GENOA CHARTER TOWNSHIP
PLANNING COMMISSION
PUBLIC HEARING
NOVEMBER 9, 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.)*

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 (9-16-26)
C. Recommendation of Conceptual PUD Plan (9-16-26)

ADMINISTRATIVE BUSINESS:

- Staff Report
- Approval of October 13, 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.

GENOA CHARTER TOWNSHIP
Application for Site Plan Review

TO THE GENOA TOWNSHIP PLANNING COMMISSION AND TOWNSHIP BOARD:

APPLICANT NAME & ADDRESS: Howell Outlot 1, LLC, 27725 Stansbury St, #170, Farmington Hills, MI 48334

If applicant is not the owner, a letter of Authorization from Property Owner is needed.

OWNER'S NAME & ADDRESS: Meijer, Inc., 2929 Walker Ave NW, Grand Rapids, MI 49544-9428

SITE ADDRESS: Vacant w/ No Address PARCEL #(s): Part of 4711-05-400-063

APPLICANT PHONE: [redacted] OWNER PHONE: [redacted]

OWNER EMAIL: [redacted]

LOCATION AND BRIEF DESCRIPTION OF SITE: The proposed site is located within the southeast area of the Meijer property within the underutilized parking area. The proposed area is 1.68 acres (gross) / 1.53 acres (net).

BRIEF STATEMENT OF PROPOSED USE: The proposed project consists of a single-story 8,037 square foot multi-tenant retail center with an end-cap drive-thru. Adequate vehicular stacking is accomodated for with the drive-thru. A small outdoor patio is included.

THE FOLLOWING BUILDINGS ARE PROPOSED: Single-story 8,037 square foot multi-tenant retail center with an end-cap drive-thru.

I HEREBY CERTIFY THAT ALL INFORMATION AND DATA ATTACHED TO AND MADE PART OF THIS APPLICATION IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

BY: Ryan Duff, Howell Outlot 1, LLC

ADDRESS: 27725 Stansbury St, #170, Farmington Hills, MI 48334

Contact Information - **Review Letters and Correspondence shall be forwarded to the following:**

1.) Andy Andre of [redacted] at [redacted]
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: [redacted]

ADDRESS: [redacted]

A call to the public was made at 7:30 pm with no response.

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. he 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

Mr. Paul Weisberger, representing the applicant, Mr. Ryan Duff, the applicant, Mr. Andy Andre, of Triumph Engineering, and Ms. Julie Kroll, of Fleis & VandenBrink were present. Mr. Weisberger provided a review of the project and showed colored renderings and building material samples. He addressed the comments in the consultants' letters, noting that they will address their concerns prior to presentation to the township board.

Mr. Borden reviewed his letter dated September 9, noting the applicant has addressed many of his concerns. He stated this is the first step in the process, and many of his and Ms. Streveler's comments can be addressed during the final site plan review.

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.

Ms. Ruthig confirmed that the Schedule C table in the PUD does not need to be updated.

Ms. Streveler reviewed her letter dated September 10, 2026.

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. 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.

Mr. Reiber is concerned with the increase in traffic. Although it is only a five percent increase, it is still an increase. He asked why the drive thru lane is on the south side of the building and visible from Grand River. Mr. Andre stated this location is the ideal way to provide for the stacking for the drive thru lane.

Mr. Reiber asked why this petitioner is responsible for the cross access easement. Ms. Ruthig stated the Township is requiring Meijer to complete the easement because of the increase in traffic due to this development. She noted there is another proposed outlot project in the Hobby Lobby parking lot that will not be able to move forward until the connection is in place.

Mr. Hadjinian agrees that the connection will help with the traffic on Grand River and will benefit the patrons and businesses of both of these sites.

Chairperson McCreary read an email received today from MDOT regarding the traffic study. Ms. Kroll explained how the traffic study was performed. She has spoken to Mr. Fournier from MDOT and they agree that the intersection of Latson & Grand River is at capacity, there is no way to make improvements, and the cross connection is a benefit. She stated that outlots in a Meijer parking lot are complimentary uses. Drivers go from Meijer to the outlot or vice versa so it's not traffic for each separate use.

Chairperson McCreary does not agree with a traffic study that was done during the I-96 construction. Mr. Chouinard agrees. Mr. Reiber stated there is no data to show that the cross access easement will assist with the traffic.

Mr. Weisberger noted that the applicant will be paying for the completion of the cross access drive; Meijer is not going to do it.

Mr. Andre explained how they will address the light spill-over noted in Mr. Borden's letter.

The Brighton Area Fire Authority Fire Marshals letter dated August 28, 2026 states 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.

Chairperson McCreary reviewed a letter received from a resident in opposition to the project.

Mr. Reiber reviewed all the deviations that are being requested in the amended PUD. There were reasons why these were in the original agreement. He is not comfortable with this. Mr. Chouinard stated the deviations are caused by the building being built into an existing parking lot.

Mr. Chouinard stated that the cross access drive should help with the traffic but agrees that there is no data. Also, MDOT said that the traffic increase is not acceptable.

Ms. Kroll reviewed details of her traffic study, noting that this development will increase the traffic by 22 cars in the morning and 66 in the afternoon. She noted that the entire intersection is not rated an F, it is only the northbound traffic straight through the intersection. The entire intersection is rated D, which is acceptable in southeast Michigan. The increase of less than five percent at this intersection is negligible and would not be noticed.

Mr. Borden stated only three of the deviations listed in the PUD Agreement are actual deviations. Four of them are able to be waived by the Planning Commission.

The call to the public was made at 8:47 pm.

Mr. Matt Hurley of 4070 Brookstone Court stated that during the recent master plan activity, it was noted that there are many unused commercial properties in the area, so why do new buildings need to be built.

Ms. Debra Beattie 3019 Pineview Trail is concerned with the traffic. She does not want any more commercial development bringing more traffic. The cross access drive will not help.

The call to the public was closed at 8:51 pm.

Mr. Chouinard would like to have MDOT's approval. He agrees with the remainder of the project.

Mr. Hadjinian agrees with having MDOT's approval. He is in favor of the project. He questions if this will really generate that much more traffic.

Mr. Reiber reiterated that there is no data. He recommends filling in the vacant buildings before a new building is built.

Ms. Ruthig stated that staff tries to fill the empty buildings, but landlords charge high rent and do not care that their buildings sit empty.

Ms. Kroll stated she can work with MDOT to revise the report using 2023 traffic counts and adjust them for growth. Ms. Ruthig stated perhaps they can provide data for the impact of the completion of the cross access agreement.

Moved by Chouinard, supported by Hadjinian, to table Public Hearing #1, Items A, B, and C to allow the applicant to return with favorable findings of the traffic study and address the items in the consultants' letters. **The motion carried unanimously.**

ADMINISTRATIVE BUSINESS:

Staff Report

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

She showed photos provided by the business owner next to Truck & Trailer. She, Ms. Streveler, and a representative from the Drain Commission will be meeting on site tomorrow.

Approval of the August 12, 2026 Planning Commission meeting minutes

Needed changes were noted.

Moved by Reiber, supported by Chouinard, to approve the June 8, 2026 Planning Commission meeting minutes as amended. **The motion carried unanimously.**

Member Discussion

None

Adjournment

Moved by Hadjinian, seconded by Chouinard, to adjourn the meeting at 9:17 pm. **The motion carried unanimously.**

November 3, 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 #3)
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 9/16/26).

A. Summary

1. Amended PUD Agreement:

a. The revised draft Agreement includes a requirement to construct a cross-access connection with the development to the west.
b. 4 of the 9 dimensional deviations noted are allowed with Planning Commission approval (reduced parking setbacks, buffer zone width, and spacing between drive-through uses).
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, provided that the Commission finds that this amendment does not alter the previously established PUD qualification standards or the public benefit demonstrated for this site.
b. The proposal generally meets the MUPUD standards of Section 10.03.03.
c. The Commission should consider comments provided by the Township Engineer and/or Brighton Area Fire Authority.

3. Site Plan Comments:

a. Details for the outdoor eating area will need to be provided on the Final PUD Plan.
b. Details of the cross-access between Meijer and the commercial center to the west will need to be depicted on the Final PUD Plan.
c. Minor corrections are needed to the Impact Assessment with respect to the inclusion of a drive-through restaurant and the impervious surface ratio.

B. Proposal/Process/Background

The applicant proposes to create a new 1.68-acre outlot in the southeast corner of the existing Meijer property; an area currently occupied by parking that is seldom used.

The proposed outlot is intended for development of a multi-tenant commercial building, including a restaurant with a drive-through (5,620 square feet of gross floor area). 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.



Aerial view of site and surroundings (looking north)

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.

The request was originally presented to the Commission at their September 14, 2026 meeting. Following review, public comment, and discussion, the Commission postponed action on the request.

The main concern at that time was an objectionable review letter from MDOT based on the traffic study. More specifically, the initial traffic study demonstrated an unacceptable deterioration to the Level of Service (LOS) for certain approaches and movements.

At this time, the applicant has revised the traffic study and notes that deteriorated LOS is no longer expected. Accordingly, the Township received an email from MDOT noting their acceptance of the revised traffic study with 2 conditions:

- That the drive-through restaurant will be closed during the AM peak hour; and
- That the approval is only for the development requested.

Any changes to the conditions noted will require submittal of an updated traffic study for MDOT review (in addition to the potential need for Township approval).

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;
- Construction of a cross-access drive with the Grand River Plaza property to the west; 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.

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

It is important to note that of the 9 deviations noted, 4 of them are allowed with Planning Commission discretion. More specifically, the parking setbacks (items A and B), buffer zone width (item C), and spacing between drive-through uses (item E) are allowed with Commission approval.

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 information required by Ordinance.

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 however, the Commission should find that this amendment does not alter the previously established PUD qualification standards or the public benefit demonstrated for this site.
   - 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 (in our opinion).
   - 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, this PUD does not currently permit a restaurant with a drive-through; hence the request for amendment. The Ordinance contains use requirements for restaurants with drive-throughs (Section 7.02.02j) and outdoor seating (Section 7.02.02i), both of which will need to be me as part of the Final PUD Plan submittal (if the amendment is approved).
   - Based on the calculations provided on Sheet C3.1, the proposed Outlot will provide 45.7% 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. As previously noted, the project includes 5 dimensional deviations (building setback, no short-term waiting or dedicated RV spaces, a parking reduction for Meijer, and minor light spill-over) and use of Planning Commission discretion for 4 other items (parking setbacks, buffer zone width, and spacing between drive-through uses).

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/Commission use of discretion, conventional GCD dimensional requirements are 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, deviation/discretion is requested for the building setback and spacing between drive-through uses.
   - *Building.* The building is faced with masonry materials with decorative awnings and canopies.
   - *Parking.* The parking calculations provided generally meet the requirements of Section 14.04, with a deviation requested for the short-term waiting and designated RV spaces. Additionally, the revised submittal indicates a parking deficiency for the remaining Meijer property (136 spaces). The draft PUD Agreement includes this item as a requested deviation.
   - *Vehicular Circulation.* As previously noted, the revised draft Agreement requires construction of a cross-access drive between the Meijer site and adjacent commercial development to the west. Details of this connection need to be included in the Final PUD Plan.
   - *Lighting.* The lighting plan is generally consistent with the requirements of Section 12.03; however, there is relatively minor spill-over to the west in excess of Ordinance standards. The applicant indicated that the lighting is intended to serve both developments and that lighting will be on timers with motion sensors.
   - *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.
   - *Impact Assessment.* Paragraph B notes that the multi-tenant retail center is allowed in the PUD but does not mention the requested amendment to allow a drive-through restaurant. Additionally, the impervious surface ratio noted in Paragraph D (63%) does not match that of the site plan (54.3%).

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

Respectfully,
SAFEBUILT

Brian V. Borden, AICP
Planning Manager

TETRA TECH

November 3, 2026

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

Re: Meijer Outlot Retail Center
Site Plan Review No. 3

Dear Ms. Ruthig:

Tetra Tech conducted a review of the site plan submittal for Meijer Outlot Retail Center last dated September 16, 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:

PARKING LOT

1. 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.

TRAFFIC STUDY

1. 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 recommendation:
    a. At the intersection of Grand River Avenue and Latson Road, signal timing splits should be optimized during AM peak hour, to provide additional green time for the northbound approach phase and during PM peak hour, to provide additional green time for the west bound approach.

2. The traffic study provided by Fleis & VandenBrink had the following conclusions:
    a. Future condition analysis indicates all approaches and movements at the study intersections are expected to continue operating in a manner similar to the background conditions analysis with impact to the intersection of Latson Road and Figurski Drive. The eastbound left-turn and westbound approach are both expected to experience large increases in delays during PM peak hour.
    b. 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.
    c. With the implementation of the recommended signal timing optimization, all study intersection approaches and movements are expected to operate acceptably, at LOS D or better except for the westbound right-turn movement at Grand River Avenue and Latson Road which is expected to operate at an LOS F. However, with the recommended signal timing optimization, the turn lane is expected to improve from background condition operations, without the proposed development. Additionally, Sim

Tetra Tech
3497 Coolidge Road, East Lansing, MI 48823
Tel 517.316.3930 Fax 517.484.8140 www.tetratech.com

Traffic indicates that vehicles were observed to proceed through the intersection within 1-2 cycle lengths.

3. Tetra Tech conducted a review of the traffic study and has the following comments:
    a. No objections to how existing peak period traffic volumes were determined considering construction activities, and by extension, background (No Build) peak period volumes.
    b. No objections to the existing and background operational results.
    c. Trip Generation: It is recommended that supporting information for the statement/assumption the proposed fast-food restaurant will not operate during the AM should be included in the report.
    d. Trip Generation: While it is stated that the ITE pass-by rates were used, there is no information on pass-by for Land Use 822 Strip Retail Plaza, but no objection to utilizing the pass-by rate for Land Use 821 Shopping Plaza (a similar use). Also agree the forecast is likely conservative since Internal Capture with the existing Meijer was not performed.
    e. The northbound left-turn movement at Grand River & West Wal-Mart\Meijer driveways currently and would continue to operate during the PM peak hour, no mitigation measures (signal timing adjustments) were reviewed or discussed. Mitigation for this operation is recommended to be reviewed and discussed if acceptable operation cannot be obtained.
    f. The drive-through window service queue analysis includes several assumptions (service rate; portion of arrivals utilizing drive-through). It is recommended that supporting information or references to where these assumptions were obtained be included in the report.

4. MDOT has provided the following comments in regard to the traffic study:
    a. The Traffic Impact Study (TIS) is acceptable based on the current operational assumptions, specifically that the drive-through restaurant will remain closed during the morning peak hours. If there is any possibility that the restaurant could be used in the morning, the TIS should be amended to reflect that change.
    b. This TIS is only approved for the specific development currently proposed (on Strip Retail Plaza, 40k SF, and one Fast Food restaurant W/single Drive Thru (2,400 SF)). If any future expansion, development phases, or changes in the land use are planned an updated TIS evaluating the full scope of the build-out development must be submitted.

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

Sincerely,

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

November 2, 2026

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

RE: Meijer Outlet Retail Center
3883 E. Grand River Ave.
Site Plan Review

HOWELL OUTLOT 1, LLC
27725 Stansbury St. Suite 170
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 September 16, 2025. 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.

The southern access drive connected to the existing cross-access drive is only 24 feet wide and must be increased to a 26-foot clear width. This appears to be modified from the previous submittal.

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,



Rick Boisvert, CFPS
Fire Marshal

cc: Amy Ruthig (amy@genoa.org)

From: Fournier, Laurent (MDOT)
To: Bobby Foster
Cc: Heidelberg, Craig (MDOT)
Subject: Re: Meijer Out-Lot Revised Traffic Study
Date: Wednesday, October 28, 2026 4:08:10 PM
Attachments: image001.png

Bobby

MDOT has reviewed the 10/13/2026 revision of the Lorentzen PUD Amendment. Here are our comments :

1. The Traffic Impact Study (TIS) is acceptable based on the current operational assumptions, specifically that the drive-through restaurant will remain closed during the morning peak hours. If there is any possibility that the restaurant could be used in the morning, the TIS should be amended to reflect that change.

2. This TIS is only approved for the specific development currently proposed (one Strip Retail Plaza, 40k SF, and one Fast Food restaurant W/single Drive Thru (2,400 SF). If any future expansion, development phases, or changes in land use are planned, an updated TIS evaluating the full scope of the full build-out development must be submitted.

Hope it helps,

Let me know if you have any questions, or if you want to forward my comments to the developers.

Laurent Fournier

From: Fournier, Laurent (MDOT) <FournierL@michigan.gov>
Sent: Tuesday, October 27, 2026 12:46 PM
To: Bobby Foster <bobby@genoa.org>
Subject: Re: Meijer Out-Lot Revised Traffic Study

Thanks! I actually got the files today from f&v

I am basically don't with my review , just need to check the sync files

Laurent

Get Outlook for iOS

From: Bobby Foster <bobby@genoa.org>
Sent: Tuesday, 27 October 2026 12:34:48

From: Kelly VanMarter
To: Amy Ruthig; Bobby Foster
Subject: Fwd: Proposed restaurant in Meijer
Date: Tuesday, September 15, 2026 8:51:04 AM

Sent from my iPhone

Begin forwarded message:

> **From:** arlene kramer <keitharlene@me.com>
> **Date:** September 14, 2026 at 9:59:59 PM EDT
> **To:** Kelly VanMarter <kelly@genoa.org>
> **Subject: Proposed restaurant in Meijer**
>
> Kelly,
> I wasn't able to attend the meeting today 9/14 in person but was able to watch a part of it in you tube.I don't know if the township had made the decision but I live in Aster blvd across from where this place is being proposed which is Meijer parking out lot.I opposed this being built as it affects us directly living so close to the proposed site.This will make the traffic worse!Most residents probably doesn't care because they are not directly affected but I am. Not to mention do we need another burger place??? There's vacant spaces across from it why can't you try to fill those first.I think the area where I live is getting worse and worse. I hope the township is taking into consideration that it's near residential area.As in it's literally across from residential houses,apartments and condos.
> I don't know who to send this email, Can you communicate my concerns to the board. The board probably decided on this matter and this email will mean nothing to them. But I am a Genoa resident voicing my concerns.
>
> Thank you
> Arlene Kramer

From: arlene kramer
To: Amy Ruthig; Supervisor; Clerk; Jodie Valenti; Robin Hunt; Candie Hovarter; Bill Reiber; Todd Walker
Cc: Bobby Foster
Subject: Re: Proposed restaurant in Meijer
Date: Thursday, September 17, 2026 10:10:40 PM

Hello, Thank you for the reply Amy.I decided to include the township board in this email.I do have a question, I found out from a neighbor who attended the Sept. 14th meeting that there is another proposal on the Meijer parking out lot along Latson road to put a strip mall instead of just a restaurant? Is this information accurate?This is much worse than a restaurant! I can't even imagine what a strip would look like in that lot.This will make the traffic in Latson road worse than it is now.How about put it in the plaza where hobby lobby is? It is farther away from residential area.Can you give me more information on this?You may not be directly affected if this should happen but there's residential houses,apartments and condos across from this lot and our house is one of them.Have you thought and take into consideration on how this will affect the residents who lives very close to this outlot? I was told that there's barely anyone who attended that meeting but that doesn't mean that we the residents do not care or not paying attention to what's going on.Genoa residents have spoken about this issue,we don't want new commercial buildings not to mention in a lot that will create too much traffic.We have empty spaces across from Meijer parking lot where subway is how about work on filling that first? The fifth third bank site will also be vacant.Is there a plan for that?Genoa residents wants to keep the township from getting busier and crowded. That is why we chose to live here a small,quiet community. That's what the residents want.That is why residents voted for a changed in the administration. Board of trustees represents us the residents not the rich investors who push their way in small communities.They don't care about our community and I trust that you will do the right thing and say No to this. Keep Genoa as is.

Thank you,
Arlene Kramer

> On Sep 15, 2026, at 9:31 AM, Amy Ruthig <amy@genoa.org> wrote:
>
> Good Morning,
>
> Thank you for your email.
>
> The project was postponed at last night's Planning Commission meeting to allow the applicant additional time to address MDOT's concerns, as well as the proposed cross-connection between the Meijer parking lot and the adjacent Grand River Plaza property (Hobby Lobby).
>
> The project will return to the Planning Commission for consideration at a future meeting. Once a new meeting date has been scheduled, notice will be mailed again to surrounding property owners in accordance with the

Township's notification requirements.

Please feel free to contact me if you have any questions in the meantime.

Amy Ruthig
Planning Director

<image001.png>

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: Kelly VanMarter <kelly@genoa.org>
Sent: Tuesday, September 15, 2026 8:51 AM
To: Amy Ruthig <amy@genoa.org>; Bobby Foster <bobby@genoa.org>
Subject: Fwd: Proposed restaurant in Meijer

Sent from my iPhone

Begin forwarded message:

> **From:** arlene kramer <keitharlene@me.com>
> **Date:** September 14, 2026 at 9:59:59 PM EDT
> **To:** Kelly VanMarter <kelly@genoa.org>
> **Subject: Proposed restaurant in Meijer**
>
> Kelly,
> I wasn't able to attend the meeting today 9/14 in person but was able to watch a part of it in you tube.I don't know if the township had made the decision but I live in Aster blvd across from where this place is being proposed which is Meijer parking out lot.I opposed this being built as it affects us directly living so close to the proposed site.This will make the traffic worse!Most residents probably doesn't care because they are not directly affected but I am. Not to mention do we need another burger place??? There's vacant spaces across from it why can't you try to fill those first.I think the area where I live is getting worse and worse. I hope the township is taking into consideration that it's near residential area.As in it's literally across from residential houses,apartments and condos.
> I don't know who to send this email, Can you communicate my concerns to the board. The board probably decided on this matter and this email will mean nothing to them. But I am a Genoa resident voicing my

concerns.

Thank you
Arlene Kramer

From: Amy Ruthig
To: Bobby Foster
Subject: FW: Grand River & Latson proposal
Date: Thursday, October 8, 2026 3:41:05 PM

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

-----Original Message-----
From: Gene Seiter <geneseiter@yahoo.com>
Sent: Tuesday, October 6, 2026 4:55 PM
To: Amy Ruthig <amy@genoa.org>
Subject: Grand River & Latson proposal

This plus NOT a great idea! We live off Latson between Grand River and Golf Club. There are times we can't even make a right turn (Leave alone a left turn!).

Now condo/apartments are going in at Gr. River and Dorr which will make Gr. River even worse. PLEASE do not approve this permit.
Sent from my iPhone

From:	Amy Ruthig
To:	Bobby Foster
Subject:	FW: Building proposal for latson intersection
Date:	Monday, October 19, 2026 4:24:15 PM
Attachments:	image001.png

Please file in Meijer outlot.

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: anthony bair <baira1044@gmail.com>
Sent: Friday, October 16, 2026 11:55 AM
To: Amy Ruthig <amy@genoa.org>
Subject: Building proposal for latson intersection

I have lived in Howell for 35 years and tge amount of traffic is absolutely ridiculous and this plan needs to be shot down immediately! We already have three new car washes in the immediate area and new buildings going up with no regard to the obscene traffic. This is not what we voted for!

From:	Amy Ruthig
To:	Bobby Foster
Subject:	FW: Opposition to Proposed Multi-Tenant Commercial Outlot / Strip Center in the Meijer Parking Lot at Latson Road and Grand River Avenue
Date:	Wednesday, October 28, 2026 2:07:01 PM
Attachments:	image001.png

Please create PDF and file in correspondence for the Meijer outlot.

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: Matthew Hurley <hilife007@sbcglobal.net>
Sent: Wednesday, October 28, 2026 1:25 PM
To: Amy Ruthig <amy@genoa.org>
Cc: Supervisor <supervisor@genoa.org>; Kelly VanMarter <kelly@genoa.org>; Colleen Quinn <cquinn4042@comcast.net>; Matt <hilife007@sbcglobal.net>
Subject: Re: Opposition to Proposed Multi-Tenant Commercial Outlot / Strip Center in the Meijer Parking Lot at Latson Road and Grand River Avenue

Genoa Charter Township Planning Commission

2911 Dorr Road

Howell, MI 48843

Dear Members of the Planning Commission:

I am writing to formally oppose the proposed amendment to the Lorentzen Planned Unit Development that would create a new commercial outlot in the southeast corner of the existing Meijer property (3883 Grand River Avenue) for a multi-tenant retail building with a drive-through restaurant. This location sits at one of the most congested and hazardous intersections in Genoa Township.

Traffic Congestion and Infrastructure Deficiencies

Latson Road at Grand River Avenue already operates under severe capacity constraints. Traffic volumes on Latson Road between Grand River and M59 have more than tripled since the I-96 interchange opened. The corridor lacks adequate infrastructure to absorb additional commercial traffic, particularly left-turn and drive-through movements generated by a new multi-tenant center and restaurant. Adding another high-turnover use in the Meijer parking lot will intensify peak-hour backups on both Latson and Grand River and push more vehicles onto already strained secondary roads.

Safety improvements and necessary infrastructure upgrades on Latson Road should be completed and in place before any additional development is approved that will further increase congestion at this intersection. The current level of traffic volume already does not include future planned development in Osceola and along the Grand River and Latson corridors.

Safety and Accident History

This intersection has a well-documented history of crashes, including multi-vehicle collisions, left-turn lane blockages, overturned vehicles, and incidents requiring extrication and multiple patient transports. Local emergency responders and residents repeatedly identify the Latson/Grand River signalized intersection as a high-risk location. Introducing additional driveways, drive-through stacking, and turning movements into an already deficient intersection will increase conflict points and elevate the risk of injury crashes. Public safety must take priority over speculative retail space.

MDOT Level-of-Service Concerns

MDOT analyses of this corridor have previously projected Level of Service

(LOS) F conditions at the Latson Road / Grand River Avenue (I-96BL) intersection under future traffic volumes during peak periods. An LOS F rating indicates failure—excessive delays, unstable flow, and breakdown conditions. Approving new commercial intensity at this location before meaningful capacity or safety improvements are completed is inconsistent with sound planning practice and places the burden of congestion and risk on existing residents and motorists.

Existing Vacant Commercial Inventory and Master Plan Survey Results

Genoa Township and the surrounding Grand River corridor from Dorr Rd to Golf Club already contain a substantial inventory of vacant or underutilized commercial parcels and outlots—reportedly on the order of 33+ available commercial lots or spaces which I personally counted. Many of which have been vacant for over a year. Adding yet another multi-tenant strip building when existing retail and commercial space sits empty does not serve the community's economic or planning interests. Overbuilding commercial space in an area already saturated with retail leads to prolonged vacancies, which in turn depress surrounding property values and create visual and economic blight. Unused commercial buildings signal weakness rather than vitality and undermine the long-term health of the corridor.

These concerns are consistent with the recent Genoa Township Master Plan survey results (conducted October–December 2025). Residents identified traffic congestion as their highest transportation concern, with a large majority also expressing strong concern about unsafe intersections and overdevelopment. Survey responses further showed a clear preference for using existing commercial retail before building more . Approving more commercial retail while numerous sites already sit vacant runs counter to the priorities residents expressed in that survey.

Request

For the reasons above—worsening traffic congestion, documented safety problems, inadequate Latson Road infrastructure, MDOT LOS F

projections, the large existing inventory of vacant commercial space, and the clear direction from the Master Plan survey—I urge the Planning Commission to recommend denial of the PUD amendment, environmental impact assessment, and conceptual plan for this Meijer outlot development. Safety and infrastructure improvements should be in place before any additional congestion is added to this already failing intersection.

Thank you for your consideration of these concerns and for prioritizing the safety, infrastructure capacity, and long-term economic stability of Genoa Township residents.

Respectfully submitted,

Matthew Hurley
4070 Brookstone Ct
Howell, MI 48843
Hilife007@sbcglobal.net
(810) 599-3439

8/28/26

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

Re: The Lorentzen Planned Unit Developement

A VERY HARD 'NO' — Don't Approve this. Latson Rd btw. M59 & 96 is a parking lot. Just what we need, another eyesore on Grand River & Latson 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 vacant store fronts next to Hobby Lobby.

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

Margaret S. Green

GENOA TOWNSHIP

SEP 03 2026

RECEIVED

M. Green
4089 Aster Blvd
Howell, MI 48843

This must include a narrative about drive through use being prohibited to operate during the am peak hour and why. (kv)

TRIUMPH
Triumph Engineering & Design, Inc.

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

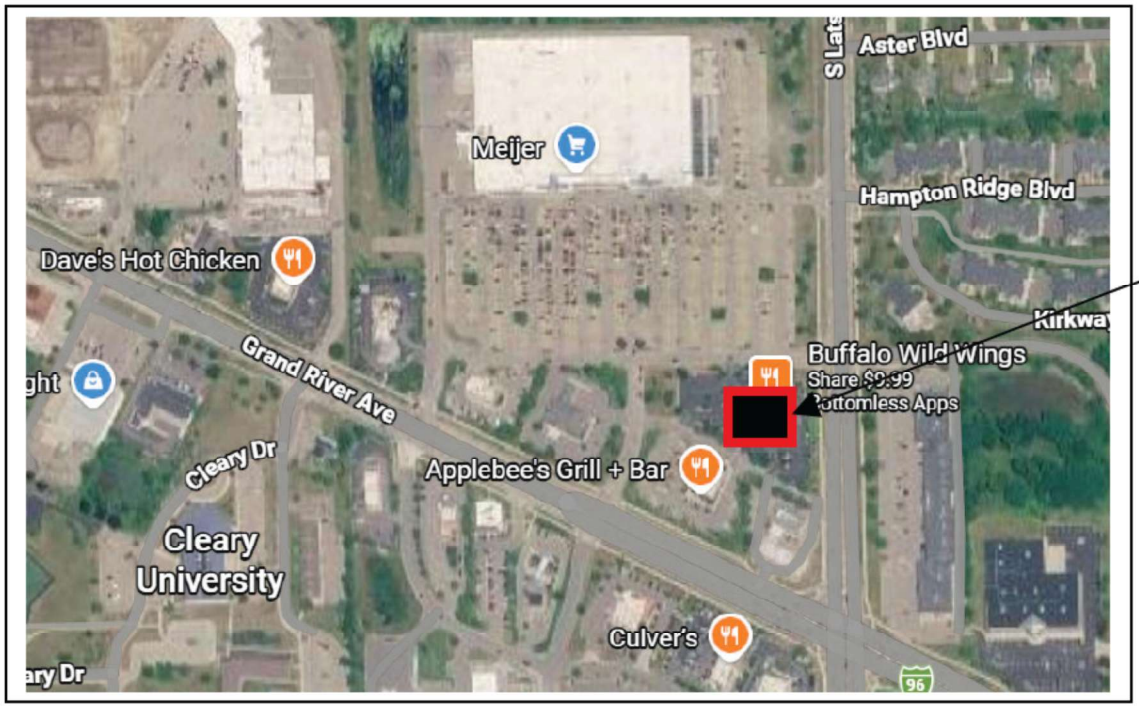
ENVIRONMENTAL IMPACT ASSESSMENT

MEIJER OUTLOT RETAIL CENTER
GRAND RIVER & LATSON

A. Name and address of person responsible for preparation:
Andrew Andre, P.E.
Triumph Engineering & Design, inc.
10775 S. Saginaw St., Suite D
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 outlot.

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.



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.

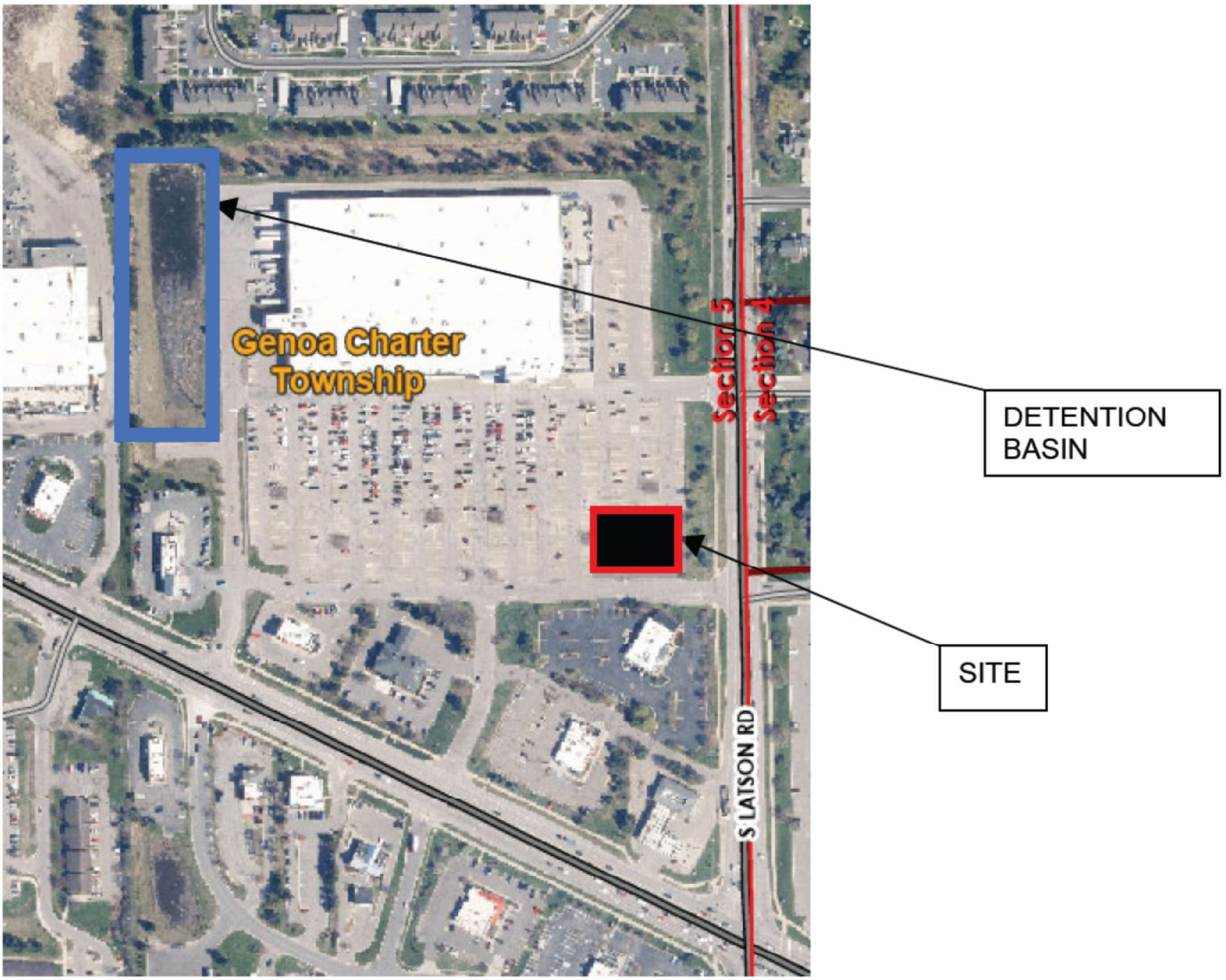
D. Impact on stormwater management:

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 in proposed. No impact on the stormwater management system is anticipated based on the prior design and construction activities.



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

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 to 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.

Table 2

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**

Reference: Traffic Impact Study, August 10, 2026, Fleis & Vandenbrink

MEMO

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

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 6, 2026** **Revised October 13, 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; additional site access is proposed via cross-access with the adjacent property to the west.

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.

27725 Stansbury Boulevard, Suite 195
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079
www.fveng.com

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, at the following study intersections:

- 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

Due to the ongoing I-96 construction within the vicinity of the project site, MDOT determined that the 2026 traffic volumes at the Grand River Avenue & Latson Road intersection were impacted by construction. Therefore, traffic volumes previously collected on Tuesday, May 2, 2023, prior to the start of the construction, were utilized for the analysis. An annual growth rate of **0.5%** was utilized to project the 2023 traffic volumes to the existing year of 2026, in order to represent typical traffic operations. The 2026 data collection was then balanced based on the grown 2023 data, in order to reflect typical traffic conditions without construction.

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 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 25-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 E.
- During the PM peak hour: The westbound left-turn movement and the westbound right-turn movement are both currently operating at LOS F.

  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 38-feet (1-2 vehicles) or less during both peak hours and the reported 95th percentile queue length for the westbound approach is 118-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	8.0	A
			EBT	4.0	A	8.5	A
			EBR	3.4	A	6.9	A
			WBL	0.3	A	2.1	A
			WBT	0.2	A	0.5	A
			WBR	0.1	A	0.1	A
			NBL	43.7	D	189.0	F
			NBTR	36.0	D	29.5	C
			SBL	38.8	D	32.1	C
			SBTR	39.6	D	33.3	C
			Overall	**7.6**	**A**	**25.5**	**C**
2	Grand River Avenue & E. Walmart Drive / E. Meijer Drive	Stop (Minor)	EBL	9.4	A	11.7	B
			WB	Free			
			NB	13.4	B	22.0	C
			SBL	0.0*	A	121.5	F
			SBTR	12.4	B	14.4	B

	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	45.4	D	42.2	D
			EBT	36.6	D	20.6	C
			EBR	27.3	C	14.5	B
			WBL	46.5	D	84.5	F
			WBT	25.3	C	32.3	C
			WBR	13.5	B	70.8	F
			NBL	43.6	D	47.3	D
			NBT	36.3	D	45.3	D
			NBR	75.5	E	28.3	C
			SBL	39.6	D	48.8	D
			SBT	23.1	C	32.4	C
			SBR	19.7	B	21.6	C
			Overall	**36.6**	**D**	**43.6**	**D**
4	Latson Road & Figurski Drive / S. Site Drive	Stop (Minor)	EBL	46.2	E	168.0	F
			EBTR	13.1	B	12.8	B
			WB	11.8	B	155.1	F
			NBL	10.9	B	9.9	A
			SBL	8.3	A	13.8	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	0.9	A
			NBR	0.0	A	0.1	A
			SBL	2.3	A	4.4	A
			SBTR	4.0	A	6.5	A
			Overall	**6.4**	**A**	**7.0**	**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	8.0	A	3.9	A	9.0	A	0.0	-	1.0	-
			EBT	4.0	A	8.5	A	4.1	A	8.5	A	0.1	-	0.0	-
			EBR	3.4	A	6.9	A	3.4	A	6.9	A	0.0	-	0.0	-
			WBL	0.3	A	2.1	A	0.3	A	2.2	A	0.0	-	0.1	-
			WBT	0.2	A	0.5	A	0.2	A	0.5	A	0.0	-	0.0	-
			WBR	0.1	A	0.1	A	0.1	A	0.1	A	0.0	-	0.0	-
			NBL	43.7	D	189.0	F	43.7	D	197.0	F	0.0	-	8.0	-
			NBTR	36.0	D	29.5	C	35.8	D	29.5	C	-0.2	-	0.0	-
			SBL	38.8	D	32.1	C	38.6	D	32.1	C	-0.2	-	0.0	-
			SBTR	39.6	D	33.3	C	39.5	D	33.4	C	-0.1	-	0.1	-
			Overall	**7.6**	**A**	**25.5**	**C**	**7.6**	**A**	**26.3**	**C**	**0.0**	**-**	**0.8**	**-**
2	Grand River Avenue & E. Walmart Drive / E. Meijer Drive	Stop (Minor)	EBL	9.4	A	11.7	B	9.5	A	11.8	B	0.1	-	0.1	-
			WB	Free				Free				N/A			
			NB	13.4	B	22.0	C	13.5	B	22.6	C	0.1	-	0.6	-
			SBL	0.0*	A	121.5	F	0.0*	A	128.9	F	0.0	-	7.4	-
			SBTR	12.4	B	14.4	B	12.5	B	14.5	B	0.1	-	0.1	-
3	Grand River Avenue & Latson Road	Signal	EBL	45.4	D	42.2	D	45.5	D	42.3	D	0.1	-	0.1	-
			EBT	36.6	D	20.6	C	36.9	D	21.1	C	0.3	-	0.5	-
			EBR	27.3	C	14.5	B	27.4	C	14.7	B	0.1	-	0.2	-
			WBL	46.5	D	84.5	F	46.7	D	86.9	F	0.2	-	2.4	-
			WBT	25.3	C	32.3	C	25.5	C	33.0	C	0.2	-	0.7	-
			WBR	13.5	B	70.8	F	13.6	B	76.0	F	0.1	-	5.2	-
			NBL	43.6	D	47.3	D	43.6	D	47.4	D	0.0	-	0.1	-
			NBT	36.3	D	45.3	D	36.3	D	45.4	D	0.0	-	0.1	-
			NBR	75.5	E	28.3	C	77.1	E	28.3	C	1.6	-	0.0	-
			SBL	39.6	D	48.8	D	39.8	D	49.1	D	0.2	-	0.3	-
			SBT	23.1	C	32.4	C	23.1	C	32.4	C	0.0	-	0.0	-
			SBR	19.7	B	21.6	C	19.6	B	21.4	C	-0.1	-	-0.2	-
			Overall	**36.6**	**D**	**43.6**	**D**	**36.9**	**D**	**44.7**	**D**	**0.3**	**-**	**1.1**	**-**
4	Latson Road & Figurski Drive / S. Site Drive	Stop (Minor)	EBL	46.2	E	168.0	F	47.3	E	178.3	F	1.1	-	10.3	-
			EBTR	13.1	B	12.8	B	13.2	B	12.9	B	0.1	-	0.1	-
			WB	11.8	B	155.1	F	11.8	B	168.3	F	0.0	-	13.2	-
			NBL	10.9	B	9.9	A	10.9	B	10.0	A	0.0	-	0.1	-
			SBL	8.3	A	13.8	B	8.3	A	13.9	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	0.9	A	0.1	A	0.9	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	4.0	A	6.5	A	4.1	A	6.6	A	0.1	-	0.1	-
			Overall	**6.4**	**A**	**7.0**	**A**	**6.4**	**A**	**7.0**	**A**	**0.0**	**-**	**0.0**	**-**

** Indicates no vehicle volume present. Note: Decreased delays are the result from 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. Additionally, at the request of Genoa Township, it was assumed that approximately 10% of the new trips would travel to/from the adjacent developments to the west, via the new cross-access connection. 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**
29%	15%	North	Latson Road	Northbound	14%	31%
19%	18%	South	Latson Road	Southbound	36%	17%
21%	35%	East	Grand River Avenue	Eastbound	25%	22%
21%	22%	West	Grand River Avenue	Westbound	25%	30%
10%	10%	Internal	Cross-Access	N/A	N/A	N/A
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)

7.1 FUTURE INTERSECTION OPERATIONS

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**.

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 impacts:

Latson Road & Figurski Drive / S. Site Drive

- During the PM peak hour: The eastbound left-turn movement and the westbound approach are both expected to continue operating at LOS F, with 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 86-feet (3-4 vehicles) and 147-feet (~6 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.

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	3.9	A	9.0	A	4.0	A	9.2	A	0.1	-	0.2	-
			EBT	4.1	A	8.5	A	4.1	A	8.6	A	0.0	-	0.1	-
			EBR	3.4	A	6.9	A	3.4	A	6.9	A	0.0	-	0.0	-
			WBL	0.3	A	2.2	A	0.3	A	2.2	A	0.0	-	0.0	-
			WBT	0.2	A	0.5	A	0.3	A	0.5	A	0.1	-	0.0	-
			WBR	0.1	A	0.1	A	0.1	A	0.1	A	0.0	-	0.0	-
			NBL	43.7	D	197.0	F	43.7	D	201.6	F	0.0	-	4.6	-
			NBTR	35.8	D	29.5	C	35.8	D	29.5	C	0.0	-	0.0	-
			SBL	38.6	D	32.1	C	38.6	D	32.1	C	0.0	-	0.0	-
			SBTR	39.5	D	33.4	C	39.5	D	33.5	C	0.0	-	0.1	-
			Overall	**7.6**	**A**	**26.3**	**C**	**7.6**	**A**	**26.6**	**C**	**0.0**	**-**	**0.3**	**-**
2	Grand River Avenue & E. Walmart Drive / E. Meijer Drive	Stop (Minor)	EBL	9.5	A	11.8	B	9.5	A	12.0	B	0.0	-	0.2	-
			WB	Free				Free				N/A			
			NB	13.5	B	22.6	C	13.6	B	23.1	C	0.1	-	0.5	-
			SBL	0.0*	A	128.9	F	0.0*	A	135.9	F	0.0	-	7.0	-
			SBTR	12.5	B	14.5	B	12.3	B	14.7	B	-0.2	-	0.2	-
3	Grand River Avenue & Latson Road	Signal	EBL	45.5	D	42.3	D	45.5	D	42.3	D	0.0	-	0.0	-
			EBT	36.9	D	21.1	C	37.0	D	21.5	C	0.1	-	0.4	-
			EBR	27.4	C	14.7	B	27.4	C	15.1	B	0.0	-	0.4	-
			WBL	46.7	D	86.9	F	46.7	D	86.9	F	0.0	-	0.0	-
			WBT	25.5	C	33.0	C	25.6	C	33.8	C	0.1	-	0.8	-
			WBR	13.6	B	76.0	F	13.6	B	77.4	F	0.0	-	1.4	-
			NBL	43.6	D	47.4	D	43.6	D	47.4	D	0.0	-	0.0	-
			NBT	36.3	D	45.4	D	36.4	D	45.4	D	0.1	-	0.0	-
			NBR	77.1	E	28.3	C	77.1	E	28.3	C	0.0	-	0.0	-
			SBL	39.8	D	49.1	D	39.8	D	51.6	D	0.0	-	2.5	-
			SBT	23.1	C	32.4	C	23.0	C	31.9	C	-0.1	-	-0.5	-
			SBR	19.6	B	21.4	C	19.6	B	21.1	C	0.0	-	-0.3	-
			Overall	**36.9**	**D**	**44.7**	**D**	**36.9**	**D**	**45.3**	**D**	**0.0**	**-**	**0.6**	**-**
4	Latson Road & Figurski Drive / S. Site Drive	Stop (Minor)	EBL	47.3	E	178.3	F	49.7	E	256.9	F	2.4	-	78.6	-
			EBTR	13.2	B	12.9	B	13.3	B	13.6	B	0.1	-	0.7	-
			WB	11.8	B	168.3	F	11.9	B	200.2	F	0.1	-	31.9	-
			NBL	10.9	B	10.0	A	11.0	B	10.1	B	0.1	-	0.1	A→B
			SBL	8.3	A	13.9	B	8.3	A	13.9	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	32.6	C	0.0	-	-0.3	-
			WBL	42.2	D	35.5	D	42.2	D	35.2	D	0.0	-	-0.3	-
			WBTR	38.1	D	31.4	C	38.1	D	31.0	C	0.0	-	-0.4	-
			NBL	0.6	A	1.3	A	0.6	A	1.5	A	0.0	-	0.2	-
			NBT	0.1	A	0.9	A	0.1	A	0.9	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	6.9	A	0.0	-	0.3	-
			Overall	**6.4**	**A**	**7.0**	**A**	**6.4**	**A**	**7.2**	**A**	**0.0**	**-**	**0.2**	**-**

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

7.2 Future Improvement Intersection Operations

Mitigation measures were investigated in order to improve the poor / failing LOS observed at the study intersection of Grand River Avenue & Latson Road, during the future conditions analysis. These mitigation measures included signal timing adjustments, traffic control modifications, and geometric improvements. The recommended mitigation measures are summarized below:

Grand River Avenue & Latson Road

- Optimize the signal timing splits during the AM and PM peak hours, in order to provide additional green time for the northbound and westbound approach phases, respectively.

The future peak hour vehicle delays and LOS, with the proposed development and recommended signal timing optimization implemented, were calculated based on the future peak hour traffic volumes shown in the attached **Figure 6** and the methodologies presented in the HCM7. The results of the future improvements analysis are attached and summarized in **Table 6**.

Table 6: Future Intersection Operations with Improvements

Intersection		Control	Approach	Background Conditions				Future w/ IMP				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
3	Grand River Avenue & Latson Road	Signal	EBL	45.5	D	42.3	D	45.5	D	51.5	D	0.0	-	9.2	-
			EBT	36.9	D	21.1	C	38.9	D	24.3	C	2.0	-	3.2	-
			EBR	27.4	C	14.7	B	28.8	C	16.8	B	1.4	-	2.1	-
			WBL	46.7	D	86.9	F	46.7	D	52.2	D	0.0	-	-34.7	F→D
			WBT	25.5	C	33.0	C	27.6	C	32.2	C	2.1	-	-0.8	-
			WBR	13.6	B	76.0	F	14.8	B	65.2	F	1.2	-	-10.8	-
			NBL	43.6	D	47.4	D	43.5	D	50.6	D	-0.1	-	3.2	-
			NBT	36.3	D	45.4	D	34.3	C	52.3	D	-2.0	D→C	6.9	-
			NBR	77.1	E	28.3	C	54.7	D	27.1	C	-22.4	E→D	-1.2	-
			SBL	39.8	D	49.1	D	38.5	D	43.7	D	-1.3	-	-5.4	-
			SBT	23.1	C	32.4	C	20.7	C	32.2	C	-2.4	-	-0.2	-
			SBR	19.6	B	21.4	C	17.6	B	21.8	C	-2.0	-	0.4	-
			Overall	**36.9**	**D**	**44.7**	**D**	**34.7**	**C**	**41.3**	**D**	**-2.2**	**D→C**	**-3.4**	**-**

The results of the future conditions with improvements analysis indicates that, with the implementation of the recommended signal timing optimization, all approaches and movements at the study intersection are expected to operate acceptably, at LOS D or better, with the exception of the following movement:

Grand River Avenue & Latson Road

- <u>During the PM peak hour:</u> The westbound right-turn movement is expected to operate at LOS F.

  Although Synchro intersection LOS indicates failing operations during the PM peak hour, review of SimTraffic microsimulations indicates generally acceptable operations for this movement. Vehicles were observed to be processed through the intersection within 1-2 cycle lengths. Additionally, with the implementation of the recommended signal timing optimization, the westbound right-turn movement is expected to improve from background conditions operations, without the proposed development.

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:

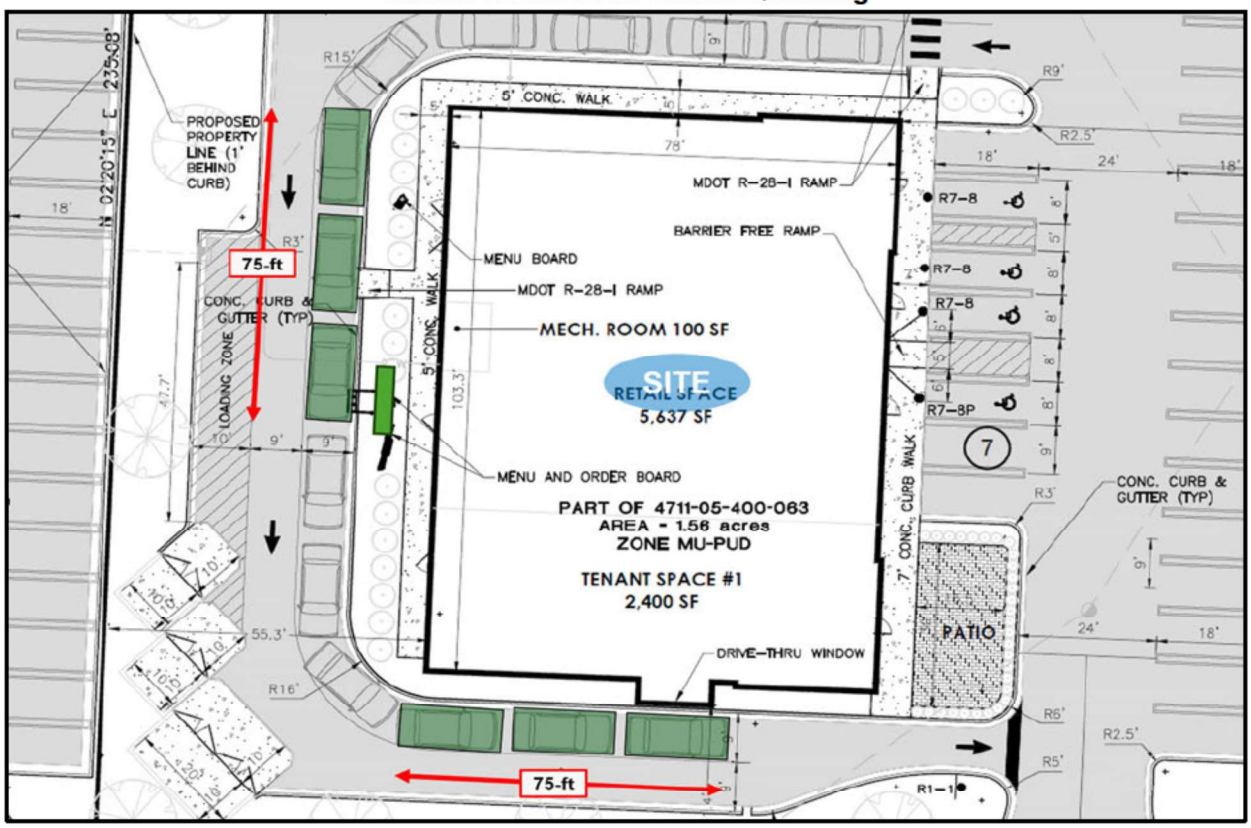
1) A queueing analysis was performed to determine if the projected demand of the site exceeds the service rate and to calculate the projected queueing. The projected demand (28 veh/hr) is less than the peak service rate (80 veh/hr) of the site; therefore, the required queueing for the fast-food restaurant 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 7** and shown in **Exhibit 1**; the Poisson distribution analysis is attached. The projected vehicle queuing 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 7: 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:
    - **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.
    - **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.
    - **Grand River Avenue & Latson Road:** The northbound right-turn movement is currently operating at LOS E, during the AM peak hour. Additionally, the westbound left- and right-turn movements are both currently operating at LOS F, during the PM peak hour.
    - **Latson Road & Figurski Drive / S. Site Drive:** The eastbound left-turn movement is currently operating at LOS E, during the AM peak hour. The eastbound left-turn movement and the westbound approach are both currently operating at LOS F, during the PM 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.

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:
    - **Latson Road & Figurski Drive / S. Site Drive:** The eastbound left-turn 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.
- The results of the future conditions with improvements analysis indicates that, with the implementation of the recommended signal timing optimization, all study intersection approaches and movements are expected to operate acceptably, at LOS D or better, with the exception of the following movement:
    - **Grand River Avenue & Latson Road:** The westbound right-turn movement is expected to operate at LOS F, during the PM peak hour. However, with the recommended signal timing optimization, the westbound right-turn movement is expected to improve from background conditions operations, without the proposed development. Additionally, SimTraffic indicates that vehicles were observed to be processed through the intersection within 1-2 cycle lengths.

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.

10 RECOMMENDATIONS

The recommendations of this TIS are summarized as follows:

- **Grand River Avenue & Latson Road:** Optimize the signal timing splits during the AM peak hour, in order to provide additional green time for the northbound approach phase and during the PM peak hour, in order to provide additional green time for the westbound approach phase

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 — SITE LOCATION

NORTH

SCALE: NOT TO SCALE

Items in Red are changes requested by the Township. 11/14/26

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 **Township of Genoa**, a Michigan municipal corporation, with its principal office at 2980 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 of Genoa, Livingston County, Michigan, 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.

which has no operations during the am peak hours of 7-9am

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

To alleviate traffic concerns, this fast casual use shall not be open for business during the am traffic peak hour (7-9am).

non-a.m. peak hour operating

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:

This restaurant shall not be open during the am peak hours of 7-9am

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 PUD Agreement and the Planned Unit Development documentation are hereby amended to allow a fast causal restaurant with an ancillary drive through on the Outlot, only.

an

3. As a condition of approval of this Amendment to Planned Unit Development Agreement, Owner, working in conjunction with Meijer, Inc. ("Meijer"), must obtain ~~Meijer's agreement and signature, which may be withheld in Meijer's sole discretion, to a commercially reasonable~~ agreement with the owner of Grand River Plaza providing for a cross-connection between the two properties and any required cross-access easement containing customary maintenance obligations. Owner shall be solely responsible for constructing and completing the cross-connection and all related improvements and for all costs and expenses associated therewith. ~~In no event, including Owner's failure to acquire the Property or perform any of its obligations, shall Meijer be obligated to grant any easement or construct, complete, fund, reimburse, or otherwise bear any responsibility, cost, or expense associated with the cross-connection or any related improvements or work, except as such items may be discussed in the cross-access easement entered into between Meijer and the owner of Grand River Plaza.~~

~~2.~~4. 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'

This agreement shall be executed and all plans and permits shall be issued for the cross connection prior to issuance of a Land Use permit for the outlot. There shall be no C of O for the outlot until the cross connection is fully completed.

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~~Required Parking Count = 1,~~106~~045 spaces
   ii. Proposed Parking Count = 909 spaces
   iii. Deviation - ~~197~~136 spaces

I. 12.03.05 Light spillage onto the Meijer property

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: **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 Township of Genoa and that he/she executed the foregoing instrument on behalf of the 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 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.

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

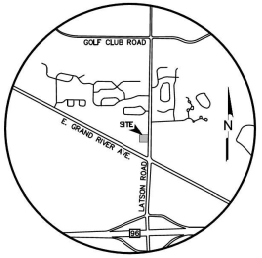
GUMMA GROUP
7419 MIDDLEBELT RD, SUITE 4
WEST BLOOMFIELD, MI 48322
PHONE: (248) 865-5555

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

STANDARD LEGEND

DESCRIPTION	PROPOSED	EXISTING
BUILDING		
STORM SEWER	— — 12" — —	— — 12" — —
SANITARY SEWER	— S —	— S —
WATER	— W —	— W —
GAS LINE	— G —	— G —
ELECTRIC LINE	— E —	— E —
TELEPHONE LINE	— T —	— T —
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	+ 100.00	x 100.00
CONTOUR LINE	100	100
SECTION CORNER		
FOUND PROPERTY IRON		○
SET PROPERTY IRON		●
GAS METER		
ELECTRICAL METER		
TELEPHONE RISER		TPED
MAILBOX		
SOIL BORING LOCATION		



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	PHOTOMETERIC 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
	MHOG STANDARD DETAILS (3 SHEETS)

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, 1331.47 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, 195.76 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	GAS AND ELECTRIC
AT&T 8671 WEST GRAND RIVER AVE. BRIGHTON, MICHIGAN 48116 (810) 534-2220	DTE ELECTRIC COMPANY ONE ENERGY PLAZA DETROIT, MICHIGAN 48226 (800) 477-4747
ZONING	**WATER/SEWER**
GENOA TOWNSHIP ZONING & PLANNING 2911 DORR ROAD BRIGHTON, MICHIGAN 48116 (810) 227-5225	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: 26093C0309D
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:- 15'
SIDE:- 4'

Know what's below. Call before you dig.

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

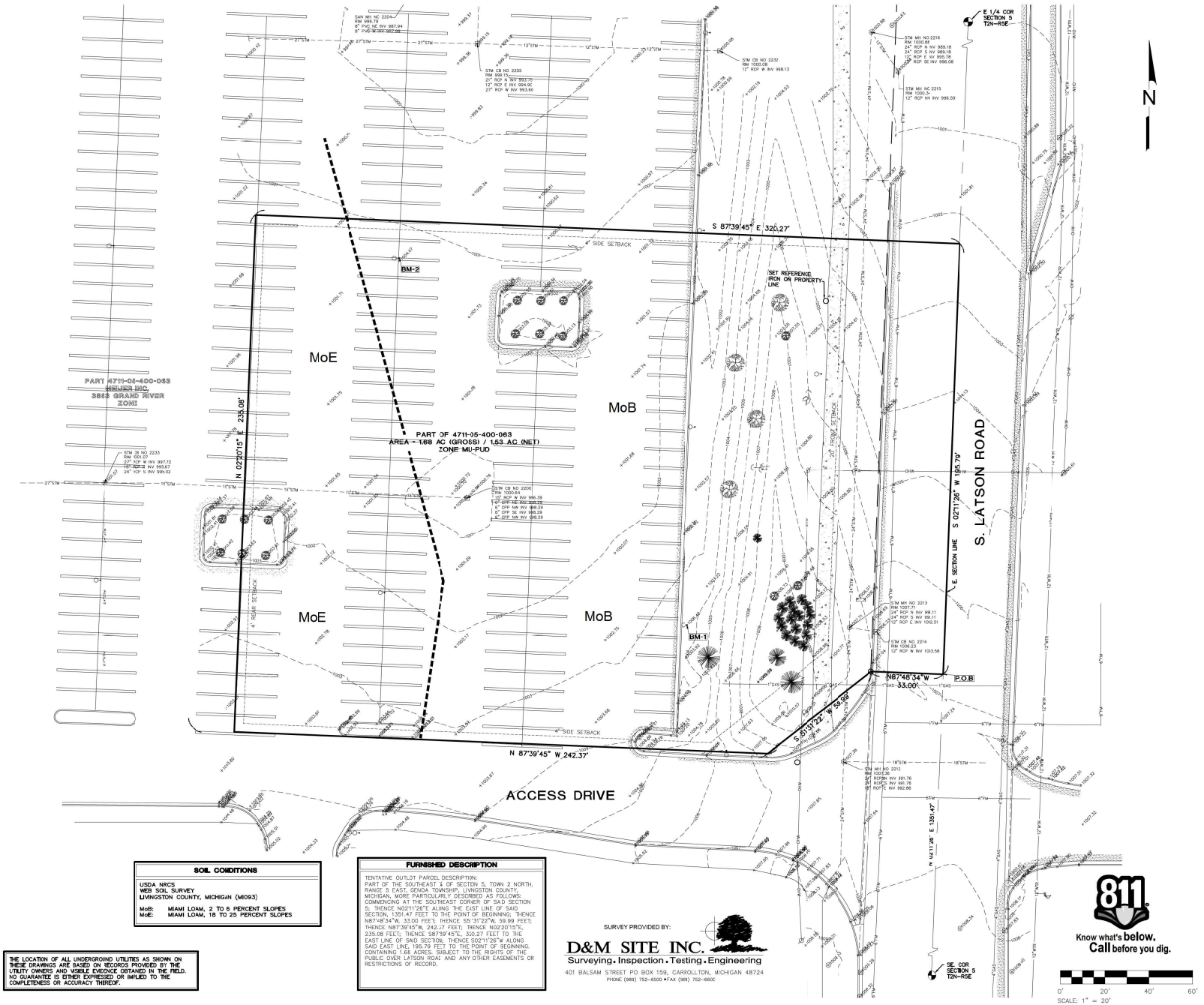
PREPARED UNDER THE DIRECTION OF:
ANDREW ANDRE P.E
MI #47380

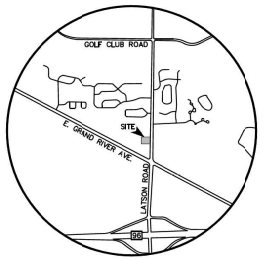
MEIJER OUTLOT RETAIL CENTER
3883 E. GRAND RIVER AVE
GRAND RIVER AVENUE & LATSON ROAD
GENOA TOWNSHIP, LIVINGSTON COUNTY, MICHIGAN

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
SPA	09/16/2026

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

SHEET
C1.0





LOCATION MAP

NOT TO SCALE

SURVEY LEGEND

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

UTILITY NOTE

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DTE ELECTRIC COMPANY
ONE ENERGY PLAZA
DETROIT, MICHIGAN 48226
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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 L.P. 50' N. OF SE. PKG. LOT CORNER.
NAVD 88 ELEV. 1006.48

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

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GENOA TOWNSHIP
LIVINGSTON COUNTY, MICHIGAN
MAP NUMBER: 26093C0309D
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 CAUSED THE PROPERTY HEREON SHOWN, TO BE SURVEYED AND/OR DIVIDED IN ACCORDANCE WITH ALL LOCAL AND STATE REGULATIONS PERTAINING FOR THE ABSTRACTING OF SURVEY AND/OR TITLE. I ALSO CERTIFY THAT THE EXISTING CONDITIONS OF THE PROPERTY ARE AS SHOWN HEREON.

BRIAN D FERGUSON, PS #6001028454 — 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

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.

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 S5°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

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

0' 20' 40' 60'
SCALE: 1" = 20'

TRIUMPH
Triumph Engineerng & Design, Inc.
10775 S. SAGINAW ST. SUITE D
GRAND BLANC, MI 48439
(PH) 810.584.7364
(F) 810.584.7362

STATE OF MICHIGAN — BRIAN D FERGUSON — LAND SURVEYOR — No. 28104 — PROFESSIONAL SURVEYOR

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

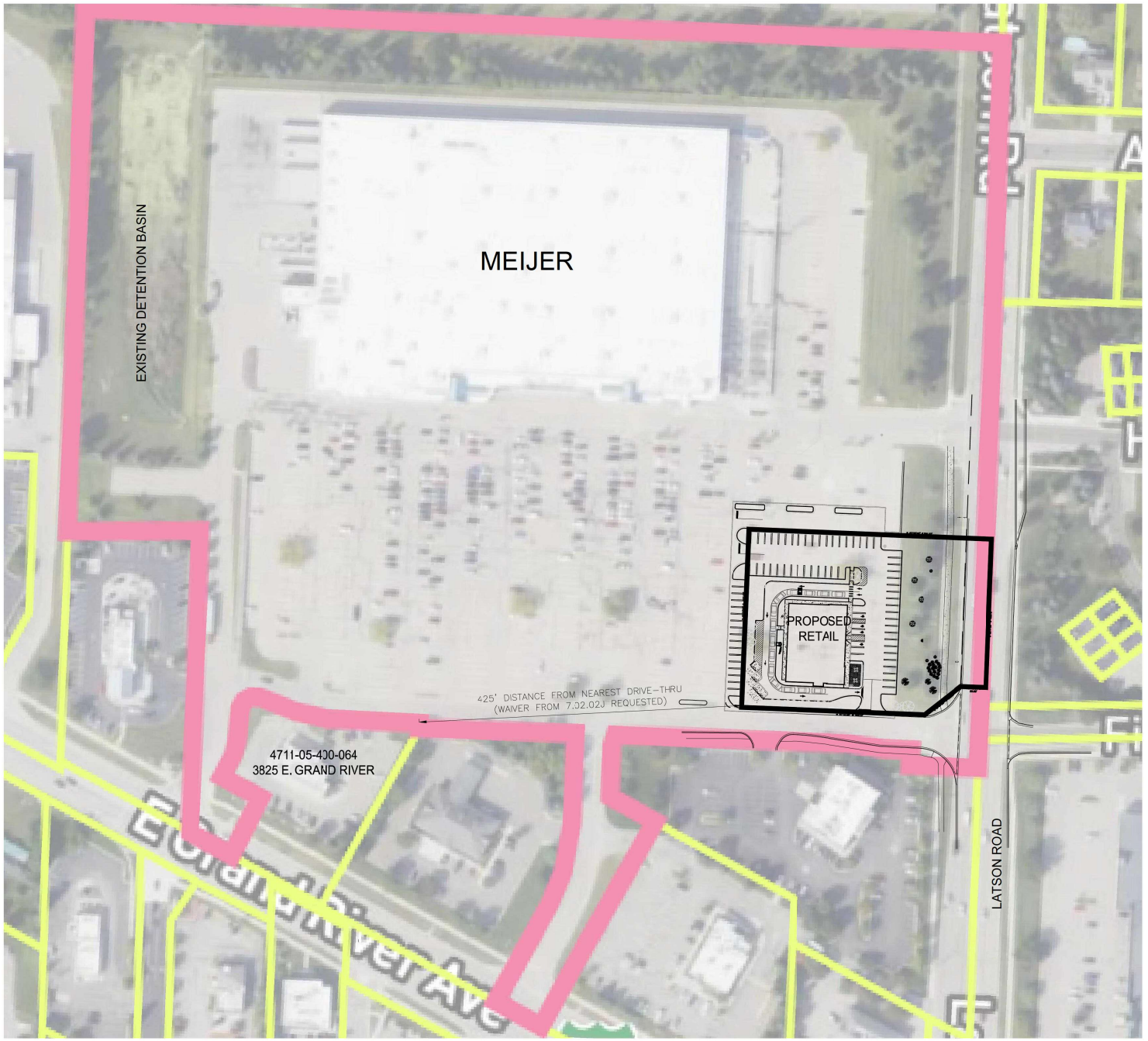
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GENOA TOWNSHIP, LIVINGSTON COUNTY, MICHIGAN

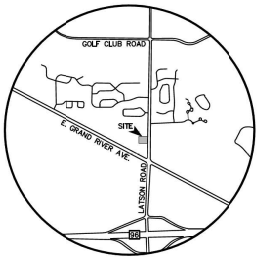
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SHEET TITLE:
SURVEY PLAN

SHEET
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LOCATION MAP
NOT TO SCALE

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

0' 60 120' 180'
SCALE: 1" = 60'

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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

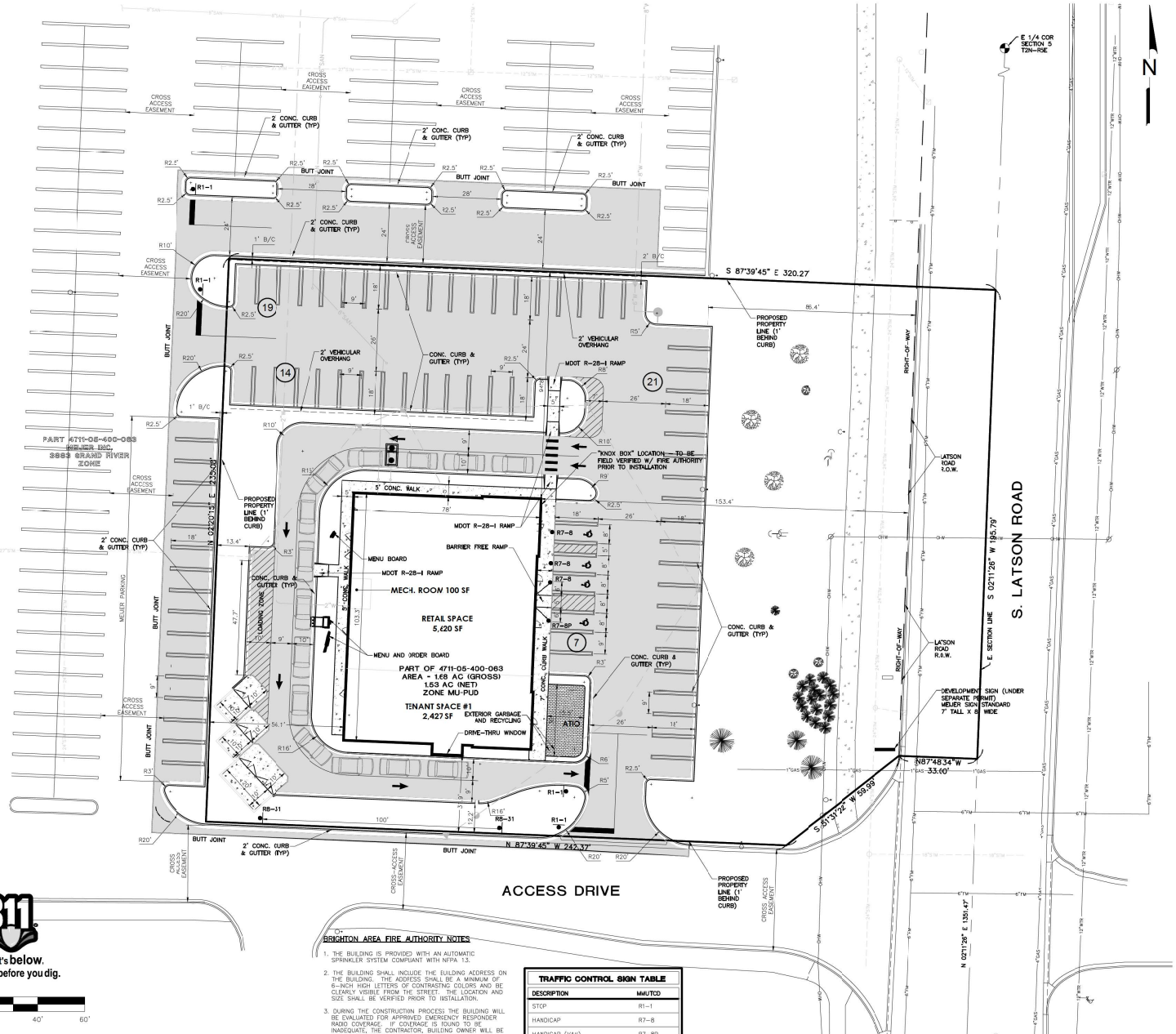
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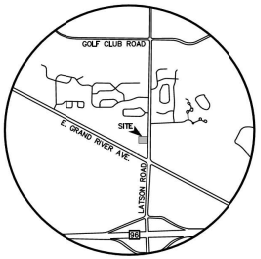
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SHEET TITLE :
OVERALL SITE PLAN

SHEET
C3.0





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	AREA	PARKING	COUNT	DESCRIPTION
#1	2,427	1/70 SF	34	STANDARD RESTAURANT
PATIO	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:
REQUIRED
1 SPACE / 200 SF GFA
GFA = 208,850
REQUIRED = 208,850 / 200 = 1,045 SPACES

(PLAN 05/01/2021 PROVIDED BY MEIJER)
EXISTING SPACES = 1,106
STANDARD = 1,082
ACCESSIBLE = 24
REMOVED = 197
PROPOSED REMAINING = 909
DEVIATION REQUEST = 136 SPACES

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 1
WEST BLOOMFIELD, MI 48322
PH 248-865-555
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

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

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

0' 20' 40' 60'
SCALE: 1" = 20'

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

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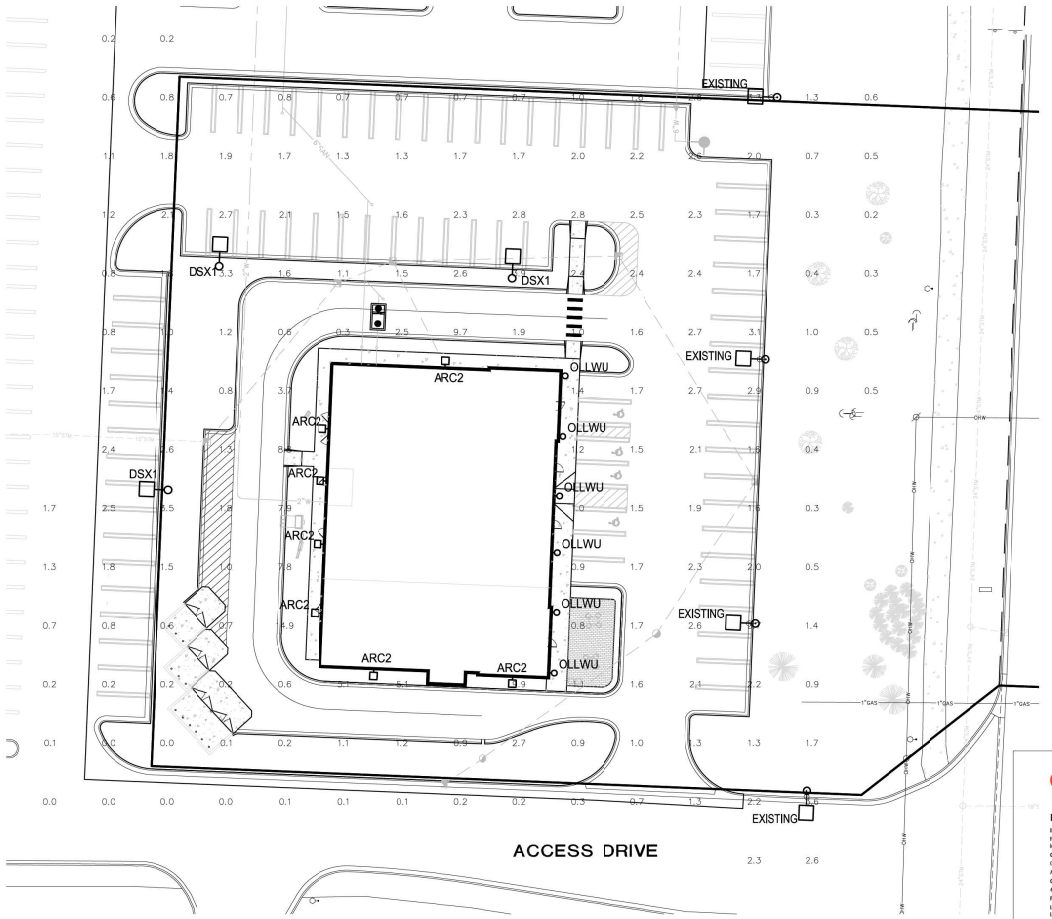
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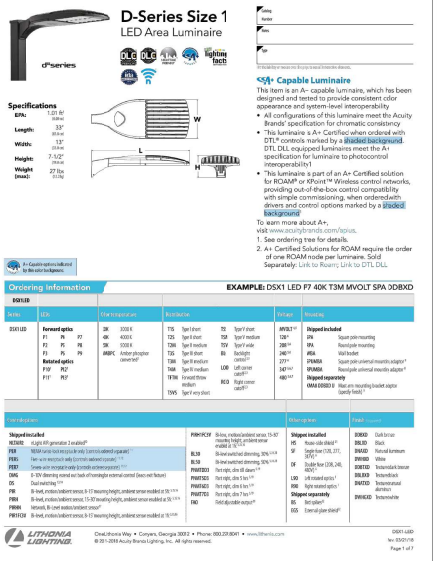
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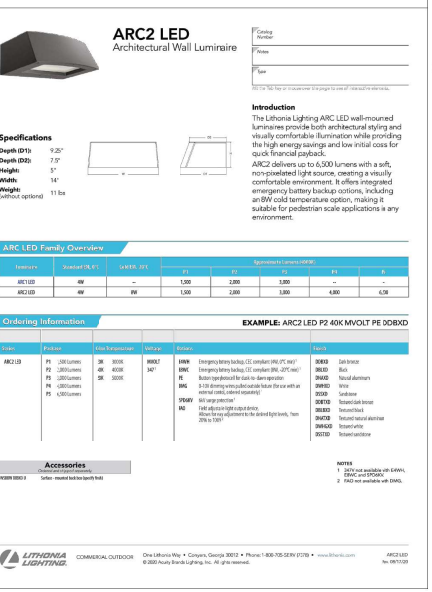


⊙□	DSX1	LED AREA LIGHT	LITHONIA	DSX1 LED P4 30K TFTM MVOLT PIRH1FC3V (BI-LEVEL, MOTION/AMBIENT SENSOR ENABLED @ 1 FOOT-CANDLE)
▭	ARC2	WALL MOUNT	LITHONIA	ARC2 LED P5 30K MVOLT (MOUNT @ 9'-0" AFF)
⊙	OLLWU	EXTERIOR SCONCE LIGHT	LITHONIA	OLLWU P1 40K MVOLT DDB (MOUNT @ 8'-0" AFF)

NOTE: CONTRACTOR SHALL PROVIDE INDICATED LIGHTING OROTHERWISE APPROVED EQUAL.

AVERAGE	MAXIMUM	MINIMUM
1.9 FC	9.8 FC	0.0 FC





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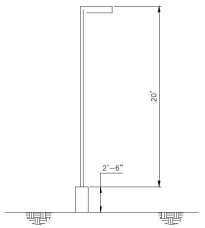
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PHOTOMETRIC PLAN

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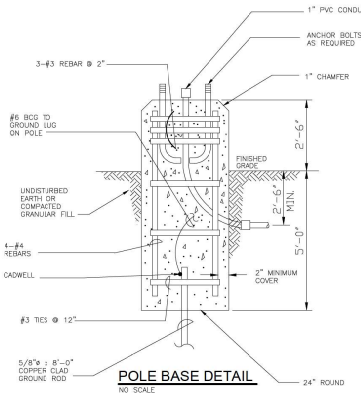
811
Know what's below.
Call before you dig.

0' 20' 40' 60'
SCALE: 1" = 20'



NOTE:
1. CONTRACTOR SHALL PROVIDE INDICATED LIGHTING OR OTHERWISE APPROVED EQUAL.
2. WHEN ADJACENT TO CURB, LIGHT POLE BASES ARE 3-FEET FROM B/C TO CENTER OF BASE.

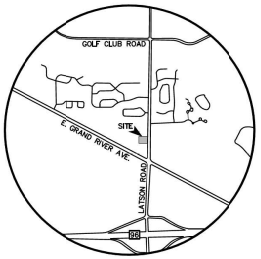
LIGHT POLE AND LAMP DETAIL
NO SCALE



POLE BASE DETAIL
NO SCALE

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LOCATION MAP

NOT TO SCALE

GRADING NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CURRENT GENOA TOWNSHIP, LIVINGSTON COUNTY AND MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.
2. SPOT ELEVATIONS INDICATE TOP OF PAVEMENT UNLESS OTHERWISE INDICATED:
   TC = TOP OF CURB
   TP = TOP OF PAVEMENT
3. 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 N.W. 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 N.W. PROP. COR. NAVD 88 ELEV. 1004.07

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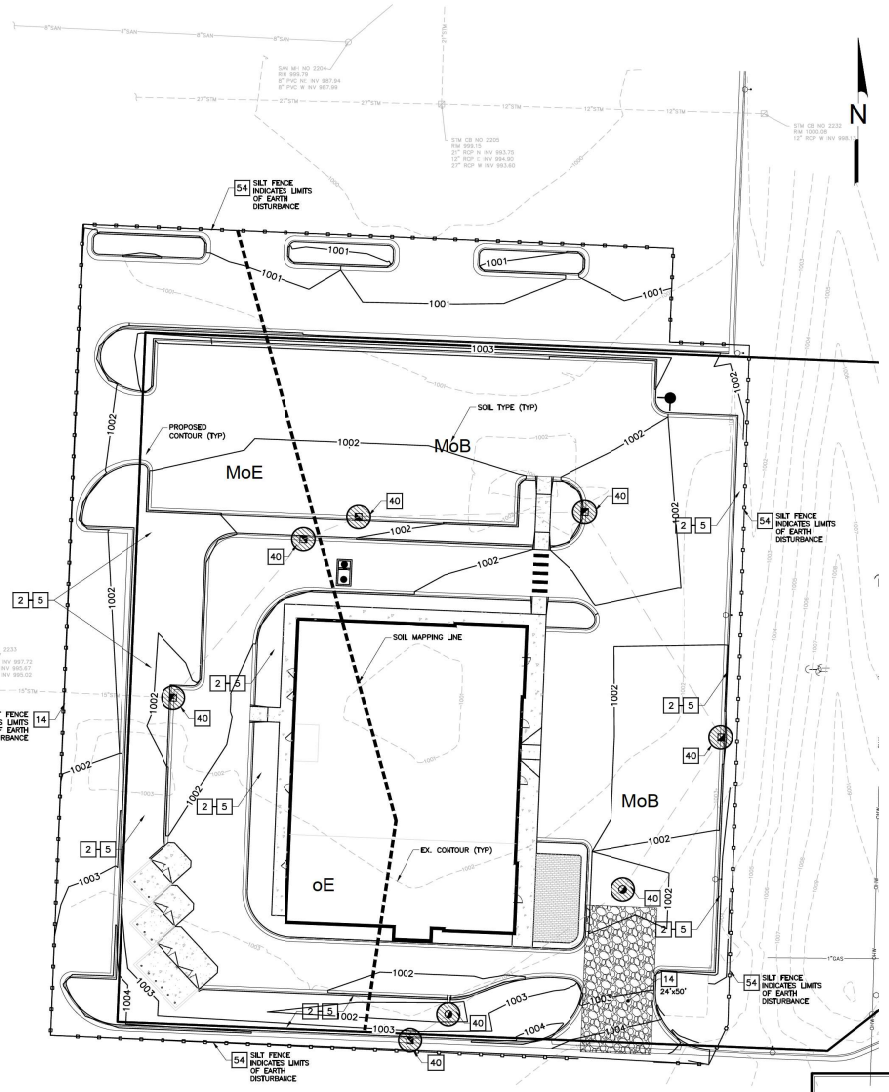
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GRADING PLAN

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C4.0



SOIL EROSION CONTROL MEASURES

REFERENCE: MICHIGAN UNIFIED KEYING SYSTEM FOR EROSION AND SEDIMENT CONTROL MEASURES

2	SELECTIVE GRADING & SHAPING	WATER CAN BE DIVERTED TO MINIMIZE EROSION FLATTN SLOPES EAS. EROSION PROBLEMS
5	SEEDING	INEXPENSIVE AND VERY EFFECTIVE STABILIZES SOIL THUS MINIMIZING EROSION PERMITS RUNOFF TO INFILTRATE SOIL REDUCING RUNOFF VOLUME SHOULD INCLUDE PREPARED TOPSOIL BED
14	AGGREGATE COVER	STABILIZES SOIL SURFACES, THUS MINIMIZING EROSION PERMITS CONSTRUCTION TRAFFIC IN ADVERSE WEATHER MAY BE USED AS PART OF PERMANENT BASE CONSTRUCTION OF PAVED AREAS
40	FILTER BAG	SILTSACK (TERRAFIX OR OTHERWISE APPROVED EQUAL) FILTER BAG FILTERS SEDIMENT FROM RUNOFF
54	SILT FENCE	USES GEOTEXTILE FABRIC AND POSTS OR POLES. EASY TO CONSTRUCT AND LOCATE AS NECESSARY.

TEMPORARY SEEDING GUIDE

TYPE OF SEED	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	*RATE OF APPLICATION PER/1000 S.F.	PER ACRE
SPRING OATS/BARLEY OR DOMESTIC RYEGRASS						1/2"		2 LBS.	3 BU.
								1/2 LB.	20-25 LBS.
SUDANGRASS								1 LB.	30-40 LBS.
RYE OR PERENNAL RYE							1/2"	3 LB.	2-3 BU.
							1/2"	1/2 LB.	20-25 LBS.
WHEAT							1/2"	3 LBS.	2-3 BU.

SEEDING, FERTILIZER AND MULCH RARE (GROUND RATIO

THIS INFORMATION SHALL BE DETAILED ON THE CONSTRUCTION PLANS.

TOP—SOIL 2" IN DEPTH

GRASS SEED 117.84LBS PER ACRE

FERTILIZER 110LBS PER ACRE

STRAW MULCH 3" IN DEPTH (ALL MULCHING MUST HAVE A TIE DOWN (ASPHALT TACKIFER, NET BINDING, ETC.)

HYDRO-SEEDING IS NOT ACCEPTABLE FOR SLOPES EXCEEDING 1%, IN SUCH CASES STABILIZATION SHALL BE DONE WITH SEED AND STRAW MULCH WITH A TACKIFIER.

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

PROPERTY OWNER

HILLSIDE INVESTMENTS
27725 STANSBURY BLVD
SUITE 170
FARMINGTON HILLS, MI 48334
PH 248-702-0260

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

0' 20' 40' 60'
SCALE: 1" = 20'

SOIL EROSION & SEDIMENTATION CONTROL NOTES

A. ALL EROSION SEDIMENTATION CONTROL WORK SHALL CONFORM TO THE CURRENT STANDARDS AND SPECIFICATIONS OF THE LIVINGSTON COUNTY DRAIN COMMISSIONER AND GENOA TOWNSHIP.

B. DAILY INSPECTIONS SHALL BE MADE BY THE CONTRACTOR FOR EFFECTIVENESS OF EROSION AND SEDIMENTATION CONTROL MEASURES. ANY NECESSARY REPAIRS SHALL BE PERFORMED WITHOUT DELAY.

C. EROSION AND ANY SEDIMENTATION FROM WORK ON THE SITE SHALL BE CONTAINED WITHIN THE WORK AREA AND NOT ALLOWED TO COLLECT ON ANY OFF-SITE AREAS OR IN WATERWAYS. WATERWAYS INCLUDE BOTH NATURAL AND MAN-MADE OPEN DITCHES, STREAMS, STORM DRAINS, LAKES, PONDS AND WETLANDS.

D. THE CONTRACTOR SHALL APPLY TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES AS DIRECTED ON THESE PLANS AND WHERE OTHERWISE REQUIRED BY THE WORK. THE CONTRACTOR SHALL REMOVE TEMPORARY MEASURES AS SOON AS PERMANENT STABILIZATION OF SLOPES, DITCHES, AND OTHER CHANGES HAVE BEEN ACCOMPLISHED.

E. SOIL EROSION CONTROL PRACTICES WIL, BE ESTABLISHED IN EARLY STAGES OF CONSTRUCTION BY THE CONTRACTOR. SEDIMENT CONTROL PRACTICES WILL BE APPLIED AS A PERIMETER DEFENSE AGAINST ANY TRANSPORTING OF DIRT OFF THE WORK AREA.

F. THE CONTRACTOR SHALL PRISERVE OFF-SITE NATURAL VEGETATION AS MUCH AS POSSIBLE

G. PROTECT ALL EXISTING TREES INCLUDING THEIR BRANCHES AND ROOTS, FROM DAMAGE DUE TO THIS WORK UNLESS SPECIFICALLY IDENTIFIED FOR REMOVAL.

H. STABILIZATION OF ILL DISTURIED AREAS SHALL BE ESTABLISHED USING THE APPROPRIATE VEGETATION WITHIN 5 DAYS OF COMPLETION OF FINAL GRADING.

I. THE CONTRACTOR SHALL SWEEP THE EXISTING STREETS SURROUNDING THE PROJECT SITE AS NEEDED.

J. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL AND SHALL PROVIDE ALL EQUIPMENT AND MATERIAL TO KEEP DUST IN CHECK AT ALL TIMES. THE CONTRACTOR SHALL RESPOND IMMEDIATELY TO ANY AND ALL COMPLAINTS.

K. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NPDES PERMIT AND ENSURING COMPLIANCE WITH ALL APPLICABLE PERMIT REGULATIONS, INCLUDING BUT NOT LIMITED TO, INSPECTION, RESTORATION AND RECORD KEEPING REQUIREMENTS. REPORTS FROM THE CERTIFIED STORM WATER OPERATOR SHALL BE MADE AVAILABLE TO THE TOWNSHIP.

MAINTENANCE NOTES

1. SOIL STOCKPILES
PERIODIC INSPECTIONS SHOULD BE DONE TO ENSURE EXCESSIVE EROSION HAS NOT OCCURRED. IF RUNOFF OR WIND EROSION HAS OCCURRED, REDUCE THE SIDE SLOPES OF THE SOIL PILE, OR RE-STABILIZE THE STOCKPILE BY PROVIDING TEMPORARY SEEDING.

WHEN FILTER FENCING IS USED AROUND A SPOIL PILE, PERIODIC CHECKS SHOULD BE MADE TO ENSURE THAT PIPING HAS NOT OCCURRED UNDER THE FENCING, AND TO ENSURE THE FENCE HAS NOT COLLAPSED DUE TO SOIL SURPAGE OR ACCESS BY CONSTRUCTION EQUIPMENT. REPAIR ANY DAMAGED FENCING IMMEDIATELY.

BERMS AT THE BASE OF THE SPOIL PILE WHICH BECOME DAMAGED SHOULD BE REPLACED.

2. DUST CONTROL
TO PREVENT DUST FROM BECOMING A PUBLIC NUISANCE AND CAUSING OFF-SITE DAMAGES, DUST CONTROL SHOULD BE ONGOING DURING EARTH CHANGE ACTIVITIES.

3. SILT FENCE
SILT FENCE SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS

SILT FENCES SHOULD BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND SEVERAL TIMES DURING PROLONGED RAINFALLS.

IF THE FENCE IS SAGGING OR THE SOIL HAS REACHED ONE HALF (1/2) THE HEIGHT OF THE FABRIC, THE SOIL BEHIND THE FABRIC MUST BE REMOVED AND DISPOSED OF IN A STABLE UPLAND SITE. THE SOIL CAN BE ADDED TO THE SOIL STOCKPILE.

IF THE FABRIC IS BEING UNDERCUT (I.E. IF WATER IS SEEPING UNDER THE FENCE), THE FENCE SHOULD BE REMOVED AND REINSTALLED FOLLOWING THE PROCEDURES GIVEN ABOVE.

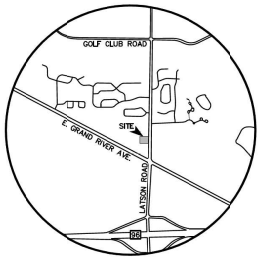
FABRIC WHICH DECOMPOSES OR OTHERWISE BECOMES INEFFECTIVE SHOULD BE REMOVED AND REPLACED WITH NEW FILTER FABRIC IMMEDIATELY.

SILT FENCES SHOULD BE REMOVED ONCE VEGETATION IS WELL ESTABLISHED AND THE UP-SLOPE AREA IS FULLY STABILIZED.

4. SEEDING
NEWLY SEEDED AREAS NEED TO BE INSPECTED FREQUENTLY FOR THE FIRST FEW MONTHS TO ENSURE THE GRASS IS GROWING. IF THE SEEDED AREA IS DAMAGED, DUE TO RAINFALL OR OTHER STORMWATER MEASURES MAY BE NEEDED. SPOT SEECED CAN BE DONE ON SMALL AREAS TO FILL IN BARE SPOTS WHERE GRASS DIDN'T GROW PROPERLY.

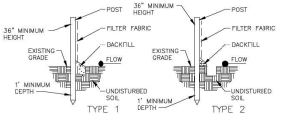
5. MULCHING
MULCHED AREAS SHOULD BE CHECKED FOLLOWING EACH RAIN TO ENSURE THE MULCH S STAYING IN PLACE. ADDITIONAL TACKING MATERIALS OR NETTING MAY NEED TO BE APPLIED TO HOLD THE MULCH IN PLACE.

6. CONSTRUCTION ENTRANCE
PROPER MAINTENANCE MAY INCLUDE ADDING ADDITIONAL LAYERS OF STONE WHEN THE ORGINAL STONE BECOMES COVERED WITH MUD. AFTER EACH STORM EVENT, INSPECT THE ROAD FOR EROSION AND MAKE ANY NECESSARY REPAIRS. ALL SEDIMENT DROPPED OR ERODED ONTO PUBLIC RIGHT-OF-WAY SHOULD BE REMOVED IMMEDIATELY BY SWEEPING.

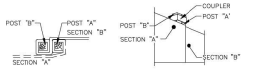


LOCATION MAP

NOT TO SCALE

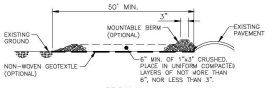


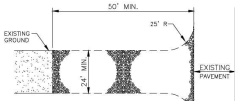
TOE-IN METHODS



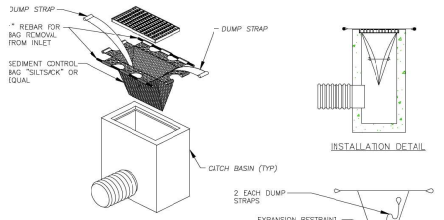
NOTES:
1) 6"x6" ANCHOR TRENCH
2) STAKES AT 6' MAX. SPACING
3) DRIVE STAKES MIN. 1' INTO GROUND

54 SILT FENCE
NO SCALE





14 GRAVEL ACCESS DRIVE
NO SCALE



40 FILTER BAG
NO SCALE

SOIL EROSION & SEDIMENTATION CONTROL OPERATION TIME SCHEDULE

CONSTRUCTION SEQUENCE	OCT 2026	NOV	DEC	JAN 2027	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
TEMPORARY EROSION CONTROL MEASURES													
STRIP & STOCKPILE TOPSOIL / ROUGH GRADE													
STORM SEWER													
FOUNDATION / BLDG CONSTRUCTION													
SANITARY SEWER & WATER MAIN													
INSTALL ALL OTHER JTILITIES													
SITE CONSTRUCTION & PAVEMENT													
PERMANENT EROSION CONTROL MEASURES													
FINISH GRADING													
LANDSCAPING													

DISTURBED AREA = 1.4± ACRES

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

MEIJER OUTLOT RETAIL CENTER

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GENOA TOWNSHIP, LIVINGSTON COUNTY, MICHIGAN

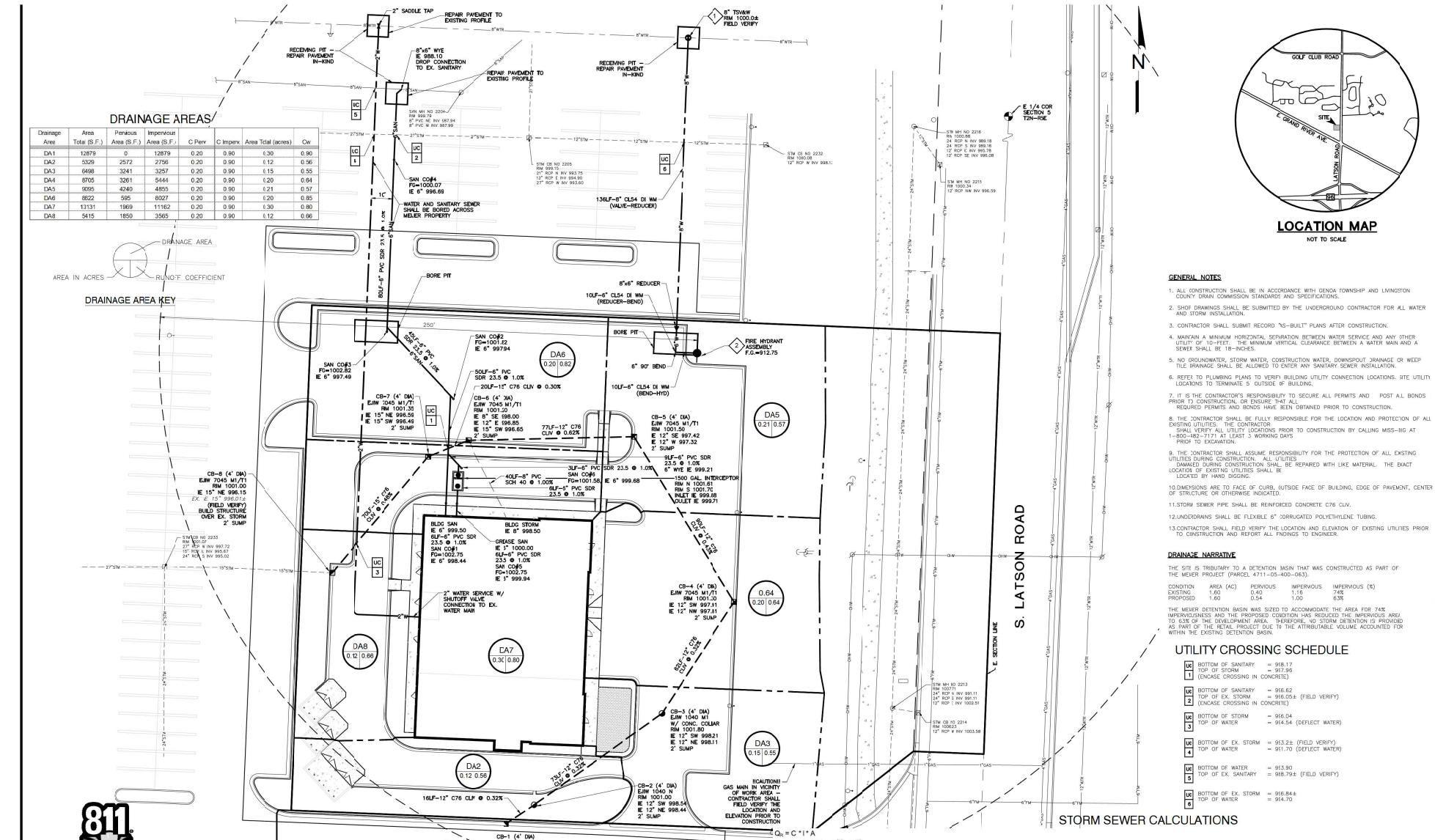
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ISSUED FOR	DATE
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MEIJER REVIEW	05/04/2026
MEIJER REVIEW	05/18/2026
SPA	05/18/2026
SPA	08/04/2026
SPA	09/16/2026

DATE :
DRAWN : ACA
CHECKED : ACA
SCALE : 1"=20'
JOB NO : TE-25-210

SHEET TITLE :
EROSION CONTROL PLAN

SHEET
C4.1



Drainage Area	Area Total (S.F.)	Pervious Area (S.F.)	Impervious Area (S.F.)	C Perv	C Imperv.	Area Tctal (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

LOCATION MAP

NOT TO SCALE

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

0' 20' 40' 60'

SCALE: 1" = 20'

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PUBLIC WATER MAIN QUANTITIES

8" TSV&W = 1 EA
8" CL54 DI WM = 136 LF
6" CL54 DI WM = 29 LF
8"x6" REDUCER = 1 EA

GENERAL NOTES

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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	IMPERVOUS	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 T0 THE ATTRIBUTABLE VOLUME ACCOUNTED FOR WITHIN THE EXISTING DETENTION BASIN.

UTILITY CROSSING SCHEDULE

UC 1	BOTTOM OF SANITARY = 998.17 TOP OF STORM = 997.96 (ENCASE CROSSING IN CONCRETE)
UC 2	BOTTOM OF SANITARY = 996.62 TOP OF EX. STORM = 996.05± (FIELD VERIFY) (ENCASE CROSSING IN CONCRETE)
UC 3	BOTTOM OF STORM = 996.04 TOP OF WATER = 994.54 (DEFLECT WATER)
UC 4	BOTTOM OF EX. STORM = 963.2± (FIELD VERIFY) TOP OF WATER = 961.70 (DEFLECT WATER)
UC 5	BOTTOM OF WATER = 963.90 TOP OF EX. SANITARY = 968.79± (FIELD VERIFY)
UC 6	BOTTOM OF EX. STORM = 916.84± TOP OF WATER = 914.70

STORM SEWER CALCULATIONS

$Q_R = C * I * A$

$Q_R = A \times 1.486/n \times R^{2/3} \times S^{1/2}$

I = 175/(t+25) for 10 year storm event

(C imp = 0.90 / Cperv = 0.20)

AREA NO.	FROM MH/CB	TO MH/CB	AREA A acres	COEFF. C *	A x C	AREA TOTAL At acres	COEFF. Wt Cw	At x Cw	TIME t_c min.	INT. I inw	n	FLOW Q_R C=CIA c.f.s.	PIPE CAP. Q_P c.f.s.	PIPE LENGTH ft	PIPE DIA. in	PIPE SLOPE %	VEL. FULL f/sec	TIME FLOW min.	RIM ELEV HIGH ft	RIM ELEV LOW ft	H.G.L. HIGH END HGL	H.G.L. LOW END HGL	INVERT ELEV. HIGH END INV	INVERT ELEV. LOW END INV
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	0.55	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

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MI #47390

MEIJER OUTLOT RETAIL CENTER

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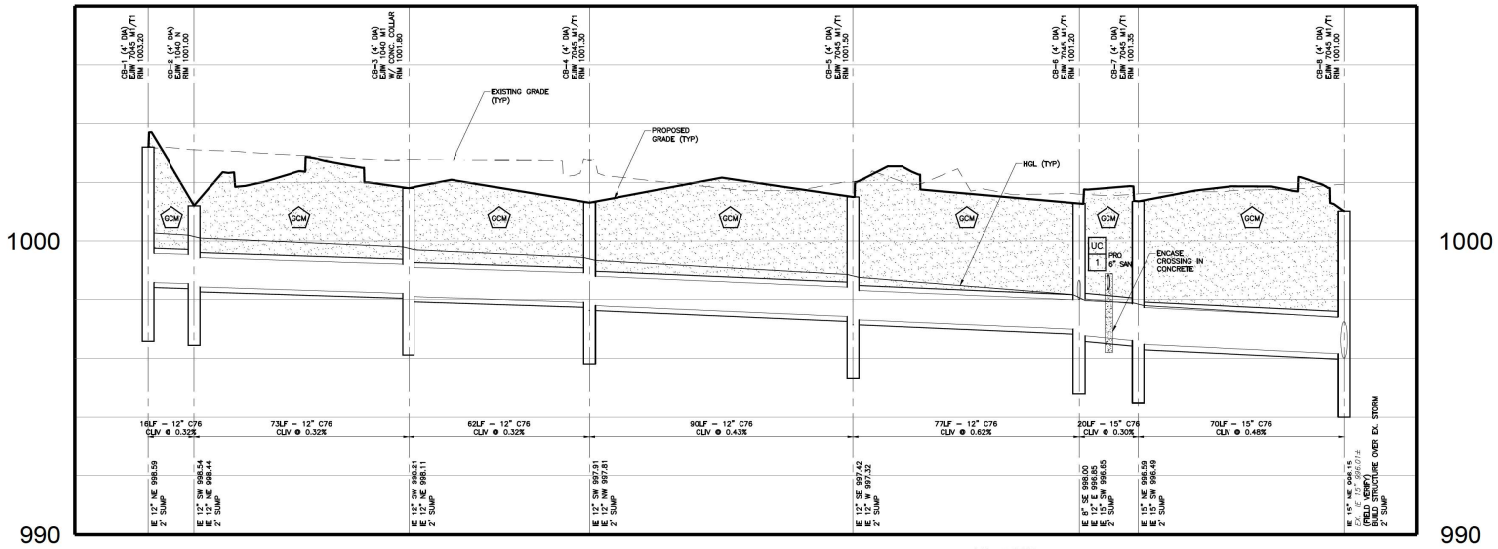
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ANDREW ANDRE
ENGINEER
47390
LICENSED PROFESSIONAL ENGINEER
STATE OF MICHIGAN

ISSUED FOR	DATE
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SHEET TITLE :
UTILITY PLAN

SHEET
C5.0



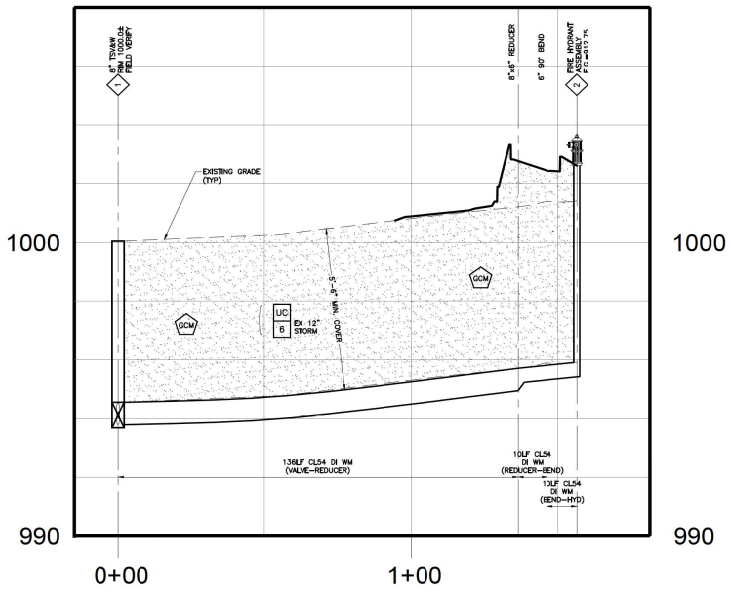
CB-1 TO CB-8

SCALE: 1"=20' HOR / 1'=2' VERT

KEY NOTES

GCM GRANULAR COMPACTED MATERIAL MDOT SPEC CLASS II, COMPACTED TO 95% MAXIMUM DRY DENSITY. (TYP)

UC 1 UTILITY CROSSING – REFER TO C5.0 FOR DETAIL.



WATER MAIN

SCALE: 1"=20' HOR / 1'=2' VERT

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SPA	09/04/2020

DATE :
DRAWN : ACA
CHECKED : ACA
SCALE : AS NOTED
JOB NO : TE-25-210

SHEET TITLE :
UTILITY PROFILES

SHEET
C5.1

NOTE: REFER TO GENOA TOWNSHIP STANDARD DETAILS

CATCH BASIN

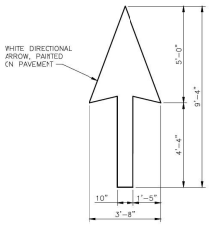
TRENCH EXCAVATION & BACKFILL

CONC. CURB & GUTTER

SIDEWALK RAMP

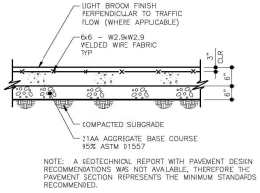
PARKING LOT CROSS SECTIONS

TYPICAL SIDEWALK CROSS SECTIONS



STRAIGHT DIRECTIONAL ARROW

NO SCALE

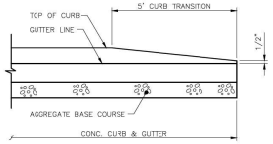


NOTE: A GEOTECHNICAL REPORT WITH PAVEMENT DESIGN RECOMMENDATIONS WAS NOT AVAILABLE, THEREFORE THE PAVEMENT SECTION REPRESENTS THE MINIMUM STANDARDS RECOMMENDED.

CONCRETE SHALL BE 3500 PSI

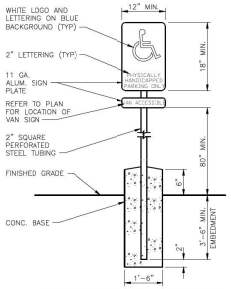
CONCRETE PAVEMENT

NO SCALE



TYPICAL CURB END TRANSITION

NO SCALE



TYPICAL HANDICAP SIGN

NO SCALE

1500 Gallon DC HD Grease Interceptor - 8' x 4' x 8'

Advarce Concrete Products Company (800) 824-8351 (248) 887-4173 Fax: (248) 887-2755

All Concrete Shall Have A 28 Day Compressive Strength Of 4500 PSI. Formula 5

Reinforcing Steel Shal Comply With ASTM A615 Grade 60 Rebar. Bar Bending And Placement Shall Comply With The Latest ACI Standards.

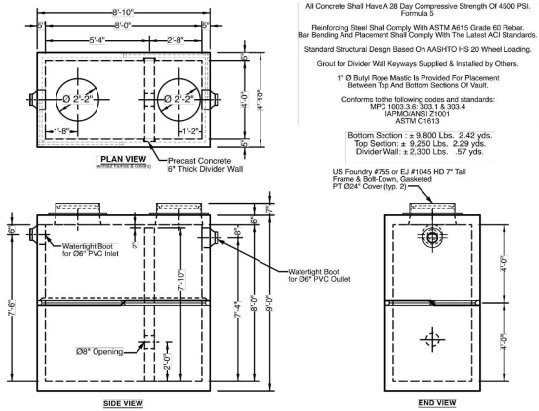
Standard Structural Desgn Based On AASHTO HS 20 Wheel Loading.

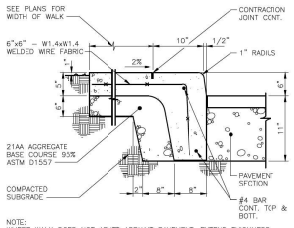
Grout for Divider Wall Keyways Supplied & Installed by Others.

1" Ø Butyl Rope Mastic Is Provided For Placement Between Top And Bottom Sections Of Vault.

Conforms tothe following codes and standards: MP3 1003.3.6 303.1 & 303.4 (APMO/ANSI) Z1001 ASTM C1613

Bottom Section : ± 9.800 Lbs. 2.42 yds.
Top Section: ± 9.250 Lbs. 2.29 yds.
DividerWall: ± 2.300 Lbs. .57 yds.

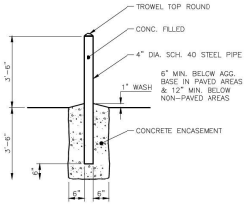




NOTE:
WHERE WALK DOES NOT ABUTT ASPHAIT PAVEMENT, EXTEND THICKNESS FOR REQUIRED WIDTH AND OMIT CURB PORTION. CONTRACTION JOINTS TO BE 2 1/2" DEEP, SPACED AT 5' INTERVALS (TOOLED). EXPANSION JOINTS TO BE 1/2 " PREMOLDED FILLER, SPACED A MAXIMUM OF 30' APART.

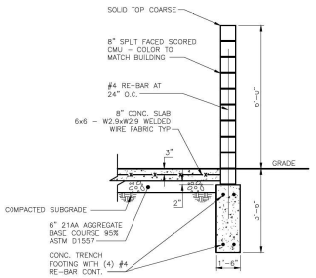
CONCRETE CURB WALK

NO SCALE



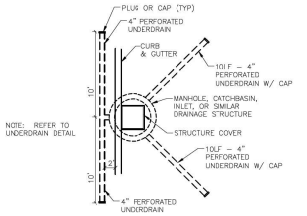
BOLLARD

NO SCALE



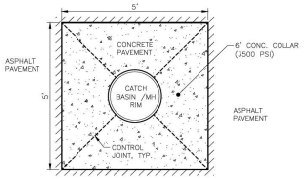
DUMPSTER WALL

NO SCALE



TYP CURB CATCH BASIN UNDERDRAIN

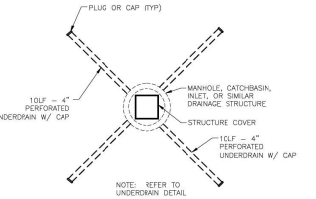
NO SCALE



NOTE: CONCRETE COLLAR AT ALL STRUCTURES IN PAVEMENT

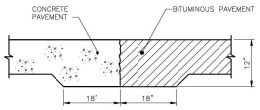
CONCRETE COLLAR

NO SCALE



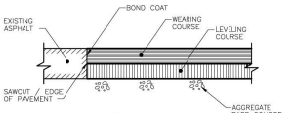
TYP CURB CATCH BASIN UNDERDRAIN

NO SCALE



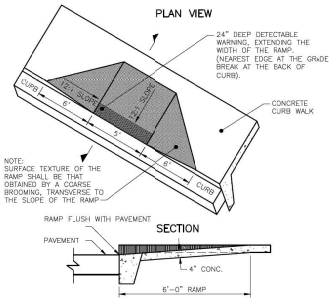
TURNDOWN PAVEMENT SECTION

NO SCALE



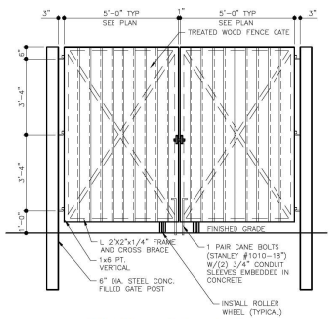
BUTT-JOINT

NO SCALE



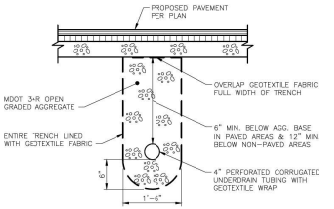
BARRIER FREE RAMP

NO SCALE



DUMPSTER GATE DETAIL

NO SCALE



UNDERDRAIN

NO SCALE

TRIUMPH

Triumph Engineerng & 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
MEIJER REVIEW	05/04/2026
MEIJER REVIEW	05/18/2026
SPA	05/18/2026
SPA	08/04/2026
SPA	09/16/2026

DATE :

DRAWN : ACA

CHECKED : ACA

SCALE : NO SCALE

JOB NO : TE-25-210

SHEET TITLE :

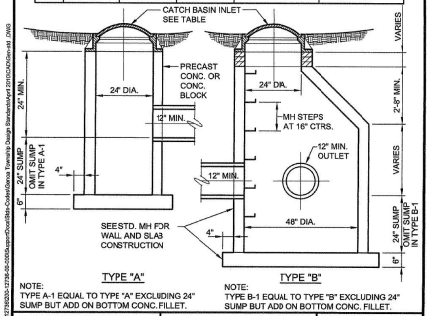
SITE DETAILS

SHEET

C6.0

MANHOLE FRAME & COVER & CATCH BASIN INLETS

TYPE	LOCATION	MANUFACTURER OR EQUAL EAST JORDAN	MANUFACTURER OR EQUAL NEENAH	TYPE OF COVER OR INLET	MAXIMUM DRAINAGE AREA (ACRES)
MH	ALL	1040	R-1916 F1	SANITARY-SOLID SELF-SEALING STORM-MENTED	N/A
CB	TYPE A CURB	7000-T1M1	R-3070	FLAT GRATE WITH VERT. OPEN BACK	0.71
CB	TYPE B CURB	7065-T1M1	R-3034-B	FLAT GRATE WITH ROLL BACK	0.87
CB	PAVEMENT/ SHOULDER	1020-M1	R-2060-D	FLAT GRATE	0.66
CB	OPEN AREA	1020-01	R-2560-D	BEEHIVE GRATE 4" HIGH	0.83
CB	GUTTER	5100	R-3238	CONCAVE INLET	0.96



TYPE "A"

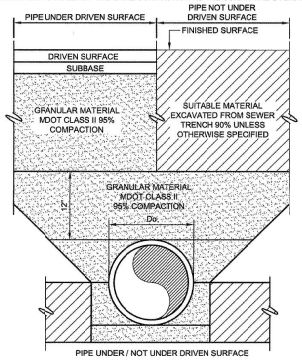
NOTE: TYPE A-1 EQUAL TO TYPE "A" EXCLUDING 24" SUMP BUT ADD ON BOTTOM CONC. FILLET.

TYPE "B"

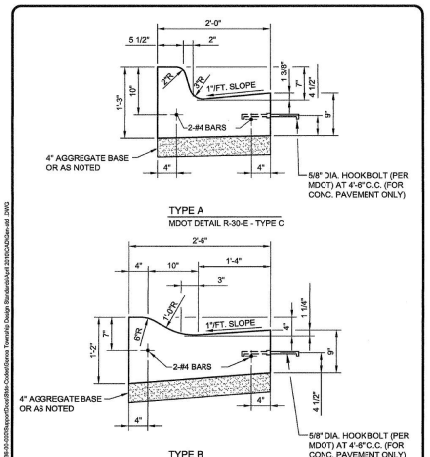
NOTE: TYPE B-1 EQUAL TO TYPE "B" EXCLUDING 24" SUMP BUT ADD ON BOTTOM CONC. FILLET.

Genoa Charter Township | CATCH BASIN | Date: APRIL 2010 | R-1

NOTES:
1. COMPACTION PRESENTED AS STANDARD PROCTOR VALUES.
2. SOIL TYPES — ASTHO DESIG.
   GRAVEL SANDY (SW) — A1, A3
   SANDY SILTY (ML) — A2, A4
   SILTY CLAY (CL) — A5, A6, A7
3. SOIL IN HAUNCH AND LOWER SIDE ZONES OUTSIDE OF Do/6 FROM SPRING LINE SHALL BE COMPACTED TO AT LEAST THE SAME COMPACTION AS THE SOIL IN THE OVERFILL ZONE.



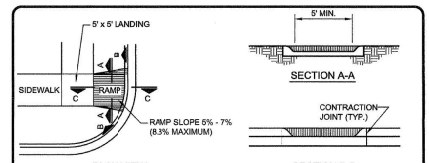
Genoa Charter Township | TRENCH EXCAVATION & BACKFILL | Date: APRIL 2010 | R-3



TYPE A
MDOT DETAIL R-30-E - TYPE C

TYPE B
MDOT DETAIL R-30-E - TYPE D

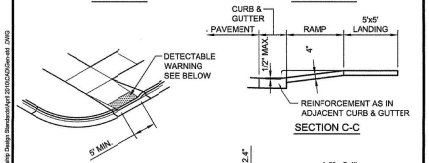
Genoa Charter Township | CONCRETE CURB & GUTTER | Date: APRIL 2010 | G-1



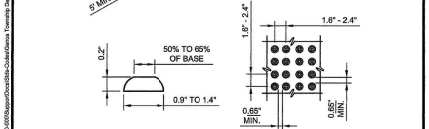
PLAN VIEW

SECTION A-A

SECTION B-B



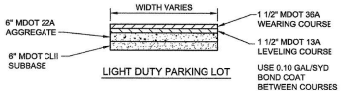
SECTION C-C



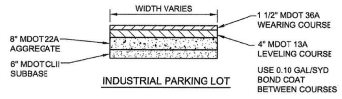
DOME SECTION — DOME SPACING

NOTE SEE MDOT R-28-F SIDEWALK RAMP AND DETECTABLE WARNING DETAILS FOR ADDITIONAL INFORMATON.

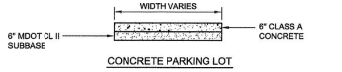
Genoa Charter Township | SIDEWALK RAMP | Date: APRIL 2010 | G-3



LIGHT DUTY PARKING LOT



INDUSTRIAL PARKING LOT

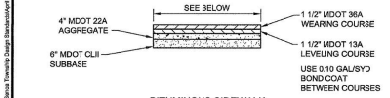


CONCRETE PARKING LOT

Genoa Charter Township | PARKING LOT CROSS SECTIONS | Date: APRIL 2010 | G-6



CONCRETE SIDEWALK



BITUMINOUS SIDEWALK

NOTE: SEE TOWNSHIP ZONING ORDINANCES FOR SIDEWALK WIDTHS

Genoa Charter Township | TYPICAL SIDEWALK CROSS SECTIONS | Date: APRIL 2010 | G-7

TRIUMPH
Triumph Engineerng & Design, Inc.
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PREPARED UNDER THE DIRECTION OF:
ANDREW ANDRE, P.E.
MI #47380

MEIJER OUTLOT RETAIL CENTER

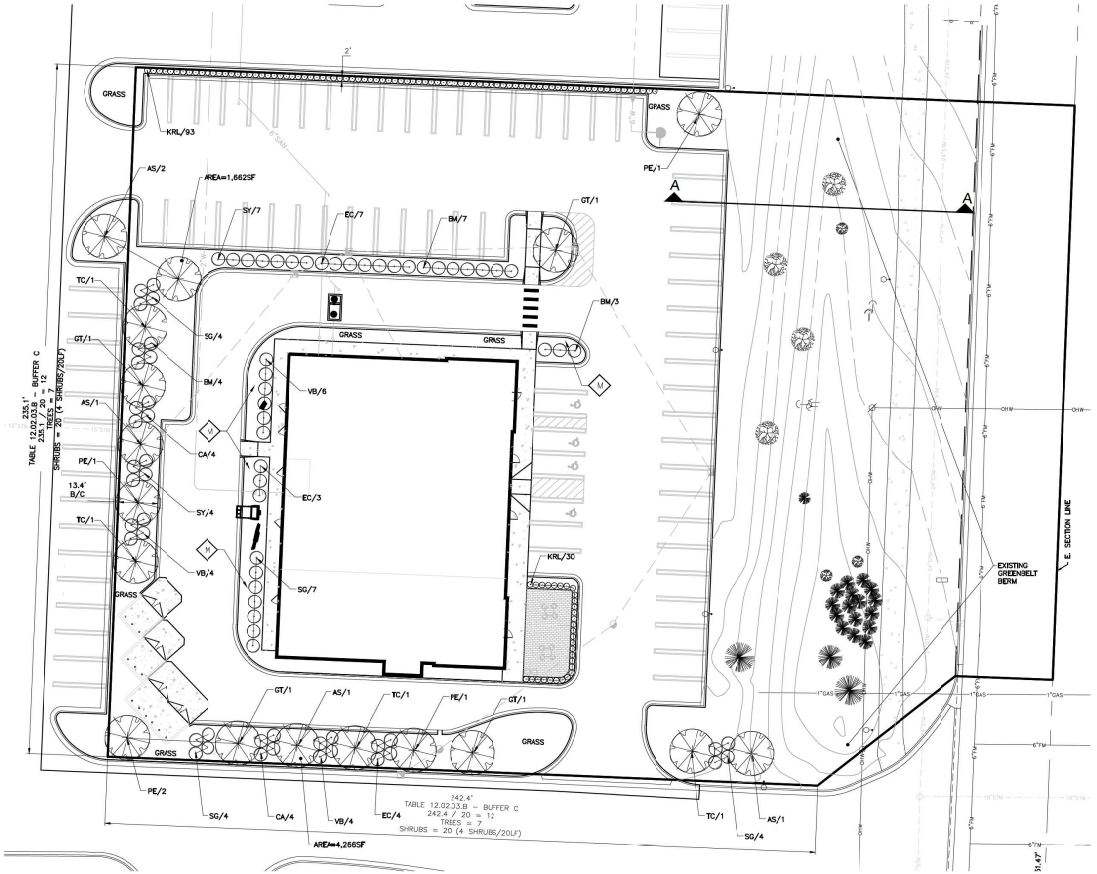
3883 E. GRAND RIVER AVE
GRAND RIVER AVENUE & LATSON ROAD
GENOA TOWNSHIP, LIVINGSTON COUNTY, MICHIGAN

NO PART OF ANY WORK COVERED OR DEPICTED IN THESE PLANS IS TO BE PERFORMED UNTIL THE CONTRACTOR AND SUBCONTRACTOR PERFORMING SUCH WORK HAVE REVIEWED THE PLANS IN THEIR ENTIRETY AND HAVE FOUND AND BROUGHT TO THE ATTENTION OF THE ENGINEER ALL CONFLICTS, ERRORS OR DISCREPANCIES WHICH COULD AFFECT THE WORK OR THE PLANS. ANY WORK PERFORMED BY THE CONTRACTOR OR SUBCONTRACTOR PRIOR TO SUCH REVIEW SHALL BE AT THEIR OWN RISK AND EXPENSE.

ISSUED FOR	DATE
SPA	05/18/2026
SPA	08/04/2026
SPA	09/16/2026

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

SHEET
C6.1


GRASS
KRL/93
AS/2
AREA=1,662SF
SY/7
EC/7
BM/7
GT/1
TC/1
SG/4
BM/4
AS/1
CA/4
PE/1
13.4' B/C
EC/3
SY/4
VB/4
SG/7
VB/6
BM/3
KRL/30
PE/2
CA/4
VB/4
EC/4
SG/4
AREA=4,266SF
142.4'
TABLE 12.02.03.B – BUFFER C
242.4 / 20 = 12 TREES = 7 SHRUBS = 20 (4 SHRUBS/20LF)
TABLE 12.02.03.B – BUFFER C
235.4' / 20 = 12 TREES = 7 SHRUBS = 20 (4 SHRUBS/20LF)
PE/1
GT/1
AS/1
TC/1
BM/3
EXISTING GREENBELT BERM
E. SECTION LINE
N
A
A
M
M
GRASS
GRASS
GRASS

PIPE RESTRAINT SCHEDULE

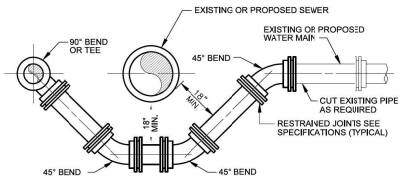
GROUND BURIED PRESSURE PIPE - POLYETHYLENE ENCASED DUCTILE IRON PIPE

PIPE DIAMETER	TEES, 90° BENDS	45° BENDS	22-1/2° BENDS	11-1/4° BENDS	DEAD ENDS	REDUCERS (ONE SIZE REDUCTION)*	REDUCERS (TWO SIZE REDUCTIION)*
4	13	5	3	1	40	–	–
6	19	8	4	2	58	31	–
8	24	10	5	2	75	30	70
12	34	14	7	3	107	57	'16
16	43	18	9	4	139	59	'37
20	52	22	10	5	169	59	'34
24	61	25	12	6	199	60	'32
30	73	30	15	7	242	85	'68
36	84	35	17	8	281	84	'68

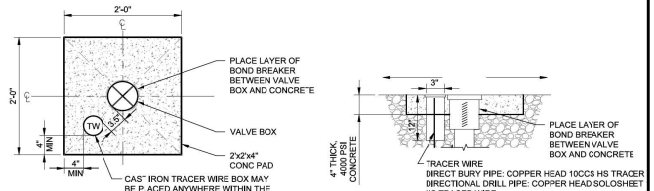
1. LENGTHS OF PIPE RESTRAINT ARE GIVEN IN FEET.
2. IF REQUIRED PIPE DIAMETER IS NOT LISTED IN THIS TABLE, THE NEXT LARGEST PIPE DIAMETER SHALL BE USED.
3. THIS TABLE IS BASED ON A TEST PRESSURE OF 180 PSI (OPERATING PRESSURE PLUS WATER HAMMER. FOR OTHER TEST PRESSURES, ALL VALUES TO BE INCREASED OR DECREASED PROPORTIONALLY.
4. THE VALUES PROVIDED OF RESTRAINT LENGTH ARE IN EACH DIRECTION FROM THE POINT OF DEFLECTION OR TERMINATION EXCEPT FOR TEES, AT WHICH ONLY THE BRANCH IN THE DIRECTION OF THE STEM.
5. IF TIE RODS ARE USED, USE FOUR RODS MINIMUM AND ADD 1/8-INCH TO BAR DIAMETER AS CORROSION ALLOWANCE.

* SIZE REDUCTIONS IS BASED UPON THE PIPE DIAMETER SHOWN IN THIS TABLE.

BASED UPON: INTERNAL PRESSURE: 180
PIPE DEPTH: 5
BEDDING CLASS: TYPE 4
SOIL TYPE: GOOD SAND
SAFETY FACTOR: 2



WATER MAIN UTILITY OFFSET



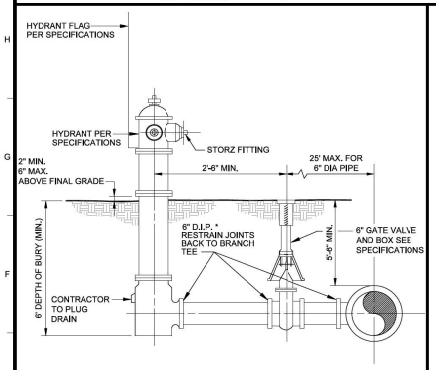
NOTE: ALL BOXES & ADJOINING TW BOXES SHALL BE ENCASED IN A CONC. PAD UNLESS OTHERWISE DETERMINED BY MHOG.

NOTE:
1. TRACER WIRE BOXES LOCATED WITHOUT A VALVE BOX ONLY REQUIRE AN 18" X 18" CONCRETE PAD.
2. TRACER WIRE BOX SHALL HAVE A LOCKING LID W/STANDARD AWWA PENTAGON KEY.
3. TRACER WIRE BOX SHALL BE COPPERHEAD RB14"TP IN ASPHALT INSTALLATIONS AND CD14"TP FOR ALL OTHER INSTALLATIONS.

PLAN SECTION

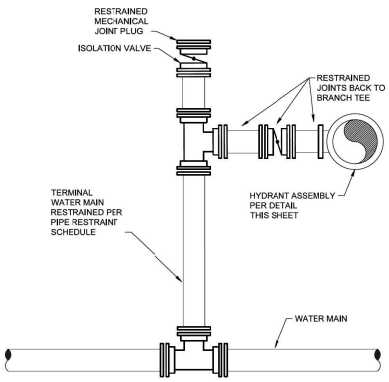
VALVE/TRACER WIRE BOX IN CONCRETE DETAIL

NO SCALE

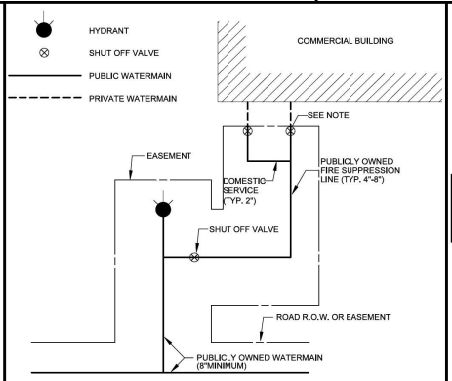


* THE LENGTH OF 6" PIPE FROM THE MAIN TO THE HYDRANT ASSEMBLY CANNOT EXCEED 25'. ANY PIPE OVER 25 FEET SHALL BE 8" DIAMETER MINIMUM AND DESIGNED PER MHOG SPECIFICATIONS.

FIRE HYDRANT ASSEMBLY

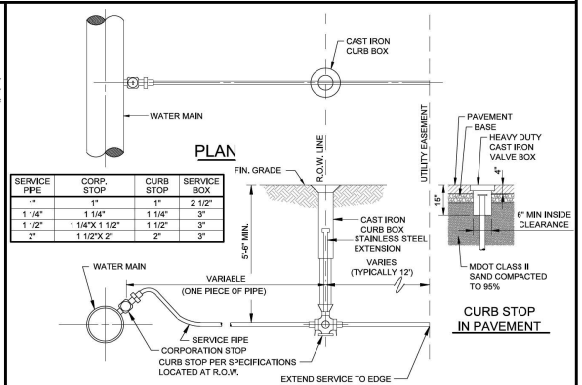


TERMINAL HYDRANT DETAIL



NOTE: FIRE SUPPRESSION LINE AND DOMESTIC SERVICE TO BE LOCATED WITHIN EASEMENT UP TO SHUTOFF VALVES OUTSIDE OF BUILDING.

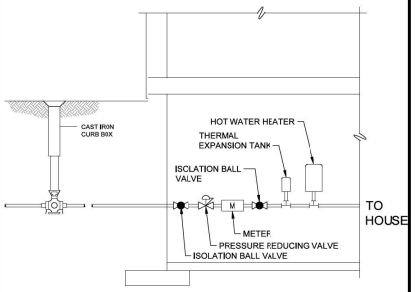
COMMERCIAL BUILDING WATER SERVICE LAYOUT



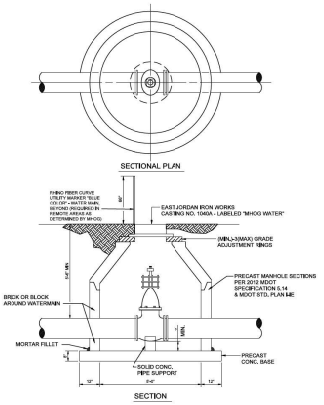
SERVICE PIPE	CORP. STOP	CURB STOP	SERVICE BOX
-"	1"	1"	2 1/2"
1 "/4"	1 1/4"	1 1/4"	3"
1 "/2"	1 1/4"X 1 1/2"	1 1/2"	3"
2"	1 1/2"X 2"	2"	3"

CURB STOP IN PAVEMENT

SECTION
WATER SERVICE LATERAL

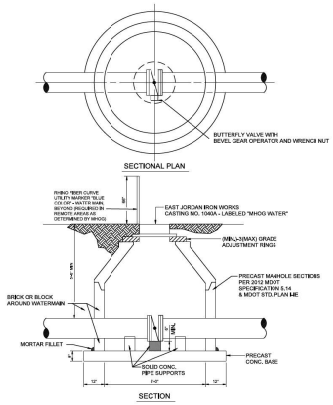


PRIVATE RESIDENCE
PRESSURE REDUCING VALVE (PRV)



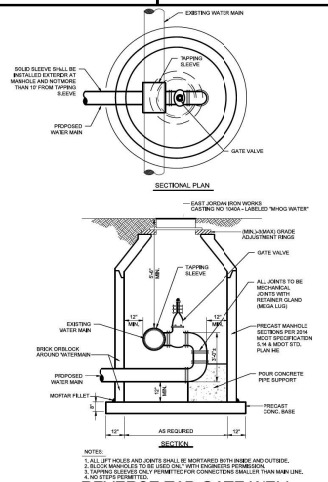
NOTES:
1. ALL LIFT HOLES AND JOINTS SHALL BE MORTARED BOTH INSIDE AND OUTSIDE.
2. BLOCK MANHOLES TO BE USED ONLY WITH ENGINEERS PERMISSION.
3. NO STEPS PERMITTED.

VALVE AND GATE WELL



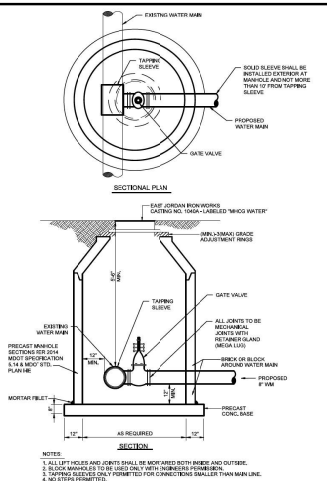
NOTES:
1. ALL LIFT HOLES AND JIMNTS SHALL BE MORTARED BOTH INSIDE AND OUTSIDE.
2. BLOCK MANHOLES TO BE USED ONLY WITH ENGINEERS PERMISSION.
3. NO STEPS PERMITTED

BUTTERFLY VALVE AND WELL



NOTES:
1. ALL LIFT HOLES AND JOINTS SHALL BE MORTARED BOTH INSIDE AND OUTSIDE.
2. BLOCK MANHOLES TO BE USED ONLY WITH ENGINEERS PERMISSION.
3. TAPPING SLEEVES ONLY PERMITTED FOR CONNECTIONS SMALLER THAN MAIN LINE.
4. NO STEPS PERMITTED.

REVERSE TAP GATE WELL



NOTES:
1. ALL LIFT HOLES AND JOINTS SHALL BE MORTARED BOTH INSIDE AND OUTSIDE.
2. BLOCK MANHOLES TO BE USED ONLY WITH (NGINEERS) PERMISSION.
3. TAPPING SLEEVES ONLY PERMITTED FOR CONNECTIONS SMALLER THAN MAIN LINE.
4. NO STEPS PERMITTED.

REGULAR TAP GATE WELL

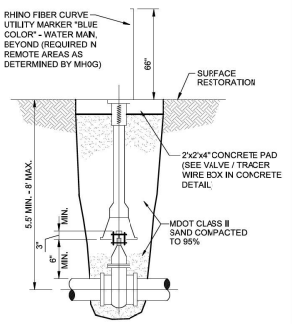
MARION HOWELL OCEOLA GENOA
Sewer and Water Authority

STANDARD DETAILS

Scale: NONE
Issued Date JANUARY - 20 4

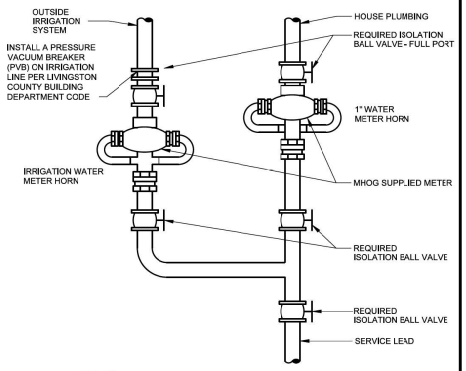
UPDATED: MAY 2015
UPDATED: FEBRUARY 20 6
UPDATED: APRIL 2016
UPDATED: OCTOBER 201
UPDATED: FEBRUARY 20 9
UPDATED: NOVEMBER 202

Thursday, September 14, 2023 1:52:26 PM DRAWING: O:\Projects\Lansing\IER\12719\200-12719-9400-000\CAD\SheetFiles\Mhog-std2.DWG



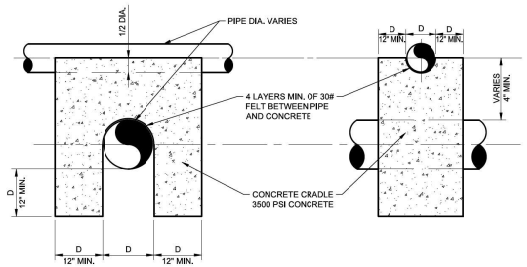
NOTES:
1. VALVE BOX SHALL NOT REST ON VALVE OR MAIN LINE PIPE.
2. A VALVE STEM EXTENSION WITH CENTERING RING IS REQUIRED FOR VALVES BURIED DEEPER THAN 6'.

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

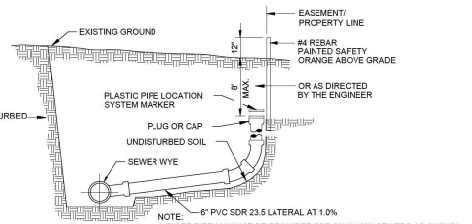
STANDARD DETAILS

Scale: NONE

Issued Date JANUARY - 20'4

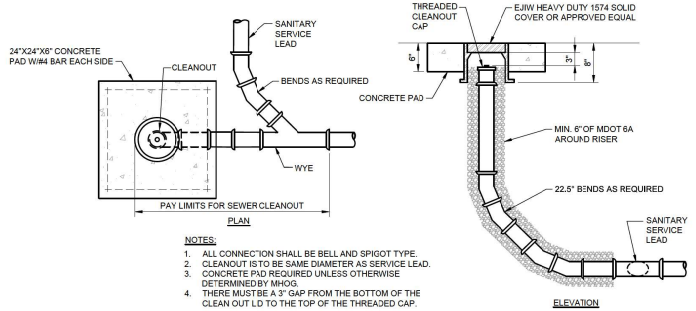
UPDATED: MAY 2015
UPDATED: FEBRUARY 20'6
UPDATED: APRIL 2016
UPDATED: OCTOBER 201'
UPDATED: FEBRUARY 20'9
UPDATED: NOVEMBER 202'

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



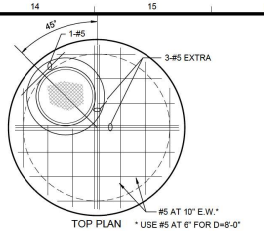
NOTE:
1. RISER PIPE MAY NOT BE REQUIRED FOR SHALLOW SEWERS AS SHOWN.
2. WHEN CONNECTING TO AN EXISTING SEWER THE AUTHORITY MAY REQUIRE CORING OF THE EXISTING PIPE AND INSTALLATION OF A SEWER SADDLE. SADDLE SHALL BE ROMAC "CS" SEWER SADDLE OR APPROVED EQUAL

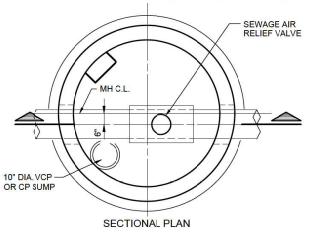
SANITARY SEWER LATERAL

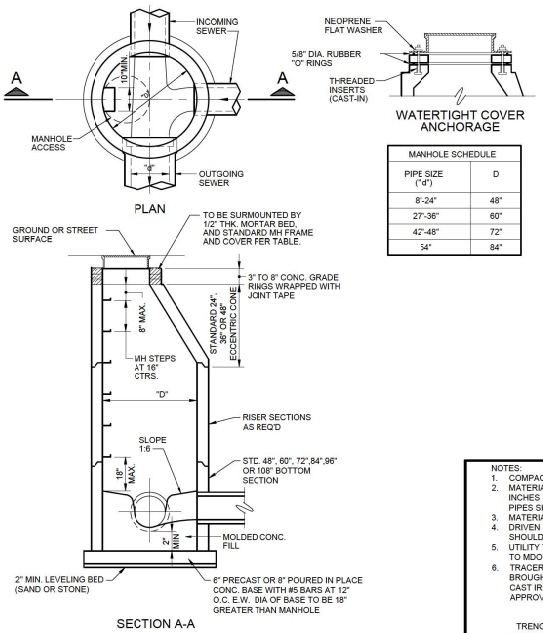


NOTES:
1. ALL CONNECTION SHALL BE BELL AND SPIGOT TYPE.
2. CLEANOUT IS TO BE SAME DIAMETER AS SERVICE LEAD.
3. CONCRETE PAD REQUIRED UNLESS OTHERWISE DETERMINED BY MHOG.
4. THERE MUST BE A 3" GAP FROM THE BOTTOM OF THE CLEAN OUT LID TO THE TOP OF THE THREADED CAP.

SEWER CLEANOUT DETAIL





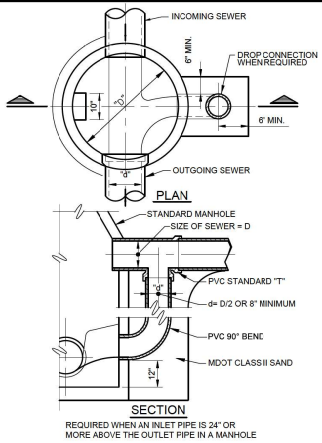


MANHOLE SCHEDULE	
PIPE SIZE ("d")	D
8'-24"	48"
27"-36"	60"
42"-48"	72"
54"	84"

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" OF COMPACTED GRANULAR MATERIAL UNDER ALL PRECAST CONCRETE BASE SLPVC.
4. FORCEMAINS CONNECT DIRECTLY TO A MANHOLE SHALL BE INSTALLED SO THAT THE ELEVATION OF THE PIPE CROWNS MATCH. THE FORCE MAIN SHALL BE DIRECTED DOWNWARD INTO THE FLOW CHANNEL.
5. FOR SANITARY SEWERS ALL PIPES SHALL ENTER MANHOLE THROUGH RUBBER BOOTED CONNECTION.

FRAME & COVER FOR SANITARY SEWER MANHOLES			
		MANUFACTURER OR EQUAL	
TYPE	TYPE OF COVER	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



REQUIRED WHEN AN INLET PIPE IS 24" OR MORE ABOVE THE OUTLET PIPE IN A MANHOLE

DROP CONNECTION

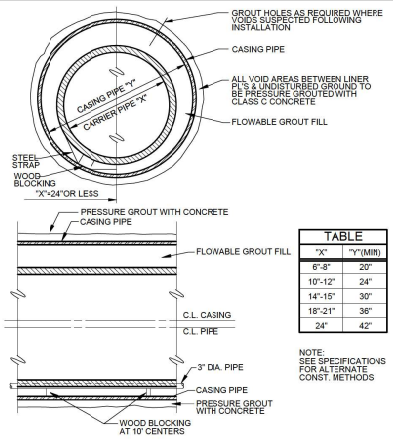
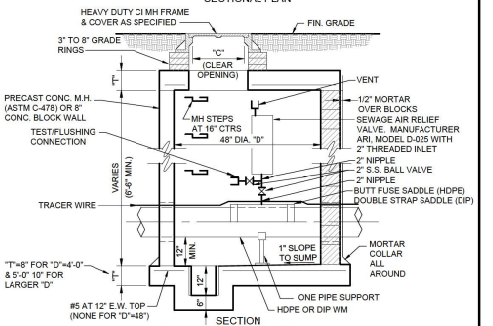


TABLE	
"X"	"Y" (MIN)
6"-8"	20"
10"-12"	24"
14"-15"	30"
18"-21"	36"
24"	42"

NOTE:
SEE SPECIFICATIONS FOR ALTERNATE CONST. METHODS

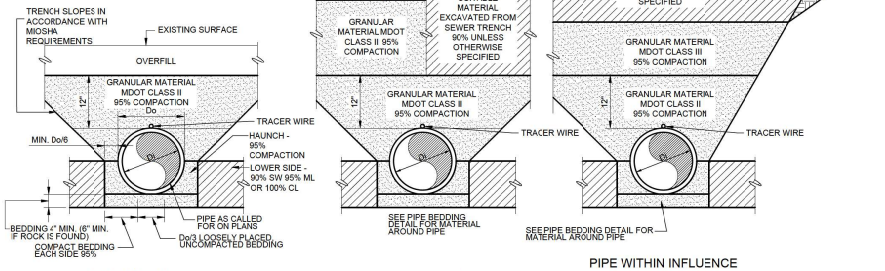
CASING PIPE



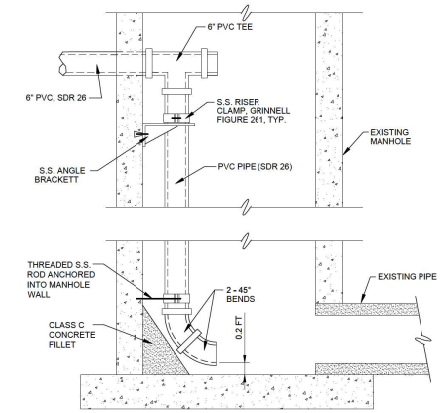
NOTE: ALL PLUMBING MATERIALS TO BE NON-CORROSIVE, ALL FITTINGS SHALL BE STAINLESS STEEL.

AIR RELIEF STRUCTURE

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.



TRENCH EXCAVATION & PIPE BEDDING



INTERIOR SEWER LATERAL DROP CONNECTION

MARION HOWELL OCEOLA GENOA
Sewer and Water Authority

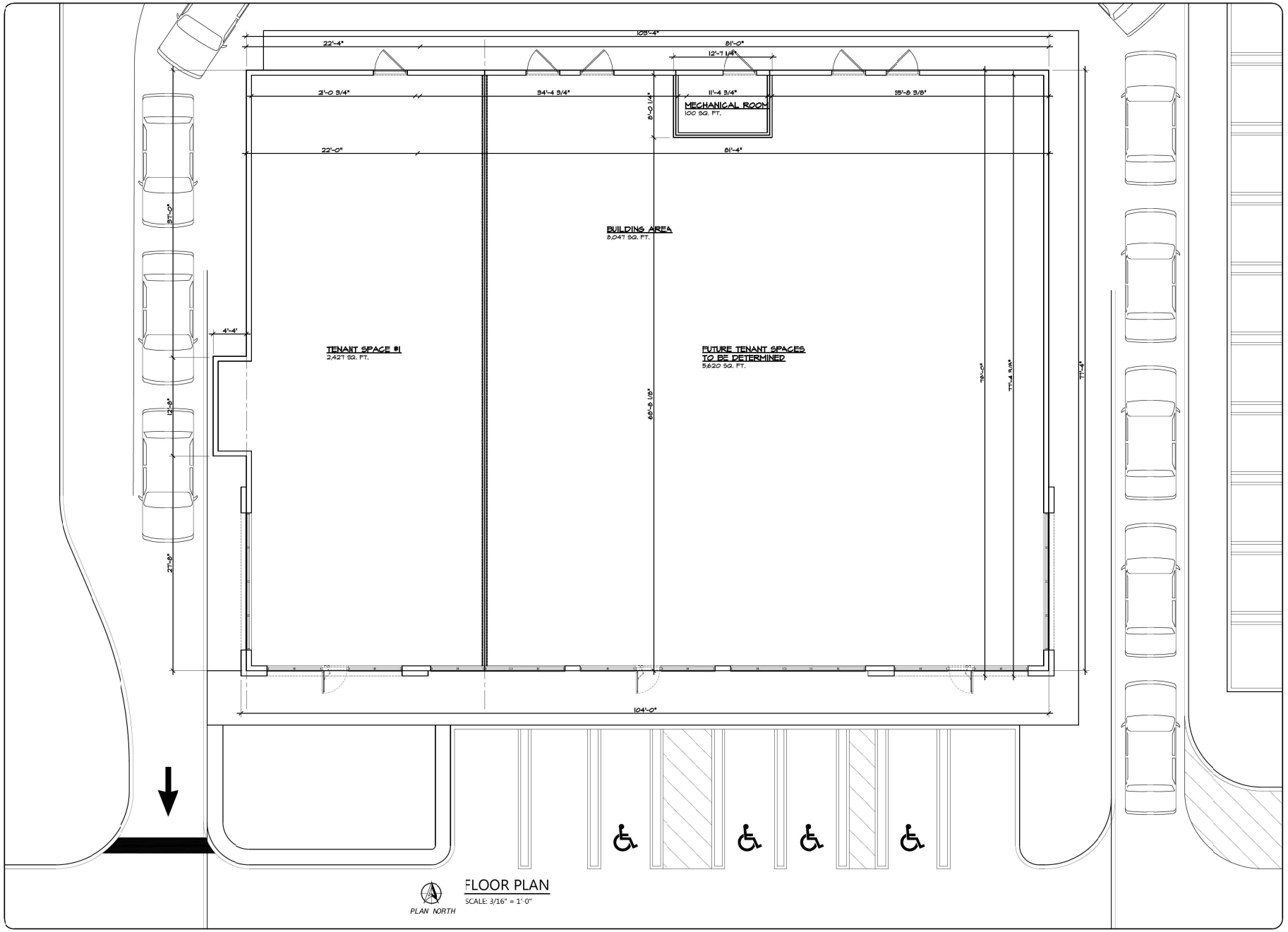
STANDARD DETAILS

Scale: NONE

Issued Date JANUARY - 2014

UPDATED: MAY 2015
UPDATED: FEBRUARY 2016
UPDATED: APRIL 2016
UPDATED: OCTOBER 2017
UPDATED: FEBRUARY 2019

Friday, February 8, 2019 9:07:00 AM DRAWING P:\IER\12719\000-12719-00-000\CAD\Sheet Files\Mhog-std.DWG



FLOOR PLAN

SCALE: 3/16" = 1'-0"

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

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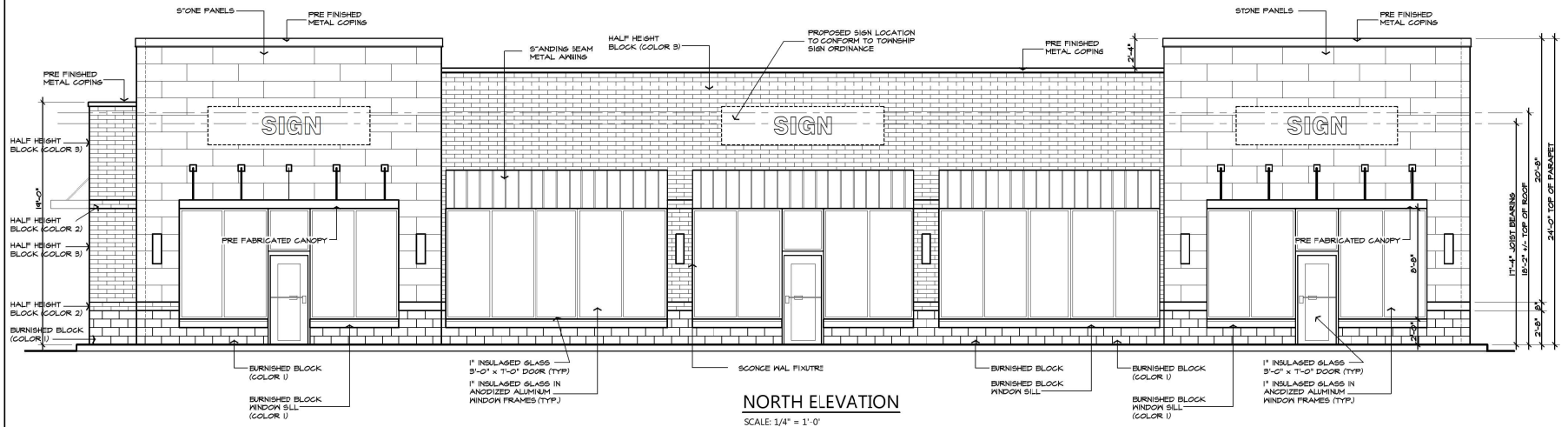
Project No.
JOB#: 25-###

Issued

OWNER REVIEW	10/28/2025
OWNER REVIEW	12/18/2025
OWNER REVIEW	05/13/2026
SPA	05/19/2026

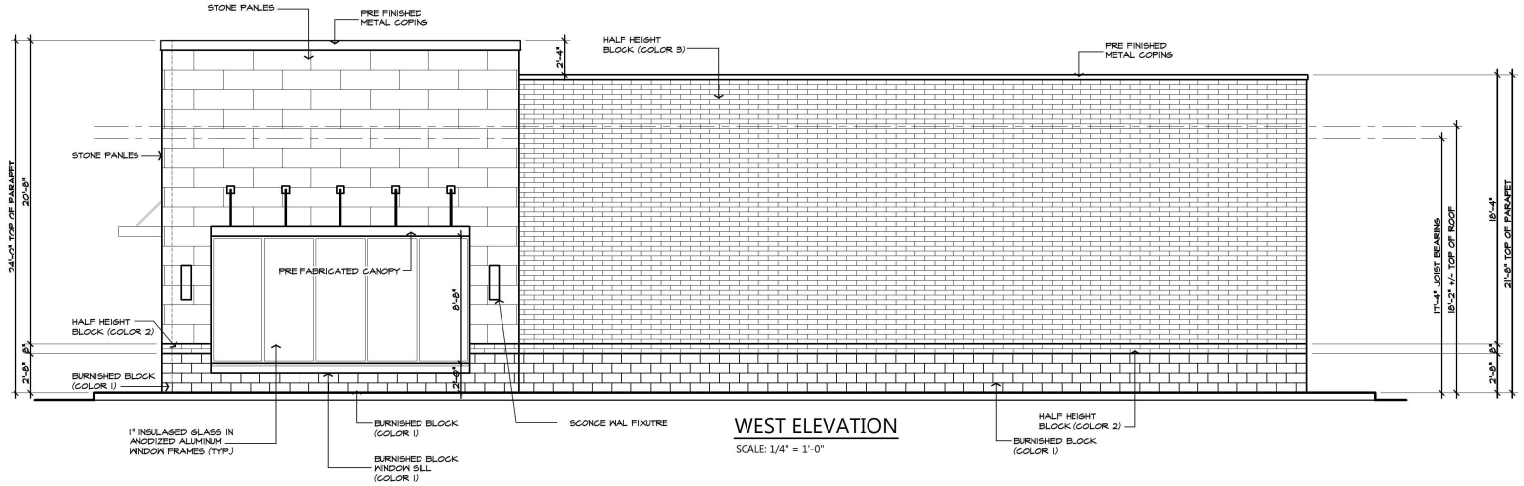
Sheet Title and Number
FLOOR PLAN

A-100



NORTH ELEVATION

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



WEST ELEVATION

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

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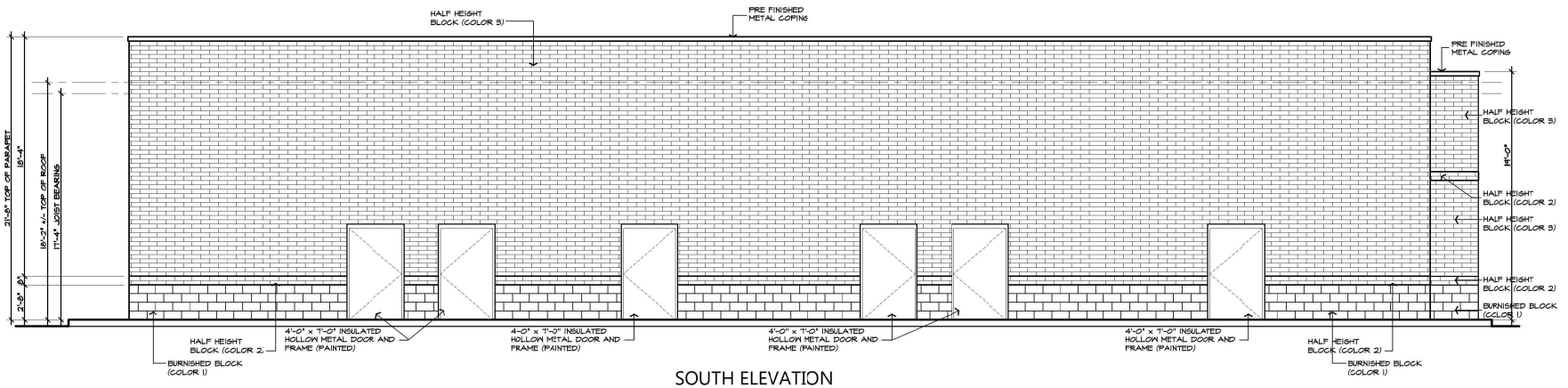
Project No.
JOB#: 25-###

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

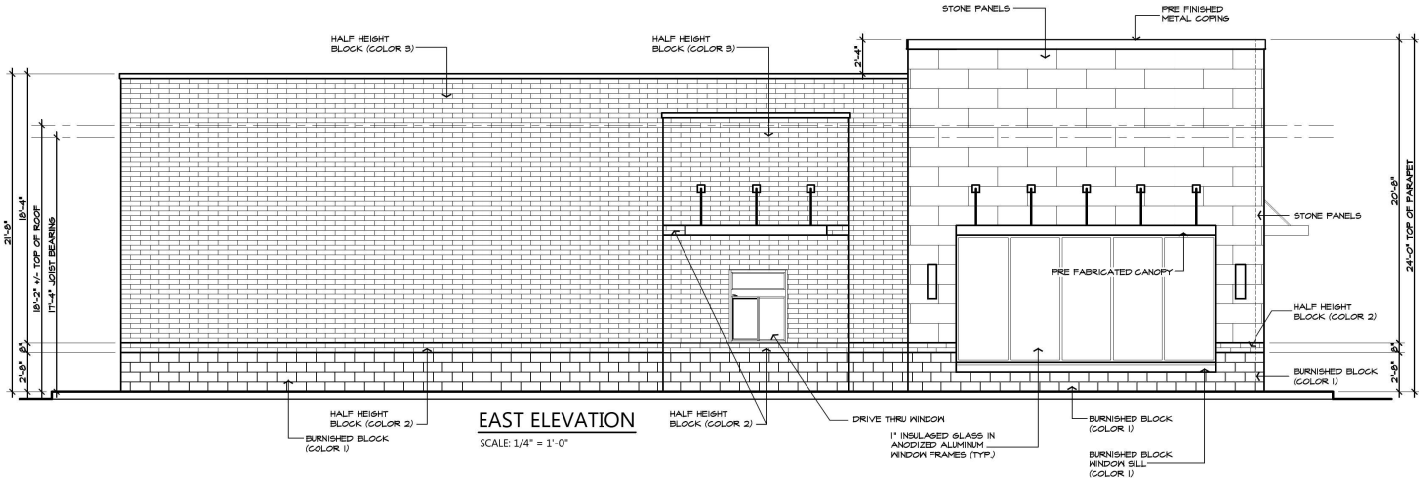
Sheet Title and Number
ELEVATION

A-200



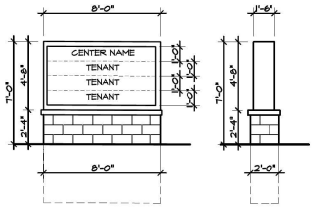
SOUTH ELEVATION

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



EAST ELEVATION

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



MONUMENT SIGN ELEVATION

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

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

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Project No.
JOB#: 25-###

Issued

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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

GENOA TOWNSHIP PLANNING COMMISSION
Public Hearing
October 13, 2026

MINUTES

Call to Order

Chairperson McCreary called the meeting of the Genoa Charter Township Planning Commission to order at 6:30 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: Chairperson Marianne McCreary, Michael Hadjinian, Greg Rassel, Eric Rauch and Bill Reiber. Absent were Tim Chouinard and Glynis McBain.

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

Approval of the Agenda

Moved by Rassel, supported by Rauch, 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: 31 pm.

Ms. Deborah Beatty of 3109 Pineview Trail asked about the clear cutting on the MHOG property. She looked at the plans and the area where they are cutting is not what is shown on the drawing. She is concerned about the increase in traffic that would be caused by the addition of the new building in front of Meijer. MDOT has already said no. The connecting road to the Family Farm and Fleet site will not help.

The call to the public was closed at 6:34 pm.

OPEN PUBLIC HEARING # 1… Consideration of an environmental impact assessment and site plan for a proposed parking lot expansion for Schultz Outfitters. The property is located at 5776 East Grand River Avenue, south side of Grand River Avenue west of Dorr Road. The request is petitioned by MITTS LLC.
A. Recommendation of Environmental Impact Assessment (8-19-26)

B. Disposition of Site Plan (9-18-26)

Mr. Chris Grzenkowicz, the design engineer, provided a review of the property and the proposed project. Sixty percent of Schultz Outfitters' business is online. The existing nine parking spaces would be sufficient for this site; however, the ordinance requires 23 parking spaces. He reviewed the proposed changes to the parking lot. They are proposing to make one driveway going in only and one going out only and add parking spaces to each of those drives. They are proposing to bank parking spaces.

Mr. Reiber stated this is a great location for this business, noting it is reusing a vacant building. He questioned why so many parking spaces are required. Ms. Ruthig stated that ordinance was written before business changed. This store now does most of its business online. Mr. Borden stated the township's ordinance is very standard. He noted that the applicant is proposing to only construct 18 and bank the remaining five. This will need to be approved by the Planning Commission.

Mr. Borden reviewed his letter dated September 29, 2026.
1. The applicant requests the Planning Commission approval of banked parking based on a high ratio of online business, as opposed to in-person. He believes the proposed number of spaces will be sufficient for this business, but they do have the banked parking spaces if they are determined to be needed.
2. The Planning Commission may allow the proposed evergreen trees in the required greenbelt or may require the use of canopy trees.
3. The Planning Commission may modify landscaping requirements, per Section 12.02.13.
4. The Planning Commission may waive the required setback of the proposed location of the waste receptacle and enclosure, which would result in a one foot setback.
5. The applicant must address any site plan comments provided by the Township Engineer and/or Brighton Area Fire Authority.

Ms. Streveler stated the applicant has addressed all of her previous comments and she has no additional engineering concerns.

The Brighton Area Fire Authority's letter dated October 2, 2026 states that all of their previous comments have been addressed.

Chairperson McCreary was concerned with delivery trucks; however, she read that the Impact Assessment states that they will use small delivery trucks.

Mr. Reiber questioned if the two sided exit sign will obstruct sight distance when exiting the property. Mr. Grzenkowicz stated vehicles will stop to check for pedestrians on the sidewalk, and then they will pull forward past the sign so it will not block their line of sight.

Mr. Reiber asked if the township can require crosswalks across this driveway. Ms. Ruthig stated there is no ordinance requirement for this.

The call to the public was opened at 6:56 pm with no response.

DRAFT

Moved by Rauch, supported by Rassel, to recommend to the Township Board approval of the Environmental Impact Assessment dated August 19, 2026 as presented. **The motion carried unanimously**.

Moved by Rauch, supported by Rassel, to approve the Site Plan dated September 18, 2026 with the following conditions:

- The Planning Commission finds that the banked parking, based on a high ratio of online business, as opposed to in person business is found to be acceptable and therefore, the 18 provided spaces along the 8 banked spaces meets the intent of the ordinance.
- The proposed evergreen trees in the greenbelt in lieu of canopy trees are acceptable. The proposed location of the waste receptable and enclosure with the one-foot side setback is acceptable due to the use of the neighboring property.
- Any requirements from the township engineer and Brighton Area Fire Authority must be addressed prior to the issuance of land use permit.
- The entrance and exit signs shall comply with the township's sign ordinance.

The motion carried unanimously.

OPEN PUBLIC HEARING # 2… Consideration of an environmental impact assessment and site plan for a proposed parking lot expansion and site improvements for Jonna's Market. The property is located at 4986 Chilson Road, northwest corner of Chilson and Brighton Roads. The request is petitioned by Mike Jonna.
A. Disposition of Environmental Impact Assessment (9-15-26)
B. Recommendation of Site Plan (9-15-26)

Mr. Mike Jonna and Mr. Mark Mahajan, the engineer, were present. Mr. Mahajan stated the applicant has purchased the neighboring property, which currently has a house on it. Due to the increase in their business, they need additional parking. They will also be making improvements to the storm management system and relocating the entrance drive off Chilson Road so it is further from the intersection. He noted there is no room in the right-of-way to put the required sidewalk in front of the property. Mr. Jonna noted the sidewalk would not lead to any other sidewalks. He is also proposing to put in a fenced-in patio area on the property to allow people to sit and eat. He stated that he will be expanding his business and currently has 50 employees, so the parking will help. He will also be presenting a façade update to the township.

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

1. The proposed cooler addition does not meet the required rear yard setback. They are requesting a 6.1' setback and 40' is required. They will require a variance from the ZBA. A detail of the cooler addition must also be provided.
2. The Planning Commission may accept a performance guarantee in lieu of bike path construction, per Section 12.05.02. Mr. Rauch stated there are no opportunities for sidewalks in the area. This is a drive to destination, so he does not feel a performance guarantee is required. Mr. Borden stated it is required per the Pathways Plan in the Master Plan. It is not able to be constructed now, but changes could be made to the roadway and a pathway would be possible. After a discussion, the Planning Commission agrees to require the performance guarantee as long it does not require the applicant to provide funds.
3. The Planning Commission may allow the excess parking proposed, per Section 14.02.06. Over 120 percent is allowed, but the applicant is proposing almost triple the maximum allowed parking spaces. Based on the existing conditions, it seems to be necessary.

4. The landscape plan does not provide the required plantings around the detention pond, which are 3 trees and 30 shrubs; however the Planning Commission can waive this requirement. After a brief discussion, Mr. Rauch suggested requiring the planting of the shrubs, but not the trees. Chairperson McCreary agreed.
5. The Zoning Administrator may approve the outdoor seating area, per Section 7.02.02(i); however, in my opinion, the patio must be shifted outside of the required front yard. Mr. Jonna agreed to moving the patio.
6. The applicant must address any comments provided by the Township Engineer and/or Brighton Area Fire Authority.

Ms. Streveler reviewed her letter dated October 6, 2026.
1. The dimensions provided for the dumpster enclosure detail should be checked and updated as both the inside and outside width of the enclosure is said to be 12 feet.
2. The dimensions for the center chamber should be checked as the current dimensions have the top elevation at grade without a buffer to account for the structure's grade rings/riser and the structure itself.
3. The petitioner is proposing storage area for stormwater six inches above the proposed catch basin rim in the parking lot. Genoa Township does not consider ponding in a parking lot acceptable for providing stormwater detention. The petitioner has commented that an underground storage method has been explored and deemed infeasible as the outlet depth cannot be deep enough to accommodate this method of storage. Surface storage is provided for only the proposed parking lot and existing lot drainage is directed to the existing retention basin.
4. The proposed storm sewer is said to be 8-inches. Minimum size required for storm sewers in paved areas is 12-inches. The petitioner has commented that the 8-inch size will remain due to site constraints and to provide adequate ground cover on the pipe.
5. LCDC and LCRC have concerns with the existing retention basin that at high water level the basin would overflow down Chilson Road and towards the railroad tracks. The existing basin should be turned into a more functional sedimentation basin and outlet to LCRC installed structure and culvert. The LCRC structure and culvert are not expected to be installed until October. The new structure, culvert and connection should be shown in the plans. Additionally, calculations should be provided for the basin for review to ensure enough storage is provided.

Mr. Rauch, Ms. Streveler, and Mr. Mahajan discussed the items where the applicant is not meeting the requirements, the reasons why, and changes that should be made.

Mr. Reiber is concerned about drainage. He suggested reducing the construction of all of the additional parking spaces at this time and bank some until they know if they are all needed. Mr. Jonna stated all of the parking that is being requested is needed at this time.

The Brighton Area Fire Authority's letter dated October 1, 2026 sates all previous comments regarding vehicle access and circulation have been addressed on the most current submittal.

Chairperson McCreary stated that the driveway is moving further from the intersection, but it can affect the vehicles exiting the businesses to the north of this driveway. Mr. Jonna stated they have met the requirements of the Livingston County Road Commission. Mr. Rauch asked if the applicant would work with the property to the north to share a driveway. Mr. Jonna stated that is

not possible. That property's elevation is much higher than his and he does not want to have to get an easement.

Mr. Reiber reiterated his concern with the number of parking spaces. He also has concerns with the ponding of water in the parking lot and the drainage.

Mr. Rauch stated this is an improvement to the existing conditions, but there are still some challenges. The applicant is aware of the challenges and has tried to address them or explained why they cannot. He would like to see the material for the new fencing, landscaping, and design of the forebay for the pond. Mr. Hadjinian agrees. Mr. Rauch recommends tabling this item.

The call to the public was opened at 8:00 pm.

Ms. Deborah Beatty stated she has been in this parking lot thousands of times and on the roads around it. If there is too much traffic on Chilson where you cannot exit the property there, then vehicles exit onto Brighton Road and go to the stop sign. It will not inconvenience people.

The call to the public was closed at 8:01 pm.

Mr. Reiber noted that there are four spaces for electrical vehicle charging. The electric vehicle market is down. Mr. Jonna stated that nonelectrical vehicles can park there also.

Mr. Rauch agrees with Mr. Reiber's point about the large amount of parking being requested. He wants to see data that shows the need for this parking.

It was suggested to table this item tonight. Mr. Rauch provided a review of what the Planning Commission is requesting to be addressed.

- Justification for the large number of parking spaces being requested.
- A design for the southeast pond, including the shrubs, but the trees are not required.
- A maintenance schedule for the pond, based on the township engineer's requirements, shall be provided.
- Consider relocating the patio area so that it is not located within the setback.

Ms. Ruthig noted that Mr. Jonna said he was proposing façade changes. She suggested including that in this site plan approval so it can all be completed with one submittal. She reviewed what would be required by the applicant.

Moved by Rassel, supported by Rauch, to table Public Hearing #2 at the applicant's request. **The motion carried unanimously**.

ADMINISTRATIVE BUSINESS:

Staff Report

Ms. Ruthig stated the Meijer's outlot project is requesting to return to the Planning Commission. A meeting was held with them and they are willing to meet all of the requirements and are working with the neighboring property owner on the cross access agreement.

She will not be at the November meeting. Ms. VanMarter will attend.

Approval of the September 14, 2026 Planning Commission meeting minutes

Moved by Rassel, supported by Rauch, to approve the September 14, 2026 Planning Commission meeting minutes as presented. **The motion carried unanimously.**

Member Discussion

Mr. Reiber asked what could be done to have a traffic light study done on the intersection of Latson and Grand River.

Mr. Hadjinian stated the traffic analyst from the previous meeting stated that she could fix the problem if she could just change the lights. The timing of the lights is not right. He stated this area is zoned commercial so the traffic problem is not going to go away so if there is a way to alleviate that. He agrees with Mr. Reiber that a traffic light study should be done. Ms. Ruthig stated she will reach out to MDOT regarding a traffic light study.

Mr. Reiber questioned why Mr. Walker was invited to a planning meeting. Ms. Ruthig stated that there are two planning commissioners and two board members at the planning meetings. She explained how the meetings are scheduled and how members are selected to attend.

Adjournment

Moved by Rassel, seconded by Rauch, to adjourn the meeting at 8:37 pm. **The motion carried unanimously.**

Respectfully Submitted,

Patty Thomas, Recording Secretary

DRAFT