



CORRIDOR IMPROVEMENT AUTHORITY AGENDA

CITY OF NOVI
CORRIDOR IMPROVEMENT AUTHORITY MEETING
Tuesday, August 14, 2018 | 8:30-9:30 A.M.
Managers Conference Room | Novi Civic Center | 45175 Ten Mile
Road

CALL TO ORDER

ROLL CALL: Mayor Bob Gatt, Mayor Pro-Tem David Staudt, Council Member Markham, Brandon Stewart, Blair Bowman, John O'Brien, Jeff Wainwright, Joseph Hurshe, Robert Ledbetter

OTHERS: Alan Weber, Economic Development Director
Victor Cardenas, Assistant City Manager

APPROVAL OF AGENDA

APPROVAL OF MINUTES

1. June 12, 2018 meeting

PURPOSE OF THE MEETING

1. Timeline
2. Project Priority Review
 - a. CIA Development Plan & TIF Plan (DRAFT)
 - b. Pocket Park GIS Map
 - i. [Grand River CIA](#)

ADJOURNMENT



CORRIDOR IMPROVEMENT AUTHORITY MINUTES

CITY OF NOVI

Tuesday, June 12, 2018 | 8:00 A.M.

Mayor's Conference Room | Novi Civic Center | 45175 Ten Mile Road
(248) 347-0460

CALL TO ORDER

The meeting was called to order at 8:04 AM by Blair Bowman.

ROLL CALL

Present: Mayor Pro-Tem David Staudt, Council Member Markham, Brandon Stewart, Blair Bowman, John O'Brien, Jeff Wainwright, Joseph Hurshe, Robert Ledbetter

Also Present: Victor Cardenas, Assistant City Manager; Alan Weber, Economic Development Director; Yuliya Harris, Graduate Management Analyst

VOTE TO APPROVE THE CORRIDOR IMPROVEMENT AUTHORITY MEETING MINUTES FROM MARCH 20, 2018 MADE BY BLAIR BOWMAN.

Motion carried 9-0.

Alan Weber, Economic Development Director, discussed the background of the Corridor Improvement Authority (CIA) and the timeline requirements that were delegated to him by Oakland County. Due to these requirements, Alan said that the goal of today's meeting is to finalize the final priorities for the CIA. Victor Cardenas explained that the final priorities must be within the financial abilities of the Authority, which will not exceed the anticipated tax capture of \$19 million but our project list can exceed to the captured amount.

Blair Bowman asked if there is any flexibility to change priorities after the approval (in case City's priorities change) and if there were any projects that would generate revenue, such as a parking structure. Weber explained that the current goal is to pick out projects, even if some are out of the funding abilities. Cardenas further explained that Oakland County wants to see details regarding how the projects are being developed, where, and the timeline.

Bowman asked if maintenance of specific projects, such as streetlights, would be covered by the tax capture. Weber specified that maintenance would not be covered; therefore the projects should focus on items/structures that do not require maintenance. Mayor Pro-Tem David Staudt raised a question about the costs of constructing Crescent Road. He believed that the cost of the Road construction is different than the estimate, and would be valued at \$6 million. Staff stated those proposed number need to be fixed on the final proposal.

Weber displayed signage that neighboring communities have created as part of their authorities. Cities like Royal Oak placed signage to better identify landmarks, locations, and directions in the corridor areas. The signage in Novi would only be placed at major intersections and City entryways. Current cost estimates for the signs are \$10 thousand per proposed sign, totaling at \$60 thousand for six proposed signs.

Cardenas discussed meeting with DTE regarding streetlight proposal. He explained that DTE said no to the installation of streetlights due to the existing power lines found on both sides of the Corridor, leading to concerns with consistency and safety. An alternative is burying the lines; however, this would require other companies to re-wire the lights and existing structures. Pedestrian lighting was proposed, which would allow some pathway lighting, but no standing/arching structures. Suspended lights are not permitted by the Road Commission for Oakland County, as there is too much truck traffic that utilizes Grand River. Besides pedestrian lighting, the other option would be to add lights to existing poles. Weber asked if the Authority wanted to eliminate streetlights as an option, and it was agreed.

The Authority asked if pedestrian crossings are possible. Weber explained that HAWK signals could be an option, but RCOC disagreed that they were effective especially on a higher speed road like Grand River. Bowman suggested elevated structures as a safe access way to cross the road. The crossings would be at two different points of the Corridor and would add additional aspects to generate revenue through advertisements. Similar non-motorized crosses could be placed over the expressway. OHM engineers have estimated \$2 million in costs to create a non-motorized bridge. Staudt asked which staff or commissioners of RCOC were consulted regarding these structures, and said that he would reach out to others. Bowman suggested that pedestrian crossings should be approved by RCOC as they would increase pedestrian and biker safety to the entire Corridor.

Weber brought up the Corridor mobility and wayfinding signs. Multiple members expressed questions regarding determinations of points of interest, management/distribution of the application for points of interest, etc. Weber stated that the City would reach out to major stakeholders, and the City Hall would develop the application. Councilmember Markham agreed that signage was necessary for the City, especially due to the high volumes of tourists that visit Novi for various events/conventions.

As part of the mobility, Weber discussed ridesharing projects from around the United States. Markham said that transit should be considered as part of the CIA as a way to provide final last mile transit along the Corridor. By creating parking, a pedestrian bridge, and a rideshare project, the Corridor would have increased access for visitors and residents. Bowman suggested that a parking structure would be best suited in downtown Novi. Markham said that the structure would be appropriate if the context of the project/goals is right. Staudt suggested that much of this would depend on the upcoming Regional Transit Authority (RTA) vote. Markham said that even if the RTA passes, the mobility aspect would be specific to the Corridor in Novi, and would co-exist with the RTA.

Weber asked what areas of the Corridor the CIA should focus on. Staudt suggested Flint Street, and not losing focus on Ring Road. He said that the CIA should not spend \$12 million on two roads (Flint Street/Ring Road). Cardenas suggested that other funds are determined for these roads, as the re-alignment of Flint Street will cost around \$2 million. Harris discussed meeting with Novi Youth Council, who provided a variety of suggestions regarding their vision for the Corridor. Markham said that the bike share was a good idea, especially if sidewalks/roads have safe biking spaces. Joseph Hurshe said that Providence Park would sponsor a bike sharing program as it would promote a healthy lifestyle. Bike paths would need to be established, and connected to various areas of interest along the Corridor.

Staudt said that the CIA should not only be used for road improvements. The CIA should come up with more exciting and meaningful projects. He favored façade improvements for the area. He said that the goal should be outside of the box projects that possibly include green space acquisition and creating a central park on Grand River. For the next meeting, the objectives are to look at other funding mechanisms for projects, come up with more creative projects, and look at the possible acquisition of gateway properties. The CIA wants more information from the RCOC about HAWK signals, Uber/rideshare options for the next meeting, and a plan with a combination of beautification/economic development/infrastructure improvement.

Cardenas suggested that the CIA meets more frequently. The CIA agreed. The next meeting will be held on July 17th at 8 A.M. in the Council Conference Room (open to the public).

Meeting adjourned at 9:11 A.M.

City of Novi
Corridor Improvement
Authority



Development Plan and
Tax Increment Financing Plan

Prepared By:
City of Novi

City of Novi
45175 Ten Mile Road
Novi, Michigan 48375

City of Novi Officials

City Council

Mayor Bob Gatt

Mayor Pro-Tem David Staudt

Council Member Andrew Mutch

Council Member Wayne Wrobel

Council Member Laura Marie Casey

Council Member Gwen Markham

Council Member Kelly Breen

Corridor Improvement Authority Board Members

Bob Gatt, Mayor, City of Novi

David Staudt, Mayor Pro-Tem City of Novi

Gwen Markham, Councilmember, City of Novi

Brandon Stewart, Resident

Blair Bowman, Owner, Suburban Collection Showplace

John O'Brien, Owner, O'Brien/Sullivan Funeral home

Jeff Wainwright, Owner, Paradise Park

Joseph Hurshe, President, Providence Park-Novi Hospital

Robert Ledbetter, Resident

Staff

Victor Cardenas, Assistant City Manager

Alan Weber, Economic Development Director

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- A: Resolution Forming the Corridor Improvement Authority
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1.0 Introduction

1.1 Corridor Improvement Authority Overview:

The 2005 State of Michigan Corridor Improvement Authority Act (Act 280 of 2005) allows for the establishment of a Corridor Improvement Authority (CIA) and District. The intention of the act is to support corridor based business districts through public improvements, historic preservation, and the encouragement of private investments. A CIA can utilize Tax Increment Financing (TIF) as a tool to fund improvements in the district. TIF is the capture of property tax revenue generated above the base amount established at the formation of the CIA.

1.2 Purpose of CIA & Need:

The Master Plan characterizes Grand River Avenue as one of the most influential and historic thoroughfares in southeast Michigan, but also recognizes it as a corridor that now requires an intentional effort to help it transition from its industrial origins to meet the City's current and future needs.

Newer developments on the corridor, such as Providence Park Hospital and the Suburban Collection Showplace, reflect the beginning of a shift in the character of the corridor and land uses that better support today's economy. However, a large portion of the Grand River Corridor is still zoned for industrial or office uses, which limits further economic development opportunities. Additionally, the corridor currently lacks the amenities to promote the City of Novi's unique character, assets, and overall community image that the City wishes to portray.

As an implementation of the recommendations put forward in the City's Master Plan, and after determining that the Grand River Corridor meets the criteria for a CIA (as listed to the right), the City formed the CIA, also known as the Authority.

The City and the Authority then embarked on the development of this Plan to provide direction on public investment that would spur private investment. Overall, the City and the Authority wish to:

1. Build on and reaffirm what has already been done as part of the master planning process.
2. Ensure the vision and goals for the corridor are grounded in market realities.
3. Create a unified district through a shared brand identity that includes signature gateways and streetscape elements.
4. Identify and plan for projects that can be catalysts for economic growth, further concepts presented in Master Plan.
5. Create a guide with clear priorities that aligns with future funding opportunities.
6. Generate stakeholder support for improvement to the corridor.

1.3 Formation of CIA:

On September 25, 2017 the City of Novi passed a resolution to create the Novi Grand River Corridor Improvement Authority and District (a copy of the resolution is found in Appendix A). Following this, in accordance with PA 280 of 2005, the City identified members of the Authority. Authority members include representatives of City administration, business owners along the corridor, and residents of the district.

1.4 Powers of the Authority

Section 11(1) of the Act details the powers of the Authority, as follows:

Plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of a public facility, an existing building, or a multiple-family dwelling unit which may be necessary or appropriate to the execution of a plan which, in the opinion of the board, aids in the economic growth of the development area.

- Plan, propose, and implement an improvement to a public facility within the development area to comply with the barrier free design requirements of the state construction code promulgated under the Stille-DeRossett-Hale single state construction code act, 1972 PA 230, MCL 125.1501 to 125.1531.
- Develop long-range plans, in cooperation with the agency that is chiefly responsible for planning in the municipality, designed to halt the deterioration of property values in the development area and to promote the economic growth of the development area, and take steps as may be necessary to persuade property owners to implement the plans to the fullest extent possible
- Implement any plan of development in the development area necessary to achieve the purposes of this act in accordance with the powers of the authority granted by this act. Make and enter into contracts necessary or incidental to the exercise of its powers and the performance of its duties.
- On terms and conditions and in a manner and for consideration the authority considers proper or for no consideration, acquire by purchaser otherwise, or own, convey, or otherwise dispose of, or lease as lessor or lessee, land and other property, real or personal, or rights or interests in the property, that the authority determines is reasonably necessary to achieve the purposes of this act, and to grant or acquire licenses, easements, and options.

- Improve land and construct, reconstruct, rehabilitate, restore and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings, and any necessary or desirable appurtenances to those buildings, within the development area for the use, in whole or in part, of any public or private person or corporation, or a combination thereof.
- Fix, charge, and collect fees, rents, and charges for the use of any facility, building, or property under its control or any part of the facility, building, or property, and pledge the fees, rents, and charges for the payment of revenue bonds issued by the authority.
- Lease, in whole or in part, any facility, building, or property under its control.
- Accept grants and donations of property, labor, or other things of value from a public or private source.
- Acquire and construct public facilities.
- Conduct market research and public relations campaigns, develop, coordinate, and conduct retail and institutional promotions, and sponsor special events and related activities.
- Contract for broadband service and wireless technology service in a development area.

1.5 Planning Process

The Corridor Improvement Authority Act authorizes the Authority to develop long-range plans, designed to promote the economic growth of the development area, which is the intention of this Plan.

Additionally, Oakland County has adopted certain performance standards, which determines whether the County participates in the TIF. One of the standards require the City to adopt/amend the Community Master Plan to accurately incorporate the Corridor Improvement Authority Plan. Accordingly, a specific section focused on the Grand River Corridor is included in the City's recently adopted Master Plan, which is presented in Appendix B.

Building from the work that had already been completed, the process for this Plan began with an examination of the Master Plan. The City's Master Plan planning process also served as the public engagement foundation for this effort, given the Master Plan process took place just prior to the development of this Plan. Finally, the goals for Grand River Corridor included in the Master Plan serve as this Plan's foundation.

This planning process also involved guidance, input, and approval from a Steering Committee consisting of representatives of various City departments, including administration, planning, assessing, geospatial applications, finance, and information technology. The consultant team worked with the Steering Committee to characterize the existing conditions of the corridor, develop design concepts for the gateways and streetscaping, establish a tax baseline, and prioritize projects for the next 20 years.

During the planning process, members of the Steering Committee and consultant team also met with representatives from City Council, the Planning Commission, Oakland County Road Commission, and Oakland County to ensure coordination and support of this Plan.

In addition, to solidify that the direction of this Plan is well supported, the Steering Committee and consultant team engaged business and property owner stakeholders along the corridor to gather input and test ideas. As part of this outreach, a business and property owner stakeholder meeting was held.

The business and property owner stakeholder meeting occurred on September 12, 2017. During this meeting, the consultant team presented the preliminary direction of the Plan and solicited feedback. Participants in the meeting emphasized interest in safer and more convenient pedestrian crossings, public gathering spaces, and place making as it relates to elevating an identity within corridor districts and the along the corridor as a whole. Input from this meeting was key to finalizing and prioritizing the projects proposed in the next section of this Plan.

1.6 District Boundary

The boundaries for the Corridor Improvement District extend the length of the City from Wixom Road to Haggerty Road as shown in the map included in Appendix C, which also contains a listing of parcels in the District.

1.7 District History & Character

Grand River Avenue is one of the principal pre-freeway roads in the state of Michigan. It originated as a foot pathway. In the middle of the 19th century, the state developed the trail into a plank road that formed the basis for M-16, one of the first state trunk line highways in the early 20th century.

Today, Grand River Avenue cuts across the Lower Peninsula in a northwest–southeast fashion from near Grand Rapids to Detroit. In Detroit, Grand River is one of five major avenues (along with Woodward, Michigan, Gratiot, and Jefferson) planned by Judge Augustus Woodward in 1805 that extended from Downtown Detroit

After completion of I-96 in 1962, Grand River Avenue lost its state highway status along most of its length. However, the roadway remains the “Main Street” of over a dozen Michigan cities and a scenic route through one of the states most populated corridors.

With the City of Novi, Grand River Avenue is owned by the Oakland County Road Commission, parallels I-96 and is about .25 miles to the south of the freeway. Under the National Functional Classification scheme of rating highways, the corridor is designated a major arterial. Given the proximity of Grand River Avenue to I-96, the corridor services as a freeway overflow route when incidents block or congest I-96.

Originally, much of the length of Grand River Avenue in Novi was either 2-lanes or 3-lanes. However, the earlier advent of the 3-lane type of cross section, which originated in the 1930s, allowed motorists to pass slower vehicles by using the center lane. Given the known safety problems with the old 3-lane configurations, much of the corridor was widened to 4-lanes with two travel lanes in each directions. Eventually, the convention of having a continuous center lane for opposing left turns gained traction in the 1970s an a significant portion of Grand River Avenue was widened to 5-lanes. This wider cross section extends from west of Wixom Road to east of Novi Road.

Having been originally developed to serve as a freeway and following the typical road expansion standards of decades past, Grand River Avenue has limited non-motorized facilities, with the exception of sidewalks. However, the sidewalks are not fully connected, making pedestrian travel along the corridor difficult. Additionally, transit is not available along Grand River Avenue. This limits the use of the corridor primarily to private automobile users. Since the road functions as a major automobile thoroughfare, accessibility, vibrancy, and place making is hindered, which are elements vital to thriving in today’s economy.

1.8 Looking Ahead

With the formation of the CIA and the adoption of this Plan, the City commits to ushering in a new era for the corridor that establishes Grand River Avenue as an economically thriving area and a destination-based, community centerpiece.

2.0 Development Plan

2.1 Master Plan Vision & Goals

The general vision for the corridor proposed in the Master Plan is to move it from an auto-oriented suburban roadway to a vibrant, thriving, artery for economic activity that utilizes land efficiently and provides housing, jobs, entertainment, and shopping for Novi residents. The City also envisions the Grand River Corridor as a gateway into the community that is welcoming to visitors and leaves a strong impression that Novi is a premier place to live, visit, and conduct business.

As a start to accomplishing this vision, the City wishes to link the six activity centers identified in the Master Plan with physical connections for motorized and non-motorized travel, as well as installing design elements that create a distinct, yet uniform identity for the corridor.

In addition to linking the activity centers, the Master Plan proposes the following nine goals for the corridor:

- *Goal 1: Improve Transportation Connections*
 - Creating more effective and efficient connections throughout the corridor, as well as to and from other areas in Novi and I-96 will be important. To achieve this goal, the Plan supports the City's Non-Motorized Transportation Plan and identifies other opportunities to enhance Non-Motorized Travel in and around the corridor. The City should work with other communities along the corridor to extend regional transit, primarily bus rapid transit (BRT), from communities to the southeast through Novi and beyond.
- *Goal 2: Expand and Improve Open Spaces*
 - Opportunities exist in the corridor to create a network of public and private open spaces. This will include the incorporation of construction and natural storm water management and wetland areas as well as required landscape screening into plazas, pocket parks, and trails that encourage walking and cycling throughout the corridor. New development and redevelopment should allow creation and enhancements of usable, attractive, and welcoming public, quasi-public, and private spaces, include the spaces between buildings that provide pedestrian access. These spaces will contribute to community open spaces as well as contribute to the corridors identity.
- *Goal 3: Create Pedestrian-Oriented Development*
 - To encourage pedestrian and bicycle access throughout the corridor, as well as to create a unique identity for the corridor, development and redevelopment should ensure that buildings and sites are designed with people in mind and provide the scale, visual interest, and details that result in interesting, safe, comfortable, and attractive spaces.
- *Goal 4: Create Sustainable Development*
 - The Grand River Corridor can serve as a model for highly sustainable and innovative development. Buildings and sites should be efficiently designed, minimizing impacts to stormwater and existing natural features. Infrastructure and site design should proactively address energy and water conservation.
- *Goal 5: Promote Economic Diversity*
 - A diverse economic base is envisioned to ensure sustainability and long-term economic health of the area and the City. This should include a mix of office, research and development, light manufacturing, retail, services, hotels, entertainment, and residential uses. Smaller spaces for start-up businesses is also encouraged.
- *Goal 6: Promote Retail, Entertainment, and Culture*
 - The Grand River Corridor will be a job center, but will also provide residential, retail, lodging, arts, and entertainment near the highest concentrations of jobs and along future transit routes, primarily in the Town Center, Showplace, and Hospital activity centers.
- *Goal 7: Provide Housing Options*
 - The City of Novi is well known in the region for its thriving single-family neighborhoods, but alternative housing types can serve two segments of the population that may wish to live in a different setting: Millennials and Empty Nesters. Housing in the Grand River Corridor will provide small to medium-sized housing and will fit the low-maintenance needs of both age groups. Opportunities for social interaction will be an important feature of housing in the Grand River Corridor.
- *Goal 8: Maintain Standards for High Quality Building Design and Materials*
 - Building design and materials will be similar to those found throughout the City. Brick, stone, glass, wood, and similar materials will be the primary building materials in the Grand River Corridor.
- *Goal 9: Create an Identity for the City*
 - Through innovative and unique streetscape elements, unify the six activity centers to create a comprehensive corridor that encourages civic pride for Novi residents as well as creates an image of the city as a thriving, modern place to live, work, and play.

2.2 Development Plan Requirements

Section 21 of the Corridor Improvement Authority Act (Act 280 of 2005) requires certain information to be provided in the Development Plan. The subsections that follow address these requirements.

Requirement 1, Section 21(2)(a) - The designation of boundaries of the development area in relation to highways, streets, streams, or otherwise.

- The City established boundaries of the Grand River Development Area and these boundaries were approved by City Council in Resolution CM 17-12-183 on December 4, 2017, which is provided in Appendix A.
- The Development Area generally includes properties fronting Grand River Avenue from its border from Wixom to Haggerty Road. The legal description and map of the area is provided Appendix C. The map depicts the boundaries of the Development Area in relation to highways, streets, streams, or other aspects of the Area.

Requirement 2, Section 21(2)(b) - The location and extent of existing streets and other public facilities within the development area, designating the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreation, commercial, industrial, educational, and other uses, and including a legal description of the development area.

- Appendix C identifies the existing streets within the Development Area.
- The Master Plan characterizes existing land use along the corridor. Examining the corridor in two sections, the Master Plan's findings include:
 - Wixom Road to Taft Road
 - Land use patterns tend to be less dense than the eastern segment of the corridor; newer development tends to feature large setbacks from the road.
 - Proximity of interstate highway interchanges provides regional access for this segment of the corridor. Newer land uses in this segment tend to serve a regional population.
 - Considerable vacant land provides opportunities for development; underutilized parcels exist, but may not be redeveloped as easily as vacant land.
 - There are not many housing developments in this portion of the corridor. Single-family developments exist to the south. There are opportunities to add denser housing types in this area.
 - Taft Road to Haggerty Road
 - In the Town Center Area land use patterns tend to be denser with smaller buildings than in the western segment.
 - Land uses in this area tend to target a local market. There is limited interstate access in this section of the corridor.
 - Some vacant parcels could offer development opportunities. Development is more likely to occur on vacant parcels before redevelopment of underutilized or obsolete parcels.
 - For future land use, the Master Plan identifies and proposes six land use activity centers along the corridor:
 - **Gateway Shopping West:** This activity center is at the western gateway to the City of Novi and contains discount department store shopping and automobile-oriented uses that serve the local and nearby populations with access to I-96. The center is generally developed with stand-alone uses and parking.
 - **Hospital Center:** This activity center is located between the Gateway Shopping West center and Beck Road. It contains Providence Park Hospital and medical-related uses, including offices, and clinics. It has a large community shopping center and senior living center. It is a regional destination with easy access to I-96.
 - **Showplace Center:** This activity center is located on Grand River, between Beck and Taft Roads, and contains the Suburban Collection Showplace, a regional convention center that draws thousands of visitors each year to the area. The center contains the exhibition/convention center, lodging, and fairgrounds for the Michigan State Fair. Office, industrial, and retail uses are nearby.
 - **Flexible Industry Center:** This activity center is located around Taft Road and is comprised of a variety of office, light industrial, and manufacturing uses that pre-date most of the development in the area of Grand River, west of Novi Road.
 - **Town Center District.** This activity center focuses on Novi Road and contains a mix of retail, restaurant office, and residential uses in a walkable setting.

- **Grand River East:** This activity center extends from Town Center to the eastern gateway to the City of Novi at Haggerty Road. Generally, uses in this area are a mix of office, restaurant, personal services, and retail aimed at Novi residents. North-south roads, including Meadowbrook and Haggerty Roads, provide the primary access to this area.
- More details on the future land use proposed for the corridor is included in Appendix B, the Grand River Corridor section of the Master Plan. Additionally, the proposed Zoning Overlay found in Appendix D provides insight into planned land use from a regulatory standpoint.

Requirement 3, Section 21(2)(c) – A description of the improvements to be made in the development area to be demolished, repaired, or altered, a description of any repairs and alterations, and an estimate of the time required for completion.

- To accomplish the goals established for the District, the CIA has identified a variety of projects which are described in detail Section 21 (2)(d).

Requirement 4, Section 21 (2)(d) – The location, extent, character, and estimated cost of the improvements including rehabilitation contemplated for the development area and an estimate of the time required for completion.

- Appendix E presents further detail on Catalyst Projects, Streetscaping & Strategies, Mobility Projects, Economic Development Projects, and Administration, including location and cost estimates. However, it should be noted that the estimated cost of improvements have been developed without detailed engineering design or specific knowledge of field conditions, which may affect project costs. Therefore, cost estimate and time frames are subject to change.

Requirement 5, Section 21(2)(e) – A statement of the construction planned, and the estimated time of completion of each stage.

- The projects outlined in Appendix E are categorized by priority. However, the exact timing of these projects will be dependent on the amount of incremental tax revenues generated in the District, the timing, amount, the potential issuance of bonds, if pursued, and/or the securing of applicable grant dollars from State, Federal, or other granting sources.

Requirement 6, Section 21(2)(f) – A description of any parts of the development area to be left as open space and the use contemplated for the space.

- The City and the Authority will work to create open, natural, and community gathering spaces along the corridor in concert with development. Open space requirements that add to the beautification, preservation of natural systems, and public enjoyment of the corridor will be tied to zoning and site plan approvals.
- Public gathering spaces will be activated by outdoor furniture, sculptures, and other attractions that will either be connected to businesses or created through a public private partnership. The City will encourage property owners and developers to include these types of spaces in their improvement or development plans, and the City will work with property owners and developers to optimize both private and public benefits

The City will also *work* to uphold Oakland County's Green Infrastructure Vision by applying protections and best storm water management practices on the lands identified by the County as Green Infrastructure hubs, sites, and links. The Oakland County Green Infrastructure Vision is found online at:

https://www.oakgov.com/advantageoakland/resources/Documents/Maps/pl_gi_poster.pdf.

Requirement 7, Section 21(2)(g) – A description of any portion of the development area which the authority desires to sell, donate, exchange, or lease to or from the municipality and proposed terms.

- Not Applicable

Requirement 8, Section 21(2)(h) – A description of desired zoning changed and changes in streets, street levels, intersections, and utilities.

- Within its five-mile length, there are thirteen separate zoning districts occupying frontage along Grand River. Two significant uses include Providence Medical Center and the Suburban Showplace, which generate substantial activity and will likely continue to be catalysts for further development. Industrial activity ranges from manufacturing plants to mining and warehousing concentrated near the center and at the east end of the corridor. Industrial zoning accounts for the largest zoning classification. Despite the intensity of existing development, a mature single-family neighborhood continues to occupy some frontage in the heart of the corridor and more recent multiple-family is found in the east end. Vacant parcels awaiting development also remain.
- This diversity in land uses is, in part, evidence of the evolution of the corridor. Its proximity to I-96 and relatively uncluttered setting brought industry to the area. Gradually, prime land near the interchanges was consumed and the demand for ever-

expanding commercial opportunity spread along Grand River.

- With newer, more intense development, came updated land use regulations. Enhanced landscaping and screening, tighter sign controls, parking setbacks, and other requirements were added to previous regulations that had mainly been designed to control land use. As non-industrial uses began to dot the corridor, islands of improvement became evident. Some landscaping now provides a foreground for newer development but little has been done within the wide right-of-way, leaving the overall corridor unattractive for much of its length.
- Overall, the zoning challenges that face the corridor include:
 - The corridor is diverse. Land use, parking location, age of structures, scale and aesthetic treatment vary widely along its length.
 - Retrofitting the corridor to enhance its visual appeal will require both regulatory initiatives, requiring newly developed and redeveloped properties to adhere to a higher design standard, and a proactive approach by the City to initiate improvements within the right-of-way.
 - Overhead power lines are a visual intrusion and dominate the view. Even the location of the poles and lines is inconsistent, cross-crossing the street along its length.
 - Generally, separation of the walkways from Grand River is minimal, not allowing sufficient spacing for landscaping between the walk and the street. The exception to this is found in the Mixed Business segment where the wider separation appears to be the result of fewer lanes on Grand River. If the street is widened, the more generous street yard will be lost.
 - Driveway spacing, especially in the Commercial Center Segment is generally poor. Even where parking lots are connected or alternate access is provided to cross-streets, individual driveways line the street.
- To address these concerns, this Plan proposes a Zoning Overlay. This is a fundamental change necessary to start meeting the stated goals for the corridor. The proposed Zoning Overlay is presented in Appendix D.
- Beyond zoning, the major street change proposed is connecting Crescent Road to Main Street, as described in Catalyst Projects, found in Appendix E
- Proposed intersection changes in this Plan are designed to allow for safer pedestrian crossing and presented in the Mobility Projects list. As the owner of the road, the Oakland County Road Commission will have the final authority to approve and implement intersection improvements.

Requirement 9, Section 21(2)(i) – An estimate of the cost of the development, as statement of the proposed method of financing the development, and the ability of the authority to arrange financing.

- The estimated total cost for the improvements is \$19,092,445-\$26,017,445. Projects will be funded through a combination of financial sources, such as:
 - Donations and Grants
 - Bonds: Should the City Council Authorize such funding
 - Tax Increment Financing (TIF: Governed by this Plan and the CIA)
 - Special Assessments: Subject City Charter
 - Other sources approved by the City.
- Appendix F provides a description of financing and a series of charts that details the cost of projects and estimated revenue generated from TIF.

Requirement 10, Section 21(2)(j) – Designation of the person or persons, natural or corporate, to whom all or a portion of the development is to be leased, sold, or conveyed in any manner and for whose benefit the project is being undertaken, if that information is available to the authority.

- The Authority does not currently have any information designating any person or persons, natural or corporate, to whom all or a portion of any development will be leased, sold, or conveyed in any manner.

Requirement 11, Section 21(2)(k) – The procedure for bidding for the leasing, purchasing, or conveying in any manner of all or a portion of the development upon its completion, if there is no express or implied agreement between the authority and persons, natural or corporate, that all or a portion of the development will be leased, sold or conveyed to these persons.

- In the event the Authority needs to employ procedures for leasing, purchasing, or conveying property, it will follow the established procedures of the City and applicable laws. Any property purchased will focus on commercial properties, or vacant, foreclosed, or listed residential properties within the Development Area.

Requirement 12, Section 21(2)(l) – A plan for establishing priority for the relocation of persons displaced by the development in any new housing in the development area.

- The Authority currently has no plans for the displacement of individuals within the District. Should any relocation of individuals or businesses be deemed necessary in the future, the City and the Authority will first adopt a formal relocation program.

Requirement 13, Section 21(2)(m) – Provision for the costs of relocating persons displaced by the development, and financial assistance and reimbursement of expenses, including litigation expenses, and expenses incidental to the transfer of title, in accordance with the standards and provision of the federal uniform relocation and real property acquisitions policies act of 1970, being Public Law 91-646, 42 USC sections 4601 et seq.

- Any relocation plan will require that adequate payments and other assistance be provided to displaced individuals. Should relocation be required, the Authority, in cooperation with the City, shall allocate appropriate relocation assistance within the Authority's budget and in compliance with Federal Uniform Relocation and Real Property Acquisitions Policies Act of 1970.

Requirement 14, Section 21(2)(n) – A plan for compliance with Act No. 227 of the Public Acts of 1972, being sections 213.321 to 213.332 of the Michigan Compiled Laws.

- Any acquisition and/or relocation activities that occur using Corridor Improvement Authority funds will comply with Act No. 227 of Public Acts of 1972 Compiled Laws.

Requirement 15, Section 21(2)(o) – The requirement that amendments to an approved development plan and tax increment plan must be submitted by the authority to the governing body for approval or rejection.

- The Authority will submit any amendments to the Development and/or TIF Plans to the City Council for approval or rejection, and the Authority will other follow the procedures outline in the Corridor Improvement Authority Act, including notice and a public hearing.

Requirement 16, Section 21(2)(p) – A schedule to periodically evaluate the effectiveness of the development.

- The Authority and the City will track progress on the implementation of this Plan will on a yearly basis. Both the Development Plan and the Tax Increment Financing Plan will be reviewed every five years to identify any needs for revision.

Requirement 17, Section 21(2)(q) – Other material which the authority, public agency, or governing board considers pertinent.

- Oakland County has issued a set of performance standards for Corridor Improvement Authorities within Oakland County. The following addresses these standards.
 - The CIA should be required to prepare and adopt a management plan.
 - The City of Novi's staff will provide administrative, clerical, and financial support to the CIA. The Authority will evaluate hiring a director if the needs of the Authority begin to surpass the City's staff capacity.
 - The Community should be required to adopt/amend the Community Master Plan to accurately incorporate the Corridor Improvement Authority Plan.
 - The City pro-actively included a section on the Grand River Corridor prior to creating the Corridor Improvement Authority and this Plan. A copy of that section is included in Appendix B.
 - The Community should commit that it will utilize all (100%) of TIF Revenue, for those activities specifically authorized within the Act, including operating expenses of the CIA.
 - The Authority commits to using 100 percent of the TIF revenue for activities specifically authorized by the Act and included in this Plan.
 - Under Section 19(3) of the CIA Act, the authority shall submit an annual report on the status of the TIF account.
 - The Authority will prepare an annual report and provide a copy to Oakland County. The report will document the status of the Authority's activities.
 - The TIF plan shall include an expiration date for the proposed district.

- The Authority will develop a TIF plan that includes an expiration date for the proposed district.
- The Community must acknowledge and disclose that it is aware of the impact on any voted millage.
 - The City of Novi is aware of the impact on its voted mileages, existing and future, during the lifespan of the CIA.
- The Community must disclose any agreements or proposed agreements that would alter the amount of lawfully captured revenue from other sources.
 - There are currently no agreements or proposed agreements that would alter the amount of revenue captured through tax increment financing.
- The CIA must demonstrate recent or future local commitment and local funding for the corridor improvement program in addition to the funds provided through TIF capture.
 - With respect to maintenance the City of Novi along with RCOC will maintain Grand River Avenue, plow streets during the winter, and if necessary be responsible for changing out flags or other decorative items if they are ever installed.
- The Community must demonstrate through financial projections, a positive return on investment of County incremental taxes proposed or for capture.
 - The City anticipates commercial and residential investment in the redevelopment areas identified in Catalyst Project 5. Conceptually, once these areas are developed, the City would have X square feet in new commercial and residential uses, which would generate X amount in revenue for the TIF area and serve to invigorate more investment along the corridor.
 - In terms of employment, the City anticipates and estimate X new jobs with the redevelopment of the key areas. Job types range from service and retail to professional office. This could generate X in economic impact in the area.

Appendix A

CITY OF NOVI
OAKLAND COUNTY, MICHIGAN

RESOLUTION OF INTENT TO CREATE A CORRIDOR IMPORVEMENT AUTHORITY

FOR

GRAND RIVER AVENUE.

WHEREAS, The City of Novi has determined that it is in the best interest of the public to develop and redevelop its commercial corridors to promote economic growth, mixed uses, well-designed and responsible development, attractive streetscapes and landscapes and new opportunities for pedestrian access, consistent with the City Master Plan; and

WHEREAS, the City of Novi recommends the implementation of a strategy that includes the creation or a Corridor Improvement Authority, which would support community goals, encourage consistent investment in public infrastructure, attract private investment and make available a number of additional financing tools; and

WHEREAS, the City Council have approved a contractual relationship for the services of Orchard Hiltz and McCliment Advisors (OHM) to aid in the process of developing a viable and comprehensive Corridor Improvement Plan ; and

WHEREAS, the City of Novi staff has determined that the proposed development area as identified on the attached map meets the following criteria in Section 5 of the Act for the establishment of development area:

1. Adjacent to a road classified as an arterial or collector according to the federal highway administration manual "Highway Functional Classification - Concepts, Criteria and Procedures".
2. Contain at least 10 contiguous parcels or at least 5 contiguous acres.
3. More than 1/2 of the existing ground floor square footage in the development area is classified as commercial real property under section 34c of the general property tax act, 1893 PA 206, MCL 211.34c.
4. Residential use, commercial use, or industrial use has been allowed and conducted under the zoning ordinance or conducted in the entire development area, for the immediately preceding 30 years.
5. Is presently served by municipal water and sewer.

6. The municipality agrees to all of the following:
 - a. Zoned to allow for mixed use that includes high-density residential use.
 - b. Expedite the local permitting and inspection process in the development area.
 - c. Modify its master plan to provide for walkable non-motorized interconnections, including sidewalks and streetscapes throughout the development area.

WHEREAS, the Act requires that before creation of the Authority, City Council hold a public hearing in order to provide an opportunity for those living in and around the boundaries of the authority, the City Assessor, representatives of the affected taxing unities, the residents, and other taxpayers of the City's general public appear and be heard regarding the creation of the authority,

BE IT REOSLVED, the City of Novi City Council hereby schedules a public hearing for Monday September 28th at 7:00 p.m. regarding the adoption of a proposed resolution creating the City of Novi Grand River Corridor Improvement Authority and designating the boundaries of the authority.

CERTIFICATION

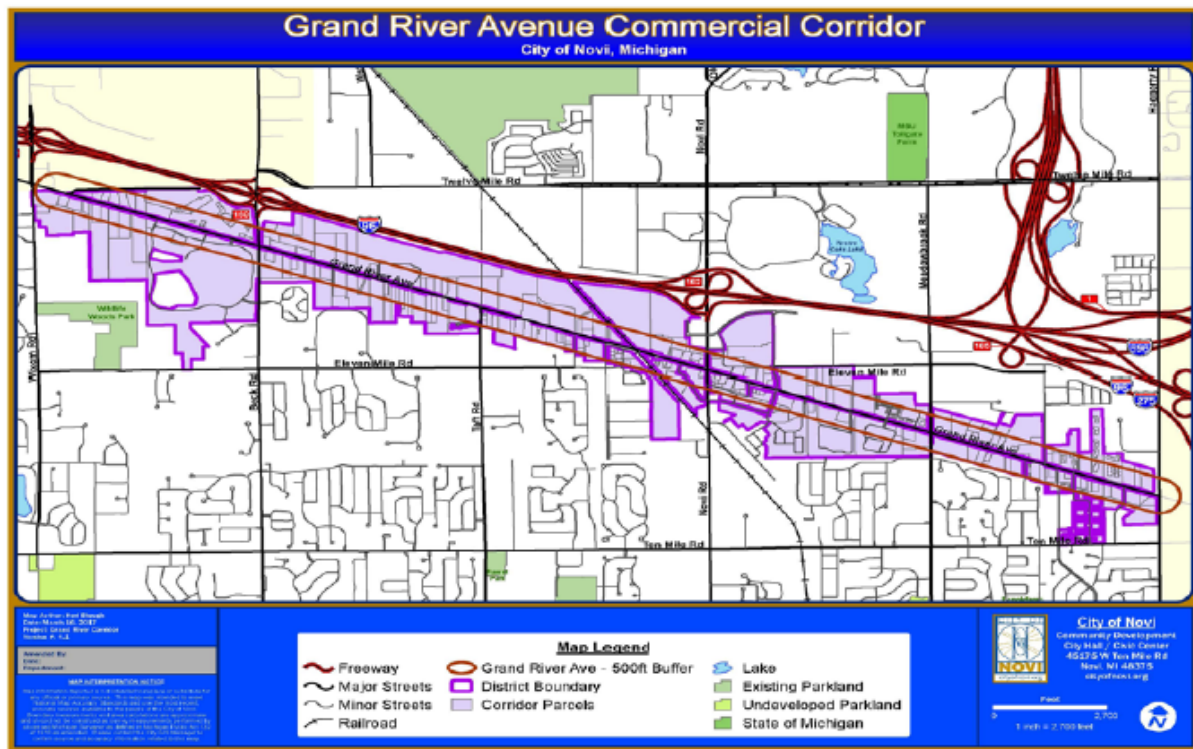
I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City Council of the City of Novi at a regular meeting held this 28th day of August 2017.

Cortney Hanson
City Clerk

Appendix C

| | | | | | |
|------------------|------------------|------------------|------------------|------------------|------------------|
| 50-22-14-351-045 | 50-22-15-376-008 | 50-22-15-453-008 | 50-22-15-477-006 | 50-22-16-300-001 | 50-22-16-451-047 |
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| 50-22-14-351-063 | 50-22-15-376-012 | 50-22-15-453-010 | 50-22-15-477-012 | 50-22-16-300-023 | 50-22-16-451-051 |
| 50-22-14-351-064 | 50-22-15-376-015 | 50-22-15-453-011 | 50-22-16-151-002 | 50-22-16-300-024 | 50-22-16-451-054 |
| 50-22-15-301-008 | 50-22-15-376-016 | 50-22-15-454-001 | 50-22-16-151-004 | 50-22-16-300-045 | 50-22-16-451-067 |
| 50-22-15-301-009 | 50-22-15-376-019 | 50-22-15-454-004 | 50-22-16-151-005 | 50-22-16-300-050 | 50-22-16-451-078 |
| 50-22-15-301-010 | 50-22-15-377-001 | 50-22-15-454-005 | 50-22-16-151-006 | 50-22-16-300-051 | 50-22-17-101-003 |
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| 50-22-15-326-009 | 50-22-15-377-012 | 50-22-15-476-013 | 50-22-16-151-008 | 50-22-16-300-095 | 50-22-17-101-006 |
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| 50-22-15-351-001 | 50-22-15-378-015 | 50-22-15-476-027 | 50-22-16-176-019 | 50-22-16-426-006 | 50-22-17-101-015 |
| 50-22-15-351-002 | 50-22-15-402-002 | 50-22-15-476-031 | 50-22-16-176-020 | 50-22-16-426-007 | 50-22-17-101-016 |
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| 50-22-15-351-024 | 50-22-15-453-002 | 50-22-15-477-002 | 50-22-16-176-034 | 50-22-16-451-042 | 50-22-17-126-006 |
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| 50-22-17-226-007 | 50-22-23-102-005 | 50-22-23-176-019 | 50-22-23-227-009 | 50-22-23-227-044 | 50-22-23-227-069 |
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| 50-22-22-226-003 | 50-22-23-126-012 | 50-22-23-227-002 | 50-22-23-227-027 | 50-22-23-227-062 | 50-22-23-227-159 |

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| 50-22-23-227-173 | 50-22-24-100-049 | 50-22-24-401-016 | 50-22-24-451-013 | 50-22-24-451-447 | 50-22-23-227-034 |
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| 50-22-23-227-179 | 50-22-24-100-055 | 50-22-24-401-023 | 50-22-24-451-230 | 50-22-24-451-470 | 50-22-23-227-038 |
| 50-22-23-227-180 | 50-22-24-100-057 | 50-22-24-401-024 | 50-22-24-451-231 | 50-22-24-451-471 | 50-22-24-426-014 |
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| 50-22-23-228-001 | 50-22-24-251-007 | 50-22-24-426-010 | 50-22-24-451-338 | 50-22-24-476-027 | |
| 50-22-23-228-002 | 50-22-24-251-018 | 50-22-24-426-011 | 50-22-24-451-339 | 50-22-24-476-031 | |



Appendix D

Proposed Zoning Overlay

Overview: A Zoning Overlay can bring a semblance of visual harmony to the corridor while still recognizing the uniqueness and individual character of specific segments in an overlay zoning district. The proposed overlay, which is included in the Appendix of this Plan, addresses improvements along the corridor frontage in a way that accommodates the varying uses, setbacks, development styles and long-range planning goals of discrete segments. Specifically, the overlay addresses the following four segments and associated concerns. This is designed to provide some overlap between the six activity centers defined by the Master Plan to ultimately create cohesiveness along the corridor:

Segment 1: Mixed Activity. The far western end of the corridor, from the City limits to Taft Road, comprises this segment. It is characterized by large buildings, relatively new development, attractive landscaping, uses that generate substantial employee and visitor traffic, and potential for more intense development. Access is well controlled, except for the area just west of Taft Road where driveway spacing is poor.

Segment 2: Employment Core. From Taft Road to the west end of the overpass above the railroad tracks, this segment is primarily a mature industrial area. Most of the frontage is developed and setbacks vary widely. Many parcels are fairly large and occupy significant frontage, particularly along the north side of the street. Aesthetic treatment varies from dense screening to open front yards and parking lots close to the street. Due to the relatively large parcel sizes, driveway spacing is generally acceptable on the north side of the street but multiple, closely spaced drives are prevalent on the south side.

Segment 3: Commercial Center. The Commercial Center segment extends from the west edge of the railroad overpass to Meadowbrook Road and is characterized by retail and service businesses, varying from clustered buildings near the Novi Road/ Grand River intersection to suburban strip centers and free-standing businesses lining the majority of the corridor segment. Sites tend to be attractive, most containing brick buildings and well landscaped frontage. Many sites are bordered by parking lots, each individually accessed by separate driveways which, in some locations, results in poor spacing.

Segment 4: Mixed Business. Extending from Meadowbrook Road to Haggerty Road, this segment signals an abrupt shift from intense commercial to office, service and industrial uses. The street cross-section narrows from five-lanes to four. Much of the segment is well landscaped and framed with mature trees. Buildings are set back and most parking lots are on the side or rear of buildings. Driveway spacing, especially on the south side, is poor though uses tend not to be high traffic generators. Sidewalks, though intermittent, enjoy a wider separation from the street edge.

GRCO Language:

1. Intent

- a. The Grand River Avenue corridor is a diverse strip whose five-mile length is lined with an array of commercial, industrial, institutional, entertainment, and even residential uses. It is a regional arterial and an economic hub for the City of Novi, drawing customers, visitors, employees, and through traffic from a wide region. Despite its economic prominence, the corridor lacks the cohesion of a unified business district. Multiple zoning districts have yielded a random land use pattern. Islands of attractive, well-landscaped development are adjacent to aging industries and tired structures. Poorly spaced driveways interrupt the rhythm of traffic flow and add to traffic congestion.
- b. It is the intent of this overlay zoning district to establish minimum standards along the length of the corridor to:
 - Support the City's Master Plan and Corridor, improvement goals;
 - Improve traffic safety and protect the traffic-carrying capacity of the street;
 - Create a supportive environment for economic investment;
 - Protect existing businesses and ensure a complementary balance between current and future land uses;
 - Create a harmonious and welcoming image along the length of the corridor; and
 - Establish a pedestrian-friendly environment, where appropriate.

2. Applicability

- a. The overlay district applies to all property abutting the Grand River Avenue right-of-way. Requirements of the overlay district apply in addition to or supersede, as applicable, those of the underlying zoning district.
- b. The regulations of this overlay district shall apply as follows:
 - Construction of a new building on a vacant parcel or lot shall require full compliance with all requirements.
 - Expansion of an existing building at a cost of 60% of the value of the building at the time of expansion shall require full compliance with all requirements.
 - Expansion of an existing building at a cost of 40% to 60% of the value of the building at the time of expansion shall require compliance with installation of sidewalks and at least one-half of the greenbelt planting requirements.
 - Expansion of an existing building at a cost of 25% to 39% of the value of the building at the time of expansion shall require compliance with installation of sidewalks and at least one-third of the greenbelt planting requirements.

- An increase in the number of existing parking spaces by 50 % or more shall require compliance with the access management requirements and at least one-half of the greenbelt planting requirements.
 - The above ranges applicable to expansion of existing buildings or parking areas shall be cumulative over a five (5) year period beginning with the first project. For example, a building expansion of 20% followed two years later by another expansion of 25% shall be considered a 45% expansion in the third year.
- 3. Principal Permitted and Special Uses. All permitted and special land uses allowed within the underlying zoning district shall be allowed within this overlay district.**
- 4. Development Standards. All development standards applicable to the underlying zoning district, unless specifically modified by this overlay district, shall be required.**
- 5. Corridor Segments. Uniform regulation along the entire corridor is not reasonable due to the wide diversity of uses, varied right-of-way widths, dissimilar setbacks, and other disparate visual and functional elements. Despite this diversity, there exist contiguous geographic segments that share common traits and lend themselves to more consistent regulation. Four distinct segments are defined to create greater cohesion within specific areas of the corridor, as well as to collectively introduce overall harmony along the entire corridor in support of the intent of this overlay district.**
- a. **Mixed Activity.** The far western end of the corridor, from the City limits to Taft Road, comprises this segment. It is characterized by large buildings, relatively new development, attractive landscaping, uses that generate substantial employee and visitor traffic, and potential for more intense development. Access is well controlled, except for the area just west of Taft Road where driveway spacing is poor.
 - b. **Employment Core.** From Taft Road to the west end of the overpass above the railroad tracks, this segment is primarily a mature industrial area. Most of the frontage is developed and setbacks vary widely. Many parcels are fairly large and occupy significant frontage, particularly along the
 - c. **Commercial Center.** The Commercial Center segment extends from the west edge of the railroad overpass to Meadowbrook Road and is characterized by retail and service businesses, varying from clustered buildings near the Novi Road/Grand River intersection to suburban strip centers and free-standing businesses lining the majority of the corridor segment. Sites tend to be attractive, most containing brick buildings and well landscaped frontage. Many sites are bordered by parking lots, each individually accessed by separate driveways which, in some locations, results in poor spacing.
 - d. **Mixed Business.** Extending from Meadowbrook Road to Haggerty Road, this segment signals an abrupt shift from intense commercial to office, service and industrial uses. The street cross-section narrows from five-lanes to four. Much of the segment is well landscaped and framed with mature trees. Buildings are set back and most parking lots are on the side or rear of buildings. Driveway spacing, especially on the south side, is poor though uses tend not to be high traffic generators. Sidewalks, though intermittent, enjoy a wider separation from the street edge.
- 6. Requirements**
- a. **Greenbelt.** These requirements are established to improve the appearance of the Grand River corridor, create a defined and attractive edge along the street, mitigate the visual impact of front yard parking areas, and achieve the goals of the Novi Master Plan to stimulate economic investment. To achieve these purposes, the following shall be required.
 - 1. General Requirements.**
 - A landscaped greenbelt shall be established adjacent to the street right-of-way parallel to the front property line. If an easement parallels the right-of-way frontage and precludes the ability to meet the greenbelt requirement, the greenbelt shall be in addition to the easement or increased to the extent that planting requirements can be met. (Example: If a 15-foot power easement was directly adjacent to the right-of-way and did not permit trees within it, a 20-foot greenbelt would commence from the interior edge of the easement for a total of 35 feet).
 - Off-street parking or loading shall not be located within any required greenbelt.
 - All required greenbelts shall only contain living landscape materials; provided, the following may be located within the greenbelt when approved by the Planning Commission:
 - Walls and fences;
 - Vehicular access drives placed approximately perpendicular to the right-of-way;
 - Electrical, telephone, gas, water supply, sewage disposal, and other utilities may be constructed to pass through or across the required greenbelt. If the installation of such services impacts the requirements of this section, additional landscaping and/or greenbelt area may be required to meet the intent and standards of this section, as specified in subsection 1.a. above;
 - Pedestrian and bicycle paths (including sidewalks);
 - Landscape sculpture, lighting fixtures, trellises, pedestrian amenities and arbors;
 - Bus/transit shelters;
 - Signs;
 - Berming or mounding of soil; and
 - Bioretention and other heavily vegetated stormwater BMPs.
 - When calculating lot frontage, driveways shall be subtracted from the linear foot total.

- Fractions shall be rounded up to the next whole number for the required number of trees and shrubs
- Where existing or created lagoons and drainage swales will occupy a substantial portion of the required greenbelt, additional depth may be required to achieve the intent of this section.
- Any area not otherwise planted shall be sodded.
- The minimum planted size for each plant type within a required greenbelt shall meet the minimum specifications cited in the City of Novi Landscape Design Manual.

2. Specific Requirements

- The required greenbelt shall be established in accordance with the following table, based on the corridor segment in which the property is located. In addition, the requirements of Ordinance 18.283 shall apply; provided, the following table shall supersede the provisions of Table 5.5.3.B.ii.f., as applicable.
 - For areas where overhead utilities preclude planting large trees, three (3) sub-canopy trees shall be provided for each one (1) required canopy tree. The minimum total mature canopy width of the sub-canopy trees shall equal or exceed 25 feet.
 - Vehicular entrances shall be defined using a mixture of trees, shrubs and groundcover that will create a sense of arrival and highlight the driveway. Clusters of flowering and other low ornamental plant species is strongly encouraged to denote the driveway while preserving vehicular sight lines. A minimum of 200 square feet shall be planted on each side of the entrance drive.
 - Sub-canopy trees may be in an informal or formal arrangement.
 - A wall may be used instead of a berm, if permitted by the Planning Commission. If a wall is erected in front of parking areas, a reduction of up to 33% of the required greenbelt plantings may be permitted; provided, no reduction to the number of required canopy trees nor more than 33% of required evergreens shall be allowed.
 - Freestanding walls shall be constructed of masonry or concrete with all exterior sides of face brick with a suitable cap.
 - An ornamental fence with shrubs and brick piers may be used in lieu of a berm, if approved by the Planning Commission.
 - View channels into the site are to be used for safety visibility. Sight lines to the building address shall be retained for approaching vehicles at an approximate angle of 20-40 degrees.
 - Tree requirements establish the quantity per linear footage of various trees along the right-of-way (ROW). They are not intended to dictate exact placement on the site within the greenbelt. Creative landscape design, including clustering, is encouraged; provided, the intent of the greenbelt requirement is satisfied.
 - Trees shall not be permitted within the 25-foot corner clearance zone at any intersection.
 - Sidewalks. Sidewalks shall be constructed according to City standards along the entire frontage of any property on which a new development is being built or on which an existing building is being modified, as specified in Section 2.B. of this district.
 - Parking Setbacks. Off-street parking areas, if allowed within a front yard, shall be set back a distance at least equal to the minimum required greenbelt for the street segment; provided, parking in the front setback shall not be permitted within the Mixed Business segment of the corridor.
 - Access Management. Control over the number and location of access points along the Grand River Corridor is necessary to reduce congestion, improve safety, maintain acceptable flow and minimize confusion. Experience has shown that implementation of these regulations will minimize traffic congestion and crashes, while creating more attractive, functional, and economically viable places. Therefore, the standards of this section shall apply to all development having frontage on and direct access to Grand River Avenue, as specified in Section 2, Applicability. The access management and driveway standards contained in this section shall be required in addition to, and, where permissible, shall supersede, the requirements of the Road Commission for Oakland County (RCOC).
- b. Sidewalks. Sidewalks shall be constructed according to City standards along the entire frontage of any property on which a new development is being built or on which an existing building is being modified, as specified in Section 2.B. of this district.
 - c. Parking Setbacks. Off-street parking areas, if allowed within a front yard, shall be set back a distance at least equal to the minimum required greenbelt for the street segment; provided, parking in the front setback shall not be permitted within the Mixed Business segment of the corridor.
 - d. Access Management. Control over the number and location of access points along the Grand River Corridor is necessary to reduce congestion, improve safety, maintain acceptable flow and minimize confusion. Experience has shown that implementation of these regulations will minimize traffic congestion and crashes, while creating more attractive, functional, and economically viable places. Therefore, the standards of this section shall apply to all development having frontage on and direct access to Grand River Avenue, as specified in Section 2, Applicability. The access management and driveway standards contained in this section shall be required in addition to, and, where permissible, shall supersede, the requirements of the Road Commission for Oakland

County (RCOC).

1. Requirements in General.

- All driveways serving and access roads shall comply with the requirements of this section.
- Driveways shall be located to minimize interference with the free movement of traffic, to ensure adequate sight distance, and to provide the most favorable driveway grade.
- Driveways, including the radii, but not including right turn lanes, passing lanes and tapers, shall be located entirely within the right-of-way frontage, unless otherwise approved by the City or the Road Commission of Oakland County (RORC), as applicable, and upon written certification from the adjacent property owner agreeing to such encroachment.
- A single means of direct or indirect access shall be provided for each separately owned parcel. Where possible, this access shall be by way of a local street, intersecting street, shared driveway or a marginal access (service) drive. Where it is not possible to provide shared or alternate access, direct access may be provided to an individual lot or parcel by a single driveway.
- A Traffic Impact Study, as required by the City of Novi Site Plan and Development Manual, shall be submitted in conjunction with any site plan required by Section 6.1 of the Zoning Ordinance.

2. Access Controls. The following requirements apply to all properties with frontage on and direct access to Grand River Avenue:

- **Direct Access.** The number of driveways shall be the minimum necessary to provide reasonable access for regular traffic and emergency vehicles, while preserving traffic operations and safety along the corridor. No more than one (1) driveway (or a one-way pair) shall be allowed per property, unless appropriate documentation is provided demonstrating the need for additional driveways, subject to compliance with the following:
 - One (1) additional two-way driveway may be allowed for properties with a continuous frontage of over 500 feet, and one (1) additional two-way driveway for each 300 feet of frontage in excess of 1,000 feet, if the Planning Commission determines there are no other reasonable alternate access opportunities.
 - Two (2) one-way driveways (a one-way pair) may be permitted along a frontage of at least 125 feet; provided, the driveways do not interfere with operations at other driveways or along the street.
- **Indirect Access.** The use of shared driveways, service roads, and cross access, in conjunction with driveway spacing, is intended to preserve traffic flow along the corridor and minimize traffic conflicts, while retaining reasonable access to the property. Where the Planning Commission determines that reducing the number of access points may have a beneficial impact on traffic operations and safety while preserving the property owner's right to reasonable access, a shared driveway, access from a side street, or a service drive or frontage road connecting two (2) or more properties or uses may be required. In particular, service drives, frontage roads, or parking lot maneuvering lane connections between lots or uses may be required in the following cases:
 - Where the driveway spacing standards of this section cannot be met;
 - When the driveway could potentially interfere with traffic operations at an existing or potential traffic signal location;
 - The site is along a segment of the corridor where there is congestion or a relatively high number of crashes;
 - The property frontage has limited sight distance; or
 - The Fire Chief recommends a second means of emergency access.

3. Access Conflicts with Major Intersections. Driveways shall be located and designed to minimize interference with the operation of left-turn lanes at arterial street intersections along the corridor.

4. Spacing Between Driveways. The minimum spacing between two (2) driveways on the same side of the street shall be based upon posted speed limits along the parcel frontage. The minimum distances indicated in the table below are measured from centerline to centerline. For sites with insufficient street frontage to meet these criterion, the Planning Commission may require construction of: a driveway to a side street, a shared driveway with an adjacent property, a driveway along the property line farthest from the other driveway, or a service drive/frontage road.

5. Driveway Spacing from Intersections. A proposed driveway shall be located as far as practicable from an intersection, either adjacent to it or on the opposite side of the street. The distance may be set on a case-by-case basis by the Planning Commission during site plan review, but not less than the separation distances listed below (DRIVEWAY SPACING STANDARDS). For sites with insufficient street frontage to meet the above criterion, the Planning Commission may require: construction of the driveway along an intersecting street, a shared driveway with an adjacent property, a driveway along the property line farthest from the intersection, or a service/ frontage road.

6. **Driveway Offsets.** To reduce left- turn conflicts, new driveways shall be aligned with driveways or streets on the opposite side of the street where possible. If alignment is not possible, driveways shall be offset a minimum of 250. Longer offsets may be required, depending on the expected inbound left-turn volumes of the driveways or sight distance limitations.
7. **Measuring Driveway Spacing and Offsets.** For the purposes of determining the distances between driveways, their offsets to one another, and the spacing to intersections, the measurement shall be based on extending the centerline of the driveway(s) out to the center of the traveled portion of the street, and measuring along the center of the street.
8. **Modifications of Requirements**
 - Given the variation in existing physical conditions along Grand River Avenue, modifications to the spacing and other requirements above may be permitted as part of the site plan review procedure. The Planning Commission shall consider the criteria in Subsection 8.b. when determining if there is a need for modification, in the following circumstances, and the degree to which any modification is necessary.
 - The modification will allow an existing driveway to remain that does not meet the standards of this section but that has, or is expected to have, very low traffic volumes (less than 50 in- and out-bound trips per day) and is not expected to significantly impact safe traffic operations.
 - The use is expected to generate a relatively high number of trips and an additional driveway will improve overall traffic operations.
 - Practical difficulties exist on the site (sight distance limitations, existing development, topography, unique site configuration or shape) that make compliance unreasonable, or existing off-site driveways make it impractical to fully comply with the standards.
 - Because of restricted turning movements, the driveway does not contribute to congestion or an unsafe situation.
 - The Planning Commission may waive certain requirements of this section upon consideration of the following:
 - The proposed modification is consistent with the general intent of the standards of this section, the recommendations of the Novi Master Plan, and, if applicable, published RCOC guidelines.
 - Driveway geometrics have been improved to the extent practical to reduce impacts on traffic flow. There is no other reasonable alternative means of access.
 - Parcel frontage is insufficient to meet the dimensional standards.
 - Shared access has been provided, or the applicant has demonstrated it is not practical.
 - Such modification is the minimum necessary to provide reasonable access, will not impair public safety or prevent the logical development or redevelopment of adjacent sites, and is not simply for convenience of the development.
 - The Planning Commission may determine additional driveways are justified due to the amount of traffic generated by the use, without compromising traffic operations along the street, based upon a traffic impact study submitted by the applicant. Similarly, they may determine that additional driveways are required due to community interest, such as emergency vehicle access or to avoid unduly concentrating traffic into or out of the site at a single location.

MINIMUM GREENBELT PLANING REQUIREMENTS

| Requirements | Corridor Segments | | | |
|-----------------------------------------|------------------------------------|-------------------|-----------------|----------------|
| | Mixed Activity | Employment Center | Commercial Core | Mixed Business |
| Min. Depth (ft.) | 25 | 30 | 20 | |
| Deciduous Canopy Trees | 2 | 2 | 2 | 2 |
| Large Evergreen Trees ³ | 1 | 2 | 1 | 1 |
| Deciduous Sub-canopy Trees ³ | 3 | 2 | 4 | 3 |
| Shrubs | See footnote | | | |
| Berms, Walls and Fences | As required in Table 5.5.3.B.ii.f. | | | |

¹ The depth of the required greenbelt shall be measured from the front property line; or 50 feet from the centerline of Grand River Avenue, whichever is greater.

² Equal to the required building setback line for the applicable zoning district. No parking shall be permitted in the front yard.

³ Number required per 50 feet of frontage measured along the front property line.

⁴ The Planning Commission may permit shrubs to be used in lieu of a berm, wall or fence to screen parking lots adjacent to the greenbelt. In such case, a double row, staggered shrub hedge, or otherwise approved continuous grouping of evergreen shrubs, shall be planted along the edge of the parking lot with a species capable of being maintained at a three (3) foot height within two (2) years of planting. Shrubs in front of parking areas shall provide minimum screening opacity of 80% in winter and 90% in summer.

DRIVEWAY (TWO-WAY) SPACING STANDARDS

| Posted Speed Limit (MPH) | Minimum Driveway Spacing (In Feet) |
|--------------------------|------------------------------------|
| 40 | 200 |
| 45 | 230 |
| 50 or more | 275 |

Appendix E**Projects**

| Activity | Cost Estimate | Implementation and Priority |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------------|
| Catalyst Projects | | |
| Sidewalk completion <ul style="list-style-type: none"> Complete gaps in sidewalk north and south along the full length of the corridor | \$600,000-800,000 | High Priority |
| Ring Road-Crescent Blvd <ul style="list-style-type: none"> 650ft. 4-lane Blvd., 650ft industrial spur rd., and bridge over the Rouge River (2018 Estimates) | \$5,133,370 | High Priority |
| Ring Road-Flint Street <ul style="list-style-type: none"> Road alignment and road redesign (2018 Estimates) | \$2,134,075 | High Priority |
| Parking Garage <ul style="list-style-type: none"> Increased business growth along Novi rd. and Grand River warrants a parking garage within the Main Street. Estimate 200 parking spaces. | \$6,500,000-\$10,000,000 | Low Priority |
| Total | \$14,367,445-\$18,067,445 | |

| Activity | Cost Estimate | Implementation and Priority |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|------------------------------------|
| Streetscape Projects & Strategies | | |
| Pocket Park/Green Space <ul style="list-style-type: none"> Identify strategic unbuildable locations to purchase for pocket parks or green spaces along the corridor. | \$600,000-800,000 | Medium Priority |
| Gateway Signage <ul style="list-style-type: none"> Novi welcome signs along entrances to the corridor. Develop landscaping gardens around signs. | \$300,000-\$350,000 | High Priority |
| Wayfinding Signage <ul style="list-style-type: none"> Signage along the corridor for wayfinding to key attractions throughout the city. | \$150,000-\$200,000 | Medium Priority |
| Beautification Program <ul style="list-style-type: none"> Work with the Novi Beautification Commission to upkeep gateway sign landscaping. | \$100,000-\$150,000 | Medium Priority |
| Total | \$1,150,000-\$1,500,000 | |

| Activity | Cost Estimate | Implementation and Priority |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------------|
| Mobility Projects | | |
| Pedestrian Crossing Improvements <ul style="list-style-type: none"> Improve crosswalks; stamped concrete crosswalk indicators, improve crosswalk signals. Visible crosswalk signage. | \$200,000-\$300,000 | High Priority |
| Bike Share Program <ul style="list-style-type: none"> Mobile bike share stations along corridor | \$100,000-\$150,000 | Low Priority |
| Bus Shelters & Signage <ul style="list-style-type: none"> Development and maintenance of bus shelters in the event of Smart transit | \$150,000-\$200,000 | Low Priority |
| Rideshare Program <ul style="list-style-type: none"> Research and develop a rideshare program along the corridor utilizing transportation companies like Uber/Lyft. Supplement cost to encourage utilization of system. | \$500,000-\$750,000 | Low Priority |
| Total | \$950,000-\$1,400,000 | |

| Activity | Cost Estimate | Implementation and Priority |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|-----------------------------|
| Economic Development | | |
| Façade grant & Sign Grant Program <ul style="list-style-type: none"> Matching grant program to facilitate the rehabilitation and redevelopment of aging storefronts. Assist business owners with renovation of sign grant incentive. | \$600,000-\$800,000 | Low Priority |
| Create Business Co-working space <ul style="list-style-type: none"> Focus on emerging sectors to introduce to low cost co-working space within the core of the corridor | \$500,000-\$1,000,000 | Low Priority |
| Site Selection/Promotion <ul style="list-style-type: none"> Promote and market available parcels along the corridor to potential developers and companies | \$25,000-\$50,000 | High Priority |
| Property Acquisition <ul style="list-style-type: none"> Purchase properties to market for development. | \$1,000,000-\$2,000,000 | Low Priority |
| Catalyst Project Incentive Program <ul style="list-style-type: none"> Design cash incentive program to assist in the development of strategic areas along the corridor for future development | \$200,000-\$400,000 | Medium Priority |
| Total | \$2,325,000-\$4,250,000 | |

| Activity | Cost Estimate | Implementation and Priority |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-----------------------------|
| Administration | | |
| Administration <ul style="list-style-type: none"> • Additional staff or professional services may be needed to administer programs as needed which could include: legal, consulting, planning, engineering, and marketing. | \$300,000-\$800,000 | Medium Priority |
| Total | \$300,000-\$800,000 | |

| | | |
|----------------------|----------------------------------|--|
| Project Total | \$19,092,445-\$26,017,445 | |
|----------------------|----------------------------------|--|

Note: The Development Plan Projects and Improvements list includes \$4,034,643-\$8,934,643 of projects/improvements beyond the projected CIA revenues. Where CCI revenues cannot be identified the Authority will work to fund efforts through other sources such as grants, donations, special assessments, and other public and/or private sources subjects to the approval by the City Council where required.

Implementation of this project list will be dependent on actual revenues realized. The projected CIA revenue will be focused on the high priority projects and then work toward the low priority projects. To the extent the CIA projections are higher than the revenue actually collected, funding levels for the projects may be reduced, or low priority dropped. To the extent revenue generated from the CIA exceeds the projections in the plan and/or other revenue sources result in additional revenues, they will be dedicated toward the projects in the same manner.

Implementation strategies may be pursued in response to changes in the economic conditions of the corridor or in other aspects of the corridor that may occur over time. If any such implementation strategies require amendments of the development plan, such amendments shall be implemented only after approval by City Council in the manner required by law.

Appendix F

Insert Tax Revenue Charts

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Appendix D

**CITY OF NOVI
GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITY
BYLAWS AND RULES OF PROCEDURE**

ARTICLE I PURPOSE

The Grand River Corridor Improvement Authority (the "Authority") was formed under the terms of Act 280 of the Public Acts of 2005, as amended (the "Act") and Resolution No. R-151-11 adopted by the City of Novi City Council on October 10, 2011, as it may be amended from time to time (the "Resolution"). Pursuant to the Resolution and Act, the Authority is under the supervision and control of a board (the "Authority Board"). The Authority exists to exercise those duties and powers provided under the Act, subject to the Resolution. These Bylaws and Rules of Procedure ("Bylaws") are adopted for the purposes of establishing the membership and organization of the Authority Board, rules and procedures for the conduct of Authority Board meetings, and a means whereby the duties conferred upon the Authority Board may be effectively exercised.

ARTICLE II MEMBERS

Section 1. Members; Eligibility. The Authority Board shall consist of the number of members set forth in the Resolution. Membership shall meet or exceed the minimum requirements of the Act and Resolution.

ARTICLE III VOTING

Section 1. Votes. Each member of the Authority Board shall be entitled to one vote.

Section 2. Eligibility to Vote. No member shall be entitled to vote at any meeting of the Authority Board until the appointment of such member has been approved by the City Council and such member has taken the oath of office.

Section 3. Quorum. The presence of four (4) or more members of the Authority Board shall constitute a quorum for the transaction of business.

Section 4. Voting. Votes may be cast by a general voice vote, except where a roll call is requested by any member or required by law or other procedures established under these Bylaws. If there is a question as to the number of yea or nay votes a roll call shall be conducted.

Section 5. Transaction of Business. Unless otherwise required by law, the Resolution or other procedures established under these Bylaws, a vote of the majority is required for the transaction of all business and decisions of the Authority Board.

Section 6. Majority. Unless otherwise required by law, the Resolution or other procedures established under these Bylaws, a "majority" shall be construed to mean more than fifty percent (50%) of the votes cast by members present in person at the time of the vote.

ARTICLE IV MEETINGS

Section 1. Place of Meeting. Subject to the requirements of the Open Meetings Act, meetings of the Authority Board shall be held at the City Civic Center, or such other suitable place convenient to the members as may be designed by the City Manager.

Section 2. Rules of Parliamentary Procedure. Meetings of the Authority Board shall be conducted using the most recent edition of Roberts Rules of Order as a guideline in all cases to which they are applicable, provided they are not in conflict with the Act, Resolution, these Bylaws, or the laws of the State of Michigan.

Section 3. Meetings and Notice. In accordance with the Michigan Open Meetings Act, the Authority Board, within ten (10) days after its first meeting of each calendar year, shall establish and post a public notice stating the dates, times, and places of its regular meetings for the ensuing year, and shall post a notice of any changes in its schedule of regular meetings in accordance with the Open Meetings Act. Special meetings of the Authority Board may be called and noticed, per the requirements of the Open Meetings Act, by the Chairperson of the Board or the Mayor of the City. Notice of the time, place and subject matter of all meetings shall be given by telephone, electronic means, personal delivery or mailing the same to each member. Notice of each meeting also shall be provided to the public in compliance with the Michigan Open Meetings Act. It shall be the duty of the Secretary (or other Authority Board officer designated by the Chairperson in the Secretary's absence) to serve and post the notices described in this Section on behalf of the Board.

Section 4. Order of Business. The order of business at Authority Board meetings shall be as follows:

- Roll Call
- Approval of Agenda
- Approval of Minutes
- Unfinished Business
- New Business
- Public Comment
- Board Member Comment Adjournment

Section 5. Minutes: Presumption of Notice. Minutes, resolutions, and any other similar record of the proceedings of meetings of members, when signed by the President or Secretary, shall be presumed truthfully to evidence the matters set forth therein. A recitation in a resolution or the minutes of any such meeting that notice of the meeting was properly given shall be prima facie evidence that such notice was given.

Section 6. Open Meetings Act and Freedom of Information Act Compliance. The Authority Board is required to comply, in all respects, with the Michigan Open Meetings Act and Freedom of Information Act.

ARTICLE V OFFICERS

Section 1. Officers. The principle officers of the Authority Board shall be a Chairperson, Vice Chairperson and Secretary, who shall be members of the Authority Board. The members may appoint such other officers from time to time as in their judgment may be necessary.

Chairperson. The Chairperson shall be the chief executive officer of the Authority, and shall preside at all meetings of the Authority. The staff liaison designated by the City Manager shall work with the Chairperson to establish the agendas for the meetings of the Authority Board. The Chairperson shall have all of the general powers and duties which are usually vested in the office of the Chairperson of an Authority, including, but not limited to, the power to appoint committees from among the members of the Authority from time to time in the Chairperson's discretion as may be deemed appropriate to assist in the conduct of the affairs of the Authority. The Chairperson shall also perform such other tasks as may be delegated to him or her by decision of the Authority Board or by agreements binding upon the Authority. The Chairperson shall have a vote on all matters before the Authority Board.

Vice-Chairperson. The Vice-Chairperson shall preside and exercise the powers of the Chairperson in the Chairperson's absence, and shall perform such other tasks as may be delegated to him or her by decision of the Authority Board or by agreements binding upon the Authority.

Secretary. The Secretary, by and through the staff liaison designated by the City Manager to assist the Authority Board, shall cause a record to be kept of the minutes of all meetings of the Authority Board, shall cause a record to be kept of all plans, documents, books and papers approved by and brought before the Authority Board, shall provide copies of all such records to the City Clerk upon request, shall perform such other tasks as may be delegated to him or her by decision of the Authority Board or by agreements binding upon the Authority, and shall in general, perform all duties incident to the office of the Secretary.

Section 2. Election. The officers of the Authority Board shall be elected annually by a vote of the majority of the Authority Board members at the first meeting of each calendar year. The term of each officer shall be one (1) year with eligibility for reelection.

Section 3. Removal. Upon affirmative vote of a majority of the members of the Authority Board, any officer may be removed either with or without cause, and the officer's

successor elected at any regular meeting of the Authority Board or at any special meeting of the Authority Board called for such purpose. No such removal action may be taken, however, unless the matter shall have been included in the notice of such meeting. The officer who is proposed to be removed shall be given an opportunity to be heard at the meeting. If an officer is removed, he or she shall remain a member of the Authority Board, subject to removal from the Board in the manner provided by the Act.

ARTICLE VI FINANCE

Section 1. Fiscal Year. The fiscal year of the Authority shall be the same as the City of Novi. The commencement date of the fiscal year shall be subject to change by the Authority for accounting reasons or other good cause.

Section 2. Financing Sources. The Authority shall be financed by the capture of tax increment funds as set forth in the Act and such other sources as are permitted under the Act, subject to any limitations set forth in the Resolution or City Charter.

Section 3. Budget. After being reviewed by the Authority Board, any budget of the Authority shall be subject to approval by the City Council prior to adoption by the Authority Board pursuant to the Act.

Section 4. Reporting. Pursuant to the Act, the Authority Board shall submit an annual report to the City Council and State Tax Commission on the status of any tax increment financing account. The Authority shall report to the City Council on any other matter to the extent the City Council may request or require from time to time. The Authority shall also report to any other state and county agencies required by law or agreement entered into with any such state or county agency.

ARTICLE VII AMENDMENTS

Section 1. Method. These Bylaws may be amended by the Authority Board, at a duly constituted meeting, by the affirmative vote of a 2/3 majority of the members of the Authority Board.

Section 2. Proposed. Amendments to these Bylaws may be proposed by any active member of the Authority Board.

Section 3. Meeting. Upon any such amendment being proposed, the proposed amendment may be considered at the same or any subsequent regular meeting or a special meeting called for that purpose.

Section 4. City Council Approval. Pursuant to the Act and Resolution, the Authority Board's adoption and any amendment of these Bylaws is subject to approval of the City Council. Accordingly, upon adoption of these Bylaws and any amendments

thereof, the Bylaws shall be immediately forwarded to the City Council in care of the City Clerk for approval.

Section 5. Distribution. A copy of these Bylaws and each amendment to these Bylaws shall be furnished to every member of the Authority Board after adoption, provided, however, that any amendment adopted in accordance with this Article shall be binding upon all members irrespective of whether such persons actually receive a copy of the amendment.

ARTICLE VIII SEVERABILITY

In the event that any of the terms, provisions, or covenants of these Bylaws are held to be partially or wholly invalid or unenforceable for any reason whatsoever, such holding shall not affect, alter, modify, or impair in any manner whatsoever any of the other terms, provisions or covenants of these Bylaws or the remaining portions of any terms, provisions or covenants held to be partially invalid or unenforceable.

Adopted By:

Approved By: Amended:

DRAFT