.7	C	-0.2	-	0.4	-
3	Grand River Avenue & Latson Road	Signal	EBL	46.5	D	46.6	D	46.5	D	46.6	D	0.0	-	0.0	-
			EBT	33.5	C	19.9	B	33.5	C	19.9	B	0.0	-	0.0	-
			EBR	23.9	C	13.8	B	24.0	C	13.9	B	0.1	-	0.1	-
			WBL	45.5	D	45.3	D	45.5	D	45.3	D	0.0	-	0.0	-
			WBT	21.7	C	41.5	D	21.8	C	42.9	D	0.1	-	1.4	-
			WBR	13.1	B	30.8	C	13.1	B	30.5	C	0.0	-	-0.3	-
			NBL	43.9	D	87.9	F	43.9	D	87.9	F	0.0	-	0.0	-
			NBT	37.2	D	64.6	E	37.3	D	73.9	F	0.1	-	9.3	E→F
			NBR	123.9	F	35.8	D	123.9	F	36.5	D	0.0	-	0.7	-
			SBL	37.1	D	45.1	D	37.1	D	45.9	D	0.0	-	0.8	-
			SBT	49.7	D	44.6	D	49.6	D	45.5	D	-0.1	-	0.9	-
			SBR	25.6	C	21.9	C	25.5	C	21.8	C	-0.1	-	-0.1	-
			Overall	45.5	D	43.7	D	45.4	D	45.3	D	-0.1	-	1.6	-
4	Latson Road & Figurski Drive / S. Site Drive	Stop (Minor)	EBL	49.4	E	158.6	F	52.1	F	256.9	F	2.7	E→F	98.3	-
			EBTR	13.4	B	12.9	B	13.5	B	13.6	B	0.1	-	0.7	-
			WB	11.8	B	134.2	F	11.9	B	177.8	F	0.1	-	43.6	-
			NBL	11.1	B	10.0	A	11.2	B	10.1	B	0.1	-	0.1	A→B
			SBL	8.2	A	13.4	B	8.2	A	13.4	B	0.0	-	0.0	-
5	Latson Road & Hampton Ridge Boulevard / N. Site Drive	Signal	EBL	40.2	D	38.4	D	40.3	D	38.2	D	0.1	-	-0.2	-
			EBTR	39.5	D	32.9	C	39.5	D	32.7	C	0.0	-	-0.2	-
			WBL	42.2	D	35.5	D	42.2	D	35.3	D	0.0	-	-0.2	-
			WBTR	38.1	D	31.4	C	38.1	D	31.1	C	0.0	-	-0.3	-
			NBL	0.6	A	1.3	A	0.6	A	1.4	A	0.0	-	0.1	-
			NBT	0.1	A	0.8	A	0.1	A	0.8	A	0.0	-	0.0	-
			NBR	0.0	A	0.1	A	0.0	A	0.1	A	0.0	-	0.0	-
			SBL	2.4	A	4.5	A	2.4	A	4.6	A	0.0	-	0.1	-
			SBTR	4.1	A	6.6	A	4.1	A	6.8	A	0.0	-	0.2	-
			Overall	6.5	A	7.1	A	6.5	A	7.3	A	0.0	-	0.2	-

* Indicates no vehicle volume present. Note: Decreased delays are the result of improved progression and/or HCM weighting methodologies.

The results of the future conditions analysis indicates that all approaches and movements at the study intersections are expected to continue operating in a manner similar to the background conditions analysis, with the following additional impact to LOS:

Grand River Avenue & Latson Road

- During the PM peak hour: The northbound through movement is expected to operate at LOS F.

Latson Road & Figurski Drive / S. Site Drive

- During the AM peak hour: The eastbound left-turn movement is expected to operate at LOS F.
- During the PM peak hour: The eastbound left-turn movement and the westbound approach are both expected to experience large increases in delays.

Although the Synchro intersection LOS analysis indicates failing operations, review of SimTraffic microsimulations indicates generally acceptable operations during both peak hours. The reported 95th percentile queue lengths for the eastbound left-turn movement and westbound approach are 49-feet (~2 vehicles) and 82-feet (3-4 vehicles), respectively, which is not significant.

Summary

The trips generated by the proposed development are expected to account for less than 5% of the total traffic volume along the study roadways, which represents the typical daily variation of traffic volumes. Therefore, any impact from the proposed development along the study roadways is expected to be negligible and any changes will be unperceivable to the roadway users. Overall review of the SimTraffic microsimulation indicates operations similar to those observed during the background conditions analysis.

8 SITE CIRCULATION

The projected drive-through vehicle queueing was reviewed to determine if the proposed on-site queue length for the drive-through is adequate to accommodate the projected operations. The peak trip generation for the proposed fast-food restaurant with drive-through is expected during the afternoon (PM) peak period; therefore, the projected drive-through vehicle queueing during the PM peak hour was reviewed.

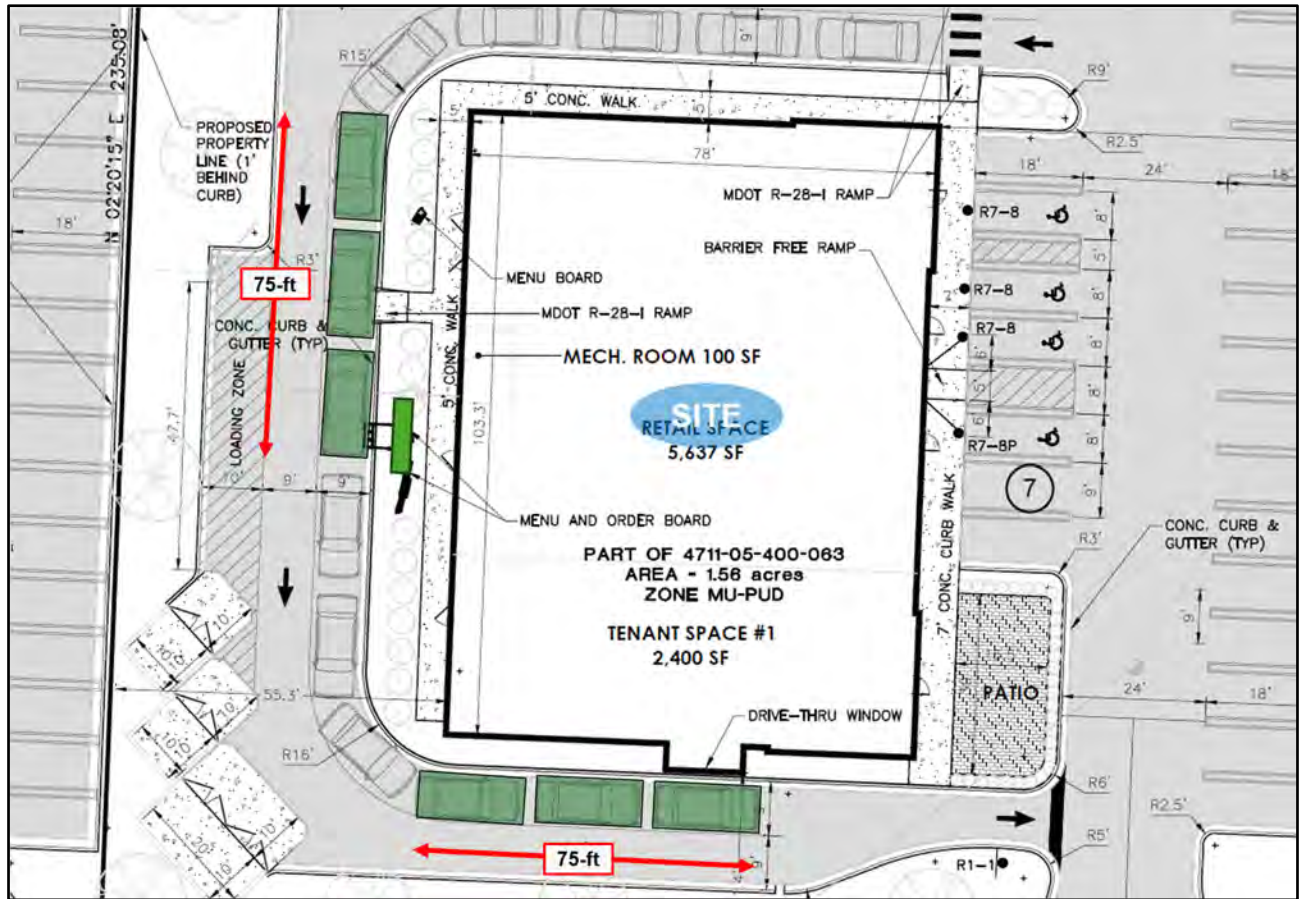
Fast-food restaurants with drive-through facilities typically have a peak service rate of approximately 80 vehicles per hour, with 70% of customers utilizing the drive-through. Therefore, of the total of 40 ingress vehicles generated by the fast-food restaurant during the PM peak hour, it is estimated that approximately 28 vehicles will use the drive-through facility, with the remaining 12 vehicles utilizing the walk-in service. Therefore, the evaluation of the queue length included two criteria:

- 1) A queueing analysis was performed to determine if the projected demand of the site exceeds the service rate and to calculate the projected queueing. The projected demand (28 veh/hr) is less than the peak service rate (80 veh/hr) of the site; therefore, the required queueing for the fast-food restaurant is based on the maximum potential for random arrivals.
- 2) A Poisson Distribution was performed to determine the probability of random arrivals. The results indicated a maximum potential of three (3) vehicles arriving at any given time.

The projected peak vehicle queue lengths are summarized in **Table 6** and shown in **Exhibit 1**; the Poisson distribution analysis is attached. The projected vehicle queueing evaluation indicates that during the peak operations, a maximum anticipated arrival of three (3) vehicles is expected, which can be adequately accommodated on the site, without exceeding the internal site circulation and impacting the adjacent roadways.

Table 6: Fast Food Vehicle Queueing Analysis

DRIVE-THROUGH STACKING SPACE CALCULATOR – ORDER BOARD		DRIVE-THROUGH STACKING SPACE CALCULATOR – PICK-UP WINDOW	
Number of Arrivals (veh)	28	Number of Arrivals (veh)	28
Peak Service Rate (veh/hr)	80	Peak Service Rate (veh/hr)	80
Peak Arrivals (veh)	3	Peak Arrivals (veh)	3
Vehicle Length	25	Vehicle Length	25
TOTAL QUEUE (feet/lane)	75	TOTAL QUEUE (feet/lane)	75

Exhibit 1: Fast Food Vehicle Queueing

9 CONCLUSIONS

The Conclusions of this TIS are as follows:

1. Existing Conditions (2026)

- The results of the existing conditions analysis indicates that all approaches and movements at the study intersections are currently operating acceptably, at LOS D or better, during both the AM and PM peak hours, with the exception of the following:
 - o **Grand River Avenue & W. Walmart Drive / W. Meijer Drive:** The northbound left-turn movement is currently operating at LOS F, during the PM peak hour.
 - o **Grand River Avenue & E. Walmart Drive / E. Meijer Drive:** The southbound left-turn movement is currently operating at LOS F, during the PM peak hour.
 - o **Grand River Avenue & Latson Road:** The northbound right-turn and left-turn movements are currently operating at LOS F, during the AM and PM peak hours, respectively. Additionally, the northbound through movement is currently operating at LOS E, during the PM peak hour.
 - o **Latson Road & Figurski Drive / S. Site Drive:** The eastbound left-turn movement and the westbound approach are both currently operating at LOS F, during the PM peak hour. The eastbound left-turn movement is currently operating at LOS E, during the AM peak hour.

2. Background Conditions (2028)

- An annual background growth rate of **0.5%** per year was utilized to project the existing 2026 peak hour traffic volumes to the site buildout year of 2028. No background developments were identified within the vicinity of the proposed development, to be included as background traffic.

- The results of the background conditions analysis indicates that all study intersection approaches and movements are expected to continue operating in a manner similar to the existing conditions analysis, during both peak periods.

3. Future Conditions (2028)

- The results of the future conditions analysis indicates that all approaches and movements at the study intersections are expected to continue operating in a manner similar to the background conditions analysis, with the following additional impact to LOS:
 - o **Grand River Avenue & Latson Road:** The northbound through movement is expected to operate at LOS F, during the PM peak hour.
 - o **Latson Road & Figurski Drive / S. Site Drive:** The eastbound left-turn movement is expected to operate at LOS F, during the AM peak hour. Additionally, the eastbound left-turn movement and the westbound approach are both expected to experience large increases in delays, during the PM peak hour.
- The trips generated by the proposed development are expected to account for less than 5% of the total traffic volume along the study roadways, which represents the typical daily variation of traffic volumes. Therefore, any impact from the proposed development along the study roadways is expected to be negligible and any changes will be unperceivable to the roadway users. Overall review of the SimTraffic microsimulation indicates operations similar to those observed during the background conditions analysis.

4. Site Circulation

- The projected drive-through vehicle queuing evaluation indicates that during the peak operations, a maximum anticipated arrival of three (3) vehicles past the payment kiosks is expected, which can be adequately accommodated on the site, without exceeding the internal site circulation and impacting the adjacent roadway network.

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 – 6
Proposed Site Concept Plan
Traffic Volume Data
Signal Timing Permits
US Census Data
Synchro / SimTraffic Results
Poisson Distribution

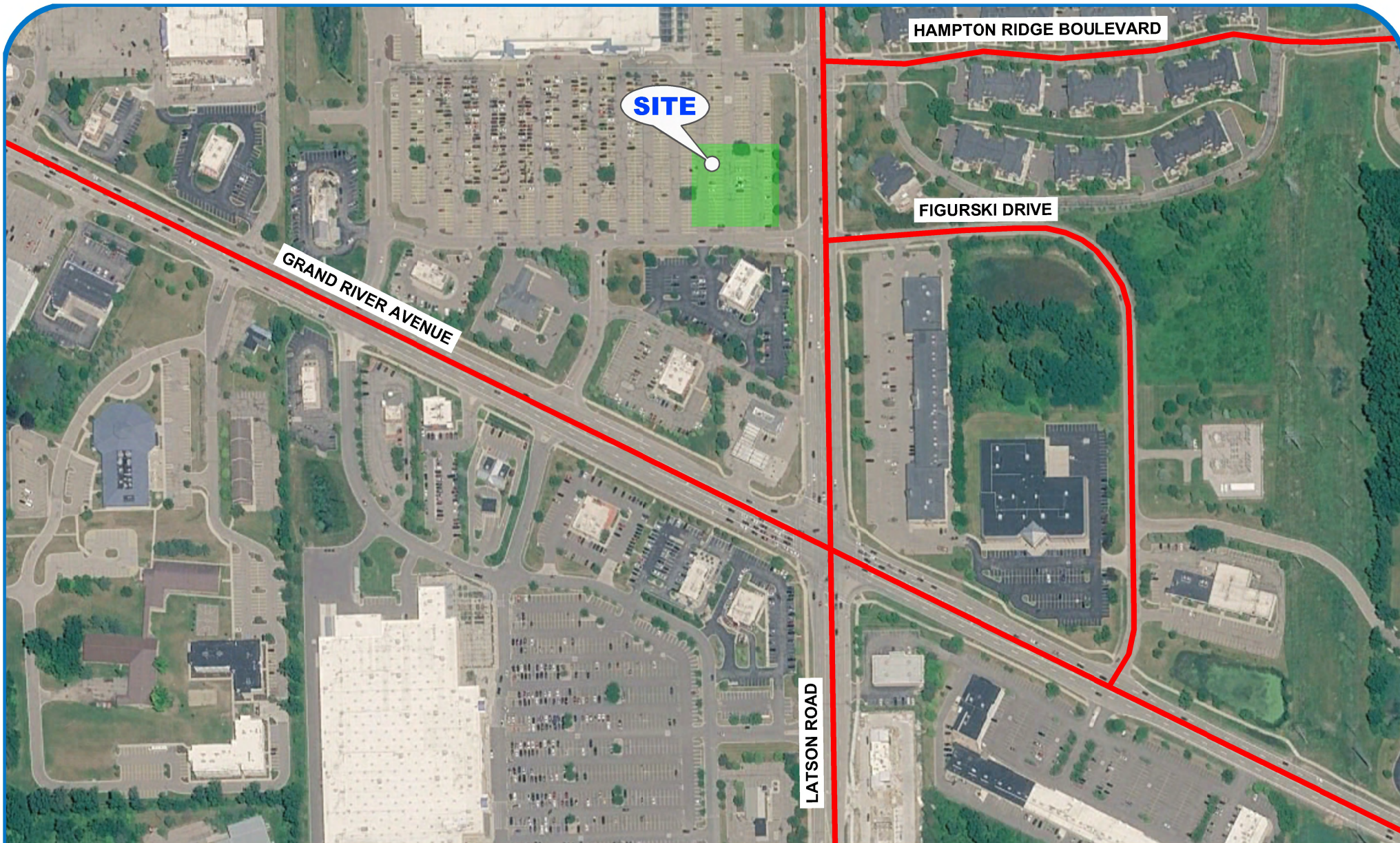


FIGURE 1 SITE LOCATION

MEIJER OUTLOT TIS - GENOA TOWNSHIP, MI

LEGEND



SITE LOCATION



MEIJER OUTLET RETAIL CENTER

3883 E. GRAND RIVER AVE.

GENOA TOWNSHIP, LIVINGSTON COUNTY, MICHIGAN

SITE PLAN APPROVAL

APPLICANT

HOWELL OUTLOT 1, LLC
27725 STANSBURY ST, SUITE 170
FARMINGTON HILLS, MI 48334

CONTACT: RYAN DUFF
PHONE: (248) 939-6269

ARCHITECT

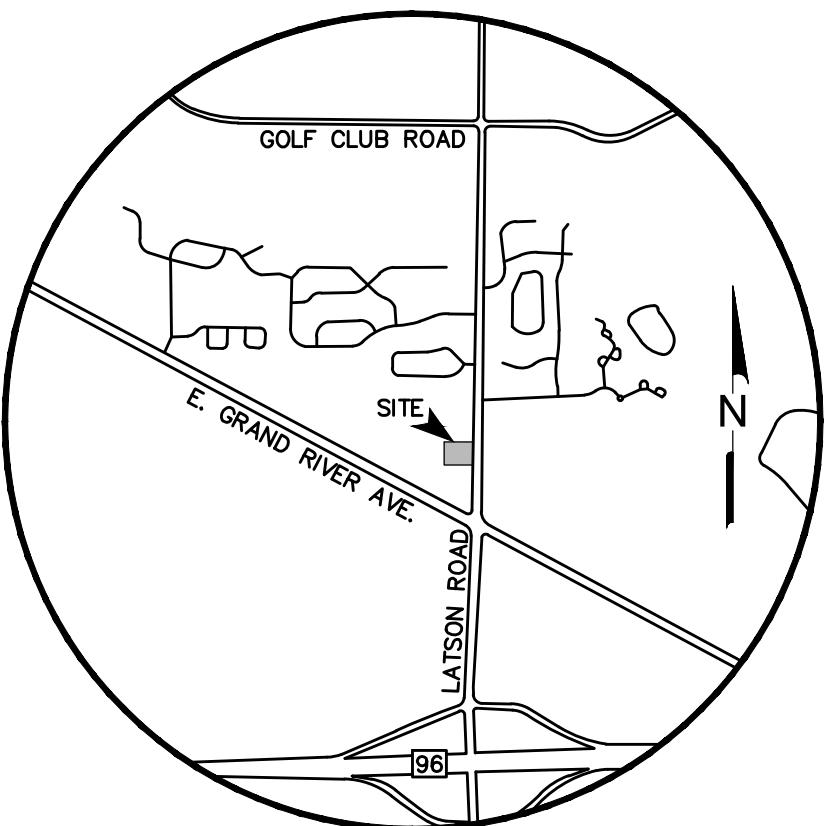
GUMMA GROUP
7419 MIDDLEBELT RD, SUITE 4
WEST BLOOMFIELD, MI 48322

PHONE: (248) 865-5555

CIVIL ENGINEER

TRIUMPH ENGINEERING & DESIGN, INC.
10775 S. SAGINAW ST, SUITE D
GRAND BLANC, MI 48439

CONTACT: ANDREW ANDRE, P.E.
PHONE: (810) 584-7364



LOCATION MAP

NOT TO SCALE

DRAWING INDEX

- C1.0 COVER SHEET
- C2.0 SURVEY PLAN
- C3.0 OVERALL SITE PLAN
- C3.1 SITE LAYOUT AND PAVING PLAN
- C3.2 PHOTOMETRIC PLAN
- C4.0 GRADING PLAN
- C4.1 EROSION CONTROL PLAN
- C5.0 UTILITY PLAN
- C5.1 UTILITY PROFILES
- C6.0 SITE DETAILS
- C6.1 SITE DETAILS
- L1.0 LANDSCAPE PLAN AND DETAILS

PLANS AS PROVIDED BY GUMMA GROUP

- A-100 FLOOR PLAN
- A-200 ELEVATION (2 SHEETS)

FURNISHED DESCRIPTION
TENTATIVE OUTLOT PARCEL DESCRIPTION: PART OF THE SOUTHEAST ¼ OF SECTION 5, TOWN 2 NORTH, RANGE 5 EAST, GENOA TOWNSHIP, LIVINGSTON COUNTY, MICHIGAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 5; THENCE N02°11'26"E ALONG THE EAST LINE OF SAID SECTION, 1351.47 FEET TO THE POINT OF BEGINNING; THENCE N87°48'34"W, 33.00 FEET; THENCE S51°31'22"W, 59.99 FEET; THENCE N87°39'45"W, 242.37 FEET; THENCE N02°20'15"E, 235.08 FEET; THENCE S87°39'45"E, 320.27 FEET TO THE EAST LINE OF SAID SECTION; THENCE S02°11'26"W ALONG SAID EAST LINE, 195.79 FEET TO THE POINT OF BEGINNING, CONTAINING 1.68 ACRES, SUBJECT TO THE RIGHTS OF THE PUBLIC OVER LATSON ROAD AND ANY OTHER EASEMENTS OR RESTRICTIONS OF RECORD.

UTILITY NOTE
THE UTILITY LOCATIONS AS HEREON SHOWN ARE BASED ON FIELD OBSERVATIONS AND A CAREFUL REVIEW OF MUNICIPAL AND UTILITY RECORDS. HOWEVER, IT IS NOT POSSIBLE TO DETERMINE THE PRECISE SIZE, LOCATION, DEPTH, PRESSURE, OR ANY OTHER CHARACTERISTICS OF UNDERGROUND UTILITIES, TANKS OR SEPTIC FIELDS WITHOUT EXCAVATION. THEREFORE, WE CANNOT GUARANTEE THE ACCURACY OF COMPLETENESS OF THE BURIED UTILITY INFORMATION HEREON SHOWN. THE CONTRACTOR SHALL CALL MISS DIGG (1-800-482-7171) A MINIMUM OF THREE WORKING DAYS PRIOR TO ANY EXCAVATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THESE UTILITY LOCATIONS PRIOR TO CONSTRUCTION AND MAKE EVERY EFFORT TO PROTECT AND/OR RELOCATE THEM AS REQUIRED. THE CONTRACTOR SHALL NOTIFY THE ENGINEER/SURVEYOR AS SOON AS POSSIBLE IN THE EVENT A DISCREPANCY IS FOUND.

UTILITY CONTACTS	
TELEPHONE AT&T 8671 WEST GRAND RIVER AVE. BRIGHTON, MICHIGAN 48116 (810) 534-2320	GAS AND ELECTRIC DTE ELECTRIC COMPANY ONE ENERGY PLAZA DETROIT, MICHIGAN 48226 (800) 477-4747
ZONING GENOA TOWNSHIP ZONING & PLANNING 2911 DORR ROAD BRIGHTON, MICHIGAN 48116 (810) 227-5225	WATER/SEWER MHOG SWATH 2911 DORR ROAD BRIGHTON, MICHIGAN 48116 (810) 227-5225

BENCHMARKS
B.M. #1 - TOP OF NW. BOLT ON LP. 50' N. OF SE. PKG. LOT CORNER. NAVD 88 ELEV. 1006.48
B.M. #2 - TOP OF SE. BOLT ON LP. NEAR NW. PROP. COR. NAVD 88 ELEV. 1004.07

FLOODPLAIN INFORMATION
GENOA TOWNSHIP LIVINGSTON COUNTY, MICHIGAN MAP NUMBER: 26093003090 EFFECTIVE DATE: 09-17-2008 FLOOD ZONE: X AREA OF MINIMAL FLOOD HAZARD

ZONING INFORMATION
ZONED- MU-PUD (MIXED USE PLANNED UNIT DEVELOPMENT) SETBACKS- FRONT: - 20' REAR: - 10' SIDE: - 4'

STANDARD LEGEND		
DESCRIPTION	PROPOSED	EXISTING
BUILDING		
STORM SEWER		
SANITARY SEWER		
WATER		
GAS LINE		
ELECTRIC LINE		
TELEPHONE LINE		
MANHOLE		
CATCH BASIN		
ENDSECTION		
FIRE HYDRANT		
GATE VALVE & WELL		
UTILITY POLE		
UTILITY RISER		
SIGN		
LIGHT POLE		
CURB & GUTTER		
FENCE		
SILT FENCE		
TREE - DECIDUOUS	AS NOTED ON PLANS	
TREE LINE		
SPOT ELEVATION		
CONTOUR LINE		
SECTION CORNER		
FOUND PROPERTY IRON		
SET PROPERTY IRON		
GAS METER		
ELECTRICAL METER		
TELEPHONE RISER		
MAILBOX		
SOIL BORING LOCATION		

THE LOCATION OF ALL UNDERGROUND UTILITIES AS SHOWN ON THESE DRAWINGS ARE BASED ON RECORDS PROVIDED BY THE UTILITY OWNERS AND VISIBLE EVIDENCE OBTAINED IN THE FIELD. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED TO THE COMPLETENESS OR ACCURACY THEREOF.



Know what's below.
Call before you dig.



TRIUMPH

Triumph Engineering
& Design, Inc.

10775 S. SAGINAW ST.
SUITE D
GRAND BLANC, MI 48439
(PH) 810.584.7364
(F) 810.584.7362



PREPARED UNDER THE DIRECTION OF:
ANDREW ANDRE, P.E.
MI #47380

MEIJER OUTLOT RETAIL CENTER

3883 E. GRAND RIVER AVE

GRAND RIVER AVENUE & LATSON ROAD

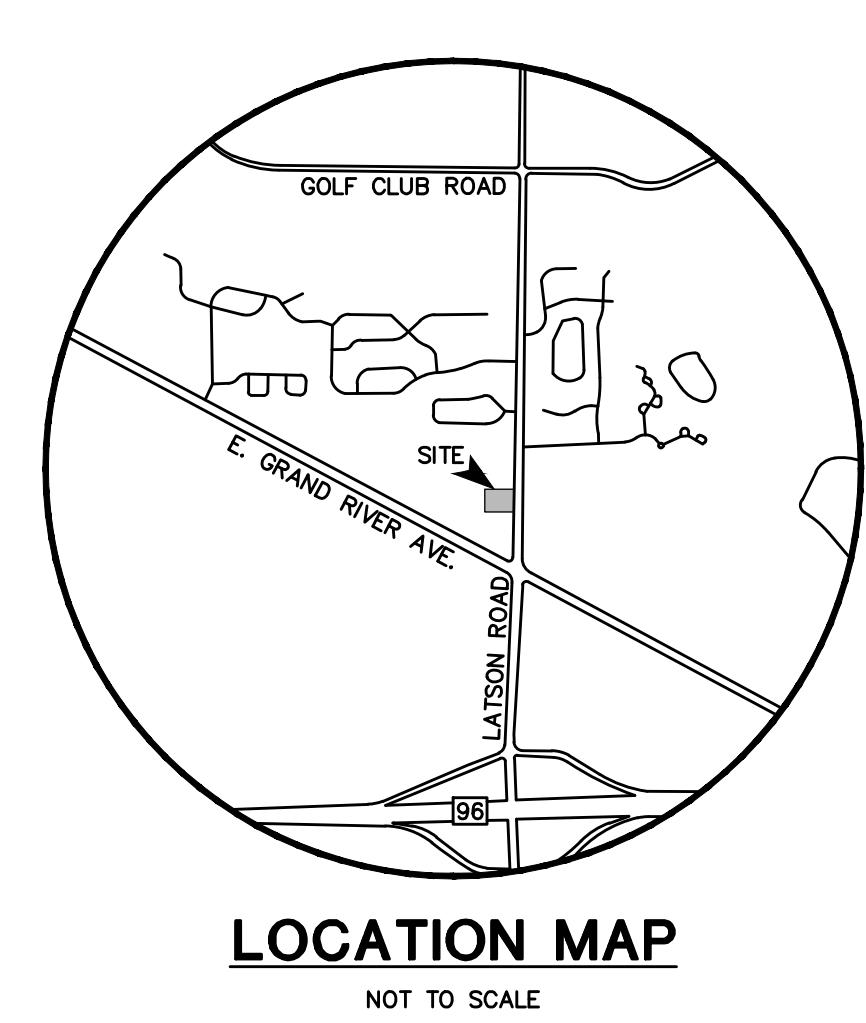
GENOA TOWNSHIP, LIVINGSTON COUNTY, MICHIGAN

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ISSUED FOR	DATE
PRE-APPLICATION	01/05/2026
MEIJER REVIEW	05/04/2026
MEIJER REVIEW	05/18/2026
SPA	05/18/2026
SPA	08/04/2026

DATE :	
DRAWN : ACA	
CHECKED : ACA	
SCALE : NO SCALE	
JOB NO : TE-25-210	
SHEET TITLE :	
COVER SHEET	

SHEET
C1.0



SURVEY LEGEND	
	MONUMENT / SECTION CORNER
	FOUND PROPERTY IRON
	SET PROPERTY IRON
	EXISTING CATCHBASIN
	EXISTING MANHOLE
	EXISTING HYDRANT
	EXISTING VALVE
	EXISTING SANITARY SEWER
	EXISTING STORM SEWER
	EXISTING WATERMAIN
	EXISTING FENCE LINE
	EXISTING UNDERGROUND ELECTRIC LINE
	EXISTING UNDERGROUND GAS LINE
	EXISTING UNDERGROUND TELEPHONE LINE
	EXISTING CENTERLINE
	EXISTING OVERHEAD ELECTRICAL WIRES
	EXISTING MAILBOX / NEWSPAPER BOX
	EXISTING SIGN
	EXISTING DECIDUOUS TREES
	EXISTING CONIFEROUS TREES
	EXISTING UTILITY POWER POLE
	EXISTING TELEPHONE RISER

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B.M. #2 - TOP OF SE. BOLT ON LP. NEAR NW. PROP. COR.	NAVD 88 ELEV. 1004.07

FLOODPLAIN INFORMATION

GENOA TOWNSHIP
LIVINGSTON COUNTY, MICHIGAN
MAP NUMBER: 2609303090
EFFECTIVE DATE: 09-17-2008
FLOOD ZONE: X
AREA OF MINIMAL FLOOD HAZARD

ZONING INFORMATION	
ZONED- MU-PUD (MIXED USE PLANNED UNIT DEVELOPMENT)	
SETBACKS- FRONT: - 20' REAR: - 10' SIDE: - 4'	

CERTIFICATION

I, BRIAN D. FERGUSON, A PROFESSIONAL SURVEYOR, BEING DULY LICENSED BY THE STATE OF MICHIGAN, DO HEREBY CERTIFY THAT I HAVE MAILED THE PROPERTY HEREON SHOWN, TO BE SURVEYED AND/OR MAPPED IN ACCORDANCE WITH ALL LOCAL AND STATE ACCEPTED PRACTICES FOR THE ACCURACY OF A SURVEY OF THIS TYPE. I ALSO CERTIFY THAT THE EXISTING CONDITIONS OF THE PROPERTY ARE AS SHOWN HEREON.

Brian D. Ferguson
BRIAN D. FERGUSON, PS #001028454 09/23/2025
DATE

SOIL CONDITIONS

USDA NRCS
WEB SOIL SURVEY
LIVINGSTON COUNTY, MICHIGAN (MI093)

MoB: MIAMI LOAM, 2 TO 6 PERCENT SLOPES
MoE: MIAMI LOAM, 18 TO 25 PERCENT SLOPES

FURNISHED DESCRIPTION

TENTATIVE OUTLOT PARCEL DESCRIPTION:
PART OF THE SOUTHEAST 1/4 OF SECTION 5, TOWN 2 NORTH, RANGE 5 EAST, GENOA TOWNSHIP, LIVINGSTON COUNTY, MICHIGAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 5; THENCE N02°11'26"E ALONG THE EAST LINE OF SAID SECTION, 1351.47 FEET TO THE POINT OF BEGINNING; THENCE N87°48'34"W, 33.00 FEET; THENCE S51°31'22"W, 59.99 FEET; THENCE N87°39'45"W, 242.37 FEET; THENCE N02°20'15"E, 235.08 FEET; THENCE S87°39'45"E, 320.27 FEET TO THE EAST LINE OF SAID SECTION; THENCE S02°11'26"W ALONG SAID EAST LINE, 195.79 FEET TO THE POINT OF BEGINNING, CONTAINING 1.68 ACRES, SUBJECT TO THE RIGHTS OF THE PUBLIC OVER LATSON ROAD AND ANY OTHER EASEMENTS OR RESTRICTIONS OF RECORD.

SURVEY PROVIDED BY:

D&M SITE INC.
Surveying • Inspection • Testing • Engineering

401 BALSAM STREET PO BOX 159, CARROLLTON, MICHIGAN 48724
PHONE (989) 752-6500 • FAX (989) 752-6600

THE LOCATION OF ALL UNDERGROUND UTILITIES AS SHOWN ON THESE DRAWINGS ARE BASED ON RECORDS PROVIDED BY THE UTILITY OWNERS AND VISIBLE EVIDENCE OBTAINED IN THE FIELD. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED TO THE COMPLETENESS OR ACCURACY THEREOF.

TRIUMPH

Triumph Engineering & Design, Inc.

10775 S. SAGINAW ST.
SUITE D
GRAND BLANC, MI 48439
(PH) 810.584.7364
(F) 810.584.7362

PREPARED UNDER THE DIRECTION OF:
ANDREW ANDRE, P.E.
MI #47385

MEIJER OUTLOT RETAIL CENTER

3883 E. GRAND RIVER AVE
GRAND RIVER AVENUE & LATSON ROAD
GENOA TOWNSHIP, LIVINGSTON COUNTY, MICHIGAN

ISSUED FOR	DATE
PRE-APPLICATION	01/05/2026
MEIJER REVIEW	05/04/2026
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SPA	05/18/2026
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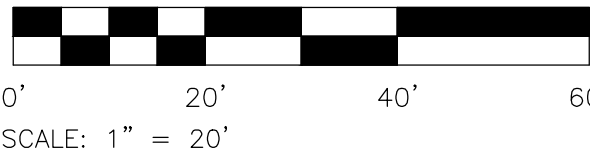
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SCALE: 1"=20'
JOB NO: TE-25-210

SHEET TITLE: SURVEY PLAN

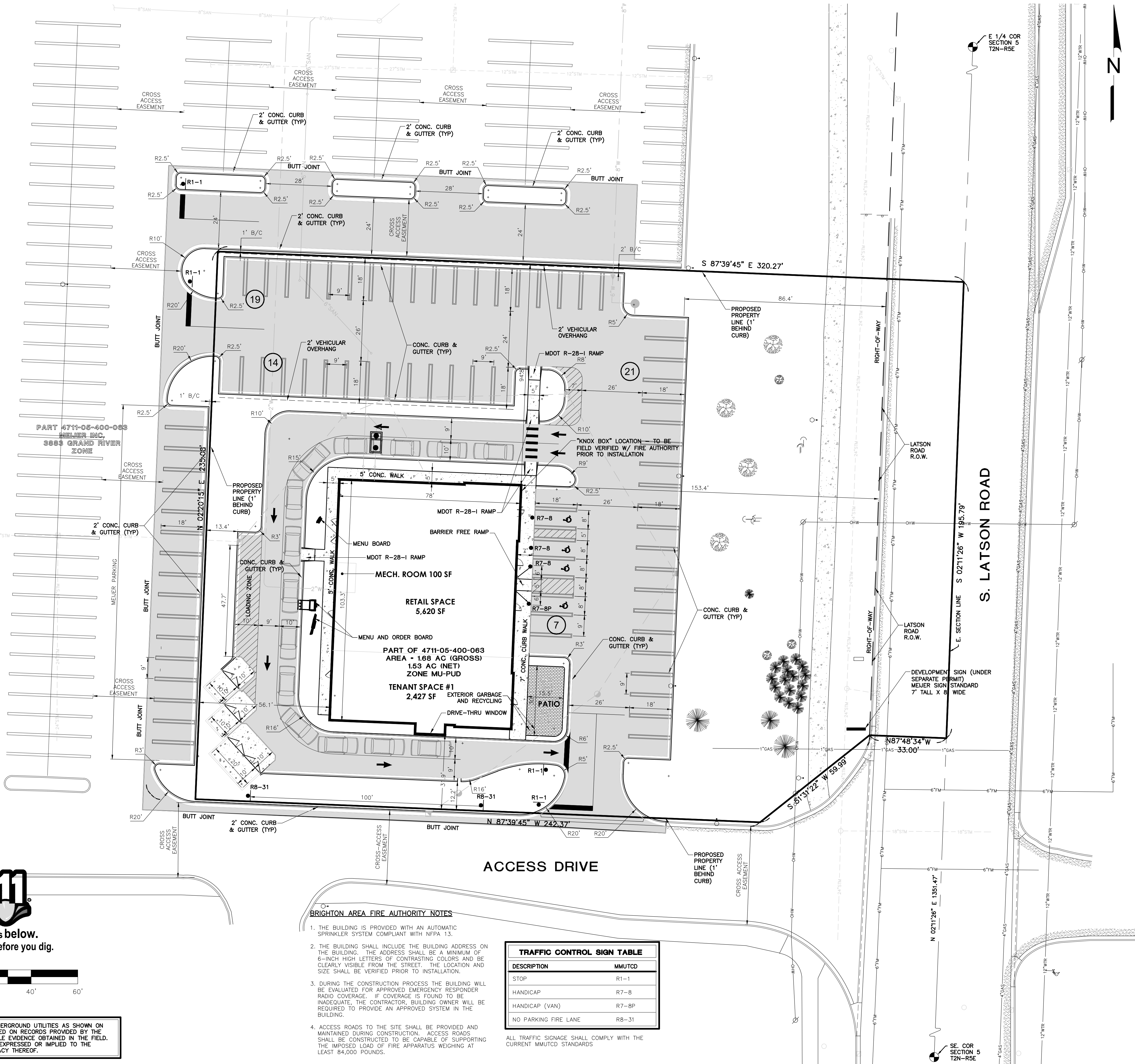
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Know what's below.
Call before you dig.



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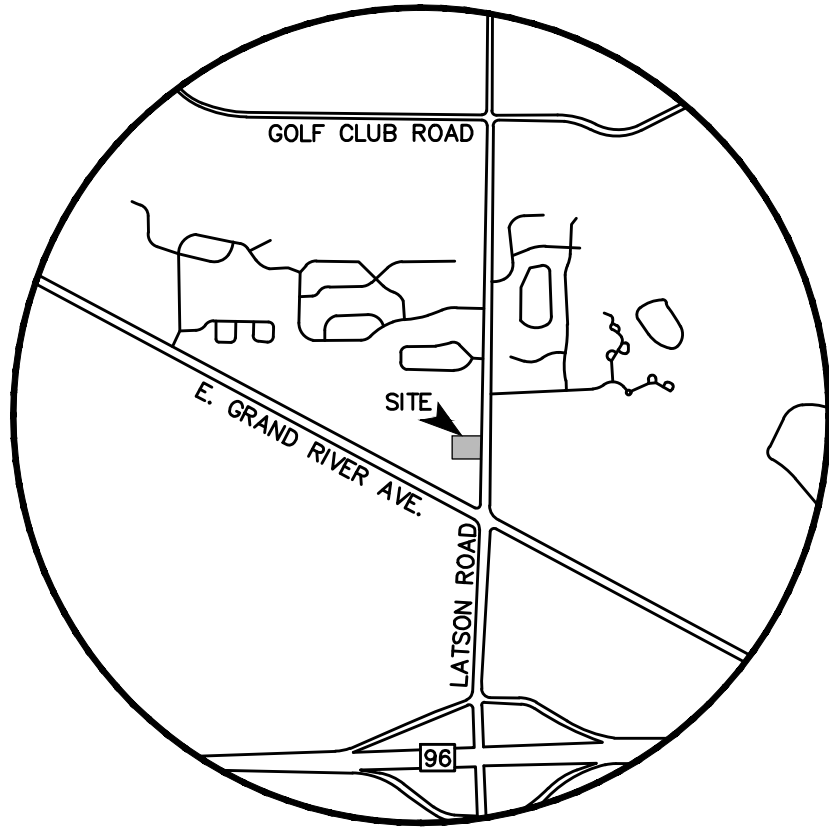


BRIGHTON AREA FIRE AUTHORITY NOTES

1. THE BUILDING IS PROVIDED WITH AN AUTOMATIC SPRINKLER SYSTEM COMPLIANT WITH NFPA 13.
2. THE BUILDING SHALL INCLUDE THE BUILDING ADDRESS ON THE BUILDING. THE ADDRESS SHALL BE A MINIMUM OF 6-INCH HIGH LETTERS OF CONTRASTING COLORS AND BE CLEARLY VISIBLE FROM THE STREET. THE LOCATION AND SIZE SHALL BE VERIFIED PRIOR TO INSTALLATION.
3. DURING THE CONSTRUCTION PROCESS THE BUILDING WILL BE EVALUATED FOR APPROVED EMERGENCY RESPONDER RADIO COVERAGE. IF COVERAGE IS FOUND TO BE INADEQUATE, THE CONTRACTOR, BUILDING OWNER WILL BE REQUIRED TO PROVIDE AN APPROVED SYSTEM IN THE BUILDING.
4. ACCESS ROADS TO THE SITE SHALL BE PROVIDED AND MAINTAINED DURING CONSTRUCTION. ACCESS ROADS SHALL BE CONSTRUCTED TO BE CAPABLE OF SUPPORTING THE IMPOSED LOAD OF FIRE APPARATUS WEIGHING AT LEAST 84,000 POUNDS.

TRAFFIC CONTROL SIGN TABLE	
DESCRIPTION	MMUTCD
STOP	R1-1
HANDICAP	R7-8
HANDICAP (VAN)	R7-8P
NO PARKING FIRE LANE	R8-31

ALL TRAFFIC SIGNAGE SHALL COMPLY WITH THE CURRENT MMUTCD STANDARDS



LOCATION MAP

NOT TO SCALE

GENERAL NOTES

1. REFER TO ARCHITECTURAL PLANS TO VERIFY BUILDING DIMENSIONS.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE ALL PERMITS AND POST ALL BONDS PRIOR TO CONSTRUCTION, OR ENSURE THAT ALL REQUIRED PERMITS AND BONDS HAVE BEEN OBTAINED PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING MISS-DIG AT 1-800-482-7171 AT LEAST 3 WORKING DAYS PRIOR TO EXCAVATION.
4. THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR THE PROTECTION OF ALL EXISTING UTILITIES DURING CONSTRUCTION. ALL UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED WITH LIKE MATERIAL. THE EXACT LOCATION OF EXISTING UTILITIES SHALL BE LOCATED BY HAND DIGGING.
5. DIMENSIONS ARE TO FACE OF CURB, OUTSIDE FACE OF BUILDING, EDGE OF PAVEMENT, CENTER OF STRUCTURE OR OTHERWISE INDICATED.
6. ALL PAVING MATERIALS AND OPERATIONS SHALL BE IN CONFORMANCE WITH THE CITY OF TROY AND MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION.
7. PARKING STALL SPACES TO BE 4" SOLID WHITE PAINT STRIPES. HANDICAP PARKING TO BE 4" SOLID BLUE PAINT STRIPES W/ BARRIER FREE STRIPPING OF 4" SOLID BLUE @ 2' O.C. ON 45° ANGLE.
8. ALL WORK SHALL CONFORM TO THE CURRENT GENOA TOWNSHIP STANDARDS AND SPECIFICATIONS.

PAVEMENT INFORMATION

	BITUMINOUS PAVEMENT
	CONCRETE PAVEMENT
	STAMPED CONC. PAVEMENT / PAVERS

SITE INFORMATION

ZONING: MU-PUD
PROPERTY: PART OF 4711-05-400-063
1.56-ACRES
BUILDING INFORMATION: GROSS FOOTPRINT AREA = 8,047 S.F.
LOT AREA = 1.56-ACRES = 67,941 S.F.
BUILDING LOT COVERAGE = 8,047 / 67,941 = 11.8%
IMPERVIOUS INFORMATION: IMPERVIOUS SURFACE (BUILDING & PAVEMENT) = 36,901 S.F.
LOT AREA = 67,941 S.F.
IMPERVIOUS COVERAGE = 54.3%
PARKING DATA:
REQUIRED
TENANT SPACE 2,427 1/70 SF 34 STANDARD REST.
#1 462 4 PATIO ACCESSORY
BALANCE 5,620 1/250 SF 23 RETAIL
TOTAL 61 SPACES REQUIRED
PROVIDED
ACCESSIBLE SPACES = 4
STANDARD SPACES = 57
TOTAL = 61 SPACES
MEIJER PARKING DATA:
(PLAN 05/03/2021 PROVIDED BY MEIJER)
EXISTING SPACES = 1,106
STANDARD = 1,082
ACCESSIBLE = 24
REMOVED = 11,000
PROPOSED REMAINING = 909
PROJECT CONTACT INFORMATION
OWNER/APPLICANT
RYAN DUFF
HOWELL OUTLOT 1, LLC
27725 STANSBURY ST., SUITE 170
FARMINGTON HILLS, MI 48334
PH 248-939-6269
RADUFF@HILLSIDE-INVESTMENTS.COM
ARCHITECT
ROBERT KIRMA
GUMMA GROUP
7419 MIDDLEBELT RD, SUITE 4
WEST BLOOMFIELD, MI 48322
PH 248-865-5555
ROBERT@GUMMAGROUP.NET
CONTRACTOR/ON-SITE SUPERVISOR
CALVIN KUZA
HILLSIDE INVESTMENTS
27725 STANSBURY ST., SUITE 170
FARMINGTON HILLS, MI 48334
PH 248-702-0260
CKKUZA@HILLSIDE-INVESTMENTS.COM

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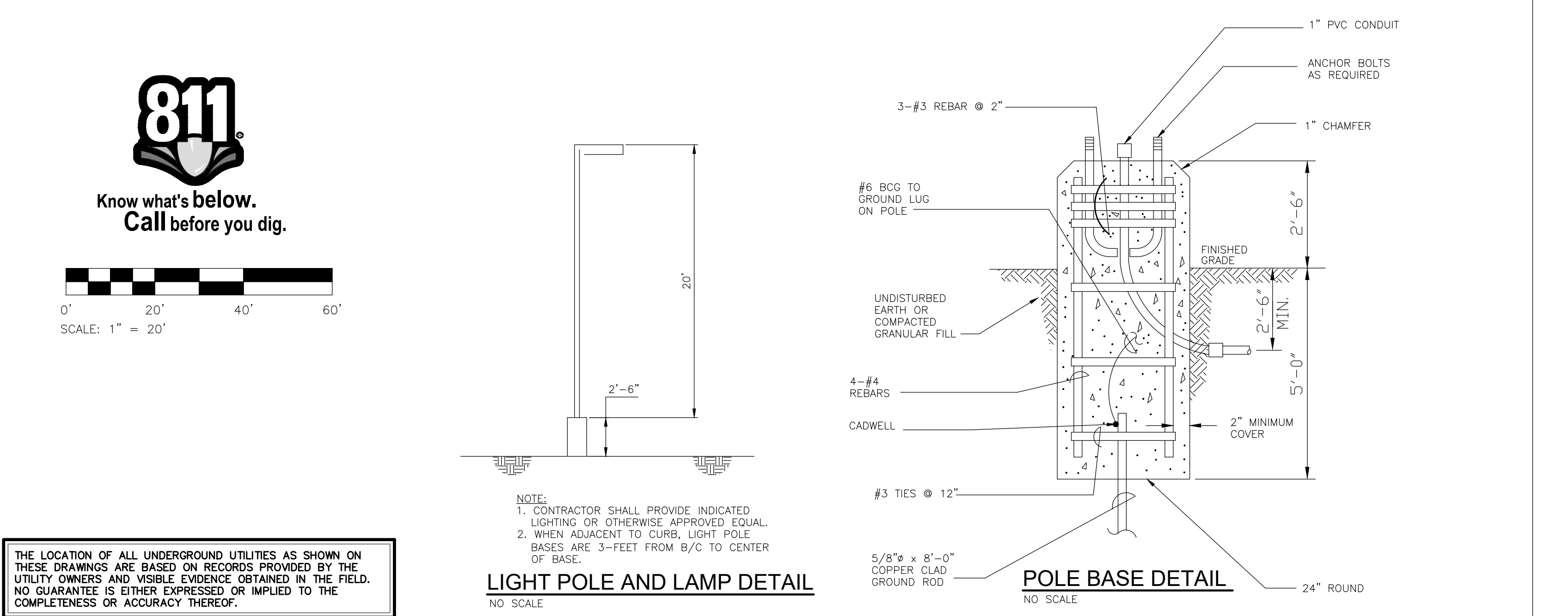
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MEIJER REVIEW	04/08/2026
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SHEET TITLE:
SITE PLAN

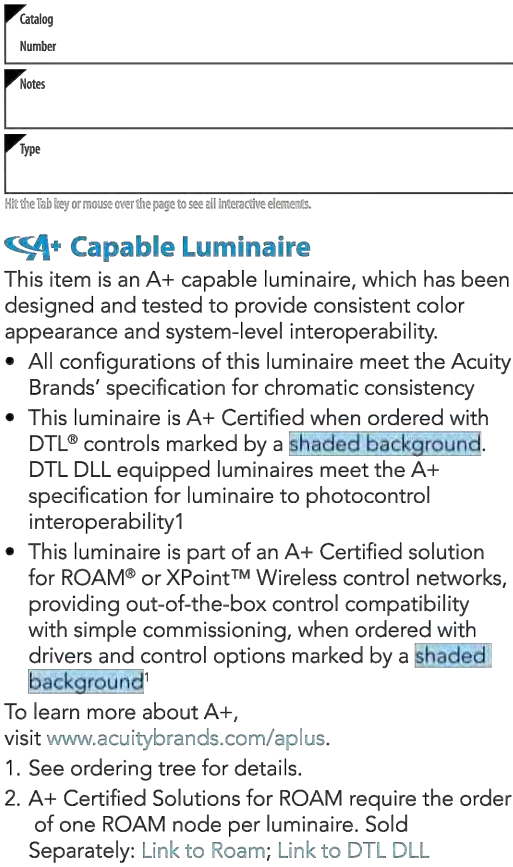
SHEET
C3.1

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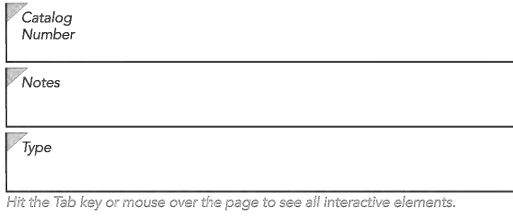
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MI #47380



AVERAGE	MAXIMUM	MINIMUM
1.9 FC	9.9 FC	0.0 FC




 One Lithonia Way • Conyers, Georgia 30012 • Phone: 800.279.8041 • www.lithonia.com
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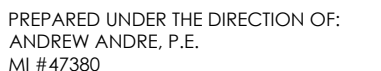
Introduction

The Lithonia Lighting ARC LED wall-mounted luminaires provide both architectural styling and visually comfortable illumination while providing the high energy savings and low initial costs for quick financial payback.

ARC2 delivers up to 6,500 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. It offers integrated emergency battery backup options, including an 8W cold temperature option, making it suitable for pedestrian scale applications in any environment.

Accessories <i>Ordered and shipped separately</i>		NOTES
WS80W DE63D-U	Surface-mounted back box (specify finish)	1 347V not available with E4WH, E8WC and SP6KX. 2 FAO not available with DMG.

Notes



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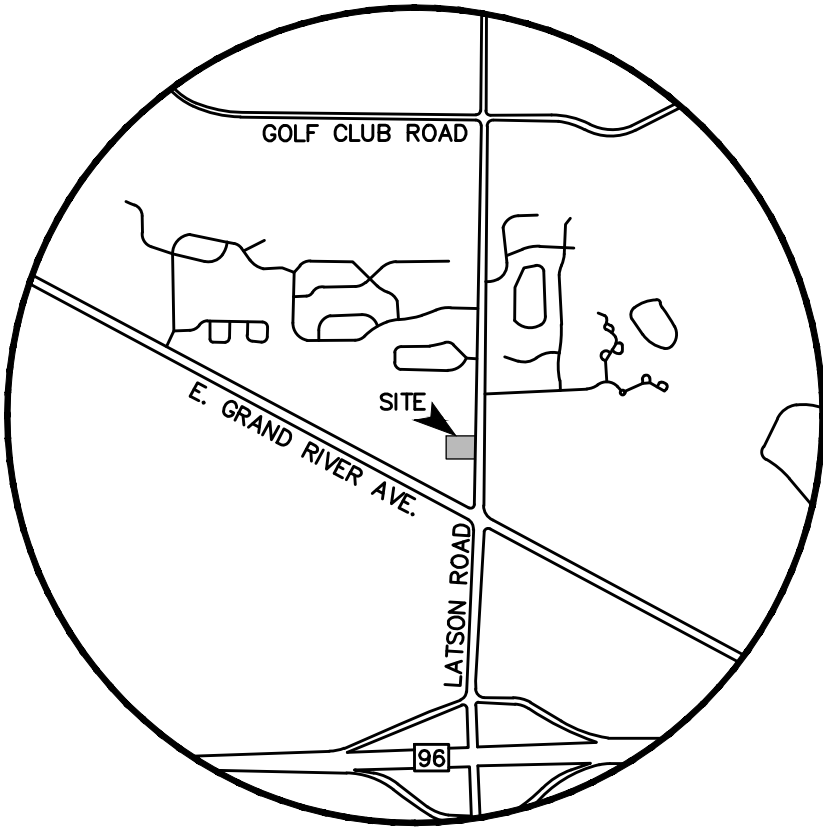
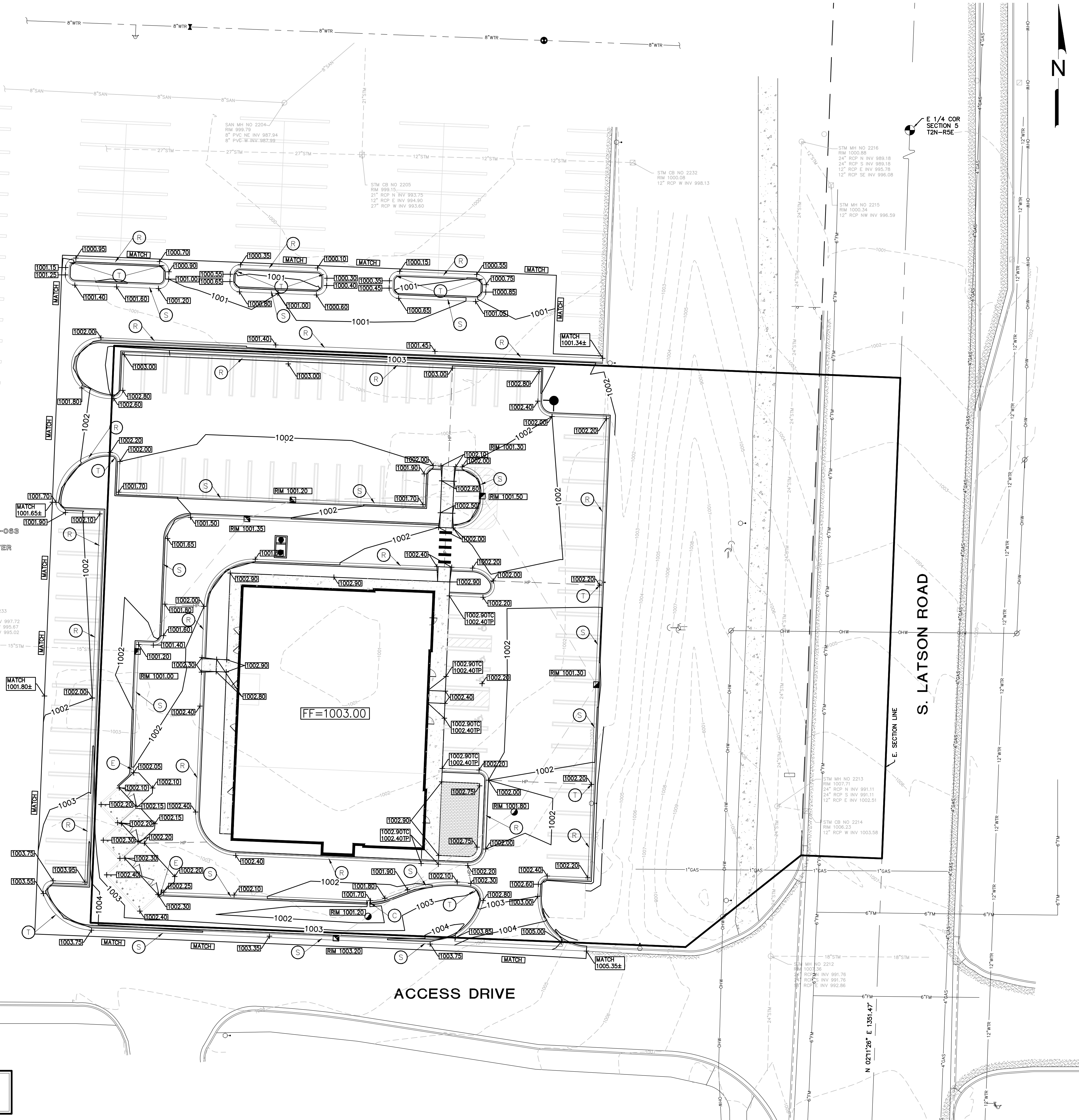
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SHEET TITLE :
PHOTOMETRIC PLAN

SHEET
C3.2

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LOCATION MAP
NOT TO SCALE

GRADING NOTES

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CURRENT GENOA TOWNSHIP, LIVINGSTON COUNTY AND MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.
- SPOT ELEVATIONS INDICATE TOP OF PAVEMENT UNLESS OTHERWISE INDICATED:
TC = TOP OF CURB
TP = TOP OF PAVEMENT
- CURB AND GUTTER LEGEND
(S) = STANDARD CURB AND GUTTER
(R) = REVERSE SLOPE CURB AND GUTTER
(T) = 5' TRANSITION BETWEEN STND AND REV
(E) = CURB END TRANSITION

BENCHMARKS

- B.M. #1 - TOP OF NW. BOLT ON LP. 50' N. OF SE. PKG. LOT CORNER. NAVD 88 ELEV. 1006.48
- B.M. #2 - TOP OF SE. BOLT ON LP. NEAR NW. PROP. COR. NAVD 88 ELEV. 1004.07



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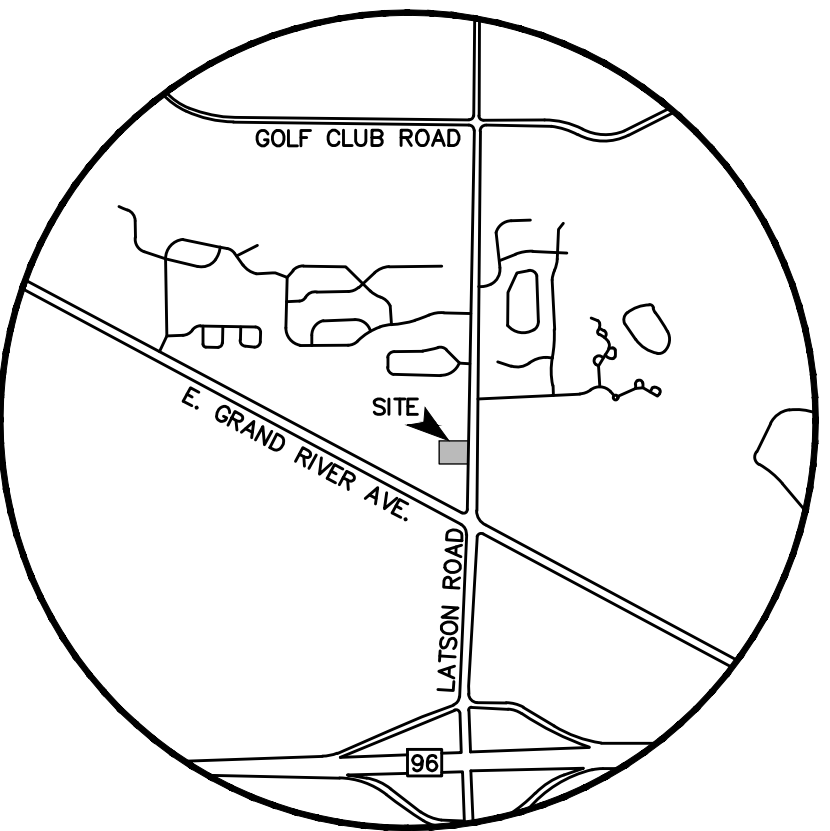
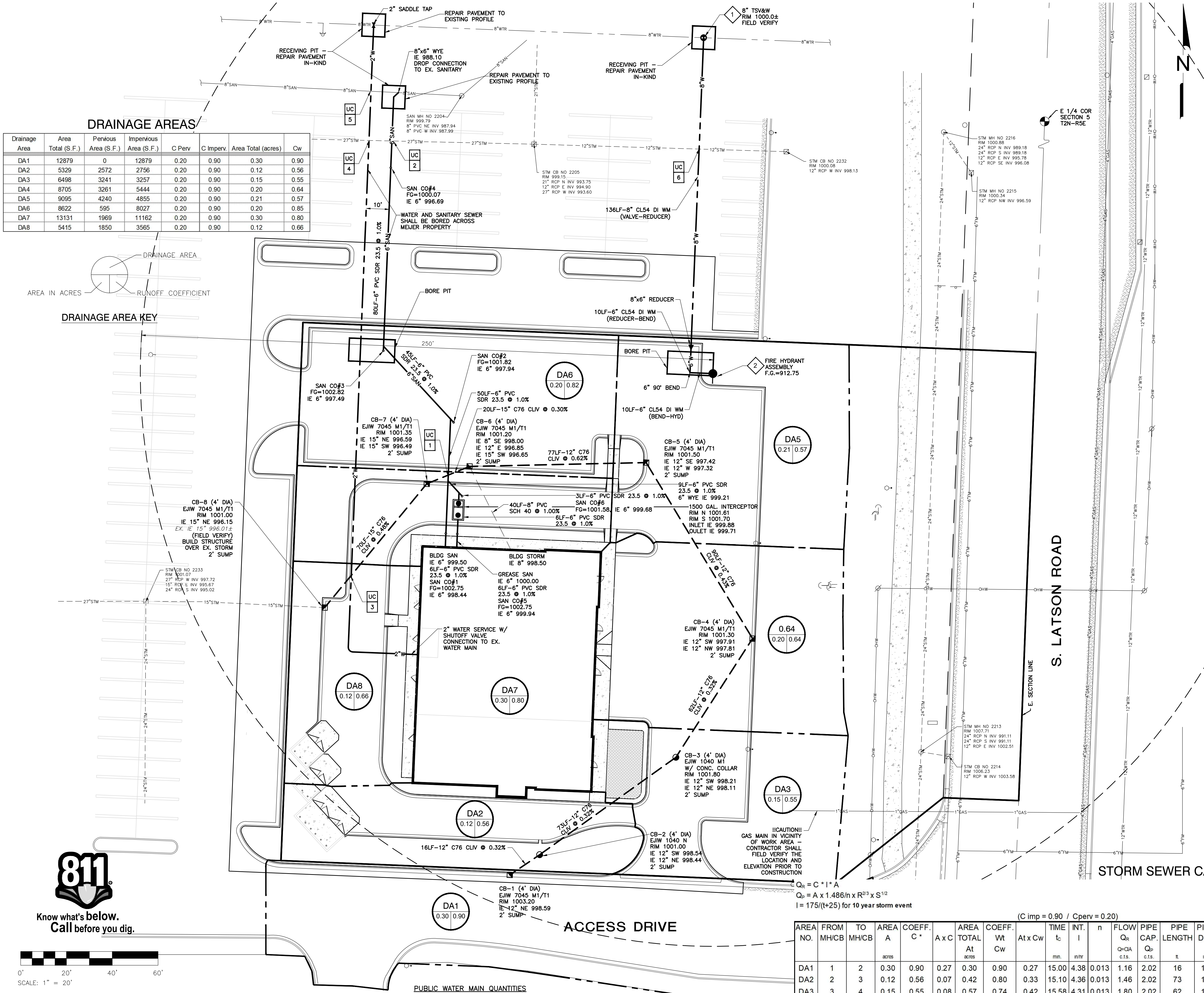
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SHEET
C4.0

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STATE OF MICHIGAN
ANDREW ANDRE
ENGINEER
No. 6201047380
LICENSED PROFESSIONAL ENGINEER

PREPARED UNDER THE DIRECTION OF:
ANDREW ANDRE, P.E.
MI #47380



- GENERAL NOTES**
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH GENOA TOWNSHIP AND LIVINGSTON COUNTY DRAIN COMMISSION STANDARDS AND SPECIFICATIONS.
 - SHOP DRAWINGS SHALL BE SUBMITTED BY THE UNDERGROUND CONTRACTOR FOR ALL WATER AND STORM INSTALLATION.
 - CONTRACTOR SHALL SUBMIT RECORD "AS-BUILT" PLANS AFTER CONSTRUCTION.
 - MAINTAIN A MINIMUM HORIZONTAL SEPARATION BETWEEN WATER SERVICE AND ANY OTHER UTILITY OF 10-FEET. THE MINIMUM VERTICAL CLEARANCE BETWEEN A WATER MAIN AND A SEWER SHALL BE 18-INCHES.
 - NO GROUNDWATER, STORM WATER, CONSTRUCTION WATER, DOWNSPOUT DRAINAGE OR WEEP TILE DRAINAGE SHALL BE ALLOWED TO ENTER ANY SANITARY SEWER INSTALLATION.
 - REFER TO PLUMBING PLANS TO VERIFY BUILDING UTILITY CONNECTION LOCATIONS. SITE UTILITY LOCATIONS TO TERMINATE 5' OUTSIDE OF BUILDING.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE ALL PERMITS AND POST ALL BONDS PRIOR TO CONSTRUCTION, OR ENSURE THAT ALL REQUIRED PERMITS AND BONDS HAVE BEEN OBTAINED PRIOR TO CONSTRUCTION.
 - THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING MISS-DIG AT 1-800-482-7171 AT LEAST 3 WORKING DAYS PRIOR TO EXCAVATION.
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 - DIMENSIONS ARE TO FACE OF CURB, OUTSIDE FACE OF BUILDING, EDGE OF PAVEMENT, CENTER OF STRUCTURE OR OTHERWISE INDICATED.
 - STORM SEWER PIPE SHALL BE REINFORCED CONCRETE C76 CLV.
 - UNDERDRAINS SHALL BE FLEXIBLE 6" CORRUGATED POLYETHYLENE TUBING.
 - CONTRACTOR SHALL FIELD VERIFY THE LOCATION AND ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION AND REPORT ALL FINDINGS TO ENGINEER.

DRAINAGE NARRATIVE

THE SITE IS TRIBUTARY TO A DETENTION BASIN THAT WAS CONSTRUCTED AS PART OF THE MEIJER PROJECT (PARCEL 4711-05-400-063).

CONDITION	AREA (AC)	PERVIOUS	IMPERVIOUS	IMPERVIOUS (%)
EXISTING	1.60	0.40	1.16	74%
PROPOSED	1.60	0.54	1.00	63%

THE MEIJER DETENTION BASIN WAS SIZED TO ACCOMMODATE THE AREA FOR 74% IMPERVIOUSNESS AND THE PROPOSED CONDITION HAS REDUCED THE IMPERVIOUS AREA TO 63% OF THE DEVELOPMENT AREA. THEREFORE, NO STORM DETENTION IS PROVIDED AS PART OF THE RETAIL PROJECT DUE TO THE ATTRIBUTABLE VOLUME ACCOUNTED FOR WITHIN THE EXISTING DETENTION BASIN.

UTILITY CROSSING SCHEDULE

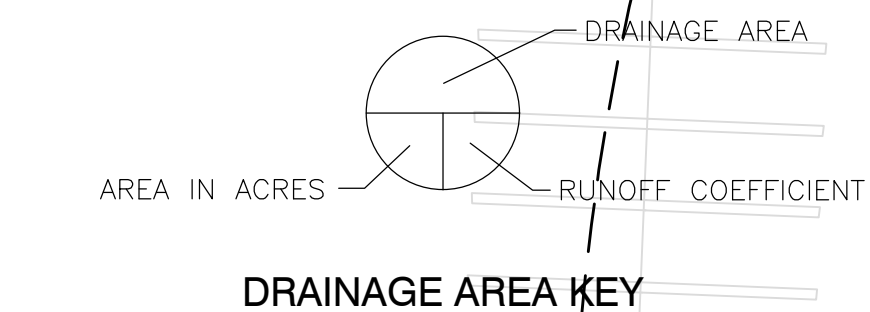
UC	DESCRIPTION	ELEVATION
UC 1	BOTTOM OF SANITARY	= 998.17
1	TOP OF STORM	= 997.96
(ENCASE CROSSING IN CONCRETE)		
UC 2	BOTTOM OF SANITARY	= 996.62
2	TOP OF EX. STORM	= 996.05± (FIELD VERIFY)
(ENCASE CROSSING IN CONCRETE)		
UC 3	BOTTOM OF STORM	= 996.04
3	TOP OF WATER	= 994.54 (DEFLECT WATER)
UC 4	BOTTOM OF EX. STORM	= 993.2± (FIELD VERIFY)
4	TOP OF WATER	= 991.70 (DEFLECT WATER)
UC 5	BOTTOM OF WATER	= 993.90
5	TOP OF EX. SANITARY	= 988.79± (FIELD VERIFY)
UC 6	BOTTOM OF EX. STORM	= 996.84±
6	TOP OF WATER	= 994.70

STORM SEWER CALCULATIONS

(C imp = 0.90 / Cperv = 0.20)																			H.G.L.		INVERT ELEV.			
AREA NO.	FROM MH/CB	TO MH/CB	AREA A	COEFF. C *	A x C	AREA TOTAL	COEFF. Wt Cw	At x Cw	time t _c	INT. I	n	FLOW Q _R	PIPE CAP. Q ₀	PIPE LENGTH	PIPE DIA.	PIPE SLOPE	VEL. FULL	TIME FLOW	RIM ELEV HIGH	RIM ELEV LOW	HIGH END HGL	LOW END HGL	HIGH END INV	LOW END INV
			acros			at			min.	in/hr		Q=CIA C t.S.	Q ₀ C t.S.	ft.	in.	%	ft/sec	min.	ft	ft				
DA1	1	2	0.30	0.90	0.27	0.30	0.90	0.27	15.00	4.38	0.013	1.16	2.02	16	12	0.32%	2.57	0.10	1003.20	1001.20	1000.27	1000.20	998.59	998.54
DA2	2	3	0.12	0.56	0.07	0.42	0.80	0.33	15.10	4.36	0.013	1.46	2.02	73	12	0.32%	2.57	0.47	1001.20	1001.80	1000.10	999.80	998.44	998.21
DA3	3	4	0.15	0.55	0.08	0.57	0.74	0.42	15.58	4.31	0.013	1.80	2.02	62	12	0.32%	2.57	0.40	1001.80	1001.30	999.70	999.44	998.11	997.91
DA4	4	5	0.20	0.64	0.13	0.77	0.71	0.54	15.98	4.27	0.013	2.33	2.34	90	12	0.43%	2.97	0.50	1001.30	1001.50	999.34	998.86	997.81	997.42
DA5	5	6	0.21	0.57	0.12	0.98	0.68	0.66	16.48	4.22	0.013	2.80	2.81	77	12	0.62%	3.57	0.36	1001.50	1001.20	998.76	998.17	997.32	996.85
DA6	6	7	0.20	0.85	0.17	1.17	0.71	0.83	16.84	4.18	0.013	3.48	3.54	20	15	0.30%	2.88	0.12	1001.20	1001.35	997.97	997.90	996.65	996.59
DA7	7	8	0.30	0.80	0.24	1.48	0.73	1.07	16.96	4.17	0.013	4.47	4.48	70	15	0.48%	3.65	0.32	1001.35	1001.00	997.80	997.40	996.49	996.15

DRAINAGE AREAS

Drainage Area	Area Total (S.F.)	Pervious Area (S.F.)	Impervious Area (S.F.)	C Perv	C Imperv	Area Total (acres)	Cw
DA1	12879	0	12879	0.20	0.90	0.30	0.90
DA2	5329	2572	2756	0.20	0.90	0.12	0.56
DA3	6498	3241	3257	0.20	0.90	0.15	0.55
DA4	8705	3261	5444	0.20	0.90	0.20	0.64
DA5	9095	4240	4855	0.20	0.90	0.21	0.57
DA6	8622	595	8027	0.20	0.90	0.20	0.85
DA7	13131	1969	11162	0.20	0.90	0.30	0.80
DA8	5415	1850	3565	0.20	0.90	0.12	0.66



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PUBLIC WATER MAIN QUANTITIES

- 8" TSV&W = 1 EA
- 8" CL54 DI WM = 136 LF
- 6" CL54 DI WM = 20 LF
- 8"x6" REDUCER = 1 EA

TRIUMPH

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DRAWN: ACA

CHECKED: ACA

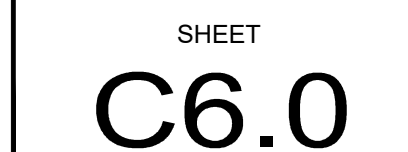
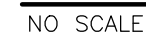
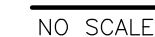
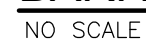
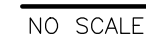
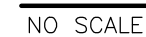
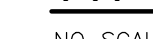
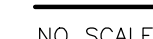
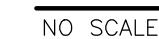
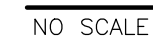
SCALE: 1"=20'

JOB NO: TE-25-210

SHEET TITLE: UTILITY PLAN

SHEET C5.0

TYPICAL SIDEWALK CROSS SECTIONS



April 2010 DRAVING: P:\IER\12736\200-12736-00-000\SupportDocs\Stds-Codes\Genoa Township Design Standards\April 2010\CAD\Gen-std.DWG



Date: APRIL 2010



Genoa Charter Township
2011 Don Road - Brighton, MI 48116

Date: APRIL 2010



Genoa Charter Township
2011 Don Road - Brighton, MI 48116

Date: APRIL 2010

April 2010 DRAWING: P:\IER\12736\200-12736-00-000\SupportDocs\Slide-Codes\Genoa Township Design Standards\April 2010\CAD\Gen-std .DWG

 **Genoa Charter Township**
2011 Council - Brighton, MI 48116

Date: APRIL 2010

Date: APRIL 2010


Genoa Charter Township
 2911 Don Road - Brighton, MI 48115

Date: APRIL 2010

 **Genoa Charter Township**
2911 Deer Road - Brighton, MI 48116

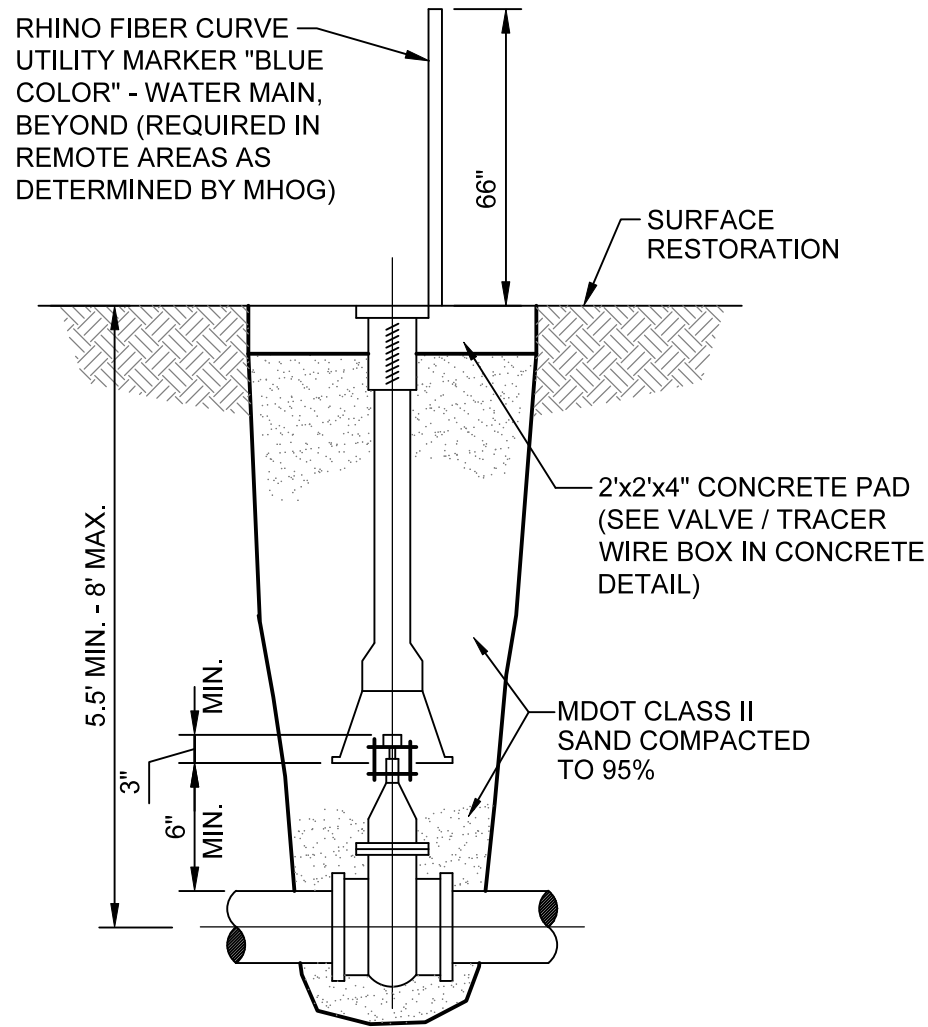
Date: APRIL 2010

SHEET
C6.1

Tuesday, November 8, 2022 1:47:13 PM DRAWING: O:\Projects\Lansing\IER12719\200-12719-00-000\CAD\SheetFiles\Mhog-std.DWG

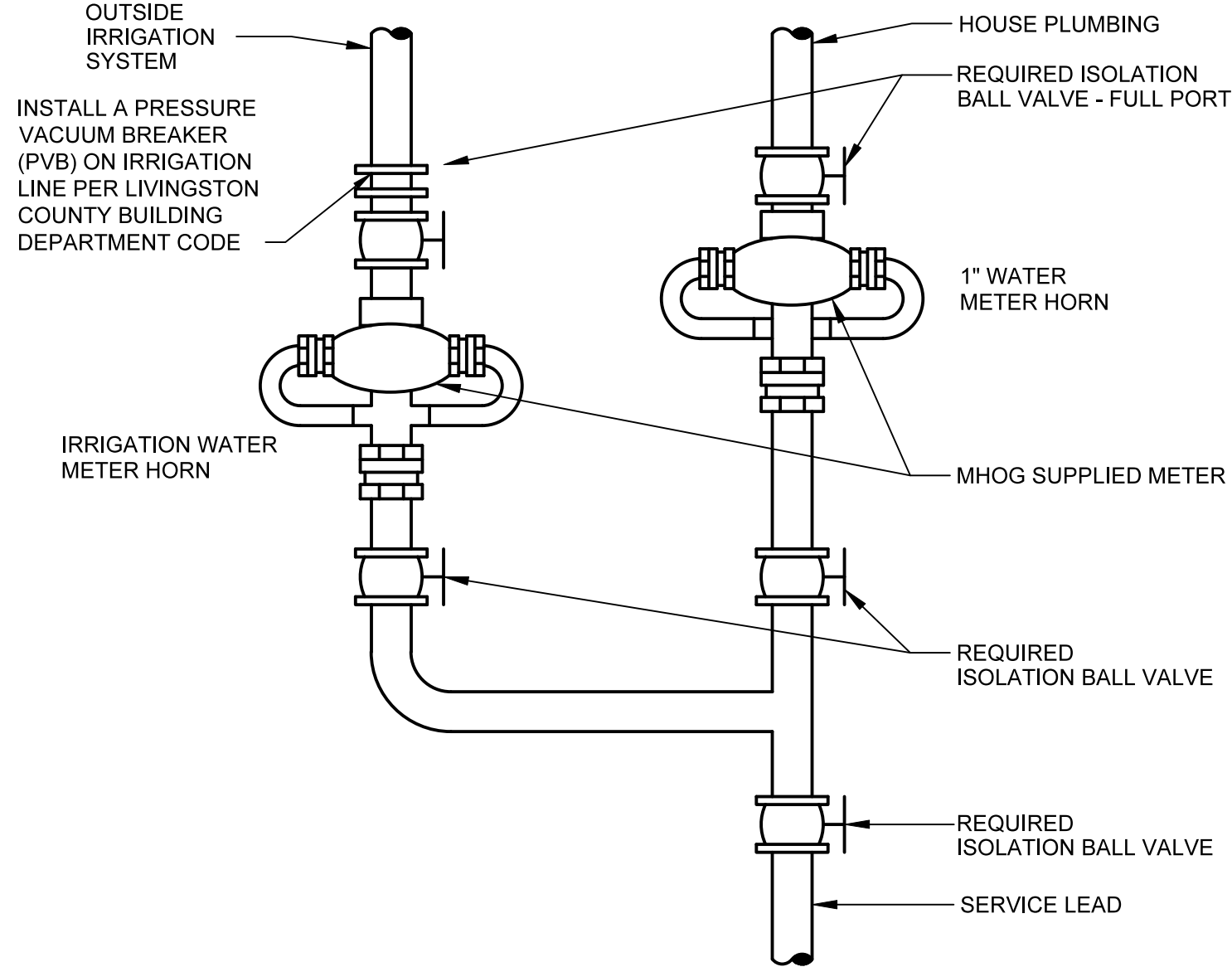
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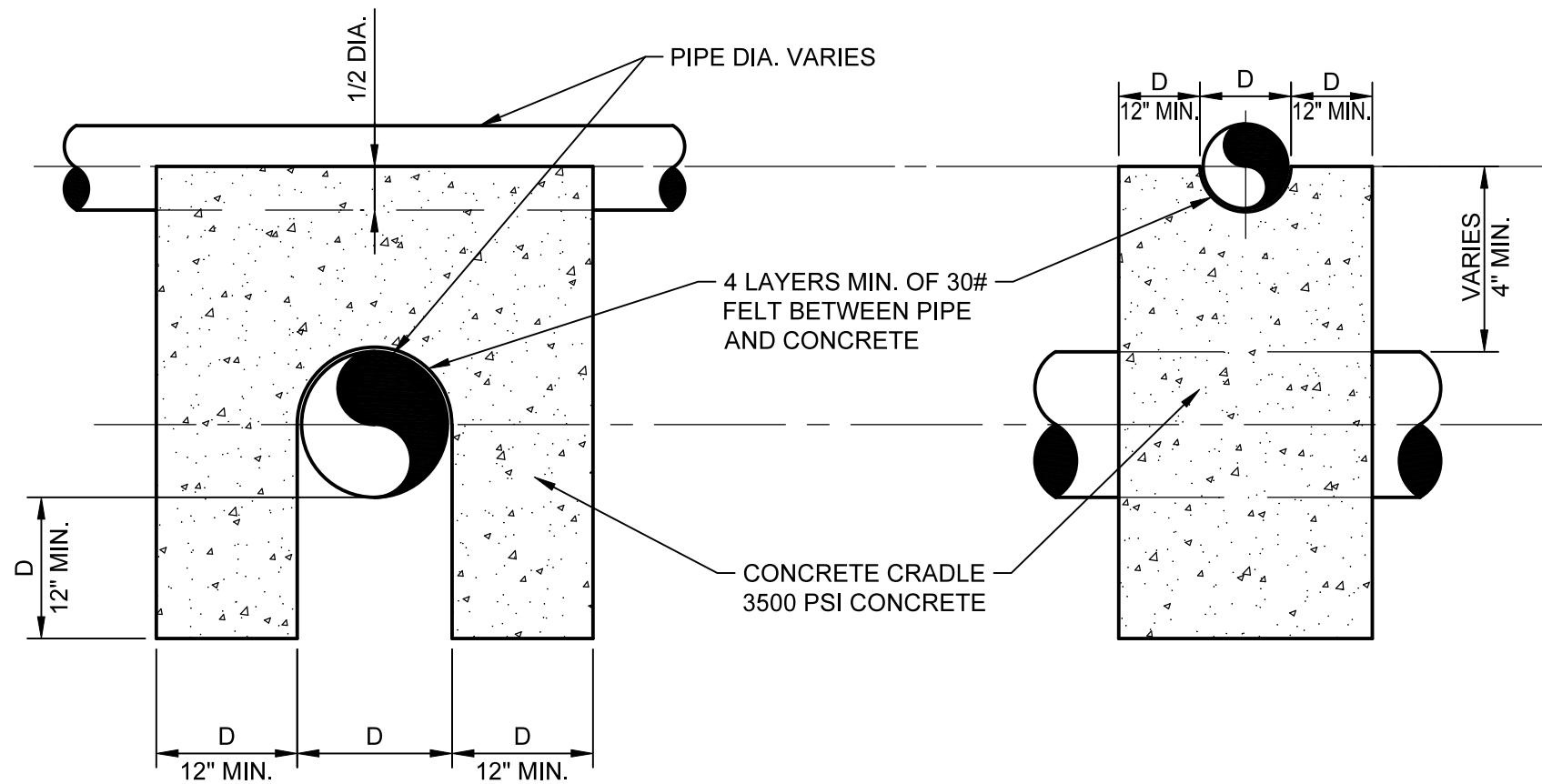
- NOTES:
1. VALVE BOX SHALL NOT REST ON VALVE OR MAIN LINE PIPE.
 2. A VALVE STEM EXTENSION WITH CENTERING RING IS REQUIRED FOR VALVES BURIED DEEPER THAN 6'.

GATE VALVE AND BOX



- NOTES:
1. ALL METERS ARE TO BE INSTALLED HORIZONTALLY IN A DRY, CLEAN, SANITARY LOCATION THAT IS READILY ACCESSIBLE. THIS DRAWING IS NOT TO SCALE & IS ONLY A REPRESENTATION OF HOW THE VALVES AND METERS SHOULD BE INSTALLED. THE SECOND METER IS OPTIONAL FOR IRRIGATION USAGE. METERS SHOULD NOT BE INSTALLED IN LINE (ONE RIGHT AFTER THE OTHER).
 2. PROPERTIES DESIGNATED "HIGH HAZARD" PER THE MHOG CROSS CONNECTION RULES MANUAL WILL REQUIRE THE INSTALLATION OF A REDUCED PRESSURE ZONE (RPZ) BACK FLOW PREVENTION DEVICE.

TYPICAL METER HORN INSTALLATION



CONCRETE CRADLE DETAIL

SCALE: NONE



MHOG CASTING DETAIL

NO SCALE



MARION HOWELL OCEOLA GENOA
Sewer and Water Authority

STANDARD DETAILS

Scale: NONE

Issued Date: JANUARY - 2014

UPDATED: MAY 2015

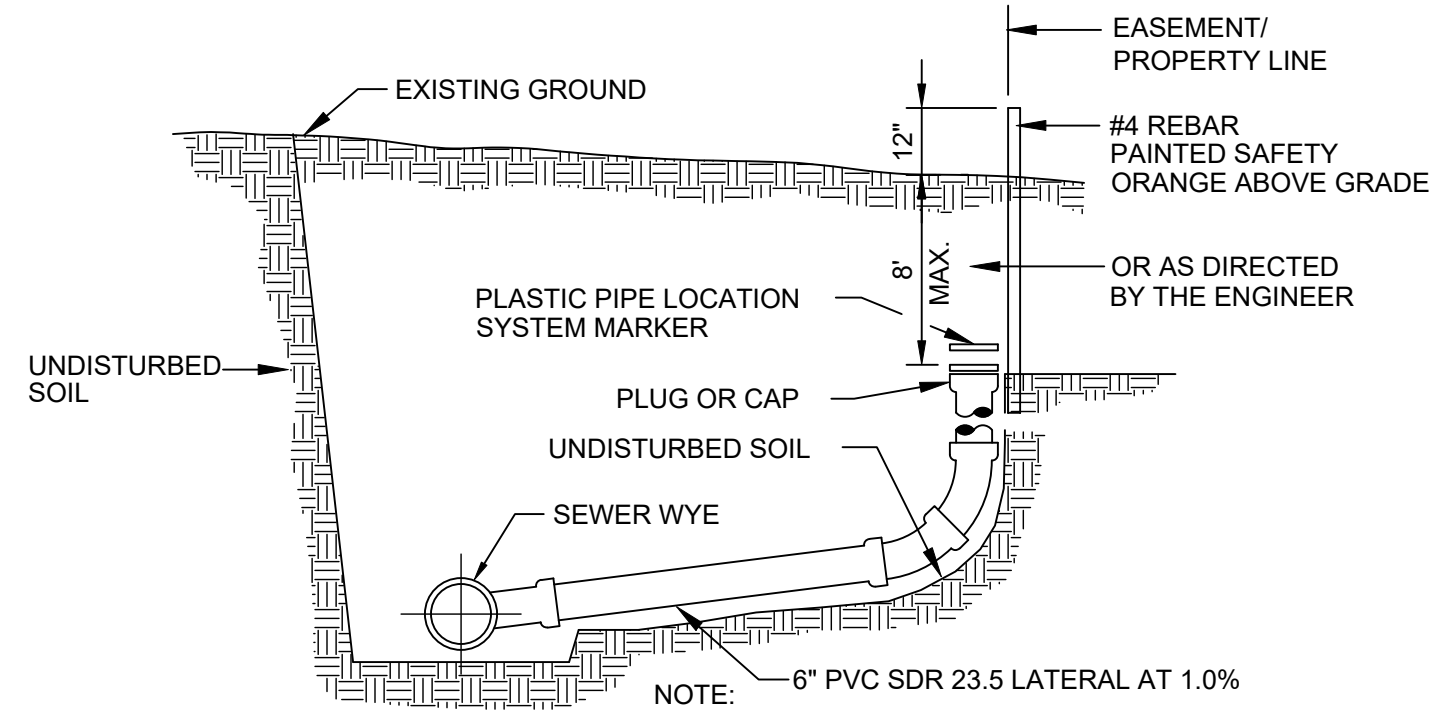
UPDATED: FEBRUARY 2016

UPDATED: APRIL 2016

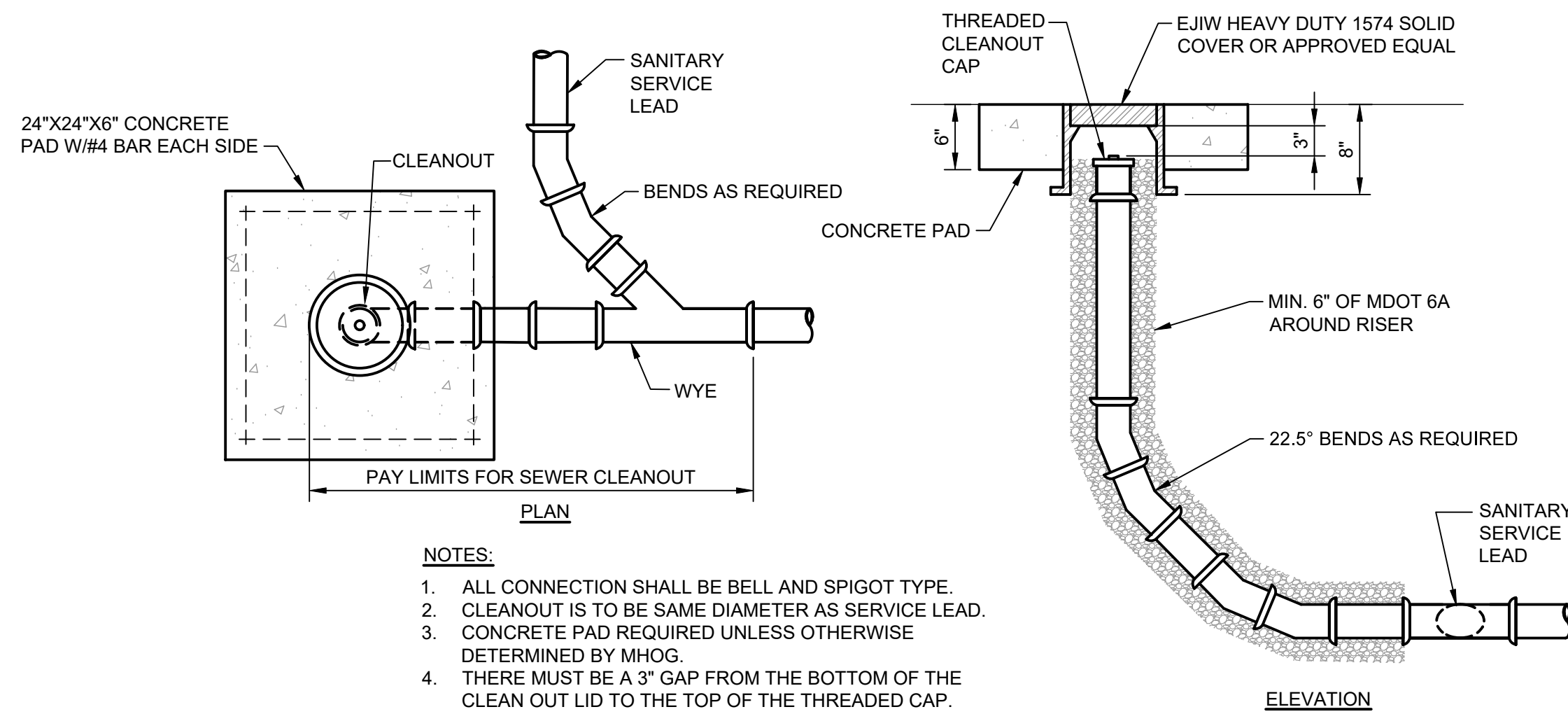
UPDATED: OCTOBER 2017

UPDATED: FEBRUARY 2019

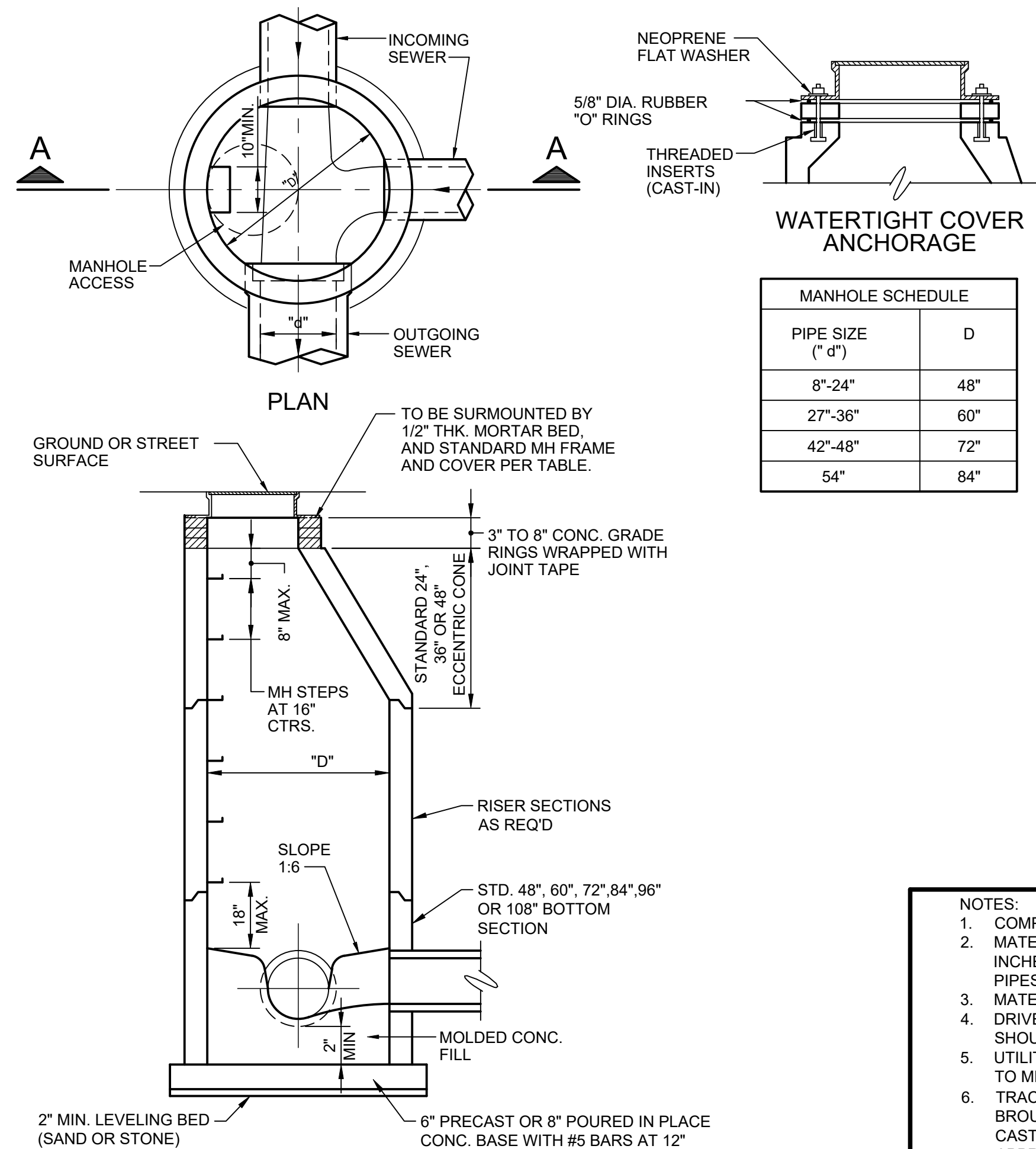
UPDATED: NOVEMBER 2022



SANITARY SEWER LATERAL



SEWER CLEANOUT DETAIL

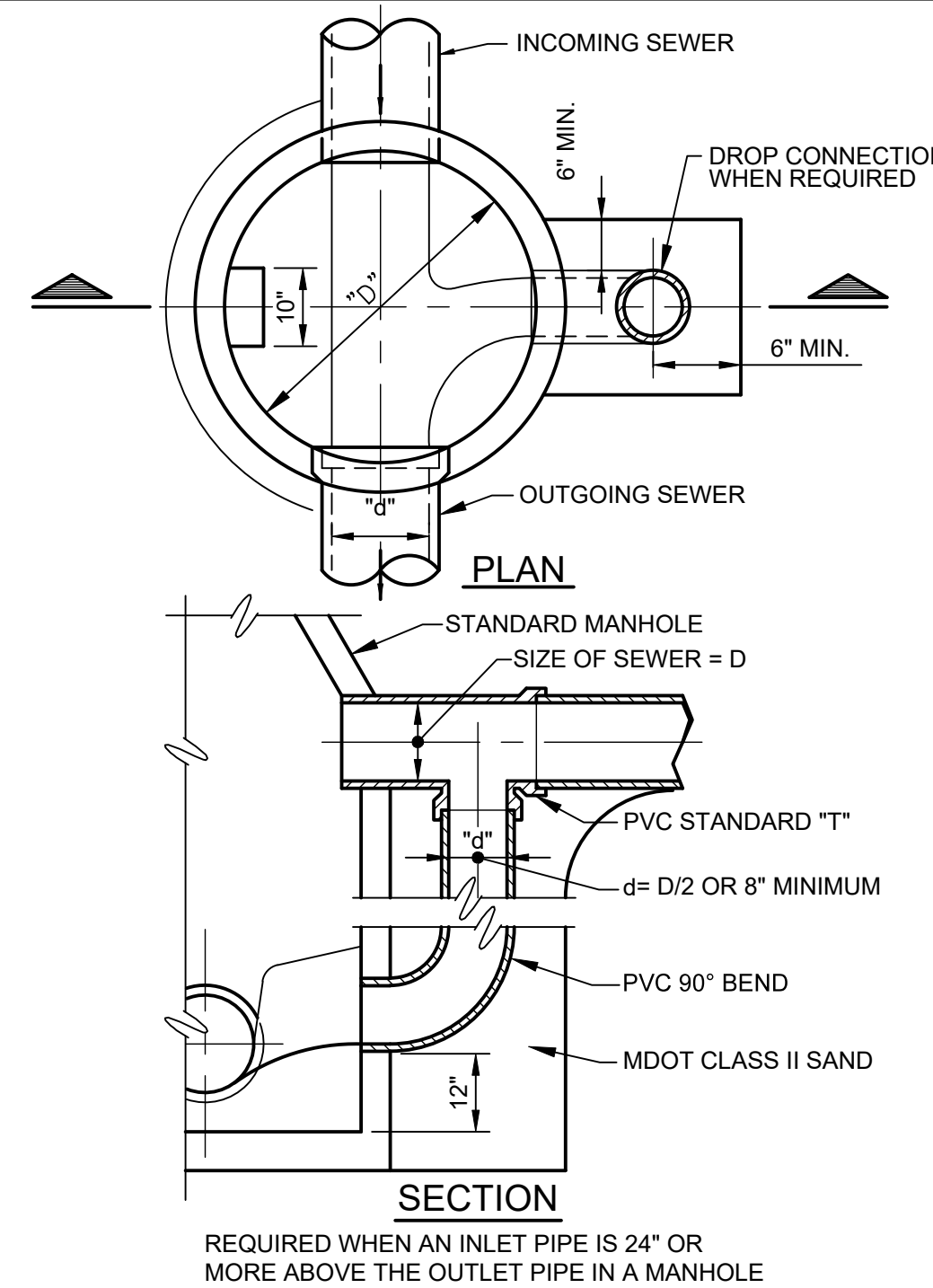


SECTION A-A

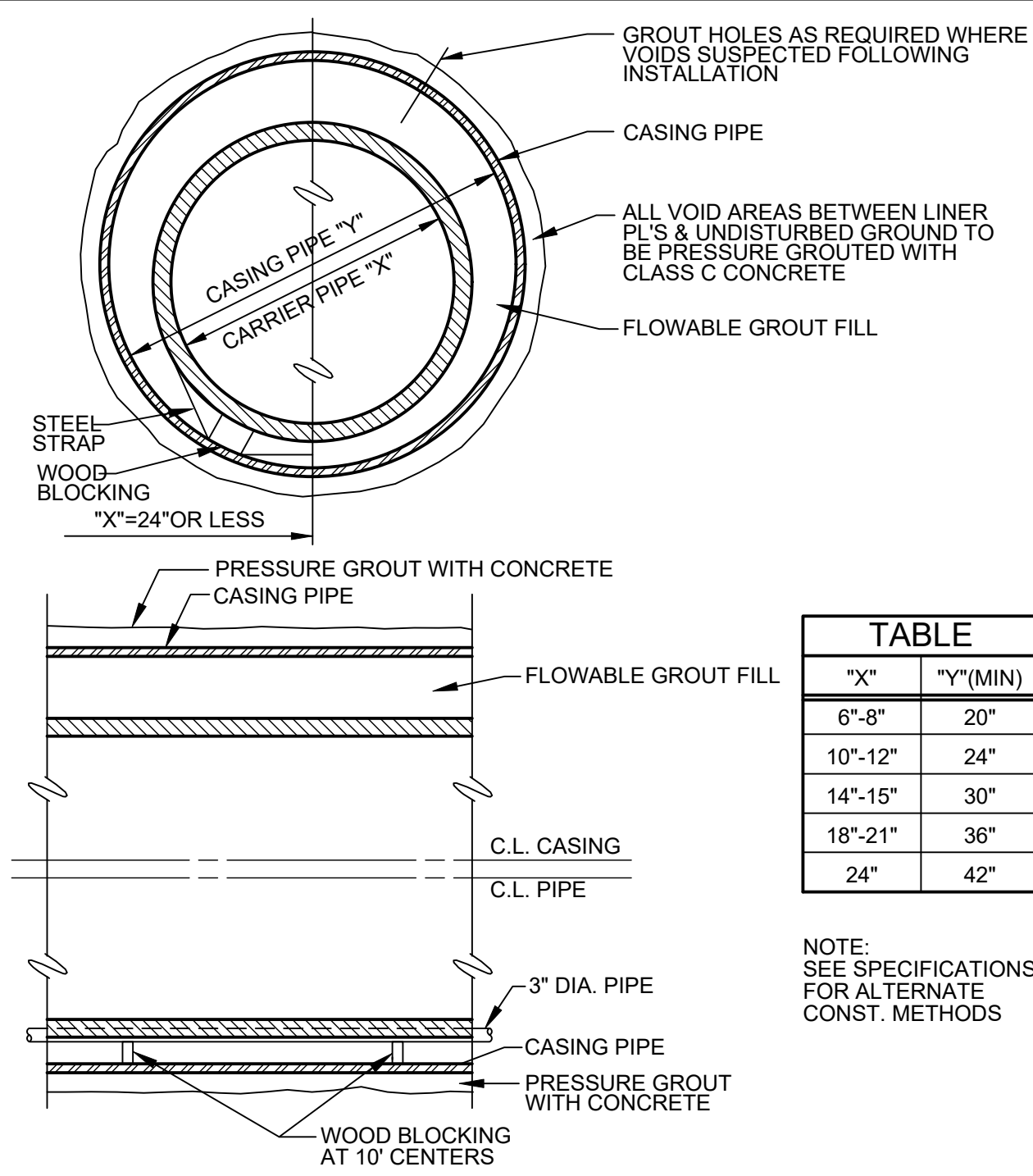
- NOTES:
1. ALL SANITARY MANHOLES TO BE PRECAST REINFORCED CONCRETE WITH PREMIUM JOINTS. SEE SPECIFICATIONS FOR BASE SLAB AND PIPE OPENINGS AND CONNECTIONS.
 2. MANHOLE CONES SHALL BE THE ECCENTRIC TYPE.
 3. PROVIDE 6\"/>

FRAME & COVER FOR SANITARY SEWER MANHOLES				
TYPE	TYPE OF COVER	MANUFACTURER OR EQUAL		
		EAST JORDAN	NEENAH	
MH	SANITARY - SOLID SELF-SEALING	1040.0000	R-1642	
MH	SANITARY - SOLID WATERTIGHT	1040-APT	R-1916-F	
CO	SOLID	1574A	R-1973-A	

STANDARD MANHOLE

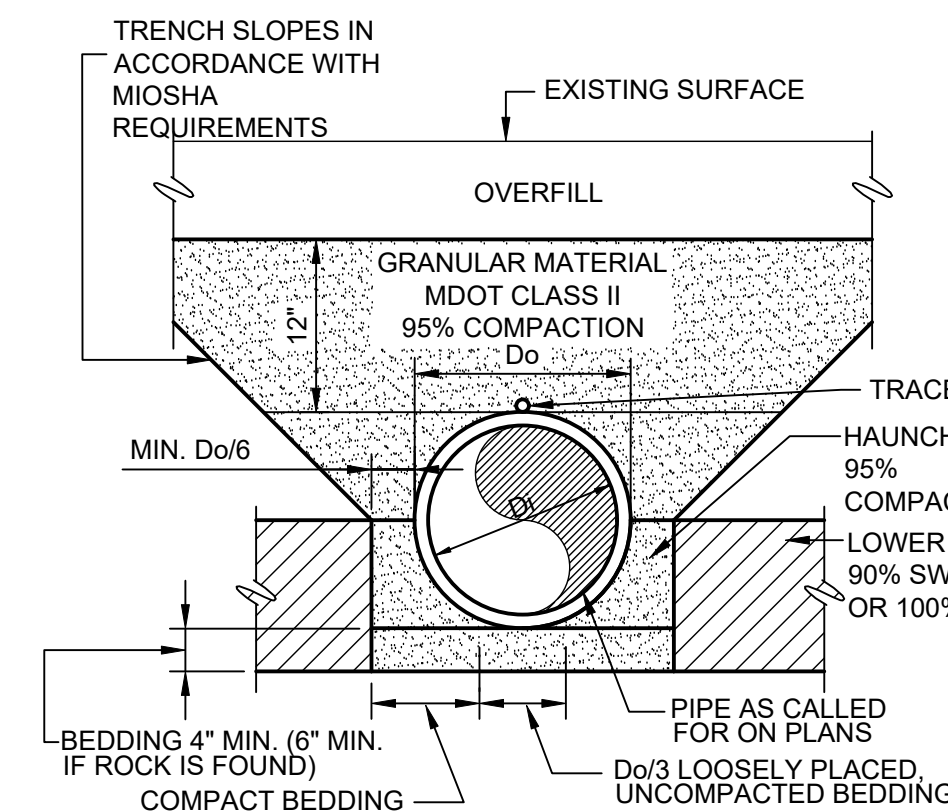


DROP CONNECTION

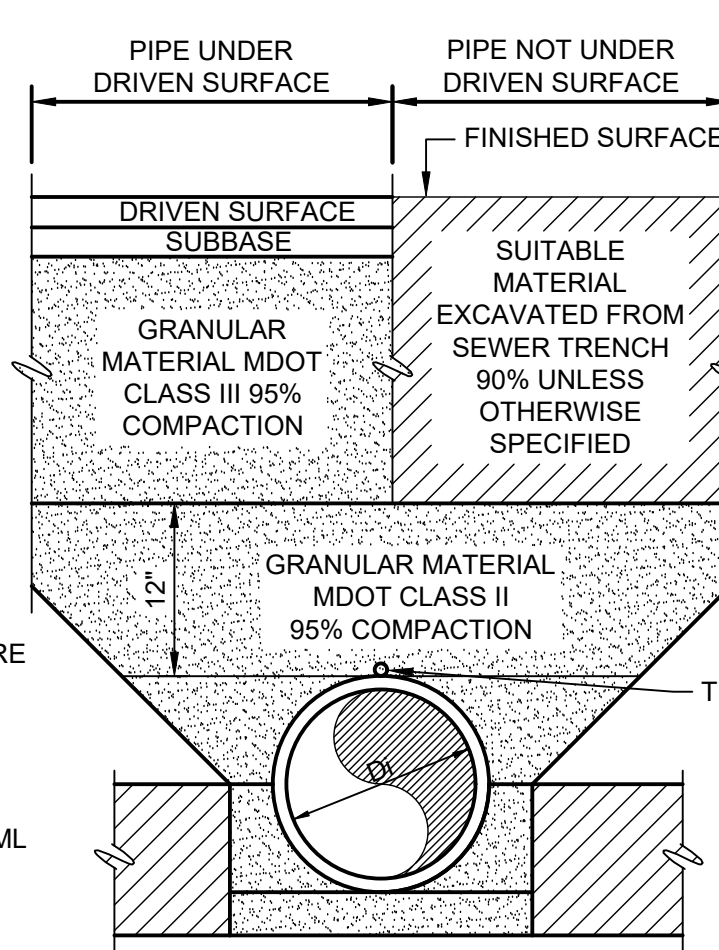


CASING PIPE

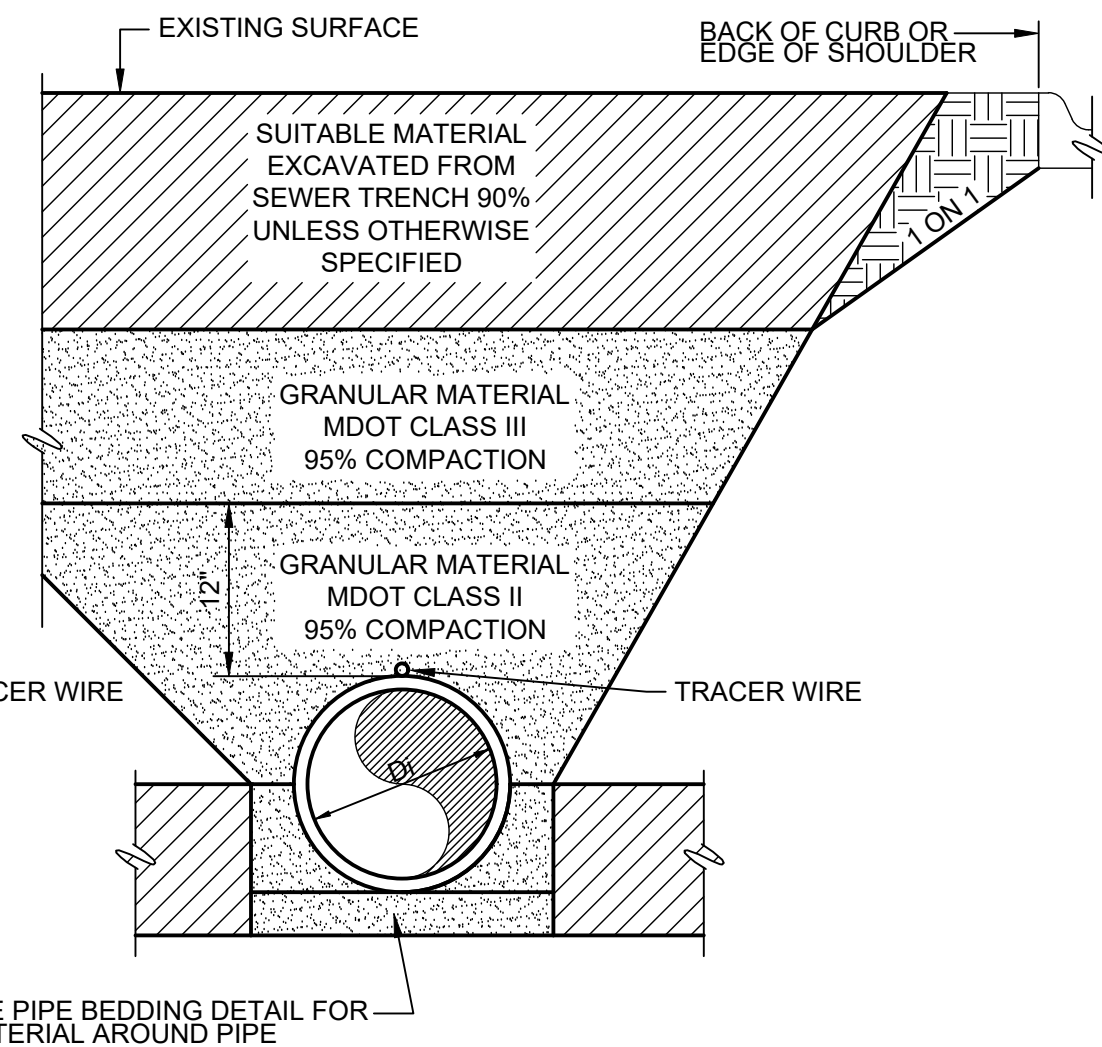
- NOTES:
1. COMPACTION PRESENTED AS MINIMUM STANDARD PROCTOR VALUES.
 2. MATERIALS AROUND THERMOPLASTIC PIPE WITH DIAMETER < 6 INCHES SHALL PASS 0.5 INCH SIEVE. MATERIALS AROUND OTHER PIPES SHALL PASS 1.5 INCH SIEVE.
 3. MATERIALS AROUND HDPE PIPE TO BE MDOT 6A OR 21AA.
 4. DRIVEN SURFACE IS DRIVEWAY, PARKING AREA, ROAD BED OR SHOULDER.
 5. UTILITY TRENCHES LOCATED WITHIN A MDOT ROW SHALL CONFORM TO MDOT STANDARD DETAIL R-83.
 6. TRACER WIRE IS REQUIRED ON FORCE MAIN ONLY AND SHALL BE BROUGHT TO GRADE AT A MINIMUM EVERY 1000 FEET IN A APPROVED CAST IRON TRACER WIRE BOX ENCASED IN CONCRETE OR WITH AN APPROVED GREEN MARKER POST.



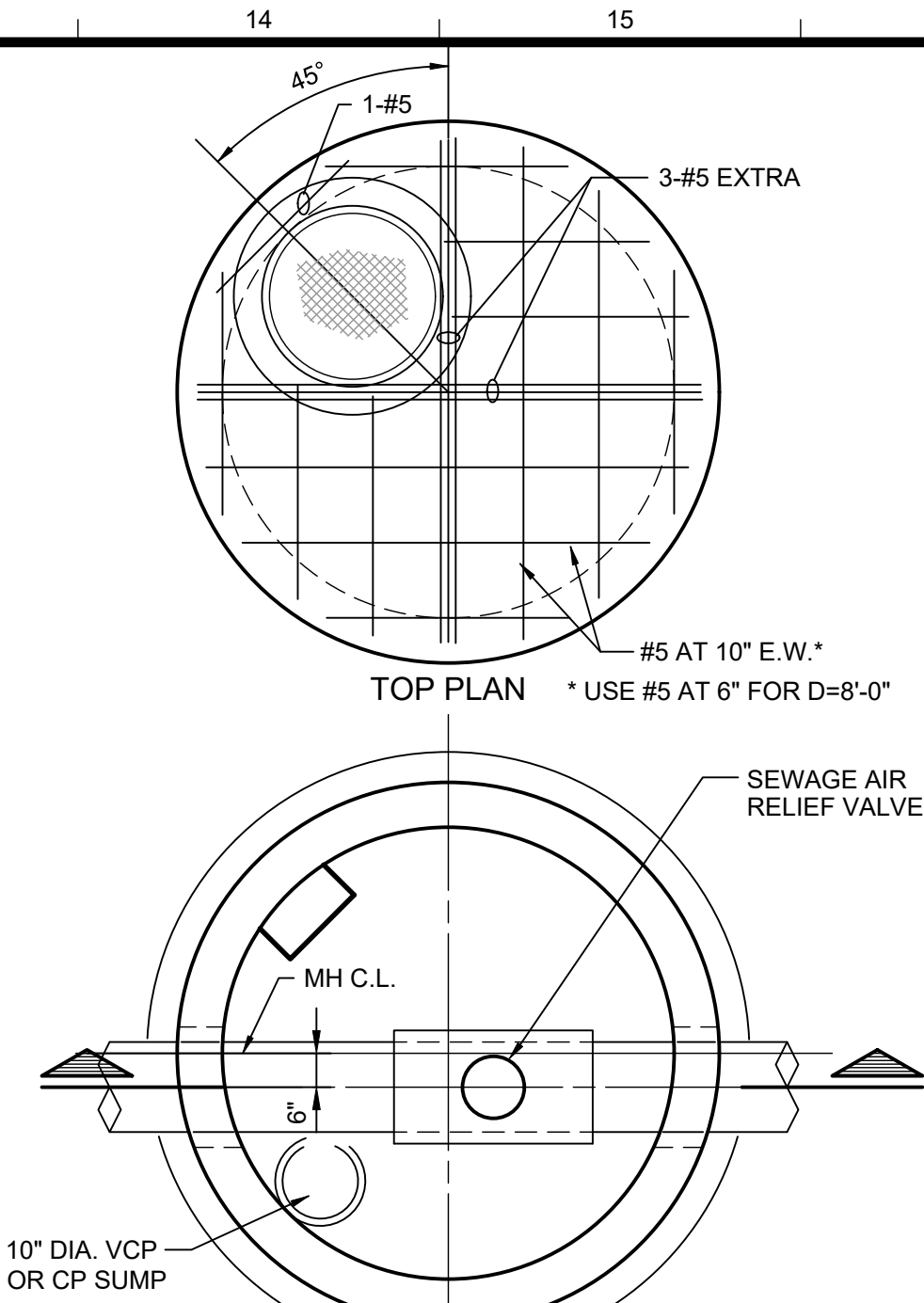
PIPE BEDDING



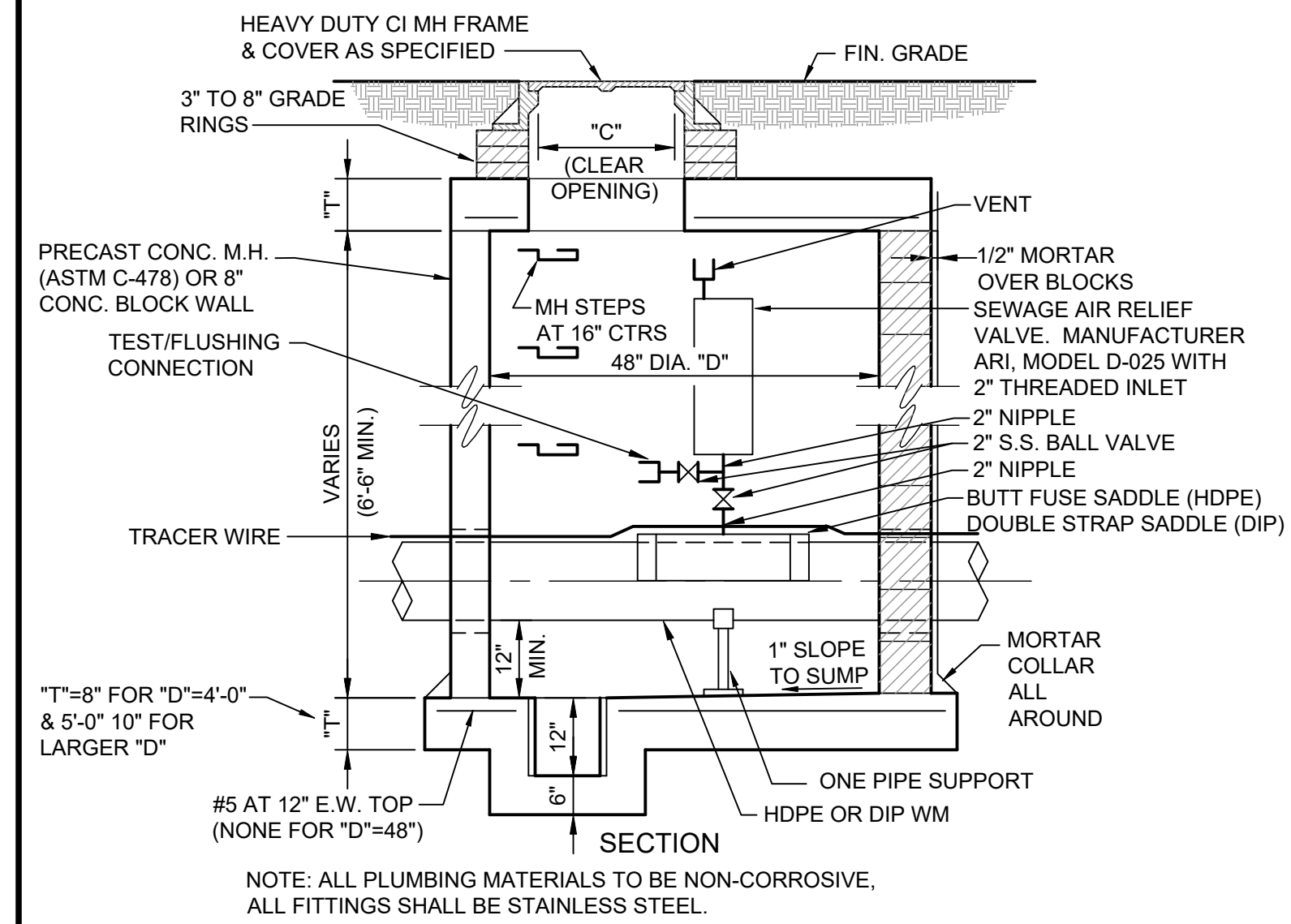
PIPE UNDER/NOT UNDER DRIVEN SURFACE



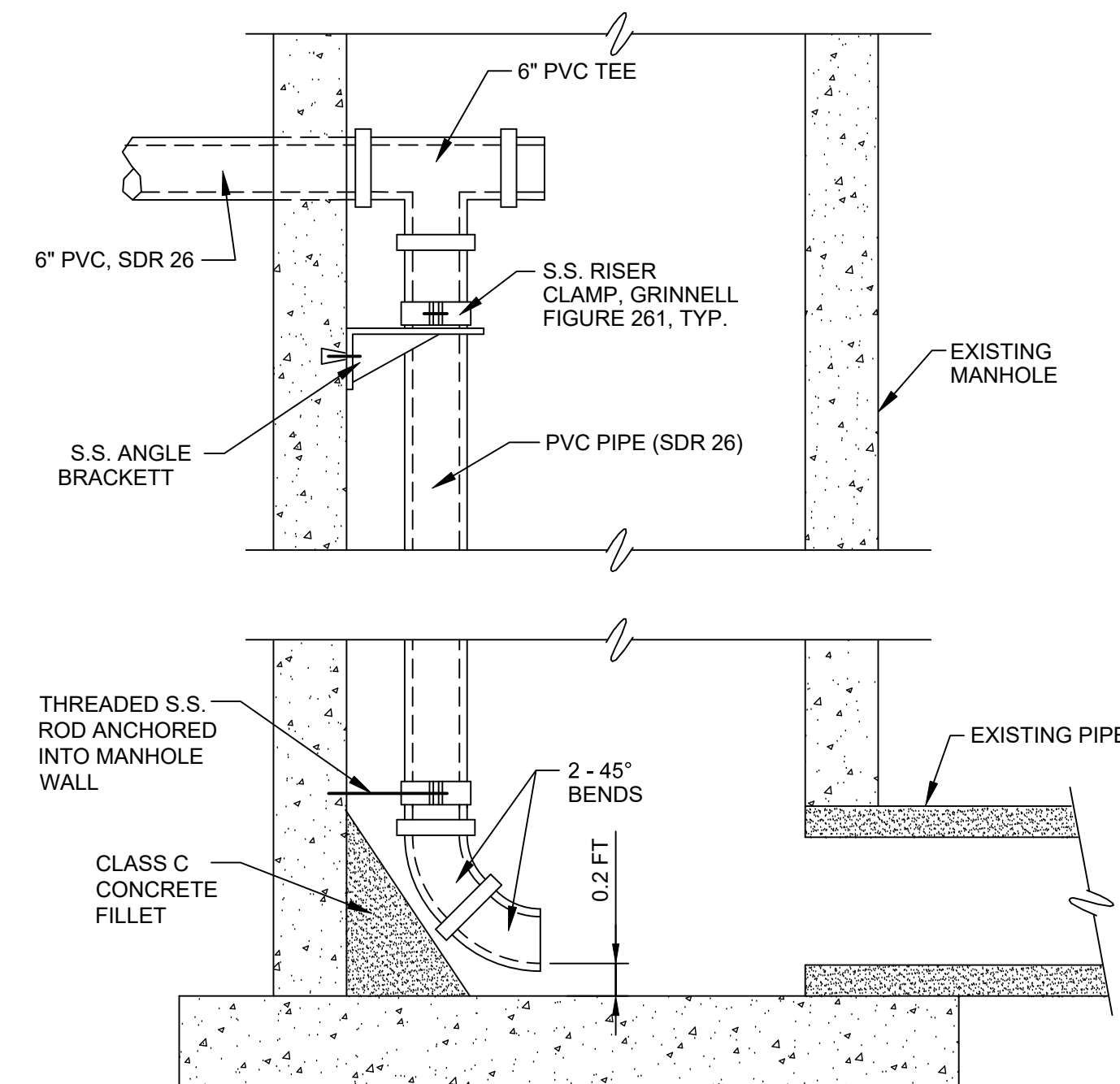
PIPE WITHIN INFLUENCE OF DRIVEN SURFACE



SECTIONAL PLAN



AIR RELIEF STRUCTURE



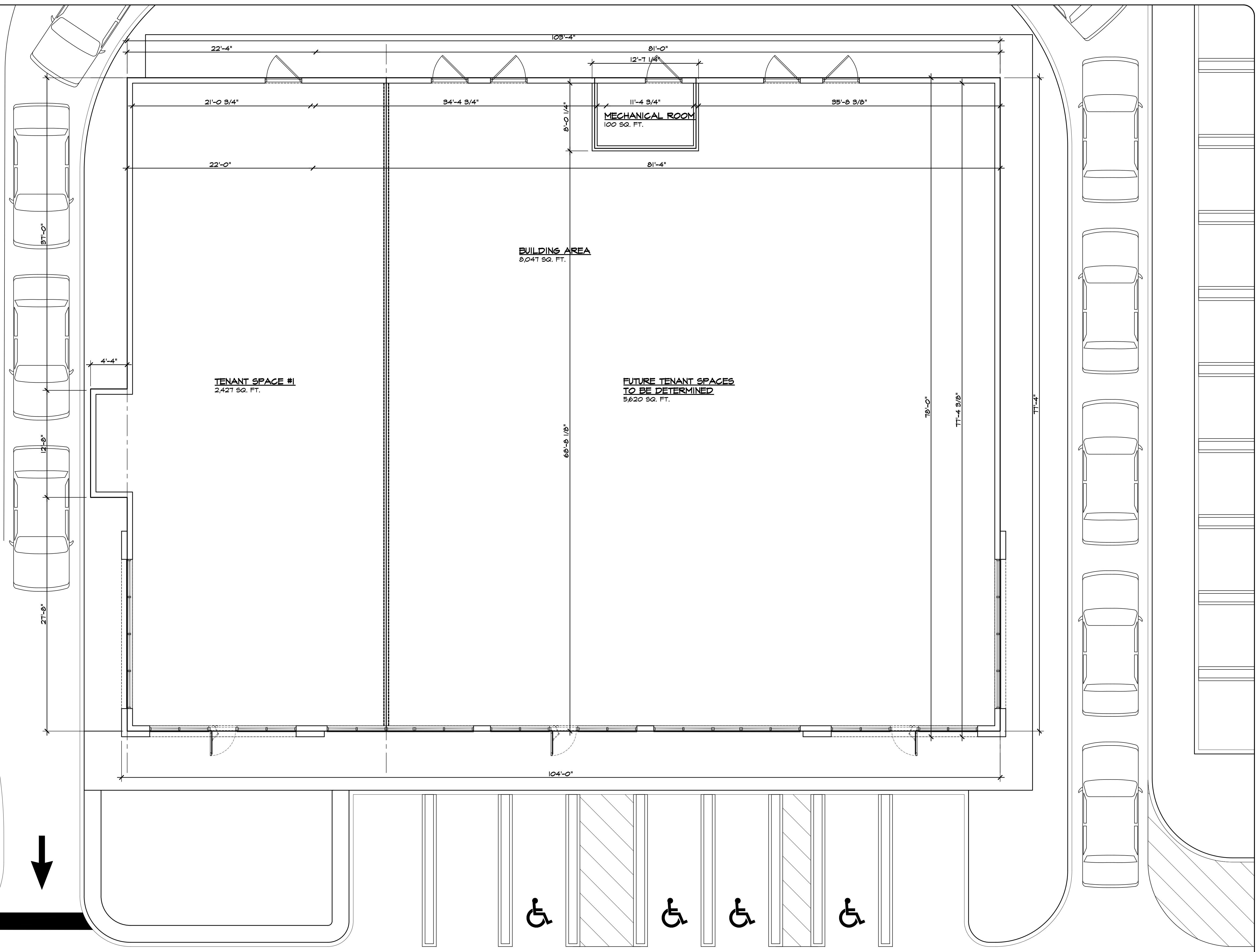
INTERIOR SEWER LATERAL DROP CONNECTION



MARION HOWELLS OCEOLA GENOA
Sewer and Water Authority

STANDARD DETAILS

Scale: NONE
 Issued Date JANUARY - 2014
 UPDATED: MAY 2015
 UPDATED: FEBRUARY 2016
 UPDATED: APRIL 2016
 UPDATED: OCTOBER 2017
 UPDATED: FEBRUARY 2019





GUMMA GROUP
DESIGNERS BUILDERS

www.GUMMAGROUP.net

7419 Middlebelt Road, Suite 4
West Bloomfield, MI 48322
(248) 865-5555 Fax (248) 865-5015

Project:
MEIJER OUTLOT

3883 E GRAND RIVER AVE
GENOA CHARTER TOWNSHIP
LIVINGSTON COUNTY, MI 48843

Designed R. K.

Drawn R. K.

Approved S. S. P.E.

Scale AS NOTED

Notes

All drawings and written material appearing herein constitute original and unpublished work of Gumma Group and may not be duplicated, used or disclosed without the written consent of Gumma Group.

Do not scale drawings. Use given dimensions only. If not shown, verify correct dimensions with Gumma Group. Contractor shall check and verify all dimensions and conditions at job site.

Project No. JOB#: 25-###

Issued

OWNER REVIEW	10/28/2025
OWNER REVIEW	12/18/2025
OWNER REVIEW	05/13/2026
SPA	05/18/2026

Sheet Title and Number
FLOOR PLAN

A-100

Project:
MEIJER OUTLOT

3883 E GRAND RIVER AVE
GENOA CHARTER TOWNSHIP
LIVINGSTON COUNTY, MI 48843

Designed R. K.
Drawn R. K.
Approved S. S. P.E.
Scale AS NOTED

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Project No. _____ JOB#: 25-###

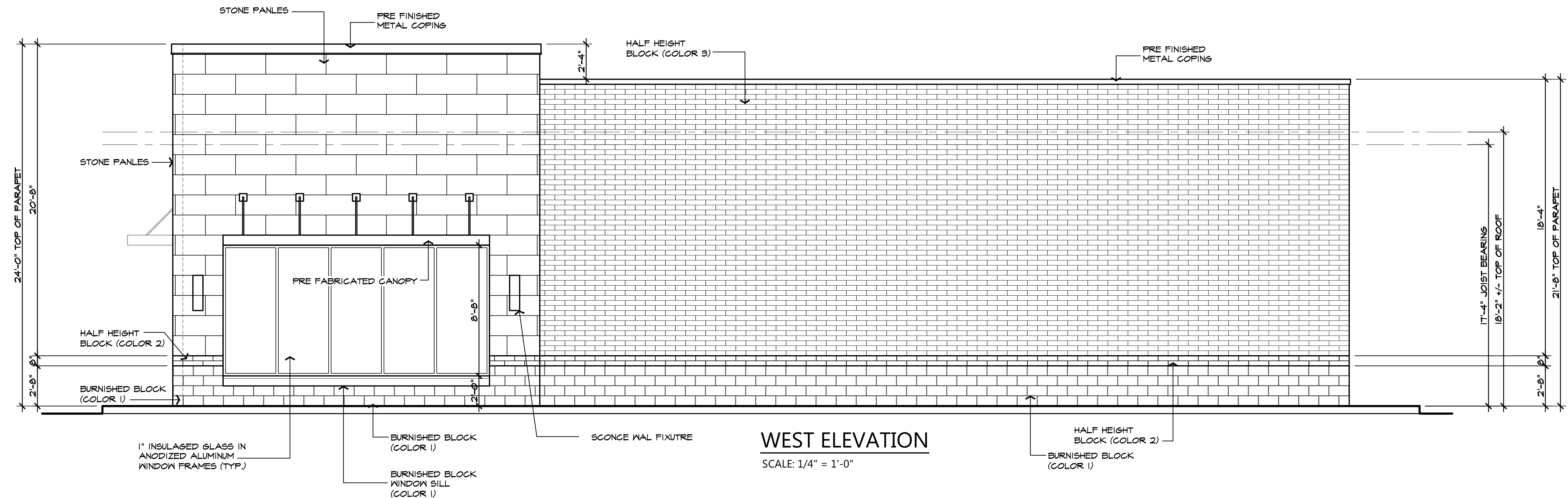
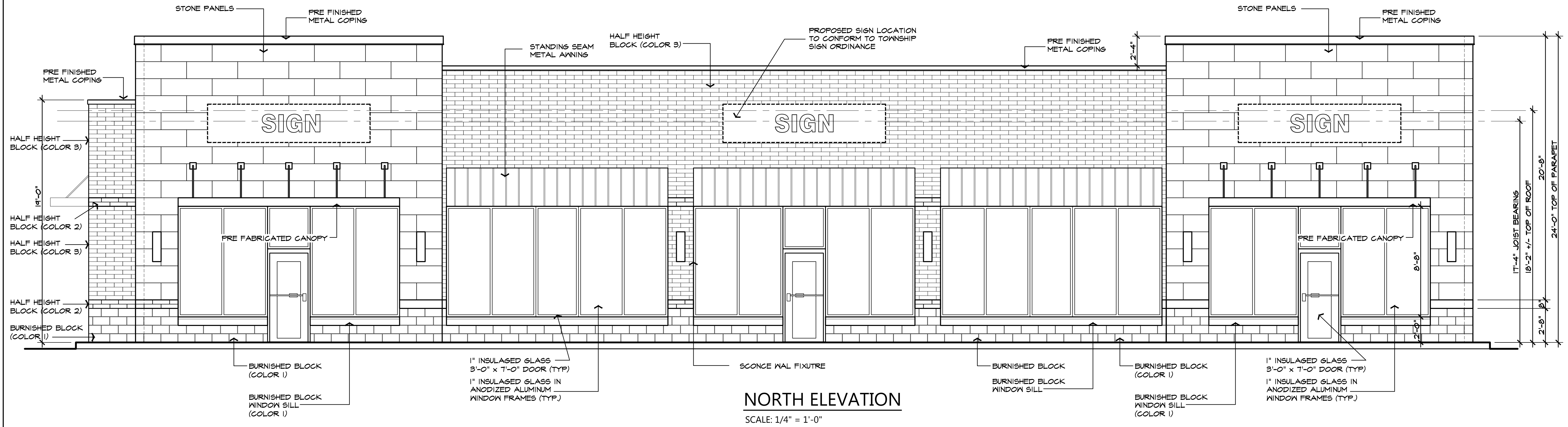
Issued

OWNER REVIEW	10/28/2025
OWNER REVIEW	11/14/2025
OWNER REVIEW	12/15/2025
OWNER REVIEW	12/18/2025
OWNER REVIEW	05/13/2026
SFA	05/18/2026

Sheet Title
and Number

ELEVATION

A-200



Project:
MEIJER OUTLOT

**3883 E GRAND RIVER AVE
GENOA CHARTER TOWNSHIP
LIVINGSTON COUNTY, MI 48843**

Designed R.K.

Drawn R.K.

Approved S.S. P.E.

Scale AS NOTED

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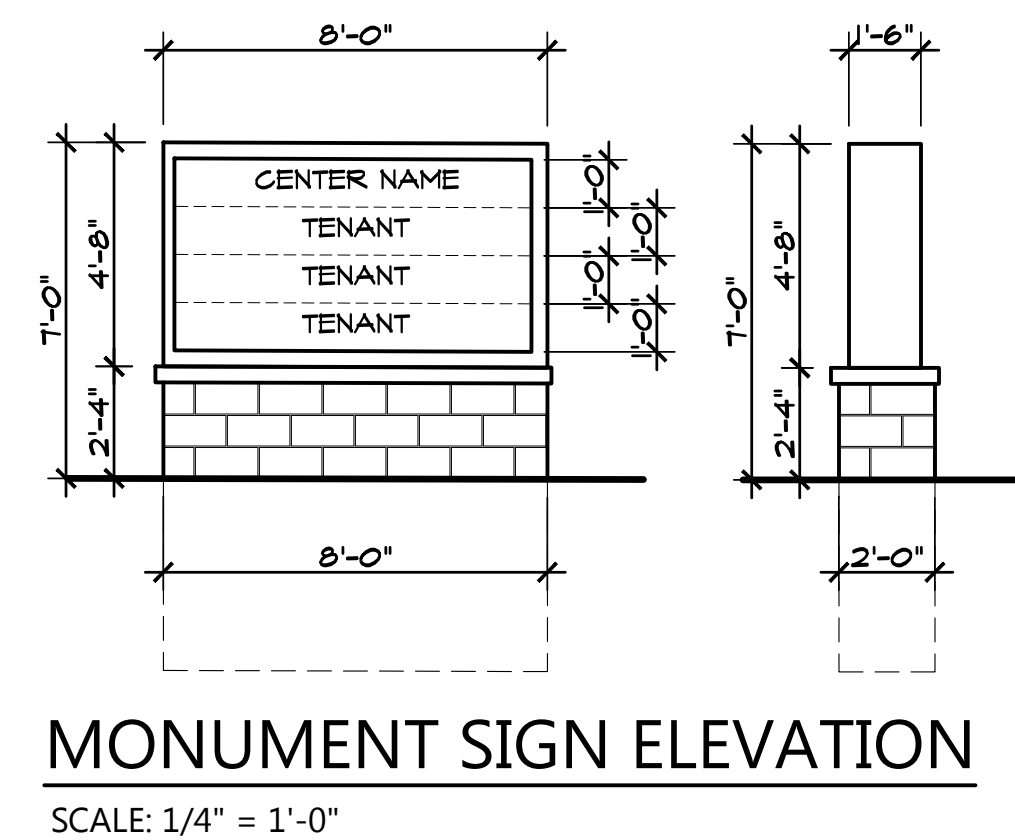
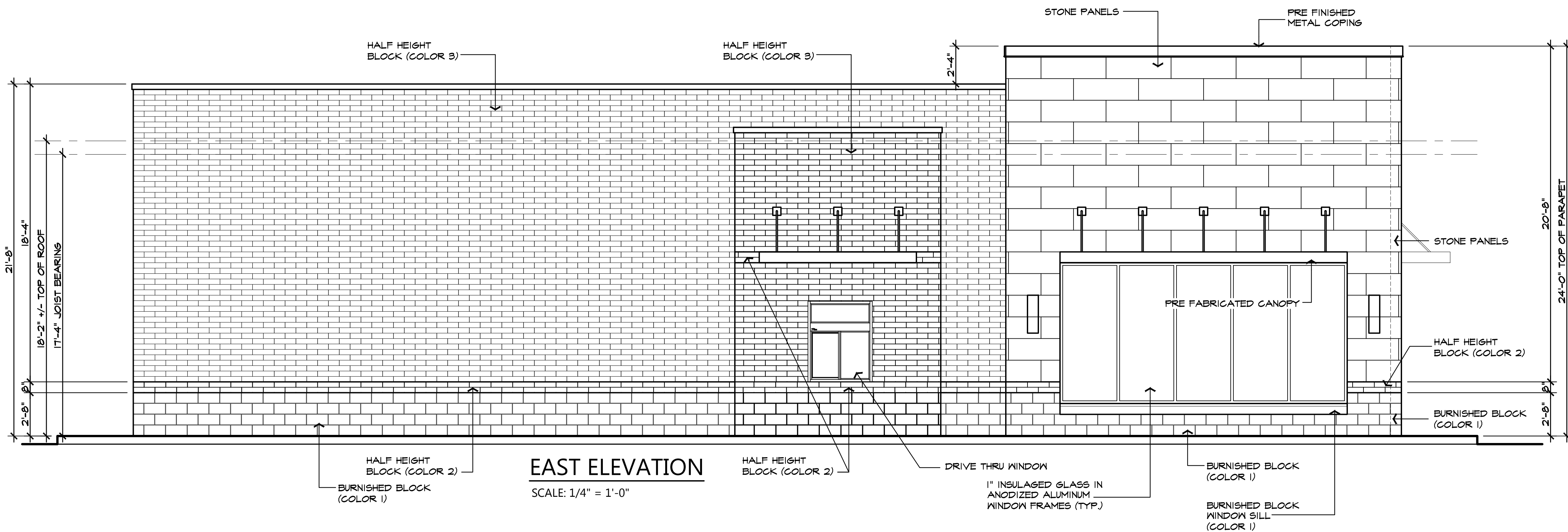
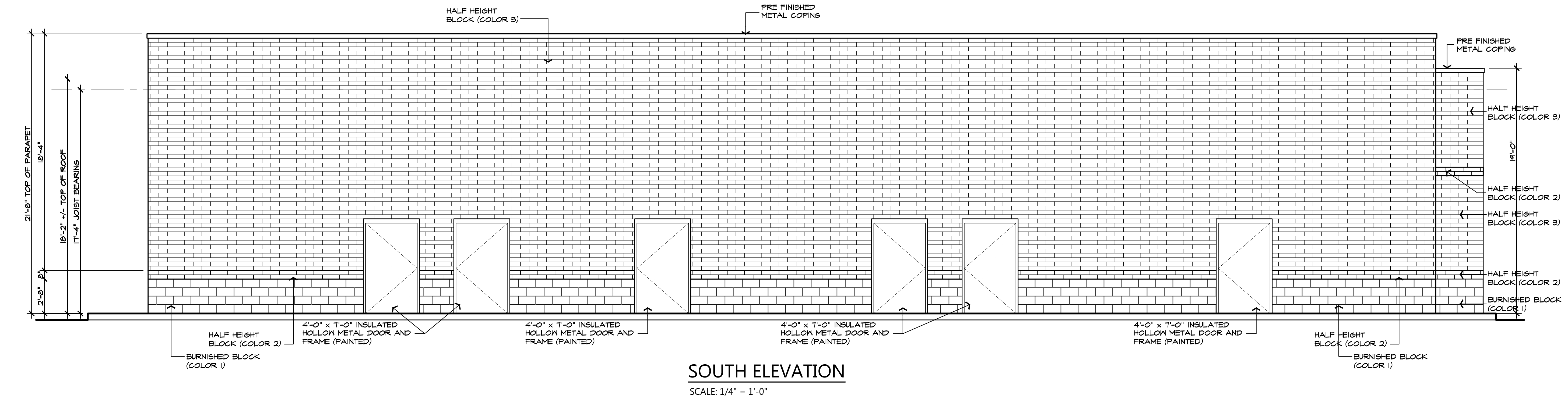
Project No. _____ **JOB#:** 25-###

Issued	
OWNER REVIEW	10/28/2025
OWNER REVIEW	11/14/2025
OWNER REVIEW	12/15/2025
OWNER REVIEW	12/18/2025
OWNER REVIEW	05/13/2026
SPA	05/18/2026

Sheet Title
and Number

ELEVATION

A-200





SIGN

SIGN

SIGN

SIGN

**TOWNSHIP PLANNING COMMISSION
Public Hearing
August 10, 2026**

MINUTES

Call to Order

Vice-Chairman Rauch called the meeting of the Genoa Charter Township Planning Commission to order at 6:32 p.m. at the township hall.

Pledge of Allegiance

The Pledge of Allegiance was recited.

Roll Call

The following members were present constituting a quorum for the transaction of business: Vice Chairman Eric Rauch, Tim Chouinard, Michael Hadjinian, Glynis McBain, Marianne McCreary, Greg Rassel, and Bill Reiber.

Also present were Planning Director Amy Ruthig, Planning Coordinator Bobby Foster, Brian Borden of Safebuilt, Sydney Streveler from Tetra Tech, and 12 people in the audience.

Election

Vice-Chairman Rauch stated the Chairperson seat is vacant at this time so one will need to be elected. He does not want to be Chairperson as he would prefer to be an active member of the Planning Commission. He recommended Marianne McCreary be nominated as Chairperson. Commissioner Reiber cannot be chairperson because he is a trustee on the township board. Commission McBain supported the recommendation for Marianne McCreary.

Moved by Rassel, seconded by Chouinard, to elect Marianne McCreary as Chairperson. **The motion carried unanimously.**

Moved by Rassel, supported by Chouinard, to elect Glynis McBain as Secretary. **The motion carried unanimously.**

All Commissioners provided a review of their personal lives and professional experiences, including those with Genoa Township.

Approval of the Agenda

Moved by Commissioner Rassel, supported by Commissioner Reiber, to approve the agenda as presented. **The motion carried unanimously.**

Declaration of Conflict of Interest: None

Call to the Public

The call to the public was opened at 6:46 pm with no response.

OPEN PUBLIC HEARING # 1...Consideration of a special land use application, environmental impact assessment and site plan for a proposed drive-through coffee shop in the Grand River Plaza. The property is located at 3599 Grand River Avenue, north side of Grand River Avenue, west of Latson Road. The request is petitioned by Carly Detar, OLIO Dev. Grp.

- A. Recommendation of Special Use Application
- B. Recommendation of Environmental Impact Assessment
- C. Recommendation of Site Plan

Mr. Joe Horton, the engineer and architect, for the applicant stated they would like to build a drive through coffee business in front of the Hobby Lobby property. They will meet all of the comments and conditions contained in the consultants' review letters.

Mr. Borden reviewed his letter dated July 30, 2026.

1. Special Land Uses (Section 19.03):
 - A. The special land use standards of Section 19.03 are generally met.
 - B. In order to make favorable findings related to compatibility and impacts, the use conditions of Section 7.02.02(j) must be met to the Commission's satisfaction.
 - C. The applicant must address any comments provided by the Township Engineer or Brighton Area Fire Authority regarding public facilities and services.
2. Drive-Through Use Conditions (Section 7.02.02(j)):
 - A. The use conditions of Section 7.02.02(j) are generally met.
 - B. The Planning Commission has the authority to waive/modify the 500-foot spacing requirement between drive-throughs.
3. Site Plan Review:
 - A. The applicant should be prepared to present building material and color samples to the Commission for their review/approval. Colored renderings were shown.
 - B. The applicant must provide the Commission with evidence supporting a further reduction in parking for the Plaza, per Section 14.02.04.
 - C. He requests the applicant confirm that no building mounted lighting is proposed. Details need to be provided for the proposed light poles and light fixtures.
 - D. One of the ornamental trees depicted on the landscape plan must be increased in size to a canopy tree for full compliance.
 - E. There are inconsistencies between the plant schedule and landscape plan that must be corrected.
 - F. Refuse removal will need to be scheduled for off-peak/business hours to avoid conflicts.
 - G. The location and details of the concrete base pad for the waste receptacle must be depicted on the plan.
 - H. He suggests the site plan submittal include a compliant sign package.
 - I. The applicant must address any site plan comments provided by the Township Engineering and/or Brighton Area Fire Authority.

There was a discussion regarding the parking reduction. The PUD shows two outlots, so there could be further reduction in available spaces when that is developed. Mr. Horton stated 95 percent of their business is drive through service. There will be very few customers who park

and stay at the restaurant. There will be no speaker boxes for ordering. Employees are outside taking orders.

Ms. Streveler reviewed her letter dated August 4, 2026.

1. Profiles should be provided for all proposed storm sewers with information as required from Livingston County Drain Commissioner standards. The hydraulic gradient should be shown in the profile.
2. Callout 13 on the utility plan indicates that there is a 4-inch storm pipe proposed. Minimum size for private storm main is six inches and should be updated accordingly.
3. Storm sewer details such as catch basins, storm cleanouts, slope channel, etc. should be provided for review.
4. Parking lot details, such as pavement cross sections, sidewalk cross sections, curb and gutter, should be provided for review.

The Brighton Area Fire Authority Fire Marshal's letter dated August 4 states that the petitioner has addressed all of his previous comments.

Commissioner Reiber questioned if there were garbage cans on the outside of the building and Mr. Horton was unsure but does not believe there are.

There was a discussion regarding a cross access easement with the Meijer property to the east and what will cause that easement to be put into place.

The call to the public was opened at 7:20 pm with no response.

Moved by Commissioner Rauch, supported by Commissioner Chouinard, to recommend to the Township Board approval of the Special Use Application for a proposed drive-through coffee shop in the Grand River Plaza at 3599 Grand River Avenue as this Planning Commission finds the use standards of Section 19.03 are generally met and the requirements of Section 7.02.02(j) are met to the satisfaction of the Planning Commission, and a waiver for the 500 foot from other drive throughs can be granted because of the internal road network and lack of access to a public road. For this project. **The motion carried unanimously.**

Moved by Commissioner Rauch, supported by Commissioner Rassel, to recommend to the Township Board approval of the Environmental Impact Assessment for a proposed drive-through coffee shop in the Grand River Plaza at 3599 Grand River Avenue, conditioned upon the addition of the date on the document. **The motion carried unanimously.**

Moved by Commissioner Rauch, supported by Commissioner Rassel, to recommend to the Township Board approval of the Site Plan dated May 27, 2026 for a proposed drive-through coffee shop in the Grand River Plaza at 3599 Grand River Avenue, conditioned upon the following:

- The reduction of spaces for the overall property by 49 is sufficient in this instance because of the varying peak business hours of the properties.
- All future submittals will require an overall parking plan that demonstrates the business hours and the parking needs of the overall parcel and how new projects impact that.
- Refuse removal on the subject property will be during closed hours only.
- More concrete will be added in the front of the dumpster

- Signs on future renderings for submissions will meet requirements of the township ordinance to clarify intent.
- The petitioner will meet all requirements of the Fire Marshal's letter dated August 4, 2026 prior to issuance of a Land User Permit.
- The petitioner will meet all requirements of the township engineer's letter from August 4, 2026 prior to issuance of a Land User Permit.
- The petitioner will meet all requirements of the township planner's letter dated July 29, 2026 prior to issuance of a Land User Permit.
- The Planning Commission wants to make notice of its intent to create a connection between this overall property and the Meijer property as previous approvals have suggested to and it is incumbent upon the property owner to make those improvements when all agreements have been put in place.

The motion carried unanimously.

OPEN PUBLIC HEARING # 2... Consideration of an environmental impact assessment and site plan for a proposed 5,940 sq. ft. administrative office building for the MHOG Water Authority. The property is located at 900 Chilson Road, west side of Chilson Road, south of Grand River Avenue. The request is petitioned by MHOG.

- A. Recommendation of Environmental Impact Assessment
- B. Disposition of Site Plan

Dr. Greg Tatara of MHOG, Mr. Jason Lipa of Schafer Construction, Mr. Joe White of CivilWorks, and Ms. Katy Rupp of Fika Architects were present. Dr. Tatara provided a review of MHOG and the needs for the proposed building. Ms. Rupp showed colored renderings and building material samples.

Mr. Borden reviewed his letter dated July 31, 2026.

1. The amount of siding exceeds the limit for new buildings in the PRF; however, the Commission may allow the proposal based on a finding that it is in keeping with the intent and purpose of the Ordinance.
2. Building materials and color schemes are subject to review and approval by the Planning Commission.
3. The amount of parking proposed requires Planning Commission approval, per Section 14.02.06. The petitioner has provided information for the need for this parking in their response letter.
4. The Commission may allow existing trees and vegetation in lieu of new greenbelt tree plantings; however, there are large, mature trees on this site, so that can be included in the landscape requirement.
5. The applicant must address any comments provided by the Township Engineer and/or Brighton Area Fire Authority.

Ms. Streveler stated the petitioner has addressed all of her previous comments.

The BAFA Fire Marshal's letter dated July 31 states that the petitioner has addressed all of his previous comments.

Chairperson McCreary read a response from Fika Architects addressing the vinyl siding overage. Commissioner Chouinard stated the developer did a nice job with the building design.

Ms. Ruthig advised that, while the final decision is with the Planning Commission, staff told the applicant to present the drawings with the additional siding because the design of the building will fit with the residential homes in the area.

The call to the public was opened at 7:43 pm with no response.

Commissioner Rauch asked for assurances that the screening will fully screen the sewer treatment plant. Dr. Totorra stated the buildings of the current wastewater treatment plant sit lower than the roadway so only the top of the roofs can be seen from Challis Road.

There was a discussion regarding what signage is proposed. There is currently a sign for the plant, so the current sign may be amended. There will not be any signage on the building.

Moved by Commissioner Rauch, supported by Commissioner Chouinard, to recommend to the township board approval of the Environmental Impact Assessment dated June 23, 2026 for a proposed 5,940 sq. ft. administrative office building for the MHOG Water Authority located at 900 Chilson Road. **The motion carried unanimously.**

Moved by Commissioner Rauch, supported by Commissioner Rassel, to approve the Site Plan dated July 21, 2026 for a proposed 5,940 sq. ft. administrative office building for the MHOG Water Authority located at 900 Chilson Road, with the following conditions:

- The Planning Commission finds it appropriate to approve the deviation of building materials to match the existing character of the surrounding area, with the limitation of no wall signs.
- The request for additional parking over the 22 required spaces to 40 be granted so the building can function as intended.
- The existing vegetation is acceptable screening in lieu of new screening materials.
- The petitioner will meet all requirements of the Fire Marshal's letter dated July 31, 2026 prior to issuance of a Land User Permit.
- The petitioner will meet all requirements of the township engineer's letter from August 4, 2026 prior to issuance of a Land User Permit.
- The petitioner will meet all requirements of the township planner's letter dated July 31, 2026 prior to issuance of a Land User Permit.

The motion carried unanimously.

OPEN PUBLIC HEARING #3... Consideration of an environmental impact assessment, PUD amendment and site plan for a proposed parking lot expansion for the existing Trinity Health Hospital. The property is located at 7575 Grand River Avenue, north side of Grand River Avenue, west of Hacker Road. The request is petitioned by Trinity Health.

- A. Recommendation of Environmental Impact Assessment
- B. Recommendation of Site Plan
- C. Recommendation of PUD Amendment

Ms. Tiffany Spano of Trinity Health and Mr. Tristan Larsen of PEA Group were present. Ms. Spano stated they would like to add 318 additional parking spaces. These were banked parking spaces that were on the original submittal for the hospital. Based on their current volumes the original parking was not adequate for their staff parking. She stated the plans submitted this

evening show the parking and an underground detention pond to accommodate this additional impervious surface and future additional growth.

Mr. Larsen stated they have received the comments from the township engineer. He provided a review of the project.

Mr. Borden reviewed his letter dated August 7, 2026.

1. PUD Agreement
 - A. The appliance must provide an amendment to the PUD Agreement addressing the contents of this request.
 - B. The applicant must address any comments put forth by the Township Attorney. Ms. Ruthig stated the attorney has reviewed it and there is one minor change, to change Genoa "Charter" Township.
2. PUD Site Plan
 - A. The petitioner is proposing to remove and transplant 20 trees, so he suggests the Planning Commission make a condition that if any of those trees do not survive in the first year, they shall be removed and replaced.
 - B. He requests that the applicant confirm that light poles and fixtures match existing conditions for continuity throughout this PUD.
 - C. The Commission should consider comments provided by the Township Engineer and/or Brighton Area Fire Authority.
 - D. He recommends the future development items depicted on the site plan be removed.

Ms. Streveler reviewed her letter dated August 4, 2026. She noted that she has received a response letter from the applicant today and some of these items have been addressed. She will need to see revised plans.

1. The land use summary table on the cover sheet indicates the proposed plans will decrease the impervious area; however, it will be increased. The table should be updated as necessary.
2. Easements should be provided and shown in plans for proposed storm if required by LCDC.
3. Drainage areas for CB 9 and 11 exceed the maximum drainage area allowed for the inlet type assumed by Genoa Township Engineering Standards for open areas. A double inlet should be added in both locations to meet the drainage requirements and avoid ponding during rain events.
4. Soil borings should be provided for the proposed underground detention system as required by the Township's Engineering Standards. Soil borings shall be provided to a depth of 20 feet below the proposed bottom elevation and documented groundwater elevations provided.
5. Structural calculations should be provided where the underground detention is located under pavement to ensure the system will not fail under normal loading conditions.
6. A system maintenance plan shall be submitted to ensure the underground detention will be taken care of properly.
7. Additional pot elevations or slope arrows should be provided within the proposed parking lot to ensure grades meet Genoa Township Engineering Standards.
8. The township requirements define the minimum subbase thickness for sidewalk as six inches. The sidewalk details provided do not meet this requirement and should be updated accordingly.

9. For the asphalt cross sections, the subbase thickness and material should be called out and meet Genoa Township Standards.
10. The asphalt cross sections show the bond coat to be 0.05 Gal/SY. Genoa Township Engineering Standards require that the bond coat be 0.10 Gal/SY and should be updated accordingly.

The Brighton Area Fire Authority Fire Marshal's letter dated August 3 states "*The fire authority has no objection to the proposed parking lot expansion. As the drives are not emergency vehicle access, they are not required to meet width and radius dimensions. Improvements will be required if the "future development" area is developed*".

Chairperson McCreary asked the applicant if they anticipated the growth to be this quick and will these spaces be adequate at this time. Ms. Spano stated they have increased the number of beds in the hospital and this additional parking is needed for employees. They want to ensure that employees park in the back of the building to allow adequate parking for patients. Commissioner Rauch stated the original PUD allowed for 1,064 spaces and 800+ have been constructed and the request this evening is for 1,109 parking spaces so it is an additional 45 spaces over the original PUD. He stated that all but 45 of these spaces have already been approved as they were shown as bank parking. That justifies the request being made this evening.

Commissioner Reiber asked if there would be additional parking needed. Ms. Spano stated they submitted plans with this request showing their proposed additional expansion. They will have space to the east to add additional parking if needed.

The call to the public was opened at 8:16 pm with no response.

Moved by Commissioner Rauch, supported by Commissioner Chouinard, to recommend to the Township Board approval of the Environmental dated July 2, 2026 for a proposed parking lot expansion for the existing Trinity Health Hospital. **The motion carried unanimously.**

Moved by Commissioner Rauch, supported by Commissioner Rassel, to recommend to the Township Board approval of the Site Plan dated July 14, 2026 for a proposed parking lot expansion for the existing Trinity Health Hospital as Planning Commission finds the approval of the banked parking plus the additional 45 parking spaces to be acceptable with the intent and the needs and capacity operations of the Trinity Health Livingston Hospital. This approval is conditioned upon the following:

- Any trees marked as transplanted need to survive their first year or be replanted with the same species of trees.
- There is consistency in the site lighting throughout the entirety of the site.
- Any areas on the plans identified as future development areas be removed so it clarifies the intent of this submittal.
- The petitioner will meet all requirements of the Fire Marshal's letter dated August 3, 2026 prior to issuance of a Land User Permit.
- The petitioner will meet all requirements of the township engineer's letter from August 4, 2026 prior to issuance of a Land User Permit.

- The petitioner will meet all requirements of the township planner's letter dated August 7, 2026 prior to issuance of a Land User Permit.

The motion carried unanimously.

Moved by Commissioner Rauch, supported by Commissioner Rassel, to recommend to the Township Board approval of the PUD amendment for a proposed parking lot expansion for the existing Trinity Health Hospital with the following conditions:

- The petitioner will meet all requirements of the Fire Marshal's letter dated August 3, 2026 prior to issuance of a Land User Permit.
- The petitioner will meet all requirements of the township engineer's letter from August 4, 2026 prior to issuance of a Land User Permit.
- The petitioner will meet all requirements of the township planner's letter dated August 7, 2026 prior to issuance of a Land User Permit.
- The petitioner will meet all requirements of township staff and the township attorney prior to issuance of a Land User Permit.

The motion carried unanimously.

OPEN PUBLIC HEARING #4... Consideration of an environmental impact assessment and site plan for a proposed 6,515 sq. ft. building with 8 vehicle bays for a minor auto repair establishment in the existing Livingston Commons Phase 2 Planned Unit Development. The property is located on the south side of Grand Oaks Drive and west of S. Latson Road. The request is petitioned by Zaremba Group, LLC.

A. Recommendation of Environmental Impact Assessment

B. Recommendation of Site Plan

Mr. Justin Bruce of the Zaremba Group and Ms. Whitney Pizzala of AR Engineering were present. Mr. Bruce stated they will meet all of the comments from the consultants' and Fire Marshal's letters. They provided colored renderings and proposed building material samples.

Mr. Borden reviewed his letter dated July 31, 2026.

1. Use Conditions (Section 7.02.02(k)):
 - A. He suggests that approval of the land division request be included as a condition (if favorable action is considered).
2. The applicant must address any comments from the Brighton Area Fire Authority and obtain all necessary permits related to the storage of hazardous materials.
3. Site Plan Review:
 - A. Building materials and colors are subject to review/approval by the Planning Commission.
 - B. They meet the parking requirements; however, he suggests the two parallel parking spaces proposed be reserved for employees only.
 - C. The landscape plan is slightly deficient in buffer zone and parking lot plantings. Additional shrubs are provided that offset the buffer zone deficiency; however, he suggests the applicant provide the additional two trees; however, there is not sufficient room in the parking lot for them, so they should be placed somewhere else on the site.
 - D. The applicant must address any comments provided by the Township Engineer and/or Brighton Area Fire Authority.

Ms. Streveler reviewed her letter dated August 4, 2026

1. Plans should be signed and sealed.

2. Easements should be provided for any public proposed storm sewer as required by LCDDC Standards. We recommend that the petitioner address the above comments and resubmit for additional review. Please call or email if you have any questions.

Commissioner Reiber questioned this proposed business's compatibility with the surrounding businesses. Commissioner Chouinard stated there are vehicle repair type businesses down Grand Oaks Drive. Commissioner McBain sees that the business , building design and materials align with the surrounding businesses. Commissioner Hadjinian agrees.

The Fire Marshal's letter dated July 21, 2016 states:

1. The building shall be provided with an automatic sprinkler system in accordance with NFPA 13, Standard for the Installation of Automatic Sprinkler Systems.
 - A. The FDC shall be located on the front of the building (Grand Oaks).
 - B. The location, size, gate valve, and connection of the fire protection lead shall be indicated on the utility site plan. The fire protection line shall be a minimum of 6".
 - C. A hydrant shall be located within 100' of the fire department connection. (This appears to be in compliance.)
2. The access drive into the site and the future connection drive to the adjacent site shall be at least 26 feet wide. With a width of 26 feet, one side (building side) of the drive shall be marked as a fire lane. Access roads to the site shall be provided and maintained during construction. Access roads shall be constructed to support the imposed load of fire apparatus weighing at least 84,000 pounds. (This appears to be in compliance.)
3. Access around the building shall provide emergency vehicles with a turning radius of 50 feet outside and 30 feet inside. Vehicle circulation shall account for non-emergency traffic and keep vehicles within the lanes of travel. (This appears to be in compliance.)
4. A minimum vertical clearance of 13½ feet shall be maintained along the length of all apparatus access drives. This includes but is not limited to 5. Future project submittals shall include the project's address and street name in the title block. (This appears to be in compliance.)
6. The building shall include the building address on the building. The address shall be a minimum of 6" high letters of contrasting colors and be clearly visible from the street. The location and size shall be verified prior to installation.
7. The location of a Knox Box shall be indicated on future submittals. The Knox Box shall be located adjacent to the main entrance of the structure, in a location coordinated with the fire authority.
8. During the construction process, the building will be evaluated for emergency responder radio signal strength. If coverage is found to be questionable or inadequate; the contractor or the building owner shall hire an approved contractor to conduct a grid test of the facility. If the signal strength coverage is found to be non-compliant, an approved emergency responder radio coverage system shall be provided in the building.
9. Provide names, addresses, phone numbers, numbers, emails of owner or owner's agent, contractor, architect, on-site project supervisor.

Chairperson McCreary asked about the traffic impact. Ms. Pizzala reviewed the results of the traffic analysis and based on the low impact, it does not require a traffic study be performed.

There was a discussion regarding the cross access easements. Mr. Bruce stated this will be completed when the land is sold. Commissioner Rauch stated this will be a requirement of the land division.

The call to the public was opened at 8:42 pm with no response.

Ms. Ruthig showed the list of uses allowed in this PUD.

Moved by Commissioner Rauch, supported by Commissioner Chouinard, to recommend to the township board approval of the environmental impact assessment dated June 19, 2026 for a proposed 6,515 sq. ft. building with eight vehicle bays for a minor auto repair establishment in the existing Livingston Commons Phase 2 Planned Unit Development. **The motion carried unanimously.**

Moved by Commissioner Rauch, supported by Commissioner Chouinard, to recommend to the township board approval of the site plan dated July 20, 2026 for a proposed 6,515 sq. ft. building with eight vehicle bays for a minor auto repair establishment in the existing Livingston Commons Phase 2 Planned Unit Development, with the following conditions:

- The land division required for this project shall be completed prior to the issuance of a Land Use Permit.
- The land division will include the cross access easements required to accommodate the site plan as presented.
- The Planning Commission finds the building materials to be satisfactory and meet the intent of the ordinance.
- The two parallel parking spots on the west side of the site be identified as employee parking only.
- Two more parking lot trees will be established within the landscape plan.
- The Planning Commission finds that the use conditions of 7.02.02(k) meets the intent of the ordinance.
- The petitioner will meet all requirements of the Fire Marshal's letter dated July 22, 2026 prior to issuance of a Land User Permit.
- The petitioner will meet all requirements of the township engineer's letter from August 4, 2026 prior to issuance of a Land User Permit.
- The petitioner will meet all requirements of the township planner's letter dated July 31, 2026 prior to issuance of a Land User Permit.

The motion carried unanimously.

ADMINISTRATIVE BUSINESS:

Staff Report

Ms. Ruthig stated there will be two items on the September agenda.

She will be meeting with the acoustic consultant who will provide information to help the township with developing the data center ordinance. They will be attending the September meeting.

Approval of the June 8, 2026 Planning Commission meeting minutes

Needed changes were noted.

Moved by Chairperson McCreary, supported by Commissioner Rauch, to approve the June 8, 2026 Planning Commission meeting minutes as amended. **The motion carried unanimously.**

Member Discussion

Commissioner Rauch stated that two of the four items this evening had parking issues. Perhaps this is a part of the ordinance that should be reviewed.

Adjournment

Moved by Commissioner Rassel, seconded by Commissioner Reiber, to adjourn the meeting at 9:02 pm. **The motion carried unanimously.**

Respectfully Submitted,

Patty Thomas, Recording Secretary