

## ENGINEERING REVIEW

## MEMORANDUM



TO: BRIAN COBURN, P.E.; SR. CIVIL ENGINEER  
BARB MCBETH, AICP; DEPUTY DIR. COMM. DEV.

FROM: LINDON K. IVEZAJ, STAFF ENGINEER *LI*  
BEN CROY, P.E.; CIVIL ENGINEER

SUBJECT: REVIEW OF PRO IMPACT ON PUBLIC UTILITIES  
NOVI CROSSING DEVELOPMENT

DATE: FEBRUARY 17, 2010

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The Engineering Division has reviewed the Planned Rezoning Overlay (PRO) proposed for the Novi Crossing Development located at the northwest corner of Ten Mile and Beck Roads. The applicant is requesting to rezone approximately 5.7 acres at the corner from R-1 to B-3. The proposed concept plan submitted by the applicant shows four separate retail buildings totaling 36,813 square-feet.

### Utility Demands

Because this is a PRO request, the analysis will be based on the concept plan that has been provided and not the proposed zoning. A residential equivalent unit (REU) equates to the utility demand from one single family home. The current R-1 zoning for this property would yield approximately 10 REUs. Since the plan submitted with the application does not clearly label the use of all the buildings, the proposed use was based on the highest generated use which in B-3 would be restaurant. We estimate the proposed development would yield approximately 116 REUs, an increase of 106 REUs over the current zoning.

### Water System

Water service is currently available along the north side of Ten Mile Road and the east side of Beck Road both within the Intermediate Pressure District. There was a small decrease of 0.3 psi in water pressure after modeling the additional demand.

### Sanitary Sewer

The project is located within the Simmons Sanitary Sewer District with an available sanitary sewer stub located at the frontage along Beck Road. The proposed PRO rezoning would increase the required capacity by approximately 0.2 cfs.

### Summary

The concept plan included in the PRO application would have an impact on the public utilities when compared to the current zoning. The concept plan yields over 11 times the currently zoned number of REUs to be served with utilities on the site, and would cause a 1.0% increase in the total peak sanitary discharge from the City.

The increase in the peak discharge is notable because the City is currently seeking opportunities to resolve the limit on its contractual sanitary sewer capacity at its outlet to Wayne County. Additional contractual capacity (estimated to be 0.2 cfs based on the concept plan) will be needed to serve the increased density proposed by this PRO.



## PLAN REVIEW CENTER REPORT

February 17, 2010

### **Engineering Review**

Novi Crossing PRO/Conceptual  
SP #10-06

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#### **Petitioner**

Ten & Beck, LLC

#### **Review Type**

Concept Plan/ PRO

#### **Property Characteristics**

- Site Location: North side of Ten Mile Road, west of Beck Road
- Site Size: 24.24 acres
- Date Received: 10-20-09

#### **Project Summary**

- The applicant is proposing a rezoning overlay of 5.7 acres from R-1 to B-3. The plan consists of constructing four retail buildings totaling 36,813 sf with associated parking. Site access would be provided by two approaches, one off of Ten Mile Road and the other off of Beck Road.
- Water service is available along Ten Mile and Beck Roads. There were no utilities shown on the concept plan, however the applicant will be asked to loop the connection.
- Sanitary sewer service is available by an existing stub off of Beck Road. The parcel is part of the Simmons Sanitary District.
- The applicant is proposing to install a retention basin for all storm water onsite.



**Additional Comments** (to be addressed prior to the Preliminary Site Plan submittal):

General

1. This review was based on preliminary information provided for Conceptual Plan/PRO review. As such, we have provided some basic comments below to assist in the preparation of a concept/preliminary site plan. Once the information below is provided, we will conduct a more thorough review.
2. Provide a note on the plans that all work shall conform to the current City of Novi standards and specifications.
3. The site plan shall be designed in accordance with the Design and Construction Standards (Chapter 11).
4. Label proposed uses for each building on the plan. Be as specific as possible.
5. Provide a traffic control plan for the proposed road work activity on Eleven Mile Road.
6. A right-of-way permit will be required from the City of Novi and the Road Commission for Oakland County for work along Ten Mile and Beck Roads.
7. Label all right-of-way to be dedicated as "Future Right-of-Way" on the plan.

Utilities

8. The watermain shall be extended along the complete frontage of the parcel, connecting the 24-inch main along Ten Mile to the 16-inch main along Beck Road.
9. Maintain a minimum of 10-feet of horizontal separation between all proposed and existing public utilities.

Storm Water Management Plan

10. Provide a sheet or sheets entitled "Storm Water Management Plan" (SWMP) that complies with the Storm Water Ordinance and Chapter 5 of the new Engineering Design Manual.
11. The SWMP must detail the storm water system design, calculations, details, and maintenance as stated in the ordinance. The SWMP must address the discharge of storm water off-site, and evidence of its adequacy must be provided. This should be done by comparing pre- and post-development discharge rates and volumes. The area being used for this off-site discharge should be delineated and the ultimate location of discharge shown.
12. Access to each storm water facility and outlet standpipe shall be provided for maintenance purposes in accordance with Section 11-123 (c)(8) of the Design and Construction Standards.
13. **Due to the large amount of semi-impervious soils in throughout the City, it is a concern of the Engineering Division that a retention basin may not be feasible.** Please provide soil boring along with any other supporting data at the time of Preliminary Site Plan submittal.
14. A working storm water management system that meets all City of Novi Design and Construction Standards is required prior to Preliminary Site Plan approval.
15. If it is the intent to donate the remaining ~18.5 acres to the City as park land in the future, the owner will still be responsible for maintenance of the basin through a separate agreement to be drafted at the time of sale.



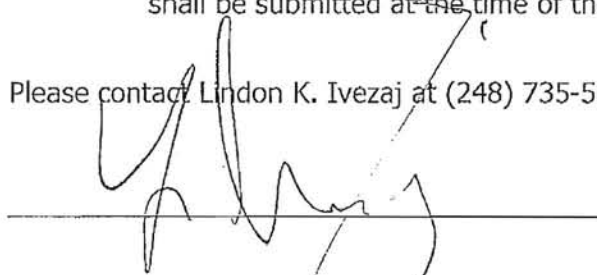
Paving & Grading

16. A 5-foot wide sidewalk is what is required for the sidewalk along the north side of Ten Mile Road per the City of Novi Master Plan.
17. Show the 2-foot overhang area and label all 4-inch curb adjacent to stalls of 17-feet in length on the plan.
18. Label all curb dimensions on the plan throughout the parking lot, including integral curb.
19. Show all ramp locations and types on the plan. All ramps shall meet ADA requirements.
20. Extend the bypass lane at Building #B up to the access drive.
21. Be prepared to incorporate or re-route any current roadside drainage that may be affected by the proposed site plan as needed.

Off-Site Easements

22. Any off-site easements must be executed prior to final approval of the plans. Drafts shall be submitted at the time of the Preliminary Site Plan submittal.

Please contact Lindon K. Ivezaj at (248) 735-5694 with any questions or concerns.



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cc: Brian T. Coburn, R.E., Senior Civil Engineer  
Ben Croy, P.E., Civil Engineer  
Kristen Kapelanski, Planner

## TRAFFIC REVIEW

January 31, 2010

Barbara McBeth, AICP  
Deputy Director of Community Development  
City of Novi  
45175 W. Ten Mile Rd.  
Novi, MI 48375



SUBJECT: Novi Crossing, Conceptual PRO and Rezoning,  
SP#10-06 / ZCM#10-0007 / RZ#18.696, Traffic Review

Dear Ms. McBeth:

At your request, we have reviewed the above and offer the following recommendations and supporting comments.

### Recommendation

We can not recommend approval of either the conceptual development plan or the accompanying traffic impact study. The comments shown below in **bold** should be considered by the applicant in going forward.

### Project Description

What is the applicant proposing?

1. Ten & Beck, L.L.C. proposes the rezoning of approximately 24 acres on the northwest corner of Ten Mile and Beck, from One-Family Residential (R-1) to General Business District (B-3) and R-1 With Planned Rezone Overlay (PRO). The conceptual development plan shows approximately 5.7 net acres on the immediate corner being developed commercially and separated from the remaining property with 9-ft high berms. According to the applicant's traffic study, the four proposed retail buildings would include: Building A – 6,000-s.f. of specialty retail space; Building B – Another 9,200 s.f. of specialty retail space paired with a 2,000-s.f. coffee / bakery store with drive-through; Building C – A 13,013-s.f. pharmacy with dual drive-through lanes; and Building D – A 6,600-s.f. high-turnover sit-down restaurant.
2. **The applicant should elaborate on the intended use of Building A.** A large patio is shown wrapping around the north and east sides of the building – suggesting a second restaurant – but neither the traffic study nor the parking supply addresses the needs of such.
3. The retail site would be served by two 30-ft wide driveways, one on Beck aligned with the existing driveway for Briar Pointe Plaza, and one on Ten Mile west of Beck. All four buildings would be accessible by vehicles using either of the two proposed site access drives.
4. No internal curb-and-gutter appears on any of the concept plans. All proposed curb and gutter must be shown, and all back-of-curb radii must be dimensioned.



## Traffic Study

Was a study submitted and was it acceptable?

5. We have reviewed the applicant's Traffic Impact Study, conducted by Hubbell, Roth & Clark, Inc., and transmitted by HRC to its client on January 5, 2010. We have the following comments related to the indicated sections of the study report:

☐ Section 2 – Site Descriptions

- Both Beck and Ten Mile are 45-mph, two-lane arterial roads. However, **the applicable jurisdictions were transposed: Beck belongs to the City of Novi, and Ten Mile belongs to the Road Commission for Oakland County.**
- Since improvements in 2008, the intersection of Beck and Ten Mile has right-turn lanes on each of the four approaches as well as the previous left-turn lane and single through lane. The intersection is controlled by a fully-actuated (SCATS) traffic signal.

☐ Section 3 – Traffic Volumes

- According to traffic volumes reported in the City's 2004 Master Plan, we note that Beck served 18,147 vehicles on a typical day in October 2003, and Ten Mile served 14,801 vehicles on a typical day in June 2000. Based on the 2008 volumes reported by HRC, we note that Beck's volume increased by an annual average of 4.0%, and Ten Mile's volume decreased slightly (by a total of 4.6% over eight years).
- Peak-hour volumes counted in August 2008 by another traffic consultant, and adopted by HRC for the current study, show the AM peak hour at 7:30-8:30 and the PM peak hour at 5:00-6:00. Since these prior counts are still less than two years old, their use in this study is acceptable. We note that the two traffic movements likely to be most critical with respect to their impact on site access (given their use of the left-turn lane on both frontages) – the eastbound left-turn in the AM peak hour and the south-bound left-turn in the PM peak hour – were only 144 vehicles and 104 vehicles, respectively; these volumes are lower than we would have expected.

☐ Section 4 – Trip Generation

- Trip generation forecasts presented in the HRC study are correct and acceptable for the 5.7-acre corner property proposed for retail development, and we have summarized them in the table on the following page. To provide one more comparison of potential interest, we note that the 5.7 net-acre site, hypothetically developed at a typical 20% land coverage, could allow the construction of a 49,500-s.f. shopping center. Per applicable ITE trip rates, such a center would generate 4,300 trips per weekday, 50 in the AM peak hour and 397 in the PM peak hour. Note that this daily forecast exactly equals HRC's forecast for the specific uses proposed; the AM peak-hour value is substantially less (absent an assumed coffee shop or other high trip generator that hour); and the PM peak hour would be similar to but slightly higher than HRC's forecast.

**Trip Generation Comparison for 5.7-Acre Corner Property<sup>1</sup>**

Land Use (Buildings)	ITE Use #	Size	Weekday Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
Development under Proposed B-3 Zoning									
Specialty Retail (A, B)	210	15,200 s.f.	674	0	0	0	26	32	58
		Pass-By	0	0	0	0	0	0	
		New	674	0	0	0	26	32	58
Drugstore with Drive-Through (C)	881	13,013 s.f.	1,148	20	15	35	67	67	134
		Pass-By	Unk.	Unk.	Unk.	Unk.	33	33	66
		New	1,148	20	15	35	34	34	68
High-Turnover Sit-Down Restaurant (D)	932	6,600 s.f.	840	40	36	76	43	30	73
		Pass-By	Unk.	Unk.	Unk.	Unk.	18	13	31
		New	840	40	36	76	25	17	42
Coffee/Bakery Store with Drive-Through (West End of B)	937	2,000 s.f.	1,638	113	109	222	43	43	86
		Pass-By	Unk.	55	53	108	22	22	44
		New	1,638	58	56	114	21	21	42
All Proposed B-3 Uses		36,813 s.f.	4,300	173	160	333	179	172	351
		Pass-By	Unk.	55	53	108	73	68	141
		New	4,300	118	107	225	106	104	210
Development under Existing R-1 Zoning									
Single-Family Homes	210	5 d.u.	66	1	3	4	4	3	7
Day Care Center	565 <sup>3</sup>	12,000 s.f.	951	78 <sup>4</sup>	69 <sup>4</sup>	147	70 <sup>4</sup>	80 <sup>4</sup>	150

<sup>1</sup> First row within each use-specific block shows one-way driveway trips. Pass-by trips in second row are those already passing the site en route to primary destinations elsewhere (average %s from ITE). New trips in third row are driveway trips less pass-by trips.

<sup>2</sup> Forecast by BA using average trips per d.u., since regression equation used by HRC makes the unrealistic forecast (relative to PM) of 12 trips.

<sup>3</sup> Would require Special Use Permit.

<sup>4</sup> Calculated by BA applying ITE-recommended directional split to trip total forecasted by HRC.

- In comparing the totals in the above table, note that only "new" trips are relevant to impacts at off-site Intersections such as Beck and Ten Mile. Total driveway trips are relevant, however, to traffic impacts at and near the site access driveways.

#### ☐ Section 5 – Background Traffic

- To develop a growth rate for background volumes in the hypothetical absence of site development, HRC looked first at daily volumes reported to SEMCOG for June 2005 and June 2008. This yielded a 6% annual apparent growth rate, but HRC noted that the volumes for 2005 were atypically low since the Beck / I-96 interchange was still under construction until October of that year. In search of a more realistic traffic growth rate, HRC then looked at Novi population and housing units, which grew at annual average rates of 1.5% and 2.3% between 2000 and 2009. Based on the above, HRC decided to assume a relatively robust traffic growth rate of 4% per year, and it applied that rate to the peak-hour volumes counted in August 2008 to forecast the volumes upon the assumed (and decidedly optimistic) site build-out late this year.

- **Assuming a relatively high growth rate for background traffic tends to minimize the apparent impacts of site-generated traffic. To develop an alternative, likely more realistic traffic growth rate for discussion purposes, HRC should obtain current peak-hour counts from the SCATS signal system and compare them to the manual counts made in 2008.**

☐ Section 6 – Traffic Assignment

- The applicant's traffic study does not directly illustrate the assumed trip distribution models as we would have preferred. However, upon converting the site traffic assignments (shown in Fig. 7 of the HRC report) to percentages of all entering or exiting traffic, we have determined **that new trips have been incorrectly distributed in the same manner as pass-by trips.** For example, in the PM peak hour at the site drive on Ten Mile, 19-20% of all new trips are assumed to both enter and exit via a left turn, and 31-32% of all new trips are assumed to both enter and exit via a right turn. This is equivalent to saying that 19-20% will pass-by to the east and 31-32% will pass-by to the west, contrary to guidance in ITE's *Trip Generation Handbook – 2<sup>nd</sup> Edition* (Figs. 5.1-5.2), which shows "primary" (aka new) trips returning to a given cardinal direction in the same proportion they arrived from that direction.
- **The method followed by HRC in assigning site trips has resulted in the number of exiting left turns at the site's Ten Mile driveway being underestimated in the PM peak hour, resulting in unrealistically low predictions of exiting delay at that driveway.**

☐ Missing Section – Left-Turn Lane Warrant Analysis on Ten Mile Road

- **At the proposed access drive on Ten Mile Road, the study should have documented an evaluation of the City's "Standard Warrant for Left Turn Passing Lane" (Design and Construction Standards Fig. IX.8, based on the corresponding RCOC figure).** This would require a forecast of the adjacent two-way, 24-hour traffic volume upon site build-out in the manner proposed. Since it is readily apparent that the warrant would be met, however, the applicant has proposed extending the existing left-turn lane for the intersection to a point 150 ft west of the driveway centerline; this would comply with the City and RCOC standard distance.

☐ Section 7 – Right-Turn Lane Warrant Analysis

- **The study concludes that both site access drives only warrant tapers, not the full-width deceleration lanes proposed.** This conclusion, however, is based on questionable assignments of site traffic (see above comments on Section 6).

☐ Section 8 – Capacity Analysis

- All such analyses have been done using HCS+ Version 5.4 rather than Synchro 7, the MDOT-preferred software known to be capable of both directly simulating traffic-actuated signal control and providing input to a microscopic simulation (SimTraffic) well-suited to evaluating queuing issues.



- All three evaluation scenarios – “existing” (2008), future background (late 2010 in the hypothetical absence of the proposed development), and future total (late 2010 with the proposed development constructed and fully occupied) – were **initially evaluated with “signal timing obtained from RCOC.”** This approach produced several unsatisfactory results, as summarized below:

**Approaches with Poor Levels of Service under “Existing” Signal Timing**

Peak Hour	Road and Approach	Level of Service by Traffic Scenario		
		“Existing” (2008)	Future Background	Future (2010) Total
AM	NB Beck	E	E	F
	SB Beck	D	D	E
	Overall Intersection	D	D	E
PM	WB Ten Mile	E	E	E
	NB Beck	E	F	E
	SB Beck	E	E	E
	Overall Intersection	E	E	E

- **HRC then reevaluated only the future total scenario with “signal timings... further optimized” and obtained a level of service of D or better for all of the above movements. This method and these results should be further explained and justified by HRC.** As the consultant was informed at the outset, we would have been satisfied with the use of *Synchro 7* to simulate “actuated uncoordinated” operation, assuming that it would adequately and appropriately simulate the fully-actuated operation provided by SCATS. **It is unclear how the existing signal operation could be further improved, as HRC implies that it could be. Perhaps RCOC should be advised of this potential.**
- **It is customary to (a) identify and evaluate any mitigation needed for background traffic as well as future total traffic, and (b) indicate and discuss the average delay associated with any movements rated E or at least F (since F has no upper limit in terms of delay). With respect to the latter, we note that both site access drives are predicted to experience level of service F in the PM peak hour; however, no feasible mitigation – such as providing two exiting lanes – has been evaluated.**
- **Finally, to better evaluate possible interactions between driveway and intersection traffic, predicted 95<sup>th</sup>-percentile queue lengths on eastbound Ten Mile and southbound Beck should be reported and discussed.**

### Vehicular Access Locations

Do the proposed driveway locations meet City spacing standards?

- Per the City’s Design and Construction Standards, the spacing between the intersection and each of the two proposed site access drives is considered same-side driveway spacing,

measured from near-back-of-curb to near-back-of-curb. In this case, the proposed distances – 318 ft on Ten Mile and 427 ft on Beck – exceed the City's 230 ft minimum for a 45-mph "road speed" (see DCS Section 11-216(d)(1)d).

7. As can be seen in the attached aerial photo, the only existing opposite-side driveway against which the City's opposite-side spacing standard would apply is the Briar Pointe Plaza drive, with which the proposed new access drive would directly align.

### Vehicular Access Improvements

Will there be any improvements to the public road(s) at the proposed driveway(s)?

8. As discussed above relative to the traffic impact study, both proposed drives would have to be served by a left-turn lane on the abutting roads:
  - a. On Beck, assuming that the location of the entry gap for the dedicated southbound left-turn lane is accurately portrayed, there would be 158 ft from the north end of that gap to the south edge of the proposed access drive. Assuming that HRC is able to show that future southbound left turns queuing for the signal will not significantly encroach on this distance, there should be adequate stacking space for vehicles waiting to turn left into the site. **The plan, however, incorrectly shows the center lane gradually narrowing to only 9 ft wide at the driveway centerline. According to the construction plans for the 2008 work done in this area, the 12-ft wide center lane at Ten Mile extends to well north of the Briar Pointe Plaza / proposed Novi Crossing driveway location – probably (per City standard) to a point 150 ft further north. Any future plans for this project should accurately portray the center lane in terms of its width, extent, and striping pattern (i.e., as a two-way left-turn lane north of the cited entry gap for the southbound left-turn lane).**
  - b. **On Ten Mile, the plans show future widening to an inappropriate 53-ft wide (four-lane) cross section, to a point 150 ft west of the proposed access drive centerline. While the left-turn lane would have to be extended that far, the overall width proposed is incorrect. West of the drive, with the exception of a City-standard 75-ft long acceleration taper from the drive, the future road should be no wider than three lanes: one through lane in each direction plus the extended left-turn lane. Also, the tapers used to transition from the two-lane section to the three-lane section must be 300 ft long, not 100 ft as now proposed (see DCS Fig. IX.7 and the corresponding RCOC standard).**
9. On Ten Mile between Beck and the proposed site access drive, there would be only 232 ft between the respective curb returns. The proposed provision of two full-width westbound lanes in this section is appropriate, given the limited distance available for transitioning from Beck's curb return to the decel taper that would be required – at a minimum – at the drive.
10. Although the traffic impact study did not show the warrant met for the proposed southbound deceleration lane at the site driveway on Beck, we support the proposed 50-ft long lane.

### Driveway Design and Control

Are the driveways acceptably designed and signed?

11. Each driveway is proposed to be 30-ft wide (the City standard), with 35-ft radius curb returns (larger than the City standard of 25 ft, but reasonable and appropriate for a shopping center). **To keep longer-delayed exiting left turns from needlessly delaying exiting right turns, each drive should be widened to the City maximum of 40 ft and striped to provide two 11.5-ft wide exiting lanes and one 16-ft wide entering lane (widths to face of adjacent vertical curb).**

#### Pedestrian Access

Are pedestrians safely and reasonably accommodated?

12. The proposed new path along the north side of Ten Mile Road is shown on the plan as 8 ft wide. **Per the City's *Bicycle & Pedestrian Master Plan*, however, this path should be a 5-ft wide concrete sidewalk (as was built at the corner during the recent intersection reconstruction).**
13. The proposed new path along the west side of Beck Road is also shown as 8 ft wide and concrete. This feature is consistent with the City's *Bicycle & Pedestrian Master Plan* and should be retained. **However, to provide a more direct path for pedestrians and bicyclists approaching and departing the site from the north, the new path adjacent to the property line to the north should be extended to intersect at a right angle the east-west walk into the site immediately south of Building B. To serve pedestrians and bicyclists passing the site, the new and existing safety paths should also be either connected in the manner now shown on the plan, or via a new transition section south of the cited east-west walk.**
14. **ADA-compliant pedestrian ramps should be provided at the two site access drives and at all appropriate internal locations.**

#### Parking and Circulation

Are parking spaces appropriately located and designed? Can vehicles safely and conveniently maneuver through the site?

15. **To reduce the amount of impermeable surface on the site, we recommend that parking spaces adjacent to sidewalks be shortened to 17 ft to face of walk, with plan details and notes ensuring that those sidewalks will be at least 7 ft wide and limited to a maximum of 4 inches in height above the nearest pavement.**
16. **The loading zone by Building D would not be accessible by tractor-trailer delivery trucks. Consideration should be given to providing a crosshatched loading zone and accompanying painted end islands along the entire north end of the pad. The loading zone by Building B would difficult, at best, to access by a larger truck, and consideration should be given to redesigning it accordingly. Lastly, the loading zone west of Building C should have a triangular paved area at its south end to facilitate truck egress.**

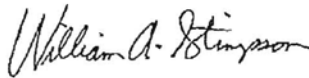


17. **The unprotected stacking space in the middle of the north circulating roadway would be unsafe and must be redesigned. Also, the bypass lane for the associated drive-through lane would have to be continued full-width all the way up to that circulating roadway for the bypass to be reliably effective.**
18. **While the City's drive-through stacking requirements appear to be met by the number of vehicles portrayed on the plans, we note that those vehicles are drawn only 17 ft long (from front bumper to front bumper), not the 19 ft minimum required by the Zoning Ordinance (Section 2506.12h). Hence, the stacking areas must be enlarged to meet the ordinance requirements.**

Sincerely,  
BIRCHLER ARROYO ASSOCIATES, INC.



Rodney L. Arroyo, AICP  
Vice President



William A. Stimpson, P.E.  
Director of Traffic Engineering



Proposed Novi Crossing



## WETLAND REVIEW





*Environmental Consulting & Technology, Inc.*

February 12, 2010

Ms. Barbara McBeth  
Deputy Director of Community Development  
City of Novi  
45175 West Ten Mile Road  
Novi, MI 48375

Re: Novi Crossing Wetland Boundary Verification SP 10-06 for Concept/PRO

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Environmental Consulting & Technology, Inc. (ECT) has reviewed the proposed Novi Crossing Concept and Rezoning Plans (Plan) prepared and submitted by Land-Tech Consultants and dated January 4, 2010. ECT has visited the site for a wetland boundary verification. The following is a summary of our findings.

***Site Comments:***

The proposed project site is mostly idle field with scattered shrubs and a few trees. One small wetland (Figure 1) was found near 10-Mile Road in an area labeled on the Plan as "existing low area." Although a few old "flags," likely several years old, were observed around the wetland, it did not appear that the wetland had been flagged recently. ECT interpreted the lack of wetland flags and the "existing low area" designation on the Plan as indication the applicant does not consider the area wetland.

I noted vegetation in the "existing low area" along with observations of the soils and wetland hydrology. Based on Michigan DNRE (DNRE) three-parameter wetland criteria, including a predominance of hydrophytic vegetation, hydric soils, and wetland hydrology indicators, I believe a small wetland does exist on the site, approximately 60-feet in diameter, or less than 4,000 square feet (0.10-acre) (Figure 2). Dominant vegetation includes reed canary grass (*Phalarus arundinaceae*), common reed (*Phalarus arundinaceae*), and a small clump of black willow (*Salix nigra*). Hydric soils consisted of mucky loam, containing high organic matter content, and oxidized roots met a primary wetland hydrology criterion.

***Regulatory Status***

The wetland identified in the field does not appear to be directly connected to or within 500 feet of a lake, stream or pond. Therefore, ECT does not believe the wetland is regulated by the DNRE. The wetland is not shown on the current published Novi Wetland map accessed through the online Novi community Geographic Information System.

***Wetland Essentiality***

Based on the wetland's small size and likelihood that it is not DNRE regulated, ECT considered application of the City's 10 Wetland Essentiality criteria. I was surprised at the lack of water storage in the wetland at the time of my observation, finding neither inundation nor saturation within 20-inches of the ground surface. The vegetation community is dominated by reed canary grass, which is considered an invasive species. Being small and close to 10-mile road, the

wetland does not offer good wildlife habitat, in my view. None of the other eight essentiality criteria appear to apply to the wetland. Therefore, ECT believes the wetland is non-essential.

#### **Permits**

According to the Novi Wetland Ordinance (Ordinance), Section 12-171(a): "It shall be unlawful for any person to conduct any activities within a watercourse or wetland location without first having obtained a use permit upon proper application."

The Ordinance does not appear to differentiate between essential and non-essential wetlands when describing the need for a permit. However impacts to non-essential wetland do not require compensatory mitigation or enhancements, which are required for impacts to essential wetlands. Therefore, ECT believes impacts to the wetland described in this report would require a permit and *Authorization to Encroach into the 25-foot Natural Features Setback*.

#### **Conclusion**

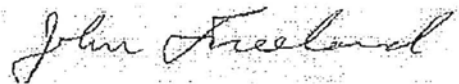
The proposed Novi Crossing project would potentially impact a small (less than 0.10-acre) non-essential wetland and surrounding 25-Foot Natural Features Setback, consisting mostly of shrubs and small trees, adjacent to 10-Mile Road. ECT does believe the proposed use of the wetland and "existing low area" as a stormwater basin offers the possibility of wetland enhancement, compared to its current minimal wetland value.

ECT's determination does not preclude the need for other applicable permits. The DNRE makes its own determination of what is or is not a regulated wetland the applicant is encouraged to contact that agency concerning the regulatory status of the wetland described in this report.

If you have questions or comments, please contact us.

Respectfully,

ENVIRONMENTAL CONSULTING & TECHNOLOGY, INC.



John A. Freeland, Ph.D., PWS  
Environmental Scientist.

Figure 1. Wetland and "existing low area" north of 10-Mile road, looking north (ECT, February 12, 2010)

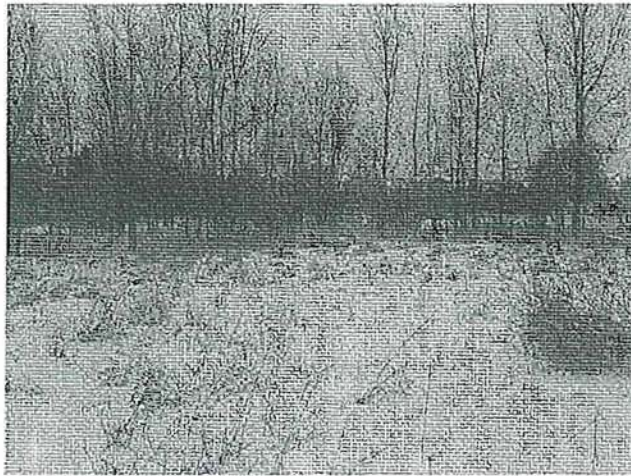


Figure 2. Approximate wetland boundary, added by ECT, with Plan drawing base.

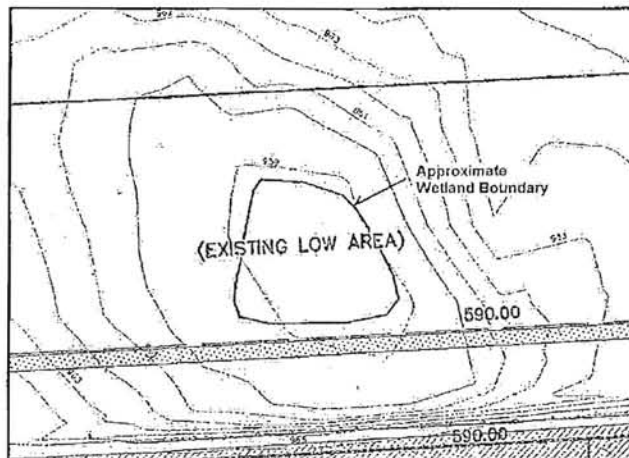
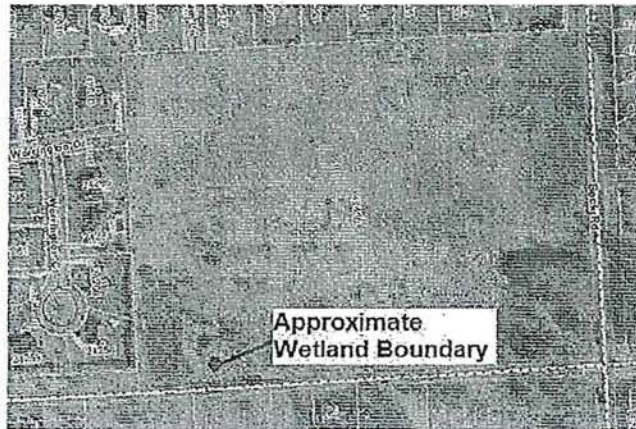




Figure 3. ECT's depiction of approximate wetland boundary on Novi air photo base.



## WOODLAND REVIEW



Environmental Consulting & Technology, Inc.

2200 Commonwealth Blvd.  
Suite 300  
Ann Arbor, MI 48105  
(734) 769-3004  
FAX (734) 769-3164

**MEMORANDUM**

TO: Barbara McBeth, Deputy Director of Community Development

FROM: Martha Holzheuer, ISA Certified Arborist, ESA Certified Ecologist *MRT*

DATE: February 9, 2010

RE: Novi Crossing SP# 10-06 Conceptual & PRO Woodland Review

---

Environmental Consulting & Technology, Inc. (ECT) has reviewed the PRO Conceptual Plans (Plan) prepared and submitted by D. Bennett Enterprises, Inc. dated January 4, 2010. The proposed development is located in the northwest corner of Ten Mile and Beck Roads in Section 20. The proposed Plan would construct 36,813 square feet of neighborhood commercial development and associated infrastructure, parking, and stormwater detention basins.

***Site Comments:***

ECT has reviewed the City of Novi Official Woodlands Map and completed an onsite Woodland Evaluation on Monday, February 8, 2010. The site does not contain regulated woodlands per the City of Novi Official Woodlands Map. However, ECT found one sugar maple tree that exceeds the 36" dbh requirement to be considered a landmark tree (see attached photo). Per the Woodland Protection Ordinance Sec. 37-4(b), this tree is regulated by virtue of its size, regardless of whether or not it occurs in regulated woodland. Several other large black walnuts, maples, and pines were observed on the property but were not large enough to be considered landmark trees.

***Proposed Impacts:***

The proposed site plan does not contain any information regarding tree size or location. Located in the southeast corner of the property, the sugar maple's critical root zone may be impacted by grading activities associated with detention basin construction. If the tree's critical root zone (area defined by longest drip line radius plus one foot) cannot be protected, then the Applicant may choose to leave the tree to see if it survives or remove the tree during construction. For either scenario, assuming the tree's critical root zone cannot be completely protected, the Applicant will be required to provide 4 woodland replacement credits.

Several items must be provided in the subsequent Preliminary Site Plan to comply with site plan standards outlined in the updated Chapter 37 Woodland Protection Ordinance. Currently, the Concept Plan does not provide a method for protecting the regulated maple tree if it is to remain during construction, the location & critical root zone/elevation at the base/condition of the regulated maple tree, the number of replacement credits that will be provided if the maple tree is proposed for removal, cost estimate for the provision of these replacement credits, and species/quantities/sizes of replacement materials.



***Required Permits:***

Based on information provided on the Plan and field review of the site, the proposed project requires a City of Novi Woodlands Use Permit.

***Conclusion:***

ECT believes that one large sugar maple tree in the southeast corner of the property is regulated under the Woodland Protection Ordinance and requires a Woodland Use Permit if its critical root zone cannot be adequately protected. Additional information outlined above must be provided in the Preliminary Site Plan to meet the site plan standards of the Woodland Protection Ordinance. Since the tree occurs near the sidewalk at the edge of the property, ECT suggests that the effort is made to avoid impacting the critical root zone and save the tree. ECT recommends approval of the Concept and Rezoning Plan, conditional on the Applicant's satisfactory adoption of the recommendations described above in the Preliminary Site Plan.

If you have questions, please contact us.

cc: Kristen Kapelanski  
David Beschke  
Angela Pawlowski



Landmark-size sugar maple in southeast corner of property

## LANDSCAPE REVIEW



## **PLAN REVIEW CENTER REPORT**

February 17, 2010

### **PRO Concept Plan**

Novi Crossing SP#10-06

#### **Review Type**

PRO Concept Landscape Review

#### **Property Characteristics**

- Site Location: Ten Mile / Beck Road
- Site Zoning: B-3 / R-1
- Plan Date: 7/21/09

#### **Recommendation**

Approval of SP#10-06 Novi Crossing cannot be recommended at this time. The applicant must provide additional information as noted below in order for the plans to be fully reviewed.

#### **Ordinance Considerations**

##### **Adjacent to Public Residential Use Buffer (Sec. 2509.3.a.)**

1. An 8' to 10' high berm is required as a buffer to adjacent residential zoning. The Applicant has proposed 9' high berms where necessary. It is recommended that these berms be undulating and natural in appearance. The berms must be fully landscaped.

##### **Adjacent to Public Rights-of-Way – Berm & Buffer (Sec. 2509.3.b.)**

1. A 3' tall landscape berm with a 2' crest is required along the right-of-ways for the B-3 property.
2. A 4' tall landscape berm with a 4' crest is required along the right-of-ways for the R-1 property
3. Right-of-way greenbelt planting calculations must be provided and requirements met. The Applicant will need to provide trees, shrubs and perennials in order to meet opacity requirements and quantity counts.
4. One canopy tree or large evergreen will be required for each 40 LF and one sub-canopy tree will be required for each 25 LF of frontage for the B-3 property.
5. One canopy tree or large evergreen will be required for each 35 LF and one sub-canopy tree will be required for each 20 LF of frontage for the R-1 property.
6. Twenty five foot clear vision areas must be shown at all entry drives.

##### **Street Tree Requirements (Sec. 2509.3.b.)**

1. Street Trees will be required at the frontages of the B-3 zoning at 1 tree per 45 LF.
2. Street Trees will be required at the frontages of the R-1 zoning at 1 tree per 35 LF.

##### **Parking Landscape (Sec. 2509.3.c.)**

1. Please provide the required calculations for interior parking landscape area. Provide adequate interior parking landscape and label the square footages of each area on the



- plans. Interior landscape islands are required to be a minimum of 10 wide and greater than 300 SF.
2. Please provide the calculations for parking lot canopy trees. Provide the adequate number of trees.
  3. Snow storage areas must be shown on the plan.

**Parking Lot Perimeter Canopy Trees (Sec. 2509.3.c.(3))**

1. Perimeter Parking Lot Canopy Trees will be required at one tree per 35 LF surrounding parking and access areas.

**Building Foundation Landscape (Sec. 2509.3.d.)**

1. A minimum 4' wide landscape bed is required around the building foundations. Please provide this bed and plantings.
2. Foundation landscape is required totaling 8 SF x each building foundation perimeter. Please provide all calculations.

**Plant List (LDM)**

1. Please provide a plant list per the requirements of the ordinance.
2. Provide a cost estimate for all landscape materials per the standard City of Novi cost values. Include costs for mulch, seed/sod and irrigation.

**Planting Notations and Details (LDM)**

1. Please provide the standard City of Novi planting details and notations.

**Irrigation (Sec. 2509 3.f.(6)(b))**

1. An Irrigation Plan and Cost Estimate must be provided.

**General**

1. Please detail any and all site amenities that are proposed.
2. Loading zones and trash enclosures should be located to the rear of buildings and screened as adequately as is possible.

Please follow guidelines of the Zoning Ordinance and Landscape Design Guidelines. This review is a summary and not intended to substitute for any Ordinance. For the landscape requirements, see the Zoning Ordinance landscape section on 2509, Landscape Design Manual and the appropriate items in the applicable zoning classification.

Reviewed by: David R. Beschke, RLA

## FIRE REVIEW



**CITY COUNCIL**

Mayor  
David B. Landry

Mayor Pro Tem  
Bob Gatt

Terry K. Margolis

Andrew Mutch

Kathy Crawford

Dave Staudt

Justin Fischer

**City Manager**  
Clay J. Pearson

**Fire Chief**  
Frank Smith

**Deputy Fire Chief**  
Jeffrey Johnson

February 5, 2010

TO: Barbara McBeth, Deputy Director of Community Development, City of Novi

RE: Novi Crossing

SP#: 10-06, Conceptual/PRO

**Project Description:**

Four separate retail buildings ranging in size from 6,000 to 13,000 S.F.

**Comments:**

1. This proposal has a very confusing traffic pattern that might cause some problems. Specifically, the fire code requires a minimum 50' outside turning radius to for the access drives to and from the buildings. This plan does not satisfy this minimum requirement.
2. The loading zone to the west of Building 'A' will block the access drive to this building.
3. Fire hydrants shall be shown on the utility plan in accessible locations at 300' maximum spacing and no part of a building shall be more than 300' from a fire hydrant.

**Recommendation:**

As submitted, I cannot provide a positive recommendation until the above items are satisfactorily addressed.

Sincerely,

Michael W. Evans  
Fire Marshal

cc: file

**Novi Fire Department**  
42975 Grand River Ave.  
Novi, Michigan 48375  
248.349-2162  
248.349-1724 fax

cityofnovi.org



MEMO COMMENTING ON PROPOSED  
PUBLIC BENEFIT FROM PARKS

# MEMORANDUM



**TO:** KRISTEN KAPELANSKI, CITY PLANNER  
**FROM:** NANCY COWAN, SUPERINTENDENT OF RECREATION  
**SUBJECT:** PARKS, RECREATION & CULTURAL SERVICES REVIEW OF  
"NOVI CROSSING" PRO  
**DATE:** JULY 22, 2010

---

## PRO-Community Benefit

As requested by Community Development, Parks, Recreation and Cultural Services has reviewed the PRO for the site at Ten Mile & Beck Roads, "Novi Crossing". The applicant is proposing to develop an open space area totaling 15.78 acres, specifically grade the area for use as a multi-use sports space, irrigate the area and provide a walking trail path system.

## Comments

1. Community surveys have revealed that citizens rank the need for walking/biking pathways as the highest recreation need. The proposal includes the development of a walking trail path system. The pathway placement should be developed in conjunction with City staff and be consistent with design and construction standards in the City of Novi.
2. Community surveys and recreation participation figures indicate the need to develop multi-use sports fields for soccer, lacrosse, cricket and football. The proposal includes the donation and grading of an open space that could be used for a multi-use sports field, along with an irrigation system for the site - a **critical** component to the successful use of multi-sports fields. This aligns appropriately with the needs stated in the surveys.
3. Parking is already planned for in the development and could be shared with the multi-use space. As long as peak hours of the development and open space are not the same, the parking should be appropriate and include nearby accessible spaces.

Please contact me if you have any questions or comments.

MAPS  
Location  
Zoning  
Future Land Use  
Natural Features



# Novi Crossing SP10-06 with Rezoning 18.696

Location

Approximate Area  
of Development

Ten Mile Rd

Beck Rd

Map Author: Kristen Kapelanski  
Date: April 5, 2010  
Project: Novi Crossing SP10-06/Rezoning 18.696  
Version #: 1.0

## Map Legend

Subject Property

### MAP INTERPRETATION NOTICE

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.



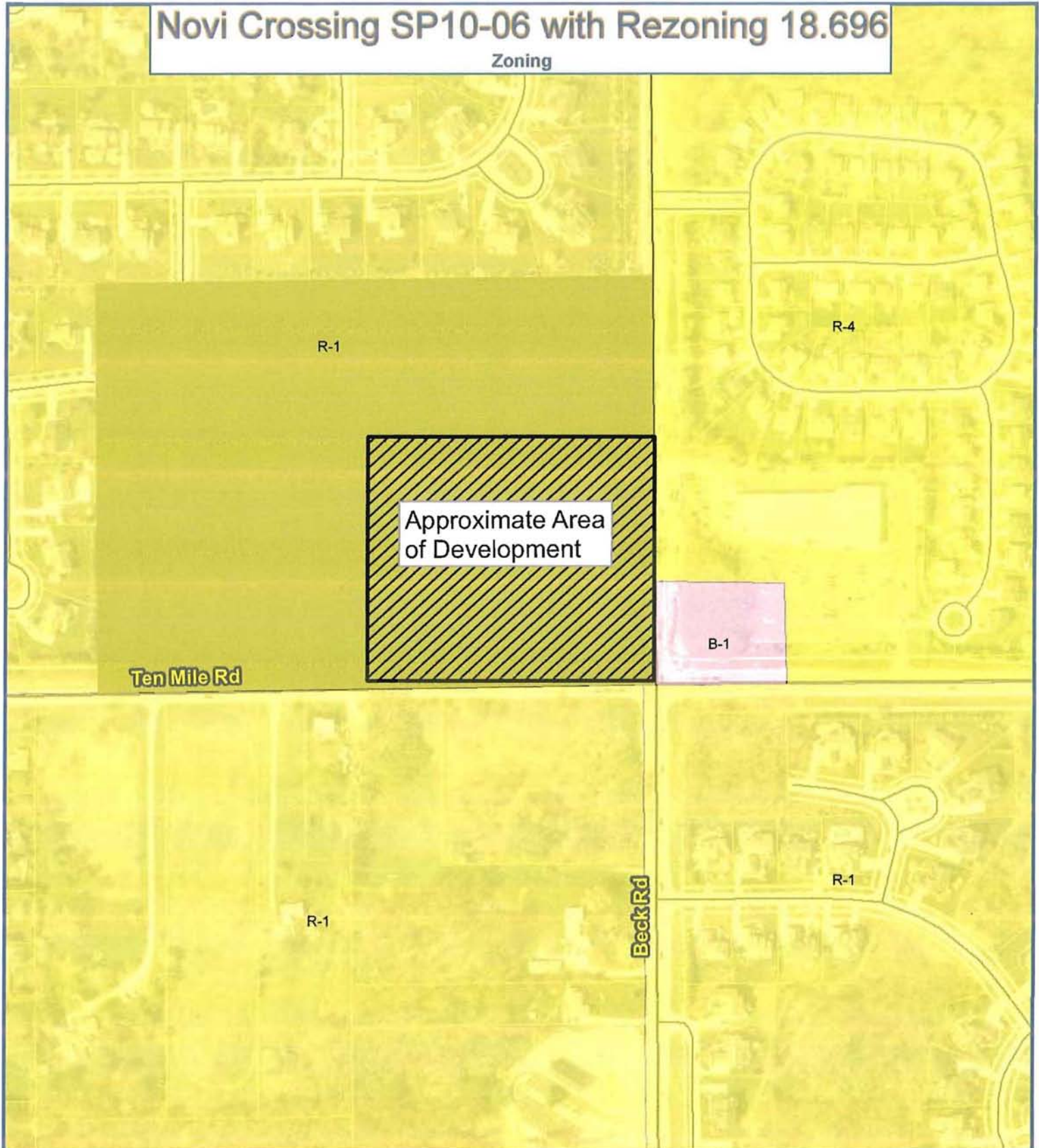
**City of Novi**  
Department Division  
Department Name  
45175 W Ten Mile Rd  
Novi, MI 48375  
cityofnovi.org





# Novi Crossing SP10-06 with Rezoning 18.696

Zoning




Map Author: Kristen Kapelanski  
Date: April 5, 2010  
Project: Novi Crossing SP10-06/Rezoning 18.696  
Version #: 1.0

## MAP INTERPRETATION NOTICE

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## Map Legend

-  Subject Property
-  R-1: One-Family Residential District
-  R-4: One-Family Residential District
-  B-1: Local Business District



**City of Novi**  
Department Division  
Department Name  
45175 W Ten Mile Rd  
Novi, MI 48375  
cityofnovi.org

0 50 100 200 300 400  
Feet



1 inch = 281 feet



# Novi Crossing SP10-06 with Rezoning 18.696

Future Land Use

Approximate Area  
of Development

Ten Mile Rd

Beck Rd

Map Author: Kristen Kapelanski  
Date: April 5, 2010  
Project: Novi Crossing SP10-06/Rezoning 18.696  
Version #: 1.0

## MAP INTERPRETATION NOTICE

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## Map Legend

-  Subject Property
-  SINGLE FAMILY
-  LOCAL COMMERCIAL
-  PRIVATE PARK



**City of Novi**  
Department Division  
Department Name  
45175 W Ten Mile Rd  
Novi, MI 48375  
cityofnovi.org

0 50 100 200 300 400  
Feet

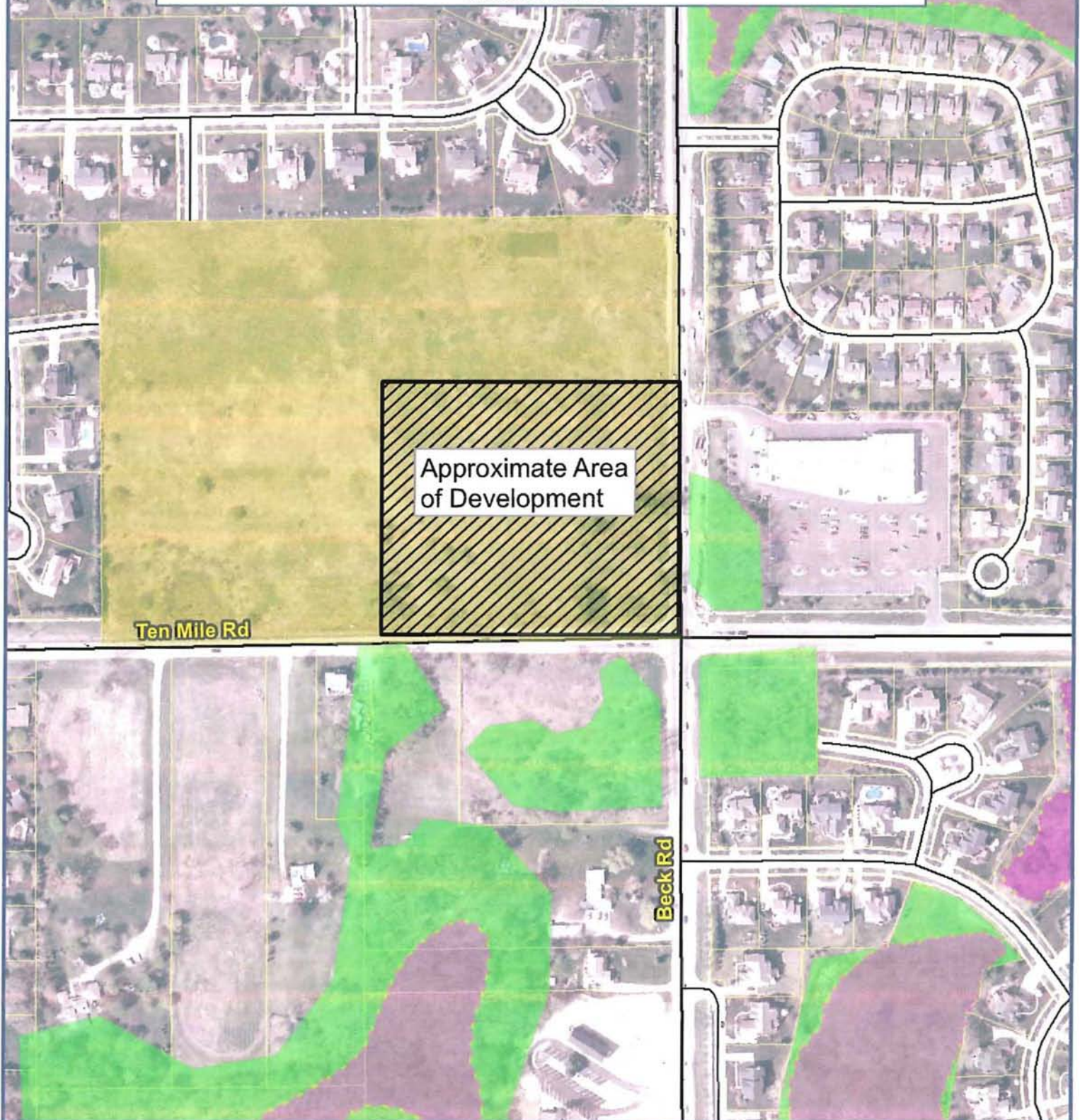


1 inch = 281 feet



# Novi Crossing SP10-06 with Rezoning 18.696

## Natural Features



Map Author: Kristen Kapelanski  
Date: April 5, 2010  
Project: Novi Crossing SP10-06/Rezoning 18.696  
Version #: 1.0

### Map Legend

- Subject Property
- Wetland Areas
- Woodlands

#### MAP INTERPRETATION NOTICE

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**City of Novi**  
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45175 W Ten Mile Rd  
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0 50 100 200 300 400  
Feet



1 inch = 281 feet

## APPLICANT RESPONSE LETTERS





**D. BENNETT ENTERPRISES, INC.**  
**LAND DEVELOPMENT CONSULTANTS**

15030 Finch Avenue, Plymouth, Michigan 48170  
(734) 231-3510 (phone and voice mail)  
(866) 407-4923 (fax - toll free)  
E-Mail: dbenent@aol.com

June 15, 2010 (via delivery)

City of Novi Community Development  
45715 W. Ten Mile Road  
Novi, MI, 48375

Attention: Barbara McBeth, Deputy Community Development Director  
Kristin Kapelanski, Planner

Barb and Kristin:

As requested by our client, Ten & Beck, LLC, we are submitting this package to schedule the Planning Commission meeting and Public Hearing (preferably on July 28, 2010) in order to move forward with the Rezoning and Planned Rezoning Overlay on their Site at the Northwest Corner of Ten Mile and Beck Roads (tax id 22-20-400-005), with a Working Title of "Beck Crossing" (previously "Novi Crossing"), City of Novi SP# 10-05.

Our Master Plan and Zoning Committee (MPZC) meeting took place on April 14, 2010. At that meeting, Committee members provided us with excellent feedback and expressed their concerns, especially regarding traffic in the area. We were also directed to speak with Parks and Recreation regarding the use and suitability of the Open Space.

In response to MPZC meeting comments, and the Review Letters we received on March 3, 2010 (in response to our January 2010 submittal for the MPZC meeting), please find the following data and synopsis regarding this submittal:

- A) Included are thirteen (13) sets of the "Planned Rezoning Overlay Conceptual Layout" at 24"x36" size. This is the same Concept Plan we submitted for the MPZC meeting. While the March 2010 review letters cover engineering, landscaping and other issues, most require details that will be provided on future Site Plan submittals. We have however, prepared a revised Concept Plan primarily to incorporate changes and/or additions to the Concept Layout based on the Birchler Arroyo Associates, Inc. Traffic Review (dated January 31, 2010). We will include this Plan in our oral presentation to the Planning Commission, therefore, a synopsis of the revisions follows:
- 1) BA "Traffic Study"; The HRC Traffic Impact Study has been revised and updated. Copies will be provided under separate cover.
  - 2) Added curbing to the internal layout. (BA "Project Description", comment #4). Curb details will be provided on future Site Plan submittals.
  - 3) The existing left turn striping on Beck Road is shown per field measured data (BA "Vehicular Access Improvements", comment #8a). Improvements are not envisioned to the existing striping pattern.
  - 4) The left turn layout and geometrics on Ten Mile Road has been revised to comply with RCOC standards, subject to their review on future Site Plan submittals (BA "Vehicular Access Improvements", comment #8b).

(continued on page 2)



- 5) Increased the driveway widths to three (3) lanes (BA "Driveway Design and Control", comment #11.)
  - 6) BA "Pedestrian Access", comments #12, 13 and 14;  
#12; We will construct the new Ten Mile path at 8 feet to encourage better pedestrian flow.  
#13/14; Changes to the path have been made. ADA will be shown on future Site Plan submittals.
  - 7) BA "Parking and Circulation", comments #15 through #18;  
#15; In order to allow better pedestrian flow, parking spaces adjacent to sidewalks will not be reduced.  
#16; Loading Zones have been revised; additional details will be shown on future Site Plan submittals.  
#17 and 18; Drive-through geometrics have been changed; additional details will be shown on future Site Plan submittals.
- B] As directed (at our 4-14-10 MPZC meeting) we had a meeting with Mr. Randy Auler, Director of Parks, Recreation & Cultural Services on June 2, 2010 to obtain his feedback on the proposed Open Space portion of the PRO. Mr. Auler suggested that the City is in need of "active green/field space" suitable for soccer, lacrosse and cricket fields as well as walking and/or biking paths. He dismissed the need for "hard court" facilities (i.e. tennis courts, basketball courts, etc.) or softball/baseball fields. **Based on Mr. Aulers' comments, our PRO WILL PROPOSE the mass grading, seeding and installation of a water irrigation system, as well as a walking trail path system, within and throughout the Open Space area.**
- C] The "PUBLIC BENEFITS ASSOCIATED WITH PROPOSED PRO PLAN" section of our January 2010 submittal (for the MPZC meeting) listed numerous items the Applicant believes will create public benefit for the community. Since that letter was drafted, the language and format of the Master Plan Amendment has changed numerous times, therefore we are restating and adding to our Public Benefits list to reflect the "Goals, Objectives, and Implementation" as currently shown in Chapter 5 of the April 29, 2010 document. Please see the attached letter for details on this issue.

We look forward to proceeding with our Rezoning and Planned Rezoning Overlay at the next available Planning Commission meeting. Please feel free to contact me directly, or David Goldberg (248-496-5858), if you have any questions or if we can be of any assistance during your review. Otherwise, please schedule us for a Planning Commission meeting on July 28, 2010.

Thank You,



Duane Bennett, President  
D. Bennett Enterprises, Inc.

Cc; Ten & Beck, LLC  
R. Russell, Land-Tec



## **PROPOSED PLANNED REZONING OVERLAY AT THE NORTHWEST CORNER OF TEN MILE AND BECK ROADS – PROPOSED “BECK CROSSING”**

Tax ID Number 22-20-400-005, Address 47430 Ten Mile Road

### **BACKGROUND DATA**

The requested Planned Rezoning Overlay and corresponding Rezoning change of a portion of the subject property is based on several factors, including the property's location directly adjacent to major roadways, compatibility with the surrounding zoning and uses, and changed circumstances in the area since the zoning was last established.

Specifically, the subject property is located on the northwest corner of Ten Mile and Beck Roads, and has 2,080 lineal feet of frontage on these major thoroughfares. Both roads are heavily traveled two lane roads, which carry large amounts of traffic to and from all portions of the City, and from Oakland County and northern Wayne County. Indications from the City's right-of-way department are that Beck Road is already planned for expansion to a four-lane boulevard, and that Ten Mile will also be expanded to four or five lanes in the future. The existing developments in the immediate area, including the over 850 residential units developed by Toll Bros. to the west, and, the major commercial center developed at Grand River and Beck, which includes an expanded full-service hospital and related uses, will continue to expand the large amount of traffic for this area of the community. Also, the City's ongoing Master Plan Review appears to be considering changes to the Beck Road and Eleven Mile intersection which (if adopted) would likely increase traffic along Beck Road even more.

Greenwood Oaks Subdivision (to the north with R-1 zoning) has its Beck Road entrance approximately 2,370 feet north of the Ten Mile and Beck Road intersection. Warrington Manor Subdivision and Greenwood Oaks, (to the west with R-1 zoning) have a Ten Mile Road entrance approximately 1,720 feet west of the Ten Mile and Beck Road intersection. Good planning practices would suggest existing residential developments be buffered from the intersection of two major thoroughfares, however placing an additional residential development even closer to the corner would be a burden to the future homeowners.

To the east of the subject property (at the northeast corner of Ten Mile and Beck Roads) is a zoned PUD, with commercial uses at the corner, medium-density detached single-family residential condominiums surrounding the commercial (consistent with R-2), and high-density attached condominiums surrounding the medium-density residential (consistent with R-3). There is no single-family residential R-1 zoning within the PUD that has direct access to Beck Road. To the south of the subject property (at the southwest corner of Ten Mile and Beck Roads) there is a four (4) acre vacant parcel, also currently zoned R-1, which has similar characteristics to the subject property, and will likely be subject to a rezoning request to a residential use with a higher density than the R-1 zoning (possibly even multiple-family) or non residential use when it is ultimately developed.

Considering the density allowed under the current R-1 zoning, current development costs in the area, the decreasing price of homes being sold in the surrounding area, and the fact that the configuration of the property and its extensive amount of road frontage will require a large number of homes be built in very close proximity to Ten Mile and Beck Roads, it is not practical to develop a single family community consistent with the two (2) adjacent R-1 subdivisions, Warrington Manor (to the west) and Greenwood Oaks (to the north and west).

Moreover, LSL Planning, Inc. (Community Planning Consultants) will assert that the subject property should be zoned to some level of commercial use, or if it is to remain residential, some level of higher density single-family or multiple-family use would be appropriate for this property.



### **PUBLIC BENEFITS ASSOCIATED WITH PROPOSED PRO PLAN**

Ten & Beck, LLC (Owner and Applicant) is proposing to develop the 24.242 acre/gross parent parcel using the City's Planned Rezoning Overlay Ordinance (PRO), whereby a 7.142 acre/gross (5.682 acre/net) parcel at the southeast corner of the property will be rezoned to B-3 uses, with less intensity than otherwise permitted on 5.68 acres, and designed with creative, pedestrian friendly planning techniques. The remaining 17.100 acre/gross (15.778 acre/net) would remain R-1 zoning and would be deeded to the City and/or deed restricted for use as open space in perpetuity.

In order to qualify for PRO status, Applicant must demonstrate how the proposed rezoning and overlay will create public benefit for the community. Applicant believes the proposed PRO plan offers the following public benefits:

- 1) **Formal dedication of perpetual Open Space** adjacent to Greenwood Oaks and Warrington Manor Subdivisions, with direct frontage and access to Ten Mile and Beck Roads. The land available for passive and/or active recreational uses totals 15.78 acres net of right-of-way and would significantly add to the City's need for parkland, especially near residential subdivisions. In its current state, the fair market value of this land would be in the range of \$750,000 to \$1,000,000.
- 2) **Extend pedestrian sidewalks** along the entire Ten Mile and Beck Road frontages. Approximately 890 feet of sidewalk along Ten Mile Road and 550 feet of sidewalk along Beck Road will be constructed to further extend and connect the existing City sidewalk system, as well as provide direct pedestrian access to the subject property for residents in the surrounding area.
- 3) **Formal dedication of 60 foot right-of-way** along Ten Mile and Beck Roads. Approximately 2.78 acres of future right-of-way (over 11% of the total property) will be dedicated to the City, at no charge, saving the City several hundred thousands of dollars that it would have otherwise had to spend obtaining the right-of-way through eminent domain.
- 4) **Loop water main along Ten Mile Road** to extend and connect the current water system. Approximately 1,300 lineal feet of water main along the Ten Mile Road frontage will be constructed to connect where the current water main is stubbed at Warrington Manor to the other stub at the corner of Ten Mile and Beck Roads, again saving the City significant money in utility work.
- 5) **Construction of storm water management facilities** within the property to serve as storm water retention basin(s) to hold storm water runoff from the proposed development, as well as runoff from Ten Mile and Beck Roads, which essentially will create a small regional retention basin to alleviate the drainage problems on Ten Mile and Beck Roads.
- 6) **Public amenities and pedestrian friendly layout to the proposed development.** Applicant's proposed development is designed to create a neighborhood center with a creative layout and interconnected sidewalks to allow a pedestrian friendly environment. In addition, Applicant is proposing amenities such as public gazebos and a fire pit to further enhance the neighborhood character of the development.
- 7) **Job Creation.** Based on the potential number of new business establishments, the proposed Neighborhood Commercial Center could create 100 retail jobs.

(Continued on page 3)



## **CITY OF NOVI MASTER PLAN(S) REGARDING THE DEMAND FOR RETAIL**

In March of 2009, the City's Planner, Mark Spencer, wrote a memo to the Master Plan and Zoning Committee (memo dated March 3, 2009,) discussing (in part) demand for future retail use in the City. This memo (on page 10 of 13) refers to data from the City's 2007 Master Plan Review, which “... reveals that Zip Code Area 48167 could have a retail space demand shortage...” and, “...that residents in and near the Southwest Quadrant of the City (most of the “Zip Code Area 48167) said they would rather travel ... than see retail services constructed in the Southwest Quadrant...”

Also, the “Master Plan for Land Use Amendments Adopted April 16, 2008”, includes an “Implementation Strategy: Continue to monitor the retail needs of the Southwest Quadrant to ensure that adequate nearby retail areas are able to serve the Quadrant” (page 120).

In regard to the Master Plan statements, by rezoning only 25% of the subject property to B-3 PRO and leaving the remaining 75% of the property that is adjacent to the subdivisions as vacant open space, the communities' needs for additional neighborhood services can be satisfied while still providing substantial buffering from the adjacent properties.

Lastly, as the “Master Plan for Land Use Review and Amendment Process 2009/2010” is nearing completion, we would like to provide a list of issues this proposed Planned Rezoning Overlay and corresponding Rezoning will accomplish toward those goals. All references are to the “Goals, Objectives, and Implementation” as currently shown in Chapter 5 of the April 29, 2010 document:

### **LAND USE**

**Goal:** Create, preserve and enhance quality residential areas in the City:

**Objective:** Develop and improve strategies to preserve and enhance existing residential neighborhoods.

**Implementation Strategy:** Continue public investment in new and existing pathways, sidewalks, parks and street trees to improve the quality of life in existing neighborhoods.

#### **How the proposed PRO Plan satisfies this Implementation Strategy:**

Over 2,000 feet of road frontage along the property will be improved with public sidewalks and a 15.78 acre open space will be dedicated to the public, all within ¼ mile of numerous existing subdivisions that lack significant useable open space.

**Implementation Strategy:** Investigate and develop programs to encourage private investment in new and existing private neighborhood recreation facilities.

#### **How the proposed PRO Plan satisfies this Implementation Strategy:**

With 15.78 acres of open space available to the City, this land could be improved to satisfy both passive and active recreational uses, and save the City the cost of obtaining land for open space and parks.

(Continued on page 4)



**LAND USE** (continued)

**Objective:** *Encourage residential developments that promote healthy lifestyles.*

**Implementation Strategy:** *Educate the public and developers on the benefits of making residential developments walkable and bikeable and encourage developers to build walkable and bikeable residential developments that are connected to the City's non-motorized transportation system where possible.*

**How the proposed PRO Plan satisfies this Implementation Strategy:**

By installing public sidewalks around the entire property, the interior sidewalk systems of Greenwood Oaks and Warrington Manor can be interconnected, both around the perimeter and through the open space if desired.

**Implementation Strategy:** *Consider revising ordinances to further provide incentives for including passive and active recreational facilities in new residential developments.*

**How the proposed PRO Plan satisfies this Implementation Strategy:**

The opportunity to create passive and active recreational facilities within new developments will be limited in the near future due to the cessation of any new residential developments. The proposed development is a unique opportunity to acquire 15.78 acres of useable open space within a ¼ mile radius of approximately 1,100 residential homes with existing sidewalks to and from this land already in place, at no cost to the City.

**COMMUNITY CHARACTER**

**Goal:** *Create a stronger cultural presence and identity for the City*

**Objective:** *Create gathering places for residents and community activity.*

**How the proposed PRO Plan satisfies this Goal and Objective:**

The proposed development includes two gazebos and a fire pit with benches to create a communal gathering place.

**ENVIRONMENTAL/OPEN SPACE**

**Objective:** *Protect and maintain open space throughout the community.*

**Goal:** *Increase recreation opportunities in the City in the face of diminished open space and funding.*

**How the proposed PRO Plan satisfies this Goal:**

The proposed development includes 15.78 acres of useable open space that can become a recreational area within a ¼ mile radius of approximately 1,100 residential homes.

**Goal:** *Continue to promote and implement “Green” building techniques, sustainable design best management practices and energy conservation in the City of Novi.*

**Implementation Strategy:** *Establish ordinance provisions to reduce the number of required parking spaces when bicycle access and bicycle racks are provided and when the applicant can demonstrate, and provide facilities for, access by other alternative methods of transportation, i.e. walking or mass transit.*

**How the proposed PRO Plan satisfies this Implementation Strategy:**

The construction of pedestrian sidewalks along the entire Ten Mile and Beck Road frontages will complete and enhance the pedestrian circulation of the City sidewalk system, as well as provide direct pedestrian access to the proposed neighborhood center. The local nature of the center will also help reduce cross-town traffic trips in this area, and the development includes bike racks to provide another alternative method of transportation. (Continued on page 5)



### **INFRASTRUCTURE**

**Goal:** *Maintain adequate infrastructure in an environment of limited federal and state funding.*

**Objective:** *Determine the future infrastructure needs of the community, particularly roads, and complete master plan for City utilities – water, sanitary sewer, and storm sewer.*

**Goal:** *Make certain that various land users have no negative impact, physical or fiscal, on community infrastructure.*

**Objective:** *Encourage developers to upgrade infrastructure impacted by their developments.*

**Objective:** *Encourage developments that reduce the number of vehicle trips on local thoroughfares.*

**Goal:** *Interconnect the City's pedestrian and bicycle paths.*

**Objective:** *Expedite completion of path connections in a prioritized and timely manner.*

**Goal:** *Continue to promote active living and healthy lifestyles in the City of Novi and continue to achieve a high level of recognition under State of Michigan's "Promoting Active Communities Program".*

**Objective:** *Continue to strive toward making the City of Novi a more "Bikeable" and a more "Walkable" community.*

**Implementation Strategy:** *Plan and build recreational trail facilities that can accommodate bicycles and pedestrians.*

**Implementation Strategy:** *Provide recreation trails within all new parks and connect all new parks with recreation trails to the City's pathway and sidewalk system.*

**Implementation Strategy:** *Establish ordinance requirements to require bicycle and pedestrian connectivity and bicycle parking facilities for new developments.*

**Implementation Strategy:** *Encourage the retrofitting of existing developments and destinations to provide bicycle and pedestrian access and bicycle parking.*

**Implementation Strategy:** *Continue to complete sidewalk and pathway gaps throughout the City and accelerate the rate of completion if funding permits.*

#### **How the proposed PRO Plan satisfies these *INFRASTRUCTURE* items;**

1. Approximately 1,300 lineal feet of water main along the Ten Mile Road frontage will be constructed to connect the current stub at Warrington Manor to the other stub at the Southeast corner of Ten Mile and Beck Roads. This will close the gap in the current City water main system.

2. Construction of storm water management facilities within the property to serve as storm water retention basin(s) will hold storm water runoff from the proposed development, as well as runoff from Ten Mile and Beck Roads, and will essentially create a small regional retention basin to alleviate the existing drainage problems from Ten Mile and Beck Roads.

3. The construction of pedestrian sidewalks along the entire Ten Mile and Beck Road frontages will complete and enhance the pedestrian circulation along the City sidewalk system, as well as provide direct pedestrian access to the proposed neighborhood center. The local nature of the center will also help reduce cross-town traffic trips in this area.

The Open Space and its corresponding trail system will provide "bikeable and walkable" facilities with direct access to the sidewalk system serving approximately 1,100 residential homes within a ¼ mile radius of this development and a substantially larger population in excess of a ¼ mile.

(Continued on page 6)

Revised June 14, 2010

PROPOSED PLANNED REZONING OVERLAY – PROPOSED “BECK CROSSING”

Page 6 of 6

For the foregoing reasons, Applicant believes a rezoning of the property to B-3 PRO is a fair and reasonable use of the property, based upon sound planning considerations and practices, and is consistent with the current and future goals and objectives of the City's Master Plan.

Ten & Beck, LLC



David A. Goldberg



**MASTER PLAN AND ZONING COMMITTEE  
MEETING MINUTES EXCERPT**



**MASTER PLAN & ZONING COMMITTEE**  
**City of Novi Planning Commission**  
**April 14, 2010 at 7:00 p.m.**  
**Novi Civic Center – Activities Room**  
**45175 W. Ten Mile, Novi, MI 48375**  
**(248) 347-0475**

**CALL TO ORDER:**

The meeting was called to order at 7:02 PM

**ROLL CALL**

**Present:** Members Victor Cassis, Andy Gutman, Michael Lynch, Michael Meyer

**Staff Support:** Mark Spencer, Planner; Kristin Kolb, City Attorney

**Approval of Agenda**

Moved by Member Lynch, seconded by Member Cassis:

**VOICE VOTE ON AGENDA APPROVAL MOTION MADE BY MEMBER LYNCH AND SECONDED BY MEMBER CASSIS:**

*A motion to approve the Agenda. Motion carried 4-0.*

**Audience Participation and Correspondence**

**John Kuenzel** as representative of Echo Valley Home Owners Association, stated the property at the northwest corner of Ten Mile and Beck roads should stay single family residential.  
Staff Report

**MATTERS FOR DISCUSSION**

1. **Novi Crossing Rezoning with PRO** Petition to rezone 7.1 acres of a 24.3 acre parcel at the northwest corner of Beck and Ten Mile Roads from R-1 to B-3.

Planner Spencer reviewed the staff and consultant reports with the Members. The applicant, David Goldberg and his planner Brad Strader presented their proposal to the Committee.

The Committee discussed the proposed rezoning and concept plan with the applicant, the City Attorney and staff. The Members discussed the following issues regarding the application: use history, previous plans, traffic, sidewalks, right-of-way donation, potential property value changes, proposed park donation, possible park activities, proposed permitted commercial uses, residential alternatives, compliance with the Master Plan, semi rural area, proposed screening, concept discussions between the applicant and neighboring property owners and concerns of near by residents. Members agreed that current proposal was better than previous proposals.

**ADJOURN**

Moved by Member Meyer, seconded by Member Lynch:

**VOICE VOTE ON ADJOURNMENT MOTION MADY BY MEMBER MEYER AND SECONDED BY MEMBER LYNCH:**

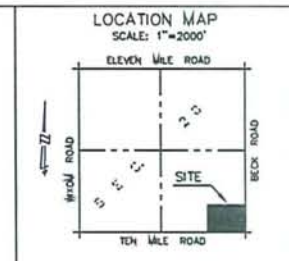
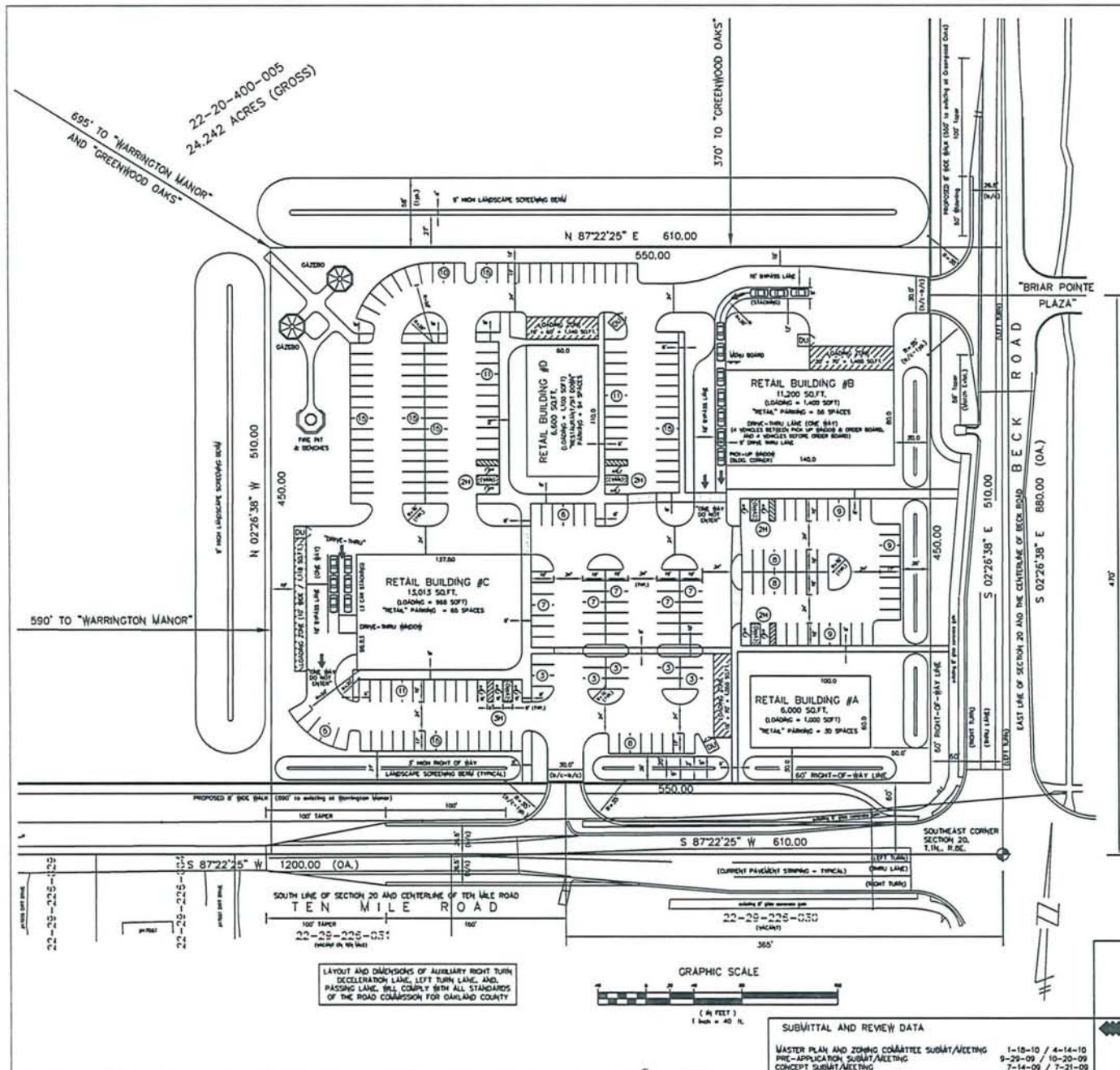
*A motion to adjourn.*

The meeting adjourned at 9:05 PM.

Minutes approved July 7, 2010

## CONCEPT PLAN





**LEGAL DESCRIPTION (CURRENT OVERALL SCHEDULE NUMBER 22-29-000-000)**  
 A part of the Southeast 1/4 of Section 20, T1N, R1E, S1E, City of Novi, Oakland County, Michigan; more particularly described as commencing at the Southeast Corner of said Section 20, for a POINT OF BEGINNING, thence South 87°22'25" West, 1200.00 feet, along the South line of said Section 20 and the centerline of Ten Mile Road, to the Southeast corner of "Harrington Manor" Subdivision, as recorded in Liber 218 of Plots, on Pages 23 and 24, Oakland County Records (said point located North 87°22'25" East, 1480.00 feet, from the South 1/4 Corner of said Section 20); thence North 02°26'38" West, 880.00 feet, along the Eastern line of said "Harrington Manor Subdivision", to the Northeast corner of said "Harrington Manor Subdivision", and the Southern line of "Greenwood Oaks Sub. No. 3", as recorded in Liber 255 of Plots, on Pages 15, 16 and 17, Oakland County Records; thence North 87°22'25" East, 1200.00 feet, along the Southern line of said "Greenwood Oaks Sub. No. 3", and along the Southern line of "Greenwood Oaks Sub. No. 4", as recorded in Liber 261 of Plots, on Pages 1 thru 8, inclusive, Oakland County Records, to the Southeast corner of said "Greenwood Oaks Sub. No. 4", and the East line of said Section 20 and the centerline of Beck Road (said point located South 02°26'38" East, 1759.45 feet from the East 1/4 Corner of said Section 20); thence South 02°26'38" East, 880.00 feet, along the East line of said Section 20 and the centerline of said Beck Road, to the point of beginning. All of the above containing 24.242 acres, gross. All of the above being subject to the rights of the public in Ten Mile Road and Beck Road. All of the above being subject to assessments, restrictions, and right-of-ways of record.

**LEGAL DESCRIPTION: PROPOSED NEIGHBORHOOD COMMERCIAL CENTER (RESULTING FROM PENDING LAND DIVISION)**  
 A part of the Southeast 1/4 of Section 20, T1N, R1E, S1E, City of Novi, Oakland County, Michigan; more particularly described as commencing at the Southeast Corner of said Section 20, for a POINT OF BEGINNING, thence South 87°22'25" West, 610.00 feet, along the South line of said Section 20 and the centerline of Ten Mile Road, thence North 02°26'38" West, 880.00 feet, thence North 87°22'25" East, 610.00 feet, to the East line of said Section 20 and the centerline of Beck Road, thence South 02°26'38" East, 880.00 feet, along the East line of said Section 20 and the centerline of said Beck Road, to the point of beginning. All of the above containing 7.142 acres, gross. All of the above being subject to the rights of the public in Ten Mile Road and Beck Road. All of the above containing 5.682 acres, net (to 60' right-of-ways). All of the above being subject to assessments, restrictions, and right-of-ways of record.

**DESIGN CRITERIA - PROPOSED**  
 PROPOSED NEIGHBORHOOD COMMERCIAL CENTER ON  
 7.142 ACRES, GROSS AND 5.682 ACRES, NET (TO 60' R.O.W. LINES)  
 PROPOSED REZONING TO B-3, GENERAL BUSINESS DISTRICT  
 4 PROPOSED BUILDINGS WITH A TOTAL OF 36,813 SQUARE FEET, WHICH WILL BE CONSTRUCTED AS ONE (1) PHASE  
 BUILDINGS "A", "B" AND "C" ARE RETAIL, BUILDING "D" IS A SIT DOWN RESTAURANT  
 PARKING CALCULATIONS, REQUIRED:  
 "RETAIL" = 1 SPACE FOR EACH 200 SQUARE FEET OF GROSS LEASEABLE FLOOR AREA  
 = 151 SPACES (30,213 SQ.FT. / 200 SQ.FT.)  
 "SIT DOWN RESTAURANT" = 1 SPACE FOR EACH 70 SQUARE FEET OF GROSS FLOOR AREA  
 = 94 SPACES (6,600 SQ.FT. / 70 SQ.FT.)  
 PARKING REQUIRED = 245 SPACES  
 PARKING PROVIDED = 256 SPACES, TOTAL  
 245 SPACES (9' WIDE, TYPICAL)  
 11 SPACES (SPACES FOR PHYSICALLY DISABLED)  
 STORM WATER MANAGEMENT WILL BE PROVIDED IN ADJACENT LANDS (SEE SHEET 2 OF 2)

**PLANNED REZONING OVERLAY**  
 CONCEPTUAL LAYOUT  
 "NOVI CROSSING"  
 S.E. 1/4 OF SECTION 20, T1N., R1E.,  
 CITY OF NOVI  
 OAKLAND COUNTY, MICHIGAN

**OWNER/APPLICANT**  
 TEN & BECK L.L.C.  
 P.O. BOX 2416  
 BIRMINGHAM, MICHIGAN 48012  
 PHONE: (248) 496-5858

**LAND-TEC CONSULTANTS, INC.**  
 Community Planning, Engineering and  
 Land Surveying Consultants  
 Roy J. Russell, P.C.P., P.E., President  
 15030 Finch Avenue, Plymouth, Michigan 48170  
 Phone (734) 564-1742 Fax (866) 407-4923

**D. BENNETT ENTERPRISES, INC.**  
 LAND DEVELOPMENT CONSULTANT  
 10030 Finch Avenue, Plymouth, Michigan 48170  
 Phone: (734) 231-3310 Fax: (866) 407-4923

**SUBMITTAL AND REVIEW DATA**  
 MASTER PLAN AND ZONING COMMITTEE SUBMIT/MEETING 1-18-10 / 4-14-10  
 PRE-APPLICATION SUBMIT/MEETING 9-29-09 / 10-20-09  
 CONCEPT SUBMIT/MEETING 7-14-09 / 7-21-09

**LAYOUT AND DIMENSIONS OF AUXILIARY RIGHT TURN ACCELERATION LANE, LEFT TURN LANE, AND PASSING LANE, ALL COMPLY WITH ALL STANDARDS OF THE ROAD COMMISSION FOR OAKLAND COUNTY**

**GRAPHIC SCALE**  
 (1 INCH = 40 FEET)  
 1 inch = 40 ft.



