SQUEAKY SHINE CAR WASH
J Z18-50

SQUEAKY SHINE CAR WASH J Z18-50 with Rezoning 18.727
Public hearing at the request of Squeaky Shine LLC for Planning Commission’s recommendation to City Council for rezoning of property in Section 35, located on the east side of Novi Road between Eight Mile Road and Nine Mile Road from I-1 (Light Industrial) to B-3 (General Business). The subject property is approximately 0.68 acres.

REQUIRED ACTION
Recommend to City Council approval or denial of rezoning request from I-1 to B-3.

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<th>REVIEW</th>
<th>RESULT</th>
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<td>• Items to be addressed on the site plan submittal</td>
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<td>• Rezoning to B-3 will have negligible impact on utilities</td>
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| Traffic                     | Approval recommended          | 1-7-19| • Trip generation counts should be conducted in local area on similar road for better data
                                            • Items to be addressed on the next site plan submittal |
**MOTION SHEET**

**Approval**
In the matter of the request of Squeaky Shine Car Wash, JZ18-50, with Zoning Map Amendment 18.727, motion to **recommend approval** to City Council to rezone the subject property from I-1 (Light Industrial) to B-3 (General Business) for the following reasons:

1. The Master Plan for Land Use objective to foster a favorable business climate is fulfilled by allowing an existing business to expand,
2. The Master Plan for Land Use objective to support and strengthen existing businesses is fulfilled by allowing an existing business to expand and develop a vacant parcel,
3. This is a reasonable alternative to the recommended land use and will be consistent with zoning to the west,
4. Noise data supplied by the applicant that the proposed use will not cause significant impacts on nearby residential neighborhoods,
5. There is no negative impact expected on public utilities as stated in the Engineering memo,
6. The Rezoning Traffic Impact Study has demonstrated that the proposed rezoning will not degrade the level of service of the local road network below acceptable levels, and
7. The rezoning provides an opportunity for a long-standing business to expand at their current location, with the submittal of a site plan anticipated once the rezoning is approved.

-OR-

**Denial**
In the matter of the request of Squeaky Shine Car Wash, JZ18-50, with Zoning Map Amendment 18.727, motion to **recommend denial** to City Council to rezone the subject property from I-1 (Light Industrial) to B-3 (General Business) for the following reasons...
SQUEAKY SHINE CAR WASH: JZ 18-50

LOCATION

Map information depicted is not intended to replace or substitute for any official or primary source. This map was intended to meet National Map Accuracy Standards and use the most recent, accurate sources available to the people of the City of Novi. Boundary measurements and area calculations are approximate and should not be construed as survey measurements performed by a licensed Michigan Surveyor as defined in Michigan Public Act 132 of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map.

City of Novi
Dept. of Community Development
City Hall / Civic Center
45175 W Ten Mile Rd
Novi, MI 48375
cityofnovi.org

Map Author: Lindsay Bell
Date: 1/10/19
Project: Squeaky Shine JZ18-50
Version #: 1

1 inch = 184 feet

LEGEND

Subject Property

Subject Area

Legend

Section 34
Section 35

Novi Rd

Nine Mile Rd
City of Novi
Dept. of Community Development
City Hall / Civic Center
45175 W Ten Mile Rd
Novi, MI 48375
cityofnovi.org

Map Author: Lindsay Bell
Date: 1/10/19
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1 inch = 184 feet

MAP INTERPRETATION NOTICE
REZONING REQUEST
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**Total Soils Index:** 9029

*Classification criteria: See Table 1 (Soil Survey Guide) for Soil Survey and Classification Criteria. The indices are based on the Soil Survey Guide and the soil classification criteria as indicated in Table 1. These regulations are in effect as of 03/01/2014 and are revised as necessary to ensure accuracy and completeness of the survey and to eliminate inconsistencies in soil classification by solicits.
REZONING NARRATIVE
RE-ZONING REQUEST

BELANGER CAR WASH
21510 NOVI ROAD, NOVI, MICHIGAN 48375

PREPARED BY:

ATWELL

Atwell, LLC.
12745 23 Mile Road, Suite 200
Shelby Township, MI 48315

PREPARED FOR:

Belanger

Wash Me Properties, LLC.
22700 Heslip Drive
Novi, MI 48375

December 6, 2018
Subject: Parcel 22-35-101-036 Proposed Rezoning

Dear Board Members,

On behalf of Wash Me Properties, LLC., please accept this letter and enclosed exhibits as a formal request for rezoning 0.68 acres of parcel 22-35-101-036 (3.40 acres) from I-1 to B-3. An exhibit depicting the existing parcels and zoning designation and the proposed parcels and zoning designation are enclosed for your reference.

Pending approval of the rezoning, it is the intent of Wash Me Properties, LLC., to obtain a parcel line adjustment to modify parcel 22-35-101-006 to consist of a 1.56 acre parcel zoned entirely as B-3 to facilitate expansion of the services at the existing car wash, including vacuum stations, increased stacking for the existing wash, and additional parking. To aid in your review, enclosed are a completed rezoning application, exhibit of the property requested to be re-zoned, survey, rezoning traffic study, and a sign location plot plan.

We appreciate your prompt consideration of this request. Feel free to contact me at 248-447-2000 with questions or concerns.

Sincerely,

Michael McPherson, P.E.
Atwell, LLC
November 26, 2018

Mr. Michael McPherson, PE
Atwell, LLC
2 Towne Square, Suite 700
Southfield, Michigan 48076

Re: Proposed Squeaky Shine Car Wash Expansion Rezoning
Rezoning Traffic Impact Study
City of Novi, Michigan
200-12851-19002

Dear Mr. McPherson:

Tetra Tech (Tt) has completed our rezoning traffic impact study related to the proposed Squeaky Shine Car Wash expansion located on the east side of Novi Road between Eight Mile and Nine Mile Roads in the City of Novi, Oakland County. The current site is approximately 0.88 acres, zoned B-3 with an approximately 5,250 sq. ft. car wash building, with an adjacent 0.68 acre parcel to the east that is zoned I-1 that is proposed to be zoned B-3 and combined with the existing car wash. The proposed overall plan for the combined approximately 1.56 acre site is to maintain the existing car wash, but provide additional car cleaning vacuums and additional vehicle stacking for the car wash. This rezoning traffic impact study has been completed in accordance with the requirements specified in the City of Novi’s Site Plan and Development Manual for traffic impact studies.

Existing Conditions

In the vicinity of the site, Novi Road is a four-lane arterial road (2 northbound lanes, 1 southbound through lane and a continuous southbound right-turn lane) with pavement markings, but without shoulders, under the jurisdiction of the Road Commission for Oakland County (RCOC) with a posted speed limit of 45 MPH.

A recent Average Daily Traffic (ADT) count obtained from the SouthEast Michigan Council Of Governments (SEMCOG) website indicates that the daily traffic volume on Novi Road in the vicinity of the site is approximately 13,200 vehicles per day, with the peak hour being between 5:00 – 6:00 p.m., with a bi-directional volume of approximately 1,300 vehicles per hour. A copy of the Novi Road count from the SEMCOG website is attached to this letter for reference.

The existing car wash site is located within B-3: General Business zoning, which continues south of the site, and the proposed parcel to be rezoned is within I-1: Light Industrial zoning, which continues north of the site. To the west of the site, across Novi Road, the current zoning is a mix of R-3 and R-4 One-Family Residential, as well as to the east (across the railroad tracks) of the site.
Currently the proposed 0.68 acre I-1: Light Industrial parcel to be rezoned B-3: General Business is undeveloped, consisting of woodlands. The existing 0.88 acre B-3: General Business site currently has a car wash on the site, and no changes to the building or the operation are proposed at this time.

Based on information provided by your office, under the current I-1: Light Industrial zoning, you estimated a maximum 7,175 sq. ft. medical office building could be built on the 0.68 acre site, accounting for setbacks and required parking. Under the proposed B-3: General Business zoning, a maximum medical office building size of 7,525 sq. ft. could be built on the 0.68 acre site with the required parking. While a variety of retail and/or restaurant uses could be built under the proposed B-3: General Business zoning, those buildings would be noticeably smaller given the parking requirements for those uses. Also, when just considering the 0.68 acre site location (away from the road and adjacent to railroad tracks) and size, it does not lend itself to these retail/restaurant uses on its own. The concept plans are included in the materials attached to this letter.

However, in order to provide a complete review, an analysis was performed of what would be possible on the entire 1.56 acre site under the exiting/proposed B-3: General Business zoning. Under this scenario, a 4,250 sq. ft. fast-food restaurant with drive-through window service would be feasible. However, this use would require a special land use permit from the City of Novi.

Finally, it should be reiterated that the existing car wash building is not proposed to change with the rezoning and joining of the properties, just additional car cleaning vacuums and additional vehicle stacking for the car wash is proposed. These changes are not anticipated to significantly affect the number of trips to and from the site. The site plan is included in the materials attached to this letter.

Using the information and methodologies specified in the latest version of Trip Generation (10th Edition) published by the Institute of Transportation Engineers (ITE), Tt forecast the total weekday, weekday AM and weekday PM peak hour trips associated with the potential uses under the existing and proposed zonings for the site.

Following are tables that summarize our findings.

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ITE Trip Generation for 0.68 Acre Site, Proposed B-3: General Business

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<td>Medical-Dental Office Building</td>
<td>720</td>
<td>7,525 sq. ft.</td>
<td>17</td>
<td>5</td>
<td>22</td>
</tr>
<tr>
<td>TOTAL TRIPS</td>
<td></td>
<td></td>
<td>17</td>
<td>5</td>
<td>22</td>
</tr>
</tbody>
</table>

Table 3
ITE Trip Generation for Entire 1.56 Acre Site, Existing/Proposed B-3: General Business

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Land Use Code</th>
<th>Size</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
<th>Week Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fast-Food Restaurant with Drive-Through Window</td>
<td>934</td>
<td>4,250 sq. ft.</td>
<td>87</td>
<td>84</td>
<td>171</td>
</tr>
<tr>
<td>TOTAL TRIPS</td>
<td></td>
<td></td>
<td>87</td>
<td>84</td>
<td>171</td>
</tr>
</tbody>
</table>

Table 4
ITE Trip Generation for Existing/Proposed Car Wash

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Land Use Code</th>
<th>Size</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
<th>Week Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automated Car Wash</td>
<td>948</td>
<td>5,250 sq. ft.</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>TOTAL TRIPS</td>
<td></td>
<td></td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

n/a — no information provided in Trip Generation, 10th Edition.

The trip generation forecast sheets are attached to this letter.

Conclusions and Recommendations

Under the existing L-1: Light Industrial zoning, the 0.68 acre site is forecast to generate a maximum of 21 trips during the AM peak hour, 26 trips during the PM peak hour and 188 total weekday trips. Under the proposed B-3: General Business zoning, the 0.68 acre site is forecast to generate a maximum of 22 trips during the AM peak hour, 28 trips during the PM peak hour, and 202 total weekday trips. The proposed rezoning of the 0.68 acre parcel would not result in a significant change in trips generated for the site on its own.

When considering the entire 1.56 acre site under B-3: General Business zoning, a 4,250 sq. ft. fast-food restaurant with drive-through window would be possible, with a special land use permit. This use would result in significantly more trips to and from the site; however not all of it would be new

3
traffic, as *Trip Generation Handbook, 3rd Edition* provides pass-by rates for fast-food restaurants with drive-through windows. Pass-by trips are existing traffic on the adjacent roadway network that interrupt their travels to visit the site. Pass-by trips are accounted for by reducing the number of forecast new trips to be added to the roadway network; however, actual driveway volumes are not reduced. *Trip Generation Handbook, 3rd Edition* suggests a 49% AM and 50% PM peak hour pass-by rates for a fast-food restaurant with drive-through window. The pass-by rates should be taken into consideration when comparing fast-food restaurant with drive-through window to the other uses reviewed in this letter.

With the proposed rezoning of the 0.68 acre site to B-3: General Business and combining it with the existing 0.88 acre car wash site, the proposed combined car wash site is not anticipated to experience a noticeable change in trips to and from the site, as the only site changes are to provide additional car cleaning vacuums and additional on-site storage for vehicles entering the car wash.

We trust that this letter fulfills your current transportation needs regarding your site. If you have any questions, please feel free to call our office at (810)-220-2112.

Sincerely,

Kyle W. Ramakers, P.E., PTOE
Transportation Engineer

Attachments

P:\ERR\12851\200-12851-19002\Support\Docs\Traffic\Deliverables\Novi_Car-Wash_Rezone_Letter.docx
NOVI ROAD TRAFFIC COUNT
FROM SEMCOG WEBSITE
<table>
<thead>
<tr>
<th>Location Info</th>
<th>Count Data Info</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location ID</td>
<td>Start Date</td>
</tr>
<tr>
<td>2027</td>
<td>11/14/2016</td>
</tr>
<tr>
<td>Type</td>
<td>End Date</td>
</tr>
<tr>
<td>LINK</td>
<td>11/15/2016</td>
</tr>
<tr>
<td>Functional Class</td>
<td>Start Time</td>
</tr>
<tr>
<td>-</td>
<td>11:00 AM</td>
</tr>
<tr>
<td>Located On</td>
<td>End Time</td>
</tr>
<tr>
<td>NOVI</td>
<td>11:00 AM</td>
</tr>
<tr>
<td>Between</td>
<td>Direction</td>
</tr>
<tr>
<td>8 Mile AND 9 Mile</td>
<td>Notes</td>
</tr>
<tr>
<td>Direction</td>
<td>Count Source</td>
</tr>
<tr>
<td>2-WAY</td>
<td>FO342</td>
</tr>
<tr>
<td>Community</td>
<td>File Name</td>
</tr>
<tr>
<td>Novi</td>
<td>D1114004.prrn</td>
</tr>
<tr>
<td>MPO_ID</td>
<td>Weather</td>
</tr>
<tr>
<td>16480</td>
<td>Study</td>
</tr>
<tr>
<td>HPMS ID</td>
<td>Owner</td>
</tr>
<tr>
<td></td>
<td>tiacounts</td>
</tr>
<tr>
<td>Agency</td>
<td></td>
</tr>
<tr>
<td>Road Commission for Oakland County</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Interval: 60 mins</th>
<th>Hourly Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Time</td>
<td>00:00 - 01:00</td>
</tr>
<tr>
<td></td>
<td>01:00 - 02:00</td>
</tr>
<tr>
<td></td>
<td>02:00 - 03:00</td>
</tr>
<tr>
<td></td>
<td>03:00 - 04:00</td>
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<tr>
<td></td>
<td>04:00 - 05:00</td>
</tr>
<tr>
<td></td>
<td>05:00 - 06:00</td>
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<tr>
<td></td>
<td>06:00 - 07:00</td>
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<td>07:00 - 08:00</td>
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<td>08:00 - 09:00</td>
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<td>12:00 - 13:00</td>
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<tr>
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<td>14:00 - 15:00</td>
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<td>20:00 - 21:00</td>
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<tr>
<td></td>
<td>21:00 - 22:00</td>
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<tr>
<td></td>
<td>22:00 - 23:00</td>
</tr>
<tr>
<td></td>
<td>23:00 - 24:00</td>
</tr>
<tr>
<td>TOTAL</td>
<td>13286</td>
</tr>
</tbody>
</table>
TRIP GENERATION FORECASTS
Medical-Dental Office Building

(720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. 1000 Sq. Ft. GFA: 24
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

<table>
<thead>
<tr>
<th>Average Rate</th>
<th>Range of Rates</th>
<th>Standard Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>34.80</td>
<td>9.14 - 100.75</td>
<td>9.79</td>
</tr>
</tbody>
</table>

Data Plot and Equation

Fitted Curve Equation: \( T = 38.42(X) - 87.62 \)  \( R^2 = 0.95 \)

Trip Generation Manual, 10th Edition • Institute of Transportation Engineers
Medical-Dental Office Building
(720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
    Peak Hour of Adjacent Street Traffic,
    One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 44
Avg. 1000 Sq. Ft. GFA: 32
Directional Distribution: 78% entering, 22% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

<table>
<thead>
<tr>
<th>Average Rate</th>
<th>Range of Rates</th>
<th>Standard Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.78</td>
<td>0.85 - 14.30</td>
<td>1.28</td>
</tr>
</tbody>
</table>

Data Plot and Equation

Fitted Curve Equation: \( \ln(T) = 0.89 \ln(X) + 1.31 \)
\( R^2 = 0.80 \)

Trip Generation Manual, 10th Edition • Institute of Transportation Engineers
Medical-Dental Office Building  
(720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
Peek Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.  

Setting/Location: General Urban/Suburban  
Number of Studies: 65  
Avg. 1000 Sq. Ft. GFA: 28  
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

<table>
<thead>
<tr>
<th>Average Rate</th>
<th>Range of Rates</th>
<th>Standard Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.46</td>
<td>0.25 - 8.86</td>
<td>1.58</td>
</tr>
</tbody>
</table>

Data Plot and Equation

Fitted Curve Equation: \( T = 3.39(X) + 2.02 \)  
\( R^2 = 0.73 \)

Trip Generation Manual, 10th Edition • Institute of Transportation Engineers
Medical-Dental Office Building
(720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. 1000 Sq. Ft. GFA: 24
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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<th>Standard Deviation</th>
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<tbody>
<tr>
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Medical-Dental Office Building
(720)

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<tbody>
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<td>2.78</td>
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</tbody>
</table>

Data Plot and Equation

\[ \text{Fitted Curve Equation: } \ln(T) = 0.89 \ln(X) + 1.31 \]

Trip Generation Manual, 10th Edition • Institute of Transportation Engineers
Medical-Dental Office Building
(720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 65
Avg. 1000 Sq. Ft. GFA: 28
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

<table>
<thead>
<tr>
<th>Average Rate</th>
<th>Range of Rates</th>
<th>Standard Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.46</td>
<td>0.25 - 8.86</td>
<td>1.58</td>
</tr>
</tbody>
</table>

Data Plot and Equation

Fitted Curve Equation: \( T = 3.39(X) + 2.02 \)

\( R^2 = 0.73 \)
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 67
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

<table>
<thead>
<tr>
<th>Average Rate</th>
<th>Range of Rates</th>
<th>Standard Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>470.95</td>
<td>98.89 - 1137.66</td>
<td>244.44</td>
</tr>
</tbody>
</table>

Data Plot and Equation

Fitted Curve Equation: Not Given

Average Rate $R^2 = ****$

Trip Generation Manual, 10th Edition • Institute of Transportation Engineers
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 111
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

<table>
<thead>
<tr>
<th>Average Rate</th>
<th>Range of Rates</th>
<th>Standard Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>40.19</td>
<td>0.38 - 164.25</td>
<td>28.78</td>
</tr>
</tbody>
</table>

Data Plot and Equation

Fitted Curve Equation: Not Given

Trip Generation Manual, 10th Edition  •  Institute of Transportation Engineers
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 185
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

<table>
<thead>
<tr>
<th>Vehicle Trip Generation per 1000 Sq. Ft. GFA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Rate</td>
</tr>
<tr>
<td>32.67</td>
</tr>
</tbody>
</table>

Data Plot and Equation

X Study Site
Fitted Curve Equation: Not Given

Average Rate

Trip Generation Manual, 10th Edition • Institute of Transportation Engineers
Automated Car Wash
(948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
      Peak Hour of Adjacent Street Traffic,
      One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

<table>
<thead>
<tr>
<th>Average Rate</th>
<th>Range of Rates</th>
<th>Standard Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.20</td>
<td>14.20 - 14.20</td>
<td>*</td>
</tr>
</tbody>
</table>

Data Plot and Equation

Caution – Small Sample Size

X = 1000 Sq. Ft. GFA

Average Rate

Fitted Curve Equation: Not Given

R² = ****

Trip Generation Manual, 10th Edition • Institute of Transportation Engineers
SITE PLAN
# ALTA/NSPS Land Title Survey

### Survey Results for [Property Name]

<table>
<thead>
<tr>
<th>Legal Description</th>
<th>State</th>
<th>County</th>
<th>Township</th>
<th>Range</th>
<th>Section</th>
<th>Legal Survey</th>
<th>Surveyor</th>
<th>Certification</th>
<th>Survey Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>[Survey Details]</td>
<td>[State]</td>
<td>[County]</td>
<td>[Township]</td>
<td>[Range]</td>
<td>[Section]</td>
<td>[Legal Survey]</td>
<td>[Surveyor]</td>
<td>[Certification]</td>
<td>[Survey Date]</td>
</tr>
</tbody>
</table>

### Survey Information

- **Surveyor:** [Surveyor Name]
- **Certification:** [Certification Details]
- **Survey Date:** [Survey Date]

### Survey Notes

- **Survey Notes:** [Survey Notes]

---

**Scheduling:**

**Required:**

- [Required Details]

---

**Surveyor's Certificate:**

- **Surveyor:** [Surveyor Name]
- **Certification:** [Certification Details]
- **Date:** [Date]

---

**Field Work Completed:**

- **Date:** [Date]

---

**Surveyor's Certificate:**

- **Surveyor:** [Surveyor Name]
- **Certification:** [Certification Details]
- **Date:** [Date]
NOTES
1. PROPOSED PARCEL APPROXIMATELY 1'-2' BELOW EXISTING PARCEL, ANTICIPATE SIGNIFICANT EARTHWORK ACTIVITY.
2. DETENTION REQUIRED. BASED ON PRELIMINARY REVIEW OF EXISTING STORM SEWER INVERT ELEVATIONS, THE AVAILABLE OUTLET DEPTH IS VERY SHALLOW. FURTHER DESIGN FEASIBILITY FOR DETENTION WILL BE REQUIRED.
3. PROPOSED PARCEL ZONED I-1, WILL NEED TO BE REZONED B-3.
4. SETBACKS BASED ON B-3 ZONING.
5. FLOODPLAIN LIMITS SHOWN ARE APPROXIMATE AND WILL NEED TO BE CONFIRMED.

SITE DATA

<table>
<thead>
<tr>
<th>Parcel</th>
<th>Area</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>22-35-101-036 (Parent Parcel)</td>
<td>0.86 ACRE</td>
<td>I-1</td>
</tr>
<tr>
<td>22-35-101-008 (Existing Parcel)</td>
<td>0.86 ACRE</td>
<td>B-3</td>
</tr>
</tbody>
</table>

IMPACTED AREA OF PAVEMENT, NO STRIPING VISIBLY IMPACTED.
POTENTIAL USES SITE PLANS
PLANNING REVIEW
PLAN REVIEW CENTER REPORT
January 9, 2019
Planning Review
Squeaky Shine Car Wash
J Z18-50 with Rezoning 18.727

PETITIONER
Squeaky Shine LLC

REVIEW TYPE
Rezoning Request from I-1 (Light Industrial) to B-3 (General Business)

PROPERTY CHARACTERISTICS

<table>
<thead>
<tr>
<th>Section</th>
<th>35</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Location</td>
<td>East of Novi Road, North of Eight Mile Road (21510 and pt. 21530 Novi Road)</td>
</tr>
<tr>
<td>Site School District</td>
<td>Northville Public School District</td>
</tr>
<tr>
<td>Site Zoning</td>
<td>RA One Family Residential</td>
</tr>
<tr>
<td>Adjoining Zoning</td>
<td>North: I-1 Light Industrial District</td>
</tr>
<tr>
<td></td>
<td>East: RA One Family Residential</td>
</tr>
<tr>
<td></td>
<td>West: OST: Office Service Technology</td>
</tr>
<tr>
<td></td>
<td>South: RA One Family Residential</td>
</tr>
<tr>
<td>Current Site Use</td>
<td>Car Wash test facility, rear portion Vacant</td>
</tr>
<tr>
<td>Adjoining Uses</td>
<td>North: Retail center; Auto Service</td>
</tr>
<tr>
<td></td>
<td>East: Single Family Residences</td>
</tr>
<tr>
<td></td>
<td>West: Single Family Residences</td>
</tr>
<tr>
<td></td>
<td>South: Vacant</td>
</tr>
<tr>
<td>Site Size</td>
<td>0.68 Acres</td>
</tr>
<tr>
<td>Plan Date</td>
<td>November 12, 2018</td>
</tr>
</tbody>
</table>

PROJECT SUMMARY

The petitioner is requesting a Zoning Map amendment for a 0.68 acre portion of property located northeast of the corner of Novi Road and Galway Drive intersection (Section 35) from I-1 (Light Industrial) to B-3 (General Business). The applicant states that the rezoning request is necessary to expand the existing car wash facility at 21510 Novi Road, which is already zoned B-3. They would purchase a portion of the property to the east to make room for vacuum stations, longer vehicle stacking space, and additional parking. This portion of property would need to be rezoned to B-3 and the parcels combined to accommodate the car wash.

The applicant provided a concept plan with this request, which indicates that the existing car wash building itself would not be modified. However, since this is not a PRO they are not bound to what is shown in the concept drawing. The building has operated for several years as a car wash demonstration facility for Belanger, a Novi-based company that designs and manufactures car wash componentsystems. Belanger plans to split the facility off to be operated by a derivative company as a retail car wash that would be open to the public.
The applicant met with planning staff to discuss the process and determined to apply for a traditional rezoning. As this is not a PRO (Planned Rezoning Overlay) rezoning, the applicant is not bound to develop a specific plan or use after rezoning has been approved. The proposed rezoning category is not supported by the Future Land Use map recommendation for the subject property.

**MASTER PLAN FOR LAND USE**

The Future Land Use Map of the 2016 City of Novi Master Plan for Land Use identifies this property and properties adjacent to north, south and east as Industrial Research Development Technology. Property to the west is identified as Local Commercial.

The proposal would follow objectives listed in the Master Plan for Land Use including the following:

1. **Objective:** Retain and support the growth of existing businesses and attract new businesses to the City of Novi.
2. **Objective:** Provide and maintain adequate water and sewer service for the City’s needs.

**DEVELOPMENT POTENTIAL**

The piece to be rezoned is currently an undeveloped part of a larger parcel that is developed and used as an auto service facility. The piece on its own does not have frontage to a public street. Development under the current I-1 zoning could result in the construction of an approximately 7,175 square foot medical office building on the 0.68 acre site, taking into account required setbacks and parking. Under the proposed B-3 zoning district, the applicant’s traffic consultant estimates a maximum of 7,525 square foot medical office building and the required parking could be built. As a “maximum impact” scenario, once combined with the car wash site, the 1.56 acre parcel could be developed as a 4,250 square foot fast food restaurant with a drive through window in the B-3 District. This use would require special land use permit approval from the City of Novi.

**EXISTING ZONING AND LAND USE**

The following table summarizes the zoning and land use status for the subject property and surrounding properties.

<table>
<thead>
<tr>
<th>Land Use and Zoning: For Subject Property and Adjacent Properties</th>
<th>Existing Zoning</th>
<th>Existing Land Use</th>
<th>Master Plan Land Use Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject Property</strong></td>
<td>I-1 Light Industrial</td>
<td>Vacant land</td>
<td>Industrial research development and technology. (uses consistent with Light Industrial Districts, I-1)</td>
</tr>
<tr>
<td><strong>Northern Parcels</strong></td>
<td>I-1 Light Industrial District</td>
<td>Parking lot for Auto Service</td>
<td>Industrial research development and technology. (uses consistent with Light Industrial Districts, I-1)</td>
</tr>
<tr>
<td><strong>Southern Parcels</strong></td>
<td>P-1 Vehicular Parking</td>
<td>Parking Lot for Restaurant</td>
<td>Industrial research development and technology. (uses consistent with Light Industrial Districts, I-1)</td>
</tr>
<tr>
<td><strong>Eastern Parcel</strong></td>
<td>I-1 Light Industrial</td>
<td>Vacant land (stormwater pond)</td>
<td>Industrial research development and technology. (uses consistent with Light Industrial Districts, I-1)</td>
</tr>
<tr>
<td><strong>Western Parcels</strong></td>
<td>B-3 General Business</td>
<td>Retail Center, Car wash</td>
<td>Local Business (uses consistent with B-1 District)</td>
</tr>
</tbody>
</table>
COMPATIBILITY WITH SURROUNDING LAND USE

The surrounding land uses are shown in the above chart. The compatibility of the proposed rezoning with the zoning and uses on the adjacent properties should be considered by the Planning Commission in making the recommendation to City Council on the rezoning request.

The property directly north of the subject area is currently functioning as an automobile service facility. The current zoning map indicates I-1 for the property.

Directly to the south of the subject property is used as a restaurant parking lot and zoned P-1.

The property to the west of the subject property is a retail center and the existing car wash and is zoned B-3.

To the east of the subject property is a stormwater management pond (zoned I-1) and the CSX Railroad tracks, beyond which is an existing single family neighborhood. At the time of Preliminary Site Plan Review, the Planning Commission should review the plan carefully to insure that there will be no negative impacts (such as additional noise, lighting) on the residential property to the east.

Future Land Use map indicates Industrial Research Development Technology for the subject property and the properties to the north, south and east. Local commercial uses are shown to the west.

<table>
<thead>
<tr>
<th>Future Land Use</th>
<th>Existing Zoning</th>
</tr>
</thead>
</table>

COMPARISON OF ZONING DISTRICTS

The following table provides a comparison of the current (I-1) and proposed (B-3) zoning classifications.

<table>
<thead>
<tr>
<th>Principal Permitted Uses</th>
<th>I-1 Zoning (Existing)</th>
<th>B-3 Zoning (Proposed)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1. Professional office buildings, offices and office sales and service activities</td>
<td>1. Retail businesses use</td>
</tr>
<tr>
<td></td>
<td>2. Accessory buildings, structures and uses customarily incident to the above</td>
<td>2. Retail business service uses</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3. Dry cleaning establishments, or pick-up stations, dealing directly with the</td>
</tr>
</tbody>
</table>
permitted uses

3. Publicly owned and operated parks, parkways and outdoor recreational facilities
4. Public or private health and fitness facilities and clubs
5. Medical offices, including laboratories and clinics

Permitted when not adjacent to residential (otherwise Special Land Use):
6. Laboratories
7. Research, testing, design and development, technical training, and design of pilot or experimental products
8. Data processing and computer centers
9. Warehousing and wholesale establishments
10. Manufacturing
11. Industrial office sales, service and industrial office related uses
12. Trade or industrial schools
13. Laboratories experimental, film or testing
14. Greenhouses
15. Off-street parking lots
16. Publicly utility buildings, telephone exchange buildings, electrical transformer stations and substations, and gas regulator stations, other than outside storage and service yards
17. Public or private indoor recreation facilities
18. Private outdoor recreation facilities
19. Pet boarding facilities
20. Veterinary hospitals or clinics
21. Motion picture, television, radio and photographic production facilities
22. Other uses of a similar and no more objectionable character to the above uses
23. Accessory buildings and uses customarily incident to any of the above permitted uses

Special Land Uses

1. Metal plating, buffing, polishing and molded rubber products
2. Uses which serve the limited needs of an industrial district (subject to Section 4.43), as follows:
   a. Financial institutions, unions, union halls, and industrial trade schools or industrial clinics
   b. Industrial tool and equipment sales, service, storage and distribution
   c. Eating and drinking establishments and motels
3. Automobile service establishment
4. Self-storage facilities

1. Outdoor space for exclusive sale of new or used automobiles, campers, recreation vehicles, mobile homes, or rental of trailers or automobiles
2. Motel
3. Business in the character of a drive-in or open front store
4. Veterinary hospitals or clinics
5. Plant materials nursery
6. Public or private indoor and private outdoor recreation facilities
7. Mini-lube or oil change establishments
8. Sale of produce and seasonal plant materials outdoors
5. Retail sales activities
6. Central dry cleaning plants or laundries
7. Railroad transfer, classification and storage yards
8. Tool, die, gauge and machine shops
9. Storage facilities for building materials, sand, gravel, stone, lumber, storage of contractor's equipment and supplies
10. Municipal uses
11. Motion picture, television, radio and photographic production facilities
12. Outdoor space for parking of licensed rental motor vehicles
13. Accessory buildings, structures and uses customarily incident to any of the above permitted uses

9. Restaurant in the character of a fast food carryout, drive-in, fast food drive-through, or fast food sit-down

<table>
<thead>
<tr>
<th>Minimum Lot Size</th>
<th>Determined by off-street parking, loading, greenbelt screening, yard setback or usable open space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Width</td>
<td>Determined by off-street parking, loading, greenbelt screening, yard setback or usable open space requirements</td>
</tr>
<tr>
<td>Building Height</td>
<td>40 feet</td>
</tr>
</tbody>
</table>
| Building Setbacks| Front: 75 feet  
|                  | Side: 10 feet  
|                  | Rear: 20 feet                                                                                     |

INFRASTRUCTURE

Engineering
The Staff Engineer has reviewed the rezoning request and expressed no concerns regarding sanitary sewer capacity and available water capacity. The impacts of B-3 land use on the utilities in this area are expected to be less than utility demands if developed under I-1 uses.

Traffic
City Traffic consultants reviewed the Rezoning Traffic Impact Study provided by the applicant and indicated that the maximum amount of additional traffic that would be generated by the site is not expected to degrade the existing roadway network levels of service below acceptable limits. Traffic supports the rezoning request. Traffic also noted that additional trip generation estimates should be performed at the time of site plan in order to better assess the expected traffic impacts due to the lack of data points available in the ITE Trip Generation Manual, 10th edition. See the traffic review letter for additional information.

NATURAL FEATURES
There is a significant area of regulated wetland noted on the City's wetland map. The applicants have performed a wetland survey of the property and have concluded that there are no wetlands or watercourses located within the 0.68 acre portion of the site, which has been confirmed by the City's wetland consultant.
As this is not a PRO (Planned Rezoning Overlay) rezoning, the applicant is not bound to develop a specific plan after rezoning has been approved. Staff is unable to determine the extent of impact on the 25-foot natural features setback associated with the stormwater basin just east of the area to be rezoned. More thorough review will be performed at the time site plan submittal and necessary permits will have to be obtained. The applicant is encouraged to propose minimum or no impacts to the buffer areas.

**RECOMMENDATION**

Approval of the **Rezoning is recommended** because
- The rezoning request fulfills objectives of the Master Plan for Land Use by fostering a favorable business climate and growth of an existing business.
- The rezoning will be consistent with zoning to the west.
- The rezoning provides an opportunity to utilize a vacant parcel.
- The rezoning is not expected to negatively impact public utilities or traffic in the area.

The rezoning is the first step in the process; the applicant will still need to seek the required approvals from Planning Commission for the Preliminary Site Plan, Authorization to Encroach the 25-Foot Natural Features Setback (if applicable), and Stormwater Management Plan depending on the requirements as determined at the time of site plan review.

**NEXT STEP: MASTER PLANNING AND ZONING COMMITTEE**

This Rezoning request is scheduled to go before the Planning Commission’s Master Planning and Zoning Committee on **January 23, 2019** for consideration. This committee considers requests that do not conform with the recommended land use categories of the Master Plan. Please provide the initial plans submitted in a PDF format.

If the applicant has any questions concerning the above review or the process in general, do not hesitate to contact me at 248.347.0484 or lbell@cityofnovi.org.

__________________________
Lindsay Bell – Planner
The Engineering Division has reviewed a rezoning request for the 0.68 acres located north of 8 Mile Road and east of Novi Road. The applicant is requesting to rezone 0.68 acres of a 3.40 acre parcel, 22-35-101-036 from the existing zoning of Light Industrial (I-1) to General Business (B-3). The Master Plan for Land Use indicates a future land use of Industrial Research Development Technology for this location.

Utility Demands
A residential equivalency unit (REU) equates to the utility demand from one single family home. If the area were developed under the current zoning, demand on the utilities for the site would be 5.0 REUs per acre for Factory. The applicant intends to propose an expansion to the existing car wash, including vacuum stations, increased space for stacking at the existing wash, and additional parking. This would have an approximate utility demand of 1.8 REUs per acre.

Water System
The site is located within the Lower Water Pressure District. Water service is currently available from an eight-inch water main that runs parallel to Novi Road. The proposed rezoning would have minimal impact on available capacity, pressure and flows in the City’s water distribution system.

Sanitary Sewer
The site is located within the Interceptor Sewer District. Sanitary service is available by connection to an existing eight-inch sanitary sewer that runs parallel to Novi Road. The proposed rezoning is not anticipated to have an apparent impact on the capacity of the downstream sanitary sewer within the City’s infrastructure.

Summary
The requested rezoning will result in utility demands that are approximately equal to or less than the utility demand if the property were to be developed under the current zoning. Therefore, the rezoning is expected to have negligible impact on utility demands.

cc:  Ben Croy, P.E.; Water & Sewer Senior Manager
     Barb McBeth, AICP; City Planner
     George Melistas; Engineering Senior Manager
     Darcy Rechtien, P.E.; Construction Engineer
Memo

Subject: Squeaky Shine Rezoning Traffic Impact Study (RTIS) Review

The rezoning traffic impact study was reviewed to the level of detail provided and AECOM recommends approval for the RTIS based on the information that was provided with the submittal.

GENERAL COMMENTS

1. The applicant consulted Tetra Tech to perform a rezoning traffic impact study for the proposed expansion of the Squeaky Shine Car Wash site located on the east side of Novi Road between Eight Mile and Nine Mile Roads.

2. Novi Road at the location of the site is under the jurisdiction of the Road Commission for Oakland County (RCOC) and experiences an average traffic volume of 13,200 vehicles per day.

3. The site is currently zoned I-1, Light Industrial, and the applicant is requesting a B-3 general business.

TRIP GENERATION

1. The study examines the trip generation under both existing and proposed zoning classifications.

2. The City of Novi Zoning Ordinance allows office buildings, sales and service activities, publicly owned and operated parks, parkway and outdoor recreational facilities, public or private health and fitness facilities, medical offices including laboratories and clinics under I-1 zoning. Retail businesses, professional services, medical offices including laboratories, fueling stations, car sales, car washes, microbreweries, public or private health and fitness facilities and clubs, publically owned and operated parks, parkways, and outdoor recreational facilities, and other similar uses are allowed under B-3 zoning.

3. The estimated maximum number of trips was calculated for existing zoning (I-1) using one land use:
   a. Medical Office (7,175 SF)
   b. Atwell LLC provided estimated building sizes based on the site size, setback, and parking requirements.

4. Based on the assumed building sizes, the maximum number of trips that would result under I-1 zoning are:
   a. 188 daily trips (medical office)
   b. 21 AM peak-hour trips (Medical Office)
   c. 26 PM peak-hour trips (Medical Office)

5. The estimated maximum number of trips was calculated for proposed zoning (B-3) using two land uses:
a. Medical Office (7,525 SF)
b. Fast-Food Restaurant with a Drive-Through Window (4,250 SF)
c. Atwell LLC provided estimated building sizes based on the site size, setback, and parking requirements.

6. Based on the assumed building sizes, the maximum number of trips that would result under B-3 zoning are:
   a. 202 daily trips (Medical Office)
   b. 22 AM peak-hour trips (Medical Office)
   c. 28 PM peak-hour trips (Medical Office)
   d. 2,002 daily trips (Fast-Food Restaurant with a Drive-Through Window)
   e. 22 AM peak-hour trips (Fast-Food Restaurant with a Drive-Through Window)
   f. 28 PM peak-hour trips (Fast-Food Restaurant with a Drive-Through Window)

7. The estimated number of trips produced by the proposed Squeaky Shine expansion are:
   a. n/a daily trips
   b. n/a AM peak-hour trips
   c. 75 PM peak-hour trips
   d. The preparer used the ITE Trip Generation, 10th edition to calculate existing/proposed car wash trips. This is not advised by the ITE Trip Generation Handbook, 3rd edition, due to the lack of study sites for the Car Wash facility type. The Handbook instead recommends local data collection, which, due to the nature of the proposed rezoning to accommodate an expansion rather than a new development, should not prove to be too difficult. The preparer should update the RTIS to be present more accurate data.

CONCLUSIONS AND RECOMMENDATIONS

1. As indicated in the RTIS, the proposed rezoning from I-1 to B-3 would not be expected to significantly increase the number of expected trips during the peak periods.

2. The proposed Squeaky Shine Car Wash expansion land use would be expected to generate fewer trips than what could be built under the existing I-1 zoning as well as fewer trips than is allowable under B-3 zoning. However, the applicant should consider collecting their own trip generation counts for a similar car wash on a roadway with comparable traffic levels, due to the lack of data points in the ITE Trip Generation Manual, 10th edition.

Should the City or applicant have questions regarding this review, they should contact AECOM for further clarification.

Sincerely,

AECOM

Josh A. Bocks, AICP, MBA
Senior Transportation Planner/Project Manager

Patricia A. Thompson, EIT
Traffic Engineer
February 5, 2019

Squeaky Shine Car Wash Re-Zone
City of Novi, MI
Noise Assessment

Dear Board Members -

The purpose of this letter is to provide supplemental information based on conversation at the recent Master Plan Committee meeting. During the meeting, the issue of noise produced by vacuums was raised.

As supplemental information, attached to this document are examples of a potential vacuum units along with associated noise levels. Within 10’ of the unit the decibel level is around 74. However, the noise level dissipates quickly and at 40-feet from a vacuum the noise level is approximately 62 decibels. Per the City zoning ordinance, the sound level decibel limits for a residential (receiving) district is 60 decibels during day time hours. The nearest homes will be approximately 200-feet from the subject parcel with a wooded area, detention pond, and railroad track in between. Based on these factors along with the anticipated noise production it appears that noise from future vacuum units will be below the standard decibel levels and not impact the residences east of the subject site.

Based on this information, we respectfully request that the proposed re-zoning be placed on the February 27, 2019 Planning Commission public hearing for consideration of approval.

Thank you for your time and consideration of this matter. Please feel free to contact us with questions or comments at (586) 786-9800.

Sincerely,

Michael McPherson, P.E. Atwell, LLC
At the heart of every AutoVac central cleaning system is our powerful **Centrifugal Vacuum Producer.** The 600 Series turbine is a multistage exhauster available in 25 and 40 hp depending on your needs. It’s engineered for years of reliable performance with very little maintenance. We manufacture our 600 Series in-house in accordance with strict production standards. Combine the 600 Series with an AutoVac separator, engineered piping, and customized electronic motor controls for the most reliable vacuum system available.
600 Series, 6” Standard Vacuum Producer 4 Bearing with Pedestal Mounted Motor

### PERFORMANCE INLET CURVES

**CENTRIFUGAL EXHAUSTER**

#### Features

- Turbine blower casing is housed between two 1/2” thick 356 alloy aluminum head castings for strength, durability and heat dissipation.

- Impellers are 6061-T6 aircraft grade aluminum and dynamically balanced to ensure operation below 1.5 mils at 3,600 RPMs.

- Directional-controlled inlet and outlet air openings accelerate airflow and improve performance.

- Two-bolt outboard flange bearings are self-aligning.

- Extremely durable cast iron TEFC drive motor is aligned at the factory for vibration-free operation.

- SureFit split drive couplings from motor to turbine drive shaft are constructed of durable polyurethane.

- Motors and couplings can be serviced without removing the turbine blower section.

- Sturdy iron rail frame with three point leg design and isolator pads prevent turbine from rocking on uneven mounting surfaces.

* Please consult your AutoVac sales professional for 50 Hz, 575 volt, and high altitude applications above 3000’. Explosion proof motors available.

---

**Standard 3 Phase**

<table>
<thead>
<tr>
<th>Total Simultaneous Users 15’x1 1/2” Dia. Vac Hose</th>
<th>HP</th>
<th>Frame Dimensions</th>
<th>Weight Lbs</th>
<th>Decibels at 10ft</th>
<th>Part #</th>
</tr>
</thead>
<tbody>
<tr>
<td>8-10 Users</td>
<td>25HP 3600 RPM</td>
<td>60”</td>
<td>950</td>
<td>72</td>
<td>216-1001</td>
</tr>
<tr>
<td>10-12 Users</td>
<td>30HP 3600 RPM</td>
<td>60”</td>
<td>1000</td>
<td>74</td>
<td>216-2001</td>
</tr>
<tr>
<td>12-14 Users</td>
<td>40HP 3600 RPM</td>
<td>66”</td>
<td>1450</td>
<td>76</td>
<td>216-3001</td>
</tr>
</tbody>
</table>

**INLET VOLUME - CFM**

Reflects atmospheric conditions of a “normal day” of 29.92 Hg, 68º F, sea level.

**VACUUM INCHES - Hg**

**HORSEPOWER - INPUT EXHAUSTER**

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**Standard Performance, 3600 RPM**

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See chart for frame dimensions